SPIRIT LAKE TRIBE

Long-Range Transportation Plan 2021

July 2021

Spirit Lake Road Department

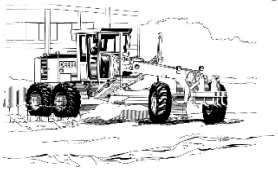


TABLE OF CONTENTS

EXECUTIVE SUMMARY 1
Existing Conditions and Recommendations 1
Paved Roadways 1
Nonpaved Roadways 2
Multimodal Recommendations 2
Policy Recommendations 2
Project Funding 4
Project Prioritization Plan 4
Recommended Studies and Programs 6
Introduction 7
Plan Purpose 8
Recent and Concurrent Studies and Plans 9
Review of 2012 Road Safety Audit 9
Review of 2016 Tribal Transportation Safety Management Plan 10
Education 10
Enforcement 10
Engineering 10
Emergency Response 10
Focus Area 1 11
Focus Area 2 12
Focus Area 3 13
Focus Area 4 14
Focus Area 5 15
Study Area 16
Existing Conditions 20
Road Inventory 20
Roadway Ownership 20
Functional Classifications and Inventory 21
Traffic Counts 21
Transportation Facility Conditions 22
Paved Roadway Conditions 22
Non-Paved Roadway Surface Conditions 23

Freight and Trucking Conditions 23
Bridge and Culvert Conditions 24
Pedestrian and Bicycle Facility Conditions 24
Saint Michael 26
Tokio 27
Fort Totten 27
Airport Facilities 29
Transit Conditions 29
Traffic Conditions and Trip Generation 30
Existing and Projected Traffic 30
Crash and Safety Analysis 34
Traffic Control Evaluation 36
Access Conditions 37
On-Street Parking 38
Existing Maintenance Strategy and Funding 38
Public Involvement 40
Public Input Received – Issues and Needs 41
Stakeholders Meeting 41
Response to Public Comments 41
Paved Road and Bridge Recommendations 42
Adopt a Pavement Management Program 42
Maintenance 43
Pavement Preservation 43
Description of Pavement Preservation Strategies 44
Rehabilitation 44
Reconstruction 44
Cost Benefits of Preventive Maintenance 45
Establish a Schedule for Pavement Preservation and Maintenance 47
Short and Long-Range Paving Projects 48
Street & Pathway Lighting Improvements 49
Non-Paved Roadway Recommendations 50
Surface and Base Materials 50

Maintenance 50
Gravel Rehabilitation 51
Surface Treatments 51
Multimodal Recommendations 52
Pedestrian and Bicycle Facility Improvements 52
Transit Improvements 53
Policy Recommendations 54
Housing, Social and Economic Development Priorities 54
System Management Priorities 54
Roadway Cross-Section Standards 56
Development Review 56
Environmental Considerations 56
Cultural Considerations 57
Energy Conservation Considerations 57
Project Funding Alternatives 58
Tribal Transportation Program Funds 58
Tribal Transportation Program Safety Funds 59
Transportation Alternative Funding 59
Bicycle and Pedestrian Projects: 60
Scenic and Environmental Projects: 60
Federal Transportation Authority (FTA) Tribal Transit Grants 60
Highway Safety Improvement Program (HSIP) – Spirit Lake Annual Allocation 61
Local Road Safety Program (LRSP) – NDDOT Competitive Grant Program (Funded with NDDOT HSIP Funds) 61
RAISE Grants 62
Local Fees and Taxes 62
Recommended Funding Strategy 63
Project Prioritization Plan 64
Short and Long-Range Project Recommendations 64
Recommended Studies 67
Fiscal Year 2021 National Tribal Transportation Facility Inventory (NTTFI) 67
APPENDIX A Mapping .....

APPENDIX B Public Input Meetings .....
APPENDIX C Tribal Resolution.....
APPENDIX D National Tribal Transportation Facilities Inventory (NTTFI).....

List of Figures and Tables

Table 1 Short Range Projects (FY 2020 – FY 2024) 5
Table 2 Long Range Projects 6
Figure 1 Mapping Key 11
Figure 2 Focus Area 1 11
Figure 3 Focus Area 2 12
Figure 4 Focus Area 3 13
Figure 5 Focus Area 4 14
Figure 6 Focus Area 5 15
Table 3 State and US Highways 16
Table 4 BIA and IRR Routes 17
Figure 7 Traffic Generator Overview 25
Figure 8 Traffic Generators and pedestrian Facilities Saint Michael 26
Figure 9 Tokio Traffic Generators and Pedestrian Facilities 27
Figure 10 East Fort Totten Traffic Generators and Pedestrian Facilities 28
Figure 11 Greater Fort Totten Area Trip Generators and Pedestrian Facilities 29
Table 5 Available ADT Data 30
Table 6 ADT Growth Factor 32
Table 7 Projected ADT 33
Table 9 Average Costs of Improvements 45
Figure 12 Life -Extending Benefit of Preventive Maintenance Treatment 46
Table 10 Short Range Priority Paving Projects 48
Table 11 Long Range Priority Paving Projects 49
Table 12 Gravel Project Priorities 52
Table 13 Pedestrian Facility Projects 53
Table 14 Funding Mechanisms by Project Type 63
Table 15 Short Range Projects (FY 2020 – FY 2024) 65
Table 16 Long Range Projects 66

EXECUTIVE SUMMARY

Spirit Lake Nation officials needed a strategic approach to respond to existing and anticipated future transportation issues. As a result, the Spirit Lake Tribe has undertaken this effort to develop a master long range plan for transportation infrastructure. The purposes of this plan are:

- To collect and examine information on the current and future transportation improvement needs.
- To consider the needs of all modes of travel and Develop Strategies and recommend projects to accommodate them.
- To review the current transportation system maintenance strategy and consider opportunities to improve it.
- To provide a basis for future transportation Improvement programming that is sustainable and is tied to project costs and potential funding.

The short-range element of this plan applies through the year 2024. The long-range element for this plan applies through the year 2040. The Federal Register suggests this plan be updated every 5 years.

Existing Conditions and Recommendations

An investigation was made to identify existing transportation facilities conditions and needs. The investigation determined that there are transportation needs throughout the Spirit Lake Nation. These needs, along with recommendations, are summarized as follows:

Paved Roadways

Through consistent maintenance efforts, as well as successful applications for additional funding, The Spirit Lake Road Department has made substantial progress in improving the condition of their paved road system in recent years. Still, there is much work to be done.

The Spirit Lake Road Department is currently following a plan which has them applying a chip seal to every paved roadway every 6 years. This is accomplished by sealing 1/3 of the roads every 2 years. (However, funding constraints and contracting delays often postpone projects by a year or more.) The regular application of chip seals is an excellent way to preserve the quality of asphalt roadways. This can be supplemented by increasing the amount of crack sealing that is done with regular maintenance, ideally being accomplished immediately prior to a chip seal. The only drawback of this is that the maintenance chip seals and crack sealing is consuming most of the TTP budget, leaving little funds left over to complete mill and overlay or full reconstruction projects.

Slowly and over time, roads that already require expensive reconstruction or less expensive mill and overlays should be rebuilt or resurfaced as funding allows. The goal here is that eventually, no roads require expensive reconstruction and more of the Tribe's funding will

be available to address other needs. This goal should be viewed with a high level of patience, as it will take many years to fulfill this goal unless significant additional funds become available.

Nonpaved Roadways

The issue with the Spirit Lake Nation's system of nonpaved roadways is that there are so many miles to maintain. The Road Department generally has access to good sources of gravel but is often lacking in the time and available equipment to complete maintenance on some of the highly traveled roads at the frequency the traffic is requiring, especially in the spring time when flooding can create emergency situations that need to be addressed. Therefore, strategic responses to this problem suggest that the following items can have the greatest impact on making improvements over time:

- Maintaining a larger work force
- Increasing maintenance frequency
- Using a gravel with higher plasticity index (PI) levels to reduce washboarding and the frequency maintenance is required
- Exploring the use of gravel surface improvement and dust control products on highly traveled roadways
- Taking advantage of additional funding opportunities whenever they arise

Multimodal Recommendations

The Spirit Lake Nation has successfully applied for numerous grants to improve their sidewalk and pathway system over the years. The result of these efforts is a well-established system of sidewalks and shared use paths.

For this study, new maps of towns located within the Spirit Lake Nation have been made that show existing sidewalks and shared use paths, as well as locations that develop a high level of pedestrian and bicycle traffic. Examples of high pedestrian and bicycle activity generators include schools, stores, residential developments, and other land uses. These maps also show gaps in the existing sidewalk and pathway system that should be addressed over time as funding allows. It is anticipated that these maps will be a valuable resource in future grant applications.

Policy Recommendations

It is recommended that the current Tribal practices for location of new housing and for housing rehabilitation be reviewed. Optimal locations for future housing should be identified and promoted in locations adjacent to well-maintained transportation corridors. Another concern is the number of access points that connect to these main corridors. Policies should be enacted to limit the number of single use access points on the main corridors and govern the spacing of these access points.

It is further recommended that Tribal priorities be guided using the following hierarchy of roadway needs:

Priority #1 - Continue to conduct normal maintenance, crack sealing and chip seals on paved BIA and Tribal facilities
Priority #2 - Address safety issues on the most traveled routes, followed by safety issues on other routes
Priority #3 - Implement a Pavement Management Program
Priority #4 - Complete mill and overlays or thin lift overlays on paved BIA highways
Priority #5 - Correct gravel road surface and cross section/drainage deficiencies on primary routes
Priority #6 - Complete overlays and reconstruction on paved city and subdivision streets
Priority #7 - Correct road surface and cross section on secondary routes

It is recommended that maintenance including seal coats and crack sealing on paved BIA and Tribal facilities be given top priority over the rest of the transportation system. This will enable the Tribe to keep as much of their existing system in good condition as possible, without allowing it to fall into poor condition resulting in expensive reconstruction.

It is also recommended that the Spirit Lake Road Department's current plan chip sealing all paved Tribal and BIA routes be continued. The current plan Chips seals 1/3 of the miles every 2 years resulting in every mile getting a chip seal every 6 years. Additional effort should be applied into crack sealing with the crack sealing ideally taking place the year prior to the chip seal or non-structural overlays. At this point many of the roads do not have the width available for overlay projects and instead require mill and overlays. It is recommended that these mill and overlay projects be completed when needed, roughly every 15-20 years. Roadway, path, and sidewalk cross-section standards have been highlighted in this document. It is recommended that these standards continue to be used on all future projects.

While not receiving as high a priority as paved routes, maintenance of the gravel road system is important to the mobility, economic viability, safety, and quality of life of many of the Spirit Lake Nation's residents. It is recommended that alternatives be explored such as Base One (or similar products) and high PI gravel to be considered for use on some of the high traffic gravel routes, such as the north 1.5-2 miles of 79th Ave NE (to Ross Acres). A similar project (4" of Class 13 with MgCl) was constructed in 2020 on BIA Route 25 and the preliminary results are promising. These alternatives may result in a decreased need for the frequency of maintenance, resulting in more funds being available for other projects.

Given that the Spirit Lake Road Department is in currently in a state of barely being able to keep up with sealing of their existing paved roads and has many roads which would benefit from mill and overlays, it is inadvisable for them to use their funds for construction of new routes or for the paving of existing gravel roads. The only exception would be an existing gravel road, with very high traffic, experiencing significant maintenance costs, where a reduction in annual maintenance costs would be achieved from paving and those annual maintenance savings could free up of funds available in future years. Ideally, any new

routes or pavements completed as part of economic development or new housing should leave maintenance responsibility with the development or agency undertaking the project.

Future development proposals have the potential for impacts on the Spirit Lake Nation's transportation system. It is recommended that future development proposals be submitted to the Spirit Lake Road Department for review and comment prior to approval. This will increase Tribal leaders' information and their ability to make the best decisions pertaining to the development of potential transportation systems, keeping sustainability in mind.

Project Funding

This plan provides information on the various funding programs that are available. It is recommended that the Spirit Lake Nation submit applications to these alternative sources of funding to supplement typical funding resources.

Project Prioritization Plan

Short Range projects are those anticipated to be initiated or completed by the end of Fiscal Year 2024. These have been incorporated into the Tribal Transportation Improvement Program (TTIP). To maintain the Tribe's economic sustainability, funding must be carefully distributed to the most critical locations.

Long Range projects are those anticipated to be completed after Fiscal Year 2024. While many of these projects are desired sooner, funding limitations indicate that it may not be possible to complete them during the short-range element of the plan. Some of these projects may become short-range projects if the Spirit Lake Nation can pull from alternative funding sources described in this report, or if Tribal priorities change. Current short-range project locations are listed in Tribal Resolution A05-19-270 and are shown with estimated funding needs in Table 1.

Table 1 Short Range Projects (FY 2020 – FY 2024)

SPIRIT LAKE NATION SUMMARY OF PROJECTS ON TTIP – FY 2020-2024					
PROJECT NAME	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Road Maintenance	$500,000	$500,000	$500,000	$500,000	$500,000
2% Planning	$20,971	$20,556	$20,556	$20,556	$20,556
Multi-Route Sweeping & Patching & Chip Seal of all paved BIA Routes		$30,000	$309,443	$324,443	$344,443
Multi-Route Striping of All BIA Routes & IRR Route 77		$60,000		$60,000	
Multi-Route Graveling of all graveled BIA Routes		$20,000	$20,000	$20,000	$20,000
BIA Routes 700 and 710 – Fort Totten Pathways – Reconstruction	$413,530	$294,443			
BIA 25 – Gravel Reconstruction and Paving*					
IRR Route 212 - 79th Ave NE Gravel Reconstruction & Grade Raise					$20,000
BIA 17 – Devils Heart Road Reconstruction			$75,000		
BIA 50 – Paving of Housing Streets North St. Michael					$20,000
Total Proposed Expenditures	**$934,501**	**$924,999**	**$924,999**	**$924,999**	**$924,999**

*No funds are listed for BIA 25 since gravel and MgCl were placed in 2020 with prior year TTP funds.

It is recommended that the TTIP be amended to increase expenditures for mill and overlay priority projects if additional funding can be found. Currently the FY 2020-2024 TTIP includes zero dollars for mill and overlay projects. Most roadways need an overlay, and due to road width restrictions and the high cost of widening a roadway section the most practical way to achieve resurfacing is with mill and overlays.

It is recommended that additional short-range projects be considered in the next TTIP, which include advancement of needed mill and overlays throughout the Spirit Lake Nation. Currently these projects are shown as long-range projects. There are also many short-range projects anticipated to be completed under the Tribe's maintenance program. These include gravel road improvement projects and general maintenance activities.

Long Range projects and costs are shown in Table 2. They are currently considered long range because current and projected funding doesn't indicate the ability to complete them prior to FY 2024. If the funding becomes available or if priorities change, it is possible some of these projects may move into the short-range element of the Long-Range Transportation Plan.

Table 2 Long Range Projects

Long Range Projects and Costs		
Location	Project Type	Estimated Cost
Reservation Wide	Rural 911 Addressing and Intersection Signing	$60,000
Reservation Wide	Community Street Naming and Sign Installation	$120,000
ERFO ND2006-4 RAAD	Interior Drainage and Emergency Berms	$50,000,000
ERFO ND2006-4 RAAD	Permanent Grade Raise	$120,000,000
BIA 1 – Mission Road	1" mill and 2" overlay	$567,000
BIA 2 – Abraham Road	Equalizer Culvert	$50,000
BIA 4 – Matohin School Road	1" mill and 2" overlay	$378,000
BIA 5 – John Bell Mile	2" overlay	$100,000
BIA 6 – TTPSF Sliver Grading	Safety - Shoulder Widening & Sliver Grading	$536,690
BIA 6 – East West Road	1" mill and 2" overlay	$1,848,000
BIA 6 – East West Road	Construction of Right Turn Lane at Head Start	$300,000
BIA 7 Agency Streets	1" mill and 2" overlay	$1,869,000
BIA 8 - Crow Hill Road	1" mill and 2" overlay	$903,000
BIA 15 - Ski Jump Road	1" mill and 2" overlay	$210,000
BIA 16 - Goodhouse Road	1" mill and 2" overlay	$882,000
BIA 17 – Heart Road	Gravel Reconstruction	$750,000
BIA 18 – Harolds Road	Road Repair (when it comes of the water)	$350,000
BIA 20 - Ephraim Hill South Road	1" mill and 2" overlay	$735,000
BIA 21 - Tokio West Road	1" mill and 2" overlay	$1,281,000
BIA 25 – Ziebach Pass Road	Gravel Reconstruction & Paving (1.5 miles)	$1,800,000
BIA 25 – Ziebach Pass Road	Road Realignment (2 miles)	$1,125,000
BIA 30 - Crow Hill Housing Streets	1" mill and 2" overlay	$42,000
IRR 33 – Joshua Subdivision Road	New Gravel Road Alignment (0.5 miles)	$175,000
BIA 40 - Tokio Housing Streets	1" mill and 2" overlay	$147,000
BIA 50 - Mission Housing Streets	1" mill and 2" overlay	$231,000
BIA 50 - Mission Housing Streets - North	Gravel Overlay & Dust Control	$231,000
IRR 71 - Housing Streets N of ND 57	1" mill and 2" overlay	$84,000
IRR 72 - Housing Streets S of ND 57	1" mill and 2" overlay	$105,000
IRR 77 - Clinic Road	1" mill and 2" overlay	$42,000
IRR 78 - Blue Building Road	1" mill and 2" overlay, ADA Improvements	$476,000
IRR 212 – 79th Ave NE	Grade Raise and Gravel Reconstruction	$500,000
BIA 700 - 4 Winds Walkway	Reconstruction and ADA Improvements	$630,000
BIA 710 – Oyate Walkway	Mill, Overlay, and ADA Improvements	$700,000
BIA 720 – St Michael Shared Use Path	1" mill and 2" overlay	$223,000
Glen Walking Eagle Wellness Center Path	New Shared Use Path connecting Crow Hill to Fort Totten	$1,001,000
Reservation Wide	Multi-Route Culvert Inventory & Replacement	$17,190,000
	Total	**$205,641,690**

Recommended Studies and Programs

- Signing Inventory and Consistency Study – The last signing inventory was completed in 2012. This study should be updated to allow further analysis to determine whether signs have been appropriately and consistently installed. The intent of this undertaking is to verify that the appropriate traffic control signing is still in place and in good condition, increasing safety for the traveling public. Many of the signs were replaced in 2014.

- Update the 2018 Spirit Lake Multi-Hazard Mitigation Plan as needed.
- Non-paved roadway conditions survey – a methodology needs to be established for categorizing non-paved roadway conditions, as well as for establishing future priorities for varying levels of effort to be applied to improve these roads.
- Complete a study of street lighting conditions and needs within the towns and subdivisions of the Spirit Lake Nation.
- Complete a culvert condition, location, and size inventory to be used to aid the completion of future projects.
- Collection of current ADT data. Most of the available ADT data for BIA and tribal routes is over 20 years old. Collecting current data will be beneficial to determining use and directing funding to the most traveled roadways.
- Update the National Tribal Transportation Facility Inventory (NTTFI) to reflect current roadway conditions and proposed improvements. Add Access Routes that extend up to 15 miles outside the Spirit Lake Nation boundary.
- Update the 2016 TTP Safety Management Plan (TTPSF allows funding for updates every 5 years).

INTRODUCTION

The Spirit Lake Nation encompasses approximately 405 square miles primarily in Benson County, with portions in Eddy, Nelson, Wells and Ramsey County. The Spirit Lake Nation was established in 1867 by treaty between the United States Government and the Sisseton Wahpeton Sioux Bands. Today there are more than 7,000 enrolled members in the Spirit Lake Tribe.

The land's main uses are for agriculture and ranching, with Devils Lake being a major recreational tourist attraction. Other tourist attractions located within the Spirit Lake Nation are the White Horse Hill National Game Preserve, Fort Totten State Historic Site and the Spirit Lake Casino and Marina. Within the Spirit Lake Nation there are 80 miles of BIA roads, 23 miles of tribal routes, 94 miles of county roads, 270 miles of township roads, 20.8 miles of US Highway 281, and 48.4 miles of state highways including ND 15, 19, 20 and 57. There is a considerable amount of tourist and truck traffic that visits and passes through the Spirit Lake Nation each year. Large numbers of tourists are attracted for the Devils Run Car show, Fort Totten Days Annual Powwow, and various fishing tournaments. Aggregate sources located near Sheyenne, ND are transported through the Spirit Lake Nation to various projects on and off the reservation. The safety and condition of the tribal transportation system is an important factor to the visitors and residents of the Spirit Lake Nation.

The Spirit Lake Nation needs a transportation system that safely and efficiently moves people and goods and provides quality access to Tribal housing, services, and employment. The Long-Range Transportation Plan is a master transportation plan, covering all modes of travel

and presenting needs and alternatives ranging from maintenance to new facility construction.

The Long-Range Transportation Plan provides guidance for new policies and project decisions related to funding. Thus, it provides a foundation for development of the Tribal Transportation Improvement Program. While the Long-Range Transportation Plan is comprehensive in nature, it is more of a system-level analysis than a detailed project-level analysis. Therefore, where additional analysis or studies are needed, the Long-Range Transportation Plan provides direction as to the types of analysis or studies that should be undertaken in the future.

This plan supersedes the 2006 Spirit Lake Nation Long-Range Transportation Plan. It fulfills the requirements outlined in the November 7, 2016 Federal Register, 25 CFR Part 170, Tribal Transportation Program; Final Rule. In compliance with those directives, this Long-Range Transportation Plan is a 20+ year strategy and capital improvements program developed to guide the effective investment of Tribal Transportation Program (TTP) funds, and to provide a strong basis to be used for grant funding applications submitted for multimodal transportation facilities.

The short-range element of this plan applies to the fiscal years 2020 through 2024. The long-range element applies to the fiscal years 2025 through 2040. The Federal Register suggests that this plan be updated every 5 years.

Plan Purpose

Per the Code of Federal Regulations (CFR) the purpose of the Tribal Long-Range Transportation is to clearly demonstrate a Tribe's transportation needs and to fulfill Tribal goals by developing strategies to meet those goals. These strategies should address future land use, economic development, traffic demand, public safety, and health and social needs.

Spirit Lake Nation officials need a strategic approach to respond to existing and anticipated future transportation issues. Therefore, the Tribe has undertaken this effort to develop a master plan for transportation infrastructure. The purposes of this plan are:

- To collect and examine information on current and future transportation improvement needs.
- To consider the needs of all modes of travel (vehicular, pedestrian, bicycle, transit, aviation, and rail) and develop strategies and recommend projects to accommodate them. This plan examines the existing system of roads, sidewalks, bridges, and transit facilities and considers opportunities for future improvements.
- To review the current transportation system maintenance strategy and consider opportunities to improve it.

- To provide a basis for future transportation improvement programming that is sustainable. The ability of the Tribe to sustain the transportation system is strongly tied to project costs and available funding. This plan considers existing and potential funding sources, the costs of maintenance, rehabilitation, and new construction, and provides guidance on effective use of limited funding.

Recent and Concurrent Studies and Plans

This Long-Range Transportation Plan (LRTP) incorporates the analysis and recommendation contained in the Spirit Lake Nation 2016 Tribal Transportation Safety Management Plan (TTSMP) and the 2012 Road Safety Audit performed by the Spirit Lake Nation facilitated by the Federal Highway Administration. The LRTP also incorporates the most current fiscal year 2020 – 2024 Tribal Transportation Improvement Program (TTIP). The Spirit Lake Nation's 2018 Multi-Hazard Mitigation Plan (MHMP) was reviewed during the LRTP planning process.

Review of 2012 Road Safety Audit

In 2012 the Spirit Lake Nation performed a Road Safety Audit (RSA) facilitated by the Federal Highway Administration. Various Highway departments, law enforcement and emergency response representatives joined a two-day site investigation in September 2012. At the end of the RSA four recommendations were made.

The first recommendation was to correct various physical issues with the roadways on the Spirit Lake Nation. Steps have been taken to achieve this goal through numerous projects both completed and planned. Progress has been made but there are still many more infrastructure improvement that are needed within the Spirit Lake Nation.

The second recommendation was for the NDDOT/State of North Dakota and the BIA law enforcement to agree to share access to electronic crash records. Crash records are still not shared between the BIA and the Spirit Lake Nation, but progress has been made in this area. The BIA provided crash data information to KLJ for use in the preparation of the 2016 TTSMP. In July of 2018, a formal request to provide an additional three years of data was made from the Spirit Lake Tribal Chairperson to the BIA Fort Totten Acting Police Chief. In October of 2018, a Memorandum of Understanding was signed between the Spirit Lake Tribe and the North Dakota State University – Upper Great Plains Transportation Institute. This MOU allows the entry of redacted non-PII data into the UGPTI Tribal Crash Reporting System, which can be shared through an existing agreement between the Spirit Lake Tribe and North Dakota Department of Transportation.

The third recommendation was for the Spirit Lake Tribe to adopt or reevaluate formal policies for approving new access points to roadways and that these policies should be based on engineering principles to maintain highway safety. This recommendation was originally made due to the high density of access points/driveways on many roads.

The fourth recommendation was to retrofit existing pedestrian facilities so physical features follow the Americans with Disabilities Act (ADA).

Review of 2016 Tribal Transportation Safety Management Plan

The 2016 TTSMP was created by analyzing 328 traffic crashes recorded on the Spirit Lake Nation from 2008 to 2014. The data for accidents was provided by the NDDOT and BIA. The crash data was supplemented with information remembered by EMS, police, and the Spirit Lake Road Department. The data was analyzed based on the 4 E's of transportation safety; Education, Enforcement, Engineering and Emergency Response. The following recommendations were provided in the report.

EDUCATION

- Continue the Spirit Lake Nation Traffic Safety Facebook updates to provide traffic safety related information to the members of the Spirit Lake Nation.
- Continue and expand Tribal Health's child restraint fitting clinics

ENFORCEMENT

- Share electronic Crash Record Data among agencies.
- Expand Use of High Visibility DUI Enforcement Saturations Including Sobriety Checkpoints, and Report DUI's to the State
- Rewrite Tribal Laws to Allow BIA Officers to Issue Citations to All Road Users
- Expanded Use of Solar Automatic Speed Reader Board
- Adopt gross and axle weight restrictions on tribal roads through the Tribal Law and Order code

ENGINEERING

- Complete shoulder widening project on BIA Route 21 and installation of a recovery approach at the intersection of BIA Routes 1 and 6. (completed in 2020)
- Complete light installation at intersections as outlined in the NDDOT Local Road Safety Program (completed in 2018)
- Widen shoulders and flatten inslopes, especially along curves.
- Install Chevrons on BIA 15 (completed in 2020)
- Shared use path to connect the new wellness center to Four Winds High School and the Crow Hill housing development

EMERGENCY RESPONSE

- Install 911 address signs throughout the Spirit Lake Nation to aid in the proper documentation of incidents and the ability to find remote locations.

- Adopt consistent street names to eliminate singular streets having multiple names and install mile markers. Once adopted, distribute the data and update Street signs to match the newly adopted naming convention.

The TTSMP also mapped the crash data to locate problem areas with a high number of crashes or large number of severe crashes. There were some limitations with the mapping. The NDDOT data contained GPS coordinates for all crash locations, so these crashes were mapped directly from the GPS coordinates. The BIA data contained addresses or business names for crash locations. These addresses were turned into approximate GPS coordinates for mapping. The mapping revealed 5 focus areas that were examined in more detail. A key for the area-specific maps is found to the right.



Figure 1 Mapping Key

FOCUS AREA 1

Located along curve on US Highway 281

- All Crashes from NDDOT data, so location information is accurate
- 2 dry condition crashes and 3 ice or compacted snow
- 2 rollovers, 2 vehicle left roadway and 1 vehicle to vehicle collision
- 1 fatality, 2 non-incapacitating injury and 2 property damage only crashes
- 2 daylight, 1 dusk, 1 dawn and one dark lighting condition for crashes



Figure 2 Focus Area 1

4 of the 5 crashes involved a vehicle leaving roadway or rolling over. This is likely to be caused from entering the curve at a speed too high for the conditions. 3 crashes took place during non-daylight lighting conditions and all 3 involved vehicles leaving roadway or rolling over. Increasing curve visibility should decrease crashes related to vehicles maneuvering the curve at speeds higher than what are appropriate for conditions.

- Please note that the NDDOT reconfigured and reconstructed this intersection in 2018. It now includes a single Radial-T intersection, more gradual curve radius, and chevrons.

FOCUS AREA 2

Located on ND Highway 57 near Four Winds School

- 14 total crashes, 9 from BIA data and 5 from NDDOT data
- Of the 5 NDDOT crashes 3 fatalities and 2 non-incapacitating injuries
- All 5 NDDOT and 2 BIA crashes took place on Highway 57, with the rest of the BIA crashes in the surrounding residential neighborhoods.
- Lighting conditions for the crashes on Highway 57; 3 dark, 3 daylight and 1 dusk

NDDOT causes of crashes included collision with pedal cycle, collision with fence, vehicle entering dich, driving left of center and a rear end collision



Figure 3 Focus Area 2

Upon further examination of Area 2, 7 of the 14 total crashes took place in the local residential neighborhoods and 7 took place on ND Highway 57. Of the 7 crashes on Highway 57, six took place in a 1,300 foot segment beginning at the east entrance to the high school and extending west.

FOCUS AREA 3

Area 3 surrounds Fort Totten
Of the 65 crashes 2 were from NDDOT data and 63 from BIA Data.
BIA location data was reported as addresses. Level of confidence is low for locations mapped actually matching crash locations.
Of the NDDOT data 1 fatality was recorded involving a vehicle colliding with a pedestrian.

Further information on actual crash locations is needed to determine if large number of crashes are due to large number of drivers in town or if there is a problem area in town where a large number of crashes are taking place.



Figure 4 Focus Area 3

FOCUS AREA 4

Area 4 is located around the Spirit Lake Casino

- 42 total crashes, 4 from NDDOT data and 38 from BIA data.
- For NDDOT data, 1 crash was in the Casino parking lot and 3 others along various points on ND Highway 57
- For NDDOT crashes, 2 property damage only, a non-incapacitating injury and 1 possible injury.
- Of 38 BIA reported crashes, 1 was reported on Highway 57, one reported at a cabin site and 36 crashes reported to the Casino address



Figure 5 Focus Area 4

Further crash location information is needed to determine if crashes are minor parking lot fender benders, or more significant crashes taking place near the casino.

Focus Area 5

Located along curve section of ND Highway 20 east of Tokio

- Five total crashes, 4 from NDDOT data and 1 from BIA data
- Of the 4 NDDOT crashes, 3 fatalities and 1 incapacitating injury
- All five crashes in Area 5 took place during dark lighting conditions
- Of the four NDDOT crashes, there were two rollovers, one intersection collision and one collision with a vehicle in the opposite lane.



Figure 6 Focus Area 5

All 5 crashes at this location took place at night. Of the 4 NDDOT crashes 1 was intersection related, 2 were rollovers and 1 was a collision with a vehicle in the opposite lane with too fast for conditions listed as a contributing factor. This leads us to infer that traffic is approaching the curve too fast during dark lighting conditions, due to poor visibility of the curve.

- Please note that the NDDOT installed chevrons along this curve in 2018.

Study Area

The study area includes the entire Spirit Lake Nation located in North Central North Dakota. The Spirit Lake Nation encompasses approximately 405 square miles primarily in Benson County, with portions in Eddy, Nelson, Wells, and Ramsey County. The population living on the reservation is approximately 3,800. The population is expected to remain stable or experience minimal growth. The Spirit Lake Nation consists of four districts; Mission, Woodlake, Fort Totten and Crowhill. The district with the largest number of residents is the Fort Totten District; followed by Mission District, Woodlake District, and the Crowhill District. The Tribal government agency headquarters is in Fort Totten.

Fort Totten, Saint Michael, and Tokio are the largest communities located within the Spirit Lake Nation that are accessed through Tribally maintained roads. The cities of Minnewaukan, Oberon, Warwick, and Hamar are also located within the Spirit Lake Nation but are not accessed by Tribally maintained roads. The land's main uses are for agriculture and ranching, with Devils Lake being a major recreational tourist attraction. Other tourist attractions located within the Spirit Lake Nation are Sully's Hill National Game Preserve, Fort Totten State Historic Site and the Spirit Lake Casino and Marina.

Spirit Lake Casino is the largest employer on the reservation employing some 450 people. Other large employers include tribal government, Cankdeska Cikana Community College, Four Winds Community School, Spirit Lake Health Center, and Sioux Manufacturing.

The Spirit Lake Road Department is responsible for maintaining 80 miles of BIA routes and 23 miles of Tribal routes. There are also 94 miles of county roads, 270 miles of township roads, 49 miles of state highways, and 21 miles of US highways located within the boundaries of The Spirit Lake Nation. Table 3 Contains a list of the State and US highways located with the Spirit Lake Nation by length and Functional class given by the NDDOT. NDDOT classifies all BIA routes located with The Spirit Lake Nation as Indian Service Roads.

Table 3 State and US Highways

State and US Highways located within Spirit Lake Nation					
Name	Functional Classification	Surface	2016 ADT	2016 Truck ADT	Miles Within SLN
US Highway 281	Principal Arterial	Asphalt	1,420	255	20.8
ND Highway 20	Minor Arterial	Asphalt	820	105	31.0
ND Highway 57	Principal Arterial	Asphalt	4,175	350	13.4
ND Highway 19	Minor Arterial	Asphalt	930	150	0.9
ND Highway 15	Minor Arterial	Asphalt	140	45	3.1

There are many BIA and IRR routes located within the Spirit Lake Nation. The Nation Tribal Transportation Facility Inventory summarize those routes and a summary of some key information can be found in Table 4.

Table 4 BIA and IRR Routes

BIA and IRR Routes located within Spirit Lake Nation							
Name	Functional Classification	Surface	Year ADT Collected	ADT	Percent Truck	Ownership	Miles
BIA 1 – Mission Road	Rural Major Collector	Asphalt	1999	1,969	10	BIA	2.7
BIA 2 – Abraham Road	Rural Major Collector	Primitive	1994	230	12	BIA	1.2
BIA 4 – Matohin School Road	Rural Major Collector	Asphalt	1999	1,943	15	BIA	1.8
BIA 4 – Matohin School Road	Rural Major Collector	Gravel	1989	110	10	BIA	3.5
BIA 5 – John Bell Mile	Rural Major Collector	Gravel	1994	220	20	BIA	1.1
BIA 6 – East-West Road	Rural Major Collector	Asphalt	1999	2,124	12	BIA	3.8
BIA 6 – East-West Road	Rural Major Collector	Asphalt	2007	728	5	BIA	5.0
BIA 6 – East-West Road	Rural Major Collector	Primitive	NA	NA	10	BIA	2.6
BIA 7 - Agency Streets	Residential Street	Asphalt	2007	2517	4	BIA	4.8
BIA 7 - Agency Streets	Residential Street	Asphalt	2007	1,174	3	BIA	4.1
BIA 7 - Agency Streets	Residential Street	Primitive	NA	NA	NA	BIA	0.8
BIA 7 - Agency Streets	Residential Street	Asphalt	NA	NA	NA	BIA	0.8
BIA 8 - Crow Hill Road	Rural Major Collector	Asphalt	2007	457	6	BIA	4.3
BIA 9 - Kraft Mile	Rural Major Collector	Gravel	1994	120	15	BIA	1.1
BIA 12 - Knutson Road	Rural Major Collector	Primitive	NA	NA	NA	BIA	0.4
BIA 13 - Owlboy Pit Road	Rural Major Collector	Primitive	1994	190	75	BIA	0.3
BIA 14 - TV Tower Road	Rural Major Collector	Primitive	NA	NA	NA	BIA	0.7
BIA 15 - Ski Jump Road	Rural Major Collector	Asphalt	1999	1103	25	BIA	1

BIA 16 - Goodhouse Road	Rural Major Collector	Asphalt	2007	378	12	BIA	4.2
BIA 17 - Devils Heart Road	Rural Major Collector	Primitive	1994	60	2	BIA	4.1
BIA 18 - Harolds Road	Rural Major Collector	Primitive	NA	NA	NA	BIA	0.8
BIA 19 - Lonebuffalo Road	Rural Major Collector	Primitive	NA	NA	NA	BIA	0.8
BIA 20 - Ephraim Hill South Road	Rural Major Collector	Asphalt	2007	574	11	BIA	3.5
BIA 21 - Tokio West Road	Rural Major Collector	Asphalt	1999	1266	10	BIA	6.1
BIA 22 - Blueshields Cemetery Road	Rural Major Collector	Primitive	NA	NA	NA	BIA	0.4
BIA 23 - Grouphome Road	Rural Major Collector	Primitive	1994	190	5	BIA	0.4
BIA 24 - Streifel Road	Rural Major Collector	Primitive	1994	95	5	BIA	4.4
BIA 25 - Ziebach Pass Road	Rural Major Collector	Primitive	1994	100	2	BIA	4.3
BIA 26 - St. Jerome Road	Rural Major Collector	Primitive	NA	NA	NA	BIA	3.8
BIA 27 - Demarce Road	Rural Major Collector	Primitive	NA	NA	NA	BIA	0.9
IRR 28 - Pierre Culbertson Road	Rural Local Road	Gravel	NA	NA	NA	Tribal	0.5
IRR 29 - Shelter Belt Lane	Residential Street	Gravel	NA	NA	NA	Tribal	0.3
BIA 30 - Crow Hill Housing Streets	Residential Street	Asphalt	NA	NA	NA	BIA	0.2
IRR 31 - Crow Hill Recreation	Residential Street	Gravel	NA	NA	NA	Tribal	0.1
IRR 32 - Carolyn Greene Road	Rural Local Road	Gravel	NA	NA	NA	Tribal	0.7
BIA 40 - Tokio Housing Streets	Residential Street	Asphalt	NA	NA	NA	BIA	0.7
IRR 41 - Tokio Recreation	Residential Street	Gravel	NA	NA	NA	Tribal	0.3
BIA 50 - Mission Housing Streets	Residential Street	Asphalt	NA	NA	NA	BIA	1.1
BIA 50 - Mission Housing Streets	Residential Street	Primitive	NA	NA	NA	BIA	0.3
IRR 61 - Lena Denney Road	Residential Street	Gravel	NA	NA	NA	Tribal	0.6

IRR 62 - Joe Lawrence Sr. Road	Rural Local Road	Gravel	NA	NA	NA	Tribal	1.6
IRR 63 - Tribal Road 9	Rural Local Road	Gravel	NA	NA	NA	Tribal	2
IRR 71 - Housing Streets N of ND 57	Residential Street	Gravel	NA	NA	NA	Tribal	0.9
IRR 71 - Housing Streets N of ND 57	Residential Street	Asphalt	NA	NA	NA	Tribal	0.4
IRR 72 - Housing Streets S of ND 57	Residential Street	Asphalt	NA	NA	NA	Tribal	0.5
IRR 73 - Fort Totten Lodges	Residential Street	Gravel	NA	NA	NA	Tribal	1.1
IRR 74 - Fort Totten Recreation	Residential Street	Gravel	NA	NA	NA	Tribal	0.1
IRR 75 - High Meadows	Residential Street	Gravel	NA	NA	NA	Tribal	0.9
IRR 76 - Fort Totten Mall	Residential Street	Gravel	NA	NA	NA	Tribal	0.4
IRR 77 - Clinic Road	Residential Street	Asphalt	NA	NA	NA	Tribal	0.2
IRR 78 - Blue Building Road	Residential Street	Asphalt	NA	NA	NA	Tribal	0.3
IRR 79 - Old Powwow Road	Residential Street	Gravel	NA	NA	NA	Tribal	0.4
IRR 81 - Rynes Hill Housing	Residential Street	Gravel	NA	NA	NA	Tribal	0.7
IRR 82 - Group Home Road	Residential Street	Gravel	NA	NA	NA	Tribal	0.1
IRR 210 - Rolling Hills	Residential Street	Gravel	NA	NA	NA	Tribal	0.6
IRR 211 - Wood Lake Lodges	Residential Street	Gravel	NA	NA	NA	Tribal	3
IRR 213 - Ross Acres	Residential Street	Gravel	NA	NA	NA	Tribal	2.4
IRR 214 - Red Fox Road	Residential Street	Gravel	NA	NA	NA	Tribal	0.3
IRR 700 - 4 Winds Walkway	Shared Use Path	Asphalt	NA	NA	NA	BIA	3
IRR 710 - Oyate Walkway	Shared Use Path	Asphalt	NA	NA	NA	Tribal	3.1
IRR 720 - St. Michael Bike Path	Shared Use Path	Asphalt	NA	NA	NA	Tribal	1.6

A map showing all the roads located with the Spirit Lake Nation and their ownerships can be found in Appendix A. There are not currently any Scenic Byways located with the Spirit Lake Nation and there are no plans for any at this time.

EXISTING CONDITIONS

A transportation system evaluation was conducted to determine the breadth of transportation deficiencies and improvement opportunities with the Spirit Lake Nation. To complete this evaluation available aerial photography and data inventories were analyzed and used to update existing Geographic Information System (GIS) maps. Perhaps one of the greatest benefits of this plan development process was the updating of mapped resources, which helps Tribal planners, technicians, and officials better understand the strengths and weaknesses of their transportation system.

Observations were made to assess the existing transportation network and traffic conditions were examined to identify potential issues and opportunities with the Spirit Lake Nation transportation system. This step determined the transportation network's needs and potential improvement strategies for implementation.

Road Inventory

This section of the report discusses issues with the existing road inventory and proposes solutions to correct incongruencies. The section also summarizes roadway ownership within the Spirit Lake Nation. A map of all roads located with the boundaries of the Spirit Lake Nation, with ownership noted, can been found in Appendix A.

Roadway Ownership

Table 4 lists all roadways located within the Spirit Lake Nation that are either Tribally owned or owned by the BIA. These roadways are of importance because the Spirit Lake Road Department maintains them. In total the BIA owns 79 miles of roadway with 47.1 miles having an asphalt surface, 5.7 miles having a gravel surface, and 26.2 miles having a primitive surface. Of the BIA owned corridors, the Road Inventory Field Database System (RIFDS) classifies 3 miles as shared use path, 63.2 miles as rural major collectors and 12.8 miles as residential streets. In total the Tribe has 23.1 miles of roadways with 6.1 miles having an asphalt surface and 17 miles having a gravel surface. RIFDS classifies the tribally owned roads as 13.6 miles of residential streets, 4.8 miles of rural local roads, and 4.7 miles of shared use pathways. There are also roadways maintained by the State of North Dakota; they are listed in Table 3. Benson County owns 69.7 miles of roadway with The Spirit Lake Nation. Eddy County owns 21.2 miles of roadway with Spirit Lake Nation. Ramsey County owns 2.7 miles of roadway with the Spirit Lake Nation. In total there are 93.6 miles of County owned roadway within the Spirit Lake Nation. In addition to Tribal, BIA, State, and County owned roadways there are also township owned road corridors located within the Spirit Lake Nation. In total there are 270.4 miles of Township owned

roadway within the boundaries of the Spirit Lake Nation. As previously mentioned, a map showing all roadway ownership information is in Appendix A.

RIFDS does raise some concerns with the ownership of the right of way for some BIA and Tribally owned roads. RIFDS has the right of ways listed as "No Right Of Way or easement or Tribal Resolution acquired yet" for BIA12, BIA 14, BIA 19, IRR 28, IRR 29, IRR 31, IRR 32, IRR 41, IRR 61, IRR 62, IRR 71, and IRR 72. RIFDS also the right of way listed as "Easement or ROW acquired but not recorded" for BIA 4 segment 20, BIA 5, BIA 9, BIA 13, BIA 17, BIA 18, BIA 22, BIA 23, BIA 24, BIA 25, BIA 26, BIA 27, IRR 72, IRR 73, IRR 74, IRR 75, IRR 76, IRR 77, IRR 78, IRR 79, IRR 81, IRR 82, IRR 210, IRR 211, IRR 213, and IRR 214. Corridors with no records or unrecorded records will require efforts to establish new right of ways as road improvement projects are undertaken. This may require additional finances and lead time between project programming, development, and implementation.

Functional Classifications and Inventory

Functional classification refers to a hierarchy of roads. It supports the concept that roads are designed for different purposes. Primary and secondary state highways or arterials, for example, are designed to serve higher volumes of traffic at higher speeds and over greater distances, while collectors are designed to facilitate land access at the expense of higher speeds or high traffic volume.

From a residential standpoint, most people prefer to live along quiet local roads with frequent land access points (driveways). At the same time, residents typically desire a relatively direct driving path at higher speeds to reach their destination.

The highest volume roads and roads most capable of handling truck traffic are identified as arterials. Volume alone does not determine arterials. It is desirable that residents can travel north/south and east/west across the Spirit Lake Nation on arterials or major collectors and communities like Fort Totten, Tokio and Saint Michael are connected to other towns within the Spirit Lake Nation and beyond with arterial roads.

The Spirit Lake Road Department cannot maintain all the paved roads in top condition, which would currently require a mill and overlay type project, unless significantly more funding is found. Therefore, future priority for maintenance on any road should generally be given to arterials, followed by collectors, then local roads, parking, and other paved facilities. Roadway classifications can be found in Table 3 for state and US highways and Table 4 for BIA and Tribal roads. The NDDOT classifies all BIA routes as Indian Service Roads. This is different than the classifications provided by RIFDS. Resolving these differences may be beneficial to future planning activities.

Traffic Counts

ADT stands for Average Daily Traffic and is used to quantify the average volume of traffic traveling on a segment of road on a given day. The traffic is normally split into truck traffic and vehicle traffic. It is important to separate the two as truck traffic with the

higher vehicle weights causes significantly more damage to the roadway and requires a higher load carrying capacity. This measure is useful in transportation planning as it lets planners know how frequently a road is being traveled. RIFDS has traffic counts for some routes listed, but many routes have not had counts done. Many have just the default count for the route type. The counts that are listed in RIFDS are generally old and from the mid to late 1990s. There are a few more recent counts with the most recent being completed in 2007, still being over 10 years old. Due to the flooding experienced from rising water levels in Devils Lake, the traffic pattern in the late 1990s through 2015 was significantly different than the pattern today. During that time there were many flooded roadways and others under major construction, causing travelers to adjust their routes. The NDDOT also has traffic counts listed for some BIA routes on their Interactive Transportation Information Map with a geodatabase available containing the locations of the counts. Many of the counts are more recent than the ones included in RIFDS. It is recommended that the more recent data available from the NDDOT be added to RIFDS and the routes without more recent data available have new counts performed.

Transportation Facility Conditions

This section of the report examines the existing conditions prevalent within the transportation facilities within the Spirit Lake Nation. Facilities addressed include paved and non-paved roadways, freight and trucking, bridge, pedestrian and bicycle facilities, aviation, rail, and transit.

The expected design life of transportation facilities is estimated as follows:

- Bridges and concrete culverts: 50-100 years
- Asphalt pavements and bike paths: 20 years
- Gravel roadways: 3 to 7 years (Prior to re-graveling)
- Signs: 10 years
- Pavement markings: 2 years

Paved Roadway Conditions

The Spirit Lake Road Department has done an excellent job of enacting policies that have resulted the preservation of the condition of their major paved roads. The Road Department performs a chip seal project approximately every two years, with a third of their paved roads receiving a chip seal every two years. This results in all roadways receiving a chip seal at approximately six-year intervals. Sometimes, project funding is limited and this cycle is extended by a year or more. The road department has also started performing depressed crack repair projects on some segments of roadway showing signs of deteriorating prior to chip sealing them. This is another way to preserve the existing condition of the paved system.

The main problem facing the Spirit Lake Road Department is that with current funding levels they do not have the ability to perform thin lift overlays or mill and overlay projects. The last time overlays were performed was 1999. The only roadways that have had

surfacing applied since then are BIA 16 which was paved for the first time 2006, and select segments of roadway that experienced grade raises due to the major flooding of Devils Lake. Ideally each paved road segment would receive either a mill and overlay or thin lift overlay every fifteen to twenty-five years. These types of projects are not intended to strengthen the pavement structure or load carrying capacity. Instead they address functional problems as part of pavement preservation. Pavement preservation is the concept of applying regular minor treatments while the road is still in good condition. This is done because the cost of minor treatments that can extend the life of the pavement is normally much less than the cost of major rehabilitation. Chip seals are a part of pavement preservation but can only accomplish so much. A mill and overlay or thin lift overlay is a step up on the pavement preservation scale from a chip seal. Some benefits of thin lift overlays include preservation of grade and slope, sealing the surface, improved ride, and their relatively quick construction time.

Non-Paved Roadway Surface Conditions

There is little documentation available regarding the condition of non-paved roadway surfaces within the Spirit Lake Nation. The Road Department's and KLJ's firsthand knowledge of the roadways points to the fact that the condition of non-paved roadways is highly variable. Some are in good condition with crowns and ditches and thick gravel beds and others are flat and level with the surrounding fields, creating problematic snow drifting during the long winters. Spot graveling is done by the Road Department on problem areas with screened gravel from the Tribal pit and regular blading is performed to keep the roadways in good condition. There are some issues with wash boarding on some of the higher volume roadways. In particular, BIA 25 requires frequent maintenance activities. This is mostly due to the Spirit Lake Solid Waste Transfer Station being located on this road and the heavy garbage truck traffic driving on it. A gravel surfacing project was completed on BIA25 in 2020 with an application of magnesium chloride and the preliminary results are promising. IRR 212 (79th Ave NE), also has higher maintenance requirements due to high speed and higher traffic counts. Lower quality aggregates may also contribute to this condition.

Freight and Trucking Conditions

Freight is defined as the movement of goods. The efficient movement of goods is a fundamental prerequisite for growth in jobs and a strong economy. Trucking and limited rail are the only means of freight movement within the Spirit Lake Nation.

Truck traffic is mainly limited to the state and US highways. There is limited agricultural truck traffic that operates on township, county, Tribal, and BIA roads to get from the fields to the major highways. Truck traffic counts are available through the NDDOT for the State and US highways. ND Highway 57 just west of the intersection with BIA 15 had 350 trucks per day in 2016 and just east of the intersection with US 281 had 275 trucks per day in 2016. ND Highway 20 between the intersection of BIA 5 and BIA 9 had 95 trucks per day in 2016 and next to Free Peoples Lake there were 95 trucks per day in 2016. US 281 had 195

trucks per day immediately south of the intersection with ND 57 and 175 trucks per day immediately south of the intersection with ND 19. ND Highway 19 has 60 trucks per day immediately west of the intersection with US 281.

The only railroad operating with the Spirit Lake Nation is Red River Valley and Western established in 1987 with track acquired from Burlington Northern Santa Fe Railroad (BNSF). The rail line crosses the reservation boundary almost straight south of Oberon, goes to Oberon and turns west on its way to Maddock. The rail line ends at Maddock and does not extend any further west. The Red River Valley and Western line interchanges with BNSF in Breckenridge, MN, Casselton, ND, and New Rockford, ND. It also interchanges with Canadian Pacific Railroad in Carrington, Enderlin and Oakes, ND. The line also connects to other cities in southeast ND, western MN, and northern SD. This line primarily carries agricultural commodities with corn, wheat, corn syrup, soybeans and feed and mill byproducts accounting for 78% of the Red River Valley and Western's traffic in 2009. The rail line does not have any crossings with roads that the Spirit Lake Road Department is responsible for maintaining.

There is always a concern with trucks exceeding the load limits or hauling of hazardous materials. The Spirit Lake Nation requires haul permits for construction projects. New signage was installed on paved BIA Routes in 2015 that clearly identifies the load limits.

Bridge and Culvert Conditions

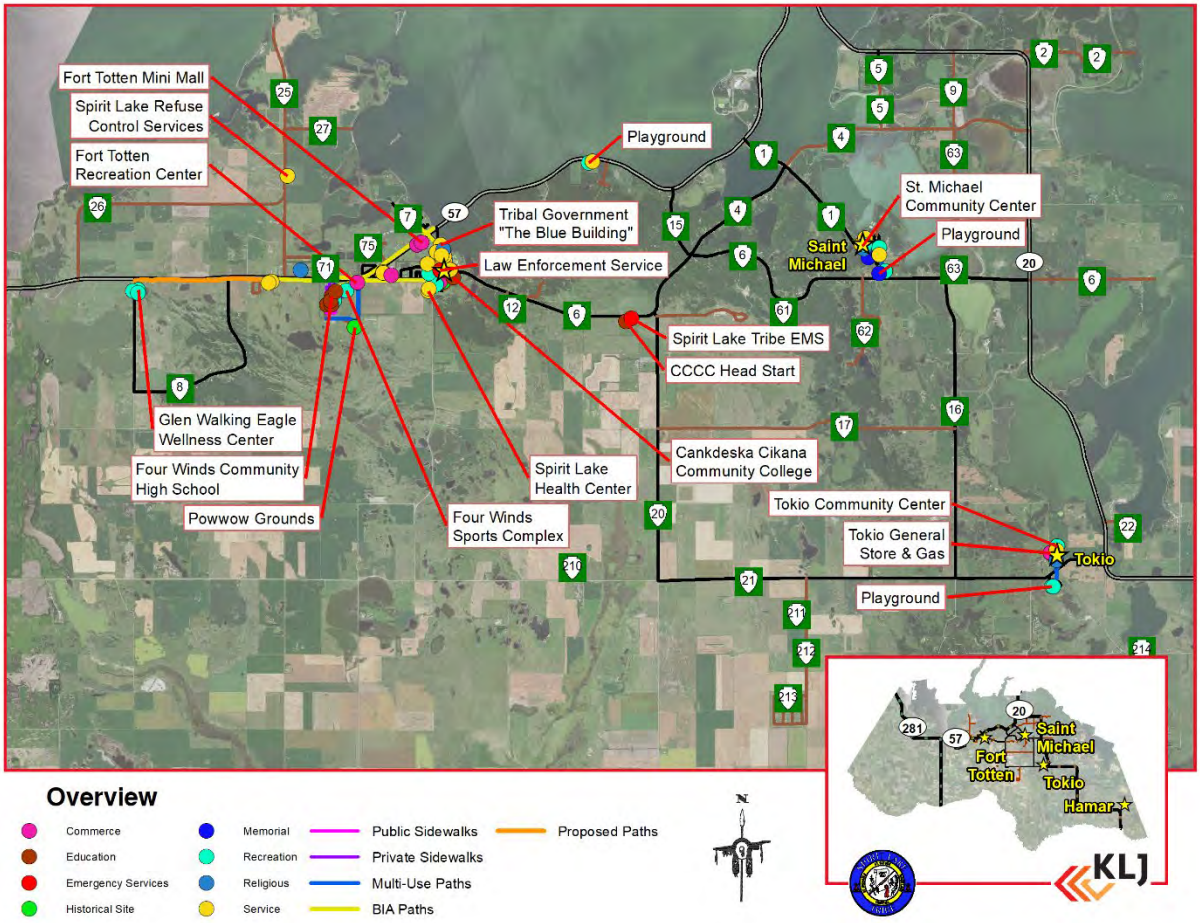
There are no bridges located within the Spirit Lake Nation that the Spirit Lake Road Department is responsible for maintaining. Bridges that are located on roadways maintained by townships, counties, or the state were not examined as part of this report. However, there are hundreds of culverts of varying size and material that are located within the Spirit Lake Nation. Many locations, sizes and conditions are unknown. There has not been a history of culverts experiencing catastrophic failure in the past, but that does not eliminate the possibility of it happening in the future. There is a history of having issues with equalizer pipes clogging with silt and other materials found in Devils Lake and other water bodies.

Pedestrian and Bicycle Facility Conditions

Walking and biking is an important component of the Tribal transportation system. Enhancing the ability to walk or bike involves not only providing the infrastructure but also linking design, streetscapes, and land use to encourage walking and biking. Safety is also critical when developing an appealing pedestrian and bicycle network. According to national studies, pedestrians represent a disproportionate percentage of road-related fatalities, and thus, special focus should be given to addressing these safety concerns. A substantial amount of pedestrian and bicycling activity within the Spirit Lake Nation occurs along the roads. The safety hazard this causes was discussed during the preparation and public input meetings for the 2016 Tribal Transportation Safety Management Plan. Limited sidewalks are present in Fort Totten and Oberon. There are no

other sidewalks within the Spirit Lake Nation. There are shared use path networks located in Saint Michael, Tokio, and Fort Totten. See Figure 7 For an overview of the traffic generators and pedestrian facilities within the Spirit Lake Nation.

Figure 7 Traffic Generator Overview



There are locations within the Spirit Lake Nation that are not served by sidewalks or paved shared-use paths. Additionally, there are many gaps in the system. Beyond providing sidewalks and paved shared use paths, construction of wider shoulders in street design is another method of providing pedestrian and bicycle facilities. This method was successfully used in creating portions of the shared use paths in both Tokio and Saint Michael. This method could also be beneficial along segments of highways where heavier bike or pedestrian use is expected but where separated facilities are not likely or feasible to be installed.

The condition of the sidewalks and shared use paths within the Spirit Lake Nation varies, though many of them are in good condition. Some sidewalks have settled, have trip hazards or other issues associated with disrepair. Some of the shared use paths have damage that appears to be from motorized vehicles. Some of the sidewalks and older pathways are not compliant with the Americans with Disabilities Act (ADA). This typically

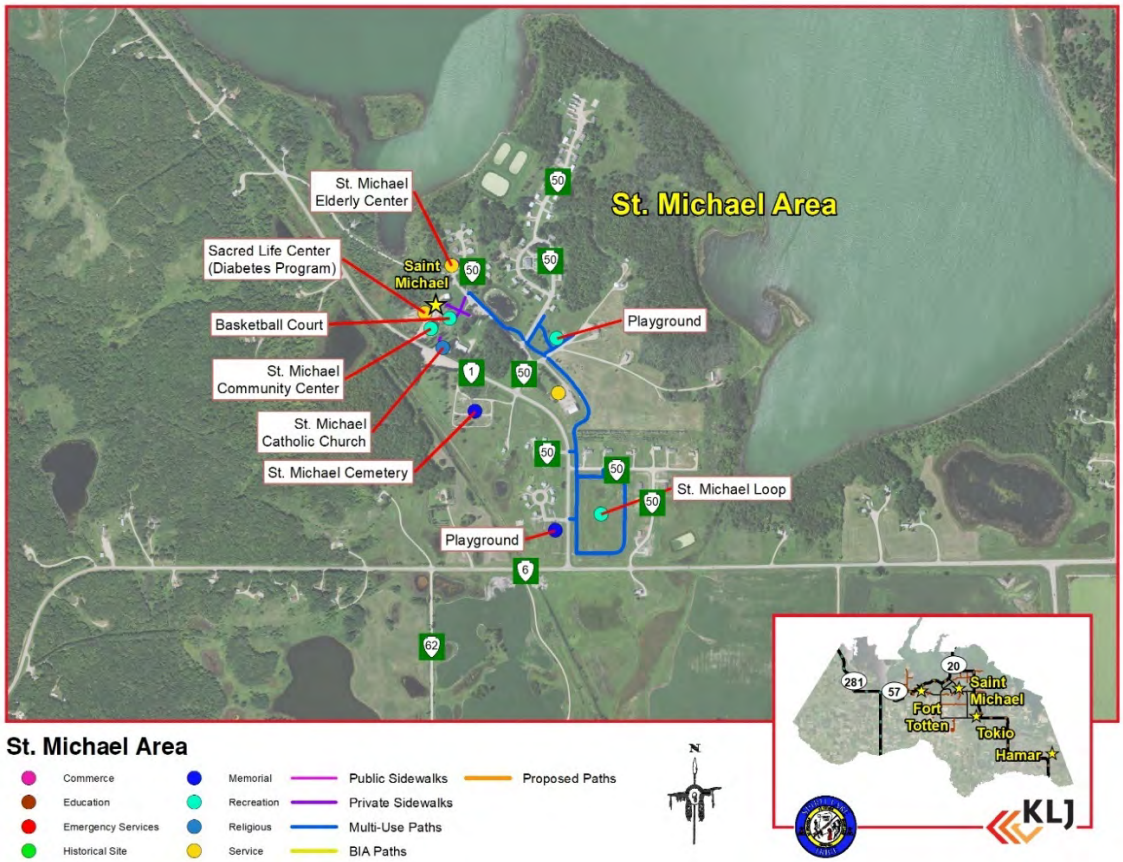
occurs because of poor ramp design or a lack of ramps at intersections. Some of the shared use paths are of more recent construction than the sidewalks and do have ADA compliant ramps at intersections.

All three major towns within the Spirit Lake Nation that are made up of tribally maintained traffic corridors could benefit from the installation of sidewalks and/or shared use paths. To provide a list of top priority locations, Tokio, Saint Michael and Fort Totten were evaluated.

SAINT MICHAEL

Currently no public sidewalks exist in Saint Michael. There is a shared use path that was recently constructed (2010). The pathway provides access from most of the residential buildings to the playground equipment located at the park. The pathway does not provide access to the Diabetes Sacred Life Center or the St. Michael Wellness Center without causing pedestrians to have to walk on BIA 1 or requiring them to cross private property. There is an existing private sidewalk that connects the pathway to the Catholic Church in Saint Michael, which is very close in proximity to the wellness center. Options could be explored to connect the wellness center to the shared use path through the currently private sidewalk. See Figure 8 for the traffic generators and pedestrian facilities within Saint Michael.

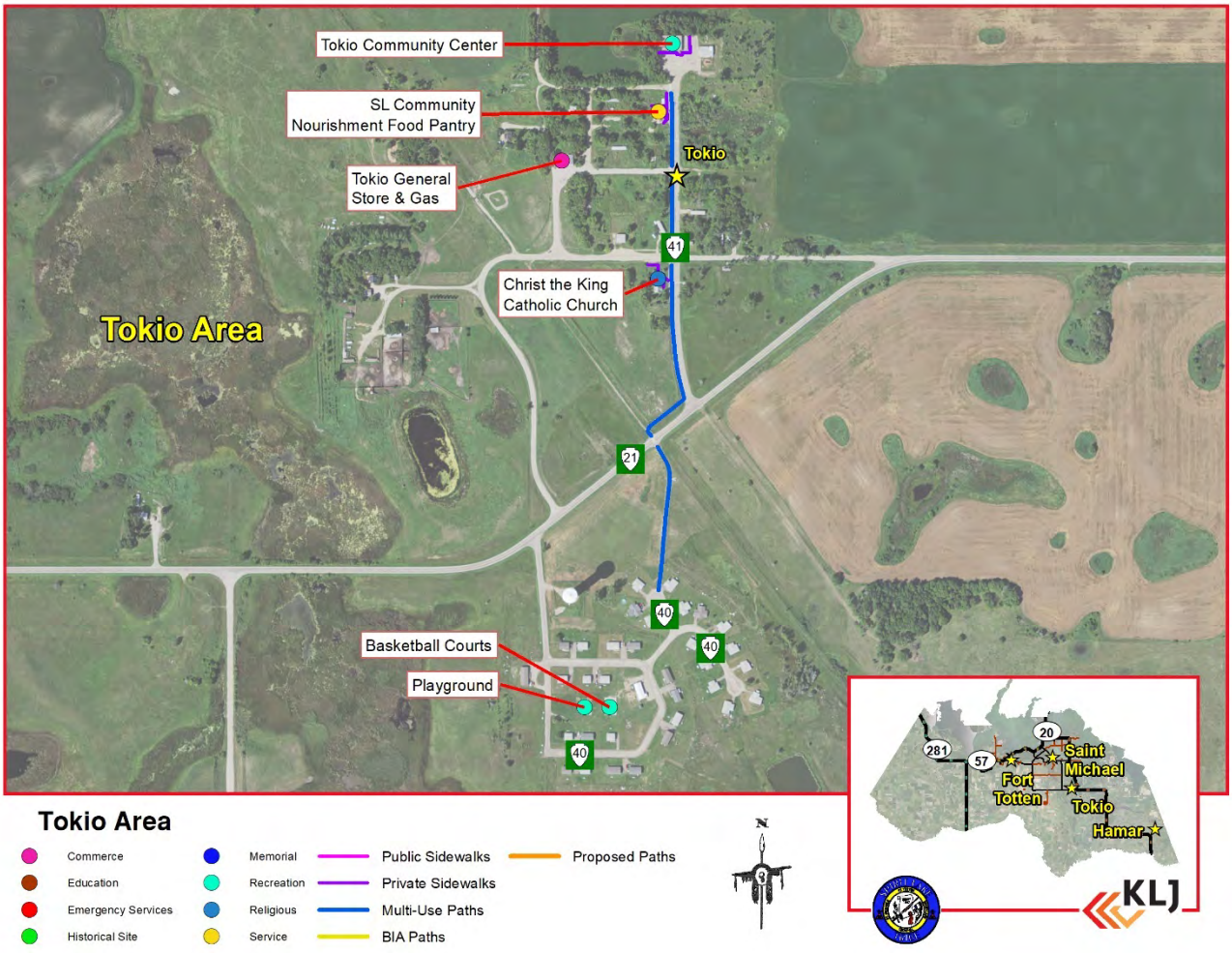
Figure 8 Traffic Generators and pedestrian Facilities Saint Michael



TOKIO

Currently there are no sidewalks in place in Tokio. There is a shared use path that was recently constructed (2011). The pathway connects the housing development on the South side of BIA 21 to the Tokio General Store and the Wellness Center in Tokio. See Figure 9 for the traffic generators and pedestrian facilities located within Tokio.

Figure 9 Tokio Traffic Generators and Pedestrian Facilities



FORT TOTTEN

Currently there is a sidewalk network in Fort Totten that is not interconnected. There are some sidewalks in the housing development south of the public school. There is also a sidewalk in front of Candeska Cikana Community College and in the housing loop directly west of the college. Approximately half of the shared use path is in relatively good condition but there are several locations that have been damaged by vehicle traffic. The pathway does a good job of connecting most of the major destinations to the residential

areas. The pathway connects Four Winds School, The Powwow Grounds, Tribal & BIA offices (Blue Building), the Spirit Lake Health Center (Clinic), Fort Totten Rec Center, and the Fort Totten Mini-Mall (recently renovated). One facility not currently connected to the shared use path that would benefit from a connection is the Glen Walking Eagle Wellness Center at Crow Hill. The current pathway ends east of the wellness center. See Figure 10 for east Fort Totten traffic generators and pedestrian facilities and Figure 11 for the greater Fort Totten area traffic generators and pedestrian facilities.

Figure 10 East Fort Totten Traffic Generators and Pedestrian Facilities

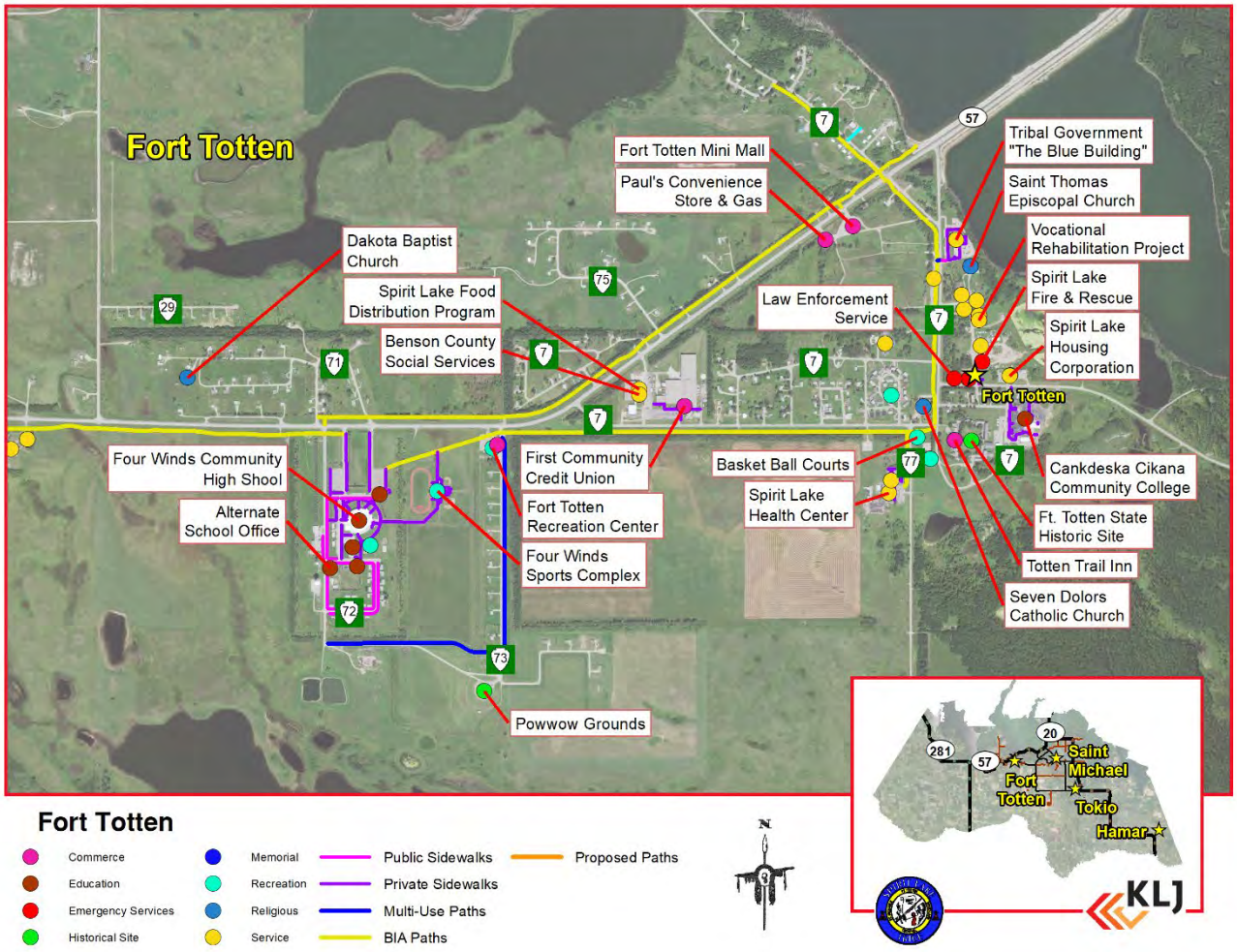
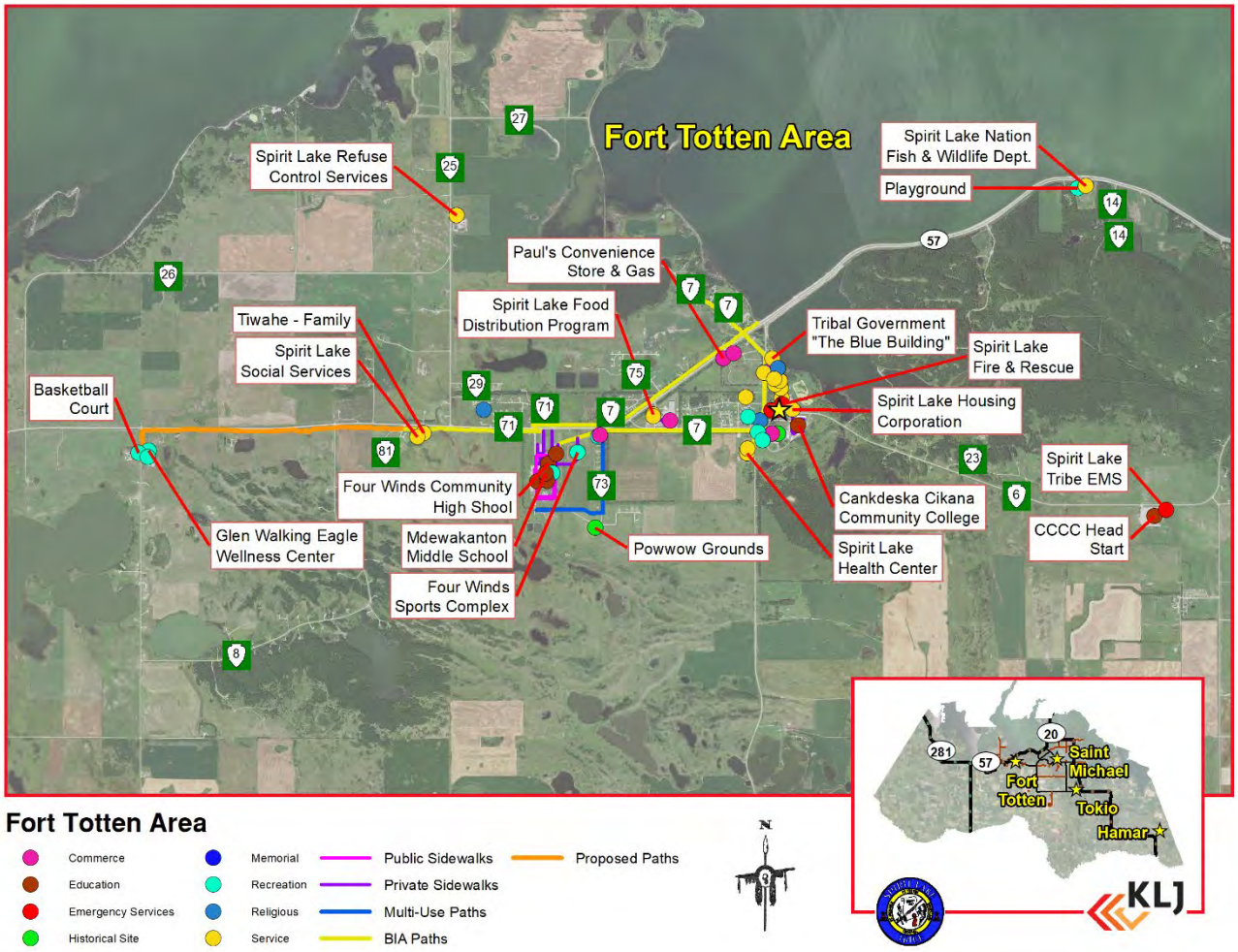


Figure 11 Greater Fort Totten Area Trip Generators and Pedestrian Facilities



Airport Facilities

Currently there are no airports located within the Spirit Lake Nation. The closest commercial airport is the Devils Lake Regional Airport, which is 14 miles from the Tribal offices. From Devils Lake Regional Airport, you can take a regional jet to Denver International Airport. The only carrier operating out of Devils Lake Regional Airport is United Airlines. However, there are two flights per day to and from Denver International Airport. Connections from Denver can connect to anywhere in the world. Also, airfare is currently available at reduced rates through the Essential Air Service program.

Transit Conditions

The Spirit Lake Nation runs a transportation program that provides rides to community members. The transportation program offers riders within the Spirit Lake Nation's boundaries and to Devils Lake, ND. The price for a single ride is one dollar. The transportation program operates from 6:00 am to 12:30 am. Payment can either be made

by purchasing a 20$ ticket for 21 rides at the transportation office or through payroll deductions. The users get 21 rides, since the only form of accepted payment is money order. The extra ride is provided to compensate for the cost of acquiring the money order. Payroll deduction can only be done if the rider is employed by either the Spirit Lake Casino or the Spirit Lake Tribe itself. This service does not operate on a set schedule, and instead users call to arrange rides. The transportation program is the primary means of transportation for many Tribal members.

Traffic Conditions and Trip Generation

Many factors influence the traffic safety and mobility of a transportation system. These include the levels of existing and projected traffic, Roadway capacity and intersection control, roadway geometrics, traffic operations, access management and on street parking, among others.

Existing and Projected Traffic

Existing Average Daily Traffic (ADT) count data ca be obtained from two different sources for BIA routes within the Spirit Lake Nation. The first source is counts performed by the Tribe itself. The numbers from these counts can be found in the Road Inventory Field Data System (RIFDS). Most of the counts available through RIFDS are from the mid to late 1990s with a few more recent counts from 2007. The other source of traffic count numbers is the NDDOT. Their traffic counts can be found in an interactive GIS map available on their website. They also have some counts from the 1990s but these are supplemented with some counts from as recently as 2016. One difference in the two sources of data is RIFDS reports trucks as a percent truck traffic when available and NDDOT reports the ADT for the trucks. For comparison purposes the RIFDS truck percentage was converted to a Truck ADT. The counts available from each source can be found in Table 5.

Table 5 Available ADT Data

Available ADT Data					
Name	Location	Source	Year Collected	ADT	Truck ADT
BIA 1	Between BD 57 and BIA 4	NDDOT	2005	1500	NA
BIA 1	Just SE of BIA 4	NDDOT	1989	1025	NA
BIA 1	Just N of BIA 6	NDDOT	1989	750	NA
BIA 1		RIFDS	1999	1969	20
BIA 2		RIFDS	1994	230	3
BIA 4	Between BIA 5 & BIA 1	NDDOT	1998	2400	NA
BIA 4	Between BIA 1 & BIA BIA 15	NDDOT	1993	620	NA
BIA 4		RIFDS	1989	110	1
BIA 4		RIFDS	1999	1943	29
BIA 5		NDDOT	1998	2375	NA
BIA 5		RIFDS	1994	220	4
BIA 6	Just East of BIA 15	RIFDS	2007	728	4
BIA 6	1 mile W of ND 20	NDDOT	2015	445	10

BIA 6	1 mile W of BIA 16	NDDOT	1989	550	NA
BIA 6	Just South of BIA 15	NDDOT	1989	775	NA
BIA 6	W of BIA 20	NDDOT	2015	1105	15
BIA 6	Just E of BIA 7	NDDOT	2016	1145	NA
BIA 6		RIFDS	1999	2124	26
BIA 7	East Access from ND 57	NDDOT	2005	1200	NA
BIA 7	Blue Building access from ND 57	NDDOT	1989	900	NA
BIA 7	North of ND 57	NDDOT	1989	775	NA
BIA 7	Connection to BIA 6	NDDOT	2005	1200	NA
BIA 7	Just South of Blue Building	RIFDS	2007	1174	4
BIA 7	Sioux Manufacturing ND 57 access	RIFDS	2007	2517	10
BIA 8	Western ND 57 access	NDDOT	2005	270	NA
BIA 8	Middle of loop	NDDOT	1989	85	NA
BIA 8	East Access from ND 57	RIFDS	2007	457	3
BIA 8	East Access from ND 57	NDDOT	2005	440	NA
BIA 9	North of BIA 4	NDDOT	1989	110	NA
BIA 9	South of BIA 4	NDDOT	1989	160	NA
BIA 9		RIFDS	1994	120	2
BIA 13		RIFDS	1994	190	14
BIA 15	Middle of Route	NDDOT	2005	850	NA
BIA 15		RIFDS	1999	1103	28
BIA 16	Just South of BIA 6	NDDOT	1989	150	NA
BIA 16	Just South of BIA 7	RIFDS	2007	378	5
BIA 17		RIFDS	1994	60	0
BIA 20	Just South of BIA 6	NDDOT	2015	710	20
BIA 20	Just South of BIA 7	RIFDS	2007	574	6
BIA 21	Just East of BIA 20	NDDOT	2015	415	5
BIA 21	West of BIA 16	NDDOT	1989	210	NA
BIA 21	East of BIA 6	NDDOT	1989	280	NA
BIA 21	West of Intersection with ND 20	NDDOT	2016	405	NA
BIA 21		RIFDS	1999	1266	13
BIA 23		RIFDS	1994	190	1
BIA 24	SE End	NDDOT	1993	100	NA
BIA 24		RIFDS	1994	95	0
BIA 25		RIFDS	1994	100	0

Since much of the ADT data was collected in the 1990s it would be beneficial for the Spirit Lake Tribe to schedule new traffic counts and/or incorporate the more recently collected data from the NDDOT. Another factor to consider is that during the late 1990s and up to around 2015 there was a major flooding problem caused by the rising water levels of Devils Lake. This major flooding resulted in times when some roads were closed and created extended periods of major construction on other roads. This activity greatly impacted the traffic patterns and data from that era and may not be representative of what is taking place today. New count data for potential grant application routes would support the development of successful applications.

A review of recent population growth suggests that traffic volumes on non-state corridors within the Spirit Lake Nation will grow gradually over time. Appreciable increase in traffic will occur due to growth of through traffic on state and US highways or isolated growth associated with new developments. Traffic increases may also occur as roads are improved, resulting in fewer people avoiding travel on poor condition roads, or increased tourism due to improved roads, signing, and amenities.

Most trips are generated by towns and subdivisions within the Spirit Lake Nation, although there are a significant number of pass-through trips located primarily on the state and US highway system. Some of the highest trip generators within the Spirit Lake Nation include the Spirit Lake Casino, stores and eating establishments, schools, and places of employment. A review of pedestrian generating land uses was completed as part of this Long-Range Transportation Plan. These land uses, along with existing sidewalks, shared use paths, and desired linkages, were mapped out in Existing Conditions portion of the report and the maps can be found on Figures 7 through 11.

Growth factors for ADT are really a function of each individual corridor and the trip generators on the corridors. The best way to determine growth factors is by using historical traffic counts to determine an actual rate. Unfortunately, RIFDS only lists the most recent count. However, when available, the NDDOT data has all historical counts take at a given location. To determine growth rates the NDDOT data was analyzed and the results are found in Table 6.

Table 6 ADT Growth Factor

ADT Growth Factors										
Route	Description	Year	ADT	Annual Growth % For Period	Year	ADT	Annual Growth % For Period	Year	ADT	Annual Growth % Total
BIA 1	Between 57 BIA 4	2005	1500	-4.08	1998	2100	8.75	1989	1175	1.73
BIA 6	Just West of ND 20	2015	445	2.03	2005	370	1.46	1989	300	1.86
BIA 6	West of BIA 20	2015	1105	1.31	1989	825	-	-	-	1.31
BIA 7	East access off ND 57	2005	1200	4.46	1989	700	-	-	-	4.46
BIA 7	Sioux Manufacturing ND 57 access	2005	1200	1.86	1989	925	-	-	-	1.86
BIA 8	West ND 57 access	2005	270	0.50	1989	250	-	-	-	0.50
BIA 15	Middle of Route	2005	850	15.00	1989	250	-	-	-	15.00
BIA 20	South of BIA 6	2015	710	2.47	1993	460	14.66	1989	290	5.57
BIA 21	Just East of BIA 20	2015	415	4.55	1989	190	-	-	-	4.55
BIA 21	Just W of ND 20	2016	405	-0.61	2014	410	8.57	2012	350	3.93

As previously mentioned, it appears the major road construction and multiple routes that were closed in the period from 1993 to 2014 influenced traffic patterns and is skewing the results of the growth rates. The growth rates would be expected to be similar for all the routes checked other than BIA7. BIA 7 is more of an urban route and may have different growth rates than the rest of the rural routes reviewed. The 15% growth rate found on BIA 15 appears to be caused by an error and is not reflecting actual growth rates. Some trends that can be discerned from the growth rates are that the more rural segments of roadway without many residential dwellings and that do not connect to traffic generators appear to display growth rates in the range of 1.5% to 2%, while routes with more residential dwellings, trip generators, or being major connecting routes seem to be experiencing high growth with rates between 4% and 5%.

Using a growth rate 1.75% for less traveled more rural segments of roadway and a rate of 4.75% for higher traveled connecting roads to project future ADT's for 2038 were calculated and summarized in Table 7. A review of the future traffic volumes indicates that the current two-lane facilities will provide adequate capacity of the next 20 years and beyond. The increased traffic volumes may lead to the need for some additional turn lanes and changes in the needed traffic control. These needs should be evaluated on a case by case basis. Once evaluated, grant opportunities may become available.

Table 7 Projected ADT

Projected ADT					
Name	Location	Year ADT Collected	ADT	Growth rate	Projected 2038 ADT
BIA 1	Between ND 57 and BIA 4	2005	1,500	0.0175	2,366
BIA 1	Just SE of BIA 4	1989	1,025	0.0175	1,904
BIA 1	Just N of BIA 6	1989	750	0.0175	1,393
BIA 2		1994	230	0.0175	407
BIA 4	Between BIA 5 & BIA 1	1998	2,400	0.0475	6,960
BIA 4	Between BIA 1 & BIA BIA 15	1993	620	0.0175	1,108
BIA 5		1994	220	0.0175	389
BIA 6	Just East of BIA 15	2007	728	0.0175	1,123
BIA 6	1 Mile W of ND 20	2015	445	0.0175	624
BIA 6	1 Mile W of BIA 16	1989	550	0.0175	1,022
BIA 6	Just South of BIA 15	1989	775	0.0175	1,440
BIA 6	W of BIA 20	2015	1,105	0.0175	1,550
BIA 6	Just E of BIA 7	2016	1,145	0.0175	1,586
BIA 7	East Access from ND 57	2005	1,200	0.0475	3,081
BIA 7	Blue Building access from ND 57	1989	900	0.0475	2,995
BIA 7	North of ND 57	1989	775	0.0475	2,579
BIA 7	Connection to BIA 6	2005	1,200	0.0475	3,081
BIA 7	Just South of Blue Building	2007	1,174	0.0475	2,903
BIA 7	Sioux Manufacturing ND 57 access	2007	2,517	0.0475	6,223
BIA 8	Western ND 57 access	2005	270	0.0175	426

BIA 8	Middle of loop	1989	85	0.0175	158
BIA 8	East Access from ND 57	2007	457	0.0175	705
BIA 8	East Access from ND 57	2005	440	0.0175	694
BIA 9	North of BIA 4	1989	110	0.0175	204
BIA 9	South of BIA 4	1989	160	0.0175	297
BIA 13		1994	190	0.0175	336
BIA 15	Middle of Route	2005	850	0.0475	2,182
BIA 16	Just South of BIA 6	1989	150	0.0175	279
BIA 16	Just South of BIA 7	2007	378	0.0175	583
BIA 17		1994	60	0.0175	106
BIA 20	Just South of BIA 6	2015	710	0.0475	1,486
BIA 20	Just South of BIA 7	2007	574	0.0475	1,419
BIA 21	Just East of BIA 20	2015	415	0.0475	868
BIA 21	West of BIA 16	1989	210	0.0475	699
BIA 21	East of BIA 6	1989	280	0.0475	932
BIA 21	West of Intersection with ND 20	2016	405	0.0475	828
BIA 23		1994	190	0.0175	336
BIA 24	SE End	1993	100	0.0175	179
BIA 25		1994	100	0.0175	177

Crash and Safety Analysis

The 2016 Tribal Transportation Safety Management Plan (TTSMP) provided an in-depth analysis of crash data and trends. The Safety Plan provides strategies and recommendation to improve education, enforcement, engineering, and emergency response to address safety needs within the Spirit Lake Nation. A full list of the recommended strategies can be found in the section of this report titled “Review of 2016 Tribal Transportation Safety Management Plan”.

Per the TTSMP, there are transportation safety issues that are causing crashes, increasing crash severity, or restricting complete data analysis. Those supported by data included:

- Vehicles leaving the roadway
- Presence of drugs or alcohol
- Lack of seatbelt or child restraints in use
- Single vehicle crashes
- Nighttime crashes
- Need for intersection improvements
- Lack of data sharing and inconsistences between data collection systems

The TTSMP identified many other transportation safety issues based upon personal experience shared at the public input meeting that are causing crashes, increasing crash severity, or are otherwise creating transportation safety concerns in the local communities. These include:

- Communication/ coordination among law enforcement agencies

- BIA law enforcement pulling over non-natives and having difficulties getting county sheriffs to come issue a citation
- Wording of Tribal Law & Order Code not allowing BIA police officers to give citations to non-enrolled people
- Non-motorized road users walking on roadways, especially in dark conditions
- Steep inslopes and lack of shoulder width
- People parking along roadways to swim or fish in the lake
- Speeding
- Gaps in street light coverage in Fort Totten
- Lack of consistent street names and home addresses creating difficulties for emergency responders
- DUI's on the reservation not affecting state-issued driver's licenses
- Issues with the federal laptops that the BIA officers have not been able to connect to the state system and officers not being able to fill out crash reports until they return to the office at the end of the shift

Crash locations that occurred during the 2008 to 2015 study period within the Spirit Lake Nation were mapped. The mapping revealed 5 focus areas with a high volume of crashes or a high value of severe crashes. The maps of the focus areas can be found in the section of this report "Review of 2016 Tribal Transportation Safety Management Plan". A map showing the entire Spirit Lake Nation and where each crash occurred with notation of the severity of the crash can be found in Appendix A.

One of the most important factors in the development of the TTSMP for the Spirit Lake Nation was for crash data to be analyzed and utilized in the identification of issues and the development of strategies. For the Spirit Lake Nation there were two distinct sets of crash data that were available. North Dakota Department of Transportation (NDDOT) crash data and Bureau of Indian Affairs (BIA) data. The two distinct sets of data included significant differences.

NDDOT data included information such as lighting condition, weather condition, surface condition, surface type, if the crash was related to a junction, manner of collision, first harmful event, roadway alignment, construction status, driver information such as age and city of origin, if a citation was given, seat belt use information, alcohol involvement, GPS crash coordinates and the number and type of vehicles involved. The NDDOT reports contained all the needed information to analyze various causes of crashes but were limited to a small number of crashes each year, primarily fatalities, other severe crashes and crashes taking place on state highways.

The BIA data consisted of a significantly larger number of crashes but contained significantly less data for each incident. The BIA information contained the date and time of day, if drugs or alcohol were present, tribal offenses, if arrests were made, crash type, and approximate location information. The locations were reported as the nearest address. Table 8 includes a summary of each data set's crashes by year.

Table 8 NDDOT Crash Data Compared to BIA Crash Data by Year

NDDOT Data Compared to BIA Data by Year			
Year	BIA Number of Crashes	NDDOT Number of Crashes	Notes
2008	No Crash Data Available	7	
2009	No Crash Data Available	20	
2010	No Crash Data Available	27	
2011	No Crash Data Available	24	
2012	44	21	BIA data starts in August
2013	92	3	
2014	71	12	
2015	7	No Crash Data Available	BIA data for January and July

Traffic Control Evaluation

Traffic control analysis is based upon standards outlined in the 2009 "Manual on Uniform Traffic Control Devices" (MUTCD) published by the Federal Highway Administration. The MUTCD includes standards for all-way stop control, traffic control signals and pedestrian hybrid beacons, among many others. The MUTCD does not have warrants for two-way stop control, roundabouts, or pedestrian beacons.

Selecting the appropriate traffic control device is based on the unique site conditions that pertain to traffic patterns, volumes, roadway geometrics and lane configurations. As traffic increases and patterns change, the appropriate traffic control device for a location may change.

Substantial research has been conducted to determine the conditions under which various types of traffic control operate most effectively. This research has been accounted for in the guidance found in the MUTCD. Implementation of a traffic control device under conditions where another device would be better suited can lead to increased delays and a reduction in safety. Therefore, it is recommended that traffic devices only be installed following an engineering study and in accordance with the MUTCD.

It is beyond the scope of this plan to conduct a review of intersection or roadway corridor traffic control devices across the Spirit Lake Nation. This effort may be completed in the future as part of a separate study if prioritized by the Tribe. If undertaken, it should include a system-wide inventory of traffic control signs and their conditions, so that signing decisions can be consistently applied. Maintaining an inventory of signs with installation dates will help plan for signage replacement projects. A brief explanation of common traffic control devices and their applications is provided in the following paragraphs.

- Traffic Signals – The MUTCD traffic signal standards include warrants for varying data thresholds ranging from pedestrian and vehicular volumes to crash frequency.
- All Way Stop Control – The MUTCD includes All-Way Stop Control (AWSC) warrants based upon traffic volumes, motorist delay and crash frequency. The AWSC signs

increase delay on major approaches by forcing vehicles to stop on the primary streets regardless of whether a vehicle is present on the minor approaches. Studies have found AWSC sites with great disparities between major and minor approach volumes typically experience high levels of traffic control noncompliance.

- Pedestrian Hybrid Beacons – A pedestrian hybrid beacon (PHB) is a special type of beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. This type of beacon is activated by pedestrians when needed. The MUTCD standards for this type of traffic control require consideration of vehicular traffic volumes, pedestrian crossing volumes and crosswalk lengths. This type of traffic control displays a red (Stop) light when activated and is dark when not activated. The red light eliminates judgment by the motorist on whether or not to stop and has been shown to decrease rear end accidents. The fact that the signal is only bright when activated increases motorist compliance. Rectangular Rapid Flashing Beacons are a type of PHB found to exhibit a high rate of motorist compliance due to their visual characteristics.
- Pedestrian Flashing Beacons – Flashing beacons may be used at pedestrian crosswalks to enhance pedestrian visibility and induce vehicle stoppages. The MUTCD does not have warrants for these types of traffic control but they are still a proven safety measure. However, due to the construction, maintenance, and operating costs; installation of these types of control should be judiciously selected based upon a traffic study. Additionally, installation of traffic control devices at unjustified locations results in reduced motorist compliance. If selected for installation, it is recommended that installation of flashing beacons be coupled with pavement marking and signage to increase motorist compliance. Additionally, it is recommended that these beacons be fully pedestrian actuated. Studies have found that motorists become desensitized to pedestrian beacons that flash throughout the entire day.
- Two-Way Stop Control – the MUTCD guidance for Two-Way Stop Control (TWSC) installation is based upon either traffic volume thresholds, sight distance limitations, or crash frequency thresholds. Two-way stop control should also be considered at intersections where at least one of the legs is functionally classified as a collector or greater. The TWSC should be installed on the lower classified roadway, or the roadway with the lower traffic volumes, to promote unrestricted progression along the major roadways. In locations where stopping may not be needed and where there are no sight obstructions, use of yield signs instead of stop signs should be considered.

Access Conditions

High levels of access points exist along various highway segments within the Spirit Lake Nation. Studies have shown that this increases the potential for crashes. Efforts should be taken to reduce the number of access points when possible. The best time to consider such actions is when a road project is planned, or new access points are proposed. New

development plans should also be carefully reviewed to determine whether planned access will interfere with safety or mobility along an adjacent highway. Skewed access points can also increase the potential for crashes.

New accesses on both sides of a roadway should ideally be located directly across from each other. When this is not possible, engineering judgment should be applied to minimize conflicts between left turning vehicles. Additionally, new accesses should be placed where there is clear sight distance and with adequate separation from other accesses. Road reconstruction projects should move accesses to match new access guidelines where feasible.

On-Street Parking

Parking is an essential component to a transportation system and land development. Although many businesses and residents have off-street parking, some of them rely on abutting on-street parking. Also, many residents like to recreate in Devils Lake and many of them park on streets to do so due to a lack of parking facilities for this purpose. Provision of on-street parking with the Spirit Lake Nation should be evaluated on a case by case basis. On-street parking is expensive to build and maintain. It increases the width of the street, potentially reducing the safety for pedestrian crossings.

A high volume of on-street parking maneuvers can impede traffic progression as parking vehicles block through traffic. Parking maneuvers also impact safety, particularly where diagonally parked cars back out into the through traffic stream. On-street parking also reduces the space available for sidewalks, landscaping, and other amenities. Wherever on-street parking is underutilized, consideration should be given to phasing it out over time.

Existing Maintenance Strategy and Funding

On January 15, 2019 a meeting was held with Clarence Greene, the Director of the Spirit Lake Road Department. The purpose of this meeting was to discuss current road maintenance practices, challenges, and potential strategies to improve maintenance operations.

The Spirit Lake Road Department is responsible for maintaining 48.5 miles of asphalt roadway, 4.7 miles of shared use pathway and 48.9 miles of gravel roadway. The road department is also responsible for snow removal, snow removal for enrolled tribal members' driveways, graveling, blading, sign maintenance, equipment maintenance, mowing, FEMA projects, and producing screened gravel at the Tribal pit, among others. There are additional financial responsibilities the Road Department has for items they do not perform themselves. These include patching, pothole repairs, crack sealing, pavement marking, and chip seals. The state maintains state and US highways within the Spirit Lake Nation. Counties and townships are responsible for maintaining the county and township roads located with the Spirit Lake Nation. The tribe has an MOU with the BIA and counties that have overlapping boundaries with The Spirit Lake Nation that states that when performing snow removal if an agency must travel on another agencies road they will drop

the plow and remove snow while they travel. This is a common sense understanding that the Road Department feels had been beneficial and should continue.
The maintenance budget for the Spirit Lake Road Department was 25% of the TTP funding Received by the Tribe each year, but was recently increased to the maximum of $500,000. Also, 2% of the TTP funds are used for planning and the Tribe receives approximately $21,600 in BIA Road Maintenance funds from the Department of the Interior that is also used for maintenance. The Road Department used to have the opportunity to apply for money the Tribe has collected through their materials tax; in the past this has been used for equipment updates. This source is no longer available as the Tribe has reached an agreement with the state to not collect materials tax on state projects. In return the Tribe receives $110,000 a year in Highway Safety Improvement Project (HSIP) funds that can be used for engineering and/or construction of safety projects. The Spirit Lake Tribe has made good use of these funds, completing many safety efforts over the past decade.

The Road Department currently has two 872 motor graders with power V's for snow removal, two semi-tractors, 1 low boy trailer, 2 belly dump trailers, two end dumps - one with a snow plow, a 310 Backhoe, rotary mower and Challenger tractor, a TS-14 scraper, a 490E excavator, 650 LGP dozer, 1-ton signage pickup, D7r dozer, 724 loader, and a 744 loader. Due to the diligent repairs and care taken to keep equipment in good condition, the existing equipment does not currently need upgrading. Desired additional equipment would be a water truck and gravel compactor.

The entire road department is made of 3 full time employees who are operators. One of these employees is also the Roads Director. The road department gets some help from 2 BIA employees working out of the Spirit Lake Nation. The Fire Department and Tribal Housing also aid in removing snow from tribal members' driveways after snow events if they are available. According to Clarence, there is not an issue with retaining employees once they are trained in, as the pay and benefits offered are competitive with other agencies in the area. The main concern is the small staffing size as there are no replacements if one of the three employees are sick or on leave and the other two just must pick up the slack. This can result in some very long days during snow events. To say that the Spirit Lake Road Department is understaffed for such events is an understatement.

With the small staff size, if an emergency arises such as a large winter storm or spring flooding, the Road Department must focus all their limited resources on taking care of the emergency and other tasks can fall behind.

The Road Department is currently following a plan that is chip sealing a third of their asphalt roadways every two years. This results in each segment of roadway receiving a chip seal every 6 years. When a chip seal project is put out for bids, the entire road network the Road Department is responsible for maintaining is also re-striped. During the chip seal projects problem sections of roadway also receive patching if it is needed. Recently the Road Department has started to do some crack sealing with Gap Mastic 202 on sections of roadway prior to the chip seal if there is severe cracking. This was first done in the summer of 2017 and is holding up well. The Road Department would like to continue

this practice when the segment of road calls for it. Between snow removal and the chip seal projects there is little funding remaining to accomplish more permanent fixes. The Road Department would ideally like to be able to perform thin lift overlays, or mill and overlay projects on some of their paved roadways. An overlay type project hasn't been performed in the Spirit Lake Nation since prior to 2000. The chip seals are a great way to slow the degradation of the roadways but offer little in the realm of improving the roadway.

The Road Department has run into problems in the past with getting projects started due to a lack of signatures by BIA Self-Determination, which are needed for their funding to be released to them. This has sometimes caused projects to have to be pushed to the following construction season. It is expected the construction costs rise each year and having to delay project bidding for a construction season usually results in a higher cost for the project. This leaves less funding left over to perform additional needed projects.

PUBLIC INVOLVEMENT

Public involvement is the cornerstone of community transportation planning activities. Support for the plan enables Tribal officials to implement the plan, knowing their decisions address the primary concerns that have been raised.
A Public Input and Stakeholder meeting was held at the Blue Building in Fort Totten on March 6, 2020. The public meeting was held to solicit public input and to engage and inform the public. Input that was received is covered in this section of the plan. A sign-in sheet and meeting summary from this meeting is included in Appendix B. The input was critical in identifying transportation needs within the Spirit Lake Nation, which provided direction for the analyses and recommendations. Public input also assisted in identifying key issues, improvement opportunities, and the overarching values of the Spirt Lake Nation.

The following meetings or notices where held/posted as part of this plan:

- A public input meeting was held with Tribal stakeholders during the planning process to identify issues and project needs on March 6, 2020 at the Blue Building in Fort Totten.
- Representatives from BIA-GPRO-DOT attended the meeting and provided valuable input.
- The Plan was emailed out to the Tribal Council on August 6, 2021, for District perspectives and any final thoughts or input.
- The Plan was reviewed and approved at a Tribal Council meeting. The resolution of approval is provided in Appendix C.

Information at the meeting included PowerPoint visual displays, exhibits and illustrative drawings. Meeting announcements were posted in the Benson County Farmers Press and advertised on the Tribal radio station KABU. These were done prior to the public meeting to encourage attendance and notify interested parties of the input opportunities. The

stakeholders were reached out to individually to make them aware of the opportunity for input. The draft report was made available for viewing at the Blue Building in Fort Totten.

Public Input Received – Issues and Needs

The Following areas of concern and opportunities for improvements were identified during the Stakeholders and Public input meetings

Stakeholders / Public Meeting

- Speed cameras or radar trailers to be installed to reduce speeds on ND Highway 57 in Fort Totten.
- GPS Locations, types, and sizes for all culverts on roads that the tribe maintains.
- The NDDOT has a new pathways van that the roads department could use to accurately measure pavement condition.
- Accurately identify Sioux Manufacturing on the location map.
- Obtain a copy of the MOU with the County/BIA/Tribe on cooperative snow removal efforts.
- An eastbound left turn lane into CCCC Head Start on BIA Route 6 east of Fort Totten was identified as a need for safety improvement. The NDDOT has awarded the requested HSIP funds for this project already, programmed for FY 2024.
- Four Winds school identified a need for a stop light/caution light for safety improvements.
- Tate Topa (Four Winds) Tribal School suggested a few safety updates including the addition of turning lanes into the school parking lot for buses and an under-road access tunnel for pedestrians to safely cross the highway.
- A drainage issue with the Wellness & Recovery parking lot east of Fort Totten on BIA Route 23 was identified. Snow melt runs into the building and sump pumps must be used to remove water. Potential improvements to both the road to the facility and parking lot were suggested.

Response to Public Comments

Most of the input received from the public was referred to the Spirit Lake Road Department for considered action. In addition, many of the project-related requests were incorporated into the long-range element of the plan as long-range projects.

PAVED ROAD AND BRIDGE RECOMMENDATIONS

This section focuses on the strategies and projects needed to maintain and improve upon the existing paved roads for which the Spirit Lake Road Department is responsible for. As mentioned previously the Spirit Lake Road Department is not responsible for maintaining any bridges so there are no recommendations on bridges. Key recommendations include the following:

- Adopt a Pavement Management Program (PMP)
- Continue performing Chip Seals on schedule for Pavement Preservation and Maintenance
- Identify routes with the highest need for Thin Lift Overlays or Reconstruction
- Continue to perform safety improvements on sections of roadway as funding becomes available
- Create plans for ERFO ND2006-4 RAAD (also referred to as Phase 3) Interior Drainage and Emergency Berms
- Continue to pursue funding for the ERFO ND2006-4 RAAD ultimate grade raise.

The primary source of information in this section came from the FHWA's Pavement Preservation Compendium, Strategic Planning for Pavement Preventive Maintenance.

Adopt a Pavement Management Program

A Pavement Management Program (PMP) is a systematic approach to planning, programming, design, construction, maintenance, rehabilitation, and periodic evaluation of highway pavements. Pavement conditions on the highway system are typically rated based on standard criteria such as distress, ride quality, friction, and rutting. Detailed data is collected for the pavement management system and used by engineers and the Spirit Lake Road Department to determine the ideal strategy to keep the pavement in good condition.

Usually the data is translated into a rating of "good" or "poor" for easier understanding by other agencies and the public. Currently the Road Department is performing regular chip seal projects based on the last time a road was sealed. This is a good strategy for prolonging the life of all existing pavements. Adopting an approach for performing pavement restoration based on data on road condition will be beneficial when selecting which roads to perform more substantial restoration projects, such as thin lift overlays, on.

When developing a PMP, using multiple datasets to assess existing and forecasted future pavement conditions offers the redundancy necessary to provide an accurate and objective evaluation of roadway needs. Although not completed within the scope of this study, the use of deflection testing in conjunction with historical data and visual surveys provides an accurate and objective evaluation based upon all relevant criteria. Deflection testing should be considered when more substantial restoration projects are considered to provide a detailed analysis of the strength of each road segment. This is because a surface distress

visual survey alone does not always give an accurate indication of the actual pavement condition; often the surface distresses are not visible due to the regular rotation of chip seals on the Spirit Lake Nation. By including the structural analysis in a pavement management process, the Spirit Lake Road Department can ensure that roadways with the greatest needs are being addressed first. Delay in repairs to a roadway in need can ultimately cost the Spirit Lake Nation many thousands of dollars for major rehabilitation in the future.

Once pavement conditions are determined, a PMP could determine the best strategies to keep existing pavements in good condition. The PMP would draw on pavement condition and combines major corrective actions (reconstruction), moderate corrective actions (rehabilitation), and minor fixes and preventative measures (pavement preservation) and general maintenance activities to address highway system needs. Currently the roads are only receiving pavement preservation projects, but eventually more substantial work will be needed. In a PMP approach each category of project has a critical role in improving the future condition of the highway network.

Maintenance

General maintenance on the paved roadway system primarily consists of pavement marking, crack sealing, and pothole patching. Maintenance often includes ancillary needs within the right-of-way, including mowing, repair and replacement of culverts and signs. Funding is set aside for equipment repairs and acquisition.

Pavement Preservation

Pavement preservation refers to activities associated with pavement maintenance, including chip seals, crack filling and sealing, and overlays. Currently chip sealing is done on regularly scheduled intervals (approximately of 6 years for a section of road). A PMP system could be used to select routes to receive overlays when funding is available. A PMP would be intended to meet public expectation for safe, smooth, and well-maintained roads by applying cost-effective treatment to correct minor pavement deficiencies before they become major and expensive problems.

It is critical that pavement preservation, when feasible, receive priority over roadway reconstruction. Maintaining and rehabilitating infrastructure at appropriate times saves public dollars in the long-term. These improvements will help prolong the life of the roadways and decrease the chance of premature failure.

Preventive maintenance applies lower-cost treatment to slow a highway's deterioration, maintain or improve the functional condition, and extend the pavement's service life. With various short-term treatments, preventive maintenance can extend pavement life an average of 5 to 10 years. Applied to the right road at the right time, when the pavements are mostly in good condition, preventive maintenance can improve the network condition significantly at a lower unit cost.

Description of Pavement Preservation Strategies

Timing of treatments is particularly important to maintain an effective pavement management budget. Crack sealing is best performed when temperatures are moderately cool, such as the spring or fall months. Cooler temperatures are generally when the cracks are fully open, allowing for the entire crack to be sealed. More in-depth maintenance (minor overlays, chip seals, etc.) can be done in the summer months; generally, between May 1st and August 31st so that minimum temperature guidelines can be followed for quality purposes.

Crack sealing can also be performed with less labor involved, so a smaller crew could handle these in the fall and spring. With the current staffing size of the Road Department this work would likely have to bid out to contractors. If the staffing size grows, the Road Department could take on some of this work on their own.

To maintain their current level of pavement preservation, The Road Department needs roughly $11,000 per paved mile per year just in maintenance construction costs. The current level of preservation is for every road to receive a chip seal and minor patching where required every 6 years and crack sealing if needed. The Road Department splits the roadways up into three groups and covers 1/3 of the roads every 2 years. To maintain this level of service, the Road Department needs approximately $720,000 per year.

Surface treatment options for flexible pavement surfaces include chip seals, slurry seals, and crack seals.

Rehabilitation

Rehabilitation applies road base and structural enhancements to improve a pavement's load carrying capability and extend the service life. Most rehabilitation projects are designed to last 10 to 20 years. Although less costly than reconstruction, rehabilitation to improve the overall network condition still requires a prohibitive level of investment. Combined with a reconstruction program, rehabilitation can provide a marginal increase in pavement performance.

Surface treatments for flexible pavement that fall into the rehabilitation category include microsurfacing, mill and fills, and thin lift overlays.

Reconstruction

Reconstruction involves the complete replacement of the pavement structure and subgrade with a new equivalent. This improvement is designed to last at least 20 years and should only be used once a section of roadway falls into very poor condition. Most favorable to the traveling public, reconstruction is also the most expensive fix. Like most transportation agencies, the Spirit Lake Road Department does not have sufficient funds to sustain the level of investment for continual reconstruction of the highway network. In

addition, directing available funds to highway reconstruction on targeted projects neglects most of the rest of the road network.

Because of limited funding, some reconstruction projects may wait years for funding to be available. Therefore, it would be beneficial for the maintenance program to include funds needed to repair potholes and to patch sections of roadway that become a safety hazard.

Cost Benefits of Preventive Maintenance

Approximate contracted costs per mile for various improvement types associated with paving projects within the Spirit Lake Nation are listed in Table 9. It is very important to keep track of all associated maintenance costs (Crack Sealing, Chip Seals, etc). No matter how minor the task being performed, accurate and concise cost tracking will enable more accurate programming, scheduling, and budgeting.

Table 9 Average Costs of Improvements

Average Costs of Improvements	
Improvement Type	Cost Per Mile *
Reconstruction	$1,800,000
Structural Overlay (3")	$540,000
Non-Structural Overlay (1.5")	$180,000
Mill and Fill (1" mill 2" overlay)	$210,000
Chip Seal with Patching	$78,000
Crack Sealing	$45,000

* Costs include TERO & EPA fees, Material Tax, Preliminary Engineering, Design, and Construction Observation/Administration

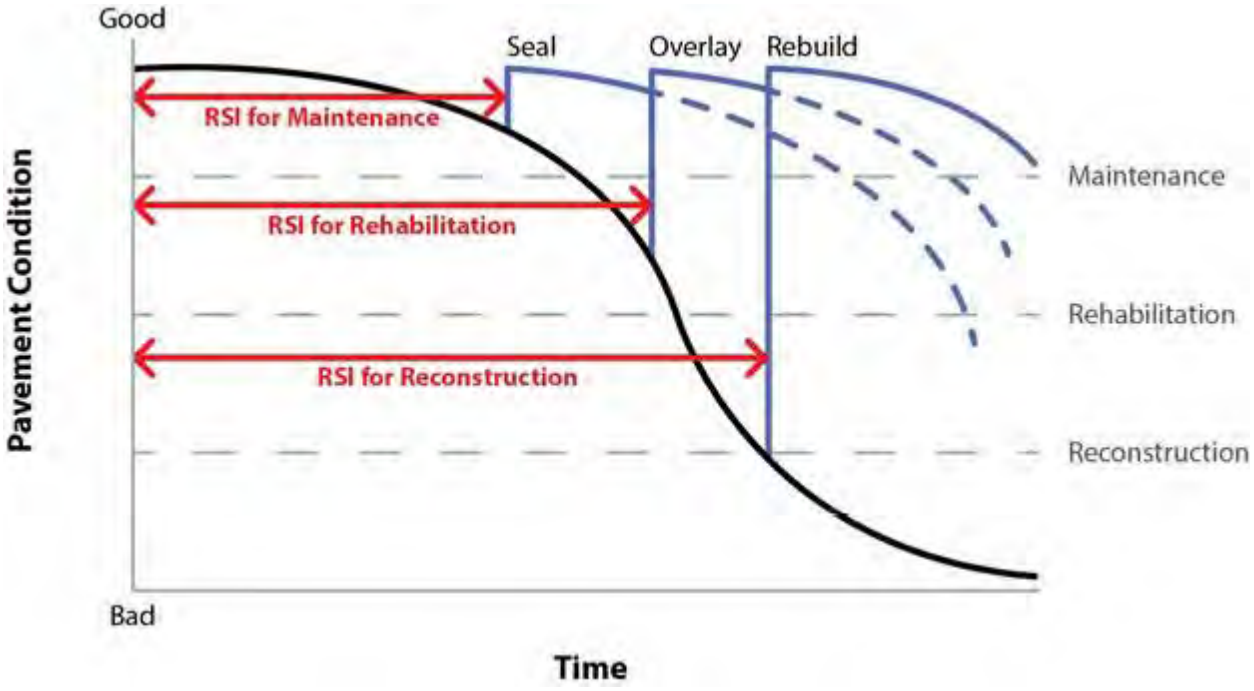
The estimated costs are assumptions in 2020 US Dollars for contracting purposes. It should be noted that due to the specifics of individual sites, costs will vary, particularly on the more expense option where site conditions will have a larger impact on price. These estimates are based on recent similar projects and NDDOT Annual Average Bid Prices. For planning and budgeting purposes, construction costs should be expected to increase at a 5 to 6 percent annual inflation rate.

There is a saying that you don't want to improve the worst roads first. This is backed up by research. It is more cost efficient to keep a good road in operating condition than to replace an aging road. By putting money up front into chip sealing, crack sealing, etc., the roadway's life can be extended far more efficiently than waiting until structural improvements are required. The Spirit Lake Road Department should continue with their efforts of regular chip seals and crack filling projects.

Pavement preservation postpones costly reconstruction of rehabilitation activities by extending the service life of the original pavement. The challenge is to ascertain the right time to apply a treatment to achieve maximum benefit or return on investment.

Preventative maintenance is much cheaper than corrective maintenance, however preventative maintenance can only do so much, and eventually more intensive efforts will be needed. Figure 12 provides a simplified depiction of the life-extending benefit of a preventive maintenance treatment. The graph shows a typical deterioration curve interrupted when a preventive maintenance treatment is applied to a pavement in good condition. The preventive maintenance improves the condition for a period, until the pavement returns to the condition before the treatment. The additional time it takes the pavement to reach its pretreatment condition is the life extension given to the original pavement, or the extended service life.

Figure 12 Life -Extending Benefit of Preventive Maintenance Treatment



When pavements have no service life remaining, they become candidates for rehabilitation and reconstruction. Corrective and emergency repairs occur when the roads are deteriorated to the point of requiring structural overlays or reconstruction. Large surges in construction can be devastating to the overall maintenance. First, large fluctuations in funding are required and are not supported by available funds. Second, the variation in construction activities from year to year impacts the steady flow of improvement projects.

Preventive maintenance can alter the distribution of a pavement's remaining service life. By targeting large concentration of pavement with similar remaining service lives, preventive maintenance treatment can balance projected workloads before a management

problem develops. Balancing the remaining life of the network's pavements will ensure manageable workloads at available funding.

The "pavement preservation and maintenance first" approach helps optimize available funds to meet network condition needs. Integrating pavement preservation with reconstruction and rehabilitation produces dramatic results in the network's condition. Pavement preservation is the only cost-effective means to improve overall pavement condition.

Establish a Schedule for Pavement Preservation and Maintenance

Along with continuing the established practice of applying regular chip seals, once the condition of the pavement system is known, pavements can be placed in categories ranging from good to poor. The time between chip seals could also be adjusted based on the pavement condition if the data supports such a change. To address pavement conditions, a proposed strategy of a four-tiered program of reconstruction, rehabilitation, pavement preservation and preventive maintenance is recommended. Roads found to be in the worst condition could be corrected through reconstruction. It is not expected that any current roads would require a full-scale reconstruction at this time. Roads in poor condition would receive rehabilitation, and those roads in good condition would receive aggressive pavement preservation and preventive maintenance.

A pavement preservation and maintenance schedule are recommended for all paved roadways within the Spirit Lake Nation. This schedule could be finalized once a study of the current road conditions is completed. In the meantime, it is recommended that the current practice of chip sealing roads based on the time since their last chip seal continue to be followed with each road being chip sealed every 6 years. Roads should also continue to be crack sealed when their condition warrants it prior to chip sealing. This should eventually include annual or biennial surveys of the sidewalk and shared use path system to identify and correct encroaching foliage, pavement deterioration, and trip hazards.

A 20-year life cycle is typically associated with asphalt pavement under moderate stress. Using a 20-year life cycle, asphalt overlay would ideally be completed every 15 years to minimize the potential for severe pavement deterioration that would require costly reconstruction to rehabilitate. As previously mentioned, no overlays have been performed since at least as far back as 2000. This means all the paved roads are reaching an appropriate time for an overlay. However due to funding constraints this is currently unachievable. Funding should not be pulled from the regular chip seal projects to perform overlays. On local roads where truck travel is uncommon, useful pavement life can be extended beyond 20 years if maintained with timely crack filling and chip seals.

Given there are 48.5 miles of asphalt BIA and Tribal roads within the Spirit Lake Nation, using a 20-year overlay cycle would require an average of 2.5 miles to be overlaid yearly.

In addition, the Tribe should continue their chip seal program that covers their entire paved system. If the Tribe continues at their current rate of chip sealing at a 6-year interval it will require the placement of an average of 8 miles of chip seal per year or, under their current practice of having large projects every two years, 16 miles every two years. If the pavement conditions warrant it, the chip sealing frequency could possibly be extended to every 7 to 10 years to allow funding for some thin lift overlays.

Short and Long-Range Paving Projects

Roughly 50% of the TTP funding received by the Spirit Lake Nation is used for maintenance on the Tribal and BIA routes. This does not include the costs for striping and chip seals, which could also be classified as maintenance activities. There is some desire for new paved roads within the Spirit Lake Nation. The paving of Housing Streets North St. Michael and of BIA 25 have been prioritized by the Tribal Council through Spirit Lake Tribal Resolution A05-17-335. There were also other examples of roads the public would like paved that have been brought up over the years, including IRR Route 212 (79th Ave NE) to Ross Acres, Benson County 28 west of the intersection of BIA 20 and BIA 21, and BIA Route 17. The spending of TTP dollars to pave new routes will detract from available funding that could be used to improve and maintain existing pavements. Adding more paved mileage for the Spirit Lake Road Department to maintain will not only impact the ability to maintain the existing paved road system but will also reduce future opportunities to upgrade the gravel road system as well. If the paved roadway network is expanded, these additional roadway miles will require similar maintenance efforts and will increase the demands on the pavement preservation and maintenance budget. Due to these factors, expanding the paved road network should be carefully considered along with the effects it will have on both the short and long-term budgets.

Short and long-term priority projects were identified by reviewing Tribal resolution, through technical analysis, through review of the Tribal Transportation Safety Management Plan, and through input received from Tribal staff and the public. These priority paving projects are shown in tables 10 and 11.

Table 10 Short Range Priority Paving Projects

Short Range Priority Paving Projects
Project Name
Multi-Route Sweeping & Patching & Chip Seal of all paved BIA Routes
BIA 50 Paving of Housing Streets North St. Michael

Table 11 Long Range Priority Paving Projects

Long Range Priority Paving Projects
Project Name
Multi-Route Sweeping & Patching & Chip Seal of all paved BIA Routes
BIA 16 - Goodhouse Road 1" mill and 2" overlay
BIA 8 - Crow Hill Road 1" mill and 2" overlay
BIA 20 - Ephraim Hill South Road 1" mill and 2" overlay
BIA 6 – East West Road 1" mill and 2" overlay
BIA 15 - Ski Jump Road 1" mill and 2" overlay
BIA 7 - Agency Streets 1" mill and 2" overlay
BIA 21 - Tokio West Road 1" mill and 2" overlay
BIA 4 – Matohin School Road 1" mill and 2" overlay
BIA 1 – Mission Road 1" mill and 2" overlay
BIA 6 – East West Road 1" mill and 2" overlay
BIA 7 - Agency Streets 1" mill and 2" overlay
BIA 7 - Agency Streets 1" mill and 2" overlay
BIA 30 - Crow Hill Housing Streets 1" mill and 2" overlay
BIA 40 - Tokio Housing Streets 1" mill and 2" overlay
BIA 50 - Mission Housing Streets 1" mill and 2" overlay
IRR 700 - 4 Winds Walkway 1" mill and 2" overlay
IRR 71 - Housing Streets N of ND 57 1" mill and 2" overlay
IRR 72 - Housing Streets S of ND 57 1" mill and 2" overlay
IRR 77 - Clinic Road 1" mill and 2" overlay
IRR 78 - Blue Building Road 1" mill and 2" overlay
Glen Walking Eagle Wellness Center Shared Use Path
BIA 6 – Head Start Turn Lanes

Street & Pathway Lighting Improvements

A review of existing lighting was not undertaken as part of this long-range transportation plan. However, there is a need for improved lighting in towns and housing areas, at busy intersections, and along the existing and future sidewalks and shared use paths. It is recommended that the Spirit Lake Nation conduct a future study to identify the types and

locations for needed street lighting throughout the Reservation, and that lighting improvements be prioritized and completed as funding becomes available.

NON-PAVED ROADWAY RECOMMENDATIONS

Recommendations for non-paved roadways address the need for the use of roadway materials and surface treatments, as well as proper drainage and the implementation of improvements through gravel rehabilitation and maintenance programs.
There are many resources available that provide guidance on good maintenance practices for gravel roads. This report referred to the FHWA Gravel Roads Construction & Maintenance Guide published August 2015 and Low-Volume Roads Engineering published by the Bureau of Land Management, updated June 2011.

Surface and Base Materials

Roadway surface condition can be improved when better materials are used and there is proper drainage. Gravel performs well when the right gradation is used and it is maintained properly. Under the right conditions, it can perform nearly as well as pavement. Recently other agencies in the area have begun using gravel with a plasticity index (PI) specification of 4 to 9. This material has been used on higher traffic roads and has been proven to resist wash boarding and requires less maintenance than gravel traditionally supplied in the area when PI is not specified. Other agencies have also been using Base 1 as part of the subgrade preparation or gravel surfacing to improve structural strength. Both alternatives increase costs but also increase performance. The Spirit Lake Nation could consider using PI specifications and/or Base 1 (or similar products) on their higher volume gravel roads.

Maintenance

Effective roadway maintenance techniques are outlined in the USDOT Gravel Roads Maintenance and Design Manual. According to this Manual, non-paved roadways will perform better if they are maintained with a 4 percent crown. Improper grading can remove valuable surface materials. Grading must account for intersecting roads and driveways, as well as other site conditions. The main issue the Road Department is encountering is the small number of staff, limiting the amount of maintenance that can be performed due to lack of man-hours available. A lack of crushed gravel and limited to no PI in the existing surface gravel compounds the issue on more highly traveled roadways.

The ability for roadway shoulders and ditches to keep the surface and subgrade free from water and ice is also important. Ditch inslopes should be mowed. This will also improve visibility, resulting in improved safety. Whenever possible, ditches should be provided and upgraded as needed to allow good drainage to occur, provide additional snow storage, and provided safe slopes. This may require the replacement or extension of existing culverts, or potentially the installation of new culverts.

The FHWA Gravel Roads Construction & Maintenance Guide published August 2015, reports that a survey of operators in the State of Iowa indicated mowing the shoulders on gravel roads ranked as one of four primary functions needed to maintain a good gravel road. Keeping proper shape, drainage, and straight cutting edges on equipment were the others.

Conversion of primitive roads to gravel roads is desirable wherever practical and as funding allows. Given that funding and availability of Spirit Lake Road Department staff is limited, a strategy to blade each primitive road annually may be a reasonable future goal. Priorities should continue to focus on roads that have higher levels of use. Funding can also be set aside annually to eventually purchase a water truck and a pull-behind or self-propelled pneumatic roller that would be used to compact and water gravel as it is being placed. Watering and compacting the gravel as it is placed will increase the amount of time the gravel holds its shape. This will either allow for a decrease in the maintenance frequency or the roadway staying in better condition between maintenance activities.

Gravel Rehabilitation

Some existing gravel roads need significant effort to improve them to function as quality gravel roads. When the gravel surfacing needs to be removed, the subgrade needs to be improved, and changes to the ditch cross section are needed, a gravel rehabilitation project should be planned.

This type of work falls well beyond the typical gravel maintenance project and is therefore more expensive. However, without proper drainage and a good cross section, the addition of gravel will often have less than the desired impacts on fixing the problem. Gravel rehabilitation may also be used as an interim step towards future paving.

Surface Treatments

The Spirit Lake Nation has a funding shortfall which limits their ability to maintain their overall road system. Currently most of the available maintenance funding is allocated for paved roads. This limits the amount of funding and therefore improvements that can done on gravel roadways. Yet there could be benefits from establishing some ideal goals for gravel road maintenance.

Whether the Spirit Lake Road Department can blade all their minimum maintenance roads annually, semiannually, or at some other frequency, pursuit of this goal for routine road maintenance on their primitive and gravel road systems would be ideal. It could also be beneficial to pursue this goal in coordination with the counties and townships which overlap the Spirit Lake Nation's boundaries.

Recently other agencies in the area have begun using gravel with a PI specification of 4 to 9. This material has been used on higher traffic roads and has been proven to resist wash boarding and requires less maintenance than gravel traditionally supplied in the area when PI is not specified. Other agencies have also been using Base 1 as part of the subgrade

preparation or gravel surfacing to improve structural strength. Portland cement has also been used by neighboring agencies to improve areas of failing subgrade. These are options the Spirit Lake Nation should consider implementing for use on some of the higher volume roadways.

Current gravel project priorities for the Spirit Lake Nation have been identified and are shown in Table 12.

Table 12 Gravel Project Priorities

Gravel Project Priorities
Project Name
BIA 17 – Devils Heart Road Reconstruction
IRR 212 – 79th Ave NE Grade Raise and Reconstruction
BIA 25 – Gravel improvements from HWY 57 to Transfer Station*

*A gravel overlay with MgCl was completed on BIA 25 in 2020, but PI gravel was not used due to lack of bids, and consequently Base 1 (or other gravel improvement product) was not able to be included (per the supplier, Base 1 requires at least 3% clay in the gravel to perform well).

MULTIMODAL RECOMMENDATIONS

The Spirit Lake Nation has a high percentage of people who walk, bike and/or use transit as their primary means of travel. Therefore, it is very appropriate to devote significant attention to finding opportunities to improve non-vehicular modes of transportation. In this section of the plan, a comprehensive strategy for pedestrian and bicycle facility improvements will be established.

Pedestrian and Bicycle Facility Improvements

The current Spirit Lake transportation network has some very good pedestrian and bicycle facilities, but there is certainly room for improvement. Designing roadways to accommodate all types of users is commonly termed "complete streets". This type of roadway design offers the following benefits:

- Safety: A FHWA safety review found that streets designed with sidewalks, raised medians, traffic-calming measures, and treatments for travelers with disabilities improves pedestrian safety.
- Health: Multiple studies have found a direct correlation between the availability of walking and biking options and obesity rates. The Center for Disease Control and Prevention recently named adoption of complete streets policies as a recommended strategy to prevent obesity.

- Reduced User Costs: Complete streets offer inexpensive transportation alternatives to roadway users. A recent study found that most families spend far more on transportation than on food.
- Foster Strong Communities: A recent study found that people who live in walkable communities are more likely to be socially engaged and trusting than residents living in less walkable communities.

Bicycle facilities include paved and dirt shared-use paths, path lighting, as well as bike racks. The inclusion of bike racks at high-use destinations adds a level of security and establishes the locations where people may park their bikes. There are numerous locations where bike racks would be beneficial. These include the schools, Tribal offices, convenience stores/grocery stores and wellness centers. It is recommended that bike racks be installed at these locations whenever funding can be obtained.

The existing pedestrian facilities were examined in detail in the existing conditions section of this report. A list of suggested pedestrian facility projects can be found in Table 13.

Table 13 Pedestrian Facility Projects

Pedestrian Facility Projects
Project Name
BIA Routes 700 and 710 – Fort Totten Pathway - Reconstruction
Glen Walking Eagle Wellness Center Shared Use Path Construction

Transit Improvements

It is recommended that as needs within the Spirit Lake Nation continue to change, the demand for transit services should be monitored. The current system of on demand transit from 6am to 12:30am currently appears to be working sufficiently. The current system should continue to operate unless the demand for transit services changes, at which time Transit should be evaluated. It is further recommended that the condition of the fleet of transit vehicles be monitored, and grant money should be sought for replacement vehicles as the fleet continues to age. Grant funds should also be sought for the addition of more vehicles to the fleet as demand for the service increases.

POLICY RECOMMENDATIONS

The purpose of this section of the transportation plan is to identify recommended policies to support an efficient and safe future transportation system.

Housing, Social and Economic Development Priorities

Spirit Lake Housing Corporation currently manages requests for new housing and development within the Spirit Lake Nation. Future decisions regarding Tribal growth and locations of new housing will impact the Tribe's ability to maintain their existing transportation system. If housing is expanded into new areas or new subdivisions are built, it will require extension of both utilities and roadway facilities.

However, if future housing development occurs adjacent to current roads and utilities, more funding resources will be available to maintain and upgrade the existing transportation system. There is some promising housing lot availability in and around the existing towns and subdivisions within the Spirit Lake Nation. Some of these lots are adjacent to quality roadways, water and sewer infrastructure, and near amenities such as medical services, schools, Tribal offices, and wellness centers.

It is therefore recommended that current Tribal practices for location of new housing, housing rehabilitation, and other economic development be reviewed. Optimal locations for future housing and economic development should be identified, mapped, and promoted in locations adjacent to well-maintained transportation corridors. As part of this process a policy governing the number and location of access points to the major roadways should also be adopted. Having optimal development locations mapped could improve and streamline the selection of better future development sites linked to available existing infrastructure.

The Spirit Lake Road Department has a limited fleet of equipment and a limited pool of operators used to maintain subdivision roads and driveways. Their primary limitation in their ability to maintain these roads is a lack of operators. There are a couple of pieces of equipment that if acquired would increase the efficiency of the maintenance; these are a water truck and pneumatic roller. Improved connections to existing and future land uses will positively benefit the social and quality of life aspects for those living within the Spirit Lake Nation.

System Management Priorities

The Spirit Lake Road Department focuses most of their limited funds on maintaining the asphalt pavements on BIA and Tribal routes. The goal of this effort is to keep all roads on a low-cost rotational schedule of crack sealing and chip sealing. Currently the target is to have every road receive a chip seal every 6 years. This is accomplished by chip sealing a third of the roads every 2 years. With funding limitations and other issues popping up,

each road is receiving a chip in more of a 7 to 8-year rotation. This is allowing the Road Department to keep roads that are already in good condition properly maintained. However, these activities are taking up nearly all of the budget and not leaving any funding left over for more substantial projects such as thin lift overlays, mill and overlays, or full reconstruction.

This transportation plan recommends that the strategic approach to Tribal priorities be modified to be based on the following hierarchy of roadway needs.

Priority #1 - Continue to conduct normal maintenance, crack sealing and chip seals on paved BIA and Tribal facilities
Priority #2 - Address safety issues on arterial routes, followed by safety issues on other routes
Priority #3 - Implement a Pavement Management Program
Priority #4 - Complete mill and overlays or reconstruction on paved BIA highways
Priority #5 - Correct gravel road surface and cross section/ drainage deficiencies on primary routes
Priority #6 - Complete overlays and reconstruction on paved city and subdivision streets
Priority #7 - Correct road surface and cross section on secondary routes

It is recommended that maintenance including chip seals, crack sealing, and culvert maintenance on paved BIA and Tribal facilities be given top priority over the rest of the transportation system. This will enable the Tribe to keep as much of their existing system in good condition as possible, without it getting in poor condition resulting in expensive reconstruction.

Paved roadways that are in fair to good condition should be set up on a rotational program of crack sealing, seal coats and/or non-structural overlays. According to FHWA TechBrief, Sealing and Filling Cracks in Asphalt Pavements, long-term crack sealing should be undertaken every 5-8 years on paved roads. Chip seals should be done every 7-10 years and non-structural overlays (thin lift) should be completed when needed, roughly every 15-20 (or more) years.

Given the length of time that has passed since most of the paved roads within the Spirit Lake Nation have received a chip seal, it is recommended that they continue to receive chip seals at regular intervals. It may be possible to extend the time between chip seal projects to only sealing a third of the roads every 3 years. This would have each segment of roadway getting sealed every 9 years. This should be sufficient and would allow for funding to be used on other projects when compared to every 6-year sealing that is the current goal. One problem that decreasing the sealing frequency may cause is that when things pop up and projects are be delayed, which has happened on multiple occasions in the past, the frequency might get extended beyond the recommended 7-10-year frequency. If the goal frequency is decreased it will be critical to make sure the projects do not get delayed. Chip sealing every 9 years also lines up with the recommended frequency for crack sealing and crack sealing, which should be performed either the year

prior to or in the same season but prior to the chip seal. An overlay project has not been conducted within the Spirit Lake Nation since at least 2000. As funding is available, thin lift overlay or mill and overlay projects should be undertaken. Selection of which routes to have these projects on should be based on both the existing conditions and the usage rates.

While not receiving as high a priority as paved routes, maintenance of the gravel road system is important to the mobility, economic viability, safety, and quality of life of many located within the Spirit Lake Nation. Maintenance of primary gravel roads has been ongoing and most of the rest of the earth, dirt, primitive, and gravel roads system receives limited attention.

Given that the Spirit Lake Road Department is years away from providing desired conditions of the current roadway system, extreme care should be taken when deciding to use their funds for construction of new routes or for paving existing gravel roads. Use of funds for these projects would result in further decline in surface condition elsewhere within the Spirit Lake Nation. Ideally, any new routes or pavements completed as part of economic development or new housing should leave maintenance responsibility with the development or agency undertaking the project.

Roadway Cross-Section Standards

Roadway, path and sidewalk cross-section standards have been used. The standards used have been the NDDOT standards with upgrades applied that are required to also meet BIA standards, such as 5:1 inslopes. These standards should continue to be used for future projects and should serve as guidance for future housing and development projects. It is recommended that these standards be used on all future projects.

Development Review

Future development proposals have the potential for impacts on the Spirit Lake Nation's transportation system. It is recommended that future development proposals and all new access proposals be submitted to the Spirit Lake Road Department for review and comment prior to approval. This will increase Tribal leaders' information and their ability to make the best decisions pertaining to the development and potential impacts to the transportation system. This will also give Tribal leaders a better understanding of the total initial and long-term cost of the development.

Environmental Considerations

The primary environmental impacts associated with the existing transportation system include dust-related impacts on air quality, erosion, and wild animals hit by automobiles. There are additional impacts associated with future transportation improvement projects, as well as impacts to undeveloped land and wetlands.

The Spirit Lake Nation is encouraged to consider and mitigate these impacts as is customary in future projects, and to apply for and take full advantage of grants and additional funding that can be applied to address these issues. The current practice of mowing ditches is a useful method to improve visibility, resulting in fewer wild animals hit. Additional resources may be needed to help remove trees, brush, and other vegetation within the right of way.

Cultural Considerations

Currently the Spirit Lake Nation requires tribal monitors and archeologists to be on site during site clearing and the top layer of earth moving operations. This policy is in effect to ensure cultural resources are not lost during construction and should continue to be implemented.

Energy Conservation Considerations

The Spirit Lake Nation has been using Light-Emitting Diode (LED) lighting for locations accessible to electric utilities. In 2019 project was completed that upgraded the existing lighting along ND Highway 57 in Fort Totten to LED lighting. The Spirit Lake Tribe was also recently awarded a $1 million federal grant to install a wind turbine that will produce 1.5 megawatts to help power 12 tribal facilities and about 350 residential consumers. Energy conservation can also be realized through improvements to roads that can serve as effective shortcuts as an alternative to other, longer routes. Most direct routes between towns are paved, although some gravel roads are more direct. One such route is BIA 17 between Tokio and Fort Totten. The condition of this road may limit its use as a desirable connection. Therefore, improvements to it have been proposed as part of this plan.

Energy is conserved when people choose non-motorized transportation as their mode of travel. This plan provides alternatives to improve facilities for walking and biking. It is anticipated that as these facilities are improved and expanded, alternative mode choice will increase over time.

PROJECT FUNDING ALTERNATIVES

US and state highways within the Spirit Lake Nation are currently funded and maintained by the NDDOT. There are multiple funding sources available for roads, sidewalks, trails, and transit that are not on the state or US highway system. The Spirit Lake Road Department makes extensive efforts to apply for funding through available sources and has done so with great success. These funding source alternatives are discussed in the following sections of this plan.

Tribal Transportation Program Funds

The Tribal Transportation Program (TTP) is the primary source of Tribal transportation funding. It is estimated that these annual funds will total about $924,999 based on 2020 funding. It is uncertain whether these funds will increase or decrease moving forward. TTP funds are expected to account for roughly 80-90% of total Tribal transportation funding over the next few years.
The purpose of the TTP is to provide access to basic community services to enhance the quality of life in Indian country. The TTP replaces the former Indian Reservation Roads (IRR) program. Prior to distribution to Tribes, the following amounts may be deducted from the overall federal program:

- Up to 5% for program administration, including funding for Tribal Technical Assistance Centers (TTAPs). These funds may be used by the Secretary or the Secretary of the Interior for program management and oversight and project-related administrative expenses.
- Up to 2% per year for transportation planning, to be allocated among Tribal governments.
- Up to 3% per year for a nationwide priority program for improving eligible deficient bridges
- Up to 2% per year for safety projects, to be allocated to applicant Tribal governments for eligible projects.

Unless additional funding resources can be tapped, funding for transportation improvements is limited to those resources identified in the Spirit Lake Tribal Transportation Improvement Program (TTIP). The TTIP is a 5-year document which describes the funding received by the Spirit Lake Tribe and the projects and efforts undertaken to use those funds.

These funds are primarily used for maintenance of the paved BIA road system. The Spirit Lake Tribe receives approximately $21,000 per year for planning. The Spirit Lake Nation is using $500,000 of the TTP funding for strictly maintenance activities each year. The remaining funding is used for improvement projects with a large portion being allocated for the chip seal program that has been discussed in detail throughout this plan. The Tribe does allow $20,000 per year for 5-year rotation multi-route graveling with the use

determined by traffic and condition, but that has not been utilized recently due to other project demands and increasing construction costs.

Tribal Transportation Program Safety Funds

Tribal Transportation Program Safety Funds (TTPSF) are available to federally recognized Indian Tribes through a competitive, discretionary program. Awarded annually, projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related crashes. Eligible projects for the TTP Safety Fund under the FAST Act include: development and revision of transportation safety plans, crash data improvement, road safety audits, and other Title 23 eligible activities, primarily infrastructure improvements.

In July of 2014 the Spirit Lake Nation was awarded $12,500 to develop a Tribal Transportation Safety Management Plan. The TTSMP was completed in April 2016. The Spirit Lake Nation has successfully received funding in the amount of $536,690 for the BIA Route 6 Sliver Grading project through the TTPSF program. This project is planned for construction in 2021-2022. In 2021, $7,500 was obtained to update the Tribal Transportation Safety Management Plan and $58,101.74 was obtained for design and other costs ineligible for HSIP fund participation related to the upcoming CCCC Head Start left turn lane project.

Transportation Alternative Funding

Transportation Alternatives is authorized by the Fixing America's Surface Transportation Act (FAST Act) which provides funding for a variety of alternative transportation projects, including many that were previously eligible under separately funded programs. The Transportation Alternatives (TA) Program replaces funding from previously programs authorized under MAP-21, including Transportation Enhancements, Recreational Trails, Safe Routes to School, and other discretionary programs.

The NDDOT administers this program for North Dakota. The amount of funding a project receives will be determined from the cost estimate included with the project application. Only the contract construction cost of the project is eligible for funding. Items not eligible for funding are preliminary and construction engineering, environmental impact mitigation, right of way acquisition, utilities, and construction items determined to be not eligible for federal aid. These costs are a 100% sponsor responsibility. The maximum award for rural projects is $200,000. The NDDOT does not require a local match from Tribes.

TA provides funding for programs and projects defined as transportation alternatives. They include pedestrian and bicycle facilities, Safe Routes to School projects, safe routes for non-drivers, community improvement activities, and environmental mitigation projects.

Bicycle and Pedestrian Projects:

- The construction of on-street and off-street bicycle and pedestrian facilities
- The construction of Safe Routes to School projects
- The construction of projects for non-drivers, including children, older adults, and individuals with disabilities
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

Scenic and Environmental Projects:

- Turnouts, overlooks, and viewing areas
- Vegetation management practices in transportation rights-of-way
- Archaeological activities relating to impacts from implementation of a transportation project
- Streetscape improvements and corridor landscaping
- Establishing living snow-fences
- Control and removal of outdoor advertising
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity

Federal Transportation Authority (FTA) Tribal Transit Grants

The FAST Act authorizes the Public Transportation on Indian Reservations Program; Tribal Transit Program (TTP) for fiscal years 2016-2020. This program consists of a $30 million formula program and a $5 million competitive grant program subject to the availability of appropriations.

A 10-percent local match is required under the competitive program, however, there is no local match required under the formula program. This program is available to federally recognized Tribes that are eligible recipients under the Tribal Transit Program. Funding may be used for capital, operating, planning, and administrate expenses for public transit projects that meet the growing needs of rural Tribal communities.

Highway Safety Improvement Program (HSIP) – Spirit Lake Annual Allocation

The Highway Safety Improvement Program (HSIP) is a program provided through a Memorandum of Understanding (MOU) with the NDDOT. The program began in 2010 when the Spirit Lake Tribe reached an agreement with the NDDOT to not charge materials tax on State of North Dakota projects that take place within the boundaries of the Spirit Lake Nation. In exchange for waiving the tax the Spirit Lake Tribe received $130,000 in 2010 and has received $110,000 in HSIP funds each year since then. The funds can only be used for Highway Safety Improvement Projects. Projects funded to date include safety education, purchase of a swing-tongue mower, sign inventory, a sign replacement project, and supplemental funding to complete other HSIP and TTPSF projects. If the Spirit Lake Tribe continues this agreement with the NDDOT, they will continue to receive $110,000 a year for safety projects.

Local Road Safety Program (LRSP) – NDDOT Competitive Grant Program (Funded with NDDOT HSIP Funds)

In April 2015, the NDDOT completed a Local Road Safety Program (LRSP) Plan for the Spirit Lake Nation. Input and comments were provided by the Spirit Lake Road Department. In this plan, many low-cost safety improvements were identified.

Through previous NDDOT competitive grants (prior to 2015), many improvements had already been made. Chevrons were installed on curves on paved and unpaved BIA Routes. Centerline and edgeline rumble strips were installed on all paved BIA Routes. Widening, inslope flattening, and a culvert extension were done at one location on BIA Route 25.

In 2018, the NDDOT installed destination lighting at major BIA Route and NDDOT highway intersections and the Spirit Lake Tribe installed destination lighting at four major BIA Route-BIA Route intersections.

In 2020, a tied project including shoulder widening on BIA Route 21 and a recovery approach at the intersection of BIA Route 1 and 6 was completed.

Chevrons were installed on BIA 15 in 2020 as well.

The NDDOT informed the Spirit Lake Tribal Roads Department during their annual STIP meeting in 2020 that they were the first local agency to complete their entire LRSP. Clarence Greene, Spirit Lake Tribal Roads Director, was later recognized for his efforts to complete these improvements with a NDDOT Vision Zero Infrastructure Individual Award.

Future grant applications will require a safety study to be completed prior to submittal. The Spirit Lake Tribal Roads Department submitted an application for a westbound left turn lane to serve the CCCC Head Start facility located east of Fort Totten. The application was successful and the project is currently programmed for construction in 2024. The NDDOT

has indicated that they may advance the project if preliminary and design work is completed earlier.

RAISE Grants

The USDOT provides funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. This program was previously known as TIGER and BUILD. The funds are awarded on a competitive basis for capital investment in transportation projects that will have a significant local or regional impact. The eligibility requirements of RAISE allow project sponsors at the state and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others. Since 2009, the program has provided a combined $8.935 billion to 680 projects in all 50 states. During that time the Program has awarded nearly $3.4 billion in Federal funding to 299 rural and Tribal projects across the nation.

The April 2021 release of the new program made available $1 billion in discretionary funding to support roads, bridges, transit, rail, ports or intermodal transportation. Not less than 30 percent (or roughly $450 million) of the funds provided shall be used for projects located in rural areas. Additionally, the FY2018 Appropriations Act allows for up to $15 million to be awarded as grants for planning, preparation, or design of eligible projects, known as Transportation Planning Grants.

Projects for RAISE are evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments.

Competition for RAISE grants is historically very high, and the right project, a strong strategy and supporting local funding is needed for grant applications to have a reasonable chance at being selected. While a successful grant application can prove challenging, the reward of a successful grant application is generally a project of significant value.

Local Fees and Taxes

The Spirit Lake Nation has very limited resources for raising local funds. One resource utilized is a Materials Tax. The Materials Tax is a 4% tax charged on all material permanently incorporated into construction projects that take place within the Spirit Lake Nation. The exception to this would be that currently the NDDOT is providing the HSIP funds in exchange for material tax not being collected on their projects. Other possible sources of local income could be a wheel tax on vendors, fines for overweight vehicles, or fees associated with haul road agreements. Success in any of these ventures is tied to the ability to get Tribal attorneys to draft regulations and laws, and for law enforcement and Tribal courts to provide needed enforcement. The Spirit Lake Tribe also places a tax on

motor fuels sold within the Spirit Lake Nation, but the Road Department has rarely received funds from this source. The motor fuels tax would be appropriate for use by the Road Department.

Recommended Funding Strategy

It is more important than ever that the Spirit Lake Tribe wisely spend the limited funds that are received and make necessary efforts to leverage additional funds from all competitive funding programs that apply to the project needs that exist. Future grant applications could be considered for any of the project needs identified in this Long-Range Transportation Plan.

Table 14 provides a general guide for project types and funding mechanisms. It should be consulted (and updated) on an annual basis to determine potential projects that fit within competitive programs. Once projects are identified, the Tribe should determine the appropriate timing to initiate funding applications.

Table 14 Funding Mechanisms by Project Type

Funding Mechanisms by Project Type			
Funding Program	Abbreviation	Funding Mechanism	Typical Project Type
Tribal Transportation Program Funds	TTP	Allocation	Roads
Tribal Transportation Program Safety Funds	TTPSF	Application	Studies, guard rail, hazard reduction
Transportation Alternative Funding	TA	Application	Sidewalks and Shared-Use Paths
Congestion Mitigation and Air Quality Funds	CMAQ	Application	Maintenance equipment
Federal Transportation Authority Tribal Transit Program	FTA	Application	Transit Vehicles
Highway Safety Improvement Program	HSIP	MOU with NDDOT or Application	Hazard reduction, Highway Safety Improvements
Rebuilding American Infrastructure with Sustainability and Equity	RAISE	Application	Variety tied to economic development

Strategic decisions on where to use available funds must recognize that use of grant funds to address one need often frees up money to resolve another need.

PROJECT PRIORITIZATION PLAN

Projects were prioritized in line with available funding, anticipated success in applying for competitive funding, proposed policies, and identified project needs.
State highway and county/township improvements will be implemented based upon state, federal, county and township funding availability and based upon their own prioritization methodology. Project prioritization may vary based upon other infrastructure needs. For example, if a major water main is to be installed under a roadway, it is more cost effective to improve this roadway in combination with the underground utility improvements rather than restoring the road and improving it in subsequent years.

Short and Long-Range Project Recommendations

Short Range projects are those anticipated to be initiated or completed by the end of the year 2024. To maintain the Tribes economic sustainability, funding must be carefully distributed to the most critical locations.

Short range projects found in the TTIP are listed in Table 15. It is recommended that the TTIP be amended to increase expenditures for mill and overlay projects. All routes are in a condition that would benefit from a mill and overlay, and no overlays have been performed since at least 2000. These types of projects can be expensive, and any available funds could be carried over until enough funding is available to complete a route. Some funding could be made available by decreasing the frequency of chip seals. Currently the plan is to chip seal each route every 6 years. The frequency could be extended to 7-9 years, freeing up funds for mill and overlay projects.

There are also many short-range projects anticipated to be completed under the Tribe's maintenance program. These are not specifically discussed but include various culvert replacements, gravel road improvement projects, and general maintenance activities.

Table 15 Short Range Projects (FY 2020 – FY 2024)

SPIRIT LAKE NATION SUMMARY OF PROJECTS ON TTIP – FY 2020-2024					
PROJECT NAME	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Road Maintenance	$500,000	$500,000	$500,000	$500,000	$500,000
2% Planning	$20,971	$20,556	$20,556	$20,556	$20,556
Multi-Route Sweeping & Patching & Chip Seal of all paved BIA Routes		$30,000	$309,443	$324,443	$344,443
Multi-Route Striping of All BIA Routes & IRR Route 77		$60,000		$60,000	
Multi-Route Graveling of all graveled BIA Routes		$20,000	$20,000	$20,000	$20,000
BIA Routes 700 and 710 – Fort Totten Pathways – Reconstruction	$413,530	$294,443			
BIA 25 – Gravel Reconstruction and Paving*					
IRR Route 212 - 79th Ave NE Gravel Reconstruction & Grade Raise					$20,000
BIA 17 – Devils Heart Road Reconstruction			$75,000		
BIA 50 – Paving of Housing Streets North St. Michael					$20,000
Total Proposed Expenditures	**$934,501**	**$924,999**	**$924,999**	**$924,999**	**$924,999**

Long Range projects are those anticipated to be completed after the year 2024. While many of these projects are desired sooner, funding limitations indicate that it may not be possible to complete them during the short-range element of the plan. Some of these projects may become short-range projects if the Spirit Lake Tribe is able to obtain funding from alternative sources described earlier. Long-range projects and their costs are shown in Table 16.

Table 16 Long Range Projects

Long Range Projects and Costs		
Location	Project Type	Estimated Cost
Reservation Wide	Rural 911 Addressing and Intersection Signing	$60,000
Reservation Wide	Rural 911 Addressing and Intersection Signing	$60,000
Reservation Wide	Community Street Naming and Sign Installation	$120,000
ERFO ND2006-4 RAAD	Interior Drainage and Emergency Berms	$50,000,000
ERFO ND2006-4 RAAD	Permanent Grade Raise	$120,000,000
BIA 1 – Mission Road	1" mill and 2" overlay	$567,000
BIA 2 – Abraham Road	Equalizer Culvert	$50,000
BIA 4 – Matohin School Road	1" mill and 2" overlay	$378,000
BIA 5 – John Bell Mile	2" overlay	$100,000
BIA 6 – TTPSF Sliver Grading	Safety - Shoulder Widening & Sliver Grading	$536,690
BIA 6 – East West Road	1" mill and 2" overlay	$1,848,000
BIA 6 – East West Road	Construction of Right Turn Lane at Head Start	$300,000
BIA 7 Agency Streets	1" mill and 2" overlay	$1,869,000
BIA 8 - Crow Hill Road	1" mill and 2" overlay	$903,000
BIA 15 - Ski Jump Road	1" mill and 2" overlay	$210,000
BIA 16 - Goodhouse Road	1" mill and 2" overlay	$882,000
BIA 17 – Heart Road	Gravel Reconstruction	$750,000
BIA 18 – Harolds Road	Road Repair (when it comes of the water)	$350,000
BIA 20 - Ephraim Hill South Road	1" mill and 2" overlay	$735,000
BIA 21 - Tokio West Road	1" mill and 2" overlay	$1,281,000
BIA 25 – Ziebach Pass Road	Gravel Reconstruction & Paving (1.5 miles)	$1,800,000
BIA 25 – Ziebach Pass Road	Road Realignment (2 miles)	$1,125,000
BIA 30 - Crow Hill Housing Streets	1" mill and 2" overlay	$42,000
IRR 33 – Joshua Subdivision Road	New Gravel Road Alignment (0.5 miles)	$175,000
BIA 40 - Tokio Housing Streets	1" mill and 2" overlay	$147,000
BIA 50 - Mission Housing Streets	1" mill and 2" overlay	$231,000
BIA 50 - Mission Housing Streets - North	Gravel Overlay & Dust Control	$231,000
IRR 71 - Housing Streets N of ND 57	1" mill and 2" overlay	$84,000
IRR 72 - Housing Streets S of ND 57	1" mill and 2" overlay	$105,000
IRR 77 - Clinic Road	1" mill and 2" overlay	$42,000
IRR 78 - Blue Building Road	1" mill and 2" overlay, ADA Improvements	$476,000
IRR 212 – 79th Ave NE	Grade Raise and Gravel Reconstruction	$500,000
BIA 700 - 4 Winds Walkway	Reconstruction and ADA Improvements	$630,000
BIA 710 – Oyate Walkway	Mill, Overlay, and ADA Improvements	$700,000
BIA 720 – St Michael Shared Use Path	1" mill and 2" overlay	$223,000
Glen Walking Eagle Wellness Center Path	New Shared Use Path connecting Crow Hill to Fort Totten	$1,001,000
Reservation Wide	Multi-Route Culvert Inventory & Replacement	$17,190,000
	Total	**$205,641,690**

Recommended Studies

Some transportation issues were identified that were beyond the scope of this transportation plan. Additional analysis is needed to explore potential improvements. A list of recommended transportation studies follows:

- Signing Inventory and Consistency Study – The last signing inventory was completed in 2012. This study should be updated to allow further analysis to determine whether signs have been appropriately and consistently applied. The intent of this undertaking is to verify that the appropriate traffic control signing is still in place and in good condition, increasing safety for the traveling public.
- Update the 2018 Spirit Lake Multi-Hazard Mitigation Plan as needed
- Non-paved roadway conditions survey – A methodology needs to be established for categorizing non-paved roadway conditions, as well as for establishing future priorities for varying levels of effort to be applied to improve these roads.
- Complete a study of street lighting conditions and needs within the towns and subdivisions of the Spirit Lake Nation.
- Complete a culvert condition, location, and size inventory to be used to aid in the completion of future projects.
- Collection of current ADT data. Most of the available ADT data for BIA and Tribal routes is over 20 years old. Collecting current data will be beneficial to determining use and directing funding to the most traveled roadways.
- Provide an update to the Tribal Transportation Safety Plan.

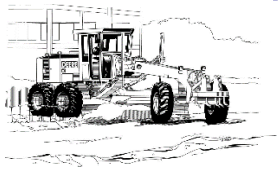
Fiscal Year 2021 National Tribal Transportation Facility Inventory (NTTFI)

A summary spreadsheet of the Fiscal Year 2021 Road Inventory Field Data System (RIFDS) NTTFI information is attached for reference in Appendix D. The NTTFI needs corrections as there are Routes that should be added and some surface types that need to be updated. Most of these updates are currently in process but have not yet been approved.

Long-Range Transportation Plan 2021

APPENDIX A
MAPPING

Spirit Lake Road Department



Spirit Lake Nation



- Cities
- Tribal Routes
- BIA Routes
- County Roads
- State Highways
- US Highways
- BIA Dams
- Township Roads
- Railroads
- Counties
- Townships
- Sections
- ND State Parks & Recreation
- US Fish & Wildlife Service
- ND State Lands

Land Ownership

- Tribal Trust
- Allotted Trust
- Tribal Reserve
- Government Trust
- Other Trust
- Tribal Fee

Minnewaukan
Oberon
Fort Totten
Saint Michael
Tokio
Warwick
Hamar
DEVILS LAKE
RAMSEY COUNTY
EDDY COUNTY
WELLS COUNTY
BENSON COUNTY
CROW HILL DISTRICT
FORT TOTTEN DISTRICT
MISSION DISTRICT
WOODLAKE DISTRICT
Minnewaukan Flats
Six Mile Bay
Creek Bay
East Bay
Main Bay
West Bay
Fort Totten Bay
Mission Bay
Black Tiger Bay
Spring Lake
Silver Lake
Big Coulee Lake
Free Peoples Lake
East Devils Lake
Sorry Dam
St. Michael Dam
Kurtz Dam
Spring Lake Dam
T154N R 65W
T153N R 67W
T153N R 66W
T153N R 65W
T153N R 64W
T153N R 63W
T152N R 68W
T152N R 67W
T152N R 66W
T152N R 65W
T152N R 64W
T152N R 63W
T152N R 62W
T151N R 68W
T151N R 67W
T151N R 66W
T151N R 65W
T151N R 64W
T151N R 63W
T151N R 62W
T150N R 68W
T150N R 67W
T150N R 66W
T150N R 65W
T150N R 64W
T150N R 63W
T150N R 62W
T150N R 61W

Land Ownership, Districts, Roadways, Dams & Lakes

2016 NAIP aerial imagery courtesy USDA-FSA-APFO.
BIA Surface Ownership courtesy Fort Totten Agency.
Map Revison Date: November 20, 2017.

0 0.5 1 2 3 4 5 6 7 8 9 10 Miles

Spirit Lake Nation
Tribal & BIA Routes

BIA/SLN Gravel
BIA/SLN Paved
State Highways
US Highways
County CMC
County Non-CMC
BIA Dams
Township Roads
Misc. Roads & Trails

2012 NAIP aerial photo courtesy USDA-FSA-APFO.

0 0.5 1 2 3 Miles

Jetty Dam
St. Michael Dam
St. Michael
Fort Totten
Spring Lake Dam
Kurtz Dam
Tokio

Spirit Lake Nation
Tribal Transportation Safety Management Plan

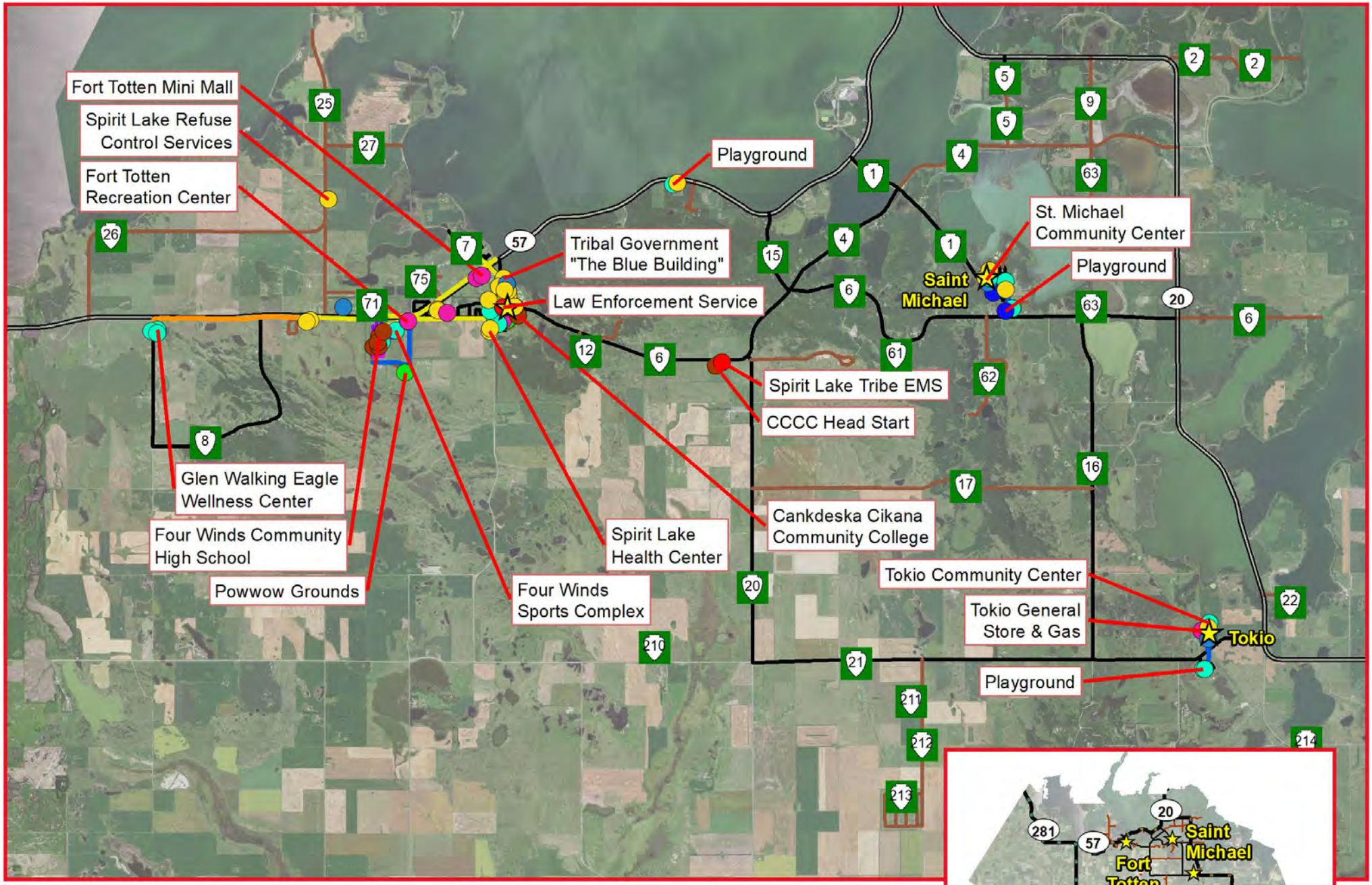
Severity

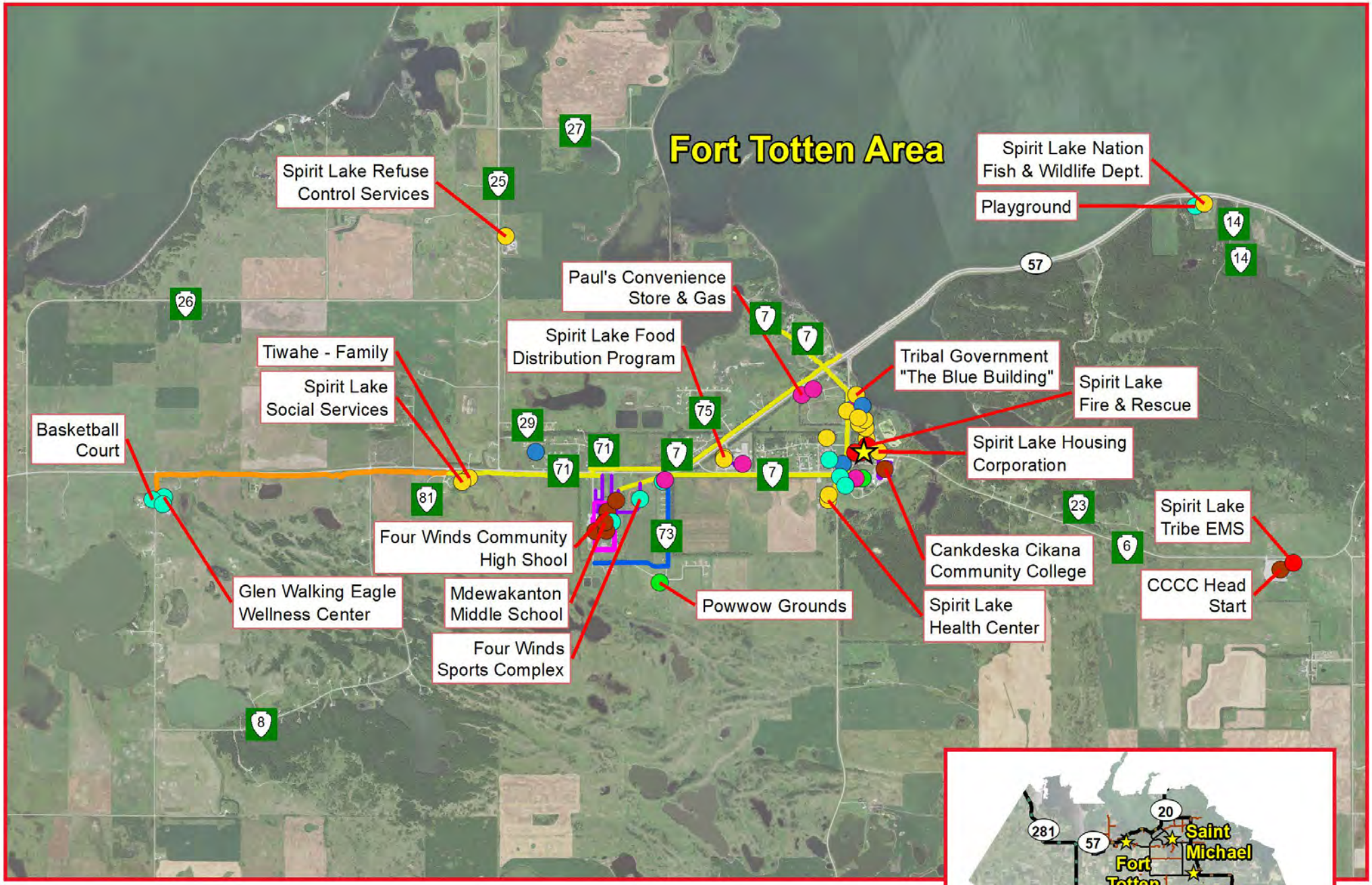
- Fatal
- Incapacitating Injury
- Non-Incapacitating Injury
- Possible Injury
- Property Damage Only
- Not Recorded (BIA)

- BIA/SLN Gravel
- BIA/SLN Paved
- State & US Highways
- County Roads
- Township Roads
- Misc. Roads & Trails

2014 NAIP aerial photography courtesy USDA-FSA-APFO.

0 0.5 1 2 Miles


Fort Totten Mini Mall
Spirit Lake Refuse Control Services
Fort Totten Recreation Center
Playground
Tribal Government "The Blue Building"
Law Enforcement Service
St. Michael Community Center
Playground
Saint Michael
Spirit Lake Tribe EMS
CCCC Head Start
Glen Walking Eagle Wellness Center
Four Winds Community High School
Powwow Grounds
Four Winds Sports Complex
Spirit Lake Health Center
Cankdeska Cikana Community College
Tokio Community Center
Tokio General Store & Gas
Tokio
Playground
Overview
Commerce
Education
Emergency Services
Historical Site
Memorial
Recreation
Religious
Service
Public Sidewalks
Private Sidewalks
Multi-Use Paths
BIA Paths
Proposed Paths
N
281
57
20
Saint Michael
Fort Totten
Tokio
Hamar
KLJ

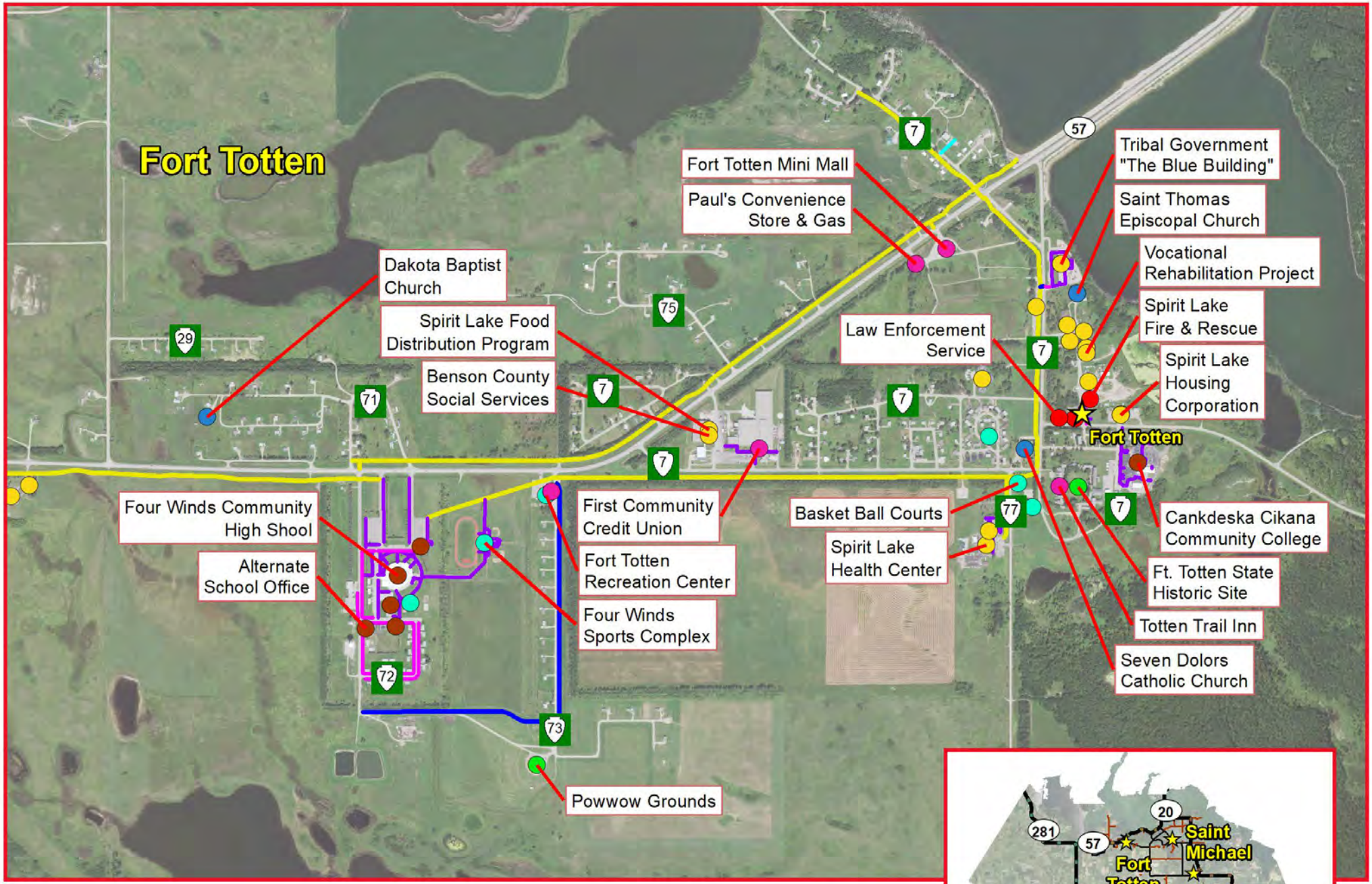


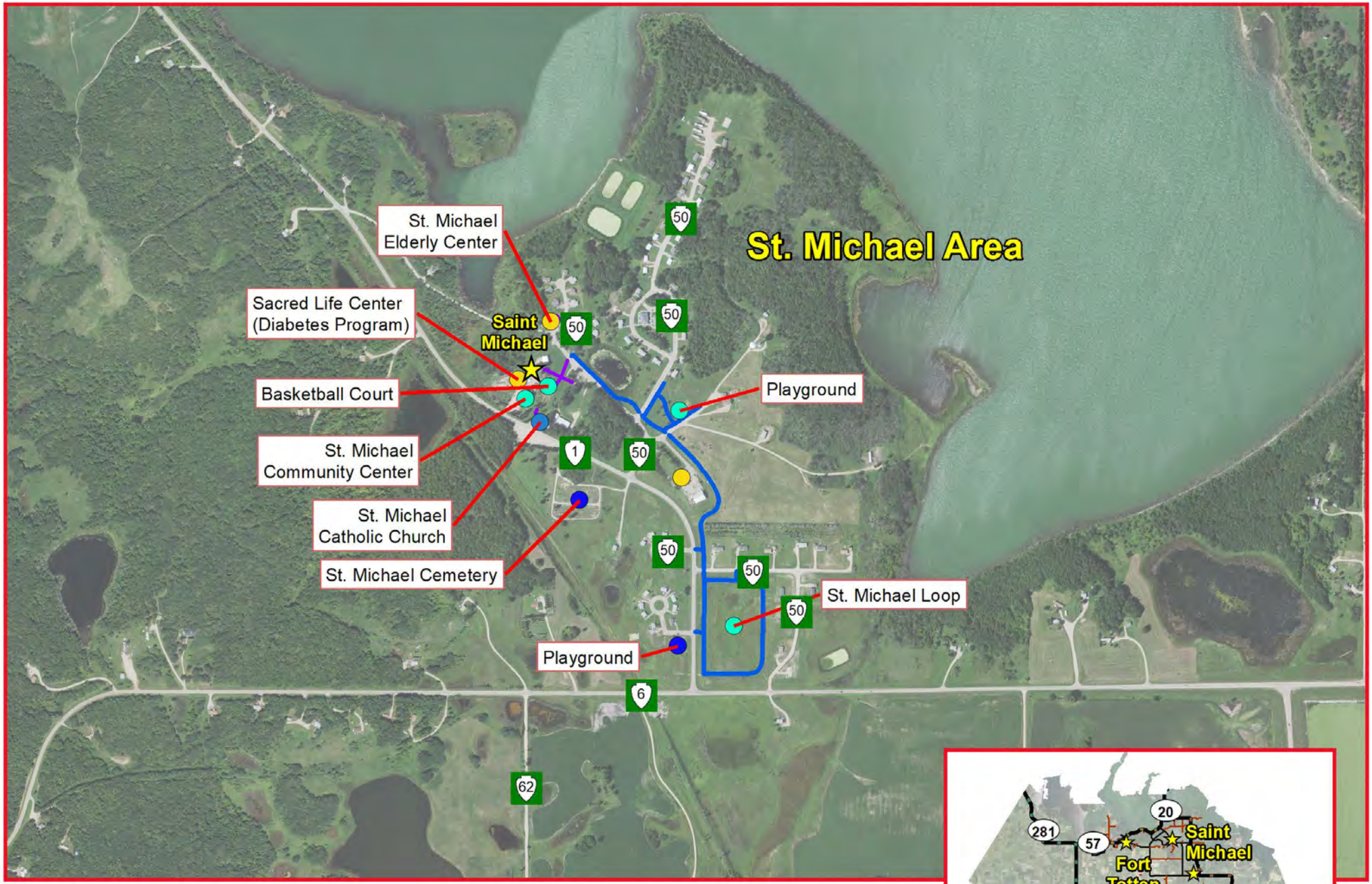
Fort Totten Area

- Commerce
- Education
- Emergency Services
- Historical Site
- Memorial
- Recreation
- Religious
- Service
- Public Sidewalks
- Private Sidewalks
- Multi-Use Paths
- BIA Paths
- Proposed Paths

N

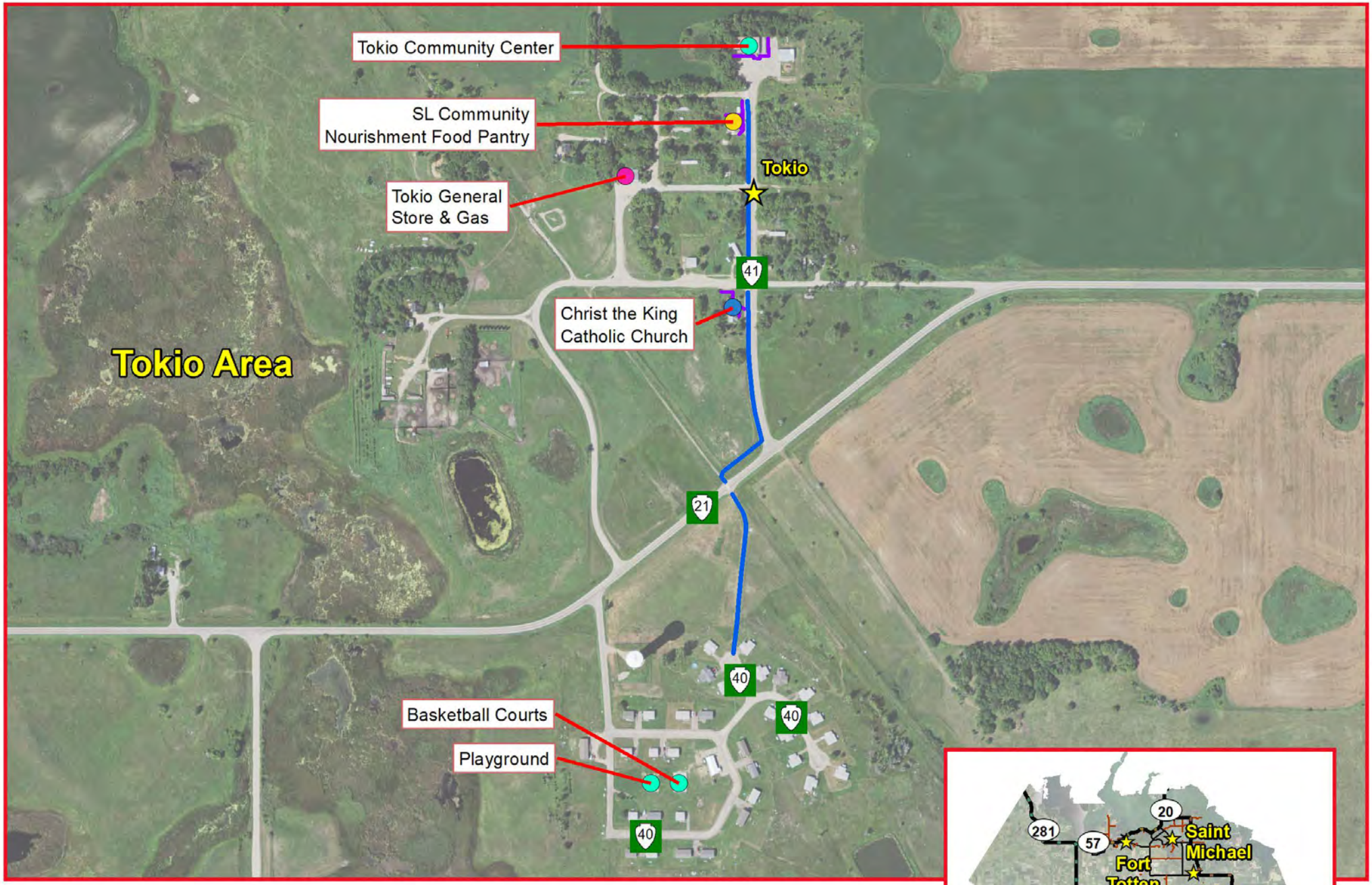
KLJ


Fort Totten
Fort Totten Mini Mall
Paul's Convenience Store & Gas
Tribal Government "The Blue Building"
Saint Thomas Episcopal Church
Vocational Rehabilitation Project
Spirit Lake Fire & Rescue
Spirit Lake Housing Corporation
Law Enforcement Service
Dakota Baptist Church
Spirit Lake Food Distribution Program
Benson County Social Services
Four Winds Community High Shool
Alternate School Office
First Community Credit Union
Fort Totten Recreation Center
Four Winds Sports Complex
Basket Ball Courts
Spirit Lake Health Center
Cankdeska Cikana Community College
Ft. Totten State Historic Site
Totten Trail Inn
Seven Dolors Catholic Church
Powwow Grounds
Fort Totten
Commerce
Education
Emergency Services
Historical Site
Memorial
Recreation
Religious
Service
Public Sidewalks
Private Sidewalks
Multi-Use Paths
BIA Paths
Proposed Paths
N
281
57
20
Saint Michael
Fort Totten
Tokio
Hamar
KLJ



St. Michael Area

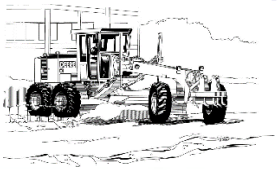
- Commerce
- Education
- Emergency Services
- Historical Site
- Memorial
- Recreation
- Religious
- Service
- Public Sidewalks
- Private Sidewalks
- Multi-Use Paths
- BIA Paths
- Proposed Paths


Tokio Community Center
SL Community Nourishment Food Pantry
Tokio
Tokio General Store & Gas
41
Christ the King Catholic Church
Tokio Area
21
40
40
Basketball Courts
Playground
40
20
281
57
Saint Michael
Fort Totten
Tokio
Hamar
KLJ
Tokio Area
Commerce
Education
Emergency Services
Historical Site
Memorial
Recreation
Religious
Service
Public Sidewalks
Private Sidewalks
Multi-Use Paths
BIA Paths
Proposed Paths
N

Long-Range Transportation Plan 2021

APPENDIX B
PUBLIC INPUT MEETING

Spirit Lake Road Department



Notice of Public Meeting

The Spirit Lake Tribe is holding a Public Meeting to discuss the Draft **Long Range Transportation Plan** on **March 6, 2020 from 9 a.m. to 12 p.m.** in the Tribal Conference Room in the Spirit Lake Tribal Administrative Building (Blue Building), 816 3rd Ave. N, Fort Totten, ND 58335. We are seeking public input for future transportation projects within the Spirit Lake Nation on a 20-year horizon. Additional information can be obtained from and comments can be submitted to Paul Bjornson, KLJ Project Manager, at 701-662-1960 or paul.bjornson@kljeng.com. **Your participation is needed!**

MINUTES OF
REGULAR MEETING
FORT TOTTEN
SCHOOL BOARD
December 17, 2019

A regular meeting of the Fort Totten Public School Board was held on Dec. 17, 2019. The meeting was called to order at 10:30 a.m. by Ivan Lovejoy.

Present: Ivan Lovejoy, Lynette Lovejoy, Doug Yankton and ReNa Lohnes. Others present: Jeff Olson, David Mahon, Megan Weisser, Kristi Black, Pat Walking Eagle and Megan Estenson.

A motion was made by Yankton, seconded by L. Lovejoy, to approve the agenda. All in favor, one absent; the motion carried.

Mr. Alfred Thompson addressed the school board regarding an issue with his student. The administration will work in the future to contact Mr. Thompson regarding his student.

Lohnes entered the meeting at 10:33 a.m.

A motion was made by L. Lovejoy, seconded by Yankton, to approve the November 12 and November 14 minutes as read. All in favor; the motion carried.

A motion was made by Yankton, seconded by Lohnes, to approve the bills presented. All in favor; the motion carried.

GENERAL FUND

Bismarck State College	$35.00
Black, Kristi	288.82
Brandvold, Denise	255.48
Cash	2,800.00
Division of Vital Records	15.00
Four Winds Athletic Assn.	195.00
Morin, Christopher	1,178.57
Paul's C Store & Gas	1,453.46
Spirit Lake Enrollment Dept.	15.00
Tollefson, Jeffrey	4,900.00
Total	$11,136.33

STUDENT ACTIVITY FUND

Carrington HS	$125.00
Elfman, Mark	65.00
Hunt, Chad	45.00
Malnourie, Ramon	35.00
Ploium, Corey	45.00
Xgrain Sports Wear	2,035.00
Total	$2,350.00

Weisser gave the financial report.

Contract cancellation for Heart of America for OT services was presented. A motion was made by Yankton, seconded by Lohnes, to approve the cancellation of contracted services. All in favor; the motion carried.

Open enrollment form was presented for Mendoza, pre-K. A motion was made by Yankton, seconded by Lovejoy, to deny the request as the pre-K numbers are full. All in favor; the motion carried.

The FTEA presented a letter to the school board. The board addressed the letter with the FTEA regarding morale and other issues.

Hiring a part time janitor for 20-25 hours per week was discussed. Lohnes motioned, seconded by Yankton, to approve of opening and filling the position. All in favor; the motion carried.

NCJ CHRI policy and procedure was reviewed. Yankton motioned, seconded by Lohnes, to approve the policy. All in favor; the motion carried.

Olson gave the superintendent report. Impact aid application, fiscal impact meeting on Jan. 6, 2020, and YRBS were all discussed.

Mahon gave the principal report. Enrollment, winter break and semester end updates were given. Evaluations for first- and second-year teachers were completed. Activities update was given.

Walking Eagle gave the Title I report and discussed Living Tree program.

EXECUTIVE SESSION

Yankton motioned, seconded by Lovejoy, to enter into executive session at 11:41 a.m. pursuant to NDCC 44-04-19.1. All in favor; the motion carried.

RECONVENE OPEN MEETING

Executive session ended at 12:09 p.m.

The next meeting is Jan. 21, 2020.

Lovejoy motioned, seconded by Yankton, to adjourn at 12:10 p.m.

Megan Weisser
Business Manager

Ivan Lovejoy
School Board President

MINUTES OF
SPECIAL MEETING
FORT TOTTEN
SCHOOL BOARD
December 20, 2019

A special meeting of the Fort Totten Public School Board was held on Dec. 20, 2019. The meeting was called to order at 11:05 a.m. by Ivan Lovejoy

Present: Ivan Lovejoy, ReNa Lohnes and Lynette Lovejoy. Absent: Doug Yankton. Others present: Jeff Olson, Megan Weisser.

Purchasing a 14-passenger bus was discussed. A motion was made by Lohnes, seconded by L. Lovejoy, to purchase a bus from Hartley's for $38,000 and grant authority to Megan Weisser to sign the purchase agreement. All in favor, one absent; the motion carried.

A motion was made by Lohnes, seconded by L. Lovejoy, to adjourn at 11:09 a.m.

Megan Weisser
Business Manager

Ivan Lovejoy
School Board President

MINUTES OF
REGULAR MEETING
LEEDS CITY COUNCIL
January 8, 2020

A regular meeting of the Leeds City Council was called to order by Mayor Nick Parslow on Wednesday, Jan. 8, 2020 at 6:05 p.m. at Leeds City Hall. Present were council members Rob Nelsen, Patrick Streyle, Kyle Nelsen and Kris Larson. Also present were city employees Edythe Nelsen, Geri Jorgenson, Mike Thompson and Kari Follman.

Kyle Nelsen made a motion to accept the public works superintendent's report. Rob Nelsen seconded the motion; the motion carried unanimously.

A motion was made by Kyle Nelsen, seconded by Rob Nelsen, to accept public works' timesheets. The motion carried unanimously.

Rob Nelsen made a motion, seconded by Streyle, to accept the financial report. The motion carried unanimously.

A motion was made by Larson, seconded by Rob Nelsen, to approve December 2019 minutes. The motion carried unanimously.

A motion was made by Kyle Nelsen, seconded by Streyle, to approve final draft of easement for Engstrom Bean and Seed. Final easement along with an invoice to Engstrom Bean and Seed for city expenses incurred for the replat of Railroad Addition will be sent to Gibbens Law Office. These items will be taken care of at closing. Also, all legal expenses will be paid by Engstrom Bean and Seed at closing. The motion carried unanimously.

Kyle Nelsen will contact Jack Graber to notify him to clean up spilled grain, control grass and weeds and to supply city of proof of routine visits from a licensed exterminator. The pending court case against Mr. Graber was dropped due to State's Attorney Mr. Wang's failure to respond to court by the deadline.

A motion was made by Kyle Nelsen, seconded by Rob Nelsen, to accept Jeff Jacobson's offer to purchase lots 7 and 8, Block 1, Nords 2nd Addition, for $175 per lot plus recording fees and any legal fees. The motion carried unanimously.

Kearyn Nelsen, volunteer development and fundraising representative for the Leeds EDC, addressed the council about a day care project the EDC has been working on. Larson made a motion to sell the parcel containing lot 1 and south half of lot 2, Block One, Railroad Addition to EDC for $502 plus recording fees, any legal fees and $167.34 for 2019 taxes. Rob Nelsen seconded the motion. Kyle Nelsen and Patrick Streyle abstained; voting yea were Rob Nelsen and Kris Larson. No member voted against; the motion carried.

A motion was made by Kyle Nelsen, seconded by Rob Nelsen, to designate United Community Bank of Leeds as the city's depository of public funds. Patrick Streyle abstained; voting yea were Rob Nelsen, Kyle Nelsen and Kris Larson. No member voted against; the motion carried.

A motion was made by Streyle, seconded by Kyle Nelsen, to approve payroll and accounts payable. The motion carried unanimously. The bills were as follows:

B & J Excavating, Inc.	$3,240.00
BC Sheriff Dept.	600.00
CenDak Co-op.	229.17
Envision	20.37
Farmers Union Oil Co.--York	1,304.59
Hardware Hank	45.97
Harvest Days Committee	200.00
Hawkins	207.00
Jeff Jacobson	80.00
Lake Region Corp.	20.00
Leeds Airport Authority	69.79
Mac's Hardware	64.95
ND Rural Water Systems	245.00
ND Telephone Co.	158.80
Northern Plains Electric	600.76
NRG Technology Services	83.71
Otter Tail Power Co.	2,197.63
Paulson Supply	63.15
Payroll	17,353.26
Plunkett's Pest Control	86.50
Quill Office Supply	58.97
Ritterman Excavating	2,767.50
Team Laboratory Chemical Corp.	73.00
United Community Bank	1,175.49
US Postal Service	79.10
Verizon	276.07
Visa	447.03
Waste Management	5,885.62

A motion was made by Rob Nelsen, seconded by Larson, to adjourn the meeting. The motion carried unanimously. The meeting was adjourned at 7:40 p.m.

Kari Follman
City Auditor

Nick Parslow
Mayor

MINUTES OF
SPECIAL MEETING
MADDOCK SCHOOL BOARD
January 13, 2020

A special meeting of the Maddock School Board was held Jan. 13, 2020 at 7:30 a.m. Present: Dennette Buckmier, Mark Williams, Pam Lee, Jared Benson and Sheila Lindgren; Superintendent Robert Thom; Principal Jennifer Sundby; Business Manager Tiffany Smith. Guests: Gary Wald, Kathy Sears, Mavis Maloney.

The meeting was called to order by President Buckmier.

The superintendent position was discussed. A motion was made by Lindgren, seconded by Benson, to approve sharing a superintendent with the Leeds school, 2-1/2 days a week and for consultation in effect the reminder of the 2019-20 year. Roll call vote was all in favor. The motion carried.

The business manager position and applicants were discussed.

Tiffany Smith
Business Manager

Dennette Buckmier
President
Maddock School Board

MINUTES OF
REGULAR MEETING
MADDOCK SCHOOL BOARD
January 16, 2020

A regular meeting of the Maddock School Board was held Jan. 16, 2020 at 7 a.m. Present: Mark Williams, Dennette Buckmier, Pam Lee, Jared Benson and Sheila Lindgren; Superintendent Robert Thom; Principal Jennifer Sundby; and Business Manager Tiffany Smith. Guests: Robert Hoffner, Mavis Maloney, Carson Adam.

The meeting was called to order by President Buckmier at 7:05 a.m.

A motion was made by Williams, seconded by Lee, to approve the agenda. The motion carried.

A motion was made by Lindgren, seconded by Benson, to approve the December 10 meeting minutes, general fund bills totaling $46,966.98, and the activities and food service reports. The motion carried.

ACT	$156.00
Activities Fund	161.70
Admin Partners	100.00
Amazon	177.96
AmeriPride	281.20
Anne Carlsen Ctr.	8,904.38
BC Farmers Press	197.26
CenDak	4,501.62
Cenex Convenience Card	419.84
City of Maddock	5,763.84
Cole Papers	242.28
Decker Equipment	177.62
DRN	2,462.65
Ebach Construction	4,647.57
Federal License Management	95.00
Grainger, Inc.	163.44
Harlow's Bus Sales	4,769.24
Hofstetter, Sonia	10.30
Honeywell, Inc.	1,913.74
IntegratED	2,364.48
Ironhide Equipment, Inc.	47.52
Jaymar Business Forms, Inc.	42.79
Jones, Jason & Mary	116.00
JS Vending	95.10
Mendtronix	143.04
ND Council Of Edu. Leaders	400.00
ND Telephone Co.	334.55
O'Reilly Auto	(16.04)
Prairie Winds Band Inst. Repair	1,002.05
Praxair	27.15
Ramkota Hotel	86.40
Rieger Service	34.22
Schoenfish, Emil R.	5,475.00
Share Corporation	308.04
Sundby, Jennifer	29.13
Swanson, Cassandra	1,040.62
Tracy's Market	78.51
Wald, Gary	212.78
Total	$46,966.98

Mr. Adam presented concerns with the music program. A motion was made by Williams, seconded by Benson, to approve the hiring of Rachel Markestad as a music assistant, up to 48 hours per month at $17.50/hour. Roll call vote was all in favor. The motion carried.

The principal report by Mrs. Sundby: financial literacy class, Patriot's Pen recognition, dual-credit classes, spelling bee, music festival, donation for technology.

The superintendent report was given by Mr. Thom: 2020-21 calendar, title monitoring, retreat.

The AD report was given by Mr. Thom: BBB/GBB.

A motion was made by Williams, seconded by Lee, to transfer $10,000 from the general fund to the food service fund. Roll call vote was all in favor. The motion carried.

Review of policy BC: Meetings of the Board. A motion was made by Benson, seconded by Lindgren, to approve the first reading. Roll call vote was all in favor. The motion carried.

A motion was made by Benson, seconded by Lindgren, to approve the extracurricular agreement for JH boys basketball. Roll call vote was all in favor. The motion carried.

Business manager applications were discussed. Mr. Thom is to set up interviews.

Cell phone policy was reviewed.

Emergency manual was reviewed.

Events Center rent was discussed.

Sports co-op meetings and public meetings were discussed.

The next regular meeting is February 13 at 7 a.m.

A motion was made by Williams, seconded by Lee, to adjourn the meeting at 8:45 a.m. The motion carried.

Tiffany Smith
Business Manager

Dennette Buckmier
President
Maddock School Board

MINUTES OF
BOARD RETREAT
MADDOCK SCHOOL BOARD
February 5, 2020

The Maddock School Board held a retreat Feb. 5, 2020 at 2 p.m. at the Woodland Conference Room. Present: Mark Williams, Dennette Buckmier, Sheila Lindgren, Pam Lee and Jared Benson; Superintendent Robert Thom; and Business Manager Tiffany Smith. Guest: Myles Sundby.

Discussion was held on budget planning for the coming year. Topics included:

A. Preliminary budget and mills for 2020-21

B. Curricular offerings/sharing staff

C. Staffing

D. Technology needs

E. Summer building projects

F. Transportation

G. Business manager position

The next regular meeting is February 13 at 7 a.m.

The meeting adjourned at 5 p.m.

Tiffany Smith
Business Manager

Dennette Buckmier
President
Maddock School Board

NOTICE TO CREDITORS

IN THE DISTRICT COURT OF BENSON COUNTY, STATE OF NORTH DAKOTA

In the Matter of the Estate of Anne M. Pfeifer, Deceased.

Probate #03-2020-PR-00002

NOTICE IS HEREBY GIVEN that the undersigned has been appointed personal representative of the above estate. All persons having claims against the said deceased are required to present their claims within three months after the date of the first publication of this notice or said claims will be forever barred. Claims must either be presented to Dale Pfeifer, personal representative of the estate, in care of Maxson Law Office, P.C., at 1015 South Broadway – Suite 15, Minot, ND 58701, or filed with the Court.

Dated this 13th day of February, 2020.

/s/ Dale Pfeifer
Dale Pfeifer
Personal Representative

Jacob C. Maxson (ID #06747)
MAXSON LAW OFFICE, P.C.
Town & Country Center
1015 South Broadway –Suite 15
Minot, ND 58701
Attorneys for Personal Rep.

First publication on the 20th day of February, 2020.

(Publish Feb. 20 & 27 & March 5, 2020)

ABBREVIATED NOTICE OF INTENT TO CREATE ADMINISTRATIVE RULES

Relating To N.D.A.C. 75-03-43 Certified Peer Support Specialists

North Dakota Department of Human Services

will hold a public hearing to address proposed changes to the N.D. Admin. Code.

AV Room 210
Second Floor
Judicial Wing
State Capitol
Bismarck, ND
Thurs., March 26, 2020
2:00 p.m.

Copies of the proposed rules are available for review at human service zones (formerly known as county social services) offices and at human service centers. Copies of the proposed rules and the regulatory analysis relating to these rules may be requested by telephoning (701) 328-2311. Written or oral data, views, or arguments may be entered at the hearing or sent to: Rules Administrator, North Dakota Department of Human Services, State Capitol - Judicial Wing, 600 E. Boulevard Ave., Dept. 325, Bismarck, ND 58505-0250. Written data, views, or arguments must be received no later than 5:00 p.m. on Monday, April 6, 2020. ATTENTION PERSONS WITH DISABILITIES: If you plan to attend the hearing and will need special facilities or assistance relating to a disability, please contact the Department of Human Services at the above telephone number or address at least two weeks prior to the hearing.

Dated this 7th day of February, 2020.

MINUTES OF
REGULAR MEETING
MADDOCK CITY COUNCIL
February 3, 2020

A regular meeting of the Maddock City Council was held Feb. 3, 2020. Mayor Larry Summers called the meeting to order at 7 p.m. at city hall. Present for roll call were the following council members: Frank Rodriguez, Lu Mathison, and Ansel Hakanson via phone. Absent was Joe Rameden. Others present: Keith Winson and Brad Hovland.

Newly appointed official Alderman Frank Rodriguez took the oath of office administered by Mayor Larry Summers.

A motion was made by Rodriguez, seconded by Mathison, to approve the minutes from the Jan. 6, 2020 regular meeting. All voting yes, the motion carried.

A motion was made by Mathison, seconded by Rodriguez, to approve the following bills. All voting yes, the motion carried.

Wages	$4,648.88
Blue Cross Blue Shield	1,777.20
BC Farmers Press	208.38
BC Sheriff's Office	600.00
Border States	1,201.92
Double M Sanitation	5,024.19
ESI	7,244.08
Grainger	2,262.91
Gus's Auto	102.50
Hawkins	354.06
Maddock Opera House	200.00
ND Dept. of Health	37.08
Office of State Auditor	300.00
Quill Corp.	137.31
Red River Valley & West. RR	270.00
Tracy's Market	11.77
Valli Information Systems, Inc.	90.25
Visa	109.99
Vogel Law Firm	3,127.00
Western Area Power Adm.	5,965.38
ND Telephone Co.	440.39
Northern Plains Electric	41,594.19
NDPERS	1,099.57
WSI	818.77
BND	4,500.00

The pledge of securities was reviewed and approved. It is on file in the city office.

A letter was received from 4 R's Recycle stating they will no longer be collecting our recyclables. The demand for recycling products nationwide has declined and the future of recycling is unclear. The recycle center will close Feb. 18, 2020 at 5 p.m. If something should change in the future, the city will keep the public informed.

Keith Winson reported that the new probe and transmitter is installed at the water plant and is working well. He received a $2,500 quote from AE2S for a three-phase monitor and HSP starter replacement for the water plant. A motion was made by Mathison, seconded by Hakanson, to approve the AE2S quote. All voting yes, the motion carried.

A motion was made by Rodriguez, seconded by Mathison, to increase the lot rent for the trailer court from $60 to $100/month effective March 1, 2020. All voting yes, the motion carried.

A motion was made by Rodriguez, seconded by Mathison, to approve an employee cost-of-living adjustment. All voting yes, the motion carried.

It was decided to change the council meeting date temporarily to the second Tuesday. If this works, it will be permanent.

The next regular city council meeting will be Tuesday, March 10, 2020.

There being no further business, the meeting was adjourned.

Pamela Lee
City Auditor

Larry Summers
Mayor

Advertise in the Farmers Press by calling 701-473-5436!

MINUTES OF
REGULAR MEETING
MINNEWAUKAN
CITY COUNCIL
February 11, 2020

A regular meeting of the Minnewaukan City Council was called to order Tuesday, Feb. 11, 2020 at 6 p.m. by Mayor Matt Seufert. Present were council members Allan Nord and John Lunde; City Auditor Sherri Thompson; and Evan Thompson.

A motion was made by Lunde to approve the agenda with additions of Minnewaukan Building Authority and gaming site authorization. Second by Nord. The motion carried.

A motion was made by Nord to approve minutes of the Jan. 14, 2020 meeting. Second by Lunde. The motion carried.

A motion was made by Nord to change insurance companies from Ihry to Bremer Insurance. Second by Lunde. The motion carried.

Thompson Apiaries was tabled.

A motion was made by Lunde to accept the proposal from Lake Region Roofing to fix the roof at the USDA service center. Second by Nord. The motion carried.

First reading of Ordinance 12 was held with changes made to add long grass along with noxious weeds.

A motion was made by Lunde to let the Fffishtival use the city garage to weigh fish. Second by Nord. The motion carried.

A motion was made by Nord to pay bills. Second by Lunde. The motion carried. The following bills were paid:

CenDak	$722.79
NDWPCC	20.00
CenDak	299.02
Payroll	4,135.52
Floodwater Prop.	1,033.12
BC Sheriff	200.00
Home of Economy	14.99
Newby's	9.98
NDLC	30.00
LR Roofing	325.00
KLJ	2,297.50
State Auditor	320.00
Double M	3,917.19
BC Farmers Press	40.02
Hawkins	2,114.05
S. Thompson	105.07
14489	524.20
BC Hwy.	1,100.00
GF Utility	41.00
Otter Tail Power Co.	3,453.36
Traynor	100.00
E. Thompson	40.00
S. Thompson	40.00
Cathy Nord	150.00

A motion was made by Nord to dissolve the Minnewaukan Building Authority. Second by Lunde. The motion carried.

A motion was made by Lunde to give gaming site authorization to Old 281 Tavern location to do gaming business. Second by Nord. The motion carried.

Evan Thompson will change the combination at the city garage aka old fire hall.

Cameras have been installed in the city garage.

The meeting adjourned at 6:27 p.m.

Sherri Thompson
City Auditor

Matt Seufert
Mayor

Public Notices

A public notice is information informing citizens of government activities that may affect the citizens' everyday lives. Public notices have been printed in local newspapers, the trusted sources for community information, for more than 200 years.

North Dakota newspapers also post public notices that are printed in newspapers on **www.ndpublicnotices.com** at no additional charge to units of government.

Public notices printed in this newspaper also appear at **www.bensoncountynews.com.**

Notice of Public Meeting

The Spirit Lake Tribe is holding a Public Meeting to discuss the Draft **Long Range Transportation Plan** on **March 6, 2020 from 9 a.m. to 12 p.m.** in the Tribal Conference Room in the Spirit Lake Tribal Administrative Building (Blue Building), 816 3rd Ave. N, Fort Totten, ND 58335. We are seeking public input for future transportation projects within the Spirit Lake Nation on a 20-year horizon. Additional information can be obtained from and comments can be submitted to Paul Bjornson, KLJ Project Manager, at 701-662-1960 or paul.bjornson@kljeng.com. **Your participation is needed!**

The Maddock Memorial Home
is looking for a full-time housekeeper. 40 hours per week.

Call 701-438-2641
for more information, or
stop at the home to fill out an application.
"The Home With Heart"

Maddock Memorial Home
310 Roosevelt Ave., Maddock, ND 58348
701-438-2641 ~ memorialhome@gondtc.com

In accordance with Federal law and U.S. Dept. of Ag. policy, this institution is prohibited from discriminating on the basis of race, color, national origin, sex, age, religion, political beliefs or disability. To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, Room 326-W, Witten Building, 1400 Independence Ave. SW, Washington, D.C. 20250-9410, or call 202-720-5964 (voice and TDD). USDA is an equal opportunity provider and employer.





MINUTES OF SPECIAL MEETING MINNEWAUKAN SCHOOL IMPROVMENTS, LLC November 18, 2019

A special meeting of Minnewaukan School Improvments, LLC was held Nov. 18, 2019. Members present: Dave Ambers, Michele Anderson and Kathy Lalum; Tracie Volk; Jean Callahan; and Attorney Richard Helde via phone.

The meeting was called to order by President Lalum at 4:30 p.m.

A motion was made by Ambers, seconded by Anderson, to approve the agenda. All members present voted yes. The motion carried with a 3-0 vote.

Richard Helde went over the process to close out (unwind) the NMTC with Travois & Chase.

A motion was made by Anderson, seconded by Ambers, to adopt the resolution approving the unwind of the financing transaction undertaken pursuant to section 45D of the IRS and authorizing and ratifying other actions, seconded by Ambers. On a roll call vote, Ambers -- yes, Anderson -- yes, Lalum -- yes. The motion carried with a 3-0 vote.

A motion was made by Anderson, seconded by Ambers, to adjourn the LLC meeting. The meeting adjourned at 4:43 p.m.

Tracie Volk
Business Manager

Kathy Lalum
President

MINUTES OF SPECIAL MEETING MINNEWAUKAN SCHOOL BUILDING AUTHORITY November 18, 2019

A special meeting of the Minnewaukan School Building Authority was held Nov. 18, 2019. The meeting was called to order at 4:43 p.m. by President Kathy Lalum after finishing the LLC meeting.

A motion was made by Ambers, seconded by Anderson, to approve the agenda. All members present voted yes. The motion carried with a 3-0 vote.

A motion was made by Ambers, seconded by Anderson, to adopt the resolution approving the unwind of the financing transaction undertaken pursuant to section 45D of the IRS and authorizing and ratifying other actions. On a roll call vote, Anderson -- yes, Ambers -- yes, Lalum -- yes. The motion carried with a 3-0 vote.

A motion was made by Anderson, seconded by Ambers, to adjourn the building authority meeting. The meeting adjourned at 4:49 p.m.

Tracie Volk
Business Manager

Kathy Lalum
President

MINUTES OF REGULAR MEETING MINNEWAUKAN SCHOOL BOARD November 18, 2019

A regular board meeting of the Minnewaukan Public School was called to order by President Kathy Lalum on Nov. 18, 2019 at 4:49 p.m. in the board room. Additional members present were Michele Anderson, Dave Ambers and Anna Tice. Member absent: Leona LaRoque. Others present were Superintendent Jean Callahan; Business Manager Tracie Volk; Elementary Principal MacKenzie Moen; Jay Howard and Gary Fulsebakke.

Additions and Approval of Agenda -- A motion was made by Ambers, seconded by Tice, to approve the agenda. All members present voted yes. The motion carried with a 4-0 vote.

Delegations and Communications -- There were no delegations and communications.

Approval of the Minutes -- A motion was made by Tice, seconded by Anderson, to approve the October regular board meeting minutes with changes. All members present voted yes. The motion carried with a 4-0 vote.

A motion was made by Ambers, seconded by Tice, to approve the minutes to the special meeting: superintendent evaluation. All members present voted yes. The motion carried with a 4-0 vote.

Presentation of the Bills -- A motion was made by Anderson, seconded by Ambers, to approve and pay the bills. All members present voted yes. The motion carried with a 4-0 vote.

GENERAL FUND
November 2019

TMS	$96.36
Loffler	140.00
ND Telephone Co.	533.00
NAPA-DL	4,546.90
Stein's	1,173.75
Otter Tail Power Co.	8,217.88
Advanced Business Methods	2,609.29
City of Mwkn.	1,083.50
JS Vending	654.69
CenDak	8,441.16
NAPA-Maddock	44.67
Lakeside Lock & Key	228.00
CHI St. Alexius	158.00
Century Electric	2,312.04
Popplers	1,547.44
Capital One	3,823.19
Pitsco	77.00
Mac's	84.35
Grainger	243.60
ND One Call	1.20
Hartley's School Buses, Inc.	1,186.42
KevLott Testing	131.40
Nardini	181.70
JAMF	1,530.00
ByteSpeed	711.00
Really Good Stuff	97.77
Sanford Health	102.00
Lori Cline	30.00
Decorated Wearables	1,567.78
Mercy Hospital	256.40
Larry Klundt	1,325.95
Gerrells-GF	1,849.19
Sandy Zahn	631.71
ByteSpeed	11,490.00
Cowboy's Towing Service	972.00
Jean Callahan	162.60
Jean Callahan	463.80
Michele Anderson	145.78
Kathy Lalum	199.62
Jean Callahan	217.12
Tracie Volk	217.12
Fund Total	$59,485.38

HOT LUNCH FUND
November 2019

US Foods	$7,430.97
Foods Service of America	4,799.59
JS Vending	1,056.11
Meadowsweet Dairy	1,560.12
DPI Child Nutrition	1,155.03
Leevers	19.99
Fund Total	$16,021.81

Financial Reports -- A motion was made by Anderson, seconded by Tice, to approve the financial reports. All members present voted yes. The motion carried with a 4-0 vote.

Old Business --

Policy Review: Discussion was held on the current policies.

Strategic Plan: The completed strategic plan was discussed.

Anderson left the meeting.

AdvancEd Update -- Information about AdvancEd was discussed.

New Business --

Closing of New Markets Tax Credits: Business Manager Volk updated the board on the process of the closing of the New Markets Tax Credits.

Approve Annual Travois Payments: A motion was made by Ambers, seconded by Tice, to approve the $72,000 payment this year for the New Markets Tax Credit project. All members present voted yes. The motion carried with a 3-0 vote.

Policy Work: A motion was made by Tice, seconded by Ambers, to approve the first reading of the following policies:

1. Records Retention
2. Student Alcohol and Other Drug Use/Abuse
3. Alcohol and Other Drug Intervention Procedure
4. Board Member Internet and Social Media Use
5. Student Publications and Freedom of Expression
6. Procedure for Seating New Board at the Annual Meeting

All members present voted yes. The motion carried with a 3-0 vote.

Elementary Principal Moen's Report:

- STAR Data: Includes students who have been present during all three testing years.
- NDSA Data: Historical trend
- Parent-teacher conference numbers were discussed.
- Technology meeting summary
- Curriculum committee summary
- Preschool field trip to Leevers 11/15
- Walkthroughs 11/6
- EDirection 90-day plan

HS principal report by Jean Callahan:

- HS students will be going over to Maddock to help with the Feed My Starving Children in Maddock.

Superintendent Report by Jean Callahan:

- The board was informed that an attorney's opinion was sought, and he determined that the school had the right to make up the school day on November 8 for the storm day in October.

Congratulations to James Tice for receiving the 2019 Outstanding Defensive Lineman Award, Class AA All Conference East Region, and First Team ND All State Team football awards!

Congratulations to Tyrese Leaf for being player of the week!

Congratulations to Tasha Bellile for making the Volleyball All-Region 4 Team.

The next meeting is December 16 at 4:30 p.m.

A motion was made by Ambers, seconded by Tice, to adjourn the meeting. The meeting adjourned at 6:18 p.m.

Tracie Volk
Business Manager

Kathy Lalum
President

Advertise in the Farmers Press by calling 701-473-5436!

MINUTES OF REGULAR MEETING MINNEWAUKAN SCHOOL BOARD January 21, 2020

A regular board meeting of the Minnewaukan Public School was called to order by President Kathy Lalum on Jan. 21, 2020 at 4:30 p.m. in the board room. Additional members present were Michele Anderson and Dave Ambers. Members absent: Anna Tice and Leona LaRoque. Others present were Superintendent Jean Callahan; Business Manager Tracie Volk; Wanda Bullinger; and Becca Iwen joined the meeting later.

Additions and Approval of Agenda -- A motion was made by Anderson, seconded by Ambers, to approve the agenda. All members present voted yes. The motion carried with a 3-0 vote.

Delegations and Communications -- Discussion was held on how the district calendar is developed, and closing on the NMTC agreement was reviewed and will be followed up.

Approval of the Minutes -- A motion was made by Anderson, seconded by Ambers, to approve the December regular board meeting minutes with changes. All members present voted yes. The motion carried with a 3-0 vote.

Presentation of the Bills -- A motion was made by Ambers, seconded by Anderson, to approve and pay the bills. All members present voted yes. The motion carried with a 3-0 vote.

GENERAL FUND
January 2020

TMS	$95.98
Loffler	140.00
ITD	44.16
ND Telephone Co.	612.01
NAPA-DL	5,530.58
BC Farmers Press	30.00
DL Journal	667.90
Stein's	108.94
Otter Tail Power Co.	10,716.33
Adv. Bus. Methods	3,636.39
City of Mwkn.	1,081.50
JS Vending	51.27
CenDak	8,230.90
Protection Syst., Inc.	405.00
Mac's	72.88
Johnson Controls	1,787.72
Hartley's School Buses, Inc.	30.11
School Specialty	192.24
NCB Electric	4,404.44
Agassiz	316.26
FU Oil Cenex	156.73
ND Telephone Co.	617.75
ND Educators Service Cooperative	1,253.20
Carolina	51.95
School Specialty	192.24
LRSC	200.00
Stone's	543.82
Learning A-Z	309.90
BC Real Estate Taxes	530.36
Holiday Inn Express	466.35
Innovative	304.40
Lindsey Illerbrunn	130.00
UMB	13,356.94
PFM	5,000.00
ETSystems, Inc.	91.50
SwiftReach	962.50
Dacotah Paper	102.13
Mercy Hospital	64.10
Varitronics	3,049.00
Radisson-Bismarck	1,551.60
FunExpress	164.43
Gerrells	588.00
ND Schools Boards Assn.	600.00
Wells Fargo	1,000.00
ND Science Olympiad	340.00
DL Public School	29,911.35
Marketplace Ford	4,139.80
Cummins Sales & Services	1,704.82
NTOA	667.00
ND Counseling Assn.	205.00
Popular Mechanics	23.97
Traynor Law Firm, PC	481.00
STEMfinity	507.00
Gerrells	382.00
Capital One	3,688.51
Fund Total	$111,491.96

HOT LUNCH FUND
January 2020

US Foods	$8,088.70
Foods Service of America	2,956.98
JS Vending	381.73
DPI	2,607.99
Fund Total	$14,035.40

STUDENT ACTIVITY FUND
January 2020

LakeView Dairy	$336.00
Capital One	411.57
Fund Total	$747.57

CONSTRUCTION FUND
January 2020

Novogradac	$24,000.00
Fund Total	$24,000.00

Financial Reports -- A motion was made by Anderson, seconded by Ambers, to approve the financial reports. All members present voted yes. The motion carried with a 3-0 vote.

Old Business --

Policy Review: discussion was held on the current policies

Strategic Plan: Discussion was held on the strategic plan.

AdvancEd Update: Information about AdvancEd will be presented at the next meeting.

Policy Work: A motion was made by Ambers, seconded by Anderson, to approve the second reading of the following policies:

- Prohibition on Aiding Sexual Abuse
- Nondiscrimination and Anti-Harassment Policy
- Education of the Homeless Student
- Bullying Policy

All members present voted yes. The motion carried with a 3-0 vote.

Storm Make-up Day: A request was made for February 17 to be a compensatory day for conferences that were held on November 8. A motion was made by Anderson, seconded by Ambers, to deny the request. On a roll call vote, Ambers -- yes, Anderson -- yes, Lalum -- yes. The motion carried with a 3-0 vote.

Full-Time Substitute: Discussion was held on hiring a full-time substitute.

New Business --

Resignation: A motion was made by Ambers, seconded by Anderson, to accept the letter of resignation from Eric Weisser effective immediately. On a roll call vote, Anderson -- yes, Lalum -- yes, Ambers -- yes. The motion carried with a 3-0 vote.

Substitute Teacher Pay: Discussion was held on the pay for a substitute teacher in comparison with other schools.

Spring NAFIS Conference: A motion was made by Ambers, seconded by Anderson, to send Business Manager Volk to the spring NAFIS conference. All members present voted yes. The motion carried with a 3-0 vote.

Elementary Principal Report/HS Principal Report/ Superintendent Report by Jean Callahan:

- Juniors and seniors have been touring colleges: UND, MSUM, Northland and University of Jamestown.
- There is an art class offered to some students through the IVN program.
- Spelling bee will be at Cankdeska Cikana Community College February 7.
- Star testing is complete.
- Pre-K had their families come in and do an activity and have lunch with them if they wanted.
- Math and writing meetings have been held and information was presented.
- Shot clocks needed to be replaced in the gym.
- Kitchen would like another sprayer installed.
- Superintendent Callahan went to the Legislative Interim Finance Committee meetings in Bismarck.

Congratulations to the boys basketball team for getting first place at the Ramsey County Tournament. Congratulations to Doug Yankton, Jayden Yankton and Bronson Walter for making the all-tournament team!

The next meeting is Feb. 18, 2020 at 4:30 p.m.

A motion was made by Ambers, seconded by Anderson, to adjourn the meeting. The meting adjourned at 6:30 p.m.

Tracie Volk
Business Manager

Kathy Lalum
President

MINUTES OF REGULAR MEETING OBERON SCHOOL BOARD January 6, 2020

A regular meeting of the Oberon School Board was held Jan. 6, 2020. Carolyn Nelson called the meeting to order at 5:40 p.m. Present were Carolyn Nelson, Jake Hegland and Karen Peterson; and Maria Dunlap, business manager. Corey Ploium was absent. Also present were Wayne Trottier, Laura Schnieber-Bruns and Mary Ann Broe.

Jake Hegland moved to approve the agenda. The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to approve the list of bills. The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

GENERAL FUND

Central Business Systems	$1,471.66
DL Journal	357.00
Hartley's Bus Service	125.00
JS Wholesale & Vending	302.09
Klemetsrud Plumbing & Heating	643.39
Lake Area Career & Tech Center	80.00
Otter Tail Power Co.	1,990.05
Pearce Durick, PLLC	9,025.73
Pearson Education, Inc.	40.03
Trottier, Wayne	6,250.00
Victim Survivor The Voice, LLC	27,686.57
Victim Survivor The Voice LLC	9,201.50
BC Farmers Press	247.71
Klemetsrud Plumbing & Heating Co.	850.00
LEAF	222.14

Food Service Fund

Bernard Food Industries, Inc.	$86.40
JS Wholesale & Vending	325.04
Lakeview Dairy	56.36
DPI	8.74
Cash-Wa Dist.	522.02

Jake Hegland moved to approve the contract for Mary Ann Broe as dean of students. The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Dr. Trottier gave a construction update: school zoning was approved and update of rural water service. Dr. Trottier also reported on state aid and Impact Aid funding.

Karen Peterson moved to approve the new mission statement for Oberon Public School. The motion was seconded by Jake Hegland and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to approve the Victim Survivor the Voice (VSV) contract as Facilities Operations Manager (FOM) consultant with Oberon School District. The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to approve hiring DayLynn Schnieber-Bruns as assistant to FOM. The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to rescind the motion and to table approval VSV's new contract. The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to hire Diane Hill as a paraprofessional and bus monitor; Shawn Trottier as a long-term substitute and bus driver; and Brianna Smith as a bus monitor and cook. The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Discussion was held on job descriptions.

Jake Hegland moved to waive the first reading and adopt Discrimination and Harassment Grievance Procedure (AAC-BR). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and adopt the Prohibition on Aiding Sexual Abuse Policy (ABCE). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and adopt the School Ethics Policy (BA). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and adopt the Board Meeting Procedures (BCAB). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and adopt the Public Participation at Board Meetings Policy (BCBA). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and adopt the Student Education Records Access and Amendment Procedure (FGA-BR). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and amend the School Board Evaluation Instrument (BEC-E). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and amend the Recruitment, Hiring and Background Checks for New Classified Personnel Policy (DBAA). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and amend the Drug and Alcohol Testing for Employees Policy (DBBA). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

Jake Hegland moved to waive the first reading and amend the Drug- and Alcohol-Free Workplace Policy (DEAA). The motion was seconded by Karen Peterson and approved by Carolyn Nelson, Jake Hegland and Karen Peterson.

The next regular meeting is scheduled for Feb. 11, 2020 at 5 p.m. The meeting adjourned at 7:52 p.m.

Maria Dunlap
Business Manager

Carolyn Nelson
Board President

Farmers Press subscriptions make great gifts! $48 for one year in-state, $54 for one year out-of-state.

HELP WANTED!!!

Full time position at our Hamberg Terminal. Duties will include dumping trucks, loading rail cars, grain drying, loading trucks, maintenance of plant and equipment. CDL preferred. Excellent benefits package. Salary based on experience. Call Mark Pederson at 701-547-2000 for application info. Fessenden Co-op is an Equal Opportunity Employer

Seeking BCEC manager

Part-time position open for Benson County Events Center manager in Benson County. Applicant should have computer knowledge along with good public communication and organizational skills. Applications and résumés should be submitted to the Benson County Auditor's Office, Benson County Courthouse, Minnewaukan, ND. Deadline to submit applications and résumés is March 11, 2020 at 4:30 p.m.

Anyone interested in the position or wishing to obtain more information should contact the Benson County Auditor's Office at telephone number 701-473-5340 or email bserickson@nd.gov.

Advertisement for bids: Modular home/daycare facility

Notice is hereby given that Leeds Economic Development Corporation, Leeds, ND, will be accepting bids for construction of a modular type home for a daycare facility to be built off site and delivered to Leeds, ND.

Sealed bids will be received prior to 4 p.m., Thursday, March 26, 2020 at North Central Planning Council Office, 417 5th Street NE, PO Box 651, Devils Lake, ND 58301. Bids will be opened at 9 a.m., Saturday, March 28, 2020 at the Leeds Community Center, 110 Central Ave S., Leeds, North Dakota, at which time they will be opened and read publicly. The Leeds EDC reserves the right to reject any and/or all bids.

The bid specifications and proposal forms may be obtained from North Central Planning Council, 417 5th Street NE, PO Box 651, Devils Lake, North Dakota 58301. Telephone number 701-662-8131.

HELP WANTED!!!

Full time position in our agronomy division with custom application experience preferred. Successful candidate will be required to work in multiple locations. Duties will include custom application of fertilizer and crop protection products, loading and unloading fertilizer, seed, and chemical trucks, assisting customers, maintenance of plant and equipment. CDL preferred. Excellent benefits package. Salary based on experience. Call Mark at 701-547-3004 or Brian at 701-547-3025 for application info. Fessenden Co-op is an Equal Opportunity Employer.

Notice of Public Meeting

The Spirit Lake Tribe is holding a Public Meeting to discuss the Draft **Long Range Transportation Plan** on **March 6, 2020 from 9 a.m. to 12 p.m.** in the Tribal Conference Room in the Spirit Lake Tribal Administrative Building (Blue Building), 816 3rd Ave. N, Fort Totten, ND 58335. We are seeking public input for future transportation projects within the Spirit Lake Nation on a 20-year horizon. Additional information can be obtained from and comments can be submitted to Paul Bjornson, KLJ Project Manager, at 701-662-1960 or paul.bjornson@kljeng.com. **Your participation is needed!**

Nutrition Education Assistant, EFNEP/FNP
NDSU Extension

(Minnewaukan, ND) Work collaboratively with a team of Extension professionals and other agencies and organizations to provide direct teaching and other outreach to adults and youth in food, nutrition, and physical activity-related subject matter in Benson and Ramsey Counties. Requirements: HS Diploma or GED. For complete details on this position and to apply, go to www.ndsu.edu/jobs (only online applications are accepted). $35,000+/yr. plus comprehensive fringe benefit package including retirement plan and full coverage for family health insurance. Screening begins March 5th.

Advertisement for bids: General contractor

Notice is hereby given that Leeds Economic Development Corporation, Leeds, ND, will be accepting bids for a general contractor for the site prep/construction of a basement foundation and other miscellaneous prior to the delivery of a modular type home/daycare facility to be built off site and delivered to Leeds, ND.

Sealed bids will be received prior to 4 p.m., Thursday, March 26, 2020 at North Central Planning Council Office, 417 5th Street NE, PO Box 651, Devils Lake, ND 58301. Bids will be opened at 9 a.m., Saturday, March 28, 2020 at the Leeds Community Center, 110 Central Ave S., Leeds, ND, at which time they will be opened and read publicly. The Leeds EDC reserves the right to reject any and/or all bids.

The bid specifications and proposal forms may be obtained from North Central Planning Council, 417 5th Street NE, PO Box 651, Devils Lake, ND 58301. Telephone number 701-662-8131.

Use Farmers Press Want Ads

HELP WANTED

TOWNER COUNTY MEDICAL Center in Cando, ND has full- or part-time RN/LPN, CNA positions available in skilled nursing. Accepting RN/LPN applications for acute care. 12-hour shifts. Competitive wage/benefits. EOE. Wages based on experience. Applications available at www.tcmedcenter.org. 37tfn

SPEARFISH, SD: PROJECT engineer: This position provides project management/coordination, construction inspection, and development plan review. For more information visit www.cityofspearfish.com under "career opportunities." (N)5p

TOWNER COUNTY MEDICAL Center in Cando has positions available in the following areas: Dietary, housekeeping, daycare, laundry, certified nursing assistant in acute care. Applications available at tcmedcenter.org. EOE. 41tfn

FT TIRE PERSON wanted. Duties: running service truck, repairs, replacement, sales of agriculture, truck, vehicle tires. Pay DOE. 701-327-4496. Tappen Oil & Tire, Tappen, ND. (N)5p

ADVERTISE JOB OPENINGS by calling 473-5436 or emailing farmerspress@gondtc.com.

MISC. FOR SALE

ANYONE CAN RUN statewide with help wanted ads in all newspapers of ND with the NorthSCAN program! $160 / 25 words / all ND papers. NDNA, 701-223-6397. (N)5p

LOOKING FOR THE most complete listing of ND media? Get the ND Media Guide for only $25! Call 701-223-6397, ND Newspaper Association. (N)5p

Farmers Press subscriptions make great gifts! $48 for one year in-state, $54 for one year out-of-state.

APARTMENTS FOR RENT
Park View - Maddock
One bedroom with utilities furnished.
Handicap/disabled, regardless of age.
Benson County Housing Authority
701-473-5671
TDD 1-800-366-6888
This institution is an equal opportunity provider and employer.

APARTMENTS FOR RENT
West Bay Homes, Minnewaukan
One bedroom with utilities furnished
Benson County Housing Authority
701-473-5671
TDD 1-800-366-6888
Equal Housing Opportunity
This institution is an equal opportunity provider and employer.

HOUSING/APTS. FOR RENT

ASSISTED LIVING APARTMENTS available in Rugby at the Haaland Estates. Laundry services, inside mail, garages, outside plug-ins for vehicles, emergency notification system and other convenient living accommodations for senior citizens. For more information or an explanation on services call 776-5203. 32tfn

RENTERS WANTED: ARE you having difficulty paying your rent on time? The Housing Assistance Program (HAP) is now taking applications for residents living in Benson County. For more information on eligibility call 473-5671. Equal Housing Opportunity. TDD 1-800-366-6888. 12tfn

APARTMENT FOR RENT: Spacious two-bedroom at Sunrise Apartments, Maddock. Quiet environment, very nice. Heat and water paid. Only $450 per month. Call 701-893-5413. 31tfn

HAVE HOUSING AVAILABLE? Your classified ad could be here! Call 473-5436 to place your ad by 10 a.m. Monday. $5 for the first 25 words, .10 for each additional word.

SERVICES

WATERS EDGE DOG Boarding, Churchs Ferry. 24/7 service, personal care, daily walks. All dogs, including special needs dogs. Call 701-466-2181. 7tfn

HANSON PAINTING SERVICE: Interior-exterior, residential, commercial, farm buildings, churches. Wallpapering, texturing, etc. Free estimates. 701-662-7153, 701-351-0860, www.hansonpaintingservice.com. 24tfn

LODGING

REEL 'EM INN Lodging, 210 7th St. E, Minnewaukan. Eight private rooms w/TV, commons area, kitchenette, laundry, Wi-Fi. Rates for full building rent. 701-351-2657. 5tfn

REAL ESTATE FOR SALE

ND FARM LAND values surge upward. Are you selling or renting? Pifer's Auction and Farm Land Management. Bob Pifer, 701-371-8538. Kevin Pifer, 701-238-5810. Free valuation. (N)5p

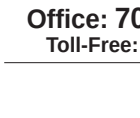
SELL REAL ESTATE on the Farmers Press classified page by calling 701-473-5436 by 10 a.m. Mondays.

Electric Motor Service
Repair & Rewind Service • Sales
Farm • Industry
New Rockford, ND
Cell: 302-0541
Home: 947-2017
JOHN GISI, OWNER

DRS. KREIN, MOEN & ENDERLE OPTOMETRISTS
Highway 2 East • Devils Lake
(Next to Mr. & Mrs. J's)
HOURS: 8:30 a.m. to 5 p.m. Mon.-Fri.
Phone 662-4085
Open Thursday Evenings until 7 p.m.


HOURS:
Mon. - Thurs.
1 - 5 p.m.
"Move Better, Feel Better, Heal Faster"
Jacobson Chiropractic
Lee Jacobson, D.C.
Maddock, ND
701-438-2890
Before/After Hours Available By Appointment

Town & Country Floral
Leeds, ND
701-381-2553
Serving Maddock, Minnewaukan, Esmond, Leeds and Surrounding Areas
Call for delivery

TERRY ELLINGSON
Your Benson County connection to the Fargo-Moorhead Real Estate market whether buying or selling!

PARK CO. REALTORS
28 10th St N, Fargo
701.866.1231 | TerryEllingson.com

NEED MONEY? WE ARE BUYING
• Gold, Silver, Platinum
• 10K, 14K, Dental Gold & Sterling
• Coins, Paper Money, Postcards & Tokens
Lake Region Coin & Currency Exchange
323 4th St. NE, Devils Lake, ND
662-5770 or 800-803-2322

RICHARD SAGER
CROP INSURANCE
Richard Sager • Amy Lee
PO Box 933, 308 4th Ave NE,
Devils Lake, ND 58301
701-662-2299 • 1-888-834-5020
Multi-Peril • Crop-Hail
Livestock Risk Protection
EQUAL OPPORTUNITY PROVIDER

Benson County Job Development Authority
MICRO-LOAN FUND
0% INTEREST LOANS
For NEW or EXISTING Business Activity in Benson County
Real Estate~Equipment~Inventory Working Capital
CONTACT North Central Planning Council, Admin. Agent for BCJDA
701-662-8131
www.northcentralplanningcouncil.com/benson-county-jda

NICOLAI CHIROPRACTIC CENTER
Dr. Michael K. Nicolai
Dr. Zachary T. Smith
207 1st Ave South
New Rockford, ND
Office: 701-947-2121
Toll-Free: 800-808-9478

Arnston Agency
105 Central Ave - PO Box 129
Maddock, ND 58348
701-438-2263, Fax 438-2217
email: chris.arnston@FUMIC.com
Farm - Homeowners - Dwelling
Business - Auto - Liability
Umbrellas - Misc. Bonds - Life
Multi-Peril Crop - Crop Hail
Long Term Care
Farmers Union INSURANCE

EDUCATION/TRAINING

TRAIN AT HOME to do medical billing! Become a medical office professional online at CTI! Get trained, certified and ready to work in months! Call 701-929-9679 (M-F 8am-6pm ET). (N)5p

COMPUTER AND IT training program! Train at home to become a computer and help desk professional now! Call CTI for details! 701-929-9484 (M-F 8am-6pm ET). (N)5p

AUTOS WANTED

DONATE YOUR CAR to charity. Receive maximum value of write-off for your taxes. Running or not! All conditions accepted. Free pickup. Call for details. 701-809-7415. (N)5p

FINANCIAL SERVICES

ARE YOU BEHIND $10K or more on your taxes? Stop wage and bank levies, liens and audits, unfiled tax returns, payroll issues and resolve tax debt fast. Call 844-295-4174. (N)5p

OVER $10K IN debt? Be debt-free in 24 to 48 months. No upfront fees to enroll. A+ BBB rated. Call National Debt Relief, 701-936-8487. (N)5p

HEALTH/MEDICAL

OPEN ENROLLMENT FOR health insurance is here! Now is the time to save for 2020. We have the best rates from top companies! Call now! 701-404-5823. (N)5p

A PLACE FOR Mom has helped over a million families find senior living. Our trusted, local advisors help find solutions to your unique needs at no cost to you. Call 1-701-404-5808. (N)5p

ATTENTION: OXYGEN USERS! Gain freedom with a portable oxygen concentrator! No more heavy tanks and refills! Guaranteed lowest prices! Call the Oxygen Concentrator Store: 701-404-5994 (24/7). (N)5p

CASH SETTLEMENTS

RECENTLY DIAGNOSED WITH lung cancer and 60+ years old? Call now! You and your family may be entitled to a significant cash award. Call 701-404-5389 today. Free consultation. No risk. (N)5p

CALL 473-5436 TO ADVERTISE!

PARK VUE in LEEDS
has 1 or 2 bedroom apts. Utilities furnished, rental assistance available. Call 701-466-2445 or TDD 1-800-366-6888.
This institution is an equal opportunity provider and employer.

Buying or Selling Residential, Commercial or Farm Properties?
Call Vonda Markestad
REAL ESTATE 7
701-662-7171 (Office)
701-230-9423 (Cell)

DVL INSURANCE
HOME • AUTO • BUSINESS AGENCY
(Formerly KNK Agency)
Located in Devils Lake, ND
701-662-4921
dvlins@dvlins.com

THE GLASS SHOP INC.
Quince Hambek
Handicap Doors,Shower Doors,Mirrors
Auto Glass, Chip Repair, Residential
Windows, Commercial Windows & Doors
The Feed Shop
Dog, Cat, Horse & Cattle Feed
HUBBARD www.hubbardfeeds.com
319 S College Dr. • Devils Lake, ND
Bus: 701-662-8276 Cell: 701-351-3342
Email: the1glasshop@hotmail.com

HAGER EXCAVATING
General Excavating
• *Land Clearing & Tree Removal*
• *Scrap Metal Hauling*
• *Stump Grinding*
• *Demolition*
• *Sewer System Installation*
Ryan Hager
701-341-0505

Terpening Construction
All Types of Concrete Work
Bruce Terpening Cell: 351-2300
Kent Neppl Cell: 351-3994
PO Box 249, Maddock, ND 58348
Email: Bruce - terp@gondtc.com or terpeningconst@gondtc.com

AUCTIONS

UPCOMING AUCTIONS! March 17, 10 a.m., 312 ac., Towner Co., cropland. March 17, noon, 549 ac., Towner Co., crop / pasture land. March 10, noon, commercial main street property, Devils Lake. Call Nikolaisen Land Company, 844-872-4289, nikolaisenlandcompany.com. (N)5p

MISCELLANEOUS

WE MAKE IT easy to place an ad in one or all the North Dakota newspapers. One order, one bill, one check. We provide the ad design and tear sheets. Call the North Dakota Newspaper Association, 701-223-6397. (N)5p

Seeking Truck Operator

Benson County Hwy. Dept. is accepting applications for a temporary Belly dump/semi driver for June 1 through Oct. 30. Applicant must have a valid Class A CDL driver's license. Pay depending on experience. Benson County employees are subject to mandatory drug testing. Applications will be accepted until Friday, March 28, 2020. Questions regarding this position should be submitted to Lester Ellingson Jr. at the Benson County Hwy. Dept., PO Box 184, Minnewaukan, ND 58351; 701-473-5496 or 701-351-1862.

NOTICE OF LEASING STATE SCHOOL LANDS

The Board of University and School Lands will offer the following lands for lease in Benson Co.

	Ac	Term	Rent
TWIN LAKE (155-70)			
16 NW4	160	5	1838 N
22 SW4	160	5	2517 N
IOWA (155-71)			
16 NE4	122	5	1899 N
KNOX (156-70)			
5 Lot 2 (5 Crop)	21	5	316 N
PLEASANT LAKE (156-71)			
16 N2	174	5	2076 N
16 S2	175	5	1903 N

T = Term of lease.
N = Known noxious weed infestation. Control requirements apply to all lessees.
The public lease auction will be held in the Pierce County Courthouse, Downstairs Community Room at Rugby, ND, on Wednesday, March 25, 2020 at 11:00 AM CT.
Other than the descriptions of the lands to be auctioned, the information contained in this advertisement may be revised prior to the auction upon further review by the North Dakota Department of Trust Lands. Any such revisions will be announced at the auction and will be binding upon the bidders. Bidding will begin at minimum rent. 1st year's rent must be paid in full immediately after the sale. The Board reserves the right to reject any and all bids.
For more information, visit https://land.nd.gov or call (701) 328-2800. For auxiliary aids and services, please call by 03/18/2020.
2/18/2020
Jodi Smith
Land Commissioner

Seeking BCEC manager

Part-time position open for Benson County Events Center manager in Benson County. Applicant should have computer knowledge along with good public communication and organizational skills. Applications and résumés should be submitted to the Benson County Auditor's Office, Benson County Courthouse, Minnewaukan, ND. Deadline to submit applications and résumés is March 11, 2020 at 4:30 p.m.

Anyone interested in the position or wishing to obtain more information should contact the Benson County Auditor's Office at telephone number 701-473-5340 or email bserickson@nd.gov.



Notice of Public Meeting

The Spirit Lake Tribe is holding a Public Meeting to discuss the Draft **Long Range Transportation Plan** on **March 6, 2020 from 9 a.m. to 12 p.m.** in the Tribal Conference Room in the Spirit Lake Tribal Administrative Building (Blue Building), 816 3rd Ave. N, Fort Totten, ND 58335. We are seeking public input for future transportation projects within the Spirit Lake Nation on a 20-year horizon. Additional information can be obtained from and comments can be submitted to Paul Bjornson, KLJ Project Manager, at 701-662-1960 or paul.bjornson@kljeng.com. **Your participation is needed!**

Advertisement for bids: Modular home/daycare facility

Notice is hereby given that Leeds Economic Development Corporation, Leeds, ND, will be accepting bids for construction of a modular type home for a daycare facility to be built off site and delivered to Leeds, ND.

Sealed bids will be received prior to 4 p.m., Thursday, March 26, 2020 at North Central Planning Council Office, 417 5th Street NE, PO Box 651, Devils Lake, ND 58301. Bids will be opened at 9 a.m., Saturday, March 28, 2020 at the Leeds Community Center, 110 Central Ave S., Leeds, North Dakota, at which time they will be opened and read publicly. The Leeds EDC reserves the right to reject any and/or all bids.

The bid specifications and proposal forms may be obtained from North Central Planning Council, 417 5th Street NE, PO Box 651, Devils Lake, North Dakota 58301. Telephone number 701-662-8131.

Contact the Farmers Press at 701-473-5436!

Advertisement for bids: General contractor

Notice is hereby given that Leeds Economic Development Corporation, Leeds, ND, will be accepting bids for a general contractor for the site prep/construction of a basement foundation and other miscellaneous prior to the delivery of a modular type home/daycare facility to be built off site and delivered to Leeds, ND.

Sealed bids will be received prior to 4 p.m., Thursday, March 26, 2020 at North Central Planning Council Office, 417 5th Street NE, PO Box 651, Devils Lake, ND 58301. Bids will be opened at 9 a.m., Saturday, March 28, 2020 at the Leeds Community Center, 110 Central Ave S., Leeds, ND, at which time they will be opened and read publicly. The Leeds EDC reserves the right to reject any and/or all bids.

The bid specifications and proposal forms may be obtained from North Central Planning Council, 417 5th Street NE, PO Box 651, Devils Lake, ND 58301. Telephone number 701-662-8131.

LEEDS PUBLIC SCHOOL DISTRICT NO. 6
NOTICE OF FILING FOR ELECTION

Notice is hereby given that the Leeds Public School District No. 6 annual election will be held on Tuesday, June 9, 2020 at the Leeds Public School for the following purpose:

1. To elect one director for a three-year term to represent

Region 3: Springfield, Leeds, Irvine, Chain Lakes, DeGroat, Coulee, Lake Ibsen, Normania, Pelican, Riggin, McClellan, Butte Valley, Broe, Beaver, Twin Lakes, Iowa, York, Knox, and Hurricane Lake Townships, and the cities of Churchs Ferry, Brinsmade and York (excluding the city of Leeds)

2. To elect one director for a three-year term to represent

Region 1: The City of Leeds

Any candidates for election as a member to the school board of a school district must file with the school district Business Manager, before four o'clock p.m. on the sixty-fourth day prior to the election, a statement setting forth his or her name and the position for which that person is a candidate and a statement interest. The statements must be in the physical possession of the Leeds School Office before 4 p.m. on the 64th day before the election. The closing date and time for this year's election is 4 p.m. on Monday, April 6, 2020.

Polls will be open from 11 a.m. to 7 p.m. on Tuesday, June 9, 2020 at the Leeds Public School, 530 1st Street SE, Leeds, North Dakota.

Maria Dunlap
Business Manager
(Publish March 5, 2020)

HELP WANTED

Full time position at our Hamberg Terminal. Duties will include dumping trucks, loading rail cars, grain drying, loading trucks, maintenance of plant and equipment. CDL preferred. Excellent benefits package. Salary based on experience. Call Mark Pederson at 701-547-2000 for application info. Fessenden Co-op is an Equal Opportunity Employer

HELP WANTED

Full time position in our agronomy division with custom application experience preferred. Successful candidate will be required to work in multiple locations. Duties will include custom application of fertilizer and crop protection products, loading and unloading fertilizer, seed, and chemical trucks, assisting customers, maintenance of plant and equipment. CDL preferred. Excellent benefits package. Salary based on experience. Call Mark at 701-547-3004 or Brian at 701-547-3025 for application info. Fessenden Co-op is an Equal Opportunity Employer.

Call 473-5436 to advertise in the Benson County Farmers Press!

ATTENDANCE SIGN-IN SHEET

Spirit Lake Nation
Long-Range Transportation Plan Public / Stakeholder Meeting

Friday, March 6th, 2020 9am-12pm
Spirit Lake Tribal Administrative Building (Blue Building)
Fort Totten, ND

NAME	*REPRESENTING*	*E-MAIL & PHONE*
Paul Bjornson	KLJ	Paul.Bjornson@kljeng.com 701-351-3358
Yvonne LaRocque	BIA - Superintendent	yvonne.larocque@bia.gov 701-766-4545
Starr Klemetsrud	LR911	sck@lrlec.org 701-662-0700
Shelly Luger	TERO	tero@spiritlakenation.com 701-230-4642
Kelly Gannon	SLT Census	Kellygnnn@gmail 701-230-5350
Ryan Leaf sr.	SLT Roads Dept	(701) 351-2324.
Ryan Brown	SLT Planning	Sltplanningpm@gondtc.com (701)-766-1700
Marty Alex, Sr	Emergency Mgt. Veteran Service Office	emdir@spiritlakenation.com (701) 381-8964
Wyatt Hanson	NDDOT - Devils Lake	wdhanson@nd.gov 701-665-5100
Chris Beggs	NDDOT - DL	ckbeggs@ND.gov 701-665-5100
Clarence Greene	Spirit Lake Rep.	701-351-2307
Thomas Allery Sr.	Four Winds bus garage	701-766-1481
Rhonda Jackson	FourWinds Tate Topa Tribal School / high School	701-766-1481

ATTENDANCE SIGN-IN SHEET

Spirit Lake Nation
Long-Range Transportation Plan Public / Stakeholder Meeting

Friday, March 6th, 2020 9am-12pm
Spirit Lake Tribal Administrative Building (Blue Building)
Fort Totten, ND

NAME	*REPRESENTING*	*E-MAIL & PHONE*
Paul Bjornson	KLJ	Paul.Bjornson@kljeng.com 701-351-3358
Douglas Longie	Road Asset	
Raymond DuBois	BIA Roads	701-350-0742 raymond.dubois@bia.gov
Brenda Redwing	& PRO BIA Transportation	701-286-7645 brenda.redwing@bia.gov


BANKERS BOX


Spirit Lake Nation



Worst road Ever !

1820 Walnut Street East, Suite 6
Devils Lake, ND 58301-3411
701 662 1960
KLJENG.COM

Memorandum

Date: 11/20/2020
To: LRTP Stakeholders
Copy to: Clarence Greene, Spirit Lake Tribal Roads Director
From: Paul Bjornson, PE
RE: Summary of Comments & Public Input on Long Range Transportation Plan

Summary of Public Input & Stakeholder Comments on the LRTP

A summary of comments prior to the Public and Stakeholder meeting follows:

- 2/20/2020 – Jackie Thompson suggested the addition of a pedestrian underpass on ND Highway 57 north of Tate Topa Tribal School. She also suggested turn lanes for the school.

A Public and Stakeholder meeting was held on March 6, 2020 from 9am-12pm at the Spirit Lake Tribal Administrative Building. Below is a summary of comments received at the meeting:

- Kelly Gannon suggested that speed cameras or radar trailers be used to reduce speeds on ND Highway 57 in Fort Totten, like she has seen in Watford City.
- Marty Alex asked about GPS locations for all the culverts on the roads the Tribe maintains.
- The NDDOT has a new Pathways van that the Roads Department would be interested in using to accurately measure pavement condition.
- Sioux Manufacturing should be accurately identified on the location map.
- Brenda Redwing asked for a copy of the MOU with the County/BIA/Tribe on cooperative snow removal efforts.
- An eastbound left turn lane into CCCC Head Start on BIA Route 6 east of Fort Totten has been identified as a needed safety improvement. TTPSF or HSIP may be potential sources.
    - Update 5/19/2020: NDDOT awarded SLT the requested amount of HSIP funds for this project, programmed for FY 2024.
- Marty Alex suggesting using Magnesium Chloride on the Powwow Grounds Road.
- Marty Alex mentioned that a Residential Development Plan would be prudent.
- There was discussion on the Four Winds School (Tate Topa Tribal School) road and parking lots. It was thought that they were under BIE control and maintenance responsibility.
- Thaedra Jackson suggested the addition of a turn lane for Tate Topa Tribal School (Four Winds).
- James Culvert Sr and Thaedra Jackson brought up the need for tree removal on bus routes. The location of greatest concern was on the Benson County road that wraps around Wood Lake.

Comments and updates following the meeting are below:

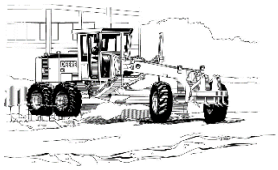
- 3/20/2020 - Duane Jackson and Marty Alex suggested adding a project to improve BIA Route 23 that leads to the Spirit Lake Wellness & Recovery facility, and its parking lot.

- 4/29/2020 – Brad Larson, Devils Lake Public Schools Transportation Director mentioned that 79th Ave NE could use some work on the surfacing. He provided a map of the School Bus Routes that DLPS uses.

Long-Range Transportation Plan 2021

APPENDIX C
TRIBAL RESOLUTION

Spirit Lake Road Department



SPIRIT LAKE TRIBE
RESOLUTION NO. A05-21-350

WHEREAS, the Spirit Lake Tribe, formerly known as the Devils Lake Sioux Tribe, is a federally recognized Indian Tribe governed by a revised Constitution dated May 5, 1960, approved by the Acting Commissioner, Bureau of Indian Affairs, July 14, 1961, and as subsequently amended July 17, 1969; May 3, 1974; April 16, 1976; May 4, 1981; and August 19, 1996; and

WHEREAS, the Constitution of the Spirit Lake Tribe generally authorizes and empowers the Spirit Lake Tribal Council to engage in activities on behalf of and in the interest of the welfare and benefit of the Tribe and of the enrolled members thereof; and

WHEREAS, the Spirit Lake Tribal Council (hereinafter the Tribal Council) is the governing body of the Tribe and is empowered to administer the economic resources and financial affairs beneficial to the economic safety of all who reside on the reservation; especially the school children; and

WHEREAS, the Tribal Council supports the Spirit Lake Tribal Roads Department in long-term planning efforts; and

WHEREAS, the Tribal Council entered into P.L. 93-638 Contract A18AV00995 with the Bureau of Indian Affairs to complete a Long-Range Transportation Plan (LRTP); and

WHEREAS, the Tribal Council entered into an agreement with KLJ Engineering LLC (formerly Kadrmas, Lee & Jackson, Inc.) to assist with completion of a Long-Range Transportation Plan (LRTP); and

WHEREAS, a LRTP Public Input & Stakeholder Meeting was advertised as required, was held March 6, 2020, and public and stakeholder input has since been incorporated into the Final LRTP; and

WHEREAS, the Tribal Council has reviewed the Final LRTP and find it appropriate for the transportation needs of the Spirit Lake Tribe; and

NOW, THEREFORE BE IT RESOLVED, that the Spirit Lake Tribal Council hereby approves and adopts the Long Range Transportation Plan competed in July 2021.

CERTIFICATION

I, the undersigned as Secretary-Treasurer of the Tribal Council, do hereby certify that the Tribal Council is composed of six (6) members of whom five (5) were present, constituting a quorum for a Special Meeting duly called and convened on this 9TH day of August, 2021 and approved this resolution by an affirmative vote of four (4) in favor, none (0) opposed, none (0) abstaining, and one (1) absent (Charmayne Bohanon, Secretary Treasurer). The Secretary-Treasurer does not vote and the Chairman votes only in case of a tie.

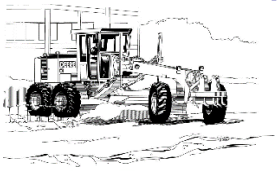
Sicily Ducheneaux
Recording Secretary

Douglas Yankton Sr.,
Tribal Chairman

Long-Range Transportation Plan 2021

APPENDIX D
NATIONAL TRIBAL TRANSPORTATION FACILITIES INVENTORY (NTTFI)

Spirit Lake Road Department



NATIONAL TRIBAL TRANSPORTATION PROGRAM
FY 2021 NATIONAL TRIBAL TRANSPORTATION FACILITIES INVENTORY (NTTFI)
SPIRIT LAKE TRIBE

PREPARED BY
BUREAU OF INDIAN AFFAIRS
GREAT PLAINS REGIONAL OFFICE
DIVISION OF TRANSPORTATION
115 4th AVENUE SE, SUITE 400
ABERDEEN, SD 57401
TELEPHONE (605) 226-7645

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name		Mission	Mission		Abraham	Abraham		
4-IRR Route Number	0001	0001	0001	0002	0002	0002	0004	0004
5-Section Number	10	10	20	10	10	20	10	20
10-Class	4	4	4	4	5	5	4	4
15-Length of Section	2.7	0.7	2.0	1.2	0.5	0.7	1.8	3.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	5	5	5	5	3	3	5
24-Surface Condition Index	40	88	88	0	92	58	38	100
16-Surface Width	24	29	29	26	22	22	24	38
13-Surface Type	5	5	5	1	3	3	5	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*3*	*3*	*3*	*0*	*3*	*3*	*3*	*2*
29-Right of Way Width	*150*	*150*	*150*	*67*	*66*	*66*	*150*	*150*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	3	6	6	0	0	0	2	0
14-Shoulder Type	3	3	3		1		3	
22-Existing ADT	1969	1969	1722	230	230		1943	110
21-ADT Year	1999	1999	2006	1994	1994		1999	1989
23-Percent Trucks	10	10	6	12	50		15	10
34-Owner Route Number								
Roadway Width	**30**	**41**	**41**	**26**	**22**	**22**	**28**	**38**
TTAM Future ADT	**2924**	**2924**	**2557**	**342**	**342**	**74**	**2885**	**163**
TTAM ADS Number	**11**	**11**	**11**	**11**	**14**	**14**	**11**	**11**
TTAM Future Surface Type	**P**	**P**	**P**	**P**	**P**	**G**	**P**	**G**
35-Drainage Condition	*2*	*2*	*2*	*1*	*2*	*2*	*3*	*2*
36-Shoulder Condition	*2*	*2*	*2*	*0*	*0*	*0*	*1*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
39-Right of Way Utility	*3*	*3*	*3*	*0*	*0*	*0*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance	*4*	*4*	*4*	*2*	*2*	*2*	*4*	*2*
27-Snow & Ice Control	*6*	*6*	*6*	*6*	*6*	*6*	*6*	*6*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*74108*	*74108*	*74108*	*75117*	*75117*	*75117*	*70000*	*70000*
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change	*1976*	*1976*	*1976*	*1938*	*2006*	*2006*	*1978*	*1938*
Update Year	**1999**	**2012**	**2012**	**1994**	**2012**	**2012**	**1999**	**1994**
Status	**OFFICIAL**	**IN-PROCESS**	**IN-PROCESS**	**OFFICIAL**	**IN-PROCESS**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	John Bel		John Bel					
4-IRR Route Number	0005	0005	0005	0006	0006	0006	0006	0007
5-Section Number	10	10	20	10	20	30	30	10
10-Class	4	4	4	4	4	5	4	3
15-Length of Section	0.6	1.1	0.5	3.8	5.0	1.6	2.6	4.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	2	2	2	2	2	2	2	
25-Roadbed Condition	5	5	5	4	4	5	5	4
24-Surface Condition Index	100	100	92	32	32	70	0	32
16-Surface Width	38	38	24	24	24	24	26	28
13-Surface Type	3	3	4	5	5	3	1	5
9-Federal Aid Category	1	1	1	1	1	1	2	1
28-Right of Way Status	*2*	*2*	*3*	*3*	*3*	*3*	*3*	*3*
29-Right of Way Width	*66*	*66*	*66*	*100*	*150*	*150*	*150*	*50*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	9	4	1	0	0	2
14-Shoulder Type			2	3	3			3
22-Existing ADT	220	220		2124	728			2517
21-ADT Year	1994	1994		1999	2007		1994	2007
23-Percent Trucks	20	20		12	5		10	4
34-Owner Route Number								
Roadway Width	**38**	**38**	**42**	**32**	**26**	**24**	**26**	**32**
TTAM Future ADT	**327**	**327**	**74**	**3154**	**1081**	**74**	**74**	**3738**
TTAM ADS Number	**11**	**11**	**11**	**11**	**11**	**14**	**11**	**18**
TTAM Future Surface Type	**P**	**P**	**G**	**P**	**P**	**G**	**G**	**P**
35-Drainage Condition	*2*	*2*	*2*	*2*	*2*	*1*	*1*	*2*
36-Shoulder Condition	*0*	*0*	*0*	*1*	*2*	*0*	*0*	*3*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*		*0*	*0*	
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance	*2*	*2*	*2*	*4*	*4*	*2*	*2*	*4*
27-Snow & Ice Control	*6*	*6*	*6*	*6*	*6*	*3*	*3*	*6*
41-Begin Latitude					*47.98281000*			*47.97897000*
42-End Latitude					*47.97790000*			*47.99273000*
43-Begin Longitude					*98.92172000*			*99.01379000*
44-End Longitude					*98.82403000*			*99.00765000*
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*70 00 0*	*70 00 0*	*70 00 0*	*73 41 0*	*73 40 8*	*74 00 8*	*74 00 8*	*0*
51-Road Category	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
52-Year of Construction Change	*1936*	*1936*	*1936*	*1978*	*1961*	*2006*	*1959*	*1959*
Update Year	**2012**	**1994**	**2012**	**1999**	**2007**	**2012**	**1994**	**2007**
Status	**IN-PROCESS**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name								
4-IRR Route Number	0007	0007	0007	0007	0008	0008	0009	0012
5-Section Number	20	30	30	40	10	10	10	10
10-Class	3	3	3	3	4	4	4	4
15-Length of Section	4.1	0.8	0.8	0.8	4.3	4.3	1.1	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain		1		1	2	2	2	2
25-Roadbed Condition	3	5	5	5	4	4	5	5
24-Surface Condition Index	30	0	0	40	32	32	100	0
16-Surface Width	30	24	24	12	22	22	38	16
13-Surface Type	4	1	3	5	5	4	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*3*	*3*	*3*	*3*	*3*	*3*	*2*	*0*
29-Right of Way Width	*50*	*50*	*50*	*50*	*150*	*150*	*66*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	0	0	1	1	0	0
14-Shoulder Type	4				3	3		
22-Existing ADT	1174				457	457	120	
21-ADT Year	2007				2007	2007	1994	1994
23-Percent Trucks	3				6	6	15	1
34-Owner Route Number					00000	00000		
Roadway Width	**34**	**24**	**24**	**12**	**24**	**24**	**38**	**16**
TTAM Future ADT	**1743**	**37**	**37**	**37**	**679**	**679**	**178**	**74**
TTAM ADS Number	**18**	**18**	**18**	**18**	**11**	**11**	**11**	**11**
TTAM Future Surface Type	**P**	**E**	**E**	**E**	**P**	**P**	**G**	**G**
35-Drainage Condition	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*1*
36-Shoulder Condition	*1*	*0*	*0*	*0*	*2*	*2*	*0*	*0*
37/38 # RR X I NG/RR XING TYPE		*0*	*0*	*0*			*0*	*0*
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance	*4*	*1*	*1*	*4*	*4*	*4*	*2*	*2*
27-Snow & Ice Control	*6*	*6*	*6*	*6*	*6*	*6*	*6*	*6*
41-Begin Latitude	*47.97818000*				*47.97813000*	*47.97813000*		
42-End Latitude	*47.99153000*				*47.97847000*	*47.97847000*		
43-Begin Longitude	*99.00533000*				*99.08216000*	*99.08216000*		
44-End Longitude	*99.00185000*				*99.05512000*	*99.05512000*		
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*0*	*0*	*0*	*0*	*73148*	*73148*	*75000*	*73118*
51-Road Category	*A*	*A*	*A*	*A*			*A*	
52-Year of Construction Change	*1959*	*1959*	*1999*	*1959*	*1999*	*1977*	*1959*	*1959*
Update Year	**2007**	**1994**	**2012**	**1994**	**2012**	**2007**	**1994**	**1994**
Status	**OFFICIAL**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name								
4-IRR Route Number	0012	0013	0013	0014	0014	0015	0016	0017
5-Section Number	10	10	10	10	10	10	10	10
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.4	0.3	0.3	0.7	0.7	1.0	4.2	4.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	5	4	5	5
24-Surface Condition Index	0	0	0	0	0	46	0	0
16-Surface Width	16	28	28	20	20	24	24	24
13-Surface Type	3	1	3	3	1	5	5	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*0*	*2*	*2*	*0*	*0*	*3*	*3*	*2*
29-Right of Way Width	*0*	*100*	*100*	*0*	*0*	*150*	*150*	*100*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	2	2	0
14-Shoulder Type						3	3	
22-Existing ADT		190	190			1103	378	60
21-ADT Year		1994	1994		1994	1999	2007	1994
23-Percent Trucks		75	75		0	25	12	2
34-Owner Route Number								
Roadway Width	**16**	**28**	**28**	**20**	**20**	**28**	**28**	**24**
TTAM Future ADT	**74**	**282**	**282**	**74**	**74**	**1638**	**561**	**89**
TTAM ADS Number	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
TTAM Future Surface Type	**G**	**P**	**P**	**G**	**G**	**P**	**P**	**G**
35-Drainage Condition	*1*	*1*	*1*	*0*	*0*	*3*	*3*	*2*
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*		*0*
39-Right of Way Utility	*3*	*2*	*2*	*1*	*1*	*3*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance	*2*	*2*	*2*	*2*	*2*	*4*	*2*	*2*
27-Snow & Ice Control	*6*	*6*	*6*	*6*	*6*	*6*	*6*	*6*
41-Begin Latitude							*47.92012000*	
42-End Latitude							*47.97830000*	
43-Begin Longitude							*98.84563000*	
44-End Longitude							*98.84822000*	
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*73118*	*74010*	*74010*	*63037*	*63037*	*73000*	*74000*	*63008*
51-Road Category		*A*	*A*			*A*	*A*	
52-Year of Construction Change	*2001*	*1982*	*2003*	*2005*	*1959*	*1989*	*2007*	*2005*
Update Year	**2012**	**1994**	**2012**	**2012**	**1994**	**1999**	**2007**	**2012**
Status	**IN-PROCESS**	**OFFICIAL**	**IN-PROCESS**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**IN-PROCESS**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name								
4-IRR Route Number	0017	0018	0018	0019	0019	0020	0021	0022
5-Section Number	10	10	10	10	10	10	10	10
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	4.1	0.3	0.8	0.8	0.0	3.5	6.1	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	5	4	3	5
24-Surface Condition Index	0	60	0	0	0	98	30	0
16-Surface Width	24	22	22	24	24	24	24	22
13-Surface Type	1	3	1	1	3	5	5	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*0*	*0*	*3*	*3*	*2*
29-Right of Way Width	*100*	*66*	*66*	*0*	*0*	*150*	*66*	*100*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	1	1	0
14-Shoulder Type						3	3	
22-Existing ADT	60					574	1266	
21-ADT Year	1994		1994	1994		2007	1999	1994
23-Percent Trucks	2		2	2		11	10	0
34-Owner Route Number						00509	S0328	
Roadway Width	**24**	**22**	**22**	**24**	**24**	**26**	**26**	**22**
TTAM Future ADT	**89**	**74**	**74**	**74**	**74**	**852**	**1880**	**74**
TTAM ADS Number	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**P**	**P**	**G**
35-Drainage Condition	*2*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*		*0*	*0*
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance	*2*	*2*	*2*	*2*	*2*	*4*	*4*	*2*
27-Snow & Ice Control	*6*	*6*	*6*	*6*	*6*	*6*	*6*	*6*
41-Begin Latitude						*47.91971000*		
42-End Latitude						*47.97163000*		
43-Begin Longitude						*98.93122000*		
44-End Longitude						*98.93234000*		
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*6 3 0 0 8*	*7 5 0 0 1*	*7 5 0 0 1*	*7 0 3 1 8*	*7 0 3 1 8*	*7 0 0 0 0*	*5 5 0 3 8*	*7 3 2 3 8*
51-Road Category							*A*	
52-Year of Construction Change	*1930*	*1993*	*1959*	*1959*	*1998*	*1998*	*1998*	*1968*
Update Year	**1994**	**2012**	**1994**	**1994**	**2012**	**2007**	**2001**	**1994**
Status	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name								
4-IRR Route Number	0022	0023	0023	0024	0024	0025	0025	0026
5-Section Number	10	10	10	10	10	10	10	10
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.4	0.4	0.4	4.4	0.6	4.3	3.4	3.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	1	1
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	0	0	0	0	0	0	0	0
16-Surface Width	22	22	22	24	24	22	22	30
13-Surface Type	3	3	1	1	3	1	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
29-Right of Way Width	*100*	*100*	*100*	*150*	*150*	*150*	*150*	*150*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type								
22-Existing ADT			190	95	95	100		
21-ADT Year			1994	1994	1994	1994		
23-Percent Trucks			5	5	5	2		
34-Owner Route Number								
Roadway Width	**22**	**22**	**22**	**24**	**24**	**22**	**22**	**30**
TTAM Future ADT	**74**	**74**	**282**	**141**	**141**	**149**	**74**	**74**
TTAM ADS Number	**11**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
TTAM Future Surface Type	**G**	**G**	**P**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition	*1*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*	*0*	*0*	*3*
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26-Level of Maintenance	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
27-Snow & Ice Control	*6*	*6*	*6*	*6*	*6*	*6*	*6*	*6*
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*7 3 2 3 8*	*7 0 3 3 8*	*7 0 3 3 8*	*5 4 2 2 8*	*5 4 2 2 8*	*7 4 0 1 8*	*7 4 0 1 8*	*7 1 1 4 8*
51-Road Category				*A*	*A*			*A*
52-Year of Construction Change	*1998*	*1998*	*1980*	*1966*	*1992*	*1966*	*2004*	*1994*
Update Year	**2012**	**2012**	**1994**	**1994**	**2012**	**1994**	**2012**	**2012**
Status	**IN-PROCESS**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**IN-PROCESS**	**IN-PROCESS**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name				Tribal R	Tribal R		Tribal R	Tribal R
4-IRR Route Number	0026	0027	0027	0028	0029	0030	0031	0032
5-Section Number	10	10	10	10	10	10	10	10
10-Class	4	4	4	5	3	3	3	5
15-Length of Section	3.8	0.9	0.9	0.5	0.3	0.2	0.1	0.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	1	1	1	2	2	1	2	2
12-Construction Need	1	1	1	2	2	1	2	2
11-Terrain	2	2	2	2		1		2
25-Roadbed Condition	5	5	5	3	4	4	3	4
24-Surface Condition Index	0	0	0	24	96	24	72	72
16-Surface Width	30	24	24	18	20	33	24	16
13-Surface Type	1	3	1	3	3	5	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*2*	*2*	*2*	*0*	*0*	*3*	*0*	*0*
29-Right of Way Width	*150*	*150*	*150*	*0*	*0*	*50*	*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	2	0	0
14-Shoulder Type					1	4	1	1
22-Existing ADT								
21-ADT Year	1994		1994					
23-Percent Trucks	5		2					
34-Owner Route Number				28	29		31	32
Roadway Width	**30**	**24**	**24**	**18**	**20**	**37**	**24**	**16**
TTAM Future ADT	**74**	**74**	**74**	**74**	**37**	**37**	**37**	**74**
TTAM ADS Number	**11**	**11**	**11**	**14**	**18**	**18**	**18**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**E**	**E**	**E**	**G**
35-Drainage Condition	*2*	*2*	*2*			*2*		
36-Shoulder Condition	*0*	*0*	*0*			*2*		
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*			*0*		
39-Right of Way Utility	*3*	*3*	*3*			*3*		
40-Right of Way Cost	*0*	*0*	*0*			*0*		
26-Level of Maintenance	*2*	*2*	*2*			*4*		
27-Snow & Ice Control	*6*	*6*	*6*			*6*		
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*00*	*00*	*01*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe	*71148*	*75000*	*75000*			*0*		
51-Road Category	*A*							
52-Year of Construction Change	*1966*	*2006*	*1966*	*1959*	*1959*	*1975*	*1959*	*1959*
Update Year	**1994**	**2012**	**1994**	**2006**	**2006**	**1994**	**2006**	**2006**
Status	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Tribal R							Tribal R
4-IRR Route Number	0033	0040	0040	0040	0040	0040	0040	0041
5-Section Number	10	10	10	20	20	30	30	10
10-Class	5	3	3	3	3	3	3	3
15-Length of Section	0.5	0.2	0.2	0.3	0.3	0.2	0.2	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	2	1	1	1	1	1	1	2
12-Construction Need	4	1	1	1	1	1	1	2
11-Terrain	2	1			1	1		
25-Roadbed Condition		4	4	4	4	4	4	5
24-Surface Condition Index		20	20	20	20	24	24	80
16-Surface Width		26	26	32	32	28	28	28
13-Surface Type		4	4	4	4	4	4	3
9-Federal Aid Category	1	1	1	1	1	2	1	1
28-Right of Way Status	*0*	*3*	*3*	*3*	*3*	*3*	*3*	*0*
29-Right of Way Width	*0*	*50*	*50*	*50*	*50*	*50*	*50*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width		0	0	0	0	0	0	0
14-Shoulder Type								1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								41
Roadway Width		**26**	**26**	**32**	**32**	**28**	**28**	**28**
TTAM Future ADT	**74**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**14**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**G**	**E**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition		*2*	*2*	*2*	*2*	*2*	*2*	
36-Shoulder Condition		*0*	*0*	*0*	*0*	*0*	*0*	
37/38 # RR X I NG/RR XING TYPE		*0*	*0*	*0*	*0*	*0*	*0*	
39-Right of Way Utility		*3*	*3*	*3*	*3*	*3*	*3*	
40-Right of Way Cost		*0*	*0*	*0*	*0*	*0*	*0*	
26-Level of Maintenance		*4*	*4*	*4*	*4*	*4*	*4*	
27-Snow & Ice Control		*6*	*6*	*6*	*6*	*6*	*6*	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*01*	*01*	*01*	*01*	*01*	*01*	*00*
46-50 Grade/Sight/Curve/Stop / Safe		*8*	*8*	*8*	*8*	*8*	*8*	
51-Road Category						*V*	*V*	
52-Year of Construction Change		*1976*	*1976*	*1976*	*1976*	*1976*	*1976*	*1959*
Update Year	**2006**	**1994**	**2012**	**2012**	**1994**	**1994**	**2012**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**IN-PROCESS**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name						Housing	Tribal R	Tribal R
4-IRR Route Number	0050	0050	0050	0050	0050	0050	0061	0062
5-Section Number	10	20	30	30	40	50	10	10
10-Class	3	3	3	3	3	3	5	5
15-Length of Section	0.2	0.4	0.3	0.6	0.5	0.3	0.6	1.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	1	1	1	1	1	2	2	2
12-Construction Need	1	1	1	1	1	2	2	2
11-Terrain	1	1	1		1		2	2
25-Roadbed Condition	4	4	5	5	3	3	3	3
24-Surface Condition Index	22	26	0	0	20	76	44	52
16-Surface Width	33	34	22	22	26	28	20	18
13-Surface Type	5	5	1	3	5	3	3	3
9-Federal Aid Category	2	2	2	1	2	1	1	1
28-Right of Way Status	*3*	*3*	*3*	*3*	*3*	*0*	*0*	*0*
29-Right of Way Width	*33*	*33*	*33*	*33*	*33*		*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	1	1	0	0	0	0	0	0
14-Shoulder Type	4	4				1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number							61	62
Roadway Width	**35**	**36**	**22**	**22**	**26**	**28**	**20**	**18**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**74**	**74**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**14**	**14**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**G**	**G**
35-Drainage Condition	*1*	*2*	*1*	*1*	*2*			
36-Shoulder Condition	*1*	*1*	*0*	*0*	*0*			
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*			
39-Right of Way Utility	*3*	*3*	*3*	*3*	*3*			
40-Right of Way Cost	*0*	*0*	*0*	*0*	*0*	*0*		
26-Level of Maintenance	*4*	*4*	*1*	*1*	*4*	*2*		
27-Snow & Ice Control	*6*	*6*	*6*	*6*	*6*	*2*		
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*		*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe	*0*	*0*	*0*	*0*	*8*			
51-Road Category	*A*	*A*	*A*	*A*	*A*			
52-Year of Construction Change	*1977*	*1977*	*1977*	*2004*	*1977*	*2000*	*1959*	*1959*
Update Year	**1994**	**1994**	**1994**	**2012**	**1994**	**2012**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R
4-IRR Route Number	0063	0063	0063	0063	0071	0071	0071	0072
5-Section Number	10	20	30	40	10	20	30	10
10-Class	5	5	5	5	3	3	3	3
15-Length of Section	0.3	0.4	0.5	0.8	0.3	0.4	0.6	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2				
25-Roadbed Condition	3	3	3	3	5	3	5	7
24-Surface Condition Index	20	20	10	56	94	80	56	30
16-Surface Width	16	20	20	22	24	30	20	36
13-Surface Type	3	3	3	3	3	4	3	4
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*0*	*0*	*0*	*0*
29-Right of Way Width	*66*	*66*	*66*	*66*	*0*	*0*	*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	4
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	9	9	9	9	71	71	71	72
Roadway Width	**16**	**20**	**20**	**22**	**24**	**30**	**20**	**36**
TTAM Future ADT	**74**	**74**	**74**	**74**	**37**	**37**	**37**	**37**
TTAM ADS Number	**14**	**14**	**14**	**14**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**E**	**E**	**E**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Trinbal
4-IRR Route Number	0072	0073	0074	0075	0075	0075	0076	0076
5-Section Number	20	10	10	10	20	30	10	20
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	1.1	0.1	0.4	0.3	0.2	0.3	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	7	5	3	5	4	4	2	2
24-Surface Condition Index	80	94	70	94	94	52	64	82
16-Surface Width	46	22	40	26	20	16	24	40
13-Surface Type	5	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
29-Right of Way Width	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	4	1	1	1	1	1	1	1
22-Existing ADT		287						
21-ADT Year		2007						
23-Percent Trucks		7						
34-Owner Route Number	72	73	74		75	75	76	76
Roadway Width	**46**	**22**	**40**	**26**	**20**	**16**	**24**	**40**
TTAM Future ADT	**37**	**426**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**P**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude		*47.97163000*						
42-End Latitude		*47.97811000*						
43-Begin Longitude		*99.02702000*						
44-End Longitude		*99.01777000*						
45-Atlas Map Number [99]	*00*	*01*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2007**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R	Tribal R
4-IRR Route Number	0077	0078	0078	0079	0081	0082	0210	0211
5-Section Number	10	10	20	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.2	0.2	0.1	0.4	0.7	0.1	0.6	3.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	5	7	7	2	5	3	3	5
24-Surface Condition Index	100	36	16	42	94	30	72	80
16-Surface Width	24	24	42	16	28	16	26	24
13-Surface Type	5	4	4	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
29-Right of Way Width	*66*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	1	1	0	0	0	0	0
14-Shoulder Type	1	4	4	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	77	78	78	79	81	82	210	211
Roadway Width	**24**	**26**	**44**	**16**	**28**	**16**	**26**	**24**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Tribal R	Tribal R	Tribal R	Tribal R	Benson C	Benson C	Benson C	Benson C
4-IRR Route Number	0212	0213	0214	0214	0325	0325	0325	0328
5-Section Number	10	10	10	20	10	20	30	10
10-Class	4	3	3	3	4	4	5	4
15-Length of Section	2.0	2.4	0.1	0.2	3.0	5.6	0.7	8.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	2	2	2	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1				2	2	2	2
25-Roadbed Condition	3	5	3	3	5	5	5	5
24-Surface Condition Index	80	80	30	30	70	96	96	96
16-Surface Width	28	22	22	14	25	22	23	25
13-Surface Type	3	3	3	3	3	3	3	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*0*	*0*	*0*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*0*	*0*	*0*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	4
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								138
21-ADT Year								2007
23-Percent Trucks								16
34-Owner Route Number	212	213	214	214	CO325	CO325	C0325	C0328
Roadway Width	**28**	**22**	**22**	**14**	**25**	**22**	**23**	**33**
TTAM Future ADT	**74**	**37**	**37**	**37**	**74**	**74**	**74**	**205**
TTAM ADS Number	**10**	**18**	**18**	**18**	**11**	**11**	**14**	**11**
TTAM Future Surface Type	**G**	**E**	**E**	**E**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								*47.91928000*
42-End Latitude								*47.91962000*
43-Begin Longitude								*99.39845000*
44-End Longitude								*99.21198000*
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*2006*
Update Year	**2006**	**2007**	**2007**	**2006**	**2006**	**2006**	**2006**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Benson C	Benson C	Benson C	Benson C	Benson C	Benson C	Benson C	Benson C
4-IRR Route Number	0328	0328	0328	0329	0329	0329	0329	0329
5-Section Number	20	30	40	10	20	30	40	50
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	4.0	9.0	6.5	0.1	0.3	0.1	2.5	1.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	1	1	1	1	2
25-Roadbed Condition	5	5	5	7	7	5	5	5
24-Surface Condition Index	100	68	92	90	90	76	96	86
16-Surface Width	23	30	30	30	36	28	28	30
13-Surface Type	5	3	3	5	5	5	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*3*	*3*	*3*	*3*	*3*
29-Right of Way Width	*66*	*66*	*66*	*150*	*150*	*150*	*150*	*150*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	2	0	0	0	0	2	0	0
14-Shoulder Type	3	1	1	4	4	2	1	1
22-Existing ADT	321	218	122					
21-ADT Year	2007	2007	2007					
23-Percent Trucks	14	24	16					
34-Owner Route Number	C0328	C0328	C0328	C0329	C0329	C0329	C0329	C0329
Roadway Width	**27**	**30**	**30**	**30**	**36**	**32**	**28**	**30**
TTAM Future ADT	**477**	**324**	**181**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**11**	**11**	**11**	**10**	**10**	**10**	**10**	**11**
TTAM Future Surface Type	**P**	**P**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude	*47.91962000*	*47.91997000*	*47.90555000*					
42-End Latitude	*47.91997000*	*47.91975000*	*47.90493000*					
43-Begin Longitude	*99.21198000*	*99.12502000*	*98.71647000*					
44-End Longitude	*99.12571000*	*98.93128000*	*98.57666000*					
45-Atlas Map Number [99]	*01*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*2006*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Benson C	Benson C	Benson C	Benson C	Benson C	Benson C	Benson C	Benson C
4-IRR Route Number	0341	0353	0353	0353	0359	0501	0502	0503
5-Section Number	10	10	20	30	10	10	10	10
10-Class	4	4	4	4	5	5	5	4
15-Length of Section	5.0	6.9		0.2	3.0	1.9	0.4	4.0
18-Bridge Number			36-123-37.0					
19-Bridge Condition			5					
20-Bridge Length			160					
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	2	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2		2	1	2	2	2
25-Roadbed Condition	5	5		5	5	5	5	5
24-Surface Condition Index	98	80		80	92	80	92	84
16-Surface Width	25	28		28	24	26	23	26
13-Surface Type	5	3		3	3	3	3	3
9-Federal Aid Category	1	1		1	1	1	1	1
28-Right of Way Status	*3*	*4*		*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*150*	*66*		*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	4	0		0	0	0	0	0
14-Shoulder Type	1	1		1	1	1	1	1
22-Existing ADT		97		97				453
21-ADT Year		2007		2007				2007
23-Percent Trucks		15		15				3
34-Owner Route Number	C0341	C0353		C0353	C0359	501	0502	0503
Roadway Width	**33**	**28**		**28**	**24**	**26**	**23**	**26**
TTAM Future ADT	**74**	**144**		**144**	**74**	**74**	**74**	**673**
TTAM ADS Number	**11**	**11**		**11**	**13**	**14**	**14**	**11**
TTAM Future Surface Type	**G**	**G**		**G**	**G**	**G**	**G**	**P**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude		*47.91818000*		*48.00389000*				*47.91980000*
42-End Latitude		*48.00345000*		*48.00749000*				*47.97562000*
43-Begin Longitude		*98.71696000*		*98.69706000*				*99.00134000*
44-End Longitude		*98.69707000*		*98.69728000*				*98.99631000*
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*		*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2007**	**2006**	**2007**	**2006**	**2006**	**2006**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Benson C	Benson C	Benson C	Benson C	Benson C	Four Win	Tribal R	Tribal R
4-IRR Route Number	0504	0504	0504	0505	0506	0700	0710	0710
5-Section Number	10	20	30	10	10	10	10	20
10-Class	5	5	5	5	5	8	8	8
15-Length of Section	0.5	1.1	1.5	2.9	0.5	3.0	0.9	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	1	2	2
12-Construction Need	2	2	2	2	2	1	2	2
11-Terrain	2	2	2	2	1			
25-Roadbed Condition	4	4	5	4	5			
24-Surface Condition Index	72	72	72	86	92			
16-Surface Width	26	26	26	24	22	8	10	10
13-Surface Type	3	3	3	3	3	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*1*	*0*	*0*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*		*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0			
14-Shoulder Type	1	1	1	1	1			
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	C0504	C0504	C0504	C0505	C0506		710	710
Roadway Width	**26**	**26**	**26**	**24**	**22**	**8**	**10**	**10**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**30**	**30**	**30**
TTAM ADS Number	**14**	**14**	**14**	**14**	**13**	**19**	**19**	**19**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**			
35-Drainage Condition								
36-Shoulder Condition						*0*		
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude						*47.97846000*		
42-End Latitude						*47.97795000*		
43-Begin Longitude						*-99.02741000*		
44-End Longitude						*-98.99634000*		
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*		*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*2004*	*2005*	*2005*
Update Year	**2006**	**2006**	**2006**	**2006**	**2007**	**2012**	**2007**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**RETURNED-TO-FIE**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Tribal R	Tribal R	25th St	26th St	26th St	26th St	26th St	27th St
4-IRR Route Number	0710	0720	0825	0826	0826	0826	0826	0827
5-Section Number	30	10	10	10	20	30	40	10
10-Class	8	8	5	5	5	5	5	5
15-Length of Section	1.2	1.6	1.0	0.6	0.6	2.2	3.4	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*027*	*027*	*027*	*027*	*027*	*027*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	2	2	5	5	5	5	5	5
12-Construction Need	2	4	2	2	2	2	2	2
11-Terrain			2	2	2	2	2	2
25-Roadbed Condition			4	3	4	4	5	3
24-Surface Condition Index			64	76	88	88	96	0
16-Surface Width	10		16	18	18	18	20	16
13-Surface Type	5		3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*0*	*0*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*0*	*0*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width			0	0	0	0	0	0
14-Shoulder Type			1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	710							
Roadway Width	**10**		**16**	**18**	**18**	**18**	**20**	**16**
TTAM Future ADT	**30**	**30**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**19**	**19**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type			**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*2005*		*1959*	*1959*	*1959*	*1959*	*1959*	
Update Year	**2006**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	27th St	27th St	28th St	28th St	28th St	29th St	30th St	30th St
4-IRR Route Number	0827	0827	0828	0828	0828	0829	0830	0830
5-Section Number	20	30	10	20	30	10	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	2.4	1.4	1.0	1.0	2.0	0.6	1.1	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*027*	*027*	*027*	*027*	*027*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	5	5	4	4	5	2	4
24-Surface Condition Index	94	96	92	94	92	96	0	80
16-Surface Width	20	20	22	16	19	24	12	14
13-Surface Type	3	3	3	3	3	3	1	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								930
Roadway Width	**20**	**20**	**22**	**16**	**19**	**24**	**12**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*		*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	30th St	30th St	31st St	31st St	31st St	31st St	32nd St	32nd St
4-IRR Route Number	0830	0830	0831	0831	0831	0831	0832	0832
5-Section Number	30	40	10	20	30	40	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.7	1.0	6.0	2.0	4.0	0.5	4.0	2.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*027*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	5	5
24-Surface Condition Index	88	92	86	80	84	92	92	88
16-Surface Width	16	12	20	20	21	16	22	22
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number			931	931	931			
Roadway Width	**16**	**12**	**20**	**20**	**21**	**16**	**22**	**22**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	32nd St	32nd St	32nd St	32nd St	33rd St	33rd St	33rd St	33rd St
4-IRR Route Number	0832	0832	0832	0832	0833	0833	0833	0833
5-Section Number	30	40	50	60	10	20	30	40
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.0	1.4	2.0	0.3	0.9	1.0	1.0	6.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	4	4	3	1	3	5
24-Surface Condition Index	96	96	96	90	94	0	88	94
16-Surface Width	19	20	18	12	14	12	14	20
13-Surface Type	3	3	3	3	3	1	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**19**	**20**	**18**	**12**	**14**	**12**	**14**	**20**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*		*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	33rd St	33rd St	33rd St	33rd St	34th St	34th St	34th St	36th St
4-IRR Route Number	0833	0833	0833	0833	0834	0834	0834	0836
5-Section Number	50	60	70	80	10	20	30	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	2.0	0.4	1.0	3.9	2.0	0.7	2.5	1.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	3	4	5	4	5	3
24-Surface Condition Index	80	96	76	92	94	84	96	76
16-Surface Width	18	17	14	14	18	18	24	12
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**18**	**17**	**14**	**14**	**18**	**18**	**24**	**12**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	36th St	36th St	36th St	36th St	36th St	37th St	37th St	37th St
4-IRR Route Number	0836	0836	0836	0836	0836	0837	0837	0837
5-Section Number	20	30	40	50	60	10	20	30
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.6	0.2	0.8	0.6	1.0	4.5	0.8	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	4	5	5	4	5
24-Surface Condition Index	92	92	94	94	90	94	68	92
16-Surface Width	16	16	18	17	18	21	20	18
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**16**	**16**	**18**	**17**	**18**	**21**	**20**	**18**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	37th St	37th St	37th St	38th St	38th St	38th St	38th St	39th St
4-IRR Route Number	0837	0837	0837	0838	0838	0838	0838	0839
5-Section Number	40	50	60	10	20	30	40	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	2.0	2.2	0.4	1.0	3.9	1.0	1.0	2.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	4	5	5	5	4	5	5
24-Surface Condition Index	88	80	90	86	80	80	96	90
16-Surface Width	16	18	14	25	25	16	22	20
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**16**	**18**	**14**	**25**	**25**	**16**	**22**	**20**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	39th St	40th St	40th St	40th St	40th St	41st St	41st St	42nd St
4-IRR Route Number	0839	0840	0840	0840	0840	0841	0841	0842
5-Section Number	20	10	20	30	40	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.4	0.7	3.7	1.0	0.5	1.0	2.0	1.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	5	5	4	4	5	5	5
24-Surface Condition Index	90	76	92	94	76	88	90	92
16-Surface Width	22	18	22	18	16	18	17	23
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**22**	**18**	**22**	**18**	**16**	**18**	**17**	**23**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	43rd St	43rd St	44th St	56th Ave	56th Ave	57th Ave	57th Ave	58th Ave
4-IRR Route Number	0843	0843	0844	0956	0956	0957	0957	0958
5-Section Number	10	20	10	10	20	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.0	2.0	0.9	0.8	1.2	2.0	1.0	1.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	1	1	2	2	2
25-Roadbed Condition	5	5	5	3	4	3	5	1
24-Surface Condition Index	84	90	88	90	100	92	94	0
16-Surface Width	18	22	18	19	20	15	20	12
13-Surface Type	3	3	3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number				956	956			
Roadway Width	**18**	**22**	**18**	**19**	**20**	**15**	**20**	**12**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**13**	**13**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	58th Ave	58th Ave	58th Ave	59th Ave	59th Ave	59th Ave	60th Ave	61st Ave
4-IRR Route Number	0958	0958	0958	0959	0959	0959	0960	0961
5-Section Number	20	30	40	10	20	30	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.6	1.0	0.5	1.6	3.3	1.0	7.0	1.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*027*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	5	3	2	5	5	4	4
24-Surface Condition Index	92	94	88	0	90	88	94	96
16-Surface Width	20	20	21	12	24	20	19	18
13-Surface Type	3	3	3	1	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1		1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**20**	**20**	**21**	**12**	**24**	**20**	**19**	**18**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*01*	*01*	*01*	*01*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*		*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	61st Ave	61st Ave	62nd Ave	62nd Ave	62nd Ave	63rd Ave	63rd Ave	63rd Ave
4-IRR Route Number	0961	0961	0962	0962	0962	0963	0963	0963
5-Section Number	20	30	10	20	30	10	20	30
10-Class	5	5	4	4	4	5	5	5
15-Length of Section	1.0	2.0	1.0	7.0	2.0	1.0	1.1	2.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*027*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	5	5	5	5	5	5	5
24-Surface Condition Index	96	92	96	96	82	96	76	90
16-Surface Width	18	20	19	19	22	18	18	22
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**18**	**20**	**19**	**19**	**22**	**18**	**18**	**22**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**11**	**11**	**11**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	63rd Ave	64th Ave	64th Ave	64th Ave	65th Ave	65th Ave	65th Ave	66th Ave
4-IRR Route Number	0963	0964	0964	0964	0965	0965	0965	0966
5-Section Number	40	10	20	30	10	20	30	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	2.1	0.4	4.8	0.7	4.0	3.0	0.6	3.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	1	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	5	5	5	5	5	4
24-Surface Condition Index	84	96	96	84	92	94	84	86
16-Surface Width	20	20	18	20	22	17	16	16
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**20**	**20**	**18**	**20**	**22**	**17**	**16**	**16**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**13**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	67th Ave	68th Ave	69th Ave	70th Ave	70th Ave	70th Ave	70th Ave	71st Ave
4-IRR Route Number	0967	0968	0969	0970	0970	0970	0970	0971
5-Section Number	10	10	10	10	20	30	40	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.3	0.6	0.5	0.6	0.4	1.0	1.5	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	5	4	5	5	4
24-Surface Condition Index	80	0	80	90	50	92	94	90
16-Surface Width	16	16	18	16	12	21	23	18
13-Surface Type	3	1	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**16**	**16**	**18**	**16**	**12**	**21**	**23**	**18**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*		*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	71st Ave	72nd Ave	73rd Ave	73rd Ave	75th Ave	76th Ave	76th Ave	76th Ave
4-IRR Route Number	0971	0972	0973	0973	0975	0976	0976	0976
5-Section Number	20	10	10	20	10	10	20	30
10-Class	5	5	5	5	4	5	5	5
15-Length of Section	1.0	5.6	3.2	1.0	3.3	0.4	1.7	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	4	5	4	4	4	4	4
24-Surface Condition Index	94	88	94	94	96	94	90	96
16-Surface Width	18	21	20	18	20	16	18	14
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**18**	**21**	**20**	**18**	**20**	**16**	**18**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**11**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	78th Ave	79th Ave	79th Ave	79th Ave	80th Ave	80th Ave	80th Ave	80th Ave
4-IRR Route Number	0978	0979	0979	0979	0980	0980	0980	0980
5-Section Number	10	10	20	30	10	20	30	40
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.3	3.0	1.0	3.0	2.0	0.5	0.3	0.5
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*027*	*027*	*027*	*027*	*027*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	5	5	5	2	4	4	4
24-Surface Condition Index	96	94	96	96	0	80	94	92
16-Surface Width	18	18	20	20	16	16	16	17
13-Surface Type	3	3	3	3	1	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**18**	**18**	**20**	**20**	**16**	**16**	**16**	**17**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*		*1959*	*1959*	*1959*
Update Year	**2006**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	81st Ave	81st Ave	81st Ave	81st Ave	81st Ave	81st Ave	81st Ave	82nd Ave
4-IRR Route Number	0981	0981	0981	0981	0981	0981	0981	0982
5-Section Number	10	20	30	40	50	60	70	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.8	5.0	1.0	2.2	1.3	1.2	1.1	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*027*	*027*	*027*	*005*	*005*	*005*	*005*	*027*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	5	5	4	2	4	5	4	4
24-Surface Condition Index	96	96	92	0	76	94	96	92
16-Surface Width	22	22	20	14	18	22	16	20
13-Surface Type	3	3	3	1	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**22**	**22**	**20**	**14**	**18**	**22**	**16**	**20**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*		*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	82nd Ave	82nd Ave	83rd Ave	83rd Ave	83rd Ave	83rd Ave	84th Ave	84th Ave
4-IRR Route Number	0982	0982	0983	0983	0983	0983	0984	0984
5-Section Number	20	30	10	20	30	40	10	20
10-Class	5	5	5	5	4	5	5	5
15-Length of Section	0.5	0.5	3.0	3.0	1.2	0.4	1.4	1.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*027*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	3	4	4	5	4	4	5
24-Surface Condition Index	90	48	88	92	98	84	92	96
16-Surface Width	16	16	18	16	26	14	16	18
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**16**	**16**	**18**	**16**	**26**	**14**	**16**	**18**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**11**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	85th Ave	85th Ave	86th Ave	86th Ave	87th Ave	88th Ave	89th Ave	89th Ave
4-IRR Route Number	0985	0985	0986	0986	0987	0988	0989	0989
5-Section Number	10	20	10	20	10	10	10	20
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.8	1.0	1.0	1.0	1.0	2.0	2.2	4.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*027*	*027*	*027*	*005*	*005*	*027*	*027*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	3	5	5	4	4	4	5
24-Surface Condition Index	90	74	88	90	94	86	92	96
16-Surface Width	20	14	22	16	18	20	18	22
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*66*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**20**	**14**	**22**	**16**	**18**	**20**	**18**	**22**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	90th Ave	91st Ave	91st Ave	92nd Ave	93rd Ave	94th Ave	95th Ave	96th Ave
4-IRR Route Number	0990	0991	0991	0992	0993	0994	0995	0996
5-Section Number	10	10	20	10	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.0	1.0	4.0	2.0	0.8	1.0	1.7	0.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*027*	*005*	*027*	*005*	*027*	*027*	*027*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	5	4	5	4	5
24-Surface Condition Index	96	94	94	96	88	96	90	98
16-Surface Width	14	18	16	18	14	20	20	18
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*66*	*66*	*66*	*66*	*6*	*66*	*66*	*66*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**14**	**18**	**16**	**18**	**14**	**20**	**20**	**18**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2006**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Nd Highw	Nd Highw	Nd Highw	Nd Highw	Nd Highw	Nd Highw	Nd Highw	Nd Highw
4-IRR Route Number	1015	1015	1019	1020	1020	1020	1020	1020
5-Section Number	10	20	10	10	20	30	40	50
10-Class	1	1	2	1	1	1	1	1
15-Length of Section	3.0	0.1	0.9	7.3	2.0	15.1	3.1	0.6
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*027*	*027*	*005*	*027*	*027*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	1
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	88	88	92	84	84	86	96	94
16-Surface Width	26	26	25	30	31	31	31	38
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
29-Right of Way Width	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*200*
TTAM BIA Share	19.07	19.07	19.07	19.07	19.07	19.07	19.07	19.07
30-Additional Incidental Percent								
17-Shoulder Width	4	4	2	2	3	3	3	6
14-Shoulder Type	3	3	3	3	3	3	3	3
22-Existing ADT	490	490	900	420	420	775	875	875
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2005
23-Percent Trucks	11	11	17	12	12	9	9	9
34-Owner Route Number	ND15	ND15	ND19	ND20	ND20	ND20	ND20	ND20
Roadway Width	**34**	**34**	**29**	**34**	**37**	**37**	**37**	**50**
TTAM Future ADT	**728**	**728**	**1337**	**624**	**624**	**1151**	**1299**	**1299**
TTAM ADS Number	**2**	**2**	**5**	**2**	**2**	**2**	**2**	**1**
TTAM Future Surface Type	**P**	**P**	**P**	**P**	**P**	**P**	**P**	**P**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2010**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Nd Highw	Nd Highw	Nd Highw	Nd Highw	Nd Highw	Nd Highw	Nd Highw	Us Highw
4-IRR Route Number	1020	1020	1057	1057	1057	1057	1057	1281
5-Section Number	60	70	10	20	30	40	50	10
10-Class	1	1	1	1	1	1	1	1
15-Length of Section		2.8	6.2	6.3		0.2	0.6	0.6
18-Bridge Number	20-096.753				57-012.469			
19-Bridge Condition	9				9			
20-Bridge Length	230				256			
32-County	*005*	*071*	*005*	*005*	*005*	*005*	*071*	*027*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain		1	2	2		2	2	2
25-Roadbed Condition		5	5	5		5	5	5
24-Surface Condition Index		94	100	96		96	96	88
16-Surface Width		38	41	39		37	37	29
13-Surface Type		5	5	5		5	5	5
9-Federal Aid Category		1	1	1		1	1	1
28-Right of Way Status		*3*	*3*	*3*		*3*	*3*	*3*
29-Right of Way Width		*200*	*150*	*150*		*150*	*150*	*200*
TTAM BIA Share	19.07	19.07	19.07	19.07	19.07	19.07	19.07	19.07
30-Additional Incidental Percent								
17-Shoulder Width		6	6	7		6	6	2
14-Shoulder Type		3	3	3		3	3	3
22-Existing ADT		4550	1175	3750		5900	5900	1050
21-ADT Year		2005	2005	2005		2005	2005	2005
23-Percent Trucks		9	24	10		5	5	41
34-Owner Route Number		ND20	ND57	ND57		ND57	ND57	US281
Roadway Width		**50**	**53**	**53**		**49**	**49**	**33**
TTAM Future ADT		**6757**	**1745**	**5569**		**8762**	**8762**	**1559**
TTAM ADS Number		**1**	**2**	**2**		**2**	**2**	**2**
TTAM Future Surface Type		**P**	**P**	**P**		**P**	**P**	**P**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change		*1959*	*2004*	*2004*		*2004*	*2004*	*1959*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Us Highw	Us Highw	Us Highw	Us Highw	Us Highw	Us Highw	Us Highw	Eddy Co.
4-IRR Route Number	1281	1281	1281	1281	1281	1281	1281	1404
5-Section Number	20	30	40	50	60	70	80	10
10-Class	1	1	1	1	1	3	1	4
15-Length of Section	8.6	0.7	7.3	1.6	1.3	0.3	0.4	6.7
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*027*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	3	3	3	3	3	3	3	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2		2	2
25-Roadbed Condition	5	5	5	5	5	7	5	5
24-Surface Condition Index	90	98	86	94	94	94	96	90
16-Surface Width	29	40	29	35	29	37	29	23
13-Surface Type	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
29-Right of Way Width	*200*	*200*	*200*	*200*	*200*	*200*	*200*	*120*
TTAM BIA Share	19.07	19.07	19.07	19.07	19.07	100	19.07	100
30-Additional Incidental Percent								
17-Shoulder Width	2	8	2	5	2	5	2	2
14-Shoulder Type	3	3	3	3	3	4	3	3
22-Existing ADT	1050	360	750	750	1100	1100	1100	88
21-ADT Year	2005	2005	2005	2005	2005	2005	2005	2007
23-Percent Trucks	41	44	24	24	17	17	17	16
34-Owner Route Number	US281	US281	US281	US281	US281	US281	US281	C1404
Roadway Width	**33**	**56**	**33**	**45**	**33**	**47**	**33**	**27**
TTAM Future ADT	**1559**	**535**	**1114**	**1114**	**1634**	**1634**	**1634**	**131**
TTAM ADS Number	**2**	**2**	**2**	**2**	**2**	**18**	**2**	**11**
TTAM Future Surface Type	**P**	**P**	**P**	**P**	**P**	**P**	**P**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								*47.83363000*
42-End Latitude								*47.83315000*
43-Begin Longitude								*98.93470000*
44-End Longitude								*98.79049000*
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	Eddy Co.	Eddy Co.	Eddy Co.	Eddy Co.	Eddy Co.	Eddy Co.	Eddy Co.	Eddy Co.
4-IRR Route Number	1404	1404	1427	1433	1433	2701	2701	2704
5-Section Number	20	30	10	10	20	810	820	10
10-Class	4	4	4	5	5	4	4	4
15-Length of Section	0.3	3.2	2.1	1.6	0.4	4.0	1.9	0.9
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*027*	*027*	*027*	*027*	*027*	*027*	*027*	*027*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	1	1	2	1	2
25-Roadbed Condition	5	5	5	5	5	5	5	5
24-Surface Condition Index	80	90	88	86	86	88	86	98
16-Surface Width	24	24	23	28	25	28	26	26
13-Surface Type	4	5	5	3	3	3	3	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
29-Right of Way Width	*120*	*120*	*120*	*120*	*120*	*120*	*120*	*120*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	6	2	2	0	0	0	0	0
14-Shoulder Type	3	3	3	1	1			3
22-Existing ADT		85						
21-ADT Year		2007						
23-Percent Trucks		14						
34-Owner Route Number	C1404	C1404	C1427	C1433	C1433	C2701	C2701	C2704
Roadway Width	**36**	**28**	**27**	**28**	**25**	**28**	**26**	**26**
TTAM Future ADT	**74**	**126**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**11**	**11**	**11**	**13**	**13**	**11**	**10**	**11**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude		*47.83447000*						
42-End Latitude		*47.83298000*						
43-Begin Longitude		*98.78412000*						
44-End Longitude		*98.71655000*						
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2007**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	31.8 St	35.3 St	37.5 St	37.5 St	42.7 St	62.5 Ave	82.2 Ave	83.5 Ave
4-IRR Route Number	8318	8353	8375	8375	8427	9625	9822	9835
5-Section Number	10	10	10	20	10	10	10	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	1.0	1.0	0.5	1.0	0.6	0.7	0.6	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*005*	*005*	*005*	*005*	*005*	*005*	*005*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	1	2	2
25-Roadbed Condition	1	4	5	4	4	5	4	3
24-Surface Condition Index	0	94	96	94	50	80	94	80
16-Surface Width	12	20	16	12	16	18	17	12
13-Surface Type	1	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
29-Right of Way Width	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**12**	**20**	**16**	**12**	**16**	**18**	**17**	**12**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**13**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change		*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303	A05303	A05303	A05303	A05303	A05303	A05303	A05303
Region	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl	Great Pl
Agency	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot	Fort Tot
Reservation	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L	Spirit L
Road Name	83.5 Ave	84.2 Ave	84.3 Ave	85.5 Ave	90.8 Ave	91.5 Ave	91.5 Ave	93.5 Ave
4-IRR Route Number	9835	9842	9843	9855	9908	9915	9915	9935
5-Section Number	20	10	10	10	10	10	20	10
10-Class	5	5	5	5	5	5	5	5
15-Length of Section	0.7	1.1	0.1	4.0	0.8	1.0	0.6	2.0
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*005*	*027*	*005*	*005*	*005*	*005*	*071*	*027*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	ND	ND	ND	ND	ND	ND	ND	ND
8-Ownership	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	3
24-Surface Condition Index	88	92	60	84	94	94	94	78
16-Surface Width	22	18	16	14	16	14	14	14
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
29-Right of Way Width	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	1	1	1	1
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number								
Roadway Width	**22**	**18**	**16**	**14**	**16**	**14**	**14**	**14**
TTAM Future ADT	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
TTAM ADS Number	**14**	**14**	**14**	**14**	**14**	**14**	**14**	**14**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2006**	**2006**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2021 Inventory

Filter Criteria				
A	2021	05		

For construction costs use the Greenbook Report

Itallicized fields are direct update data and bold fields are derived data.

Location ID	A05303
Region	Great Pl
Agency	Fort Tot
Reservation	Spirit L
Road Name	94.5 Ave
4-IRR Route Number	9945
5-Section Number	10
10-Class	5
15-Length of Section	1.1
18-Bridge Number	
19-Bridge Condition	
20-Bridge Length	
32-County	*027*
33-Congressional District	*01*
7-State	ND
8-Ownership	5
12-Construction Need	2
11-Terrain	2
25-Roadbed Condition	3
24-Surface Condition Index	76
16-Surface Width	12
13-Surface Type	3
9-Federal Aid Category	1
28-Right of Way Status	*0*
29-Right of Way Width	*0*
TTAM BIA Share	100
30-Additional Incidental Percent	
17-Shoulder Width	0
14-Shoulder Type	1
22-Existing ADT	
21-ADT Year	
23-Percent Trucks	
34-Owner Route Number	
Roadway Width	**12**
TTAM Future ADT	**74**
TTAM ADS Number	**14**
TTAM Future Surface Type	**G**
35-Drainage Condition	
36-Shoulder Condition	
37/38 # RR X I NG/RR XING TYPE	
39-Right of Way Utility	
40-Right of Way Cost	
26-Level of Maintenance	
27-Snow & Ice Control	
41-Begin Latitude	
42-End Latitude	
43-Begin Longitude	
44-End Longitude	
45-Atlas Map Number [99]	*00*
46-50 Grade/Sight/Curve/Stop / Safe	
51-Road Category	
52-Year of Construction Change	*1959*
Update Year	**2007**
Status	**OFFICIAL**