

Sisseton-Wahpeton Oyate LRTP Executive Summary

October 2019



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CHAPTER 1 - EXECUTIVE SUMMARY

Sisseton-Wahpeton Oyate Tribe (SWO) officials needed a strategic approach to respond to existing and future transportation issues. As a result, the Tribe has undertaken this effort to develop a master plan for transportation infrastructure. The purposes of this plan are:

- To develop and update the 2006 Long Range Transportation Plan (LRTP) in conformance with Federal Register 25 CRF Part 170.
- To collect and examine information on current and future transportation improvement needs
- To consider the needs of all modes of travel and develop strategies and recommend projects to accommodate them. This Plan examines the existing system of roads, sidewalks, bridges, airports, and transit facilities and considers opportunities for future improvements.
- To develop a strategy to maintain the transportation system.
- To review the current transportation system maintenance strategy and consider opportunities to improve it.
- To provide a basis for future transportation improvement programming that is sustainable and is tied to project costs and potential funding. This Plan considers existing and potential funding sources, the costs of maintenance, rehabilitation, and new construction, and provides guidance on effective use of limited funding

The short-range element applies through the year 2024. The long-range element for this plan applies through the year 2044. The Federal Register suggests this plan be updated every 5 years.

RECENT AND CONCURRENT STUDIES OR ACCOMPLISHMENTS

This plan would be amiss if it did not consider the recent studies and accomplishments that the Sisseton-Wahpeton Tribe (SWO) have made in upgrading their transportation system. The following list is just a snapshot of the accomplishments and is no way a comprehensive list of the accomplishments of the Tribe.

The Tribe received a \$300,000 grant from the Tribal Transit Program 2014-2015, to initiate a public shuttle service between the Community of Sisseton and Agency Village to increase mobility options for tribal members and the surrounding communities in Northeast South Dakota, including bus stops built to shelter passengers from extreme weather conditions

Sisseton-Wahpeton Oyate Transportation Safety Plan was last updated in 2014. The plan analysis and recommendation contained within the (TTSP) are incorporated into the LRTP. The plan is currently in the process of being updated by consultants. The Tribe was awarded \$7,500 to update the plan.

Sisseton-Wahpeton Oyate Roadway Safety Improvement Program - 2016 This plan conducted an analysis to improve roadway safety on Indian Reservations and provided recommendations for the SWO Tribe.



STUDY AREA

The Lake Traverse Indian Reservation is home to the Sisseton-Wahpeton Oyate Tribe (SWO), located between North and South Dakota the reservation is shaped like a triangle and is in Codington, Grant, Day, Roberts and Marshall Counties in South Dakota, and Richland and Sargent Counties in North Dakota (**Figure 1**). U.S. Highway 12 crosses east-west through the reservation. I-29 run north-south through the immediate vicinity.

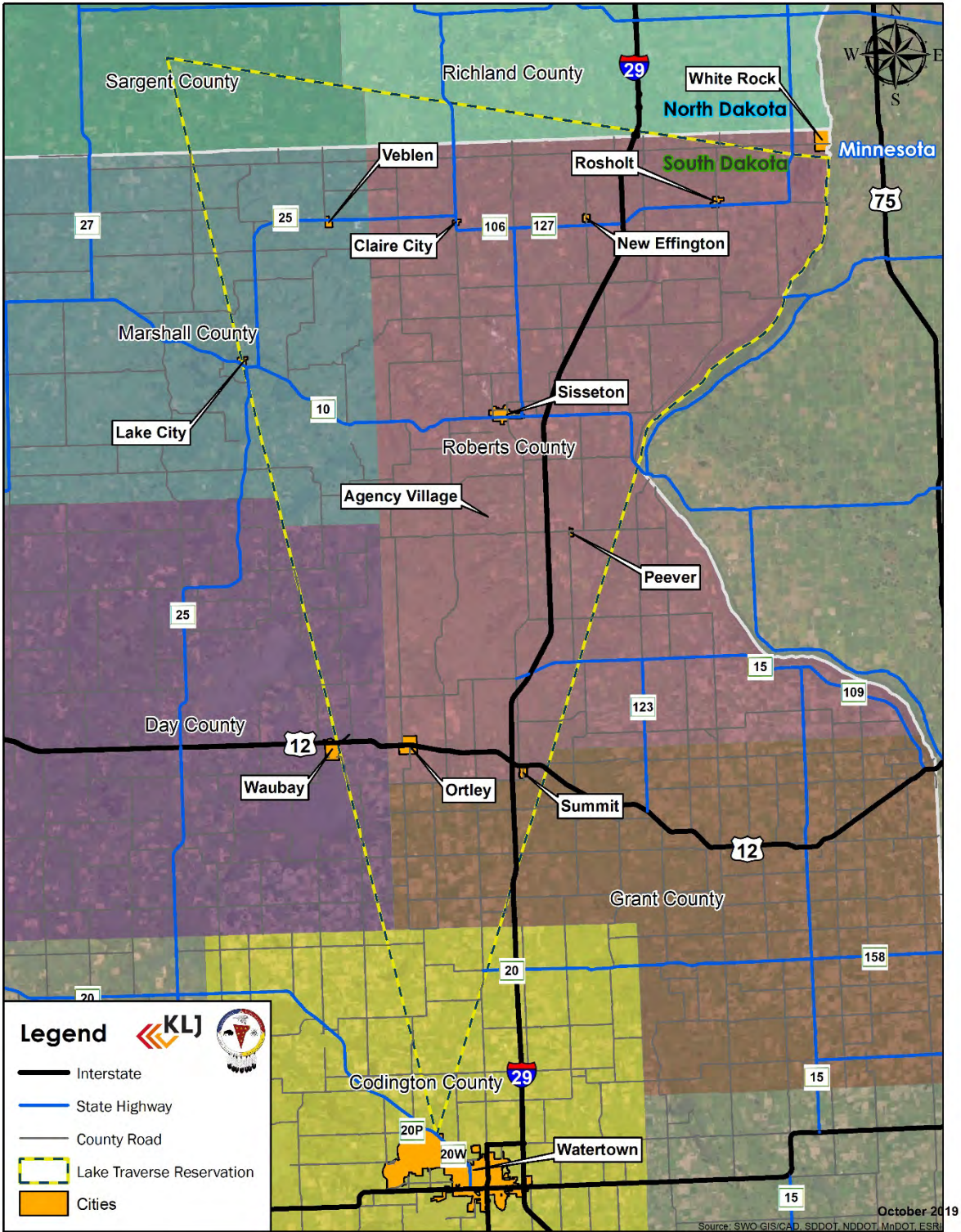
The Lake Traverse Indian Reservation was set up in 1869. Gabriel Renville moved there from Minnesota. The Sisseton and Wahpeton Sioux (Dakota) Tribes moved there with him. Located seven miles south of Sisseton is Agency Village, the site of the headquarters of the SWO. Nestled amidst the rolling hills of northeastern South Dakota and a small portion of North Dakota lies the home of the Sisseton-Wahpeton Oyate Sioux Tribe. Its resident population of 10,408 persons was counted during the 2000 census. About one-third of its inhabitants claim to be of solely Native American heritage. Its largest community is the city of Sisseton, South Dakota.

Train, bus, and truck lines stop in Sisseton (on the reservation) and in nearby Webster. Sisseton is the seat of Roberts County, South Dakota. The Sisseton-Wahpeton Sioux Tribe makes up much of the culture and geography of Roberts County. The City of Sisseton within Roberts County serves as the nearest trade center for the reservation as it provides access to many goods and services. The land is divided into areas of residential, agricultural, commercial, industrial, open space, and rangeland uses. The Tribal government is centered in Agency Village. The Tribal lands contain some of South Dakota's most scenic and plentiful recreation areas.

The reservation is made up of seven districts, which include Enemy Swim, Old Agency, Big Coulee, Long Hollow, Heipa (Vablen), Lake Traverse, and Buffalo Lake. The Tribal Districts contain the following communities and the housing locations these include Agency Village, Barker Hill Housing, Dakota Magic Apartments, Finley Heights Housing, Indian Health Quarters, Lake Traverse, Long Hollow, New Effington, Peever Flats Housing , Peever Town Housin , Red Iron Housing, Sisseton Housing, Summit Housing, Taka NuWan Enemy Swin, Sacred Hills Flats Housing, Sacred Hills Town Housing, Waubay Housing.



Figure 1: Lake Traverse Study Area



ROAD OWNERSHIP AND INVENTORY

Roads on the Lake Traverse Indian Reservation fall under the ownership of the SWO, NDDOT, SSDOT, BIA, Codington, Grant, Day, Roberts and Marshall Counties in South Dakota, and Richland and Sargent Counties in North Dakota, townships, and municipalities.

The LRTP utilized the road inventory and classification from the Road Inventory Field Data System (RIFDS). Shown in **Figure 2** is the jurisdiction of roads in the Lake Traverse Indian Reservation. Functional classification establishes a hierarchy system for roads. This provides an approach that allows for the design and prioritizing of roads that have different purposes.

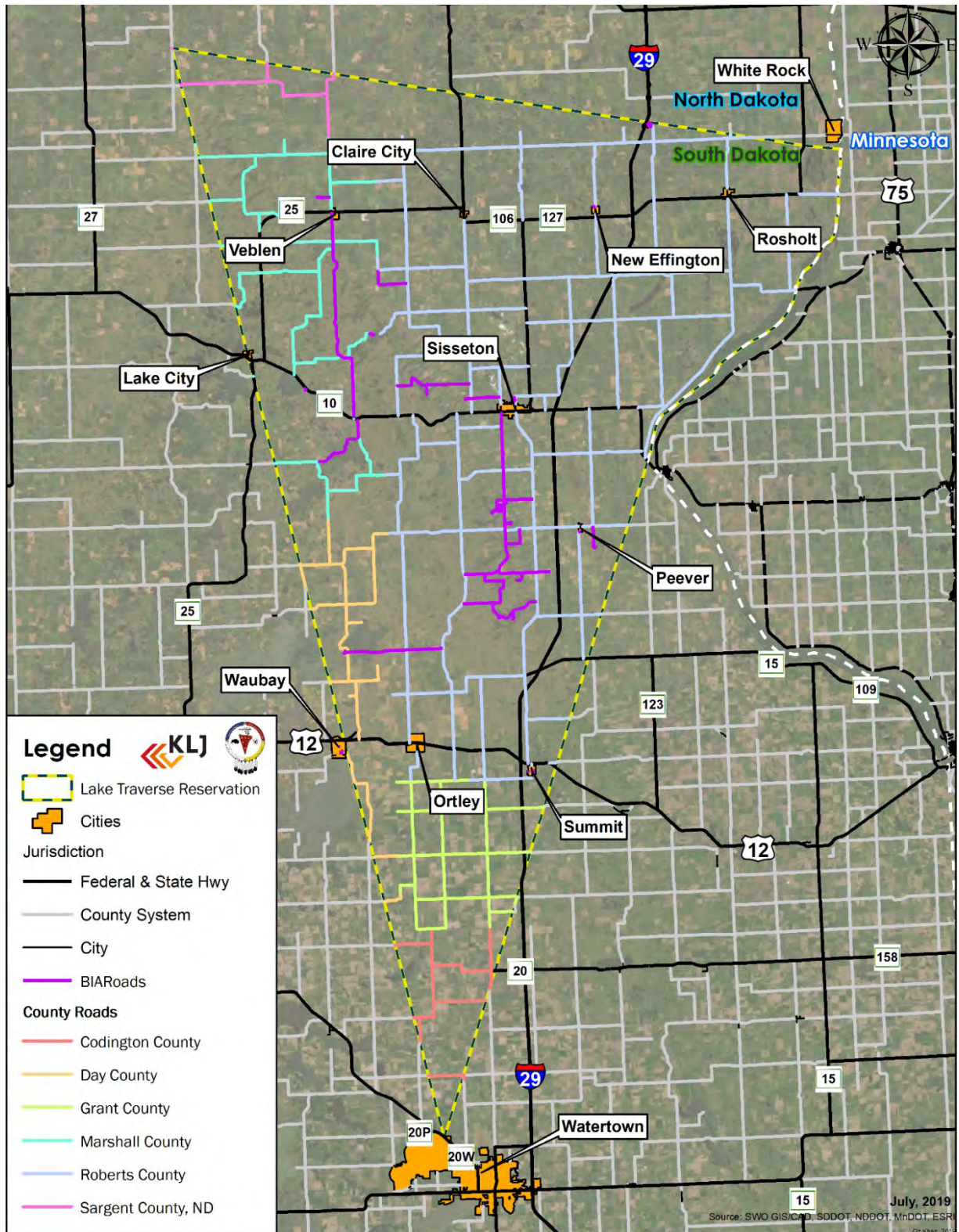
Shown in Table 1 is the road classifications and surface types from the RIFDS.

Table 1: RIFDS Class by Surface Type

RIFDS Class by Surface Type	Surface Type						
RIFDS Class	Proposed	Earth/ Dirt	Gravel	Asphalt (<2")	Asphalt (>2")	Concrete	Grand Total
Rural Minor Arterial			15.3		12.9		28.2
Community Residential Streets		1.4	1.5	1.8	13.9	1.2	19.8
Rural Major Collector to Local Roads	14.7	79.7	915.3	29.6	9.5		1048.8
Rural Local and Recreation Roads	0.7	53.4	28.8	0.1	0.8		83.8
(blank)				8	87.7		95.7
Grand Total	15.4	134.5	960.9	39.5	124.8	1.2	1276.3



Figure 2: Road Jurisdiction



CRASH AND SAFETY DATA

The LRTP conducted an analysis of available crash data during a five-year span between 2014 and 2018. The crash compared the crashes within the reservation boundaries with all roads on the reservation except Interstate and US highway roads. **Figure 3** represents the density of crashes on and within 500-feet from BIA Routes in the Reservation. The data shows that 65% of the fatalities were alcohol related.

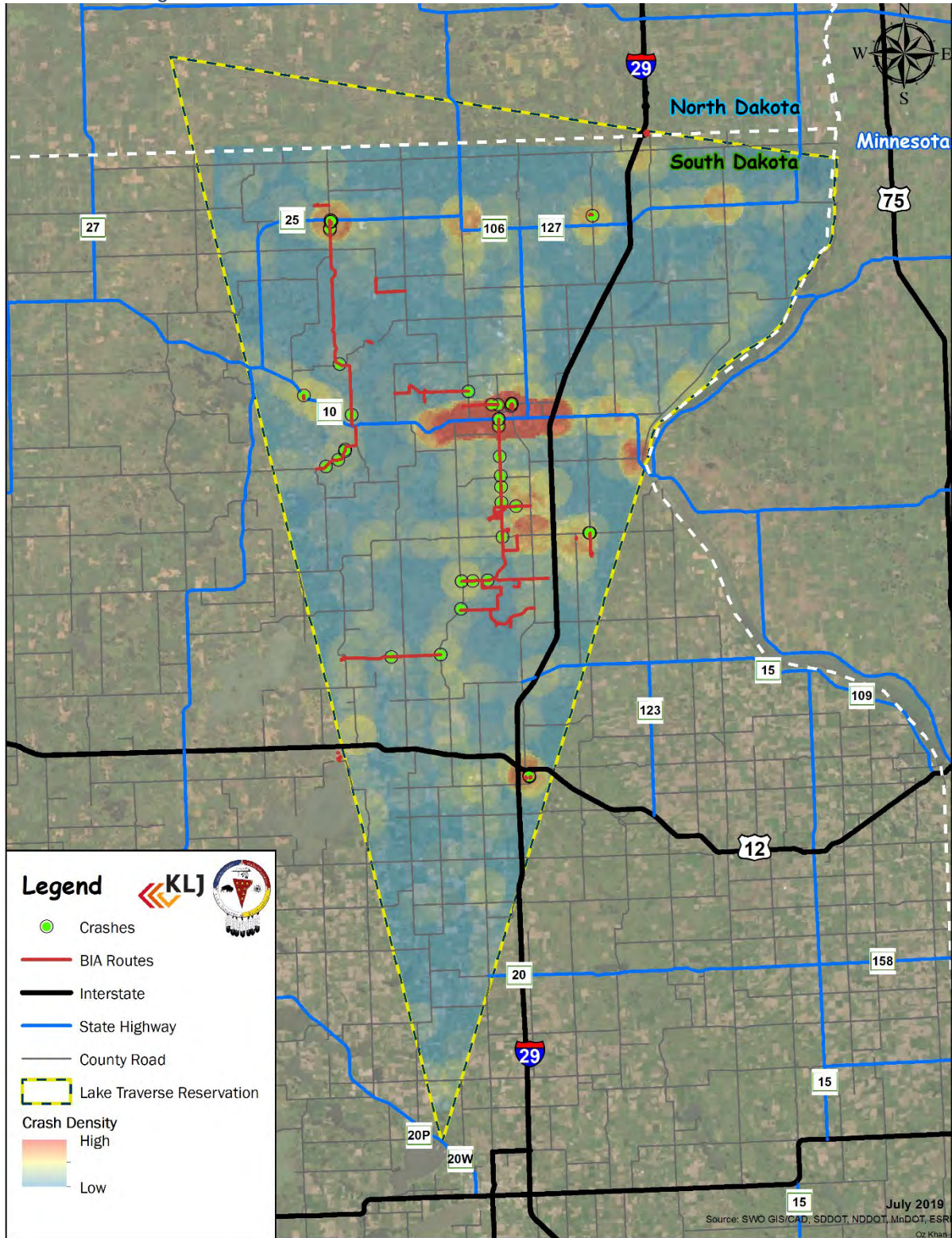
The Sisseton-Wahpeton Oyate is targeting motor vehicle crashes as a priority for the next three years. By 2023, we would like our overall motor vehicle crash rate to decrease by 15% (from 170 in years 2016-2018 to 144 in years 2020-2023); our fatalities will decrease by 20% (from 15 in years 2016-2018 to 12 or fewer in years 2020-2023); and our alcohol related MVC's will decrease by 50% (from 11 alcohol related MVC's in years 2016- 2018 to 6 in years 2020-2023).

The LRTP recommends that Tribe complete the safety plan that is currently in progress and adopt the goals and objectives that will come from the plan. In general, the LRTP recommends that the Tribe prioritize the goals and objectives that are centered around the 4Es of safety - education, enforcement, engineering, and emergency.



Figure 3: Road Conditions

Figure 4: Lake Traverse Indian Reservation Crashes 2014-2018



EXISTING CONDITIONS AND RECOMMENDATIONS

The report evaluates the transportation infrastructure that is in place on the Reservation by reviewing the existing conditions and then providing recommendations based upon the analysis of the existing conditions. Based upon the evaluation of the Tribal transportation infrastructure it was determined there was significant need throughout the Reservation. Included below is the needs along with the recommendations.

PAVED ROADWAYS

The Tribal government and the BIA are responsible for the maintenance of existing infrastructure of roadways on the BIA system. Of the 2,450 miles of roads on the Lake Traverse Reservation, there are 89.7 miles of BIA roads that represent 3.6% of the total road miles 51% (45.8 miles) of the BIA roads are paved with the remaining 49% (43.9 miles) being non-paved. Table 2 below summarizes the surface types of the BIA routes on the Reservation.

Table 2: Road Surface Type

Surface Type	Length (mi)	Percentage
Bituminous	42.1	46.9%
Concrete	3.7	4.1%
Gravel	42.3	47.2%
Earth	1.6	1.8%
TOTAL	89.7	100%

One of the most important aspects of the evaluation was analyzing the road conditions on the Reservation. This was done by utilizing the Surface Condition Index (SCI) which is a measurement of road surface condition that is used to identify and prioritize maintenance needs. Road conditions are generally evaluated periodically every one to four years. There is no requirement in BIA's coding guide to specify how often SCI should be updated. A SCI score of 1 to 39 is considered generally 'poor', a SCI score of 40 to 79 is generally considered 'fair', while a SCI score of 80 or above is generally considered 'good'. An SCI score of zero indicates that the road has no wearing surface, i.e. is unimproved. Table 3 and Figure 2 below show the SCI of the BIA Routes on the Reservation.



Table 3: Surface Condition

SCI Score	Condition	Length (mi)	Percentage
0	Unimproved	9	10.4%
0 - 39	Poor	48	55.7%
40 - 79	Fair	29	33.6%
80 +	Good	0.25	0.3%
TOTAL		86	100%

The analysis of the surface condition showed that SWO has made considerable progress in maintaining the roads that are in their care. But that there is still work that can be done to improve the paved road system in the most significant ways possible. The plan recommends that the Tribe prioritize maintenance over the construction of new pavement. The priorities include the following recommendations:

- Crack Filling and Sealing
- Surface Treatments
- Non-Structural Overlays
- Structural Overlays
- Reconstruction

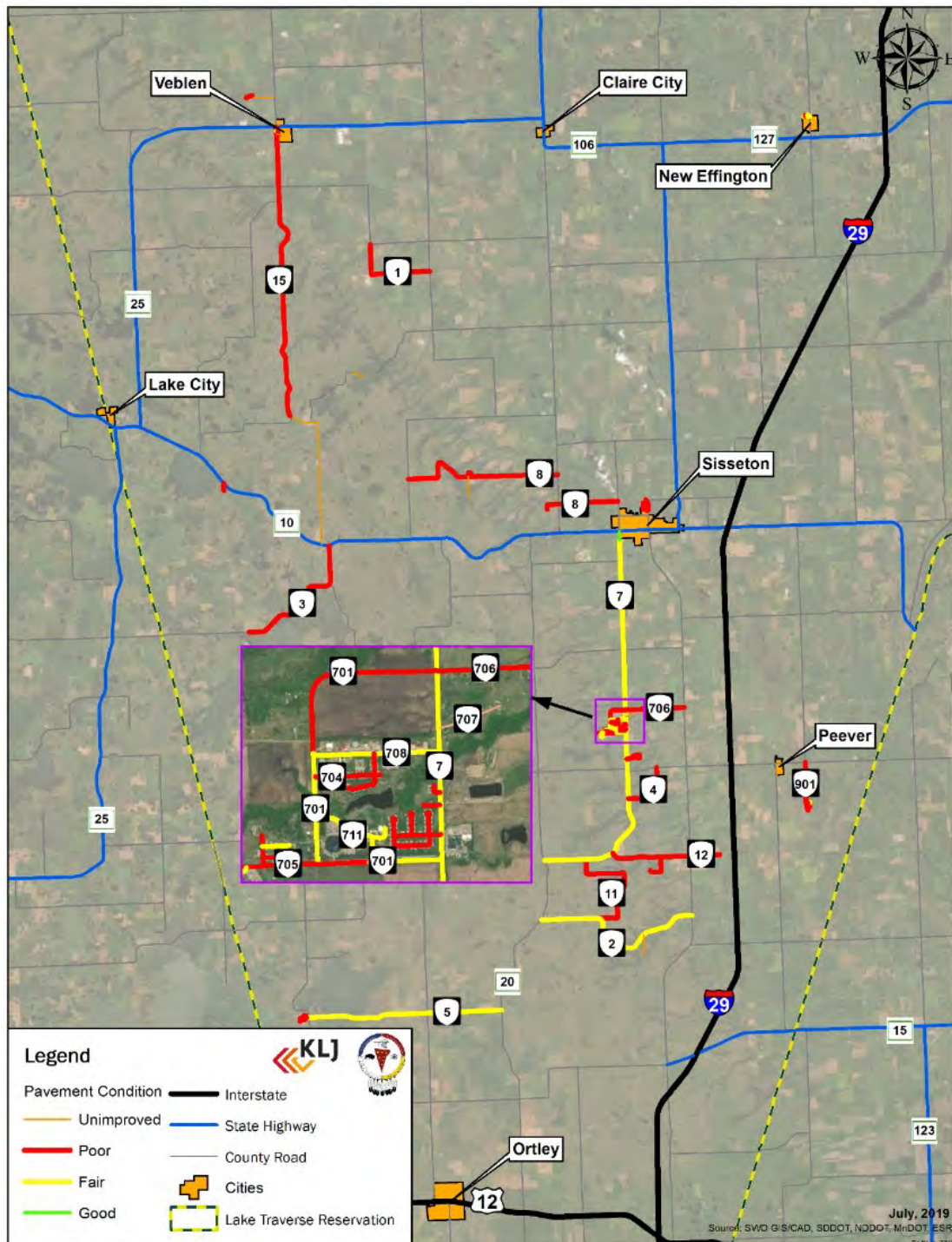
Table 4: Priority Road Costs

Road Improvement Priority	Cost Per Mile*
#1 Crack Filling and Sealing	\$2,000
#2 Chip Seal	\$35,000
#3 Non-Structural Overlay	\$275,000
#4 Structural Overlay	\$500,000
#5 Reconstruction	\$1,700,000

There is a saying that you don't want to improve the worst roads first. This is backed up by research. It is more cost efficient to keep a good road in operating condition than to replace an aging road. By putting money upfront into seal coating, crack sealing, etc., the roadway's life can be extended far more efficiently than waiting until structural improvements are required (overlays, milling, reconstruction, etc.). Overtime the goal should be to reduce the need for expensive reconstruction and allow for more money to be allocated to other Tribal needs such as street and sidewalk construction for Tribal housing and schools.



Figure 5: Road Conditions



NON-PAVED ROADS

There are approximately 43.9 miles of gravel and earth roads on the Reservation that are under the jurisdiction of the Tribe or the BIA. It is hard to determine the condition of the non-paved roads on the Reservation due to the amount and remoteness of the roads. It is assumed though that a lot of the roads are in poor to very-poor condition and that the SWO responds to emergency maintenance as needed throughout the Reservation. To address the needs of the non-paved roads the LTRP recommends the tribe utilize the following strategies:

- Using better materials (gravel)
- Control of dust via surface applications
- Better maintenance of ditch drainage and plant growth
- Converting primitive roads from dirt to gravel
- Reducing maintenance inefficiencies
- Maintaining an experienced workforce

MULTIMODAL RECOMMENDATIONS

In addition to the paved and non-paved roadways the LTRP analyzed the multimodal facilities that were present in the Lake Traverse Reservation. These include freight, bridges, culverts, pedestrian and bicycle, transit and airports. This section provides the existing condition and recommendations.

FREIGHT

The Tribes has three railroad companies that provide freight services in the SWO which include the Burlington Northern Santa Fe, The Twin Cities and Western Railroad, and the Sunflour railroad. In addition, to the railroads the Tribe has significant freight that is from truck traffic along Hwy 10, Interstate 29, SD Hwy 50, and SD Hwy 46.

Route	AADTT
Interstate 29	1436-1688
SD Hwy 50	805-838
SD Hwy 46	75-153

The Tribe has raised concern over the sustained damage due to trucking on the Reservation. Heavy truck loads can cause damage such as rutting and accelerate cracking of the roads leading to potholes. It is recommended that the Tribe establish load limits on its roads that enforced. This would allow for the Tribe to limit the impact on roads and place the burden of impact on the contractors and businesses that responsible for the hauling damage on the Reservation roads.



BRIDGES AND CULVERTS

There is 1 BIA-owned road on the Reservation which is located on BIA Route 121. It is recommended that the Tribe work with neighboring jurisdictions to share in the cost of correcting the deficiencies before they worsen. Although some of the culverts are likely in good condition, it is likely that culverts with no maintenance over the years have become aged with broken inlet flares and expansive outlet scours. The Tribe should implement an asset management program to inventory, inspect and repair all culverts on BIA within reservation, as necessary.

PEDESTRIAN AND BICYCLES

Walking and biking is an important component of the transportation system. Enhancing the ability of travelers to walk or bike involves not only providing the infrastructure but also linking design, streetscapes and land use to encourage walking and biking. Safety is also critical when developing an appealing pedestrian and bicycle network. According to national studies, pedestrians represent a disproportionate percentage of road-related fatalities, and thus, special focus should be given to addressing these safety concerns.

The LRTP conducted an analysis of the existing sidewalks and shared use paths that existed on the Reservation. Based upon this analysis the LRTP provided recommendations for potential future locations of sidewalks and shared used paths. This was done for all the Tribal towns and housing communities. This analysis will allow for Tribe to develop sidewalk and shared use path projects that will allow fill gaps in the system overtime as funding becomes available and may be able to use the maps in future grant applications.

TRANSIT

The tribe entered into an agreement with Community Transit based out of Sisseton in May of 2018. They originally ran on a routine schedule with twenty stops in the Reservation running five runs over a twelve-hour period. Due to lack of demand this was changed to an on-demand model which requires residents to request a ride from the service. The service runs from the hours of 6:30 am till 6:30 pm and is only available Mon-Fri. The service has different pricing options depending on distance with Agency Village to Sisseton being \$5 round trip. The common trips are within Old Agency and Sisseton and with less trips to the outlying Tribal Districts due to the distance of the trips.

The Community Transit Program covers approximately 4,000-5,000 miles per month. They provide service to about 450-500 passengers per month. The Tribe has two buses dedicated to the program with only one bus running at a time. There is a desire to expand transit services within the Lake Traverse Reservation. This is being considered with the second bus by providing fixed routes to the outlying Tribal Districts.



The Tribe wishes to create its own Transit service when the contract with Community Transit Service ends in 2022. To do that they will need to set aside funds to facilitate the construction of transit bus shelters, acquisition of new rolling stock, and various other costs such as training and employing staff to run the service. The Tribe will need to start competing for grants that are recommended above to pay for the costs of running the service. It is recommended that the money currently given to Community Transit continue to be allocated to transit services after the contract expires. The Tribe is looking to set aside \$100,000 to provide for the creation of the Transit service. In addition, to setting aside funding the Tribe is working towards funding and creating a Tribal SWO DOT transit and transportation facility that will have adequate office and shop space to meet the DOT's projected needs. The Tribe is estimating the cost of construction of the new transit and department building at \$3.5 million.

AIRPORTS

There are two airports that exist on the Reservation which include the Sisseton Municipal Airport (8D3) and the Watertown Regional Airport (ATY).

These airports provide emergency air ambulance service to the Reservation and it is recommended that the Tribe work with both airports to facilitate improvements that will help with the dispatch of emergency air flights to Tribal communities. This could include working with the local governments to improve roads connecting to the airport to enhance the safety and welfare of its citizens.

POLICY RECOMMENDATIONS

The Tribe in deciding where to prioritize its funding must consider the limited funding it receives and the priority of the future needs of the system and the past backlog of maintenance issues that need to be addressed. Now the Tribe allocates most of its funding to maintaining the asphalt pavements that exist on the Reservation and the construction of new asphalt roads.

This LRTP recommends that the Tribe continue in its efforts to get all roads on a preventive maintenance schedule of crack sealing and seal coat maintenance. As such the Tribe will need to improve the condition of roads in bad conditions up to a point where they can enter a preventive maintenance schedule. This will be done by utilizing structural overlays or reconstruction on those roads found in bad condition. For the roads in good condition they will be properly maintained and put on the 7 to 10-year schedule of crack sealing and seal coats and every 20 years as needed an overlay.

It is recommended that the SWO develop project priorities based upon the following:

- Priority 1: Prioritize the creation of a pavement management program that emphasizes the normal maintenance and needed upgrades and/or repairs on existing bridges, culverts, guardrails, and cracking sealing and seals coats on BIA and Tribal facilities.
- Priority 2: Conduct a PASER Study to evaluate condition of the road surface.



- Priority 3: Conduct a gravel roads conditions survey to compile data for prioritizing road needs. Included in this is an inventory of the culvert in the Tribal road system.
- Priority 4: Complete overlays or reconstruction on paved BIA highways based upon PASER ratings.
- Priority 5: Correct gravel road surface deficiencies on primary routes
- Priority 6: Construct new routes

It is recommended that the Tribe prioritize crack sealing and seal coats on paved BIA and Tribal facilities. This will allow for the Tribe to extend the life of its transportation system and reduce the overall cost. This will allow the Tribe to allocate more funding to projects such as the Transit Service.

-In addition, future development proposals have the potential for impacts on the SWO transportation system. It is recommended that future development proposals be submitted to SWO Transportation for review and comment before approval. This will increase Tribal leaders' information and their ability to make the best decisions pertaining to the development and potential impacts to the transportation system.

PROJECT FUNDING

The plan provides a framework of limitation that are based upon the available funding the Tribe receives every year. The plan also gives information on various funding programs that are available, and it is recommended that the SWO submit applications to as many alternative sources of funding as they can to supplement typical funding resources.

PROJECT PRIORITIZATION PLAN

Projects were prioritized in line with available funding, anticipated success in applying for competitive funding, proposed policies and identified project needs.

Short range projects are those anticipated to be initiated or completed by the end of the year 2024. These projects have been incorporated into the existing Tribal Transportation Improvement Plan (TTIP).

Long range projects are those anticipated to be completed after the year 2024. Due to the limitations of funding these projects are planned well in advance to provide the Tribe time to save money and apply for various alternative funds.



Table 6: Short Tern Projects

	FY 2020	FY 2021	FY 2022	FY 2023
Funding Sources:				
Carry Over	\$500,000.00	\$692,112.00	\$365,454.00	\$1,751,946.00
TTP Formula Funds	\$3,137,042.00	\$3,168,492.00	\$3,168,492.00	\$3,168,492.00
TTP Safety Funds			\$265,000.00	
TTP Bridge Funds				
Other (SD TAP Grant)				
Take Downs:				
Program Administration & Operation - S/WO Planning	\$85,000.00	\$85,000.00	\$85,000.00	\$85,000.00
Maintenance Gravel Program				
Equipment Purchase				
Road Maintenance	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00
Projects:				
Barker Hill Phase 2	\$800,000.00			
Big Coulee Road	\$900,000.00	\$600,000.00		
Owens Road		\$493,800.00		
Owens Bridge Replacement		\$1,000.00		
Buffalo Lake Road Chip Seal		\$181,250.00		
Enemy Swim Road Chip Seal		\$242,850.00		
Old Agency Road Chip Seal		\$499,150.00		
Lawrence Township Bridge		\$46,000.00		
Smokey Road		\$155,100.00	\$344,000.00	
IHS Pathway			\$265,000.00	
Old Tiospa Zina Road			\$1,019,000.00	
Pow Wow Road			\$25,000.00	\$900,000.00
Barse Trail				\$487,661.00
Long Hollow South				\$335,000.00
Barse Trail Culverts				\$1,400,000.00
Reservation Wide Housing Streets Reh				\$750,000.00
Lake Traverse District Center Access				
BIA 15-20 (Veblen South) Gravel Recon.				
Agency Village Pathways				
Multi Route Chip Seal				
Flexible Financing BIA 7	\$952,000.00	\$952,000.00		
Sand and Gravel Assessment	\$1,000.00			
Design:				
Big Coulee Road	\$31,000.00			
Owens Road	\$27,100.00			
Lawrence Township Bridge	\$9,830.00			
Smokey Road	\$19,000.00			
Multi Route Chip Seal	\$20,000.00			\$20,000.00
Old Tiospa Zina Road		\$35,000.00		
Pow Wow Road		\$45,000.00		
Reservation Wide Housing Streets Reh		\$59,000.00	\$59,000.00	
IHS Pathway			\$30,000.00	
Lake Traverse District Center Access			\$20,000.00	
Barse Trail			\$100,000.00	
Long Hollow South				\$25,000.00
Agency Village Pathways				\$50,000.00
Planning:				
2024 LRTP Update				
BALANCE:				
Total Funding	\$3,637,042.00	\$3,860,604.00	\$3,798,946.00	\$4,920,438.00
Total Costs	\$2,944,930.00	\$3,495,150.00	\$2,047,000.00	\$4,152,661.00
Balance	\$692,112.00	\$365,454.00	\$1,751,946.00	\$767,777.00
Carry Over to next year	\$692,112.00	\$365,454.00	\$1,751,946.00	\$767,777.00

Table 7: Long Range Projects

Project Number*	Cost	Amount	Project Type	Project Name/Location
1	\$640,000.00	8 Miles	Gravel Construction	BIA 15-20 (Veblen South)
2	\$7,272,000.00	6.06 Miles	Reconstruction	BIA 2-10 (Big Coulee Road)
3	\$1,117,800.00	24.84 Miles	Crack and Chip Seal	Multi Route Crack and Chip Seal (BIA 3, BIA 5, BIA 7)
12	\$3,204,000.00	2.67 Miles	Reconstruction	BIA 12-10, 20 (Owens Road) New asphalt paving
13	\$1,080,000.00	0.9 Miles	Reconstruction	BIA 121-10, 20, 30, 40 (Big Coulee) New asphalt paving
14	\$1,776,000.00	2.96 Miles	Walkway and Lighting	Agency Village Pathways-Phase I, BIA 701, 706, 707
15	\$376,800.00	4.71 Miles	Gravel Construction	Multi-Route Gravel Surfacing, BIA 4, 701, 706
16	\$1,020,000.00	0.85 Miles	Reconstruction	BIA 702-10, Powwow Road paving/stabilization
17	\$300,000.00	0.25 Miles	Reconstruction	BIA 707, Little Crow Drive paving
18	\$190,000.00	0.95 Miles	Gravel Construction and Drainage	BIA 151-10, Sacred Hills Housing gravel surfacing
19	\$595,000.00	0.35 Miles	Urban Reconstruction	BIA 711-10,20 Old Tiospa Zina Road reconstruction
22	\$320,000.00	4 Miles	Gravel Construction	BIA 11-10, Barse Trail gravel surfacing
22a	\$1,500,000.00	1.5	Bridge	BIA 11-10, Barse Trail culvert rehab
23	\$4,524,000.00	3.77 Miles	Reconstruction	BIA 8-20, Long Hollow Road reconstruction
24	\$455,000.00	0.91 Miles	Asphalt Overlay	BIA 701-30 Mill and Overlay paving
25	\$542,500.00	0.31 Miles	New Construction	Lake Traverse District Center paving
26	\$6,702,500.00	3.83 Miles	New Construction	Multiple Route Housing Streets Reconstruction/Overlay
26a	\$2,160,000.00	1.2 Miles	Concrete Rehabilitation	BIA 2000 (Sisseton Housing)
26b	\$432,000.00	0.24 Miles	Concrete Rehabilitation	BIA 171 (Red Iron Housing)
26c	\$1,098,000.00	0.61 Miles	Concrete Rehabilitation	BIA 902 (Peever Flats)
26d	\$385,000.00	0.22 Miles	New Construction	BIA 153 (Veblen Housing)
26e	\$1,404,000.00	0.78 Miles	Concrete Rehabilitation	BIA 502 (Enemy Swim Housing)
26f	\$432,000.00	0.24 Miles	Concrete Rehabilitation	BIA 152 (Sacred Hills Housing)



26g	\$576,000.00	0.32 Miles	Concrete Rehabilitation	BIA 705 (Tiospa Zina Housing)
26h	\$108,000.00	0.06 Miles	Concrete Rehabilitation	BIA 201 (Finley Heights Housing)
26i	\$280,000.00	0.16 Miles	New Construction	BIA 5000 (Waubay Housing)
28	\$387,900.00	8.62 Miles	Crack and Chip Seal	Multiple Route Crack and Chip Seal, Phase 2
28a	\$67,950.00	1.51 Unit	Crack and Chip Seal	BIA 901 (Peever Road)
28b	\$12,600.00	0.28	Crack and Chip Seal	BIA 709 (Tiospa Zina Road)
28c	\$5,400.00	0.12	Crack and Chip Seal	BIA 705 (Tiospa Zina Road)
28d	\$56,700.00	1.26 Miles	Crack and Chip Seal	BIA 701 (Agency Loop Road)
28e	\$169,650.00	3.77 Miles	Crack and Chip Seal	BIA 8 (Long Hollow Road)
28f	\$29,250.00	0.65	Crack and Chip Seal	BIA 703 (Crawfordsville Housing)
28g	\$22,500.00	0.5 Miles	Crack and Chip Seal	BIA 708 (Veterans Memorial Drive)
28h	\$23,850.00	0.53 Miles	Crack and Chip Seal	BIA 704 (Agency Village Housing)
29	\$297,500.00	0.17 Miles	New Construction	Enemy Swim Housing Access Road
30	\$3,500,000.00	70	Miscellaneous	TTP/Transit Facility
31	\$3,888,000.00	6.48 Miles	Walkway and Lighting	Day County 1, Enemy Swim to US 12
32	\$12,600,000.00	10.50 Miles	Reconstruction	Day County 1, Widening and Safety Improvements
33	\$180,000.00	0.30 Miles	Walkway and Lighting	IHS-Grocery Store Pathway
34	\$100,000.00	2.00	Miscellaneous	Transit Support (Annual cost)
35	\$100,000.00	2.00	Miscellaneous	Inventory Update
36	\$10,000.00	1.00	Miscellaneous	Culvert Inventory
Total:	\$51,904,000.00			

* Discontinuities in numbering result from priority list projects that were either completed or have annually recurring costs



RECOMMENDED STUDIES AND PROGRAMS

The following issues and recommendations were identified to be outside the scope of the LTRP yet were deemed as important to the Tribe. Additional analysis is required to understand the potential improvements the Tribe may benefit from undertaking these recommended studies and programs. A list of recommended transportation is listed below in no particular order of priority.

- Complete a study of streetlight conditions and needs within SWO towns and subdivisions.
- Signing Inventory and Consistency Study - Existing traffic control signs within the reservation should be inventoried. This will allow further analysis to determine whether they have been appropriately and consistently applied. The intent of this undertaking is to verify that appropriate traffic control signing (stop and yield signs) are in place, increasing safety for the traveling public.
- Create a program to inventory and rate the condition of culverts across the Reservation.
- Future utilities should be planned and mapped to improve coordination with future transportation improvement projects.
- Non-paved roadway conditions survey - a methodology needs to be established for categorizing non-paved roadway conditions, as well as for establishing future priorities for varying levels of effort to be applied to improve these roads.
- Conduct a PASER Study of paved roads in the Reservation.
- Functional Classification Coordination - differences between the RIFDS and South Dakota Department of Transportation (SDDOT) functional classification maps should be addressed, with both systems updated accordingly.
- Erosion Control Standards - New standards should be established; locations where significant erosion issues exist should be identified and corrective measures should be developed and implemented. Recent project activity should be reviewed to determine the effectiveness of erosion measures, and methods to enhance erosion control on future projects should be explored.

