

# Appendix C: Methodology for Watershed Risk Assessment

## Methodology and Assumptions for Watershed Risk Ratings

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### Prioritized Field Work

All inventoried routes were first analyzed to determine whether they met both the guidelines of this project and the Land Resource Management Plan guidelines for facilities designation. Of the inventoried routes which met these initial criteria, routes were then prioritized for site visits by watershed staff. Priority routes crossed water channels, were within close proximity to a riparian zone, and/or crossed earth flow terrain (typically open glades).

### Visited Sites

Watershed Staff made site visits to collect data. Notes and photos documenting slope, evidence of use, erosion (rills and gullies), sediment delivery to streams, resource damage, and actions necessary to mitigate resource damage if the route will continue to be used. Some routes were not recommended for designation in the proposed action due to resource concerns (e.g. routes located in and around stream channels).

### GIS Office Review

All inventoried routes were analyzed with Geographic Information Systems (GIS) software. Miles of routes located within Riparian Reserves were calculated by using the Forest coverage of Riparian Reserve polygons and the unauthorized routes. The following geographic data sets were also used to analyze the risk of watershed impacts: earthflow terrain, sensitive terrain (toe zones of deep seated landslides), active landslides, water courses, erosion potential (EHR), hill-slope gradient, and elevation. Lists of routes within these areas of concern were generated.

### Risk Rating Criteria

Two sets of criteria were created for assigning the watershed risk rating. Routes that were field inventoried were ranked using the field data and GIS data, and routes that were not field inventoried are ranked based on GIS data only. Three categories were designated: low, moderate and high risk. A risk rating was assigned to each route based on the route's most detrimental attribute. In other words, if all but one of the attributes of a route were considered low risk, except for one high risk attribute, the attribute categorized with the highest risk would determine the risk rating of the route. Therefore the route would be categorized as a high risk route. See table 1 for a comprehensive list of the cumulative watershed risk ratings. Following are the low, moderate, and high watershed risk rating definitions, including photographic examples:

### Low Watershed Risk

A low risk route poses no threat to water quality. It is not easily erodible, has no active erosion, slope gradient is less than 15%, there is no apparent delivery potential to a stream course, nor does it pass through unstable terrain.

### Low Risk Rating Criterion

- Field Inventory
- No active erosion
- Low slope gradient – less than 15%
- Not located within a riparian reserve
- No delivery potential to a stream course
- Likely stable terrain

### GIS Data Query

- Low Erosion Hazard Rating (EHR)
- Low slope gradient – less than 15%
- Not located within a riparian reserve
- Likely stable terrain



**Figure 2. Low Risk Route Example: Route is low gradient, no signs of erosion, no delivery potential, near ridge-top**

### Medium Watershed Risk

A medium risk route is not currently detrimental to water quality. There is no active erosion, however the route may be on earthflow terrain. Slope gradient is generally greater than 15%. Under the right circumstances (more use, use during winter months, no mitigation measures (waterbars, etc...)) it may erode and deliver sediment to a stream course threatening water quality.

### Medium Risk Rating Criterion

#### Field Inventory

- No active erosion
- Low slope gradient – greater than 15%
- Not located within a riparian reserve
- Delivery potential to a stream course
- On earthflow terrain

#### GIS Data Query

- Medium EHR and steep slope gradient – slope gradient greater than 15%
- High EHR and low slope gradient – less than 15%
- Not located within a riparian reserve
- On earthflow terrain



**Figure 3. Medium Risk Route Example: Route is generally steeper than 15% but does not have any signs of erosion. No delivery potential.**

## High Watershed Risk

A high risk route is currently detrimental to water quality; it is actively eroding and currently is, or has the potential, to deliver sediment to the hydrologic network. A high risk route is any route which passes through areas with geologically hazardous or unstable terrain.

## High Risk Rating Criterion

### Field Inventory

- Active erosion
- Steep slope gradient – greater than 15%
- Route is located within a riparian reserve
- Delivery potential or active delivery to a stream course
- Sensitive terrain

### GIS Data Query

- High Erosion Hazard Rating (EHR).
- Steep slope gradient – greater than 15%
- Route is located within a riparian reserve
- Sensitive terrain



**Figure 4. High Risk Route Example: Route is steep, greater than 15%, has deep gullies and likely delivers sediment to a stream course.**

## **Risk Rating GIS Methodology**

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### **Field Validation**

Due to the large number of unauthorized, inventoried routes, it was impossible to field visit and assess each route. Therefore, many routes were assigned a risk rating based on GIS data alone. Several of the routes which received only GIS analysis were chosen for field review in an effort to validate the results of the GIS risk rating methodology. The following is a summary of the conclusions drawn from the field trip:

The GIS geomorphology data fit the terrain and was determined to reasonably represent the landscape by the Forest geologist.

The slope data was found to be mostly correct, but is an average of the slopes over the entire route. For example, some routes were noted as “less than 15%”, but had short 10 foot pitches of 25% gradient.

The “evidence of erosion” data does not always capture the current condition. This data was gathered in the field in 2001. Currently eroded routes, where before it was absent, may indicate increased use, or the lack of maintenance applied to unauthorized routes. Therefore, some of the risks associated with soils may be understated for those routes assessed with GIS data alone.

Some of the earthflow features visited were obviously active. Others were not. Routes located on earthflows may or may not need waterbar mitigations depending on the route gradient and outslope of the route. If used as a mitigation, waterbars will need to be monitored and

maintained. Maintenance may not need to occur annually depending on the earthflow's rate of movement. It was concluded that routes on earthflows do represent a moderate risk to water quality, and can be mitigated, as evidenced in the field.

It is impossible to generally predict how routes on sensitive terrain will affect slope stability. For some routes, their toe zone location is insignificant to the overall slope stability because they do not affect the hydrology and therefore the cohesion of the slope material. Other routes, could pose a threat to water quality because they may funnel water and increase the saturation of the slope. In general, locating routes on sensitive terrain is a risk. Because slope stability is difficult to predict and the consequences to water quality are high, it was concluded that routes located on this terrain deserve a high risk rating.

The waterbar mitigations recommended based on GIS data alone were warranted in many cases. Some routes were found to already contain waterbars, yet this mitigation was called for in the DEIS. However, some of those waterbars were no longer functioning. A site specific review of each route which has waterbar mitigations recommended will be needed to determine their presence/absence (and if present, the effectiveness) prior to the route appearing on the MVUM. Thereafter, they will need to be monitored and maintained.

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM1000	0.25	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	No
JM1001	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1002	0.10	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	Y	Yes
JM1002x	0.11	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	Y	Yes
JM1003	0.61	Unauthorized	H	no	0	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
JM1005	0.02	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1006	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1007	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1008	0.15	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1009	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1011	0.04	Unauthorized	H	yes	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM1013	0.11	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	No
JM1014	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

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Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
JM1015	0.22	Unauthorized	H	yes	3	No	High	Less than 15%	on earthflow terrain	No	No
JM1017	0.10	Unauthorized	L	no	0	No	High	Greater than 15%	no hazard	No	Yes
JM1018	0.13	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM1019	0.20	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM1020	0.11	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM1021	0.05	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
JM1022	0.05	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
JM1025	0.04	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
JM1026	0.10	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM1027	0.30	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
JM1028	0.12	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	Yes
JM1029	0.04	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes

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JM1030	0.11	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1031	0.03	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1032	0.15	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1033	0.06	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1033x	0.14	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1034	0.06	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM1035	0.05	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM1036	0.04	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	No
JM1037	0.09	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
JM1038	0.06	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1042	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1043	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No

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JM1044	0.04	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	No
JM1045	0.07	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1046	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1047	0.27	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	No
JM1048	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1049	0.04	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1050	0.10	Unauthorized	H	yes	1	Yes	Moderate	Greater than 15%	likely stable	yes, none proposed	No
JM1052	0.09	Unauthorized	H	yes	1	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	No
JM1053	0.06	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
JM1054	0.17	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1056	0.06	Unauthorized	H	yes	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	No
JM1057	0.22	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM1058	0.10	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
JM1059	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No

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JM1060	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1061	0.04	Proposed Alternatives 2,3	H	yes	0	No	Low	Less than 15%	likely stable	No	No
JM1062	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1063	0.16	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1064	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1066	0.05	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
JM1067	0.15	Unauthorized	H	no	0	Yes	Low	Less than 15%	on earthflow terrain	yes, none proposed	Yes
JM1068	0.09	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM1069	0.33	Unauthorized	H	yes	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	No
JM1070	0.10	Unauthorized	H	yes	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM1071	1.79	Proposed Alternatives 2,3	M	no	0	No	High	Greater than 15%	on earthflow terrain	No	Yes

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JM1072	1.32	Unauthorized	H	yes	5	Yes	High	Unknown	near active slide, on earth flow terrain	Unknown	Unknown
JM1073	0.12	Unauthorized	H	yes	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
JM1074	0.23	Unauthorized	H	yes	3	Yes	High	Unknown	on earthflow terrain	Unknown	Unknown
JM1075	2.37	Unauthorized	H	yes	18	Yes	High	Unknown	on earthflow terrain	Unknown	Unknown
JM1076	0.67	Unauthorized	H	yes	6	Yes	High	Unknown	on earthflow terrain	Unknown	Unknown
JM1077	0.21	Unauthorized	M	no	0	No	High	Greater than 15%	on earthflow terrain	No	Yes
JM1100	0.12	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM1101	0.41	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
JM1102	0.16	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes

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JM-2001	0.05	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2002	0.34	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2003	0.13	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2007	0.59	Unauthorized	H	no	0	Yes	Moderate	Greater than 15%	likely stable	yes, none proposed	No
JM-2008	0.89	Unauthorized	H	yes	3	Yes	Moderate	Greater than 15%	likely stable	yes, none proposed	No
JM-2009	0.61	Proposed Alternative 3	M	no	0	No	High	Greater than 15%	likely stable	No	No
JM-2013	0.41	Proposed Alternatives 2,3	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No
JM-2014	0.18	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No
JM-2016n	0.33	Proposed Alternatives 2,3	H	yes	1	No	Low	Less than 15%	likely stable	Waterbars	No
JM-2016s	0.26	Proposed Alternatives 2,3	H	yes	2	No	Moderate	Less than 15%	likely stable	Waterbars	No
JM-2018	0.16	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
JM-2023	0.16	Proposed Alternative 3	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes

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JM-2024	0.08	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2025	0.12	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2026	0.16	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2027	0.19	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	likely stable	waterbars	Yes
JM-2027x	0.26	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2028	0.05	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	Waterbars	Yes
JM-2029	0.38	Unauthorized	H	no	0	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
JM-2031	0.65	Unauthorized	H	yes	4	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM-2032	0.15	Unauthorized	H	no	0	Yes	Moderate	Greater than 15%	likely stable	yes, none proposed	Yes
JM-2033	0.21	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM-2034	0.08	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM-2035	0.11	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

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JM-2036	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2037	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2038	0.39	Unauthorized	H	no	0	Yes	Moderate	Greater than 15%	likely stable	yes, none proposed	Yes
JM-2040	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2041	0.14	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2044	2.40	Unauthorized	H	yes	7	Yes	High	Greater than 15%	likely stable	yes, none proposed	Yes
JM-2045	0.19	Unauthorized	H	yes	2	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
JM-2046	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2047	0.23	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2048	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2050	0.41	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2051	0.55	Proposed Alternative 3	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
JM-2052	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2053	0.65	Proposed Alternative 3	H	yes	2	No	High	Less than 15%	likely stable	No	Yes

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JM-2055	0.43	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
JM-2056	0.27	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2057	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2058	0.02	Unauthorized	H	no	0	Yes	High	Greater than 15%	likely stable	yes, none proposed	Yes
JM-2059	1.02	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2061	4.59	Unauthorized	H	yes	12	Yes	High	Greater than 15%	likely stable	yes, none proposed	Yes
JM-2065	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2066	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2067	0.37	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2068	0.29	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	Yes
JM-2069	0.07	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	Yes
JM-2076	0.11	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM-2077	0.61	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes

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JM-2078	0.13	Proposed Alternatives 2,3	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
JM-2079	3.08	Proposed Alternatives 2,3	H	yes	0	Yes	High	Greater than 15%	likely stable	Waterbars	Yes
JM-2080	0.05	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2082	0.26	Unauthorized	H	no	0	No	High	Greater than 15%	Sensitive Terrain	No	Yes
JM-2083	0.21	Unauthorized	H	yes	0	No	High	Greater than 15%	Sensitive Terrain	No	Yes
JM-2084	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	Waterbars	Yes
JM-2084	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2085	0.89	Proposed Alternatives 2,3	H	yes	0	Yes	Moderate	Greater than 15%	Sensitive Terrain	Waterbars	Yes
JM-2085x	1.13	Unauthorized	H	no	0	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
JM-2086	0.06	Unauthorized	H	no	0	Yes	High	Less than 15%	on earthflow terrain	yes, none proposed	Yes
JM-2087	1.18	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	on earthflow terrain	Waterbars	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM-2089	0.15	Unauthorized	H	yes	0	Yes	High	Less than 15%	on earthflow terrain	No	Yes
JM-2089	0.07	Unauthorized	H	no	0	Yes	High	Greater than 15%	on earthflow terrain	No	Yes
JM-2090	1.97	Proposed Alternatives 2,3	H	yes	3	Yes	Low	Greater than 15%	Sensitive Terrain	Waterbars	Yes
JM-2090n	1.08	Unauthorized	H	yes	0	Yes	Moderate	Greater than 15%	on earthflow terrain	yes, none proposed	Yes
JM-2092	0.89	Unauthorized	H	yes	6	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
JM-2095	1.67	Proposed Alternatives 2,3	H	yes	3	No	Moderate	Greater than 15%	Sensitive Terrain	Waterbars	Yes
JM-2096n	0.70	Proposed Alternatives 2,3	L	no	0	No	Low	Greater than 15%	likely stable	No	Yes
JM-2096s	0.05	Proposed Alternatives 2,3	L	no	0	No	High	Greater than 15%	likely stable	No	Yes
JM-2097e	2.23	Proposed Alternatives 2,3	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM-2097w	0.88	Proposed Alternatives 2,3	L	no	0	No	High	Greater than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM-2097x	0.25	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2098	0.32	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	likely stable	Waterbars	Yes
JM-2100	0.67	Unauthorized	H	yes	8	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM-2101	0.06	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM-2102	0.63	Proposed Alternatives 2,3	M	no	0	No	Moderate	Greater than 15%	on earthflow terrain	No	Yes
JM-2103	0.33	Unauthorized	H	yes	1	No	Moderate	Less than 15%	no hazard	yes, none proposed	Yes
JM-2103	0.06	Unauthorized	H	yes	0	Yes	Moderate	Less than 15%	on earthflow terrain	Unknown	Yes
JM-2104	0.03	Proposed Alternatives 2,3	H	yes	1	No	Low	Less than 15%	likely stable	No	No
JM-2104x	0.04	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
JM-2107	0.54	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
JM-2108	0.24	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM-2111	1.65	Unauthorized	H	yes	9	Yes	Low	Less than 15%	likely stable	yes, none proposed	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
JM-2112	0.03	Proposed Alternatives 2,3	M	yes	0	No	Low	Less than 15%	likely stable	No	No
JM-2112x	0.16	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
JM-2114	0.20	Unauthorized	H	yes	0	No	Low	Less than 15%	Sensitive Terrain	No	No
JM-2115	0.02	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
JM-2118	0.10	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
JM-2119	0.04	Proposed Alternatives 2,3	H	yes	0	No	Low	Less than 15%	likely stable	No	No
JM-2119x	0.16	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
JM-2120	0.12	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
JM-2121	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM2122	0.11	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM-2123	0.16	Proposed Alternatives 2,3	H	yes	0	No	Low	Less than 15%	likely stable	No	No
JM-2123x	0.15	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
JM2209	0.28	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM702	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM703	0.02	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM706	0.05	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM707	0.02	Unauthorized	H	yes	0	No	Moderate	Greater than 15%	likely stable	No	No
JM708	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM709	0.02	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM712	0.10	Unauthorized	H	yes	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM713	0.43	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	Yes
JM714	0.07	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	Waterbars	Yes
JM714x	0.22	Unauthorized	H	yes	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM715	0.14	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM716	0.61	Unauthorized	H	yes	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM717	0.40	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	No	Yes
JM718	0.10	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	No	Yes
JM719	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM720	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM722	0.35	Proposed Alternative 3	H	yes	4	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM729	0.06	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM730	0.08	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM731	0.12	Unauthorized	H	yes	0	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
JM732	0.05	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
JM732x	0.04	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
JM733	0.24	Unauthorized	H	yes	0	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
JM734	0.04	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM735	0.08	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
JM736	0.41	Unauthorized	H	no	0	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
JM737	0.03	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM737x	0.02	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM738	0.02	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM741	0.08	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
JM742	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM743	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM744	0.02	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM745	0.08	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM746	0.10	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM747	0.14	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM748	0.11	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM749	0.10	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM755	0.02	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM756	0.02	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM757	0.06	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM758	0.03	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM760	0.08	Proposed Alternatives 2,3	L	no	0	No	Unknown	Less than 15%	likely stable	No	Yes
JM761	0.04	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM761x	0.19	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM762	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM763	0.38	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM764	0.02	Unauthorized	L	no	0	No	Unknown	Less than 15%	likely stable	No	Yes
JM765	1.62	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM766	0.03	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM767	0.33	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM768	0.07	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM769	0.02	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM770	0.10	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM790	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM791	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM794	0.57	Unauthorized	H	yes	2	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
JM795	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM796	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM797	0.02	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM798	0.13	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM799	0.08	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM800	0.29	Unauthorized	H	yes	1	No	High	Less than 15%	on earthflow terrain	No	Yes
JM801	0.06	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM802	0.89	Unauthorized	H	yes	3	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM803	0.03	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM804	0.04	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM805	0.06	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	No
JM806	0.14	Proposed Alternatives 2,3	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM807	0.12	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM808	0.06	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM809	0.19	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM810	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM811	0.03	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
JM812	0.05	Unauthorized	H	no	0	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
JM813	0.06	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM815	0.11	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
JM816	0.07	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM817	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM818	0.14	Unauthorized	H	no	0	No	High	Greater than 15%	Sensitive Terrain	No	Yes
JM819	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM820	0.07	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM821	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM822	0.06	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	No	Yes
JM823	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM824	0.08	Unauthorized	H	yes	1	No	High	Less than 15%	on earthflow terrain	No	Yes
JM825	0.17	Unauthorized	H	yes	0	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
JM826	0.07	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM827	0.08	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM828	0.03	Unauthorized	H	no	0	No	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
JM829	0.06	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM830	0.29	Proposed Alternatives 2,3	L	no	0	No	High	Greater than 15%	likely stable	No	Yes
JM831	0.05	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM832	0.03	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM833	0.09	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM834	0.11	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM835	0.10	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM845	0.04	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM846	0.02	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM847	0.16	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM848	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM849	0.06	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
JM850	0.17	Unauthorized	H	yes	1	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
JM851	0.21	Proposed Alternatives 2,3	H	yes	2	No	Moderate	Less than 15%	likely stable	No	No
JM852	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM853	0.12	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM854	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM855	0.06	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
JM856	0.14	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM857	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM858	0.11	Proposed Alternatives 2,3	L	Unknown	0	No	High	Less than 15%	likely stable	No	Yes
JM859	0.16	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM860	0.02	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM861	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM862	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM867	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM868	0.04	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM869	0.75	Unauthorized	H	yes	1	No	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
JM870	0.42	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM871	0.14	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM872	0.13	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM872x	0.06	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM873	0.08	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM874	0.21	Unauthorized	H	yes	2	No	High	Less than 15%	likely stable	No	Yes
JM875	0.10	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
JM876	0.31	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM877	0.19	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM878	0.62	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM879	0.06	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM880	0.12	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM881	0.05	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM882	0.59	Unauthorized	H	yes	2	Yes	High	Less than 15%	Sensitive Terrain	No	Yes
JM883	0.52	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM884	0.08	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM885	0.14	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM886	0.12	Unauthorized	H	no	0	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
JM887	0.12	Unauthorized	H	No	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM888	0.06	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
JM888x	0.04	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
JM889	0.05	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM890	0.07	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM891	0.04	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM892	0.02	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM893	0.02	Proposed Alternatives 2,3	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM894	0.15	Proposed Alternatives 2,3	H	yes	1	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
JM895	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
JM896	0.12	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM897	0.03	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
JM898	0.06	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	Route Definition	No
JM899	0.13	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM900	0.08	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM901	0.02	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM901x	0.06	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM901x	0.01	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM902	0.07	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM903	0.05	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM903x	0.02	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM904	0.45	Unauthorized	H	yes	3	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
JM905	2.39	Unauthorized	H	yes	0	Yes	Moderate	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
JM906	0.10	Unauthorized	H	no	0	Yes	Moderate	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
JM907	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM908	0.04	Unauthorized	M	no	0	No	Moderate	Greater than 15%	on earthflow terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM909	0.06	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM910	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM911	0.03	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM912	0.03	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM913	0.48	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
JM914	0.09	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
JM915	0.61	Proposed Alternatives 2,3	H	yes	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
JM916	0.07	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM917	0.05	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
JM918e	0.02	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM918w	0.07	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
JM918x	0.30	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
JM919	0.06	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	Sensitive Terrain	waterbars	No
JM920	0.38	Unauthorized	H	yes	1	No	High	Greater than 15%	Sensitive Terrain	No	Yes
JM921	0.04	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM923	1.46	Unauthorized	L	no	0	No	Moderate	Less than 15%	no hazard	No	Yes
JM934	0.09	Unauthorized	L	no	0	No	Moderate	Less than 15%	no hazard	No	Yes
JM935	0.05	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
JM937	0.17	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM939	0.07	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
JM947	1.83	Proposed Alternatives 2,3	H	yes	0	Yes	High	Greater than 15%	Sensitive Terrain	waterbars	Yes
JM948	0.14	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM949	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM950	0.05	Unauthorized	H	yes	0	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
JM951	0.04	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
JM952	0.40	Proposed Alternatives 2,3	H	yes	1	Yes	Moderate	Less than 15%	likely stable	waterbars	No
JM952x	0.10	Unauthorized	H	yes	0	Yes	Low	Less than 15%	likely stable	yes, none proposed	No
JM953	0.16	Unauthorized	H	yes	4	No	Low	Less than 15%	likely stable	No	No
JM954	0.24	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
JM955	0.42	Proposed Alternatives 2,3	H	yes	1	Yes	Moderate	Less than 15%	likely stable	waterbars	No
JM956	0.25	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
JM957	0.03	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM957x	0.43	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM958	0.24	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
JM959	0.07	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
JM960	0.25	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
JM961	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	No
JM962	0.17	Unauthorized	H	yes	2	No	High	Less than 15%	likely stable	No	No
JM963	0.03	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM964	0.17	Unauthorized	H	yes	1	No	Low	Less than 15%	Sensitive Terrain	No	Yes
JM965	0.04	Unauthorized	H	no	0	No	Low	Less than 15%	Sensitive Terrain	No	Yes
JM966	0.28	Unauthorized	M	no	0	No	Low	Less than 15%	on earthflow terrain	No	Yes
JM967	0.03	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
JM968	0.12	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
JM969	0.01	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
JM970	0.16	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
JM971	0.06	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
JM972	0.16	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM973	0.19	Unauthorized	H	no	0	No	High	Greater than 15%	Sensitive Terrain	No	Yes
JM974	0.14	Unauthorized	H	yes	1	No	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
JM975	0.69	Unauthorized	H	yes	0	No	High	Greater than 15%	Sensitive Terrain	No	Yes
JM976	0.64	Unauthorized	H	yes	4	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
JM977	0.50	Unauthorized	H	no	0	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
JM978	0.22	Unauthorized	H	yes	0	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
JM979	0.29	Proposed Alternatives 2,3	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
JM982	0.23	Proposed Alternatives 2,3	H	yes	1	Yes	Low	Less than 15%	likely stable	waterbars	No
JM983	0.02	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
JM984	0.05	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
JM991	0.50	Unauthorized	H	no	0	No	Moderate	Greater than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
JM992	0.26	Unauthorized	H	yes	1	No	High	Greater than 15%	on earthflow terrain	No	Yes
JM993	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM994	0.13	Unauthorized	H	yes	0	No	High	Greater than 15%	Sensitive Terrain	No	Yes
JM995	0.07	Proposed Alternatives 2,3	H	yes	0	No	Low	Less than 15%	Sensitive Terrain	No	No
JM995x	0.13	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
JM996	0.19	Unauthorized	H	yes	3	No	Low	Less than 15%	likely stable	No	No
JM997	0.07	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
JM998	0.03	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM999	0.12	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	No
JM9997	0.49	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM9998	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
JM9999	0.04	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
M811	0.20	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	likely stable	waterbars	Yes
MM790	0.64	Proposed Alternatives 2,3	H	no	0	Yes	High	Greater than 15%	likely stable	waterbars	Yes
MM791e	0.70	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	likely stable	waterbars	No
MM791w	0.13	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	No
MM792	0.93	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Greater than 15%	likely stable	waterbars	No
MM793	0.37	Unauthorized	H	no	0	Yes	High	Less than 15%	likely stable	No	Yes
MM794	0.10	Unauthorized	H	no	0	Yes	High	Less than 15%	likely stable	No	Yes
MM800	0.85	Proposed Alternatives 2,3	H	yes	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM801	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
MM802	0.12	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
MM803	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
MM804	0.29	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
MM809	0.14	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No
MM813	0.52	Proposed Alternatives 2,3	H	yes	0	Yes	High	Greater than 15%	likely stable	waterbars	Yes
MM815	0.22	Proposed Alternatives 2,3	H	no	0	Yes	High	Greater than 15%	likely stable	Waterbars	Yes
MM816	0.30	Proposed Alternatives 2,3	H	yes	1	No	Moderate	Greater than 15%	likely stable	waterbars	No
MM817	0.82	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	likely stable	Waterbars	No
MM821	0.25	Proposed Alternative 3	H	yes	1	Yes	High	Less than 15%	likely stable	Waterbars	No
MM823	0.04	Proposed Alternative 3	L	no	0	No	High	Less than 15%	likely stable	No	No
MM824	0.19	Proposed Alternative 3	L	no	0	No	High	Less than 15%	likely stable	No	No
MM825	0.14	Proposed Alternative 3	H	no	0	Yes	High	Greater than 15%	likely stable	Waterbars	No
MM826	0.49	Proposed Alternatives 2,3	H	yes	0	Yes	Moderate	Greater than 15%	likely stable	Waterbars	Yes
MM827	0.04	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
MM828	0.47	Proposed Alternatives 2,3	H	yes	1	Yes	High	Less than 15%	likely stable	Waterbars	No
MM829	0.20	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	No
MM830	0.35	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	likely stable	Waterbars	Yes
MM832	0.17	Proposed Alternatives 2,3	H	yes	0	Yes	High	Greater than 15%	likely stable	Waterbars	No
MM833	0.13	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	likely stable	Waterbars	No
MM833x	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	No
MM834	0.24	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	No
MM835	1.29	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	Waterbars	No
MM836	0.19	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Greater than 15%	likely stable	waterbars	Yes
MM837	0.05	Proposed Alternatives 2,3	L	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
MM838	0.54	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM839	0.93	Proposed Alternatives 2,3	H	yes	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM840	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
MM842	0.48	Proposed Alternatives 2,3	H	yes	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM843	0.17	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM844	0.14	Proposed Alternatives 2,3	H	yes	2	Yes	Moderate	Greater than 15%	likely stable	waterbars	Yes
MM845	0.14	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM846	0.16	Unauthorized	H	no	0	Yes	Moderate	Greater than 15%	likely stable	No	Yes
MM847	0.12	Unauthorized	H	yes	0	Yes	Moderate	Less than 15%	likely stable	No	Yes
MM848	0.40	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
MM849	0.50	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM850	0.32	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM851	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
MM852	0.28	Proposed Alternatives 2,3	H	yes	1	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM853	0.30	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	likely stable	waterbars	Yes
MM855	0.12	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
MM856	0.21	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
MM859	0.13	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes
MM862	0.02	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
MM863	0.43	Unauthorized	H	yes	2	No	High	Less than 15%	likely stable	No	Yes
MM864	0.07	Proposed Alternative 3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK700	0.14	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

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Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
PK701	0.14	Unauthorized	H	yes	0	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
PK702	0.12	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK703	0.08	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK704	0.06	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK705	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK706	0.09	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK707	0.03	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK708	0.05	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	Yes
PK709	0.13	Unauthorized	H	yes	0	Yes	Moderate	Greater than 15%	likely stable	yes, none proposed	Yes
PK734	0.70	Unauthorized	H	yes	5	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
PK738	0.07	Unauthorized	M	no	0	No	High	Greater than 15%	on earthflow terrain	No	Yes
PK739	0.04	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK740	0.10	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
PK742	0.17	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK743	0.14	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
PK744	0.05	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
PK745	0.08	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
PK746	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
PK747	0.27	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	No
PK750	0.03	Unauthorized	H	yes	1	No	Moderate	Greater than 15%	likely stable	No	Yes
PK751	1.07	Proposed Alternative 3	H	yes	5	Yes	High	Less than 15%	on earthflow terrain	Waterbars	Yes
PK752	0.09	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
PK753	0.07	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK754	0.11	Unauthorized	H	yes	0	No	High	Less than 15%	on earthflow terrain	No	Yes
PK755	0.17	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK756	0.24	Unauthorized	H	yes	1	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
PK757	0.15	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
PK758	0.16	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK759	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK760	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK762	0.99	Unauthorized	H	yes	4	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	No
PK763	0.11	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK764	1.37	Unauthorized	H	yes	5	No	High	Less than 15%	likely stable	No	Yes
PK765	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	No
PK766	0.09	Unauthorized	H	yes	0	No	High	Greater than 15%	on earthflow terrain	No	Yes
PK767	0.11	Unauthorized	H	yes	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
PK800	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK801	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK802	0.03	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK803	0.09	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK804	1.58	Proposed Alternatives 2,3	H	no	0	Yes	High	Less than 15%	likely stable	No	Yes
PK804	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK805	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK805	0.02	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK806	0.03	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK807	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK807	0.67	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK808	0.18	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
PK809	0.07	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
PK812	0.05	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK813	0.04	Proposed Alternatives 2,3	H	yes	0	Yes	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK813	0.08	Unauthorized	H	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK814	0.09	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK815	0.10	Proposed Alternatives 2,3	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK815	0.06	Unauthorized	H	yes	0	No	High	Greater than 15%	likely stable	No	Yes
PK815x	0.01	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK816	0.12	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	Yes
PK817	0.01	Proposed Alternatives 2,3	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK817x	0.04	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK818	0.03	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK820	0.07	Proposed Alternatives 2,3	H	no	0	Yes	Low	Less than 15%	likely stable	Waterbars	Yes
PK820m	0.04	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
PK821	0.63	Proposed Alternatives 2,3	H	yes	2	No	Low	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK821m	0.17	Unauthorized	H	yes	1	Yes	High	Less than 15%	likely stable	No	Yes
PK822	0.68	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
PK822	0.19	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK823	0.07	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK824	0.24	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	Yes
PK824	0.04	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK825	0.27	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
PK826	0.20	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK827	0.13	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK828	0.05	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK828	0.20	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK829	0.07	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK830	0.07	Unauthorized	H	yes	2	No	Low	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK830	0.20	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK831	0.16	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	Yes
PK831	0.12	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK832	0.10	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK833	0.05	Unauthorized	H	yes	1	No	Low	Greater than 15%	likely stable	No	Yes
PK833	0.14	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK834	0.05	Unauthorized	H	yes	1	No	Low	Greater than 15%	likely stable	No	Yes
PK834	0.25	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes
PK836	0.24	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes
PK837	0.05	Unauthorized	H	no	2	No	Low	Less than 15%	likely stable	No	Yes
PK837	0.13	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK838	0.30	Unauthorized	H	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK838	0.17	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
PK839	0.06	Proposed Alternatives 2,3	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK839	0.07	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK839x	0.04	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
PK841	0.11	Unauthorized	H	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK841	0.10	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK842	0.06	Unauthorized	H	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK842	0.16	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK843n	0.58	Proposed Alternative 3	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
PK843s	0.10	Unauthorized	H	yes	1	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
PK844	0.23	Proposed Alternative 3	H	yes	0	No	High	Greater than 15%	likely stable	No	Yes
PK845	0.16	Proposed Alternative 3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK847	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK848	0.09	Unauthorized	H	yes	1	No	Low	Greater than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK848n	0.09	Unauthorized	H	yes	0	No	High	Greater than 15%	likely stable	No	Yes
PK848s	0.05	Proposed Alternative 3	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
PK848s	0.10	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
PK849	0.25	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK850m	0.05	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
PK850p	0.09	Proposed Alternative 3	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
PK851	0.21	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK851n	0.14	Proposed Alternative 3	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
PK852	0.09	Proposed Alternative 3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK852	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK853	0.13	Proposed Alternative 3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK854	0.10	Proposed Alternative 3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
PK855	0.05	Proposed Alternative 3	H	no	0	No	Low	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

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<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK855x	0.07	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
PK856	0.61	Proposed Alternative 3	H	no	0	No	Low	Less than 15%	Sensitive Terrain	No	Yes
PK856x	0.05	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes
PK857	0.07	Proposed Alternative 3	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
PK857x	0.09	Proposed Alternatives 2,3	H	yes	1	No	Low	Less than 15%	likely stable	No	Yes
PK858	0.11	Unauthorized	H	yes	2	No	Low	Less than 15%	likely stable	No	No
PK859	0.10	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
PK860	0.16	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
PK861	0.10	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
PK862	0.06	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
PK863	0.05	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
PK867	0.11	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK868	0.08	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

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<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK869	0.05	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
PK870	0.15	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
PK871	0.53	Unauthorized	H	yes	4	Yes	Moderate	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
PK874	0.05	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK875	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK877	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
PK878	0.06	Unauthorized	H	yes	0	No	Moderate	Less than 15%	Sensitive Terrain	No	No
PK887	0.06	Proposed Alternatives 2,3	H	yes	1	No	High	Less than 15%	likely stable	No	No
PK889	0.21	Proposed Alternatives 2,3	H	yes	2	Yes	High	Less than 15%	likely stable	Correct stream diversion	No
PK890	0.03	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
PK892	0.11	Unauthorized	H	yes	1	No	Moderate	Greater than 15%	likely stable	No	No
PK893	0.05	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes

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<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
PK895	0.14	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
PK896	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS1	0.30	Unauthorized	H	yes	3	No	High	Less than 15%	likely stable	No	No
SS100	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS101	0.03	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
SS102	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS103	0.10	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS104	0.06	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
SS105	0.05	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
SS106	0.10	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS107	0.20	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes
SS108	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS109	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS110	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

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<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
SS111	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS112	0.09	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS113	0.06	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
SS114	0.52	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes
SS115	0.06	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS116	0.18	Proposed Alternatives 2,3	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes
SS119	0.04	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
SS120	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS121	0.05	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS122	0.32	Unauthorized	H	yes	2	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
SS123	0.05	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes

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<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
SS124	0.03	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
SS125	0.06	Unauthorized	H	yes	1	No	High	Less than 15%	on earthflow terrain	No	Yes
SS126	0.09	Unauthorized	H	yes	0	No	High	Less than 15%	on earthflow terrain	No	Yes
SS128	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS129	0.50	Unauthorized	H	yes	3	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
SS131	0.04	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
SS132	0.10	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS133	0.20	Unauthorized	H	yes	3	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
SS134	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS138	0.29	Unauthorized	H	no	0	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
SS140	0.07	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS141	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS2	0.03	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No

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Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
SS201	0.04	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS202	0.06	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS203	0.06	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
SS204	0.02	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
SS4	0.10	Unauthorized	H	yes	1	Yes	Low	Less than 15%	likely stable	yes, none proposed	No
SS82	0.09	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
SS83	0.10	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	No
SS84	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS85	0.75	Proposed Alternatives 2,3	H	yes	0	Yes	High	Less than 15%	Sensitive Terrain	waterbars, correct stream diversion	Yes
SS87	0.54	Proposed Alternatives 2,3	H	yes	0	Yes	High	Less than 15%	Sensitive Terrain	waterbars, correct stream diversion	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
SS88	0.04	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
SS89	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS90	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS91	0.06	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS94	0.07	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
SS95	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS96	0.06	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
SS97	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS98	0.13	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
SS99	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH006	0.06	Unauthorized	M	no	0	No	Moderate	Greater than 15%	on earthflow terrain	No	Yes
TH01	0.07	Proposed Alternatives 2,3	H	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH02	0.11	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH022	0.06	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH03	0.12	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH038	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH04	0.16	Unauthorized	H	yes	0	No	Moderate	Greater than 15%	likely stable	No	No
TH05	0.12	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No
TH06	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH07	0.57	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH08	0.37	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No
TH09	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH10	0.08	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH100	0.64	Unauthorized	H	yes	0	No	High	Greater than 15%	likely stable	No	Yes
TH1000	0.27	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH1001	1.03	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH1002	0.27	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
TH1005	0.16	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	Yes
TH1006	0.23	Unauthorized	H	yes	2	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
TH1007	0.10	Proposed Alternatives 2,3	H	yes	1	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH1008	0.09	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH1009	0.26	Unauthorized	H	yes	2	No	Low	Less than 15%	Sensitive Terrain	No	Yes
TH101	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH1011	0.08	Proposed Alternatives 2,3	H	yes	0	No	Low	Less than 15%	likely stable	No	Yes
TH1012	0.03	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH1013	0.09	Proposed Alternatives 2,3	H	yes	1	No	Low	Less than 15%	likely stable	No	Yes
TH1015	0.25	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH1017	0.19	Unauthorized	H	no	0	Yes	Moderate	Greater than 15%	likely stable	yes, none proposed	Yes
TH102	0.26	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	Yes
TH1020	1.29	Proposed Alternatives 2,3	L	no	0	No	Low	Greater than 15%	likely stable	No	Yes
TH1021	0.40	Unauthorized	H	no	0	Yes	Moderate	Greater than 15%	on earthflow terrain	yes, none proposed	Yes
TH1029	0.16	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	Yes
TH1034	0.16	Proposed Alternatives 2,3	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
TH1037	0.04	Unauthorized	H	yes	0	No	High	Greater than 15%	likely stable	No	No
TH1039	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH104	0.05	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
TH1047	0.36	Unauthorized	H	yes	2	No	Moderate	Less than 15%	likely stable	No	Yes
TH105	0.27	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
TH1050	0.03	Unauthorized	H	yes	0	Yes	High	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
TH1051	0.12	Unauthorized	H	yes	1	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH1052	0.03	Unauthorized	H	no	0	No	High	Less than 15%	likely stable	No	Yes
TH1052	0.07	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH1053	0.11	Unauthorized	H	yes	0	No	Moderate	Greater than 15%	likely stable	No	Yes
TH1057	0.08	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH1058	0.04	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH1059	0.06	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH1060	0.20	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH1061	0.12	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH1065	0.10	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
TH1066	0.06	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
TH107	0.07	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH1070	0.04	Unauthorized	H	yes	0	No	Moderate	Greater than 15%	likely stable	No	No
TH1071	0.10	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
TH1076	0.09	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH1077	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH108	0.18	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Greater than 15%	likely stable	waterbars	Yes
TH1080	0.16	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	No
TH1081	0.05	Unauthorized	L	no	0	No	Low	Less than 15%	likely stable	No	No
TH1082	0.09	Unauthorized	H	yes	1	No	Low	Less than 15%	likely stable	No	No
TH1083	0.09	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No
TH109	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH1090	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH1091	0.17	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH1092	0.09	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH1093	0.03	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No
TH1094	0.07	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH110	0.06	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH111	0.14	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH113	0.08	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH115	0.07	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	No
TH116	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	No
TH119	0.26	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH12	0.26	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH120	0.77	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH121	0.36	Unauthorized	H	yes	1	No	High	Greater than 15%	Sensitive Terrain	No	Yes
TH122	0.07	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH123	0.37	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH124	0.53	Unauthorized	H	yes	2	No	High	Greater than 15%	Sensitive Terrain	No	Yes
TH125	0.19	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH128	0.46	Unauthorized	H	yes	5	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH129	0.06	Unauthorized	H	yes	1	No	High	Greater than 15%	Sensitive Terrain	No	Yes
TH13	0.07	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No
TH131	0.15	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
TH132	0.08	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	No
TH133	0.40	Unauthorized	H	yes	4	No	High	Less than 15%	on earthflow terrain	No	Yes
TH134	0.06	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	No
TH135	0.10	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	No
TH137	0.03	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	No
TH138	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH146	0.06	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
TH147	0.23	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH149	0.10	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
TH150	0.12	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH151	0.15	Proposed Alternatives 2,3	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
TH152	0.08	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH153	0.03	Proposed Alternatives 2,3	H	yes	0	No	High	Less than 15%	likely stable	No	No
TH154	0.19	Proposed Alternatives 2,3	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
TH155	0.08	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH156	0.08	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH157	0.04	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
TH159	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH16	0.04	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH163	0.36	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH164	0.19	Unauthorized	H	yes	1	No	High	Greater than 15%	likely stable	No	Yes
TH165	0.17	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	Yes
TH166	0.14	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH167	0.31	Unauthorized	H	yes	1	No	High	Greater than 15%	likely stable	No	Yes
TH168	0.43	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH169	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH170	0.04	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH171	0.54	Unauthorized	H	yes	1	Yes	High	Less than 15%	Sensitive Terrain	No	Yes
TH172	0.22	Unauthorized	H	yes	1	No	High	Greater than 15%	Sensitive Terrain	No	Yes
TH173	0.10	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH174	0.35	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
TH176	0.06	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
TH178	0.17	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH179	0.21	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH18	0.03	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH180	0.27	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH181	0.06	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH182	0.03	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH184	0.06	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH185	0.22	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	No
TH186	0.06	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH187	0.00	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH188	0.14	Unauthorized	H	yes	2	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH189	0.32	Unauthorized	H	yes	0	No	High	Greater than 15%	Sensitive Terrain	No	Yes
TH19	0.04	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH190	0.09	Unauthorized	H	yes	0	No	Moderate	Less than 15%	Sensitive Terrain	No	No
TH192	0.07	Unauthorized	H	no	0	No	Moderate	Greater than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH200	0.07	Unauthorized	H	yes	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH2002	0.16	Unauthorized	H	yes	0	No	High	Greater than 15%	Sensitive Terrain	No	No
TH201	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH202	0.06	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH203	0.04	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH204	0.15	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH205	0.09	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH206	0.06	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH207	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH208	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH209	0.15	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH21	0.35	Unauthorized	H	yes	0	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
TH210	0.07	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	yes, none proposed	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH212	0.11	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
TH213	0.05	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH214	0.23	Proposed Alternatives 2,3	H	yes	1	Yes	Low	Less than 15%	likely stable	waterbars	No
TH214x	0.61	Unauthorized	H	yes	3	Yes	Low	Less than 15%	Sensitive Terrain	yes, none proposed	No
TH215	0.11	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No
TH218	0.01	Proposed Alternatives 2,3	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH219	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH220	0.14	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
TH221	0.39	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH222	0.07	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH223	1.48	Proposed Alternatives 2,3	H	yes	3	No	High	Greater than 15%	likely stable	No	Yes
TH224	0.14	Unauthorized	H	yes	0	No	High	Greater than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH226	0.12	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
TH227	0.36	Proposed Alternatives 2,3	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
TH228	0.10	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH229	0.17	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH23	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH230	0.06	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH231	0.24	Unauthorized	H	yes	1	No	Moderate	Greater than 15%	likely stable	No	No
TH232	0.13	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH233	0.10	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH234	0.24	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH235	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH236	0.25	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH237	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
TH238	0.11	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH239	0.50	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH24	0.23	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH240	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH241	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH242	0.16	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH243	0.05	Unauthorized	H	yes	1	No	High	Less than 15%	likely stable	No	Yes
TH244	0.90	Unauthorized	H	yes	3	No	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
TH246	0.05	Unauthorized	H	no	0	No	Moderate	Greater than 15%	Sensitive Terrain	No	No
TH247	0.17	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	Yes
TH248	0.05	Unauthorized	H	yes	0	No	High	Less than 15%	likely stable	No	Yes
TH249	0.07	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH25	0.03	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
TH250	0.05	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH250x	0.09	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
TH251	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH252	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH253	0.12	Unauthorized	H	yes	1	Yes	Moderate	Less than 15%	likely stable	yes, none proposed	Yes
TH254	0.08	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
TH255	0.09	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
TH256	0.11	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
TH257	0.07	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
TH258	0.03	Unauthorized	M	no	0	No	High	Less than 15%	on earthflow terrain	No	Yes
TH259	0.12	Unauthorized	H	yes	0	No	High	Less than 15%	on earthflow terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

Route ID	Route miles	Routes by Alternatives	Watershed Risk Rating	Route in Riparian Reserve	Route-Stream Crossings	Evidence of Erosion	Average Erosion Hazard Rating	Route Gradient	Geologic Stability	Needs Mitigation	Above 3000 ft elevation
TH26	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH260	0.08	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH261	0.16	Unauthorized	H	yes	0	Yes	High	Less than 15%	likely stable	yes, none proposed	Yes
TH262	0.16	Unauthorized	H	yes	1	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH263	0.03	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH264	0.13	Unauthorized	H	no	0	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
TH265	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH266	0.24	Unauthorized	H	no	0	Yes	Moderate	Less than 15%	on earthflow terrain	yes, none proposed	Yes
TH267	0.20	Proposed Alternatives 2,3	H	yes	0	Yes	High	Less than 15%	likely stable	waterbars	Yes
TH268	0.73	Unauthorized	H	yes	2	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
TH269	0.38	Unauthorized	M	no	0	No	Moderate	Greater than 15%	on earthflow terrain	No	Yes
TH27	0.21	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH270	0.08	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH271	0.11	Unauthorized	H	no	0	Yes	Low	Greater than 15%	on earthflow terrain	yes, none proposed	Yes
TH272	0.22	Unauthorized	H	yes	0	Yes	High	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
TH274	0.20	Unauthorized	H	yes	0	Yes	Low	Less than 15%	on earthflow terrain	yes, none proposed	Yes
TH275	0.03	Unauthorized	M	no	0	No	High	Greater than 15%	likely stable	No	No
TH276	0.26	Unauthorized	H	yes	1	Yes	Moderate	Greater than 15%	likely stable	yes, none proposed	Yes
TH277	0.26	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH278	0.05	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH279	0.12	Proposed Alternatives 2,3	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes
TH281	0.05	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH282	0.50	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH283	0.13	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH284	0.14	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH286	0.03	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH287	0.05	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH288	0.15	Proposed Alternatives 2,3	H	no	0	Yes	Moderate	Less than 15%	Sensitive Terrain	waterbars	Yes
TH289	0.08	Proposed Alternatives 2,3	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH290	0.15	Unauthorized	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
TH291	0.04	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH293	0.14	Proposed Alternatives 2,3	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH295	0.03	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH298	0.04	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH299	0.22	Unauthorized	H	yes	2	Yes	Moderate	Less than 15%	Sensitive Terrain	yes, none proposed	Yes
TH301	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH302	0.25	Proposed Alternatives 2,3	H	yes	1	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH303	0.09	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	no	Yes
TH305	0.10	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH306	0.04	Proposed Alternatives 2,3	M	no	0	No	Moderate	Less than 15%	on earthflow terrain	No	Yes
TH306x	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH307	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH308	0.04	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH309	0.08	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH310	0.15	Unauthorized	H	no	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH311	0.07	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH312	0.20	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH313	0.13	Unauthorized	H	no	0	Yes	Moderate	Greater than 15%	Sensitive Terrain	yes, none proposed	Yes
TH314	0.45	Unauthorized	H	yes	0	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH315	0.07	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH316	0.23	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH317	0.12	Unauthorized	H	yes	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH321	0.31	Unauthorized	H	yes	1	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH322	0.11	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH323	0.02	Proposed Alternatives 2,3	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH323x	0.02	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH324	0.03	Proposed Alternatives 2,3	M	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH324x	0.10	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH325	0.14	Unauthorized	H	yes	2	No	Moderate	Less than 15%	Sensitive Terrain	No	Yes
TH329	0.18	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH33	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH330	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH331	0.11	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH332	0.07	Unauthorized	H	no	0	No	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
TH333	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH334	0.13	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
TH335	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH336	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH338	0.09	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	No
TH34	0.13	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH340	0.18	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH345	0.48	Proposed Alternatives 2,3	M	no	0	No	Moderate	Greater than 15%	likely stable	waterbars	Yes
TH346	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH347	0.12	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH348	0.05	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH349	0.24	Proposed Alternatives 2,3	H	yes	0	Yes	Moderate	Less than 15%	likely stable	Waterbars Route definition	No
TH349x	0.09	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	yes none proposed	No
TH35	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH350	0.18	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	no	Yes
TH351	0.12	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH36	0.07	Unauthorized	M	no	0	No	Moderate	Greater than 15%	likely stable	No	Yes
TH37	0.20	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH38	0.11	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH399	0.07	Unauthorized	H	no	0	No	High	Less than 15%	Sensitive Terrain	No	Yes
TH40	0.31	Unauthorized	H	yes	2	No	Moderate	Greater than 15%	likely stable	No	Yes
TH41	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH42	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH43	0.11	Unauthorized	H	yes	0	No	Low	Less than 15%	likely stable	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH44	0.15	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH45	0.03	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH46	0.04	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH47	0.17	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	No
TH48	0.07	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH50	0.09	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH51	0.54	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH52	0.21	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes
TH53	0.07	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH54	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH55	0.03	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH58	0.05	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH60	0.14	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH64	0.16	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH65	0.11	Unauthorized	H	yes	0	No	Moderate	Greater than 15%	likely stable	No	No
TH66	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH67	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH69	0.08	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH70	0.09	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH72	0.16	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH73	0.04	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH74	0.04	Unauthorized	H	yes	0	No	Moderate	Greater than 15%	likely stable	No	No
TH74	0.08	Unauthorized	H	yes	0	No	Moderate	Less than 15%	likely stable	No	No
TH75	0.20	Unauthorized	H	yes	3	No	Moderate	Greater than 15%	likely stable	No	No
TH76	0.09	Unauthorized	H	yes	2	No	Moderate	Less than 15%	Sensitive Terrain	No	No
TH78	0.33	Unauthorized	H	yes	4	No	Moderate	Less than 15%	Sensitive Terrain	No	No
TH80	0.10	Unauthorized	H	yes	1	No	Moderate	Less than 15%	likely stable	No	No
TH81	0.23	Unauthorized	H	yes	2	No	Moderate	Greater than 15%	likely stable	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
TH82	0.08	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH83	0.20	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH84	0.06	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	No
TH85	0.05	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH86	0.15	Unauthorized	L	no	0	No	Moderate	Less than 15%	likely stable	No	Yes
TH88	0.08	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
TH89	0.27	Unauthorized	L	no	0	No	High	Less than 15%	likely stable	No	Yes
UALT00 05r	0.21	Unauthorized	L	no	0	Unknown	Moderate	Greater than 15%	likely stable	No	No
UALT00 07r	0.50	Proposed Alternative 3	M	no	0	Unknown	High	Less than 15%	likely stable	No	No
UALT00 09r	0.10	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT00 13t	0.03	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 13t	0.07	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 13t	0.46	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 13t	0.52	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UALT00 13t	0.11	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 13t	0.76	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 13t	0.13	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 15t	0.27	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 27r	0.14	Unauthorized	H	yes	0	Unknown	Low	Less than 15%	likely stable	No	No
UALT00 32t	0.41	Unauthorized	H	yes	2	Unknown	Low	Less than 15%	likely stable	No	Yes
UALT00 33t	0.08	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 35t	0.79	Unauthorized	H	yes	1	Unknown	Low	Less than 15%	likely stable	No	Yes
UALT00 35t	0.49	Unauthorized	H	yes	5	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 35t	0.09	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 35t	0.07	Unauthorized	H	yes	0	Unknown	Low	Less than 15%	likely stable	No	Yes
UALT00 36t	0.13	Unauthorized	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 37t	2.81	Unauthorized	H	yes	0	Unknown	Low	Less than 15%	likely stable	No	Yes
UALT00 42r	0.66	Unauthorized	H	yes	2	Unknown	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UALT00 43r	0.24	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	Y	Yes
UALT00 46r	0.52	Unauthorized	H	yes	1	Unknown	Low	Less than 15%	likely stable	No	No
UALT00 46t	0.14	Unauthorized	M	no	0	Unknown	High	Less than 15%	likely stable	No	Yes
UALT00 47t	0.27	Unauthorized	M	no	0	Unknown	High	Less than 15%	likely stable	No	No
UALT00 48t	0.04	Unauthorized	M	no	0	Unknown	High	Less than 15%	likely stable	No	No
UALT00 53r	0.11	Unauthorized	M	no	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT00 54t	0.33	Unauthorized	H	yes	1	Unknown	Low	Less than 15%	likely stable	No	Yes
UALT00 54t	0.08	Unauthorized	H	yes	1	Unknown	Low	Less than 15%	likely stable	No	Yes
UALT00 54t	1.36	Unauthorized	H	yes	5	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 54t	0.10	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT00 56r	0.54	Unauthorized	H	yes	3	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT00 57t	0.13	Unauthorized	H	yes	0	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT00 59t	0.11	Unauthorized	H	yes	0	Unknown	Moderate	Greater than 15%	likely stable	No	No
UALT00 65t	0.15	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UALT0066r	0.45	Unauthorized	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT0067t	0.40	Unauthorized	H	yes	3	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT0068t	0.08	Unauthorized	H	yes	0	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT0069t	0.08	Unauthorized	H	yes	0	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT0073t	0.13	Unauthorized	H	yes	0	Unknown	Moderate	Greater than 15%	likely stable	No	No
UALT0083r	0.42	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT0087r	0.17	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT0089r	0.55	Unauthorized	H	yes	2	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	No
UALT0094r	0.30	Unauthorized	H	yes	0	Unknown	Low	Less than 15%	Sensitive Terrain	No	No
UALT0096r	0.29	Unauthorized	L	no	0	Unknown	Low	Less than 15%	likely stable	No	No
UALT0098r	0.10	Unauthorized	L	no	0	Unknown	Low	Less than 15%	likely stable	No	No
UALT0110r	0.25	Unauthorized	H	yes	0	Unknown	Low	Less than 15%	likely stable	No	No
UALT0111r	0.19	Unauthorized	M	no	0	Unknown	High	Greater than 15%	likely stable	No	No
UALT0118r	0.05	Unauthorized	H	yes	1	Unknown	Moderate	Greater than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UALT01 19r	0.09	Unauthorized	H	yes	0	Unknown	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
UALT01 20r	0.14	Unauthorized	M	no	0	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT01 21r	0.28	Unauthorized	H	yes	2	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT01 23r	3.05	Unauthorized	H	yes	6	Unknown	High	Less than 15%	likely stable	No	Yes
UALT01 24r	0.16	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UALT01 24t	0.80	Unauthorized	H	yes	2	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT01 25t	0.05	Unauthorized	M	no	0	Unknown	Moderate	Greater than 15%	likely stable	No	No
UALT01 26r	0.41	Unauthorized	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT01 27r	0.24	Unauthorized	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT01 27t	0.07	Unauthorized	M	Unknown	0	Unknown	Moderate	Less than 15%	likely stable	Y	No
UALT01 28r	0.24	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT01 29r	0.29	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT01 33r	2.04	Unauthorized	H	yes	12	Unknown	High	Less than 15%	Sensitive Terrain	No	No
UALT01 34r	0.85	Unauthorized	H	yes	8	Unknown	High	Less than 15%	likely stable	Y	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UALT01 35r	1.66	Unauthorized	H	yes	5	Unknown	High	Less than 15%	likely stable	No	Yes
UALT01 35t	0.09	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	Unknown	yes
UALT01 37r	0.63	Unauthorized	H	yes	4	Unknown	High	Less than 15%	likely stable	No	Yes
UALT01 38r	0.30	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT01 39r	0.08	Unauthorized	M	no	0	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT01 40r	0.41	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT01 41r	0.95	Unauthorized	H	yes	6	Unknown	High	Less than 15%	likely stable	No	Yes
UALT01 44t	0.11	Unauthorized	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT01 45t	0.33	Unauthorized	H	yes	2	Unknown	High	Greater than 15%	likely stable	No	Yes
UALT01 46t	0.10	Unauthorized	H	yes	1	Unknown	High	Less than 15%	likely stable	No	No
UALT01 47t	0.30	Unauthorized	H	yes	3	Unknown	High	Greater than 15%	likely stable	No	No
UALT01 48t	1.17	Unauthorized	H	yes	7	Unknown	High	Less than 15%	likely stable	No	Yes
UALT01 49t	0.86	Unauthorized	H	yes	6	Unknown	High	Less than 15%	likely stable	No	No
UALT01 53r	0.12	Unauthorized	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UALT0153r	0.27	Unauthorized	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT0160t	0.15	Unauthorized	H	no	0	Unknown	High	Greater than 15%	likely stable	No	Yes
UALT1000r	0.49	Proposed Alternatives 2,3	H	yes	2	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT1000t	0.95	Unauthorized	H	yes	4	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT1000t	0.18	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT1000t	0.16	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT2001r	0.20	Unauthorized	M	no	0	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT2003r	0.12	Unauthorized	M	no	0	Unknown	Moderate	Greater than 15%	likely stable	No	No
UALT2005r	0.27	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT2006r	0.70	Unauthorized	H	yes	5	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT3001r	0.77	Unauthorized	H	yes	6	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT3004t	1.48	Unauthorized	H	yes	7	Unknown	Moderate	Less than 15%	likely stable	No	No
UALT4000	0.13	Proposed Alternatives 2,3	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	No

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UALT40 01r	0.46	Unauthorized	H	yes	2	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT40 02r	0.18	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT40 03r	0.50	Unauthorized	L	no	0	Unknown	Unknown	Greater than 15%	likely stable	No	Yes
UALT40 07t	0.36	Unauthorized	M	no	0	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT40 08r	0.21	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UALT40 13r	0.17	Unauthorized	H	yes	0	Unknown	Moderate	Greater than 15%	likely stable	No	Yes
UALT40 20r	0.80	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UALTC C	0.06	Proposed Alternatives 2,3	H	yes	2	Unknown	High	Greater than 15%	likely stable	Correct Drainage	Yes
UAMR0 001r	0.29	Unauthorized	H	yes	0	Unknown	High	Greater than 15%	likely stable	No	Yes
UAMR0 001r	0.36	Unauthorized	H	no	0	Unknown	High	Greater than 15%	likely stable	No	Yes
UAMR0 007t	0.16	Unauthorized	H	yes	1	Unknown	High	Less than 15%	likely stable	No	Yes
UAMR0 009t	0.01	Unauthorized	H	yes	1	Unknown	High	Greater than 15%	likely stable	No	Yes
UAMR0 009t	0.22	Unauthorized	H	yes	0	Unknown	High	Greater than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UAMR0 010r	0.72	Unauthorized	H	yes	6	Unknown	High	Less than 15%	on earthflow terrain	No	Yes
UAMR0 010r	0.59	Unauthorized	H	yes	0	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 010t	0.01	Unauthorized	L	no	0	Unknown	High	Unknown	likely stable	No	Yes
UAMR0 011r	0.11	Unauthorized	H	no	0	Unknown	High	Greater than 15%	likely stable	No	Yes
UAMR0 013r	0.48	Unauthorized	M	no	0	Unknown	High	Less than 15%	likely stable	No	Yes
UAMR0 017r	0.12	Unauthorized	H	no	0	Unknown	High	Greater than 15%	likely stable	No	Yes
UAMR0 017t	0.73	Unauthorized	H	yes	1	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 018t	0.27	Unauthorized	H	yes	1	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 019r	0.49	Unauthorized	H	yes	0	Unknown	High	Less than 15%	likely stable	No	Yes
UAMR0 021r	1.04	Unauthorized	H	yes	9	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 022r	1.07	Unauthorized	H	yes	3	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 022t	0.15	Unauthorized	M	no	0	Unknown	High	Less than 15%	likely stable	No	No
UAMR0 023r	0.16	Unauthorized	H	no	0	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UAMR0 023r	0.15	Unauthorized	H	no	0	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 029t	0.03	Proposed Alternatives 2,3	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UAMR0 030t	0.08	Proposed Alternatives 2,3	H	yes	1	Unknown	Moderate	Less than 15%	likely stable	No	No
UAMR0 032t	0.16	Unauthorized	H	yes	0	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 033r	0.23	Unauthorized	H	yes	0	Unknown	High	Greater than 15%	Sensitive Terrain	No	No
UAMR0 033r	0.11	Unauthorized	H	no	0	Unknown	High	Unknown	Sensitive Terrain	No	No
UAMR0 034r	0.13	Proposed Alternatives 2,3	H	yes	1	Unknown	Low	Unknown	likely stable	No	No
UAMR0 034r1	0.11	Proposed Alternatives 2,3	H	yes	1	Unknown	Low	Greater than 15%	likely stable	No	No
UAMR0 035r	0.23	Unauthorized	H	yes	0	Unknown	Low	Greater than 15%	likely stable	No	No
UAMR0 038r	0.08	Unauthorized	H	no	0	Unknown	High	Less than 15%	Sensitive Terrain	No	No
UAMR0 040t	0.20	Unauthorized	H	no	0	Unknown	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
UAMR0 041t	0.29	Unauthorized	H	yes	0	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UAMR0 044r	0.52	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 044r	0.04	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 044r	0.20	Unauthorized	H	yes	2	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 044r	0.58	Unauthorized	H	yes	4	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 046r	0.53	Unauthorized	H	no	0	Unknown	High	Greater than 15%	likely stable	No	Yes
UAMR0 047r	0.35	Proposed Alternatives 2,3	H	yes	2	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 050r	0.14	Proposed Alternatives 2,3	L	no	0	Unknown	Moderate	Unknown	likely stable	No	Yes
UAMR0 050t	0.10	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UAMR0 053t	0.26	Unauthorized	H	yes	2	Unknown	High	Less than 15%	Sensitive Terrain	No	No
UAMR0 056t	0.37	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UAMR0 060r	0.31	Unauthorized	H	no	0	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 065t	0.03	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UAMR0 066r	0.29	Unauthorized	M	no	0	Unknown	High	Less than 15%	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UAMR0 066t	0.37	Unauthorized	H	yes	2	Unknown	High	Less than 15%	on earthflow terrain	No	Yes
UAMR0 066t	0.17	Unauthorized	H	yes	0	Unknown	High	Greater than 15%	on earthflow terrain	No	Yes
UAMR0 067r	0.14	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UAMR0 069r	0.04	Unauthorized	L	no	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UAMR0 070r	0.55	Unauthorized	H	yes	0	Unknown	High	Less than 15%	on earthflow terrain	No	Yes
UAMR0 070r	0.04	Unauthorized	H	yes	0	Unknown	High	Less than 15%	on earthflow terrain	No	Yes
UAMR0 070r	0.30	Unauthorized	H	yes	0	Unknown	High	Less than 15%	on earthflow terrain	No	Yes
UAMR0 071r	0.03	Proposed Alternatives 2,3	H	no	0	Unknown	High	Greater than 15%	Sensitive Terrain	No	Yes
UAMR0 071r	0.21	Unauthorized	H	no	0	Unknown	High	Greater than 15%	likely stable	Y	Yes
UAMR0 071r	0.01	Unauthorized	H	no	0	Unknown	High	Greater than 15%	likely stable	No	Yes
UAMR0 071r	0.12	Unauthorized	H	no	0	Unknown	High	Unknown	likely stable	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UAMR0 071rx	0.06	Unauthorized	H	no	0	Unknown	High	Greater than 15%	likely stable	No	Yes
UAMR0 072r	0.46	Unauthorized	H	no	0	Unknown	High	Less than 15%	likely stable	No	Yes
UAMR0 073r	1.47	Unauthorized	H	yes	9	Unknown	Low	Less than 15%	likely stable	No	No
UAMR0 078r	0.21	Unauthorized	H	yes	2	Unknown	Low	Less than 15%	likely stable	No	Yes
UAMR0 078r	0.07	Unauthorized	H	yes	2	Unknown	Low	Less than 15%	likely stable	No	Yes
UAMR0 080r	0.31	Unauthorized	H	yes	2	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UAMR0 081r	0.36	Unauthorized	H	no	0	Unknown	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
UAMR0 083r	0.11	Unauthorized	M	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UAMR0 084r	0.08	Unauthorized	M	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UAMR0 087r	0.28	Unauthorized	M	no	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UAMR0 088r1	0.66	Proposed Alternatives 2,3	M	no	1	Unknown	Moderate	Unknown	likely stable	waterbars	Yes
UAMR0 088r2	0.22	Proposed Alternatives 2,3	M	no	0	Unknown	Moderate	Unknown	likely stable	waterbars	Yes
UAMR0 088r3	0.14	Proposed Alternatives 2,3	H	yes	0	Unknown	High	Less than 15%	likely stable	waterbars	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UAMR0940r	0.01	Unauthorized	M	no	0	Unknown	High	Less than 15%	likely stable	No	Yes
UAMR1000	0.09	Proposed Alternatives 2,3	H	yes	1	Unknown	High	Less than 15%	likely stable	No	Yes
UAMR1004r	0.09	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UAMR1004r	0.22	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UAMR1004r	0.49	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	No
UAMR1010r	0.36	Unauthorized	M	no	0	Unknown	High	Less than 15%	likely stable	No	Yes
UAMR1025r	0.23	Unauthorized	H	yes	2	Unknown	High	Less than 15%	Sensitive Terrain	No	Yes
UAMR2010r	0.16	Unauthorized	H	no	1	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes
UAMR2010r	0.32	Unauthorized	H	no	1	Unknown	Moderate	Unknown	Sensitive Terrain	No	Yes
UAMR2010r	0.40	Unauthorized	H	yes	0	Unknown	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
UAMR2010r	0.01	Unauthorized	H	no	0	Unknown	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
UAMR2010r	0.09	Unauthorized	H	no	0	Unknown	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
UAMR2010r	0.12	Unauthorized	H	no	0	Unknown	Moderate	Less than 15%	Sensitive Terrain	No	Yes

**Lower Trinity and Mad River Motorized Travel Management FEIS**

**Table C-1. Watershed Risk Ratings**

<b>Route ID</b>	<b>Route miles</b>	<b>Routes by Alternatives</b>	<b>Watershed Risk Rating</b>	<b>Route in Riparian Reserve</b>	<b>Route-Stream Crossings</b>	<b>Evidence of Erosion</b>	<b>Average Erosion Hazard Rating</b>	<b>Route Gradient</b>	<b>Geologic Stability</b>	<b>Needs Mitigation</b>	<b>Above 3000 ft elevation</b>
UAMR2 011r	0.27	Unauthorized	H	no	0	Unknown	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
UAMR2 011r	0.37	Unauthorized	H	no	0	Unknown	High	Greater than 15%	Sensitive Terrain	No	Yes
UAMR3 004r	0.20	Unauthorized	H	yes	2	Unknown	Moderate	Greater than 15%	Sensitive Terrain	No	Yes
UAMR3 012t	0.28	Unauthorized	L	no	0	Unknown	Unknown	Greater than 15%	likely stable	No	Yes
UAMR4 018r	0.03	Unauthorized	H	yes	0	Unknown	Moderate	Less than 15%	likely stable	No	Yes
UAMRr	0.02	Unauthorized	L	no	0	Unknown	Moderate	Unknown	likely stable	No	Yes
UNKNO WN	0.21	Unauthorized	L	no	2	Unknown	Low	Unknown	likely stable	No	Yes