Upper Tellico OHV System Management

PHOTO DOCUMENTATION

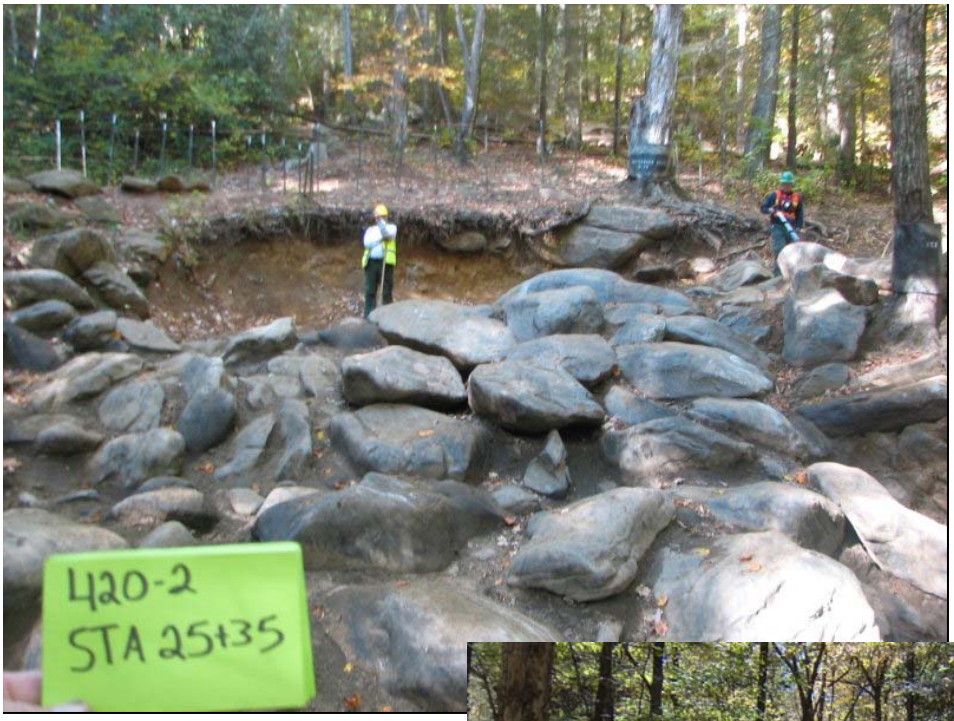
Trail 1

The switchbacks on Trail 1

Alternatives B through F remove Trail 1 from the trail system, pave it, and make it a through route into Tennessee for street legal vehicles. Paving would stabilized the steep switchbacks and alleviate the road's potential as source of sediment to Tipton Creek.

Sediment-laden runoff from Trail 1 entering Tipton Creek

Trail 2



The “Rock Garden” on Trail 2 has deep entrenchment with eroding side walls and is a source of sediment to Jenks Branch. Alternatives B through F close and rehabilitate this trail section.

In Alternatives B through F, the middle part of Trail 2 would become an open system road for street legal high-clearance vehicles since it connects FS 402 and FS 24.

In Alternatives B through F Trail 2 would be removed from the OHV system but stay on the Forest Road system due to rights-of-way issues.

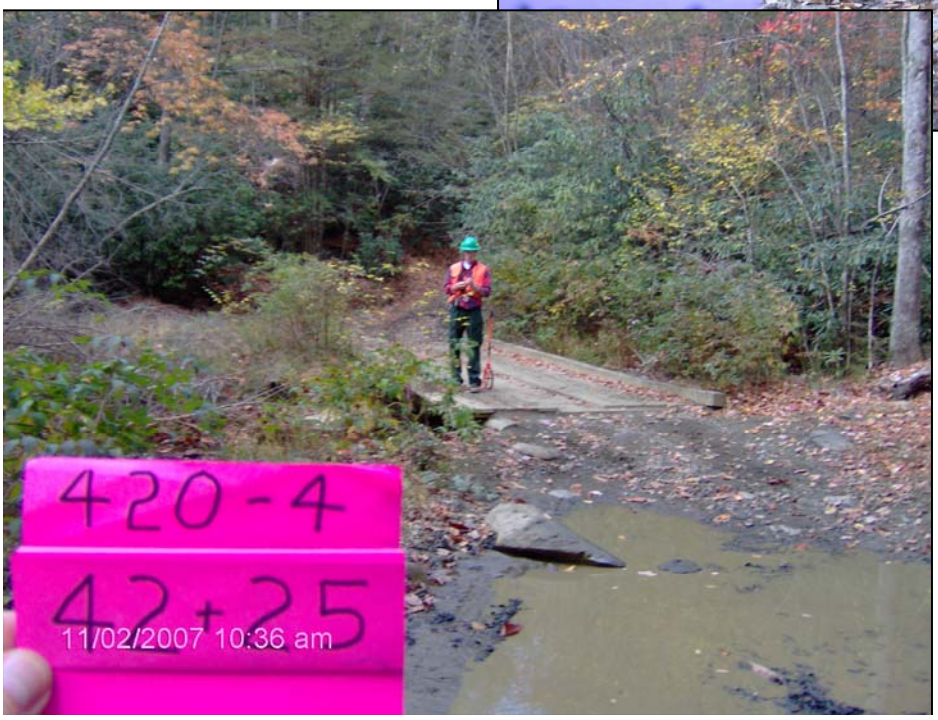
Trail 3

The trail tread of Trail 3 is of a grade and slope more gentle than some in Tellico. In Alternatives B, D,E, and F, Trail 3 remains on the system. Alternative C closes Trail 3.

Trail 4

Alternatives B, D,E, and F leave most or all of Trail 4 on the System. Alternative C leaves part as a seasonally open road.

All Alternatives except C allow construction of a new bridge at Fain Ford to proceed

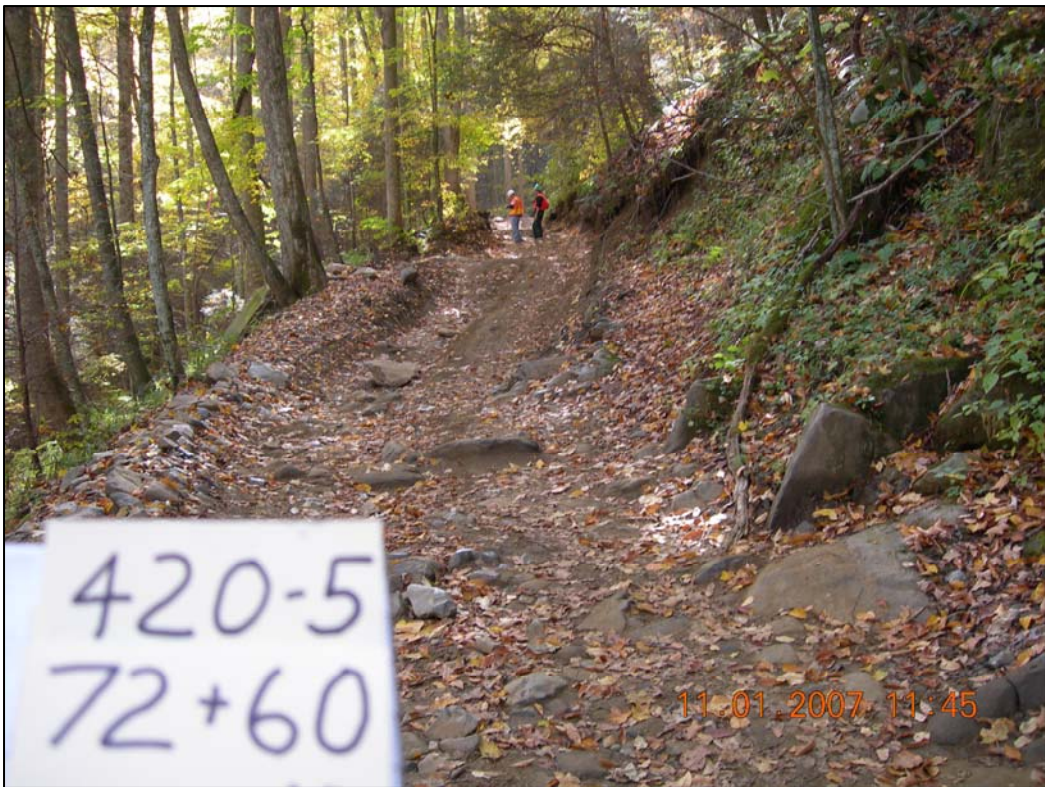


Due to the extreme proximity to water the Alternatives B,C, and D close and rehabilitate this stretch of Trail 4.

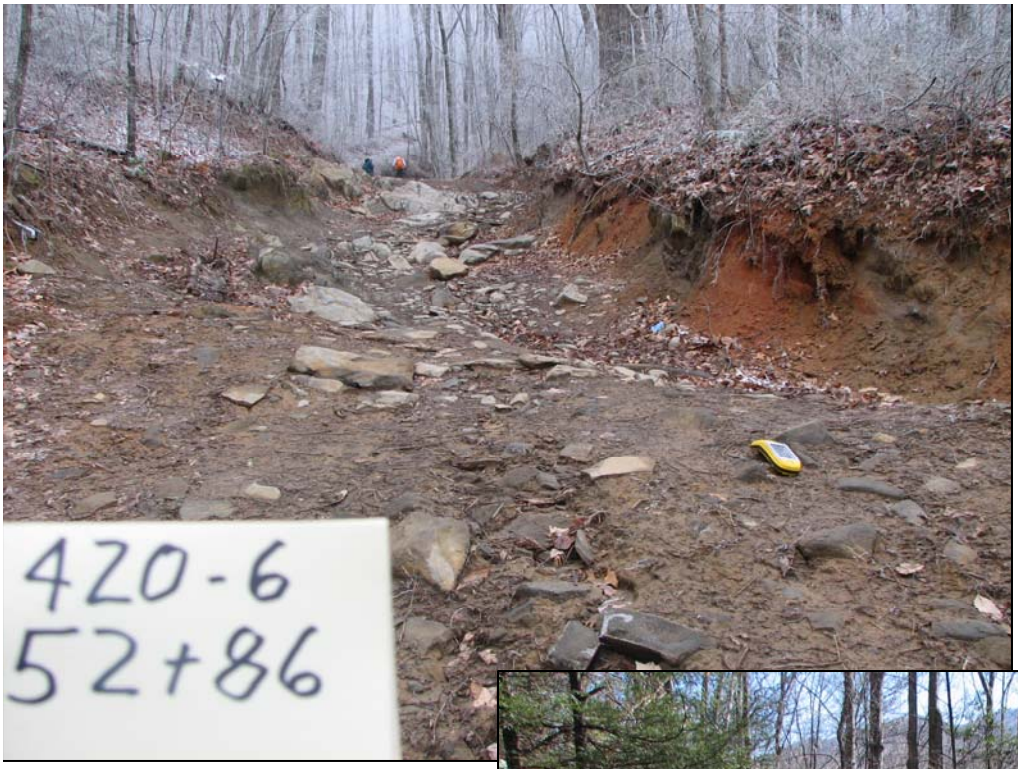
Trail 5

Conditions on Trail 5 vary from flat and “road-like” to steeper and rockier. In Alternatives B, D, E, and F, Trail 5 remains on the system but with a stretch relocated to eliminate a bad trail intersection that is a source of sediment entering the Tellico River. In Alternative C, the first mile becomes an open road, with the remainder closed out..

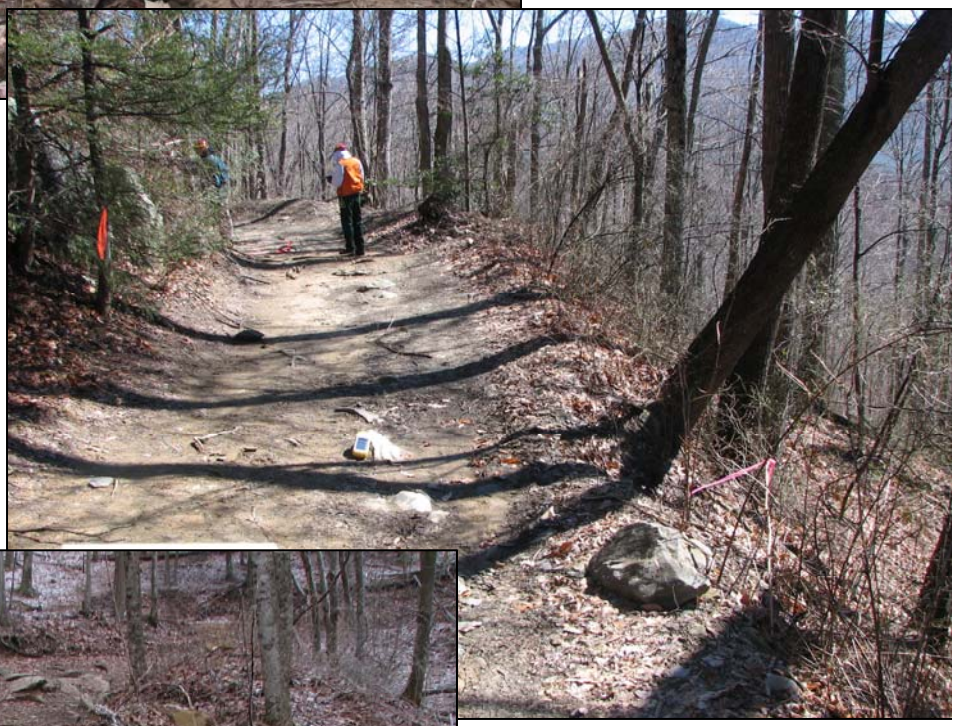
The Trail 5 relocation would start here in Alternatives B, D, E, and F.

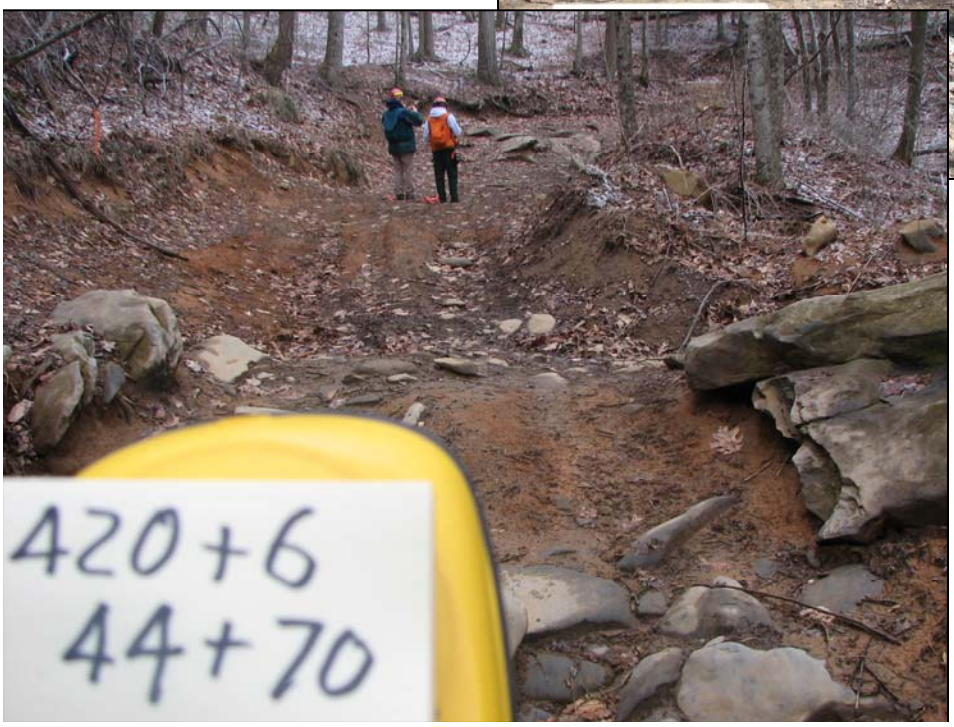


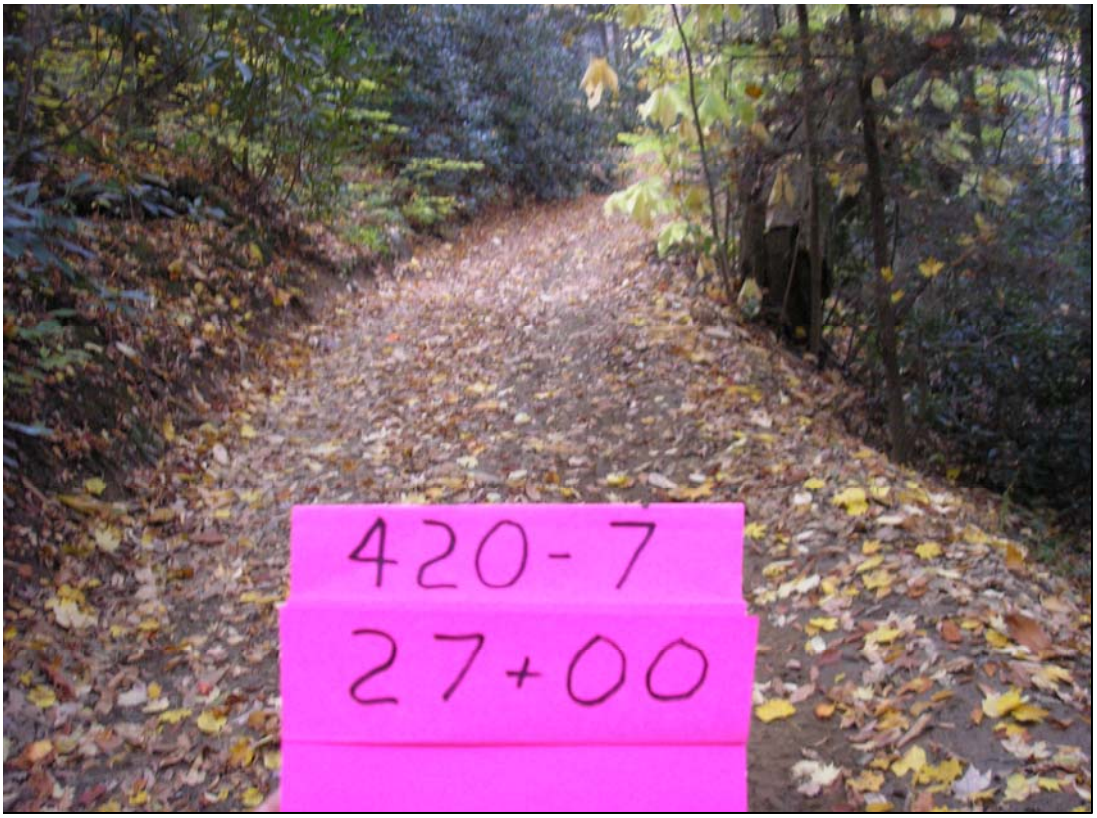
Trail 6



In Alternatives B, D, E and F, Trail 6 remains part of the OHV system with improved drainage structures. In Alternative C it becomes a seasonally open road.

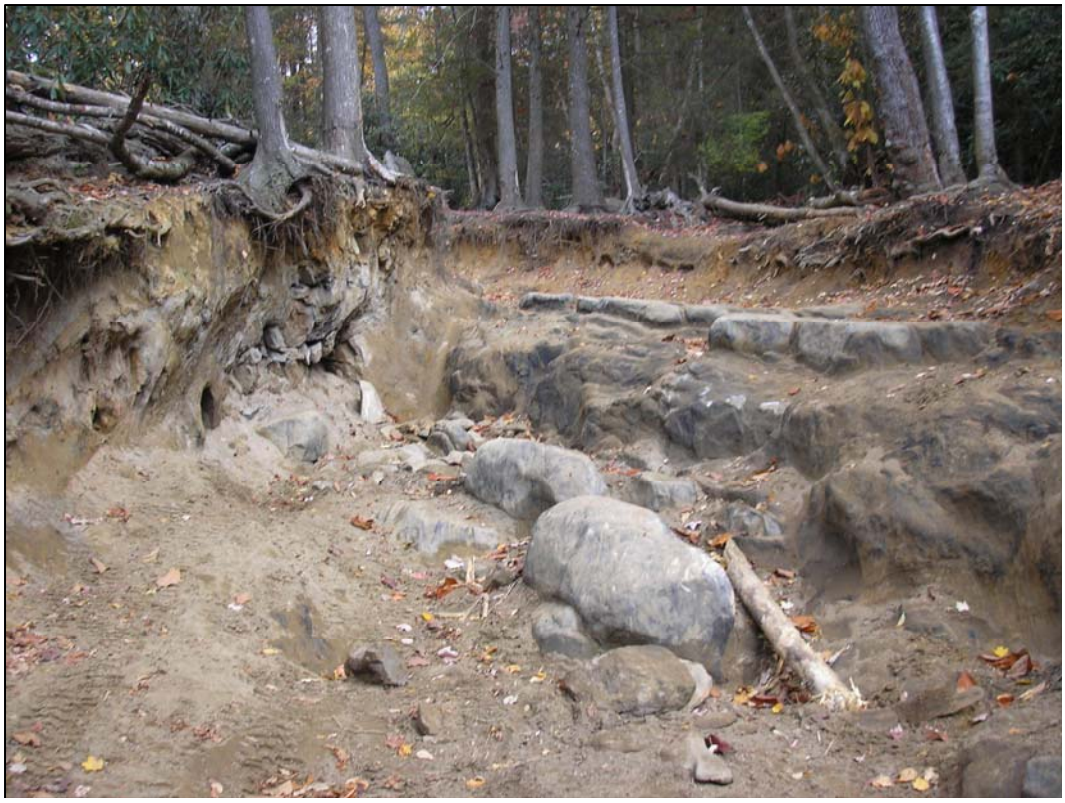






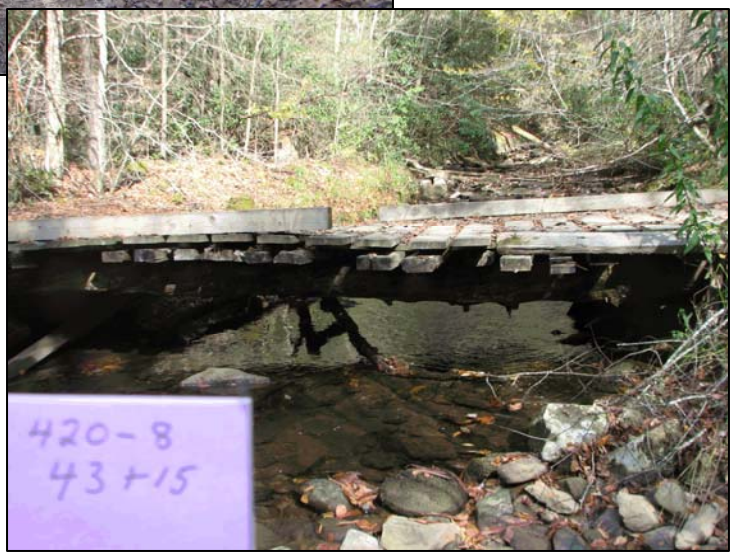
Trail 7

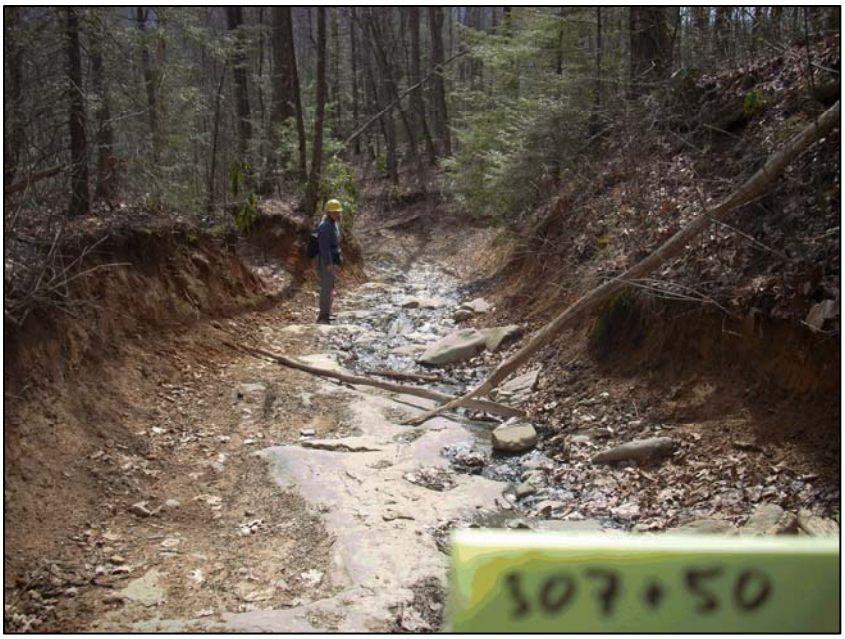
Parts of Trail 7 are in good condition and Alternatives B, D, E, and F allow the trail to remain on the system, but construct a reroute around the worst section (the “challenge area” shown below). This bad section of Trail 7 is eroding down to bedrock, is entrenched with eroding side walls, and is a source of sediment into Peckerwood Creek. Alternative C leaves only 0.1 mile of road for private access, with the remainder closed and rehabilitated.



Trail 8

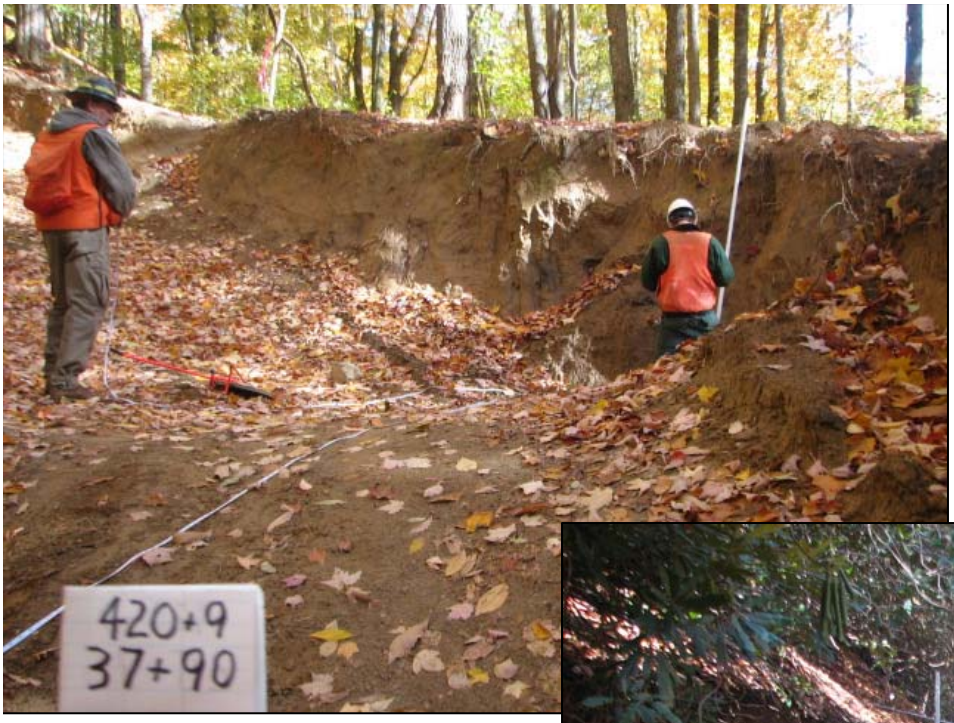
Decayed stringers on Trail 8 caused the bridges to be condemned. They will need replacement before Trail 8 reopens. Since it is a major connector for the trail system, Alternatives B, D, E, and F leave most of Trail 8 on the system with bridges replaced and some reconstruction. Alternative C closes Trail 8.





Alternatives B through F close and rehabilitate this section of Trail 8.

Trail 9

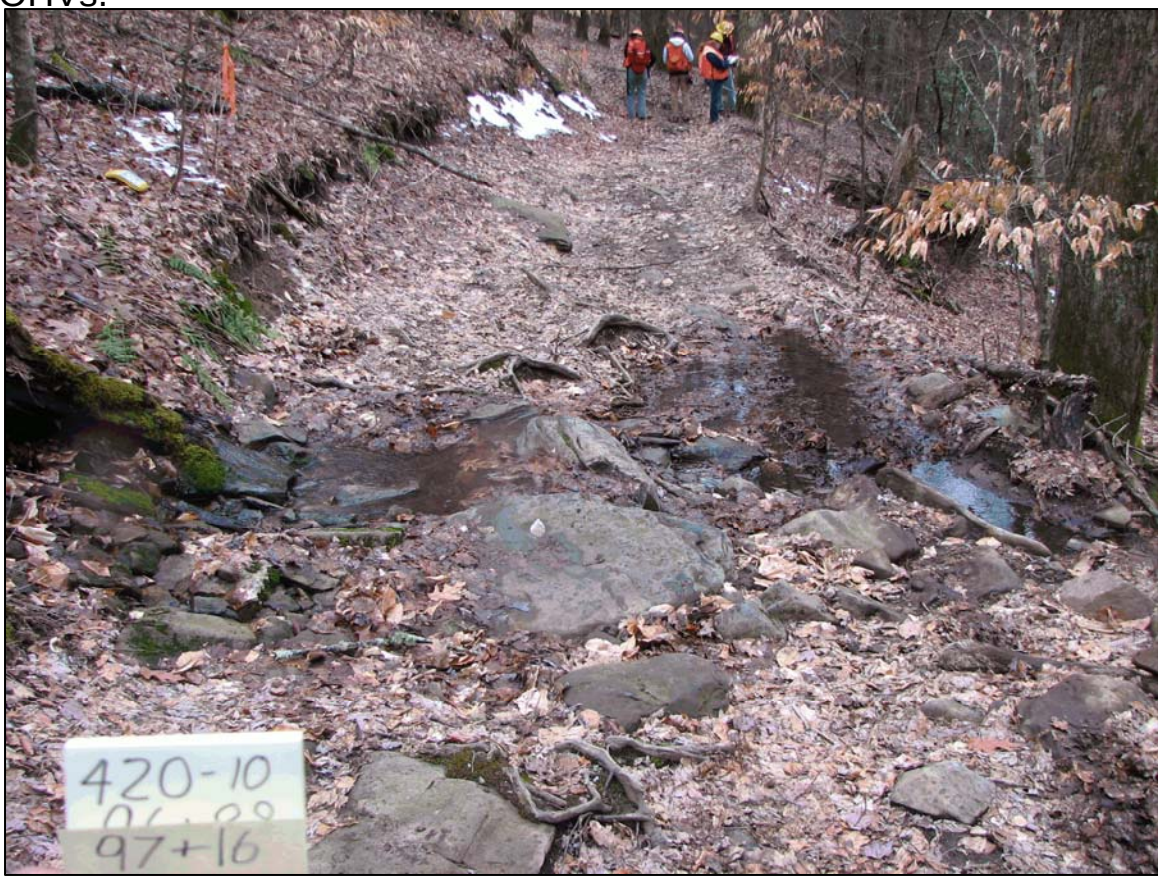


Steep grades, deep entrenchments with eroding walls, and close proximity to live water make Trail 9 a source of sediment to nearby streams. Alternatives B, C, and D close and rehabilitate Trail 9.

"Alternatives E and F construct a "new" Trail 9 that allows access to the challenge area while bypassing the entrenchments.

Trail 10

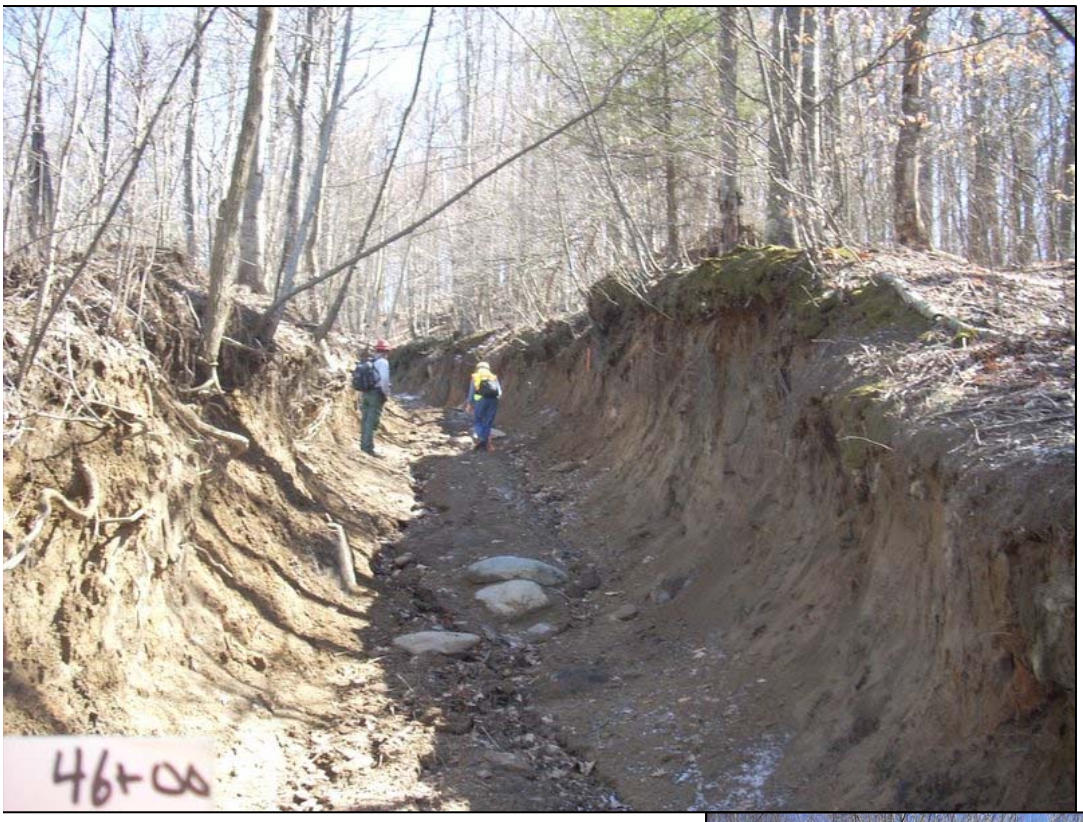
Steep grades with erosive soils mixed with abundant water make Trail 10 difficult to maintain. Alternatives B, C, and D close and rehabilitate most of Trail 10. Alternative E and F reroute and reconstruct Trail 10 to make it passable for OHVs.



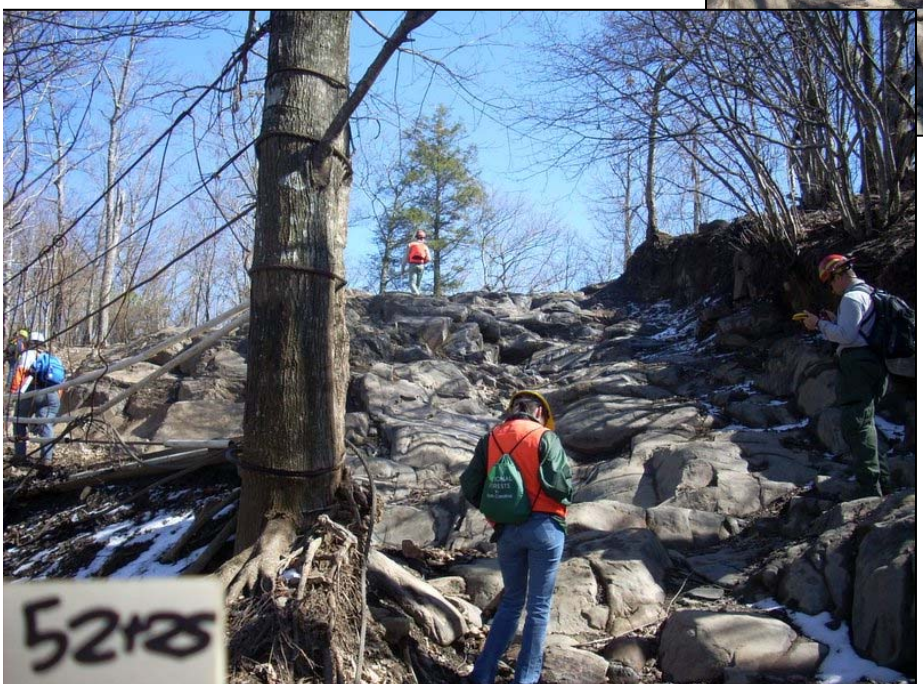
Trail 10A

Trail 10A has good grades, but it is close to water. Alternatives B, E, and F leave Trail 10A on the System. Alternatives C and D close Trail 10 A.

Trail 11



After a rain, water runs down this gulley on Trail 11, but the trail is farther from water than other trails. Alternatives B, E and F allow Trail 11 to remain on the system, pending the feasibility of reroutes. Alternatives C and D close Trail 11.



The Guardrail on Trail 11 is too challenging for many OHVers. The alternatives that leave this trail open would provide reroutes for passing traffic.

Trail 12

At left is a length of deep entrenchment at the beginning of Trail 12. Alternatives B through F all close this trail.

Sediment from Trail 12 overlaying vegetation above Trail 4.

Gully formed from Trail 12 runoff.