



2021

Three Affiliated Tribes Long Range Transportation Plan



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Introduction

This Long Range Transportation Plan is designed to establish a 20 year vision for the future of transportation for residents of the Fort Berthold Indian Reservation for the Three Affiliated Tribes. The presence or absence of transportation infrastructure dictates the availability of economic, recreation, education, healthcare, and other basic quality of life issues. This document represents a snapshot of ongoing processes to monitor and analyze issues and opportunities to meet the needs of the residents of the Fort Berthold Indian Reservation.

The Fort Berthold Indian Reservation (Fort Berthold or FBIR) is the home to the Three Affiliated Tribes (TAT), also known as the Mandan, Hidatsa and Arikara (MHA) Nation. The Three Affiliated Tribes is a sovereign federally recognized Native American tribe located in west-central North Dakota. The Fort Berthold Indian Reservation consists of about 1 million acres and is located 70 miles south of the Canadian border in western North Dakota. Fort Berthold sits in the Missouri River basin and over the Bakken and Three Forks shale formations. Major cities and towns close to the reservation include Minot to the northeast, Williston to the northwest, Dickinson to the southwest, and Bismarck to the southeast.



Travel Distance between communities	Between White Shield and Twin Buttes	Between Parshall and Twin Buttes	Between New Town/Four Bears and Twin Buttes
Driving distance	98 miles	116 miles	96 miles
Distance with ferry	23 miles	30 miles	50 miles

The Fort Berthold Reservation is divided into six segments, Four Bears, West Segment, North Segment, Lucky Mound/Northeast Segment, South Segment and East Segment. Similarly, there are six main reservation communities: Twin Buttes, White Shield, Parshall, Mandaree, Four Bears, and New Town. The physical headquarters of the Tribe is in the Four Bears Complex at the west end of the Four Bears Bridge on State Highway 23. A significant number of employers and service providers are in New Town and Four Bears which creates a significant commute for residents located in other parts of the reservation.

The Fort Berthold Indian Reservation is also located in six different counties, McLean, McKenzie, Mountrail, Dunn, Mercer and Ward. The counties own 1,041.7 miles of road within the Fort Berthold Indian Reservation. Each county manages their road system through their respective County Road/Highway Department.

Fort Berthold Indian Reservation Land Base

Land ownership within the Fort Berthold Indian Reservation is a complicated mix of tribal and individual tribal member trust allotments and fee land. The original reservation of land by the Tribes consisted of about 12 million acres in the 1851 Treaty of Fort Laramie. Subsequently a series of Executive Orders and allotments of tribal land reduced the reservation to its current size of about 1 million acres.

In 1954 the United States government condemned another 152,300 acres along with an abundance of natural resources and our original communities (Elbowoods, Nishu, Beaver Creek, Red Butte, Charging Eagle, Lucky Mound, Independence, Shell Creek, and Sanish) for the construction of the Garrison Dam. This taking included the loss of over 90% of the existing roads and bridges which were submerged under Lake Sakakawea.

For purposes of managing the transportation system on Fort Berthold it is important to note the existence of township roads. The State of North Dakota (then Dakota Territory) accepted the grant of right of ways across public lands contained in the Highway Act of 1866. This Act resulted in the creation of an extensive network of township owned public roads along the section lines for all land added to the Fort Berthold Indian Reservation since 1866. *Bird Bear v. McLean County*, 513 F.2d 190 (8th Cir. 1975). See McLean County Township Road Map in Appendix C.

Impact of Oil and Gas Development

The subsurface rights to minerals are complicated and have a significant impact on the transportation infrastructure. The Fort Berthold Indian Reservation sits in the heart of the Bakken and Three Forks shale oil and gas formations. Though the amount of oil and gas produced fluctuates at times, on average North Dakota produces over 1 million barrels of oil and 2.7 million cubic feet of gas per day. About 20% of that production comes from Fort Berthold. Current estimates forecast that oil and gas production within Fort Berthold will increase given the productivity of the reserve.

This oil and gas exploration and production has a significant impact on the road infrastructure. It is fundamental road management that traffic levels have a major impact on the condition of the road. Where oil and gas development is occurring roads must be reconstructed to standards that are designed to accommodate the heavy axle loads and traffic volume. These new standard road designs cost substantially more money to build and maintain.

In addition to damaging the roads, increased traffic has produced environmental and safety issues. Dust control is an important health issue for residents and impacts grazing and farming operations.

Based on research conducted by the Upper Great Plains Transportation Institute there are a total of 2,300 truck movements (trips inbound and outbound) per well with about half of them representing loaded trips.

Drilling Related Truck Movements

Item	Number of Trucks	Inbound or Outbound
Sand	100	Inbound
Water (Fresh)	450	Inbound
Water (Waste)	225	Outbound
Frac Tanks	115	Both
Rig Equipment	65	Both
Drilling Mud	50	Inbound
Chemical	5	Inbound
Cement	20	Inbound
Pipe	15	Inbound
Scoria/Gravel	80	Inbound
Fuel Trucks	7	Inbound
Frac/cement pumper trucks	15	Inbound
Workover rig	3	Both
Total – Single Direction	1,150	
Total Truck Trips	2,300	

Source: NDSU Upper Great Plains Transportation Institute, *County, Township and Tribal Road and Bridge Study, Final Report* (2016)

Once a well is completed the use of gathering pipelines to collect and distribute the oil and gas from the wellhead dramatically reduces the number of heavy truck trips required over the remaining life of a well. In 2016 about 60% of outbound crude oil from North Dakota well sites to either rail or pipeline transload locations was by truck and the remaining 40% transported by gathering pipelines. With the estimated installation of

2,400 miles of gathering pipeline statewide per year it is predicted that by 2024 80% of oil from well sites will be transported to transload locations via gathering pipelines and the remaining 20% will be transported via truck. As shown in the “Transportation of Oil” map in Appendix 1, a substantial portion (but not all) of oil wells producing on Fort Berthold are connected to gathering pipelines.

Purpose of the Long Range Transportation Plan

The purpose of transportation planning is to identify goals and provide a framework for making decisions to meet the community’s transportation needs. It is important to note that establishing a LRTP process is a critical component of tribal self-determination and self-governance. It is a process that should be valued and supported as a foundation for supporting the quality of life, economic development, education, medical care, law enforcement, emergency response, housing, and any other critical needs and community functions. An LRTP is required for projects to be eligible for state and federal funding. The goals identified in the LRTP should address current and future community land use, economic development, all aspects of the environment, traffic demand, public safety, health, and social needs. These goals should also reflect public involvement in prioritizing the needs and concerns of the community. In developing the LRTP, it is also important to consult with partners outside of the community, such as state and regional transportation departments to compare and coordinate planning approaches and communicate the mutual vision for the transportation system that will often cross multiple jurisdictions.

Transportation facilities serving MHA Nation must address the needs of residents for health care, education, recreation, and daily needs and industry such as agriculture, oil and gas, tourism, and other businesses. MHA Nation has assumed responsibility for maintaining transportation facilities within the reservation that fall under Bureau of Indian Affairs and Tribal jurisdiction. Federal funding for the maintenance and improvements of roads and bridges is administered by the Bureau of Indian Affairs and Federal Highway Administration based on federal laws and regulations. The State of North Dakota also administers transportation programs that can provide funding for projects on BIA and tribally owned public roads and bridges. There are many roads and facilities within the reservation that the primary entity with maintenance obligation is not the tribe including state, county, and township roads and municipal streets. The Tribe is responsible for coordinating with the responsible agency to ensure tribal concerns are heard and addressed through maintenance, construction, and safety enhancements.

While long range transportation planning is a requirement for access to federal funds, MHA Nation is also implementing this planning process as a responsible way to identify and address community needs and concerns and to allocate tribal funds. Federal law requires tribes using federal funds to adopt a transportation plan that documents current and future needs. The determination of local policies, goals, priorities, and projects is the responsibility of the tribal government. Federal funding for transportation projects can only be spent on projects that are listed on the Tribe’s Long Range Transportation Plan (LRTP), Tribal Transportation Improvement Plan (TTIP) and where the transportation facility is an official record in the National Tribal Transportation Facility Inventory (NTTFI).

The LRTP will contain the following:

- Documentation of existing conditions for: roadways, transportation policies and standards, population, employment, and alternative transportation modes;
- Anticipated future traffic conditions and volumes based on historic population and traffic growth trends;
- Other transportation considerations including safety, cultural preservation, tourism/scenic byways, and energy conservation measures through transportation improvements including non-motorized travel modes;
- Project priority ranking to create a fiscally constrained short- and long-range Capital Improvement Plan (CIP); and
- Documentation of funding sources available to design and construct the projects.

This document is the Fort Berthold LRTP. It is formatted to provide a clear and concise understanding of the Fort Berthold Indian Reservation transportation system, its current and future needs and deficiencies, and projects necessary to fulfill needs and overcome deficiencies.

Planning Process

Transportation helps shape an area's economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences patterns of growth and economic activity by providing access to land. The performance of the system affects public policy concerns like air quality, environmental resource consumption, social equity, land use, urban growth, economic development, safety, and security.

Transportation planning is a cooperative process designed to foster involvement by all users of the system, such as the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public, through a proactive public participation process. It recognizes the critical links between transportation and other societal goals and is more than merely listing highway and transit capital projects. Transportation planning requires developing strategies for operating, managing, maintaining, and financing the area's transportation system in such a way as to advance the area's long-term goals.

Transportation planning includes several steps:

- Monitoring existing conditions;
- Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
- Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs;

- Developing long-range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods;
- Estimating the impact of recommended future improvements to the transportation system on environmental features, including air quality; and
- Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.



Policy Goals & Objectives

MHA Nation LRTP sets the vision for MHA Nation over transportation for the next 20 years. It is a comprehensive long-range plan that addresses goals and objectives for the safe movement of people and commerce to support the highest possible quality of life for Fort Berthold Indian Reservation. Through community and stakeholder meetings the following goals and objectives were identified and are incorporated into this long-range plan:

Goal 1: Improve highway safety

Objective 1a: Coordinated and verifiable enforcement of safety laws through agreements and data

Objective 1b: Safe passing lanes

Objective 1c: Safe truck access including good signage and turning lanes

Objective 1d: Community input on safety issues

Objective 1e: Address unsafe driver behavior like speeding and aggressive driving

Goal 2: Improve road maintenance and dust control

Objective 2a: Enhance road maintenance capacity to serve all communities by having a maintenance strategy backed up by the right equipment, materials, and trained staff

Objective 2b: Address effectiveness of road maintenance agreements with county, city, township and energy partners

Objective 2c: Improved reliability of roads, particularly in high priority routes like school bus routes, emergency access, public utility service routes, business centers, and energy impact areas

Goal 3: Improve emergency response

Objective 3a: Develop Enhanced 911 (E-911) system

Objective 3b: Coordinated route naming and addressing

Goal 4: Plan for and address energy development impacts

Objective 4a: Establish an equitable strategy to provide road maintenance across the Fort Berthold Indian Reservation and provide a means for energy development to contribute to their fair share of costs.

Objective 4b: Reduce or eliminate gas flaring

Objective 4c: Plan for wind energy impacts

Goal 5: Planning

Objective 5a: Create reservation-wide emergency response plan including storm shelters

Objective 5b: Develop policy for access to businesses and home, including road and utilities

Goal 6: Transit system planning and implementation

Objective 6a: Complete transit plan

Objective 6b: Implement transit plan including acquisition of vehicles/vessels, construction of facilities, recruitment and training of workforce.

Through this planning process MHA Nation intends to provide for the safe and efficient movement of people and goods across the Reservation by identifying locations for improvements and creating a fiscally constrained list of projects that address necessary improvements. This will be achieved by identifying sources of funding to be used for transportation-related improvements, identifying locations of safety problem areas and determine the proper course of action to mitigate these areas, and projecting future traffic volumes to determine locations where additional capacity may be needed.

Modal Connectivity

Primary transportation to and from the Fort Berthold Reservation is via motorized highway and roadway facilities. A 31-mile segment of the Canadian Pacific Railway runs along the northern tier of the Reservation and terminates in New Town. Except for oil and gas products that are transported via rail and pipeline, most commodities destined to, or originating from the reservation are transported via trucks, and most passenger travel to and within the reservation occurs via cars and light trucks. The primary connections to regions outside the reservation are via state highways.

The movement of people and goods is dependent on good surface transportation facilities. Modal connectivity opportunities are limited. The construction of the dam that created Lake Sakakawea presented a significant barrier to transportation on the reservation. This split the reservation in half with only one on-reservation crossing of the Missouri River and Lake Sakakawea.

Transportation on Lake Sakakawea is currently limited to recreational use. However, MHA Nation is assessing the viability of public transit services through ferry or hovercraft service. Once implemented, water based public transit service will introduce a wide range of opportunities and challenges.

Population

According to the 2010 US Census, the population of the Fort Berthold Indian Reservation is 6,386 with 2,161 occupied households. With approximately 1,925 residents, New Town is the largest community in terms of population. Parshall contains 903 residents, while Mandaree contains 596 residents.

Employment

According to the 2010 Census, 3,044 employees live within the Fort Berthold Reservation. The primary employer on the reservation is the Tribal Government, with most jobs primarily located in New Town and Four Bears. The other major employer is the 4-Bears Casino and Hotel near New Town. Many jobs are generated through the energy industry including trucking and oil field service workers. Smaller employment centers exist with community facilities scattered throughout the reservation. Private ranches and farms provide significant employment.

While much of the tribal population is in, or close to New Town, many employees of the reservation must travel significant distances from communities such as Parshall, Mandaree, or White Shield. Based on 2010 census data, the average household income is approximately \$59,100 per year.

The following table shows Census Bureau data on employment within the Fort Berthold Indian Reservation by North American Industrial Classification System (NAICS) categories.

Jobs by NAICS Industry Sector				
	2018		2017	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%	3	0.1%
Mining, Quarrying, and Oil and Gas Extraction	828	17.7%	774	17.6%
Utilities	6	0.1%	7	0.2%
Construction	108	2.3%	178	4.0%
Manufacturing	192	4.1%	149	3.4%
Wholesale Trade	43	0.9%	56	1.3%
Retail Trade	292	6.2%	234	5.3%
Transportation and Warehousing	456	9.7%	213	4.8%
Information	116	2.5%	113	2.6%
Finance and Insurance	39	0.8%	44	1.0%
Real Estate and Rental and Leasing	106	2.3%	136	3.1%
Professional, Scientific, and Technical Services	109	2.3%	77	1.8%
Management of Companies and Enterprises	24	0.5%	22	0.5%
Administration & Support, Waste Management and Remediation	23	0.5%	43	1.0%
Educational Services	361	7.7%	342	7.8%
Health Care and Social Assistance	60	1.3%	42	1.0%
Arts, Entertainment, and Recreation	358	7.6%	377	8.6%
Accommodation and Food Services	185	3.9%	191	4.3%
Other Services (excluding Public Administration)	58	1.2%	83	1.9%
Public Administration	1,327	28.3%	1,312	29.8%

Trip Characteristics

Trip-making characteristics vary by geographic location throughout the reservation. The recently completed Bridge Feasibility Study looked at the existing trip characteristics and how building a bridge might impact them. According to the traffic study, the average trip time within the reservation is 30 minutes and the average trip time to locations outside of the reservation is 108 minutes. Travel time is shortest around New Town where the highest population and the highest number of jobs are located. While the areas further away from New Town (west, east, and south) have fewer places of employment, they do represent a significant portion of the population of the reservation. With the area around New Town having a higher number of employers, this tends to attract more traffic from the outlying regions, thus making the commute time longer for surrounding areas. The following chart breaks down the number of trips per household by community, resulting in an average of 2068 trips a year per household.

				2,068	= "Avg Annual Trips/HH"
Community	Total population	Avg. Household Size	Num of Households	Avg. Annual Veh. Trips	Source: 2009 National Household Travel Survey https://nhts.ornl.gov/2009/pub/stt.pdf
Twin Buttes	279	2.28	122	252,903	
Mandaree	952	2.55	373	772,192	
Parshall	1,596	2.23	716	1,479,800	
White Shield	592	2.23	266	549,251	
New Town	3,150	2.63	1,198	2,476,882	
Four Bears	866	2.71	320	660,844	
			2,994	6,191,872	

Another significant trip mode is walking and bicycling. Most biking and pedestrian activity occurs in the populated areas of the reservation which is consistent with the shorter commute distances. This indicates the need for well-defined pathways that allow users to walk safely with reduced vehicle conflicts. Any new pathway constructed should also include lighting for safety and security purposes.

Existing Conditions

Current System

Under 25 CFR "*Tribal transportation facility*" means a public highway, road, bridge, trail, transit system, or other approved facility that is located on or provides access to Tribal land and appears on the National Tribal Transportation Facility Inventory (TTFI) described in 23 U.S.C. 202(b)(1). The current NTTFI for the Fort Berthold Indian Reservation includes a total of 1081.4 miles of BIA, Tribal, State, county and municipal roads. An additional 449.3 miles of road are planned to be added to the official inventory, bringing the total to 1,536.4 miles. Pedestrian paths have been constructed in the New Town area which are included in the inventory.

Ownership	Miles
State	144.4
County	1041.7
BIA	222.7
Municipal	18.6
Tribal	18.5
Other	91.1
Total	1536.4

The State of North Dakota is responsible for 144.4 miles of roads on the reservation, while county roads (1041.7 miles) make up the bulk of highway miles. BIA owned and maintained roads consist of 222.7 miles of roads on the reservation. Tribal roads total 18.5 miles, and city roads total 18.6 miles. Those facilities classified as “other” make up the remaining 91 miles.

Each Segment has its unique configuration of road network and transportation needs. The following table shows the ownership mileage of roads in each Segment.

	Local Access	BIA	State	County	Municipal
	Mileage	Mileage	Mileage	Mileage	Mileage
Twin Buttes	9.8	50.1	8.1	33.1	
Mandaree	85.1	76.8	24.7	75.5	
Four Bears	22.7	11.4	18.2	24.7	
New Town	2.8	13.7	15.5	162.7	8.7
Parshall	4.3	1.4	30.6	410.9	10
White Shield	1.2	54.2	41.5	313.5	
Totals	125.9	207.6	138.6	1020.4	18.7

Functional Classification

An important element of this LRTP is the inventory of existing facilities. It is the total mileage of existing facilities that has a significant impact to tribal roads program funding, as well as funding for proposed projects.

A complete inventory of eligible routes for the Road Inventory Field Data System (RIFDS) database was performed. All routes are classified on their functional classification into an eleven-tiered system with the following general classifications:

- ☐ Major Arterial Roads
- ☐ Rural Minor Arterial Roads
- ☐ Community/Residential Streets
- ☐ Rural Major Collector Roads
- ☐ Rural Local Roads
- ☐ City Minor Arterial Streets
- ☐ City Collector Streets
- ☐ Non-Roads (trails, paths, walkways, etc.)
- ☐ Other (public parking areas, rest areas, scenic pullouts, transit terminals, etc.)
- ☐ Airstrips
- ☐ Overlapping or Un-inventoried sections (not to be used for accumulating needs data)

The Tribal Transportation Program (TTP), formerly the Indian Reservation Roads (IRR) Program, has tabulated a list of all TTP roads, those currently on the inventory as well as some existing facilities that need to be added to the inventory. The TTP inventory, including proposed facilities, is listed in Appendix A.

Arterial routes typically serve longer distance travel at higher speeds, with emphasis on mobility as opposed to local land access. Residential streets and rural local roads primarily serve a land access function and place less emphasis on capacity and travel speed.

According to the RIFDS database functional classification system, the existing road system inventory is composed of 1081.4 miles of facilities. There is an additional 445 miles of routes that are eligible to be added to the inventory and they will be included charts, maps and graphs detailing the complete 1536.4 miles of roads. Table 2 shows the total mileage of facilities of each functional class within the reservation.

Functional Class Code	Description	Total Miles in Inventory	Total Miles to be Added
1	Major Arterial Roads	0.0	
2	Rural Minor Arterial Roads	143.1	
3	Community/Residential Streets	33.4	
4	Rural Major Collector Roads	228.8	
5	Rural Local Roads	668.3	445
6	City Minor Arterial Streets	7.8	
7	City Collector Streets	0.0	
8	Paths, Trails, Walkways (Non-Roads)	0.0	
9	Public Parking, Rest Areas, Scenic Pull-outs, etc.	0.0	
10	Airstrips	1.3	
11	Overlapping or Un-inventoried sections	0	
0 or Code Missing	Coding Not Completed	0	
	Totals	1081.4	445

Surface Condition

An assessment of existing road surface condition is an important part of the long-range transportation plan because it helps prioritize funding for maintenance/rehabilitation. It can also provide some insight into the age of these roads and where major improvement projects are necessary.

The rating for the condition of the roads is based several factors including rutting, cracking, potholes, etc. All of these factors are given a number between 0 and 100 based on their condition in these categories. The numbers in the categories are then averaged to obtain an overall rating. This overall rating is then broken into five categories: very good, good, fair, poor, and very poor. Table 3 shows a summary based the existing NTTFI. Condition ratings have been updated for roads to be added to the RIFDS inventory but surface condition data for the nearly 1100 miles of road already in the RIFDS database require new assessments. The DOT will begin annual road assessments that will evaluate each road every two years, with half of the road system being evaluated in 2021 and the remaining half being evaluated in 2022.

Table 3: Existing IRR Inventory Condition Rating Summary		
Rating Scale	Category	Miles
0 – 20	Very Poor	585.9
20 - 40	Poor	203.3
40 – 60	Fair	376.5
60 – 80	Good	300.0

80 – 100	Very Good	79.3
Total Miles		1,536.4

Table 4 shows a breakdown of the roads with a rating of poor or very poor by owner. According to the inventory, most roads in poor or very poor condition are either county or BIA roads.

Table 4: Ownership of Roads in Poor or Very Poor Condition	
Owner	Length of Roads in Poor or Very Poor Condition
BIA	71.7
Tribal	18.5
State	6.3
Urban	3.7
County	388.4
Other Federal	6.5
Other	7.5
Not Coded	267.9

Surface Type

Table 5 presents a breakdown of the total number of miles with each type of road surface. According to the inventory, roughly one mile of concrete roads exist (all are bridges). 24 miles are either an overlay or chip seal (less than 2" total thickness of bituminous material).

Table 5 Miles of Road by Surface Type		
Surface Code	Description	Miles
0	Proposed roads	0.5
1	Primitive (no maintenance)	330.3
2	Earth Road	76.6
3	Gravel Surface	810.5
4	Paved less than 2" thick	24.2
5	Paved greater than 2" thick	275.1
6	Concrete	1.2
Total Miles		1,536.4

The inventory indicates that 27.4% of reservation roads are primitive or earthen roads, 47.5% are gravel, and 25% are paved.

Traffic Volumes

Current traffic volume data from the NDDOT is available for state highways and certain county roads on the reservation. Traffic count data for BIA roads are not available or

are inconsistently collected. The result is that traffic count data provides a reasonable assessment of traffic in certain areas and an inconsistent and incomplete assessment in others. The MHA DOT will initiate a regular program for collecting traffic counts on non-state roads beginning in 2021 to help supplement existing traffic data and help obtain a more comprehensive assessment of traffic volumes and trends.

Based on public meeting input and conversations with reservation residents, traffic volumes vary greatly throughout the year. Summer tourism and pow-wow activities generate large amounts of traffic in specific areas. The oil industry has caused increased traffic, particularly heavy truck traffic, throughout the reservation but particularly along the ND 22 and 23 corridors including the county and BIA roads that connect into them. The North, Four Bears, and Mandaree segments are the primary oil impacted areas within the reservation and have the largest volumes of traffic. Twin Buttes has significant heavy oil truck traffic due to the presence of wells and lack of gathering pipelines. Oil related traffic has varied from year to year since the Bakken oil boom began, with no clear growth pattern but rather a cycle of increases and decreases correlated to the volatility of the oil market. The most significant volumes have been observed on ND 23 west of New Town where average daily volumes approach 10,000 vehicles per day.

Transportation Modes

Non-Motorized Transportation System

Pedestrian travel is typically heaviest within populated regions of the reservation. While sidewalks exist adjacent to paved roadways within certain city and residential areas, most roads do not include separate pedestrian or bicycle facilities. The opportunity exists to incorporate better planning with the design and construction of community and subdivision streets to include walking and bicycle facilities. Through more community engagement future development will ensure sidewalks, streets, and driveways will have a nice appearance, enhance pride in the community, and better the lives of their residents.

Distances from residential areas to commercial areas are typically significant on the Fort Berthold Indian Reservation, limiting demand for non-motorized travel. Most of the on-reservation commercial activity is located across the northern tier of the reservation. Similarly, the Elbowoods Clinic, Nueta Hidatsa Sahnish College, Tribal Court, and most MHA administrative offices are located in New Town making non-motorized travel difficult or impractical. Many reservation residents make frequent trips to off-reservation towns and cities to shop. Several communities do not have local access to affordable and healthy food.

However, the populated (2,525) yet somewhat spread-out region around New Town is an exception. Pedestrian and bicycle facilities connect the 4-mile distance from New Town to the 4-Bears Casino and MHA Tribal Administration complex, located on opposite sides of the Missouri River (Lake Sakakawea). Parshall has sidewalks and paved streets that encourage pedestrian and bicycle activity.

Transit

MHA Nation currently has a proposed public transit system developed by consultants LSC Transportation Consultants, Inc. (LSC) that is awaiting implementation that will provide deviated fixed-route service, demand response service and water-based service throughout the reservation. The proposed transit system has three phases based on the amount of water-based transit service that is implemented. Phase 1 contains no water-based service and will be the primary land-based transit services provided. Phase 2 has a significant amount of water-based taxi services that will reduce the amount of bus service offered. Phase 3 builds off the services offered in Phase 2 but with the addition of a passenger and vehicle ferry crossing. The balance of land-based transit service and water-based service is still being considered by Tribal Council but the proposed services for Phase 1 have been accepted and are awaiting a tribal resolution to begin implementation.

Fixed route service is defined as a system of transporting individuals where a vehicle is operated along a prescribed route according to a fixed schedule.” In other words, if a public system transports the general public on a regular basis on vehicles that travel a designated route on a fixed schedule, the agency operates fixed route service. Commuter bus service is a subset of fixed route bus service.

Deviated fixed-route service operates along established routes that typically have designated stops. Between these stops, vehicles deviate from an established route to pick up or drop off riders within a defined off-route service area. Riders must call in advance to request off-route pickups.

Demand response service are defined as any services transporting individuals which is not a fixed route service. This can include a variety of service types, including traditional dial-a-ride service, taxi subsidy service, vanpool service, and route deviation service.

A general requirement for the use of federal transit funds is the implementation of non-discrimination policies and practices. The U.S. DOT Americans with Disabilities Act regulations under 49 CFR Part 37 specifically prohibit operators from:

- Discrimination against a person with a disability in the provision of transportation service [Section 37.5(a)].
- Deny an individual with a disability, on the basis of disability, the opportunity to use the general transportation system if that person is capable of using that service [Section 37.5(b)].
- Requiring that a person with a disability use priority seating [Section 37.5(c)].
- You cannot impose special charges on individuals with disabilities, including those who use a wheelchair [Section 37.5(d)].
- Requiring that an individual with a disability be accompanied by an attendant [Section 37.5(e)].
- Refusing service to an individual with disabilities because your insurance coverage or rates are based on the absence of individuals with disabilities [Section 37.5(g)].

The recommended service scenario includes recommendations for ferry, water taxi, and public transit service on the Fort Berthold Reservation in three phases. The recommended service plan is presented in Table III-1. The three phases are recommended because transit service may be started very quickly compared to construction of a ferry vessel and docks to implement ferry service.

Phase I

Phase I creates three fixed-route bus routes on the Fort Berthold Reservation operating seven days per week. As shown in Figure III-1, the three routes would operate between:

- 1) Twin Buttes and New Town, also stopping in Mandaree and Four Bears Village
- 2) Mandaree and New Town, also stopping in Four Bears Village
- 3) White Shield and New Town, also stopping in Parshall

LSC recommends the Three Affiliated Tribes consolidate their existing Tribal vehicles and use them to implement Phase I fixed-route transit services. If existing Tribal vehicles are currently underused, they would serve more residents of the Fort Berthold Reservation if used for fixed-route transit services. Using existing Tribal vehicles would also eliminate any capital costs incurred from acquiring new vehicles to initiate the service.

Phase I would result in the following operational cost, riders, and vehicles:

- Number of vehicles required: 3
- Annual operating cost: \$502,262
- Capital costs: no cost if existing Tribal vehicles are used, \$240,000 if new vehicles are purchased
- Annual estimated ridership: 40,220
- Average cost per passenger: \$12.49
- Passengers per hour: 3.9

Phase II

Phase II begins a new water taxi system with supporting demand response transit service and modifies Phase I fixed-route transit service to provide a new route connecting Parshall, an area not served by the water taxi, to New Town. The demand response service should be operated using Tribal vehicles used for Phase I and a new vehicle will be required for the fixed-route service.

The water taxi system can be delivered through traditional watercraft (boats) or hovercraft. Hovercraft offer significant advantages over boats based on:

A water taxi system offers Fort Berthold residents a new transportation option thereby improving mobility and increasing accessibility throughout the entire Reservation. Phase II services would operate seven days per week, year-round, for 10 hours a day. While hovercraft have higher capital and maintenance costs than more traditional vessels, they are able to operate 12 months per year, have the flexibility to land on water or land, and are ideal for shallow or icy water conditions. The water taxi service offers the greatest benefit in travel time for local residents of the three services included in this plan.

Using existing docks and boat ramps on Lake Sakakawea and on waterways throughout the study area eliminates any capital costs incurred from building new docks. LSC recommends serving all select public docks/boat ramps on Lake Sakakawea and on waterways throughout the study area, as well as building two new docks/boat ramps, as shown in Figure III-2. The estimated cost of a new water taxi dock is approximately \$200,000 to \$400,000 although hovercraft have the ability to use boat ramps if desired.

In addition to the hovercraft water taxi and demand response service, Phase II includes a fixed-route service operating between Parshall and New Town. The roundtrip distance is approximately 38 miles with a roundtrip trip time of one hour. The fixed-route service between Parshall and New Town would operate seven days per week, year-round, for 10 hours a day. Phase II would result in the following operational cost, riders, and vehicles:

- Number of vehicles required: 5
 - 4 demand response vehicles located in Mandaree, New Town, Twin Buttes, and White Shield
 - 1 fixed-route transit vehicle
- Number of vessels required: 3 (two in operation and one spare)
- Annual operating cost: \$1,339,314
- Capital costs: \$3,680,000
 - Hovercraft: \$1,000,000 per vessel x 3 vessels
(Costs for hovercraft vary greatly based on desired specifications. The Air Form AF 18 Hovercraft is similar in size and has a base price of \$850,000;
<http://www.airform.co/af18.html>)
 - Docks/Boat Ramps: \$300,000 per dock x 2 docks/ramps
 - Vehicles: \$80,000 per vehicle x 1 vehicle
- Annual estimated ridership: 86,110

- Average cost per passenger: \$15.55
- Passengers per hour: 4.0

Phase III

Phase III maintains the hovercraft water taxi system with supporting demand response bus service from Phase II, and adds a new hovercraft ferry crossing at old Highway 8 with supporting fixed-route bus service from both of the ferry terminals, as shown in Figure III-3. The demand response services should be operated using existing Tribal vehicles and new vehicles will need to be purchased for the fixed-route transit services. Though hovercraft have higher capital and maintenance costs than more traditional vessels, they are beneficial as they are able to operate 12 months per year, have the flexibility to land on water or land, and are ideal for shallow or icy water conditions. The greatest benefits of ferry service are for vehicular traffic traveling north-south through the region. Travel times are not improved for most travel within the Fort Berthold reservation for those using transit service. Some improvement would be realized by those using personal vehicles. The hovercraft water taxi system with supporting demand response bus service would continue to operate seven days per week, year-round, for 10 hours a day. The hovercraft ferry crossing at old Highway 8 and supporting fixed-route bus services would operate seven days a week, year-round, for 10 hours a day. Continuing to use existing and previously built docks and boat ramps from Phase II on Lake Sakakawea and on waterways throughout the study area for the water taxi service would eliminate any capital costs incurred from building new water taxi docks.

Phase III would result in the following operational cost, riders, and vehicles:

- Number of vehicles required: 9
- Number of vessels required: 4
- Annual operating cost: \$2,778,697
- Capital costs: \$25,744,000
 - Ferry crossing hovercraft for passengers and vehicles: \$12,000,000
(Costs for hovercraft very greatly based on desired specifications. The Kvichak 95' BHT 130 Hovercraft is similar in size and desired specifications, and costs \$12,000,000).
 - Ferry crossing terminals (including variable costs): \$10,344,000
 - Water taxi hovercraft: \$1,000,000 per vessel x 3 vessels
(Costs for hovercraft very greatly based on desired specifications. The Air Form AF 18 Hovercraft is similar in size and has a base price of \$850,000; <http://www.airform.co/af18.html>)
 - Water taxi docks: none if existing docks are used.
 - Demand response vehicles: no cost if existing Tribal vehicles are used.

➤ Fixed-route bus service: \$80,000 per vehicle x 5 vehicles

- Annual estimated ridership: 213,830
- Average cost per passenger: \$12.99
- Passengers per hour: 5.7

Aviation

Aviation has changed the world. Within a 24-hour period, you now can travel anywhere across the globe. It has transformed the world's economics and politics, the environment, access to technology, and tourism. According to the Bureau of Transportation Statistics, 725,000,000 people flew domestically between April 2016 and April 2017. That's nearly two million passengers on over 25,000 flights daily. (Federal Aviation Administration) The aviation industry impacts the economy, the environment, emergency services, healthcare, and education in numerous ways, and understanding how aviation shapes each of these sectors is an important step to developing a system that works for the Fort Berthold Community.

In the United States, the aviation industry is comprised of commercial, passenger, military, and cargo services and all of the vehicles, planes, helicopters, drones, equipment, mechanics, operators, and pilots that facilitate their operation. There are three main sectors of the aviation industry: commercial, general, and military aviation services. Commercial aviation is the operation of aircraft that transport cargo and passengers, and includes major airline companies such as Delta, Frontier, United, and Southwest. The general aviation sector includes all civilian flying, including recreational and training. Military aviation consists of all military aircraft and their use.

Aviation Industry in North Dakota

North Dakota's aviation industry relies on 81 general aviation airstrips and 8 commercial airports. Across the state of North Dakota, the aviation industry impacts the economy, healthcare and emergency services, and research and education. According to the North Dakota Statewide Aviation System Plan (2014), "many industries rely on air transportation in the State, whether for the transport of employees and materials for businesses, the transport of patients and medical supplies for life-saving operations, the spraying of crops to yield large harvests, flight training, weather research and modification, just-in-time air cargo deliveries of parts for oil drilling machinery, the protection of our country's northern border, or testing of state-of-the-art unmanned aerial vehicles (UAVs)." In fact, North Dakota is one of six states to test unmanned aerial systems (UAS) for the Federal Aviation Administration (FAA).

MHA Nation Airport System

There are currently two airports operating on Fort Berthold: New Town Municipal Airport and the Parshall-Hankins Airport. Although these two small airports are the only public-use airports on the Reservation, they provide valuable services that support businesses, emergency and health services, and employment opportunities for the region. In addition, they provide a lifeline to other regional commercial airports that help connect Fort Berthold with the rest of the state, country, and world. They also provide important access to Fort Berthold for emergency responders and healthcare professionals. For example, the Elbowoods Clinic utilizes the airstrips when supplies need to be transported from other locations within a limited amount of time and use the airport to transport emergency patients to larger hospital facilities to get the care they need.

The New Town Municipal Airport is classified by the state as a community paved airport. The Parshall-Hankins Airport is classified as basic, meaning that it supports the community through general aviation services such as emergency and health services, law enforcement, business and cargo operations, recreational flying, flight training, and charter or critical passenger services.

New Town Municipal Airport

According to the North Dakota Statewide Aviation Economic Impact Study (2015), in 2014 the New Town Municipal Airport employed 22 people (10 directly and 12 indirectly) and contributed \$3,217,102 to the State's economy. In 2014, the airport and its related activities paid over \$56,000 in state and local taxes, and the 1,500 visitors who traveled through New Town Municipal reportedly spent over \$58,000 on travel and lodging expenses.

The New Town Municipal Airport has played an important role in the development of the oil industry for North Dakota. Energy companies with headquarters in other states can travel directly to this airport for quicker and easier access to projects located on Fort Berthold. Airport infrastructure also has the potential to attract new businesses, such as those to support aircraft service through fuel, storage maintenance, or ground transportation. Additionally, the North Dakota Fish and Game Department uses the New Town Municipal Airport to conduct aerial surveys for sharp tail grouse. The airstrip is also part of the North Dakota Airports Passport Program, a program designed to "promote safety and education, and encourage pilots to practice approaches and landings in many different environments."

Parshall-Hankins Airport

The Parshall-Hankins Airport employs seven people (four directly and three indirectly) and contributes over \$1.1 million to the State economy. The estimated annual impact from the airport on visitor spending is nearly \$500,000. There is no terminal or administrative building, though it is recommended one be built soon. More hangar space is also necessary for the airport to grow to accommodate increasing demand.

Currently there are nine total single-engine based aircraft stationed at the airport with fifteen projected in 2035.

Regulatory Environment

Federally recognized American Indian tribes possess the “inherent sovereign jurisdiction over tribal airspace on the basis of established principles of inherent tribal sovereignty and federal Indian law.” While tribally owned airports or airstrips are located on FAA regional maps, there is no delineation of reservation boundaries, and there is no specification class or category when flying in tribal airspace. Although no rulings have been made with regards to tribal airspace, Supreme Court decisions have set the precedent that “landowners have no claim to airspace beyond that which is necessary to achieve a productive purpose on the land itself.”¹

The Future of Aviation

As more and more electric vehicles enter the road and battery technology continues to improve, the aviation industry is making futuristic technology a reality today. Personal air vehicles or electric air taxis capable of vertical takeoff and landing are designed to be quieter, cleaner, and cheaper than commercial helicopters—and have already captured the attention of major aircraft and aerospace designers. Though originally conceived to address urban congestion, such vehicles could also help address issues regarding connectivity in rural America. And the wide-open space and small towns of rural America in turn could provide the space needed to refine the technology for its much denser intended urban application.

Opportunities for the Tribe

Testing New Technology

The sovereignty of MHA Nation airspace could potentially provide an opportunity to explore new businesses and invite companies to test advanced aerial technology. MHA Nation could provide innovation zones for testing complex UAS operations and to attempt different models for integrating drones into local airspace. The ability to perform beyond-line-of-sight flying/operations could be particularly beneficial for monitoring pipelines on Fort Berthold.

Community Air-Based Transit

As air taxi technology becomes more affordable and environmentally friendly, such vehicles could provide greater access across Lake Sakakawea. In addition to the 2- and 5-seat battery electric air taxis designed to be autonomous, aircraft designers are also looking at 12- to 50-seat hybrid-electric commuter aircraft.² While the goal of these air

¹William M. Haney, American Indian Law Review, Protecting Tribal Skies: Why Indian Tribes Possess the Sovereign Authority to Regulate Tribal Airspace, Vol. 40 Number 1, (2016)

<https://digitalcommons.law.ou.edu/cgi/viewcontent.cgi?article=1022&context=ailr>

² <https://electrek.co/2019/05/16/lilium-electric-fiveseater-airtaxi/>

taxi is to eventually be autonomous, they will likely require a qualified pilot initially, and their accessibility could provide access for emergency responders, law enforcement and public transit to communities.

Rail Service

Rail service has been a feature in North Dakota since the 1880's. The Great Northern Railroad originated in St. Paul, MN and reached Minot in 1886. It was extended to Williston and reached Montana in 1887 and eventually became a transcontinental route in 1893. The tracks of the Soo Line were constructed between 1891 and 1893 and ran diagonally from Hankinson to Portal. The rail plan for MHA Nation is currently under development and will form a critical component of the long-term transportation strategy for Fort Berthold. A rail plan takes inventory of all rail systems, services, and facilities, assesses the ability to connect to the rail system through other modes of transportation, considers the economic and environmental impacts of rail, assesses the existing freight, passenger services, and potential financing options, and determines a long-range investment program and project list for rail development. It also describes the legal and regulatory climate in which railroads operate. This rail plan will provide Tribal Leaders and community members with a resource document to help understand the operations and economics of rail service in North Dakota and Fort Berthold.

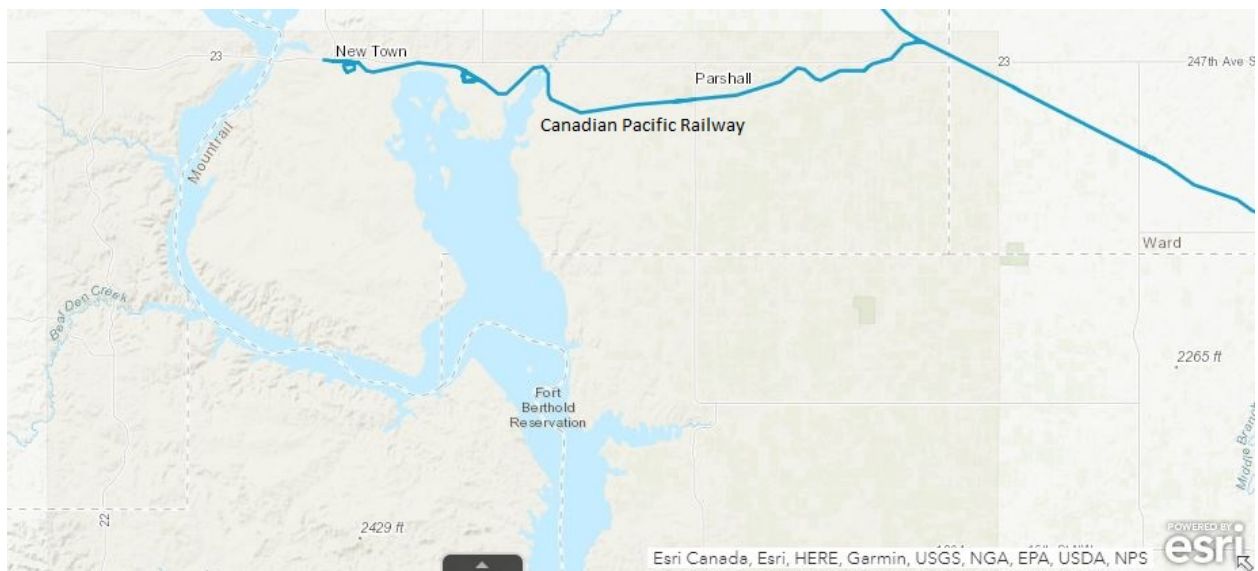


Figure 1 Canadian Pacific Rail Line



By developing a comprehensive rail inventory, assessment, and feasibility study, MHA Nation will better understand what rail infrastructure currently exists, develop a long-term vision for rail development on Fort Berthold, and determine how to best serve the communities' economic development needs. Rail is currently used to support oil development, but it needs to be coordinated in a much more efficient fashion in order to help reduce truck traffic, improve transport efficiency, and improve Fort Berthold road safety. In addition, a new tribally owned and operated refinery (the Thunder Butte Clean Fuels Refinery) is being built near Makoti, North Dakota. The development of this refinery will increase the need for railroad access and freight transportation services.

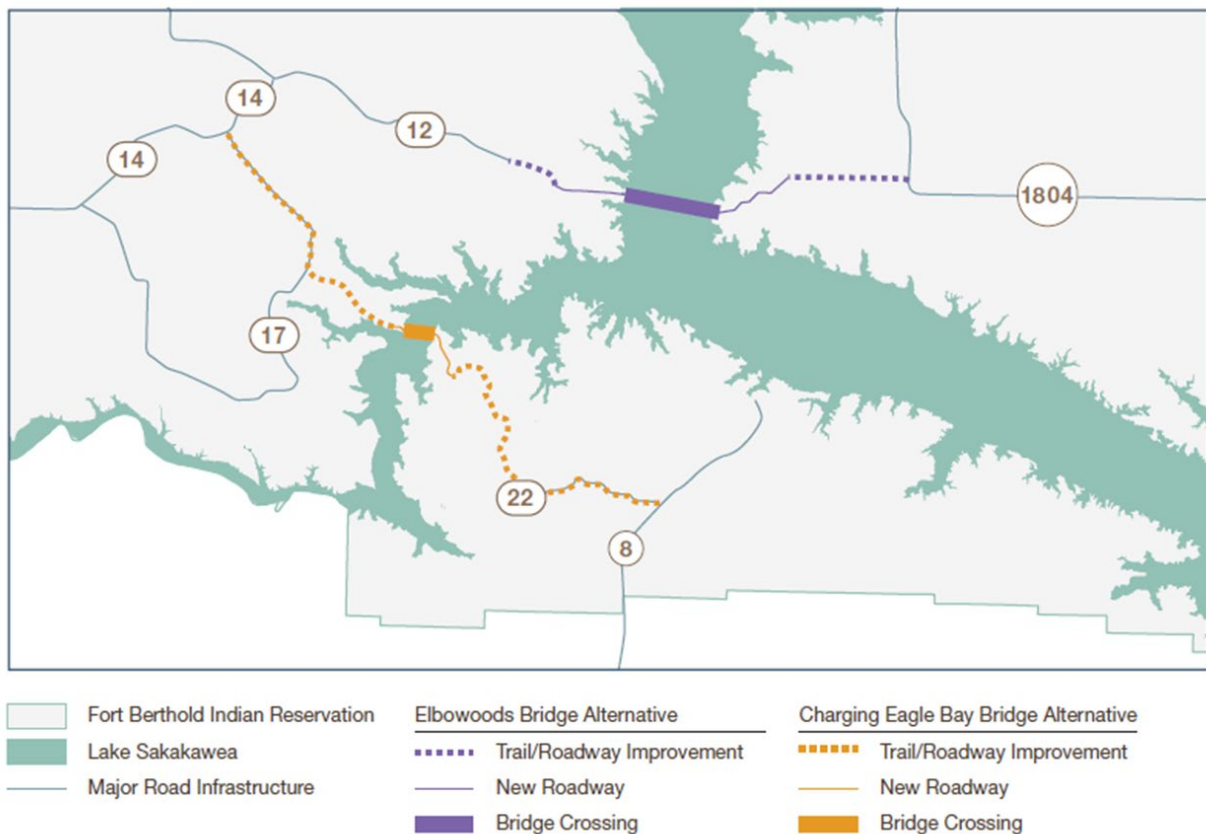
Across North Dakota there are currently eight operating freight railroads operating on 3,300 miles of track. There is currently no passenger rail transit service on the Fort Berthold Indian Reservation. A rail line owned by the Canada Pacific Railway (CPR) extends approximately 40 miles within the reservation from the eastern and northern borders to New Town. The primary purpose of this line is for transport of grain and petroleum products. Figure 9 presents a map of the New Town Subdivision of the CPR line within the reservation.

New Bridges

MHA Nation has completed a feasibility study for the construction of two new bridges within the reservation boundaries. The purpose of the study was to execute a feasibility study that informs Tribal leadership and community members about the feasibility of construction one or more bridges over Lake Sakakawea within the Fort Berthold Indian Reservation. Two recommended alternative bridge sites were identified.

The Elbowoods Bridge Alternative would connect BIA 12 in the White Shield Segment to State Route 1804 in the Mandaree Segment. The proposed Elbowoods Bridge would consist of 4.4 miles of new roadway, 5.1 miles of trail/roadway improvements and a 16,215-foot-long bridge. Cost with contingency were estimated in 1019 to be \$451,180,786.

The Charging Eagle Bay Bridge Alternative would connect BIA 14 in West Segment to BIA 22 in Twin Buttes Segment. The project would consist of 1.7 miles of new roadway, 18 miles of trail/roadway improvements, and a 4,950-foot-long bridge. Costs with contingency were estimated in 2019 at \$171,795,571.



Roadway Safety

Road safety is a high priority issue for MHA Nation. In the last decade, there has been significant increases in traffic, especially heavy truck traffic, which has contributed to a variety of safety concerns in the area. Many roads are not built to accommodate the increased level of traffic, an issue that is magnified by the negative impacts high volumes of traffic has on the roadway. Poor roadway conditions in conjunction with signage, lighting, and striping issues create unsafe road conditions throughout the reservation. Unsafe driving behaviors are also a concern with speeding, unsafe passing, aggressive driving, driving under the influence, and seat belt usage all contributing to safety concerns. While there are some potential engineering solutions for behavior related factors, the primary method of intervention is through law enforcement efforts. Jurisdictional issues within the reservation lead to enforcement concerns, where non-tribal individuals cannot be ticketed by tribal law enforcement officers, and non-tribal law enforcement cannot provide enforcement on BIA and tribal roads. These gaps in enforcement contribute to the prevalence of unsafe driving behaviors.

Five years of crash data from 2015-2019 were evaluated to identify problematic areas, trends, and behaviors that contribute to road safety issues. Since 2015 there has been a significant increase in reported crashes, with a total of 94 crashes in 2015 and 139 in 2019, a 47% increase. This increase has primarily been within the property damage only (PDO) crash type, with a decrease being seen within serious crashes. Serious crashes are classified as crashes that result in fatal and incapacitating injuries. The table below details the crash severity by year.

Crash Severity	2015	2016	2017	2018	2019	Total
Fatal	7	7	8	3	1	26
Incapacitating Injury	11	6	5	8	6	36
Non-incapacitating injury	11	12	16	20	27	86
Property Damage Only	59	57	69	90	94	369
Possible Injury	6	7	9	9	11	42
Total	94	89	107	130	139	559

The tables below detail the prevalence of the behavioral factors such as alcohol, seat belt use, and speed from 2015 - 2019. These factors all contribute to the frequency and severity of crashes, with the most severe crashes likely to have one or more factors present.

Unbelted Occupant	Fatal	Incapacitating Injury	Non-incapacitating injury	PDO	Possible Injury	Total
No	12	22	69	355	37	495
Yes	14	14	17	14	5	64
Total	26	36	86	369	42	559

Alcohol Involved	Fatal	Incapacitating Injury	Non-incapacitating injury	PDO	Possible Injury	Total
No	17	28	75	345	37	502
Yes	9	8	11	24	5	57
Total	26	36	86	369	42	559

Speed Involved	Fatal	Incapacitating Injury	Non-incapacitating injury	PDO	Possible Injury	Total
No	13	23	63	312	30	441
Yes	13	13	23	57	12	118
Total	26	36	86	369	42	559

Crash Severity

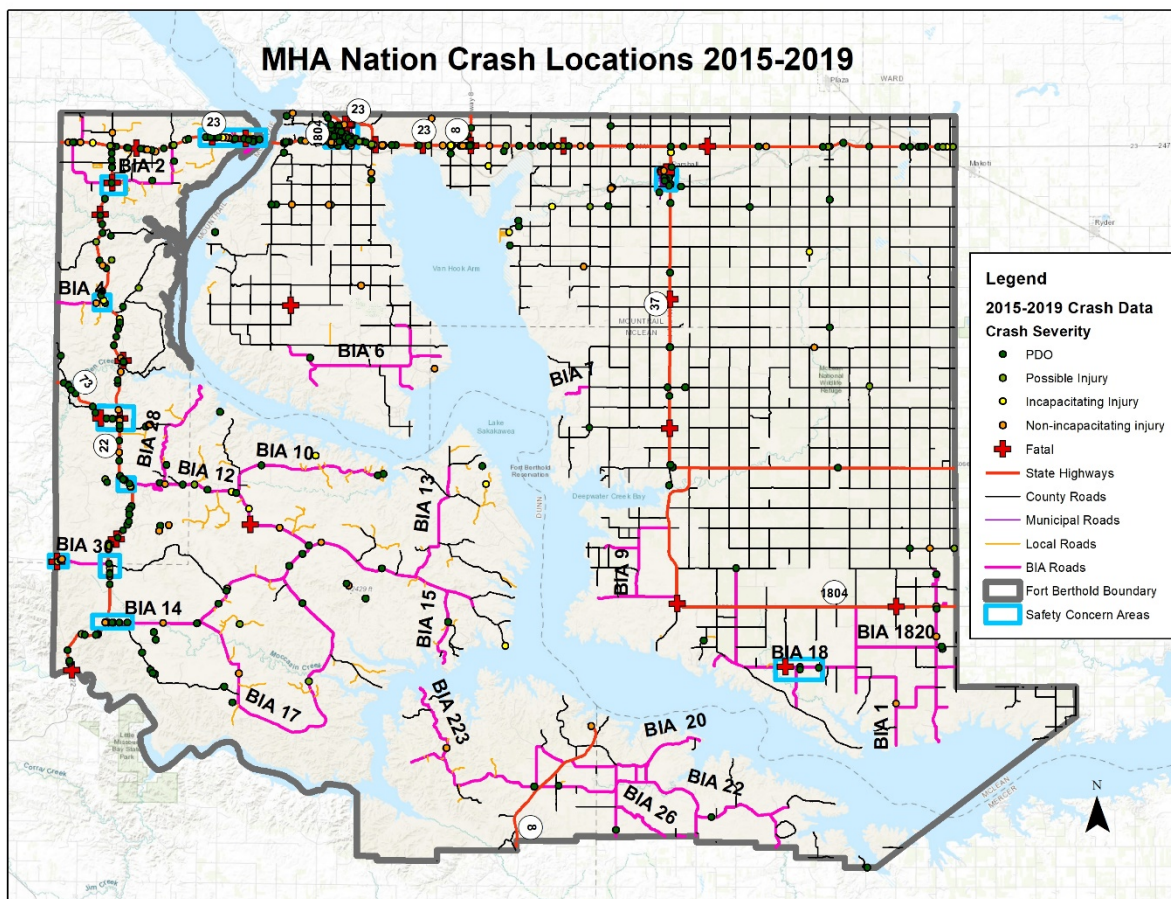
Vehicle Type	Fatal	Incapacitating Injury	Non-incapacitating injury	PDO	Possible Injury	Total
2-Axle	1			6	1	8
3+ Axle			2	14	2	18
Bus			1			1
Construction Equipment				4		4
Hit and Run		1	1	32	2	36
Motorcycle	1	1	2			4
Off Highway Vehicle		2	4	1		7
Passenger Car	7	5	11	46	5	74
Pickup - Van - Utility	13	21	45	169	18	266
School Bus				1		1
Single Unit Truck		1		4	1	6
Truck Tractor	3	5	16	72	9	105
Unknown Heavy Truck	1		4	20	4	29
Total	26	36	86	369	42	559

About 56.7% of all crashes occurred on the state highway system. These roadways are regularly reviewed by the state for safety improvements and the DOT is actively involved with annual safety meetings. Substantial clusters of crashes exist outside of the state highways in the New Town and Parshall areas. The DOT will be working to conduct safety audits in these areas and working with community members to identify safety concerns and implement mitigation measures. The remaining crashes are spread out and have no obvious pattern or cause. In these instances, a systemic approach to improving safety will be considered with striping, signage, and road conditions such as dust control being addressed on an annual basis. Systemic safety improvements will be made to all BIA and Tribal roads on an annual basis moving forward. The Tribe does not have direct maintenance responsibilities on most roads throughout the reservation, therefore coordination with counties and the state for routine maintenance and road improvements is vital to ensuring safety is being addressed on all roads.

Another important factor in a crash analysis is traffic volumes, which include roadway Average Daily Traffic (ADT) volumes and entering traffic volumes at intersections. Traffic volumes are related to the number of crashes at a location to determine a crash rate and the magnitude of the problem (based on crash severity). Traffic volume should be monitored at known safety problem locations and at other locations identified as problem areas.

Insufficient traffic volume data is available to calculate the crash rate or to make a precise assessment of safety issues. Correlations can be made, but a concrete conclusion of whether roadway facilities affect the accident rates cannot be made without more data. A comprehensive evaluation of traffic will be conducted on a regularly scheduled basis. This traffic analysis will be incorporated into the regular road maintenance evaluation plan.

Additionally, mapping of the available data can help identify clusters of accidents that can aid in determining if any potential cause and effect relationship exists between the accident clusters and site characteristics such as the roadway geometry, pavement condition, or the roadway surface type. These three methods were employed for the crash analysis of the Fort Berthold L RTP.



Tribal Law Enforcement has acquired and implemented the TraCs system of reporting

crashes, which facilitates data analysis and integration into the statewide crash database. Tribal Law Enforcement crash reports must be reported to North Dakota DOT to be included in the TraCs reporting system. Due to the lack of tribal crash reporting available information does not reflect the actual magnitude of crashes and safety problems on the reservation.

With more consistent and complete crash reporting, safety problems can be accurately identified, and solutions created to benefit the travelling public on the reservation. The current crash data shows that there are areas with potential safety concerns that need to be evaluated in greater depth through a safety audit. These locations are shown on the map below and will be looked at to determine potential safety countermeasures to be implemented.

Identified Roadway Safety Issues

There are numerous specific roadway safety issues and concerns that have been raised by the public and tribal officials.

1. Speeding, aggressive driving, and distracted driving is a concern to many citizens.
2. Pedestrian safety and the development and maintenance of safe pedestrian and bicycle trails will support active and healthy transportation options for residents.
3. Mud and debris carried onto paved highway from oil well pads and related development.
4. Road dust from traffic on gravel roads causes vision problems, unsafe passing, air pollution and contamination of pastures used for grazing livestock.

Each of these issues are the subject of future studies.

Historic and Cultural Preservation

Preserving the cultural heritage of the Fort Berthold Indian Reservation and each of the Three Tribes is critically important. The MHA Transportation Authority coordinates with the MHA Tribal Historic Preservation Office (THPO) in its project planning process. It is not important that the tribe make public the nature of its culturally significant sites, however it is important that those sites be identified in the project planning process and protected from adverse impacts resulting from transportation projects. The tribe may choose to publicize certain sites to promote tourism through the reservation, perhaps in conjunction with designation of Scenic Byways and publication of site mapping. The Tribe operates the Three Tribes Museum and recently opened the MHA Interpretive Center to provide public access to and education about MHA culture and history.

Tourism and Scenic Byways

Tourism is an important private and public sector economic opportunity on Fort Berthold. It is estimated that tourism generates \$3 billion in traveler spending each year in North Dakota. The MHA Tourism Department is established to protect, preserve, and educate the world about the living culture, history, and environment for the MHA Nation.

Transportation is an important element of the tourism industry and several resources are specifically available to support tourism based transportation projects.

Designation of Scenic Byways on Fort Berthold will result in a access to funding resources to improve access and safety, while supporting economic activity through increasing tourism travel and commerce. Currently, the Killdeer Mountain – Four Bears Scenic Byway is designated under the US DOT Scenic Byway Program. This 64-mile route along ND Highway 22 and ND Highway 23 attracts visitors to Little Missouri State Park, MHA Interpretive Center, Three Tribes Museum, and Crow Flies High Butte Scenic Overlook.

MHA Transportation Administration and MHA Tourism Department are collaborating to identify and address transportation needs for the Fort Berthold tourism interests. Improvements sought include pull-outs, parking areas, recreation trails, rest areas, campgrounds, and interpretative signage.

Energy Conservation

Energy conservation relates to both route connectivity and route efficiency. Transportation systems can improve energy efficiency through shorter travel distances and greater travel efficiency. While the potential for decreasing travel distances might be minimal, the potential for increasing route efficiency is significant.

Route efficiency relates to the transportation of people and goods. Where transportation of people is concerned, increasing the average auto occupancy is significant to increasing energy efficiency. As the average auto occupancy increases, the miles per person per gallon increases dramatically. This increase can be achieved through ride sharing, carpooling, addition of fixed-route transit services, or improvements to demand-responsive transit services.

Transit over BIA routes can also increase efficiency through better maintenance of road surfaces as vehicles operate more efficiently when travelling on smooth surfaces. An increase in the number of paved miles of roads, particularly on routes with higher traffic demands, will increase the efficiency of BIA routes on the Fort Berthold Indian Reservation.

Financial Resources

The costs associated with operating and managing a transportation system have increased significantly and will continue to increase over time. It is economically important that the Tribe leverage as much non-tribal financial support as possible to address transportation needs. There are several transportation construction, safety, maintenance, planning, and transit programs that the Tribe is eligible to apply for and use to defray a significant part of the costs. For those roads and bridges owned and managed by the State, counties, municipalities and townships the Tribe can coordinate with those entities to prioritize needed projects and apply for funding. In order to expend

any Federal transportation funds a Tribe must ensure that the eligible project/program is listed on an FHWA-approved TIP or STIP.

TTP Road Construction Funding

The Three Affiliated Tribes receive federal funds for road construction from two primary sources. The Tribal Transportation Program (TTP) is administered jointly by the US Department of Transportation Federal Highway Administration and the US Department of the Interior Bureau of Indian Affairs. The TTP is codified at 23 USC Section 202 and managed through regulations promulgated under 25 CFR Part 170. The TTP provides formula funding based on tribal shares for a wide range of transportation related activities including road construction, transportation planning, preliminary engineering, design, road maintenance and transit. Funds can be spent on any public road that is located on or provides access to Indian reservations, Indian trust land, or restricted Indian land. This includes state, county and township owned public roads.

Transportation facilities (roads and bridges)

The TTP is part of the Fixing America's Surface Transportation (FAST) Act that authorizes funding from 2016 to 2020.

Three Affiliated Tribes FAST Act TTP Tribal Shares			
Year	FAST Act Authorization	Construction	Planning
2015		1,564,515	\$35,557
2016	\$465,000,000	1,470,022	\$33,410
2017	\$475,000,000	1,463,592	\$33,263
2018	\$485,000,000	1,452,117	\$33,002
2019	\$495,000,000	1,561,371	\$35,485
2020	\$505,000,000	1,446,053	\$32,864
2021	\$505,000,000	1,416,209	\$32,186

The funding needs for the Fort Berthold transportation system far exceed the amount of funding received from the TTP.

BIA and TTP Road Maintenance Funding

There are two federal sources for road maintenance funds. The BIA Transportation Facility Maintenance Program (TFMP) and the Tribal Transportation Program (TTP).

The BIA RMP is funded by the Department of the Interior and overseen solely by the Bureau of Indian Affairs. BIA is responsible for maintenance of BIA owned roads. (23 USC Section 202(a)*8)(B). TAT operates the BIA TFMP pursuant to a P.L. 93-638 agreement. The BIA TFMP receives +/- \$32 million per year to maintain 28,400 miles of BIA owned road nationally. These funds may be used for maintaining the BIA Road System and BIA transportation facilities, and also other facilities identified in the National Tribal Transportation Facility Inventory (NTTFI) if permitted by BIA on a case-by-case basis.

Under 23 USC 202(a)(8) a Tribe can use TTP funding for maintenance, within the following limits, whichever is greater:

- (1) 25% of its TTP funds: or
- (2) \$500,000

These funds can only be used to maintain the public facilities included in the NTTFI. Road sealing activities are not subject to this limitation. The list of eligible maintenance activities under the TTP are included in Appendix B.

The broad definition of BIA roads includes all transportation-related facilities used in surface transportation such as: roads, bridges, ferry terminals, ferry boats, trails, boardwalks, primitive roads and administrative roads to BIA agency offices.

Roadway Safety Funding

Motor vehicle crashes have taken a heavy toll on the Fort Berthold Indian Reservation. There are several issues that the Tribe must manage in our efforts to reduce motor vehicle crashes and their severity. These break down into two categories: infrastructure safety and driver/passenger safety. Infrastructure safety includes data driven planning processes and roadway enhancements designed to address known or potentially hazardous conditions. Driver/passenger safety includes activities related to impaired driving, seatbelt usage for adults and children, distracted driving and driver education.

For infrastructure safety initiatives the Tribal Transportation Program Safety Fund (TTPSF) is an annual set-aside under the FAST Act amounting to 2% of the available TTP funds. TTPSF grants are available to federally recognized Indian tribes through a competitive, discretionary program. Eligible projects for the TTP Safety Fund under the FAST Act include:

- development and update of transportation safety plans
- crash data assessment, improvement, and analysis
- infrastructure improvements and other eligible activities as listed in 23 U.S.C. 148(a)(4).

For driver/passenger safety initiatives the BIA Indian Highway Safety Program (IHSP) provides US Department of Transportation National Highway Safety Traffic Administration (NHTSA) and the BIA funding to assist Indian tribes in implementing traffic safety projects. These projects are designed to reduce the number of traffic crashes and their resulting fatalities, injuries, and property damage within Indian communities. If awarded, funds are to be used to enhance the tribe's current law enforcement or child safety seat programs. Proposals may be submitted for program areas including impaired driving, occupant protection, and traffic records.

North Dakota Department of Transportation Funds

There are several roadway improvement and safety programs administered by the North Dakota DOT for which Tribal programs and roads are eligible applicants. These include:

- Transportation Alternatives (TA) Program. This program makes available about

\$1.6 Million dollars available each year for TA (Pedestrian/Bicycle) type of projects. This is a federally mandated program and these funds can only be spent on TA eligible projects. About 60% of these funds are intended for communities above 5,000 in population and 40% for communities below 5,000 in population, including counties. This is a Federal Aid Grant so these projects must qualify for Federal Funding. NDDOT does an annual solicitation for qualifying projects.

- **ND Small Town Revitalization Endeavor for Enhancing Transportation (NDSTREET) Program** - This program makes available \$3 million dollars each year to cities under 5,000 in population to apply for and to make improvements on a State Highway within their community. The work has to be on the State Highway, no side streets or other local roads qualify. This is a Federal Aid Grant so these projects must be on the State Highway and the work must qualify for Federal Funding. NDDOT does an annual solicitation for qualifying projects.
- **Highway Safety Improvement Program (HSIP) Grants** - This program makes about \$6 Million Federal funding available for Counties and Cities to address Highway Traffic Safety issues. This is a Federal Grant so all improvements must meet the Federal Aid Requirements. NDDOT will solicit the Counties, Cities, and Tribal Governments annually for safety projects.
- **Regular Highway Program** - Each year, NDDOT works with the LPAs, MPOs, and Tribal Governments to put forth a 4-year list of projects around the state that will utilize federal funds. The list of projects is published in the Statewide Transportation Improvement Program (STIP). This document is available on NDDOT's website for public review and comment. This document only contains federally funded projects for funds that NDDOT is responsible. LPAs, Tribal Governments, or private entities may do transportation related projects with their own funds or other federal funds provided to them directly and those projects will not appear in the STIP. Contact NDDOT's Programming Division for additional information.
- **Transit Grants** - This program provides about \$8 Million Dollars each year to the urban and rural transit providers in the State. Portions of this Grant can be used for operating expenses and a portion is intended for Capital Improvements such as the purchase of new transit busses. This is a Federal Aid Grant so these projects must qualify for Federal Funding. Transit agencies need to apply for these funds on an annual basis.

Tribal Transit Program Funding

- The FAST Act increases Tribal Transit program from \$30 million to \$35 million per year for FY 2016-2020.
- \$30 million is authorized for the formula component of the Tribal Transit Program, a \$5 million increase over the MAP-21 level.
- \$5 million is set aside annually for the discretionary competitive transit grant program.
- This small increase in funding for Tribal transit ensures the program was not “flat-lined” so further increases do not become a political impossibility in the future.

Appendix A National Tribal Transportation Facility Inventory (NTTFI)

Municipal Roads within Fort Berthold											
OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	CITY_INT_I	LENGTH	X_Start	Y_Start	X_End	Y_End
1	Local	Paved	2ND	ST	N	56740	0.09	-102.487	47.981	-102.485	47.981
2	Local	Unimproved	RAILROAD	AVE	N	60940	0.09	-102.140	47.952	-102.138	47.952
3	Local	Paved	WEST	AVE		56740	0.05	-102.493	47.978	-102.493	47.977
4	Local	Paved	6TH	ST	N	56740	0.18	-102.491	47.983	-102.488	47.985
5	Local	Paved	THIRD	AVE	N	60940	0.43	-102.138	47.958	-102.129	47.958
6	Local	Gravel	RAILROAD	AVE	S	60940	0.14	-102.140	47.951	-102.137	47.951
7	Local	Paved	THIRD	ST	W	60940	0.09	-102.138	47.952	-102.138	47.953
8	Local	Paved	EAST	AVE		56740	0.07	-102.483	47.984	-102.483	47.985
9	Local	Paved	FIRST	AVE	S	60940	0.50	-102.140	47.953	-102.129	47.953
10	Local	Paved	88TH	AVE	NW	56740	0.05	-102.472	47.984	-102.472	47.985
11	Local	Paved	CENTRAL	AVE		56740	0.03	-102.488	47.981	-102.488	47.980
12	Local	Gravel	FOURTH	AVE	N	60940	0.08	-102.131	47.959	-102.129	47.959
13	Local	Gravel	SECOND	AVE	S	60940	0.29	-102.140	47.950	-102.133	47.950
14	Local	Proposed	4TH	ST	S	56740	0.49	-102.493	47.977	-102.483	47.977
15	Local	Paved	SECOND	AVE	N	60940	0.07	-102.132	47.956	-102.130	47.956
16	Local	Paved	1ST	ST	N	56740	0.08	-102.483	47.981	-102.485	47.981
17	Local	Paved	EAST	AVE		56740	0.03	-102.483	47.985	-102.483	47.985
18	Local	Paved	CENTRAL	AVE		56740	0.08	-102.488	47.980	-102.487	47.979
19	Local	Paved	3RD	ST	S	56740	0.48	-102.493	47.978	-102.483	47.978
20	Local	Trail	FOURTH	AVE	N	60940	0.02	-102.140	47.959	-102.139	47.959
21	Local	-	EAST	AVE		56740	0.04	-102.483	47.977	-102.483	47.978
22	Local	Gravel	FIRST	AVE	N	60940	0.07	-102.140	47.956	-102.141	47.956
23	Local	Paved	4TH	PL		56740	0.06	-102.494	47.980	-102.494	47.980
24	Local	Paved	2ND	ST	N	56740	0.06	-102.476	47.982	-102.475	47.982
25	Local	Gravel	THIRD	AVE	N	60940	0.07	-102.140	47.958	-102.138	47.958
26	Local	Paved	CENTRAL	AVE		60940	0.21	-102.138	47.954	-102.133	47.954
27	Local	Paved	EAST	AVE		56740	0.07	-102.483	47.981	-102.483	47.982
28	Local	Paved	UNKNOWN2			56740	0.31	-102.472	47.985	-102.472	47.989
29	Local	Paved	2ND	AVE	E	56740	0.07	-102.480	47.983	-102.480	47.984
30	Local	Paved	DAKOTA	DR		56740	0.15	-102.497	47.985	-102.493	47.985
31	Local	Paved	THIRD	ST	W	60940	0.33	-102.138	47.956	-102.138	47.960
32	Local	Paved	2ND	ST	N	56740	0.04	-102.473	47.981	-102.472	47.981
33	Local	Paved	CENTRAL	AVE	E	56740	0.07	-102.488	47.983	-102.488	47.984
34	Local	Paved	EAST	AVE		56740	0.11	-102.483	47.979	-102.483	47.980
35	Local	Paved	SECOND	AVE	S	60940	0.21	-102.133	47.950	-102.129	47.950
36	Local	Paved	CENTRAL	AVE	E	56740	0.07	-102.487	47.981	-102.487	47.982
37	Local	Paved	2ND	ST	N	56740	0.05	-102.474	47.981	-102.473	47.981
38	Local	Paved	CENTRAL	AVE		60940	0.21	-102.133	47.954	-102.129	47.954
39	Local	Paved	PARK	PL		56740	0.08	-102.489	47.980	-102.489	47.979
40	Local	Gravel	FIRST	ST	E	60940	0.23	-102.132	47.948	-102.132	47.951
41	Local	Paved	SECOND	ST	E	60940	0.17	-102.130	47.949	-102.130	47.951
42	Local	-	MARKET	PL		56740	0.08	-102.486	47.979	-102.486	47.980
43	Local	Paved	SOO	PL		56740	0.05	-102.485	47.981	-102.485	47.981
44	Local	Paved	7TH	AVE	E	56740	0.16	-102.474	47.981	-102.474	47.984
45	Local	Paved	2ND	AVE	E	56740	0.07	-102.480	47.981	-102.480	47.983
46	Local	Paved	SECOND	ST	E	60940	0.37	-102.130	47.952	-102.130	47.958
47	Local	Paved	SOO	PL		56740	0.08	-102.485	47.981	-102.484	47.980
48	Local	Paved	FOURTH	AVE	N	60940	0.07	-102.138	47.959	-102.137	47.959
49	Local	Paved	1ST	ST	S	56740	0.07	-102.486	47.979	-102.484	47.980
50	Local	Paved	3RD	ST	N	56740	0.20	-102.487	47.982	-102.483	47.982
51	Local	Paved	FOURTH	ST	W	60940	1.00	-102.140	47.963	-102.140	47.949
52	Local	Gravel	NO NAME				0.09	-102.133	47.962	-102.132	47.961
53	Local	Paved	2ND	ST	N	56740	0.11	-102.483	47.981	-102.480	47.981
54	Local	Paved	5TH	ST	N	56740	0.38	-102.496	47.980	-102.490	47.983
55	Local	Gravel	RAILROAD	AVE	S	60940	0.31	-102.135	47.951	-102.129	47.951
56	Local	Paved	WEST	AVE		56740	0.03	-102.493	47.977	-102.493	47.977
57	Local	Gravel	MAIN	ST		60940	0.04	-102.133	47.948	-102.133	47.949
58	Local	Paved	CENTRAL	AVE	W	56740	0.06	-102.490	47.983	-102.491	47.983
59	Local	Paved	2ND	ST	N	56740	0.10	-102.485	47.981	-102.483	47.981
60	Local	Paved	2ND	ST	S	56740	0.06	-102.484	47.979	-102.483	47.979
61	Local	Paved	CENTRAL	AVE	W	56740	0.04	-102.491	47.983	-102.492	47.984
62	Local	Paved	CENTRAL	AVE	E	56740	0.06	-102.488	47.984	-102.488	47.985
63	Local	Paved	FIRST	ST	E	60940	0.47	-102.132	47.953	-102.132	47.960
64	Local	Paved	1ST	ST	N	56740	0.07	-102.489	47.980	-102.488	47.980

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	CITY_INT_I	LENGTH	X_Start	Y_Start	X_End	Y_End
65	Local	Paved	FIRST	ST	W	60940	0.51	-102.135	47.953	-102.135	47.960
66	Local	Gravel	FOURTH	ST	W	60940	0.63	-102.140	47.949	-102.140	47.940
67	Local	Paved	CENTRAL	AVE	W	56740	0.09	-102.489	47.982	-102.490	47.983
68	Local	Gravel	CENTRAL	AVE		60940	0.06	-102.141	47.954	-102.140	47.954
69	Local	Paved	5TH	ST	N	56740	0.14	-102.490	47.983	-102.488	47.984
70	Local	Paved	RAINBOW	DR		56740	0.12	-102.480	47.985	-102.479	47.984
71	Local	Paved	3RD	ST	N	56740	0.11	-102.483	47.982	-102.480	47.983
72	Local	Paved	1ST	ST	N	56740	0.07	-102.486	47.980	-102.485	47.981
73	Local	Paved	2ND	ST	N	56740	0.20	-102.480	47.981	-102.476	47.982
74	Local	Paved	2ND	ST	N	56740	0.05	-102.488	47.981	-102.487	47.981
75	Local	Paved	88TH	AVE	NW	56740	0.25	-102.472	47.980	-102.472	47.984
76	Local	Paved	SOO	PL		56740	0.07	-102.484	47.980	-102.484	47.979
77	Local	Paved	4TH	ST	N	56740	0.00	-102.479	47.984	-102.479	47.984
78	Local	Paved	4TH	ST	N	56740	0.06	-102.475	47.984	-102.474	47.984
79	Local	Paved	1ST	ST	S	56740	0.07	-102.487	47.979	-102.486	47.979
80	Local	Paved	2ND	ST	N	56740	0.05	-102.475	47.982	-102.474	47.981
81	Local	Paved	5TH	AVE	E	56740	0.14	-102.476	47.982	-102.476	47.984
82	Local	Paved	5TH	ST	N	56740	0.24	-102.488	47.984	-102.483	47.985
83	Local	Paved	4TH	ST	N	56740	0.05	-102.476	47.984	-102.475	47.984
84	Local	Paved	5TH	ST	N	56740	0.36	-102.480	47.984	-102.472	47.985
85	Local	Gravel	FIFTH	AVE	N	60940	0.07	-102.138	47.960	-102.140	47.960
86	Local	Paved	EAST	AVE		56740	0.06	-102.483	47.978	-102.483	47.979
87	Local	Gravel	FIRST	AVE	S	60940	0.07	-102.141	47.953	-102.140	47.953
88	Local	Paved	5TH	AVE	E	56740	0.09	-102.476	47.980	-102.476	47.982
89	Local	Paved	2ND	ST	S	56740	0.14	-102.487	47.979	-102.484	47.979
90	Local	Paved	MAIN	ST		60940	1.00	-102.133	47.949	-102.133	47.963
91	Local	Gravel	SECOND	AVE	N	60940	0.07	-102.140	47.956	-102.141	47.956
92	Local	Gravel	NO NAME				0.15	-102.132	47.963	-102.132	47.961
93	Local	Paved	WEST	AVE		56740	0.12	-102.493	47.978	-102.493	47.980
94	Local	Gravel	THIRD	ST	W	60940	0.05	-102.138	47.950	-102.138	47.951
95	Local	Paved	4TH	ST	N	56740	0.13	-102.479	47.984	-102.476	47.984
96	Local	Paved	4TH	ST	N	56740	0.04	-102.474	47.984	-102.473	47.984
97	Local	Paved	2ND	ST	N	56740	0.05	-102.489	47.981	-102.488	47.981
98	Local	Paved	1ST	ST	S	56740	0.07	-102.489	47.979	-102.487	47.979
99	Local	Paved	4TH	ST	N	56740	0.07	-102.480	47.984	-102.479	47.984
100	Local	Graded & Dr	THIRD	ST	W	60940	0.09	-102.138	47.949	-102.138	47.950
101	Local	Paved	EAST	AVE		56740	0.07	-102.483	47.982	-102.483	47.984
102	Local	Paved	FIRST	AVE	N	60940	0.50	-102.129	47.956	-102.140	47.956
103	Local	Paved	FOURTH	AVE	N	60940	0.11	-102.133	47.959	-102.131	47.959
104	Local	Paved	CENTRAL	AVE	W	56740	0.07	-102.489	47.981	-102.489	47.982
105	Local	Paved	CENTRAL	AVE	E	56740	0.07	-102.487	47.982	-102.488	47.983
106	Local	Gravel	FIFTH	ST	W	60940	0.13	-102.141	47.956	-102.141	47.954
107	Local	Paved	1ST	ST	N	56740	0.07	-102.488	47.980	-102.486	47.980
108	Local	Paved	FIFTH	AVE	N	60940	0.22	-102.138	47.960	-102.133	47.960
109	Local	Gravel	UNKNOWN1			60940	0.04	-102.133	47.952	-102.133	47.952
110	Local	Paved	4TH	ST	N	56740	0.11	-102.483	47.984	-102.480	47.984
111	Local	Paved	CENTRAL	AVE	E	56740	0.02	-102.488	47.985	-102.488	47.985
112	Local	Paved	SECOND	ST	W	60940	0.51	-102.137	47.960	-102.137	47.953
113	Local	Paved	4TH	ST	N	56740	0.04	-102.473	47.984	-102.472	47.984
114	Local	Paved	SECOND	AVE	N	60940	0.14	-102.140	47.956	-102.137	47.956
115	Local	Paved	6TH	AVE	E	56740	0.16	-102.475	47.982	-102.475	47.984
116	Local	Paved	EAST	AVE		56740	0.04	-102.483	47.980	-102.483	47.981
117	Local	Paved	4TH	ST	N	56740	0.22	-102.483	47.984	-102.488	47.983
118	Local	Paved	3RD	ST	N	56740	0.24	-102.493	47.979	-102.489	47.982
119	Local	-	CENTRAL	AVE		56740	0.04	-102.487	47.979	-102.487	47.979
120	Local	Paved	2ND	ST	N	56740	0.15	-102.491	47.979	-102.489	47.981
121	Local	Gravel	FOURTH	AVE	N	60940	0.05	-102.139	47.959	-102.138	47.959
122	Local	Paved	5TH	ST	N	56740	0.11	-102.483	47.985	-102.480	47.985
123	Local	Paved	EAST	AVE		56740	0.05	-102.483	47.981	-102.483	47.981
Total Miles							18.70				

BIA Roads within Fort Berthold											
OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	BIA_NUM	LENGTH	X_Start	Y_Start	X_End	Y_End
1	Local	Paved	7TH	ST	NW	BIA 22	6.66	-102.21	47.51	-102.10	47.49
2	Local	Gravel	61ST	AVE	NW	BIA 101	2.93	-101.84	47.59	-101.84	47.55
3	Local	Gravel	76TH	AVE	NW	BIA 9	6.89	-102.16	47.65	-102.12	47.65
4	Local	Gravel	69 1/2	AVE	NW	BIA 22	5.99	-102.10	47.49	-102.01	47.47
5	Local	Paved	13TH	ST	NW	BIA 18	8.83	-102.06	47.65	-101.93	47.60
6	Local	Graded & Drained	13 1/2	ST	NW	BIA 5	0.29	-102.08	47.60	-102.08	47.61
8	Local	Paved	17TH	ST	NW	BIA 12	15.16	-102.64	47.73	-102.37	47.66
9	Local	Paved	UNKNOWN1				0.12	-101.85	47.66	-101.85	47.66
10	Local	Graded & Drained	65TH	AVE	NW	BIA 301	0.78	-101.93	47.58	-101.93	47.60
11	Local	Paved	7TH	ST	NW	BIA 22	0.01	-102.25	47.52	-102.25	47.52
12	Local	Paved	7A	ST	NW		0.12	-102.248	47.516	-102.246	47.517
13	Local	Gravel	UNKNOWN2			BIA 223	0.02	-102.392	47.578	-102.392	47.578
14	Local	Gravel	25TH	ST	NW	BIA 28	1.42	-102.664	47.775	-102.642	47.786
16	Local	Gravel	UNKNOWN3			BIA 223	0.13	-102.391	47.585	-102.394	47.586
17	Local	Paved	RIDGE	RD		BIA 28	0.72	-102.668	47.732	-102.669	47.742
18	Local	Paved	TRAILER COURT	AVE	N		0.13	-101.836	47.648	-101.833	47.648
19	Local	Gravel	81TH	AVE	NW	BIA 20	2.39	-102.270	47.514	-102.265	47.545
20	Local	Paved	2ND	AVE	E		0.11	-101.845	47.666	-101.842	47.666
22	Local	Gravel	84TH	AVE	NW	BIA 13	6.50	-102.365	47.746	-102.401	47.667
23	Local	Gravel	31ST	ST	NW	BIA 4	2.40	-102.786	47.862	-102.734	47.862
25	Local	Graded & Drained	5 1/2	ST	NW	BIA 26	3.68	-102.132	47.480	-102.115	47.480
27	Local	Paved	28TH	ST	NW	BIA 6	9.36	-102.538	47.833	-102.424	47.848
28	Local	Gravel	79TH	AVE	NW	BIA 20	1.43	-102.205	47.531	-102.232	47.535
30	Local	Paved	17TH	ST	NW	BIA 14	12.21	-102.731	47.632	-102.514	47.688
32	Local	Gravel	UNKNOWN2			BIA 223	0.10	-102.390	47.584	-102.391	47.585
33	Local	Paved	2ND SESAME	ST	N		0.08	-101.833	47.646	-101.833	47.648
34	Local	Paved	3RD	AVE	W		0.17	-101.847	47.663	-101.844	47.663
37	Local	Gravel	8 1/2	ST	NW	BIA 20	1.44	-102.241	47.532	-102.265	47.545
38	Local	Gravel	NE 3RD	AVE	E		0.03	-101.843	47.667	-101.842	47.667
42	Local	Paved	UNKNOWN1				0.03	-102.246	47.516	-102.246	47.516
45	Local	Paved	27TH	ST	NW	BIA 603	0.76	-102.418	47.807	-102.405	47.802
46	Local	Gravel	85TH	AVE	NW	BIA 223	3.06	-102.383	47.571	-102.368	47.535
48	Local	Gravel	SESAME FRONTA	RD			0.09	-101.841	47.646	-101.839	47.647
49	Local	Paved	7C	ST	NW		0.02	-102.270	47.518	-102.270	47.518
50	Local	Paved	2ND	AVE	W		0.17	-101.847	47.662	-101.844	47.662
52	Local	Gravel	MARINA	RD			0.21	-102.577	47.979	-102.575	47.977
53	Local	Paved	102ND	AVE	NW	BIA 27	3.72	-102.729	47.949	-102.771	47.978
55	Local	Gravel	93RD	AVE	NW	BIA 10	5.22	-102.592	47.726	-102.502	47.745
56	Local	Paved	UNKNOWN2				0.02	-101.839	47.646	-101.839	47.647
58	Local	Gravel	65TH	AVE	NW	BIA 3	0.50	-101.929	47.596	-101.929	47.603
61	Local	Gravel	85TH	AVE	NW	BIA 223	0.26	-102.385	47.574	-102.383	47.571
63	Local	Gravel	14TH	ST	NW	BIA 1820	4.00	-101.929	47.617	-101.844	47.617
65	Local	Gravel	63RD	AVE	NW	BIA 3	3.47	-101.886	47.574	-101.929	47.596
66	Local	Paved	7C	ST	NW		0.10	-102.272	47.518	-102.270	47.518
70	Local	Gravel	1ST SESAME	ST	N		0.06	-101.836	47.648	-101.836	47.648
71	Local	Paved	NORTH 1ST	ST	E		0.17	-101.843	47.666	-101.843	47.668
72	Local	Gravel	92ND	AVE	NW	BIA 17	19.13	-102.630	47.633	-102.541	47.665
74	Local	Gravel	28 1/2	ST	NW	BIA 602	0.96	-102.406	47.825	-102.386	47.826
75	Local	Gravel	13 1/2	ST	NW	BIA 5	1.33	-102.079	47.607	-102.057	47.605
77	Local	Paved	SESAME FRONTA	RD			0.16	-101.839	47.647	-101.836	47.647
78	Local	Paved	65TH	AVE	NW	BIA 18	3.00	-101.929	47.646	-101.929	47.603
79	Local	Gravel	UNKNOWN2			BIA 223	0.10	-102.391	47.578	-102.390	47.579
80	Local	Paved	COYOTE WOMAN	AVE			0.23	-102.599	47.985	-102.600	47.988
83	Local	Gravel	13TH	ST	NW	BIA 24	5.96	-101.844	47.603	-101.716	47.603
84	Local	Paved	61ST	AVE	NW	BIA 1	6.03	-101.863	47.588	-101.844	47.663
87	Local	Gravel	UNKNOWN2			BIA 223	0.23	-102.389	47.581	-102.390	47.584
89	Local	Paved	4TH	AVE			0.17	-102.577	47.979	-102.578	47.981
90	Local	Paved	PENNISULA	RD			0.26	-102.581	47.976	-102.577	47.979
91	Local	Gravel	11TH	ST	NW	BIA 102	0.55	-101.844	47.574	-101.832	47.574
92	Local	Paved	2ND	ST	NW		0.06	-102.676	47.732	-102.675	47.733
93	Local	Paved	1ST	AVE	NW		0.25	-102.675	47.733	-102.670	47.732
97	Local	Paved	UNKNOWN1				0.09	-102.246	47.517	-102.245	47.517
100	Local	Gravel	8TH	ST	NW	BIA 22	1.82	-102.368	47.535	-102.403	47.533
102	Local	Gravel	27TH	ST	NW	BIA 7	1.48	-102.240	47.799	-102.215	47.804
103	Local	Paved	7A	ST	NW		0.07	-102.246	47.516	-102.245	47.516
104	Local	Paved	CHIEF FOUR BEA	AVE			0.51	-102.594	47.982	-102.599	47.987
105	Local	Gravel	101ST	AVE	NW	BIA 27	1.26	-102.763	47.978	-102.761	47.996
106	Local	Paved	3RD	AVE	E		0.04	-101.844	47.667	-101.843	47.667
107	Local	Paved	5TH	AVE	SW		0.11	-102.672	47.728	-102.674	47.727

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	BIA_NUM	LENGTH	X_Start	Y_Start	X_End	Y_End
109	Local	Gravel	16 1/2	ST	NW	BIA 904	2.01	-102.205	47.652	-102.162	47.653
110	Local	Trail	76TH	AVE	NW		0.81	-102.163	47.520	-102.163	47.531
112	Local	Paved	18TH	ST	NW	BIA 30	2.73	-102.727	47.674	-102.784	47.675
114	Local	Paved	85 1/2	AVE	NW	BIA 603	0.82	-102.418	47.819	-102.418	47.807
115	Local	Gravel	UNKNOWN4			BIA 28	0.34	-102.669	47.742	-102.671	47.746
116	Local	Paved	JUNGLE	CT			0.07	-101.842	47.667	-101.842	47.668
118	Local	Gravel	UNKNOWN2			BIA 223	0.12	-102.390	47.579	-102.389	47.581
120	Local	Paved	SESAME	ST	E		0.13	-101.836	47.647	-101.833	47.647
122	Local	Paved	37TH	ST	NW	BIA 2	4.95	-102.729	47.949	-102.664	47.976
125	Local	Paved	2ND	AVE	E		0.03	-102.480	47.985	-102.480	47.985
127	Local	Paved	3RD	ST	SW		0.17	-102.681	47.732	-102.681	47.729
128	Local	Paved	MANDAREE	DR			0.16	-102.669	47.733	-102.670	47.732
129	Local	Gravel	19TH	ST	NW		0.01	-102.386	47.688	-102.386	47.688
134	Local	Gravel	19TH	ST	NW	BIA 902	1.78	-102.198	47.688	-102.161	47.688
135	Local	Gravel	8TH	ST	NW	BIA 20	3.04	-102.205	47.531	-102.146	47.538
136	Local	Gravel	63RD	AVE	NW	BIA 1	1.91	-101.886	47.546	-101.886	47.574
137	Local	Paved	2ND	ST	SW		0.05	-102.676	47.729	-102.676	47.730
138	Local	Paved	2ND	AVE	E		0.07	-102.480	47.984	-102.480	47.985
139	Local	Gravel	96TH	AVE	NW	BIA 28	1.64	-102.642	47.786	-102.633	47.803
140	Local	Gravel	90TH	AVE	NW	BIA 601	1.27	-102.508	47.819	-102.507	47.804
141	Local	Gravel	PENNISULA	RD			1.15	-102.575	47.977	-102.581	47.976
143	Local	Paved	7TH	ST	NW	BIA 22	2.85	-102.265	47.516	-102.206	47.512
146	Local	Paved	MAIN	ST			0.44	-102.681	47.729	-102.672	47.729
147	Local	Gravel	68TH	AVE	NW	BIA 1810	2.13	-101.993	47.573	-101.993	47.603
148	Local	Unimproved	UNKNOWN1				0.14	-101.836	47.648	-101.833	47.648
150	Local	Gravel	6TH	ST	NW	BIA 222	0.99	-102.001	47.502	-102.020	47.496
151	Local	Gravel	ENTERPRISE	RD			0.21	-102.676	47.732	-102.676	47.734
156	Local	Gravel	UNKNOWN2			BIA 223	0.47	-102.392	47.578	-102.385	47.574
159	Local	Gravel	97TH	AVE	NW	BIA 28	2.28	-102.671	47.746	-102.665	47.775
160	Local	Paved	1ST	AVE	SW		0.16	-102.674	47.730	-102.676	47.730
161	Local	Unimproved	REE	LN			0.15	-101.836	47.648	-101.833	47.648
162	Local	Paved	2ND	AVE	SW		0.12	-102.676	47.730	-102.674	47.730
163	Local	Gravel	UNKNOWN2			BIA 223	0.05	-102.392	47.578	-102.391	47.578
164	Local	Paved	73RD	AVE	NW	BIA 221	0.99	-102.099	47.495	-102.099	47.481
166	Major Collector	Paved					0.04	-102.576	47.980	-102.576	47.981
167	Local	Paved	UNKNOWNW1				0.01	-102.246	47.516	-102.246	47.517
168	Local	Gravel	77TH	AVE	NW	BIA 11	2.39	-102.185	47.480	-102.185	47.515
170	Local	Paved	3RD	AVE	SW		0.33	-102.674	47.729	-102.681	47.729
171	Local	Gravel	28 1/2	ST	NW	BIA 602	0.51	-102.386	47.826	-102.375	47.826
172	Local	Gravel	UNKNOWN3			BIA 223	0.10	-102.394	47.586	-102.394	47.586
173	Local	Gravel	84 1/2	AVE	NW	BIA 22	5.89	-102.368	47.535	-102.270	47.516
174	Local	Gravel	62ND	AVE	NW	BIA 1	2.02	-101.863	47.588	-101.886	47.574
175	Local	Paved	1ST SESAME	ST	N		0.08	-101.836	47.646	-101.836	47.648
176	Local	Unimproved	2ND SESAME	ST	N		0.06	-101.833	47.648	-101.833	47.648
178	Local	Paved	CHIEF DRAGS W	AVE			0.32	-102.599	47.989	-102.597	47.985
179	Local	Gravel	77TH	AVE	NW	BIA 11	0.94	-102.184	47.518	-102.185	47.532
181	Local	Trail	75TH	AVE	NW		0.99	-102.151	47.533	-102.152	47.519
183	Major Collector	Gravel	71ST	AVE	NW	BIA 18	1.94	-102.057	47.674	-102.057	47.646
184	Local	Paved	UNKNOWN5				0.06	-102.674	47.727	-102.675	47.728
185	Local	Gravel	85TH	AVE	NW	BIA 15	2.97	-102.367	47.656	-102.376	47.616
186	Major Collector	Paved	61ST	AVE	NW	BIA 1	0.19	-101.844	47.663	-101.844	47.666
187	Major Collector	Paved	61ST	AVE	NW	BIA 1	0.65	-101.844	47.666	-101.847	47.674
188	Local	Gravel	93RD	AVE	NW	BIA 10	3.48	-102.502	47.745	-102.435	47.741
189	Local	Paved	17TH	ST	NW	BIA 12	1.72	-102.367	47.656	-102.338	47.645
190	Local	Paved	17TH	ST	NW	BIA 12	1.46	-102.674	47.732	-102.643	47.732
191	Local	Paved	17TH	ST	NW	BIA 12	1.01	-102.695	47.732	-102.674	47.732
192	Local	Paved	17TH	ST	NW	BIA 12	0.55	-102.707	47.732	-102.695	47.732
193	Local	Gravel	85TH	AVE	NW	BIA 15	1.18	-102.376	47.616	-102.370	47.604
194	Local	Gravel	8TH	ST	NW	BIA 20	0.52	-102.146	47.538	-102.140	47.544
195	Local	Gravel	9TH	ST	NW	BIA 20	2.59	-102.140	47.544	-102.091	47.550
196	Local	Gravel	9TH	ST	NW	BIA 20	0.63	-102.101	47.551	-102.104	47.543
197	Local	Paved	7TH	ST	NW	BIA 22	0.20	-102.270	47.516	-102.265	47.516
Total Miles							222.83				

State Roads within Fort Berthold									
OBJ_ID	RTE_SIN	HWY	DIRECTION	SURFACE	Length	X_Start	Y_Start	X_End	Y_End
1	S	22	N	Paved	14.61	-102.766	47.597	-102.718	47.779
2	S	1804	N	Paved	1.48	-102.493	47.980	-102.500	48.000
3	S	23	E	Paved	3.19	-102.497	47.997	-102.450	47.978
4	S	37	E	Paved	16.88	-102.129	47.978	-102.108	47.746
5	S	23	E	Paved	7.93	-102.129	47.978	-101.958	47.978
6	S	1804	N	Paved	21.57	-101.822	47.646	-102.108	47.746
7	S	8	N	Paved	1.55	-102.344	47.978	-102.343	48.000
8	S	8	N	Paved	8.12	-102.290	47.477	-102.290	47.476
9	S	73	E	Paved	4.02	-102.786	47.805	-102.718	47.779
10	S	22	N	Paved	14.90	-102.718	47.779	-102.729	47.975
11	S	37	E	Paved	13.24	-102.108	47.746	-101.823	47.746
12	S	23	E	Paved	9.50	-102.785	47.978	-102.583	47.981
13	S	23	E	Paved	0.61	-102.583	47.981	-102.570	47.981
14	S	23	E	Paved	0.80	-102.570	47.981	-102.553	47.979
15	S	23	E	Paved	2.80	-102.553	47.979	-102.493	47.980
16	S	23	E	Paved	0.21	-102.493	47.980	-102.489	47.979
17	S	23	E	Paved	0.30	-102.489	47.979	-102.483	47.980
18	S	23	E	Paved	0.30	-102.483	47.980	-102.476	47.980
19	S	23	E	Paved	0.19	-102.476	47.980	-102.472	47.980
20	S	23	E	Paved	4.67	-102.472	47.980	-102.372	47.978
21	S	23	E	Paved	0.00	-102.372	47.978	-102.372	47.978
22	S	23	E	Paved	1.30	-102.372	47.978	-102.344	47.978
23	S	23	E	Paved	3.18	-102.344	47.978	-102.275	47.978
24	S	23	E	Paved	0.03	-102.275	47.978	-102.275	47.978
25	S	23	E	Paved	6.76	-102.275	47.978	-102.129	47.978
26	S	23	E	Paved	4.06	-101.958	47.978	-101.872	47.978
27	S	23	E	Paved	2.25	-101.872	47.978	-101.823	47.978
				Total Miles	144.461				

County Roads within Fort Berthold										
OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
1	Local	Gravel	23RD	ST	NW	3.29	-102.193	47.746	-102.124	47.746
2	Local	Gravel	380TH	ST	SW	1.00	-101.872	47.934	-101.872	47.920
3	Local	Gravel	30TH	ST	NW	0.78	-101.958	47.848	-101.975	47.848
4	Local	Graded & Drained	34 1/2	ST	NW	2.62	-102.735	47.915	-102.684	47.913
5	Local	Trail	62ND	AVE	NW	0.45	-101.865	47.667	-101.865	47.661
6	Local	Unimproved	86TH	AVE	NW	0.29	-102.429	47.901	-102.429	47.897
7	Local	Graded & Drained	32ND	ST	NW	0.99	-102.043	47.877	-102.022	47.877
8	Local	Gravel	84TH	AVE	NW	1.20	-102.365	47.632	-102.363	47.620
9	Local	Trail	20TH	ST	NW	2.75	-101.963	47.703	-101.904	47.703
10	Local	Gravel	86TH	AVE	NW	0.42	-102.429	47.972	-102.429	47.978
11	Local	Trail	67TH	AVE	NW	1.52	-102.022	47.790	-102.022	47.769
12	Local	Trail	78TH	AVE	NW	0.63	-102.258	47.922	-102.258	47.913
13	Local	Trail	58TH	AVE	NW	3.00	-101.829	47.819	-101.829	47.775
14	Local	Gravel	32ND	ST	NW	0.13	-102.431	47.876	-102.429	47.877
15	Local	Trail	95TH	AVE	NW	2.76	-102.643	47.681	-102.602	47.653
16	Local	Trail	77TH	AVE	NW	0.50	-102.236	47.768	-102.236	47.775
17	Local	Graded & Drained	38TH	ST	NW	0.33	-102.276	47.963	-102.269	47.963
18	Local	Trail	60TH	AVE	NW	0.52	-101.822	47.628	-101.822	47.620
19	Local	Trail	38TH	ST	NW	1.30	-102.556	47.963	-102.528	47.963
20	Local	Graded & Drained	UNKNOWN3			4.26	-102.366	47.690	-102.298	47.660
21	Local	Gravel	68TH	AVE	NW	1.00	-102.043	47.848	-102.043	47.833
22	Local	Trail	67TH	AVE	NW	1.00	-102.022	47.906	-102.022	47.891
23	Local	Paved	29TH	ST	NW	0.62	-102.552	47.833	-102.538	47.833
24	Local	Gravel	70TH	AVE	NW	2.00	-102.086	47.746	-102.086	47.775
25	Local	Gravel	71ST	AVE	NW	1.00	-102.108	47.819	-102.108	47.833
26	Local	Unimproved	31ST	ST	NW	1.00	-102.065	47.862	-102.043	47.862
27	Local	Trail	63RD	AVE	NW	2.00	-101.936	47.891	-101.937	47.920
28	Local	Gravel	66TH	AVE	NW	2.00	-102.000	47.848	-102.000	47.819
29	Local	Trail	69TH	AVE	NW	1.01	-102.065	47.819	-102.065	47.833
30	Local	Trail	31ST	ST	NW	1.00	-101.979	47.862	-101.958	47.862
31	Local	Trail	6TH	ST	NW	1.00	-102.206	47.502	-102.227	47.502
32	Local	Trail	62ND	AVE	NW	1.00	-101.865	47.617	-101.865	47.603
33	Local	Gravel	34TH	ST	NW	3.97	-102.065	47.906	-101.979	47.906
34	Local	Trail	27TH	ST	NW	0.98	-102.000	47.804	-101.979	47.804
35	Local	Gravel	75 1/2	AVE	NW	0.22	-102.202	47.746	-102.203	47.744
36	Local	Gravel	75TH	AVE	NW	1.00	-102.194	47.848	-102.194	47.833
37	Local	Trail	25TH	ST	NW	1.10	-102.428	47.775	-102.405	47.775
38	Local	Graded & Drained	26TH	ST	NW	0.59	-101.949	47.790	-101.936	47.790
39	Local	Gravel	67TH	AVE	NW	0.61	-102.022	47.755	-102.021	47.746
40	Local	Graded & Drained	75TH	AVE	NW	0.24	-102.193	47.732	-102.193	47.736
41	Local	Gravel	71ST	AVE	NW	3.00	-102.108	47.790	-102.108	47.746
42	Local	Trail	20 1/2	ST	NW	0.85	-102.201	47.710	-102.193	47.703
43	Local	Unimproved	345TH	AVE	SW	0.64	-101.850	47.877	-101.837	47.877
44	Local	Trail	77TH	AVE	NW	0.20	-102.237	47.877	-102.237	47.874
45	Local	Gravel	36TH	ST	NW	4.28	-102.465	47.934	-102.557	47.934
46	Local	Gravel	UNKNOWN3			0.57	-102.202	47.737	-102.193	47.741
47	Local	Gravel	67TH	AVE	NW	1.65	-101.972	47.646	-101.972	47.622
48	Local	Gravel	55TH	AVE	NW	0.91	-101.716	47.575	-101.716	47.588
49	Local	Unimproved	79TH	AVE	NW	1.65	-102.279	47.976	-102.279	48.000
50	Local	Gravel	33RD	ST	NW	4.00	-101.958	47.891	-101.872	47.891
51	Local	Trail	40TH	ST	NW	0.57	-102.545	47.992	-102.535	47.993
52	Local	Gravel	86 1/2	AVE	NW	0.79	-102.440	48.000	-102.451	47.992
53	Local	Unimproved	77TH	AVE	NW	0.22	-102.236	47.819	-102.236	47.822
54	Local	Graded & Drained	63RD	AVE	NW	1.12	-101.936	47.963	-101.936	47.980
55	Local	Gravel	66TH	AVE	NW	0.49	-101.950	47.603	-101.950	47.596
56	Local	Graded & Drained	67TH	AVE	NW	0.48	-102.022	47.877	-102.022	47.870
57	Local	Trail	19TH	ST	NW	0.97	-102.354	47.691	-102.337	47.692
58	Local	Trail	72 1/2	AVE	NW	0.51	-102.089	47.632	-102.089	47.624

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
59	Local	Gravel	19TH	ST	NW	0.54	-102.366	47.690	-102.354	47.691
60	Local	Trail	20 1/2	ST	NW	1.44	-102.161	47.710	-102.131	47.710
61	Local	Unimproved	87TH	AVE	NW	0.48	-102.450	47.934	-102.450	47.941
62	Local	Trail	31ST	ST	NW	1.93	-102.713	47.864	-102.677	47.857
63	Local	Trail	77TH	AVE	NW	0.53	-102.237	47.956	-102.236	47.949
64	Local	Trail	18TH	ST	NW	0.62	-102.108	47.674	-102.121	47.674
65	Local	Gravel	102ND	AVE	NW	2.24	-102.776	47.804	-102.786	47.833
66	Local	Graded & Drained	35TH	ST	NW	1.00	-102.087	47.920	-102.065	47.920
67	Local	Gravel	60TH	AVE	NW	0.02	-101.823	47.659	-101.822	47.658
68	Local	Unimproved	UNKNOWN			1.26	-102.207	47.552	-102.193	47.567
69	Local	Unimproved	67TH	AVE	NW	0.28	-102.022	47.848	-102.022	47.844
70	Local	Trail	34TH	ST	NW	1.01	-101.893	47.906	-101.872	47.905
71	Local	Graded & Drained	71ST	AVE	NW	1.00	-102.108	47.790	-102.108	47.804
72	Local	Trail	22 1/2	ST	NW	0.60	-102.663	47.737	-102.653	47.732
73	Local	Unimproved	70TH	AVE	NW	1.00	-102.087	47.848	-102.086	47.833
74	Local	Gravel	25TH	ST	NW	7.25	-101.979	47.755	-101.824	47.775
75	Local	Gravel	30TH	ST	NW	3.01	-102.557	47.848	-102.622	47.848
76	Local	Unimproved	27TH	ST	NW	1.00	-101.850	47.804	-101.829	47.804
77	Local	Trail	89TH	AVE	NW	1.76	-102.493	47.877	-102.493	47.902
78	Local	Gravel	34TH	ST	NW	3.97	-102.150	47.906	-102.065	47.906
79	Local	Trail	24TH	ST	NW	0.50	-102.033	47.761	-102.043	47.761
80	Local	Gravel	24TH	ST	NW	0.25	-101.845	47.761	-101.850	47.761
81	Local	Gravel	58TH	AVE	NW	6.00	-101.829	47.688	-101.829	47.775
82	Local	Gravel	39 1/2	ST	N	0.07	-102.493	47.985	-102.492	47.985
83	Local	Graded & Drained	40TH	ST	NW	0.20	-102.343	47.992	-102.339	47.992
84	Local	Paved	37TH	ST	NW	0.19	-102.369	47.949	-102.365	47.948
85	Local	Trail	71ST	AVE	NW	0.65	-102.108	47.848	-102.108	47.857
86	Local	Gravel	21ST	ST	NW	3.00	-101.893	47.717	-101.829	47.717
87	Local	Unimproved	353ND	ST	SW	1.00	-101.829	47.905	-101.829	47.891
88	Local	Graded & Drained	359TH	AVE	SW	0.59	-101.850	47.862	-101.838	47.862
89	Local	Trail	12TH	ST	NW	0.45	-101.834	47.588	-101.844	47.588
90	Local	Trail	75TH	AVE	NW	1.10	-102.193	47.674	-102.193	47.690
91	Local	Gravel	36TH	ST	NW	1.07	-102.172	47.934	-102.195	47.935
92	Local	Unimproved	40TH	ST	NW	1.00	-102.108	47.992	-102.086	47.992
93	Local	Trail	33RD	ST	NW	3.44	-102.493	47.891	-102.420	47.891
94	Local	Gravel	353ND	ST	SW	2.00	-101.829	47.934	-101.829	47.905
95	Local	Trail	77TH	AVE	NW	1.46	-102.185	47.674	-102.183	47.653
96	Local	Gravel	87TH	AVE	NW	3.53	-102.451	47.992	-102.450	47.941
97	Local	Gravel	BEAVER BAR	RD		0.15	-101.917	47.458	-101.915	47.460
98	Local	Gravel	81ST	AVE	NW	2.92	-102.322	47.958	-102.322	48.000
99	Local	Unimproved	83RD	ST	NW	0.49	-102.338	47.645	-102.333	47.639
100	Local	Trail	10TH	ST	NW	1.13	-101.910	47.557	-101.886	47.559
101	Local	Gravel	79TH	AVE	NW	0.58	-102.227	47.537	-102.227	47.545
102	Local	Trail	70TH	AVE	NW	0.54	-102.086	47.739	-102.086	47.746
103	Local	Gravel	74TH	AVE	NW	1.96	-102.172	47.803	-102.173	47.775
104	Local	Graded & Drained	21ST	ST	NW	1.00	-102.086	47.717	-102.065	47.717
105	Local	Unimproved	27TH	ST	NW	0.45	-101.881	47.804	-101.872	47.804
106	Local	Trail	77TH	AVE	NW	0.36	-102.236	47.819	-102.236	47.814
107	Local	Trail	74 1/2	AVE	NW	0.53	-102.183	47.703	-102.183	47.696
108	Local	Unimproved	34TH	ST	NW	0.99	-102.258	47.905	-102.236	47.905
109	Local	Graded & Drained	366TH	ST	SW	1.00	-101.850	47.905	-101.850	47.891
110	Local	Graded & Drained	65TH	AVE	NW	1.01	-101.979	47.761	-101.979	47.775
111	Local	Graded & Drained	74TH	AVE	NW	1.60	-102.120	47.647	-102.132	47.627
112	Local	Gravel	69TH	AVE	NW	0.99	-102.065	47.819	-102.065	47.804
113	Local	Trail	380TH	ST	SW	1.30	-101.872	47.985	-101.872	47.967
114	Local	Gravel	35TH	ST	NW	0.96	-102.311	47.918	-102.293	47.920
115	Local	Trail	19 1/2	ST	NW	1.00	-102.183	47.696	-102.161	47.696
116	Local	Trail	60TH	AVE	NW	0.52	-101.872	47.688	-101.872	47.681
117	Local	Graded & Drained	35TH	ST	NW	0.97	-102.236	47.920	-102.215	47.920

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
118	Local	Gravel	19TH	ST	NW	10.31	-102.043	47.688	-101.822	47.688
119	Local	Trail	56TH	AVE	NW	0.50	-101.737	47.588	-101.737	47.581
120	Local	Unimproved	25TH	ST	NW	0.36	-102.223	47.775	-102.215	47.775
121	Local	Unimproved	85TH	AVE	NW	0.46	-102.407	47.848	-102.407	47.854
122	Local	Paved	75TH	AVE	NW	0.75	-102.195	47.935	-102.193	47.946
123	Local	Trail	12TH	ST	NW	3.17	-102.490	47.610	-102.436	47.587
124	Local	Gravel	37TH	ST	NW	4.00	-101.958	47.949	-101.872	47.949
125	Local	Gravel	75TH	AVE	NW	0.75	-102.193	47.736	-102.193	47.746
126	Local	Graded & Drained	37TH	ST	NW	0.65	-102.279	47.949	-102.265	47.949
127	Local	Gravel	40 1/2	ST	NW	0.09	-102.780	47.999	-102.778	47.999
128	Local	Trail	22ND	ST	NW	2.27	-101.947	47.732	-101.898	47.732
129	Local	Trail	380TH	ST	SW	1.00	-101.872	47.963	-101.872	47.949
130	Local	Gravel	34 1/2	ST	NW	0.20	-102.738	47.913	-102.735	47.915
131	Local	Trail	84TH	AVE	NW	0.65	-102.297	47.477	-102.291	47.485
132	Local	Graded & Drained	26TH	ST	NW	2.00	-101.893	47.790	-101.850	47.790
133	Local	Gravel	EAST CENT	AVE		0.06	-102.488	47.986	-102.488	47.985
134	Local	Gravel	61ST	AVE	NW	1.00	-101.893	47.674	-101.893	47.688
135	Local	Graded & Drained	40 1/2	ST	NW	0.10	-102.767	47.999	-102.765	47.999
136	Local	Trail	63RD	AVE	NW	1.00	-101.936	47.703	-101.936	47.717
137	Local	Gravel	66TH	AVE	NW	9.03	-102.000	47.978	-102.000	47.848
138	Local	Gravel	9TH	ST	NW	0.18	-102.206	47.545	-102.202	47.545
139	Local	Trail	90TH	AVE	NW	1.00	-102.514	47.949	-102.514	47.934
140	Local	Trail	85TH	AVE	NW	0.74	-102.407	47.865	-102.407	47.854
141	Local	Trail	64TH	AVE	NW	1.00	-101.958	47.775	-101.958	47.761
142	Local	Trail	74TH	AVE	NW	0.50	-102.172	47.703	-102.172	47.696
143	Local	Gravel	EAST	AVE		0.04	-102.483	47.986	-102.483	47.985
144	Local	Trail	69TH	AVE	NW	0.39	-102.065	47.897	-102.065	47.891
145	Local	Trail	26TH	ST	NW	1.00	-101.979	47.790	-101.958	47.790
146	Local	Gravel	UNKNOWN			1.71	-102.383	47.571	-102.412	47.567
147	Local	Paved	78TH	AVE	NW	1.24	-102.254	47.934	-102.262	47.920
148	Local	Trail	29TH	ST	S	0.68	-102.381	47.833	-102.368	47.833
149	Local	Trail	15 1/2	ST	NW	0.96	-102.078	47.639	-102.057	47.639
150	Local	Trail	99TH	AVE	NW	1.13	-102.713	47.864	-102.699	47.876
151	Local	Unimproved	30TH	ST	NW	1.00	-102.536	47.847	-102.557	47.848
152	Local	Unimproved	15TH	ST	NW	0.65	-102.311	47.633	-102.299	47.635
153	Local	Gravel	275TH	AVE	SW	2.24	-101.872	47.949	-101.823	47.949
154	Local	Trail	25TH	ST	NW	1.20	-102.718	47.770	-102.693	47.773
155	Local	Trail	30TH	ST	NW	2.00	-101.872	47.848	-101.915	47.848
156	Local	Gravel	100TH	AVE	NW	1.66	-102.729	47.999	-102.729	47.975
157	Local	Trail	60TH	ST	NW	0.25	-101.822	47.588	-101.822	47.585
158	Local	Graded & Drained	70TH	AVE	NW	3.00	-102.087	47.906	-102.086	47.862
160	Local	Gravel	17TH	ST	NW	0.07	-101.849	47.661	-101.847	47.661
161	Local	Trail	14TH	ST	NW	1.50	-102.057	47.617	-102.025	47.617
162	Local	Gravel	71ST	AVE	NW	0.99	-102.108	47.935	-102.108	47.949
163	Local	Gravel	37TH	ST	NW	2.97	-102.557	47.949	-102.493	47.949
164	Local	Paved	89TH	AVE	NW	2.91	-102.493	47.977	-102.493	47.934
165	Local	Trail	353ND	ST	SW	0.99	-101.829	47.963	-101.829	47.978
166	Local	Paved	85TH	AVE	NW	0.13	-102.407	47.848	-102.408	47.846
167	Local	Trail	62ND	AVE	NW	0.50	-101.865	47.639	-101.865	47.646
168	Local	Gravel	11 1/2	ST	NW	0.23	-101.759	47.579	-101.754	47.578
169	Local	Gravel	303RD	AVE	SW	2.24	-101.872	47.920	-101.824	47.920
170	Local	Trail	73RD	AVE	NW	1.00	-102.151	47.761	-102.150	47.746
171	Local	Gravel	89TH	AVE	NW	1.00	-102.493	47.877	-102.493	47.862
172	Local	Trail	22 1/2	ST	NW	0.09	-102.665	47.737	-102.663	47.737
173	Local	Unimproved	28 1/2	ST	NW	1.16	-102.259	47.826	-102.236	47.822
174	Local	Trail	77TH	AVE	NW	0.65	-102.237	47.882	-102.237	47.891
175	Local	Gravel	24 1/2	ST	NW	1.08	-102.215	47.772	-102.234	47.768
176	Local	Gravel	38TH	ST	NW	0.29	-102.140	47.963	-102.133	47.963
177	Local	Unimproved	20TH	ST	NW	0.33	-102.086	47.703	-102.079	47.703

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
178	Local	Unimproved	35TH	ST	NW	1.00	-102.065	47.920	-102.043	47.920
179	Local	Gravel	CENTRAL	AVE		0.03	-102.491	47.986	-102.491	47.986
180	Local	Trail	22ND	ST	NW	0.37	-102.589	47.732	-102.581	47.732
181	Local	Trail	18TH	ST	NW	2.19	-102.727	47.674	-102.685	47.674
182	Local	Gravel	76TH	AVE	NW	2.56	-102.213	47.833	-102.215	47.797
183	Local	Unimproved	63RD	AVE	NW	1.00	-101.886	47.646	-101.886	47.661
184	Local	Graded & Drained	77TH	AVE	NW	0.47	-102.237	47.963	-102.237	47.956
185	Local	Gravel	90TH	AVE	NW	0.22	-102.514	47.934	-102.514	47.931
186	Local	Trail	60TH	AVE	NW	0.04	-101.872	47.964	-101.872	47.963
187	Local	Graded & Drained	22ND	ST	NW	1.80	-102.365	47.725	-102.332	47.718
188	Local	Gravel	94TH	AVE	NW	2.09	-102.600	47.854	-102.600	47.884
189	Local	Trail	65TH	AVE	NW	1.00	-101.980	47.877	-101.979	47.862
190	Local	Gravel	35TH	ST	NW	2.97	-102.150	47.920	-102.087	47.920
191	Local	Gravel	78TH	AVE	NW	1.84	-102.257	47.990	-102.257	47.963
192	Local	Gravel	7TH	ST	N	0.06	-102.492	47.985	-102.491	47.985
193	Local	Trail	13TH	ST	NW	0.76	-101.929	47.603	-101.913	47.603
194	Local	Graded & Drained	UNKNOWN			1.32	-102.772	47.791	-102.747	47.787
195	Local	Unimproved	21ST	ST	NW	2.06	-102.131	47.717	-102.086	47.717
196	Local		NO NAME			0.20	-102.493	47.990	-102.493	47.988
197	Local	Gravel	33 1/2	ST	NW	1.61	-102.595	47.897	-102.562	47.899
198	Local	Trail	28TH	ST	NW	0.66	-102.682	47.816	-102.670	47.816
199	Local	Trail	345TH	AVE	SW	1.00	-101.872	47.877	-101.850	47.877
200	Local	Gravel	65TH	AVE	NW	0.73	-101.979	47.678	-101.979	47.688
201	Local	Gravel	41ST	ST	NW	0.41	-102.543	47.999	-102.536	48.000
202	Local	Gravel	25TH	ST	NW	1.93	-102.215	47.775	-102.173	47.775
203	Local	Gravel	61ST	AVE	NW	7.00	-101.893	47.848	-101.893	47.746
204	Local	Trail	66TH	AVE	NW	0.48	-101.950	47.653	-101.950	47.646
205	Local	Trail	19TH	ST	NW	1.00	-102.065	47.688	-102.043	47.688
206	Local	Gravel	95TH	AVE	NW	0.98	-102.622	47.848	-102.622	47.862
207	Local	Trail	58TH	AVE	NW	0.00	-101.780	47.589	-101.780	47.589
208	Local	Trail	26TH	ST	NW	0.42	-102.052	47.790	-102.043	47.790
209	Local	Unimproved	22ND	ST	NW	1.00	-101.893	47.732	-101.872	47.732
210	Local	Gravel	40TH	ST	NW	0.11	-102.453	47.992	-102.451	47.992
211	Local	Trail	37TH	ST	NW	1.34	-102.265	47.949	-102.236	47.949
212	Local	Trail	64TH	AVE	NW	0.73	-101.958	47.790	-101.958	47.779
213	Local	Graded & Drained	28TH	ST	NW	1.00	-102.236	47.819	-102.215	47.819
214	Local	Graded & Drained	20TH	ST	NW	0.48	-102.129	47.703	-102.119	47.703
215	Local	Gravel	26TH	ST	NW	2.99	-102.043	47.790	-101.979	47.790
216	Local	Trail	12TH	ST	NW	0.82	-101.763	47.589	-101.780	47.589
217	Local	Gravel	40TH	ST	NW	1.95	-102.535	47.993	-102.494	47.992
218	Local	Trail	17TH	ST	NW	1.69	-101.850	47.661	-101.886	47.661
219	Local	Gravel	70TH	AVE	NW	1.00	-102.087	47.848	-102.086	47.862
220	Local	Trail	78TH	AVE	NW	0.90	-102.205	47.674	-102.206	47.661
221	Local	Graded & Drained	37TH	ST	NW	0.99	-102.344	47.949	-102.323	47.949
222	Local	Trail	32ND	ST	NW	1.98	-102.022	47.877	-101.980	47.877
223	Local	Graded & Drained	21ST	ST	NW	0.28	-101.829	47.717	-101.823	47.717
224	Local	Graded & Drained	24TH	ST	NW	1.00	-101.915	47.761	-101.936	47.761
225	Local	Trail	71ST	AVE	NW	2.59	-102.057	47.502	-102.060	47.536
226	Local	Gravel	86 1/2	AVE	NW	2.82	-102.439	47.819	-102.429	47.782
227	Local	Gravel	UNKNOWN			0.13	-102.534	47.998	-102.537	47.999
228	Local	Unimproved	77 1/2	AVE	NW	1.12	-102.246	47.768	-102.244	47.783
229	Local	Trail	33RD	ST	NW	0.49	-102.300	47.891	-102.290	47.891
230	Local	Gravel	63RD	AVE	NW	1.02	-101.936	47.674	-101.936	47.688
231	Local	Trail	64TH	AVE	NW	1.00	-101.958	47.746	-101.958	47.761
232	Local	Trail	73RD	AVE	NW	4.01	-102.151	47.848	-102.151	47.790
233	Local	Trail	69TH	AVE	NW	0.50	-102.065	47.696	-102.065	47.688
234	Local	Trail	67TH	AVE	NW	0.79	-101.972	47.473	-101.975	47.484
235	Local	Trail	60TH	AVE	NW	1.67	-101.872	47.833	-101.872	47.809
236	Local	Trail	31ST	ST	NW	1.00	-102.429	47.862	-102.407	47.862

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
237	Local	Gravel	34TH	ST	NW	1.86	-102.472	47.906	-102.432	47.906
238	Local	Paved	17TH	ST	NW	0.17	-101.847	47.661	-101.844	47.661
239	Local	Trail	73 1/2	AVE	NW	0.03	-102.161	47.703	-102.161	47.703
240	Local	Gravel	74TH	AVE	NW	1.53	-102.172	48.000	-102.172	47.978
241	Local	Unimproved	87TH	AVE	NW	1.00	-102.450	47.877	-102.450	47.891
242	Local	Trail	20TH	ST	NW	0.49	-102.097	47.703	-102.086	47.703
243	Local	Trail	71ST	AVE	NW	1.00	-102.108	47.819	-102.108	47.804
244	Local	Graded & Drained	32 1/2	ST	NW	0.89	-102.600	47.884	-102.616	47.889
245	Local	Graded & Drained	90TH	AVE	NW	0.47	-102.514	47.999	-102.513	47.992
246	Local	Gravel	77TH	AVE	NW	1.00	-102.236	47.978	-102.237	47.963
247	Local	Graded & Drained	76TH	AVE	NW	1.01	-102.215	47.992	-102.215	47.978
248	Local	Gravel	101ST	AVE	NW	0.40	-102.751	47.949	-102.750	47.943
249	Local	Gravel	91ST	AVE	NW	0.29	-102.534	47.985	-102.532	47.981
250	Local	Gravel	77TH	AVE	NW	1.30	-102.202	47.545	-102.185	47.532
251	Local	Trail	20 1/2	ST	NW	0.50	-102.172	47.710	-102.161	47.710
252	Local	Graded & Drained	65TH	AVE	NW	0.68	-101.929	47.674	-101.929	47.664
253	Local	Trail	24TH	ST	NW	1.00	-101.893	47.761	-101.915	47.761
254	Local	Trail	65TH	AVE	NW	0.27	-101.980	47.674	-101.979	47.678
255	Local	Unimproved	78TH	AVE	NW	0.49	-102.258	47.913	-102.258	47.905
256	Local	Gravel	72ND	AVE	NW	1.92	-102.078	47.646	-102.078	47.618
257	Local	Trail	11 1/2	ST	NW	1.00	-101.737	47.581	-101.716	47.581
258	Local	Gravel	40TH	ST	NW	0.96	-102.129	47.992	-102.108	47.992
259	Local	Gravel	77TH	AVE	NW	0.52	-102.236	47.754	-102.234	47.746
260	Local	Gravel	42 1/2	ST	NW	0.19	-102.203	47.745	-102.199	47.744
261	Local	Graded & Drained	90TH	AVE	NW	0.39	-102.514	47.955	-102.514	47.949
262	Local	Trail	100TH	AVE	NW	0.72	-102.680	47.598	-102.673	47.589
263	Local	Trail	40TH	ST	NW	1.00	-102.086	47.992	-102.065	47.992
264	Local	Gravel	4TH	ST	NW	0.98	-101.900	47.473	-101.879	47.473
265	Local	Trail	80TH	AVE	NW	0.72	-102.302	47.992	-102.300	47.982
266	Local	Gravel	64TH	AVE	NW	0.28	-101.958	47.779	-101.958	47.775
267	Local	Unimproved	373RD	AVE	SW	1.00	-101.829	47.848	-101.850	47.848
268	Local	Graded & Drained	27 1/2	ST	NW	0.67	-102.709	47.813	-102.697	47.812
269	Local	Gravel	20TH	ST	NW	1.67	-102.079	47.703	-102.043	47.703
270	Local	Unimproved	11 1/2	ST	NW	0.49	-102.385	47.579	-102.376	47.580
271	Local	Trail	32ND	ST	NW	3.00	-101.958	47.877	-101.893	47.877
272	Local	Graded & Drained	66TH	AVE	NW	1.52	-102.000	48.000	-102.000	47.978
273	Local	Trail	26TH	ST	NW	1.24	-101.850	47.790	-101.824	47.790
274	Local	Gravel	UNKNOWN3			0.63	-102.770	47.799	-102.772	47.791
275	Local	Trail	67TH	AVE	NW	0.40	-102.022	47.674	-102.022	47.680
277	Local	Graded & Drained	22ND	ST	NW	0.23	-101.898	47.732	-101.893	47.732
278	Local	Gravel	38TH	ST	NW	1.03	-102.344	47.965	-102.322	47.963
279	Local	Gravel	83RD	AVE	NW	2.06	-102.365	47.948	-102.365	47.978
280	Local	Trail	25TH	ST	NW	2.09	-102.172	47.776	-102.129	47.775
281	Local	Gravel	77TH	AVE	NW	0.53	-102.234	47.746	-102.236	47.739
282	Local	Trail	11TH	ST	NW	4.34	-102.673	47.589	-102.588	47.581
283	Local	Trail	63RD	AVE	NW	0.51	-101.936	47.992	-101.936	48.000
284	Local	Trail	84TH	AVE	NW	0.19	-102.386	47.851	-102.386	47.848
285	Local	Trail	3RD	ST	NW	0.00	-102.375	47.462	-102.375	47.462
286	Local	Gravel	7TH	ST	N	0.25	-102.488	47.985	-102.483	47.985
287	Local	Trail	60TH	AVE	NW	1.00	-101.872	47.790	-101.872	47.775
288	Local	Graded & Drained	21ST	ST	NW	4.00	-101.979	47.717	-101.893	47.717
289	Local	Gravel	85TH	AVE	NW	0.28	-102.371	47.613	-102.373	47.609
290	Local	Gravel	93 1/2	AVE	NW	2.06	-102.611	47.905	-102.600	47.884
291	Local	Gravel	69TH	AVE	NW	1.00	-102.065	47.934	-102.065	47.949
292	Local	Gravel	65TH	AVE	NW	1.24	-101.929	47.664	-101.929	47.646
293	Local	Trail	18TH	ST	NW	2.03	-101.893	47.674	-101.937	47.674
294	Local	Graded & Drained	74TH	AVE	NW	1.01	-102.172	47.934	-102.172	47.920
295	Local	Trail	35TH	ST	NW	0.24	-102.450	47.920	-102.445	47.920
296	Local	Gravel	101ST	AVE	NW	0.25	-102.765	47.999	-102.759	47.999

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
297	Local	Trail	63RD	AVE	NW	0.90	-101.886	47.674	-101.886	47.661
298	Local	Trail	24TH	ST	NW	0.23	-102.231	47.761	-102.236	47.761
299	Local	Trail	76TH	AVE	NW	0.44	-102.215	47.992	-102.215	47.999
300	Local	Unimproved	36TH	ST	NW	1.00	-102.043	47.934	-102.065	47.934
301	Local	Gravel	BROKEN AVE	RD		0.12	-102.535	48.000	-102.534	47.999
302	Local	Trail	12TH	ST	NW	0.27	-101.756	47.589	-101.721	47.588
303	Local	Trail	68 1/2	AVE	NW	1.18	-102.004	47.645	-102.004	47.629
304	Local	Trail	6TH	ST	NW	2.90	-101.951	47.504	-102.001	47.502
305	Local	Trail	5 1/2	ST	NW	1.05	-101.995	47.483	-102.014	47.482
306	Local	Trail	18TH	ST	NW	2.36	-102.057	47.674	-102.108	47.674
307	Local	Gravel	11TH	ST	NW	1.06	-101.716	47.575	-101.695	47.574
308	Local	Graded & Drained	63RD	AVE	NW	0.51	-101.936	47.746	-101.936	47.739
309	Local	Trail	23RD	ST	NW	0.98	-102.365	47.747	-102.345	47.749
310	Local	Unimproved	75 1/2	AVE	NW	0.09	-102.203	47.744	-102.203	47.742
311	Local	Graded & Drained	38TH	ST	NW	0.49	-102.322	47.963	-102.312	47.963
312	Local	Trail	29TH	ST	NW	0.40	-102.587	47.833	-102.579	47.833
313	Local	Gravel	79TH	AVE	NW	0.97	-102.279	47.906	-102.279	47.920
314	Local	Paved	36TH	ST	NW	2.77	-102.195	47.935	-102.254	47.934
315	Local	Gravel	90TH	AVE	NW	0.61	-102.514	47.963	-102.514	47.955
316	Local	Unimproved	34TH	ST	NW	0.47	-102.622	47.905	-102.611	47.905
317	Local	Gravel	71ST	AVE	NW	2.35	-102.108	47.733	-102.108	47.699
318	Local	Trail	21ST	ST	NW	1.00	-102.065	47.717	-102.043	47.717
319	Local	Graded & Drained	78TH	AVE	NW	0.33	-102.206	47.531	-102.206	47.526
320	Local	Graded & Drained	84TH	AVE	NW	0.52	-102.386	47.978	-102.386	47.970
321	Local	Gravel	25TH	AVE	NW	0.11	-102.215	47.776	-102.213	47.775
322	Local	Trail	28TH	ST	NW	0.79	-101.889	47.819	-101.872	47.819
323	Local	Trail	72 1/2	AVE	NW	0.74	-102.078	47.618	-102.069	47.610
324	Local	Gravel	69TH	AVE	NW	0.17	-102.065	47.978	-102.065	47.975
325	Local	Trail	93RD	AVE	NW	1.94	-102.579	47.883	-102.579	47.855
326	Local	Trail	15TH	ST	NW	3.46	-102.099	47.632	-102.025	47.632
327	Local	Gravel	3 1/2	ST	NW	0.86	-101.953	47.465	-101.971	47.465
328	Local	Gravel	38TH	ST	NW	0.17	-102.497	47.964	-102.493	47.963
329	Local	Trail	64TH	AVE	NW	1.00	-101.958	47.732	-101.958	47.746
330	Local	Gravel	80TH	AVE	NW	0.33	-102.300	47.982	-102.299	47.978
331	Local	Graded & Drained	14TH	ST	NW	1.00	-101.844	47.617	-101.822	47.617
332	Local	Gravel	EAST CENT	AVE		0.03	-102.488	47.988	-102.488	47.987
334	Local	Gravel	25TH	ST	NW	2.62	-102.108	47.775	-102.052	47.775
335	Local	Graded & Drained	71ST	AVE	NW	0.59	-102.108	47.957	-102.108	47.949
336	Local	Trail	35TH	ST	NW	0.97	-102.000	47.920	-101.980	47.920
337	Local	Gravel	25TH	ST	NW	1.42	-102.693	47.773	-102.664	47.775
338	Local	Trail	5TH	ST	NW	0.68	-102.014	47.487	-102.003	47.491
339	Local	Unimproved	35TH	ST	NW	0.98	-102.194	47.920	-102.172	47.920
340	Local	Gravel	EAST CENT	AVE		0.08	-102.488	47.987	-102.488	47.986
341	Local	Trail	76TH	AVE	NW	0.72	-102.215	47.692	-102.215	47.681
342	Local	Gravel	380TH	ST	SW	3.00	-101.872	47.891	-101.872	47.848
343	Local	Gravel	36TH	ST	NW	2.00	-102.065	47.934	-102.108	47.935
344	Local	Trail	16TH	ST	NW	1.89	-102.332	47.653	-102.294	47.652
345	Local	Gravel	60TH	AVE	NW	2.00	-101.872	47.775	-101.872	47.746
346	Local	Trail	69TH	AVE	NW	1.06	-102.065	48.000	-102.065	47.985
347	Local	Gravel	36TH	ST	NW	1.81	-102.256	47.934	-102.295	47.934
348	Local	Trail	95TH	AVE	NW	0.51	-102.622	47.905	-102.622	47.898
349	Local	Unimproved	26TH	ST	NW	0.41	-101.958	47.790	-101.949	47.790
350	Local	Trail	87TH	AVE	NW	0.12	-102.450	47.831	-102.450	47.833
351	Local	Unimproved	31ST	ST	NW	0.52	-102.290	47.862	-102.280	47.861
352	Local	Gravel	38TH	ST	NW	1.96	-102.129	47.963	-102.086	47.963
353	Local	Unimproved	32ND	ST	NW	4.59	-102.591	47.875	-102.493	47.877
354	Local	Unimproved	95TH	AVE	NW	0.51	-102.622	47.862	-102.622	47.869
355	Local	Trail	28 1/2	ST	NW	0.69	-102.680	47.824	-102.689	47.816
356	Local	Trail	80TH	AVE	NW	0.62	-102.299	47.978	-102.299	47.969

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
357	Local	Trail	34TH	ST	NW	1.02	-102.279	47.906	-102.258	47.906
358	Local	Unimproved	86TH	AVE	NW	0.50	-102.429	47.877	-102.429	47.884
359	Local	Trail	36TH	ST	NW	0.17	-102.150	47.934	-102.154	47.934
360	Local	Gravel	31ST	ST	NW	6.75	-102.625	47.862	-102.480	47.862
361	Local	Unimproved	39 1/2	ST	NW	0.44	-102.738	47.985	-102.729	47.985
362	Local	Graded & Drained	40TH	ST	NW	0.36	-102.310	47.992	-102.302	47.992
363	Local	Trail	27TH	ST	NW	2.03	-102.215	47.804	-102.171	47.804
364	Local	Trail	38 1/2	ST	NW	0.26	-101.963	47.969	-101.958	47.968
365	Local	Trail	91ST	AVE	NW	2.91	-102.536	47.971	-102.536	47.934
366	Local	Trail	80TH	AVE	NW	0.56	-102.248	47.518	-102.249	47.526
367	Local	Gravel	38TH	ST	NW	2.52	-101.969	47.963	-101.915	47.963
368	Local	Paved	92ND	AVE	NW	1.16	-102.552	47.833	-102.557	47.848
369	Local	Trail	32ND	ST	NW	2.00	-102.194	47.877	-102.150	47.877
370	Local	Trail	20TH	ST	NW	1.04	-101.893	47.703	-101.872	47.703
371	Local	Graded & Drained	22ND	ST	NW	1.27	-101.850	47.732	-101.823	47.732
372	Local	Unimproved	30TH	ST	NW	1.00	-102.386	47.848	-102.407	47.848
373	Local	Trail	60TH	AVE	NW	1.00	-101.872	47.732	-101.872	47.717
374	Local	Trail	26TH	ST	NW	0.47	-102.097	47.790	-102.086	47.790
375	Local	Gravel	75TH	AVE	NW	6.00	-102.194	47.848	-102.193	47.934
376	Local	Trail	73RD	AVE	NW	0.62	-102.089	47.624	-102.095	47.617
377	Local	Trail	6TH	ST	NW	1.75	-102.329	47.504	-102.354	47.517
378	Local	Graded & Drained	99 1/2	AVE	NW	0.59	-102.714	47.819	-102.709	47.813
379	Local	Gravel	69 1/2	AVE	NW	1.00	-102.024	47.646	-102.025	47.660
380	Local	Gravel	99 1/2	AVE	NW	1.07	-102.717	47.962	-102.706	47.974
381	Local	Trail	66TH	AVE	NW	0.47	-102.000	47.797	-102.000	47.790
382	Local	Gravel	CLARK	DR		0.16	-102.534	47.996	-102.538	47.997
383	Local	Trail	34TH	ST	NW	0.33	-102.297	47.906	-102.290	47.905
384	Local	Trail	73RD	AVE	NW	0.99	-102.151	47.848	-102.150	47.862
385	Local	Trail	10TH	ST	NW	0.80	-101.727	47.560	-101.710	47.560
386	Local	Trail	31ST	ST	NW	2.00	-102.043	47.862	-102.000	47.862
387	Local	Gravel	60TH	AVE	NW	0.72	-101.872	47.699	-101.872	47.688
388	Local	Trail	66TH	AVE	NW	0.51	-101.950	47.639	-101.950	47.632
389	Local	Gravel	7TH	ST	N	0.11	-102.491	47.985	-102.488	47.985
390	Local	Graded & Drained	63RD	AVE	NW	0.60	-101.936	47.882	-101.936	47.891
391	Local	Unimproved	62ND	AVE	NW	0.53	-101.915	47.740	-101.915	47.732
392	Local	Trail	27 1/2	ST	NW	1.13	-102.697	47.812	-102.682	47.816
393	Local	Gravel	261ST	AVE	SW	1.25	-101.850	47.963	-101.823	47.963
394	Local	Gravel	34TH	ST	NW	1.00	-101.979	47.906	-101.958	47.906
395	Local	Trail	40TH	ST	NW	1.00	-101.893	47.992	-101.872	47.992
396	Local	Trail	33RD	ST	NW	0.97	-102.129	47.891	-102.108	47.891
397	Local	Trail	92ND	AVE	NW	0.33	-102.557	47.834	-102.557	47.829
398	Local	Trail	353ND	ST	SW	1.43	-101.828	47.978	-101.828	47.998
399	Local	Trail	74TH	AVE	NW	0.75	-102.172	47.736	-102.172	47.746
400	Local	Gravel	34TH	ST	NW	1.99	-102.236	47.905	-102.194	47.905
401	Local	Graded & Drained	66 1/2	AVE	NW	0.39	-101.961	47.590	-101.961	47.595
402	Local	Trail	30TH	ST	NW	3.00	-102.129	47.848	-102.194	47.848
403	Local	Trail	70TH	AVE	NW	1.00	-102.086	47.790	-102.086	47.804
404	Local	Gravel	79TH	AVE	NW	0.32	-102.227	47.512	-102.227	47.516
405	Local	Trail	29TH	ST	NW	0.59	-102.398	47.833	-102.386	47.833
406	Local	Unimproved	380TH	ST	SW	0.39	-101.872	47.940	-101.872	47.934
407	Local	Trail	71ST	AVE	NW	0.30	-102.108	47.678	-102.108	47.674
408	Local	Trail	37TH	ST	NW	1.03	-102.493	47.949	-102.472	47.949
409	Local	Gravel	31ST	ST	NW	3.00	-101.958	47.862	-101.893	47.862
410	Local	Trail	26TH	ST	NW	3.97	-102.215	47.790	-102.131	47.790
411	Local	Graded & Drained	35TH	ST	NW	0.63	-102.014	47.920	-102.000	47.920
412	Local	Trail	38TH	ST	NW	1.30	-102.707	47.962	-102.680	47.963
413	Local	Trail	38TH	ST	NW	0.32	-102.312	47.963	-102.305	47.963
414	Local	Trail	36TH	ST	NW	1.37	-102.436	47.934	-102.465	47.934
415	Local	Trail	69TH	AVE	NW	1.00	-102.065	47.934	-102.065	47.920

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
416	Local	Gravel	353ND	ST	SW	2.00	-101.829	47.891	-101.829	47.862
417	Local	Trail	6TH	ST	NW	0.99	-102.185	47.502	-102.206	47.502
418	Local	Trail	72ND	AVE	NW	0.03	-102.078	47.477	-102.078	47.476
419	Local	Gravel	317TH	AVE	SW	2.23	-101.872	47.905	-101.824	47.905
420	Local	Graded & Drained	68 1/2	AVE	NW	1.80	-102.004	47.629	-102.004	47.603
421	Local	Gravel	65TH	AVE	NW	1.00	-101.979	47.761	-101.979	47.746
422	Local	Gravel	57TH	AVE	NW	1.41	-101.759	47.589	-101.770	47.573
423	Local	Gravel	62ND	AVE	NW	7.47	-101.915	47.848	-101.915	47.740
424	Local	Trail	32ND	ST	NW	2.00	-102.087	47.877	-102.043	47.877
425	Local	Trail	33RD	ST	NW	1.22	-102.786	47.891	-102.767	47.888
426	Local	Trail	66TH	AVE	NW	1.00	-102.000	47.819	-102.000	47.804
427	Local	Trail	60TH	AVE	NW	1.00	-101.822	47.603	-101.822	47.588
428	Local	Trail	65TH	AVE	NW	3.97	-101.979	47.906	-101.979	47.963
429	Local	Graded & Drained	30TH	ST	NW	0.44	-102.120	47.848	-102.129	47.848
430	Local	Gravel	9TH	ST	N	0.48	-102.489	47.987	-102.479	47.987
431	Local	Gravel	76 1/2	AVE	NW	0.28	-102.236	47.874	-102.232	47.877
432	Local	Trail	71ST	AVE	NW	0.50	-102.086	47.992	-102.086	47.985
433	Local	Gravel	289TH	AVE	SW	2.24	-101.824	47.934	-101.872	47.934
434	Local	Trail	38 1/2	ST	NW	0.18	-101.958	47.968	-101.954	47.969
435	Local	Graded & Drained	373RD	AVE	SW	0.23	-101.824	47.848	-101.829	47.848
436	Local	Gravel	69TH	AVE	NW	0.60	-102.065	47.906	-102.065	47.897
437	Local	Trail	74TH	AVE	NW	3.02	-102.172	47.848	-102.172	47.804
438	Local	Gravel	65TH	AVE	NW	4.00	-101.979	47.746	-101.979	47.688
439	Local	Gravel	27TH	ST	NW	3.88	-102.170	47.804	-102.086	47.804
440	Local	Trail	34TH	ST	NW	2.01	-102.557	47.905	-102.514	47.906
441	Local	Gravel	38TH	ST	NW	1.24	-102.756	47.963	-102.729	47.963
442	Local	Gravel	12TH	ST	NW	0.18	-101.759	47.589	-101.763	47.589
443	Local	Trail	64 1/2	AVE	NW	2.07	-101.928	47.569	-101.913	47.596
444	Local	Unimproved	233RD	AVE	SW	0.25	-101.828	47.992	-101.823	47.992
445	Local	Unimproved	32ND	ST	NW	0.57	-102.290	47.877	-102.278	47.877
446	Local	Gravel	72ND	AVE	NW	0.43	-102.078	47.501	-102.078	47.494
447	Local	Gravel	60TH	AVE	NW	1.00	-101.872	47.848	-101.872	47.833
448	Local	Trail	40TH	ST	NW	1.82	-102.172	47.992	-102.133	47.992
449	Local	Graded & Drained	20TH	ST	NW	2.40	-102.043	47.703	-101.992	47.703
450	Local	Gravel	EAST	AVE		0.03	-102.483	47.985	-102.483	47.985
451	Local	Gravel	23RD	ST	NW	0.14	-102.196	47.746	-102.193	47.746
452	Local	Trail	32ND	ST	NW	0.66	-102.600	47.875	-102.591	47.875
453	Local	Graded & Drained	88TH	AVE	NW	0.46	-102.472	47.877	-102.472	47.870
454	Local	Gravel	67TH	AVE	NW	0.04	-101.971	47.465	-101.972	47.465
455	Local	Trail	38TH	ST	NW	1.35	-102.785	47.963	-102.756	47.963
456	Local	Trail	9TH	ST	NW	0.42	-102.235	47.547	-102.227	47.545
457	Local	Trail	75TH	AVE	NW	1.00	-102.194	47.819	-102.194	47.833
458	Local	Trail	18TH	ST	NW	0.81	-101.848	47.674	-101.865	47.674
459	Local	Unimproved	78TH	AVE	NW	1.00	-102.257	47.963	-102.258	47.949
460	Local	Gravel	331ST	AVE	SW	2.23	-101.872	47.891	-101.824	47.891
461	Local	Graded & Drained	32ND	ST	NW	0.62	-102.429	47.877	-102.415	47.877
462	Local	Gravel	34TH	ST	NW	0.52	-102.290	47.905	-102.279	47.906
463	Local	Graded & Drained	373RD	AVE	SW	1.00	-101.850	47.848	-101.872	47.848
464	Local	Graded & Drained	31ST	ST	NW	0.18	-102.433	47.862	-102.429	47.862
465	Local	Gravel	36TH	ST	NW	2.01	-101.872	47.934	-101.915	47.934
466	Local	Unimproved	9 1/2	ST	NW	0.81	-101.724	47.552	-101.741	47.550
467	Local	Trail	54TH	AVE	NW	1.43	-101.695	47.588	-101.695	47.568
468	Local	Trail	63RD	AVE	NW	2.01	-101.936	47.934	-101.936	47.963
469	Local	Graded & Drained	71 1/2	AVE	NW	0.28	-102.115	47.850	-102.120	47.848
470	Local	Gravel	14TH	ST	NW	1.31	-102.078	47.618	-102.105	47.616
471	Local	Gravel	101ST	AVE	NW	0.32	-102.761	47.996	-102.765	47.999
472	Local	Gravel	58TH	AVE	NW	2.00	-101.829	47.848	-101.829	47.819
473	Local	Trail	40 1/2	ST	NW	0.51	-102.778	47.999	-102.767	47.999
474	Local	Gravel	32ND	ST	NW	1.30	-102.150	47.877	-102.122	47.877

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
475	Local	Gravel	8TH	ST	N	0.25	-102.488	47.986	-102.483	47.986
476	Local	Gravel	76TH	AVE	NW	8.87	-102.215	47.850	-102.215	47.978
477	Local	Gravel	28TH	ST	NW	1.24	-101.850	47.819	-101.824	47.819
478	Local	Gravel	59TH	AVE	NW	6.00	-101.850	47.746	-101.850	47.833
479	Local	Trail	74TH	AVE	NW	0.46	-102.172	47.710	-102.172	47.717
480	Local	Trail	72ND	AVE	NW	1.96	-102.078	47.674	-102.078	47.646
481	Local	Graded & Drained	353ND	ST	SW	1.00	-101.829	47.848	-101.829	47.862
482	Local	Unimproved	73 1/2	AVE	NW	0.51	-102.161	47.703	-102.161	47.710
483	Local	Trail	31ST	ST	NW	1.00	-101.893	47.862	-101.872	47.862
484	Local	Gravel	92 1/2	AVE	NW	0.50	-102.562	47.899	-102.560	47.905
485	Local	Unimproved	71ST	AVE	NW	0.69	-102.108	47.843	-102.108	47.833
486	Local	Trail	93RD	AVE	NW	1.09	-102.581	47.848	-102.579	47.833
487	Local	Trail	38TH	ST	NW	2.07	-102.450	47.962	-102.493	47.963
488	Local	Gravel	23RD	ST	NW	0.25	-102.202	47.746	-102.196	47.746
489	Local	Gravel	79 1/2	AVE	NW	3.03	-102.290	47.905	-102.290	47.862
490	Local	Graded & Drained	40TH	ST	NW	0.26	-102.284	47.992	-102.279	47.992
491	Local	Gravel	32ND	ST	NW	0.81	-102.232	47.877	-102.215	47.877
492	Local	Trail	90TH	AVE	NW	2.79	-102.514	47.931	-102.514	47.891
493	Local	Graded & Drained	261ST	AVE	SW	1.00	-101.872	47.963	-101.850	47.963
494	Local	Unimproved	38TH	ST	NW	0.62	-102.528	47.963	-102.514	47.963
495	Local	Graded & Drained	85 1/2	AVE	NW	1.25	-102.421	47.669	-102.417	47.685
496	Local	Gravel	77TH	AVE	NW	1.04	-102.236	47.754	-102.234	47.768
497	Local	Gravel	88TH	AVE	NW	0.13	-102.472	47.877	-102.471	47.878
498	Local	Trail	97 1/2	AVE	NW	2.58	-102.677	47.857	-102.680	47.824
499	Local	Gravel	76TH	AVE	NW	1.74	-102.215	47.797	-102.215	47.772
500	Local	Gravel	65TH	AVE	NW	0.69	-101.979	47.906	-101.979	47.896
501	Local	Gravel	33 1/2	ST	NW	0.82	-102.540	47.896	-102.557	47.898
502	Local	Trail	71ST	AVE	NW	2.33	-102.108	47.872	-102.108	47.906
503	Local	Unimproved	47 1/2	ST	NW	6.73	-102.037	47.595	-101.923	47.545
504	Local	Trail	87TH	AVE	NW	0.75	-102.450	47.877	-102.450	47.866
505	Local	Trail	64TH	AVE	NW	1.00	-101.958	47.819	-101.958	47.833
506	Local	Trail	26TH	ST	NW	1.00	-101.915	47.790	-101.893	47.790
507	Local	Unimproved	71ST	AVE	NW	0.50	-102.086	47.985	-102.086	47.978
508	Local	Trail	67TH	AVE	NW	0.51	-101.966	47.610	-101.968	47.603
509	Local	Gravel	BEAVER BAR	RD		0.70	-101.922	47.458	-101.926	47.466
510	Local	Trail	34TH	ST	NW	0.23	-102.627	47.906	-102.622	47.905
511	Local	Gravel	86TH	AVE	NW	0.41	-102.432	47.906	-102.429	47.901
512	Local	Gravel	366TH	ST	SW	4.52	-101.851	48.000	-101.850	47.934
513	Local	Gravel	80TH	AVE	NW	0.16	-102.248	47.516	-102.249	47.514
514	Local	Trail	63RD	AVE	NW	0.40	-101.936	47.877	-101.936	47.882
515	Local	Trail	84TH	AVE	NW	0.84	-102.310	47.471	-102.297	47.477
516	Local	Graded & Drained	32ND	ST	NW	1.00	-101.980	47.877	-101.958	47.877
517	Local	Trail	54 1/2	AVE	NW	0.36	-101.706	47.567	-101.705	47.562
518	Local	Gravel	81TH	AVE	NW	0.06	-102.270	47.515	-102.270	47.516
519	Local	Trail	75 1/2	AVE	NW	1.00	-102.204	47.674	-102.204	47.689
520	Local	Gravel	77TH	AVE	NW	0.72	-102.237	47.934	-102.237	47.924
521	Local	Gravel	27TH	ST	NW	3.00	-102.086	47.804	-102.022	47.804
522	Local	Gravel	28TH	ST	NW	1.01	-102.022	47.818	-102.000	47.819
523	Local	Gravel	86TH	AVE	NW	0.94	-102.429	47.848	-102.429	47.834
524	Local	Gravel	74TH	AVE	NW	1.00	-102.172	47.934	-102.172	47.949
525	Local	Unimproved	91ST	AVE	NW	0.50	-102.536	47.920	-102.536	47.927
526	Local	Trail	94TH	AVE	NW	2.45	-102.600	47.750	-102.598	47.780
527	Local	Trail	22ND	ST	NW	1.00	-101.872	47.732	-101.850	47.732
528	Local	Graded & Drained	81ST	AVE	NW	1.03	-102.265	47.545	-102.264	47.557
529	Local	Unimproved	20TH	ST	NW	0.49	-101.904	47.703	-101.893	47.703
530	Local	Graded & Drained	19TH	ST	NW	0.84	-102.400	47.688	-102.386	47.688
531	Local	Gravel	31ST	ST	NW	6.55	-102.227	47.862	-102.086	47.862
532	Local	Unimproved	63RD	AVE	NW	1.00	-101.936	47.703	-101.936	47.688
533	Local	Trail	5 1/2	ST	NW	0.13	-102.099	47.483	-102.097	47.482

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
534	Local	Unimproved	70TH	AVE	NW	3.00	-102.086	47.674	-102.086	47.717
535	Local	Unimproved	35TH	ST	NW	1.00	-102.472	47.920	-102.450	47.920
536	Local	Graded & Drained	65TH	AVE	NW	1.52	-101.979	47.978	-101.979	48.000
537	Local	Graded & Drained	345TH	AVE	SW	0.59	-101.837	47.877	-101.824	47.877
538	Local	Unimproved	60TH	AVE	NW	1.00	-101.872	47.746	-101.872	47.732
539	Local	Paved	37TH	ST	NW	2.62	-102.193	47.946	-102.140	47.949
540	Local	Graded & Drained	37 1/2	ST	NW	0.66	-102.729	47.956	-102.715	47.956
541	Local	Gravel	28TH	ST	NW	1.00	-102.108	47.819	-102.086	47.819
542	Local	Trail	93RD	AVE	NW	1.00	-102.588	47.740	-102.600	47.750
543	Local	Gravel	97TH	AVE	NW	1.66	-102.664	47.976	-102.666	47.999
544	Local	Gravel	29TH	ST	NW	5.15	-102.538	47.833	-102.429	47.834
545	Local	Gravel	73RD	AVE	NW	8.53	-102.150	47.877	-102.150	48.000
546	Local	Unimproved	30TH	ST	NW	1.00	-102.022	47.848	-102.043	47.848
547	Local	Gravel	17TH	ST	NW	0.26	-101.844	47.661	-101.838	47.661
548	Local	Trail	36TH	ST	NW	3.97	-101.958	47.934	-102.043	47.934
549	Local	Unimproved	60TH	AVE	NW	0.47	-101.822	47.610	-101.822	47.603
550	Local	Trail	66 1/2	AVE	NW	0.61	-101.967	47.465	-101.970	47.472
551	Local	Unimproved	18TH	ST	NW	1.32	-101.865	47.674	-101.893	47.674
552	Local	Gravel	32ND	ST	NW	1.13	-102.493	47.877	-102.469	47.877
553	Local	Gravel	74 1/2	AVE	NW	0.15	-102.172	47.803	-102.170	47.804
554	Local	Gravel	81TH	AVE	NW	0.13	-102.270	47.515	-102.270	47.513
555	Local	Trail	18TH	ST	NW	1.34	-102.015	47.674	-102.043	47.674
556	Local	Trail	85TH	AVE	NW	0.76	-102.407	47.779	-102.407	47.768
557	Local	Gravel	26TH	ST	NW	0.58	-102.065	47.790	-102.052	47.790
558	Local	Gravel	80TH	AVE	NW	0.16	-102.248	47.516	-102.248	47.518
559	Local	Trail	32ND	ST	NW	0.48	-102.215	47.877	-102.205	47.877
560	Local	Trail	66TH	AVE	NW	0.76	-101.950	47.596	-101.950	47.585
561	Local	Trail	19TH	ST	NW	0.92	-102.218	47.689	-102.198	47.688
562	Local	Graded & Drained	79 1/2	AVE	NW	0.39	-102.290	47.862	-102.290	47.856
563	Local	Graded & Drained	77TH	AVE	NW	0.30	-102.237	47.924	-102.236	47.920
564	Local	Unimproved	29TH	ST	NW	0.42	-102.407	47.833	-102.398	47.833
565	Local	Unimproved	63RD	AVE	NW	0.49	-101.936	47.732	-101.936	47.739
566	Local	Gravel	UNKNOWN			0.09	-102.483	47.985	-102.481	47.985
567	Local	Gravel	66 1/2	AVE	NW	0.53	-101.961	47.595	-101.959	47.603
568	Local	Trail	86TH	AVE	NW	0.50	-102.429	47.782	-102.428	47.775
569	Local	Gravel	68TH	AVE	NW	10.52	-102.043	48.000	-102.043	47.848
570	Local	Trail	33RD	ST	NW	1.81	-102.022	47.891	-101.983	47.891
571	Local	Trail	67TH	AVE	NW	0.53	-102.022	47.870	-102.022	47.862
572	Local	Trail	74TH	AVE	NW	1.00	-102.172	47.862	-102.172	47.848
573	Local	Gravel	18TH	ST	NW	0.17	-101.844	47.674	-101.847	47.674
574	Local	Unimproved	35TH	ST	NW	0.35	-101.980	47.920	-101.972	47.920
575	Local	Trail	64 1/2	AVE	NW	0.47	-101.913	47.596	-101.913	47.603
576	Local	Gravel	19TH	ST	NW	0.46	-102.375	47.691	-102.366	47.690
577	Local	Gravel	77TH	AVE	NW	0.38	-102.236	47.874	-102.237	47.869
578	Local	Gravel	24TH	ST	NW	0.59	-101.936	47.761	-101.949	47.761
579	Local	Trail	38TH	ST	NW	0.83	-102.514	47.963	-102.497	47.964
580	Local	Trail	30TH	ST	NW	0.13	-102.407	47.848	-102.410	47.847
581	Local	Trail	78TH	AVE	NW	1.00	-102.258	47.905	-102.257	47.891
582	Local	Graded & Drained	37TH	ST	NW	0.32	-102.222	47.950	-102.215	47.950
583	Local	Trail	83RD	AVE	NW	0.04	-102.365	47.747	-102.365	47.746
584	Local	Trail	23RD	ST	NW	1.57	-102.386	47.740	-102.415	47.745
585	Local		NO NAME			0.32	-102.493	47.990	-102.495	47.990
586	Local	Gravel	12TH	ST	NW	0.07	-101.844	47.588	-101.845	47.588
587	Local	Gravel	67TH	AVE	NW	0.60	-102.022	47.680	-102.022	47.688
588	Local	Graded & Drained	16TH	ST	NW	0.44	-102.341	47.651	-102.332	47.653
589	Local	Gravel	CENTRAL	AVE		0.06	-102.491	47.986	-102.491	47.985
590	Local	Trail	29TH	ST	NW	0.20	-102.386	47.833	-102.381	47.833
591	Local	Paved	91ST	AVE	NW	0.06	-102.532	47.980	-102.532	47.981
592	Local	Trail	25TH	ST	NW	0.38	-102.052	47.775	-102.043	47.775

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
593	Local	Trail	25 1/2	ST	NW	1.05	-102.022	47.782	-102.043	47.784
594	Local	Gravel	99 1/2	AVE	NW	0.42	-102.715	47.956	-102.717	47.962
595	Local	Trail	40TH	ST	NW	0.16	-102.489	47.992	-102.485	47.992
596	Local	Unimproved	90TH	AVE	NW	0.10	-102.514	48.000	-102.514	47.999
597	Local	Trail	94TH	AVE	NW	0.77	-102.600	47.843	-102.600	47.854
598	Local	Trail	91ST	AVE	NW	2.01	-102.536	47.847	-102.536	47.877
599	Local	Gravel	38TH	ST	NW	6.02	-102.269	47.963	-102.140	47.963
600	Local	Gravel	32ND	ST	NW	1.00	-101.893	47.877	-101.872	47.877
601	Local	Trail	101 1/2	AVE	NW	1.90	-102.767	47.888	-102.745	47.906
602	Local	Gravel	9TH	ST	NW	0.28	-102.211	47.546	-102.206	47.545
603	Local	Trail	74TH	AVE	NW	0.38	-102.121	47.480	-102.121	47.486
604	Local	Gravel	5TH	ST	NW	0.85	-102.292	47.494	-102.309	47.494
605	Local	Gravel	UNKNOWN3			0.47	-102.534	47.999	-102.535	47.993
606	Local	Gravel	75TH	AVE	NW	1.99	-102.193	47.746	-102.193	47.775
607	Local	Gravel	62ND	AVE	NW	1.00	-101.865	47.646	-101.865	47.661
608	Local	Trail	24TH	ST	NW	3.23	-102.086	47.761	-102.156	47.761
609	Local	Gravel	23 1/2	ST	NW	0.16	-101.837	47.752	-101.833	47.751
610	Local	Unimproved	366TH	ST	SW	3.06	-101.850	47.891	-101.850	47.848
611	Local		NO NAME			0.13	-102.497	47.992	-102.497	47.990
612	Local	Gravel	84TH	AVE	NW	1.00	-102.363	47.620	-102.354	47.610
613	Local	Gravel	23 1/2	ST	NW	0.20	-101.829	47.751	-101.833	47.751
614	Local	Gravel	30TH	ST	NW	2.00	-102.043	47.848	-102.087	47.848
615	Local	Gravel	21ST	ST	NW	2.99	-102.043	47.717	-101.979	47.717
616	Local	Gravel	80TH	AVE	NW	0.34	-102.301	47.918	-102.301	47.913
617	Local	Trail	79TH	AVE	NW	3.28	-102.242	47.582	-102.235	47.547
618	Local	Trail	68 1/2	AVE	NW	0.44	-102.036	47.609	-102.036	47.603
619	Local	Unimproved	35TH	ST	NW	0.37	-102.215	47.920	-102.207	47.920
620	Local	Unimproved	32ND	ST	NW	1.67	-102.122	47.877	-102.087	47.877
621	Local	Gravel	20TH	ST	NW	1.36	-101.992	47.703	-101.963	47.703
622	Local	Gravel	67TH	AVE	NW	2.00	-102.022	47.818	-102.022	47.790
623	Local	Gravel	67TH	AVE	NW	0.71	-102.022	47.844	-102.022	47.833
624	Local	Gravel	33RD	ST	NW	7.55	-102.290	47.891	-102.129	47.891
625	Local	Trail	87TH	AVE	NW	2.54	-102.463	47.678	-102.459	47.702
626	Local	Gravel	22 1/2	ST	NW	0.67	-102.681	47.741	-102.669	47.737
627	Local	Gravel	40TH	ST	NW	0.24	-102.493	47.991	-102.489	47.992
628	Local	Trail	86TH	AVE	NW	0.13	-102.429	47.877	-102.429	47.875
629	Local	Graded & Drained	99 1/2	AVE	NW	1.06	-102.725	47.855	-102.713	47.864
630	Local	Gravel	40TH	ST	NW	1.00	-102.193	47.992	-102.172	47.992
631	Local	Gravel	20TH	ST	NW	1.30	-101.850	47.703	-101.823	47.703
632	Local	Gravel	37TH	ST	NW	0.43	-102.665	47.949	-102.656	47.949
633	Local	Graded & Drained	35TH	ST	NW	1.02	-102.172	47.920	-102.150	47.920
634	Local	Gravel	27TH	ST	NW	4.56	-101.979	47.804	-101.881	47.804
635	Local	Trail	73 1/2	AVE	NW	0.50	-102.161	47.710	-102.161	47.717
636	Local	Gravel	359TH	AVE	SW	0.41	-101.838	47.862	-101.829	47.862
637	Local	Trail	9TH	ST	NW	0.74	-102.227	47.545	-102.211	47.546
638	Local	Trail	30TH	ST	NW	0.22	-101.975	47.848	-101.979	47.848
640	Local	Unimproved	15TH	ST	NW	1.15	-102.333	47.639	-102.311	47.633
641	Local	Graded & Drained	38TH	ST	NW	1.35	-101.915	47.963	-101.886	47.963
642	Local	Trail	13TH	ST	NW	1.01	-101.865	47.603	-101.844	47.603
643	Local	Gravel	34TH	ST	NW	0.12	-102.560	47.905	-102.557	47.905
644	Local	Gravel	91 1/2	AVE	NW	0.25	-102.543	47.979	-102.545	47.982
645	Local	Trail	93 1/2	AVE	NW	1.18	-102.600	47.843	-102.587	47.833
646	Local	Gravel	63RD	AVE	NW	1.00	-101.886	47.632	-101.886	47.646
647	Local	Trail	10 1/2	ST	NW	0.53	-101.695	47.568	-101.706	47.567
648	Local	Trail	82ND	AVE	NW	0.58	-102.297	47.477	-102.291	47.470
649	Local	Gravel	68 1/2	AVE	NW	0.11	-102.004	47.645	-102.004	47.646
650	Local	Trail	68TH	AVE	NW	0.79	-102.003	47.491	-101.995	47.483
651	Local	Gravel	38TH	ST	NW	1.49	-102.376	47.963	-102.344	47.963
652	Local	Gravel	28TH	ST	NW	1.21	-101.915	47.819	-101.889	47.819

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
653	Local	Unimproved	55TH	AVE	NW	1.32	-101.716	47.556	-101.716	47.575
654	Local	Trail	66TH	AVE	NW	0.79	-102.001	47.688	-102.001	47.677
655	Local	Gravel	91ST	AVE	NW	0.50	-102.536	47.934	-102.536	47.927
656	Local	Unimproved	71ST	AVE	NW	0.35	-102.108	47.857	-102.108	47.862
657	Local	Gravel	35TH	ST	NW	4.65	-101.972	47.920	-101.872	47.920
658	Local	Gravel	3 1/2	ST	NW	0.39	-101.972	47.465	-101.980	47.465
659	Local	Graded & Drained	71ST	AVE	NW	1.46	-102.108	47.699	-102.108	47.678
660	Local	Gravel	NO NAME			0.13	-102.494	47.990	-102.492	47.991
661	Local	Unimproved	60TH	AVE	NW	1.28	-101.872	47.717	-101.872	47.699
662	Local	Graded & Drained	73RD	AVE	NW	1.00	-102.150	47.877	-102.150	47.862
663	Local	Gravel	61ST	AVE	NW	4.00	-101.893	47.746	-101.893	47.688
664	Local	Trail	18TH	ST	NW	2.41	-102.162	47.671	-102.212	47.674
665	Local	Gravel	BLUEBIRD	DR		0.18	-102.543	47.999	-102.539	47.999
666	Local	Trail	67TH	AVE	NW	0.39	-102.022	47.717	-102.022	47.723
667	Local	Gravel	40TH	ST	NW	0.58	-102.322	47.992	-102.310	47.992
668	Local	Unimproved	20TH	ST	NW	1.51	-102.193	47.703	-102.161	47.703
669	Local	Paved	35TH	ST	NW	1.43	-102.293	47.920	-102.262	47.920
670	Local	Gravel	72ND	AVE	NW	1.27	-102.129	47.750	-102.129	47.733
671	Local	Trail	29TH	ST	NW	1.03	-102.429	47.833	-102.407	47.833
672	Local	Trail	28TH	ST	NW	1.01	-102.194	47.819	-102.172	47.819
673	Local	Gravel	69TH	AVE	NW	7.50	-102.065	47.804	-102.065	47.696
674	Local	Gravel	29TH	ST	NW	1.13	-102.579	47.833	-102.555	47.833
675	Local	Trail	28TH	ST	NW	1.00	-101.936	47.819	-101.958	47.819
676	Local	Gravel	8TH	ST	N	0.11	-102.491	47.986	-102.488	47.986
677	Local	Gravel	70TH	AVE	NW	5.00	-102.087	47.906	-102.086	47.978
678	Local	Trail	75TH	AVE	NW	3.63	-102.190	47.949	-102.193	48.000
679	Local	Gravel	17TH	ST	NW	0.80	-101.838	47.661	-101.823	47.659
680	Local	Gravel	14TH	ST	NW	0.86	-102.363	47.620	-102.349	47.615
681	Local	Trail	69 1/2	AVE	NW	2.00	-102.025	47.617	-102.025	47.646
682	Local	Trail	100TH	AVE	NW	3.07	-102.715	47.632	-102.680	47.598
683	Local	Trail	34TH	ST	NW	0.71	-102.490	47.905	-102.475	47.906
684	Local	Unimproved	40TH	ST	NW	0.18	-102.133	47.992	-102.129	47.992
685	Local	Unimproved	80TH	AVE	NW	1.06	-102.249	47.514	-102.248	47.498
686	Local	Gravel	83RD	AVE	NW	0.09	-102.365	47.947	-102.365	47.948
687	Local	Gravel	71ST	AVE	NW	1.52	-102.108	48.000	-102.108	47.978
688	Local	Graded & Drained	67TH	AVE	NW	1.00	-102.022	47.934	-102.022	47.949
689	Local	Trail	24TH	ST	NW	1.41	-101.949	47.761	-101.979	47.761
690	Local	Trail	34TH	ST	NW	0.64	-102.514	47.906	-102.500	47.905
691	Local	Graded & Drained	40TH	ST	NW	0.99	-102.237	47.992	-102.215	47.992
692	Local	Gravel	79TH	AVE	NW	2.44	-102.279	47.932	-102.269	47.963
693	Local	Trail	98TH	AVE	NW	0.91	-102.686	47.960	-102.686	47.973
694	Local	Gravel	73RD	AVE	NW	0.71	-102.096	47.608	-102.093	47.617
695	Local	Trail	79TH	AVE	NW	0.23	-102.279	47.923	-102.279	47.920
696	Local	Unimproved	66TH	AVE	NW	0.48	-101.950	47.646	-101.950	47.639
697	Local	Gravel	87TH	AVE	NW	0.33	-102.450	47.819	-102.451	47.823
698	Local	Gravel	NO NAME			0.20	-102.504	47.992	-102.501	47.991
699	Local	Trail	-	ST	NW	2.93	-102.685	47.674	-102.643	47.681
700	Local	Gravel	EAST	AVE		0.10	-102.483	47.987	-102.483	47.986
701	Local	Paved	38TH	ST	NW	0.22	-102.133	47.963	-102.129	47.963
702	Local	Trail	40TH	ST	NW	0.80	-102.339	47.992	-102.322	47.992
703	Local	Trail	83RD	AVE	NW	0.96	-102.365	47.761	-102.365	47.747
704	Local	Graded & Drained	75TH	AVE	NW	1.11	-102.132	47.627	-102.142	47.614
705	Local	Trail	35TH	ST	NW	1.37	-102.043	47.920	-102.014	47.920
706	Local	Unimproved	40TH	ST	NW	2.00	-101.958	47.992	-101.915	47.992
707	Local	Trail	380TH	ST	SW	0.51	-101.872	48.000	-101.872	47.992
708	Local	Trail	99TH	AVE	NW	0.81	-102.707	47.962	-102.707	47.951
709	Local	Graded & Drained	71ST	AVE	NW	0.67	-102.108	47.872	-102.108	47.862
710	Local	Graded & Drained	26TH	ST	NW	0.53	-102.108	47.790	-102.097	47.790
711	Local	Trail	35TH	ST	NW	0.63	-102.207	47.920	-102.194	47.920

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
712	Local	Gravel	47 1/2	ST	NW	0.74	-102.048	47.603	-102.037	47.595
713	Local	Unimproved	20TH	ST	NW	1.00	-101.872	47.703	-101.850	47.703
714	Local	Trail	38 1/2	ST	NW	0.47	-102.536	47.971	-102.546	47.971
715	Local	Trail	84TH	AVE	NW	1.47	-102.365	47.725	-102.386	47.740
716	Local	Gravel	84TH	AVE	NW	1.58	-102.386	48.000	-102.386	47.978
717	Local	Gravel	22ND	ST	NW	0.47	-102.109	47.732	-102.099	47.732
718	Local	Paved	NO NAME			0.52	-102.472	47.981	-102.463	47.984
719	Local	Trail	62ND	AVE	NW	1.00	-101.915	47.703	-101.915	47.717
720	Local	Paved	75 1/2	AVE	NW	0.36	-101.837	47.746	-101.837	47.752
721	Local	Graded & Drained	36TH	ST	NW	1.01	-101.936	47.934	-101.958	47.934
722	Local	Trail	98TH 1/2	AVE	NW	2.72	-102.699	47.876	-102.669	47.905
723	Local	Trail	28TH	ST	NW	1.00	-101.936	47.819	-101.915	47.819
724	Local	Graded & Drained	74TH	AVE	NW	1.00	-102.172	47.978	-102.172	47.963
725	Local	Trail	36TH	ST	NW	0.99	-101.915	47.934	-101.936	47.934
726	Local	Gravel	73RD	AVE	NW	0.63	-102.101	47.551	-102.104	47.543
727	Local	Gravel	34TH	ST	NW	0.13	-102.475	47.906	-102.472	47.906
728	Local	Trail	35TH	ST	NW	2.54	-102.568	47.920	-102.514	47.920
729	Local	Trail	81ST	AVE	NW	1.29	-102.311	47.633	-102.303	47.615
730	Local	Trail	34TH	ST	NW	1.00	-101.958	47.906	-101.936	47.906
731	Local	Gravel	26TH	ST	NW	1.06	-102.131	47.790	-102.108	47.790
732	Local	Trail	38TH	ST	NW	0.18	-102.729	47.963	-102.725	47.963
733	Local	Graded & Drained	82ND	AVE	NW	0.49	-102.344	47.942	-102.344	47.949
734	Local	Gravel	85TH	AVE	NW	0.08	-102.365	47.633	-102.365	47.632
735	Local	Gravel	65TH	AVE	NW	4.00	-101.979	47.833	-101.979	47.775
736	Local	Trail	4TH	ST	NW	0.12	-101.972	47.473	-101.970	47.472
737	Local	Trail	97 1/2	AVE	NW	0.53	-102.689	47.816	-102.697	47.812
738	Local	Trail	233RD	AVE	SW	1.00	-101.872	47.992	-101.850	47.992
739	Local	Gravel	70TH	AVE	NW	2.00	-102.086	47.804	-102.086	47.833
740	Local	Trail	22ND	ST	NW	4.02	-102.043	47.732	-101.958	47.732
741	Local	Gravel	62ND	AVE	NW	10.52	-101.915	47.848	-101.915	48.000
742	Local	Gravel	29TH	ST	NW	3.89	-102.213	47.833	-102.129	47.833
743	Local	Unimproved	16TH	ST	NW	1.10	-102.551	47.649	-102.537	47.660
744	Local	Trail	23RD	ST	NW	0.81	-102.345	47.749	-102.331	47.755
745	Local	Gravel	61ST	AVE	NW	10.51	-101.893	48.000	-101.893	47.848
746	Local	Gravel	39 1/2	ST	NW	1.11	-102.761	47.986	-102.738	47.985
747	Local	Gravel	17TH	ST	NW	0.07	-101.849	47.661	-101.850	47.661
748	Local	Graded & Drained	33RD	ST	NW	0.99	-102.043	47.891	-102.022	47.891
749	Local	Unimproved	24 1/2	ST	NW	0.50	-102.236	47.768	-102.246	47.768
750	Local	Gravel	30TH	ST	NW	1.58	-102.428	47.849	-102.460	47.848
751	Local	Trail	27TH	ST	NW	1.00	-101.872	47.804	-101.850	47.804
752	Local	Gravel	89TH	AVE	NW	1.00	-102.493	47.934	-102.493	47.920
753	Local	Trail	87TH	AVE	NW	2.14	-102.450	47.906	-102.450	47.934
754	Local	Trail	67TH	AVE	NW	1.00	-102.022	47.703	-102.022	47.688
755	Local	Graded & Drained	69TH	AVE	NW	0.46	-102.065	47.985	-102.065	47.978
756	Local	Trail	31ST	ST	NW	1.00	-102.086	47.862	-102.065	47.862
757	Major Collector	Paved	37TH	ST	NW	0.81	-102.365	47.948	-102.348	47.948
758	Major Collector	Paved	38 1/2	ST	NW	0.12	-102.546	47.971	-102.548	47.970
759	Major Collector	Paved	88TH	AVE		0.06	-102.472	47.979	-102.472	47.980
760	Major Collector	Paved	86TH	AVE	NW	2.35	-102.424	47.848	-102.434	47.877
761	Major Collector	Gravel	63RD	AVE	NW	5.97	-101.936	47.746	-101.936	47.833
762	Major Collector	Gravel	29TH	ST	NW	20.94	-102.129	47.833	-101.824	47.833
763	Major Collector	Paved	32ND	ST	NW	1.53	-102.467	47.877	-102.434	47.877
764	Major Collector	Gravel	37TH	ST	NW	7.93	-102.129	47.949	-101.958	47.949
765	Major Collector	Paved	82ND	AVE	NW	2.16	-102.348	47.948	-102.344	47.978
766	Major Collector	Gravel	64TH	AVE	NW	1.00	-101.958	47.848	-101.958	47.833
767	Major Collector	Paved	91 1/2	AVE	NW	0.30	-102.542	47.976	-102.539	47.980
768	Major Collector	Paved				0.29	-102.583	47.981	-102.576	47.980
769	Major Collector	Paved	91 1/2	AVE	NW	0.94	-102.548	47.970	-102.557	47.959
770	Major Collector	Gravel	68TH	AVE	NW	11.00	-102.043	47.674	-102.043	47.833

OBJ_ID	FUNCTION_C	SURFACE_TY	RTE_ID	STR_TYP	SUF_DIR	LENGTH	X_Start	Y_Start	X_End	Y_End
771	Major Collector	Paved	88TH	AVE	NW	0.36	-102.472	47.979	-102.472	47.974
772	Major Collector	Gravel	64TH	AVE	NW	9.01	-101.958	47.978	-101.958	47.848
773	Major Collector	Gravel	18TH	ST	NW	0.63	-102.057	47.674	-102.043	47.674
774	Major Collector	Paved	88TH	AVE	NW	6.87	-102.467	47.877	-102.472	47.974
775	Major Collector	Paved	64TH	AVE	NW	2.76	-101.958	48.000	-101.958	47.978
776	Major Collector	Paved	72ND	AVE	NW	3.12	-102.129	48.000	-102.129	47.978
777	Major Collector	Paved	92ND	AVE	NW	7.69	-102.557	47.959	-102.557	47.848
778	Major Collector	Paved	91 1/2	AVE	NW	0.42	-102.542	47.976	-102.546	47.971
779	Major Collector	Paved	37TH	ST	NW	0.51	-102.140	47.949	-102.129	47.949
780	Major Collector	Paved	59TH	AVE	NW	5.05	-101.847	47.674	-101.850	47.746
				Total Miles		1041.72				

Local Roads within Fort Berthold							
FID	FUNCTIONAL	EXISTINGSU	LENGTH	START_X	START_Y	END_X	END_Y
0	Local	Gravel Surface	1.53	-102.718	47.950	-102.718	47.935
1	Local	Gravel Surface	0.65	-102.715	47.939	-102.705	47.934
2	Local	Gravel Surface	1.76	-102.729	47.987	-102.698	47.992
3	Local	Gravel Surface	0.09	-102.729	47.983	-102.731	47.983
4	Local	Gravel Surface	0.52	-102.729	47.985	-102.740	47.991
5	Local	Gravel Surface	0.24	-102.764	47.997	-102.764	47.993
6	Local	Gravel Surface	0.33	-102.731	47.940	-102.734	47.936
7	Local	Gravel Surface	0.31	-102.731	47.891	-102.736	47.889
8	Local	Gravel Surface	0.58	-102.738	47.871	-102.744	47.876
9	Local	Gravel Surface	1.12	-102.756	47.862	-102.759	47.847
10	Local	Gravel Surface	1.33	-102.740	47.862	-102.746	47.846
11	Local	Gravel Surface	2.37	-102.622	47.983	-102.643	47.992
12	Local	Gravel Surface	2.90	-102.621	47.982	-102.649	47.964
13	Local	Gravel Surface	0.39	-102.243	47.516	-102.239	47.520
14	Local	Earth Road	0.17	-102.243	47.517	-102.246	47.518
15	Local	Concrete	0.14	-102.273	47.518	-102.270	47.518
16	Local	Gravel Surface	1.05	-102.315	47.523	-102.317	47.536
17	Local	Gravel Surface	0.98	-102.352	47.517	-102.353	47.505
18	Local	Gravel Surface	0.76	-102.359	47.526	-102.347	47.529
19	Local	Gravel Surface	0.26	-102.365	47.547	-102.363	47.550
20	Local	Gravel Surface	0.32	-102.366	47.542	-102.369	47.544
21	Local	Gravel Surface	0.18	-102.368	47.536	-102.372	47.536
22	Local	Gravel Surface	0.29	-102.386	47.538	-102.385	47.533
23	Local	Gravel Surface	0.06	-102.389	47.537	-102.389	47.538
24	Local	Earth Road	0.49	-102.078	47.624	-102.089	47.624
25	Local	Earth Road	0.57	-102.015	47.603	-102.024	47.603
26	Local	Gravel Surface	1.21	-102.649	47.779	-102.661	47.790
27	Local	Gravel Surface	0.25	-102.664	47.786	-102.669	47.785
28	Local	Gravel Surface	1.73	-102.690	47.773	-102.718	47.768
29	Local	Gravel Surface	0.85	-102.690	47.767	-102.685	47.759
30	Local	Gravel Surface	0.12	-102.668	47.745	-102.666	47.746
31	Local	Gravel Surface	0.25	-102.668	47.745	-102.667	47.745
32	Local	Gravel Surface	1.50	-102.634	47.741	-102.631	47.760
33	Local	Gravel Surface	0.24	-102.630	47.744	-102.631	47.747
34	Local	Gravel Surface	0.63	-102.635	47.734	-102.626	47.740
35	Local	Gravel Surface	0.16	-102.629	47.736	-102.625	47.736
36	Local	Gravel Surface	2.35	-102.612	47.727	-102.610	47.703
37	Local	Gravel Surface	0.52	-102.604	47.703	-102.614	47.702
38	Local	Gravel Surface	0.93	-102.611	47.717	-102.625	47.717
39	Local	Gravel Surface	1.95	-102.622	47.713	-102.648	47.705
40	Local	Gravel Surface	0.33	-102.625	47.704	-102.628	47.701
41	Local	Gravel Surface	0.31	-102.586	47.722	-102.591	47.719
42	Local	Gravel Surface	0.20	-102.581	47.732	-102.578	47.730
43	Local	Gravel Surface	0.13	-102.605	47.757	-102.603	47.758
44	Local	Gravel Surface	0.75	-102.597	47.746	-102.611	47.747
45	Local	Gravel Surface	0.34	-102.521	47.744	-102.523	47.747
46	Local	Gravel Surface	0.21	-102.519	47.743	-102.518	47.746
47	Local	Earth Road	1.33	-102.504	47.745	-102.490	47.730
48	Local	Gravel Surface	0.23	-102.502	47.745	-102.505	47.747
49	Local	Gravel Surface	0.16	-102.497	47.747	-102.498	47.749
50	Local	Gravel Surface	0.68	-102.469	47.742	-102.473	47.734
51	Local	Gravel Surface	0.20	-102.455	47.743	-102.454	47.745
52	Local	Gravel Surface	0.43	-102.452	47.742	-102.448	47.747
53	Local	Gravel Surface	0.55	-102.441	47.740	-102.436	47.746
54	Local	Earth Road	1.07	-102.440	47.739	-102.432	47.743
55	Local	Gravel Surface	0.32	-102.586	47.722	-102.591	47.719
56	Local	Gravel Surface	0.27	-102.576	47.703	-102.582	47.702
57	Local	Gravel Surface	0.26	-102.579	47.702	-102.579	47.699
58	Local	Gravel Surface	1.89	-102.532	47.697	-102.528	47.717

FID	FUNCTIONAL	EXISTINGSU	LENGTH	START_X	START_Y	END_X	END_Y
59	Local	Gravel Surface	0.19	-102.520	47.713	-102.520	47.716
60	Local	Gravel Surface	0.62	-102.528	47.706	-102.540	47.707
61	Local	Gravel Surface	1.39	-102.532	47.698	-102.507	47.704
62	Local	Gravel Surface	0.27	-102.375	47.618	-102.380	47.620
63	Local	Gravel Surface	0.40	-102.359	47.631	-102.355	47.636
64	Local	Gravel Surface	0.44	-102.365	47.632	-102.372	47.628
65	Local	Gravel Surface	0.22	-102.389	47.663	-102.390	47.660
66	Local	Gravel Surface	0.74	-102.397	47.666	-102.408	47.660
67	Local	Gravel Surface	0.59	-102.386	47.688	-102.394	47.689
68	Local	Gravel Surface	0.70	-102.361	47.681	-102.365	47.674
69	Local	Gravel Surface	2.03	-102.327	47.719	-102.321	47.742
70	Local	Gravel Surface	1.01	-102.333	47.718	-102.337	47.705
71	Local	Gravel Surface	1.11	-102.365	47.756	-102.344	47.761
72	Local	Gravel Surface	0.43	-102.347	47.749	-102.342	47.745
73	Local	Gravel Surface	3.51	-102.463	47.678	-102.478	47.704
74	Local	Gravel Surface	0.70	-102.446	47.695	-102.447	47.704
75	Local	Gravel Surface	1.53	-102.443	47.690	-102.418	47.688
76	Local	Gravel Surface	3.11	-102.608	47.625	-102.562	47.631
77	Local	Gravel Surface	0.24	-102.603	47.633	-102.607	47.634
78	Local	Gravel Surface	0.23	-102.604	47.630	-102.608	47.631
79	Local	Gravel Surface	0.74	-102.598	47.605	-102.593	47.615
80	Local	Gravel Surface	1.45	-102.588	47.588	-102.559	47.589
81	Local	Gravel Surface	1.09	-102.588	47.573	-102.593	47.559
82	Local	Gravel Surface	0.72	-102.507	47.579	-102.505	47.588
83	Local	Gravel Surface	1.41	-102.511	47.585	-102.535	47.589
84	Local	Gravel Surface	0.33	-102.521	47.586	-102.522	47.590
85	Local	Gravel Surface	1.91	-102.490	47.610	-102.431	47.599
86	Local	Gravel Surface	0.65	-102.460	47.596	-102.468	47.590
87	Local	Gravel Surface	0.26	-102.485	47.606	-102.486	47.603
88	Local	Gravel Surface	0.72	-102.555	47.663	-102.550	47.658
89	Local	Gravel Surface	0.51	-102.570	47.667	-102.570	47.674
90	Local	Gravel Surface	0.42	-102.604	47.650	-102.597	47.647
91	Local	Gravel Surface	0.32	-102.615	47.642	-102.615	47.642
92	Local	Gravel Surface	0.15	-102.137	47.625	-102.137	47.625
93	Local	Gravel Surface	0.06	-102.137	47.625	-102.137	47.625
94	Local	Earth Road	0.68	-101.829	47.978	-101.829	47.968
95	Local	Gravel Surface	1.63	-102.293	47.920	-102.312	47.908
96	Local	Gravel Surface	2.02	-102.301	47.918	-102.310	47.914
97	Local	Gravel Surface	0.27	-102.460	47.902	-102.460	47.905
98	Local	Gravel Surface	0.22	-102.450	47.965	-102.446	47.963
99	Local	Gravel Surface	0.27	-102.450	47.949	-102.456	47.949
100	Local	Gravel Surface	0.10	-102.563	47.905	-102.561	47.906
101	Local	Gravel Surface	0.20	-102.607	47.902	-102.609	47.899
102	Local	Gravel Surface	1.11	-102.493	47.833	-102.493	47.849
103	Local	Gravel Surface	0.17	-102.706	47.936	-102.702	47.937
104	Local	Gravel Surface	0.68	-102.696	47.949	-102.693	47.939
105	Local	Gravel Surface	0.21	-102.686	47.949	-102.686	47.946
106	Local	Gravel Surface	0.56	-102.665	47.949	-102.657	47.942
107	Local	Gravel Surface	0.54	-102.664	47.956	-102.653	47.959
108	Local	Gravel Surface	0.15	-102.709	47.969	-102.711	47.968
109	Local	Gravel Surface	0.49	-102.715	47.966	-102.715	47.973
110	Local	Gravel Surface	1.99	-102.749	47.963	-102.743	47.962
111	Local	Gravel Surface	0.28	-102.745	47.906	-102.751	47.906
112	Local	Gravel Surface	0.13	-102.599	47.985	-102.599	47.987
113	Local	Gravel Surface	0.18	-102.594	47.983	-102.596	47.985
114	Local	Gravel Surface	0.03	-102.596	47.984	-102.596	47.984
115	Local	Gravel Surface	0.01	-102.595	47.983	-102.595	47.983
116	Local	Gravel Surface	0.41	-102.583	47.982	-102.580	47.986
117	Local	Gravel Surface	0.68	-102.580	47.990	-102.585	47.983
118	Local	Gravel Surface	0.18	-102.586	47.983	-102.582	47.983

FID	FUNCTIONAL	EXISTINGSU	LENGTH	START_X	START_Y	END_X	END_Y
119	Local	Gravel Surface	0.15	-102.248	47.516	-102.248	47.518
120	Local	Gravel Surface	0.03	-102.248	47.518	-102.249	47.518
121	Local	Gravel Surface	0.05	-102.248	47.517	-102.248	47.517
122	Local	Gravel Surface	0.20	-102.243	47.517	-102.246	47.516
123	Local	Gravel Surface	0.39	-102.669	47.746	-102.671	47.752
124	Local	Gravel Surface	0.19	-102.668	47.767	-102.671	47.765
125	Local	Gravel Surface	1.95	-102.309	47.667	-102.309	47.668
126	Local	Gravel Surface	0.48	-102.365	47.725	-102.357	47.731
127	Local	Gravel Surface	0.91	-102.355	47.726	-102.315	47.718
128	Local	Gravel Surface	0.34	-102.588	47.740	-102.614	47.761
129	Local	Gravel Surface	0.90	-102.622	47.848	-102.616	47.878
130	Local	Gravel Surface	0.15	-102.706	47.974	-102.709	47.968
131	Local	Gravel Surface	0.17	-102.669	47.747	-102.633	47.804
		Total Miles	91.04				

Tribal Roads within Fort Berthold								
OBJ_ID	FUNCTION_C	SURFACE_TY	ROAD_NAME	LENGTH	X_Start	Y_Start	X_End	Y_End
1	Local	Gravel	TRIBAL - LONNIE SPOTTED BEAR ROAD	1.1	-102.264	47.545	-102.277	47.576
2	Local	Gravel	TRIBAL - CROWS HEART ROAD	0.9	-102.309	47.494	-102.292	47.494
3	Local	Gravel	TRIBAL - TITAS BENSON ROAD	1	-102.227	47.536	-102.227	47.545
4	Local	Gravel	TRIBAL - CATHOLIC CHURCH (OLD) ROAD	0.3	-102.213	47.546	-102.207	47.543
5	Local	Gravel	TRIBAL - JR FREDRICKS ROAD	0.7	-102.207	47.545	-102.185	47.532
6	Local	Gravel	TRIBAL - LOCAL ACCESS ROAD	1	-102.421	47.669	-102.246	47.683
7	Local	Gravel	TRIBAL - EXTENSION MERCER CO RD #13	0.8	-101.920	47.440	-101.920	47.460
8	Local	Gravel	TRIBAL - EXTENSION MERCER CO RD #13	0.6	-101.920	47.460	-101.910	47.460
9	Local	Gravel	TRIBAL - EXTENSION MERCER CO RD #13	0.6	-101.920	47.450	-101.930	47.460
10	Local	Gravel	TRIBAL - POW WOW GROUNDS ROAD	0.4	-102.120	47.510	-102.130	47.520
11	Local	Gravel	TRIBAL - RODEO GROUNDS ROAD	0.6	-102.110	47.510	-102.110	47.520
12	Local	Gravel	TRIBAL - CHASE ROAD	0.3	-102.080	47.490	-102.080	47.500
13	Local	Gravel	TRIBAL - DARCY ROAD	0.5	-102.080	47.500	-102.080	47.500
14	Local	Gravel	TRIBAL - LILLIAN HOLLEN ROAD	0.9				
15	Local	Gravel	TRIBAL - PAUL FRANDROCH ROAD	0.6	-102.224	47.502	-102.227	47.516
16	Local	Gravel	TRIBAL - THE LANE	0.1	-102.269	47.514	-102.270	47.516
17	Local	Gravel	TRIBAL - NEWTON LITTLE SOLDIER ROAD	0.5	-102.010	47.500	-102.020	47.510
18	Local	Gravel	TRIBAL - JIM MOSSETT ROAD	1.7	-102.412	47.567	-102.383	47.571
19	Local	Gravel	TRIBAL - JIM MOSSETT ROAD	0.2	-102.399	47.573	-102.394	47.571
20	Local	Gravel	TRIBAL - RED ROCK ROAD	0.7	-102.402	47.574	-102.392	47.578
21	Local	Gravel	TRIBAL - RED ROCK ROAD	0.1	-102.399	47.574	-102.399	47.576
22	Local	Gravel	TRIBAL - SENIOR AVE LOOP	0.2	-102.390	47.579	-102.389	47.579
23	Local	Earth	TRIBAL - WEST BOAT RAMP ROAD	0.2	-102.394	47.582	-102.389	47.581
24	Local	Gravel	TRIBAL - WEST BOAT RAMP ROAD	0.1	-102.391	47.579	-102.389	47.581
25	Local	Gravel	TRIBAL - INDIAN POINT ROAD	0.1	-102.391	47.585	-102.390	47.586
26	Local	Gravel	TRIBAL - MOSSITT BAY TRAILER ROAD N TO	0.2	-102.393	47.585	-102.390	47.584
27	Local	Earth	TRIBAL - LOW WATER BOAT RAMP W. MARI	0.2	-102.395	47.585	-102.394	47.586
28	Local	Earth	MCKENZIE CO 2301	1	-102.729	47.985	-102.729	47.999
29	Local	Earth	LOCAL ACCESS	0.9	-102.163	47.520	-102.163	47.531
30	Local	Earth	LOCAL ACCESS	1	-102.036	47.487	-102.014	47.487
31	City Local	Earth	SANISH STREETS	1	-102.549	47.970	-102.544	47.975
Total Miles				18.5				

Appendix B List of Priority Projects

LIST OF PRIORITY PROJECTS

Maintenance Projects

- BIA 22- Culvert replacement with bridge
- BIA 12- Heart Butte Road
- BIA 14- Mill and Overlay
- BIA 15- Regrade, gravel, and dust control
- BIA 22- Twin Buttes New Ree Road
- BIA 18- Culvert replacement, mill and overlay, striping
- BIA 1- water and frost damage repair, striping
- BIA 101- Re-gravel
- BIA 1810- Two culvert replacements
- BIA 10- Regrade, gravel, and dust control
- BIA 17- Regrade, gravel, and dust control
- Four Bears Bridge- Signage replacement
- Reunion Bay- Access road and signage
- Killdeer Mountain Scenic Byway- Signage and maintenance
- Four Bears Scenic Byway- Signage and Maintenance
- Turnout at the Earth Lodge Village
- Turnout at Crow Flies High Butte Overlook
- New Town Marina- Repave and signage
- Road maintenance equipment including motor graders, water trucks, compactors, gravel trucks, plows, ice removers, gravel pit equipment, material storage, reclaimer, maintenance truck, work zone equipment
- Gravel pit study and development

New Construction

- BIA 30- Figure Four Road Reconstruction
- Solid waste access road
- White Shield bus garage
- Transportation Building- design and construction
- Wells Road- Paving
- Transit Program- Vehicle acquisition, staffing, bus stops, marketing
- Packineau Lane- Paving
- Charging Eagle Bay Bridge
- Elbowoods Bridge
- Bakersfield Subdivision Paving
- Four Bears Village road repairs
- Drags Wolf Village Paving
- Clarks Creek Subdivision Paving
- Thunder Butte Subdivision Paving
- BIA 2 widening and dust control

Safety Projects

- ND 22/ND 23 Intersection
- BIA 30/ND 22 Intersection
- ND 73/ND 22 Intersection
- BIA 2 and BIA 27 intersection
- Four Bears ND 23 Corridor pedestrian/bicycle safety study and enhancements

- Interpretive Center turnout lanes
- BIA 14 Safety Audit
- Comprehensive BIA road striping project
- System wide traffic study
- System wide dust control
- Bus route enhancements

Transit Projects

- Transit Planning
- Transit administration and operations
- Bus/van acquisition
- Bus Stops

Appendix C – List of Eligible TTP Road Maintenance Activities

25 CFR Part 170 Appendix to Subpart G—List of Eligible Maintenance Activities Under the Tribal Transportation Program (2016)

The following maintenance activities are eligible for funding under the TTP. The list is not all-inclusive.

1. Cleaning and repairing ditches and culverts.
2. Stabilizing, removing, and controlling slides, drift sand, mud, ice, snow, and other impediments.
3. Adding additional culverts to prevent roadway and adjoining property damage.
4. Repairing, replacing or installing traffic control devices, guardrails and other features necessary to control traffic and protect the road and the traveling public.
5. Removing roadway hazards.
6. Repairing or developing stable road embankments.
7. Repairing parking facilities and appurtenances such as striping, lights, curbs, etc.
8. Repairing transit facilities and appurtenances such as bus shelters, striping, sidewalks, etc.
9. Training maintenance personnel.
10. Administering the BIA transportation facility maintenance program.
11. Performing environmental/ archeological mitigation associated with transportation facility maintenance.
12. Leasing, renting, or purchasing of maintenance equipment.
13. Paying utilities cost for roadway lighting and traffic signals.
14. Purchasing maintenance materials.
15. Developing, implementing, and maintaining a BIA Transportation Facility Maintenance Management System (TFMMS).
16. Performing pavement maintenance such as pot hole patching, crack sealing, chip sealing, surface rejuvenation, and thin overlays (less than 1 inch).
17. Performing erosion control.
18. Controlling roadway dust.
19. Re-graveling roads.
20. Controlling vegetation through mowing, noxious weed control, trimming, etc.
21. Making bridge repairs.

- 22. Paying the cost of closing transportation facilities due to safety or other concerns.
- 23. Maintaining airport runways, heliport pads, and their public access roads.
- 24. Maintaining and operating BIA public ferry boats.
- 25. Making highway alignment changes for safety reasons. These changes require prior notice to the Secretary.
- 26. Making temporary highway alignment or relocation changes for emergency reasons.
- 27. Maintaining other TTP intermodal transportation facilities provided that there is a properly executed agreement with the owning public authority within available funding.

