SILETZ RESERVATION TRANSPORTATION PLAN

May 2003

Prepared by

Cascade Design Professionals, LLC

Engineering • Planning • Construction Services • Environmental

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TABLE OF CONTENTS

4. TRANSPORTATION PLAN

APPENDICES

List of Tables

List of Figures

1

Summary

SUMMARY 1

PURPOSE OF THE PLAN

Through an agreement with the Federal Highway Administration (FHWA) and federal laws, Title 23 USC Highways, and the Transportation Equity Act for the 21st Century (TEA-21) June 1999; the Bureau of Indian Affairs (BIA) and the respective Indian Tribal government are required to prepare a Transportation Plan and an annual Transportation Improvement Program (TIP) for each Indian reservation in order to receive Highway Trust Funds from The Federal Lands Highway (FLH) program for road construction on each Indian Reservation Road (IRR) System. The main objectives of this program are:

- To establish a continuous transportation planning process for transportation systems on reservations;
- To develop surface transportation plans that are consistent with other modes of transportation and the plans of other transportation agencies;
- To identify and address the transportation needs that support the Tribe's socioeconomic objectives;
- To include in the Plan the new land parcels that the Tribe has acquired and are intended to be placed in trust status;
- To evaluate the BIA Road Inventory for the Siletz Reservation to ensure that the Confederated Tribes of Siletz Indians of Oregon (CTSI) identify their relative need for Highway Trust Funds through the current BIA funding allocation formula.

Between 1987 and 1994, the BIA Northwest Regional Office, in conjunction with Indian Tribes and Indian Nations, prepared the first long-range transportation plans for reservations under its jurisdiction in the states of Oregon, Washington, Idaho, western Montana, and southeast Alaska that contained public road systems. This report documents the transportation plan solely for the Siletz Reservation in western Oregon (Figure 1-1) and is an update of the Tribe's August 1987 Transportation Plan.

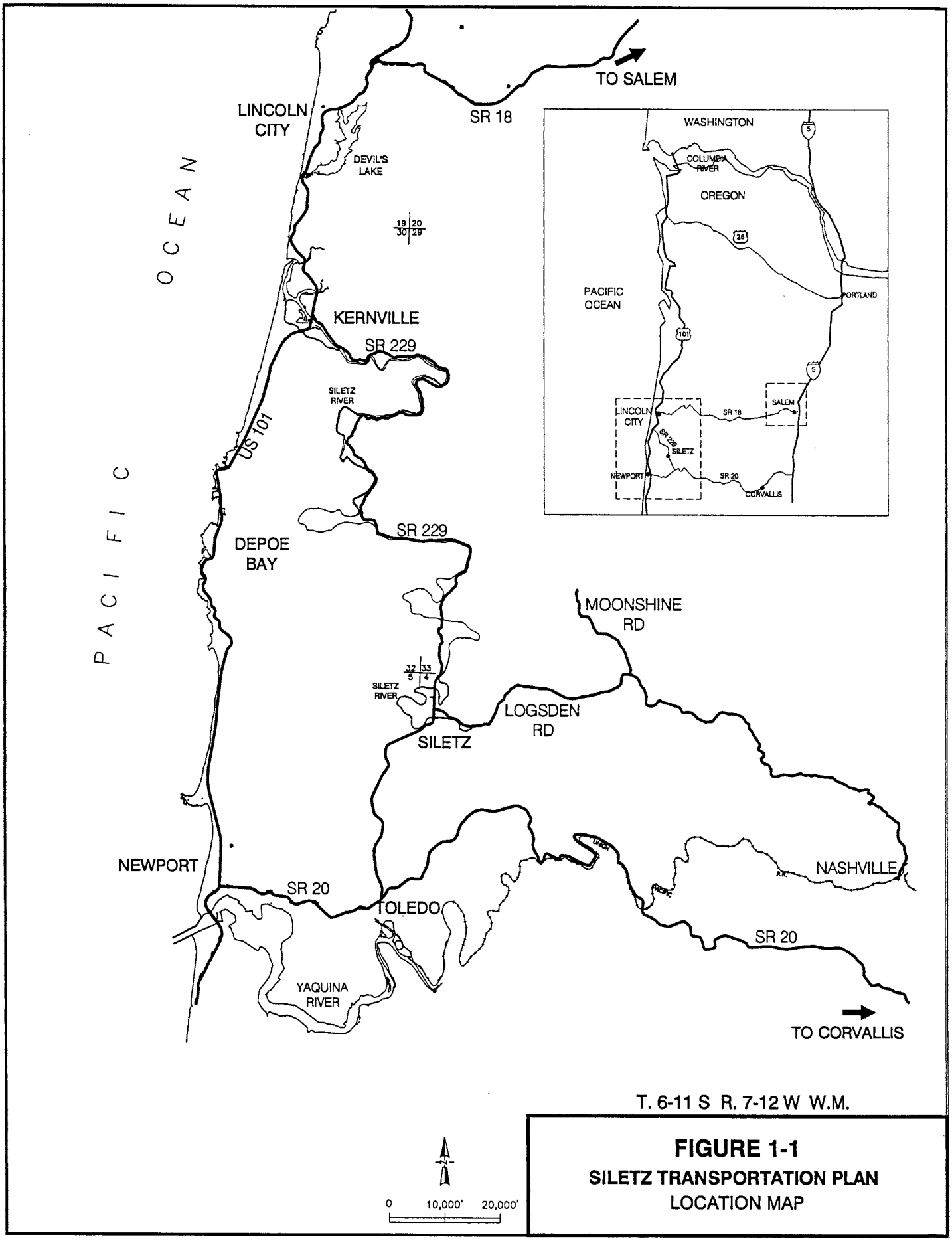

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FIGURE 1-1

SILETZ TRANSPORTATION PLAN

LOCATION MAP

SCOPE OF SERVICES

The scope of this plan includes:

- Reviewing the existing transportation system and identifying those elements that are important to the Siletz Tribe.
- Identifying the public roads that compose the Indian Reservation Road (IRR) System.
- Conducting field studies and collecting data to assess transportation needs on the reservation.
- Performing transportation engineering and planning evaluations to identify existing and future needs of the IRR System and other modes of transportation.
- Developing a plan for improvements to the overall transportation system that are necessary to meet the existing and future transportation needs within the study area.
- Identifying needed transportation system improvement projects, establishing their priorities, and determining a reasonable implementation time frame.

The Indian Reservation Road System is defined as those public roads, regardless of ownership or jurisdiction, that are important to the Tribe that (1) provide access to Indian lands and (2) provide for circulation within or serve reservations, Indian trust lands, or where the majority of residents are Indian. Thus, state highways, county roads, city streets, tribal roads, BIA roads, and other public roads can be part of the IRR System. The IRR System is generally limited to those public roads that serve trust lands and lands that are to be placed in trust status, although there are instances where roads serving Indian fee lands can be included.

This Plan cannot address privately owned or special use roads unless they are open to the general public to use without restrictions. Roads that are gated and locked or blocked off to restrict use or require access permits do not qualify for the IRR System nor can they be placed on the BIA Road System. FHWA Trust Funds can only be used for improvements to "public" roads that are under the ownership of a public agency or for those roads that will be under public agency ownership prior to construction.

The Plan also does not address maintenance costs. Maintenance activities are ongoing and are not considered as capital improvements. Typical maintenance activities include: seal coats, snow and ice removal, street cleaning, re-stripping, pothole repair, crack sealing, sign replacement, etc. Maintenance funding comes through the normal Department of the Interior budget process and is received by the Tribe under their Self-Governance Compact. As a result, the Tribe is responsible for the maintenance of BIA system roads.

Asphaltic concrete overlays, however, are considered as capital improvements and are addressed in the Plan. Typically, it is assumed that a paved road, unless recently constructed or overlayed, will require an overlay within the 20-year time frame of this Plan.

PLANNING PROCESS

During the course of this planning effort, consultant staff coordinated with tribal officials and BIA staff and contacted other local, county, state, and federal agencies to obtain the most current information on socioeconomic conditions, tribal needs, development trends, and traffic data. The major portion of the planning effort was directed toward the identification of current and projected tribal road system needs and the recommendation of specific projects to address these needs. This involved an appraisal of traffic safety issues, and evaluation of the existing public road network to meet existing needs, and an assessment of transportation needs to meet demands of future developments. Specific new construction and improvement projects have been identified that center primarily on improving traffic safety, improving existing access and providing access to new reservation development, and promoting economic development.

Local involvement in the transportation planning process occurred at several intervals. In the development of the detailed reservation plan, the consultant team met with local tribal officials and tribal members during a site visit. Transportation needs and priorities were discussed during this meeting as well as identifying the IRR System serving tribal lands.

Upon completion of the draft plan, copies were forwarded to the Tribe for public review and comment. The Plan will be discussed with tribal officials, and a public meeting will be held to review the Plan and receive public comment. Based on the comments, the draft will be revised as appropriate, and a final plan will be published. Summaries of the meetings are included in Appendix C of the Plan.

It should be noted that this plan updates and builds upon the August 1987 *Siletz Reservation Transportation Plan* (prepared by Cooper Consultants, Inc.). Where information or verbiage from the 1987 plan is still valid, they have been incorporated into this updated plan: and therefore, the 1987 plan is hereby acknowledged and referenced.

STUDY AREA

With the exception of approximately 35 acres of land in Salem, all tribal trust and fee lands are in Lincoln County. In Lincoln County, the Tribe has land in the cities of Siletz, Toledo, and Lincoln City. Most of the reservation lands are in scattered parcels east of the city of Siletz.

The tribal land base includes 4,625.59 acres that are utilized for residential, commercial, industrial, and public use. There are also 143 acres in trust on behalf of individual tribal members. Of the total tribal land base, 142 acres are in fee, 72 are in trust, and 3,989 are declared Reservation.

Natural resource lands compose 4,137.3 of the total land base. Most of the natural resource lands are scattered parcels of forest lands east of Siletz that are utilized for timber production

PLAN SUMMARY

Findings

Based on field inspection and discussions with tribal officials and BIA staff, the following findings have been documented:

- Since the August 1987 *Siletz Reservation Transportation Plan* was completed, the Tribe has and is in the process of acquiring a number of new properties in various locations. It currently is the intent of the Tribe to eventually place all of these properties in trust status. As a result, the IRR System has been expanded to include these properties in this current plan.

- The IRR System for the Siletz Reservation includes BIA, county, state, city, and tribal roads and totals 98.60 miles of existing roads. Ownership is as follows:

  - **BIA:** 0.90 mile of roads
  - **ODOT:** 61.15 miles of roads
  - **Lincoln County:** 29.40 miles of roads
  - **City of Siletz:** 2.45 miles of road
  - **City of Lincoln City:** 1.70 miles of road
  - **City of Salem:** 0.60 mile of road
  - **Tribal:** 1.80 miles of road
  - **Other:** 0.60 mile of road

- A number of tribal roads, particularly housing roads, have not been placed on the BIA Road System; and therefore, they are not generating any funding through the BIA funding allocation formula.

- Primary access to the city of Siletz, where tribal headquarters are located, is via the Siletz Highway (SR 229) which connects the community to US 101 and SR 20. The Siletz Highway between Siletz and Kernville is generally in poor condition and has numerous traffic safety problems.

- SR 229 and US 101 are the only state roads on the IRR System.

- Public transportation is limited in the Siletz area. Lincoln County Transit provides four busses a day between Siletz and Newport. Also, the Chinook Winds Casino provides shuttle service between Siletz and Lincoln City for those working at the casino.

- IRR System roads serving the reservation and tribal trust lands vary in condition from very poor to very good. A number of IRR System roads will need to be improved over the long term in order to adequately serve or access tribal developments.

- Tribal transportation needs include new roads for housing, community facilities, and economic development as well as upgrading existing roads to meet existing and projected usage.

- Maintenance of the BIA roads is the responsibility of the Tribe under their Self-Governance agreement.

- Traffic control and enforcement on IRR System roads are undertaken by state, county, city, and tribal law enforcement agencies.

Scheduled Transportation Projects

There are presently four projects that have been scheduled for IRR System roads. These include Grooms Road, a BIA project that is now under construction, and three ODOT projects. According to ODOT representatives, there are three scheduled improvement projects on US 101 that are to be implemented between FY 2003 and FY 2006.

The descriptions of the scheduled projects follow, and their location can be seen by project number on the figures at the end of Chapter 4.

ODOT Scheduled Projects

Project ID No. 10058: US 101, Spencer Creek Crossing. The existing bridge will be replaced and the Highway may be realigned. ODOT has this project scheduled for FY 2005. (The Draft 2007 STIP shows construction occurring in FY 2006)

Project ID No. 11859: US 101, Pavement Overlay, Lincoln City. US 101 will be overlayed from Otis Junction to the Siletz Highway (except between MP 112.78 and 115.56). The project will also include some sidewalk improvements. ODOT has this project scheduled for design in FY 2004 and construction in FY 2005.

Project ID No. 12303: US 101, Widening and Bike Lane, Lincoln City. This project will widen US 101 to three lanes between MP 115.24 and 116.63 as well as providing a shoulder/bike lane. ODOT has this project scheduled for FY 2005.

BIA Scheduled Project

PROJECT NO. 1: BIA 900, Grooms Road, Construction. Grooms Road is currently under construction. This new 0.5-mile road will connect the tribal housing area east of Government Hill with E. Logsden Road, thus providing a second access to the Judd Road housing area. Additional tribal housing will be constructed along Grooms Road.

Recommended Transportation Projects

Besides the five scheduled projects, 22 additional transportation improvement projects have been identified. The summaries below describe recommended transportation improvement projects. Locations of the projects are shown by project number on the figures at the end of Chapter 4.

All scheduled and proposed projects described in the Plan total over $25.6 million and only represent capital improvement costs, not ongoing maintenance costs. Approximately $18.8 million is estimated for short-term project, $1.0 million for mid-term project, and $5.8 million for long-term projects. Scheduled and Proposed projects (not yet committed) are shown in Table 1-1 and are summarized following the table. Proposed projects total approximately $11.0 million. It is important to recognize that as projects get closer to design they will become better defined. As a result, the cost estimates will likely vary from those shown in this table. Also, the final sources of funding will not be known until project implementation; and therefore, project funding responsibilities may also vary. Joint project funding between agencies is becoming more common, particularly with the BIA particularly since Highway Trust Funds coming through the BIA can be used to match other federal programs. This is one of the few instances where federal funds can be used to match other federal funds.

Table 1-1
Scheduled & Proposed Transportation Improvement Projects

Proj. No.	Improvement	Responsible Agency	Estimated Cost
10058*	Spencer Creek Crossing	ODOT	$ 8,288,000
11859*	Pavement Overlay, Lincoln City	ODOT	$ 2,124,000
12303*	Widening and Bike Lane, Lincoln City	ODOT	$ 2,976,000
1*	BIA 900, Grooms Rd., Construction	BIA	$ 1,290,000
2	BIA 910, Molalla Ct. Extension, Construction	BIA/Tribe/City	$ 184,000
3	BIA 920, Lakeside Village Subdivision Rds.	BIA/Tribe	$ 1,484,000
4	NE Johns Rd., Reconstruction	BIA/Tribe/Others	$ 580,000
5	BIA 5322, Toledo Riverfront Property Access Rd., Reconst.	BIA/Tribe	$ 177,000
6	BIA 5321, Toledo Riverfront Property Industrial Rd., Const.	BIA/Tribe	$ 328,000
7	BIA 930, Astoria St., Construction	BIA/Tribe/Others	$ 697,000
8	Blossom Dr. NE, Section 10, Widening	BIA/Tribe/Others	$ 214,000
9	Blossom Dr. NE., Section 20, Reconstruction	Others	$ 348,000
10	BIA 4008, Cemetery Rd., Upgrade	BIA/Tribe	$ 54,000
11	SR 229, Siletz Highway, Safety Improvements, Phase 1	BIA/Tribe/ODOT	$ 50,000
12	West Devils Lake Rd., Reconstruction	BIA/Tribe/City	$ 166,000
13	SE Sturdevant Rd., Sec. 10, Reconstruction	BIA/Tribe	$ 251,000
14	Buford Ave., Reconstruction	BIA/Tribe/City	$ 402,000
15	SR 229, Siletz Highway, Safety Improvements, Phase 2	BIA/Tribe/ODOT	$ 50,000
16	Mid-Term Overlays	BIA/Lincoln Co.	$ 173,000
17	Swan Ave., Sec. 20, Widening	BIA/Tribe/City	$ 402,000
18	Swan Ave., Sec. 40, Widening	BIA/Tribe/City	$ 127,000
19	Swan Ave., Sec. 50, Widening	BIA/Tribe	$ 29,000
20	James Frank Rd., Widening	BIA/Tribe/City	$ 725,000
21	SE Bagley St., Widening	BIA/Tribe/City	$ 84,000
22	SR 229, Siletz Highway, Upgrade, Phase 3	BIA/Tribe/ODOT	$ 500,000
23	Long-Term Overlays	BIA/Lincoln Co./ODOT	$ 3,932,000
	TOTAL COST		**$25,635,000**

* Scheduled projects or projects under construction

It is important for the Tribe to note that the BIA must have a right-of-way (an easement or outright ownership) before the BIA can expend any federal funds for new roads or improvement to existing roads. As a result, the sample tribal resolutions to place roads on the BIA system and to initiate an improvement project (Appendix F) have statements addressing right-of-way transfer. BIA road projects will not advance to construction without a completed right-of-way transfer. It is important that road rights-of-way also include utilities. Also, it is important that right-of-way descriptions be prepared during the design phase for any roads to be constructed by HUD/Indian Housing Authority, the Tribe, or any other agency that are to be turned over to the BIA for inclusion on the BIA system.

Projects are listed for construction in three groups: short-term projects which represent current needs and should be implemented in the next 5-6 years; mid-term projects (6-10 years); and long-term projects which will probably not be implemented until after 10 years. Chip seal projects, which can now utilize BIA construction funds, are reoccurring and should be accomplished on a 5-7 year cycle after construction. Chip seals are considered ongoing maintenance and are not included in this plan.

Short-Term Projects

The following projects are anticipated to be implemented in the next five-year period. They address several traffic safety concerns and provide for new roads and upgraded roads to serve proposed tribal developments in Siletz, Toledo, Lincoln City, and Salem.

PROJECT NO. 2: BIA 910, Molalla Ct. Extension, Construction. The Tribe is planning to extend Molalla Court north between Buford Road and James Frank Road. This 0.2-mile road will serve tribal facilities, including the tribal Child Care Facility and the proposed tribal Education Enhancement Center.

PROJECT NO. 3: BIA, 920, Lakeside Village Subdivision Roads, Construction. The Tribe has purchased property along US 101 in Lincoln City. The property is situated at the north end of Devils Lake and is in proximity to the Tribe's Chinook Winds Casino. The Tribe is in the process of placing the land in trust and intends to construct a residential development. The exact layout for the housing development has not yet been determined. At present, it is estimated that approximately 1.1 miles of new internal roads will be needed to serve the housing and another 0.15 miles will be needed to connect NE Johns Road with US 101 should this connection be required.

PROJECT NO. 4: NE Johns Road, Reconstruction. NE Johns Road is contiguous to the south side of the Tribe's Lakeside Village property and will eventually provide access to housing that the Tribe proposes to construct on the site. NE Johns Road also provides the only access to housing areas south of the tribal property. This paved road is currently about 20 feet in width, with no shoulders, and is in poor condition. The road needs to be reconstructed to an urban section with a wider travelway and additional width for on-street parking.

PROJECT NO. 5: BIA 5322, Toledo Riverfront Property Access Road, Reconstruction. This existing access road provides access from Sturdevant Road to the lower portion of the

Tribe's industrial site. The site was previously used for a lumber mill, and the Tribe intends to make improvements to market the property as an industrial park. The paved access road is currently 20 feet in width, has no shoulders, and is in poor condition. In order to adequately handle truck traffic, reconstruction of this road to a 30-foot width is necessary.

PROJECT NO. 6: BIA 5321, Toledo Riverfront Property Industrial Road, Construction. As part of the preparation of the site for utilization as an industrial park, a new 0.4-mile road will be required that will parallel the railroad tracks on the lower portion of the site.

PROJECT NO. 7: BIA 930, Astoria Street, (formerly Salem RV Park Roads), Construction. The Tribe owns two contiguous properties in Salem that most likely will be developed for major commercial use. These properties are located between US 99E and Blossom Drive NE. It is anticipated that approximately 0.5 mile of new road will be required to connect to these roads in order to provide appropriate long-term access to the properties.

PROJECT NO. 8: Blossom Drive NE, Section 10, Widening. Blossom Drive provides access to tribal land parcels in Salem. These parcels are to be developed for commercial use. Section 10 of Blossom Drive is currently a 32-foot wide road with 24 feet of paved travelway and one 8-foot shoulder on the north side. This portion of Blossom Drive, which is contiguous to the tribal-owned land, needs to be widened with an 8-foot shoulder on the south side to provide 40 feet of roadway to allow for left-turn lanes to access adjacent properties.

PROJECT NO. 9: Blossom Drive NE, Section 20, Reconstruction. This section of Blossom Drive is east of the tribal property and provides access directly to US 99E. It is currently a 24-foot wide road with no shoulders. This portion of Blossom Drive needs to be reconstructed to 40 feet width to allow for left-turn lanes to be installed at the intersection with US 99E.

PROJECT NO. 10: BIA 4008, Cemetery Road, Upgrade. This road is currently a single lane, 10-foot wide gravel road on Government Hill. This road serves the tribal cemetery and a tribal maintenance facility. Since this is a low volume road, it is recommended that it remain as a 10-foot wide, single lane road with gravel turnouts where appropriate. It is further recommended that a 3-inch leveling coarse of crushed aggregate base be applied as well as a 2-inch layer of asphaltic concrete.

PROJECT NO. 11: SR 229, Siletz Highway, Safety Improvements, Phase 1. The August 2002 report titled *State Route 229 Corridor Analysis and Improvement Program* prepared for CTSI recommends a variety of improvement projects to upgrade this highway and improve overall traffic safety. Historically, this route is very low on the State's priority list for improvements because of low traffic volumes and more critical needs elsewhere that far exceed available funding. As a result, the Siletz Highway only gets emergency attention. Even though state funding is limited, the Tribe would like to work jointly with ODOT and the BIA to fund some of the lower cost traffic safety improvements as outlined in the corridor report. These types of projects could include improving site distance at critical locations, installing guardrail, and improving bridge approaches.

For purposes of this plan, it is assumed that a $50,000 funding package can be implemented sometime in the next five years to address a group of these traffic safety improvements. The exact projects will need to be determined with ODOT based on the type of funding programs that are available and on the overall amount of funding that can be secured.

Mid-Term Projects

The following mid-term projects focus primarily on upgrading existing roads in various locations as well as applying asphaltic concrete overlays on existing paved roads to maintain their structural integrity and to extend their lifespan.

PROJECT NO. 12: West Devils Lake Road Reconstruction. The west side of the Tribe's Lakeside Village property fronts on West Devils Lake Road, which is currently approximately 24 feet in width and is in fair condition. This road not only provides access to the western portion of the tribal property but also provides an alternative to US 101 for accessing other residential areas in Lincoln City. As a result, the road will need to be widened to handle additional traffic volumes.

PROJECT NO. 13: BIA Route 532, SE Sturdevant Road, Section 10, Reconstruction. The southern most section of Sturdevant Road in on the Tribe's Toledo Riverfront property and provides additional access to the lower portion of the property that the Tribe intends to develop for commercial/industrial uses. As the site is developed, this section of road will need to reconstructed and widened from its current 18-foot width to 30 feet in order to adequately handle truck traffic.

PROJECT NO. 14: Buford Avenue, Reconstruction. Buford Avenue provides access from SR 229 to tribal housing and to tribal facilities on the west side of Siletz. With the exception of the west section (section 10), which has just been reconstructed by the Tribe, this paved road is approximately 22 feet in width and is currently in good condition. In order to adequately serve the tribal developments and the other residential development, the road needs to be widened to 32 feet to match the western section.

PROJECT NO. 15: SR 229, Siletz Highway, Safety Improvements, Phase 2.
Again for purposes of this plan, it is assumed that a $50,000 funding package can be implemented sometime during the mid-range period as a continuation of those traffic safety projects implemented in Phase 1. As outlined in the SR 229 corridor report, these types of projects could include improving site distance at critical locations, installing guardrail, and improving bridge approaches. The exact projects will need to be determined with ODOT based on the type of funding programs that are available and on the overall amount of funding that can be secured.

PROJECT NO. 16: Mid-Term Overlays. It is assumed, with the exception of recently constructed roads, all paved roads will receive an asphaltic concrete overlay within a 20-year period in order to maintain the structural integrity of the road. Those roads that will likely need an overlay within the mid-term are shown by ownership.

BIA

- BIA 1, Government Hill Road (0.35 mi. urban rd.)
- BIA 2, Judd Road (0.6 mi. urban/rural rd.)
- BIA 4004, Shasta Court (0.05 mi. urban rd.)
- BIA 4005, Chetco Court (0.2 mi. urban rd.)
- BIA 4006, Rogue River Court ((0.1 mi. urban rd.)

Lincoln County

- SE Sturdevant Road, (0.7 mi. rural rd.)

Long-Term Projects (11-20 years)

The projects identified for this time period are primarily improvements to city streets in Siletz that need to be upgraded to appropriate urban standards. Additional asphaltic concrete overlays are also identified.

PROJECT NO. 17: Swan Avenue (Section 20) Widening. Swan Avenue provides access from SR 229 to tribal housing on the west side of Siletz. With the exception of the west section (section 10), which has just been reconstructed by the Tribe, this paved road is approximately 28 feet in width and is currently in fair condition. In order to adequately serve the tribal developments and other city residential development, the road needs to be widened to 32 feet to match the western section.

PROJECT NO. 18: Swan Avenue (Section 40) Widening. This section of Swan Avenue is just east of the tribal center. It is currently 18 feet in width and provides access from SR 229 to housing and to a tribal park. The road needs to be widened to approximately 28 feet to match the western section.

PROJECT NO. 19: BIA Route 9994, Swan Avenue (Section 50) Widening. The easternmost section of Swan Avenue accesses the tribal Dance House. It is currently a 10-foot wide gravel road in poor condition. This project would widen the 0.05-mile section to 18 feet of paved roadway to allow for vehicles to pass.

PROJECT NO. 20: James Frank Road Widening. James Frank Road provides access from SR 229 to tribal housing and to tribal facilities on the west side of Siletz. This paved road is approximately 22 feet in width and is currently in poor condition. In order to adequately serve the tribal development and the other residential development, the road needs to be widened to 32 feet.

PROJECT NO. 21: SE Bagley Street Widening. Bagley Street is contiguous to the west side of the tribal park (east end of Swan Avenue). Currently, this is a paved road in fair condition that is approximately 20 feet in width with no shoulders. The road needs to be upgraded and widened to urban standards of approximately 32 feet.

PROJECT NO. 22: SR 229, Siletz Highway Upgrade, Phase 3. Over a 20-year period, it would be desirable to upgrade a section of the Siletz Highway. In addition to specific traffic

safety improvements, the SR 229 corridor study also recommended sections for roadway reconstruction, both 3R reconstruction and full reconstruction to AASHTO standards. For purposes of this plan, it is assumed that $500,000 could be jointly funded to implement a highway section improvement.

PROJECT NO. 23: Long-Term Overlays. It is assumed, with the exception of recently constructed roads, all paved roads will receive an asphaltic concrete overlay within a 20-year period in order to maintain the structural integrity of the road. Those roads that will likely need an overlay in the long-term are shown by ownership.

BIA

- BIA 4007, Tootootney (0.2 mi. urban rd.)
- BIA 4001, Takelma Court (0.1 mi. urban rd.)
- BIA 4002, Talowa Court (0.1 mi. urban rd.)

Lincoln County

- E. Logsden Road (8.3 mi. rural rd.)
- Moonshine Road (3.9 mi. rural rd.)
- Old River Road (0.5 mi. rural rd.)
- SE Sturdevant Road (1.7 mi. rural rd.)

ODOT

- US 101 (20 Miles)

Recommendations

Based on project findings, tribal development plans and public safety needs, recommendations have been formulated in regard to the BIA Public Road System, improvement project construction, funding, maintenance, plan implementation and updating, and interagency coordination. Major recommendations are summarized as follows:

Implementation

- The Siletz Tribal Council needs to formally adopt this plan by resolution in order to receive Federal Lands Highway program funds or other TEA-21 funds for their transportation programs.

- The BIA should adopt and implement the Siletz Reservation Transportation Plan as the official long-range, comprehensive planning guide for reservation transportation improvements.

- The Siletz Tribe should develop their first Transportation Improvement Program (TIP) this year (FY 2003). The TIP should be updated on a one or two year basis depending on changes in priorities or availability of funding.

- For those roads that the BIA will provide construction funding, it is recommended that the Tribe take responsibility for design and construction through a 638 contract with the BIA.

- In developing the Lakeside residential property in Lincoln City, the Tribe will need to undertake a traffic study to identify current traffic volumes on Neotsu Road (and other roads as appropriate) and the traffic impact of the proposed development in order to work with ODOT, Lincoln City, and Lincoln County in determining the appropriate design of a new road connection and intersection with US 101 to replace the existing Neotsu/US 101 intersection. (Various options are discussed in Chapter 4)

BIA Public Road System

- The BIA should immediately expand the BIA Public Road System on the reservation by adding the following roads:

    - Molalla Court
    - Umpqua Court
    - Shasta Court
    - Chetco Court
    - Rogue River Court
    - Tootootney Court
    - Takelma Court
    - Cemetery Road
    - Talowa Court
    - Swan Avenue (Section 50)
    - Sturdevant Road (Section 10)
    - Toledo Riverfront Property Access Road

- When adding roads to the BIA Public Road System, the roads should be given individual route numbers. All reservation roads should be named and well signed. This is particularly important to emergency service response, such as police, fire, and ambulance.

- Approved traffic calming devices, such as "speed humps," should be considered in the design of new roads serving housing, governmental facilities, or commercial developments.

- During FY 2003-2004, the Tribe should ascertain which tribal roads that serve natural resource lands could qualify for inclusion on the IRR System and in particular for the BIA Road System.

Maintenance

- A maintenance plan needs to be established by the Tribe/BIA for the BIA Roads on the reservation. The age and general condition of the BIA roads are such that ongoing maintenance will be required in order to protect the initial public investment in these roads.

- Chip seals, which are a basic maintenance treatment, should be applied to paved roads on a maximum 7-year cycle in order to preserve the public's investment in the road system.

Transit

- The Tribe should continue to support local transit efforts including the continuation of shuttle service from Siletz to the Chinook Winds Casino in Lincoln City.

Interagency Coordination

- Where appropriate to project implementation or for better maintenance, the BIA should work closely with Lincoln County, the various cities, and the state to coordinate and/or jointly participate in projects. This will be particularly important in developing the Lakeside Property and in implementing improvements to SR 229. Also, the Tribe and ODOT should work together to determine if SR 299 could be designated as a "Scenic Byway" in order to qualify for other federal funding.

- The BIA, the Tribe, HUD, and the Indian Housing Authority need to work together to construct new roads for additional housing.

- If the Tribe or any other agency, such as HUD or the Indian Housing Authority, constructs any new roads that are to be placed on the BIA system, the BIA should review these projects during their design phase to ensure that the roads will meet AASHTO design standards. In addition, at the time of design, a right-of-way description needs to be prepared, so an easement can be conveyed to the BIA on completion of construction when the road is placed on the BIA Road System. Easements should be for the road and utilities.

- In some instances, such as in the development of the Salem property, the Tribe may need to work with adjacent private land owners in planning and constructing new streets or in the reconstruction and upgrading of existing streets and roads.

Funding

- Under the TEA-21 legislation, other transportation funds are available to tribal governments through federal and state programs. (Other federal transportation programs can be accessed through the state TIP process.) These sources can help augment BIA project costs or in some instances fund projects which the BIA Branch of Roads cannot fund or fund at the appropriate time. The Indian Health Service also has funds available for specific traffic safety needs. Funds may be available from the BIA (Northwest Regional Office) for safety programs. These are Traffic Safety funds and are targeted at a 5% set-aside from the Highway Trust Funds allocated to the IRR System.

- As more definitive plans are developed, cost estimates for the transportation improvement projects should be reviewed and revised.

Plan Updating

- The plan should be reviewed annually by the Tribe and discussed with the Regional Road Engineer to assess changing needs and priorities. This should be a formalized process and will require coordination between the BIA Northwest Regional Office and the Tribe. Specifically, this process would evaluate maintenance priorities for the BIA system, review priorities for new construction or upgrading projects and their implementation schedule, provide interagency coordination to address specific problems on county or state roads and provide input in the annual BIA budgeting process.

- It is recommended that the BIA work with the Siletz Tribe to undertake major revisions to this plan every five years. This updating process should be coordinated at the tribal level. Further, minor alterations or amendments to the plan can occur more frequently, particularly if new projects are identified or there are changes in tribal transportation priorities.

2

Background Data

BACKGROUND DATA 2

GENERAL DESCRIPTION

Location

Approved by Congress in September 1980, the Siletz Reservation was originally composed of 39 separate parcels of land in Lincoln County, Oregon, in and near the city of Siletz. Siletz was the site of the administrative headquarters for the original Siletz Reservation established by Executive Order in 1855. Siletz remains the location for tribal government and administrative services and is also the location of the BIA Siletz Agency.

The city of Siletz lies about eight miles inland from the Pacific Ocean. The nearest coastal communities include Lincoln City, a 25 mile drive to the north; Toledo, about six miles south, and Newport, a 15 mile drive to the southwest.

The Tribe also has land holdings in several other communities. These include industrial land in Toledo, a casino and residential property in Lincoln City, and commercial property in Depoe Bay and in Salem, which is located in the Willamette Valley east of Siletz.

Size

The tribal land base includes 4,625.59 acres that are utilized for residential, commercial, industrial, and public use. There are also 143 acres in trust on behalf of individual tribal members. Of the total tribal land base, 142 acres are in fee, 72 acres are in trust, and 3,989 acres are declared Reservation. Natural resource lands compose 4,137.3 of the total land base. Most of this is forest land that is utilized for timber production

In addition to the natural resources land, the Tribe has a number of other land holdings. These include:

- **Siletz:**
    - 36-acre Government Hill and Paul Washington Cemetery site
    - 167 acres that have or will be developed for housing and tribal facilities

- **Lincoln City:**
  - 43 acres Chinook Winds Casino site
  - 37-acre Lakeside residential parcel.
- **Depoe Bay**: 0.1-acre commercial parcel in fee status
- **Toledo:** 72 acres of industrial land
- **Salem:**
  - 35 acres of commercial land
  - 19 acres jointly owned with the Confederated Tribes of the Grand Ronde Community of Oregon (This parcel is not included in the Transportation Plan)

With the exception of the Salem properties, all other tribal lands are in Lincoln County.

Current Land and Development Characteristics

The natural resource lands are composed of scattered sites mostly in the rugged coastal mountain range where access can be very difficult. These lands are primarily allocated to timber production. Other lands that have been allocated for development include the following.

Siletz. Government Hill functions as the historic and cultural center for tribal activities. This site is partially developed and contains the tribal community center, a maintenance facility, cemetery, and powwow grounds. In the center of Siletz, the Tribe has built an administration building and community health facility. Other tribal development includes residential development in the Judd Road area, multi-family housing on E. Logsden Road, and single family housing on the west side of the city (Umpqua and Molalla Courts). The Tribe's new Child Care Facility is also in this area on Buford Avenue.

Lincoln City. The Tribe has two major land parcels in the north Lincoln City area. The Chinook Winds Casino is the major tribal development and occupies a 43-acre site just off US 101. Approximately one mile east of the casino, the Tribe owns a 37-acre undeveloped parcel adjacent to US 101. The location is in a residential neighborhood and has frontage on Devil's Lake.

Toledo. The Tribe owns a 72-acre site just east of the city of Toledo. The site is zoned for industrial use and has frontage on the Siletz River. The site was previously used for a lumber mill with log storage areas. The mill was shut down several years ago, but most of the structures and equipment still remain. The site is essential unused at present.

Depoe Bay. The Tribe owns a small piece of property adjacent to US 101. The site has a small structure and has been used to sell seafood (Siletz Tribal Smokehouse). The smokehouse is currently shut down.

Salem. The Tribe owns two adjacent properties between I-5 and US 99E in the northern portion of the city. These properties are appropriate for commercial development and are vacant at the present time.

DEMOGRAPHICS

Population

Since restoration, tribal enrollment has grown from 1,080 to 3,878 for an annual average growth rate of almost 14%. Some of this growth can be attributed to changes in blood quantum requirements for enrollment. The Tribal Enrollment Office is projecting that enrollment will level off over the next few years and will stabilize at around 4,000.

Figure 2-1
Tribal Enrollment History

Year	Enrollment
1980	1,080
1990	2,480
2000	3,365
2002	3,878
Estimated 2027	4,000

The Tribe has an 11-county service area. Current enrollment distribution is shown in the following table.

TABLE 2-2
2002 Tribal Enrollment Distribution

Area	Enrollment
Benton County	42
Clackamas County	119
Lane County	215
Lincoln County	872
Linn County	77
Marion County	519
Multnomah County	286
Polk County	35
Tillamook County	19
Washington County	69
Yamhill County	47
Outside Tribal Service Area	1,427
TOTAL	**3,878**

Employment

In the past decade, Lincoln County unemployment rates has fluctuated from a low of 5.8% in 1991 to a high of 11% in January 2002. There is a significant amount of seasonal employment in the tourist-based industries that affect these fluctuations. Lincoln County continues to experience

population growth, and annual averages in employment continue to rise. While there has been growth in the non-manufacturing sector of the economy that more than offsets the declines in manufacturing employment, pay levels in the new jobs do not match those in manufacturing.

The Chinook Winds Casino and Convention Center is the largest single employer in Lincoln County and is a major visitor attraction in Lincoln City. Since its opening in May, 1995, visitors to the casino have increased from a quarter of a million per year to over half a million.

TABLE 2-3
Chinook Winds Casino Visitors

Year	Number of Annual Visitors
1997	275,000
1998	475,000
1999	350,000
2000	300,000
2001	525,000

According to the 1999 Economic and Social Impact Study on the Chinook Winds Casino and Convention Center, the Casino employed 705 people and supported another 112 service-sector jobs in Lincoln City. County-wide, the lodging industry sales increased by $2.8 million after the opening in 1998 of the Chinook Winds Casino and Conference Center. Chinook Winds generates millions of new dollars each year to the Lincoln County economic base that is distributed across all sectors of the local economy. In addition, the Tribe continues to reinvest its earnings in the local economy with economic impacts to benefit not only the Tribe, but the County's economy as well. The combined employment of Chinook Winds Casino and the Tribal Administration make the Tribe the largest employer in Lincoln County with over 1,100 employees.

PHYSICAL CHARACTERISTICS

Topography

The reservation is located in Oregon's long narrow Coast Range that is characterized by hilly and low mountainous land. Heavy rainfall in this area contributes to dense forest and numerous perennial streams. The elevation of trust land in Siletz ranges from approximately 150 to 250 feet above sea level.

Climate

The climate of the area is influenced by the Pacific Ocean and characterized by mild winters and cool summers. Temperatures range from 38 to 44 degrees F. in the coldest winter months, and

58 to 62 degrees F. in the warmest summer months. Average annual precipitation is in excess of 100 inches. It is not uncommon for 2-3 inches of rain to fall during a 24-hour winter storm and up to 4 inches during a 100-year storm.

Construction Characteristics

There are no major physiographic factors that adversely affect road construction on the reservation. However, proper attention to roadway drainage is necessary during design because of the large amount of annual precipitation in this area.

LAND USE AND DEVELOPMENT PLANS

Development Objectives

The Tribe's 20-Year Plan for Economic Growth sets forth a number of goals and objectives several of which are directed toward land acquisition and development over the next 20 years. Pertinent goals from the 20-Year Plan include:

Goal 3: *To prepare a Tribal land acquisition plan to acquire approximately 500 acres of commercial, 500 acres of industrial and 120,000 acres of timberlands to generate an annual revenue stream of $25 million.*

- *Prepare Siletz Tribal Land Acquisition Plan to target strategic areas for priority purchases and establish a land acquisition fund with long term financing.*
- *Acquire strategic parcels of timberland within the original Coast Reservation boundary as per Siletz Tribal Land Acquisition Plan over the next 20 years.*
- *Acquire strategic parcels of commercial and residential property located within Lincoln, Lane, Marion and Multnomah counties as per Siletz Tribal Land Acquisition Plan over the next 20 years.*
- *Acquire strategic parcels of industrial property located within Lincoln, Lane, Marion and Multnomah counties as per Siletz Tribal Land Acquisition Plan over the next 20 years.*

Goal 4: *To develop and enact Siletz Tribal codes regulating: commerce, building and sanitation, land use, land tenure and the environment during the next 5 years.*

- *Commercial Code*
- *Siletz Tax Code*
- *Land Development Code (includes building, sanitation, signs, subdivision and land use)*
- *Land Leases, Tenure and Assignments*
- *Water Code*
- *Environmental Code*

Goal 10: *To develop a Siletz Master Plan for guiding future Tribal facility development within the City of Siletz by December 2003.*

- *Tribal Facilities include: Justice Center, Natural Resource Complex, Public Works Center, Light Industrial Site, Government Hill Comfort Station, Cemetery Expansion, Fleet Fuel/Maintenance Center, RV/Campground, and future housing sites and expansion of municipal water supplies.*

Development Plans

Although the 20-Year Plan discusses a variety of development possibilities and opportunities, the Tribe currently is only working on a small number of development projects that will require new roads or modifications to existing roads. These are summarized in the following.

Housing

Current housing plans call for new housing to be constructed in Siletz and Lincoln City. In Siletz, which continues to be the major focus for tribal housing, the Tribe is currently constructing Grooms Road, east of Government Hill, to develop more lots for single family housing.

The Tribe has also purchased the 37-acre Lakeside property in Lincoln City for residential use. This site will have excellent access to US 101 and is suitable for a mixed housing development, such as townhouses, condominiums, apartments, and single family detached or attached. This site has the potential for over 120 units. Some of this housing would be available to the many tribal members that work at the casino who now commute daily from Siletz.

Tribal/Community Facilities

With the exception of several satellite offices scattered throughout the Tribe's 11-county service area, Siletz will continue to be the center of tribal government and administration, tribal services, and community facilities. The Tribe operated a Child Care Facility on the west end of Buford Avenue and plans to build an adjacent Educational Enhancement Center (on the proposed Molalla Court Extension). Additional space is already needed for tribal administration and other tribal programs. New facilities will likely be constructed over the long term in the Siletz community to provide this additional space.

Economic Development

Economic development projects continue to be a priority with the Tribe in order to diversify the tribal economic base, create additional revenues for the Tribe, and to expand tribal employment opportunities. High priorities include developing a plan for the reuse of the Toledo Riverfront Industrial Site enabling the Tribe to realize some income from the property and also generate

additional employment opportunities. Use of the site will likely be a combination of activities, including the potential for some marine related facilities.

The Salem property also has a very high potential for commercial development opportunities. The Tribe had initially planned for an RV park development. However, with the purchase of an adjacent parcel, opportunities now exist for other more lucrative commercial activities.

In Lincoln City, the Tribe plans to expand the casino/conference center complex to include a hotel. Also, the development of the Lakeside property may provide some open market residential rental opportunities. The Tribe will need to work with the city of Lincoln City, Lincoln County, and ODOT to determine the traffic impacts of this development and appropriate improvements to the road network.

Historical/Cultural Sites

Governmental Hill is an important historical and cultural site for the Tribe. It is the focal point of tribal activities and symbolizes cultural traditions. For example, since 1874 the site has been used for a school, hospital, a tribal cannery, elderly housing, and for administrative functions. Most importantly, it is the site of the Paul Washington Cemetery which is sacred to the Tribe.

After the Termination Act, the site was transferred to the city of Siletz. In 1975, the city of Siletz returned a portion of the site to the association which represented the Tribe, and in 1980 the remaining portion of the site was transferred. The 6,000 square foot tribal community center now occupies a prominent location on the hill.

Other historical cemeteries are in the general Siletz area, but at the present time none are on reservation lands. The Tribe owns two cemeteries in Lincoln City that are in trust and one in Otis that is in fee status.

No cultural or historical sites are affected by existing roads or proposed improvements. Any new roads constructed in the future, however, will require archaeological clearances and some may require a full archaeological survey.

Implementation Measures

Currently, the Tribe has no comprehensive plan nor zoning or subdivision ordinances in place to direct and control development on tribal lands.

TRAFFIC CONTROL AND ENFORCEMENT

During the course of BIA transportation studies, the question of jurisdiction and enforcement over BIA roads as well as tribal, county, city and state roads is commonly raised. This question deals with Public Law 280 and its application to specific reservations in the state of Oregon, including the Siletz Reservation.

P.L. 280 was approved on August 15, 1953. This law was adopted during the so-called "Termination Era" with the intent of making the Indian people a more integral part of American society. It was the intent to give more authority over Indian people to different state governments, thereby taking certain authority from the federal government and giving it to certain states, as listed in the Act. It should be noted that this authority was given to the state governments on a unilateral basis. In other words, the affected tribes or groups were not consulted, and this action was taken without tribal concurrence. P.L. 280 gives the state all criminal and civil jurisdiction over Indians and non-Indians in specific Indian country within the state, including the Siletz Reservation.

Retrocession was not possible until the passage of P.L. 90-284 (Indian Civil Rights Act Title IV) on April 11, 1968. Section 803 of Title IV authorizes retrocession by any state of all or part of the criminal or civil jurisdiction, subject to acceptance by the Secretary of the Interior. Although the Tribe has a Police Department they have not sought retrocession.

The tribal Police Department composed of three law enforcement officers. These officers have civil jurisdiction on tribal trust lands and can provide traffic control and enforcement on roads on trust lands. Also, the Tribal Police Department patrols streets within the city limits of Siletz for the city of Siletz.

Since retrocession has not occurred, state and county law enforcement agencies still have jurisdiction on tribal lands and can also exercise traffic control and enforcement. The tribal police officers are not yet cross-deputized with any other law enforcement agency.

TRANSPORTATION FUNDING SOURCES

To assist the BIA and tribal government in preparing a consistent and realistic approach to road construction and preservation, an understanding of the funding sources and the potential application of these resources is necessary. Once the funds are identified, knowledge of the distribution method is also beneficial.

Funding for construction and maintenance of the Indian Reservation Road System comes from two separate federal sources. Funding for construction and reconstruction of Indian roads comes from the Federal Lands Highway (FLH) Program (IRR Funds and/or Discretionary Funds). The FLH funds are appropriated as provided by Title 23 USC Highways, which includes TEA-21,

and soon will be allocated based on a new method developed through a negotiated rule-making process by a committee assembled by the Department of the Interior.

Under the legislation, Federal Lands Highway funds are available for road and bridge construction and seal coating through the Indian Reservation Program and for construction through the Federal Lands Discretionary Program. Numerous other state and federal funding sources are now available directly to tribal governments through the Oregon Department of Transportation's (ODOT) Statewide Transportation Improvement Program (STIP) process. A list of these funding sources is shown in Table 2-4.

ODOT has a number of statewide programs many of which tribes can access for transportation funding. Table 2-5 provides a listing of ODOT programs and the funding that has been proposed through 2003. This information is preliminary and is from ODOT's *Draft 2000-2003 Statewide Transportation Improvement Program.* In addition to those programs listed in Table 2-5, the state has other special or miscellaneous programs including:

- Bikeways/Lanes, Pedestrian Walkways/Sidewalks (BIKPED)
- Bus Pullouts (OPERAT, MISCEL or CMAQ)
- Public Transportation Programs and Planning (TRANST)
- Public Transit Operations (OPERTN)
- Public Transit Capital Purchases (PURCHS)
- Congestion Mitigation and Air Quality Improvement (CONGST,CMAQ or MISCEL)
- Transportation Enhancement Program (ENHANC, MISCEL, or BIK/PED)
- The Oregon Plan for Salmon and Watersheds (MISCEL)
- Scenic Byways Program (MISCEL)

In addition to the conventional Federal Lands Highway funds and state and local funds available for construction on the IRR System, the Tribes may petition congress for special earmarked funds (ERMRK) through Oregon's congressional delegation. Coordination with ODOT is also required.

The funds for maintenance of the BIA portion of the Indian Reservation Road (IRR) System come from annual appropriations included in the Department of the Interior budget for the Bureau of Indian Affairs. Usually, these maintenance funds are allocated to each Agency office for use on the roads within that office's jurisdiction and then allocated to each tribe based on maintenance priorities. In the case of the Siletz Reservation, the Tribe receives limited maintenance funding through its Self-Governance Compact.

While the funds allocated for maintenance may be reduced in the budgetary process, the FLH funds are dedicated for road construction or reconstruction. These funds cannot be used for maintenance of the IRR System, except for 15% that may be used for seal coats of IRR roads.

Like local governments, tribal governments also have the right to levy taxes within reservation boundaries. Revenues from these taxes can be used for any purpose including road maintenance and construction.

The IRR System for the Siletz Reservation will not generate enough funding for the BIA to construct all of the identified improvements affecting tribal lands. As a result, it is assumed that the Tribe will be a major contributor toward funding improvement projects, otherwise many projects will either not be implemented or not implemented in an appropriate time frame. Thus, most projects show joint funding between the Tribe and the BIA. It should be noted that tribal funding can represent several sources including:

- A direct contribution from the Tribe's general fund.
- A contribution from one of the tribal enterprises such as the Chinook Winds Casino.
- Other federal and/or state programs that the Tribe can access through ODOT's STIP process. Funds from these programs can be significant to implementing many of the projects that benefit the overall community.
- Congressional appropriations to the Tribe that are part of the next surface transportation act when TEA—21 expires .

TABLE 2-4
Funding Sources for Transportation Improvement Projects
State TIP Process

Funding Code	Description of Funding Sources/Eligibility
	Federal Funds
CMAQ	Federal Congestion Mitigation and Air Quality
DOD	Department of Defense
ENHAN	Federal Transportation Enhancement (TE) Program
ERMRK	Federal Earmarked Funds (non-transferable; demonstration projects)
FLHP	Federal Lands Highways Program (Programs such as Public Lands Highway, Scenic Byway, and Ferry Boat discretionary)
HBRRL	Highway Bridge Rehabilitation and Replacement (Local Bridges)
HBRRS	Highway Bridge Rehabilitation and Replacement (State Bridges)
HEP	Federal Hazard Elimination Program
IC	Interstate Construction
IM	Interstate Maintenance
NHS	National Highway System
Parks	Western Federal Lands Highways
S5303	Federal Transit Administration – Metropolitan Transit Planning Program
S5307	Federal Transit Administration – Urban Area Formula
S5309	Federal Transit Administration – Capital Program
S5310	Federal Transit Administration – Elderly and Disabled Persons
S5311	Federal Transit Administration – Rural Area Formula s
5311B	Federal Transit Administration – Rural Transit Assistance Program
5311J	Federal Transit Administration – Intercity Bus Program
5313B	Federal Transit Administration – State Planning and Research Program
SCENBY	Scenic Byways Grant Funds
STP	Surface Transportation Program
STP-L	Fed. STP funds for local areas under 200,000 population
STP-UR	Fed. STP funds for urbanized areas over 200,000 population
STPSFTY	Fed. STP funds for specific safety uses
	State Funds
FNXCH	Local Fund Exchange (Fed. STP funds allocated to local governments exchanged for State funds to reduce admin. Costs associated with Fed. Contracting)
IOF	State Immediate Opportunity Fund
OTHER	Locally funded, or funded with a source other than state or federal
STATE	State funds (not Federal)
STATEBK	State funds—Bicycle pedestrian grant dollars
STF	Special Transportation Fund

Source: ODOT, *Final Statewide Transportation Improvement Program,2000-2003,* May 2000

TABLE 2-5
Draft Statewide Programs
(Costs in $1,000)

Program*	Work Type	Est. Cost	2000	2001	2002	2003	Fund	Fed. Cost
Immediate Opportunity Fund	MODERN	$28,000	$7,000	$7,000	$7,000	$7,000	STATE	$--
State Highway Bike/Pedestrian Projects	BIKE	$8,000	$2,000	$2,000	$2,000	$2,000	STATE	$--
National Park Service Spot Safety & Sign Improvements	SAFETY	$150	$50	$50	$50	$--	NPS	$150
National Park Service Emergency Pavement Repairs	PRESRV	$90	$30	$30	$30	$--	NPS	$ 90
Regional Technical Assistance Program	MISCEL	$880	$ 220	220	$220	$220	STP	$440
Transportation Demand Management Program	MISCEL	$332	$83	$83	$83	$83	STP	$298
National Recreational Trails	MISCEL	$3,272	$818	$818	$818	$818	FED 384	$2,936
Rail/Highway Crossing Program	SAFETY	$8,000	$2,000	$2,000	$2,000	$2,000	STP	$7,178
Traffic Safety Grant Program	SAFETY	$8,800	$2,200	$2,200	$2,200	$2,200	TSP	$8,800
Special City Allotment Program	PRESRV	$2,000	$500	$500	$500	$500	STATE	$--
Special County Allotment Program	PRESRV	$1,000	$250	$250	$250	$250	STATE	$--
State Planning and Research	MISCEL	$34,000	$8,500	$8,500	$8,500	$8,500	STATE/ SPR	$17,228
Bridge Load Rating Program	BRIDGE	$2,000	$500	$500	$500	$500	HBRR	$1,600
Transportation & Growth Management Program	MISCEL	$22,000	$--	$11,000	$--	$11,000	STP	$19,741
Forest Highway Program PE & CE	MODERN	$16,000	$4,000	$4,000	$4,000	$4,000	FLHP	$16,000
Forest Highway Program Enhancement	MISCEL	$2,250	$--	$900	$--	$1,350	FLHP	$2,250
Culvert Remediation Program (Fish Passage)	SPECIAL PROGRAMS	$12,000	$3,000	$3,000	$3,000	$3,000	STP	$10,768
High Speed Rail Program (CMAQ)	PUBLIC TRANSIT	$2,453	$1,226	$1,227	$--	$ --	CMAQ	$2,201
Local Bridge Inspection Program	BRIDGE	$8,000	$2,000	$2,000	$2,000	$2,000	HBRR	$7,178
Work Zone Enforcement	SAFETY	$2,400	$--	$1,200	$--	$1,200	STP	$2,160

* Program funds are not yet committed to specific projects

Source: ODOT, *Draft 2000-2003 Statewide Transportation Improvement Program,* January 1999

3

Existing Transportation System

EXISTING TRANSPORTATION SYSTEM 3

PUBLIC TRANSPORTATION

Transit

Lincoln County Transit provides daily bus service between Siletz and Newport and Newport and Lincoln City. There are four westbound (Siletz to Newport) buses a day and three eastbound buses (Newport to Siletz). The westbound busses depart from the Tribal Administration Building at 7:00 and 9:30 am and 1:00 an 4:00 pm. Eastbound buses arrive at the Tribal Administration Building 9:14 and 11:29 am and at 3:09 pm.

In addition, Lincoln County Transit provides four buses each way from Newport to Lincoln City and also to and from Yachats. Lincoln County Transit does not provide direct service from Siletz to Lincoln City.

The Chinook Winds Casino provides daily shuttle service between Siletz and the casino that is located in the northern part of Lincoln City. This service is primarily utilized by casino workers and others that work in the Lincoln City area. Chinook Winds runs three round-trip shuttle vans from Lincoln City to Siletz daily. These shuttles coincide with the 8-hour shift changes at the casino. The shuttles use SR 229 to Toledo, then SR 20 to Newport, and then US 101 to Lincoln City and the casino. At present, approximately 70 tribal members who work at the casino live in Siletz.

Air Service

The closest scheduled commercial air passenger service is located at Portland International Airport approximately a 3-hour drive from Siletz. Four general aviation airports are located within Lincoln County. These are the Newport Municipal Airport on the south side of city; the Toledo State Airport in Toledo, the Gleneden State Airport south of Lincoln City, and the Waldport State Airport south of Waconda Beach. General aviation facilities are also available in Corvallis. Charter service is available at the Newport Municipal Airport.

Rail Service

Amtrak passenger services are not immediately available in this area. The nearest Amtrak facilities are in Salem, Albany, and Eugene, each about a 2-hour drive east of Siletz. Freight service, via the Portland and Western Railroad is available at Toledo, a few miles south of Siletz. The Portland and Western provides one round trip train per weekday and connects with the Union Pacific at Albany and at Eugene.

Bicycle Routes

US 101 is part of the state-wide bike route system and is the only bike route on the IRR System. There are no bike routes in Siletz nor are there any designated bike paths on any of the BIA routes. As the Tribe/BIA/others construct new IRR System roads with higher traffic volumes, consideration will need to be given to providing wider shoulders to accommodate bike lanes.

PUBLIC ROAD SYSTEM DESCRIPTION

Siletz Reservation lands and other tribally-owned lands are primarily accessed from state, county, and city roads and streets. Roads within tribal lands are either under the jurisdiction of the Tribe or the BIA. In the Siletz Community, a well-defined network of county roads and city streets provides access to tribal lands and tribal developments. The Siletz Highway (SR 229) is the Tribes primary link between Siletz and coastal and valley communities.

Indian Reservation Road System

The Indian Reservation Road (IRR) System is defined as those public roads that are important to the Tribe that (1) provide access to Indian lands and (2) provide for circulation within reservations or Indian trust lands. The IRR System totals 102.45 miles of roads, of which 98.60 miles are existing and 3.85 miles are proposed BIA roads.

Roads Inventory

The Siletz Reservation and other tribal properties are currently served by 98.60 miles of existing IRR System roads. This System includes state, county, city, BIA, and tribal roads as well as one special road district road. The IRR System, listed by jurisdiction, is as follows:

- **BIA:** 0.90 mile of roads
- **ODOT:** 61.15 miles of roads
- **Lincoln County:** 29.40 miles of roads
- **City of Siletz:** 2.45 miles of road

- **City of Lincoln City:** 1.70 miles of road
- **City of Salem:** 0.60 mile of road
- **Tribal:** 1.80 miles of road
- **Other:** 0.60 mile of road

Table 3-1 is an inventory of the IRR System by jurisdiction and shows various physical data on each road. Appendix E contains a copy of the BIA IRR System Inventory that is maintained in Albuquerque. It should be noted that the BIA inventory differs from the inventory in Table 3-1. First, the BIA rounds road mileage up to the next tenth of a mile (0.1), whereas the mileage in Table 3.1 is to a half of a tenth (0.05). As a result, the total road miles will vary slightly between the two inventories. Second, the BIA inventory uses numerical codes that require the reader to have the BIA code instructions in order to interpret the data.

One unique feature is that both inventories show proposed BIA roads, with assigned route numbers, as part of the overall IRR System. These roads are shown because BIA proposed roads generate funding through the current BIA funding formula. Thus, the length and characteristics of all BIA proposed roads must be identified and shown in the BIA IRR System Inventory.

Surface Type

The existing IRR System is composed of 96.05 miles of paved roads and 2.55 miles of gravel roads. In general, the paved roads range from fair to very good condition. The most serious condition problems occur on the Siletz Highway between Siletz and Kernville. The inventory also includes 3.85 miles of proposed paved roads that will become BIA system roads. Table 3-2 provides a summary of surface types by ownership and Table 3-1 provides surface condition for each road and road section.

Road Classification

The Siletz Reservation is served by a well-developed network of state, county, BIA and privately owned roads. County roads are local access and collector roads. The majority of BIA roads are urban and rural local access roads.

The BIA uses a numerical classification of Class 2 through Class 5. Class 2 roads are Major or Minor Arterial roads providing an integrated network having characteristics of serving traffic between larger population centers, generally without stub connections. Class 3 roads are located within communities serving residential and other urban-type settings. Class 4 roads are section line or stub roads that collect traffic for arterial type roads and make connections within the grid of the IRR. Class 5 consists of non-road pedestrian or bike paths, trails, walkways, or other designated public use roads. It should be noted that the BIA Classification is not a true "functional classification system." For example, Class 3 and Class 4 roads can both include local access roads and major and minor collector roads, and Class 2 roads can include major and minor arterials. A summary of the BIA classes is shown in Table 3-2 and Table 3-1 includes a functional classification.

TABLE 3-1
Siletz Reservation
Indian Reservation Road System Inventory
August 2002

Route No.	Route Name/Section No.	Functional Class	Average Daily Trips	Surface Type	Length (mi.)	Travelway Width (ft)	L. Sh. Width (ft)	R. Sh. Width (ft)	Total Width (ft)	General Condition	Ownership	Maint. Respons.	Design Adequacy
	BIA Roads												
1	Govt. Hill Rd.												
	10	3	300	Paved	0.100	24	2	2	28	Good	BIA	BIA	Yes
	20	3	300	Paved	0.100	26	2	2	30	Good	BIA	BIA	Yes
	30	3	300	Paved	0.100	24	2	2	28	Good	BIA	BIA	Yes
2	Judd Rd.												
	10	3	160	Paved	0.100	20	1	1	22	Good	BIA	BIA	Yes
	20	3	640	Paved	0.500	20	2	2	24	Fair-Good	BIA	BIA	Yes
*900***	*Grooms Rd. (Proposed)*	*3*	*300*	*Paved*	*0.500*	*22*	*4*	*4*	*30*	*Construction*	*BIA*	*BIA*	*Yes*
*910***	*Molalla Ct. Ext. (Proposed)*	*3*	*500*	*Paved*	*0.200*	*22*	*5*	*5*	*36*	*Proposed*	*BIA*	*BIA*	*Yes*
*920***	*Lakeside Village Rds. (Proposed)*	*3*	*1440*	*Paved*	*1.250*	*20*	*6*	*6*	*32*	*Proposed*	*BIA*	*BIA*	*Yes*
*930***	*Astoria St (was Salem RV Rd.) (Proposed)*	*3*	*450*	*Paved*	*1.500*	*24*	*4*	*4*	*32*	*Proposed*	*BIA*	*BIA*	*Yes*
*5321**	*TRP Industrial Rd. (Proposed)*	*3*	*400*	*Paved*	*0.400*	*24*	*7*	*7*	*38*	*Proposed*	*BIA*	*BIA*	*Yes*
	BIA Rds. Subtotal				**4.750**								
	Tribal Roads												
910*	Molalla Ct.	3	90	Paved	0.100	20	3	3	26	Very Good	Tribe	Tribe	Yes CN 0
950*	Umpqua Ct.	3	90	Paved	0.100	20	3	3	26	Very Good	Tribe	Tribe	Yes CN 0
4004*	Shasta Ct.	3	60	Paved	0.100	16	0	0	16	Good	Tribe	Tribe	Yes
4005*	Chetco Ct.	3	390	Paved	0.100	16	0	0	16	Good	Tribe	Tribe	Yes
4006*	Rogue River Ct.	3	200	Paved	0.100	22	0	0	22	Good	Tribe	Tribe	Yes
4007*	Tootootney	3	150	Paved	0.100	22	0	0	22	Good	Tribe	Tribe	Yes
4001*	Takelma Ct.	3	230	Paved	0.100	22	0	0	22	Good	Tribe	Tribe	Yes
4008*	Cemetery Rd.	3	20	Gravel	0.400	10	0	0	10	fair	Tribe	Tribe	No
4002*	Talowa Ct. (multi-family housing)	3	200	Paved	0.100	24	0	0	24	Good	Tribe	Tribe	Yes
9994*	Swan Av. Sec. 50	3	10	Gravel	0.050	10	0	0	10	Poor	Tribe	Tribe	No
532*	Strudevant Rd. Sec. 10 (on TRP)	3	2	Paved	0.350	18	0	0	18	Fair-Good	Tribe	Tribe	No
2322*	TRP Access Rd.	3	2	Paved	0.200	20	0	0	20	Poor	Tribe	Tribe	No
	Tribal Rds. Subtotal				**1.800**								
	Lincoln County Roads												
410	E. Logsden Rd.												
	10	4		Paved	18.500	22	4	4	30	F-Good	Lincoln Co.	Lincoln Co.	Yes
	20	4		Gravel	2.100						Lincoln Co.	Lincoln Co.	No CN 2
	30	4		Paved	2.000						Lincoln Co.	Lincoln Co.	No CN 2
307	Moonshine Rd.	4		Paved	3.900	22	1	1	24	Fair	Lincoln Co.	Lincoln Co.	No CN 2
406	Old River Rd. (Sec. 10)	4	1000	Paved	0.500	20	1	1	22	Good	Lincoln Co.	Lincoln Co.	No CN 2
532	S.E. Sturdevant Rd.												No CN 2
	20	3		Paved	0.700	20	2	2	24	Fair-Good	Lincoln Co.	Lincoln Co.	
	30	3		Paved	1.700	20	4	4	28	Good	Lincoln Co.	Lincoln Co.	
	Lincoln County Rds. Subtotal				**29.400**								

Route No.	Route Name/Section No.	Functional Class	Average Daily Trips	Surface Type	Length (mi.)	Travelway Width (ft)	L. Sh. Width (ft)	R. Sh. Width (ft)	Total Width (ft)	General Condition	Ownership	Maint. Respons.	Design Adequacy
	City of Siletz												
9990**	James Frank Rd.	3		Paved	0.900	22	0	0	22	Poor	City of Siletz	City of Siletz	No
9992**	Buford Rd.												
	10	3		Paved	0.100	22	5	5	32	Very Good	City of Siletz	City of Siletz	Yes
	20	3		Paved	0.500	22	0	0	22	Good	City of Siletz	City of Siletz	No
9994**	Swan Ave.												
	10	3		Paved	0.100	22	5	5	32	Very Good	City of Siletz	City of Siletz	Yes
	20	3		Paved	0.500	20	4	4	28	Fair	City of Siletz	City of Siletz	No
	30	3		Paved	0.100	20	4	4	28	Good	City of Siletz	City of Siletz	Yes
	40	3		Paved	0.150	18	0	0	18	Poor	City of Siletz	City of Siletz	No
9991**	SE Bagley St.	3		Paved	0.100	20	0	0	20	Fair	City of Siletz	City of Siletz	No
	City of Siletz Rds. Subtotal				**2.450**								
	City of Lincoln City												
3440	NW 44th St.	3		Paved	0.700	22	7	7	36	V. Good	Lincoln City	Lincoln City	Yes
3441	NW 44th Pl.	3		Paved	0.050	22	6	4	32	V. Good	Lincoln City	Lincoln City	Yes
3040	NW 40th St.	3		Paved	0.400					V. Good	Lincoln City	Lincoln City	Yes
3041	NW 40th Pl.	3		Paved	0.050	22	6	6	34	Good	Lincoln City	Lincoln City	Yes
3010	N. Logan Rd.	3		Paved	0.350	40	0	0	40	Good	Lincoln City	Lincoln City	Yes
2010	W. Devils Lake Rd.	3		Paved	0.100	20	2	2	24	Fair	Lincoln City	Lincoln City	No
**	N.W. Miramar Dr.	3		Paved	0.050	24	0	0	24	V. Good	Lincoln City	Lincoln City	Yes
	City of Lincoln City Rds. Subtotal				**1.700**								
	City of Salem												
**	Blossom Dr. NE												
	10	3		Paved	0.300	24	8	0	32	V. Good	City of Salem	City of Salem	
	20	3		Paved	0.300	24	0	0	24	Good	City of Salem	City of Salem	
	City of Salem Rds. Subtotal				**0.600**								
	State DOT Roads												
1229	SR 229	2		Paved	31.100	Various	Various	Various	Various	Various	ODOT	ODOT	No
1101	US 101	2		Paved	30.050	Various	Various	Various	Various	Various	ODOT	ODOT	Yes
	ODOT Rds. Subtotal				**61.150**								
	Other Roads												
9998**	NE Johns Rd.	Local Acces	500 est.	Paved	0.600	20	0	0	20	Poor	Spec. Dist.	Spec. Dist.	No
	Other Rd. Subtotal				**0.600**								

Total Miles-Existing Roads	**98.600**
Total Miles-Proposed New BIA Rds.	**3.850**
TOTAL IRR SYSTEM MILES	**102.450**

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* **Roads to be added to the BIA Road System (Tribe will submit during FY 03)**

** **Roads to be added to the IRR System**

*** **Roads in the process of being added to the BIA system (Tribe submitted & BIA processing)**

All of the BIA roads, both existing and proposed are Class 3 roads, since they are in urban areas. Class 2 roads total 61.15 and are composed of the state highways. Class 3 roads total 14.8 miles and include BIA, tribal, and city roads. Class 4 roads total 26.5 miles and are compose of Lincoln County roads.

The BIA also classifies roads by Construction Need (see Table 3-2) which is an important factor in the allocation of Highway Trust Funds. These codes are 0 through 4 and represent the following road status:

- **Construction Need 0:** These are roads recently constructed or reconstructed that are under BIA jurisdiction. Over the short term, these roads will not need any additional improvements. The BIA also has right-of-way or intends to get right-of-way for these roads.

- **Construction Need 1:** The BIA is responsible for all or part of the cost of the proposed project for a road or segment of road. The BIA also has right-of-way or intends to obtain right-of-way for these roads.

- **Construction Need 2:** Improvement projects on roads for which another agency is responsible for funding, not the BIA, and these roads are not used in the "cost to improve" computation in the funding allocation formula.

- **Construction Need 3:** Roads where the BIA has maintenance responsibility but which are not to be improved, and tribes have by resolution stated that they are not to be improved. These roads will be maintained in their current configuration and surface type, and they are not used in the "cost to improve" computation in the funding allocation formula.

- **Construction Need 4:** These are proposed BIA roads for which all or part of the funding will be the responsibility of the BIA.

The current BIA funding allocation formula utilizes the Construction Need codes to allocate Highway Trust Funds for construction of new roads and the reconstruction or upgrading of existing roads. Roads that are designated Construction Need 1 and 4 generate funds. Construction Need 2 roads do not generate funds, because they are not the responsibility of the BIA. Construction Need 3 roads are not to be upgraded or reconstructed, only maintained by the BIA. Since maintenance funding comes from a source other than Highway Trust Funds (HTF), these roads do not generate HTF monies. Construction Need 0 denotes roads recently constructed or reconstructed for which there is no need to generate additional construction funding. These roads will revert to a Construction Need 1 after approximately five years in order to generate overlay or chip seal funding.

During the course of the transportation planning process, the BIA Inventory was updated to include almost four miles of proposed BIA roads in order for these proposed projects to generate revenue through the allocation formula.

Table 3-2
Siletz Reservation
Indian Reservation Road System Summary
August 2002

Road Owner	Route No.	Proposed BIA Route No.	Route Name	Length (miles)		Surface Type			BIA Road Classification				BIA Construction Need				
				Exiting	*Proposed*	Paved	Gravel	Earth	2	3	4	5	1	2	3	4	0
BIA	1		Govt. Hill Rd.														
			10	0.100		0.100				0.100			0.100				
			20	0.100		0.100				0.100			0.100				
			30	0.100		0.100				0.100			0.100				
BIA	2		Judd Rd.														
			10	0.100		0.100				0.100			0.100				
			20	0.500		0.500				0.500			0.500				
			Total Existing BIA Roads	**0.900**	***0.000***	**0.900**	**0.000**	**0.000**	**0.000**	**0.900**	**0.000**	**0.000**	**0.900**	**0.000**	**0.000**	**0.000**	**0.000**
BIA	*900*		*Grooms Rd*		*0.500*	*0.500*				*0.500*						*0.500*	
BIA	*910*		*Molalla Ct. Ext.*		*0.200*	*0.200*				*0.200*						*0.200*	
BIA	*920*		*Lakeside Village Rds*		*1.250*	*1.250*				*1.250*						*1.250*	
BIA	*930*		*Astoria St. (was Salem RV Rd.))*		*1.500*	*1.500*				*1.500*						*1.500*	
BIA	*5321**	*5321*	*TRP Industrial Rd*		*0.400*	*0.400*				*0.400*						*0.400*	
			Total Proposed BIA Roads		***3.850***	***3.850***	***0.000***	***0.000***	***0.000***	***3.850***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***3.850***	***0.000***
Lincoln Co.	406		Old River Rd. (Sec. 10)	0.500		0.500				0.500				0.500			
Lincoln Co.	532		S.E. Sturdevant Rd.														
			20	0.700		0.700				0.700				0.700			
			30	1.700		1.700				1.700				1.700			
Lincoln Co.	410		E. Logsden Rd.														
			10	18.500		18.500					18.500			18.500			
			20	2.100			2.100				2.100			2.100			
			30	2.000		2.000					2.000			2.000			
Lincoln Co.	307		Moonshine Rd.	3.900		3.900					3.900			3.900			
			Total Lincoln County Roads	**29.400**	***0.000***	**27.300**	**2.100**	**0.000**	**0.000**	**2.900**	**26.500**	**0.000**	**0.000**	**29.400**	**0.000**	**0.000**	**0.000**
ODOT	229		SR 229 Siletz Highway	31.100		31.100			31.100					31.100			
ODOT	101		US 101 Coast Highway	30.050		30.050			30.050					30.050			
			Total ODOT Roads	**61.150**	***0.000***	**61.150**	**0.000**	**0.000**	**61.150**	**0.000**	**0.000**	**0.000**	**0.000**	**61.150**	**0.000**	**0.000**	**0.000**
Tribe	950*		Umpqua Ct.	0.100		0.100				0.100							0.100
Tribe	910*		Molalla Ct.	0.100		0.100				0.100							0.100
Tribe	4004*		Shasta Ct.	0.100		0.100				0.100			0.100				
Tribe	4005*		Chetco Ct.	0.100		0.100				0.100			0.100				
Tribe	4006*		Rogue River Ct.	0.100		0.100				0.100			0.100				
Tribe	4007*		Tootootney	0.100		0.100				0.100			0.100				
Tribe	4008*		Cemetery Rd.	0.400			0.400			0.400			0.400				
Tribe	4001*		Takelma Ct.	0.100		0.100				0.100			0.100				
Tribe	4002*		Talowa Ct. (multi-family housing)	0.100		0.100				0.100			0.100				
Tribe	9994*		Swan Av. Sec. 50	0.050			0.050			0.050			0.050				
Tribe	532*		Strudevant Rd. Sec. 10 (on TRP)	0.350		0.350				0.350			0.350				
Tribe	5322*		TRP Access Rd.	0.200		0.200				0.200			0.200				
			Total Tribal Roads	**1.800**	***0.000***	**1.350**	**0.450**	**0.000**	**0.000**	**1.800**	**0.000**	**0.000**	**1.600**	**0.000**	**0.000**	**0.000**	**0.200**

Road Owner	Route No.	Proposed BIA Route No.	Route Name	Length (miles)		Surface Type			BIA Road Classification				BIA Construction Need				
				Exiting	*Proposed*	Paved	Gravel	Earth	2	3	4	5	1	2	3	4	0
City of Siletz	9990		James Frank Rd.	0.900		0.900				0.900			0.900				
City of Siletz	9992		Buford Rd.														
			10	0.100		0.100				0.100			0.100				
			20	0.500		0.500				0.500			0.500				
City of Siletz	9994		Swan Ave.														
			10	0.100		0.100				0.100			0.100				
			20	0.500		0.500				0.500			0.500				
			30	0.100		0.100				0.100			0.100				
			40	0.150		0.150				0.150			0.150				
City of Siletz	9991		SE Bagley St.	0.100		0.100				0.100			0.100				
			Total City of Siletz Roads	**2.450**	***0.000***	**2.450**	**0.000**	**0.000**	**0.000**	**2.450**	**0.000**	**0.000**	**2.450**	**0.000**	**0.000**	**0.000**	**0.000**
Lincoln City	3440		NW 44th St.	0.700		0.700				0.700				0.700			
Lincoln City	3441		NW 44th Pl.	0.050		0.050				0.050				0.050			
Lincoln City	3040		NW 40th St.	0.400		0.400				0.400				0.400			
Lincoln City	3041		NW 40th Pl.	0.050		0.050				0.050				0.050			
Lincoln City	3010		N. Logan Rd.	0.350		0.350				0.350				0.350			
Lincoln City	2010		W. Devils Lake Rd.	0.100		0.100				0.100			0.100				
Lincoln City			N.W. Miramar Dr.	0.050		0.050				0.050				0.050			
			Total City of Lincoln City Roads	**1.700**	***0.000***	**1.700**	**0.000**	**0.000**	**0.000**	**1.700**	**0.000**	**0.000**	**0.100**	**1.600**	**0.000**	**0.000**	**0.000**
City of Salem	9996		Blossom Dr. NE														
			10	0.300		0.300				0.300			0.300				
			20	0.300		0.300				0.300				0.300			
			Total City of Salem Roads	**0.600**	***0.000***	**0.600**	**0.000**	**0.000**	**0.000**	**0.600**	**0.000**	**0.000**	**0.300**	**0.300**	**0.000**	**0.000**	**0.000**
Rd. District	9998		NE Johns Rd.	0.600		0.600				0.600			0.600				
			Total Other Roads	**0.600**	***0.000***	**0.600**	**0.000**	**0.000**	**0.000**	**0.600**	**0.000**	**0.000**	**0.600**	**0.000**	**0.000**	**0.000**	**0.000**
			TOTAL MILES	**98.600**	***3.850***	**99.900**	**2.550**	**0.000**	**61.150**	**14.800**	**26.500**	**0.000**	**5.950**	**92.450**	**0.000**	**3.850**	**0.200**

TOTAL MILES OF IRR SYSTEM	**102.450**
Existing Roads	**98.600**
Proposed New BIA Roads	***3.850***
TOTAL MILES OF PROPOSED BIA SYSTEM	**6.550**
Existing BIA Roads	**0.900**
Existing Roads to Add to BIA System	**1.800**
Proposed New BIA Roads	***3.850***

* Roads to be added to the BIA Public Road System

August 2002, Cascade Design Professionals, LLC

Right-of-Way Status

Right-of-way status is very important in that the BIA must either own the road right-of-way or have an easement in order to spend Highway Trust Funds for any improvement. The BIA currently has easements for its existing roads. In the future, the Tribe will need to provide rights-of-way or easements for existing roads that are to be added to the BIA Road System as well as for proposed BIA roads. When easements are provided, it is important that the easements be for both roads and utilities.

Traffic Control

Signing

With a few exceptions, signing on IRR System roads is generally good. Molalla Court and Umpqua Court, which have recently been constructed by the Tribe, do not have traffic control signing. These roads are proposed to be added to the BIA system. Because of liability issues, STOP or YIELD signs should be installed. As the Tribe develops new roads and streets, particularly in residential areas, STOP and YIELD signs need to be installed at appropriate intersections.

US 101 is well signed, and most of SR 229 is reasonably well signed, except for a 10-mile section that is initially signed "Narrow Winding Road Next 10 Miles." There are no other curve warning signs within that section of highway.

Striping and Pavement Marking

Striping and pavement marking are generally present in the higher traffic volume areas, although the condition varies. Re-striping and pavement marking should be included as part of chip seal projects and as a part of normal maintenance. Most of the BIA roads have stop bars and centerline striping where appropriate, although re-striping is needed on the older sections of Judd Road. Also Molalla Court and Umpqua Court need stop bars as appropriate.

Drainage and Bridges

The majority of Siletz Reservation lands and other tribal properties are located in and along the Coast Range where annual rainfall averages about 65 inches. As a result, good drainage is important in the design of roadways as well as in road maintenance. In general, drainage appears to be adequate on most BIA roads. Also, most of the new roads or roads that will be reconstructed in the Siletz area will be to urban standards with curbs, gutters and storm sewers.

There are 11 bridges on SR 229 between Toledo and Kernville. Four of these bridges are located on the reconstructed portion of the Siletz Highway between Toledo and Siletz. Seven are located between Siletz and Kernville. Several of these structures are relatively new; however, others will need to be widened or replaced as sections of the highway are improved. Also, several do not

have guardrail on the approaches and need retrofitting to meet ODOT standards (See the 2002 report: *State Route 229 Corridor Analysis & Improvement Program*).

There are also a number of bridges on US 101. The most critical need is the replacement of Spencer Creek Bridge north of Newport. This structure has a weight limitation, and heavy vehicles have to use SR 229 to avoid the bridge. ODOT has a bridge replacement project to correct this deficiency.

There are no bridges on any of the BIA System roads or on proposed BIA roads.

Street Lighting

Street lighting is very limited on IRR system roads. Tribal subdivision roads have street lighting, and US 101 is lighted in the urban areas. All new housing subdivisions and commercial/industrial developments should include street lighting.

TRAFFIC DATA

Circulation Characteristics

Origin and destination of trips on the IRR System in the Siletz area are fairly well defined. Tribal facilities that generate trips include the Administration Building and Tribal Clinic (adjacent to SR 229, the Tribal Center on Government Hill, and the recently completed child care facilities on Buford Road. These facilities attract trips within the community from the tribal housing area located east of Government Hill, the multifamily housing along E. Logsden Road, and the new single family developments on Umpqua Court and Molalla Court.

The Siletz Highway (SR 229) is the major link between Siletz and the employment centers in Toledo, Newport, and Lincoln City. Also, since Siletz has very little in the way of retail services, residents of Siletz rely on the commercial centers of Newport and Lincoln City for purchase of goods and services.

US 101 is also a critical link in the IRR System. Outside of Siletz, the Tribe's only other major development is the casino complex in Lincoln City just off of US 101. This facility is a major tourist attraction in the region and, therefore, is a major trip generator. In the near future, the Tribe also will be developing housing east of the casino along US 101.

Traffic Volumes

Traffic volumes for state roads on the IRR System are available from the Oregon Department of Transportation (ODOT). The 1997 and 2001 Average Daily Traffic (ADT) data for US 101 and

SR 229 are illustrated in Table 3-3. Also included are traffic volumes for SR 20 at the intersection with SR 229 in Toledo.

TABLE 3-3
Traffic Volumes

Highway/ Road	Location	1996 ADT	1997 ADT	2001 ADT
US 101	MP 110.72 0.40 mile south of Salmon River Highway (SR 18)		14,800	15,900
	MP 111.39 0.01 mile south of East Devils Lake Rd.		15,800	16,500
	MP 112.87 0.05 mile south of Logan Rd.		21,800	23,100
	MP120.01 0.10 mile north of Siletz Highway (SR 229)		13,100	14,200
	MP 126.45 North city limits of Depoe Bay		10,300	11,000
	MP 140.36 0.01 mile north of Corvallis-Newport Highway (SR 20)		22,700	26,000
SR 229	MP –0.20 0.01 mile east of Oregon Coast Hwy (US101)		1,300	1,300
	MP 0.99 0.01 mile west of Gorton Road		1,300	1,300
	MP 1.01 At National Forest Boundary		1,100	1,100
	MP 2.44 At National Forest Boundary		870	870
	MP 4.27 At Anderson Creek		560	580
	MP 5.57 0.29 mile east of Euchre Mountain Road		510	600
	MP 7.47 0.10 mile south of Morley Road		420	440
	MP 13.67 0.02 mile south of Mowery's Landing Road		270	290
	MP 17.47 At Chitwood Creek		520	560
	MP 20.66 At Siletz River, on Ojalla Bridge		690	700
	MP 21.12 0.01 mile south of Ojalla Road		890	940
	MP 23.48 North city limits of Siletz		1,200	1,200
	MP 23.75 0.01 mile north of W. Jay Ave.		1,800	1,900
	MP 23.80 0.01 mile south of W. Jay Ave.		2,300	2,400
	MP 23.82 0.01 mile north of E. Buford Ave.		4,200	4,200
	MP 24.10 0.01 mile south of E. Buford Ave.		4,100	4,200
	MP 24.10 South city limits of Siletz		3,800	3,900
	MP 27.42 0.02 mile north of Little Depot Creek		3,900	4,000
	MP 31.19 0.05 mile north of Corvallis-Newport Hwy (SR 20)		4,500	4,600
SR 20	MP 5.59 0.15 mile west of Siletz Hwy (SR 229)		6,900	7,000
	MP 5.79 0.15 mile east of Siletz Hwy (SR 229)		5,000	5,200
E. Logsden Rd.	MP 0.04	1,459**		
	Mp 4.86			932
	MP 7.67	644**		807
	MP 22.17	270**		506
Old River Rd.	Mp 0.28			1,416
	MP 0.39	1,219**		
Sturdevant Rd.	MP 0.04	2,108**	1164**	2,547
	MP 1.68	2,061**		2,430

Sources: ODOT & Lincoln County
* Not seasonally adjusted

Based on ODOT data, average daily traffic volumes on SR 229 have basically remained unchanged over the past five years in the section between Kernville and Siletz. At the US Highway 101 junction at Kernville, average daily traffic is approximately 1,300 vehicles, and at the north city limits of Siletz it is approximately 1,200 vehicles a day. Between mileposts 7 and 13, in the center of this section, volumes range from 300 to 400 per day. In the section between Toledo and Siletz, there has been a slight increase in traffic volume, but this has been less than 1% per year.

For the past five years, traffic volumes on US 101 between Newport and Lincoln City have been in excess of 10,000 vehicles per day, and in areas of Newport and Lincoln City volumes have been above 20,000. Since this is a recreational corridor, traffic volumes vary significantly depending on the peak tourist seasons. ODOT has had an ongoing program of improvements on US 101 to address traffic issues.

Data from the Lincoln County Public Works Department shows that traffic volumes are relatively low on E. Logsden Road and Old River Road. Traffic volumes for the past several years have ranged between 1,000-1,500 vehicles per day on each road. Traffic increases in past years have probably been heavily influenced by the construction of tribal housing that utilize these roads for access. Not all of the county data has been seasonally adjusted, so counts can vary depending on when they were taken.

Sturdevant Road, which accesses the Tribe's riverfront industrial property in Toledo, has generally had around 2,500 vehicles a day, but this has varied depending on the time of year of the count as well as when the Tribe's mill was operating.

Travel Demand

There are no specific traffic volume forecasts for state and county IRR System roads. The average rate of traffic increase on rural state highways is around 2% per year. At this rate, SR 229 volumes at Kernville would be less than 1,600 after 10 years and only 1,900 after 20 years. At milepost 13, a 2% rate would be less than 500 vehicles per day. In reality, the annual growth rate has been less than 1% and will likely remain so. Based on discussion with Lincoln County Planning officials and tribal planners, there is consensus that growth along the corridor will be very limited and what growth that will occur will be in the Siletz area and will be the result of future tribal development. Zoning, terrain factors, and land ownership patterns in the corridor preclude any major development that would generate a significant number of new trips. As a result, major increases in traffic volumes through the middle of this corridor are very unlikely.

US 101 between Newport and Lincoln City has been showing approximately a 2% annual growth rate in traffic volumes, except in Newport where the rate has been approximately 3%. This rate of growth will likely continue in the foreseeable future.

Most of the anticipated increases in traffic volumes on BIA and tribal roads will result from future construction of housing, construction of additional tribal service facilities, and commercial and industrial development. Actual increases will be dependent on the number of new dwelling and type and size of facilities. Land along some tribal and BIA roads has already been built out and will not generate additional volumes.

In the Siletz community, additional tribal development will also impact county and city streets and roads. As example, additional housing and community facilities on the west side of Siletz will increase traffic on existing city streets, and the construction of Grooms Road and future housing will increase traffic on E. Logsden Road but may decrease volumes on Old River Road, since Grooms Road will provide a second and more direct access to the Judd Road housing area.

Accident Data

A five-year accident history for Siletz Highway was obtained from ODOT covering the period from January 1, 1995 through December 31, 1999. During this five-year period, there were a total of 97 reported accidents, with 6 fatal crashes, 49 non-fatal crashes, and 42 property damage only (PDO) accidents. A total of 8 persons were killed and 70 were injured.

A total of 38 of the 97 accidents occurred on the stretch of highway between Siletz and Highway 20. This stretch of the highway, approximately seven miles, is 22.6 percent of the total length of the distance between Highway 101 and Highway 20, yet the number of accidents represents 39.2 percent of the total. There is, however, substantially more volume of traffic on the section between Siletz and Highway 20. This section has an accident rate of 0.71 accidents per million vehicle miles traveled per year. For the 24-mile section between Siletz and Highway 101, the accident rate is 1.35 accidents per million vehicle miles traveled per year, or nearly double the rate between Siletz and Highway 20.

ODOT has classified Siletz Highway as a secondary non-freeway in a rural area. The statewide average for accidents per million vehicle miles for this category is 1.03 crashes per year per million vehicle miles traveled. The section of Siletz Highway south of the city of Siletz is below the statewide average, while the section north of the city is well above the average.

There were a total of six accidents with fatalities on the highway during the five-year period. Three of these accidents occurred between Highway 101 and Siletz and resulted in three fatalities. Three accidents occurred between Siletz and Highway 20 and resulted in five fatalities. The fatality rate for the northern section is 6.85 fatalities per 100 million vehicle miles traveled, and the fatality rate for the southern section is 9.32 fatalities per 100 million vehicle miles traveled. The statewide average for this classification of facility is 3.30 fatalities per 100 million miles traveled. Clearly, the fatality rate for this highway is well above the statewide average rate. The following table summarizes the crash history for the highway.

TABLE 3-4
SR 229 Crash History Summary

	North Section	South Section
Accidents	59	38
ADT	1,000	4,200
Rate	1.347	0.708
State Rate	1.03	1.03
Fatal Accidents	3	3
Fatality Rate	9.319	6.849
State Fatality Rate	3.30	3.30

The majority of the portion of State Highway 229 between Kernville and the city of Siletz closely parallels the Siletz River and has many deficiencies that could contribute to crashes and particularly to fatalities. There are numerous horizontal and vertical curves associated with this

riverine alignment. Numerous horizontal curves are posted for speeds ranging from 45 mph down to 20 mph. The design speed for a highway of this classification should be 55 mph. Lane width varies from nine feet to 16 feet.

Much of the roadway lacks any paved shoulders as well as a gravel recovery area. The river side of the roadway generally has steep side slopes down to the river. Some of these areas lack guardrail. Other areas away from the river have steep fill slopes and no recovery area adjacent to the pavement and lack guardrail. Also, eight areas with inadequate sight distance have been identified.

Table 3-5 illustrates the crash history on US 101 between SR 18 north of Lincoln City and SR 20 in Newport. As the table shows, the major accident problem areas are in Lincoln City and Newport where traffic volumes are considerably higher and where there are more intersections/driveways per mile than in the rural sections. The two areas where the rate is the highest are around the N. Logan Road and NW 40th Street intersections in Lincoln City and in the commercial area of Newport north of the SR 20 intersection. In the urban areas, the crash rate for 2000 varies from 0.32 to 2.93 per million vehicle miles, both in the north Newport area. Rural sections of the Coast Highway varied from 0.14 (north of the SR 229 intersection) to 0.77 per million vehicle miles (Depoe Bay to Otter Rock).

TABLE 3-5
US 101 Crash Data at Selected Locations

Mile Post Start	Location From/To	2000 Crashes	Miles	Crashes/Million Vehicle Miles				
				2000	1999	1998	1997	1996
110.32	SR 18 to Lincoln City	3	1.49	.34	.95	1.15	.83	.47
111.81	NCL to Holmes Rd.	16	1.87	1.14	1.64	2.19	2.38	4.20
113.68	Holmes Rd. to S. 52nd St.	53	3.07	2.14	2.09	3.17	2.82	2.33
116.75	S. 52nd St. to Schooner Creek	12	1.42	1.21	1.72	1.66	1.49	1.25
118.17	Schooner Creek to SCL	2	.54	.63	1.01	1.03	.35	1.06
118.71	Lincoln City to SR 229	1	1.31	.14	.43	.29	.15	.67
120.02	SR 29 to Depoe Bay	6	6.31	.22	.63	.34	.30	.52
126.45	Depoe Bay	6	2.12	.77	.88	1.94	.39	1.03
128.57	Depoe Bay to Otter Rock	10	3.88	.77	.81	1.13	1.24	.70
132.45	Otter Rock to Newport	9	4.08	.35	.55	.42	.72	.41
136.53	NCL to NW Ocean View Dr.	5	1.11	.32	1.26	.64	.88	.94
137.64	NW Ocean View Dr to SR 20	58	2.73	2.93	2.96	3.46	4.18	4.09

Source: State of Oregon

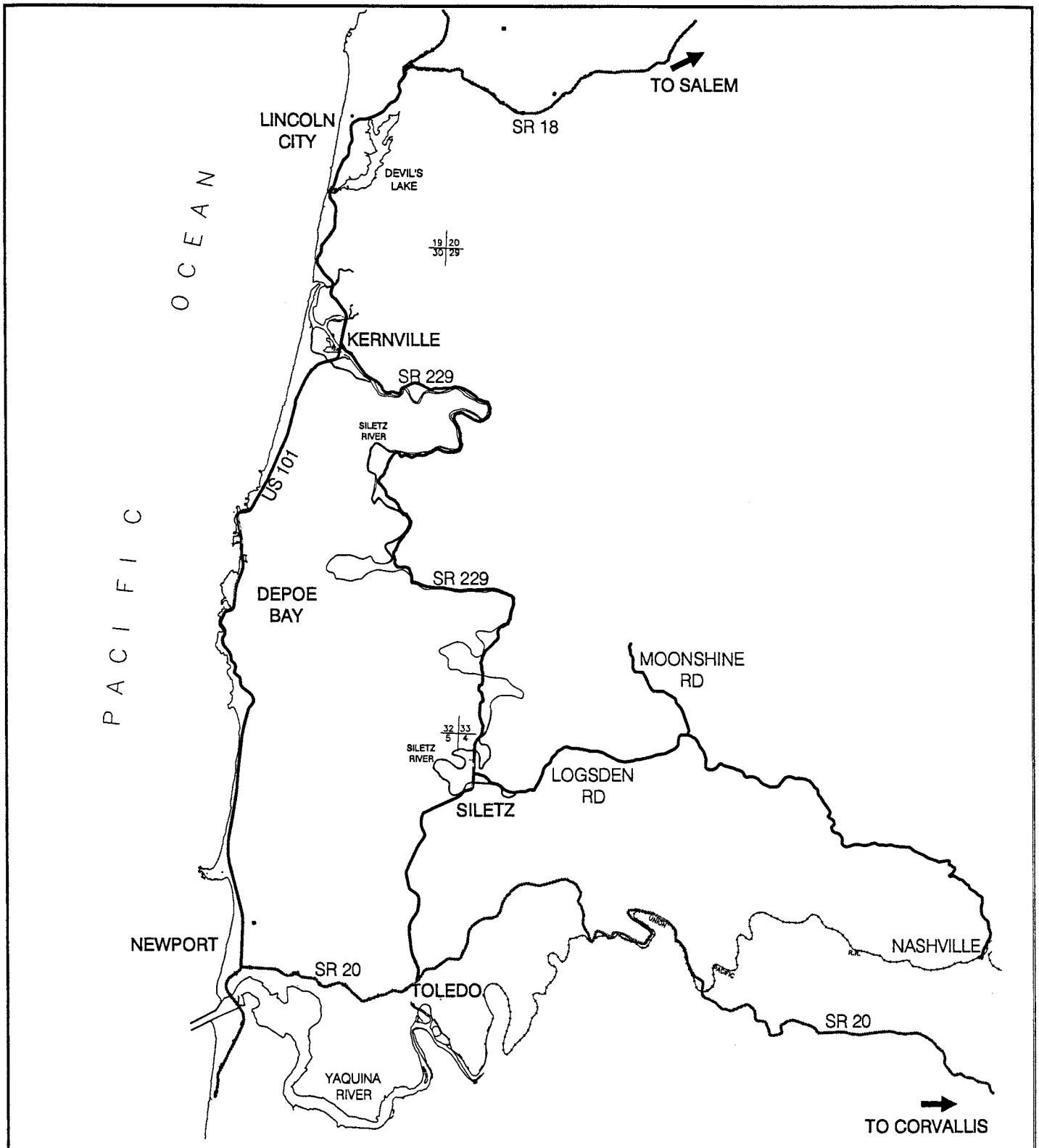
ROAD MAINTENANCE

Maintenance of IRR System roads is currently the responsibility of the agency that owns the road. The Tribe is presently responsible for maintaining 0.9 mile of BIA roads under the Tribe's Self-Governance Compact and an additional 1.8 miles of tribal roads serving tribal housing that were originally build with HUD funds. Since these 1.8 miles of roads are not yet on the BIA Road System, the Tribe does not currently receive funding for their maintenance from the BIA.

The BIA is obligated by CFR 25, Section 170 to maintain its system at a safe and satisfactory level based on the availability of funds and the road's as-built condition. Road maintenance funds are appropriated by Congress and allocated to the BIA separately from the Highway Trust Funds used for initial construction. These funds are part of the allocation to each Agency and are apportioned based on priorities determined by the tribes. Road maintenance funds are used to provide an optimal level of road maintenance at the least cost based on the road condition. Maintenance involves the preservation and repair of the entire roadway within the right-of-way under BIA jurisdiction.

The BIA road engineers work with the tribes to establish road maintenance priorities to determine the type and level of maintenance to be performed within the budgetary constraints. Maintenance priorities are frequently determined by weather or road conditions necessary to provide members of the community with safe access to and from their facilities. Emergency road conditions have the highest priority. These conditions include washouts, slides, and snow and ice control. Type of road and use determine other priorities. Also, funding for BIA maintenance is very limited, amounting to approximately 30% of actual need. As a result, nation-wide, the BIA has not been able to provide the level of maintenance that it would like.

Under the Transportation Equity Act for the 21st Century, 15% of the Highway Trust Funds can be used to provide seal coats for roads on the IRR System. In fact, roads should be seal coated at least every seven years in order to protect the public's investment.



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

T. 6-11 S R. 7-12 W W.M.

LEGEND

IRR SYSTEM ROAD

NON-IRR SYSTEM ROAD

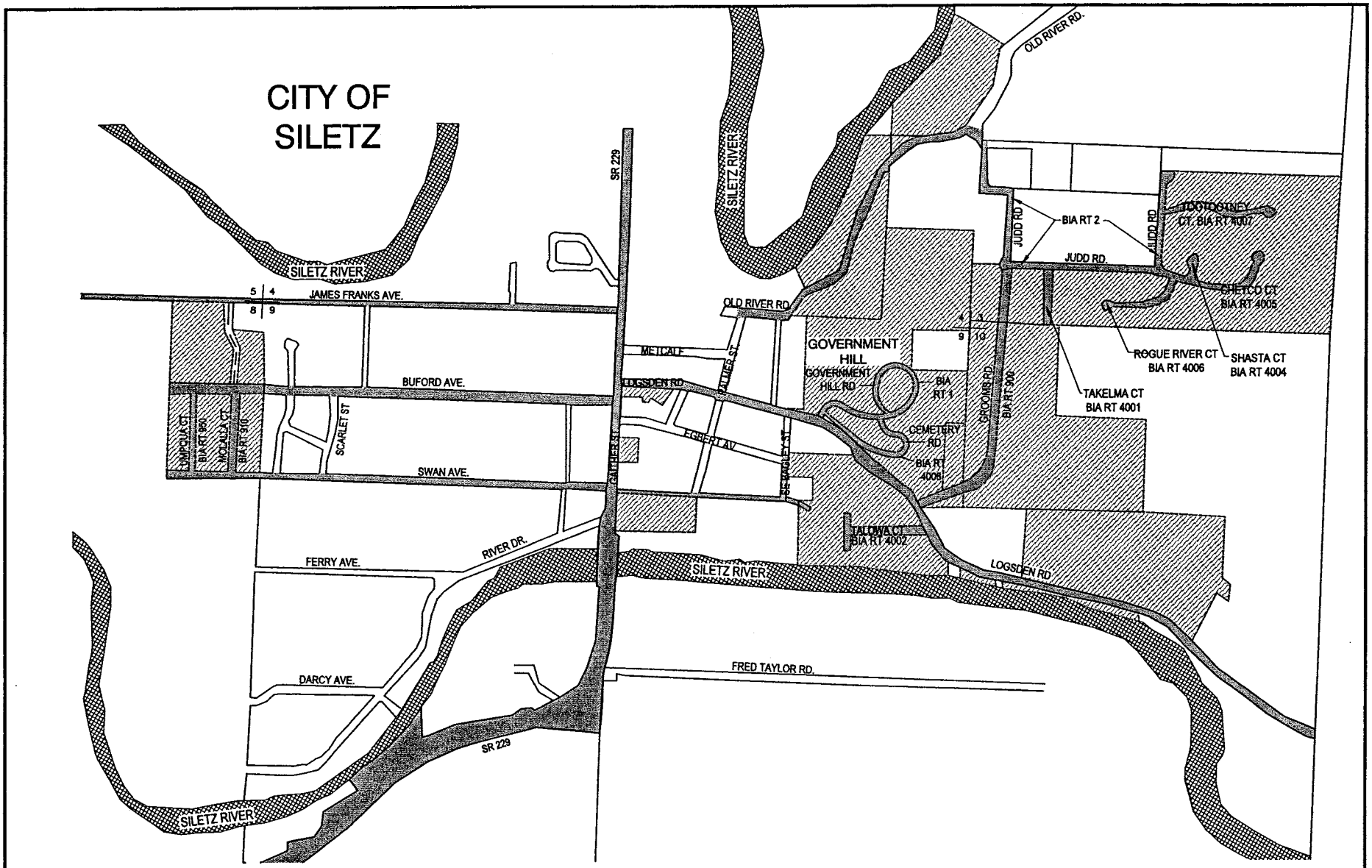
0 10,000' 20,000'

LINCOLN COUNTY, OREGON 03-12-03

FIGURE 3-1

EXISTING IRR SYSTEM

US 101, SR 229, MOONSHINE RD.,& LOGSDEN RD.



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

T. 10 S R. 10 W W.M.

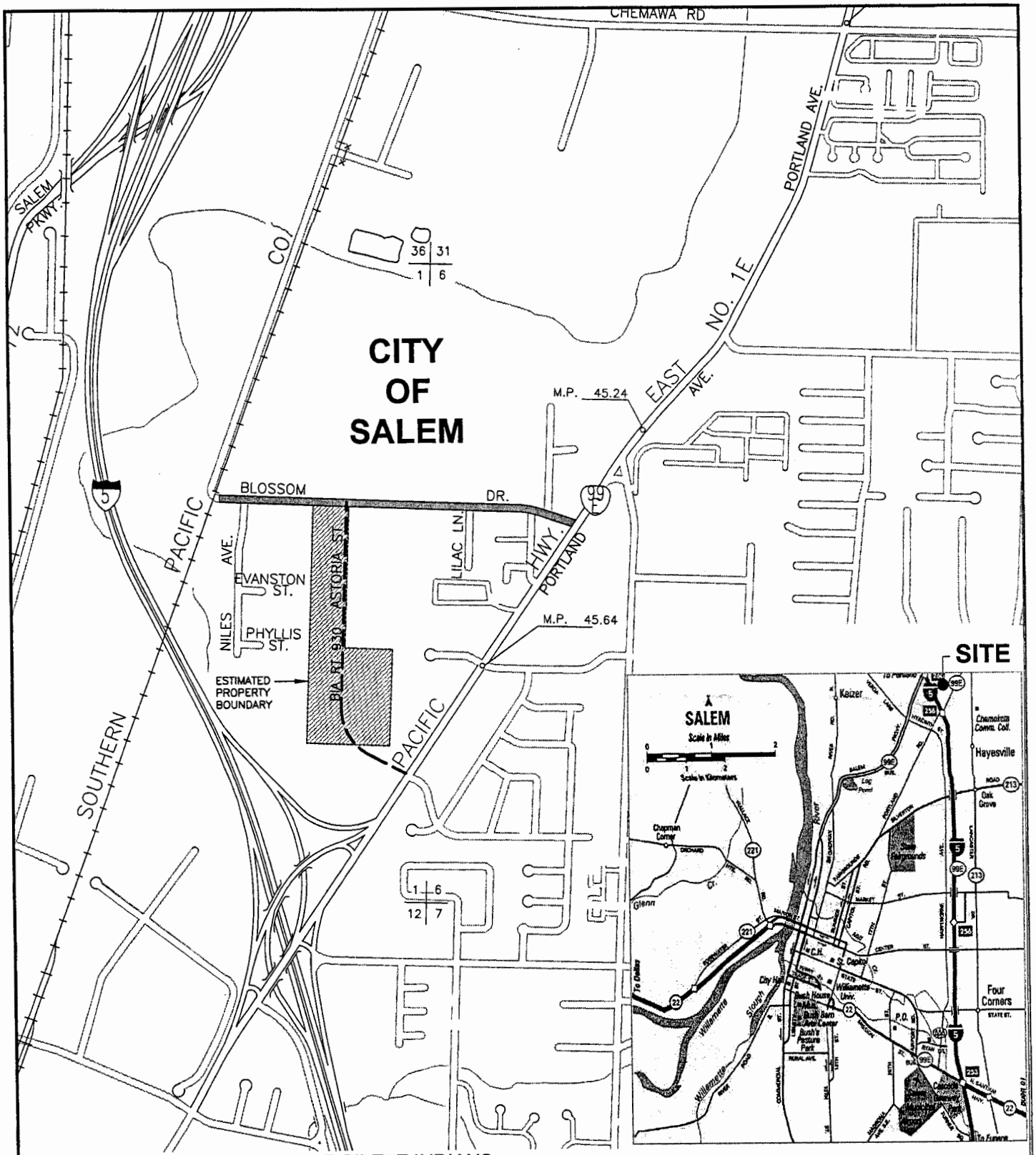
LEGEND

- IRR SYSTEM ROAD
- NON–IRR SYSTEM ROAD
- PROPOSED IRR SYSTEM ROAD

0 525' 1050'

LINCOLN COUNTY, OREGON 03–12–03

FIGURE 3-2
EXISTING IRR SYSTEM
Siletz Area Roads



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

T. 6-7 S R. 2-3 W W.M.

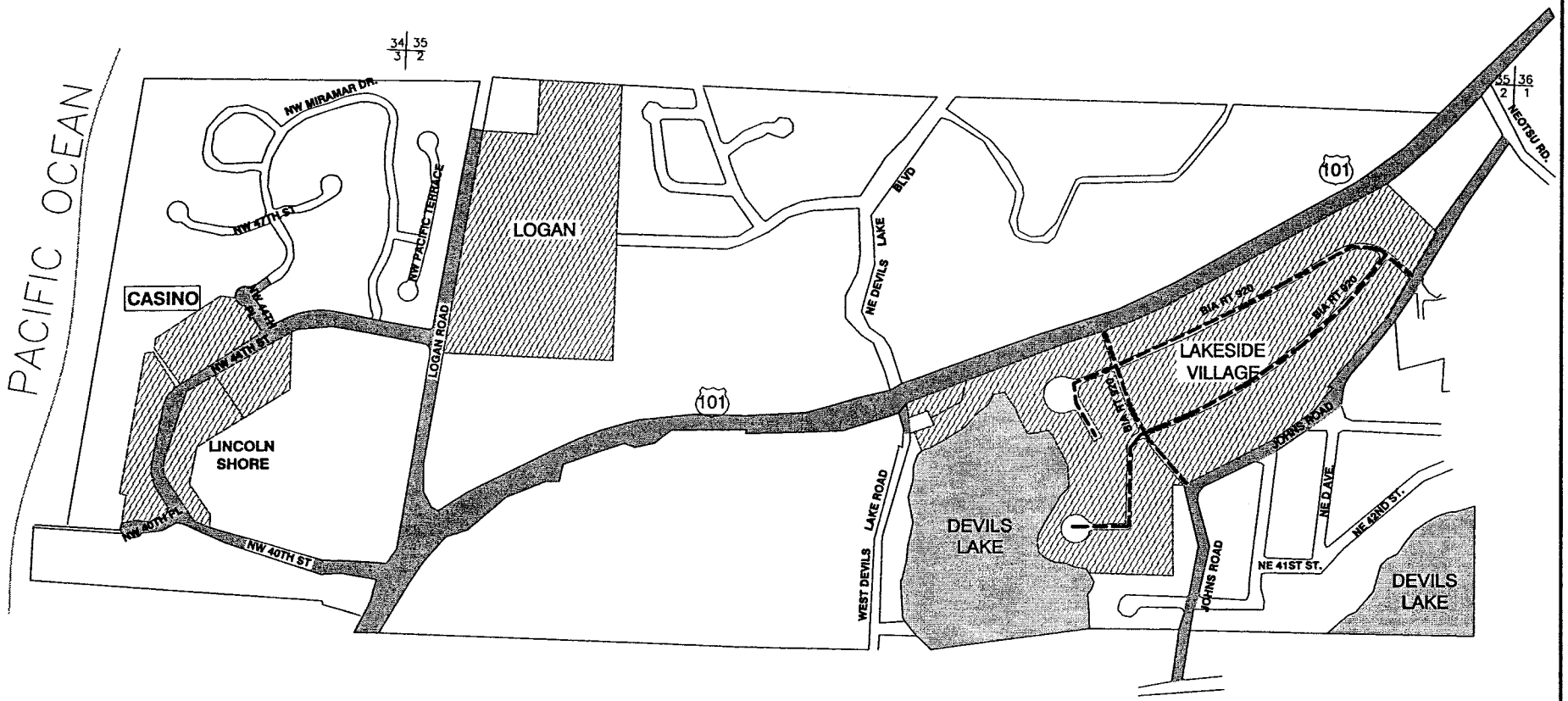
LEGEND

- IRR SYSTEM ROAD
- NON-IRR SYSTEM ROAD
- PROPOSED BIA ROAD

0 500' 1000'

MARION COUNTY, OREGON 03-12-03

FIGURE 3-3
EXISTING IRR SYSTEM
Salem Property



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

LEGEND

- IRR SYSTEM ROAD
- NON-IRR SYSTEM ROAD
- PROPOSED IRR SYSTEM ROAD

0 350' 700'

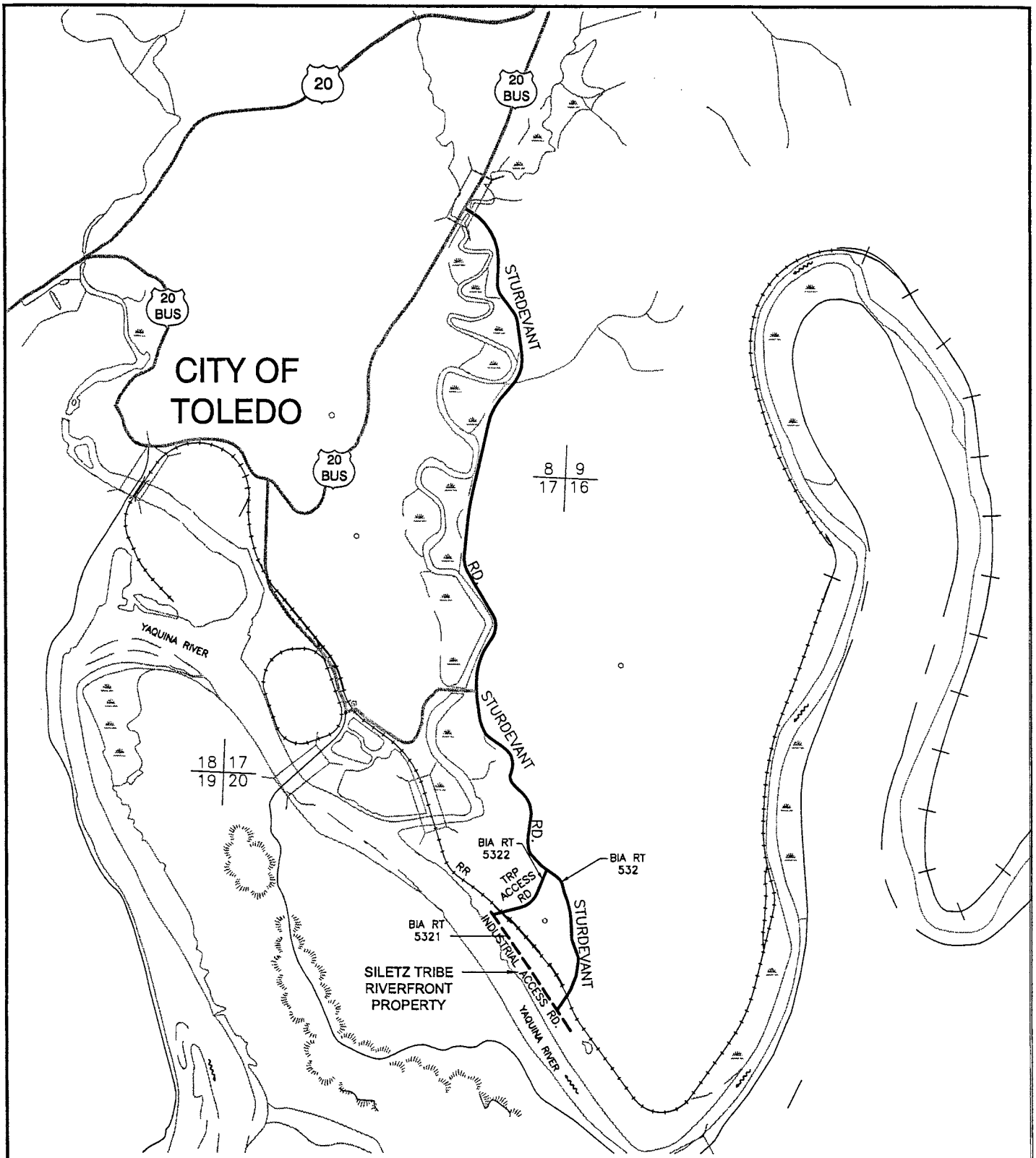
LINCOLN COUNTY, OREGON 03-12-03

T. 6-8 S R. 10-11 W W.M.

FIGURE 3-4

EXISTING IRR SYSTEM

Casino Site - Lakeside Village



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

T. 11 S R. 10-11 W W.M.

LEGEND

- IRR SYSTEM ROAD
- NON-IRR SYSTEM ROAD
- PROPOSED BIA ROAD

0 1000' 2000'

LINCOLN COUNTY, OREGON 03-12-03

FIGURE 3-5
EXISTING IRR SYSTEM
Toledo Riverfront Property

4

Transportation Plan

TRANSPORTATION PLAN 4

TRANSPORTATION NEEDS

Because tribal land holdings are fragmented, the Tribe has transportation needs in distinctly different locals. These include the cities of Siletz, Lincoln City, Salem, and Toledo as well as the SR 229 corridor that is the main access to tribal lands in and around Siletz. This corridor is also their main connection to Lincoln City where most of the Tribe's economic development has occurred and where there are more tribal employment opportunities. Specific needs for these locales follow.

Traffic Safety

Field observation and discussions with the tribal representatives and ODOT officials identified several traffic safety issues on IRR System roads. These are described as follows.

- **Siletz Highway (SR 229).** The Siletz Highway provides the basic access to the city of Siletz, to the tribal headquarters, and to tribal trust lands in and around Siletz. This highway is approximately 31.2 miles in length from Kernville (junction with US 101) to its southern terminus near Toledo (junction with SR 20). The city of Siletz is located about 7 miles north of the SR 20 junction.

  Since the Tribe constructed the Chinook Winds Casino in Lincoln City, over 70 tribal members have been commuting daily from Siletz to their jobs at the casino. This requires utilizing SR 229 from Siletz to Kernville. In general, this 24-mile section of road is narrow with numerous curves, is in poor condition, and is subject to problems of settlement and slides. There are numerous areas that need guardrail, and the travelway in some places is less than 19 feet in width. Also, depending on timber harvesting in the area, this highway can be periodically subjected to intensive use by log truck traffic, and it is periodically used as an alternate route if US 101 is closed between Lincoln City and Newport. Overall, there are numerous traffic safety problems along this section of the highway. As a result, the Tribe has identified this section of highway as one of their highest traffic safety concerns.

- **SR 229/SR 20 Intersection.** SR 229 has approximately 4,500 vehicles a day at this intersection. The SR 229 leg of the intersection is not at a 90-degree angle to SR 20 and is slightly offset from the south leg. As a result, turning westbound onto SR 229 is difficult because drivers must look over their shoulder in order to see oncoming traffic. The

intersection is not controlled by any signalization but has a flashing yellow warning light. Further compounding the issue is a second major intersection approximately a 0.1 of a mile to the west.

There is no obvious solution to improving the intersection because of potential realignment constraints and its proximity to the other intersection. A detailed traffic study needs to be undertaken for this and the adjacent intersection to determine what type of safety improvements will be feasible and effective. ODOT is aware of the situation, and as they continue to make improvements on SR 20 they will be looking at these intersections.

- **US 101/Neotsu Road.** ODOT and the Tribe have identified this intersection as a major traffic safety problem. The intersection is on a curve and has vertical sight distance problems. Correcting the problem would entail major reconstruction. Neotsu Road provides the primary access to the Tribe's proposed housing development on the Lakeside property. The road is also the primary access to the adjacent neighborhood. Development of the tribal property will significantly increase traffic at the intersection, possible as much as 1,400 additional trips per day. As a result, ODOT wants to eliminate the Neotsu Road/US 101 intersection. Current options include relocating the access to this neighborhood by establishing a new intersection about 0.3 of a mile to the west where sight distance is not an issue or creating a frontage road from Neotsu Road east to intersect with East Devils Lake Road.

  The first option would require the access road to go through the Tribe's proposed subdivision. In essence, this proposed road will split the Tribe's property into two sections. The second option would also involve a realignment of the East Devils Lake intersection with US 101 to a safer location. An area-wide traffic study is needed to determine the traffic impact of this proposed development on the surrounding road network and to identify the best long-term solution for accessing US 101. Interagency coordination will be a key element in this process.

Capacity Deficiencies

When evaluating the overall IRR System serving tribal lands, capacity deficiencies are not a major issue. Road and street in the Siletz community have no capacity problems, and none would be expected during the period of this plan. However, several of the city streets on the IRR System will need to be upgraded to current urban standards for safety and to improve their structural integrity. IRR System roads serving the Tribe's Toledo and Salem properties do not have capacity issues, and proposed improvements should address future capacity requirements.

US 101 is the only IRR System road where capacity problems can arise during the peak of the summer tourist season. Those problems would likely be most pronounced in Lincoln City near the Tribe's casino development and at the Lakeside property. ODOT has been making improvements to US 101 and will be continuing to do so to address the most critical areas.

Future Needs

Based on discussions with tribal officials, a variety of transportation needs were identified that are important to the social and economic growth of the tribal community. Basically, these needs center on road improvements and can be categorized into three basic areas as follows:

- **Housing Roads.** New roads will be necessary to support housing developments in Siletz and Lincoln City. The city of Siletz will always remain a high priority for developing tribal housing, since this is the historical center of tribal government, history, and culture. With recent housing development and tribal plans to expand that development on the west side of the city, some of the original city streets will need to be upgraded to urban standards. Most of the original city streets were constructed long ago and to very minimal standards.

  With the development of the Chinook Winds Casino in Lincoln City, the casino has become a major employment center for tribal members. Because of the distance between Siletz and Lincoln City, commuting time can easily be over an hour and involves contending with traffic congestion during the tourist season as well as driving a dangerous section of SR 229. As a result, the Tribe is planning to develop housing in Lincoln City to accommodate tribal members that work in that community.

- **Improvement of Existing Roads.** In order to support tribal economic development activities and additional public facilities, a number of existing roads will need to be upgraded to appropriate design standards in order to effectively and safely serve these developments. Development of the Toledo and the Salem properties will both involve upgrading existing roads to current standards for their appropriate functional classification. Also, as mentioned above, several city streets in Siletz will need to be upgraded to urban standards in order to effectively provide access to tribal facilities.

- **Safety Improvements to SR 229.** Although a high priority with the Tribe, realistically it must be recognized that overall improvement of the Siletz to Kernville section of SR 229 will be a long-term process—20-30 years or perhaps longer. This long-term time frame is based on certain realities, including low traffic volumes, minimal potential for any significant development in and around Siletz that would produce a significant increase in trips, and the fact that the State does not have enough funding to meet its present priorities on highways with far greater usage.

  Current traffic volumes on this section of the SR 229 corridor are very low for a rural highway—approximately 1,300 trips per day at Kernville, and at milepost 14 it is less than 300 per day. Capacity of the road is not an issue as the volume could be increased by several hundred percent without causing a capacity problem. Even at a 5% annual growth rate, which is extremely optimistic, it will take 15 years for traffic to double at Kernville and at 20 years the average daily traffic would be under 3,500 trips. With these low traffic volumes, particularly when compared to other state highways, it will be difficult to get improvements on SR 229 to ascend to the top of ODOT's priorities to be included in the State TIP.

With these difficulties in mind, the overall approach that was recommended in the *State Route 229 Corridor analysis and Improvement Program* was to work on implementing improvements in the short term that are specifically directed toward correcting traffic safety problems, particularly where groups of accidents have occurred. These are mostly small, low-cost projects that do not require a major funding commitment. By implementing these projects, traffic safety will improve which will be particularly beneficial to those who commute on this route on a daily basis. The one major factor that will help to raise the priority of these projects is the high accident rate on this section of the highway. The second part of the approach was to improve major sections of the highway on a project-by-project basis over the long term.

Transportation improvement projects have been developed in this Plan to address these basic needs. These projects have been described, implementation responsibilities have been identified where known, and a planning cost estimates provided. Projects have been divided into three future time frames based on expected implementation resulting from tribal prioritization and availability of funds. The time frames are short term (0-5 years), mid term (6-10 years), and long term (11-20 years).

SCHEDULED TRANSPORTATION IMPROVEMENT PROJECTS

There are presently four projects that have been scheduled for IRR System roads. These include Grooms Road, a BIA project that is now under construction, and three ODOT projects. According to ODOT representatives, there are three scheduled improvement projects on US 101 that are to be implemented between FY 2003 and FY 2006.

Lincoln County has no scheduled improvements for any IRR System roads. However, the County has indicated that the 2.0-mile gravel section of E. Logsden Road is a priority for upgrading. Because of the mountainous terrain, the estimated cost to improve this section to a paved surface is approximately $4.0 million; and therefore, it is unlikely that this project will be funded for some time. The city of Siletz also has no scheduled road improvements because of the lack of funds. It may be possible in the future that the City could access some state or federal funding and participate with the Tribe and BIA in improving and upgrading city streets on the IRR System.

The descriptions of the scheduled projects follow, and their location can be seen by project number on the maps located at the end of this chapter.

ODOT Projects

Project ID No. 10058: US 101, Spencer Creek Crossing. The existing bridge will be replaced, and the Highway may be realigned. The ODOT estimated cost for this project is $8.288 million, and it is scheduled for FY 2005. (The Draft 2007 STIP shows construction occurring in FY 2006)

Project ID No. 11859: US 101, Pavement Overlay, Lincoln City. US 101 will be overlayed from Otis Junction to the Siletz Highway (except between MP 112.78 and 115.56). The project will also include some sidewalk improvements. The ODOT estimated cost for this project is $2.124 million, and it is scheduled for design in FY 2004 and construction in FY 2005.

Project ID No. 12303: US 101, Widening and Bike Lane, Lincoln City. This project will widen US 101 to three lanes between MP 115.24 and 116.63 as well as providing a shoulder/bike lane. The ODOT estimated cost for this project is $2.976 million, and it is scheduled for FY 2005.

BIA Project

PROJECT NO. 1: BIA 900, Grooms Road, Construction. Grooms Road is currently under construction. This new 0.5-mile road will connect the tribal housing area east of Government Hill with E. Logsden Road, thus providing a second access to the Judd Road housing area. Additional tribal housing will be constructed along Grooms Road. The road will be a paved and will be approximately 30 feet wide. The BIA has estimated the cost of this project to be $1.29 million.

PROPOSED TRANSPORTATION IMPROVEMENT PROJECTS

Besides the scheduled projects, 22 additional transportation improvement projects have been identified. The following summaries describe recommended transportation improvement projects. Locations of the projects are shown by project number on the figures at the end of this chapter.

It should be kept in mind that as transportation projects are further refined in the future, they may vary from the described projects in this plan. This is to be expected, since at the time of design better information will be available. The intent of this plan is to address a need with an improvement project of appropriate scale and to develop a magnitude of cost that can be used for planning and budgeting purposes.

Estimated costs for road projects have been developed utilizing the unit costs in Appendix A which represent general construction costs for western Oregon in 2002. In some instances, a reduction in a cost category will occur when a road is being reconstructed to recognize that a road already exists as opposed to a completely new road. Therefore, some costs, such as site preparation, will not be as much as a new road. As a result, 25%, 50%, or 75% of new construction costs are utilized to reflect this situation.

In the future, costs in Tables A-3, A-4, and A-5 can be updated using the *Engineering News Record* index for this region. This periodical can be found at any major library. Another method that can be used to update costs is to consult with the county Public Works Department and with

ODOT to determine what percentage these agencies are utilizing for inflating road construction costs.

The following improvement projects deal with capital improvements and not maintenance functions, such as filling potholes, replacing signing, re-striping, and snow removal. Also, chip seals are not included as they are a reoccurring maintenance activity that is usually accomplished on a 5-7 year cycle depending on road usage.

Short-Term Projects (0-5 years)

The following projects are anticipated by the Tribe to be implemented in the next five-year period. They address several traffic safety concerns and provide for new roads and upgraded roads to serve proposed tribal developments in Siletz, Toledo, Lincoln City, and Salem.

PROJECT NO. 2: BIA 910, Molalla Ct. Extension, Construction. The Tribe is planning to extend Molalla Court north between Buford Road and James Frank Road. This 0.2-mile road will serve proposed tribal facilities, including the tribal Child Care Facility and the proposed tribal Education Enhancement Center. The road would be 32 feet in width with 22 feet of paved travelway and 5-foot paved shoulders (Urban Design Guideline No. 7: Urban Local). The city of Siletz has indicated that it will include this project in its Small City Allotment proposal to the State. The estimated cost of this project is $184,000 and would likely be shared between the Tribe, City, and the BIA.

• Site Preparation	$ 12,000
• Drainage	24,000
• Aggregate	40,000
• Asphalt Paving	44,000
• Sidewalks (both sides)	11,000
• Traffic Control	5,000
Subtotal	**$ 141,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	43,000
TOTAL ESTIMATED COST	**$ 184,000**

PROJECT NO. 3: BIA, 920, Lakeside Village Subdivision Roads, Construction. The Tribe has purchased property along US 101 in Lincoln City. This 37-acre parcel is situated at the north end of Devils Lake and is in proximity to the Tribe's Chinook Winds Casino. The Tribe is in the process of placing the land in trust and intends to construct a residential development. The exact layout for the housing development has not yet been determined. As a result, at the time of the subdivision design, when the final layout is know, this road project should be revised to reflect the subdivision design, and the roads appropriately numbered for each street.

Also, at a meeting with ODOT and the Tribe, it was determined that ODOT wants to eliminate the intersection of US 101 and Neotsu Road, which presently is a dangerous intersection but provides the primary access to the site and surrounding neighborhood. Instead, ODOT and Lincoln City have identified two potential options. One would require a new access road to be

developed between Johns Road and US 101 through the Tribe's property. The other option would be to develop a frontage road from Neotsu to East Devils Lake Road along with relocating the East Devils Lake Road/US 101 intersection to the west to a more suitable location to improve traffic safety. This option would have the advantage of eliminating the Neotsu Road intersection without having to replace it, although this option may be more difficult to implement.

ODOT also indicated that when the subdivision is designed the use of soundwalls along US 101 needs to be evaluated not only for sound mitigation but also to prevent glare from headlights.

At present, it is estimated that approximately 1.1 miles of new internal roads will be needed to serve the housing. These roads would be 32 feet in width with curbs, gutters and sidewalks (Urban Design Guideline No. 8: Urban Local). This would represent Part A of the project.

Part B of the project would be the new connector road between US 101 and Johns Road. This 0.15-mile road would be 48 feet in width to allow for left-turn lanes and bicycle paths on the shoulders (Urban Design Guideline No. 19: Urban Minor Arterial). Sidewalks would be provided on both sides.

The estimated cost of this project would be $1,464,000 plus and additional $20,000 for a traffic impact study. Funding for the traffic study and the road improvements will likely be some type of joint effort that could involve HUD, BIA, ODOT, Lincoln City, Lincoln County, and the Tribe.

Part A: Internal Housing Access Roads (1.1 mile estimated)

• Site Preparation	$ 65,000
• Drainage	158,000
• Aggregate	234,000
• Asphalt Paving	255,000
• Sidewalks (both sides)	117,000
• Traffic Control	27,000
Subtotal	**$ 856,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	257,000
TOTAL ESTIMATED COST	**$ 1,113,000**

Part B: US 101 to Johns Road, New Intersection and Access Road (0.15 mile estimated)

• Site Preparation	$ 12,000
• Drainage	24,000
• Aggregate	51,000
• Asphalt Paving	62,000
• Sidewalks (both sides)	16,000
• Left-Turn lane on US 101	100,000
• Traffic Control	5,000
Subtotal	**$ 270,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	81,000
TOTAL ESTIMATED COST	**$ 351,000**

PROJECT NO. 4: NE Johns Road, Reconstruction. NE Johns Road is contiguous to the south side of the Tribe's Lakeside Village property and will eventually provide access to housing that the Tribe proposes to construct on the site. NE Johns Road also provides the only access to housing areas south of the tribal property. This paved road is currently about 20 feet in width, with no shoulders, and is in poor condition. The road needs to be reconstructed to an urban section with a wider travelway and additional width for on-street parking. It is recommended that the road be widened to 36 feet with 22 feet of travelway and 7-foot shoulders for parking (Urban Design Guideline No. 9: Urban Local). The estimated cost of reconstruction of 0.6 mile of road is $580,000. Funding will likely come from the Tribe and others, such as HUD and other property owners.

• Site Preparation (50%)	$ 19,000
• Drainage	90,000
• Aggregate	73,000
• Asphalt Paving	167,000
• Asphalt Grinding	18,000
• Sidewalks (both sides)	64,000
• Traffic Control	15,000
Subtotal	**$ 446,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	1134,000
TOTAL ESTIMATED COST	**$ 580,000**

PROJECT NO. 5: BIA 5322, Toledo Riverfront Property Access, Road, Reconstruction. This existing access road provides access from Sturdevant Road to the lower portion of the Tribe's industrial site. This 71-acre site was previously used for a lumber mill, and the Tribe intends to make improvements to market the property as an industrial park. The paved access road is currently 20 feet in width, has no shoulders, and is in poor condition. In order to adequately handle truck traffic, reconstruction of this road would involve widening the road to 30 feet with 24 feet of travelway and 3-foot shoulders (Urban Design Guideline No. 6: Urban Local). The estimated cost of this 0.2-mile project is $177,000 and would be the responsibility of the Tribe.

• Site Preparation (33%)	$ 13,000
• Drainage	7,000
• Aggregate	19,000
• Asphalt Paving	41,000
• Rail Crossing Upgrade	50,000
• Traffic Control	6,000
Subtotal	**$ 163,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	41,000
TOTAL ESTIMATED COST	**$ 177,000**

PROJECT NO. 6: BIA 5321, Toledo River Property Industrial Road, Construction. As part of the preparation of the site for utilization as an industrial park, a new 0.4-mile road will be

required that will parallel the railroad tracks on the lower portion of the site. It is recommended that the road be an urban section that is 34 feet in width with 24 feet of travelway and one 10-foot paved shoulder (Urban Design Guideline No. 8: Urban Local) to allow for parking trucks and other large vehicles on one side of the road. The road would likely have cul-de-sacs at both ends. The estimated cost for this project is $328,000 and would be a jointly funded by the Tribe and the BIA.

• Site Preparation (25%)	$ 6,000
• Drainage	58,000
• Aggregate	85,000
• Asphalt Paving	93,000
• Traffic Control	10,000
Subtotal	**$ 252,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	76,000
TOTAL ESTIMATED COST	**$ 328,000**

PROJECT NO. 7: BIA 930, Astoria Street, (formerly Salem RV Park Roads), Construction. The Tribe owns two contiguous properties in Salem that most likely will be developed for major commercial use. These properties are located between US 99E and Blossom Drive NE. It is anticipated that approximately 0.5 mile of new road will be required to connect to these roads in order to provide appropriate long-term access to the properties. It is recommended that a 40-foot road be constructed to allow for two travel lanes and a center left-turn lane (Urban Design Guideline No. 16: Urban Minor Arterial). The estimated cost of this project is $697,000. Since this road would also serve other parcels, it is likely that the cost would be shared by the Tribe (or site developer), the BIA, and other property owners.

• Site Preparation	$ 36,000
• Drainage	124,000
• Aggregate	142,000
• Asphalt Paving	167,000
• Sidewalks (both sides)	53,000
• Traffic Control	14,000
Subtotal	**$ 536,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	161,000
TOTAL ESTIMATED COST	**$ 697,000**

PROJECT NO. 8: Blossom Drive NE, Section 10, Widening. Blossom Drive provides access to tribal land parcels in Salem. These parcels are to be developed for commercial use. Section 10 of Blossom Drive is currently a 32-foot wide road with 24 feet of paved travelway and one 8-foot shoulder on the north side. This portion of Blossom Drive, which is contiguous to tribal-owned property, needs to be widened with an 8-foot shoulder on the south side to provide 40 feet of roadway to allow for left-turn lanes to access adjacent properties (Urban Design Guideline No. 16: Urban Minor Arterial). The estimated cost of this 0.3-mile project is $214,000. This cost would most likely be shared by the Tribe (or site developer), the BIA and other property owners.

• Site Preparation (25%)	$ 6,000
• Drainage (50%)	23,000
• Aggregate (25%)	22,000
• Asphalt Paving (25%)	26,000
• Sidewalks (both sides)	32,000
• Traffic Control	5,000
Subtotal	**$ 164,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	50,000
TOTAL ESTIMATED COST	**$ 214,000**

PROJECT NO. 9: Blossom Drive NE, Section 20, Reconstruction. This section of Blossom Drive is east of the tribal property and provides access directly to US 99E and is currently a 24-foot wide road with no shoulders. This portion of Blossom Drive needs to be reconstructed and widened with 8-foot shoulders (Urban Design Guideline No. 16: Urban Minor Arterial). This 40-foot width will allow for left-turn lanes to be installed at the intersection with US 99E and elsewhere as needed. The estimated cost of this 0.3-mile project is $348,000.

• Site Preparation (75%)	$ 16,000
• Drainage	45,000
• Aggregate (75%)	64,000
• Asphalt Paving	101,000
• Sidewalks	32,000
• Traffic Control	9,000
Subtotal	**$ 267,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	81,000
TOTAL ESTIMATED COST	**$ 348,000**

PROJECT NO. 10: BIA 4008, Cemetery Road, Upgrade. This road is currently a single lane, 10-foot wide gravel road on Government Hill. This road serves the tribal cemetery and a tribal maintenance facility. The road loops from Government Hill Road at the cemetery back to Government Hill Road near its intersection with E. Logsden Road. Since this is a low volume road, it is recommended that it remain as a 10-foot wide, single lane road with gravel turnouts where appropriate. It is further recommended that a 3-inch leveling coarse of crushed aggregate base be applied as well as a 2-inch layer of asphaltic concrete. (In January 2002, the Tribe applied additional aggregate to this road.) No shoulder or drainage work is required. The estimated cost of this 0.4-mile project is $54,000 and would be the responsibility of the Tribe and BIA.

The Tribe is currently considering the construction of a gravel driveway to the maintenance facility from Grooms Road when the road construction is completed. Over the long term, the Tribe plans to relocate the maintenance facility.

• Site Preparation	$ 0
• Drainage	0
• Aggregate	23,000
• Asphalt Paving	25,000
• Traffic Control (traffic control signs)	1,000
Subtotal	**$49,000**
• Cont., Eng., Admin, Legal, Environ. (10%)	5,000
TOTAL ESTIMATED COST	**$54,000**

PROJECT NO. 11: SR 229, Siletz Highway, Safety Improvements, Phase 1. The August 2002 report titled *State Route 229 Corridor Analysis and Improvement Program* prepared for the Confederated Tribes of Siletz Indians recommends a variety of improvement projects to upgrade this highway and improve overall traffic safety. Historically, this route is very low on the State's priority list for improvements because of low traffic volumes and more critical needs elsewhere that far exceed available funding. As a result, the Siletz Highway only gets emergency attention. Even though state funding is limited, the Tribe would like to work jointly with ODOT and the BIA to fund some of the lower cost traffic safety improvements as outlined in the corridor report. These types of projects could include improving site distance at critical locations, installing guardrail, and improving bridge approaches.

For purposes of this plan, it is assumed that a $50,000 funding package can be implemented sometime in the next five years to address a group of these traffic safety improvements. The exact projects will need to be determined with ODOT based on the type of funding programs that are available and on the overall amount of funding that can be secured. It is also recommended that the Tribe and ODOT work together to see if the route can be designated as a "Scenic Byway", in order to access additional federal funds.

Mid-Term Projects (6-10 years)

The following mid-term projects focus primarily on upgrading existing roads in various locations as well as applying asphaltic concrete overlays on existing paved roads to maintain their structural integrity and to extend their lifespan.

PROJECT NO. 12: West Devils Lake Road Reconstruction. The west side of the Tribe's Lakeside Village property fronts on West Devils Lake Road, which is currently approximately 24 feet in width and is in fair condition. This road not only provides access to the western portion of the tribal property but also provides an alternative to US 101 for accessing other residential areas in Lincoln City. As a result, the road will need to be widened to handle additional traffic volumes. It is recommended that this section be 36 feet in width with 24 feet of travelway and 6-foot paved shoulders to accommodate bike lanes. In addition, a left-turn lane needs to be included at the intersection of US 101. The estimated cost of this 0.1-mile project is $166,000 and would be jointly funded by the Tribe and BIA.

The city of Lincoln City is interested in potentially developing a second access route to Logan Road (and the Chinook Winds Casino) by extending 44th Avenue east. This would allow traffic to go north at the Devils Lake Blvd./West Devils Lake Road/US 101 intersection to reach Logan Road thereby avoiding the Logan Road/US 101 intersection, which the City reports is over capacity. If this option were to occur in the future, this project (West Devils Lake Road Reconstruction) may need to be redefined, since the importance of this intersection may change.

• Site Preparation (50%)	$ 4,000
• Drainage	15,000
• Aggregate (50%)	13,000
• Asphalt Paving	28,000
• Asphalt Grounding	4,000
• Left-Turn Lane	60,000
• Traffic Control	3,000
Subtotal	**$ 127,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	39,000
TOTAL ESTIMATED COST	**$ 166,000**

PROJECT NO. 13: BIA 532, SE Sturdevant Road, Section 10, Reconstruction. The southern most section of Sturdevant Road in on the Tribe's Toledo Riverfront property and provides additional access to the lower portion of the property that the Tribe intends to develop for commercial/industrial uses. As the site is developed, this section of road will need to reconstructed and widened from its current 18-foot width to 30 feet in order to adequately handle truck traffic (Rural Guideline No. 11: Rural Local). The estimated cost of this project is $251,000 and would be jointly funded by the Tribe and BIA.

• Site Preparation	$ 25,000
• Drainage	7,000
• Aggregate	38,000
• Asphalt Paving	61,000
• Railroad Crossing Upgrade	50,000
• Traffic Control	12,000
Subtotal	**$ 193,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	58,000
TOTAL ESTIMATED COST	**$ 251,000**

PROJECT NO. 14: Buford Avenue, Reconstruction. Buford Avenue provides access from SR 229 to tribal housing and to tribal facilities on the west side of Siletz. With the exception of the west section (section 10), which has just been reconstructed by the Tribe, this paved road is approximately 22 feet in width and is currently in good condition. In order to adequately serve the tribal developments and the other residential development, the road needs to be widened to 32 feet to match the western section (Urban Design Guideline No. 7: Urban Local). This 0.5-mile project is estimated to cost $402,000 and would be jointly funded by the Tribe and BIA.

• Site Preparation (50%)	$ 14,000
• Drainage	71,000
• Aggregate	50,000
• Asphalt Paving	109,000
• Sidewalks	53,000
• Traffic Control	12,000
Subtotal	**$309,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	93,000
TOTAL ESTIMATED COST	**$402,000**

PROJECT NO. 15: SR 229, Siletz Highway, Safety Improvements, Phase 2. Again for purposes of this plan, it is assumed that a $50,000 funding package can be implemented sometime during the mid-range period as a continuation of those traffic safety projects implemented in Phase 1. As outlined in the SR 229 corridor report, these types of projects could include improving site distance at critical locations, installing guardrail, and improving bridge approaches. The exact projects will need to be determined with ODOT based on the type of funding programs that are available and on the overall amount of funding that can be secured. Tribal and BIA participation are potentially possible.

PROJECT NO. 16: Mid-Term Overlays. It is assumed, with the exception of recently constructed roads, all paved roads will receive an asphaltic concrete overlay within a 20-year period in order to maintain the structural integrity of the road. Those roads that will likely need an overlay within the mid-term are shown by ownership. Cost includes a 1-1/2- inch asphaltic concrete lift, re-striping, and 5%-10% for contingency/administrative depending on the size of the project. Also, all rural overlays include 2 feet of aggregate on each side to protect the edge of pavement. These costs represent general planning budgets and not necessarily individual projects. Some roads may be done in phases while others, such as BIA roads, may be grouped into a single project for economy of scale.

BIA

• BIA 1, Government Hill Road (0.35 mi. urban rd.)	$ 29,000
• BIA 2, Judd Road (0.6 mi. urban/rural rd.)	$ 54,000
• BIA 4004, Shasta Court (0.05 mi. urban rd.)	$ 6,000
• BIA 4005, Chetko Court (0.2 mi. urban rd.)	$ 16,000
• BIA 4006, Rogue River Court ((0.1 mi. urban rd.)	$ 9,000
TOTAL BIA	**$114,000**

Lincoln County

• SE Sturdevant Road, (0.7 mi. rural rd.)	$ 59,000

Long-Term Projects (11-20 years)

The projects identified for this time period are primarily improvements to city streets in Siletz that need to be upgraded to appropriate urban standards. Additional asphaltic concrete overlays are also identified.

PROJECT NO. 17: Swan Avenue (Section 20) Widening. Swan Avenue provides access from SR 229 to tribal housing on the west side of Siletz. With the exception of the west section (section 10), which has just been reconstructed by the Tribe, this paved road is approximately 28 feet in width and is currently in fair condition. In order to adequately serve the tribal developments and other city residential development, the road needs to be widened to 32 feet to match the western section (Urban Design Guideline No. 7: Urban Local). This 0.5-mile project is estimated to cost $402,000 and would be jointly funded by the Tribe and BIA.

• Site Preparation	$ 14,000
• Drainage	71,000
• Aggregate	50,000
• Asphalt Paving	109,000
• Sidewalks (both sides)	53,000
• Traffic Control	12,000
Subtotal	**$ 309,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	93,000
TOTAL ESTIMATED COST	**$ 402,000**

PROJECT NO. 18: Swan Avenue (Section 40) Widening. This section of Swan Avenue is just east of the tribal center. It is currently 18 feet in width and provides access from SR 229 to housing and to a tribal park. The road needs to be widened to approximately 28 feet to match the western section (Urban Design Guideline No. 6: Urban Local). This 0.15-mile project is estimated to cost $127,000 and would be jointly funded by the Tribe and BIA.

• Site Preparation	$ 4,000
• Drainage	21,000
• Aggregate	22,000
• Asphalt Paving	31,000
• Sidewalks (both sides)	16,000
• Traffic Control	3,000
Subtotal	**$ 97,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	30,000
TOTAL ESTIMATED COST	**$ 127,000**

PROJECT NO. 19: BIA 9994, Swan Avenue (Section 50) Widening. The easternmost section of Swan Avenue accesses the tribal Dance House. It is currently a 10-foot wide gravel road in poor condition. This project would widen the 0.05-mile section to 18 feet of paved roadway (Urban Guideline No. 1: Urban Local) to allow two vehicles to pass. The estimated cost of this project is $29,000 and would be jointly funded by the Tribe and the BIA.

• Site Preparation	$ 1,000
• Drainage	7,000
• Aggregate	6,000
• Asphalt Paving	7,000
• Traffic Control	1,000
Subtotal	**$ 22,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	7,000
TOTAL ESTIMATED COST	**$ 29,000**

PROJECT NO. 20: James Frank Road Widening. James Frank Road provides access from SR 229 to tribal housing and to tribal facilities on the west side of Siletz. This paved road is approximately 22 feet in width and is currently in poor condition. In order to adequately serve the tribal development and the other residential development, the road needs to be widened to 32 feet (Urban Design Guideline No. 7: Urban Local). This 0.9-mile project is estimated to cost $725,000 and would be jointly funded by the Tribe and BIA.

• Site Preparation	$ 26,000
• Drainage	127,000
• Aggregate	90,000
• Asphalt Paving	197,000
• Sidewalks (both sides)	96,000
• Traffic Control	21,000
Subtotal	**$ 557,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	168,000
TOTAL ESTIMATED COST	**$ 725,000**

PROJECT NO. 21: SE Bagley Street Widening. Bagley Street is contiguous to the west side of the tribal park (east end of Swan Avenue). Currently, this is a paved road in fair condition that is approximately 20 feet in width with no shoulders. The road needs to be upgraded and widened to urban standards of approximately 32 feet (Urban Design Guideline No. 7: Urban Local). This 0.1-mile project is estimated to cost $84,000 and would be jointly funded by the Tribe and BIA.

• Site Preparation	$ 3,000
• Drainage	15,000
• Aggregate	10,000
• Asphalt Paving	22,000
•	11,000
• Traffic Control	3,000
Subtotal	**$ 64,000**
• Cont., Eng., Admin, Legal, Environ. (30%)	20,000
TOTAL ESTIMATED COST	**$ 84,000**

PROJECT NO. 22: SR 229, Siletz Highway Upgrade, Phase 3. Over a 20-year period, it would be desirable to upgrade a section of the Siletz Highway. In addition to specific traffic safety improvements, the SR 229 corridor study also recommended sections for roadway reconstruction, both 3R reconstruction and full reconstruction to AASHTO standards. For purposes of this plan, it is assumed that $500,000 could be funded to implement a highway section improvement. ODOT would have primary funding responsibility.

PROJECT NO. 23: Long-Term Overlays. It is assumed, with the exception of recently constructed roads, all paved roads will receive an asphaltic concrete overlay within a 20-year period in order to maintain the structural integrity of the road. Those roads that will likely need an overlay in the long-term are shown by ownership. Cost includes a 1-1/2- inch asphaltic concrete lift, re-striping, and 5%-10% for contingency/administrative depending on the size of the project. Also, all rural overlays include 2 feet of aggregate on each side to protect the edge of pavement. These cost represent general planning budgets and not necessarily individual projects. Some roads may be done in phases while others, such as BIA roads, may be grouped into a single project for economy of scale.

BIA

- BIA 4007, Tootootney (0.2 mi. urban rd.) $ 16,000
- BIA 4001, Takelma Ct. (0.1 mi. urban rd.) $ 9,000
- BIA 4002, Talowa Ct. (0.1 mi. urban rd.)$ 9,000

TOTAL BIA $ 34,000

Lincoln County

- E. Logsden Road (8.3 mi. rural rd.) $ 865,000
- Moonshine Road (3.9 mi. rural rd.) $ 339,000
- Old River Road (0.5 mi. rural rd.) $ 43,000
- SE Sturdevant Road (1.7 mi. rural rd.) $ 171,000

TOTAL LINCOLN COUNTY $1,418,000

ODOT

- US 101 (20 mi. @ average 50-ft. width) **$2,480,000**

SUMMARY OF PROJECT COSTS

All scheduled and proposed projects described in the Plan total over $25.6 million. The costs represent capital improvement cost and do not include any ongoing maintenance costs. Approximately $18.8 million is estimated for short-term project, $1.0 million for mid-term project, and $5.8 million for long-term projects.

Although it is very difficult to predict exactly how funding will be split on many of these projects, some general conclusions can be made.

- ODOT has approximately $13.4 million in scheduled projects. Another $3 million have been proposed in the Plan (primarily overlays)

- Lincoln County roads will likely need about $1.5 million in overlays.

- The BIA will be responsible for $150,000 in overlays and $1.3 million for construction of Grooms Road.

- The BIA and Tribe will jointly fund about $1.9 million in projects. The amount each will contribute is unknown.

- The Tribe and others (could include HUD, BIA, private developers, etc.) will fund about $4.1 million in projects. Again, the amount of contribution from various sources is unknown.

- Private developers or private land owners will be responsible for approximately $350,000 in projects.

PUBLIC ROAD SYSTEM CHANGES

Until early 2002, the BIA Road System for the Siletz Reservation totaled approximately 0.9 mile. During FY 2002, this road system was expanded to 4.3 miles. This increase was composed of proposed roads (Construction Need 4 roads). This plan calls for the addition of another 1.8 miles of existing roads to the BIA Public Road System and another 0.5 mile of proposed road for a total of 6.55 miles. Existing roads to be added to the BIA Public Road System include:

- Molalla Court (0.1 mile)
- Umpqua Court (0.1 mile)
- Shasta Court (0.1 mile)
- Chetco Court (0.1 mile)
- Rogue River Court (0.1 mile)
- Tootootney Court (0.1 mile)
- Takelma Court (0.1 mile)
- Cemetery Road (0.4 mile)
- Talowa Court (0.1 mile)
- Swan Avenue (Section 50) (0.05 mile)
- Sturdevant Road (Section 10) (0.35 mile)
- Toledo Riverfront Property Access Road (0.2 mile)

PRIORITIZATION AND IMPLEMENTATION

Shown below is the current tribal priority list for the short-term improvement projects. It is important to understand that project implementation probably won't occur in the same order as project priorities. Permitting, environmental studies, fee to trust process, and the availability of funding for development projects are all variables that affect implementation timing. Also, some projects may be grouped together for economy of scale for construction bidding.

Tribal priorities will change over time and need to be reviewed annually. Because priorities will likely change, the Tribe did not feel that it was prudent to try to prioritize projects past the short term. As priorities change, the Tribe needs to pass a new resolution with a new attached priorities list and include them in an appendix as an amendment to the Plan. The resolution and the list also need to be submitted to the BIA Northwest Regional Office, Branch of Roads.

In the listing of priorities below, several development projects involve more than one road improvement project and these will need to be implemented simultaneously. For example, the Lakeside Subdivision fronts on NE Johns Road, and any development of the site will require improvements to this road as well. The same is true for the Toledo Riverfront Property and the Salem property. Also, it is likely that these major developments will be phased, and development will extend into the mid term time frame.

Short-Term Project Priorities (0-5 years)

Priority No. 1.	Project No. 1: BIA Rt. 900, Grooms Road, Construction
Priority No. 2.	Project No. 7: BIA Rt. 930, Astoria Street (Salem Property), Construction
	Project No. 8: Blossom Dr. NE (Salem Property), Widening
Priority No. 3.	Project No. 7: Blossom Dr. NE, Reconstruction
Priority No. 4.	Project No. 3: BIA Rt. 920 Lakeside Subdivision Roads, Construction
	Project No. 4: NE Johns Road, Reconstruction
Priority No. 5.	Project No. 5: BIA Rt. 5322 Toledo Riverfront Property Access Road
	Project No. 6: BIA Rt. 5321 Toledo Riverfront Property Industrial Road
Priority No. 6.	Project No. 2: BIA Rt. 910, Molalla Ct. Extension, Construction
Priority No. 7.	Project No. 11: SR 229 Safety Improvements
Priority No. 8.	Project No. 10: BIA Rt. 4008, Cemetery Road, Upgrade

MAINTENANCE

The Tribe currently has maintenance responsibility for 0.90 mile of BIA system roads on the Siletz Reservation under its Self-Governance Compact. If the recommendations to transfer tribal roads to the BIA system and to add future roads are acted upon, the Tribe will be responsible for eventually maintaining 6.55 miles of road.

The Tribe is also currently responsible for maintaining an additional 1.80 miles of tribal roads. The Tribe does not receive BIA maintenance funds for these roads. However, all of these roads are recommended to be transferred to the BIA Road System.

RECOMMENDATIONS

Based on the project findings, tribal development plans, and public safety needs, the following recommendation are set forth:

Implementation

- The Siletz Tribal Council needs to formally adopt this plan by resolution in order to receive Federal Lands Highway Program funds or other TEA-21 funds for their transportation programs.

- The BIA should adopt and implement the Siletz Reservation Transportation Plan as the official long-range, comprehensive planning guide for reservation transportation improvements.

- The Siletz Tribe should develop a Transportation Improvement Program (TIP) this year (FY 2003). The TIP is a capital improvements program and is the first step in implementing transportation improvements. Also, the TIP should be updated on a one or two year basis depending on changes in priorities or availability of funding. The Tribe's TIP should be submitted to the BIA Northwest Regional Office, Lincoln City, Cities of Siletz, Toledo, and Salem, Lincoln County, and the ODOT Region Office in Salem.

- For those roads that the BIA will provide construction funding, it is recommended that the Tribe take responsibility for design and construction through a 638 contract with the BIA.

- In developing the Lakeside residential property in Lincoln City, the Tribe will need to undertake a traffic study to identify current traffic volumes on Neotsu Road (and other roads as appropriate) and the traffic impact of the proposed development in order to work with ODOT, Lincoln City, and Lincoln County in determining the appropriate design of a new road connection and intersection with US 101 to replace the existing Neotsu/US 101 intersection. Current alternatives to replacing the Neotsu/US 101 intersection include a new intersection and road through the tribal property or a frontage road from Neotsu Road to East Devils Lake Road (including a new, realigned intersection with US 101.

BIA Public Road System

- The BIA should immediately expand the BIA Public Road System on the reservation by adding the following roads:

    - Molalla Court
    - Umpqua Court
    - Shasta Court
    - Chetco Court
    - Rogue River Court
    - Tootootney Court
    - Takelma Court
    - Cemetery Road
    - Talowa Court
    - Swan Avenue (Section 50)
    - Sturdevant Road (Section 10)
    - Toledo Riverfront Property Access Road

- When adding roads to the BIA Public Road System, the roads should be given individual route numbers. All reservation roads should be named and well signed. This is particularly important to emergency service response, such as police, fire, and ambulance.

- Traffic calming devices should be considered in the design of new roads serving housing, governmental facilities, or commercial developments. It should be noted that existing "speed bumps" do not meet AASHTO design standards. "Speed humps" based on BIA approved standards, however, are approved for traffic calming.

- During FY 2003-2004, the Tribe should ascertain which tribal roads that serve natural resource lands could qualify for inclusion on the IRR System and in particular for the BIA Road System. This is especially critical if the proposed relative needs formula is put in place. This will require the Tribe to inventory these roads and revise the BIA inventory with a tribal resolution.

Maintenance

- A maintenance plan needs to be established by the Tribe/BIA for the BIA Roads on the reservation. The age and general condition of the BIA roads are such that ongoing maintenance will be required in order to protect the initial public investment in these roads. Since the Tribe does not have road maintenance staff or equipment, the Tribe should consider contracting with Lincoln County and/or various cities for annual maintenance, particularly street sweeping.

- Chip seals, which are a basic maintenance treatment, should be applied to paved roads on a maximum 7-year cycle in order to preserve the public's investment in the road system. Up to 15% of the Tribe's share of the Highway Trust Funds can be allocated to this function.

Transit

- The Tribe should continue to support local transit efforts including the continuation of shuttle service from Siletz to the Chinook Winds Casino in Lincoln City.

Interagency and Private Sector Coordination

- Where appropriate to project implementation or for better maintenance, the BIA should work closely with Lincoln County, the various cities, and the State to coordinate and/or jointly participate in projects. This will be particularly important in developing the Lakeside Property and in implementing improvements to SR 229. Also, the Tribe and ODOT should work together to determine if SR 299 could be designated as a "Scenic Byway" in order to qualify for other federal funding.

- The BIA, the Tribe and HUD and/or the Indian Housing Authority need to work together to construct new roads for additional housing.

- If the Tribe or any other agency, such as HUD or the Indian Housing Authority, constructs any new roads that are to be placed on the BIA system, the BIA should review these projects during their design phase to ensure that the roads will meet AASHTO design standards. In addition, at the time of design, a right-of-way description needs to be prepared, so an easement can be conveyed to the BIA on completion of construction when the road is placed on the BIA Road System. It is important that the easement be for both road and utilities.

- In some instances, such as in the development of the Salem property, the Tribe may need to work with adjacent private land owners in planning and constructing new streets or in the reconstruction and upgrading of existing streets and roads.

Funding

- Under the TEA-21 legislation, other transportation funds are available to tribal governments through federal and state programs. These sources can help augment BIA project costs, or in some instances, fund projects which the BIA Branch of Roads cannot fund or fund at the appropriate time. The Indian Health Service also has funds available for specific traffic safety needs. Funds may be available from the BIA (Portland Area Office) for safety programs. These are Traffic Safety and are targeted at 5% set-aside from the Highway Trust Funds.

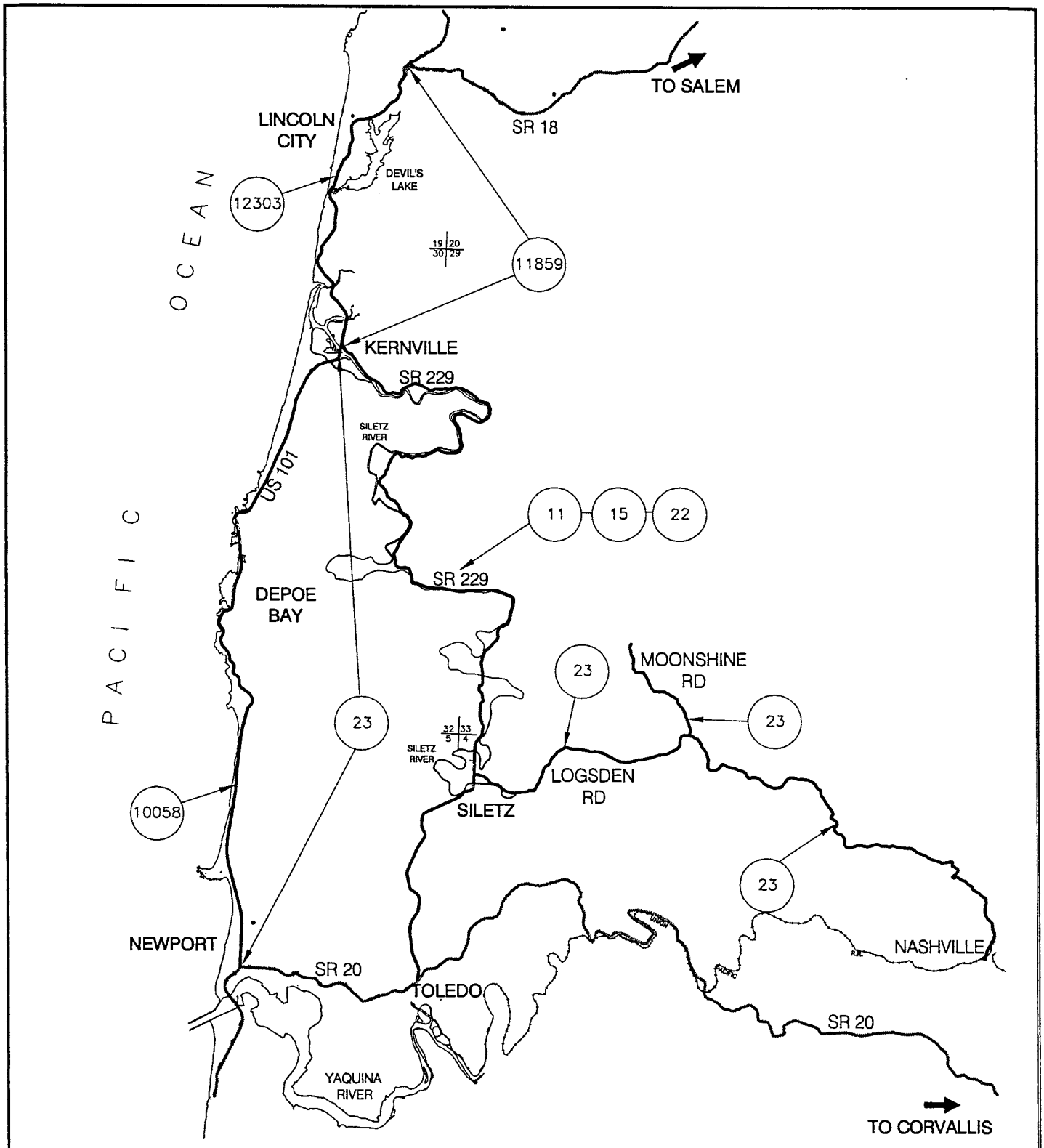
- As more definitive plans are developed, cost estimates for the transportation improvement projects should be reviewed and revised. Cost estimates also need to be periodically updated to reflect inflation.

Plan Updating

- The plan should be reviewed annually by the Tribe and discussed with the Regional Road Engineer to assess changing needs and priorities. This should be a formalized process and will require coordination between the BIA Northwest Region Office and the Tribe. Specifically, this process would evaluate maintenance priorities for the BIA system, review priorities for new construction or upgrading projects and their implementation schedule, provide interagency coordination to address specific problems on city, county or state roads, and provide input into the annual BIA budgeting process.

  Several means are available to facilitate this process. Some tribes establish a transportation committee (suggested in 57BIAM611) composed of tribal members and key tribal staff. This committee usually reports and makes recommendations to either the tribal planning commission (if established) or directly to the tribal council. In other instances, the annual coordination function is assigned to the tribal planning commission, or if no such body exists, it is undertaken as a formal process directly by the tribal council. However the process occurs, it should be an annual occurrence handled by an official tribal body.

- It is recommended that the BIA work with the Siletz Tribe to undertake major revisions to this plan every five years. This updating process should be coordinated at the tribal level. Further, minor alterations or amendments to the plan can occur more frequently, particularly if new projects are identified or there are changes in tribal transportation priorities.



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

T. 6-11 S R. 7-12 W W.M.

LEGEND

- IRR SYSTEM ROAD
- NON-IRR SYSTEM ROAD
- (23) IMPROVEMENT PROJECT NUMBER

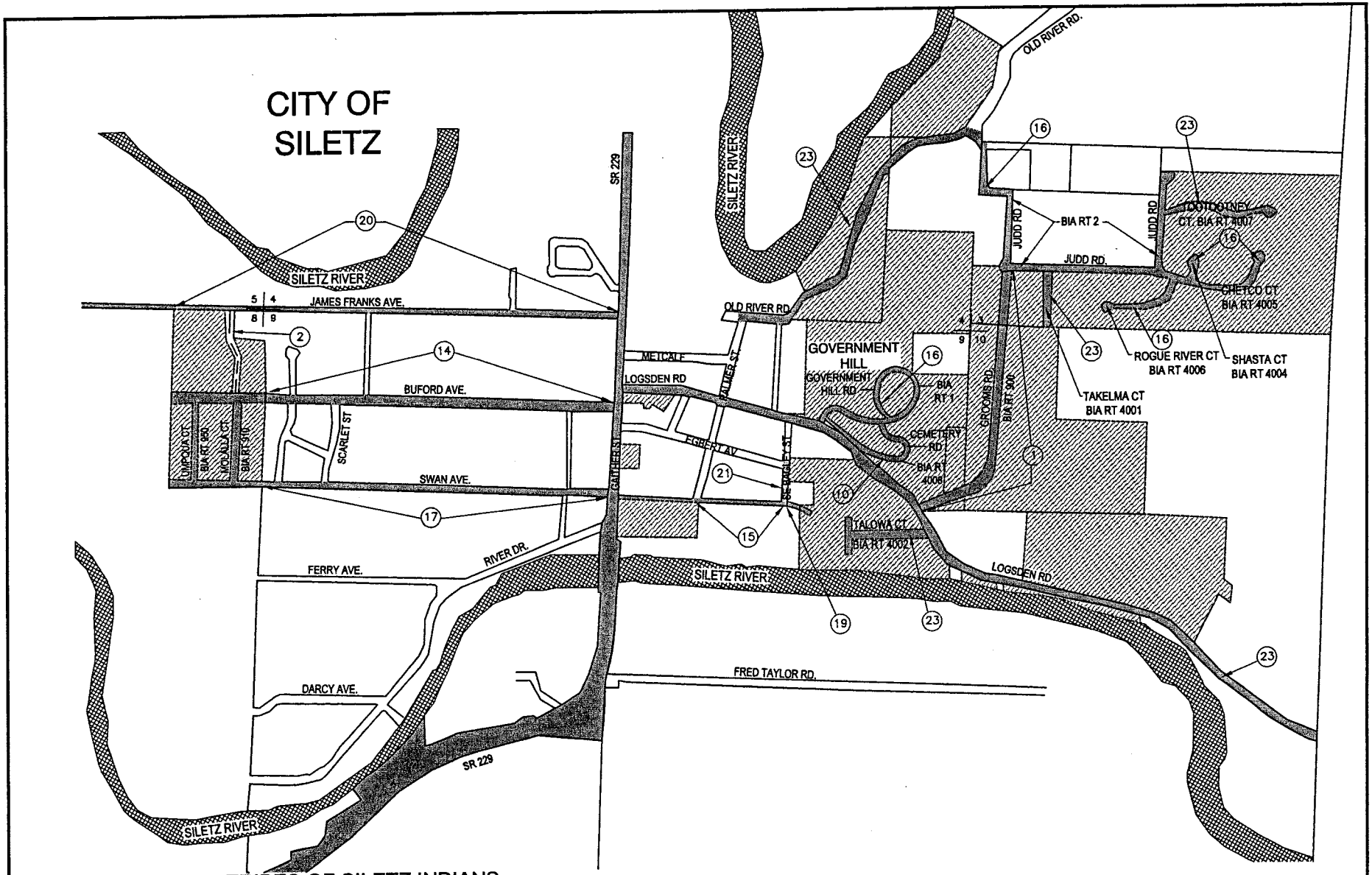
0 10,000' 20,000'

LINCOLN COUNTY, OREGON 03-12-03

FIGURE 4-1

SILETZ TRANSPORTATION PLAN

US 101, SR 229, MOONSHINE RD.,& LOGSDEN RD.



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

LEGEND

- IRR SYSTEM ROAD
- NON–IRR SYSTEM ROAD
- PROPOSED IRR SYSTEM ROAD
- (23) IMPROVEMENT PROJECT NUMBER

LINCOLN COUNTY, OREGON 03–12–03

T. 10 S R. 10 W W.M.

0 525' 1050'

FIGURE 4-2
SILETZ TRANSPORTATION PLAN
Siletz Area Roads

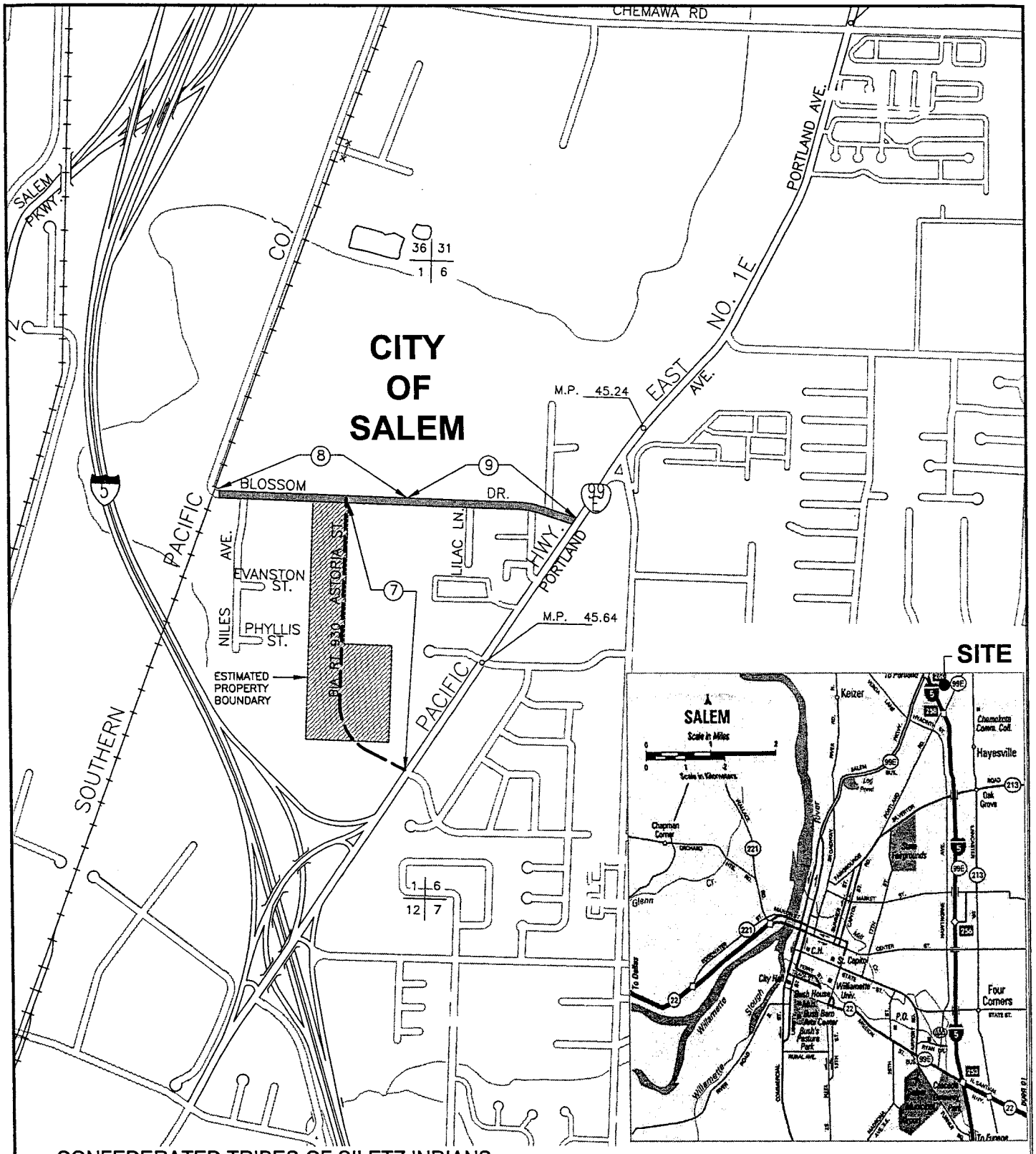
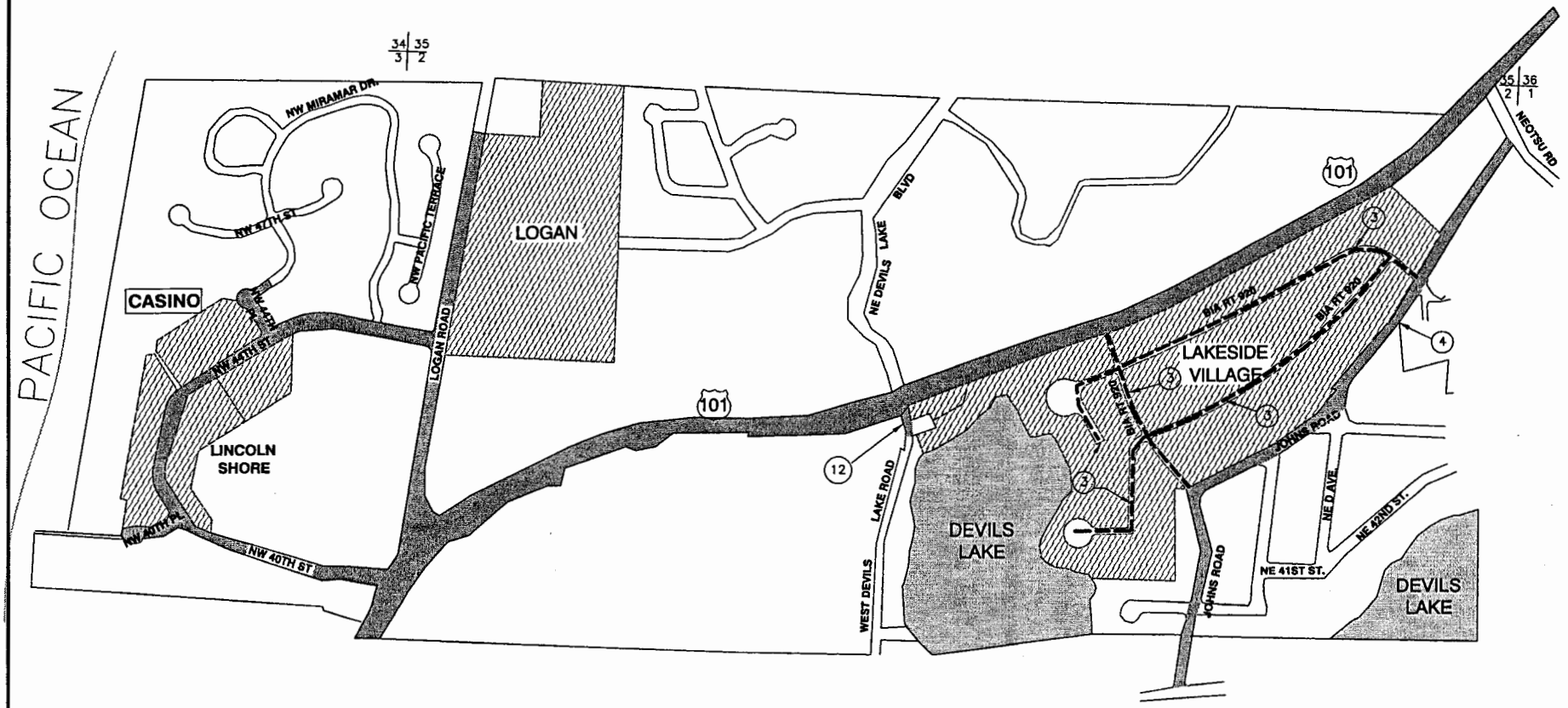


FIGURE 4-3

SILETZ TRANSPORTATION PLAN

Salem Property



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

LEGEND

- IRR SYSTEM ROAD
- NON–IRR SYSTEM ROAD
- PROPOSED IRR SYSTEM ROAD
- (23) IMPROVEMENT PROJECT NUMBER

LINCOLN COUNTY, OREGON 03–12–03

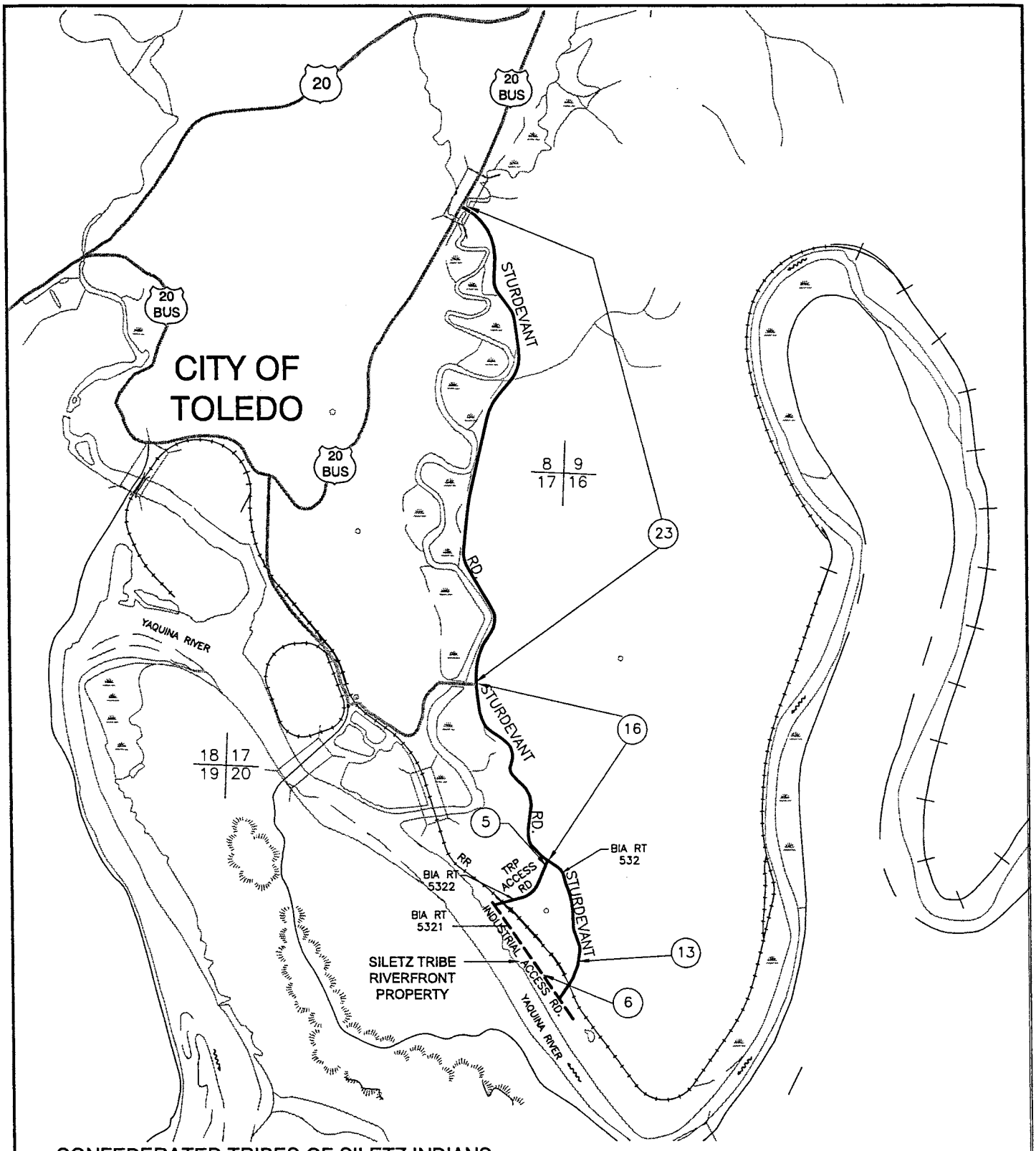
0 350' 700'

T. 6-8 S R. 10-11 W W.M.

FIGURE 4-4

SILETZ TRANSPORTATION PLAN

Casino Site - Lakeside Village



CONFEDERATED TRIBES OF SILETZ INDIANS
INDIAN RESERVATION ROAD SYSTEM

T. 11 S R. 10-11 W W.M.

LEGEND

- IRR SYSTEM ROAD
- NON-IRR SYSTEM ROAD
- PROPOSED BIA ROAD
- (23) IMPROVEMENT PROJECT NUMBER

0 1000' 2000'

LINCOLN COUNTY, OREGON 03-12-03

FIGURE 4-5

SILETZ TRANSPORTATION PLAN

Toledo Riverfront Property

Appendices

A through J

Appendix A
Cost Estimating Data

Appendix B
Data Sources

Appendix C
Public Involvement

Appendix D
Tribal Resolution to Revise the Siletz Reservation IRR System

Appendix E
BIA IRR System Inventory

Appendix F
Sample Resolutions

Appendix G
Federal Transportation Law

Appendix H
Tribal Resolution Adopting the Transportation Plan

Appendix I
Glossary of Transportation and Related Terms

Appendix J
Current Tribal Transportation Priorities List

Appendix A

Cost Estimating Data

APPENDIX A

Cost Estimating Data: Siletz Reservation

Purpose

This appendix is intended as a planning aid for both tribal staff and the BIA agency road staff to quickly estimate the cost of a proposed road or reconstruction of an existing road. The tables included in this appendix are set up to (1) quickly identify the width and general configuration of road required, based on traffic volumes and functional classifications; and (2) to determine costs associated with constructing the road. It should be noted that these costs should only be used for planning purposes and initial project budgeting, not as substitutes for engineering estimates.

The costs are presented in 2002 dollars and have been used to estimate costs of road improvements recommended in the Plan. The costs and the narrative in this appendix have been updated from previous work conducted by Cooper Consultants, Inc. and ASCG Incorporated in identifying construction costs for roads on Indian reservations in the State of Oregon.

Design Standards

The BIA is required to design to AASHTO Standards (American Association of State Highway and Transportation Officials) as are all other Federal, State and local agencies. Tables A-1 and A-2 provide roadway width and lane configurations based on functional use and on traffic volumes. Table A-1 is for rural roads with shoulders and drainage ditches, and Table A-2 is for urban roads with curbs and gutters. (Note: All tables are located at the end of this appendix.)

The various configurations are identified by Design Guideline Numbers. For rural roads, terrain impacts cost, so the Design Guidelines are identified by flat, rolling, and mountainous terrain. The terrain for urban roads is assumed to be relatively level, since the vast majority of development generally does not occur on hilly or mountainous topography.

In some instances, the Rural Design Guidelines exceed AASHTO Standards by a few feet. In many situations, there are pedestrians and bicyclists using rural roads on a frequent basis. For Minor Collectors and Local Roads, the AASHTO minimum of 2-foot shoulders is not adequate for pedestrian use, particularly when pushing strollers, or for bicycles. Also, for Rural Collectors it is desirable to have enough shoulder width to park a vehicle without interfering with the travelway. Recommended travelways are also sometimes a little wider. In rural areas, many roads experience high truck usage, particularly logging trucks and farm vehicles. In these instances, wider travelways and/or shoulders are very important, particularly on winding roads and for making turn movements at intersections.

Overall, these two tables represent recommended guidelines for roadway widths. Since AASHTO Standards are sensitive to a number of variables, a specific minimum width is not always apparent. As a result when the road is engineered, the width may vary by several feet

based on the design parameters. However, for purposes of planning and establishing budgets, these guidelines represent a desirable average.

Construction Cost Estimates

Tables A-3 and A-4 present costs for each of the Roadway Design Guidelines presented in Tables A-1 and A-2. Table A-3 represents per mile costs for rural roads and Table A-4 is for urban roads. All costs are represented in 2002 dollars; however, beginning in the year 2004, the costs should be inflated each year by use of the ENR Construction Cost Index (Engineering News Record).

Table A-5 illustrates the cost for miscellaneous items not generally included under the cost categories in Tables A-3 and A-4. These costs are either represented on a unit cost or by lineal distance (per foot and per mile costs). When any proposed projects require the items, they should be listed separately as incidental costs.

Not included in the roadway construction costs (Tables A-3 and A-4) nor in the miscellaneous costs (Tables A-5) are right-of-way acquisition costs or utility costs other than normal roadway drainage. Right-of-way costs are not included because land values and easement costs differ greatly as a result of localized market conditions. Also, utility costs were not included, since the type and size can vary considerably due to the type and density of proposed developments. If water, sanitary sewer, power, or communication lines are required, a separate budget item(s) needs to be included under incidental costs. To a degree, the contingency that has been added to the cost estimates is intended to take into account some of these unknowns.

In instances where reconstruction of a roadway occurs (widening and/or general upgrading of an existing road), a percentage of a construction cost is used in the Plan in recognition that some type of roadway exists, and therefore, some costs will be less. Cost reductions usually are represented in the categories of Site Preparation, Drainage, and Aggregate, since there is less width to grade and some type of roadbed already exists. In these instances, 25, 50, or 75 percent of the category cost is used. These percentages are shown in parentheses after the item's category. Where minimal reconstruction or widening is required, 25 percent of the respective category is used, 50 percent for moderate reconstruction, and 75 percent for extensive reconstruction.

In Tables A-3 and A-4, the costs per mile are divided into a number of categories:

- Site Preparation
- Drainage
- Aggregate
- Asphalt Paving
- Traffic Control
- Subtotal
- Contingency, Engineering, Administration, Legal, Environmental
- Total Cost Per Mile

These categories cover all costs associated with developing and constructing a typical road project. Everything from initial investigations through design and construction. The following is a summary of the activities which are included in each of the cost categories.

Site Preparation

Site Preparation costs include:

- Mobilization
- Clearing and Grubbing
- Removal of Existing Pavement

Drainage

Drainage costs include:

- Grading and Earth Work
- Establishing Roadway Drainage Ditches and/or Underground Drainage System
- Drainage Pipe and Catch Basins
- Dust Control During Construction
- Environmental Drainage Control During Construction

Aggregate

Aggregate costs include:

- Roadway Base
- Side Slopes
- Travelway and Shoulder Surfaces (if road is not paved)

Asphalt Paving

Paving cost is for an asphaltic concrete road surface and includes both travelway and shoulders.

Traffic Control

Traffic Control costs include:

- Signing
- Striping
- Pavement Markings
- Guardrail (minimal distances only)
- Temporary Traffic Control

Subtotal

The subtotal is the sum of the above five categories (Site Preparation, Grading, Aggregate, Asphalt Paving, and Traffic Control).

Contingency, Engineering, Administration, Legal, Environmental

These costs typically run 30%t of the subtotal cost and include the following:

- Project Administration
- Engineering Design
- Construction Inspection
- Surveying
- Soils Investigation
- Environmental Clearances
- Materials Testing
- Permits
- Contingencies

The contingency allows for unknown situations that add cost to the project. These could include:

- Unknown Soils and Geologic Conditions
- Mitigation of Environmental Impacts
- Need to Purchase Right-of-Way or Easements
- Added Costs Associated with 638 Contracts
- Fluctuations in Bidding

Total Cost

Total cost is the sum of the subtotal and contingency and represents a total per mile cost of roadway.

Other Costs

Other miscellaneous items should be itemized and estimated separately under incidentals when appropriate. These types of costs are not normally included in most BIA Roads; therefore, they have not been included in the general incidental costs in Tables A-3 and A-4.These include items such as:

- Traffic Control Signals
- Bridges
- Overpasses and Other Major Structures
- Bicycle Paths
- Sidewalks
- Left-turn Lanes
- Right-turn Deceleration Lanes
- Fencing
- Sound Walls
- Landscaping
- Irrigation Systems
- Utilities
- Guardrail (used in instances where extensive distances are involved)
- Intersection Illumination

TABLE A-1
Roadway Design Guidelines: Rural Roads

Design Guideline Number	Design Volume	BIA Class & Functional Classification	Terrain	Design Speed (MPH)	Surface Type	Travel Surface Width (Feet)	Shoulder Type	Shoulder Width (Feet)	Total Roadway Width (Feet)
Rural		Rural							
1	DHV > 400	2: Rural Maj. Arterial	Flat	60	Paved	24	Paved	10	44
2	DHV > 400	2: Rural Maj. Arterial	Rolling	60	Paved	24	Paved	10	44
3	DHV > 400	2: Rural Maj. Arterial	Mountain	60	Paved	24	Paved	10	44
4	DHV 200-400	2: Rural Min. Arterial	Flat	60	Paved	24	Paved	8	40
5	DHV 200-400	2: Rural Min. Arterial	Rolling	60	Paved	24	Paved	8	40
6	DHV 200-400	2: Rural Min. Arterial	Mountain	60	Paved	24	Paved	8	40
7	DHV 100-200	4: Rural Maj. Coll.	Flat	60	Paved	22	Paved	6	34
8	DHV 100-200	4: Rural Maj. Coll.	Rolling	60	Paved	22	Paved	6	34
9	DHV 100-200	4: Rural Maj. Coll.	Mountain	60	Paved	22	Paved	6	34
10	ADT > 400	4: Rural Min. Coll.	Flat	50	Paved	22	Paved	4	30
11	ADT > 400	4: Rural Min. Coll.	Rolling	50	Paved	22	Paved	4	30
12	ADT > 400	4: Rural Min. Coll.	Mountain	50	Paved	20	Paved	4	28
13	ADT 250-400	4: Rural Local	Flat	40	Paved	22	Paved	3	28
14	ADT 250-400	4: Rural Local	Rolling	40	Paved	22	Paved	3	28
15	ADT 250-400	4: Rural Local	Mountain	40	Paved	20	Paved	3	26
16	ADT 50-250	4: Rural Local	Flat	40	Paved/LBIT	20	Paved/LBIT	3	26
17	ADT 50-250	4: Rural Local	Rolling	40	Paved/LBIT	20	Paved/LBIT	3	26
18	ADT 50-250	4: Rural Local	Mountain	40	Paved/LBIT	20	Paved/LBIT	2	24
19	ADT < 50	4: Rural Local	Flat	40	LBIT	20	LBIT	2	24
19	ADT < 50	4: Rural Local	Flat	40	Gravel	20	Gravel	2	24
20	ADT < 50	4: Rural Local	Rolling	40	LBIT	20	LBIT	2	24
20	ADT < 50	4: Rural Local	Rolling	30	Gravel	20	Gravel	2	24
21	ADT < 50	4: Rural Local	Mountain	30	LBIT	18	LBIT	2	22
21	ADT < 50	4: Rural Local	Mountain	30	Gravel	18	Gravel	2	22

DHV = Design Hour Volume
ADT = Average Daily Traffic
LBIT = Light Bituminous (surface consisting of two or more layers of chip seal; sometimes referred to as a "double shot" surface)

TABLE A-2
Roadway Design Guidelines: Urban Roads

Design Guideline Number	BIA Class & Functional Classification	Design Volume	Total Roadway Width (Feet) Face of Curb	Lane Configuration: Shoulder/Parking Travel Lanes Width (Feet)	On Street Parking	Design Speed	Travel Surface Width (Feet)	Shoulder Width (Feet)	Parking Surface Width (Feet)	Terrain	Surface Type
Urban	Urban										
1	3: Local	<50	18	0-9-9-0	No	20	18	None	None	Flat/Rolling	Paved
2		50-250	20	0-10-10-0	No	20	20	None	None	Flat/Rolling	Paved
3		250-400	22	0-11-11-0	No	25	22	None	None	Flat/Rolling	Paved
4		<100	24	7-10-7	Yes	20	10	-	7	Flat/Rolling	Paved
5		100-250	26	7-12-7	Yes	25	12	-	7	Flat/Rolling	Paved
6		250-500	30	0-11-11-8	One Side Only	30	22	-	8	Flat/Rolling	Paved
7		<250	32	7-9-9-7	Yes	25	18	-	7	Flat/Rolling	Paved
8		250-400	34	7-10-10-7	Yes	25	20	-	7	Flat/Rolling	Paved
9		>400	36	7-11-11-7	Yes	30	22	-	7	Flat/Rolling	Paved
10	3: Min.	ADT>400	26	2-11-11-2	No	45	22	2	None	Flat/Rolling	Paved
11	Collector	ADT>400	36	7-11-11-7	Yes	35	22	-	7	Flat/Rolling	Paved
12	3: Maj.	DHV 100-200	28	2-12-12-2	No	50	24	2	None	Flat/Rolling	Paved
13	Collector	DHV 100-200	38	7-12-12-7	Yes	40	24	-	7	Flat/Rolling	Paved
14	3: Min. Arterial	DHV 200-400	36	6-12-12-6	No	60	24	6	None	Flat/Rolling	Paved
15		DHV 200-400	38	12-14-12 (Median)	No	50	24	None	None	Flat/Rolling	Paved
16		DHV 200-400	40	8-12-12-8	Yes	45	24	-	8	Flat/Rolling	Paved
17	3: Maj.	DHV > 400	40	8-12-12-8	No	60	24	8	None	Flat/Rolling	Paved
18	Arterial	DHV > 400	42	2-12-14-12-2 (Median)	No	60	24	2	None	Flat/Rolling	Paved
19		DHV > 400	44	10-12-12-10	Yes	45	24	-	10	Flat/Rolling	Paved
20		DHV > 400	54	2-12-12-12-12-2	No	45	48	2	None	Flat/Rolling	Paved

DHV = Design Hour Volume
ADT = Average Daily Traffic

TABLE A-3
Estimated 2002 ConstructionCosts ($ Per Mile)
Rural Roads
Sltez Reservation

Design Guideline Number	BIA Class & Functional Classification	Total Roadway Width (Feet)	Terrain	Site Preparation	Drainage	Aggregate	Asphalt Paving	Traffic Control	Sub Total	Contigency, Engineering, Env., Legal	Total Cost
Rural	Rural										
1	2: Rural Major	44	Flat	83,000	52,000	350,000	437,000	31,000	953,000	286,000	1,239,000
2	Arterial	44	Rolling	206,000	39,000	344,000	322,000	41,000	952,000	286,000	1,238,000
3		44	Mountain	301,000	39,000	316,000	417,000	42,000	1,115,000	335,000	1,450,000
4	2: Rural Minor	40	Flat	71,000	49,000	283,000	334,000	27,000	764,000	230,000	994,000
5	Arterial	40	Rolling	165,000	36,000	275,000	326,000	33,000	835,000	251,000	1,086,000
6		40	Mountain	236,000	35,000	244,000	302,000	37,000	854,000	257,000	1,111,000
7	4: Rural Major	34	Flat	59,000	43,000	212,000	231,000	24,000	569,000	171,000	740,000
8	Collector	34	Rolling	134,000	32,000	206,000	224,000	30,000	626,000	188,000	814,000
9		34	Mountain	198,000	31,000	189,000	218,000	35,000	671,000	202,000	873,000
10	4: Rural Minor	30	Flat	56,000	43,000	212,000	231,000	24,000	566,000	170,000	736,000
11	Collector	30	Rolling	125,000	31,000	189,000	201,000	29,000	575,000	173,000	748,000
12		28	Mountain	175,000	29,000	164,000	129,000	34,000	531,000	160,000	691,000
13	4: Rural Local	28	Flat	48,000	39,000	154,000	147,000	19,000	407,000	123,000	530,000
14		28	Rolling	89,000	24,000	136,000	137,000	27,000	413,000	124,000	537,000
15		26	Mountain	146,000	27,000	127,000	128,000	31,000	459,000	138,000	597,000
16	4: Rural Local	26	Flat	38,000	34,000	134,000	136,000	19,000	361,000	109,000	470,000
17		26	Rolling	85,000	24,000	128,000	129,000	25,000	391,000	118,000	509,000
18		24	Mountain	134,000	25,000	120,000	120,000	30,000	429,000	129,000	558,000
19	4: Rural Local	24	Flat	32,000	30,000	80,000	84,000	16,000	242,000	73,000	315,000
19		24	Flat	32,000	30,000	80,000	-	9,000	151,000	46,000	197,000
20		24	Rolling	62,000	20,000	80,000	80,000	24,000	266,000	80,000	346,000
20		24	Rolling	62,000	20,000	80,000	-	12,000	174,000	53,000	227,000
21		22	Mountain	95,000	20,000	72,000	74,000	29,000	290,000	87,000	377,000
21		22	Mountain	95,000	20,000	72,000	-	14,000	201,000	61,000	262,000

TABLE A-4
Estimated 2002 ConstructionCosts ($ Per Mile)
Urban Roads
Siletz Reservation

Design Guideline Number	BIA Class & Functional Classification	Total Roadway Width (Feet)	Terrain	Site Preparation	Drainage	Aggregate	Asphalt Paving	Traffic Control	Sub Total	Contigency, Engineering, Env., Legal	Total Cost
Urban	Urban										
1	3: Local	18	Flat/Rolling	32,000	123,000	114,000	121,000	13,000	403,000	121,000	524,000
2		20		36,000	126,000	126,000	136,000	14,000	438,000	132,000	570,000
3		22		39,000	128,000	139,000	149,000	15,000	470,000	142,000	612,000
4		24	Flat/Rolling	42,000	132,000	151,000	164,000	16,000	505,000	152,000	657,000
5		26		46,000	134,000	162,000	176,000	17,000	535,000	161,000	696,000
6		30		53,000	139,000	187,000	204,000	20,000	603,000	181,000	784,000
7		32	Flat/Rolling	56,000	141,000	200,000	218,000	23,000	638,000	192,000	830,000
8		34		59,000	143,000	212,000	231,000	24,000	669,000	201,000	870,000
9		36		63,000	145,000	242,000	277,000	25,000	752,000	226,000	978,000
10	3: Minor	26	Flat/Rolling	46,000	134,000	162,000	172,000	17,000	531,000	160,000	691,000
11	Collector	36		63,000	145,000	242,000	275,000	25,000	750,000	225,000	975,000
12	3: Major	32	Flat/Rolling	56,000	141,000	200,000	218,000	23,000	638,000	192,000	830,000
13	Collector	38		68,000	147,000	262,000	305,000	32,000	814,000	245,000	1,059,000
14	3: Minor	36	Flat/Rolling	63,000	145,000	242,000	277,000	25,000	752,000	226,000	978,000
15	Arterial	38		68,000	147,000	262,000	305,000	32,000	814,000	245,000	1,059,000
16		40		71,000	148,000	283,000	334,000	27,000	863,000	259,000	1,122,000
17	3: Major	40	Flat/Rolling	71,000	148,000	283,000	334,000	27,000	863,000	259,000	1,122,000
18	Arterial	42		77,000	151,000	316,000	386,000	29,000	959,000	288,000	1,247,000
19		44		80,000	154,000	336,000	413,000	31,000	1,014,000	305,000	1,319,000
20		54		101,000	164,000	430,000	536,000	36,000	1,267,000	381,000	1,648,000

TABLE A-5
Miscellaneous Costs (2002 $)

Construction Item	Cost Each Installation	Cost Per Lineal Foot	Cost Per Mile
Paving		$0.436 x pavement width + $1.70	$2,300 x pavement width + $9,000
Asphalt-Concrete Overlay (1 1/2") includes aggregate for edge of pavement			
Chip Seal		$0.161 x pavement width	$850 x pavement width
Asphalt Grinding		$0.284 x pavement width	$1,500 x pavement width
Signs	$330 each installation		
Pavement Markings	$260 Per Marking (Symbol or Word)		
Striping			
Continuous or Broken		$0.18	$950
Two-Line Centerline		$0.23	$1,200
Flashing Signal (warning or stop)	$20,000 each intersection		
Intersection Signal			
Minimal Installation	$60,000 each intersection		
Moderate Installation	$110,00 each intersection		
Complex Installation	$160,000 each intersection		
Intersection Illumination	$22,000 (per installation; 3 luminaries)		
Sidewalk (5-foot, one side only)		$10.00	$52,800
Bike Path (8-foot asphalt-concrete; separate from roadway)		$11.00	$58,100
Left-Turn Refuge Lane			
One at Intersection			
New Construction	$60,000		
Reconfiguration (retro fit)	$100,000		
Two at Intersection			
New Construction	$140,000		
Reconfiguration (retro fit)	$160,000		
Right-Turn Deceleration Lane			
New Construction	$25,000		
Reconfiguration (retro fit)	$35,000		
Guardrail, without widening		$11.50	$60,700
Fencing			
Barbed Wire (four strand, metal post)		$4.30	$22,700
Chain Link (6-feet high)		$15.00	$79,200
Storm Sewer Piping (24" in place)		$55.00	
Culvert Extension (24" in place)		$35.00	

Appendix B
Data Sources

APPENDIX B

Data Sources

AASHTO, *A Policy on Geometric Design of Highways and Streets*, 1994.

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U.S. Department of Transportation, *A Summary: Intermodal Surface Transportation Efficiency Act of 1991.*

U.S. Department of Transportation, Federal Highway Administration, *Indian Reservation Roads Program Stewardship Plan,* July 1996.

U.S. Department of Transportation, Federal Highway Administration, *Manual on Uniform Traffic Control Devices for Streets and Highways*, 1988 Edition.

U.S. Department of Transportation, *A Summary: Transportation Equity Act for the 21st Century*, 1998.

Appendix C
Public Involvement

Public Meeting No. 1
Siletz Transportation Plan Update and TIP
Siletz Tribal Administrative Building

July 26, 2002
10:00 a.m.
Conference Room

Attending:

Dale Hile, Tribal Planning Director
Sherri Groh, Environmental Planner
Tom Chandler, Grants Writer
Dan Lundy, Economic Development Coordinator
Dennis Petrequin, Transportation Planner, White Shield, Inc.

Meeting Notes

Mr. Petrequin made a presentation explaining why the Transportation Plan and Tip were being updated and the work activities that are involved in this effort.

Reasons for Plan and TIP Updating

- New Casino has been constructed and is in use.
- New tribal lands have been added to the Tribe's land base.
- Changing transportation improvement priorities.
- Changes in Federal Legislation with the passage of TEA—21.
- Tribe is eligible to access other federal funds through the state TIP process.

Planning Process

Mr. Petrequin reviewed the process involved in updating the Transportation Plan and the TIP. A preliminary timeframe was outlined for the review of documents. Once the plan is updated and adopted by the Tribal Council, the TIP will be prepared. The TIP is the capital improvements program for implementing the plan, and it will also allow the Tribe to access other federal funds outside the BIA.

Review IRR System

The Indian Reservation Road System (IRR) was reviewed as it had been updated in early 1999 by another consultant. Tribal representatives identified several proposed BIA roads that needed to be added to the IRR System and BIA Inventory. Mr. Petrequin said that he would prepare the Inventory Forms and sample Resolution and supporting documentation. Mr. Hile said that the Tribe would provide the strip maps.

Transportation Safety Issues

The following safety problems were identified:

SR 229 from Siletz to Kernville—This section of the Siletz Highway is narrow, lacks adequate shoulders, is in poor condition, lacks guardrail in many areas, and is subject to closure from slides. Tribal members use this road daily to commute to jobs at the tribal casino in Lincoln City. This road is also a detour route when US 101 is closed by slides.

SR 229/SR 20 Intersection—This intersection has an alignment problem and is heavily utilized during peak hour commuting.

Future Tribal Development

Future sites for various tribal developments were identified. These include:

- **Siletz**
  Grooms Road Area (potential for additional housing or other tribal facilities
  Molalla Ct. Extension (tribal education center)

- **Lincoln City**
  Lakeside Subdivision (housing)
  Casino Area (hotel)

- **Salem**
  Commercial Development

- **Toledo**
  Riverfront Industrial Site

Tribal Transportation Needs

Overall transportation needs include:

- Traffic safety improvements
- Upgrade of existing IRR System roads
- New roads to access new tribal development

Other Discussion

Other discussion centered on the method of distributing BIA road funds, other sources of revenues for transportation improvements, the need to ensure that new roads meet AASHTO design criteria and that the road designs are reviewed by the BIA prior to construction, and other tribal background data needs for the plan document.

There being no more questions, the meeting was adjourned at 11:45 a.m.

Public Meeting No. 2
Siletz Transportation Plan Update and TIP
Siletz Tribal Administrative Building

May 2, 2003
1:00 p.m.
Tribal Council Chambers

Attending:

Sherri Groh, Environmental Planner, CTSI
Mike Kennedy, Natural Resources Director, CTSI
Nancy Reynolds, Oregon Department of Transportation
Lamar Threet, Oregon Department of Transportation
Lila Bradley, Public Works Manager, Lincoln City
Kyle Kitchel, BIA Branch of Roads, Northwest Regional Office
Dennis Petrequin, Transportation Planner, Cascade Design Professionals, LLC

Meeting Notes

Mr. Petrequin summarized the basic aspects of the Transportation Plan and presented the recommended improvement projects, reviewed tribal priorities, and discussed the process to finalize and adopt the Plan. Various comments and discussion items are listed below.

Siletz Tribe, Sherri Groh, 4/7

- introduction
  - provide clarity that the plan addresses overlays as capital improvements and does not encompass general maintenance of roads
    - responsibility of tribe under 638
    - DOI maintenance fund
  - describe that state funds can be used as match for FHA funds
- 1-4, Study Area & 2-1, Size
  - w/ exception of Salem properties - approximately 35 +19 (Chemawa – joint ownership w/ Grand Ronde) - all non-timber lands are in Lincoln County
  - natural resources 3837.3 +300 = 4137.3
  - total 4625.59 + individual trust land = 4768.59
- 2-6, housing
  - cut last sentence, "to accommodate additional housing" – property designated for Tribal Education Enhancement Center
- 2-6, tribal communities/facilities
  - third line – tribe completed construction of child care center and it is presently in operation
- 2-7, historic/cultural sites
  - second paragraph – 6,000 sq ft tribal community center occupies gov't hill
  - third paragraph, historical cemeteries – own two in trust in Lincoln City and one in fee status in Otis

- 4-11, cemetery road
  - alternative maintenance access may be temporary grooms access road
- 4-19, short-term project priorities
  - priorities will change – list in addendum to easily revise
- 4-21 edit spacing

BIA NW Region Transportation, Ken Ratcliff, 4/4

- Present IRR inventory was not included
  - Response: 2002 BIA inventory in appendices

City of Siletz, Sheryll Simmons, 4/7

- Siletz will include Molalla Ct. in Small City Allotment proposal
  - $10,000 road budget plus $5,000 reserve not enough to cost-share

TTAP, David Fry, 4/10

- Forestry roads may be included in IRR if designated public
  4/30
- Certification acceptance (CA) allows for tribal construction management
- The Portland Region has been trying, without success, to get CA from Federal Land Highways.
- At present, plans, specifications, and estimates, must go to the FHWA state Division offices for approval.
- The BIA asserts that they must receive and approve design documents before they are forwarded to FHWA for approval.
- The general rule on eligibility for construction funds (from the Highway Trust Fund), is that the route must be a public road (which is defined in the law) and it must be included on the IRR inventory if we are talking about using IRR dollars.
- Federal highway dollars passed though to state and local agencies must also be used on public roads.
- It is conceivable to have a project funded from multiple sources including IRR funds and other distributions (e.g. state of local STP funds) from the Highway Trust Fund.
- Up to 15% of IRR funding allocations can be used for chip sealing – a maintenance activity.
- At present only BIA owned roads with a Construction Need of "1" (BIA construction of existing routes) or "4" (Proposed Roads) generate a funding allocation.
- Non-BIA, Non-Need routes do not generate an allocation. This may change with finalization of proposed IRR regulations.
- Easements over private roads likely would not be fundable without changing ownership such that the route would become a public road.

ODOT, Nancy Reynolds, 4/30

- Page 1-6, ODOT project 11248 not in STIP, Spencer Creek *Crossing* (encompasses construction in addition to bridge replacement)
- Retrofit turn lane cost estimate should be doubled

- Page 2-7, paragraph 3: There is a reference to "plans to expand the casino/conference center complex to include a hotel." As plans become more conceptualized, we would appreciate the opportunity to work together with you to determine the impact of this additional development on the Logan Road intersection (which is already over-capacity). The City of Lincoln City's draft Transportation Master Plan will include a need to develop more detail it this intersection through a refinement plan.
- Page 4-2, paragraph 3: The residential development anticipated at the Lakeside Village Subdivision could have a significant impact on the Neotsu Drive intersection with Highway 101. We concur that it is important to have a traffic study done to determine the traffic impact of this proposed development. We would suggest that a traffic impact study be done prior to final design of the site to help determine the impacts created by development of the site, and the potential mitigation needed to ensure safe and convenient ingress and egress to the site. We would be happy to work with you to help develop this traffic impact study.
  ODOT and the Tribe have discussed the possibility of eliminating the Neotsu Road intersection and relocating a new intersection to the west of the existing intersection. However, this is one of several possibilities that could be considered. (For example, there have been suggestions to link Neotsu Drive and East Devils Lake Road with a frontage road, and construct a new intersection between these two major roads.) The detail developed through the traffic impact study and ODOT's design standards will help to determine the most appropriate solution(s). The decision on the most appropriate solution(s) to traffic problems in this area would be developed through coordination with the Tribe, the City of Lincoln City, and Lincoln County; and with input from the general public.
- Page 4-8, Part B and 4-13: We believe the costs identified for a left-turn lane are very low.
- We would suggest that a soundwall be constructed between the Lakeside Village development and Highway 101. This would help protect the residential area from traffic noise, which could impact the livability of the neighborhood.
- The current conceptual design for the Lakeside Village development includes an alley/roadway adjacent to Highway 101. In addition, there is a steep slope between the development and Highway 101. We have some concerns with this road location. Depending on the grade differential, oncoming headlights from the development's alley roadway could be a safety concern.
  Also, it may be necessary to install a barrier on the alley road for safety--to ensure traffic cannot launch onto Highway 101 in case of an accident.
- If the eventual Lakeside Village design includes direct access to Highway 101, a road approach permit would be required from ODOT.
- please provide me with a copy of the Tribe's final Transportation Plan, and associated findings and conclusions
- Please contact Gerry Juster (503-986-2732) if you have any questions regarding traffic impact analyses and Lamar Threet (541-994-2326) regarding ODOT's permit process.

<u>Lincoln City Public Works, Lila Bradley, 5/2</u>

- Shared road plan located south of Logan property parking – connect 44th and 47th - w/ Kent Kaiser, Casino Transportation Manager (996.5784)

- Proposal due 5/23 for Transportation Planning Growth Management Funds (Ms. Bradley on a subsequent phone call informed the consultant that this potential connection would not be included for study in the Proposal)

ODOT, Lamar Threet, 5/2

- Offered to assist Tribe to submit application to designate hwy 229 scenic byway
  - Pat Morran, ODOT
  - Tim Penny, FH

Based on these comments, Mr. Petrequin will work with Ms. Groh to revise the Transportation Plan as appropriate. Ms. Groh will submit the Plan to the Tribal Council for adoption by resolution.

There being no further discussion, the public meeting was adjourned at 3:00 pm.

Appendix D

Tribal Resolution to Revise the Siletz Reservation IRR System

Confederated Tribes of Siletz Indians
P.O. Box 549 Siletz, Oregon 97380
(541) 444-2532 • 1-800-922-1399 • FAX: (541) 444-2307

Mr. Joseph Bonga, Roads Branch Chief
Bureau of Indian Affairs
Northwest Regional Office
911 N.E. 11th. Avenue
Portland, Oregon 97232-4169

February 26, 2002

Dear Mr. Bonga:

Please find enclosed a number of documents in support of a Confederated Tribes of Siletz Indians of Oregon request for the addition of roads/streets and the associated mileage to the IRR Road/Bridge Inventory.

The documents are:

1. CTSI Tribal Resolution #2002-045 of February 15, 2002
2. Indian Road System Form and "Attachment A" showing additional roads
3. BIA Inventory Form 5704
4. Project Area Map, Proposed BIA **Route #900, Grooms Access Road Construction**, and engineering maps, Siletz, Oregon.
5. Project Area Maps and Proposed BIA **Route #910, Molalla Court Extension,** Siletz, Oregon
6. Project Area Maps and Proposed BIA **Route #920, Lakeside Village Roads,** Lincoln City, Oregon.
7. Project Area Maps and Proposed BIA **Route #930, CTSI Salem RV Roads,** Salem, Oregon.

Thank you for your ongoing assistance and patience as we continue to develop our overall Transportation Plan and supportive documentation.

Respectfully yours,

Dale Hile
Tribal Planner

cc. K. Kitchell
D. Petroquin

Resolution No. 2002-045

Date Approved: February 15, 2002

Subject: BIA - IRR System Revision

SILETZ TRIBAL COUNCIL

Resolution

WHEREAS, the Siletz Tribal Council is empowered to exercise the legislative and executive authority of the Confederated Tribes of Siletz Indians of Oregon pursuant to Article IV, Section I of the Siletz Constitution approved June 13, 1979 by the Acting Deputy Commissioner of Indian Affairs; and

WHEREAS, the Siletz Tribal Council is the governing body of the Confederated Tribes of the Siletz Indians of Oregon in accordance with their Constitution and By-laws; and

WHEREAS, the Bureau of Indian Affairs maintains the official Road/Bridge inventory of the Indian Reservation Road (IRR) System; and

WHEREAS, the Confederated Tribes of the Siletz Indians of Oregon requests revisions to the IRR inventory shown on Attachment, "A"; and

WHEREAS, each road/street indicated on Attachment "A" is defined by a completed BIA Form 5704; and

WHEREAS, each road/street indicated on Attachment "A" is further defined by a strip map that has a north arrow and indicates each section of the proposed new/modified route; and

WHEREAS, each strip map provides the necessary information to locate the route to other principal topographic and cultural features such as streams/rivers, railroads, airports/airstrips, adjacent or nearby BIA and non-BIA routes, political subdivision boundaries, or cadastral lines;

NOW THEREFORE BE IT RESOLVED, that the Siletz Tribal Council requests that the roads/street and the associated mileage, as shown on Attachment "A" and the Indian Road System f form be added to the IRR Road/Bridge inventory; and

BE IT FURTHER RESOLVED, that the routes indicated on Attachment "A" shall be public routes and the Tribal Chairperson is hereby authorized to sign necessary documents to grant the appropriate Right-of-Way easements to the BIA; and

BE IT FURTHER RESOLVED that the Tribal Chairman, Vice-Chairman, or General Manager are Authorized to sign the necessary documents for this proposal and any modifications thereto.

Confederated Tribes of Siletz Indians Tribal Council
By

Delores Pigsley, Tribal Council Chairman

CERTIFICATION

This Resolution was adopted at a Regular Tribal Council Meeting held on February 15, 2002 which a quorum of the Tribal Council was present, and the Resolution was adopted by a vote of 6 FOR, 0 AGAINST, and 0 ABSTAINING, the Chairman or Vice Chairman being authorized to sign the Resolution.

By

Mary Fisher, Tribal Council Secretary

DATE _____

INDIAN ROAD SYSTEM
for

Portland (Area) Siletz (Agency)

In accordance with Memorandum of Agreement between the Bureau of Indian Affairs and the Federal Highway Administration for administering the Indian Road System under the provisions of the Federal Aid Highway Act, revision to the road system for the **Siletz Indian Reservation** as defined by the Route Reports dated 1-28-02, to be included in the BIA Road Inventory and Needs Survey (1974) and to be added in the Indian Roads System Atlas, is hereby submitted for approval.

This **increased** the miles in that part of the inventory by 3.0 miles as indicated with an asterisk (*).

The mileage of the Indian Road System for the **Siletz Indian Reservation** is summarized by the class as follows:

	BIA SYSTEM	NO PLANNED CONSTRUCTION (Maint. Only)	BIA CONSTRUCTION		NON-BIA CONSTRUCTION	CONSTRUCTION NEEDS
			Existing	Proposed		
Class 2					56.3 mi	56.3 mi
Class 3	4.0 mi		1.0 mi	*3.0 mi	65.9 mi	69.9 mi
Class 4	0.6 mi		0.4 mi	0.2 mi	75.9 mi	76.5 mi
Class 5						
TOTAL	4.6 miles	miles	1.4 miles	3.2 miles	198.1 miles	202.7 miles
Column	(1)	(2)	(3)	(4)	(5)	(6)

NOTE: Column (1) = Sum of Columns (2), (3), & (4) and Column (6) = Sum of Columns (3), (4), & (5).

* This is a requested change to the Bureau of Indian Affairs – Indian Road System dated _____ (mm/dd/yy)

Refer to the attached individual route reports/strip maps which show the specific additions, deletions and revisions to all routed in the BIA Roads System.

RECOMMENDED: Roland Pugsley 1/15/02 — Tribe / Date

RECOMMENDED: _____ — Superintendent, Bureau of Indian Affairs / Date

APPROVED: _____ — Area Director, Bureau of Indian Affairs / Date

REVIEWED: _____ — Division Administrator, Federal Highway Administration / Date

ATTACHMENT A
Siletz Reservation
Roads to be added to the BIA Road System
1/28/2002

BIA Class	Route No.	Proposed BIA Route No.	Route Name	Length (miles)		BIA Construction Need				Surface Type		
				Exiting	Proposed	1	2	3	4	Paved	Gravel	Earth
3		900	Grooms Rd.		0.5				0.5	0.5		
3		910	Mollala Court Extension		0.2				0.2	0.2		
3		920	Lakeside Village Rds.		0.8				0.8	0.8		
3		930	Salem RV Rd.		1.5				1.5			
3												
			Total Class 3	0.0	3.0	0.0	0.0	0.0	3.0	1.5	0.0	0.0
			TOTAL MILES	0.0	3.0	0.0	0.0	0.0	3.0	1.5	0.0	0.0

TOTAL MILES OF ROADS ADDED TO BIA SYSTEM 3.0

BIA Inventory Form 5704

		Route name	Grooms Rd.	Mollala Ct. EXTENSION	Lakeside Village Rds.	Salem RV Access Rd.	
Identification	1	Area/Agency	P01	P01	P01	P01	
	3	Reservation	142	142	142	142	
	4	**Route Number**					
	5	**Section Number**	10	10	10	10	
	6	Class		3	3	3	
	7	Length of Section (miles)	0005	0002	0008	0015	
	8	Bridge Number					
	9	Bridge Condition					
	10	Length of Bridge (L.F.)					
	11	County	041	041	041	047	
	12	Congressional District	01	01	01	01	
	13	State	41	41	41	41	
Traffic Data	14	ADT Year					
	15	ADT (Existing)					
	16	ADT (Existing ADT YR + 20)	300	500	1440	450	
	17	% Trucks	5	5	5	25	
Roadway Section	18	Shoulder Width	4	7	6	4	
	19	Shoulder Type					
	20	Surface Width	22	22	20	24	
	21	Surface Type	6	6	6	6	
	22	Future Surface Type	6	6	6	6	
	23	Roadway Width	30	36	32	32	
Alignment condition	24	Adequacy Design Standard	15	10	11	10	
	25	Terrain	3	1	2	1	
	26	Maximum Grade					
	27	P.S.D. Allowable					
	28	No. Curves > Max. Allowable					
	29	No. of Stopping Restrictions					
Roadway Condition	30	Safety Study	0	0	0	0	
	31	Foundation	4	4	4	4	
	32	Wearing Surface					
	33	Drainage Condition					
	34	Shoulder Condition					
	35	No. of R.R. X-ings	0	0	0	0	
	36	Type of R.R. X-ings					
	37	Snow & Ice Control	1	1	1	1	
Est. Cost for Improvement	38	Right of Way (M~$)					
	39	Incidental Constr. (M~$)					
	40	Grade & Drain (M~$)					
	41	Gravel Surfacing (M~$)					
	42	Bituminous Surfacing (M~$)					
	43	Bridges (M~$)					
Accountability	44	Level of Maintenance					
	45	Ownership	1	1	1	1	
	46	Construction Need	2 4	2 4	2 4	2 4	
	47	Road Category					
	48	Owner Number					
	49	R/W Status	0	0	0	0	
	50	R/W Width	0	0	0	0	
Inventory Status	51	Date of Constr. Change					
	52	Date of Update	01	01	01	01	
	53	Atlas Map Number					
	54	Terminal Reason	8	8	8	8	
	55	End of Route	E	E	E	E	

Project Area Map

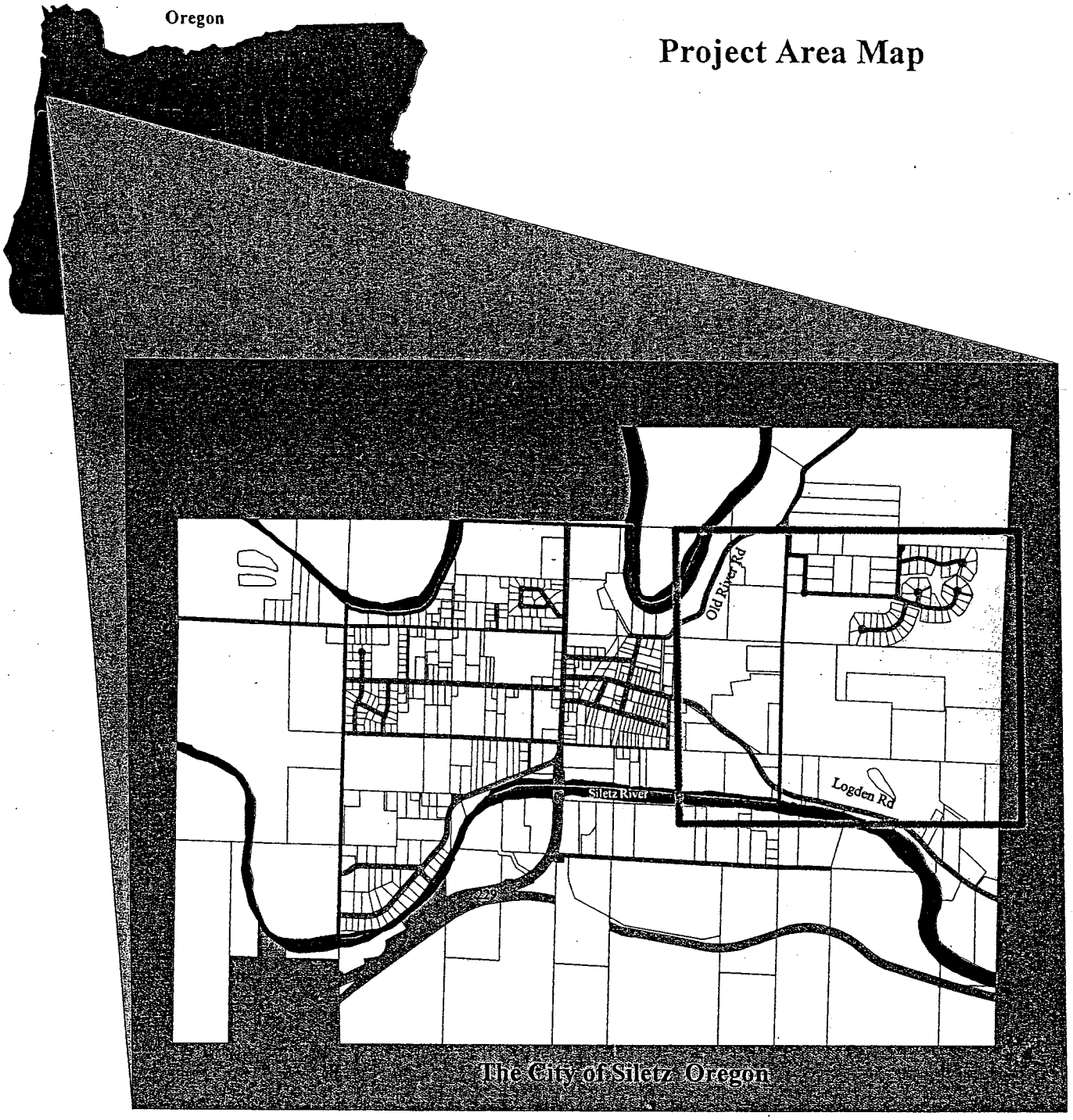
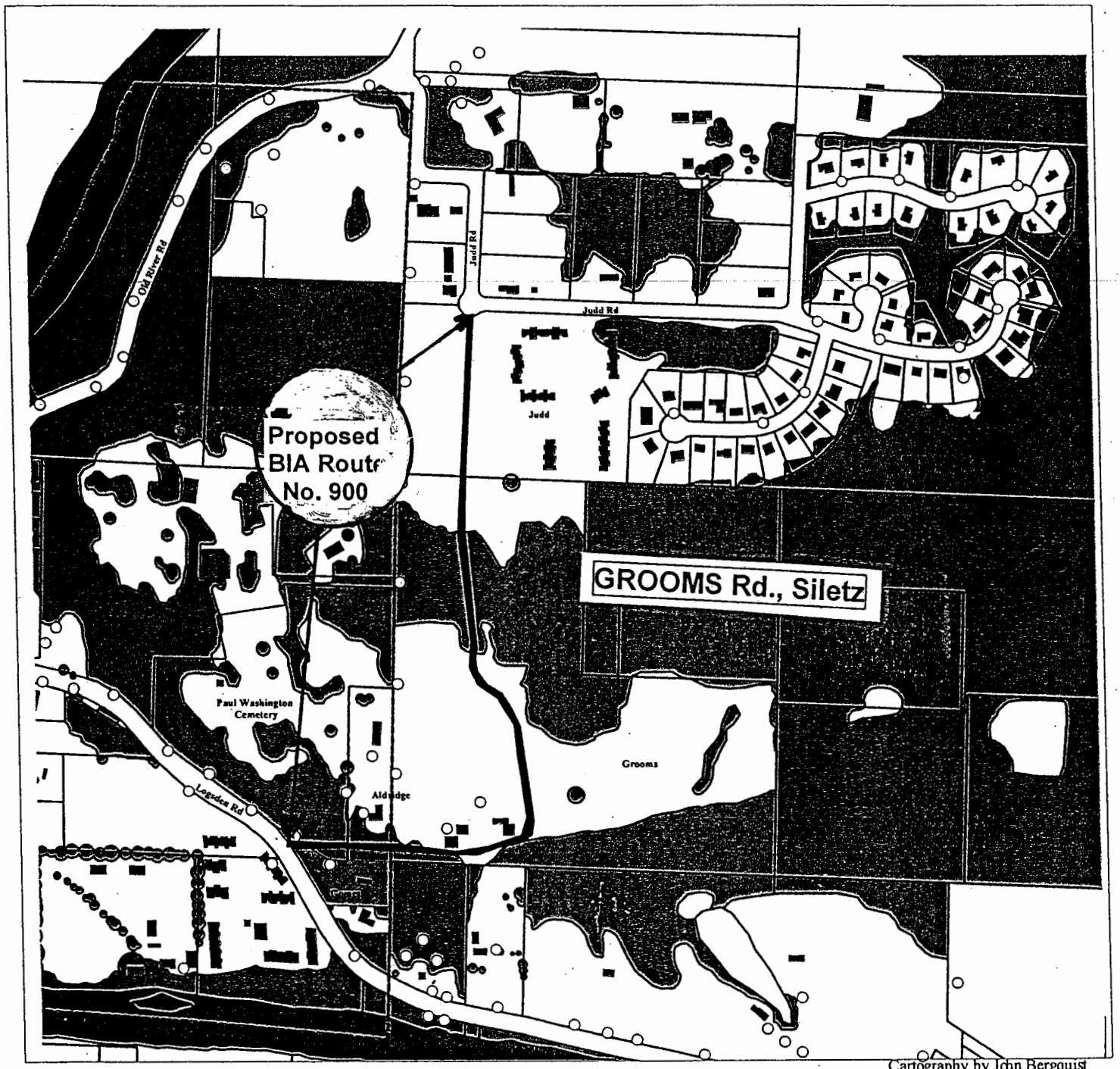


Exhibit A

Alternative A
Gomes Trust Aquisition and Grooms Access Road Construction



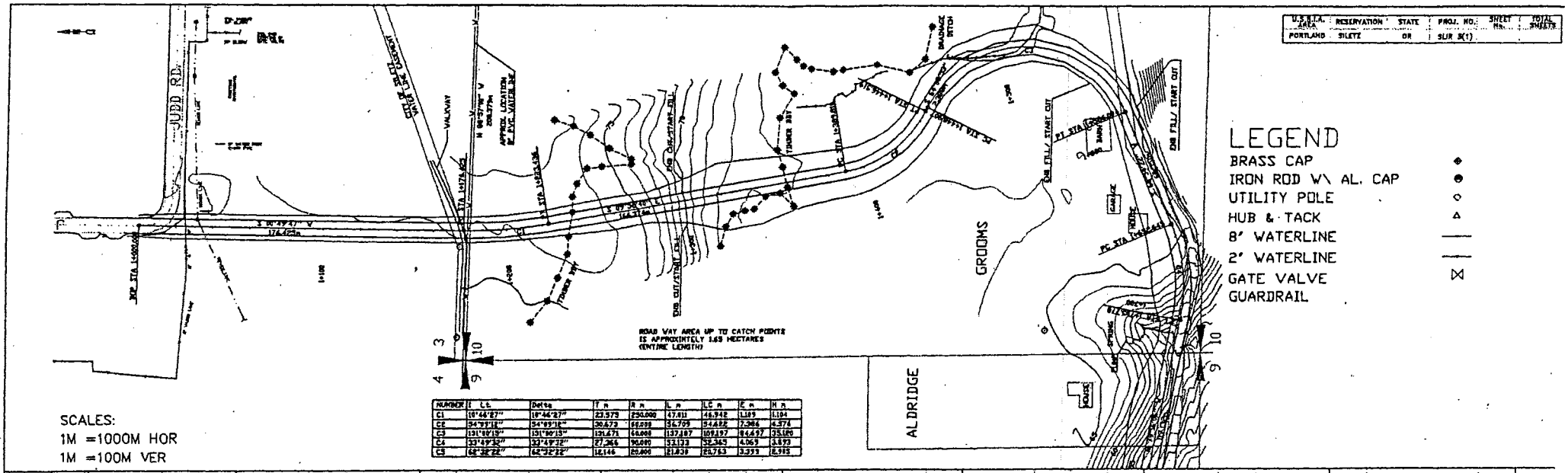
Cartography by John Bergquist
CTSI GIS
Oct 2, 2001

- Proposed Road
- Proposed Trust Aquisition
- Utility Pole
- City Limits
- Building
- Siletz River
- Trees

N
W E
S

200 0 200 400 Feet

Exibit B

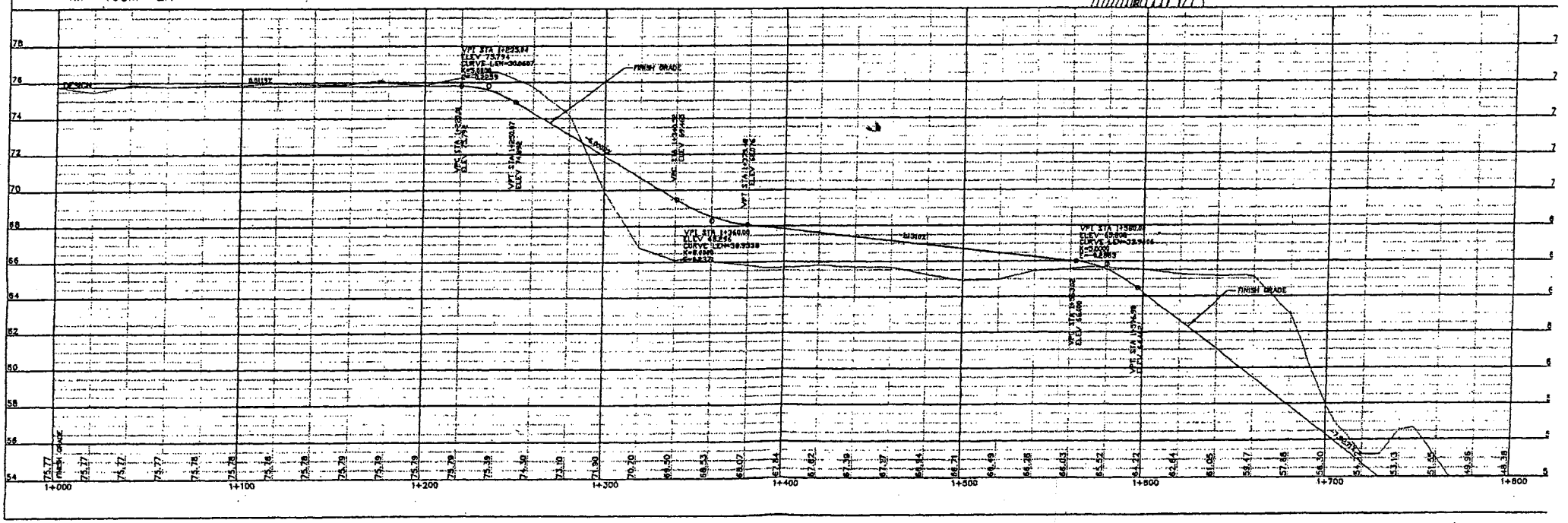


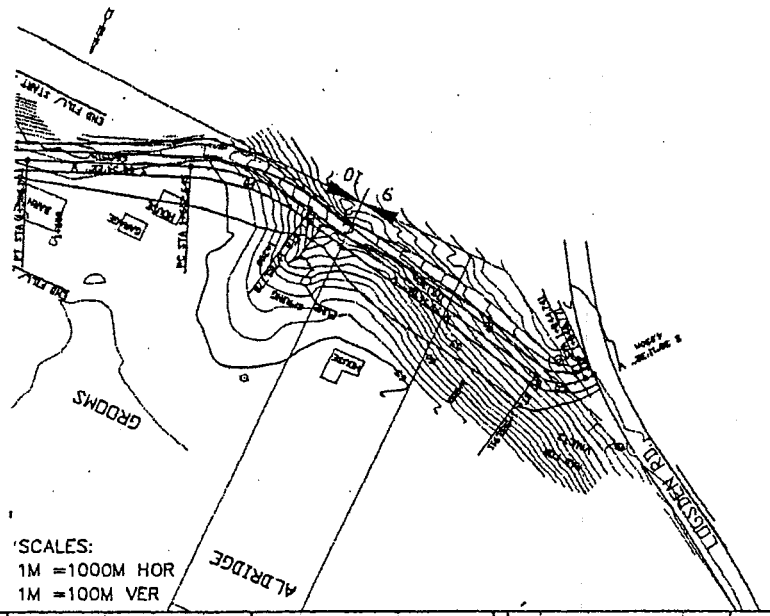
U.S.F.S. AREA	RESERVATION	STATE	PROJ. NO.	SHEET No.	TOTAL SHEETS
PORTLAND	SILETZ	OR	SUR 3(1)		

LEGEND

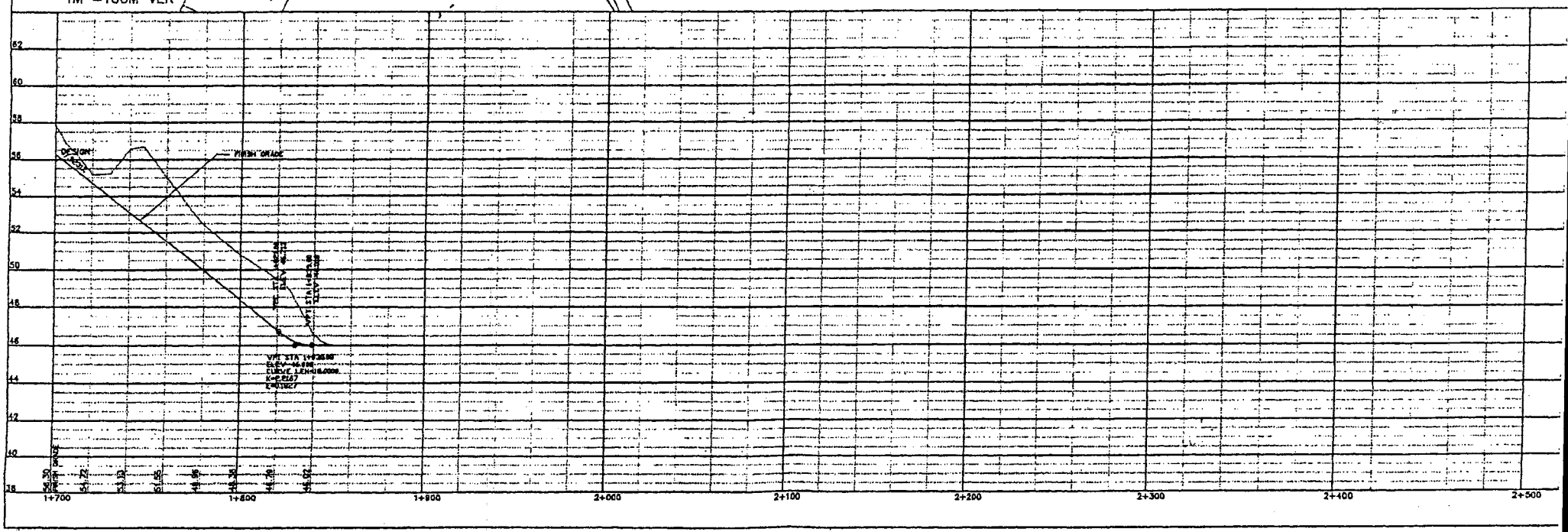
- BRASS CAP
- IRON ROD W\ AL. CAP
- UTILITY POLE
- HUB & TACK
- 8" WATERLINE
- 2" WATERLINE
- GATE VALVE
- GUARDRAIL

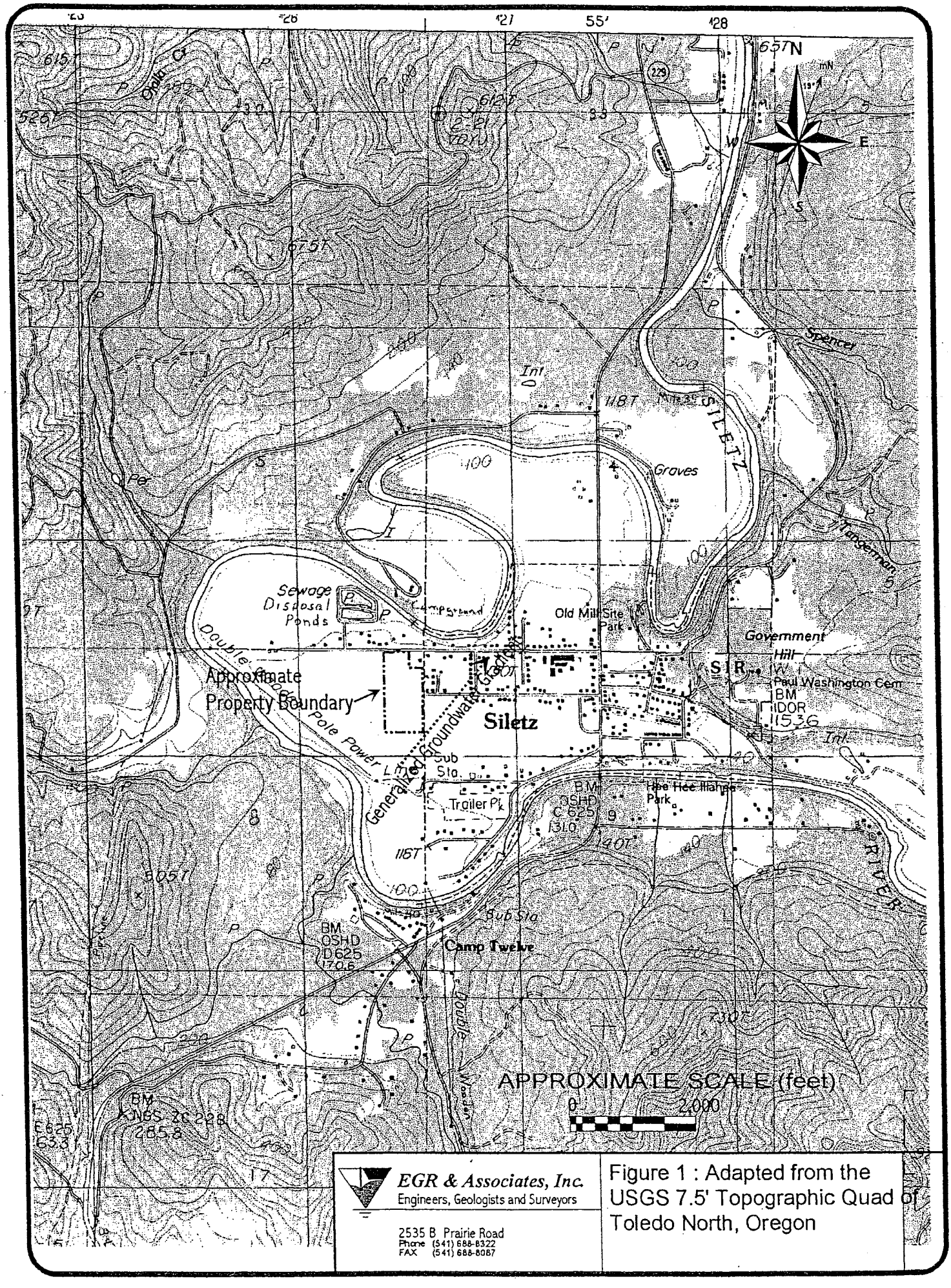
NUMBER	Δ Lt.	Delta	T m	R m	L m	LC m	E m	M m
C1	19°44'27"	19°44'27"	23.579	250.000	47.811	46.942	1.109	1.104
C2	54°59'18"	54°59'18"	30.673	60.000	54.709	54.682	7.366	6.574
C3	131°59'13"	131°59'13"	131.671	68.000	137.197	109.197	84.697	35.180
C4	33°49'32"	33°49'32"	27.366	90.000	53.133	52.365	4.069	3.893
C5	62°32'22"	62°32'22"	16.146	20.000	21.830	20.763	3.333	2.915





SCALES:
1M =1000M HOR
1M =100M VER



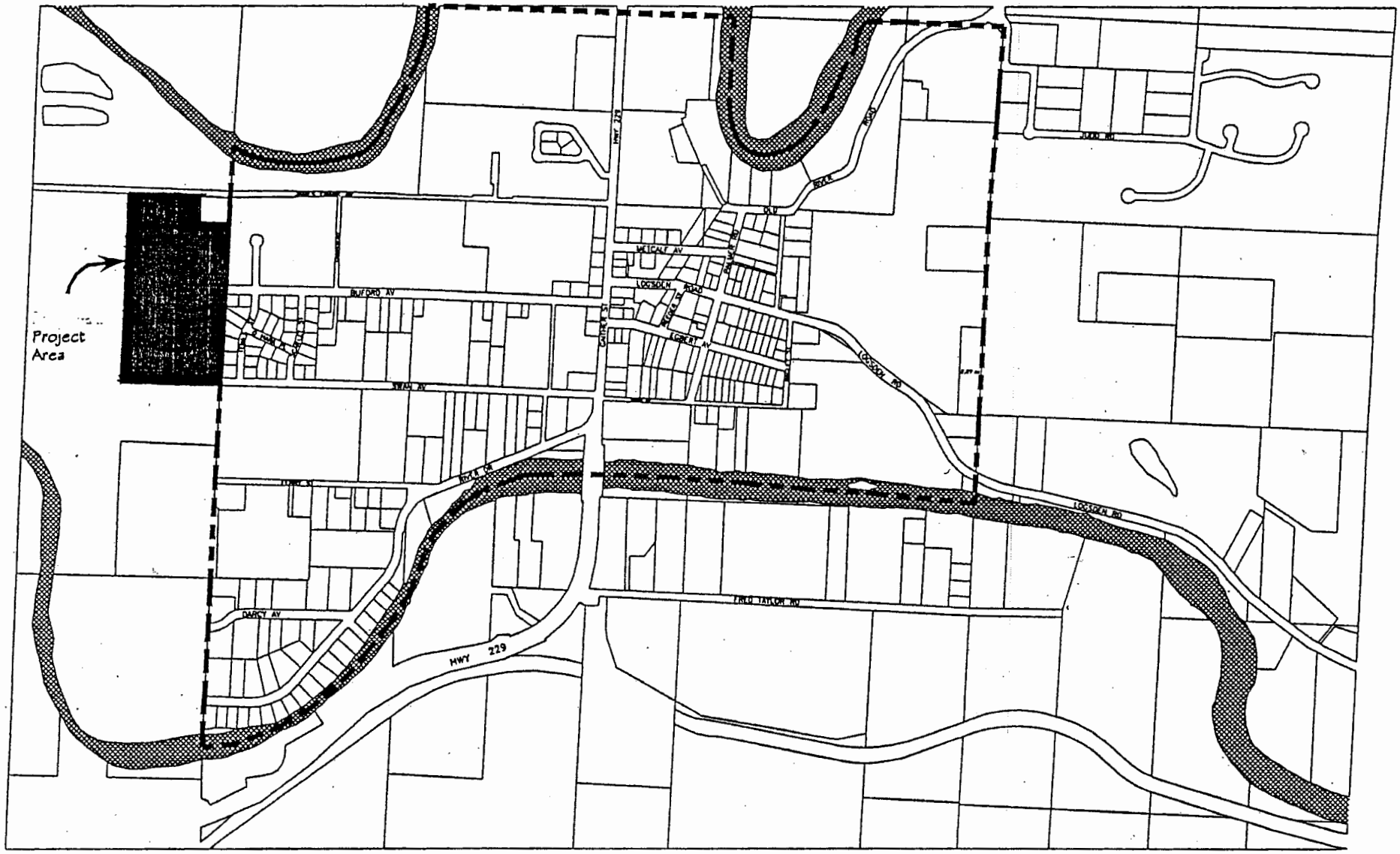


EGR & Associates, Inc.
Engineers, Geologists and Surveyors

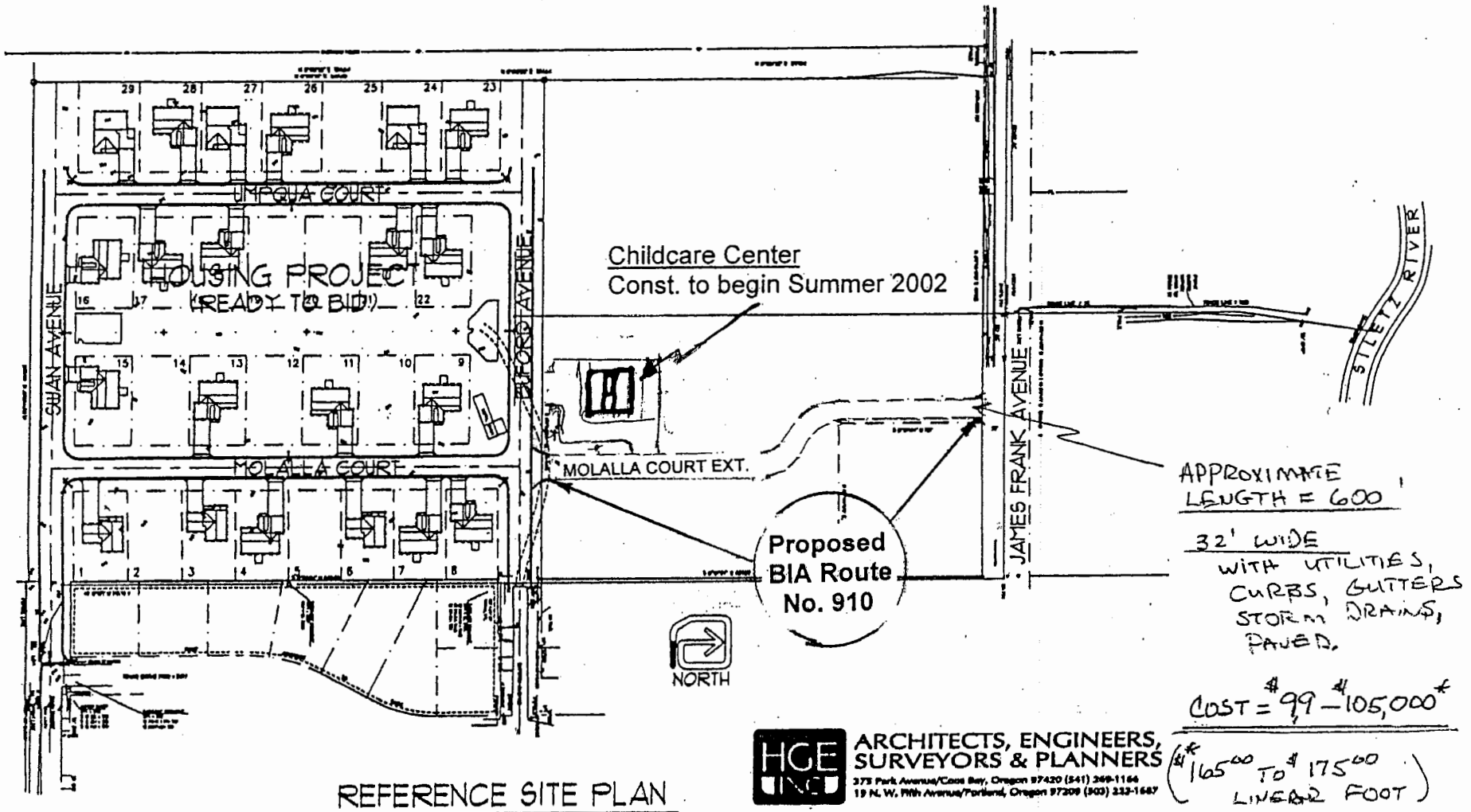
2535 B Prairie Road
Phone (541) 688-8322
FAX (541) 688-8087

Figure 1 : Adapted from the USGS 7.5' Topographic Quad of Toledo North, Oregon

Figure 1. Location Map, City of Siletz



CONFEDERATED TRIBES OF SILETZ INDIANS



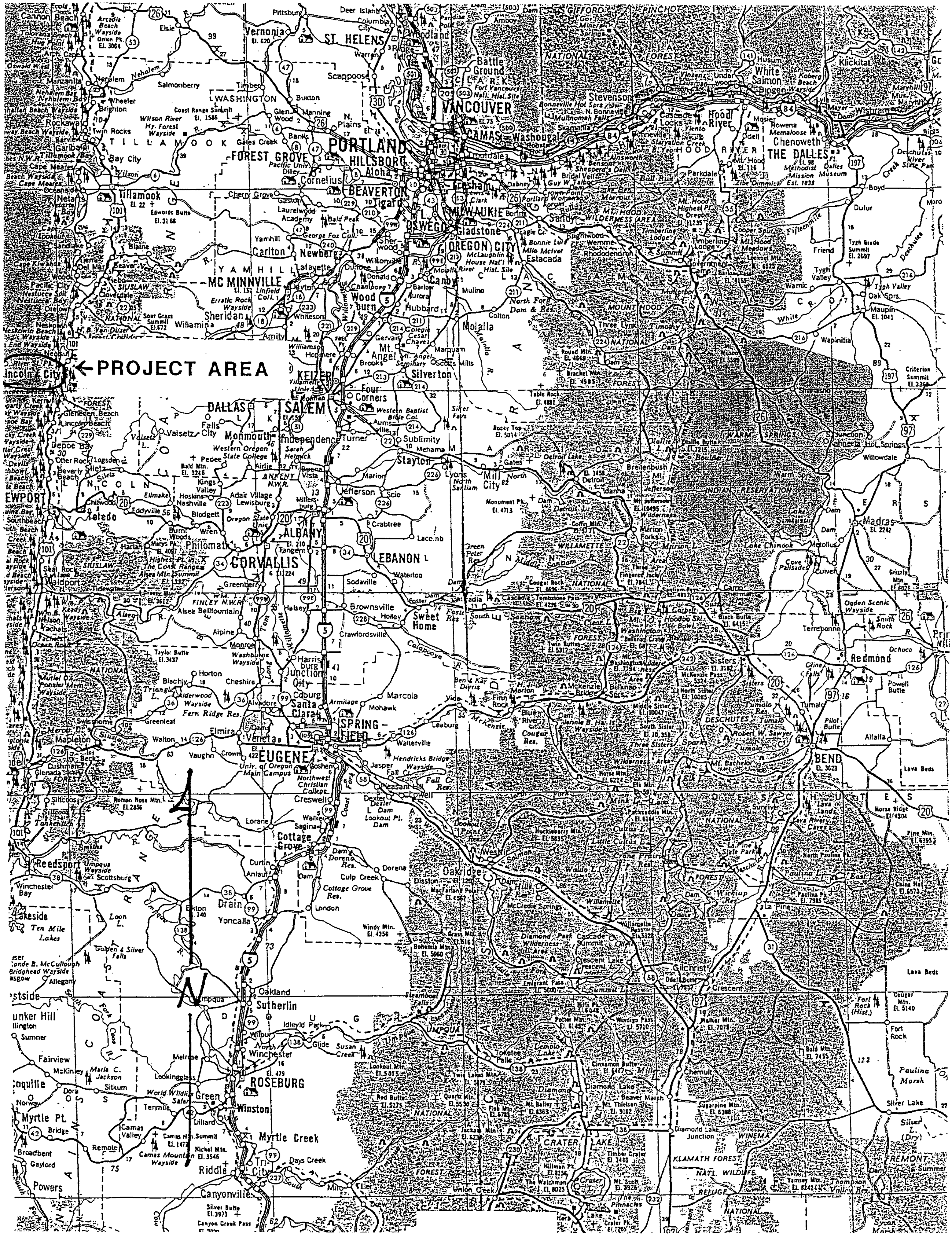
REFERENCE SITE PLAN

HGE INC
ARCHITECTS, ENGINEERS,
SURVEYORS & PLANNERS
373 Park Avenue/Coos Bay, Oregon 97420 (541) 269-1166
19 N.W. Fifth Avenue/Portland, Oregon 97209 (503) 233-1687

MOLALLA COURT EXTENSION

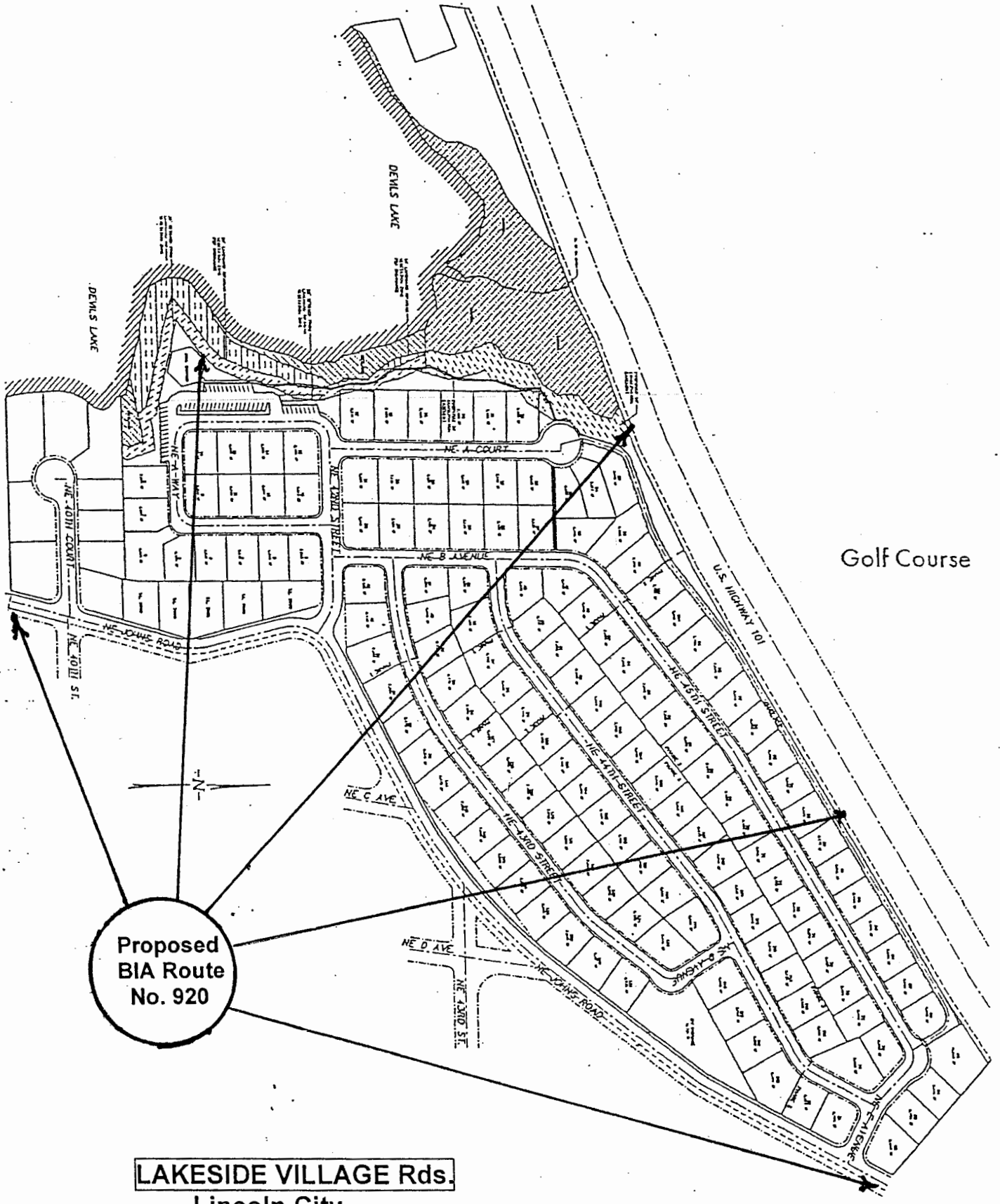
CONNECTING BUFORD AVE TO JAMES FRANK AVE.

TomC 1/30/02



PROJECT AREA
Lincoln City
PORTLAND
VANCOUVER
HILLSBORO
FOREST GROVE
BEAVERTON
Tigard
MILWAUKIE
OREGON CITY
Gladstone
Gresham
ST. HELENS
Vernonia
Tillamook
MC MINNVILLE
Newberg
Carlton
Sheridan
Woodburn
Canby
Molalla
KEIZER
SALEM
DALLAS
Monmouth
Independence
Silverton
Stayton
Mill City
ALBANY
CORVALLIS
LEBANON
Sweet Home
Philomath
Toledo
Waldport
Newport
EUGENE
SPRINGFIELD
Junction City
Cottage Grove
Creswell
Oakridge
Reedsport
Drain
Yoncalla
Oakland
Sutherlin
ROSEBURG
Winston
Myrtle Creek
Riddle
Canyonville
Myrtle Pt.
Coquille
Powers
BEND
Redmond
Sisters
Madras
La Pine
THE DALLES
Hood River
Cascade Locks
Stevenson
Camas
Washougal
White Salmon
Chenoweth
Sandy
Estacada
Fort Rock
Silver Lake
CRATER LAKE
Crater Lake
Chemult
Diamond Lake
Mt. Hood
WARM SPRINGS
INDIAN RESERVATION
WILLAMETTE
NATIONAL
FOREST
UMPQUA
DESCHUTES
Lava Beds
Paulina Marsh
N

North
LINCOLN CITY
AND VICINITY
LINCOLN COUNTY, OREGON
(Over for South)
PACIFIC OCEAN
SITE
ROADS END
KEY TO STREET PREFIXES
N.W.
N.E.



LAKESIDE VILLAGE Rds.
Lincoln City

Lakeside Village

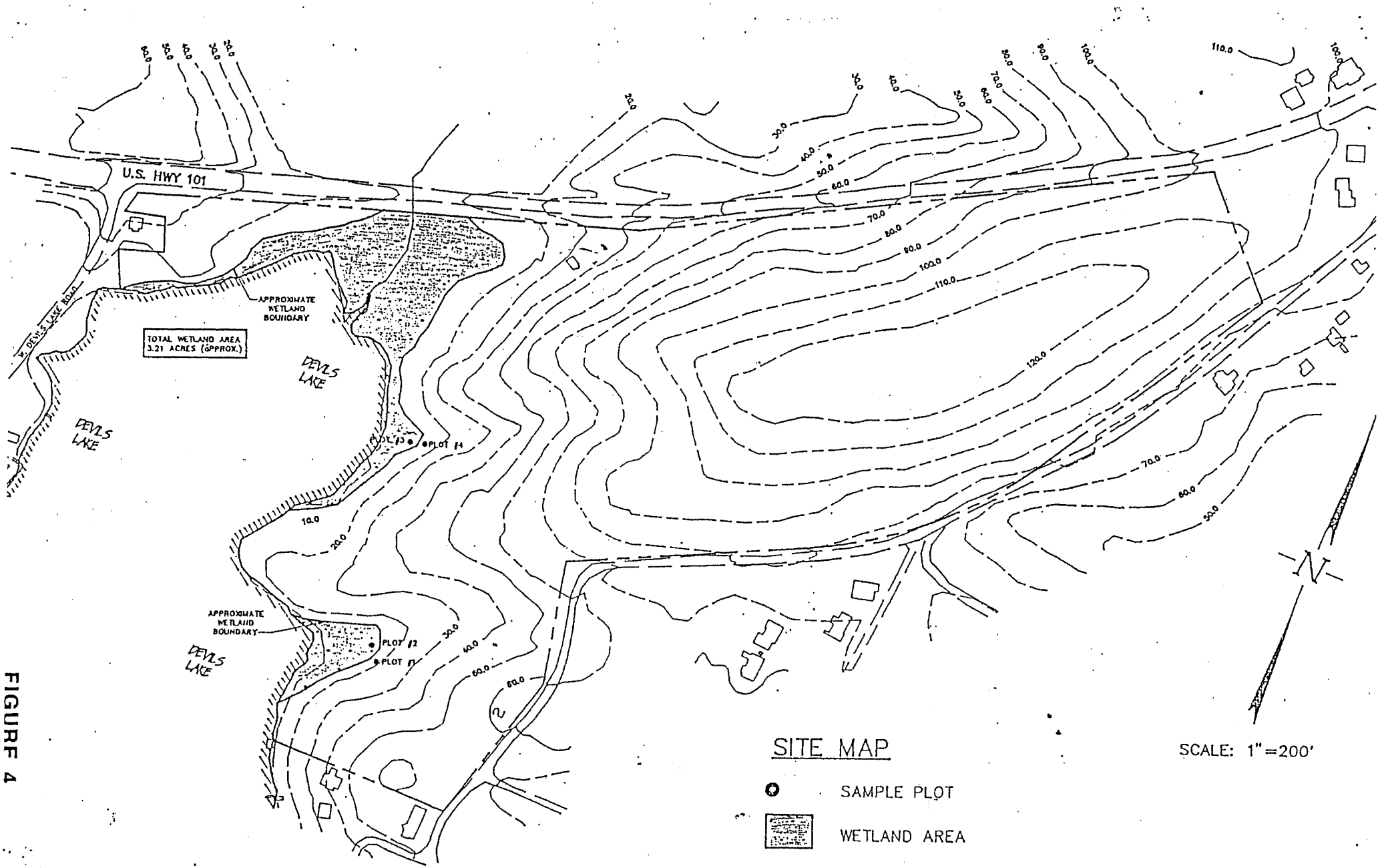
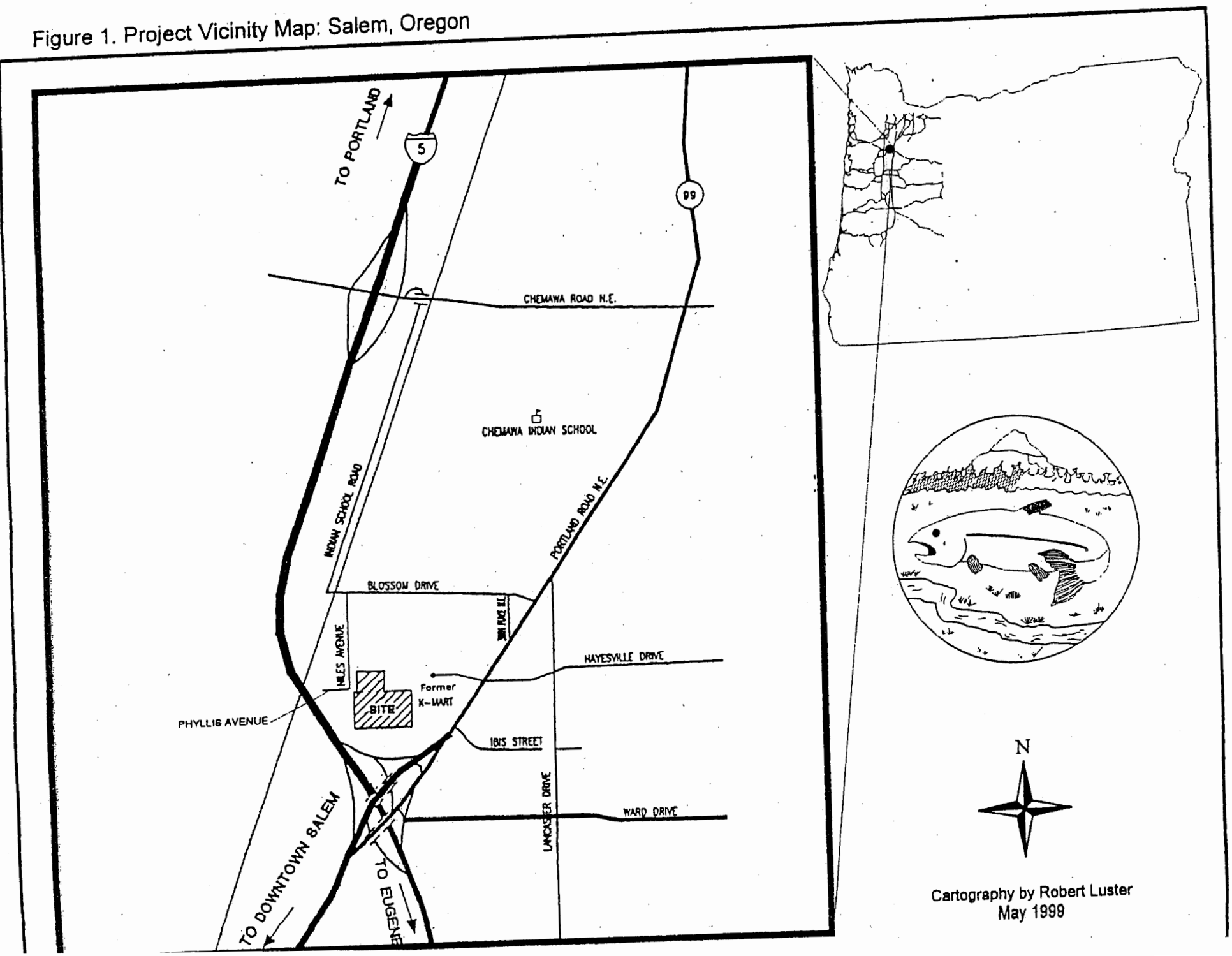
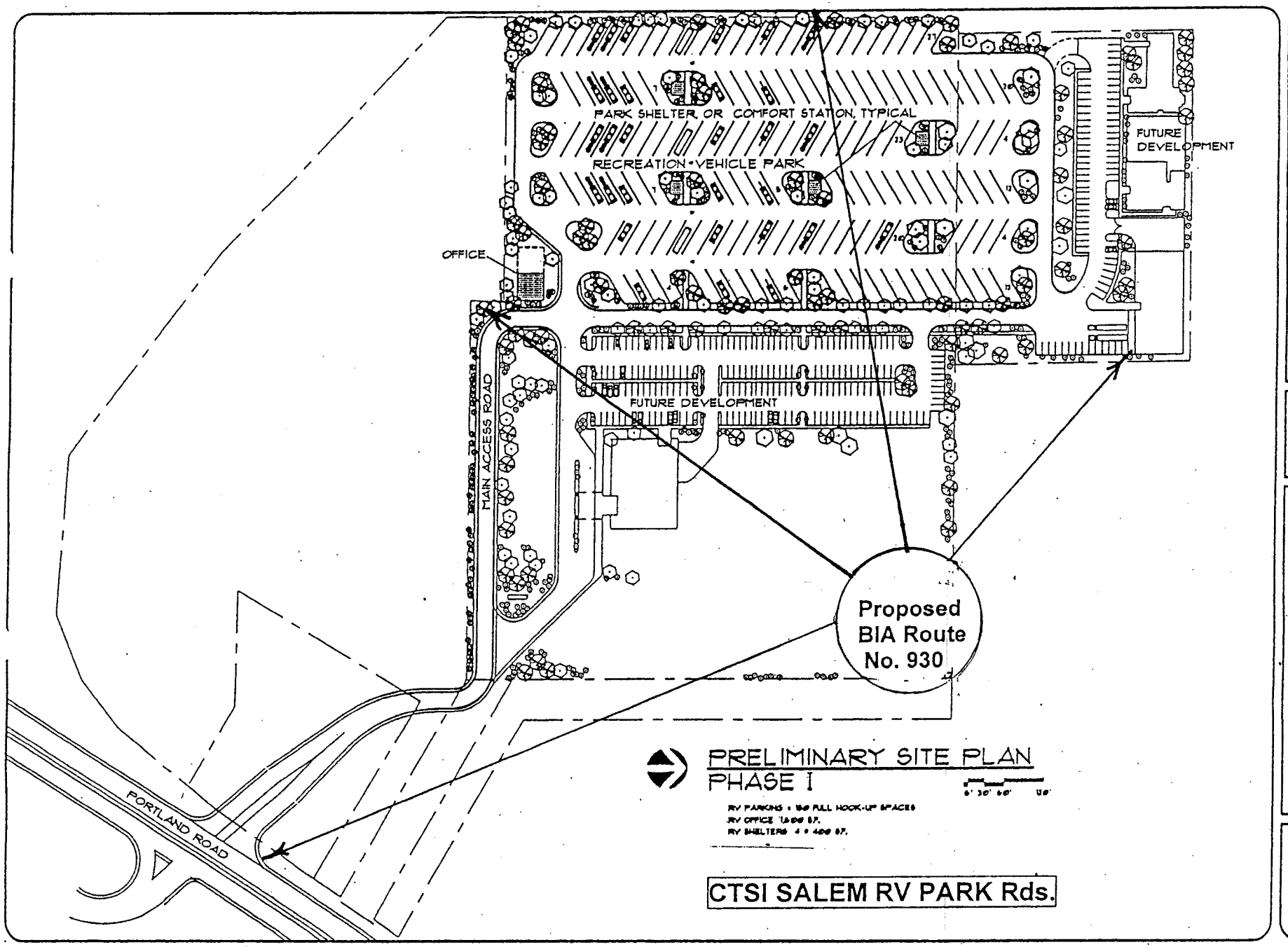

U.S. HWY 101
W. DEVILS LAKE ROAD
APPROXIMATE WETLAND BOUNDARY
TOTAL WETLAND AREA 3.21 ACRES (APPROX.)
DEVILS LAKE
DEVILS LAKE
APPROXIMATE WETLAND BOUNDARY
DEVILS LAKE
PLOT 13
PLOT 14
PLOT 12
PLOT 11
SITE MAP
SAMPLE PLOT
WETLAND AREA
SCALE: 1"=200'
N

FIGURE 4

Figure 1. Project Vicinity Map: Salem, Oregon





PRELIMINARY SITE PLAN
PHASE I

RV PARKING = 150 FULL HOOK-UP SPACES
RV OFFICE 1,500 S.F.
RV SHELTERS 4 @ 400 S.F.

CTSI SALEM RV PARK Rds.

HGE INC
ARCHITECTS, ENGINEERS, SURVEYORS & PLANNERS
375 Park Avenue/Coos Bay, Oregon 97420 (541) 269-1166
119 N.W. Fifth Avenue/Portland, Oregon 97209 (503) 223-1627

RV-PARK & COMMUNITY CENTER COMPLEX
CONFEDERATED TRIBES OF SILETZ INDIANS
SILETZ PROPERTY
SILETZ, OREGON

Date
MAY '99
Project No.
9923
Drawing No.
1
of 1

Appendix E

BIA IRR System Inventory

BIA STATE COUNTY

FIELD DESCRIPTION	COL	P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01
EA / AGENCY	1																		
SERVATION	4	142	142	142	142	142	142	142	142	142	142	142	142	142	142	142	142	142	142
UTE NUMBER	7	0001	0001	0001	0002	0002	0003	1020	1101	1180	1229	2010	2307	2411	2412	2424	2435	3010	3040
CTION NUMBER	11	010	020	030	010	020	010												
ASS	14	3	3	3	3	3	4					L.C.	CO.	CO.	CO.	CO.	CO.	L.C.	L.C.
NGTH OF SECTION (MILES)	15	0001	0001	0001	0004	0002	0002	0185	0009	0058	0311	0001	0039	0083	0089	0057	0008	0007	0004
IDGE NUMBER	19																		
IDGE CONDITION	23																		
NGTH OF BRIDGE (L.F.)	24																		
UNTY	27	041	041	041	041	041	041	041	041	041	041	041	041	041	041	041	041	041	041
NGRESSIONAL DISTRICT	30	05	05	05	05	05	05												
ATE	32	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
T YEAR	34																		
T (EXISTING)	36																		
T (ADT YR + 20)	40						0251												
TRUCKS	44						00												
HOULDER WIDTH	46	02	02	02	00	00	00												
HOULDER TYPE	48	4	4	4															
RFACE WIDTH	49	24	26	24	16	16	00	0	0	0	0	0	0	0	0	0	0	0	0
RFACE TYPE	51	6	6	6	4	3	0	6	6	5	6	6	4	6	4	4	5	6	6
TURE SURFACE TYPE	52	6	6	6	6	6	6												
ADWAY WIDTH	53	28	30	28	16	16	28												
DEQUACY DESIGN STANDARD	55						14												
ERRAIN	57						2												
AXIMUM GRADE	58						7												
.S.D. ALLOWABLE	59						5												
O.CURVES>MAX.ALLOWABLE	60						00												
O.OF STOPPING RESTRICTIONS	62						00												
AFETY STUDY	64	0	0	0	0	0	9												
OUNDATION	65	4	4	4	3	3	1												
EARING SURFACE	66	50	50	50	40	35	00												
RAINAGE	68	3	3	3	3	3	0												
HOULDER	69	3	3	3	0	0	0												
O.R.R X-INGS	70	0	0	0	0	0	0												
YPE R.R. X-INGS	71																		
NOW & ICE CONTROL	72	0	0	0	2	2													
IGHT OF WAY EST $(M)	73	00	00	00	00	00	00												
NCIDENTAL CONSTRUCTION	75	228	228	228	228	228	038												
RADE & DRAIN COSTS	78	223	223	223	223	223	084												
RAVEL SURFACING COSTS	81	052	052	052	052	052	000												
ITUMINOUS SURFACING COSTS	84	139	139	139	139	139	104												
RIDGES COSTS	87																		
EVEL OF MAINTENANCE	90	4	4	4	4	4													
WNERSHIP	91	1	1	1	1	1	1	3	3	3	3	5	5	5	5	5	5	5	5
CONSTRUCTION NEED	92	1	1	0	5	1	4	2	2	2	2	2	2	2	2	2	2	2	2
ROAD CATEGORY	93	13	13	13	12 V	12 V		224A	324A	224A	224A	124A	124A	124A	124A	124A	124A	124A	124A
WNER NUMBER	97							SR020	1510	SR180	SR229		00307	50411	50412	00424	00435		
R/W TYPE	102	31	31	31	31	31	31												
R/W WIDTH	104	050	050	050	040	040	030												
DATE OF CONSTR. CHANGE	107	83	83	83	59	59													
DATE OF UPDATE	109	85	85	00	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
ATLAS MAP NUMBER	111																		
TERMINAL REASON	113	6	6	8	7	8	8												
END OF ROUTE	114			E		E	E												

AREA COORDINATOR: _____ DATE: _____ INVENTORIED BY: _____ DATE: _____

COUNTY TRIBE COUNTY

FIELD DESCRIPTION	COL																
EA / AGENCY	1	P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**P01	**	**	**	**	**	**	**	**
SERVATION	4	142	142	142	142	142	142	142	142	142								
UTE NUMBER	7	3041	3440	3441	4004	4005	4006	4007	4008	4009								
CTION NUMBER	11							010		010								
ASS	14	L.C.	L.C.	L.C.				3		3								
NGTH OF SECTION (MILES)	15	0001	0007	0001	0001	0001	0004	0001	0003	0004								
IDGE NUMBER	19																	
IDGE CONDITION	23																	
NGTH OF BRIDGE (L.F.)	24																	
UNTY	27	041	041	041	041	041	041	041	041	041								
NGRESSIONAL DISTRICT	30							05		05								
ATE	32	41	41	41	41	41	41	41	41	41								
T YEAR	34																	
T (EXISTING)	36																	
T (ADT YR + 20)	40																	
TRUCKS	44																	
HOULDER WIDTH	46							00		00								
HOULDER TYPE	48																	
URFACE WIDTH	49	0	0	0	0	0	0	16	0	16								
URFACE TYPE	51	6	6	6	5	5	5	5	4	4								
UTURE SURFACE TYPE	52							6		6								
OADWAY WIDTH	53							16		16								
DEQUACY DESIGN STANDARD	55																	
ERRAIN	57																	
AXIMUM GRADE	58																	
.S.D. ALLOWABLE	59																	
O.CURVES>MAX.ALLOWABLE	60																	
O.OF STOPPING RESTRICTIONS	62																	
AFETY STUDY	64							0		0								
OUNDATION	65							4		4								
EARING SURFACE	66							25		25								
RAINAGE	68							3		2								
HOULDER	69							0		0								
O.R.R X-INGS	70							0		0								
YPE R.R. X-INGS	71																	
NOW & ICE CONTROL	72							2		2								
IGHT OF WAY EST $(M)	73							00		00								
INCIDENTAL CONSTRUCTION	75							228		228								
RADE & DRAIN COSTS	78							223		223								
RAVEL SURFACING COSTS	81							052		052								
BITUMINOUS SURFACING COSTS	84							139		139								
BRIDGES COSTS	87																	
LEVEL OF MAINTENANCE	90																	
OWNERSHIP	91	5	5	5	2	2	2	2	2	5								
CONSTRUCTION NEED	92	2	2	2	2	2	2	5	2	1								
ROAD CATEGORY	93	124A	124A	124A	12 V	12 V	12 V	12 V	12 V	12 A								
OWNER NUMBER	97																	
R/W TYPE	102							31		31								
R/W WIDTH	104							030		030								
DATE OF CONSTR. CHANGE	107							59		59								
DATE OF UPDATE	109	99	99	99	99	99	99	99	99	99								
ATLAS MAP NUMBER	111																	
TERMINAL REASON	113							8		8								
END OF ROUTE	114							E		E								

AREA COORDINATOR: _____ DATE: _____ INVENTORIED BY: _____ DATE: _____

Appendix F

Sample Resolutions

SAMPLE RESOLUTION
FOR ADDING ROADS/STREETS
TO BIA SYSTEM

Resolution No._____

WHEREAS, the Siletz Tribal Council, pursuant to Article III, Section I of the Tribal Constitution approved DATE, by the Acting Deputy Assistant Secretary of the Interior, Indian Affair, is empowered to exercise all legislative and executive authority not specifically vested in the General Council of the Confederated Tribes of Siletz Indians;

WHEREAS, the Bureau of Indian Affairs (BIA) maintains the official Road/Bridge Inventory of the Indian Reservation Roads (IRR); and

WHEREAS, the Confederated Tribes of Siletz Indians requests revisions to the IRR inventory shown on Attachment, "A"; and

WHEREAS, each road/street indicated on Attachment "A" is defined by a completed BIA Form 5704; and

WHEREAS, each road/street indicated on Attachment "A" is further defined by a strip map that has a north arrow and indicates each section of the proposed new/modified route; and

WHEREAS, each strip map provides the necessary information to locate the route to other principal topographic and cultural features such as streams/rivers, railroads, airports/airstrips, adjacent or nearby BIA and non-BIA routes, political subdivision boundaries, or cadastral lines;

NOW THEREFORE BE IT RESOLVED, that the Confederated Tribes of Siletz Indians Tribal Council requests that the roads/streets and the associated mileage, as shown on Attachment "A" be added to the IRR Road/Bridge Inventory.

NOW THEREFORE BE IT FURTHER RESOLVED, that the routes indicated on Attachment "A" shall be public routes and the Tribal Chairperson is hereby authorized to sign necessary documents to grant the appropriate right-of-way easements to the BIA.

CERTIFICATION: The Tribal Council for the Confederated Tribes of Siletz Indians adopted this resolution at a regularly scheduled meeting with a quorum present as require by the Siletz Constitution held on _____, 200__, by a vote of ___yes, ____no, and ___abstentions.

_____
(name)
Tribal Chairperson

_____
(name)
Tribal Secretary

DATE _____

INDIAN ROAD SYSTEM
for

Portland (Area) Siletz (Agency)

In accordance with Memorandum of Agreement between the Bureau of Indian Affairs and the Federal Highway Administration for administering the Indian Road System under the provisions of the Federal Aid Highway Act, revision to the road system for the Siletz Indian Reservation as defined by the Route Reports dated _____ , to be included in the BIA Road Inventory and Needs Survey (1974) and to be added in the Indian Roads System Atlas, is hereby submitted for approval.

This **increased/decreases** the miles in that part of the inventory by ___ miles as indicated with an asterisk (*).

The mileage of the Indian Road System for the Siletz Indian Reservation is summarized by the class as follows:

	BIA SYSTEM	NO PLANNED CONSTRUCTION (Maint. Only)	BIA CONSTRUCTION		NON-BIA CONSTRUCTION	CONSTRUCTION NEEDS
			Existing	Proposed		
Class 2						
Class 3						
Class 4						
Class 5						
TOTAL						
Column	(1)	(2)	(3)	(4)	(5)	(6)

NOTE: Column (1) = Sum of Columns (2), (3), & (4) and Column (6) = Sum of Columns (3), (4), & (5).

* This is a requested change to the Bureau of Indian Affairs – Indian Road System dated _____ (mm/dd/yy)

Refer to the attached individual route reports/strip maps which show the specific additions, deletions and revisions to all routed in the BIA Roads System.

RECOMMENDED:_____ Tribe Date

RECOMMENDED:_____ Superintendent, Bureau of Indian Affairs Date

APPROVED:_____ Area Director, Bureau of Indian Affairs Date

REVIEWED:_____ Division Administrator, Federal Highway Administration Date

SAMPLE RESOLUTION
FOR REQUESTING ROADS/STREETS PROJECTS

No._____

WHEREAS, the Siletz Tribal Council is the governing body of the Confederated Tribes of Siletz Indians of the Siletz Indian Reservation, Oregon, by the authority of the Constitution and By-laws of the Confederated Tribes of Siletz Indians as approved by the Secretary of the Interior; AND

WHEREAS, the Confederated Tribes of Siletz Indians requests the Northwest Regional Office, Road Construction and Maintenance Team to seek funding for _____ project by including said project on the Northwest Regional Office Control Schedule and TIP and BIA Central Office and FHWA approval; AND

WHEREAS, _____ project ranks _____ on the Confederated Tribes of Siletz Indians list of priority projects, AND

WHEREAS, A ROAD CONSTRUCTION PROJECT JUSTIFICATION CHECKLIST (Form 5-5714) and a PROJECT SCOPING REPORT have been initiated and the tribal Point of Contact for this project is INSERT NAME, TITLE, AND PHONE # ; NOW

THEREFORE BE IT RESOLVED, that the Siletz Tribal Council will request to enter into a cost reimbursable contract with the Department of Interior, Bureau of Indian Affairs under P.L. 93-638 to execute [insert a) design b)construction c)etc.]; AND

BE IT FINALLY RESOLVED, that the Siletz Tribal Council will negotiate for advance funding to execute the project, as permitted by P.L. 93-638.

Certification

We, the undersigned Chairperson and Secretary of the Siletz Tribal Council, hereby certify that the Tribal Council is composed of nine (9) members of whom five (5) constituting a quorum, were present at a meeting thereof duly and regularly called, notices, convened and held on this _____ day of _____, 200__ and that the foregoing resolution was duly adopted by affirmative vote of _____ members, with _____ opposing and _____ members abstaining. The Chairperson's vote is not required except in a case of a tie.

_____ _____

ATTEST: Secretary Chairperson

Appendix G

Federal Transportation Law

APPENDIX G

Discussion of the Federal Transportation Law ISTEA as Amended by TEA-21 with Specific Reference to Indian Tribes

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provided for Federal funding of the Public Lands Highways Program through fiscal year 1997 with Indian Reservation Roads funded on a progressive scale starting at $159 million in 1991 and reaching $191 million in 1997. Early in 1998, the US Congress passed a continuing resolution, and on May 22, 1998, congress passed the Transportation Equity Act for the 21st Century (TEA-21), which retains most of the provisions of ISTEA.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

ISTEA, a landmark act, provides the following provisions of importance to tribal governments and Indian people in general:

1. A continuous transportation planning process for developing transportation systems that provides coordination and cooperation between highway system agencies and agencies providing other modes of surface transportation. Transportation plans developed under this process are intended to be reviewed annually and updated as necessary. Transportation planning funds amounting to 2% of the Indian Reservation Road (IRR) allocation are provided for developing and continuously updating transportation plans to provide consistency with other road and highway systems and other forms of surface transportation.

2. Inclusion in a current Transportation Improvement Program (TIP) is required for all projects utilizing funding from ISTEA and the Federal Transit Act. The TIP process allows tribal governments the opportunity to access other funds in addition to those set aside for Indian Reservation Roads. Projects and programs utilizing funds from the Federal Lands Highway Program of ISTEA are processed through the Federal Agency involved. Indian tribe TIPs for public roads on lands held in trust by the federal government are submitted through the BIA Agency office and are compiled at the BIA Northwest Regional Office into a BIA Northwest Region TIP. Approval of BIA TIPs is obtained from the Federal Highway Administration (FHWA) and is forwarded, through the FHWA Division Offices, to the states for inclusion in the State Transportation Improvement Programs (STIPs). Federal Lands Highway TIPs do not go through the state public hearing process or selection process; these projects are simply added to the state TIP list.

3. Projects using funds from other programs funded by ISTEA follow the STIP process. In the state of Oregon, the Siletz Tribe along with other local area agencies would submit their TIPs to ODOT District 2 (Salem, Oregon). Project priorities are established at the District level

under overall guidelines set by the state Transportation Commission. Each ODOT district is also allocated funds through a distribution formula. Selected projects are included in the STIP and sent to the FHWA, FTA, and the Environmental Protection Agency (EPA) for approval. Federal transportation funds cannot be used until a project has gone through the process and appears on an approved STIP.

Projects planned for joint funding from the BIA or other federal agency and state highway department or local agency must use the STIP process whenever federal funds are involved. State or local agency funds from other federal sources do not have to have STIP approval, but use of the process is generally encouraged.

Funding available from the Federal Lands Highway Program includes:

- The Public Lands Highway Program, which includes Indian Reservation Roads
- Public Land Highways and Parkways
- Public Lands Discretionary
- Highway Safety and Research, and Development.
- Highway Bridge Rehabilitation and Replacement (HBRR).

Other federal funds that may be accessed by the tribes from ISTEA include:

- Emergency Relief Federally Owned (ERFO)

When a natural disaster occurs, ERFO funds can be used for emergency repairs to roads on federal lands. As Indian lands are considered federal lands, IRR System roads on Indian lands are eligible for these funds. To access ERFO funding, the Federal Highway Administration must determine that there is area-wide damage in excess of $500,000 and declare a "Disaster Area." In the northwest, applications for funds can be made by federal agencies and Indian tribes through the Western Federal Lands Highway Division of FHWA located in Vancouver, Washington. Funds are normally restricted to repairing roads or bridges to there original state.

HBRR funds were available at an amount equal to 2% of available HBRR funds in a given state; these funds were taken from the state appropriation. TEA-21 changed that portion of the law by providing for an Indian Reservation Road Bridge Program (IRRBP) that draws $13.6 million dollars off of the top of the IRR program amount. This program can also address deficient state and county bridges that are on IRR System roads. HBRR and IRRBP project funds follow the Federal Lands Highway TIP process, but are also a separate TIP from the other IRR program funds.

Federal funds are also available to Indian tribes for transit projects from the Federal Transit Administration (FTA).

Funding may be available to the tribes from the State Transportation Program (STP) for roads of a higher class than local access or rural minor collectors for regional and statewide competition projects, transportation enhancement, hazard elimination, railroad grade crossing improvements and pedestrian/bicycle facilities. Projects must be approved through the state STIP process. It is necessary to have support from local agencies to obtain these funds. A cooperative project with

a local agency would be a good way to access these funds. Other programs include congestion mitigation and National Highway System projects.

Tribes, through agreements with State Highway Department Districts, counties, and municipalities, may also utilize local and non-federal state funds. Tribes are encouraged to participate in shared fund projects to improve IRR System roads. By utilizing a relative small amount of Federal Lands Highway funds combined with other funding, the tribe and local agency can construct a project several years sooner than would be possible with just one funding source. A project completed in this fashion is mutually beneficial to both the tribe and the local agency.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY

The Transportation Equity Act for the 21st Century (TEA-21) authorizes highway, highway safety, transit, and other surface transportation programs for six years. As stated previously, TEA-21 essentially builds on the initiatives of ISTEA by the continuation and intended improvement of current programs with new programs. TEA-21, as amended to date, includes the following significant features to Indian tribes:

1. A guaranteed level of federal funds for Indian Reservation Roads amounting to $225 million for 1998, and $275 million for each year through 2003. Reservation of funds for the Indian Reservation Road Bridge Program and administrative expenses effectively limit those funds to $197 million for 1998 with a comparable deduction for the next five years.

2. Requires funds for the IRR program to be allocated among Indian tribes for fiscal year 2000 and each subsequent year in accordance with a formula established by the Secretary of the Interior under a negotiated rulemaking procedure. Membership on the committee shall include only representatives of the federal government and geographically diverse small, medium, and large Indian tribes.

3. Not less than $13 million of IRR funds shall be reserved each year for deficient IRR bridges, including multiple-pipe culverts. IRRBP funds can only be used for construction and not for developing plans, specifications, and cost estimates (PS&E). Access to IRRBP funds is on a first come, first served basis.

4. Extension of the Disadvantaged Business Enterprise (DBE) in highway and transit contracting undertaken with federal funding.

5. Inclusion of "Indian tribes" under the definition of public authority.

6. Inclusion of "Forest Roads through nontaxable Indian lands under the jurisdiction and maintained by a public authority and open to public travel" in the definition of Public Lands Highways.

7. Provides that tribal roads may be placed on the IRR System as public roads, but they must be open to travel by the public at all times.

Indian tribal governments, in cooperation with the Secretary of the Interior, state, local government, or MPO, shall carry out a transportation planning process. Planning funds remain at 2% of budget as stated in ISTEA. (Added Note: IRR construction funds can be used for planning in addition to funds provided for by TEA-21.)

TEA-21 requires the new formula to take into account factors that reflect relative need of the tribes for transportation assistance, and shall include administrative capacity and challenges faced by the tribe, including cost of construction, geographic isolation, and difficulty in maintaining all-weather roads. Until a new allocation formula is developed through the negotiated rulemaking process, the BIA will use the methods agreed to by the neg/reg tribal caucus to distribute FHWA funds.

Appendix H

Tribal Resolution Adopting the Transportation Plan

Resolution No. 2003-277

Date Approved: June 20, 2003

Subject: Adoption of Reservation Transportation Plan

SILETZ TRIBAL COUNCIL
Resolution

WHEREAS, the Siletz Tribal Council is empowered to exercise the legislative and executive authority of the Confederated Tribes of Siletz Indians of Oregon pursuant to Article IV, Section 1 of the Siletz Constitution approved June 13, 1979, by the Acting Deputy Commissioner of Indian Affairs; and

WHEREAS, the Confederated Tribes of Siletz Indians has inherent sovereign governmental powers to protect and promote the health, safety, and/or general welfare of the people of the Confederated Tribes of Siletz Indians; and

WHEREAS, the Confederated Tribes of Siletz Indians has prepared a Reservation Transportation Plan which describes how the Confederated Tribes of Siletz Indians will work to develop a Reservation-wide system of inter-modal transportation that provides safe and easy access between the Reservation and other destinations; and

WHEREAS, public meetings were held in the Tribal Council Chambers on the Siletz Indian Reservation regarding the Transportation Improvement Program, and at these meetings suggestions about the plan were taken from community members; now

WHEREAS, relevant comments from the Bureau of Indian Affairs Branch of Roads, Oregon Department of Transportation, Lincoln City Public Works and City of Siletz were incorporated in the Plan; now

THEREFORE BE IT RESOLVED, that the Siletz Tribal Council hereby approves and adopts the May 2003 Siletz Reservation Transportation Plan.

Confederated Tribes of Siletz Indians Tribal Council
By

Delores Pigsley, Tribal Council Chairman

CERTIFICATION

This Resolution was adopted at a Regular Tribal Council Meeting held on June 20, 2003, at which a quorum of the Tribal Council was present, and the Resolution was adopted by a vote of 7 FOR, 0 AGAINST, and 0 ABSTAINING, the Chairman or Vice Chairman being authorized to sign the Resolution.

By

JoAnn Miller, Tribal Council Secretary

Appendix I

Glossary of Transportation & Related Terminology

Appendix I
Glossary of Transportation and Related Terms

57 BIAM	The Bureau of Indian Affairs Manual, Part 57, policies and procedures that cover the planning, design and construction of Indian Reservation Roads.
58 BIAM	The Bureau of Indian Affairs Manual, Part 58, policies and procedures that cover the maintenance of Indian Reservation Roads.
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials.
Access Management	Measures regulating physical connections to streets, roads, and highways from public roads and private driveways.
ADT	Average Daily Traffic
AOH	Access Oregon Highways, a 1987-1997 highway development and funding program which focused on through traffic movements and economic development.
Arterial	A major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing. Arterials are most likely to be designated as "roadways of regional significance."
ATMS	Advanced Traffic Management System, technology which facilitates traffic movements.
AWD	Average Weekday Traffic
BIA	Bureau of Indian Affairs
BIADOT	Bureau of Indian Affairs, Division of Transportation

BIA Road System	Those existing and proposed Indian Reservation Roads for which the BIA has or plans to obtain legal right(s)-of-way. This includes only roads for which the BIA has the primary responsibility to construct, improve, and maintain and for which any changes to this system will be supported by resolution from tribal governments.
BMP	Best Management Practices, techniques which reflect current thinking on a specific subject.
BMS	Bridge Management System
Capacity	Maximum volume of traffic that the roadway section is able to carry on a sustained basis.
CFR	Code of Federal Regulations
CN	BIA Construction Need (1 through 4)
COTR	Contractor Officer's Technical Representative
Collector	A street for traffic moving between major or arterial streets and local streets. Collectors generally provide direct access to properties, although they may have limitations on driveway spacing. Collectors are generally considered not "regionally significant."
Collectors (Rural)	Rural collector roads are subclassified as major collectors and minor collectors. These routes generally serve travel of primarily intra-county rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. Consequently more moderate speeds may be typical. Rural collectors both major and minor generally constitute 20 to 25 percent of the rural road miles. Rural major collectors provide service to any country seat not on an arterial route; to larger towns not directly served by an arterial and to other traffic generators of equivalent intra-county importance such as consolidated schools shipping points parks important agricultural areas etc. Major collectors link those places with nearby larger towns or cities or with routes of higher classification and serve the more important intra-county travel corridors.

	Rural minor collectors should be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. Furthermore, minor collectors provide service to the remaining smaller communities and also link the locally important traffic generators with their rural hinterland. Rural minor collectors are generally not eligible for federal funding of road improvements; however, bridge improvement projects are fundable.
Collectors (Urban)	Urban collectors provide for land access and traffic circulation within residential neighborhoods and commercial and industrial areas. They distribute traffic movements from such areas to the arterial system. Half-mile spacings are common in developed areas. Collectors do not handle long through trips and are not continuous for any great length. They generally account for 5 to 10 percent of the total street system.
CTIP	Coordinated Technology Implementation Program
DLCD	Department of Land Conservation and Development.
DOI	Department of the Interior
ERFO	Emergency Relief Federally Owned
FAP	Federal Aid Primary (obsolete under ISTEA)
FAS	Federal Aid Secondary (obsolete under ISTEA)
FAU	Federal Aid Urban (obsolete under ISTEA)
FHWA	Federal Highway Administration
FLH	Federal Lands Highway
FLHO	Federal Lands Highway Office of the Federal Highway Administration, located in Washington, DC.
FLHP	Federal Lands Highway Program
FTA	Federal Transit Administration (formerly UMTA)
Functional Classification	ISTEA modified the federal aid systems approach that has covered our program since the 1920s. The federal aid primary, secondary, and urban systems are history. Now, all public roads in the nation,

except those functionally classified as rural minor arterial or local roads, are called federal aid highways and are eligible for improvement under a broad category called the Surface Transportation Program (STP).

By federal mandate, each state was required to revise the functional classifications of all public roads. The resultant system was to be reported to the federal Congress by September 1993. Criteria was set forth in the March 1989 version of "Highway Functional Classification-Concepts, Criteria and Procedures," as modified by Attachment 3 to FHWA memorandum dated February 10, 1992.

To provide a balanced system, the criteria set forth percentages of roads for each classification level. As much as possible, the percentages are to be adhered to. Justification is required for not doing so. Particular attention is required to assume uniformity across state and local boundaries.

The process consisted of classifying highways, roads, and streets, into groups having similar characteristics for providing mobility and/or land access. The highest classifications, the arterials, provide for the greatest degree of mobility of large volumes of long-distance traffic, with little or no access to abutting properties. The next general classification the collectors, generally provide equal emphasis upon mobility and land use accessibility. The last category, local access, emphasizes abutting property needs and essentially discourages long-distance travel.

Geographic Information System (GIS) — A computer-operated data storage device. GIS allows the assignment of multiple "layers" of data sets to the map of a given area. In transportation planning, these diverse bits of data can be called up for any one given location and used to display database information for that area.

HBRRP — Highway Bridge Rehabilitation and Replacement Program

Highway — A public way for purposes of travel, including the entire area within the public right-of-way.

HOV Lanes — High-Occupancy Vehicle lanes, special road lanes which can only be used by vehicles with more than one occupant.

HUD — U.S. Department Housing and Urban Development

IHS	Indian Health Services
IRR System	Indian Reservation Road System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LCDC	Land Conservation and Development Commission.
Level of Service	A method of measuring and defining the type and quality of particular public service such as transportation, fire protection, police protection, library service, schools/education, etc.
Level of Service Standards (LOS)	A qualitative measure describing operational conditions within a traffic stream in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Local Streets and Roads (Urban and Rural)	All public streets and roads, not otherwise classified as arterials or collectors, comprise the local access system. These roadways primarily serve local needs for access to adjacent lands, travel over relatively short distances, and connections to collectors or other higher systems. Local urban streets offer the lowest level of mobility and usually contain no bus routes. Service to through traffic movement is deliberately discouraged. Local streets usually account for 65 to 80 percent of the road miles. Similar to rural minor collectors, the urban and rural local systems are ineligible for federal roadway funds; but do qualify for bridge funding.
LTAP	Local Technical Assistance Program
Minor Arterial (Urban and Rural)	Minor arterials collect and distribute traffic from principal arterials to lesser-classified streets or allow for traffic to directly access their destinations. In urban areas they serve secondary traffic generators such as community business centers neighborhood-shopping centers multiple residence areas and traffic neighborhood to neighborhood within a community. Urban bus routes generally follow these facilities. Access to land use activities is generally permitted. Such facilities are usually spaced under two miles apart in urban fringes and in core areas can be spaced at 1/8 to ½ mile apart. In sparsely populated areas of our rural counties minor arterials may be wisely disbursed or nonexistent. Rural minor arterials in conjunction with rural principal arterials are spaced at such intervals that all developed areas of the state are within a reasonable distance of an arterial highway. Rural minor arterials are expected to provide for

	relatively high overall travel speeds with minimal interference to through movement. Rural minor arterials generally comprise of 4 to 8 percent of the system; whereas in urban areas they generally comprise 10 to 15 percent.
MP	Mile Post
MPO	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area. Designated in the 1991 ISTEA. MPOs currently exist in the Eugene/Springfield, Medford, Portland, and Salem areas. Rainer is part of a fifth MPO, Longview-Kelso-Rainer, which is not considered to be an MPO for purposes of this plan.
National Highway System (NHS)	The system of roads designed by Public Law 104-59, on November 28, 1995.
NEPA	National Environmental Policy Act
OAR	Oregon Administrative Rules, rules written by a government agency intended to clarify the intent of an adopted law.
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statutes, the laws that govern the state of Oregon.
OTC	Oregon Transportation Commission, ODOT's governing body.
OTI	Oregon Transportation Initiative
OTP	Oregon Transportation Plan
Peak Hour	Hour of the day with the most traffic, usually during morning and evening commute times.
Principal Arterial (Urban and Rural)	Principal arterials permit traffic flow through and between our cities and towns and between manor elements of the urban areas. They are of great importance in the regional transportation system as they interconnect major traffic generators, such as central business districts and regional shopping centers, to other major activity centers and carry a high proportion of the total area travel on minimum of roadway mileage. Principal arterials frequently carry important intraurban as well as intercity bus routes.

Right-of-Way	A general term denoting publicly owned land, property, or interest therein, usually in a strip. The entire width between the exterior right-of-way lines including the paved surface, shoulders, ditches, and other drainage facilities in the border area between the ditches or curbs and right of way line.
RTP	Regional Transportation Plan
SR	State Route
State Highway System	Public roads owned and operated by the State of Oregon through the Oregon Department of Transportation. The state highway system does not include state-owned roads managed by State Parks, State Forests, Oregon Department of Fish and Wildlife, college campuses, or other state institutions.
STP	Surface Transportation Program
STIP	Statewide Transportation Improvement Program
TEA—21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
Trip	A one direction movement which begins at the origin and ends at the destination. For example, a trip movement from a residence to a work place is a trip from home to work.
USC	United States Code
US DOT	U.S. Department of Transportation
Vehicle miles of travel (VMT)	Miles traveled per vehicle multiplied by the total number of vehicles.

Appendix J

Current Tribal Transportation Priorities List

Resolution No. 2003-278

Date Approved: June 20, 2003

Subject: Approval of 2003 Transportation Priorities

SILETZ TRIBAL COUNCIL

Resolution

WHEREAS, the Siletz Tribal Council is empowered to exercise the legislative and executive authority of the Confederated Tribes of Siletz Indians of Oregon pursuant to Article IV, Section 1 of the Siletz Constitution approved June 13, 1979, by the Acting Deputy Commissioner of Indian Affairs; and

WHEREAS, the Confederated Tribes of Siletz Indians has inherent sovereign governmental powers to protect and promote the health, safety, and/or general welfare of the people of the Confederated Tribes of Siletz Indians; and

WHEREAS, the Confederated Tribes of Siletz Indians has prepared a Reservation Transportation Plan which describes how the Confederated Tribes of Siletz Indians will work to develop a Reservation-wide system of inter-modal transportation that provides safe and easy access between the Reservation and other destinations; and

WHEREAS, Appendix J of the Siletz Reservation Transportation Plan lists the Tribe's near term capital improvement priorities; and

WHEREAS, stating the Tribe's transportation priorities serves as justification for the NW Regional BIA Branch of Roads to obligate funds to implement those projects further described in the forthcoming Transportation Improvement Plan; now

THEREFORE BE IT RESOLVED, that the Siletz Tribal Council hereby approves Appendix J, dated June 20, 2003, of the May 2003 *Siletz Reservation Transportation Plan*.

Confederated Tribes of Siletz Indians Tribal Council
By

Delores Pigsley, Tribal Council Chairman

CERTIFICATION

This Resolution was adopted at a Regular Tribal Council Meeting held on June 20, 2003, at which a quorum of the Tribal Council was present, and the Resolution was adopted by a vote of 7 FOR, 0 AGAINST, and 0 ABSTAINING, the Chairman or Vice Chairman being authorized to sign the Resolution.

By

JoAnn Miller, Tribal Council Secretary

APPENDIX J

APPROVED Short-Term Project Priorities (0-5 years)

***Short-Term Project Priorities (0-5 years)**

Priority No. 1.	Project No. 1: BIA Rt. 900, Grooms Road, Construction
Priority No. 2.	Project No. 7: BIA Rt. 930, Astoria Street (Salem Property), Construction.
	Project No. 8: Blossom Dr. NE (Salem Property), Widening
Priority No. 3.	Project No. 9: Blossom Dr. NE, Reconstruction.
Priority No. 4.	Project No. 3: BIA Rt. 920 Lakeside Subdivision Roads, Construction
	Project No. 4: NE Johns Road, Reconstruction
Priority No. 5.	Project No. 5: BIA Rt. 5322 Toledo Riverfront Property Access Road
	Project No. 6: BIA Rt. 5321 Toledo Riverfront Property Industrial Road
Priority No. 6.	Project No. 2: BIA Rt. 910, Molalla Ct. Extension, and Construction
Priority No. 7.	Project No. 11: SR 229 Safety Improvements
Priority No. 8.	Project No. 10: BIA Rt. 4008, Cemetery Road, Upgrade

*Revised 6/20/03 for consistency with Economic Development priorities