

**LONG RANGE  
TRANSPORTATION AND  
CAPITAL IMPROVEMENT  
PLAN  
2018-2038**

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**November 28, 2017**

**Submitted to  
Sault Ste. Marie Tribe of Chippewa Indians Membership  
Board of Directors**

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## INTRODUCTION

*The Long Range Tribal Transportation Plan for the Sault Ste. Marie Tribe of Chippewa Indians is a complex document that represents the collaborative efforts of various departments, programs, community input, membership and executive members of the tribe to complete.*

This document is intended to strategically bring together various aspects of transportation program and a variety of supporting documents to develop and manage our many multi-modal facilities, land uses and community needs. While being mindful of our membership and Tribes unique needs, we focus on protecting and enhancing the quality of life of our membership and communities. Strategies have been identified to evaluate, assess and recommend appropriate activities to maintain and improve our facilities and infrastructure with sound investments and proactive planning and asset management.

The Tribal Transportation Department facilities include tribal roads, bridges, harbors, public roads, bus stops, sidewalks and trails on the federal-aid inventory system. Facilities include but are not limited to primary and secondary routes (roads) that provide access to Tribal, cultural, tourism, economic development, natural resources, harbors, boat landings and airports. Facilities listed on the Transportation Inventory List are located on, within or provide access to Tribal, BIA, Trust, Fee and restricted lands. Facilities are deemed eligible by the Tribal Council, Bureau of Indian Affairs, Federal Highway Administration and Secretary of the Interior. The transportation plan was prepared for the Tribal Community, Bureau of Indian Affairs and Federal Highways Administration in accordance with 25 CFR 170<sup>i</sup>.

While keeping in mind that the needs of the Sault Ste. Marie Tribe of Chippewa Indians (here after referred to as The Tribe) are unique, for example the undefined reservation boundaries. The Tribe owns land which is scattered throughout the Upper Peninsula of Michigan encompassing a network of roads, bridges, ferries, docks and trails spanning seven counties including: Alger, Delta, Luce, Mackinac, Schoolcraft, Marquette, and Chippewa counties (see figure 2). Within the seven county service area we have the following primary communities: Sault Ste. Marie, St. Ignace, Hessel, Kincheloe, Munising, Manistique and Newberry with numerous Tribal operations provided throughout the region, with over 92 programs and services are offered by the Tribe to its enrolled members.

The governing body of the Sault Ste. Marie Tribe of Chippewa Indians is the Board of Directors. There are 12 board members and one chairperson who are all elected into office. The board members represent the five units of the tribe's service area in the Eastern Upper Peninsula of Michigan. Five board members represent Unit I, two board members represent Unit II, two board members represent Unit III, two board members represent Unit IV, and one board member represents Unit V. The chairperson is elected at large and serves as a member of the board.

Many of the programs and services are concentrated in a few areas, as it is not economically feasible to provide all of the programs and services to each of the seven counties. This poses a problem, because of socio-economic reasons and access to services is limited. Transit services do not exist in many of the counties and, the transit services that do exist are limited and do not provide transportation within some of the cities and between some of the counties. Many county and city roads are critical to the health of Tribal members and the economic development of the Tribe. Roads, whether directly on a reservation, near a reservation, or between reservations provide access to health care, grocery stores and shopping centers, worksites, financial services, and emergency services. In addition, several main thoroughfares provide access to each of the Tribe's six casinos.

## PURPOSE AND SCOPE

This Long Range Transportation Plan represents the compilation of a variety of supporting documents created by and for the Transportation Department. The primary focus of the Transportation Plan is the strategic development of various multimodal transportation facilities, while keeping in mind the Tribe's unique needs, values, land use, and socioeconomic goals. The Plan will clearly present our commitment to providing a system that can meet the current and future mobility needs of our community. Transportation Planning includes the design, construction, operation and maintenance of transportation facilities.

The following pages detail proposed additions and inclusions for the Sault Ste. Marie Tribe of Chippewa Indians Long Range Transportation Plan (LRTP). This document defines priorities for programming and expenditures of Bureau of Indian Affairs Tribal Transportation funds. The LRTP will be reviewed and updated every five years. Additionally, an annual Transportation Improvement Plan (TIP) will be updated and completed on an annual basis with prioritized transportation projects. The identified projects reflect the needs and priorities of the Sault Ste. Marie Tribe of Chippewa Indians. With a focus on equitable distribution of resources that accommodate existing and proposed land use in a safe, sustainable, respectful approach.

Furthermore, the Transportation Department and this LRTP strives to preserve our way of life while planning for future roads, bridges, trails, sidewalks, water trails, transit and safety needs. This document highlights coordination and collaboration with tribal staff from various departments; the Tribal Council and Community Members. In preparing this LRTP the following were considered: input from community members, along with public review, distribution and input. In addition, the following factors provided guidance and direction: This Long Range Transportation Plan represents the compilation of several supporting plans and reports created for or by the Transportation Department in an effort to develop a comprehensive Long Range Transportation Plan. Below, is a list of supporting plans and reports:

- Narrative Summary
- Reservation Boundary/Service Area Maps
- Statement of Transportation Needs/Issues
- Transit Implementation Plan
- Non-Motorized Transportation Plan
- usRAP Analysis
- Safety Plan
- Water Trails Plan
- Transportation Improvement Plan (TIP)
- Other Supporting Documents including: Supportii Tribal Resolution

Over the last seven years the Transportation Department has developed and directed numerous community input sessions, membership surveys and direct meetings with tribal staff and membership to compile information on needs, issues, safety, transit and project prioritization to name a few. Further, it is the intent of the Transportation Department to continue with this strategic direction of community input, guidance and transparency by compiling, on an annual basis, priority list of proposed transportation facilities (i.e. roads, bridges, trails, sidewalks). Project will be prioritized using the Michigan Transportation Asset Management Council Asset Management Guide, which provides standards and processes to rate the current condition of roads and road systems for prioritization.

The Tribe has developed this long range plan in accordance with the Sault Ste. Marie Tribe of Chippewa Indians Strategic Master Plan and all Tribal codes and ordinances. Further, this Plan represents the intention of the Tribe and the Transportation Departments intent to maintain and build inter-governmental collaboration with federal, state, regional units of government to maintain infrastructure in a safe and equitable manner. Finally, this long range plan provides a detailed review of the requirements needed in order to fully develop and properly sustain the Transportation Department. To fulfill program and federal requirements the Transportation Department is developing this Long Range Transportation Plan (LRTP) and capital improvement strategy to guide long term tribal investments in our infrastructure and community development. This LRTP will be reviewed and updated every 5



years or as necessary the Tribe. One of the most critical aspects of this long range plan is to provide a process for annual community review and input for construction, planning and transit for multi-year plans.

### ORGANIZATION OF STUDY

The process to complete this LRTP consisted of the following stages: Phase One, included the collection of current data and conditions for review and analysis, creation of goals, policies and strategies. Phase Two, collection and review of traffic data, existing conditions, projected transportation land development within the Tribal seven county service area, identification needs. This processes included collaborations and coordination with City, County, Regional, State, National and Bureau of Indian (BIA), Tribal Officials and staff to obtain required data.

Phase Three consists of preparing a draft transportation plan based on the information obtained from collaboration with City, County, Regional, State, National and Bureau of Indian (BIA) Officials input. Finally, incorporating current Tribal Transportation Department plans and studies and Tribal Community data collected from various Tribal Departments, Programs and Officials to evaluate our tribal community needs. This transportation plan is a “Draft” plan that is provided to our community members for review and input. After community review and input has been completed this Draft transportation plan will be presented to the Sault Ste. Marie Tribe of Chippewa Indians Board of Directors for official approval and submitted to the Bureau of Indian Affairs.

### TRIBAL AND REGIONAL CONTEXT

Tribal homelands are located in the central and eastern region of Michigan’s Upper Peninsula; which includes Chippewa, Mackinac, Luce, Schoolcraft, Alger, Marquette, and Delta Counties. The Tribe provides varied and extensive services to Tribal and community members throughout the seven county service area. Most services are located quite a distance from residential areas. Also, the service area is mostly low population densities and remoteness, and small urban “islands” surrounded by rural land. Although several local units of government and agencies located in the region currently provide a variety of transportation options, there are still extensive mobility needs that need to be met. The Sault Ste. Marie Tribe of Chippewa Indian service area covers seven (7) counties, which contains 19,061 square miles, including hundreds of miles of shoreline on three of the great lakes; Lake Superior, Lake Huron and Lake Michigan (Figures 1& 2).

Figure 1 Great Lakes Region, USA



Figure 2 Tribal Seven County Service Area



### LONG RANGE TRANSPORTATION PLAN SUMMARY

The 2018-2038 Long Range Transportation Plan (LRTP) is drafted and presented to be adaptable to the numerous needs and changes throughout our communities with the Performance Based Model approach. The Federal Highway Administration (FHWA) Performance Based Planning and Programming Guidebook was used as guidance in developing a Performance Based Model (PBM) that utilizes data, is strategic and provides community involvement on current and future investments<sup>ii</sup>.

As programming requirements and budget constraints may impact future planning processes, the identified strategies within this document provide guidance for project prioritization and identifying capital preventative maintenance and improvement needs. The priority construction needs list should be reviewed and updated on an annual basis with a Tribal Transportation Improvement Plan (TIP). The LRTP should be updated every five years or if there is a major change in land use, land use planning, development or direction.

In accordance with the Sault Ste. Marie Tribe of Chippewa Indians Strategic Master Plan, the Tribe has updated this Long-Range Tribal Transportation Plan. This plan represents the Tribe's continued intention to using a balanced approach to ensure that the Transportation Department strives to enhance the quality of life; support economic development; provide a safe and efficient, multi modal transportation network.

The Transportation Program will also continue to construct and maintain tribal reservation roads, and work collaboratively with state, county, and city Managers/Roads Commissions/Engineers in order to improve, increase, and enhance transportation on and to our tribal reservation sites and facilities. Detailed Inventory additions, updates and resubmissions for the current year are included in the Inventory Tracker attachment.

To adequately evaluate and address the current and future needs in our communities, including existing and both future facilities, land use, and economic development this LRTP establishes the following processes:

- Establishes a process for facilitating community/public involvement
- Provides a process for Prioritization of Needs/Projects
- Established a process for conducting transportation studies for inclusion into the LRTP.
- Establishes program processes for multi-modal planning, construction, land use and asset management.
- Establishes processes to update and amend LRTP.

## PART ONE-EXISTING CONDITIONS

### 1.1 BACKGROUND DATA AND EXISTING CONDITIONS

#### 1.1.1 TRIBAL GOVERNMENT

The Sault Ste. Marie Tribe of Chippewa is a federally recognized Tribe listed in the Federal Registry notice published on January 1, 2017, by the Bureau of Indian Affairs; 82. FR 4915. The Tribal governing body is the Board of Directors of the Sault Tribe, with 12 Board members and one Chair to represent the tribal membership, along with a Vice Chair, Secretary, Treasurer and Secretary.

Board members are elected by enrolled tribal members 18 years of age and older, from one of the five respective units and serve four year terms. Elections are held every two years with half the board up for reelection, with the chair up for reelection every four years. The tribal board meets officially twice a month at regular scheduled meetings held across the service area, with special meetings taking place after official announcement and public notice.

#### 1.1.2 CULTURE AND HISTORY

The Original bands of the Sault Ste. Marie Chippewa Indians were an identifiable tribally organized entity long before their first contact with white explorers which occurred about the year 1620. The geographic area extended from Grand Island near the present city of Munising and included bands living at Grand Island, Point Iroquois, Drummond Island, Sault Ste. Marie, Garden River and Neebish Island.

The Treaty of July 31, 1855, (11 Stat.533) in addition to other things, established several large reservations extending across the eastern portion of the Upper Peninsula of Michigan, followed in 1936 with the passage of the Wheeler-Howard Act of the Indian Reorganization Act (48 Stat. 984, 25 U.S.C. Sec 461 et. Seq.). In the early 1950's, the Original Band began an effort to organize. This the effort began by the producing a roll of persons who could trace their ancestry directly to a known member of the historic six bands. By the late 1950's, the membership rolls were compiled with the Tribal constitution and By-Laws, adopted pursuant to the Indian Reorganization Act, was approved on November 13, 1975. The name adopted in this constitution was "The Sault Ste. Marie Tribe of Chippewa Indians."

#### 1.1.3 DEMOGRAPHICS

The U.S. Census Bureau 2016 estimate for the State of Michigan population is 9,928,300 according to the American Community Survey (ACS-2009-2013). Further, within the seven county service area the estimated total population is 178,638 with 14,727 enrolled tribal members, with a total enrollment of 43,743, as provided by the Sault Ste. Marie Tribe of Chippewa Indians Enrollment Office. For comparison, the following pages provide figures containing population density for the general population and members for comparison of population data.



Figure 3 TRIBAL SEVEN COUNTY SERVICE AREA



Figure 4 POPULATION DENSITY BY CENSUS BLOCK

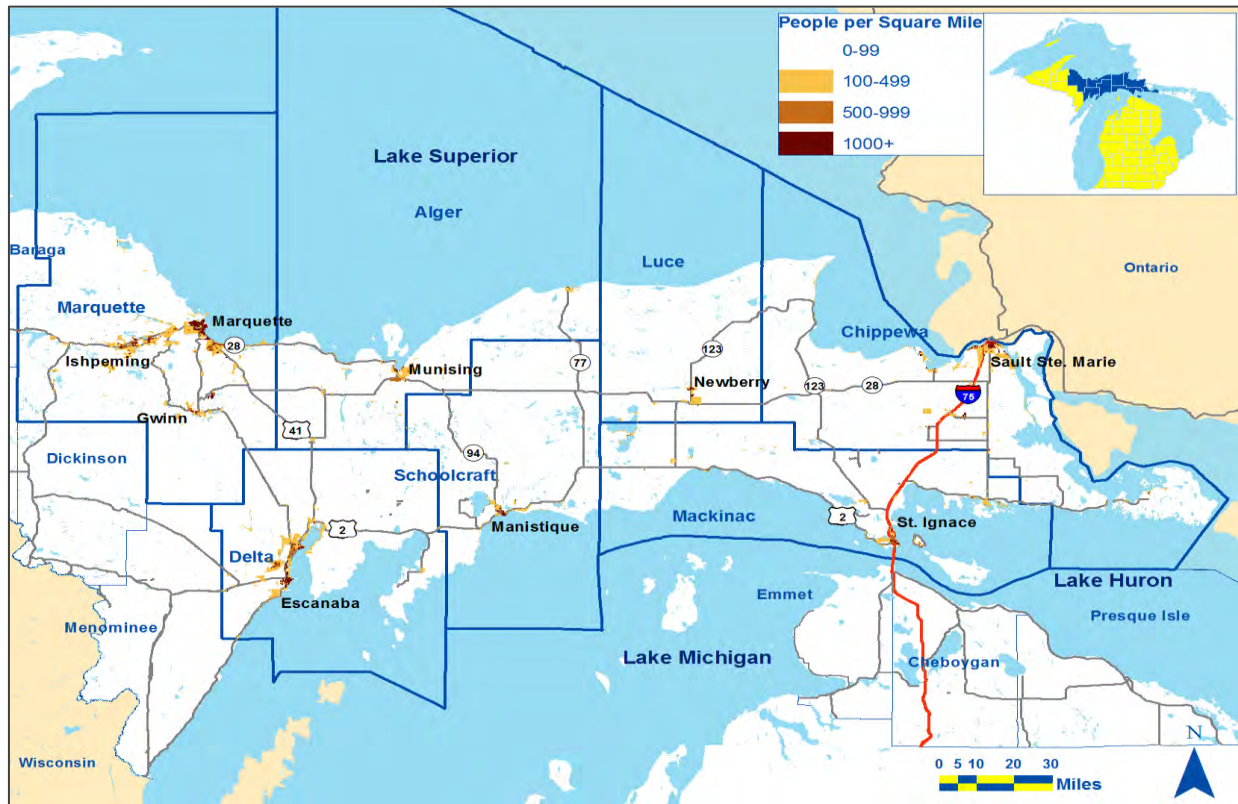


Figure 5 MEMBERSHP PER CENSUS BLOCK

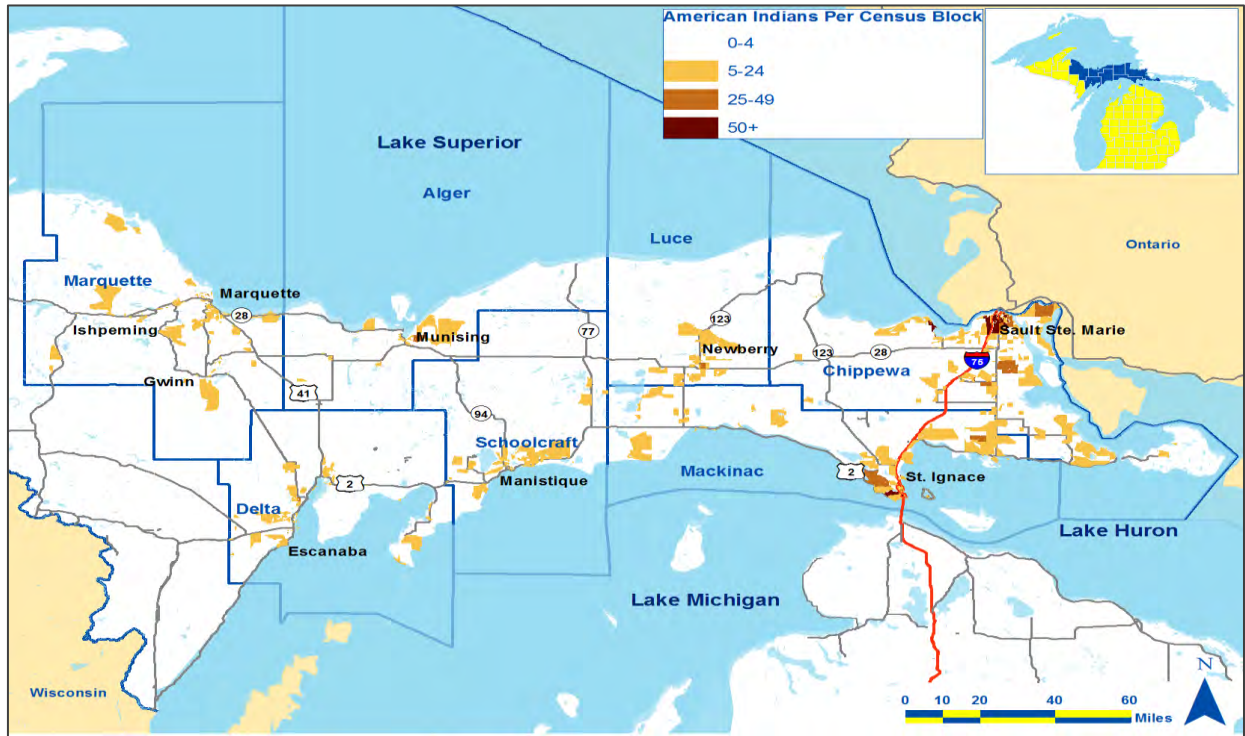


Figure 6 ALGER COUNTY - MEMBER PER CENSUS BLOCK

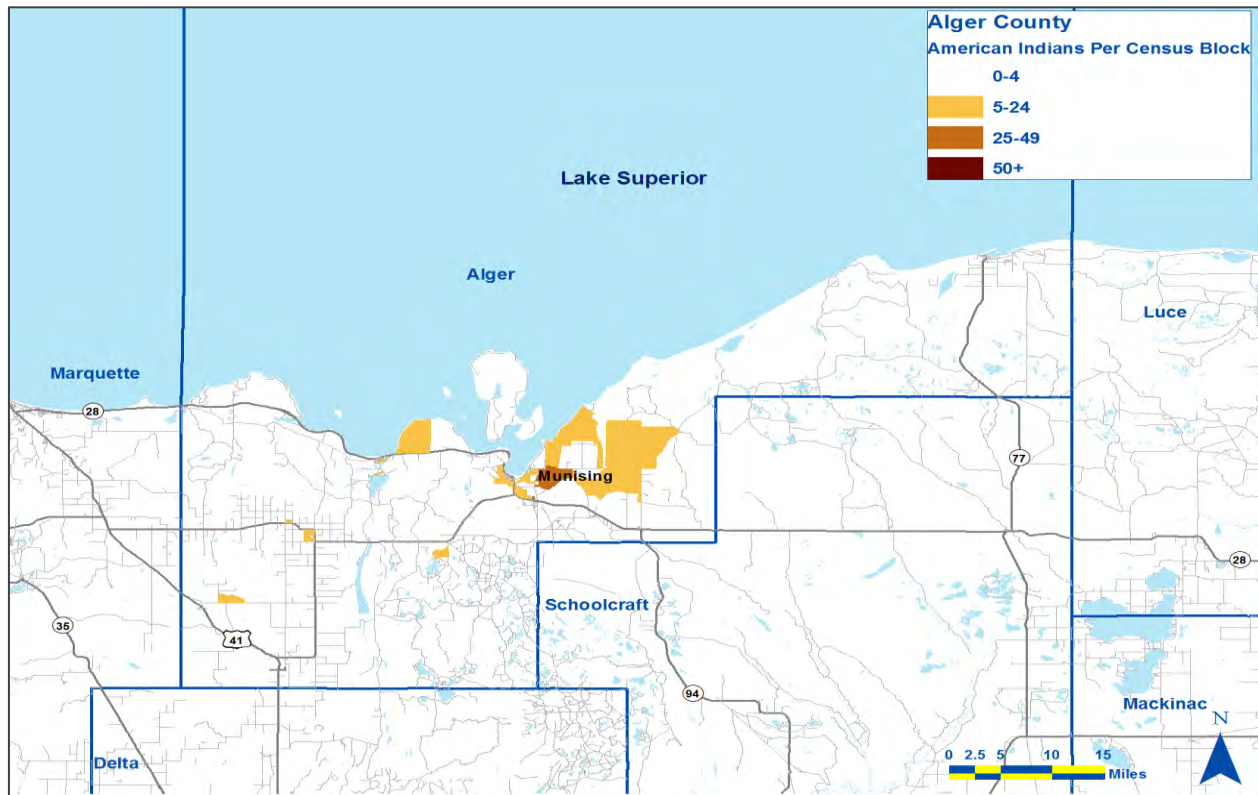




Figure 7 ALGER COUNTY POPULATION DENSITY BY CENSUS BLOCK

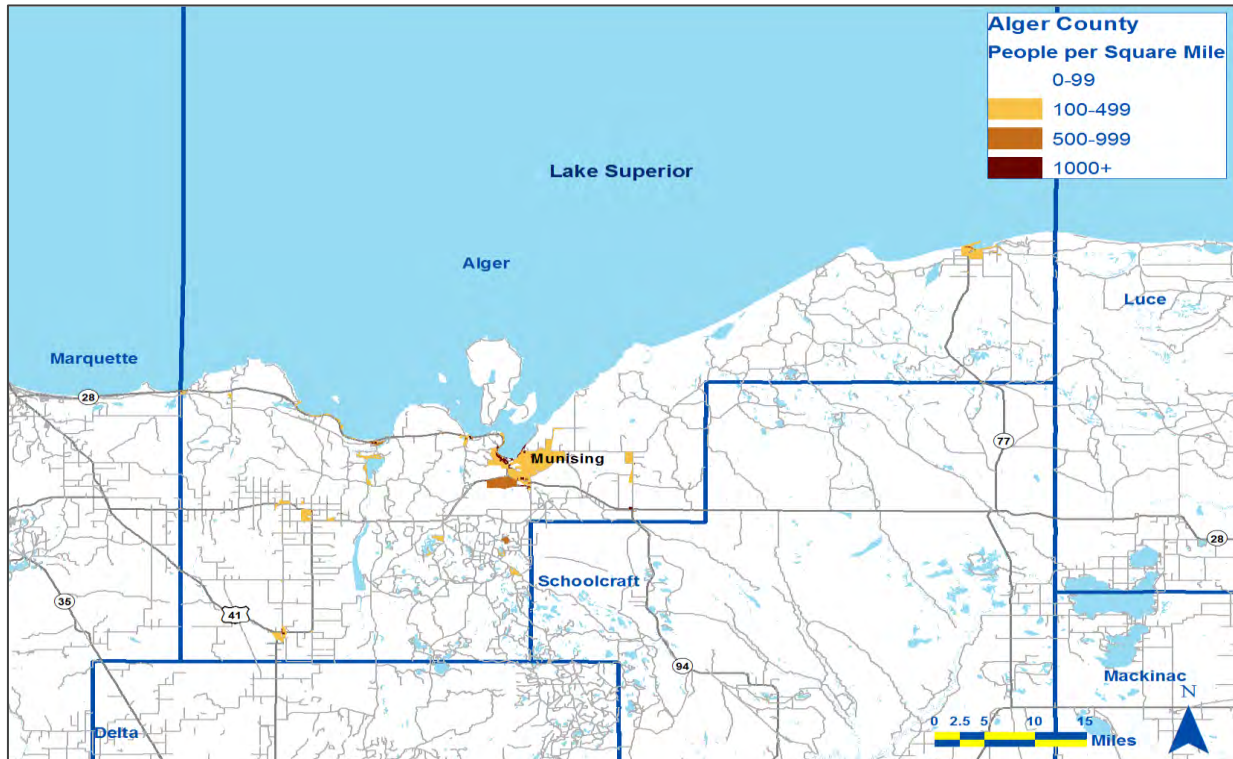


Figure 8 Chippewa County - Native Americans by Census Block

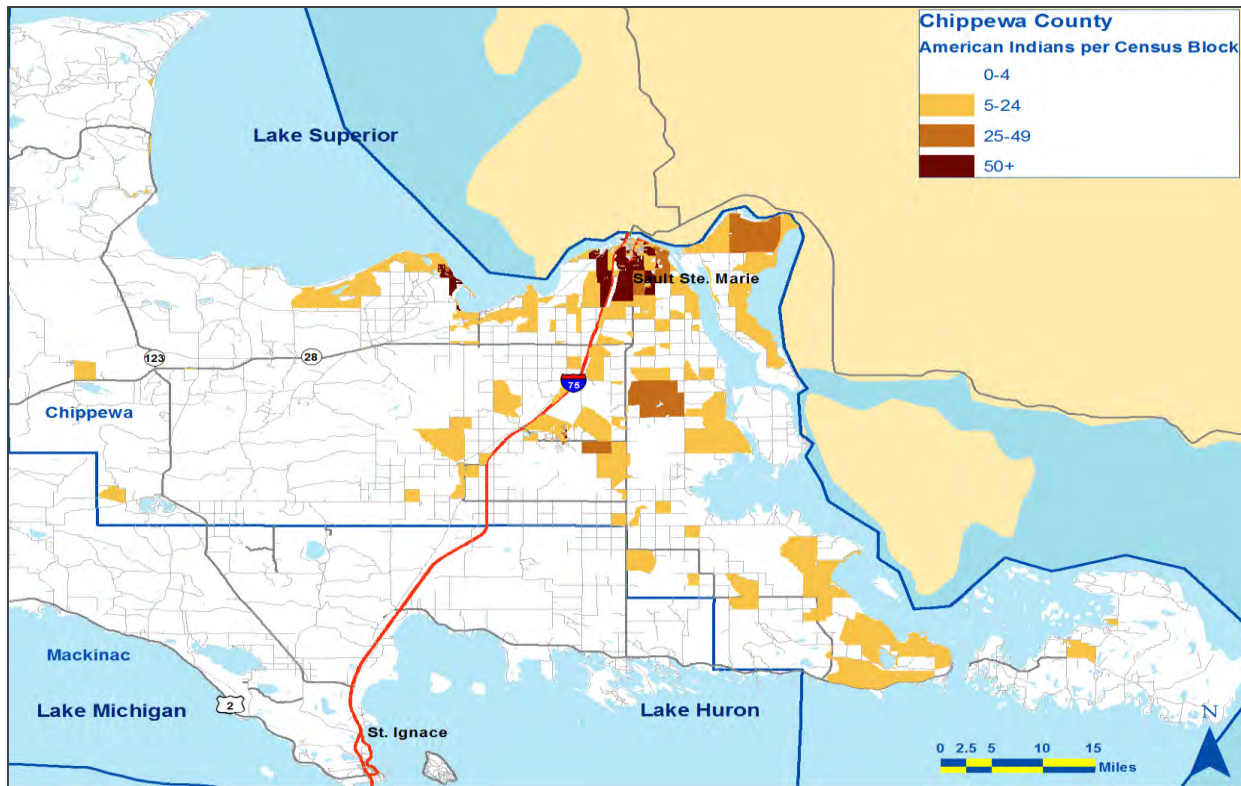


Figure 9 Chippewa County - Population Density by Census Block



Figure 10 Delta County - Native Americans by Census Block

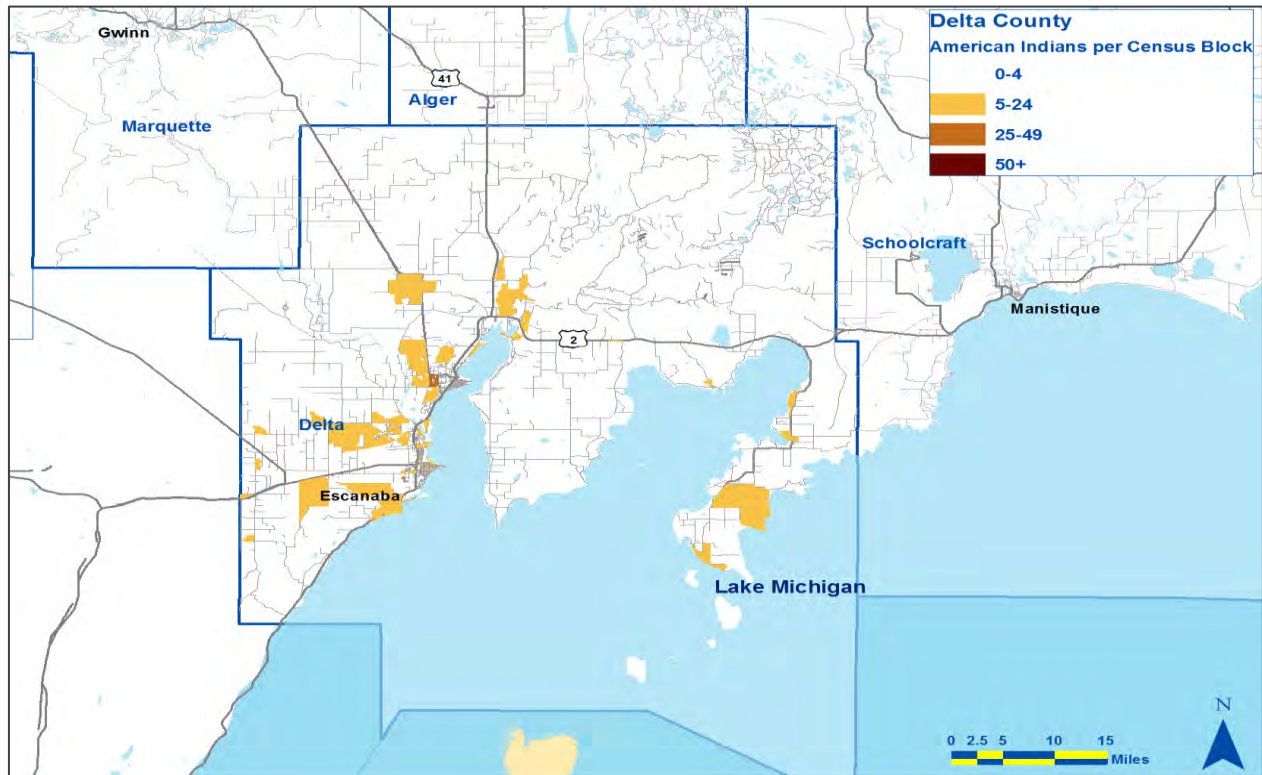




Figure 11 Delta County - Population Density by Census Block

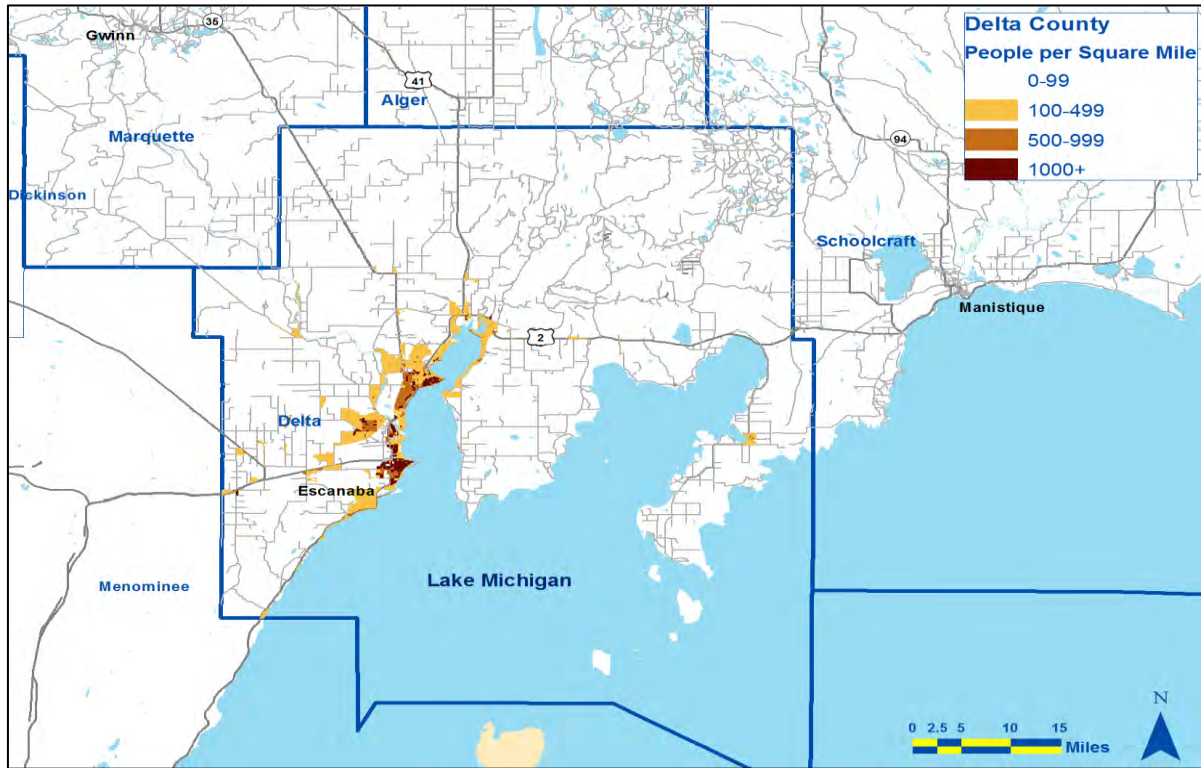


Figure 12 Luce County - Native Americans by Census Block

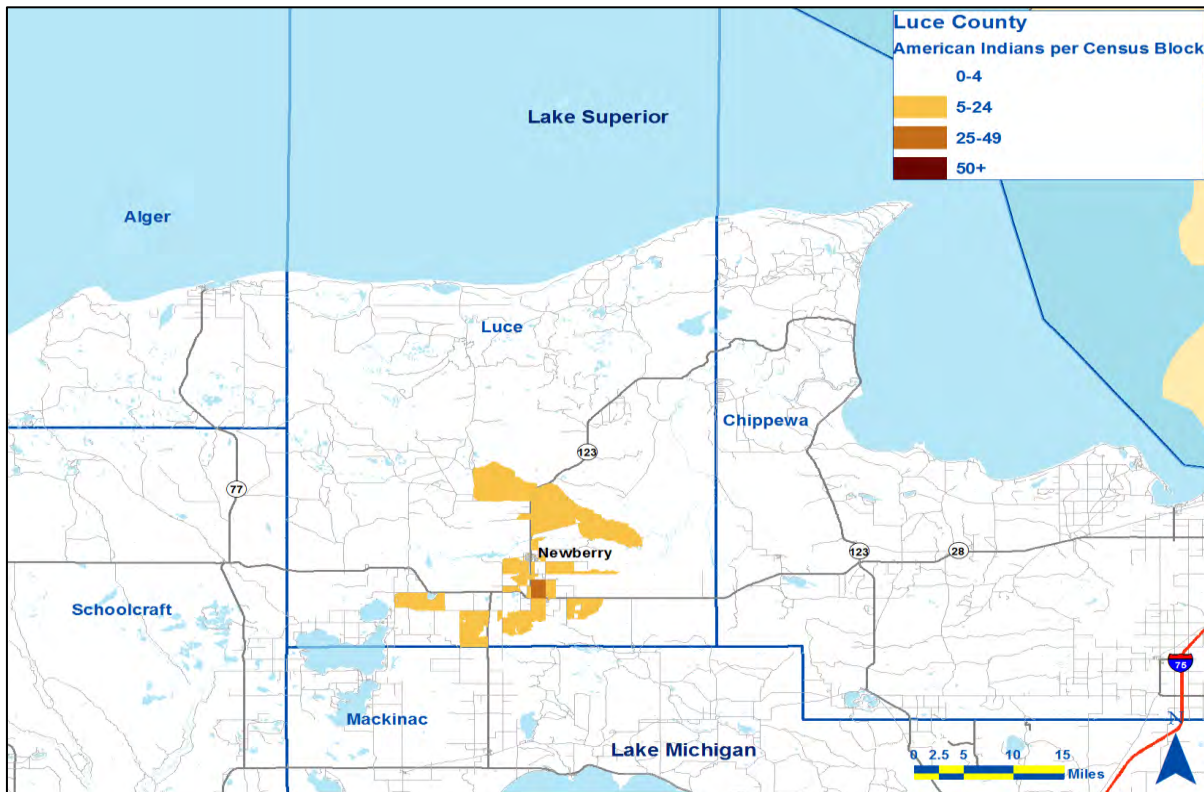




Figure 13 Luce County - Population by Census Block

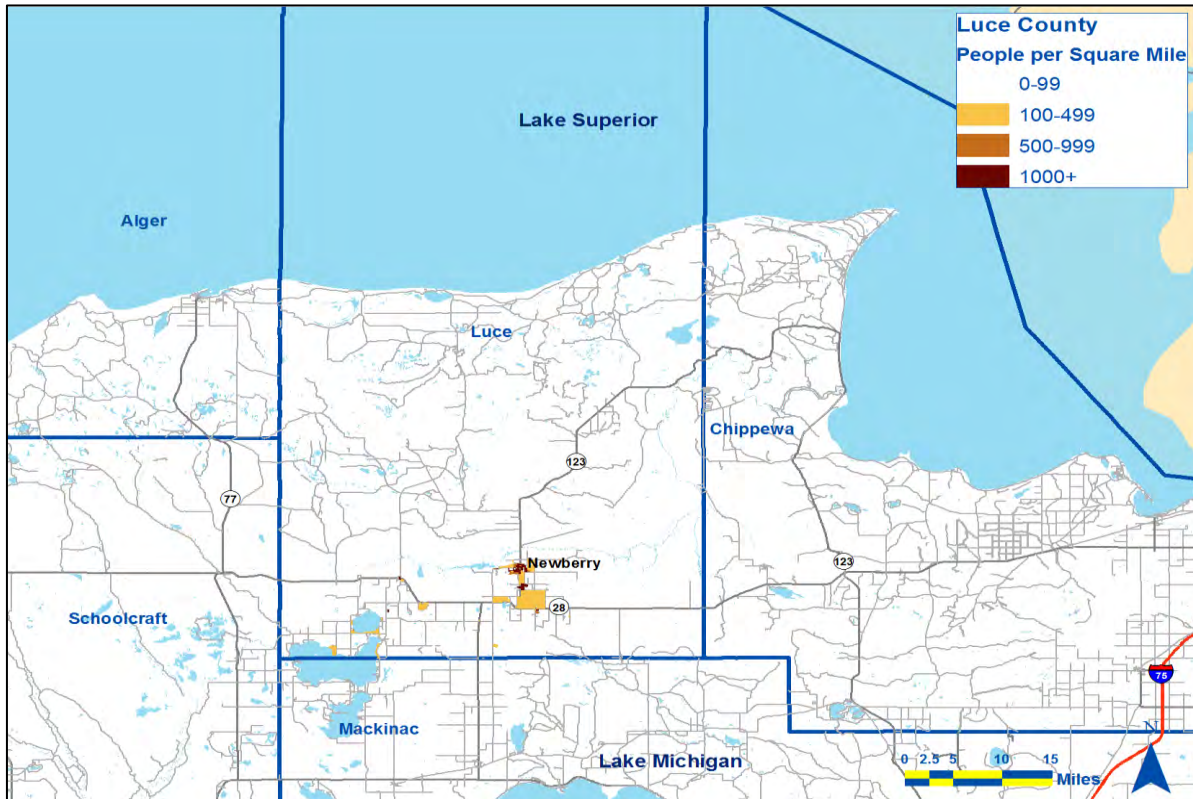


Figure 14 Mackinac County - Native Americans by Census Block

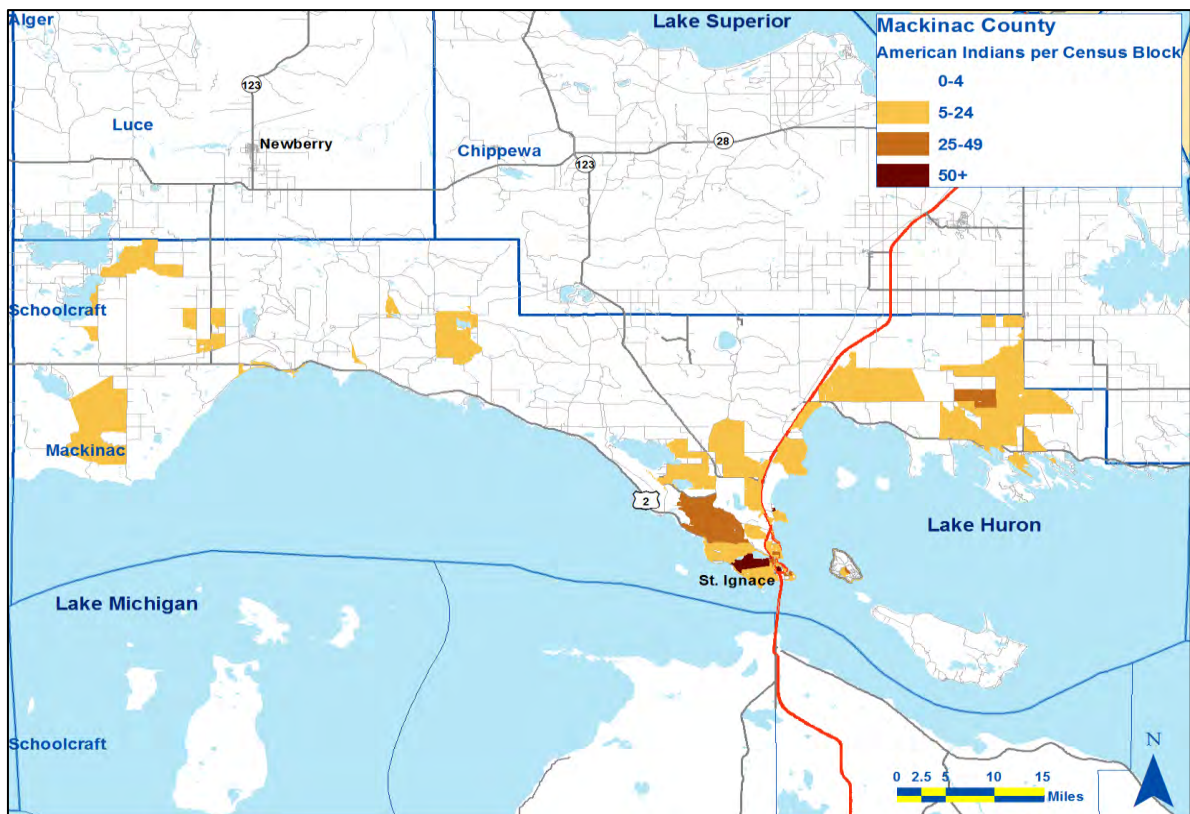


Figure 15 Mackinac County - Population Density by Census Block

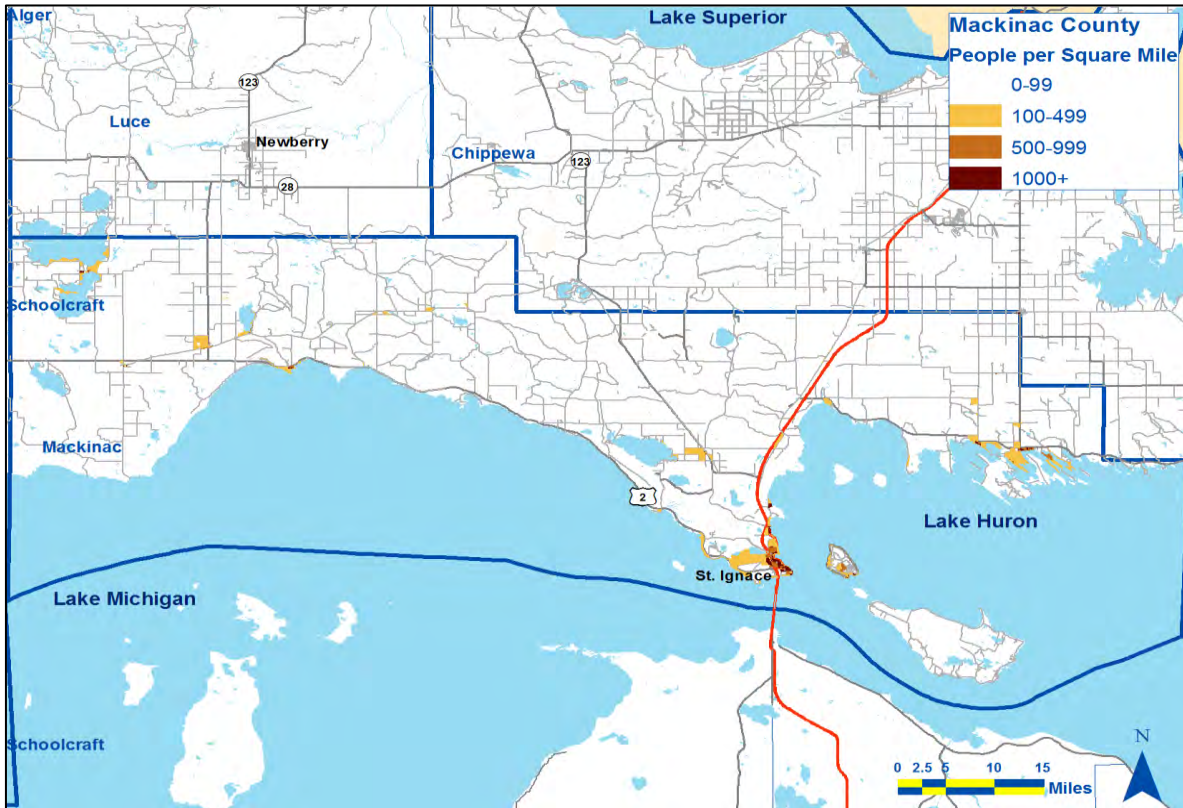


Figure 16 Marquette County - Native Americans by Census Block

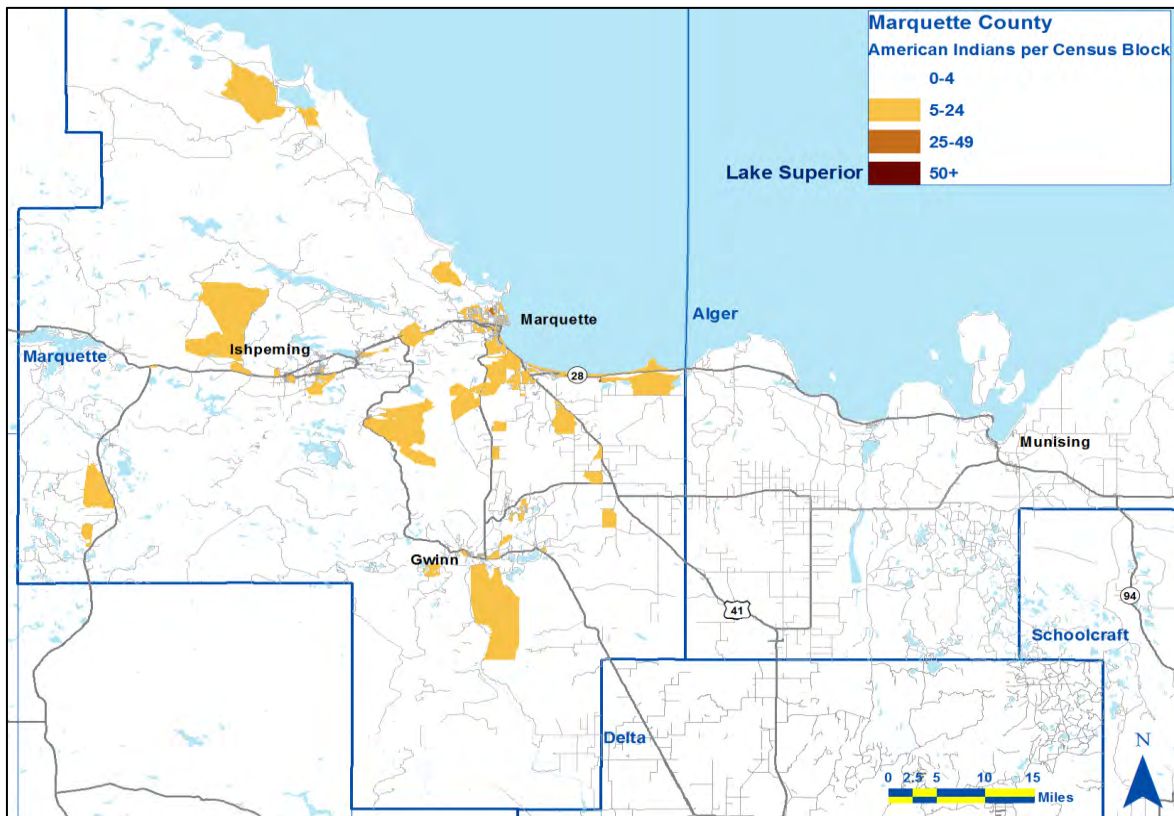




Figure 17 Marquette County - Population Density by Census Block

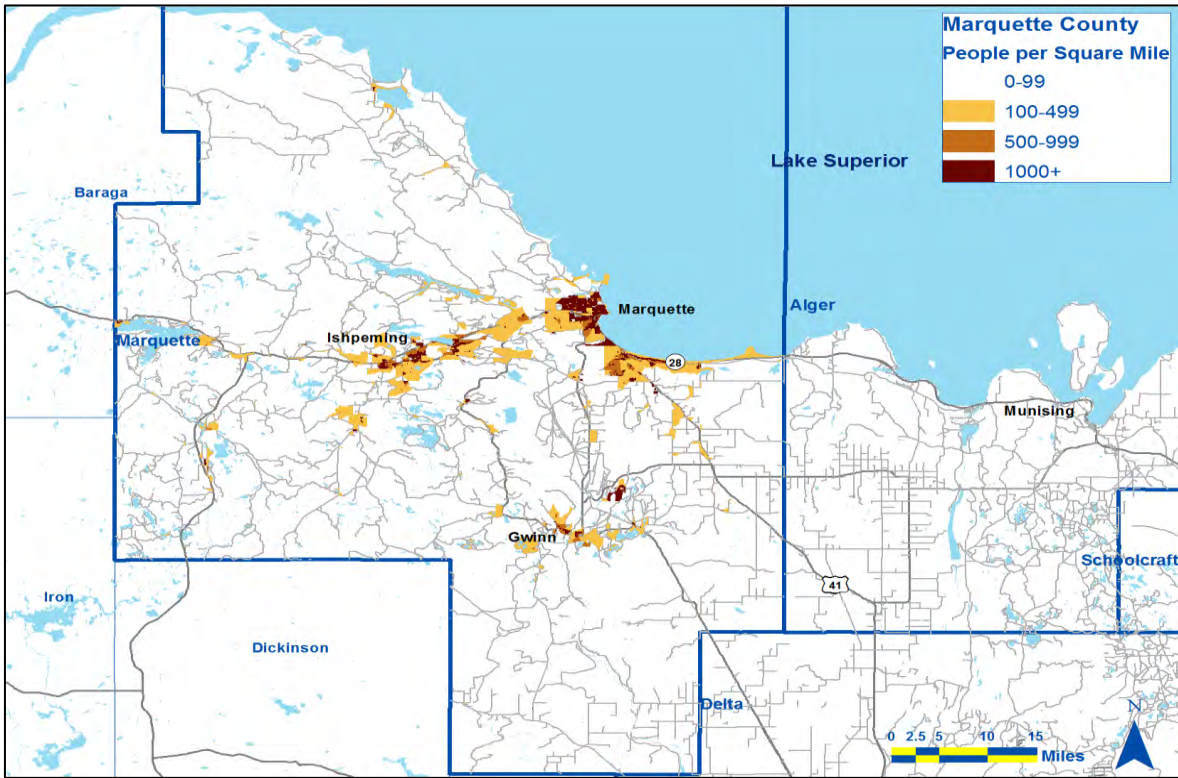


Figure 18 Schoolcraft County - Native Americans by Census Block

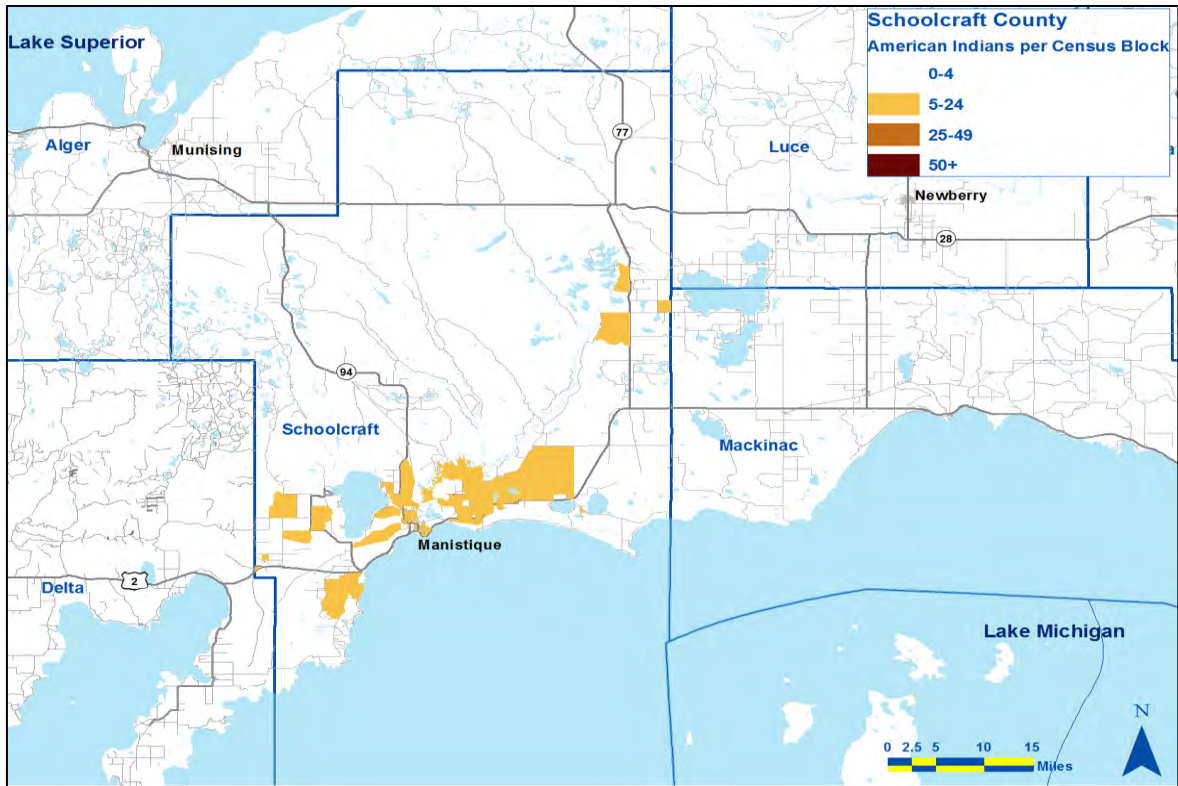


Figure 19 Schoolcraft County Population Density by Census Block

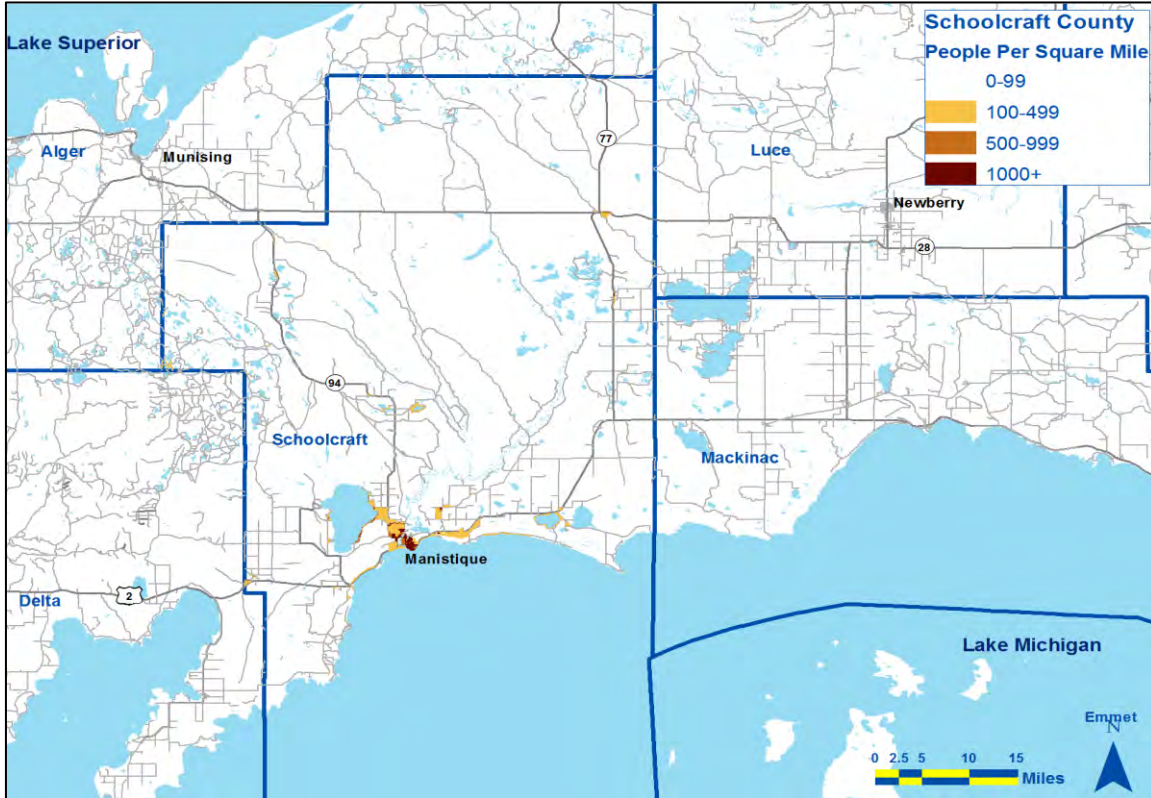


Table 1 State of Michigan Population, Seven County Service Area Population

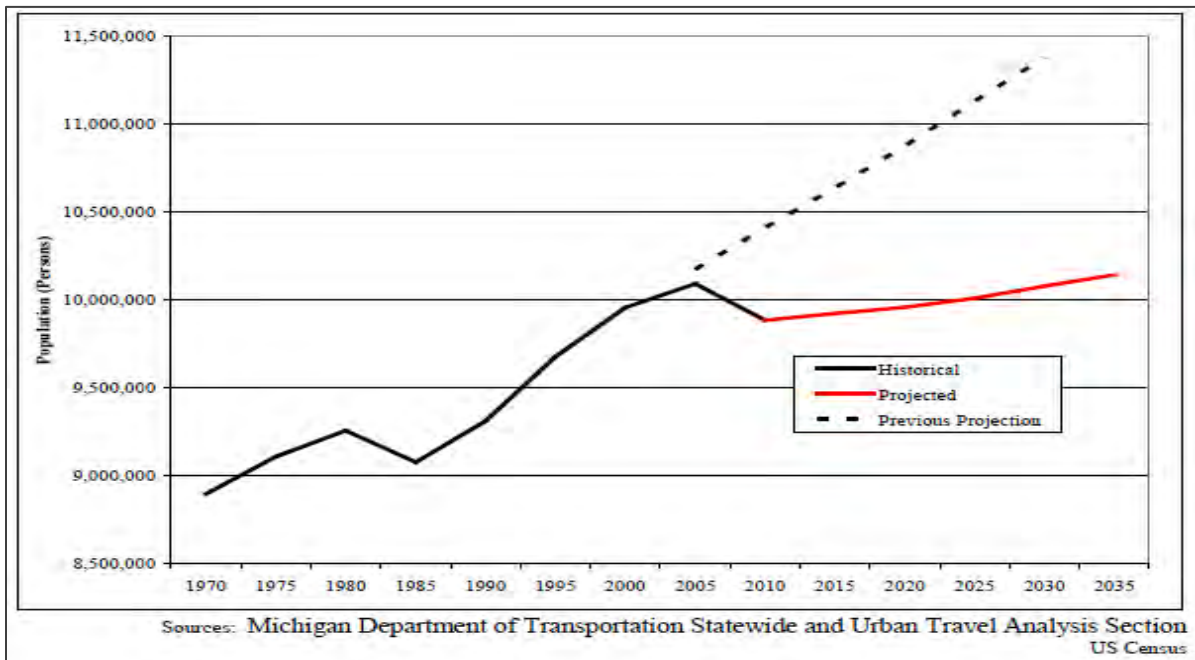
| Area              | Total Population |           |          |
|-------------------|------------------|-----------|----------|
|                   | 2000             | 2010      | % Change |
| Michigan          | 9,938,444        | 9,883,640 | -1%      |
| Alger Co.         | 9,862            | 9,601     | -3%      |
| Chippewa Co.      | 38,543           | 38,520    | 0%       |
| Delta Co.         | 38,520           | 37,069    | -4%      |
| Luce Co.          | 7,024            | 6,631     | -6%      |
| Mackinac Co.      | 11,943           | 11,113    | -7%      |
| Marquette Co.     | 64,634           | 67,077    | 4%       |
| Schoolcraft Co.   | 8,903            | 8,485     | -5%      |
| Total of Counties | 179,429          | 178,496   | -1%      |

Source: Source Michigan State Demographer and U.S. Census

**Table 2 Population Change American Indian/Alone or Combination 2000-2010**

| Area                    | American Indian and Alaska Native Alone or in Combination |        |          |             |                             |
|-------------------------|---|--------|----------|-------------|-----------------------------|
|                         | 2000  | 2010   | % Change | County Rank | % of 7-County NA Population |
| Alger Co.               | 501   | 612    | 22%      | 6           | 4%                          |
| Chippewa Co.            | 6,513   | 7,625  | 17%      | 1           | 49%                         |
| <i>Sault Ste. Marie</i> | 2,270   | 3,167  | 40%      |             | 20%                         |
| Delta Co.               | 1,300   | 1,460  | 12%      | 4           | 9%                          |
| <i>Escanaba</i>         | 343   | 572    | 67%      | 7           | 4%                          |
| Luce Co.                | 551   | 516    | -6%      |             | 3%                          |
| <i>Newberry</i>         | 133   | 139    | 5%       |             | 1%                          |
| Mackinac Co.            | 2,257   | 2,466  | 9%       | 2           | 16%                         |
| <i>St. Ignace</i>       | 520   | 847    | 63%      |             | 5%                          |
| Marquette Co.           | 1,542   | 1,990  | 29%      | 3           | 13%                         |
| <i>Marquette</i>        | 343   | 504    | 47%      |             | 3%                          |
| Schoolcraft Co.         | 763   | 991    | 30%      | 5           | 6%                          |
| <i>Manistique</i>       | 185   | 410    | 122%     |             | 3%                          |
| County Total            | 13,427  | 15,660 | 17%      |             | 100%                        |

**Table 3 MDOT Population Projection**





**Table 4 2009-2013 Primary Employment Industries-5 Year Estimate Seven County Service**

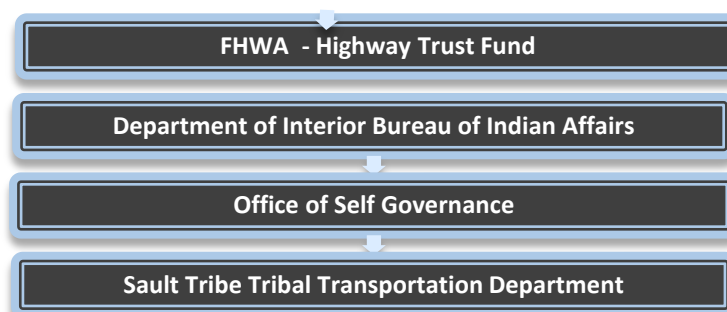
|  | 2009-2013 American Community Survey 5-Year Estimates Seven County Service Area |        |          |        |          |        |          |        |          |        |           |        |             |        |
|--|--|--------|----------|--------|----------|--------|----------|--------|----------|--------|-----------|--------|-------------|--------|
|  | Alger  |        | Chippewa |        | Delta    |        | Luce     |        | Mackinac |        | Marquette |        | Schoolcraft |        |
|  | Estimate   | MoE    | Estimate | MoE    | Estimate | MoE    | Estimate | MoE    | Estimate | MoE    | Estimate  | MoE    | Estimate    | MoE    |
| Civilian Employed Population 16 Years and Older  | 3,011  | +/-188 | 14,956   | +/-485 | 15,686   | +/-434 | 2,193    | +/-146 | 4,440    | +/-164 | 30,298    | +/-663 | 2,784       | +/-193 |
| Agriculture, Forestry, Fishing and Hunting, and Mining                                     | 108  | +/-36  | 240      | +/-62  | 459      | +/-127 | 132      | +/-57  | 151      | +/-41  | 1,626     | +/-198 | 159         | +/-53  |
| Construction   | 156  | +/-48  | 798      | +/-137 | 975      | +/-180 | 75       | +/-38  | 409      | +/-83  | 1,581     | +/-229 | 201         | +/-58  |
| Manufacturing  | 284  | +/-58  | 756      | +/-128 | 2,529    | +/-249 | 270      | +/-76  | 166      | +/-54  | 1,653     | +/-214 | 210         | +/-57  |
| Wholesale Trade  | 51   | +/-30  | 289      | +/-102 | 246      | +/-77  | 20       | +/-14  | 44       | +/-28  | 536       | +/-121 | 19          | +/-19  |
| Retail Trade   | 328  | +/-87  | 1,790    | +/-259 | 2,074    | +/-266 | 221      | +/-59  | 534      | +/-86  | 3,918     | +/-398 | 218         | +/-47  |
| Transportation and Warehousing, and Utilities  | 106  | +/-48  | 565      | +/-118 | 902      | +/-150 | 94       | +/-51  | 247      | +/-60  | 1,287     | +/-181 | 221         | +/-60  |
| Information  | 82   | +/-38  | 355      | +/-118 | 278      | +/-82  | 3        | +/-5   | 27       | +/-17  | 660       | +/-174 | 6           | +/-7   |
| Finance and Insurance, and Real Estate Rental and Leasing                                  | 144  | +/-48  | 586      | +/-152 | 709      | +/-131 | 90       | +/-33  | 246      | +/-72  | 1,120     | +/-163 | 179         | +/-59  |
| Professional, Scientific, and Management, and Administrative and Waste Management Services | 135  | +/-64  | 823      | +/-136 | 940      | +/-167 | 68       | +/-30  | 249      | +/-99  | 1,941     | +/-257 | 115         | +/-43  |
| Educational Services, and Health Care and Social Assistance                                | 658  | +/-87  | 3,746    | +/-289 | 3,437    | +/-245 | 497      | +/-61  | 931      | +/-112 | 9,268     | +/-447 | 591         | +/-89  |
| Arts, Entertainment, and Recreation, and Accommodation and Food Services                   | 466  | +/-101 | 2,320    | +/-257 | 1,637    | +/-220 | 281      | +/-67  | 792      | +/-96  | 3,531     | +/-356 | 435         | +/-90  |
| Other Services, except Public Administration   | 153  | +/-63  | 666      | +/-121 | 840      | +/-161 | 117      | +/-41  | 306      | +/-61  | 1,537     | +/-276 | 231         | +/-91  |
| Public Administration  | 340  | +/-84  | 2,022    | +/-221 | 660      | +/-154 | 325      | +/-64  | 338      | +/-60  | 1,640     | +/-205 | 199         | +/-61  |

**1.1.4 FUNDING ALLOCATION AND TRANSPORTATION DEPARTMENT OVERVIEW**

Tribal Transportation Department is funded through the Federal Lands Highway Program and was established to address transportation needs of Tribes. Facilities included within the Department inventory include tribally-owned public roads as well as state and county-owned roads. The purpose of the Department is to provide safe and adequate transportation and public road access to and within Tribal Lands and communities for Tribal Members, visitors, recreational users, and others, while contributing to economic development. Funding for the TTP is the contract authority from the Highway Trust Fund and subject to obligation limitation. The structure of the TTP Program is provided below in figure 3.

The TTP is funded through the Highway Trust Funds, during early 2012, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was passed by congress and signed into law the President. MAP-21 was a two year authorization with several key changes taking place with the program. These include; the name was changed from Indian Reservation Roads .

**Figure 20 TTP Delivery Structure**



Program to the Tribal Transportation Program (TTP), TTP new formula and distribution, Tribal safety set aside, Transit set aside and Transit formula. The current MAP-21 funding formula is based on 27% of approved road mileage, 39% based on population ( most recent Native American Housing Assistance and Self Determination Act

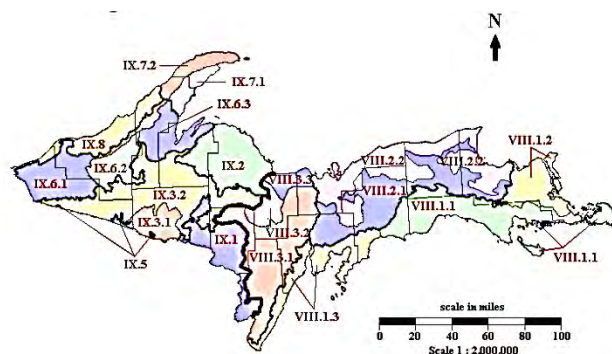
NAHASDA Population), 34% equally divided among each BIA regions. With funds distributed to each tribe based on relative need. Tribal Transportation Safety funds (TTSF) are available to Tribes via competitive grant funds (2% set aside) to address safety issues. Tribal Transit was restructured with MAP-21 to allocate \$25 million to eligible tribes, along with a \$5 million set aside for competitive grants. In 2015 Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act continues with the formula distribution established with MAP-21, along with provisions that the FAST Act provide the following changes; deductions prior to allocations was reduced to 5% (from 6%) for Program Administration, 2% Planning, 3% Bridges, 2% Safety. Finally, FAST Act does not provide funding for the Tribal High Priority Projects Program.

The Transportation Department administers Tribal Transportation Program activities, including Transportation Planning, Construction Administration, Program Administration, Design, Construction, Asset Management (Road Maintenance), Inter-Governmental Collaboration, Safety, Transit, Bridges, Grant Research and Administration. The Department in collaboration with the BIA Midwest Region Transportation Office develop a annual Retained Services Agreement that defines specific conditions of services and functions to be performed by and retained by the BIA Midwest Office. Additionally, the RSA defines the costs associated with any functions and time allotted for completion. When RSA are finalized they are reviewed and approved by official authorized representatives of the BIA and a Tribal Official. The Department, to fulfill its required responsibilities, draft and submit several annual reports, these include; Transportation Improvement Plan (TIP 5 year program plan), Program Activity Reports (activities, funding, expenditures), Single Audits, Program On-Site Reviews. The Transportation Department has expanded and grown exponentially over the last several years and has been functioning with the Transportation Planner taking on all responsibilities and functions for the Department, with one staff member to support activities.

### 1.1.5 SOIL CHARACTERISTICS

Soils and landscape are diverse and vibrant throughout the tribal service area; with predominately clay soils within the eastern region of the Upper Peninsula including Chippewa, Luce and Mackinac counties. Sandy loams more common in the western region which includes Schoolcraft, Delta, Marquette and Alger Counties. The Sault Tribe has incorporated warranties into contract documents, quality controls with continuous on site inspectors, along with geogrid placement and comprehensive soil compaction to address soil instability.

Figure 21 MSU Extension - U.P Regional Landscape Ecosystem Map



### 1.1.6 LAND OWNERSHIP

In the 1836 Treaty, the Anishinaabeg ceded over 3.8 million acres (21,621 square miles) of land in what is now northern Michigan. Roughly speaking, the 1836 ceded territory boundaries are the Eastern Upper Peninsula up to the Escanaba River and two-thirds of the northern lower peninsula down to Thunder Bay River on the east side and the Grand River on the west side with a boundary line drawn between the two rivers, the map details locations and boundaries.

Following the 1836 Treaty, the 1887 General Allotment Act (Dawes Act) required tribal land held by communities, to be divided and portioned to tribal members. This resulted in extensive consequences for our communities across the service area and resulted in checkerboard land holdings. Land is held in a variety of capacities, including but not limited to the following; trust land, fee land, fee simple land, allotted lands, restricted status, state Indian reservations, tribal ownership, tribal member ownership and not tribal ownership. This has resulted in a truly unique land base across the seven county service area with distinct tribal communities defined as connected yet distinct and unique islands. Additionally, the HEARTH Act (Helping Expedite and Advance Responsible Tribal Homeownership, 2012) establishes an alternative land leasing process available to tribes and amends the Indian Long-Term Leasing Act of 1955, 25 U.S.C. §415

**1.1.7 CURRENT AND PROPOSED LAND USE**

Currently, Sault Ste. Marie Tribe of Chippewa Indians tribal land is primarily trust fee land and fee simple land and regulated by Tribal Code, Chapter 60 Land Use Ordinance<sup>iv</sup>. The Land Use Ordinance establishes the following provisions and identified subchapters, which include but not limited to the following:

|  |  |
|--|--|
| Boundaries and Districts                                   | Tribal Zoning Board                            |
| Board of Appeals   | Administration and Enforcement                 |
| Reconstruction Non-Conforming Land, Buildings & Structures | Laws, Ordinances, Regulations and Restrictions |
| Uses of Non-Conforming Land, Buildings & Structures        | Odenaang Housing Development Restrictions      |

Subchapter I, Section 60.102 of the land use code establishes the purpose, which reads as follows: **60.102 Purpose<sup>v</sup>** the fundamental purpose of this ordinance is to promote the public health, safety, morals and general welfare. The provisions are intended to:

- encourage use of lands and natural resources of the Tribe in accordance with their character and adaptability; limit improper use of Tribal land; reduce hazards to life and property; provide for the orderly development of the Tribe;
- avoid overcrowding the population, to provide for adequate light, air and to lessen congestion on the public roads and streets; protect and conserve natural recreational areas, agricultural areas, residential areas and other areas naturally suited to particular use to facilitate the establishment of an adequate and economic use of transportation, sewage disposal, safe water supply, education, recreation and other public requirements;
- conserve expenditure of funds for public improvements and services to conform with the most advantageous uses of land, resources and properties; and promote the best uses of Tribal land and resources by both the community in general and the individual inhabitant

The Tribal Land Workgroup has been established to “facilitate communication between various Tribal Departments, and to advise in the establishment of the Tribe’s documented real estate strategy in both a long-term and annual real estate plan. Once established, the long-term strategy, annual plan, and budget parameters will serve as management’s guideline and direction in achieving the Tribe’s Land Use goals”. The Workgroup convenes quarterly or more often as necessary. The following pages provide a summarized list of tribal facilities in alphabetical order with site photos.

**Community and Cultural Facilities-** Mary Murray Culture Camp



**Education** - Joseph K. Lumsden Bahweting Anishanaabe School



**Governmental** - Administration Building



**Gaming**- Kewadin Casino Hotel & Convention Centers: Sault Ste. Marie, St. Ignace, Hessel, Christmas and Manistique.



**Health and Human Services Facilities**- Sault Health Center-Miskeke Gamig (Medicine Lodge), Manistique Tribal Health Center- Chigibig Ningabi An (Near the Western Shore and Munising Health Center Victor Matson, Sr. Community Center Grand Island Chippewa Center/Gchi-Minis Ednakiyaany Gamig



**Housing**- St. Ignace /Elders Complex, Conceptual Drawing





**Retail** -, Northern Hospitality



**Recreational** - Chi Mukwa Community Recreation Center.



## 1.2 Harbors and Docks

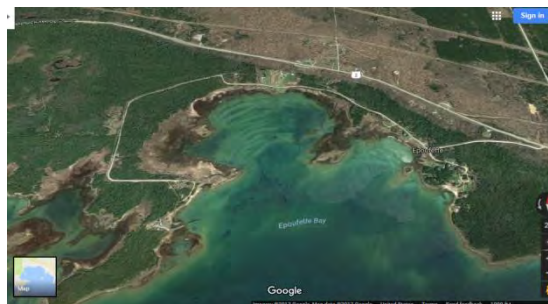
### 1.2.1 ST. IGNACE/HORSESHOE BAY

Horseshoe Bay is located in St. Ignace Township, north of St. Ignace Michigan with tribal homes and convention center located on the waterfront along with two tribal fisherman's access roads, community center and tribal head start.



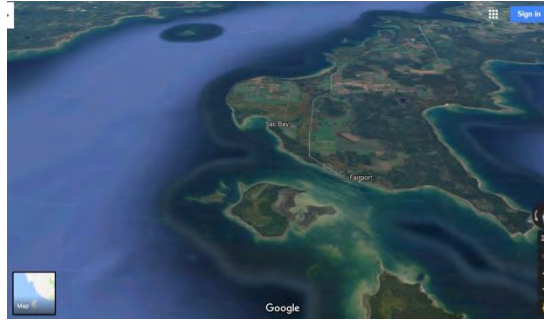
### 1.2.2 EPOUFETTE HARBOR

Epoufette Harbor is located in the town of Epoufette





### 1.2.3 FRUITPORT



### 1.2.4 BRIDGES

The Department, with guidance from BIA Midwest Region Transportation office has had the opportunity to construct and manage five (5) tribal bridges. This collaboration has provided safe access to many of our community facilities. Further, the BIA administers a Bridge safety program and conducts bi-annual safety inspections on all BIA and Tribal bridges to ensure compliance with the National Bridge Inspection Standards. Following each inspection the BIA provides the Department/Tribe with detailed Bridge Inspection Reports; these reports provide the Department information on any needed rehabilitation, reconstruction and maintenance items. In this section we include a short synopsis with photo of each bridge, first Mission Creek Bridge is located west of Casino Ring Road in Sault Ste. Marie, Michigan with intersection on east side of bridge. Main structure is concrete prestressed box beam, constructed in 1996 with two lanes and a sidewalk on north side with a total length of 15.8 m., both the approach and deck surface are HMA pavement.

Pow Wow Bridge is located east of Shunk Road on Ice Circle Drive in Sault Ste. Marie, Michigan and provides entrance to Tribal Pow Wow Grounds. Main structure is precast concrete arch culvert constructed in 2002 with two lanes and a sidewalk on north side with a total length of 15.8 m., both the approach and deck surface are HMA pavement.



Bahweting Drive Bridge is located east of Shunk Road in Sault Ste. Marie, Michigan with cul-de-sac on west side of bridge. Arch structure is precast concrete arch culvert constructed in 2002 with two lanes and a sidewalk on north side with a total length of 15.8 m., both the approach and deck surface are HMA pavement. Shunk Road Bridge is located east of Shunk Road, on Ice Circle Drive in Sault Ste. Marie, Michigan. Bridge provides access to Big Bear Recreation Center, Neganagizhic Community Center and Pow Wow Grounds. Arch structure is precast concrete arch culvert constructed in 2002 with two lanes and a sidewalk on north side with a total length of 15.8 m., both the approach and deck surface are HMA pavement. North Shunk Road Bridge is located west of Shunk Road, on 10<sup>th</sup> Street in Sault Ste. Marie, Michigan. Bridge provides access to Elder Services, Midjim Convenience Store, Judicial,

Law Enforcement and Casino Convention Center. Arch structure is precast concrete arch culvert constructed in 2002 with two lanes and a sidewalk on north side with a total length of 15.8 m., both the approach and deck surface are HMA pavement.

### 1.3 ECONOMIC AND SOCIAL DEVELOPMENT PLANNING

Investments in infrastructure can directly impact economic and social development planning. Most important when considering that new or existing water, electricity, communications, sanitary lines, fiber lines and housing are usually dependent on design and investment in transportation facilities. The Tribe and Transportation Department are dedicated to sustaining and developing and operating infrastructure in a safe, equitable and sustainable manner. To further this purpose, the Department has worked collaboratively with various programs and departments to develop proposed RV Park conceptual drawings and conducted a preliminary planning session to research future options. Below we've provided conceptual drawings for future proposed projects.

Figure 23 Christmas Conceptual



Figure 22 St. Ignace Conceptual



Figure 25 Sault Conceptual



Figure 24 Manistique Conceptual



## 1.4 NON-MOTORIZED TRANSPORTATION

### 1.4.1 MULTI-PURPOSE TRAILS and Paths

The Transportation Department has implemented the principals of Complete Streets and assisted with funding the development of a Tribal Non-Motorized Transportation Plan (NMTP). Off-street paths, trails and sidewalks should be built in all areas adjacent to roadways, parks and recreation centers.

The Tribal NMT planning process included a comprehensive stakeholder consultation process, evaluation of existing conditions, safety analysis, analysis of the route hierarchy, development of design guidelines, and implementation plan. The plan was designed to document the tribe's non-motorized transportation needs and to guide the tribe's investment decisions related to non-motorized facilities. The plan encompasses tribal areas including housing developments, schools, offices, casinos, and other tribal facilities. The plan was developed in consultation with the tribal council, members of the Sault Tribe, and other stakeholders. Below we provide a picture showing one of our Tribal Non-Motorized Transportation facilities

Figure 26 Chi-Mukwa Nature Trail



### 1.1 SIDEWALKS

A proposed route network has been created to provide a comprehensive system of pedestrian and bicycle facilities covering each of the tribal communities, with connections to adjacent communities, trails, commercial areas, recreation centers, health centers, and other major destinations. The proposed route networks are shown in the following sections. Improvements to address the issues outlined in Section 2 are also provided. Whether each improvement for the proposed network is included within the local or MDOT non-motorized plan is also noted. In addition, an implementation plan has been prepared for the overall plan. Each row lists the issue, proposed improvement, points from the prioritization tool, cost level and suggested agencies to be included within the intergovernmental collaboration efforts.

The prioritization matrix utilized within the NMTP and this plan is the same as was utilized in the MDOT Superior Region Non-Motorized Plan and Investment Strategy. This was done to ensure consistency between the Tribe's plan and the MDOT plan. The ranking criteria utilized are outlined in the NMTP and most levels were also estimated for each improvement. The five cost levels utilized within this plan are listed below. The cost levels include engineering and construction costs to implement each proposed improvement SIGNAGE



## 2.1 SIGNAGE

Since 2014, the Transportation Department has maintained an appropriate and good faith sign maintenance policy. The policy requires all that signs be replace with appropriate signs having minimum level of retroreflectivity during reconstruction, new construction projects and general maintenance associated with the Department. Although, the Department did not have the resources or capacity to implement a blanket sign replacement method, the Department has maintained a standard of care to replace and install signs that did not meet a reasonable calibration.

### 1.1.2 SIGN INVENTORY

The Department manages and works collaboratively with internal tribal programs and divisions and external local units of government to ensure program requirements are met and that signs at all facilities are acceptable and meet standards established in the Manual on Uniform Traffic Control Devices (MUTCD), 2009 edition. The multi-modal facilities (e.g. roads, trails) that comprise the Official Inventory of the Department include numerous signs; the table below provides the official inventory of signs located on or within the ROW of Tribal and/or BIA maintained facilities.

Figure 27 Tribal Sign Inventory

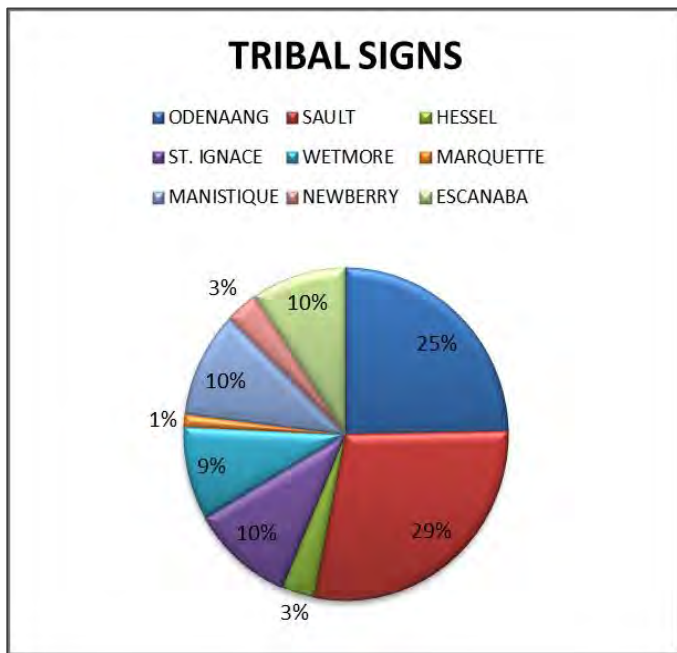
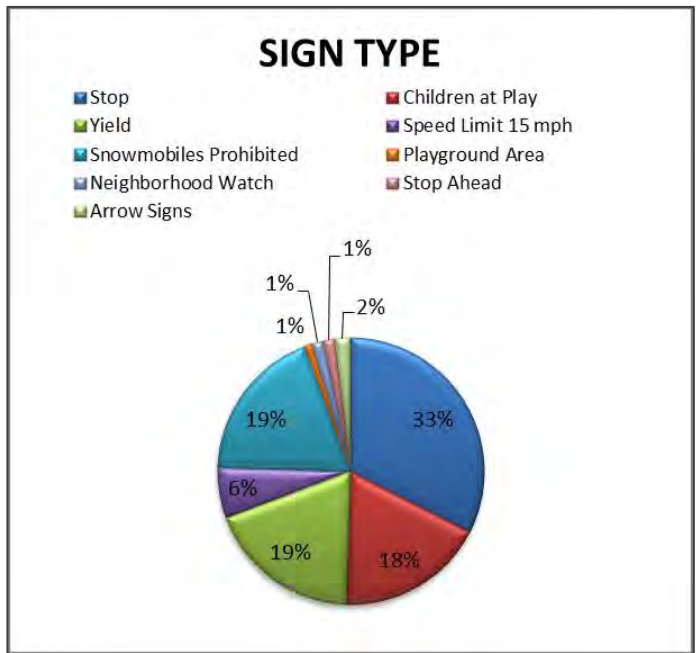


Figure 28 Tribal Sign by Type



### 1.1 REFLECTIVITY AND SIGN RETROFELCTIVITY MAINTEANCE PROGRAM

Retroreflectivity is defined as a type of reflection that redirects incident light (i.e., from headlights) back toward the source. Signs are made with retroreflective sheeting material that redirects headlamp lights/illumination back toward the vehicle. This makes the sign more visible at night for the driver.

To advance a cohesive sign replacement initiative and effectively comply with new standards in the MUTCD, 2009 edition, and regulation (23, CFE 655 Subpart F) the Department will develop and implement a Sign Retroreflectivity Maintenance Program (SRMP). The SRMP will apply and include all signs located on Tribal and Bureau of Indian Affairs roads, trails, bridges and other facilities. To be effective, all signs will be fabricated with retroreflective materials to illuminate signs at night, this is especially important for some of our most vulnerable members of our community, our elders.

## 2.1 GEOGRAPHIC INFORMATION SYSTEM (GIS)

Transportation Department began research nearly three years ago to acquire and utilize Arc Geographic Information System (GIS). This research focused on the feasibility and potential of incorporating ArcGIS into the planning and utilizing for the follow; mapping, land use management, data analysis, transportation route/inventory database.

This research led to the Department reaching out to the BIA Department of Geospatial to license ArcGIS Desktop and various other components. Further, we have conducted extensive review of hardware and system requirements. We have explored the training available from ESRI, the creator of ArcGIS, and cataloged the training courses available to us.

The department collaborated with the Environmental Department to provide on-site ArcGIS trainings from the BIA Department of Geospatial. Trainings for the Principles of GIS and Introduction to GPS with ArcPad were held in Sault Ste. Marie and Brimley for limited number of both departments and employees of the Bay Mill Indian Community Environmental Department. Additionally, the department entered into a cooperative agreement with Eastern U.P. Regional Planning & Development (EUPRPD) to create a Tribal GIS System that can be utilized by several tribal departments and programs. This program will include the drawing and creating datasets of Tribal Lands and Trust Parcels for Tribal use only. Additionally, this program will include an interactive map, called a Story Map, for the Tribe to use; figure 30 below provides a visual representation of potential map layers that can be developed from data.

Figure 29 GIS Layers



GIS is used to answer questions about the world by allowing people to collect, organize, manage, analyze, communicate, and distribute information. GIS can be used to turn data into map features that can be used to better visualize the given data, and examine spatial patterns or relationships. Finally, Transportation was directed to facilitate of an interdepartmental committee on GIS that has met on several occasions in the past. The department intends on establishing a quarterly schedule for the committee to interact, share updates and coordinate on geospatial projects.



## 1.5 REGIONAL TRIBAL TRANSIT PROGRAM

### 2.1 TRIBAL TRANSIT PROGRAM

Public transportation improves quality of life by providing much needed mobility to those who need it or choose to use it. Public transportation helps connect people to health services, employment, schools, recreational activities, and provides choices to individuals who aren't able to drive. With the Tribal seven county area including: Chippewa, Mackinac, Luce, Schoolcraft, Alger, Marquette, and Delta Counties, the complex nature of implementing a cohesive transit collaborative network is challenging. This is especially so considering the varied and extensive services provided to Tribal and community members throughout the area.

These services include but are not limited to; health care, employment, and education, social, cultural and recreational activities. In addition, most services are located quite a distance from residential areas. Also, the service area is mostly low population densities and remoteness, and small urban "islands" surrounded by rural land. Although several local units of government and agencies located in the region currently provide a variety of transportation options, there are still extensive mobility needs that need to be met. The Transit Program and program administration will be managed by the Transportation Planner.

### 3.1 TRANSIT PLANNING

The Tribe supported the investment of transportation funds to complete extensive research of the mobility options currently available within the Tribal service area. This research resulted in the Public Tribal Transit Implementation Plan, this Plan is a comprehensive Plan that covered over 19,061 square miles and included surveys, community input sessions, data analysis, transit provider surveys and transit provider one to one meetings. Several mobility options were identified and disseminated to assist the department and Tribe in enhancing the mobility options within the Tribal service area, with special emphasis on access to health, social services, employment, and educational services to enhance the general quality of life for members of the communities. The mobility options available include but are not limited to: implementation of a Tribal Transit Program, Regionally Coordinated Transit System or enhanced collaboration with current independent providers

The department is and will continue to work collaboratively with transit providers to identify potential strategies and opportunities for Tribal transit, mobility coordination, partnerships and collaboration to expand services and routes with the goal of promoting sustainability, cost effectiveness, and interconnectivity. The Plan also provided the Tribe with clear and defined processes and a strategic plan to accomplish the identified goals and objectives. The department has also dedicated expertise to developing and administration of project management services, data collection, research, meeting facilitation and inter-governmental scheduling. We anticipate that Tribal Regional Transit will be successful, with the strong commitment and support from our Board of Directors, Tribal Community and Transit Providers the Project is viable and sustainable. Further, the regional commitment and support of this Project was apparent with 24 Letters of Support, received for the departments Federal Transit Administration (FTA) Tribal Transit Grant Request. Letters were received from all the transit providers, along with a variety of State, City, County Commissions, Boards and Governments, Regional Planning Agencies, Social Services Agencies, Hospitals, Employers, Cultural Programs, Recreation Facilities, Downtown Development Authorities, Community Action Agencies and Road Commissions, Behavioral Health and Tribal Court.

Transit Programming will establish quarterly and annual meetings to promote regional collaboration that will promote and sustain partnerships while supporting expanded and reliable service. The Tribe and Department possess the experience and expertise to provide the oversight to administer various federal, state and local grants, projects and initiatives, including transit.

#### 4.1 TRIBAL SCHOOL BUS ROUTES AND MAIL ROUTES

The tribe currently operates three education programs/departments, these include; Day Care Head Start, Bahweting School. Several of which provide public transportation. Head Start, which include early head start owns and operates three buses on a daily basis, with one bus available as needed. There are a total of six routes; with four provided in the City of Sault Ste. Marie and two provided in the City of St. Ignace. The total miles traveled for all buses on all routes are 134 miles per day. Bahweting School owns and operates 9 buses where one is kept as a spare. The schools have 6 regular routes and one longer route and the total miles traveled daily for regular routes is 364 miles and the longer route is 108 miles. The Tribe also operates a daily mail run between Tribal facilities and local business, the west mail run includes 18-19 Stops, 305-315 miles, with 6 hours spent driving and 2 hours pickup and delivery. 16 Stops are Grant Funded (GF) 3 are Enterprise (E). The south mail run average is 145 miles traveled each day with an average of 3.75 hours of driving and an average of 4 hours Pick Up and Delivery time. Roughly 44 stops each day, of those 44 stops 27 are Grant Funded (GF) or Partially Grant Funded (PGF) the other 27 stop are Enterprise (E). The bus and mail routes the Tribe conducts can be entered into the National Transit Database which would permit the tribe to report on the current services provide and receive assistance from the Federal Transit Administration grant.

#### 5.1 ELDER AND HEALTH TRANSPORTATION SERVICES

The Transportation Department anticipates utilizing the Medical Transportation Toolkit and Best Practices developed by the Centers for Medicare & Medicaid Services<sup>vi</sup> to develop a tribal Non-Emergency Medical Transportation initiative. This initiative will be in collaboration with strategic internal partners to ensure necessary transportation to and from providers, the use of the most appropriate form of transportation and Include coverage for transportation and related travel expenses necessary to attend medical appointments, as required under Tribal, Federal, State, Medicaid and Medicare laws and regulations.

We anticipate that services to provide transportation will include public transit, elder services transportation, community health transportation, buses, taxis, shuttles, vanpools, paratransit, cars, vans, rideshare and volunteers. Critical to the implementation and sustainability of NEMT will be due diligence in researching funding existing sources and obtaining funding for services. The initial phase of this process will begin with technical assistance provided by the Community Transportation Association of America (CTAA). The Transportation Department was awarded a Technical Assistance Grant to assist with developing a tribal NEMT and will begin the process within the next twelve months. Finally, the Transportation Department is fundamentally aware of the implication of implementing and providing NEMT service to our community members and sustaining the service. We believe it is best to choose a service design that will work best for the communities and ensure long term commitments from internal and external partners for the well-being of the members and community.

#### 6.1 Federal Transit Administration

The Tribe has received a Federal Transit Administration, Tribal Transit Program Grant FTA-TTP Operating Funds to address the needs and recommendations identified in our Public Tribal Transit Implementation Plan (Implementation Plan). The purpose of the grant request was to assist with Start-up costs associated with the identified goals and objectives outlined in the Implementation Plan. With securing the grant funds, the Sault Tribe Regional Transit Project will provide needed resources to expand current provider services. This will ensure reliable and equitable access to public transportation for tribal members and community members in the seven county service area. Additionally, Transit Program will provide the opportunity to collaborate with current providers to expand current service with additional fixed routes and expanded schedules. These goals are being accomplished and will continue to strengthen the program into the future.

#### 7.1 Community Transportation Association of America (CTAA) Technical Assistance Grant

The Tribe/Transportation Department was one of three tribes selected across the nation to receive a Community Transportation Association of America (CTAA) Technical Assistance grant to support the implementation of Tribal Regional Transit Project. Technical Assistance focus areas will include; Non-Emergency Medical Transportation, National Transit Database training, Website Development and Marketing Support.

### 8.1 FUTURE FUNIDNG AND GRANT OPTIONS

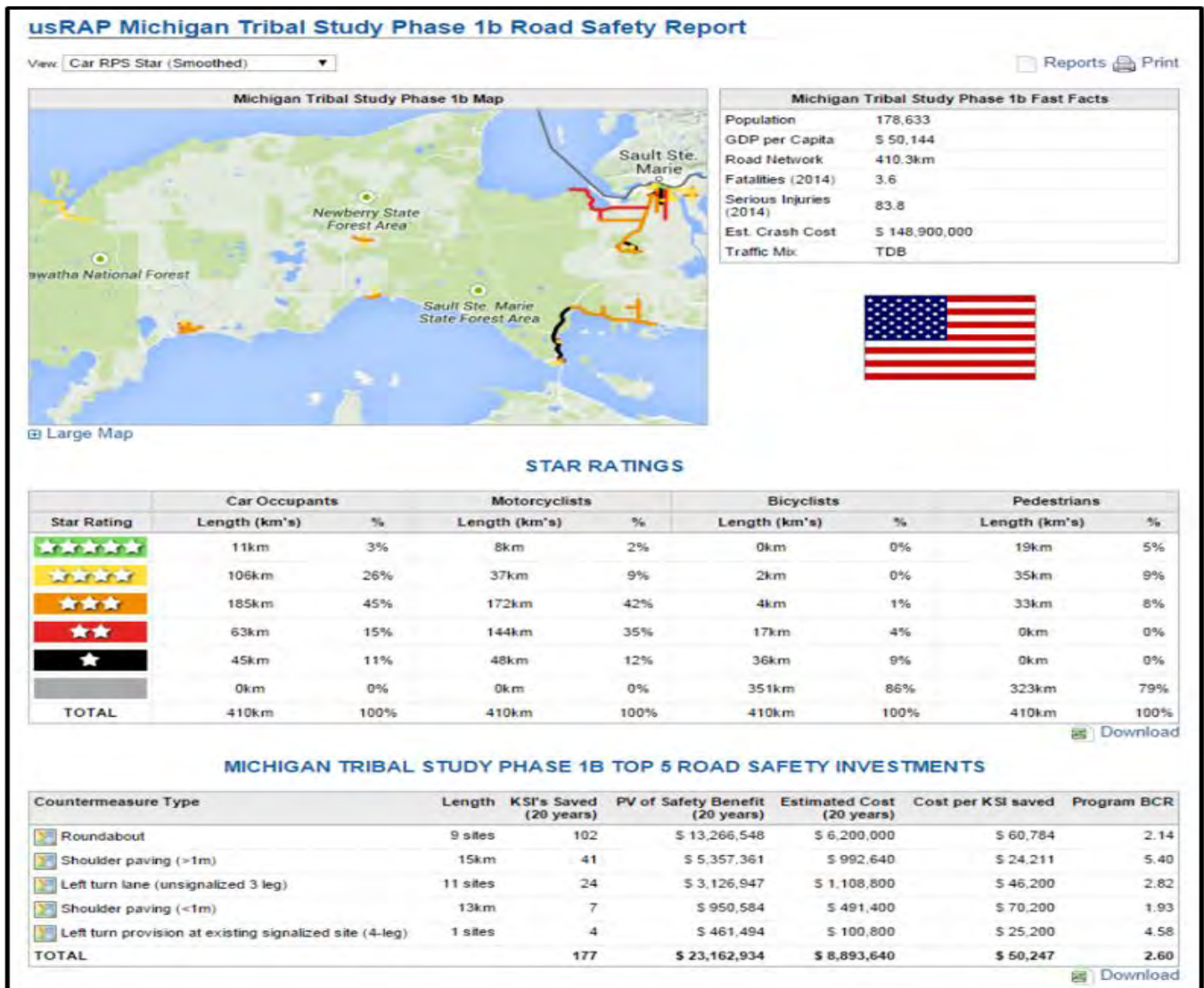
Michigan Department of Transportation has available a set aside Tribal Transit Grant. The Department intends to apply for funds in future funding cycles to support transit programing.

## 1.9 Safety

### 9.1 SAFETY PILOT STUDY

The AAA Foundation for Traffic Safety provided \$11,500 of seed funding to the Sault Ste. Marie Tribe of Chippewa Indians Transportation Department in 2012-2013 to begin the process of implementing usRAP. Using the AAA funds, the Sault Tribe was able to inspect 80 miles of roadway to develop Star Ratings and a Safety Investment Plan. The objective of the project was to demonstrate the effectiveness of usRAP within a tribal setting. The Sault Tribe was the first tribe in the Nation to complete and begin usRAP. This initial project included only a portion of the Tribe’s roadway network but was completed successfully with the Bay Mills Tribal Community.

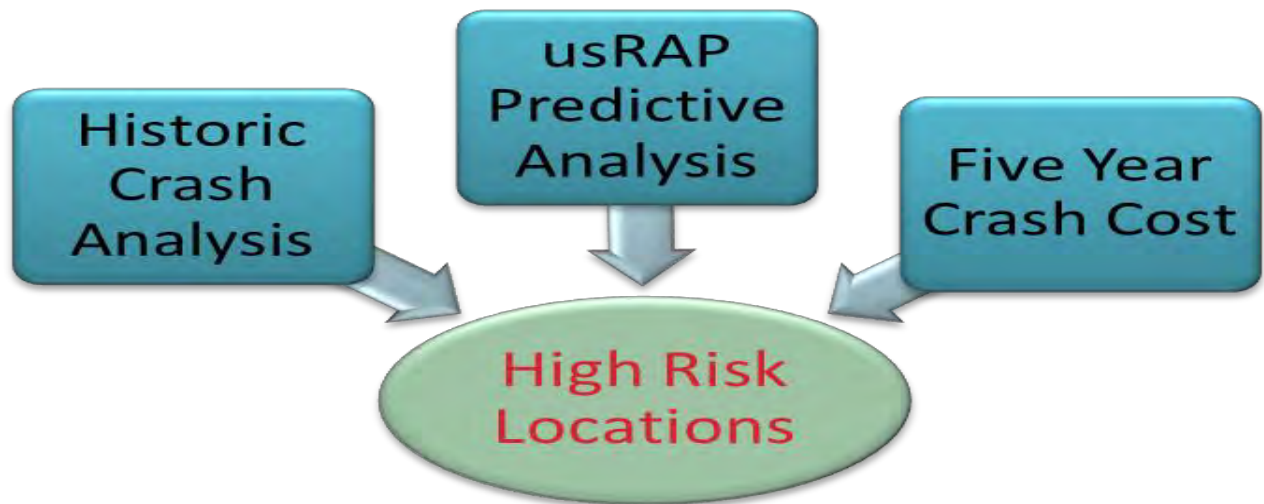
Figure 30 Tribal Safety Analysis



### 10.1 USRap SAFETY INVESTMENT PLAN

Following the completion of the usRAP Pilot, the Transportation Department requested and received two Federal Highway Administration Tribal Transportation Safety Grant (TTPSF) to expand the pilot study. These grant provided the opportunity to assess an additional 420 miles of roadway within the Tribe's network, including, MDOT, county, and city routes throughout the eastern Upper Peninsula (UP). The project involved adding 420 miles of roadway to the pilot study and resulted in a set of Star Ratings and a comprehensive Safety Investment Plan for the Tribe's entire roadway network. This project provided the opportunity to create a multi-disciplinary steering committee that allowed us to promote the effectiveness of usRAP to other Tribes.

Figure 31 usRAP Process



The benefits of this project included the identification of key emphasis areas, and identify safety issues and priorities activities. Also the project provided the opportunity to proactively implement preventative measures to reduce and prevent fatalities and serious injuries. The Tribe developed partnerships with tribal, federal, state, local and various other professions to draft a comprehensive Plan to priorities and guide future safety efforts. The Tribe collaborated with Michigan Department of Transportation (MDOT), Michigan Technological University (MTU) which administers LTAP and TTAP, and Eastern Upper Peninsula Planning Association, which produce and manage Roadsoft data analysis tool utilized by MDOT and various tribes throughout the state.

The usRAP Safety Assessment Plan was multi-modal, data-driven and identified key emphasis areas with a focus on engineer, education, enforcement and emergency services. Safety strategies were identified throughout the Tribe's seven (7) county service area; which included Chippewa, Mackinac, Luce, Schoolcraft, Alger, Marquette, and Delta Counties. The following figures provide a look at the analyzed network in each of the eleven areas as well as showing the vehicular star ratings for each road.



Figure 32 St. Ignace Treatment Locations

### St. Ignace - Treatment Locations



The usRAP provided an initial Based on a benefit-cost ratio for each proposed recommendation. The following two figures show Sault Ste. Marie and St Ignace (due to higher traffic volume and denser urban areas). It was noted by Opus International, that although no treatments were recommended for Lakeshore Drive, Chippewa County, despite having a high risk rating and a number of fatal and serious incapacitating crashes over the past five years. There is a need to conduct additional review by transportation engineering professionals to supplement or better guide the network screening process

Figure 33 Regional Safety Recommendations

## Recommended Locations

- **Roads** ————
  - Overall
  - County
- **Intersections** 
  - Overall

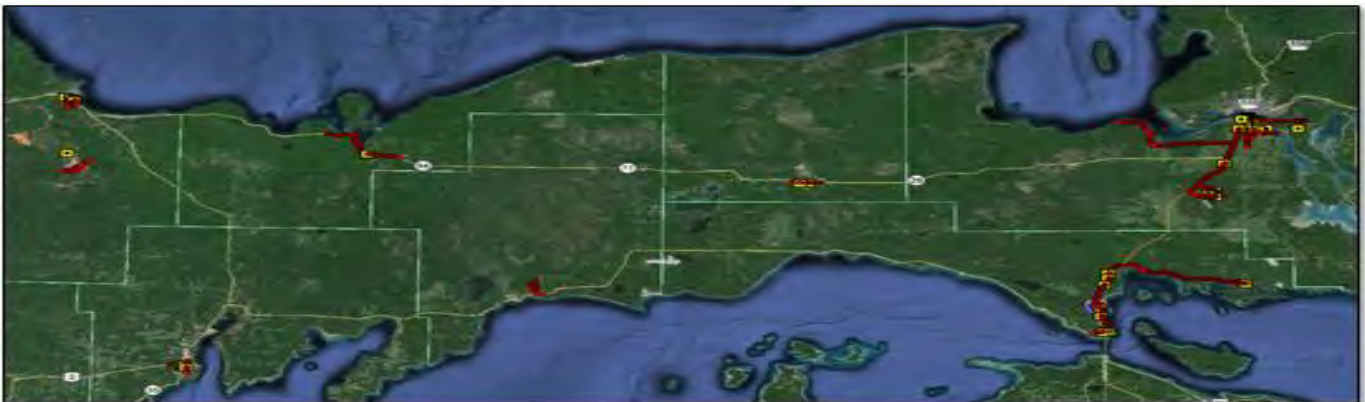




Figure 34 usRAP Analysis – Lakeshore Drive

- **Detailed analysis at high risk/high history locations**



Data collection included digital video for selected roadways, and geo-referenced via an accompanying GPS data file or Google Streetview was utilized to collect the roadway feature data required. Data was of a high enough quality to identify all of the roadway features and attributes required to calculate a Star Ratings. Traffic volume data was also collected from local sources (e.g. MDOT, tribes, BIA, county road commissions, and rural task forces). Using the data collected, Star Ratings were calculated for each roadway segment. Star Ratings were calculated using the usRAP software package. Finally, this comprehensive study provided the data and information needed to prepare a Tribal Safer Roads Investment Plan. The Department, AAA Foundation and Opus International prepared and presented a half-day Final Presentation session to tribal officials, committee members and executive staff.

#### 1.9.1 REGIONAL SAFETY PLAN

The Department recruited Opus International a professional consulting team to assist with developing a Regional Tribal Safety Plan. This far-reaching plan was funded by a grant received from the Federal Highway Administration Tribal Transportation Safety Grant (TTPSF). This Plan provided a foundation to collaborate, identify key areas of concerns and created a framework to accomplish identified goals and objectives with emphasis on all 4E's (Engineering, Education, Enforcement, EMS). The development of the plan was in coordination with MDOT State SHSP, and promoted a cohesive plan that will address identified safety issues

The Transportation Safety Plan is a comprehensive plan created by community members to address critical safety concerns, promote safety, prevent unintentional injuries, and strive for better quality of life. The Plan is unique to our communities, flexible, and utilizes the Four E's, Engineering, Education, Enforcement, and Emergency Response. Our Transportation Safety Plan provides a comprehensive framework for reducing fatalities and serious injuries on tribal, BIA and public road and was developed by the Tribal Transportation Department in a cooperative process with various tribal programs and divisions, including local, State, Federal, and private sector safety stakeholders. The Transportation Safety plan is a data-driven, comprehensive plan that established goals, objectives, and key emphasis areas that integrates the 4 E's – engineering, enforcement, education, and emergency services.

The Plan was developed with the communities to share the importance of safety and also to focus on what we can do to prevent loss of life and injury. Council Members, Staff, Elders, Youth Council and Community Members were needed and involved in the process of developing this Plan. The plan development last months and included community outreach, input sessions with our elders, youth and community members. The Plan also conducted a

comprehensive crash data analysis and analyzed safety data to help identify concerns. The facilitation aspect of the Plan development included;

- Meetings throughout the service area to identify where we were and where we want to be
- Identification of focus areas: PSA's, pedestrians, bicyclists, seatbelts, car seats, transit, texting and driving.
- Online survey
- Clarify and Prioritize goals, objectives and tasks

Finally, the Transportation Safety Plan includes our unique Vision, Mission Statement, and Goals developed with facilitated group sessions to categorize and review propose, ordinances and policies

## 1.1 REGIONAL TRANSPORTATION SYSTEMS

### 1.5.1 RAIL SYSTEM

The U.S. Department of Transportation Federal Railroad Administration (FRA) executes federal regulations, promotes safety and works collaboratively with other federal, state and Tribal governments and agencies to promote intermodal transportation across the country. The Michigan Department of Transportation (MDOT) Office of Rail oversees the systems, safety, and management of the rail facilities within the State of Michigan. The system comprises 665 miles of rail including freight and inter-city passenger service, with day to day operations contracted with Amtrak, Great Lakes Central Railroad, Huron & Eastern Railway, Indiana Northeastern Railroad, Lake State Railway and Norfolk Southern Railway. The Federal Rail Administration and MDOT Office of Rail have limited freight and passenger rail within the Tribal seven (7) county services area (see Figure 36). Passenger rail within the tribal service area is provided by MDOT Intercity Bus System with contract services provided by Indian Trails (see Figure 37). Rail Grade Crossings safety and site distance at crossings

Figure 35 Michigan Rail Lines



Figure 36 Michigan Intercity Bus System



Table 5 - Federal Railroad Admin, Rail Crossing Collisions 2007-2017

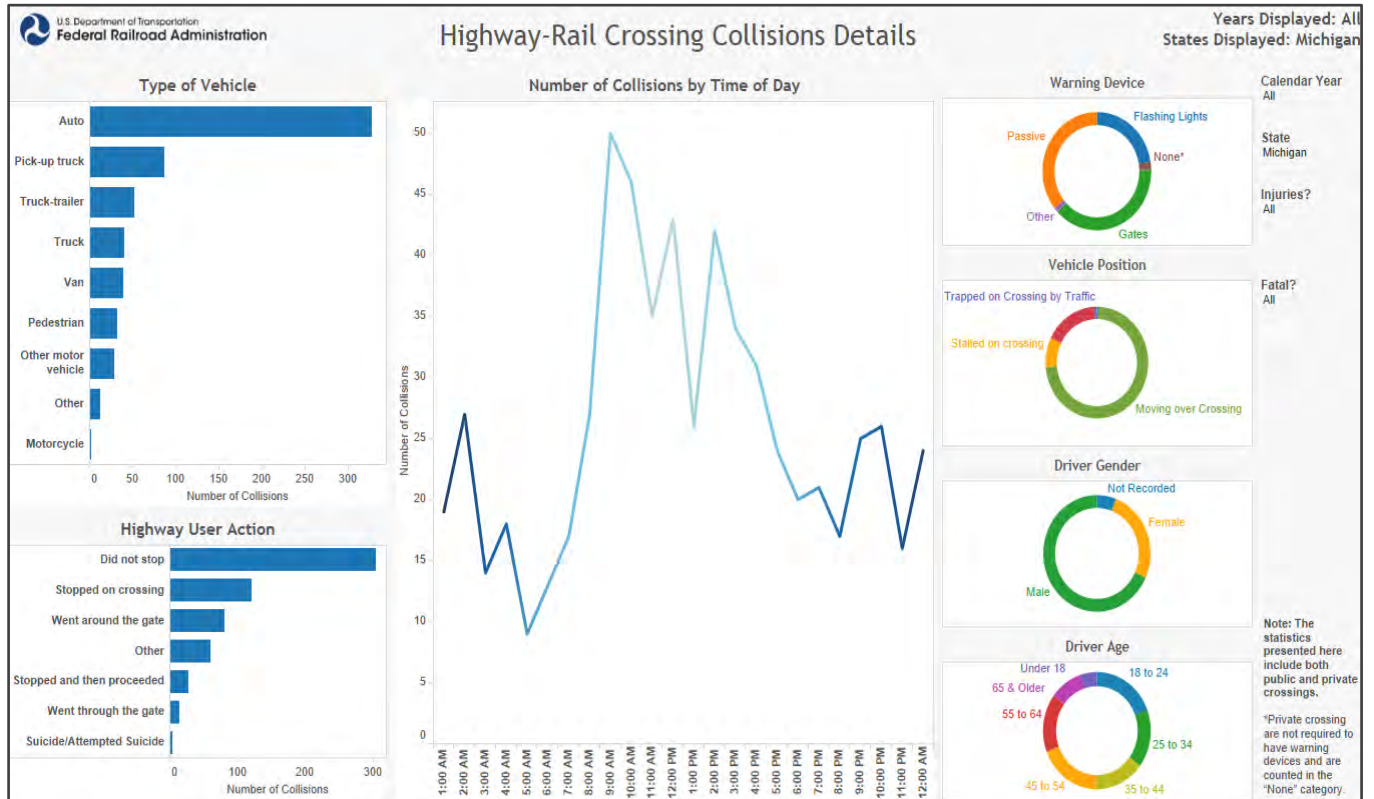


Table 6 Federal Railroad Administration, Tribal Service Area, Collisions, Injuries, and Fatalities per crossing 2007-2017

| Highway-Rail Crossing Collisions, Injuries, and Fatalities per crossing<br>(Ranked by Number of Collisions 2007-2017) |                                     |   |
|---|-------------------------------------|---|
| County  | Collisions, Injuries and Fatalities | Route   |
| Alger   | 1                                   | Munising Street   |
| Chippewa County   | 4                                   | M-123, Biscuit Rd, Trombley Rd, Kincheloe   |
| Delta County  | 8*                                  | Co. Rd 535/D Road, J.5. Road, Perkins 30.0 Road, J-31 Road, DD Road, South Hill Rd, Sportsman Club Rd, Daneforth Rd |
| Luce County   | 1                                   | Newberry Ave/M-123  |
| Mackinac County   | 1                                   | South Gould City Rd   |
| Marquette County  | 2                                   | Ski Hill Rd and a Private Crossing  |
| Schoolcraft County  | 2                                   | Michibay Rd, M-77   |

\* Three incidents happened in Gladstone on separate crossings, three incidents happened in Escanaba on separate crossings, one incident happened in Bark River, and one incident happened in Rock.

## 1.6 Ferries

Across the Tribal seven county service area there are six vehicle and passenger ferry's that provide access to five pristine and historically significant islands. On the eastern region of the Upper Peninsula the Eastern Upper Peninsula Transportation Authority (EUPTA) operates the Drummond, Sugar and Neebish Island Ferries. On the north shore of Lake Huron, Shepler's Mackinac Island and Star Line provide access to Mackinac Island and in the central region of the U.P; the National Forrest Service provides a ferry service to Grand Island. A brief synopsis for each island and ferry is provided below.

### 1.6.1 GRAND ISLAND

Grand Island became a National Recreation Area in 1990 when the Forest Service purchased the Island from the Cleveland Cliffs Iron Co. The Forest Service has been improving camping sites and creating Mountain Bike trails throughout the island. The East Channel light, however, is only accessible by boat. Open Memorial Day to Labor Day. Visitors can get to the island via passenger ferry. The ferry departs from Grand Island Landing on the mainland, located on M-28, about 3 to 4 miles west of Munising's blinking light. Look for the Grand Island National Recreation Area signs.

### 1.6.2 SUGAR ISLAND

From Sault Ste. Marie you take the Sugars Island Ferry across the St. Mary's river to Sugars Island. Ferry leaves Sugar Island Ferry leaves Sugar Island on the hour and half-hour, from 5:00 am till 2:00 am, then 3:00 am and 4:00am Ferry leaves Sault Ste. Marie mainland for the island on the quarter-after and quarter-before the hour. From 5:15 am till 2:15 am, then at 3:15 am and 4:15 am

### 1.6.3 DRUMMOND ISLNAD

From Detour Village you can catch the Drummond Island Ferry for your quick trip across to Drummond Island. Located in Sault Ste. Marie, the Sugar Island Ferry is your transport to Sugar Island. Operating 7 days a week, their schedules can accommodate your travel needs through the full year.

### 1.6.4 NEEBISH ISLAND

The Neebish Island Ferry leaves from Barbeau to Neebish Island 7 days a week. This schedule is seasonal during early spring, late autumn and winter months.

### 1.6.5 MACKINAC ISLAND

Both the Star Line, Shepler's Mackinac Island ferries provides access to Mackinac Island from mainland in downtown St. Ignace and downtown Mackinaw City.



## 1.7 Freight

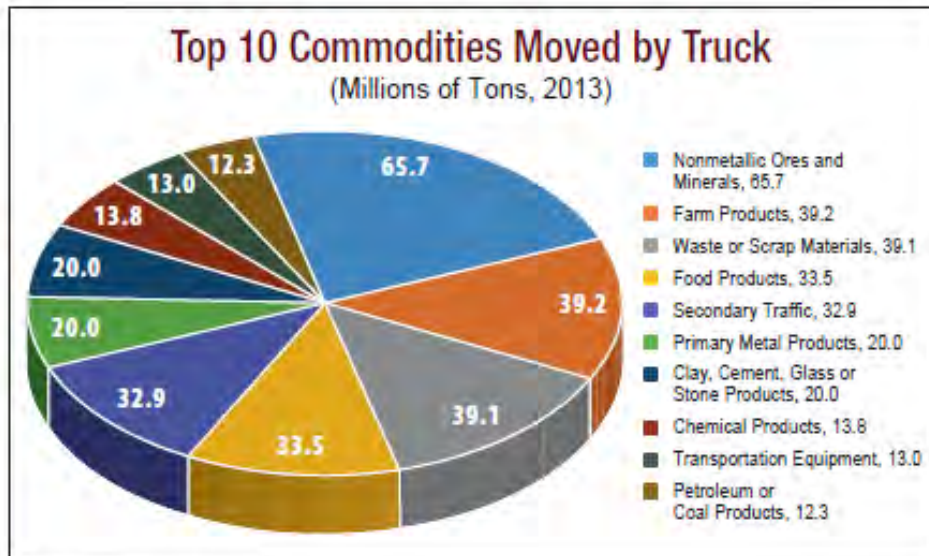
The Tribe is situated in a geographical region that includes Interstate I-75, M-28, US-2, along with the Sault St. Marie International Bridge, Mackinac Bridge and Sault Locks. With the Interstate highway system managed by MDOT and Mackinac Bridge and Sault International Bridge both managed by independent Bridge Authorities

Figure 37 Michigan State Trunk-line System Map



The Sault International Bridge is noted as the largest international trade crossing in Northwestern Ontario<sup>vii</sup> and provides direct access to the Trans-Canada Highway, I-75 and Michigan Highway 28 and Mackinac Bridge connecting to Michigan Lower Peninsula, Detroit, Chicago and Illinois. This freight corridor is critical to the local, regional and national economy and provides essential connections to promote and sustain movement of goods and services, tourism and all-purpose travel. Figure 39 below shows commodities moved by truck in the state of Michigan.

Figure 38 Michigan Top 10 Commodities - IHS Trasearch Database



Source: IHS Transearch Database

Transportation systems that are maintained, safe and accessible ensure economic growth and sustainability. For example, Mid-America Freight has stated that freight related employment within the State of Michigan is estimated at 914,440<sup>viii</sup> In addition, freight is defined as goods and or items that are transported by commercial means (rail, truck, air, water).

The Sault Locks are critical to maintaining shipping industry connections within the Midwest and globally. Local officials have requested funds to complete proposed upgrades to the Soo Locks have been ongoing for several years. The impact of this project is critical to the local, regional and national freight and commerce is critical. The Sault Locks are managed by the Corp of Engineers, Detroit District Office. Below we’ve include an overview of the Sault Locks, provided by the Corp of Engineers<sup>ix</sup>

Figure 39 Sault Locks

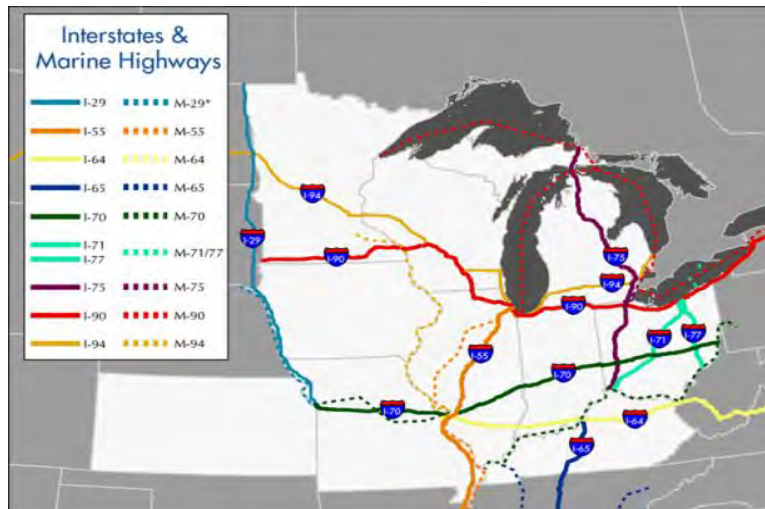


The St. Marys River is the only connection between Lake Superior and the other Great Lakes. The water drops approximately 21 feet over hard sandstone in the span of  $\frac{3}{4}$  mile, this area is called Bahweting. In 1797 the first lock on the St. Marys River was constructed on the north. In 1855 the State of Michigan constructed the "State Lock" on the south shore of the river, and operated the locks for some time. As shipping traffic grew and vessel sizes increased it became apparent that a second, larger lock was needed. In 1881 the Weitzel Lock was built, this Lock was 515 feet long, 80 feet wide and 17 feet deep and had a lift of 20 feet. The Weitzel Lock design was different from other locks by filling and emptying water through openings in its floor. All future locks at the site used this type of innovation. U.S. Army Corps of Engineers has operated and maintained the locks ever since. In addition, within six years, construction of the Poe Lock was started; this lock is 800 ft long and 100 ft wide, 21ft deep. Finally, the Davis Lock, Sabin Lock, Second Poe Lock and MacArthur Lock have been added to accommodate for boat sizes, shorten delays within the locks.

## 1.8 Marine Highway System

The America's Marine Highway System consists of our Nation's navigable waterways including rivers, bays, channels, the Great Lakes, the Saint Lawrence Seaway System, coastal, and open-ocean routes. The Marine Highway Program works to further incorporate these waterways into the greater U.S. transportation system, especially where marine transportation services are the most efficient, effective, and sustainable transportation option.<sup>x</sup> The Marine Highway Corridor connects commercial navigation throughout the Great Lakes. The M-90 Corridor includes Great Lakes and the Erie Canal, and connecting channels, ports, and harbor. The corresponding Marine Highway Corridor provides benefits to the region and offer virtually unlimited capacity between from Western Lake Superior to the East Coast by the Saint Lawrence Seaway.

Figure 40 M-90 Marine Highway Corridor Connecting the Great Lakes

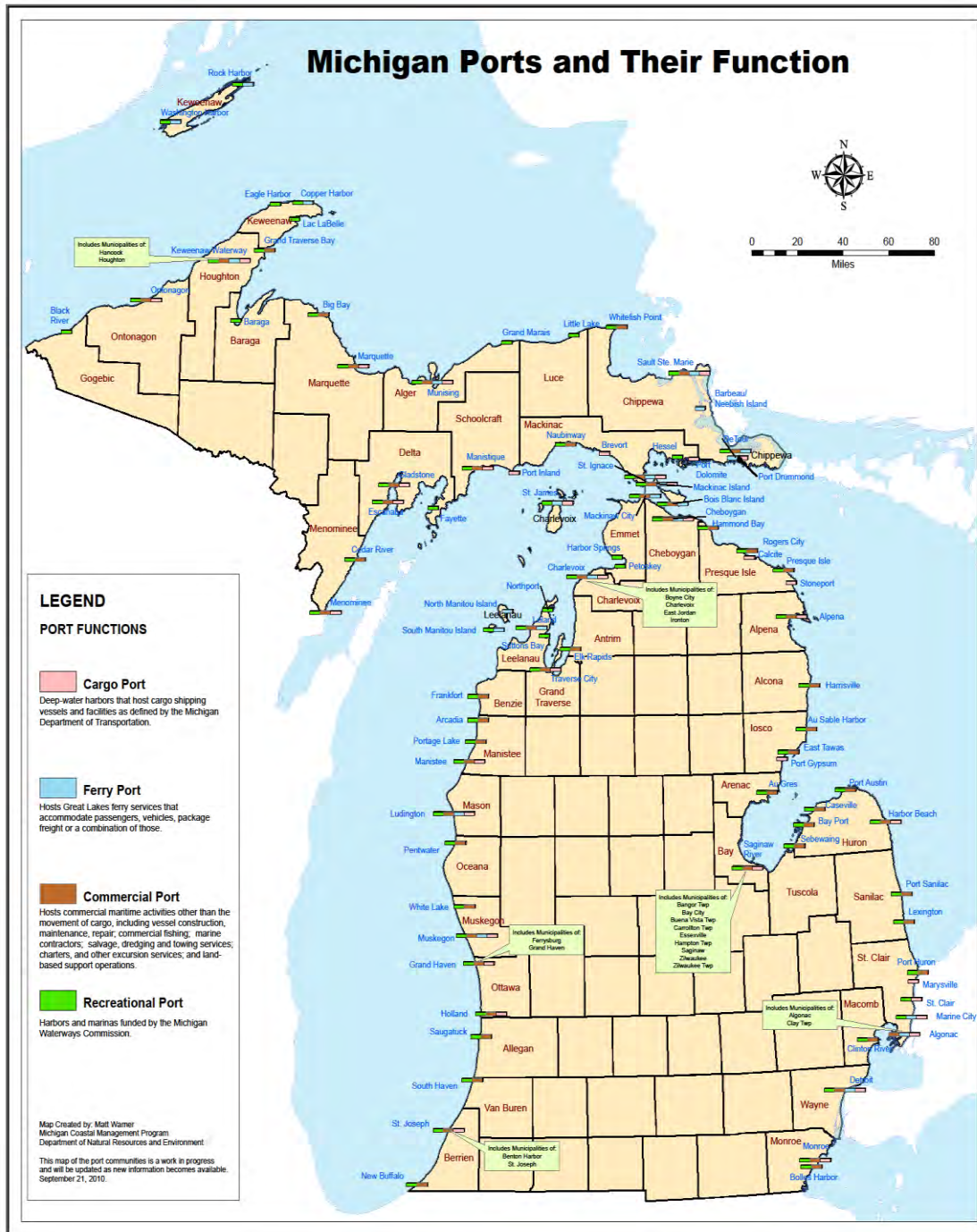


## 1.9 PORTS – INTERNATIONAL AND MICHIGAN

Great Lakes Seaway Shipping Channel includes 900 miles of shoreline on Lake Superior and over 1000 miles on Lake Michigan. These shipping channels and the designated Marine Highway System encompass our tribal homelands and were once our primary mode of travel for trade and gathering. Figure 42 shows locations and functions of the ports located in Tribal service area and State of Michigan.



Figure 41 Functions of Michigan Ports Map



Further, the investment and long term sustainability of our Great Lakes and the Great Lakes Seaway Partnership is critical to sustaining our livelihoods and promoting economic growth. Tables 7, 8 and 9 below show the economic impacts of shipping, investments and annual tonnage for each port in the Tribal Service Area.



Table 7 Great Lakes Seaway Partnership Economic Impacts -2010

| Jobs   | Personal Income | Business Revenue | Local Purchases | Total Taxes Paid |
|--------|-----------------|------------------|-----------------|------------------|
| 26,819 | \$1.8 billion   | \$3.8 billion    | \$637 million   | \$520 million    |

Table 8 Michigan Great Lakes Seaway Investments -2013

|  |
|--|
| <p><b>Invested in Michigan port, terminal and waterway infrastructure</b></p> <p>\$115 million</p> |
|--|

Table 9 Michigan Great Lakes Seaway-Annual Cargo Tonnage

| Port                | Annual Tonnage | Major Cargoes Handled  |
|---------------------|----------------|--|
| Drummond Island     | 1,075,000      | Limestone, iron ore  |
| Escanaba            | 3,757,000      | Coal, limestone, iron ore                                      |
| Gladstone           | 104,000        | Petroleum products, non-metal minerals                         |
| Grand Haven         | 751,000        | Sand/gravel, cement, coal, limestone, salt                     |
| Marine City         | 567,000        | Limestone  |
| Marquette           | 1,023,000      | Coal, limestone, iron ore                                      |
| Presque Isle and UP | 8,293,000      | Iron ore, coal, limestone                                      |
| Sault Ste. Marie    | 29,381         | Non-metal minerals   |
| Stoneport           | 6,304,000      | Limestone, petroleum products, sand/gravel, clay <sup>xi</sup> |

## 1.10 AIRPORTS

According to the Federal Aviation Administration, Airport Facilities data<sup>xiii</sup> there are 25 airports located within the seven counties that comprise the Tribal Service Area. The table below provides type, county, facility name and owner.

**Table 10 Tribal Service Area - FAA Airports and Seaplane Base**

| TYPE          | COUNTY      | FACILITY NAME     | OWNER                             |
|---------------|-------------|-------------------|-----------------------------------|
| Airport       | Alger       | Grand Marais      | Grand Marais                      |
| Airport       | Alger       | Munising          | Hanley Field                      |
| Airport       | Chippewa    | Barbeau           | Franklin's                        |
| Seaplane Base | Chippewa    | Drummond Island   | Ashman Island                     |
| Airport       | Chippewa    | Drummond Island   | Drummond Island                   |
| Seaplane Base | Chippewa    | Drummond Island   | Yacht Haven                       |
| Airport       | Chippewa    | Hulbert           | Young's                           |
| Airport       | Chippewa    | Sault Ste. Marie  | Chippewa County Intl              |
| Airport       | Chippewa    | Sault Ste. Marie  | Sault Ste. Marie -Sanderson Field |
| Airport       | Delta       | Escanaba          | Delta County                      |
| Airport       | Delta       | Gladstone         | West Gladstone                    |
| Seaplane Base | Delta       | Rapid River       | Ness Landing                      |
| Airport       | Luce        | Newberry          | Luce County                       |
| Airport       | Mackinac    | Bois Blanc Island | Bois Blanc Island                 |
| Seaplane Base | Mackinac    | Curtis            | Read                              |
| Airport       | Mackinac    | Hessel            | Albert J Lindberg                 |
| Airport       | Mackinac    | Mackinac Island   | Mackinac Island                   |
| Airport       | Mackinac    | St Ignace         | Mackinac County                   |
| Airport       | Marquette   | Ishpeming         | Edward F Johnson                  |
| Airport       | Marquette   | Marquette         | Sawyer Intl                       |
| Airport       | Marquette   | Marquette         | South Fork                        |
| Airport       | Marquette   | Rock              | Van Effen Fld.                    |
| Airport       | Schoolcraft | Manistique        | Schoolcraft County                |
| Airport       | Schoolcraft | Steuben           | Bass Lake                         |

## PART TWO LONG RANGE TRANSPORTATION PLAN

This Long Range Transportation Plan for the Tribe consists of a comprehensive process established to meet current and future social, safety, health, economic development, tourism and employment needs. In addition, this LRTP identifies the tribal program and/or department responsible to perform all duties required to carry out the TIP and LRTP.

The recommended twenty year LRTP for the Sault Tribe includes planning, construction and maintenance programming that will meet current and future economic development, housing, health, safety and social needs of the communities within the seven county service area. The following sections provide detailed processes for prioritization, planning and implementation.

It is recommended that the Sault Tribe of Chippewa Indians formally adopt this LRTP and utilize it as the foundation for planning, programming and budgeting transportation funds.

### 5.1 MISSION, VISSION, & GOALS

The primary recommendation for the Transportation Department is the continued growth, development and sustainability of this Department within the Tribal governmental organization. The Transportation Department has experienced an exponential increase in programming, planning, grants and construction project management over the last seven (7) years. At this time the Transportation Planner has responsibility of the entire department and all project oversight, reporting and transit development. In addition, the Transportation Clerk will continue to participate in ArcGIS mapping, software and systems training to build the internal capacity of the Department and the Tribe.

The Transportation Department recommends that it function in the current manner, with the Transportation Planner having all administrative responsibility of the department, including but not limited to the following: construction project administration, grant research, management and writing, land use planning, road and bridge maintenance, planning and staff supervision. The Transportation Planner reports directly to the Chief Financial Officer, within the Accounting Department.

The mission for the Sault Ste. Marie Tribe of Chippewa Indians' Transportation Long Range Plan is guided in part by the State of Michigan's Strategic Highway Long Range Plan but is designed to reflect the unique nature of the Tribe and the areas it serves and maintains. The mission is as follows:

***Develop and improve a cohesive transportation system spanning our Tribal nation to ensure an environment that is safe, efficient, and welcoming for all our tribal citizens.***

This mission supports the more general vision to work towards significant reductions in traffic fatalities, consequently reducing the prevalence of other crash severities as well. This vision is:

***A sustained tribal transportation network in balance with our values that provides safety and accessibility for our Tribal Members.***

The goals of the LRTP take the mission and vision a step further and tie them to specific targets for the plan in terms of real values or measureable targets. The following sections define the processes, potential goals and projects based on consultation with the community and Board of Directors.



### **3.1 LONG RANGE TRANSPORTATION PLAN IMPLEMENTATION, UPDATING, AMENDING, REVIEW AND APPROVAL**

This Long Range Transportation Plan is a compilation of studies and plans recently completed for the Tribe that reflect community needs, current requirements for the Tribe and Transportation Department and facilities. In addition, this LRTP describes the current community, facilities and social conditions and anticipated future developments. It is the intent that this LRTP will be reviewed, modified and updated on an annually basis.

To establish future LRTP updates, the Transportation Department recommends the future LRTP establish three primary groups for future transportation infrastructure improvements, these are; Short Range (0 to 5 years) Mid-Range (6 to 10 years), Long Range (11 to 20 years).

#### **4.1 UPDATING THE LONG RANGE PLAN**

The planning processes for the LRTP includes, but is not limited to the following steps:

- a. Monitoring existing conditions;
- b. Forecasting future population and employment growth;
- c. Assessing projected land uses in the tribal service area;
- d. Identifying problems and needs and analyzing, through detailed planning studies, various transportation improvements;
- e. Developing alternative capital and operating strategies;
- f. Developing a financial plan that covers operating costs, maintenance, asset management costs and new capital investments.

#### **4.1 PUBLIC INVOLVMENT**

Transportation Department will publish a public notice which will notify the public that the draft Long Range Transportation Plan is available for public review, input and recommendations. This will take place in early fall on an annual basis. When public comment and review has been completed and information compiled the appropriate changes, if any, will be incorporated into the final LRTP.

#### **4.2 BOARD OF DIRECTORS OFFICIAL REVIEW AND APPROVAL**

The Transportation Planner will present the draft TIP to the Board of Directors during an official Board Workshop. During this presentation and for the next two weeks, the Transportation Planner will gather input, guidance and recommendations from Board of Directors to incorporate into final LRTP.

Following the workshop presentation, the Transportation Planner will then prepare and present the final TIP and Resolution to the Board of Directors during a regularly scheduled meeting for official vote and approval by the Sault Ste. Marie Tribe of Chippewa Indians Board of Directors. The LRTP will then be sent to the BIA Midwest Regional Roads Program for review and approval.

### **5.1 INVENTORY AND EXISTING TRIBAL ROADWAY SYSTEM**

The current Tribal Transportation Department facilities system is structured with the development of and cataloging of facilities within the Official Tribal Inventory Log (Log) and is included in the BIA road system as part of the National Tribal Transportation Facility Inventory (NTTFI). Surface Transportation Systems and Facilities provide access to, through or within our Tribal lands and communities. Transportation Planning is critical in the development of and maintenance of the Log and included public facilities owned, constructed and maintained by the Sault Tribe, Bureau of Indian Affairs (BIA), MDOT, Villages, Cities, Counties or Townships. The Inventory Log is reviewed and updated annually by Transportation Department staff to ensure accurate and current information is included in the Tribal TIP and LRTP.

### 1.6.6 GENERALIZED FUNCTIONAL CLASSIFICATION

National Functional Classification (NFC) was developed by the Federal Highway Administration to structure traditional transportation planning and traffic engineering. Functional classifications group highways, expressways, arterials, collectors and local streets together into classes. The primary focus of classifications is to safely move vehicles and traffic by classifying roads by volume, capacity and level of service.

### 1.6.7 BUREAU OF INDIAN AFFAIRS FUNCTIONAL CLASSIFICATIONS

The Bureau of Indian Affairs

- Class 1-Major Arterial roads serving traffic between two large population centers and carry an average daily traffic exceeding 10,000 vehicles per day, and have more than two lanes of traffic.
- Class 2-Rural Minor Arterial roads -corridor between large population centers, or link smaller communities. Generally, designed for relatively high overall speeds, inter-county or inter-state service with average daily traffic on these roads less than 10,000 per day.
- Class 3-City Local roads - located within community boundaries and provide direct access to residential areas and adjacent lands.
- Class 4-Rural Major Collector roads-collects traffic from rural roads and provide service to larger towns or traffic generators such as powwow grounds, government services, stores, health clinics, airports, docks or other areas of importance not served by the higher systems.
- Class 5-Rural Local roads – section line and or stub type roads that collect traffic for higher system roads or provide access to schools, tourism, farming areas or small enterprises and roads and motorized trails for forest, grazing, mining, oil, recreation or other similar purposes.
- Class 6-City Minor Arterial streets - located within communities and serve as connections to a major arterial system.
- Class 7-City Collector streets-located within communities and provide access to local streets and service within residential neighborhoods.
- Class 8-Paths, trails, walkways and other non-road projects designated for public use by foot traffic, bicycles, trail bikes, snowmobile, all-terrain vehicles or other uses to provide for the general access of non-vehicular traffic.
- Class 9-Parking facilities adjacent to other transportation facilities such as routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.
- Class 10-Airstrips that are within the boundaries of the IRR System grid and are open to the public. These airstrips are included for inventory and maintenance purposes only.
- Class 11-Overlapping routes, previously inventoried section or sections of a route and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only.

## 6.1 PRELIMINARY PROJECT PLANNING

The Transportation Program facilitates and participates with various local, regional and national committees and initiatives to promote coordination and collaboration that will ensure equitable distribution of resources for our tribal members and communities. During conceptual design, developing PS&E the Transportation Program conducts hydraulic, geotechnical, ROW, Utility coordination, permits, environmental coordination and safety plans & analysis to ensure recommendations are included in the final design. The Program and all divisions/programs agree that repairs, reconstruction or construction of a facility is needed along with collaboration with our Cultural Division and key staff.

The Program ensures Engineering Design reviews are completed in a timely and thorough manner. Reviews include Project Team, internal and external review and comments are incorporated during development and final approval, review and input from local, regional or state unit of government that may be impacted. Final review and acceptance includes review and acceptance by Midwest Bureau of Indian Affairs Roads office, although the Tribe is allowed to approve plans, specifications and estimates we work collaboratively with the regional BIA to ensure PS&E

meet all state, federal assurances. During pre-construction the Program ensures that a Notice of Intent to Construct display ad is printed in local paper with public review and input of plans and project overviews. Contracting & Procurement.

Procurement includes drafting necessary Request for Bids (RFB), Request for Qualifications (RFQ) and Request for Proposals(RFP) are conducted in collaboration with the Sault Tribe Purchasing Department. Procurement involves an advertisement in a public paper and direct solicitation for RFB, RFQ and RFP. The Purchasing department conducts public bid openings at a location they determine appropriate. Transportation project team (Departments, Accounting, Programs, BIA, Purchasing, etc.), reviews bids and completes scoring and analysis, Transportation has established extensive construction contract management and oversight processes to ensure contract requirements are included in all RFB, RFP's and contracts to ensure potential consultants and contractors have the opportunity to review and accept the requirements prior to performing any work (notice to proceed). Processes for contracts modifications, change orders, liquidated damages, schedules, weekly reports, inspections, payroll reports and safety plans are included in general requirements section of RFB's and contract documents.

## **7.1 Tribal Transit Grant**

The Tribal Transportation Program has been awarded numerous grants, these include; two Federal Highway Safety Administration Grants, Federal Transit Administration Tribal Transit Grant, Federal Highways Administration-Emergency Relief for Federally Owned Roads (ERFO) and Community Transportation Association of America (CTAA) Technical Assistance Grant.

The first grant was focused on expansion of a pilot program conducted with the AAA of Michigan, Opus International and Bay Mills Indian Community. This project/grant expanded the usRAP Analysis and safety study to cover our seven county service area, we've included the us RAP analysis/Project as Attachment E and the Sault Tribe Safety Plan as Attachment F. Michigan Department of Transportation has requested and is utilizing the Tribal Safety Plan as a model/good example for use with local units of government located in the lower peninsula of the State. At this time the Transportation Program is reviewing both the usRAP Analysis and Safety Plan to identify critical needs and review alternative sources of funding if necessary. Finally, The Tribal Transportation Program has implemented and maintains contract, planning, expenditure files and binders, these are available for review on-site.

The FTA Tribal Transit grant was received to implement the Regional Tribal Transit programing. Transit programming was initiated in 2014 with the drafting of the Transit Implementation Plan. The Transportation Department received ERFO funds to assist the Chippewa County Road Commission with the reconstruction and improvement of 1 ½ Mile Road, North Shore Drive, East Shore Road and West Shore Drive due to damages associated with the 2014 flooding event.

## **2.2 CONTRACT ADMINISTRATION**

The Transportation Department with the Legal Department has established a robust contracting, procurement and contract management system and processes to ensure the public, program and tribal members are better served through efficiency and project performance. Contract administration includes drafting and management of various documents that together, create project contract and each component in itself is critical to the successful completion of a project.

First, during conceptual design the Transportation staff ensures that all hydraulic, archeological, staking, surveying, geotechnical, ROW, utility coordination, permits, standard specifications, environmental coordination and safety plans & analysis are completed and intergraded into the final design. Staff ensures Engineering Design reviews are completed in a timely and thorough manner. Reviews are conducted by transportation, internal partners, BIA, local, regional or state unit of government that may be impacted.



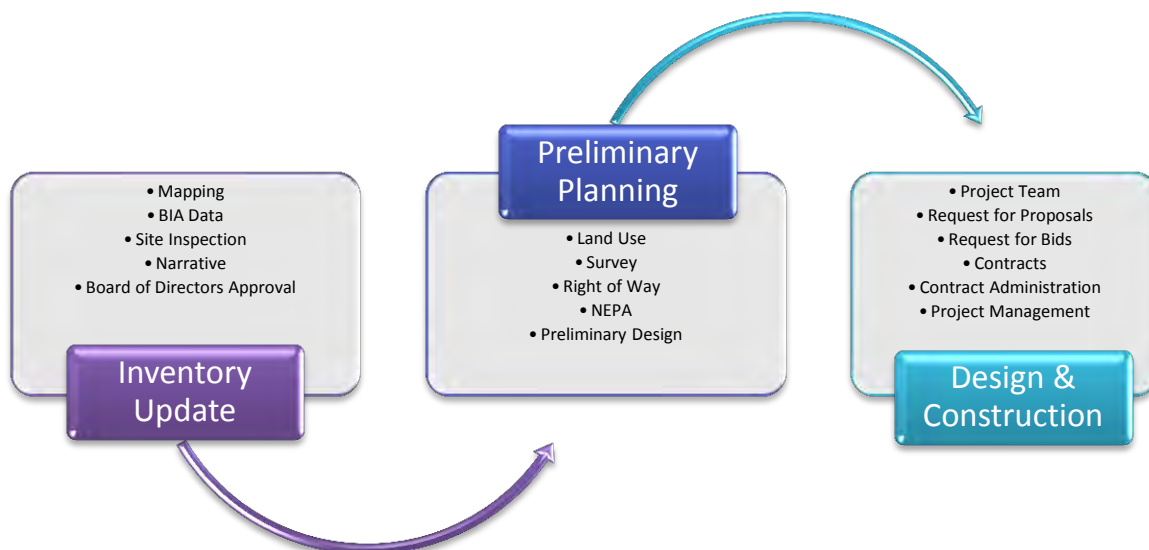
Final review and acceptance includes review and acceptance by Midwest Bureau of Indian Affairs Roads office, although the Tribe is allowed to approve plans, specifications and estimates, we work collaboratively with the regional BIA to ensure PS&E meet all local, regional, state and federal assurances.

Then procurement documents are drafted, these include; Request for Proposals (RFP), Request for Qualifications (RFQ), Request for Bid (RFB), Public Notice, Contractor Selection Criteria and Notice to Proceed. The Transportation staff ensures that needed services are competitively bid and procured following federal procurement guidelines. Procurement is conducted in collaboration with the Sault Tribe Purchasing Department to recruit firms and contractors specializing in planning, design engineering, inspection, construction and other specialized technical services and studies to perform services. Procurement includes a notice in a public paper to solicit firms or contractors that a Request for Bids (RFB), Request for Qualifications (RFQ) or Request for Proposals (RFP) is available for review and submission. The Tribal Purchasing department conducts public bid openings at a location they determine appropriate. During bid openings the Purchasing Department determines initial low bidder and review bid packets and document submittals.

Transportation recruits a team to conduct an evaluation; the evaluation includes, but is not limited to the following; scoring qualifications (schedule, employment plan, safety plan, debarment, subcontracting plan, references, experience, price, native owned preference) and unit price analysis (bid tabulation). Factors included in Bid Reviews include; comparison of bids against the engineers estimate, number of bids submitted, distribution or range of bids received, potential for savings if project is re-advertised, bid and unit prices, urgency of project, current market conditions/workload, unbalancing of bids (mathematical or material), which unit bid prices differ significantly from engineers estimate and other bids (is it justified), any other factors the tribe and transportation deem important.

Firms and contractors must submit all necessary contract submittals prior to performing any work and prior to receiving a Notice to Proceed from transportation staff. Processes for contract modifications, change orders, liquidated damages, schedules, weekly reports, inspections, payroll reports and safety plans are included in general requirements section in all contract documents and administered by the Transportation Planner.

Contract documents include; PS&E, Survey, Bid Packet, Geotech Studies, Easements, ROW, Insurance, Standard Forms, General Conditions, Supplementary Conditions, Special Conditions. Processes and contracts also include disbursement schedule, retainage, liquidated damages, schedule of payments and any exhibits, addenda or change orders.



### 5.1.1 DESIGN STANDARDS

All Transportation projects that include design will be designed in accordance with Tribal Transportation Department (TTP Program), BIA, FHWA, AASHTO, MDOT Design Standards, MDOT Drainage Manual, MDOT Standard Plans, Michigan Manual of Uniform Traffic Control Devices, and any local standards within the governing community. All design will be completed in AutoCAD 2015 or a compatible version, scaled appropriately for the task, and use bearings based on true north.

**Table 11 Trail Design Guidelines**

| <b>Non-Motorized Design Feature</b> | <b>Design Guideline Source</b>  |
|-------------------------------------|---|
| All Pedestrian and Bicycle Signing  | 2011 Michigan Manual on Uniform Traffic Control Devices (MMUTCD)  |
| Pedestrian Crossings – Markings     | 2011 MMUTCD   |
| Pedestrian Crossings - Geometrics   | MDOT Road Design Manual - 2004 AASHTO Guide for the Planning , Design and Operations of Pedestrian Facilities |
| Sidewalks and Multi-Use Paths       | MDOT Road Design Manual - 2004 AASHTO Guide for the Planning , Design and Operations of Pedestrian Facilities |
| Bicycle Lanes - Geometrics          | MDOT Road Design Manual - 2012 AASHTO Guide for the Development of Bicycle Facilities                         |
| Bicycle Lanes – Markings            | 2011 MMUTCD   |

To ensure facilities are designed and built to standards appropriate standards, the Department and all Professional associates support and encourage use of nationally recognized design standards or recommended practices of nationally recognized organizations such as AASHTO, ITE, Urban Land Institute (ULI), and Congress for the New Urbanism (CNU). Working within these established guidelines our community can focus on creating and supporting our communities to preserve and promote our Anishinaabe cultural and heritage while supporting initiatives that encourage healthy lifestyles with trails, sidewalks, bike routes and crosswalks.

## 8.1 SMART GROWTH AND COMPLETE STREETS

Smart growth is a transportation planning model that promotes the development and design of infrastructure. in a way that is dense and promotes safe walking, biking and transit access. Smart Growth strategies support safe, healthy, sustainable community development with the intent to increase social interactions.

Critical to Smart Growth is promotion of equitable investments with all communities by using Smart Growth Principles. Principles include: mix land uses, compact building design, promote a variety of housing opportunities and choices, walkable neighborhoods, encourage a sense of place for communities, preserve open space, farmland, natural beauty, strengthen and support existing communities with improvements and development, support transportation choices and multi-modal links (biking, walking, transit), and finally ensure that decisions are fair, cost effective. The Transportation Department supports Smart Growth planning by integrating strategies and principles within each phase of infrastructure development, including: Site Analysis and Discovery, Design & Development, Construction, and Project Close-out. Complete Streets is a way to plan and design infrastructure that's safe for all ages and all users by promoting walking, biking, transit, freight and driving (Multi-Modal) for streets and transportation facilities. Complete Streets initiatives are supported and endorsed by the Tribal Transportation Department, Health Division, Housing Department and Tribal Council.

Additionally, the Tribal Transportation Department collaborates with State, Local, Regional and Tribal interjurisdictional departments to promote non-motorized projects and includes best practices and design elements of Complete Streets into all planning, design, new construction and reconstruction projects.

## 9.1 GRANTS OF EASEMENTS AND RIGHT-OF-WAY

The Department of Interior- Bureau of Indian Affairs (BIA) has fiduciary responsibility to protect tribal lands on behalf of Tribes and Tribal landowners. Most Tribal Right-of-Way (ROW) and easements are prepared by one of the following: Sault Tribe of Chippewa Indians Tribal Tax Office, Tribal Transportation Department or Regional BIA Transportation office. If the land is owned by the Tribe the ROW or easement is granted by the Tribe with a Tribal Resolution voted on by the Tribal Board of Directors. If the lands are held by the Bureau of Indian Affairs, the Midwest BIA Office will review and approve.

## 10.1 ART, CREATIVE PLACEMAKING, CULTURAL TOURISM & PRESERVATION (Public Act 247)

In 2017 ArtPlace America© published an analysis completed by a Arts & Culture team with Transportation for America called Art, Culture and Transportation a Creative Placemaking Field Scan . This work highlights the need for transportation and community development to integrate art and creative design into the planning process for infrastructure; this is usually referred to as Creative Placemaking.

In August of 2016 the Tribe formed a preliminary Tribal Workgroup to research potential options to integrate our Anishinaabe culture, language and history to promote a sense of place throughout our region. Our community was inspired by Michigan Public Act 247 (PA 247), sponsored by Honorable Senator Wayne Schmidt and fully supports implementing programing and begin joint discussions with local, regional, state and federal agencies to promote and share our coulter and use creative Placemaking along roadways, historical sites, multi-use trails and water trails. Our community envisions the Workgroup to include traditional knowledge keepers, council members, educators, executives, technical, elders, youth and cultural staff. Preliminary collaborative work has taken place with tribal Culture and Language Programs, Legislative Department, joint inter-tribal and governmental panels, Michigan Department of Transportation (MDOT), United Tribes of Michigan and Michigan Historical Preservation Office. Transportation has started incorporating the ideas of the act into the design stage of projects.

Section 324.72117 defines the main objective of the act as the preservation and promotion of history of Native Americans while collaborating with local entities and reporting. State and Federal authorities will assist and promote partnerships to seek public and private funds, along with creating a master plan to promote and preserve the history of Native Americans. Signage will be promoted and recognized at places of significant history of Native Americans. Section 324.72114 is for the establishment of a statewide Pure Michigan trail system to accommodate public recreation. Along with modifying the trail system signage that promotes the history of Native Americans may be placed at sites that are significant to Native American history.

## 11.1 TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) promotes the inclusion of transit facilities (bus stops, pick up lanes, etc.) in the planning and construction of transportation facilities. TOD principles include roadways and transit facilities for the safety of pedestrians and to promote connectivity and use of other modes of transportation, such as bike with bus mounted bike racks. TOD encourages placing transit stops in neighborhoods and downtowns so its accessible by walking, biking, car or other public transportation. Transit development is also best located close to employment centers, retail, commercial businesses and residential area's to ensure access and promote use

## 12.1 INFASTRUCTURE PLANNING, DESIGN & DEVELOPMENT

The Tribe and the Tribal Transportation Department through guidance from the Midwest Regional Bureau of Indian Affairs has followed established national, state, regional and local standards for planning, designing and constructing facilities. The most critical of the standards are listed below:



The Transportation Department ensures that all facilities are designed and built to standards allowed by nationally recognized design standards or recommended practices of nationally recognized organizations such as AASHTO, ITE, Urban Land Institute (ULI), and Congress for the New Urbanism (CNU). Working within these established guidelines our community can focus on creating and supporting our communities to preserve and promote our Anishinaabe cultural and heritage while supporting initiatives that encourage healthy lifestyles with trails, sidewalks, bike routes and crosswalks. Transportation planning involves the evaluation, assessment, and design of transportation facilities (generally streets, highways, sidewalks, trails, bridges, bike lanes and public transit). The planning process involves working collaboratively with stakeholders, peers and the community to define goals and objectives. Planning then moves to identify problems, generate alternatives, evaluate alternatives, and develop plans. This begins with the Official Inventory, each route (Road, Trail, Proposed, etc) in the inventory must have numerous several maps, a narrative and RIFDS data sheet drafted and submitted for each route. After a route is reviewed and accepted into the Official Inventory, the tribe has the ability to include the route in the TIP, which is updated annually with current priority projects. The TIP is updated annually with prioritized transportation projects; the identified projects reflect the needs and priorities of the Sault Ste. Marie Tribe of Chippewa Indians. With a focus on equitable distribution of resources that accommodate existing and proposed land use in a safe, sustainable, respectful way.

Transportation Planning is dedicated to preserving our way of life while planning for future roads, bridges, trails, sidewalks, water trails, transit and safety needs and highlights coordination and collaboration by strategically bringing together various aspects of transportation to develop and manage our many multi-modal facilities and community needs. We must also be mindful of our membership and Tribes unique needs, we focus on protecting and enhancing the quality of life of our membership and communities. Inter-departmental and inter-governmental collaboration for design also strengthens our investments in infrastructure and the many transportation processes. The investment of time and resources to maintain collaboration will provide the opportunity to pool resources to collect and analyze data, conduct feasibility studies that will better prepare us to meet the health and safety of members, increase availability of safe and walkable communities and complete streets

### **5.1.2 PLAN SUBMITTAL AND REVIEW**

Bureau of Indian Affairs and or Contract Engineers under Contract with transportation are responsible for all design submittals. Before the design phase begins, the archaeological and environmental approval applications must be completed and submitted to the BIA in order to obtain clearance. The first submittal will be the preliminary plan set which will be approximately 60% complete. The engineer's estimate of probable cost will be established from plan and miscellaneous quantities and will be prepared using MERL software. At this point in design, alternatives can be explored for cost savings alternatives and whether they would prove advantageous to the project. Engineer will also coordinate with utility companies in the event of any conflicts. It is standard design practice to send preliminary plans to the utility companies with facilities in the project's area of influence so they are aware of the project as early as possible.

An additional review will take place at 90% of the partially completed final plans which will have incorporated any review comments from the previous 60% plan review. Special provisions will be written for any pay items that are not included in the MDOT pay item code book as well as maintenance of traffic. All special provisions, specifications, documents necessary for bidding, standard plans, and the engineer's estimate will be included in draft form for the partially completed final plan submittal. This will give the reviewers the opportunity to incorporate changes to the plans and specifications prior to the bid letting. After review, a public meeting can be held to present the final design to interested or affected community members and address any concerns they may have. The 100% complete final construction plans and specifications will then be submitted for use in Bidding.

## **5.5 CONSTRUCTION MANAGEMENT AND MONITORING**

The Department may contract with the regional BIA for services with a Retained Services Addendum or hire an outside engineering consultant to assist with Bidding, Construction Management, and Construction Monitoring.

The construction process begins with bidding the project through Sault Tribe Procurement utilizing specific Contract language prepared by Transportation and the technical bidding documents prepared by Consultant. When the bidding process is complete and a contractor has been chosen, then preconstruction meetings are held with the Tribe, BIA, Engineer, Contractor, local governing officials (if necessary), and affected utility company representatives. Further, the project team will ensure the public is aware of any project that will affect their day to day lives. Informing residents early about any accessibility issues due to a construction project is vital to ensure the project is successful for everyone involved.

Construction observation is generally conducted on a full time basis in accordance with MDOT’s current Standard Specifications for Construction, the Materials Sampling Guide and the final construction plan set. Progress meetings are held throughout construction to keep the Project Team up to date on construction activities and schedules with the onsite inspector compiling daily diaries, sketches, logs, and records consistent with MDOT practice as may be needed to record the Contractor’s progress. Onsite inspector also conducts observation of the Contractor’s field construction work, provide quality control, and verify substantial conformance with the Specifications and Plans. Pay request are generally produced bi-weekly (project dependent) to the Contractor based on work completed.

In addition, testing is performed and recorded for any material requiring compliance to MDOT specifications including but not limited to: sand subbase, crushed aggregate base material, HMA, and concrete. Finally, construction files will be kept and will include IDR’s, work orders, contract modifications, construction item and tested material records, weekly progress reports, authorizations, time extensions, shop drawings and all correspondence. When a construction is complete, as-built surveys of the project area are completed by Engineer for use by the Tribe, as-builts are provided in both AutoCAD and pdf format.

### 13.1 PROJECT PRIORITIZATION

#### 1.1 CRITERIA AND EVALUATION MEASURES

The Transportation Department will use the following criteria and evaluation measure to guide the prioritizing of projects

| ROAD CONDITION PASER RATING POINTS                 |                           |
|--|---------------------------|
| Description  | Condition Rating / Points |
| No Maintenance                                     | 9 & 10                    |
| Little or no maintenance                           | 8                         |
| Routine Maintenance, crack sealing, minor patching | 7                         |
| Preservative treatments (sealcoating)              | 5 & 6                     |
| Structural improvement (overlay, recycling)        | 3 & 4                     |
| Reconstruction                                     | 1 & 2                     |
| <b>SCORE</b>                                       |                           |

The safety category is intentionally non-specific. The Transportation Program and/or Workgroup can decide what level of calculations/comparisons and the format for each project. In circumstances where public safety would be jeopardized by not taking immediate action Transportation Program and/or Workgroup may use observation to provide points and include comments.

The Tribal Transportation Program utilizes Michigan Department of Transportation (MDOT) Pavement Surface Evaluation and Rating (PASER) system and Roadsoft condition rating system. This system will be used to rate facilities in the TIP. Traffic Volume: Average Daily Traffic (ADT) volume will be reviewed and incorporated into the

Safety analysis if ADT's are available for the route/road. Additionally, the Transportation Planner may add comments regarding bicycles, transit or pedestrians since these categories are not individually addressed in ADT. If ADT counts are not available for project sites the Transportation Planner use Audits, observation and/or provide comments.

Project should demonstrate a correlation between the proposed improvements in vehicle and/or pedestrian/bicyclist safety. Examples of improvements may include: reduction of accident rates and/or accident severity; sidewalks, trails, rumble strips, striping. reduction of accident rates and/or accident severity; sidewalks, trails, rumble strips, str, crosswalk implementation, signalization; and speed reduction and actions that increase safety.

| <b>SAFETY</b>  |               |
|--|---------------|
| <b>Category</b>  | <b>Points</b> |
| Crash frequency and severity   | 1             |
| usRAP analysis   | 2             |
| Safety Plan  | 4             |
| In circumstances where public safety would be jeopardized by not taking immediate action the Transportation Department may use observations to provide points and include comments | 6             |
| <b>SCORE</b>   |               |

| <b>REGIONAL / COMMUNITY BENEFITS</b>  |               |
|---|---------------|
| <b>Criteria</b>   | <b>Points</b> |
| Provides critical connection between 2 or more areas such as Tribal Housing and a Health Center, Education Center or downtown                                       | 1             |
| Service Improvements (maintain and extend the level of service), (enhance mobility, access, or preservation)  | 2             |
| Serves a significant employment center such as a Casino, Health Center, Clinic or other employer  | 4             |
| Benefits economic development, neighborhoods, or Tribal residential areas or other regional public facilities such as hospitals, schools, parks or cultural centers | 6             |
| <b>SCORE</b>  |               |

| <b>ALTERNATIVE TRANSPORTATION</b>   |               |
|---|---------------|
| <b>Category</b>   | <b>Points</b> |
| Provide a bicycle or pedestrian facility which forms part of a larger pedestrian or bicycle system; or improving the accessibility to/from a transit station, transit.    | 1             |
| Shelters, access to bus stops, sidewalks, crosswalks, lighting, median refuge, signage, connectivity of multi-use paths , inclusion in the NMTP and/or Transit Plan       | 2             |
| Bicycle racks, lights, signs, and waterways.  | 4             |
| In circumstances where public safety would be jeopardized by not taking immediate action Transportation Program and/or Workgroup may use observation to provide comments. | 6             |
| <b>SCORE</b>  |               |

| <b>TRAILS, SIDEWALKS, MULTI-MODAL PATHS</b>                                |               |
|--|---------------|
| <b>Criteria</b>  | <b>Points</b> |
| Has support based on public outreach or a public participation meeting     | 1             |
| Included in Non-Motorized Transportation Plan, Safety Plan or Transit Plan | 2             |
| Sustainability / longevity of improvement                                  | 4             |



|   |   |
|---|---|
| Benefits economic development, neighborhoods, or Tribal residential areas | 6 |
| <b>SCORE</b>  |   |

Funding may be used for Cooperative Agreements with local, regional, state governments and agencies. This category reviews projects that promote one or more of the following

| <b>COOPERATIVE AGREEMENTS</b>  |               |
|--|---------------|
| <b>Criteria</b>  | <b>Points</b> |
| Benefits special needs of a Tribal Community and / or underserved/under-represented area | 6             |
| Sponsorship by multiple Divisions, Programs or Officials                                 | 4             |
| Has support based on public outreach or a public participation meeting                   | 2             |
| Anticipated economic benefits  | 1             |
| <b>SCORE</b>   |               |

### 14.1 PRIORITIZATION PROCESS

The Transportation Department will use the following scoring criteria to rank projects for inclusion into the annual Transportation Improvement Plan (TIP). The TIP is a multi-year project plan that established projects that the Tribe has identified as important for capital improvements. Project evaluation and prioritization consists of the following three (3) steps: Step 1- Project Identification Step 2- Project Screening; Step 3- Project Evaluation and Technical Review.

Step 1- Project Identification; the first step in the process is to identify the pool of active and potential projects that are candidates for evaluation and prioritization. For each yearly TIP update cycle, projects are identified by Transportation staff based on information and input from a variety of sources.

- Projects Identified within the Tribe (Departments, Programs, Officials, Membership).
- Projects committed through the existing plans (safety, non-motorized, transit).
- Projects committed through existing cooperative agreements
- Projects submitted by local or state agencies within the service area
- Annual listing of safety, operational or enhancement projects, etc.

Step 2- Project Screening; potential projects are screened by Transportation staff to determine each project’s basic feasibility. Key considerations include local support and potential engineering problems posing significant obstacles to project implementation. The screening of each project is to address the following.

- Projects are reviewed for consistency with Tribal transportation plans and land use growth plans.
- The project has any known or documented constructability, implementation or community support problems affecting project implementation.

This review process will be used to determine whether to move a project forward. Previously supported projects in the existing TIP may be re-evaluated in light of the current planning environment.

Step 3- Project Evaluation and Technical Review; the general approach for evaluating projects for inclusion in the TIP involves assessing each project against the set of goal-based criteria and using the results in determining project importance. This preliminary evaluation is completed by Transportation staff.

- Projects listed receive both project evaluation and technical review considered the first step in this process.
- Other projects are evaluated based on the goals and objectives of the LRTP and appropriate technical data and criteria for the project.
- The technical evaluation of a project is designed to be objective measures using data readily available (if available for project site).

Figure 42 Project Review Sheet

| PROJECT PRIORITIZATION   |   |   |   |
|--|---|---|---|
| <b>BUREAU OF INDIAN AFFAIRS</b><br><b>TRIBAL TRANSPORTATION PROGRAM</b><br><b>2017 COOPERATIVE AGREEMENTS</b><br><b>PROJECT SCORE OVERVIEW</b> | Project Name _____<br>Location/Description: _____<br>Estimated Start _____<br>Estimated Start Date: _____ | <b>Road Conditions</b><br>Traffic Volume _____<br>Safety _____<br>Alternative Transportation _____<br>Regional Community Benefits _____<br>Trails Sidewalks Various _____ | Scores<br>_____<br>_____<br>_____<br>_____<br>_____ |

| Road Condition: Condition Rating Survey (CRS) Points |             |        |
|--|-------------|--------|
| Condition Rating                                     | Description | Points |
| 1.0 – 5.0  | Poor        | 6      |
| 5.1 – 6.0  | Fair        | 4      |
| 6.1 – 7.0  | Good        | 2      |
| 7.1 – 10.0   | Excellent   | 0      |
| <b>SCORE</b>   |             |        |

| Traffic Volume: Average Daily Traffic (ADT) volume scoring |            |
|--|------------|
| ADT  | ADT Points |
| 10,000 +   | 6          |
| 7,500 – 9,999  | 4          |
| 5,000 – 7,499  | 2          |
| 0 – 4,999  | 1          |
| <b>SCORE</b>   |            |

| Safety   |        |
|--|--------|
| Category   | Points |
| Crash  | 6      |
| Function   | 4      |
| Safety   | 2      |
| In circumstances where public safety would be jeopardized by not taking immediate action Transportation Program or Workgroup may use observation to provide points and include comments. | 1      |
| <b>SCORE</b>   |        |

| Alternative Transportation:   |        |
|---|--------|
| Category  | Points |
| Provide a bicycle or pedestrian facility which forms part of a larger pedestrian or bicycle system; or improving the accessibility to/from a transit station, transit.  | 6      |
| Shelters, access to bus stops, pedestrian sidewalks, crosswalks, lighting, median refuge, signage, connectivity of multi-use paths and inclusion on the Non-Motorized Transportation Plan and/or Transit Plan | 4      |
| Bicycle racks, lights, signs, and waterways.  | 2      |
| In circumstances where public safety would be jeopardized by not taking immediate action Transportation Program and/or Workgroup may use observation to provide comments.                                     | 1      |
| <b>SCORE</b>  |        |

| Regional/Community Benefits   |        |
|---|--------|
| Criteria  | Points |
| Provides a critical connection between 2 or more areas such as Tribal Housing and a Health Center, Education Center or downtown                                     | 6      |
| Service Improvements (1. Maintain and Extend the level of service, 2. enhance mobility, access, or preservation)  | 4      |
| Serves a significant employment center such as a Casino, Health Center, Clinic or other employer  | 2      |
| Benefits economic development, neighborhoods, or Tribal residential areas or other regional public facilities such as hospitals, schools, parks or cultural centers | 1      |
| <b>SCORE</b>  |        |

| Trails, Sidewalks and Various  |        |
|--|--------|
| Criteria   | Points |
| Has support based on public outreach or a public participation meeting     | 6      |
| Included in Non-Motorized Transportation Plan, Safety Plan or Transit Plan | 4      |
| Sustainability / longevity of improvement                                  | 2      |
| Benefits economic development, neighborhoods, or Tribal residential areas  | 1      |
| <b>Score</b>   |        |

## 15.1 NON-MOTORIZED TRANSPORTATION RANKING MATRIX AND PROCESS

Table 12 Non-Motorized Transportation Ranking and Cost Levels

| Hessel   | Improvement   | Local Plan | MDOT Plan |
|--|---|------------|-----------|
| 1a. Lack of Sidewalks in Housing Development                                   | <ul style="list-style-type: none"> <li>Construct sidewalks to N. Opaming Drive</li> <li>Construct sidewalk connection between N. Opaming Drive, health center and casino.</li> </ul>  | No         | No        |
| 1b. Lack of non-motorized connection with the Village of Hessel                | <ul style="list-style-type: none"> <li>Provide one of the following alternatives for Three Mile Road between the tribal community and the Village of Hessel: An off road non-motorized trail – preferred, Paved Shoulders</li> </ul>  | No         | No        |
| 1c. No link between the campground and the casino                              | <ul style="list-style-type: none"> <li>Add marked crossing on Three Mile Road across from casino.</li> <li>Move crossing closer to Casino, currently has limited visibility for northbound drivers.</li> <li>Add sidewalk link to the west side of Three Mile Road between campground and crossing</li> </ul>   | No         | No        |
| Kincheloe  | Improvement   | Local      | MDOT      |
| 2a. Lack of Sidewalks & High Speeds  | Add sidewalks proposed within the Kinross Non-Motorized Plan.   | Yes        | No        |
| 2b. Narrow sidewalks in the housing area                                       | <ul style="list-style-type: none"> <li>New sidewalks – sidewalks five ft wide</li> <li>Existing sidewalks – When reconstructing build five ft sidewalks.</li> </ul>   | No         | No        |
| 2c. Crossing Country Club Lane to access Dukes Lake                            | <ul style="list-style-type: none"> <li>Provide a marked crossing across Country Club Drive at Blueberry Road.</li> </ul>  | No         | No        |
| 2d. Limited non-motorized connections with Community Center & Commercial Areas | <ul style="list-style-type: none"> <li>Add non-motorized connections proposed within the Kinross Non-Motorized Plan.</li> </ul>   | Yes        | No        |
| 2e. High Speeds in Housing Development   | <ul style="list-style-type: none"> <li>Conduct a traffic calming study within the neighborhoods to determine its feasibility.</li> </ul>  | No         | No        |
| Manistique   | Improvement   | Local      | MDOT      |
| 3a. Limited non-motorized link between housing area & casino/health center     | <ul style="list-style-type: none"> <li>Provide one of the following alternatives for River Road between the tribal community and US-2: (Off road non-motorized trail – preferred or Paved Shoulders)</li> <li>Would connect with existing paved shoulders on US-2 between River Road and casino/health center.</li> <li>Evaluate opportunities to improve transit service between housing area and casino/health center.</li> </ul> | No         | No        |
| 3b. No sidewalks and trails around casino/health center                        | <ul style="list-style-type: none"> <li>Construct sidewalk linking the health center and casino.</li> <li>Construct trail loop on the casino/health center site.</li> </ul>  | No         | No        |
| 3c. Lack of Sidewalks & High Speeds in Housing Dev.                            | <ul style="list-style-type: none"> <li>Construct sidewalks within the housing area.</li> <li>Conduct traffic calming study within neighborhoods to determine feasibility.</li> </ul>  | No         | No        |
| Munising   | Improvement   | Local      | MDOT      |
| 4a. Lack of Sidewalks in Housing Development                                   | <ul style="list-style-type: none"> <li>Build sidewalks within the housing area.</li> </ul>  | No         | No        |
| 4b. No connection between the Casino and Regional Trails                       | <ul style="list-style-type: none"> <li>Build connection between the casino and regional trails such as the North Country Trail.</li> </ul>  | No         | No        |
| Newberry   | Improvement   | Local      | MDOT      |

|  |  |              |             |
|--|--|--------------|-------------|
| 5a. Lack of Sidewalks in Housing Development                                     | <ul style="list-style-type: none"> <li>Build sidewalks within the housing area.</li> </ul>   | No           | No          |
| 5b. Children walking in the Health Center parking lot.                           | <ul style="list-style-type: none"> <li>Build a fence between the playground and parking area.</li> <li>Build a sidewalk connecting Zeez-Ba-Tik Drive and the playground behind the Health Center.</li> </ul>   | No           | No          |
| <b>Sault</b>   | <b>Improvement</b>   | <b>Local</b> | <b>MDOT</b> |
| 6a. Lack of Sidewalks & High Speeds in Tribal Housing Dev.                       | <ul style="list-style-type: none"> <li>Build sidewalks within the housing areas.</li> <li>Build sidewalk along Ice Circle Drive</li> <li>Conduct a study to determine the feasibility of doing traffic calming in housing areas along Shunk Road and Ice Circle Drive.</li> <li>Implement proposed Odenaang Development Plan's non-motorized connections.</li> </ul> | No           | No          |
| 6b. Non-motorized access and safety on Shunk Road near casino                    | <ul style="list-style-type: none"> <li>Install continuous sidewalk along east side of Shunk Road in front of casino</li> </ul>   | Yes          | No          |
|  | <ul style="list-style-type: none"> <li>Build improved separation between sidewalk and roadway near Mid-Jim.</li> </ul>   | Yes          | No          |
|  | <ul style="list-style-type: none"> <li>Install gateway treatments on Shunk Road north and south of casino to manage speeds.</li> </ul>   | No           | No          |
|  | <ul style="list-style-type: none"> <li>Provide bike route on Shunk Road</li> </ul>   | Yes          | No          |
|  | <ul style="list-style-type: none"> <li>Provide a crossing on Shunk Road near the casino. Provide a pedestrian refuge at crossing.</li> </ul>   | No           | No          |
| 6c. Limited non-motorized connections to Health Center                           | <ul style="list-style-type: none"> <li>Install proposed trail along Ashmun which is outlined in City's non-motorized plan</li> </ul>   | Yes          | No          |
| 6g. Pedestrian safety near JKL Bahweting School                                  | <ul style="list-style-type: none"> <li>Provide sidewalk on north side of Marquette between school and Shunk Road.</li> </ul>   | Yes          | No          |
| 6e. Pedestrian crossings in casino parking lot                                   | <ul style="list-style-type: none"> <li>Remove stop signs and provide raised crossings.</li> </ul>  | No           | No          |
| 6f. Pedestrian safety in alley behind administration building                    | <ul style="list-style-type: none"> <li>No suggestions</li> </ul>   | N/A          | N/A         |
| <b>St. Ignace</b>  | <b>Improvement</b>   | <b>Local</b> | <b>MDOT</b> |
| 7a. Lack of sidewalks & high speeds in housing areas                             | <ul style="list-style-type: none"> <li>Provide sidewalks within the housing areas.</li> </ul>  | N/A          | No          |
| 7b. Pedestrian crossing near casino  | <ul style="list-style-type: none"> <li>Build sidewalk connections to the housing area along Spring Street and Dickenson Street.</li> </ul>   | N/A          | No          |
| 7c. Limited bicycle facilities on I-75BL north of Downtown St. Ignace.           | <ul style="list-style-type: none"> <li>Utilize a road diet to convert I-75BL from a four lane roadway to a three lane roadway. Provide bicycle lanes as part of road diet.</li> </ul>  | No           | Yes         |
| 7d. Limited non-motorized connection between Housing & Mid-Jim.                  | <ul style="list-style-type: none"> <li>Improve signing and markings for pedestrian crossings.</li> </ul>   | No           | No          |
| 7e. Limited pedestrian connection between casino & housing area.                 | <ul style="list-style-type: none"> <li>Provide an opening/gate in the fence for residents to cross between housing area and casino area.</li> </ul>  | No           | No          |
| 7f. Limited pedestrian facilities connecting Health Center to sidewalk on I-75BL | <ul style="list-style-type: none"> <li>Provide a sidewalk connecting the front door of the Health Center to sidewalk on I-75BL.</li> </ul>   | No           | No          |



## 5.2 TRANSPORTATION IMPROVEMENT PLAN (TIP)

The TIP is a financially constrained plan which outlines the transportation projects planned for a five year period. The TIP is updated annually.

The process outlined in this section provides guidance and direction to complete the annual Transportation Improvement Plan (TIP). This documentation should be updated annually and provided to the Bureau so as to increase our level of communication with their representatives.

Figure 43 Project Detail Sheet

**Sault Ste. Marie Tribe of Chippewa Indians  
Tribal Transportation Program  
2018-2022 Transportation Improvement Plan (TIP)**

|  |             |             |                                    |             |             |
|--|-------------|-------------|------------------------------------|-------------|-------------|
| Project Title: Sidewalks               |             |             | Transportation Program Priority:   |             |             |
| Funding Source: Transportation Program |             |             | Transportation Committee Priority: |             |             |
| Cost Estimate: \$                      |             |             | Single or Multiple Year:           |             |             |
| <b>Fiscal Year</b>                     | <b>2018</b> | <b>2019</b> | <b>2020</b>                        | <b>2021</b> | <b>2022</b> |
| Estimated Cost                         |             |             |                                    |             |             |

|   |
|---|
| <b>Project Description</b>  |
| Design and construction of sidewalks throughout the site. Including multi-purpose trails.   |
| <b>Project Justification (Need &amp; Impact)</b>  |
| Critical safety concerns presented at community sessions by tribal staff and membership. Data from safety studies.                      |
| <b>Project Status</b>   |
| Pending   |
| <b>Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)</b> |
| No impact on future operating costs   |
| <b>Additional Comments</b>  |
| Transportation highly recommends for safety and mobility of residents and staff.  |
| <b>Photos Sketches</b>  |
|   |

### 16.1 2018-2022 Transportation Improvement Plan (TIP) Projects

The following tables outline the 2018-2022 TIP.

| Tribal Transportation Improvement Plan |             |         |                |                |   |   |                   |                |                   |                |                          |                |            |       |
|--|-------------|---------|----------------|----------------|---|---|-------------------|----------------|-------------------|----------------|--------------------------|----------------|------------|-------|
| Priority                               | BIA Route # | Section | Project Length | Year of Constr | Road Name<br>Location (Start and End Points)<br>Description of Work   | All Planning, Prelim Eng., Arch, Env, ROW Activities will be included as TOTAL PE costs per Project |                   |                | Construction      |                | Construction Engineering |                | Other      | Total |
|  |             |         |                |                |   | Estimated Cost  | Who/How Work Done | Estimated Cost | Who/How Work Done | Estimated Cost | Who/How Work Done        | Estimated Cost |            |       |
| 1                                      |             |         |                |                | <b>Bahwing Drive</b><br>Location: Saut Ste. Marie, Michigan<br>Desc: Design and construction of new road  | \$ 20,000   | Self Governance   | \$ 250,000     | Self Governance   | \$ 50,000      | Self Governance          | \$ 10,000      | \$ 330,000 |       |
| 2                                      | 2184        | 810     | 1.00           | 2018           | <b>Bahwing Drive</b><br><b>JK Lumsden Way</b><br>Location: Saut Ste. Marie, Michigan<br>Desc: Reconstruction of existing paved road with curb   | \$ 20,000   | BIA Self Gov      | \$ 250,000     | BIA Self Gov      | \$ 66,000      | BIA Self Gov             | \$ 10,000      | \$ 345,000 |       |
| 3                                      | 2008        | 810     | 0.20           | 2018           | <b>Epoufette Harbor</b><br>Location: Epoufette, Michigan<br>Desc: Design and construction new road  | \$ 20,000   | BIA Self Gov      | \$ 50,000      | BIA Self Gov      | \$ 50,000      | BIA Self Gov             | \$ 10,000      | \$ 130,000 |       |
| 4                                      | 2025        | 810     | 0.20           | 2018           | <b>Epoufette Harbor</b><br><b>Tribal Health Center Lot and Entrance</b><br>Location: Saut Ste. Marie, Michigan  | \$ 20,000   | Self Governance   | \$ 50,000      | Self Governance   | \$ 50,000      | Self Governance          | \$ 4,410       | \$ 124,410 |       |
| 5                                      | 2007        | 10      | 2.00           | 2018           | <b>Sault Health Center Entrance</b><br>Desc: Turn lane, entrance, loop, parking<br><b>Escanaba Tribal Housing Roads</b><br>Location: Escanaba, Michigan<br>Desc: Design, Reconstruction, curb, outer, sidewalks | \$ 20,000   | Self Governance   | \$ 20,000      | Self Governance   | \$ 20,000      | Self Governance          | \$ 1,000       | \$ 81,000  |       |
|  | 5703        | 810     | 0.2            | 2018           | <b>Gijik</b>  | \$ 20,000   | Self Governance   | \$ 20,000      | Self Governance   | \$ 20,000      | Self Governance          | \$ 1,000       | \$ 81,000  |       |
|  | 5705        | 810     | 0.1            | 2018           | <b>Wipob</b>  | \$ 20,000   | Self Governance   | \$ 20,000      | Self Governance   | \$ 20,000      | Self Governance          | \$ 1,000       | \$ 81,000  |       |
|  | 5704        | 810     | 0.2            | 2018           | <b>Willow Creek Road</b>  | \$ 20,000   | Self Governance   | \$ 20,000      | Self Governance   | \$ 20,000      | Self Governance          | \$ 1,000       | \$ 81,000  |       |
| 6                                      | 2033        | 810     | 0.3            | 2018           | <b>Hessel Pow Wow Entrance and Trail</b>  | \$ 1,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 1,000   |       |
| 7                                      | 5235        | 810     | 0.50           | 2018           | <b>City of St. Ignace</b><br><b>Ojive Trail</b>   | \$ 5,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 8,000   |       |
| 8                                      | 5023        | 810     | 0.30           | 2018           | <b>Chippewa County Cooperative Agreement</b><br><b>Blueberry Road</b>   | \$ 5,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 8,000   |       |
| 9                                      | 5315        | 10      | 0.10           | 2018           | <b>City of Manistique Cooperative Agreement</b><br><b>Harbor View Drive</b>   | \$ 5,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 8,000   |       |
| 10                                     | 5071        | 810     | 0.10           | 2018           | <b>City of Saut Ste. Marie</b><br><b>Court Street</b>   | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| 11                                     | 2011        | 810     | 2.00           | 2018           | <b>Culture Camp Trail</b>   | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| 12                                     | 2011        | 810     | 2.00           | 2018           | <b>Hessel Housing Sidewalk &amp; Trail</b>  | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| 13                                     | 5205        | 10      | 0.20           | 2018           | <b>TTP Transportation Planning</b>  | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>Safety</b>   | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>Winter Maintenance System Planning</b>   | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>GIS Mapping and Land Use</b>   | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>Long Range Transportation Plan</b>   | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>Placemaking Cultural Tourism</b>   | \$ 2,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 5,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>TTP Road Maintenance</b>   | \$ 5,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 8,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>(TTP Construction Funds for TTP Road Maintenance)</b>  | \$ 5,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 8,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>TTP Transit</b>  | \$ 5,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 8,000   |       |
| NA                                     | NA          | NA      | NA             | 2018           | <b>Tribal Transit</b>   | \$ 5,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000       | Self Governance          | \$ 1,000       | \$ 8,000   |       |

| Tribal Transportation Improvement Plan |             |         |                |                |   |  |                   |                |                   |                          |                   |           |            |
|--|-------------|---------|----------------|----------------|---|--|-------------------|----------------|-------------------|--------------------------|-------------------|-----------|------------|
| Priority                               | BIA Route # | Section | Project Length | Year of Constr | Road Name<br>Location (Start and End Points)<br>Description of Work   | All Planning, Prelim Eng, Arch, Env, ROW Activities will be included as TOTAL PE costs per Project |                   | Construction   |                   | Construction Engineering |                   | Other     | Total      |
|  |             |         |                |                |   | Estimated Cost   | Who/How Work Done | Estimated Cost | Who/How Work Done | Estimated Cost           | Who/How Work Done |           |            |
| 1                                      |             |         |                |                | <b>Tribal Health Center Lot and Entrance</b><br>Location: Sault Ste Marie, Michigan<br>Desc: Turn lane, entrance, loop, parking |  |                   |                |                   |                          |                   |           |            |
|  | 2007        | 10      | 2.00           | 2019           | Sault Health Center Entrance  | \$ 20,000  | Self Governance   | \$ 100,000     | Self Governance   | \$ 88,410                | Self Governance   | \$ 10,000 | \$ 218,410 |
| 2                                      |             |         |                |                | <b>Escanaba Tribal Housing Roads</b><br>Location: Escanaba, Michigan<br>Desc: Design, Reconstruction, curb, gutter, sidewalks   |  |                   |                |                   |                          |                   |           |            |
|  | 5703        | 810     | 0.2            | 2019           | Glink   | \$ 20,000  | BIA Self Gov      | \$ 100,000     | BIA Self Gov      | \$ 50,000                | BIA Self Gov      | \$ 10,000 | \$ 180,000 |
|  | 5705        | 810     | 0.1            | 2019           | Wipob   | \$ 20,000  | BIA Self Gov      | \$ 100,000     | BIA Self Gov      | \$ 50,000                | BIA Self Gov      | \$ 10,000 | \$ 180,000 |
|  | 5704        | 810     | 0.2            | 2019           | Willow Creek Road   | \$ 20,000  | BIA Self Gov      | \$ 100,000     | BIA Self Gov      | \$ 50,000                | BIA Self Gov      | \$ 10,000 | \$ 180,000 |
| 3                                      |             |         |                |                | <b>Shunk Road</b><br>Location: Sault Ste Marie, Michigan<br>Desc: Redesign Ice Circle to Casino Ring Rd                         |  |                   |                |                   |                          |                   |           |            |
|  | 5013        | 810     | 0.2            | 2019           | Shunk Road  | \$ 20,000  | Self Governance   | \$ 100,000     | Self Governance   | \$ 50,000                | Self Governance   | \$ 10,000 | \$ 180,000 |
| 4                                      |             |         |                |                | <b>Chippewa County Cooperative Agreement</b><br>Tamara Lynn Circle  |  |                   |                |                   |                          |                   |           |            |
|  | 5045        | 810     | 0.10           | 2019           | Tamara Lynn Circle  | \$ 20,000  | Self Governance   | \$ 50,000      | Self Governance   | \$ 50,000                | Self Governance   | \$ 10,000 | \$ 130,000 |
| 5                                      |             |         |                |                | <b>City of Manistique Cooperative Agreement</b><br>Manistique ORV Connector   |  |                   |                |                   |                          |                   |           |            |
|  | 3080        | 810     | 5.00           | 2019           | Manistique ORV Connector  | \$ 20,000  | Self Governance   | \$ 20,000      | Self Governance   | \$ 20,000                | Self Governance   | \$ 10,000 | \$ 70,000  |
| NA                                     | NA          | NA      | NA             | 2019           | TTP Transportation Planning   |  |                   |                |                   |                          |                   |           |            |
|  |             |         |                | 2019           | Safety  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 10,000 | \$ 13,000  |
|  |             |         |                | 2019           | Winter Maintenance System Planning  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
|  |             |         |                | 2019           | GIS Mapping and Land Use  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
|  |             |         |                | 2019           | Long Range Transportation Plan  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
|  |             |         |                | 2019           | Placemaking Cultural Tourism  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
| NA                                     | NA          | NA      | NA             | 2019           | TTP Transit   |  |                   |                |                   |                          |                   |           |            |
|  |             |         |                |                | TTP Construction Funds for TTP Transit  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |



| Tribal Transportation Improvement Plan |             |         |                |                |   |  |                   |                |                   |                          |                   |           |            |
|--|-------------|---------|----------------|----------------|---|--|-------------------|----------------|-------------------|--------------------------|-------------------|-----------|------------|
| Priority                               | BIA Route # | Section | Project Length | Year of Constr | Road Name<br>Location (Start and End Points)<br>Description of Work   | All Planning, Prelim Eng, Arch, Env, ROW Activities will be included as TOTAL PE costs per Project |                   | Construction   |                   | Construction Engineering |                   | Other     | Total      |
|  |             |         |                |                |   | Estimated Cost   | Who/How Work Done | Estimated Cost | Who/How Work Done | Estimated Cost           | Who/How Work Done |           |            |
| 1                                      |             |         |                |                | <b>Shunk Road</b><br>Location: Sault Ste. Marie, Michigan<br>Desc: Redesign Ice Circle to Casino Ring Rd  | \$ 50,000  | Self Governance   | \$ 100,000     | Self Governance   | \$ 50,000                | Self Governance   | \$ 50,000 | \$ 250,000 |
| 2                                      | 5013        | 810     | 0.2            | 2020           | <b>Hessel Housing (Nopaming Drive) Sidewalks</b><br>Location: Hessel, Michigan<br>Desc: Mill & overlay existing paved road, sidewalks, trails           | \$ 50,000  | Self Governance   | \$ 100,000     | Self Governance   | \$ 50,000                | Self Governance   | \$ 50,000 | \$ 250,000 |
| 3                                      | 5205        | 10      | 0.2            | 2020           | <b>Nopaming Drive East 10th Street</b><br>Location: Sault Ste. Marie, Michigan<br>Desc: Redesign Reconstruction   | \$ 50,000  | Self Governance   | \$ 100,000     | Self Governance   | \$ 50,000                | Self Governance   | \$ 50,000 | \$ 250,000 |
| 4                                      | 2009        | 10      | 0.5            | 2020           | <b>East 10th Street Redesign and Reconstruction Casino Ring Road Expansion</b><br>Location: Sault Ste. Marie, Michigan<br>Desc: Redesign Reconstruction | \$ 50,000  | BIA Self Gov      | \$ 100,000     | BIA Self Gov      | \$ 50,000                | BIA Self Gov      | \$ 50,000 | \$ 250,000 |
| 5                                      | 2004        | 10      | 0.50           | 2020           | <b>Casino Ring Road Expansion</b><br>Location: Sault Ste. Marie, Michigan<br>Desc: Redesign Reconstruction  | \$ 50,000  | BIA Self Gov      | \$ 100,000     | BIA Self Gov      | \$ 50,000                | BIA Self Gov      | \$ 50,000 | \$ 250,000 |
| 6                                      | 5041        | 810     | 0.10           | 2020           | <b>Chippewa County Cooperative Agreement</b><br>Shadow Wood Drive<br>City of Sault Ste. Marie Cooperative Agreement                                     | \$ 50,000  | Self Governance   | \$ 50,000      | Self Governance   | \$ 50,000                | Self Governance   | \$ 50,000 | \$ 200,000 |
| 7                                      | 5071        | 810     | 0.10           | 2020           | <b>City of Sault Ste. Marie Cooperative Agreement</b><br>Court Street reconstruct<br>City of Manistique Cooperative Agreement                           | \$ 50,000  | Self Governance   | \$ 50,000      | Self Governance   | \$ 50,000                | Self Governance   | \$ 50,000 | \$ 200,000 |
| NA                                     | 3080        | 810     | 5.00           | 2020           | <b>Manistique ORV Connector</b>   | \$ 50,000  | Self Governance   | \$ 50,000      | Self Governance   | \$ 50,000                | Self Governance   | \$ 50,000 | \$ 200,000 |
| NA                                     | NA          | NA      | NA             | 2020           | <b>TTP Transportation Planning</b>  | \$ 10,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 13,000  |
| NA                                     | NA          | NA      | NA             | 2020           | <b>Safety</b>   | \$ 10,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 13,000  |
| NA                                     | NA          | NA      | NA             | 2020           | <b>Winter Maintenance System Planning</b>   | \$ 10,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 13,000  |
| NA                                     | NA          | NA      | NA             | 2020           | <b>GIS Mapping and Land Use</b>   | \$ 10,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 13,000  |
| NA                                     | NA          | NA      | NA             | 2020           | <b>Long Range Transportation Plan</b>   | \$ 10,000  | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 13,000  |
| NA                                     | NA          | NA      | NA             | 2020           | <b>Placemaking Cultural Tourism</b>   | \$ 6,410   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 9,410   |
| NA                                     | NA          | NA      | NA             | 2020           | <b>TTP Road Maintenance</b>   | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
| NA                                     | NA          | NA      | NA             | 2020           | <b>(TTP Construction Funds for TTP Road Maintenance)</b>  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
| NA                                     | NA          | NA      | NA             | 2020           | <b>TTP Transit</b>  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
| NA                                     | NA          | NA      | NA             | 2020           | <b>(TTP Construction Funds for TTP Transit)</b>   | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |



| Tribal Transportation Improvement Plan |             |         |                |                |   |  |                   |                |                   |                          |                   |           |            |
|--|-------------|---------|----------------|----------------|---|--|-------------------|----------------|-------------------|--------------------------|-------------------|-----------|------------|
| Priority                               | BIA Route # | Section | Project Length | Year of Constr | Road Name<br>Location (Start and End Points)<br>Description of Work                                       | All Planning, Prelim Eng, Arch, Env, ROW Activities will be included as TOTAL PE costs per Project |                   | Construction   |                   | Construction Engineering |                   | Other     | Total      |
|  |             |         |                |                |   | Estimated Cost   | Who/How Work Done | Estimated Cost | Who/How Work Done | Estimated Cost           | Who/How Work Done |           |            |
| 1                                      |             |         |                |                | <b>East 10th Street</b><br>Location: Saut Ste. Marie, Michigan<br>Desc: Redesign Reconstruction           |  |                   |                |                   |                          |                   |           |            |
|  | 2009        | 10      | 0.5            | 2021           | East 10th Street Redesign and Reconstruction  | \$ 50,000  | BIA/Self Gov      | \$ 100,000     | BIA/Self Gov      | \$ 50,000                | BIA/Self Gov      | \$ 20,000 | \$ 220,000 |
| 2                                      |             |         |                |                | <b>Casino Ring Road Expansion</b><br>Location: Saut Ste. Marie, Michigan<br>Desc: Redesign Reconstruction |  |                   |                |                   |                          |                   |           |            |
|  | 2004        | 10      | 0.2            | 2021           | Casino Ring Road Expansion  | \$ 50,000  | BIA/Self Gov      | \$ 100,000     | BIA/Self Gov      | \$ 50,000                | BIA/Self Gov      | \$ 20,000 | \$ 220,000 |
| 3                                      |             |         |                |                | <b>Sault Elders Entrance and Lot</b><br>Location: Saut Ste. Marie, Michigan<br>Desc: Design Construction  |  |                   |                |                   |                          |                   |           |            |
|  | 2172        | 10      | 0.1            | 2021           | Sault Elders Entrance   | \$ 50,000  | Self Governance   | \$ 100,000     | Self Governance   | \$ 50,000                | Self Governance   | \$ 20,000 | \$ 220,000 |
| 4                                      |             |         |                |                | <b>McCann Entrance &amp; Lot</b><br>Location: St. Ignace, Michigan<br>Desc: Design Construction           |  |                   |                |                   |                          |                   |           |            |
|  | 5220        | 10      | 0.1            | 2021           | McCann  | \$ 50,000  | Self Governance   | \$ 100,000     | Self Governance   | \$ 50,000                | Self Governance   | \$ 25,410 | \$ 225,410 |
| 5                                      |             |         |                |                | <b>Chippewa County Cooperative Agreement</b><br>Country Club Drive  |  |                   |                |                   |                          |                   |           |            |
|  | 5021        | 810     | 1.00           | 2021           | Country Club Drive  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 10,000                | Self Governance   | \$ 10,000 | \$ 40,000  |
|  | 5008        | 10      | 0.5            | 2021           | Saulber Drive Sidewalks   | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 10,000                | Self Governance   | \$ 10,000 | \$ 40,000  |
|  | 5201        | 10      | 1.0            | 2021           | St. Ignace Housing Sidewalks  | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
| NA                                     | NA          | NA      | NA             | 2021           | Via Set Drive Resurfacing of existing paved road  |  |                   |                |                   |                          |                   |           |            |
|  |             |         |                |                | TTP Transportation Planning   |  |                   |                |                   |                          |                   |           |            |
|  |             |         |                |                | Safety  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 10,000                | Self Governance   | \$ 10,000 | \$ 40,000  |
|  |             |         |                |                | Winter Maintenance System Planning  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 10,000                | Self Governance   | \$ 10,000 | \$ 40,000  |
|  |             |         |                |                | GIS Mapping and Land Use  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 10,000                | Self Governance   | \$ 10,000 | \$ 40,000  |
|  |             |         |                |                | Long Range Transportation Plan  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 10,000                | Self Governance   | \$ 10,000 | \$ 40,000  |
|  |             |         |                |                | Placemaking Cultural Tourism  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 10,000                | Self Governance   | \$ 2,000  | \$ 28,000  |
| NA                                     | NA          | NA      | NA             | 2021           | TTP Road Maintenance  |  |                   |                |                   |                          |                   |           |            |
|  |             |         |                |                | (TTP Construction Funds for TTP Road Maintenance)   | \$ 1,000   | Self Governance   | \$ 1,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 4,000   |
| NA                                     | NA          | NA      | NA             | 2021           | TTP Transit   |  |                   |                |                   |                          |                   |           |            |
|  |             |         |                |                | (TTP Construction Funds for TTP Transit)  | \$ 1,000   | Self Governance   | \$ 5,000       | Self Governance   | \$ 1,000                 | Self Governance   | \$ 1,000  | \$ 8,000   |

| Tribal Transportation Improvement Plan |             |                |                |   |  |                   |                |                   |                          |                   |       |         |
|--|-------------|----------------|----------------|---|--|-------------------|----------------|-------------------|--------------------------|-------------------|-------|---------|
| Priority                               | BIA Route # | Project Length | Year of Constr | Road Name<br>Location (Start and End Points)<br>Description of Work   | All Planning, Prelim Eng, Arch, Env, ROW Activities will be included as TOTAL PE costs per Project |                   | Construction   |                   | Construction Engineering |                   | Other | Total   |
|  |             |                |                |   | Estimated Cost   | Who/How Work Done | Estimated Cost | Who/How Work Done | Estimated Cost           | Who/How Work Done |       |         |
| 1                                      |             |                |                | <b>Sault Elders Entrance</b><br>Location: Sault Ste. Marie, Michigan<br>Desc: Design Construction   |  |                   |                |                   |                          |                   | \$ -  |         |
|  | 2172        | 10             | 2022           | Sault Elders Entrance   | \$ 50,000  | BIA/Self Gov      | \$ 50,000      | BIA/Self Gov      | \$ 20,000                |                   | \$ -  | 220,000 |
| 2                                      |             |                |                | <b>Newberry Tribal Housing Sidewalks</b><br>Location: Newberry, Michigan<br>Desc: Design and construction of sidewalks and trails<br>Zee ba Tik   |  |                   |                |                   |                          |                   | \$ -  |         |
|  | 5800        | 10             | 2022           | McCann Entrance & Lot   | \$ 50,000  | BIA/Self Gov      | \$ 50,000      | BIA/Self Gov      | \$ 20,000                |                   | \$ -  | 170,000 |
| 3                                      |             |                |                | <b>McCann Entrance &amp; Lot</b><br>Location: St. Ignace, Michigan<br>Desc: Design Construction   |  |                   |                |                   |                          |                   |       |         |
|  | 5220        | 10             | 2022           | McCann  | \$ 50,000  | Self Governance   | \$ 50,000      | Self Governance   | \$ 20,000                |                   | \$ -  | 220,000 |
| 4                                      |             |                |                | <b>Chippewa County Cooperative Agreement</b><br>Country Club Drive<br>Trails and Sidewalks  |  |                   |                |                   |                          |                   |       |         |
|  | 5021        | 810            | 2022           | Trails and Sidewalks  | \$ 20,000  | Self Governance   | \$ 20,000      | Self Governance   | \$ 20,000                |                   | \$ -  | 110,000 |
| 5                                      |             |                |                | <b>Munising Tribal Housing Sidewalks</b><br>Atk-Ameq Drive<br>Kinjole Court<br>Na Me Goss Court   |  |                   |                |                   |                          |                   |       |         |
|  | 5403        | 810            | 2022           | Atk-Ameq Drive  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 10,000                |                   | \$ -  | 40,000  |
|  | 5404        | 810            | 2022           | Kinjole Court   | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 7,410                 |                   | \$ -  | 37,410  |
|  | 5405        | 810            | 2022           | Na Me Goss Court  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
| 6                                      |             |                |                | <b>Manistique Tribal Housing Sidewalks</b><br>Mukwa Street<br>Chiboma Street<br>Zhigag Street   |  |                   |                |                   |                          |                   |       |         |
|  | 5300        | 810            | 2022           | Mukwa Street  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
|  | 5301        | 810            | 2022           | Chiboma Street  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
|  | 5302        | 810            | 2022           | Zhigag Street   | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
| 7                                      |             |                |                | <b>Manistique Connector Road</b><br>Construct sidewalk<br>TTP Transportation Planning<br>Safety<br>Winter Maintenance System Planning<br>GIS Mapping and Land Use<br>Long Range Transportation Plan<br>Placemaking Cultural Tourism |  |                   |                |                   |                          |                   |       |         |
|  | 2341        | 810            | 2022           | Construct sidewalk  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
| NA                                     | NA          | NA             | 2022           | TTP Transportation Planning   |  |                   |                |                   |                          |                   |       |         |
|  |             |                | 2022           | Safety  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
|  |             |                | 2022           | Winter Maintenance System Planning  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
|  |             |                | 2022           | GIS Mapping and Land Use  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
|  |             |                | 2022           | Long Range Transportation Plan  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
|  |             |                | 2022           | Placemaking Cultural Tourism  | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
| NA                                     | NA          | NA             | 2022           | TTP Road Maintenance<br>(TTP Construction Funds for TTP Road Maintenance)   | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |
| NA                                     | NA          | NA             | 2022           | TTP Transit<br>(TTP Construction Funds for TTP Transit)   | \$ 10,000  | Self Governance   | \$ 10,000      | Self Governance   | \$ 1,000                 |                   | \$ -  | 31,000  |

**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Bahweting Drive            | Transportation Department Priority: High |
| Funding Source: Transportation Department | Single or Multiple Year: Multiple        |
| Cost Estimate: \$550,000                  | Route: 6164 Section: 810 Length: 1.0     |

| Fiscal Year    | 2018      | 2019 | 2020 | 2021 | 2022 |
|----------------|-----------|------|------|------|------|
| Estimated Cost | \$550,000 |      |      |      |      |

**Project Description**

Proposed new road located north side of Bahweting School. Roadway would begin at 8<sup>th</sup> Avenue on the west side of school, head easterly to Shunk Road, turn and come out at Marquette and East 10<sup>th</sup> Street. Site needs to be surveyed and designed. Project scope would include construction of new roadway, utilities, curb gutter and sidewalks throughout the development with new access site for bus or parent drop off at the School with parking.

**Project Justification (Need & Impact)**

Address safety of the users, improve overall quality of site and allow for possible future building of a Tribal education campus to include Head Start, Early Head Start, Day Care, etc.

**Project Status**

Need to survey, design and environmental clearances.

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

Future cost associated with plowing and general maintenance.

**Additional Comments**

Several safety assessments and traffic analysis recommend new access road and investment in new infrastructure at the location.

**Photos Sketches**





**Sault Ste. Marie Tribe of Chippewa Indians**

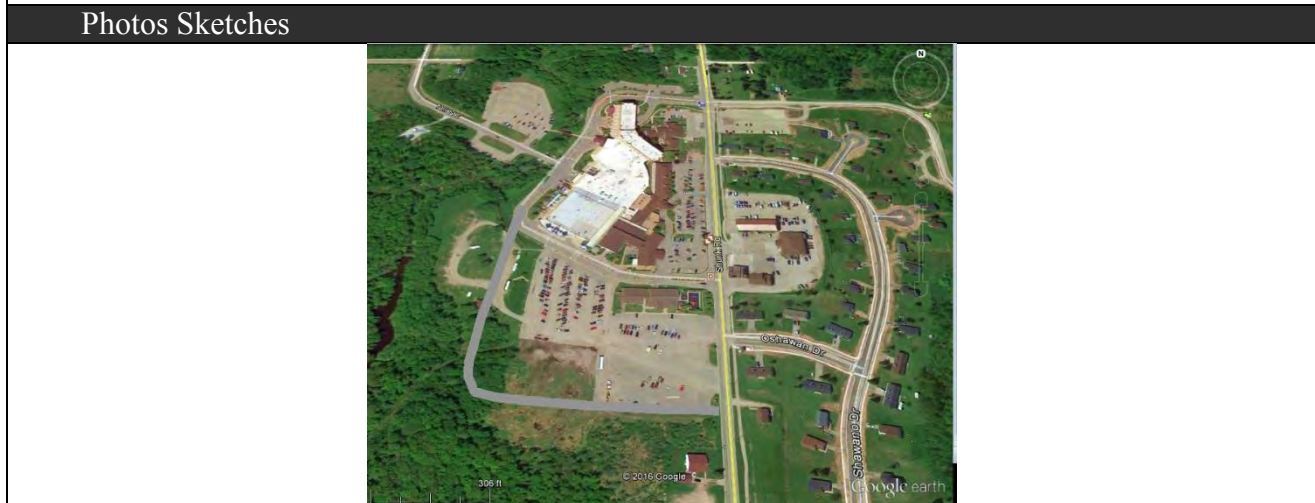
**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Casino Ring Road Expansion | Transportation Department Priority:<br>Low |
| Funding Source: Transportation Department | Single or Multiple Year: Single            |
| Cost Estimate: \$375,000                  | Route: 2004 Section: 10 Length: .50        |

| Fiscal Year    | 2018 | 2019 | 2020 | 2021      | 2022 |
|----------------|------|------|------|-----------|------|
| Estimated Cost |      |      |      | \$375,000 |      |

|   |
|---|
| <b>Project Description</b>  |
| Transportation recommends extension and addition to current Casino Ring Road to promote flow of traffic, potential expansion of RV Park, pedestrian sidewalks and trails. Including a multi-purpose trail/golf cart access. |
| <b>Project Justification (Need &amp; Impact)</b>  |
| Promote safe traffic flow and future expansion  |
| <b>Project Status</b>   |
| Pending   |
| <b>Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)</b>   |
| Will impact future maintenance costs with snow plowing  |
| <b>Additional Comments</b>  |
| Transportation recommends extension and addition to current Casino Ring Road to promote flow of traffic, potential expansion of RV Park, pedestrian sidewalks and trails.   |





**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

**Cooperative Request**

|  |  |
|--|--|
| Project Title: Chippewa County Road Commission | Transportation Department Priority: High |
| Funding Source: Transportation Department      | Single or Multiple Year: Multiple        |
| Cost Estimate: \$100,000                       | Route: TBD Section: TBD Length: TBD      |

| Fiscal Year    | 2018     | 2019     | 2020     | 2021     | 2022     |
|----------------|----------|----------|----------|----------|----------|
| Estimated Cost | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 |

**Project Description**

Coop Agreement with Chippewa County Road Commission provide reconstruction, mill and overlay of roads within Kincheloe

**Project Justification (Need & Impact)**

High density of tribal membership live in this community along with staff. This collaborative effort will promote safer traveling for pedestrians and vehicles.

**Project Status**

Ongoing cooperative agreement

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

None

**Additional Comments**

Recommend continued collaboration with community due to low cost of upgrades.

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

**Cooperative Request**

|  |   |
|--|---|
| Project Title: City of Manistique<br>Marine Access Drive | Transportation Department Priority:<br>Medium |
| Funding Source: Transportation<br>Department             | Single or Multiple Year: Multiple             |
| Cost Estimate: \$234,000                                 | Route: 5315 Section: 10 Length 0.10           |

| Fiscal Year    | 2018      | 2019 | 2020 | 2021 | 2022 |
|----------------|-----------|------|------|------|------|
| Estimated Cost | \$234,000 |      |      |      |      |

**Project Description**

Site has been surveyed and ready for design phase to begin. Funding request for cost of design. Project scope will be design and new construction of utilities, roadway, new sidewalks and paths within a year

**Project Justification (Need & Impact)**

Provide residents and visitors an accurate interpretation of the Native American history and culture that are proposed to be included in the final interpretive park exhibits.

**Project Status**

Pending design phase

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

None

**Additional Comments**

Collaborative Government to Government effort with BOD and City.

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

**Cooperative Request**

|  |  |
|--|--|
| Project Title: Court Street Reconstruction | Transportation Department Priority: High |
| Funding Source: Transportation Department  | Single or Multiple Year: Single          |
| Cost Estimate: \$300,000                   | Route: 5071 Section: 810 Length: 0.10    |

| Fiscal Year    | 2018 | 2019 | 2020      | 2021 | 2022 |
|----------------|------|------|-----------|------|------|
| Estimated Cost |      |      | \$300,000 |      |      |

**Project Description**

Site will need to be surveyed and designed. Project scope will be design and construction of new roadway with sidewalks throughout the development.

**Project Justification (Need & Impact)**

Address safety of the users, improve overall quality of site.

**Project Status**

Cooperative agreement meeting with City will be taking place, project needs to be surveyed and designed and potential for future cooperative agreement with admin parking lot

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

Future maintenance costs will be responsibility of City

**Additional Comments**

Site is extremely degraded

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

**Cooperative Request**

|  |  |
|--|--|
| Project Title: City of St. Ignace Ojibwa Trail | Transportation Department Priority: Medium |
| Funding Source: Transportation Department      | Single or Multiple Year: Single            |
| Cost Estimate: \$20,000                        | Route: 5235 Section: 810 Length: 0.50      |

| Fiscal Year    | 2018     | 2019 | 2020 | 2021 | 2022 |
|----------------|----------|------|------|------|------|
| Estimated Cost | \$20,000 |      |      |      |      |

|   |  |
|---|--|
| <b>Project Description</b>  | Funding request for cost of construction.                                      |
| <b>Project Justification (Need &amp; Impact)</b>  | Provide residents and visitors a multi-purpose path and promote active living. |
| <b>Project Status</b>   | Preliminary design complete  |
| <b>Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)</b> | None   |
| <b>Additional Comments</b>  | Collaborative Government to Government effort with BOD and City.               |





**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

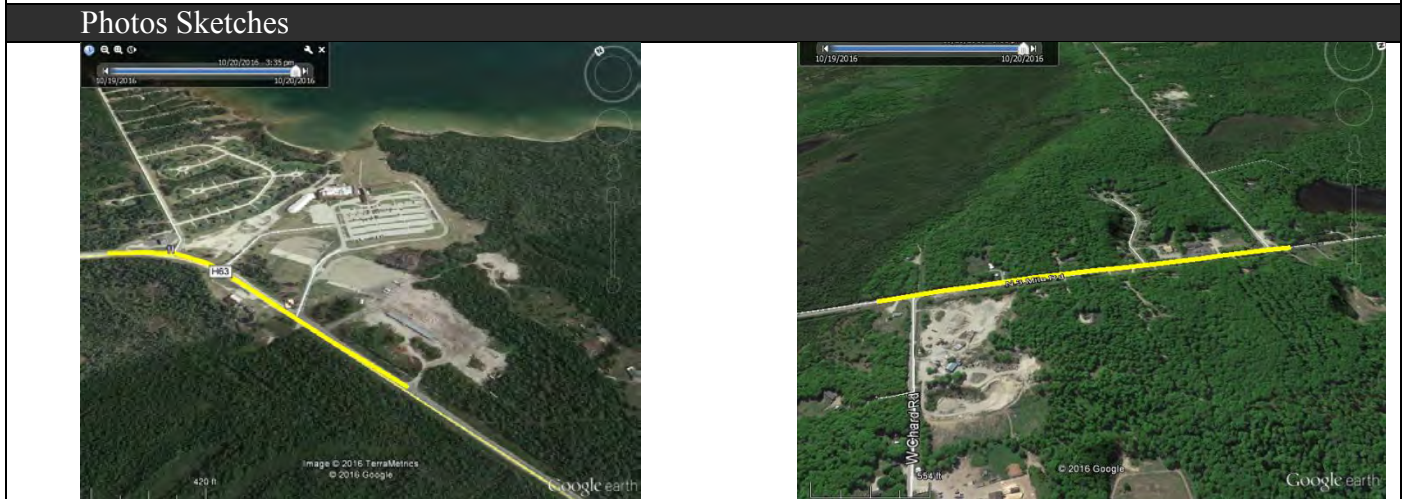
**2018-2022 Transportation Improvement Plan (TIP)**

**Cooperative Request**

|  |  |
|--|--|
| Project Title: Mackinac County Road Commission | Transportation Department Priority: Medium |
| Funding Source: Transportation Department      | Single or Multiple Year: Multiple          |
| Cost Estimate: \$190,000                       |  |

| Fiscal Year    | 2018     | 2019     | 2020     | 2021     | 2022     |
|----------------|----------|----------|----------|----------|----------|
| Estimated Cost | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 |

|  |
|--|
| <b>Project Description</b>   |
| Coop Agreement with Mackinac County Road Commission to provide additional plowing, sanding and salting of two routes: 3 Mile Road in Hessel and Mackinac Trail in St. Ignace Township.     |
| <b>Project Justification (Need &amp; Impact)</b>   |
| Address safety of the motorist during the winter months  |
| <b>Project Status</b>  |
| Ongoing cooperative agreement  |
| <b>Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)</b>  |
| Safety Issues  |
| <b>Additional Comments</b>   |
| Transportation Department requests Housing Authority meet to discuss maintenance costs of St. Ignace Housing Development to offset cost of additional maintenance from this Coop Agreement |



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |  |
|--|--|
| Project Title: Coop Tannery Trail Manistique | Transportation Department Priority: Medium |
| Funding Source: Transportation Department    | Single or Multiple Year: Single            |
| Cost Estimate: \$20,000                      | Route: 2342 Section: 10 Length: 0.10       |

| Fiscal Year    | 2018 | 2019     | 2020 | 2021 | 2022 |
|----------------|------|----------|------|------|------|
| Estimated Cost |      | \$20,000 |      |      |      |

**Project Description**

Design and construction of multi-purpose path over railroad crossing in Munising on Tannery Road. This connector trail will promote access for snowmobiles to the Casino along with tribal residence in tribal housing to access city of Munising.

**Project Justification (Need & Impact)**

Anticipate that project will be highly beneficial to snowmobilers to access the Casino in Manistique and would have positive impact on gaming revenue.

**Project Status**

Transportation Department has and will continue to work with local agencies to move this project forward.

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

No impact on future operating costs for Transportation Department. Anticipate higher casino revenue with link for snowmobilers.

**Additional Comments**

Transportation recommends project for economic development.

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Culture Camp Trail         | Transportation Department Priority: High |
| Funding Source: Transportation Department | Single or Multiple Year: Multiple        |
| Cost Estimate: \$30,000                   | Route: 2011 Section:810 Length:2.0       |

| Fiscal Year    | 2018     | 2019 | 2020 | 2021 | 2022 |
|----------------|----------|------|------|------|------|
| Estimated Cost | \$30,000 |      |      |      |      |

**Project Description**

Reconstruction of Culture Camp Trail 50% completed with the removal of damaged bridges and replaced with culverts. Additional upgrades to trail scheduled for completion in 2017.

**Project Justification (Need & Impact)**

Address safety of the tribal members and staff; improve overall quality of site and community.

**Project Status**

Additional upgrades needed to complete project

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

With removal of damaged bridges replaced with culverts Culture Camp trail should have future cost savings with general maintenance.

**Additional Comments**

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |  |
|--|--|
| Title: East 10 <sup>th</sup> Street Reconstruction | Transportation Department Priority: Medium |
| Funding Source: Transportation Department          | Single or Multiple Year: Single            |
| Cost Estimate: \$350,000                           | Route: 2009 Section:10 Length: 0.10        |

| Fiscal Year    | 2018 | 2019 | 2020      | 2021 | 2022 |
|----------------|------|------|-----------|------|------|
| Estimated Cost |      |      | \$350,000 |      |      |

**Project Description**

Redesign several sections of road, with mill and overlay. Install sidewalks length of roadway to connect to Marquette Avenue and Seymour street.

**Project Justification (Need & Impact)**

Address safety of the users, children walking to school. Improve overall quality of entrance to Casino (Economic Development).

**Project Status**

Needs to be designed

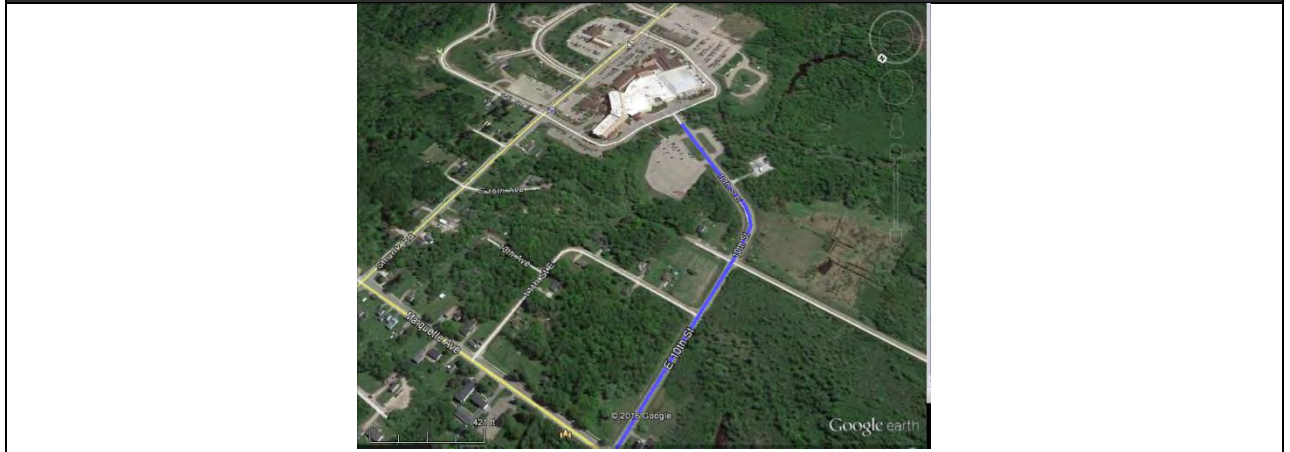
**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

None

**Additional Comments**

HMA has degraded with extensive cracking and pot holes. Recommend total reconstruction with new sidewalks, curb gutter, storm drains, utility upgrades.

**Photos Sketches**





**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Epoufette Harbor Access Road | Transportation Department Priority: Medium |
| Funding Source: Transportation              | Single or Multiple Year: Multiple          |
| Cost Estimate: \$170,000                    | Route:2025 Section:810 Length:0.20         |

| Fiscal Year    | 2018      | 2019 | 2020 | 2021 | 2022 |
|----------------|-----------|------|------|------|------|
| Estimated Cost | \$170,000 |      |      |      |      |

**Project Description**

Collaborative project with Tribal Fisherman to build fishing harbor, dock, parking area and access road. Priority is described as high with Tribal council and fisherman to assist with sustainability, economic development, employment and treaty fishing rights. Project received grant funds from Michigan Econ Dev. Corporation, Great Lakes Trust and Fisherman’s Trust monies.

**Project Justification (Need & Impact)**

This project with support our tribal fishers and expand existing access to Lake Michigan. Project will maintain employment of tribal members.

**Project Status**

Ongoing project meetings for several years. Project tentatively scheduled for 2017 construction season, project may need limited final design review then ready for construction.

Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)

Do not anticipate adverse impacts

**Additional Comments**

Collaborative effort with Tribal Fishers, Michigan Econ Dev. Corporation, Great Lakes Trust and Fisherman’s Trust

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |  |
|--|--|
| Project Title: Escanaba Tribal Housing Roads | Transportation Department Priority: High |
| Funding Source: Transportation Department    | Single or Multiple Year: Single          |
| Cost Estimate: \$300,000                     | Route:5703 Section:810 Length:0.20       |

| Fiscal Year    | 2018 | 2019      | 2020 | 2021 | 2022 |
|----------------|------|-----------|------|------|------|
| Estimated Cost |      | \$300,000 |      |      |      |

**Project Description**

Roads are in need of reconstruction, site will need to be surveyed and designed. Project scope will be new construction of roadway with new sidewalks throughout the development. Drainage and culverts are currently concern, ditches with limited drainage and concerns have been shared that culverts do not work properly.

**Project Justification (Need & Impact)**

Address drainage and pedestrian safety.

**Project Status**

Needs to be surveyed and designed

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

None

**Additional Comments**

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |  |
|--|--|
| Project Title: JK Lumsden Way Reconstruction | Transportation Department Priority: High |
| Funding Source: Transportation & ICDB Grant  | Single or Multiple Year: Multiple        |
| Cost Estimate: \$800,000                     | Route:2008 Section810 Length:0.20        |

| Fiscal Year    | 2018      | 2019 | 2020 | 2021 | 2022 |
|----------------|-----------|------|------|------|------|
| Estimated Cost | \$800,000 |      |      |      |      |

**Project Description**

Collaborative project with Housing Department to address critical safety concerns. Foundations at residence homes are flooding, saturated soils; this is a health and safety concern. Housing receiving a ICDBG to fund upgrades to home foundations. Drainage study was also completed by Housing.

**Project Justification (Need & Impact)**

Extensive damage to home foundations, health and safety concerns.

**Project Status**

Initial project meeting October 2016. Project scheduled for 2017 construction season, project must be surveyed and designed.

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

Extensive cost savings to residence and Housing Authority due to improved drainage at site.

**Additional Comments**

Collaborative effort with Tribal Housing

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |   |
|--|---|
| Project Title: Manistique Connector Sidewalk | Transportation Program Priority: Medium |
| Funding Source: Transportation Department    | Single or Multiple Year: Multiple       |
| Cost Estimate: \$30,000                      | Route:2341 Section:810 Length: 0.10     |

| Fiscal Year    | 2018 | 2019     | 2020 | 2021 | 2022 |
|----------------|------|----------|------|------|------|
| Estimated Cost |      | \$30,000 |      |      |      |

**Project Description**

Design and construction of sidewalk from Manistique Health Center to Casino.

**Project Justification (Need & Impact)**

Tribal staff and membership shared safety concerns walking to Casino for lunch and other activities.

**Project Status**

Pending

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

No impact on future operating costs

**Additional Comments**

**Photos Sketches**





**Sault Ste. Marie Tribe of Chippewa Indians  
Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |  |
|--|--|
| Project Title: Manistique Tribal Sidewalks | Transportation Department Priority: High |
| Funding Source: Transportation Department  | Single or Multiple Year: Single          |
| Cost Estimate: \$225,000                   | Route: 5300, 5301,5302                   |

| Fiscal Year    | 2018 | 2019 | 2020 | 2021 | 2022      |
|----------------|------|------|------|------|-----------|
| Estimated Cost |      |      |      |      | \$225,000 |

|   |
|---|
| <b>Project Description</b>  |
| Site will need to be surveyed and designed. Project scope will be construction of new sidewalks throughout the development.             |
| <b>Project Justification (Need &amp; Impact)</b>  |
| Address safety of the users, improve overall quality of site.   |
| <b>Project Status</b>   |
| Needs to be surveyed and designed   |
| <b>Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)</b> |
| None  |
| <b>Additional Comments</b>  |
| Will promote safety and walkability for the community members.  |



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |   |
|--|---|
| Project Title: McCann Elder Entrance & Lot | Transportation Department Priority: Low |
| Funding Source: Transportation Department  | Single or Multiple Year: Single         |
| Cost Estimate: \$65,000                    |   |

| Fiscal Year    | 2018 | 2019 | 2020 | 2021 | 2022     |
|----------------|------|------|------|------|----------|
| Estimated Cost |      |      |      |      | \$65,000 |

**Project Description**

Project will address safety concerns for pedestrians, due to the pot holes. Also will improve drainage issues.

**Project Justification (Need & Impact)**

Address safety of the users, improve overall quality of site and bring up to standards so pavement can be maintained.

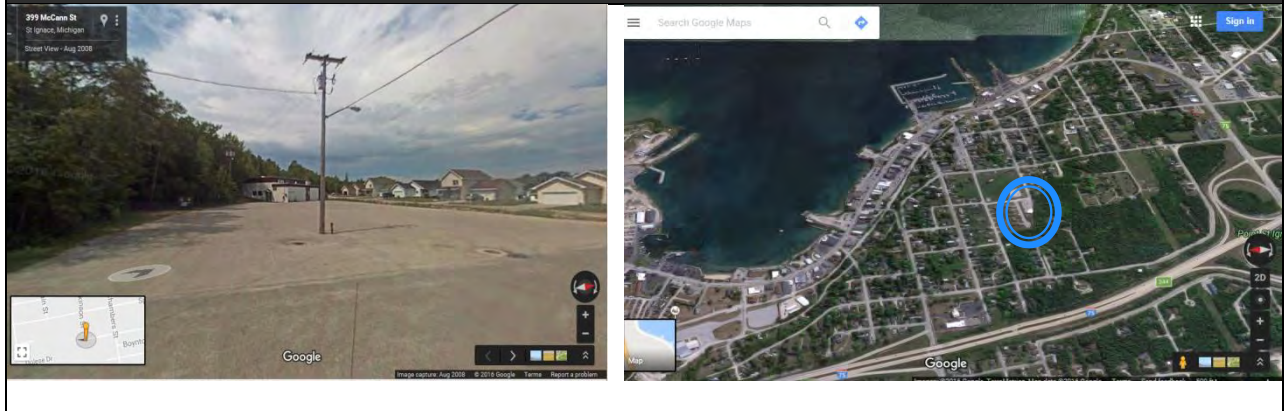
**Project Status**

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

May save on future Tribal maintenance costs associated with drainage.

**Additional Comments**

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

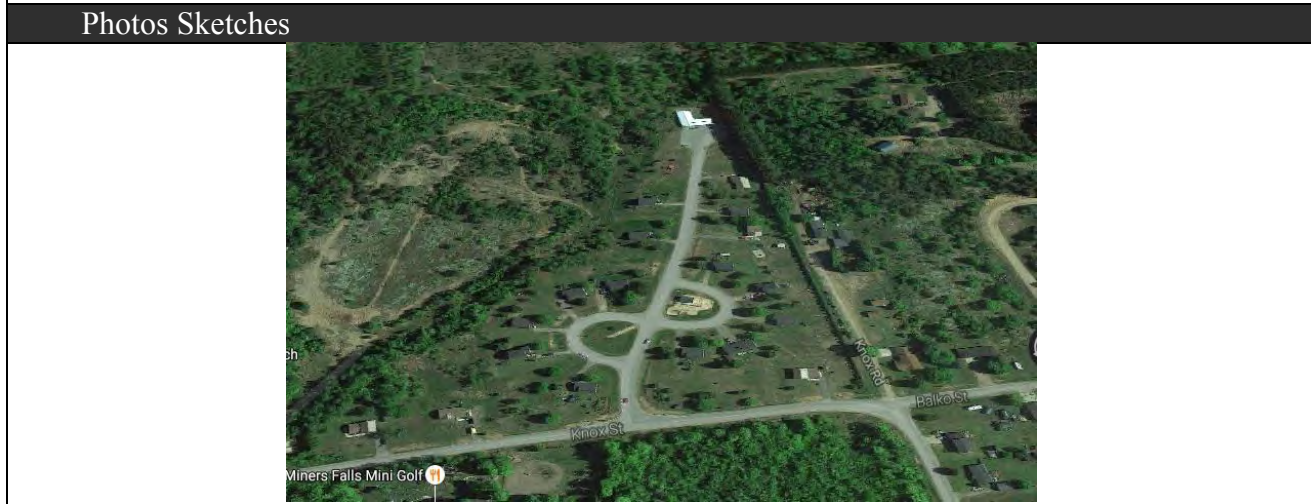
**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Munising Tribal Sidewalks  | Transportation Department Priority: Medium |
| Funding Source: Transportation Department | Single or Multiple Year: Single            |
| Cost Estimate: \$80,000                   | Route: 5403,5404,5405                      |

| Fiscal Year    | 2018 | 2019 | 2020 | 2021 | 2022     |
|----------------|------|------|------|------|----------|
| Estimated Cost |      |      |      |      | \$80,000 |

|   |
|---|
| <b>Project Description</b>  |
| Site will need to be surveyed and designed. Project scope will be construction of new sidewalks throughout the development.             |
| <b>Project Justification (Need &amp; Impact)</b>  |
| Address safety of the users, improve overall quality of site.   |
| <b>Project Status</b>   |
| Needs to be surveyed and designed   |
| <b>Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)</b> |
| None  |
| <b>Additional Comments</b>  |
| Recommend new construction of sidewalks in community to promote safety for members and pedestrians.                                     |



**Sault Ste. Marie Tribe of Chippewa Indians**

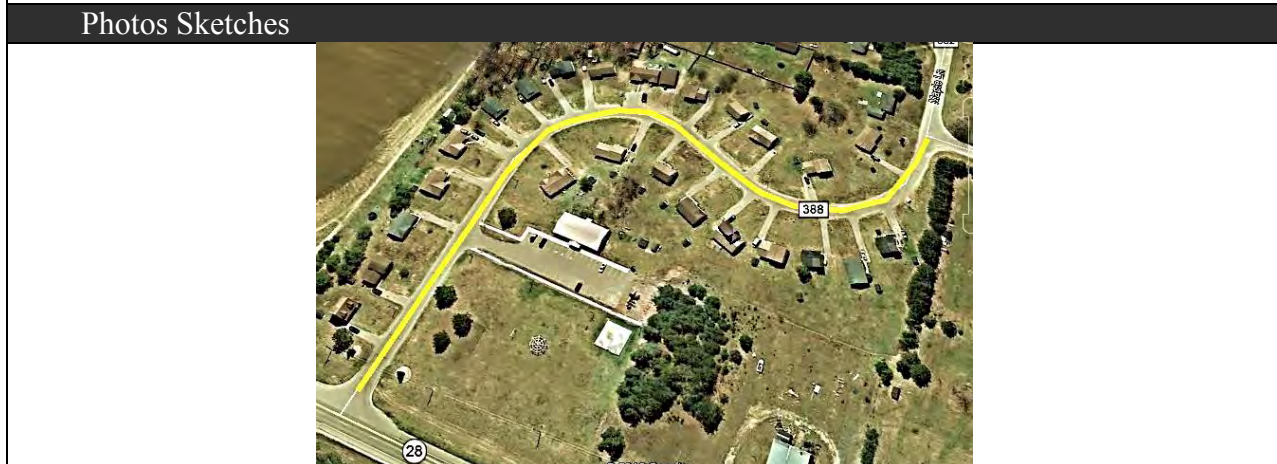
**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |  |
|--|--|
| Project Title: Newberry Housing-Sidewalks & Multi-Purpose Trails | Transportation Department Priority: Medium |
| Funding Source: Transportation Department                        | Single or Multiple Year: Single            |
| Cost Estimate: \$70,000.   | Route:5600 Section:810 Length:0.20         |

| Fiscal Year    | 2018 | 2019 | 2020 | 2021 | 2022     |
|----------------|------|------|------|------|----------|
| Estimated Cost |      |      |      |      | \$70,000 |

|  |
|--|
| <b>Project Description</b>   |
| Design and construct sidewalks on both side of road at the Newberry Tribal Housing site. Additional design and construction of multi-purpose trails throughout the site.                       |
| <b>Project Justification (Need &amp; Impact)</b>   |
| Project will address safety concerns for tribal members living in Tribal housing and staff working at the Health & Community Clinic on site and improve overall quality of site and community. |
| <b>Project Status</b>  |
| Currently being looked at for survey and design, will establish project team and include Health Division staff on site and Housing staff.  |
| <b>Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)</b>  |
| May require additional snow clearing.  |
| <b>Additional Comments</b>   |
| Concerns about safety of residence shared at Elder committee meetings, Health Clinic staff, Non-Motorized plan, Board and Transportation Department.   |





**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|  |   |
|--|---|
| Project Title: Nopaming Drive<br>Hessel Tribal Housing | Transportation Department Priority:<br>Medium |
| Funding Source: Transportation<br>Department           | Single or Multiple Year: Single               |
| Cost Estimate: \$300,000                               | Route: 5205 Section:10 Length: 0.20           |

| Fiscal Year    | 2018 | 2019 | 2020      | 2021 | 2022 |
|----------------|------|------|-----------|------|------|
| Estimated Cost |      |      | \$300,000 |      |      |

**Project Description**

Mill and overlay roadway and new construction of sidewalks with connector paths to Community Center and Pow Wow grounds.

**Project Justification (Need & Impact)**

Address safety of the pedestrians, improve overall quality of site.

**Project Status**

Needs to be surveyed, designed.

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

None

**Additional Comments**

With new sidewalks the community members will have safe access to pow wow grounds and community center. The mill and resurfacing of roadway is vital along with sidewalks for community to walk on.

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Odenaang Tribal Roads      | Transportation Department Priority: High |
| Funding Source: Transportation Department | Single or Multiple Year: Multiple        |
| Cost Estimate: \$100,000                  |  |

| Fiscal Year    | 2018     | 2019     | 2020     | 2021     | 2022     |
|----------------|----------|----------|----------|----------|----------|
| Estimated Cost | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 |

**Project Description**

Construction completed, must keep on TIP for potential project close out items including a living tree fence.

**Project Justification (Need & Impact)**

To bring roads up to level of service, maintain life of pavement, address safety and mobility concerns. Living tree fence will drastically reduce winter maintenance costs from plowing.

**Project Status**

Construction complete, close out items will continue.

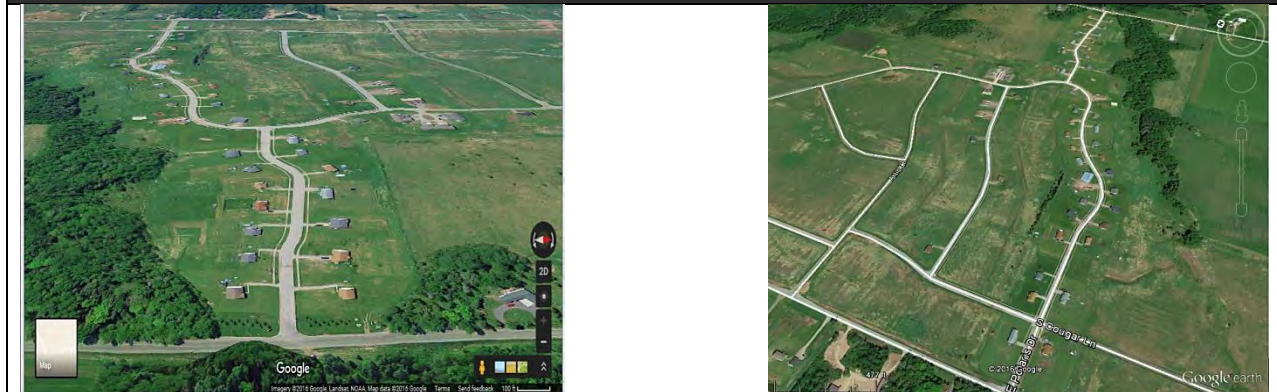
**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

Anticipate much lower maintenance cost associated with plowing, patching, etc..

**Additional Comments**

Investment in this development is crucial for current use and residence along with future use.

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Sault Elder Entrance       | Transportation Department Priority: Medium |
| Funding Source: Transportation Department | Single or Multiple Year: Single            |
| Cost Estimate: \$30,000                   | Route:2172 Seciton:10 Length:0.10          |

| Fiscal Year    | 2018 | 2019 | 2020 | 2021 | 2022     |
|----------------|------|------|------|------|----------|
| Estimated Cost |      |      |      |      | \$30,000 |

**Project Description**

Researching the potential to install secondary access to accommodate garbage trucks that come to the facility and address safety concern. Project needs to be designed, right now reviewing the location.

**Project Justification (Need & Impact)**

Improvements will address safety of the users, improve overall quality of site. This project was requested by Elder Division Director and Board member.

**Project Status**

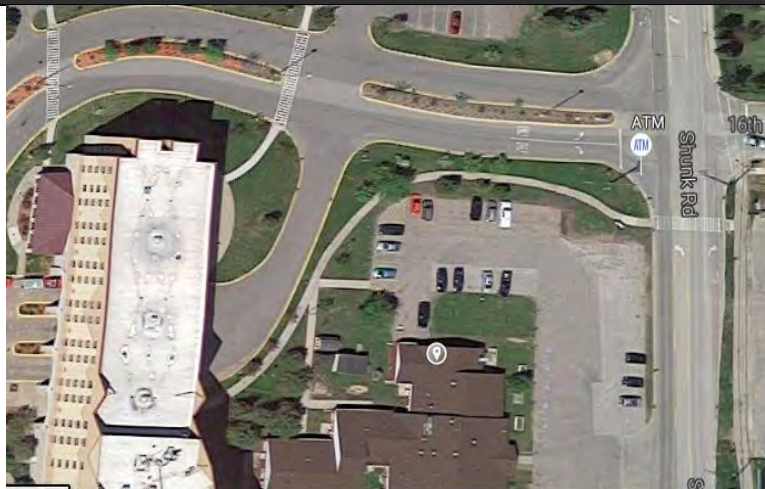
Needs to be designed

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

None

**Additional Comments**

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Sault Health Clinic Reconstruction | Transportation Department Priority: High |
| Funding Source: Transportation Department         | Single or Multiple Year: Single          |
| Cost Estimate: \$575,000                          | Route:2007 Section:10 Length:2.00        |

| Fiscal Year    | 2018 | 2019      | 2020 | 2021 | 2022 |
|----------------|------|-----------|------|------|------|
| Estimated Cost |      | \$575,000 |      |      |      |

**Project Description**

Structurally degraded asphalt, address safety concerns for pedestrians, staff and tribal members. Research feasibility of employee entrance and redesign of main entrance and parking lot.

**Project Justification (Need & Impact)**

Health and safety concerns.

**Project Status**

Project tentatively scheduled for 2019 construction season, project must be surveyed and designed.

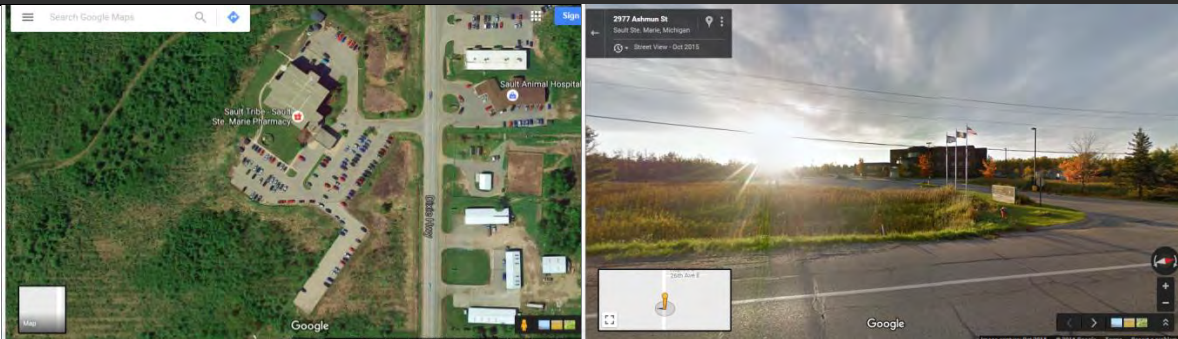
**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

No adverse impacts on operating expenses

**Additional Comments**

Collaborative effort with Health Division

**Photos Sketches**





**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |   |
|---|---|
| Project Title: Saultuer Sidewalks         | Transportation Department Priority: Low |
| Funding Source: Transportation Department | Single or Multiple Year: Single         |
| Cost Estimate: \$100,000                  | Route:5008 Section:10 Length:0.50       |

| Fiscal Year    | 2018 | 2019 | 2020 | 2021      | 2022 |
|----------------|------|------|------|-----------|------|
| Estimated Cost |      |      |      | \$100,000 |      |

|   |
|---|
| <b>Project Description</b>  |
| Design and construction of sidewalks on east side of Saultuer Drive, currently there are new sidewalks on the west side. Including multi-purpose trail to interconnect Lumsden Way, Saultuer and Shawano. |
| <b>Project Justification (Need &amp; Impact)</b>  |
| Need expressed by residence during community sessions regarding sidewalks on one side of street but Shawano has them on both sides.   |
| <b>Project Status</b>   |
| Pending   |
| <b>Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)</b>   |
| Will impact future snow removal costs   |
| <b>Additional Comments</b>  |
| Transportation recommends for safety and mobility of residents.   |

**Photos Sketches**




**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: Shunk Road Redesign        | Transportation Department Priority: Medium |
| Funding Source: Transportation Department | Single or Multiple Year: Multiple          |
| Cost Estimate: \$750,000                  | Route: 5013 Section: 810 Length:0.20       |

| Fiscal Year    | 2018 | 2019 | 2020      | 2021 | 2022 |
|----------------|------|------|-----------|------|------|
| Estimated Cost |      |      | \$750,000 |      |      |

**Project Description**

Collaborative project with Day Care Center (Education), Midjim, Judicial, Casino, Elders and Head Start. Address access management, pedestrian safety along main corridor and access points to Casino and Midjim. Road diet, cross walks, sidewalks, etc.

**Project Justification (Need & Impact)**

Pedestrian safety, traffic flow, health and safety concerns.

**Project Status**

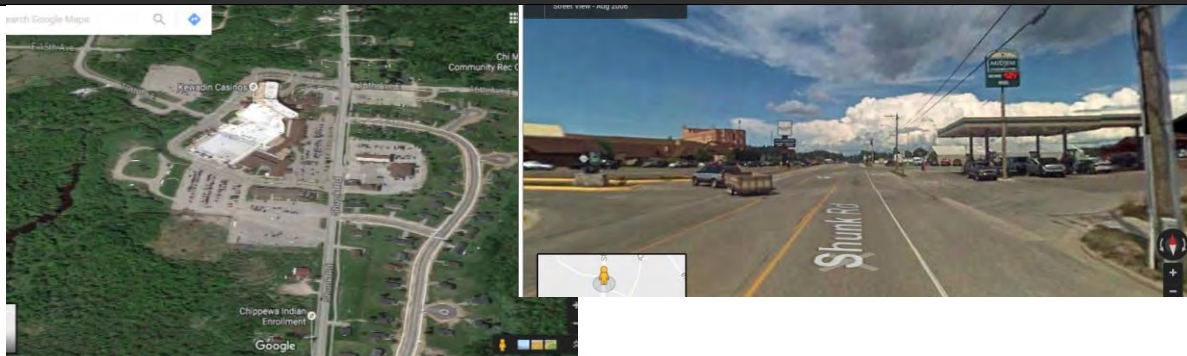
Project must be surveyed and designed.

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

No adverse impact on operating expenses.

**Additional Comments**

**Photos Sketches**



**Sault Ste. Marie Tribe of Chippewa Indians**

**Tribal Transportation Department**

**2018-2022 Transportation Improvement Plan (TIP)**

|   |  |
|---|--|
| Project Title: St. Ignace Housing Sidewalks | Transportation Department Priority: Medium |
| Funding Source: Transportation Department   | Single or Multiple Year: Single            |
| Cost Estimate: \$100,000                    | Route:5201 Section: 10<br>Length:1.00      |

| Fiscal Year    | 2018 | 2019 | 2020 | 2021      | 2022 |
|----------------|------|------|------|-----------|------|
| Estimated Cost |      |      |      | \$100,000 |      |

**Project Description**

Design and construction of sidewalks throughout the St. Ignace Tribal housing sidewalks along with a multi-purpose trail to the waterfront.

**Project Justification (Need & Impact)**

Safety concerns presented at community sessions due to families, youth, and young children walking on road.

**Project Status**

Pending

**Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)**

No impact on future operating costs

**Additional Comments**

Transportation highly recommends for safety and mobility of residents

**Photos Sketches**



### **4.3 PUBLIC INVOLVEMENT**

Transportation Department will publish a public notice which will notify the public that the draft TIP is available for public review, input and recommendations. This will take place in early fall on an annual basis. When public comment and review has been completed and information compiled the appropriate changes, if any, will be incorporated into the final TIP.

### **4.4 BOARD OF DIRECTORS OFFICIAL REVIEW AND APPROVAL**

The Transportation Planner will present the draft TIP to the Board of Directors during a official Board Workshop. During this presentation and for the next two weeks, the Transportation Planner will gather input, guidance and recommendations from Board of Directors to incorporate into final TIP.

Following the workshop presentation, the Transportation Planner will then prepare and present the final TIP to the Board of Directors during a regularly scheduled meeting for official vote and approval by the Sault Ste. Marie Tribe of Chippewa Indians Board of Directors. The TIP will then be sent to the BIA Midwest Regional Roads Program for review and approval.

### **5.3 CAPITAL PREVENTATIVE MAINTENANCE**

Tribal Transportation has implemented a Capital Preventative Maintenance process to ensure safe, accessible roads and trails for the community. In addition, the Bureau of Indian Affairs, through TTP Maintenance Funds, are available to conduct the following activities: road preservation, repair, snow plowing, traffic signs, lane painting, etc.

## **17.1 OFFICIAL INVENTORY**

The Transportation Department develops, manages and facilitates modifications and updates Tribal updates to the National Tribal Transportation Facility Inventory (NTTFI). The Program works collaboratively with internal tribal programs and divisions and external local units of government and committees to gather input, identify needs and assess to ensure program requirements are met and that all facilities are acceptable and allowable.

Facilities (e.g. roads, trails) that provide access to, between tribal communities/reservations, or located on tribal lands may be eligible and be included in the Tribal Official Inventory and NTTFI. Facilities are owned by the Tribe, Local, BIA, State or Federal government. The Transportation department performs data collection, mapping and completion of RIFDS data sheets to prepare the official inventory for submission to BIA and they maintain the NTTFI. The 2017 Official Route Inventory is included below and in subsequent pages.

### **1.1 INVENTORY UPDATES**

The Department conducts inventory updates bi-annually, with intention to conduct process annual as time permits. Inventory Updates require mapping, RIFDS data information, site narrative and project narrative.



Table 13 Tribal Inventory Log 2000 TRIBAL ROADS &amp; PROPOSED ROADS – 2000 TRIBAL ROADS

| 2000 TRIBAL ROADS |                |  |                           |                   |              |
|-------------------|----------------|--|---------------------------|-------------------|--------------|
| ROUTE NUMBER      | SECTION NUMBER | ROAD NAME  | Location                  | Construction Need | OWNERSHIP    |
| 2000              | 10             | ICE CIRCLE DRIVE                                   | Chippewa County           | 2                 | BIA          |
| 2001              | 10             | POW WOW ROAD                                       | Chippewa County           | 2                 | BIA          |
| 2003              | 810            | CULTURE CAMP ACCESS ROAD                           | Chippewa County           | 0                 | BIA          |
| <b>2004</b>       | <b>10</b>      | <b>CASINO RING RD EXPANSION</b>                    | <b>Chippewa County</b>    | <b>2</b>          | <b>Tribe</b> |
| 2005              | 10             | CASINO RING ROAD                                   | Chippewa County           | 2                 | BIA          |
| 2006              | 10             | EAST 9TH AVENUE                                    | Chippewa County           | 2                 | Tribe        |
| 2007              | 10             | HEALTH CENTER ACCESS ROAD                          | Chippewa County           | 2                 | BIA          |
| 2008              | 10             | J.K. LUMSDEN                                       | Chippewa County           | 0                 | BIA          |
| 2009              | 10             | EAST 10TH AVENUE                                   | Chippewa County           | 2                 | BIA          |
| 2010              | 10             | MOORE'S ROAD (Fishing Access)                      | Mackinac County           | 0                 | BIA          |
| 2011              | 10             | ANISHINAABE MIIKANS                                | Chippewa County           | 3                 | BIA          |
| 2012              | 10             | BIG BEAR NATURE TRAIL                              | Chippewa County           | 2                 | BIA          |
| 2013              | 10             | PROPOSED SHORES TRAIL                              | Mackinac County           | 4                 | Tribe        |
| 2015              | 10             | PROPOSED TRADITIONAL MEDICINE TRAIL                | Chippewa County           | 4                 | Tribe        |
| 2016              | 10             | BAHWETING SCHOOL LOOP                              | Chippewa County           | 2                 | BIA          |
| 2017              | 10             | TIMBERWOLF   | Chippewa County           | 1                 | BIA          |
| 2018              | 10             | EAST POLARIS                                       | Chippewa County           | 1                 | BIA          |
| 2019              | 10             | SOUTH COUGAR LANE                                  | Chippewa County           | 1                 | BIA          |
| 2020              | 10             | ARCTIC   | Chippewa County           | 1                 | BIA          |
| 2021              | 10             | ODENAANG COURT                                     | Chippewa County           | 2                 | Tribe        |
| 2022              | 10             | WOLVERINE  | Chippewa County           | 1                 | BIA          |
| 2023              | 10             | BADGER LANE  | Chippewa County           | 1                 | BIA          |
| 2024              | 10             | BOBCAT   | Chippewa County           | 1                 | BIA          |
| 2025              | 10             | EPOUFETTE HARBOR ROAD                              | Mackinac County           | 1                 | BIA          |
| 2026              | 10             | WEYQUAYOC  | Mackinac County           | 2                 | Tribe        |
| 2027              | 10             | BIG BEAR PARKING LOT                               | Chippewa County           | 2                 | Tribe        |
| 2028              | 10             | 3 MILE PROPERTY Road                               | Chippewa County           | 2                 | Tribe        |
| 2029              | 10             | ARC  | Chippewa County           | 2                 | Tribe        |
| 2030              | 10             | TRIBAL USDA LOT                                    | Chippewa County           | 3                 | BIA          |
| <b>2031</b>       | <b>10</b>      | <b>JUDICIAL ACCESS ROAD</b>                        | <b>Chippewa County</b>    |                   | <b>Tribe</b> |
| <b>2032</b>       | <b>10</b>      | <b>JUDICIAL LOT</b>                                | <b>Chippewa County</b>    |                   | <b>Tribe</b> |
| <b>2033</b>       | <b>10</b>      | <b>HESSEL POWWOW GROUNDS AND ACCESS RD</b>         | <b>Mackinac County</b>    |                   | <b>Tribe</b> |
| <b>2034</b>       | <b>10</b>      | <b>ST. IGNACE WATERFRONT BOARDWALK &amp; TRAIL</b> | <b>Mackinac County</b>    |                   | <b>Tribe</b> |
| <b>2035</b>       | <b>10</b>      | <b>MANISTIQUE ACCESS ROAD</b>                      | <b>Schoolcraft County</b> |                   | <b>Tribe</b> |
| <b>2036</b>       | <b>10</b>      | <b>SHUNK TO SEYMOUR TRAIL</b>                      | <b>Chippewa County</b>    |                   | <b>Tribe</b> |
| <b>2037</b>       | <b>10</b>      | <b>SHAWANO &amp; SAULTUER PEDESTRIAN BRIDGE</b>    | <b>Chippewa County</b>    |                   | <b>Tribe</b> |
| <b>2038</b>       | <b>10</b>      | <b>ADMIN ANNEX LOT</b>                             | <b>Chippewa County</b>    |                   | <b>Tribe</b> |

| 2039  | 10             | CLARKE AVENUE                           | Chippewa County        |                   | Tribe        |
|---|----------------|---|------------------------|-------------------|--------------|
| <b>2100 PROPOSED ROADS – CHIPPEWA COUNTY</b>    |                |   |                        |                   |              |
| ROUTE NUMBER                                    | SECTION NUMBER | ROAD NAME                               | Location               | Construction Need | OWNERSHIP    |
| 2117  | 10             | ROUTE 2117                              | Chippewa County        | 4                 | Tribe        |
| 2118  | 10             | ROUTE 2118                              | Chippewa County        | 4                 | Tribe        |
| 2119  | 10             | ROUTE 2119                              | Chippewa County        | 4                 | Tribe        |
| 2120  | 10             | MARQUETTE EXTENSION                     | Chippewa County        | 4                 | Tribe        |
| 2121  | 10             | 16TH AVENUE EAST EXTENSION              | Chippewa County        | 4                 | Tribe        |
| 2122  | 10             | ROUTE 2122                              | Chippewa County        | 4                 | Tribe        |
| 2123  | 10             | ROUTE 2123                              | Chippewa County        | 4                 | Tribe        |
| 2124  | 10             | ROUTE 2124                              | Chippewa County        | 4                 | Tribe        |
| 2125  | 10             | ROUTE 2125                              | Chippewa County        | 4                 | Tribe        |
| 2126  | 10             | EAST 15TH AVENUE                        | Chippewa County        | 2                 | BIA          |
| 2131  | 10             | ROUTE 2131                              | Chippewa County        | 4                 | Tribe        |
| 2150  | 10             | PROPOSED M-28A                          | Chippewa County        | 4                 | Tribe        |
| 2152  | 10             | PROPOSED M-28B                          | Chippewa County        | 4                 | Tribe        |
| 2154  | 10             | PROPOSED M-28C                          | Chippewa County        | 4                 | Tribe        |
| 2156  | 10             | PROPOSED M-28D                          | Chippewa County        | 4                 | Tribe        |
| 2158  | 10             | PROPOSED M-28E                          | Chippewa County        | 4                 | Tribe        |
| 2160  | 10             | PROPOSED M28F                           | Chippewa County        | 4                 | Tribe        |
| 2161  | 10             | PROPOSED RIVERSIDE ACCESS ROAD          | Chippewa County        | 4                 | Tribe        |
| 2162  | 10             | PROPOSED FISHERIES HATCHERY ACCESS ROAD | Chippewa County        | 4                 | Tribe        |
| 2164  | 10             | BAHWETING DRIVE                         | Chippewa County        | 4                 | BIA          |
| 2165  | 10             | PROPOSED HISTORICAL TRAIL               | Chippewa County        | 4                 | City of SSM  |
| 2166  | 10             | SAULTH HEALTH CENTER PARKING LOT        | Chippewa County        | 4                 | BIA          |
| 2167  | 10             | PROPOSED ROUTE A                        | Chippewa County        | 4                 | Tribe        |
| 2168  | 10             | PROPOSED ROUTE B                        | Chippewa County        | 4                 | Tribe        |
| 2169  | 10             | PROPOSED ROUTE C                        | Chippewa County        | 4                 | Tribe        |
| 2170  | 10             | BADGER LANE                             | Chippewa County        | 1                 | BIA          |
| 2171  | 10             | PROPOSED ROUTE E                        | Chippewa County        | 4                 | Tribe        |
| 2172  | 10             | PROPOSED SAULT ELDERS CONNECTOR RD      | Chippewa County        | 4                 | BIA          |
| 2173  | 10             | PROPOSED KELDON TRAIL                   | Chippewa County        | 4                 | Tribe        |
| <b>2174</b>                                     | <b>10</b>      | <b>CLARKE AVENUE</b>                    | <b>Chippewa County</b> | <b>4</b>          | <b>Tribe</b> |
| <b>2200 PROPOSED ROADS – MACKINAC COUNTY</b>    |                |   |                        |                   |              |
| ROUTE NUMBER                                    | SECTION NUMBER | ROAD NAME                               | Location               | Construction Need | OWNERSHIP    |
| 2200  | 810            | PUMP HOUSE ROAD                         | Mackinac County        | 4                 | Tribe        |
| 2201  | 10             | FORMER SEVARD PROPERTY                  | Mackinac County        | 4                 | Tribe        |
| 2202  | 10             | PROPOSED SHORES ACCESS ROAD             | Mackinac County        | 2                 | Tribe        |
| 2203  | 810            | PROPOSED ST.IGNACE ELDERS CONNECTOR RD  | Mackinac County        | 4                 | BIA          |
| <b>2300 PROPOSED ROADS – SCHOOLCRAFT COUNTY</b> |                |   |                        |                   |              |

| ROUTE NUMBER  | SECTION NUMBER | ROAD NAME                     | Location           | Construction Need | OWNERSHIP       |
|---|----------------|-------------------------------|--------------------|-------------------|-----------------|
| 2310  | 10             | ROUTE 2310                    | Schoolcraft County | 4                 | Tribe           |
| 2320  | 10             | PROPOSED MANISTIQUE B         | Schoolcraft County | 4                 | Tribe           |
| 2330  | 10             | PROPOSED MANISTIQUE C         | Schoolcraft County | 4                 | Tribe           |
| 2340  | 10             | PROPOSED MANISTIQUE D         | Schoolcraft County | 4                 | Tribe           |
| 2341  | 10             | PROPOSED MANISTIQUE CONNECTOR | Schoolcraft County | 4                 | BIA             |
| <b>2400 PROPOSED ROADS – ALGER COUNTY</b>                                     |                |                               |                    |                   |                 |
| ROUTE NUMBER  | SECTION NUMBER | ROAD NAME                     | Location           | Construction Need | OWNERSHIP       |
| 2410  | 10             | Wetmore Proposed Roads        | Alger County       | 4                 | Tribe           |
| <b>2500 PROPOSED ROADS – MARQUETTE COUNTY</b>                                 |                |                               |                    |                   |                 |
| ROUTE NUMBER  | SECTION NUMBER | ROAD NAME                     | Location           | Construction Need | OWNERSHIP       |
| 2500  | 810            | Bejig                         | Marquette County   | 2                 | Tribe           |
| <b>2600 PROPOSED ROADS – LUCE COUNTY</b>                                      |                |                               |                    |                   |                 |
| <b>2700 PROPOSED ROADS – DELTA COUNTY</b>                                     |                |                               |                    |                   |                 |
| <b>3000 STATE ROADS - MULTIPLE COUNTIES</b>                                   |                |                               |                    |                   |                 |
| ROUTE NUMBER  | SECTION NUMBER | ROAD NAME                     | Location           | Construction Need | OWNERSHIP       |
| 3000  | 810            | M-28 (M221-WS-41)             | Chippewa County    | 2                 | MDOT            |
| 3001  | 810            |                               | Chippewa County    | 2                 | MDOT            |
| 3002  | 810            |                               | Chippewa County    | 2                 | MDOT            |
| 3010  | 10             | M-129                         | Chippewa County    | 2                 | MDOT            |
| 3020  | 50             | M-48                          | Chippewa County    | 2                 | MDOT            |
| 3030  | 10             | M-134                         | Chippewa County    | 2                 | MDOT            |
| 3060  | 10             | US 2                          | Mackinac County    | 2                 | MDOT            |
| <b>3100 STATE ROADS – CHIPPEWA COUNTY</b>                                     |                |                               |                    |                   |                 |
| ROUTE NUMBER  | SECTION NUMBER | ROAD NAME                     | Location           | Construction Need | OWNERSHIP       |
| 3100  | 10             | I-75/ASHMUN STREET            | Chippewa County    | 2                 | MDOT            |
| 3110  | 10             | EAST PORTAGE AVENUE           | Chippewa County    | 2                 | MDOT            |
| <b>3200 STATE ROADS - MACKINAC COUNTY</b>                                     |                |                               |                    |                   |                 |
| ROUTE NUMBER  | SECTION NUMBER | ROAD NAME                     | Location           | Construction Need | OWNERSHIP       |
| 3200  | 10             | NORTH STATE STREET            | Chippewa County    | 2                 | MDOT            |
| <b>4000 URBAN ROADS</b>   |                |                               |                    |                   |                 |
| ROUTE NUMBER  | SECTION NUMBER | ROAD NAME                     | Location           | Construction Need | OWNERSHIP       |
| 4303  | 810            | GAINES HWY                    | Chippewa County    | 2                 | Chippewa County |
| <b>5000 TOWN &amp; COUNTY ROADS - 5000-5100 TOWN/COUNTY - CHIPPEWA COUNTY</b> |                |                               |                    |                   |                 |
| ROUTE NUMBER  | SECTION NUMBER | ROAD NAME                     | Location           | Construction Need | OWNERSHIP       |
| 5000  | 10             | REASSIGNED (SEE RT. 2008)     |                    |                   |                 |
| 5001  | 10             | SHAWANO DRIVE                 | Chippewa County    | 2                 | City of SSM     |

|      |     |                                    |                 |   |             |
|------|-----|------------------------------------|-----------------|---|-------------|
| 5002 | 10  | OSHAWAN                            | Chippewa County | 2 | City of SSM |
| 5003 | 10  | BAHWETING                          | Chippewa County | 2 | City of SSM |
| 5004 | 10  | MIGISA COURT                       | Chippewa County | 2 | City of SSM |
| 5005 | 10  | CHI CHUK COURT                     | Chippewa County | 2 | City of SSM |
| 5006 | 10  | OMONG COURT                        | Chippewa County | 2 | City of SSM |
| 5007 | 810 | MUKWA COURT                        | Chippewa County | 2 | City of SSM |
| 5008 | 10  | SAULTUER DRIVE                     | Chippewa County | 2 | City of SSM |
| 5009 | 10  | AMIK ONSÉ COURT                    | Chippewa County | 2 | City of SSM |
| 5010 | 10  | ATIK AMEG COURT                    | Chippewa County | 2 | City of SSM |
| 5011 | 10  | WABOOSE COURT                      | Chippewa County | 2 | City of SSM |
| 5012 | 10  | PA PA GASNAK COURT                 | Chippewa County | 2 | City of SSM |
| 5013 | 810 | SHUNK ROAD (Spruce - 3 Mile)       | Chippewa County | 2 | City of SSM |
| 5014 | 810 | MARQUETTE AVENUE                   | Chippewa County | 2 | City of SSM |
| 5015 | 20  | 1 1/2 MILE RAOD                    | Chippewa County | 2 | City of SSM |
| 5016 | 810 | WEST THREE MILE                    | Chippewa County | 2 | City of SSM |
| 5017 | 810 | SEYMOUR ROAD (Easterday to 3 Mile) | Chippewa County | 2 | City of SSM |
| 5018 | 810 | TONE ROAD-M/80                     | Chippewa County | 2 | County      |
| 5019 | 810 | WATER TONER DRIVE                  | Chippewa County | 2 | County      |
| 5020 | 810 | WESTSHORE DRIVE                    | Chippewa County | 2 | City of SSM |
| 5021 | 810 | COUNTRY CLUB DRIVE                 | Chippewa County | 2 | County      |
| 5022 | 810 | CEDAR GROVE DRIVE                  | Chippewa County | 2 | County      |
| 5023 | 810 | BLUEBERRY ROAD                     | Chippewa County | 2 | County      |
| 5024 | 810 | KRISTEN CIRCLE                     | Chippewa County | 2 | County      |
| 5025 | 810 | KINCHELOE DRIVE                    | Chippewa County | 2 | County      |
| 5026 | 20  | WOOD LAKE ROAD                     | Chippewa County | 2 | Chippewa    |
| 5026 | 810 | WIOOD LAKE ROAD                    | Chippewa County | 2 | County      |
| 5027 | 20  | MAPLE GROVE DRIVE                  | Chippewa County | 2 | County      |
| 5028 | 20  | EVERGREEN                          | Chippewa County | 2 | County      |
| 5029 | 810 | DUKE LAKE CIRCLE                   | Chippewa County | 2 | County      |
| 5030 | 810 | SHEILA CIRCLE                      | Chippewa County | 2 | County      |
| 5031 | 810 | RED CEDAR DRIVE                    | Chippewa County | 2 | County      |
| 5032 | 810 | WHITE PINE WAY                     | Chippewa County | 2 | County      |
| 5033 | 810 | MONTERAY DRIVE                     | Chippewa County | 2 | County      |
| 5034 | 810 | COUNTRYWOOD DRIVE                  | Chippewa County | 2 | County      |
| 5035 | 810 | BRIAN CIRCLE                       | Chippewa County | 2 | County      |
| 5036 | 810 | TAMARACK STREET                    | Chippewa County | 2 | County      |
| 5037 | 810 | PARTRIDGE DRIVE                    | Chippewa County | 2 | County      |
| 5038 | 810 | JOHN PATRICK STREET                | Chippewa County | 2 | County      |
| 5039 | 810 | TROY LANE                          | Chippewa County | 2 | County      |
| 5040 | 810 | MARK CIRCLE                        | Chippewa County | 2 | County      |
| 5041 | 810 | SHADOW WOOD DRIVE                  | Chippewa County | 2 | County      |
| 5042 | 810 | BIRCH PLACE                        | Chippewa County | 2 | County      |
| 5043 | 810 | TAYLOR DAY WAY                     | Chippewa County | 2 | County      |
| 5044 | 810 | CHRISTOPHER STREET                 | Chippewa County | 2 | County      |
| 5045 | 810 | TAMARA LYNN CIRCLE                 | Chippewa County | 2 | County      |
| 5046 | 810 | ERIN PLACE                         | Chippewa County | 2 | County      |
| 5047 | 810 | BRIDGET CIRCLE                     | Chippewa County | 2 | County      |
| 5048 | 810 | HOPE LANE                          | Chippewa County | 2 | County      |
| 5049 | 810 | FOREST LODGE ROAD                  | Chippewa County | 2 | County      |



| 5050                                       | 810                   | CYPRESS LANE                            | Chippewa County | 2                        | County           |
|--|-----------------------|---|-----------------|--------------------------|------------------|
| 5051                                       | 810                   | CLUB HOUSE DRIVE                        | Chippewa County | 2                        | County           |
| 5052                                       | 810                   | COUNTRY LANE                            | Chippewa County | 2                        | County           |
| 5053                                       | 810                   | WEDGEWOOD DRIVE                         | Chippewa County | 2                        | County           |
| 5054                                       | 810                   | GREENWOOD WAY                           | Chippewa County | 2                        | County           |
| 5055                                       | 810                   | OSBORN PLACE                            | Chippewa County | 2                        | County           |
| 5057                                       | 810                   | WOODSIDE DRIVE                          | Chippewa County | 2                        | County           |
| 5060                                       | 810                   | FAIRWAY DRIVE                           | Chippewa County | 2                        | County           |
| 5062                                       | 810                   | PARKSIDE ROAD                           | Chippewa County | 2                        | County           |
| 5063                                       | 20                    | N BRASSAR ROAD                          | Chippewa County | 2                        | City of SSM      |
| 5064                                       | 810                   | EAST 10TH STREET                        | Chippewa County | 2                        | City of SSM      |
| <b>5000-5100 TOWN/COUNTY - CITY OF SSM</b> |                       |   |                 |                          |                  |
| <b>ROUTE NUMBER</b>                        | <b>SECTION NUMBER</b> | <b>ROAD NAME</b>                        | <b>Location</b> | <b>Construction Need</b> | <b>OWNERSHIP</b> |
| 5066                                       | 20                    | EAST SPRUCE STREET                      | Chippewa County | 2                        | City of SSM      |
| 5067                                       | 20                    | GREENOUGH STREET                        | Chippewa County | 2                        | City of SSM      |
| 5068                                       | 810                   | EAST 11TH STREET                        | Chippewa County | 2                        | City of SSM      |
| 5069                                       | 810                   | FIVE MILE ROAD                          | Chippewa County | 2                        | County           |
| 5070                                       | 20                    | BINGHAM AVENUE                          | Chippewa County | 2                        | City of SSM      |
| 5071                                       | 810                   | COURT STREET                            | Chippewa County | 2                        | City of SSM      |
| 5073                                       |                       | RE-ASSIGNED NEW NO# (3005)              |                 |                          |                  |
| 5074                                       | 20                    | DAVITT STREET                           | Chippewa County | 2                        | City of SSM      |
| 5075                                       | 10                    | RIVERSIDE DRIVE ( MISSION TO 3 MILE)    | Chippewa County | 2                        | City of SSM      |
| 5076                                       | 10                    | EAST 15TH AVENUE                        | Chippewa County | 2                        | City of SSM      |
| 5078                                       | 10                    | WEST 12TH AVENUE                        | Chippewa County | 2                        | City of SSM      |
| 5079                                       | 10                    | RYAN STREET                             | Chippewa County | 2                        | City of SSM      |
| 5080                                       | 10                    | MERIDIAN STREET                         | Chippewa County | 2                        | City of SSM      |
| 5081                                       | 10                    | WEST 8TH AVENUE                         | Chippewa County | 2                        | City of SSM      |
| 5082                                       | 10                    | EAST EASTERDAY AVENUE                   | Chippewa County | 2                        | City of SSM      |
| 5083                                       | 10                    | WEST EASTERDAY AVENUE                   | Chippewa County | 2                        | City of SSM      |
| 5083                                       | 20                    | WEST EASTERDAY AVENUE                   | Chippewa County | 2                        | City of SSM      |
| 5084                                       | 10                    | WEST SPRUCE STREET                      | Chippewa County | 2                        | City of SSM      |
| 5085                                       | 10                    | WEST PORTAGE AVENUE                     | Chippewa County | 2                        | City of SSM      |
| 5087                                       | 10                    | EAST THREE MILE ROAD                    | Chippewa County | 2                        | County           |
| 5088                                       | 10                    | SHUNK ROAD (15 Mile to Tribal Property) | Chippewa County | 2                        | County           |
| 5089                                       | 10                    | MACKINAW TRAIL                          | Chippewa County | 2                        | County           |
| 5090                                       | 10                    | SEYMOUR ROAD                            | Chippewa County | 2                        | County           |
| 5092                                       | 10                    | WATER STREET                            | Chippewa County | 2                        | City of SSM      |
| 5093                                       | 10                    | GARDENVILLE                             | Chippewa County | 2                        | City of SSM      |
| 5094                                       | 10                    | JOHNSTON                                | Chippewa County | 3                        | City of SSM      |
| 5095                                       | 10                    | ARMORY PLACE                            | Chippewa County | 2                        | City of SSM      |
| 5096                                       | 10                    | RIDGE STREET                            | Chippewa County | 3                        | City of SSM      |
| 5097                                       | 10                    | SHERIDAN                                | Chippewa County | 3                        | City of SSM      |
| 5098                                       | 10                    | LIBRARY DRIVE                           | Chippewa County | 3                        | City of SSM      |
| 5099                                       | 10                    | MAPLE                                   | Chippewa County | 2                        | City of SSM      |
| 5100                                       | 10                    | GOVERNOR OSBORN BOULEVARD               | Chippewa County | 3                        | City of SSM      |
| 5101                                       | 10                    | PECK STREET                             | Chippewa County | 3                        | City of SSM      |
| 5102                                       | 10                    | EAST 5TH AVENUE                         | Chippewa County | 3                        | City of SSM      |
| 5103                                       | 10                    | SUPERIOR STREET                         | Chippewa County | 3                        | City of SSM      |

|      |    |                       |                 |   |             |
|------|----|-----------------------|-----------------|---|-------------|
| 5104 | 10 | EAST 20TH AVENUE      | Chippewa County | 3 | City of SSM |
| 5106 | 10 | BRADY STREET          | Chippewa County | 3 | City of SSM |
| 5107 | 10 | EAST 7TH AVENUE       | Chippewa County | 3 | City of SSM |
| 5108 | 10 | OAK STREET            | Chippewa County | 3 | City of SSM |
| 5109 | 10 | WEST 4TH AVENUE       | Chippewa County | 3 | City of SSM |
| 5109 | 20 | WEST 4TH AVENUE       | Chippewa County | 3 | City of SSM |
| 5110 | 10 | WEST 16TH AVENUE      | Chippewa County | 3 | City of SSM |
| 5111 | 10 | WEST 20TH STREET      | Chippewa County | 3 | City of SSM |
| 5112 | 10 | WEST 24TH STREET      | Chippewa County | 3 | City of SSM |
| 5113 | 10 | FOSS STREET           | Chippewa County | 3 | City of SSM |
| 5114 | 10 | WEST 14TH STREET      | Chippewa County | 3 | City of SSM |
| 5115 | 10 | WEST 8TH STREET       | Chippewa County | 3 | City of SSM |
| 5116 | 10 | INDUSTRIAL PARK DRIVE | Chippewa County | 3 | City of SSM |
| 5117 | 10 | ORD STREET            | Chippewa County | 2 | City of SSM |
| 5118 | 10 | SALMON RUN WAY        | Chippewa County | 3 | City of SSM |
| 5119 | 10 | MISSION ROAD          | Chippewa County | 3 | City of SSM |
| 5120 | 10 | WEST CURTIS ROAD      | Chippewa County | 2 | County      |
| 5121 | 10 | HUGGININ ROAD         | Chippewa County | 3 | County      |
| 5122 | 10 | INDUSTRIAL PARK DRIVE | Chippewa County | 3 | City of SSM |
| 5127 | 10 | LYNN CIRCLE           | Chippewa County | 3 | City of SSM |
| 5128 | 10 | CEDAR STREET          | Chippewa County | 3 | City of SSM |
| 5130 | 10 | PINE STREET           | Chippewa County | 3 | City of SSM |
| 5132 | 10 | ANDARY AVENUE         | Chippewa County | 3 | City of SSM |
| 5133 | 10 | KIMBALL STREET        | Chippewa County | 3 | City of SSM |
| 5137 | 10 | SOUTH HOMESTEAD ROAD  | Chippewa County | 2 | City of SSM |
| 5138 | 10 | YOUNG STREET          | Chippewa County | 3 | City of SSM |

**5000-5100 TOWN/COUNTY – CITY OF SSM**

| ROUTE NUMBER | SECTION NUMBER | ROAD NAME               | Location        | Construction Need | OWNERSHIP   |
|--------------|----------------|-------------------------|-----------------|-------------------|-------------|
| 5139         | 10             | MAGAZINE STREET         | Chippewa County | 3                 | City of SSM |
| 5140         | 10             | 15 MILE ROAD            | Chippewa County | 2                 | County      |
| 5142         | 10             | WEST 9TH AVENUE         | Chippewa County | 3                 | City of SSM |
| 5143         | 10             | ELIZABETH STREET        | Chippewa County | 3                 | City of SSM |
| 5144         | 10             | NORTH ONTARIO STREET    | Chippewa County | 3                 | Detour      |
| 5145         | 10             | NORTH CARIBOU LAKE ROAD | Chippewa County | 3                 | Detour      |
| 5147         | 10             | OAKA STREET             | Chippewa County | 3                 | City of SSM |
| 5148         | 10             | EAST 10TH AVENUE        | Chippewa County | 4                 | City of SSM |
| 5149         | 10             | EAST 8TH STREET         | Chippewa County | 0                 | City of SSM |
| 5150         | 10             | EAST 9TH STREET         | Chippewa County | 4                 | City of SSM |
| 5151         | 10             | EAST NORTH SHORE DRIVE  | Chippewa County | 2                 | County      |
| 5152         | 10             | EAST SHORE DRIVE        | Chippewa County | 2                 | County      |
| 5153         | 10             | CAMPGROUND WAY          | Chippewa County | 2                 | Tribe       |
| 5154         | 10             | NORTH WESTSHORE DRIVE   | Chippewa County | 2                 | County      |

**5200 TOWN & COUNTY - MACKINAC COUNTY**

| ROUTE NUMBER | SECTION NUMBER | ROAD NAME         | Location        | Construction Need | OWNERSHIP          |
|--------------|----------------|-------------------|-----------------|-------------------|--------------------|
| 5200         | 810            | WEEGWAS DRIVE     | Mackinac County | 2                 | City of St. Ignace |
| 5201         | 810            | WA SEH DRIVE      | Mackinac County | 2                 | City of St. Ignace |
| 5202         | 810            | KET TOK KAH COURT | Mackinac County | 2                 | City of St. Ignace |

|      |     |                            |                 |   |                    |
|------|-----|----------------------------|-----------------|---|--------------------|
| 5203 | 810 | SHEN GWOK DRIVE            | Mackinac County | 2 | City of St. Ignace |
| 5204 | 810 | SHEN GOUP DRIVE            | Mackinac County | 2 | City of St. Ignace |
| 5205 | 810 | NOPAMING DRIVE             | Mackinac County | 2 | City of St. Ignace |
| 5206 | 810 | ROCKVIEW ROAD              | Mackinac County | 2 | County             |
| 5207 | 810 | ST. IGNACE ROAD            | Mackinac County | 2 | County             |
| 5208 | 20  | MACKINAW TRAIL             | Mackinac County | 2 | County             |
| 5209 | 810 | INGALSBE ROAD              | Mackinac County | 2 | County             |
| 5210 | 810 | THREE MILE ROAD            | Mackinac County | 2 | County             |
| 5212 |     | RE-ASSIGNED NEW NO# (3211) |                 |   |                    |
| 5213 | 810 | NORTH AIRPORT ROAD         | Mackinac County | 2 | City of St. Ignace |
| 5214 | 810 | BOUNDARY ROAD              | Mackinac County | 2 | City of St. Ignace |
| 5215 | 810 | SOUTH AIRPORT ROAD         | Mackinac County | 2 | City of St. Ignace |
| 5216 | 810 | PORTAGE STREET             | Mackinac County | 3 | City of St. Ignace |
| 5217 | 810 | MARLEY STREET              | Mackinac County | 3 | City of St. Ignace |
| 5218 | 810 | SPRING STREET              | Mackinac County | 2 | City of St. Ignace |
| 5219 | 810 | CHAMBERS STREET            | Mackinac County | 2 | City of St. Ignace |
| 5220 | 810 | MCCANN STREET              | Mackinac County | 2 | City of St. Ignace |
| 5221 | 10  | SPRUCE STREET              | Mackinac County | 3 | City of St. Ignace |
| 5222 | 10  | PROSPECT STREET            | Mackinac County | 2 | City of St. Ignace |
| 5223 | 10  | EAST TRUCKEY STREET        | Mackinac County | 3 | City of St. Ignace |
| 5224 | 10  | MARQUETTE STREET           | Mackinac County | 2 | City of St. Ignace |
| 5225 | 10  | NORTH JOHNSON STREET       | Mackinac County | 3 | City of St. Ignace |
| 5226 | 10  | HAZELTON STREET            | Mackinac County | 3 | City of St. Ignace |
| 5228 | 10  | LEMOTTE STREET             | Mackinac County | 3 | City of St. Ignace |
| 5229 | 10  | SOUTH STATE STREET         | Mackinac County | 3 | City of St. Ignace |
| 5230 | 10  | BURDETTE STREET            | Mackinac County | 3 | City of St. Ignace |
| 5231 | 10  | FERRY LANE                 | Mackinac County | 3 | City of St. Ignace |
| 5232 | 10  | BOULEVARD DRIVE            | Mackinac County | 3 | City of St. Ignace |
| 5233 | 10  | WEST ROAD                  | Mackinac County | 3 | City of St. Ignace |
| 5234 | 10  | ALPINE STREET              | Mackinac County | 2 | City of St. Ignace |
| 5235 | 10  | Epoufette Access Road      | Mackinac County | 2 | County             |
| 5236 | 10  | ST. IGNACE OJIBWA TRAIL    | Mackinac County | 2 | City of St. Ignace |

**5300 TOWN & COUNTY - SCHOOLCRAFT COUNTY**

| ROUTE NUMBER | SECTION NUMBER | ROAD NAME          | Location           | Construction Need | OWNERSHIP   |
|--------------|----------------|--------------------|--------------------|-------------------|-------------|
| 5300         | 810            | MUKWA STREET       | Schoolcraft County | 2                 | Schoolcraft |
| 5301         | 810            | CHITOMA STREET     | Schoolcraft        | 2                 | Schoolcraft |
| 5302         | 810            | ZHIGAG STREET      | Schoolcraft County | 2                 | Schoolcraft |
| 5303         | 810            | FAKETTY DRIVE      | Schoolcraft County | 2                 | Schoolcraft |
| 5304         | 810            | COUNTY ROAD 433    | Schoolcraft County | 2                 | Schoolcraft |
| 5305         | 10             | OAK STREET         | Schoolcraft County | 3                 | Schoolcraft |
| 5306         | 10             | SOUTH LAKE STREET  | Schoolcraft County | 3                 | Schoolcraft |
| 5308         | 10             | SOUTH CEDAR STREET | Schoolcraft County | 3                 | Schoolcraft |
| 5309         | 10             | NORTH LAKE STREET  | Schoolcraft County | 3                 | Schoolcraft |
| 5310         | 10             | MAIN STREET        | Schoolcraft County | 3                 | Schoolcraft |
| 5311         | 10             | WALNUT STREET      | Schoolcraft County | 3                 | Schoolcraft |
| 5312         | 10             | ELK STREET         | Schoolcraft County | 3                 | Schoolcraft |
| 5313         | 10             | DEER STREET        | Schoolcraft County | 3                 | Schoolcraft |
| 5314         | 10             | NORTH CEDAR STREET | Schoolcraft County | 3                 | Schoolcraft |

| 5315   | 10             | HARBOR VIEW DRIVE     | Schoolcraft             | 2                 | City of Manistique |
|--|----------------|-----------------------|-------------------------|-------------------|--------------------|
| <b>5400 TOWN &amp; COUNTY - ALGER COUNTY</b>     |                |                       |                         |                   |                    |
| ROUTE NUMBER                                     | SECTION NUMBER | ROAD NAME             | Location                | Construction Need | OWNERSHIP          |
| 5401   | 810            | ALGER HEIGHTS         | Alger County            | 2                 | Alger County       |
| 5402   | 810            | SHANNON DRIVE         | Alger County            | 2                 | Alger County       |
| 5403   | 810            | ATIK AMEG DRIVE       | Alger County            | 2                 | Alger County       |
| 5404   | 810            | KINOJE COURT          | Alger County            | 2                 | Alger County       |
| 5405   | 810            | NA ME GOSS COURT      | Alger County            | 2                 | Alger County       |
| 5406   | 810            | KNOX STREET           | Alger County            | 2                 | Alger County       |
| 5407   | 810            | TINSEL DRIVE          | Alger County            | 2                 | Alger County       |
| 5408   | 810            | CANDY CANE LANE       | Alger County            | 2                 | Alger County       |
| 5409   | 810            | BALKO STREET          | Alger County            | 2                 | Alger County       |
| 5410   | 10             | MILL STREET           | Alger County            | 3                 | Munising           |
| 5411   | 10             | EAST CHOCOLAY STREET  | Alger County            | 3                 | Munising           |
| 5412   | 10             | BIRCH STREET          | Alger County            | 3                 | Munising           |
| 5413   | 10             | EAST VARNUM STREET    | Alger County            | 3                 | Munising           |
| 5414   | 10             | COURT STREET          | Alger County            | 3                 | Munising           |
| 5416   | 10             | SUPERIOR STREET       | Alger County            | 3                 | Munising           |
| 5419   | 10             | INDUSTRIAL PARK DRIVE | Alger County            | 3                 | Munising           |
| 5420   | 10             | CEMETERY ROAD         | Alger County            | 2                 | Alger County       |
| 5421   | 10             | LENHEN ROAD           | Alger County            | 2                 | Munising           |
| 5422   | 10             | SANTA LANE            | Alger County            | 2                 | Christmas          |
| 5423   | 10             | SLEIGH WAY            | Alger County            | 2                 | Christmas          |
| 5424   | 10             | EVERGREEN DRIVE       | Alger County            | 2                 | Alger County       |
| 5425   | 10             | CONNORS ROAD          | Alger County            | 2                 | Alger County       |
| 5426   | 10             | H-58                  | Alger County            | 3                 | Alger County       |
| <b>5500 TOWN &amp; COUNTY - MARQUETTE COUNTY</b> |                |                       |                         |                   |                    |
| ROUTE NUMBER                                     | SECTION NUMBER | ROAD NAME             | Location                | Construction Need | OWNERSHIP          |
| 5500   | 810            | PIONEER STREET        | Marquette County        | 2                 | Marquette          |
| 5501   | 20             | County Road 533       | Marquette County        | 2                 | Marquette          |
| <b>5503</b>                                      | <b>810</b>     | <b>Altamont</b>       | <b>Marquette County</b> | <b>2</b>          | <b>Marquette</b>   |
| 5504   | 810            | AVENGER STREET        | Marquette County        | 2                 | Marquette          |
| 5505   | 810            | CANBERRA STREET       | Marquette County        | 2                 | Marquette          |
| 5506   | 810            | DAGGER STREET         | Marquette County        | 2                 | Marquette          |
| 5507   | 810            | EXPLORER STREET       | Marquette County        | 2                 | Marquette          |
| 5508   | 810            | FALCON STREET         | Marquette County        | 2                 | Marquette          |
| 5509   | 810            | FORTRESS STREET       | Marquette County        | 2                 | Marquette          |
| 5510   | 810            | HUSTLER               | Marquette County        | 2                 | Marquette          |
| 5511   | 810            | INVADER STREET        | Marquette County        | 2                 | Marquette          |
| 5512   | 810            | LIGHTNING             | Marquette County        | 2                 | Marquette          |
| 5513   | 810            | MAURADER              | Marquette County        | 2                 | Marquette          |
| 5514   | 810            | MITCHELL ROAD         | Marquette County        | 2                 | Marquette          |
| 5515   | 810            | NEPTUNE STREET        | Marquette County        | 2                 | Marquette          |
| 5516   | 810            | SIDEWINDER STREET     | Marquette County        | 2                 | Marquette          |
| 5517   | 810            | STRATOFORT            | Marquette County        | 2                 | Marquette          |
| 5518   | 810            | VOODOO STREET         | Marquette County        | 2                 | Marquette          |



| 5519   | 810            | AVENUE A                                   | Marquette County   | 2                 | Marquette       |
|--|----------------|--|--------------------|-------------------|-----------------|
| 5520   | 810            | 5TH STREET                                 | Marquette County   | 2                 | Marquette       |
| 5521   | 810            | AVENUE C                                   | Marquette County   | 2                 | Marquette       |
| 5522   | 810            | 4TH STREET                                 | Marquette County   | 2                 | Marquette       |
| 5523   | 810            | 3RD STREET                                 | Marquette County   | 2                 | Marquette       |
| 5524   | 810            | AVENUE D                                   | Marquette County   | 2                 | Marquette       |
| 5525   | 810            | 1ST STREET                                 | Marquette County   | 2                 | Marquette       |
| 5526   | 810            | AVENUE F                                   | Marquette County   | 2                 | Marquette       |
| 5527   | 810            | AVENUE H                                   | Marquette County   | 2                 | Marquette       |
| <b>5600 TOWN &amp; COUNTY – LUCE COUNTY</b>  |                |  |                    |                   |                 |
| ROUTE NUMBER                                 | SECTION NUMBER | ROAD NAME                                  | Location           | Construction Need | OWNERSHIP       |
| 5600   | 810            | ZEE BA TIK                                 | Luce County        | 2                 | Newberry        |
| 5601   | 810            | NORTH GREENWOOD ROAD                       | Luce County        | 2                 | Newberry        |
| <b>5602</b>                                  | <b>810</b>     | <b>West Harrie Street</b>                  | <b>Luce County</b> | <b>2</b>          | <b>Newberry</b> |
| <b>5603</b>                                  | <b>810</b>     | <b>Washington Boulevard</b>                | <b>Luce County</b> | <b>2</b>          | <b>Newberry</b> |
| <b>5604</b>                                  | <b>810</b>     | <b>West McMillan Avenue</b>                | <b>Luce County</b> | <b>2</b>          | <b>Newberry</b> |
| <b>5700 TOWN &amp; COUNTY – DELTA COUNTY</b> |                |  |                    |                   |                 |
| ROUTE NUMBER                                 | SECTION NUMBER | ROAD NAME                                  | Location           | Construction Need | OWNERSHIP       |
| 5700   | 810            | OLD STATE ROAD                             | Delta County       | 2                 | Delta           |
| 5701   | 810            |  | Delta County       | 2                 | Delta           |
| 5702   | 810            | <b>Jinbob</b>                              | Delta County       | 2                 | Delta           |
| 5703   | 810            | <b>Gijik</b>                               | Delta County       | 2                 | Escanaba        |
| 5704   | 810            | <b>Willow Creek Road</b>                   | Delta County       | 2                 | Escanaba        |
| 5705   | 810            | WIGOB                                      | Delta County       | 2                 | Escanaba        |
| 5706   | 10             | LUDINGTON STREET                           | Delta County       | 3                 | Escanaba        |
| 5707   | 10             | 5TH AVENUE SOUTH                           | Delta County       | 3                 | Escanaba        |
| 5708   | 10             | 22ND STREET                                | Delta County       | 3                 | Escanaba        |
| 5709   | 10             | NORTH 3RD STREET                           | Delta County       | 3                 | Escanaba        |
| 5710   | 10             | 7TH AVENUE SOUTH                           | Delta County       | 3                 | Escanaba        |
| 5711   | 10             | SOUTH 2ND AVENUE                           | Delta County       | 3                 | Escanaba        |
| <b>FERRIES</b>                               |                |  |                    |                   |                 |
| ROUTE NUMBER                                 | SECTION NUMBER | FACILITY NAME                              | Location           | Construction Need | OWNERSHIP       |
| P100   | 10             | SUGAR ISLAND FERRY SYSTEM<br>(ISLAND DOCK) | Chippewa County    | 2                 | EUPTA           |
| <b>TRAILS</b>                                |                |  |                    |                   |                 |
| ROUTE NUMBER                                 | SECTION NUMBER | FACILITY NAME                              | Location           | Construction Need | OWNERSHIP       |
| P400   | 10             | BIG BEAR TRAIL                             | CHIPPEWA COUNTY    | 4                 | TRIBE           |
|  | 10             | ANISHINAABE MIIKANS TRAIL Lot              | Chippewa County    | 4                 | Tribe           |
| <b>HARBORS</b>                               |                |  |                    |                   |                 |
| ROUTE NUMBER                                 | SECTION NUMBER | FACILITY NAME                              | Location           | Construction Need | OWNERSHIP       |
|  | 10             | EPOUFETTE HARBOR                           | Mackinac County    | 4                 | Tribe           |
|  | 10             | ST. IGNACE HARBOR                          | Mackinac County    | 4                 | Tribe           |

## TRIBAL DEPARTMENTS AND PROGRAMS

### ANISHNAABEK COMMUNITY AND FAMILY SERVICES (ACFS)

|                          |                         |
|--------------------------|-------------------------|
| Binoji Placement Center  | LIHEAP & Elder Heating  |
| USDA Tribal Food Program | Native Employment Works |
| Advocacy Resource Center | Child Care Development  |
| Direct Services          |                         |

### CHI MUKWA COMMUNITY RECREATION CENTER

|  |                           |
|--|---------------------------|
| Ice Skating Activities (Tournaments, Open/Drop-in) | All in One Fitness Center |
|--|---------------------------|

### ANISHINAABEG BIMAADZIWIN-CULTURE DIVISION

|                       |                   |
|-----------------------|-------------------|
| Kinoomaagewin Maagwid | Repatriations     |
| Annual Powwows        | Cultural Training |
| Language              |                   |

### EDUCATION DIVISION

|                               |                               |
|-------------------------------|-------------------------------|
| Early Childhood Programs      | Adult Education               |
| Youth Education & Activities  | Higher Education Scholarships |
| Head Start & Early Head Start | WIA/Youth Development Funds   |

### ELDER DIVISION

|                                |                         |
|--------------------------------|-------------------------|
| Personal & Respite care        | Outreach & Advocacy     |
| Home-making & In-Home Services | Health Sufficiency Fund |
| Elder Transportation           | Elder Meals             |

### ENVIRONMENTAL DEPARTMENT

|                            |                |
|----------------------------|----------------|
| Ecosystem Health/Water Lab | Native Species |
| GIS                        | Brownstones    |
| Energy Efficiency          |                |

### HEALTH DIVISION HAS SEVEN (7) HEALTH CLINICS

|                                      |                          |
|--------------------------------------|--------------------------|
| Acupuncture                          | Immunizations            |
| Audiology                            | Laboratory               |
| Behavioral Health                    | Medical Case Management, |
| Clinical Nursing                     | Nutrition Services       |
| Community Health Nursing & Education | Optical                  |
| Dental                               | Pharmacy                 |
| Diabetes                             | Radiology & Ultrasound   |
| Fitness Center (Munising)            | Traditional Medicine     |
| General Medicine                     |                          |

### HOUSING AUTHORITY

|                           |                  |
|---------------------------|------------------|
| Resident Services         | Weatherization   |
| Home ownership            | Home Improvement |
| Income Based Rental Units |                  |

### LAW ENFORCEMENT

|                          |                |
|--------------------------|----------------|
| Emergency Management     | Youth Facility |
| SORNA                    | CORA Code      |
| Conservation Enforcement |                |

### TRIBAL COURT

|                            |                           |
|----------------------------|---------------------------|
| Trial Court                | Tribal Action Plan        |
| Appellate Court            | Court of Appeals          |
| Gwaiak Miicon (Drug Court) | Family Preservation Court |

### NATURAL RESOURCES DIVISION

|                          |                                       |
|--------------------------|---------------------------------------|
| Inland Fish and Wildlife | Inter-Tribal Fisheries and assessment |
|--------------------------|---------------------------------------|

## END NOTES

- <sup>i</sup> <https://www.federalregister.gov/d/2016-26141>
- <sup>ii</sup> Document can be found here:  
[https://www.fhwa.dot.gov/planning/performance\\_based\\_planning/mlrtp\\_guidebook/fhwahep14046.pdf](https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/fhwahep14046.pdf)
- <sup>iii</sup> Source: US Census Bureau 2010 Decennial Census & Tribal Transit Implementation Plan, Corradino Group
- <sup>iv</sup> <http://saulttribe.com/images/stories/government/tribalcode/4-17-15CHAPTER60.pdf>
- <sup>v</sup> Sault Ste. Marie Tribe of Chippewa Indians <http://saulttribe.com/government/tribal-code>
- <sup>vi</sup> <https://www.cms.gov/Medicare-Medicaid-Coordination/Fraud-Prevention/Medicaid-Integrity-Education/nemt.html>
- <sup>vii</sup> Michigan Department of Transportation [http://www.michigan.gov/mdot/0,4616,7-151-9618\\_48384-22039--00.html](http://www.michigan.gov/mdot/0,4616,7-151-9618_48384-22039--00.html)
- <sup>viii</sup> Mid-America Freight <http://midamericafreight.org/rfs/network-inventory/corridors/profiles/i-69/>
- <sup>ix</sup> <http://www.lre.usace.army.mil/Missions/Recreation/Soo-Locks-Visitor-Center/Soo-Locks-History/>
- <sup>x</sup> <https://www.marad.dot.gov/ships-and-shipping/dot-maritime-administration-americas-marine-highway-program/>
- <sup>xi</sup> Sources: The Economic Impacts of the Great Lakes-St. Lawrence Seaway Navigation System, Martin Associates (October 2011)  
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<http://www.michigan.gov/mdot/0,1607,7-151-52374---F,00.html>  
Registry, F. (2016, 11 4). Federal Registry. Retrieved 8 15, 2017, from Federal Registry:  
<https://www.federalregister.gov/d/2016-26141>
- <sup>xii</sup> [https://www.faa.gov/airports/airport\\_safety/airportdata\\_5010/menu/](https://www.faa.gov/airports/airport_safety/airportdata_5010/menu/)