# 2015 TRIBAL TRANSPORTATION PROGRAM ROADWAY INVENTORY UPDATE \& LONG RANGE TRANSPORTATION PLAN 

Jamestown S'Klallam Tribe

Federal Highway Administration


Prepared by:

June 2015

## TABLE OF CONTENTS

INTRODUCTION
I-1 ORGANIZATION OF THE STUDY ..... 5
I-2 TRANSPORTATION PLANNING ..... 6
I-3 TRIBAL TRANSPORTATION PLANNING ..... 6
I-4 GOVERNING REGULATIONS AND FUNDING SOURCE ..... 7
I-5 PROJECT SCOPE OF WORK ..... 8
I-5.1 IRR/TTP INVENTORY UPDATE ..... 8
I-5.2 LONG RANGE TRANSPORTATION PLAN ..... 9
I-5.3 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM ..... 11
I-6 THE JAMESTOWN S'KLALLAM TRIBE ..... 15
I-6.1 PHYSICAL DESCRIPTION ..... 17
I-6.2 CLIMATE ..... 17
I-6.3 LAND OWNERSHIP ..... 17
I-6.4 DEMOGRAPHICS ..... 19
I-7 HEALTH SERVICES AND LAW ENFORCEMENT. ..... 23
PART ONE - EXISTING IRR/TTP INVENTORY
1-1 OFFICIAL IRR/TTP INVENTORY SUMMARY. ..... 24
1-2 EXISTING IRR/TTP FUNDING ..... 28
PART TWO - RECOMMENDED IRR/TTP INVENTORY
2-1 RECOMMENDED IRR/TTP INVENTORY SUMMARY ..... 31
2-2 FUNCTIONAL CLASSIFICATION ..... 40
2-2.1 DEFINITIONS ..... 40
2-2.2 STATE FUNCTIONAL CLASSIFICATIONS ..... 41
2-2.3 BIA FUNCTIONAL CLASSIFICATION SYSTEM ..... 41
2-3 ROADWAY OWNERSHIP ..... 43
PART THREE - TRAFFIC ANALYSIS ANDPROJECTION
3-1 TRAFFIC ANALYSIS INTRODUCTION AND OVERVIEW ..... 44
3-1.1 PROJECT DESCRIPTIONS ..... 44
3-1.2 ANALYSIS ORGANIZATION AND CONTENT ..... 46
3-2 EXISTING CONDITIONS ..... 48
3-2.1 PHYSICAL CHARACTERISTICS OF THE SYSTEM ..... 48

## TABLE OF CONTENTS (continued)

3-2.2 EXISTING TRAFFIC VOLUMES ..... 51
3-2.3 EXISTING TRAFFIC OPERATIONS ..... 51
3-2.4 EXISTING SAFETY CONSIDERATIONS ..... 52
3-3 FUTURE BASELINE TRAFFIC ..... 54
3-3.1 FUTURE 2035 BASELINE TRAFFIC VOLUMES ..... 54
3-3.2 FUTURE 2035 BASELINE TRAFFIC OPERATIONS ..... 54
3-4 PROJECT-RELATED TRAFFIC AND TRAFFIC IMPACTS ..... 57
3-4.1 PROJECT TRAFFIC DEVELOPMENT AND EST. PM TRIPS ..... 57
3-4.2 2035 TRAFFIC VOLUMES WITH PROJECT DEVELOPMENT ..... 59
3-4.3 2035 TRAFFIC OPERATIONS WITH PROJECT DEVELOPMENT ..... 62
PART FOUR - TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) 4-1 TRIBAL PRIORITIZED PROJECT LIST ..... 63
4-2 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT. ..... 73
4-3 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) TABLE ..... 84

## APPENDICES

APPENDIX A - TRIBAL RESOLUTION
APPENDIX B - PUBLIC MEETING DOCUMENTATION
APPENDIX C - IRR/TTP INVENTORY RIFDS REPORTS
APPENDIX D - BIA TRIBAL SHARE CALCULATION REPORTS
APPENDIX E - TRAFFIC ANALYSIS AND PROJECTION CALCULATIONS
APPENDIX F - MAPS
APPENDIX G - OTHER AGENCY TIPS

BOOKS
BOOK 2 - INVENTORY RIFDS INFORMATION - FORMS (5704 FORMS) AND ROUTE MAPS (STRIP MAPS)

## INTRODUCTION

## I-1 ORGANIZATION OF THE STUDY

The LRTP is presented in five distinct parts designed specifically to communicate clear, concise information pertaining to the Indian Reservation Roads/Tribal Transportation Program (IRR/TTP) inventory and planning process. The parts are:

- The INTRODUCTION of the report is designed to educate the reader on the IRR/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 IRR/TTP INVENTORY is the section of the report dedicated to the description of what is currently defined as the Tribe's Official IRR/TTP Inventory.
- PART TWO - RECOMMENDED IRR/TTP INVENTORY is the section of the report dedicated to detailing the IRR/TTP Inventory Update data collection process and information. This section will clearly identify all components of the IRR/TTP Inventory that were collected as part of the current IRR/TTP Inventory Update. Current roadway condition analysis and GIS mapping provide the backbone to this part of the report.
- PART THREE - 20 YEAR HORIZON DATE ANALYSIS AND PROJECTION is the section that is dedicated to presenting the population, housing, and traffic projection analyzed for the specific 20-year horizon date identified in the scope of work. This section of the report is the conceptual traffic impact analysis of specific future development plans, forecasted land use changes, and population growth. Trip generation analysis in conjunction with traffic modeling, combine in their simplest form, to provide a basic understanding of how and where the existing transportation system will need future roadway and intersection improvements. This analysis provides another level of
transportation planning analysis that will assist the Tribe in prioritizing its future expenditures on roadway IRR/TTP preplanning and construction.
- PART FOUR - 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, the 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 IRR/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 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 IRR/TTP funding.


## I-2 <br> 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 environment 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 2015 Long Range Transportation Plan (LRTP) is being funded by the Jamestown S'Klallam Tribe and their continued involvement in the IRR/TTP. Moving Ahead for Progress in the 21st 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 now governed by regulations set forth in MAP-21, Section 1119, Federal Lands and Transportation Programs. MAP-21 revises the Tribal Transportation Allocation Methodology percentages and specifies 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 September 30, 2014. As is often the case with the transportation bill, the program is currently operating under a continuing resolution approved by Congress and the President. The new regulation still requires the update of Tribal LRTP's every five years. While establishing regulations for inventory updates, the inventory, as it pertains to contributing to the annual tribal allocation, is frozen for the life of the twenty-seven month law. Federal Highway Administration and the Bureau of Indian Affairs are strongly recommending that tribes continue to update their inventory during the funding freeze. Therefore, during the established regulation's life, the tribal inventories may be updated; however, it will not impact the annual tribal allocation from the TTP Program at the current time. At the time of this LRTP, The Federal Register 25CFR, Part 170, is in the process of being revised and is in draft format.

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 IRR/TTP to support its road construction and improvement program. Current regulations pertaining to the IRR/TTP are contained in 25 CFR Part 170. The Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21st Century - A Legacy for Users (SAFETEA-LU) continued the authorization of Highway Trust Funds (HTF) to be made available each fiscal year
under the IRR/TTP for obligation to transportation planning. As stated above, we are now operating under MAP-21 in a tough planning time of continuing resolutions. Reauthorization and the approval of a new regulation will provide the next window of the Tribal Transportation Program and allow for better long term planning.

## I-5 PROJECT SCOPE OF WORK

The Jamestown S'Klallam Tribe 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 IRR/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 IRR/TTP as detailed in MAP-21 and ultimately support the long overdue update to the TTPNational 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: IRR/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 IRR INVENTORY UPDATE

## 25 CFR Part 170.442 What is the IRR Inventory?

(a) The IRR Inventory is a comprehensive database of all transportation facilities eligible for IRR Program funding by tribe, reservation, BIA agency and region, Congressional district, State, and county. Other specific information collected and maintained under the IRR Program includes classification, route number, bridge number, current and future traffic volumes, maintenance responsibility, and ownership.
(b) Elements of the inventory are used in the Relative Need Distribution Factor. BIA or tribes can also use the inventory to assist in transportation and project planning, justify expenditures, identify transportation needs, maintain existing IRR transportation facilities, and develop management systems.

## I-5.2 LONG RANGE TRANSPORTATION PLAN

25 CFR Part 170.410 What is the purpose of tribal long-range transportation planning?
(a) The purpose of long-range transportation planning is to clearly demonstrate a tribe's transportation needs and to fulfill tribal goals by developing strategies to meet these needs. These strategies should address future land use, economic development, traffic demand, public safety, and health and social needs.
(b) The time horizon for long-range transportation planning should be 20 years to match state transportation planning horizons. A tribe may develop a long-range transportation plan under ISDEAA or may ask BIA to develop the plan on the tribe's behalf.

### 170.411 What may a long-range transportation plan include?

A comprehensive long-range transportation plan may 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 IRR long-range transportation plan developed and approved?

(a) The tribal IRR long-range transportation plan is developed by:
(1) A tribe working through a self-determination contract or self-governance agreement or other funding sources; or
(2) BIA upon request of, and in consultation with, a tribe. The tribe and BIA need to agree on the methodology and elements included in development of the IRR long-range transportation plan along with time frames before work begins.
(b) During the development of the IRR long-range transportation plan, the tribe and BIA should jointly conduct a midpoint review.
(c) The public reviews a draft IRR 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 IRR long-range transportation plan.

### 170.413 What is the public role in developing the long-range transportation plan?

BIA or the tribe must solicit public involvement. If there are no tribal policies regarding public involvement, a tribe must use the procedures shown below. 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 may be handled in either of the following two ways:
(a) For public meetings, BIA or a tribe must:
(1) Advertise each public meeting in local public newspapers at least 15 days before the meeting date. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices;
(2) Provide at the meeting copies of the draft long-range transportation plan;
(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 or a tribe must:
(1) Publish a notice in the local and tribal newspapers when the draft long-range transportation plan is complete. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices; and
(2) State in the notice that the long-range transportation plan 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 IRR long-range transportation plan in its development of a tribal priority list or TTIP. To be consistent with State and MPO planning practices, the tribe or BIA (for direct service tribes) should:
(a) Review the IRR long-range transportation plan annually; and
(b) Update the plan every 5 years.

### 170.415 What is pre-project planning?

(a) Pre-project planning is part of overall transportation planning and includes the activities conducted before final project approval on the IRR Transportation Improvement Program (IRRTIP). These 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) The BIA regional office must work cooperatively with tribal, state, regional, and metropolitan transportation planning organizations concerning the leveraging of funds from non-IRR Program sources and identification of other funding sources to expedite the planning, design, and construction of projects on the IRRTIP.

## 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) May or may not identify projects in order of priority;
(b) Is not financially constrained; and
(c) Is provided to BIA by official tribal action, unless the tribal government submits a Tribal Transportation Improvement Program (TTIP).

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

The TTIP:
(a) Must be consistent with the tribal long-range transportation plan;
(b) Must contain all IRR Program funded projects programmed for construction in the next 3 to 5 years;
(c) Must identify the implementation year of each project scheduled to begin within the next 3 to 5 years;
(d) May include other Federal, State, county, and municipal, transportation projects initiated by or developed in cooperation with the tribal government;
(e) Will be reviewed and updated as necessary by the tribal government;
(f) Can be changed only by the tribal government; and
(g) Must be forwarded to BIA by resolution or by tribally authorized government action for inclusion into the IRRTIP.

### 170.422 What is the IRR Transportation Improvement Program (IRRTIP)?

The IRRTIP:
(a) Is financially constrained;
(b) Must include eligible projects from tribal TTIPs;
(c) Is selected by tribal governments from TTIPs or other tribal actions;
(d) Is organized by year, State, and tribe; and
(e) May include non-IRR projects for inclusion into the State Transportation Improvement Program (STIP).

### 170.423 How are projects placed on the IRRTIP?

(a) BIA selects projects from the TTIP or tribal priority list for inclusion on the IRRTIP as follows: (1) The tribal government develops a list of detailed tasks and information for each project from the tribal priority list or TTIP;
(2) BIA includes this project information in its region-wide control schedule without change, unless the funding required exceeds the amount available to the tribe;
(3) BIA must include projects that are scheduled in the next 3 to 5 years; and
(4) BIA develops the IRRTIP after consulting with the tribes and taking their priorities into account.
(b) A tribe that does not generate enough annual funding under the IRR Program funding formula to complete a project may either:
(1) Submit its tribal priority list to the appropriate BIA Region, which will develop the region-wide control schedule after consulting with the tribe and taking its priorities into account; or
(2) Enter a consortium of tribes and delegate authority to the consortium to develop the TTIP and tribal control schedule;
(3) Enter into agreement with other tribes to permit completion of the project; or
(4) Apply for IRRHPP funding under subpart C.
(c) In order to get a project on the IRRTIP, tribes may seek flexible financing alternatives as described in subpart $C$.

### 170.424 How does the public participate in developing the IRRTIP?

Public involvement is required in the development of the IRRTIP.
(a) BIA or the tribe must publish a notice in local and tribal newspapers when the draft tribal or IRRTIP is complete. In the absence of local public newspapers, the tribe or BIA may post notices under local acceptable practices. The notice must indicate where a copy can be obtained, contact person for questions, where comments may be submitted, and the deadline for submitting comments.
(b) BIA or the tribe may hold public meetings at which the public may comment orally or in writing.
(c) BIA, the tribe, the State transportation agency or MPO may conduct public involvement activities.

### 170.425 How does BIA update the IRRTIP?

The IRRTIP annual update allows incorporation of transportation projects planned for the next 3 to 5 years. Each BIA regional office updates the IRRTIP for each State in its service area to reflect changes in the TTIPs or tribal project listings.
(a) During the first quarter of the fiscal year each BIA Regional Office notifies tribes of the update and provides projected IRR Program funding amounts and a copy of the previous year's regional IRRTIP.
(b) The tribe reviews any new transportation planning information, priority lists, and TTIP and forwards an updated TTIP or project listing to BIA Regional Office on or before July 15.
(c) The BIA regional office reviews all submitted information with the tribes. BIA adds agreedupon updates, including previously approved amendments (see §170.427), to the IRRTIP so that the Secretaries can approve the new updated IRRTIP before the start of the next fiscal year.

### 170.426 What is the approval process for the IRRTIP?

The approval process for the IRRTIP is:
(a) The BIA Regional Office forwards the IRRTIP to the Secretaries for review and approval;
(b) Federal Lands Highway Office will provide copies of the approved IRRTIP to the FHWA division office for transmittal to the State transportation agency for inclusion in the State Transportation Improvement Program (STIP). The approved IRRTIP will be returned to BIA;
(c) BIA sends copies of the approved IRRTIP to BIA Regional Offices and tribal governments; and
(d) Within 10 working days of receiving the approved IRRTIP and IRR Program funds, BIA enters the projects into the Federal finance system.
170.427 How may an IRRTIP be amended?
(a) A tribe may amend the IRRTIP by changing its TTIP on or before July 15 and submitting the changed TTIP to BIA for inclusion in the IRRTIP. BIA's regional office will review all submitted information with the tribe and provide a written response (approving, denying, or requesting additional information) within 45 days. If the proposed IRRTIP amendment contains a project not listed on the current approved IRRTIP, BIA must submit the proposed amendment to FHWA for final approval.
(b) BIA may amend the IRRTIP:
(1) To add or delete projects or reflect significant changes in scope at any time if requested by the tribe; and
(2) To reduce funding or reschedule a project after consulting with the affected tribe and obtaining its consent, if practical.
(c) The Secretary may not reduce funding for or reschedule a project that is the subject of a negotiated agreement, except under the terms of the agreement.
(d) BIA amends the IRRTIP using the same public involvement process used to develop the original IRRTIP.
170.428 How is the State Transportation Improvement Program related to the IRRTIP?

The annual update of the IRRTIP for each State in a BIA regional office's service area should be coordinated with the State transportation agencies. This will ensure that approved IRRTIP updates and amendments are included with the STIP.

For thousands of years, the S'Klallam Tribe (meaning "strong people") lived and prospered in a community based on strength, pride and survival on the lands now known as the Olympic Peninsula in Northwest Washington State. Their culture was rich in art, song,

MISSION STATEMENT:
"The Jamestown S'Klallam Tribe seeks to be self-sufficient and to provide quality governmental programs and services to address the unique social, cultural, natural resource and economic needs of our people. These programs and services must be managed while preserving, restoring and sustaining our Indian heritage and insuring community continuity." spirituality, traditional knowledge and social structure.

In 1855, S'Klallam Tribal leaders signed the Point No Point Treaty. By 1874, friction with settlers made it clear that the Jamestown S'Klallam community would not be able to remain in their traditional lands near Dungeness in Washington Territory. Under the leadership of Lord James Balch, a group of approximately 100 members pooled their money to purchase 210 acres of land rather than move to the reservation in Skokomish territory. They supported themselves by farming, fishing and working in local pulp mills, and received some aid from the federal government. In 1939, the Port Gamble band, located along the eastern end of $S^{\prime}$ Klallam territory accepted a reservation and became an officially recognized Tribe. The Jamestown people, not wanting to lose the land they had purchased or the independence they had worked so hard to obtain, continued to refuse to move to a reservation. In 1968, the Lower Elwha band located west of Port Angeles accepted reservation lands, and were recognized by the federal government. Though "officially unrecognized", the Jamestown Tribe continued to receive services from the federal government until 1953, when those services were discontinued. Tribal leaders realized that without federal recognition, their rights to fish, hunt and gather in their usual and accustomed places were becoming increasingly limited by policy and by a growing local population. This affected their overall economic conditions and their ability to provide for the basic needs of their citizens, such as healthcare and education. In the mid-70's, the Tribe began its effort to receive federal recognition, and after a lengthy legal struggle, they were finally recognized on February 10, 1981. In 1988, the Jamestown S'Klallam Tribe became one of the first 20 tribes to participate in the Self-Governance Demonstration Project, showing that Tribes could manage their own finances, programs and services. Today the Jamestown S'Klallam Tribal campus is located in Blyn in Clallam County, WA, on 20 acres of


[^0]beautifully landscaped native plants along the southern shores of Sequim Bay, approximately 70 miles west of Seattle. The total Tribal property in both Clallam and Jefferson counties is 1,153.5 acres. Just as it always has been, an abundance of fish, wildlife and vegetation inhabit this region. The ongoing work of preservation, conservation and restoration by the Jamestown S'Klallam people will continue to allow this cohesion of people with their surroundings to exist for many, many more years to come.

## TRADITIONAL CULTURE

Men were typically responsible for canoe making, fishing/whaling, hunting, woodworking and providing protection. Making canoes was essential for life in the Northwest, it allowed for trading, travel and often the ability to go to war. The canoes were made out of cedars and, when finished, were up to fifty feet long and eight foot thick. Variations in size and shape allowed for customized canoes depending on the use. If sharp-ended and heavy, they cut through rough, ocean water like a wedge and if blunt-ended, shallow and round bottomed, they pushed water away and were easily maneuvered through rivers and over sandbars. The blunt-ends were often built into small platforms so a man could stand on it and spear fish. Fish, especially salmon, was abundant and the basis for the economy of Indian tribes in Washington State. It was used as a medium of trade in Coastal, Puget
 Sound and Plateau regions, and still today plays
an important nutritional and spiritual role.

> http://tribalmuseum.jamestowntribe.org/hsg/exhibits/canoe/construction.php In 1993 , members of the Jamestown S'Klallam Tribe, with help from canoe carvers from other Tribes, harvested a 600 year old red cedar tree from Blyn and carved the Laxaynem. Here the exterior begins to take shape.

The women's tasks usually revolved around the home and held a feeling of communal responsibility. This could include sweeping, breaking up firewood or putting stones in the fire
 :o heat water that had been carried from the river. The process of cooking was similar to "modern methods" using broiling or :oasting for fresh foods and a boiling box for rehydrated, dried :oods. Seaweed or saltwater was often used to season their food. Food was plentiful in this region so women would gather ;hellfish, vegetable roots/bulbs, berries and seeds. In the iummer, women would gather materials for basket and mat naking, which then, in cold winter weather, allowed them to stay inside for weeks at a time with all of the materials ready and available.
http://www.tribalmuseum.jamestowntribe.org/hsg/col artifact.php

## I-6.1 PHYSICAL DESCRIPTION

The Jamestown S'Klallam Reservation is on a small land area in Blyn, near Sequim Bay along U.S. Route 101, in extreme eastern Clallam County near the southwest corner of the Miller Peninsula. In this area you will find the tribal government administration, natural resources, planning, social and community services departments, the Tribal Library, Jamestown Family Dental Clinic, 7 Cedars Casino and the Longhouse Market Deli \& Fueling Station. In addition to the Reservation land, the Tribe also owns over 1,000 acres in Clallam and Jefferson counties. The traditional village of "Jamestown" is located near the mouth of the Dungeness River, with The Strait of Juan de Fuca to the north and the Olympic National Forest is to the south.

## I-6.2 CLIMATE

The temperature/climate of the Sequim area is one that varies quite a bit throughout the year. The notoriously wet climate of the Northwest holds true as November is the wettest month with an average rainfall of 4.51 inches, however, July averages only 0.17 inches of rain. The hottest month is typically August with an average high temperature of 59.98 degrees and the coolest month is usually December with an average low temperature of 37.88 degrees. The highest chance of sunshine in this area is in July at $64.52 \%$ and drops dramatically to $19.35 \%$ in December, according to www.homefacts.com.



Identifying Tribal population through the Census is problematic and unreliable: it depends on people to a) answer the Census, and b) provide the correct Tribal affiliation, and c) be truthful about their eligibility for enrollment. With respect to the S'Klallam tribal grouping in the census, you will see three tribal bands claimed as well as one group who identified as "Klallam" which could be any of the three bands. 389 people answered the question without specifying to which Klallam tribe they belong. The most reliable source of data for Jamestown S'Klallam Tribal people is our Enrollment Office.

According to the Jamestown S'Klallam Tribal Enrollment database (April, 2015), there are 577 enrolled Tribal citizens (a blood quantum of 1/8 Jamestown S'Klallam must be certified for enrollment under the Tribal Constitution, traced from the 1926 Rolls). Of the enrolled citizens, 274 are male and 303 are female, with a median age of 52 . For women, the median age was 55, while the median age for enrolled males was 45.5 . 43 individuals are under the age of 20; 134 are between 20 and $34 ; 101$ are between the ages of 35 and 49; 239 are between the ages of 50 and 74; and 60 are over the age of 75 . The average household size is 2.0 (although it does not appear that our household data is as up to date as our enrollment data).



## Housing Characteristics

The tables below represent the NAHASDA information as provided by the Tribal Planning Department.

NAHASDA Info

| 27 Homes | \# Of Occupants/Home | Family Income |  | Home Type |
| :---: | :---: | :---: | :---: | :---: |
| 1 | 4 | \$ | 15,900.00 | Single Family |
| 2 | 2 | \$ | 23,819.87 | Single Family |
| 3 | 4 | \$ | 5,309.00 | Single Family |
| 4 | 2 | \$ | 8,200.00 | Single Family |
| 5 | 0 | \$ | - | Apartment |
| 6 | 1 | \$ | 14,238.49 | Apartment |
| 7 | 1 | \$ | 8,820.00 | Duplex |
| 8 | 1 | \$ | 5,652.00 | Apartment |
| 9 | 3 | \$ | 12,806.64 | Single Family |
| 10 | 1 | \$ | 12,456.00 | Single Family |
| 11 | 2 |  | known | Duplex |
| 12 | 1 | \$ | 27,860.80 | Duplex |
| 13 | 1 | \$ | 28,013.00 | Single Family |
| 14 | 1 | \$ | 11,820.00 | Duplex |
| 15 | 1 | \$ | 16,116.00 | Duplex |
| 16 | 1 | \$ | 10,414.80 | Apartment |
| 17 | 1 |  | known | Apartment |
| 18 | 1 | \$ | 18,478.80 | Apartment |
| 19 | 1 | \$ | 7,740.00 | Single Family |
| 20 | 1 |  | known | Apartment |
| 21 | 2 | \$ | 12,576.00 | Single Family |
| 22 | 0 | \$ | - | Duplex |
| 23 | 0 | \$ | - | Duplex |
| 24 | 3 | \$ | - | Single Family |
| 25 | 2 | \$ | 24,207.00 | Single Family |
| 26 | 1 | \$ | 20,280.00 | Single Family |
| 27 | 2 | \$ | 38,570.80 | Duplex |
|  | 40 Total Occupants | \$ | 16,163.96 | Average Income |

Community Rental Info (Income Not Tracked)

| 19 Homes, 20/RV Spot | \# Of Occupants/Home | Home Type |
| :---: | :---: | :--- |
| 1 | 4 | Single Family |
| 2 | 2 | Single Family |
| 3 | 2 | Land Lease |
| 4 | 2 | Single Family |
| 5 | 4 | Single Family |
| 6 | 1 | Single Family |
| 7 | 3 | Single Family |
| 8 | 1 | Single Family |
| 9 | 1 | Single Family |
| 10 | 2 | Single Family |
| 11 | 0 | Single Family |
| 12 | 0 | Single Family |
| 13 | 0 | Single Family |
| 14 | 3 or 4 | Single Family |
| 15 | 2 | Single Family |
| 16 | 1 | Single Family |
| 17 | 2 | Single Family |
| 18 | 2 | Single Family |
| 19 | 47 or 38 Total Occupants | Single Family |
| 20 |  | Single Family |
|  |  |  |
|  |  | 2 |

NAHASDA population utilized to calculate the Tribe's TTP Annual Tribal Share calculation is 996 . This population statistic results from a formula based system to calculate population of all Native Americans living within the Jamestown S'Klallam service area which include members of other tribes. With the TTP annual Tribal Share formula revisions as stated in MAP-21, the NAHASDA Population data is critical to the calculation of the Tribal Share. It is important that the Tribe continue to maintain accurate population statistics through NAHASDA to ensure their funding level is represented accurately in the TTP Program.

## Economic Conditions and Employment

The 2014 report to Tribal Citizens also identified: of the 225 Tribal Citizens within the Service Area 103 ( $46 \%$ ) were not in the workforce due to retirement, disability or student status; 18 ( $16 \%$ ) were unemployed; and 56 were employed by the Tribe which is almost half ( $49 \%$ ) of the employed citizens within the Service Area.

The two largest employers of Tribal Citizens are the Tribal Government and 7 Cedars Resort. In 2014 data, 56 government jobs were listed with $27 \%$ of them being filled by

Jamestown S'Klallam Tribal Citizens or descendants and of the 97 jobs listed at 7 Cedars Resort, $5 \%$ were filled by Tribal Citizens.

Also reported by the Census Bureau was that there were 6,845 total business firms established in Clallam County as of 2007 and $3.3 \%$ were American Indian and Alaska Native.

## Economic Development

The Economic Development Authority (EDA) was established in 2005 to oversee businesses owned by the Jamestown S'Klallam Tribe, business divisions of JKT Development Inc., and to help develop additional enterprises. The EDA's mission for the Tribe is to achieve stable, long-term, economic self-sufficiency and to preserve and enhance the Tribal heritage and culture. Some of the Tribal Enterprises include:

7 Cedars Casino
JKT Development, Inc.
Carlsborg Self Storage
Northwest Native Expressions
Jamestown Fireworks

The 7 Cedars Casino opened in February 1995 and is one of the Tribe's largest enterprises whose revenues help with health, education and economic development for Tribal Citizens as well as offering many employment opportunities to the local community. The 7 Cedars Casino also owns The Cedars at Dungeness, an 18-hole championship golf course located in Sequim.
JKT Development, Inc., the first Tribal Corporation, was established in 1983 to oversee and promote its business divisions which included JKT Development, Inc., JKT Construction Division, Jamestown Excavating, Jamestown Information Technologies.

Northwest Native Expressions Gallery offers a wide variety of artwork in multiple mediums representing Northwest Native art, culture, and history. Jamestown Fireworks sells during a four month period from Memorial Day to Labor Day.


## I-7 HEALTH SERVICES AND LAW ENFORCEMENT

The Jamestown Family Health Clinic, located in the city of Sequim, is operated by the Tribe and offers primary health care services to both Tribal and non-tribal citizens within the community. The services include: preventative medicine (all ages), geriatric (including nursing homes and assisted living), disease management, basic procedures, obstetric care and family planning, and hospital care at Olympic Medical Center in Port Angeles.

The Tribe also operates the Jamestown Family Dental Clinic, which is located in Blyn and offers quality, wide-ranging dental services to all citizens within the local and surrounding communities.

The Jamestown S'Klallam Tribe and its Natural Resources Enforcement Officers partner with the Clallam County Sheriff's Department to provide protection and order, law enforcement, and traffic control to the Tribal community.

The Clallam County Fire District No. 3, Blyn station, built in 2008, is a 10,000 square foot firehouse providing the Tribe and East Clallam County with fire prevention and suppression along with emergency medical care. In this collaboration between the Jamestown S'Klallam Tribe and Fire District No. 3, the Tribe contributed $\$ 1.5$ million toward land and construction, and the Fire District added $\$ 400,000$. The firehouse is staffed full-time with both firefighters and EMT's.

The following list of references was used to create the Introduction portion of this report:
http://www.jamestowntribe.org/history/hist jst.htm
http://www.jamestowntribe.org/main/main_mission.htm
http://www.jamestowntribe.org/facts/facts land.htm
http://www.jamestowntribe.org/announce/event/firestation/firehouseblessing.htm
http://www.jamestowntribe.org/history/hist men.htm
http://en.wikipedia.org/wiki/Jamestown S'Klallam Tribe of Washington
"Jamestown S'Klallam Tribe - 2012 Report to Tribal Citizens"
http://www.homefacts.com/weather/Washington/Clallam-County/Sequim.html
http://quickfacts.census.gov/qfd/states/53/53009.html
http://www.sequimgazette.com/news/article.exm/2008-09-10_new fire_station opens at blyn
"Jamestown S'Klallam Tribe Emergency Operations and Coordination Plan"

## PART ONE - EXISTING IRR INVENTORY

## 1-1 OFFICIAL IRR INVENTORY SUMMARY

The Jamestown S'Klallam Tribe's Official IRR/TTP Inventory was updated last in 2010 as is available today in the Roads Inventory Field Data System (RIFDS) Program. This section will identify only IRR/TTP facilities accepted in the Tribe's "Official" IRR/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 01-27-2014. The following tables indicates the route summary of the official 51 Routes, 87 Sections, and total of 78.3 miles of IRR/TTP's.


# Indian Reservation Roads Program <br> Construction Cost to Build Final System <br> Reporting Final System Miles and Future Surface Types 

FY 2015 Inventory

| Region P - NORTHWEST |
| :--- |
| Agency 06 - OLYMPIC PENINSULA |
| Reservation 129 - JAMESTOWN S'KLALLAM TRIBE |


|  | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Other | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Road Length (mi) |  |  |  |  |  |  |  |  |  |
| Earth | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| Gravel | 0.0 | 0.0 | 0.4 | 3.4 | 8.1 | 0.0 | 0.0 | 0.0 | 11.9 |
| Pavement | 0.0 | 34.4 | 4.4 | 11.1 | 12.6 | 0.0 | 0.0 | 0.0 | 62.5 |
| not specified | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 1.8 |
| Total | 0.0 | 34.4 | 6.9 | 14.5 | 20.7 | 0.0 | 0.0 | 1.8 | 78.3 |


| Bridge Length (ft) | 0 | 1,804 | 0 | 407 | 277 | 0 |
| ---: | :--- | :--- | :--- | :--- | :--- | :--- |


| CTC (\$1000) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Incidental | 0 | 1,003 | 3,327 | 323 | 4,070 | 0 | 0 | 59 | 8,781 |
| Addtril Incidental | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grade \& Drain | 0 | 0 | 1,362 | 0 | 786 | 0 | 0 | 0 | 2,149 |
| Aggregate | 0 | 0 | 1,217 | 0 | 2,004 | 0 | 0 | 0 | 3,221 |
| Pavement | 0 | 1,455 | 2,308 | 115 | 2,101 | 0 | 0 | 0 | 5,979 |
| Bridges | 0 | 0 | - | 0 | 408 | 0 | 0 | - | 408 |
| Total | 0 | 2,459 | 8,213 | 437 | 8,961 | 0 | 0 | 59 | 0,128 |

The interesting number to review and analyze is circled in red on the above table. What this number indicates is the dollar amount $(\$ 20,128,000)$ calculated in the RIFDS program that is the Tribe's Cost-to-Construct (CTC). Conceptually CTC is the dollar amount it would take to improve the current conditions of all roads to an acceptable standard. If Jamestown were to receive $\$ 20.2$ million today, a complete fix of the roadway network could conceivably be performed. This amount gets processed into a percentage of the relative national need to generate a portion of calculated annual allocation and Tribal Share.

## Indian Reservation Roads Program Ownership by Route (Road Owner) <br> FY 2015 Inventory

## Region-P - Northwest

Agency-06-Olympic Peninsula
Inventory Location-129-Jamestown S'Klallam Tribe

|  |  | Bridge |  |  |  | Section Number | Section Length (mi) | Route Total (mi) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Route No. | Class | ID Number | Length (ft) | Ownership | Owner No. |  |  |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 802 | 2.5 | 34.4 |
| 0001 | 2 | 8312A | 188 | 3-STATE |  | 804 |  |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 806 | 1.0 |  |
| 0001 | 2 |  |  | 3 -STATE | 0001 | 808 | 2.8 |  |
| 0001 | 2 | 15254A | 650 | 3 -STATE |  | 810 |  |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 812 | 0.4 |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 814 | 1.6 |  |
| 0001 | 2 | 2437A | 180 | 3-STATE |  | 816 |  |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 818 | 2.0 |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 820 | 2.0 |  |
| 0001 | 2 | 13468A | 405 | 3-STATE |  | 822 |  |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 824 | 0.7 |  |
| 0001 | 2 |  |  | 3 - STATE | 0001 | 826 | 3.1 |  |
| 0001 | 2 | 15345E | 140 | 3-STATE |  | 828 |  |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 830 | 4.5 |  |
| 0001 | 2 | 200379 | 119 | 3-STATE |  | 832 |  |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 834 | 3.8 |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 836 | 7.7 |  |
| 0001 | 2 | 13073A | 122 | 3-STATE |  | 838 |  |  |
| 0001 | 2 |  |  | 3-STATE | 0001 | 840 | 2.3 |  |
| 0002 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0002 | 810 | 0.5 | 0.5 |
| 0003 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0003 | 810 | 0.8 | 2.0 |
| 0003 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0003 | 820 | 1.2 |  |
| 0004 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0004 | 810 | 0.8 | 2.2 |
| 0004 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0004 | 820 | 1.4 |  |
| 0005 | 8 |  |  | 2 - TRIBE | 00005 | 810 | 0.4 | 0.6 |
| 0005 | 8 | 020P | 739 | 2 - TRIBE |  | 820 |  |  |
| 0005 | 8 |  |  | 2-TRIBE | 00005 | 830 | 0.2 |  |
| 0007 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0007 | 810 | 0.1 | 0.1 |
| 0008 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0008 | 810 | 0.1 | 0.2 |
| 0008 | 5 |  |  | 5 - COUNTY AND TOWNSHP | 0008 | 820 | 0.1 |  |
| 0009 | 5 |  |  | 5 - COUNTY AND TOWNSHP | 0009 | 810 | 0.4 | 0.4 |
| 0010 | 3 |  |  | 5 - COUNTY AND TOWNSHP | 57140 | 810 | 2.6 | 3.6 |
| 0010 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 57140 | 820 | 1.0 |  |
| 0011 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0011 | 810 | 4.1 | 4.1 |
| 0014 | 4 |  |  | 5 - COUNTY AND TOWNSHIP | 0014 | 810 | 1.0 | 1.0 |
| 0015 | 4 |  |  | 5 - COUNTY AND TOWNSHP | 0015 | 810 | 2.3 | 2.3 |
| 0016 | 4 |  |  | 5 - COUNTY AND TOWNSHIP | 0016 | 810 | 2.3 | 7.2 |

## Indian Reservation Roads Program Ownership by Route (Road Owner) <br> FY 2015 Inventory

Region - P - Northwest

## Agency-06-Olympic Peninsula

Inventory Location-129-Jamestown S'Klallam Tribe

|  |  | Bridge |  |  |  | Section <br> Number | Section Length (mi) | Route Total (mi) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Route No. | Class | ID Number | Length (ft) | Ownership | Owner No. |  |  |  |
| 0016 | 4 | 79865 |  | 5 - COUNTY AND TOWNSHIP |  | 820 |  |  |
| 0016 | 4 |  |  | 5 - COUNTY AND TOWNSHIP | 0016 | 830 | 2.2 |  |
| 0016 | 4 |  |  | 5 - COUNTY AND TOWNSHIP | 0016 | 840 | 2.7 |  |
| 0017 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0017 | 810 | 1.6 | 1.6 |
| 0018 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0018 | 810 | 0.7 | 0.7 |
| 0019 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0019 | 810 | 0.4 | 0.4 |
| 0020 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0020 | 810 | 0.2 | 0.2 |
| 0021 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0021 | 810 | 0.1 | 0.1 |
| 0022 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0022 | 810 | 0.1 | 0.1 |
| 0023 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0023 | 810 | 0.1 | 0.1 |
| 0024 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0024 | 810 | 0.1 | 0.1 |
| 0025 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0025 | 810 | 0.1 | 0.1 |
| 0026 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0026 | 810 | 0.8 | 0.8 |
| 0027 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0027 | 810 | 0.3 | 0.5 |
| 0027 | 5 | 15345A |  | 5 - COUNTY AND TOWNSHP |  | 820 |  |  |
| 0027 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0027 | 830 | 0.2 |  |
| 0029 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0029 | 810 | 0.4 | 0.7 |
| 0029 | 3 |  |  | 5 - COUNTY AND TOWNSHIP | 0029 | 820 | 0.3 |  |
| 0030 | 4 |  |  | 5 - COUNTY AND TOWNSHIP | 0030 | 810 | 1.1 | 1.8 |
| 0030 | 4 |  |  | 5 - COUNTY AND TOWNSHP | 0030 | 820 | 0.7 |  |
| 0031 | 8 |  |  | 2 - TRIBE | 0031 | 810 | 0.1 | 0.1 |
| 0032 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0032 | 810 | 0.5 | 0.5 |
| 0035 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0035 | 810 | 3.9 | 3.9 |
| 0036 | 4 |  |  | 5 - COUNTY AND TOWNSHIP | 0036 | 810 | 2.2 | 2.2 |
| 0037 | 9 |  |  | 2 - TRIBE | 0037 | 810 | 0.1 | 0.1 |
| 0038 | 9 |  |  | 2 - TRIBE | 0038 | 810 | 0.1 | 0.1 |
| 0039 | 9 |  |  | 2 - TRIBE | 0039 | 810 | 0.1 | 0.1 |
| 0040 | 9 |  |  | 2 - TRIBE | 0040 | 810 | 0.1 | 0.1 |
| 0041 | 9 |  |  | 2 - TRIBE | 0041 | 810 | 0.1 | 0.1 |
| 0042 | 9 |  |  | 2 - TRIBE | 0042 | 810 | 0.1 | 0.1 |
| 0043 | 9 |  |  | 2 - TRIBE | 0043 | 810 | 0.2 | 0.2 |
| 0044 | 9 |  |  | 2 - TRIBE | 0044 | 810 | 0.1 | 0.1 |
| 0045 | 9 |  |  | 2 - TRIBE | 0045 | 810 | 0.1 | 0.1 |
| 0046 | 9 |  |  | 2 - TRIBE | 0046 | 810 | 0.1 | 0.1 |
| 0047 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0047 | 810 | 0.1 | 0.1 |
| 0048 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0048 | 810 | 0.2 | 0.2 |
| 0049 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0049 | 810 | 0.5 | 0.5 |

## Indian Reservation Roads Program Ownership by Route (Road Owner) <br> FY 2015 Inventory

## Region-P - Northwest

## Agency-06-Olympic Peninsula

Inventory Location-129-Jamestown S'Klallam Tribe

|  |  | Bridge |  |  |  | Section Number | Section Length (mi) | Route Total (mi) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Route No. | Class | ID Number | Length (ft) | Ownership | Owner No. |  |  |  |
| 0051 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0051 | 810 | 0.2 | 0.2 |
| 0052 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0052 | 810 | 0.6 | 0.6 |
| 0053 | 5 |  |  | 5 - COUNTY AND TOWNSHIP | 0053 | 810 | 1.1 | 1.9 |
| 0053 | 5 | 32E |  | 5 - COUNTY AND TOWNSHIP |  | 820 |  |  |
| 0053 | 5 |  |  | 5 - COUNTY AND TOWNSHP | 0053 | 830 | 0.8 |  |
| 0054 | 5 |  |  | 2 - TRIBE |  | 810 | 0.1 | 0.1 |
| 0056 | 5 |  |  | 5 - COUNTY AND TOWNSHP |  | 810 | 0.3 | 0.5 |
| 0056 | 5 | XDX |  | 5 - COUNTY AND TOWNSHIP |  | 820 |  |  |
| 0056 | 5 |  |  | 5 - COUNTY AND TOWNSHIP |  | 830 | 0.2 |  |
| 0057 | 5 |  |  | 5 - COUNTY AND TOWNSHP |  | 810 | 0.2 | 0.2 |
| 0058 | 5 |  |  | 5 - COUNTY AND TOWNSHIP |  | 810 | 0.1 | 0.1 |
| 0059 | 5 |  |  | 5 - COUNTY AND TOWNSHIP |  | 810 | 0.3 | 0.3 |


| Region Subtotals | Number routes: | 51 | Number sections: | 87 | Total length: | 78.3 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |

According to the latest funding tables provided to the public by the BIA, the Jamestown S'Klallam Tribe received approximately $\$ 479,722.94$ in FY 2014. 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 IRR/TTP funding levels. Two important numbers to note in the Fiscal Year (FY) 2014 calculation are the total population based on NAHASDA records is 996 and the total eligible IRR/TTP mileage utilized for the calculation is 78.3 miles. The table below is an excerpt from the TTAM Table discussed in this section. The Jamestown S'Klallam Tribe is highlighted in yellow.


## According to the latest funding tables provided to the public by the BIA, the Jamestown

 S'Klallam Tribe will receive approximately $\$ 468,116.81$ 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 IRR/TTP funding levels. The table below is an excerpt from the TTAM Table discussed in this section. The Jamestown S'Klallam Tribe is highlighted in yellow.

According to the latest funding tables provided to the public by the BIA, the Jamestown S'Klallam Tribe will receive approximately $\$ 456,231.26$ in FY 2016. 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 IRR/TTP funding levels. The table below is an excerpt from the TTAM Table discussed in this section. The Jamestown S'Klallam Tribe is highlighted in yellow.

| Trikal Trarcopotition Progam <br> PL. 112-41, WAP-21, Section 1101(3)(3)(A) <br> 23 USC 2026(3) |  |  |  | DRAFT TTP THSIS ESTIN | $\begin{aligned} & P \text { FUNDING } \\ & \text { MATED ANT } \end{aligned}$ | ORMULA AU RTY AND NOT | THORITY B) | Y TRIBE/REGION ding level |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tribe Name | Population | Population \% | Fommula Population\$s | Total Miles | Mio\% | $\begin{aligned} & \text { Formula } \\ & \text { Mileage } \$ \$ \end{aligned}$ | Region Share \% | Formula Region Sharess | FY16 Transition Funding (20M, of FY11) $\$ 5$ | $\begin{gathered} \text { Total } \\ \text { Supplememal } \\ \$ \$ \\ \hline \end{gathered}$ | Total Allocation | $\begin{gathered} \text { Iotal } 2011 \\ \text { RNDF and PAF } \\ \$ \$ \\ \hline \end{gathered}$ |
| Cheh | 1.86 | 00011150931 | 5956 | 6.4 | 0000105899 | 5635 | 0.08310474 | 56 | 599, 1017 76 | 5181.566121 | 5406, 13748 | 534 |
| Com | 1219 | 0000018055 | 570,507.58 | 654 | 0.001001856 | \$619935.62 | 000022007 | \$55598 | 573960 | S109, | S434,49093 | S $\times 69,75$ |
| Colille Reservation, Confederaded Tries of the | 8,034 | 0.005386782 | \$457.654,23 | 0653 | 0.014315233 | \$069.150.49 | 0.105584125 | \$1,175,753,18 | \$983,997. 5 | \$1,055,20272 | \$5252,02607 | 54,409,.537.23 |
| Corlederslod Sulish 8 Kocleras Tribes | 8.459 | 0.005702425 | \$494,350.83 | 3342 | 0.005628893 | \$331.828.00 | 0.038412318 | \$241,924.15 | \$154,070.41 | \$213,583.87 | \$1.436,157.2s | \$770.35206 |
| Coos, Lower Umpqua and Susian indans, Contedera |  |  |  |  |  |  |  |  |  |  |  |  |
| Thibes of the | 1,921 | 0.001200418 | \$111.06808 | 31 | 5.1206tE-0.5 | \$3,7800 | 0005004765 | 532024.30 | \$25060993 | 530,25976 | \$203,00905 | \$129,294估 |
| Coqule Inbe | 1.855 | 0.001246083 | \$108,04.58 | 87 | 0.00014393 | \$8,63825 | 0.005398584 | \$3400082 | 525.300 .45 | \$30,80863 | \$206,7275 | \$126.50229 |
| Cow Creek Band of Umpqua Indins | 3.210 | 0.002156294 | \$188,99205 | 66 | 0.000109188 | \$6553.16 | 0.00569049 | \$81,00005 | 950,228.72 | \$55,106.85 | \$369,05083 | \$301,143,61 |
| Cowitz hdian Tribe | 73.22 | 0.004955371 | \$128,720.78 | 20 | 33007350.5 | \$1.905.60 | 0.01206558 | S9905224 | \$5520920 | \$102, 550.06 | S600,32597 | \$326,041.37 |
| Grand Ponde Cormunty, Contesierated Tribesd the | 10, 147 | 0005816174 | \$580,903 27 | 501 | 0000628838 | \$49,7441 | OC06056383 | \$164,022 23 | \$116,004 97 | \$151,19962 | \$1.081,88471 | \$580, 0484 |
| Hoh Indin Tribe | 284 | 0.0001774 | \$15.373.85 | 8.5 | 0.000140521 | \$8.439.67 | 0.001681705 | \$10.591.53 | 59.614 .88 | \$12.471.57 | \$56.491.50 | \$48,074.41 |
| dmestown SKallmm Tribe | 996 | 0000669056 | \$59,00135 | 08 | 132349605 | 579432 | 0006897331 | \$41,50058 | \$7765079 | \$279,244 23 | 5456,23126 | \$300,25394 |
| Kispod Inden Conmunty | 157 | 0000105454 | 59,14278 | 453 | 000074928 | \$4497848 | 0.00318544 | \$20,08851 | \$22,25788 | 54,32683 | \$130,7448 | \$111,29941 |
| Namah Trbe | 7.063 | 0.00474519 | \$411,30874 | 817.3 | 0.013521137 | \$811.499.17 | 0.01913134 | \$120,490.88 | \$239.37674 | \$27,10227 | \$1.859.777.80 | \$1,198,883,69 |
| Koctsna Tribe | 74 | $49705 \mathrm{C}-05$ | \$4,009.34 | 4.4 | 727921 E-05 | \$4,368:71 | 0.003012916 | \$18975,61 | S17,76671 | 959,015,25 | S104,44567 | 588,080,52 |
| Lower Elatu Irtal Cormunty | 1,889 | 0001256487 | \$108,83987 | 141 | 000023326 | \$1399952 | 0,0065022 | \$54,76958 | \$56,56391 | \$59,72699 | 5326.98027 | \$278,265 54 |
| Lummi Tribe | 7,650 | 0006138832 | \$445,49228 | 398 | 0000658438 | 5395175 | 0036697601 | \$192,705 50 | \$174,582 68 | \$173,93568 | \$1026,34457 | \$873,41323 |
| Makah Indan Trbe | 1.025 | 0000080556 | S59.690.14 | 659 | 0.001050227 | S 55432227 | 0.016333634 | \$102870.68 | S66,654 05 | \$92, 10200 | 5306,75003 | \$223.27423 |
| Metckita Indan Corniunty, Anelte bland Riseve | 1,233 | 000058563 | \$75,76595 | 2469 | 0.009084531 | \$245,14761 | 0015126512 | \$5628875 | 570,58821 | \$58, 13311 | 5571.37266 | \$252,631 33 |
| Moxkestoed Indan Trbe | 973 | 0000653506 | \$56.65196 | 150 | 0.000248155 | \$14.893.54 | 0.005095991 | \$3210130 | \$22,328.85 | \$2,06809 | \$148,04336 | \$111,642 38 |
| Nez Perce Tribe | 2.151 | 0.00141919 | \$125261.94 | 95.4 | 0.001578286 | 594,72209 | 0.010306900 | S55 291.71 | \$82, 12596 | \$115,12229 | \$462,52478 | \$10,629.50 |
| Nisquall Infian Tibe | 1,150 | 0.000772504 | S66,999,43 | 126 | 0.00020845 | \$12.510.57 | 0.013250616 | \$\$0,503.94 | \$3, 125,16 | \$34,6096 | \$22097005 | \$100,625.79 |
| Nockssck Indan Trie | 1.539 | 0.001033812 | 589.02258 | 127 | 0.000210105 | \$12.60980 | 0.008027252 | \$50.58654 | \$31,09087 | \$33,245,05 | \$223,12488 | \$185,454.34 |
| Nortuastem Band of Shoshoni Nation | 085 | 0.00057434 | \$19,790.31 | 49 | 0,10512.05 | S4.805 22 | 0.00216319 | 526554.75 | \$250007.95 | \$11,10400 | \$147.40231 | \$125,42973 |
| Pot Gamble Indian Cormunity | 1.929 | 0001255792 | \$112,30398 | 240 | 0.000397048 | \$23,82966 | 0.010200913 | \$64243.11 | \$142,743.36 | S456.527.63 | 5838,67769 | \$713,716.80 |
| Pusally Trbe | 7.094 | 0.004765343 | \$413,1400 | 79 | 0.000130595 | \$7843,93 | 005523433 | \$347870.71 | \$318,34100 | \$783,21855 | \$1870.388.19 | \$1,591,70500 |
| Oulede Tribe | 280 | 0.000134805 | \$16.887.94 | 10.6 | 0.00017563 | \$10.524.77 | 001025675 | S64849.85 | \$16.91878 | \$19,115.98 | \$128,29726 | S84,599.52 |
| Ouinatitinian Tribe | 4,924 | 0003307652 | \$206,74561 | \% 6 | 0001465769 | \$87,971.16 | 0017537894 | \$110,455 21 | Ss0,7450 | \$99,08158 | S664,980 14 | 5403,67298 |
| Samish Indin Trte | 2275 | 0001528215 | \$12,48298 | 11 | 18198E-05 | \$1,092 19 | 00062159 | \$39,18323 | \$14,908 43 | 520.86148 | \$220,48337 | 574,542 13 |
| Souk-Siatte Indin Tribe | 337 | 0.00026377 | \$19.624.95 | 6.1 | 0.000100916 | S605670 | 0.002331683 | \$1468505 | \$12,15058 | \$18,872.43 | \$71,39978 | S00,75288 |
| Stounater Bxy Tribe | 670 | 0000450068 | \$39,01697 | 114 | 0000188598 | \$11,31908 | 0000952304 | \$18,59387 | \$1959543 | \$7661097 | \$115, 13733 | \$97, 982.15 |
| Sheshone Brumek Itres fat Hall | 3,656 | 000042457 | \$211,73986 | 4122 | 0005814299 | \$409.274 34 | 0056458758 | \$418,563 16 | \$180,88126 | \$14,03881 | \$1,436,492 46 | 5914,09628 |
| Slitt Resenaton Conledersted Tribes of the | 9,423 | 0.06639832 | \$548,741.65 | 11.1 | 0.000183635 | \$11.02122 | 0.030285718 | \$190.74214 | \$133,96233 | \$154.856.70 | \$1.039.32404 | 9669,811.66 |
| Stiokomish Indian Tribe | 1,500 | 0001007614 | \$87,351.42 | 21.6 | 0.00057733 | \$21,466.69 | 0.00304311 | \$52,30128 | 536,551.54 | $534,623.17$ | \$230,374.11 | \$183,257.70 |
| Sropudine Trike | 72 | 0000435342 | \$42,161 E2 | 22 | 363561E05 | \$2,18439 | 0004971138 | \$31,30867 | 53453616 | \$52, 72374 | 50091458 | \$172,68081 |
| Spokiae Tribe of the Spokize Rusindion | 5.588 | 0.00375399 | \$325,413.17 | 2470 | Q004086285 | \$245245.50 | 0.03E45984 | \$204.983.78 | \$149.58287 | \$151.99305 | \$1.087,219.78 | \$747,914.32 |
| Squavin Islond Tribe | 2050 | 0.001403942 | \$121,70965 | 58 | 9.59533E-05 | \$55759.83 | 0.007798949 | 55535\%.18 | \$57, 354.91 | \$56,794,81 | 5336,984.39 | \$20\%,744.55 |
| Siltagansh Tobe | 280 | 000018898 | \$16,30560 | 72 | 0000119114 | \$7,14850 | 001567715 | \$59,750M2 | \$158,78147 | \$846,94935 | \$1,167, 25.33 | \$9993,507 36 |
| Suquamish indan Trbe | 1,726 | 0.001159428 | \$100.512,31 | 0.5 | $8271835-06$ | \$496.43 | 0.0065s597 | \$38.410.14 | \$26,465,34 | \$2, 904380 | \$194,928.11 | \$132.326.71 |
| Swinonish Indions | 1,275 | 0.000056472 | 57424871 | 10.2 | 0.000160745 | 510,127.60 | 0.015205334 | \$56\%76454 | \$53,007.08 | 5127,099.30 | \$370, 19006 | 5315,039.47 |
| Tuajp Tribs | 4,411 | 000296358 | \$256,871.42 | 31.7 | 0.00552434 | \$31,475.01 | 0.05433119 | \$000,31262 | \$287,514.68 | S706,060 60 | \$1,699,270.37 | \$1,437,57320 |
| Umatla Reservation Confederated Trbes of the | 4,085 | 0.002730534 | 5236,72230 | 1062 | 0.001756537 | \$105.445.24 | 0.041910385 | \$263,955.32 | \$161.96404 | \$183,519.34 | \$951,607 30 | \$909,820.18 |
| Upeer Skisit ${ }^{\text {a }}$ dian Tribe | 417 | 0.000280117 | 524,28370 | 40 | 6.61747E-05 | \$3971.61 | 0.015015683 | \$54.576.46 | \$55,63354 | \$488,405.35 | \$326,870.60 | \$278,167.69 |
| Wam Springs Reservaton, Corfiederated Trbes of the | 3797 | 0000550507 | \$221,11557 | 7028 | 00114268577 | $5 \operatorname{scy} 781189$ | 007550243 | \$475,52102 | \$211,700 17 | \$201, 21205 | \$1987, 30065 | \$1,088,50036 |
| Yakama Nation Conledersted Tries and Bands of the | 15,391 | 0.010388793 | \$98628305 | 1487 | 0.002460033 | \$147,644.59 | 0.059282851 | \$373.368,65 | 5285.823 .38 | 528,19034 | \$2001,31083 | \$1,423,116.84 |

The funding allocation detailed above is not going to match the actual funding amount the Tribe receives in the respective fiscal year, however, it is a great planning tool utilized in PART 4 - Tribal Transportation Improvement Program (TTIP) of this report. As will be discussed in that section, these projected funding levels provide the basis for the development of a "Fiscally Responsible and Constrained" TTIP.

## PART TWO - RECOMMENDED IRR INVENTORY

## 2-1 RECOMMENDED IRR INVENTORY SUMMARY

This section describes the road system utilized by the Jamestown S'Klallam Tribe. The focus of this section of the report is to detail the roadway network as it has been inventoried for inclusion into the IRR/TTP System. 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. In the case of Jamestown S'Klallam, the transportation network also provides access for the public to the tribal services and enterprises and is a crucial component to continued regional development and economic growth of the Tribe.

Public roads providing ingress/egress and travel within the Reservation are constructed and maintained by the Tribe, BIA, local cities, Clallam and Jefferson Counties, 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 January 2014, Red Plains Professional's IRR/TTP Inventory Crew traveled to the reservation and performed comprehensive roadway conditions analysis of each road we are recommending for the IRR/TTP System. During our typical field data collection process, we collected condition ratings to support the inventory forms, created a photographic catalog of each section inventoried, and gathered GIS data utilizing a Trimble GeoXT touchscreen data collect device. The 2014 IRR/TTP Inventory Project collected roadway conditions data on approximately 160 miles of roads that are eligible for the IRR/TTP System of Roads. Through the process of updating RIFDS, all of the existing records have been updated and all of the in-process field records have been updated, revised, deleted, etc. to now represent the current, accurate, and verifiable inventory collected by Red Plains.

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. The GIS has been converted also into a user-friendly Google Earth mapping system that will allow the Tribe to easily review and understand its TTP Inventory from both a graphic and informational stand point. As an overlay in Google Earth, lines and polygon shape files have been converted into interactive graphic information allowing the user to select any of the inventory features and immediately see the TTP Inventory Coding in RIFDS, the Conditions photos taken at the time of the field inventory, and all measurements taken. The functionality of Google Earth has now been paired with the antiquated TTP Inventory Process allowing the Tribe to have and share a powerful asset management system for their transportation network.

Below we have illustrated some of the print screens of the Asset Management System developed for the Tribe as part of the TTP Inventory Update.

G Google Earth Pro


## Landscape Page

Proposed roads are eligible for inclusion in the IRR/TTP Inventory System and actually calculate towards the Tribes TTAM RDFD Tribal Share calculation. More importantly these roads must be entered into the IRR/TTP Program and 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 that in order for the Tribe to expend IRR/TTP funding towards the preplanning and construction of these roads, the roads must be entered into the Tribe's IRR/TTP Inventory. In the case of the JST's proposed roads, RPP has also generated conceptual engineering cost estimates summarizing ballpark anticipated construction expenses per route. Section Four (4) of this report provides the list of recommended proposed roadway projects and details the estimates.

Appendix C-IRR/TTP Inventory RIFDS Reports contains the applicable RIFDS reports detailing the specific information entered. The following table provides a summary of the 2014 Recommended IRR/TTP Inventory Table.

| Route | Section | Length | Route Name |
| :---: | :---: | :---: | :---: |
| 0001 | 802 | 2.5 | US 101 |
| 0001 | 804 |  | US 101 |
| 0001 | 806 | 1.0 | US 101 |
| 0001 | 808 | 2.8 | US 101 |
| 0001 | 810 |  | US 101 |
| 0001 | 812 | 0.4 | US 101 |
| 0001 | 814 | 1.6 | US 101 |
| 0001 | 816 |  | US 101 |
| 0001 | 818 | 2.0 | US 101 |
| 0001 | 820 | 2.0 | US 101 |
| 0001 | 822 |  | US 101 |
| 0001 | 824 | 0.7 | US 101 |
| 0001 | 826 | 3.1 | US 101 |
| 0001 | 828 |  | US 101 |
| 0001 | 830 | 4.5 | US 101 |
| 0001 | 832 |  | US 101 |
| 0001 | 834 | 3.8 | US 101 |
| 0001 | 836 | 7.7 | US 101 |
| 0001 | 838 |  | US 101 |
| 0001 | 840 | 2.3 | US 101 |
| 0002 | 805 | 0.5 | Corriea Rd |
| 0002 | 810 | 0.5 | Correia Rd |
| 0003 | 810 | 0.2 | Old Blyn Hwy |
| 0003 | 820 | 0.2 | Old Blyn Hwy |
| 0003 | 830 | 0.1 | Old Blyn Hwy |
| 0003 | 840 | 1.5 | Old Blyn Hwy |


| Route | Section | Length | Route Name |
| :---: | :---: | :---: | :---: |
| 0004 | 810 | 0.8 | Hendrickson Rd |
| 0004 | 820 | 0.3 | Hendrickson Rd |
| 0004 | 830 | 0.3 | W Henderson Rd |
| 0004 | 840 | 0.4 | W Henderson Rd |
| 0004 | 850 | 0.1 | W Henderson Rd |
| 0004 | 860 | 0.2 | W Henderson Rd |
| 0005 | 810 | 0.4 | Railroad Bridge Park Path |
| 0005 | 820 |  | Railroad Bridge Park Path |
| 0005 | 830 | 0.2 | Railroad Bridge Park Path |
| 0006 | 810 | 14.1 | SR 104 |
| 0006 | 820 |  | SR 104 |
| 0007 | 810 | 0.1 | Blyn Crossing |
| 0008 | 801 | 0.1 | Sophus Rd |
| 0008 | 802 |  | Sophus Rd |
| 0008 | 803 | 0.1 | Sophus Rd |
| 0008 | 810 | 0.1 | Sophus Rd |
| 0008 | 820 | 0.1 | Sophus Rd |
| 0009 | 810 | 0.4 | Zaccardo Rd |
| 0010 | 810 | 2.6 | Chicken Coop Rd |
| 0010 | 820 | 0.2 | Chicken Coop Rd |
| 0010 | 830 | 0.7 | Chicken Coop Rd |
| 0011 | 810 | 4.1 | E Sequim Bay Rd |
| 0012 | 810 | 1.0 | Sth Ave |
| 0013 | 810 | 0.5 | Wast Coon Drive |
| 0013 | 820 | 0.9 | Washington St |
| 0013 | 830 | 0.9 | Washington St |
| 0013 | 840 | 0.9 | Washington St |
| 0014 | 810 | 1.0 | Washington St |
| 0015 | 810 | 2.3 | North Sequim Ave |
| 0016 | 810 | 2.3 | Wequim Dungeness Way |
| 0016 | 820 |  | Woodcock Rd |
| 0016 | 830 | 2.2 | Woodcock Rd |
| 0016 | 840 | 2.7 | Woodcock Rd |
| 0017 | 810 | 1.6 | Woodcock Rd / Holland Rd |
| 0018 | 810 | 0.7 | Jamestown Road |
| 0019 | 810 | 0.4 | Wilcox Lane |
| 0020 | 810 | 0.2 | Loop Drive |
| 0021 | 810 | 0.1 | 0.1 |


| Route | Section | Length | Route Name |
| :---: | :---: | :---: | :---: |
| 0024 | 810 | 0.1 | West Johnson Drive |
| 0025 | 810 | 0.1 | East Johnson Drive |
| 0026 | 810 | 0.8 | Serpentine Ave |
| 0027 | 810 | 0.3 | River Rd |
| 0027 | 820 | 0.3 | River Rd |
| 0027 | 830 | 0.2 | River Rd |
| 0028 | 810 | 0.3 | Silberhorn Rd |
| 0029 | 810 | 0.4 | Turnstone Ln |
| 0029 | 820 | 0.3 | Turnstone Ln |
| 0030 | 810 | 0.6 | Carlsborg Rd |
| 0030 | 820 | 0.3 | Carlsborg Rd |
| 0030 | 830 | 0.9 | Carlsborg Rd |
| 0031 | 810 | 0.1 | Pedestrian Under Pass |
| 0032 | 810 | 0.5 | Business Park Loop |
| 0033 | 810 | 1.0 | Diamond Point Rd |
| 0034 | 810 | 0.4 | Knapp Rd |
| 0035 | 810 | 3.9 | West Sequim Bay Road |
| 0036 | 810 | 2.2 | Cays Rd / Old Olympic Hwy |
| 0037 | 810 | 0.1 | Dungeness Golf Course Parking Lot |
| 0038 | 810 | 0.1 | RR Bridge Park Parking |
| 0039 | 810 | 0.1 | Jamestown Cemetery Parking Lot |
| 0040 | 810 | 0.1 | Jamestown Beach Parking |
| 0041 | 810 | 0.1 | Administration Visitor Parking Lot |
| 0042 | 810 | 0.1 | Administration Parking Lot |
| 0043 | 810 | 0.2 | 7 Cedars Parking Lot |
| 0044 | 810 | 0.1 | Longhouse Market Parking Lot |
| 0045 | 810 | 0.1 | Training Center Parking |
| 0046 | 810 | 0.1 | Social \& Comm. Svcs. Parking |
| 0047 | 810 | 0.1 | Pierce Rd |
| 0048 | 810 | 0.2 | Michigan School Rd |
| 0049 | 810 | 0.5 | Cat Lake Rd |
| 0050 | 810 | 0.4 | Lillian St |
| 0051 | 810 | 0.2 | Portage Way |
| 0052 | 810 | 0.6 | McInnis Rd |
| 0053 | 810 | 1.1 | E Quilcene Rd |
| 0053 | 820 |  | E Quilcene Rd |
| 0053 | 830 | 0.8 | E Quilcene Rd |
| 0054 | 810 | 0.1 | Jamestown Family Med. Clinic Rd |
| 0055 | 810 | 0.1 | Chicken Coop / Zaccardo Rd Realignment |
| 0056 | 810 | 0.3 | Overpass Connector |


| Route | Section | Length | Route Name |
| :---: | :---: | :---: | :---: |
| 0056 | 820 |  | Proposed Overpass and Connectors |
| 0056 | 830 | 0.2 | Overpass Connector |
| 0057 | 810 | 0.2 | Deerhawk Dr Connector |
| 0058 | 810 | 0.1 | Old Blyn Hwy Realignment |
| 0059 | 810 | 0.3 | E. Sequim Bay Rd Connector |
| 0060 | 805 | 0.5 | Old Olympic Hwy |
| 0060 | 810 | 0.8 | Old Olympic Hwy |
| 0060 | 815 |  | Old Olympic Hwy |
| 0060 | 820 | 1.5 | Old Olympic Hwy |
| 0060 | 825 | 1.1 | Old Olympic Hwy |
| 0060 | 830 |  | Old Olympic Hwy |
| 0060 | 835 | 2.2 | Old Olympic Hwy |
| 0060 | 840 | 0.6 | Old Olympic Hwy |
| 0060 | 845 |  | Old Olympic Hwy |
| 0060 | 850 | 2.8 | Old Olympic Hwy |
| 0100 | 10 | 9.1 | Hwy 19 |
| 0100 | 20 | 0.6 | Hwy 19 |
| 0100 | 30 |  | Hwy 19 |
| 0100 | 40 | 1.1 | Hwy 19 |
| 0100 | 50 | 1.5 | Hwy 19 |
| 0101 | 10 | 0.2 | Pedestrian Under Pass |
| 0102 | 10 | 1.3 | Four Corners Rd. |
| 0103 | 10 | 2.8 | Anderson Lake Rd |
| 0105 | 10 | 9.9 | Oak Bay Rd |
| 0106 | 10 | 0.8 | Casino Over Flow Parking Lot |
| 0106 | 20 | 0.2 | Many Feathers Way |
| 0106 | 30 | 1.0 | Economic Development Authority Access |
| 0107 | 10 | 0.1 | Economic Development Authority Parking Lot |
| 0109 | 10 | 0.2 | Marinas Way |
| 0111 | 10 | 0.1 | Marinas Way |
| 0112 | 10 | 0.1 | Samestown Family Medical Clinic |
| 0113 | 10 | 0.1 | Ste Re 116 - Ness' Corner/ Oak Bay Rd |
| 0113 | 20 | 0.1 | Medical Plaza Parking Lot |
| 0115 | 10 | 0.2 | Ste 116 - Ness' Corner/ Oak Bay Rd |
| 0116 | 10 | 0.3 | St Rte 116 - Ness' Corner/ Oak Bay Rd |
| 0118 | 10 | 0.2 | Grand Fir St |
| 0118 | 20 | 0.3 | Many Feathers Way |
| 0118 | 30 | 0.3 | 0.1 |


| Route | Section | Length | Route Name |
| :---: | :---: | :---: | :---: |
| 0121 | 10 | 0.2 | Enterprise Ln |
| 0122 | 10 | 0.1 | Maintenance Yard Parking Lot |
| 0123 | 10 | 0.2 | Maintenance Yard Access |
| 0124 | 10 | 0.1 | Tribal Gaming Authority Parking Lot |
| 0125 | 10 | 0.1 | Casino Over Flow Parking Lot Trail |
| 0126 | 10 | 0.1 | Fire Department Parking Lot |
| 0127 | 10 | 0.1 | Fire Department Access Rd |
| 0128 | 10 | 0.1 | Longhouse Market Overflow Parking Lot |
| 0129 | 10 | 0.1 | Fire Department to Longhouse Market Trail |
| 0130 | 10 | 0.2 |  |
| 0131 | 10 | 0.4 | Woods Rd |
| 0132 | 10 | 0.1 | Library Parking Lot |
| 0133 | 10 | 0.1 | Dental Clinic Parking Lot |
| 0134 | 10 | 0.1 | Carving Shed Parking Lot |
| 0135 | 10 | 0.2 | Rest Stop Parking Lot |
| 0136 | 10 | 0.1 | Hummingbird Hall Parking Lot |
| 0137 | 10 | 0.1 | Youth Center Rd |
| 0137 | 20 | 0.1 | Water Tower Access - West |
| 0139 | 10 | 0.2 | Water Tower Access - North |
| 0140 | 10 | 0.1 | Howard Heights Rd |
| 0140 | 20 | 0.1 | Howard Heights Rd |
| 0142 | 10 | 0.1 | Youth Center Parking Lot |
| 0143 | 10 | 0.1 |  |
| 0144 | 10 | 0.1 | Olympic Discovery Trail |
| 0145 | 10 | 1.0 | Olympic Discovery Trail |
| 0145 | 20 | 2.4 | Olympic Discovery Trail |
| 0146 | 10 | 0.2 | Tamanowas Rock Trail |
| 0147 | 10 | 0.1 | Tamanowas Rock Parking |
| 0148 | 810 | 0.1 | Dungeness River Audubon Center Parking |
| 0149 | 10 | 0.1 | Dungeness River Audubon Potential New Overflow Parking |
| 0149 | 20 | 0.2 | Dungeness River Audubon Overflow Parking Access Trail |
| 0150 | 10 | 0.1 | Maintenance Facility Parking Extension |
| 0151 | 10 | 0.1 | Maintenance Facility Parking Area |
| 0152 | 10 | 0.1 | Bus Barn and Fleet Maintenance Facility |
| 0153 | 10 | 0.1 | New Natural Resources Facility and Parking Lot |
| 0154 | 10 | 0.2 | Resort Phase II Hillside Cabins Entrance |
| 0154 | 20 | 0.1 | Resort Phase II Hillside Cabins Parking |
| 0155 | 10 | 0.1 | Resort Phase II RV Park |
| 0156 | 10 | 0.1 | Resort Casino Expansion |
| 0157 | 10 | 0.1 | Law Enforcement Office New Parking Lot Area |


| Route | Section | Length | Route Name |
| :---: | :---: | :---: | :---: |
| 0158 | 10 | 0.1 | Carving Shed Entrance and Parking |
| 0159 | 10 | 0.1 | Fireworks Retail Center |
| 0160 | 10 | 0.1 | New Tribal Administration Parking Area |
| 0161 | 10 | 0.1 | Fitness Center Upper Parking Lot |
| 0161 | 20 | 0.1 | Fitness Center Lower Parking Area |
| 0162 | 10 | 0.1 | Fitness Center Trail 1 |
| 0162 | 20 | 0.1 | Sweat Lodge Trail 2 |
| 0162 | 30 | 0.1 | Sweat Lodge Trail 3 |
| 0162 | 40 | 0.1 | Sweat Lodge Trail 4 |
| 0163 | 10 | 0.1 | Youth Center Improvements |
| 0164 | 10 | 2.0 | Dungeness Recreational \& Exercise Trail |
| 0165 | 10 | 0.1 | Craft Housing Access Rd |
| 0165 | 20 | 0.1 | Craft Housing Access Rd |
| 0165 | 30 | 0.1 | Craft Housing Access Rd |
| 0165 | 40 | 0.1 | Craft Housing Access Rd |
| 0166 | 10 | 0.1 | Craft Housing |
| 0166 | 20 | 0.1 | Craft Housing |
| 0166 | 30 | 0.1 | Craft Housing |
| 0166 | 40 | 0.1 | Craft Housing |
| 0166 | 50 | 0.1 | Craft Housing |
| 0166 | 60 | 0.1 | Craft Housing |
| 0166 | 70 | 0.1 | Craft Housing |
| 0167 | 10 | 0.4 | Pedestrian \& Golf Cart Community Trail |
| 0168 | 10 | 0.1 | Jamestown Beach Improvements |
| 0169 | 10 | 0.2 | Jensen-Simms Access Rd |
| 0170 | 10 | 0.4 | Olympic Discovery Trail |
| 0170 | 20 | 0.1 | Olympic Discovery Trail |
|  |  | 153.5 | Total Recommended Inventory Miles |
|  |  |  |  |

The 2014 Recommended IRR/TTP Inventory Table details a total of 153.5 miles of transportation facilities which have all been entered into the RIFDS program for review and acceptance into the Official IRR/TTP Inventory. Separate Route Inventory Books provide all of the IRR/TTP Inventory attachments including the individual strip maps per route which identify the IRR/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 in the Google Earth mapping deliverable and GIS files.

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 IRR/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 is an effort being made now to combine the State and BIA functional Classification Definitions. At the time of this report, FHWA is developing a unified classification system that has not been officially released for implementation. This effort has not been finalized at the time of this report.

It is important to note that at the time this report was being produced, the FHWA was undertaking the task of redefining the IRR/TTP functional classification definitions to better match those of the State DOT's. Results of the project are unknown at this time.

## 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.

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-ofway 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 no Class 1 roads on the Tribe's IRR/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 62.8 miles of Class 2 roads on the Tribe's IRR/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 4.0 miles of Class 3 roads on the Tribe's IRR/TTP System.

## Class 4

These roads are rural major collectors which collect traffic from rural local roads. There are 41.2 miles of Class 4 roads on the Tribe's IRR/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 30.6 miles of Class 5 roads on the Tribe's IRR/TTP System.

## Class 6

These are city minor arterial streets that are located within communities and provide access to major arterials. There is 1.0 mile of Class 6 roads on the Tribe's IRR/TTP System.

## Class 7

These are city collector streets that are located within communities and provide access to city local streets. There are no Class 7 roads on the Tribe's IRR/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 8.2 miles of Class 8 roads on the Tribe's IRR/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 5.7 miles of Class 9 roads on the Tribe's IRR/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 IRR/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 IRR/TTP System.

## 2-3 ROADWAY OWNERSHIP

The IRR/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 IRR/TTP Inventory. The Tribe maintains a mutually beneficial relationship with the surrounding cities, counties, and WSDOT and has worked cooperatively and collaboratively with the jurisdiction to complete this IRR/TTP Inventory. A significant component of the 2015 IRR/TTP Inventory Update is the formalization of these relationships particularly as it pertains to roadway ownership and maintenance responsibility. The Tribe 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.

## PART THREE - TRAFFIC ANALYSIS AND PROJECTION

## 3-1 TRAFFIC ANALYSIS INTRODUCTION AND OVERVIEW

This section of the report will assess and quantify the impacts of both population growth and planned development on the transportation infrastructure to determine improvement needed with numerous land development projects. There are several pending transportation system improvements that have been proposed for implementation by the Tribe, and this analysis will attempt to blend those improvements in while identifying other required improvements. The focus of this analysis is along US 101 within and to the east of Sequim, Washington. This analysis documents assumed development, presents an estimate of likely traffic generating characteristics of that development (including both magnitude and location), identifies potential traffic impacts, and recommends transportation system improvements to address those impacts.

## 3-1.1 PROJECT DESCRIPTIONS

Figure 1 illustrates the general location of Tribal properties and proposed development. Each development project has a unique number which is also referenced in Table 1. Table 1 provides not only the name of the project, but also a description including size and potential timing (either "in progress" or "future"). It should be noted that these projects were taken from a much longer list of potential site-related activities by the Tribe. Out of the total, these are the projects that were initially identified by the Tribe's study team for evaluation as part of this transportation analysis due to their potential for generating new trips on the surrounding street system.

Table 1. Jamestown S'Klallam Tribe - Description of Proposed Development

| ID Number | Project Name | Project Description | Units | Quantity | Timing |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Zone 1 |  |  |  |  |  |
| 29 | Resort Phase II Hillside Cabins | Cabins and retreat center for short-term recreational rental | DUs | 20 | Future |
| 55 | Resort Phase II RV Park | RV park for visitors in state park-style campground setting | Spaces | 50 | Future |
| Zone 2 |  |  |  |  |  |
| 28 | 7 Cedars Resort Hotel | Hotel and conference center | Rooms | 200 | In Process |
| 195 | Bingo Hall Renovation | Expansion to existing casino to accommodate 250 slots, 7 pit tables, restaurant/bar | Sq Ft | 2,000 | Complete |
| Zone 3 |  |  |  |  |  |
| 190 | Coffee Shop | Coffee shop with drive through between Fire Station and Longhouse | Sq Ft | 800 | Future |

Table 1 Continued. Jamestown S'Klallam Tribe - Description of Proposed Development

| ID <br> Number | Project Name | Project Description | Units | Quantity | Timing |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 59 | Law Enforcement Office | Expansion of existing facility to include confiscation storage and administrative space | Se Ft | 3,000 | Future |
| Zone 4 |  |  |  |  |  |
| 209 | Carving Shed Remodel | Light industrial (manufacturing) use | SqFt | 3,000 | Future |
| 53 | Fireworks Retail Center | Specialty retail sales | Sq Ft | 3,000 | Future |
| Zone 5 |  |  |  |  |  |
| 108 | New Tribal Administrative Offices | Government office complex | Sq Ft | 4,000 | Future |
| 61 | Fitness Center | Health \& fitness center | SqFt | 3,120 | Future |
| 205 | Youth Center Improvements | Basketball court expansion associated with school to increase children's recreational space | Sq Ft | 500 | In <br> Process |
| Zone 6 |  |  |  |  |  |
| 188 | Cedars at Dungeness Golf Course | 7-mile exercise path | Acres | NA | In <br> Process |
| 104 | Craft Property Housing | Rental units | DUs | 35 | In <br> Process |
|  |  | Single-family homes, owner-occupied and affordable, some specifically NAHASDA | DUs | 10 | In <br> Process |
| Zone 7 |  |  |  |  |  |
| 13 | Jamestown Beach Improvements | Long, house-style community center to support events |  |  | In |
| 14 | Sweat Lodge Expansion | Includes lodge, restrooms, changing rooms, and parking | Acres | 10 | Process |
| Zone 8 |  |  |  |  |  |
| 183 | Jensen Simms Property | Mini-warehouse | Sq Ft | 57,000 | Future |
| Zone 9 |  |  |  |  |  |
| 56 | PAC Five II North Residential | Single family homes/owner-occupied low density | DUs | 40 | Future |
|  | PAC Five II North - Hotel | Small golf course style hotel | Rooms | 50 | Future |
| 54 | PAC Five II South | 18-hole golf course | Acres | 150 | Future |
| Zone 10 |  |  |  |  |  |
| 120 | Long House Market Trail Spur | New trail linking store and gas station to government campus | NA | 0 | In <br> Process |
| Unknown Trip-Making Potential |  |  |  |  |  |
|  | Olympic Discovery Trail (Blyn to Diamond Point, Ph 1) | Trailhead at east end with parking lot (Highway 101 \& Diamond Point Rd) | Stalls | 15 | In <br> Process |
|  | Olympic Discovery Trail (Blyn to Diamond Point, Ph 2) | New trail, no trailhead | NA | 0 | In <br> Process |

## 3-1.2 ANALYSIS ORGANIZATION AND CONTENT

This analysis is organized into four sections, the first of which is this Introduction. Section 3-2 presents a discussion of the existing transportation system including physical characteristics of US 101 and intersections likely to be affected by tribal growth and development, existing intersection traffic volumes, and recent safety history. Section 3-3 discusses the development of future baseline planning horizon year PM peak hour traffic volumes and traffic operational performance. Section 3-4 presents a discussion of the trip-making characteristics associated with proposed tribal development and potential impacts.


This Section discusses the existing transportation system through the study area, focusing primarily on US 101 and key intersections with local streets which may potentially be impacted by proposed Tribal development. Included in this discussion is US 101 at the following ten intersections:

- Carlsborg Road
- S. Sequim Avenue Westbound

Ramp Termini

- S. Sequim Avenue Eastbound Ramp

Termini

- Corriea Road
- Casino Drive
- Sophus Road
- Blyn Crossing
- Chicken Coop Road
- Spotted Owl Lane
- Diamond Point Road

This section also includes a discussion of existing traffic volumes and intersection operational performance.

## 3-2.1 PHYSICAL CHARACTERISTICS OF EXISTING TRANSPORTATION SYSTEM

This section presents a short discussion of the US 101 highway corridor through the study area including number of travel lanes, turning movement channelization, shoulders and traffic control devices. US 101 is largely a two-lane facility, particularly in the core study area between Corriea and Chicken Coop Roads.

At the western edge of the study area, US 101 has four travel lanes, two in each direction with a vegetated or barrier median between west of the Carlsborg Road intersection and west of the River Road interchange. There are also four travel lanes in the vicinity of the Spotted Owl Lane intersection (providing for left turn movements), and two eastbound travel lanes starting to the east of Diamond Point Road. Along much of the two lane portions of US 101 passing is not allowed, particularly in the area generally between Schoolhouse Point and Deerhawk Lanes which encompasses the nucleus of proposed tribal development projects.

Left turn channelization is provided at most of the study area intersections. Exceptions include the intersections of US 101 with Corriea Road (a low volume facility west of the 7 Cedars Casino that provides secondary access to the casino and two residences), and Spotted Owl Lane (which is located in a four-lane section of US 101 where traffic can physically pass vehicles stopped or slowing to make left turns). All side street traffic is controlled by stop signs with the exception of interchanges at Sequim Avenue and River Road, and the signalized intersection at Carlsborg Road.

It should be noted that the intersections of US 101 with Zaccardo Road and with Chicken Coop Road will shortly be modified to close the Zaccardo Road access onto the state highway and realign the existing road to intersect Chicken Coop Road. Chicken Coop Road will also be realigned to eliminate the existing skew creating a 90-degree intersection with the US 101. This improvement is reflected in the intersection channelization graphics in Figure 2.

2) WB US 101 Ramps at 3) EB US 101 Ramps at
 Sophus Rd

7) US 101 at Blyn Crossing


Sequim Ave

8) Chicken Coop Rd at US 101 (Proposed)

4) Corriea Rd at

US 101

9) Spotted Owl Ln at 10) Diamond Point Rd at

US 101

5) US 101 at Casino Dr

Jamestown S'Klallam Tribe LRTP Update


Figure 2
Existing Lane Channelization




Existing traffic volumes were obtained from a variety of sources including, but not limited to, technical documentation for a recent Interchange Justification Report on US 101 in the vicinity of East Sequim Bay Road; a technical report for the proposed realignment of Zaccardo and Chicken Coop Roads at US 101; the Carlsborg Area Transportation Study; the 2013 Sequim Transportation Master Plan, and the recent US 101 Roadside Safety Audit. This traffic data was collected during many different time periods between 2005 and 2012, but was normalized to 2014 using an annualized traffic growth rate calculated from WSDOT's traffic count history in the area. As appropriate, some adjustments were made for the traffic volume reductions experienced during the recent economic downturn or recession. Figure 3 illustrates the estimated 2014 PM peak hour traffic volumes used to assess existing intersection operations.

## 3-2.3 EXISTING TRAFFIC OPERATIONS

Table 2 presents the results of existing intersection operations analysis based on the geometrics illustrated in Figure 2 and the volumes in Figure 3. According to the information summarized in this table, all intersections are currently operating at an acceptable level of service (LOS) during the PM peak hour (typically the busiest time period during a weekday) with the exception of side street movements at the intersection of US 101 with Casino Drive. This intersection is currently operating at LOS E for traffic exiting the casino during the peak travel period. Intersection operational worksheets for the existing (2014) PM peak hour are included in Appendix A. It should be noted that the pending improvement at US 101 and Chicken Coop Road (realignment including connection to Zaccardo Road) is assumed in this analysis.

Table 2. Existing (2014) Intersection Operations

| Intersection | Traffic Control | Worst Movement | PM Peak Hour |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | V/C ${ }^{1}$ | Delay ${ }^{2}$ | LOS $^{3}$ |
| US 101 at Carlsborg Road | Signal | -- | 0.53 | 33.5 | C |
| US 101 at WB Ramps with Sequim Avenue | Stop | WB | 0.20 | 11.6 | B |
| US 101 at EB Ramps with Sequim Avenue | Stop | EB | 0.54 | 19.2 | C |
| US 101 at Corriea Road | Stop | EB | 0.01 | 28.3 | D |
| US 101 at Casino Drive | Stop | NBL | 0.37 | 36.8 | E |
| US 101 at Sophus Road | Stop | NBL | 0.01 | 22.7 | C |
| US 101 at Blyn Crossing | Stop | NW | 0.01 | 22.8 | C |
| US 101 at Chicken Coop Road | Stop | WB | 0.06 | 19.1 | C |
| US 101 at Spotted Owl Lane | Stop | NW | 0.01 | 13.5 | B |
| US 101 at Diamond Point Road | Stop | NB | 0.15 | 33.4 | D |

1. Volume-to-Capacity ratio of a signalized intersection or Worst Movement of an unsignalized intersection.
2. Average Control Delay for an entire signalized intersection or the worst movement of an unsignalized intersection.
3. LOS = Level-Of-Service using 2000 Highway Capacity Manual (HCM) methodology.

## 3-2.4 EXISTING SAFETY CONSIDERATIONS

Existing collision rate information and a discussion of safety issues at many of the study area intersections is presented in Table 3 below. This information was abstracted from an April, 2014 report entitled "Jamestown S'Klallam SR 101 Road Safety Audit" which evaluated recent collision history in the core of the study area between 2009 and 2013. Information presented in the audit report included a discussion of existing collision patterns and rates, conditions that contributed to these collisions and countermeasures that could be implemented to improve safety.

As noted in the table, existing collision rates are generally low, with primary causes largely related to speeding. At several locations, countermeasures are proposed to either eliminate or modify existing access through realignment or installation of a roundabout. Illumination is also suggested for locations where it presently does not exist.

Table 3. Existing Safety Issues and Recommendations

| Location | Collisions (1) | Collison Rate <br> (Per ME $)$ | Probable <br> Causes | Proposed Collision <br> Countermeasures |
| :--- | :--- | :---: | :--- | :--- |
| US 101 @ Corriea Road | 1 angle, 1 rear end (1 <br> injury) | 0.03 | No illumination, <br> speeding | Close access to US 101 or <br> provide left turn channelization <br> and illumination |
| US 101 @ Casino Drive | 4 angle (1 injury) | 0.13 | Speeding | Install roundabout |
| US 101 @ Sophus Road | 5 angle, 1 turning, 1 <br> animal, 1 fixed object <br> (6 injuries) | 0.29 | Speeding | Install roundabout |

(1) Time period 2009-2013

Note: MEV means Million Entering Vehicles


Jamestown S'Klallam Tribe LRTP Update


Figure 3
Existing 2014 PM Peak Hour
Traffic Volumes


XX PM Peak Hour Volume



## 3-3 FUTURE BASELINE TRAFFIC

This Section presents a discussion of the development of long-range traffic forecasts at study area intersections and expected future (2035) PM peak hour traffic operations. Future baseline traffic volumes represent conditions with expected background (through) traffic growth but do not specifically account for proposed Tribal development projects. The 2035 baseline conditions analysis provides a basis for comparing the traffic volume changes expected with Tribal development and for identifying any necessary or appropriate impact mitigation. The traffic effects of Tribal projects are discussed in Section 3-4.

## 3-3.1 FUTURE (2035) BASELINE TRAFFIC VOLUMES

Figure 4 presents forecasted PM peak hour traffic volumes for the 20-year planning horizon year of 2035. These forecasts were developed by applying an annualized traffic growth factor of 3 percent to reflect the effects of land development in this portion of Clallam County and an expected increase in through traffic volumes. This rate is consistent with the assumptions inherent in the Interchange Justification Report developed for the US 101 corridor in the vicinity of the 7 Cedars Casino. Appendix E includes a spreadsheet that documents the development of 2035 PM peak hour traffic forecasts

## 3-3.2 FUTURE (2035) BASELINE TRAFFIC OPERATIONS

Table 4 documents the results of 2035 PM peak hour baseline traffic operations analysis. Analysis worksheets are included in Appendix C. As indicated in this table several unsignalized intersections are expected to experience operational failure in the PM peak hour by 2035. These failures would occur on the side streets of intersections along US 101, all of which are currently stop-sign controlled. In some instances, the side street volumes are very low and there is no reasonable mitigation of this condition. In other locations, intersection improvements should be considered including:

- US 101 Eastbound Ramps at Sequim Avenue: Consider installation of traffic signal (could meet 4-hour and peak hour warrants, would operate at LOS A) or roundabout.
- US 101 at Casino Drive: Consider installation of traffic signal or roundabout (could meet 4hour and peak hour warrants, would operate at LOS A)
- US 101 at Blyn Highway Crossing: Consider adding a southbound right turn lane to accommodate the largest volume of side street traffic (SB right turns would operate at LOS C with this improvement. All other movements would continue to fail but are relatively low volume).
- US 101 at Diamond Point Road: Consider adding a southbound right turn lane to accommodate the largest volume of side street traffic (SB right turns would operate at LOS

C with this improvement. All other movements would continue to fail but are relatively low volume).

Worksheets for the signal warrant analysis and intersection operations analysis results with the proposed improvements are included at the end of Appendix C.

Table 4. Future (2035) Baseline Intersection Operations

| Intersection | Traffic Control | Worst Movement | PM Peak Hour |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | V/C ${ }^{1}$ | Delay ${ }^{2}$ | LOS ${ }^{3}$ |
| US 101 at Carlsborg Road | Signal | -- | 0.87 | 40.1 | D |
| US 101 at WB Ramps with Sequim Avenue | Stop | WB | 0.45 | 17.9 | C |
| US 101 at EB Ramps with Sequim Avenue | Stop | EB | 1.50 | >200 | F |
| US 101 at Corriea Road | Stop | EB | 0.20 | 45.8 | E |
| US 101 at Casino Drive | Stop | NBL | >2.00 | >200 | F |
| US 101 at Sophus Road | Stop | NBL | 0.03 | 58,0 | F |
| US 101 at Blyn Crossing | Stop | NW | 0.09 | 89.2 | F |
| US 101 at Chicken Coop Road | Stop | WB | 0.22 | 52.3 | F |
| US 101 at Spotted Owl Lane | Stop | NW | 0.05 | 23.0 | C |
| US 101 at Diamond Point Road | Stop | NB | 0.97 | >200 | F |

1. Volume-to-Capacity ratio of a signalized intersection or Worst Movement of an unsignalized intersection.
2. Average Control Delay for an entire signalized intersection or the worst movement of an unsignalized intersection.
3. LOS = Level-Of-Service using 2000 Highway Capacity Manual (HCM) methodology.

2) WB US 101 Ramps at

3) EB US 101 Ramps at Sequim Ave

4) US 101 at Blyn Crossing

(8) Chicken Coop Rd at 9) Spotted Owl Ln at 10) Diamond Point Rd at US 101


US 101
 US 101

Jamestown S'Klallam Tribe LRTP Update


Figure 4
2035 PM Peak Hour Traffic Without Tribal Development




## 3-4 PROJECT-RELATED TRAFFIC AND TRAFFIC IMPACTS

This section presents a discussion of the expected traffic consequences of proposed Tribal development. Included in this section is an estimation of trips associated with this development, the distribution of these trips to the surrounding street and highway system and an assessment of resulting traffic operational impacts.

## 3-4.1 PROJECT TRAFFIC DEVELOPMENT AND ESTIMATED PM PEAK HOUR TRIPS

Project-related traffic volumes are estimated by multiplying the size and type of proposed development (as documented in Table 1) by trip generation rates that have been developed by extensive research for each land use category as published by the Institute of Transportation Engineers. For purposes of this study, various Tribal development proposals have been categorized by specific land use type and the rates presented in Table 5 have been used to estimate expected trip-making for each of these uses. As indicated in the table, proposed development includes such land uses as: residential, industrial, retail, recreational and office.

Table 5. Trip Generation Rates

|  |  |  |  | PM Peak Hour |  |
| :--- | :---: | :--- | :---: | :---: | :---: |
| Land Use | ITE Code | Units | Rate | Inbound | Outbound |
| Light Industrial | 140 | KSF | 0.73 | $36 \%$ | $64 \%$ |
| Mini-warehouses | 151 | KSF | 0.26 | $50 \%$ | $50 \%$ |
| Single Family Residential | 210 | DUs | 1.00 | $63 \%$ | $37 \%$ |
| Low Rise Apartments | 221 | DUs | 0.58 | $65 \%$ | $35 \%$ |
| RV Park | 240 | Spaces | 0.59 | $62 \%$ | $38 \%$ |
| Recreational Home | 260 | DUs | 0.26 | $41 \%$ | $59 \%$ |
| Resort Hotel | 330 | Rooms | 0.49 | $43 \%$ | $57 \%$ |
| Beach Park | 415 | Acre | 1.30 | $29 \%$ | $71 \%$ |
| Golf Course | 430 | Acre | 0.30 | $34 \%$ | $66 \%$ |
| Health \& Fitness Club | 492 | KSF | 3.53 | $57 \%$ | $43 \%$ |
| Recreational Community Center | 495 | KSF | 2.44 | $27 \%$ | $73 \%$ |
| Government Office | 730 | KSF | 1.21 | $31 \%$ | $69 \%$ |
| Specialty Retail (1) | 814 | KSF | 6.82 | $50 \%$ | $50 \%$ |
| Fast Food with Drive-Thru | 934 | KSF | 32.65 | $52 \%$ | $48 \%$ |
| Casino (1) | NA | KSF | 4.95 | $53 \%$ | $47 \%$ |

Note: ITE refers to Institute of Transportation Engineers, Trip Generation Manual, $9^{\text {th }}$ Edition.
Note: DU means dwelling unit, KSF means 1,000 square feet.
(1) Assumed inbound and outbound percentages based on other retail uses.
(2) Casino trip generation rates were derived from empirical data on casino trip-making documented in Cowlitz Tribe Casino Traffic Impact Study, January 2006.

Table 6 presents a summary of the estimated trip-making associated with proposed Tribal development. Each development project has been grouped with others in close proximity that are
expected to access US 101 at the same location. As indicated in the table, in the 2035 PM peak hour proposed Tribal development is expected to generate a total of 159 inbound trips and 169 outbound trips for a total of 328 PM peak hour trips.

Table 6. Trip Generation for Proposed Tribal Development

| No. | Description of Development | Land Use Category | ITE Code | PM Peak Hour Trips |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Inbound | Outbound |
| Zone 1 |  |  |  |  |  |
| 29 | Resort Phase II Hillside Cabins | Recreational Rentals | 260 | 2 | 3 |
| 55 | Resort Phase II RV Park | RV Park | 240 | 18 | 12 |
|  |  |  | Sub-Total | 20 | 15 |
| Zone 2 |  |  |  |  |  |
| 28 | 7 Cedars Resort Hotel | Resort Hotel | 330 | 36 | 48 |
| 195 | Bingo Hall Renovation | Casino with Sit-down restaurant | (1) | 5 | 5 |
|  |  |  | Sub-Total | 41 | 53 |
| Zone 3 |  |  |  |  |  |
| 190 | Coffee shop near Fire Station | Fast-Food with Drive-thru | 934 | 14 | 13 |
| 59 | Law Enforcement Office | Government Office | 730 | 1 | 3 |
|  |  |  | Sub-Total | 15 | 15 |
| Zone 4 |  |  |  |  |  |
| 209 | Carving Shed Remodel | Light Industrial (manufacturing) | 140 | 1 | 1 |
| 53 | Fireworks Retail Center | Specialty Retail | 814 | 10 | 10 |
|  |  |  | Sub-Total | 11 | 12 |
| Zone 5 |  |  |  |  |  |
| 108 | New Tribal Admin Offices | Government Office | 730 | 2 | 3 |
| 61 | Fitness Center | Health \& Fitness Facility | 492 | 6 | 5 |
| 205 | Youth Center Improvements | Recreational | 495 | 0 | 1 |
|  |  |  | Sub-Total | 8 | 9 |
| Zone 6 |  |  |  |  |  |
| 188 | Cedars at Dungeness Golf | 7-mile exercise trail, no parking | NA | 0 | 0 |
| 104 |  | Low-rise Apartments | 221 | 13 | 7 |
|  | Craft Property Housing | Single Family Residential | 210 | 6 | 4 |
|  |  |  | Sub-Total | 19 | 11 |
| Zone 7 |  |  |  |  |  |
| 13 | Jamestown Beach Impvmts | Beach Park (combine with \#14) | 415 | 4 | 9 |
| 14 | Sweat Lodge Expansion | Beach Park (combine with \#13) | 415 | 4 | 9 |
| Zone 8 |  |  |  |  |  |
| 183 | Jensen Simms Property | Self-Storage | 151 | 7 | 7 |
| Zone 9 |  |  |  |  |  |
| 56 | PAC Five II Residential | Single Family Residential | 210 | 18 | 9 |
|  | PAC Five II Hotel | Small Golf Resort Style Hotel | 330 | 9 | 12 |
| 54 | PAC Five II South | 18-hole Golf Course | 430 | 15 | 30 |
|  |  |  | Sub-Total | 33 | 39 |
| Zone 10 |  |  |  |  |  |
| 120 | Long House Market Trail Spur | New trail linking store and gas station to government campus | NA | 0 | 0 |
|  |  |  | TOTALS | 159 | 169 |

Note: Trip generation estimates for each zone may not add up due to rounding.
(1) See Table 5 footnote.

## 3-4.2 2035 TRAFFIC VOLUMES WITH PROJECT DEVELOPMENT

Figure 5 shows the distribution of the trips expected to be generated by proposed Tribal development. In this figure, the generated trips identified in Table 6 have been distributed to the surrounding street and highway system in general proportion to existing traffic turning patterns. Figure 6 shows total estimated 2035 PM peak hour turning movement traffic at the study area intersections. This data was used to conduct traffic operations analysis and identify any potential impacts that may require mitigation.


Jamestown S'Klallam Tribe LRTP Update


Figure 5
Tribal Development Trips


XX PM Peak Hour Volume




2) WB US 101 Ramps at

3) EB US 101 Ramps at Sequim Ave

7) US 101 at Blyn Crossing

8) Chicken Coop Rd at 9) Spotted Owl Ln at 10) Diamond Point Rd at US 101


US 101 US 101

Jamestown S'Klallam Tribe LRTP Update


Figure 6
2035 PM Peak Hour Traffic With Tribal Development




## 3-4.3 2035 TRAFFIC OPERATIONS WITH PROJECT DEVELOPMENT

Table 7 presents the findings of traffic operations analysis for the 2035 PM peak hour with both background traffic growth and the proposed Tribal development projects. Worksheets for the intersection operations analysis are included in Appendix E. By comparing the expected delay and intersection levels of service in this table with the results in Table 4, traffic impacts attributable to Tribal development can be identified. Of particular note are the following:

- At most intersections there would be no significant change in operating performance as measured by delay, and no change in level of service. Several locations that would experience side street failure under 2035 PM peak hour baseline conditions would continue to see similar failure with slightly worse delay. The intersection improvements identified and discussed under baseline conditions would also be appropriate with project traffic. However, the need for these improvements is not generated solely by project traffic.
- At the intersection of US 101 and Corriea Road, average delay per vehicle is expected to more than double and the level of service would drop from E to F. Consideration could be given to providing an eastbound (side street) right turn lane to separate these turns from the lefts and reduce their delay. However, volumes for all eastbound movements are expected to be small and, with construction of a future connecting road between Corriea Road and Sophus Road, an alternative access to the highway would be available.
- The intersections of US 101 with Sophus Road and Chicken Coop Road would see side street failure with or without Tribal development. However, side street volumes are expected to be very low and no capacity improvement is recommended.

Table 7. Future (2035) Intersection Operations with Proposed Development

| Intersection | Traffic Control | Worst Movement | PM Peak Hour |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | V/C ${ }^{1}$ | Delay ${ }^{2}$ | LOS ${ }^{3}$ |
| US 101 at Carlsborg Road | Signal | -- | 0.88 | 41.2 | D |
| US 101 at WB Ramps with Sequim Avenue | Stop | WB | 0.45 | 18.1 | C |
| US 101 at EB Ramps with Sequim Avenue | Stop | EB | 1.52 | >200 | F |
| US 101 at Corriea Road | Stop | EB | 0.57 | 109.5 | F |
| US 101 at Casino Drive | Stop | NBL | >2.00 | >200 | F |
| US 101 at Sophus Road | Stop | NBL | 0.18 | 77.3 | F |
| US 101 at Blyn Crossing | Stop | NW | 0.11 | 111.0 | F |
| US 101 at Chicken Coop Road | Stop | WB | 0.35 | 62.3 | F |
| US 101 at Spotted Owl Lane | Stop | NW | 0.10 | 24.1 | C |
| US 101 at Diamond Point Road | Stop | SB | 1.83 | >200 | F |

1. Volume-to-Capacity ratio of a signalized intersection or Worst Movement of an unsignalized intersection.
2. Average Control Delay for an entire signalized intersection or the worst movement of an unsignalized intersection.
3. LOS = Level-Of-Service using 2000 Highway Capacity Manual (HCM) methodology.

## PART FOUR - 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 Jamestown S'Klallam Tribe's IRR/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 the Tribe's prioritized projects from this list with available 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 Tribe's IRR/TTP Tribal Share. Below is a written description of each prioritized project. Following the written descriptions is the Prioritized Project Cost Estimate Table that provides conceptual engineering estimates for each project listed as individual "Schedules". The LRTP identifies 32 proposed projects which the Tribe plans to construct in the future. All of the Prioritized Projects are illustrated on Map C-Prioritized Project Map provided in Appendix F.

## 4-1 TRIBAL PRIORITIZED PROJECT LIST

Resulting from the transportation planning study, community involvement, interviews with tribal staff, review of multiple tribal planning project reports, and the roadway inventory process, the following projects have been identified as priority projects to be funded (in full or partially) by the Tribe utilizing its Tribal Transportation Program Tribal Share.

1. Transportation Program Administration (System Wide): The Tribe currently contracts the TTP program funding through a Programmatic Agreement with the FHWA. As such the Tribe incurs administrative costs and expenses to deliver the program and report the ongoing status of the projects and TTP activities. The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.
2. Transportation Planning and TTPFI Management (System Wide): The Tribe will 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 must be designed in a way to remain dynamic and have the ability to change accordingly. The Inventory update associated with this LRTP project has created many routes and sections in support of planned projects and future development. The inventory is now completely incorporated into a high accuracy/quality GIS. This Geographic Information System will also require
continued updating and maintenance in years to come. This project will require TTP funding support for annual maintenance and updating.
3. Master Plan (System Wide): The Tribe should complete a Master Planning Project with a significant transportation analysis component. The Master Plan is critical for the future planning of the Tribal and regional transportation network. The master plan will be written to consolidate all potential developments for the Tribe and be written in a way that will allow the Tribe to comprehend and realize the full expected costs required to support the future development plans (from a transportation perspective, as well as other infrastructure improvements required to support each project). This plan will allow the Tribe to set well-supported horizon dates on their future development plans. From these horizon dates the travel demand analysis including trip generation, traffic modeling, and level of service rating can be performed in greater detail to better understand each developments micro and macro impacts on the supporting transportation network. The master plan should also identify the properties of interest and those development plans for conceptual analysis. This planning process should help guide the Tribe in future development prioritization and funding programming and add an ongoing transportation planning component to the Tribe's current Vision Master Plan and Comprehensive Plan.
4. 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, Highway Safety Manual (HSM) Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.
5. Comprehensive Pedestrian and Bicycle Plan (System Wide): With the many programmed Tribal and area development plans, it is apparent that the connection of the tribal community members to the local goods and services (as supported by foot or bicycle
travel) requires significant planning, expansion, and coordination. The pedestrian plan must focus on the condition rating of the existing trails and pathways utilized by the tribal citizens (youth to elders) to access services by foot. Additional study and community involvement will be required to also identify the desired connections that currently do not exist. In this plan, recreational trails should be strongly considered not only for the health and benefit of the Tribal and non-Tribal local communities but also for potential enhancement of commercial developments for the visiting public. Walking and hiking trails provide a great opportunity for Tribal community enhancement by incorporating cultural education and preservation through interpretive signage, planned bench seating location with educational placards and interactive stations, the display of traditional tribal art, and environmental enhancement and education of plant and animal species. For extended hours of operation and use, path lighting should certainly be considered particularly here in the Pacific NW where we experience short days and overcast low light conditions seasonally. The plan should strongly consider connectivity to other internal and external paths and trails. There are many planned phases, for instance, of the Olympic Discovery Trail, which are identified as separate projects. In instances where the potential exists for vehicle-pedestrian conflicts, well-designed safe crossings and walkways should be implemented to discourage accidents. A significant challenge that will be faced by the Tribe through the study will be to gain project support and buy-in from those local, state, and regional agencies responsible for many of the roads traveling through the pedestrian trails and pathways transportation system. The LRTP identified significant challenges to pedestrian safety such as the Tribal community, administration, Tribal services, and economic develop areas bisection on either side of US101. Several local and county roads will likely require pedestrian facility upgrades required to improved driver education and warning of the presence of pedestrians and pedestrian facilities. Traffic calming measures must be implemented to warn the un-expecting vehicle driver of the proximity to the tribal community and increased likeliness of pedestrian traffic. Where possible and practical, designs must be implemented to reduce the potential for conflicts even if that includes the development of pathways and trails that do not share the same alignments of existing roads. This project is one of the highest priorities of the Tribal Public and Administration as supported by the recent pedestrian improvements near the tribal administration area, tunnel under US101, and extensions of the ODT. The effort must continue as new area developments and expansion occurs. The Tribe may utilize TTP funding to support this continued pedestrian transportation safety effort which significantly enhances the community and area.
6. Tribal Transportation Facilities Maintenance Plan (System Wide): MAP-21 and supporting regulation made it possible for Tribes to utilize up to $25 \%$ of their full annual

Tribe Share or up to $\$ 500,000$ (whichever is greater). This new regulation allows the Tribe the authority to utilize $100 \%$ of its TTP annual allocation for maintenance activities as long as those facilities are in the TTPFI (TTP Facility Inventory). For JST, this translates to the flexibility of the Tribe to spend their entire TTP Allocation on maintenance activities. As a result of this regulation change Red Plains has made a comprehensive inventory effort to include all potential tribal transportation facilities to the official inventory (this includes parking lots, trails, and all roads within or providing access to the tribal properties). In conversation with the Tribal staff, there is no established routine maintenance guide followed to preserve the existing transportation network. This project would utilize the inventory conditions analysis collected during the LRTP planning and inventory process and program prioritized maintenance projects required to maintain and improve upon the functionality and condition of the transportation network. The plan would decipher projects that would be performed by the Tribal maintenance department and those larger tasks that may need to be competitively bid. Project cost estimates for each maintenance project identified would be estimated allowing the Tribe to better fiscally plan and schedule the required maintenance activities.
7. Tribal Transportation Program Maintenance Project (System Wide): This project is identified to include in the TTIP annually with a specific amount set aside to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in Project \#6 above. Again, per regulation the Tribe can utilize their entire TTP annual allocation for maintenance activity under this prioritized project. The purchase, lease, or rental of maintenance equipment is also an eligible expense under this project in support of the maintenance department. Until the Maintenance Plan is complete, the Tribe may choose to show this project on the TTIP at an estimated annual level while accurately reporting expenditures allowing for flexibility in their programmatic agreement with FHWA.
8. PP\#8 - Corriea \& Silva Loop Road w/Proposed Bridge Design and Construction Project (Existing TTP 0002 Corriea Road Section 810, Existing TTP 0008 Sophus/Silva Road Sections 810-820, Proposed TTP 0002 Section 805, and Proposed Road Approaches and Bridge Sections TTP 0008 Sections 801, 802, and 803): The Tribe has conceptual layouts in place to identify a proposed alignment of this project. The project will include significant improvements to both Corriea Road and Sophus/Silva Road which are existing facilities on the TTPFI while extending both to connect and create a loop.
TTP 0008 Sophus/Silva Road has two existing sections 810 and 820 . Section 820 is the 0.1 mile paved portion extending south of its intersection with US101 then continues south to Section 810, a narrow gravel road extending south 0.1 miles to its terminus. The project will improve and widen section 810 and 820 while extending the road south another 0.1
miles approximately. The south extension will be Route 0008 Sections 801, 802, and 803. Section 802 will be an approximate $100^{\prime}$ proposed bridge section required to cross a natural drainage feature. Section 801 and 803 will be the approach roads on either side of the bridge. At the south end, TTP 0008 will connect to the proposed sections of TTP 0002 (creating the looped route).
Approximately 0.4 miles west of Sophus/Silva Road lies TTP 0002 Corriea Road Section 810. TTP 0002 Section 810 is a narrow paved roadway section which extends south from its intersection with US101 approximately 0.5 miles to its terminus. The project will widen and improve the current roadway to current standard. From the south end of Section 810 will lie proposed roadway section 805 which will start at the southern end of TTP 0008 (Sophus/Silva Road) and extend west approximately 0.4 miles and then turn north to running another 0.1 mile to connect to the existing TTP 0002 Section 810's existing terminus.
9. PP\#9 - Dungeness River Audubon Center Pedestrian Bridge Structural Improvement Project (TTP 0005 Section 820): This project consists of required structural improvements needed to maintain and improve the bridge structure during flood events that often carry heavy debris and logs downstream. The existing pedestrian bridge is approximately $150^{\prime}$ in length and portions are currently in failing condition. Details pertaining to the planned structural improvements are not available at the time of this plan so cost estimates will not be available for this project in the project cost estimate in the following sections. The Tribe wished to include this in their prioritized project listing to provide funding flexibility allowing TTP funds to be spent on this upcoming design and improvement project.
10. PP\#10 - Dungeness River Audubon Center Parking Lots Improvement Project (Proposed TTP 0148 and TTP 0149): The project consists of the improvement of an existing 6,600 square foot parking facility adjacent to TTP 0004 Section 810 W. Henderson Road which is currently experiencing drainage issues. TTP 0148 has been added to the Inventory to support this parking lot improvement. The project would include drainage conditions improvements grading and resurfacing of the parking facility. In addition to the existing parking structure improvements, the project is slated to develop an additional 9,070 square foot overflow parking area further north and east along W. Hendrickson Road. TTP 0149 has been added to the inventory for this new parking facility. The project will also include 0.2 miles of designed pedestrian trails or sidewalks to connect TTP 0149 to the Dungeness River Audubon Center main facilities.
11. PP\#11 - Tribal Administration Parking Lot Expansion for Maintenance Facility Phase I (TTP 0150 Section 010): The project includes the design, clearing and grubbing, and gravel surfacing of an additional 3,000 square foot parking lot directly north of the existing

Tribal administration parking lot TTP 0042. This project combined with PP\#12 - Phase II Tribal Maintenance Facility Parking Lot (below), will provide another point of access to the Tribal Administration Building and future area build out including utility service expansion.
12. PP\#12 - Tribal Administration Parking Lot Expansion for Maintenance Facility Phase II (TTP 0151 Section 010): The project includes the design, demolition or moving of an existing building, clearing and grubbing, and paving of TTP 0150 and TTP 0151 parking facilities and driveway entrance off Old Blyn Highway TTP 0003 Section 840. Combined PP\#11 (3,000 square feet) and PP\#12 ( 12,000 square feet) will provide an additional 15,000 square feet of parking area and another point of access to the Tribal Administration Building and future area build out including utility service expansion.
13. PP\#13 - JST Transit and Fleet Facility (TTP 0152 Section 010): Located south of US101 behind the Social and Community Services Facility approximately 0.2 miles and directly east of the Youth Center, is an approximate 6,000 square foot site designated as the future JST Transit and Fleet Maintenance Facility. The proposed development will include a bus barn, maintenance building with pull in stalls, and transit/fleet program administrative office space. Under the TTP regulations the entire transit facility can be funded with the Tribe's TTP Tribal Share. The site development, entrance roads, parking areas, structures and entire future home of the JST Transit program will be housed at this location.
14. PP\#14 - JST Natural Resources Facility Parking Lot (TTP 0153 Section 010): Located at the south end of Zaccardo Road, approximately 0.4 miles south of its intersection with US 101, the Tribe has identified a 16,500 square foot property designated as the future home of the JST Natural Resources Building. The project will include the new construction of a new parking lot and entrance road to the facility directly off Zaccardo Road.
15. PP\#15 - Olympic Discovery Trail (ODT) Phase I Extension Project (TTP 0145 Section 030 eastern most 1.0 Mile): The project includes the new construction of an approximate 1.0 mile section of the Olympic Discovery Trail located just north and paralleling US 101 between Pierce Road (at the west end) and Diamond Point Road (at the east end). Aspects of the project are funded through other grant programs for the design and some construction of the proposed trail in the amount of $\$ 203 \mathrm{~K}$. The Tribe would like to allocate additional TTP funding to supplement construction costs to complete the project as a paved trail designed and constructed to acceptable standards.
16. PP\#16 - Olympic Discovery Trail (ODT) Phase II Extension Project (TTP 0145 Section 020 western most 1.3 Miles): The project includes the new construction of an approximate 1.3 mile section of the Olympic Discovery Trail located just north and paralleling US 101 between Pierce Road (at the east end) and connecting west to the end of the current Olympic Discovery Trail TTP 0145 Section 010. A grant application has been submitted
by the Tribe to acquire funding for the design of this phase and section of the ODT. The Tribe would like to allocate additional TTP funding to supplement design and construction costs to complete the project as a paved trail.
17. PP\#17 - Resort Phase II Hillside Cabins Entrance Road/Parking Lot (TTP 0154 Section 010 and 020): The Tribe has set aside approximately 3.5 acres south of the casino and west of Corriea Road which will be the future home of the casino housing expansion. The Resort Hillside Cabins will be designed and constructed to provide visitors of the casino a unique rooming experience with the option of renting out a cabin (instead of a room) on this new property within walking distance of the casino resort. The Tribe may look to construct the roads and parking areas using a combination of funding sources that may include some TTP funds. As important, the Tribe wants to include this facility on the inventory to allow for flexibility for either construction or future maintenance of the roads and parking areas.
18. PP\#18 - Resort Phase II RV Park (TTP 0155 Section 010): The Tribe has identified an approximate 3.0 acre parcel of land directly south of the existing casino resort parking lot and directly across Corriea Road from PP\#17, the Hillside Cabins. The Tribe may look to construct the roads and parking areas using a combination of funding sources that may include some TTP funds. As important, the Tribe wants to include this facility on the inventory to allow for flexibility for either construction or future maintenance of the roads and parking areas.
19. PP\#19A and \#19B - Casino Resort Expansion Project (Existing TTP 0043 Section 810, Existing TTP 0002 Section 810, Existing TTP 0120 Section 010, and Proposed TTP 0156 Section 010): The Tribe is in the planning a design feasibility analysis for future expansion of the Seven Cedars Casino. The development plans include gaming expansion, bingo hall conversion, a new hotel resort, conference center, restaurants, etc. The existing roads and parking facilities will likely see significant improvements and revisions to roadway alignments and parking lot locations/configuration. Proposed new areas are also recommended for the expansion. Both the existing and proposed roads are presently being combined into this one prioritized project until JST identifies its final approved future layout of the development. To support this project we have added proposed route/parking lot TTP 0156 which is a place holder route to support all expansion/development on a 4.1 acre site the Tribe has identified for future casino expansion. TTP 0156 is located west of Corriea Road (TTP 0002 Section 810) directly across the street from the existing casino. Other areas identified in the planning process for hotel expansion will include significant changes to existing TTP 0043 Section 810 directly south of the existing casino and the existing TTP 120 Section 010 which is the overflow parking directly west off Corriea Road and across the street from the TTP 0043. Prioritized Project
\#19 is being identified for this entire area and is a placeholder project to be used to support future TTIPs. Engineering estimates for the plan will not be completed for this project at this time due to the non-specific future build out plans that are still in the conceptual planning phases.
20. PP\#20 - Coffee Shop at the Longhouse Market Parking Lot Improvement Project (TTP 0044 Section 810): The Tribe has identified an area of the existing market parking lot for the development of a drive through coffee shop. The project may require some revision to the parking lot and additions of striping and concrete traffic control devices to channel the traffic patterns within the existing parking lot. The Tribe may want to use TTP funding to support this project and also perform continued maintenance on the upgrades.
21. PP\#21 - New JST Law Enforcement Office Project (Existing TTP 0044 Section 810 and Proposed TTP 0157 Section 010): The Tribe has identified the south end of the Long House Market and Deli Parking Lot as the location of the future 3,000 square foot JST Law Enforcement Office. To accommodate the travel demand of the new office space, the existing parking lot will require some modifications and improvements. The lot may also need to be expanded to include additional parking and pedestrian facilities which will be represented by the proposed TTP 0157 route number which will act as a placeholder project for the new parking area and pedestrian facilities supporting the project.
22. PP\#22 - New JST Traditional Carving Shed Project (TTP 0158 Section 010): On the northeast side of Zaccardo Road near its intersection with US 101, the Tribe has identified a 0.5 acre property that will be the future home of an approximate 3,000 square foot traditional carving shed. The new facility will be located directly across Zaccardo Road from the Elders Building and Social \& Community Services Building. The new facility will require the design and construction of supporting parking lots and driveways estimated at approximately 10,000 square feet total. Proposed TTP 0158 Section 010 has been added to the inventory to support this project.
23. PP\#23 - Fireworks Retail Center Entrance Road and Parking Lot Project (TTP 0159 Section 010): North of the JST tribal campus area approximately 1.5 miles on E. Sequim Bay Road is the site of the JST Fireworks Retail Center. The project includes the required upgrades and improvements to the facilities parking area and drive to allow for better ingress and egress to the tribal enterprise. The parking area TTP 0159 is approximately 13,500 square foot and has been placed on the inventory to accommodate potential future improvements and maintenance to the facility using TTP funding. There was discussion of this facility being relocated to a more suitable area but at this time the specific location was not available so engineer's cost estimates could not be completed.
24. PP\#24 - New Tribal Administration Complex Entrance and Parking Facility Project (TTP 0160 Section 010): The Tribe has slated approximately 0.75 acres on the south side
of Chicken Coop Road and 0.1 mile east of its intersection with US 101, the future tribal administration complex for the JST. This site is in close logical proximity to the existing tribal campus and will require the design and new construction of approximately 12,000 square feet of new parking lot and entrance drives. New pedestrian facilities will also be incorporated to tie this property back to the tribal campus area. For this development TTP Route 0160 has been added to the inventory.
25. PP\#25 - New JST Fitness Center and Sweat Lodge Entrance, Parking, and Trail System Project (All Proposed TTP 0161 Sections 010-020 Upper and Lower Parking Lot and Entrances, TTP 0162 Sections 010-040 Fitness Center/Sweat Lodge Area Trails): Directly south of the Elders Building, the Tribe has identified approximately 1.5 acres for the future JST Fitness Center and Sweat Lodge Development Project. Conceptual site layouts and elevations have been generated to support this project. The transportation features of the site will include approximately 13,400 square feet of paved parking lots, 710 linear feet of natural improved surface foot trails, and 4,300 square feet of improved natural surface area directly around the sweat lodge that ties into the trail system. Proposed TTP Routes and Sections have been added to the inventory to support this future development.
26. PP\#26-JST Youth Center Improvement Project (Existing TTP 0137 Sections 010-020 and Proposed TTP 0163 Section 010): The Tribe has identified future plans to improve the area around the existing Youth Center located east off Zaccardo Road approximately 0.2 miles south of its intersection with US 101. The plans include the addition of an amphitheater, basketball courts, and other supporting facilities for recreational purposes. From a transportation standpoint these improvements will likely require the improvement of existing TTP 0137 to accommodate additional traffic and build out this one lane gravel road (section 020) into a two lane road with pedestrian facilities. Intersection (Zaccardo and Youth Center) improvements will also be needed to facilitate safety particularly in this area with high youth foot traffic. The facility expansion itself will likely be supported by new entrance roads and parking areas estimated at 8,000 square feet. TTP 0163 has been added to the inventory to support this development.
27. PP\#27-Dungeness Recreational and Exercise Trail Project (TTP 0164 Section 010): The Tribe has identified the development of a 2.0 mile recreational and exercise trail which will be open for public use utilizing the existing Dungeness Golf Course Property. TTP 0164 has been added to the inventory to support this project development.
28. PP\#28 - Craft Property Housing Development Project (TTP 0165 Sections 010-040, TTP 0166 Sections 010-070, and TTP 0167 Section 010): JST is in development of conceptual plans for the future build out of this property that is slated to support both single family residences and condominium style housing. The preliminary plans include transportation facilities including approximately 0.4 miles of roads (TTP 0165), 54,200
square feet of parking facilities (TTP 0166), and 2,100 linear feet of pedestrian and golf cart trails (TTP 0167). TTP routes have been added to the inventory to support this future development.
29. Combined with 30.
30. PP\#29 \& \#30 - Jamestown Beach Restroom, Sweat Lodge, and Parking Improvements Project (TTP 0168 Section 010): The project includes improvements to the tribal facilities at Jamestown Beach. To support the development TTP 0168 has been added to the inventory as a placeholder project allowing the Tribe to utilize TTP funding for the required transportation related improvements and future maintenance. Additional plans are being formulated for the Jamestown Beach area, but many of the improvements are strongly dependent on future land purchases and are not incorporated into this LRTP at this time.
31. PP\#31 - Jensen-Simms Property Future Development Project (TTP 0169 Section 010): The project is in the planning phase of development and is still not slated for a specific use. Potential developments may include housing or a storage unit complex. TTP 0169 has been added to support the future development's transportation needs. Since we do not have specific data on the future land use, route, or parking configurations this project will not have a cost estimate in this LRTP.
32. PP\#32-Olympic Discovery Trail Longhouse Market Spur Project (TTP 0170 Sections 010-020): The Tribe has identified the desire to connect the Longhouse Market to the pedestrian traffic of the ODT by developing approximately 0.5 miles of additional trail. This addition would not only support the recreational traveler using the trail, but would also provide safe pedestrian ingress and egress to the market for local users. TTP 0170 has been added to the inventory to support the trail extensions. Section 010 is an extension of the trail connecting the pedestrian underpass trail to the market. The project consists of building a 0.4 mile new trail along the south side of US101. The planning level engineer's estimate for this project is provided and also includes costs for a protective barrier to separate the pedestrian and vehicles. Section 020 is 0.1 mile of proposed trail which include another crossing of US101 specifically at the market. The details and recommended structure for this proposed crossing are not available at the time of this report. Planning level engineer's estimates were not completed for this portion of the trail. Special consideration must be given to this crossing design given the safety risks of the crossing pedestrians. The Tribe should analyze this crossing for feasibility and determine the best method of connectivity.

## 4-2 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT

PREPARED BY:


PREP. FOR: $\qquad$ Jamestown S'Klallam Tribe

DATE: $\qquad$
SUBJECT: $\qquad$ DATE: June 10, 2015

Jamestown S'Klallam Tribe

| Jamestown S'Klallam Tribe |  |  |  |  |  |
| :---: | :--- | :---: | :---: | :---: | :---: |
| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| Transportation Program Administration |  |  |  |  |  |
| 1 | Annual Administration expenses required to deliver and <br> maintain the Tribal Transportation Program Contracts and <br> Projects | 1 | YR |  |  |
| Project Estimate |  |  |  |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | :---: | :---: | :---: | :---: |
| Transportation Planning and TTPFI Management |  |  |  |  |  |
| 2 | Annual expenses required to perform routine <br> maintenance and updates to the Tribal Long Range <br> Transportation Plan and inventory required to support the <br> program | 1 | YR |  | $\$ \mathbf{\$ 2 5 , 0 0 0}$ |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Master Plan (System Wide) |  |  |  |  |  |
| 3 | Project specific expenses to complete the Jamestown S'Klallam Tribe Master Plan designed to consolidate, analyze, and estimate future development project expenses, feasibilities, and implementation schedule. The project will include a comprehensive travel demand analysis of the Transportation Network | 1 | PLAN | \$136,000 | \$136,000 |
| Project Estimate |  |  |  |  | \$136,000 |



PREP. FOR: $\qquad$
DATE: $\qquad$

| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | :---: | :---: | :---: | :---: |
| Tribal Transportation Facilities Maintenance Plan |  |  |  |  |  |
| 6 | The project would utilize the TTP Inventory conditions <br> assessment and provide analysis, estimates, and program <br> future maintenance activities and projects required to <br> sustain and improve the transportation network from a <br> maintenance perspective. Based on the maintenance <br> activities identified, the plan would estimate and program <br> the implementation of equipment purchases(if <br> warranted), materials purchases, and identify specific <br> projects for potential outsourcing and bidding | 1 | PLAN |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | :--- | :--- | ---: | ---: |
| Tribal Transportation Program Maintenance Project* |  |  |  |  |  |
| $7^{*}$ | The project is estimated at an uncalculated "place-holder" <br> number simply to establish the project for inclusion on the <br> TriP. Project Number 7, once complete, should program a <br> portion or all of the TTP funding and required <br> maintenance expenses. Annually, those projects and <br> activities will be quantified and generate this projects <br> annual allocation - Up to \$500,000 | 1 | YEAR |  |  |
| Project Estimate |  |  |  |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | :---: | :---: | ---: | ---: |
| Corriea \& Silva Loop Road w/ Proposed Bridge Design and <br> Construction Project (TTP Route 0002 \& 0008) |  |  |  |  |  |
| 8A | Planning | 1 | LS |  |  |
| 8B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  | $\$ 14,000$ |
| 8C | Design | 1 | LS |  | $\$ 65,000$ |
| 8D | Construction | 1 | LS |  | $\$ 210,000$ |
| 8 E | Construction Management | 1 | LS |  | $\$ 2,400,000$ |
| Project Estimate |  |  | $\$ 288,000$ |  |  |



| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | :---: | :---: | :---: | :---: |
| Dungeness River Audubon Center Pedestrian Bridge Structural <br> Improvement Project (TTP Route 0005) |  |  | No estimate prepared; No details for <br> structural improvements |  |  |
| 9A | Planning | 1 | LS |  | \$0 |
| 9B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  | $\$ 0$ |
| 9C | Design | 1 | LS |  | $\$ 0$ |
| 9D | Construction | 1 | LS |  | $\$ 0$ |
| 9E | Construction Management | 1 | LS |  | $\$ 0$ |
| Project Estimate |  |  | $\$ 0$ |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Dungeness River Audubon Center Parking Lots Improvement Project (TTP Route 0148 \& 0149) |  |  |  |  |  |
| 10A | Planning | 1 | LS |  | \$5,000 |
| 10B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$25,000 |
| 10C | Design | 1 | LS |  | \$47,200 |
| 10D | Construction | 1 | LS |  | \$116,000 |
| 10E | Construction Management | 1 | LS |  | \$13,920 |
| Project Estimate |  |  |  |  | \$207,120 |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | ---: | ---: | ---: | ---: |
| Tribal Administration Parking Lot Expansion for Maintenance <br> Facility Phase I (TTP Route 0150) |  |  |  |  |  |
| 11A | Planning | 1 | LS |  |  |
| 11B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  | $\$ 1,500$ |
| 11C | Design | 1 | LS |  | $\$ 25,000$ |
| 11D | Construction | 1 | LS |  | $\$ 18,000$ |
| 11E | Construction Management | 1 | LS |  | $\$ 11,500$ |
| Project Estimate |  |  | $\$ 1,380$ |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Tribal Administration Parking Lot Expansion for Maintenance Facility Phase II (TTP Route 0151) |  |  |  |  |  |
| 12A | Planning | 1 | LS |  | Incl. in Phase I |
| 12B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | Incl. in Phase I |
| 12C | Design | 1 | LS |  | \$33,750 |
| 12D | Construction | 1 | LS |  | \$75,000 |
| 12E | Construction Management | 1 | LS |  | \$9,000 |
| Project Estimate |  |  |  |  | \$117,750 |



| Item | Description | Qty. | Unit | Unit Price | Total cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| JST Natural Resources facility Parking Lot (TTP Route 0153) |  |  |  |  |  |
| 14A | Planning | 1 | LS |  | \$6,000 |
| 14B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$26,500 |
| 14C | Design | 1 | LS |  | \$32,500 |
| 14D | Construction | 1 | LS |  | \$100,000 |
| 14 E | Construction Management | 1 | LS |  | \$12,000 |
| Project Estimate |  |  |  |  | \$177,000 |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | :---: | :---: | ---: | ---: |
| Olympic Discovery Trail (ODT) Phase I <br> (TTP Route 0145) |  |  |  |  |  |
| 15A | Planning | 1 | LS |  |  |
| 15B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  | $\$ 55,000$ |
| 15C | Design | 1 | LS |  | $\$ 42,000$ |
| 15D | Construction | 1 | LS |  | $\$ 41,500$ |
| 15E | Construction Management | 1 | LS |  | $\$ 160,000$ |
| Project Estimate |  | $\$ 19,200$ |  |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | ---: | :---: | ---: | ---: |
| Olympic Discovery Trail (ODT) Phase II Extension <br> (TTP Route 0145) |  |  |  |  |  |
| 16A | Planning | 1 | LS |  |  |
| 16 B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  | $\$ 5,000$ |
| 16 C | Design | 1 | LS |  | $\$ 42,000$ |
| 16 D | Construction | 1 | LS |  | $\$ 28,000$ |
| 16 E | Construction Management | 1 | LS |  | $\$ 205,000$ |
| Project Estimate |  |  | $\$ 24,600$ |  |  |



| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Casino Resort Expansion Project <br> (TTP Route 0002, 0120 \& 0156) |  |  |  | No estimate prepared; Project is in conceptual planning phase |  |
| 19A | Planning | 1 | LS |  | \$0 |
| 19B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$0 |
| 19C | Design | 1 | LS |  | \$0 |
| 19D | Construction | 1 | LS |  | \$0 |
| 19E | Construction Management | 1 | LS |  | \$0 |
| Project Estimate |  |  |  |  | \$0 |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Coffee Shop at the Market Parking Lot Improvement Project (TTP Route 0044) |  |  |  |  |  |
| 20A | Planning | 1 | LS |  | \$1,000 |
| 20B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$5,000 |
| 20C | Design | 1 | LS |  | \$8,000 |
| 20D | Construction | 1 | LS |  | \$11,000 |
| 20E | Construction Management | 1 | LS |  | \$1,320 |
| Project Estimate |  |  |  |  | \$26,320 |



| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | ---: | ---: | ---: | ---: |
| New JST Law Enforcement Office Project <br> (TTP Route 0157) |  |  |  |  |  |
| 21 A | Planning | 1 | LS |  |  |
| 21 B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  | $\$ 2,000$ |
| 21 C | Design | 1 | LS |  | $\$ 19,500$ |
| 21 L | Construction | 1 | LS |  | $\$ 12,000$ |
| 21 E | Construction Management | 1 | LS |  | $\$ 45,000$ |
| Project Estimate |  |  | $\$ 5,400$ |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| New IST Traditional Carving Shed Project (TTP Route 0158) |  |  |  |  |  |
| 22A | Planning | 1 | LS |  | \$5,200 |
| 22B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$38,000 |
| 22C | Design | 1 | LS |  | \$19,000 |
| 22D | Construction | 1 | LS |  | \$75,000 |
| 22 E | Construction Management | 1 | LS |  | \$9,000 |
| Project Estimate |  |  |  |  | \$146,200 |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Fireworks Retail Center Entrance Road and Parking Lot Project <br> (TTP Route 0159) |  |  |  | No estimate prepared; Project is in conceptual planning phase |  |
| 23A | Planning | 1 | LS |  | \$0 |
| 23B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$0 |
| 23C | Design | 1 | LS |  | \$0 |
| 23D | Construction | 1 | LS |  | \$0 |
| 23E | Construction Management | 1 | LS |  | \$0 |
| Project Estimate |  |  |  |  | \$0 |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| New Tribal Administration Complex Entrance and Parking Facility Project (TTP Route 0160) |  |  |  |  |  |
| 24A | Planning | 1 | LS |  | \$2,000 |
| 24B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$24,000 |
| 24C | Design | 1 | LS |  | \$23,000 |
| 24D | Construction | 1 | LS |  | \$75,000 |
| 24E | Construction Management | 1 | LS |  | \$9,000 |
| Project Estimate |  |  |  |  | \$133,000 |



| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| New JST Fitness Center and Sweat Lodge Entrance, Parking, and Trail System (TTP Route 0161 \& 0162) |  |  |  |  |  |
| 25A | Planning | 1 | LS |  | \$5,000 |
| 25B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$40,000 |
| 25C | Design | 1 | LS |  | \$42,000 |
| 25D | Construction | 1 | LS |  | \$110,000 |
| 25E | Construction Management | 1 | LS |  | \$13,200 |
| Project Estimate |  |  |  |  | \$210,200 |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | ---: | ---: | ---: | ---: |
| JST Youth Center Improvement Project <br> (TTP Route 0137 \& 0163) |  |  |  |  |  |
| 26 A | Planning | 1 | LS |  |  |
| 26 B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  | $\$ 66,000$ |
| 26 C | Design | 1 | LS |  | $\$ 38,000$ |
| 26 D | Construction | 1 | LS |  | $\$ 48,000$ |
| 26 E | Construction Management | 1 | LS |  | $\$ 260,000$ |
| Project Estimate |  |  | $\$ 31,200$ |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Dungeness Recreational and Exercise Trail Project (TTP Route 0164) |  |  |  |  |  |
| 27A | Planning | 1 | LS |  | \$6,000 |
| 27B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$40,000 |
| 27C | Design | 1 | LS |  | \$55,000 |
| 27D | Construction | 1 | LS |  | \$260,000 |
| 27 E | Construction Management | 1 | LS |  | \$31,200 |
| Project Estimate |  |  |  |  | \$392,200 |


| Item | Description | Qty. | Unit | Unit Price | Total cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Craft Property Housing Development Project <br> (TTP Route 0165, 0166 \& 0167) |  |  |  |  |  |
| 28A | Planning | 1 | LS |  | \$6,000 |
| 28B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$40,500 |
| 28C | Design | 1 | LS |  | \$84,000 |
| 28D | Construction | 1 | LS |  | \$580,000 |
| 28 E | Construction Management | 1 | LS |  | \$69,600 |
| Project Estimate |  |  |  |  | \$780,100 |



| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | ---: | ---: |
| Jamestown Beach Restroom, Sweat Lodge, and Parking <br> Improvements Project (TTP Route 0168) |  |  |  |  |  |
| 30A | Planning | 1 | LS |  |  |
| 30B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  |  |
| 30C | Design | 1 | LS |  | $\$ 3,000$ |
| 30D | Construction | 1 | LS |  | $\$ 25,000$ |
| $30 E$ | Construction Management | 1 | LS |  | $\$ 27,500$ |
| Project Estimate |  | $\$ 69,000$ |  |  |  |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Jensen-Simms Property Future Development Project (TTP Route 0169) |  |  |  | No estimate prepared; Project is in conceptual planning phase |  |
| 31A | Planning | 1 | LS |  | \$0 |
| 31B | Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc) | 1 | LS |  | \$0 |
| 31C | Design | 1 | LS |  | \$0 |
| 31D | Construction | 1 | LS |  | \$0 |
| 31 E | Construction Management | 1 | LS |  | \$0 |
| Project Estimate |  |  |  |  | \$0 |


| Item | Description | Qty. | Unit | Unit Price | Total Cost |
| :---: | :--- | :---: | :---: | ---: | ---: |
| Olympic Discovery Trail Longhouse Market Spur Project <br> (TTP Route 0170 - Section 10 only) |  |  |  |  |  |
| 32A | Planning | 1 | LS |  |  |
| 32B | Pre-Design Activities (Survey, Environmental, <br> Geotechnical, Traffic Study, Etc) | 1 | LS |  | $\$ 8,000$ |
| 32C | Design | 1 | LS |  | $\$ 34,000$ |
| 32D | Construction | 1 | LS |  | $\$ 64,000$ |
| 32E | Construction Management | 1 | LS |  | $\$ 270,000$ |
| Project Estimate |  |  | $\$ 32,400$ |  |  |


| TOTAL LUMP SUM SCHEDULE SUMMARY |  | REDPLINS |
| :---: | :--- | ---: |


| TOTAL LUMP SUM SCHEDULE SUMMARY |  | PROJECT ESTIMATES |
| :---: | :--- | ---: |
| Project | Description | REDPLINS |

* There is not enough detailed information at the time of this report to develop accurate and responsible cost estimates. The projects are still listed and will be edited when the project information becomes available.

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.
*To be added by Tribe each year they update their TTIP.

## APPENDIX A TRIBAL RESOLUTION

## Jamestown S'Klallam Tribe

Federal Highway Administration


Prepared by:


## Resolution \#15-14

WHEREAS, the Jamestown S'Klallam Indian Tribe ("Tribe") was Federally acknowledged by the Secretary of the Interior of the United States of America on February 10, 1981; and

WHEREAS, the Jamestown S'Klallam Tribal Council ("Council") is the governing body of the Tribe, in accordance with its Constitution adopted on November 19, 1983, pursuant to the provisions of Part 81 of the Code of Federal Regulations, as such Constitution is amended from time-to-time; and

WHEREAS, the health, safety, welfare, education, and regulation of treaty fishing, hunting, and gathering practices of the Indian people of the Tribe is the responsibility of the Council; and

WHEREAS, an Tribal Transportation Program (TTP) Inventory Update was prepared by Red Plains Professional, Inc. in conjunction with our COO and Planning Director during 2013 and 2014; and

WHEREAS, the Tribe's TTP Inventory Update identifies and inventories transportation networks that are eligible for addition to the TTP Roads Inventory Field Data System (RIFDS) in accordance with the regulation set forth in the Federal Register 25 CRF Part 170; and

WHEREAS, the Council has ensured that there was tribal input before final consideration of the Tribe's TTP Inventory Update; and

WHEREAS, the Council has now reviewed the Tribe's TTP Inventory Update which inventories existing roads and trails recommended for addition to the RIFDS System (see attached inventory table); now

THEREFORE BE IT RESOLVED that the Council recognizes these roads as vital to Tribal business and governmental operations and hereby requests that the above mentioned roads be added to the BIA's TTP system.


## Certification

I, Liz Mueller, Vice Chair of the Jamestown S'Klallam Tribal Council of the Jamestown S'Klallam Tribe, do hereby certify that the foregoing resolution was adopted at a regularly scheduled meeting of the Jamestown S'Klallam Tribal Council on June 20, 2014 where a quorum was present and approving the resolution by a vote of 5 FOR and 0 AGAINST with 0 ABSTAINING.


| Route | Section | Length | Route_Name | Class | Surface Type | Ownership | Construction Need |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0001 | 802 | 2.5 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 3-Maintenance Only |
| 0001 | 804 |  | US 101 | 2-Rurl Minr Arterial | - | 3-State | 3-Maintenance Only |
| 0001 | 806 | 1.0 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 3-Maintenance Only |
| 0001 | 808 | 2.8 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous $>2^{\prime \prime}$ | 3-State | 3-Maintenance Only |
| 0001 | 810 |  | US 101 | 2-Rurl Minr Arterial | - | 3-State | 3-Maintenance Only |
| 0001 | 812 | 0.4 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0001 | 814 | 1.6 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0001 | 816 |  | US 101 | 2-Rurl Minr Arterial | - | 3-State | 2-Const Need - Other |
| 0001 | 818 | 2.0 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous $>2$ " | 3-State | 2-Const Need - Other |
| 0001 | 820 | 2.0 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0001 | 822 |  | US 101 | 2-Rurl Minr Arterial | - | 3-State | 2-Const Need - Other |
| 0001 | 824 | 0.7 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous $>2$ " | 3-State | 2-Const Need - Other |
| 0001 | 826 | 3.1 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0001 | 828 |  | US 101 | 2-Rurl Minr Arterial | - | 3-State | 2-Const Need - Other |
| 0001 | 830 | 4.5 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0001 | 832 |  | US 101 | 2-Rurl Minr Arterial | - | 3-State | 2-Const Need - Other |
| 0001 | 834 | 3.8 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous $>2$ " | 3-State | 2-Const Need - Other |
| 0001 | 836 | 7.7 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0001 | 838 |  | US 101 | 2-Rurl Minr Arterial | - | 3-State | 3-Maint Only |
| 0001 | 840 | 2.3 | US 101 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 3-Maint Only |
| 0002 | 805 | 0.5 | Corriea Rd | 5-Rural Local(Feeds4) | 0 -Proposed | 5-County\&Township | 4-Proposed |
| 0002 | 810 | 0.5 | Correia Rd | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0003 | 810 | 0.2 | Old Blyn Hwy | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0003 | 820 | 0.2 | Old Blyn Hwy | 5-Rural Local | 5-Bituminous $>2^{\prime \prime}$ | 5-County\&Township | 2-Const Need - Other |
| 0003 | 830 | 0.1 | Old Blyn Hwy | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0003 | 840 | 1.5 | Old Blyn Hwy | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0004 | 810 | 0.8 | Hendrickson Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0004 | 820 | 0.3 | Hendrickson Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0004 | 830 | 0.3 | W Henderson Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0004 | 840 | 0.4 | W Henderson Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0004 | 850 | 0.1 | W Henderson Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0004 | 860 | 0.2 | W Henderson Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0005 | 810 | 0.4 | Railroad Bridge Park Path | 8-Trail | 4-Bituminous <2" | 2-Tribe | 2-Const Need - Other |
| 0005 | 820 |  | Railroad Bridge Park Path | 8-Trail |  | 2-Tribe | 2-Const Need - Other |
| 0005 | 830 | 0.2 | Railroad Bridge Park Path | 8-Trail | 6-Concrete | 2-Tribe | 2-Const Need - Other |
| 0006 | 810 | 14.1 | SR 104 | 2-Rural Minor Arterial | 5-Bituminous>2" | 3-State | 3-Maintenance Only |
| 0006 | 820 |  | SR 104 | 2-Rural Minor Arterial | - | 3-State | 2-Const Need - Other |
| 0007 | 810 | 0.1 | Blyn Crossing | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0008 | 801 | 0.1 | Sophus Rd | 5-Rural Local(Feeds4) | 0 -Proposed | 5-County\&Township | 4-Proposed |
| 0008 | 802 |  | Sophus Rd | 5-Rural Local(Feeds4) | 0--Proposed | 5-County\&Township | 4-Proposed |
| 0008 | 803 | 0.1 | Sophus Rd | 5-Rural Local(Feeds4) | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0008 | 810 | 0.1 | Sophus Rd | 5-Rural Local | 3-Gravel | 5-County\&Township | 2-Const Need - Other |
| 0008 | 820 | 0.1 | Sophus Rd | 5-Rural Local | 5-Bituminous $>2^{\prime \prime}$ | 5-County\&Township | 3-Maint Only |
| 0009 | 810 | 0.4 | Zaccardo Rd | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0010 | 810 | 2.6 | Chicken Coop Rd | 5-Rural Local | 5-Bituminous $>2^{\prime \prime}$ | 5-County\&Township | 2-Const Need - Other |
| 0010 | 820 | 0.2 | Chicken Coop Rd | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0010 | 830 | 0.7 | Chicken Coop Rd | 5-Rural Local | 4 -Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0011 | 810 | 4.1 | E Sequim Bay Rd | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0012 | 810 | 1.0 | 5th Ave | 6-City Minr Arterial | 5-Bituminous>2" | 4-Urban | 2-Const Need - Other |
| 0013 | 810 | 0.5 | Washington St | 4-Rurl Maj Collector | 5-Bituminous>2" | 4-Urban | 2-Const Need - Other |
| 0013 | 820 | 0.9 | Washington St | 4-Rurl Maj Collector | 5-Bituminous>2" | 4-Urban | 2-Const Need - Other |
| 0013 | 830 | 0.9 | Washington St | 4-Rurl Maj Collector | 5-Bituminous>2" | 4-Urban | 2-Const Need - Other |
| 0013 | 840 | 0.9 | Washington St | 4-Rurl Maj Collector | 5-Bituminous>2" | 4-Urban | 2-Const Need - Other |
| 0014 | 810 | 1.0 | North Sequim Ave | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0015 | 810 | 2.3 | Sequim Dungeness Way | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0016 | 810 | 2.3 | Woodcock Rd | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0016 | 820 |  | Woodcock Rd | 4-Rurl Maj Collector | - | 5-County\&Township | 2-Const Need - Other |
| 0016 | 830 | 2.2 | Woodcock Rd | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0016 | 840 | 2.7 | Woodcock Rd / Holland Rd | 4-Rurl Maj Collector | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0017 | 810 | 1.6 | Jamestown Road | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0018 | 810 | 0.7 | Wilcox Lane | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0019 | 810 | 0.4 | Jake Hall Rd | 3-City Local | 4 -Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0020 | 810 | 0.2 | Loop Drive | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0021 | 810 | 0.1 | Prince Rd | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0022 | 810 | 0.1 | West Coon Dr | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0023 | 810 | 0.1 | East Coon Drive | 3-City Local | 4 -Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0024 | 810 | 0.1 | West Johnson Drive | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0025 | 810 | 0.1 | East Johnson Drive | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0026 | 810 | 0.8 | Serpentine Ave | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0027 | 810 | 0.3 | River Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0027 | 820 | 0.3 | River Rd | 5-Rural Local | - | 5-County\&Township | 2-Const Need - Other |
| 0027 | 830 | 0.2 | River Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0028 | 810 | 0.3 | Silberhorn Rd | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0029 | 810 | 0.4 | Turnstone Ln | 3-City Local | 4 -Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0029 | 820 | 0.3 | Turnstone Ln | 3-City Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0030 | 810 | 0.6 | Carlsborg Rd | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |


| Route | Section | Length | Route_Name | Class | Surface Type | Ownership | Construction Need |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0030 | 820 | 0.3 | Carlsborg Rd | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0030 | 830 | 0.9 | Carlsborg Rd | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0031 | 810 | 0.1 | Pedestrian Under Pass | 8-Trail | 6-Concrete | 2-Tribe | 2-Const Need - Other |
| 0032 | 810 | 0.5 | Business Park Loop | 5-Rural Local | 5-Bituminous $>2^{\prime \prime}$ | 5-County\&Township | 2-Const Need - Other |
| 0033 | 810 | 1.0 | Diamond Point Rd | 5-Rural Local | 5-Bituminous $>2^{\prime \prime}$ | 5-County\&Township | 2-Const Need - Other |
| 0034 | 810 | 0.4 | Knapp Rd | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0035 | 810 | 3.9 | West Sequim Bay Road | 5-Rural Local | 5-Bituminous $>2^{\prime \prime}$ | 5-County\&Township | 2-Const Need - Other |
| 0036 | 810 | 2.2 | Cays Rd / Old Olympic Hwy | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0037 | 810 | 0.1 | Dungeness Golf Course Parking Lot | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0038 | 810 | 0.1 | RR Bridge Park Parking | 9-Other Trans Fac | 4-Bituminous <2" | 2-Tribe | 2-Const Need - Other |
| 0039 | 810 | 0.1 | Jamestown Cemetery Parking Lot | 9-Other Trans Fac | 4-Bituminous <2" | 2-Tribe | 2-Const Need - Other |
| 0040 | 810 | 0.1 | Jamestown Beach Parking | 9-Other Trans Fac | 5-Bituminous $>2^{\prime \prime}$ | 2-Tribe | 2-Const Need - Other |
| 0041 | 810 | 0.1 | Administration Visitor Parking Lot | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0042 | 810 | 0.1 | Administration Parking Lot | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0043 | 810 | 0.2 | 7 Cedars Parking Lot | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0044 | 810 | 0.1 | Longhouse Market Parking Lot | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0045 | 810 | 0.1 | Training Center Parking | 9-Other Trans Fac | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0046 | 810 | 0.1 | Social \& Comm. Svcs. Parking | 9-Other Trans Fac | 4-Bituminous <2" | 2-Tribe | 2-Const Need - Other |
| 0047 | 810 | 0.1 | Pierce Rd | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0048 | 810 | 0.2 | Michigan School Rd | 5-Rural Local | 4 -Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0049 | 810 | 0.5 | Cat Lake Rd | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0050 | 810 | 0.4 | Lillian St | 3-City Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0051 | 810 | 0.2 | Portage Way | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0052 | 810 | 0.6 | McInnis Rd | 5-Rural Local | 4 -Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0053 | 810 | 1.1 | E Quilcene Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0053 | 820 |  | E Quilcene Rd | 5-Rural Local | - | 5-County\&Township | 2-Const Need - Other |
| 0053 | 830 | 0.8 | E Quilcene Rd | 5-Rural Local | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0054 | 810 | 0.1 | Jamestown Family Med. Clinic Rd | 5-Rural Local | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0055 | 810 | 0.1 | Chicken Coop / Zaccardo Rd Realignment | 5-Rural Local | 0 -Proposed | 5-County\&Township | 4-Proposed |
| 0056 | 810 | 0.3 | Overpass Connector | 5-Rural Local | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0056 | 820 |  | Proposed Overpass and Connectors | 5-Rural Local | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0056 | 830 | 0.2 | Overpass Connector | 5-Rural Local | 0 -Proposed | 5-County\&Township | 4-Proposed |
| 0057 | 810 | 0.2 | Deerhawk Dr Connector | 5-Rural Local | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0058 | 810 | 0.1 | Old Blyn Hwy Realignment | 5-Rural Local | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0059 | 810 | 0.3 | E. Sequim Bay Rd Connector | 5-Rural Local | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0060 | 805 | 0.5 | Old Olympic Hwy | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0060 | 810 | 0.8 | Old Olympic Hwy | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0060 | 815 |  | Old Olympic Hwy | 4-Rurl Maj Collector | - | 5-County\&Township | 2-Const Need - Other |
| 0060 | 820 | 1.5 | Old Olympic Hwy | 4-Rurl Maj Collector | 5-Bituminous $>2^{\prime \prime}$ | 5-County\&Township | 2-Const Need - Other |
| 0060 | 825 | 1.1 | Old Olympic Hwy | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0060 | 830 |  | Old Olympic Hwy | 4-Rurl Maj Collector | - | 5-County\&Township | 2-Const Need - Other |
| 0060 | 835 | 2.2 | Old Olympic Hwy | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0060 | 840 | 0.6 | Old Olympic Hwy | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0060 | 845 |  | Old Olympic Hwy | 4-Rurl Maj Collector | - | 5-County\&Township | 2-Const Need - Other |
| 0060 | 850 | 2.8 | Old Olympic Hwy | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0100 | 10 | 9.1 | Hwy 19 | 2-Rurl Minr Arterial | 5-Bituminous $>2^{\prime \prime}$ | 3-State | 2-Const Need - Other |
| 0100 | 20 | 0.6 | Hwy 19 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0100 | 30 |  | Hwy 19 | 2-Rurl Minr Arterial | - | 3-State | 2-Const Need - Other |
| 0100 | 40 | 1.1 | Hwy 19 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0100 | 50 | 1.5 | Hwy 19 | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0101 | 10 | 0.2 | Pedestrian Under Pass | 8-Trail | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0102 | 10 | 1.3 | Four Corners Rd. | 4-Rurl Maj Collector | 5-Bituminous $>2^{\prime \prime}$ | 4-Urban | 2-Const Need - Other |
| 0103 | 10 | 2.8 | Anderson Lake Rd | 4-Rurl Maj Collector | 5-Bituminous>2" | 5-County\&Township | 2-Const Need - Other |
| 0105 | 10 | 9.9 | Oak Bay Rd | 4-Rurl Maj Collector | 5-Bituminous $>2^{\prime \prime}$ | 5-County\&Township | 2-Const Need - Other |
| 0106 | 10 | 0.8 | St Rte 116 - Ness' Corner/ Oak Bay Rd | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0106 | 20 | 0.2 | St Rte 116 - Ness' Corner/ Oak Bay Rd | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0106 | 30 | 1.0 | St Rte 116 - Ness' Corner/ Oak Bay Rd | 2-Rurl Minr Arterial | 5-Bituminous>2" | 3-State | 2-Const Need - Other |
| 0107 | 10 | 0.1 | Grand Fir St | 5-Rural Local | 3-Gravel | 5-County\&Township | 2-Const Need - Other |
| 0109 | 10 | 0.2 | Tamanowas Rock Access | 5-Rural Local | 9-Primitive | 2-Tribe | 2-Const Need - Other |
| 0111 | 10 | 0.1 | Economic Development Authority Access | 5-Rural Local | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0112 | 10 | 0.1 | Economic Development Authority Parking Lot | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0113 | 10 | 0.1 | Marinas Way | 5-Rural Local | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0113 | 20 | 0.1 | Marinas Way | 5-Rural Local | 3-Gravel | 5-County\&Township | 2-Const Need - Other |
| 0115 | 10 | 0.2 | Jamestown Family Medical Clinic | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0116 | 10 | 0.3 | Sequim Medical Plaza Parking Lot | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0118 | 10 | 0.2 | Many Feathers Way | 5-Rural Local | 5-Bituminous $>2^{\prime \prime}$ | 2-Tribe | 2-Const Need - Other |
| 0118 | 20 | 0.3 | Many Feathers Way | 5-Rural Local | 4-Bituminous <2" | 2-Tribe | 2-Const Need - Other |
| 0118 | 30 | 0.3 | Many Feathers Way | 5-Rural Local | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0119 | 10 | 0.1 | Jamestown Training Center Rear Access | 9-Other Trans Fac | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0120 | 10 | 0.2 | Casino Over Flow Parking Lot | 9-Other Trans Fac | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0121 | 10 | 0.2 | Enterprise Ln | 5-Rural Local | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0122 | 10 | 0.1 | Maintenance Yard Parking Lot | 9-Other Trans Fac | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0123 | 10 | 0.2 | Maintenance Yard Access | 5-Rural Local | 5-Bituminous $>2^{\prime \prime}$ | 2-Tribe | 2-Const Need - Other |
| 0124 | 10 | 0.1 | Tribal Gaming Authority Parking Lot | 9-Other Trans Fac | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0125 | 10 | 0.1 | Casino Over Flow Parking Lot Trail | 8-Trail | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0126 | 10 | 0.1 | Fire Department Parking Lot | 9-Other Trans Fac | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |


| Route | Section | Length | Route_Name | Class | Surface Type | Ownership | Construction Need |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0127 | 10 | 0.1 | Fire Department Access Rd | 5-Rural Local | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0128 | 10 | 0.1 | Longhouse Market Overflow Parking Lot | 9-Other Trans Fac | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0129 | 10 | 0.1 | Fire Department to Longhouse Market Trail | 8-Trail | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0130 | 10 | 0.2 |  | 5-Rural Local | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0131 | 10 | 0.4 | Woods Rd | 5-Rural Local | 5-Bituminous $>2$ " | 5-County\&Township | 2-Const Need - Other |
| 0132 | 10 | 0.1 | Library Parking Lot | 9-Other Trans Fac | 5-Bituminous $>2{ }^{\prime \prime}$ | 2-Tribe | 2-Const Need - Other |
| 0133 | 10 | 0.1 | Dental Clinic Parking Lot | 9-Other Trans Fac | 5-Bituminous $>2{ }^{\prime \prime}$ | 2-Tribe | 2-Const Need - Other |
| 0134 | 10 | 0.1 | Carving Shed Parking Lot | 9-Other Trans Fac | 5-Bituminous $>2{ }^{\prime \prime}$ | 2-Tribe | 2-Const Need - Other |
| 0135 | 10 | 0.2 | Rest Stop Parking Lot | 9-Other Trans Fac | 5-Bituminous $>2{ }^{\prime \prime}$ | 2-Tribe | 2-Const Need - Other |
| 0136 | 10 | 0.1 | Hummingbird Hall Parking Lot | 9-Other Trans Fac | 5-Bituminous $>2^{\prime \prime}$ | 2-Tribe | 2-Const Need - Other |
| 0137 | 10 | 0.1 | Youth Center Rd | 5-Rural Local | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0137 | 20 | 0.1 | Water Tower Access - West | 5-Rural Local | 9-Primitive | 2-Tribe | 2-Const Need - Other |
| 0139 | 10 | 0.2 | Water Tower Access - North | 5-Rural Local | 5-Bituminous>2" | 2-Tribe | 2-Const Need - Other |
| 0140 | 10 | 0.1 | Howard Heights Rd | 5-Rural Local | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0140 | 20 | 0.1 | Howard Heights Rd | 5-Rural Local | 3-Gravel | 2-Tribe | 2-Const Need - Other |
| 0142 | 10 | 0.1 | Youth Center Parking Lot | 9-Other Trans Fac | 5-Bituminous $>2$ " | 2-Tribe | 2-Const Need - Other |
| 0143 | 10 | 0.1 |  | 5-Rural Local | 0-Proposed | 2-Tribe | 4-Proposed |
| 0144 | 10 | 0.1 | Olympic Discovery Trail | 8-Trail | 4-Bituminous <2" | 2-Tribe | 2-Const Need - Other |
| 0145 | 10 | 1.0 | Olympic Discovery Trail | 8-Trail | 4-Bituminous <2" | 5-County\&Township | 2-Const Need - Other |
| 0145 | 20 | 2.4 | Olympic Discovery Trail | 8-Trail | - | 2-Tribe | 4-Proposed |
| 0146 | 10 | 0.2 | Tamanowas Rock Trail | 8-Trail | 9-Primitive | 2-Tribe | 2-Const Need - Other |
| 0147 | 10 | 0.1 | Tamanowas Rock Parking | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0148 | 810 | 0.1 | Dungeness River Audubon Cent Parking | 9 -Other Trans Fac | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0149 | 10 | 0.1 | Dungeness River Audubon Potential New Overflow Parking | 9-Other Trans Fac | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0149 | 20 | 0.2 | Dungeness River Audubon Overflow Parking Access Trail | 8-Trail | 0-Proposed | 5-County\&Township | 4-Proposed |
| 0150 | 10 | 0.1 | rance Facility Parking Extension and Gravel for Maintenance | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0151 | 10 | 0.1 | Maintenance Facility Parking Area | 9 -Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0152 | 10 | 0.1 | Bus Barn and Transit Maintenance Facility | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0153 | 10 | 0.1 | New Natural Resources Facility and Parking Lot | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0154 | 10 | 0.2 | Resort Phase II Hillside Cabins Entrance | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0154 | 20 | 0.1 | Resort Phase II Hillside Cabins Parking | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0155 | 10 | 0.1 | Resort Phase II RV Park | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0156 | 10 | 0.1 | Resort Casino Expansion | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0157 | 10 | 0.1 | Law Enforcement Office New Parking Lot Area | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0158 | 10 | 0.1 | Carving Shed Entrance and Parking | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0159 | 10 | 0.1 | Fireworks Retail Center | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0160 | 10 | 0.1 | New Tribal Administration Parking Area | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0161 | 10 | 0.1 | Fitness Center Upper Parking Lot | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0161 | 20 | 0.1 | Fitness Center Lower Parking Area | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0162 | 10 | 0.1 | Fitness Center Trail 1 | 8-Trail | 0-Proposed | 2-Tribe | 4-Proposed |
| 0162 | 20 | 0.1 | Sweat Lodge Trail 2 | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0162 | 30 | 0.1 | Sweat Lodge Trail 3 | 8-Trail | 0-Proposed | 2-Tribe | 4-Proposed |
| 0162 | 40 | 0.1 | Sweat Lodge Trail 4 | 8-Trail | 0-Proposed | 2-Tribe | 4-Proposed |
| 0163 | 10 | 0.1 | Youth Center Improvements | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0164 | 10 | 2.0 | Dungeness Recereational \& Exercise Trail | 8-Trail | 0-Proposed | 2-Tribe | 4-Proposed |
| 0165 | 10 | 0.1 | Craft Housing Access Rd | 5-Rural Local(Feeds4) | 0-Proposed | 2-Tribe | 4-Proposed |
| 0165 | 20 | 0.1 | Craft Housing Access Rd | 5-Rural Local(Feeds4) | 0-Proposed | 2-Tribe | 4-Proposed |
| 0165 | 30 | 0.1 | Craft Housing Access Rd | 5-Rural Local(Feeds4) | 0-Proposed | 2-Tribe | 4-Proposed |
| 0165 | 40 | 0.1 | Craft Housing Access Rd | 5-Rural Local(Feeds4) | 0-Proposed | 2-Tribe | 4-Proposed |
| 0166 | 10 | 0.1 | Craft Housing | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0166 | 20 | 0.1 | Craft Housing | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0166 | 30 | 0.1 | Craft Housing | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0166 | 40 | 0.1 | Craft Housing | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0166 | 50 | 0.1 | Craft Housing | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0166 | 60 | 0.1 | Craft Housing | 5-Rural Local(Feeds4) | 0-Proposed | 2-Tribe | 4-Proposed |
| 0166 | 70 | 0.1 | Craft Housing | 9-Other Trans Fac | 0-Proposed | 2-Tribe | 4-Proposed |
| 0167 | 10 | 0.4 | Pedestrian \& Golf Cart Community Trail | 8-Trail | 0-Proposed | 2-Tribe | 4-Proposed |
| 0168 | 10 | 0.1 | Jamestown Beach Improvements | 5-Rural Local(Feeds4) | 0-Proposed | 2-Tribe | 4-Proposed |
| 0169 | 10 | 0.2 | Jensen-Simms Access Rd | 5-Rural Local(Feeds4) | 0-Proposed | 2-Tribe | 4-Proposed |
| 0170 | 10 | 0.4 | Olympic Discovery Trail | 8-Trail | 0-Proposed | 2-Tribe | 4-Proposed |
| 0170 | 20 | 0.1 | Olympic Discovery Trail | 8-Trail | 0-Proposed | 2-Tribe | 4-Proposed |
|  |  | 153.5 | Total Recommended Inventory Miles |  |  |  |  |

## APPENDIX B

## PUBLIC MEETING DOCUMENTATION

## Jamestown S'Klallam Tribe

Federal Highway Administration


Prepared by:

AGENDA
LRTP Draft Review \& Project Prioritization
Jamestown S'Klallam Tribe
Tuesday December 2, 2014 @1:30PM

## Introductions

## TTP Inventory Review and Additions Report

- Report function in RIFDS is offline due to server issues (could not re-check records status)
- All Additions were still listed as in-process or returned-to-field last we checked due to Draft Tribal Resolution Status
- Recommended Inventory increase from $\mathbf{7 8 . 3}$ miles to $\mathbf{1 4 6 . 1}$ miles


## Draft LRTP Review

- Introduction
- Existing Inventory
- Recommended Inventory
- Traffic Analysis
- TTIP
- Implementation

Transportation Project Recommendations

- Planning Projects
- Maintenance Plan (Example)
- Safety Plan (Example)
- Design and Construction Projects
- What projects will fall under the TTP funding (FHWA Programmatic Agreement)
- Map Mark Up and Project Identification

Tasks Required to Complete Project
Discuss Project Completion Schedule
Adjournment

## AGENDA

Project Orientation Meeting Jamestown S'Klallam Tribe Tuesday, October 22, 2013 @1:00PM

## Introductions

## Inventory \& LRTP Project History

- Inventory efforts made
- LRTP efforts made
- Issues or concerns
- Developments since last update


## Project Goals, Objectives, \& Expectations

## Identify all Transportation Stakeholders

## Scope of Work Review

- FHWA level of involvement desired by Tribe
- WSDOT and PRTPO level of involvement desired by Tribe
- Identify project study area
- Historic and current tribal data
- Enrollment, demographics, and housing
- Transportation programs
- Modes of transportation
- Safety
- Transit
- Law enforcement and emergency response
- Specific transportation issues
- Etc.
- Inventory update
- Existing inventory review and error and omissions
- Regulations review
- Eligible inventory additions
- Future development plans
- MOU/MOA approval process
- Resolution process
- Community Involvement (Public meeting/participation desired by Tribe)
- Traffic analysis and projections - discuss count locations
- Transportation project identification, estimation, and prioritization
- Tribal Transportation Improvement Program
- Deliverables

Implementation

## Review

Adjournment

$$
\because=1 \quad \text { Fll }
$$

$\qquad$


|  |  | Sign In Sheet - Project Orientation Meeting IRR Inventory, LRTP, and TTIP Update Project Jamestown S'Klallam Tribe uesday October 22, 2013 @ 1:00PM |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Name | Position | Emali Address | Phone |
| 1 | Anntte Ness | Col | anessec janestowntrike | sco cer- |
| 2 | Leanne Jenkios | Plaming Dirctor | ljenkins@ jamestountribe.org | 360-681-466 |
| 3 | Chris Robidar | SUP-Drectwo flonning | shris.robidan @ red-plains.com | 360-448-7999 |
| 4 | Troy Wolf | GIs Manager | troy wolferad-plains.som | 406-396-4362 |
| 5 |  |  |  |  |
| 6 |  |  |  |  |
| 7 |  |  |  |  |
| 8 |  |  |  |  |
| 9 |  |  |  |  |
| 10 |  |  |  |  |
| 11 |  |  |  |  |
| 12 |  |  |  |  |
| 13 |  |  |  |  |
| 14 |  |  |  |  |
| 15 |  |  |  |  |
| 16 |  |  |  |  |
| 17 |  |  |  |  |
| 18 |  |  |  |  |
| 19 |  |  |  |  |
| 20 |  |  |  |  |
| 21 |  |  |  |  |
| 22 |  |  |  |  |
| 23 |  |  |  |  |
| 24 |  |  |  |  |
| 25 |  |  |  |  |



## AGENDA

LRTP Working Session
Jamestown S'Klallam Tribe
Monday, March 10, 2014 @1:30PM

## Introductions

Presentation

- TTP Inventory and Planning Program Overview
- JST Funding Levels
- Existing Inventory
- 2010 LRTP Update (Inventory Addition Report)
- 2014 Inventory Update Status
- Proposed Inventory
- LRTP
- Historic Studies and Reports Review Findings
- 2005-2015 Comp Plan
- 2012 Report to Tribal Citizens
- 2010 Outdoor Rec Plan
- 2003 LRTP
- Vision Master Plan (website)
- How does the LRTP relate to the VMP
- Define Planning Areas of LRTP (do they match VMP)
- What VMP projects should the LRTP identify
- Project Review
- Identify Specified Project Listing
- Identify the Prioritized Project Listing
- Establish Horizon Dates
- Identify the TTIP projects for planning level cost estimation

Traffic Analysis Scope of Work

- Identify Traffic Analysis Emphasis Areas
- Discuss Level of Analysis
- Trip Generation
- LOS Roads and Intersections
- Identify Concerns
- Future Project Recommendations

Project Schedule Review

- Inventory Update
- Draft LRTP
- Review Period (Tribe, FHWA?)
- Public Participation
- Final LRTP/Deliverables

Adjournment
-

$$
\square
$$ -

$\square$

$$
\begin{array}{lll}
\square-\square & \square \\
\square-\square & \square & \square \\
\square & \square & \square
\end{array}
$$




# 2014 Long Range Transportation Plan 

 Working Session Meeting Monday, March 10:2014$1: 30$ PM


Jamestown sikialiam Tribe

REDPDINS

## TTP Program Overview Inventory and LRTP Updates



Jomestown sixalion Tribe

## WHY?

## Why should Native American Tribes

 complete NTTFI Updates?ROADWAY INVENTORY

1. Provide an accurate and verifthble aceount of the present rondray conditions in a umform format
2. Ideniff tremsportation safoty hazards in order to prevent crashes and improve safe travel for commumis members and the rravelmg public
3. Estimate an accumte rate of rondwas deterioration based on existing and projected trattre volumes
4. Provide roxdxay conditions daw utilized for asse mamagement
5. Defme the Iribes "Relative Irankparation Need"
6. Gcnerare funding for the Tribe
WHY?

The ultimate purpose of Inventory updates:
Everyone viewing this presentation wants to get their Tribe or region to most planning and construction dollars possible per annum. This process should not be a competition between regions or tribes to acquire the largest, "piece of the pie." but a collective effort in order to justify a larger, "pie (funding pot)," for the future particularly in light of recent regulation changes and reauthorization on the near horizon.


## REDPI $/$ INS

## WHY?

Why should Native American Tribes periorm inventory update and transportetion plans?

## TRANSPORTATION PLANS

1. Identify the Tribal Transportation Improvement Projects (TTIP)
2. Evaluate future development plans and calculate the subsequent impact on the transportation system
3. Project traffic volumes and traffic flows out 20 years to give Tribe's the required notification of future capacity deficiencies
4. Identify transportation system alternatives
5. Create new concepts for meeting and exceeding future tribal goals. (economic development plans, cultural preservation. ...)

## WHY?

RED PI ATNS

The ultimate purpose of Long Range Transportation Plans:


An adequately designed transportation plan should identify not only the tribal goals, but the means for which those goals will be met. A transportation plan can be printed, bound, and published. If it sits on a shelf from that point on, it is useless. This is a living document that should assist in the development of respectful partnerships between Tribes, BIA, county, city, state governments, etc.



Support the VMP (and other tribal plans) and consolidate all information related to transportation. The plan should identify all projects that have and impact on the transportation system. Transportation is a part of development and every development impacts the transportation network. The LRTP for the JST should be a liquid document which captures a constant colaborative planning process which evolves from analyzing, forecasting, and programing each development.


$$
\begin{gathered}
\text { !CHANGING REGULATIONS! } \\
\text { IRR/TTP INVENTORY AND } \\
\text { TRANSPORTATION } \\
\text { PLANNING }
\end{gathered}
$$

Annual Tribal Transportation Allocation Methodology


Historically the majority of your fribal transportation
funds depends on your Inventory.
REDPL INS

## Relative Need Distribution Factor (RNDF)

50\% Cost to Construct (CTC)
the costs asseciateg with bingng eweny occepted RR section ot roocway upitostandard
30\% Vehicle Miles Traveled (VMT)
the number of accepted IRR miles multiplied by the number of vehicles on those miles

20\% Population
the number of Native Americans served by the IRR system accoraing to NAHIASDA

There are some detalls within the calculations of the RNDF that
need to be oliscussed:
Not all reads contribute $100 \%$ to CTC and VMT
REDPLINS

## MAP-21 Overview

- MAP-21: "Moving Ahead for Progress in the 21 ${ }^{\text {st }}$ Century Act"
- Passed by the Senate on March 14, 2012
- Section 1116: Federal Lands and Tribal Transportation Programs
- 2 year bill (2012 and 2013)
- Name Change:
- Tribal Transportation Program
- Passed Congress and signed by President Obama on June 29. 2012
- 27 Month Bill
- Reauthorization meeting started in February 2014 for next bill in Colorado

Relative Need Distribution Factor (RNDF)
$50 \%$ Cost to Construct (CTC)
$30 \%$ Vehicle Miles Traveled (VMT)
$20 \%$ Population
$27 \%$ Eligible Inventory Mileage
$34 \%$ Equal Regional Spitt then 2005-2011 Avg.
$39 \%$ Population (\% of National Total)



Jamestown S'Klallam Tribe IRR/TTP Historic Funding Levels

- 2009-28.0 Miles - $\$ 102,225$
- 2010-25.6 Miles - \$91,108
- 2011-78.3 Miles - $\$ 388,564$
- 2012-0.8 Miles - $\$ 308,628$
- 2013-0.8 Miles - \$463,340
- 2014-0.8 Miles - $\$ 479.723$
- 2015-0.8 Miles - $\$ 468,117$
- 2016-0.8 Miles - $\$ 456,231$



## Historic Document Review

## 2010 LRTP PI patate

- Existing inventory © 28.7 miles
- 2010 inventory update @ 99.3 miles
- 21 Traffic Counts collected
- 2010 TIP (3-Year. 2009-2011)

ODT © $\$ 195$. 106

- IRR Planding a $\$ 206765$

3ransportation Planning a $\$ 2.510$
ARRA Profect lal Guararoils a $\$ 92$ : 72
zaccardorchicken Cooo Rds. Realigmment a \$ $\$ 332,000$

- Project added mainiy non-B1A/ITibal Roads to Inventory for planning and funding purposes


## Current Inventory (RIFDS)


0.8 Mafes of cofficici thigible hnvetakory Milerge (fitorol or 3 A comnes forie miles)

## 2014 Inventory Update to Date

- 2014 Inventory Deliverables Binders contain:
> 5704 forms (Inventory Coding w/Photo) 163
- The forms were completed for every route regardless of inventory status. RPP confirmed and/or revised all data previously collected to assure accuracy
- Current condition photos were collected and are displayed on form
, Strip Map (Route Location and Sectioning) 102
- A new up-to-date strip map was generated for each route regardless of inventory status. RPP did not want to have mapping inconsistencies with multiple Strip Map types.

2014 Jamestown S'Klallam Tribe TTP Inventory Report


Moster, veases, 2014


## 2014 Inventory Update to Date

- During the 2014 TTP Inventory Update RPP collected:
, 146.6 Miles of Inventory Data
: 102 Routes (Strip Maps)
, 163 Section ( 5704 Forms \& Photos)
- We are currently compiling an Inventory Comparison Listing (ICL) detailing inventory revisions and additions
- The ICL will drive the Tribal Resolution supporting/adopting the inventory
- We are currently developing Memorandum of Understanding MOU's for the various roadway owners (County, State, Cities, etc.)


## 2014 Inventory Update to Date

- RIFDS coding data is entered for all "significant" revisions
- All strip maps have been uploaded
- All current condition photos have been uploaded
- Draft TR, MOU's, ICL, and LRTP have been uploaded and are set for SUBMITTAL to BIA-NWRO
- BIA-NWRO will review all data and send it back to US with Error and Omissions.
- We will have through June $15^{\text {th }}$ to make all necessary revisions
- We will need to generate PROPOSED INVENTORY


## 2014 PROPOSED Inventory

- Based on all LRTP analysis and project idenfification we will need to generate the PROPOSED Inventory:
Any future proposed transportafion facility should be added with:
- 5704 form and coaing
- Strip Map
- Route narralive desaribing future expected road type and use
- Final liRP supporting the future project
- Tribal Resolution etc. (note: this is where we need to be carcfu) what is pubic innowleage and whol isn \% Even though RIFDS is a special eccess pogrom, it is agovemment program and the information entered into it is considered open to the "pubitc"




RFDPMINS

2014 Long Range Transportation Plan Update


Jomestown S'Klaliam Thibe

## Historic Document Review

```
COMPREHENSIVE PLAN 2005-2015
```

- Great opening about why we plan (well written)
- Public Survey - are results documented electronically? Should we consider a new survey for the I.RTP's public involsement?
- Clcarly identifies Organizational Chart with great duty split between Tribal Government and Tribal Administration (policy vs. implementation)
- Gender Age table
- Land Consolidation Area Map (Land Acquisition = Cultural Development
- Good overview on HIP HLD assistance
- Scts Community Goals
- Provides program overvielss


## Historic Document Review

## COMPREHENSIVE PLAN 2005-2015 (cont.)

- Transportation:
> Driving 101 Traffic Safety Project
- In response to 19 deaths on 101 in Clallam County in 2003. 2004
- 4 E's considered
- WSDOI 's Corrcia Road and Zaccardo Road Safety Projects
- Hatten slopes guardrails improve roadside obstacles, improve storm water runoff quality. drop speed to 50 mph
- Wider Shoulders needed through Blyn Area
- Pedestrian Paths required

Identifies two bus lines
ODT - Olympic Discovery Trail Project (discussed later)

## Historic Document Review

## COMPREHENSIVE PLAN $2005-2015$ (cont.)

- Transportation (ceoliti):

Jamestoryn Village Site

- Improve pedestrian facilities
- Widen Stioulders of 101
- Additional trattre calming measures needed

2. Dungeness River Audabon Center Upgrade Project

- Parking facilites require upgrade, expansion, and mproved mamichance
- Hooding Blocks the Park's Natural Sciences Center
- Econ Development Focus Identified
- Community Goals
- Comp Plans relation to other Plans


## Historic Document Review

\section*{| 2012 Report to Tribal Cilizens |
| :---: |}

- JST Mission Statement
- Updated Population Table (Gender vs Age) w/service area breakdown
- Enrollment
- Tribal Member Employment Data
- Tribal Government and Employment Data
- Resont Jobs Table
- Fec to Trust Conversions
- Law Enforcement - Contracted with County, Tribe funds two deputies, some crime stats proxided


## Historic Document Review <br> 2012 Report io Tribal Citizens (cont.)

- Jimmycomelately Project Update - Salmon Restoration and Water Quality Improvement Project, are there any roads bridge parking improvements we should consider
- JKT Construction Division 2012 significant losses and re-org, docs JKT perform roadway construction for Tribal projects?
- 7 Cedars Casino Expansion
- 4.000 sqft east side addition - will inerease cast side to 16.500 and total building to 90,000
Napoli's sit down restaurant to seat 85 people
Rainforest Bar High end imimate bar-no specifies 50 -employces to be added with expansion 100 slot machines to be added (imereasing total coumt to. 650)


## Historic Document Review

## 2(0)12 Report to Tribal Citizens (cont.)

- Transit: two, 13 passenger buses added with fuel tax
- Transit: Canoe journey trailer purchased
- Elders Meal Program: Delivery Routes, arrange local trips?
- Jamestown Beach renovat camp sites is there more to be done? See VMP project listing.
- Canoc Journcy - docking, receiving, camping facility expansion/ improvements needed
- Craft Property Development 30-acre parcel for Housing. See VMP project listing.
- Bell Strect Apartment renovations - any parking lot work?
- Dungeness River 10 Acres acquisition, riparian habitat, walking trails, improved river aceess?
- Dungeness Meadows north 26 -acre conservation property, any trails of conservation aceess phamed?


## Historic Document Review

$\square$
2012 Repontio Iribal (Eitizens (conti)

- Cell Phone Tower Access Road
- EOC building infrastructure and parking
- 21-acre Blyn Area Infrastructure expansion to support tribal govt. operations w/wastewater treatment and disposal site - parking, access roads?
- Emergency Disaster Preparedness Planning Project funded - are improvements needed on any of the regional evacuation routes, or gathering sites, does infrastructure exist to support gathering, EOC locations?
- Knapp Road/Diamond Point Road Property slated for future development - Roads, Parking, impacts?


## Historic Document Review

2012 Report to Tribal Eitizens (coma)

- Transportation

Transit, FTA funding secured for route \# 50. JST Tribal Campus to Sequim, 4 weekday runs
Safety Project - Old Blyn Highway Traffic Calming fhrough the Tribal Campus

- Asphalt overlay
- Two crosswalks w/flashing beacons
- Five new street lights improving illumination
- Updated and improved signage

Roodside landsceping
Curbing and striping

- Good Tribal Revenues
breakdown tables and localsubsi


## Historic Document Review

$\square$
Outdoor Reoreation Plan 2010

- Washington State Costal Corridor Project

360 miles of US 101 -improvement, preservation, enhancement Started in 1995 and continues to expand

- Tribal scenic roadside pullout/bus stop adjacent to Tribal Admin. Complex
- Pedestrian TUnnel under US 101 and planned walkways
- Olympic Discovery Trail (ODT)

Tribe panthers w/Clallam County and the Peninsula Trais Coalifion
Trail connecting west end clallamic ounty to east end of efferson Gounty to port lownsend
ODI Spur conneeting to tong thouse Manket towist amenities, and improved aecess to shoreline of Sequim Bay
The fratl and Railrood sidere Pork Area fot the Dungeners Riveri and
 property.

## Historic Document Review

```
Outdoor Recreation PMan 2010 (cont.)
- Sequim Bay
```




```
Tamanowas Rock
- Monore melle Acoms innazil
```



```
3. Dungeness River Center
```




```
- Blyes
```




```
Jomestowi Begch
```




```
Folryh is atco
Godens g! Dumgeness Goll Covje (is ouble acress ee bosedel)
```




## Vision Master Plan Review

- Great website and management tool used to share current project activities between everyone working at JST
- RPP has gone through each project listed on the VMP website affer reviewing the writfen VMP document
- We have pulled out various projects to discuss in the LRTP that we feel will likely have an impact on the transportation network
- We aiso pulled projects that are likely to need some aspect of transportation related support.
- In an attempt to draft a comprehensive LRTP for JST, we feel each project with a transportation aspect or impact should be identifted, regardless of the feasibility of the project to be supported by TIP funding. Yes, no? Should we stick to TIP projects?
- During this meeting, we will want to identify which plans/projects you anticipate planning level raific analysis for THE PROJECTS PULLED ARE:
- Bingo Hall Renovations
- 7 Cedars Master Plan - Resort Hoteletc.
- Resort Phase I- Hillside Cabins Resort Phase II-RV Park
Blyn Transportation Network
Corving Shed Remodel
Cedars at Dungeness Goll Course - Master Pion

Cell Phone lower
JSi Cemetery
Cfifior Nicholson Short Plat
Cififor South 84 Acres
Colfee Shop between
Longhouse/fitestation
Craft Property Housing
Tribal Center Dock Restoration

- Dungeness River Audubon Center at Roilloge Bridge
- Dengeness River Mouth/ Estuarme Restoration fireworks Retail Center
Fimess Center
HWY 10 J East interchonige
HWY 10 : West Casino
interchorge

Jamestown Beach Improvements Jensen Simms Planning Property Jimmycomelately Creek Estuary Restoration

- Low Enforcement Ofifice
- New Tribal Administration Offices (9) Maime Foulk

ODI-Community Centerto Old Blyn Hwy
S' Klallam Discovery Trai-Contry store (troil spur)

- PAC Five ll - Norih (121 Acres on Miller Pointl
PAC five II - South (gof coulse?)
Salish Village (Rayonier Site) WOWI
PAC Five I-South
MBR Restrooms (w/Sweat Lodge) Sweat looge
lomonowas Rock Sanctualy Phose l
- Youth Center Improvements






































PAC Five II - North
ID\#:56 Last Update: 6/16/2008 12:57:50 PM
Vew the Profect Location on a map.

```
                    Project Name PAC Five II - North
                    Department Planning Area/Property
Property Common Name PAC Five II (North) Parcel Group
            Project Summary Approximately 121 Acres on Miller Peninsula.
                        Plans for development in concept stages.
                    Location / Address Fireweed Road, Miller Peninsula
Project Mansges / Contact Jerry Allen 360-681-6707
            Altemate Contact Annette Nesse 360-681-4620
            Project Type Pianning
            Project Status Concept
            Eskimated start Date 0
Estimuted Completion Dite 0
            Estimated Project Cost 0
```















# APPENDIX C IRR/TTP INVENTORY RIFDS REPORTS 

Jamestown S'Klallam Tribe

Federal Highway Administration


Prepared by:

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| 4-IRR Route NumberLocation ID <br> Region <br> Agency <br> Reservation <br> Road Name | P06129 <br> Northwes Olympic Jamestow U.S. Hig 0001 | P06129 <br> Northwes Olympic Jamestow U.S. Hiq 0001 | P06129 <br> Northwes Olympic Jamestow U.S. Hiq 0001 | P06129 <br> Northwes Olympic Jamestow U.S. Hiq 0001 | P06129 <br> Northwes Olympic Jamestow U.S. Hiq 0001 | P06129 <br> Northwes Olympic Jamestow U.S. Hiq 0001 | P06129 <br> Northwes Olympic Jamestow U.S. Hig 0001 | P06129 <br> Northwes Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes <br> Olympic Jamestow <br> U.S. Hiq 0001 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-Section Number | 802 | 804 | 806 | 808 | 810 | 812 | 814 | 816 | 818 | 820 |
| 10-Class | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 15-Length of Section | 2.5 |  | 1.0 | 2.8 |  | 0.4 | 1.6 |  | 2.0 | 2.0 |
| 18-Bridge Number |  | 8312A |  |  | 15254A |  |  | 2437A |  |  |
| 19-Bridae Condition |  |  |  |  | $7$ |  |  | $7$ |  |  |
| 20-Bridge Length |  | 188 |  |  | 650 |  |  | 180 |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 12-Construction Need | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 2 |  | 2 | 2 |  | 2 | 2 |  | 2 | 2 |
| 25-Roadbed Condition | 5 |  | 5 | 5 |  | 5 | 5 |  | 5 | 5 |
| 24-Surface Condition Index | 75 |  | 75 | 60 |  | 60 | 75 |  | 75 | 80 |
| 16-Surface Width | 60 |  | 60 | 48 |  | 48 | 24 |  | 24 | 60 |
| 13-Surface Type | 5 |  | 5 | 5 |  | 5 | 5 |  | 5 | 5 |
| 9-Federal Aid Category | 1 |  | 1 | 1 |  | 1 | 1 |  | 1 | 1 |
| 28-Right of Way Status | 3 |  | 3 | 3 |  | 3 | 3 |  | 3 | 3 |
| 29-Right of Way Width | 100 |  | 100 | 200 |  | 200 | 100 |  | 100 | 200 |
| TTAM BIA Share | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width | 8 |  | 8 | 12 |  | 12 | 7 |  | 7 | 8 |
| 14-Shoulder Type | 3 |  | 3 | 3 |  | 3 | 3 |  | 3 | 3 |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number | 0001 |  | 0001 | 0001 |  | 0001 | 0001 |  | 0001 | 0001 |
| Roadway Width | 76 |  | 76 | 72 |  | 72 | 38 |  | 38 | 76 |
| TTAM Future ADT | 149 |  | 149 | 149 |  | 149 | 149 |  | 149 | 149 |
| TTAM ADS Number | 8 |  | 8 | 8 |  | 8 | 8 |  | 8 | 8 |
| TTAM Future Surface Type | P |  | P | P |  | P | P |  | P | P |
| 35-Drainage Condition | 3 |  | 3 | 3 |  | 3 | 3 |  | 3 | 3 |
| 36-Shoulder Condition | 2 |  | 2 | 2 |  | 2 | 3 |  | 3 | 3 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 3 |  | 3 | 3 |  | 3 | 3 |  | 3 | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 |  | 4 | 4 |  | 4 | 4 |  | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.10670000 | 48.10370000 | 48.10330000 | 48.10230000 | 48.09430000 | 48.09400000 | 48.09310000 | 48.08940000 | 48.08930000 | 48.08290000 |
| 42-End Latitude | 48.10370000 | 48.10330000 | 48.10230000 | 48.09430000 | 48.09400000 | 48.09310000 | 48.08940000 | 48.08930000 | 48.08290000 | 48.07630000 |
| 43-Beain Longitude | **************** | **************** | **************** | **************** | **************** | *************** | * | *** | **************** | **************** |
| 44-End Longitude | **************** | ************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number [99] | - 01 | 01 | - 01 | - 01 | 1 | - 01 | - 01 | 01 | - 01 | - 01 |
| 51-Road Cateqory | A |  | A | - $A$ |  | A | A |  | A | A |
| 52-Year of Construction Change | 1959 |  | 1959 | 1959 |  | 1959 | 1959 |  | 1959 | 1959 |
| Update Year | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 |
| Status | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

|  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow U.S. Hip 0001 | P06129 <br> Northwes Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes <br> Olympic Jamestow <br> U.S. Hip 0001 | P06129 <br> Northwes Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes <br> Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes <br> Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes <br> Olympic Jamestow <br> U.S. Hiq 0001 | P06129 <br> Northwes <br> Olympic Jamestow <br> U.S. Hiq 0001 |
| 4-IRR Route Number | 0001 | 0001 | 0001 | 0001 | 0001 | - 0001 | 0001 | - 0001 | 0001 | 0001 |
| 5-Section Number | 822 | 824 | 826 | 828 | 830 | 832 | 834 | 836 | 838 | 840 |
| 10-Class | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 15-Length of Section |  | 0.7 | 3.1 |  | 4.5 |  | 3.8 | 7.7 |  | 2.3 |
| 18-Bridge Number | 13468A |  |  | 15345E |  | 200379 |  |  | 13073A |  |
| 19-Bridge Condition | 7 |  |  | 7 |  | $7$ |  |  | $7$ |  |
| 20-Bridge Length | 405 |  |  | 140 |  | 119 |  |  | 122 |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 031 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 |
| 11-Terrain |  | 2 | 2 |  | 2 |  | 2 | 2 |  | 2 |
| 25-Roadbed Condition |  | 5 | 5 |  | 5 |  | 5 | 5 |  | 5 |
| 24-Surface Condition Index |  | 80 | 80 |  | 50 |  | 50 | 70 |  | 75 |
| 16-Surface Width |  | 48 | 24 |  | 24 |  | 24 | 24 |  | 24 |
| 13-Surface Type |  | 5 | 5 |  | 5 |  | 5 | 5 |  | 5 |
| 9-Federal Aid Category |  | 1 | 1 |  | 1 |  | 1 | 1 |  | 1 |
| 28-Right of Way Status |  | 3 | 3 |  | 3 |  | 3 | 3 |  | 3 |
| 29-Right of Way Width |  | 200 | 200 |  | 100 |  | 100 | 100 |  | 100 |
| TTAM BIA Share | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width |  | 12 | 6 |  | 3 |  | 7 | 7 |  | 7 |
| 14-Shoulder Type |  | 3 | 3 |  | 3 |  | 3 | 3 |  | 3 |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number |  | 0001 | 0001 |  | 0001 |  | 0001 | 0001 |  | 0001 |
| Roadway Width |  | 72 | 36 |  | 30 |  | 38 | 38 |  | 38 |
| TTAM Future ADT |  | 149 | 149 |  | 149 |  | 149 | 149 |  | 149 |
| TTAM ADS Number |  | 8 | 8 |  | 8 |  | 8 | 8 |  | 8 |
| TTAM Future Surface Type |  | P | P |  | P |  | P | P |  | P |
| 35-Drainage Condition |  | 3 | 3 |  | 3 |  | 3 | 3 |  | 3 |
| 36-Shoulder Condition |  | 3 | 3 |  | 2 |  | 2 | 3 |  | 3 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility |  | 3 | 3 |  | 3 |  | 3 | 3 |  | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance |  | 4 | 4 |  | 4 |  | 4 | 4 |  | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.07630000 | 48.07610000 | 48.07390000 | 48.06830000 | 48.06810000 | 48.02090000 | 48.02070000 | 48.05020000 | 47.98900000 | 47.98880000 |
| 42-End Latitude | 48.07610000 | 48.07390000 | 48.06830000 | 48.06810000 | 48.02090000 | 48.02070000 | 48.05020000 | 47.98900000 | 47.98880000 | 47.95750000 |
| 43-Begin Longitude | **************** | **************** | *************** | **************** | **************** | **************** | *************** | **************** | **************** | **************** |
| 44-End Longitude | **************** | **************** | **************** | **************** | **************** | *************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number [99] | 01 | - 01 | - 01 | 01 | - 01 | 01 | - 01 | - 01 | 01 | - 01 |
| 51-Road Category |  |  | A |  |  |  | A | A |  | A |
| 52-Year of Construction Change |  | 1959 | 1959 |  | 1959 |  | 1959 | 1959 |  | 1959 |
| Update Year Status | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ | $\begin{array}{r} 2010 \\ \text { OFFICIAL } \end{array}$ |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency 4-IRR Route Number Road Name | P06129 <br> Northwes Olympic Jamestow Correia 0002 | P06129 <br> Northwes Olympic Jamestow Corriea 0002 | P06129 <br> Northwes <br> Olympic Jamestow Old Blyn 0003 | P06129 <br> Northwes <br> Olympic Jamestow Old Blyn 0003 | P06129 <br> Northwes <br> Olympic Jamestow Old Blyn 0003 | P06129 <br> Northwes <br> Olympic Jamestow Old Blyn 0003 | P06129 <br> Northwes <br> Olympic Jamestow Old Blyn 0003 | P06129 <br> Northwes Olympic Jamestow Old Blyn 0003 | P06129 <br> Northwes Olympic Jamestow Hendrick 0004 | P06129 <br> Northwes <br> Olympic Jamestow W. Hendr 0004 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4-IRR Route Number | 0002 | 0002 | 0003 |  | 0003 |  | 0003 | 0003 | 0004 | 0004 |
| 5-Section Number | 810 | 810 | 810 | 810 | 820 | 820 | 830 | 840 | 810 | 810 |
| 10-Class | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 15-Length of Section | 0.5 | 0.5 | 0.2 | 0.8 | 0.2 | 1.2 | 0.1 | 1.5 | 0.8 | 0.8 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Length |  |  |  |  |  |  |  |  |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 25-Roadbed Condition | 5 | 5 | 5 | 5 | 5 | 5 | 7 | 5 | 5 | 5 |
| 24-Surface Condition Index | 50 | 42 | 35 | 35 | 41 | 35 | 76 | 35 | 45 | 45 |
| 16-Surface Width | 18 | 18 | 20 | 20 | 20 | 20 | 20 | 20 | 22 | 22 |
| 13-Surface Type | 4 | 4 | 4 | 4 | 5 | 4 | 5 | 5 | 5 | 4 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 29-Right of Way Width | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 30-Additional Incidental Percent <br> 17-Shoulder Width <br> 14-Shoulder Type | 0 | 0 | 0 | 0 | 1 | 1 | 4 4 | 1 3 | 0 | 0 |
| 22-Existing ADT | 274 | 274 | 1412 | 1412 |  |  |  |  | 715 | 715 |
| 21-ADT Year | 2009 | 2009 | 2009 | 2009 |  |  |  |  | 2009 | 2009 |
| 23-Percent Trucks | 7 | 7 | 6 | 6 |  |  |  |  | 3 | 3 |
| 34-Owner Route Number | 0002 | 0002 | 0003 | 0003 | 0003 | 0003 | 0003 | 0003 | 0004 | 0004 |
| Roadway Width | 18 | 18 | 20 | 20 | 22 | 22 | 28 | 22 | 22 | 22 |
| TTAM Future ADT | 407 | 407 | 2097 | 2097 | 74 | 74 | 74 | 74 | 1062 | 1062 |
| TTAM ADS Number | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| TTAM Future Surface Type | P | P | P | P | G | G | G | G | P | P |
| 35-Drainage Condition | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 |
| 36-Shoulder Condition | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.01970000 | 48.01970000 | 48.02210000 | 48.02210000 | 48.02890000 | 48.02890000 | 48.02210000 | 48.02210000 | 48.08540000 | 48.08540000 |
| 42-End Latitude | 48.02390000 | 48.02390000 | 48.02890000 | 48.02890000 | 48.04370000 | 48.04370000 | 48.02890000 | 48.02890000 | **************** | ******* |
| 43-Beain Longitude | **************** | **************** | *************** | **************** | **************** | **************** | **************** | **************** | 48.08690000 | 48.08690000 |
| 44-End Longitude | *************** | **************** | ************** | **************** | *************** | ************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number [99] | 01 | $\square 01$ | $\square 01$ | 01 | $\square 01$ | - 01 | $\square 01$ | $\square 01$ | - 01 | - 01 |
| 46-50 Grade/Sight/Curve/Stop / Sa 51-Road Category | - $A$ | A | $A$ | A | $A$ | A | A | $A$ | $A$ | $A$ |
| 52-Year of Construction Change | 2009 | 2009 | 1959 | 1959 | 2011 | 1959 | 1959 | 1959 | 2011 | 1959 |
| Update Year | 2009 | 2014 | 2014 | 2009 | 2014 | 2009 | 2014 | 2014 | 2014 | 2010 |
| Status | OFFICIAL | ETURNED-T( | AT-THE-REG | OFFICIAL | AT-THE-REG | OFFICIAL | AT-THE-REG | AT-THE-REG | AT-THE-REG | OFFICIAL |

Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| 4-IRR Route NumberLocation ID <br> Region <br> Agency <br> Reservation <br> Road Name | P06129 Northwes Olympic Jamestow Hendrick 0004 | P06129 Northwes Olympic Jamestow W. Hendr 0004 | P06129 Northwes Olympic Jamestow Hendrick 0004 | P06129 <br> Northwes Olympic Jamestow Hendrick 0004 | P06129 <br> Northwes Olympic Jamestow Hendrick 0004 | P06129 <br> Northwes Olympic Jamestow Hendrick 0004 | P06129 <br> Northwes Olympic Jamestow Railroad 0005 | P06129 <br> Northwes Olympic Jamestow Railroad 0005 | P06129 <br> Northwes Olympic Jamestow Railroad 0005 | P06129 <br> Northwes Olympic Jamestow State Ro 0006 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-Section Number | 820 | 820 | 830 | 840 | 850 | 860 | 810 | 820 | 830 | 810 |
| 10-Class | 5 | 5 | 5 | 5 | 5 | 5 | 8 | 8 | 8 | 2 |
| 15-Length of Section | 0.3 | 1.4 | 0.3 | 0.4 | 0.1 | 0.2 | 0.4 |  | 0.2 | 14.1 |
| 18-Bridge Number <br> 19-Bridge Condition <br> 20-Bridge Length |  |  |  |  |  |  |  | $\begin{array}{r} \text { 020P } \\ 9 \\ 739 \end{array}$ |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 031 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 3 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 |
| 11-Terrain | 2 | 2 | 2 | 2 | 2 | 2 |  |  |  | 2 |
| 25-Roadbed Condition | 5 | 5 | 6 | 7 | 7 | 7 |  |  |  | 5 |
| 24-Surface Condition Index | 80 | 80 | 82 | 82 | 80 | 80 |  |  |  | 80 |
| 16-Surface Width | 20 | 20 | 22 | 20 | 20 | 30 | 8 |  | 8 | 24 |
| 13-Surface Type | 5 | 5 | 5 | 5 | 5 | 5 | 4 |  | 6 | 5 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  | 1 | 1 |
| 28-Right of Way Status | 3 | 3 | 3 | 3 | 3 | 3 | 1 |  | 1 | 3 |
| 29-Right of Way Width | 40 | 40 | 40 | 40 | 40 | 50 | 0 |  | 0 | 100 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 13.5 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width | 2 | 2 | 1 | 2 | 2 | 2 |  |  |  | 7 |
| 14-Shoulder Type | 3 | 3 | 4 | 4 | 4 | 4 |  |  |  | 3 |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number | 0004 | 0004 | 0004 | 0004 | 0004 | 0004 | 00005 |  | 00005 | 0006 |
| Roadway Width | 24 | 24 | 24 | 24 | 24 | 34 | 8 |  | 8 | 38 |
| TTAM Future ADT | 74 | 74 | 74 | 74 | 74 | 74 | 30 |  | 30 | 149 |
| TTAM ADS Number | 14 | 14 | 14 | 14 | 14 | 14 | 19 | 19 | 19 | 8 |
| TTAM Future Surface Type | G | G | G | G | G | G |  |  |  | P |
| 35-Drainage Condition | 3 | 3 | 3 | 3 | 3 | 3 | 2 |  | 2 | 3 |
| 36-Shoulder Condition | 3 | 3 | 3 | 3 | 3 | 3 | 0 |  | 0 | 3 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 3 | 3 | 3 | 3 | 3 | 3 | 0 |  | 0 | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 | 4 | 4 | 4 | 4 | 4 |  | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.08690000 | 48.08690000 | 48.08540000 | 48.08540000 | 48.08540000 | 48.08540000 | 48.08690000 | 48.08540000 | 48.08530000 | 47.95750000 |
| 42-End Latitude | **************** | **************** | **************** | **************** | **************** | **************** | 48.08540000 | 48.08530000 | 48.08380000 | 47.86650000 |
| 43-Beain Longitude | 48.08680000 | 48.08680000 | 48.08690000 | 48.08690000 | 48.08690000 | 48.08690000 | **************** | 相 | *************** | **************** |
| 44-End Longitude | *************** | **************** | **************** | ************** | **************** | **************** | **************** | *************** | **************** | *************** |
| 45-Atlas Map Number [99] | 01 | 01 | 01 | 01 | 01 | 01 | 01 | 01 | 01 | 001 |
| 46-50 Grade/Sight/Curve/Stop / Sa |  |  |  |  |  |  |  |  |  | 00 |
| 51-Road Cateqory | A | $A$ | A | $A$ | $A$ | A | E |  | $E$ | A |
| 52-Year of Construction Change | 1959 | 1959 | 2011 | 2011 | 2011 | 2011 | 1959 |  | 2009 | 1959 |
| Update Year | 2014 | 2010 | 2014 | 2014 | 2014 | 2014 | 2010 | 2010 | 2010 | 2014 |
| Status | AT-THE-REG | OFFICIAL | AT-THE-REG | AT-THE-REG | AT-THE-REG | AT-THE-REG | OFFICIAL | OFFICIAL | OFFICIAL | ETURNED-TI |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory



For construction costs use the Greenbook Report

| Filter Criteria |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| P | 2014 | 06 | 129 |  |  |

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

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow Chicken | P06129 <br> Northwes Olympic Jamestow Chicken | P06129 <br> Northwes Olympic Jamestow East Seq | P06129 <br> Northwes Olympic Jamestow 5th Aven | P06129 <br> Northwes Olympic Jamestow E Washin | P06129 <br> Northwes Olympic Jamestow E Washin | P06129 <br> Northwes Olympic Jamestow E Washin | P06129 <br> Northwes Olympic Jamestow E Washin | P06129 <br> Northwes Olympic Jamestow North Se | P06129 <br> Northwes Olympic Jamestow Sequim D |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4-IRR Route Number | 0010 | 0010 | 0011 | 0012 | 0013 | 0013 | 0013 | 0013 | 0014 | 0015 |
| 5-Section Number | 820 | 830 | 810 | 810 | 810 | 820 | 830 | 840 | 810 | 810 |
| 10-Class | 5 | 5 | 5 | 6 | 4 | 4 | 4 | 4 | 4 | 4 |
| 15-Length of Section | 0.2 | 0.7 | 4.1 | 1.0 | 0.5 | 0.9 | 0.9 | 0.9 | 1.0 | 2.3 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Lenath |  |  |  |  |  |  |  |  |  |  |
| 32-County | 031 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 4 | 4 | 4 | 4 | 4 | 5 | 5 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 3 | 3 | 3 |  | 1 | 1 | 1 | 1 | 1 | 2 |
| 25-Roadbed Condition | 5 | 5 | 5 | 7 | 6 | 7 | 7 | 5 | 7 | 5 |
| 24-Surface Condition Index | 50 | 50 | 50 | 67 | 70 | 71 | 70 | 68 | 80 | 75 |
| 16-Surface Width | 16 | 16 | 20 | 34 | 38 | 42 | 32 | 32 | 32 | 20 |
| 13-Surface Type | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 29-Right of Way Width | 30 | 30 | 40 | 40 | 50 | 54 | 56 | 70 | 40 | 40 |
| TTAM BIA Share | 100 | 100 | 100 | 13.5 | 100 | 100 | 100 | 100 | 100 | 100 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width | 1 | 1 | 1 | 6 | 2 | 2 | 14 | 8 | 1 | 5 |
| 14-Shoulder Type | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 3 | 4 | 3 |
| 22-Existing ADT |  |  | 815 |  |  |  |  |  | 9079 | 7858 |
| 21-ADT Year |  |  | 2009 |  |  |  |  |  | 2009 | 2009 |
| 23-Percent Trucks |  |  | 5 |  |  |  |  |  | 8 | 7 |
| 34-Owner Route Number | 0010 | 0010 | 0011 | 0012 | 0009 | 0009 | 0009 | 0009 | 0014 | 0015 |
| Roadway Width | 18 | 18 | 22 | 46 | 42 | 46 | 60 | 48 | 34 | 30 |
| TTAM Future ADT | 74 | 74 | 1210 | 74 | 74 | 74 | 74 | 74 | 13482 | 11669 |
| TTAM ADS Number | 15 | 15 | 15 | 16 | 10 | 10 | 10 | 10 | 10 | 11 |
| TTAM Future Surface Type | G | G | P | G | G | G | G | G | P | P |
| 35-Drainage Condition | 2 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 3 |
| 36-Shoulder Condition | 2 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 3 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 3 | 3 | 3 | 3 |  |  |  |  | 3 | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.04070000 | 48.04130000 | 48.02860000 | 48.07960000 | 48.07750000 | 48.07630000 | 48.07750000 | 48.07750000 | 48.07960000 | 48.09420000 |
| 42-End Latitude | 48.04130000 | 48.05020000 | 48.08190000 | **************** | ** | **************** | **************** | ** | **************** | *** |
| 43-Beain Longitude | *************** | **************** | **************** | 48.09420000 | 48.07630000 | 48.06680000 | 48.07630000 | 48.07630000 | 48.09410000 | 48.12550000 |
| 44-End Longitude | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number 199] | 01 | - 01 | - 01 | 001 | - 01 | - 01 | - 01 | - 01 | $00^{01}$ | 001 |
| 51-Road Cateqory | A | A | A | - 1 | A | - $A$ | A | - $A$ | - $A$ | A |
| 52-Year of Construction Change | 2009 | 2009 | 2009 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 |
| Update Year | 2014 | 2014 | 2009 | 2014 | 2014 | 2014 | 2014 | 2014 | 2009 | 2009 |
| Status | ETURNED-TI | ETURNED-T | OFFICIAL | AT-THE-REG | AT-THE-REG | AT-THE-REG | AT-THE-REG | AT-THE-REG | OFFICIAL | OFFICIAL |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow Woodcock | P06129 <br> Northwes Olympic Jamestow Woodcock | P06129 <br> Northwes Olympic Jamestow Woodcock | P06129 <br> Northwes Olympic Jamestow Woodcock | P06129 <br> Northwes Olympic Jamestow Woodcock | P06129 <br> Northwes Olympic Jamestow Woodcock | P06129 <br> Northwes Olympic Jamestow Jamestow | P06129 <br> Northwes Olympic Jamestow Wilcox L | P06129 <br> Northwes Olympic Jamestow Jake Hal | P06129 <br> Northwes Olympic Jamestow Loop Dri |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4-IRR Route Number | 0016 | 0016 | 0016 | 0016 | 0016 | 0016 | 0017 | 0018 | 0019 | 0020 |
| 5-Section Number | 810 | 810 | 820 | 820 | 830 | 840 | 810 | 810 | 810 | 810 |
| 10-Class | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 3 | 3 | 3 |
| 15-Length of Section | 2.3 | 2.3 |  |  | 2.2 | 2.7 | 1.6 | 0.7 | 0.4 | 0.2 |
| 18-Bridge Number |  |  | 79865 | 07986500000 |  |  |  |  |  |  |
| 19-Bridge Condition |  |  |  |  |  |  |  |  |  |  |
| 20-Bridge Lenath |  |  | 407 | 407 |  |  |  |  |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 1 | 1 |  |  | 1 | 1 | 1 |  |  |  |
| 25-Roadbed Condition | 5 | 5 |  |  | 5 | 5 | 5 | 5 | 5 | 5 |
| 24-Surface Condition Index | 70 | 67 |  |  | 70 | 55 | 60 | 45 | 65 | 35 |
| 16-Surface Width | 22 | 22 |  |  | 22 | 18 | 18 | 16 | 20 | 22 |
| 13-Surface Type | 5 | 5 |  |  | 5 | 4 | 4 | 4 | 4 | 4 |
| 9-Federal Aid Category | 1 | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 3 | 3 |  |  | 3 | 3 | 3 | 3 | 3 | 3 |
| 29-Right of Way Width | 60 | 60 |  |  | 60 | 40 | 30 | 30 | 30 | 30 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width | 4 | 4 |  |  | 4 | 0 | 0 | 0 | 0 | 0 |
| 14-Shoulder Type | 3 | 3 |  |  | 3 |  |  |  |  |  |
| 22-Existing ADT | 2648 | 2648 |  |  | 3525 |  | 569 |  | 110 |  |
| 21-ADT Year | 2009 | 2009 |  |  | 2009 |  | 2009 |  | 2009 |  |
| 23-Percent Trucks | 7 | 7 |  |  | 9 |  | 9 |  | 23 |  |
| 34-Owner Route Number | 0016 | 0016 |  |  | 0016 | 0016 | 0017 | 0018 | 0019 | 0020 |
| Roadway Width | 30 | 30 |  |  | 30 | 18 | 18 | 16 | 20 | 22 |
| TTAM Future ADT | 3932 | 3932 |  |  | 5235 | 74 | 845 | 37 | 163 | 37 |
| TTAM ADS Number | 10 | 10 |  |  | 10 | 10 | 13 | 18 | 18 | 18 |
| TTAM Future Surface Type | P | P |  |  | P | G | P | E | G | E |
| 35-Drainage Condition | 3 | 3 |  |  | 3 | 2 | 2 | 2 | 3 | 2 |
| 36-Shoulder Condition | 3 | 3 |  |  | 3 | 0 | 0 | 0 | 0 | 0 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 3 | 3 |  |  | 3 | 3 | 3 | 3 | 1 | 1 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 |  |  | 4 | 4 | 4 | 4 | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.11610000 | 48.11610000 | 48.11610000 | 48.11610000 | 48.11610000 | 48.11590000 | 48.12540000 | 48.11600000 | 48.12440000 | 48.11650000 |
| 42-End Latitude | ************* | *** | *** | *** | **************** | ** | **************** | **************** | **************** | **************** |
| 43-Beain Longitude | 48.11610000 | 48.11610000 | 48.11610000 | 48.11610000 | 48.11590000 | 48.10040000 | 48.12490000 | 48.12490000 | 48.12800000 | 48.11810000 |
| 44-End Longitude | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number [99] | 001 |  | 01 | 01 | 001 | - 01 | - 01 | - 01 | - 01 | - 01 |
| 46-50 Grade/Sight/Curve/Stop / Sa | 00 | 00 |  |  | 00 | - | - | - | - |  |
| 51-Road Category | A | A |  |  |  | A | A | A | A | $A$ |
| 52-Year of Construction Change | 1959 | 1959 |  |  | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 |
| Update Year | 2009 | 2014 | 2009 | 2014 | 2009 | 2009 | 2009 | 2010 | 2010 | 2010 |
| Status | OFFICIAL | ETURNED-TI | OFFICIAL | ETURNED-T | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow Prince R 0021 | P06129 <br> Northwes <br> Olympic Jamestow West Coo 0022 | P06129 <br> Northwes <br> Olympic Jamestow East Coo 0023 | P06129 <br> Northwes <br> Olympic Jamestow West Joh 0024 | P06129 <br> Northwes Olympic Jamestow East Joh 0025 | P06129 <br> Northwes Olympic Jamestow Serpenti 0026 | P06129 <br> Northwes <br> Olympic Jamestow Serpenti 0026 | P06129 <br> Northwes <br> Olympic Jamestow River Ro 0027 | P06129 <br> Northwes <br> Olympic Jamestow River Ro 0027 | P06129 <br> Northwes Olympic Jamestow River Ro 0027 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-Section Number | 810 | 810 | 810 | 810 | 810 | 810 | 810 | 810 | 820 | 830 |
| 10-Class | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 5 | 5 | 5 |
| 15-Length of Section | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.8 | 0.8 | 0.3 |  | 0.2 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Length |  |  |  |  |  |  |  |  | 15345A 7 107 |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 25-Roadbed Condition | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |  | 7 |
| 24-Surface Condition Index | 35 | 35 | 35 | 35 | 35 | 65 | 61 | 65 |  | 60 |
| 16-Surface Width | 22 | 22 | 22 | 22 | 22 | 20 | 20 | 20 |  | 30 |
| 13-Surface Type | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 |  | 5 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  | 1 |
| 28-Right of Way Status | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |  | 3 |
| 29-Right of Way Width | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 50 |  | 50 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 30-Additional Incidental Percent <br> 17-Shoulder Width <br> 14-Shoulder Type | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 3 |  | 1 4 |
| 22-Existing ADT |  |  |  |  |  | 512 | 512 | 5949 |  |  |
| 21-ADT Year |  |  |  |  |  | 2009 | 2009 | 2009 |  |  |
| 23-Percent Trucks |  |  |  |  |  | 4 | 4 | 8 |  |  |
| 34-Owner Route Number | 0021 | 0022 | 0023 | 0024 | 0025 | 0026 | 0026 | 0027 |  | 0027 |
| Roadway Width | 22 | 22 | 22 | 22 | 22 | 20 | 20 | 32 |  | 32 |
| TTAM Future ADT | 37 | 37 | 37 | 37 | 37 | 760 | 760 | 8834 |  | 74 |
| TTAM ADS Number | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 14 |  | 14 |
| TTAM Future Surface Type | E | E | E | E | E | P | P | P |  | G |
| 35-Drainage Condition | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 3 |  | 3 |
| 36-Shoulder Condition | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |  | 3 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |  | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |  | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.11830000 | 48.11970000 | 48.11940000 | 48.12090000 | 48.12130000 | 48.11600000 | 48.11600000 | 48.06880000 | 48.07380000 | 48.07420000 |
| 42-End Latitude | *** | ** | **************** | ** | **************** | * | * | **************** | **************** | **************** |
| 43-Beain Longitude | 48.11830000 | 48.12020000 | 48.11900000 | 48.12090000 | 48.12140000 | 48.12540000 | 48.12540000 | 48.07380000 | 48.07420000 | 48.07750000 |
| 44-End Longitude | **************** | **************** | *************** | ************** | *************** | **************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number 1991 <br> 46-50 Grade/Siaht/Curve/Stop / Sa | 01 | 01 | - 01 | - 01 | - 01 | - 01 | - 01 | $00^{01}$ | 01 | $01$ |
| 51-Road Category | A | A | A | A | A | A | A | - |  | A |
| 52-Year of Construction Change | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 |  | 1959 |
| Update Year | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2014 | 2010 | 2010 | 2010 |
| Status | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | ETURNED-TI | OFFICIAL | OFFICIAL | OFFICIAL |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow Silberho 0028 | P06129 <br> Northwes Olympic Jamestow Turnston 0029 | P06129 <br> Northwes Olympic Jamestow Turnston 0029 | P06129 <br> Northwes <br> Olympic Jamestow Carlsbor 0030 | P06129 <br> Northwes Olympic Jamestow Carlsbor | P06129 <br> Northwes Olympic Jamestow Carlsbor 0030 | P06129 <br> Northwes Olympic Jamestow Carlsbor 0030 | P06129 <br> Northwes Olympic Jamestow Carlsbor | P06129 <br> Northwes <br> Olympic Jamestow Pedestri | P06129 <br> Northwes <br> Olympic <br> Jamestow <br> Business |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4-IRR Route Number | 0028 | 0029 | 0029 | 0030 | 0030 | 0030 | 0030 | 0030 | 0031 | 0032 |
| 5-Section Number | 810 | 810 | 820 | 810 | 810 | 820 | 820 | 830 | 810 | 810 |
| 10-Class | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 8 | 5 |
| 15-Length of Section | 0.3 | 0.4 | 0.3 | 1.1 | 0.6 | 0.7 | 0.3 | 0.9 | 0.1 | 0.5 |
| 18-Bridge Number <br> 19-Bridge Condition <br> 20-Bridge Lenath |  |  |  |  |  |  |  |  |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 5 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain |  |  |  | 1 | 1 | 1 | 1 | 1 |  | 1 |
| 25-Roadbed Condition | 5 | 5 | 5 | 5 | 5 | 5 | 7 | 5 |  | 5 |
| 24-Surface Condition Index | 45 | 45 | 70 | 60 | 60 | 60 | 60 | 60 |  | 70 |
| 16-Surface Width | 20 | 20 | 24 | 20 | 34 | 24 | 34 | 24 | 10 | 20 |
| 13-Surface Type | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 5 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 3 |
| 29-Right of Way Width | 40 | 40 | 60 | 60 | 60 | 40 | 60 | 40 | 0 | 40 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width |  |  | 5 | 10 | 10 | 4 | 4 | 4 |  | 2 |
| 14-Shoulder Type |  |  | 3 | 3 | 3 | 3 | 4 | 3 |  | 3 |
| 22-Existing ADT | 1225 |  |  | 7411 | 7411 |  |  |  |  |  |
| 21-ADT Year | 2009 |  |  | 2009 | 2009 |  |  |  |  |  |
| 23-Percent Trucks | 6 |  |  | 18 | 18 |  |  |  |  |  |
| 34-Owner Route Number | 0028 | 0029 | 0029 | 0030 | 0030 | 0030 | 0030 |  | 0031 | 0032 |
| Roadway Width | 20 | 20 | 34 | 40 | 54 | 32 | 42 | 32 | 10 | 24 |
| TTAM Future ADT | 1819 | 37 | 37 | 11005 | 11005 | 74 | 74 | 74 | 30 | 74 |
| TTAM ADS Number | 18 | 18 | 18 | 10 | 10 | 10 | 10 | 10 | 19 | 13 |
| TTAM Future Surface Type | P | E | E | P | P | G | G | G |  | G |
| 35-Drainage Condition | 2 | 2 | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 2 |
| 36-Shoulder Condition | 0 |  | 3 | 2 | 2 | 2 | 3 | 3 | 0 | 2 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 3 | 3 | 1 | 3 | 3 | 3 | 3 |  | 1 | 1 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.06880000 | 48.06880000 | 48.07400000 | 48.07940000 | 48.07940000 | 48.09480000 | 48.09480000 |  | 48.02450000 | 48.08880000 |
| 42-End Latitude | **************** | **************** | **************** | **************** | **************** | **************** | **************** |  | 48.02340000 | **************** |
| 43-Beain Longitude | 48.06880000 | 48.07400000 | 48.07520000 | 48.09480000 | 48.09480000 | 48.10520000 | 48.10520000 |  | ** | 48.09220000 |
| 44-End Lonaitude | **************** | **************** | **************** | **************** | **************** | **************** | **************** |  | **************** | **************** |
| 45-Atlas Map Number [99] | 01 | 01 | 01 | - 01 | 01 | 01 | - 01 |  | - 01 | 01 |
| 46-50 Grade/Sight/Curve/Stop / Sa | $\square \quad \square$ |  |  |  |  |  |  |  | - |  |
| 51-Road Cateqory | $A$ | $A$ | A | A | A | $A$ | A |  | A | A |
| 52-Year of Construction Change | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1980 | 1959 | 1959 |
| Update Year | 2014 | 2010 | 2010 | 2010 | 2014 | 2010 | 2014 | 2014 | 2010 | 2010 |
| Status | ETURNED-TI | OFFICIAL | OFFICIAL | OFFICIAL | ETURNED-TI | OFFICIAL | ETURNED-TI | ETURNED-T( | OFFICIAL | OFFICIAL |

For construction costs use the Greenbook Report

Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes <br> Olympic Jamestow Business 0032 | P06129 <br> Northwes Olympic Jamestow Diamond 0033 | P06129 <br> Northwes <br> Olympic Jamestow Knapp Ro 0034 | P06129 <br> Northwes Olympic Jamestow West Sea 0035 | P06129 <br> Northwes Olympic Jamestow Old Olym 0036 | P06129 <br> Northwes Olympic Jamestow Old Olym 0036 | P06129 <br> Northwes <br> Olympic <br> Jamestow <br> Dungenes 0037 | P06129 <br> Northwes Olympic Jamestow Rr Brida 0038 | P06129 <br> Northwes Olympic Jamestow Jamestow 0039 | P06129 <br> Northwes Olympic Jamestow Jamestow 0040 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-Section Number | 810 | 810 | 810 | 810 | 810 | 810 | 810 | 810 | 810 | 810 |
| 10-Class | 5 | 5 | 5 | 5 | 4 | 4 | 9 | 9 | 9 | 9 |
| 15-Length of Section | 0.5 | 1.0 | 0.4 | 3.9 | 2.2 | 2.2 | 0.1 | 0.1 | 0.1 | 0.1 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Length |  |  |  |  |  |  |  |  |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 5 | 5 | 5 | 2 | 2 | 2 | 2 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 1 | 2 | 2 | 2 | 1 | 1 |  |  |  |  |
| 25-Roadbed Condition | 5 | 5 | 5 | 5 | 5 | 5 |  |  |  |  |
| 24-Surface Condition Index | 66 | 50 | 50 | 65 | 70 | 65 |  |  |  |  |
| 16-Surface Width | 20 | 20 | 14 | 18 | 20 | 20 | 400 | 50 | 40 | 150 |
| 13-Surface Type | 5 | 5 | 4 | 5 | 5 | 5 | 5 | 4 | 4 | 3 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 29-Right of Way Width | 40 | 60 | 30 | 40 | 40 | 40 | 400 | 50 | 40 | 150 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 0 | 0 | 0 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width | 2 | 2 | 0 | 1 | 4 | 4 |  |  |  |  |
| 14-Shoulder Type | 3 | 3 |  | 3 | 2 | 3 |  |  |  |  |
| 22-Existing ADT |  | 2217 |  | 233 | 3094 | 3094 |  |  |  |  |
| 21-ADT Year |  | 2009 |  | 2009 | 2009 | 2009 |  |  |  |  |
| 23-Percent Trucks |  | 11 |  | 7 | 6 | 6 |  |  |  |  |
| 34-Owner Route Number | 0032 | 0033 | 0034 | 0035 | 0036 | 0036 | 0037 | 0038 | 0039 | 0040 |
| Roadway Width | 24 | 24 | 14 | 20 | 28 | 28 | 99 | 50 | 40 | 99 |
| TTAM Future ADT | 74 | 3292 | 74 | 346 | 4595 | 4595 |  |  |  |  |
| TTAM ADS Number | 13 | 14 | 14 | 14 | 10 | 10 | 20 | 20 | 20 | 20 |
| TTAM Future Surface Type | G | P | G | P | P | P |  |  |  |  |
| 35-Drainage Condition | 2 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 2 |
| 36-Shoulder Condition | 2 | 2 | 0 | 2 | 2 | 2 | 0 |  |  |  |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 1 | 3 | 3 | 3 | 3 | 3 |  |  |  |  |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 3 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.08880000 | 48.05020000 | 48.05030000 | 48.04740000 | 48.10520000 | 48.10520000 | 48.11680000 | 48.08520000 | 48.12440000 | 48.12610000 |
| 42-End Latitude | **************** | **************** | *************** | **************** | *************** | **************** | **************** | *************** | *************** | *************** |
| 43-Beain Longitude | 48.09220000 | 48.06480000 | 48.05580000 | 48.07570000 | 48.13520000 | 48.13520000 | 48.11680000 | 48.08540000 | 48.12450000 | 48.12730000 |
| 44-End Lonaitude | *************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number [99] | 01 | 01 | 01 | 01 | 01 | 01 | - 01 | - 01 | - 01 | 01 |
| 46-50 Grade/Sight/Curve/Stop / Sa |  |  |  |  |  |  |  |  |  |  |
| 51-Road Cateqory | A | A | $A$ | $A$ | $A$ | $A$ | $A$ | $A$ | $A$ | $A$ |
| 52-Year of Construction Change | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 |
| Update Year | 2014 | 2014 | 2014 | 2010 | 2010 | 2014 | 2010 | 2010 | 2010 | 2010 |
| Status | ETURNED-T1 | ETURNED-T( | ETURNED-TI | OFFICIAL | OFFICIAL | ETURNED-TI | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow Jamestow 0040 | P06129 <br> Northwes Olympic Jamestow Administ 0041 | P06129 <br> Northwes Olympic Jamestow Administ 0042 | P06129 <br> Northwes Olympic Jamestow 7 Cedars 0043 | P06129 <br> Northwes Olympic Jamestow Longhous 0044 | P06129 <br> Northwes Olympic Jamestow Human Re 0045 | P06129 <br> Northwes Olympic Jamestow Social \& 0046 | P06129 <br> Northwes Olympic Jamestow Pierce R 0047 | P06129 <br> Northwes Olympic Jamestow Michigan | P06129 <br> Northwes Olympic Jamestow Michigan 0048 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-Section Number | - 810 | 810 | 8 | - 810 | 810 | - 810 | 810 | - 810 | 810 | - 810 |
| 10-Class | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 5 | 5 | 5 |
| 15-Length of Section | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Length |  |  |  |  |  |  |  |  |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 5 | 5 | 5 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain |  |  |  |  |  |  |  | 2 | 2 | 2 |
| 25-Roadbed Condition |  |  |  |  |  |  |  | 5 | 5 | 4 |
| 24-Surface Condition Index |  |  |  |  |  |  |  | 50 | 50 | 50 |
| 16-Surface Width | 150 | 30 | 130 | 530 | 350 | 30 | 30 | 14 | 14 | 14 |
| 13-Surface Type | 5 | 5 | 5 | 5 | 5 | 3 | 4 | 4 | 4 | 4 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 29-Right of Way Width | 150 | 30 | 130 | 530 | 350 | 30 | 30 | 30 | 30 | 30 |
| TTAM BIA Share | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 100 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width 14-Shoulder Type |  |  |  |  |  |  |  |  |  |  |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number | 0040 | 0041 | 0042 | 0043 | 0044 | 0045 | 0046 | 0047 | 0048 | 0048 |
| Roadway Width | 99 | 30 | 99 | 99 | 99 | 30 | 30 | 14 | 14 | 14 |
| TTAM Future ADT |  |  |  |  |  |  |  | 74 | 74 | 74 |
| TTAM ADS Number | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 14 | 14 | 14 |
| TTAM Future Surface Type |  |  |  |  |  |  |  | G | G | G |
| 35-Drainage Condition | 2 | 3 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | 2 |
| 36-Shoulder Condition |  |  | 3 | 3 | 3 |  | 3 |  |  |  |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility |  |  |  |  |  |  | 3 | 3 | 3 | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.12610000 | 48.02440000 | 48.02510000 | 48.02000000 | 48.01950000 | 48.04790000 | 48.02310000 | 48.04870000 | 48.04850000 | 48.04850000 |
| 42-End Latitude | **************** | **** | ** | *** | *** | **************** | **************** | **************** | **************** | *************** |
| 43-Beain Lonaitude | 48.12730000 | 48.02610000 | 48.02570000 | 48.02360000 | 48.02070000 | 48.04780000 | 48.02410000 | 48.04930000 | 48.04930000 | 48.04930000 |
| 44-End Longitude | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number [99] | 01 | 01 | 01 | 01 | 01 | 01 | 01 | - 01 | - 01 | 01 |
| 46-50 Grade/Sight/Curve/Stop / Sa |  |  |  |  |  |  |  |  |  |  |
| 51-Road Category | $A$ | $A$ | A | $A$ | A | $A$ | A | A | $A$ | A |
| 52-Year of Construction Change | 1980 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 |
| Update Year | 2014 | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2014 |
| Status | ETURNED-T1 | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | ETURNED-T1 |

For construction costs use the Greenbook Report

| Filter Criteria |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| P | 2014 | 06 | 129 |  |

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

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow Cat Lake | P06129 <br> Northwes <br> Olympic Jamestow Lillian | P06129 <br> Northwes <br> Olympic Jamestow Portage | P06129 <br> Northwes Olympic Jamestow Clevelan | P06129 <br> Northwes Olympic Jamestow Mcinnis | P06129 <br> Northwes <br> Olympic Jamestow Quilcene | P06129 <br> Northwes Olympic Jamestow Quilcene | P06129 <br> Northwes <br> Olympic Jamestow Quilcene | P06129 <br> Northwes Olympic Jamestow Quilcene | P06129 <br> Northwes Olympic Jamestow Quilcene |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4-IRR Route Number | 0049 | 0050 | 0051 | 0051 | 0052 | 0053 | 0053 | 0053 | 0053 | 0053 |
| 5-Section Number | 810 | 810 | 810 | 810 | 810 | 810 | 810 | 820 | 830 | 830 |
| 10-Class | 5 | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 15-Length of Section | 0.5 | 0.4 | 0.2 | 0.2 | 0.6 | 1.1 | 1.1 |  | 0.8 | 0.8 |
| 18-Bridge Number 19-Bridae Condition |  |  |  |  |  |  |  | 32E |  |  |
| 20-Bridge Lenath |  |  |  |  |  |  |  | 70 |  |  |
| 32-County | 009 | 031 | 031 | 009 | 031 | 009 | 031 | 031 | 009 | 031 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 2 |  | 2 | 2 | 2 | 2 | 2 |  | 2 | 2 |
| 25-Roadbed Condition | 5 | 5 | 5 | 5 | 5 | 5 | 5 |  | 5 | 5 |
| 24-Surface Condition Index | 50 | 48 | 49 | 50 | 50 | 70 | 68 |  | 70 | 65 |
| 16-Surface Width | 16 | 16 | 16 | 16 | 16 | 20 | 20 |  | 20 | 20 |
| 13-Surface Type | 4 | 4 | 4 | 4 | 4 | 5 | 5 |  | 5 | 5 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  | 1 | 1 |
| 28-Right of Way Status | 3 | 3 | 3 | 3 | 3 | 3 | 3 |  | 3 | 3 |
| 29-Right of Way Width | 30 | 30 | 30 | 30 | 30 | 30 | 30 |  | 30 | 30 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 30-Additional Incidental Percent |  |  |  |  |  | 1 | 1 |  | 1 | 1 |
| 14-Shoulder Type |  |  |  |  |  | 3 | 3 |  | 3 | 3 |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number | 0049 | 0050 | 0051 | 0051 | 0052 | 0053 | 0053 |  | 0053 | 0053 |
| Roadway Width | 16 | 16 | 16 | 16 | 16 | 22 | 22 |  | 22 | 22 |
| TTAM Future ADT | 74 | 37 | 74 | 74 | 74 | 74 | 74 |  | 74 | 74 |
| TTAM ADS Number | 14 | 18 | 14 | 14 | 14 | 14 | 14 |  | 14 | 14 |
| TTAM Future Surface Type | G | E | G | G | G | G | G |  | G | G |
| 35-Drainage Condition | 2 | 1 | 1 | 2 | 2 | 3 | 3 |  | 3 | 2 |
| 36-Shoulder Condition |  |  |  |  |  | 2 | 2 |  | 2 | 2 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 1 | 3 | 3 | 3 | 3 | 3 | 3 |  | 3 | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 4 | 4 | 4 | 4 | 4 | 4 |  | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.06510000 | 48.02850000 | 48.02040000 | 48.02040000 | 47.82830000 | 47.81660000 | 47.81660000 | 47.82830000 | 47.82830000 | 47.82830000 |
| 42-End Latitude | **************** | **************** | 48.02090000 | 48.02090000 | **************** | **************** | **************** | **************** | **************** | **************** |
| 43-Beain Longitude | 48.06480000 | 48.02760000 | **************** | * | 47.83670000 | 47.82830000 | 47.82830000 | 47.82830000 | 47.83040000 | 47.83040000 |
| 44-End Longitude | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** |
| 45-Atlas Map Number [99] | 01 | - 01 | 01 | - 01 | 01 | 01 | - 01 | 01 | - 01 | - 01 |
| 46-50 Grade/Sight/Curve/Stop / Sa |  |  |  |  |  |  |  |  |  |  |
| 51-Road Cateqory | A | A | A | A | A | A | A |  | A | A |
| 52-Year of Construction Change | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 | 1959 |  | 1959 | 1959 |
| Update Year | 2010 | 2014 | 2014 | 2010 | 2010 | 2010 | 2014 | 2010 | 2010 | 2014 |
| Status | OFFICIAL | AT-THE-REG | AT-THE-REG | OFFICIAL | OFFICIAL | OFFICIAL | ETURNED-TI | OFFICIAL | OFFICIAL | ETURNED-T1 |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

|  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Location ID <br> Region <br> Agency <br> Reservation Road Name | P06129 <br> Northwes Olympic Jamestow Jamestow | P06129 <br> Northwes Olympic Jamestow Jamestow | P06129 <br> Northwes Olympic Jamestow Chicken | P06129 <br> Northwes Olympic Jamestow Overpass | P06129 <br> Northwes Olympic Jamestow Proposed | P06129 <br> Northwes Olympic Jamestow Overpass | P06129 <br> Northwes <br> Olympic Jamestow Deerhawk | P06129 <br> Northwes Olympic Jamestow Old Blyn | P06129 <br> Northwes Olympic Jamestow <br> E. Sequi | P06129 <br> Northwes Olympic Jamestow Old Olym |
| 4-IRR Route Number | 0054 | 0054 | 0055 | 0056 | 0056 | 0056 | 0057 | 0058 | 0059 | 0060 |
| 5-Section Number | 810 | 810 | 810 | 810 | 820 | 830 | 810 | 810 | 810 | 805 |
| 10-Class | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 4 |
| 15-Length of Section | 0.1 | 0.1 | 0.1 | 0.3 |  | 0.2 | 0.2 | 0.1 | 0.3 | 0.5 |
| 18-Bridge Number |  |  |  |  | XXX |  |  |  |  |  |
| 19-Bridge Condition 20-Bridae Lenath |  |  |  |  | $\begin{array}{r} 8 \\ 100 \end{array}$ |  |  |  |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 12-Construction Need | 4 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 2 |
| 11-Terrain | 1 | 1 | 1 | 1 |  | 1 | 1 | 1 | 1 | 2 |
| 25-Roadbed Condition |  | 7 | 0 |  |  |  |  |  |  | 7 |
| 24-Surface Condition Index |  | 80 |  |  |  |  |  |  |  | 70 |
| 16-Surface Width |  | 24 |  |  |  |  |  |  |  | 22 |
| 13-Surface Type |  | 5 | 0 |  |  |  |  |  |  | 5 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 |  | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 0 | 1 | 0 | 0 |  | 0 | 0 | 0 | 0 | 3 |
| 29-Right of Way Width | 0 | 40 |  |  |  |  |  |  |  | 60 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width |  | 2 |  |  |  |  |  |  |  | 16 |
| 14-Shoulder Type |  | 4 |  |  |  |  |  |  |  | 4 |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number |  |  |  |  |  |  |  |  |  |  |
| Roadway Width |  | 28 |  |  |  |  |  |  |  | 54 |
| TTAM Future ADT | 74 | 74 | 74 | 74 |  | 74 | 74 | 74 | 74 | 74 |
| TTAM ADS Number | 13 | 13 | 13 | 13 |  | 13 | 13 | 13 | 13 | 11 |
| TTAM Future Surface Type | G | G | G | G |  | G | G | G | G | G |
| 35-Drainage Condition |  | 3 |  |  |  |  |  |  |  | 3 |
| 36-Shoulder Condition |  | 3 |  |  |  |  |  |  |  | 2 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility |  |  |  |  |  |  |  |  |  | 3 |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance |  | 4 |  |  |  |  |  |  |  | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude | 48.08860000 | 48.08860000 | 48.02550000 | 48.02360000 | 48.02790000 | 48.02840000 | 48.02780000 | 48.02970000 | 48.02990000 |  |
| 42-End Latitude | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | *************** |  |
| 43-Beain Longitude | 48.08860000 | 48.08860000 | 48.02500000 | 48.02790000 | 48.02840000 | 48.03110000 | 48.02970000 | 48.03110000 | 48.03230000 |  |
| 44-End Longitude | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** | **************** |  |
| 45-Atlas Map Number [99] | 01 | 01 | 01 | 01 |  | 01 | 01 | 01 | 01 | 01 |
| 51-Road Category $52-Y e a r ~ o f ~ C o n s t r u c t i o n ~ C h a n g e ~$ |  | 198 |  |  |  |  |  |  |  | A 1959 |
| Update Year | 2010 | 2014 | 2014 | 2010 | 2010 | 2010 | 2010 | 2010 | 2010 | 2014 |
| Status | OFFICIAL | ETURNED-T( | ETURNED-T1 | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | OFFICIAL | AT-THE-REG |

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| $\left.\begin{array}{r}\text { Location ID } \\ \text { Region } \\ \text { Agency }\end{array}\right\}$Reservation <br> Road Name | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Old Olym 0060 | P06129 <br> Northwes Olympic Jamestow Highway 0100 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-Section Number | 810 | 815 | 820 | 825 | 830 | 835 | 840 | 845 | 850 | 10 |
| 10-Class | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 2 |
| 15-Length of Section | 0.8 |  | 1.5 | 1.1 |  | 2.2 | 0.6 |  | 2.8 | 9.1 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Length |  | 086832 7 274 |  |  | 080818 122 |  |  | 086831 438 |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 031 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 3 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 2 |  | 1 | 1 |  | 1 | 1 |  | 1 | 3 |
| 25-Roadbed Condition | 5 |  | 5 | 7 |  | 5 | 5 |  | 5 | 5 |
| 24-Surface Condition Index | 69 |  | 70 | 70 |  | 70 | 69 |  | 70 | 65 |
| 16-Surface Width | 22 |  | 22 | 22 |  | 22 | 22 |  | 22 | 24 |
| 13-Surface Type | 5 |  | 5 | 5 |  | 5 | 5 |  | 5 | 5 |
| 9-Federal Aid Category | 1 |  | 1 | 1 |  | 1 | 1 |  | 1 | 2 |
| 28-Right of Way Status | 3 |  | 3 | 3 |  | 3 | 3 |  | 3 | 3 |
| 29-Right of Way Width | 60 |  | 60 | 60 |  | 60 | 60 |  | 60 | 56 |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 13.5 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width | 16 |  | 16 | 10 |  | 12 | 16 |  | 16 | 10 |
| 14-Shoulder Type | 3 |  | 3 | 3 |  | 3 | 3 |  | 3 | 3 |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number |  |  |  |  |  |  |  |  |  |  |
| Roadway Width | 54 |  | 54 | 42 |  | 46 | 54 |  | 54 | 44 |
| TTAM Future ADT | 74 |  | 74 | 74 |  | 74 | 74 |  | 74 | 149 |
| TTAM ADS Number | 11 |  | 10 | 10 |  | 10 | 10 |  | 10 | 9 |
| TTAM Future Surface Type | G |  | G | G |  | G | G |  | G | P |
| 35-Drainage Condition | 3 |  | 3 | 3 |  | 3 | 3 |  | 3 | 2 |
| 36-Shoulder Condition | 2 |  | 2 | 2 |  | 2 | 2 |  | 2 | 2 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility | 3 |  | 3 | 3 |  | 3 | 3 |  | 3 |  |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 |  | 4 | 4 |  | 4 | 4 |  | 4 | 4 |
| 27-Snow \& lce Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude |  |  |  |  |  |  |  |  |  |  |
| 42-End Latitude |  |  |  |  |  |  |  |  |  |  |
| 43-Begin Longitude |  |  |  |  |  |  |  |  |  |  |
| 44-End Lonaitude |  |  |  |  |  |  |  |  |  |  |
| 45-Atlas Map Number [99] | 01 |  | 01 | 01 | 01 | 01 | 01 | 01 | 01 |  |
| 51-Road Cateqory | A |  | A | A |  | A | A |  | A |  |
| 52-Year of Construction Change | 1959 |  | 1959 | 1959 |  | 1959 | 1959 |  | 1959 | 1980 |
| Update Year | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 |

Status AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG

Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Filter Criteria |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| P | 2014 | 06 | 129 |  |

For construction costs use the Greenbook Report

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

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes <br> Olympic Jamestow Highway 0100 | P06129 <br> Northwes Olympic Jamestow Highway 0100 | P06129 <br> Northwes Olympic Jamestow Highway 0100 | P06129 <br> Northwes <br> Olympic <br> Jamestow Highway 0100 | P06129 <br> Northwes Olympic Jamestow Administ 0101 | P06129 <br> Northwes Olympic Jamestow Four Cor 0102 | P06129 <br> Northwes Olympic Jamestow Anderson 0103 | P06129 <br> Northwes <br> Olympic <br> Jamestow <br> Oak Bay 0105 | P06129 <br> Northwes Olympic Jamestow State Ro 0106 | P06129 <br> Northwes Olympic Jamestow State Ro 0106 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-Section Number | 20 | 30 | 40 | 50 | 10 | 10 | 10 | 10 | 10 | 20 |
| 10-Class | 2 | 2 | 2 | 2 | 8 | 4 | 4 | 4 | 2 | 2 |
| 15-Length of Section | 0.6 |  | 1.1 | 1.5 | 0.2 | 1.3 | 2.8 | 9.9 | 0.8 | 0.2 |
| 18-Bridge Number |  | 08178600000 |  |  |  |  |  |  |  |  |
| 19-Bridge Condition |  | 7 |  |  |  |  |  |  |  |  |
| 20-Bridge Length |  | 33 |  |  |  |  |  |  |  |  |
| 32-County | 031 | 031 | 031 | 031 | 009 | 031 | 031 | 031 | 031 | 031 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 3 | 3 | 3 | 3 | 2 | 4 | 5 | 5 | 3 | 3 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 3 |  | 3 | 3 |  | 2 | 2 | 3 | 2 | 2 |
| 25-Roadbed Condition | 5 |  | 5 | 5 |  | 5 | 5 | 5 | 5 | 6 |
| 24-Surface Condition Index | 62 |  | 62 | 62 |  | 73 | 64 | 68 | 75 | 75 |
| 16-Surface Width | 24 |  | 24 | 36 | 10 | 22 | 22 | 22 | 20 | 36 |
| 13-Surface Type | 5 |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 9-Federal Aid Category | 2 |  | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 |
| 28-Right of Way Status | 3 |  | 3 | 3 | 1 | 3 | 3 | 3 | 3 | 3 |
| 29-Right of Way Width | 54 |  | 60 | 60 | 0 | 20 | 42 | 40 | 50 | 50 |
| TTAM BIA Share | 13.5 | 13.5 | 13.5 | 13.5 | 100 | 100 | 100 | 100 | 13.5 | 13.5 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width | 10 |  | 16 | 10 |  | 50 | 2 | 2 | 8 | 4 |
| 14-Shoulder Type | 3 |  | 3 | 3 |  | 3 | 2 | 3 | 3 | 4 |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number |  |  |  |  |  |  |  |  |  |  |
| Roadway Width | 44 |  | 56 | 56 | 10 | 99 | 26 | 26 | 36 | 44 |
| TTAM Future ADT | 149 |  | 149 | 149 | 30 | 74 | 74 | 74 | 149 | 149 |
| TTAM ADS Number | 9 |  | 9 | 9 | 19 | 11 | 11 | 12 | 8 | 8 |
| TTAM Future Surface Type | P |  | P | P |  | G | G | G | P | P |
| 35-Drainage Condition | 2 |  | 2 | 2 |  | 2 | 2 | 2 | 2 | 3 |
| 36-Shoulder Condition | 2 |  | 2 | 2 |  | 2 | 2 | 2 | 2 | 3 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility |  |  |  |  |  |  |  |  |  |  |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 |  | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude |  |  |  |  |  |  |  |  |  |  |
| 42-End Latitude |  |  |  |  |  |  |  |  |  |  |
| 43-Beain Longitude |  |  |  |  |  |  |  |  |  |  |
| 44-End Longitude |  |  |  |  |  |  |  |  |  |  |
| 45-Atlas Map Number [99] |  |  |  |  |  |  |  |  |  |  |
| 46-50 Grade/Sight/Curve/Stop / Sa |  |  |  |  |  |  |  |  |  |  |
| 51-Road Cateqory |  |  |  |  |  |  |  |  |  |  |
| 52-Year of Construction Change | 1980 |  | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 |
| Update Year | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 |

Status AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG

## Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow State Ro | P06129 <br> Northwes Olympic Jamestow Grand Fi | P06129 <br> Northwes Olympic Jamestow Tamanowa | P06129 <br> Northwes Olympic Jamestow Economic | P06129 <br> Northwes Olympic Jamestow Economic | P06129 <br> Northwes Olympic Jamestow Marinas | P06129 <br> Northwes Olympic Jamestow Marinas | P06129 <br> Northwes Olympic Jamestow Jamestow | P06129 <br> Northwes Olympic Jamestow Sequim M | P06129 <br> Northwes Olympic Jamestow Many Fea |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4-IRR Route Number | 0106 | 0107 | 0109 | 0111 | 0112 | 0113 | 0113 | 0115 | 0116 | 0118 |
| 5-Section Number | 30 | 10 | 10 | 10 | 10 | 10 | 20 | 10 | 10 | 10 |
| 10-Class | 2 | 5 | 5 | 5 | 9 | 5 | 5 | 9 | 9 | 5 |
| 15-Length of Section | 1.0 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.3 | 0.2 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Length |  |  |  |  |  |  |  |  |  |  |
| 32-County | 031 | 031 | 031 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 3 | 5 | 2 | 2 | 2 | 2 | 5 | 2 | 2 | 2 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 2 | 2 | 3 | 2 |  | 1 | 1 |  |  | 1 |
| 25-Roadbed Condition | 5 | 3 | 1 | 5 |  | 3 | 3 |  |  | 5 |
| 24-Surface Condition Index | 75 | 38 | 0 | 75 |  | 34 | 34 |  |  | 90 |
| 16-Surface Width | 20 | 14 | 8 | 18 | 0 | 10 | 10 | 290 | 270 | 12 |
| 13-Surface Type | 5 | 3 | 9 | 5 | 5 | 3 | 3 | 5 | 5 | 5 |
| 9-Federal Aid Category | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 3 | 3 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 1 |
| 29-Right of Way Width | 50 | 20 |  | 30 |  | 16 | 16 | 400 | 300 | 14 |
| TTAM BIA Share | 13.5 | 100 | 100 | 100 | 0 | 100 | 100 | 0 | 0 | 100 |
| 30-Additional Incidental Percent | 16 |  |  | 0 |  |  |  |  |  |  |
| 14-Shoulder Type | 16 |  |  | 0 |  |  |  |  |  |  |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number |  |  |  |  |  |  |  |  |  |  |
| Roadway Width | 52 | 14 | 8 | 18 | 0 | 10 | 10 | 99 | 99 | 12 |
| TTAM Future ADT | 149 | 74 | 74 | 74 |  | 74 | 74 |  |  | 74 |
| TTAM ADS Number | 8 | 14 | 15 | 14 | 20 | 13 | 13 | 20 | 20 | 13 |
| TTAM Future Surface Type | P | G | G | G |  | G | G |  |  | G |
| 35-Drainage Condition | 2 | 1 | 0 | 2 |  | 1 | 1 | 3 | 2 | 2 |
| 36-Shoulder Condition | 2 | 0 | 0 | 0 |  | 0 | 0 | 3 | 0 | 0 |
| 37/38 \# RR X ING/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility |  |  |  |  |  |  |  |  |  |  |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 3 | 1 | 4 | 4 | 3 | 3 |  | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude |  |  |  |  |  |  |  |  |  |  |
| 42-End Latitude |  |  |  |  |  |  |  |  |  |  |
| 43-Begin Lonaitude |  |  |  |  |  |  |  |  |  |  |
| 44-End Longitude |  |  |  |  |  |  |  |  |  |  |
| 45-Atlas Map Number 1991 |  |  |  |  |  |  |  |  |  |  |
| 46-50 Grade/Sight/Curve/Stop / Sa |  |  |  |  |  |  |  |  |  |  |
| 51-Road Category |  |  |  |  |  |  |  |  |  |  |
| 52-Year of Construction Change | 1980 | 1980 |  | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 |
| Update Year | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 |

Status AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG

Indian Reservation Roads Program Inventory Data Sheet (ver2)

| Filter Criteria |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| P | 2014 | 06 | 129 |  |  |

For construction costs use the Greenbook Report

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


16-JUN-14
Status AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG

Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| Location ID Region Agency Reservation Road Name | P06129 <br> Northwes Olympic Jamestow Fire Dep 0127 | P06129 <br> Northwes Olympic Jamestow Crab Dad | P06129 <br> Northwes <br> Olympic Jamestow Fire Dep 0129 | P06129 <br> Northwes <br> Olympic Jamestow | P06129 <br> Northwes <br> Olympic Jamestow Woods Ro 0131 | P06129 <br> Northwes Olympic Jamestow Library 0132 | P06129 <br> Northwes Olympic Jamestow Dental C 0133 | P06129 <br> Northwes Olympic Jamestow Carving 0134 | P06129 <br> Northwes Olympic Jamestow Rest Sto 0135 | P06129 <br> Northwes Olympic Jamestow Hummingb |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 4-IRR Route Number | 0127 | 0128 | 0129 | 0130 | 0131 | 0132 | 0133 | 0134 | 0135 | 0136 |
| 5-Section Number | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 10-Class | 5 | 9 | 8 | 5 | 5 | 9 | 9 | 9 | 9 | 9 |
| 15-Length of Section | 0.1 | 0.1 | 0.1 | 0.2 | 0.4 | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Length |  |  |  |  |  |  |  |  |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 2 | 2 | 2 | 2 | 5 | 2 | 2 | 2 | 2 | 2 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 11-Terrain | 1 |  |  | 2 | 3 |  |  |  |  |  |
| 25-Roadbed Condition | 5 |  |  | 3 | 4 |  |  |  |  |  |
| 24-Surface Condition Index | 85 |  |  | 38 | 58 |  |  |  |  |  |
| 16-Surface Width | 26 | 90 | 4 | 12 | 20 | 144 | 48 | 40 | 48 | 32 |
| 13-Surface Type | 5 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 | 5 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 |
| 29-Right of Way Width | 36 | 100 | 6 | 16 | 30 | 160 | 50 | 40 | 50 | 40 |
| TTAM BIA Share | 100 | 0 | 100 | 100 | 100 | 0 | 0 | 0 | 0 | 0 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width |  |  |  |  |  |  |  |  |  |  |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number |  |  |  |  |  |  |  |  |  |  |
| Roadway Width | 26 | 90 | 4 | 12 | 20 | 99 | 48 | 40 | 48 | 32 |
| TTAM Future ADT | 74 |  | 30 | 74 | 74 |  |  |  |  |  |
| TTAM ADS Number | 13 | 20 | 19 | 14 | 15 | 20 | 20 | 20 | 20 | 20 |
| TTAM Future Surface Type | G |  |  | G | G |  |  |  |  |  |
| 35-Drainage Condition | 2 | 1 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 2 |
| 36-Shoulder Condition | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 | 0 |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility |  |  |  |  |  |  |  |  |  |  |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 |
| 27-Snow \& Ice Control |  |  |  |  |  |  |  |  |  |  |
| 41-Begin Latitude |  |  |  |  |  |  |  |  |  |  |
| 42-End Latitude |  |  |  |  |  |  |  |  |  |  |
| 43-Beain Longitude |  |  |  |  |  |  |  |  |  |  |
| 44-End Longitude |  |  |  |  |  |  |  |  |  |  |
| 45-Atlas Map Number [99] |  |  |  |  |  |  |  |  |  |  |
| 46-50 Grade/Sight/Curve/Stop / Sa |  |  |  |  |  |  |  |  |  |  |
| 51-Road Category |  |  |  |  |  |  |  |  |  |  |
| 52-Year of Construction Change | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 | 1980 |
| Update Year | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 |

16-JUN-14
Status AT-THE-REG AT-THE-REG ETURNED-TI AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG AT-THE-REG

Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

| 4-IRR Route NumberLocation ID <br> Region <br> Agency <br> Reservation <br> Road Name | P06129 <br> Northwes Olympic Jamestow Youth Ce 0137 | P06129 <br> Northwes Olympic Jamestow Youth Ce 0137 | P06129 <br> Northwes Olympic Jamestow Water To 0139 | P06129 <br> Northwes Olympic Jamestow Howard H 0140 | P06129 <br> Northwes Olympic Jamestow Howard H 0140 | P06129 <br> Northwes <br> Olympic <br> Jamestow <br> Youth Ce 0142 | P06129 <br> Northwes Olympic Jamestow $0143$ | P06129 <br> Northwes Olympic Jamestow Olympic 0144 | P06129 <br> Northwes Olympic Jamestow Olympic 0145 | P06129 <br> Northwes Olympic Jamestow Olympic 0145 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5-Section Number | 10 | 20 | 10 | 10 | 20 | 10 | 10 | 10 | 10 | 20 |
| 10-Class | 5 | 5 | 5 | 5 | 5 | 9 | 5 | 8 | 8 | 8 |
| 15-Length of Section | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 1.0 | 2.4 |
| 18-Bridge Number 19-Bridge Condition 20-Bridge Length |  |  |  |  |  |  |  |  |  |  |
| 32-County | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 | 009 |
| 33-Congressional District | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 | 06 |
| 7-State | WA | WA | WA | WA | WA | WA | WA | WA | WA | WA |
| 8-Ownership | 2 | 2 | 2 | 5 | 2 | 2 | 2 | 2 | 5 | 2 |
| 12-Construction Need | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 4 |
| 11-Terrain | 3 | 3 | 3 | 3 | 3 |  | 3 |  |  |  |
| 25-Roadbed Condition | 5 | 3 | 4 | 3 | 3 |  | 0 |  |  |  |
| 24-Surface Condition Index | 85 | 0 | 80 | 38 | 38 |  |  |  |  |  |
| 16-Surface Width | 18 | 8 | 9 | 12 | 12 | 40 |  | 8 | 8 |  |
| 13-Surface Type | 5 | 9 | 5 | 3 | 3 | 5 | 0 | 4 | 4 | 0 |
| 9-Federal Aid Category | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 28-Right of Way Status | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 3 | 1 |
| 29-Right of Way Width | 30 | 0 | 20 | 20 | 20 | 50 |  | 20 | 20 |  |
| TTAM BIA Share | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 13.5 | 100 |
| 30-Additional Incidental Percent |  |  |  |  |  |  |  |  |  |  |
| 17-Shoulder Width <br> 14-Shoulder Type |  |  |  |  |  |  |  |  |  |  |
| 22-Existing ADT |  |  |  |  |  |  |  |  |  |  |
| 21-ADT Year |  |  |  |  |  |  |  |  |  |  |
| 23-Percent Trucks |  |  |  |  |  |  |  |  |  |  |
| 34-Owner Route Number |  |  |  |  |  |  |  |  |  |  |
| Roadway Width | 18 | 8 | 9 | 12 | 12 | 40 |  | 8 | 8 |  |
| TTAM Future ADT | 74 | 74 | 74 | 74 | 74 |  | 74 | 30 | 30 | 30 |
| TTAM ADS Number | 15 | 15 | 15 | 15 | 15 | 20 | 15 | 19 | 19 | 19 |
| TTAM Future Surface Type | G | G | G | G | G |  | G |  |  |  |
| 35-Drainage Condition | 2 | 0 | 2 | 1 | 1 | 2 |  | 1 | 1 |  |
| 36-Shoulder Condition | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 |  |
| 37/38 \# RR X I NG/RR XING TYPE |  |  |  |  |  |  |  |  |  |  |
| 39-Right of Way Utility |  |  |  |  |  |  |  |  |  |  |
| 40-Right of Way Cost |  |  |  |  |  |  |  |  |  |  |
| 26-Level of Maintenance 27-Snow \& Ice Control | 4 | 1 | 4 | 3 | 3 | 4 |  | 4 | 4 |  |
| 41-Begin Latitude |  |  |  |  |  |  |  |  |  |  |
| 42-End Latitude |  |  |  |  |  |  |  |  |  |  |
| 43-Beain Lonaitude |  |  |  |  |  |  |  |  |  |  |
| 44-End Lonaitude |  |  |  |  |  |  |  |  |  |  |
| 45-Atlas Map Number [99] |  |  |  |  |  |  |  |  |  |  |
| 46-50 Grade/Sight/Curve/Stop / Sa |  |  |  |  |  |  |  |  |  |  |
| 51-Road Category |  |  |  |  |  |  |  |  |  |  |
| 52-Year of Construction Change | 1980 |  | 1980 | 1980 | 1980 | 1980 |  | 1980 | 1980 |  |
| Update Year | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 | 2014 |
| Status | T-THE-REG | -THE-REG | -THE-REG | -THE-REG | -THE-REG | -THE-REG | -THE-REG | -THE-REG | -THE-REG | -THE-REG |

Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2014 Inventory

4-IRR Route Number 5-Section Number
10-Class
15-Length of Section
18-Bridge Number
19-Bridge Condition
20-Bridge Lenath
32-County
33-Congressional District
7-State
8-Ownership
12-Construction Need
11-Terrain
25-Roadbed Condition
24-Surface Condition Index
16-Surface Width
13-Surface Type
9-Federal Aid Category
28-Right of Way Status
29-Right of Way Width
TTAM BIA Share
30-Additional Incidental Percent
17-Shoulder Width
14-Shoulder Type
22-Existing ADT
21-ADT Year
23-Percent Trucks
34-Owner Route Number
Roadway Width
TTAM Future ADT
TTAM ADS Number
TTAM Future Surface Type
35-Drainage Condition
36-Shoulder Condition
37/38 \# RR X I NG/RR XING TYPE
39-Right of Way Utility
40-Right of Way Cost
26-Level of Maintenance
27-Snow \& Ice Control
41-Begin Latitude
42-End Latitude
43-Beain Lonqitude
44-End Longitude
45-Atlas Map Number 1991
46-50 Grade/Sight/Curve/Stop / Sa
51-Road Category
52-Year of Construction Change
Update Year
Status
Status AT-THE 2014 AT-THE 2014

## APPENDIX D

# BIA TRIBAL SHARE CALCULATION REPORTS 

## Jamestown S'Klallam Tribe

Federal Highway Administration


Prepared by:

## 4-year Transition from Regulated IRR formula to EPW Statutory formula including average FY05-FY11 tribal distribution factor and road mileage factor

Total Share Factors:

| A) Total Population: | $39 \%$ |
| :--- | ---: |
| B) Regional FY05-FY11 funding averє | $34 \%$ |
| C) Road Mileage: | $27 \%$ |
|  |  |


|  |  |  |  | 6/27/2012 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| STATE | REGION_NAME | 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 |
| NE | A - Great Plains | A13382-Santee Sioux Nation | \$188,621.67 | \$210,508 | \$207,623 | \$203,635 | \$197,283 |
| SD | A - Great Plains | A03341-Flandreau Santee Sioux Trit | \$153,525.01 | \$171,339 | \$168,991 | \$169,226 | \$177,040 |
| SD | A - Great Plains | A15343-Lower Brule | \$633,263.55 | \$706,744 | \$697,057 | \$683,669 | \$662,341 |
| NE | A - Great Plains | A13383-Winnebago Tribe | \$289,607.13 | \$323,211 | \$318,782 | \$329,012 | \$347,745 |
| SD | A - Great Plains | A14342-Crow Creek | \$473,456.76 | \$528,394 | \$521,152 | \$511,142 | \$495,197 |
| NE | A - Great Plains | A13380- Omaha Tribe | \$572,877.01 | \$639,350 | \$630,587 | \$618,476 | \$599,182 |
| SD | A - Great Plains | A08346- Yankton Sioux Tribe | \$999,507.51 | \$1,115,484 | \$1,100,196 | \$1,079,064 | \$1,045,402 |
| SD | A - Great Plains | A09347- Sisseton-Wahpeton Oyate | \$2,798,973.43 | \$3,123,749 | \$3,080,936 | \$3,021,760 | \$2,927,495 |
| ND | A - Great Plains | A05303-Spirit Lake Tribe | \$914,375.53 | \$1,020,474 | \$1,006,488 | \$987,156 | \$956,361 |
| ND | A - Great Plains | A04301-Fort Berthold | \$1,431,763.50 | \$1,597,897 | \$1,575,996 | \$1,545,726 | \$1,497,506 |
| NE | A - Great Plains | A08381 - Ponca Tribe | \$3,071,025.67 | \$3,427,369 | \$3,380,394 | \$3,315,467 | \$3,212,039 |
| ND | A - Great Plains | A10302-Standing Rock Sioux Tribe | \$2,182,545.77 | \$2,435,795 | \$2,402,411 | \$2,356,268 | \$2,282,763 |
| SD | A - Great Plains | A01340 - Cheyenne River | \$2,229,187.47 | \$2,487,849 | \$2,453,751 | \$2,406,622 | \$2,331,546 |
| SD | A - Great Plains | A07345-Rosebud | \$3,466,063.42 | \$3,868,244 | \$3,815,227 | \$3,741,948 | \$3,625,216 |
| ND | A - Great Plains | A11304-Turtle Mountain | \$1,865,802.07 | \$2,082,298 | \$2,053,759 | \$2,014,312 | \$2,007,029 |
| SD | A - Great Plains | A06344- Pine Ridge | \$4,236,590.79 | \$4,728,179 | \$4,663,376 | \$4,703,083 | \$4,932,260 |
| KS | B - Southern Plains | B04863-Sac \& Fox Nation Of Missou | \$138,329.94 | \$158,487 | \$158,416 | \$157,182 | \$155,129 |
| OK | B - Southern Plains | B06807- Delaware Nation | \$390,399.89 | \$447,289 | \$447,086 | \$443,605 | \$437,811 |
| OK | B - Southern Plains | B06803 - Fort Sill Apache Tribe | \$140,292.45 | \$160,736 | \$160,663 | \$159,412 | \$157,330 |
| OK | B - Southern Plains | B07811- Otoe-Missouria Tribe | \$500,986.87 | \$573,990 | \$573,731 | \$569,263 | \$561,828 |
| TX | B - Southern Plains | B00830 - Alabama-Coushatta Tribe | \$120,618.49 | \$138,195 | \$138,132 | \$138,932 | \$147,698 |
| KS | B - Southern Plains | B04862-Prairie Band Potawatomi Ne | \$262,074.10 | \$300,263 | \$342,888 | \$414,637 | \$482,669 |
| OK | B - Southern Plains | B08822- lowa Tribe (Ok) | \$805,411.61 | \$922,776 | \$922,358 | \$915,176 | \$903,223 |
| OK | B - Southern Plains | B07814 - Tonkawa Tribe | \$507,007.14 | \$580,888 | \$580,625 | \$576,104 | \$568,579 |
| TX | B - Southern Plains | B00826-Kickapoo Traditional Tribe | \$182,174.07 | \$208,720 | \$208,626 | \$225,486 | \$245,524 |
| KS | B - Southern Plains | B04861 - Kickapoo Tribe (Ks) | \$205,538.84 | \$235,490 | \$235,383 | \$240,371 | \$256,883 |
| KS | B - Southern Plains | B04860-lowa Tribe (Ks \& Ne) | \$120,782.09 | \$138,382 | \$148,408 | \$173,635 | \$197,405 |
| OK | B - Southern Plains | B06804 - Wichita \& Affiliated Tribes | \$560,211.72 | \$641,845 | \$641,555 | \$636,559 | \$628,245 |
| OK | B - Southern Plains | B06809 - Apache Tribe | \$750,463.56 | \$859,821 | \$859,432 | \$852,739 | \$841,602 |
| OK | B - Southern Plains | B07813 - Ponca Tribe (Ok) | \$731,088.36 | \$837,622 | \$837,243 | \$830,724 | \$819,874 |
| OK | B - Southern Plains | B08823 - Kickapoo Tribe | \$630,644.58 | \$722,542 | \$722,215 | \$716,591 | \$707,232 |
| OK | B - Southern Plains | B07812-Pawnee Nation | \$688,934.21 | \$789,325 | \$788,968 | \$782,825 | \$778,922 |
| OK | B - Southern Plains | B07810-Kaw Nation | \$1,418,673.32 | \$1,625,401 | \$1,624,666 | \$1,612,015 | \$1,590,961 |
| OK | B - Southern Plains | B06806- Caddo Nation | \$1,059,663.18 | \$1,214,076 | \$1,213,527 | \$1,204,078 | \$1,188,352 |
| OK | B - Southern Plains | B08820-Absentee-Shawnee Tribe | \$1,048,049.31 | \$1,200,770 | \$1,200,227 | \$1,190,881 | \$1,175,327 |
| OK | B - Southern Plains | B08824-Sac \& Fox Nation (Ok) | \$1,900,198.91 | \$2,177,094 | \$2,176,110 | \$2,159,165 | \$2,130,964 |
| OK | B - Southern Plains | B06815-Kiowa Indian Tribe | \$2,056,883.89 | \$2,356,611 | \$2,355,546 | \$2,337,204 | \$2,306,678 |
| OK | B - Southern Plains | B06808-Comanche Nation | \$1,868,745.14 | \$2,141,057 | \$2,140,089 | \$2,123,425 | \$2,117,470 |
| OK | B - Southern Plains | B08821-Citizen Potawatomi Nation | \$2,901,380.09 | \$3,324,167 | \$3,322,663 | \$3,296,791 | \$3,253,732 |
| OK | B - Southern Plains | B05801- Cheyenne And Arapaho | \$1,563,065.87 | \$1,790,835 | \$1,790,025 | \$1,873,982 | \$2,019,545 |
| MT | C - Rocky Mountair | C55204 - Fort Belknap | \$1,999,854.54 | \$2,445,436 | \$2,539,643 | \$2,601,350 | \$2,638,655 |
| MT | C - Rocky Mountair | C59205-Rocky Boy'S | \$1,334,568.90 | \$1,631,920 | \$1,694,787 | \$1,796,031 | \$1,958,880 |
| MT | C - Rocky Mountair | C57207- Northern Cheyenne | \$1,700,949.17 | \$2,079,932 | \$2,160,059 | \$2,212,543 | \$2,310,019 |
| MT | C - Rocky Mountair | C56206 - Fort Peck | \$3,693,790.25 | \$4,516,792 | \$4,690,795 | \$4,804,771 | \$4,830,916 |
| MT | C - Rocky Mountair | C52202-Crow Tribe | \$4,240,616.54 | \$5,185,455 | \$5,385,217 | \$5,516,066 | \$5,546,082 |
| WY | C - Rocky Mountair | C58280 - Wind River | \$3,724,904.30 | \$4,554,839 | \$4,730,307 | \$4,845,243 | \$5,054,010 |
| MT | C - Rocky Mountair | C51201-Blackfeet | \$2,050,828.32 | \$2,507,767 | \$2,604,375 | \$2,912,219 | \$3,232,703 |
| AK | E - Alaska | E01136-Ekuk | \$44,118.54 | \$47,024 | \$44,963 | \$43,027 | \$41,385 |
| AK | E - Alaska | E01586-Kaguyak | \$6,458.71 | \$6,884 | \$6,582 | \$6,080 | \$5,346 |
| AK | E - Alaska | E03479 - Telida | \$11,595.65 | \$12,359 | \$11,818 | \$11,224 | \$10,602 |
| AK | E - Alaska | E02170-Georgetown | \$80,212.41 | \$85,494 | \$81,748 | \$76,217 | \$68,686 |
| AK | E - Alaska | E04447-Solomon | \$300,027.21 | \$319,783 | \$305,771 | \$293,104 | \$283,070 |
| AK | E- Alaska | E01506- Ugashik | \$144,042.32 | \$153,527 | \$146,800 | \$154,826 | \$170,088 |
| AK | E- Alaska | E09238-Kasaan | \$1,040,007.36 | \$1,108,487 | \$1,059,917 | \$983,304 | \$874,600 |
| AK | E - Alaska | E01165-Gakona | \$28,836.17 | \$30,735 | \$29,388 | \$28,304 | \$27,641 |
| AK | E - Alaska | E03294-Manley Hot Springs | \$72,636.10 | \$77,419 | \$74,027 | \$72,289 | \$73,507 |
| AK | E - Alaska | E03472-Takotna | \$67,260.88 | \$71,690 | \$68,549 | \$63,896 | \$57,549 |
| AK | E-Alaska | E03146-Evansville | \$42,170.14 | \$44,947 | \$42,977 | \$41,687 | \$41,383 |


| STATE | REGion_NAME | 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AK | E - Alaska | E01222-Ivanoff Bay | \$9,033.10 | \$9,628 | \$9,206 | \$8,687 | \$8,073 |
| AK | E - Alaska | E01531- Tangirnaq (Lesnoi Village) | \$7,422.71 | \$7,911 | \$7,565 | \$7,200 | \$6,836 |
| AK | E- Alaska | E02508- Umkumiut | \$7,561.96 | \$8,060 | \$7,707 | \$7,211 | \$6,560 |
| AK | E- Alaska | E03127- Dot Lake | \$38,798.15 | \$41,353 | \$39,541 | \$37,143 | \$34,127 |
| AK | E- Alaska | E02189-Hamilton | \$288,272.63 | \$307,254 | \$293,791 | \$280,162 | \$267,224 |
| AK | E - Alaska | E01324 - Pauloff Harbor | \$57,845.14 | \$61,654 | \$58,953 | \$56,386 | \$54,169 |
| AK | E - Alaska | E02411-Red Devil | \$34,922.44 | \$37,222 | \$35,591 | \$33,457 | \$30,797 |
| AK | E - Alaska | E03049- Birch Creek Tribe | \$44,147.34 | \$47,054 | \$44,992 | \$42,587 | \$39,886 |
| AK | E - Alaska | E01346-Nikolski | \$26,730.86 | \$28,491 | \$27,243 | \$25,363 | \$22,772 |
| AK | E- Alaska | E01237-Karluk | \$464,004.84 | \$494,557 | \$472,888 | \$446,953 | \$417,095 |
| AK | E- Alaska | E03634-Healy Lake | \$165,799.29 | \$176,716 | \$168,973 | \$161,386 | \$154,512 |
| AK | E- Alaska | E03010-Alatna | \$29,796.69 | \$31,759 | \$30,367 | \$28,454 | \$25,978 |
| AK | E- Alaska | E03130-Eagle | \$32,375.92 | \$34,508 | \$32,996 | \$30,935 | \$28,283 |
| AK | E - Alaska | E01376-Pedro Bay | \$65,996.40 | \$70,342 | \$69,814 | \$79,275 | \$90,048 |
| AK | E- Alaska | E01402-Portage Creek | \$32,373.05 | \$34,505 | \$32,993 | \$30,903 | \$28,186 |
| AK | E - Alaska | E02288-Lime Village | \$43,529.18 | \$46,395 | \$44,363 | \$41,994 | \$39,337 |
| AK | E- Alaska | E01214- - Igiugig | \$114,699.01 | \$122,251 | \$116,895 | \$114,106 | \$115,516 |
| AK | E- Alaska | E03410-Rampart | \$106,404.17 | \$113,410 | \$108,441 | \$102,300 | \$95,014 |
| AK | E- Alaska | E01149-False Pass | \$27,004.12 | \$28,782 | \$27,521 | \$25,675 | \$23,177 |
| AK | E- Alaska | E01511-Unga | \$85,499.45 | \$91,129 | \$87,136 | \$83,452 | \$80,424 |
| AK | E - Alaska | E02388-Platinum | \$276,413.42 | \$294,614 | \$281,705 | \$267,414 | \$252,246 |
| AK | E - Alaska | E02092-Chuloonawick | \$24,372.33 | \$25,977 | \$24,839 | \$23,133 | \$20,789 |
| AK | E- Alaska | E01087-Cheesh-Na (Chistochina) | \$39,867.03 | \$42,492 | \$40,630 | \$38,539 | \$36,283 |
| AK | E- Alaska | E01083-Chignik Bay | \$80,344.44 | \$85,635 | \$81,883 | \$78,065 | \$74,415 |
| AK | E - Alaska | E01216- liamna | \$176,667.91 | \$188,301 | \$180,050 | \$174,016 | \$171,327 |
| AK | E - Alaska | E01623-Kanatak | \$24,739.57 | \$26,369 | \$25,213 | \$23,527 | \$21,250 |
| AK | E - Alaska | E01088-Chitina | \$30,409.09 | \$32,411 | \$30,991 | \$29,026 | \$26,468 |
| AK | E - Alaska | E01254-King Salmon Tribe | \$31,370.22 | \$33,436 | \$31,971 | \$30,119 | \$27,879 |
| AK | E - Alaska | E02464 - Stony River | \$64,458.34 | \$68,703 | \$65,692 | \$62,260 | \$58,497 |
| AK | E - Alaska | E01065-Cantwell | \$25,015.00 | \$26,662 | \$25,494 | \$23,792 | \$21,496 |
| AK | E - Alaska | E03205-Hughes | \$82,546.00 | \$87,981 | \$84,126 | \$79,234 | \$73,294 |
| AK | E- Alaska | E01041-Belkofski | \$28,650.91 | \$30,537 | \$30,874 | \$35,431 | \$40,568 |
| AK | E-Alaska | E01135-Eklutna | \$56,513.52 | \$60,235 | \$57,595 | \$54,430 | \$50,777 |
| AK | E - Alaska | E01578-Chenega (Chanega) | \$165,220.83 | \$176,100 | \$168,384 | \$157,522 | \$143,214 |
| AK | E - Alaska | E02371- Paimiut | \$25,152.71 | \$26,809 | \$25,634 | \$23,951 | \$21,707 |
| AK | E - Alaska | E01336-Nelson Lagoon | \$49,454.79 | \$52,711 | \$50,402 | \$47,775 | \$44,905 |
| AK | E - Alaska | E01503-Twin Hills | \$74,676.78 | \$79,594 | \$76,106 | \$73,270 | \$71,488 |
| AK | E - Alaska | E01185-Gulkana | \$35,871.97 | \$38,234 | \$36,559 | \$34,776 | \$32,971 |
| AK | E-Alaska | E03038-Beaver | \$41,408.06 | \$44,135 | \$42,201 | \$39,841 | \$37,075 |
| AK | E - Alaska | E02369- Oscarville | \$149,201.75 | \$159,026 | \$152,058 | \$144,414 | \$136,386 |
| AK | E - Alaska | E02332- Napaimute | \$49,443.64 | \$52,699 | \$50,390 | \$55,264 | \$61,463 |
| AK | E - Alaska | E01004 - Akhiok | \$73,079.40 | \$77,891 | \$74,478 | \$70,723 | \$66,765 |
| AK | E - Alaska | E01027-Atka | \$156,808.52 | \$167,134 | \$159,810 | \$151,285 | \$141,734 |
| AK | E- Alaska | E01096-Clarks Point | \$32,192.51 | \$34,312 | \$32,809 | \$30,976 | \$28,830 |
| AK | E - Alaska | E03072-Chalkyitsik | \$171,446.13 | \$182,735 | \$185,467 | \$213,310 | \$244,636 |
| AK | E-Alaska | E03345 - Nikolai | \$103,939.28 | \$110,783 | \$105,929 | \$101,724 | \$98,661 |
| AK | E- Alaska | E02366- Ohogamiut | \$921,830.34 | \$982,529 | \$939,478 | \$876,977 | \$792,848 |
| AK | E - Alaska | E01397-Port Heiden | \$116,454.15 | \$124,122 | \$118,684 | \$113,558 | \$109,192 |
| AK | E - Alaska | E03463-Stevens | \$191,304.62 | \$203,901 | \$194,967 | \$187,550 | \$182,642 |
| AK | E - Alaska | E03093-Circle | \$35,027.17 | \$37,334 | \$35,698 | \$33,794 | \$31,662 |
| AK | E- Alaska | E01309-Mentasta | \$59,532.67 | \$63,453 | \$60,672 | \$57,065 | \$52,600 |
| AK | E - Alaska | E01478-Tazlina | \$272,003.53 | \$289,914 | \$277,211 | \$261,642 | \$243,311 |
| AK | E - Alaska | E01084 - Chignik Lagoon | \$75,013.23 | \$79,953 | \$76,449 | \$73,364 | \$71,039 |
| AK | E - Alaska | E01477-Tatitlek | \$52,244.22 | \$55,684 | \$53,244 | \$50,080 | \$46,165 |
| AK | E - Alaska | E03271-Koyukuk | \$33,199.53 | \$35,386 | \$33,835 | \$31,978 | \$29,837 |
| AK | E- Alaska | E01133-Egegik | \$308,155.66 | \$328,446 | \$314,055 | \$293,835 | \$267,232 |
| AK | E - Alaska | E01279-Larsen Bay | \$51,284.33 | \$54,661 | \$52,266 | \$48,627 | \$43,580 |
| AK | E - Alaska | E03022-Anvik | \$66,729.24 | \$71,123 | \$68,007 | \$64,266 | \$59,947 |
| AK | E-Alaska | E02047- Bill Moore'S Slough | \$183,228.21 | \$195,293 | \$186,736 | \$178,570 | \$171,468 |
| AK | E-Alaska | E04107-Council | \$182,932.34 | \$194,978 | \$186,434 | \$176,798 | \$166,357 |
| AK | E- Alaska | E04299-Mary'S Igloo | \$611,657.13 | \$651,932 | \$623,367 | \$597,596 | \$577,259 |
| AK | E- Alaska | E01378-Perryville | \$63,737.95 | \$67,935 | \$64,958 | \$71,100 | \$79,027 |
| AK | E - Alaska | E02446-Sleetmute | \$76,198.17 | \$81,215 | \$77,657 | \$72,170 | \$64,492 |
| AK | E - Alaska | E01283-Levelock | \$231,085.43 | \$246,301 | \$235,509 | \$219,405 | \$197,329 |
| AK | E- Alaska | E01007-Akutan | \$96,505.84 | \$102,860 | \$98,353 | \$93,274 | \$87,774 |
| AK | E- Alaska | E01431 - Seldovia | \$177,357.56 | \$189,036 | \$180,753 | \$170,134 | \$157,126 |
| AK | E - Alaska | E02385-Pitka'S Point | \$305,094.70 | \$325,184 | \$310,935 | \$296,620 | \$283,174 |
| AK | E - Alaska | E02019 - Andreafski | \$82,822.86 | \$89,755 | \$157,858 | \$225,575 | \$296,258 |
| AK | E - Alaska | E04261-Kobuk | \$190,168.88 | \$202,691 | \$193,809 | \$185,926 | \$179,895 |


| STATE | REGION_NAME | 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AK | E - Alaska | E03434-Shageluk | \$46,953.83 | \$50,046 | \$47,853 | \$45,090 | \$41,757 |
| AK | E - Alaska | E01450 - South Naknek | \$87,792.17 | \$93,573 | \$89,473 | \$85,974 | \$83,507 |
| AK | E - Alaska | E03483-Tetlin | \$257,939.03 | \$274,923 | \$262,877 | \$252,879 | \$246,267 |
| AK | E - Alaska | E03013-Allakaket | \$65,794.92 | \$70,127 | \$67,054 | \$63,529 | \$59,638 |
| AK | E- Alaska | E03025-Arctic Village(Venetie) | \$229,252.96 | \$244,348 | \$233,642 | \$228,342 | \$234,334 |
| AK | E - Alaska | E01085 - Chignik Lake | \$66,494.72 | \$70,873 | \$67,768 | \$64,718 | \$61,947 |
| AK | E - Alaska | E09259 - Chilkat (Klukwan) | \$272,455.75 | \$290,396 | \$277,672 | \$257,538 | \$228,919 |
| AK | E - Alaska | E01383-Pilot Point | \$123,855.39 | \$132,011 | \$126,226 | \$122,074 | \$120,366 |
| AK | E - Alaska | E02841-Chuathbaluk (Russian Missi | \$61,006.36 | \$65,023 | \$62,174 | \$58,668 | \$54,523 |
| AK | E - Alaska | E01137-Ekwok | \$60,136.21 | \$64,096 | \$61,287 | \$57,311 | \$52,049 |
| AK | E - Alaska | E03474-Tanacross | \$46,011.41 | \$49,041 | \$46,892 | \$44,415 | \$41,669 |
| AK | E - Alaska | E01340-Newhalen | \$598,336.07 | \$637,734 | \$609,791 | \$585,188 | \$566,666 |
| AK | E - Alaska | E04177-Chinik (Golovin) | \$558,028.85 | \$594,772 | \$568,712 | \$544,568 | \$524,585 |
| AK | E - Alaska | E01455-Saint George | \$123,329.39 | \$131,450 | \$125,690 | \$121,011 | \$118,078 |
| AK | E - Alaska | E01002 - Afognak | \$65,561.96 | \$69,879 | \$66,817 | \$63,578 | \$60,319 |
| AK | E - Alaska | E09443-Skagway | \$37,110.38 | \$39,554 | \$37,821 | \$35,628 | \$32,972 |
| AK | E - Alaska | E02109 - Crooked Creek | \$392,879.42 | \$418,749 | \$400,401 | \$383,765 | \$370,514 |
| AK | E - Alaska | E04117- Deering | \$117,420.73 | \$125,152 | \$128,040 | \$147,916 | \$170,198 |
| AK | E - Alaska | E04521-Wales | \$335,799.31 | \$357,910 | \$342,228 | \$327,836 | \$316,121 |
| AK | E - Alaska | E03416-Ruby | \$146,436.98 | \$156,079 | \$149,240 | \$139,349 | \$126,070 |
| AK | E - Alaska | E01264 - Kokhanok | \$75,518.05 | \$80,491 | \$83,571 | \$97,326 | \$112,652 |
| AK | E - Alaska | E02436-Nunam Iqua (Sheldon'S Poi | \$777,248.50 | \$828,427 | \$792,128 | \$742,553 | \$678,676 |
| AK | E - Alaska | E04219 - Diomede (Inalik) | \$241,165.36 | \$257,045 | \$245,782 | \$234,851 | \$225,091 |
| AK | E - Alaska | E03337-Nenana | \$83,600.32 | \$89,105 | \$85,201 | \$79,535 | \$71,909 |
| AK | E - Alaska | E01396-Port Graham | \$238,338.32 | \$254,032 | \$242,901 | \$225,203 | \$199,974 |
| AK | E - Alaska | E03672-Grayling | \$58,668.43 | \$62,531 | \$59,792 | \$56,872 | \$53,910 |
| AK | E - Alaska | E01398-Port Lions | \$103,623.78 | \$110,447 | \$105,608 | \$100,309 | \$94,756 |
| AK | E - Alaska | E01142-Nanwalek (English Bay) | \$238,769.23 | \$254,491 | \$243,340 | \$231,741 | \$220,324 |
| AK | E-Alaska | E01266-New Koliganek | \$61,135.03 | \$65,160 | \$62,305 | \$59,547 | \$57,102 |
| AK | E - Alaska | E01367- Old Harbor | \$80,569.54 | \$85,875 | \$82,112 | \$76,466 | \$68,699 |
| AK | E - Alaska | E01102-Kluti Kaah (Copper Center) | \$62,166.34 | \$66,260 | \$63,356 | \$60,074 | \$56,507 |
| AK | E - Alaska | E03233-Kaltag | \$91,096.79 | \$97,095 | \$92,841 | \$88,145 | \$83,177 |
| AK | E - Alaska | E04525-White Mountain | \$466,028.97 | \$496,715 | \$474,951 | \$454,463 | \$437,042 |
| AK | E - Alaska | E01353 - Nondalton | \$51,321.18 | \$54,700 | \$52,304 | \$49,547 | \$46,498 |
| AK | E - Alaska | E01011 - Aleknagik | \$70,430.66 | \$75,068 | \$71,779 | \$68,904 | \$66,771 |
| AK | E - Alaska | E01505 - Tyonek | \$250,554.14 | \$267,052 | \$255,351 | \$246,448 | \$241,856 |
| AK | E - Alaska | E01419-Salamatoff | \$118,614.56 | \$126,425 | \$120,885 | \$115,903 | \$111,995 |
| AK | E - Alaska | E01370-Ouzinkie | \$318,383.47 | \$339,348 | \$324,479 | \$300,519 | \$266,097 |
| AK | E - Alaska | E03195-Holy Cross | \$192,807.31 | \$205,503 | \$196,498 | \$188,028 | \$180,834 |
| AK | E - Alaska | E03303-Mc Grath | \$148,647.16 | \$158,435 | \$151,493 | \$145,431 | \$140,944 |
| AK | E - Alaska | E02307-Mekoryuk | \$125,920.08 | \$134,211 | \$128,331 | \$120,555 | \$110,786 |
| AK | E - Alaska | E02343 - Nightmute | \$111,900.91 | \$119,269 | \$114,043 | \$109,294 | \$105,495 |
| AK | E - Alaska | E03314-Minto | \$52,215.26 | \$55,653 | \$53,215 | \$50,801 | \$48,581 |
| AK | E - Alaska | E02232-Kalskag | \$423,922.22 | \$451,836 | \$432,038 | \$410,955 | \$389,577 |
| AK | E - Alaska | E03475-Tanana | \$87,630.01 | \$93,400 | \$89,308 | \$83,693 | \$76,433 |
| AK | E - Alaska | E03028-Atgasuk Village (Atkasook) | \$56,747.91 | \$60,484 | \$57,834 | \$54,821 | \$51,526 |
| AK | E - Alaska | E04435-Shaktoolik | \$571,574.16 | \$609,210 | \$582,516 | \$558,863 | \$540,827 |
| AK | E-Alaska | E02325-Goodnews Bay | \$56,568.66 | \$60,293 | \$57,652 | \$55,075 | \$52,758 |
| AK | E - Alaska | E03390 - Point Lay | \$58,654.37 | \$62,516 | \$59,777 | \$56,809 | \$53,737 |
| AK | E - Alaska | E03230-Kaktovik (Barter Island) | \$90,022.95 | \$95,951 | \$91,746 | \$86,648 | \$80,703 |
| AK | E - Alaska | E03210-Huslia | \$304,461.56 | \$324,509 | \$310,290 | \$292,487 | \$271,120 |
| AK | E - Alaska | E02291-Lower Kalskag | \$71,106.70 | \$75,789 | \$72,468 | \$73,197 | \$79,265 |
| AK | E - Alaska | E04440-Shungnak | \$192,063.39 | \$204,710 | \$195,740 | \$186,884 | \$178,771 |
| AK | E - Alaska | E02418- Iqurmuit | \$128,542.45 | \$137,006 | \$131,003 | \$123,056 | \$113,060 |
| AK | E - Alaska | E04480-Teller | \$264,235.60 | \$281,634 | \$269,294 | \$257,851 | \$248,364 |
| AK | E - Alaska | E03016 - Anaktuvuk Pass | \$77,107.50 | \$82,185 | \$78,584 | \$74,237 | \$69,193 |
| AK | E - Alaska | E04056-Brevig Mission | \$604,470.86 | \$644,272 | \$616,043 | \$590,753 | \$571,056 |
| AK | E - Alaska | E03359-Nulato | \$121,949.06 | \$129,979 | \$124,284 | \$118,631 | \$113,414 |
| AK | E - Alaska | E03358-Northway | \$60,515.81 | \$64,500 | \$61,674 | \$58,843 | \$56,193 |
| AK | E-Alaska | E09128-Douglas | \$142,616.47 | \$152,007 | \$145,347 | \$136,936 | \$126,767 |
| AK | E - Alaska | E04014-Ambler | \$111,164.66 | \$118,484 | \$113,293 | \$106,300 | \$97,385 |
| AK | E - Alaska | E02132-Eek | \$970,049.10 | \$1,033,922 | \$988,620 | \$935,027 | \$874,021 |
| AK | E - Alaska | E04270-Koyuk | \$849,878.40 | \$905,839 | \$866,148 | \$831,397 | \$805,526 |
| AK | E - Alaska | E09427-Saxman | \$63,724.32 | \$67,920 | \$64,944 | \$62,271 | \$60,179 |
| AK | E - Alaska | E02456-Algaaciq (St. Mary'S) | \$56,118.63 | \$59,814 | \$57,193 | \$54,362 | \$51,441 |
| AK | E - Alaska | E01330 - Naknek | \$404,505.88 | \$431,141 | \$412,250 | \$390,982 | \$367,983 |
| AK | E - Alaska | E02029-Atmautluak | \$151,421.24 | \$161,392 | \$154,320 | \$147,777 | \$142,374 |
| AK | E - Alaska | E02006 - Akiak | \$73,341.19 | \$78,170 | \$74,745 | \$70,904 | \$66,768 |
| AK | E - Alaska | E09211-Hydaburg | \$1,398,366.25 | \$1,490,442 | \$1,425,137 | \$1,323,250 | \$1,179,636 |


| STATE | REGION_NAME | 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AK | E - Alaska | E02297- Marshall (Fortuna Ledge) | \$142,511.45 | \$151,895 | \$145,240 | \$140,174 | \$137,558 |
| AK | E - Alaska | E09186-Chilkoot (Haines) | \$1,093,390.20 | \$1,165,385 | \$1,114,322 | \$1,042,462 | \$947,812 |
| AK | E - Alaska | E03518-Venetie | \$455,595.66 | \$485,595 | \$464,318 | \$453,223 | \$458,632 |
| AK | E - Alaska | E09533- Yakutat Tlingit Tribe | \$188,761.21 | \$201,190 | \$192,375 | \$180,629 | \$165,779 |
| AK | E - Alaska | E02341-Newtok | \$511,709.59 | \$545,403 | \$521,506 | \$492,871 | \$459,867 |
| AK | E - Alaska | E02500-Tununak | \$63,229.13 | \$67,392 | \$64,471 | \$71,615 | \$79,971 |
| AK | E - Alaska | E01252-Agdaagux Tribe (King Cove | \$74,774.58 | \$79,698 | \$76,206 | \$73,386 | \$71,646 |
| AK | E - Alaska | E01148-Eyak (Cordova) | \$296,072.66 | \$315,568 | \$301,741 | \$288,972 | \$278,464 |
| AK | E - Alaska | E02276-Kwigillingok | \$55,402.02 | \$59,050 | \$56,463 | \$55,145 | \$56,162 |
| AK | E - Alaska | E04457- Saint Michael | \$355,436.30 | \$378,840 | \$362,241 | \$346,953 | \$334,430 |
| AK | E - Alaska | E02333 - Napakiak | \$481,212.08 | \$512,898 | \$490,424 | \$462,653 | \$429,708 |
| AK | E - Alaska | E01424- Qagan Tayagungin | \$96,824.81 | \$103,200 | \$98,678 | \$93,926 | \$89,185 |
| AK | E - Alaska | E01510-Qawalangin | \$121,303.73 | \$129,291 | \$123,626 | \$116,464 | \$107,795 |
| AK | E - Alaska | E02267-Kongiganak | \$253,753.93 | \$270,462 | \$258,612 | \$244,755 | \$229,164 |
| AK | E - Alaska | E03166-Galena (Louden Village) | \$89,700.45 | \$95,607 | \$91,418 | \$87,067 | \$82,794 |
| AK | E - Alaska | E04249-Kiana | \$87,022.19 | \$92,752 | \$88,688 | \$85,098 | \$82,377 |
| AK | E - Alaska | E01295- Manokotak | \$98,882.96 | \$105,394 | \$100,776 | \$96,972 | \$94,503 |
| AK | E - Alaska | E04256-Kivalina | \$162,078.93 | \$172,751 | \$165,182 | \$157,199 | \$149,202 |
| AK | E - Alaska | E09380-Petersburg | \$732,544.35 | \$780,779 | \$746,568 | \$707,166 | \$663,511 |
| AK | E - Alaska | E02499-Tuntutuliak | \$638,514.12 | \$680,557 | \$650,738 | \$612,054 | \$564,194 |
| AK | E - Alaska | E02077-Chefornak | \$56,488.55 | \$60,208 | \$57,570 | \$55,311 | \$53,706 |
| AK | E - Alaska | E03354 - Nuiqsut (Nooiksut) | \$213,700.81 | \$227,772 | \$217,792 | \$205,378 | \$190,565 |
| AK | E - Alaska | E02334-Napaskiak | \$273,848.24 | \$291,880 | \$279,091 | \$262,799 | \$242,950 |
| AK | E - Alaska | E04059 - Buckland | \$81,954.22 | \$87,351 | \$83,523 | \$80,201 | \$77,771 |
| AK | E - Alaska | E02428-Scammon Bay | \$546,527.48 | \$582,514 | \$556,990 | \$523,857 | \$482,844 |
| AK | E - Alaska | E02021-Aniak | \$61,700.14 | \$65,763 | \$62,881 | \$60,945 | \$60,394 |
| AK | E - Alaska | E04350-Noatak | \$94,034.65 | \$100,226 | \$95,835 | \$93,071 | \$92,653 |
| AK | E - Alaska | E04253-King Island | \$483,073.75 | \$514,882 | \$492,322 | \$476,326 | \$470,114 |
| AK | E - Alaska | E02497- Tuluksak | \$71,404.09 | \$76,106 | \$72,771 | \$71,244 | \$74,533 |
| AK | E - Alaska | E09257-Klawock | \$939,456.86 | \$1,001,316 | \$957,442 | \$889,075 | \$792,778 |
| AK | E - Alaska | E09020-Angoon | \$204,529.00 | \$217,996 | \$208,444 | \$196,722 | \$182,904 |
| AK | E-Alaska | E01339 - New Stuyahok | \$70,106.75 | \$74,723 | \$71,449 | \$69,065 | \$68,021 |
| AK | E - Alaska | E01081 - Chickaloon | \$858,536.13 | \$915,067 | \$874,972 | \$839,062 | \$811,110 |
| AK | E - Alaska | E03162- Fort Yukon | \$146,634.88 | \$156,290 | \$149,442 | \$144,483 | \$142,362 |
| AK | E - Alaska | E04139-Elim | \$657,064.17 | \$700,329 | \$669,643 | \$644,820 | \$629,440 |
| AK | E-Alaska | E09532-Wrangell | \$641,127.56 | \$683,343 | \$653,401 | \$604,496 | \$533,696 |
| AK | E - Alaska | E09108-Craig | \$686,844.19 | \$732,070 | \$699,993 | \$655,898 | \$598,804 |
| AK | E - Alaska | E02361-Nunapitchuk | \$65,990.06 | \$70,335 | \$69,159 | \$78,105 | \$88,350 |
| AK | E - Alaska | E09198-Hoonah | \$404,248.16 | \$430,866 | \$411,987 | \$383,033 | \$342,646 |
| AK | E - Alaska | E02384 - Pilot Station | \$644,000.26 | \$686,405 | \$656,329 | \$627,129 | \$601,047 |
| AK | E - Alaska | E02268-Kotlik | \$81,643.48 | \$87,019 | \$83,206 | \$80,569 | \$79,668 |
| AK | E - Alaska | E03519-Wainwright | \$75,773.52 | \$80,763 | \$77,224 | \$75,061 | \$74,868 |
| AK | E - Alaska | E01458-Saint Paul | \$136,776.00 | \$145,782 | \$139,394 | \$135,228 | \$134,289 |
| AK | E - Alaska | E09229-Kake | \$584,688.86 | \$623,188 | \$595,882 | \$563,255 | \$525,750 |
| AK | E - Alaska | E02490 - Nunakauyarmiut | \$79,776.17 | \$85,029 | \$81,303 | \$78,143 | \$75,945 |
| AK | E-Alaska | E04460-Stebbins | \$244,963.20 | \$261,093 | \$249,653 | \$240,377 | \$234,595 |
| AK | E - Alaska | E04438-Shishmaref | \$888,920.77 | \$947,452 | \$905,938 | \$869,963 | \$843,746 |
| AK | E - Alaska | E02241-Kasigluk | \$127,107.11 | \$135,477 | \$129,540 | \$127,021 | \$135,176 |
| AK | E-Alaska | E02407-Kwinhagak (Quinhagak) | \$119,120.82 | \$126,964 | \$121,401 | \$116,218 | \$111,886 |
| AK | E - Alaska | E02005-Akiachak | \$178,439.83 | \$190,189 | \$181,856 | \$178,170 | \$187,903 |
| AK | E-Alaska | E02008-Alakanuk | \$683,925.76 | \$728,959 | \$697,019 | \$655,230 | \$603,169 |
| AK | E - Alaska | E04355-Noorvik | \$385,493.51 | \$410,876 | \$392,873 | \$378,388 | \$369,542 |
| AK | E - Alaska | E02323-Asa'Carsarmiut | \$78,445.22 | \$83,610 | \$79,947 | \$77,680 | \$77,419 |
| AK | E - Alaska | E02080-Chevak | \$674,207.84 | \$718,601 | \$687,115 | \$657,418 | \$632,084 |
| AK | E - Alaska | E04425-Savoonga | \$720,395.70 | \$767,830 | \$734,187 | \$705,296 | \$684,647 |
| AK | E - Alaska | E02141-Emmonak | \$98,037.60 | \$104,493 | \$99,914 | \$96,978 | \$96,418 |
| AK | E - Alaska | E04167-Gambell | \$438,637.41 | \$467,520 | \$447,035 | \$430,308 | \$419,691 |
| AK | E - Alaska | E02255-Kipnuk | \$576,939.89 | \$614,929 | \$587,985 | \$553,982 | \$512,886 |
| AK | E - Alaska | E04509-Unalakleet | \$342,586.50 | \$365,144 | \$349,145 | \$339,439 | \$338,737 |
| AK | E - Alaska | E03389- Point Hope | \$256,157.40 | \$273,024 | \$261,061 | \$248,731 | \$236,739 |
| AK | E - Alaska | E01487-Togiak | \$159,866.44 | \$170,393 | \$162,927 | \$155,467 | \$148,513 |
| AK | E - Alaska | E02275-Kwethluk | \$84,235.68 | \$89,782 | \$85,848 | \$83,891 | \$85,982 |
| AK | E-Alaska | E01850-Sun'Aq Tribe (Kodiak) (Pop | \$107,789.19 | \$114,887 | \$109,853 | \$105,294 | \$101,672 |
| AK | E - Alaska | E04429 - Selawik | \$152,307.63 | \$162,336 | \$155,223 | \$149,471 | \$145,909 |
| AK | E-Alaska | E01348-Ninilchik | \$149,572.88 | \$159,422 | \$152,436 | \$148,704 | \$149,538 |
| AK | E - Alaska | E02199 - Hooper Bay | \$359,428.13 | \$383,095 | \$366,309 | \$351,000 | \$338,676 |
| AK | E - Alaska | E01121-Curyung | \$261,887.06 | \$279,131 | \$266,901 | \$255,126 | \$244,743 |
| AK | E - Alaska | E01246-Kenaitze Indian Tribe | \$133,512.40 | \$142,304 | \$136,068 | \$147,074 | \$162,837 |
| AK | E - Alaska | E04352- Nome | \$266,435.89 | \$283,979 | \$271,537 | \$266,164 | \$282,208 |


| STATE | REGION_NAME | 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AK | E - Alaska | E09442-Sitka Tribe | \$176,278.03 | \$187,885 | \$179,658 | \$199,510 | \$222,738 |
| AK | E- Alaska | E04269 - Kotzebue | \$282,552.52 | \$301,157 | \$287,962 | \$281,820 | \$293,710 |
| AK | E- Alaska | E09248-Ketchikan | \$610,226.88 | \$650,407 | \$621,909 | \$586,752 | \$545,110 |
| AK | E - Alaska | E01260-Knik Tribe | \$433,573.91 | \$462,123 | \$441,874 | \$420,070 | \$397,660 |
| AK | E - Alaska | E03033-Barrow Inupiat | \$462,406.12 | \$492,853 | \$471,258 | \$452,924 | \$440,143 |
| AK | E - Alaska | E02043- Orutsaramuit (Bethel) | \$306,548.76 | \$326,734 | \$312,417 | \$328,597 | \$360,669 |
| AK | E - Alaska | E09801- Tlingit \& Haida Tribes | \$690,472.00 | \$735,936 | \$703,690 | \$679,325 | \$667,049 |
| MI | F - Midwest | F60473- Lac Vieux Desert | \$456,937.07 | \$469,236 | \$431,252 | \$379,000 | \$321,352 |
| MN | F - Midwest | F57411-Shakopee (Prior Lake) | \$316,617.52 | \$325,140 | \$303,418 | \$280,476 | \$257,404 |
| MN | F - Midwest | F57403 - Prairie Island | \$606,699.58 | \$623,030 | \$575,519 | \$514,571 | \$448,754 |
| MI | F - Midwest | F60471- Hannahville Indian Comm | \$716,871.35 | \$736,167 | \$683,121 | \$620,025 | \$553,602 |
| MN | F - Midwest | F53406-Grand Portage | \$339,451.42 | \$348,588 | \$326,327 | \$304,690 | \$283,719 |
| MN | F - Midwest | F53404-Bois Forte | \$988,213.65 | \$1,014,813 | \$955,585 | \$908,694 | \$868,120 |
| WI | F - Midwest | F55436-St. Croix | \$332,323.76 | \$341,269 | \$315,591 | \$283,208 | \$248,428 |
| WI | F - Midwest | F55437-Sokaogon Chippewa Comm | \$221,447.46 | \$227,408 | \$213,119 | \$199,677 | \$186,854 |
| MN | F - Midwest | F57402 - Lower Sioux | \$565,332.29 | \$580,549 | \$540,257 | \$494,945 | \$448,217 |
| WI | F - Midwest | F55434 - Forest County Potawatomi | \$285,689.31 | \$293,379 | \$276,309 | \$262,903 | \$251,364 |
| MI | F - Midwest | F60484 - Match-E-Be-Nash-She-Wist | \$318,735.10 | \$327,314 | \$302,994 | \$272,822 | \$240,593 |
| MN | F - Midwest | F57401- Upper Sioux | \$366,868.14 | \$376,743 | \$358,968 | \$353,710 | \$354,103 |
| IA | F - Midwest | F51490-Sac And Fox Tribe (lowa) | \$203,537.67 | \$209,016 | \$198,911 | \$195,293 | \$194,619 |
| WI | F - Midwest | F55438-Stockbridge-Munsee Comm | \$774,599.88 | \$795,449 | \$738,908 | \$672,970 | \$604,046 |
| MI | F - Midwest | F60470-Bay Mills | \$190,328.73 | \$195,452 | \$185,782 | \$181,762 | \$180,322 |
| WI | F - Midwest | F55435-Red Cliff | \$542,265.69 | \$556,862 | \$520,288 | \$482,809 | \$445,601 |
| MI | F - Midwest | F60482-Little River Band | \$654,194.47 | \$671,803 | \$619,809 | \$551,889 | \$478,119 |
| MI | F - Midwest | F60478-Nottawaseppi Huron Band | \$308,399.45 | \$316,700 | \$299,736 | \$289,482 | \$282,392 |
| WI | F - Midwest | F55432-Lac Du Flambeau | \$1,111,656.57 | \$1,141,578 | \$1,071,443 | \$1,008,569 | \$950,048 |
| MI | F - Midwest | F60475-Keweenaw Bay | \$1,006,131.83 | \$1,033,213 | \$975,942 | \$936,940 | \$906,748 |
| WI | F - Midwest | F55430 - Bad River | \$669,362.29 | \$687,379 | \$649,075 | \$622,542 | \$601,711 |
| WI | F - Midwest | F55431- Lac Courte Oreilles | \$510,076.67 | \$523,806 | \$495,407 | \$477,466 | \$464,491 |
| MI | F - Midwest | F60483-Little Traverse Bay Bands | \$1,727,564.33 | \$1,774,064 | \$1,638,387 | \$1,463,716 | \$1,274,871 |
| WI | F - Midwest | F58440-Menominee | \$1,478,616.50 | \$1,518,416 | \$1,433,601 | \$1,374,414 | \$1,327,664 |
| MN | F - Midwest | F53410 - Mille Lacs | \$925,300.84 | \$950,207 | \$887,429 | \$822,408 | \$757,557 |
| M1 | F - Midwest | F60474 - Grand Traverse Band | \$3,476,637.56 | \$3,570,216 | \$3,291,008 | \$2,921,706 | \$2,519,043 |
| MN | F - Midwest | F53405 - Fond Du Lac | \$1,140,761.77 | \$1,171,467 | \$1,102,097 | \$1,045,083 | \$994,577 |
| MI | F - Midwest | F60472 - Saginaw Chippewa | \$1,011,030.24 | \$1,038,244 | \$977,267 | \$928,192 | \$885,280 |
| MN | F - Midwest | F53408-White Earth | \$1,679,081.59 | \$1,724,276 | \$1,621,028 | \$1,533,813 | \$1,455,281 |
| MN | F - Midwest | F53407 - Leech Lake | \$3,487,420.75 | \$3,581,290 | \$3,317,371 | \$2,993,523 | \$2,648,887 |
| MN | F - Midwest | F52409 - Red Lake | \$2,384,294.94 | \$2,448,472 | \$2,313,861 | \$2,224,635 | \$2,157,157 |
| MI | F - Midwest | F60480 - Pokagon Band Of Potawato | \$673,314.39 | \$691,438 | \$667,179 | \$696,318 | \$755,237 |
| WI | F - Midwest | F55433- Oneida Tribe | \$776,689.27 | \$797,595 | \$802,677 | \$926,554 | \$1,050,430 |
| MI | F - Midwest | F60469 - Sault Ste. Marie Tribe | \$1,063,481.33 | \$1,092,106 | \$1,055,428 | \$1,117,343 | \$1,218,349 |
| WI | F - Midwest | F55439-Ho-Chunk Nation | \$7,929,925.00 | \$8,143,370 | \$7,506,973 | \$6,665,932 | \$5,749,152 |
| OK | G - Eastern Oklaho | G08825- Delaware Tribe Of Indians | \$6,759.77 | \$7,538 | \$7,430 | \$7,309 | \$7,154 |
| OK | G - Eastern Oklaho | G04927-Modoc | \$41,690.80 | \$46,493 | \$45,823 | \$45,075 | \$44,124 |
| OK | G - Eastern Oklaho | G04921-Eastern Shawnee Tribe | \$129,154.35 | \$144,030 | \$141,956 | \$139,639 | \$136,693 |
| OK | G - Eastern Oklaho | G07902 - Kialegee Tribal Town | \$56,852.60 | \$63,401 | \$62,488 | \$61,468 | \$60,171 |
| OK | G - Eastern Oklaho | G04925-Miami | \$217,680.37 | \$242,753 | \$239,257 | \$235,352 | \$230,387 |
| OK | G - Eastern Oklaho | G08911 - Shawnee Tribe | \$55,016.41 | \$61,353 | \$60,470 | \$59,483 | \$58,228 |
| OK | G - Eastern Oklaho | G07901 - Alabama-Quassarte Tribal | \$62,452.98 | \$69,646 | \$68,643 | \$67,523 | \$66,099 |
| OK | G - Eastern Oklaho | G04923-Seneca - Cayuga | \$327,448.83 | \$365,164 | \$359,906 | \$354,032 | \$346,563 |
| OK | G - Eastern Oklaho | G04922- Ottawa Tribe | \$204,642.87 | \$228,213 | \$224,927 | \$221,256 | \$216,588 |
| OK | G - Eastern Oklaho | G07903 - Thlopthlocco Tribal Town | \$116,395.71 | \$129,802 | \$129,405 | \$145,072 | \$159,417 |
| OK | G - Eastern Oklaho | G04920- Quapaw | \$568,286.56 | \$633,741 | \$624,616 | \$614,421 | \$601,459 |
| OK | G - Eastern Oklaho | G04926-Peoria | \$334,295.30 | \$372,799 | \$367,431 | \$361,434 | \$353,809 |
| OK | G - Eastern Oklaho | G04924 - Wyandotte | \$270,403.28 | \$301,548 | \$297,206 | \$310,396 | \$332,464 |
| OK | G - Eastern Oklaho | G10909 - Seminole Nation | \$1,712,938.71 | \$1,910,233 | \$1,882,727 | \$1,851,998 | \$1,812,928 |
| OK | G - Eastern Oklaho | G08904 - United Keetoowah | \$364,931.39 | \$406,964 | \$411,356 | \$464,987 | \$514,248 |
| OK | G - Eastern Oklaho | G06930 - Osage | \$4,649,285.80 | \$5,184,785 | \$5,110,129 | \$5,026,724 | \$4,920,678 |
| OK | G - Eastern Oklaho | G03906-Chickasaw Nation | \$8,116,490.36 | \$9,051,338 | \$8,921,007 | \$8,775,403 | \$8,590,273 |
| OK | G - Eastern Oklaho | G09907 - Choctaw Nation | \$8,649,714.10 | \$9,645,978 | \$9,507,085 | \$9,351,915 | \$9,154,622 |
| OK | G - Eastern Oklaho | G07908-Muscogee (Creek) | \$6,179,215.19 | \$6,890,930 | \$6,791,707 | \$6,680,856 | \$6,751,101 |
| OK | G - Eastern Oklaho | G08905 - Cherokee Nation | \$12,709,055.62 | \$14,172,870 | \$13,968,793 | \$13,740,801 | \$13,450,919 |
| NV | H-Western | H61655- Summit Lake | \$59,824.13 | \$75,788 | \$78,679 | \$77,209 | \$75,113 |
| UT | H-Western | H62682-Skull Valley (Goshute) | \$26,885.81 | \$34,060 | \$35,360 | \$34,699 | \$33,757 |
| NV | H-Western | H61659-Winnemucca Indian Colony | \$24,316.82 | \$30,805 | \$31,981 | \$31,383 | \$30,531 |
| NV | H-Western | H69648-Las Vegas Indian Colony | \$43,811.55 | \$55,502 | \$57,620 | \$56,543 | \$55,008 |
| NV | H-Western | H64642-Duckwater | \$54,996.83 | \$69,672 | \$72,331 | \$70,979 | \$69,052 |
| AZ | H-Western | H68618- Yavapai-Prescott | \$49,270.41 | \$62,418 | \$64,799 | \$63,588 | \$61,862 |
| AZ | H-Western | H68674 - Tonto Apache Tribe | \$38,105.85 | \$48,274 | \$50,116 | \$49,179 | \$47,845 |


| STATE | REGION_NAME | 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AZ | H-Western | H51695-Chemehuevi | \$121,331.01 | \$153,707 | \$159,572 | \$156,590 | \$152,340 |
| NV | H-Western | H69650 - Moapa River | \$42,417.91 | \$53,737 | \$55,787 | \$54,745 | \$53,259 |
| AZ | H-Western | H69617-Kaibab | \$118,564.05 | \$150,201 | \$166,049 | \$191,338 | \$213,766 |
| NV | H-Western | H61661 - Yomba Shoshone | \$66,876.58 | \$84,722 | \$87,955 | \$94,173 | \$101,132 |
| AZ | H-Western | H69689 - San Juan Southern Paiute 7 | \$50,701.37 | \$64,230 | \$66,681 | \$65,435 | \$63,659 |
| AZ | H-Western | H68605-Havasupai | \$174,459.91 | \$221,013 | \$248,031 | \$288,184 | \$323,934 |
| NV | H-Western | H61649-Lovelock Indian Colony | \$57,827.30 | \$73,258 | \$76,053 | \$74,632 | \$72,606 |
| AZ | H-Western | H63602-Cocopah Tribe | \$101,322.62 | \$128,359 | \$133,257 | \$130,767 | \$129,151 |
| AZ | H-Western | H51604 - Fort Mojave | \$511,203.83 | \$647,613 | \$672,324 | \$659,761 | \$641,852 |
| NV | H-Western | H61645 - Fallon (Colony) | \$127,633.98 | \$161,692 | \$177,631 | \$203,963 | \$227,274 |
| AZ | H-Western | H57612-Maricopa (Ak Chin) | \$314,882.67 | \$398,905 | \$414,127 | \$406,388 | \$395,357 |
| AZ | H-Western | H68601 - Yavapai-Apache (Camp Ve | \$88,570.14 | \$112,204 | \$116,485 | \$118,420 | \$125,028 |
| AZ | H-Western | H55613 - Fort Mcdowell Yavapai | \$147,945.64 | \$187,423 | \$194,575 | \$194,772 | \$204,553 |
| NV | H-Western | H61653-Reno-Sparks Indian Colony | \$163,725.86 | \$207,414 | \$215,329 | \$211,305 | \$205,569 |
| NV | H-Western | H64640-Te-Moak Tribe (Battle Mnt. | \$108,496.69 | \$137,448 | \$148,969 | \$169,741 | \$188,050 |
| UT | H-Western | H64681-Goshute | \$276,990.62 | \$350,902 | \$364,292 | \$357,485 | \$347,781 |
| NV | H-Western | H64644 - Ely Shoshone | \$96,900.68 | \$122,758 | \$127,442 | \$135,829 | \$145,654 |
| AZ | H-Western | H68606-Hualapai | \$1,980,828.16 | \$2,509,389 | \$2,605,141 | \$2,556,460 | \$2,615,188 |
| UT | H-Western | H69683- Paiute (Cedar City) | \$122,577.43 | \$155,286 | \$164,418 | \$184,797 | \$202,595 |
| NV | H-Western | H61660 - Yerington (Colony) | \$144,646.12 | \$183,243 | \$191,390 | \$213,347 | \$232,397 |
| NV | H-Western | H61646-Fort Mcdermitt | \$156,484.22 | \$198,240 | \$205,805 | \$228,489 | \$248,138 |
| AZ | H-Western | H51603- Colorado River | \$809,102.35 | \$1,025,002 | \$1,064,114 | \$1,133,219 | \$1,214,869 |
| NV | H-Western | H61647- Washoe (Carson Colony) | \$194,140.31 | \$245,944 | \$269,724 | \$309,409 | \$344,522 |
| UT | H-Western | H62687- Uintah/Ouray | \$4,587,723.31 | \$5,811,904 | \$6,033,672 | \$5,920,924 | \$5,760,209 |
| NV | H-Western | H64641- Duck Valley | \$516,629.16 | \$654,486 | \$747,763 | \$877,220 | \$992,946 |
| AZ | H-Western | H55615 - Salt River Pima | \$1,238,172.13 | \$1,568,564 | \$1,628,417 | \$1,597,987 | \$1,554,612 |
| NV | H-Western | H61651-Pyramid Lake | \$426,850.47 | \$540,751 | \$593,365 | \$680,880 | \$758,326 |
| AZ | H-Western | H63696-Fort Yuma (Quechan) | \$385,361.38 | \$488,191 | \$506,819 | \$525,317 | \$558,239 |
| NV | H-Western | H61656-Walker River | \$520,693.29 | \$659,634 | \$714,629 | \$814,081 | \$901,727 |
| AZ | H-Western | H55665-Pascua Yaqui | \$704,726.32 | \$892,774 | \$926,840 | \$981,694 | \$1,050,601 |
| AZ | H-Western | H58616-San Carlos | \$2,094,768.22 | \$2,653,733 | \$2,792,244 | \$3,126,550 | \$3,417,678 |
| AZ | H-Western | H52607 - Fort Apache | \$2,237,556.49 | \$2,834,622 | \$3,024,369 | \$3,414,696 | \$3,756,723 |
| AZ | H-Western | H54610 - Tohono O'Odham | \$1,914,340.16 | \$2,425,160 | \$2,651,169 | \$3,035,744 | \$3,375,676 |
| AZ | H-Western | H57614-Gila River | \$1,572,805.58 | \$1,992,490 | \$2,247,949 | \$2,619,392 | \$2,950,519 |
| AZ | H-Western | H65608 - Hopi | \$3,048,665.69 | \$3,862,167 | \$4,009,538 | \$3,934,613 | \$4,011,954 |
| CA | $J$ - Pacific | J54571- Capitan Grande | \$14,676.34 | \$16,200 | \$15,601 | \$14,647 | \$14,539 |
| CA | $J$ - Pacific | J51635-Wilton Rancheria | \$6,321.00 | \$6,977 | \$6,719 | \$6,241 | \$5,398 |
| CA | $J$ - Pacific | J54575- Jamul Indian Village | \$406,811.72 | \$449,046 | \$432,449 | \$401,112 | \$340,210 |
| CA | $J$ - Pacific | J51551 - Table Mountain Rancheria | \$1,025,407.73 | \$1,131,864 | \$1,090,028 | \$1,012,425 | \$875,327 |
| CA | $J$ - Pacific | J52502-Alturas Rancheria | \$7,043.11 | \$7,774 | \$7,487 | \$6,990 | \$6,478 |
| CA | $J$ - Pacific | J51628- California Valley Miwok Trib | \$6,550.52 | \$7,231 | \$6,963 | \$6,498 | \$5,980 |
| CA | $J$ - Pacific | J54597 - Ramona Band | \$99,918.57 | \$110,292 | \$106,215 | \$98,551 | \$83,972 |
| CA | $J$ - Pacific | J54567 - Augustine Band | \$283,533.45 | \$312,969 | \$301,401 | \$280,092 | \$243,943 |
| CA | $J$ - Pacific | J54573 - Ewiiaapaayp Band (Cuyapai | \$69,310.24 | \$76,506 | \$78,007 | \$85,890 | \$98,399 |
| CA | $J$ - Pacific | J51537- Potter Valley Tribe | \$74,858.51 | \$82,630 | \$79,576 | \$74,009 | \$65,173 |
| CA | $J$ - Pacific | J54598- Twenty Nine Palms Band | \$6,917.76 | \$7,636 | \$7,354 | \$6,871 | \$6,435 |
| CA | $J$ - Pacific | J51508-Buena Vista Rancheria | \$7,071.70 | \$7,806 | \$7,517 | \$7,030 | \$6,649 |
| CA | $J$ - Pacific | J54577- La Posta | \$16,626.52 | \$18,353 | \$18,827 | \$20,801 | \$23,891 |
| CA | $J$ - Pacific | J54574 - Inaja And Cosmit | \$11,028.73 | \$12,174 | \$11,724 | \$10,933 | \$9,979 |
| CA | $J$ - Pacific | J54568-Cabazon Band | \$13,872.91 | \$15,313 | \$14,747 | \$15,322 | \$16,978 |
| CA | $J$ - Pacific | J52554-Big Lagoon Rancheria | \$7,636.02 | \$8,429 | \$8,117 | \$7,608 | \$7,405 |
| CA | $J$ - Pacific | J52621-Cedarville Rancheria | \$30,260.21 | \$33,402 | \$32,167 | \$29,927 | \$26,474 |
| CA | $J$ - Pacific | J51523 - Chicken Ranch Rancheria | \$7,376.81 | \$8,143 | \$7,842 | \$7,338 | \$7,003 |
| CA | $J$ - Pacific | J54594-Sycuan Band | \$779,958.73 | \$860,933 | \$829,111 | \$769,062 | \$652,663 |
| CA | $J$ - Pacific | J51691-Bridgeport Paiute Ind. Colon | \$21,639.70 | \$23,886 | \$23,003 | \$21,524 | \$20,510 |
| CA | $J$ - Pacific | J51522 - Jackson Rancheria | \$23,316.52 | \$25,737 | \$24,786 | \$23,145 | \$21,489 |
| CA | $J$ - Pacific | J52558-Blue Lake Rancheria | \$81,594.99 | \$90,066 | \$86,737 | \$80,618 | \$70,369 |
| CA | $J$ - Pacific | J52556-Resighini Rancheria | \$25,243.84 | \$27,865 | \$26,835 | \$25,093 | \$23,720 |
| CA | $J$ - Pacific | J51520 - Benton Paiute | \$71,204.05 | \$78,596 | \$75,691 | \$70,395 | \$61,978 |
| CA | $J$ - Pacific | J54588- San Manuel | \$30,219.19 | \$33,356 | \$32,124 | \$30,052 | \$28,570 |
| CA | $J$ - Pacific | J52559 - Elk Valley Rancheria | \$348,286.18 | \$384,445 | \$370,235 | \$343,690 | \$294,918 |
| CA | $J$ - Pacific | J51525 - Fort Independence | \$68,745.17 | \$75,882 | \$73,077 | \$68,095 | \$61,524 |
| CA | $J$ - Pacific | J54590 - Santa Rosa | \$65,330.01 | \$72,112 | \$69,447 | \$64,773 | \$59,247 |
| CA | $J$ - Pacific | J54578-Los Coyotes | \$133,156.55 | \$146,981 | \$141,548 | \$132,693 | \$129,401 |
| CA | $J$ - Pacific | J54580 - Mesa Grande | \$101,478.64 | \$112,014 | \$107,874 | \$100,375 | \$88,959 |
| CA | $J$ - Pacific | J52566- Trinidad Rancheria | \$314,925.12 | \$347,620 | \$334,771 | \$313,507 | \$301,884 |
| CA | $J$ - Pacific | J51512-Colusa Rancheria | \$27,174.27 | \$29,995 | \$28,887 | \$27,033 | \$25,809 |
| CA | $J$ - Pacific | J52565 - Wiyot Tribe (Table Bluff) | \$26,520.26 | \$29,274 | \$28,192 | \$26,399 | \$25,403 |
| CA | J - Pacific | J54579 - Manzanita | \$40,662.50 | \$44,884 | \$43,225 | \$45,308 | \$50,343 |


| STATE | REGION_NAME | 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CA | $J$ - Pacific | J51639 - Lower Lake Rancheria | \$26,116.71 | \$28,828 | \$27,763 | \$25,982 | \$24,811 |
| CA | $J$ - Pacific | J51541-Rumsey Rancheria | \$26,162.62 | \$28,879 | \$27,811 | \$26,036 | \$24,961 |
| CA | $J$ - Pacific | J54591-Santa Ynez | \$98,847.37 | \$109,110 | \$105,077 | \$97,747 | \$86,321 |
| CA | $J$ - Pacific | J52560 - Rohnerville Rancheria | \$116,964.77 | \$129,108 | \$124,336 | \$116,293 | \$110,261 |
| CA | $J$ - Pacific | J54569-Cahuilla | \$130,837.64 | \$144,421 | \$139,083 | \$130,231 | \$125,203 |
| CA | $J$ - Pacific | J51505-Guidiville Rancheria | \$37,756.23 | \$41,676 | \$40,136 | \$37,580 | \$36,115 |
| CA | J - Pacific | J54599 - Viejas (Baron Long) | \$173,818.42 | \$191,864 | \$184,772 | \$171,989 | \$153,151 |
| CA | $J$ - Pacific | J51524-Laytonville Rancheria | \$41,353.82 | \$45,647 | \$43,960 | \$41,207 | \$40,148 |
| CA | $J$ - Pacific | J54585 - Pauma \& Yuima | \$379,292.15 | \$418,670 | \$403,195 | \$374,414 | \$322,807 |
| CA | $J$ - Pacific | J51528 - Middletown Rancheria | \$41,663.84 | \$45,989 | \$44,289 | \$41,515 | \$40,436 |
| CA | $J$ - Pacific | J51511 - Cold Springs Rancheria | \$125,562.58 | \$138,598 | \$133,475 | \$124,339 | \$111,898 |
| CA | $J$ - Pacific | J54595- Torres Martinez | \$240,440.05 | \$265,402 | \$255,592 | \$237,996 | \$212,972 |
| CA | $J$ - Pacific | J51632-Sulphur Bank Rancheria | \$43,462.21 | \$47,974 | \$46,201 | \$43,377 | \$43,084 |
| CA | $J$ - Pacific | J54592-Santa Ysabel | \$165,590.65 | \$182,782 | \$176,026 | \$178,258 | \$195,926 |
| CA | $J$ - Pacific | J54570 - Campo Indian | \$208,319.43 | \$229,947 | \$221,447 | \$206,898 | \$193,480 |
| CA | $J$ - Pacific | J51519-Grindstone Indian Rancheria | \$50,501.87 | \$55,745 | \$53,684 | \$50,427 | \$50,372 |
| CA | $J$ - Pacific | J51545-Greenville Rancheria | \$45,595.85 | \$50,330 | \$48,469 | \$45,555 | \$46,578 |
| CA | $J$ - Pacific | J51513-Cortina Rancheria | \$48,045.48 | \$53,033 | \$51,073 | \$49,184 | \$53,161 |
| CA | $J$ - Pacific | J54584-Agua Caliente Indian | \$4,777,785.70 | \$5,273,806 | \$5,078,876 | \$4,722,974 | \$4,151,596 |
| CA | $J$ - Pacific | J54576-La Jolla | \$156,502.96 | \$172,751 | \$166,366 | \$155,697 | \$148,728 |
| CA | $J$ - Pacific | J51539 - Redwood Valley Rancheria | \$47,511.11 | \$52,444 | \$50,505 | \$47,489 | \$49,688 |
| CA | $J$ - Pacific | J51530-Big Pine | \$87,074.20 | \$96,114 | \$92,562 | \$86,676 | \$83,386 |
| CA | $J$ - Pacific | J54589 - San Pasqual Band | \$156,132.53 | \$172,342 | \$165,972 | \$155,034 | \$144,580 |
| CA | $J$ - Pacific | J54586-Pechanga | \$57,037.09 | \$62,959 | \$60,632 | \$61,077 | \$67,016 |
| CA | $J$ - Pacific | J54572-Barona | \$639,147.58 | \$705,503 | \$679,426 | \$632,791 | \$567,932 |
| CA | $J$ - Pacific | J51636- Habematolel Pomo Of Uppe | \$59,562.15 | \$65,746 | \$63,316 | \$59,469 | \$59,356 |
| CA | $J$ - Pacific | J54587-Rincon | \$249,143.93 | \$275,010 | \$264,845 | \$246,747 | \$222,427 |
| CA | $J$ - Pacific | J51503 - Scotts Valley Band-Pomo | \$51,435.84 | \$56,776 | \$54,677 | \$53,740 | \$58,489 |
| CA | $J$ - Pacific | J52538-Redding Rancheria | \$53,437.68 | \$58,985 | \$56,805 | \$58,361 | \$64,442 |
| CA | $J$ - Pacific | J51535-Pinoleville Pomo Nation | \$53,363.84 | \$58,904 | \$56,727 | \$56,392 | \$61,608 |
| CA | $J$ - Pacific | J54593-Soboba Band | \$64,948.49 | \$71,691 | \$69,404 | \$74,128 | \$82,967 |
| CA | $J$ - Pacific | J51542 - Santa Rosa Rancheria | \$58,948.30 | \$65,068 | \$62,663 | \$62,814 | \$68,812 |
| CA | $J$ - Pacific | J52563 - Quartz Valley | \$111,116.77 | \$122,653 | \$118,119 | \$110,448 | \$104,348 |
| CA | $J$ - Pacific | J51624-Lone Pine | \$58,730.01 | \$64,827 | \$62,431 | \$64,231 | \$70,955 |
| CA | $J$ - Pacific | J51637-Auburn Rancheria | \$55,750.89 | \$61,539 | \$59,264 | \$60,738 | \$67,014 |
| CA | $J$ - Pacific | J51533- Paskenta Band Of Nomlaki | \$56,393.55 | \$62,248 | \$59,947 | \$62,357 | \$69,122 |
| CA | $J$ - Pacific | J51509 - Lytton Rancheria | \$56,668.98 | \$62,552 | \$60,240 | \$62,179 | \$68,758 |
| CA | $J$ - Pacific | J52518-Fort Bidwell | \$60,697.74 | \$66,999 | \$64,523 | \$64,212 | \$70,176 |
| CA | $J$ - Pacific | J54582-Morongo | \$95,327.41 | \$105,224 | \$105,566 | \$115,167 | \$131,027 |
| CA | $J$ - Pacific | J51693- D. V. Timba-Sha Shoshone | \$61,993.93 | \$68,430 | \$65,901 | \$69,686 | \$77,637 |
| CA | $J$ - Pacific | J51638-Coyote Valley Band | \$66,907.73 | \$73,854 | \$72,551 | \$78,178 | \$88,106 |
| CA | $J$ - Pacific | J51634-Tuolumne Rancheria | \$80,201.42 | \$88,528 | \$85,256 | \$90,749 | \$101,307 |
| CA | $J$ - Pacific | J54583- Pala | \$83,333.59 | \$91,985 | \$89,721 | \$96,266 | \$108,131 |
| CA | $J$ - Pacific | J51516-Robinson Rancheria | \$160,032.65 | \$176,647 | \$170,118 | \$159,570 | \$156,732 |
| CA | $J$ - Pacific | J51514-Cloverdale Rancheria | \$71,633.92 | \$79,071 | \$79,437 | \$86,730 | \$98,733 |
| CA | $J$ - Pacific | J51506-Big Sandy Rancheria | \$72,681.78 | \$80,227 | \$77,262 | \$80,854 | \$89,794 |
| CA | $J$ - Pacific | J51546-Shingle Springs Rancheria | \$74,264.58 | \$81,975 | \$82,153 | \$89,570 | \$101,856 |
| CA | $J$ - Pacific | J51629 - Sherwood Valley Rancheria | \$79,230.32 | \$87,456 | \$87,248 | \$94,873 | \$107,671 |
| CA | $J$ - Pacific | J51531-Chico Rancheria | \$76,408.01 | \$84,341 | \$86,030 | \$94,746 | \$108,563 |
| CA | $J$ - Pacific | J51529 - lone Band Of Miwok Indians | \$96,355.29 | \$106,359 | \$108,359 | \$119,257 | \$136,578 |
| CA | $J$ - Pacific | J51504 - Berry Creek Rancheria | \$103,209.85 | \$113,925 | \$115,077 | \$126,037 | \$143,818 |
| CA | $J$ - Pacific | J52550 - Susanville Indian Rancheria | \$168,597.59 | \$186,101 | \$179,222 | \$168,392 | \$169,202 |
| CA | $J$ - Pacific | J51547-Stewarts Point Rancheria | \$110,088.62 | \$121,518 | \$124,192 | \$136,924 | \$157,018 |
| CA | $J$ - Pacific | J51549-Bishop Colony | \$371,928.30 | \$410,541 | \$395,367 | \$369,391 | \$345,433 |
| CA | $J$ - Pacific | J51521-Hopland Rancheria | \$113,117.19 | \$124,861 | \$123,282 | \$133,245 | \$150,516 |
| CA | $J$ - Pacific | J51517-Enterprise Rancheria | \$112,725.69 | \$124,429 | \$127,852 | \$141,383 | \$162,493 |
| CA | $J$ - Pacific | J51507- Big Valley Rancheria | \$115,635.28 | \$127,640 | \$130,597 | \$144,077 | \$165,299 |
| CA | $J$ - Pacific | J51622-Graton Rancheria | \$128,809.93 | \$142,183 | \$146,827 | \$162,816 | \$187,510 |
| CA | $J$ - Pacific | J51515 - Dry Creek Rancheria | \$587,173.86 | \$648,133 | \$624,177 | \$581,862 | \$528,541 |
| CA | $J$ - Pacific | J51527 - Manchester(Pt Arena) Ranc | \$175,313.48 | \$193,514 | \$187,479 | \$200,333 | \$224,302 |
| CA | $J$ - Pacific | J51626-Mooretown Rancheria | \$249,978.94 | \$275,931 | \$276,833 | \$302,015 | \$343,609 |
| CA | $J$ - Pacific | J51534 - Picayune Rancheria | \$177,519.70 | \$195,949 | \$203,650 | \$226,623 | \$261,668 |
| CA | $J$ - Pacific | J52561 - Hoopa Valley Tribe | \$478,166.93 | \$527,809 | \$553,738 | \$619,356 | \$717,800 |
| CA | $J$ - Pacific | J52564 - Smith River Rancheria | \$224,051.70 | \$247,312 | \$244,411 | \$264,306 | \$298,692 |
| CA | $J$ - Pacific | J51553 - Tule River | \$470,335.48 | \$519,165 | \$499,975 | \$468,981 | \$460,697 |
| CA | $J$ - Pacific | J51532- Northfork Rancheria | \$223,443.05 | \$246,640 | \$268,327 | \$305,889 | \$359,358 |
| CA | $J$ - Pacific | J52505 - Big Bend Rancheria | \$1,763,295.95 | \$1,946,358 | \$1,874,417 | \$1,747,360 | \$1,587,427 |
| CA | $J$ - Pacific | J52555-Karuk Tribe | \$641,187.87 | \$707,755 | \$681,595 | \$724,996 | \$809,166 |
| CA | J - Pacific | (J51540 - Round Valley | \$397,688.52\| | \$438,976 | \$515,788 | \$610,190 | \$735,170 |


| STATE | REGION_NAME | 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CA | $J$ - Pacific | J52562 - Yurok Reservation | \$972,401.63 | \$1,073,354 | \$1,156,710 | \$1,312,230 | \$1,536,322 |
| NM | M - Southwest | M25709 - Picuris Pueblo | \$121,089.77 | \$176,067 | \$185,843 | \$200,336 | \$214,854 |
| NM | M - Southwest | M25710 - Pojoaque Pueblo | \$145,263.69 | \$211,217 | \$222,853 | \$238,935 | \$255,800 |
| NM | M - Southwest | M25719 - Tesuque Pueblo | \$171,545.59 | \$249,431 | \$263,173 | \$250,607 | \$246,703 |
| NM | M - Southwest | M25708 - Nambe Pueblo | \$201,459.20 | \$292,926 | \$309,064 | \$321,517 | \$341,006 |
| NM | M - Southwest | M20715 - Santa Ana Pueblo | \$148,939.54 | \$216,562 | \$236,503 | \$260,203 | \$283,520 |
| NM | M - Southwest | M20711-Sandia Pueblo | \$204,555.78 | \$297,429 | \$313,814 | \$298,831 | \$287,013 |
| NM | M - Southwest | M25713 - San Ildefonso Pueblo | \$145,988.54 | \$212,271 | \$223,965 | \$227,790 | \$239,855 |
| NM | M - Southwest | M20720-Zia Pueblo | \$262,620.85 | \$381,857 | \$422,022 | \$467,523 | \$512,089 |
| NM | M - Southwest | M20704 - Cochiti Pueblo | \$245,799.68 | \$357,399 | \$377,088 | \$368,290 | \$382,571 |
| NM | M - Southwest | M25718- Taos Pueblo | \$306,842.61 | \$446,156 | \$525,279 | \$602,330 | \$676,602 |
| NM | M - Southwest | M25716 - Santa Clara Pueblo | \$362,242.00 | \$526,708 | \$589,660 | \$658,024 | \$724,702 |
| CO | M - Southwest | M45751 - Ute Mountain | \$475,065.39 | \$690,756 | \$854,117 | \$1,003,729 | \$1,146,899 |
| CO | M - Southwest | M40750 - Southern Ute | \$594,376.10 | \$864,237 | \$911,848 | \$973,748 | \$1,041,209 |
| NM | M - Southwest | M20706 - Jemez Pueblo | \$388,619.57 | \$565,062 | \$640,583 | \$719,850 | \$796,890 |
| NM | M - Southwest | M25714 - Ohkay Owingeh (San Juan) | \$315,155.36 | \$458,243 | \$493,338 | \$538,217 | \$582,659 |
| NM | M - Southwest | M20712-San Felipe Pueblo | \$445,447.89 | \$647,692 | \$683,373 | \$725,934 | \$774,976 |
| NM | M - Southwest | M50701 - Jicarilla Apache Nation | \$1,808,388.56 | \$2,629,440 | \$2,814,335 | \$3,059,626 | \$3,303,276 |
| NM | M - Southwest | M20703-Acoma Pueblo | \$886,450.97 | \$1,288,921 | \$1,418,352 | \$1,567,379 | \$1,713,569 |
| NM | M - Southwest | M20705 - Isleta Pueblo | \$746,915.96 | \$1,086,033 | \$1,176,506 | \$1,288,284 | \$1,398,646 |
| TX | M - Southwest | M20725 - Ysleta Del Sur | \$325,774.65 | \$473,684 | \$517,250 | \$569,049 | \$620,016 |
| NM | M - Southwest | M60702 - Mescalero | \$1,298,218.80 | \$1,887,641 | \$2,124,727 | \$2,378,249 | \$2,625,127 |
| NM | M - Southwest | M20717-Santo Domingo Pueblo | \$366,594.91 | \$533,038 | \$621,565 | \$709,166 | \$793,762 |
| NM | M - Southwest | M75722 - Ramah-Navajo | \$658,708.46 | \$957,778 | \$1,211,239 | \$1,438,684 | \$1,655,784 |
| NM | M - Southwest | M21707 - Laguna Pueblo | \$710,868.95 | \$1,033,620 | \$1,224,726 | \$1,409,021 | \$1,586,468 |
| NM | M - Southwest | M70721-Zuni | \$918,058.62 | \$1,334,879 | \$1,691,171 | \$2,010,421 | \$2,315,093 |
| AZ | N- Navajo | N00780 - Navajo Region Hdqtrs | \$54,340,198.85 | \$59,447,819 | \$57,916,651 | \$56,385,483 | \$54,854,315 |
| ID | P - Northwest | P05183- Kootenai Tribe | \$88,883.52 | \$109,075 | \$111,050 | \$108,499 | \$105,923 |
| WA | P - Northwest | P12103-Kalispel | \$111,289.41 | \$136,571 | \$139,044 | \$135,849 | \$132,624 |
| WA | P - Northwest | P06106 - Hoh | \$48,074.41 | \$58,996 | \$60,064 | \$58,684 | \$57,291 |
| WA | P - Northwest | P10139-Stillaguamish Tribe | \$993,907.36 | \$1,219,696 | \$1,241,781 | \$1,213,246 | \$1,184,446 |
| WA | P - Northwest | P06116- Quileute | \$84,593.52 | \$103,811 | \$105,691 | \$114,770 | \$124,399 |
| WA | P - Northwest | P10126-Sauk-Suiattle (Pop) | \$60,752.88 | \$74,554 | \$75,904 | \$74,160 | \$72,400 |
| WA | P - Northwest | P10131- Upper Skagit Indian Tribe | \$278,167.69 | \$341,360 | \$347,541 | \$339,555 | \$331,494 |
| OR | P - Northwest | P09144-Burns Paiute Indian Colony | \$58,435.23 | \$71,710 | \$73,009 | \$71,331 | \$70,519 |
| WA | P - Northwest | P06118-Shoalwater Bay | \$97,982.15 | \$120,241 | \$122,418 | \$119,605 | \$116,766 |
| WA | P - Northwest | P10138-Snoqualmie Tribe | \$172,680.81 | \$211,909 | \$215,746 | \$210,789 | \$205,785 |
| ID | P - Northwest | P04195-Northwestern Band Shosho, | \$125,439.73 | \$153,936 | \$156,724 | \$153,122 | \$149,487 |
| WA | P - Northwest | P10109 - Muckleshoot | \$111,642.38 | \$137,005 | \$139,485 | \$147,482 | \$158,521 |
| WA | P - Northwest | P06129 - Jamestown S'Klallam Tribe | \$388,253.94 | \$476,455 | \$485,082 | \$473,935 | \$462,685 |
| WA | P - Northwest | P16108-Makah | \$328,274.23 | \$402,849 | \$410,144 | \$400,719 | \$391,207 |
| WA | P - Northwest | P10110-Nisqually | \$180,625.79 | \$221,659 | \$225,673 | \$220,487 | \$217,514 |
| ID | P - Northwest | P05181 - Coeur D'Alene | \$369,752.86 | \$453,751 | \$461,967 | \$451,351 | \$440,637 |
| AK | P - Northwest | P15199-Metlakatla-Annette | \$352,631.33 | \$432,740 | \$440,575 | \$452,344 | \$481,559 |
| WA | P - Northwest | P10122-Swinomish | \$315,039.47 | \$386,608 | \$393,608 | \$384,563 | \$375,435 |
| WA | P - Northwest | P06120-Skokomish | \$183,257.70 | \$224,889 | \$228,961 | \$223,700 | \$223,220 |
| WA | P - Northwest | P10111 - Nooksack Indian Tribe | \$185,454.34 | \$227,585 | \$231,705 | \$226,534 | \$237,140 |
| WA | P - Northwest | P06105-Chehalis | \$345,538.91 | \$424,036 | \$431,714 | \$421,794 | \$411,781 |
| WA | P - Northwest | P10134 - Suquamish (Pop) | \$132,326.71 | \$162,388 | \$166,180 | \$184,331 | \$201,404 |
| OR | P - Northwest | P01155-Coquille Tribe | \$126,502.29 | \$155,240 | \$165,439 | \$187,967 | \$209,210 |
| OR | P - Northwest | P01152-Coos, Lower Umpqua An | \$129,294.65 | \$158,667 | \$164,274 | \$183,507 | \$201,612 |
| WA | P - Northwest | P06125-Lower Elwha | \$278,269.54 | \$341,485 | \$347,668 | \$339,679 | \$331,616 |
| WA | P - Northwest | P10113 - Port Gamble | \$713,716.80 | \$875,854 | \$891,713 | \$871,222 | \$850,541 |
| WA | P - Northwest | P06121-Squaxin Island | \$286,774.55 | \$351,922 | \$358,294 | \$350,061 | \$341,751 |
| WA | P - Northwest | P10133-Samish Indian Tribe | \$74,542.13 | \$91,476 | \$145,974 | \$197,424 | \$246,242 |
| ID | P - Northwest | P05182-Nez Perce Tribe | \$410,629.80 | \$503,914 | \$513,038 | \$501,249 | \$489,350 |
| OR | P - Northwest | P01153 - Cow Creek Band | \$301,143.61 | \$369,555 | \$376,247 | \$367,601 | \$369,477 |
| OR | P - Northwest | P09145-Warm Springs | \$1,058,500.86 | \$1,298,964 | \$1,457,052 | \$1,702,835 | \$1,935,049 |
| ID | P - Northwest | P04180 - Fort Hall | \$914,406.28 | \$1,122,135 | \$1,182,113 | \$1,334,138 | \$1,477,402 |
| OR | P - Northwest | P07143-Umatilla | \$809,820.18 | \$993,790 | \$1,011,784 | \$988,534 | \$965,068 |
| WA | P - Northwest | P10123-Tulalip | \$1,437,573.28 | \$1,764,151 | \$1,796,094 | \$1,754,822 | \$1,713,166 |
| WA | P - Northwest | P06117- Quinault | \$403,672.92 | \$495,377 | \$546,961 | \$633,839 | \$715,880 |
| WA | P - Northwest | P12102-Spokane | \$747,914.32 | \$917,820 | \$934,439 | \$1,018,580 | \$1,105,332 |
| OR | P - Northwest | P09140 - Klamath Tribes | \$1,196,883.69 | \$1,468,783 | \$1,551,597 | \$1,753,974 | \$1,944,719 |
| WA | P - Northwest | P10115-Puyallup | \$1,591,705.00 | \$1,953,298 | \$1,988,665 | \$1,942,968 | \$1,896,846 |
| WA | P - Northwest | P06132-Cowlitz Indian Tribe | \$326,041.37 | \$400,109 | \$497,752 | \$611,996 | \$720,168 |
| WA | P - Northwest | P10107-Lummi | \$873,413.23 | \$1,071,829 | \$1,091,236 | \$1,066,161 | \$1,069,309 |
| MT | P - Northwest | P13203-Flathead | \$770,352.05 | \$945,355 | \$1,095,702 | \$1,302,364 | \$1,497,785 |
| \|WA | P - Northwest | P03101 - Colville | \$4,469,487.23 | \$5,484,834 | \$5,584,146 | \$5,455,830 | \$5,326,319 |


| STATE | REGION_NAME | 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OR | P - Northwest | P01142-Siletz | \$669,811.66 | \$821,975 | \$857,264 | \$961,817 | \$1,060,287 |
| OR | P - Northwest | P01141 - Grand Ronde Community | \$580,024.84 | \$711,791 | \$819,103 | \$970,070 | \$1,112,801 |
| WA | P - Northwest | P11124 - Yakama Nation | \$1,429,116.94 | \$1,753,774 | \$1,785,529 | \$1,964,886 | \$2,138,435 |
| LA | S - Eastern | S50971 - Coushatta Tribe | \$229,218.64 | \$332,068 | \$332,832 | \$316,126 | \$303,295 |
| NY | S - Easter | S50008 - Tonawanda Band | \$43,081.18 | \$62,411 | \$62,555 | \$62,554 | \$65,486 |
| CT | S - Eastern | S50020 - Mashantucket Pequot Tribe | \$162,745.72 | \$235,769 | \$236,311 | \$243,220 | \$257,021 |
| LA | S - Eastern | S50970-Chitimacha Tribe | \$1,052,645.13 | \$1,524,960 | \$1,528,470 | \$1,451,751 | \$1,392,829 |
| MA | S - Eastern | S50030 - Wampanoag Tribe Of Gay H | \$171,808.56 | \$248,898 | \$249,471 | \$236,949 | \$227,332 |
| NY | S - Eastern | S50009 - Tuscarora Nation | \$49,783.27 | \$72,121 | \$73,210 | \$79,307 | \$85,464 |
| NY | S - Eastern | S50036-Shinnecock Indian Nation | \$6,321.00 | \$10,042 | \$21,463 | \$31,211 | \$40,330 |
| LA | S - Eastern | S50034 - Jena Band | \$130,965.96 | \$189,730 | \$190,166 | \$184,849 | \$191,665 |
| ME | S - Eastern | S50019 - Houlton Band | \$74,588.57 | \$108,056 | \$119,673 | \$136,174 | \$152,241 |
| FL | S - Eastern | S50026-Miccosukee Tribe (Everglad | \$140,784.98 | \$203,954 | \$243,229 | \$287,167 | \$329,380 |
| ME | S - Eastern | S50014 - Passamaq.-Indian Townshiq | \$215,768.29 | \$312,582 | \$526,655 | \$707,488 | \$877,629 |
| NY | S - Eastern | S50006 - Onondaga Nation | \$72,414.30 | \$104,906 | \$118,811 | \$136,768 | \$154,166 |
| NY | S - Eastern | S50013-Cayuga Nation | \$117,499.04 | \$170,220 | \$170,612 | \$182,847 | \$195,669 |
| ME | S - Eastern | S50031 - Aroostook Band (Micmac) | \$191,743.12 | \$277,777 | \$279,563 | \$301,271 | \$323,334 |
| ME | S - Eastern | S50015 - Passamaq.-Pleasant Point | \$348,122.74 | \$504,323 | \$505,484 | \$542,941 | \$581,405 |
| FL | S - Eastern | S53021-Big Cypress | \$303,831.82 | \$440,159 | \$642,953 | \$824,832 | \$996,815 |
| CT | S - Eastern | S50033 - Mohegan Indian Tribe | \$115,038.52 | \$166,656 | \$199,350 | \$235,697 | \$270,603 |
| LA | S - Eastern | S50336-Tunica-Biloxi Indian Tribe | \$830,215.95 | \$1,202,729 | \$1,205,497 | \$1,144,989 | \$1,098,517 |
| NY | S - Eastern | S50011 - Oneida Nation | \$132,895.45 | \$192,525 | \$244,197 | \$296,440 | \$346,291 |
| ME | S - Eastern | S50018 - Penobscot Tribe | \$500,560.63 | \$725,159 | \$813,157 | \$931,293 | \$1,045,995 |
| RI | S - Eastern | S50027- Narragansett Indian Tribe | \$388,612.88 | \$562,981 | \$564,277 | \$601,524 | \$642,661 |
| MA | S - Eastern | S50035 - Mashpee Wampanoag | \$659,635.32 | \$955,609 | \$957,809 | \$909,733 | \$872,810 |
| NY | S - Eastern | S50004 - Seneca Nation (Allegany) | \$431,970.57 | \$625,793 | \$705,504 | \$810,234 | \$911,803 |
| NY | S - Eastern | S50007 - Saint Regis Mohawk Tribe | \$577,384.48 | \$836,453 | \$943,479 | \$1,083,819 | \$1,219,910 |
| SC | S - Eastern | S50032-Catawba Indian Nation | \$338,084.75 | \$489,781 | \$601,605 | \$720,034 | \$833,403 |
| AL | S - Eastern | S50028-Poarch Band | \$469,097.51 | \$679,579 | \$759,461 | \$868,265 | \$973,986 |
| NC | S - Eastern | S52001 - Eastern Band -Cherokee Ind | \$943,967.04 | \$1,367,519 | \$1,796,286 | \$2,212,907 | \$2,609,307 |
| MS | S - Eastern | S78980-Mississippi Band (Choctaw) | \$997,930.63 | \$1,445,696 | \$1,693,818 | \$1,982,946 | \$2,261,427 |
| High Priority Projects per 25 CFR 170.200 <br> GRAND TOTAL |  |  | \$346,697,578 | \$396,000,000 | \$396,000,000 | \$396,000,000 | \$396,000,000 |
|  |  |  | \$29,806,580 | \$0 | \$0 | \$0 | \$0 |
|  |  |  | \$376,504,158 | \$396,000,000 | \$396,000,000 | \$396,000,000 | \$396,000,000 |



| State | region name |  | Reservation name |  | （total Llable | $\begin{gathered} \text { FY05-FY11 } \\ \text { AVERAGE } \\ \text { DISTRIBUTION } \end{gathered}$ | $\begin{gathered} \text { TOTAL } \\ \text { POPULATION } \\ \text { SHARE A } \\ \hline \end{gathered}$ |  |  | $\begin{gathered} \text { TOTAL MAP- } \\ 21 \text { TRIBAL } \\ \text { SHARE } \\ \hline \end{gathered}$ | FY11 Actual | OF NEGOTIATED REGULATION AMOUNT | NEW FORMULA TRIBAL SHARE DISTRIBUTION |  | Tribes that receive less funding from new formula than | $\begin{gathered} \text { Distribution of } \\ \text { Regional } \\ \text { Supplemental } \\ \text { Amounts } \end{gathered}$ |  | $\begin{gathered} \text { Modified Tribal } \\ \text { Amount after Initial } \\ \text { Distribution } \end{gathered}$ | $\begin{aligned} & \text { Distribution of } \\ & \text { "Excess" } \\ & \text { Supplemental } \\ & \text { funds } \end{aligned}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NE | A－Great Plains | ${ }^{\text {A13382－}}$ | Santee Sioux Nation |  |  | 817371 |  |  |  |  | \＄188，621．6 | \＄150，897 | ${ }^{87646}$ | \＄158，543 |  | ${ }_{\text {S51，62 }}$ |  | \＄188，622 | ${ }^{\text {S21，} 1,87}$ | \＄210．508 |
| SD | A－Great Plas | A03341－ | －Flandreau Sante |  |  | ${ }^{81372,271}$ |  |  |  | ${ }^{\text {0．062335\％}}$ | ${ }^{\$ 153,525.01}$ | \＄122，820 | ¢8，893 | \＄131，7 | \＄21，812 | \＄37，435 | \＄21，812 | \＄153，525 | \＄17，814 | \＄1771，39 |
| ${ }_{\text {NE }}^{\text {So }}$ | A－Great Pains | ${ }_{\text {Al3 }}$ | －Winerebasoo Tribe | ＋1，5931 | 48.5 |  | －0．11609\％ | 退 1788 | O． | － |  |  | （17ers | ¢ | － 40.30800 | \＄1188，631 |  | （\＄033，664 | ¢ | ¢ |
| sd | A－Great Plains | A1432－ | －Crow Creek | 2,377 | 54.1 | 8529，688 | 7472 | 21764992 | 5009\％ | 0．164306\％ | \＄473，456．76 | 9378，765 | \＄23，441 | \＄402，207 | 571，250 | \＄122，284 | 877，250 | \＄473，457 | \＄54，937 | \＄528，394 |
| NE | Great Plans | 3380 | －Omana Tribe |  | 53.8 |  |  |  |  | 0．1777159\％ | \＄572，877．01 | \＄445，30 | \＄25，275 | ${ }_{\text {s483，577 }}$ | 㖪，300 | \＄155，264 | 889，30 | \＄572，88 | \＄66，473 | \＄683， 350 |
| SD | A－Great Plans | ${ }^{\text {A08336－}}$ | －Yankion Sioux Tribe |  | 28.1 |  |  |  |  | 0．239940\％ | 9999，507．51 | \＄ 999,606 | S34，232 | ¢833，888 | \＄165，669 | \＄284，334 | \＄165，669 | \＄999，508 | \＄15，977 | ¢ $\$ 1.11,4.484$ |
| ND | A G Great Plains | A05303－ | －Spirit Lake Tribe | 4，313 | 99.4 | \％ 7 \％99 | ${ }_{0}^{0.3025557 \%}$ | 0．356195\％ | ${ }^{0.17179899}$ | 0．28690\％ | \＄9914，37．53 | \＄731，500 | ${ }_{\text {\＄40，932 }}$ | \＄772，432 | \＄141，943 | \＄243，614 | \＄141，943 | \＄914，376 | \＄106，099 | \＄1，02，474 |
|  | A－Great Plains | A00331－ | －Fort Berthold | 4，614 | 260.3 | ，007，54 |  |  | 0．450389\％ | 0．397542\％ | \＄1，431，763．50 | \＄1，145，411 | 856，717 | \＄1，202， 28 | \＄229，636 | \＄399，118 | \＄229，636 | \＄1，431，764 | \＄166，133 | \＄1，597，897 |
| NE | A－Great Plans | ${ }^{\text {abio331－202 }}$ | －Ponca Trie | 5，108 | 24.5 | \％ $58,7,4$ | \％ | 0．3212085 | 0．00000 | － 0.54839629 | （ |  | Smis | comele | ${ }^{\text {S359，066 }}$ | － |  | ¢ | ${ }_{\substack{\text { S }}}^{53565,343}$ | come |
| SD | Great Plins | A01340 | Cheyenne River | 7，462 | 310.1 |  |  | 245\％ | 0．53656\％\％ | 640041\％ | \＄2，229，187，47 | \＄1，783，350 | 9，314 | \＄1，874，664 | \＄354，523 | \＄608，459 | \＄354，523 | 82，229，187 | \＄225，661 | \＄ $2,487,849$ |
| SD | A－Great Plans | ${ }^{\text {A07345－}}$ | －Rosebud | 10，956 | ${ }^{313.0}$ |  |  |  | \％ | ${ }^{0.77671019 \%}$ | （ $93.466,063.42$ |  | （109，422 | 边 |  | \＄$\$ 1,001,991$ | － | ctis， | － |  |
| so | A－Gereat lains | ${ }_{\text {ancsi4－}}$ | －Pine Rilge | ${ }_{31,685}$ | 607.3 | ， 1,10 | 隹 | ， 1.75446969 |  | 1．740288\％ | \＄4，${ }_{\text {¢ }}$ | s¢，389，273 | S248，286 |  | －${ }_{\text {¢599，}}$ | \＄1，08，104 | \＄599，032 | ¢4，23，5911 | \＄491，588 | cois |
| Kick | uthern Plains | B04633 | $\&$ Fox Nation Of Missol |  |  |  |  |  |  |  | \＄138，399．94 | 0，664 | 45 | \＄115，809 |  | ${ }^{\text {s43，236 }}$ | ${ }^{\text {s22，521 }}$ | \＄138，330 | 0，157 | ${ }^{\text {\＄158，487 }}$ |
|  | B－Soutern Plain | ${ }^{8088887}$ | －Delaware Nation |  | ${ }^{2} .1$ |  |  |  |  | 0．068821\％ | ${ }_{\text {S }}^{\text {S390，399．89 }}$ | 迷12，320 | 析 | ¢ ${ }_{\text {¢ }}^{5322,139}$ | － 568,261 | \＄131，028 |  |  | cisc， |  |
| －k | B－Southerm Plains | B07811 | －Otoe－Missouria T Tibe | 441 | 106.1 | ， | 0.0309886 | 0.1815 | $0.183889 \%$ | $0.123365 \%$ | ${ }_{\text {\＄500，986．87 }}$ | \＄400，789 | \＄17，600 | ${ }_{\$ 418,390}$ | －982，597 | \＄158，569 | ${ }_{\text {882，597 }} 9828$ | ${ }_{\text {S500，98 }}$ | ¢77，033 | \＄573，990 |
| TX | Southern P | B0830 | －Alabama－Coushata Tribe | 462 | 26.5 | 8107，28 |  |  | 52\％ | 0．048397\％ | \＄120，618．49 | s99，495 | \＄6，905 | \＄103，400 | \＄17，219 | 933，057 | \＄17，219 | \＄120，618 | \＄17，576 | \＄138，195 |
| ¢ | B－Southem Plains | B04882－ | －Prairie Band Potawatomi Na | 547 | 93.9 | 5297，481 | （1）3872\％ | 退 939298 | 135499\％ | 0．170045\％ | \＄262，074．10 | \＄209，659 | \＄24，260 |  | －582，155 | \＄54，051 | \＄28，155 | ${ }_{\text {\＄262，074 }}$ | － 988,1898 |  |
| －k | B－Southem Plains | B07814 | －Tonkawa Tribe | 629 | 6.1 | 8344,505 | 0.0041248 | 0.21959498 | 0.0109 | 0．09475\％ | \＄507，007．14 | \＄405，606 | \＄13，511 | \＄419，117 | ．987，890 | \＄168，730 | \＄87，890 | \＄507，007 | \＄73．881 | \＄550，888 |
|  | Souther P | B00826－ | －Kickapoo Traditional Tribe | 706 | ${ }^{88.1}$ | \＄12，32 |  | $0.007736 \%$ | 0．1351382 | 0．082102\％ | \＄182，74．07 | \＄145，739 | \＄11，73 | \＄157，453 | － 224,721 | \＄477，460 | ${ }_{\text {S24，721 }}$ | \＄182， 174 | \＄22，546 | \＄220，720 |
| ks | －－Southerm Plains | B04880－ | －Kickapoo Tribe（ks） | 806 <br> 80 | 40.5 |  | 0．0．056472\％ | 0．0．080445\％ | O．0．07078\％ | ${ }_{0}^{0.0048353 \% \%}$ | （ ${ }_{\text {S }}^{\text {S }}$ | \＄996，626 | ¢9，788 | \＄106， 37 | － 114,409 | ${ }_{\text {S }}^{\text {S27，762 }}$ | \＄$\$ 14,409$ | \＄120，782 | ${ }_{\text {S17，600 }}$ | \＄138，382 |
| ○к | B－Southerm Plains | B06804－ | －Wichita \＆Aflilied T Tribes | 1，109 | 11.4 | ${ }^{544,451}$ | 0.07 | 0．233355\％ | 0．1927529\％ | 0．17872\％ | \＄560，211．72 | \＄448，169 | \＄25，498 | ${ }^{\$ 473,667}$ | －886，544 | \＄166，147 | \＄88，544 | \＄566，212 | \＄81，634 | \＄641，845 |
| － |  | ${ }^{\text {Bor8 }}$ |  | ${ }^{1}$, | ${ }_{4} 00.8$ | 8286，190 | － | \％ | O． 0.177419 | － $0.192183{ }^{\text {a }}$ |  | （ | （enter | ¢ ${ }_{\text {S }}^{\text {\＄627，990 }}$ | － |  | － | －${ }_{\text {\＄}}^{\text {\＄750，464 }}$ | － | ¢ ${ }_{\substack{\text { \＄859，821 } \\ \$ 837.622}}$ |
| ок | B－Southem Plains | B08823 | －Kickapoo Tribe | 2，772 | 40.8 | \＄225，24 | 0.1944568 | 0．27162\％ | $0.070559 \%$ | 0．187094\％ | ${ }^{\text {9630，644．58 }}$ | \＄504，516 | \＄26，693 | \＄553，208 | －599，436 | \＄190，897 | \＄99，436 | \＄630，645 | \＄91，897 | \＄772，542 |
|  | Souther P | ${ }^{\text {B07812 }}$ | －Pawnee | 3，041 | 101.9 |  |  |  |  | 0．250482\％ |  | \＄555，147 | \＄35，736 |  | \＄102，051 | \＄195，946 | \＄102，051 |  | \＄100，391 |  |
| ${ }^{\circ} \mathrm{K}$ | －${ }^{\text {－}}$－Sountem Planin | B08806－ | －Caddo Nation | － | 56.3 |  | －0，16038 | （0．3095988 |  | ${ }_{0}^{0.249056 \% \%}$ |  | ¢ | ${ }_{\text {\＄35．533 }}$ | ¢ 8833.263 | －8176，400 | ${ }_{\text {¢ }}^{\text {\＄388651 }}$ |  | \＄1，45，6\％3 | ${ }_{\text {S }}^{5154443}$ | \＄ |
| －k | B－Southem Plains | B0882－ | －Absente－Shawnee Triu | 5 | 51 |  |  | 0，461638\％ |  | 0．351238\％ | \＄1，048，049，31 | \＄883，439 | \＄50，111 | \＄888，50） | \＄159，499 | \＄306，204 | \＄159，499 | \＄1，048，049 | \＄152，721 | \＄1，200，770 |
| ok | －${ }_{\text {B－Southem Plains }}^{\text {B－Souther Plains }}$ | ${ }^{\text {Bob }} 808824.5$ | Sace Fox Nation（0k） Kiowa Indian Tribe | ¢， 7 \％，296 | 124.5 258．0 |  |  |  | － |  | \＄$\$ 1.900,198.991$ | ¢ | ${ }_{\text {¢884，915 }}^{\text {¢70，19 }}$ |  | － | ¢ |  |  | ¢ | ¢ |
| ok | B－Souther Plains | B08888 | －Comanche Nation | 9，901 | 311.0 | \＄1，22，888 | 0.644558 | 0．7797838 | 0．5381138 | 0．681294\％ | \＄1，868，745．14 | \＄1，494，996 | \＄97，200 | \＄1，592，196 | s27\％，549 | \＄553，997 | \＄276，599 | \＄1， 1868,745 | \＄272，312 | \＄2，41，057 |
| － |  | ${ }^{\text {Bos502 }}$－ | －Citzen Potawaiomi Nation |  | ${ }_{148.1}^{48.2}$ |  |  | 83\％ | 203229 | ${ }_{\text {a }}^{0.669514246}$ | ［ $\begin{aligned} & \text { \＄2，901，380．09 } \\ & 81,563,0657\end{aligned}$ |  | （109，499 | （\＄2， | （¢4070，997 <br> $.827,04$ |  |  |  | （ ${ }_{\substack{\$ 422,787 \\ \$ 227,769}}$ | ¢ |
| MT | C－Rocky Mountain | ${ }^{\text {C55204－}}$ | －Fort Belknap | 3，267 | 698.9 | S2096，411 | ${ }^{0.2929000}$ | ${ }^{0.9977139}$ |  | 0．7277706\％ | \＄1，999，854．54 | ${ }^{81,599,884}$ | \＄103，821 | ${ }^{81,703,705}$ | ${ }^{\text {S229，150 }}$ | 8778，532 | ${ }_{\text {8296，} 150}$ | \＄1，999，855 | ${ }^{5445,581}$ | ${ }^{\text {\＄2，445，436 }}$ |
| ${ }_{\text {MT }}$ | C－－－ocky Mounain C－Rocky Muntain | ${ }_{\text {C57207 }}$ | －Rocky Boys | 5，171 | 524.2 | （1， | comer | 0．750667\％ | 0．9097007\％ | ${ }_{0}^{0.641555 \%}$ | ｜ | ¢ |  | ¢ ${ }_{\text {cki，452，290 }}$ | \＄248，660 | ¢ ${ }_{\text {¢ }}^{\text {¢ } 620,102}$ | ${ }_{\text {\＄248，660 }}$ | ¢1，700，949 | ${ }_{9378,983}$ | ¢ |
| MT | C－Rocky Mountain | ${ }^{\text {c56206 }}$ | －Fort Pock | ${ }^{7}, 645$ | ${ }^{381.3}$ | \％ 168 |  | 1．697239\％ | ${ }^{0.659751 \%}$ | 0．9462723\％\％ | \＄3，693，790．25 | \＄2，955，032 | \＄137，573 | \＄3，092，605 | \＄600，185 | \＄1，499，233 | ${ }_{\text {S600，} 185}$ | \＄3，693，790 | \＄823，002 | （ 54.516 .792 |
| wy | C．－－ocky Mountain | ${ }^{\text {c58280 }}$ | －Wind River | 8，711 | li，342．6 | 边 | － | 1706\％ | 23230058 | 1.40 |  |  | （ |  | ${ }_{5544,769}$ | \＄1，356，534 | ${ }_{\text {c }}^{\text {S544，769 }}$ |  | \＄9829，935 | \＄4，54，839 |
| $\frac{\text { MT }}{}$ | C－－$o$ ock Mountain | ${ }^{\text {Co5 } 2011}$ | －Black | 10，044 | 655.7 | ${ }_{\text {che }}^{52861,99}$ | 0．70458779 |  |  | 0．927459\％ | \＄2，050，828．32 | \＄1，64，663 | \＄132，320 | \＄1，77，983 | 矿， 87846 | \＄692，886 |  |  | ${ }_{\text {S456，939 }}$ |  |
| $\stackrel{\text { AK }}{\text { AK }}$ | E－Alaska |  | －Kkuk |  |  | 94，213 | 0.0002108 | 0．00930\％ | 0.0000008 | －$0.011145 \%$ <br> $0.000398 \%$ |  | ${ }_{\substack{\text { S35，295 } \\ 55,167}}$ |  | $\underset{\substack{\$ 36,885 \\ 55,24}}{ }$ | ¢ | $\underset{\substack{\text { S10，068 } \\ \$ 1,719}}{ }$ | （ |  | ¢ $\$ 4.95$ |  |
| AK | E－Alaska |  |  |  | ${ }^{3.8}$ | 939 | 为 $10{ }^{\circ}$ | －0．077590 | 505\％ | 0．002453\％ | \＄${ }_{\text {\＄11，595．65 }}$ | ¢9，277 | \＄930， |  | －$\$$ |  | ¢ | \＄${ }_{\text {\＄1，} 1,56}$ | \＄7764 | （ ${ }_{\text {S12，399}}$ |
| АК | E－Alaska | E0447－ | Solomon |  | 34.6 | \％ 26 | 298 | 48 | 0．238989 | 0．078869\％ | \＄300，027．21 | \＄240，022 | \＄11，216 | \＄251，238 | ¢48，789 | S67， | \＄44，789 | 27 | ． 75 | \＄319，783 |
| ${ }_{\text {AK }}^{\text {AK }}$ | （e－Alaska |  | －Kagashik | ${ }_{16} 9$ | ${ }_{15.6}^{95}$ |  | coiole | coiole | －0．1649999\％ | （0．0．083559\％${ }^{0}$ | （\＄144，042．32 | $\underset{\substack{\$ 115,234 \\ \$ 832,006}}{\text { S }}$ | （\＄9，068 | （18424，302 | － |  |  | （\＄14，042 | ¢ $99.48,485$ | （\＄153，527 |







|  |  |  |
| :---: | :---: | :---: |
|  |  |  |
|  |  |  |
|  |  <br>  |  <br>  |
|  |  <br>  |  |
|  |  |  <br>  |
|  |  |  |
|  |  |  |
|  |  <br>  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |














$\left.\begin{array}{ccc} & & \\ & \begin{array}{c}\text { Obigigation } \\ \text { Limation }\end{array} & \text { FY 2014 } \\ \text {（1000）}\end{array}\right)$

| ional | Distribution： |
| :---: | :---: |
| Great Plais | \＄7，091，767 |
| B－Southerm Plain |  |
| Rocky Mo | \＄6，972，647 |
| Alaska | \＄11，621，150 |
|  | \＄7，833，424 |
| Easter Oki | \＄12，414，486 |
| Western | \＄10，482，354 |
|  |  |
|  |  |
|  |  |
|  |  |
|  | \＄5，534，567 |


| State | region name |  | reservation name | $\underset{\substack{\text { Mafasia } \\ \text { popluation }}}{ }$ |  | $\begin{gathered} \text { FY05-FY11 } \\ \text { AVERAGE } \\ \text { DISTRIBUTION } \\ \hline \end{gathered}$ | $\begin{gathered} \text { TOTAL } \\ \text { POPULATION } \\ \text { SHARE A } \end{gathered}$ |  | roadmuleage Share cie | $\begin{gathered} \text { TOTAL MAP- } \\ 21 \text { TRIBAL } \\ \text { SHARE } \end{gathered}$ | Fri1 Actual | $\begin{gathered} \text { OF NEGOTIATED } \\ \text { REGULATION } \\ \text { AMOUNT } \\ \hline \end{gathered}$ | NEW FORMULA TRIBAL SHARE DISTRIBUTION |  | less funding from <br> FY11 amount | $\begin{gathered} \text { Distribution of } \\ \text { Regional } \\ \text { Supplemental } \\ \text { Amounts } \\ \hline \end{gathered}$ |  | Modified Tribal Amount after Initial Amount after Initia Distribution | Distribution of ＂Excess＂ Supplemental <br> funds |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | A－Great Plains | ${ }^{\text {A }} 13382$ |  | ${ }^{667}$ | T | ${ }^{\text {s173，716 }}$ | ${ }^{\text {0．a6790 }}$ |  | ［041079 | 0．0535899\％ | ${ }^{\text {S }}$ | \＄75．449 | ${ }^{\text {80，90933 }}$ | ${ }_{\text {S }}{ }^{\text {S157，412 }}$ | \＄331，210 |  | \＄31，210 | ${ }_{\text {S }} 1888.622$ | \＄15，014 | ${ }_{\text {s }}{ }^{\text {S2030，635 }}$ |
| SD | A－Great Plains | A03341 | Flandrau Santee Sioux Trio | 1，446 | 7.7 | 7，7274 |  | 505\％ | 0．0133239 | ${ }^{0.0662335 \%}$ |  | ¢961，40 |  | \＄156，750 |  |  |  | ${ }_{\text {\＄156，750 }}$ | \＄12，477 | \＄1699，226 |
| SD | A－Great Plains | ${ }^{\text {A } 15343}$ | Lower Brue | ${ }^{1,591}$ | 15.9 |  |  | 8178\％ |  | ${ }^{0.199953 \%}$ | ${ }_{\text {coser }} 9633,263,55$ | ${ }^{\text {\＄253，305 }}$ | \＄304，444 | ${ }_{\text {S557，749 }}$ | －57，514 | \＄106，035 | \＄7，514 | \＄633，264 | ${ }^{950,405}$ | \＄ $\begin{gathered}\text { S683，669 } \\ \text { S39，012 }\end{gathered}$ |
| So | A－Great Pains | ${ }_{\text {Al4 }}$ | Crow Creek | 2，203 | ${ }_{54.1}^{48.1}$ |  |  | 隹 | O．0．036898\％ | ${ }_{0}^{0.164336 \% \%}$ |  | \＄${ }_{\text {S }}$ | ${ }_{\text {¢ } 251,299}$ | ¢ ${ }_{\text {c／40，682 }}$ | －932，775 | \＄46，022 | \＄32，775 | ¢ ${ }_{\text {c473，457 }}$ | ${ }_{\text {S37，685 }}{ }^{\text {S424，}}$ | ${ }_{6511,142}$ |
| NE | A－Great Plains | A13380 | －Omana Tribe | 2，883 | 53.8 | 2，595 | 102439\％ | 215477\％ | 20088\％ | 0．177159\％ | \＄572，877．01 | \＄229，151 | \＄270，957 | \＄500， 108 | －872，769 | \＄102，181 | \＄72，769 | \＄572，877 | ${ }_{\text {\＄44，599 }}$ | 18，476 |
|  | A－Great Plans | A08346 | Yankion Sioux Tribe |  | 8.1 |  | 退 69358 | 0．406787\％ |  | 0.039944 | \＄999，507．51 | 行99， | \＄366，979 | \＄766，782 | －232，726 | \＄3326，78 | ¢ 9322,726 |  | \＄979．587 | \＄1，079．064 |
| ND | A－Great pans | A05303 | Sole | ${ }_{4}^{4,31}$ | 994 | （ex | \％ | 0，093709 | 0．1．557240 | 0．406690\％ | － |  | ${ }_{\text {¢4 }}^{54888803}$ | ciseme | －51098823 | ¢15420 | ${ }_{\$ 109823}$ | col |  | ¢ |
| No | A－Great Plains | A04301 | Fort Berthold | 514 | 260.3 |  | \％ 682 | 年0393\％ | 50389\％ | 0．397542\％ | \＄1，431，763．50 | \＄572，7 | \＄608，025 | \＄1，180，730 | － 9251,033 | \＄352，493 | \＄251，033 | \＄1，431，764 | \＄113，963 | \＄1，54，726 |
|  | A－Great Plains | A08381 | Ponca Tribe | 5，108 |  |  | 53268 | 200 |  | 0．248962\％ | \＄3，071，025．67 | \＄1，228，40 | 8380，778 | \＄1，609， 188 | ${ }^{\$ 1,461,838}$ | \＄2，052，669 | \＄1，461，838 | \＄3，271， | \＄224，444 | \＄3，31．，677 |
| SD | A－Great Plains | A01340 | Cheyene R iver | 7,462 | 310.1 |  | 边 | 259435\％ | \％655\％\％ | ${ }^{0.5440441 \%}$ |  | \＄${ }_{\text {\＄891，} 675}$ | ¢ 9988 ¢，916 | ¢ $\$ 1,870,591$ | －$-9358,596$ |  | \＄${ }_{\text {\＄358，596 }}$ |  | \＄177，434 |  |
| SD | A－Great Plains | A07345 | Rosebud | 10，956 | ${ }^{313.0}$ | 68 |  |  | 0.5415442 | ${ }^{0.7677101 \%}$ | \＄3，466，063．42 | \＄1，386，425 | \＄1，173，250 | \＄2，599 | ${ }_{\text {¢ }} 99006,388$ | 1，2，72，723 | \＄900，388 | ${ }^{\text {\＄3，466，063 }}$ | \＄275，885 | － |
| ND | A－Great Pains | ${ }^{\text {ATO}}$ | －Trute Moun |  | 176.3 607.3 | （sithe9， | 519\％ |  | 505069\％ | － |  | Sil．644，36 | ¢ | ¢ |  | s0 | 55，906 |  |  |  |
|  | Southern Plains |  | Sac \＆Fox Nation Of M |  |  |  |  |  |  |  | \＄138，32 | \＄55 | ${ }_{\text {S55，155 }}$ | \＄110，487 |  | ${ }_{\text {550，941 }}$ | ${ }_{\text {\＄27，843 }}$ | \＄138，330 |  | ${ }^{\text {8157，} 182}$ |
|  | Southern Plains |  | anare Nation | 184 | 42. |  |  | 2761 |  | 0.06 |  | \＄156， 160 |  |  | \＄128 |  | \＄128，982 |  |  | \＄443．605 |
| － | B－Soutern Plains | ${ }^{\text {Sob }}$ B088311 | －Fort Sill Apache Tribe | 394 441 | 106．1 | S824，742 | O．0．027693\％ | 0.1815688 |  | －0．0．123865\％ |  | \＄566，17 | － |  | －-841.557 | （¢76，032 <br> $\$ 204,748$ | －${ }_{\text {S111，910 }}$ | （1400，292 |  | ¢ |
|  | B－Southern Plains | Bоов30 | －Alabama－Coushata T Tibe | 462 | 26.5 | S107，828 | 0．032409\％ | 0.068 | 0．045582\％ | 0．04837\％ | \＄120，618．49 | \＄48，247 | \＄74，022 | \＄122，269 | so |  | so | \＄122，269 | \＄19，663 | \＄138，932 |
| \％ | B－Southern Plains | B08822 | （lowa Tribe（Ok） | 590 | 24．2 |  | coind | O．1．20802929\％ | O．0．35993\％ | ${ }_{\text {a }}^{0.126320 \%}$ | \＄\＄805，411．61 | \＄${ }_{\text {S322，}}$ |  | \＄ | \＄290，046 | \＄553，663 | \＄290，046 | ¢ ${ }_{\text {¢ }}^{\text {S805，412 }}$ | ¢ | ¢ |
|  | B－Soutern Plains | B07814 | －Tonkawa Tribe | ${ }_{6}^{629}$ | ${ }^{6.1}$ | \＄34，305 | 0．0441249 | 0．219549898 | 0.0010555 | 0．094705\％ | S507，007．14 | ${ }^{\text {S202，}} 8$ | \＄144，847 |  | 8159，35 | \＄291，566 | 8159，357 | \＄507，007 | ¢ 569.097 | 5576,104 <br> \＄225486 |
| ks | B－Southern Plains | B04861 | Kickapoo Tribe（Ks） | 766 | 58.2 | \＄167，9 | 0．057735\％ | $0.107089 \%$ | 0.1007 | 0.08455 | \＄205，538．84 | \＄82，216 | \＄129，326 | \＄221，541 |  | sor | 50 | \＄221，541 | \＄22，830 | \＄240，371 |
| Kı | Soutem Plans | B04800 | － | 886 | 40.5 | \％ | 665410 | 0．0084558． | 退 | ${ }^{0.00683329}$ |  |  | － | － | 91 | \＄114883 |  | ${ }^{\text {\＄152，809 }}$ |  | $\$ 173,635$ <br> $\$ 636559$ |
| ок | Southerm Plans | B08809 | Apache Tribe | 1，926 | 100.8 | \＄426，190 | 510909\％ | 277765\％ | 14419 | 0．192183\％ | \＄750，46．56 | \＄300，185 | \＄293，937 | \＄594，122 | － 1156,341 | \＄228，039 | \＄156，341 | \＄750，464 | \＄102，276 | 8852，739 |
| \％ | Soutem Plans | S08833 | Konca ribe（on |  | 4.0 |  |  |  |  |  | \＄533084 | ${ }^{5252525}$ |  |  |  |  |  |  |  | \＄880，724 |
| ок | B－Southern Plains | B07812 | Pawnee Nation | 3.041 | 101.9 | 退 2017 |  | 5519998\％ | 0.176344 | ${ }_{0}^{0.250482 \%}$ | \＄6888．93421 | \＄272，574 | ${ }_{\text {¢383，} 102}$ | \＄658．675 | ${ }_{-830,259}$ | \＄55，361 | \＄380．259 | \＄6888，934 | ¢993．890 | ${ }_{\text {¢782，} 225}$ |
| \％ | B－Southern Plains |  | Kaw Nation | 3，089 | 13.2 | ${ }^{8781,041}$ | 0．216839\％ | （90039\％ | 0.0288408 | 0．26000\％ | \＄1，418，673．32 | \＄567，469 | \＄397，675 | \＄996， 145 | － 84535.529 | \＄829，768 | ${ }_{\text {\＄453，529 }}$ | \＄1，418，673 | \＄193，342 | \＄1，612，015 |
| ок | B－Southern Plains | Bo8820 | Absentee－Shawnee TTibe | 6.058 | 61.1 | 8723， 54 | 0.4249896 | 0.4616385 | 0.1057195 | ${ }_{0}^{0.351238 \% \%}$ | \＄1，048，0493，${ }^{\text {c／}}$ | \＄419，220 | \＄537，205 | \＄956．425 | －591，625 | \＄167，635 | ${ }_{591,625}$ | \＄1，048，049 | \＄142，832 | ${ }_{\text {81，} 120,881}$ |
| OK | Southerm Plains | B088 | Saca 8 Fox Nation（ | 6，297 | 124.5 | \＄1，204，989 |  |  |  | ${ }^{0.499686 \%}$ | \＄1，900，198 | \＄760，080 | \＄752，014 | \＄1，572，094 | \＄3888 | \＄7710，070 | \＄388， 105 | \＄1，9 | \＄255，962 | \＄2，159，165 |
| ок | B－Southerm Plain | B08808 | Comanche Nation | 9，901 | 311.0 | S1，222，889 |  | 97832 | 188139\％ | ${ }^{0.6881294 \%}$ | \＄1，868，745．14 | \＄747，498 | \＄1，04，0，11 | \＄1，78，599 | －－879，236 | \＄144，969 | \＄979，236 | \＄1，886，745 | \＄254，679 | \＄2，12，425 |
| ok | B－Soutern Plains | ${ }^{30}$ | Citizen Potawatomi Nation | －13，677 | 48．2． | \＄1，709，68 | 0．55442\％ | 1.0001839 | 0．038399920 | 0．7677362\％ | \＄2，901，380．09 | \＄1，66，552 | \＄1，173，550 | \＄2，334，202 | \＄567，179 | 81，037，699 | \＄567，179 | \＄8，90，380 | \＄395，411 |  |
| MT | C－－Rocky Mountain | C55204 | Fort Belknap | ${ }^{\text {s，2 }}$ |  |  | 0.2298180 |  |  | 0.727 | \＄1，999，854．54 | \＄799，942 | \＄1，12，996 | \＄1，912， | 9 | \＄479，413 | 916 | \＄1，99，895 | \＄601，496 | ${ }^{\text {\＄2，} 201,350}$ |
| MT | Rocky Mountain | C59205 | －Rocky Boys | ${ }^{3,508}$ | 541.1 | ${ }_{\text {81，3，} 38.64}$ | 20088 | 0．002888\％ | 2488 | 0．553736\％ | \＄1，34，5668．90 | \＄533，828 | ${ }_{\text {8446，917 }}$ | \＄1，380，744 |  |  |  | \＄1，380，744 | \＄415，286 | \＄1，796，031 |
| ${ }_{\text {MT }}^{\text {MT }}$ | C－Rocky Mountarif |  | －Northerc Cheyemene | $\xrightarrow{5,6,64}$ |  |  | 隹 |  | 0．0．0970759\％ | （0．0．045476\％\％ | \＄1， |  |  | comer | － 5741,436 | \＄$\$ 9.02699,6971$ | －${ }_{\text {s741，452 }}$ | ¢ |  |  |
| MT | C－Rocky Mountair | ${ }^{\text {c52202 }}$ | Crow | 7，683 | ， 3935 | 9，986 | 0．538863\％ |  | 47\％ | 1．462322\％ | \＄4，240，616．54 | \＄1，696，247 | \＄2，236，562 | \＄3，932，809 | －9307，808 | \＄1，697，804 | \＄307，808 | \＄4，240，617 | \＄1，275，450 | \＄5，51，066 |
| MT |  |  | －lackiteet | ciol |  | cose |  | （1．017608\％ |  | （1．403326\％ |  |  |  |  |  |  | ${ }_{\text {s88，612 }}^{50}$ |  |  |  |
| ${ }_{\text {AK }}^{\text {AK }}$ | E－Alaska | E01136 | Ekuk |  |  |  |  |  |  | 0.011 | \＄44，1818 |  |  |  |  |  |  |  |  |  |
| AK | E－Alaska | E03479 |  |  | 3.8 | 8， 9,32 | $0.000210 \%$ | 0.0077518 | 0．006575\％ | ${ }^{0.0024453 \%}$ | ${ }_{\text {\＄11，595．65 }}$ |  | \＄3，751 | \＄8，389 | －93，206 | ${ }_{\text {\＄2，} 235}$ | ${ }_{\$ 2,835}$ | \＄11，224 |  | \＄11，224 |
| ${ }_{\text {AK }}^{\text {AK }}$ | E－Alaska | E02170 | Georgetow | 4 | 8.0 134 | 5148 | 退 |  | －0， | －0．088911\％ | （ $\begin{gathered}\text { \＄80，29212．41 } \\ \text { S30，027．21 }\end{gathered}$ | \＄932，055 | ¢120．244 |  | （S34，4988 <br> 559772 |  | （is ${ }_{\substack{\text { S30，502 } \\ \text { S52．84 }}}$ | －\＄17，24， <br> $\$ 293,104$ | ¢ ${ }_{\text {so }}$ |  |
| Ак | Alaska |  |  |  |  |  |  |  |  |  | 144，042．32 | 57，617 |  | 4．826 |  |  |  | 4，82 | so | \＄154，826 |
| А ${ }^{\text {K }}$ | E－Alaska | E09238 | Kasaan | ${ }^{16}$ | 15.6 |  | 1122\％ | 2580\％\％ | 2092\％ | 0．087900\％ | 81，040，007 | \＄416，003 | \＄134，439 | \＄550，442 | －8489，565 | \＄432，8 | \＄432，862 | \＄983，304 | sol | 5983 |












|  | REGIon NamE |  | Reservation name | $\xrightarrow{\text { napabsian }}$ poutarion |  |  |  |  | compleag |  | ${ }_{\text {FYY } 1 \text { Actual }}$ | OF NEGOTIATED REGULATION AMOUNT | NEW FORMULA TRIBAL SHARE DISTRIBUTION |  |  |  | ${ }_{\text {cop }}^{\text {Cap istributionat }}$ Frit Amount | Modified Tribal Amount after Initial Distribution | $\begin{gathered} \text { Distribution of } \\ \text { "Excess" } \\ \text { Supplemental } \\ \text { funds } \\ \hline \end{gathered}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \frac{\mathrm{SII}}{\mathrm{NE}} \\ & \substack{\mathrm{~s}} \end{aligned}$ |  | ${ }^{\text {A } 1338322}$－ | Santer Soul | ${ }_{1446}^{66}$ | ${ }_{\text {2 }}^{23} 7$ |  |  |  | ${ }^{\text {O．0404077 }}$ | ${ }^{0.0053589 \%}$ |  |  | ST19，122 $\$ 138.563$ |  |  |  |  |  | $\xrightarrow[\substack{\$ 8,661 \\ 87,72}]{\text { s，}}$ | （\＄197， 283 <br> $\$ 17,040$ |
| SD | A－Great Plains | A15343－L | Lower Brue | ${ }^{1.591}$ | 115.9 | ${ }_{8725664}$ | 0.1116098 | ${ }^{0.20897789}$ | $0.2005388 \%$ | 0．199053\％ | \＄633，263，55 | \＄126，653 | ${ }_{\text {S442，466 }}$ | \＄569，119 | －966，145 | ¢77，188 | \＄66，145 | \＄633，264 |  | ${ }_{\text {S662，}}^{\text {S41 }}$ |
| （ine | A－Great Plains | A13383－ | Winebago Trie |  | 48.5 | 50，514 | 0．1565412 | 9373\％ | 0.0839789 | 0．1235 | \＄289，607．13 | 57，221 | \＄274，557 | \＄332，479 | ${ }^{\text {s }}$ | ${ }^{90}$ | ${ }^{50}$ | \＄332，479 | \＄15，267 | S347，745 <br> S49， 17 |
| NE | A－Great Plains | A13380－O | Omana Tribe | ${ }_{2,883}$ | 53.8 | ${ }_{\text {cke }}$ | （022438\％ | $0.2154777^{\circ}$ | 0．00308889 | ${ }_{0}^{0.177159 \%}$ | ¢ ${ }_{\text {S }}^{\text {\＄572．877．01 }}$ | ¢944，575 | ¢ | ¢ 9508,373 | －664，504 | \＄77，620 | \＄64，504 | $\underset{\substack{\text { \＄557，} 877}}{\text { S47，45 }}$ | ${ }_{\$ 826,305}^{\$ 21,705}$ | ¢ |
|  | A－Great Plains | A08346 | Yankton Sioux Tribe | 3，235 | 28.1 |  |  | 0．406787\％ |  | 0．233940\％ | \＄999，507．51 | \＄199，902 | \＄53，352 | \＄733，253 | －s266，254 | \＄320，394 | \＄226，254 | \＄999，508 | \＄44，895 | ${ }^{\$ 1,045,402}$ |
|  | Great Plains | 淮 | Sisselon－Wahpetoo Oyate |  |  |  |  |  |  | 0.46047 | \＄2，798，973．43 | 8559，795 | \＄1，023，576 | \＄1，583，371 | \＄$\$ 1,215,603$ | \＄1，462，782 | \＄1，215，603 | \＄2，798，973 | \＄128，522 | ${ }_{\text {\＄2，927，495 }}$ |
| ND | －Great Plans | 5303－ | Sprift Lake Tribe | 4,313 | 99．4 |  |  |  | \％ome | 0．286900\％ |  | \＄182，855 | 年 | \＄882，613 | － 9 －993，763 | ¢ | ${ }_{\text {cke }}^{593,763}$ | 9914，376 | ${ }_{\text {¢ }}^{54,9866}$ | \＄9，497，506 |
| NE | A－Great Plains | A08381－ |  | 5，108 | 0.0 | 581，74 | 0．35832\％ | 0．321200\％ | $0.000000 \%$ | 0．24892\％ | \＄3，071，025．67 | \＄614，205 | \＄553，47 | \＄1，167，612 | \＄1，903，414 | \＄2，290，451 | \＄1，903，414 | \＄3，07，026 | \＄141，014 | \＄3，212，039 |
| No | A－Great Plans | A10302 |  | 7，235 | ${ }^{245.2}$ |  |  |  |  | 0．5379 | S2，182，545777 | \＄436．599 | \＄1，195，683 | \＄${ }_{\text {S1，} 1,682,192}$ | ${ }_{\text {S5S50，3}}$ | S662，266 | ${ }_{\text {S530，}}$ |  | \＄100，217 |  |
|  | A－Great Plains | A07345－ | Rosebud | 10，956 | 313.0 | \＄2，29，638 |  | \％ $418 \%$ | 0.545154 | 0．767710\％ | \＄3，466，06，42 | \＄693，213 | \＄1，75， 154 | \＄2，39，367 | \＄1，067，697 | \＄1，284，801 | 81，067，697 | \＄3，466，063 | \＄159，153 | ${ }_{\text {\＄3，625，216 }}$ |
| － | A－Great Plains | ${ }_{\text {Al }}^{\text {A13034－}}$ | Torte Mount | 13,268 <br> 31.685 | 176.3 607.3 |  |  | － 0.7354049 | $0^{0.305046 \%}$ | －0．995393\％ |  |  | \＄\＄1，545，557 | \＄\＄1．998．997 | ${ }_{90}$ | sof | \＄90 |  | ${ }_{\text {¢ }}^{588,16.12}$ | \＄2，007，029 $\$ 4,932.260$ |
| Ks | B－Southern Pla | ${ }^{180883}$ | Sac 8 Fox Nation of N |  | ， | 85s |  | $0^{0.0560208}$ |  | 0．036062\％ | ${ }^{\text {\＄138，329．94 }}$ | ${ }_{\text {s27，666 }}$ | \＄88，160 | \＄107，826 | － 530.504 | \＄51，713 | \＄30，504 | \＄138，330 | \＄16，799 | ${ }^{\text {S155，129 }}$ |
|  | B－Southerm Plains |  | Delaware Nation |  | 42.1 |  |  |  |  | ${ }^{0.068821 \%}$ |  | 878，080 |  |  |  | \＄270， 129 |  |  |  | ${ }^{\text {s437，811 }}$ |
| ок | B－Southerm Plains | B07 | Oto－Missouria Tribe | 441 | 106.1 | 退4，742 | ${ }_{0}^{0.00509368}$ | 0.1815688 | 0.18 | ${ }^{0} 0.123365 \%$ | \＄500，986．87 | \＄100，197 | \＄274，223 | \＄3774，421 | －\＄126，566 | \＄211，566 | \＄126，566 | \＄500，987 | ${ }_{\text {¢60，}}^{541}$ | \＄ 5661,828 |
| Tx | B．Southern Pla | B00830－ | Alabama－Coushatta Tribe | 462 | 26.5 | －07，28 | 0.0324098 | 0．06875\％ | 0．045852\％ | 0．048337\％ | \＄120，618，49 | ${ }^{524,124}$ | \＄107，580 | \＄131，704 |  |  |  | \＄131，74 |  | \＄147，098 |
| ок | B－Southem Plains | B88822 | lowa Tribe（ O ） | 590 | 24.2 | ${ }_{\text {S456，}}^{5}$ | 24138989 | 0．298082\％ | 0.0481827 | $0.126330 \%$ | \＄8005，411．61 | sj161，082 | \＄820，790 | ${ }_{\text {¢441，} 83}$ | －536，539 | \＄616，302 | \＄366，539 | \＄8805，412 | ${ }_{\text {s977，811 }}$ | ¢ |
|  | Souther P | B07814－T | Tonkwa Tribe | ${ }^{629}$ |  |  |  |  |  | 0．094705\％ | \＄507，007．14 | \＄101，401 | \＄2210，515 | \＄311，977 | \＄195，090 | 330，733 | \＄195 | 7，007 | 961，572 | \＄568，579 |
| ${ }_{\text {ks }}$ | － | ${ }^{\text {B04886－1－L }}$ | －Kickapoo Traditiona Tribe | ${ }_{766}^{706}$ | 58.2 |  | $0.057375^{\circ}$ | － | 0.1007202 | ${ }^{0} 0.088402026 \%$ | ¢ | ${ }_{\text {S41，}}^{508}$ | \＄187，957 | ¢ | ${ }_{\text {s }}^{50}$ | ${ }_{50}$ | ${ }_{50} 80$ |  | ¢ 227,818 | \＄245，524 <br> $\$ 256,883$ |
|  | Souther | B04860－1 | Iowa Tribe（Ks \＆Ne） |  | 40.5 | 8126 | 05554 | 2458 |  | 0．068323\％ | \＄120，782．09 | \＄24，156 | \＄151，871 | \＄176，028 |  |  |  | \＄176，028 | ${ }_{\text {\＄21，377 }}$ | \＄197，405 |
| － | B－Southern Plan | B06804 | Wichit $\alpha$ Aftilialed Tribes | 1，109 |  |  | 石7968 |  | 27220 | －0．1787219\％ | （ $\begin{gathered}\text { S560，211．72 } \\ \text { S750．463，56 }\end{gathered}$ | \＄112，042 | － |  |  | sisem，581 | ¢ ${ }_{\text {s }}^{\text {si73，899 }}$ | （ |  | \＄628，2，45 \＄841，602 |
| ок | B－Southern Plain | B07813－ | Ponca Tiribe（Ok） | 2，263 | 47.0 | 84663,19 | $0.1587500^{8}$ | 0．295358\％ | 0．008323\％ | 0．184291\％ | \＄731，088．36 | \＄146，218 | \＄499，653 | \＄555，870 | \＄175，218 | \＄297，044 | \＄175，218 | \＄731，088 | 988，785 | \＄889，874 |
| OK | －Southern | ${ }^{\text {B08823 }}$ | Kickapoo Tribe | ${ }^{2,772}$ | 40.8 | ${ }^{\text {P242，246 }}$ | ${ }^{0.19444568}$ | （162\％ |  | 0．12779944\％ | S630，644．58， | \＄126，129 | \＄451．882 | \＄542，011 | \＄88，634 | \＄150，259 | 4 | \＄683，645 | ${ }_{\text {¢ }}^{\text {¢ }}$ | S707，232 <br> 87898202 |
| ок | B－Southerm Plains | B07810－ | Kaw Nation | 089 | 13.2 | s771，041 | 0.2168938 | 0．499039\％ | 0.0288045 | 0．26000\％ | \＄1，418，673，32 | \＄283，735 | \＄577，965 | \＄881，700 | －5556，974 | \＄994，228 | \＄556，974 | \＄1，418，673 | \＄172，288 | \＄1，50，961 |
|  | B－Southern | B08806 | Caddo Nation | 3，176 | 56.3 | sp22， |  |  |  | ${ }^{0.249056 \%}$ | \＄1，059，663．18 | \＄221，933 | \＄555，615 | ${ }_{\text {8765，547 }}$ | \＄294， | \＄498，610 | \＄294， | \＄1，059，663 | \＄128．688 | \＄1，188，352 |
| ок | B－Southern Plains | Bo8824 |  | ${ }_{6,297}^{6,069}$ | 124.5 |  | 5 | 迷 | 隹 | ${ }_{0}^{0.491688 \% \%}$ | 行 | ¢ ${ }_{\text {\＄380，}}$ | \＄1，092，947 | \＄1，472，9887 | － 9427,212 | \＄724，245 | ${ }_{\text {¢427，212 }}$ | \＄ $81,1,000,199$ | ${ }_{\text {¢ } 230,765}^{\text {¢ }}$ | \＄1， |
| ok |  | ${ }^{\text {B068808 }}$ | Kiowa Indian Tribe | 7,066 <br> , 901 | 311．0 | （ 81.277 .68 | 0.45 | \％ |  | （0．595190\％ |  |  | cols | ¢ | S322，485 | \＄546，704 ${ }_{\text {cos }}$ | S322，485 ${ }_{\text {sol }}$ | （ |  |  |
| ok | B－Soutem Plain | ${ }^{30888}$ | Citizen Potavatomi Nation | （1， 1,674 | 48．2） |  | 0．959442e\％ |  | 0.0038399 | 0．767362\％ | \＄2，901，380．09 | \＄588，276 | \＄1，705，735 | \＄2，286，011 | \＄661，369 | 226 | \＄615，369 | \＄2，901，380 | \＄352，352 | ${ }_{53,253,732}$ |
|  | C－Rocky Mountian | ${ }^{\text {C5522}}$ | Forteekik | 3，2 |  |  |  |  |  |  | ST，56，005 |  | S1，468 |  |  |  |  | \＄2， |  |  |
|  | Rocky Mou | C59205－ | Rocky Boys | 3.508 |  |  |  |  |  |  | \＄1．334， 56 | ${ }_{\$ 25691}$ |  |  |  |  | ${ }_{50}$ | ${ }_{\text {S1 }} 149$ | ${ }_{5461}$ |  |
|  | Rocky Mountai | C5720 | Northern Cheyenne | 5.171 | 524.2 |  |  |  |  | 0．64156\％ | \＄1，700，949．17 | \＄340， 19 | \＄1．426，085 | \＄1，766，27 |  | ${ }_{\text {so }}$ |  | \＄1，766，27 | \＄543， | ${ }_{\text {\＄2，310．019 }}$ |
| ${ }_{\text {MT }}$ | Rocky Mountai | c5620 | Fort Peck | 7，645 | ${ }^{381.3}$ | 88，768，168 | ${ }^{0.56829727}$ | 239\％ |  | 0．964276\％ | 93，693，790．25 | ¢738，758 | \＄2，14，4，47 | \＄2，882，205 | ${ }^{\text {s }}$ 811，586 | \＄5，934，559 | ${ }_{\text {S811，586 }}$ | ${ }^{93,693,790}$ | ${ }^{\$ 1,137,126}$ | ${ }_{\text {\＄4，830，916 }}$ |
| wr | C－Rocky Mountarif | ${ }^{\text {che }}$ | －Crow Tribe | 7,683 8.711 |  | － 919.981 | （0．53989\％ | （1，65393\％ | 4417958 |  |  | ¢ 8 \＄748，1，931 |  | cole |  | \＄1，038，088 \＄0 | \＄141，965 | ¢ | 很 |  |
| мT | C－Rocky Mountain | C51201 | Blackeet | 10，044 | 655.7 | 82261，997 | 0．704887\％ | 1．018862\％ | 1.13835378 | 0．9274599\％ | \＄2，050，828．32 | \＄410，166 | \＄2，061，607 | \＄2，471，773 | so | s0 | \＄0 | \＄2，47，773 | \＄760，930 | ${ }_{\text {¢3，232，703 }}$ |
| ${ }_{\text {AK }}^{\text {AK }}$ | E－Alaska |  | Ekuk |  |  |  | 0.002708 | $0.000390 \%$ | 50008 | ${ }_{\substack{0}}^{0.001003989 \% \%}$ | ¢ | ¢ |  |  | － |  |  | ¢ ${ }_{\substack{541,385 \\ \$ 5,36}}$ |  | （ |
| ${ }_{\text {AK }}^{\text {AK }}$ | E－Alaska | ${ }^{\text {EO3479－}}$ | Telida |  | 3.8 | 5，938 |  |  |  | 0．002453\％ | \＄11．595．65 | \＄2，319 | 85，452 | \＄7，771 | － 54.825 |  | \＄8，831 | \＄\＄10，622 | \＄0 | \＄$\$ 10.602$ |
| АК | ${ }_{\text {E－Aaska }}^{\text {E－Alaska }}$ | E00447 | －Gooromon |  | 134.6 | （10， | 88\％ |  | 边 | － $0.008919 \%$ | \＄380， 0.27 27．21 | ¢6， | \＄174，588 | \＄234，763 | － 9665,264 | \＄44，307 | S4， | \＄283，070 | sol | ¢ ${ }_{\text {S283，070 }}$ |
| ${ }_{\text {AK }}^{\text {AK }}$ |  |  | ${ }_{\text {U }}^{\text {Ugashik }}$ Kasan | ${ }_{16}$ | ${ }_{15.6}^{95.6}$ |  | $0.000122 \%$ | 0．235006\％ | 0．026892\％ | 0．087900\％ |  | $\$ 28,888$ $\$ 208,001$ | \＄$\$ 141,278$ | \＄$\$ 1770,08081$ | －9636，6018 |  | \＄477，211 ${ }^{\text {sol }}$ | \＄$\$ 1770,080$ | ¢00 | \＄ |




|  |  |
| :---: | :---: |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  <br>  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  <br>  |  <br>  |


| ¢SERESESRAR |  |  |
| :---: | :---: | :---: |
|  |  |  |
|  |  |  |
|  |  | $\qquad$ |
|  | ¢ |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  <br>  |  <br>  <br>  |  |
|  |  |  |
|  <br>  |  <br>  |  <br>  <br>  |
|  <br>  |  |  |
|  |  <br>  |  |
|  |  |  |
|  |  |  <br>  |
|  <br>  |  <br>  |  |
|  |  |  |








| STAT | REGIon_NAME | Reservati RESERVATIon_NAmE | FY05 DIST | FY06 DIST | FY07 DIST | FY08 DIST | FY09 DIST | FY10 DIST | FY11 DIST | Average DIST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AK | E- Alaska | E01135-EEklutna Native Village | \$69,098 | \$93,727 | \$72,589 | \$62,941 | \$64,594 | \$59,307 | \$56,514 | \$68,396 |
| AK | E-Alaska | E01578-CChanega (Chenega), Native Village of | \$25,536 | \$131,720 | \$94,183 | \$264,590 | \$228,405 | \$202,129 | \$165,221 | \$158,826 |
| AK | E - Alaska | E02371-FPaimiut, Native Village of | \$4,353 | \$8,781 | \$9,264 | \$20,240 | \$26,015 | \$25,622 | \$25,153 | \$17,061 |
| AK | E-Alaska | E01336- - Nelson Lagoon, Native Villag | \$14,187 | \$12,827 | \$12,150 | \$51,604 | \$51,852 | \$48,156 | \$49,455 | \$34,319 |
| AK | E-Alaska | E01503-T Twin Hills Village | \$122,782 | \$165,798 | \$117,795 | \$94,033 | \$86,703 | \$78,562 | \$74,677 | \$105,764 |
| AK | E-Alaska | E01185-¢ Gulkana Village | \$27,850 | \$40,701 | \$31,598 | \$35,768 | \$38,906 | \$36,967 | \$35,872 | \$35,380 |
| AK | E-Alaska | E03038-EBeaver Village | \$31,944 | \$49,162 | \$37,372 | \$39,599 | \$41,794 | \$43,037 | \$41,408 | \$40,617 |
| AK | E-Alaska | E02369-C Oscarville Traditional Village | \$4,376 | \$8,888 | \$9,393 | \$20,426 | \$26,216 | \$91,241 | \$149,202 | \$44,249 |
| AK | E - Alaska | E02332- - Napaimute, Native Village of | \$6,428 | \$9,103 | \$9,651 | \$20,659 | \$30,778 | \$51,400 | \$49,444 | \$25,352 |
| AK | E-Alaska | E01004 - A Akhiok, Native Village of | \$107,639 | \$130,005 | \$92,882 | \$77,158 | \$84,824 | \$77,015 | \$73,079 | \$91,800 |
| AK | E-Alaska | E01027-A Atka, Native Village of | \$224,162 | \$316,209 | \$225,225 | \$216,415 | \$187,755 | \$166,705 | \$156,809 | \$213,326 |
| AK | E-Alaska | E01096-C Clarks Point, Village of | \$20,202 | \$29,460 | \$23,785 | \$30,339 | \$34,485 | \$33,079 | \$32,193 | \$29,078 |
| AK | E-Alaska | E03072-C Chalkyitsik Village | \$95,055 | \$115,090 | \$82,970 | \$70,594 | \$76,724 | \$181,863 | \$171,446 | \$113,392 |
| AK | E - Alaska | E03345- - Nikolai Village | \$161,490 | \$258,145 | \$181,372 | \$137,146 | \$122,742 | \$110,051 | \$103,939 | \$153,555 |
| AK | E-Alaska | E02366-C Ohogamiut, Vill | \$3,453 | \$9,317 | \$9,909 | \$20,939 | \$26,768 | \$174,338 | \$921,830 | \$166,651 |
| AK | E-Alaska | E01397- F Port Heiden, Native Village of | \$150,469 | \$303,267 | \$212,051 | \$157,587 | \$138,805 | \$123,981 | \$116,454 | \$171,802 |
| AK | E - Alaska | E03463- SStevens, Native Village of | \$32,077 | \$42,245 | \$369,486 | \$264,530 | \$228,108 | \$201,867 | \$191,305 | \$189,945 |
| AK | E-Alaska | E03093-C Circle Native Community | \$28,439 | \$35,575 | \$28,171 | \$33,095 | \$36,895 | \$35,193 | \$35,027 | \$33,199 |
| AK | E-Alaska | E01309-n Mentasta Traditional Council | \$42,480 | \$39,245 | \$31,810 | \$32,747 | \$30,217 | \$29,461 | \$59,533 | \$37,927 |
| AK | E-Alaska | E01478-T Tazlina, Native Village of | \$4,915 | \$66,481 | \$49,452 | \$47,992 | \$202,619 | \$250,978 | \$272,004 | \$127,777 |
| AK | E-Alaska | E01084-C Chignik Lagoon, Native Village of | \$138,474 | \$166,108 | \$118,171 | \$94,374 | \$87,299 | \$79,053 | \$75,013 | \$108,356 |
| AK | E-Alaska | E01477-T Tatitlek, Native Village of | \$49,740 | \$60,596 | \$45,525 | \$45,409 | \$56,967 | \$53,998 | \$52,244 | \$52,069 |
| AK | E - Alaska | E03271-KKoyukuk Native Village | \$19,702 | \$31,001 | \$25,129 | \$31,504 | \$35,660 | \$34,193 | \$33,200 | \$30,056 |
| AK | E-Alaska | E01133-EEgegik Village | \$205,148 | \$309,590 | \$217,348 | \$160,973 | \$198,981 | \$176,379 | \$308,156 | \$225,225 |
| AK | E-Alaska | E01279-L Larsen Bay, Native Village of | \$6,473 | \$11,553 | \$11,786 | \$29,976 | \$38,170 | \$62,368 | \$51,284 | \$30,230 |
| AK | E - Alaska | E03022-A Anvik Village | \$11,034 | \$19,466 | \$18,188 | \$32,491 | \$40,243 | \$69,528 | \$66,729 | \$36,811 |
| AK | E-Alaska | E02047-EBill Moore's Slough, Villag | \$14,498 | \$26,639 | \$23,071 | \$212,059 | \$217,830 | \$194,123 | \$183,228 | \$124,492 |
| AK | E-Alaska | E04107-CCouncil, Native Village of | \$6,428 | \$12,927 | \$13,695 | \$219,352 | \$194,603 | \$173,908 | \$182,932 | \$114,835 |
| AK | E - Alaska | E04299-n Mary's Igloo, Native Village of | \$6,451 | \$12,963 | \$13,738 | \$883,718 | \$743,570 | \$652,456 | \$611,657 | \$417,793 |
| AK | E-Alaska | E01378-F Perryville, Native Village of | \$51,307 | \$70,297 | \$53,019 | \$72,110 | \$73,336 | \$66,895 | \$63,738 | \$64,386 |
| AK | E-Alaska | E02446-SSleetmute, Village of | \$15,279 | \$22,089 | \$19,076 | \$34,400 | \$41,936 | \$46,938 | \$76,198 | \$36,559 |
| AK | E-Alaska | E01283-L Levelock Village | \$55,370 | \$77,565 | \$58,487 | \$333,530 | \$288,576 | \$255,723 | \$231,085 | \$185,762 |
| AK | E-Alaska | E01007- A Akutan, Native Village | \$117,456 | \$141,998 | \$103,070 | \$90,333 | \$111,395 | \$101,479 | \$96,506 | \$108,891 |
| AK | E-Alaska | E01431- SSeldovia Village Tribe | \$260,770 | \$269,056 | \$191,451 | \$140,415 | \$157,291 | \$141,484 | \$177,358 | \$191,118 |
| AK | E-Alaska | E02385-FPitka's Point, Native Village of | \$9,109 | \$18,554 | \$18,095 | \$32,411 | \$40,481 | \$310,458 | \$305,095 | \$104,886 |
| AK | E-Alaska | E02019-A Yupiit of Andreafsky | \$23,624 | \$43,007 | \$105,945 | \$94,361 | \$92,412 | \$84,765 | \$82,823 | \$75,277 |
| AK | E-Alaska | E04261-KKobuk, Native Village of | \$6,585 | \$13,213 | \$191,745 | \$150,979 | \$189,502 | \$169,572 | \$190,169 | \$130,252 |
| AK | E - Alaska | E03434-S Shageluk Native Village | \$21,520 | \$44,032 | \$35,505 | \$44,567 | \$50,531 | \$48,407 | \$46,954 | \$41,645 |
| AK | E-Alaska | E01450- SSouth Naknek Village | \$140,530 | \$173,355 | \$124,834 | \$105,193 | \$100,514 | \$91,965 | \$87,792 | \$117,740 |
| AK | E-Alaska | E03483-T Tetlin Village | \$127,942 | \$188,211 | \$134,995 | \$112,107 | \$308,954 | \$273,710 | \$257,939 | \$200,551 |
| AK | E - Alaska | E03013-A Allakaket Village | \$26,345 | \$65,863 | \$76,695 | \$72,538 | \$73,672 | \$68,604 | \$65,795 | \$64,216 |
| AK | E-Alaska | E03025-A Arctic Village | \$33,035 | \$85,460 | \$150,982 | \$186,789 | \$167,641 | \$150,561 | \$229,253 | \$143,389 |
| AK | E-Alaska | E01085-C Chignik Lake Village | \$75,128 | \$105,293 | \$77,851 | \$73,207 | \$74,825 | \$69,384 | \$66,495 | \$77,455 |
| AK | E - Alaska | E09259-C Chilkat Indian Village (Klukwa | \$51,927 | \$79,498 | \$59,874 | \$347,312 | \$314,126 | \$278,304 | \$272,456 | \$200,500 |
| AK | E-Alaska | E01383-FPilot Point, Native Village of | \$171,941 | \$226,627 | \$161,023 | \$129,589 | \$146,746 | \$132,071 | \$123,855 | \$155,979 |
| AK | E-Alaska | E02841-C Chuathbaluk (Russion Mission), Native | \$106,129 | \$159,456 | \$78,213 | \$87,957 | \$86,441 | \$79,771 | \$61,006 | \$94,139 |
| AK | E - Alaska | E01137-EEkwok Village | \$17,352 | \$28,627 | \$25,018 | \$37,646 | \$44,732 | \$62,400 | \$60,136 | \$39,416 |
| AK | E-Alaska | E03474-T Tanacross, Native Village of | \$25,356 | \$33,656 | \$28,594 | \$39,260 | \$46,176 | \$44,769 | \$46,011 | \$37,689 |
| AK | E-Alaska | E01340- - Newhalen Village | \$71,683 | \$103,842 | \$77,408 | \$864,079 | \$727,215 | \$638,154 | \$598,336 | \$440,102 |
| AK | E - Alaska | E04177-C Chinik Eskimo Community (Golovin) | \$222,660 | \$323,694 | \$228,841 | \$771,697 | \$651,571 | \$572,561 | \$558,029 | \$475,579 |
| AK | E-Alaska | E01455- ¢ Saint George Island | \$174,831 | \$265,051 | \$188,664 | \$148,976 | \$136,996 | \$124,798 | \$123,329 | \$166,092 |
| AK | E-Alaska | E01002-A Afognak, Native Village of | \$6,518 | \$13,106 | \$72,276 | \$94,859 | \$97,825 | \$92,176 | \$65,562 | \$63,189 |
| AK | E - Alaska | E09443- S Skagway Village | \$5,005 | \$9,853 | \$25,576 | \$34,055 | \$40,112 | \$37,845 | \$37,110 | \$27,080 |
| AK | E-Alaska | E02109-C Crooked Creek, Village of | \$110,724 | \$162,849 | \$117,887 | \$556,525 | \$473,597 | \$417,440 | \$392,879 | \$318,843 |
| AK | E-Alaska | E04117- [Deering, Native Village of | \$190,043 | \$214,666 | \$153,846 | \$116,512 | \$110,177 | \$100,593 | \$117,421 | \$143,322 |
| AK | E-Alaska | E04521-V Wales, Native Village of | \$70,339 | \$96,734 | \$72,376 | \$473,338 | \$404,569 | \$357,183 | \$335,799 | \$258,620 |
| AK | E-Alaska | E03416-FRuby, Native Village of | \$50,069 | \$100,131 | \$74,755 | \$71,797 | \$81,902 | \$75,896 | \$146,437 | \$85,855 |
| AK | E - Alaska | E01264-KKokhanok Village | \$49,293 | \$74,550 | \$57,199 | \$85,806 | \$84,535 | \$77,880 | \$75,518 | \$72,112 |
| AK | E-Alaska | E02436- - Nunam Iqua, Native Village of | \$7,980 | \$15,394 | \$16,666 | \$32,768 | \$41,167 | \$746,621 | \$777,249 | \$233,978 |
| AK | E-Alaska | E04219-[ Diomede (Inalik), Native Village of | \$7,462 | \$14,612 | \$27,234 | \$287,477 | \$251,496 | \$223,759 | \$241,165 | \$150,458 |
| AK | E-Alaska | E03337- ^ Nenana Native Association | \$10,545 | \$30,168 | \$27,272 | \$72,228 | \$94,794 | \$87,177 | \$83,600 | \$57,969 |
| AK | E-Alaska | E01396-FPort Graham, Native Village of | \$91,812 | \$111,180 | \$82,355 | \$76,953 | \$77,425 | \$252,775 | \$238,338 | \$132,977 |
| AK | E-Alaska | E03672-¢ Grayling (Holikachuk), Organized Village | \$53,525 | \$76,013 | \$58,599 | \$61,234 | \$64,550 | \$60,858 | \$58,668 | \$61,921 |
| AK | E-Alaska | E01398-FPort Lions, Native Village of | \$68,907 | \$220,322 | \$158,836 | \$127,599 | \$119,693 | \$109,099 | \$103,624 | \$129,726 |
| AK | E-Alaska | E01142- - Nanwalek (English Bay), Native Village of | \$200,554 | \$236,224 | \$247,758 | \$280,198 | \$285,714 | \$253,757 | \$238,769 | \$248,996 |
| AK | E-Alaska | E01266- - New Koliganek Village Council | \$62,199 | \$82,314 | \$62,954 | \$64,164 | \$67,341 | \$63,309 | \$61,135 | \$66,202 |
| AK | E - Alaska | E01367-C Old Harbor, Village of | \$13,300 | \$22,334 | \$22,304 | \$37,447 | \$44,236 | \$43,309 | \$80,570 | \$37,643 |
| AK | E-Alaska | E01102-KKluti-Kaah (Copper Center), Native Village | \$9,373 | \$18,350 | \$19,509 | \$35,439 | \$44,216 | \$64,355 | \$62,166 | \$36,201 |
| AK | E-Alaska | E03233-KKaltag, Village of | \$70,484 | \$101,176 | \$76,771 | \$74,192 | \$75,655 | \$93,089 | \$91,097 | \$83,209 |
| AK | E-Alaska | E04525-V White Mountain, Native Village of | \$15,524 | \$122,103 | \$83,646 | \$669,597 | \$567,535 | \$499,477 | \$466,029 | \$346,273 |
| AK | E-Alaska | E01353- - Nondalton Village | \$19,750 | \$38,511 | \$32,918 | \$43,818 | \$50,345 | \$48,271 | \$51,321 | \$40,705 |
| AK | E-Alaska | E01011-A Aleknagik, Native Village of | \$79,375 | \$108,384 | \$81,673 | \$77,535 | \$78,436 | \$73,059 | \$70,431 | \$81,270 |
| AK | E-Alaska | E01505-T Tyonek, Native Village of | \$170,226 | \$237,496 | \$170,731 | \$137,893 | \$299,158 | \$265,449 | \$250,554 | \$218,787 |
| AK | E-Alaska | E01419- SSalamatoff, Village of | \$9,240 | \$17,324 | \$187,750 | \$149,818 | \$137,563 | \$124,717 | \$118,615 | \$106,432 |
| AK | E-Alaska | E01370-C Ouzinkie, Native Village of | \$46,608 | \$165,325 | \$120,564 | \$103,770 | \$213,012 | \$190,665 | \$318,383 | \$165,475 |
| AK | E - Alaska | E03195-1-Holy Cross Village | \$48,940 | \$72,362 | \$57,190 | \$245,815 | \$217,998 | \$194,783 | \$192,807 | \$147,128 |
| AK | E-Alaska | E03303-n McGrath Native Village | \$21,743 | \$43,328 | \$252,235 | \$193,409 | \$174,625 | \$157,007 | \$148,647 | \$141,571 |
| AK | E-Alaska | E02307- M Mekoryuk, Native Village of | \$61,766 | \$77,210 | \$60,349 | \$75,653 | \$109,379 | \$100,298 | \$125,920 | \$87,225 |
| AK | E-Alaska | E02343- - Nightmute, Native Village of | \$142,442 | \$206,941 | \$149,703 | \$134,043 | \$125,439 | \$114,546 | \$111,901 | \$140,716 |
| AK | E-Alaska | E03314-n Minto, Native Village of | \$33,604 | \$47,273 | \$39,991 | \$49,743 | \$56,154 | \$53,801 | \$52,215 | \$47,540 |
| AK | E-Alaska | E02232-KKalskag, Village of | \$8,520 | \$16,252 | \$17,700 | \$35,657 | \$44,029 | \$201,504 | \$423,922 | \$106,798 |
| AK | E - Alaska | E03475-T Tanana, Native Village of | \$15,030 | \$25,737 | \$25,366 | \$102,297 | \$99,492 | \$91,615 | \$87,630 | \$63,881 |
| AK | E-Alaska | E03028-A Atqasuk Village (Atkasook) | \$9,764 | \$44,682 | \$49,310 | \$56,014 | \$61,448 | \$58,551 | \$56,748 | \$48,074 |
| AK | E-Alaska | E04435- SShaktoolik, Native Village of | \$16,911 | \$53,030 | \$44,149 | \$820,211 | \$692,886 | \$608,963 | \$571,574 | \$401,103 |
| AK | E - Alaska | E02325-¢ Goodnews Bay, Native Village of | \$38,479 | \$59,308 | \$48,192 | \$55,416 | \$60,950 | \$58,244 | \$56,569 | \$53,879 |
| AK | E-Alaska | E03390-FPoint Lay, Native Village of | \$9,420 | \$103,383 | \$84,530 | \$80,951 | \$82,429 | \$76,690 | \$58,654 | \$70,865 |
| AK | E-Alaska | E03230-kKaktovik Village (aka Barter Island) | \$17,906 | \$182,089 | \$135,087 | \$115,782 | \$110,160 | \$100,926 | \$90,023 | \$107,425 |
| AK | E-Alaska | E03210-1-Huslia Village | \$15,629 | \$32,434 | \$46,090 | \$142,848 | \$366,564 | \$324,747 | \$304,462 | \$176,110 |
| AK AK | E-Alaska | E02291- L Lower Kalskag, Village of E04440-S Shungnak, Native Village | \$12,740 $\$ 15,351$ | \$34,605 $\$ 62,556$ | \$32,026 $\$ 121,936$ | \$40,931 $\mathbf{1 8 3 , 5 1 1}$ | \$54,112 \$227,482 | \$52,345 | \$71,107 \$192,063 | \$42,552 $\$ 143,784$ |


| STAT | REGION_NAME | Reservati RESERVATIon_NAmE | FY05 DIST | FY06 DIST | FY07 DIST | FY08 DIST | FY09 DIST | FY10 DIST | FY11 DIST | Average DIST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AK | E- Alaska | E02418-Il Iqurmuit Traditional Council | \$11,151 | \$272,109 | \$200,948 | \$160,340 | \$148,724 | \$135,070 | \$128,542 | \$150,983 |
| AK | E-Alaska | E04480-T Teller, Native Village of | \$21,930 | \$41,540 | \$36,468 | \$361,527 | \$314,268 | \$279,101 | \$264,236 | \$188,438 |
| AK | E - Alaska | E03016-A Anaktukvuk Pass, Village of | \$11,134 | \$47,862 | \$66,831 | \$68,451 | \$72,074 | \$67,971 | \$77,108 | \$58,776 |
| AK | E-Alaska | E04056-EBrevig Mission, Native Village | \$213,934 | \$320,140 | \$228,857 | \$698,532 | \$719,646 | \$632,885 | \$604,471 | \$488,352 |
| AK | E-Alaska | E03359- 1 Nulato Village | \$128,064 | \$188,795 | \$139,094 | \$120,516 | \$115,413 | \$105,774 | \$121,949 | \$131,372 |
| AK | E - Alaska | E03358- 1 Northway Village | \$22,957 | \$43,161 | \$39,208 | \$50,994 | \$69,062 | \$65,782 | \$60,516 | \$50,240 |
| AK | E-Alaska | E09128-[ Douglas Indian Association | \$37,802 | \$49,860 | \$42,673 | \$154,919 | \$148,892 | \$163,106 | \$142,616 | \$105,696 |
| AK | E-Alaska | E04014 - A Ambler, Native Village of | \$12,579 | \$42,710 | \$81,071 | \$78,541 | \$80,491 | \$75,493 | \$111,165 | \$68,864 |
| AK | E-Alaska | E02132-EEek, Native Village of | \$10,837 | \$74,496 | \$61,241 | \$66,066 | \$70,812 | \$850,149 | \$970,049 | \$300,521 |
| AK | E-Alaska | E04270-KKoyuk, Native Village of | \$201,712 | \$303,733 | \$218,517 | \$1,232,330 | \$1,033,877 | \$906,546 | \$849,878 | \$678,085 |
| AK | E-Alaska | E09427- SSaxman, Organized Village of | \$54,397 | \$76,855 | \$61,671 | \$65,944 | \$69,659 | \$66,561 | \$63,724 | \$65,544 |
| AK | E-Alaska | E02456-A Algaaciq Native Village (St. Mary's) | \$12,299 | \$22,186 | \$24,848 | \$41,853 | \$51,061 | \$57,496 | \$56,119 | \$37,980 |
| AK | E-Alaska | E01330- - Naknek Native Village | \$424,217 | \$640,446 | \$554,005 | \$584,396 | \$498,600 | \$439,665 | \$404,506 | \$506,548 |
| AK | E - Alaska | E02029 - A Atmautluak, Village of | \$16,149 | \$30,732 | \$40,211 | \$79,934 | \$176,899 | \$159,757 | \$151,421 | \$93,586 |
| AK | E-Alaska | E02006-A Akiak Native Community | \$32,177 | \$48,206 | \$42,082 | \$52,895 | \$80,875 | \$76,020 | \$73,341 | \$57,942 |
| AK | E-Alaska | E09211-1-Hydaburg Cooperative Association | \$163,258 | \$196,620 | \$2,906,803 | \$1,991,796 | \$1,659,525 | \$1,500,629 | \$1,398,366 | 1,402,428 |
| AK | E - Alaska | E02297-n Marshall (Fortuna Ledge), Native Village of | \$210,606 | \$308,555 | \$222,803 | \$176,498 | \$162,630 | \$147,551 | \$142,511 | \$195,879 |
| AK | E-Alaska | E09186-C Chilkoot Indian Association (Haines) | \$69,321 | \$395,178 | \$403,068 | \$237,208 | \$1,465,259 | \$1,141,325 | \$1,093,390 | \$686,393 |
| AK | E-Alaska | E03518-V Venetie Tribal Government, Native Village ( | \$7,232 | \$66,126 | \$141,174 | \$600,254 | \$525,998 | \$474,922 | \$455,596 | \$324,472 |
| AK | E-Alaska | E09533-Y Yakutat Tlingit Tribe | \$52,121 | \$74,526 | \$61,328 | \$233,846 | \$242,694 | \$216,739 | \$188,761 | \$152,859 |
| AK | E-Alaska | E02341- - Newtok Village | \$11,849 | \$21,650 | \$24,202 | \$375,251 | \$616,399 | \$543,279 | \$511,710 | \$300,620 |
| AK | E-Alaska | E02500-T Tununak, Native Village of | \$12,015 | \$22,015 | \$42,543 | \$53,673 | \$60,754 | \$58,605 | \$63,229 | \$44,691 |
| AK | E - Alaska | E01252-A Agdaagux Tribe of King Cove | \$68,954 | \$88,599 | \$71,629 | \$137,039 | \$129,789 | \$118,641 | \$74,775 | \$98,489 |
| AK | E-Alaska | E01148-EEyak (Cordova), Native Village of | \$35,866 | \$646,337 | \$472,120 | \$378,138 | \$346,683 | \$308,157 | \$296,073 | \$354,768 |
| AK | E-Alaska | E02276-kKwigillingok, Native Village of | \$12,343 | \$22,472 | \$25,192 | \$42,226 | \$51,864 | \$50,999 | \$55,402 | \$37,214 |
| AK | E - Alaska | E04457- ¢Saint Michael, Native Village of | \$34,785 | \$138,016 | \$105,660 | \$515,771 | \$443,038 | \$391,770 | \$355,436 | \$283,497 |
| AK | E-Alaska | E02333- 1 Napakiak, Native Village of | \$76,607 | \$89,726 | \$72,110 | \$83,906 | \$253,417 | \$278,611 | \$481,212 | \$190,798 |
| AK | E-Alaska | E01424-C Qagan Toyagungin Tribe of Sand | \$61,286 | \$155,370 | \$118,612 | \$106,422 | \$109,695 | \$101,320 | \$96,825 | \$107,076 |
| AK | E-Alaska | E01510-C Qawalangin Tribe of Unalaska | \$45,376 | \$61,182 | \$56,509 | \$119,979 | \$119,667 | \$109,880 | \$121,304 | 90,557 |
| AK | E-Alaska | E02267- K Kongiganak, Native Village of | \$12,858 | \$23,277 | \$26,902 | \$114,435 | \$162,355 | \$169,927 | \$253,754 | \$109,073 |
| AK | E-Alaska | E03166-¢ Galena Village (Louden Village) | \$21,195 | \$45,269 | \$42,766 | \$55,588 | \$62,275 | \$110,222 | \$89,700 | \$61,002 |
| AK | E-Alaska | E04249-kKiana, Native Village of | \$68,011 | \$109,177 | \$85,368 | \$83,406 | \$86,101 | \$80,906 | \$87,022 | \$85,713 |
| AK | E-Alaska | E01295- M Manokotak Village | \$98,596 | \$146,439 | \$111,375 | \$101,146 | \$109,755 | \$101,350 | \$98,883 | \$109,649 |
| AK | E-Alaska | E04256- K Kivalina, Native Village | \$18,264 | \$97,779 | \$220,511 | \$174,731 | \$161,550 | \$146,775 | \$162,079 | \$140,241 |
| AK | E - Alaska | E09380-FPetersburg Indian Association | \$1,112,625 | \$1,260,900 | \$909,327 | \$1,046,412 | \$898,098 | \$786,012 | \$732,544 | \$963,703 |
| AK | E - Alaska | E02499-T Tuntutuliak, Native Village of | \$37,508 | \$55,687 | \$48,718 | \$58,840 | \$66,185 | \$630,066 | \$638,514 | \$219,360 |
| AK | E-Alaska | E02077-CChefornak, Village of | \$13,716 | \$24,689 | \$27,862 | \$45,161 | \$54,124 | \$53,194 | \$56,489 | \$39,319 |
| AK | E-Alaska | E03354- - Nuiqsut (Nooiksut), Native Vill | \$30,695 | \$598,869 | \$426,958 | \$317,465 | \$280,214 | \$249,849 | \$213,701 | \$302,536 |
| AK | E-Alaska | E02334- $\$ Napaskiak, Native Village of & \$76,694 & \$106,228 & \$83,770 & \$82,893 & \$86,055 & \$150,880 & \$273,848 & \$122,910  \hline AK & E-Alaska & E04059-EBuckland, Native Village of & \$45,217 & \$60,454 & \$52,543 & \$83,862 & \$88,781 & \$84,296 & \$81,954 & \$71,015  \hline AK & E - Alaska & E02428- S Scammon Bay, Native Village of & \$92,081 & \$114,081 & \$90,773 & \$89,147 & \$92,050 & \$522,835 & \$546,527 & \$221,071  \hline AK & E-Alaska & E02021-A Aniak, Village of & \$43,569 & \$66,681 & \$45,842 & \$58,164 & \$64,800 & \$63,040 & \$61,700 & \$57,685  \hline AK & E-Alaska & E04350 - - Noatak, Native Village of & \$19,260 & \$32,672 & \$33,720 & \$105,392 & \$104,699 & \$97,253 & \$94,035 & \$69,576  \hline AK & E-Alaska & E04253-K King Island Native Community & \$746,344 & \$825,327 & \$581,371 & \$615,564 & \$526,457 & \$464,546 & \$483,074 & \$606,097  \hline AK & E-Alaska & E02497-T Tuluksak Native Community & \$38,898 & \$57,790 & \$50,940 & \$61,123 & \$68,576 & \$73,621 & \$71,404 & \$60,336  \hline AK & E-Alaska & E09257-kKlawock Cooperative Association & \$50,538 & \$129,739 & \$1,898,187 & \$1,317,755 & \$1,106,080 & \$981,179 & \$939,457 & \$917,562  \hline AK & E - Alaska & E09020-A Angoon Community Association & \$132,268 & \$157,224 & \$328,282 & \$250,265 & \$234,343 & \$216,594 & \$204,529 & \$217,643  \hline AK & E-Alaska & E01339- - New Stuyahok Village & \$37,028 & \$66,563 & \$57,835 & \$64,474 & \$70,636 & \$67,533 & \$70,107 & \$62,025  \hline AK & E-Alaska & E01081-C Chickaloon Native Village & \$406,466 & \$1,082,806 & \$758,849 & \$649,033 & \$656,395 & \$899,045 & \$858,536 & \$758,733  \hline AK & E - Alaska & E03162-FFort Yukon, Native Village of & \$87,608 & \$318,154 & \$231,952 & \$184,906 & \$170,480 & \$154,688 & \$146,635 & \$184,917  \hline AK & E-Alaska & E04139-EElim, Native Village of & \$302,107 & \$453,994 & \$323,218 & \$930,676 & \$784,517 & \$688,941 & \$657,064 & \$591,502  \hline AK & E-Alaska & E09532-V Wrangell Cooperative Association & \$45,284 & \$61,705 & \$56,570 & \$298,981 & \$764,879 & \$673,623 & \$641,128 & \$363,167  \hline AK & E-Alaska & E09108-C Craig Community Association & \$465,213 & \$552,126 & \$1,402,414 & \$981,574 & \$830,475 & \$729,748 & \$686,844 & \$806,914  \hline AK & E-Alaska & E02361- - Nunapitchuk, Native Village of & \$15,801 & \$27,797 & \$31,263 & \$48,749 & \$64,702 & \$62,817 & \$65,990 & \$45,303  \hline AK & E-Alaska & E09198-1-Hoonah Indian Association & \$47,761 & \$61,354 & \$347,017 & \$289,885 & \$489,914 & \$433,070 & \$404,248 & \$296,178  \hline AK & E-Alaska & E02384-FPilot Station Traditional Village & \$26,360 & \$43,219 & \$43,794 & \$59,126 & \$68,668 & \$472,166 & \$644,000 & \$193,905  \hline AK & E-Alaska & E02268-kKotlik, Village of & \$43,311 & \$64,662 & \$59,127 & \$70,117 & \$100,725 & \$94,847 & \$81,643 & \$73,490  \hline AK & E - Alaska & E03519 - V Wainwright, Village of & \$16,718 & \$194,094 & \$156,462 & \$137,063 & \$132,557 & \$125,052 & \$75,774 & \$119,674  \hline AK & E-Alaska & E01458- §Saint Paul Island & \$98,065 & \$163,962 & \$126,802 & \$167,518 & \$157,630 & \$143,733 & \$136,776 & \$142,069  \hline AK & E-Alaska & E09229-KKake, Organized Village of & \$323,386 & \$365,095 & \$293,948 & \$825,238 & \$703,276 & \$619,778 & \$584,689 & \$530,773  \hline AK & E-Alaska & E02490-^ Nunakauyarmiut Tribe & \$25,623 & \$52,334 & \$49,647 & \$62,694 & \$70,597 & \$73,676 & \$79,776 & \$59,192  \hline AK & E-Alaska & E04460- SStebbins Community Association & \$35,308 & \$101,017 & \$70,573 & \$334,090 & \$295,148 & \$263,827 & \$244,963 & \$192,132  \hline AK & E-Alaska & E04438- ©Shishmaref, Native Village of & \$23,151 & \$279,169 & \$207,393 & \$480,208 & \$421,033 & \$373,556 & \$888,921 & \$381,919  \hline AK & E-Alaska & E02241-K Kasigluk Traditional Elders Council & \$17,466 & \$30,936 & \$35,064 & \$52,958 & \$63,602 & \$133,041 & \$127,107 & \$65,739  \hline AK & E-Alaska & E02407- K Kwinhagak (Quinhagak), Native Village of & \$37,365 & \$67,766 & \$78,358 & \$81,066 & \$128,321 & \$119,046 & \$119,121 & \$90,149  \hline AK & E-Alaska & E02005-A Akiachak Native Community & \$71,603 & \$144,134 & \$124,933 & \$165,609 & \$207,301 & \$187,735 & \$178,440 & \$154,251  \hline AK & E - Alaska & E02008- A Alakanuk, Village of & \$115,234 & \$159,411 & \$125,633 & \$131,221 & \$128,881 & \$545,862 & \$683,926 & \$270,024  \hline AK & E-Alaska & E04355- 1 Noorvik Native Community & \$98,513 & \$154,667 & \$121,794 & \$527,680 & \$460,639 & \$408,596 & \$385,494 & \$308,197  \hline AK & E-Alaska & E02323-A Asa'carsarmiut Tribe & \$33,648 & \$59,477 & \$58,583 & \$72,699 & \$102,294 & \$96,937 & \$78,445 & \$71,726  \hline AK & E-Alaska & E02080-CChevak Native Village & \$22,759 & \$38,738 & \$44,785 & \$91,937 & \$96,434 & \$524,859 & \$674,208 & \$213,388  \hline AK & E-Alaska & E04425- SSavoonga, Native Village of & \$81,854 & \$118,739 & \$97,228 & \$1,012,761 & \$857,387 & \$767,407 & \$720,396 & \$522,253  \hline AK & E-Alaska & E02141-EEmmonak Village & \$34,435 & \$123,723 & \$102,958 & \$102,962 & \$113,543 & \$106,841 & \$98,038 & \$97,500  \hline AK & E-Alaska & E04167-¢Gambell, Native Village of & \$347,954 & \$473,505 & \$244,093 & \$266,551 & \$349,796 & \$311,827 & \$438,637 & \$347,481  \hline AK & E-Alaska & E02255-kKipnuk, Native Village of & \$27,844 & \$45,118 & \$46,988 & \$63,223 & \$73,152 & \$502,080 & \$576,940 & \$190,764  \hline AK & E-Alaska & E04509-LUnalakleet, Native Village of & \$127,805 & \$237,100 & \$180,910 & \$325,725 & \$289,598 & \$259,473 & \$342,587 & \$251,885  \hline AK & E - Alaska & E03389-F Point Hope, Native Village of & \$32,160 & \$196,194 & \$460,147 & \$342,998 & \$303,197 & \$271,835 & \$256,157 & \$266,098  \hline AK & E-Alaska & E01487-T Togiak, Traditional Village of & \$73,140 & \$115,746 & \$97,505 & \$202,737 & \$187,256 & \$170,239 & \$159,866 & \$143,784  \hline AK & E-Alaska & E02275-kKwethluk, Organized Village of & \$52,319 & \$74,178 & \$72,872 & \$81,922 & \$89,037 & \$85,308 & \$84,236 & \$77,125  \hline AK & E - Alaska & E01850- ¢ Sun'aq Tribe of Kodiak & \$18,867 & \$32,875 & \$37,723 & \$93,715 & \$86,459 & \$84,085 & \$107,789 & \$65,930  \hline AK & E-Alaska & E04429-S Selawik, Native Village of & \$97,645 & \$169,541 & \$135,042 & \$124,872 & \$125,690 & \$145,385 & \$152,308 & \$135,783  \hline AK & E-Alaska & E01348- - Ninilchik Village & \$170,658 & \$252,130 & \$193,961 & \$166,658 & \$161,585 & \$149,093 & \$149,573 & \$177,665  \hline AK & E-Alaska & E02199-1-Hooper Bay, Native Village of & \$30,030 & \$51,035 & \$59,034 & \$83,966 & \$98,204 & \$164,849 & \$359,428 & \$120,935  \hline AK & E-Alaska & E01121-CCuryung Tribal Council & \$111,222 & \$210,993 & \$256,086 & \$220,053 & \$217,484 & \$200,558 & \$261,887 & \$211,183  \hline AK & E-Alaska & E01246-K Kenaitze Indian Tribe & \$58,506 & \$110,984 & \$127,473 & \$153,234 & \$142,591 & \$140,267 & \$133,512 & \$123,796  \hline AK & E - Alaska & E04352- 1 Nome Eskimo Community & \$151,781 & \$169,698 & \$153,453 & \$240,978 & \$243,026 & \$239,686 & \$266,436 & \$209,294  \hline AK & E-Alaska & E09442-S Sitka Tribe of Alaska & \$84,330 & \$146,351 & \$233,817 & \$235,896 & \$255,585 & \$191,492 & \$176,278 & \$189,107  \hline AK & E-Alaska & E04269 - K Kotzebue, Native Village of & \$111,851 & \$173,332 & \$506,348 & \$417,147 & \$385,114 & \$352,530 & \$282,553 & \$318,411  \hline AK & E-Alaska & E09248-K Ketchikan Indian Corporation & \$66,785 & \$107,298 & \$142,319 & \$721,961 & \$656,032 & \$600,262 & \$610,227 & \$414,983  \hline AK & E-Alaska & E01260-KKnik Tribe & \$42,856 $\mathbf{\$ 1 5 , 7 7 1}$ | \$69,664 \$58,939 | $\$ 73,136$ $\$ 540,308$ | $\$ 117,527$ $\$ 454,248$ | \$168,922 | $\$ 161,673$ $\$ 407,931$ | \$433,574 $\$ 462,406$ | \$152,479 |  |

F- Midwest F53404- B Bois Forte Band of Chippewa F - Midwest F55437-S Sokaogon Chippewa Community F - Midwest F57402-L Lower Sioux Indian Community
F - Midwest F55434-F Forest County Potawatomi Community
- Midwest F60484-N Match-e-be-Nash-She-Wish Band of Pottal
- Midwest F57401-U Upper Sioux Community
- Midwest F51490-S Sac \& Fox Tribe of the Mississippi in lowa
F - Midwest F55438-S Stockbridge-Munsee Community
- Midwest F60470-B Bay Mills Indian Community
F - Midwest F55435-RRed Cliff Band of Lake Superior Chippewa
F - Midwest F60482 - L Little River Band of Ottawa Indians
F - Midwest F60478-N Nottawaseppi Huron Band of the Potawato
- Midwest F55432 - LLac du Flambeau Band of Lake Superior C
- Midwest F60475-KKeweenaw Bay Indian Community
- Midwest F55430-BBad River Band of the Lake Superior Tribe
- Midwest F55431-L Lac Courte Oreilles Band of Lake Superior
F - Midwest F60483-L Little Traverse Bay Band of Odawa Indians
F-Midwest F58440-N Menominee Indian Tribe
- Midwest F53410-N Mille Lacs Band of Ojibwe
- Midwest F60474-G Grand Traverse Band of Ottawa and Chipp
- Midwest F53405-F Fond du Lac Band of Lake Superior Chipp
F - Midwest F60472-S Saginaw Chippewa Indian Tribe
- Midwest F53408 - V White Earth Band of Chippewa
- Midwest F52409-RRed Lake Band of Chippewa Indians
F - Midwest F60480-P Pokagon Band of Potawatomi Indians
F - Midwest F55433-C Oneida Tribe of Indians
F - Midwest F60469-S Sault Ste. Marie Tribe of Chippewa Indians
- Midwest F55439-HHo-Chunk Nation of Wisconsin
G - Eastern CG08825 - [ Delaware Indians
G - Eastern CG04927-1 Modoc Tribe
G - Eastern C G04921 - E Eastern Shawnee Tribe
G - Eastern C G07902 - k Kialegee Tribal Town
G - Eastern C G04925 - n Miami Tribe of Oklahoma
G - Eastern C G08911 - 〔Shawnee Tribe
G - Eastern C G07901 - f Alabama-Quassarte Tribal Town
G - Eastern C G04923 - ©Seneca-Cayuga Tribe
G - Eastern C G04922 - COttawa Tribe of Oklahoma
G - Eastern C G07903 - TThlopthlocco Tribal Town
G - Eastern C G04920 - C Quapaw Tribe of Indians
G - Eastern C G04926 - F Peoria Tribe of Indians
G - Eastern C G04924 - VWyandotte Nation
G - Eastern C G10909 - SSeminole Nation
G - Eastern C G08904 - LUnited Keetoowah Band of Cherokee Indian
G - Eastern CG06930 - C Osage Tribe
G - Eastern C G03906 - C Chickasaw Nation
G - Eastern C G09907 - Choctaw Nation
G - Eastern C G07908 - ^ Muscogee (Creek) Nation
G - Eastern C G08905 - C Cherokee Nation
H - Western H61655-
H - Western H62682 - §Skull Valley Band of Goshute Indians
H - Western H61659-V Winnemucca Indian Colony
H - Western H69648-LLas Vegas Tribe of Paiute Indians
- Western H64642- [ Duckwater Shoshone Tribe
- Western H68618-YYavapai-Prescott Trib
H - Western H68674-T Tonto Apache Tribe
H - Western H51695-C Chemehuevi Indian Tribe
H - Western H69650 - M Moapa Band of Paiute Indians
H - Western H69617 - KKaibab Band of Paiute Indians
H - Western H61661-YYomba Shoshone Tribe
H - Western H69689-ミSan Juan Southern Paiute Tribe
H - Western H68605-1Havasupai Tribe
H-Western H61649-LLovelock Paiute Tribe
H-Western H63602-C Cocopah Tribe
H - Western H51604 - F Fort Mojave Indian Tribe
H - Western H61645 - F Paiute-Shoshone Tribe of the Fallon Reser
H - Western H57612 - MAk-Chin Indian Community
H - Western H68601 - YYavapai-Apache Nation of Camp Verde
H - Western H55613 - F Fort McDowell Yavapai Nation
H - Western H61653 - F Reno-Sparks Indian Colony
H - Western H64640-TTe-Moak Tribe of Western Shoshone Indial
H - Western H64681-CGoshute Reservation, Confederated Tribes
H - Western H64644-E Ely Shoshone Tribe
H - Western H68606-1 Hualapai Indian Tribe
H - Western H69683 - F Paiute Indian Tribe of Utah
H - Western H61660-Y Yerington Paiute Tribe
H - Western H61646-F Fort McDermitt Paiute and Shoshone Tribe
H - Western H51603-C Colorado River Indian Tribes
H - Western H61647 - V Washoe Tribe of Nevada \& California
H - Western H62687-LUte Indian Tribe
H - Western H64641 - [Shoshone-Paiute Tribes of Duck Valley
H - Western H55615 - SSalt River Pima-Maricopa Indian Communit

FYO
 $\$ 108,416$ $\begin{array}{lrrrr}5 \text { DIST } & \text { FY06 DIST } & \text { FY07 DIST } & \text { FY08 DIST } & \text { FY09 DIST } \\ \$ 108,416 & \$ 178,973 & \$ 204,156 & \$ 191,074 & \$ 218,593 \\ \$ 196,167 & \$ 285,092 & \$ 380,746 & \$ 662,019 & \$ 649,553\end{array}$ \$62,550 285,092
$\$ 54,873$ $\$ 83,565$
$\$ 445,660$ $\begin{array}{rr}\$ 34,873 & \$ 734,634 \\ \$ 33,640 & \$ 33\end{array}$ \$115,326 \$150,314 $\begin{array}{rr}\$ 9,683 & \$ 1,094,588 \\ \$ 9,174 & \$ 170,726\end{array}$ ${ }_{5 s}$ 54,280,793 \$6 $\begin{array}{lr}\$ 43,998 & \$ 94,401 \\ \$ 33,778 & \$ 88,319\end{array}$
$\$$ \$61,966 \$80,863 $\$ 142,662$
$\$ 184,045$ $\$ 132,364$
$\$ 127,821$ $\$ 126,286$
$\$ 551,801$ \$1,074,689 \$

$\$ 280,080$
$\$ 174,038$
$\$ 88,319$
$\$ 436,464$

ST FY
Y09 DIST
\$218,593
FY10 DIST FY
$\$ 208,797$
Y11 DIST
DIST
\$306,549 $\$ 306,549$
$\$ 456,472$
$\$ 316,618$
$\$ 606,700$ \$202,366 $\$ 518,930$ \$396,151 \$644,248 $\$ 729,030$ \$754,119 \$382,633 $\$ 382,633$
$\$ 2,316,776$ $\$ 2,316,776$
$\$ 190,829$ \$139,954
$\$ 890,831$
$\$ 277,116$
$\$ 277,116$
$\$ 273,374$
$\$ 273,374$
$\$ 1,172,799$
$\$ 1,172,799$
$\$ 322,224$
$\$ 661,182$
$\$ 661,182$
$\$ 234,970$
$\$ 234,970$
$\$ 549,779$
$\$ 244,238$
$\$ 242,472$
$\$ 242,472$
$\$ 1,684,252$
\$1,149,090
\$632,159
\$517,603
$\$ 1,456,965$
$\$ 1,808,910$
$\$ 1,008,910$
$\$ 713,576$
\$2,834,569
$\$ 2,834,569$
$\$ 1,119,004$
$\$ 1,19,004$
$\$ 766,053$
\$1,757,698
$\$ 3,075,673$
$\$ 2,371,153$
$\$ 2,371,153$
$\$ 503,077$
$\$ 746,740$
\$871,673
\$4,934,518
$\$ 10,222$
$\$ 38,811$
\$155,462
$\$ 38,394$
$\$ 258,945$ \$41,402 $\$ 46,187$
$\$ 331,397$ $\$ 331,397$
$\$ 196,630$ \$70,397 \$419,968 \$283,247 $\$ 1,503,478$
$\$ 166,952$ \$4,208,024 \$5,980,076 $\$ 5,980,076$
$\$ 7,981,344$

## \$5,713,586

\$11,112,734 $\$ 51,422$
$\$ 17,572$ $\$ 17,572$
$\$ 16,470$
$\$ 37,372$ $\$ 37,372$
$\$ 36,447$ \$40,542 $\$ 26,520$
$\$ 82,611$ $\$ 30,858$
$\$ 90,608$ \$42,351 \$41,007 $\$ 152,209$
$\$ 29,217$ \$87,615 $\$ 336,430$
$\$ 133,493$ \$151,303 $\$ 65,032$
$\$ 121,200$ $\$ 121,200$
$\$ 109,087$ $\$ 88,071$
$\$ 171,608$ $\$ 171,608$
$\$ 43,221$ \$3,063,617 $\$ 97,852$
$\$ 73,579$ \$81,336 $\$ 1,016,412$
$\$ 115,297$ \$2,047,510 \$447,507

| STATE | REGION_NAME | Reservati RESERVATION_NAME |
| :---: | :---: | :---: |
| NV | H-Western | H61651 - FPyramid Lake Paiute Tribe |
| AZ | H-Western | H63696-FQuechan Tribe |
| NV | H-Western | H61656-V Walker River Paiute Tribe |
| AZ | H-Western | H55665-FPascua Yaqui Tribe |
| AZ | H-Western | H58616- ¢San Carlos Apache Tribe |
| AZ | H-Western | H52607- F White Mountain Apache Tribe |
| AZ | H-Western | H54610 - T Tohono O'odham Nation |
| AZ | H-Western | H57614- © Gila River Indian Community |
| AZ | H-Western | H65608-卜 Hopi Tribe |
| CA | $J$ - Pacific | J54571-C Capitan Grande Band of Diegueno Mission |
| CA | $J$ - Pacific | J51635- U Wilton Rancheria |
| CA | $J$ - Pacific | J54575- Ji Jamul Indian Village |
| CA | $J$ - Pacific | J51551-T. Table Mountain Rancheria |
| CA | $J$ - Pacific | J52502- A Alturas Indian Rancheria |
| CA | $J$ - Pacific | J51628-C California Valley Miwok Tribe |
| CA | $J$ - Pacific | J54597-R Ramona Band or Village of Cahuilla Missi |
| CA | $J$ - Pacific | J54567-A Augustine Band of Cahuilla Mission India |
| CA | $J$ - Pacific | J54573-E Ewiiaapaayp Band of Kumeyaay Indians |
| CA | $J$ - Pacific | J51537-P Potter Valley Tribe |
| CA | $J$ - Pacific | J54598-T Twenty-Nine Palms Band of Mission Indian |
| CA | $J$ - Pacific | J51508-B Buena Vista Rancheria of Me-Wuk Indians |
| CA | $J$ - Pacific | J54577- Li La Posta Band of Diegueno Mission Indian |
| CA | $J$ - Pacific | J54574-Ir Inaja Band of Diegueno Mission Indians |
| CA | $J$ - Pacific | J54568-C Cabazon Band of Mission Indians |
| CA | $J$ - Pacific | J52554-B Big Lagoon Rancheria |
| CA | $J$ - Pacific | J52621-CCedarville Rancheria |
| CA | $J$ - Pacific | J51523-C Chicken Ranch Rancheria of Me-Wuk Indian |
| CA | $J$ - Pacific | J54594-S Sycuan Band of the Kumeyaay Nation |
| CA | $J$ - Pacific | J51691-B Bridgeport Paiute Indian Colony |
| CA | $J$ - Pacific | J51522- JiJackson Rancheria of Me-Wuk Indians |
| CA | $J$ - Pacific | J52558-B Blue Lake Rancheria |
| CA | $J$ - Pacific | J52556-RResighini Rancheria |
| CA | $J$ - Pacific | J51520-B Utu Utu Gwaitu Paiute Tribe-Benton |
| CA | $J$ - Pacific | J54588-S San Manual Band of Serrano Mission India |
| CA | $J$ - Pacific | J52559-E Elk Valley Rancheria |
| CA | $J$ - Pacific | J51525-F.Ft. Independence Indian Community of Pai |
| CA | $J$ - Pacific | J54590-S Santa Rosa Band of Cahuilla Indians |
| CA | $J$ - Pacific | J54578-LILos Coyotes Band of Cahuilla \& Cupeno in |
| CA | $J$ - Pacific | J54580 - N Mesa Grande Band of Diegueno Mission Ind |
| CA | $J$ - Pacific | J52566-T Cher-Ae Heights Indian Community |
| CA | $J$ - Pacific | J51512-C Cachil DeHe Band of Wintun Indians |
| CA | $J$ - Pacific | J52565- U Wiyot Tribe (Table Bluff) |
| CA | $J$ - Pacific | J54579 - N Manzanita Band of Diegueno Mission India |
| CA | $J$ - Pacific | J51639 - Li Lower Lake Rancheria |
| CA | $J$ - Pacific | J51541-RRumsey Indian Rancheria of Wintun Indian |
| CA | $J$ - Pacific | J54591-S Santa Ynez Band of Chumash Mission India |
| CA | $J$ - Pacific | J52560-RBear River Band of the Rohnerville Ranch |
| CA | $J$ - Pacific | J54569 - C Cahuilla Band of Mission Indians |
| CA | $J$ - Pacific | J51505- G Guidiville Rancheria |
| CA | $J$ - Pacific | J54599 - V Viejas (Baron Long) Group of Capitan Gra |
| CA | $J$ - Pacific | J51524-LiCahto Indian Tribe |
| CA | $J$ - Pacific | J54585-P Pauma Band of Luiseno Mission Indians |
| CA | $J$ - Pacific | J51528-N Middletown Rancheria of Pomo Indians |
| CA | $J$ - Pacific | J51511-C Cold Springs Rancheria of Mono Indians |
| CA | $J$ - Pacific | J54595-T. Torres-Martinez Desert Cahuilla Indians |
| CA | $J$ - Pacific | J51632-S Elem Indian Colony of Pomo Indians |
| CA | $J$ - Pacific | J54592-S Santa Ysabel Band of Diegueno Mission In |
| CA | $J$ - Pacific | J54570-C Campo Band of Diegueno Mission Indians |
| CA | $J$ - Pacific | J51519-G Grindstone Indian Rancheria of Wintun-Wa |
| CA | $J$ - Pacific | J51545-G Greenville Rancheria of Maidu Indians |
| CA | $J$ - Pacific | J51513-C Cortina Indian Rancheria of Wintun India |
| CA | $J$ - Pacific | J54584-A Agua Caliente Band of Cahuilla Indians |
| CA | $J$ - Pacific | J54576-LiLa Jolla Band of Luiseno Mission Indians |
| CA | $J$ - Pacific | J51539 - RRedwood Valley Rancheria of Pomo Indians |
| CA | $J$ - Pacific | J51530-B Big Pine Band-Owens Valley Paiute Shosho |
| CA | $J$ - Pacific | J54589-S San Pasqual Band of Diegueno Mission Ind |
| CA | $J$ - Pacific | J54586-P Pechanga Band of Luiseno Mission Indians |
| CA | $J$ - Pacific | J54572-B Barona Group-Capitan Grande Band |
| CA | $J$ - Pacific | J51636-H Habematolel Pomo of Upper Lake |
| CA | $J$ - Pacific | J54587-R Rincon Band of Luiseno Mission Indians |
| CA | $J$ - Pacific | J51503-S Scotts Valley Band of Pomo Indians |
| CA | $J$ - Pacific | J52538-RRedding Rancheria |
| CA | $J$ - Pacific | J51535-P Pinoleville Pomo Nation |
| CA | $J$ - Pacific | J54593-S Soboba Band of Luiseno Indians |
| CA | $J$ - Pacific | J51542-S Santa Rosa Indian Community |
| CA | $J$ - Pacific | J52563- Q Quartz Valley Indian Community |
| CA | $J$ - Pacific | J51624-LIPaiute-Shoshone Indians of the Lone Pine |
| CA | $J$ - Pacific | J51637-A United Auburn Indian Community |
| CA | $J$ - Pacific | J51533-P Paskenta Band of Nomlaki Indians |
| CA | $J$ - Pacific | J51509-L'Lytton Rancheria |
| CA | $J$ - Pacific | J52518-F Fort Bidwell Indian Community |
| CA | $J$ - Pacific | J54582-N Morongo Band of Cahuilla Mission Indians |
| CA | $J$ - Pacific | J51693- D Death Valley Timbi-Sha Shoshone Band |
| CA | $J$ - Pacific | J51638-CCoyote Valley Band of Pomo Indians |
| CA | $J$ - Pacific | J51634-T Tuolumne Band of Me-Wuk Indians |
| CA | $J$ - Pacific | J54583-P Pala Band of Luiseno Mission Indians |
| CA | $J$ - Pacific | J51516-R Robinson Rancheria of Pomo Indians |
| CA | $J$ - Pacific | J51514-C Cloverdale Rancheria of Pomo Indians |
| CA | $J$ - Pacific | J51506-B Big Sandy Rancheria of Mono Indians |

CA $J$ - Pacific

FY05 DIST FY06 DIST FY07 DIST FY08 DIST FY09 DIST FY



| STATE | REGION_NAME | E Reservati RESERVATION_NAME | FY05 DIST | FY06 DIST | FY07 DIST | FY08 DIST | FY09 DIST | FY10 DIST | FY11 DIST | Average DIST |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| WA | P - Northwe | P03101-C Colville Reservation, Confederated Tribes C | \$1,173,700 | \$1,981,905 | \$1,529,306 | \$4,605,027 | \$6,904,726 | \$6,256,537 | \$4,469,487 | \$3,845,813 |
| OR | P - Northwes | 1P01142-S Siletz Reservation, Confederated Tribes of | \$177,726 | \$289,292 | \$1,273,878 | \$649,662 | \$700,787 | \$647,509 | \$669,812 | \$629,809 |
| OR | P - Northwe | tP01141-¢ Grand Ronde Community, Confederated Tr | \$303,767 | \$486,078 | \$526,281 | \$555,760 | \$652,342 | \$625,835 | \$580,025 | \$532,870 |
| WA | P - Northwes | 1P11124 - Y Yakama Nation, Confederated Tribes and E | \$1,011,637 | \$1,361,643 | \$1,134,989 | \$958,928 | \$997,887 | \$1,592,761 | \$1,429,117 | \$1,212,423 |
| LA | S - Eastern | S50971-C Coushatta Tribe | \$12,435 | \$21,169 | \$15,719 | \$14,787 | \$256,076 | \$220,747 | \$229,219 | \$110,022 |
| NY | S - Eastern | S50008-T Tonawanda Band of Seneca | \$9,330 | \$17,932 | \$19,723 | \$36,169 | \$44,682 | \$44,033 | \$43,081 | \$30,707 |
| CT | S - Eastern | S50020-M Mashantucket Pequot Tribe | \$21,773 | \$48,059 | \$49,358 | \$179,401 | \$189,879 | \$171,458 | \$162,746 | \$117,525 |
| LA | S - Eastern | S50970-C Chitimacha Tribe | \$80,455 | \$113,748 | \$127,899 | \$197,843 | \$1,189,620 | \$1,024,829 | \$1,052,645 | \$541,005 |
| MA | S - Eastern | S50030-V Wampanoag Tribe of Gay Head (Aquinnah | \$17,563 | \$34,523 | \$34,065 | \$148,822 | \$195,191 | \$173,902 | \$171,809 | \$110,839 |
| NY | S - Eastern | S50009-T Tuscarora Nation | \$12,231 | \$22,758 | \$25,537 | \$42,785 | \$51,713 | \$50,999 | \$49,783 | \$36,544 |
| NY | S - Eastern | S50036-SShinnecock Indian Nation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,321 | \$903 |
| LA | S - Eastern | S50034 - J Jena Band of Choctaw Indians | \$36,427 | \$56,489 | \$50,463 | \$154,608 | \$143,302 | \$129,473 | \$130,966 | \$100,247 |
| ME | S - Eastern | S50019 - - Houlton Band of Maliseet Indians | \$37,441 | \$45,292 | \$43,562 | \$78,784 | \$88,836 | \$82,366 | \$74,589 | \$64,410 |
| FL | S - Eastern | S50026-M Miccosukee Tribe of Indians | \$122,187 | \$244,100 | \$186,133 | \$157,214 | \$149,798 | \$143,239 | \$140,785 | \$163,351 |
| ME | S - Eastern | S50014 - F Passamaquoddy Tribe-Indian Township | \$548,427 | \$582,068 | \$445,830 | \$244,253 | \$615,490 | \$545,379 | \$215,768 | \$456,745 |
| NY | S - Eastern | S50006-C Onondaga Nation | \$23,951 | \$40,776 | \$47,239 | \$66,500 | \$76,222 | \$74,522 | \$72,414 | \$57,375 |
| NY | S - Eastern | S50013-C Cayuga Nation | \$25,391 | \$43,064 | \$49,995 | \$68,037 | \$79,336 | \$117,852 | \$117,499 | \$71,596 |
| ME | S - Eastern | S50031-A Aroostook Band of Micmac Indians | \$58,897 | \$66,724 | \$72,694 | \$97,814 | \$210,055 | \$192,711 | \$191,743 | \$127,234 |
| ME | S - Eastern | S50015-F Passamaquoddy Tribe-Pleasant Point | \$0 | \$0 | \$0 | \$301,578 | \$0 | \$0 | \$348,123 | \$92,814 |
| FL | S - Eastern | S53021-E Seminole Tribe of Florida | \$395,153 | \$595,491 | \$702,336 | \$628,131 | \$601,934 | \$310,792 | \$303,832 | \$505,381 |
| CT | S - Eastern | S50033-M Mohegan Indian Tribe | \$39,747 | \$69,517 | \$81,296 | \$106,934 | \$123,064 | \$118,604 | \$115,039 | \$93,457 |
| LA | S - Eastern | S50336-T Tunica-Biloxi Indian Tribe | \$47,890 | \$77,148 | \$88,685 | \$129,480 | \$435,512 | \$807,238 | \$830,216 | \$345,167 |
| NY | S - Eastern | S50011-C Oneida Nation | \$90,448 | \$147,272 | \$174,952 | \$125,058 | \$142,601 | \$137,165 | \$132,895 | \$135,770 |
| ME | S - Eastern | S50018-F Penobscot Tribe | \$94,472 | \$341,505 | \$463,128 | \$417,886 | \$548,041 | \$495,418 | \$500,561 | \$408,716 |
| RI | S - Eastern | S50027- N Narragansett Indian Tribe | \$116,541 | \$169,698 | \$160,858 | \$230,507 | \$433,260 | \$392,015 | \$388,613 | \$270,213 |
| MA | S - Eastern | S50035-M Mashpee Wampanoag | \$0 | \$0 | \$0 | \$149,192 | \$591,739 | \$565,544 | \$659,635 | \$280,873 |
| NY | S - Eastern | S50004 - S Seneca Nation | \$171,474 | \$279,076 | \$276,678 | \$325,584 | \$328,743 | \$409,679 | \$431,971 | \$317,601 |
| NY | S - Eastern | S50007- S Saint Regis Mohawk Tribe | \$175,522 | \$738,423 | \$634,157 | \$562,963 | \$514,197 | \$506,854 | \$577,384 | \$529,929 |
| SC | S - Eastern | S50032-C Catawba Indian Nation | \$138,667 | \$225,128 | \$248,652 | \$350,925 | \$365,480 | \$342,331 | \$338,085 | \$287,038 |
| AL | S - Eastern | S50028-F Poarch Band of Creek Indians | \$120,411 | \$208,308 | \$231,919 | \$260,895 | \$430,047 | \$428,552 | \$469,098 | \$307,033 |
| NC | S - Eastern | S52001-E Eastern Band of Cherokee Indians | \$1,221,631 | \$1,280,126 | \$1,060,320 | \$1,071,568 | \$987,443 | \$914,005 | \$943,967 | \$1,068,437 |
| MS | S - Eastern | S78980- M Mississippi Band of Choctaw Indians | \$576,756 | \$968,492 | \$860,814 | \$831,789 | \$1,078,887 | \$1,002,876 | \$997,931 | \$902,506 |

# APPENDIX E TRAFFIC ANALYSIS AND PROJECTION CALCULATIONS 

Jamestown S'Klallam Tribe

Federal Highway Administration


Prepared by:

| Source Document | Project/Development Name | Project status |  |  |  | Horizon Date | Include in TTPLRTP |  | $\begin{array}{\|l\|} \hline \begin{array}{c\|} \hline \text { Provive } \\ \text { Traffic } \\ \text { Projections } \\ \hline \end{array} \\ \hline \end{array}$ |  | Tribal Comments |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Complete | n-Process | Future | Cancelled | Horizon Date | Yes | No | Yes | No |  |
| $2005-2015$ Comp Plan | Driving 101 Safety Project | x |  |  |  |  |  | $\times$ |  |  | This was a WA State Traffic Commission effort in 2009. |
| 2005 -2015 Comp Plan | Correia and Zacardo Road Safety Projects |  | $x$ |  |  | 2015/2016 | x |  |  | $x$ | This project is ready to go to construction pending funding. |
| 2012 Report to Tribal Citi. | 7 Cedars Casino Expansion | x |  |  |  |  |  |  |  |  |  |
|  | 4,000 saft east side addition - will increase east side to 16,500 and total building to 90,001 |  |  |  |  |  |  |  |  |  |  |
|  | Napoli's sit down restaurant to seat 85 people | $\times$ |  |  |  |  |  |  |  |  |  |
|  | Rainforest Bar ligh end intimate bar - no specifics | x |  |  |  |  |  |  |  |  |  |
|  | $50+$ employees to be added with expansion |  |  |  |  |  |  |  |  |  |  |
|  | 100 slot machines to be added (increasing total count to 650 ) | x |  |  |  |  |  |  |  |  |  |
| 2012 Report to Tribal Citi. | Knapp Road/Diamond Point Road Development Property |  |  | $\times$ |  | *2020 |  |  |  |  |  |
| 2013 Report to Tribal Citi. | Cell Phone Tower |  | x |  |  | *2015/2016 | x |  |  | x | Our EDA office is taking the lead. |
| 2015 Report to Tribal Citi. | 21-Acre Blyn Area Infrastructure Expansion to support Tribal Campus |  | x |  |  | *2016/2017 | $\times$ |  |  | x | Will supporta wastewater treatment/disposal system |
|  | Old Blyn Highway Trafic Calming through Tribal Campus | x |  |  |  | *2014 |  | x |  | x |  |
|  | Phase I |  |  |  |  |  |  |  |  |  |  |
|  | Phase II |  | x |  |  |  |  |  |  |  | Will be complete by June 2014 |
| Vision Master Plan | Bingo Hall Renovations |  |  | x |  |  |  |  |  |  | Items \# 18 - 21 are Resort projects....will need to get information from them re: future plans. |
| Vision Master Plan | T Cedars Master Plan - Resort Hotel etc. |  | $\times$ |  |  |  |  |  |  |  |  |
| Vision Master Plan | Resort Phase II- Hilliside Cabins |  |  | x |  |  |  |  |  |  |  |
| Vision Master Plan | Resort Phase II-RV Park |  |  | $\times$ |  |  |  |  |  |  |  |
| Vision Master Plan | Blyn Transportaion Network - Don't recognize this one |  |  |  |  |  |  |  |  |  |  |
| Vision Master Plan | Earving Shed Remodel |  |  | $\times$ |  | 2016/2017 | x |  |  | x | Will support three staff members |
| Vision Master Plan | Redars at Dungeness Golf Course - Master Plan |  | x |  |  |  |  |  | x |  | Resort project |
| Vision Master Plan | Pell Phone Tower - See above |  | x |  |  | On-going | x |  | x |  | Infrequent use, but sometimes heavy with funeral services happen |
| Vision Master Plan |  |  |  |  | sold |  |  |  |  |  |  |
| Vision Master Plan |  |  |  |  | Sold |  |  |  |  |  |  |
| Vision Master Plan |  |  |  | $\times$ |  |  |  |  |  |  | Resort Project |
| Vision Master Plan |  |  | $\times$ |  |  | *2020 | $\times$ |  | x |  | Tribal housing - 41 homes |
| Vision Master Plan | Fribal Center Dock Restoration Dungeness River Audubon Center at Railroad Bridge |  |  |  | x |  |  |  |  |  |  |
| Vision Master Plan |  |  | x |  |  | On-going | x |  | x |  | Continue to expand the park and its amenities |
| Vision Master Plan | Qungeness River Mouth / Estuarine Restoration |  | x |  |  | On-going |  | x |  |  |  |
| Vision Master Plan | Eireworks Retail Center |  |  | x |  | *2020 | x |  | x |  | Will be necessary when resort plans move forward |
| Vision Master Plan |  |  |  | x |  | *2020 | x |  | $\times$ |  |  |
| Vision Master Plan | EWY 101 East Interchange |  |  | x |  | Beyond 2024 | x |  | x |  |  |
| Vision Master Plan | QWY 101 West Casino Interchange |  |  | $\times$ |  |  |  |  |  |  | Will be necessary when resort plans move forward |
| Vision Master Plan | Famestown Beach Improvements飛ensen Simms Planning Property |  | x |  |  | ${ }_{*}^{2014 / 2015 / 2016}$ |  |  | ${ }^{\times}$ |  | Community Center and Canoe Landing amenities |
| Vision Master Plan | 飛nsen Simms Planning Property Fimmycomelately Creek Estuary Restoration | x |  | $x$ |  |  |  |  | x |  |  |
| Vision Master Plan | Baw Enforcement Office |  |  | x |  | *2016 |  |  |  |  | Target property - end of 2accardo Road |
| Vision Master Plan | Dew Tribal Administration Offices @ Maime Faulk |  |  | x |  | *2020 | $\times$ |  | x |  |  |
| Vision Master Plan | ODT - Community Center to Old Bly Hwy |  |  |  |  |  |  |  |  |  |  |
| Vision Master Plan | SKKallam Discovery Trail - Contry Store (trail spur) |  | $x$ |  |  | *2015 | $\times$ |  | x |  |  |
| Vision Master Plan | PAC Five II- North (121 Acres on Miller Point) |  |  | $\times$ |  |  |  |  |  |  | Resort Project |
| Vision Master Plan |  |  |  | x |  |  |  |  |  |  | Resort Project |
| Vision Master Plan |  |  |  | x |  |  |  |  |  |  | IST not likely to take the lead |
| Vision Master Plan | Salish Village (Rayonier Site) Wow! Rac five I-South |  |  | x |  |  |  |  |  |  | Resort Project |
| Vision Master Plan | SMER Restrooms (w/ Sweat Lodge) |  | $\times$ |  |  | *2015 | ${ }^{\times}$ |  | ${ }^{\times}$ |  | A Jamestown Beach property |
| Vision Master P Pan | Sweat Lodge Tramanowas Rock Sanctuary - Phase I |  | x |  |  | *2015 |  |  | $\stackrel{\text { x }}{ }$ |  | At Jamestown Beach property |
| Vision Master Plan | Fouth Center Improvements |  | x |  |  | *2015 | x |  | $\times$ |  |  |
| Added by Tribe for LRTP | ODT from Blyn Road to Diamond Point Road |  | x |  |  |  | $\times$ |  | $\times$ |  | Will be done in two phases |
| Added by Tribe for LRTP |  |  | x |  |  | *2015 | $\times$ |  | $\times$ |  | Phase I will be OBH to Diamond Point Road - currently applying for construction funds |
| Added by Tribe for LRTP | ODT from Blyn Road to Diamond Point Road - Phase I ODT from Blyn Road to Diamond Point Road - Phase II |  |  | x |  | *2017 | x |  |  |  | Phase II will be Bly Crossing to OBH - currently applying for planning/design funds |
| Added by Tribe for LRTP | ODT from Blyn Road to Diamond Point Road - Phase II Bridge/Treste Repair/Replacemenatt Raiload ridge Park |  |  | x |  | On-going | $\times$ |  | $\times$ |  | Need to plan for renovation and/or replacement |
| Added by Tribe for LRTP | Corriea - Sophus Road Connection - Road Corriea - Sophus Road Connection - Bridge |  |  | x |  |  | ${ }^{\times}$ |  | ${ }^{\times}$ |  | Coordinate with Resort as this road will connect the LHM with the Resort |
| Added by Tribe for LRTP |  |  |  |  |  |  |  |  |  |  |  |
| Added by Tribe for LRTP |  |  |  |  |  |  |  |  |  |  |  |
| Added b T Tibe for L LTP |  |  |  |  |  |  |  |  |  |  |  |
| Added by Tribe for LRTP |  |  |  |  |  |  |  |  |  |  |  |
| Added by Tribe for LRTP |  |  |  |  |  |  |  |  |  |  |  |
| Added by Tribe for LRTP |  |  |  |  |  |  |  |  |  |  |  |
| Added by Tribe for LRTP |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |
| Added by Tribe for L LTP |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |

## APPENDIX E-1

2014 TRAFFIC OPERATIONS WORKSHEETS



|  | $\stackrel{ }{*}$ |  |  | 7 | $\leftarrow$ | 4 | 4 | $\dagger$ | 7 | $\downarrow$ | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  | $\$$ |  | \% | $\uparrow$ |  |  | $\uparrow$ | F |
| Volume (veh/h) | 0 | 0 | 0 | 10 | 0 | 115 | 30 | 300 | 0 | 0 | 165 | 215 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 11 | 0 | 125 | 33 | 326 | 0 | 0 | 179 | 234 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (fts) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 571 | 571 | 179 | 571 | 804 | 326 | 413 |  |  | 326 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| v 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 571 | 571 | 179 | 571 | 804 | 326 | 413 |  |  | 326 |  |  |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 |  |  | 4.1 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 |  |  | 2.2 |  |  |
| p0 queue free \% | 100 | 100 | 100 | 97 | 100 | 83 | 97 |  |  | 100 |  |  |
| cM capacity (veh/h) | 349 | 419 | 863 | 422 | 307 | 715 | 1146 |  |  | 1234 |  |  |
| Direction, Lane \# | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |  |  |  |  |  |  |  |
| Volume Total | 136 | 33 | 326 | 179 | 234 |  |  |  |  |  |  |  |
| Volume Left | 11 | 33 | 0 | 0 | 0 |  |  |  |  |  |  |  |
| Volume Right | 125 | 0 | 0 | 0 | 234 |  |  |  |  |  |  |  |
| cSH | 678 | 1146 | 1700 | 1234 | 1700 |  |  |  |  |  |  |  |
| Volume to Capacity | 0.20 | 0.03 | 0.19 | 0.00 | 0.14 |  |  |  |  |  |  |  |
| Queue Length 95th (ft) | 19 | 2 | 0 | 0 | 0 |  |  |  |  |  |  |  |
| Control Delay (s) | 11.6 | 8.2 | 0.0 | 0.0 | 0.0 |  |  |  |  |  |  |  |
| Lane LOS | B | A |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 11.6 | 0.7 |  | 0.0 |  |  |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 2.0 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 34.3\% |  | CU Level | f Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |


|  | $\dagger$ | $\rightarrow$ |  | $\checkmark$ |  |  |  | 4 | $\dagger$ | P | $\downarrow$ | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL |  | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | F |  |  |  |  |  | $\uparrow$ |  | ${ }^{7}$ | $\hat{F}$ |  |
| Volume (veh/h) | 235 | 0 | 40 | 0 |  | 0 | 0 | 0 | 90 | 10 | 130 | 65 | 0 |
| Sign Control |  | Stop |  |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 255 | 0 | 43 | 0 |  | 0 | 0 | 0 | 98 | 11 | 141 | 71 | 0 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (fts) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 12 |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 457 | 462 | 71 | 478 |  | 457 | 103 | 71 |  |  | 109 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 457 | 462 | 71 | 478 |  | 457 | 103 | 71 |  |  | 109 |  |  |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 |  | 6.5 | 6.2 | 4.1 |  |  | 4.1 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 |  | 4.0 | 3.3 | 2.2 |  |  | 2.2 |  |  |
| p0 queue free \% | 46 | 100 | 96 | 100 |  | 100 | 100 | 100 |  |  | 90 |  |  |
| cM capacity (veh/h) | 477 | 449 | 992 | 441 |  | 453 | 952 | 1530 |  |  | 1482 |  |  |
| Direction, Lane \# | EB 1 | NB 1 | SB 1 | SB 2 |  |  |  |  |  |  |  |  |  |
| Volume Total | 299 | 109 | 141 | 71 |  |  |  |  |  |  |  |  |  |
| Volume Left | 255 | 0 | 141 | 0 |  |  |  |  |  |  |  |  |  |
| Volume Right | 43 | 11 | 0 | 0 |  |  |  |  |  |  |  |  |  |
| cSH | 558 | 1700 | 1482 | 1700 |  |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.54 | 0.06 | 0.10 | 0.04 |  |  |  |  |  |  |  |  |  |
| Queue Length 95th (ft) | 79 | 0 | 8 | 0 |  |  |  |  |  |  |  |  |  |
| Control Delay (s) | 19.2 | 0.0 | 7.7 | 0.0 |  |  |  |  |  |  |  |  |  |
| Lane LOS | C |  | A |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 19.2 | 0.0 | 5.1 |  |  |  |  |  |  |  |  |  |  |
| Approach LOS | C |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 11.0 |  |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 35.6\% |  | CU Lev | Level of | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |  |


|  | $\rangle$ | $\rightarrow$ |  | 4 | $\dagger$ | 「 | $W$ | $\downarrow$ | $\downarrow$ | $\checkmark$ | 4 | 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
| Lane Configurations |  | \% |  |  | ${ }_{\text {¢ }}$ |  |  | ${ }_{*}$ |  |  | \% |  |
| Volume (veh/h) | 1 | 0 | 0 | 5 | 605 | 0 | 0 | 500 | 15 | 0 | 0 | 1 |
| Sign Control |  | Stop |  |  | Free |  |  | Free |  | Stop |  |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  | 0\% |  |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 5 | 658 | 0 | 0 | 543 | 16 | 0 | 0 | 1 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (tt/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  | None |  |  | None |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 1221 | 1220 | 552 | 560 |  |  | 658 |  |  | 1220 | 1228 | 658 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 1221 | 1220 | 552 | 560 |  |  | 658 |  |  | 1220 | 1228 | 658 |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.5 | 4.0 | 3.3 | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 99 | 100 | 100 | 99 |  |  | 100 |  |  | 100 | 100 | 100 |
| cM capacity (veh/h) | 156 | 179 | 534 | 1011 |  |  | 930 |  |  | 156 | 177 | 464 |
| Direction, Lane \# | EB 1 | NB 1 | SB 1 | SW 1 |  |  |  |  |  |  |  |  |
| Volume Total | 1 | 663 | 560 | 1 |  |  |  |  |  |  |  |  |
| Volume Left | 1 | 5 | 0 | 0 |  |  |  |  |  |  |  |  |
| Volume Right | 0 | 0 | 16 | 1 |  |  |  |  |  |  |  |  |
| cSH | 156 | 1011 | 930 | 464 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 28.3 | 0.1 | 0.0 | 12.8 |  |  |  |  |  |  |  |  |
| Lane LOS | D | A |  | B |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 28.3 | 0.1 | 0.0 | 12.8 |  |  |  |  |  |  |  |  |
| Approach LOS | D |  |  | B |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 0.1 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 45.8\% |  | ICU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




|  | $\geqslant$ | $\rightarrow$ | * | 5 |  |  |  | \ | 4 | 4 | k | $\stackrel{+}{ }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations | \% | $\hat{}$ |  | ${ }^{7}$ | $\uparrow$ |  |  | \$ |  |  | \$ |  |
| Volume (veh/h) | 35 | 495 | 2 | 1 | 545 | 10 | 5 | 1 | 50 | 1 | 0 | 1 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 38 | 538 | 2 | 1 | 592 | 11 | 5 | 1 | 54 | 1 | 0 | 1 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 603 |  |  | 540 |  |  | 1215 | 1216 | 598 | 1265 | 1221 | 539 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 603 |  |  | 540 |  |  | 1215 | 1216 | 598 | 1265 | 1221 | 539 |
| tC, single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 96 |  |  | 100 |  |  | 96 | 99 | 89 | 99 | 100 | 100 |
| cM capacity (veh/h) | 974 |  |  | 1028 |  |  | 153 | 174 | 502 | 126 | 173 | 542 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | SE 1 | NW 1 |  |  |  |  |  |  |
| Volume Total | 38 | 540 | 1 | 603 | 61 | 2 |  |  |  |  |  |  |
| Volume Left | 38 | 0 | 1 | 0 | 5 | 1 |  |  |  |  |  |  |
| Volume Right | 0 | 2 | 0 | 11 | 54 | 1 |  |  |  |  |  |  |
| cSH | 974 | 1700 | 1028 | 1700 | 406 | 204 |  |  |  |  |  |  |
| Volume to Capacity | 0.04 | 0.32 | 0.00 | 0.35 | 0.15 | 0.01 |  |  |  |  |  |  |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 | 13 | 1 |  |  |  |  |  |  |
| Control Delay (s) | 8.8 | 0.0 | 8.5 | 0.0 | 15.4 | 22.8 |  |  |  |  |  |  |
| Lane LOS | A |  | A |  | C | C |  |  |  |  |  |  |
| Approach Delay (s) | 0.6 |  | 0.0 |  | 15.4 | 22.8 |  |  |  |  |  |  |
| Approach LOS |  |  |  |  | C | C |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 1.1 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 39.4\% |  | CU Level | f Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




|  | 4 |  |  | 7 |  |  |  | 4 |  |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | \% | $\uparrow$ |  | 7 | $\uparrow$ |  |  | $\uparrow$ |  |  | \$ |  |
| Volume (veh/h) | 40 | 505 | 15 | 5 | 555 | 15 | 15 | 1 | 5 | 15 | 1 | 40 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 43 | 549 | 16 | 5 | 603 | 16 | 16 | 1 | 5 | 16 | 1 | 43 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 620 |  |  | 565 |  |  | 1302 | 1274 | 557 | 1264 | 1274 | 611 |
| vC1, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 620 |  |  | 565 |  |  | 1302 | 1274 | 557 | 1264 | 1274 | 611 |
| tC , single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 95 |  |  | 99 |  |  | 86 | 99 | 99 | 88 | 99 | 91 |
| cM capacity (veh/h) | 961 |  |  | 1007 |  |  | 120 | 159 | 530 | 138 | 159 | 493 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |  |  |  |  |  |  |
| Volume Total | 43 | 565 | 5 | 620 | 23 | 61 |  |  |  |  |  |  |
| Volume Left | 43 | 0 | 5 | 0 | 16 | 16 |  |  |  |  |  |  |
| Volume Right | 0 | 16 | 0 | 16 | 5 | 43 |  |  |  |  |  |  |
| cSH | 961 | 1700 | 1007 | 1700 | 149 | 286 |  |  |  |  |  |  |
| Volume to Capacity | 0.05 | 0.33 | 0.01 | 0.36 | 0.15 | 0.21 |  |  |  |  |  |  |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 13 | 20 |  |  |  |  |  |  |
| Control Delay (s) | 8.9 | 0.0 | 8.6 | 0.0 | 33.4 | 20.9 |  |  |  |  |  |  |
| Lane LOS | A |  | A |  | D | C |  |  |  |  |  |  |
| Approach Delay (s) | 0.6 |  | 0.1 |  | 33.4 | 20.9 |  |  |  |  |  |  |
| Approach LOS |  |  |  |  | D | C |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 1.9 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 43.2\% |  | CU Level | f Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |

## APPENDIX E-2

TURNING MOVEMENT COUNTS, ESTIMATES AND PROJECTIONS


Jamestown S'Klallam Tribe LRTP
Clallam County, Washington
Traffic Volume Worksheet - Weekday PM Peak Hour

|  |  |  |  |  |  | R R | 3\% |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | A | B | C |  | E | F | G |
|  |  |  |  | Existing 2014 Traffic Volumes |  |  |  |  |  |
|  |  |  |  | 2014 | 2035 |  | 2035 |  | 2035 |
| 1 |  | $\begin{aligned} & \text { SR } 10 \\ & \text { Year: } \end{aligned}$ | $\begin{gathered} \text { Carlsbo } \\ 2005 \end{gathered}$ |  |  |  |  |  |  |
|  | rt | 1 | 138 | 146 | 92 | 0 | 238 | 7 | 245 |
| SB | th | 2 | 74 | 78 | 49 | 0 | 127 | 0 | 127 |
|  | It | 3 | 113 | 120 | 76 | 0 | 196 | 4 | 200 |
|  | rt | 4 | 113 | 120 | 76 | 0 | 196 | 8 | 204 |
| WB | th | 5 | 512 | 543 | 342 | 0 | 885 | 0 | 885 |
|  | It | 6 | 63 | 67 | 42 | 0 | 109 | 0 | 109 |
|  | rt | 7 | 170 | 180 | 113 | 0 | 293 | 0 | 293 |
| NB | th | 8 | 74 | 78 | 49 | 0 | 127 | 0 | 127 |
|  | It | 9 | 61 | 65 | 41 | 0 | 106 | 0 | 106 |
|  | rt | 10 | 61 | 65 | 41 | 0 | 106 | 0 | 106 |
| EB | th | 11 | 512 | 543 | 342 | 0 | 885 | 0 | 885 |
|  |  | 12 | 96 | 102 | 64 | 0 | 166 | 11 | 177 |
| 2 |  | $\begin{aligned} & \text { SR } 10 \\ & \text { Year: } \end{aligned}$ | $\begin{gathered} \text { VB Ran } \\ 2012 \end{gathered}$ | quim |  |  |  |  |  |
|  | rt | 1 | 203 | 215 | 135 | 0 | 350 | 6 | 356 |
| SB | th | 2 | 158 | 167 | 105 | 0 | 272 | 3 | 275 |
|  | It | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | rt | 4 | 110 | 117 | 74 | 0 | 191 | 1 | 192 |
| WB | th | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | It | 6 | 9 | 10 | 6 | 0 | 16 | 0 | 16 |
|  | rt | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NB | th | 8 | 285 | 302 | 190 | 0 | 492 | 3 | 495 |
|  | It | 9 | 26 | 28 | 18 | 0 | 46 | 0 | 46 |
|  | rt | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EB | th | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | It | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 |  | $\begin{aligned} & \text { SR } 10 \\ & \text { Year: } \end{aligned}$ | $\begin{gathered} \text { B Ramf } \\ 2012 \end{gathered}$ | $\text { uim } A$ |  |  |  |  |  |
|  | rt | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SB | th | 2 | 62 | 66 | 42 | 0 | 108 | 0 | 108 |
|  | It | 3 | 123 | 130 | 82 | 0 | 212 | 3 | 215 |
|  | rt | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WB | th | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | It | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | rt | 7 | 10 | 11 | 7 | 0 | 18 | 0 | 18 |
| NB | th | 8 | 87 | 92 | 58 | 0 | 150 | 0 | 150 |
|  | It | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | rt | 10 | 36 | 38 | 24 | 0 | 62 | 0 | 62 |
| EB | th | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | It | 12 | 223 | 236 | 149 | 0 | 385 | 3 | 388 |

Jamestown S'Klallam Tribe LRTP
Clallam County, Washington
Traffic Volume Worksheet - Weekday PM Peak Hour




Jamestown S'Klallam Tribe LRTP
Clallam County, Washington
Traffic Volume Worksheet - Weekday PM Peak Hour


| 8 |  | Chicken Coop Rd/US 101 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Year: | 2007 |  |  |  |  |  |  |
| SB | rt | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | th | 2 | 518 | 549 | 346 | -1 | 894 | 33 | 927 |
|  | It | 3 | 2 | 2 | 1 | 1 | 4 | 3 | 7 |
| WB | rt | 4 | 3 | 3 | 2 | 2 | 7 | 3 | 10 |
|  | th | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | It | 6 | 9 | 10 | 6 | 3 | 19 | 6 | 25 |
| NB | rt | 7 | 19 | 20 | 13 | 6 | 39 | 5 | 44 |
|  | th | 8 | 465 | 493 | 311 | -2 | 802 | 37 | 839 |
|  | It | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EB | rt | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | th | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | It | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| 9 |  | Spotted Owl Ln/US 101 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Year: | 2007 |  |  |  |  |  |  |
| SB | rt | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | th | 2 | 520 | 551 | 347 | 0 | 898 | 0 | 898 |
|  | It | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| WB | rt | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
|  | th | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | It | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| NB | rt | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
|  | th | 8 | 478 | 507 | 319 | 0 | 826 | 0 | 826 |
|  | It | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EB | rt | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | th | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | It | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| 10 |  | US 101/Diamond Point Rd |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Year: | 2007 |  |  |  |  |  |  |
| SB | rt | 1 | 38 | 40 | 25 | 0 | 65 | 23 | 88 |
|  | th | 2 | 1 | 1 | 1 | 0 | 2 | 0 | 2 |
|  | It | 3 | 15 | 16 | 10 | 0 | 26 | 16 | 42 |
| WB | rt | 4 | 15 | 16 | 10 | 0 | 26 | 13 | 39 |
|  | th | 5 | 523 | 554 | 349 | 0 | 903 | 0 | 903 |
|  | It | 6 | 6 | 6 | 4 | 0 | 10 | 0 | 10 |
| NB | rt | 7 | 6 | 6 | 4 | 0 | 10 | 0 | 10 |
|  | th | 8 | 1 | 1 | 1 | 0 | 2 | 0 | 2 |
|  | It | 9 | 12 | 13 | 8 | 0 | 21 | 0 | 21 |
| EB | rt | 10 | 12 | 13 | 8 | 0 | 21 | 0 | 21 |
|  | th | 11 | 478 | 507 | 319 | 0 | 826 | 0 | 826 |
|  | It | 12 | 38 | 40 | 25 | 0 | 65 | 20 | 85 |

Column A: Turning movement count data from previous years
Column B: Older turning movement data grown up to 2014 using a $3 \%$ growth rate
Column C: 21 year of background growth using 3\% growth rate
Column D: Volume shifts to account for Chicken Coop Road intersection improvements
Column E: Column B + Column C + Column D
Column F: Site-Generated Project Volumes
Column G: Column E + Column F

## APPENDIX E-3

2035 BASELINE TRAFFIC OPERATIONS WORKSHEETS



|  | 4 |  |  | $\checkmark$ | - |  | 4 | 4 | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  | \$ |  | \% | $\hat{\beta}$ |  |  | 4 | F |
| Volume (veh/h) | 0 | 0 | 0 | 15 | 0 | 190 | 45 | 490 | 0 | 0 | 270 | 350 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 16 | 0 | 207 | 49 | 533 | 0 | 0 | 293 | 380 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 924 | 924 | 293 | 924 | 1304 | 533 | 674 |  |  | 533 |  |  |
| $\mathrm{VC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 924 | 924 | 293 | 924 | 1304 | 533 | 674 |  |  | 533 |  |  |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 |  |  | 4.1 |  |  |
| tC, 2 stage ( s ) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 |  |  | 2.2 |  |  |
| p0 queue free \% | 100 | 100 | 100 | 93 | 100 | 62 | 95 |  |  | 100 |  |  |
| cM capacity (veh/h) | 149 | 255 | 746 | 240 | 152 | 547 | 917 |  |  | 1035 |  |  |
| Direction, Lane \# | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |  |  |  |  |  |  |  |
| Volume Total | 223 | 49 | 533 | 293 | 380 |  |  |  |  |  |  |  |
| Volume Left | 16 | 49 | 0 | 0 | 0 |  |  |  |  |  |  |  |
| Volume Right | 207 | 0 | 0 | 0 | 380 |  |  |  |  |  |  |  |
| cSH | 500 | 917 | 1700 | 1035 | 1700 |  |  |  |  |  |  |  |
| Volume to Capacity | 0.45 | 0.05 | 0.31 | 0.00 | 0.22 |  |  |  |  |  |  |  |
| Queue Length 95th (ft) | 57 | 4 | 0 | 0 | 0 |  |  |  |  |  |  |  |
| Control Delay (s) | 17.9 | 9.1 | 0.0 | 0.0 | 0.0 |  |  |  |  |  |  |  |
| Lane LOS | C | A |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 17.9 | 0.8 |  | 0.0 |  |  |  |  |  |  |  |  |
| Approach LOS | C |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 3.0 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 47.6\% |  | CU Level | f Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |






|  | $\geqslant$ | $\rightarrow$ | $\checkmark$ | m |  |  | $\rightarrow$ | * | $\dagger$ | 4 | $k$ | $\stackrel{+}{ }$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations | ${ }^{7}$ | $\hat{1}$ |  | \% | $\uparrow$ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 55 | 810 | 3 | 2 | 890 | 15 | 10 | 2 | 85 | 2 | 0 | 2 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 60 | 880 | 3 | 2 | 967 | 16 | 11 | 2 | 92 | 2 | 0 | 2 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (tt/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 984 |  |  | 884 |  |  | 1982 | 1983 | 976 | 2067 | 1990 | 882 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 984 |  |  | 884 |  |  | 1982 | 1983 | 976 | 2067 | 1990 | 882 |
| tC , single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 91 |  |  | 100 |  |  | 74 | 96 | 70 | 91 | 100 | 99 |
| cM capacity (veh/h) | 702 |  |  | 766 |  |  | 43 | 56 | 305 | 25 | 55 | 345 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | SE 1 | NW 1 |  |  |  |  |  |  |
| Volume Total | 60 | 884 | 2 | 984 | 105 | 4 |  |  |  |  |  |  |
| Volume Left | 60 | 0 | 2 | 0 | 11 | 2 |  |  |  |  |  |  |
| Volume Right | 0 | 3 | 0 | 16 | 92 | 2 |  |  |  |  |  |  |
| cSH | 702 | 1700 | 766 | 1700 | 177 | 47 |  |  |  |  |  |  |
| Volume to Capacity | 0.09 | 0.52 | 0.00 | 0.58 | 0.60 | 0.09 |  |  |  |  |  |  |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 81 | 7 |  |  |  |  |  |  |
| Control Delay (s) | 10.6 | 0.0 | 9.7 | 0.0 | 51.8 | 89.2 |  |  |  |  |  |  |
| Lane LOS | B |  | A |  | F | F |  |  |  |  |  |  |
| Approach Delay (s) | 0.7 |  | 0.0 |  | 51.8 | 89.2 |  |  |  |  |  |  |
| Approach LOS |  |  |  |  | F | F |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 3.2 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 60.4\% |  | CU Level | f Service |  |  | B |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




|  | $\stackrel{ }{*}$ |  |  | 7 |  |  | 4 | 4 | 7 | $\checkmark$ | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | $\uparrow$ |  | 7 | $\hat{\beta}$ |  |  | ¢ |  |  | ¢ |  |
| Volume (veh/h) | 65 | 825 | 20 | 10 | 905 | 25 | 20 | 2 | 10 | 25 | 2 | 65 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 71 | 897 | 22 | 11 | 984 | 27 | 22 | 2 | 11 | 27 | 2 | 71 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (fts) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 1011 |  |  | 918 |  |  | 2126 | 2082 | 908 | 2069 | 2079 | 997 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| v 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 1011 |  |  | 918 |  |  | 2126 | 2082 | 908 | 2069 | 2079 | 997 |
| tC, single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 90 |  |  | 99 |  |  | 10 | 95 | 97 | 20 | 95 | 76 |
| cM capacity (veh/h) | 686 |  |  | 743 |  |  | 24 | 47 | 334 | 34 | 47 | 296 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |  |  |  |  |  |  |
| Volume Total | 71 | 918 | 11 | 1011 | 35 | 100 |  |  |  |  |  |  |
| Volume Left | 71 | 0 | 11 | 0 | 22 | 27 |  |  |  |  |  |  |
| Volume Right | 0 | 22 | 0 | 27 | 11 | 71 |  |  |  |  |  |  |
| cSH | 686 | 1700 | 743 | 1700 | 36 | 92 |  |  |  |  |  |  |
| Volume to Capacity | 0.10 | 0.54 | 0.01 | 0.59 | 0.97 | 1.09 |  |  |  |  |  |  |
| Queue Length 95th (ft) | 9 | 0 | 1 | 0 | 89 | 166 |  |  |  |  |  |  |
| Control Delay (s) | 10.9 | 0.0 | 9.9 | 0.0 | 310.1 | 203.2 |  |  |  |  |  |  |
| Lane LOS | B |  | A |  | F | F |  |  |  |  |  |  |
| Approach Delay (s) | 0.8 |  | 0.1 |  | 310.1 | 203.2 |  |  |  |  |  |  |
| Approach LOS |  |  |  |  | F | F |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 14.9 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 66.2\% |  | CU Level | Service |  |  | C |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |

## SIGNAL WARRANT ANALYSIS

Project Name:
Analyst:
Date:

Jamestown S'Klallam
0
0-Jan-00

| Intersection: | US 101 @ Sequim EB Ramps |
| :--- | :--- |
| Conditions (yr, alt., etc.): | 2035 Base |

GENERAL INPUT PARAMETERS:

| Number of lanes for moving traffic: |  |
| :--- | :--- |
| Major approach: |  |
| Minor approach: | 1 lanes <br> 1 lanes |
| Peak Hour Approach Volumes*: <br> Sum of major approaches: <br> Highest minor approach: |  |
| Factor Peak Hour --> 8th Highest Hour | 490 vph |
| Major approach: | 445 vph |
| Minor approach: | $70 \%(60-80 \%$ acceptable $)$ |
| Factor Peak Hour --> 4th Highest Hour | $70 \%(60-80 \%$ acceptable $)$ |
| Major approach: | $85 \%$ |
| Minor approach: | $85 \%$ |
| Is the population < 10,000 or speed => 40 | YES |
| Warrant Factor | $70 \%$ |


|  | INDIVIDUAL REQUIRED |  | 80\% COMBINED REQUIRED |  | ACTUAL VOLUMES |  | 4TH \& 8TH HIGHEST HOUR EST. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | MAJOR VOLUME BOTH APP | MINOR VOLUME HIGH APP | MAJOR VOLUME BOTH APP | MINOR VOLUME HIGH APP | MAJOR VOLUME BOTH APP | MINOR VOLUME HIGH APP | MAJOR VOLUME BOTH APP | MINOR VOLUME HIGH APP | WARRANT <br> MET <br> ? |
| WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME |  |  |  |  |  |  |  |  | NO |
| A - Minimum Vehicular Volume | 350 | 105 | 400 | 120 | 490 | 445 | 343 | 312 | NO |
| B - Interruption of Continuous Traffic | 525 | 53 | 600 | 60 | 490 | 445 | 343 | 312 | NO |
| WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME | XXXXX | 153 | XXXXX | XXXXX | 490 | 445 | 416.5 | 378 | YES |
| WARRANT 3 (b)- PEAK HOUR VOLUME | xxxxx | 221 | XXXXX | Xxxxx | 490 | 445 | Xxxxx | xxxxx | YES |
| * SHALL ONLY BE APPLIED IN UNUSUAL CASES |  |  |  |  |  |  |  |  |  |



## SIGNAL WARRANT ANALYSIS

Project Name:
Analyst:
Date:

Jamestown S'Klallam
0
0-Jan-00

| Intersection: | US 101 @ Casino |
| :--- | :--- |
| Conditions (yr, alt., etc.): | 2035 Base |

GENERAL INPUT PARAMETERS:

| Number of lanes for moving traffic: <br> Major approach: <br> Minor approach: | 1 lanes <br> 1 |
| :--- | :--- |
| Pean Hour Approach Volumes*: |  |
| Sum of major approaches: |  |
| Highest minor approach: | 475 vph |
| Factor Peak Hour --> 8th Highest Hour | 970 vph |
| Major approach: |  |
| Minor approach: | $70 \%(60-80 \%$ acceptable $)$ |
| Factor Peak Hour --> 4th Highest Hour | $70 \%(60-80 \%$ acceptable $)$ |
| Major approach: |  |
| Minor approach: | $85 \%$ |
| Is the population < 10,000 or speed => 40 | $85 \%$ |
| Warrant Factor | YES |


|  | INDIVIDUAL REQUIRED |  | 80\% COMBINED REQUIRED |  | ACTUAL VOLUMES |  | 4TH \& 8TH HIGHEST HOUR EST. |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | MAJOR VOLUME BOTH APP | MINOR VOLUME HIGH APP | MAJOR VOLUME BOTH APP | MINOR VOLUME HIGH APP | MAJOR VOLUME BOTH APP | MINOR VOLUME HIGH APP | MAJOR VOLUME BOTH APP | MINOR VOLUME HIGH APP | WARRANT <br> MET <br> ? |
| WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME |  |  |  |  |  |  |  |  | NO |
| A - Minimum Vehicular Volume | 350 | 105 | 400 | 120 | 475 | 970 | 332.5 | 679 | NO |
| B - Interruption of Continuous Traffic | 525 | 53 | 600 | 60 | 475 | 970 | 332.5 | 679 | NO |
| WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME | XXXXX | 158 | XXXXX | XXXXX | 475 | 970 | 403.75 | 825 | YES |
| WARRANT 3 (b)- PEAK HOUR VOLUME | XXXXX | 228 | XXXXX | XXXXX | 475 | 970 | XXXXX | XXXXX | YES |
| * SHALL ONLY BE APPLIED IN UNUSUAL CASES |  |  |  |  |  |  |  |  |  |


|  | ＊ | 2 | $n$ | k | \％ | $\cdots$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | SET | SER | NWL | NWT | NEL | NER |  |
| Lane Configurations | 4 | 「 | 7 | 个 | \％ | 「 |  |
| Volume（vph） | 855 | 115 | 75 | 895 | 100 | 55 |  |
| Ideal Flow（vphpl） | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |  |
| Total Lost time（s） | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |  |
| Lane Util．Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |  |
| FIt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |  |
| Satd．Flow（prot） | 1863 | 1583 | 1770 | 1863 | 1770 | 1583 |  |
| Flt Permitted | 1.00 | 1.00 | 0.18 | 1.00 | 0.95 | 1.00 |  |
| Satd．Flow（perm） | 1863 | 1583 | 344 | 1863 | 1770 | 1583 |  |
| Peak－hour factor，PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |  |
| Adj．Flow（vph） | 929 | 125 | 82 | 973 | 109 | 60 |  |
| RTOR Reduction（vph） | 0 | 45 | 0 | 0 | 0 | 41 |  |
| Lane Group Flow（vph） | 929 | 80 | 82 | 973 | 109 | 19 |  |
| Turn Type | NA | Perm | Perm | NA | Prot | Perm |  |
| Protected Phases | 6 |  |  | 2 | 4 |  |  |
| Permitted Phases |  | 6 | 2 |  |  | 4 |  |
| Actuated Green，G（s） | 23.4 | 23.4 | 23.4 | 23.4 | 5.1 | 5.1 |  |
| Effective Green， g （s） | 23.4 | 23.4 | 23.4 | 23.4 | 5.1 | 5.1 |  |
| Actuated g／C Ratio | 0.64 | 0.64 | 0.64 | 0.64 | 0.14 | 0.14 |  |
| Clearance Time（s） | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |  |
| Vehicle Extension（s） | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |  |
| Lane Grp Cap（vph） | 1194 | 1014 | 220 | 1194 | 247 | 221 |  |
| $\mathrm{v} / \mathrm{s}$ Ratio Prot | 0.50 |  |  | c0．52 | c0．06 |  |  |
| v／s Ratio Perm |  | 0.05 | 0.24 |  |  | 0.01 |  |
| $\mathrm{v} / \mathrm{c}$ Ratio | 0.78 | 0.08 | 0.37 | 0.81 | 0.44 | 0.08 |  |
| Uniform Delay，d1 | 4.7 | 2.5 | 3.1 | 4.9 | 14.4 | 13.7 |  |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |  |
| Incremental Delay，d2 | 3.3 | 0.0 | 1.1 | 4.4 | 1.3 | 0.2 |  |
| Delay（s） | 8.0 | 2.5 | 4.2 | 9.3 | 15.7 | 13.8 |  |
| Level of Service | A | A | A | A | B | B |  |
| Approach Delay（s） | 7.3 |  |  | 8.9 | 15.0 |  |  |
| Approach LOS | A |  |  | A | B |  |  |
| Intersection Summary |  |  |  |  |  |  |  |
| HCM 2000 Control Delay |  |  | 8.6 |  | CM 2000 | Level of Service | A |
| HCM 2000 Volume to Capacity ratio |  |  | 0.75 |  |  |  |  |
| Actuated Cycle Length（s） |  |  | 36.5 |  | m of lost | time（s） | 8.0 |
| Intersection Capacity Utilization |  |  | 64．7\％ |  | Level | Service | C |
| Analysis Period（min） |  |  | 15 |  |  |  |  |
| c Critical Lane Group |  |  |  |  |  |  |  |


|  | $\rangle$ | $\rightarrow$ | T | 5 |  | $k$ | $\checkmark$ | - | $\pm$ | $\cdots$ | k | ${ }^{+}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations | ${ }^{1}$ | $\uparrow$ |  | ${ }^{1}$ | $\hat{\beta}$ |  |  | $\uparrow$ | 「゙ |  | $\leqslant$ |  |
| Volume (veh/h) | 55 | 810 | 3 | 2 | 890 | 15 | 10 | 2 | 85 | 2 | 0 | 2 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 60 | 880 | 3 | 2 | 967 | 16 | 11 | 2 | 92 | 2 | 0 | 2 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 984 |  |  | 884 |  |  | 1982 | 1983 | 976 | 2067 | 1990 | 882 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 984 |  |  | 884 |  |  | 1982 | 1983 | 976 | 2067 | 1990 | 882 |
| tC, single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 91 |  |  | 100 |  |  | 74 | 96 | 70 | 91 | 100 | 99 |
| cM capacity (veh/h) | 702 |  |  | 766 |  |  | 43 | 56 | 305 | 25 | 55 | 345 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | SE 1 | SE 2 | NW 1 |  |  |  |  |  |
| Volume Total | 60 | 884 | 2 | 984 | 13 | 92 | 4 |  |  |  |  |  |
| Volume Left | 60 | 0 | 2 | 0 | 11 | 0 | 2 |  |  |  |  |  |
| Volume Right | 0 | 3 | 0 | 16 | 0 | 92 | 2 |  |  |  |  |  |
| cSH | 702 | 1700 | 766 | 1700 | 44 | 305 | 47 |  |  |  |  |  |
| Volume to Capacity | 0.09 | 0.52 | 0.00 | 0.58 | 0.29 | 0.30 | 0.09 |  |  |  |  |  |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 25 | 31 | 7 |  |  |  |  |  |
| Control Delay (s) | 10.6 | 0.0 | 9.7 | 0.0 | 117.0 | 21.9 | 89.2 |  |  |  |  |  |
| Lane LOS | B |  | A |  | F | C | F |  |  |  |  |  |
| Approach Delay (s) | 0.7 |  | 0.0 |  | 33.6 |  | 89.2 |  |  |  |  |  |
| Approach LOS |  |  |  |  | D |  | F |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 2.3 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 66.3\% |  | CU Level | Service |  |  | C |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |


|  | $\rangle$ | $\rightarrow$ | $\geqslant$ | 7 | $\leftarrow$ |  | 4 | $\uparrow$ | 1 | $\checkmark$ | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | t |  | \% | F |  |  | ¢ |  |  | $\uparrow$ | 「 |
| Volume (veh/h) | 65 | 825 | 20 | 10 | 905 | 25 | 20 | 2 | 10 | 25 | 2 | 65 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 71 | 897 | 22 | 11 | 984 | 27 | 22 | 2 | 11 | 27 | 2 | 71 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| VC, conflicting volume | 1011 |  |  | 918 |  |  | 2126 | 2082 | 908 | 2069 | 2079 | 997 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 1011 |  |  | 918 |  |  | 2126 | 2082 | 908 | 2069 | 2079 | 997 |
| tC, single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 90 |  |  | 99 |  |  | 10 | 95 | 97 | 20 | 95 | 76 |
| cM capacity (veh/h) | 686 |  |  | 743 |  |  | 24 | 47 | 334 | 34 | 47 | 296 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | SB 2 |  |  |  |  |  |
| Volume Total | 71 | 918 | 11 | 1011 | 35 | 29 | 71 |  |  |  |  |  |
| Volume Left | 71 | 0 | 11 | 0 | 22 | 27 | 0 |  |  |  |  |  |
| Volume Right | 0 | 22 | 0 | 27 | 11 | 0 | 71 |  |  |  |  |  |
| cSH | 686 | 1700 | 743 | 1700 | 36 | 35 | 296 |  |  |  |  |  |
| Volume to Capacity | 0.10 | 0.54 | 0.01 | 0.59 | 0.97 | 0.85 | 0.24 |  |  |  |  |  |
| Queue Length 95th (ft) | 9 | 0 | 1 | 0 | 89 | 75 | 23 |  |  |  |  |  |
| Control Delay (s) | 10.9 | 0.0 | 9.9 | 0.0 | 310.1 | 276.8 | 20.9 |  |  |  |  |  |
| Lane LOS | B |  | A |  | F | F | C |  |  |  |  |  |
| Approach Delay (s) | 0.8 |  | 0.1 |  | 310.1 | 96.0 |  |  |  |  |  |  |
| Approach LOS |  |  |  |  | F | F |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 9.9 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 69.2\% |  | CU Level | f Service |  |  | C |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |

## APPENDIX E-4

2035 WITH DEVELOPMENT TRAFFIC OPERATIONS WORKSHEETS



|  | $\stackrel{ }{*}$ |  |  | 7 | $\leftarrow$ |  | 4 | $\dagger$ | > |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  | \$ |  | ${ }^{7}$ | $\uparrow$ |  |  | $\uparrow$ | F |
| Volume (veh/h) | 0 | 0 | 0 | 15 | 0 | 190 | 45 | 495 | 0 | 0 | 275 | 355 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 16 | 0 | 207 | 49 | 538 | 0 | 0 | 299 | 386 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (fts) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 935 | 935 | 299 | 935 | 1321 | 538 | 685 |  |  | 538 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 935 | 935 | 299 | 935 | 1321 | 538 | 685 |  |  | 538 |  |  |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 |  |  | 4.1 |  |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 |  |  | 2.2 |  |  |
| p0 queue free \% | 100 | 100 | 100 | 93 | 100 | 62 | 95 |  |  | 100 |  |  |
| cM capacity (veh/h) | 146 | 251 | 741 | 236 | 148 | 543 | 909 |  |  | 1030 |  |  |
| Direction, Lane \# | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |  |  |  |  |  |  |  |
| Volume Total | 223 | 49 | 538 | 299 | 386 |  |  |  |  |  |  |  |
| Volume Left | 16 | 49 | 0 | 0 | 0 |  |  |  |  |  |  |  |
| Volume Right | 207 | 0 | 0 | 0 | 386 |  |  |  |  |  |  |  |
| cSH | 496 | 909 | 1700 | 1030 | 1700 |  |  |  |  |  |  |  |
| Volume to Capacity | 0.45 | 0.05 | 0.32 | 0.00 | 0.23 |  |  |  |  |  |  |  |
| Queue Length 95th (ft) | 57 | 4 | 0 | 0 | 0 |  |  |  |  |  |  |  |
| Control Delay (s) | 18.1 | 9.2 | 0.0 | 0.0 | 0.0 |  |  |  |  |  |  |  |
| Lane LOS | C | A |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 18.1 | 0.8 |  | 0.0 |  |  |  |  |  |  |  |  |
| Approach LOS | C | C |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 3.0 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 62.5\% |  | CU Level | f Service |  |  | B |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |


|  | 4 |  |  | $\checkmark$ |  |  |  | 4 | 4 | 1 | $\checkmark$ | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL |  | VBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | 4 | ${ }^{7}$ |  |  |  |  |  | $\uparrow$ |  | * | $\uparrow$ |  |
| Volume (veh/h) | 390 | 0 | 60 | 0 |  | 0 | 0 | 0 | 150 | 20 | 210 | 110 | 0 |
| Sign Control |  | Stop |  |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 424 | 0 | 65 | 0 |  | 0 | 0 | 0 | 163 | 22 | 228 | 120 | 0 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (tt/s) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 12 |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 750 | 761 | 120 | 783 |  | 750 | 174 | 120 |  |  | 185 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 750 | 761 | 120 | 783 |  | 750 | 174 | 120 |  |  | 185 |  |  |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 |  | 6.5 | 6.2 | 4.1 |  |  | 4.1 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 |  | 4.0 | 3.3 | 2.2 |  |  | 2.2 |  |  |
| p0 queue free \% | 0 | 100 | 93 | 100 |  | 100 | 100 | 100 |  |  | 84 |  |  |
| cM capacity (veh/h) | 286 | 280 | 932 | 253 |  | 284 | 870 | 1468 |  |  | 1390 |  |  |
| Direction, Lane \# | EB 1 | NB 1 | SB 1 | SB 2 |  |  |  |  |  |  |  |  |  |
| Volume Total | 489 | 185 | 228 | 120 |  |  |  |  |  |  |  |  |  |
| Volume Left | 424 | 0 | 228 | 0 |  |  |  |  |  |  |  |  |  |
| Volume Right | 65 | 22 | 0 | 0 |  |  |  |  |  |  |  |  |  |
| cSH | 321 | 1700 | 1390 | 1700 |  |  |  |  |  |  |  |  |  |
| Volume to Capacity | 1.52 | 0.11 | 0.16 | 0.07 |  |  |  |  |  |  |  |  |  |
| Queue Length 95th (ft) | 692 | 0 | 15 | 0 |  |  |  |  |  |  |  |  |  |
| Control Delay (s) | 281.4 | 0.0 | 8.1 | 0.0 |  |  |  |  |  |  |  |  |  |
| Lane LOS | F |  | A |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 281.4 | 0.0 | 5.3 |  |  |  |  |  |  |  |  |  |  |
| Approach LOS | F |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 136.5 |  |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 62.8\% |  | CU Lev | evel of | f Service |  |  | B |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |  |


|  | * | $\rightarrow$ | $\checkmark$ | 4 | $\dagger$ | 1 | 1 | $\dagger$ | $\pm$ | - | 4 | 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
| Lane Configurations |  | * |  |  | ¢ |  |  | \& |  |  | F |  |
| Volume (veh/h) | 10 | 2 | 25 | 15 | 1050 | 0 | 0 | 1010 | 35 | 0 | 0 | 2 |
| Sign Control |  | Stop |  |  | Free |  |  | Free |  | Stop |  |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  | 0\% |  |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 2 | 27 | 16 | 1141 | 0 | 0 | 1098 | 38 | 0 | 0 | 2 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  | None |  |  | None |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 2293 | 2291 | 1117 | 1136 |  |  | 1141 |  |  | 2319 | 2310 | 1141 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 2293 | 2291 | 1117 | 1136 |  |  | 1141 |  |  | 2319 | 2310 | 1141 |
| tC , single (s) | 7.1 | 6.5 | 6.2 | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.5 | 4.0 | 3.3 | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 59 | 94 | 89 | 97 |  |  | 100 |  |  | 100 | 100 | 99 |
| cM capacity (veh/h) | 27 | 38 | 252 | 615 |  |  | 612 |  |  | 22 | 37 | 244 |
| Direction, Lane \# | EB 1 | NB 1 | SB 1 | SW 1 |  |  |  |  |  |  |  |  |
| Volume Total | 40 | 1158 | 1136 | 2 |  |  |  |  |  |  |  |  |
| Volume Left | 11 | 16 | 0 | 0 |  |  |  |  |  |  |  |  |
| Volume Right | 27 | 0 | 38 | 2 |  |  |  |  |  |  |  |  |
| cSH | 70 | 615 | 612 | 244 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.57 | 0.03 | 0.00 | 0.01 |  |  |  |  |  |  |  |  |
| Queue Length 95th (ft) | 61 | 2 | 0 | 1 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 109.5 | 1.0 | 0.0 | 19.9 |  |  |  |  |  |  |  |  |
| Lane LOS | F | A |  | C |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 109.5 | 1.0 | 0.0 | 19.9 |  |  |  |  |  |  |  |  |
| Approach LOS | F |  |  | C |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 2.4 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 77.2\% |  | CU Level | Service |  |  | D |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




|  | $\geqslant$ | $\rightarrow$ | T | E |  |  |  | $\pm$ | $\downarrow$ | 4 | k | ¢ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations | \% | $\hat{}$ |  | ${ }_{1}$ | $\uparrow$ |  |  | \$ |  |  | ¢ |  |
| Volume (veh/h) | 60 | 845 | 3 | 2 | 925 | 20 | 15 | 2 | 90 | 2 | 0 | 2 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 65 | 918 | 3 | 2 | 1005 | 22 | 16 | 2 | 98 | 2 | 0 | 2 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 1027 |  |  | 922 |  |  | 2072 | 2073 | 1016 | 2159 | 2082 | 920 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 1027 |  |  | 922 |  |  | 2072 | 2073 | 1016 | 2159 | 2082 | 920 |
| tC, single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 90 |  |  | 100 |  |  | 55 | 96 | 66 | 89 | 100 | 99 |
| cM capacity (veh/h) | 676 |  |  | 741 |  |  | 36 | 49 | 289 | 20 | 48 | 328 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | SE 1 | NW 1 |  |  |  |  |  |  |
| Volume Total | 65 | 922 | 2 | 1027 | 116 | 4 |  |  |  |  |  |  |
| Volume Left | 65 | 0 | 2 | 0 | 16 | 2 |  |  |  |  |  |  |
| Volume Right | 0 | 3 | 0 | 22 | 98 | 2 |  |  |  |  |  |  |
| cSH | 676 | 1700 | 741 | 1700 | 140 | 38 |  |  |  |  |  |  |
| Volume to Capacity | 0.10 | 0.54 | 0.00 | 0.60 | 0.83 | 0.11 |  |  |  |  |  |  |
| Queue Length 95th (ft) | 8 | 0 | 0 | 0 | 132 | 9 |  |  |  |  |  |  |
| Control Delay (s) | 10.9 | 0.0 | 9.9 | 0.0 | 98.0 | 111.0 |  |  |  |  |  |  |
| Lane LOS | B |  | A |  | F | F |  |  |  |  |  |  |
| Approach Delay (s) | 0.7 |  | 0.0 |  | 98.0 | 111.0 |  |  |  |  |  |  |
| Approach LOS |  |  |  |  | F | F |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 5.9 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 63.2\% |  | CU Level | f Service |  |  | B |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




|  | $\stackrel{ }{*}$ |  |  | 7 |  |  | 4 | 4 | 7 | * | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | $\uparrow$ |  | 7 | $\hat{\beta}$ |  |  | ¢ |  |  | ¢ |  |
| Volume (veh/h) | 85 | 825 | 20 | 10 | 905 | 40 | 20 | 2 | 10 | 40 | 2 | 90 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 92 | 897 | 22 | 11 | 984 | 43 | 22 | 2 | 11 | 43 | 2 | 98 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (fts) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 1027 |  |  | 918 |  |  | 2197 | 2141 | 908 | 2121 | 2130 | 1005 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| v 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 1027 |  |  | 918 |  |  | 2197 | 2141 | 908 | 2121 | 2130 | 1005 |
| tC, single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 86 |  |  | 99 |  |  | 0 | 95 | 97 | 0 | 95 | 67 |
| cM capacity (veh/h) | 676 |  |  | 743 |  |  | 18 | 41 | 334 | 30 | 42 | 293 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |  |  |  |  |  |  |
| Volume Total | 92 | 918 | 11 | 1027 | 35 | 143 |  |  |  |  |  |  |
| Volume Left | 92 | 0 | 11 | 0 | 22 | 43 |  |  |  |  |  |  |
| Volume Right | 0 | 22 | 0 | 43 | 11 | 98 |  |  |  |  |  |  |
| cSH | 676 | 1700 | 743 | 1700 | 27 | 78 |  |  |  |  |  |  |
| Volume to Capacity | 0.14 | 0.54 | 0.01 | 0.60 | 1.27 | 1.83 |  |  |  |  |  |  |
| Queue Length 95th (ft) | 12 | 0 | 1 | 0 | 103 | 311 |  |  |  |  |  |  |
| Control Delay (s) | 11.2 | 0.0 | 9.9 | 0.0 | 479.5 | 506.7 |  |  |  |  |  |  |
| Lane LOS | B |  | A |  | F | F |  |  |  |  |  |  |
| Approach Delay (s) | 1.0 |  | 0.1 |  | 479.5 | 506.7 |  |  |  |  |  |  |
| Approach LOS |  |  |  |  | F | F |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 40.6 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 72.8\% |  | CU Level | Service |  |  | C |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




|  | $\rangle$ | $\rightarrow$ | T | 5 |  | $\cdots$ | $\checkmark$ | - | $\dagger$ | $\cdots$ | k | ${ }^{+}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
| Lane Configurations | ${ }^{*}$ | $\uparrow$ |  | ${ }^{1}$ | $\hat{\beta}$ |  |  | $\uparrow$ | 「 |  | $\leqslant$ |  |
| Volume (veh/h) | 60 | 845 | 3 | 2 | 925 | 20 | 15 | 2 | 90 | 2 | 0 | 2 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 65 | 918 | 3 | 2 | 1005 | 22 | 16 | 2 | 98 | 2 | 0 | 2 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 1027 |  |  | 922 |  |  | 2072 | 2073 | 1016 | 2159 | 2082 | 920 |
| vC 1 , stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 1027 |  |  | 922 |  |  | 2072 | 2073 | 1016 | 2159 | 2082 | 920 |
| tC , single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 90 |  |  | 100 |  |  | 55 | 96 | 66 | 89 | 100 | 99 |
| cM capacity (veh/h) | 676 |  |  | 741 |  |  | 36 | 49 | 289 | 20 | 48 | 328 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | SE 1 | SE 2 | NW 1 |  |  |  |  |  |
| Volume Total | 65 | 922 | 2 | 1027 | 18 | 98 | 4 |  |  |  |  |  |
| Volume Left | 65 | 0 | 2 | 0 | 16 | 0 | 2 |  |  |  |  |  |
| Volume Right | 0 | 3 | 0 | 22 | 0 | 98 | 2 |  |  |  |  |  |
| cSH | 676 | 1700 | 741 | 1700 | 38 | 289 | 38 |  |  |  |  |  |
| Volume to Capacity | 0.10 | 0.54 | 0.00 | 0.60 | 0.49 | 0.34 | 0.11 |  |  |  |  |  |
| Queue Length 95th (ft) | 8 | 0 | 0 | 0 | 42 | 36 | 9 |  |  |  |  |  |
| Control Delay (s) | 10.9 | 0.0 | 9.9 | 0.0 | 172.0 | 23.7 | 111.0 |  |  |  |  |  |
| Lane LOS | B |  | A |  | F | C | F |  |  |  |  |  |
| Approach Delay (s) | 0.7 |  | 0.0 |  | 47.3 |  | 111.0 |  |  |  |  |  |
| Approach LOS |  |  |  |  | E |  | F |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 3.1 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 68.8\% |  | CU Level | Service |  |  | C |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |


|  | $\stackrel{ }{*}$ |  |  | 7 |  |  | 4 | 4 | 7 | * | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | $\uparrow$ |  | 7 | $\hat{\beta}$ |  |  | $\uparrow$ |  |  | $\uparrow$ | 「 |
| Volume (veh/h) | 85 | 825 | 20 | 10 | 905 | 40 | 20 | 2 | 10 | 40 | 2 | 90 |
| Sign Control |  | Free |  |  | Free |  |  | Stop |  |  | Stop |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 92 | 897 | 22 | 11 | 984 | 43 | 22 | 2 | 11 | 43 | 2 | 98 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (fts) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  | None |  |  | None |  |  |  |  |  |  |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 1027 |  |  | 918 |  |  | 2197 | 2141 | 908 | 2121 | 2130 | 1005 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| v 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 1027 |  |  | 918 |  |  | 2197 | 2141 | 908 | 2121 | 2130 | 1005 |
| tC, single (s) | 4.1 |  |  | 4.1 |  |  | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 2.2 |  |  | 2.2 |  |  | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free \% | 86 |  |  | 99 |  |  | 0 | 95 | 97 | 0 | 95 | 67 |
| cM capacity (veh/h) | 676 |  |  | 743 |  |  | 18 | 41 | 334 | 30 | 42 | 293 |
| Direction, Lane \# | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 | SB 2 |  |  |  |  |  |
| Volume Total | 92 | 918 | 11 | 1027 | 35 | 46 | 98 |  |  |  |  |  |
| Volume Left | 92 | 0 | 11 | 0 | 22 | 43 | 0 |  |  |  |  |  |
| Volume Right | 0 | 22 | 0 | 43 | 11 | 0 | 98 |  |  |  |  |  |
| cSH | 676 | 1700 | 743 | 1700 | 27 | 31 | 293 |  |  |  |  |  |
| Volume to Capacity | 0.14 | 0.54 | 0.01 | 0.60 | 1.27 | 1.49 | 0.33 |  |  |  |  |  |
| Queue Length 95th (ft) | 12 | 0 | , | 0 | 103 | 130 | 36 |  |  |  |  |  |
| Control Delay (s) | 11.2 | 0.0 | 9.9 | 0.0 | 479.5 | 537.1 | 23.3 |  |  |  |  |  |
| Lane LOS | B |  | A |  | F | F | C |  |  |  |  |  |
| Approach Delay (s) | 1.0 |  | 0.1 |  | 479.5 | 186.8 |  |  |  |  |  |  |
| Approach LOS |  |  |  |  | F | F |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 20.0 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 73.3\% | ICU Level of Service |  |  |  |  | D |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |

## APPENDIX F MAPS

## Jamestown S'Klallam Tribe

Federal Highway Administration


Prepared by:



## APPENDIX G

## OTHER AGENCY TIPS

## Jamestown S'Klallam Tribe

Federal Highway Administration


Prepared by:


[^0]:    Lord James Balch
    In 1874, a band of S'Klallams under the leadership of Lord James Balch had raised \$500 in gold coin and purchased a 210-acre plot on the shores of Dungeness Bay. The settlement was named Jamestown in honor of Lord James Balch. From the Dance Plaza House Post Carvings - Dale Faulstich, Lead Carver and Designer.
    Assistant Carvers; Nathan Gilles and Ed Charles. Volunteer carvers: Harry Burlingone and Don Walsh.

