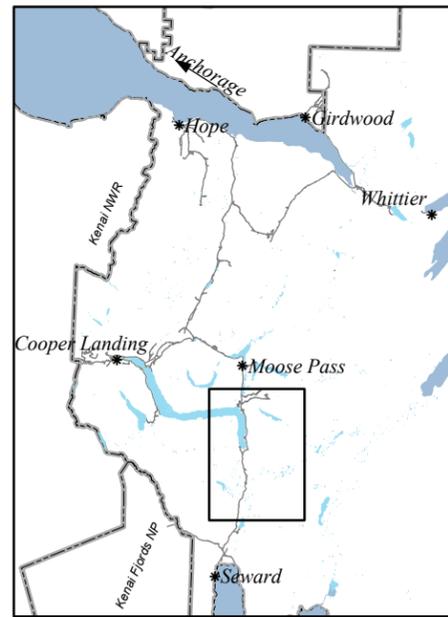


## Alternative 2 Iditarod National Historic Trail Kenai Lake Area



Segment	Miles	1986 INHT Comprehensive Plan	AK DOT & AK RR*	Alternative 2 FS Action	Trail Class	Primary** Managed Use (summer)	Primary** Managed Use (winter)	Prohibited Trail Use
RR1	32.2	Primary Route	Rail Route	-	-	-	-	-
KL1	4.8	-	-	Main Route	3	hike	ski	motorized
KL2	2.0	-	-	Main Route	3	hike	ski	motorized
KL3	1.2	Connecting Trail	Bike Path	-	5	-	-	-
KL4	1.0	-	-	Access Route	3	hike	ski	motorized
KL5	6.1	-	-	Main Route	3	hike	none	summer motor
KL6	0.5	-	-	Access Route	3	bike	none	summer motor
KL7	1.0	-	-	Access Route	3	bike, hike	none	summer motor
TL1	2.4	Prop. Side Trail	-	Main Route	3	bike, hike	snowmo, ski	summer motor
H2	13.9	Connecting Trail	Bike Path	-	5	-	-	-
H3	7.5	Connecting Trail	Bike Path	-	5	-	-	-

\* Indicates existing, planned or proposed AK Department of Transportation or AK Railroad INHT segments.  
 \*\* Indicates actively managed trail use. Other trail uses allowed unless prohibited.

**Kenai Lake Area Summary:** Trail segments for Alternative 2 in the Kenai Lake Area begin at the Goldenfin Trailhead, a State-managed facility used primarily for cross-country skiing. This section climbs up to approximately 1,000' elevation and continues on to the existing Grayling Lakes Trail that traverses semi-open sub-alpine forests of hemlock/spruce and provides angler access to excellent lake fishing in several small lakes (KL1). This alternative would upgrade the existing trail, and provide a new connection from Long Lake to Primrose Road (KL2). The trail would then cross the Snow River as a paved bike path (KL3) within the Seward Hwy right-of-way. KL3 would be built as part of the MP18-25.5 Hwy reconstruction project, and is not included as a FS Action. A new summer-only hiking trail would leave the hwy right-of-way on the east side of the bridge. It would parallel the highway about 200' above it, and cross two deeply-incised creeks in rock-walled gorges with single-span bridges (KL5). The KL trail segments end at Ptarmigan Creek.

This Alternative would provide approx. 15.4 miles of summer trail, and 7.8 miles of cross-country ski trail. There would be approximately 7.3 miles of trail reconstruction and 8.1 miles of new trail construction. Most of the trail north of the Snow River Bridge would be unsuited to winter travel due to avalanche or vehicular hazards. Most of the trail locations through the Kenai Lake area would cross National Forest Lands, or are within DOT right-of-way. Goldenfin Lake trail begins on State Lands.

**Bike Path:** Two trail segments along the Seward Hwy are displayed on the map (H2 & H3). Both are bike paths that are planned as part of DOT's Highway reconstruction projects. Together these segments would account for approximately 21 miles of paved bike path.

**Trailheads:** Access to the trail through the Kenai Lake Area would be provided at five trailheads, four existing and one new. Trailheads include Goldenfin Lake (MP11.4), Grayling Lakes (MP13.3), the proposed Snow River (MP18) and reconstructed Victor Creek (MP19.5), both of which are planned as part of DOT's MP18-25.5 reconstruction project, and Ptarmigan Creek (MP23). Interpretive and informational signs would be installed at all trailheads. Construction of vault toilets at Victor Creek and Snow River would be done in cooperation with DOT's highway reconstruction project and are not part of this action. Existing access trails from Grayling Lakes (KL4), Victor Creek (KL6) and Ptarmigan Creek (KL7) would connect the trailheads to the main trail. The Goldenfin Lake and Snow River sites are adjacent to the Main Trail, so no access trails are needed.

