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United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Washington, D.C. 20240

JUN 15 2006

Memorandum

To: All Regional Directors
All Central Office Directors
Director, Office of Self-Governance

From: Director, Bureau of Indian Affairs

Subject: Policy on Minimum Attachments for Acceptance of Indian Reservation Roads/Facilities into the National Road Inventory

The Indian Reservation Roads (IRR) Program annually allocates funds as made available through the Department of Transportation, Federal Highways Administration, Federal Lands Highways, among Indian tribes in accordance with a formula established by the Secretary of the Interior. These funds are specifically defined to be distributed as part of a formula based on each tribe's relative need share. The formula described in 25 CFR 170.200 Subpart C is used to allocate those funds. The funding formula uses various data elements derived and taken from the national IRR inventory of roads and bridges. In order for road inventory data to be accepted into the official inventory, a specific amount of approval documentation is needed for the requested road sections to be approved (25 CFR 170.444) in addition to data describing physical, geographic and jurisdictional features.

It is the policy of the Bureau of Indian Affairs to assure that eligible transportation facilities described in 23 USC 101(a) is accounted for in the national inventory of IRR. The purpose and function of the road inventory update process is to assure that eligible facilities located on or near Indian lands, reservation, communities and Alaska Native villages are identified in a consistent and verifiable manner, with the end result being a comprehensive nationwide system of roads, bridges, trails, and other transportation facilities. The intent of the jointly administered IRR program is to recognize these facilities that support and sustain the transportation needs of tribes and the traveling public. The following is policy guidance on the necessary attachments for incorporating the data into the official inventory.

Background

As part of the final rule for Indian Reservation Roads, 69 FR 43090, a new formula for the allocation of funds was published and became final in November 13, 2004. This formula was consistent with requirements of Title 23 U.S.C. 202, Allocations. With the new regulations

becoming final, the concept of 'tribal shares' became the process to assure funding associated with 'tribes' was available based on a the Tribal Transportation Allocation Methodology (TTAM) (25 CFR 170.201 and 170.202). This methodology allocates funds and establishes funding pools based on various data elements in the inventory and available through published statistics. A major portion of the funding allocation process is the relative need distribution factor (RNDF).

The RNDF allocates funds through the following formula: 50% Cost-to-Construct (CTC) + 30% Vehicle Miles Traveled (VMT) + 20% Population (POP). The Cost-to-Construct for a particular facility is the cost required to improve the facility's existing condition to a condition that would meet the Adequate Standard Characteristics as described in Table 1 of Appendix D to Subpart C of 25 CFR 170. Vehicle miles traveled is a measure of the current IRR transportation system use. And the population component is the number of American Indian or Alaska Native people served. The first two components of the formula use data from the IRR inventory. The IRR Inventory as defined in § 170.442 identifies the transportation need by providing the data that BIA uses to generate the Cost to Construct (CTC) and Vehicle Miles Traveled (VMT) components of RNDF. The IRR Inventory is developed through the long range transportation planning process, as described in §§ 170.410 through 170.415. BIA Regional offices maintain, certify, and enter the data for their region's portion of the IRR Inventory database. Only project-specific transportation activities are included in the IRR Inventory.

In the implementation of the RNDF, certain data elements are considered in the final computation of tribal shares (percentage of all federally recognized tribes). The nationwide road inventory system, including all reservations, is continuously updated. This inventory is used to determine the relative condition of the road system for each reservation. The data is also used to compute the relative "cost to construct" roads on each reservation to an adequate standard. The cost to construct data is used together with the road usage (vehicle miles traveled, VMT) and tribal population data associated with each federally recognized tribe to determine the latest "Relative Need" of each reservation as described in 23 USC (d) (2) (D). The road inventory is updated when a road is improved, when a new road is added to the inventory or when a road deteriorates to the point when it needs to be improved.

25 CFR 170.444 (g)

The IRR program currently uses an automated computer program to update the transportation inventory for each location described as eligible Indian reservations, lands, communities, Alaska native villages. The computer program known as the Road Inventory Field Data System (RIFDS) is used to update, change or add eligible IRR to the nationwide system of roads/facilities. The use of this program allows the Regions to perform most of the functions necessary for including a facility into the IRR inventory. In order to complete the update process however, several elements described in the regulations require a visual inspection before the completed inventory request is approved. These "attachments" as they have become known can be described as those documents or reports, letters etc. that comply with the intent of the update process. These attachments are generally, tribal resolutions, tribal transportation planning documents, maps, traffic counts and the acknowledgement of other public authorities that these roads/facilities are eligible for inclusion into the IRR system.

These public authorities (state, local governments and other federal agencies) can include their roads/facilities into the IRR inventory, thus acknowledging that their systems contribute to the transportation network affecting the local tribe(s). This is helpful when projects are jointly funded between the tribe and the other public authorities. This process of inclusion into the inventory update process represents public involvement which is critical in the IRR Program and required by Title 23 U.S.C.

The BIA in October 2004 published a list of minimum attachments that would satisfy the requirement of 25 CFR 170.444(g). This minimum requirement over the past year has caused some confusion and inconsistencies in complying with the intent of the regulations and the policy of the BIA regarding the IRR inventory. This policy guidance will help to clarify the role of the Division of Transportation in approving submissions into the national road inventory and provide an updated list of attachments and a clarification of the requirements.

Indian Reservation Roads Program Coordinating Committee (IRRPCC)

The Indian Reservation Roads Program Coordinating Committee (Committee) was established in regulation (25 CFR 170.155) as an advisory committee tasked with providing input and recommendations to the Secretary of the Interior and the Secretary of Transportation on the IRR program. The Committee has reviewed the current minimum attachment requirements and made recommendations to the BIA and FHWA. These recommendations have been reviewed and accepted by the BIA with the following modifications for immediate implementation in the IRR program. These recommendations are described here.

IRRPCC Recommendations

1. Long-range transportation planning (LRTP): Approved by IRRPCC 12/1/05.

Is it required? Yes

Recommendation: Policy language is adequate with clarification to the Regional Engineers that the only requirements are what is stated in the Minimum Requirements for Attachments (October 15, 2004 version).

Justification: 170.225 is clear that the IRR Inventory is derived from the LRTP.

Requirement: Provide cover sheet, page or pages containing description of route that support classification, and signature sheet. *Requirement - 25 C.F.R. 170.225 and 170.414 (requires update every 5 years)*

2. Tribal Resolution or Official Authorization: Approved by IRRPCC 12/1/05.

Is it required? Partially.

Recommendation: Strike the granting of right-of-way or easements portion from this requirement. Add “other Official Authorization” to the matrix.”

Justification: Not required at this point until construction (25 CFR Part 170).

Requirement: The tribal resolution or other official authorization will specifically refer to the route number(s), route name(s), route location(s) and route length(s), construction need and ownership. *Requirement - 25 C.F.R. 170.443 and 170.444(b)*

3. Strip Maps: Approved by IRRPCC 12/1/05.

Is it required? Yes.

Recommendation: The IRRPCC is interpreting 170.445 to mean that a strip map must illustrate the state, county, tribal, and congressional district boundaries. Secondly, the strip map must include the overall dimensions of the facility and the accompanying inventory data. However, a strip map is not required for minor updates that do not require resectioning or a change in physical location of the route if one already exists.

Justification: The policy requirements are not clear on the illustration issue but are duplicative for minor updates.

Requirement: Define or illustrate the facility’s location with respect to State, County, Tribal, and congressional boundaries. Define the overall dimensions of the facility and the accompanying inventory data. The map will provide a positive route location (which may include section, township, range or beginning and ending latitude and longitude, and scale). In addition, the intent of the map is to show that the route complies with the definition of an IRR (23 USC 101(a) (12)).

Requirement - 25 C.F.R. 170.444(b) and 170.445

4. ADT Backup Documentation: Approved by IRRPCC 12/1/05.

Is it required? Yes.

Recommendation: Clarify the policy language to reflect that a count is required only when the ADT is changed. Further, the policy language needs to indicate the appropriate places to place the counters (e.g. not required on bridges between sections, etc.). If the road is proposed, the ADT impractical to acquire, or a current ADT does not exist, then BIA will assign a default current ADT and calculate future ADT by projecting the default current ADT at 2 percent per year for 20 years.

Justification: The existing language is open to too many interpretations.

Requirement: This will apply only when a request to change or update the ADT for a section(s) in the official inventory. The request will contain raw traffic data (backup data), method and

calculations for adjustment of raw data, map showing traffic counter locations or location of traffic counter can be provided within the strip map, and derived ADT values. If the road is proposed, the ADT impractical to acquire, or a current ADT does not exist, then BIADOT will assign a default ADT value in accordance with 25 CFR 170 Subpart C. *Requirement - Verification and Approval of Inventory Data that drives formula shares for each Tribe 25 C.F.R. 170.444(g)*

5. Typical or Representative Section Photo or Bridge Profile Photo: Approved by IRRPCC 12/1/05.

Is it required? No.

Recommendation: Remove existing language and include language that this requirement is optional.

Justification: Not required for the Inventory submissions.

Requirement: No photos are required. The database will continue to allow photos to be attached for the convenience of the facility owner but will not keep the route from being included into the IRR inventory.

6. Incidental Cost Verification: Approved by IRRPCC 12/1/05.

Is it required? Yes.

Recommendation: Clarify that the analysis and justification does not have to be provided by an engineer, however, the analysis and justification must be specific to the transportation facility(s) submitted.

Justification: Engineering does not occur until construction and therefore is unnecessary for IRR Inventory submissions.

Requirement: Provide an estimate, analysis and justification to verify the need of additional incidental items required to improve the road to an adequate standard. The analysis and justification must be specific to the route/facility being submitted.

Requirement - 25 C.F.R. 170, Appendix D to Subpart C, Table 8

7. Statement of Inability to Provide Funding: Approved by IRRPCC 12/1/05.

Is it required? Yes.

Recommendation: The policy language should be clarified to reflect that this document is required only if the tribe is requesting the CTC and VMT for a facility be funded at 100%.

Justification: This change is necessary to clarify the intent of 25 CFR Part 170, Appendix C to Subpart C.

Requirement: This will apply when a tribe is requesting that the cost to construct and vehicle miles traveled data for routes/facilities which are other than tribal or BIA owned are to be considered at 100% of the data used to calculate these amounts. A letter or statement signed by an authorized official of the public authority as to their inability to provide funding for the route must be provided. *Requirement - 25 C.F.R. 170 Appendix C to Subpart C, Question 10 (3).*

8. Verification of Federal Aid Category: Approved by IRRPCC 12/1/05.

Is it required? Yes.

Recommendation: The policy language should be clarified to reflect that this document is required only if the tribe is requesting the CTC and VMT for a facility be funded at 100%. In addition, change the language “state or owner” to “public authority”.

Justification: This change is necessary to clarify and be consistent with the language and intent of 25 CFR Part 170, Appendix C to Subpart C.

Requirement: This document is required only if the tribe is requesting the CTC and VMT for a non Tribal and non BIA facility be funded at 100%. Documentation from the public authority that the facility is not eligible for funding for construction or reconstruction with Federal funds, other than Federal Lands Highway Program funds must be provided. This is required for ownership of other than the BIA or Tribe with a federal aid code of Local Roads. *Requirement - 25 C.F.R. 170 Appendix C to Subpart C, Question 10 (2).*

9. Acknowledgement of Public Authority Responsibility (formerly MOA Owner Agreement): Approved by IRRPCC 12/1/05.

Is it required? Partially

Recommendation: Delete the title here and in the matrix and replace it with Acknowledgement of Public Authority Responsibility. In addition, delete the existing language and replace it with language that specifies the public authority responsible for maintenance of the facility.

Justification: The ownership of rights-of-way is not the same for all tribes across the country. However, tribes may enter into MOAs at their discretion but it is not required for inventory submissions.

Requirement: This document can be a letter or similar notification by the public authority (other than the Tribe or the BIA) of acknowledgement of responsibility for maintenance of the IRR facility. This document will identify the route/facility by region, agency, reservation, route and section. It will identify ownership and what entity will be responsible for the maintenance of the route after construction, and that the route will be open to the public unless the route meets the definition of 25 C.F.R.170.120, 170.121 and 170.122. *Requirement - 23 U.S.C. 116 (a) (b)*

These requirements are to be implemented immediately. The RIFDS software has been changed to reflect this both as an update and in the recent new maintenance release. If there any questions regarding this policy, please refer them to Mr. LeRoy Gishi at (202) 513-7711.

cc: Robert Sparrow, Federal Lands Highways, FHWA

United States Department of the Interior
Bureau of Indian Affairs
Office of Tribal Services
Division of Transportation

INDIAN RESERVATION ROADS



Coding Guide and Instructions for the IRR Inventory

(As of 10-19-2007)
DRAFT

Introduction

The Bureau of Indian Affairs (BIA) Division of Transportation (BIA/DOT) jointly administers the Indian Reservation Roads (IRR) programs and the Indian Reservation Roads Bridge (IRRBP) programs with the Federal Highway Administrations (FHWA) Federal Lands Highway Office (FLHO). The BIA IRR program is responsible for 100,000 + miles of roads, and 900 + bridges. The BIA/DOT uses a specific set of software tools and manual processes to provide oversight and management of the IRR program. These processes are used to manage road construction, road maintenance, contracting, inventorying of assets, project planning, fund allocation and fund tracking. All these processes are linked together within a logical flow of work and are defined by regulations, policies and business processes specific to each of the IRR programs.

Currently the BIA/DOT utilizes a management system known as The Integrated Transportation Information and Management System (ITIMS). The ITIMS system is modular and relational. Within this system is the Road Inventory Field Data Module (RIFDS). RIFDS stores all required data and documents related to the IRR road inventory. This data is utilized in the calculation of the Tribal Transportation Allocation Mythology (TTAM) as described in 25 C.F.R. 170. This data is also used to report accomplishments to congress, senior management and the FHWA. RIFDS was designed to provide access and manageability to all entities and levels of management that are required to use or access the data stored within the RIFDS module of ITIMS. RIFDS will also provide the necessary data to other modules within ITIMS as required. The RIFDS front end or application software is designed to capture and store this data within the ITIMS database. ITIMS is a modular and relational application that stores information in an Oracle database that is centrally managed. Front end access is provided via the BIA TRUSTNET network and Public Internet. The front end application was developed and designed utilizing Oracle Web technologies and platforms.

Purpose

The purpose of this document is to provide the definitions of the fields or data attributes stored within the RIFDS data model. These definitions are used to describe the data that is collected and stored in the database. These descriptions include allowed ranges, data types and lengths of the data. It is intended to help guide anyone that has to collect, enter or manage data within the RIFDS system. This document emphasis the electronic system but includes in the descriptions information for individuals who utilize systems or methods that are not directly connected to RIFDS. With this information collectors of data outside or users with access to the RIFDS module are able to collect meaningful and correct data that could be included into the IRR inventory. The information or data required to submit an update specific to inventory attributes differs depending on the type of update being performed. Based on the identifying information and type of facility being added to the inventory some fields may not be required. A matrix provided in Appendix A of this document identifies what data is required and what data is optional. Updates to other data elements contained within RIFDS are covered by separate processes set forth by BIA/DOT in accordance with all laws, regulations, policies and practices that are appropriate. BIA/DOT will provide separate documentation or guidance for these other data updates as needed. This may include but are not limited to Tribal Entities, Costs and Population. In order to ensure the accuracy and applicability of data being entered into the inventory system certain documents (attachments) are required to be included with an update.

FIELDS 1-3, Region, Agency, and Reservation

Every section in RIFDS is associated to a region, agency, and reservation. All three codes taken together identify an inventory location. In RIFDS, the inventory location is always specified by selecting it from the Navigation Tree on the Main Form. RIFDS users are given row level access permissions that permit data to be retrieved for specific reservations. Permission may be given for any combination of reservations, but most commonly, permission is given for one reservation, agency, or region. RIFDS will not display section data for reservations a user is not configured to see. Regions, Agencies and Reservation codes are defined within the Federal Finance System which reflects the Annual Federal Register Notice on Federally Recognized Tribes. These codes are assigned within the finance system and are utilized within RIFDS to uniquely identify an inventory entity or entities that have inventory information related to them. The first character designates the Region Code that the records belongs to, the second and third the agency code and the fourth, fifth and sixth the reservation code. If any specific set of codes that identifies an entity is missing or misspelled then contact the BIA/DOT inventory management team.

Examples

A10105

N01320

G08195

Data Definition

Region - Character (1)

Agency - Character (2)

Reservation - Character (3)

Constraints

Must be identified within the Tribal Directory

FIELD 4, Route Number

All routes are identified with a BIA route number. This is an alpha-numeric code of exactly four digits left-padded with zeros when necessary. In RIFDS, routes are created and deleted on the new route form. A route can be deleted on this form only if none of the data associated with the new route number has been saved and approved to official. **If you delete a route number that has data saved to it but has not been approved as official then you will lose all of that data including attachments. To delete an official route the user must use the renumber/delete form. BIA route numbers are used on sign posts, atlas maps, plans, programs, reports, and other bureau records requiring similar identification. A spur to an existing route is always assigned its own route number.** Routes can be entered with sections that are of differing functional classifications. There must however be a section break when the functional class does change.

Examples

0025

0250

E250

Data Definition

Route Number - Character (4)

Constraints

Must be unique to the reservation. Identical route numbers can be used on different reservations

FIELD 5, Section Number

The section number identifies a section within a route. Sections are usually numbered 10, 20, 30 and so on in one of the orders that the sections would be traversed during travel. As the need arises for new sections, these may be inserted in the correct locations. In RIFDS, new sections are created on the new section form. Any saved sections that are not official are deleted on the section detail form, and official sections are deleted using the renumber/delete form.)

If it is necessary to change section numbers, RIFDS provides this capability through the **renumber/delete** form. However, when a section is renumbered, the system does not remember a linkage to the old number. This means that trend analyses can only be performed on sections that have not been renumbered.

A section break occurs when it is necessary to accurately report the data. In particular, a section break is required whenever any of the following occur:

- The route crosses a state boundary.
- The route crosses a county boundary.
- The route crosses a reservation boundary.
- The route crosses a congressional district boundary
- A bridge begins.
- A bridge ends.
- The surface type changes.
- The standard to which the road was constructed changes.
- There is a significant change to the condition of the road.
- The Functional Classification Changes

The main span of a bridge together with all its approach spans is a single section.

Examples

10

20

22

30

Data Definition

Section Number - Number (2)

Constraints

Must be unique to the route. Identical section numbers can be used on different routes.

FIELD 6 , Road/Bridge Name

Enter the name used to identify the section of a route, bridge or other facility. This should be the official name recorded or marking the section of the route, bridge or other facility. If this is not available then use the common name used to identify the section of the route, bridge or other facility.

Examples

Central Ave
Old Wash Bridge
Star School Airport
Community Center Road

Data Definition

Road/Bridge Name - Character (50)

Constraints

Free form text.

FIELD 7, State

Enter the two digit numerical code for the state in which the section of the route is located.

Examples

05
49

Data Definition

State - Number (2)

Constraints

Must be a the two digit used to identify the state where the route exists.

FIELD 8, Ownership

Enter the one digit numerical code that identifies the entity that owns the ROW and is responsible for the maintenance of the section of a road, bridge or other facility being inventoried.

| Code | Ownership |
|------|---|
| 1 | BIA including other offices within the BIA |
| 2 | Tribe |
| 3 | State |
| 4 | Urban (includes all Federal-aid urban and non-federal-aid urban or municipalities). |
| 5 | County and Township. |
| 6 | Other BIA Offices |
| 7 | Other Federal Government departments and/or agencies. |
| 8 | Other (includes Petroleum & Mining, utility company, or any other agencies, groups, or enterprises not included in one of the others) |

Maintenance responsibility does not necessarily rest with the agency, group, or enterprise that is

actually performing the work. Before completing this field, research may be necessary to determine the actual owner claimed for the specific section of road.

Examples

- 1
- 8

Data Definition

Ownership - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 9, Federal Aid Category (FAC)

Enter the one digit numerical code that represents the routes federal aid eligibility.

| Code | Federal Aid Funding Category |
|------|--|
| 1 | Local roads—formerly Other |
| 2 | STP, Surface Transportation Program—formerly FAS |
| 3 | NHS, National Highway System—formerly FAP |
| 4 | IM, Interstate maintenance—formerly FAI |

Examples

- 1
- 5

Data Definition

Federal Aid Code - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 10, Functional Classification

Enter the two digit numerical code that identifies the BIA functional classification of the route. Sections within a route are allowed to be identified with different functional classification codes. Functional classification assignments for new routes and changes in the functional classification for existing routes must be justified in the reservation long-range transportation plan and authorized by a tribal resolution or other official authorization. Functional classification means an analysis of a specific transportation facility taking into account current and future traffic, and their relationship to connecting or adjacent BIA, state, county, Federal and/or local roads and other intermodal facilities. Functional Classification is used to delineate the difference between the various road and/or intermodal transportation facility standards eligible for funding under the IRR program. As part of the IRR system management, all transportation facilities included on or added to the IRR inventory must be classified according to the following functional classifications.

| Class | Description |
|-------|-------------|
| | |

| | |
|----|---|
| 1 | Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10,000 vehicles per day or more with more than two lanes of traffic. |
| 2 | Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers, generally without stub connections. May also link smaller towns and communities to major resort areas that attract travel over long distances and generally provide for relatively high overall travel speeds with minimum interference to through traffic movement. Generally provide for at least inter-county or inter-state service and are spaced at intervals consistent with population density. This class of road will have less than 10,000 vehicles per day. |
| 3 | Streets that are located within communities serving residential areas. |
| 4 | Rural major collector road is collector to rural local roads. |
| 5 | Rural local road that is either a section line and/or stub type roads, make connections within the grid of the IRR system. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes. |
| 6 | City minor arterial streets that are located within communities, and serve as access to major arterials. |
| 7 | City collector streets that are located within communities and serve as collectors to the city local streets. |
| 8 | This class encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all terrain vehicles, or other uses to provide for the general access of non-vehicular traffic. |
| 9 | This classification encompasses other transportation facilities such as public parking facilities adjacent to IRR routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals. |
| 10 | This classification encompasses airstrips that are within the boundaries of the IRR system grid and are open to the public. These airstrips are included for inventory and maintenance purposes only. |
| 11 | This classification indicates an overlapping or previously inventoried section or sections of a route and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only. |

Examples

1

11

Data Definition

Functional Classification Code - Number (2)

Constraints

Must be a one or two digit code identified in the above table associated with this field.

FIELD 11, Terrain

Enter the one digit code that best represents the most significant or predominate terrain related to the section of road being inventoried. Selection of this code is very important since class, terrain, and future ADT determine the adequacy design standard.

| Code | Description |
|------|---|
| 1 | Flat terrain is that condition where highway sight distances, as governed by both horizontal and vertical restrictions, are generally long or could be made to be so without construction difficulty or major expense. |
| 2 | Rolling terrain is that condition where the natural slopes consistently, rise above and fall below the highway grade line by about 10 feet and where occasional steep slopes offer some restriction to normal highway horizontal and vertical alignment. |
| 3 | Mountainous terrain is that condition where the longitudinal and transverse changes in the elevation of the ground with respect to the highway are abrupt and where the roadbed requires frequent benching or side hill excavation. |

Examples

1

11

Data Definition

Functional Classification Code - Number (2)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 12, Construction Need

Enter the one digit numerical code that represents the construction need of the facility. All existing or proposed transportation facilities in the IRR inventory must have a construction need (CN). This code is used to determine if the facility is eligible for cost to construct within the TTAM. These transportation facilities are assigned a CN by the tribe during the long-range transportation planning and inventory update process using certain guidelines which are: Ownership or responsibility of the facility, whether it is within or provides access to reservations, groups, villages and communities in which the majority of the residents are Native American or Native Alaskan identified by the latest federal register notice, and whether it is vital to economic development of these Tribes. As part of the IRR inventory management, all facilities included on or added to the IRR inventory must be designated a CN which is defined as follows.

| | |
|----|-------------------|
| CN | Construction Need |
|----|-------------------|

| | |
|---|---|
| 0 | Transportation facilities which have been improved to their acceptable standard or projects/facilities proposed to receive construction funds on an IRRTIP are not eligible for future inclusion in the calculation of the CTC portion of the formula for a period of 5 years thereafter. |
| 1 | Existing BIA Roads needing improvement. |
| 2 | Construction need other than BIA roads needing improvement. |
| 3 | Substandard or other roads for which no improvements are planned (maintenance only). |
| 4 | Roads that do not currently exist and need to be constructed, Proposed roads. |

Examples

0
4

Data Definition

Construction Need - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field. If the ownership is 1-BIA then the CN cannot be 2. If the ownership is other than 1 – BIA then the CN cannot be 1.

FIELD 13, Existing Surface Type

Enter the one digit numerical code that describes the existing surface type of the road. For all existing and proposed roads, enter the code which best describes the existing surface type (wearing course) for the section being inventoried.

| Code | Surface Type |
|------|--|
| 0 | Proposed roads not open to traffic. |
| 1 | Earth Road |
| 3 | Gravel Surface |
| 4 | A bituminous material less than 2" thick (including chip seal over asphalt penetration). |
| 5 | Bituminous material 2" thick or more. |
| 6 | Concrete. |
| 9 | Primitive (virtually no maintenance) two track Jeep or Wagon Trail |

Examples

0
6

Data Definition

Existing Surface Type - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field. If the CN of the route is 4 – Proposed then the existing surface code must be 0.

FIELD 14, Existing Shoulder Type

Enter the one digit numerical code that describes the existing shoulder types. For all existing roads where the shoulder width is not equal to zero, enter the code that indicates the existing shoulder type. Leave this field blank if no shoulder exists. If a zero is entered then it will be changed to null or nothing when saved.

| Code | Description |
|------|---|
| 1 | Earth shoulder (with or w/o turf) |
| 2 | Stabilized shoulder Gravel, asphalt treatment, etc. |
| 3 | Paved shoulder |
| 4 | Curb (Urban type) |

Examples

1
4

Data Definition

Existing Shoulder Type - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field. A null value is used for no shoulders

FIELD 15, Length of Section

Enter the numeric value for the length of the section. This field is the length, or for a proposed section of road estimated length, of a road section to the nearest tenth of a mile.

Examples

1234.5
345.6
345

Data Definition

Section Length - Number (4,1)

Constraints

Must be a one digit code identified in the above table associated with this field. Must be a value between 0.1 and 9999.9. It must be > 0.

FIELD 16, Surface Width

For all existing roads, enter the actual (average) width to the nearest foot, of the existing driving surfaces within shoulder striping. Do not include shoulder width. In the case of earth and gravel roads the surface width will be that dimension between the point of intersection of the in-slopes

(side slopes) and the top of the surface of the roadway. For proposed roads enter the estimated width, in feet to the nearest foot. You can refer to the minimum roadway width element in the ADS chart in the adequacy design section of this document. It is the minimum roadway widths including shoulders for the class identified.

Examples

999

99

9

Data Definition

Existing Surface Width - Number (3)

Constraints

Must be a three digit numerical value representing the width of the section of road. It must be a value between 1 and 999. it must be > 0.

FIELD 17, Shoulder Width

For all existing and proposed roads, enter the average width of left and right shoulders. Enter zero if there are no shoulders. If shoulder width varies significantly because of erosion or other deterioration, then use the width predominate for each shoulder in calculating the average.

Examples

99

9

Data Definition

Existing Surface Width - Number (2)

Constraints

Must be a two digit numerical value representing the width of the section of road. It must be a value between 1 and 99. it must be > 0.

FIELD 18, Bridge Number

For proposed or existing BIA owned bridges enter the 4 character BIA identifier. Do not pad the 4-character number at all; just enter the four characters. Observe the new BIA DOT convention of formatting bridge numbers for proposed bridges (i.e. 999A) differently from existing bridges (i.e. A999). RIFDS enforces that the bridge number must be unique. This means that in some regions where a single bridge number is used for several proposed bridges, new bridge numbers will be required for all bridges using the old number before any of the bridge records can be updated.

For all other bridges enter the NBIS owner identifier of the structure. See the Coding Instructions for the *Structure Inventory and Appraisal of Bureau of Indian Affairs Bridges*, Field 32A "Bridge Number" for more information.

| |
|---|
| Definition of a bridge—A structure, including supports, erected over a depression or an obstruction, such as water, a highway, or a railway, having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring lines of arches, or extreme ends of the |
|---|

openings for multiple boxes; it may include multiple pipes where the clear distance between openings is less than half of the smaller continuous opening.

Examples

C201 (BIA existing)

001G (BIA proposed)

0123456ERO94278 (IRR Bridge not owned by the BIA)

Data Definition

Bridge Number - Number (15)

Constraints

Must be a four digit code for BIA owned bridges or a 15 digit code for non-BIA owned IRR bridges.

FIELD 19, Bridge Condition

For structures that are inventoried in the *Structure Inventory and Appraisal* (SI&A, AKA Bridge Inventory), report the SI&A bridge condition code translated into a number from 0 to 7 according to the following table. For all other existing or proposed bridges, use code 8 or 9.

| Bridge Inventory Code | IRR Inventory Code | Bridge Condition |
|-----------------------|--------------------|---|
| 33 or 34 | 0 | Widen existing bridge |
| 31 | 1 | Replacement of bridge because of condition |
| 32 | 2 | Replacement of bridge because of relocation of road |
| - | 3 | Construction of new bridge |
| - | 4 | Construction of pedestrian over or under crossing |
| 38 | 5 | Other structure work |
| - | 6 | Strengthening |
| 35, 36 or 37 | 7 | Rehabilitation |
| - | 8 | Non-existing Bridge but one is needed and/or proposed |
| - | 9 | Bridge excellent - no construction required |

Examples

0

6

Data Definition

Bridge Condition - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field. If the CN of

the route is 4 – Proposed then the bridge condition code must be 8.

FIELD 20, Length of Bridge

For existing and proposed bridges only, enter the actual length, in feet to the nearest foot. For existing bridges, this value should agree with, Bridge Inspection and Inventory data. For proposed bridges, this length should be a conservative (i.e. short) estimate of the length required, and is subject to review. Unreasonably long estimates can delay acceptance of submitted data indefinitely.

Examples

- 9
- 99
- 999
- 9999

Data Definition

Length of Bridge- Number (4)

Constraints

Must be a number between 1 and 9999.

FIELD 21, ADT Year

Enter the four digits of the calendar year in which the Existing ADT was estimated or obtained.

Examples

- 2003
- 1975
- 1998

Data Definition

ADT Year - Character (4)

Constraints

Must be a four digit code or left blank if the default ADT is being accepted.

FIELD 22, Existing ADT

This field is optional. If an actual count is available with documentation then enter the ADT after all required adjustments have been applied. If a value is not entered then the default for that functional classification will be provided by RIFDS.

Whenever the ADT is changed or entered, an ADT backup document must be attached to the section.

| | |
|-------|-------------|
| class | Default ADT |
|-------|-------------|

| | |
|----|---------------|
| 1 | NA must exist |
| 2 | 100 |
| 3 | 25 |
| 4 | 50 |
| 5 | 50 |
| 6 | 50 |
| 7 | 50 |
| 8 | 20 |
| 9 | NA |
| 10 | NA |
| 11 | NA |

Examples

99

99999

9999999

Data Definition

Existing ADT - Number (7)

Constraints

Must be a number between 1 and 9,999,999. If left blank then the above defaults will be applied to the section

FIELD 23. % Trucks

Enter two digits representing the current percent of total annual traffic, which would be classed, as trucks. See the boxed text for an explanation. It is expected that the percent of trucks will remain constant. However, if there is an anticipated change in the percent of truck traffic annually, encode the figure that would best reflect overall percent of trucks before the next expected update.

Vehicles of different sizes and weights have different operating characteristics, which must be considered in highway design. Besides being heavier and causing more damage, trucks generally are slower and occupy more roadway space and consequently impose a greater traffic effect on the highway than passenger vehicles do. The overall effect on traffic operation of one truck is often equivalent to several passenger cars. The number of equivalent passenger cars depending upon the gradient and the passing sight distance available. Thus, the larger the proportion of trucks in a traffic stream, the greater the traffic load and the highway capacity required.

For uninterrupted traffic flow, as typically found in rural areas, the various sizes and weights of vehicles as they affect traffic operation can be grouped into two general classes:

1. Passenger cars--all passenger cars including light delivery trucks.
2. Trucks--all buses, single-unit trucks, and truck combinations except the light delivery trucks.

A light delivery truck is a single-unit truck, such as a panel or pickup, with size and operating characteristics similar to those of a passenger car and commonly used for short-haul, light delivery service.

Vehicles in the truck class are normally those having 9,000 lb. or greater gross vehicle weight (GHV) rating of the manufacturer and vehicles having dual tires on the rear axle. Recreational vehicles or passenger cars towing trailers can be included in either class depending on their size and operating characteristics.

Examples

5

25

99

Data Definition

Percent Trucks - Number (2)

Constraints

Must be a one or two digit code. Leave blank for a value of 0.

FIELD 24. Surface Condition Index (SCI)/Wearing Surface Condition

For existing roads only, if the surface is improved (gravel or paved) then consult Appendix D and enter the numerical value that provides the best rating of the wearing surface condition. If the road has no wearing surface, i.e. is unimproved, then enter zero.

Rating items that are found in a few isolated locations only should not contribute to the wearing surface rating, because small isolated locations of distress are considered normal maintenance. Rather, the wearing surface rating should be objectively indicative of the majority of the surface.

Examples

10

22

71

Data Definition

Surface Condition Index - Number (3)

Constraints

Must be a value between 0 and 100

FIELD 25. Roadbed Condition

Enter the code that best describes the roadbed condition of the section of road being inventoried.

| Code | Roadbed Condition |
|------|---|
| 0 | Proposed Road |
| 1 | Primitive Trail |
| 2 | Bladed unimproved road, poor drainage, poor alignment |

| | |
|---|---|
| 3 | Minimum built-up roadbed (shallow cuts and fills) with inadequate drainage and alignment that generally follows existing ground |
| 4 | A designed and constructed roadbed with some drainage and alignment improvements required |
| 5 | A roadbed constructed to the adequate standards with good horizontal and vertical alignment and proper drainage |
| 6 | A roadbed constructed to adequate standards – curd and gutter on one side |
| 7 | A roadbed constructed to adequate standards – curd and gutter on both sides |

In this evaluation, *roadbed* is defined as the roadbed under the base and surface (wearing) courses. The condition is evaluated according to visual or other evidence that indicates poor support for the roadway surface structure (base and surface course) such as the following:

- Surface and base failure with poor sub-grade material evident in shoulders and side slopes.
- Side Slopes that are too steep or seriously gullied.
- Subsidence of a section of road below adjacent section.
- Grade evaluation is insufficient to prevent ground water from destroying surface stability or provide for adequate snow removal.

Examples

0
6

Data Definition

Surface Condition Index - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field. If the CN of the route is 4 – Proposed then the surface condition index must be 0.

FIELD 26, Level of Maintenance

Enter the code that represents the maintenance level intended for the road section being inventoried.

| Code | Level of maintenance |
|------|------------------------|
| 1 | Little or none 0 to 9% |
| 2 | Occasional 10% to 49% |
| 3 | Limited 50% to 89% |
| 4 | Optimum 90% to 100% |

Examples

1

4

Data Definition

Level of Maintenance - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 27, Snow and Ice Control

If the road is proposed or not BIA owned (ownership = 1), this field is optional.

When the section is BIA-owned, enter the code that best represents the anticipated general snow conditions and surface bare maintenance operations carried out to combat these conditions on the section of road being inventoried, including Class 3 (streets). The code selected for a given section should be determined objectively based upon the snow conditions generally prevailing on the section.

Using the table below, cross-reference the maintenance category with the description of winter weather severity to determine the snow-ice removal code.

Keep these facts in mind:

The **Surface Bare** maintenance category should be considered for Class 2 or major Class 3 village streets with Type 1 surfacing (Mat or Plant Mix).

The **Center Bare** maintenance category should be considered for Class 2 or major Class 3 village streets with Bituminous Surface Treatments (Prime or Penetration) and for Major Class 4 graveled roads.

The **Snow Packed** maintenance category should be considered for all classes of gravel-surfaced roads with minor traffic. It should also be considered for all earth type surfaced roads, regardless of class, in order to prevent loss of grade or gravel surface material.

| Maintenance category or description | Frequent and Heavy Snow (More than 5 storms/season greater than 8 inches snow depth or blizzard conditions normal). | Infrequent and /or medium to Heavy snowfall (Less than 5 storms/season, not generally more than 8 inches snowfall per storm). | Light snows either frequent or infrequent (Generally less than 3 inches snowfall each storm). |
|-------------------------------------|---|---|---|
| Surface Bare | 6 | 5 | 1 |
| Center Bare | 4 | 3 | 0 |
| Snow Pack | 3 | 2 | 0 |

| | | | |
|------------------------------|---|---|---|
| Special or Emergency only | 2 | 1 | 0 |
| No Snow and Ice removal | 0 | 0 | 0 |

Examples

0

6

Data Definition

Snow and Ice Control - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 28, ROW Status

Enter the numerical code that indicates if right-of-way has been acquired and recorded. Generally, the State & Federal Aid roads will have Code 3. *Remember a construction easement does not change the owner or status of ROW, in itself.*

| Code | ROW Status |
|------|--|
| 0 | No ROW or easement or Tribal Resolution acquired yet |
| 1 | Tribal Resolution/Consent |
| 2 | Easement or ROW acquired but not recorded. |
| 3 | Recorded Easement or ROW. |
| 4 | Statutory Right of Way Obtained |

Examples

0

4

Data Definition

ROW Status - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 29, ROW Width

Enter the prevailing width of the right of way to the nearest foot. For example, if the ROW is set up as 50 feet left and right of centerline with an occasional change from 50, then enter 100.

If no easement has been obtained (Field 28, ROW Status is coded 0 or 1), then enter the estimated or planned ROW width here.

If an easement has been obtained (Field 28, ROW Status is coded 2, 3 or 4), then enter a positive ROW width here.

Examples

50

100

Data Definition

ROW width - Number (3)

Constraints

Must be a value between 0 and 999. If the CN of the route is 4 – Proposed then the estimated or planned ROW width is entered.

FIELD 30. Percent of Additional Incidental Cost Required

The incidental construction items found below may or may not be associated with any particular project. In the calculation of CTC, 75% of the incidental cost required is based on the roadbed condition. The other 25% is based on the items below. Add the percentage required (from 0% to 25%) based on the Regional recommendation with verification. If a number greater than 0 is provided then verification documentation must be provided based on an Engineers Estimate or Engineering Analysis with the update as an attachment. If there are no additional items leave blank, this is the default.

| Percent of total incidental construction costs | Additional incidental construction items. |
|--|---|
| 1 | Fencing |
| 9 | Landscaping |
| 9 | Structural Concrete |
| 3 | Traffic Signals |
| 3 | Utilities |

Examples

0

18

25

Data Definition

Percent of Additional Incidental Cost Required - Number (2)

Constraints

Must be a number between 1 and 25 if additional incidental is being requested.

FIELD 31. Narrative

Enter the text or narrative that describes the purpose of the update.

Examples

The tribe has determined this route to be a priority during the transportation planning

process and requires that the system reflect the most current condition and alignment of the road. This route is vital to the economic development of the tribe.

Data Definition

Narrative - Character (2000)

Constraints

Must be less than 2000 characters including spaces.

FIELD 32, County

Enter the code for the county of the state in which the section of the route is located. The interface includes a button that provides a list of counties in each state providing the name and code for each. This is a character field so it must be padded with zeros. See examples below.

Examples

001

093

101

Data Definition

County Code - Character (3)

Constraints

Must be a three digit character code. It must also be present in the current list of counties available for that state. If this code is not available and is correct then contact the IRR inventory management team at DOT to either add the entry or correct the entry.

FIELD 33, Congressional District

Enter the two-digit number indicating the congressional district in which the section of road is located. This number is available from the current congressional directory. Code two digit numbers with a leading zero.

Examples

01

99

Data Definition

Congressional District - Character (2)

Constraints

Must be a two digit character code. It must also be present in the current list of congressional districts available for that state. If this code is not available and is correct then contact the IRR inventory management team at DOT to either add the entry or correct the entry.

FIELD 34, Owner Number/Identification

If the road is not owned by the BIA (ownership not equal to 1) then enter the alpha/numeric designator assigned by the non-BIA owner of the road section, e.g., the US, state, or county route

number.

Enter the number right justified without leading zeros.

Examples

1

US444

CO234

US64

AZ234

Data Definition

Owner Number/Identification -Character (5)

Constraints

Can be blank or a alpha numeric value up to 6 characters

FIELD 35, Drainage Condition

For existing roads only, enter the code that best describes the condition of drainage structures, ditches, dikes, etc., for the section of road being inventoried.

| Code | Drainage Condition |
|------|---|
| 0 | Unimproved road |
| 1 | Severe drainage problems, (roadway pipes, etc., are poor) |
| 2 | Drainage problems for short periods during or following storms that are normal to the area. |
| 3 | Drainage excellent (roadway pipes good and generally the drainage features are adequate). |

Examples

0

3

Data Definition

Drainage Condition - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field. If the CN of the route is 4 – Proposed then the drainage code must be blank.

FIELD 36, Shoulder Condition

For existing roads only, enter the code that best represents the condition of shoulders for the section of road being inventoried. Enter zero for a road with no shoulders.

| Cod | Shoulder Condition |
|-----|--------------------|
|-----|--------------------|

| e | |
|---|---|
| 0 | No shoulders. |
| 1 | Shoulder Condition critical, not repairable by normal maintenance procedures, reconstruction eminent for safety of users and protection of traffic lanes. |
| 2 | Shoulder condition tolerable with no critical condition apparent. |
| 3 | Shoulder condition excellent and adequate as regards regularity, uniformity, width, and uniformity of cross section and usable by drivers if required. |

Examples

0

3

Data Definition

Shoulder Condition - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field. If the CN of the route is 4 – Proposed then the shoulder condition code must be 0.

FIELD 37. Number of Railroad Crossings

Enter the actual number of railroad crossings (0-9) encountered in the road section being inventoried. Enter nine when there are 10 or more railroad crossings in the section.

Examples

1

9

Data Definition

Number of Railroad Crossings - Number (1)

Constraints

Must be a number between 1 and 9. Leave blank if there are no Railroad Crossings on the section.

FIELD 38. Type of Railroad Crossings

Enter the code that best describes the railroad crossings encountered in the road section being inventoried. When two or more codes apply, select the code that is representative of the worst type or condition. If there are no railroad crossings in this section, then leave this field blank.

| Code | Type of Railroad Crossing |
|------|-------------------------------------|
| 1 | Single track with gates |
| 2 | Single track with automatic signals |
| 3 | Single track with watchman |
| 4 | Single track with cross-bucks |

| | |
|---|-------------------------------------|
| 5 | Multiple tracks with gate |
| 6 | Multiple tracks with automatic gate |
| 7 | Multiple tracks with watchman |
| 8 | Multiple tracks with cross-bucks |
| 9 | Other |

Examples

1

9

Data Definition

Type of Railroad Crossings - Number (1)

Constraints

If a number was entered for number of railroad crossings then this field is required and must be a value between 1 and 9. If there were zero railroad crossings then leave this field blank.

FIELD 39, ROW Utility

Enter the numerical code that indicates the type of utility within the ROW or anticipated ROW.

| Code | ROW Utility |
|------|----------------------------------|
| 0 | None |
| 1 | Underground utility. |
| 2 | Surface or above ground utility. |
| 3 | Both |

Examples

0

3

Data Definition

ROW utility - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 40, Right-Of-Way Cost

Enter the estimated right of way cost in units of \$1,000/mile.

Examples

1

99

Data Definition

ROW cost - Number (2)

Constraints

Leave blank if no ROW costs are associated with this section.

Beginning and Ending Latitude and Longitude**41, Begin Latitude**

The latitude in degrees of the centerline at the start of the section.

42, Begin Longitude

The longitude in degrees of the centerline at the start of the section.

43, New Field, End Latitude

The latitude in degrees of the centerline at the end of the section.

44, New Field, End Longitude

The longitude in degrees of the centerline at the end of the section.

FIELD 45, Atlas Map No.

Enter number of the atlas map on which all or the predominate part of this section appears or, for proposed roads, would appear. Each set of atlas maps has its own set of sheet numbers. Use the sheet number that appears in the margin in the lower right corner. This field required leading zeros. For example, a sheet shown as SHEET 2 of 7 is entered as "02".

Examples

0

6

Data Definition

Atlas Map Number - Character (2)

FIELD 46, Maximum Grade Condition (Grade Deficiencies)

For existing roads only, enter the code representing the percent (%) of section length having grades greater than the maximum allowable grade reflected in the assigned adequacy design standard.

| Code | Description |
|------|---------------------------------|
| 1 | Over 50% than maximum allowable |
| 2 | 41-50% than maximum allowable |
| 3 | 31-40% than maximum allowable |
| 4 | 21-30% than maximum allowable |
| 5 | 11-20% than maximum allowable |
| 6 | 1-10% than maximum allowable |

| | |
|---|-------------------------------------|
| 7 | None greater than maximum allowable |
|---|-------------------------------------|

Examples

0

6

Data Definition

Maximum Grade Condition - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 47, P.S.D. Allowable (Sight Deficiencies)

For existing roads only, enter the code representing the percent (by length) of the section being inventoried that meets the passing sight distance requirements set out in the assigned adequacy designed standard. In other words, if L is the length of the section, and P is the length of the section that meets PSD requirements, then calculate $100 \cdot P/L$ and determine the code to report from the following table.

| Code | PSD Allowable |
|------|--|
| 0 | 0-9% of section meets or exceeds requirements |
| 1 | 10-29% of section meets or exceeds requirements |
| 2 | 30-49% of section meets or exceeds requirements |
| 3 | 50-69% of section meets or exceeds requirements |
| 4 | 70-89% of section meets or exceeds requirements |
| 5 | 90-100% of section meets or exceeds requirements |

Examples

2

4

Data Definition

PSD Allowable - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 48, No. Of Curves > Max. Allowable (Curve Deficiencies)

For existing roads only, enter the actual number curves, in the section being inventoried, with a degree of curvature sharper than allowable as set out in the assigned adequacy design standard.

Examples

1

33

Data Definition

No. of Curves - Number (2)

FIELD 49, No. Of Stopping Restrictions (Stopping Deficiencies)

For existing roads only, enter the actual number of instances where stopping sight distances, in the section being inventoried, are less than the minimums allowed under the assigned adequacy design standard.

Examples

3

16

Data Definition

No. Of Stopping Restrictions - Number (2)

FIELD 50, Safety Study

For existing roads only, enter the code that represents the described safety deficiencies, or absence thereof, encountered in the road section being inventoried.

| Code | Safety Study |
|------|--|
| 0 | No unsafe conditions occur. |
| 1 | Structure that restricts roadway width (bridges less than 20' long). |
| 2 | Bad bridge approach alignment. |
| 3 | Unexpected sharp curves. |
| 4 | Abrupt or severe grade changes. |
| 5 | Blind railroad crossings. |
| 6 | Blind intersections. |
| 7 | Combination of above. |
| 8 | Any other condition. |
| 9 | Primitive or unimproved road. |

Examples

1

7

Data Definition

Safety Study - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 51, Road Purpose Code

Enter the code that best represents the purpose of section of road.

| Code | Road Purpose Code |
|------|--------------------------------|
| A | General (regular roads) |
| B | Forest-Logging |
| C | Administrative |
| D | Fire Controls |
| E | Recreational-Annual |
| F | Recreational-seasonal |
| G | Irrigation-Administrative |
| H | Irrigation-Field Access |
| J | Administrative-Compound |
| K | Administrative-Utility |
| L | Resource-Gravel |
| M | Resource-Coal |
| N | Resource-Oil |
| P | Resource-Mineral |
| R | Cemetery |
| S | Dump Ground |
| T | Land Use (Ranching or farming) |
| U | Inter-community |
| V | HUD Housing Access |
| W | Others |

Examples

T

R

Data Definition

Road Purpose Code - Character (1)

Constraints

Must be a one digit code identified in the above table associated with this field.

FIELD 52, Date of Construction Change

Enter the actual calendar year in which the construction change occurred. Only those construction changes that affect the structural strength of the section or the constructed sub-grade will be considered. A seal coat does not affect the structural strength enough to be considered a construction change. If the actual date is not known and is before 1960, enter 1959. Leave this field blank if the road has never been graded or drained.

Examples

1977

1992

Data Definition

Date of Construction Change - Number (4)

Constraints

Must be a one digit code identified in the above table associated with this field. If the CN of the route is 4 – Proposed then the existing surface code must be 0.

Date of Update, Display Only

This field is misnamed. It contains only the year of update and it is maintained automatically by the system. The computer will set the Date of Update to the fiscal year of the data when an update is approved at the BIA DOT.

Geopolitical Region (GPR Number) Display Only

The system generates this number that is used to associate the correct cost used for a section based on region, state and in some cases agency and reservation

Adequacy Design Standard, Display Only

The system calculates the adequacy design standard (ADS) from the class, terrain, and future ADT. The ADS, prescribing minimum standards for such things as surface type, shoulder width, maximum grades, speeds, passing sight distance, and others, effects the cost to construct calculation in many places. All the adequacy design standards are documented in Appendix B.

TABLE 1 - ADEQUATE STANDARD CHARACTERISTICS

The cost to construct of a particular transportation facility is defined as the cost required to improve the transportation facility from its existing condition to a condition that would meet the Adequate Standard Characteristics. Table 1 presents the Adequate Standard Characteristics.

| ADEQUATE STANDARD NUMBER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | | |
|---|----------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--------------------|
| TERRAIN** | (1)(2)(3) | (1)(2)(3) | (1)(2)(3) | (1)(2)(3) | (1)(2)(3) | (1)(2)(3) | (1)(2)(3) | (1)(2)(3) | (1)(2)(3) | (1) | (2) | (3) | (1) | (2) | (3) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| FUTURE ADT used in ADS assignment | N/A | FADT<=400 | FADT<=400 | FADT<=400 | FADT<=400 | FADT<=400 | FADT<=400 | FADT<=400 | FADT<=400 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| BIA CLASS | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 7 | 3* | 8 | 9 | 10 | 11 | |
| | MAJOR ARTERIAL | RURAL MINOR ARTERIALS | RURAL MINOR ARTERIALS | RURAL MINOR ARTERIALS | RURAL MINOR ARTERIALS | RURAL MINOR ARTERIALS | RURAL MINOR ARTERIALS | RURAL MINOR ARTERIALS | RURAL MINOR ARTERIALS | RURAL MAJOR COLLECTOR | RURAL MAJOR COLLECTOR | RURAL LOCAL | RURAL LOCAL | RURAL LOCAL | RURAL LOCAL | CITY MINOR ARTERIAL | CITY COLLECTOR | CITY LOCAL | MOTORIZED/ NON-MOTORIZED TRAILS | OTHER TRANSPORTATION FACILITIES | AIRSTRIPS | Overlapping Routes | |
| CALCULATED VALUES | | | | | | | | | | | | | | | | | | | | | | | |
| FUTURE SURFACE TYPE (EXISTING) | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | |
| FUTURE SURFACE TYPE (PROPOSED) | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | FADT UNDER 50 - EARTH FADT 50-400 - GRAVEL FADT OVER 400 - PAVED | | |
| DEFAULT CURRENT ADT /DEFAULT FUTURE ADT** | must exist | ADT 100 FADT 149 | ADT 100 FADT 149 | ADT 100 FADT 149 | ADT 100 FADT 149 | ADT 100 FADT 149 | ADT 100 FADT 149 | ADT 100 FADT 149 | ADT 100 FADT 149 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | ADT 50 FADT 74 | |
| RECOMMENDED DESIGN | | | | | | | | | | | | | | | | | | | | | | | |
| MINIMUM ROADWAY WIDTH (INCLUDING SHOULDERS) | 66' | 36' | 36' | 36' | 36' | 36' | 36' | 36' | 36' | 32' | 32' | 32' | 28' | 28' | 28' | 28' | 28' | 28' | 28' | 28' | 28' | 28' | 28' |
| SHOULDER WIDTH | 6' MINIMUM | 6' | 6' | 6' | 6' | 6' | 6' | 6' | 6' | 4' | 4' | 4' | 2' | 2' | 2' | 2' | 2' | 2' | 2' | 2' | 2' | 2' | 2' |
| SHOULDER TYPE | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH | PAVED/GRAVEL/EARTH |

* Local Class 3 roads may be earth, gravel or paved, depending on tribal customs, economics, or environmental considerations.

** Use default future ADT for proposed roads or where impractical to acquire ADT or ADT does not exist. (See Table 2 Default ADT and Default Future ADT). Where current ADT is practical to acquire, it should be acquired and projected to a future ADT at 2 per cent per year for 20 years.

*** (1)=Flat, (2)=Rolling, (3)=Mountainous

Future Annual Average Daily Traffic ADT EST Year + 20 (FAADT), Display Only

This field is also referred to as the *Future ADT (FADT)*. Either the system calculates this value from the existing ADT or it uses a default value based on class and future surface type. The system always uses the calculated value when deriving construction costs, vehicle miles traveled, and the adequacy design standard. The following formula is used whenever the existing ADT is not blank.

The formula represents 2% growth compounded annually for a 20 year period.

The following table is used whenever the existing ADT is BLANK

| class | Default Future ADT |
|-------|--------------------|
| 1 | NA must exist |
| 2 | 149 |
| 3 | 37 |
| 4 | 74 |
| 5 | 74 |
| 6 | 74 |
| 7 | 74 |
| 8 | 30 |
| 9 | NA |
| 10 | NA |
| 11 | NA |

Vehicle Miles Traveled (VMT), Display

The system calculates this field. The value of this field is determined by multiplying the current ADT time the length of the section of the current ADT is not provided then the default ADT for that isection is used.

Future Surface Type, Display Only

The system calculates the future surface type based on functional classification and future ADT below are the possible future surface types. Refer to Appendix D for documentation of the Future Surface Type Calculation.

Appendix C Future Surface Type Calculation.

TABLE 3.—FUTURE SURFACE TYPE

| Const. need | IRR class No. | Future ADT | Future surface type |
|-----------------|---------------|---------------|---------------------|
| 0,1,2,3 | 1 | Any | Paved |
| 0,1,2,3 | 2 | Any | Paved |
| 0,1,2,3 | 3,6,7 | < 50 | Earth |
| | | 50–250 ... | Gravel |
| | | > 250 | Paved |
| 0,1,2,3 | 4,5 | < 50 | Earth |
| | | 50–250 ... | Gravel |
| | | > 250 | Paved |
| 0,1,2,3,4 | 8 | N/A | N/A* |
| 0,1,2,3,4 | 9 | N/A | N/A** |
| 0,1,2,3,4 | 10 | N/A | N/A*** |
| 4*** | 1 | N/A**** | N/A**** |
| 4 | 2 | ANY | Paved |
| 4 | 3,6,7 | < 50 | Earth |
| | | 50–250 ... | Gravel |
| | | > 250 | Paved |
| 4 | 4 | < 50 | Earth |
| | | 50–250 ... | Gravel |
| | | > 250 | Paved |
| 4 | 5 | < 50 | Earth |
| | | 50–250 ... | Gravel |
| | | > 250 | Paved |

*Class 8 does not have a future surface type. Per mile costs are applied independent of future surface type.

**Class 9 does not have a future surface type. Costs are independent of future surface type.

***Class 10 does not have a future surface type. These are airstrips and is used for identification purposed only.

****Class 1 with Construction Need of 4 does not apply. Class 1 roads must exist.

CTC Percent Eligible

This field will be calculated based on the combination of construction need, ownership and federal aid funding category. If a value other than the default is required in accordance with 25 C.F.R 170, appendix C to subpart C, question 10(3) then the statement of inability to participate in funding will be required for the update.

FIELD 53, LRTP Long Range Transportation Plan

Use this field to help the reviewer locate the section in the long range transportation plan. This provides a method for any reviewer to correlate the section with the LRTP

Examples

Pages 2-7

Page 123

Data Definition

Character (35)

Constraints

FIELD 54, TR Tribal Resolution

This field is used to identify the Tribal Resolution that identifies or authorizes the addition of the route to the IRR inventory

Examples

Resolution 10/10/2007 #3678

[Tile of Attachment can be placed here.]

Data Definition

Existing Surface Type - Number (1)

Constraints

Must be a one digit code identified in the above table associated with this field. If the CN of the route is 4 – Proposed then the existing surface code must be 0.

FIELD 55, BIADOT Remarks

The remark field can hold up to 2000 characters. It is used for communication between BIADOT and the Region. Whenever a section is returned to the region or the field, a remark is entered here. This field can only be accessed by BIADOT personnel.

FIELD 56, Region Remarks

The remark field can hold up to 2000 characters. It is used for communication between the field, the region, and the BIA DOT. Whenever a section is returned to the region or the field, a remark is entered here. The remark is prepended to whatever contents may already have been in the field, so eventually, old remarks will fall off the end of the field. In other words, this field can be used to hold general field remarks, but after several cycles of update, there is a danger that such remarks will be lost.

FIELD 57, Field Remarks

The remark field can hold up to 2000 characters. It is used for communication between the field, the region, and the BIA DOT. Whenever a section is returned to the region or the field, a remark is entered here. The remark is prepended to whatever contents may already have been in the field, so eventually; old remarks will fall off the end of the field. In other words, this field can be used to hold general field remarks, but after several cycles of update, there is a danger that such remarks will be lost.

FIELD 58, Regional Coordinator

This is the name of the regional staff person who is responsible for reviewing or providing guidance to the field on the acceptability of the record being submitted

FIELD 59, Inventory Field Data Collector

This is the person who collected the data in the field.

Appendix A Required, Optional, Derived and Forbidden Fields

| | Class | 1,2,4,5 | | 3,6,7 | | 8,9 | | 10 | Bridges | | 11 |
|-----|-------------------------------|---------|----|---------|----|---------|----|-----|---------|----|-----|
| | Construction Need | 0,1,2,3 | 4 | 0,1,2,3 | 4 | 0,1,2,3 | 4 | All | 0,1,2,3 | 4 | All |
| 1-3 | Region, Agency, Reservation | R | R | R | R | R | R | R | R | R | R |
| 4 | Route Number | R | R | R | R | R | R | R | R | R | R |
| 5 | Section Number | R | R | R | R | R | R | R | R | R | R |
| 6 | Class | R | R | R | R | R | R | R | R | R | R |
| 7 | Length | R | R | R | R | R | R | R | F | F | R |
| 8 | Bridge Number | F | F | F | F | F | F | F | R | R | F |
| 9 | Bridge Condition | F | F | F | F | F | F | F | R | R | F |
| 10 | Bridge Length | F | F | F | F | F | F | F | R | R | F |
| 11 | County | R | R | R | R | R | R | R | R | R | F |
| 12 | Congressional District | R | R | R | R | R | R | R | R | R | F |
| 13 | State | R | R | R | R | R | R | R | R | R | F |
| 14 | Ownership | R | R | R | R | R | R | R | R | R | F |
| 15 | Construction Need | R | R | R | R | R | R | R | R | R | F |
| 16 | Terrain | R | R | F | F | F | F | F | F | F | F |
| 17 | Foundation/Roadbed Condition | R | R | R | R | F | F | F | F | F | F |
| 18 | Wearing Surface Condition/SCI | R | R | R | R | F | F | F | F | F | F |
| 19 | Surface Width | R | R | R | R | R | R | O | F | F | F |
| 20 | Surface Type | R | R | R | R | R | R | O | F | F | F |
| 21 | Federal Aid Category | R | R | R | R | R | R | F | F | F | F |
| 22 | ROW Status Code | R | R | R | R | R | R | F | F | F | F |
| 23 | ROW Width | R | R | R | R | R | R | F | F | F | F |
| 24 | CTC Percent Eligible | C1 | C1 | C1 | C1 | C1 | C1 | F | C1 | C1 | F |
| 25 | % Incidental Cost | C2 | C2 | C2 | C2 | C2 | C2 | F | F | F | F |
| 26 | Shoulder Width | R | R | R | R | F | F | F | F | F | F |
| 27 | Shoulder Type | C3 | C3 | C3 | C3 | F | F | F | F | F | F |
| 28 | ADT | C4 | C4 | C4 | C4 | C4 | C4 | F | F | F | F |
| 29 | ADT Year | C5 | C5 | C5 | C5 | C5 | C5 | F | F | F | F |
| 30 | % Trucks | C6 | C6 | C6 | C6 | F | F | F | F | F | F |
| 31 | Owner Number | C7 | C7 | C7 | C7 | C7 | F | F | F | F | F |
| 32 | Roadway Width | D | D | D | D | D | D | D | F | F | F |
| 33 | ADT EST Year + 20 (FADT) | D | D | D | D | D | D | F | F | F | F |
| 34 | Adequate Design | D | D | D | D | D | D | D | F | F | F |

| | Standard ADS | | | | | | | | | | |
|-------|----------------------------------|----|---|----|---|----|---|---|---|---|---|
| 35 | Future Surface Type | D | D | D | D | F | F | F | F | F | F |
| 36-40 | Five Adj. Construction Costs | D | D | D | D | D | D | D | F | F | F |
| 41 | Drainage Condition | O | F | O | F | O | F | F | F | F | F |
| 42 | Shoulder Condition | O | F | O | F | O | F | F | F | F | F |
| 43 | # RR Xing | O | F | O | F | O | F | F | F | F | F |
| 44 | RR Xing Type | C8 | F | C8 | F | C8 | F | F | F | F | F |
| 45 | ROW Utility Code | O | F | O | F | O | F | F | F | F | F |
| 46 | ROW Cost | O | F | O | F | O | F | F | F | F | F |
| 47 | Level of Maintenance | O | F | O | F | O | F | F | F | F | F |
| 48 | Snow and Ice Control | O | F | O | F | O | F | F | F | F | F |
| 49 | Beg and End Lat & Long | O | O | O | O | O | O | O | O | O | F |
| 50 | Atlas Map Number | O | O | O | O | O | O | O | O | O | O |
| 51 | Grade Deficiencies | O | F | O | F | O | F | F | F | F | F |
| 52 | Sight Deficiencies | O | F | O | F | O | F | F | F | F | F |
| 53 | Curve Deficiencies | O | F | O | F | O | F | F | F | F | F |
| 54 | Stopping Deficiencies | O | F | O | F | O | F | F | F | F | F |
| 55 | Safety Study | O | F | O | F | O | F | F | F | F | F |
| 56 | Road Purpose Code | O | F | O | F | O | F | F | F | F | F |
| 57 | Date of Construction Change | R | F | R | F | R | F | F | F | F | F |
| 58 | Date of Update | D | D | D | D | D | D | D | D | D | D |
| 59 | Field Remarks | O | O | O | O | O | O | O | O | O | O |
| 60 | BIADOT Remarks (BIADOT USE ONLY) | F | F | F | F | F | F | F | F | F | F |

Optional fields are maintained by the field and reviewed by the Regions for applicability and correctness. It is the responsibility of the Regions to maintain these fields for management purposes. Updates to these fields will be saved to the database at the field level and do not require submission and subsequent approval by BIADOT.

C1 Defaults will be assigned. If a value other than the default is required then the update will require the statement of Inability to Provide Funding attachment.

C2 The Default of zero will be assigned. If a value greater than zero is entered then the update will require the Incidental Cost Verification attachment.

C3 Required if shoulder width is greater than zero.

C4 Required if update requires other than default value, forbidden for class 9.

C5 Required if ADT is greater than zero and is not the default.

C6 Required if ADT is greater than zero and is not the default.

C7 Required if owner is other than BIA

C8 Required if # of RR Xing is greater than zero.

| | |
|--|------------------------|
| | REQUIRED |
| | FORBIDDEN |
| | OPTIONAL |
| | DERIVED |
| | CONDITIONALLY REQUIRED |

Appendix B. Inventory Attachments Matrix

Appendix C. Inventory Attachment Definitions and Minimum Requirements

Appendix D. BIA Methodology for Rating Wearing Surfaces

There are several nationally acceptable methods of assigning values of 0 to 5 to the surface condition. If the necessary equipment is not available to use one of these methods, then use the method as detailed in the *BIA Maintenance Handbook*. A brief description of this method follows.

There is one method for gravel roads and another method for paved (asphalt) roads. In each case, use the worksheet that matches the pavement for the section being inventoried. **Rate all items on the worksheet,** except possibly “other.” See the boxed text if using the “other” item. An item is rated by entering a number from 0.0 to 5.0 that s determined from the Severe, Moderate, and Slight guidelines on the next several pages. After all the items are rated calculate the average. This is the number to be reported as the wearing surface rating.

Both sets have a criterion called "Other" which may be defined as any item that causes a loss of structural ability or riding surface. Examples of such items are drainage structure failures, drainage ditches and sub-grade failure. When using the item "Other," define the factors in determining severity under Remarks, Forms BIA-5806 and BIA-5807 April 1983.

FACTORS USED IN THE GRAVEL RATING

Loss of Gravel—A loss of gravel from the original thickness due primarily to traffic and erosion.

| | |
|--------|--|
| Slight | A loss of less than 20% of the original thickness, but never less than 4-inch remaining. |
|--------|--|

| GRAVEL WORKSHEET | |
|-------------------------------|--------|
| ITEMS RATED | RATING |
| LOSS OF GRAVEL | |
| RUTTING | |
| CORRUGATIONS | |
| GRADE DEPRESSION AND UPHEAVAL | |
| INCLEMENT WEATHER | |
| OTHER | |
| AVERAGE | |

| PAVEMENT WORKSHEET | |
|-----------------------|--------|
| ITEMS RATED | RATING |
| LONGITUDINAL CRACKING | |
| TRANSVERSE CRACKING | |
| ALLIGATOR CRACKING | |
| GRADE DEPRESSION | |
| RUTTING | |
| CORRUGATIONS | |
| RAVELING | |
| BLEEDING | |
| PATCHING | |
| OTHER | |
| AVERAGE | |

| | |
|-----------|---|
| Modera te | A loss of 20% to 40% of the original thickness, but never less than 3-inch remaining. |
| Severe | A loss over 40% of the original thickness, but never less than 2-inch remaining |

Rutting—An obvious depression in the aggregate surface or sub-grade normally found in the wheel paths parallel to the side of the road.

| | |
|-----------|--|
| Slight | Depression measures less than 1-inch deep. |
| Modera te | Depression measures more than 1-inch deep but not deep enough to prevent easy steering of a vehicle. |
| Severe | Depression is deep enough to prevent easy steering of a vehicle. |

Corrugations—Ripples is visible in the aggregate surface perpendicular to the direction of traffic.

| | |
|--------------|--|
| Slight | Ripples are visible. |
| Modera te | Ripples create a bumpy ride, but do not require the vehicle to reduce speed. |
| Severe | Ripples are prevalent enough to require the vehicle to reduce speed. |

Grade Depression and Upheaval (Holes and Freeze-Thaw Action)—Depression (holes) in the gravel surface that vary in size and depth, which are created by a loss of surface material or shrinkage of the sub-grade. Upheaval (Freeze-Thaw Action) is the localized upward displacement of the gravel due to the swelling of the sub-grade or some portion of the gravel structure.

| | |
|--------------|--|
| Slight | Holes or hump measure 1-inch or less. |
| Modera te | Holes or hump measure over 1-inch, but are not enough to prevent easy steering of a vehicle. |
| Severe | Holes or hump is enough to prevent easy steering of a vehicle. |

Inclement Weather—During periods of wet weather a road may become hazardous or impassable due to soil mixed with the gravel surface.

| | |
|--------------|---|
| Slight | Road becomes muddy but there is no loss of steering of a vehicle. |
| Modera te | Road becomes muddy and vehicle must reduce speed to steer safely. |
| Severe | Road becomes muddy, hazardous and possibly impassable. |

FACTORS USED IN THE PAVEMENT RATING

Longitudinal Cracking—Cracks are in the pavement parallel to the direction of traffic.

| | |
|--------------|---|
| Slight | Cracks are barely visible. |
| Modera te | Cracks are more than 1/2-inch wide in some places, but the sides of the cracks are not fully separated. |
| Severe | Cracks are wide enough that the sides are fully separated. |

Transverse Cracking—Cracks are in the pavement perpendicular to the direction of traffic.

| | |
|--------------|---|
| Slight | Cracks are barely visible. |
| Modera te | Cracks are more than 1/4-inch wide in some places, but the sides of the cracks are not fully separated. |
| Severe | Cracks are wide enough that the sides are fully separated. |

Alligator Cracking—Cracks are in the pavement in a pattern similar to an alligator's skin or chicken wire.

| | |
|--------|------------------------|
| Slight | Cracks barely visible. |
|--------|------------------------|

| | |
|--------------|--|
| Modera te | Cracks more than 1/4-inch wide in some places, but the sides of the crack are not fully separated. |
| Severe | Cracks wide enough that the sides are fully separated, and there may be a loss of pavement. |

Grade Depression (Upheaval and Faulting)—Upheaval is the localized upward displacement of a pavement due to swelling of the sub-grade or some portion of the pavement structure. Faulting is a localized low area of limited size, which may or may not be accompanied by cracking.

| | |
|--------------|--|
| Slight | Depression and hump measures less than 1/2-inch. |
| Modera te | Depression and hump measures approximately 1/2 to 1-inch but not enough to prevent easy steering of a vehicle. |
| Severe | Depression and hump deviation is enough to prevent easy steering of a vehicle. |

Rutting—An obvious depression in the pavement normally found in the wheel paths parallel to the side of the road.

| | |
|--------------|---|
| Slight | Depression measures less than 1/2-inch deep. |
| Modera te | Depression measures less than 1/2 to 1-inch deep but not deep enough to prevent easy steering of a vehicle. |
| Severe | Depression is deep enough to prevent easy steering of a vehicle. |

Corrugations—Ripples is visible in the pavement perpendicular to the direction of traffic.

| | |
|--------------|--|
| Slight | Ripples are visible. |
| Modera te | Ripples are visible but do not require the vehicle to reduce speed. |
| Severe | Ripples are prevalent enough to require the vehicle to reduce speed. |

Raveling—A breaking of the surface with visibly loose pieces of aggregate.

| | |
|--------------|---|
| Slight | A few pieces of aggregate are visibly dislodged from the pavement surface and are loosely sitting above the road surface. |
| Modera te | Pieces of loose aggregate are present enough to cover wide areas of the road's surface. |
| Severe | Pieces of loose aggregate are so prevalent that they cause the road's surface to be rough enough to be noticeable when driving a vehicle over the road. |

Bleeding—Bleeding is the upward movement of asphalt in the asphalt pavement resulting in the information of a film of asphalt covering the surface aggregates?

| | |
|--------------|---|
| Slight | Liquid asphalt is barely noticeable in its covering of the aggregates. |
| Moder ate | Asphalt is covering large areas of the aggregate and is sticky in hot weather. |
| Severe | Liquid asphalt is totally covering the aggregate and tire tracks can be seen in the asphalt surface during hot weather. |

Surface Deterioration (Patching)—Potholes, utility cuts, or other major failures in the road surface, which have been repaired.

| | |
|----------|---|
| Slight | Patch is level with the pavement and shows no sign of deterioration. |
| Moderate | Patch is somewhat deteriorated but not enough to require a vehicle to reduce speed. |
| Severe | Patch is deteriorated enough to reduce a vehicle's speed or a new pothole that has not been repaired. |

TTP Annual Report

Basic Info

Federal Fiscal Year for report:

Tribe Name:

Tribe ID Code (BIA 6-Code):

Tribe's Transportation Program Contact:

Contact Email:

Contact Phone:

Tribe's Authorized Signatory:

Authorized Signatory Title:

Authorized Signatory Email:

Financial Report

2.b Amount of Tribal Transportation Program Funds EXPENDED during reporting period:

Enter the total amount of only TTP Funds (TTP includes TTP tribal shares, TTP 2% Planning, TTP Safety Fund, and TTP Bridge Program) expended during this reporting period, regardless of the year TTP funds were received through a Tribal Transportation funding mechanism, such as a Referenced Funding Agreement (RFA).

(Do not include FTA Transit funds, BIA Road Maintenance Program funds, or HIP-CRRSAA funds.)

8.a Amount of HIP-CRRSAA Funds RECEIVED to date:

Enter the total amount of only HIP-CRRSAA (Highway Infrastructure Program - Coronavirus Response and Relief Supplemental Appropriations Act) funds routed to the Tribe **TO DATE** during the reporting period through a Tribal Transportation funding mechanism.

8.b Amount of HIP-CRRSAA Funds EXPENDED during reporting period:

Enter the total amount of only HIP-CRRSAA spent during the reporting period.

8.c Enter the category(ies) and amount of HIP-CRRSAA funds EXPENDED in each category during the reporting period.

Administration:

Maintenance:

Other eligible activities and projects on the Tribal entity's approved TTIP:

Non-Construction Activities Report

Only report on expenditures of TTP funds. Do not include any FTA transit funds, BIA road maintenance funds, or HIP-CRRSAA funds

1. Jobs

1.1 Jobs Retained

Enter the estimated number of permanent positions funded by TTP during this Fiscal Year.

1.2 Jobs Created

Enter the estimated number of short-term positions used to carry out the listed projects and activities identified on both this report and the projects report.

2. Administrative Activities

2.1 Funds Programmed for Administration Activities:

Enter amount shown on TIP

2.2 Funds Used for Administration Activities:

2.3 Describe Progress of Administrative Activities

Administrative activities may include: Rent, Utilities, Salaries, Computer Equipment, etc

3. Planning Activities

2.1 Funds Programmed for Planning Activities

Enter amount shown on TIP

2.2 Funds Used for Planning Activities

2.3 Describe Progress of Planning Activities

Planning activities may include: TTP Inventory, LRTP, TIP, Studies, etc.

3. Safety Activities

3.1 Funds Programmed for Safety Activities

Enter amount shown on TIP, Note: Safety Construction Projects are to be reported separately using a project report.

3.2 Funds Used for Safety Activities

3.3 Describe Progress of Safety Activities

Please list and describe progress on activities related to Safety Activities that do not result in a construction Project. These may include: Coordinate with Transportation Safety Partners, Developing Transportation Safety Plans, Conducting Road Safety Assessments, or Transportation Safety Related Enforcement/EMS/Education activities.

4. Maintenance Activities

Maintenance activities may include mowing, brushing, snow removal, blading, patching, maintenance equipment purchases, etc.

4.1 Funds Programmed for Maintenance Activities

Enter amount shown on TIP

4.2 Funds Used for Maintenance Activities

4.3 Describe Progress of Maintenance Activities

5. Transit Activities

Transit activities may include: Rent, equipment, employees, fuel, transit planning, etc.

5.1 Funds Programmed for Transit Activities

Enter amount shown on TIP

5.2 Funds Used for Transit Activities

5.3 Describe Progress of Transit Activities

Project Report

- 1. Project Number:**
- 2. Project Name:**
- 3. Project Description:**

4. Funding Source(s):

5. Project Location:

NTTFI Number:
County/Borough:
State(s):

6. Project Information

Length:
Lanes:
Surface Before:
Surface After:

7. Work Performed This Reporting Period:

8. Project Funding:

TTP Funds Expended this reporting period: \$
All Funds Expended this reporting period: \$
Anticipated Total Project Cost: \$

9. Estimated Percentage of Work Complete:

10. Estimated Project Completion Date:

TTP Annual Report

Basic Info

Federal Fiscal Year for report:

Tribe Name:

Tribe ID Code (BIA 6-Code):

Tribe's Transportation Program Contact:

Contact Email:

Contact Phone:

Tribe's Authorized Signatory:

Authorized Signatory Title:

Authorized Signatory Email:

Financial Report

1. Amount of Federal Transportation Funds RECEIVED during reporting period:

Enter the total amount of Federal transportation funds (TTP, ERFO, & other Highway Funds) routed to the Tribe during the reporting period through a Referenced Funding Agreement (RFA). (Do not include FTA Transit funds or BIA Road Maintenance Program funds.)

2. a Amount of Federal Transportation Funds EXPENDED during reporting period:

Enter the total amount of Federal transportation funds (TTP, ERFO, & other Highway Funds) expended during this reporting period, regardless of the year the funds were received through a Referenced Funding Agreement (RFA). (Do not include FTA Transit funds or BIA Road Maintenance Program funds.)

2.b Amount of Tribal Transportation Program Funds EXPENDED during reporting period:

Enter the total amount of only TTP Funds (TTP includes TTP tribal shares, TTP 2% Planning, TTP Safety Fund, and TTP Bridge Program) expended during this reporting period, regardless of the year TTP funds were received through a Tribal Transportation funding mechanism, such as a Referenced Funding Agreement (RFA). (Do not include FTA Transit funds or BIA Road Maintenance Program funds.)

[This amount will equal the amount in 2a if the Tribe only expended TTP funds.]

3.a Amount of Federal Transportation Funds authorized for INDIRECT COSTS during this reporting period:

Enter the amount of indirect costs collected from Federal transportation funds (TTP, ERFO, & other Highway Funds) expended this reporting period. Include this amount in 2.a and 2.b above.

3.b Indirect Cost Rate:

Enter the approved Indirect Cost Rate applied to the Federal transportation funds. If an approved indirect cost rate or de minimis rate is not used, enter 0.

4.All Federal Transportation Funds received:

Enter the total amount of Federal transportation funds (TTP, ERFO, & other Highway Funds) routed to the Tribe since signing your first FHWA Program Agreement. Include all funds that were originally shown on a Referenced Funding Agreement (RFA) with FHWA.

5.All Federal Transportation Funds spent:

Enter the total amount of Federal transportation funds (TTP, ERFO, & other Highway Funds) expended by the Tribe since signing your first FHWA Program Agreement. Include all transportation funds that were originally shown on a Referenced Funding Agreement (RFA) with FHWA.

6.All Federal Transportation Funds Available:

Enter the total unexpended amount of Federal transportation funds (TTP, ERFO, & other Highway Funds) routed to the Tribe by all Referenced Funding Agreements (RFAs) since signing your first FHWA Program Agreement.

7.Single Audit Qualification

During the Federal Fiscal Year for this reporting period, did the Tribe meet the minimum requirements for a Single Audit to be performed?

Note: A non-Federal entity that expends \$750,000 or more during the non-Federal entity's fiscal year in Federal awards must have a single or program-specific audit conducted for that year (2 CFR 200.501 (a)).

Financial Report: HIP-CRRSAA

8.a Amount of HIP-CRRSAA Funds RECEIVED to date:

Enter the total amount of only HIP-CRRSAA (Highway Infrastructure Program - Coronavirus Response and Relief Supplemental Appropriations Act) funds routed to the Tribe **TO DATE** during the reporting period through a Tribal Transportation funding mechanism.

8.b Amount of HIP-CRRSAA Funds EXPENDED during reporting period:

Enter the total amount of only HIP-CRRSAA spent during the reporting period.

8.c Enter the category(ies) and amount of HIP-CRRSAA funds EXPENDED in each category during the reporting period.

Administration:

Maintenance:

Other eligible activities and projects on the Tribal entity's approved TTIP:

Non-Construction Activities Report

1. Jobs

1.1 Jobs Retained

Enter the estimated number of permanent positions funded by TTP during this Fiscal Year.

1.2 Jobs Created

Enter the estimated number of short-term positions used to carry out the listed projects and activities identified on both this report and the projects report.

2. Administrative Activities

2.1 Funds Programmed for Administration Activities:

Enter amount shown on TIP

2.2 Funds Used for Administration Activities:

2.3 Describe Progress of Administrative Activities

Administrative activities may include: Rent, Utilities, Salaries, Computer Equipment, etc

3. Planning Activities

2.1 Funds Programmed for Planning Activities

Enter amount shown on TIP

2.2 Funds Used for Planning Activities

2.3 Describe Progress of Planning Activities

Planning activities may include: TTP Inventory, LRTP, TIP, Studies, etc.

3. Safety Activities

3.1 Funds Programmed for Safety Activities

Enter amount shown on TIP, Note: Safety Construction Projects are to be reported separately using a project report.

3.2 Funds Used for Safety Activities

3.3 Describe Progress of Safety Activities

Please list and describe progress on activities related to Safety Activities that do not result in a construction Project. These may include: Coordinate with Transportation Safety Partners, Developing Transportation Safety Plans, Conducting Road Safety Assessments, or Transportation Safety Related Enforcement/EMS/Education activities.

4. Maintenance Activities

Maintenance activities may include mowing, brushing, snow removal, blading, patching, maintenance equipment purchases, etc.

4.1 Funds Programmed for Maintenance Activities

Enter amount shown on TIP

4.2 Funds Used for Maintenance Activities

4.3 Describe Progress of Maintenance Activities

5. Transit Activities

Transit activities may include: Rent, equipment, employees, fuel, transit planning, etc.

5.1 Funds Programmed for Transit Activities

Enter amount shown on TIP

5.2 Funds Used for Transit Activities

5.3 Describe Progress of Transit Activities

Project Report

- 1. Project Number:**
- 2. Project Name:**
- 3. Project Description:**

4. Funding Source(s):

5. Project Location:

NTTFI Number:
County/Borough:
State(s):

6. Project Information

Length:
Lanes:
Surface Before:
Surface After:

7. Type of Work Performed This Reporting Period:

8. Project Funding:

TTP Funds Expended this reporting period: \$
All Funds Expended this reporting period: \$
Anticipated Total Project Cost: \$

9. Estimated Percentage of Work Complete:

10. Estimated Project Completion Date:

[Insert Tribe name]
[Insert address]
[Insert City, State Zip Code]
[Insert Ph: [xxx] xxx-xxxx]
[Insert Email: xyz@xxx]

RESOLUTION # 14-##

A RESOLUTION AUTHORIZED BY THE [insert Tribal Council's name] TO ACCEPT AND APPROVE THE TRIBAL TRANSPORTATION PROGRAM [TTP] 2018 TIP

WHEREAS, [insert Tribal Council's name] is fully authorized to act on behalf of our members of the [insert Tribe's name] in matters arising from the Indian Self-Determination Act of 1975, P.L. 93-638, as amended, 25 U.S.C. § 5301 etSeq.; and

WHEREAS, the governing body of [insert Tribal Council's name] is a [insert number of members that make up the Tribal Council] member council empowered to act for and on behalf of its Tribal members in adopting resolutions; and

WHEREAS, the TTP 2014 TIP is necessary to approve spending FHWA funds;

WHEREAS, the [insert Tribal Council's name] finds that rebuilding roads and bridges on, or which provide access to [insert Tribe name] improves the safety and security of Tribal members and nonmembers who live or work in the [Insert Tribe name], and renews the sense of pride that all members have for our Tribe; and

NOW, THEREFORE BE IT RESOLVED: The [insert Tribal Council's name] accepts and approves the TTP 2014 TIP, consistent with Title 23 USC Section 135 and 204 and the Tribe's Long Range Transportation Plan.

BE IT FURTHER RESOLVED, that the [insert title of leader of tribal government, such as Tribal President] is hereby authorized and instructed to sign this Resolution and all necessary agreements and contracts for and on behalf of the Tribe in order to establish and assume the transportation duties of the Secretary of the Interior serving the [insert Tribe name].

CERTIFICATION

This resolution was duly considered and adopted at a special meeting of the [insert Tribal Council's name] called and convened this ___ day of _____, 2014, with a quorum present, by a vote of ___ in favor, ___ against and ___ abstaining.

[Insert name of leader of Tribal Government, Title]
[Insert Tribe name]

Date

Transportation Planning Process and Tribal Transportation Improvement Program (TTIP) Certification Statement

As agreed upon in the Tribal Transportation Program (TTP) Agreement with the United State Department of Transportation for the [insert reservation name, Alaska native village, or service area], the [Tribe] hereby certifies that it has fulfilled the functions and duties of the Secretary of the Interior in accordance with the requirements of 25 CFR § 170 in carrying out a planning process and in developing the Tribal Transportation Improvement Program including:

1. Facilitating Public Involvement on the TTIP with all stakeholders,
2. All projects in the TTIP are consistent with the Tribal Long Range Transportation Plan,
3. All projects listed in TTIP are on the National Tribal Transportation Facility Inventory (NTTFI),
4. TTIP contain all TTP funded projects programmed for construction in the next 4 years,
5. TTIP is financially constrained,
6. TTIP contains uncompleted project(s) from previous TTIP carried-over,
7. Consultation and coordination with State DOT and/or MPO's for regionally significant projects are complete (if applicable).

[Name and title]
[Entity]
[Date]