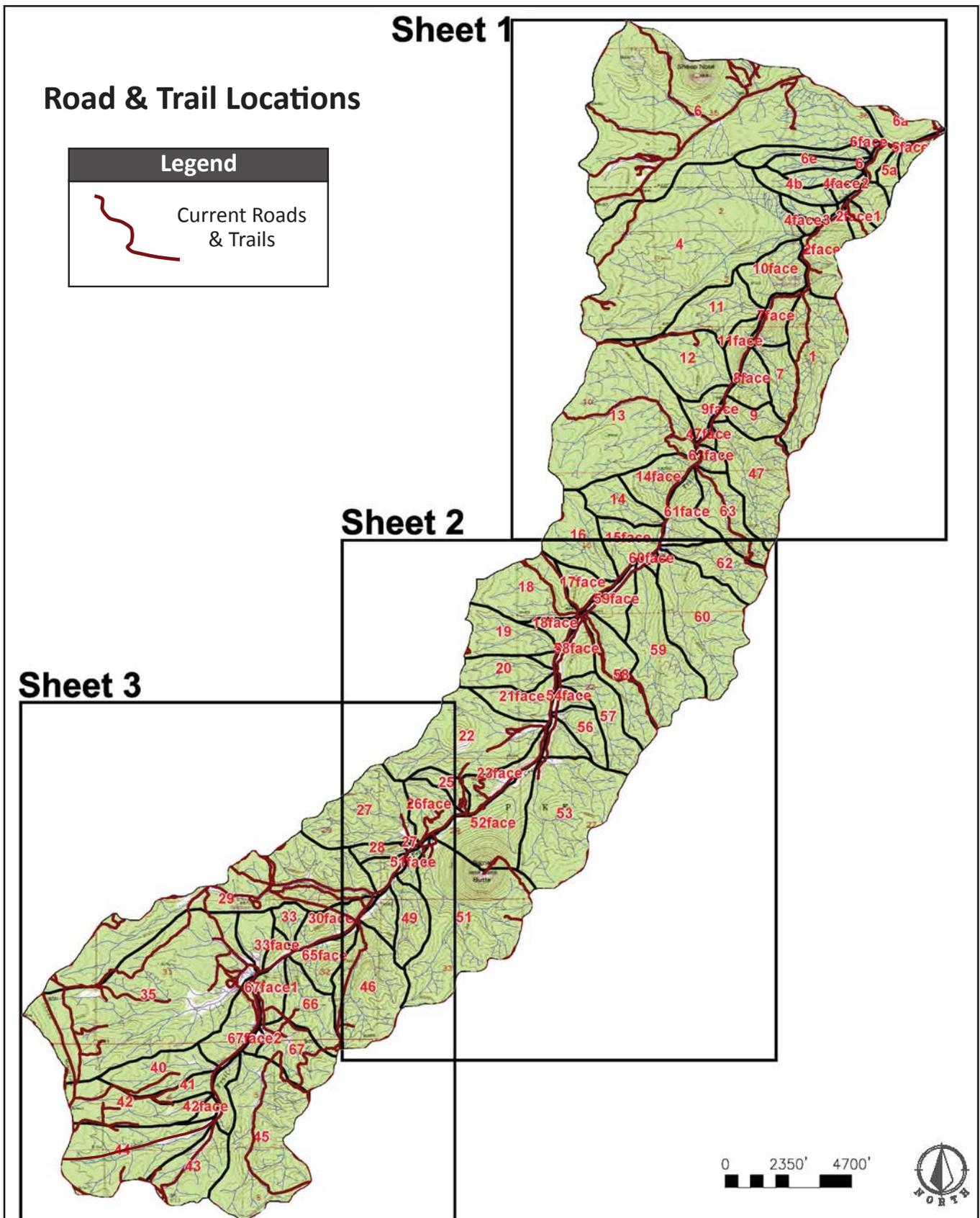


## Proposed Relocations of Roads & Trails

It is recommended to relocate the majority of the roads and ORV trails that parallel and cross the channels in the Trail Creek Watershed. Based on the immediate proximity of the roads and ORV trails to the adjacent channels and their steepness, it would be extremely difficult with a poor likelihood of success to institute sediment mitigation on these systems. The current road and trail systems in the Trail Creek Watershed are shown in **Figure E-1**. The recommended relocations of the high risk roads and trails that are frequently adding direct sediment introductions are shown in **Figure E-2**, **Figure E-3** and **Figure E-4**. The proposed ridge routes are available and feasible for these trails without changing their origin or destination sites. This recommendation can reduce nearly *100 tons/yr* of delivered sediment.



**Figure E-1.** The current road and trail systems in the Trail Creek Watershed; the relocations of the roads and trails for the area in “Sheet 1” are depicted in **Figure E-2**, the relocations for the area in “Sheet 2” are depicted in **Figure E-3**, and the relocations for the area in “Sheet 3” are depicted in **Figure E-4**.

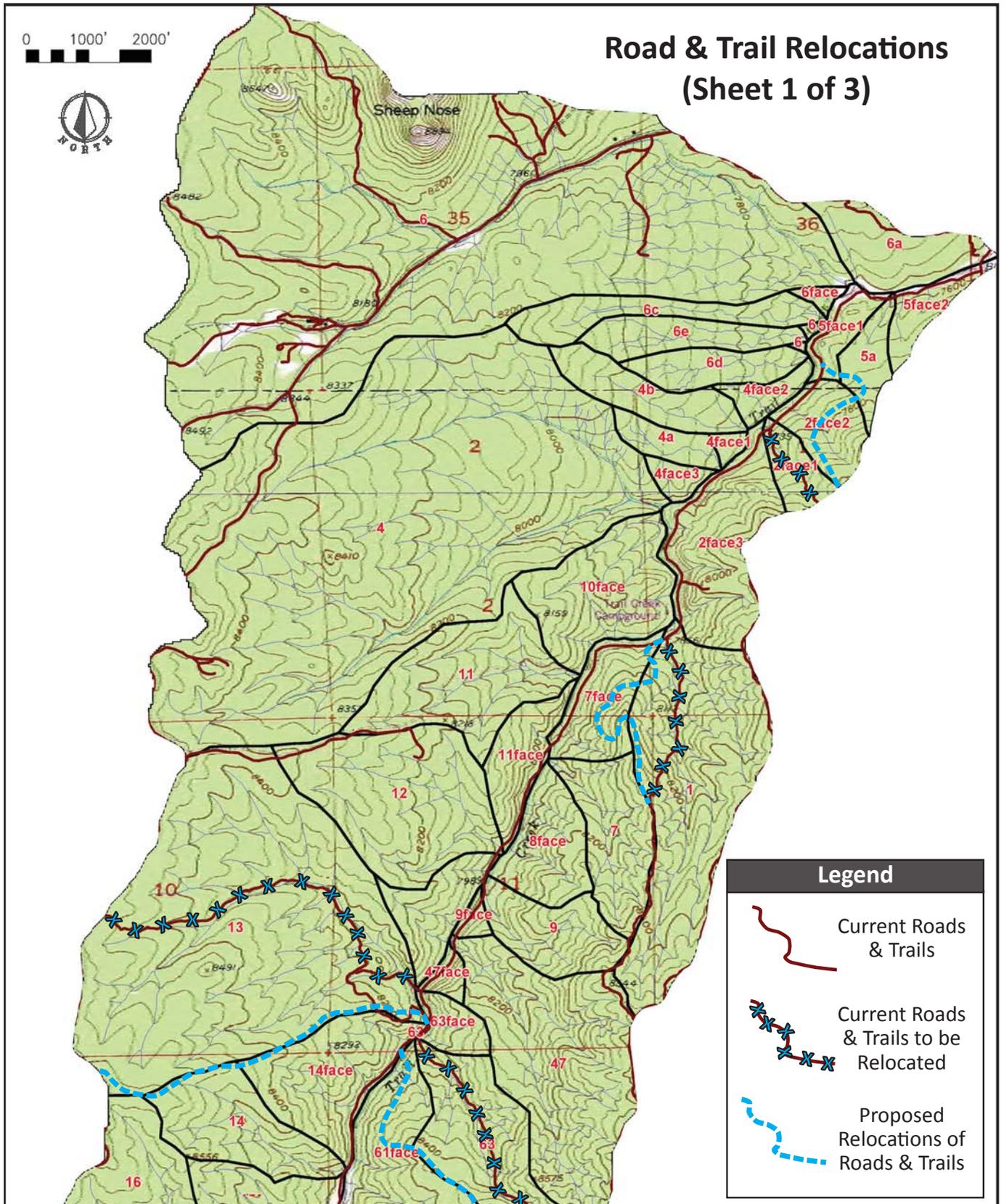
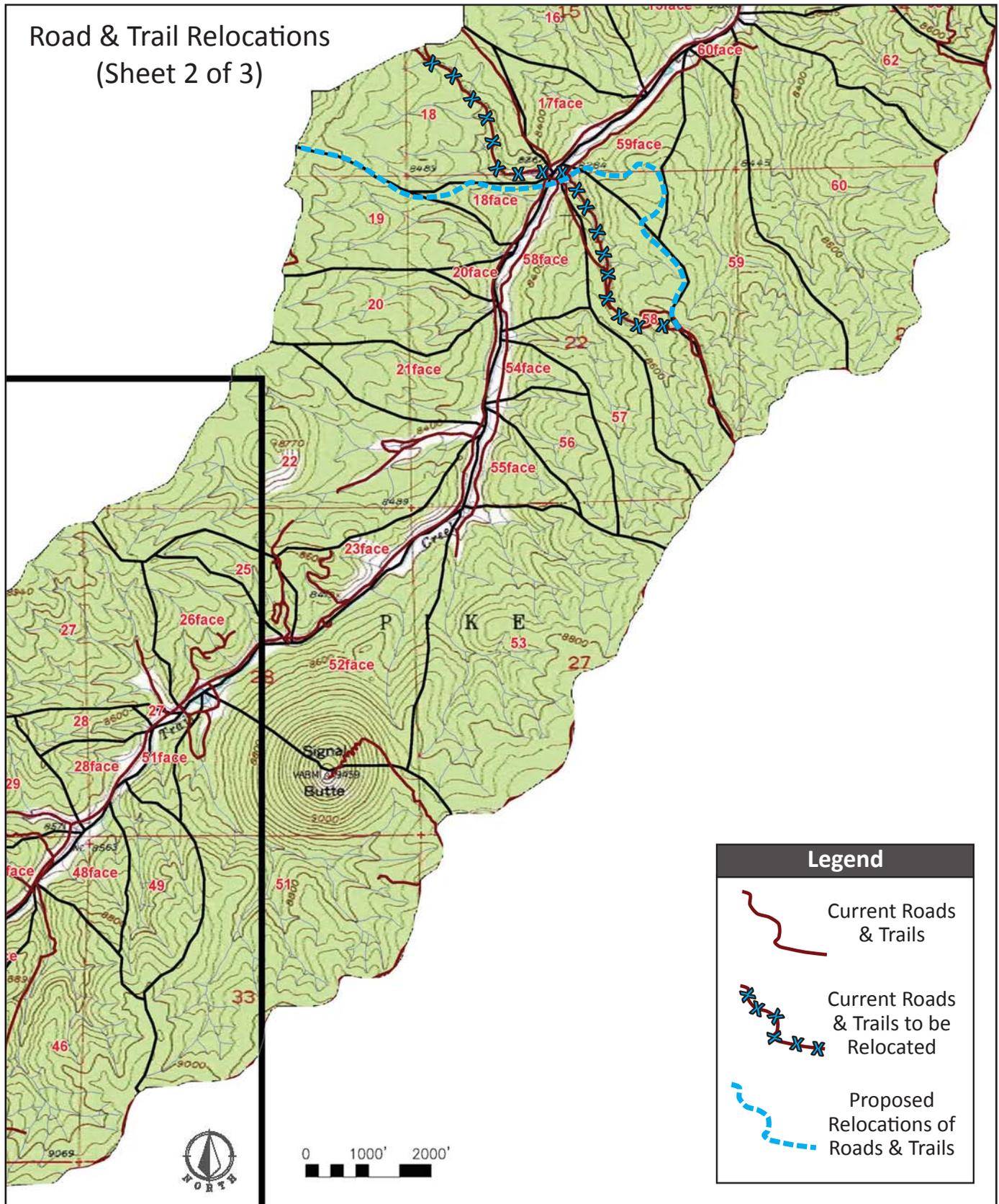


Figure E-2. The proposed relocations of the problematic roads and trails illustrating the area in "Sheet 1" in Figure E-1.



**Figure E-3.** The proposed relocations of the problematic roads and trails illustrating the area in "Sheet 2" in **Figure E-1**.

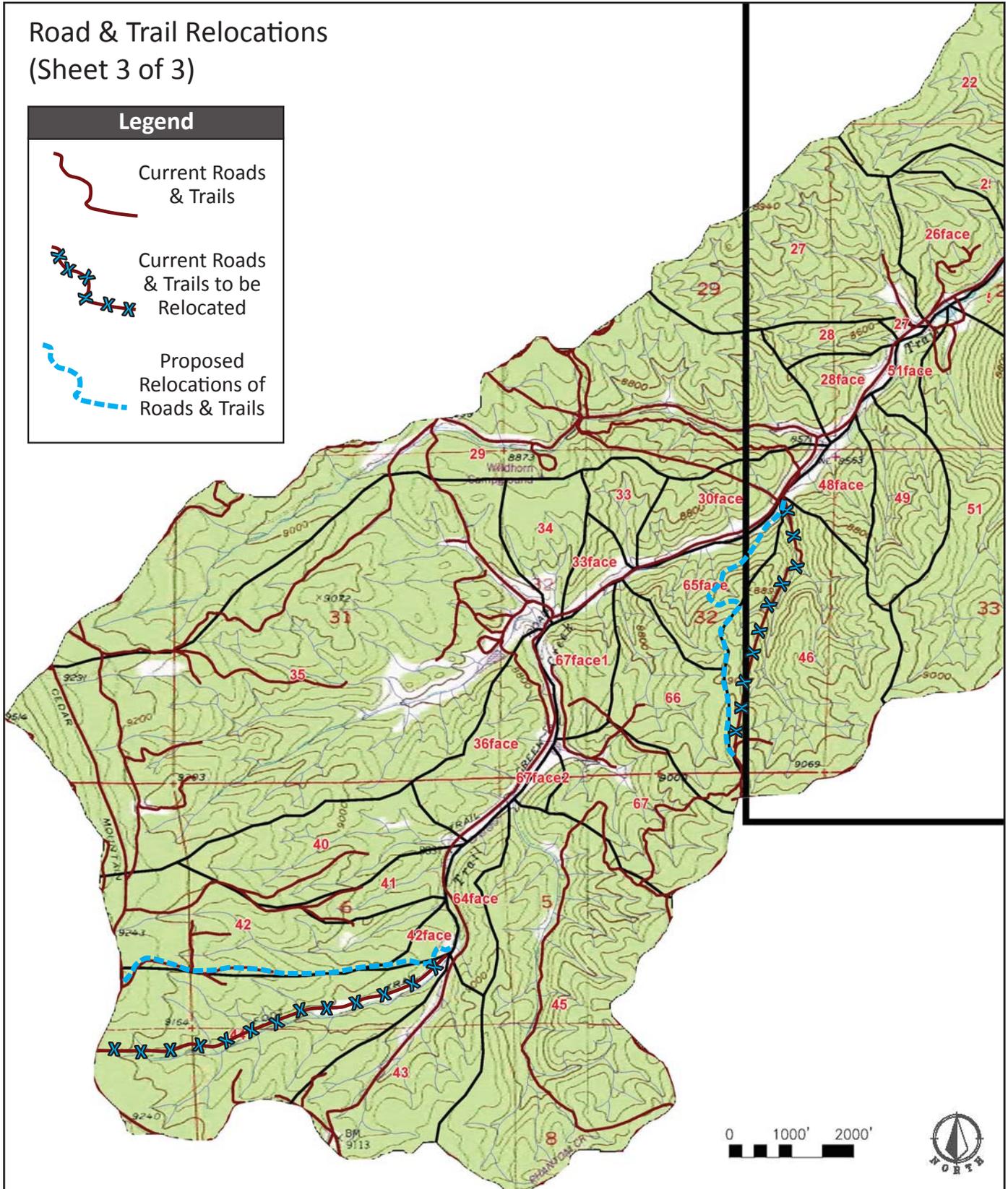


Figure E-4. The proposed relocations of the problematic roads and trails illustrating the area in “Sheet 3” in Figure E-1.

