

Draft Pokagon Band 2045 Long Range Transportation Plan (2045 LRTP)

Draft 2020-2023 Tribal Transportation Improvement Program



Draft Date: October 25, 2019
For review through November 15, 2019

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Draft Tribal Transportation Improvement Program 2020-2023

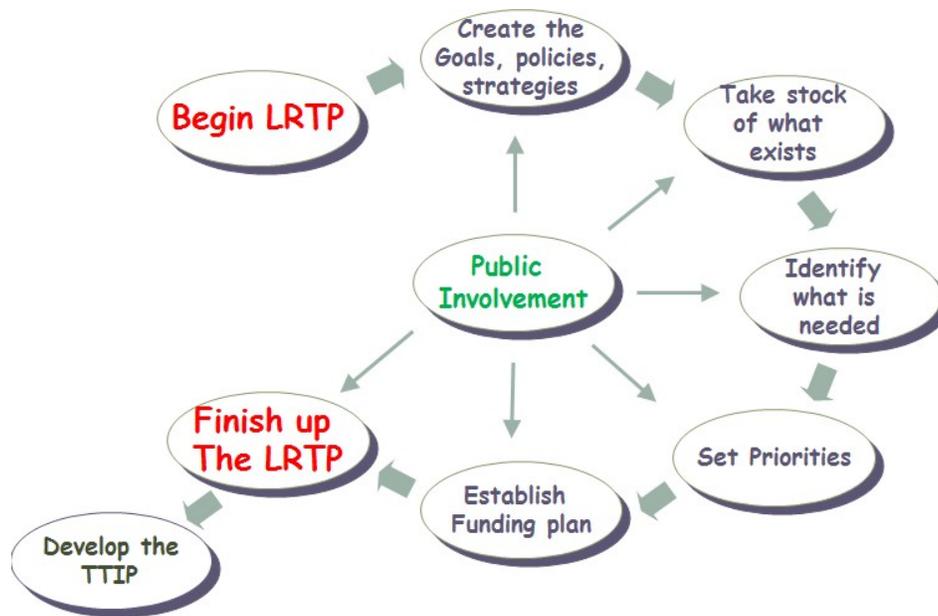
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Pokagon Band of Potawatomi Indians 2045 Long Range Transportation Plan (2045 LRTP)

Introduction: The Pokagon Band of Potawatomi Indians (Band) has developed the 2045 LRTP as a 25 year strategic plan to guide federally funded Tribal Transportation Program (TTP) investments in multimodal transportation facilities. The Band is required to review and update this plan at least once every 5 years. The Band may amend this plan if needed to address changes in its projected funding, goals, vision and mission for transportation facilities, or as the result of project and environmental impact studies. The most recent update to the Pokagon LRTP was adopted on December 13, 2010, including a 10-year planning horizon, and was amended on March 21st, 2016 to include the Locust Road Extension project in its National Tribal Transportation Facilities Inventory (NTTFI). As such, this document constitutes an update to the LRTP, including adding planned and existing facilities to the NTTFI. This builds on the November 2012 Pokagon Band *Transit Feasibility Study*, prepared by the Southwest Michigan Planning Commission with the financial assistance of a Tribal Transportation grant awarded to the Band as well as public outreach efforts undertaken during 2018 and 2019.

The 2045 LRTP, with a 25 year planning horizon and 5 year update cycle, provides the foundation for the four-year (2020-2023) Tribal Transportation Improvement Program (TTIP) with an annual update cycle. The Band maintains the LRTP and the TTIP in order to access federal TTP funding. The Code of Federal Regulations (CFR) describes LRTP development, updates, amendments, and adoption at 25 CFR §§ 170.409- 414). The Band concurrently developed LRTP 2045 and the 2020-2023 TTIP to facilitate the adoption of the TTIP immediately following the approval of LRTP 2045.



Steps to update LRTP 2045 and the 2020-2023 TTIP. The Band followed the process shown above.

The Band provided public involvement opportunities when developing this LRTP and the 2020-2023 TTIP including: 1) 2018 Tribal Census, 2) 2019 Community Circle public outreach, 3) publishing notification of availability of the draft LRTP in the October 2019 issue of its newsletter *Pokégnek Yajdanawa*, and 4) making the draft LRTP and draft TTIP available on its website at www.pokagon.com between October 25, 2019 and November 15, 2019 (via search for "IRR Program at the website").

The draft LRTP and draft TTIP were electronically distributed for review to local, state, and federal governmental agencies with jurisdiction in the Band’s 10-County Service Area in Michigan and Indiana. The Band considered all comments received during the review period prior to approval of the LRTP and the TTIP.

Vision, Goals, and Policies

Vision:

A transportation system that maximizes the social and economic well-being of the Pokagon Band and its community in a resilient, safe, and cost-effective manner.

Goals:

- Provide safe, affordable, and convenient means for all including the young, elders, and people with disabilities to participate in the activities of daily living and to enhance the economic well-being of the Pokagon;
- Ensure that transportation infrastructure and services support:
 - Current and future housing needs;
 - Economic activities and further economic development;
 - Emergency services and law enforcement access;
 - Safety for drivers, passengers, pedestrians, and bicyclists;
 - A healthy environment (reductions in air and water pollution); and
 - Human health by encouraging walking and bicycling (active transportation).

Policies Guiding Short and Long-Range Strategies:

- Must address current and future transportation needs;
- Must be consistent with applicable Tribal, Federal, and State government policies where applicable;
- Must consider existing and future land uses, economic development, traffic demand, public safety, health, and social needs; and
- Must consider all modes of transportation including vehicle, transit, pedestrian, bicycle, and as appropriate, freight, rail, air, and water.

Existing Conditions

Population:

The Pokagon Band 10 County service area includes Allegan, Berrien, Cass, and Van Buren Counties in Michigan and Elkhart, La Porte, Kosciusko, Marshall, Starke, and St. Joseph Counties in Indiana. At the Tribal Census of 2018 (December 2017), the Pokagon Band population was 5,480 persons, and of these citizens 44% (2,408) lived within the service area. As of December 2019, the Pokagon Band population was 5,637 reflecting the growth rate of its relatively young population cohort.

Pokagon Band Land Base:

The Pokagon Band land base includes land held in Trust for the Band by the US Department of the Interior Bureau of Indian Affairs as well as land held in fee by the Pokagon Band. The principle difference between Trust land and fee land for transportation planning purposes is that land held in Trust for the Band is not subject to local zoning control while land use on fee land is controlled by local zoning. In either case the transportation system serving these lands is publicly owned, controlled, operated, and maintained. As such, transportation and land use planning must consider the needs, interests, and capacities of all stakeholders and facilities regardless of land tenure at the sites served.

Pokagon Planning and Land Use Information

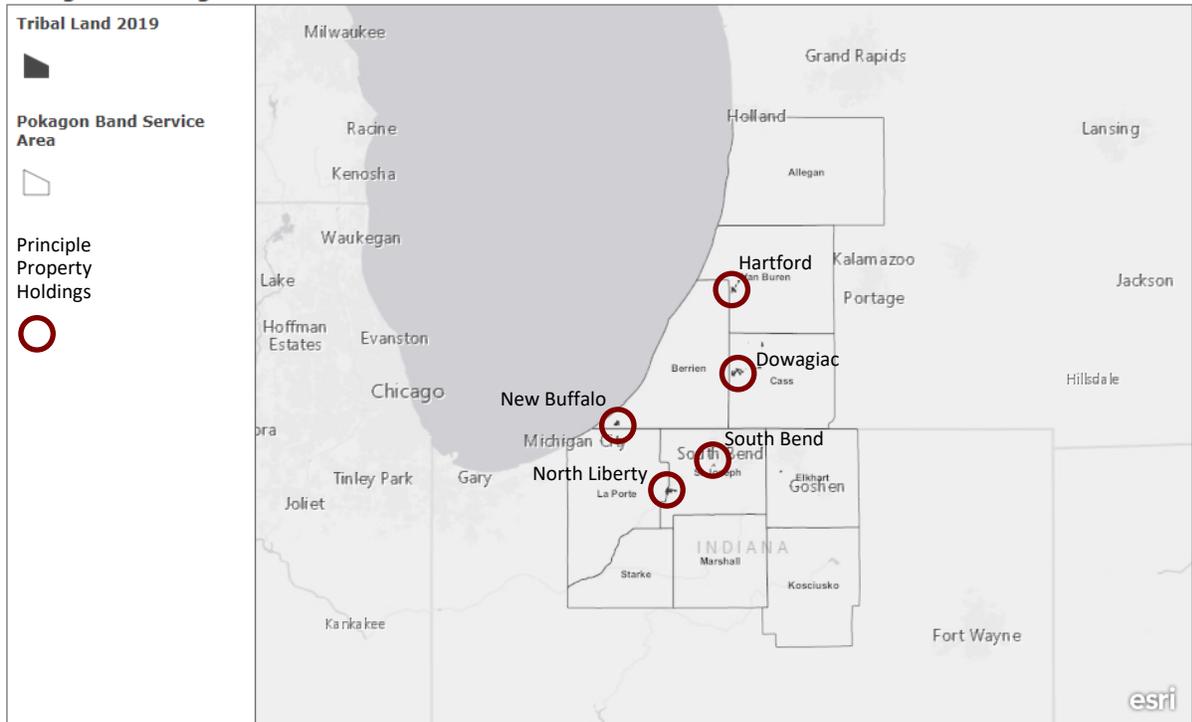


Pokagon Band 2045 Long Range Transportation Plan (2045 LRTP)

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Ten County Service Area

Pokagon Planning and Land Use Information



Pokagon Band 2045 Long Range Transportation Plan (2045 LRTP)

Esri, HERE | Esri, HERE, NPS | Esri, HERE, NPS

Property Holdings

Pokagon Band Land Base (Fee and Trust Lands)

State	Total Acres	Percent of Total
Indiana (all lands)	1,845.8	27.8%
Federal Trust	164.9	2.5%
St. Joseph County	164.9	2.5%
Fee	1,680.9	25.3%
Elkhart County	179.7	2.7%
St. Joseph County	1,501.1	22.6%
Michigan (all lands)	4,793.3	72.2%
Federal Trust	3,196.2	48.1%
Berrien County	668.5	10.1%
Cass County	1,752.5	26.4%
Van Buren County	775.2	11.7%
Fee	1,597.2	24.1%
Berrien County	76.7	1.2%
Cass County	673.2	10.1%
Van Buren County	847.2	12.8%
Grand Total for Michigan & Indiana	6,639.1	100%

As shown above, approximately 72% of the Pokagon Band Land Base is located in the State of Michigan and the remaining 28% in the State of Indiana. The majority of the Band's land in Michigan is held in Trust for the Band, while the majority of its land in the State of Indiana is held in fee by the Band.

Pursuant to its Constitution, the Pokagon Band is required to classify each of its lands within the following three categories of permitted land use: Commercial, Non-Commercial, and Land Preserve (presently not used). As noted above, land held in fee remains subject to local land use laws, in addition to the Pokagon Band's classification system.

Government Facilities:

A list of Pokagon Band government facilities is provided below:

Michigan:

1. Rodgers Lake Campus (west of the Sink Road Bridge over the Dowagiac River):
 - a. Government Administration Building
 - b. Pokagon Health Services
 - c. Social Services Office
 - d. Commodities
 - e. Justice Center Court & Police
 - f. Zagbëgon Early Learning & Development Academy
 - g. Sports Complex and Pavilion

- h. Rodgers Lake Campground:
 - i. Bath houses (North and South)
 - ii. Sewage Treatment Plant near lagoons
 - iii. Pow Wow Arena
 - iv. Pavilion & Kitchen
 - v. Cabins
 - vi. Playground
 - i. Indian Lake Road (west of the Rodgers Lake Campus)
 - i. Language & Culture Center (L&C) office
 - ii. L&C Multi-Purpose Building (across from office)
 - iii. Water Treatment Plant (field next to L&C office)
 - j. Edwards Street Offices (northeast of the Sink Road Bridge)
 - i. Department of Natural Resources (DNR) Office – Edwards Road
 - ii. DNR Shop & Equipment Yard
 - iii. DNR Storage Barn
2. Dailey Road Campus (southeast of the City of Dowagiac)
 - a. Community Center
 - b. Central Park
 - c. Dowagiac Edawat Homes – 66 housing units
 - i. Lease to Own Playground
 - ii. Elders Park
 - d. Housing Office
 - e. Chinodin Self-Storage Units
 - f. Cleaning Services Barn & Office
 - g. Grounds Barn
 - h. Maintenance Barn & Office
 - i. Purchasing & Receiving Warehouse & Office
 3. Other in Dowagiac Area
 - a. Elders Hall (Town Hall road)
 - b. M-51 Police Station
 - c. M-51 Police Storage Barn
 - d. Peavine Road Foster Home
 - e. Peavine Road Storage Barns
 - f. Gage Lake A-frame House
 - g. Gage Lake Storage Barn
 - h. Gage Street Rental House
 4. Hartford, Michigan
 - a. Hartford Edawat (Village) – 8 housing units
 - b. Hartford Rental House & Garage near Casino
 5. New Buffalo, Michigan
 - a. New Buffalo Police Sub Station

Indiana:

1. South Bend
 - a. Government Office
 - b. Police Sub Station
 - c. Locust Street Rental House
 - d. Edawat – 6 housing units

2. North Liberty:
 - a. Department of Natural Resources field office (house)
 - b. DNR Storage Barn (under construction)

Pokagon Band Casinos:

1. Hartford, Michigan
2. New Buffalo, Michigan
3. Dowagiac, Michigan
4. South Bend, Indiana

Convenience Store:

1. Bent Tree Market, Dowagiac, Michigan

Agricultural Operations:

The Pokagon Band strives to maximize the long term productivity of its agricultural lands and to enhance food sovereignty. States, counties, and townships typically maintain the roads providing access to Band-owned agricultural lands. While the Band does not typically maintain these public facilities, it is committed to being a good neighbor and to participating in cooperative maintenance agreements when circumstances warrant and funds are available. This applies for agricultural as well as other Band operations that impact the publicly-owned road network.

Hunting Fishing and Gathering:

The Band will continue to provide sustainable hunting, fishing, and gathering opportunities for citizens while respecting public safety considerations such as those affecting hunting activities. Access to hunting, fishing, and gathering opportunities for the Pokagon is an important consideration in transportation investment decision making. However, given that most of the interior access to these areas occurs along gravel and/or two track facilities, it is not expected that these will require significant investments. Additional facilities that may be considered include trailhead parking and wayfinding signs.

Pow Wows:

Seasonal Pow Wows are in important activity to the Pokagon Band. Access and parking for Pow Wow events has been provided on and near the Rodgers Lake Campus in recent years. Since the construction of the Justice Center has removed some formerly-available spaces and in light of the increasing popularity of the Pow Wows, the Band is anticipating to provide additional parking west of the Pokagon Health Services Building on the Rodgers Lake Campus.

Rodgers Lake Campground:

The Rodgers Lake Campground is an important activity center for the band. Additional investments to transportation facilities within the campground will focus on improving the environmental sustainability of the roads and parking lots serving the campground.

Key Activity Centers

Based on the preceding discussion, there are key activity centers for the Pokagon Band, where the transportation system has critically importance to the Band. As such the focus in this plan includes these areas:

1. Rodgers Lake Campus, including the Government Administrative and other offices as well as the

- Rodgers Lake Campground;
- 2. Dailey Road East area, including the Community Center, Housing Village, and Government facilities located east of Dailey Road;
- 3. Hartford Village area;
- 4. South Bend Village area, including the South Bend Government Office for the Band; and,
- 5. Four Winds Casinos at
 - a. New Buffalo,
 - b. Hartford,
 - c. Dowagiac, and
 - d. South Bend.

National Tribal Transportation Facilities Inventory

The National Tribal Transportation Facilities Inventory (NTTFI) consists of a list of transportation facilities eligible for assistance under the TTP. The NTTFI is managed by the Bureau of Indian Affairs. The Pokagon Band NTTFI is incorporated into this LRTP as Appendix A following page 11. Examples of facilities included in the NTTFI for the Band include the Sink Road Bridge (important for access to and from the Rodgers Lake Campus), Peavine Street (important for travel between Rodgers Lake and the Dailey Road Campus, and numerous local roads within the Rodgers Lake Campus and the Housing Villages at Dowagiac, Hartford, and South Bend. The facilities included within the NTTFI are not required to be owned by the Band or the BIA, but are those most important to providing access to and from its land holdings and activity centers – as well as those located on Trust land that may be owned and maintained by the Band and/or the BIA.

New transportation projects, In order to access TTP funds, must be incorporated (added) to the NTTFI. As such, this LRTP proposes to add several facilities to the NTTFI to address the transportation needs identified within this plan. The facilities proposed to be added to the NTTFI, along with the Band’s Priority Projects are identified in Appendix B following page 34.

Transportation Needs

Pokagon Band transportation needs can be summarized by the following criteria especially as they relate to the key activity centers previously identified:

- Ensure safe and convenient access to participate in the activities of daily living for elders, youth, and people with disabilities;
- Provide access to social activities, medical appointments, employment, housing, shopping, etc;
- Support current and future housing needs;
- Improve public transportation options for residents of the housing villages as well as employees of the government and its commercial enterprises including its casinos;
- Provide support for commercial activities and further economic development;
- Ensure timely emergency services and law enforcement access;
- Protect and enhance safety for drivers, passengers, pedestrians, and bicyclists;
- Support a healthy environment (reductions in air pollution and runoff);
- Improve human health by encouraging walking and bicycling (active transportation); and
- Provide safe and convenient means for all including the young, elders, and people with disabilities to participate in the activities of daily living.

Priorities:

Considering existing conditions, key activity centers, and transportation needs, alternatives including projects, strategies and activities are identified to bridge existing conditions and needs. These alternatives are then prioritized based on the following criteria:

- Vision, goals, and policies identified above;
- Cost-effectiveness (bang for the buck);
- Availability of funding;
- Transportation need; and
- Project risk such as right-of-way problems, environmental issues, etc.

Projects, strategies, and activities (measurable objectives)

The following project are provided as measurable objectives identified to meet the needs described above and focused on the key activity centers described previously. Projects are categorized into short-, medium-, and long-range priorities. Among these, capital projects identified for implementation in the 2020-2023 TTIP are highlighted in light grey. Where available, concept-level cost estimates are provided (based on similar historical projects and comparable planning activities):

Short-Range (3-5 years)

- Bicycle infrastructure:
 - Install bicycle parking (bike racks) at government offices, housing villages, and other locations (\$10,000).
- Bridge repair/replacement;
 - Monitor condition of Sink Road Bridge (new construction) and the existing Edwards Street Extension Bridge (N/A, Ongoing).
- Passenger Rail:
 - Support the Western Michigan Intercity Passenger Rail Connectivity & Expansion Initiative (WMC&E) to improve passenger connections between New Buffalo, St. Joseph-Benton Harbor, Niles, Dowagiac, and Detroit (Cost N/A, Ongoing).
 - Support the Long term Midwest Regional Rail Initiative (MWRRI) including hub-and-spoke passenger rail service serving the states of Michigan and Indiana (Cost N/A, Ongoing).
- Roads: construction or reconstruction
 - Construct a new 0.31 mile paved road to connect Potawatomi Trail east of Dailey Road and Peavine Street east of the intersection of Dailey Road and Peavine Street. This road will provide access to future uses within an area designated as an Opportunity Zone per the federal Tax Cuts and Jobs Act of 2017. (\$800,000). (Two phased project)
 - Construct a new 0.49 acre paved (hot mix asphalt) parking lot adjacent and north of the PHS building to provide additional parking to serve the Family Activity Center (\$230,000).
 - Improve the 0.65 mile gravel surface Rodgers Lake Construction Road north of the Rodgers Lake Campus to a paved hot mix asphalt year round surface. This will provide additional access including emergency ingress and egress to the Rodgers Lake Campus from Sink Road north of the existing campus entrance (\$273,000).
 - Pave the existing 2.7 acre gravel construction laydown area located west of PHS building on Rodgers Lake Campus to a durable environmentally-friendly surface that will provide additional parking for Pow Wows and other events (\$210,000).
 - Pave the gravel surface construction access road to South Bend Casino (under

construction at the time of this writing) to a paved hot mix asphalt surface providing additional emergency and service access (\$500,000).

- Work with City of South Bend to evaluate and implement improvements to Locust Road south of Prairie Avenue and adjacent to the South Bend Village and the Indiana Offices of the Band (\$TBD).
- Road maintenance including snow and ice removal and dust control;
 1. Investigate opportunities to work with local transportation agencies to cooperatively enhance snow and ice control on Peavine Street and Sink Road between Dailey Road and the Rodgers Lake Campus (Cost TBD).
 2. Develop and implement a five-year maintenance plan and an annual plan for snow and ice removal for Pokagon Band-maintained transportation facilities (\$65,000 per year, Ongoing).
 3. Continue to provide snow and ice removal on all roads with the responsibility of the Pokagon Band using Tribal Transportation Program funds using force accounts and/or contracted services (Ongoing).
- Safety:
 1. Investigate and improve bicyclist and motor vehicle safety along 5.5 miles of Peavine Street between the Rodgers Lake Campus and the Dowagiac Edawat (\$261,000).
 2. Conduct a traffic safety study/road safety audit for Dailey Road between Matthew Street and Peavine Street and develop recommendations (\$10,000).

Trail construction or reconstruction;

- Develop a comprehensive bicycle, pedestrian, and trails plan for the Pokagon Band (\$35,000).
- Implement planned Bicycle and Pedestrian Program improvements (\$300,000)
- Training: provide for Band employees to work on “force account” construction projects and/or maintenance projects (Cost TBD).
- Transit:
 - Investigate feasibility of partnerships between the Band, Cass County, and the City of Dowagiac to provide access to dial-a-ride services (social, shopping, etc.) between the Pokagon Village in Dowagiac, the Community Center, the offices located east of Dailey Road, and the Rodgers Lake Campus including the Family Activity Center (Study and Implementation Cost TBD).
 - Investigate opportunities for partnerships to provide and/or improve transit services to Hartford and South Bend Villages (Study and Implementation Cost TBD).
- Additions and Updates to NTTFI
 - Update the National Tribal Transportation Facilities Inventory for the Pokagon Band including
 - Update records of existing facilities adjacent to all primary activity centers identified above (Existing Conditions).
 - Add Rodgers Lake Construction Road, South Bend Construction Road to NTTFI for improvement projects
 - Add new road extending Potawatomi Trail to Peavine Street east of Dailey Road to NTTFI
 - Add new parking lots north and west of Pokagon Health Services to NTTFI.

Medium-Range: 5-10 years

- Access to Housing;
 - Provide access to planned expansion to Pokagon Housing Villages (TBD expected \$2,500,000 over the 5 year Medium-Range time frame).
- Bridge repair/replacement;

- Monitor condition of Sink Road Bridge (new construction) and the existing Edwards Street Extension Bridge (N/A).
- Safety:
- Trail maintenance;
 - Maintain Pokagon Band Trail system and bicycle.
- Transit:
 - Investigate feasibility of partnerships between the Band, Cass County, and the City of Dowagiac to provide access to dial-a-ride services (social, shopping, etc.) between the Pokagon Village in Dowagiac, the Community Center, the offices located east of Dailey Road, and the Rodgers Lake Campus including the Family Activity Center (\$10,000 - \$100,000).
 - Investigate opportunities for partnerships to provide and/or improve transit services to Hartford and South Bend Villages (\$10,000 - \$100,000).

Long-Range: 10-20 years

- Access to Housing;
 - Provide access to planned expansion to Pokagon Housing Villages (TBD expected up to \$2,500,000 over the 10-year Long-Range time frame).
- Passenger Rail:
 - Support the Long term Midwest Regional Rail Initiative (MWRRI) including hub-and-spoke passenger rail service serving the states of Michigan and Indiana (N/A).
- Road maintenance including snow and ice removal and dust control;
 - Work with local transportation agencies to cooperatively enhance snow and ice control on Peavine Street and Sink Road between Dailey Road and the Rodgers Lake Campus (Cost TBD).
 - Implement a rolling five-year maintenance plan and an annual plan for snow and ice removal for Pokagon Band-maintained transportation facilities (\$65,000 per year).
 - Continue to provide snow and ice removal on all roads with the responsibility of the Pokagon Band using Tribal Transportation Program funds using force accounts and/or contracted services (included in previous project).

Project and activity considerations:

All projects listed above include preliminary cost estimates per (25 CFR §§ 170.402(b)(10) and 170.415(a)) and identify anticipated funding sources (Band TTP unless stated otherwise). All construction projects listed above will be maintained by the Pokagon Band TTP. All environmental, archeological, right-of-way, and construction issues will be vetted prior to placement on TTIP. Environmental review, easement acquisition (if necessary), and cultural review will be completed prior to commencement of construction.

Funding plan:

The primary funding source for the Pokagon Band Tribal Transportation Program projects is the federal transportation bill, typically a multi-year funding bill for surface transportation programs. The last two federal transportation bills include the ***Moving Ahead for Progress in the 21st Century Act*** referred to as MAP-21, enacted in 2012, and the ***Fixing America's Surface Transportation Act*** referred to as the FAST Act, enacted in 2015. The \$305 billion, five-year FAST Act provides funding for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs over federal fiscal years 2016 through 2020. Federal Fiscal Year 2020 ends on September 30, 2020.

The funding level for future transportation bills is unknown at this time. As such the Band assumes a short-term (next 4 years) annual funding level of \$694,908 which represents its 2019-2022 TTIP submittal. For the long term, the Band assumes a reduced \$650,000 budget as a more conservative estimate. While Band has partially self-funded projects, partnered with other agencies, and accessed non-TTP funding over prior years, this will not be assumed going forward for the purposes of this fiscally constrained plan. Based on a 25-year time frame and utilizing 10% annually for maintenance, the total (non-maintenance) funding available within this scope of this plan is $\$650,000 \times 0.9 \times 25$, or \$14,625,000. A "typical" year will therefore include \$65,000 per year for maintenance and \$585,000 per year for construction projects. This funding can and is frequently carried over to fund phased projects that exceed the annual allocation and/or to "bank" for future year projects. For example, funds for new roads at housing developments are proposed for "banking" to build sufficient funds for construction.

At the present time, comparing anticipated project costs to the expected funding, there are no shortages expected to the funding needed to implement the projects/activities in this LRTP. If such shortages are identified during ongoing monitoring of the TTP, appropriate adjustments will be made to the LRTP and the TTIP as needed. In this regard and recognizing that existing conditions and the Band's policies, needs and priorities may change within the next next five to 25 years, this LRTP is a living document.

Priority Projects Descriptions:

The following pages provide a description of the key projects that the Pokagon Band intends to construct within the short term of this LRTP subject to funding availability. These will be incorporated into the National Tribal Transportation Facility Inventory and included in the TTIP subsequent to the approval of this Draft 2045 LRTP.

Appendix A

Listing of NTTFI Facilities

Facilities to be added to the NTTFI as part of the LRTP :

1. **Potawatomi Trail East Extension Phase 1 and 2:** construct a 0.3 miles extension to the existing Potawatomi Trail Route #1226.
2. **Pokagon Health Services North Parking Lot:** construct a new 0.49 acre parking lot adjacent to Route #1113 (West Rodgers Lake Road)
3. **Rodgers Lake North Access Road:** pave an existing 24' x 2,500' gravel road to be added to the NTTFI.
4. **Rodgers Lake Campus Events Parking Lot:** pave an existing 250' x 300' gravel parking lot to be added to the NTTFI.
5. **South Bend Phase II Access Road:** add an under-construction 0.65 gravel surfaced road to the NTTFI for future planning consideration.

Note: #1-4 above are also included in the Draft 2020-2023 TTIP as priority projects for construction. #5 is proposed for addition to the inventory with no future action at this time.



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2019 Inventory

Filter Criteria	
F	2019 60 480

For construction costs use the Greenbook Report

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

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



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2019 Inventory

Filter Criteria		
F	2019	60 480

For construction costs use the Greenbook Report

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

Location ID	Region	Agency	Reservation	Road Name	4-IRR Route Number	5-Section Number	10-Class	15-Length of Section	18-Bridge Number	19-Bridge Condition	20-Bridge Length	32-County	33-Congressional District	7-State	8-Ownership	12-Construction Need	11-Terrain	25-Roadbed Condition	24-Surface Condition Index	16-Surface Width	13-Surface Type	9-Federal Aid Category	28-Right of Way Status	29-Right of Way Width	TTAM BIA Share	30-Additional Incidental Percent	17-Shoulder Width	14-Shoulder Type	22-Existing ADT	21-ADT Year	23-Percent Trucks	34-Owner Route Number	Roadway Width	TTAM Future ADT	TTAM ADS Number	TTAM Future Surface Type	35-Drainage Condition	36-Shoulder Condition	37/38 # R R X I N G/ R R X I N G TYPE	39-Right of Way Utility	40-Right of Way Cost	26-Level of Maintenance	27-Snow & Ice Control	41-Begin Latitude	42-End Latitude	43-Begin Longitude	44-End Longitude	45-Atlas Map Number 1991	46-50 Grade/Sight/Curve/Stop / Safe	51-Road Category	52-Year of Construction Change	Update Year	Status																			
F60480	Midwest	Michigan	Pokagon	Edwards	1214	30	5	0.1				027	06	M	1	1	1	15	15	3	1	0	0	100		0	2	2	2	2002		15	74	13	G	1	1	3	3	2	4	41.93424000	41.95642000	86.17549000	86.17541000	41.94872000	41.96287000	86.10749000	86.07801000	41.91226000	41.98152000	86.08880000	86.08772000	1983	1983	1959	2005	1983	2007	1983	2007	1983	2002	1984	2008	1984	2008	1983	2007	1983	2007	OFFICIAL
F60480	Midwest	Michigan	Pokagon	Champaign	1215	810	5	1.5				027	06	M	5	2	1	48	15	15	4	1	0	0	100		2	2	2	2002		26	74	13	G	2	2	3	3	2	4	41.93424000	41.95642000	86.17549000	86.17541000	41.94872000	41.96287000	86.10749000	86.07801000	41.91226000	41.98152000	86.08880000	86.08772000	1983	1983	1959	2005	1983	2007	1983	2007	1983	2002	1984	2008	1984	2008	1983	2007	1983	2007	OFFICIAL
F60480	Midwest	Michigan	Pokagon	Park Pie	1216	810	5	0.5				027	06	M	5	2	1	64	15	15	4	1	0	0	100		2	2	2	2002		26	74	13	G	2	2	3	3	2	4	41.93424000	41.95642000	86.17549000	86.17541000	41.94872000	41.96287000	86.10749000	86.07801000	41.91226000	41.98152000	86.08880000	86.08772000	1983	1983	1959	2005	1983	2007	1983	2007	1983	2002	1984	2008	1984	2008	1983	2007	1983	2007	OFFICIAL
F60480	Midwest	Michigan	Pokagon	Colby St	1217	10	10	0.4				027	06	M	5	3	2	80	15	15	4	2	0	0	100		0	0	5	2002		17	7	G	2	0	0	0	4	4	41.93424000	41.95642000	86.17549000	86.17541000	41.94872000	41.96287000	86.10749000	86.07801000	41.91226000	41.98152000	86.08880000	86.08772000	1983	1983	1959	2005	1983	2007	1983	2002	1984	2008	1984	2008	1983	2007	1983	2007	OFFICIAL			
F60480	Midwest	Michigan	Pokagon	Mathews	1220	10	4	0.5				027	06	M	5	2	1	32	15	15	5	1	0	0	100		2	2	2	2002		26	74	10	G	2	2	3	3	2	4	41.93424000	41.95642000	86.17549000	86.17541000	41.94872000	41.96287000	86.10749000	86.07801000	41.91226000	41.98152000	86.08880000	86.08772000	1983	1983	1959	2005	1983	2007	1983	2007	1983	2002	1984	2008	1984	2008	1983	2007	1983	2007	OFFICIAL
F60480	Midwest	Michigan	Pokagon	Mathews	1220	20	4	1.0				027	06	M	5	2	1	56	15	15	5	1	0	0	100		0	0	2	2002		24	74	10	G	2	2	3	3	2	4	41.93424000	41.95642000	86.17549000	86.17541000	41.94872000	41.96287000	86.10749000	86.07801000	41.91226000	41.98152000	86.08880000	86.08772000	1983	1983	1959	2005	1983	2007	1983	2007	1983	2002	1984	2008	1984	2008	1983	2007	1983	2007	OFFICIAL
F60480	Midwest	Michigan	Pokagon	Wilbur H	1221	10	5	4.3				027	06	M	5	2	2	54	15	15	5	1	0	0	100		0	0	2	2002		28	74	14	G	2	2	3	3	2	4	41.93424000	41.95642000	86.17549000	86.17541000	41.94872000	41.96287000	86.10749000	86.07801000	41.91226000	41.98152000	86.08880000	86.08772000	1983	1983	1959	2005	1983	2007	1983	2007	1983	2007	1983	2007	OFFICIAL						
F60480	Midwest	Michigan	Pokagon	Dailey R	1222	10	5	4.8				027	06	M	5	2	2	62	15	15	5	1	0	0	100		0	0	2	2002		30	74	14	G	2	2	3	3	2	4	41.93424000	41.95642000	86.17549000	86.17541000	41.94872000	41.96287000	86.10749000	86.07801000	41.91226000	41.98152000	86.08880000	86.08772000	1983	1983	1959	2005	1983	2007	1983	2007	1983	2007	1983	2007	OFFICIAL						



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2019 Inventory

Filter Criteria		
F	2019	60 480

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	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name		
4-IRR Route Number	F60480	Midwest	Michigan	Pokagon Wells Rd	F60480	Midwest	Michigan	Pokagon Wells Rd	F60480	Midwest	Michigan	Pokagon Wood Rd	F60480	Midwest	Michigan	Pokagon Reynolds	F60480	Midwest	Michigan	Pokagon Reynolds	F60480	Midwest	Michigan	Pokagon Reynolds	F60480	Midwest	Michigan	Pokagon Hampshire	F60480	Midwest	Michigan	Pokagon Dewey Rd	F60480	Midwest	Michigan	Pokagon Dewey Rd		
5-Section Number	1231				1231				1232				1233				1233			1233				1234			1234			1235			1235			1235		
10-Class	10				10				10				10				10			10				10			10			10			10			10		
15-Length of Section	0.5				2.5				0.9				1.0				0.1			0.1				3.0			1.0			1.0			1.0			1.0		
18-Bridge Number																																						
19-Bridge Condition																																						
20-Bridge Length																																						
32-County	027				027				027				027				027			027				027			027			027			027			027		
33-Congressional District	06				06				06				06				06			06				06			06			06			06			06		
7-State	M				M				M				M				M			M				M			M			M			M			M		
8-Ownership	5				5				5				5				5			5				5			5			5			5			5		
12-Construction Need	2				2				2				2				2			2				2			2			2			2			2		
11-Terrain	1				2				2				2				2			2				2			2			2			2			2		
25-Roadbed Condition	4				4				4				4				4			4				4			4			4			4			4		
24-Surface Condition Index	55				50				55				54				55			55				48			48			48			48			43		
16-Surface Width	24				21				20				20				20			20				20			20			22			22			22		
13-Surface Type	3				4				4				4				4			4				4			4			4			4			3		
9-Federal Aid Category	1				1				1				1				1			1				1			1			1			1			1		
28-Right of Way Status	0				0				0				0				0			0				0			0			0			0			0		
29-Right of Way Width	0				0				0				0				0			0				0			0			0			0			0		
TTAM BIA Share	100				100				100				100				100			100				100			100			100			100			100		
30-Additional Incidental Percent																																						
17-Shoulder Width	0				2				2				2				2			2				2			2			2			2			2		
14-Shoulder Type					2				2				2				2			2				2			2			2			2			2		
22-Existing ADT																																						
21-ADT Year																																						
23-Percent Trucks																																						
34-Owner Route Number	1231				1231				1232				1233				1233			1233				1234			1234			1235			1235			1235		
Roadway Width	24				25				22				24				24			24				24			24			26			22			22		
TTAM Future ADT	74				74				74				74				74			74				74			74			74			74			74		
TTAM ADS Number	13				14				14				14				14			14				14			14			14			14			14		
TTAM Future Surface Type	G				G				G				G				G			G				G			G			G			G			G		
35-Drainage Condition	2				2				2				2				2			2				2			2			2			2			2		
36-Shoulder Condition	2				2				2				2				2			2				2			2			2			2			2		
37/38 # RR X I NG/RR XING TYPE																																						
39-Right of Way Utility																																						
40-Right of Way Cost																																						
26-Level of Maintenance																																						
27-Snow & Ice Control																																						
41-Begin Latitude	41.92017000				41.92017000				41.92017000				41.92017000				41.92017000			41.92017000				41.92017000			41.92017000			41.92017000			41.92017000			41.92017000		
42-End Latitude	41.91973000				41.91973000				41.91973000				41.91973000				41.91973000			41.91973000				41.91973000			41.91973000			41.91973000			41.91973000			41.91973000		
43-Begin Longitude	86.20449000				86.20449000				86.20449000				86.20449000				86.20449000			86.20449000				86.20449000			86.20449000			86.20449000			86.20449000			86.20449000		
44-End Longitude	86.14600000				86.14600000				86.14640000				86.14640000				86.14640000			86.14640000				86.14640000			86.14640000			86.14640000			86.14640000			86.14640000		
45-Atlas Map Number 1991	01				01				01				01				01			01				01			01			01			01			01		
46-50 Grade/Sight/Curve/Stop / Safe																																						
51-Road Category																																						
52-Year of Construction Change																																						
Update Year	1983				1983				1983				1983				1983			1983				1983			1983			1983			1983			1983		
Status	OFFICIAL				OFFICIAL				OFFICIAL				OFFICIAL				OFFICIAL			OFFICIAL				OFFICIAL			OFFICIAL			OFFICIAL								



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2019 Inventory

Filter Criteria		
F	2019	60 480

For construction costs use the Greenbook Report

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

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



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2019 Inventory

Filter Criteria		
F	2019	60 480

For construction costs use the Greenbook Report

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

	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Location ID	Region	Agency Reservation	Road Name	Status
4-IRR Route Number	F60480	Midwest	Michigan	Pokagon	2007 OFFICIAL																																
5-Section Number	M-62				2007 OFFICIAL																																
10-Class	40				40				40				40				40				40				40				40				40				2007 OFFICIAL
15-Length of Section	5				5				5				5				5				5				5				5				5				2007 OFFICIAL
18-Bridge Number	1250				1250				1250				1250				1250				1250				1250				1250				1250				2007 OFFICIAL
19-Bridge Condition	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
20-Bridge Length	5				5				5				5				5				5				5				5				5				2007 OFFICIAL
32-County	06				06				06				06				06				06				06				06				06				2007 OFFICIAL
33-Congressional District	027				027				027				027				027				027				027				027				027				2007 OFFICIAL
7-State	M				M				M				M				M				M				M				M				M				2007 OFFICIAL
8-Ownership	M				M				M				M				M				M				M				M				M				2007 OFFICIAL
12-Construction Need	3				3				3				3				3				3				3				3				3				2007 OFFICIAL
11-Terrain	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
25-Roadbed Condition	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
24-Surface Condition Index	4				4				4				4				4				4				4				4				4				2007 OFFICIAL
16-Surface Width	70				70				70				70				70				70				70				70				70				2007 OFFICIAL
13-Surface Type	24				24				24				24				24				24				24				24				24				2007 OFFICIAL
9-Federal Aid Category	5				5				5				5				5				5				5				5				5				2007 OFFICIAL
28-Right of Way Status	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
29-Right of Way Width	0				0				0				0				0				0				0				0				0				2007 OFFICIAL
TTAM BIA Share	100				100				100				100				100				100				100				100				100				2007 OFFICIAL
30-Additional Incidental Percent	6				6				6				6				6				6				6				6				6				2007 OFFICIAL
17-Shoulder Width	3				3				3				3				3				3				3				3				3				2007 OFFICIAL
14-Shoulder Type	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
22-Existing ADT	0				0				0				0				0				0				0				0				0				2007 OFFICIAL
21-ADT Year	0				0				0				0				0				0				0				0				0				2007 OFFICIAL
23-Percent Trucks	0				0				0				0				0				0				0				0				0				2007 OFFICIAL
34-Owner Route Number	1250				1250				1250				1250				1250				1250				1250				1250				1250				2007 OFFICIAL
Roadway Width	36				36				36				36				36				36				36				36				36				2007 OFFICIAL
TTAM Future ADT	74				74				74				74				74				74				74				74				74				2007 OFFICIAL
TTAM ADS Number	13				13				13				13				13				13				13				13				13				2007 OFFICIAL
TTAM Future Surface Type	G				G				G				G				G				G				G				G				G				2007 OFFICIAL
35-Drainage Condition	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
36-Shoulder Condition	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
37/38 # RR XING/RR XING TYPE	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
39-Right of Way Utility	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
40-Right of Way Cost	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
26-Level of Maintenance	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
27-Snow & Ice Control	2				2				2				2				2				2				2				2				2				2007 OFFICIAL
41-Begin Latitude	01				01				01				01				01				01				01				01				01				2007 OFFICIAL
42-End Latitude	01				01				01				01				01				01				01				01				01				2007 OFFICIAL
43-Begin Longitude	01				01				01				01				01				01				01				01				01				2007 OFFICIAL
44-End Longitude	01				01				01				01				01				01				01				01				01				2007 OFFICIAL
45-Atlas Map Number 1991	01				01				01				01				01				01				01				01				01				2007 OFFICIAL
46-50 Grade/Sight/Curve/Stop / Safe	01				01				01				01				01				01				01				01				01				2007 OFFICIAL
51-Road Category	A				A				A				A				A				A				A				A				A				2002 OFFICIAL
52-Year of Construction Change	A				A				A				A				A				A				A				A				A				2002 OFFICIAL
Update Year																																					2002 OFFICIAL



Indian Reservation Roads Program Inventory Data Sheet (ver2)

FY 2019 Inventory

For construction costs use
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Filter Criteria			
F	2019	60	480

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

Location ID
Region
Agency
Reservation
Road Name

F60480
Midwest
Michigan
Pokagon
New Buff
1510

F60480
Midwest
Michigan
Pokagon
5101
810

F60480
Midwest
Michigan
Pokagon
5102
810

F60480
Midwest
Michigan
Pokagon
5103
810

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

021	06	021	06	021	06	027	06
M	M	M	M	M	M	M	M
1	5	5	5	5	5	5	5
4	2	2	2	2	2	2	2
2	1	1	1	1	1	1	1
0	5	5	5	5	5	5	5
0	2	2	2	2	2	2	2
1	5	5	5	5	5	5	5
0	2	2	2	2	2	2	2
100	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
74							
14							
G							
	COTWN		COTWN		COTWN		COTWN
41.78048000							
41.78467000							
86.71176000							
86.70739000							
	01		01		01		01
	A		A		A		U
	2011		2002		2002		2002
	OFFICIAL		OFFICIAL		OFFICIAL		OFFICIAL

Status

10-APR-19

Appendix B

Listing of Priority Projects

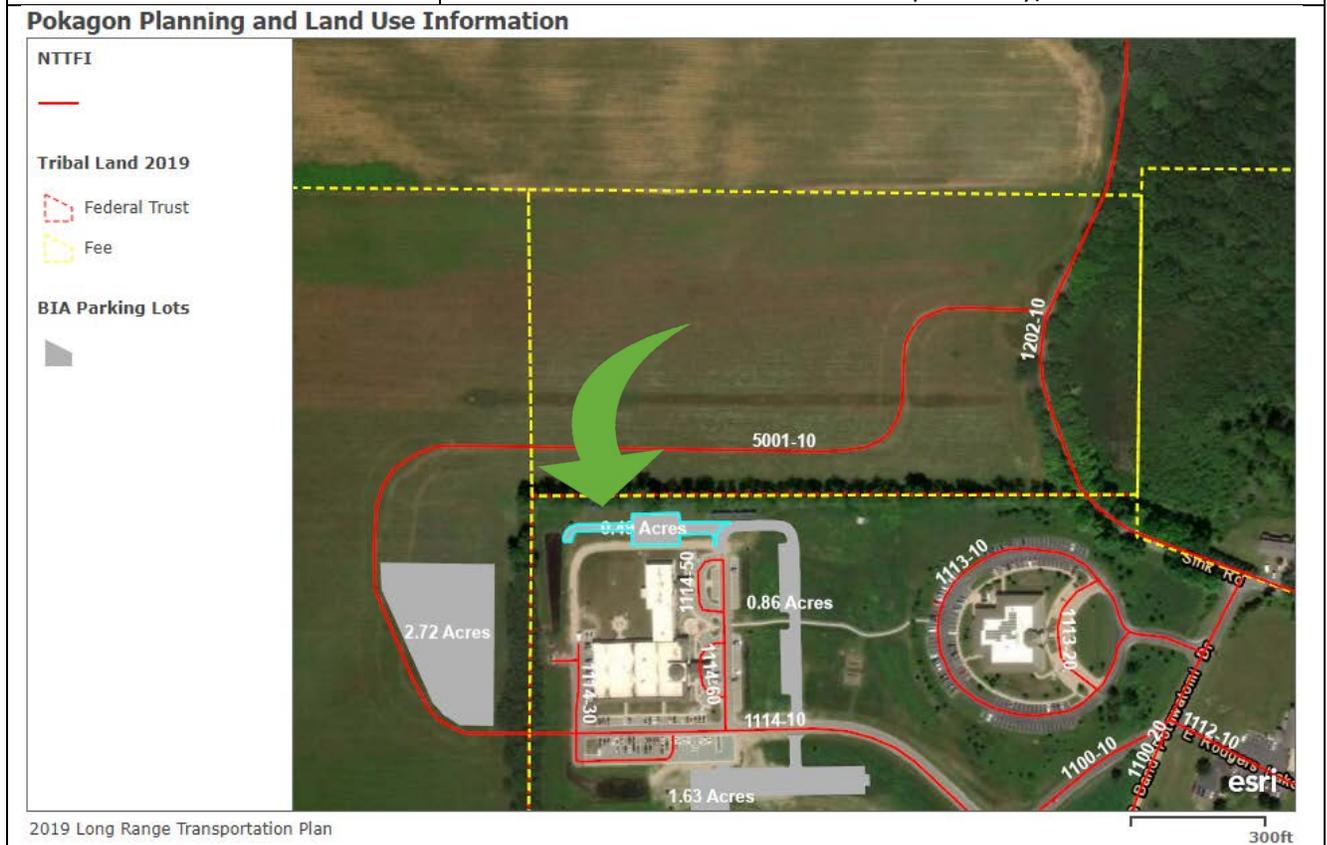
V
Vuu7@h #5 is proposed for inclusion in the NTTFI only, at this time.

Street Name:	Potawatomi Trail East Extension – Priority #1 - 2020
Route Number:	5000
Section Number:	10
Current Land Use:	Government offices, warehouse, self-storage, fallow agriculture.
Land Ownership in Corridor:	Trust
Easements required:	Band will request BIA to grant an easement to Band’s TTP (Trust).
Public Authority other than Tribe or BIA:	NA
Need and Outcome:	Need: access to prospective government services and commercial developments. Outcome, provision of that access.
Termini:	North: East end of existing Potawatomi Trail (Route # 1226); South: Peavine Street (Route #1201)
Source of Funding:	Tribal Transportation Program, other.
Length in Miles:	0.31
Prelim. Cost Est.:	\$800,000.00 in FY 2020-2021 (Two year phased project)
Public Involvement:	10/23 through 11/13 Review Period
Environmental Impacts, Engineering & Construction Challenges :	Extension to existing Potawatomi Trail road. Environmental impacts, engineering and construction challenges not expected to be significant given existing land use and land cover, soils, and area topography.
Fiscal Constraint:	Project represents approximately 106 percent of the reasonably foreseeable annual construction funding of \$585,000 per year. Project will utilize available prior year funds.
Maintenance:	Pokagon Band will maintain using its 10 percent annual maintenance set aside from its annual TTP funding (approximately \$65,000 per year for all roads under its maintenance responsibility).

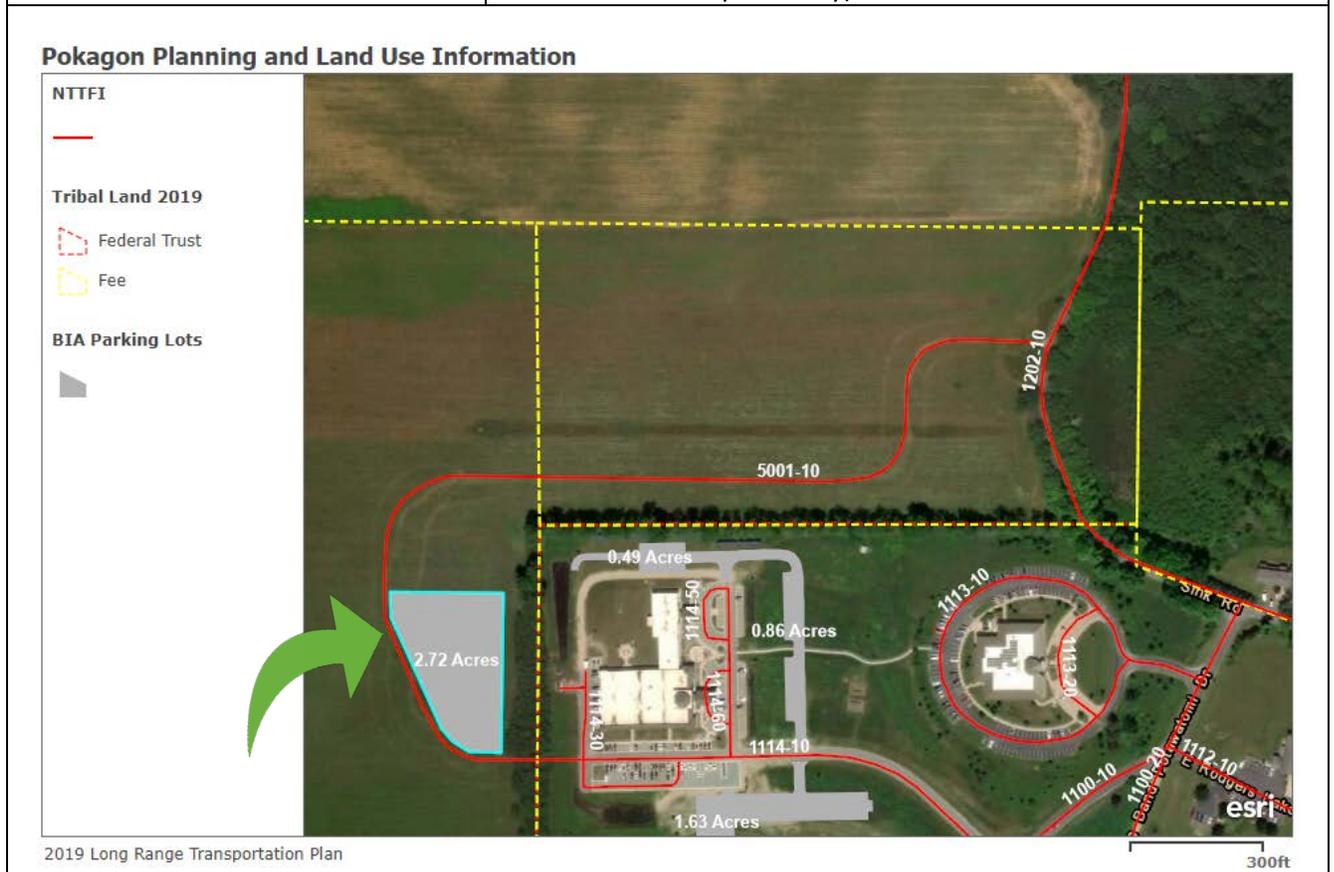
Pokagon Planning and Land Use Information



Street Name:	Pokagon Health Services North Parking Lot – Priority #2 - 2020
Route Number:	P500
Section Number:	10
Current Land Use:	Governmental services, grass, open space.
Land Ownership in Corridor:	Trust
Easements required:	Band will request BIA to grant an easement to Band’s TTP (Trust).
Public Authority other than Tribe or BIA:	NA
Need and Outcome:	Need: additional parking for Pokagon Health Services and Pokagon Family Activity Center. Outcome, provision of needed parking.
Termini:	South: Existing roads providing access to Pokagon Health Services (Route # 1114).
Source of Funding:	Tribal Transportation Program, other.
Length in Miles:	0.10
Prelim. Cost Est.:	\$230,000.00 in FY 2020
Public Involvement:	10/23 through 11/13 Review Period
Environmental Impacts, Engineering & Construction Challenges :	Project will add 0.49 acres of new parking to serve Pokagon Family Activity Center. Environmental impacts, engineering and construction challenges not expected to be significant given existing land use and land cover, soils, and project topography.
Fiscal Constraint:	Project represents approximately 43 percent of the reasonably foreseeable construction funding of \$585,000 per year.
Maintenance:	Pokagon Band will maintain using its 10 percent annual maintenance set aside from its annual TTP funding (approximately \$65,000 per year for all roads under its maintenance responsibility).



Street Name:	Rodgers Lake Campus Events Parking Lot – Priority #4 - 2022
Route Number:	P500
Section Number:	20
Current Land Use:	Agriculture, fallow agriculture, grass, open space.
Land Ownership in Corridor:	Fee
Easements required:	Pokagon Band will provide an easement (Fee).
Public Authority other than Tribe or BIA:	NA
Need and Outcome:	Need: additional parking for large events on the Rodgers Lake Campus. Outcome, provision of needed parking.
Termini:	East: Existing roads provide access to Rodgers Lake Campus (see Route #1114).
Source of Funding:	Tribal Transportation Program, other.
Length in Miles:	0.10
Prelim. Cost Est.:	\$210,000.00 in FY 2022
Public Involvement:	10/23 through 11/13 Review Period
Environmental Impacts, Engineering & Construction Challenges :	Project will add 2.72 acres of new parking to serve large events on Rodgers Lake Campus. Environmental impacts, engineering and construction challenges not expected to be significant given existing land use and land cover, soils, and project topography.
Fiscal Constraint:	Project represents approximately 85 percent of the reasonably foreseeable construction funding of \$585,000 per year.
Maintenance:	Pokagon Band will maintain through a minimum of 10 percent of its annual TTP funding set aside (approximately \$65,000 per year for all roads under its responsibility).



Draft TTIP Table

Pokagon Band Tribal Transportation Improvement Plan 2020-2023

Priority	BIA Route #	Section	Project Length	Year of Const.	Road Name Location (Start and End Points) Description of Work
1	5000	10	0.1 mi.	2020	Potawatomi Trail East Extension Phase 1 (New) New construction of a rural roadway extending Potawatomi Trail to the east (includes parking)
2	P500	10	0.1 mi.	2020	Pokagon Health Services North Parking Lot (New) New construction 0.49 acre parking lot on Rodgers Lake Campus
3	5001	10	0.65 mi.	2020	Rodgers Lake North Access Road (Existing) Pave an existing gravel surface road Between Sink Road and the Rodgers Lake Campus
4	P500	20	0.1 mi.	2020	Rodgers Lake Campus Events Parking Lot (Existing) Paving of an existing 250' x 300' gravel parking lot serving the Rodgers Lake Campus
5	5000	10	0.2 mi.	2020	Potawatomi Trail East Extension Phase 2 (New) Continuation of Phase 1 south to connect w/ Peavine St.
6	1201	10	5.5 mi.	2021	Peavine Street Improvements (Existing) (Coop with Pokagon and Lagrange Townships)
7	N/A	N/A	N/A	2022	Bicycle & Pedestrian Planned Improvements Phase 1 Phase 1 to Bicycle and Pedestrian Planned Improvements
8	N/A	N/A	N/A	2023	Bicycle & Pedestrian Planned Improvements Phase 2 Phase 2 to Bicycle and Pedestrian Planned Improvements

2020-2023 Tribal Transportation Improvement Plan

\$ 694,908

Current Year Annual
Transportation Allocation

Pokagon Band of Potawatomi Indians

Name of Tribe

Prior year funds used:
(shown in grey) \$ 519,000

Priority	BIA Route #	Section	Project Length	Year of Constr	Road Name Location (Start and End Points) 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	Who/How Work Done	Estimated Cost	Who/How Work Done
1	5000	10	0.3	2020	Potawatomi Trail East Extension Phase I New construction of a rural roadway; Dailey Rd. East + parking. \$800,000 estimated cost 2 Phases: 420,000 (1) & \$380,000 (2) Construction (1) \$320,000 utilizes \$171,000 prior year funds	\$ 60,000	638/BIA (prior year funds) total construction	\$ 149,000	638/BIA	\$ 40,000	638/BIA			\$ 249,000	
2	P500	10	0.1	2020	Pokagon Health Services North Parking Lot New construction of a 0.49 acre parking lot north of Pokagon Health Services on the Rodgers Lake Campus. Construction total \$200,000 utilizes \$107,000 prior year funds.	\$ 10,000	638/BIA (prior year funds) total construction	\$ 93,000	638/BIA	\$ 20,000	638/BIA			\$ 123,000	
3	5001	10	0.7	2021	Rodgers Lake North Access Road Paving of an existing 24' x 2,500 ft. gravel surface road w/ HMA. Construction total \$250,000 utilizes \$134,000 prior year funds.	\$ 11,600	638/BIA (prior year funds) total construction	\$ 116,000	638/BIA	\$ 11,600	638/BIA			\$ 139,200	
4	P500	20	0.1	2022	Rodgers Lake Campus Events Parking Lot Paving of an existing, 250 x 300' gravel area w/ HMA Construction total \$200,000 utilizes \$107,000 prior year funds.	\$ 5,000	638/BIA (prior year funds) total construction	\$ 93,000	638/BIA	\$ 5,000	638/BIA			\$ 103,000	
5	1202	20	0.1	2019	Sink Road Bridge (#1456) New construction - Bridge replacement completion of phased project		638/BIA		COOP	\$ 1,000	638/BIA			\$ 1,000	
6	1136	20	0.5	2019	Rodgers Interior #3 (Courthouse Road) Parking lot extending west from main campus road; completion of phased project		638/BIA		638/BIA	\$ 1,000	638/BIA			\$ 1,000	
7	1320	30	0.5	2019	Arroway Road (Hartford Community Village) Extending north from Red Arrow Highway; completion of phased project		638/BIA		638/BIA	\$ 1,000	638/BIA			\$ 1,000	
8	1226	10	0.1	2019	Housing Office Parking Expansion (Potawatomi Trail) Parking lot east of Pokagon Band Housing Department offices; completion of phased project		638/BIA		638/BIA	\$ 1,000	638/BIA			\$ 1,000	
NA	NA	NA	NA	NA	TTP Transportation Planning (TTP Construction Funds for TTP Transportation Planning)							\$ 10,000		\$ 11,708	
NA	NA	NA	NA	NA	TTP Road Maintenance (TTP Construction Funds for TTP Road Maintenance)							\$ 65,000		\$ 65,000	
FY20 Total													\$ 694,908		

FY2021													
Priority	BIA Route #	Section	Project Length	Year of Constr	Road Name Location (Start and End Points) 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	5000	10	0.3	2021	Potawatomi Trail East Extension Phase 2 New construction of a rural roadway; From Phase 1 endpoint south to Peavine St. \$380,000 estimated cost Phase 2.	\$ 20,000	638/BIA	\$ 320,000	638/BIA	\$ 40,000	638/BIA	\$	\$ 380,000
2	1201	10	5.5	2021	Peavine Street Improvements Improvements to Peavine Street (Coop with LaGrange & Pokagon Townships)	\$ 20,000	Coop	\$ 220,908	Coop	\$ 20,000	Coop	\$	\$ 260,908
4	5000	10	0.3	2020	Potawatomi Trail East Extension Phase 1 Completion of a rural roadway Phase 1; Dailey Rd. east.	\$ 1,000	638/BIA		638/BIA		638/BIA	\$	\$ 1,000
5	P500	10	0.1	2020	Pokagon Health Services North Parking Lot Completion of a 0.49 acre parking lot north of Pokagon Health Services on the Rodgers Lake Campus.	\$ 1,000	638/BIA		638/BIA		638/BIA	\$	\$ 1,000
6	5001	10	0.7	2020	Rodgers Lake North Access Road Complete the paving of an existing 24' x 2,500' gravel surface road w/ HMA.	\$ 1,000	638/BIA		638/BIA		638/BIA	\$	\$ 1,000
7	P500	20	0.1	2020	Rodgers Lake Campus Events Parking Lot Complete the paving of an existing, 250 x 300 area w/ HMA	\$ 1,000	638/BIA		638/BIA		638/BIA	\$	\$ 1,000
NA	NA	NA	NA	NA	TTP Transportation Planning (TTP Construction Funds for TTP Transportation Planning) (Includes \$35,000 for Bicycle & Pedestrian Plan Development)							\$ 50,000	\$ 50,000
NA	NA	NA	NA	NA	TTP Road Maintenance (TTP Construction Funds for TTP Road Maintenance)							\$ 65,000.00	\$ 65,000
											FY21 Total	\$ 694,908	

FY2022													
Priority	BIA Route #	Section	Project Length	Year of Constr	Road Name Location (Start and End Points) 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	5000	10	0.3	2021	Potawatomi Trail East Extension Phase 2 Complete the construction of Phase 2; south to Peavine St.		638/BIA	1,000	638/BIA		638/BIA		\$ 1,000
2	1201	10	5.5	2021	Peavine Street Improvements Improvements to Peavine Street (Completion of Coop with LaGrange & Pokagon Townships)		Coop	1,000	Coop		Coop		\$ 1,000
3	TBD	TBD	TBD	2022	Pokagon Band Bicycle & Pedestrian Improv. Phase I Bicycle & Pedestrian Planned Improvements Phase I		638/BIA		638/BIA		638/BIA	\$ 150,000	\$ 150,000
4	1226	10	0.1	NA	Banking funds Banking funds for future residential access roads.		638/BIA		638/BIA		638/BIA	\$ 462,908	\$ 462,908
NA	NA	NA	NA	NA	TTP Transportation Planning (TTP Construction Funds for TTP Transportation Planning)		638/BIA		638/BIA		638/BIA	\$ 15,000	\$ 15,000
NA	NA	NA	NA	NA	TTP Road Maintenance (TTP Construction Funds for TTP Road Maintenance)		638/BIA		638/BIA		638/BIA	\$ 65,000	\$ 65,000
											FY22 Total	\$ 694,908	

FY2023													
Priority	BIA Route #	Section	Project Length	Year of Constr	Road Name Location (Start and End Points) 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	1226	10	0.1	NA	Banking funds Banking funds for future residential access roads.		638/BIA		638/BIA	638/BIA		\$ 464,908	\$ 464,908
2	TBD	TBD	TBD	2023	Pokagon Band Bicycle & Pedestrian Improv. Phase 2 Bicycle & Pedestrian Improvements Phase 2		638/BIA		638/BIA	638/BIA		\$ 150,000	\$ 150,000
NA	NA	NA	NA	NA	TTP Transportation Planning (TTP Construction Funds for TTP Transportation Planning)		638/BIA		638/BIA	638/BIA		\$ 15,000	\$ 15,000
NA	NA	NA	NA	NA	TTP Road Maintenance (TTP Construction Funds for TTP Road Maintenance)		638/BIA		638/BIA	638/BIA		\$ 65,000	\$ 65,000
FY23 Total											\$	694,908	

Project Information:		Who/How Work Done: Possible Choices	
BIA Route #	List all routes that will be worked on.	BIA	BIA will perform direct service (DS) work for the Tribe as outlined in a Retained Service Agreement (RSA) as approved/signed by the Tribe and BIA.
Section	List only those sections that will be worked on along with corresponding length		(Self Determination, G2G, and Self Gov Tribes can all elect to receive these services)
Location	List start and end points of where work will be performed (road names, rivers, end, etc.)	638	Self Determination Tribe will enter into a P638 contract with the BIA and either perform work with in-house staff or subcontract work out to consultant/contractor.
Description of Work	List as much detail as you can including existing road type and work to be performed	Coop	Tribe can receive funding through a P638 contract, G2G, or Self Gov Agreement. Tribe will then enter into a 2-party (Coop) agreement with County, State, Township etc. who will usually serve as the lead agency for the project.
Estimated Cost:	Provide dollar amounts that you estimate will be required for each project/phase utilizing new funds from that year only. Prior year money obligated to contract should not be listed here.	Tribe	Tribe administers program/project through a Self Governance or G2G Agreement.