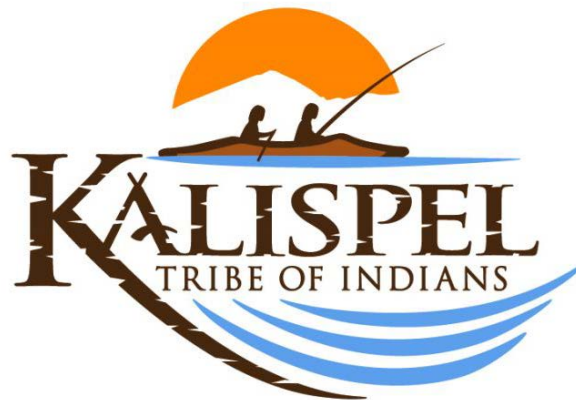


# 2018 TRIBAL TRANSPORTATION PROGRAM ROADWAY INVENTORY UPDATE & LONG RANGE TRANSPORTATION PLAN

## Kalispel Tribe of Indians

Northwest Regional Office - Bureau of Indian Affairs



Prepared by:



2018



## TABLE OF CONTENTS

### **INTRODUCTION**

I-1 ORGANIZATION OF THE STUDY .....	4
I-2 TRANSPORTATION PLANNING .....	5
I-3 TRIBAL TRANSPORTATION PLANNING .....	5
I-4 GOVERNING REGULATIONS AND FUNDING SOURCE.....	6
I-5 PROJECT SCOPE OF WORK .....	7
I-5.1 TTP INVENTORY UPDATE.....	7
I-5.2 LONG RANGE TRANSPORTATION PLAN.....	11
I-5.3 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM.....	14
I-6 THE KALISPEL TRIBE OF INDIANS.....	16
I-6.1 PHYSICAL DESCRIPTION.....	17
I-6.2 CLIMATE.....	18
I-6.3 DEMOGRAPHICS.....	20
I-7 HEALTH SERVICES AND GOVERNMENT/LAW ENFORCEMENT/FIRE.....	21

### **PART ONE – EXISTING TTP INVENTORY**

1-1 OFFICIAL TTP INVENTORY SUMMARY.....	22
1-2 EXISTING TTP FUNDING .....	27

### **PART TWO – RECOMMENDED TTP INVENTORY**

2-1 RECOMMENDED TTP INVENTORY SUMMARY .....	28
2-2 FUNCTIONAL CLASSIFICATION .....	33
2-2.1 DEFINITIONS .....	33
2-2.2 STATE FUNCTIONAL CLASSIFICATIONS.....	34
2-2.3 BIA FUNCTIONAL CLASSIFICATION SYSTEM .....	35
2-3 ROADWAY OWNERSHIP .....	37
2-4 ROADWAY SURFACE TYPES .....	38

## **TABLE OF CONTENTS (continued)**

### **PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)**

3-1 TRIBAL PRIORITIZED PROJECT LIST .....	40
3-2 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT .....	62
3-3 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) TABLE .....	71

### **APPENDICES**

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – PUBLIC MEETING DOCUMENTATION AND PRESENTATIONS

APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E – FHWA's PROGRAM DELIVERY GUIDANCE BOOK

APPENDIX F - MAPS

MAP A – OFFICIAL TTP ROUTES

MAP B – 2018 LRTP UPDATE – RECOMMENDED INVENTORY

MAP C – 2018 PRIORITIZED PROJECT MAP

VOLUME 2 (SEPARATE BOOK)

5704 FORMS PER SECTION

TTP INVENTORY STRIP MAPS

## INTRODUCTION

### I-1 ORGANIZATION OF THE STUDY

The LRTP is presented in four distinct parts designed specifically to communicate clear and concise information pertaining to the Tribal Transportation Program (TTP) inventory and planning process. The parts are:

- The **INTRODUCTION** of the report is designed to educate the reader on the TTP inventory and planning process, the project scope of work, and the regulation governing the project deliverables and funding. Later in the section we introduce the reader to the Tribe in order to provide a background setting for the plan. The introduction includes information pertaining to the Tribe's:
  - History and Culture
  - Physical Location Description
  - Land Ownership Identification
  - Demographics
  - Existing and Proposed Land Uses
  - Other Transportation Related Information
- **PART ONE - EXISTING TTP INVENTORY** is the section of the report dedicated to the description of what is currently defined as the Tribe's "Official" TTP Inventory.
- **PART TWO - RECOMMENDED TTP INVENTORY** is the section of the report dedicated to detailing the TTP Inventory Update data collection process and information. This section will clearly identify all components of the TTP Inventory that were collected as part of the current TTP Inventory Update. Current roadway condition analysis and GIS mapping provide the backbone to this part of the report. In addition, we will identify proposed roads in which the Tribe is considering constructing to support future development and the improvement of their transportation network.
- **PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)** is the section of the report dedicated to presenting and supporting the future roadway development plans of the Tribe. Most importantly, this section presents the tribal prioritized project listing (TPPL) in text format which details the future transportation improvements planned by the Tribe. Following the TTPL, Red Plains Professional has

generated conceptual engineer's estimates detailing anticipated construction costs for each project identified for future construction activity. Combining the written TTPL with the engineer's cost estimates, we then move forward in the attempt to forecast the Tribe's future TTP project plans in a fiscally responsible table detailing future expenditures anticipated over the next three (3) to five (5) years. It is this table that represents the deliverable to the Tribe's Bureau of Indian Affairs or Federal Highway Administration's Regional Office as the documented TTIP. The TTIP provides the program specific information required to initiate future contracts required to utilize the TTP funding.

- **APPENDICIES** will be provided at the end of the written document and referenced specifically throughout the text. They will provide supporting documentation, exhibits, and maps that will support the plan and findings. Several appendices may be in the form of additional report volumes depending on the size and nature of the data within.

## I-2 TRANSPORTATION PLANNING

Transportation planning is the process of identifying the transportation facilities utilized by a community to get from place to place, analyzing the social and behavioral transportation tendencies of a community, and then designing and implementing a transportation system that meets the needs/goals of the community effectively and efficiently. Transportation plans are the professional platform designed specifically to enable communication and coordination from one service area to another. Planning transportation networks in today's political and financial environment presents many challenges as service areas are becoming more compartmentalized and specialized. While unique and specialized transportation plans are developed specifically to meet the needs of the community or specific funding source, effective transportation planning must incorporate surrounding transportation networks and cross jurisdictional boundaries to encompass a broader spectrum of need.

## I-3 TRIBAL TRANSPORTATION PLANNING

The tribal transportation planning market presents additional layers of complication as each tribal entity is a separate sovereign nation within the United States. There are currently 566 federally recognized tribes in the United States. Tribes across the country have varying levels of success creating and maintaining working relationships with those jurisdictions around them for various reasons. In the past several decades many cooperative relationships have been forged and it is becoming more and more common to have tribal representation within regional transportation stakeholder planning organizations. Where these cooperative relationships have formed both the Tribe and the outside jurisdictions have seen mutually beneficial improvements

to the transportation facilities. Typically the more transportation stakeholders you can incorporate into your regional transportation planning organizations the better. One of the main benefits realized by forming these relationships is the expanded resume of potential funding opportunities for your transportation facilities.

#### I-4 GOVERNING REGULATIONS AND FUNDING SOURCE

The 2018 Long Range Transportation Plan (LRTP) is being funded by the Kalispel Tribe of Indians and their continued involvement in the TTP. Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law on June 29, 2012. The Indian Reservation Roads Program (IRR) was renamed to the Tribal Transportation Program (TTP) and is was, at the time, governed by regulations set forth in MAP-21, Section 1119, Federal Lands and Transportation Programs. MAP-21 revised the Tribal Transportation Allocation Methodology percentages and specified a six year transition between the old funding formula and the new one. MAP-21 was established as a twenty-seven month bill which expired on September 30, 2014. After working through several continuing resolutions the new highway bill Fixing America's Surface Transportation Act (FAST Act) was signed into regulation on December 4, 2015. As it pertains specifically to transportation planning and inventory updates, the FAST Act maintained the regulations set forth in MAP-21. The FAST Act establishes funding levels in support of the TTP through 2020, with increases each year for the life of the four-year bill. The regulation maintains the requirement to update the Tribal LRTP's every five years. Both MAP-21 and the FAST Act also maintained and clarified regulations for inventory updates. The inventory, as it pertains to contributing to the annual tribal allocation, was frozen with the enactment of MAP-21 and remains frozen presently under the FAST Act. Federal Highway Administration and the Bureau of Indian Affairs strongly recommend that the tribes continued to update their inventory during the funding freeze. Therefore, during the established regulations life, the tribes' inventory may be updated; however, it will not impact the annual tribal allocation from the TTP Program at the current time.

Historically, the Bureau of Indian Affairs (BIA), in accordance with the 1983 Memorandum of Agreement (MOA) between the BIA and Federal Highway Administration, requires transportation plans to identify and meet transportation needs of Indian tribes nationwide. The MOA and subsequent updates state that the BIA shall carry out a transportation planning process for the TTP to support its road construction and improvement program. Current regulations pertaining to the TTP are contained in 25 CFR Part 170. The Federal Register 25CFR, Part 170, the law regulating how the tribe's perform TTP activities and expend TTP funding, was most recently updated on November 7, 2016 .

## I-5 PROJECT SCOPE OF WORK

The Kalispel Tribe of Indians is characterized as a progressive Indian community as it pertains to the betterment of its community. They are always looking for ways to enhance their tribal communities, increase educational opportunities, support tribal enterprises, improve the safety of travelers on their transportation network, and efficiently program their limited TTP funds to accomplish as much as possible. Planning for future developments requiring new construction, while planning improvements to existing transportation facilities, both have been main goals of the Tribe. This specific LRTP project was initiated to meet the requirements of the TTP as detailed in MAP-21 and ultimately support the TTP-National Tribal Transportation Program Facility Inventory (NTTFI). The Tribe selected Red Plains Professional, Inc. (RPP) as the most qualified candidate to work with and complete the project. The project scope of work includes three main components of a comprehensive tribal planning project: TTP Inventory Update, LRTP, and Tribal Transportation Improvement Program (TTIP). The regulation excerpts governing the project as identified in 25CFR, Part 170 are identified below in italics:

### I-5.1 NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY UPDATE

#### **§ 170.442 What is the National Tribal Transportation Facility Inventory?**

*(a) National Tribal Transportation Facility Inventory (or NTTFI), is defined under § 170.5 of this part.*

*NTTFI means at a minimum, transportation facilities that are eligible for assistance under the Tribal transportation program that an Indian Tribe has requested, including facilities that meet at least one of the following criteria:*

- (1) Were included in the Bureau of Indian Affairs system inventory prior to October 1, 2004.*
- (2) Are owned by an Indian Tribal government ("owned" means having the authority to finance, build, operate, or maintain the facility (see 23 U.S.C. 101(a)(20)).*
- (3) Are owned by the Bureau of Indian Affairs ("owned" means having the authority to finance, build, operate, or maintain the facility (See 23 U.S.C. 101(a)(20)).*
- (4) Were constructed or reconstructed with funds from the Highway Trust Fund under the Indian reservation roads program since 1983.*
- (5) Are public roads or bridges within the exterior boundary of Indian reservations, Alaska Native villages, and other recognized Indian communities (including communities in former Indian reservations in the State of Oklahoma) in which the majority of residents are American Indians or Alaska Natives.*
- (6) Are public roads within or providing access to either:*
  - (i) An Indian reservation or Tribal trust land or restricted Tribal land that is not subject to fee title alienation without the approval of the Federal Government; or*



- (ii) *Indian or Alaska Native villages, groups, or communities whose residents include Indians and Alaska Natives whom the Secretary has determined are eligible for services generally available to Indians under Federal laws applicable to Indians.*
- (7) *Are primary access routes requested by Tribal governments for inclusion in the NTTFI, including roads between villages, roads to landfills, roads to drinking water sources, roads to natural resources identified for economic development, and roads that provide access to intermodal terminals, such as airports, harbors, or boat landings.*
- (b) *BIA, FHWA, or Tribes can also use the NTTFI to assist in transportation and project planning, justify expenditures, identify transportation needs, maintain existing TTP facilities, and develop management systems.*
- (c) *The Secretaries may include additional transportation facilities in the NTTFI if the additional facilities are included in a uniform and consistent manner nationally.*
- (d) *As required by 23 U.S.C. 144, all bridges in the NTTFI will be inspected and recorded in the national bridge inventory administered by the Secretary of Transportation.*
- (e) *In accordance with 23 U.S.C. 202(b)(1)(A-B) and the principles of program stewardship and oversight, the Secretaries have the authority to maintain the NTTFI and shall ensure the eligibility of the facilities and the accuracy of the data included in the NTTFI.*

**§170.443 What is required to successfully include a proposed transportation facility in the NTTFI?**

- (a) *A proposed transportation facility is any transportation facility, including a highway bridge, that will serve public transportation needs, meets the eligibility requirements of the TTP, and does not currently exist. It must meet the eligibility requirements of the TTP and be open to the public when constructed. In order to have a proposed facility placed on the NTTFI, a Tribe must submit all of the following to the BIADOT/FHWA Quality Assurance Team for consideration:*
  - (1) *A Tribal resolution or other official action identifying support for the facility and its placement on the NTTFI.*
  - (2) *A copy of the Tribe's LRTP containing:*
    - (i) *A description of the current land use and identification of land ownership within the proposed road's corridor (including what public easements may be required);*
    - (ii) *A description of need and outcomes for the facility including a description of the project's termini; and*
    - (iii) *The sources of funding to be used for construction.*
  - (3) *If the landowner is a public authority other than the Tribe or BIA, documentation from the public authority that the proposed road has been identified in their LRTP, STIP approved by FHWA, or other published transportation planning documents.*
  - (4) *Documentation clearly identifying that easements or rights-of-way have been acquired or a clear written statement of willingness to provide a right-of-way from each landowner along the route.*

- (5) *Certification that a public involvement process has been carried out for the proposed road.*
  - (6) *A synopsis discussing the project's anticipated environmental impacts as well as the engineering and construction challenges.*
  - (7) *Documentation that the project can meet financial or fiscal constraint requirements including financial information demonstrating that the project can be implemented using existing or reasonably available funding sources, and that the project route can be adequately maintained after construction. (See 23 U.S.C. 134 and 135.)*
  - (8) *Documentation identifying the entity responsible for maintenance of the facility after construction is completed.*
- (b) *For those proposed roads that exist in the NTTFI, the requirements identified above as paragraphs (a)(1) through (a)(8) of this section, must be completed and submitted for approval to BIA and FHWA within November 7, 2017, in order to remain on the inventory.*

**§170.444 How is the NTTFI updated?**

- (a) *Submitting data into the NTTFI for a new facility is carried out on an annual basis as follows:*
- (1) *BIA Regional Offices provide each Tribe within its region with a copy of the Tribe's own NTTFI data during the first quarter of each fiscal year.*
  - (2) *Tribes review the provided data and are responsible for entering all changes/updates into the database. This work must be completed by March 15. The submissions must include, at a minimum, all required minimum attachments (see § 170.446) and authorizing resolutions or similar official authorizations.*
  - (3) *The BIA Regional Office reviews each Tribe's submission. If any errors or omissions are identified, the BIA Regional Office will return the submittals along with a request for corrections to the Tribe no later than May 15. If no errors or omissions are found, the BIA Regional Office validates the data and forwards it to BIADOT for review and approval.*
  - (4) *The Tribe must correct any errors or omissions in the data entries or return the corrected submittals back to the BIA Regional Office by June 15.*
  - (5) *Each BIA Regional Office must validate its regional data by July 15.*
  - (6) *BIADOT approves the current inventory year submissions from BIA Regional Offices by September 30 or returns the submissions to the BIA Regional Office if additional work is required.*
  - (7) *New facility data submitted outside of the above referenced dates are not guaranteed for inclusion in the official inventory identified in this subsection.*
- (b) *Updating the data on a facility currently listed in the NTTFI is carried out as follows:*
- (1) *At any time, a Tribe may submit a request to the BIA Region asking for the NTTFI data of an existing facility to be updated. The request must include the Tribe's updated data and background information on how and why the data was obtained. At the request of a Tribe, FHWA may assist BIA and the Tribe in updating the NTTFI data as required under this part.*

- (2) *The BIA Region must review the submitted data and respond to the Tribe within 30 days of its receipt.*
- (i) *If approved, the BIA Region validates the data and forwards it to BIADOT for review and approval.*
  - (ii) *If not approved, the BIA Region returns the submittals to the Tribe along with a detailed written explanation and supporting documentation of the reasons for the disapproval. The Tribe must correct the data entries and return the corrected submittals back to the BIA Region.*
- (3) *BIADOT approves the current inventory year submittals from BIA Regional Offices or returns the submittals to the BIA Regional Office if additional work is required.*
- (c) *A Tribe may appeal the rejection of submitted data on a new or existing facility included in the NTTFI by filing a written notice of appeal to the Director, Bureau of Indian Affairs, with a copy to the BIA Regional Director.*
- (d) *To be included in the annual NTTFI update used for administrative and reporting purposes for any given fiscal year, submittals for new facilities and updates for existing facilities must be officially accepted by BIA and FHWA by September 30<sup>th</sup> of that year.*

**§ 170.445 [Reserved].**

**§ 170.446 What minimum attachments are required for an NTTFI submission?**

*The minimum attachments required for a facility to be added into the NTTFI include the following:*

- (a) *A long-range transportation plan.*
- (b) *A Tribal resolution or official authorization that refers to all route numbers, names, locations, lengths, construction needs, and ownerships.*
- (c) *A Strip map. See § 170.5.*
- (d) *Average Daily Traffic (ADT) documentation.*
- (e) *A typical or representative section photo or bridge profile photo.*
- (f) *Incidental cost verification.*
- (g) *Acknowledgement of Public Authority responsibility.*
- (h) *For proposed roads, see § 170.443 for additional required attachments.*

*Please see the TTP Coding Guide for additional information on the NTTFI minimum attachments.*

**§ 170.447 How are the allowable lengths of access roads in the NTTFI determined?**

*The allowable length of an access road in the NTTFI is determined as follows:*

- (a) *If the road section intersects or abuts a federally recognized Tribal boundary, then the length of the access road is the distance from the boundary extending to the intersection of an equal or greater functional classification but no more than 15 miles.*

- (b) *If the road section does not intersect or abut a federally recognized Tribal boundary, the following applies:*
- (1) *If the road section intersects or abuts an Alaska Native Claims Settlement Act (ANCSA) (43 U.S.C 1601 et seq.) village corporation transportation service area, then the length of the access road is the distance from the ANCSA village corporation transportation service area extending to the intersection of an equal or greater functional classification but no more than 15 miles.*
  - (2) *If the road section is located outside of an ANCSA village corporation and located within a developed Alaska Native Village with a population more than 50% Alaska Native /American Indian, then the length of the access road is defined as the distance beginning five miles outside of the developed area of the Alaska Native Village extending to the intersection of an equal or greater functional classification but no more than 15 miles.*
  - (3) *If the road section intersects or abuts a Tribally owned trust or fee parcel located outside of an incorporated municipal boundary, then the length of the access road is defined as the distance beginning five miles outside of the Tribally owned trust or fee parcel boundary extending to the intersection of an equal or greater functional classification but no more than 15 miles.*
  - (4) *If the road section intersects or abuts a Tribally owned trust or fee parcel located inside of an incorporated municipal boundary, then the length of the access road is defined as the distance from the Tribally owned trust or fee parcel boundary extending to the intersection of an equal or greater functional classification but no more than 15 miles.*

## I-5.2 LONG RANGE TRANSPORTATION PLAN

### **§170.409** *What is the purpose of long-range transportation planning?*

- (a) *The purpose of long-range transportation planning is to clearly demonstrate a Tribe's transportation needs and to develop strategies to meet these needs. These strategies should address future land use, economic development, traffic demand, public safety, and health and social needs. The planning process should result in a LRTP.*
- (b) *The time horizon for a LRTP should be 20 years to match State transportation planning horizons.*

### **§170.410** *How does a long-range transportation plan relate to the NTTFI?*

*A LRTP is developed using a uniform process that identifies the transportation needs and priorities of a Tribe. The NTTFI (see § 170.442) is derived from transportation facilities identified through an LRTP. It is also a means for identifying projects and activities for the TTP.*

**§ 170.411 What should a long-range transportation plan include?**

*A LRTP should include:*

- (a) An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs;*
- (b) Trip generation studies, including determination of traffic generators due to land use;*
- (c) Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion;*
- (d) Measures that address health and safety concerns relating to transportation improvements;*
- (e) A review of the existing and proposed transportation system to identify the relationships between transportation and the environment;*
- (f) Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to Tribal cultural preservation;*
- (g) Scenic byway and tourism plans;*
- (h) Measures that address energy conservation considerations;*
- (i) A prioritized list of short- and long-term transportation needs; and*
- (j) An analysis of funding alternatives to implement plan recommendations.*

**§ 170.412 How is the Tribal TTP long-range transportation plan developed and approved?**

*(a) The Tribal TTP long-range transportation plan is developed by either:*

- (1) A Tribe working through a self-determination contract, self-governance agreement, Program Agreement; and other appropriate agreement; or*
- (2) BIA or FHWA upon request of, and in consultation with, a Tribe. The Tribe and BIA or FHWA need to agree on the methodology and elements included in development of the TTP long-range transportation plan along with time frames before work begins. The development of a long-range transportation plan on behalf of a Tribe will be funded from the Tribe's share of the TTP funds.*

*(b) During the development of the TTP long-range transportation plan, the Tribe and BIA or FHWA will jointly conduct a midpoint review.*

*(c) The public reviews a draft TTP long-range transportation plan as required by § 170.413. The plan is further refined to address any issues identified during the public review process. The Tribe then approves the TTP long-range transportation plan.*

**§ 170.413 What is the public's role in developing the long-range transportation plan?**

*BIA, FHWA, or the Tribe must solicit public involvement. If there are no Tribal policies regarding public involvement, a Tribe must use the procedures in this section. Public involvement begins at the same time long-range transportation planning begins and covers the range of users, from*

*stakeholders and private citizens to major public and private entities. Public involvement must include either meetings or notices, or both.*

*(a) For public meetings, BIA, FHWA or the Tribe must:*

- (1) Advertise each public meeting in local and Tribal public newspapers at least 15 days before the meeting date. In the absence of local and Tribal public newspapers, BIA, FHWA, or the Tribe may post notices under locally acceptable practices;*
- (2) Provide at the meeting copies of the draft LRTP;*
- (3) Provide information on funding and the planning process; and*
- (4) Provide the public the opportunity to comment, either orally or in writing.*

*(b) For public notices, BIA, FHWA, or the Tribe must:*

- (1) Publish a notice in the local and Tribal public newspapers when the draft LRTP is complete. In the absence of local and Tribal public newspapers, BIA, FHWA, or the Tribe may post notices under locally acceptable practices; and*
- (2) State in the notice that the LRTP is available for review, where a copy can be obtained, whom to contact for questions, where comments may be submitted, and the deadline for submitting comments (normally 30 days).*

#### **§ 170.414 How is the Tribal long-range transportation plan used and updated?**

*The Tribal government uses its TTP long-range transportation plan to develop transportation projects as documented in a Tribal priority list or TTIP and to identify and justify the Tribe's updates to the NTTFI. To be consistent with State, Metropolitan Planning Organization (MPO) and Regional Planning Organization (RPO) planning practices, the TTP long-range transportation plan must be reviewed annually and updated at least every five years.*

#### **§ 170.415 What are pre-project planning and project identification studies?**

*(a) Pre-project planning and project identification studies are part of overall transportation planning and include the activities conducted before final project approval on the TTPTIP. These processes provide the information necessary to financially constrain and program a project on the four-year TTPTIP but are not the final determination that projects will be designed and built. There activities include:*

- (1) Preliminary project cost estimates;*
- (2) Certification of public involvement;*
- (3) Consultation and coordination with States and/or MPO's for a regionally significant projects;*
- (4) Preliminary needs assessments; and*
- (5) Preliminary environmental and archeological reviews.*

*(b) BIA and/or FHWA, upon request of the Tribe, will work cooperatively with Tribal, State, regional, and metropolitan transportation planning organizations concerning the leveraging of funds from non-TTP sources and identification of other funding sources to expedite the planning, design, and construction of projects on the TTPTIP.*

### I-5.3 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM

#### **§ 170.420 What is the Tribal priority list?**

*The Tribal priority list is a list of all transportation projects that the Tribe wants funded. The list:*

- (a) Is not financially constrained; and*
- (b) Is provided to BIA or FHWA by official Tribal action, unless the Tribal government submits a TTIP.*

#### **§ 170.421 What is the Tribal Transportation Improvement Program (TTIP)?**

*(a) The TTIP:*

- (1) Is developed from and must be consistent with the Tribe's Tribal priority list or LRTP;*
  - (2) Is financially constrained for all identified funding sources;*
  - (3) Must identify (year by year) all TTP funded projects and activities that are expected to be carried out over the next four years as well as the projected costs and all other funding sources that are expected to be used on those projects. Although 23 U.S.C. 134(j)(1)(D) indicates a TIP must be updated once every four years, Tribes are encouraged to update the TTIP annually to best represent the plans of the Tribe;*
  - (4) Must identify all projects and activities that are funded through other Federal, State, county, and municipal transportation funds and are carried out by the Tribe in accordance with 23 U.S.C. 202(a)(9);*
  - (5) Must include public involvement;*
  - (6) Is reviewed and updated as necessary by the Tribal government;*
  - (7) Can be changed only by the Tribal government;*
  - (8) After approval by the Tribal government, must be forwarded to BIA or FHWA by Tribal resolution or authorized governmental action certifying public involvement has occurred and requesting approval.*
- (b) A copy of the FHWA-approved TTIP is returned to the Tribe and BIA. Although the FHWA-approved TTIP authorized the Tribe to expend TTP funds for the projects and/or activities shown, it does not waive or modify other Federal, local, or financial statutory or regulatory requirements associated with the projects or activities.*

#### **§ 170.422 How does the public participate in developing the TTIP?**

*Public involvement is required in the development of the TTIP.*

- (a) The Tribe must publish a notice in local and/or Tribal newspapers when the draft TTIP is complete. In the absence of local public newspapers, the Tribe or BIA may post notices under locally acceptable practices. The notice must indicate where a copy can be obtained, a contact person for questions, where comments may be submitted, and the deadline for submitting comments. A copy of the notice will be made available to BIA or FHWA upon request.*

- (b) *The Tribe may hold public meetings at which the public may comment orally or in writing.*
- (c) *The Tribe, the State transportation department or MPO may conduct public involvement activities.*

**§ 170.423 *How are annual updates or amendments to the TTIP conducted?***

- (a) *The TTIP annual update allows:*
  - (1) *Changes to schedules and funding amounts for identified projects and activities: and*
  - (2) *The addition of transportation projects and activities planned for the next four years.*
- (b) *During the first quarter of a fiscal year, Tribes will be notified of the opportunity to update their TTIP. This notification will contain information on where the Tribes can access their estimated TTP funding amounts for that fiscal year, and will include a copy of their previously approved TTIP, as well as instructions for submitting the annual update.*
- (c) *The Tribe must then review any new transportation planning information and priority lists, update their TTIP using the procedure in § 170.421, and forward the documentation to their respective BIA Regional Office or to FHWA.*
- (d) *If forwarded to:*
  - (1) *A BIA Regional Office – The Office will review all submitted information with the Tribe and provide a written response (concurring, denying or requesting additional information) within 45 days. If the BIA regional office concurs in the TTIP, it is then forwarded to FHWA for final approval.*
  - (2) *FHWA – FHWA will review all submitted information with the Tribe and provide a written response (approving, denying, or requesting additional information) within 45 days.*

*Once a proposed TTIP update is approved by FHWA, it will be included in that year's overall TTPTIP.*
- (e) *The Tribe may amend their approved TTIP at any time using the procedures in § 170.421 and paragraph (d) of this section in order to add a new project or activity within the current fiscal year that they intend to expend TTP funds on.*

**§ 170.424 *What is the TTP Transportation Improvement Program (TTPTIP)?***

- (a) *Each year, FHWA will compile the approved TTIPs for all of the Tribes into one document called the TTPTIP. This document will identify all expected projects and activities over a four-year period and will be organized by fiscal year, State, and Tribe.*
- (b) *FHWA and BIA will post the approved TTPTIP on their respective Web sites. A subset of the TTPTIP that identifies only design and construction activities will annually be provided to the pertinent FHWA Division office for further transmittal to each State Transportation Office/Department for inclusion in the STIP without further action per 23 U.S.C. 201(c)(4).*



## I-6 THE KALISPEL TRIBE OF INDIANS

The Kalispel Reservation, located in Usk, Washington, is 55 miles north of Spokane, within Pend Oreille and Spokane Counties, and is made up of 4,654 acres. In addition to the main reservation, the Tribe also holds 5 ½ square miles in northeast Washington and north Idaho, which is primarily forest and natural resource property, a small portion of this land is to be used for limited economic development. Today the Tribe has 470 members, who reside almost equally in thirds between the Reservation, the City of Spokane, and the remaining 1/3 spread across the United States.



During the late 1800's many tribes were establishing reservations, however, the Lower Kalispel Tribe, the ancestors of today's Kalispel Tribal members, had virtually no relationship with the federal government. Congress did propose a treaty in 1872 that would have encompassed more than a million acres of land, but the terms were poor and the Tribe refused to sign it. By 1874, Congress had stopped establishing treaties with Tribes altogether, leaving the Kalispel Tribe with no legal protection. Refusing to leave their ancestral lands and a strong desire to work toward an agreement that would allow the Tribe to remain on its homeland came at a cost and by 1875 Tribal population had decreased to only 395. From 1880 to 1910, as more white settlers moved into Kalispel territory, the Tribe witnessed its land disappearing but could do nothing to prevent it. Many of the white settlers filed claims under the Homestead Act in order to "legally" obtain land which was rightfully home for much of the Tribe. This time period also introduced the widespread use of alcohol, which many consider to be a fundamental source of the breakdown of the family unit.

The Kalispel Indian Reservation was first established in 1914 by Executive Order of President Woodrow Wilson and was located in Pend Oreille County on the east bank of the Pend Oreille



River and close to the towns of Usk and Cusick. For generations, Kalispel members remained trapped in a subsistence environment. In 1965, there were only a couple of homes on the Reservation that had running water and only one telephone for the Tribe. The average annual income for a Tribal member was approximately \$1,400. The Kalispel Tribe of Indians has faced several challenges associated with life in remote rural areas, such as unemployment, inadequate housing, limited economic opportunities, and prejudice. With most of the land on the Reservation unsuitable for

development, the Tribe has had to develop innovative ways to create opportunity for Tribal members. The Tribe's pioneering spirit, combined with sheer determination, resiliency and community cohesiveness, has allowed the Tribe to overcome many difficult circumstances.

## VISION STATEMENT

The Kalispel Tribe of Indians is rich in heritage. Our traditions have taught us cultural pride, and working together continues the advancement of our people. Our children are raised in a caring environment and grow up to lead responsible and productive lives.

The Kalispel people are highly educated with the Kalispel and Cusick schools preparing community members to attend institutions of higher learning. Working with both children and adults, the system provides a well-rounded education that includes tribal history and culture. With community members involved in leadership at all levels, students are assisted and encouraged to pursue individual and community goals.

We are highly successful business people who have expanded our land base to help create ample housing opportunities and meaningful employment for our people, many of whom are self-employed. The Kalispel Tribe lives in harmony with nature and is a recognized leader in wildlife habitats and fish hatcheries.

The Kalispel Tribe of Indians is the center for complete health care. At the heart of the operation are beliefs that a healthy and active lifestyle brings a long, prosperous life.



### I-6.1 PHYSICAL DESCRIPTION

The Tribe's Reservation includes two main areas in Washington State, one near the City of Usk and one near the City of Airway Heights. The area near the City of Usk, which is roughly 55 miles north of Spokane and approximately 4,800 acres, is located along both shores of the Pend Oreille River in Pend Oreille County. Additionally, there are 2,500 acres, 1,583 of which are in trust, that are adjacent to or contiguous with Reservation boundaries. Tribal headquarters are located here at the intersection of Le Clerc Road and Pow Wow Park Road.

The area near the City of Airway Heights, is located roughly 7 miles west of Spokane and includes approximately 330 acres. The area, along Hayford Road, north of US-2, houses the Northern Quest Resort and Casino, two gas stations and with convenience stores, an industrial laundry facility, and land for commercial development. This area also includes low income apartment complexes and office space.

The Kalispel Tribe recently purchased several additional properties, two of which are designated for commercial utilization. The first property is the Kalispel Country Club and Golf Course, which is located in North Spokane along Waikiki and the second commercial property is the Crossing, which is located at the intersection of SR 211 and US 20.

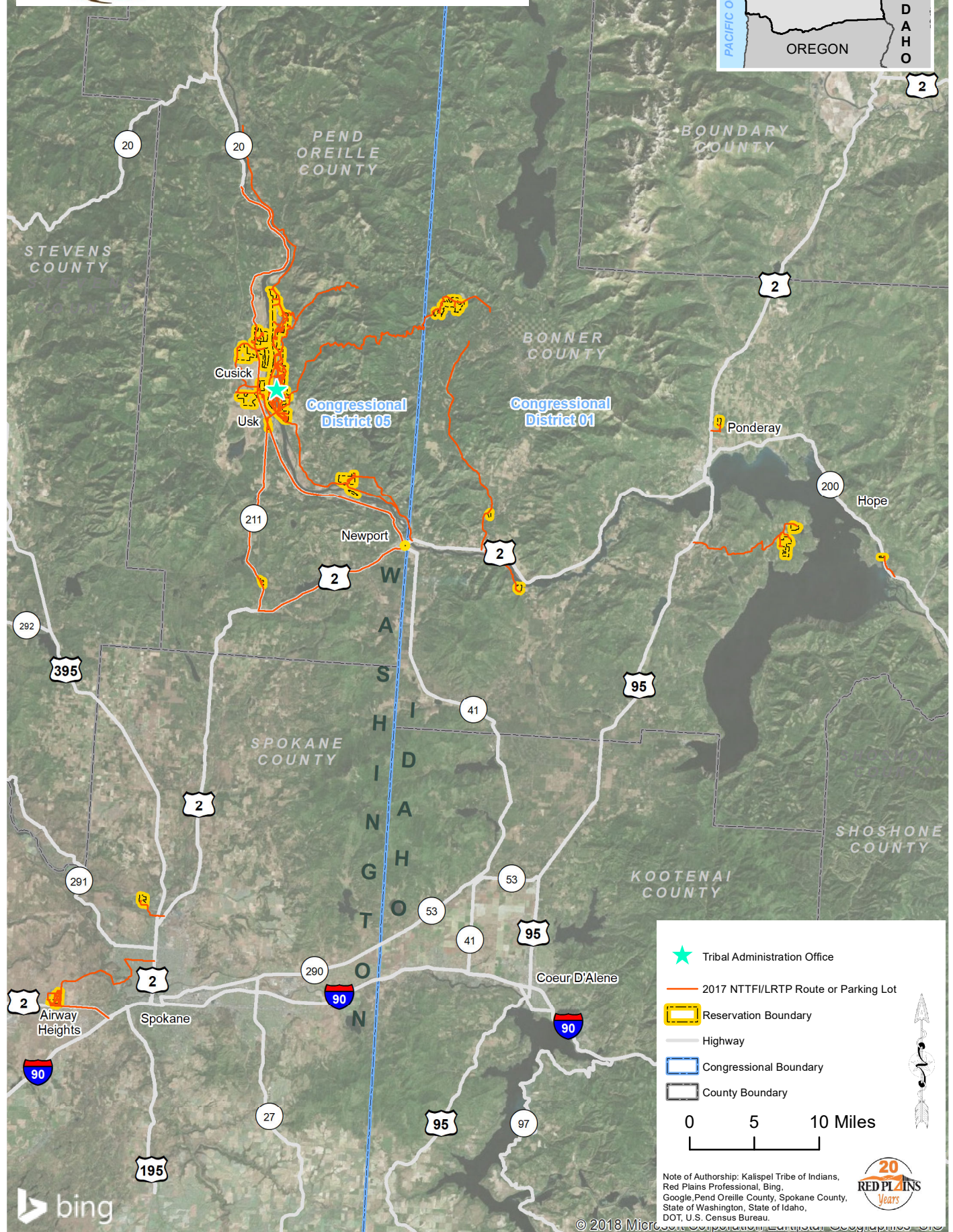
## I-6.2 CLIMATE

The temperature in Usk, WA, varies from the low 20's in the winter to the low 80's in the summer. The hottest month of the year is typically July with temperatures averaging 83 degrees, while January is usually the coolest month with temperatures averaging 22 degrees. Usk will see over 20 inches of rain and over 53 inches of snowfall annually.





# Kalispel Tribe of Indians 2017 LRTP Update





### I-6.3 DEMOGRAPHICS

#### *Population and Housing Characteristics*

The 2010 Census reported the Kalispel Tribe of Indians as having a population of 435, of which 171 were male and 264 were female. Of that, 187 were under 20 years of age, 110 were between the ages of 20 and 34, 82 were between the ages of 35 and 49, 56 were between the ages of 50 and 74, and there were no recorded people over the age of 75. The Census also reported that there were 147 total households.

According to the 2010 Census, of the 252 people who were over 18 years of age or older, none of them had less than a 9<sup>th</sup> grade education, 28 had completed somewhere between 9<sup>th</sup> and 12<sup>th</sup> grade, with no diploma, 34 had a high school diploma or the equivalency, 92 had completed some college, no degree, 45 had an Associate's degree, 53 had a Bachelor's degree and there were no people reported who had a Graduate or Professional degree.

#### *Economic Conditions and Employment*

As documented in the 2010 Census, of the 147 family incomes reported, there were no incomes less than \$10,000, 33% have incomes between \$10,000 and \$24,999, 11% have incomes between \$25,000 and \$49,999, 22% have incomes between \$50,000 and \$74,999, 27% have incomes between \$75,000 and \$99,999, leaving the remaining 7% with incomes over \$100,000.

#### *Economic Development*

The Kalispel Tribal Economic Authority (KTEA) is responsible for the economic development and business operations of the Kalispel Tribe. KTEA directs and operates the Tribe's wide range of endeavors, ensuring overall economic success and diversification for the Tribe. Their goal is to provide stability for essential Tribal health care, education, and social service needs.

Fully committed to improving their communities, KTEA's efforts have allowed the Tribe to contribute millions to their regional economy. KTEA continually seeks new business opportunities, including the start-up, expansion and relocation of business to the Inland Northwest. KTEA will continue to build lasting relationships with business and community partners, focusing on hospitality, retail, warehousing, residential housing, office space and entertainment, among other interests. Some of the enterprises of the Kalispel Tribe are:

Northern Quest Resort & Casino, located in Airway Heights, was opened on New Year's Eve 2009. It has 55,000 square feet of gaming space, with slot machines, table games, poker tables, a keno parlor and racebook. The resort employs 221 people, offers 250 rooms, an award winning spa, and



many restaurants and lounges, including Masselow's, Epic, Fai's Noodle House, Villa Fresh Italian Kitchen, Legends of Fire, Fireside Lounge, and Liquid.

The newly renovated Kalispel Golf and Country Club provides the ultimate golf experience for members and the public with a picturesque setting along the Little Spokane River. The Club also offers world-class dining at 1898 Public House, serving classic northwest cuisine.



The Tribe also owns the franchise rights to Fatburger in the Eastern Washington region. After opening the first restaurant at Northern Quest Resort & Casino in May 2009, and it becoming one of the top ten busiest Fatburger restaurants in the world, they opened a second one in Spokane's thriving Five Mile Plaza.

## **I-7 HEALTH SERVICES AND GOVERNMENT/LAW ENFORCEMENT/FIRE**

### ***Health Services***

Camas Center for Community Wellness, located in Usk, WA, strives to improve the quality of life for Tribal members as well as the surrounding community. This 77,000 square foot wellness complex opened its doors in 2008 intent on providing quality, holistic healthcare and wellness programs. The Center has served thousands through the medical and dental clinic, which also offers chiropractic care and mental health services, a daycare, and fitness/recreation center, it also houses business meeting rooms, a deli and much more. Primary funding for the Center is through revenue generated by Northern Quest Resort & Casino.

### ***Government***

The Kalispel Tribe is governed by a democratically elected, five-member tribal council.

### ***Law Enforcement & Fire Department***

The Kalispel Tribal Public Safety Department, located in Cusick, WA, provides professional law enforcement, fire-fighting, and emergency medical services to all Tribal members as well as the surrounding community. The Tribe works in conjunction with the other jurisdictions in the area to achieve a safe and healthy environment for all.

<http://kalispeltribe.com/>

[https://en.wikipedia.org/wiki/Kalispel\\_Indian\\_Community\\_of\\_the\\_Kalispel\\_Reservation](https://en.wikipedia.org/wiki/Kalispel_Indian_Community_of_the_Kalispel_Reservation)  
Kalispel Tribe of Indians, Long Range Transportation Plan, May 2016

## **PART ONE – EXISTING IRR INVENTORY**

### **1-1 OFFICIAL TTP INVENTORY SUMMARY**

The Kalispel Tribe of Indian's Official TTP Inventory was comprehensively updated last in 2010. Small updates and additions have been processed since the 2010 update in an attempt to add project roads to the inventory. Most have been successful to date while there are still some past inventory routes and sections that are currently under the review process of the BIA-NWRO and BIA-DOT. All of the data in this section are direct exports from the Roads Inventory Field Data System (RIFDS). The RIFDS program is a program maintained at the BIA-DOT offices in Albuquerque, New Mexico. In order to obtain access into the program, the government requires a back ground check and authorized security clearance. Red Plains Professional currently has five users authorized to access the Kalispel Tribe's Inventory Records. This section will identify only TTP's accepted in the Tribe's "Official" TTP Inventory. In Appendix C of the report you will find the inventory summary tables that have been printed directly out of the RIFDS Program on August 30, 2017. The following table indicates the route summary of the official 60 Routes, 123 Sections, and total of 236.9 miles of TTP's.





# Indian Reservation Roads Program Ownership by Route (Road Owner) FY 2017 Inventory

**Region - P - Northwest**

**Agency - 12 - Spokane**

**Inventory Location - 103 - Kalispel**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0001	5			1 - BIA		10	0.3	1.1
0001	5			1 - BIA		20	0.6	
0001	5			1 - BIA		30	0.2	
0002	5			1 - BIA		10	0.6	1.0
0002	5			1 - BIA		20	0.4	
0003	5			1 - BIA		10	0.4	1.2
0003	5			1 - BIA		20	0.5	
0003	5			1 - BIA		30	0.3	
0004	5			1 - BIA		10	0.3	1.7
0004	5			1 - BIA		20	1.4	
0005	5			1 - BIA		10	1.7	3.1
0005	5			1 - BIA		20	0.3	
0005	5			1 - BIA		30	1.1	
0006	5			1 - BIA		10	0.8	0.8
0007	5			1 - BIA		10	1.2	2.3
0007	5			1 - BIA		20	0.7	
0007	5			1 - BIA		30	0.4	
0008	9			1 - BIA		10	0.2	0.2
0009	5			1 - BIA		10	0.1	1.0
0009	5			1 - BIA		20	0.2	
0009	5			1 - BIA		30	0.7	
0010	5			1 - BIA		10	0.1	0.1
0011	5			1 - BIA		10	1.9	1.9
0012	5			1 - BIA		10	0.2	0.2
0013	5			1 - BIA		10	0.2	0.2
0014	2			2 - TRIBE		10	0.3	1.1
0014	5			1 - BIA		20	0.3	
0014	5			1 - BIA		30	0.2	
0014	5			1 - BIA		810	0.3	
0015	8			1 - BIA		10	0.1	0.1
0016	5			1 - BIA		10	0.3	0.3
0017	5			1 - BIA		10	0.1	0.1
0018	5			1 - BIA		10	0.3	0.3
0019	5			1 - BIA		10	0.2	0.2
0020	5			2 - TRIBE		10	0.1	0.1
0021	5			2 - TRIBE		10	0.4	1.4
0021	5			2 - TRIBE		20	0.3	
0021	5			2 - TRIBE		30	0.4	





# Indian Reservation Roads Program Ownership by Route (Road Owner) FY 2017 Inventory

**Region - P - Northwest**

**Agency - 12 - Spokane**

**Inventory Location - 103 - Kalispel**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0021	8			2 - TRIBE		40	0.3	
0022	6			2 - TRIBE		10	1.0	1.0
0023	6			2 - TRIBE		10	0.6	0.6
0024	5			2 - TRIBE		10	0.1	0.2
0024	9			2 - TRIBE		20	0.1	
0025	6			2 - TRIBE		10	0.5	0.5
0026	6			2 - TRIBE		10	0.5	0.5
0027	6			2 - TRIBE		10	0.4	0.4
0030	6			2 - TRIBE		10	0.7	0.7
0031	6			2 - TRIBE		10	0.2	0.2
0033	5			2 - TRIBE		10	0.1	0.1
0034	5			2 - TRIBE		10	1.5	2.1
0034	5			2 - TRIBE		20	0.6	
0101	5			1 - BIA		10	0.6	0.7
0101	5			1 - BIA		20	0.1	
1020	2			3 - STATE	OSR20	20	0.8	47.5
1020	2			3 - STATE	OSR20	30	30.4	
1020	2			3 - STATE	OSR20	810	16.3	
1211	2			3 - STATE	SR211	15	0.3	15.7
1211	2			3 - STATE	SR211	810	15.4	
1300	3			4 - URBAN		10	0.4	2.3
1300	3			4 - URBAN		20	0.1	
1300	3			4 - URBAN		30	0.1	
1300	3			5 - COUNTY AND TOWNSHIP		40	1.7	
1400	4			3 - STATE		10	3.1	3.1
2000	1			3 - STATE		10	4.0	55.6
2000	1			3 - STATE		20	3.9	
2000	1			3 - STATE		30	0.5	
2000	1			3 - STATE		40	2.9	
2000	1			3 - STATE		50	2.7	
2000	1			3 - STATE		60	22.6	
2000	1			3 - STATE		70	19.0	
2100	4			5 - COUNTY AND TOWNSHIP		10	1.1	10.0
2100	7			4 - URBAN		20	5.3	
2100	7			4 - URBAN		30	1.3	
2100	7			4 - URBAN		40	2.3	
3389	2			5 - COUNTY AND TOWNSHIP		5	0.1	4.5
3389	2			5 - COUNTY AND TOWNSHIP		10	0.4	



# Indian Reservation Roads Program Ownership by Route (Road Owner) FY 2017 Inventory

**Region - P - Northwest**

**Agency - 12 - Spokane**

**Inventory Location - 103 - Kalispel**

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
3389	2	3389	2600	5 - COUNTY AND TOWNSHIP		20		
3389	2			5 - COUNTY AND TOWNSHIP		30	0.5	
3389	2			5 - COUNTY AND TOWNSHIP		40	3.5	
3421	5			7 - OTHER FEDERAL		30	3.7	5.2
3421	5			7 - OTHER FEDERAL		810	1.1	
3421	5			7 - OTHER FEDERAL		820	0.4	
4013	8			1 - BIA		10	1.9	1.9
4041	5			1 - BIA		10	0.1	0.5
4041	5			1 - BIA		20	0.4	
4071	5			1 - BIA		10	0.3	0.3
4072	5			7 - OTHER FEDERAL		10	1.0	1.3
4072	5			2 - TRIBE		20	0.3	
4100	5			1 - BIA		10	0.8	0.8
4110	5			1 - BIA		10	0.5	1.2
4110	5			1 - BIA		20	0.7	
4120	5			1 - BIA		10	0.9	0.9
4130	5			1 - BIA		10	0.3	0.6
4130	5			1 - BIA		20	0.3	
4140	5			1 - BIA		10	0.4	0.4
4150	5			1 - BIA		10	0.2	0.2
4160	5			1 - BIA		10	0.4	0.4
4170	5			1 - BIA		10	0.1	0.5
4170	5			1 - BIA		20	0.4	
4180	5			1 - BIA		10	0.9	0.9
4190	5			1 - BIA		10	0.4	0.7
4190	5			1 - BIA		20	0.3	
4302	2			3 - STATE		10	0.7	0.7
4310	4			4 - URBAN		20	0.8	1.0
4310	4			5 - COUNTY AND TOWNSHIP		810	0.2	
4320	4			5 - COUNTY AND TOWNSHIP		20	0.3	1.8
4320	4			5 - COUNTY AND TOWNSHIP		30	0.5	
4320	4			5 - COUNTY AND TOWNSHIP		810	1.0	
4330	2			4 - URBAN		10	0.5	0.5
4340	2			4 - URBAN		10	0.6	0.6
9305	4			2 - TRIBE		30	3.2	52.4
9305	4			2 - TRIBE		40	5.3	
9305	4			5 - COUNTY AND TOWNSHIP		42	0.6	



# Indian Reservation Roads Program

## Ownership by Route (Road Owner)

### FY 2017 Inventory

Region - P - Northwest

Agency - 12 - Spokane

Inventory Location - 103 - Kalispel

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
9305	4			2 - TRIBE		44	0.3	
9305	4			5 - COUNTY AND TOWNSHIP		46	0.1	
9305	4			2 - TRIBE		48	3.1	
9305	4			5 - COUNTY AND TOWNSHIP		50	7.6	
9305	4			5 - COUNTY AND TOWNSHIP		60	0.1	
9305	4			5 - COUNTY AND TOWNSHIP		70	16.6	
9305	4	80387	800	5 - COUNTY AND TOWNSHIP		80		
9305	4			5 - COUNTY AND TOWNSHIP		90	0.2	
9305	4			5 - COUNTY AND TOWNSHIP		810	14.3	
9305	4			2 - TRIBE		820	1.0	

<b>Region Subtotals</b>	<b>Number routes:</b>	60	<b>Number sections:</b>	123	<b>Total length:</b>	236.9
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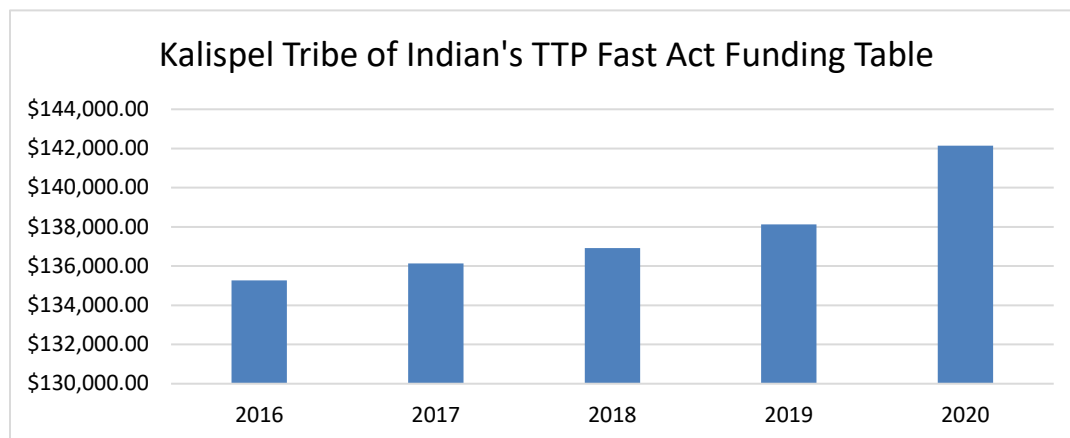
## 1-2 EXISTING TTP FUNDING

According to the previous funding tables provided to the public by the BIA, the Kalispel Tribe of Indian's received approximately \$132,624 in FY 2015. The full funding report for the current fiscal year is located in Appendix D detailing the funding calculations and the many subtotal calculations that are quantified to provide this annual allocation. In the appendix we also provided historic funding tables to provide some history of the Tribe's TTP funding levels. The table below illustrates the approximate TTP annual allocations between 2011 and 2015. Following that report in the appendix is the 2014-2016 Actual Tribal Share Allocation Table. Two important numbers to note not listed on the table below but which impact your TTP Tribal Share calculation, is your total population based on NAHASDA records which is 1,150 and your total eligible TTP mileage utilized for the calculation which is 6.8 miles. The table below is an excerpt from the TTAM Table discussed in this section. The Kalispel Tribe is highlighted in yellow. The FAST Act funding summary is also below.

STATE	RESERVATION_NAME	FY11 Actual	FY2012 (80% old, remainder new formula)	FY 2013 (60% old, remainder new formula)	FY 2014 (40% old, remainder new formula)	FY 2015 (20% old, remainder new formula)
ID	P05183 - Kootenai Tribe	\$88,883.52	\$109,075	\$111,050	\$108,499	\$105,923
WA	P12103 - Kalispel	\$111,289.41	\$136,571	\$139,044	\$135,849	\$132,624
WA	P06106 - Hoh	\$48,074.41	\$58,996	\$60,064	\$58,684	\$57,291
WA	P10139 - Stillaguamish Tribe	\$993,907.36	\$1,219,696	\$1,241,781	\$1,213,246	\$1,184,446
WA	P06116 - Quileute	\$84,593.52	\$103,811	\$105,691	\$114,770	\$124,399
WA	P10126 - Sauk-Suiattle (Pop)	\$60,752.88	\$74,554	\$75,904	\$74,160	\$72,400
WA	P10131 - Upper Skagit Indian	\$278,167.69	\$341,360	\$347,541	\$339,555	\$331,494
OR	P09144 - Burns Paiute Indian	\$58,435.23	\$71,710	\$73,009	\$71,331	\$70,519
WA	P06118 - Shoalwater Bay	\$97,982.15	\$120,241	\$122,418	\$119,605	\$116,766

### FAST Act Funding: 2016-2020

Reservation Name (Primary)	ESTIMATED FY16 TRIBAL SHARES AUTHORIZED	ESTIMATED FY17 TRIBAL SHARES AUTHORIZED	ESTIMATED FY18 TRIBAL SHARES AUTHORIZED	ESTIMATED FY19 TRIBAL SHARES AUTHORIZED	ESTIMATED FY20 TRIBAL SHARES AUTHORIZED	2011 TOTAL TRIBAL SHARE
P12103 Kalispel	\$135,279	\$136,137	\$136,927	\$138,133	\$142,137	\$111,289



## **PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK**

### **2-1 RECOMMENDED NTTFI INVENTORY SUMMARY**

This section describes the road system utilized by Kalispel Tribal members. The focus of this section of the report is to summarize the roadway network as it has been inventoried for inclusion into the National Tribal Transportation Facility Inventory (NTTFI). The roads identified and discussed in this report are transportation facilities that are open to the public and provide intercommunity travel while also connecting the Tribe to important public services and goods off reservation.

Public roads providing ingress/egress and travel within the Reservation are constructed and maintained by the Tribe, BIA, local Cities, Usk County, Pend Oreille County and the Washington State Department of Transportation (WSDOT). The recommended inventory represents the transportation network providing primary access to the Tribal properties both Trust and Fee.

In both January and July of 2017, RPP GIS and inventory crews worked to complete a full inventory update for the Kalispel Tribe of Indians. This section of the report reflects the newly collected and GIS verified inventory that RPP will be working to add and update to their system. This inventory as entered into RIFDS is supported by the generation of a comprehensive GIS System that has been provided to the Tribe as part of the project deliverables.

Proposed roads are eligible for inclusion in the TTP Inventory System and more importantly these roads must be supported by a comprehensive LRTP describing how the Tribe will intend to use these future roads. It is important to note that these roads have been identified by the Tribe as future development roads and in order for the Tribe to expend TTP funding towards the preplanning and construction of these roads, CFR Part 170.443 guidelines and requirements must be followed.

In Appendix C – TTP Inventory RIFDS Reports – you will find the records of RIFDS data entry which is summarized by the following table, 2018 Recommended TTP Inventory. This table lists all routes collected and updated during the 2018 Inventory Update.



Route Name	Route Number	Section Number	Ownership	Class	Surface Type	Length	Area (Sq Ft)	Bridge Number	Construction Need	County	State
Rosa Martin Rd	0001	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Rosa Martin Rd	0001	020	1-BIA	8-Trail	9-Primitive	0.8			1-BIA Construction Need	051-Pend Oreille	53-Washington
Rosa Martin Rd	0001	030	1-BIA	5-Rural Local	1-Earth	0.5			1-BIA Construction Need	051-Pend Oreille	53-Washington
Pow Wow Park Rd	0002	010	1-BIA	5-Rural Local	5-Bituminous>2"	0.7			1-BIA Construction Need	051-Pend Oreille	53-Washington
Pow Wow Park Rd	0002	020	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Pow Wow Park Rd	0002	030	1-BIA	8-Trail	9-Primitive	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Community Hall Rd	0003	010	1-BIA	5-Rural Local	5-Bituminous>2"	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Community Hall Rd	0003	020	1-BIA	5-Rural Local	5-Bituminous>2"	0.3			1-BIA Construction Need	051-Pend Oreille	53-Washington
Community Hall Rd	0003	030	1-BIA	5-Rural Local	5-Bituminous>2"	0.3			1-BIA Construction Need	051-Pend Oreille	53-Washington
Trillium Rd	0003	040	1-BIA	5-Rural Local	5-Bituminous>2"	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Gould Rd	0004	010	1-BIA	8-Trail	9-Primitive	1.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Gould Rd	0004	020	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Gould Rd	0004	030	1-BIA	5-Rural Local	1-Earth	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Gould Rd	0004	040	1-BIA	8-Trail	9-Primitive	1.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
	0004	050	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Big Smoke Rd	0005	010	1-BIA	8-Trail	9-Primitive	0.6			1-BIA Construction Need	051-Pend Oreille	53-Washington
Big Smoke Rd	0005	020	1-BIA	8-Trail	9-Primitive	0.8			1-BIA Construction Need	051-Pend Oreille	53-Washington
Big Smoke Rd	0005	030	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Big Smoke Rd	0005	040	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Big Smoke Rd	0005	050	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Big Smoke Rd	0005	060	2-Tribe	8-Trail	9-Primitive	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Upper Cemetery	0006	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Upper Cemetery	0006	020	1-BIA	8-Trail	9-Primitive	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Fire Rd 7	0007	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	2.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Fire Rd 7	0007	020	1-BIA	8-Trail	9-Primitive	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Manresa Grotto Trail	0008	010	1-BIA	8-Trail	9-Primitive	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Tule Rd	0009	010	1-BIA	5-Rural Local	5-Bituminous>2"	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Qlipse River Rd	0009	020	1-BIA	5-Rural Local	5-Bituminous>2"	0.3			1-BIA Construction Need	051-Pend Oreille	53-Washington
Manresa Swim Hole Access	0010	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Manresa Swim Hole Trail	0010	020	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Dike Rd	0011	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	1.8			1-BIA Construction Need	051-Pend Oreille	53-Washington
Honeysuckle Dr	0012	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Honeysuckle Dr	0012	020	1-BIA	5-Rural Local	5-Bituminous>2"	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Camas Institute Access	0013	010	1-BIA	5-Rural Local	4-Bituminous<2"	0.1			1-BIA Construction Need	063-Spokane	53-Washington
Manresa Grotto Access	0015	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Buffalo Ln	0016	010	1-BIA	5-Rural Local	5-Bituminous>2"	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Buffalo Ln	0016	020	1-BIA	5-Rural Local	4-Bituminous<2"	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Buffalo Ln	0017	010	1-BIA	5-Rural Local	5-Bituminous>2"	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Whitetail Rd	0019	010	1-BIA	5-Rural Local	5-Bituminous>2"	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Camas Flat Rd	0020	010	2-Tribe	5-Rural Local	4-Bituminous<2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Camas Flat Rd	0020	020	2-Tribe	5-Rural Local	4-Bituminous<2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Tribal Administration Access Road	0021	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Tribal Administration Access Road	0021	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Tribal Administration Access Road	0021	025	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Tribal Administration Access Road	0021	030	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Tribal Administration Access Trail	0021	040	2-Tribe	8-Trail	6-Concrete	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
CAMAS BACKBONE E-W ROAD	0022	010	2-Tribe	6-City Minor Arterial	0-Proposed	0.9			4-Proposed	063-Spokane	53-Washington
Sprague Ave	0023	010	4-Urban	4-Rural Major Collector	5-Bituminous>2"	0.5			2-Construction Need-Other	063-Spokane	53-Washington
Sprague Ave	0023	020	2-Tribe	4-Rural Major Collector	5-Bituminous>2"	0.3			2-Construction Need-Other	063-Spokane	53-Washington
Sprague Ave	0023	030	2-Tribe	4-Rural Major Collector	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Sprague Ave	0023	040	2-Tribe	4-Rural Major Collector	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Golf and Country Club	0024	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Golf and Country Club	0024	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Golf and Country Club	0024	030	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Golf and Country Club	0024	040	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
West 6th Avenue	0025	010	2-Tribe	5-Rural Local	0-Proposed	0.3			4-Proposed	063-Spokane	53-Washington
West 6th Avenue	0025	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
10th Ave	0026	010	2-Tribe	6-City Minor Arterial	0-Proposed	0.5			4-Proposed	063-Spokane	53-Washington
4TH Ave	0027	010	2-Tribe	6-City Minor Arterial	0-Proposed	0.4			4-Proposed	063-Spokane	53-Washington
Lyons Rd	0030	010	2-Tribe	6-City Minor Arterial	0-Proposed	0.7			4-Proposed	063-Spokane	53-Washington
S Lyons Rd	0031	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
S Lyons Rd	0031	020	2-Tribe	5-Rural Local	0-Proposed	0.1			4-Proposed	063-Spokane	53-Washington
Mykines Rd	0034	010	2-Tribe	5-Rural Local	1-Earth	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
Mykines Rd	0034	020	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
Mykines Rd	0034	030	2-Tribe	5-Rural Local	1-Earth	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
12th Ave W	0035	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.3			2-Construction Need-Other	063-Spokane	53-Washington
	0036	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Legacy Landing Chevron Access	0037	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Service Access	0038	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Service Access	0038	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Service Access	0038	030	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Service Access	0038	040	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Industry Dr	0039	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Industry Dr	0039	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Industry Dr	0039	030	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest RV Access	0040	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Facility Access	0041	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Rd	0042	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Rd	0042	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Rd	0042	030	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Rd	0042	040	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Rd	0042	050	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Hotel Entrance	0043	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Access	0045	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Access	0045	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Garage Entrance	0046	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Walking Path	0047	010	2-Tribe	8-Trail	6-Concrete	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Garage Access	0048	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Kaltran Facility Access	0050	010	2-Tribe	5-Rural Local	4-Bituminous<2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Calispell Ave	0051	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0051	020	4-Urban	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0051	030	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Copper Landing	0053	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.5			2-Construction Need-Other	063-Spokane	53-Washington
Copper Landing	0053	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Copper Landing Walking Path	0054	010	2-Tribe	8-Trail	6-Concrete	0.1			2-Construction Need-Other	063-Spokane	53-Washington
	0055	010	2-Tribe	5-Rural Local	1-Earth	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Water Treatment Access	0056	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
5th Ave	0057	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Sacheen Ave	0057	020	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Wright Ave	0057	030	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
3rd Ave	0058	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Timber St	0058	020	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Skookum St	0059	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
2nd Ave	0059	020	4-Urban	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Tacoma St	0060	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
1st Ave	0061	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
1st Ave	0061	020	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Cusick Meadow Rd	0062	010	5-County/Township	5-Rural Local	5-Bituminous>2"	1.7			2-Construction Need-Other	051-Pend Oreille	53-Washington



Route Name	Route Number	Section Number	Ownership	Class	Surface Type	Length	Area (Sq Ft)	Bridge Number	Construction Need	County	State
Kapps Ln	0063	010	5-County/Township	5-Rural Local	5-Bituminous>2"	1.0			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0064	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0064	020	2-Tribe	5-Rural Local	1-Earth	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Westside Calispell Rd	0065	010	5-County/Township	2-Rural Minor Arterial	5-Bituminous>2"	6.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0066	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0067	010	5-County/Township	5-Rural Local	3-Gravel/Aggregate	0.6			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0067	020	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0067	030	8-Other	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0067	040	5-County/Township	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0068	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Entrance	0069	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Loop	0069	020	2-Tribe	5-Rural Local	5-Bituminous>2"	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Inner Circle	0069	030	2-Tribe	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Exit	0069	040	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Indian Creek Housing Rd	0072	010	2-Tribe	5-Rural Local	0-Proposed	0.1			4-Proposed	051-Pend Oreille	53-Washington
	0073	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0073	020	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0074	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Plant Nursery Access	0075	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
KAE Complex	0077	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0078	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0078	020	2-Tribe	5-Rural Local	1-Earth	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Big Smoke Rd	0078	030	1-BIA	8-Trail	9-Primitive	0.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Big Smoke Rd	0078	040	7-Other Federal	8-Trail	9-Primitive	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Big Smoke Rd	0078	050	3-State	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Big Smoke Rd	0078	060	1-BIA	8-Trail	9-Primitive	0.3			1-BIA Construction Need	051-Pend Oreille	53-Washington
	0080	010	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0082	010	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0082	020	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0082	030	7-Other Federal	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0082	040	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0083	010	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0084	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Lower Cemetery Rd	0090	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0091	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Boat Launch	0092	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Whitetail Pl	0094	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Community Building Loop	0095	010	2-Tribe	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Community Building Trail	0096	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Turtle Rd	0101	010	1-BIA	5-Rural Local	4-Bituminous<2"	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Turtle Rd	0101	020	1-BIA	8-Trail	9-Primitive	0.3			1-BIA Construction Need	051-Pend Oreille	53-Washington
	0102	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0103	010	2-Tribe	8-Trail	9-Primitive	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0104	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0105	010	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0106	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0107	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0109	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0110	010	2-Tribe	8-Trail	9-Primitive	1.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0111	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Tacoma Creek Rd	0120	010	5-County/Township	5-Rural Local	3-Gravel/Aggregate	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0121	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0121	020	3-State	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0121	030	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0121	040	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0121	050	8-Other	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0121	060	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
Community Hall Rd	0122	010	2-Tribe	5-Rural Local	1-Earth	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Waikiki Rd	0123	010	5-County/Township	5-Rural Local	5-Bituminous>2"	0.7			2-Construction Need-Other	063-Spokane	53-Washington
Waikiki Rd	0123	020	5-County/Township	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Waikiki Rd	0123	030	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.7			2-Construction Need-Other	063-Spokane	53-Washington
Hawthorne Rd	0123	040	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.5			2-Construction Need-Other	063-Spokane	53-Washington
Hawthorne Rd	0123	050	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.6			2-Construction Need-Other	063-Spokane	53-Washington
Indian Creek Rd	0140	010	5-County/Township	5-Rural Local	5-Bituminous>2"	1.0			2-Construction Need-Other	051-Pend Oreille	53-Washington
Indian Creek Rd	0140	020	5-County/Township	5-Rural Local	3-Gravel/Aggregate	1.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
Bead Lake Rd	0140	030	5-County/Township	5-Rural Local	5-Bituminous>2"	3.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Yates Rd	0141	010	5-County/Township	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Yates Rd	0141	020	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
2nd St	0150	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0151	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0151	020	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 57	0153	010	3-State	2-Rural Minor Arterial	5-Bituminous>2"	1.3			2-Construction Need-Other	017-Bonner	16-Idaho
SR 57	0153	020	3-State	2-Rural Minor Arterial	5-Bituminous>2"	7.1			2-Construction Need-Other	017-Bonner	16-Idaho
SH 57	0153	030	3-State	2-Rural Minor Arterial		0.0		000000000014890	2-Construction Need-Other	017-Bonner	16-Idaho
SR 57	0153	040	3-State	2-Rural Minor Arterial	5-Bituminous>2"	10.0			2-Construction Need-Other	017-Bonner	16-Idaho
	0157	010	7-Other Federal	5-Rural Local	1-Earth	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
	0157	020	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
	0157	030	2-Tribe	5-Rural Local		0.0		0000P12103T0001	2-Construction Need-Other	017-Bonner	16-Idaho
	0157	040	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.4			2-Construction Need-Other	017-Bonner	16-Idaho
Wisconsin St	0160	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	017-Bonner	16-Idaho
Merritt Brothers Bridge	0160	020	4-Urban	5-Rural Local		0.0		000000000020615	2-Construction Need-Other	017-Bonner	16-Idaho
Dufort Rd	0160	030	4-Urban	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	017-Bonner	16-Idaho
Dufort Rd	0160	040	5-County/Township	5-Rural Local	5-Bituminous>2"	4.3			2-Construction Need-Other	017-Bonner	16-Idaho
E Bronx Rd	0170	010	4-Urban	5-Rural Local	4-Bituminous<2"	0.7			2-Construction Need-Other	017-Bonner	16-Idaho
E Llama Ln	0170	020	4-Urban	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
E Llama Ln	0170	030	5-County/Township	5-Rural Local	3-Gravel/Aggregate	0.6			2-Construction Need-Other	017-Bonner	16-Idaho
Sagle Rd	0180	010	5-County/Township	5-Rural Local	4-Bituminous<2"	0.5			2-Construction Need-Other	017-Bonner	16-Idaho
Sagle Rd	0180	020	5-County/Township	5-Rural Local	4-Bituminous<2"	10.4			2-Construction Need-Other	017-Bonner	16-Idaho
Garfield Bay Cut Off	0181	010	5-County/Township	5-Rural Local	4-Bituminous<2"	0.9			2-Construction Need-Other	017-Bonner	16-Idaho
Terrapin Station	0181	020	5-County/Township	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
Terrapin Station	0181	030	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
Camp Bay Rd	0182	010	5-County/Township	5-Rural Local	4-Bituminous<2"	0.9			2-Construction Need-Other	017-Bonner	16-Idaho
Denton Rd	0190	010	5-County/Township	5-Rural Local	4-Bituminous<2"	1.8			2-Construction Need-Other	017-Bonner	16-Idaho
Denton Rd	0190	020	2-Tribe	5-Rural Local	4-Bituminous<2"	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
Black Bear Rd	0204	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Black Bear Dr	0204	020	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0205	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0219	010	3-State	8-Trail	9-Primitive	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Triangle Rd	0230	010	5-County/Township	5-Rural Local	5-Bituminous>2"	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
Rest Area Walking Path	0232	010	2-Tribe	8-Trail	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0234	010	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0235	010	2-Tribe	8-Trail	9-Primitive	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0236	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0237	010	2-Tribe	8-Trail	9-Primitive	0.7			2-Construction Need-Other	051-Pend Oreille	53-Washington
Indian Creek Access Rd	0238	010	2-Tribe	5-Rural Local	1-Earth	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Indian Creek Water Intake Rd	0239	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Indian Creek Walking Path	0240	010	2-Tribe	8-Trail	3-Gravel/Aggregate	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0241	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington



Route Name	Route Number	Section Number	Ownership	Class	Surface Type	Length	Area (Sq Ft)	Bridge Number	Construction Need	County	State
	0242	010	2-Tribe	5-Rural Local	1-Earth	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
	0242	020	2-Tribe	5-Rural Local		0.0		0000P12103T0002	2-Construction Need-Other	017-Bonner	16-Idaho
	0242	030	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.4			2-Construction Need-Other	017-Bonner	16-Idaho
	0710	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0720	010	2-Tribe	8-Trail	9-Primitive	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
Water Tower Access - North	0730	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0740	010	2-Tribe	8-Trail	9-Primitive	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0740	020	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0750	010	2-Tribe	8-Trail	9-Primitive	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0760	010	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	0761	010	2-Tribe	8-Trail	9-Primitive	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Cougar Road 2nd Access	0770	010	1-BIA	8-Trail	9-Primitive	0.5			1-BIA Construction Need	051-Pend Oreille	53-Washington
	0780	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	1010	010	2-Tribe	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	010	3-State	2-Rural Minor Arterial	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	020	3-State	2-Rural Minor Arterial	5-Bituminous>2"	13.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	030	3-State	2-Rural Minor Arterial		0.0		0002102C0000000	2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	040	3-State	2-Rural Minor Arterial	5-Bituminous>2"	4.7			2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	050	3-State	2-Rural Minor Arterial		0.0		0013033A0000000	2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	060	3-State	2-Rural Minor Arterial	5-Bituminous>2"	3.6			2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	070	3-State	2-Rural Minor Arterial		0.0		0003073A0000000	2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	080	3-State	2-Rural Minor Arterial	5-Bituminous>2"	15.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	090	3-State	2-Rural Minor Arterial		0.0		0012745A0000000	2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 20	1020	100	3-State	2-Rural Minor Arterial	5-Bituminous>2"	1.0			2-Construction Need-Other	051-Pend Oreille	53-Washington
SR 211	1211	010	3-State	2-Rural Minor Arterial	5-Bituminous>2"	15.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
River Rd	1300	010	5-County/Township	5-Rural Local	5-Bituminous>2"	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
River Rd	1300	020	4-Urban	5-Rural Local	5-Bituminous>2"	1.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Timber St	1300	030	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
S 1st Ave	1300	040	4-Urban	5-Rural Local	5-Bituminous>2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Monumental Way	1300	050	4-Urban	5-Rural Local	5-Bituminous>2"	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
Monumental Way	1300	060	4-Urban	5-Rural Local	5-Bituminous>2"	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
US 2	2000	010	3-State	1-Major Arterial	5-Bituminous>2"	2.5			2-Construction Need-Other	063-Spokane	53-Washington
US 2	2000	020	3-State	1-Major Arterial	5-Bituminous>2"	0.3			2-Construction Need-Other	063-Spokane	53-Washington
US 2	2000	030	3-State	1-Major Arterial		0.0		0009150A0000000	2-Construction Need-Other	063-Spokane	53-Washington
US 2	2000	040	3-State	1-Major Arterial	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
US 2	2000	050	3-State	1-Major Arterial		0.0		0007317B0000000	2-Construction Need-Other	063-Spokane	53-Washington
US 2	2000	060	3-State	1-Major Arterial	5-Bituminous>2"	0.5			2-Construction Need-Other	063-Spokane	53-Washington
US 2	2000	070	3-State	1-Major Arterial		0.0		0007317D0000000	2-Construction Need-Other	063-Spokane	53-Washington
US 2	2000	080	3-State	1-Major Arterial	5-Bituminous>2"	0.5			2-Construction Need-Other	063-Spokane	53-Washington
US 2	2000	090	3-State	1-Major Arterial	5-Bituminous>2"	3.6			2-Construction Need-Other	051-Pend Oreille	53-Washington
US 2	2000	100	3-State	1-Major Arterial	5-Bituminous>2"	1.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
US 2	2000	110	3-State	1-Major Arterial	5-Bituminous>2"	7.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
US 2	2000	120	3-State	1-Major Arterial	5-Bituminous>2"	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
US 2	2000	130	3-State	1-Major Arterial	5-Bituminous>2"	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
W Trails Rd	2100	010	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	4.7			2-Construction Need-Other	063-Spokane	53-Washington
Fort George Wright Dr	2100	020	4-Urban	7-City Collector	5-Bituminous>2"	1.2			2-Construction Need-Other	063-Spokane	53-Washington
Fort George Wright Dr	2100	030	4-Urban	7-City Collector		0.0		086150000000000	2-Construction Need-Other	063-Spokane	53-Washington
Fort George Wright Dr	2100	040	4-Urban	7-City Collector	5-Bituminous>2"	0.4			2-Construction Need-Other	063-Spokane	53-Washington
N Cochran St	2100	050	4-Urban	7-City Collector	5-Bituminous>2"	0.4			2-Construction Need-Other	063-Spokane	53-Washington
N Driscoll Blvd	2100	060	4-Urban	7-City Collector	5-Bituminous>2"	0.9			2-Construction Need-Other	063-Spokane	53-Washington
Wellesley Ave	2100	070	4-Urban	7-City Collector	5-Bituminous>2"	0.3			2-Construction Need-Other	063-Spokane	53-Washington
Wellesley Ave	2100	080	4-Urban	7-City Collector	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Wellesley Ave	2100	090	4-Urban	7-City Collector	5-Bituminous>2"	0.2			2-Construction Need-Other	063-Spokane	53-Washington
Wellesley Ave	2100	100	4-Urban	7-City Collector	5-Bituminous>2"	0.7			2-Construction Need-Other	063-Spokane	53-Washington
Wellesley Ave	2100	110	4-Urban	7-City Collector	5-Bituminous>2"	1.0			2-Construction Need-Other	063-Spokane	53-Washington
5th St/Kings Lake Rd	3389	010	5-County/Township	2-Rural Minor Arterial	5-Bituminous>2"	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Kings Lake Rd	3389	020	5-County/Township	2-Rural Minor Arterial		0.0		084421000000000	2-Construction Need-Other	051-Pend Oreille	53-Washington
Kings Lake Rd	3389	030	5-County/Township	2-Rural Minor Arterial	5-Bituminous>2"	0.6			2-Construction Need-Other	051-Pend Oreille	53-Washington
Kings Lake Rd	3389	040	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	3.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
Kings Lake Rd	3389	050	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
Kings Lake Rd	3389	060	5-County/Township	5-Rural Local	3-Gravel/Aggregate	2.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Kings Lake Rd	3389	070	5-County/Township	5-Rural Local	3-Gravel/Aggregate	0.7			2-Construction Need-Other	051-Pend Oreille	53-Washington
Kings Lake Rd/NF-50	3389	080	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	4.7			2-Construction Need-Other	051-Pend Oreille	53-Washington
NF-305/NF-2730	3389	090	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	9.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
NF-2730	3389	100	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
NF-2730	3389	110	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
NF-2730	3389	120	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
NF-2730	3389	130	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
NF-2730	3389	140	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	0.8			2-Construction Need-Other	017-Bonner	16-Idaho
NF-2730	3389	150	7-Other Federal	5-Rural Local		0.0		010408000013412	2-Construction Need-Other	017-Bonner	16-Idaho
NF-2730	3389	160	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	0.6			2-Construction Need-Other	017-Bonner	16-Idaho
NF-2730	3389	170	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	017-Bonner	16-Idaho
NF-2730	3389	180	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	0.7			2-Construction Need-Other	017-Bonner	16-Idaho
NF-2730	3389	190	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.2			2-Construction Need-Other	017-Bonner	16-Idaho
NF-333	3389	200	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	1.2			2-Construction Need-Other	017-Bonner	16-Idaho
Squaw Valley Rd	3389	210	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.5			2-Construction Need-Other	017-Bonner	16-Idaho
Squaw Valley Rd	3389	220	2-Tribe	4-Rural Major Collector	5-Bituminous>2"	0.5			2-Construction Need-Other	017-Bonner	16-Idaho
Squaw Valley Rd	3389	230	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.5			2-Construction Need-Other	017-Bonner	16-Idaho
Squaw Valley Rd	3389	240	5-County/Township	4-Rural Major Collector		0.0		000000000030170	2-Construction Need-Other	017-Bonner	16-Idaho
Squaw Valley Rd	3389	250	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.5			2-Construction Need-Other	017-Bonner	16-Idaho
Squaw Valley Rd	3389	260	5-County/Township	4-Rural Major Collector	4-Bituminous<2"	2.2			2-Construction Need-Other	017-Bonner	16-Idaho
Cee Cee Ah Creek Rd	3421	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
Cee Cee Ah Creek Rd	3421	020	8-Other	5-Rural Local	3-Gravel/Aggregate	1.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
Cee Cee Ah Creek Rd	3421	030	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	0.7			2-Construction Need-Other	051-Pend Oreille	53-Washington
Cee Cee Ah Creek Rd	3421	040	3-State	5-Rural Local	3-Gravel/Aggregate	1.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Cee Cee Ah Creek Rd	3421	050	7-Other Federal	5-Rural Local	3-Gravel/Aggregate	6.0			2-Construction Need-Other	051-Pend Oreille	53-Washington
Cee Cee Ah Creek Rd	3421	060	7-Other Federal	5-Rural Local	1-Earth	1.0			2-Construction Need-Other	051-Pend Oreille	53-Washington
Pend Oreille Old Wagon Trail	4013	010	1-BIA	8-Trail	9-Primitive	1.2			1-BIA Construction Need	051-Pend Oreille	53-Washington
Pend Oreille Old Wagon Trail	4013	020	1-BIA	8-Trail	9-Primitive	0.6			1-BIA Construction Need	051-Pend Oreille	53-Washington
Good Road 2nd Access	4041	010	1-BIA	8-Trail	9-Primitive	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Carbody Rd	4072	010	3-State	8-Trail	9-Primitive	0.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
Carbody Rd	4072	020	7-Other Federal	8-Trail	9-Primitive	1.0			2-Construction Need-Other	051-Pend Oreille	53-Washington
Water Tower Access Rd	4100	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Water Tower Lp	4110	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.3			1-BIA Construction Need	051-Pend Oreille	53-Washington
Water Tower Lp	4110	020	1-BIA	5-Rural Local	1-Earth	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Water Tower Lp	4110	030	5-County/Township	5-Rural Local	1-Earth	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
Water Tower Lp	4110	040	1-BIA	5-Rural Local	1-Earth	0.3			1-BIA Construction Need	051-Pend Oreille	53-Washington
Water Tower Lp	4110	050	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
RR and KCL Back Access	4130	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
RR and KCL Back Access	4130	020	8-Other	5-Rural Local	3-Gravel/Aggregate	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
RR and KCL Back Access	4130	030	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
River Access	4140	010	1-BIA	8-Trail	9-Primitive	0.3			1-BIA Construction Need	051-Pend Oreille	53-Washington
	4141	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
	4142	010	2-Tribe	8-Trail	9-Primitive	1.3			2-Construction Need-Other	051-Pend Oreille	53-Washington
	4143	010	2-Tribe	8-Trail	9-Primitive	0.6			2-Construction Need-Other	051-Pend Oreille	53-Washington
	4144	010	2-Tribe	8-Trail	9-Primitive	0.7			2-Construction Need-Other	051-Pend Oreille	53-Washington
Foundation Rd	4145	010	2-Tribe	8-Trail	9-Primitive	0.4			2-Construction Need-Other	051-Pend Oreille	53-Washington
Nomee Rd	4146	010	2-Tribe	8-Trail	9-Primitive	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington



Route Name	Route Number	Section Number	Ownership	Class	Surface Type	Length	Area (Sq Ft)	Bridge Number	Construction Need	County	State
	4147	010	2-Tribe	8-Trail	9-Primitive	1.9			2-Construction Need-Other	051-Pend Oreille	53-Washington
	4148	010	2-Tribe	8-Trail	9-Primitive	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Hatchery Second Access	4150	010	1-BIA	5-Rural Local	1-Earth	0.7			1-BIA Construction Need	051-Pend Oreille	53-Washington
	4165	010	2-Tribe	5-Rural Local	3-Gravel/Aggregate	0.5			2-Construction Need-Other	051-Pend Oreille	53-Washington
Flying Goose Hatchery	4170	010	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.5			1-BIA Construction Need	051-Pend Oreille	53-Washington
Flying Goose Hatchery	4170	020	1-BIA	5-Rural Local	3-Gravel/Aggregate	0.1			1-BIA Construction Need	051-Pend Oreille	53-Washington
Riverbend Loop Rd	4200	010	5-County/Township	5-Rural Local	4-Bituminous<2"	0.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Riverbend Loop Rd	4200	020	5-County/Township	5-Rural Local	4-Bituminous<2"	0.1			2-Construction Need-Other	051-Pend Oreille	53-Washington
US 2	4302	010	3-State	1-Major Arterial	5-Bituminous>2"	0.7			2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Ave	4310	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.4			2-Construction Need-Other	063-Spokane	53-Washington
Hayford Rd	4320	010	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.1			2-Construction Need-Other	063-Spokane	53-Washington
Hayford Rd	4320	020	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.4			2-Construction Need-Other	063-Spokane	53-Washington
Hayford Rd	4320	030	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.8			2-Construction Need-Other	063-Spokane	53-Washington
Hayford Rd	4320	040	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.3			2-Construction Need-Other	063-Spokane	53-Washington
Hayford Rd	4320	050	5-County/Township	4-Rural Major Collector	5-Bituminous>2"	0.3			2-Construction Need-Other	063-Spokane	53-Washington
Russell St	4330	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.5			2-Construction Need-Other	063-Spokane	53-Washington
Garfield Rd	4340	010	4-Urban	5-Rural Local	5-Bituminous>2"	0.3			2-Construction Need-Other	063-Spokane	53-Washington
Garfield Rd	4340	020	4-Urban	5-Rural Local	5-Bituminous>2"	0.4			2-Construction Need-Other	063-Spokane	53-Washington
LeClerc Rd	9305	010	5-County/Township	5-Rural Local	5-Bituminous>2"	1.2			2-Construction Need-Other	017-Bonner	16-Idaho
LeClerc Rd	9305	020	5-County/Township	5-Rural Local	5-Bituminous>2"	14.8			2-Construction Need-Other	051-Pend Oreille	53-Washington
LeClerc Rd	9305	030	2-Tribe	5-Rural Local	5-Bituminous>2"	0.9			2-Construction Need-Other	051-Pend Oreille	53-Washington
LeClerc Rd	9305	040	2-Tribe	5-Rural Local	5-Bituminous>2"	3.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
LeClerc Rd	9305	050	2-Tribe	5-Rural Local	5-Bituminous>2"	5.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
LeClerc Rd	9305	060	5-County/Township	5-Rural Local	5-Bituminous>2"	4.9			2-Construction Need-Other	051-Pend Oreille	53-Washington
LeClerc Rd	9305	070	5-County/Township	5-Rural Local		0.0		086584000000000	2-Construction Need-Other	051-Pend Oreille	53-Washington
LeClerc Rd	9305	080	5-County/Township	5-Rural Local	5-Bituminous>2"	2.8			2-Construction Need-Other	051-Pend Oreille	53-Washington
LeClerc Rd	9305	090	5-County/Township	5-Rural Local		0.0		082770000000000	2-Construction Need-Other	051-Pend Oreille	53-Washington
LeClerc Rd	9305	100	5-County/Township	5-Rural Local	5-Bituminous>2"	9.2			2-Construction Need-Other	051-Pend Oreille	53-Washington
Highway 2 Chevron Parking Lot	P001	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	73747		2-Construction Need-Other	063-Spokane	53-Washington
Camas Institute Parking Lot	P002	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	17973		2-Construction Need-Other	063-Spokane	53-Washington
Camas Institute Parking Lot	P002	020	2-Tribe	9-Other Trans Fac	4-Bituminous<2"	0.1	2270		2-Construction Need-Other	063-Spokane	53-Washington
Camas Institute Parking Lot	P002	030	2-Tribe	9-Other Trans Fac	4-Bituminous<2"	0.1	6642		2-Construction Need-Other	063-Spokane	53-Washington
Legacy Landing Chevron Parking Lot	P003	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	66557		2-Construction Need-Other	063-Spokane	53-Washington
Legacy Landing Chevron Parking Lot	P003	020	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	6410		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Services Parking Lot	P004	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	8806		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Services Parking Lot	P004	020	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	1710		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Services Parking Lot	P004	030	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	5040		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Services Parking Lot	P004	040	2-Tribe	9-Other Trans Fac	6-Concrete	0.1	6678		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Linen Services Parking Lot	P004	050	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	6405		2-Construction Need-Other	063-Spokane	53-Washington
Spokane Hoopfest Parking Lot	P005	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	5490		2-Construction Need-Other	063-Spokane	53-Washington
Facility Parking Lot	P006	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	106934		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Team Member Development Center Parking Lot	P007	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	70603		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Employee Overflow Parking Lot	P008	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	5904		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Tribal Court Parking Lot	P009	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	24773		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Hotel Parking Lot	P010	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	19832		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino RV Parking Lot	P011	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	237307		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Valet Parking Lot	P012	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	8635		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Parking Lot	P012	020	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	37085		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Parking Lot	P012	030	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	6081		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Parking Lot	P012	040	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	57473		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Parking Lot	P012	050	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	2471		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Parking Lot	P012	060	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	3737		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Parking Lot	P012	070	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	1343		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Parking Lot	P012	080	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	10980		2-Construction Need-Other	063-Spokane	53-Washington
Northern Quest Casino Overflow Parking Lot	P013	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	411077		2-Construction Need-Other	063-Spokane	53-Washington
Kaltran Overflow Parking Lot	P014	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	8566		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kaltran Parking Lot	P015	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	25918		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Career Training Center Parking Lot	P016	010	2-Tribe	9-Other Trans Fac	4-Bituminous<2"	0.1	3055		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Career Training Center Parking Lot	P016	020	2-Tribe	9-Other Trans Fac	4-Bituminous<2"	0.1	2418		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Career Training Center Parking Lot	P016	030	2-Tribe	9-Other Trans Fac	4-Bituminous<2"	0.1	3853		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Transportation Administration Parking Lot	P017	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	40592		2-Construction Need-Other	051-Pend Oreille	53-Washington
Water Treatment Facility Parking Lot	P018	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	8575		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Tribal Court Parking Lot	P019	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	31854		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Rest Area Parking Lot	P020	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	16277		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Rest Area Parking Lot	P020	020	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	12218		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Tribe Victim Assistance Parking Lot	P021	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	6452		2-Construction Need-Other	051-Pend Oreille	53-Washington
Crossroads Family Restaurant Parking Lot	P022	010	2-Tribe	9-Other Trans Fac	4-Bituminous<2"	0.1	32642		2-Construction Need-Other	051-Pend Oreille	53-Washington
Copper Landing Parking Lot	P023	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	18178		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Tribal Public Safety Parking Lot	P024	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	20856		2-Construction Need-Other	051-Pend Oreille	53-Washington
People's Place Parking Lot	P025	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	29954		2-Construction Need-Other	051-Pend Oreille	53-Washington
Camas Center for Community Wellness Parking Lot	P026	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	40763		2-Construction Need-Other	051-Pend Oreille	53-Washington
Camas Center for Community Wellness Parking Lot	P026	020	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	30237		2-Construction Need-Other	051-Pend Oreille	53-Washington
Camas Center for Community Wellness Parking Lot	P026	030	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	781		2-Construction Need-Other	051-Pend Oreille	53-Washington
Camas Center for Community Wellness Parking Lot	P026	040	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	1256		2-Construction Need-Other	051-Pend Oreille	53-Washington
Refuse Collection Area Parking Lot	P027	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	13748		2-Construction Need-Other	051-Pend Oreille	53-Washington
Maintenance Department Parking Lot	P027	020	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	38935		2-Construction Need-Other	051-Pend Oreille	53-Washington
Old Community Center Parking Lot	P028	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	12471		2-Construction Need-Other	051-Pend Oreille	53-Washington
Old Community Center Parking Lot	P028	020	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	853		2-Construction Need-Other	051-Pend Oreille	53-Washington
KAE Parking Lot	P029	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	16946		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Tribal Headquarters Parking Lot	P030	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	23660		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Tribal Headquarters Parking Lot	P030	020	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	14700		2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Boat Launch Parking Lot	P031	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	12707		2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Parking Lot	P032	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	654		2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Parking Lot	P032	020	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	2891		2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Parking Lot	P032	030	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	4573		2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Parking Lot	P032	040	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	3118		2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Grounds Parking Lot	P032	050	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	17342		2-Construction Need-Other	051-Pend Oreille	53-Washington
Pow Wow Playground Parking Lot	P032	060	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	2899		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Golf and Country Club Parking Lot	P033	010	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	40332		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Golf and Country Club Parking Lot	P033	020	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	18437		2-Construction Need-Other	063-Spokane	53-Washington
Kalispel Golf and Country Club Parking Lot	P033	030	2-Tribe	9-Other Trans Fac	5-Bituminous>2"	0.1	7574		2-Construction Need-Other	063-Spokane	53-Washington
Camas Learning Center Parking Lot	P034	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	8833		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Language Center (Cusick) Parking Lot	P035	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	5480		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kingfisher Turnabout	P036	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	17668		2-Construction Need-Other	051-Pend Oreille	53-Washington
Tacoma Creek Birding Trail Parking Lot	P037	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	1533		2-Construction Need-Other	051-Pend Oreille	53-Washington
Flying Goose Ranch North Parking Lot	P038	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	2661		2-Construction Need-Other	051-Pend Oreille	53-Washington
Flying Goose Operations Parking Lot	P039	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	2931		2-Construction Need-Other	051-Pend Oreille	53-Washington
Flying Goose Ranch Birding Trail Parking Lot	P040	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	1509		2-Construction Need-Other	051-Pend Oreille	53-Washington
Manresa Swim Hole and Launch Parking Lot	P041	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	6984		2-Construction Need-Other	051-Pend Oreille	53-Washington
Manresa Grotto Parking Lot	P042	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	1282		2-Construction Need-Other	051-Pend Oreille	53-Washington
Kalispel Language Center Parking Lot	P043	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	7079		2-Construction Need-Other	051-Pend Oreille	53-Washington
Road Maintenance Shed Parking Lot	P044	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	11526		2-Construction Need-Other	051-Pend Oreille	53-Washington
Plant Nursery Parking Lot	P045	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	4591		2-Construction Need-Other	051-Pend Oreille	53-Washington
History Building Parking Lot	P046	010	2-Tribe	9-Other Trans Fac	3-Gravel/Aggregate	0.1	2708		2-Construction Need-Other	051-Pend Oreille	53-Washington
Archaeology Building Parking Lot	P047	010	2-Tribe	9-Other Trans Fac	1-Earth	0.1	3486		2-Construction Need-Other	051-Pend Oreille	53-Washington
						295.9	1856519				

The 2018 Recommended TTP Inventory Table details a total of 205 Routes and 429 Sections and 295.9 miles of roads which includes 26 Parking Facilities or other transportation facilities which have all been entered into the RIFDS program for review and acceptance into the Official TTP Inventory. A Route Inventory Book provides all of the TTP Inventory attachments including the individual strip maps per route which identify the TTP in relation to the reservation, congressional district, county, state boundaries while showing the routes location in relation the rest of the transportation network. Sectioning is also illustrated. The complete transportation system identified in this section of the report is illustrated on Map B – 2018 LRTP Update - Recommended Inventory provided for you in Appendix E.

## **2-2 FUNCTIONAL CLASSIFICATION**

Roads are classified or grouped into integrated systems by the functions they perform with regard to moving traffic and providing property access. Each road is ranked by its relative importance and the function it is intended to serve.

Within the TTP inventory process there are two resources used while identifying functional classification: State Highway Functional Classifications and BIA Functional Classifications. Both the State and the BIA use functional classification as the basis for classifying their roads, however, the criteria used to determine specific classifications differ between the two systems. There was an effort made to combine the State and BIA functional Classification Definitions. The FHWA developed a TTP classification system to better match the state system. The findings of this effort have not been implemented in RIFDS or the NTTFI.

### **2-2.1 DEFINITIONS**

#### **Definitions**

Functional classification identifies the role each street or highway plays in channeling traffic through a rural or urban environment in a logical and efficient manner. There are three general functional classification categories: Arterials, Collectors, and Local Roads.

An arterial's function is to move through-traffic at high speeds over long distances with limited access. Local roads or streets move traffic at relatively low speeds and provide access to adjacent property.

Urban and rural areas have fundamentally different characteristics with regard to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are classified separately. Urban systems are comprised of urban principal arterials, urban collectors, and urban local roads. Rural systems are comprised of rural principal arterials, rural minor arterials, rural collectors, and rural local roads.

General definitions of the three general functional classifications, along with desirable characteristics, are given below.

### **Arterials**

Arterials carry relatively large volumes of traffic through states and to major destinations such as work sites or commercial centers. Arterials fall into two categories: principal and minor. Principal (major) arterials include federal and interstate highways, state highways that serve urban areas with a population greater than 50,000, and state highways that serve a majority of areas with populations of 25,000 or more. Minor arterials provide interstate and inter-county service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. Principal arterials usually have four traffic lanes (two lanes in each direction), provide left-turn lanes at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials may only have two traffic lanes and generally provide left-turn lanes at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, although wider rights-of-way are needed for arterials with more than four lanes.

### **Collectors**

Collectors generally serve intra-county and regional travel that has shorter travel distances than that supported by arterials. Collectors also provide a balance between mobility and land access by generally permitting access to all abutting properties. There are two categories of collectors: major and minor. Major collectors provide service to any county seat or community not served by an arterial road, and serve other traffic generators of intra-county importance: regional parks, consolidated schools, agricultural areas, shipping points, etc. Minor collectors are spaced at intervals consistent with population density. They collect traffic from local roads and provide access to all developed areas within a reasonable distance of a higher classified road. A minimum right-of-way width of 80 to 100 feet is desirable for a collector.

### **Local Roads**

Local roads comprise the balance of the road network and carry low volume, low-speed traffic. The primary function of a local road is to provide access to individual parcels of property. Local roads usually serve residential areas and may also serve scattered business and industrial sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

## **2-2.2 STATE FUNCTIONAL CLASSIFICATIONS**

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocating funds to local units of government, and establishing appropriate design standards. Prior to enactment of the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), it became apparent that the 20-year old federally mandated functional classifications needed modification. Although routinely updated by states, functional classifications were no longer consistent among the states



and it was agreed that they should be reclassified before a national highway system was established. As a result, Congress included Section 1006(c) in ISTEA, which required states to reclassify their roads and streets, under oversight of the Federal Highway Administration, by September 30, 1996.

### 2-2.3 BIA FUNCTIONAL CLASSIFICATION SYSTEM

The BIA road system has 11 classes of routes: seven vehicular, and four non-vehicular. Functional classification is used by the BIA to group roads into a specific vehicular class based on the existing or anticipated function of the road. The road classes are then combined with the traffic characteristics of the road to select criteria and standards for the adequate design of the facility. Definitions of the eleven BIA road system classes are given below, together with the list of roads the BIA-DOT inventory includes in each class.

#### **Class 1**

These are major arterial roads that provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day or more. There are 18.0 miles of Class 1 roads on the Tribe's TTP System.

#### **Class 2**

These roads are rural minor arterials which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may also link smaller towns and communities to major destination areas that attract travel over long distances. They are generally designed for relatively high overall speeds with minimum interference to through-traffic, and carry less than 10,000 vehicles per day. These routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. There are 78.7 miles of Class 2 roads on the Tribe's TTP System.

#### **Class 3**

These roads are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. There are no Class 3 roads on the Tribe's TTP System.

#### **Class 4**

These roads are rural major collectors which collect traffic from rural local roads. There are 17.4 miles of Class 4 roads on the Tribe's TTP System.

#### **Class 5**

These are local rural roads that may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the Indian Reservation Roads system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes

roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are 137.0 miles of Class 5 roads on the Tribe's TTP System.

#### **Class 6**

These are city minor arterial streets that are located within communities and provide access to major arterials. There are 2.5 miles of Class 6 roads on the Tribe's TTP System.

#### **Class 7**

These are city collector streets that are located within communities and provide access to city local streets. There are 5.2 miles of Class 7 roads on the Tribe's TTP System.

#### **Class 8**

These routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are 29.4 miles of Class 8 roads on the Tribe's TTP System.

#### **Class 9**

These routes encompass other transportation facilities such as parking facilities adjacent to TTP routes and scenic byways such as rest areas, other scenic pullouts, ferry boat terminals, and transit terminals. There are 7.7 miles of Parking Lots and other transportation facilities which have been added as Class 9 roads on the Tribe's TTP System.

#### **Class 10**

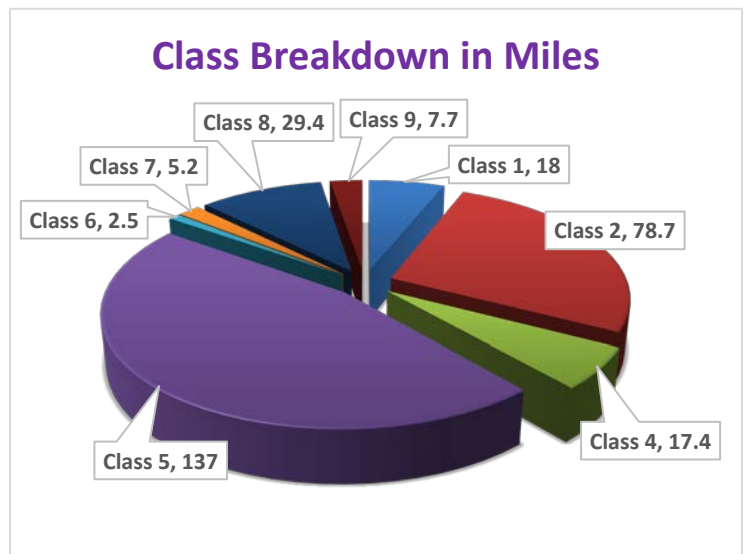
These routes are defined as airstrips that are within the boundaries of the IRR system and are open to the public. These airstrips are included for inventory and maintenance purposes only. There are no Class 10 roads on the Tribe's TTP System.

#### **Class 11**

This classification indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only. There are no Class 11 roads on the Tribe's TTP System.

#### **Unclassified**

There are no unclassified roads on the Tribe's TTP System.

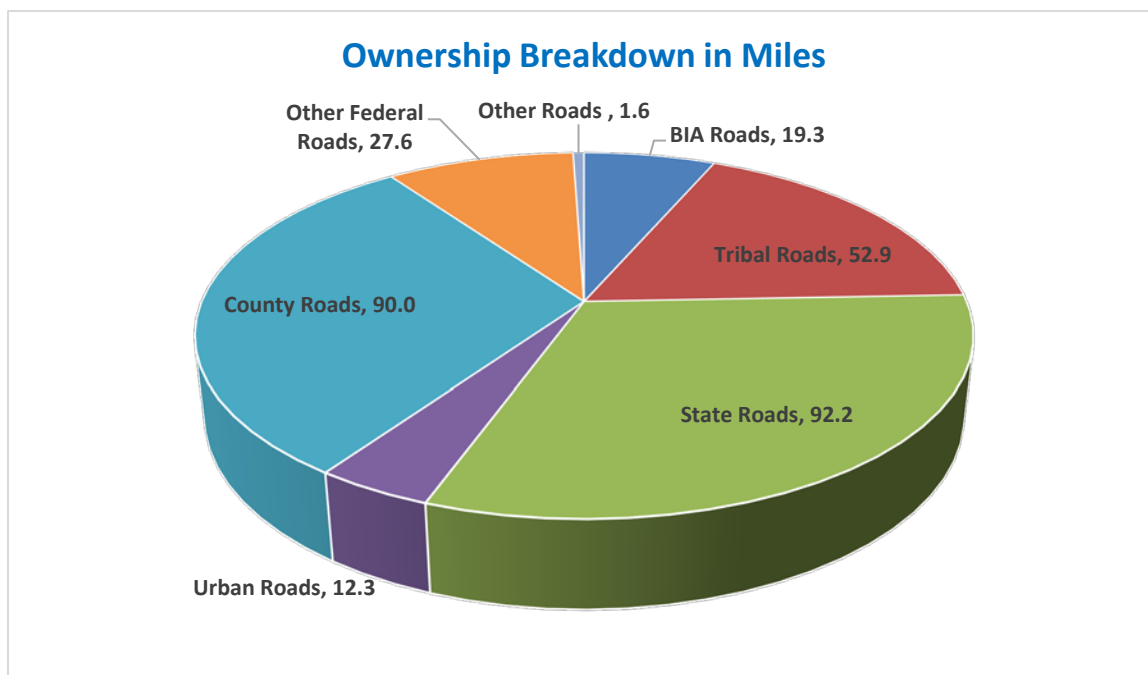


## 2-3 ROADWAY OWNERSHIP

The TTP System is not just an inventory of BIA and tribally owned roads within the reservation boundaries. As defined in MAP-21 and the Federal Register 25 CFR, Part 170, the TTP Inventory is a comprehensive of all transportation facilities including State, County, City, and Federal roads that are within reservation boundaries and tribal properties and also those facilities/roads that provide primary access to those properties. Other jurisdictional roads are eligible for inclusion in the TTP Inventory. The Kalispel Tribe maintains a mutually beneficial relationship with the surrounding cities, counties, and the Washington State DOT and has worked cooperatively and collaboratively with the jurisdiction to complete this TTP Inventory. A significant component of the 2018 TTP Inventory Update is the formalization of these relationships particularly as it pertains to roadway ownership and maintenance responsibility. The Kalispel Tribe of Indians has entered into Memorandum of Understandings (MOU's) with the entities listed for those particular routes and sections that are not owned by the Tribe or BIA. These agreements have been finalized and are uploaded in the Tribes RIFDS records where applicable.

Roadway ownership under the Kalispel Tribe's 2018 TTP Inventory Update is broken out as follows:

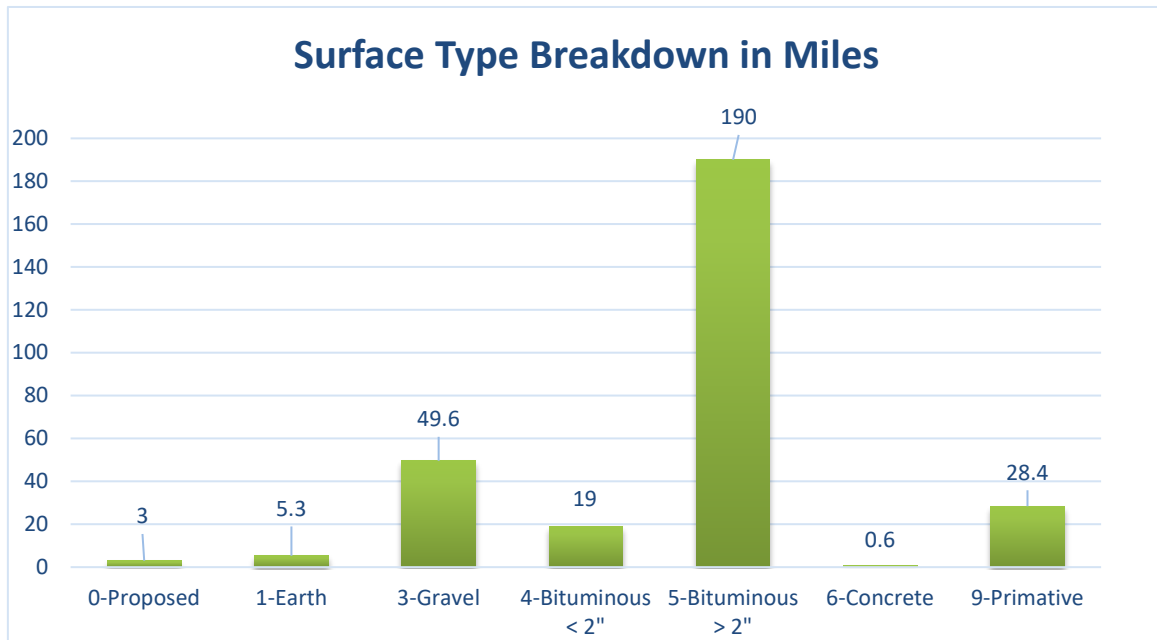
- 19.3 miles of BIA Roads
- 52.9 miles of Tribal Roads
- 92.2 miles of State Roads
- 12.3 miles of Urban Roads
- 90.0 miles of County Roads
- 27.6 miles of Other Federal Roads
- 1.6 miles of Other Roads





## 2-4 ROADWAY SURFACE TYPES

The 2018 TTP Inventory Update identified the surface types for Kalispel's transportation network. These statistics are useful when preparing an average expected maintenance budget when using generic planning cost per mile estimates to project expected maintenance expenses. A detailed maintenance plan should be developed to accurately project future maintenance expenses given the unique character of each transportation facility. Kalispel's TTP Inventory surface types as identified in the 2018 recommended inventory are broken out as follows.



### **PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)**

The Tribal Prioritized Project Listing is a list of future transportation related projects that are eligible to be completed using the Kalispel Tribe of Indian's TTP Program Tribal Share Funding. The list is generated as part of the planning process that ultimately supports the future Tribal Transportation Improvement Program (TTIP's). The projects identified below are listed in order of tribal priority at the time of this LRTP, however, the Tribal priority list is constantly changing and evolving as the specific needs of the community change. On an annual basis the Tribe generates the detailed TTIP which combines tribal prioritized projects from this list with available TTP funding for the year. The TTIP details the annual tribal priorities and forecasts the expected expenditures based on annual funding for the next three to five years. As this section identifies the conceptual prioritized list of projects, the annual TTIP details the true anticipated expenditure of the Kalispel Tribe's TTP Tribal Share. Below you will find a written description of each prioritized project. Following the written descriptions you will find the Prioritized Project Cost Estimate Table that provides conceptual engineering estimates for each project listed as individual "Schedules". It is important to note that these cost estimates are only planning level estimates for the projects from a transportation viewpoint. Each project may have special circumstances that at the time of this plan could not be foreseen or estimated. Examples would be: ROW acquisition may be required, environmental impact mitigation may be required, utility improvements may be required to support the projects, etc. The estimates provided allow the Tribe to program funding at a planning level to include the estimated construction expense of the transportation facility itself and the required design and typical pre-project planning and later construction management that is required to support the projects. The cost estimates provided also include as illustrated a 10% contingency fee that is meant to account for typical projects expenses that arise through the process from planning, design, bidding, construction, construction management, and project closeout. As years pass while this LRTP is in service and active for the Tribe, inflation rates should be applied to the project estimates as the costs of projects continue to increase through the years.

The LRTP identifies 24 future projects in which the Tribe plans to construct or improve in the future. All of the Prioritized Projects are illustrated on Map C – 2018 Prioritized Project Map provided for you in Appendix E.

It is important to note that during the time of this report, the Federal Register, 25CFR Part 170 (the main governing regulations for the TTP) was revised and updated. The new regulation has additional documentation requirements for proposed roads (roads that currently do not exist that the Tribe would like to construct). It is this regulation that specifies the project activities that can be funded using the TTP Tribal Share funds. Prior to TTIP development and annual project programming updates to the TTIP, it will be important to consult the latest regulations to ensure the activity is eligible as an approved TTP expenditure. The "proposed roads" will require a proposed road submittal package detailing the feasibility and details of the project.

### 3-1 TRIBAL PRIORITIZED PROJECT LIST

1. **LRTP Updates as Priorities change (System Wide):** The Tribe will continue to program funding to further develop and maintain the LRTP and TTP Facilities Inventory. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects under this program. As the Tribal priorities change, the planning process and inventory will be designed in a way to remain dynamic, flexible, and have the ability to change accordingly. The inventory is now completely incorporated into a high accuracy/quality Geographic Information System (GIS). This GIS will also require continued updating and maintenance in years to come. This project will require TTP funding support for annual maintenance and updating.
2. **Comprehensive Pedestrian and Bicycle Plan (System Wide):** The Tribal community is in need of a connection to goods and services that supports foot and bicycle travel. Most recently, the Tribe recognized that their connections to resources are broken and a plan is needed to make those connections. As part of this LRTP the Tribe is proposing to provide funding through a grant with Washington State Department of Transportation (WSDOT), “Safe Routes to Schools and Pedestrian & Bicycle Path” programs. The Tribe will seek to use this grant for a project that will at the tribal services area and future economic development site off of Qlispe River Road connecting 0.9 miles south at the Kalispel Tribal Trade School in North Cusick, and travel further South providing sidewalks to the Emersion School, Cusick School, and Camas Tribal Learning Center. The path would continue South along Riverside Drive/River Road, into the Town of Usk (another 1.8 miles south). The “Westside Trail” will total approximately 2.7 miles total. The path will continue northeast across the Kings Lake Bridge, before heading north paralleling LeClerc Road and ultimately connecting to the tribal administration and the Camas Center. The Bridge and “Eastside Trail” is approximately 2.5 miles. This plan and eventual trail design and construction project will significantly enhance the betterment of the Tribal community and the area.
3. **Transportation Safety Plan (System Wide):** MAP-21 established a safety program set aside within the TTP. The Tribe has secured the initial planning funding for the Tribal Transportation Safety Plan and will be applying for additional funding to support its findings and additional projects. The Safety Plan project list will be incorporated into the LRTP prioritized project listing and TTIP once complete. The Transportation Safety Plan from the TTPSF set aside will utilize several findings in this report to identify safety emphasis areas classified within the 4-E’s of FHWA transportation safety planning (Engineering, Education, Enforcement, and Emergency Response). This LRTP combined with the collection and analysis of traffic crash and citation data will provide good baseline information required to identify emphasis areas of concern. Establishing a tribal safety team responsible for safety plan implementation will be critical to this projects success. With the limited funding available for these plans in the TTPSF program, the Tribe may look to supplement the transportation safety plan generation, analysis, and implementation with TTP funding. Possible supplementation projects may include: Roadway Safety Audits,

Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM) Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.

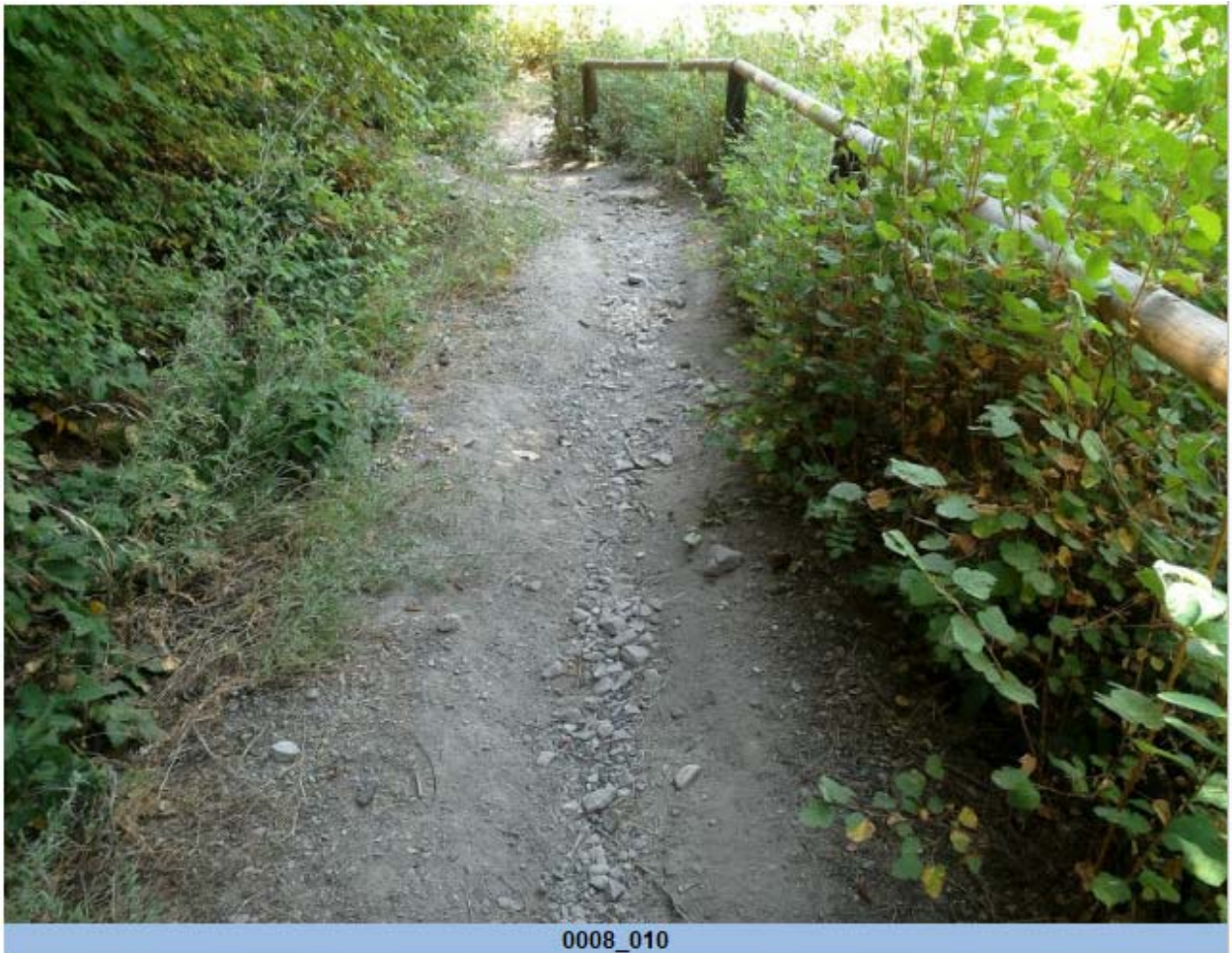
4. **Transportation Planning and TTPFI Management (System Wide):** The Tribe will program funding to further develop and maintain their LRTP and TTP Facilities Inventory. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects identified in this program. As Tribal priorities change, the planning process and inventory must be flexible and dynamic in order to change accordingly. The inventory updates associated with this LRTP project have created routes and sections that support planned projects and future developments. The inventory is incorporated into a GIS layer that will be continually updated for years to come. This project will require TTP funding support for annual maintenance and updating.
5. **Tribal Transportation Facility Maintenance Plan (System Wide):** Continued maintenance planning will be required through the years to ensure a uniform, accurate, and systematic program be implemented. Ultimately, this will lead to an efficient use of limited maintenance funding for the Tribe.

**5a. Improvements to Upper Cemetery Road (TTP 0006, Sections 010, 020):** These projects would make improvements to Upper Cemetery Road, between LeClerc Road and Big Smoke Road. This gravel road has drainage issues that are eroding its base, this project will correct the drainage and stormwater runoff that has been occurring along this road. The total length of this project is approximately 0.2 miles.





**5b. Manresa Grotto Improvement Project (TTP 0008, 0015, and P042):** This project would make improvements to the Manresa Grotto Transportation Facilities including the entrance road, parking lot and Trail. This work will be completed using construction and maintenance funding for specific aspects of the project. The trail up to the Manresa Grotto is very degraded and in dire need of repair. The Manresa Grotto is a very spiritual place for the Kalispel Indian Tribe, it is a place where Tribal members can relax, meditate, and hold spiritual ceremonies. The goal of this project is to improve the trail so that Tribal members can access the Grotto in a safe way. The overall length is approximately 0.3 miles.



0008\_010

**5c. Manresa Swim Hole and Boat Launch Parking Lot (TTP 0010, P041 Section 010):** This project would make overall improvements to the Manresa Swimming Hole and boat launch. This project would include changing the approach grade steepness to the boat launch, realign culvert(s) to direct runoff from potentially washing out the roadway, and making improvements to the parking lot area. The overall length is approximately 0.1 miles.





**5d. Improvements to Fire Road 7 (TTP 0007, Section 010):** These projects would make improvements to Fire Road 7 which is a gravel road for the entire length. The Tribe would like to have this road accessible for Tribal members and for potential future development. This project would widen, re-grade, and re-gravel to meet current road standards. The total length of this project is approximately 2.2 miles.



**5e. Improvements to Dike Road (TTP 0011, Section 010):** This project would make improvements to Dike Road which is a gravel road for the entire length. The Tribe would like to maintain the gravel base for this road for Tribal members and public use. This project would re-grade, and re-gravel to meet current road standards. The total length of this project is approximately 1.8 miles.



**5f. Improvements to Buffalo/KAE Parking Lot (TTP P029, Section 010):** This project would make improvements to the Buffalo parking lot. This project would re-grade, and re-gravel the parking lot, extending its useful life. The parking lot will also need drainage improvements to minimize drainage impacts to the gravel surface. The total area of this project is approximately 16,946 square feet.





**5g. Improvements to Big Smoke Road (TTP 0005, Sections 010, 020, 040, and 060):** These projects would make improvements to Big Smoke Road. Big Smoke Road is current being used to access traditional Tribal forging and hunting activities. This gravel road has drainage issues that are eroding its base and causing rutting. In some areas along Big Smoke Road, vegetation is overgrown, making the road impassable to vehicles. This project will correct the drainage and stormwater runoff, clear the road of vegetation, and regrade it for vehicle access. The total length of this project is approximately 2 miles.





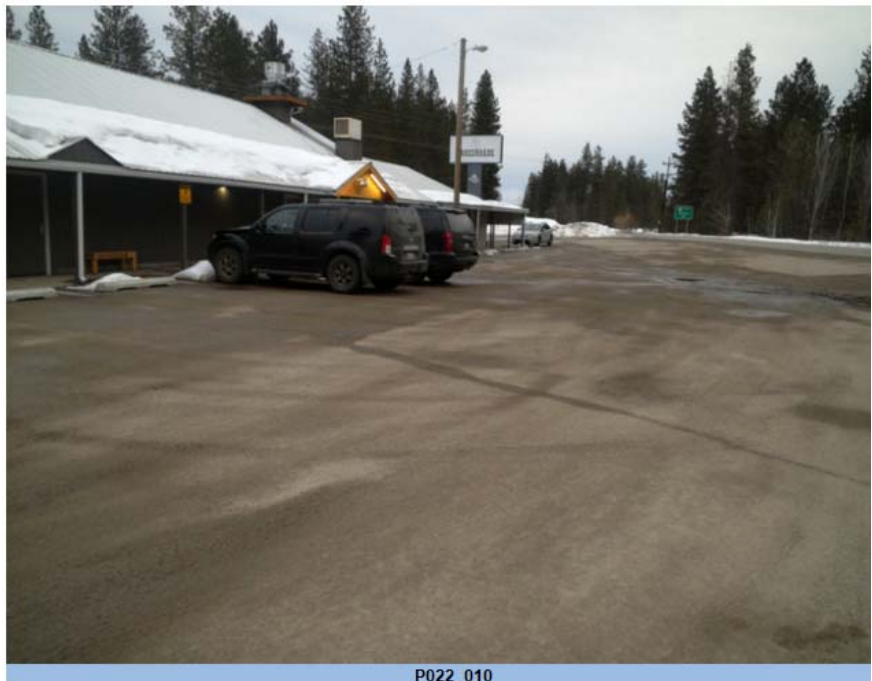
**5h. Improvements to Water Tower Access Road (TTP 4100 & 4110, Section 010's):** These projects would make improvements to Water Tower Access Road providing a year around surface improving access to this important utility for the Tribe. The project will upgrade this existing gravel and earth road to a well-designed grade and drain road with improved gravel surface. The total length of this project is approximately 0.4 miles.



**5i. Improvements to Honeysuckle Drive (TTP 0012, Sections 010, and 020):** This project would make improvements on Honeysuckle Drive. The goal of this project is to regrade the gravel road or pave with asphalt where appropriate. The total length of this project is approximately 0.2 miles.



**5j. Crossroads Family Restaurant Parking Lot (TTP P022, Section 010):** This project would make improvements to the Crossroads Family Restaurant parking lot. The goal of this project is to fix the potholes, and re-surface this parking lot with asphalt, which will help maintain the lot for a longer timeframe and extend its useful life. The parking lot is approximately 32,642 square feet in size.





**5k. Re-Striping Kalispel Tribal Headquarters, Community Wellness Parking Lots (TTP P026, Sections 010-040, TTP P030, Sections 010, 020):** This project would re-stripe these parking lots. As part of this maintenance activity, handicap areas will also be identified. These parking lots are approximately 111,397 square feet in size.



P026\_010

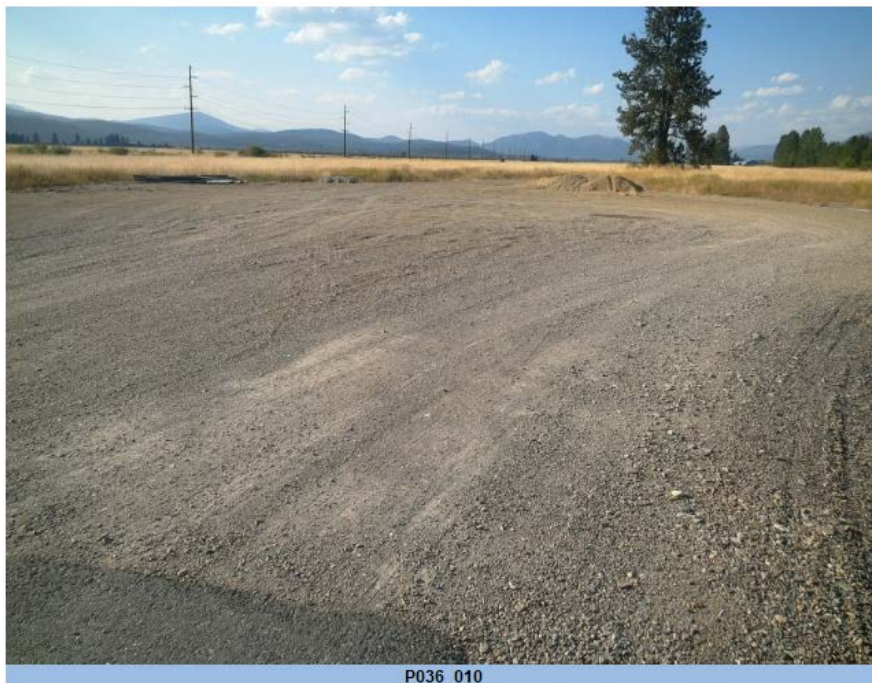


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6. **Kaltran Overflow Parking Lot (TTP P014, Section 010):** KALTRAN is a Tribal owned public bus system that provides transit service between the Kalispel Reservation/Cusick and Airway Heights/Spokane area. As the transit system grows, additional parking will be needed for staff and the public. This project would provide an additional 8,566 square feet of parking.



7. **Kingfisher Turnabout (TTP P036, Section 010):** For this area the Tribe is planning to construct a convenience store/gas station with a small casino attached. This project envelope is approximately 17,668 square feet in size.





8. **Tule Road Improvements (TTP 0009, Section 010):** This project would make improvements to Tule Road. The project footprint will provide an overlay, better drainage, and potentially install sidewalks. The project is approximately 0.1 miles in length.



9. **KALTRAN Facility Access Road (TTP 0050, Section 010):** This project would make improvements to the KALTRAN Facility Access Road. This access road is very dilapidated and past its useful life. The goal of this project is to re-surface this road with asphalt, which will help maintain the road for a much longer timeframe. The project is approximately 0.1 miles in length.



10. **Camas Flat Road (TTP 0020, Sections 010, 020):** This project would make improvements to the Camas Flat Road. The goal of this project is to re-surface this road with asphalt, which will help maintain the road for a much longer timeframe and extend its useful life. The project is approximately 0.2 miles in length.



11. **Kalispel Tribal Court Parking Lot (TTP P019, Section 010):** This project would make improvements to the Kalispel Tribal Court parking lot. The goal of this project is to re-surface this parking lot with asphalt, which will help maintain the lot for a much longer timeframe and extend its useful life. The parking lot is approximately 31,854 square feet in size.



12. **Kalispel Tribal Victim Assistance Parking Lot (TTP P021, Section 010):** This project would make improvements to the Kalispel Victim Assistance parking lot. The goal of this project is to re-surface this parking lot with asphalt, which will help maintain the lot for a much longer timeframe and extend its useful life. The parking lot is approximately 6,452 square feet in size.



13. **KALTRAN Parking Lot (TTP P015, Section 010):** This project would make improvements to the KALTRAN parking lot. The goal of this project is to re-surface this parking lot with asphalt, which will help maintain the lot for a much longer timeframe and extend its useful life. The parking lot is approximately 25,918 square feet in size.



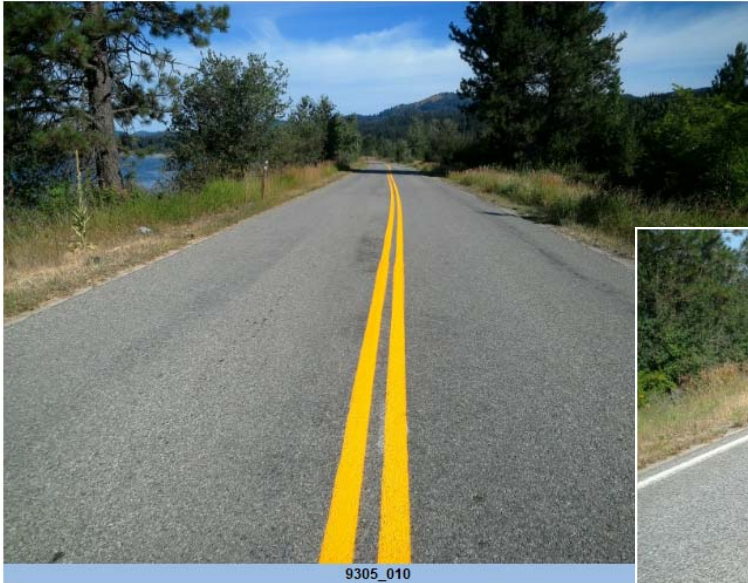


14. **Kings Lake Road/Bridge (TTP 3389, Section 020):** This project would replace the existing bridge that is past its useful life. The goal of this project is to build a new bridge that can sustain transportation, current traffic demand, and meet current bridge design standards. The bridge length is approximately 0.1 miles.



3389\_020

15. **Improvements to LeClerc Road (TTP 9305, Sections 010, 020, 030, 040, 050, 060, 070, 080, 090, 100):** This project would make improvements throughout LeClerc Road. The goal of this project is to patch, overlay with asphalt, potentially replace or maintain existing bridges, and potentially update sections of the road to current road standards. The total length of this project is approximately 42.2 miles.





16. **Improvements to Mykines Road (Riley Creek) (TTP 0034, Sections 010, 030):** This project would make improvements on Mykines Road, which in the past was called Riley Creek Road. The goal of this project is to maintain a functional gravel road from Honeysuckle Drive to Kings Lake Road. The total length of this project is approximately 0.8 miles.



17. **Improvements to Rosa Martin Road (TTP 0001, Sections 010, 020, 030):** These projects would make improvements to Rosa Martin Road. This is an earth road with the goal of making it a gravel road for the entire length. The Tribe would like to have this road accessible for its current residences and for potential for future development. This project will also

correct any drainage or stormwater runoff issues, and clear the road of vegetation making it more accessible to vehicle traffic. The total length of this project is approximately 1.4 miles.





18. **Improvements to Gould Road (TTP 0004, Sections 010, 020, 040):** These projects would make improvements to Gould Road. This is an earth road with the goal of making it a gravel road for the entire length. The Tribe would like to have this road accessible for its current residences and for potential future development. This project will also correct any drainage or stormwater runoff issues, and clear the road of vegetation making it more accessible to vehicle traffic. The total length of this project is approximately 2.4 miles.





19. **Pow Wow Grounds Parking Lot (TTP P032, Sections 010, 020, 030):** This project would make improvements to the Pow Wow grounds parking lot. The goal of this project is to re-surface and overlay this parking lot with asphalt, which will help maintain the lot and extend its useful life. The parking lot's overall size is approximately 8,118 square feet.



20. **Pow Wow Boat Launch and Parking Area (TTP 0092, Section 010 & P031, Section 010):** This project would make improvements to the Pow Wow boat launch parking lot. The goal of this project is to re-surface the boat launch area with asphalt and re-gravel the parking lot, which will help maintain both surfaces and extend their useful life. The parking lot's overall size is approximately 84 square feet, while the boat launch and less than 0.1 miles.





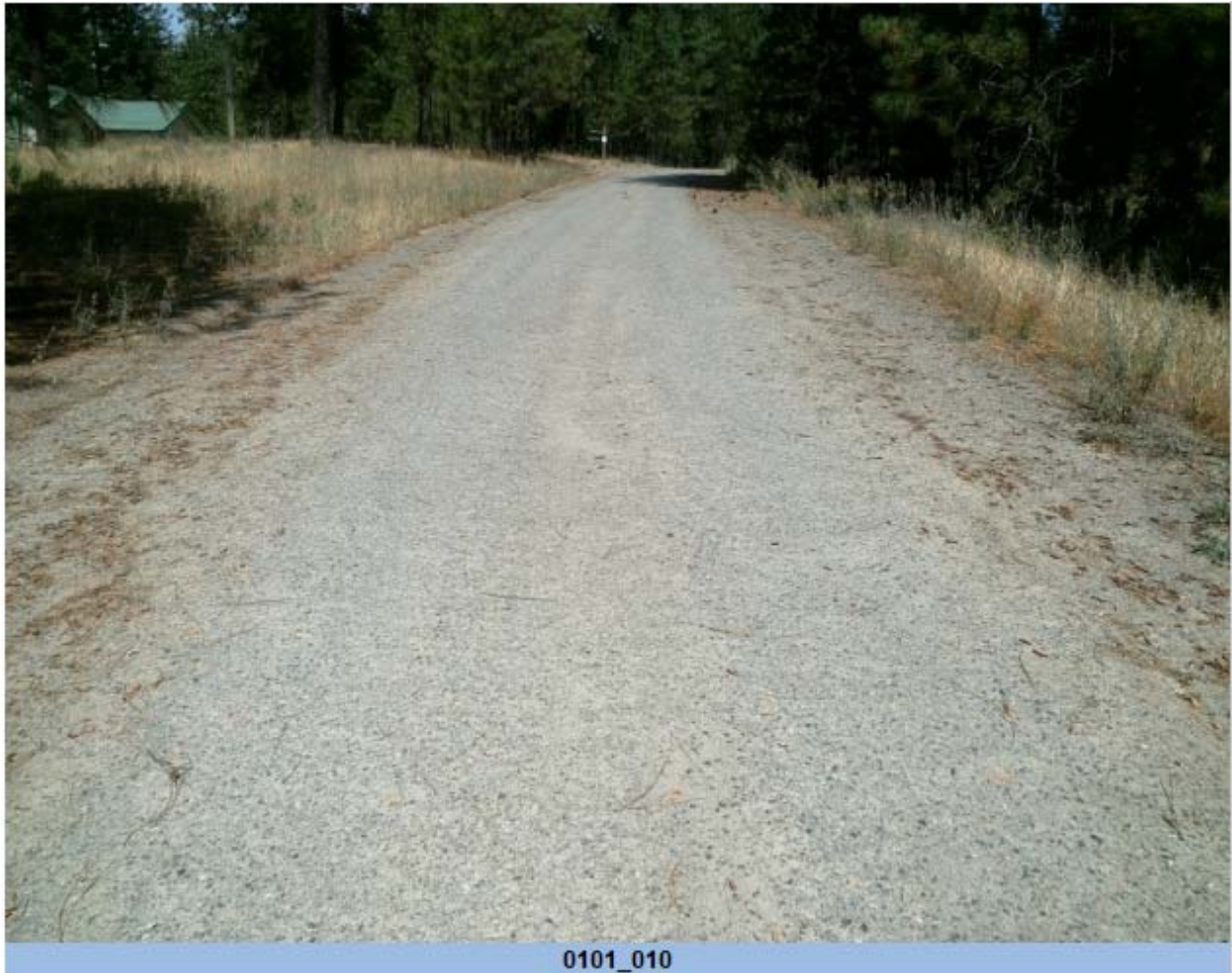
21. **Develop Indian Creek Housing Road (TTP 0072, Section 010):** This project would develop and construct Indian Creek Housing Road. This proposed road would be built to support any future development and provide additional access to Indian Creek Road. The overall length is approximately 0.1 miles.



22. **Improvements to Indian Creek Walking Path (TTP 0240, Section 010):** This project would maintain the Indian Creek walking path. The walking path is part of the Kalispel Indian Tribe History and Archaeology property accessible from Indian Creek Road. This proposed path provides a path that Tribal members can use for years to come. The overall length is approximately 0.4 miles.



23. **Improvements to Turtle Road (TTP 0101, Section 010):** This project would extend Turtle Road and provide a second emergency access. Once extended, Turtle Road will also provide a second access to LeClerc Road. The overall length is approximately 0.1 miles.




24. **Commerce Development (Separate Funding):** At this point, the Commerce development project would not be funded through TTP. However, in the event that TTP funds become available for this project in the future, the Tribe would request to utilize them.






### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

TOTAL LUMP SUM SCHEDULE SUMMARY		
		
PROJECT	DESCRIPTION	LUMP SUM ESTIMATE
1	LRTP Updates as Priorities change (System Wide)	\$60,000
2	Comprehensive Pedestrian and Bicycle Plan (System Wide)	\$40,000
2E	"Eastside" Pedestrian Trail Project (Pedestrian and Bicycle Path)	\$931,850
2W	"Westside" Pedestrian Trail Project (Safe Routes to School)	\$1,013,500
3	Transportation Safety Plan (System Wide)	\$37,500
4	Transportation Planning and TTPFI Management (System Wide)	\$12,500
5	Tribal Transportation Facility Maintenance Plan (System Wide)	\$35,000
5a	Improvements to Upper Cemetery Road (TTP 0006, Sections 010, 020)	\$19,500
5b	Manresa Grotto Improvement Project (TTP 0008, Sections 010; TTP 0015; TTP P42)	\$87,500
5c	Manresa Swim Hole and Boat Launch Parking Lot (TTP 0010, P041 Sections 010)	\$28,000
5d	Improvements to Fire Road 7 (TTP 0007, Section 010)	\$1,397,000
5e	Improvements to Dike Road (TTP 0011, Section 010)	\$265,000
5f	Improvements to Buffalo/KAE Parking Lot (TTP P029, Section 010)	\$82,000
5g	Improvements to Big Smoke Road (TTP 0005, Sections 010, 020, 040, and 060)	\$922,000
5h	Improvements to Water Tower Access Road (TTP 4100 & 4110, Sections 010's)	\$58,000
5i	Improvements to Honeysuckle Drive (TTP 0012, Sections 010, and 020)	\$55,000
5j	Crossroads Family Restaurant Parking Lot (TTP P022, Sections 010)	\$172,000
5k	Re-Striping Kalispel Tribal Headquarters, Community Wellness, Parking Lots (TTP P026, Sections 010-040; TTP P030, Sections 010, 020)	\$18,500
6	Design and Construct Kaltran Overflow Parking Lot (TTP P014, Section 010)	\$137,500
7	Design and Construct Kingfisher Turnabout (TTP P036, Section 010)	\$126,000
8	Design and Construct Tule Road Improvements (TTP 0009, Sections 010)	\$121,850

### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

TOTAL LUMP SUM SCHEDULE SUMMARY (Cont.)			
PROJECT	DESCRIPTION	LUMP SUM ESTIMATE	
9	Design and Construct KALTRAN Facility Access Road (TTP 0050, Section 010)	\$104,900	
10	Design and Construct Camas Flat Road (TTP 0020, Sections 010, 020)	\$172,000	
11	Design and Construct Kalispel Tribal Court Parking Lot (TTP P019, Sections 010)	\$267,500	
12	Design and Construct Kalispel Tribal Victim Assistance Parking Lot (TTP P021, Sections 010)	\$88,500	
13	Design and Construct KALTRAN Parking Lot (TTP P015, Sections 010)	\$216,000	
14	Design and Construct Kings Lake Road/Bridge (TTP 3389, Sections 020)	\$75,000,000	
15	Improvements to LeClerc Road (TTP 9305, Sections 010, 020, 030, 040, 050, 060, 070, 080, 090, 0100)	\$6,985,000	
16	Improvements to Mykines Road (Riley Creek) (TTP 0034, Sections 010, and 030)	\$202,000	
17	Improvements to Rosa Martin Road (TTP 0001, Sections 010, 020, 030)	\$607,000	
18	Improvements to Gould Road (TTP 0004, Sections 010, 020, 040)	\$1,360,000	
19	Pow Wow Grounds Parking Lot (TTP P032, Sections 010, 020, 030)	\$78,000	
20	Design and Construct Pow Wow Boat Launch and Parking Area (TTP 0092&P031, Sections 010, and 010)	\$86,500	
21	Design and Construct Indian Creek Housing Road (TTP 0072, Sections 010)	\$58,600	
22	Improvements to Indian Creek Walking Path (TTP 0240, Sections 010)	\$45,000	
23	Improvements to Turtle Road (TTP 0101, Section 010)	\$95,000	
24	Commerce Development (Separate Funding)	N/A	
<b>TOTAL LUMP SUM AMOUNT</b>		<b>\$90,986,200</b>	

*The user of the above estimate understands that Red Plains Professional (RPP), the Consultant, has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's opinions of probable construction costs are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the above.*

### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

PREPARED BY:



PREPARED FOR:

Kalispel Tribe of Indians

PROJECT NAME: L RTP Project Improvements

DATE: March 1, 2018

SUBJECT: Cost Estimate

Project	Description	Quantity	Unit	Unit Price	Total Cost
<b>L RTP Updates as Priorities change (System Wide)</b>					
1	The Tribe will continue to program funding to further develop and maintain the L RTP and TTP Facilities Inventory. This project will require TTP funding support for annual maintenance and updating.	1.0	YR	\$60,000	\$60,000
<b>Project Estimate</b>					<b>\$60,000</b>
<b>Comprehensive Pedestrian and Bicycle Plan (System Wide)</b>					
2	The project consists of compiling data from available resources (schools, community, emergency responders, etc.) in preparation of a system wide plan pedestrian/trails plan.	1.0	YR	\$40,000	\$40,000
<b>Project Estimate</b>					<b>\$40,000</b>
<b>"Eastside" Pedestrian Trail Project (Pedestrian and Bicycle Path)</b>					
2e	Planning	1	LS	\$18,000	\$18,000
2e	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$59,000	\$59,000
2e	Design	1	LS	\$76,450	\$76,450
2e	Construction	1	LS	\$695,000	\$695,000
2e	Construction Management	1	LS	\$83,400	\$83,400
<b>Project Estimate</b>					<b>\$931,850</b>
<b>"Westside" Pedestrian Trail Project (Safe Routes to School)</b>					
2w	Planning	1	LS	\$25,000	\$25,000
2w	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$66,000	\$66,000
2w	Design	1	LS	\$82,500	\$82,500
2w	Construction	1	LS	\$750,000	\$750,000
2w	Construction Management	1	LS	\$90,000	\$90,000
<b>Project Estimate</b>					<b>\$1,013,500</b>
<b>Transportation Safety Plan (System Wide)</b>					
3	Annual expenses required to develop a comprehensive Safety Plan with RSA's to consolidate all potential projects and get more TTPSF funding.	1.0	YR	\$37,500	\$37,500
<b>Project Estimate</b>					<b>\$37,500</b>

### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

<b>Transportation Planning and TTPFI Management (System Wide)</b>					
4	This project will further develop and maintain their LRTP and TTP Facilities Inventory. This project will require TTP funding support for annual maintenance and updating.	1.0	PLAN	\$12,500	\$12,500
<b>Project Estimate</b>				<b>\$12,500</b>	
<b>Tribal Transportation Facility Maintenance Plan (System Wide)</b>					
5	Continued maintenance planning will be required through the years to ensure a uniform, accurate, and systematic be implemented. Ultimately, this will lead to an efficient use of limited maintenance funding for the Tribe.	1.0	YR	\$35,000	\$35,000
<b>Project Estimate</b>				<b>\$35,000</b>	
Project	Description	Quantity	Unit	Unit Price	Total Cost
<b>Improvements to Upper Cemetery Road (TTP 0006, Sections 010, 020)</b>					
5a	Construction	1	LS	\$19,500	\$19,500
<b>Project Estimate</b>				<b>\$19,500</b>	
<b>Manresa Grotto Improvement Project (TTP 0008, Sections 010; TTP 0015; TTP P42)</b>					
5b	Construction	1	LS	\$87,500	\$87,500
<b>Project Estimate</b>				<b>\$87,500</b>	
<b>Manresa Swim Hole and Boat Launch Parking Lot (TTP 0010, P041 Sections 010)</b>					
5c	Construction	1	LS	\$28,000	\$28,000
<b>Project Estimate</b>				<b>\$28,000</b>	
<b>Improvements to Fire Road 7 (TTP 0007, Section 010)</b>					
5d	Construction	1	LS	\$1,397,000	\$1,397,000
<b>Project Estimate</b>				<b>\$1,397,000</b>	
<b>Improvements to Dike Road (TTP 0011, Section 010)</b>					
5e	Construction	1	LS	\$265,000	\$265,000
<b>Project Estimate</b>				<b>\$265,000</b>	
<b>Improvements to Buffalo/KAE Parking Lot (TTP P029, Section 010)</b>					
5f	Construction	1	LS	\$82,000	\$82,000
<b>Project Estimate</b>				<b>\$82,000</b>	



### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

<b>Improvements to Big Smoke Road (TTP 0005, Sections 010, 020, 040, and 060)</b>					
5g	Construction	1	LS	\$922,000	\$922,000
<b>Project Estimate</b>				<b>\$922,000</b>	
<b>Improvements to Water Tower Access Road (TTP 4100 &amp; 4110, Sections 010's)</b>					
5h	Construction	1	LS	\$58,000	\$58,000
<b>Project Estimate</b>				<b>\$58,000</b>	
<b>Improvements to Honeysuckle Drive (TTP 0012, Sections 010, and 020)</b>					
5i	Construction	1	LS	\$55,000	\$55,000
<b>Project Estimate</b>				<b>\$55,000</b>	
Project	Description	Quantity	Unit	Unit Price	Total Cost
<b>Crossroads Family Restaurant Parking Lot (TTP P022, Sections 010)</b>					
5j	Construction	1	LS	\$172,000	\$172,000
<b>Project Estimate</b>				<b>\$172,000</b>	
<b>Re-Striping Kalispel Tribal Headquarters, Community Wellness, Parking Lots (TTP P026, Sections 010-040; TTP P030, Sections 010, 020)</b>					
5k	Construction	1	LS	\$18,500	\$18,500
<b>Project Estimate</b>				<b>\$18,500</b>	
<b>Design and Construct Kaltran Overflow Parking Lot (TTP P014, Section 010)</b>					
6a	Planning	1	LS	\$2,000	\$2,000
6b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$22,000	\$22,000
6c	Design	1	LS	\$32,000	\$32,000
6d	Construction	1	LS	\$73,000	\$73,000
63	Construction Management	1	LS	\$8,500	\$8,500
<b>Project Estimate</b>				<b>\$137,500</b>	
<b>Design and Construct Kingfisher Turnabout (TTP P036, Section 010)</b>					
7a	Planning	1	LS	\$1,000	\$1,000
7b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$9,500	\$9,500
7c	Design	1	LS	\$17,500	\$17,500
7d	Construction	1	LS	\$88,000	\$88,000
7e	Construction Management	1	LS	\$10,000	\$10,000
<b>Project Estimate</b>				<b>\$126,000</b>	

### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

<b>Design and Construct Tule Road Improvements (TTP 0009, Sections 010)</b>					
8a	Planning	1	LS	\$1,000	\$1,000
8b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$9,500	\$9,500
8c	Design	1	LS	\$22,850	\$22,850
8d	Construction	1	LS	\$78,500	\$78,500
8e	Construction Management	1	LS	\$10,000	\$10,000
<b>Project Estimate</b>				<b>\$121,850</b>	
Project	Description	Quantity	Unit	Unit Price	Total Cost
<b>Design and Construct KALTRAN Facility Access Road (TTP 0050, Section 010)</b>					
9a	Planning	1	LS	\$1,000	\$1,000
9b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$9,500	\$9,500
9c	Design	1	LS	\$19,900	\$19,900
9d	Construction	1	LS	\$67,500	\$67,500
9e	Construction Management	1	LS	\$7,000	\$7,000
<b>Project Estimate</b>				<b>\$104,900</b>	
<b>Design and Construct Camas Flat Road (TTP 0020, Sections 010, 020)</b>					
10a	Planning	1	LS	\$2,000	\$2,000
10b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$11,000	\$11,000
10c	Design	1	LS	\$27,500	\$27,500
10d	Construction	1	LS	\$121,000	\$121,000
10e	Construction Management	1	LS	\$10,500	\$10,500
<b>Project Estimate</b>				<b>\$172,000</b>	
<b>Design and Construct Kalispel Tribal Court Parking Lot (TTP P019, Sections 010)</b>					
11a	Planning	1	LS	\$1,500	\$1,500
11b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$15,000	\$15,000
11c	Design	1	LS	\$31,000	\$31,000
11d	Construction	1	LS	\$198,000	\$198,000
11e	Construction Management	1	LS	\$22,000	\$22,000
<b>Project Estimate</b>				<b>\$267,500</b>	
<b>Design and Construct Kalispel Tribal Victim Assistance Parking Lot (TTP P021, Sections 010)</b>					
12a	Planning	1	LS	\$1,000	\$1,000
12b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$9,500	\$9,500
12c	Design	1	LS	\$21,000	\$21,000
12d	Construction	1	LS	\$51,000	\$51,000
12e	Construction Management	1	LS	\$6,000	\$6,000
<b>Project Estimate</b>				<b>\$88,500</b>	

### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

<b>Design and Construct KALTRAN Parking Lot (TTP P015, Sections 010)</b>					
13a	Planning	1	LS	\$1,500	\$1,500
13b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$9,500	\$9,500
13c	Design	1	LS	\$33,000	\$33,000
13d	Construction	1	LS	\$155,000	\$155,000
13e	Construction Management	1	LS	\$17,000	\$17,000
<b>Project Estimate</b>				<b>\$216,000</b>	
Project	Description	Quantity	Unit	Unit Price	Total Cost
<b>Design and Construct Kings Lake Road/Bridge (TTP 3389, Sections 020)</b>					
14a	Planning	1	LS	\$100,000	\$100,000
14b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$2,800,000	\$2,800,000
14c	Design	1	LS	\$6,800,000	\$6,800,000
14d	Construction	1	LS	\$59,000,000	\$59,000,000
14e	Construction Management	1	LS	\$6,300,000	\$6,300,000
<b>Project Estimate</b>				<b>\$75,000,000</b>	
<b>Improvements to LeClerc Road (TTP 9305, Sections 010, 020, 030, 040, 050, 060, 070, 080, 090, 0100)</b>					
15a	Planning	1	LS	\$25,000	\$25,000
15b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$300,000	\$300,000
15c	Design	1	LS	\$500,000	\$500,000
15d	Construction	1	LS	\$5,500,000	\$5,500,000
15e	Construction Management	1	LS	\$660,000	\$660,000
<b>Project Estimate</b>				<b>\$6,985,000</b>	
<b>Improvements to Mykines Road (Riley Creek) (TTP 0034, Sections 010, and 030)</b>					
16a	Planning	1	LS	\$2,000	\$2,000
16b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$20,000	\$20,000
16c	Design	1	LS	\$45,000	\$45,000
16d	Construction	1	LS	\$122,000	\$122,000
16e	Construction Management	1	LS	\$13,000	\$13,000
<b>Project Estimate</b>				<b>\$202,000</b>	
<b>Improvements to Rosa Martin Road (TTP 0001, Sections 010, 020, 030)</b>					
17a	Planning	1	LS	\$2,000	\$2,000
17b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$20,000	\$20,000
17c	Design	1	LS	\$70,000	\$70,000
17d	Construction	1	LS	\$460,000	\$460,000
17e	Construction Management	1	LS	\$55,000	\$55,000
<b>Project Estimate</b>				<b>\$607,000</b>	

### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

<b>Improvements to Gould Road (TTP 0004, Sections 010, 020, 040)</b>					
18a	Planning	1	LS	\$2,000	\$2,000
18b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$28,000	\$28,000
18c	Design	1	LS	\$100,000	\$100,000
18d	Construction	1	LS	\$1,100,000	\$1,100,000
18e	Construction Management	1	LS	\$130,000	\$130,000
<b>Project Estimate</b>				<b>\$1,360,000</b>	
Project	Description	Quantity	Unit	Unit Price	Total Cost
<b>Pow Wow Grounds Parking Lot (TTP P032, Sections 010, 020, 030)</b>					
19a	Planning	1	LS	\$1,000	\$1,000
19b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$6,000	\$6,000
19c	Design	1	LS	\$21,500	\$21,500
19d	Construction	1	LS	\$43,500	\$43,500
19e	Construction Management	1	LS	\$6,000	\$6,000
<b>Project Estimate</b>				<b>\$78,000</b>	
<b>Design and Construct Pow Wow Boat Launch and Parking Area (TTP 0092&amp;P031, Sections 010, and 010)</b>					
20a	Planning	1	LS	\$1,000	\$1,000
20b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$10,000	\$10,000
20c	Design	1	LS	\$17,500	\$17,500
20d	Construction	1	LS	\$52,000	\$52,000
20e	Construction Management	1	LS	\$6,000	\$6,000
<b>Project Estimate</b>				<b>\$86,500</b>	
<b>Design and Construct Indian Creek Housing Road (TTP 0072, Sections 010)</b>					
21a	Planning	1	LS	\$1,000	\$1,000
21b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$10,000	\$10,000
21c	Design	1	LS	\$9,600	\$9,600
21d	Construction	1	LS	\$32,000	\$32,000
21e	Construction Management	1	LS	\$6,000	\$6,000
<b>Project Estimate</b>				<b>\$58,600</b>	
<b>Improvements to Indian Creek Walking Path (TTP 0240, Sections 010)</b>					
22a	Planning	1	LS	\$1,000	\$1,000
22b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$5,000	\$5,000
22c	Design	1	LS	\$8,000	\$8,000
22d	Construction	1	LS	\$28,000	\$28,000
22e	Construction Management	1	LS	\$3,000	\$3,000
<b>Project Estimate</b>				<b>\$45,000</b>	



### 3-2 ENGINEERING ESTIMATES FOR PRIORITIZED PROJECTS

Improvements to Turtle Road (TTP 0101, Section 010)					
23a	Planning	1	LS	\$1,500	\$1,500
23b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$9,500	\$9,500
23c	Design	1	LS	\$21,500	\$21,500
23d	Construction	1	LS	\$56,500	\$56,500
23e	Construction Management	1	LS	\$6,000	\$6,000
<b>Project Estimate</b>				<b>\$95,000</b>	
Project	Description	Quantity	Unit	Unit Price	Total Cost
<b>Commerce Development (Separate Funding)</b>					
24a	Planning	1	LS	N/A	N/A
24b	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	N/A	N/A
24c	Design	1	LS	N/A	N/A
24d	Construction	1	LS	N/A	N/A
24e	Construction Management	1	LS	N/A	N/A
<b>Project Estimate</b>				<b>N/A</b>	