APPENDIX B

Forest Road Sediment Assessment Method (FROSAM)

Introduction

Section 303 of the Clean Water Act requires the identification of all impaired waterbodies in the United States. Once identified, the Clean Water Act further requires the establishment of a maximum pollutant load that can be assimilated by a given impaired waterbody and the implementation of an explicit plan to keep total pollutant loads below that maximum. The water quality improvement plans that are developed to meet these requirements are known as TMDLs (Total Maximum Daily Load).

The development of TMDLs for waterbodies impaired by siltation has become one of the major challenges for states that have substantial numbers of watersheds with agriculture and timber harvest as the dominant land uses. The challenge has two facets: first, an accurate assessment of the existing sources of siltation must be conducted and second, an accurate measure of any improvements must be made.

In most of the managed forested watersheds in the Western United States, forest roads are frequently one of the largest sources of non-point source pollution. The following discussion presents a practical approach for quantifying sediment load from forest roads as well as predicting and measuring improvements made during TMDL implementation.

The assessment method presented here is a refinement of the methods developed by the Washington Forest Practices Board, which is essentially an accounting procedure involving field observations of erosion and sediment delivery to streams. Streams are defined as any drainage depression containing a defined bed and banks extending continuously below the drainage site. Flow regime can be ephemeral, intermittent, or perennial. Therefore, erosion that is delivered to a drainage feature known to be discontinuous below (i.e. the flow goes subsurface and does not deliver to fish-bearing waters) should not be counted into the sediment load calculation.

Methods

Step 1: Measure Source Area

The source area for sediment load quantification encompasses all areas of road tread, ditches, cut slope, and fill slope from which water could flow to a stream. As an example in determining sediment load, suppose water flow over a road tread and cut slope is diverted by a drain-dip 100 feet from a stream crossing, and then passes into a heavily vegetated, flat area that precludes overland flow from reaching the stream. The area uphill of the drain-dip would not be counted into the sediment load to the stream, since the drain-dip serves to isolate it from the stream.

The length (longitudinally along the road) and width (across the road prism) of the tread, cut slope and fill slope are measured to derive the total areal extent (acres) of source area. If the cut and fill slopes vary significantly in width along a reach of road, the observer must estimate an average width of those features.

Step 2: Apply Modifying Factors

Several modifying factors which are described below and summarized in **Table B-1** are applied to the measurement of actual eroding surface area. These are applied as average factors over each individual eroding area.

Cover Factor

The cover factor is the percent of non-erodible cover on each of three road features: tread, cut slope, and fill slope. Cover percent translates into the modifying factors shown in **Table B-2**.

Gravel Factor

The gravel factor accounts for reduced erosion from roads that have gravel applications. With a gravel lift of 2 to 6 inches in depth, the factor is 0.50. With a gravel lift of greater than 6 inches, the factor is 0.20.

TrafficFactor

The traffic multiplier accounts for the fact that roads receiving heavy truck traffic have higher erosion rates. This factor ranges from 1 to 50, as shown in **Table B-3**. The value assigned depends on the use that the road experiences, with heavier traffic volume resulting in a greater multiplier.

Percent Delivery

The determination of the percent of eroded fine sediment delivered to a stream is perhaps the most challenging part of this assessment methodology. This factor must take into account the observer's sense of sediment delivery over time and, without an accurate way to characterize historical or potential future sedimentation, it becomes a matter of professional judgment.

Another difficulty in establishing sediment delivery is the potential for "double mitigation". For example, the calculated amount of sediment generated at a given location would be overly reduced if the gravel factor was applied while the percent delivery was simultaneously reduced due due to the lack of sediment generation. This would result in a double mitigation. The amount of fine sediment *generated* and the amount of fine sediment *delivered* are two different factors. To avoid this pitfall, "delivery" is considered as the *potential* for sediment to be carried to a stream once it is eroded. If there is no sediment being eroded, the lack of erosion is accounted for with the modifying factors of cover, gravel, etc.

Table B-4 describes the categories of sediment delivery to streams. These can be adjusted based on the experience and judgment of the observer.

Step 3: Calculate Road Sediment Load

To calculate the volume of sediment contribution from each road location, the following steps should be applied:

1. Assign a base (natural) erosion rate from roads in tons/acre/year. This can be derived from a combination of published values and professional knowledge of the soils in the watershed.
2. Calculate the area of erosion (length times width) for the tread, cut and fill slopes, and convert it to acres.
3. Apply each modifying factor: cover, gravel, traffic, and percent delivery.
4. Multiply all of these together to derive the sediment volume from each of these road features (road tread, cut slope and fill slope) individually.
5. Sum these three values for the total delivery for that location, which will yield a figure in tons of sediment per year.

Location totals thus derived can be summed for the entire watershed to arrive at a total fine sediment contribution from roads.

Table B-1. Factors Applied in Forest Road Surface Sediment Assessment.

Factor	Definition
Cover	Percent of non-soil cover.
Gravel	A categorical factor accounting for mitigating that results in gravel road surfacing.
Traffic	Factor accounting for higher erosion from higher traffic roads.
Delivery	Percent of displaced fine sediment which is delivered into a waterbody.

Table B-2. Factor for Percent Cover Values.

Cover Percent	Factor
>80%	0.18
50%	0.37
30%	0.53
20%	0.63
10%	0.77
0%	1.00

Table B-3. Traffic Factors.

Traffic Use/Road	Annual Precipitation

Category	<1200 mm	1200 mm-3000 mm
Heavy Traffic--active mainline	20	50
Moderate Traffic--active secondary	2	4
Light Traffic--not active	1	1

Table B-4. Categories of Sediment Delivery to Streams.

Percent Category	Description
100%	Chronic direct delivery under most erosional scenarios.
75%	Direct delivery evident but not chronic; effective buffer (provided by distance, gentle topography, or vegetation) during low intensity erosional events.
50%	Direct sediment delivery, but minor amounts or older events.
25%	Direct delivery unlikely except in moderate to major erosional events.
5%	Effective buffer, but proximity of road to stream makes 5% necessary.

Ninemile TMDL - Existing Road Sediment Sources

		TREAD												CUTSLOPE							FILLSLOPE									
Location Number	Drainage	Tread length (ft)	Tread Width (ft)	Acres of Tread	Base Erosion Rate (tons/ac/yr)	Gravel Factor	Traffic Factor	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Tread Delivery (tons/yr)	Cutslope Length (ft)	Avg. Cutslope Width (ft)	Acres of Cutslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Cutslope Delivery (tons/yr)	Fillslope Length (ft)	Avg. Fillslope Width (ft)	Acres of Fillslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Fillslope Delivery (tons/yr)	***Location Total Sediment (tons/yr)***	Comments
1	Ninemile	325	20	0.149219	30	1	2	10	0.77	50	0.5	3.4469697	270	16	0.0991736	30	75	0.21	50	0.5	0.31239669	75	6	0.0103306	30	95	0.12	90	0.9	0.033471074	3.793	
2	Ninemile	370	20	0.169881	30	1	2	10	0.77	75	0.75	5.88636364	280	28	0.1799816	30	50	0.37	65	0.65	1.29856749	110	6	0.0151515	30	90	0.15	90	0.9	0.061363636	7.246	
3	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	No crossing; no channel.
4	Ninemile	1430	20	0.656566	30	1	2	10	0.77	80	0.8	24.2666667	770	12	0.2121212	30	65	0.27	80	0.8	1.37454545	104	6	0.0143251	30	90	0.15	90	0.9	0.058016529	25.699	
5	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Road obliterated, recontoured and revegetated.
6	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Road obliterated, recontoured and revegetated.
7	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Road obliterated, recontoured and revegetated.
8	Ninemile	200	15	0.068871	30	1	1	30	0.53	20	0.2	0.21900826	0	0	0	30	0	0	0	0	0	55	6	0.0075758	30	100	0.1	90	0.9	0.020454545	0.239	
9	Ninemile	630	15	0.216942	30	1	1	40	0.45	55	0.55	1.61079545	120	10	0.0275482	30	90	0.15	50	0.5	0.06198347	65	12	0.0179063	30	95	0.12	95	0.95	0.061239669	1.734	
10	Ninemile	230	22	0.116162	30	1	2	5	0.9	25	0.25	1.56818182	210	60	0.2892562	30	45	0.41	25	0.25	0.88946281	90	40	0.0826446	30	90	0.15	100	1	0.371900826	2.830	#10-11 has a perched outlet - fish barrier.
11	Ninemile	320	24	0.176309	30	1	2	5	0.9	25	0.25	2.38016529	240	16	0.0881543	30	75	0.21	20	0.2	0.11107438	90	8	0.0165289	30	90	0.15	90	0.9	0.066942149	2.558	#10-11 has a perched outlet - fish barrier.
12	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Abandoned, overgrown road, dense vegetation.
13	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	No crossing; no channel.
14	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Abandoned, overgrown road, dense vegetation.
15	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	No crossing. No channel or pipe.
16	Ninemile	210	18	0.086777	30	1	1	20	0.63	70	0.7	1.14805785	195	10	0.0447658	30	90	0.15	60	0.6	0.12086777	70	25	0.0401745	30	80	0.18	95	0.95	0.206095041	1.475	
17	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	No crossing; no channel.
18	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Abandoned, overgrown road, dense vegetation.
19	Ninemile	220	18	0.090909	30	1	1	10	0.77	40	0.4	0.84	180	12	0.0495868	30	70	0.23	40	0.4	0.1368595	60	16	0.0220386	30	90	0.15	70	0.7	0.069421488	1.046	
20	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Overgrown, abandoned. Kelly hump at @29.
21	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Dense mature vegetation on tread, abandoned.
22	Ninemile	450	20	0.206612	30	1	2	5	0.9	45	0.45	5.02066116	410	14	0.1317723	30	50	0.37	35	0.35	0.51193526	80	15	0.0275482	30	95	0.12	90	0.9	0.089256198	5.622	
23	Ninemile	440	22	0.222222	30	1	2	5	0.9	50	0.5	6	370	18	0.1528926	30	45	0.41	15	0.15	0.28208678	75	8	0.0137741	30	90	0.15	95	0.95	0.058884298	6.341	
24	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Abandoned, overgrown road, no pipe.
25	Ninemile	1320	16	0.484848	30	1	2	5	0.9	45	0.45	11.7818182	1190	8	0.2185491	30	90	0.15	40	0.4	0.39338843	40	6	0.0055096	30	90	0.15	90	0.9	0.02231405	12.198	
26	Ninemile	1380	22	0.69697	30	1	1	5	0.9	45	0.45	8.46818182	1270	30	0.8746556	30	80	0.18	30	0.3	1.41694215	145	24	0.0798898	30	95	0.12	95	0.95	0.27322314	10.158	
27	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	No crossing; no channel.
28	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	No crossing; no channel.
29	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Overgrown, abandoned. Kelly hump at @29.
30	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Overgrown, abandoned. Kelly hump at @29.
31	Ninemile	640	18	0.264463	30	1	2	5	0.9	48	0.48	6.85487603	220	8	0.040404	30	80	0.18	20	0.2	0.04363636	120	6	0.0165289	30	95	0.12	90	0.9	0.053553719	6.952	
32	Ninemile	250	24	0.137741	30	1	1	10	0.77	25	0.25	0.79545455	240	12	0.0661157	30	50	0.37	25	0.25	0.18347107	60	18	0.0247934	30	90	0.15	90	0.9	0.100413223	1.079	
33	Ninemile	940	15	0.323691	30	1	1	100	0.1	20	0.2	0.19421488	910	15	0.3133609	30	60	0.3	20	0.2	0.56404959	430	50	0.4935721	30	100	0.1	90	0.9	1.332644628	2.091	
34	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Road obliterated, recontoured and revegetated.
35	Ninemile	215	18	0.088843	30	1	2	5	0.9	40	0.4	1.91900826	0	0	0	30	0	0	0	0	0	75	10	0.0172176	30	90	0.15	90	0.9	0.069731405	1.989	Mitigated by distance.
36	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Overgrown, abandoned road, dense mature vegetation on t
37	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Overgrown, abandoned road, dense mature vegetation on t
38	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Good vegetation cover on road, non-motorized transportati
39	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Road obliterated, recontoured and revegetated.
40	Ninemile	580	16	0.213039	30	1	2	5	0.9	55	0.55	6.32727273	820	12	0.2258953	30	40	0.45	50	0.5	1.52479339	85	14	0.0273186	30	95	0.12	95	0.95	0.093429752	7.945	
41	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	GIS error.
42	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	GIS error.
43	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	GIS error.
44	Ninemile	185	14	0.059458	30	1	1	50	0.37	30	0.3	0.19799587	0	0	0	30	0	0	0	0	0	45	6	0.0061983	30	90	0.15	90	0.9	0.025103306	0.223	
45	Ninemile	290	24	0.15978	30	1	1	5	0.9	40	0.4	1.72561983	240	8	0.0440771	30	75	0.21	40	0.4	0.11107438	40	6	0.0055096	30	90	0.15	90	0.9	0.02231405	1.859	
46	Ninemile	330	26	0.19697	30	1	1	45	0.41	30	0.3	0.72681818	310	14	0.0996327	30	45	0.41	30	0.3	0.36764463	120	18	0.0495868	30	95	0.12	90	0.9	0.160661157	1.255	
47	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
47.5	Ninemile	400	20	0.183655	30	1	1	5	0.9	0	0	0	1275	15	0.4390496	30	60	0.3	50	0.5	1.97572314	112	8	0.0205693	30	100	0.1	85	0.85	0.052451791	2.028	Combined 2 streams that are unmarked.
48	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
49	Ninemile	30	20	0.013774	30	1	1	95	0.12	15	0.15	0.00743802	0	0	0	30	0	0	0	0	0	60	5	0.0068871	30	75	0.21	65	0.65	0.028202479	0.036	Non-contributing; unable to locate road.
50	Ninemile	370	28	0.237833	30	1	1	10	0.77	20	0.2	1.09878788	330	18	0.1363636	30	40	0.45	20	0.2	0.36818182	0		0	30	0	0	0	0	0	1.467	Bridge.
51	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation.
52	Ninemile	250	26	0.149219	30	1	1	20	0.63	30	0.3	0.84607438	240	10	0.0550964	30	85	0.16	30	0.3	0.07933884	120	22	0.0606061	30	95	0.12	95	0.95	0.207272727	1.133	
53	Ninemile	220	22	0.111111	30	1	1	15	0.7	25	0.25	0.58333333	45	10	0.0103306	30	50	0.37	25	0.25	0.02866736	30	4	0.0027548	30	90	0.15	90	0.9	0.011157025	0.623	
54	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Road obliterated, recontoured and revegetated.
55	Ninemile	650	26	0.387971	30	1	2	5	0.37	30	0.3	2.5838843	130	905	2.7008724	30	65	0.27	25	0.25	5.46926653	70	8	0.0128558	30	90	0.15	85	0.85	0.049173554	8.102	
56	Ninemile	480	20	0.220386	30	1	1	60	0.3	15	0.15	0.29752066	450	12	0.1239669	30	85	0.16	15	0.15	0.0892562	360	40	0.3305785	30	100	0.1	90	0.9	0.892561983	1.279	
57	Ninemile	325	12	0.089532	30	1	1	95	0.12	10	0.1	0.0322314	295	15	0.101584	30	85	0.16	10	0.1	0.04876033	300	50	0.3443526	30	100	0.1	90	0.9	0.929752066	1.011	
58	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
59	Ninemile	250	26	0.149219	30	1	2	5	0.9	40	0.4	3.2231405	0	0	0	30	0	0	0	0	0	60	10	0.0137741	30	90	0.15	75	0.75	0.046487603	3.270	Slash filter. Mitigated by distance.
60	Ninemile	110	16	0.040404	30	1	1	10	0.77	75	0.75	0.7	95	12	0.0261708	30	60	0.3	75	0.75	0.17665289	50	4	0.0045914	30	100	0.1	90	0.9	0.012396694	0.889	
61	Ninemile	360	26	0.214876	30	1	2	5	0.9	25	0.25	2.90082645	220	14	0.0707071	30	40	0.45	20	0.2	0.19090909	70	5	0.0080349	30	90	0.15	90	0.9	0.032541322	3.124	Slash filter.
62	Ninemile	740	26	0.44169	30	1	2	5	0.9	45	0.45	10.7330579	0	0	0	30	0	0	0	0	0	110	12	0.030303	30	80	0.18	90	0.9	0.147272727	10.880	Slash filter. Mitigated by trap.
63	Ninemile	600	15	0.206612	30	1	1	100	0.1	15	0.15	0.09297521	580	20	0.2662994	30	20	0.63	15	0.15	0.75495868	180	40	0.1652893	30	100	0.1	90	0.9	0.446280992	1.294	
64	Ninemile	215	15	0.074036	30	1	1	30	0.53	25	0.25	0.29429236	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.294	
65	Ninemile	170	10	0.039027	30	1	1	75	0.21	15	0.15	0.03688017	100	4	0.0091827	30	100	0.1	20	0.2	0.00550964	0		0	30	0	0	0	0	0	0.042	
66	Ninemile	300	10	0.068871	30	1	1	75	0.21	50	0.5	0.21694215	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.217	Two crossing combined.
68	Ninemile	350	12	0.096419	30	1	1	100	0.1	15	0.15	0.04338843	310	12	0.0853994	30	90	0.15	15	0.15	0.05764463	260	40	0.2387511	30	100	0.1	85	0.85	0.608815427	0.710	
69	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	All roads to these points were unpassable.
70	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	All roads to these points were unpassable.
71	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	All roads to these points were unpassable.
72	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Dense mature vegetation, abandoned road.
73	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Dense mature vegetation, abandoned road.
74	Ninemile	40	20	0.018365	30	1	1	100	0.1	5	0.05	0.00275482	0	0	0	30	0	0	0	0	0	70	6	0.0096419	30	100	0.1	75	0.75	0.021694215	0.024	
75	Ninemile	240	12	0.066116	30	1	1	5	0.37	20	0.2	0.14677686	215	25	0.123393	30	50	0.37	25	0.25	0.34241563	600	65	0.8953168	30	100	0.1	90	0.9	2.417355372	2.907	
76	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Dense mature vegetation, abandoned road.
77	Ninemile	0		0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Dense veg on road tread
78	Ninemile	40	18	0.016529	30	1	1	75	0.21	78	0.78	0.08122314	0	0	0	30	0	0	0	0	0	30	6	0.0041322	30	50	0.37	90	0.9	0.041280992	0.123	Bridge.
79	Ninemile	20	20	0.009183	30	1	1	85	0.16	15	0.15	0.00661157	0	0	0	30	0	0	0	0	0	40	10	0.0091827	30	100	0.1	75	0.75	0.020661157	0.027	
80	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Dense mature vegetation, abandoned road.
81	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Dense mature vegetation, abandoned road.
82	Ninemile	360	15	0.123967	30	1	1	90	0.15	30	0.3	0.16735537	420	8	0.077135	30	75	0.21	30	0.3	0.14578512	80	12	0.0220386	30	100	0.1	60	0.6	0.039669421	0.353	
83	Ninemile	2120	12	0.584022	30	1	1	5	0.9	35	0.35	5.51900826	1420	12	0.3911846	30	75	0.21	50	0.5	1.2322314	450	20	0.2066116	30	100	0.1	95	0.95	0.588842975	7.340	Needs drain dip.
84	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation.
85	Ninemile	50	12	0.013774	30	1	1	15	0.7	5	0.05	0.01446281	0	0	0	30	0	0	0	0	0	75	4	0.0068871	30	100	0.1	60	0.6	0.012396694	0.027	
86	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	No crossing; no channel.
87	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	No crossing; no channel.
88	Ninemile	420	14	0.134986	30	1	2	75	0.21	15	0.15	0.25512397	0	0	0	30	0	0	0	0	0	45	3	0.0030992	30	90	0.15	90	0.9	0.012551653	0.268	
89	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0.000	Non-contributing. Abandoned, overgrown road, no pipe.
90	Ninemile	250	18	0.103306	30	0	2	10	0.77	50	0.5	0	0	0	0	30	0	0	0	0	0	110	14	0.0353535	30	80	0.18	95	0.95	0.181363636	0.181	Mitigated by trap.
91	Ninemile	0	0	0	30	1	1		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	pvt, no access

Ninemile TMDL - Existing Road Sediment Sources																																
		TREAD											CUTSLOPE									FILLSLOPE										
Location Number	Drainage	Tread length (ft)	Tread Width (ft)	Acres of Tread	Base Erosion Rate (tons/ac/yr)	Gravel Factor	Traffic Factor	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Tread Delivery (tons/yr)	Cutslope Length (ft)	Avg. Cutslope Width (ft)	Acres of Cutslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Cutslope Delivery (tons/yr)	Fillslope Length (ft)	Avg. Fillslope Width (ft)	Acres of Fillslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Fillslope Delivery (tons/yr)	***Location Total Sediment (tons/yr)***	Comments
92	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Dense veg on road tread
93	Ninemile	35	10	0.008035	30	1	1	100	0.1	5	0.05	0.00120523	0	0	0	30	0	0	0	0	0	35	5	0.0040174	30	100	0.1	20	0.2	0.002410468	0.004	
94	Ninemile	260	26	0.155188	30	1	1	5	0.9	20	0.2	0.83801653	0	0	0	30	0	0	0	0	0	45	4	0.0041322	30	80	0.18	90	0.9	0.020082645	0.858	Bridge.
95	Ninemile	200	10	0.045914	30	1	1	50	0.37	20	0.2	0.10192837	160	15	0.0550964	30	90	0.15	25	0.25	0.06198347	111	10	0.0254821	30	100	0.1	80	0.8	0.061157025	0.225	
96	Ninemile	300	26	0.179063	30	1	1	5	0.9	35	0.35	1.69214876	0	0	0	30	0	0	0	0	0	35	4	0.003214	30	90	0.15	90	0.9	0.013016529	1.705	
97	Ninemile	575	10	0.132002	30	1	1	40	0.45	10	0.1	0.17820248	46	10	0.0105601	30	90	0.15	15	0.15	0.0071281	100	8	0.0183655	30	100	0.1	60	0.6	0.033057851	0.218	
98	Ninemile	550	10	0.126263	30	1	1	75	0.21	30	0.3	0.23863636	520	8	0.0955005	30	50	0.37	0	0	0	100	10	0.0229568	30	100	0.1	90	0.9	0.061983471	0.301	
98.5	Ninemile	250	10	0.057392	30	1	1	50	0.37	20	0.2	0.12741047	25	12	0.0068871	30	25	0.58	20	0.2	0.02396694	495	60	0.6818182	30	100	0.1	90	0.9	1.840909091	1.992	
99	Ninemile	1200	26	0.716253	30	1	1	40	0.45	40	0.4	3.8677686	350	16	0.1285583	30	60	0.3	45	0.45	0.52066116	135	9	0.0278926	30	95	0.12	95	0.95	0.095392562	4.484	
100	Ninemile	1350	24	0.743802	30	1	1	25	0.58	40	0.4	5.1768595	350	24	0.1928375	30	30	0.53	35	0.35	1.0731405	250	18	0.1033058	30	95	0.12	90	0.9	0.334710744	6.585	
101	Ninemile	1360	15	0.46832	30	1	2	10	0.77	30	0.3	6.49090909	1360	20	0.6244261	30	80	0.18	30	0.3	1.01157025	35	40	0.0321396	30	100	0.1	90	0.9	0.08677686	7.589	Needs drain dips.
101.5	Ninemile	52	15	0.017906	30	1	1	10	0.77	15	0.15	0.06204545	175	12	0.0482094	30	75	0.21	25	0.25	0.07592975	100	8	0.0183655	30	100	0.1	90	0.9	0.049586777	0.188	Pipe and running water present.
102	Ninemile	600	15	0.206612	30	1	1	50	0.37	25	0.25	0.57334711	300	8	0.0550964	30	70	0.23	40	0.4	0.15206612	35	4	0.003214	30	90	0.15	90	0.9	0.013016529	0.738	
103	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no road, very dense vegetation.
104	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation, flat terrain.
105	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense foliage.
106	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation. Not able to visit road--grown over.
107	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel, dense vegetation.
108	Ninemile	145	18	0.059917	30	1	1	20	0.63	85	0.85	0.96257231	70	10	0.0160698	30	80	0.18	90	0.9	0.07809917	70	8	0.0128558	30	85	0.16	90	0.9	0.05553719	1.096	
109	Ninemile	105	30	0.072314	30	1	1	40	0.45	50	0.5	0.48811983	90	12	0.0247934	30	75	0.21	50	0.5	0.07809917	170	18	0.0702479	30	90	0.15	95	0.95	0.300309917	0.867	
110	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing, due to dense vegetation.
111	Ninemile	1350	25	0.774793	30	1	1	10	0.77	25	0.25	4.47443182	1150	15	0.3960055	30	40	0.45	30	0.3	1.60382231	85	8	0.0156107	30	90	0.15	90	0.9	0.06322314	6.141	
112	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing. Dense mature vegetation, abandoned road.
113	Ninemile	1250	24	0.688705	30	1	1	25	0.58	50	0.5	5.99173554	1000	12	0.2754821	30	50	0.37	40	0.4	1.2231405	145	16	0.0532599	30	95	0.12	95	0.95	0.18214876	7.397	Perched pipe.
114	Ninemile			0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense mature vegetation on road tread (did not visit).
115	Ninemile	550	22	0.277778	30	0.75	2	15	0.7	50	0.5	4.375	0	0	0	30	0	0	0	0	0	40	8	0.0073462	30	50	0.37	100	1	0.0815427	4.457	Mitigated by trap.
116	Ninemile	60	24	0.033058	30	1	2	5	0.9	25	0.25	0.44628099	0	0	0	30	0	0	0	0	0	45	4	0.0041322	30	95	0.12	90	0.9	0.01338843	0.460	
117	Ninemile	550	15	0.189394	30	1	2	30	0.53	25	0.25	1.50568182	550	18	0.2272727	30	95	0.12	25	0.25	0.20454545	130	30	0.0895317	30	100	0.1	80	0.8	0.214876033	1.925	
118	Ninemile	0	0	0	30	1	1	50	0.37	35	0.35	0	530	12	0.1460055	30	50	0.37	35	0.35	0.5672314	250	30	0.1721763	30	100	0.1	80	0.8	0.41322314	0.980	
119	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation.
120	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error
121	Ninemile	530	15	0.182507	30	1	1	50	0.37	35	0.35	0.70903926	530	12	0.1460055	30	50	0.37	35	0.35	0.5672314	250	20	0.1147842	30	100	0.1	80	0.8	0.275482094	1.552	
122	Ninemile	1400	15	0.482094	30	2	2	20	0.63	20	0.2	7.2892562	1400	12	0.3856749	30	90	0.15	40	0.4	0.69421488	300	40	0.2754821	30	100	0.1	90	0.9	0.743801653	8.727	Needs drain dips.
123	Ninemile	380	26	0.226814	30	1	2	5	0.9	30	0.3	3.67438017	0	0	0	30	0	0	0	0	0	50	4	0.0045914	30	85	0.16	90	0.9	0.019834711	3.694	
124	Ninemile	1350	22	0.681818	30	1	2	10	0.77	50	0.5	15.75	400	8	0.0734619	30	75	0.21	50	0.5	0.23140496	16	4	0.0014692	30	95	0.12	90	0.9	0.004760331	15.986	
125	Ninemile	50	10	0.011478	30	1	1	100	0.1	15	0.15	0.00516529	10	4	0.0009183	30	100	0.1	10	0.1	0.00027548	75	8	0.0137741	30	100	0.1	75	0.75	0.030991736	0.036	
126	Ninemile	315	10	0.072314	30	1	1	100	0.1	10	0.1	0.02169421	200	10	0.0459137	30	90	0.15	15	0.15	0.03099174	50	12	0.0137741	30	100	0.1	85	0.85	0.035123967	0.088	
127	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; road oblitrated.
128	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation. Not able to visit road--grown over.
129	Ninemile	750	12	0.206612	30	2	2	20	0.63	35	0.35	5.46694215	750	15	0.2582645	30	65	0.27	35	0.35	0.73217975	600	50	0.6887052	30	100	0.1	90	0.9	1.859504132	8.059	
130	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation.
131	Ninemile	315	15	0.108471	30	1	2	20	0.63	50	0.5	2.05010331	2510	20	1.1524334	30	80	0.18	90	0.9	5.60082645	325	60	0.4476584	30	100	0.1	80	0.8	1.074380165	8.725	Need relief pipe for cut slope.
132	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
133	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; GIS error.
134	Ninemile	28	18	0.01157	30	1	1	90	0.15	0	0	0	0	0	0	30	0	0	0	0	0	115	14	0.0369605	30	90	0.15	100	1	0.166322314	0.166	
135	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; GIS error.
136	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation on road tread.
137	Ninemile	460	10	0.105601	30	1	1	75	0.21	40	0.4	0.2661157	305	8	0.0560147	30	100	0.1	40	0.4	0.06721763	150	8	0.0275482	30	100	0.1	75	0.75	0.061983471	0.395	
138	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
139	Ninemile	700	10	0.160698	30	1	1	95	0.12	10	0.1	0.05785124	650	10	0.1492195	30	90	0.15	10	0.1	0.06714876	80	6	0.0110193	30	100	0.1	90	0.9	0.029752066	0.155	
140	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; road oblitrated.
141	Ninemile	1160	28	0.745638	30	1	2	5	0.9	50	0.5	20.1322314	1090	14	0.3503214	30	40	0.45	30	0.3	1.41880165	80	10	0.0183655	30	90	0.15	90	0.9	0.074380165	21.625	
142	Ninemile	50	18	0.020661	30	1	1	0	0	50	0.5	0	0	0	0	30	0	0	0	0	0	40	2	0.0018365	30	90	0.15	90	0.9	0.007438017	0.007	No pipe.
143	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no pipe, dense vegetation.
144	Ninemile	860	18	0.355372	30	1	1	10	0.77	40	0.4	3.28363636	580	18	0.2396694	30	60	0.3	35	0.35	0.75495868	100	8	0.0183655	30	100	0.1	100	1	0.055096419	4.094	
145	Ninemile	320	16	0.117539	30	1	1	5	0.9	50	0.5	1.58677686	110	10	0.0252525	30	30	0.53	45	0.45	0.18068182	70	6	0.0096419	30	100	0.1	100	1	0.02892562	1.796	
146	Ninemile	170	16	0.062443	30	1	1	10	0.77	50	0.5	0.72121212	0	0	0	30	0	0	0	0	0	80	4	0.0073462	30	100	0.1	90	0.9	0.019834711	0.741	
147	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
148	Ninemile	190	16	0.069789	30	1	1	5	0.9	20	0.2	0.3768595	0	0	0	30	0	0	0	0	0	80	4	0.0073462	30	100	0.1	90	0.9	0.019834711	0.397	
149	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Bridge has upsloped approaches
150	Ninemile	245	10	0.056244	30	1	1	80	0.18	15	0.15	0.04555785	29	7	0.0046602	30	90	0.15	15	0.15	0.00314566	85	8	0.0156107	30	100	0.1	90	0.9	0.04214876	0.091	
151	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
152	Ninemile	250	10	0.057392	30	1	1	75	0.21	20	0.2	0.07231405	200	7	0.0321396	30	95	0.15	30	0.3	0.04338843	105	15	0.036157	30	100	0.1	80	0.8	0.08677686	0.202	
153	Ninemile	260	28	0.167126	30	0.5	2	20	0.63	25	0.25	0.78966942	0	0	0	30	0	0	0	0	0	90	4	0.0082645	30	90	0.15	90	0.9	0.033471074	0.823	
154	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
155	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
156	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
157	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
158	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
159	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
160	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
161	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
162	Ninemile	0		0	30	1	1		0		0	0	0	0	0	30		0		0	0	0		0	30		0		0	0	0.000	GIS error.
163	Ninemile	165	28	0.106061	30	1	2	10	0.77	20	0.2	0.98	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.980	Bridge.
164	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error.
165	Ninemile	370	10	0.08494	30	1	1	75	0.21	50	0.5	0.26756198	335	10	0.0769054	30	100	0.1	40	0.4	0.0922865	40	8	0.0073462	30	100	0.1	80	0.8	0.017630854	0.377	
166	Ninemile	60	12	0.016529	30	1	1	80	0.18	100	1	0.0892562	0	0	0	30	0	0	0	0	0	65	10	0.0149219	30	90	0.15	95	0.95	0.063791322	0.153	Steel bridge
167	Ninemile	335	15	0.115358	30	1	1	85	0.16	25	0.25	0.13842975	335	12	0.0922865	30	70	0.23	25	0.25	0.15919421	40	15	0.0137741	30	100	0.1	80	0.8	0.033057851	0.331	Spring runs across road.
168	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation, road ends.
169	Ninemile	230	10	0.052801	30	1	1	95	0.12	15	0.15	0.0285124	200	15	0.0688705	30	100	0.1	15	0.15	0.03099174	150	60	0.2066116	30	100	0.1	90	0.9	0.55785124	0.617	
170	Ninemile	180	28	0.115702	30	0.5	2	10	0.77	20	0.2	0.53454545	0	0	0	30	0	0	0	0	0	70	4	0.0064279	30	100	0.1	90	0.9	0.017355372	0.552	
171	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; GIS error.
172	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error.
173	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS errror. This entire road system is a segment (0.5 mi) that contributes app
174	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS errror. This entire road system is a segment (0.5 mi) that contributes app
175	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS errror. This entire road system is a segment (0.5 mi) that contributes app
176	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS errror. This entire road system is a segment (0.5 mi) that contributes app
177	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS errror. This entire road system is a segment (0.5 mi) that contributes app
178	Ninemile	0		0	30	1	2		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	GIS errror.
179	Ninemile	60	18	0.024793	30	1	2	10	0.77	40	0.4	0.45818182	0	0	0	30	0	0	0	0	0	95	6	0.0130854	30	100	0.1	100	1	0.039256198	0.497	
180	Ninemile	560	26	0.334252	30	0.75	2	20	0.63	50	0.5	4.73801653	530	24	0.292011	30	60	0.3	50	0.5	1.31404959	125	28	0.0803489	30	80	0.18	100	1	0.433884298	6.486	
181	Ninemile	540	18	0.22314	30	1	2	25	0.58	20	0.2	1.55305785	0	0	0	30	0	0	0	0	0	80	10	0.0183655	30	100	0.1	90	0.9	0.049586777	1.603	
182	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegation.
183	Ninemile	1260	15	0.433884	30	1	1	50	0.37	40	0.4	1.92644628	210	10	0.0482094	30	75	0.21	30	0.3	0.0911157	80	10	0.0183655	30	100	0.1	90	0.9	0.049586777	2.067	

Ninemile TMDL - Existing Road Sediment Sources

		TREAD												CUTSLOPE									FILLSLOPE									
Location Number	Drainage	Tread length (ft)	Tread Width (ft)	Acres of Tread	Base Erosion Rate (tons/ac/yr)	Gravel Factor	Traffic Factor	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Tread Delivery (tons/yr)	Cutslope Length (ft)	Avg. Cutslope Width (ft)	Acres of Cutslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Cutslope Delivery (tons/yr)	Fillslope Length (ft)	Avg. Fillslope Width (ft)	Acres of Fillslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Fillslope Delivery (tons/yr)	***Location Total Sediment (tons/yr)***	Comments
184	Ninemile	1800	12	0.495868	30	1	1	95	0.12	10	0.1	0.1785124	720	15	0.2479339	30	100	0.1	10	0.1	0.07438017	280	20	0.1285583	30	100	0.1	80	0.8	0.308539945	0.561	
185	Ninemile	1260	10	0.289256	30	1	1	50	0.37	25	0.25	0.80268595	100	25	0.0573921	30	95	0.12	25	0.25	0.05165289	60	10	0.0137741	30	100	0.1	90	0.9	0.037190083	0.892	
186	Ninemile	270	18	0.11157	30	1	2	15	0.7	30	0.3	1.40578512	95	15	0.0327135	30	40	0.45	25	0.25	0.11040806	70	12	0.0192837	30	100	0.1	90	0.9	0.052066116	1.568	
187	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegation.
188	Ninemile	5300	20	2.433425	30	1	1	20	0.63	40	0.4	18.3966942	1300	12	0.3581267	30	70	0.23	40	0.4	0.98842975	370	40	0.3397612	30	100	0.1	90	0.9	0.917355372	20.302	Drain dips could decrease length.
189	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
190	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
191	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error.
192	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
193	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
194	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation.
195	Ninemile	1260	12	0.347107	30	1	1	50	0.37	40	0.4	1.54115702	950	20	0.43618	30	95	0.12	35	0.35	0.54958678	200	30	0.137741	30	100	0.1	90	0.9	0.371900826	2.463	
196	Ninemile	1600	25	0.918274	30	1	1	30	0.53	30	0.3	4.38016529	700	20	0.3213958	30	75	0.21	30	0.3	0.60743802	300	50	0.3443526	30	100	0.1	90	0.9	0.929752066	5.917	
197	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Bridge with wooden deck
198	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; these crossings are eliminated by #204.
199	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; these crossings are eliminated by #204.
200	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; these crossings are eliminated by #204.
201	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; these crossings are eliminated by #204.
202	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; these crossings are eliminated by #204.
203	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
204	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
205	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
206	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
207	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; these crossings are eliminated by #204.
208	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
209	Ninemile	50	16	0.018365	30	1	2	60	0.3	50	0.5	0.16528926	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.165	Bridge.
210	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error
211	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegation.
212	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegation.
213	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	
214	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	
215	Ninemile	202	16	0.074197	30	1	2	10	0.77	90	0.9	3.08509091	50	8	0.0091827	30	90	15	20	0.2	0.82644628	160	12	0.0440771	30	95	0.12	80	0.8	0.126942149	4.038	
216	Ninemile	200	12	0.055096	30	1	1	30	0.53	40	0.4	0.35041322	110	10	0.0252525	30	100	0.1	50	0.5	0.03787879	150	50	0.1721763	30	100	0.1	80	0.8	0.41322314	0.802	
217	Ninemile	190	10	0.043618	30	1	1	50	0.37	30	0.3	0.14524793	130	35	0.1044536	30	95	0.12	30	0.3	0.11280992	100	35	0.0803489	30	100	0.1	90	0.9	0.216942149	0.475	
218	Ninemile	1150	20	0.528007	30	1	2	10	0.77	40	0.4	9.75757576	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	9.758	Bridge.
219	Ninemile	310	28	0.199265	30	0.5	2	15	0.7	25	0.25	1.04614325	0	0	0	30	0	0	0	0	0	75	6	0.0103306	30	100	0.1	100	1	0.030991736	1.077	
220	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Bridge is no longer used
221	Ninemile	370	22	0.186869	30	1	2	15	0.7	70	0.7	5.49393939	360	20	0.1652893	30	30	0.53	65	0.65	1.70826446	120	26	0.0716253	30	80	0.18	100	1	0.38677686	7.589	
222	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
223	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel with dense vegetation on gated road.
224	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing to McCormick Creek due to #229.
225	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing to McCormick Creek due to #229.
226	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing to McCormick Creek due to #229.
227	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing to McCormick Creek due to #229.
228	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing to McCormick Creek due to #229.
229	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel or pipe.
230	Ninemile	105	20	0.048209	30	1	2	10	0.77	25	0.25	0.55681818	0	0	0	30	0	0	0	0	0	160	6	0.0220386	30	90	0.15	90	0.9	0.089256198	0.646	
231	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
232	Ninemile	200	10	0.045914	30	1	1	75	0.21	25	0.25	0.07231405	200	15	0.0688705	30	85	0.16	25	0.25	0.08264463	230	50	0.2640037	30	100	0.1	80	0.8	0.633608815	0.789	
233	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
234	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
235	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	
236	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; dense vegetation.
237	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing. Dense vegetation on road tread.
238	Ninemile	5280	20	2.424242	30	1	2	20	0.63	25	0.25	22.9090909	570	24	0.3140496	30	35	0.49	25	0.25	1.15413223	80	22	0.040404	30	90	0.15	100	1	0.181818182	24.245	
239	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing. Dense vegetation on road tread.
240	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
241	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
242	Ninemile	460	15	0.158402	30	1	1	40	0.45	30	0.3	0.64152893	380	10	0.087236	30	100	0.1	30	0.3	0.0785124	180	10	0.0413223	30	100	0.1	70	0.7	0.08677686	0.807	
243	Ninemile	528	20	0.242424	30	1	1	5	0.9	50	0.5	3.27272727	220	15	0.0757576	30	60	0.3	60	0.6	0.40909091	250	20	0.1147842	30	100	0.1	85	0.85	0.292699725	3.975	
244	Ninemile	40	14	0.012856	30	1	1	90	0.15	95	0.95	0.05495868	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.055	Wooden bridge.
245	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
246	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
247	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error
248	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error
249	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
250	Ninemile	330	30	0.227273	30	1	1	15	0.7	25	0.25	1.19318182	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	1.193	County bridge.
251	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing. Dense vegetation on tread.
252	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing. Road does not exist.
253	Ninemile	660	14	0.212121	30	1	2	20	0.63	75	0.75	6.01363636	520	15	0.1790634	30	80	0.18	70	0.7	0.6768595	60	8	0.0110193	30	90	0.15	100	1	0.049586777	6.740	
254	Ninemile	110	14	0.035354	30	1	2	40	0.45	25	0.25	0.23863636	0	0	0	30	0	0	0	0	0	45	6	0.0061983	30	90	0.15	90	0.9	0.025103306	0.264	
255	Ninemile	50	15	0.017218	30	1	1	100	0.1	100	1	0.05165289	0	0	0	30	0	0	0	0	0	50	10	0.0114784	30	75	0.21	100	1	0.07231405	0.124	Bridge
256	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
257	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to vegetation.
258	Ninemile	210	20	0.096419	30	1	1	5	0.9	30	0.3	0.78099174	0	0	0	30	0	0	0	0	0	150	10	0.0344353	30	100	0.1	90	0.9	0.092975207	0.874	
259	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
260	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
261	Ninemile	300	20	0.137741	30	1	1	5	0.9	50	0.5	1.85950413	240	15	0.0826446	30	75	0.21	40	0.4	0.20826446	110	15	0.0378788	30	100	0.1	90	0.9	0.102272727	2.170	
262	Ninemile	60	20	0.027548	30	1	1	5	0.9	5	0.05	0.03719008	75	8	0.0137741	30	75	0.21	5	0.05	0.00433884	60	5	0.0068871	30	90	0.15	90	0.9	0.027892562	0.069	
263	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Presumed non-contributing based on tread has been ripped and reseeded: wa
264	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
265	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
266	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
267	Ninemile	290	15	0.099862	30	1	2	5	0.9	25	0.25	1.3481405	0	0	0	30	0	0	0	0	0	40	4	0.0036731	30	100	0.1	75	0.75	0.008264463	1.356	
268	Ninemile	495	15	0.170455	30	1	2	5	0.9	25	0.25	2.30113636	0	0	0	30	0	0	0	0	0	65	4	0.0059688	30	100	0.1	80	0.8	0.014325069	2.315	
269	Ninemile	235	12	0.064738	30	1	1	50	0.37	25	0.25	0.17964876	0	0	0	30	0	0	0	0	0	45	4	0.0041322	30	90	0.15	85	0.85	0.015805785	0.195	private
270	Ninemile	70	15	0.024105	30	1	2	30	0.53	50	0.5	0.38326446	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.383	Bridge
271	Ninemile	30	14	0.009642	30	1	1	50	0.37	100	1	0.10702479	0	0	0	30	0	0	0	0	0	40	12	0.0110193	30	90	0.15	95	0.95	0.047107438	0.154	
272	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Bridge
273	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing - GIS Error
274	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
275	Ninemile	1056	16	0.387879	30	1	1	0	1	95	0.95	11.0545455	1000	10	0.2295684	30	60	0.3	20	0.2	0.41322314	160	12	0.0440771	30	95	0.13	80	0.8	0.137520661	11.605	
276	Ninemile	70	12	0.019284	30	1	2	20	0.63	20	0.2	0.14578512	0	0	0	30	0	0	0	0	0	40	4	0.0036731	30	80	0.18	100	1	0.019834711	0.166	
277	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; potentially no channel.

Ninemile TMDL - Existing Road Sediment Sources

		TREAD											CUTSLOPE								FILLSLOPE									
Location Number	Drainage	Tread length (ft)	Tread Width (ft)	Acres of Tread	Base Erosion Rate (tons/ac/yr)	Gravel Factor	Traffic Factor	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Tread Delivery (tons/yr)	Cutslope Length (ft)	Avg. Cutslope Width (ft)	Acres of Cutslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Cutslope Delivery (tons/yr)	Fillslope Length (ft)	Avg. Fillslope Width (ft)	Acres of Fillslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Fillslope Delivery (tons/yr)	***Location Total Sediment (tons/yr)***	Comments
278	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
279	Ninemile	285	18	0.117769	30	1	2	10	0.77	60	0.6	3.26454545	105	24	0.0578512	30	75	0.21	40	0.4	0.14578512	90	12	0.0247934	30	85	0.16	100	1	0.119008264	3.529	
280	Ninemile	630	18	0.260331	30	1	1	10	0.77	75	0.75	4.51022727	520	16	0.1910009	30	70	0.23	70	0.7	0.92253444	80	15	0.0275482	30	90	0.15	90	0.9	0.111570248	5.544	
281	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
282	Ninemile	440	20	0.20202	30	1	2	10	0.77	40	0.4	3.73333333	0	0	0	30	0	0	0	0	0	60	5	0.0068871	30	90	0.15	90	0.9	0.027892562	3.761	Buffered.
283	Ninemile	55	30	0.037879	30	1	1	15	0.7	25	0.25	0.19886364	0	0	0	30	0	0	0	0	0	45	5	0.0051653	30	40	0.45	100	1	0.069731405	0.269	County bridge.
284	Ninemile	0		0	30	1	1		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	private, no access
285	Ninemile	0		0	30	1	1		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	private, no access
286	Ninemile	0		0	30	1	1		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	private, no access
287	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
288	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
289	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
290	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
291	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
292	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
293	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing, channel doesn't reach the 9 mile
294	Ninemile	270	16	0.099174	30	2	1	80	0.18	35	0.35	0.37487603	90	4	0.0082645	30	80	0.18	30	0.3	0.01338843	70	6	0.0096419	30	100	0.1	100	1	0.02892562	0.417	
295	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; obliterated.
296	Ninemile	95	14	0.030533	30	0.5	1	70	0.23	75	0.75	0.0790031	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.079	Little contributing area because it's a bridge
297	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Dense veg on tread and isn't really even a road
298	Ninemile	190	18	0.078512	30	1	1	30	0.53	50	0.5	0.62417355	150	13	0.0447658	30	35	0.49	50	0.5	0.32902893	160	20	0.0734619	30	100	0.1	90	0.9	0.198347107	1.152	
299	Ninemile	230	18	0.095041	30	1	1	70	0.23	30	0.3	0.19673554	210	14	0.0674931	30	20	0.63	30	0.3	0.38268595	170	18	0.0702479	30	100	0.1	90	0.9	0.189669421	0.769	
300	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing - GIS Error
301	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing - GIS Error
302	Ninemile	295	18	0.121901	30	1	1	10	0.77	30	0.3	0.84477273	180	18	0.0743802	30	100	0.1	30	0.3	0.06694215	180	12	0.0495868	30	95	0.12	95	0.95	0.169586777	1.081	
303	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
304	Ninemile	200	16	0.073462	30	2	1	75	0.21	140	1.4	1.29586777	170	15	0.0585399	30	40	0.45	40	0.4	0.3161157	110	18	0.0454545	30	100	0.1	95	0.95	0.129545455	1.742	
305	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	private
306	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Pine Creek swimming hole, no channel - bridge (paved).
307	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
308	Ninemile	60	30	0.041322	30	0.5	2	50	0.37	25	0.25	0.11466942	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.115	Bridge.
309	Ninemile	210	20	0.096419	30	1	2	10	0.77	50	0.5	2.22727273	140	18	0.0578512	30	75	0.21	50	0.5	0.1822314	40	6	0.0055096	30	100	0.1	80	0.8	0.01322314	2.423	
310	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Not a crossing; no channel.
311	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
312	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
313	Ninemile	60	18	0.024793	30	1	1	10	0.77	10	0.1	0.05727273	0	0	0	30	0	0	0	0	0	100	6	0.0137741	30	80	0.18	70	0.7	0.052066116	0.109	
314	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No channel
315	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No channel
316	Ninemile	300	16	0.110193	30	1	2	10	0.77	50	0.5	2.54545455	0	0	0	30	0	0	0	0	0	65	6	0.0089532	30	100	0.1	90	0.9	0.024173554	2.570	
317	Ninemile	2950	28	1.896235	30	0.5	2	15	0.7	50	0.5	19.9104683	0	0	0	30	0	0	0	0	0	90	4	0.0082645	30	80	0.18	90	0.9	0.040165289	19.951	Combined (2) pipes.
318	Ninemile	340	18	0.140496	30	0.5	2	10	0.77	75	0.75	2.43409091	110	12	0.030303	30	75	0.21	60	0.6	0.11454545	80	10	0.0183655	30	90	0.15	100	1	0.082644628	2.631	
319	Ninemile	70	15	0.024105	30	1	2	25	0.58	10	0.1	0.0838843	0	0	0	30	0	0	0	0	0	45	6	0.0061983	30	100	0.1	90	0.9	0.016735537	0.101	
320	Ninemile	450	16	0.165289	30	1	2	20	0.63	90	0.9	5.6231405	0	0	0	30	0	0	0	0	0	70	5	0.0080349	30	90	0.15	100	1	0.036157025	5.659	
321	Ninemile	310	22	0.156566	30	1	2	5	0.9	50	0.5	4.22727273	130	26	0.0775941	30	40	0.45	40	0.4	0.41900826	750	40	0.6887052	30	100	0.1	95	0.95	1.962809917	6.609	
322	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing - bridge
323	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
324	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
325	Ninemile	0	0	0	30	1	2		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	Non-contributing. Paved bridge
326	Ninemile	550	20	0.252525	30	1	2	5	0.9	65	0.65	8.86363636	400	32	0.2938476	30	50	0.37	65	0.65	2.12011019	75	12	0.0206612	30	85	0.16	85	0.85	0.084297521	11.068	
327	Ninemile	140	18	0.057851	30	0.5	1	15	0.7	25	0.25	0.1518595	0	0	0	30	0	0	0	0	0	40	4	0.0036731	30	100	0.1	80	0.8	0.008815427	0.161	private
328	Ninemile	360	18	0.14876	30	1	1	5	0.9	30	0.3	1.20495868	125	8	0.0229568	30	80	0.18	30	0.3	0.03719008	90	6	0.0123967	30	100	0.1	90	0.9	0.033471074	1.276	
329	Ninemile	665	12	0.183196	30	1	1	50	0.37	25	0.25	0.50836777	0	0	0	30	0	0	0	0	0	130	4	0.0119376	30	90	0.15	90	0.9	0.048347107	0.557	private
330	Ninemile	510	30	0.35124	30	0.5	1	20	0.63	35	0.35	1.16172521	0	0	0	30	0	0	0	0	0	85	12	0.023416	30	100	0.1	80	0.8	0.056198347	1.218	
331	Ninemile	125	23	0.066001	30	1	2	10	0.77	70	0.7	2.1344697	60	2	0.0027548	30	40	0.45	40	0.4	0.01487603	90	8	0.0165289	30	90	0.15	90	0.9	0.066942149	2.216	
332	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing. Crossing is no longer in use (just cows).
333	Ninemile	885	32	0.650138	30	0.5	2	20	0.63	55	0.55	6.75818182	0	0	0	30	0	0	0	0	0	95	6	0.0130854	30	80	0.18	90	0.9	0.063595041	6.822	Combined (2) pipes.
334	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No channel
335	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No channel
336	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No channel
337	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No channel
338	Ninemile	150	16	0.055096	30	1	1	100	0.1	50	0.5	0.08264463	110	4	0.010101	30	75	0.21	50	0.5	0.03181818	50	4	0.0045914	30	90	0.15	90	0.9	0.018595041	0.133	No pipe.
339	Ninemile	610	20	0.280073	30	1	2	10	0.77	50	0.5	6.46969697	600	12	0.1652893	30	90	0.15	50	0.5	0.37190083	90	14	0.0289256	30	100	0.1	100	1	0.08677686	6.928	
340	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
341	Ninemile	390	24	0.214876	30	1	1	70	0.23	45	0.45	0.66719008	320	8	0.0587695	30	80	0.18	40	0.4	0.12694215	70	10	0.0160698	30	100	0.1	80	0.8	0.038567493	0.833	
342	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	no channel
343	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	private and gated, not visited
344	Ninemile	50	22	0.025253	30	1	2	20	0.63	10	0.1	0.09545455	40	24	0.0220386	30	50	0.37	10	0.1	0.02446281	40	6	0.0055096	30	100	0.1	90	0.9	0.014876033	0.135	
345	Ninemile	460	16	0.168962	30	0.5	1	50	0.37	25	0.25		0	0			0	0	0	0	0	120	14	0.0385675	30	95	0.12	75	0.75		0.000	private
346	Ninemile	750	12	0.206612	30	1	2	10	0.77	75	0.75	7.15909091	0	0	0	30	0	0	0	0	0	20	4	0.0018365	30	100	0.1	80	0.8	0.004407713	7.163	
347	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation on road tread.
348	Ninemile	250	22	0.126263	30	1	2	10	0.77	45	0.45	2.625	0	0	0	30	0	0	0	0	0	60	4	0.0055096	30	100	0.1	90	0.9	0.014876033	2.640	
349	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No channel
350	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No channel
351	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
352	Ninemile	610	22	0.308081	30	0.5	1	25	0.58	80	0.8	2.14424242	195	6	0.0268595	30	95	0.12	50	0.5	0.04834711	110	8	0.020202	30	95	0.12	90	0.9	0.065454545	2.258	private
353	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
354	Ninemile	1980	20	0.909091	30	1	2	10	0.77	50	0.5	21	160	20	0.0734619	30	75	0.21	45	0.45	0.20826446	85	8	0.0156107	30	100	0.1	80	0.8	0.037465565	21.246	
355	Ninemile	330	16	0.121212	30	0.5	1	20	0.63	50	0.5	0.57272727	110	7	0.0176768	30	50	0.5	25	0.25	0.06628788	90	10	0.0206612	30	90	0.15	85	0.85	0.079028926	0.718	private
356	Ninemile	340	24	0.187328	30	0.5	1	20	0.63	70	0.7	1.23917355	0	0	0	30	0	0	0	0	0	100	4	0.0091827	30	100	0.1	90	0.9	0.024793388	1.264	private
357	Ninemile	540	22	0.272727	30	1	2	10	0.77	50	0.5	6.3	470	15	0.1618457	30	50	0.37	40	0.4	0.71859504	60	6	0.0082645	30	100	0.1	100	1	0.024793388	7.043	
358	Ninemile	1340	20	0.615243	30	1	1	5	0.9	75	0.75	12.4586777	1120	14	0.3599633	30	50	0.37	85	0.85	3.39625344	600	25	0.3443526	30	100	0.1	90	0.9	0.929752066	16.785	Combined (2) pipes.
359	Ninemile	1350	20	0.619835	30	1	1	5	0.9	40	0.4	6.69421488	1120	25	0.6427916	30	85	0.16	40	0.4	1.23415978	155	30	0.1067493	30	100	0.1	90	0.9	0.28822314	8.217	
360	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation.
361	Ninemile	420	12	0.115702	30	1	1	75	0.21	75	0.75	0.54669421	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.547	
362	Ninemile	1350	34	1.053719	30	0.5	2	20	0.63	70	0.7	13.9407025	0	0	0	30	0	0	0	0	0	70	8	0.0128558	30	100	0.1	80	0.8	0.030853994	13.972	
363	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	non-contributing; no channel.
364	Ninemile	970	16	0.35629	30	0.5	1	20	0.63	80	0.8	2.69355372	0	0	0	30	0	0	0	0	0	65	6	0.0089532	30	100	0.1	90	0.9	0.024173554	2.718	Long, contributing road segment included in this crossing
365	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing - GIS Error
366	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing - GIS Error
367	Ninemile	380	18	0.157025	30	1	2	30	0.53	25	0.25	1.24834711	330	14	0.1060606	30	50	0.37	25	0.25	0.29431818	110	4	0.010101	30	100	0.1	80	0.8	0.024242424	1.567	
368	Ninemile	120	18	0.049587	30	1	2	20	0.63	40	0.4	0.74975207	200	6	0.0275482	30	50	0.37	70	0.7	0.21404959	220	5	0.0252525	30	80	0.18	75	0.75	0.102272727	1.066	
369	Ninemile	1260	20	0.578512	30	1	2	15	0.7	50	0.5	12.1487603	950	15	0.327135	30	15	0.7	40	0.4	2.74793388	235	15	0.0809229	30	100	0.1	90	0.9	0.218491736	15.115	
370	Ninemile	0		0	30	1	1		0		0	0	0		0	30		0		0	0			0	30		0		0	0	0.000	pvt no access
371	Ninemile	1300	28	0.835629	30	0.5	2	15	0.7	50	0.5	8.77410468	0	0	0	30	0	0	0	0	0	85	8	0.0156107	30	80	0.18	100	1	0.084297521	8.858	
372	Ninemile	1280	30	0.881543	30	0.5	2	20	0.63	60	0.6	9.99669421	0	0	0	30	0	0	0	0	0	150	6	0.0206612	30	100	0.1	80	0.8	0.049586777	10.046	Combined (3) pipes.

Ninemile TMDL - Existing Road Sediment Sources

		TREAD												CUTSLOPE								FILLSLOPE									
Location Number	Drainage	Tread length (ft)	Tread Width (ft)	Acres of Tread	Base Erosion Rate (tons/ac/yr)	Gravel Factor	Traffic Factor	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Tread Delivery (tons/yr)	Cutslope Length (ft)	Avg. Cutslope Width (ft)	Acres of Cutslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Cutslope Delivery (tons/yr)	Fillslope Length (ft)	Avg. Fillslope Width (ft)	Acres of Fillslope	Base Erosion Rate (tons/ac/yr)	Percent Cover	Cover Factor	Percent Delivery	Delivery Factor	Fillslope Delivery (tons/yr)	***Location Total Sediment (tons/yr)***	Comments
373	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
374	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error
375	Ninemile	1300	28	0.835629	30	0.5	2	15	0.7	50	0.5	8.77410468	0	0	0	30	0	0	0	0	0	80	8	0.0146924	30	90	0.15	100	1	0.066115702	8.840	
376	Ninemile	0	0	0	30			0		0		0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0		0	0.000	paved.
377	Ninemile	75	15	0.025826	30	2	2	5	0.9	10	0.1	0.27892562	60	6	0.0082645	30	60	0.3	10	0.1	0.00743802	50	4	0.0045914	30	100	0.1	5	0.05	0.000688705	0.287	
378	Ninemile	225	16	0.082645	30	0.5	1	25	0.58	50	0.5	0.35950413	0	0	0	30	0	0	0	0	0	70	5	0.0080349	30	90	0.15	95	0.95	0.034349174	0.394	private
379	Ninemile	230	13	0.068641	30	1	1	5	0.9	20	0.2	0.37066116	410	5	0.0470615	30	75	0.21	20	0.2	0.05929752	120	6	0.0165289	30	100	0.1	20	0.2	0.009917355	0.440	
380	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing - GIS Error
381	Ninemile	0		0	30	1	1		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	not contributing -- paved
382	Ninemile	850	18	0.35124	30	1	2	10	0.77	50	0.5	8.11363636	640	10	0.1469238	30	25	0.58	45	0.45	1.15041322	200	4	0.0183655	30	90	0.15	75	0.75	0.061983471	9.326	
383	Ninemile	1300	28	0.835629	30	1	2	10	0.77	40	0.4	15.4424242	800	18	0.3305785	30	40	0.45	40	0.4	1.78512397	80	8	0.0146924	30	100	0.1	90	0.9	0.039669421	17.267	
384	Ninemile	990	16	0.363636	30	1	2	30	0.53	45	0.45	5.20363636	960	16	0.3526171	30	70	0.23	60	0.6	1.45983471	270	16	0.0991736	30	100	0.1	100	1	0.297520661	6.961	
385	Ninemile	770	18	0.318182	30	1	1	50	0.57	30	0.3	1.63227273	120	14	0.0385675	30	40	0.45	30	0.3	0.15619835	150	18	0.0619835	30	100	0.1	90	0.9	0.167355372	1.956	
386	Ninemile	510	30	0.35124	30	1	1	5	0.9	50	0.5	4.74173554	430	10	0.0987144	30	90	0.15	40	0.4	0.17768595	190	20	0.087236	30	100	0.1	95	0.95	0.24862259	5.168	
387	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
388	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error
389	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing--paved.
390	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	GIS error
391	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation and lack of evidence of flowing wate
392	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation and lack of evidence of flowing wate
393	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing; no channel.
394	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel.
395	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation and lack of evidence of flowing wate
396	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation and lack of evidence of flowing wate
397	Ninemile	270	10	0.061983	30	1	2	60	0.3	25	0.25	0.27892562	140	10	0.0321396	30	70	0.23	70	0.7	0.15523416	80	8	0.0146924	30	100	0.1	70	0.7	0.030853994	0.465	
398	Ninemile	0	0	0	30	1	2	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	No crossing; no channel
399	Ninemile	270	16	0.099174	30	1	1	75	0.21	20	0.2	0.12495868	240	14	0.077135	30	60	0.3	20	0.2	0.13884298	95	8	0.0174472	30	100	0.1	90	0.9	0.047107438	0.311	
400	Ninemile	0	0	0	30	1	1	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0		0	30	0	0	0	0	0	0.000	Non-contributing due to dense vegetation and lack of evidence of flowing wate
401	Ninemile	0		0	30	1	2		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	Paved county road
402	Ninemile	0		0	30	1	2		0		0	0			0	30		0		0	0			0	30		0		0	0	0.000	Paved county road

Ninemile Watershed Stream Crossings

Northeast

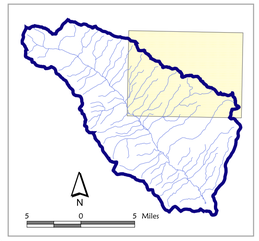
N
W E
S

0.25 0 0.25 0.5 Miles

0.25 0 0.25 0.5 Kilometers

Scale = 1:24000 1 inch = 2000 feet

Contour Interval = 100 ft



- Stream Crossing
- Roads
- Perennial Stream
- Intermittent Stream
- Contour Line
- Township & Range
- Sections
- 303(d) Watershed
- Lolo National Forest
- Plum Creek
- Private
- State of Montana

R 23W
R 22W
T 17N
T 16N

Marion Creek
Little Marion Creek
Josephine Creek
Dry Gulch
Little McCormick Creek
McCormick Creek
Kennedy Creek
Butler Creek

Ninemile Watershed Stream Crossings

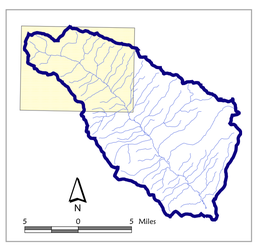
Northwest

0.25 0 0.25 0.5 Miles

0.25 0 0.25 0.5 Kilometers

Scale = 1:24000 1 inch = 2000 feet

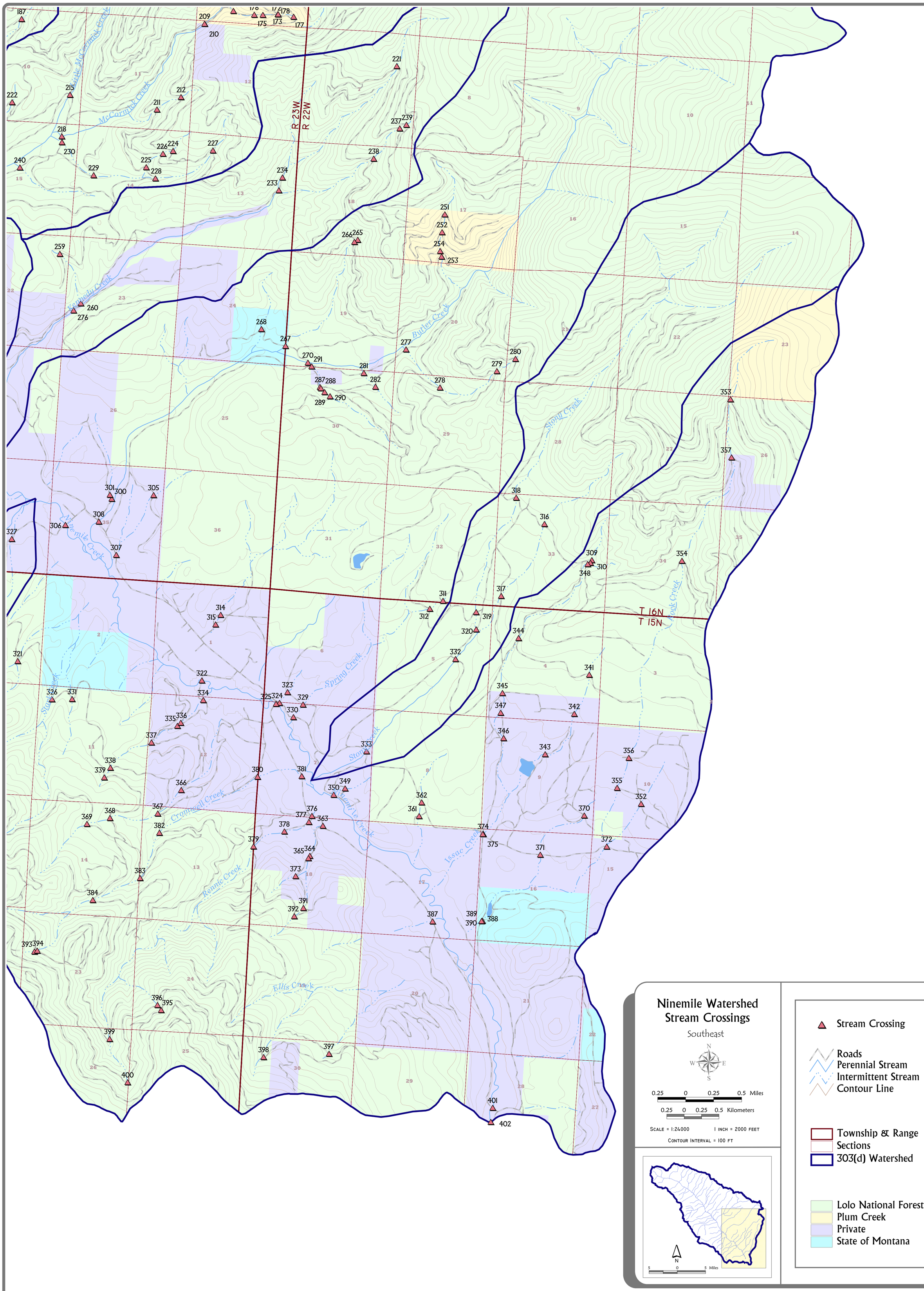
Contour Interval = 100 ft



- Stream Crossing
- Roads
- Perennial Stream
- Intermittent Stream
- Contour Line
- Township & Range
- Sections
- 303(d) Watershed
- Lolo National Forest
- Plum Creek
- Private
- State of Montana

Devils Creek
East Fork Creek
Sparks Creek
Oliver Creek
South Lonely Creek
Ninemile Creek
Sawpit Creek
Martina Creek
Twin Creek
Little V Creek
Little Bear Creek
West Fork Beecher Creek
East Fork Beecher Creek
West Fork Burnt Fork Creek
East Fork Burnt Fork Creek
Soldier Creek
Camp Creek
Big Blue Creek
Little Blue Creek
Bird Creek
Pine Creek

R 25W
R 24W
R 23W
T 17N
T 16N



Ninemile Watershed Stream Crossings

Southeast

N
W E
S

0.25 0 0.25 0.5 Miles

0.25 0 0.25 0.5 Kilometers

Scale = 1:24000 1 inch = 2000 feet

Contour Interval = 100 ft

- Stream Crossing
- Roads
- Perennial Stream
- Intermittent Stream
- Contour Line
- Township & Range
- Sections
- 303(d) Watershed
- Lolo National Forest
- Plum Creek
- Private
- State of Montana

Ninemile Watershed Stream Crossings

Southwest

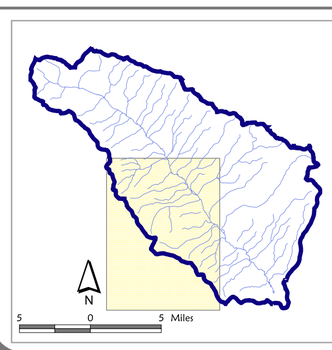
N W E S

0.25 0 0.25 0.5 Miles

0.25 0 0.25 0.5 Kilometers

Scale = 1:24000 1 inch = 2000 feet

Contour Interval = 100 ft



- Stream Crossing
- Roads
- Perennial Stream
- Intermittent Stream
- Contour Line
- Township & Range
- Sections
- 303(d) Watershed
- Lolo National Forest
- Plum Creek
- Private
- State of Montana

R 24W
R 23W
T 16N
T 15N
Bird Creek
Moncure Creek
Barrette Creek
Fire Creek
Dry Gulch
Josephine Creek
McCormick Creek
Ninemile Creek
Kennedy Creek
Cedar Creek
Tree Creek
Stark Creek