

**SAULT STE. MARIE TRIBE OF CHIPPEWA INDIANS
TRANSPORTATION DEPARTMENT**

**LONG-RANGE TRANSPORTATION AND
CAPITAL IMPROVEMENT PLAN
2025-2045**

DRAFT

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

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INTRODUCTION

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

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

The Tribal Transportation Department (Department) includes Bureau of Indian Affairs (BIA) Tribal Transportation Program, Federal Transit Administration (FTA) Tribal Transit Program, and Grant Management system. Facilities within the BIA TTP Program include tribal roads, bridges, harbors, public roads, bus stops, sidewalks, and trails on the federal-aid inventory system. Facilities include but are not limited to primary and secondary routes (roads) that provide access to Tribal, cultural, tourism, economic development, natural resources, harbors, boat landings, and airports. Facilities on the Transportation Inventory List are located on, within, or provide access to Tribal, BIA, Trust, Fee, and restricted lands. Facilities are deemed eligible by the Tribal Council, Bureau of Indian Affairs, Federal Highway Administration, and Secretary of the Interior. The transportation plan was prepared for the Tribal Community, Bureau of Indian Affairs, and Federal Highways Administration by 25 CFR 170ⁱ. FTA TTP Program is our tribal regional transit system, which includes various partnerships with local and regional transit agencies, along with Rides to Wellness programming with five staff.

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

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

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

PURPOSE AND SCOPE

This Long-Range Transportation and Capital Improvement Plan (LRTCP) represents the compilation of various supporting documents created by and for the Transportation Department. The primary focus of the Transportation Plan is the strategic development of various multimodal transportation facilities while keeping in mind the Tribe's unique needs, values, land use, and socioeconomic goals. The Plan will present our commitment to providing a system that can meet our community's current and future mobility needs. Transportation Planning includes designing, constructing, operating, and maintaining transportation facilities.

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

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

- Narrative Summary
- Reservation Boundary/Service Area Maps
- Statement of Transportation Needs/Issues
- Transit Implementation Plan
- Regional Tribal Health and Human Services Transportation Plan
- usRAP Analysis
- Safety Plan
- Water Trails Plan
- Transportation Improvement Plan (TIP)
- Supporting Documents
- Non-Motorized Transportation Plan

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

The Tribe has developed this long-range plan through the Tribal Strategic Master Plan and all Tribal codes and ordinances. Further, this Plan represents the intention of the Tribe and the Transportation Departments to maintain and build inter-governmental collaboration with federal, state, and regional government units to maintain infrastructure safely and equitably. Finally, this extended range plan provides a detailed review of the requirements to fully develop and sustain the Transportation Department. The Department is developing this LRTP and capital improvement strategy to fulfill program and federal requirements and guide long-term tribal investments in our infrastructure and community development. This LRTP will be reviewed and updated every five years or as necessary by the Tribe. One of the most critical aspects of this extended range plan is to provide a process for annual community review and input for construction, planning, and transit for multi-year plans.

ORGANIZATION OF STUDY

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

Phase Three consisted of preparing a preliminary transportation plan based on the information obtained from previously conducted plans, studies, research, community input, and inter-department and inter-governmental collaboration. The plan incorporated current Tribal Transportation Department plans, studies, and Tribal Community data collected from various Tribal Departments, Programs, and Officials to evaluate our community needs.

Phase Four consisted of finalizing the LRTP, including public comments and input, followed by an Official presentation to the Sault Ste. Marie Tribe of Chippewa Indians Board of Directors for approval and submitted to the Bureau of Indian Affairs.

TRIBAL AND REGIONAL CONTEXT

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

Figure 1 Great



Lakes Region, USA

Figure 2 Tribal Seven County Service Area



LONG-RANGE TRANSPORTATION AND CAPITAL IMPROVEMENT PLAN SUMMARY

The 2024-2034 Long Range Transportation and Capital Improvement Plan is drafted and presented to be adaptable to the numerous needs and changes throughout our communities with the Performance-Based Model approach. The Federal Highway Administration (FHWA) Performance Based Planning and Programming Guidebook was used to develop a Performance Model (PBM) that utilizes data, is strategic, and provides community involvement in current and future investmentsⁱⁱ.

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

The Tribal Strategic Master Plan has updated this LRTCP. This plan represents the Tribe's continued intention to use a balanced approach to ensure that the Transportation Department strives to enhance the quality of life, support economic development, and provide a safe, efficient, multi-modal transportation network.

The Department will also continue to construct and maintain tribal reservation roads and collaborate with state, county, and city Managers/Roads Commissions/Engineers to improve, increase, and enhance transportation on and to our tribal reservation sites and facilities. The Inventory Tracker attachment includes Detailed Inventory additions, updates, and resubmissions for the current year.

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

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

PART ONE-EXISTING CONDITIONS

1.1 BACKGROUND DATA AND EXISTING CONDITIONS

1.1.1 TRIBAL GOVERNMENT

The Sault Ste. Marie Tribe of Chippewa is a federally recognized Tribe listed in the Federal Registry notice published on January 1, 2017, by the Bureau of Indian Affairs; 82. FR 4915. The Tribal governing body is the Board of Directors of the Sault Tribe, with 12 Board members and one Chair to represent the tribal membership, along with a Vice Chair, Secretary, Treasurer, and Secretary. Board members are elected by enrolled tribal members 18 and older from one of the five respective units and serve four-year terms. Elections are held every two years, with half the board up for reelection and the chair up for reelection every four years. The tribal board meets officially twice a month at regularly scheduled meetings held across the service area, with special meetings taking place after official announcements and public notice.

1.1.2 CULTURE AND HISTORY

The Original bands of the Sault Ste. Marie Chippewa Indians were an identifiable tribally organized entity long before their first contact with white explorers, which occurred about 1620. The geographic area extended from Grand Island near Munising, including bands living at Grand Island, Point Iroquois, Drummond Island, and Sault Ste. Marie, Garden River and Neebish Island. The Treaty of July 31, 1855 (11 Stat.533), in addition to other things, established several large reservations extending across the eastern portion of the Upper Peninsula of Michigan, followed in 1936 with the passage of the Wheeler-Howard Act of the Indian Reorganization ACT (48 Stat. 984, 25 U.S.C. Sec 461 et. Seq.). In the early 1950's, the Original Band began an effort to organize. This effort started by producing a roll of persons who could trace their ancestry directly to a known member of the historic six bands. By the late 1950s, the membership rolls were compiled with the Tribal Constitution and By-Laws, adopted under the Indian Reorganization Act, which was approved on November 13, 1975. The name adopted in this constitution was "The Sault Ste. Marie Tribe of Chippewa Indians."

1.1.3 DEMOGRAPHICS

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

Figure 3 TRIBAL SEVEN COUNTY SERVICE AREA

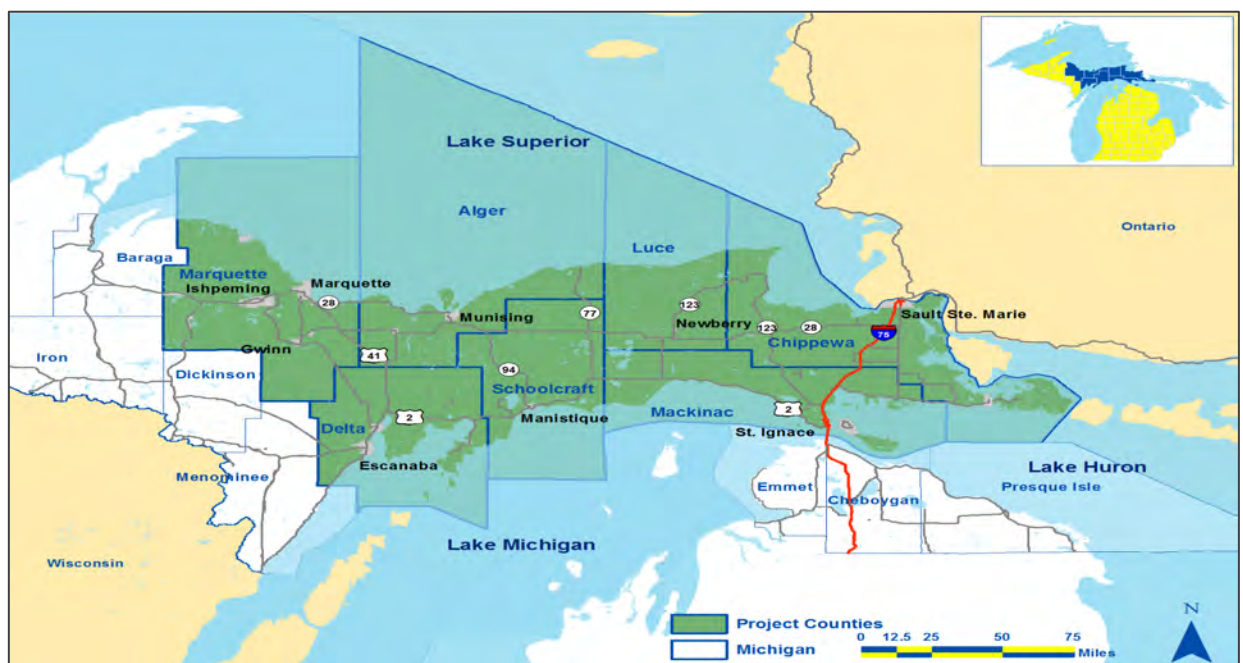


Figure 4 POPULATION DENSITY BY CENSUS BLOCK

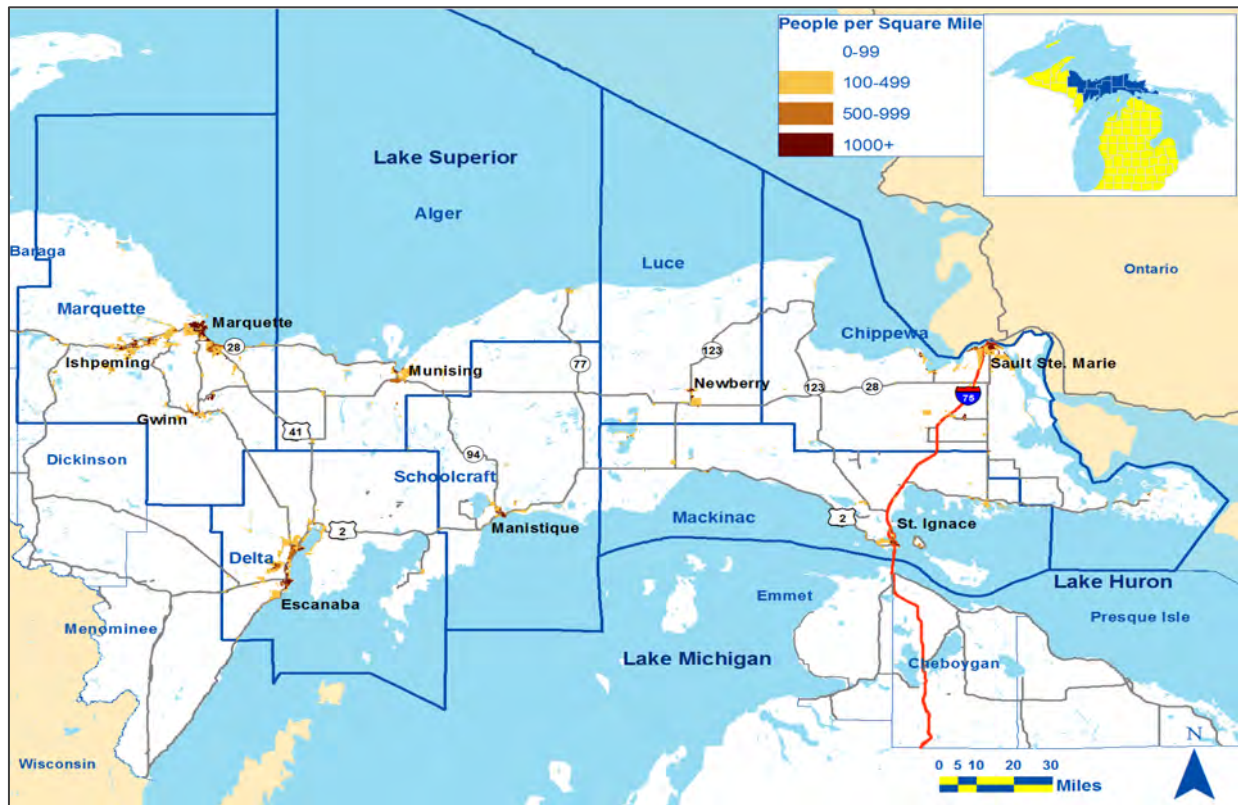


Figure 5 MEMBERSHIP PER CENSUS BLOCK

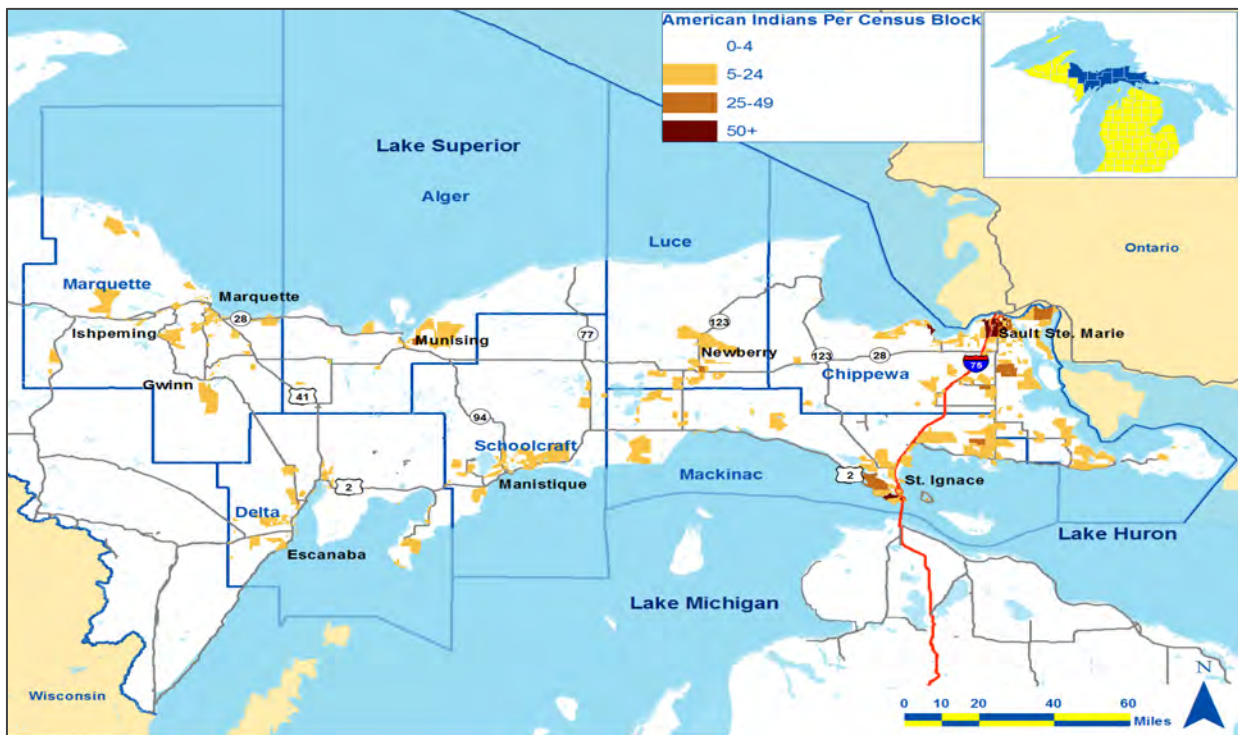


Figure 6 ALGER COUNTY - MEMBER PER CENSUS BLOCK

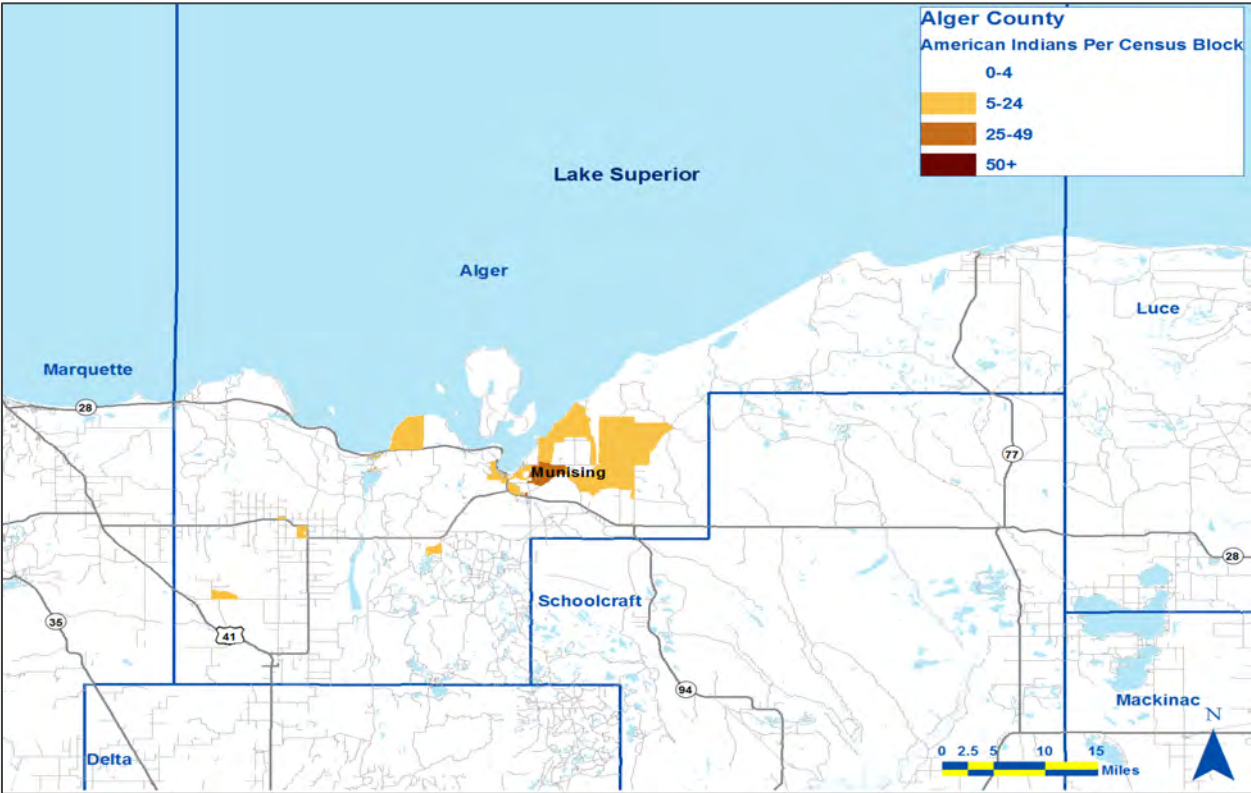


Figure 7 ALGER COUNTY POPULATION DENSITY BY CENSUS BLOCK

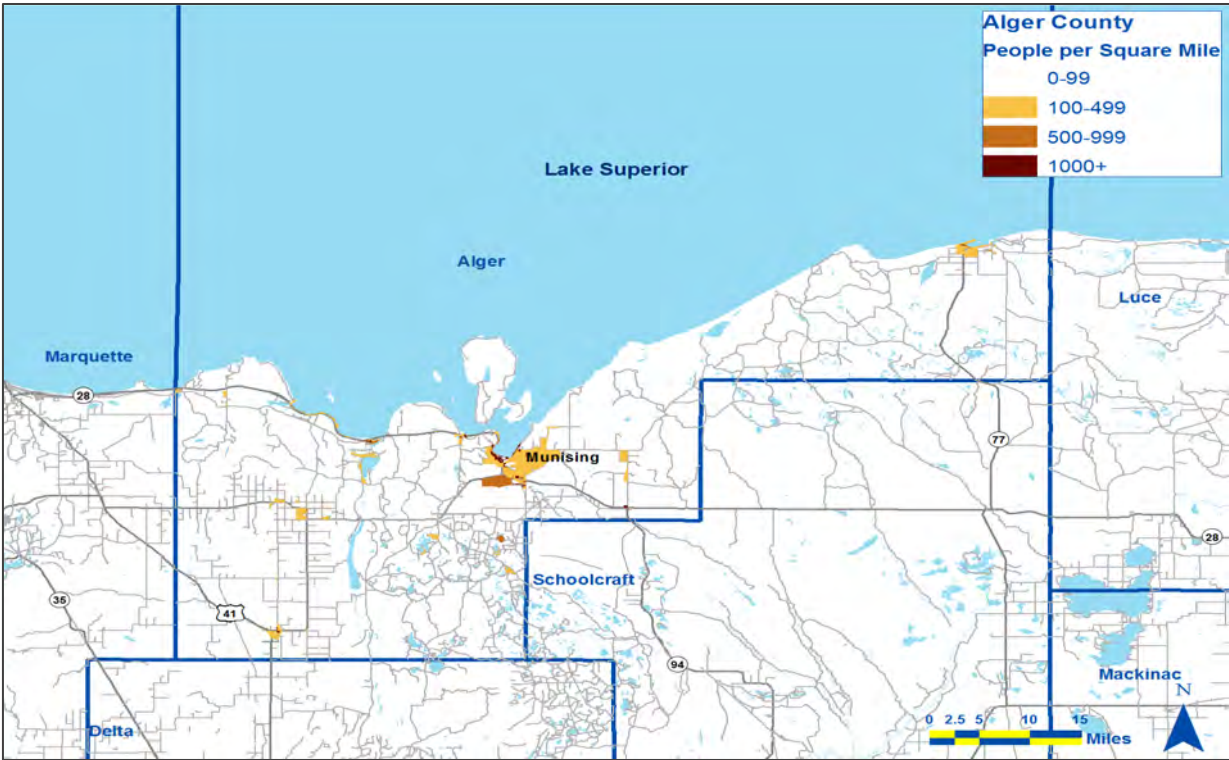


Figure 8 Chippewa County - Native Americans by Census Block

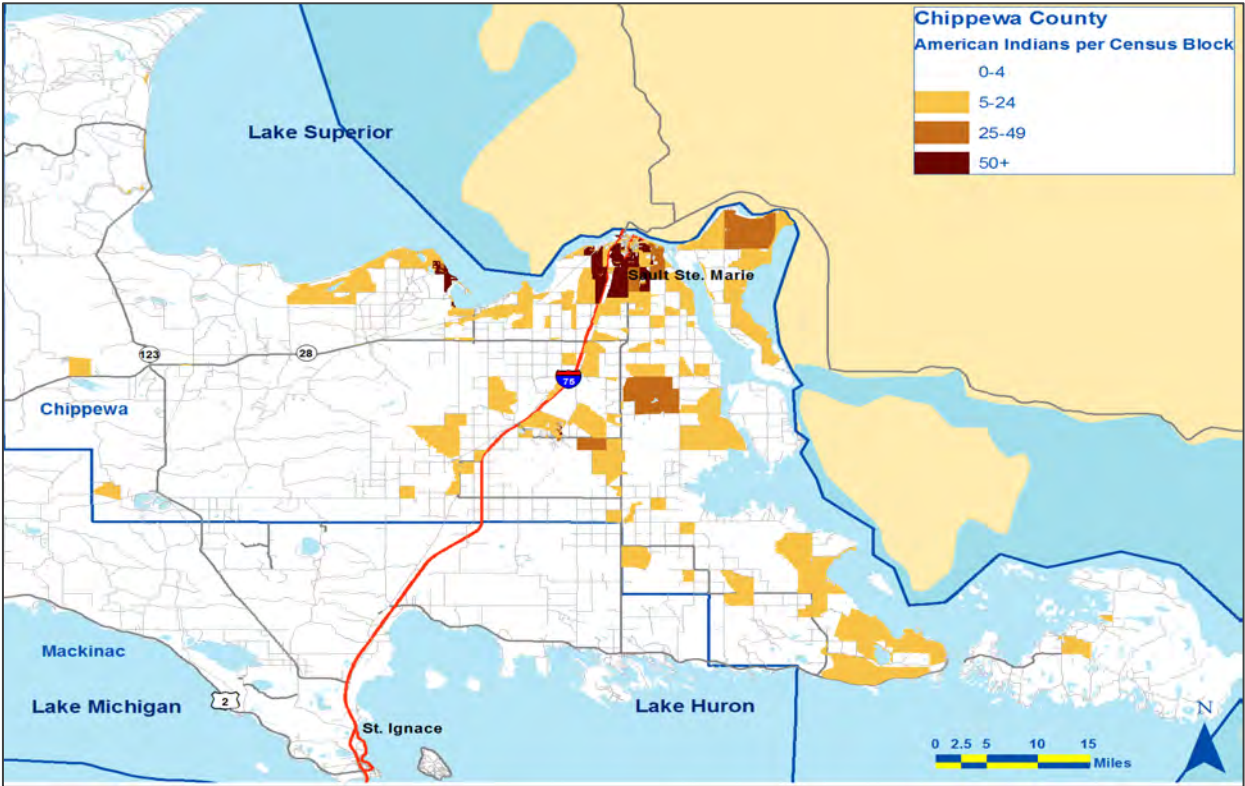


Figure 9 Chippewa County - Population Density by Census Block



Figure 10 Delta County - Native Americans by Census Block

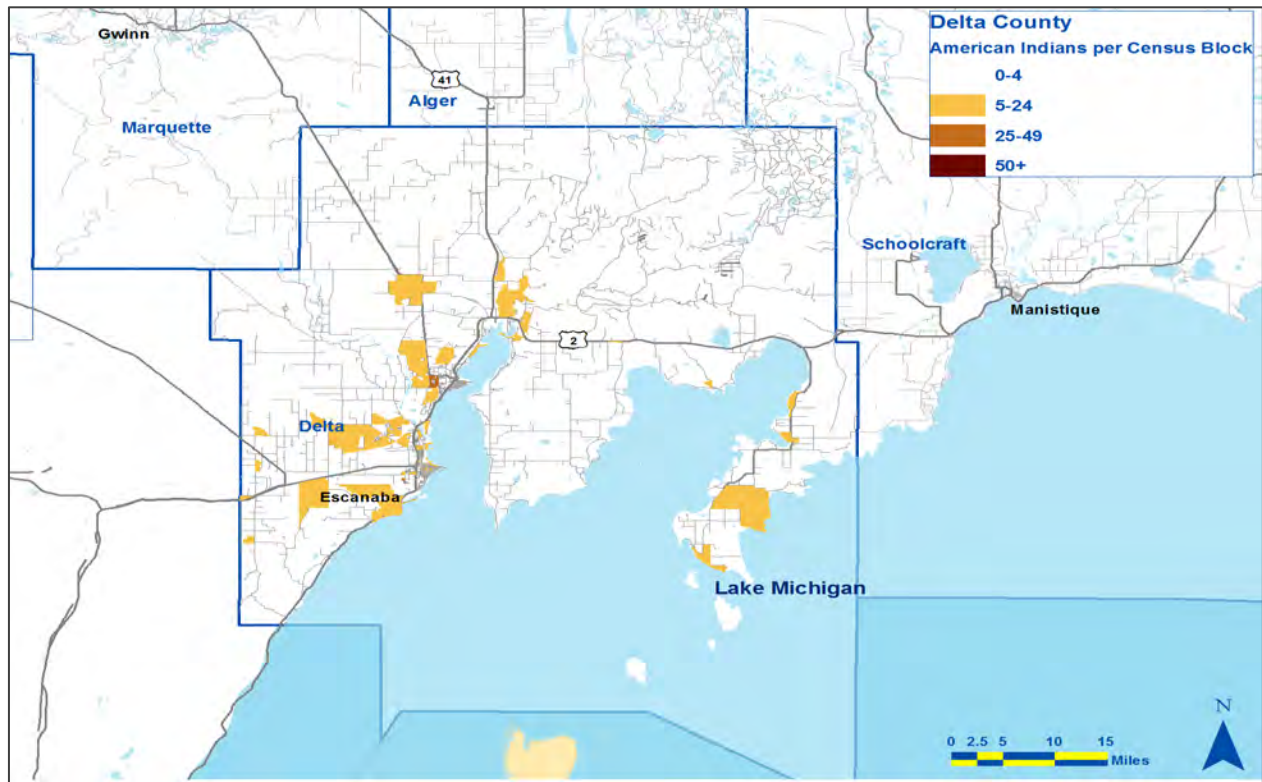


Figure 11 Delta County - Population Density by Census Block

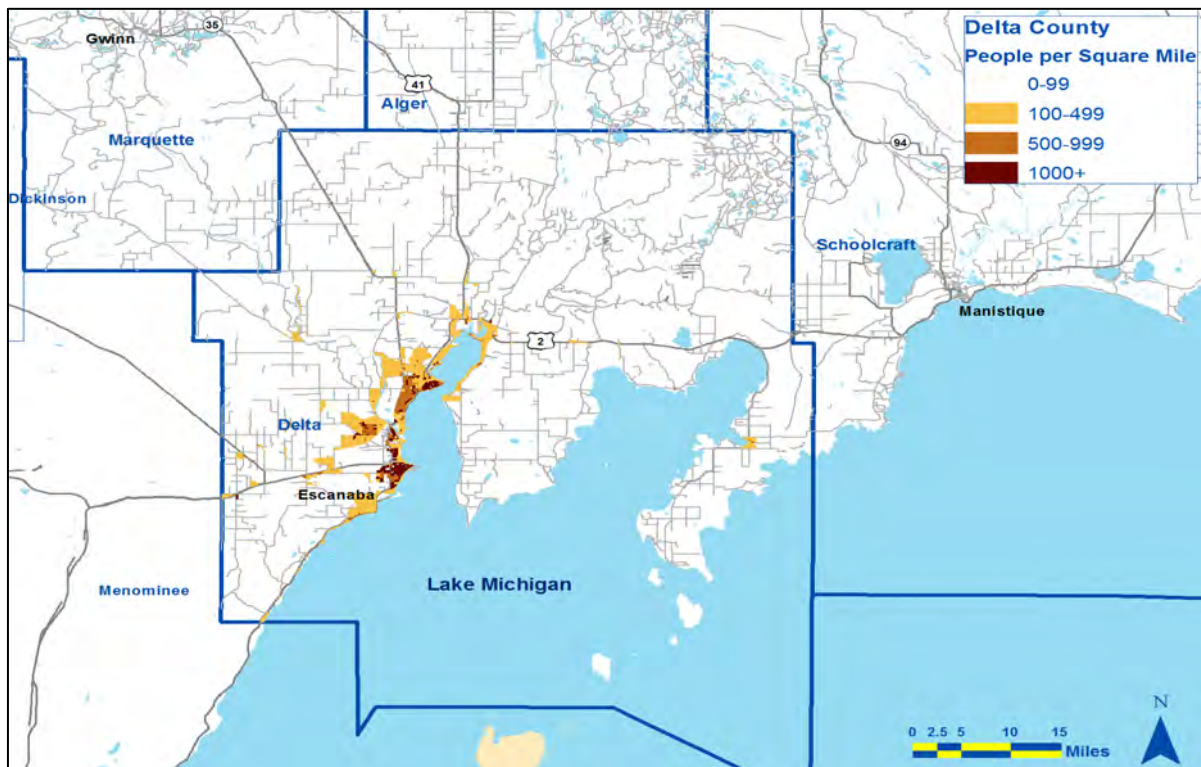


Figure 12 Luce County - Native Americans by Census Block

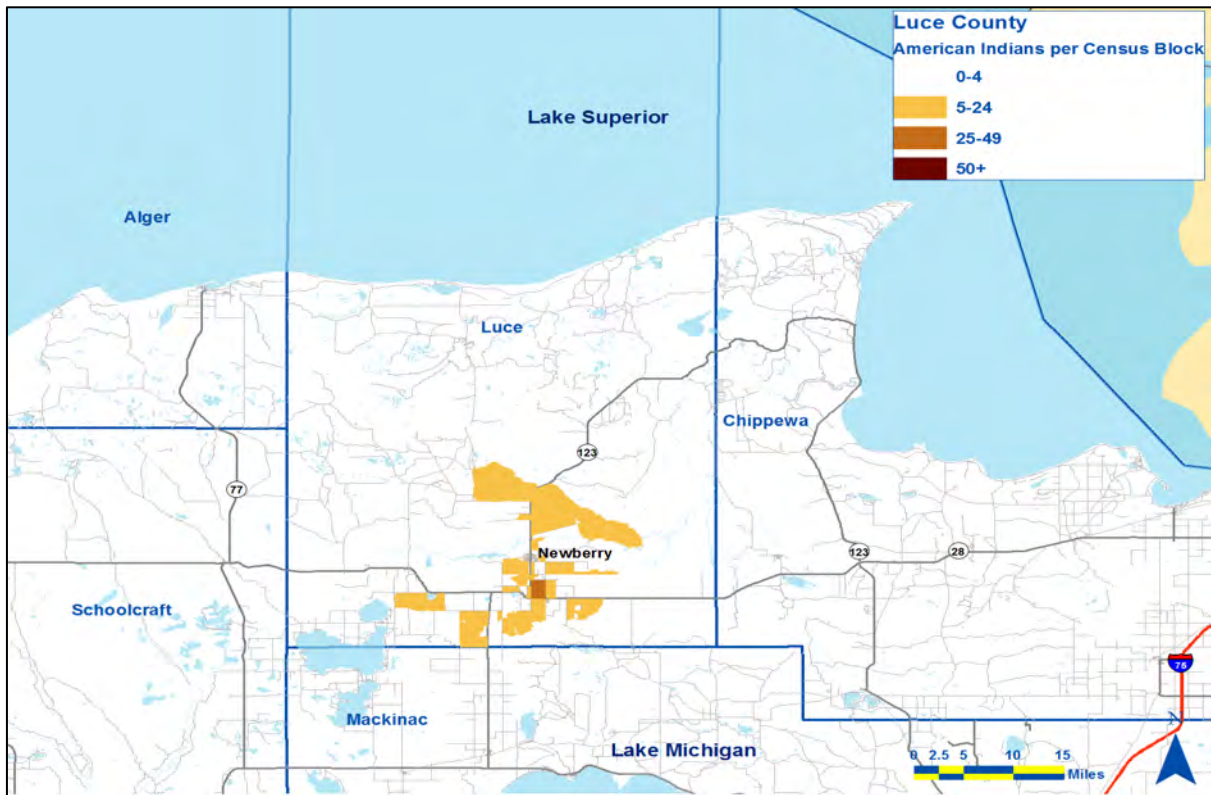


Figure 13 Luce County - Population by Census Block

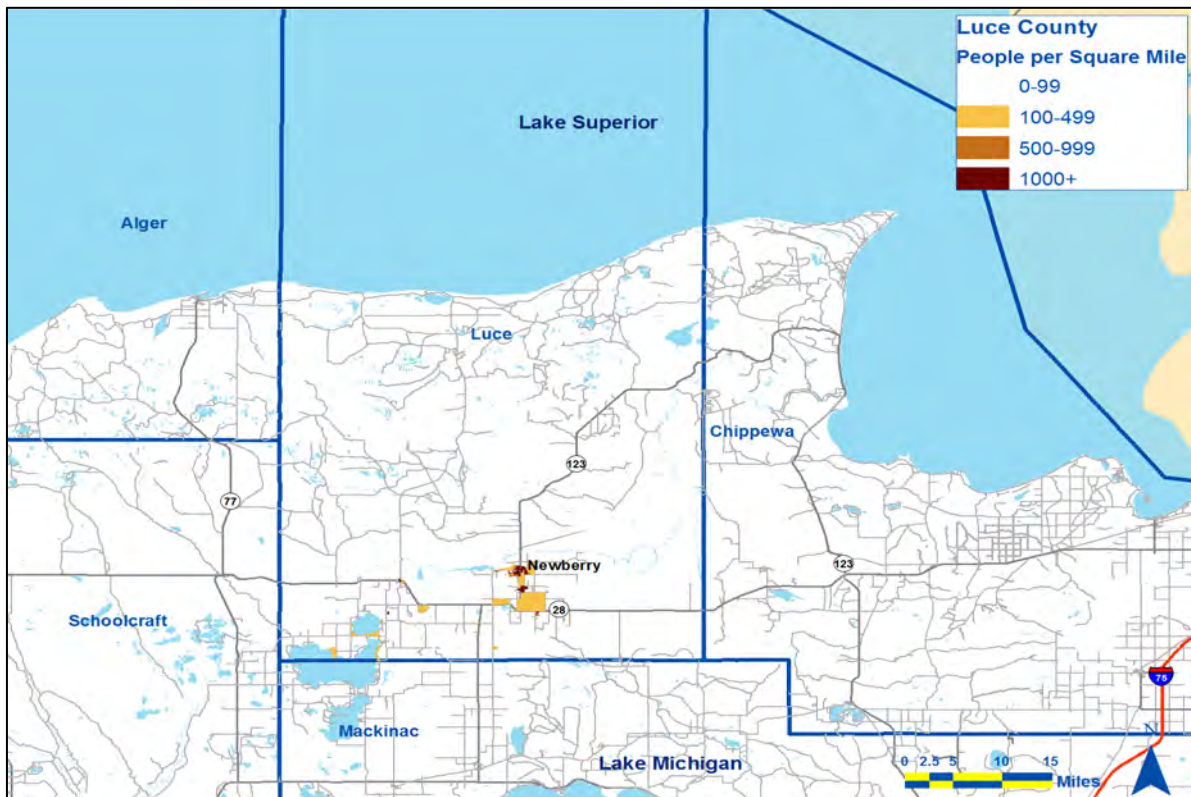


Figure 14 Mackinac County - Native Americans by Census Block

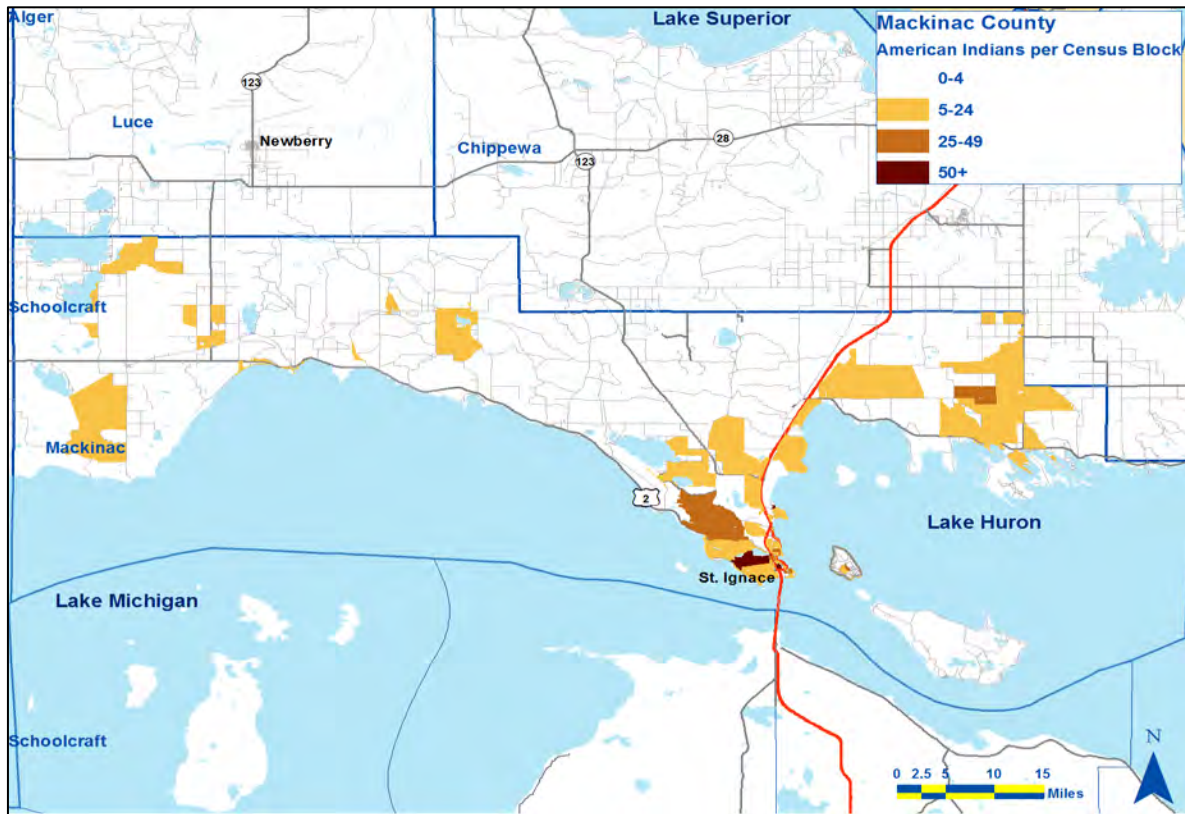


Figure 15 Mackinac County - Population Density by Census Block

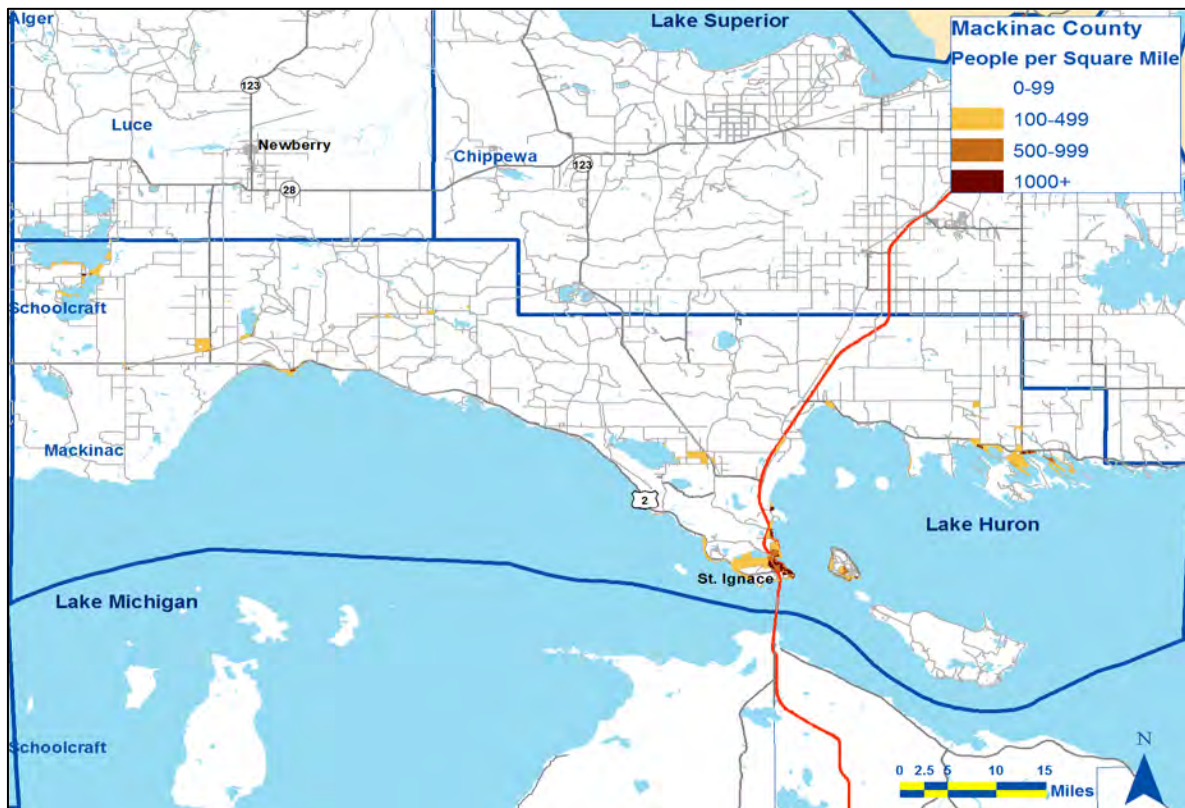


Figure 16 Marquette County - Native Americans by Census Block

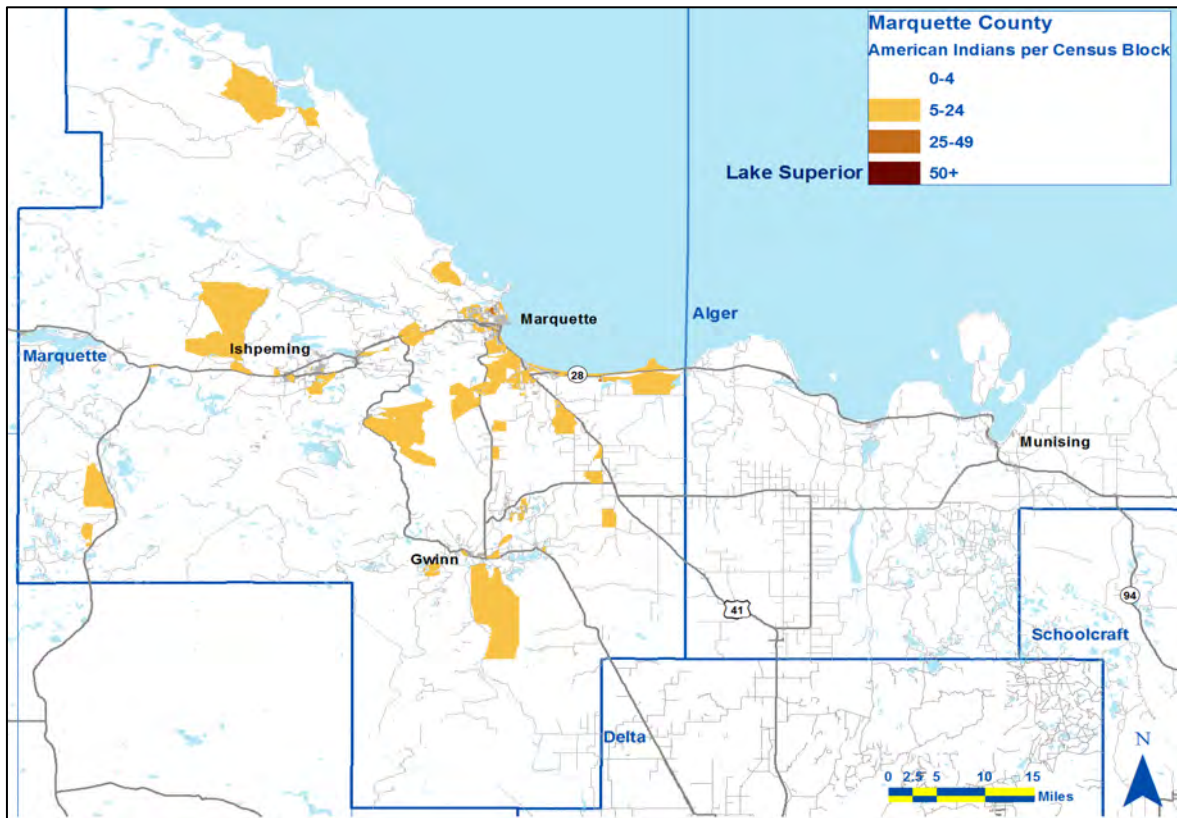


Figure 17 Marquette County - Population Density by Census Block

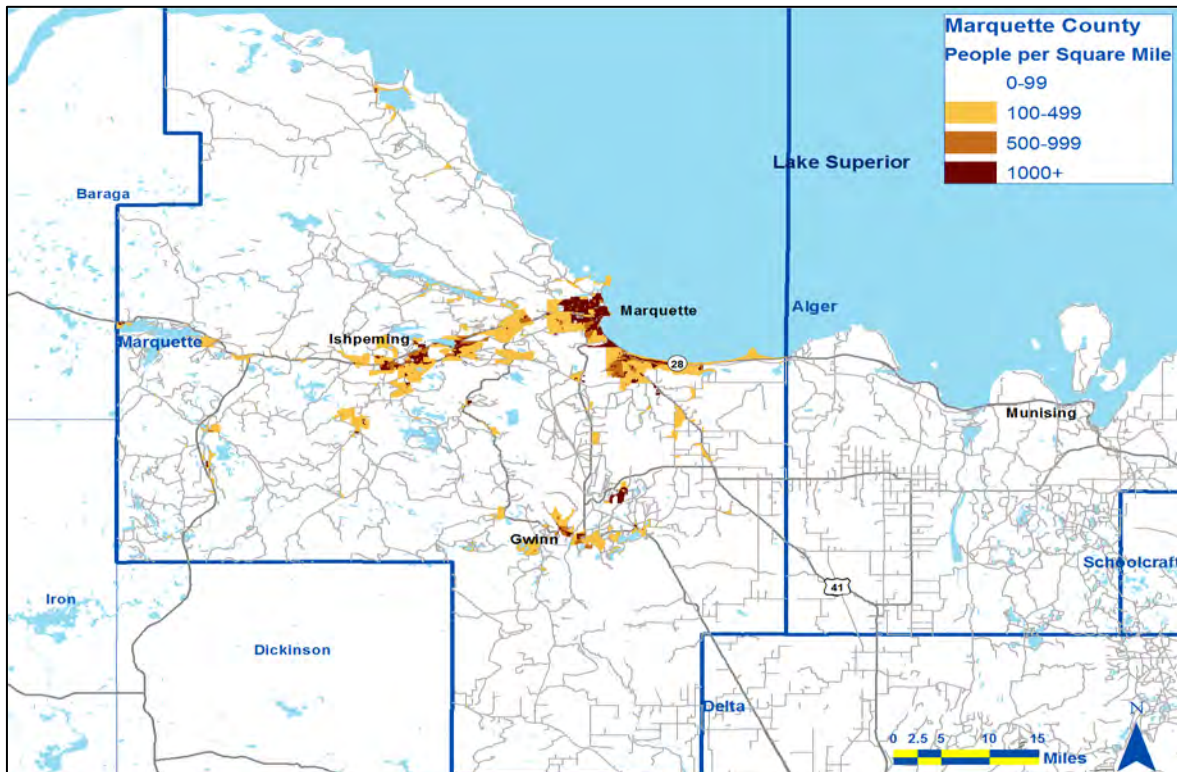


Figure 18 Schoolcraft County - Native Americans by Census Block

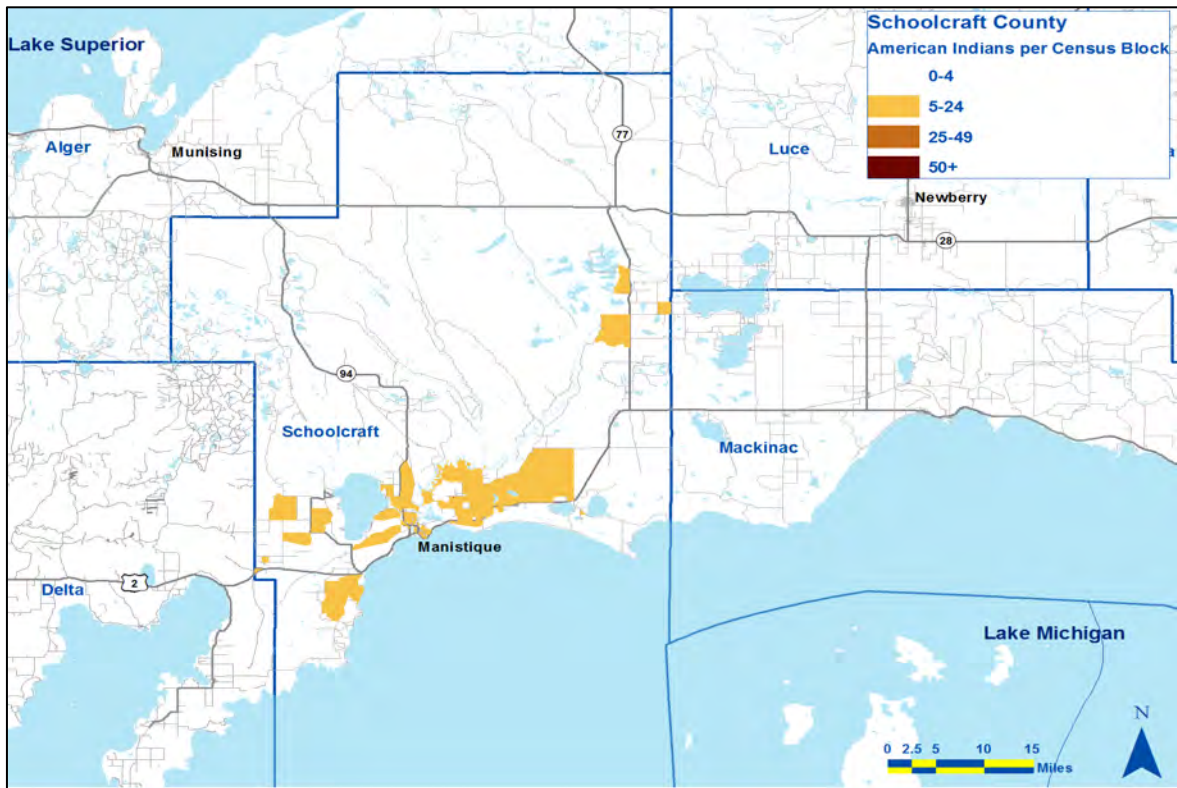


Figure 19 Schoolcraft County Population Density by Census Block

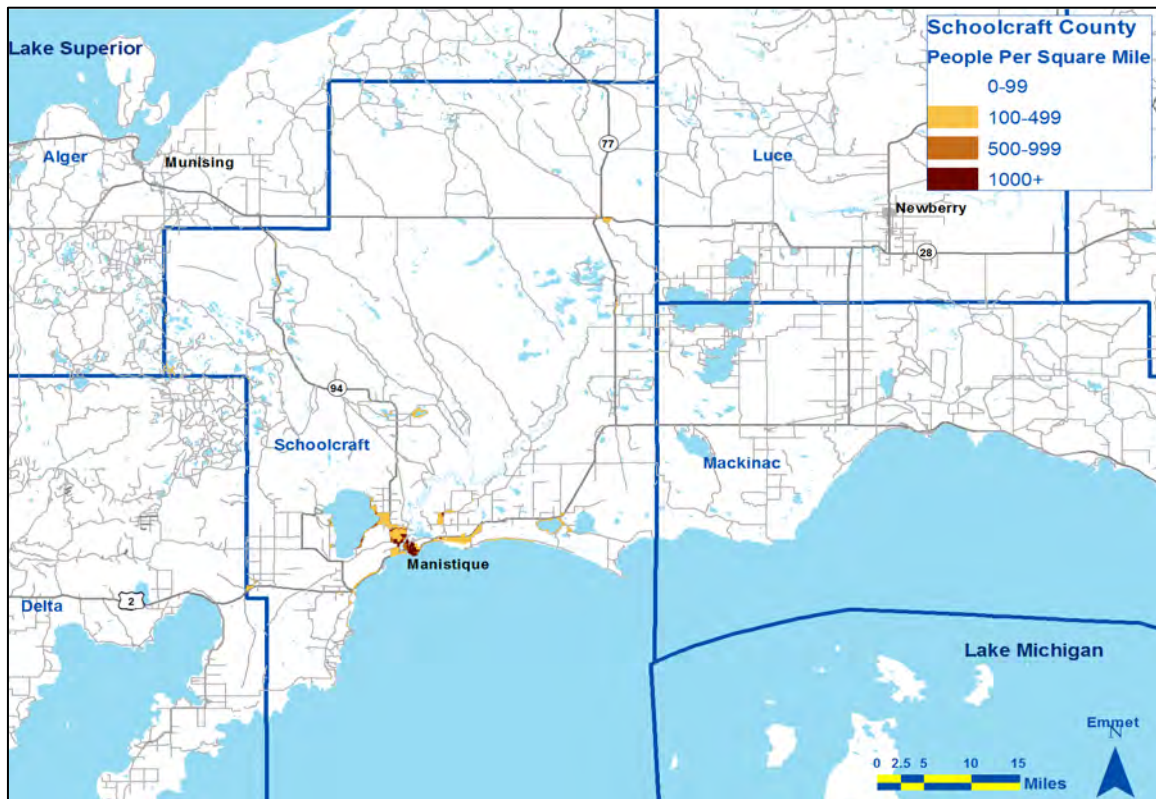


Table 1 State of Michigan Population, Seven County Service Area Population

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

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

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

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

Table 3 MDOT Population Projection

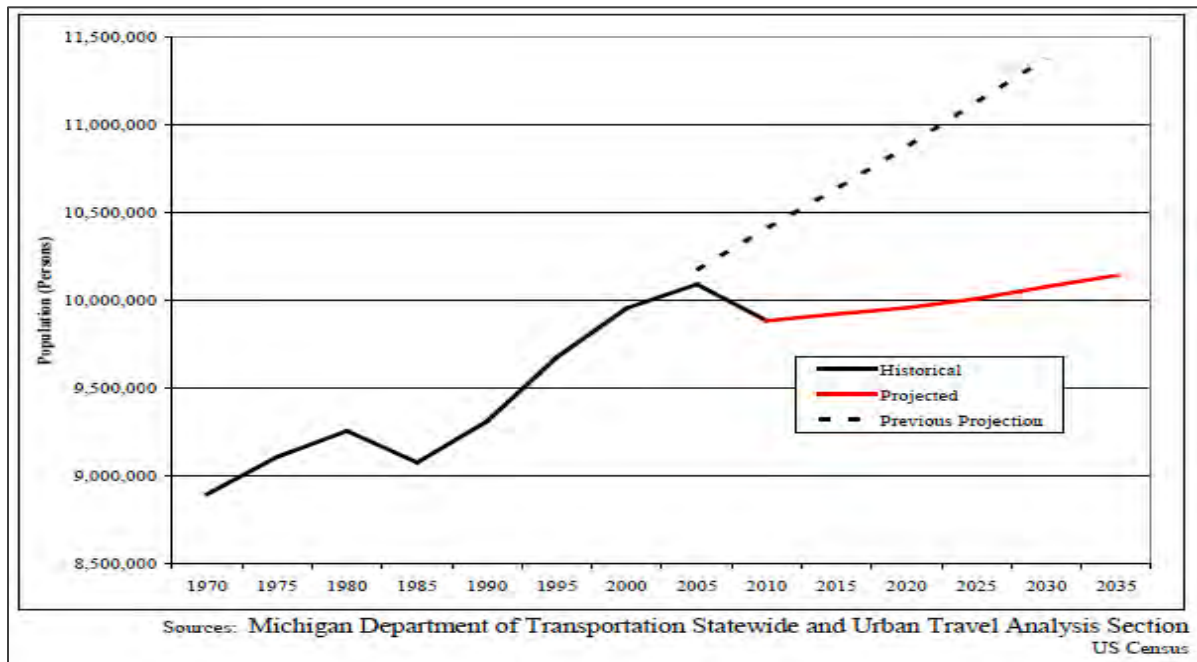


Table 4 2009-2013 Primary Employment Industries-5 Year Estimate Seven County Service

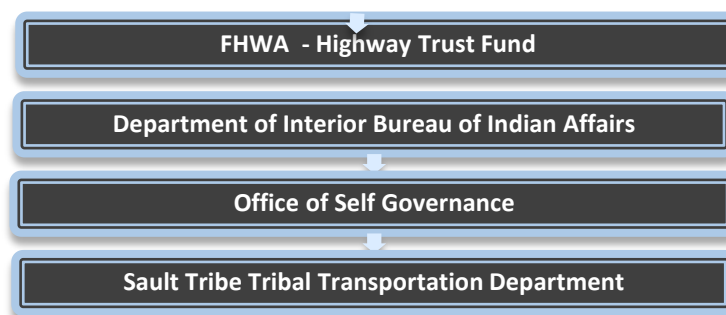
	2009-2013 American Community Survey 5-Year Estimates Seven County Service Area													
	Alger		Chippewa		Delta		Luce		Mackinac		Marquette		Schoolcraft	
	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE
Civilian Employed Population 16 Years and Older	3,011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

1.1.4 FUNDING ALLOCATION AND TRANSPORTATION DEPARTMENT OVERVIEW

The Department is funded by two federal programs and grants: the Federal-Aid Highway Program and the Federal Transit Administration. The Tribal Transportation Program (TTP) is authorized under the Federal Lands Highway Program, 23 United States Code (USC) 204.

Use of TTP Program funds is defined in 23 USC. The FLHP was established to address the transportation needs of Tribes, with the program jointly administered by the BIA and the Federal Highway Administration. The purpose of the Department is to provide safe and adequate transportation and public road access to and within Tribal Lands and communities for Tribal Members, visitors, recreational users, and others while contributing to economic development. Funding for the TTP is the contract authority from the Highway Trust Fund and is subject to obligation limitation. The structure of the TTP Program is provided below in Figure 3.

Figure 20 TTP Delivery Structure



The Department administers the following BIA TTP activities: Transportation Planning, Construction Administration, Program Administration, Design, Construction, Safety Initiatives, Signage, Asset Management (Road Maintenance), Inter-Governmental Collaboration, Transit, Bridges, Grant Research, and Administration. To fulfill its required responsibilities, the Department creates and submits several annual plans and reports; these include the Transportation Improvement Plan (TIP 5-year program plan), Program Activity Reports (activities, funding, expenditures), Single Audits, and Program On-Site Reviews. The Department has expanded and grown exponentially over the last several years.

Regional Tribal Transit Program

In 2014, the Board of Directors supported and authorized a comprehensive study to examine the current and future Mobility options across the tribal seven-county service area. The study included special emphasis on access to health and social services, employment, and educational services to enhance members' general quality of life. The study, led by the Corradino Group, included significant opportunities for public input, with community sessions and online surveys. In 2016, the Department developed and received an FTA Tribal Transit Program (TTP) Grant; this grant provided the opportunity to implement key initiatives across the service area and the creation of a Mobility Coordinator position to assist with programming services. The Tribe now has a Regional Tribal Transit Program.

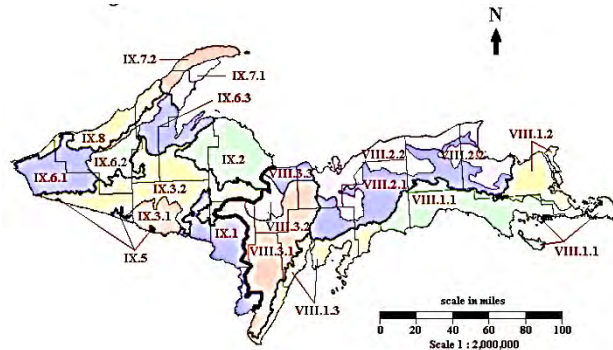
In 2023, the Department began a partnership with SRF Consulting to develop a Regional Tribal Health and Human Services Transportation Plan to research administrative structures, systems, needs, and provide guidance to support future FTA TTP programming.

In 2025, the Department will implement Mobility Coordination, Regional Rides to Wellness and Volunteer Driver programming and maintain our current contracted services across the service area.

1.1.5 SOIL CHARACTERISTICS

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

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



1.1.6 LAND OWNERSHIP

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

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

1.1.7 CURRENT AND PROPOSED LAND USE

Currently, tribal land is primarily trust fee land and fee simple land and is regulated by the Tribal Code, Chapter 60 Land Use Ordinance^{iv}. The Land Use Ordinance establishes the following provisions and identified subchapters, which include but are not limited to the following:

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

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

- encourage the use of lands and natural resources of the Tribe by their character and adaptability; limit improper use of Tribal land; reduce hazards to life and property; provide for the orderly development of the Tribe;

- avoid overcrowding the population, provide adequate light and air, and lessen congestion on the public roads and streets; protect and conserve natural recreational areas, agricultural areas, residential areas, and other areas naturally suited to the particular use to facilitate the establishment of adequate and economical use of transportation, sewage disposal, safe water supply, education, recreation, and other public requirements;
- conserve expenditure of funds for public improvements and services to conform with the most advantageous uses of land, resources, and properties and promote the best uses of Tribal land and resources by both the community in general and the individual inhabitant

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

Community and Cultural Facilities- Mary Murray Culture Camp



Education - Joseph K. Lumsden Bahweting Anishinaabe School



Governmental - Administration Building



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



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



Housing- St. Ignace /Elders Complex, Conceptual Drawing



Recreational - Chi Mukwa Community Recreation Center.



1.2 Harbors and Docks

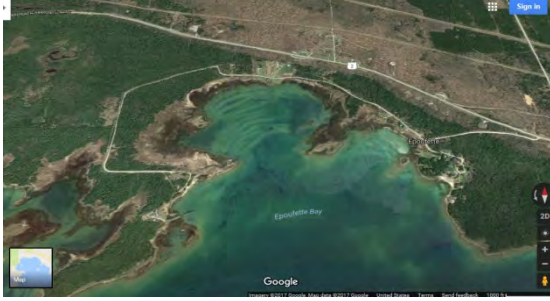
1.2.1 ST. IGNACE/HORSESHOE BAY

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

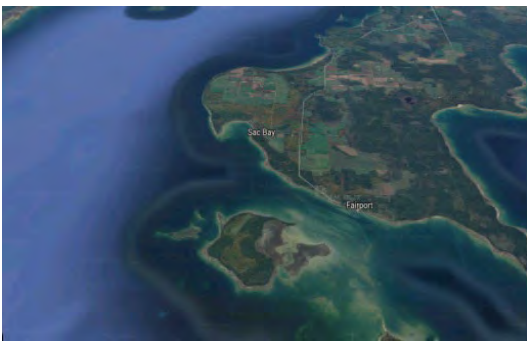


1.2.2 EPOUFETTE HARBOR

Epoufette Harbor is located in the town of Epoufette



1.2.3 FRUITPORT



1.2.4 BRIDGES

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

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



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

1.3 ECONOMIC AND SOCIAL DEVELOPMENT PLANNING

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

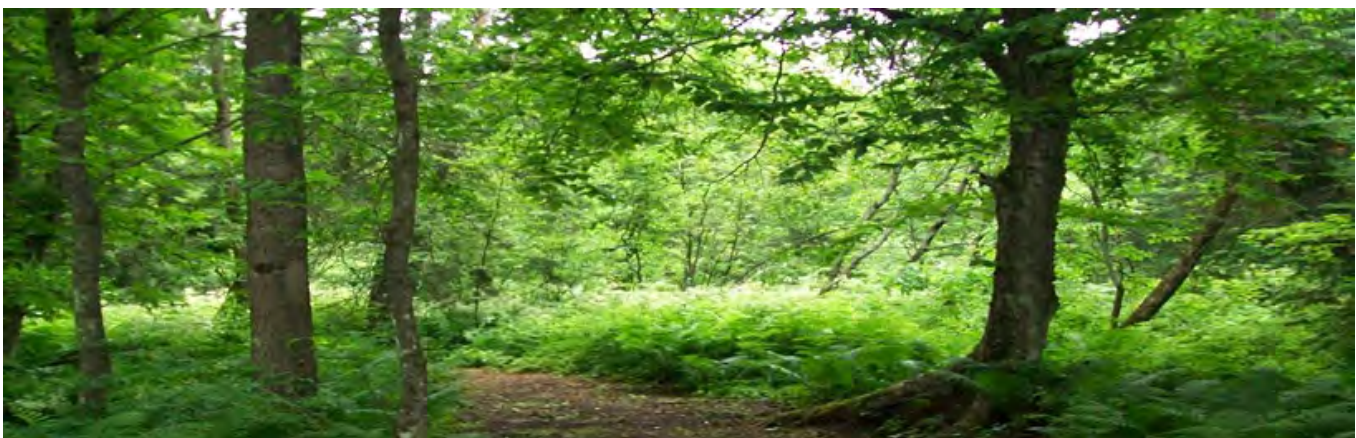
1.4 NON-MOTORIZED TRANSPORTATION

1.4.1 MULTI-PURPOSE TRAILS and Paths

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

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

Figure 22 Chi-Mukwa Nature Trail



1.1 SIDEWALKS

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

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

2.1 SIGNAGE

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

1.1.2 SIGN INVENTORY

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

Figure 23 Tribal Sign Inventory

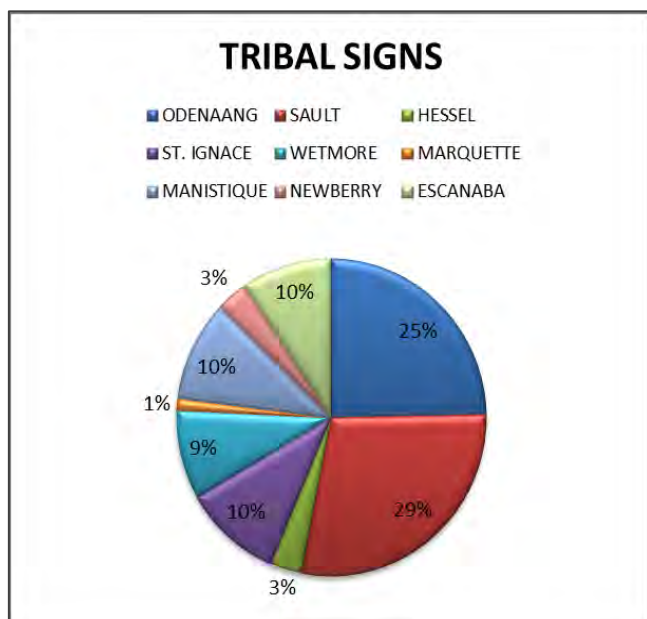
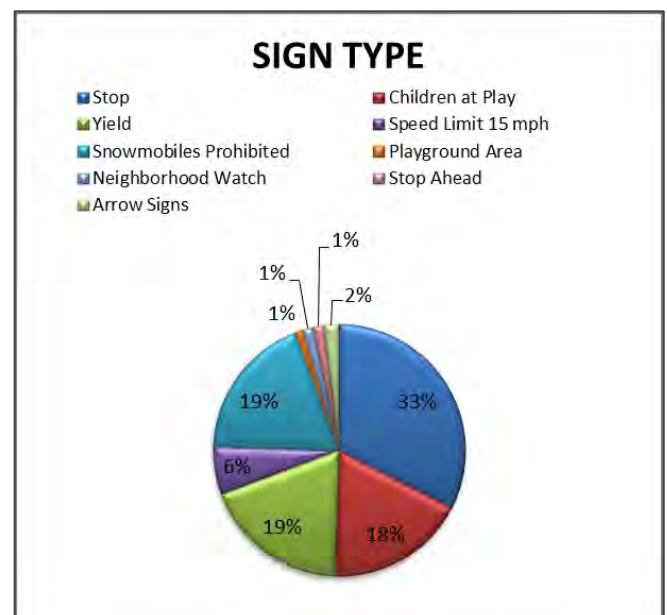


Figure 24 Tribal Sign by Type



1.1 REFLECTIVITY AND SIGN RETROFLECTIVITY MAINTENANCE PROGRAM

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

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

2.1 GEOGRAPHIC INFORMATION SYSTEM (GIS)

The Department has performed research to acquire and utilize Geographic Information System (GIS). This research focused on the feasibility and potential of incorporating GIS into mapping, land use management, data analysis, and transportation route/inventory database planning.

This research led the department to contact the BIA Department of Geospatial to license ArcGIS Desktop and other components. We have also extensively reviewed hardware and system requirements, explored the training available from ESRI, the creator of ArcGIS, and cataloged the training courses.

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

Figure 25 GIS Layers



GIS answers questions about the world by allowing people to collect, organize, manage, analyze, communicate, and distribute information. GIS can turn data into map features to better visualize the given data and examine spatial patterns or relationships. Finally, Transportation was directed to facilitate an interdepartmental committee on GIS that has met

several times. The department intends to establish a quarterly schedule for the committee to interact, share updates, and coordinate on geospatial projects.

1.5 REGIONAL TRIBAL TRANSIT PROGRAM

2.1 TRIBAL TRANSIT PROGRAM

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

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

3.1 TRANSIT PLANNING

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

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

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

4.1 TRIBAL SCHOOL BUS ROUTES AND MAIL ROUTES

The tribe operates three education programs/departments: Day Care Head Start and Bahweting School. Several of which provide public transportation. Head Start, which includes early Head Start, owns and operates three buses daily, with one bus available as needed. There are six routes, with four provided in the City of Sault Ste. Marie and two provided in the

City of St. Ignace. The total miles traveled for all bus routes are 134 miles per day. Bahweting School owns and operates nine buses, where one is kept as a spare. The schools have six regular routes and one longer route. The total miles traveled daily for regular routes is 364, and the longer route is 108. The Tribe also operates a daily mail run between Tribal facilities and local businesses; the west mail run includes 18-19 Stops, 305-315 miles, with 6 hours spent driving and 2 hours of pickup and delivery. 16 Stops are Grant Funded (GF), and 3 are Enterprise (E). The south mail run average is 145 miles traveled daily with an average of 3.75 hours of driving and 4 hours of pickup and Delivery time. Roughly 44 stops each day; of those 44 stops, 27 are Grant Funded (GF) or Partially Grant Funded (PGF), and the other 27 stops are Enterprise (E). The bus and mail routes the Tribe conducts can be entered into the National Transit Database, which would permit the tribe to report on the current services provided and receive assistance from the Federal Transit Administration grant.

5.1 ELDER AND HEALTH TRANSPORTATION SERVICES

The Department anticipates a comprehensive Tribal Non-Emergency Medical Transportation initiative. This initiative will be in collaboration with strategic internal partners to ensure necessary transportation to and from providers, the use of the most appropriate form of transportation, and Include coverage for transportation and related travel expenses essential to attend medical appointments, as required under Tribal, Federal, State, Medicaid and Medicare laws and regulations.

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

6.1 Federal Transit Administration

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

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

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

8.1 FUTURE FUNDING AND GRANT OPTIONS

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

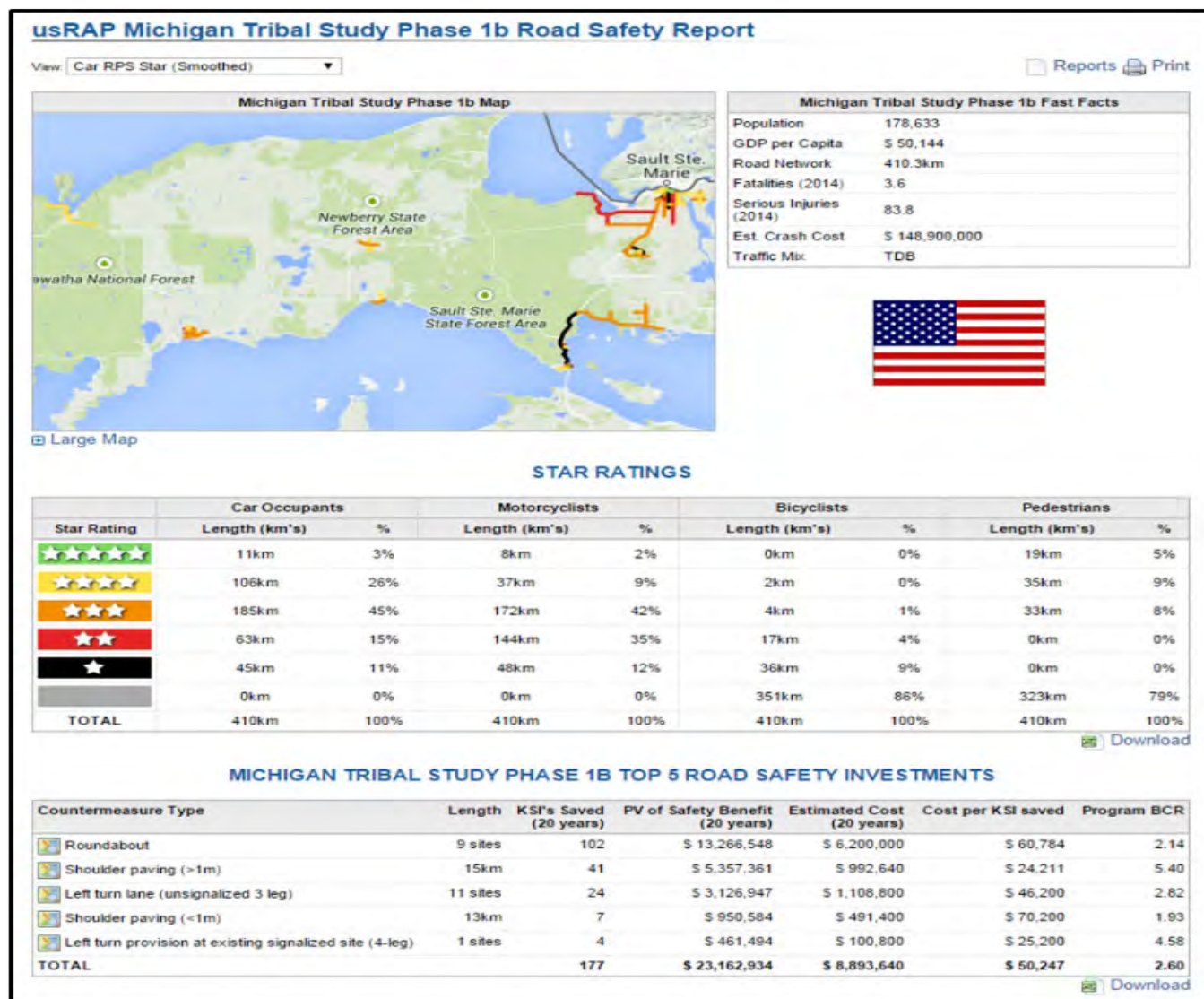
1.9 Safety

9.1 SAFETY PILOT STUDY

The AAA Foundation for Traffic Safety provided \$11,500 seed funding to the Sault Ste. Marie Tribe of Chippewa Indians Transportation Department in 2012-2013 to begin implementing usRAP. Using the AAA funds, the Sault Tribe was able to inspect 80 miles of roadway to develop Star Ratings and a Safety Investment Plan. The project's objective was to demonstrate the effectiveness of usRAP within a tribal setting. The Sault Tribe was the first tribe in the Nation to complete

and begin usRAP. This initial project included only a portion of the Tribe’s roadway network but was completed successfully with the Bay Mills Tribal Community.

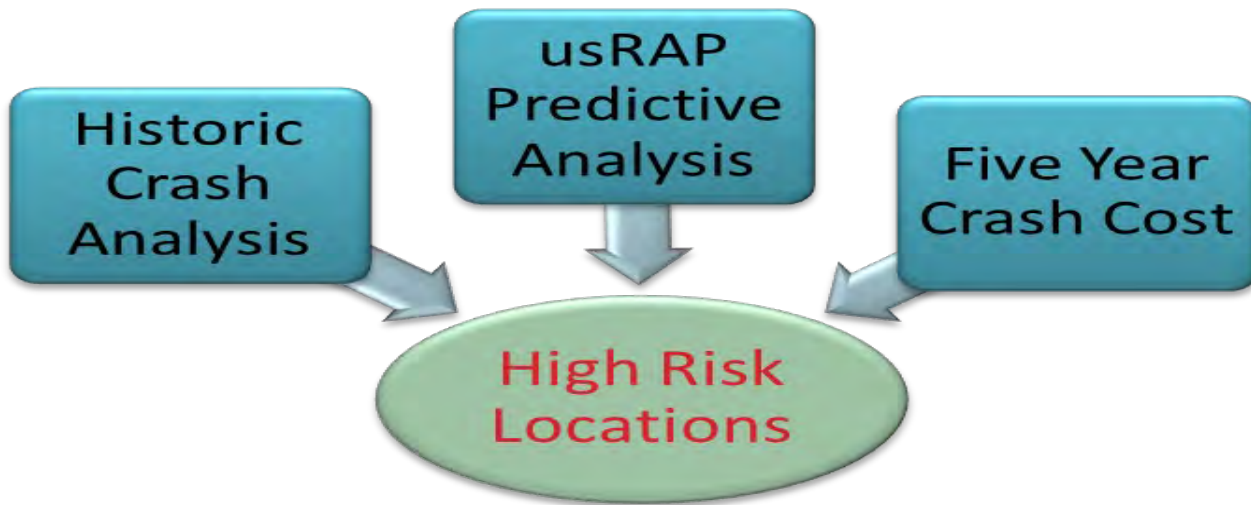
Figure 26 Tribal Safety Analysis



10.1 UsRAP SAFETY INVESTMENT PLAN

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

Figure 27 usRAP Process



This project's benefits included identifying key emphasis areas, safety issues, and priorities. Also, the project provided the opportunity to proactively implement preventative measures to reduce and prevent fatalities and serious injuries. The Tribe developed partnerships with tribal, federal, state, local, and other professions to create a comprehensive Plan to prioritize and guide future safety efforts. The Tribe collaborated with the Michigan Department of Transportation (MDOT), Michigan Technological University (MTU), which administers LTAP and TTAP, and the Eastern Upper Peninsula Planning Association, which produces and manages Road safety data analysis tools utilized by MDOT and various tribes throughout the state.

The USRAP Safety Assessment Plan was multimodal and data-driven. It identified vital emphasis areas, focusing on engineering, education, enforcement, and emergency services. Safety strategies were identified throughout the Tribe's seven (7) county service areas, which included Chippewa, Mackinac, Lapeer, Schoolcraft, Alger, Marquette, and Delta Counties. The following figures look at the analyzed network in each of the eleven areas and show the vehicular star ratings for each road.

Figure 28 St. Ignace Treatment Locations

St. Ignace - Treatment Locations

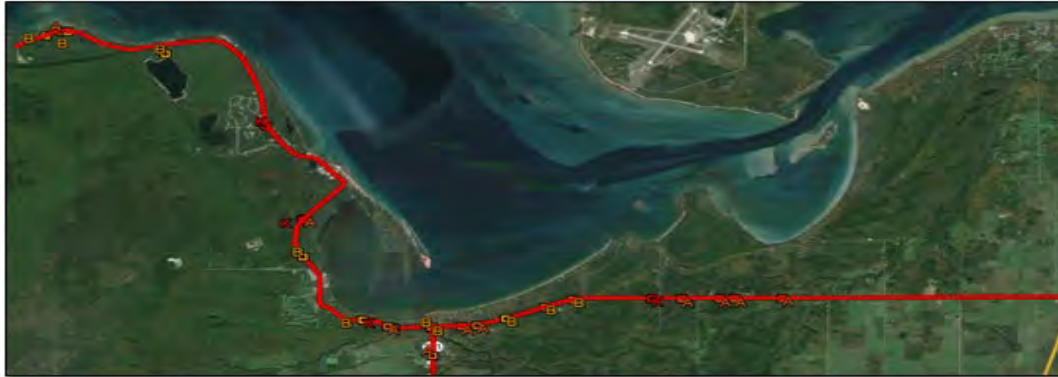


The usRAP provided an initial Based on a benefit-cost ratio for each proposed recommendation. The following two figures show Sault Ste. Marie and St Ignace (due to higher traffic volume and denser urban areas). It was noted by Opus International that although no treatments were recommended for Lakeshore Drive, Chippewa County, despite having a

high-risk rating and several fatal and incapacitating severe crashes over the past five years. There is a need to conduct additional reviews by transportation engineering professionals to supplement or better guide the network screening process.

St. Figure 29 usRAP Analysis – Lakeshore Drive

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



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

1.9.1 REGIONAL SAFETY PLAN

The Department recruited Opus International, a professional consulting team, to assist with developing a Regional Tribal Safety Plan. This far-reaching plan was funded by a grant received from the Federal Highway Administration Tribal Transportation Safety Grant (TTPSF). This plan provided a foundation for collaboration, identifying critical areas of concern and creating a framework to accomplish identified goals and objectives, emphasizing all 4Es (engineering, education, enforcement, EMS). The plan's development plan was coordinated with MDOT State SHSP and promoted a cohesive strategy that would address identified safety issues.

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

The Plan was developed with the communities to share the importance of safety and focus on what we can do to prevent loss of life and injury. Council Members, Staff, Elders, Youth Council, and Community Members were needed and involved in developing this Plan. Last month's plan development included community outreach and input sessions with our elders,

youth, and community members. The Plan also conducted a comprehensive crash analysis and analyzed safety data to help identify concerns. The facilitation aspect of the Plan development included;

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

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

1.1 REGIONAL TRANSPORTATION SYSTEMS

1.5.1 RAIL SYSTEM

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

Figure 31 Michigan Rail Lines



Figure 30 Michigan Intercity Bus System



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

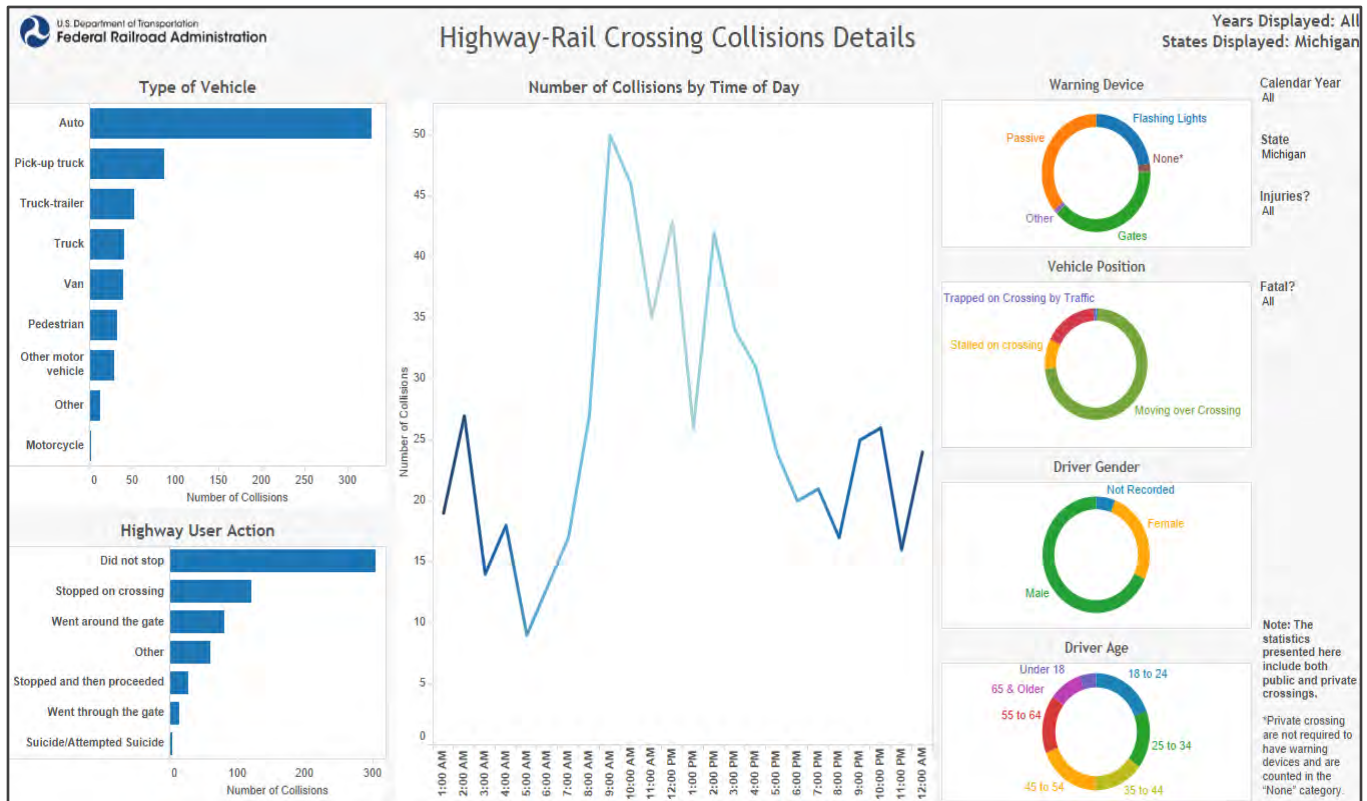


Table 6 Federal Railroad Administration, Tribal Service Area, Collisions, Injuries, and Fatalities per crossing 2007-2017

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

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

1.6 Ferries

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

1.6.1 GRAND ISLAND

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

1.6.2 SUGAR ISLAND

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

1.6.3 DRUMMOND ISLAND

You can catch the Drummond Island Ferry from Detour Village for a quick trip across Drummond Island. Located in Sault Ste. Marie, the Sugar Island Ferry is your transport to Sugar Island. Operating seven days a week, their schedules can accommodate your travel needs throughout the year.

1.6.4 NEEBISH ISLAND

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

1.6.5 MACKINAC ISLAND

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

1.7 Freight

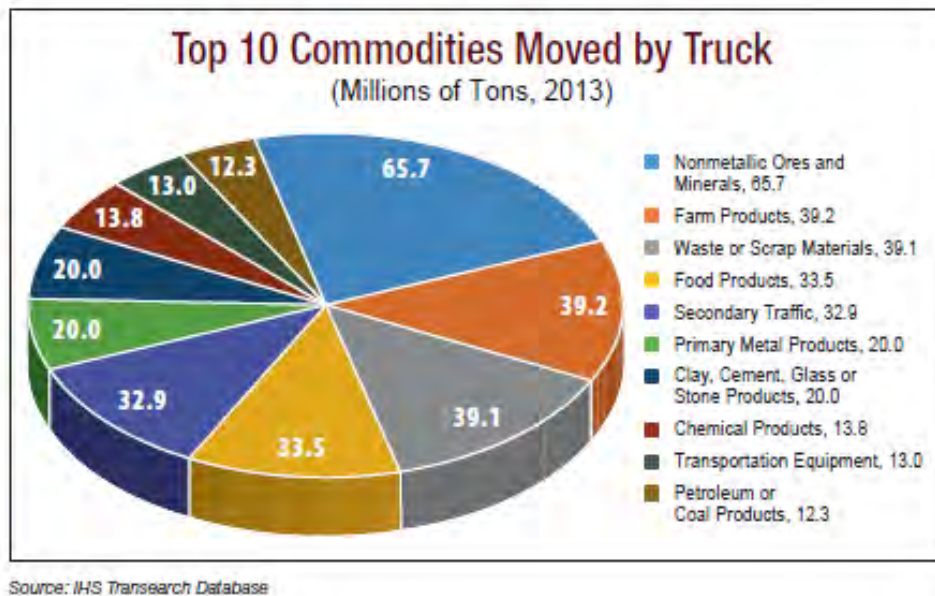
The Tribe is in a geographical region that includes Interstate I-75, M-28, and US-2, along with the Sault St. Marie International Bridge, Mackinac Bridge, and Sault Locks. MDOT manages the Interstate highway system, and independent Bridge Authorities manage the Mackinac Bridge and Sault International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

Figure 32 Michigan State Trunk-line System Map



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

Figure 33 Michigan Top 10 Commodities - IHS Research Database



Maintaining safe and accessible transportation systems ensures economic growth and sustainability. For example, Mid-America Freight has stated that freight-related employment within Michigan is estimated at 914,440. In addition, freight is defined as goods and items transported commercially (rail, truck, air, water).

The Sault Locks are critical to maintaining global shipping industry connections within the Midwest. Local officials have requested funds to complete proposed upgrades to the Soo Locks, which have been ongoing for several years. The impact of this project is critical to local, regional, and national freight and commerce. The Corp of Engineers, Detroit District Office manages the Sault Locks. Below, we've included an overview of the Sault Locks provided by the Corp of Engineers.^v

Figure 34 Sault Locks

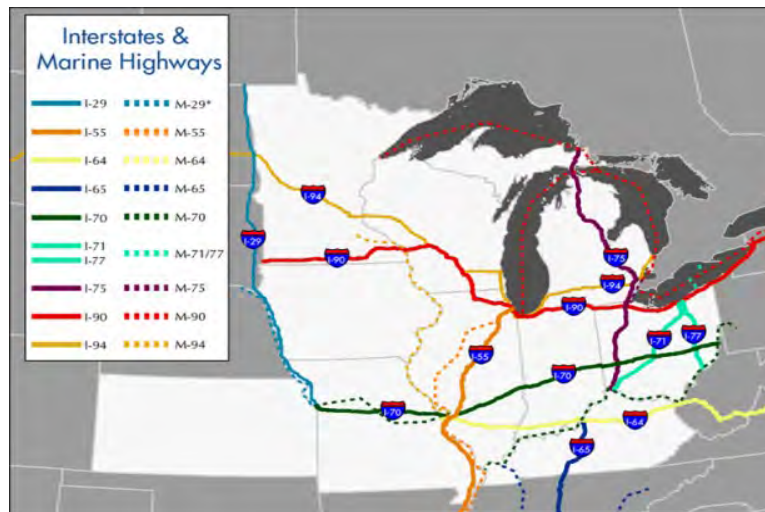


The St. Mary's River is the only connection between Lake Superior and the other Great Lakes. The water drops approximately 21 feet over hard sandstone in $\frac{3}{4}$ mile, and this area is called Bahweting. In 1797, the first lock on the St. Mary's River was constructed on the north side of the rapids.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

1.8 Marine Highway System

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

Figure 35 M-90 Marine Highway Corridor Connecting the Great Lakes



1.9 PORTS – INTERNATIONAL AND MICHIGAN

Great Lakes Seaway Shipping Channel includes 900 miles of shoreline on Lake Superior and over 1000 miles on Lake Michigan. These shipping channels and the designated Marine Highway System encompassed our tribal homelands and were once our primary mode of travel for trade and gathering. Figure 42 shows the locations and functions of the ports located in the Tribal service area and the State of Michigan. Further, the investment and long-term sustainability of our Great Lakes and the Great Lakes Seaway Partnership are critical to sustaining our livelihoods and promoting economic growth. Tables 7, 8, and 9 below show the financial impacts of shipping, investments, and annual tonnage for each port in the Tribal Service Area.

Michigan Ports and Their Function

LEGEND

PORT FUNCTIONS

Cargo Port
Deep-water harbors that host cargo shipping vessels and facilities as defined by the Michigan Department of Transportation.

Ferry Port
Hosts Great Lakes ferry services that accommodate passengers, vehicles, package freight or a combination of those.

Commercial Port
Hosts commercial maritime activities other than the movement of cargo, including vessel construction, maintenance, repair, commercial fishing, marine contractors, salvage, dredging and towing services, charters, and other excursion services; and land-based support operations.

Recreational Port
Harbors and marinas funded by the Michigan Waterways Commission.

Map Created by: Matt Warner
Michigan Coastal Management Program
Department of Natural Resources and Environment
This map of the port communities is a work in progress and will be updated as new information becomes available.
September 21, 2010.

Table 7 Great Lakes Seaway Partnership Economic Impacts -2010

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

Table 8 Michigan Great Lakes Seaway Investments -2013

Invested in Michigan port, terminal, and waterway infrastructure
\$115 million

Table 9 Michigan Great Lakes Seaway-Annual Cargo Tonnage

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

1.10 AIRPORTS

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

Table 10 Tribal Service Area - FAA Airports and Seaplane Base

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

PART TWO LONG-RANGE TRANSPORTATION AND CAPITAL IMPROVEMENT PLAN

The LRTCP was developed using a comprehensive process established to meet current and future social, safety, health, economic development, tourism, and employment needs. In addition, this LRTCP identifies the tribal program and department responsible for performing all duties required to carry out the BIA Transportation Program and FTA Regional Transit Program.

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

It is recommended that this LRTCP Plan be formally adopted and utilized as the foundation for planning, programming, and budgeting transportation funds.

2.1 MISSION, VISSION, & GOALS

The primary recommendation for the Department is the continued growth, development, and sustainability of programs, services, and grant administration within the Tribal governmental organization. The Department has experienced an exponential increase in programming, planning, grants, and construction project management over the last ten (10) years, and recommends that programming, administration, and services function in the current manner, with the Transportation Planner having all administrative responsibilities of the department, including but not limited to the following: construction project administration, grant research, management and writing, land use planning, road and bridge maintenance, planning, and staff supervision. The Transportation Planner reports directly to the Chief Financial Officer within the Accounting Department.

The State of Michigan's Strategic Highway Long Range Plan partly guides the mission of the Tribal LRTCP. Still, it is designed to reflect the unique nature of the Tribe and the areas it serves and maintains. The mission is as follows:

Develop and improve a cohesive transportation system across our Tribal nation to ensure a safe, efficient, and welcoming environment for all tribal citizens.

This mission supports the more general vision to reduce traffic fatalities significantly, consequently reducing the prevalence of other crash severities. This vision is:

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

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

2.2 LRTP IMPLEMENTATION, UPDATING, AMENDING, REVIEW AND APPROVAL

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

To establish future LRTP updates, the Transportation Department recommends that the LRTP establish three primary groups for future transportation infrastructure improvements: short-range (0 to 5 years), Mid-Range (6 to 10 years), and Long-Range (11 to 20 years).

2.3 UPDATING THE LONG-RANGE PLAN

The planning processes for the LRTP include, but are not limited to, the following steps:

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

2.4 PUBLIC INVOLVEMENT

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

2.5 BOARD OF DIRECTORS OFFICIAL REVIEW AND APPROVAL

Department staff will present relevant documents and information to the Board of Directors during an official Board Workshop. After the official presentation and for thirty days following, information, suggestions, and requests are gathered for incorporation into the final LRTP. Following this process, a final TIP and official resolution is presented to the Board of Directors during a regularly scheduled meeting for official vote and approval of the LRTP. The Plan and all other official documents are then sent to the BIA Midwest Regional Roads Program for review and approval.

2.6 INVENTORY AND EXISTING TRIBAL ROADWAY SYSTEM

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

2.6.1 GENERALIZED FUNCTIONAL CLASSIFICATION

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

2.6.2 BUREAU OF INDIAN AFFAIRS FUNCTIONAL CLASSIFICATIONS

The Bureau of Indian Affairs

- Class 1-Major Arterial roads serving traffic between two large population centers carry an average daily traffic exceeding 10,000 vehicles per day and have more than two lanes of traffic.
- Class 2-Rural Minor Arterial roads -corridor between large population centers or link smaller communities. Generally, it is designed for relatively high overall speeds, inter-county, or inter-state service with average daily traffic on these roads of less than 10,000 per day.
- Class 3-City Local roads - located within community boundaries and provide direct access to residential areas and adjacent lands.
- Class 4-Rural Major Collector collects traffic from rural roads and provides service to larger towns or traffic generators such as powwow grounds, government services, stores, health clinics, airports, docks, or other areas of importance not served by the higher systems.

- Class 5-Rural Local roads – section line and stub type roads that collect traffic for higher system roads or provide access to schools, tourism, farming areas, small enterprises, roads, and motorized trails for forest, grazing, mining, oil, recreation, or other similar purposes.
- Class 6-City Minor Arterial streets - located within communities and connected to a central arterial system.
- Class 7-City Collector streets located within communities provide access to local streets and service within residential neighborhoods.
- Class 8-Paths, trails, walkways, and other non-road projects designated for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other uses to provide general access to non-vehicular traffic.
- Class 9 parking facilities adjacent to other transportation facilities such as routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.
- Class 10-Airstrips that are within the boundaries of the IRR System grid and are open to the public. These airstrips are included for inventory and maintenance purposes only.
- Class 11-Overlapping routes, previously inventoried sections or sections of a road, 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.

2.7 PRELIMINARY PROJECT PLANNING

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

Engineering Design reviews are completed promptly and thoroughly. Reviews include the Project Team, internal and external review, and comments incorporated during development and final approval, review, and input from local, regional, or state units of government that may be impacted. Final review and acceptance include review and acceptance by the Midwest Bureau of Indian Affairs Roads office. However, the Tribe can approve plans, specifications, and estimates; we work collaboratively with the regional BIA to ensure PS&E meets all state and federal assurances. A Notice of Intent to Construct display ad is printed in local paper with public review and input of plans and project overviews.

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

2.8 Regional Tribal Transit Program

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

The first grant focused on expanding a pilot program conducted with the AAA of Michigan, Opus International, and Bay Mills Indian Community. This project/grant expanded the usRAP Analysis and safety study to cover our seven-county service area; we've included the usRAP analysis/Project as Attachment E and the Sault Tribe Safety Plan as Attachment F. Michigan Department of Transportation has requested and is utilizing the Tribal Safety Plan as a model/good example for use with local units of government located in the lower peninsula of the State. Currently, the Transportation Program is

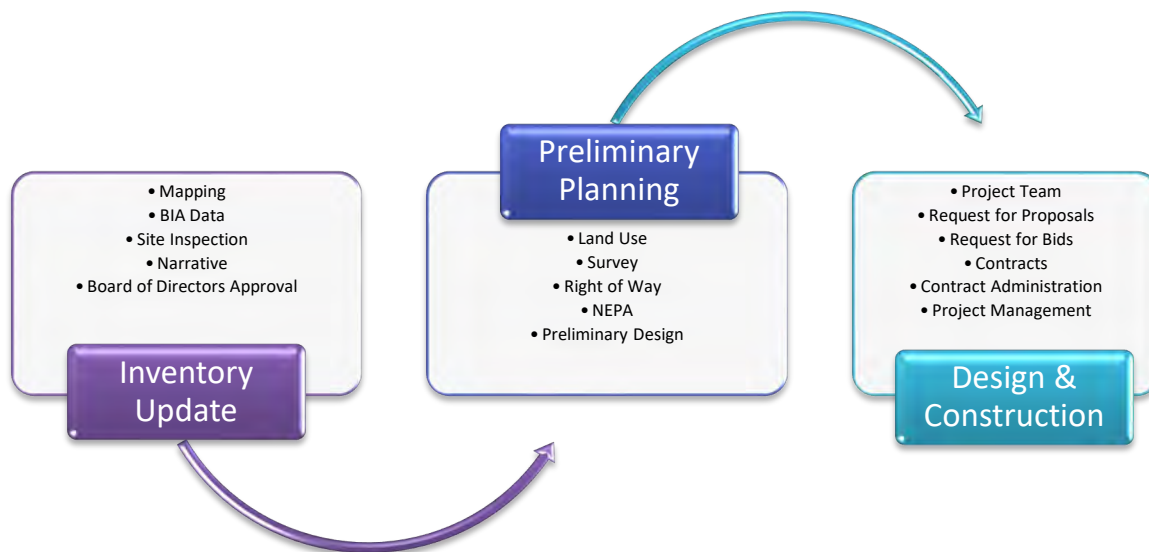
reviewing the usRAP Analysis and Safety Plan to identify critical needs and review alternative funding sources if necessary. Finally, The Tribal Transportation Program has implemented and maintains contracts, planning, expenditure files, and binders; these are available for review on-site.

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

2.9 CONSTRUCTION & CONTRACT ADMINISTRATION

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

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



2.10 DESIGN STANDARDS

Department projects, which include design, will incorporate and follow BIA, FHWA, AASHTO, and MDOT Design Standards, MDOT Drainage Manual, MDOT Standard Plans, Michigan Manual of Uniform Traffic Control Devices, and any local standards within the governing community. All designs will be completed in AutoCAD 2015 or a compatible version, scaled appropriately for the task, and use bearings based on True North.

Table 11 Trail Design Guidelines

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

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

2.11 SMART GROWTH AND COMPLETE STREETS

Smart growth is a transportation planning model that promotes the development and design of infrastructure in a dense way that promotes safe walking, biking, and transit access. Innovative Growth strategies support safe, healthy, sustainable community development with the intent to increase social interactions. Critical to Smart Growth is promoting equitable investments with all communities using Smart Growth Principles. Principles include mixing land uses, compact building design, promoting a variety of housing opportunities and choices, walkable neighborhoods, encouraging a sense of place for communities, preserving open space, farmland, and natural beauty, strengthening and supporting existing communities with improvements and development, support transportation choices and multi-modal links (biking, walking, transit), and finally ensure that decisions are fair, cost-effective. The Department supports Smart Growth planning by integrating strategies and principles within each phase of infrastructure development, including Site Analysis and Discovery, Design & Development, and Construction. Complete Streets is a way to plan and design safe infrastructure for all ages and all users by promoting walking, biking, transit, freight, and driving (Multi-Modal) for streets and transportation facilities. Additionally, the Department collaborates with State, Local, Regional, and Tribal inter-jurisdictional departments to promote non-motorized projects and incorporates best practices and design elements of Complete Streets into all planning, design, new construction, and reconstruction projects.

2.12 GRANTS OF EASEMENTS AND RIGHT-OF-WAY

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

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

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

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

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

In 2025, the Department moved forward with the recruitment of Design and branding artists, graphic artists, designers, design consultants, or firms capable of creating high-quality, engaging branding and graphics for future wayfinding signage and placemaking solutions and developing detailed designs to enhance regional tribal identity. We are seeking artists, designers, or design agencies that will work closely with the Tribe to create visually engaging and culturally sensitive materials that authentically represent our mission and values.

The services will include branding and creating graphics incorporated into future wayfinding signage for vehicular and pedestrian routes, gateways, trails, multi-use paths, recreational facilities, natural resources, and tribal facilities. The final project will establish cohesive design standards for wayfinding that reflect the Tribe's unique cultural, historical, and contemporary identity. The Project will focus on the Tribal seven (7) county service area in the eastern region of Michigan's Upper Peninsula. This covers 19,061 square miles. The project is intended to create a consistent representative characteristic of the Tribe with future use in signage and wayfinding, with the design of a graphically unified family of directional, contextual, and identification signs across a range of signage mediums.

2.14 TRANSIT-ORIENTED DEVELOPMENT

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

2.15 INFRASTRUCTURE PLANNING, DESIGN & DEVELOPMENT

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

The Department ensures that all facilities are designed and built to standards allowed by nationally recognized design standards or recommended practices of nationally recognized organizations such as AASHTO, ITE, Urban Land Institute (ULI), and Congress for the New Urbanism (CNU). Working within these established guidelines, our community can focus on creating and supporting our communities to preserve and promote our Anishinaabe culture and heritage while

supporting initiatives encouraging healthy lifestyles with trails, sidewalks, bike routes, and crosswalks. Transportation planning involves evaluating, assessing, and designing transportation facilities (generally streets, highways, sidewalks, trails, bridges, bike lanes, and public transit). Planning involves collaborating with stakeholders, peers, and the community to define goals and objectives.

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

2.15.1 PLAN SUBMITTAL AND REVIEW

Bureau of Indian Affairs and Contract Engineers under Contract with the Department are responsible for all design submittals. Before the design phase begins, the archaeological and environmental approval applications must be completed; the preliminary plan set will be approximately 60% complete and include the engineer's probable cost estimate. Next, alternatives are explored, and collaboration with utility companies in the event of any conflicts. Additional review will occur at 90% of the partially completed final plans, incorporating any review comments from the previous 60% plan review. Special provisions will be written for any pay items not included in the MDOT pay item code book and maintenance of traffic. All special provisions, specifications, documents necessary for bidding, standard plans, and the engineer's estimate will be included in draft form for the partially completed final plan submittal. This will allow the reviewers to incorporate changes to the plans and specifications before the bid letting. After review, a meeting can be held to present the final design to interested or affected community members and address any concerns. The 100% complete final construction plans and specifications will then be submitted for use in Bidding.

2.15.2 CONSTRUCTION MANAGEMENT AND MONITORING

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

The construction process begins with bidding on the project through Sault Tribe Procurement utilizing specific Contract language prepared by Transportation and the technical bidding documents prepared by the Consultant. When the bidding process is complete and a contractor has been chosen, preconstruction meetings are held

with the Tribe, BIA, Engineer, Contractor, local governing officials (if necessary), and affected utility company representatives. Further, the project team will ensure the public knows of any project affecting their daily lives. Informing residents early about any accessibility issues due to a construction project is vital to ensure the project is successful for everyone involved. Construction observation is generally conducted full-time, utilizing MDOT's Standard Specifications for Construction, the Materials Sampling Guide, and the final construction plan set. Progress meetings are held throughout construction to keep the Project Team. Finally, construction files, including IDRs, work orders, contract modifications, construction items, tested material records, weekly progress reports, authorizations, time extensions, shop drawings, and all correspondence, will be kept. When construction is complete, as-built surveys of the project area are completed by the Engineer for use by the Tribe, and as-builts are provided in AutoCAD and PDF format.

2.16 PROJECT PRIORITIZATION

2.16.1 CRITERIA AND EVALUATION MEASURES

The Department will use the following criteria and evaluation measures to prioritize projects.

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

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

The Transportation Program utilizes the Michigan Department of Transportation (MDOT) Pavement Surface Evaluation and Rating (PASER) system and the Roadsoft condition rating system. This system will be used to rate facilities in the TIP. Traffic Volume: Average Daily Traffic (ADT) volume will be reviewed and incorporated into the Safety analysis if ADTs are available for the route/road. Additionally, the Transportation Planner may add comments regarding bicycles, transit, or pedestrians since ADT does not address these categories individually. If ADT counts are unavailable for project sites, the Transportation Planner uses Audits and observation and provides comments.

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

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

REGIONAL / COMMUNITY BENEFITS	
Criteria	Points
Provides critical connection between 2 or more areas, such as Tribal Housing and a Health Center, Education Center, or downtown	1
Service Improvements (maintain and extend the level of service), (enhance mobility, access, or preservation)	2

Serves a significant employment center such as a Casino, Health Center, Clinic, or other employer	4
Benefits economic development, neighborhoods, Tribal residential areas, or other regional public facilities such as hospitals, schools, parks, or cultural centers	6
SCORE	

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

TRAILS, SIDEWALKS, MULTI-MODAL PATHS	
Criteria	Points
Has support based on public outreach or a public participation meeting	1
Included in Non-Motorized Transportation Plan, Safety Plan, or Transit Plan	2
Sustainability/longevity of improvement	4
Benefits economic development, neighborhoods, or Tribal residential areas	6
SCORE	

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

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

2.17 PRIORITIZATION PROCESS

The following scoring criteria to rank projects for inclusion in the annual Transportation Improvement Plan (TIP). The TIP is a multi-year project plan establishing projects the Tribe identified as necessary for capital improvements. Project evaluation and prioritization consist of the following three (3) steps: Step 1- Project Identification, Step 2- Project Screening, Step 3- Project Evaluation and Technical Review.

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

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

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

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

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

Step 3—Project Evaluation and Technical Review: The general approach to evaluating projects for inclusion in the TIP involves assessing each project against a set of goal-based criteria and using the results to determine its importance. Transportation staff complete this preliminary evaluation.

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

Figure 37 Project Review Sheet

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

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

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

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

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

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

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

2.18 NON-MOTORIZED TRANSPORTATION RANKING MATRIX AND PROCESS

Table 12 Non-Motorized Transportation Ranking and Cost Levels

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

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

2.19 TRANSPORTATION IMPROVEMENT PLAN (TIP)

The TIP is a financially constrained plan that outlines the transportation projects planned for a five-year period. It is updated annually. The process outlined in this section provides guidance and direction for completing the annual Transportation Improvement Plan (TIP). This documentation should be updated annually and provided to the Bureau to increase our communication with their representatives.

2025 PROJECTS

Name of Tribe		Sault Ste Marie Tribe of Chippewa Indians			Tribal Transportation Improvement Plan 2025				Current Year Annual Transportation Allocation		\$1,373,158.00				
Priority	BIA Route #	Section	Project Length	Year of Constr	Road Name		All Planning, Prelim Eng., Arch, Env, ROW Activities will be Included as TOTAL PE costs per Project		Construction		Construction Engineering		Other	Total	
					Location (Start and End Points)		Estimated Cost	Who/How Work Done	Estimated Cost	Who/How Work Done	Estimated Cost	Who/How Work Done			
					Description of Work										
					Construction, Design, Preliminary Design										
1				2025	ODENAANG PROJECT										
	2018	10	0.50		East Polaris Drive		\$ 242,000	Self Governance	\$ 100,000	Self Governance	\$ 100,000	Self Governance	\$ 100,000	\$ 542,000	
					Location: Sault Ste. Marie, Michigan										
					Desc: Design, Construct Road & Sidewalk										
	2018	10	0.50		Arctic Lane		\$ 40,000	Self Governance	\$ 40,000	Self Governance	\$ 10,000	Self Governance	\$ 10,000	\$ 100,000	
					Location: Sault Ste. Marie, Michigan										
					Desc: Design, Construct Road & Sidewalk										
	2018	10	0.50		Wolverine		\$ 40,000	Self Governance	\$ 10,000	Self Governance	\$ 10,000	Self Governance	\$ 10,000	\$ 70,000	
					Location: Sault Ste. Marie, Michigan										
					Desc: Design, Construct Road & Sidewalk										
2				2025	TRIBAL TRAILS PROJECT										
	5205	10	0.10		HESSEL TRAIL		\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000	
					Location: Hessel - Nopaming										
					Desc: Construct										
	2012	10	2.00		BIG BEAR TRAIL		\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000	
					Location: Sault Ste. Marie										
					Desc: Construct										
	2034	10	0.5		St. Ignace Waterfront Trail		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: St. Ignace, Michigan										
					Desc: Design										
3				2025	BRIDGE										
		10	0.50		10th STREET BRIDGE		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: Sault Ste. Marie, Michigan										
					Desc: Deck Rehab										
4	2007	10	0.5	2025	NATURAL RESOURCES BLD - 3 MILE PROPERTY		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: Sault Ste. Marie, Michigan										
					Desc: Design & New Construction										
5	2201	010	0.6	2025	SAVARD PROPERTY		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: St. Ignace, Michigan										
					Desc: Construction										
6	5210	010	0.1	2025	3 Mile - Hessel Street Light		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: Hessel, Michigan										
					Desc: Construction										
6	5705	10	0.5	2026	WIGOB DRIVE - ESCANABA		\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000	
					Location: Escanaba, Michigan										
					Desc: Design, Construct Road & Utilities										
7	2034	10	0.5	2026	ST. IGNACE DOCK & MARINA PROJECT		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: St. Ignace, Michigan										
					Desc: Design										
8		10	0.5	2026	ACR FACILITY ENTRANCE & LOT PROJECT		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 20,000	BIA/Self Gov	\$ 5,000	\$ 35,000	
					Location: Sault, Michigan										
					Desc: Maintenance										
9	2035	10	0.5	2026	MANISTIQUE ACCESS RD		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: Manistique, Michigan										
					Desc: Plan, Design										
10	3060	10	0.5	2026	U.S. - 2		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: Manistique, Michigan										
					Desc: Plan, Design										
11	2007	10	0.5	2026	DEVELOPMENT ZONE PROJECT		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: Sault Ste. Marie, Michigan										
					Desc: Design & New Construction										
12	2025	10	0.5	2026	EPOFETTE HARBOR		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 20,000	
					Location: Epoufette, Michigan										
					Desc: Maintenance										

CONSTRUCTION

PRE-DESIGN, NEPA/AVETLANDS/ ROW/PLANNING & DESIGN

2025 PROJECTS- CONTINUED

[illegible]

2026 PROJECTS

Tribal Transportation Improvement Plan 2026											
Priority	BIA Route #	Section	Project Length	Year of Constr	Road Name Location (Start and End Points)	All Planning, Prelim Eng., Arch, Env, ROW Activities will be included as TOTAL PE costs per Project			Construction Engineering	Other	Total
					Description of Work	Estimated Cost	Who/How Work Done	Estimated Cost	Who/How Work Done	Estimated Cost	Estimated Cost
					Construction, Design, Preliminary Design <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
1	5705	10	0.5	2026	WIGOB DRIVE - ESCANABA PROJECT Location: Escanaba, Michigan	\$ 280,000	Self Governance	\$ 200,000	Self Governance	\$ 200,000	\$ 880,000
					Desc: Design, Construct Road & Utilities						
2	2034	10	0.5	2026	ST. IGNACE DOCK & MARINA PROJECT Location: St. Ignace, Michigan	\$ 10,000	BIA/Self Gov	\$ 10,000	BIA/Self Gov	\$ 10,000	\$ 40,000
					Desc: Design						
3	2007	10	0.5	2026	BARBEAU FISH HATCHERY & SHUNK RD Location: Barbeau, Michigan	\$ 10,000	BIA/Self Gov	\$ 10,000	BIA/Self Gov	\$ 10,000	\$ 40,000
					Desc: Design & New Construction						
4		10	0.5	2026	ACR FACILITY ENTRANCE & LOT PROJECT Location: Sault, Michigan	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 10,000	\$ 40,000
					Desc: Maintenance						
5	2035	10	0.5	2026	MANISTIQUE ACCESS RD Location: Manistique, Michigan	\$ 10,000	BIA/Self Gov	\$ 10,000	BIA/Self Gov	\$ 10,000	\$ 40,000
					Desc: Plan, Design						
6	3080	10	0.5	2026	U.S - 2 Location: Manistique, Michigan	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 10,000	\$ 30,000
					Desc: Plan, Design						
7	2007	10	0.5	2027	DEVELOPMENT ZONE PROJECT Location: Sault Ste. Marie, Michigan	\$ 10,000	BIA/Self Gov	\$ 10,000	BIA/Self Gov	\$ 10,000	\$ 40,000
					Desc: Design & New Construction						
8	2025	10	0.5	2027	EPOFETTE HARBOR Location: Epoufette, Michigan	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 10,000	\$ 30,000
					Desc: Maintenance						
9	5087	40,50,60	3.10	2026	Ozhtoon Mino-Bimaadiziwin (Build for the Good Life RAISE Grant East 3 Mile Road) Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Redesign, Reconstruct, Multi-Purpose Trail						
10	5013	810	3.0	2026	Shunk Road Redesign and Reconstruct Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Design & Reconstruct						
11				2026	Proposed Transportation Facility Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Preliminary Planning, Arch/Design						
12	2000	10	0.50	2027	Ice Circle Drive NEW with Trailhead Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Design & Construct						
13	2012	810	0.50	2027	Proposed Trailhead with Connectors (Change of Casino) Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Design, New Construct, Multi-Purpose Trail						
14		810	0.50	2027	Proposed Boardwalk & Nature Preserve Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Design, New Construct, Multi-Purpose Trail						
15	5064	10	0.30	2027	East 10th Street Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Design & Construct						
				2027	East 15th Avenue Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Pavement, Signage, Lighting, Sidewalk, Multi-Purpose Trail						
17	5014	810	0.50	2027	Marquette Ave Location: Sault Ste. Marie, Michigan	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Desc: Redesign, Paving, Sidewalk						
18	2005	810	1.00	2027	Casino Ring Road Expansion Location: Sault Ste. Marie, Michigan	\$ 5,000	BIA/Self Gov	\$ 10,000	Self Governance	\$ 5,000	\$ 25,000
					Desc: Design & Construct						
20					Trails & Sidewalks						
2011	810	2.00	2026		Culture Camp Trail	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,158	\$ 4,158
2012	10	1.70	2026		Big Bear Trail	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
NA	NA	NA	NA	2026	TTP Transportation Planning						
					Safety and Signage	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
NA	NA	NA	NA	2026	TTP Road Maintenance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
					(TTP Construction Funds for TTP Road Maintenance)	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
NA	NA	NA	NA	2026	TTP Transit	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
					Transit	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
									FY26 Total		\$ 1,373,158

2027 PROJECTS

Tribal Transportation Improvement Plan 2027															
Priority	BIA Route #	Section	Project Length	Year of Constr	Road Name	All Planning, Prelim Eng., Arch, Env, ROW Activities will be Included as TOTAL PE costs per Project			Construction			Construction Engineering		Other	Total
					Location (Start and End Points)	Description of Work	Estimated Cost	Who/How Work Done	Estimated Cost	Who/How Work Done	Estimated Cost	Who/How Work Done	Estimated Cost		
						Construction, Design, Preliminary Design									
1	2007	10	0.5	2027	BARBEAU FISH HATCHERY & SHUNK RD			\$ 250,000	BIA/Self Gov	\$ 250,000	BIA/Self Gov	\$ 250,000	BIA/Self Gov	\$ 255,000	\$ 1,005,000
					Location: Barbeau, Michigan										
2	2007	10	0.5	2027	DESIGN & NEW CONSTRUCTION			\$ 50,000	BIA/Self Gov	\$ 50,000	BIA/Self Gov	\$ 50,000	BIA/Self Gov	\$ 50,000	\$ 200,000
					Location: Sault Ste. Marie, Michigan										
					DESIGN & NEW CONSTRUCTION										
3		10	0.5	2027	MANISTIQUE ACCESS DRIVE			\$ 50,000	BIA/Self Gov	\$ 50,000	BIA/Self Gov	\$ 50,000	BIA/Self Gov	\$ 50,000	\$ 200,000
					Location: Manistique, Michigan										
					DESIGN & NEW CONSTRUCTION										
4	5064	10	0.30	2027	ORZHOON MINO-BIMAADIZIWIN (BUILD FOR THE GOOD LIFE RAISE GRANT PROJECTS)			\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					East 10th Street										
					Location: Sault Ste. Marie, Michigan										
					DESIGN & CONSTRUCT										
5	RAISE 5918	0.50	2027		EAST 15TH AVENUE			\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Location: Sault Ste. Marie, Michigan										
					DESC: PAVEMENT, SIGNAGE, LIGHTING, SIDEWALK, MULTI-PURPOSE TRAIL										
6	5014	810	0.50	2027	MARQUETTE AVE			\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Location: Sault Ste. Marie, Michigan										
					DESC: REDESIGN, PAVING, SIDEWALK										
7	GRANT 2005	810	1.00	2027	CASINO RING ROAD			\$ 5,000	BIA/Self Gov	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Location: Sault Ste. Marie, Michigan										
					DESIGN & CONSTRUCT										
8	2000	10	0.50	2028	ICE CIRCLE DRIVE NEW WITH TRAILHEAD			\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Location: Sault Ste. Marie, Michigan										
					DESIGN & CONSTRUCT										
9	PROJECTS 2012	810	0.50	2028	PROPOSED TRAILHEAD WITH CONNECTORS (CHANGE OF CASINO)			\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Location: Sault Ste. Marie, Michigan										
					DESC: DESIGN, NEW CONSTRUCT, MULTI-PURPOSE TRAIL										
10		810	0.50	2028	PROPOSED BOARDWALK & NATURE PRESERVE			\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 20,000
					Location: Sault Ste. Marie, Michigan										
					DESC: DESIGN, NEW CONSTRUCT, MULTI-PURPOSE TRAIL										
11	Various			2027	TRAILS & SIDEALKS										
	2011	810	2.00		Culture Camp Trail			\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
	2012	10	1.70		Big Bear Trail			\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
NA	NA	NA	NA	2027	TTP TRANSPORTATION PLANNING										
					Safety			\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
					GIS Mapping, Scanning, Land Use, LRTP, Placemaking, Cultural Tourism			\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
NA	NA	NA	NA	2027	TTP ROAD MAINTENANCE										
					(TTP Constuction Funds for TTP Road Maintenance)			\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
					Mackinac County Road Commission			\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 4,000
NA	NA	NA	NA	2027	TTP TRANSIT										
					Transit			\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,158	\$ 4,158
													FY27 Total	\$	1,573,158

2028 PROJECTS

Tribal Transportation Improvement Plan 2028															
Priority	BIA Route #	Section	Project Length	Year of Constr	Road Name		All Planning, Prelim Eng., Arch, Env, ROW Activities will be included as TOTAL PE costs per Project			Construction		Construction Engineering		Other	Total
					Location (Start and End Points)		Estimated Cost	Who/How Work Done	Estimated Cost	Who/How Work Done	Estimated Cost	Who/How Work Done			
					Description of Work										
					Construction, Design, Preliminary Design										
1	2025	10	0.5	2028	EPOFETTE HARBOR		\$ 5,000	RIA/Self Gov	\$ 5,000	RIA/Self Gov	\$ 5,000	RIA/Self Gov	\$ 5,000	\$ 5,000	\$ 20,000
					Location: Epoufette, Michigan										
					Desc: Maintenance										
2	5093	10	0.5	2028	GARDENVILLE ROAD		\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	BIA/Self Gov	\$ 5,000	\$ 5,000	\$ 20,000
					Location: Epoufette, Michigan										
					Desc: Maintenance										
RAISE															
Ozhitoon Mino-Bimaadiziwin (Build for the Good Life RAISE Grant Projects)															
3	2005	810	1.00	2028	Casino Ring Road Expansion		\$ 250,000	Self Governance	\$ 250,000	Self Governance	\$ 250,000	Self Governance	\$ 250,000	\$ 250,000	\$ 1,000,000
					Location: Sault Ste. Marie, Michigan										
					Desc: Design & Construct										
4	2000	10	0.50	2028	Ice Circle Drive		\$ 150,000	Self Governance	\$ 50,000	Self Governance	\$ 50,000	Self Governance	\$ 50,000	\$ 50,000	\$ 300,000
					Location: Sault Ste. Marie, Michigan										
					Desc: Design & Construct										
GRANT															
5	2012	810	0.50	2028	Trailhead with Connectors		\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 5,000	\$ 20,000
					Location: Sault Ste. Marie, Michigan										
					Desc: Design, New Construct, Multi-Purpose Trail										
6		810	0.50	2028	Proposed Boardwalk & Nature Preserve		\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	Self Governance	\$ 5,000	\$ 5,000	\$ 20,000
					Location: Sault Ste. Marie, Michigan										
					Desc: Design, New Construct, Multi-Purpose Trail										
PROJECTS															
7				2028	TRAILS AND SIDEWALKS										
	2011	810	2.00		Culture Camp Trail		\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 1,000	\$ 4,000
	2012	10	1.70		Big Bear Trail		\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 1,000	\$ 4,000
8	NA	NA	NA	2028	TTP TRANSPORTATION PLANNING										
					Safety		\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 1,000	\$ 4,000
					Winter Maintenance System Planning		\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 1,000	\$ 4,000
					GIS Mapping, Scanning, Land Use, LRTP, Placemaking, Cultural Tourism		\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 1,000	\$ 4,000
NA	NA	NA	NA	2028	TTP Road Maintenance		\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 1,000	\$ 4,000
					(TTP Construction Funds for TTP Road Maintenance)										
					Mackinac County Road Commission										
NA	NA	NA	NA	2028	TTP Transit		\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	Self Governance	\$ 1,000	\$ 6,158	\$ 9,158
					(TTP Construction Funds for TTP Transit)										
					FY28 Total										\$ 1,373,158


2.1 2025-2028 Transportation Improvement Plan (TIP)

PROJECT DETAIL SHEETS

TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	10 th Street Bridge	Transportation Program Priority: High
Funding Source:	BIA TTP Program funds	Route:
Cost Estimate:	400,000	Single or Multiple Year: Single


Fiscal Year	2025	2026	2027	2028
Estimated Cost	400,000			

Project Description
The proposed project is located on 10 th street in the City of SSM. The project will complete a resurfacing of the bridge deck and any other associated construction repairs.
Project Justification (Need & Impact)
Provide safe access to the Sault Kewadin and pedestrian access.
Project Status
Design complete.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
None
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title:	ARC Facility	Transportation Program Priority: High
Funding Source:	BIA TTP Program funds	Route: 2034
Cost Estimate:	400,000	Single or Multiple Year: Single


Fiscal Year	2025	2026	2027	2028
Estimated Cost	400,000			

Project Description
The proposed project is located on Ashmun Street in the City of SSM. The project will complete a site analysis, provide recommendations to Facilities, ARC, and assist with mitigating issues
Project Justification (Need & Impact)
Provide safe access to the ARC Facility
Project Status
Preliminary review complete.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
None
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title: Barbeau Fish Hatchery Road (Shunk)	Transportation Program Priority: Medium
Funding Source: Transportation Department	Single or Multiple Year: Multiple
Cost Estimate: \$1.200,000	Route:2341 Section:810 Length: 0.10

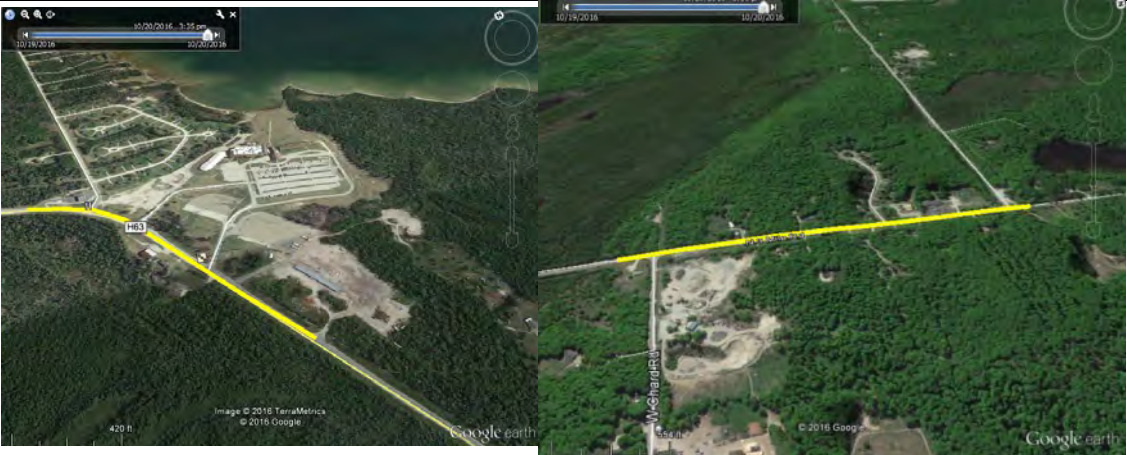
Fiscal Year	2025	2026	2027	2028
Estimated Cost		50.000	1.200,000	

Project Description
Must complete pre-design tasks (site analysis, survey, conceptual plans, ROW, permits). A complete design and construction will take place in 2027.
Project Justification (Need & Impact)
Tribal staff access to fisheries facilities; current site is degraded and needs repairs and new construction.
Project Status
Pending
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
No impact on future operating costs
Additional Comments
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title: Mackinac County Road Commission	Transportation Program Priority: Medium
Funding Source: BIA TTP Program funds	Route: 3060
Cost Estimate: TBD	Single or Multiple Year: Multiple

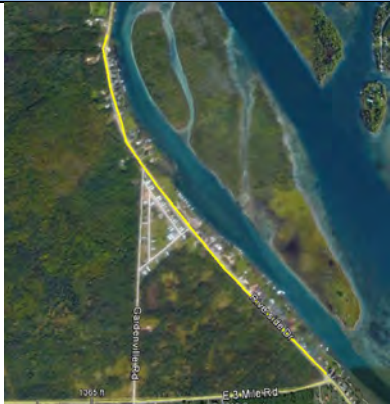
Fiscal Year	2025	2026	2027	2028
Estimated Cost	\$60,000	\$60,000	\$70,000	\$70,000

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


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title: Riverside Dr.	Transportation Program Priority:
Funding Source: BIA TTP Program Funds	Route: 5075
Cost Estimate: \$20,000	Single or Multiple Year: Single

Fiscal Year	2025	2026	2027	2028
Estimated Cost	\$ 20,000			

Project Description
Redesign and reconstruction of route. Route provides membership access to Riverside Village, 3 Mile Road and several other Tribal offices.
Project Justification (Need & Impact)
Route does not meet level of service. With redesign and reconstruction this route will provide safe access for pedestrians and motorists.
Project Status
Project is pending grant application, if successful will commence during 2018 season.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
Collaborate effort working with the City of Sault Ste. Marie
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	St. Ignace Road	Program Priority:	High
Funding Source:	BIA TTP Program Funds	Route:	5207
Cost Estimate:	\$ TBD	Single or Multiple Year:	Single

Fiscal Year	2025	2026	2027	2028
Estimated Cost	\$ TBD			

Project Description

The proposed design and construction of the route provide membership access to Hessel and tribal housing, community center, and casino employees' access to services.

Project Justification (Need & Impact)

The route does not meet the level of service. With redesign and reconstruction, it will provide safe access for pedestrians and motorists.

Project Status

Project may be eligible for future grant applications.

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

None

Additional Comments

Collaborate effort to partner with the Mackinac County Road Commission, Marquette Township, and Clark Township.

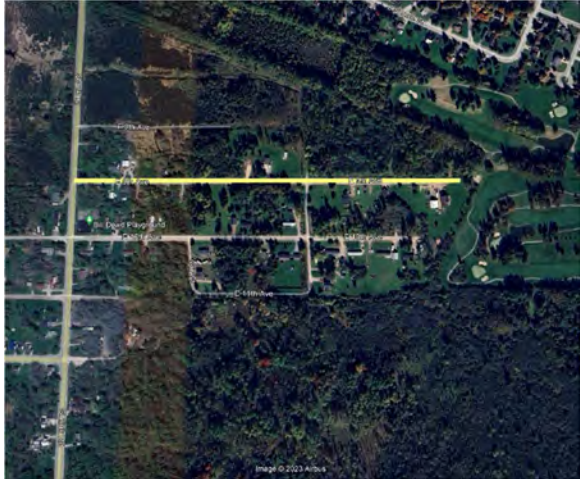
Photos Sketches



TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title: City of SSM COOP - East 9 th Ave	Transportation Program Priority: Medium
Funding Source: BIA TTP Program Funds	Route: 2006
Cost Estimate: \$50,000	Single or Multiple Year: Single


Fiscal Year	2025	2026	2027	2028
Estimated Cost	50,000			

Project Description
Research options with the City to have a grade lift, fill, asphalt, and drainage study.
Project Justification (Need & Impact)
Drainage
Project Status
Needs to be designed
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title: City of SSM COOP - East 10 th Ave	Transportation Program Priority: Medium
Funding Source: BIA TTP Program Funds	Route: 2009
Cost Estimate: \$50,000	Single or Multiple Year: Single


Fiscal Year	2025	2026	2027	2028
Estimated Cost	50,000			

Project Description
Research options with the City to have a grade lift, fill, asphalt, and drainage study.
Project Justification (Need & Impact)
Drainage
Project Status
Needs to be designed
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	Development Zone	Transportation Program Priority:	Medium
Funding Source:	BIA TTP Program funds	Route:	2028
Cost Estimate:	\$ 3,100,000	Single or Multiple Year:	Multiple

Fiscal Year	2025	2026	2027	2028
Estimated Cost	50,000	50,000	3,000,000	

Project Description
The proposed new road is located north side of 3 Mile Road and west of Sault Health Center. The roadway would begin at 3 Mile, head north, then easterly to Health Center. The site needs to be surveyed, permits, master plan, and design. The project scope would include the construction of a new roadway, utilities, and sidewalks.
Project Justification (Need & Impact)
Enhance opportunities for economic development.
Project Status
Need to survey, design, and environmental clearances.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
The future cost associated with plowing and general maintenance.
Additional Comments
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	Epoufette Harbor	Priority:	High
Funding Source:	BIA TTP	Single or Multiple Year:	Multiple
Cost Estimate:	\$ TBD	Route: 2025 Section:	810 Length: 4

Fiscal Year	2025	2026	2027	2028
Estimated Cost				\$ TBD


Project Description
Collaborative project with Tribal Fisherman to build fishing harbor, dock, parking area and access road. Priority is described as high with Tribal council and fisherman to assist with sustainability, economic development, employment and treaty fishing rights. Project received grant funds from Michigan Econ Dev. Corporation, Great Lakes Trust and Fisherman's Trust monies.
Project Justification (Need & Impact)
This project will support our tribal fishers and expand existing access to Lake Michigan. Project will maintain employment of tribal members.
Project Status-NEPA, PERMITS, ROW
Ongoing project meetings for several years. Project tentatively scheduled for 2017 construction season, project may need limited final design review then ready for construction. NEPA, Permits, ROW completed.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
Do not anticipate adverse impacts
Additional Comments
Collaborative effort with Tribal Fishers, Michigan Econ Dev. Corporation, Great Lakes Trust and Fisherman's Trust
Photos Sketches
  

TRANSPORTATION DEPARTMENT

2025 – 2028 TIP

Project Title: Wigob Drive Escanaba Tribal Housing	Transportation Program Priority: Medium
Funding Source: BIA TTP Program Funds	Route: 5703, 5704, 5705
Cost Estimate: \$1,500,000	Single or Multiple Year: Single

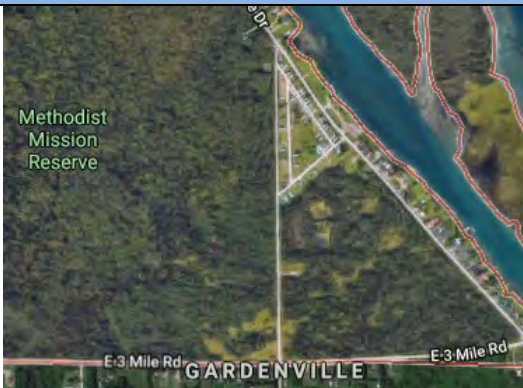
Fiscal Year	2025	2026	2027	2028
Estimated Cost		\$1,500,000		

Project Description
Roads require reconstruction, site will need to be surveyed and designed. The project scope will be the new construction of a roadway with new sidewalks throughout the development. Drainage and culverts are currently a concern, as ditches with limited drainage, and concerns have been shared that culverts do not work properly.
Project Justification (Need & Impact)
Address drainage and pedestrian safety.
Project Status
Needs to be surveyed and designed
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
N/A
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	Gardenville Road	Transportation Program Priority:
Funding Source:	BIA TTP Program Funds	Route: 5093
Cost Estimate:	\$1,500,000	Single or Multiple Year: Single


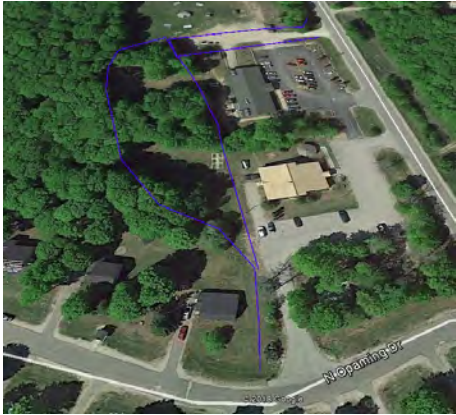
Fiscal Year	2025	2026	2027	2028
Estimated Cost				\$1,500,000

Project Description
Reconstruction with shared use path.
Project Justification (Need & Impact)
Route provides access to Riverside Village, Tribal residential area
Project Status
Pending
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None, this is a City ROW
Additional Comments
Collaborative effort with City of Sault Ste. Marie
Photos Sketches
 <p>The image is an aerial photograph of a rural area. A road, labeled 'GARDENVILLE' at the bottom, runs horizontally across the lower portion of the image. To the left of the road, a green label points to a wooded area labeled 'Methodist Mission Reserve'. To the right of the road, a red line outlines a boundary. In the upper right, a river or stream flows. Labels 'E-3 Mile Rd' appear at the bottom left and bottom right corners of the image area.</p>

TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	Hessel	Transportation Program Priority: High
Funding Source:	BIA TTP Program Funds	Route: 2033
Cost Estimate:	\$400,000	Single or Multiple Year: Multiple


Fiscal Year	2025	2026	2027	2028
Estimated Cost	\$ 400,000			

Project Description
Trail access to the Pow Wow Grounds, Tribal Community Center, Elder Service and Direct Services, and associated activities.
Project Justification (Need & Impact)
Safe access to Pow Wow grounds, and Community Center from the housing site. Along with promoting physical activity.
Project Status
Community input and planning session are complete.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
Community and staff members very supportive of the project and requested community meetings to share conceptual plans with an overarching plan to incorporate traditional teachings and language into signage, and layout design. Also, interested in providing snowshoeing on the trail in the future.
Photos Sketches
 

**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title: Manistique Access Road	Transportation Program Priority: Medium
Funding Source: Transportation Department	Single or Multiple Year: Multiple
Cost Estimate: \$550,000	Route:2341 Section:810 Length: 0.10


Fiscal Year	2025	2026	2027	2028
Estimated Cost	50.000		500,000	

Project Description
Complete preliminary planning process (site analysis, survey, conceptual plans, ROW, permits). Complete design and construction of new access road for Manistique Health Center and Kewadin Casino.
Project Justification (Need & Impact)
Tribal staff, Board, community and membership have long standing safety concerns about accessing the Health Center and Casino.
Project Status
Pending
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
No impact on future operating costs
Additional Comments
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title:	Natural Resources Facility	Transportation Program Priority: High
Funding Source:	BIA TTP Program funds	Route: 2034
Cost Estimate:	400,000	Single or Multiple Year: Single


Fiscal Year	2025	2026	2027	2028
Estimated Cost	400,000			

Project Description
The proposed project is located on 3-mile road in the City of SSM. The project will complete new construction of an entrance and parking lot for new facility.
Project Justification (Need & Impact)
Provide safe access to the Natural Resources building.
Project Status
Design is underway.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
None
Sketch


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title:	Odenaang – Artic Lane	Transportation Program Priority: Medium
Funding Source:	BIA TTP Program Funds	Route: 5013
Cost Estimate:	\$1,000,000	Single or Multiple Year: Multiple


Fiscal Year	2025	2026	2027	2028
Estimated Cost		\$ 1,000,000		

Project Description
The scope of the project will include redesigning and reconstruction of the roadway, intersections, storm sewer, lighting; crosswalks, and sidewalks.
Project Justification (Need & Impact)
Pedestrian safety, traffic flow, health and safety concerns.
Project Status
The site survey is complete. The conceptual design complete, with preliminary design phase started.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
No adverse impact on operating expenses.
Additional Comments
N/A
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title:	Odenaang – East Polaris	Transportation Program Priority: Medium
Funding Source:	BIA TTP Program Funds	Route: 5013
Cost Estimate:	\$ 500,000	Single or Multiple Year: Multiple


Fiscal Year	2025	2026	2027	2028
Estimated Cost		\$ 500,000		

Project Description
The scope of the project will include redesigning and reconstruction of the roadway, intersections, storm sewer, lighting; crosswalks, and sidewalks.
Project Justification (Need & Impact)
Pedestrian safety, traffic flow, health and safety concerns.
Project Status
The site survey is complete. The conceptual design complete, with preliminary design phase started.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
No adverse impact on operating expenses.
Additional Comments
N/A
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	Odenaang – Wolverine	Transportation Program Priority: Medium
Funding Source:	BIA TTP Program Funds	Route: 5013
Cost Estimate:	\$1,000,000	Single or Multiple Year: Multiple

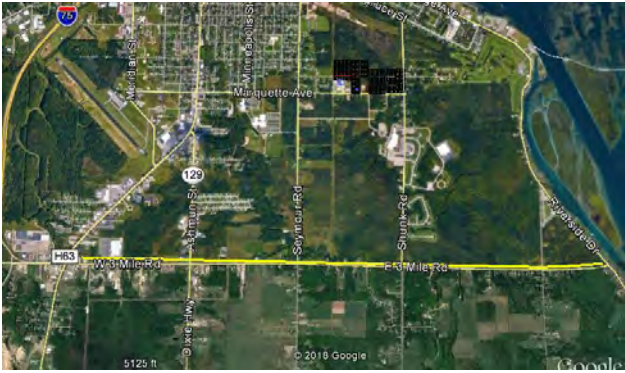
Fiscal Year	2025	2026	2027	2028
Estimated Cost		\$ 1,000,000		

Project Description
The scope of the project will include redesigning and reconstruction of the roadway, intersections, storm sewer, lighting; crosswalks, and sidewalks.
Project Justification (Need & Impact)
Pedestrian safety, traffic flow, health and safety concerns.
Project Status
The site survey is complete. The conceptual design is complete, with the preliminary design phase started.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
No adverse impact on operating expenses.
Additional Comments
N/A
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title: RAISE - 3 Mile Rd.	Transportation Program Priority:
Funding Source: FHWA – RAISE Grant	Route: 5087
Cost Estimate: \$ 2,000,000	Single or Multiple Year: Single


Fiscal Year	2025	2026	2027	2028
Estimated Cost		\$ 2,000,000		

Project Description
Mill & Resurface of the existing route. Design and construction of a shared use path.
Project Justification (Need & Impact)
Shared use path will provide critically needed safe, pedestrian access to the Health Center and various other tribal facilities.
Project Status
Pending successful grant application and partnership with City of Sault Ste. Marie
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
Collaborative effort with City of Sault Ste. Marie
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title:	RAISE - Casino Ring Road	Transportation Program Priority: MEDIUM
Funding Source:	FHWA – RAISE Grant	Route: 2004
Cost Estimate:	\$1,500,000	Single or Multiple Year: Single

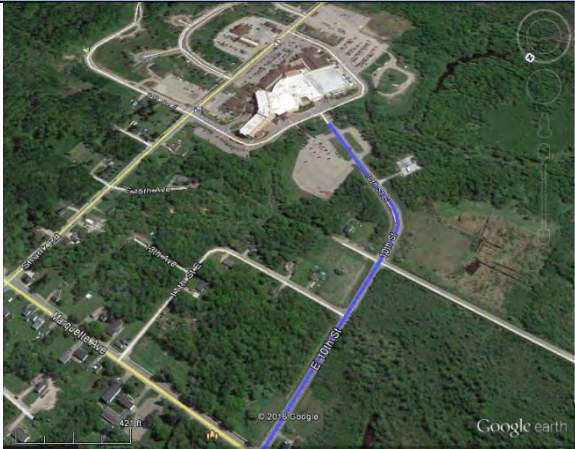
Fiscal Year	2025	2026	2027	2028
Estimated Cost			1,500,000	

Project Description
Redesign the entrance to Casino Ring Road to promote safe access for pedestrians and provide a cohesive entrance to direct traffic flow. The redesign will provide designated staff access and parking while potentially expanding the RV Park, pedestrian sidewalks, and trails. Including a multi-purpose trail/golf cart access.
Project Justification (Need & Impact)
Promote safe traffic flow and future expansion.
Project Status
The site has been surveyed, and the preliminary design is complete. The casino executive and project team have reviewed and approved the preliminary concept.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
Will impact future Casino maintenance costs with snow plowing
Additional Comments
Transportation recommends redesign and reconstruction to promote the safe flow of traffic and the potential expansion of RV Parks, pedestrian sidewalks, and trails.
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	RAISE - East 10 th Street	Transportation Program Priority: Medium
Funding Source:	FHWA – RAISE Grant	Route: 2009
Cost Estimate:	\$650,000	Single or Multiple Year: Multiple


Fiscal Year	2025	2026	2027	2028
Estimated Cost			650,000	

Project Description
Redesign and reconstruct the roadway. Construct a multipurpose path, and sidewalk to connect to Marquette Avenue and Bahweting Drive.
Project Justification (Need & Impact)
Address the safety of the users, and children walking to school. Improve overall quality of entrance to Casino (Economic Development).
Project Status
Survey complete, preliminary design complete.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
HMA has degraded with extensive cracking and potholes. Recommend total reconstruction with new sidewalks, curb gutter, storm drains, and utility upgrades.
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title:	RAISE - East 15 th Street	Transportation Program Priority: Medium
Funding Source:	FHWA – RAISE Grant	Route: 5076
Cost Estimate:	\$ 750,000	Single or Multiple Year: Multiple

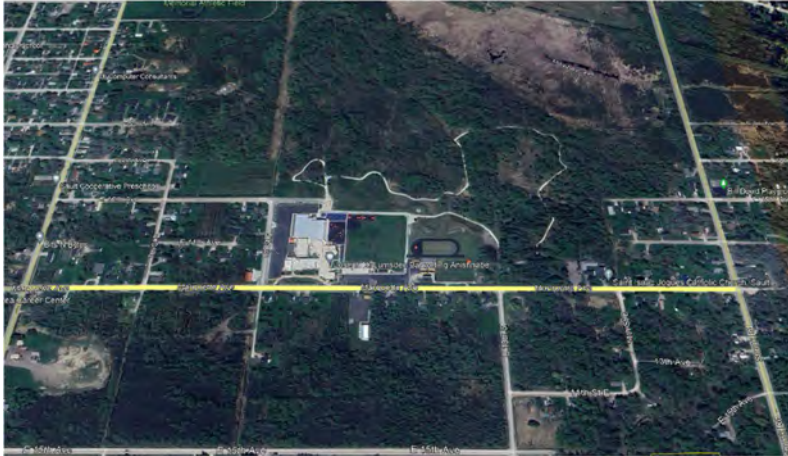
Fiscal Year	2025	2026	2027	2028
Estimated Cost			\$ 750,000	

Project Description
Lay asphalt, and install sidewalks to connect to Marquette Avenue and Seymour Street.
Project Justification (Need & Impact)
Address the safety of the users, and children walking to school. Improve overall quality of entrance to Casino (Economic Development).
Project Status
The roadway is ready for asphalt overlay
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
Roadway is new and ready for HMA to be placed and sidewalks to be constructed.
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title: RAISE – Marquette Avenue	Transportation Program Priority:
Funding Source: FHWA – RAISE Grant	Route: 5087
Cost Estimate: \$ 1,000,000	Single or Multiple Year: Single

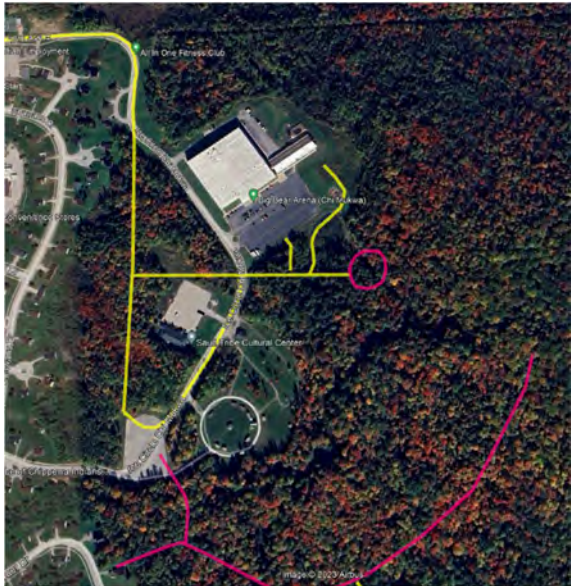
Fiscal Year	2025	2026	2027	2028
Estimated Cost			\$ 1,000,000	

Project Description
Mill and resurface the existing route. Design and construction of a shared use path.
Project Justification (Need & Impact)
Road provides critically needed access to JKL Bahweting School, tribal trust lands, EDC, and tribal facilities.
Project Status
Grant awarded; preliminary planning started.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
N/A
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title:	RAISE - Trail Head	Transportation Program Priority: High
Funding Source:	FHWA – RAISE Grant	Route: 2012
Cost Estimate:	\$ 2,000,000	Single or Multiple Year: Single

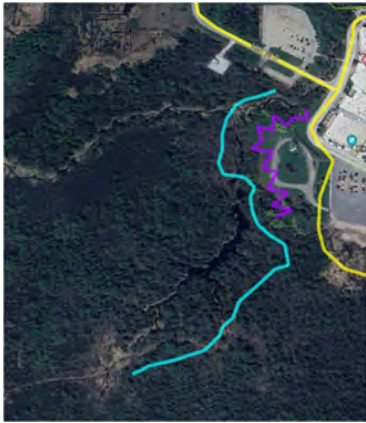
Fiscal Year	2025	2026	2027	2028
Estimated Cost				2,000,000

Project Description
This trail route is located east of the Chi Mukwa Recreation Facility on Ice Circle Drive. Its location is 84°18'49.109"W, 46°28'27.276N in Chippewa County. Design and construct a trailhead with access points to the new Head Start and Big Bear facility.
Project Justification (Need & Impact)
This trail allows the public and recreation facility visitors to enjoy a 1.7-mile walk into the forest of Sault Ste. Marie. It provides exercise, and the public enjoys experiencing nature and identifying traditional medicines.
Project Status
Preliminary planning and design phase.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
None
Photos Sketches
 <p>The image is an aerial photograph of a wooded area with some buildings and parking lots. A yellow line traces a path through the trees, starting from a parking area near a building and extending into the forest. Two pink circles are drawn on the map, one near the start of the trail and another further along. Text labels on the map include 'Aish One Recreation Club', 'Sault Ste. Marie Cultural Center', and 'Sault Ste. Marie (CHI)'. A copyright notice 'Map © 2023 AI-5.1' is visible at the bottom right of the image.</p>

TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title: RAISE – Raised Boardwalk and Tribal Nature Preserve	Transportation Program Priority: High
Funding Source: FHWA – RAISE Grant	Route: 5013
Cost Estimate: \$2,500,000	Single or Multiple Year: Multiple


Fiscal Year	2025	2026	2027	2028
Estimated Cost				\$ 2,500,000

Project Description
The scope of the project will include the design and construction of a raised boardwalk and tribal nature preserve that will incorporate streetscape elements, a storybook, and interpretive signage.
Project Justification (Need & Impact)
Pedestrian safety, traffic flow, health and safety concerns.
Project Status
The site survey is complete, with a preliminary design phase to start in early 2024.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
No adverse impact on operating expenses.
Additional Comments
N/A
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	RAISE - Ice Circle Drive	Transportation Program Priority:	High
Funding Source:	FHWA – RAISE Grant	Route:	2000
Cost Estimate:	\$ 1,000,000	Single or Multiple Year:	Single

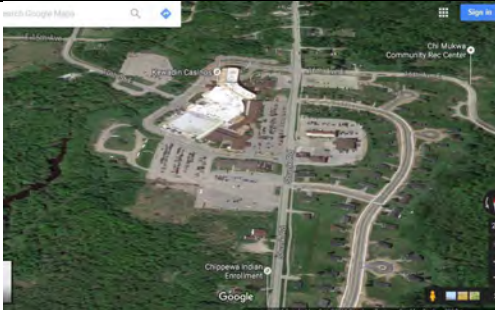

Fiscal Year	2025	2026	2027	2028
Estimated Cost				\$ 1,000,000

Project Description
Mill and overlay current asphalt
Project Justification (Need & Impact)
Address asphalt, drainage, and lighting.
Project Status
Conceptual design and survey complete.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
None
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	RAISE - Shunk Road	Transportation Program Priority: Medium
Funding Source:	FHWA – RAISE Grant	Route: 5013
Cost Estimate:	\$3,000,000	Single or Multiple Year: Multiple


Fiscal Year	2025	2026	2027	2028
Estimated Cost		\$ 3,000,000		

Project Description
The scope of the project will include redesigning and reconstructing the roadway, incorporating streetscape elements, and providing a new entrance for the Day Care Center (Education), Midjim, Judicial, Casino, and Elders. The project will address pedestrian safety along the main corridor with the construction of a multipurpose trail and access points to the Casino and Midjim, road diet, crosswalks, sidewalks, etc.
Project Justification (Need & Impact)
Pedestrian safety, traffic flow, health and safety concerns.
Project Status
The site survey is complete. The conceptual design is complete, with the preliminary design phase to start in early 2024.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
No adverse impact on operating expenses.
Additional Comments
N/A
Photos Sketches
 

TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	RAISE - Shunk Road	Transportation Program Priority: Medium
Funding Source:	FHWA – RAISE Grant	Route: 5013
Cost Estimate:	\$2,000,000	Single or Multiple Year: Multiple


Fiscal Year	2025	2026	2027	2028
Estimated Cost	\$ 2,000,000			

Project Description
The project's scope will include the design and construction of the Transportation Facility, as well as maintenance, transit, and safety.
Project Justification (Need & Impact)
Maintenance costs and systems administration, transit, and safety.
Project Status
The design phase is to start in early 2024.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
Cost savings
Additional Comments
N/A
Photos Sketches


TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	St. Ignace Dock & Marina	Transportation Program Priority: High
Funding Source:	BIA TTP Program Funds	Route: 2034
Cost Estimate:	2,000,000	Single or Multiple Year: Single

Fiscal Year	2025	2026	2027	2028
Estimated Cost		2,000,000		

Project Description
The proposed dock and marina will be located on trust land located in Mackinac County. The proposed dock and marina will provide access to Lake Huron Shoreline and Tribal fisherman's access road.
Project Justification (Need & Impact)
Provide safe access to the shoreline
Project Status
Feasibility and planning phase.
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
None
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title: Shores Access Rd and Lots	Transportation Program Priority: High
Funding Source: BIA TTP Program funds	Route: 2034
Cost Estimate: \$ 50,000	Single or Multiple Year: Single

Fiscal Year	2025	2026	2027	2028
Estimated Cost	\$50,000			

Project Description

The proposed project is located east of Mackinac Trail in Mackinac County. The project will complete a campus plan for the location.

Project Justification (Need & Impact)

Provide a strategic plan for future development

Project Status

Survey and soil analysis complete.

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

None

Additional Comments

None

Photos Sketches



TRANSPORTATION DEPARTMENT
2025 – 2028 TIP

Project Title:	St. Ignace Waterfront Trail	Transportation Program Priority: High
Funding Source:	BIA TTP funds	Route: 2034
Cost Estimate:	\$ 750.000	Single or Multiple Year: Single

Fiscal Year	2025	2026	2027	2028
Estimated Cost	\$ 750,000			

Project Description

The proposed trail will be located east of Mackinac Trail in Mackinac County and provide access to Lake Huron Shoreline and a Tribal fisherman's access road.

Project Justification (Need & Impact)

Provide safe pedestrian access to the shoreline.

Project Status

PENDING

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

None

Additional Comments

None


Photos Sketches



**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title: Big Bear Trail	Transportation Program Priority: High
Funding Source: BIA TTP Program Funds	Route: 2012
Cost Estimate: \$ 100,000	Single or Multiple Year: Single

Fiscal Year	2025	2026	2027	2028
Estimated Cost	100,000			


Project Description
This trail route is located behind the Chi Mukwa Recreation Facility on Ice Circle Drive. Its location is 84°18'49.109"W, 46°28'27.276N in Chippewa County.
Project Justification (Need & Impact)
This trail allows the public and visitors of the recreation facility to enjoy a 1.7-mile walk into the forest of Sault Ste. Marie. It provides exercise and the public enjoys experiencing nature and identifying traditional medicines.
Project Status
Ongoing
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)
None
Additional Comments
None
Photos Sketches


**TRANSPORTATION DEPARTMENT
2025 – 2028 TIP**

Project Title: Culture Camp Trail	Transportation Program Priority: Medium
Funding Source: BIA TTP Program Funds	Route: 2011
Cost Estimate: \$5,000	Single or Multiple Year: Single

Fiscal Year	2025	2026	2027	2028
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Estimated Cost	\$ 5,000			
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Project Description				
Place crushed stone or wood chips on the trail.				
Project Justification (Need & Impact)				
Address safety concerns and improve the overall quality of the trail.				
Project Status				
Pending				
Impact on Operating Expenses (Future Costs or Savings Associated with the Project, maintenance, operating costs, staffing, etc.)				
Limited cost savings.				
Additional Comments				
Photos Sketches				
				

2.2 PUBLIC INVOLVEMENT

The Department facilitates extensive public involvement processes to ensure citizens had the opportunity to guide the development. In addition, to be practical and relevant, local representatives from each community are encouraged to participate to provide input on their communities' unique needs and concerns.

Research, planning, and community input processes began in 2013 with the Tribal Non-Motorized Transportation Plan. This was followed by the usRAP Tribal Safety Analysis^{viii} (2014), Tribal Safety Investment Plan^{ix} (2015), Public Tribal Transit Implementation Plan^x (2015), Water Trails Plan^{xi} (2015). Each Plan mentioned above provided significant public input (online surveys, community meetings, etc). Scheduled public input sessions/ meetings throughout the Tribal Service area were conducted during development, with documentation of the needs of Tribal members, tribal employees, their families, and the public to guide the tribe's investment decision related to capital improvements, planning, and public transit.

Finally, in June 2024, the Department presented the draft LRTCP to the Board of Directors during a public workshop. After the Plan was presented, it was disseminated to the public via three means: first with an official Public Notice advertised in the Win Awenen Nisitotung, our tribal newspaper; secondly, the Notice and digital copy of the draft plan was distributed by tribal email and finally, printed copies of the Plan and Public Input Forms were distributed throughout the tribal seven-county service area and made available at each tribal Health and Human Services Facility or Community Centers. The Plan was available for three weeks. Figure 44 below shows the notice disseminated to the public, followed by Figure 45, Public Input Form.

Figure 38 Public Notice

Public Notice

Category: **News** 📅 Published: 23 January 2025

Sault Tribe Transportation Department Draft 2025-2045 Long-Range Transportation and Capital Improvement Plan

A public meeting is scheduled for:


Tuesday, Feb. 11, 2025

10 a.m. to 6:30 p.m.

Sault Kewadin Casino, Woodlands Room

Questions and comments can be sent to: Jessi Quigley,
Transportation Department, 523 Ashmun Street, Sault Ste. Marie,
MI 49783, via phone at **906-635-6050**, or email
jquigley1@saulttribe.net.

Public Notice




PUBLIC NOTICE

**SAULT TRIBE TRANSPORTATION DEPARTMENT
DRAFT 2025-2045 LONG-RANGE
TRANSPORTATION AND CAPITAL IMPROVEMENT
PLAN**



A public meeting is scheduled for:

**WHEN: Tuesday, February 11, 2025
TIME: 10:00 a.m. to 6:30 p.m.
WHERE: Sault Kewadin Casino
Woodlands Room**



Public review and comment will begin on Friday, January 24, 2025; comments will be received until the end of business day on Friday, February 22, 2025.

The draft Plan is available for review online at
<https://www.saulttribe.com/about-us/transportation-department>

The draft Plan can be viewed at the following Tribal Health Centers: Sault Ste. Marie, Hessel, St. Ignace, Munising, Manistique, and Newberry. Fillable forms will be available to share comments or suggestions.

Questions and comments can be sent to:
Jessi Quigley, Transportation Department
523 Ashmun Street, Sault Ste. Marie, MI 49783
or via email at jquigley1@saulttribe.net
or via phone at (906) 635-6050.

Special accommodations: Accommodations can be made for persons with disabilities. Please call Jessi Quigley at (906) 635-6050 for further information.

2.2.1 PUBLIC INPUT

The Tribe received 58 complete Public Input Forms (Forms) returns. This section summarizes the comments from the Forms and includes comments on the Forms distributed online and at Health and Human Services and Community Centers.

Transit

- ~~Employment:~~ Whenever a comment mentioned needing transportation that would benefit employment. *"Transportation to and from work."*
- ~~Elders:~~ Whenever a comment mentions Elders, *"Many of our Elders would benefit from help with transportation to the doctors, store, and other needed places."*
- ~~Families & Youth:~~ Comments related to families and children needing rides. *"Need for transportation for Elders & Kids to go places they need to go."*
- ~~Shopping:~~ Comments related to the need for transportation to go shopping. *"I don't have a vehicle myself, so transportation from Gladstone to Escanaba for shopping, going out to eat, going to the library, to the YMCA, or just to get out of the house would be nice."*
- ~~Tribal & Social Activities:~~ Comments related to the need for transportation to go to Tribal or local events. *"Along with busing to area events, not just Native related. Community events include concerts in the park, children's concerts at the schools, athletic programs, and Holiday events!"*
- ~~Transit General:~~ *"More Public transit is needed everywhere."*

Sidewalks & Trails

- ~~Hessel:~~ Bike path on a 3-mile road, the pavement on the sides of three miles for bikes. *"I would Like the 3-mile Road to be paved on the sides for Bicycles."*
- ~~Hessel Cedarville:~~ There is a need for a bike path between Cedarville and Hessel. *"This would be a great idea ... have a bicycle path along M-134 from Hessel to Cedarville."*
- ~~Hessel Housing Sidewalks:~~ Sidewalks added to the tribal housing area in Hessel *"Sidewalks at the Rez."*
- ~~Winter Trail Maintenance:~~ There is a need for better maintenance and cleaning of winter trails. *"Shags Hill and Chadds Hill lowered & better groomed in the winter."*

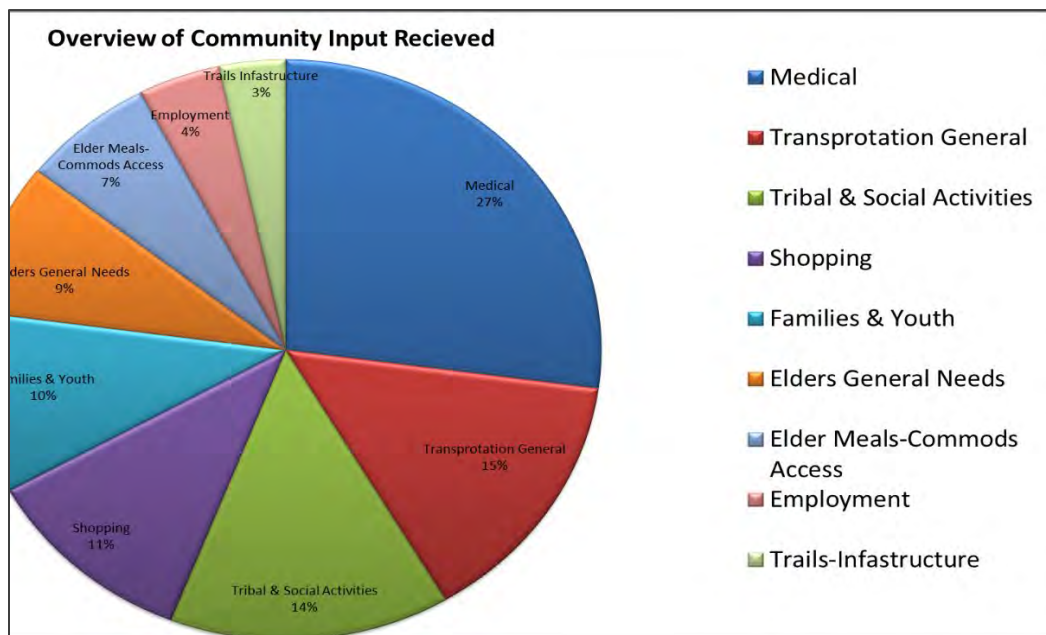
Follow Up / Collaboration

- ~~EDC:~~Tribe to collaborate with others in establishing more second-hand stores ... *"The poor/less affluent towns and cities no longer have second-hand stores like the Salvation Army, St. Vincent De Paul, Goodwill, and the ARC (Value Village). So Those most in need of second-hand clothing, furniture, dishes, pots & pans, and household items cannot afford those items."*
- ~~ELDERS~~ with tasks, meal delivery, get to elder meals, meals on wheels, get to meetings: The need for transportation and other programs to assist elders with various activities. *"Some do not see well enough to drive still or need help walking, shopping, and getting around."*
- ~~Health:~~ The need for more access to medical services. *"They should have a shuttle to Marquette for specialists for Elders."* *"We need someone to come to Munising to adjust and refit glasses."*
- ~~Culture:~~ The need to access culturally significant areas involves harder to reach areas. *"Unit 5 Elders and disabled need assistance getting to ancestral grave sites on Grand Island."*
- ~~Transit (Expand Service):~~ There is a need for expanded transit services in multiple areas. *"Elders that have medical Appts., In Marquette, Manistique, Escanaba, etc.... some of our Elders even have to go as far as Green Bay, Wisconsin for surgery."*

- ~~USDA: Assistance getting to USDA food distribution centers when food is delivered. "Transport to food commodities sites and back home"~~
- ~~Transportation: Transportation to the Soo so more people can attend concerts and other events in Sault Ste. Marie. "Shuttle ride to the Sault for concert"~~
- ~~Veterans: There is a need for transportation to the veteran's hospital in Iron Mountain. "Veterans ride to Iron Mountain."~~
- ~~Casino employees transportation: Need for transportation options for Casino Employees after their shifts: "For those who work at the Casino, it would be helpful to have the support of a free ride after hours."~~
- ~~Advertise Services: The Transportation Department needs to advertise their services and the transportation services available to each community. "Advertise your services and who to contact for rides."~~
- ~~Christmas Casino 1:00 am run: The need for transportation that accommodates the schedule of the Christmas Casino: "Transportation to & from work. Our local transportation service only runs to midnight, and our Christmas Casino is open till 1 am."~~
- ~~Youth: Transportation support system to transport children to activities not held at local schools. "We could use some kind of transportation support for tribal families with children or grandchildren who participate in sports."~~
- ~~Forest Management: "Need to look at all our property and manage the forest as it's contaminated with Beech Blight."~~

~~Medical – Transit: Whenever a comment mentioned needing transportation to a medical appointment or medicine delivery. "Need Transportation to and from Doctors appointments and to pick up medications."~~

Figure 39 Input Received



Future public input will include an official public notice and review, which will occur annually in early fall. When the public comment and review have been completed and information compiled, the appropriate changes, if any, will be incorporated into the final TIP.

2.3 BOARD OF DIRECTORS OFFICIAL REVIEW AND APPROVAL

During an official board workshop, the Department will present the draft TIP to the Board of Directors. During this presentation and the next two weeks, the Transportation Planner will gather input, guidance, and recommendations from the Board of Directors to incorporate into the final TIP.

Following the workshop presentation, the TIP will be finalized, prepared, and presented to the Board of Directors during a regularly scheduled meeting for official vote and approval by the Board of Directors. The TIP will then be sent to the BIA Midwest Regional Roads Program for review and approval.

2.4 CAPITAL PREVENTATIVE MAINTENANCE

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

2.5 OFFICIAL INVENTORY

The Department develops, manages, and facilitates modifications and Tribal updates to the National Tribal Transportation Facility Inventory (NTTFI). The program collaborates with internal tribal programs, divisions, and external local government units and committees to gather input, identify needs, and assess to ensure program requirements are met and all facilities are acceptable and allowable. Facilities (e.g., roads, trails) that provide access to, between tribal communities/reservations or located on tribal lands may be eligible and be included in the Tribal Official Inventory and NTTFI. Facilities are owned by the Tribe, Local, BIA, State, or Federal government. The Transportation department performs data collection, mapping, and completion of RIFDS data sheets to prepare the official inventory for submission to BIA. The 2025 Official Route Inventory is included below and on subsequent pages.

2.5.1 INVENTORY UPDATE

The Department conducts inventory updates bi-annually and annually as time permits. Inventory Updates require mapping, RIFDS data information, a site narrative, and a project narrative.

Table 13 Tribal Inventory Log

Attachment A
Inventory Checklist

2000 TRIBAL ROADS & PROPOSED ROADS

2000 TRIBAL ROADS

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
2000	10	ICE CIRCLE DRIVE	Chippewa County	2	BIA
2001	10	POW WOW ROAD	Chippewa County	2	BIA
2003	810	CULTURE CAMP ACCESS ROAD	Chippewa County	0	BIA
2004	10	CASINO RING RD EXPANSION	Chippewa County	2	Tribe
2005	10	CASINO RING ROAD	Chippewa County	2	BIA
2006	10	EAST 9TH AVENUE	Chippewa County	2	Tribe
2007	10	HEALTH CENTER ACCESS ROAD	Chippewa County	2	BIA
2008	10	J.K. LUMSDEN	Chippewa County	5	BIA
2009	10	EAST 10TH AVENUE	Chippewa County	2	BIA
2010	10	MOORE'S ROAD	Mackinac County	0	BIA
2011	10	ANISHINAABE MIIKANS	Chippewa County	2	BIA
2012	10	BIG BEAR NATURE TRAIL	Chippewa County	2	BIA
2013	10	PROPOSED SHORES TRAIL	Mackinac County	4	Tribe
2015	10	PROPOSED TRADITIONAL MEDICINE TRAIL	Chippewa County	4	Tribe
2016	10	BAHWETING SCHOOL LOOP	Chippewa County	3	BIA
2017	10	TIMBERWOLF	Chippewa County	2	BIA
2018	10	EAST POLARIS	Chippewa County	2	BIA
2019	10	SOUTH COUGAR LANE	Chippewa County	2	BIA
2020	10	ARCTIC	Chippewa County	2	BIA
2021	10	ODENAANG COURT	Chippewa County	2	Tribe
2022	10	WOLVERINE	Chippewa County	2	BIA
2023	10	BADGER LANE	Chippewa County	2	BIA
2024	10	BOBCAT	Chippewa County	2	BIA
2025	10	EPOUFETTE HARBOR ROAD	Mackinac County	2	BIA
2026	10	WEYQUAYOC	Mackinac County	2	Tribe
2027	10	BIG BEAR PARKING LOT	Chippewa County	2	Tribe
2028	10	3 MILE PROPERTY Road	Chippewa County	2	Tribe
2029	10	ARC	Chippewa County	2	Tribe
2030	10	TRIBAL USDA LOT	Chippewa County	3	BIA
2031	10	JUDICIAL ACCESS ROAD	Chippewa County	2	Tribe
2032	10	JUDICIAL LOT	Chippewa County	3	Tribe

2033	10	HESSEL POWWOW GROUNDS AND ACCESS RD	Mackinac County	2	Tribe
2034	10	ST. IGNACE WATER FRONT BOARDWALK & TRAIL	Mackinac County	4	Tribe
2035	10	MANISTIQUE ACCESS ROAD	Schoolcraft County	3	Tribe
2036	10	SHUNK TO SEYMOUR TRAIL	Chippewa County	4	Tribe
2037	10	SHAWANO & SAULTUER PEDESTRIAN BRIDGE	Chippewa County	4	Tribe
2038	10	ADMIN ANNEX LOT	Chippewa County	3	Tribe
2039	10	Bahweting Front Lot	Chippewa County	3	Tribe
2040	10	Bahweting North Lot	Chippewa County	3	Tribe
2041	10	Bahweting North Bus Loop	Chippewa County	4	Tribe
2042	10	Sault - Riverside Trailer Court A	Chippewa	2	Tribe
2043	20	Sault - Riverside Trailer Court B	Chippewa	2	Tribe
2044	30	Sault - Riverside Trailer Court C	Chippewa	2	Tribe
2045	10	Sault Fisheries Pond Access	Chippewa	4	Tribe
2046	10	Sugar Island NRD	Chippewa	4	Tribe
D 201	810	St. Ignace - Dock Marina	Mackinac	4	Tribe
D 202	810	Fruitport Dock	Schoolcraft	2	Tribe
P 201	810	Sault - Elders Lot	Chippewa	3	Tribe
P 202	810	Sault Casino Lot A	Chippewa	2	Tribe
P 203	810	Sault Casino Lot B	Chippewa	2	Tribe
P 204	810	Sault - Negaunigizik Lot	Chippewa	2	Tribe
P 205	810	Sault - ACFS Parking Lot	Chippewa	2	Tribe
P 206	810	Sault - Judicial/Midjim Lot	Chippewa	2	Tribe
P 207	810	Hessel - Health Cntr Lot	Mackinac	2	Tribe
P 208	810	Hessel - Casino Lot	Mackinac	2	Tribe
P 209	810	St. Ignace - Midjim Lot	Mackinac	2	Tribe
P 210	810	Manistique - Health Cntr Lot	Schoolcraft	2	Tribe
P 211	810	Christmas - Casino Lot	Alger	2	Tribe
P 212	810	Christmas - EDC Lot	Alger	2	Tribe
P 213	810	Marquette - Health Center Lot	Marquette	2	Tribe
P 214	810	Escanaba - Community Center Lot	Delta	2	Tribe

2100 PROPOSED ROADS

CHIPPEWA COUNTY

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
2117	10	ROUTE 2117	Chippewa County	4	Tribe
2118	10	ROUTE 2118	Chippewa County	4	Tribe
2119	10	ROUTE 2119	Chippewa County	4	Tribe
2120	10	MARQUETTE EXTENSION	Chippewa County	4	Tribe

2121	10	16TH AVENUE EAST EXTENSION	Chippewa County	4	Tribe
2122	10	ROUTE 2122	Chippewa County	4	Tribe
2123	10	ROUTE 2123	Chippewa County	4	Tribe
2124	10	ROUTE 2124	Chippewa County	4	Tribe
2125	10	ROUTE 2125	Chippewa County	4	Tribe
2126	10	EAST 10TH AVENUE	Chippewa County	2	BIA
2131	10	ROUTE 2131	Chippewa County	4	Tribe
2150	10	PROPOSED M-28A	Chippewa County	4	Tribe
2152	10	PROPOSED M-28B	Chippewa County	4	Tribe
2154	10	PROPOSED M-28C	Chippewa County	4	Tribe
2156	10	PROPOSED M-28D	Chippewa County	4	Tribe
2158	10	PROPOSED M-28E	Chippewa County	4	Tribe
2160	10	PROPOSED M28F	Chippewa County	4	Tribe
2161	10	PROPOSED RIVERSIDE ACCESS ROAD	Chippewa County	4	Tribe
2162	10	FISHERIES HATCHERY ACCESS ROAD	Chippewa County	3	Tribe
2164	10	BAHWETING DRIVE	Chippewa County	3	BIA
2165	10	PROPOSED HISTORICAL TRAIL	Chippewa County	4	City of SSM
2166	10	SAULT HEALTH CENTER LOT	Chippewa County	3	Tribe
2167	10	PROPOSED ROUTE A	Chippewa County	4	Tribe
2168	10	PROPOSED ROUTE B	Chippewa County	4	Tribe
2169	10	PROPOSED ROUTE C	Chippewa County	4	Tribe
2170	10	BADGER LANE	Chippewa County	4	BIA
2171	10	PROPOSED ROUTE E	Chippewa County	4	Tribe
2172	10	PROPOSED SAULT ELDERS CONNECTOR RD	Chippewa County	4	BIA
2173	10	PROPOSED KELDON TRAIL	Chippewa County	4	Tribe
2174	10	CLARKE AVENUE	Chippewa County	3	Tribe

2200 PROPOSED ROADS

MACKINAC COUNTY

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
2200	810	PUMP HOUSE ROAD	Mackinac County	4	Tribe
2201	10	FORMER SEVARD PROPERTY	Mackinac County	4	Tribe
2202	10	PROPOSED SHORES ACCESS ROAD	Mackinac County	2	Tribe
2203	810	PROPOSED ST.IGNACE ELDERS CONNECTOR ROAD	Mackinac County	4	BIA

2300 PROPOSED ROADS

SCHOOLCRAFT COUNTY

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
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2310	10	ROUTE 2310	Schoolcraft County	4	Tribe
2320	10	PROPOSED MANISTIQUE B	Schoolcraft County	4	Tribe
2330	10	PROPOSED MANISTIQUE C	Schoolcraft County	4	Tribe
2340	10	PROPOSED MANISTIQUE D	Schoolcraft County	4	Tribe
2341	10	MANISTIQUE CONNECTOR	Schoolcraft County	3	BIA
2400 PROPOSED ROADS					
ALGER COUNTY					
ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
2410	10	Wetmore Proposed Roads	Alger County	4	Tribe
2500 PROPOSED ROADS					
MARQUETTE COUNTY					
ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
2500	810	Bejig	Marquette County	2	Tribe
2600 PROPOSED ROADS					
LUCE COUNTY					
2700 PROPOSED ROADS					
DELTA COUNTY					
3000 STATE ROADS					
MULTIPLE COUNTIES					
ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
3000	810	M-28 (M221-WS-41)	Chippewa County	2	State of MI
3001	810	TBD	Chippewa County	2	State of MI
3002	810	TBD	Chippewa County	2	State of MI
3010	10	M-129	Chippewa County	2	State of MI
3020	50	M-48	Chippewa County	2	State of MI
3030	10	M-134	Chippewa County	2	State of MI
3060	10	US 2	Mackinac County	2	State of MI
3100 STATE ROADS					
CHIPPEWA COUNTY					
ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
3100	10	I-75/ASHMUN STREET	Chippewa County	2	State of MI
3110	10	EAST PORTAGE AVENUE	Chippewa County	2	State of MI
3200 STATE ROADS					
MACKINAC COUNTY					

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
3200	10	NORTH STATE STREET	Chippewa County	2	State of MI
4000 URBAN ROADS					
ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
4303	810	GAINES HWY	Chippewa County	2	Chippewa County
5000 TOWN & COUNTY ROADS					
5000-5100 TOWN/COUNTY					
CITY OF SSM					
ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5000	10	REASSIGNED (SEE RT. 2008)			
5001	10	SHAWANO DRIVE	Chippewa County	2	City of SSM
5002	10	OSHAWAN	Chippewa County	2	City of SSM
5003	10	BAHWETING	Chippewa County	2	City of SSM
5004	10	MIGISA COURT	Chippewa County	2	City of SSM
5005	10	CHI CHUK COURT	Chippewa County	2	City of SSM
5006	10	OMONG COURT	Chippewa County	2	City of SSM
5007	810	MUKWA COURT	Chippewa County	2	City of SSM
5008	10	SAULTUER DRIVE	Chippewa County	2	City of SSM
5009	10	AMIK ONSE COURT	Chippewa County	2	City of SSM
5010	10	ATIK AMEG COURT	Chippewa County	2	City of SSM
5011	10	WABOOSE COURT	Chippewa County	2	City of SSM
5012	10	PA PA GASNAK COURT	Chippewa County	2	City of SSM
5013	810	SHUNK ROAD (Spruce - 3 Mile)	Chippewa County	2	City of SSM
5014	810	MARQUETTE AVENUE	Chippewa County	2	City of SSM
5015	20	1 1/2 MILE RAOD	Chippewa County	2	City of SSM
5016	810	WEST THREE MILE	Chippewa County	2	City of SSM
5017	810	SEYMOUR ROAD (Easterday to 3 Mile)	Chippewa County	2	City of SSM
5018	810	TONE ROAD-M/80	Chippewa County	2	Chippewa County
5019	810	WATER TONER DRIVE	Chippewa County	2	Chippewa County
5020	810	WESTSHORE DRIVE	Chippewa County	2	City of SSM
5021	810	COUNTRY CLUB DRIVE	Chippewa County	2	Chippewa County

5022	810	CEDAR GROVE DRIVE	Chippewa County	2	Chippewa County
5023	810	BLUEBERRY ROAD	Chippewa County	2	Chippewa County
5024	810	KRISTEN CIRCLE	Chippewa County	2	Chippewa County
5025	810	KINCHELOE DRIVE	Chippewa County	2	Chippewa County
5026	20	WOOD LAKE ROAD	Chippewa County	2	Chippewa County
5026	810	WIOOD LAKE ROAD	Chippewa County	2	Chippewa County
5027	20	MAPLE GROVE DRIVE	Chippewa County	2	Chippewa County
5028	20	EVERGREEN	Chippewa County	2	Chippewa County
5029	810	DUKE LAKE CIRCLE	Chippewa County	2	Chippewa County
5030	810	SHEILA CIRCLE	Chippewa County	2	Chippewa County
5031	810	RED CEDAR DRIVE	Chippewa County	2	Chippewa County
5032	810	WHITE PINE WAY	Chippewa County	2	Chippewa County
5033	810	MONTERAY DRIVE	Chippewa County	2	Chippewa County
5034	810	COUNTRYWOOD DRIVE	Chippewa County	2	Chippewa County
5035	810	BRIAN CIRCLE	Chippewa County	2	Chippewa County
5036	810	TAMARACK STREET	Chippewa County	2	Chippewa County
5037	810	PARTRIDGE DRIVE	Chippewa County	2	Chippewa County
5038	810	JOHN PATRICK STREET	Chippewa County	2	Chippewa County
5039	810	TROY LANE	Chippewa County	2	Chippewa County
5040	810	MARK CIRCLE	Chippewa County	2	Chippewa County
5041	810	SHADOW WOOD DRIVE	Chippewa County	2	Chippewa County
5042	810	BIRCH PLACE	Chippewa County	2	Chippewa County
5043	810	TAYLOR DAY WAY	Chippewa County	2	Chippewa County

5044	810	CHRISTOPHER STREET	Chippewa County	2	Chippewa County
5045	810	TAMARA LYNN CIRCLE	Chippewa County	2	Chippewa County
5046	810	ERIN PLACE	Chippewa County	2	Chippewa County
5047	810	BRIDGET CIRCLE	Chippewa County	2	Chippewa County
5048	810	HOPE LANE	Chippewa County	2	Chippewa County
5049	810	FOREST LODGE ROAD	Chippewa County	2	Chippewa County
5050	810	CYPRESS LANE	Chippewa County	2	Chippewa County
5051	810	CLUB HOUSE DRIVE	Chippewa County	2	Chippewa County
5052	810	COUNTRY LANE	Chippewa County	2	Chippewa County
5053	810	WEDGEWOOD DRIVE	Chippewa County	2	Chippewa County
5054	810	GREENWOOD WAY	Chippewa County	2	Chippewa County
5055	810	OSBORN PLACE	Chippewa County	2	Chippewa County
5057	810	WOODSIDE DRIVE	Chippewa County	2	Chippewa County
5060	810	FAIRWAY DRIVE	Chippewa County	2	Chippewa County
5062	810	PARKSIDE ROAD	Chippewa County	2	Chippewa County
5063	20	N BRASSAR ROAD	Chippewa County	2	City of SSM
5064	810	EAST 10TH STREET	Chippewa County	2	City of SSM

CONTINUED
5000 TOWN & COUNTY ROADS

5000-5100 TOWN/COUNTY
CITY OF SSM

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5066	20	EAST SPRUCE STREET	Chippewa County	2	City of SSM
5067	20	GREENOUGH STREET	Chippewa County	2	City of SSM
5068	810	EAST 11TH STREET	Chippewa County	2	City of SSM
5069	810	FIVE MILE ROAD	Chippewa County	2	Chippewa County
5070	20	BINGHAM AVENUE	Chippewa County	2	City of SSM

5071	810	COURT STREET	Chippewa County	2	City of SSM
5073		RE-ASSIGNED NEW NO# (3005)			
5074	20	DAVITT STREET	Chippewa County	2	City of SSM
5075	10	RIVERSIDE DRIVE (MISSION TO 3 MILE)	Chippewa County	2	City of SSM
5076	10	EAST 15TH AVENUE	Chippewa County	2	City of SSM
5078	10	WEST 12TH AVENUE	Chippewa County	2	City of SSM
5079	10	RYAN STREET	Chippewa County	2	City of SSM
5080	10	MERIDIAN STREET	Chippewa County	2	City of SSM
5081	10	WEST 8TH AVENUE	Chippewa County	2	City of SSM
5082	10	EAST EASTERDAY AVENUE	Chippewa County	2	City of SSM
5083	10	WEST EASTERDAY AVENUE	Chippewa County	2	City of SSM
5083	20	WEST EASTERDAY AVENUE	Chippewa County	2	City of SSM
5084	10	WEST SPRUCE STREET	Chippewa County	2	City of SSM
5085	10	WEST PORTAGE AVENUE	Chippewa County	2	City of SSM
5087	10	EAST THREE MILE ROAD	Chippewa County	2	Chippewa County
5088	10	SHUNK ROAD (15 Mile to Tribal Property)	Chippewa County	2	Chippewa County
5089	10	MACKINAW TRAIL	Chippewa County	2	Chippewa County
5090	10	SEYMOUR ROAD	Chippewa County	2	Chippewa County
5092	10	WATER STREET	Chippewa County	2	City of SSM
5093	10	GARDENVILLE	Chippewa County	2	City of SSM
5094	10	JOHNSTON	Chippewa County	3	City of SSM
5095	10	ARMORY PLACE	Chippewa County	2	City of SSM
5096	10	RIDGE STREET	Chippewa County	3	City of SSM
5097	10	SHERIDAN	Chippewa County	3	City of SSM
5098	10	LIBRARY DRIVE	Chippewa County	3	City of SSM
5099	10	MAPLE	Chippewa County	2	City of SSM
5100	10	GOVERNOR OSBORN BOULEVARD	Chippewa County	3	City of SSM
5101	10	PECK STREET	Chippewa County	3	City of SSM
5102	10	EAST 5TH AVENUE	Chippewa County	3	City of SSM
5103	10	SUPERIOR STREET	Chippewa County	3	City of SSM
5104	10	EAST 20TH AVENUE	Chippewa County	3	City of SSM
5106	10	BRADY STREET	Chippewa County	3	City of SSM
5107	10	EAST 7TH AVENUE	Chippewa County	3	City of SSM
5108	10	OAK STREET	Chippewa County	3	City of SSM
5109	10	WEST 4TH AVENUE	Chippewa County	3	City of SSM
5109	20	WEST 4TH AVENUE	Chippewa County	3	City of SSM

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

CONTINUED

5000 TOWN & COUNTY ROADS

5000-5100 TOWN/COUNTY

CITY OF SSM

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5139	10	MAGAZINE STREET	Chippewa County	3	City of SSM
5140	10	15 MILE ROAD	Chippewa County	2	Chippewa County
5142	10	WEST 9TH AVENUE	Chippewa County	3	City of SSM
5143	10	ELIZABETH STREET	Chippewa County	3	City of SSM
5144	10	NORTH ONTARIO STREET	Chippewa County	3	Detour Village
5145	10	NORTH CARIBOU LAKE ROAD	Chippewa County	3	Detour Village
5147	10	OAKA STREET	Chippewa County	3	City of SSM
5148	10	EAST 10TH AVENUE	Chippewa County	4	City of SSM
5149	10	EAST 8TH STREET	Chippewa County	0	City of SSM
5150	10	EAST 9TH STREET	Chippewa County	4	City of SSM

5151	10	EAST NORTH SHORE DRIVE	Chippewa County	2	Chippewa County
5152	10	EAST SHORE DRIVE	Chippewa County	2	Chippewa County
5153	10	CAMPGROUND WAY	Chippewa County	2	Tribe
5154	10	NORTH WESTSHORE DRIVE	Chippewa County	2	Chippewa County
5155	10	RIVERSIDE VILLAGE	Chippewa County	2	City of SSM
5200 TOWN & COUNTY					
MACKINAC COUNTY					
ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5200	810	WEEGWAS DRIVE	Mackinac County	2	City of St. Ignace
5201	810	WA SEH DRIVE	Mackinac County	2	City of St. Ignace
5202	810	KET TOK KAH COURT	Mackinac County	2	City of St. Ignace
5203	810	SHEN GWOK DRIVE	Mackinac County	2	City of St. Ignace
5204	810	SHEN GOUP DRIVE	Mackinac County	2	City of St. Ignace
5205	810	NOPAMING DRIVE	Mackinac County	2	City of St. Ignace
5206	810	ROCKVIEW ROAD	Mackinac County	2	Mackinac County
5207	810	ST. IGNACE ROAD	Mackinac County	2	Mackinac County
5208	20	MACKINAW TRAIL	Mackinac County	2	Mackinac County
5209	810	INGALSBE ROAD	Mackinac County	2	Mackinac County
5210	810	THREE MILE ROAD	Mackinac County	2	Mackinac County
5212		RE-ASSIGNED NEW NO# (3211)			
5213	810	NORTH AIRPORT ROAD	Mackinac County	2	City of St. Ignace
5214	810	BOUNDARY ROAD	Mackinac County	2	City of St. Ignace
5215	810	SOUTH AIRPORT ROAD	Mackinac County	2	City of St. Ignace
5216	810	PORTAGE STREET	Mackinac County	3	City of St. Ignace
5217	810	MARLEY STREET	Mackinac County	3	City of St. Ignace
5218	810	SPRING STREET	Mackinac County	2	City of St. Ignace
5219	810	CHAMBERS STREET	Mackinac County	2	City of St. Ignace
5220	810	MCCANN STREET	Mackinac County	2	City of St. Ignace
5221	10	SPRUCE STREET	Mackinac County	3	City of St. Ignace
5222	10	PROSPECT STREET	Mackinac County	2	City of St. Ignace
5223	10	EAST TRUCKEY STREET	Mackinac County	3	City of St. Ignace
5224	10	MARQUETTE STREET	Mackinac County	2	City of St. Ignace
5225	10	NORTH JOHNSON STREET	Mackinac County	3	City of St. Ignace

5226	10	HAZELTON STREET	Mackinac County	3	City of St. Ignace
5228	10	LEMOTTE STREET	Mackinac County	3	City of St. Ignace
5229	10	SOUTH STATE STREET	Mackinac County	3	City of St. Ignace
5230	10	BURDETTE STREET	Mackinac County	3	City of St. Ignace
5231	10	FERRY LANE	Mackinac County	3	City of St. Ignace
5232	10	BOULEVARD DRIVE	Mackinac County	3	City of St. Ignace
5233	10	WEST ROAD	Mackinac County	3	City of St. Ignace
5234	10	ALPINE STREET	Mackinac County	2	City of St. Ignace
5235	10	Epoufette Access Road	Mackinac County	2	Mackinac County
5236	10	ST. IGNACE OJIBWA TRAIL	Mackinac County	2	City of St. Ignace
5300 TOWN & COUNTY					
SCHOOLCRAFT COUNTY					
ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5300	810	MUKWA STREET	Schoolcraft County	2	Schoolcraft County
5301	810	CHITOMA STREET	Schoolcraft County	2	Schoolcraft County
5302	810	ZHIGAG STREET	Schoolcraft County	2	Schoolcraft County
5303	810	FAKETTY DRIVE	Schoolcraft County	2	Schoolcraft County
5304	810	COUNTY ROAD 433	Schoolcraft County	2	Schoolcraft County
5305	10	OAK STREET	Schoolcraft County	3	Schoolcraft County
5306	10	SOUTH LAKE STREET	Schoolcraft County	3	Schoolcraft County
5308	10	SOUTH CEDAR STREET	Schoolcraft County	3	Schoolcraft County
5309	10	NORTH LAKE STREET	Schoolcraft County	3	Schoolcraft County
5310	10	MAIN STREET	Schoolcraft County	3	Schoolcraft County
5311	10	WALNUT STREET	Schoolcraft County	3	Schoolcraft County
5312	10	ELK STREET	Schoolcraft County	3	Schoolcraft County
5313	10	DEER STREET	Schoolcraft County	3	Schoolcraft County
5314	10	NORTH CEDAR STREET	Schoolcraft County	3	Schoolcraft County
5315	10	HARBOR VIEW DRIVE	Schoolcraft County	2	City of Manistique

5400 TOWN & COUNTY**ALGER COUNTY**

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5401	810	ALGER HEIGHTS	Alger County	2	Alger County
5402	810	SHANNON DRIVE	Alger County	2	Alger County
5403	810	ATIK AMEG DRIVE	Alger County	2	Alger County
5404	810	KINOJE COURT	Alger County	2	Alger County
5405	810	NA ME GOSS COURT	Alger County	2	Alger County
5406	810	KNOX STREET	Alger County	2	Alger County
5407	810	TINSEL DRIVE	Alger County	2	Alger County
5408	810	CANDY CANE LANE	Alger County	2	Alger County
5409	810	BALKO STREET	Alger County	2	Alger County
5410	10	MILL STREET	Alger County	3	City of Munising
5411	10	EAST CHOCOLAY STREET	Alger County	3	City of Munising
5412	10	BIRCH STREET	Alger County	3	City of Munising
5413	10	EAST VARNUM STREET	Alger County	3	City of Munising
5414	10	COURT STREET	Alger County	3	City of Munising
5416	10	SUPERIOR STREET	Alger County	3	City of Munising
5419	10	INDUSTRIAL PARK DRIVE	Alger County	3	City of Munising
5420	10	CEMETERY ROAD	Alger County	2	Alger County
5421	10	LENHEN ROAD	Alger County	2	City of Munising
5422	10	SANTA LANE	Alger County	2	Village of Christmas
5423	10	SLEIGH WAY	Alger County	2	Village of Christmas
5424	10	EVERGREEN DRIVE	Alger County	2	Alger County
5425	10	CONNORS ROAD	Alger County	2	Alger County
5426	10	H-58	Alger County	3	Alger County

5500 TOWN & COUNTY**MARQUETTE COUNTY**

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5500	810	PIONEER STREET	Marquette County	2	City of Marquette
5501	20	County Road 533	Marquette County	2	City of Marquette
5503	810	Altamont	Marquette County	2	City of Marquette
5504	810	AVENGER STREET	Marquette County	2	City of Marquette

5505	810	CANBERRA STREET	Marquette County	2	City of Marquette
5506	810	DAGGER STREET	Marquette County	2	City of Marquette
5507	810	EXPLORER STREET	Marquette County	2	City of Marquette
5508	810	FALCON STREET	Marquette County	2	City of Marquette
5509	810	FORTRESS STREET	Marquette County	2	City of Marquette
5510	810	HUSTLER	Marquette County	2	City of Marquette
5511	810	INVADER STREET	Marquette County	2	City of Marquette
5512	810	LIGHTNING	Marquette County	2	City of Marquette
5513	810	MAURADER	Marquette County	2	City of Marquette
5514	810	MITCHELL ROAD	Marquette County	2	City of Marquette
5515	810	NEPTUNE STREET	Marquette County	2	City of Marquette
5516	810	SIDEWINDER STREET	Marquette County	2	City of Marquette
5517	810	STRATOFORT	Marquette County	2	City of Marquette
5518	810	VOODOO STREET	Marquette County	2	City of Marquette
5519	810	AVENUE A	Marquette County	2	City of Marquette
5520	810	5TH STREET	Marquette County	2	City of Marquette
5521	810	AVENUE C	Marquette County	2	City of Marquette
5522	810	4TH STREET	Marquette County	2	City of Marquette
5523	810	3RD STREET	Marquette County	2	City of Marquette
5524	810	AVENUE D	Marquette County	2	City of Marquette
5525	810	1ST STREET	Marquette County	2	City of Marquette
5526	810	AVENUE F	Marquette County	2	City of Marquette
5527	810	AVENUE H	Marquette County	2	City of Marquette
5600 TOWN & COUNTY					

LUCE COUNTY

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5600	810	ZEE BA TIK	Luce County	2	City of Newberry
5601	810	NORTH GREENWOOD ROAD	Luce County	2	City of Newberry
5602	810	West Harrie Streeet	Luce County	2	City of Newberry
5603	810	Washington Boulevard	Luce County	2	City of Newberry
5604	810	West McMillan Avenue	Luce County	2	City of Newberry

5700 TOWN & COUNTY**DELTA COUNTY**

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
5700	810	OLD STATE ROAD	Delta County	2	Delta
5701	810		Delta County	2	Delta
5702	810	Jinbob	Delta County	2	Delta
5703	810	Gijik	Delta County	2	City of Escanaba
5704	810	Willow Creek Road	Delta County	2	City of Escanaba
5705	810	WIGOB	Delta County	2	City of Escanaba
5706	10	LUDINGTON STREET	Delta County	3	City of Escanaba
5707	10	5TH AVENUE SOUTH	Delta County	3	City of Escanaba
5708	10	22ND STREET	Delta County	3	City of Escanaba
5709	10	NORTH 3RD STREET	Delta County	3	City of Escanaba
5710	10	7TH AVENUE SOUTH	Delta County	3	City of Escanaba
5711	10	SOUTH 2ND AVENUE	Delta County	3	City of Escanaba

FERRIES

ROUTE NUMBER	SECTION NUMBER	ROAD NAME	Location	Construction Need	OWNERSHIP
P100	10	SUGAR ISLAND FERRY SYSTEM (ISLAND DOCK)	Chippewa County	2	EUPTA
P400	10	ANISHINAABE MIIKANS TRAIL PARKING	Chippewa County	4	Tribe

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ⁱ <https://www.federalregister.gov/d/2016-26141>

ⁱⁱ Document can be found here:

https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/fhwahep14046.pdf

ⁱⁱⁱ Source: US Census Bureau 2010 Decennial Census & Tribal Transit Implementation Plan, Corradino Group

^{iv} <http://saulttribe.com/images/stories/government/tribalcode/4-17-15CHAPTR60.pdf>

^v <http://www.lre.usace.army.mil/Missions/Recreation/Soo-locks-Visitor-Center/Soo-locks-History/>

^{vi} <https://www.marad.dot.gov/ships-and-shipping/dot-maritime-administration-americas-marine-highway-program/>

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^x The Corradino Group of Michigan, Inc.. (May 2015), Public Tribal Transit Implementation Plan.

^{xi} <http://www.eup-planning.org/trail-planning>