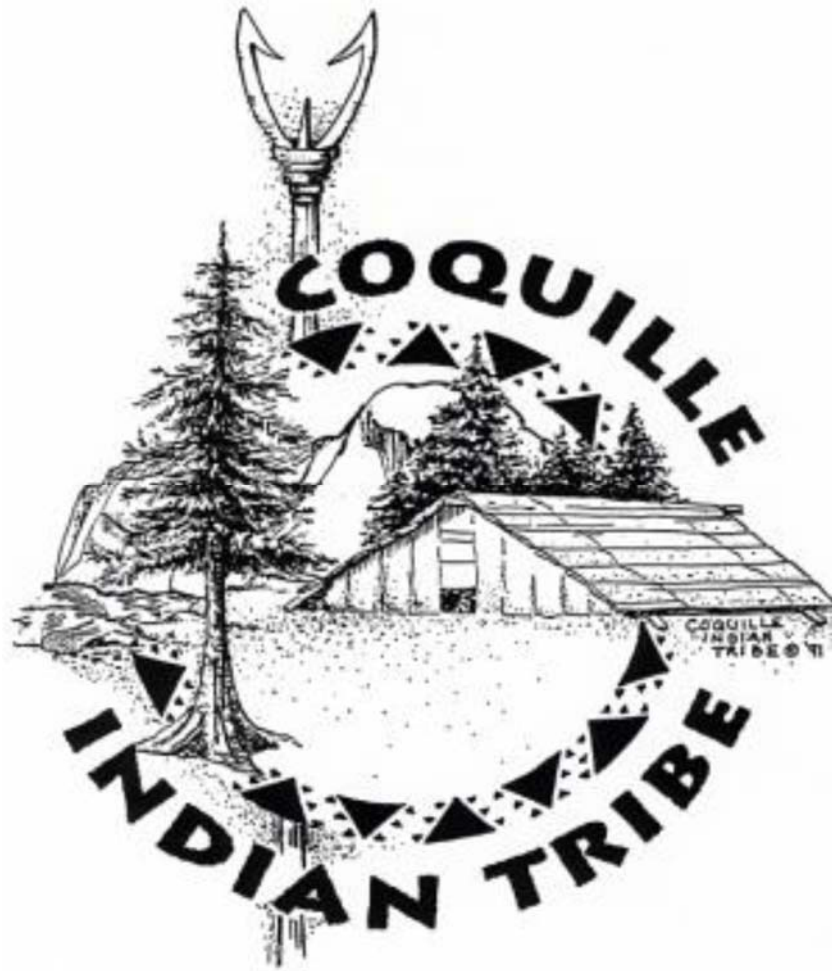


**2016 ROADWAY INVENTORY &
LONG RANGE TRANSPORTATION PLAN
TRIBAL TRANSPORTATION PROGRAM**

BOOK 1 OF 3

Coquille Indian Tribe

Northwest Regional Office - Bureau of Indian Affairs



Prepared by:



2016

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INTRODUCTION

I-1 ORGANIZATION OF THE STUDY

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

- The **INTRODUCTION** of the report is designed to educate the reader on the IRR/TTP inventory and planning process, the project scope of work, and the regulation governing the project deliverables and funding. Later in the section we introduce the reader to the Tribe in order to provide a background setting for the plan. The introduction includes information pertaining to the Tribe's:
 - History and Culture
 - Physical Location Description
 - Land Ownership Identification
 - Demographics
 - Existing and Proposed Land Uses
 - Other Transportation Related Information
- **PART ONE - EXISTING IRR/TTP INVENTORY** is the section of the report dedicated to the description of what is currently defined as the Tribe's Official IRR/TTP Inventory.
- **PART TWO - RECOMMENDED IRR/TTP INVENTORY** is the section of the report dedicated to detailing the IRR/TTP Inventory Update data collection process and information. This section will clearly identify all components of the IRR/TTP Inventory that were collected as part of the current IRR/TTP Inventory Update. Current roadway condition analysis and GIS mapping provide the backbone to this part of the report.
- **PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)** is the section of the report dedicated to presenting and supporting the future roadway development plans of the Tribe. Most importantly, the section presents the tribal prioritized project listing (TPPL) in text format which details the future transportation improvements planned by the Tribe. We then move forward in the attempt to forecast the tribe's future IRR/TTP project plans in a fiscally responsible table detailing future expenditures anticipated over the next three (3) to five (5) years. It is this table that represents the deliverable to the Tribe's Bureau of Indian Affairs or Federal Highway

Administration's Regional Office as the documented TTIP. The TTIP provides the program specific information required to initiate future contracts required to utilize the IRR/TTP funding.

I-2 TRANSPORTATION PLANNING

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

I-3 TRIBAL TRANSPORTATION PLANNING

The tribal transportation planning market presents additional layers of complication as each tribal entity is a separate sovereign nation within the United States. There are currently 566 federally recognized tribes in the United States. Tribes across the country have varying levels of success creating and maintaining working relationships with those jurisdictions around them for various reasons. In the past several decades many cooperative relationships have been forged and it is becoming more and more common to have tribal representation within regional transportation stakeholder planning organizations. Where these cooperative relationships have formed both the Tribe and the outside jurisdictions have seen mutually beneficial improvements to the transportation facilities. Typically the more transportation stakeholders you can incorporate into your regional transportation planning organizations the better. One of the main benefits realized by forming these relationships is the expanded resume of potential funding opportunities for your transportation facilities.

I-4 GOVERNING REGULATIONS AND FUNDING SOURCE

The 2016 Long Range Transportation Plan (LRTP) is being funded by the Coquille Indian Tribe and their continued involvement in the IRR/TTP. Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on June 29, 2012. The Indian Reservation Roads Program (IRR) was renamed to the Tribal Transportation Program (TTP) and is now governed by regulations set forth in MAP-21, Section 1119, Federal Lands and Transportation Programs. MAP-21 revises the Tribal Transportation Allocation Methodology percentages and specifies a six year transition between the old funding formula and the new one. MAP-21 is currently established as a twenty-seven month bill expiring September 30, 2014. The regulation still requires the update of Tribal LRTP's every five years. While establishing regulations for inventory updates, the inventory, as it pertains to contributing to the annual tribal allocation, is frozen for the life of the twenty-seven month law. Federal Highway Administration and the Bureau of Indian Affairs are strongly recommending that tribes continue to update their inventory during the funding freeze. Therefore, during the established regulations life, the tribes' inventory may be updated; however, it will not impact the annual tribal allocation from the TTP Program at the current time. At the time of this LRTP, The Federal Register 25CFR, Part 170, is in the process of being revised and is in draft format.

Historically, the Bureau of Indian Affairs (BIA), in accordance with the 1983 Memorandum of Agreement (MOA) between the BIA and Federal Highway Administration, requires transportation plans to identify and meet transportation needs of Indian tribes nationwide. The MOA and subsequent updates state that the BIA shall carry out a transportation planning process for IRR/TTP to support its road construction and improvement program. Current regulations pertaining to the IRR/TTP are contained in 25 CFR Part 170. The Safe, Accountable, Flexible, Efficient Transportation Equity Act for the 21st Century – A Legacy for Users (SAFETEA-LU) continued the authorization of Highway Trust Funds (HTF) to be made available each fiscal year under the IRR/TTP for obligation to transportation planning.

I-5 PROJECT SCOPE OF WORK

The Coquille Tribe is progressive as it pertains to the betterment of its community. They are always looking for ways to enhance their tribal communities, support tribal enterprises, improve the safety of travelers on their transportation network, and efficiently program their limited IRR/TTP funds to accomplish as much as possible. Planning for future developments requiring new construction, while planning improvements to existing transportation facilities, both have been main goals of the Tribe. This specific LRTP project was initiated to meet the requirements of the IRR/TTP as detailed in MAP-21 and ultimately support the long overdue update to the

TTP-National Tribal Transportation Program Facility Inventory (NTTFI). The Tribe selected Red Plains Professional, Inc. (RPP) as the most qualified candidate to work with and complete the project. The project scope of work includes three main components of a comprehensive tribal planning project: IRR/TTP Inventory Update, LRTP, and Tribal Transportation Improvement Program (TTIP). The regulation excerpts governing the project as identified in 25CFR, Part 170 are identified below in italics:

I-5.1 IRR INVENTORY UPDATE

25 CFR Part 170.442 What is the IRR Inventory?

(a) The IRR Inventory is a comprehensive database of all transportation facilities eligible for IRR Program funding by tribe, reservation, BIA agency and region, Congressional district, State, and county. Other specific information collected and maintained under the IRR Program includes classification, route number, bridge number, current and future traffic volumes, maintenance responsibility, and ownership.

(b) Elements of the inventory are used in the Relative Need Distribution Factor. BIA or tribes can also use the inventory to assist in transportation and project planning, justify expenditures, identify transportation needs, maintain existing IRR transportation facilities, and develop management systems.

I-5.2 LONG RANGE TRANSPORTATION PLAN

25 CFR Part 170.410 What is the purpose of tribal long-range transportation planning?

(a) The purpose of long-range transportation planning is to clearly demonstrate a tribe's transportation needs and to fulfill tribal goals by developing strategies to meet these needs. These strategies should address future land use, economic development, traffic demand, public safety, and health and social needs.

(b) The time horizon for long-range transportation planning should be 20 years to match state transportation planning horizons. A tribe may develop a long-range transportation plan under ISDEAA or may ask BIA to develop the plan on the tribe's behalf.

170.411 What may a long-range transportation plan include?

A comprehensive long-range transportation plan may include:

- (a) An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water, to meet transportation needs;*
- (b) Trip generation studies, including determination of traffic generators due to land use;*
- (c) Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion;*

- (d) Measures that address health and safety concerns relating to transportation improvements;
- (e) A review of the existing and proposed transportation system to identify the relationships between transportation and the environment;
- (f) Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to tribal cultural preservation;
- (g) Scenic byway and tourism plans;
- (h) Measures that address energy conservation considerations;
- (i) A prioritized list of short and long-term transportation needs; and
- (j) An analysis of funding alternatives to implement plan recommendations.

170.412 How is the tribal IRR long-range transportation plan developed and approved?

- (a) The tribal IRR long-range transportation plan is developed by:
 - (1) A tribe working through a self-determination contract or self-governance agreement or other funding sources; or
 - (2) BIA upon request of, and in consultation with, a tribe. The tribe and BIA need to agree on the methodology and elements included in development of the IRR long-range transportation plan along with time frames before work begins.
- (b) During the development of the IRR long-range transportation plan, the tribe and BIA should jointly conduct a midpoint review.
- (c) The public reviews a draft IRR long-range transportation plan as required by §170.413. The plan is further refined to address any issues identified during the public review process. The tribe then approves the IRR long-range transportation plan.

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

BIA or the tribe must solicit public involvement. If there are no tribal policies regarding public involvement, a tribe must use the procedures shown below. Public involvement begins at the same time long-range transportation planning begins and covers the range of users, from stakeholders and private citizens to major public and private entities. Public involvement may be handled in either of the following two ways:

- (a) For public meetings, BIA or a tribe must:
 - (1) Advertise each public meeting in local public newspapers at least 15 days before the meeting date. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices;
 - (2) Provide at the meeting copies of the draft long-range transportation plan;
 - (3) Provide information on funding and the planning process; and
 - (4) Provide the public the opportunity to comment, either orally or in writing.

(b) For public notices, BIA or a tribe must:

(1) Publish a notice in the local and tribal newspapers when the draft long-range transportation plan is complete. In the absence of local public newspapers, BIA or the tribe may post notices under local acceptable practices; and

(2) State in the notice that the long-range transportation plan is available for review, where a copy can be obtained, whom to contact for questions, where comments may be submitted, and the deadline for submitting comments (normally 30 days).

170.414 How is the tribal long-range transportation plan used and updated?

The tribal government uses its IRR long-range transportation plan in its development of a tribal priority list or TTIP. To be consistent with State and MPO planning practices, the tribe or BIA (for direct service tribes) should:

(a) Review the IRR long-range transportation plan annually; and

(b) Update the plan every 5 years.

170.415 What is pre-project planning?

(a) Pre-project planning is part of overall transportation planning and includes the activities conducted before final project approval on the IRR Transportation Improvement Program (IRRTIP). These activities include;

(1) Preliminary project cost estimates;

(2) Certification of public involvement;

(3) Consultation and coordination with States and/or MPO's for a regionally significant projects;

(4) Preliminary needs assessments; and

(5) Preliminary environmental and archeological reviews.

(b) The BIA regional office must work cooperatively with tribal, state, regional, and metropolitan transportation planning organizations concerning the leveraging of funds from non-IRR Program sources and identification of other funding sources to expedite the planning, design, and construction of projects on the IRRTIP.

I-5.3 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM

170.420 What is the tribal priority list?

The tribal priority list is a list of all transportation projects that the tribe wants funded. The list:

(a) May or may not identify projects in order of priority;

(b) Is not financially constrained; and

(c) Is provided to BIA by official tribal action, unless the tribal government submits a Tribal Transportation Improvement Program (TTIP).

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

The TTIP:

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

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

The IRRTIP:

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

170.423 How are projects placed on the IRRTIP?

- (a) BIA selects projects from the TTIP or tribal priority list for inclusion on the IRRTIP as follows:
 - (1) The tribal government develops a list of detailed tasks and information for each project from the tribal priority list or TTIP;*
 - (2) BIA includes this project information in its region-wide control schedule without change, unless the funding required exceeds the amount available to the tribe;*
 - (3) BIA must include projects that are scheduled in the next 3 to 5 years; and*
 - (4) BIA develops the IRRTIP after consulting with the tribes and taking their priorities into account.**
- (b) A tribe that does not generate enough annual funding under the IRR Program funding formula to complete a project may either:*

- (1) *Submit its tribal priority list to the appropriate BIA Region, which will develop the region-wide control schedule after consulting with the tribe and taking its priorities into account; or*
 - (2) *Enter a consortium of tribes and delegate authority to the consortium to develop the TTIP and tribal control schedule;*
 - (3) *Enter into agreement with other tribes to permit completion of the project; or*
 - (4) *Apply for IRRHPP funding under subpart C.*
- (c) *In order to get a project on the IRRTIP, tribes may seek flexible financing alternatives as described in subpart C.*

170.424 How does the public participate in developing the IRRTIP?

Public involvement is required in the development of the IRRTIP.

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

170.425 How does BIA update the IRRTIP?

The IRRTIP annual update allows incorporation of transportation projects planned for the next 3 to 5 years. Each BIA regional office updates the IRRTIP for each State in its service area to reflect changes in the TTIPs or tribal project listings.

- (a) *During the first quarter of the fiscal year each BIA Regional Office notifies tribes of the update and provides projected IRR Program funding amounts and a copy of the previous year's regional IRRTIP.*
- (b) *The tribe reviews any new transportation planning information, priority lists, and TTIP and forwards an updated TTIP or project listing to BIA Regional Office on or before July 15.*
- (c) *The BIA regional office reviews all submitted information with the tribes. BIA adds agreed-upon updates, including previously approved amendments (see §170.427), to the IRRTIP so that the Secretaries can approve the new updated IRRTIP before the start of the next fiscal year.*

170.426 What is the approval process for the IRRTIP?

The approval process for the IRRTIP is:

- (a) The BIA Regional Office forwards the IRRTIP to the Secretaries for review and approval;*
- (b) Federal Lands Highway Office will provide copies of the approved IRRTIP to the FHWA division office for transmittal to the State transportation agency for inclusion in the State Transportation Improvement Program (STIP). The approved IRRTIP will be returned to BIA;*
- (c) BIA sends copies of the approved IRRTIP to BIA Regional Offices and tribal governments; and*
- (d) Within 10 working days of receiving the approved IRRTIP and IRR Program funds, BIA enters the projects into the Federal finance system.*

170.427 How may an IRRTIP be amended?

(a) A tribe may amend the IRRTIP by changing its TTIP on or before July 15 and submitting the changed TTIP to BIA for inclusion in the IRRTIP. BIA's regional office will review all submitted information with the tribe and provide a written response (approving, denying, or requesting additional information) within 45 days. If the proposed IRRTIP amendment contains a project not listed on the current approved IRRTIP, BIA must submit the proposed amendment to FHWA for final approval.

(b) BIA may amend the IRRTIP:

- (1) To add or delete projects or reflect significant changes in scope at any time if requested by the tribe; and*
- (2) To reduce funding or reschedule a project after consulting with the affected tribe and obtaining its consent, if practical.*

(c) The Secretary may not reduce funding for or reschedule a project that is the subject of a negotiated agreement, except under the terms of the agreement.

(d) BIA amends the IRRTIP using the same public involvement process used to develop the original IRRTIP.

170.428 How is the State Transportation Improvement Program related to the IRRTIP?

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

I-6 THE COQUILLE INDIAN TRIBE

The Coquille Indians lived successfully for many centuries in the southwest region of Oregon along the coast where canoe travel was easy and where seafood was key and game were abundant year round. Typically, permanent villages consisted of one or more larger cedar plank houses in which several family members from one family clan or band lived. Nearby there may have been smaller dwellings used for storage or sleeping, or special ceremonies or activities. With the arrival of the white man in the late 1700's came diseases that decimated entire villages cutting the Coquille population down from thousands to hundreds. The discovery of gold in the 1850's brought an influx of settlers whose mining bespoiled the rivers and hostility caused destruction and murder in village after village. Treaties in both 1851 and 1855 acknowledged Indian title to the Coquille lands, however, both were overlooked and never ratified by Congress. After being moved northward to the Coast Reservation, years later many Coquilles returned to their homelands but the majority never left and were forced to stay on the Coast Reservation near Siletz, Oregon. Those that returned home fought for acknowledgement of that treaty. Though it took many decades, the Coquille's were re-established as a federally recognized Indian Tribe in 1989 and with that came Tribal sovereignty, authority to form its own government, with jurisdiction over Tribal lands, businesses and community members.



<http://www.coquilletribe.org/documents/LIBPUB010213newsweb.pdf>

Modern development has destroyed much of the evidence that remains today of the many places the Coquille ancestors lived. However, the presence of remnant artifacts such as "lithics" (stone tools and flake), "middens" (places where fish and shellfish were cooked and/or eaten), or fish weirs (similar to a fence and basket traps arranged to catch a variety of fish species) that are found along muddy shorelines of estuaries and streams help to identify where seasonal villages were located. The more permanent villages would have been found at places with modern names like "Old Town Bandon," Myrtle Point, Charleston, Cape Arago, Bullards, Bridge, and Powers.

Nasomah Memorial Garden in Bandon dedicated during the Mid-Winter Gathering weekend. The Mid-Winter Gathering's weekend activities included the dedication of the Nasomah Memorial Garden near the Old Town section of Bandon. The enclosed garden is located where the Nasomah village once stood and near where the Tribe held its first post-Restoration salmon bake. The memorial garden features historic panels, a beautiful rock layout that includes pieces of blue schist from Heritage Place and a garden of exclusively endemic (native) plant species. The Tribe worked with several partners on this project including the City of Bandon and the Bandon Port Authority.

Today, the Coquille Indian Tribe is headquartered in the North Bend-Coos Bay area on the southern Oregon Coast. The Tribe provides direct services to the Tribal members and families living within the Tribe's five county service area: Coos, Curry, Douglas, Lane, and Jackson.

ATTRIBUTES OF COQUILLE TRADITIONAL CULTURE

Baskets: Although a fairly substantial amount of historically identified Coquille basketry does exist, it is mostly found in museum collections and in the homes of non-Indians. Most of the basketry associated with Coquille used spruce root twining with simple, mud-dyed, horizontal bands for design and sometimes integrated the use of triangles. The twining overlay technique employed by the Coquille on these baskets was thought, generally, to be finer than that of spruce baskets made by other coastal peoples. Many other tree and plant species, including peeled and dried hazel sticks, cedar bark, sedge, tule, bear grass, ferns and cattails were also used in Coquille basket making. The addition of color could be gained by intertwining sea grass or maidenhair fern for black, red alder or dyed woodwardia fern for red, and bear grass for white.

Baskets served many uses, and were thus constructed according to purpose. Historically, Coquille women are known to have made baskets for trade, often satisfying customers by weaving basket enclosures around bottles, or by incorporating adopted designs and symbols into their finished work. At present there are only a few Coquille basket makers who practice the traditional methods of gathering and processing materials, or construction.

Tools and Utensils: Bones and shells were prominently used as scrapers or cutting devices in the making of baskets or the processing of hides. They were also used in an array of food gathering, processing and kitchen uses as well as tools both large and small. While a whale bone was large enough to be used as a platter or chisel, a fine antler bone could be used as a needle or hook.

Many tools and utensils were also crafted from wood, which was often fired first to improve its hardness and durability. Cedar proved to be the most popular and useful as a resource for tools and utensils, and provided materials for a multitude of purposes ranging from containers to clothing to houses.

Wealth and Adornment: The Coquilles regarded dentalium and other shells as prized possessions. Unbroken dentalium shells strung together represented its highest value as trade currency, or as a sign of personal wealth or status. Olivella shells were used to make necklaces and dress decorations, or to make ceremonial Regalia while Red Abalone shells were prized for the iridescence of their inner surface. Colorful spangles were made by grinding broken Abalone shells into disks, to be attached to dresses, or worn as necklaces and pendants. Scalps and feathers of certain birds also denoted wealth or status. Pileated Woodpecker scalps were appreciated for their vibrant red color as well as the colored feathers of the Red-breasted Sapsucker and Flicker. Often used to trade, Obsidian was highly valued not only for its rarity and color, but also for the fine cutting tools and projectile points that could be made with it.

Ceremonies and Regalia: Ceremonial regalia are items of clothing and adornment and other objects intended for use during a special celebratory event. For Coquilles, these items have their own life, to be handled and cared for in certain ways and used only as intended. Regalia should be repaired continually throughout its use and life and, when at the end of its own life, it is to be renewed again as part(s) of new dresses or adornments; so that its spirit continues on in the meaning of the dance and the celebration.



Ancient and recent Coquille craftsmanship is on display at the Legacy Exhibit at the Tribal Administration Building across from The Mill Casino Hotel.

I-6.1 PHYSICAL DESCRIPTION AND LAND OWNERSHIP

Today the Coquille Indian Tribe's land base exceeds 7,000 acres of forest, farm, residential, and commercial-retail properties in the Coos Bay-North Bend area on the southwestern coast of Oregon. Since 1991, the Tribe has successfully acquired several parcels of former ancestral homelands. Tupper Rock in Bandon was the first land purchased by the Tribe. The Coos Bay-Empire Property and waterfront property in North Bend were acquired in 1994-95. Transfer of the Coquille Forest parcels into federal trust status on September 30, 1998 brought the combined total tribal land base to nearly 6,500 acres, all of it in Coos County. The Forest represents heritage reclaimed in remembrance of a history filled with tragic circumstances and loss, however, for future generations, the Forest begins a legacy of tribal dedication to cultural rejuvenation and self-determination. In years past, villages were located along lower reaches of streams and rivers where fish, game and vegetation were abundant year round. Today, the Tribe works with university anthropologists and archeologists to research and document evidence of ancestral past which falls very close to some present day Tribal residences and commercial sites. The oldest documented, archeological site dates back 10,000 years. The Tribe also works closely with multiple government agencies to protect, preserve and interpret cultural sites and resources on public lands.

I-6.2 CLIMATE

The temperature in North Bend is one that does not vary much throughout the year and can be described as a dry-summer version of an oceanic climate. The hottest month is typically July with an average high temperature of 66.6 degrees and the coolest month is usually January with an average low temperature of 39.4 degrees. Rain is abundant in winter and very minimal in the summer. The average annual precipitation is 64.43 inches, of that, an average of 10.42 inches fall in December and only 0.51 inches fall in July. The average chance of sunshine in the North Bend area is 53%, however most of that comes in the summer months with a chance of sunshine in July of 90% and only a 29% chance of sunshine in December, according to www.homefacts.com.

FIGURE 1 – LOCATION MAP

I-6.3 DEMOGRAPHICS

Population and Housing Characteristics

The 2010 Census reported the Coquille Indian Tribe as having 689 members with a median age of 26.5. Of that, 266 were under 20 years of age, 170 were between the ages of 20 and 34, 106 were between the ages of 35 and 49, 132 were between the ages of 50 and 74, and 15 were over the age of 75.

There were 319 members who were 25 years and older. 1 with less than a 9th grade education, 71 had 9th - 12th grade education with no diploma, 42 were high school graduates, 72 had some college education and 133 held a college or professional degree.

The 2010 Census also reported that there were 269 total housing units on the reservation and an average household size of 2.54.

According to the most recent count published on the Coquille Tribe's website, current total Tribal enrollment exceeds 990 members. Of that, approximately 616 Tribal members and their families live within the five-county service area.

Economic Conditions and Employment

The median household income as reported by the 2010 Census was \$51,667.00. Approximately 18% of the housing units have incomes less than \$10,000; approximately 14% have incomes between \$15,000 and \$24,999; approximately 13.5% have incomes between \$25,000 and \$34,999; approximately 3% are between \$35,000 and \$49,000; approximately 38% are between \$50,000 and \$74,999 leaving about 13% over \$75,000.

The Tribe is the second largest employer in Coos County due to multiple, successful Tribal business ventures. Of the 489 people who are 16 years old and over, 271 are in the labor force, of which 254 are employed.

Economic Development

The Tribe established the CEDCO – the Coquille Economic Development Corporation – in 1991, who's Board of Directors along with Tribal Council works to create, develop and maintain profitable businesses while addressing Tribal policies and goals. Some of the businesses included are: The Mill Casino Hotel and RV Park, the Heritage Place, and ORCA.

The Mill Casino and Hotel is the CEDCO's largest and highest profile enterprise putting millions of dollars into the local economy and often increasing employment in the area. Heritage Place is an assisted living and Alzheimer's center that reflects the Tribe's commitment to elders as well as quality healthcare. ORCA Communications links local

community with high-speed fiber-optic networks. This is a critical factor for new business development and already existing local businesses.



I-7 HEALTH SERVICES AND LAW ENFORCEMENT

The Coquille Community Health Center is a 7,000 square foot facility located in Coos Bay. The Clinic offers a variety of outpatient medical services to Tribal members and other Native Americans who reside locally as well as in the five-county service area. In addition, the Center also houses all Coquille Tribal Human Services Programs and Contract Health Services.

The Community Health Center (CHC) employs a medical doctor and Family Nurse Practitioner who provide a variety of health care related services for visitors. When services are unavailable, the clinic will make referrals to specialty physicians.

The Clinic Offers:

- Comprehensive health history and physical exam
- Medical diagnosis for acute and chronic health conditions
- Perform minor procedures
- Prescribe medications to treat chronic health conditions
- Diabetes Self-Management Training
- Medical Nutrition therapy
- Well Child Exams and Immunizations
- Diabetes Clinic
- Referral to medical specialist and community outreach programs

Counseling: Several counseling services are available by referral to Tribal Members.

Child Vaccination Program: The CHC provides vaccinations for Tribal Youth aged 2 months to 18 years.

Flu Shots and Adult Immunization: The Community Health Center provides flu vaccines every year for Tribal Members, family and staff.

In-House laboratory analysis: The CHC has the facilities to detect strep throat, mononucleosis, pregnancy, cholesterol, glucose levels, liver function, and diabetes.

Tobacco Prevention: The CHC will assist any Tribal Member, Spouse of a Tribal Member, or non-Coquille Native American who wants to quit smoking and/or chewing tobacco. Staff will provide information and tips on quitting, referrals to cessation programs, presentations at Tribal events (Family Camp, Camp Ta Nae, etc.), and work directly with individuals.

Optometry: Tribal Members using the CHC for contacts, eye-glasses and other optometry needs are referred to a local optometrist.

Emergency Health Assistance: Provides emergency assistance for health care related emergencies for enrolled Tribal Members who reside outside the service area. A Tribal Member must submit a written request that includes proof of the health emergency, the physician's diagnosis, and show that all other forms of assistance (Medicaid, Oregon Health Plan...etc.) have been used. The program will compensate up to \$2,000. This program can be accessed once every five years.

My Nurse 24 hour help line: 1-866-500-5922. My Nurse is a free 24-hour medical advice help line where registered nurses are available to answer questions regarding medical issues.

The Coquille Indian Tribe Police Department.

- The department employs a total of four members including three officers and one chief of police.
- The department has a local patrol area that is about 10 miles long. Additionally, the Coquille Forest accounts for another 5900 acres of patrol area.
- All officers have to complete mandatory training and complete the Department Of Public Safety and Standards police academy to receive a basic police officer certification.
- The Coquille Tribal Police Department is SB 412 compliant providing the same Police powers as any Police Officer to enforce state criminal and traffic laws on and off Tribal property.
- The department follows state law, as well as tribal law as they are a public law, 280 Reservation.

I-8 TRIBAL GOVERNMENT

The Tribal Council is the governing body of the Coquille Indian Tribe. As elected representatives, the Council exercises all legislative authority except that which is vested in the Coquille General Council. The Tribal Council passes laws and sets the overall agenda for the development of programs to serve Tribal members and their families. The Tribal Council also approves resolutions on matters of temporary interest and passes ordinances on matters of general and permanent interest to members.

The Tribal Council ensures that all legislative, judicial, and executive functions of the Tribe are carried out and that all Tribal members are accorded the opportunity to participate in the programs, activities, and economic resources of the Tribe.

There are seven positions on the Council including Chairperson, Vice-Chairperson, Secretary-Treasurer, Chief and 3 Representatives. All positions on the Council are elected by a majority vote of Tribal members 18 years and older. The primary responsibilities of the Tribal Council include:

- **Public Policy and Legislation**—The Tribal Council reserves legislative authority to establish public policy, enact laws, ordinances and regulations to carry out the duties of government.
- **Judicial**—The Tribal Council established a Tribal Court, and can establish other lower courts, as may be appropriate, to carry out the judicial functions and needs of the Coquille Indian Tribe.
- **Executive and Fiscal Administration**—The Tribal Council delegates administrative responsibilities of the Coquille Indian Tribe to the Executive Director, who reports to the Tribal Council. The Executive Director is responsible for carrying out the executive administrative functions, implementing Tribal laws, ordinances and regulation, day-to-day management and executive oversight of personnel, departments, and programs within the Coquille Tribal Administration. The Chief Financial Officer (CFO) works closely with the Executive Director to monitor and protect the financial integrity of the Tribe and its assets, and provide financial reports to the Tribal Council.
- **Policy Advisory Committees and Boards**—The Tribal Council creates and appoints committee and boards to advise the Tribal Council on matters of importance to the Tribe and its members. Tribal member appointments to these committees and boards are emphasized to encourage maximum participation and input from Tribal members, provide for increased Tribal member knowledge of Tribal government operations, and ensure ongoing knowledge of Tribal needs and opportunities.
- **Economic Development**—The Tribal Council charters subordinate organizations and boards for the purpose of carrying out business and enterprise development and management activities.

Administrative Departments Include:

- Executive Management
- Financial Management Services
- Human Resources
- Legal Services Department
- Tribal Member Services
- Tribal Judicial Services
- Land Resources and Environmental Services
- Planning, Community & Real Estate Services
- Information Technology Department
- Cultural Resources Department

I-9 COMMUNITY CENTER

HEAD START: The Coquille Tribal Head Start Program is open to Tribal Member youth living in Coos County, Kilkich residents and non-tribal youth aged 3-5 years. Tribal Members are given first priority for enrollment followed by Native Americans of other Tribes and non-native children. Enrollment is limited to 20 students per school-year. Enrollment for the next Head Start class is advertised from June-September prior to the beginning of the school year.

AFTER SCHOOL PROGRAM: The After-School program is available to Tribal Member Youth and Kilkich residents 5-18 years of age during the school year (September-June). The program operates Monday-Thursday from 3:00-5:30 p.m. Full day program during Winter, Spring and Summer Breaks, Monday-Thursday from 8:00 a.m. - 5:30 p.m.

TEEN GROUP: The Teen Group offers teenage Tribal Members and Kilkich residents the chance to participate in a variety of activities. Participants also receive direct support and assistance from Community Center staff. Contact the Community Center for a schedule.

GYMNASIUM & FITNESS ROOM ACTIVITIES: The Community Center includes a full-size basketball court, fitness room and offers a variety of fitness activities including volleyball, soccer, basketball, aerobics, weight lifting equipment, circuit training, golf nets and fitness machines. Locker rooms are available for changing and showering.

USDA SUMMER FOOD PROGRAM: Breakfast, Lunch and Snacks are provided for all youth programs at the Coquille Indian Tribe Community Center. During the school year Head Start, After School and Teen Programs participate. A Summer Nutrition Program is also operated in the summer months for the Coquille Indian Tribal Community. "The Coquille Indian Tribe is an equal opportunity provider."

SUMMER SCHOOL/ACADEMY PROGRAM: Open during the summer months to Enrolled Coquille Tribal Members and Kilkich resident children 5-18 years of age. The program operates Monday-Thursday from 8:00 a.m. - 5:30 p.m.

SNOW CAMP: Yearly activity for Coquille Indian Tribal Youth ages 8-18 years of age enrolled in school full time.

YOUTH MENTORING TRIP: Yearly activities for Coquille Indian Tribal Youth ages 10-18 years of age enrolled in school full time.

YOUTH GOLF PROGRAM: A Yearly Summer Golf Clinic and Golf Camp for Coquille Indian Tribal Members, other American Indian/Alaska Natives and South Western Oregon Youth ages 7- 18 years of age enrolled in school full time.

I-10 COQUILLE INDIAN HOUSING AUTHORITY

The CIHA manages a low-income housing program similar to that of a public housing authority. The program is available to Coquille Tribal members and other Native Americans living in the Tribe's five-county service area that includes Coos, Jackson, Curry, Douglas and Lane Counties. The agency currently provides 109 units of housing assistance including 35 units outside of its Charleston-area reservation land. Its annual budget averages \$1.2 million and is funded entirely through the federal Department of Housing and Urban Development. The agency also works with surrounding communities such as providing Emergency Management Information.

I-11 EDUCATION DEPARTMENT AND LIBRARY

It is the mission of the Coquille Indian Education Department to develop, promote and implement comprehensive educational opportunities that are designed to expand and enrich the lives of all tribal members and families, encourage continuous life-long learning, foster self-sufficiency and are equally accessible to all regardless of age, residency or circumstance.

They believe that education of their tribal members is vital to the prosperity and survival of the tribe. They believe that the education of their tribal members broadens their horizons, fosters their ability to question and interpret the world and improves life choices and career opportunities. They believe that by making education one of their top priorities they provide ways to enhance their experience as native people and sustain their position in the community.

Coquille Indian Tribal Library

While small, the CIT Library contains an extensive amount of information on the Coquille Indian Tribe and other Tribes of southwest Oregon including the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians. In addition, the library actively seeks and holds materials

covering the history of Coos County as a whole. The Coquille Indian Tribe's Library is not part of the Coos County Library system but its materials are available to the public.

The collection places an emphasis on providing information from the perspective of Tribes and Native Americans on subjects including culture, history, health, education and law. Other subjects are available and our Library contains materials covering the same subjects you would find in a small public library.

<http://www.coquilletribe.org/AboutUs.html>

<http://www.coquilletribe.org/documents/TheCoquillesfinal050809.pdf>

<http://www.themillcasino.com/about/coquilleindiantribe.cfm>

http://www.leg.state.or.us/cis/oregon_indian_country.pdf

<http://www.coquilletribe.org/documents/CoquilleTRibebyDonIvy.pdf>

http://en.wikipedia.org/wiki/North_Bend,_Oregon

<http://www.homefacts.com/weather/Oregon/Coos-County/North-Bend.html>

<http://www.cedco.net/news.shtml>

PART ONE – EXISTING TTP INVENTORY

1-1 OFFICIAL TTP INVENTORY SUMMARY

The Coquille Indian Tribe’s Official IRR/TTP Inventory was updated last in 1999 as is available today in the Roads Inventory Field Data System (RIFDS) Program. This section will identify only IRR/TTP’s accepted in the CIT’s “Official” IRR/TTP Inventory. In Appendix C of the report you will find the inventory summary tables that have been printed directly out of the RIFDS Program on 09/24/2013. The following table indicates the route summary of the official 19 Routes, 21 Sections, and total of 13.7 miles of IRR/TTP’s.



Indian Reservation Roads Program Ownership by Route (Road Owner) FY 2013 Inventory

Region - P - Northwest

Agency - 01 - Siletz

Inventory Location - 155 - Coquille Tribe

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
1000				1 - BIA		10	0.3	0.3
1100				1 - BIA		10	0.8	0.8
1110				1 - BIA		10	0.1	0.1
1200	4			1 - BIA		10	1.6	1.6
1210	4			1 - BIA		10	0.9	2.1
1210	4			1 - BIA		20	0.2	
1210	4			1 - BIA		30	1.0	
1220	4			1 - BIA		10	0.2	0.2
1230	4			1 - BIA		10	0.7	0.7
1240	4			1 - BIA		10	0.4	0.4
2100	4			1 - BIA		10	0.8	0.8
2200	4			1 - BIA		10	0.8	0.8
2210	4			1 - BIA		10	0.3	0.3
2220	4			1 - BIA		10	0.4	0.4
2400	4			1 - BIA		10	1.0	1.0
3000				3 - STATE		810	2.1	2.1
3100				5 - COUNTY AND TOWNSHIP		810	0.1	0.1
3200				5 - COUNTY AND TOWNSHIP		810	0.4	0.4
4000				5 - COUNTY AND TOWNSHIP		810	1.2	1.2
4100	4			1 - BIA		10	0.2	0.2
4200	4			1 - BIA		10	0.2	0.2

Region Subtotals	Number routes:	19	Number sections:	21	Total length:	13.7
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The existing IRR Inventory is illustrated on Map A – Official IRR Routes provided for you in Appendix E.

1-2 EXISTING TTP FUNDING

According to the latest funding tables provided to the public by the BIA, the Coquille Indian Tribe received approximately \$147,613 in FY 2013. The full funding report for the current fiscal year is located in Appendix D detailing the funding calculations and the many subtotal calculations that are quantified to provide this annual allocation. In the appendix we also provided historic funding tables to provide some history of the Tribe’s IRR/TTP funding levels. Two important numbers to note in your Fiscal Year (FY) 2013 calculation is you total population based on NAHASDA records is 1,822 and your total eligible IRR/TTP mileage utilized for the calculation is 8.7 miles. The table below is an excerpt from the TTAM Table discussed in this section. The Coquille Indian Tribe is highlighted in magenta.

Region Name	Tribe Name	Population	Total Miles	FY13 Transition Funding (80% of FY11) \$\$	Total Supplemental \$\$	Total FY13 Tribal Shares after 4.1% takedown
M - Southwest	Southern Ute Indian Tribe	1,974	216.5	\$475,500.88	\$335,754.16	\$813,861.57
M - Southwest	Ute Mountain Tribe	1,898	329.2	\$380,052.31	\$254,096.68	\$650,492.95
M - Southwest	Ysleta Del Sur Pueblo of Texas	3,288	86.0	\$260,619.72	\$182,220.40	\$446,073.56
M - Southwest	Zuni Tribe of the Zuni Reservation	8,540	434.8	\$734,446.89	\$488,899.24	\$1,257,070.45
N - Navajo	Navajo Nation, Arizona, New Mexico and Utah	203,173	11,288.6	\$43,472,159.08	\$13,843,255.13	\$56,695,562.52
P - Northwest	Burns Paiute Tribe	444	4.2	\$46,748.19	\$21,611.27	\$68,186.76
P - Northwest	Chehalis Reservation, Confederated Tribes of the	1,660	6.4	\$276,431.13	\$134,425.17	\$403,201.59
P - Northwest	Coeur D'Alene Tribe	1,238	65.4	\$295,802.29	\$142,260.05	\$431,456.31
P - Northwest	Colville Reservation, Confederated Tribes of the	8,209	865.3	\$3,575,589.78	\$1,708,680.45	\$5,215,344.31
P - Northwest	Confederated Salish & Kootenai Tribes	8,355	334.2	\$616,281.64	\$255,804.56	\$898,906.51
P - Northwest	Coos, Lower Umpqua and Siuslaw Indians,					
P - Northwest	Confederated Tribes of the	1,922	3.1	\$103,435.72	\$44,798.03	\$150,871.03
P - Northwest	Coquille Tribe	1,822	8.7	\$101,201.83	\$43,534.68	\$147,612.68
P - Northwest	Cow Creek Band of Umpqua Indians	3,012	6.6	\$240,914.88	\$110,496.39	\$351,397.71
P - Northwest	Cowlitz Indian Tribe	7,362	2.0	\$260,833.10	\$103,679.33	\$380,450.36
P - Northwest	Grand Ronde Community, Confederated Tribes of the	10,034	50.1	\$464,019.87	\$192,425.37	\$676,817.97
P - Northwest	Hoh Indian Tribe	270	8.5	\$38,459.52	\$17,897.16	\$56,096.94
P - Northwest	Jamestown S'Klallam Tribe	1,017	0.8	\$310,603.15	\$155,549.10	\$453,044.80
P - Northwest	Kalispel Indian Community	163	45.3	\$89,031.53	\$41,816.21	\$129,861.12
P - Northwest	Klamath Tribe	7,068	817.3	\$957,506.95	\$416,312.93	\$1,396,616.71
P - Northwest	Kootenai Tribe	75	4.4	\$71,106.82	\$35,345.65	\$103,716.19
P - Northwest	Lower Elwha Tribal Community	1,910	14.1	\$222,615.63	\$104,870.80	\$324,706.47
P - Northwest	Lummi Tribe	7,815	39.8	\$698,730.58	\$321,586.92	\$1,019,166.29
P - Northwest	Makah Indian Tribe	1,048	65.9	\$262,619.38	\$122,739.62	\$383,055.83

**PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION FACILITY
INVENTORY (NTTFI) AND TRANSPORTATION NETWORK**

2-1 RECOMMENDED TTP INVENTORY SUMMARY

This section describes the road system utilized by Coquille tribal members. The focus of this section of the report is to summarize the roadway network as it has been inventoried for inclusion into the IRR/TTP System. The roads identified and discussed in this report are transportation facilities that are open to the public and provide intercommunity travel while also connecting the Tribe to important public services and goods off reservation.

Public roads providing ingress/egress and travel within the Reservation are constructed and maintained by the Tribe, BIA, local cities, Coos and Curry Counties, and the Oregon State Department of Transportation (ODOT). The recommended inventory represents the transportation network providing primary access to the Tribal properties both Trust and Fee.

In April 2013, Red Plains Professional’s IRR/TTP Inventory crew traveled to Coquille and performed comprehensive roadway conditions analysis of each road we are recommending for the IRR/TTP System. During our typical field data collection process, we collected condition ratings to support the inventory forms, photographic cataloging of each section inventoried, and GIS data collection utilizing a Trimble GeoXT touchscreen data collect device. The 2013 IRR/TTP Inventory Project collected roadway conditions data on approximately 370 miles of roads that are eligible for the IRR/TTP System of Roads. In addition to the 13.7 miles of existing roads, RPP worked with tribal planning staff to identify an additional 356.3 miles of future development proposed roads. Once we initiated the inventory review process of the project, it became clear that Tribe had made past efforts to add the majority of the mileage identified in this report and update. For various reasons that inventory was never accepted by the BIA. Red Plains staff re-collected all of the field condition data on the entire 370 miles of roads and has since rectified the RIFDS records to match current conditions. Through the process of updating RIFDS, all of the existing records have been updated and all of the in-process field records have been updated, revised, deleted, etc. to now resemble the current, accurate, and verifiable inventory collected by Red Plains. This inventory as entered into RIFDS is supported by the generation of a comprehensive GIS System that has been provided to the Tribe as part of the project deliverables.

Proposed roads are eligible for inclusion in the IRR/TTP Inventory System and actually calculate towards the Tribes TTAM RDFD Tribal Share calculation. More importantly these roads must be entered into the IRR/TTP Program and must be supported by a comprehensive LRTP describing how the Tribe will intend to use these future roads. It is important to note that these roads have been identified by the Tribe as future development roads and that in order for the Tribe to expend IRR/TTP funding towards the preplanning and construction of these roads, the roads must be entered into the Tribe’s IRR/TTP Inventory.

In Appendix C – IRR/TTP Inventory RIFDS Reports you will find the applicable RIFDS reports detailing the specific information entered. The following table provides you with a summary of the 2016 Recommended IRR/TTP Inventory.

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2016 Recommended IRR/TTP Inventory - Coquille Indian Tribe

Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
1000	10		0.1	Miluk Dr	4 - Rural Maj Collec	5 - Bitumionous>2	1-BIA
1000	20		0.5	Miluk Dr	4 - Rural Maj Collec	5 - Bitumionous>2	1-BIA
1100	10		0.8	Mexeye Loop	3 - Residential	5 - Bitumionous>2	1-BIA
1110	10		0.1	Jis-Ta-Jaya Court	3 - Residential	5 - Bitumionous>2	1-BIA
1120	10		0.1	1120	3 - Residential	5 - Bitumionous>2	2-Tribe
1120	20		0.1	1120	5 - Rural Local	3 - Gravel	2-Tribe
1180	10		0.3	1180	5 - Rural Local	1 - Earth	2-Tribe
1185	10		0.1	1185	5 - Rural Local	1 - Earth	2-Tribe
1189	10		0.1	1189	5 - Rural Local	1 - Earth	2-Tribe
1200	10		0.8	Miluk Extension	4 - Rural Maj Collec	3 - Gravel	1-BIA
1200	20		<Null>	Miluk Extension	4 - Rural Maj Collec		1-BIA
1200	30		0.8	Miluk Extension	4 - Rural Maj Collec	3 - Gravel	1-BIA
1210	10		1.1	Tarheel Loop Rd	4 - Rural Maj Collec	3 - Gravel	1-BIA
1210	20		0.2	Tarheel Loop Rd	4 - Rural Maj Collec	3 - Gravel	1-BIA
1210	30		0.7	Tarheel Loop Rd	4 - Rural Maj Collec	3 - Gravel	1-BIA
1220	10		0.4	Plank House Loop	5 - Rural Local	3 - Gravel	1-BIA
1225	10		0.1	1225	5 - Rural Local	1 - Earth	2-Tribe
1230	10		0.5	Upper Fourth Creek Rd	5 - Rural Local	3 - Gravel	1-BIA
1230	20		<Null>	Upper Fourth Creek Rd	5 - Rural Local		1-BIA
1230	30		0.3	Upper Fourth Creek Rd	5 - Rural Local	3 - Gravel	1-BIA
1237	10		0.1	1237	5 - Rural Local	1 - Earth	2-Tribe
1239	10		0.1	1239	5 - Rural Local	1 - Earth	2-Tribe
1240	10		0.3	High Rd	5 - Rural Local	1 - Earth	1-BIA
1245	10		0.1	1245	5 - Rural Local	1 - Earth	2-Tribe
1250	10		0.2	1250	5 - Rural Local	1 - Earth	2-Tribe
1260	10		0.1	1260	5 - Rural Local	1 - Earth	2-Tribe
1270	10		0.1	1270	5 - Rural Local	1 - Earth	2-Tribe
1280	10		0.1	1280	5 - Rural Local	1 - Earth	2-Tribe
1290	10		0.1	1290	5 - Rural Local	1 - Earth	2-Tribe
1300	10		0.1	1300	5 - Rural Local	1 - Earth	2-Tribe
1310	10		0.1	1310	5 - Rural Local	1 - Earth	2-Tribe
1320	10		0.2	1320	5 - Rural Local	1 - Earth	2-Tribe
1330	10		0.2	1330	5 - Rural Local	1 - Earth	2-Tribe
1340	10		0.2	1340	5 - Rural Local	1 - Earth	2-Tribe
1350	10		0.1	1350	5 - Rural Local	3 - Gravel	8-Other
1370	10		0.4	1370	5 - Rural Local	1 - Earth	2-Tribe
1380	10		0.1	1380	5 - Rural Local	1 - Earth	2-Tribe
1390	10		0.2	1390	5 - Rural Local	1 - Earth	2-Tribe
1400	10		0.1	1400	5 - Rural Local	1 - Earth	2-Tribe
1410	10		0.2	1410	5 - Rural Local	1 - Earth	2-Tribe
1420	10		0.1	1420	5 - Rural Local	1 - Earth	2-Tribe
1510	10		0.3	1510	8 - Non-Road	9 - Primitive	2-Tribe
1730	10		0.4	North/South Connector Rd	5 - Rural Local	3 - Gravel	2-Tribe
1740	10		0.1	1740	5 - Rural Local	1 - Earth	1-BIA
1750	10		0.1	1750	5 - Rural Local	1 - Earth	1-BIA
2100	10		0.7	Wisconsin Extension Rd	5 - Rural Local	3 - Gravel	1-BIA
2100	20		0.1	Wisconsin Extension Rd	5 - Rural Local	0 - Proposed	2-Tribe
2110	10		0.2		5 - Rural Local	1 - Earth	2-Tribe
2120	10		0.1	2120	5 - Rural Local	1 - Earth	2-Tribe
2130	10		0.2	2130	5 - Rural Local	1 - Earth	2-Tribe
2140	10		0.1	2140	5 - Rural Local	1 - Earth	2-Tribe
2150	10		0.1	2150	5 - Rural Local	1 - Earth	2-Tribe

2016 Recommended IRR/TTP Inventory - Coquille Indian Tribe

Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
2155	10		0.1	2155	5 - Rural Local	1 - Earth	2-Tribe
2160	10		0.1		5 - Rural Local	1 - Earth	2-Tribe
2170	10		0.1		5 - Rural Local	1 - Earth	2-Tribe
2175	10		0.1	2175	5 - Rural Local	1 - Earth	2-Tribe
2180	10		0.1		5 - Rural Local	1 - Earth	2-Tribe
2190	10		0.2		5 - Rural Local	1 - Earth	2-Tribe
2200	10		0.8	Powerline Rd	5 - Rural Local	3 - Gravel	1-BIA
2210	10		0.1	Spaw Extension	5 - Rural Local	1 - Earth	1-BIA
2210	20		0.2	Spaw Extension	5 - Rural Local	1 - Earth	2-Tribe
2220	10		0.6	Second Creek Access Rd	5 - Rural Local	3 - Gravel	1-BIA
2230	10		0.1		5 - Rural Local	3 - Gravel	2-Tribe
2240	10		0.4		5 - Rural Local	1 - Earth	2-Tribe
2250	10		0.4		5 - Rural Local	1 - Earth	2-Tribe
2400	10		0.9	North Boundary Rd	5 - Rural Local	3 - Gravel	1-BIA
2410	10		0.1		5 - Rural Local	3 - Gravel	1-BIA
2420	10		0.3	2420	5 - Rural Local	1 - Earth	2-Tribe
2430	10		0.1		5 - Rural Local	1 - Earth	2-Tribe
2435	10		0.1	2435	5 - Rural Local	1 - Earth	2-Tribe
2440	10		0.1		5 - Rural Local	1 - Earth	2-Tribe
2445	10		0.1	2445	5 - Rural Local	1 - Earth	2-Tribe
2450	10		0.2		5 - Rural Local	1 - Earth	2-Tribe
2455	10		0.1	2455	5 - Rural Local	1 - Earth	2-Tribe
2500	10		0.5	Iron Mountain Trail Rd	5 - Rural Local	3 - Gravel	2-Tribe
2510	10		0.4	Iron Mountain Hill Rd	5 - Rural Local	1 - Earth	2-Tribe
2520	10		1	Iron Mountain Ridge Rd	5 - Rural Local	3 - Gravel	2-Tribe
2530	10		0.2		5 - Rural Local	3 - Gravel	2-Tribe
2540	10		0.2	2540	5 - Rural Local	3 - Gravel	2-Tribe
2560	10		0.1	Four Mile Drive	5 - Rural Local	3 - Gravel	2-Tribe
2570	10		0.5	Four Mile Lane	4 - Rural Maj Collec	3 - Gravel	2-Tribe
2580	10		0.4		5 - Rural Local	3 - Gravel	2-Tribe
2590	10		0.3	2590	5 - Rural Local	3 - Gravel	2-Tribe
2770	10		0.3	2770	5 - Rural Local	3 - Gravel	2-Tribe
2780	10		0.2	2780	5 - Rural Local	3 - Gravel	2-Tribe
2790	10		0.2	2790	5 - Rural Local	0 - Proposed	2-Tribe
2800	10		0.1	2800	5 - Rural Local	3 - Gravel	2-Tribe
2810	10		0.1	2810	5 - Rural Local	3 - Gravel	2-Tribe
2820	10		0.1	2820	5 - Rural Local	3 - Gravel	2-Tribe
2830	10		0.1	2830	5 - Rural Local	3 - Gravel	2-Tribe
2840	10		0.1	2840	5 - Rural Local	3 - Gravel	2-Tribe
2850	10		0.2	2850	5 - Rural Local	3 - Gravel	2-Tribe
2860	10		0.4	2860	5 - Rural Local	3 - Gravel	2-Tribe
2870	10		0.1	2870	5 - Rural Local	3 - Gravel	2-Tribe
2880	10		0.1	2880	5 - Rural Local	3 - Gravel	2-Tribe
2890	10		0.3	2890	5 - Rural Local	3 - Gravel	2-Tribe
2900	10		0.1	2900	5 - Rural Local	0 - Proposed	2-Tribe
2910	10		0.3	2910	5 - Rural Local	0 - Proposed	2-Tribe
2920	10		0.1	2920	5 - Rural Local	3 - Gravel	2-Tribe
2930	10		0.4	2930	5 - Rural Local	3 - Gravel	2-Tribe
2940	10		0.5	2940	5 - Rural Local	3 - Gravel	2-Tribe
2950	10		0.1	2950	5 - Rural Local	3 - Gravel	2-Tribe
2960	10		0.8	2960	5 - Rural Local	3 - Gravel	2-Tribe
2970	10		0.1	2980	5 - Rural Local	3 - Gravel	2-Tribe

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
2980	10		0.1		5 - Rural Local	3 - Gravel	2-Tribe
2990	40		0.1	30-11-28.0 / Plum Creek Rd	5 - Rural Local	3 - Gravel	2-Tribe
2990	50		0.2	30-11-28.0 / Plum Creek Rd	5 - Rural Local	3 - Gravel	2-Tribe
2995	40		0.2	30-11-33.0	5 - Rural Local	1 - Earth	2-Tribe
2997	10		0.1	2997	5 - Rural Local	0 - Proposed	2-Tribe
2997	20		0.1	2997	5 - Rural Local	0 - Proposed	2-Tribe
3000	780		0.3	Cape Arago Hwy	2 - Rural Minor Art	5 - Bitumionous>2	3-State
3000	790		<Null>	Cape Arago Hwy	2 - Rural Minor Art		3-State
3000	800		3.7	Cape Arago Hwy	2 - Rural Minor Art	5 - Bitumionous>2	3-State
3000	810		0.8	Cape Arago Hwy	2 - Rural Minor Art	5 - Bitumionous>2	3-State
3010	20		0.5	30-11-32.0	5 - Rural Local	3 - Gravel	2-Tribe
3015	10		0.1	3015	5 - Rural Local	0 - Proposed	2-Tribe
3015	20		0.4	3015	5 - Rural Local	0 - Proposed	2-Tribe
3017	10		0.1	3017	5 - Rural Local	0 - Proposed	2-Tribe
3030	20		0.1	30-11-32.2	5 - Rural Local	3 - Gravel	2-Tribe
3035	10		0.3	3035	5 - Rural Local	1 - Earth	2-Tribe
3037	10		0.1	3037	5 - Rural Local	1 - Earth	2-Tribe
3040	10		0.6	30-11-15.0	5 - Rural Local	3 - Gravel	2-Tribe
3040	20		0.4	30-11-15.0	5 - Rural Local	3 - Gravel	8-Other
3050	10		0.3	30-11-15.2	5 - Rural Local	3 - Gravel	2-Tribe
3060	10		0.2	3060	5 - Rural Local	3 - Gravel	2-Tribe
3061	10		0.1	3061	5 - Rural Local	9 - Primitive	2-Tribe
3062	10		0.2	3062	8 - Trail	9 - Primitive	2-Tribe
3063	10		0.1	3063	8 - Trail	9 - Primitive	2-Tribe
3070	10		2	30-11-15.1	5 - Rural Local	3 - Gravel	2-Tribe
3080	10		1.3	30-11-14.1 / Rasler Creek Rd	5 - Rural Local	3 - Gravel	7-Other Fed
3090	10		1.5	30-11-23.0	5 - Rural Local	3 - Gravel	7-Other Fed
3090	20		1.7	30-11-23.0	5 - Rural Local	3 - Gravel	2-Tribe
3090	30		0.2	30-11-23.0	5 - Rural Local	3 - Gravel	7-Other Fed
3100	10		0.1	Wisconsin Ave	6 - City Min Arter	5 - Bitumionous>2	4-Urban
3110	10		2	30-11-25.0	5 - Rural Local	3 - Gravel	2-Tribe
3120	10		1	30-11-25.1	5 - Rural Local	3 - Gravel	2-Tribe
3120	20		0.1	30-11-25.1	5 - Rural Local	3 - Gravel	2-Tribe
3130	10		0.7	30-11-19.1	5 - Rural Local	3 - Gravel	7-Other Fed
3130	30		0.1	30-11-19.1	5 - Rural Local	3 - Gravel	2-Tribe
3140	20		0.4	30-11-24.1	5 - Rural Local	3 - Gravel	2-Tribe
3140	30		0.7	30-11-24.1	5 - Rural Local	3 - Gravel	8-Other
3140	40		0.2	30-11-24.1	5 - Rural Local	3 - Gravel	8-Other
3160	10		0.7	29-12-26.0 / Indian Creek Rd	5 - Rural Local	3 - Gravel	7-Other Fed
3170	10		0.1	29-12-36.1 / Indian Creek Rd	5 - Rural Local	3 - Gravel	7-Other Fed
3170	20		<Null>	29-12-36.1 / Indian Creek Rd	5 - Rural Local		7-Other Fed
3170	30		0.7	29-12-26.0 / Indian Creek Rd	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3170	40		0.1	29-12-26.0 / Indian Creek Rd	5 - Rural Local	4 - Bituminou <2	2-Tribe
3170	50		4.8	29-12-36.1	5 - Rural Local	3 - Gravel	7-Other Fed
3170	60		1.2	29-12-36.1	5 - Rural Local	3 - Gravel	2-Tribe
3170	70		0.4	29-12-36.1	5 - Rural Local	3 - Gravel	7-Other Fed
3170	80		1.8	29-12-36.1	5 - Rural Local	3 - Gravel	2-Tribe
3172	10		0.1	3172	5 - Rural Local	9 - Primitive	2-Tribe
3175	10		0.2	3175	5 - Rural Local	0 - Proposed	2-Tribe
3180	10		0.3	29-12-35.1	5 - Rural Local	3 - Gravel	2-Tribe
3180	20		0.2	29-12-35.1	5 - Rural Local	1 - Earth	2-Tribe
3180	30		0.1	29-12-35.1	5 - Rural Local	1 - Earth	2-Tribe

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
3180	40		0.1	29-12-35.1	5 - Rural Local	1 - Earth	2-Tribe
3180	50		0.2	29-12-35.1	5 - Rural Local	1 - Earth	2-Tribe
3180	60		0.3	29-12-35.1	5 - Rural Local	0 - Proposed	2-Tribe
3180	70		0.1	29-12-35.1	5 - Rural Local	0 - Proposed	2-Tribe
3180	80		0.4	29-12-35.1	5 - Rural Local	0 - Proposed	2-Tribe
3185	10		0.3	3185	5 - Rural Local	1 - Earth	2-Tribe
3185	20		0.2	3185	5 - Rural Local	1 - Earth	2-Tribe
3187	10		0.1	3185	5 - Rural Local	0 - Proposed	2-Tribe
3190	10		0.2	29-12-35.2	5 - Rural Local	1 - Earth	2-Tribe
3195	10		0.1	29-12-35.2	5 - Rural Local	0 - Proposed	2-Tribe
3200	10		0.4	Spaw Lane	4 - Rural Maj Collec	5 - Bitumionous>2	5-County
3205	10		0.1	3205	5 - Rural Local	3 - Gravel	2-Tribe
3210	10		0.2	3210	5 - Rural Local	3 - Gravel	2-Tribe
3220	10		0.3	29-12-35.2	5 - Rural Local	0 - Proposed	2-Tribe
3225	10		0.1	29-12-35.1	5 - Rural Local	0 - Proposed	2-Tribe
3230	10		0.1	3230	5 - Rural Local	3 - Gravel	2-Tribe
3235	10		0.1	3235	5 - Rural Local	3 - Gravel	2-Tribe
3235	20		0.2	3235	5 - Rural Local	0 - Proposed	2-Tribe
3240	10		1.1	29-12-7.0	5 - Rural Local	3 - Gravel	2-Tribe
3241	10		0.1	3241	5 - Rural Local	0 - Proposed	2-Tribe
3242	10		0.1	3242	5 - Rural Local	9 - Primitive	2-Tribe
3243	10		0.1	3243	5 - Rural Local	9 - Primitive	2-Tribe
3244	10		0.2	3244	5 - Rural Local	0 - Proposed	2-Tribe
3245	10		0.7	3245	5 - Rural Local	0 - Proposed	2-Tribe
3247	10		0.1	3247	5 - Rural Local	0 - Proposed	2-Tribe
3250	10		1.5	29-12-35.0	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3250	20		0.6	29-12-35.0	5 - Rural Local	3 - Gravel	7-Other Fed
3260	10		0.8	29-11-31.0	5 - Rural Local	3 - Gravel	7-Other Fed
3260	20		0.4	29-11-31.1	5 - Rural Local	3 - Gravel	8-Other
3260	30		0.6	3260	5 - Rural Local	3 - Gravel	8-Other
3265	10		0.1	3265	5 - Rural Local	0 - Proposed	8-Other
3265	20		0.1	3265	5 - Rural Local	0 - Proposed	2-Tribe
3280	10		0.1	30-11-6.0	5 - Rural Local	3 - Gravel	2-Tribe
3280	20		0.8	30-11-6.0	5 - Rural Local	3 - Gravel	2-Tribe
3285	10		0.1	3285	5 - Rural Local	9 - Primitive	2-Tribe
3300	10		0.1	30-11-6.2	5 - Rural Local	3 - Gravel	2-Tribe
3300	20		0.4	30-11-6.2	5 - Rural Local	3 - Gravel	8-Other
3310	10		0.5	30-11-5.0	5 - Rural Local	3 - Gravel	2-Tribe
3312	10		0.1	3312	5 - Rural Local	3 - Gravel	2-Tribe
3314	10		0.1	3314	5 - Rural Local	9 - Primitive	2-Tribe
3320	10		0.1	3320	5 - Rural Local	9 - Primitive	2-Tribe
3320	20		0.1	3320	5 - Rural Local	0 - Proposed	2-Tribe
3330	10		0.2	3330	5 - Rural Local	0 - Proposed	2-Tribe
3335	10		0.5	3335	5 - Rural Local	0 - Proposed	2-Tribe
3340	10		0.3	30-11-5.3	5 - Rural Local	3 - Gravel	2-Tribe
3350	10		1.4	28-11-13.0	5 - Rural Local	3 - Gravel	7-Other Fed
3360	10		0.1	28-11-13.2	5 - Rural Local	1 - Earth	7-Other Fed
3360	20		0.8	28-11-13.2	5 - Rural Local	1 - Earth	8-Other
3371	10		0.4	3312	5 - Rural Local	0 - Proposed	2-Tribe
3385	10		0.1	3385	5 - Rural Local	0 - Proposed	2-Tribe
3385	20		0.9	3385	5 - Rural Local	0 - Proposed	2-Tribe
3387	10		0.1	3387	5 - Rural Local	0 - Proposed	2-Tribe

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
3390	10		0.1	28-11-29.0	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3390	20		<Null>	28-11-29.0	5 - Rural Local		7-Other Fed
3390	30		1.8	28-11-29.0 / Elk Creek Rd	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3390	40		<Null>		5 - Rural Local		7-Other Fed
3390	50		2.4	28-11-29.0 / Elk Creek Rd	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3390	60		2.4	28-11-29.0 / Elk Creek Rd	5 - Rural Local	4 - Bituminou <2	2-Tribe
3390	70		0.3	28-11-29.0 / Elk Creek Rd	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3390	80		0.1	28-11-29.0 / Elk Creek Rd	5 - Rural Local	4 - Bituminou <2	2-Tribe
3390	90		1.6	28-11-29.0 / Elk Creek Rd	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3390	100		0.3	28-11-29.0 / Elk Creek Rd	5 - Rural Local	4 - Bituminou <2	2-Tribe
3390	110		1.6	3390	5 - Rural Local	3 - Gravel	8-Other
3392	10		0.2	3392	5 - Rural Local	9 - Primitive	2-Tribe
3395	10		0.1	3395	5 - Rural Local	0 - Proposed	8-Other
3395	20		0.1	3395	5 - Rural Local	0 - Proposed	2-Tribe
3400	10		0.2	28-11-26.1	5 - Rural Local	3 - Gravel	2-Tribe
3400	20		0.3	28-11-26.1	5 - Rural Local	3 - Gravel	7-Other Fed
3400	30		0.1	28-11-23.4	5 - Rural Local	3 - Gravel	8-Other
3400	40		1.2	28-11-23.4	5 - Rural Local	3 - Gravel	8-Other
3405	10		0.3	3405	5 - Rural Local	3 - Gravel	8-Other
3405	20		0.1	3405	5 - Rural Local	0 - Proposed	2-Tribe
3410	10		0.3	28-11-26.4	5 - Rural Local	3 - Gravel	2-Tribe
3420	10		0.1	28-11-26.7	5 - Rural Local	3 - Gravel	2-Tribe
3425	10		0.1	28-11-26.7	5 - Rural Local	3 - Gravel	8-Other
3430	10		0.4	28-11-25.2	5 - Rural Local	3 - Gravel	2-Tribe
3435	10		0.3	3435	5 - Rural Local	9 - Primitive	2-Tribe
3440	10		0.5	3440	5 - Rural Local	0 - Proposed	2-Tribe
3450	10		0.3	28-11-25.4	5 - Rural Local	3 - Gravel	2-Tribe
3460	10		0.2	3460	5 - Rural Local	0 - Proposed	2-Tribe
3470	10		0.1	28-11-25.1	5 - Rural Local	3 - Gravel	2-Tribe
3470	20		0.6	28-11-25.1	5 - Rural Local	3 - Gravel	7-Other Fed
3470	30		0.2	28-11-25.1	5 - Rural Local	3 - Gravel	2-Tribe
3480	10		0.6	3480	5 - Rural Local	0 - Proposed	2-Tribe
3490	10		0.3	3490	5 - Rural Local	0 - Proposed	2-Tribe
3495	10		0.1	3495	5 - Rural Local	0 - Proposed	2-Tribe
3500	10		0.2	28-11-25.0 / Elk Mtn Loop	5 - Rural Local	4 - Bituminou <2	2-Tribe
3500	20		0.2	28-11-25.0 / Elk Mtn Loop	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3510	10		0.6	28-10-19.0	5 - Rural Local	3 - Gravel	2-Tribe
3510	20		0.2	28-10-19.0	5 - Rural Local	3 - Gravel	7-Other Fed
3512	10		0.1	3512	5 - Rural Local	0 - Proposed	2-Tribe
3514	10		0.2	3514	5 - Rural Local	0 - Proposed	2-Tribe
3520	10		0.2	28-11-26.0	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3520	20		<Null>	28-11-26.0	5 - Rural Local		7-Other Fed
3520	30		2.6	28-11-26.0	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3520	40		1.2	28-11-26.0	5 - Rural Local	3 - Gravel	7-Other Fed
3520	50		<Null>	28-11-26.0	5 - Rural Local		7-Other Fed
3520	60		1.5	28-11-26.0 / Brownson Creek Rd	5 - Rural Local	3 - Gravel	7-Other Fed
3540	10		0.2	29-11-28.0 / Big Creek County Rd	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
3540	20		0.1	29-11-28.0 / Big Creek County Rd	5 - Rural Local	5 - Bitumionous>2	8-Other
3540	30		1.3	29-11-28.0 / Big Creek County Rd	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
3540	40		0.3	29-11-28.0	5 - Rural Local	3 - Gravel	7-Other Fed
3540	50		<Null>	29-11-28.0	5 - Rural Local		7-Other Fed
3540	60		0.8	29-11-28.0	5 - Rural Local	3 - Gravel	7-Other Fed

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
3540	100		0.8	29-11-28.0	5 - Rural Local	3 - Gravel	2-Tribe
3550	10		1.4	28-10-31.0 / Elk Creek Rd	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
3550	20		0.1	28-10-31.0 / Elk Creek Rd	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
3550	30		0.1	28-10-31.0 / Elk Creek Rd	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
3560	10		0.1	28-10-30.0	5 - Rural Local	3 - Gravel	2-Tribe
3560	20		0.6	28-10-30.0	5 - Rural Local	3 - Gravel	2-Tribe
3560	30		0.3	3560	5 - Rural Local	0 - Proposed	2-Tribe
3562	10		0.1	3562	5 - Rural Local	0 - Proposed	2-Tribe
3564	10		0.1	3564	5 - Rural Local	0 - Proposed	2-Tribe
3565	10		0.2	3565	5 - Rural Local	0 - Proposed	2-Tribe
3570	10		0.3	28-10-30.1	5 - Rural Local	3 - Gravel	2-Tribe
3570	20		0.9	3570	5 - Rural Local	0 - Proposed	2-Tribe
3580	10		0.4	28-10-32.0	5 - Rural Local	3 - Gravel	8-Other
3580	20		0.5	28-10-32.0	5 - Rural Local	3 - Gravel	8-Other
3580	30		1.3	28-10-32.0	5 - Rural Local	3 - Gravel	8-Other
3590	10		0.3	29-10-5.4	5 - Rural Local	3 - Gravel	2-Tribe
3595	10		0.1	3595	5 - Rural Local	3 - Gravel	2-Tribe
3600	10		0.1	3600	5 - Rural Local	3 - Gravel	2-Tribe
3610	10		0.2	29-10-5.2	5 - Rural Local	3 - Gravel	2-Tribe
3620	10		0.6	28-10-33.0	5 - Rural Local	3 - Gravel	8-Other
3620	20		0.5	28-10-33.0	5 - Rural Local	3 - Gravel	2-Tribe
3630	10		1.1	28-10-33.1	5 - Rural Local	3 - Gravel	2-Tribe
3640	10		0.3	28-10-34.3	5 - Rural Local	3 - Gravel	2-Tribe
3640	20		0.9	28-10-34.3	5 - Rural Local	3 - Gravel	7-Other Fed
3650	10		0.9	29-10-15.0 / Sandy Creek Main Line	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3650	20		3.2	29-10-15.0 / Sandy Creek Main Line	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3660	10		0.2	29-10-2.1	5 - Rural Local	3 - Gravel	7-Other Fed
3660	30		0.2	29-10-2.1	5 - Rural Local	3 - Gravel	7-Other Fed
3660	60		0.2	29-10-2.1	5 - Rural Local	3 - Gravel	2-Tribe
3660	80		0.1	29-10-2.1	5 - Rural Local	3 - Gravel	2-Tribe
3660	100		0.1	29-10-2.1	5 - Rural Local	3 - Gravel	2-Tribe
3670	10		0.1	3670	5 - Rural Local	3 - Gravel	2-Tribe
3690	20		0.4	28-10-34.1	5 - Rural Local	3 - Gravel	7-Other Fed
3700	10		0.1	28-10-34.9	5 - Rural Local	3 - Gravel	2-Tribe
3710	20		0.1	28-10-34.2	5 - Rural Local	3 - Gravel	2-Tribe
3710	30		0.4	28-10-34.2	5 - Rural Local	3 - Gravel	7-Other Fed
3710	40		0.5	28-10-34.2	5 - Rural Local	3 - Gravel	2-Tribe
3710	50		0.1	3710	5 - Rural Local	9 - Primitive	2-Tribe
3715	10		0.1	3715	5 - Rural Local	3 - Gravel	2-Tribe
3720	10		0.1	28-10-34.5	5 - Rural Local	3 - Gravel	2-Tribe
3730	10		0.5	28-10-33.3	5 - Rural Local	3 - Gravel	2-Tribe
3735	10		0.1	3735	5 - Rural Local	3 - Gravel	2-Tribe
3740	10		0.9	29-10-9.0	5 - Rural Local	3 - Gravel	7-Other Fed
3740	30		0.4	29-10-9.0	5 - Rural Local	3 - Gravel	7-Other Fed
3740	40		0.4	29-10-9.0	5 - Rural Local	3 - Gravel	2-Tribe
3740	50		0.5	29-10-9.0	5 - Rural Local	3 - Gravel	7-Other Fed
3740	60		1.2	29-10-9.0	5 - Rural Local	3 - Gravel	2-Tribe
3740	70		0.1	3740	5 - Rural Local	9 - Primitive	2-Tribe
3742	10		0.1	3742	5 - Rural Local	3 - Gravel	2-Tribe
3744	10		0.1	3744	5 - Rural Local	3 - Gravel	2-Tribe
3746	10		0.1	3746	5 - Rural Local	3 - Gravel	2-Tribe
3748	10		0.1	3748	5 - Rural Local	3 - Gravel	2-Tribe

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
3749	10		0.1	3749	5 - Rural Local	3 - Gravel	2-Tribe
3750	10		0.1	29-10-5.0	5 - Rural Local	3 - Gravel	2-Tribe
3760	10		0.5	29-10-5.3	5 - Rural Local	3 - Gravel	2-Tribe
3765	10		0.2	3765	5 - Rural Local	0 - Proposed	2-Tribe
3770	10		0.1	3770	5 - Rural Local	3 - Gravel	2-Tribe
3772	10		0.1	3772	5 - Rural Local	3 - Gravel	2-Tribe
3772	20		0.1	3772	5 - Rural Local	0 - Proposed	2-Tribe
3774	10		0.1	3774	5 - Rural Local	3 - Gravel	2-Tribe
3776	10		0.1	3776	5 - Rural Local	3 - Gravel	2-Tribe
3780	10		0.3	29-11-23.0 / Jones Creek Rd	5 - Rural Local	4 - Bituminou <2	7-Other Fed
3780	20		<Null>	29-11-23.0 / Jones Creek Rd	5 - Rural Local		7-Other Fed
3780	30		2.1	29-11-23.0 / Jones Creek Rd	5 - Rural Local	3 - Gravel	7-Other Fed
3790	10		1.2	29-11-23.1	5 - Rural Local	3 - Gravel	7-Other Fed
3800	10		0.2	29-11-23.2	5 - Rural Local	3 - Gravel	2-Tribe
3800	20		0.1	29-11-23.2	5 - Rural Local	3 - Gravel	2-Tribe
3800	30		0.9	29-11-23.2	5 - Rural Local	3 - Gravel	2-Tribe
3805	10		0.1	3805	5 - Rural Local	0 - Proposed	2-Tribe
3806	10		0.5	Euphoria Ridge Trail System	8 - Non-Road	9 - Primitive	2-Tribe
3806	20		0.1	Euphoria Ridge Trail System	8 - Non-Road	9 - Primitive	8-Other
3806	30		0.1	Euphoria Ridge Trail System	8 - Non-Road	9 - Primitive	8-Other
3806	40		0.5	Euphoria Ridge Trail System	8 - Non-Road	9 - Primitive	7-Other Fed
3806	50		0.1	Euphoria Ridge Trail System	8 - Non-Road	9 - Primitive	2-Tribe
3806	60		0.1	Euphoria Ridge Trail System	8 - Non-Road	9 - Primitive	7-Other Fed
3807	10		0.1	3807	5 - Rural Local	0 - Proposed	2-Tribe
3808	10		0.4	Euphoria Ridge Trail System	8 - Non-Road	9 - Primitive	2-Tribe
3810	10		0.4	29-11-26.1	5 - Rural Local	3 - Gravel	2-Tribe
3820	10		0.2	29-11-26.2	5 - Rural Local	3 - Gravel	2-Tribe
3830	10		0.1	Sweathouse Blvd	5 - Rural Local	3 - Gravel	2-Tribe
3835	10		0.1	3835	5 - Rural Local	0 - Proposed	2-Tribe
3840	10		0.3		5 - Rural Local	3 - Gravel	2-Tribe
3850	10		0.1		5 - Rural Local	3 - Gravel	2-Tribe
3860	10		0.2	3860	5 - Rural Local	3 - Gravel	2-Tribe
3867	10		0.1	3867	5 - Rural Local	3 - Gravel	2-Tribe
3870	10		0.1	3870	5 - Rural Local	0 - Proposed	7-Other Fed
3870	20		0.2	3870	5 - Rural Local	0 - Proposed	2-Tribe
3910	10		0.2		5 - Rural Local	3 - Gravel	2-Tribe
3920	10		0.1		5 - Rural Local	3 - Gravel	2-Tribe
3930	10		0.1		5 - Rural Local	3 - Gravel	2-Tribe
3940	10		0.6	29-12-7.6	5 - Rural Local	3 - Gravel	2-Tribe
3943	10		0.1	3943	5 - Rural Local	0 - Proposed	2-Tribe
3945	10		0.2	3945	5 - Rural Local	0 - Proposed	2-Tribe
3947	10		0.1	3947	5 - Rural Local	3 - Gravel	2-Tribe
3950	10		0.1	29-12-7.7	5 - Rural Local	3 - Gravel	2-Tribe
3960	10		0.2		5 - Rural Local	3 - Gravel	2-Tribe
3970	10		0.2	30-11-15.3	5 - Rural Local	3 - Gravel	2-Tribe
3971	10		0.1	3971	5 - Rural Local	9 - Primitive	2-Tribe
3972	10		0.1	3972	5 - Rural Local	3 - Gravel	2-Tribe
3973	10		0.1	3973	5 - Rural Local	9 - Primitive	2-Tribe
3974	10		0.1	3974	5 - Rural Local	9 - Primitive	2-Tribe
3975	10		0.1	3975	5 - Rural Local	9 - Primitive	2-Tribe
3976	10		0.1	3976	5 - Rural Local	9 - Primitive	2-Tribe
3977	10		0.1	3977	5 - Rural Local	3 - Gravel	2-Tribe

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
3980	10		0.1	30-11-24.3	5 - Rural Local	3 - Gravel	2-Tribe
3990	10		0.1	30-11-24.2	5 - Rural Local	3 - Gravel	8-Other
4000	810		5.6	McLain-Libby Rd / County Rd 184	5 - Rural Local	5 - Bitumionous>2	5-County
4010	10		0.1	4010	5 - Rural Local	1 - Earth	2-Tribe
4010	20		0.1	29-11-24.4	5 - Rural Local	3 - Gravel	8-Other
4010	30		0.3	29-11-24.3	5 - Rural Local	3 - Gravel	8-Other
4020	10		0.2	28-10-33.5	5 - Rural Local	3 - Gravel	2-Tribe
4025	10		0.3	4025	5 - Rural Local	0 - Proposed	2-Tribe
4040	10		0.4	29-11-24.0	5 - Rural Local	3 - Gravel	7-Other Fed
4050	10		0.4	4050	5 - Rural Local	1 - Earth	8-Other
4070	10		0.4	28-11-26.5	5 - Rural Local	3 - Gravel	2-Tribe
4070	20		0.4	28-11-26.5	5 - Rural Local	3 - Gravel	8-Other
4072	10		0.1	4072	5 - Rural Local	0 - Proposed	2-Tribe
4074	10		0.1	4074	5 - Rural Local	0 - Proposed	2-Tribe
4080	10		0.2	28-11-36.1 / Powrie Lane	5 - Rural Local	3 - Gravel	7-Other Fed
4080	20		0.2	28-11-36.1 / Powrie Lane	5 - Rural Local	3 - Gravel	2-Tribe
4085	10		0.3	4085	5 - Rural Local	3 - Gravel	8-Other
4085	20		0.1	4085	5 - Rural Local	3 - Gravel	8-Other
4085	30		0.1	4085	5 - Rural Local	3 - Gravel	2-Tribe
4087	10		0.1	4087	5 - Rural Local	3 - Gravel	2-Tribe
4090	10		0.2	28-11-26.3	5 - Rural Local	3 - Gravel	7-Other Fed
4090	20		0.4	28-11-26.3	5 - Rural Local	3 - Gravel	2-Tribe
4100	10		0.1	Libby Spur	5 - Rural Local	1 - Earth	1-BIA
4110	10		3.4	28-11-13.2	5 - Rural Local	1 - Earth	5-County
4200	10		0.1	South East Corner Access Rd	5 - Rural Local	1 - Earth	5-County
4200	20		0.2	South East Corner Access Rd	5 - Rural Local	1 - Earth	2-Tribe
5260	10		0.6	FS 5325	5 - Rural Local	3 - Gravel	2-Tribe
5260	20		0.2	FS 5325	5 - Rural Local	3 - Gravel	7-Other Fed
5260	30		0.1	FS 5325	5 - Rural Local	3 - Gravel	2-Tribe
5260	40		1.7	FS 5325	5 - Rural Local	3 - Gravel	7-Other Fed
5260	50		0.3	FS 5325	5 - Rural Local	3 - Gravel	7-Other Fed
5260	60		1	FS 5325	5 - Rural Local	3 - Gravel	7-Other Fed
5260	70		0.3	FS 5325	5 - Rural Local	3 - Gravel	7-Other Fed
5260	80		0.1	NF-33	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
5260	90		0.1	NF-33	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
5260	100		4.7	NF-33	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
5260	110		<Null>	NF-33	5 - Rural Local		7-Other Fed
6000	10		0.1	Filmore Ave	7 - City Collector	5 - Bitumionous>2	4-Urban
6010	10		0.5	1st St SE	7 - City Collector	5 - Bitumionous>2	4-Urban
6020	10		0.4	Jetty Rd SW	7 - City Collector	5 - Bitumionous>2	4-Urban
6030	10		0.1	Pacific View Entrance Rd	3 - Residential	5 - Bitumionous>2	2-Tribe
6040	10		0.2	Wallace St	7 - City Collector	5 - Bitumionous>2	4-Urban
6050	10		0.1	SW Blvd / County Rd 184	6 - City Min Arter	5 - Bitumionous>2	4-Urban
6050	20		1.1	SW Blvd / County Rd 184	6 - City Min Arter	5 - Bitumionous>2	4-Urban
6060	10		0.8	S. Morrison St	7 - City Collector	5 - Bitumionous>2	4-Urban
6070	10		0.7	S. Cammann St	7 - City Collector	5 - Bitumionous>2	4-Urban
6080	10		0.7	S. Wasson St	7 - City Collector	5 - Bitumionous>2	4-Urban
6090	10		0.3	30-11-25.2	5 - Rural Local	3 - Gravel	2-Tribe
6100	10		0.3	S. Broadway St.	6 - City Min Arter	5 - Bitumionous>2	4-Urban
6110	10		0.3	W. Lockhart Ave	6 - City Min Arter	5 - Bitumionous>2	4-Urban
7010	10		2.5	Sandy Creek Rd	5 - Rural Local	5 - Bitumionous>2	5-County
7010	20		<Null>	Sandy Creek Rd	5 - Rural Local		5-County

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
7010	30		1.4	Sandy Creek Rd	5 - Rural Local	5 - Bitumionous>2	5-County
7010	40		<Null>	Sandy Creek Rd	5 - Rural Local		5-County
7010	50		0.1	Sandy Creek Rd	5 - Rural Local	5 - Bitumionous>2	5-County
7020	10		2	Big Creek County Rd	5 - Rural Local	5 - Bitumionous>2	5-County
7020	20		2.4	Big Creek County Rd	5 - Rural Local	3 - Gravel	5-County
7020	30		<Null>	Big Creek County Rd	5 - Rural Local		5-County
7020	40		1.1	Big Creek County Rd	5 - Rural Local	3 - Gravel	5-County
7030	10		2.7	Myrtle Creek Rd / County Rd 32	5 - Rural Local	3 - Gravel	5-County
7030	20		<Null>	Myrtle Creek Rd / County Rd 32	5 - Rural Local		5-County
7030	30		0.4	Myrtle Creek Rd / County Rd 32	5 - Rural Local	3 - Gravel	5-County
7030	40		<Null>	Myrtle Creek Rd / County Rd 32	5 - Rural Local		5-County
7030	50		0.9	Myrtle Creek Rd / County Rd 32	5 - Rural Local	3 - Gravel	5-County
7030	60		<Null>	Myrtle Creek Rd / County Rd 32	5 - Rural Local		5-County
7030	70		1.9	Myrtle Creek Rd / County Rd 32	5 - Rural Local	4 - Bituminou <2	5-County
7030	80		<Null>	Myrtle Creek Rd / County Rd 32	5 - Rural Local		5-County
7030	90		2.4	Myrtle Creek Rd / County Rd 32	5 - Rural Local	4 - Bituminou <2	5-County
7040	10		1.6	Rock Creek Ln / County Rd 88	5 - Rural Local	3 - Gravel	5-County
7040	20		0.2	Rock Creek Ln / County Rd 88	5 - Rural Local	3 - Gravel	5-County
7040	30		1	Rock Creek Ln / County Rd 88	5 - Rural Local	3 - Gravel	5-County
7050	10		0.5	Salmon Gulch Road / County Rd 86	5 - Rural Local	3 - Gravel	5-County
7050	20		1.2	29-11-32.0	5 - Rural Local	3 - Gravel	8-Other
7055	10		0.1	7055	5 - Rural Local	3 - Gravel	8-Other
7055	20		0.1	7055	5 - Rural Local	3 - Gravel	2-Tribe
7060	10		3.9	Sitkum Ln / County Rd 1	5 - Rural Local	5 - Bitumionous>2	5-County
7060	20		<Null>	Sitkum Ln / County Rd 1	5 - Rural Local		5-County
7060	30		4	Sitkum Ln / County Rd 1	5 - Rural Local	5 - Bitumionous>2	5-County
7060	40		<Null>	Sitkum Ln / County Rd 1	5 - Rural Local		5-County
7060	50		5	Sitkum Ln / County Rd 1	5 - Rural Local	5 - Bitumionous>2	5-County
7060	60		<Null>	Sitkum Ln / County Rd 1	5 - Rural Local		5-County
7060	70		5.9	Sitkum Ln / County Rd 1	5 - Rural Local	5 - Bitumionous>2	5-County
7060	80		<Null>	Sitkum Ln / County Rd 1	5 - Rural Local		5-County
7060	90		0.4	Sitkum Ln / County Rd 1	5 - Rural Local	5 - Bitumionous>2	5-County
7070	10		0.3	Gold Brick Rd	5 - Rural Local	5 - Bitumionous>2	5-County
7070	20		<Null>	Gold Brick Rd	5 - Rural Local		5-County
7070	30		0.1	Gold Brick Rd	5 - Rural Local	4 - Bituminou <2	5-County
7080	10		0.4	W. Central Blvd / Hwy 42 Loop	6 - City Min Arter	5 - Bitumionous>2	4-Urban
7080	20		0.7	W. Central Blvd / Hwy 42 Loop	6 - City Min Arter	5 - Bitumionous>2	4-Urban
7090	10		0.4	Fairview Rd	5 - Rural Local	5 - Bitumionous>2	5-County
7090	20		8	Fairview Rd / County Rd 9A	5 - Rural Local	5 - Bitumionous>2	5-County
7100	10		0.5	Coos Bay Wagon Rd	5 - Rural Local	5 - Bitumionous>2	5-County
7100	20		<Null>	Coos Bay Wagon Rd	5 - Rural Local		5-County
7100	30		3.4	Coos Bay Wagon Rd / County Rd 60A	5 - Rural Local	5 - Bitumionous>2	5-County
7110	10		2.1	Middle Creek Rd	5 - Rural Local	4 - Bituminou <2	7-Other Fed
7120	10		5.5	Seven Devils Rd / County Rd 33A	5 - Rural Local	5 - Bitumionous>2	5-County
7120	20		3.4	Seven Devils Rd / County Rd 33A	5 - Rural Local	3 - Gravel	5-County
7120	30		6.3	Seven Devils Rd / County Rd 33A	5 - Rural Local	5 - Bitumionous>2	5-County
7150	10		0.3	Penny Rd	5 - Rural Local	5 - Bitumionous>2	5-County
7150	20		0.1	Penny Rd	5 - Rural Local	3 - Gravel	5-County
7160	10		0.6	Grinnell Ln	4 - Rural Maj Collec	5 - Bitumionous>2	5-County
7170	10		0.3	Kellogg Ln	4 - Rural Maj Collec	5 - Bitumionous>2	5-County
7220	20		0.1	Wingert Ln	5 - Rural Local	3 - Gravel	2-Tribe
7230	10		0.3	Wallace Av	3 - Residential	5 - Bitumionous>2	5-County

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
7240	10		9.9	NF-33/Powers South Rd/County Hwy 219	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
7240	20		<Null>	NF-33/Powers South Rd/County Hwy 219	5 - Rural Local		7-Other Fed
7240	30		1.9	NF-33/Powers South Rd/County Hwy 219	5 - Rural Local	5 - Bitumionous>2	7-Other Fed
7240	40		3.2	Powers South Rd / County Hwy 219	5 - Rural Local	5 - Bitumionous>2	5-County
7240	50		<Null>	Powers South Rd / County Hwy 219	5 - Rural Local		5-County
7240	60		0.8	Powers South Rd / County Hwy 219	5 - Rural Local	5 - Bitumionous>2	5-County
7240	70		0.5	Powers South Rd / County Hwy 219	5 - Rural Local	5 - Bitumionous>2	4-Urban
7250	10		0.1	28-11-13.2 / Crosby Rd	5 - Rural Local	3 - Gravel	5-County
7250	20		<Null>	28-11-13.2 / Crosby Rd	5 - Rural Local		5-County
7250	30		1.3	28-11-13.2 / Crosby Rd	5 - Rural Local	3 - Gravel	5-County
8000	10		6.6	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	20		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	30		0.4	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	40		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	50		3.3	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	60		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	70		1	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	80		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	90		0.1	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	100		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	110		1.1	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	120		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	130		0.8	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	140		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	150		0.1	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	160		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	170		1.5	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	180		1.8	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	190		0.2	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	200		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	210		0.2	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	220		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	230		6.6	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	240		0.8	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	250		0.7	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	260		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	270		0.1	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	280		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	290		0.3	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	300		2.9	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	310		1.8	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	320		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	330		1.1	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	340		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	350		1.3	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	360		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	370		2.2	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8000	380		<Null>	State Hwy 42	2 - Rural Minor Art		3-State
8000	390		0.6	State Hwy 42	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8010	10		0.2	State Hwy 542 / 1st Ave	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8010	20		<Null>	State Hwy 542 / 1st Ave	2 - Rural Minor Art		3-State
8010	30		1	State Hwy 542 / 1st Ave	2 - Rural Minor Art	5 - Bitumionous>2	3-State

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
8010	40		<Null>	State Hwy 542	2 - Rural Minor Art		3-State
8010	50		5.4	State Hwy 542	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8010	60		<Null>	State Hwy 542	2 - Rural Minor Art		3-State
8010	70		7	State Hwy 542	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8010	80		4.6	State Hwy 542	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8020	10		2.9	State Hwy 42S	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8020	20		<Null>	State Hwy 42S	2 - Rural Minor Art		3-State
8020	30		0.1	State Hwy 42S	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8020	40		<Null>	State Hwy 42S	2 - Rural Minor Art		3-State
8020	50		4.2	State Hwy 42S	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8020	60		<Null>	State Hwy 42S	2 - Rural Minor Art		3-State
8020	70		7.5	State Hwy 42S	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8020	80		<Null>	State Hwy 42S	2 - Rural Minor Art		3-State
8020	90		0.2	State Hwy 42S	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8020	100		<Null>	State Hwy 42S	2 - Rural Minor Art		3-State
8020	110		0.2	State Hwy 42S	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8020	120		<Null>	State Hwy 42S	2 - Rural Minor Art		3-State
8020	130		1.4	State Hwy 42S	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8020	140		<Null>	State Hwy 42S	2 - Rural Minor Art		3-State
8020	150		0.1	State Hwy 42S	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8040	10		0.7	Cape Arago Hwy / Newmark Ave	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8040	20		0.7	Cape Arago Hwy / Newmark Ave	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8040	30		1.9	Cape Arago Hwy	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8040	40		<Null>	Cape Arago Hwy / Virginia Ave	2 - Rural Minor Art		3-State
8040	50		0.5	Cape Arago Hwy / Virginia Ave	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	10		0.5	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	20		2.5	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	30		<Null>	Hwy 101	2 - Rural Minor Art		3-State
8050	40		3.1	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	50		0.8	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	60		0.2	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	70		0.6	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	80		1	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	90		0.5	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	100		0.6	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	110		0.5	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	120		<Null>	Hwy 101	2 - Rural Minor Art		3-State
8050	130		3.1	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	140		2.8	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	150		1.3	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	160		1.2	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	170		2.4	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	180		1.8	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	190		2.2	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	200		<Null>	Hwy 101	2 - Rural Minor Art		3-State
8050	210		0.2	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	220		2.7	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	230		<Null>	Hwy 101	2 - Rural Minor Art		3-State
8050	240		0.3	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	250		0.9	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	260		0.2	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	270		0.3	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State

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Route	Section	Square Feet	Length	Route Name	Class	Surface Type	Ownership
8050	280		0.5	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	290		0.3	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	300		<Null>	Hwy 101	2 - Rural Minor Art		3-State
8050	310		1.5	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	320		0.7	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	330		0.2	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	340		0.7	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	350		0.5	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
8050	360		0.3	Hwy 101	2 - Rural Minor Art	5 - Bitumionous>2	3-State
9340	10		0.2	Middle Creek Access Rd	5 - Rural Local	3 - Gravel	7-Other Fed
9400	10		0.1	Seven Devils Access Rd	5 - Rural Local	3 - Gravel	8-Other
9400	20		1.4	Seven Devils Lower Dike Road	5 - Rural Local	3 - Gravel	2-Tribe
9410	10		0.6	Seven Devils Upper Dike Road	5 - Rural Local	3 - Gravel	2-Tribe
P001	10	48,308	0.1	Plank House Parking Lot	9-Other/Parking Lot	3-Gravel	2-Tribe
P002	10	5,292	0.1	Canoe Shop Parking Lot	9-Other/Parking Lot	3-Gravel	2-Tribe
P003	10	13,434	0.1	CHIA Parking Lot	9-Other/Parking Lot	5-Bituminous>2'	2-Tribe
P004	10	186,380	0.1	CHIA Warehouse Parking Lot	9-Other/Parking Lot	3-Gravel	2-Tribe
P005	10	39,958	0.1	Clinic Parking Lot	9-Other/Parking Lot	5-Bituminous>2'	2-Tribe
P006	10	15,942	0.1	Community Center Parking Lot 1	9-Other/Parking Lot	5-Bituminous>2'	2-Tribe
P006	20	8,439	0.1	Community Center Parking Lot 2	9-Other/Parking Lot	5-Bituminous>2'	2-Tribe
P007	10	23,904	0.1	Culture Education Library Parking Lot	9-Other/Parking Lot	5-Bituminous>2'	2-Tribe

Total Miles:	370
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The 2016 Recommended IRR/TTP Inventory Table details a total of 370 miles, 319 Routes, and 593 Sections, including 8 parking facility sections, which have all been entered into the RIFDS program for review and acceptance into the Official IRR/TTP Inventory. Separate Route Inventory Books (2 of 3 and 3 of 3) provides all of the IRR/TTP Inventory attachments including the individual strip maps per route which identify the IRR/TTP in relation to the reservation, congressional district, county, state boundaries while showing the routes location in relation the rest of the transportation network. Sectioning is also illustrated. The complete transportation system identified in this section of the report is illustrated on the LRTP Map Located in Appendix E.

2-2 FUNCTIONAL CLASSIFICATION

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

Within the IRR/TTP inventory process there are two resources used while identifying functional classification: State Highway Functional Classifications and BIA Functional Classifications. Both the State and the BIA use functional classification as the basis for classifying their roads. However, the criteria used to determine specific classifications differ between the two systems. There is an effort being made now to combine the State and BIA functional Classification Definitions. The FHWA is in development of the IRR/TTP system. This effort has not been finalized at the time of this report.

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

2-2.1 DEFINITIONS

Definitions

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

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

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

of rural principal arterials, rural minor arterials, rural collectors, and rural local roads. General definitions of the three general functional classifications, along with desirable characteristics, are given below.

Arterials

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

Collectors

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

Local Roads

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

2-2.2 STATE FUNCTIONAL CLASSIFICATIONS

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocating funds to local units of government, and establishing appropriate design standards. Prior to enactment of the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), it became apparent that the 20-year old

federally mandated functional classifications needed modification. Although routinely updated by states, functional classifications were no longer consistent among the states and it was agreed that they should be reclassified before a national highway system was established. As a result, Congress included Section 1006(c) in ISTEA, which required states to reclassify their roads and streets, under oversight of the Federal Highway Administration, by September 30, 1996.

2-2.3 BIA FUNCTIONAL CLASSIFICATION SYSTEM

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

Class 1

These are major arterial roads that provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day or more. There are no Class 1 roads on the Tribe's IRR/TTP System.

Class 2

These roads are rural minor arterials which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may also link smaller towns and communities to major destination areas that attract travel over long distances. They are generally designed for relatively high overall speeds with minimum interference to through-traffic, and carry less than 10,000 vehicles per day. These routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. There are 113.3 miles of Class 2 roads on the Tribe's IRR/TTP System.

Class 3

These roads are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. There are 1.4 miles of Class 3 roads on the Tribe's IRR/TTP System.

Class 4

These roads are rural major collectors which collect traffic from rural local roads. There are 6.0 miles of Class 4 roads on the Tribe's IRR/TTP System.

Class 5

These are local rural roads that may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the Indian Reservation Roads system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are 239.7 miles of Class 5 roads on the Tribe's IRR/TTP System.

Class 6

These are city minor arterial streets that are located within communities and provide access to major arterials. There are 3.0 miles of Class 6 roads on the Tribe's IRR/TTP System.

Class 7

These are city collector streets that are located within communities and provide access to city local streets. There are 3.4 miles of Class 7 roads on the Tribe's IRR/TTP System.

Class 8

These routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are 2.4 miles of Class 8 roads on the Tribe's IRR/TTP System.

Class 9

These routes encompass other transportation facilities such as parking facilities adjacent to IRR routes and scenic byways such as rest areas, other scenic pullouts, ferry boat terminals, and transit terminals. There are 0.8 miles of Class 9 roads on the Tribe's IRR/TTP System. Included in the 0.8 miles are 7 Parking Lots, 8 sections, which each only represent 0.1 miles per section of parking lot. One the strip maps, in RIFDS, and on the Recommended Inventory Table, RPP has provided the actual square footage of the parking facility for future maintenance and engineering cost estimates.

Class 10

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

Class 11

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

2-3 ROADWAY OWNERSHIP

The IRR/TTP System is not just an inventory of BIA and Tribally owned roads within the reservation boundaries. As defined in MAP-21 and the Federal Register 25 CFR, Part 170, the TTP Inventory is a comprehensive of all transportation facilities including State, County, City, and Federal roads that are within reservation boundaries and tribal properties and also those facilities/roads that provide primary access to those properties. Other jurisdictional roads are eligible for inclusion in the IRR/TTP Inventory. The Coquille Tribe maintains a mutually beneficial relationship with the surrounding cities, counties, and the Oregon DOT and has worked cooperatively and collaboratively with the jurisdiction to complete this IRR/TTP Inventory. A significant component of the 2016 IRR/TTP Inventory Update is the formalization of these relationships particularly as it pertains to roadway ownership and maintenance responsibility. The Coquille Indian Tribe has entered into Memorandum of Understandings (MOU's) with the entities listed for those particular routes and sections that are not owned by the Tribe or BIA. These agreements have been finalized and are uploaded in the Tribes RIFDS records where applicable.

Roadway ownership under the Coquille Indian Tribe's 2016 IRR Inventory is broken out as follows:

- 10.1 miles of BIA Roads
- 74.1 miles of Tribal Roads
- 113.3 miles of Oregon State Roads
- 6.9 miles of City Roads
- 84.7 miles of Coos and Curry County Roads
- 67.6 miles of Other Federal
- 13.3 miles of Other

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

The Tribal Prioritized Project Listing is a list of future transportation related projects that are eligible to be completed using the Coquille Tribe’s IRR/TTP Program Tribal Share Funding. The list is generated as part of the planning process that ultimately supports the future Tribal Transportation Improvement Program (TTIP’s). The projects identified below are listed in order of tribal priority at the time of this LRTP however the Tribal priority list is constantly changing and evolving as the specific needs of the community change. On an annual basis the Tribe generates the detailed TTIP which combines tribal prioritized projects from this list with available funding for the year. The TTIP details the annual tribal priorities and forecasts the expected expenditures based on annual funding for the next three to five years. As this section identifies the conceptual prioritized list of projects, the annual TTIP details the true anticipated expenditure of the Coquille Tribe’s IRR/TTP Tribal Share. Below you will find a written description of each prioritized project. The LRTP identifies eight (8) future projects in which the Coquille Tribe plans to complete in the future.

3-1 TRIBAL PRIORITIZED PROJECT LIST

The Coquille Tribe received approximately \$150,000 a year from the Tribal Transportation Program on an annual basis. In relation to the cost of planning, maintaining, designing, and constructing roads, this amount is very limiting to the tribal program. The Tribe has focused its funding on the maintenance and surface rejuvenation of its existing transportation network. This effort has been primarily focused on tribal residential and community streets. The construction of new transportation facilities typically requires the Tribe to build up multiple years of funding to apply towards one project. The projects below are in order based on priority with consideration given to project feasibility, fiscal constraint, and practicality. The Tribe does have the need for several additional required roadway and transportation facility improvements. The list below is provided to identify those projects that are programmed or will be programmed in the future into the Tribe’s Transportation Improvement Program (TTIP).

1. Safety Planning & Subsequent Improvements

This project has been identified as the top priority of the Coquille Indian Tribe. The improved safety of tribal members is of the highest priority to the Tribe. Implementing educational, enforcement, emergency response and engineering improvements (“the 4-E’s”) to the existing and proposed roadway network is critical in meeting the goals of the Tribe to maintain a safe transportation network. The Tribe will be looking to apply for Tribal Transportation Program Safety Funds to cooler supporting documentation, analyze potential safety improvements, and coordinate with transportation safety stakeholders to develop a Tribal Transportation Safety Plan. The plan will identify areas and

implementation strategies that may later be supported by the TTPSF and other funding sources. The initial Transportation Safety Plan is estimated at \$12,500. It is expected that the safety plan will identify other transportation safety projects that will supplement this priority list in the future.

2. Roadway Maintenance

This project is designed to establish an annual budget for routine maintenance and upkeep of the existing transportation network. The Tribe has identified 370 miles of roads on the 2016 TTP inventory or National Tribal Transportation Facility Inventory (NTTFI). The Tribe's full TTP funding could be applied to this effort and still not come close to covering routine maintenance and upkeep costs of their inventory. This project is set to establish a current TTP budget of \$50,000 per year to be used by the Tribe to apply to specific maintenance needs on roads within the NTTFI.

3. Planning, Inventory and LRTP Update

The 2014 inventory and 2016 update of the LRTP planning effort generated a significant GIS driven roadway conditions analysis which provided a solid baseline of current roadway conditions. The project was the second time the TTP Inventory was significantly updated. The 2014 LRTP was prepared with the main intention of supporting inventory additions. Comprehensive transportation planning revisions, additions, and deletions to the NTTFI will likely be required over the next several years to maintain the 2014 data while adding to the planning effort. The tribe currently budgets \$30,000 annually towards Tribal Transportation Planning. With the 2015 purchase of the Seq-Wet-Se forest property which adds over 3300 acres of timber land the Tribe will add many more miles of forest roads to the next inventory update.

4. "Upper 4th Creek Road" –TTP route 1230 Section 010 and 030 – 0.8 Miles

This is a new road construction project which includes the preparation of all pre-construction planning, design, grade & drain, gravel and pavement costs. The project will provide new asphalt pavement for the road to the Tribal Cemetery. This is an important project for the Tribe as the access to the cemetery has steep sections of road which makes traction difficult for two wheel drive vehicles to navigate. This presents a safety hazard for Tribal members and staff travelling to the Tribal cemetery.

5. "Plank House Loop Road" –TTP route 1220 Section 010 – 0.4 Miles and P001, P002 Parking Lot improvement project

This is a road construction project to re-construct an existing gravel road and two gravel parking lots. The project includes the preparation of all pre-construction (PS&E) for

planning, design, grade & drain, gravel and pavement costs. The project will provide new asphalt pavement for the road to the Community Plank House. This is an important project to provide enhanced access to the Tribe's Plank House and Community Park area. The Tribe has multiple functions and gatherings at these facilities. Currently the gravel surface is not suitable for wheelchair access. The project will provide pedestrian sidewalks that will allow for safe ADA access for wheelchairs.

6. Bridge Inspections: Miluk Extension- TTP route 1220 Section 020 Bridge, Upper Loop Road – TTP route 1230 Section 020 Bridge.

Bridge Inspection Project: Engineering Inspection of two bridges to provide load rating and numbering for the National Bridge Inventory System per Federal Inventory Requirements. Funding assistance will be provided by the BIA Bridge Program

7. "30-11-25.1" – TTP route 3120 section 010 – 1 Mile

Slide Repair & Stabilization Project. Provide engineered plans to stabilize the slope and cut bank, provide drainage and erosion control to protect the road from future failures. This is an important haul route for current and future timber sales.

8. "2910 & 2900" – TTP route 2910 section 010 and TTP – route 2900 Section 020 – Combined 0.4 miles

New road construction project: Prepare plans, specifications and estimates to build a new gravel road and spur road for a future timber sales.

9. "Wisconsin Extension" – TTP Route 3100 Section 010 – 0.1 Miles

The project is an existing project on the Tribe's 2014 TTP which presently totals \$382,970 spread across FY year 2014 – 2017. The project includes all pre-construction planning and design, grade and drain, gravel and pavement costs. The project will extend the existing route to access the 290 acre North Empire property with the intent of providing all of the utilities and infrastructure for potential development. Additional funding will be required to complete this project in the future, and the project with the new TTIP update will be pushed back into FY 2019 - 2020

10. "Libby Spur & Miluk Extension" – TTP Routes 1200 Section 010 and route 4100 Section 010 – Combined 0.3 Miles include proposed section 2100-020

The project is an existing project on the Tribe's 2014 TTIP which presently totals \$132,374 all in FY 2016. The project includes the reconstruction of the routes to improve the access to Libby-McLain County Road. This route would become an alternate entrance to the Tribe's South Parcel for future potential development.

3-2 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) TABLES

2016 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) FOR THE COQUILLE INDIAN TRIBE																
Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2016	FY2017	FY2018	FY2019	FY2020		
05	Plank House Loop	Coos	4	1220	010	0.4	NEWCON	7	03 Planning [Proj specific]	\$ 10,000						
	Plank House Parking Lot	Coos	4	P001	010	0.1	NEWCON	7	04 Survey	\$ 10,000						
	Canoe Shop Parking Lot	Coos	4	P002	010	0.1	NEWCON	7	05 Design	\$ 15,000						
	Memo:									06 Enviro	\$ 10,000					
	Road Construction Project: Prepare plans, specifications and estimates to pave the Plank House Loop Road and parking lots with new asphalt, curb, gutter, sidewalk, drainage, signage and striping. This is an important project to provide enhanced access to the Tribe's Plank House and Community Park area. The Tribe has multiple functions and gatherings at these facilities.									08 R/W	\$ 7,000					
										09 Grade & Drain		\$ 45,000				
										10 Gravel		\$ 30,000				
										11 Pavement		\$ 75,000	\$ 75,000			
										13 Incidental			\$ 10,000			
										14 Monitoring			\$ 10,000			
										17 Project Mang Tribe			\$ 10,000			
									Project Total	\$ 52,000	\$ 150,000	\$ 105,000	\$ -	\$ -		
06	Miluk Extension	Coos	4	1200	020	Bridge	INSP	7	03 Planning [Proj specific]							
	Upper 4th Creek Road	Coos	4	1230	020	Bridge	INSP	7	04 Survey							
	Memo:									05 Design						
	Bridge Inspection Project: Engineering Inspection of two bridges to provide load rating and numbering for the National Bridge Inventory System per Federal Inventory Requirements. Funding assistance will be provided by the BIA Bridge Program									06 Enviro						
										08 R/W						
										09 Grade & Drain						
										10 Gravel						
										11 Pavement						
										13 Incidental						
										14 Monitoring						
										17 Project Mang Tribe						
									Project Total	\$ -	\$ -	\$ -	\$ -	\$ -		
04	Upper 4th Creek Road	Coos	4	1230	010	0.5	NEWCON	7	03 Planning [Proj specific]	\$ 5,000						
	Upper 4th Creek Road	Coos	4	1230	030	0.3	NEWCON	7	04 Survey	\$ 5,000						
	Memo:									05 Design	\$ 10,000					
	Road Construction Project: Prepare plans, specifications and estimates to pave the steep portions of the road to the Tribal Cemetery with new asphalt, drainage, signage and striping									06 Enviro	\$ 5,000					
										08 R/W	\$ 5,000					
										09 Grade & Drain	\$ 10,000					
										10 Gravel	\$ 10,000					
										11 Pavement	\$ 50,000					
										13 Incidental						
										14 Monitoring						
										17 Project Mang Tribe						
									Project Total	\$ 100,000	\$ -	\$ -	\$ -	\$ -		
07	30-11-25.1	Coos	4	3120	010	1	RECON	7	03 Planning [Proj specific]							
	Memo:									04 Survey		\$ 5,000				
	Slide Repair & Stabilization Project. Provide engineered plans to stabilize the slope and cut bank, provide drainage and erosion control to protect the road from future failures. This is an important haul route for current and future timber sales.									05 Design		\$ 15,000				
										06 Enviro		\$ 5,000				
										08 R/W		\$ 5,000				
										09 Grade & Drain			\$ 30,000			
										10 Gravel			\$ 10,000			
										11 Pavement						
										13 Incidental			\$ 10,000			
										14 Monitoring			\$ 10,000			
										17 Project Mang Tribe			\$ 5,000			
									Project Total	\$ -	\$ -	\$ 30,000	\$ 65,000	\$ -		
08	2910	Coos	4	2910	010	0.3	NEWCON	7	03 Planning [Proj specific]							
	2900	Coos	4	2900	020	0.1	NEWCON	7	04 Survey					\$ 3,000		
	Memo:									05 Design				\$ 5,000		
	Road Construction Project: Prepare plans, specifications and estimates to build new gravel road and spur road for a future timber sale									06 Enviro				\$ 5,000		
										08 R/W				\$ 5,000		
										09 Grade & Drain				\$ 20,000		
										10 Gravel				\$ 40,000		
										13 Incidental						
										14 Monitoring						
										17 Project Mang Tribe						
										Project Total	\$ -	\$ -	\$ -	\$ -	\$ 78,000	

2016 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) FOR THE COQUILLE INDIAN TRIBE

Priority	Project Name	County	Cong Dist	IRR Route #	Sec(s)	Length	Project Type	Work Type	Work Item	FY2016	FY2017	FY2018	FY2019	FY2020	
10	Libby Spur	Coos	4	4100	010	0.2	NEWCON	7	03 Planning [Proj specific]			\$ 4,000			
	Miluk Extension	Coos	4	1200	010	0.8	NEWCON	7	04 Survey			\$ 7,000			
									05 Design			\$ 15,000			
	<i>Memo:</i> Road Construction Project, Prepare plans, specifications and estimates to pave miluk extension to Libby spur and pave Libby spur to Libby Lane with new asphalt, curb, gutter, sidewalk & drainage								06 Enviro			\$ 5,000			
									08 R/W			\$ 5,000			
									09 Grade & Drain						
									10 Gravel				\$ 15,000		
									11 Pavement				\$ 100,000		
									13 Incidental						
									14 Monitoring						
									17 Project Mang Tribe						
									Project Total	\$ -	\$ -	\$ 36,000	\$ 115,000	\$ -	
09	Wisconsin Extension	Coos	4	2100	010	0.7	NEWCON	7	03 Planning [Proj specific]				\$ 10,000		
	<i>Memo:</i> Road Construction Project, Prepare plans, specifications and estimates to pave Wisconsin Extension with new asphalt, curb, gutter, sidewalk & drainage.								04 Survey				\$ 15,000		
									05 Design				\$ 75,000		
									06 Enviro				\$ 10,000		
									08 R/W				\$ 10,000		
									09 Grade & Drain					\$ 100,000	
									10 Gravel					\$ 50,000	
									11 Pavement					\$ 300,000	
									Project Total	\$ -	\$ -	\$ -	\$ 120,000	\$ 450,000	
02	Road Maintenance	Coos	4				REHAB	Z	03 Planning [Proj specific]						
	<i>Memo:</i> General Maintenance of gravel resource roads throughout the entire road inventory								09 Grade & Drain	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	
									10 Gravel	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	
									Project Total	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
03	Planning	Coos	4				PLNG	P9	03 Planning	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	
	Updating Long Range Plan, implementing the Tribal Transportation Improvement Program, and managing the road inventory.														
									Project Total	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	
									TOTAL	\$ 222,000	\$ 220,000	\$ 241,000	\$ 370,000	\$ 598,000	
	Note: The Tribe has approximately \$480,975.00 in carry over dollars to obligate to our TIP construction projects from previous years of funding														
											\$ 224,460	\$ 224,460	\$ 224,460	No Limit	
											\$ 203,082	\$ 203,082	\$ 203,082		
											Tribal Share = 213,771				