

Confederated Tribes of the Chehalis Reservation



2010 Updated Long Range Transportation Plan

January 2010

TABLE OF CONTENTS

Chapter I: Reservation Profile.....	1
Chapter II: Existing Transportation Infrastructure	26
Chapter III: Circulation Data	42
Chapter IV: Transportation Needs.....	47
Public Comment	60

List of Tables

Table 1: Population Chehalis Reservation, 2000.....	18
Table 2: Population Distribution by Age and Gender.....	18
Table 3: Population by Race and Hispanic Origin	19
Table 4: Population with a Disability	20
Table 5: Language Spoken at Home	21
Table 6: Average Household Size	21
Table 7: Household Characteristics.....	22
Table 8: Occupied Housing Units	22
Table 9: Employment by Industry	22
Table 10: Median Household Income	23
Table 11: Household Income.....	23
Table 12: Individuals Below Poverty Level	24
Table 13: Families Below Poverty Level.....	25
Table 14: Highest Level of Education	25
Table 15: Chehalis Reservation IRR Inventory.....	28
Table 16: Chehalis Reservation Bridge Inventory.....	37

Maps

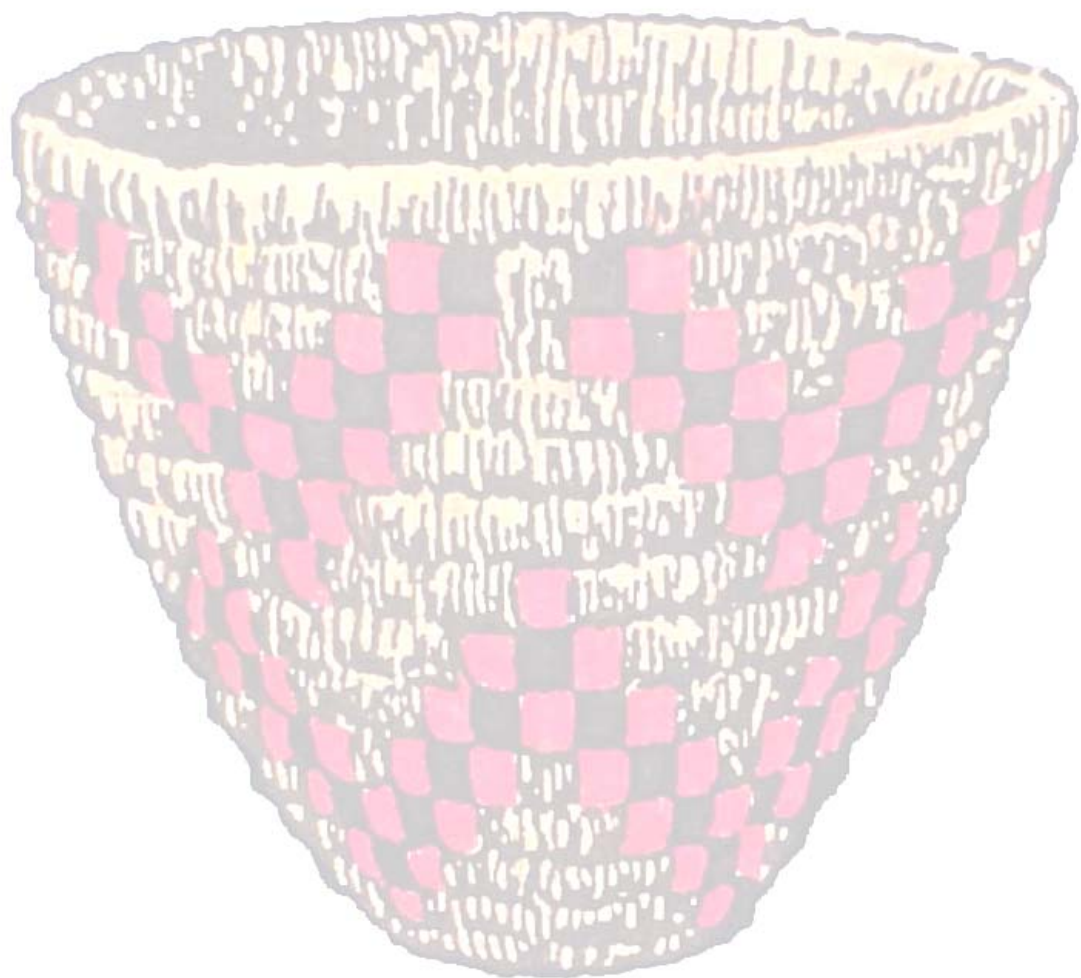
Chehalis Reservation Aerial Photo	59
Map 1: Chehalis Tribe Road Inventory – Road Inventory Area	60
Map 2: Chehalis Tribe Road Inventory – Grand Mound Area.....	61
Map 3: Chehalis Tribe Road Inventory – Rochester Area	62
Map 4: Chehalis Tribe Road Inventory – East ½ of Chehalis Reservation	63
Map 5: Chehalis Tribe Road Inventory – West ½ of Chehalis Reservation ...	64
Map 6: Chehalis Tribe Road Inventory – Oakville Area	65
Map 7: Chehalis Tribe Road Inventory – Chehalis Reservation Housing	66

Chehalis Reservation IRR Maps

Makum Lane – General Location.....	67
Route Detail	68

Davis Drive – General Location	69
Route Detail	70
Petoie Lane – General Location	71
Route Detail	72
Parsons Drive – General Location.....	73
Route Detail	74
Fern Drive – General Location.....	75
Route Detail	76
Tahown Drive – General Location	77
Route Detail	78
Lacamas Lane – General Location.....	79
Route Detail	80
Moon Road – General Location.....	81
Route Detail	82
183 rd Ave. SW – General Location	83
Route Detail	84
188 th Ave. SW – General Location	85
Route Detail	86
Pearson Road – General Location	87
Route Detail	88
Secena Road – General Location.....	89
Route Detail	90
Anderson Road – General Location	91
Route Detail	92
Balch Road – General Location.....	93
Route Detail	94
Howanut Road – General Location.....	95
Route Detail	96
Fitzgerald Road– General Location	97
Route Detail	98
Niederman Road – General Location	99
Route Detail	100
Cemetery Road – General Location	101
Route Detail	102
South Bank Road – General Location	103
Route Detail	104
Prarie Lane – General Location.....	105
Route Detail	106
Tomahawk Drive – General Location	107
Route Detail	108
Albany Street– General Location.....	109
Route Detail	110
Marble Street – General Location.....	111
Route Detail	112
Independence Road – General Location	113
Route Detail	114

Old Hwy 99 – General Location	115
Route Detail	116
Case Road SW – General Location.....	117
Route Detail	118
State Route 12 – General Location	119
Route Detail	120
Blockhouse Road – General Location	121
Route Detail	122
Elma Gate Road – General Location.....	123
Route Detail	124
State Street – General Location	125
Route Detail	126
Duvall Lane – General Location	127
Route Detail	128
Merritt Lane – General Location	129
Route Detail	130
Mitchell Court – General Location	131
Route Detail	132
Newton Street – General Location.....	133
Route Detail	134
Oak Street – General Location	135
Route Detail	136
Eagle Street – General Location.....	137
Route Detail	138
Fairview Street – General Location	139
Route Detail	140
185 th Ave. SW – General Location	141
Route Detail	142
195 th Ave. SW– General Location	143
Route Detail	144
Forstrom Street SW – General Location.....	145
Route Detail	146
Ash Street – General Location.....	147
Route Detail	148
School Street – General Location.....	149
Route Detail	150
School Land Road SW – General Location	151
Route Detail	152
Sickman Loop – General Location.....	153
Route Detail	154
Park Street– General Location	155
Route Detail	156
Billie Mills Street SW – General Location	157
Route Detail	158
216 th Ave. SW – General Location	159
Route Detail	160



CHAPTER I: RESERVATION PROFILE

INTRODUCTION

The Chehalis Reservation is situated approximately 26 miles southwest of Olympia and 6 miles northwest of Centralia. The City of Oakville is adjacent to the northwest corner of the reservation. Thurston and Grays Harbor Counties bisect the reservation's boundaries. Approximately 80 percent of the reservation lies within Grays Harbor County and 20 percent within Thurston County boundaries. The majority of the reservation population resides on the Grays Harbor County side of the county boundary.

The 4,215 acre Chehalis Reservation consists of a combination of land tenure including land held in trust by the Department of the Interior for the tribal government (tribal trust) and individual Indian landowners (allotted trust). There is also a large portion of land on the Reservation that is not held in trust but is owned by Indian or non-Indian landowners (fee simple). In the late 1990's, the Chehalis Tribe began to purchase alienated lands within the reservation and fee lands adjacent to the reservation. Since that time, over 914 acres on reservation and 689 acres off reservation have been purchased to aid the Tribe's economic development, housing, and land conservation programs.

TRIBAL HISTORY

Historically, the Chehalis Indian people occupied a large area within the Chehalis River watershed, stretching from the foothills of the Cascade Mountains to the Pacific Ocean in Southwest Washington. The tribe has been located on a reservation within the Chehalis River watershed since 1850, although important historic and archeological sites are scattered throughout the tribe's aboriginal area. Chehalis is a collective name for several Salishan tribes that lived on the Chehalis River. The name "Chehalis" means sand, originally referred to a village near the present-day town of Westport and later came to be applied to the river and the people living upriver.

The Chehalis did not sign a treaty but by executive order in 1864 land was set aside for a Chehalis Reservation. The Confederated Tribes of the Chehalis Reservation was formed and approved by the federal government in 1939 and its constitution was amended in 1973.

TRIBAL GOVERNMENT

The Chehalis tribal governing body is the General Council, which is comprised of all enrolled members 18 years of age and older. The Council meets twice annually, and may also convene special meetings. The Business Committee, a five-member body elected to the specific office by the General Council for two-year terms, oversees tribal administration and business. The Business Committee is composed of the Tribal

Chairman, Vice Chairman, Secretary, Treasurer, and Fifth Council Member.

Tribal administrative functions are overseen by a General Manager who works directly under, and receives policy direction from, the tribal Business Committee. The General Manager oversees tribal operations and services through a departmental structure. The Tribe's organizational structure and management systems provide for separation of policy-making and management functions, and also for clear lines of authority within the organization.

ENVIRONMENT

The Chehalis Reservation is located in southwestern Washington State in a river valley formed by the confluence of the Black River and the Chehalis River. The reservation is 4,215 acres in size and consists of agricultural areas, residential neighborhoods and forested stands. The valley is bordered by the mountains of Capitol Forest to the north and by the Doty Hills to the south. The climate is predominantly a marine type, with cool summers and mild but rainy winters.

The Chehalis Reservation is dominated by the current and historical paths taken by the Chehalis and Black rivers. The current river channels within the reservation contain approximately 10 river miles of the Chehalis River and approximately 3 river miles of the Black River, upstream from the mouth of the river. There are many wetlands, sloughs and oxbow ponds that are remnants of old river channels. Tribal members utilize the river in many ways but primarily for harvesting of salmon, in their usual and accustomed fishing sites along the river, as has been done for many generations. The principle fish harvested are: Spring Chinook Salmon, Coho Salmon, Fall Chum Salmon, Fall/Summer Chinook Salmon and Winter Steelhead.

Historically surrounded by thick forests, the Chehalis Reservation currently has over 2700 acres of forested stands. There are many stands of White Oak and Douglas Fir, as well as, riparian areas consisting of a mixture of Western Red Cedar, Big Leaf Maple, Cottonwoods and Alder trees. Many of the stands are second growth populations due to the heavy logging that occurred here within the past 100 years.

The regular flooding of the rivers has created fertile soils in the valley. The rich soils combined with the long growing season, provide a productive agricultural zone. Agriculture became prevalent in the valley and on the reservation once European settlers moved to the area in the late 1800's. There are approximately 1100 acres of land used for raising crops like hay or alfalfa, or as pasture lands to raise livestock.

The large quantity of wetlands, riparian areas and water features along with unique land features such as acres of natural prairie lands, provide habitat for a great variety of flora and fauna. Some of the major animal species found in the area include; Elk from the Olympic Elk Herd, White Tailed Deer, River Otters, Opossums, Raccoons, Bald Eagles,

Great Blue Herons, Kingfishers and Osprey. Unique flora found on the reservation include: Camas, Shooting Stars, Wild Strawberries and White Oak.

FLOODING

The Chehalis Reservation is located within a major floodplain and subject to minor flooding events up to five times annually. These flood events, while characterized as minor, may limit access to areas of the reservation including residential and commercial areas causing business and homeowners to be isolated from services for periods up to two days and may impact water and waste water systems. These events may require evacuation of non-residents. This type of flooding occurs throughout the reservation, covering up to two-thirds of the reservation for periods of one or more days.

Major flooding occurs with a frequency of about every 2.6 years, as determined by the Corps of Engineers, and may limit access to the reservation through the closure of the adjacent state highway and Reservation access roads. These events limit access to significant portions of the reservation for periods of one or more days, isolate all categories of lands, may cause failure to water and waste water systems, require immediate evacuation of non-residents and severely limit access to basic goods and services. This type of flooding may also contribute to the formation of swift moving floodways capable of significantly endangering residents and their property. In the last three decades, the Chehalis Reservation has experienced several very large floods, including the 1986, 1990, 1996 and 2007 floods, each of which ranked as a flood of record.

Flooding within the Chehalis Reservation restricts access to the Reservation for periods of one or more days, isolating portions of the Reservation, and may cause failure of individual water and waste water systems. Flooding of Chehalis Reservation lands requires immediate evacuation of non-residents, invacuation of residents (that is, keeping people within a building or other location while a dangerous situation exists outside the building or location), and severely limits access to basic goods and services. The consequences of floods within the Chehalis Reservation have been very costly in terms of human life, property and economic health. Significant damage has occurred to public and private investments, interrupted public services and schools and closed businesses. Flooding from 15-year and greater recurrence interval storms is severe, and endangers roads and many structures within the floodplain.

DEMOGRAPHICS

Figures from the 2000 Census show a Chehalis Reservation population of 691 persons. This is an increase of 41 percent over the 1990 Census. This is a significantly high growth rate. In comparison, Grays Harbor county population increased 4.7 percent, and Thurston County population increased 28.6 percent. Across Washington State, American Indian/Alaska Native populations increased 29 percent over 1990 census figures.

The U.S. Bureau of Indian Affairs, U.S. Labor Force Report for 2005 shows an enrolled tribal population for the Chehalis Reservation of 728 and a service population, i.e. enrolled and non-enrolled Indians living on and near the reservation and those non-Indians with familial or economic ties to the reservation receiving services, of 3,453.

Census 2000 data indicates a young population on the Reservation, with 44 percent of the population under the age of 19, and a median age of 24.5 years. By contrast, the median age in Grays Harbor County is 38.8 years, and in Thurston County, 36.5 years.

With the Tribe's service population, the unemployment rate, as a percentage of the labor force, is 10 percent. The number of employed persons with incomes below poverty level is 21 percent of the employed labor force.

EMPLOYMENT

Traditionally, the Chehalis people made their living in forestry, fishing, and hunting. Today, government services and tribal food and entertainment enterprises are the primary sources of employment on the reservation.

Chehalis tribal administration and services employs about 130 people, including full time, part-time, and contracted positions within nine departments. Tribal government provides extensive community services including the Chehalis Tribal Health Clinic, Behavioral Health services, Head Start and Early Head Start, Youth Center, law enforcement, corrections, tribal court, child and family services, natural resources management, and the Chehalis Tribal Housing Authority.

Tribal Government has become a major regional employer. The Chehalis Tribe operates a casino, two hotels, three gas stations, two construction companies, and a cigarette stamping operation. Tribal enterprises operated by the Chehalis Tribe are as follows:

Lucky Eagle Casino – This successful 104,000 sq ft casino opened in 1995 as one of the first Indian casinos under the Washington State tribal gaming compacts. The Lucky Eagle Casino operates Class II and III gaming which includes slot machines, table games, and bingo. In addition to gaming, the Lucky Eagle has an entertainment venue and four restaurants including a buffet. The Lucky Eagle Casino employs 667 people.

Eagles Landing Hotel – Located adjacent to the Lucky Eagle Casino, this 70-room hotel opened in 2005. The hotel offers both rooms and suites, a slot gaming area, heated indoor pool, spa and covered walkway to the casino. There are also 20 full hook-up spaces for RVs. The Eagles Landing Hotel employs 24 people.

Great Wolf Lodge Resort & Convention Center – In March of 2008 the Chehalis Tribe opened the Great Wolf Lodge, which is a 398-room resort hotel that includes a 78,000 sq ft water park and 30,000 sq ft conference center. The property is a joint venture between Great Wolf Resorts and the Confederated Tribes of the Chehalis Reservation. Great Wolf

Resorts operates a chain of Northwood theme hotels with indoor water parks, with 12 resorts throughout the U.S. The Grand Mound property is the chain's first resort located in the Pacific Northwest. The Great Wolf Lodge employs 593 people.

End of the Trail I, II & III – The Chehalis Tribe operates three convenience stores, two of which have gas stations. There are a total of 36 employees at the End of the Trail stores.

- End of the Trail I is located on the Chehalis Reservation adjacent to the Tribal Center. The smallest of the three stores, End of the Trail I sells cigarettes, snacks, grocery supplies and hot and cold prepackaged foods.
- End of the Trail II is located on the corner of Hwy 12 and Anderson Road. This mini-mart has a self-service gas station and the fast food chain *MexiGo* located within the store. Along with the usual snack food items and beverages, End of the Trail II also sells cigarettes and other tobacco products. A tribally operated espresso stand is located adjacent to End of the Trail II.
- The newest convenience store built by the Chehalis Tribe is the End of the Trail III, which opened in 2009. This mini-mart/smoke shop is located next to the Great Wolf Lodge Resort & Convention Center in Grand Mound and has a gas station, snacks and beverages, and drive-through cigarette sales.

Saxas Construction and Chehalis Tribal Construction – The Chehalis Tribe is majority owner of one commercial construction company, Saxas Construction and is full owner of Chehalis Tribal Construction, an excavating contractor. Saxas Construction, which constructs commercial buildings throughout the Puget Sound, has 24 employees. Chehalis Tribal Construction, a smaller, local excavating contractor, has nine employees.

Cigarette Stamping – The Chehalis Tribe is one of 19 tribes with a cigarette tax compact with the state of Washington. The compact allows the Chehalis Tribe to collect a tobacco tax on cigarettes sold at Chehalis Tribe operated stores in lieu of the state's tax on cigarettes. The Chehalis Tribe's cigarette stamping, which employs three people, stamps all cigarette packs with the Chehalis tribal tax stamp.

LAND USE

In 2004 the Tribe adopted its first Comprehensive Land Use Plan and implementing Zoning Ordinance. Discussed below are the land use categories which are divided into five (5) zones: Chehalis Forested Lands, Rural/Agricultural, Commercial, Residential and (Environmental and Cultural) Sensitive Lands. Sensitive Lands may overlay any other zone.

Primary Designation: Chehalis Forested Lands

Established as the homeland for the Chehalis Tribe, it is essential that the natural rural nature of the Reservation be preserved. In recognition of this primary value, the tribe's Comprehensive Land Use Plan establishes the Chehalis Forested Lands designation as

the primary designation of lands within the reservation boundaries. An integral part of reservation life is the relation with the homeland and all that it provides. The Chehalis Forested Lands designation is intended to preserve or rehabilitate larger contiguous tracts of land for natural resource management. These lands provide timber, water resources, fisheries and wildlife habitat, spiritual refuge, recreation and open space, and allow for the natural flooding of the Chehalis and Black rivers.

Preservation of these areas is important to the future well-being of the Tribe. Areas designated as Chehalis Forested lands contain several of the following features: potentially marketable timber or the capacity for timber harvest and replanting, critical watershed basins, significant parcels of Sensitive Lands, lands bordering the rivers, native plants and fish and wildlife habitat. They are typically 10 acres or larger in size and have no improved roads or services. They may be located along the river, or in the interior of the Reservation. They may be located within the flood plain and in the major floodways. Only minor development is allowed in an area designated as Chehalis Forested Lands, for example, unimproved roads to provide fishing and hunting access for the community and utilities crossings.

Recreation uses are permitted within the Chehalis Forested Lands areas. Such uses may include temporary or seasonal activities such as camping, outdoor activities and sports facilities. Due to the limited land base of the Chehalis Tribes, these activities are typically smaller recreation facilities such as parks, picnic areas, river access, and ball fields. Recreational uses will be required to demonstrate potential impacts to rivers, plants, fish and habitat and may be required to mitigate impacts or provide setbacks from natural features.

Property known as the “Railroad Property”, located adjacent to the Chehalis River on Independence Road is designated as Forested Lands due to its proximity within 300 feet of the Chehalis River. This property is also within the flood plain.

Natural resource management has historically been an important use of Reservation lands and will continue to be extremely important in the future. The biggest threat to forested lands in the coming years is urban sprawl. The rapidly increasing costs of land and the cost of land development in south Thurston County has created a strong demand for rural tracts in the northern portion of the county and adjacent Grays Harbor and Lewis counties. Developers seeking lands for use for housing developments and rural residences increasingly threaten to decimate natural resource lands. Once lost to commercial and residential development, forested lands can rarely be reclaimed.

An important Tribal goal is the reclamation of lands formerly used for agricultural/rural for use as forested lands. These lands are located in the central portion of the reservation, between the Core Residential area and Balch Road and lands north of Howanut Road excepting those areas previously identified. These lands are subject to annual flooding and are not suitable for residential or commercial uses other than forestry and related uses. They are closed to further development or any use other than natural resource management including forestry, groundwater and surface water supply, watershed

protection, fisheries and wildlife, passive recreation, ceremonial use, conservation and open space.

Lands currently undeveloped that lie within the floodplain and are not currently used for any commercial or residential designation, are considered Chehalis Forested Lands. This includes lands along the Chehalis and Black rivers and lands east of Anderson Road in the floodway. All lands bordering the Chehalis, Black and Willamette waters are considered Chehalis Forested lands.

The lands formerly known as the “Nye Property”, extending from Moon Road to the Nest Best Egg Farm, and bordering the Chehalis River, including the Fish and Wildlife designated conservation zone, are also designated as Chehalis Forested Lands. The Nye property in its entirety and adjoining property east to and including Allotment 32 are reserved as Chehalis Forested Lands. The conservation of these lands is critical to the Tribe’s management of the Chehalis fisheries.

It is the Tribe's goal that every possible effort be made to preserve the Chehalis Forested designated zones and to prevent the gradual loss of the non-renewable land base used for natural resource management.

Recreation uses within the natural areas of the reservation is a traditional and cultural use of the land and are allowed for temporary and/or seasonal activities for the recreational needs of the community. Federal law prohibits fee simple land owners along the river from constraining river access by tribal members.

Recreational uses are also permissible and encouraged within and adjacent to all Residential and R/A designations.

Residential Areas

Residential areas are critical to the development of sufficient housing resources for tribal members. It is essential to provide adequate space for the housing of present and future generations of all Tribal members. Tribal members are currently experiencing long waits of up to several years to access housing within the reservation boundaries. This designation includes all types of permanent housing: individual homes for single families, multiple family units and institutional living such group homes, and assisted living units for elders or juveniles. In addition, uses integral to residents inclusive of schools, churches, fire and police substations, public administration buildings, day care centers, water distribution and treatment facilities, cemeteries and neighborhood parks are permitted. In considering non-residential uses, the primary consideration is the compatible or essential nature of the use with residential lifestyles. New residential construction is not being permitted within the floodplain. All development within the reservation must conform to the Chehalis Flood Damage Prevention Ordinance.

Core Residential Area

The Core Residential area is located along the north and south sides of Howanut and on both sides of Anderson Road. Tribal government administration, housing authority, public safety, health and social services are located within this area. Residential uses include HUD housing developments located at Makum Road and Tahown Road, both homeownership developments, and a third HUD rental development on Davis Road. This area also includes tribal member homes constructed on individual trust allotments. This land has been the traditional development area within the reservation due to its location above the 100 year floodplain. Community water, roads and other utilities have been developed within this area over the past 140 years.

The Tahown neighborhood is a high density HUD Homeownership development bordered by Anderson Road and Howanut Road. Utilities are limited and include community water, power, cable and telephone. The development is served by a community septic system.

The Makum neighborhood is a high density HUD Homeownership development along Howanut and bordered on the west by Niederman Road, adjacent to the Chehalis Tribal Complex. Utilities are limited and include community water, power, cable and telephone. All homes are on individual septic systems. Undeveloped land north of Howanut, adjacent to the Makum development is also suitable for residential development

The Davis Road neighborhood is a high density HUD rental development off Niederman Road adjacent to the Chehalis Tribal Complex. Utilities are somewhat limited and include community water, power, cable and telephone. Apartment rental units, multi-family and single family rental units are clustered around the Chehalis Tribal Housing Authority administrative facilities. A community septic system serves the development. Additional housing within this area, known as the Fern Dr. neighborhood, consists of single family rental homes with individual septic system.

Privately owned homes sites and a church are currently located west of Anderson Road, adjacent to the Tahown area. Lands on both side of 188th from Anderson Road west to the parcel occupied by tribal enterprises are designated residential.

A recently constructed water tower, completed Aug 2002, greatly increased the volume of water available to the community system. However, much of this increase merely accommodated demand on the system occurring over many years and is limited in its capacity to meet additional use demands. The configuration of the existing system also limits capacity for additional use demands. A looped system is planned to accommodate additional volume to existing users, fire suppression requirements, and to expand the geographical reach of the system. When completed, this system will allow hook up of individual allotment residents currently using wells and also allow additional residential development within the Core Residential area.

HUD development housing residences are served by the existing community water

system, as is the tribal government services complex.

Community septic systems in the Tahown and Davis developments have been replaced on average every eight years due to high usage, soils, and design issues. Individual allotment residents within the Core Residential area are served by individual septic systems. The Core Residential area abuts undeveloped trust and fee properties to the south that may be considered for additional residential and community services long-term development.

The Core Residential area is bounded on the south, west and north by the 100- year flood plain. It is bounded by the west by commercial properties. Future development within the area will require either new community systems for high density uses, linkage with the existing community water system and may also be subject to limited lot size to accommodate individual septic system installation until the Tribe is able to construct a reservation-wide waste water system. Community facilities, churches and recreational facilities that provide direct services to the community are also appropriate development for this area subject to water availability and septic system requirements.

Oakes Residential Area

Additional residential uses are provided in The Oakes, a high density, Planned Unit Development located adjacent to the City of Oakville. The Oakes is a 9.52 acre parcel, located above the floodplain and is permitted for up to 15 units, each with individual septic systems. No tribal utilities are provided. The Oakes does not have any tribal water rights and developed parcels are currently served by the City of Oakville. The Mitchell development adjacent to the Oakes is also a platted residential development and is included in this designation.

Vosper Residential Area

A HUD Planned Unit Development is planned off of Balch Road on 15.26 acres known as the Vosper Property. This property is in trust for the Tribe and federal funds have been committed to its development as a medium density development with mixed low to moderate income, single family housing. The first phase, consisting of two five-plex units, was completed in 2007. These units provide rental housing to Native American families and individuals. Additional 15 - 17 lots are reserved for homeownership and will be built-up in the next five years. It is anticipated that community services, such as a police sub-station, a community park, park structures and community meeting space or other such public amenities, will be constructed to serve residents as the Vosper Residential area is developed over the next 20 years. Phased development will fully build out the development as housing demand indicates. The Vosper Residential area is located off Balch Road and above the 100-year floodplain. Land adjoining the Vosper development area and above the 100 year flood plain is also designated residential as described below.

Rural Residential Area

Low density rural residences have been developed at scattered sites throughout the Reservation, including individual trust allotments and non-Indian residences, as large undeveloped land parcels have been divided over the years into primary use as residences. Typical non-Indian rural residences vary from a density of one unit per acre to densities of one unit per ten acres. Individual trust allotments may have existing greater densities, usually consisting of a main residence and smaller residences of related family members within a larger allotment. Current uses also include individual leisure and recreation uses, such as vacation homes and family camping uses.

Lands in the western portion of the reservation, including those located along Balch, South Bank and Cemetery Roads contain scattered areas of non-Indian and Indian low to medium density residential development on a checkerboard of fee simple and trust lands and are generally suitable for further Indian and non-Indian residential development, up to one unit per five acres. This area abuts the Oakes Residential and Vosper Residential areas, is above the 100-year flood plan and is suitable for further rural residential development.

Development will be permitted on rural and residential lands upon review of utilities, suitable soils for septic installation, existing development patterns and environmentally and culturally sensitive areas for rural residential development to densities of one dwelling unit per acre. Development must conform to the Chehalis Building Ordinance and will serve as the primary Rural Residential use area for the Reservation.

Planned Unit Developments

The Chehalis Business Committee may approve Planned Unit Developments containing apartments, duplexes or multi-family units on lots under one acre, and single family dwellings on lots one acre or less to provide affordable housing within residential designations under the Special Permit process.

Planned Unit Developments may not be located within the floodplain due to the chronic nature of flooding on the reservation and the impacts of such flooding on water, waste water and roads systems; the inability of the jurisdiction to assure the safety of residents residing in areas during frequent flood events; and the lack of access to roadways and services during annual flood events.

Rural/Agricultural Lands

The Rural/Agricultural (R/A) designation applies to rural, small farm land use. The water table, soil types, lack of community water and sewer services, flooding frequency and generally poor suitability for development support maintaining the existing predominate use of farmland. However, tree farms, hay growing, small horse farms and livestock rearing are all farm activities represented within the area and are allowed to continue

within designated areas of the reservation. Rural/Agricultural may be located within the floodplain.

Low density Rural/Agriculture has been a primary land use since the early 1900's. Horse and cattle ranching, grazing and hay production continue to occupy portions of the reservation and lands adjacent to the Reservation. Rural/Agriculture uses, however, are in significant decline. Most R/A lands are within the 100-floodplain and located between the tribal center complex and the Elma Gate Road. The area has a high water table, no public utilities and is subject to frequent flooding. Significant portions of this area also may meet the Sensitive Lands criteria and lie within major floodways. It is the Tribe's intention to convert floodplain Rural/Agricultural lands within this area to Chehalis Forested or Recreation use.

Lands in the central portion of the reservation contain rural residential and rural agriculture development along both sides of Howanut Road. Homes in this area are served either by small community systems or individual septic systems and wells. The oldest of these homes was built over 75 years ago. This area is located within the floodplain and subject to frequent flooding. During severe flooding, this area becomes part of the floodway, swamping wells and septic systems and isolating residents. At times, it becomes necessary to evacuate residents. Four of these homes were raised in 1998 as part of a FEMA flood remediation project.

Further down Howanut are scattered Indian and non-Indian rural and rural/ agricultural residences. All are within the 100 year floodplain. These lands are generally unsuitable for intense residential development. On a case-by-case basis, under Special Use permitting guidelines, the Tribe will consider additions and improvements to existing residences in this area after careful review of utilities, soils and within the constraints of the Chehalis Flood Damage Prevention Ordinance.

Additional Rural/Agriculture lands are located in the south east portion of the reservation, east of the twin bridges and bounded by Moon Road, 183rd, and 188th S.W. These lands are subject to frequent flooding and are not appropriate for further residential development. Current density within this area is approximately one dwelling per 10 acres. Existing homes have been built up to withstand more frequent floods, though they may not be above the 100-year flood plain. Lands within this area may remain in R/A designation. Existing homes may be permitted for improvements such as remodeling, minor additions and outbuildings subject to the Chehalis Permitting Ordinance and in compliance with the Chehalis Flood Prevention Ordinance. New construction on sites of less than 10 acres is not permitted. This area is also suitable for Forestry use including planting of agriculture forestry crops and for seasonal recreational uses.

Commercial Lands

Commercial designation allows land to be used for small and medium sized businesses such as wholesale and retail outlets, dealerships, professional services, food and entertainment, commercial storage and warehouse units, hotel/motel complexes and some

forms of small and light manufacturing where there is no significant pollution discharge to earth, air or water. Such areas typically occupy 10 acres or less, have full utilities service and access to major transportation routes. Individual businesses will typically occupy 10 acres or less and function independent from one another.

This designation also allows for location of essential government services. New residential development is discouraged in these areas. Commercial areas may be located within the floodplain within the constrictions of the Chehalis Flood Damage Prevention Ordinance and subject to hydraulic study to assure no net loss of flood storage.

Property known as the “Grand Mound Property”, located on Old Hwy 99 in Grand Mound near Interstate 5 is designated commercial.

Future commercial areas are likely to be designated outside the exterior boundaries of the reservation due to the lack of suitable lands for such development.

Land from the twin bridges on both sides of 188th Ave. S.W., currently occupied by commercial tribal food and entertainment enterprises and parking areas, is designated Commercial. This area adjoins the Core Residential area on the west and R/A designated lands within the 100-year flood way on the east.

Lands adjoining tribal enterprises on both sides of 188th Ave. S.W., including current agriculture production south of the casino are also designated for Commercial use.

A Commercial zone has been designated along the length of both the east and west sides of Anderson Road from SR 12 south to the reservation boundaries and includes SR 12 frontage. This area includes 97 acres of tribal trust lands outside the northern reservation boundary, contiguous with the reservation and a 22 acre parcel of tribal trust land adjacent. This area is the main entrance to the Reservation and portions of this are within the floodplain. It is also the only tribal trust property proximate to the reservation located on a major roadway.

The End of the Trail II (EOT II), a convenience store and gas station, is located at the intersection of Anderson Road and SR 12. The 2 ½ acre site plan includes space for further development. The 97 acre parcel includes a small farm operation converted to commercial use as a construction company. The EOT II site and the construction company are on land above the floodplain; however the balance of the parcel is within the flood plain. Planning for the EOT II site included a hydraulic study of the area to assure no net loss of flood storage during major flooding events. Great care was taken by the Tribe to follow the Chehalis Flood Damage Prevention Ordinance and to design the site to accommodate the natural flooding of the area.

Future commercial development of the site requires continued careful planning including conformance with the Chehalis Flood Damage Prevention Ordinance, hydraulic study and no net loss of flood plain storage. Commercial development designed to accommodate seasonal flood waters, commercial forestry and recreational facilities are

encouraged within this area. Commercial development within the area must also carefully consider water usage, discharge into the ground water system, waste water systems and environmental impacts. Backup generator capacity must also be included to accommodate frequent local power outages.

Commercial use along both sides of Anderson Road, immediately adjacent to the road is permitted only for seasonal tribal fireworks sales as is traditional and currently permitted. No other commercial uses are permitted on either side of Anderson Road from the reservation boundary to the intersection of Howanut/188th with Anderson Road due to its location in the severe flood way of the 100-year flood plain. It should also be noted that this portion of Anderson Road has been carefully designed for flood plain storage and flood passage and no disturbances of the area are permitted.

Lands traditionally used for fireworks sales, permitted under the Chehalis Tribe Fireworks Ordinance, both in the ‘Thunder Valley’ area of Anderson Road, along Anderson Road south of Howanut/188th, along 188th near the Moon Road intersection and in the Balch Road area, will be zoned to allow for seasonal sales. This designation will be an overlay to existing zoning and will allow commercial fireworks sales and related fireworks activities during timeframes specified and published by the Tribe and subject to tribal fireworks regulations.

Commercial development, including transportation system improvements, should complement existing uses and transportation patterns. Low impact uses including telecommunications, technology and related enterprises should be encouraged. Commercial uses that support and compliment existing commercial development including existing tribal enterprises are also encouraged.

Sensitive Lands

The Sensitive Lands designation is an overlay of additional land use restriction rather than a land use category in itself. It includes natural floodways, lands with physical limitations such as steep slopes, important archaeological, historic, or cultural sites. It includes tribal ceremonial sites, cemeteries and burial sites and sites used for collecting materials for cultural uses. Such lands can be of any size or shape, and may be located throughout the Reservation.

All bodies of water on the reservation are designated as sensitive areas, including the lands immediately adjacent and bordering waterways as shown in the list below:

- Both banks of the Chehalis River, and
- Land from the river bank 300 ft landward from the bank within the Reservation exterior boundaries, and
- Both banks of the Black River, and
- Land adjacent to the Black River 300 ft from the river bank of both sides, and
- Both banks of Willamette Creek, and
- Land adjacent to Willamette Creek 150 ft from the creek banks on both sides.

Industrial Uses

The Tribe has chosen not to have an Industrial zone. The location of industrial activities within the reservation would significantly impact the reservation's natural features, air and water quality and degrade the quality of life for residents. The reservation's small land base, located primarily within a natural flood plain, is bounded by sensitive areas including rivers, creeks, several community cemeteries and areas of significance to the heritage and culture of the Chehalis people. Other contributing factors to this decision were the high water table, soil type, lack of community water and sewer services and the fact the reservation is located within an active floodplain.

Tribal Values Regarding Land Use

The Tribe's Zoning Ordinance states Goals and Objectives, and Findings which reflect tribal values related to land use. Because of the interconnectedness of land use and transportation, these values should be considered when doing transportation planning.

Goals and Objectives of Zoning Ordinance:

1. To ensure use of the land that is sensitive to its physical and aesthetic nature;
2. To protect and reinforce traditional tribal lifestyles and culture by protecting the rural environment of the Reservation, its fishery and other natural resources;
3. To provide properly planned community facilities, roads, and utilities, thereby promoting the health, safety and general welfare of reservation residents;
4. To provide for carefully managed economic development;
5. To ensure that adjacent land uses are functionally and aesthetically compatible;
6. To protect and enhance fish, wildlife, forests, water, agriculture, and other natural resources;
7. To prevent degradation of the Reservation environment including but not limited to air and water quality and the protection of Reservation ground and surface water supplies;
8. To preserve the rural character of the Reservation;
9. To provide for carefully managed gravel or other mineral mining;
10. To ensure that housing and business developments meet the needs of tribal members as well as other Reservation residents. Among the housing needs of

tribal members which development should meet is the need for low and moderate income housing which has suitable space for large families and adequate open space and recreational area;

11. To protect against the hazards of development in areas subject to flooding, long periods of standing water, and geologically unstable areas without impacting the historical and cultural patterns of Chehalis Tribe life;
12. To ensure that development is consistent with the capacity of public facilities and services;
13. To preserve and restore the natural conditions of Willamette Creek, the Chehalis and Black rivers and other Reservation aquatic areas;
14. To ensure that sewage disposal systems are adequate to protect the health and welfare of Reservation residents;
15. To preserve and protect cemeteries, archeological sites, and artifacts from despoliation;
16. To preserve existing views and vistas;
17. To maintain and enhance trails, berry and fruit picking areas of the Chehalis Tribe.

Business Committee Findings on Zoning Ordinance:

1. The Chehalis Reservation was established to provide a permanent homeland for the use and benefit of the Chehalis Tribe.
2. The Chehalis Tribe has the jurisdiction and the duty to protect the health and welfare of the Chehalis Reservation, including without limitation, trust lands for which the Tribe holds the beneficial interest.
3. The Chehalis Reservation and associated trust lands constitute a small land base that must provide for the economic, residential, cultural, recreational and governmental needs of the Chehalis tribal community, now and in the future.
4. Forestry, agriculture, fisheries, and wildlife provide for livelihoods, activities, and the exercise of tribal rights that are an integral part of Chehalis culture and identity.
5. The Chehalis Reservation contains ecologically sensitive lands, culturally sensitive historic sites and archaeological sites, and includes portions of the Willamette Creek and Black and Chehalis Rivers. Any action adversely affecting these resources adversely affects the Chehalis Tribe.

6. The existence of land within the Reservation suitable for these uses provides opportunities for members and other Reservation residents to pursue livelihoods and exercise Tribal rights dependent on these land resources.
7. Preservation of the Reservation's land resources and of employment opportunities dependent on forestry, fisheries, and agriculture land uses is essential for the continued maintenance of Chehalis tribal culture and identity.
8. Fisheries, agriculture, and forestry uses are predominant land uses within the Chehalis Reservation.
9. Agriculture, forestry, fisheries and wildlife and other rural uses are affected by the activities permitted and carried out on adjacent properties. Incompatible uses on adjacent properties will, where conflicts are created, negatively impact the continued use of agricultural, forestry, fishery related uses.
10. A significant portion of the land in the Reservation suitable for forestry, fishery, agriculture and other related uses is not currently served by adequate urban services such as sewer, water and public road systems. The pressure for development of such land for more intensive uses creates a concomitant pressure for publicly financed urban services which may cost more than the revenue generated by the development they serve.
11. Chehalis tribal culture and identity are threatened by unmanaged development of the Reservation.
12. Chehalis Tribal culture emphasizes living within nature's limitations rather than controlling nature for what is perceived by some as man's benefit. Land use on the Reservation should be compatible with the natural physical and aesthetic nature of Reservation lands. Development that is incompatible with the natural carrying capacity and ecological balance of the land is inconsistent with Chehalis tribal culture.
13. Preservation of the rural character of the Reservation and limitation of development to uses compatible with the natural physical and aesthetic nature of Reservation Land is essential for the continued maintenance of Chehalis tribal culture and identity.
14. A large portion of the land within the Reservation is unsuitable for intense development because of flooding hazards. This land is suitable for fisheries and wildlife, forestry, agriculture, and other historical or cultural uses. Improper development for more intensive uses aggravates flooding, adversely affects the Chehalis and Black River fisheries, replaces water retentive soils with impervious surfaces, and creates pressure for construction of publicly funded flow and stream bank control projects that disrupt fish and wildlife habitat function and natural flood control processes.

15. Urban services available on the Reservation including but not limited to water, sewage disposal, roads, fire and police protection are severely limited.
16. There is a need for sufficient development within Reservation to enable the development of housing, public services and employment for the residents of the Reservation.
17. Future development needs to be consistent with the Chehalis Flood Damage Prevention Ordinance, #1997-44, to meet flood hazard reduction standards and thereby reduce flooding threats and impacts to Reservation residents, their property, tribal services, and community infrastructure.

Table 1
Population, Chehalis Reservation, 2000

Population			Tribal Enrollment		Service Population	
1990	2000	Growth 1990-2000	2000	2003	2000	2003
491	691	41%	629	688	2,143	3,436

Source: U.S. Bureau of the Census.

Table 2
Population Distribution by Age and Gender
Chehalis Reservation, 2000

Age	Male	Female
0-4	22	28
5-14	42	69
15-19	42	37
20-24	22	26
25-34	36	31
35-44	37	46
45-54	35	40
55-64	25	21
65-74	8	12
75+	5	4
Total	274	314

Source: U.S. Bureau of the Census.

Table 3
Population by Race and Hispanic Origin, Chehalis Reservation, 2000

Jurisdiction	Total Population	Total Population by Race ¹							Two or More Races Total	Hispanic Origin ²
		White Alone	Black/ African American Alone	Indian & Alaska Native Alone	Asian Alone	Hawaiian & Other Pacific Islander	Other Race Alone	Total Single Race		
Chehalis Reservation	691	239	3	388	0	0	12	642	49	52
		35%	0%	56%	0%	0%	2%	93%	7%	8%
Washington State	5,894,121	4,821,823	190,267	93,301	322,335	23,953	228,923	5,680,602	213,519	441,509
		82%	3%	2%	5%	0%	4%	96%	4%	7%

Source: U.S. Bureau of the Census. Census 2000.

Explanations: ¹The 2000 Census was the first time that respondents were given the option of selecting one or more race categories to indicate their racial identities. For this reason, the Census 2000 data on race are not directly comparable with data from the 1990 Census or earlier Censuses.

²The federal government considers race and Hispanic origin to be two separate and distinct concepts. Persons of Hispanic origin can be of any race.

Table 4
Population with a Disability,
Chehalis Reservation, 2000

Total with a Disability	135
<i>Percent of Population</i>	23.1%
Total age 65 years and over with a Disability	40
<i>Percent of Disabled Population</i>	29.6%
<i>Percent of Population 65 years and over</i>	81.6%
Total Employed with a Disability	34
<i>Percent of Disabled Population</i>	25.2%
<i>Percent of Employed Population</i>	9.6%
Total with a Disability with 1999 income below poverty level	39
<i>Percent of Disabled Population</i>	28.9%
<i>Percent of Population with 1999 income below poverty level</i>	28.9%

Source: U.S. Bureau of the Census, Census 2000.

Explanation: Data represents the civilian noninstitutionalized population 5 years and over. The U.S. Census defines disability as a long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.

Table 5
Language Spoken at Home
and Linguistically Isolated Households
Chehalis Reservation, 2000

Language Spoken at Home	
English	87.6%
Spanish	8.1%
Linguistically isolated	2.7%
Not linguistically isolated	5.4%
Other Indo-European languages	0.0%
Linguistically isolated	0.0%
Not linguistically isolated	0.0%
Asian and Pacific Island languages	0.0%
Linguistically isolated	0.0%
Not linguistically isolated	0.0%
Other languages	4.3%
Linguistically isolated	0.0%
Not linguistically isolated	4.3%
Percent of households linguistically isolated	2.7%

Explanation: A linguistically isolated household is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well." In other words, all members 14 years old and over have at least some difficulty with English.

Source: U.S. Census Bureau, Census 2000.

Table 6
Average Household Size
Chehalis Reservation, 1990-2000

Jurisdiction		
	1990	2000
Chehalis Reservation	3.03	3.56

Source: U.S. Bureau of the Census.

Table 7
Household Characteristics, Chehalis Reservation, 2000

Jurisdiction	Total Households	Two-Parent Families	One-Parent Families	One-Person Households	Non-Family Households
Chehalis Reservation	194	80	71	27	16
	100%	41%	37%	14%	8%

Source: U.S. Bureau of the Census, Census 2000.

Table 8
Occupied Housing Units
Chehalis Reservation, 2000

	Total Housing Units	Owner Occupied Housing Units		Renter Occupied Housing Units	
		#	%	#	%
Chehalis Reservation	194	117	60.3%	77	39.7%

Source: U.S. Census Bureau, Census 2000.

Table 9
Employment by Industry, Chehalis Reservation
Census Categories, 2000

	Chehalis Reservation		Washington State	
Ag., forestry, fishing, hunting, mining	9	3.8%	68,976	2.5%
Construction	87	3.4%	194,871	7.0%
Manufacturing	7	3.0%	348,646	12.5%
Wholesale trade	--	--	113,526	4.1%
Retail trade	19	8.1%	338,772	12.1%
Trans., warehousing, utilities	7	3.0%	150,985	5.4%
Information	--	--	95,669	3.4%
Finance, ins., real est., rental, leasing	5	2.1%	170,622	6.1%
Prof., sci., mgt, admin., waste mgt svcs	4	1.7%	272,466	9.8%
Educational, health and social svcs	36	15.4%	541,214	19.4%
Arts, ent., rec., accomm., food svcs	103	44.0%	221,656	7.9%
Other svcs (except public admin.)	13	5.6%	135,379	4.8%
Public administration	23	9.8%	140,940	5.0%

Source: U.S. Census Bureau, Census 2000.

Table 10
Median Household Income
Chehalis Reservation,
1989 (in 1999 \$'s) and 1999

Jurisdiction	1989 (in 1999 \$'s)	1999
Chehalis Reservation	\$18,556	\$30,000

Source: U.S. Bureau of the Census, 2000 Census.

Explanation: 2000 Census reflects 1999 income.

Table 11
Household Income,
Chehalis Reservation, 1999

Less than \$10,000	14.5%
\$10,000 to \$14,999	9.1%
\$15,000 to \$24,999	16.7%
\$25,000 to \$34,999	24.2%
\$35,000 to \$49,999	18.8%
\$50,000 to \$74,999	9.7%
\$75,000 to \$99,999	4.8%
\$100,000 to \$149,999	2.2%
\$150,000 to \$199,999	0.0%
\$200,000 or more	0.0%
Total	100.0%
Median Income	\$30,000
# of Households	186
Washington State	\$45,776

Source: U.S. Bureau of the Census, 2000 Census.

Explanation: Income earned by all household members 15 years of age and older. 2000 Census reflects 1999 income. Numbers may not add due to rounding.

Table 12
Individuals Below Poverty Level
Chehalis Reservation, 1999

Jurisdiction	Total Individuals		18+ Years		65+ Years		Related Children Under 18 Years	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Chehalis Reservation	160	24.4%	81	21.3%	19	38.8%	78	28.5%
Washington State	612,370	10.6%	409,479	9.6%	47,967	7.5%	193,569	13.2%

Source: U.S. Bureau of the Census, 2000 Census.

Explanation: 1999 income used to calculate poverty statistics. Percent denotes percent of total population in specified age category.

Table 13
Families Below Poverty Level, Chehalis Reservation, 1999

Jurisdiction	<u>All Families Below Poverty Line</u>						<u>Female Head of Household Below Poverty Line</u>					
	Total Families	Total Families		With Children Under 18		With Children Under 5	Total Families		With Children Under 18		With Children Under 5	
		#	%	#	%		#	%	#	%	#	%
Chehalis Reservation	147	29	19.7%	26	21.8%	11	13	26.5%	13	27.7%	4	26.7%
Washington State	1,509,395	110,663	7.3%	88,838	11.2%	46,276	52,290	24.1%	48,358	30.8%	24,089	45.6%

Source: U.S. Bureau of the Census, 2000 Census

Explanation: 1999 income used to calculate poverty statistics. Total families sampled are families for whom poverty status is determined. Percent denotes percent of families below poverty line as a percent of total families in specified age category.

Table 14
Highest Level of Education, Chehalis Reservation, 2000

Jurisdiction	<u>Highest Educational Attainment of all People Aged 25 or Older</u>											
	No HS Diploma		HS Grad/GED		Some College		Assoc. Degree		Bachelor Degree		Grad/Prof Degree	
	#	%	#	%	#	%	#	%	#	%	#	%
Chehalis Reservation	89	28.5%	118	37.8%	66	21.2%	19	6.1%	18	5.8%	2	6.0%
Washington State	494,336	12.9%	953,544	24.9%	1,010,801	26.4%	307,401	8.0%	704,826	18.4%	356,599	9.3%
United States	35,715,625	19.6%	52,168,981	28.6%	38,351,595	21.0%	11,512,833	6.3%	28,317,792	15.5%	16,144,813	8.9%

Source: U.S. Bureau of the Census, 2000 Census

Explanation: Based on population aged 25 years and older (as of 2000)

CHAPTER II: EXISTING TRANSPORTATION INFRASTRUCTURE

Ownership of Roads

The Chehalis Reservation Transportation Plan includes over 60 miles of roads under the jurisdiction of the Confederated Tribes of the Chehalis Reservation, the Bureau of Indian Affairs (BIA), the State of Washington, Grays Harbor and Thurston Counties, and private owners.

Chehalis Reservation IRR inventory of roads by ownership (see Table 15 for details):

- BIA/Tribal Roads: approximately 9 miles
- City of Oakville: approximately 2 miles
- Grays Harbor County Roads: approximately 7 miles
- Thurston County Roads: approximately 19 miles
- Private Roads: approximately 1 mile
- WSDOT: approximately 25 miles

Functional Classification of Roads

The Chehalis Tribe is utilizing the BIA Functional Classification for roads which consists of an analysis of transportation facilities taking into account current and future traffic generators, and their relationship to connecting or adjacent BIA, state, county, federal, and/or local roads, and other intermodal facilities. The Functional Classification is used to delineate the difference between the various road and/or intermodal transportation facility standards eligible for funding under the Indian Reservation Roads (IRR) program.

Transportation facilities are classified according to the following functional classifications:

Class 1 Roads: Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10,000 vehicles per day or more with more than two lanes of traffic.

Class 2 Roads: Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers, generally without stub connections. May also link smaller towns and communities to major resort areas that attract travel over long distances and generally provide for relatively high overall travel speeds with minimum interference to through traffic movement. Generally provide for at least inter-county or inter-state service and are spaced at intervals consistent with population density. This class of road will have less than 10,000 vehicles per day.

Class 3 Roads: Streets located within communities serving residential areas.

Class 4 Roads: Rural major collector road is collector to rural local roads.

Class 5 Roads: Rural local road that is either a section line and/or stub type roads, make connections within the grid of the road inventory system. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes.

Class 6 Roads: City minor arterial streets that are located within communities, and serve as access to major arterials.

Class 7 Roads: City collector streets that are located within communities and serve as collectors to the city local streets.

Class 8 Roads: This class encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all terrain vehicles, or other uses to provide for the general access of non-vehicular traffic.

Class 9 Roads: This classification encompasses other transportation facilities such as public parking facilities adjacent to inventory routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.

Chehalis Reservation IRR inventory by Functional Class (see Table 15 for details):

- Class 1 Roads approximately 25 miles
- Class 2 Roads approximately 2 miles
- Class 3 Roads approximately 11 miles
- Class 4 Roads approximately 23 miles

Construction Need for Roads

The Chehalis Tribe is utilizing the BIA Construction Need coding system which is used in cost to construct calculations. In the BIA Construction Need coding system, transportation facilities are assigned a Construction Need using the following guidelines: Ownership or responsibility of the facility, whether it is within or provides access to the reservation or communities in which the majority of the residents are Indian, and whether it is vital to the economic development of the Tribe.

A summary of the Construction Need codes are as follows:

Construction Need 0: Transportation facilities which have been improved to their acceptable standard, or projects/facilities proposed to receive construction funds on an IRR TIP.

Construction Need 1: Existing BIA Roads needing improvement.

Construction Need 2: Construction need other than BIA roads needing improvement.

Construction Need 3: Substandard or other roads for which no improvements are planned (maintenance only).

Construction Need 4: Roads that do not currently exist and need to be constructed, proposed roads.

Chehalis Reservation IRR inventory by Construction Need (see Table15 for details):

- Construction Need 0: approximately 4 miles
- Construction Need 1: approximately 2 miles
- Construction Need 2: approximately 55 miles
- Construction Need 4: approximately .3 miles

Map	Route No.	Route Name	Ownership	County Location	Length (miles)	Surface Type	Functional Class Code	Construction Need	2009 Chehalis IRR Inventory
Pg. 67 & 68	1 section 5	Makum Lane	BIA	Grays Harbor	0.1	Paved	3	1	Yes
Pg. 69 & 70	2 section 5	Davis Drive	BIA	Grays Harbor	0.1	Paved	3	1	Yes
Pg. 71 & 72	3 section 5	Petoie Lane	BIA	Grays Harbor	0.1	Paved	3	1	Yes
Pg. 73 & 74	4 section 5	Parsons Drive	BIA	Grays Harbor	0.1	Paved	3	1	Yes
Pg. 75 & 76	5 section 5	Fern Drive	BIA	Grays Harbor	0.1	Paved	3	1	Yes
Pg. 75 & 76	5 section 10	Oak Lane	BIA	Grays Harbor	0.1	Paved	3	1	Yes
Pg. 77 & 78	6 section 5	Tahown Drive	BIA	Grays Harbor	0.2	Paved	3	1	Yes
Pg. 79 & 80	7 section 5	Lacamus Lane	BIA	Grays Harbor	0.1	Paved	3	1	Yes
Pg. 81 & 82	8 section 5	Moon Road SW -from School Land Rd. SW to Hwy 12	Thurston County	Thurston	0.2	Paved	4	2	Yes
Pg. 81 & 82	8 section 10	Moon Road SW -from Hwy 12 to bridge	Thurston County	Thurston	0.3	Paved	4	2	Yes
Pg. 81 & 82	8 section 15	Moon Road SW - bridge #1	Thurston County	Thurston	0.038	Paved	4	2	Yes
Pg. 81 & 82	8 section 20	Moon Road SW -from end of bridge to gravel	Thurston County	Thurston	0.5	Paved	4	2	Yes
Pg. 81 & 82	8 section 25	Moon Road SW -from gravel south to end of road	Thurston County	Thurston	0.3	Gravel	4	2	Yes
Pg. 83 & 84	9 section 5	183rd Ave SW – from Case Road SW to bridge	Thurston County	Thurston	2.4	Paved	4	2	Yes
Pg. 83 & 84	9 section 10	183rd Ave SW –bridge #1	Thurston County	Thurston	.012	Paved	4	2	Yes
Pg. 83 & 84	9 section 15	183rd Ave SW – from end of bridge to US 12	Thurston County	Thurston	1.4	Paved	4	2	Yes
Pg. 83 & 84	9 section 20	183rd Ave SW – from Forstrom St. SW to bridge	Thurston County	Thurston	.60	Paved	3	2	Yes
Pg. 83 & 84	9 section 25	183rd Ave SW – bridge #2	Thurston County	Thurston	.004	Paved	3	2	Yes
Pg. 83 & 84	9 section 30	183rd Ave SW – from end of bridge to Moon Rd. SW	Thurston County	Thurston	.60	Paved	3	2	Yes
Pg. 83 & 84	9 section 35	183rd Ave SW – from Moon Rd. SW to end of road	Thurston County	Thurston	.60	Paved	3	2	Yes
Pg. 85 & 86	10 section 5	188th Ave SW – from Anderson Rd. to bridge #1	Thurston County	Thurston	0.3	Paved	4	2	Yes
Pg. 85 & 86	10 section 10	188th Ave SW – Bridge #1	Thurston County	Thurston	0.009	Paved	4	2	Yes

Map	Route No.	Route Name	Ownership	County Location	Length (miles)	Surface Type	Functional Class Code	Construction Need	2008 Chehalis IRR Inventory
Pg. 85 & 86	10 section 15	188th Ave SW -from end of bridge #1 to start of bridge #2	Thurston County	Thurston	0.001	Paved	4	2	Yes
Pg. 85 & 86	10 section 20	188th Ave SW -bridge #2	Thurston County	Thurston	0.011	Paved	4	2	Yes
Pg. 85 & 86	10 section 25	188th Ave SW -from end of bridge #2 to Moon Rd.	Thurston County	Thurston	0.5	Paved	4	2	Yes
Pg. 85 & 86	10 section 30	188th Ave SW – from Forstrom St. SW to Marble St. SW	Thurston County	Thurston	0.7	Paved	3	2	Yes
Pg. 87 & 88	12 section 5	Pearson Road	Chehalis Tribe	Grays Harbor	0.6	Gravel	3	1	Yes
Pg. 87 & 88	12 section 10	Pearson Road	Grays Harbor County	Grays Harbor	0.5	Gravel	3	2	Yes
Pg. 89 & 90	13 section 5	Secena Road	BIA	Grays Harbor	.25	Gravel - - Poor	3	2	Yes
Pg. 91 & 92	14 section 5	Anderson Road – from Hwy 12 to start of bridge #1	Grays Harbor County	Thurston	0.20	Paved	4	2	Yes
Pg. 91 & 92	14 section 10	Anderson Road - bridge #1	Chehalis Tribe	Thurston	0.02	Paved	3	0	Yes
Pg. 91 & 92	14 section 15	Anderson Road –from end of bridge #1 to Reservation boundary	Chehalis Tribe	Thurston	0.10	Paved	4	2	Yes
Pg. 91 & 92	14 section 20	Anderson Road – from Reservation boundary to start of bridge #2	Chehalis Tribe	Thurston	0.20	Paved	4	2	Yes
Pg. 91 & 92	14 section 25	Anderson Road - bridge #2	Chehalis Tribe	Thurston	0.006	Paved	4	0	Yes
Pg. 91 & 92	14 section 30	Anderson Road –from bridge #2 to start of bridge #3	Chehalis Tribe	Thurston	0.2	Paved	4	2	Yes
Pg. 91 & 92	14 section 35	Anderson Road - bridge #3	Chehalis Tribe	Thurston	0.016	Paved	3	0	Yes
Pg. 91 & 92	14 section 40	Anderson Road –from end of bridge #3 to end of road	Chehalis Tribe	Thurston	1	Paved	4	2	Yes
Pg. 93 & 94	15 section 5	Balch Road	Grays Harbor County	Grays Harbor	1.0	Paved	3	2	Yes
Pg. 95 & 96	16 section 5	Howanut Road -from Anderson Road to start of bridge #1	Chehalis Tribe	Grays Harbor	0.8	Paved	4	2	Yes
Pg. 95 & 96	16 section 10	Howanut Road -bridge #1	Chehalis Tribe	Grays Harbor	0.009	Paved	4	2	Yes

Map	Route No.	Route Name	Ownership	County Location	Length (miles)	Surface Type	Functional Class Code	Construction Need	2009 Chehalis IRR Inventory
Pg. 95 & 96	16 section 15	Howanut Road -from end of bridge #1 to start of bridge #2	Chehalis Tribe	Grays Harbor	0.6	Paved	4	2	Yes
Pg. 95 & 96	16 section 20	Howanut Road -bridge #2	Chehalis Tribe	Grays Harbor	0.031	Paved	4	2	Yes
Pg. 95 & 96	16 section 25	Howanut Road -from end of bridge #2 to start of bridge #3	Chehalis Tribe	Grays Harbor	0.4	Paved	4	2	Yes
Pg. 95 & 96	16 section 30	Howanut Road -bridge #3	Chehalis Tribe	Grays Harbor	0.005	Paved	4	2	Yes
Pg. 95 & 96	16 section 35	Howanut Road -from end of bridge #3 to start of bridge #4	Chehalis Tribe	Grays Harbor	0.2	Paved	4	2	Yes
Pg. 95 & 96	16 section 40	Howanut Road -bridge #4	Chehalis Tribe	Grays Harbor	0.005	Paved	4	2	Yes
Pg. 95 & 96	16 section 45	Howanut Road -from end of bridge #4 to start of bridge #5	Chehalis Tribe	Grays Harbor	0.5	Paved	4	2	Yes
Pg. 95 & 96	16 section 50	Howanut Road -bridge #5	Chehalis Tribe	Grays Harbor	0.039	Paved	4	2	Yes
Pg. 95 & 96	16 section 55	Howanut Road -from end of bridge #5 to Reservation boundary	Chehalis Tribe	Grays Harbor	0.5	Paved	4	2	Yes
Pg. 95 & 96	16 section 60	Howanut Road – from Reservation boundary to Elma Gate Rd.	Grays Harbor County	Grays Harbor	0.2	Paved	4	2	Yes
Pg. 97 & 98	17 section 5	Fitzgerald Road	Grays Harbor County	Grays Harbor	0.6	Gravel	3	2	Yes
Pg. 99 & 100	18 section 5	Niederman Road	BIA	Grays Harbor	0.9	Paved	3	2	Yes
Pg. 101 & 102	19 section 5	Cemetery Road – from Elma Gate Rd. to Reservation boundary	Grays Harbor County	Grays Harbor	0.5	Paved	3	2	Yes
Pg. 101 & 102	19 section 10	Cemetery Road – from Reservation boundary to South Bank Road	Grays Harbor County	Grays Harbor	0.3	Paved	3	2	Yes
Pg. 103 & 104	20 section 5	South Bank Road -from Fairview Street to start of bridge	Grays Harbor County	Grays Harbor	1.4	Paved	4	2	Yes
Pg. 103 & 104	20 section 10	South Bank Road -bridge	Grays Harbor County	Grays Harbor	0.204	Paved	4	2	Yes
Pg. 105 & 106	21 section 5	Prairie Lane	BIA	Grays Harbor	0.2	Paved	3	1	Yes
Pg. 107 & 108	22 section 5	Tomahawk Drive	BIA	Grays Harbor	0.2	Gravel	3	1	Yes
Pg. 109 & 110	23 section 5	Albany Street - from School Land Road SW to Hwy 12	Thurston County	Thurston	0.3	Paved	4	2	Yes

Map	Route No.	Route Name	Ownership	County Location	Length (miles)	Surface Type	Functional Class Code	Construction Need	2009 Chehalis IRR Inventory
Pg. 109 & 110	23 section 10	Albany Street – From Hwy 12 to 185 th St. SW	Thurston County	Thurston	0.2	Paved	4	2	Yes
Pg. 111 & 112	24 section 5	Marble Street - from Albany Street to bridge	Thurston County	Thurston	0.4	Paved	3	3	Yes
Pg. 111 & 112	24 section 10	Marble Street - bridge	Thurston County	Thurston	.004	Paved	4	2	Yes
Pg. 111 & 112	24 section 15	Marble Street – From end of bridge to Independence Road	Thurston County	Thurston	0.4	Paved	4	2	Yes
Pg. 113 & 114	25 section 5	Independence Road – from Marble Street SW to start of bridge	Thurston County	Thurston	0.8	Paved	4	2	Yes
Pg. 113 & 114	25 section 10	Independence Road – bridge	Thurston County	Thurston	0.082	Paved	4	2	Yes
Pg. 113 & 114	25 section 15	Independence Road – from end of bridge to Tribal Trust Property	Thurston County	Thurston	1.8	Paved	4	2	Yes
Pg. 115 & 116	26 section 5	Old Hwy 99 - from State Hwy to start of bridge	Thurston County	Thurston	0.5	Paved	2	2	Yes
Pg. 115 & 116	26 section 10	Old Hwy 99 - bridge	Thurston County	Thurston	0.008	Paved	2	2	Yes
Pg. 115 & 116	26 section 15	Old Hwy 99 – from bridge to 216 th Ave	Thurston County	Thurston	1.5	Paved	2	2	Yes
Pg. 117 & 118	27 section 5	Case Road SW - 183 rd north to start of bridge	Thurston County	Thurston	0.6	Paved	4	2	Yes
Pg. 117 & 118	27 section 10	Case Road SW - bridge	Thurston County	Thurston	0.09	Paved	4	2	Yes
Pg. 117 & 118	27 section 15	Case Road SW - from end of bridge to tribal trust property	Thurston County	Thurston	1	Paved	4	3	Yes
Pg. 119 & 120	28 section 5	State Route 12 - I-5 overcrossing (bridge #1)	WSDOT	Thurston	0.04	Paved	1	2	Yes
Pg. 119 & 120	28 section 10	State Route 12 – RR overcrossing (bridge #2)	WSDOT	Thurston	0.02	Paved	1	2	Yes
Pg. 119 & 120	28 section 15	State Route 12 – from overcrossing to bridge #3	WSDOT	Thurston	1	Paved	1	2	Yes
Pg. 119 & 120	28 section 20	State Route 12 – bridge #3	WSDOT	Thurston	0.05	Paved	1	2	Yes
Pg. 119 & 120	28 section 25	State Route 12 – from bridge #3 to start of bridge #4	WSDOT	Thurston	1.5	Paved	1	2	Yes

Map	Route No.	Route Name	Ownership	County Location	Length (miles)	Surface Type	Functional Class Code	Construction Need	2009 Chehalis IRR Inventory
Pg. 119 & 120	28 section 30	State Route 12 – bridge #4	WSDOT	Thurston	.011	Paved	1	2	Yes
Pg. 119 & 120	28 section 35	State Route 12 – from bridge #4 to start of bridge #5	WSDOT	Thurston	2	Paved	1	2	Yes
Pg. 119 & 120	28 section 40	State Route 12 – bridge #5	WSDOT	Thurston	.008	Paved	1	2	Yes
Pg. 119 & 120	28 section 45	State Route 12 – from bridge #5 to bridge #6	WSDOT	Thurston	1.1	Paved	1	2	Yes
Pg. 119 & 120	28 section 50	State Route 12 – bridge #6	WSDOT	Thurston	.008	Paved	1	2	Yes
Pg. 119 & 120	28 section 55	State Route 12 from bridge #6 to bridge #7	WSDOT	Thurston	0.5	Paved	1	2	Yes
Pg. 119 & 120	28 section 60	State Route 12 – bridge #7	WSDOT	Thurston	.011	Paved	1	2	Yes
Pg. 119 & 120	28 section 65	State Route 12 – from bridge #7 to bridge #8	WSDOT	Thurston	0.6	Paved	1	2	Yes
Pg. 119 & 120	28 section 70	State Route 12 – bridge #8	WSDOT	Thurston	.026	Paved	1	2	Yes
Pg. 119 & 120	28 section 75	State Route 12 – from bridge #8 to county boundary	WSDOT	Grays Harbor	0.5	Paved	1	2	Yes
Pg. 119 & 120	28 section 80	State Route 12 – from county boundary to bridge #9	WSDOT	Grays Harbor	0.4	Paved	1	2	Yes
Pg. 119 & 120	28 section 85	State Route 12 – bridge #9	WSDOT	Grays Harbor	.024	Paved	1	2	Yes
Pg. 119 & 120	28 section 90	State Route 12 – from bridge #9 to bridge #10	WSDOT	Grays Harbor	1.1	Paved	1	2	Yes
Pg. 119 & 120	28 section 95	State Route 12 – bridge #10 (Black River Bridge)	WSDOT	Grays Harbor	.03	Paved	1	2	Yes
Pg. 119 & 120	28 section 100	State Route 12 – from bridge #10 to bridge #11	WSDOT	Grays Harbor	3.3	Paved	1	2	Yes
Pg. 119 & 120	28 section 105	State Route 12 – bridge #11	WSDOT	Grays Harbor	.03	Paved	1	2	Yes
Pg. 119 & 120	28 section 110	State Route 12 – from bridge #11 to bridge #12	WSDOT	Grays Harbor	2.5	Paved	1	2	Yes
Pg. 119 & 120	28 section 115	State Route 12 – bridge #12	WSDOT	Grays Harbor	.02	Paved	1	2	Yes
Pg. 119 & 120	28 section 120	State Route 12 – from bridge #12 to bridge #13	WSDOT	Grays Harbor	1.9	Paved	1	2	Yes

Map	Route No.	Route Name	Ownership	County Location	Length (miles)	Surface Type	Functional Class Code	Construction Need	2009 Chehalis IRR Inventory
Pg. 119 & 120	28 section 125	State Route 12 – bridge #13	WSDOT	Grays Harbor	.03	Paved	1	2	Yes
Pg. 119 & 120	28 section 130	State Route 12 – from bridge #13 to bridge #14	WSDOT	Grays Harbor	2.5	Paved	1	2	Yes
Pg. 119 & 120	28 section 135	State Route 12 – bridge #14	WSDOT	Grays Harbor	.02	Paved	1	2	Yes
Pg. 119 & 120	28 section 140	State Route 12 – from bridge #14 to bridge #15	WSDOT	Grays Harbor	1.5	Paved	1	2	Yes
Pg. 119 & 120	28 section 145	State Route 12 – bridge #15	WSDOT	Grays Harbor	.03	Paved	1	2	Yes
Pg. 119 & 120	28 section 150	State Route 12 – from bridge #15 to bridge #16	WSDOT	Grays Harbor	4.5	Paved	1	2	Yes
Pg. 119 & 120	28 section 155	State Route 12 – bridge #16	WSDOT	Grays Harbor	.04	Paved	1	2	Yes
Pg. 119 & 120	28 section 160	State Route 12 – from bridge #16 to Hwy 8 and Elma	WSDOT	Grays Harbor	.1	Paved	1	2	Yes
Pg. 121 & 122	29 section 5	Blockhouse Road	Grays Harbor County	Grays Harbor	0.4	Paved	4	2	Yes
Pg. 123 & 124	30 section 5	Elma Gate Road	Grays Harbor County, City of Oakville at East Main to Hwy 12	Grays Harbor	2.1	Paved	4	2	Yes
Pg. 125 & 126	31 section 5	State Street - from Hwy 12 south to South Bank Road	City of Oakville	Grays Harbor	0.5	Paved	3	2	Yes
Pg. 127 & 128	32 section 5	Duvall Lane	Privately owned	Grays Harbor	0.1	Paved	3	2	No
Pg. 129 & 130	33 section 5	Merritt Lane	Privately owned	Grays Harbor	0.1	Paved	3	2	No
Pg. 131 & 132	34 section 5	Mitchell Court	Privately owned	Grays Harbor	0.1	Paved	3	2	No
Pg. 133 & 134	35 section 5	Newton Street	City of Oakville	Grays Harbor	0.1	Gravel	3	2	Yes
Pg. 135 & 136	36 section 5	Oak Street	City of Oakville	Grays Harbor	0.6	Paved	3	2	Yes
Pg. 137 & 138	37 section 5	Eagle Street	City of Oakville	Grays Harbor	0.4	Paved	3	2	Yes
Pg. 139 & 140	38 section 5	Fairview Street	City of Oakville	Grays Harbor	0.2	Gravel - - Poor	3	2	Yes
Pg. 141 & 142	39 section 5	185th Ave SW	Thurston County	Thurston	0.1	Paved	3	2	Yes

Map	Route No.	Route Name	Ownership	County Location	Length (miles)	Surface Type	Functional Class Code	Construction Need	2009 Chehalis IRR Inventory
Pg. 143 & 144	40 section 5	195th Ave SW	Thurston County	Thurston	0.2	Dirt	3	2	Yes
Pg. 145 & 146	41 section 5	Forstrom St SW	Thurston County	Thurston	0.6	Paved	3	2	Yes
Pg. 147 & 148	42 section 5	Ash Street	City of Oakville	Grays Harbor	0.1	Paved	3	2	Yes
Pg. 149 & 150	43 section 5	School Street	City of Oakville	Grays Harbor	0.2	Paved	3	2	Yes
Pg. 151 & 152	44 section 5	School Land Road SW	Thurston County	Thurston	2	Paved	3	2	Yes
Pg. 153 & 154	45 section 5	Sickman Loop	BIA	Grays Harbor	0.3	Paved	3	0	Yes
Pg. 155 & 156	46 section 5	Park Street	City of Oakville	Grays Harbor	0.1	Paved	3	2	Yes
Pg. 157 & 158	47 section 5	Billie Mills Rd	Thurston County	Thurston County	0.3	Paved	5	2	Yes
Pg. 159 & 160	48 section 5	216th Ave SW	Thurston County	Thurston County	0.1	Paved	3	2	Yes

Bridges

The National Bridge Inventory (NBI) is a national bridge inventory, which is the database of structural and appraisal data collected to fulfill the requirements of the National Bridge Inspection Standards. Each State and the BIA must maintain an inventory of all bridges that are subject to the NBI standards and provide this data to the Federal Highway Administration (FHWA). The NBI is maintained and monitored by the FHWA Office of Bridge Technology.

There are 34 bridges in the updated Chehalis Reservation Bridge Inventory. Table 16 shows summary data from the updated Chehalis Reservation Bridge Inventory.

Table 16 Chehalis Reservation IRR Bridge Inventory				
Bridge I.D.	Length (ft)	Width (ft)	Surface	NBI Structure Number
Anderson - #1	108	49.4	Asphalt	0870820000000000
Anderson - #2	36	48	Asphalt	0870830000000000
Anderson - #3	85	49.7	Asphalt	0800090000000000
Case Road	65.9	23.9	Concrete	084857000000000000
Howanut - #1	50	24.6	Asphalt	0799780000000000
Howanut - #2	165.8	28.6	Concrete	0801600000000000
Howanut - #3	28.6	24.4	Asphalt	0801750000000000
Howanut - #4	28.8	24.6	Asphalt	0801790000000000
Howanut - #5	210	27.6	Concrete	0803110000000000
Hwy 12 - #1	255	45	Asphalt	0007026B000000000
Hwy 12 - #2	137	45	Asphalt	0007026A000000000
Hwy 12 - #3	261	28	Asphalt	0007406A000000000
Hwy 12 - #4	62	24	Asphalt	0001000C000000000
Hwy 12 - #5	45	36	Asphalt	0001000B000000000
Hwy 12 - #6	45	36	Asphalt	0001000A000000000
Hwy 12 - #7	60	36	Asphalt	0015666A000000000
Hwy 12 - #8	138	38	Asphalt	0012104A000000000
Hwy 12 - #9	131	37	Asphalt	0012999A000000000
Hwy 12 - #10	169	24	Asphalt	0001576C000000000
Hwy 12 - #11	163	24	Asphalt	0001576B000000000
Hwy 12 - #12	121	24	Asphalt	0001576A000000000
Hwy 12 - #13	189	24	Asphalt	0002236D000000000
Hwy 12 - #14	146	24	Asphalt	0002236C000000000
Hwy 12 - #15	165	24	Asphalt	0002236B000000000
Hwy 12 - #16	232	24	Asphalt	0002236A000000000
Old Hwy 99	44.7	23.3	Asphalt	081433000000000000
Independence Rd	437	31	Concrete	07972100000000000
Marble Street	23	24	Asphalt	08041800000000000
Moon Rd	202.6	28	Asphalt	08638900000000000
183 rd Ave SW - #1	65.9	24	Asphalt	08467800000000000

Table 16
Chehalis Reservation Bridge Inventory cont.

Bridge I.D.	Length (ft)	Width (ft)	Surface	
183 rd Ave SW - #2	25.9	20.3	Asphalt	0797330000000000
S 188 th - #1	51.8	27.6	Asphalt	0868500000000000
S 188 th - #2	61	27.6	Asphalt	0868490000000000
Southbank-1	1077.3	27.6	Concrete	0848800000000000

Road Signs and Signals

A complete inventory of traffic signs on all roads in the IRR tribal inventory is not available, but includes stop signs on the following main roads:

2009 Stop Signs:

<u>Road Name</u>	<u>Number of Stop Signs</u>
Anderson Road	3
Howanut Road	2
Moon Road	2
Balch Road	1
Elma-Gate Road	1
South Bank Road	0
Cemetery Road	2
Block House Road	2
Niederman Road	1
Secena Road	0
183 rd Avenue (on reservation)	1
183 rd Avenue (off reservation)	2
195 th Avenue	0
State Street (City of Oakville)	1

There is one posted speed limit, 35 miles per hour, on the Reservation. The Tribe is discussing the possibility of reduced speed zones at the pedestrian crossing between the hotel and casino and other areas with road safety or pedestrian areas.

Road signs marking entry into the Reservation boundaries were installed in 2005.

Street Lighting

Adequate street lighting is important for both pedestrian and vehicle safety, as well as for overall reservation security. However, as shown in the below list, only two roads on the Reservation currently have street lights, Howanut Road/188th Avenue and Niederman Road.

2009 Street Lights

<u>Road Name</u>	<u>Number of Street Lights</u>
Howanut Road	8
Secena Road	0
Niederman Road	9
183 rd Avenue	0
195 th Avenue	0
South Bank Road	0
Fitzgerald Road	0
Cemetery Road	0
Balch Road	0
State Street (City of Oakville)	6
State Route 12 – in Oakville	6
State Route 12 – Elma Gate intersection	3
State Route 12- Anderson Road intersection	4
State Route 12- Moon Road intersection	4

Traffic Circulation Data

Permanent traffic counters are located on Anderson, 188th, and Howanut Road and four mobile counters are used to collect data on other roads. The additional traffic count data which these counters provide assist in Tribal Transportation planning efforts.

Pedestrian Facilities

There is a significant amount of pedestrian activity on the reservation by tribal members, and an increasing amount by visitors and tourists, making sidewalks an important issue on the reservation.

The one mile sidewalk along Howanut Road/188th Avenue provides walking access to the Lucky Eagle Casino and Eagle's Landing Hotel. This sidewalk is used by both local community members and guests at the hotel for recreational activity. A pedestrian bridge over 188th Avenue provides covered and safe pedestrian passage between the Hotel and Casino areas. Running underneath the pedestrian bridge is a raised and lighted crosswalk.

Pedestrian activity along Niederman Road is significant due to its proximity to housing, tribal administrative offices, and tribal ball fields. A 0.4 mile sidewalk was completed along the west side of Niederman Road in 2008. The sidewalk starts at Fern Drive and ties into the existing sidewalk near the Tribal Store at Howanut Road. The project also included drainage improvements to both sides of Niederman.

Sidewalks were deliberately not installed along Anderson Road when that road was improved in 2003. Anderson Road is frequently covered by floodwaters which would undermine any sidewalks if they would have been built along the road. In the absence of sidewalks, extra wide shoulders were built to accommodate pedestrians.

Regional Public Transit

Rural & Tribal Transportation Program: The Chehalis Reservation is served by the Rural & Tribal Transportation Program (R/T) for public transportation. The program is a bus on demand service, where riders call 24 hours before they need transportation to schedule a pick-up. The R/T bus picks up scheduled riders at safe, central locations. R/T serves the communities of Rochester, Tenino, Bucoda, Rainier, Yelm and the Nisqually and Chehalis Reservations. R/T provides intercity travel between the rural communities and feeds into the service areas of Intercity Transit and Twin Transit. This allows riders to connect to public transportation in the urban municipalities of Olympia and Centralia. Through these connections riders can access transportation all along the I-5 corridor via Sound Transit, Pierce Transit, King County Metro, Greyhound, and Amtrak.

Thurston County, Intercity Transit: Intercity Transit is the Thurston County public transit provider. A 45 percent reduction in revenue due to the repeal of the motor vehicle excise tax prompted Intercity Transit to redraw its service boundary in 2002 with a focus on service in the more populated areas of Thurston County. Consequently, Intercity Transit eliminated service to southern Thurston County and rural areas. Subsequent tax increases have resulted in expansion of Intercity Transit service, however, there continues to be no service to rural areas and Intercity Transit has indicated that it has no plans to restore rural transit service.

Grays Harbor County: Grays Harbor Transit is the public transit provider in Grays Harbor County. Route 40 is the East County route and provides service from Hoquiam, to Aberdeen, Montesano, Elma, McCleary and Olympia, where riders can connect with the Olympia Greyhound Station and Olympia Transit Center. Other routes connect with Aberdeen, Hoquiam, Ocean Shores, Westport, Grayland, and the Quinault Reservation.

Mason County: Mason County Transportation Authority is the public transit provider in Mason County and provides connection to the Squaxin Island and Skokomish Reservations. Route 6 runs from Shelton to Olympia, making connection with Intercity Transit and other connections available from Olympia. The Mason County Transportation Authority provides service from Shelton north along Hood Canal to Brinnon where connections can be made with Jefferson Transit. Service also runs northeast from Shelton to Belfair where connections can be made to Bremerton. In Bremerton connections can be made with Kitsap Transit.

Lewis County: Twin Transit is the public transit provider in Lewis County. Twin Transit's core service area includes the cities of Centralia and Chehalis.

L.E.W.I.S. Mountain Highway Transit: L.E.W.I.S. Mountain Highway Transit is a general public, fixed route transportation service that provides access to communities between Packwood and the Twin Cities, and from Morton through Eatonville to the Elk Plain Wal-Mart. The service operates Monday through Friday.

School Buses

Transportation by school bus is provided to school children living on the reservation by the Tribal Head Start program, the Wa-He-Lut School, and the Oakville and Rochester School Districts. In 2005 Wa-He-Lut School provided transportation for 12 children living on the reservation, Rochester School District transported 52 and 4 special needs children, and Oakville transported approximately 50 students living on the reservation.

Pedestrian safety is of particular concern on streets with school bus stops as well as those streets children travel between home and the bus stop. The following lists indicate those streets with school bus stops. Not all of the roads are a part of the Tribal Roads Inventory:

Chehalis Tribal Head Start Program

<u>Reservation Roads</u>	<u>City of Oakville</u>	<u>WSDOT</u>
Tahown Drive	Elma Gate Road	Hwy 12
Lacamus Lane	Pine St.	
Petoie Lane	South Bank Road	
Secena Rd.		
Howanut Road		
Fern Lane		
Niederman Rd		
Sickman Loop		
Balch Rd		

Oakville School District

Tahown Drive	Fern Lane
Howanut Road	195 th Ave SW
Davis Drive	Elma Gate Road
Anderson Road	Howanut & Neiderman Roads
Petoie Lane	

Rochester School District

Highway 12	198 th	Tahown Drive
188th	179th	201st
Anderson Road	176 th	Hilt Street
Moon Road	Lacamus Lane	Albany
183 rd Road	Applegate Loop	Holm
Forstrom Road		

Casino Bus Service

The Lucky Eagle Casino provides bus shuttle service which brings customers on to the reservation from significant distances on a daily basis. The free bus shuttle service generally picks customers up in the morning, allows for an approximately four hour visit at the Casino in the afternoon and then returns customers to the communities they live in later in the day. Communities generally on the I-5

corridor to the north which are served by the shuttle service include Burien, Tukwila, Federal Way, Tacoma, Lacey/Olympia, Seattle, Kirkland, Bellevue, Renton, Puyallup, Kent, and Lakewood. To the east, shuttle service is provided to the Grays Harbor County communities of Hoquiam, Aberdeen, Montesano, and Elma. Communities in Kitsap County which are served by the shuttle service include Poulsbo, Bremerton, and Port Orchard. To the south, shuttle service is provided to Vancouver, Kelso, and Woodland in Washington State and to the Portland, Oregon area.

Rail and Freight Issues

In 2005 the Thurston Regional Planning Council began preliminary work on updating a regional Rail Plan which will consider both passenger and freight services. As a part of early discussions around that plan, TRPC staff contacted Tribal planning staff to solicit input on rail issues affecting the Chehalis Reservation. During these discussions tribal staff noted that a rail line runs along Tribal property the Tribe is developing for a convention center. Tribal staff conveyed interest in continuing to be apprised of any rail issues and plans which may affect the rail line in that area.

Truck traffic on both Highway 12 and Anderson Road, the primary access facility, has been an issue of long standing concern to the Tribe. Economic, government services and residential development during the past ten years necessitated the design and construction of a new Anderson Road in 2002. This work brought the road, originally constructed in 1925, up to current standards to support economic growth and the truck traffic associated with that growth. The Tribe is currently working with WSDOT to bring the Black River Bridge on SR 12 up to current standard. Moon Road, the secondary access facility, is also in need of improvement to accommodate truck and recreational vehicle traffic.

CHAPTER III: CIRCULATION DATA

Traffic Flow Data Collection

Traffic data obtained to assess the flow of vehicles passing through and adjacent to Tribal lands was obtained from the following sources:

- Tribal Traffic Counts
- WSDOT's 2008 Annual Traffic Report
- Thurston County Roads and Transportation Department
- Grays Harbor County Public Works Department

Traffic Volumes

Table III – 1 Presents traffic volume data for roads located within the boundaries of the Chehalis Reservation and includes roads maintained by the Chehalis Tribe, Grays Harbor County and Thurston County.

Table III-1
Chehalis Reservation Traffic Counts – 2009 Traffic Study

Road Name	AADT	Year
Makum Lane	67	2009
Davis Drive	186	2009
Petoie Lane	283	2009
Parsons Drive	230	2009
Fern Drive	330	2009
Oak Lane	268	2009
Tahown Drive	275	2009
Lacamus Lane	250	2009
Moon Road	787	2007
Anderson Road	3020	2006
Balch Road	97	2001
Howanut Road	633	2007
Fitzgerald Road	55	2001
Niederman Road	966	2007
Cemetary Road	787	2007
South Bank Road	1445	2009
Prairie Lane	238	2009
Tomahawk Drive	237	2007
188th Ave	1848	2006
Sickman Loop	211	2007

Source: Confederated Tribes of the Chehalis Reservation, Thurston County Public Works and Grays Harbor County Public Works

Table III-2 shows traffic counts for roads in the Chehalis Tribe's IRR inventory that are located outside of the Chehalis Reservation boundaries in Thurston County. These roads are maintained by Thurston County Roads and Transportation Department.

Table III-2
Thurston County Traffic Counts

Road Name	AADT	Year
183rd Ave	2238	2005
188th Ave	2421	2006
Albany Street	2424	2005
Marble Street	722	2006
Independence Road	808	2006
Old Hwy 99	7729	2002
Case Road	1076	1998
School Land Road	676	2007
Billie Mills	42	1998
216th Ave	279	2000
Forstrom Street	143	2005

Source: Thurston County Roads and Transportation Department

Table III-3 shows traffic counts for roads in the Chehalis Tribe's IRR inventory that are located outside of the reservation boundaries located in Grays Harbor County. These roads are maintained by the City of Oakville and Grays Harbor Public Works Department.

Table III-3
Grays Harbor County Traffic Counts

Road Name	AADT	Year
Blockhouse Road	512	2001
Elma Gate Road	288	2001
State Street	1543	2009
Newton Street	726	2009
Oak Street	629	2006
Eagle Street	269	2007
School Street	698	2006
Park Street	259	2007

Source: Grays Harbor County Public Works Department

Table III-4 presents traffic volume data from WSDOT for Highway 12. It includes average daily traffic volume for the years 2000-2003.

Table III-4
State Route 12 – Average Daily Traffic Volume, 2005-2008

Location	2005 units	2006 units	2007 units	2008 units
Before Ramp SR 12*SR 8	20,000	20,000	20,000	20,000*
After Ramp SR 12*SR 8	6,900*	7,500*	7,600	7,400*
After Jct Mox Chehalis Rd	4,500	4,500	4,500*	4,200*
After Jct Gore Ave		5,000*	5,000	4,700
Before Jct Porter Crk Rd W Wye Conn	4,600*	4,600	4,600*	4,300
Before Jct School St		4,500*	4,400*	4,100
Before Jct Anderson Rd SW	6,500*	6,500	6,300*	5,900
After Jct Anderson Rd SW	7,700*	7,700	7,500*	7,000
Before Jct Albany St	11,000	11,000*	9,900*	9,400
After Jct Gresham St SW		12,000*	13,000	13,000
Before Jct 183 rd Ave SW	12,000	13,000	14,000*	13,000
After Jct Roseburg St SW	11,000	12,000	13,000*	12,000
Before Jct Elderberry St*Old Hwy 99	10,000	11,000*	11,000*	11,000*
After Jct Elderberry St*Old Hwy 99	19,000	20,000	20,000	20,000*
At SR 5 Bridge	13,000	13,000	15,000*	15,000*
At SR 5 Bridge	6,800	6,500	6,600	6,800

*Based on Actual Count

Source: WSDOT [2008 Annual Traffic Report](#)

Accident Data

Table III-5 presents accident data collected by the Tribe for reservation roads and for off reservation which are on the Tribal Roads Inventory.

Table III-5
Accident Data for Roads on Tribal Roads Inventory, 2006-2008

Road Name	2006	2007	2008	Total 2006 - 2008
Anderson Road	2	0	7	9
Balch Road	0	1	1	2
Cemetery Road	2	3	0	5
Davis Drive	1	0	0	1
Fern Drive	0	0	0	0
Fitzgerald Road	0	0	0	0
Howanut Road	2	4	1	7
188 th Ave SW	0	0	0	0
Niederman Road	1	1	1	3
Pearson Road	0	0	0	0
Secena Road	0	1	1	2
South Bank Road	2	2	1	5
Oak Street	1	0	0	1

Road Name continued	2006	2007	2008	Total 2006 - 2008
Blockhouse Road	0	0	0	0
Elma Gate Road	2	2	5	9
Forstrom Road	0	0	0	0
Newton Street	0	0	0	0
State Route 12	6	10	14	30
188 th Ave SW (near Lucky Eagle Casino)	8	23	23	54
Hwy 99	0	1	6	7
183 rd St	0	2	1	3

Source: Confederated Tribes of the Chehalis Reservation

The data shows that the roads with the highest number of accidents are State Route 12, Anderson Road, and 188th around the Lucky Eagle Casino area. Also showing higher numbers of accidents are Howanut Road, South Bank Road, and Elma Gate Road.

CHAPTER IV: TRANSPORTATION NEEDS

Capacity Needs

- **Vosper Residential Area** – This is a medium density Planned Unit Development (PUD) located off of Balch Road which will create a need for additional transportation capacity as it is built out over the next 20 years. There are currently two 5-plexs and one single family home. An additional nine single family homes are under construction. Vosper is a 15.26 acre tribal trust parcel.
- **The Oakes Residential Area** – This is a medium density, PUD located adjacent to the City of Oakville which will create a need for new transportation capacity as it builds out. The Oakes has 15 single family lots, five of which are currently developed. The Oakes properties are all in fee status.
- **Tribal Complex** – The Chehalis Tribal Complex is a collection of government facilities developed around the Chehalis Baseball Field at the intersection of Niederman and Howanut. Core tribal government administrative functions, including accounting, planning and tribal government are located within the main Tribal Center facility. The remaining complex facilities are the hub for community activities and services including social and mental health services, Elders Center, Chehalis Indian Head Start and Early Head Start facilities and the Chehalis Youth Center.

The Chehalis Wellness Center is located diagonal to the Chehalis Tribal Center. The Chehalis Tribal Wellness Center (CTWC) provides an ambulatory health care delivery system to serve the health and health-related needs of the American Indians/Alaska Natives (AIAN) members residing in the service delivery area.

Just south of the Chehalis Tribal Center are the Chehalis Department of Natural Resources and Chehalis Department of Public Safety.

- **Lucky Eagle Casino and Eagle's Landing Hotel Area** – The Tribe's 106,000 sq ft casino Lucky Eagle Casino is very successful and has been in operation since 1996. A 69-room hotel opened in 2005 across the street from the Lucky Eagle Casino. There is also a 20-space RV park in the hotel parking area which was recently upgraded to include paving, water and power. The Casino and Hotel area can be expected to continue to generate an increasing need for transportation capacity. A walkway between the Lucky Eagle and Eagle's Landing parking lots was constructed in 2004 to assure safe pedestrian movement between the two facilities.

- **Great Wolf Lodge Resort and Convention Center** - In March of 2008 the Chehalis Tribe opened the Great Wolf Lodge, which is a 398-room resort hotel that includes a 78,000 sq ft water park and 30,000 sq ft conference center. The property is a joint venture between Great Wolf Resorts and the Confederated Tribes of the Chehalis Reservation. Great Wolf Resorts operates a chain of Northwood theme hotels with indoor water parks, with 12 resorts throughout the U.S. The Grand Mound property is the chain's first resort located in the Pacific Northwest. The Great Wolf Lodge employs 593 people.

Chehalis Tribal Transportation Program Funding

The Chehalis Reservation is served by the Rural & Tribal Transportation Program (R/T) for public transportation. The program is a bus on demand service, where riders call 24 hours before they need transportation to schedule a pick-up. The R/T bus picks up scheduled riders at safe, central locations. R/T serves the communities of Rochester, Tenino, Bucoda, Rainier, Yelm and the Nisqually and Chehalis Reservations. R/T provides intercity travel between the rural communities and feeds into the service areas of Intercity Transit and Twin Transit. This allows riders to connect to public transportation in the urban municipalities of Olympia and Centralia. Through these connections riders can access transportation all along the I-5 corridor via Sound Transit, Pierce Transit, King County Metro, Greyhound, and Amtrak. Cuts in federal funding for FY 2008 underscores the need to establish stable and sustainable funding for the program.

Signs

- **Sign Inventory and Sign Management** – A complete sign inventory is needed for the Reservation. Sign Management software programs are available and would be useful in maintaining a sign inventory, and in planning for signage needs on the Reservation.
- **Speed Limit Signs** - There has been an intergovernmental coordination issue related to speed limit signs on the reservation. There is one speed limit, 35 miles per hour, which applies throughout the reservation. There are 25 mile per hour speed limit signs on a number of roads maintained by Grays Harbor County and lying within reservation boundaries. This is an area that could benefit from improved intergovernmental coordination.
- **Reduce Speed Signs** – “Reduced Speed Ahead” signs are needed on Howanut Road prior to entering the residential area. “Reduce Speed” signs are needed in parking areas.

Emergency Management

There is a general need for good transportation into and out of the reservation for emergency management purposes. The headquarters office for Region 3 of the federal Department of Homeland Security is located in the Public Safety Facility. The Tribe also is currently conducting a feasibility study to assess the development of a Fire Department on the reservation. The presence of a Police Department, Corrections Center, Homeland Security Office, and possibly a Fire Department illustrates the key role of the Chehalis Tribe in providing emergency services regionally. It is critical that the transportation infrastructure adequately and safely support these functions.

An area in particular need of improvement in this regard is Moon Road. Due to frequent flooding of the reservation, which lies within a major flood plain, is it often hazardous to drive emergency vehicles on Moon Road in the fall and winter months. The road floods an average of 5 times a year, causing closures. Seasonal heavy fog in the area can also impact safe use of the road by emergency vehicles. Emergency management issues are a priority in considering needed improvements.

Safety Needs

- **Black River Bridge (Steel Bridge SR-12) Replacement** - The existing Black River Bridge located on State Route 12 is a major transportation problem. The bridge was constructed in 1932 and is steel truss structure 104 feet long and 24 feet wide. Replacement of the bridge is a high priority project for the Tribe. In 2005 the Tribe contracted with WSDOT to prepare a Feasibility Study on replacement of the existing bridge. The bridge is being considered for replacement in order to correct deficient sight distances and to provide for a healthier river environment by reducing the channel construction associated with the existing bridge.

Safety issues around the current bridge are a serious concern of the Tribe. Drivers of oversized vehicles frequently choose to travel unpermitted around the bridge using tribal roadways to avoid the weight restrictions or traffic back-ups on the bridge. This creates problems for local traffic as illustrated by the recent incident where a low-boy truck illegally detouring through the reservation to avoid the bridge forced a school bus loaded with children off of the road along one of three severe curves on the reservation road system. Drivers of large recreational vehicles (RV) sometimes stop before crossing the bridge because they perceive the bridge lane as being too narrow to cross safely with oncoming traffic. The width of the travel lane on the bridge is actually twelve feet, but the lack of roadway shoulders makes it look much narrower.

- **Howanut Road** - Improvements are needed to Howanut Road to address the number of accidents which occurring due to both curves in the road and the width of the road. The Howanut “S curves” are being undermined by road materials sloughing away into Willamette Creek and also lack guard rails. These conditions result in accidents where cars travel down the embankment and into the creek, which also raises environmental concerns caused by oil and gas spills from crashed vehicles.
- **Moon Road** – Moon Road is in need of safety-related improvements. Current conditions include a 90 degree turn onto 188th Ave, which is an access route onto the reservation, with no shoulder. The intersection has no stop sign when coming from Moon Road to 188th in either direction which can lead to accidents where vehicles leave the road and travel into nearby agricultural fields and treed areas. Heavy fog in the area in the fall and winter months aggravates this problem. The narrow width of the road and lack of shoulder especially impacts buses, RVs and trucks attempting to pass in opposite directions. The road width and tight turn requires that larger vehicles treat the Moon Rd /188th Ave turn as a single lane. When a large vehicle breaks down on the road, the entire road must be shut down until the vehicle can be moved. This road also needs to be improved to assure emergency vehicle access to the reservation. While recent improvements to Anderson Road have greatly improved emergency access, Moon Road/188th Ave is the only alternate route from the Rochester area. In the event of a closure of Anderson Rd, this route would be the main access route into the reservation.
- **Sidewalks and Sidewalk Planning** – The first sidewalk was built on the reservation in 1998/1999 between the Tribal Complex and the Lucky Eagle Casino. The Tribe continues to engage in planning for future sidewalk facilities. There is a significant amount of pedestrian activity by tribal members accessing tribal services and businesses. There has also been a recent increase in pedestrian activity from tourists and visitors to the reservation.

A new 0.4 mile sidewalk along the west side of Niederman Road was completed in 2007. This sidewalk starts at the existing sidewalk near End of the Trail 1, continues past the ballfield, Tribal Complex and Public Safety Building and terminates at Fern Drive.

An above-ground walkway was completed in 2004 to linking the Eagle’s Landing Hotel with the Lucky Eagle Casino. The pedestrian facility was built to provide safe transit between these two adjacent tribal enterprises.

Potential areas needing sidewalks include, but are not limited to:

- Core Residential Areas, particularly roads children travel on between bus stops and home
- Distance between new Vosper development and the City of Oakville.

- Secena Rd between Neiderman and Anderson Roads (providing access to the Chehalis Tribal Community Center)
 - Sidewalks providing pedestrian access to the Wellness Center
 - Casino/Hotel area will need to continue to be monitored for pedestrian safety concerns.
- **Bicycle Safety** – There is a significant amount of bicycle activity on the reservation for both children and adult riders. Tourists and visitors to the reservation who arrive by R.V. often bring bicycles with them, increasing the amount of bicycle traffic. The Thurston County Bicycle Map includes a bicycle route that brings riders from Olympia down to Moon Road and 188th Avenue.

The Tribe may consider installation of bike lanes along the following roads:

- Howanut/188th
 - Niederman Road
 - Anderson Road south of Howanut/188th to the future Secena Road
 - Moon Road
- **Street Lights** - Adequate street lighting is important for both pedestrian and vehicle safety, as well as for overall reservation security. Currently there are street lights on Howanut Road/188th Ave SW, Niederman Rd, Anderson Rd, and along the Core Residential areas including Tahown, Davis, Fern, and Petoie. Lighting is also provided in enterprise parking lots, at the ball field and at the Public Safety Facility. There is a particular need for improved street lighting in Core Residential Areas and along the west side of Howanut Rd.
- **Safety Education** – There is a need for continuing and ongoing pedestrian, bicycle and vehicle safety. The Tribe is already involved in safety education, such as the distribution of bicycle helmets and child car seats. However, this is an area which should benefit from improved outreach and education efforts.
- **All Terrain Vehicles (ATVs)** – There is a need to evaluate whether existing tribal ordinances and codes can be effectively used to regulate ATV use on the reservation. As ATVs become increasingly popular for recreational purposes and as a means of transportation to worksites by both children and adults, safe operation and use of these vehicles has become a safety issue on the Reservation.
- **Speed Limit Reductions** – Speed limit reductions should be considered for all Core Residential areas, for Commercial areas and for those areas immediately adjoining these areas including Howanut Road, Sickman Loop Road and Moon Road/188th Ave.

Short Term Transportation Improvements

Resolution No. 2010-001

Of the Confederated Tribes of the Chehalis Reservation

RE: TRANSPORTATION IMPROVEMENT PLAN [TIP] CY 2010

Whereas: The Business Committee of the Confederated Tribes of the Chehalis Reservation is the duly constituted governing body of the Chehalis Indian Tribe, in accordance with the Constitution and By-laws adopted by voting members of the Tribe and approved by the Commissioner of Indian Affairs; and

Whereas: The Business Committee is responsible for protecting and enhancing the social, health, educational and economic well-being of Tribal Members including the provision of a safe transportation system, plans and options; and

Whereas: The TIP CY 2010 for the Chehalis Reservation prioritizes the following transportation planning and construction projects:

1. South Bank Road/Harris Creek Culvert Replacement (IRR Route 20 Section 5)
2. Howanut Road Realignment Project (IRR Route 16 Section 25, 30, 35, 40, 45)
3. Old Highway 99 improvements (IRR Route 0026 Section 5, 10, 15)
4. Secena Road Design & Construction (IRR Route 5327 Section 810)
5. Hwy 12 Safety Improvements (IRR Route 28 Section 65, 70)
6. SR 12 - Black River Bridge (IRR Route 0028 Section 95)
7. Public Transportation

Now Therefore Let It Be Resolved: That the Business Committee of the Chehalis Indian Tribe prioritizes the above planning and construction projects and hereby authorizes the Planning Department to pursue development of said projects.

Long Term Transportation Improvements

A community meeting was held on October 7, 2009 to discuss transportation needs on the Chehalis Reservation. In conjunction with this meeting a survey was distributed that requested survey-takers to vote for the top three projects they felt were the highest priority. The survey presented fourteen possible road improvement projects and there was space available to write in a project if it was not already listed as an option. Seventy-six community members completed the survey.

Table IV-I
Transportation Needs Survey Results

Project	Description	#1 Votes	#2 Votes	#3 Votes
Safety Improvements on Hwy 12 between Moon Rd and Anderson Rd	Lower speed limit, add street lights and add signs alerting drivers of increased traffic around Moon Rd and Anderson Rd intersections.	24	11	10
South Bank Rd Culverts	Install large diameter culverts under South Bank Rd just north of the South Bank Rd/Cemetery Rd intersection. This would improve floodwater passage across the floodplain and extend the period of access provided by South Bank Rd during flood events.	16	11	3
New Black River Bridge	Replace the Black River Bridge on Hwy 12 with a longer and wider bridge to improve river flow and provide 12-ft travel lanes with 8-ft shoulders.	16	7	6
Raise Moon Rd.	Raise Moon Road south of Hwy 12 to the remove dips, provide road shoulder, redesign of the Moon Rd/188 th intersection and install appropriately-sized culverts to allow floodwater passage.	13	5	9

**Table IV-I
Transportation Needs Survey Results cont.**

South Bank Rd Culverts at Sickman Ford Bridge	Install large diameter culverts under South Bank Rd at the Sickman Ford Bridge to improve water passage and extend the period of access provided by South Bank Rd during flood events.	11	10	8
Straighten Curves on Howanut Rd	Remove the sharp corners on Howanut Rd at Willamette Creek and the Hamilton Farm and replace with gradual corners.	9	8	15
Widen South Anderson Rd	Widen Anderson Rd from Howanut Rd to Secena Rd to provide shoulders and a sidewalk.	7	14	9
Widen Howanut Rd	Widen Howanut Rd from the tribal center to Elma Gate Rd to provide wide shoulders.	6	9	6
188th Street Culverts	Install culverts under 188 th east of the casino to provide floodwater passage and extend the period of access provided by 188 th during flood events. Note: A hydrologic study would need to be done first to determine if culverts would improve floodwater passage at this location.	4	5	8
Bike lanes along Howanut Rd, Niederman Rd, 188th, and Moon Rd	Add bike lanes along Howanut Rd, Niederman Rd, 188 th , and Moon Rd.	4	5	8

**Table IV-I
Transportation Needs Survey Results cont.**

Street lights along Howanut Rd, 188th, and residential areas	Add additional street lights along Howanut Rd, 188 th , and residential areas.	3	9	13
Replace Bridges on Howanut Rd	Install large diameter culverts under South Bank Rd just north of the South Bank Rd/Cemetery Rd intersection.	2	11	10
Widen 188th	Widen 188 th east of the casino to provide wide shoulders.	1	4	12
Sidewalk on Cemetery Rd.	Add a sidewalk along Cemetery Rd between Elma Gate Rd and South Bank Rd	0	7	5

Federal Funding Resources

INDIAN RESERVATION ROADS (IRR) AND BRIDGES PROGRAM

The purpose of the Indian Reservation Roads (IRR) Program "is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and communities" while contributing to Tribal economic development and self-determination as a Nation.

The IRR Program is a part of the Federal Lands Highway Program to address transportation needs of tribes. The program is jointly administered by the Bureau of Indian Affairs (BIA) and Federal Highway Administration's (FHWA) Federal Lands Highway (FLH) Office. The IRR Program is a funding category of the Federal Lands Highway Program (FLHP). The Surface Transportation Assistance Act of 1982 (STAA) expanded the IRR system to include tribally-owned public roads as well as state and county-owned roads.

The Indian Reservation Road (IRR) Inventory is a comprehensive database of all transportation facilities eligible for IRR Program funding. This includes information such as route number, location, length, width, surface type, pavement ratings, class of road, adequacy of design standard, construction needs, maintenance needs, etc.

This database is vital since it is used in determining the Bureau of Indian Affairs IRR funding base. IRR funds are allocated to the Tribe and spent on tribal prioritized projects

documented in its IRR Transportation Improvement Program (IRRTIP) which is a list of projects programmed for construction in the next 3 to 5 years.

The BIA funding allocation formula utilizes Construction Need codes to allocate Highway Trust Funds (HTF) for construction of new roads and the reconstruction or upgrading of existing roads. A description of Construction Need codes is included in Chapter II. Roads that are designated Construction Need 1 and 4 generate funds. Construction Need 2 roads do not generate funds, because they are not the responsibility of the BIA. Construction Need 3 roads are not to be upgraded or reconstructed, only maintained by the BIA. Since maintenance funding comes from a source other than Highway Trust Funds, these roads do not generate HTF monies.

Funds forwarded to BIA for maintenance of BIA inventory roads on the Chehalis Reservation were recently withdrawn from the regional BIA OPA office and contracted directly to the Chehalis Tribe. At present, this is a very limited funding source due to the fact that BIA has not updated its inventory for seven years. It is hoped that as the inventory is officially updated and expanded, maintenance funding will increase.

BIA can make improvements to non-BIA public roads, such as county and state roads. In some instances, the BIA may make the improvements through a memorandum of agreement, and the ownership of the road will remain with the other agency after construction. In other instances, the road may become part of the BIA public road system.

In Chapter II, Table II-1 shows summary data from the updated Chehalis Reservation Roads Inventory, including BIA route number, route name, ownership status, County location, length of road, surface type, BIA functional class and construction need. Additionally, the table also shows which inventory roads are listed on. The existing IRR Inventory for the Chehalis Reservation was created in 1998. Since that time the Tribe has added additional roads which are being proposed as a part of an update of the IRR Inventory to be completed in 2005.

The IRR Bridge Program is a program that uses IRR Program funds for the improvement of deficient IRR highway bridges. An IRR Bridge Inventory includes information such as route number, bridge location and type, length, width, surface type, bridge sufficiency ratings, and bridge number. The data is collected as required for the national bridge inventory database. The database is an important tool in identifying those existing bridges that have the highest need for repair and/or replacement.

In Chapter II, Table II-2 shows summary data from the updated 2005 Chehalis Reservation Bridge Inventory. There are 23 bridges in the updated 2005 Chehalis Reservation IRR Bridge inventory.

WASHINGTON STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The Chehalis Tribe has the option of programming transportation projects for inclusion in the Statewide Transportation Improvement Program (STIP). This is a relatively new process and, with the exception of the SR 12 Steel Bridge which is located off-reservation, no Chehalis Tribe project has been listed on either the STIP or a RTIP (Regional Transportation Program)

The STIP is a financially constrained, multi-year list of transportation related projects consistent with statewide, regional and tribal transportation plans, and the regional and Indian Reservation Roads (IRR) transportation improvement programs. The STIP includes all transportation related projects that are 1) federally funded and/or 2) regionally significant. All projects on the STIP must first be listed on either a local or tribal TIP.

The process for inclusion of tribal transportation projects into the STIP varies depending on who the lead agency for the project is and on the type of federal funding, if any, that the project uses. If the tribe is the project lead and the project uses federal IRR funds, the project is included in either a tribal priority list or a Tribal Transportation Improvement Plan (TTIP). The BIA area office compiles priority lists and TTIPs into an IRR TIP. After public review and modification in consultation with tribes, the IRR TIP is forwarded to the Secretaries of Interior and Transportation for signature, then through FHWA to WSDOT for inclusion in the STIP.

As soon as the IRR TIP has been approved in Washington, D.C, the Tribe has access to funds through the BIA.

Tribal transportation projects can also be included in the STIP by working through the non-tribal local TIP process. In this process, to be included in the STIP the project must be federally funded, such as IRR funding for example, and/or be regionally significant as determined by the regional transportation plan. The Chehalis Reservation is located in both Thurston and Grays Harbor Counties, meaning that Tribal transportation projects could, in theory, be included in either the Thurston Regional Planning Council's Regional TIP (RTIP) or the Cowlitz-Wahkiakum Council of Government's RTIP, depending on their location. When working through the non-tribal TIP process, the non-tribal partner would typically be the lead agency.

In the regional process, local jurisdictions submit 6-year TIPs to the regional council. The regional council compiles a financially-constrained 3-year RTIP of funding secured projects that are regionally significant. The Thurston Regional Planning Council (TRPC) also includes a non-constrained 3-year list of planned projects in an appendix, allowing a project to undergo public review and quickly move forward through an administrative process should a jurisdiction receive federal funding for it.

WSDOT receives the RTIPs from councils across the state and compiles them into a STIP, along with the already approved IRR TIP. The STIP is submitted to FHWA and

FTA for final approval. Once the STIP is approved, federal funds become accessible to local governments to carry out their projects.

BARRIERS TO TRIBAL PARTICIPATION IN REGIONAL AND STATE PROCESSES

The non-tribal TIP processes have historically consisted of non-tribal projects and today rarely contain tribal projects. Even for tribal jurisdictions like the Chehalis Tribe, which hold membership in and actively participate in a local RTPO, it is still very difficult to get a tribal project listed within either the STIP or a RTIP. Regional projects that reach the top of the funding priority list are initially selected years in advance, a barrier to Tribes who have been excluded in past years when priority selections were initiated.

The requirement of RTPO's to define a project as "regionally significant" is a second and significant barrier to tribal participation. The regional requirement pertains to the RTPO defined region which may be multi-county and/or include a number of cities and towns. Small towns and rural areas typically have difficulty meeting this designation. A project which is regionally significant within a Tribe's service area, including transportation facilities which may provide the sole access to a reservation, typically fail to be classified as "significant" to the whole of the RTPO.

This was the case when the Chehalis Tribe sought to gain recognition and support in its struggle to rebuild Anderson Rd, the main access road to the reservation. Anderson Rd connects SR 12 to the reservation community and was subject to flooding up to five times annually. Major flooding left the reservation residents literally stranded on a small island of dry land, cutting them off from employment, educational, medical and emergency services. During such times, reservation residents living in the flood plain were evacuated to tribal facilities until flood waters subsided. Medical assistance was restricted to airlifting in the event of a major emergency, resulting in at least one death in the community. Anderson Road was also 10' wide, with no shoulders and poor sight-lines.

Despite repeated attempts over a 25-year period, neither county nor state assistance was forthcoming to this project. Efforts over this period to address road access during flooding were met with organized efforts by nearby non-tribal residents and local jurisdictions to derail the project including threats of lawsuits, filing of lawsuits, organizing of local campaigns against the project and local media campaigns negative to the project. Despite a BIA funding award in the late 1980's, the project received no support from neighboring jurisdictions or the state.

In 2001, the Tribe renewed its efforts to redesign and construct Anderson Rd, originally built in the mid-1920's. The modern design included an eight foot shoulder, 12' lane widths and hydrology modeling to assure no net loss of flood plain storage. The road bed was rebuilt, engineered to support the large truck rigs that service tribal and other enterprises and school and tourist buses. Since it is impossible to design a road that doesn't flood during major events, such as a 50 to 100 year flood, the road was designed to the same access standard as SR 12, which means that Anderson Rd can be expected to

experience minor flooding about every 3 years. The wide shoulders provide pedestrian and bike access while being designed to accommodate future flooding.

In 2002, the Tribe completed design work and in 2003, received SEPA and NEPA permits and commenced construction of the project. The project was built in its entirety, including replacement of two bridges on 188th Ave to accommodate detour traffic, utilizing BIA funding and tribal processes. To date, the road has not flooded. The project was never included on either the RTIP or the STIP as it was not deemed “regionally significant”.

Future Funding

The Chehalis Tribe has to date funded its transportation projects directly and solely through tribal planning processes and the BIA IRR funding processes. We have been successful in establishing transportation funding partnerships as follows:

- 1) Where BIA funds are passed through to a county agency to perform a scope of work of mutual interest to leverage additional county funding (Twin Bridges construction project on 188th Ave),
- 2) Where BIA funds are contracted to a county or state agency to perform a scope of work of mutual interest (SR 12 Steel Bridge Feasibility Study) and
- 3) Accessed Surface Transportation Program (STP) funding through a newly revised RTP distribution formula. Though STP funds are very modest, amounting to less than \$11,000 in our first year of participation, the Tribe considers it a vital step in involvement in the RTP process.

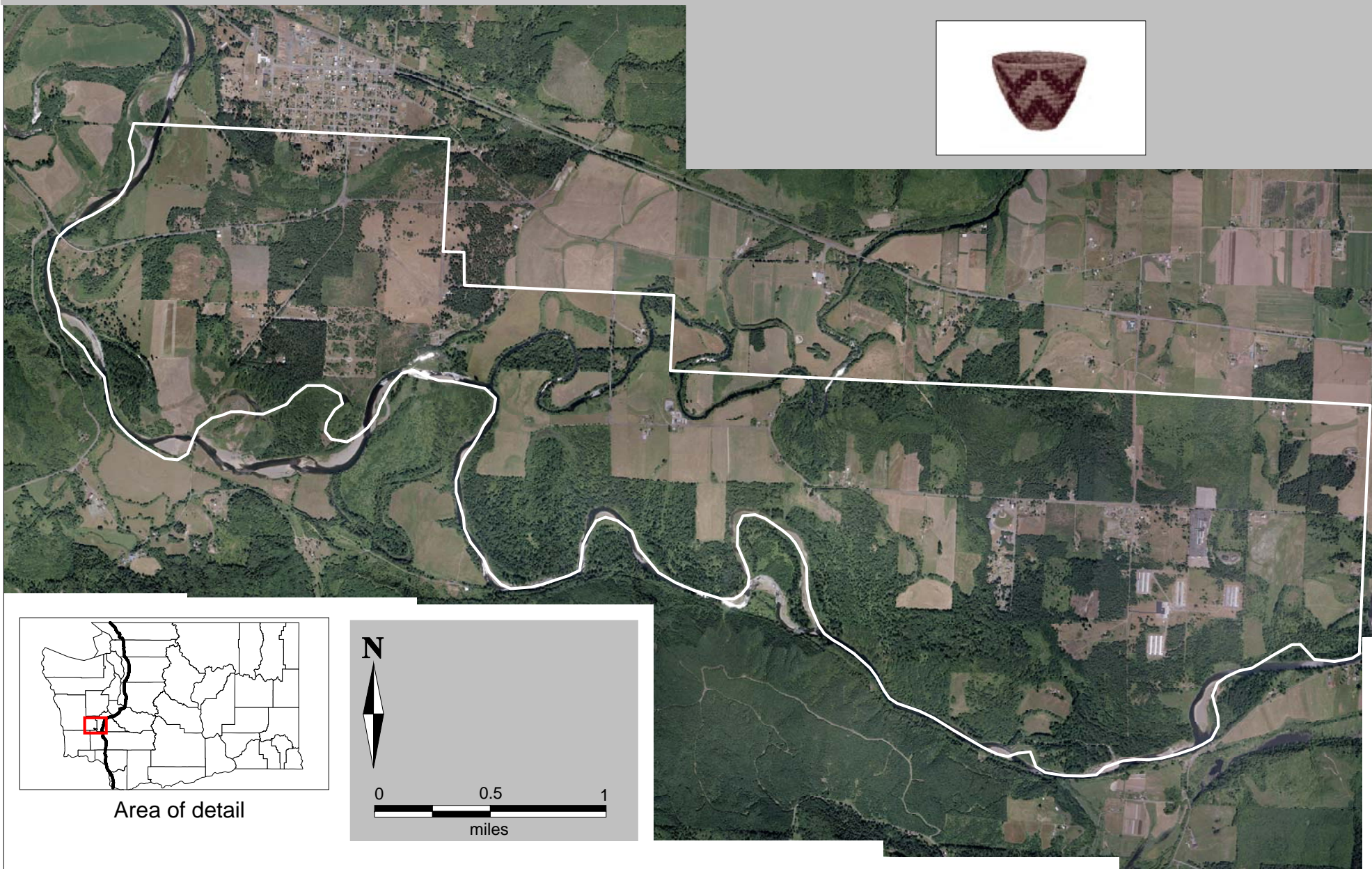
PUBLIC COMMENT

The Chehalis Tribe provided a 30-day comment period for its 2010 update to the 2006 Long Range Transportation Plan. This 30-day period was conducted from November 20, 2009 to December 20, 2009. Notification to the community of this comment period was provided by the following methods:

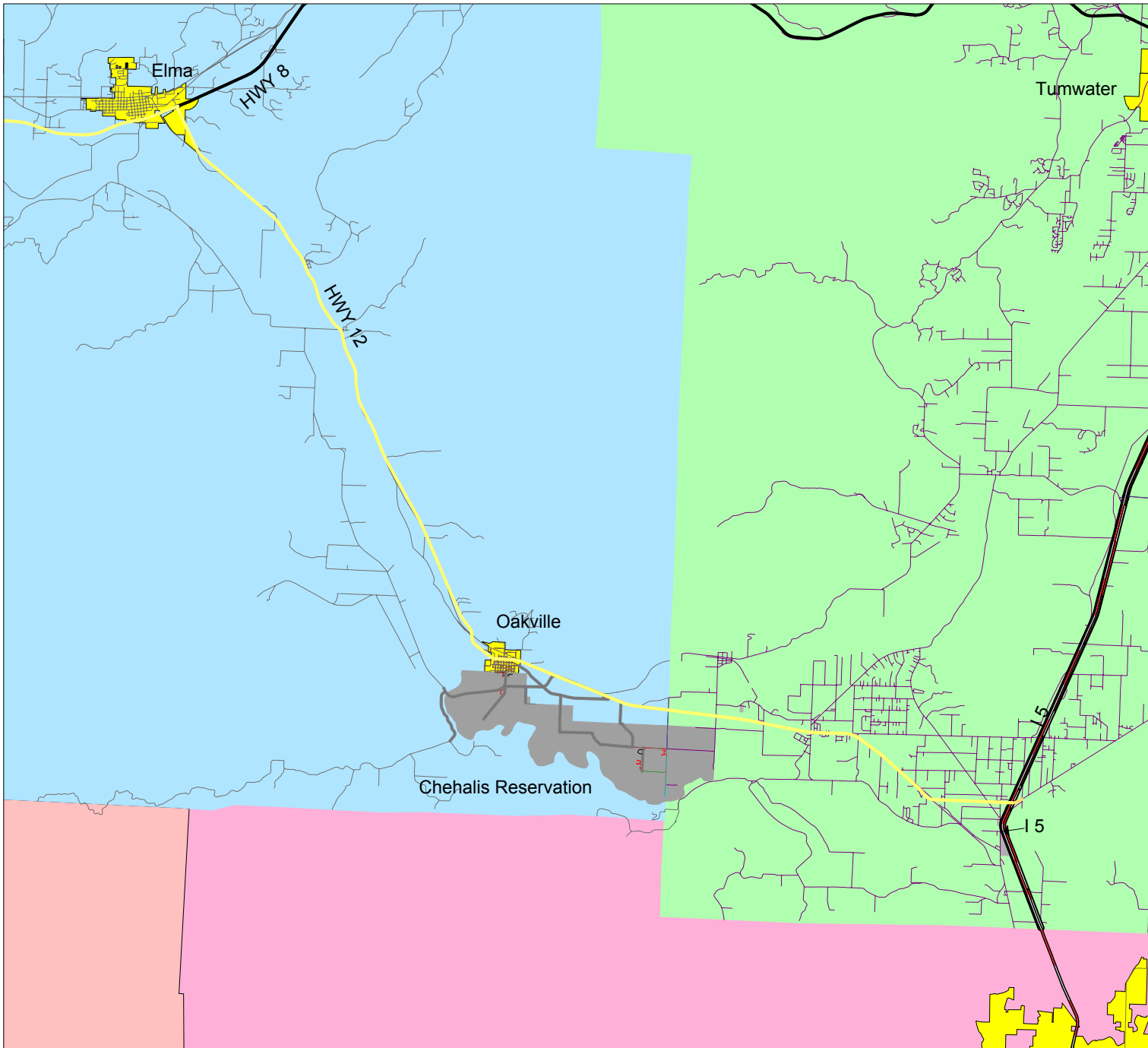
- Flyers were posted in five locations around the Chehalis Reservation which included: The Chehalis Tribal Center, the End of the Trail I store, the End of the Trail II store, the Chehalis Tribal Head Start bldg., and the Chehalis Elders bldg.

The Chehalis Tribe did not receive any comments about the Long Range Transportation Plan.

Confederated Tribes of the Chehalis Reservation



Map 1: Road Inventory Area



Chehalis Tribe Roads Inventory



Legend

Road Ownership

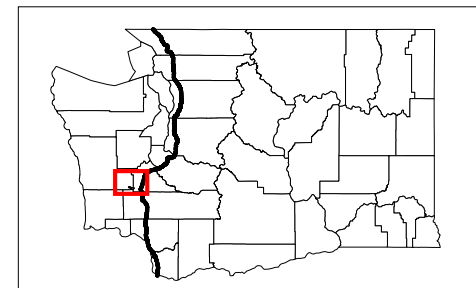
- BIA
- BIA/Private
- BIA/Thurston Cnty
- Grays Harbor County
- Grays Harbor/Thurston Cnty
- Oakville
- Thurston County
- WSDOT

Tribal Jurisdiction

- Chehalis Tribe

Local Jurisdictions

- Grays Harbor
- Lewis
- Thurston



Area of Detail

Map 2: Grand Mound Area

Chehalis Tribe Roads Inventory



Legend

Road Ownership

- BIA
- BIA/Private
- BIA/Thurston Cnty
- Grays Harbor County
- Grays Harbor/Thurston Cnty
- Oakville
- Thurston County
- WSDOT

Tribal Jurisdiction

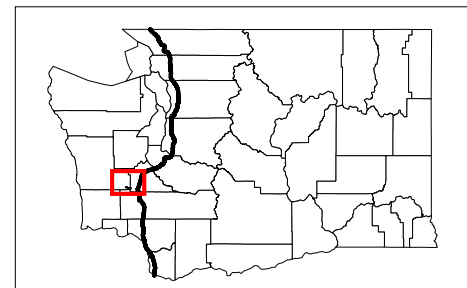
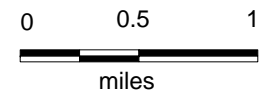
- Chehalis Tribe

Local Jurisdictions

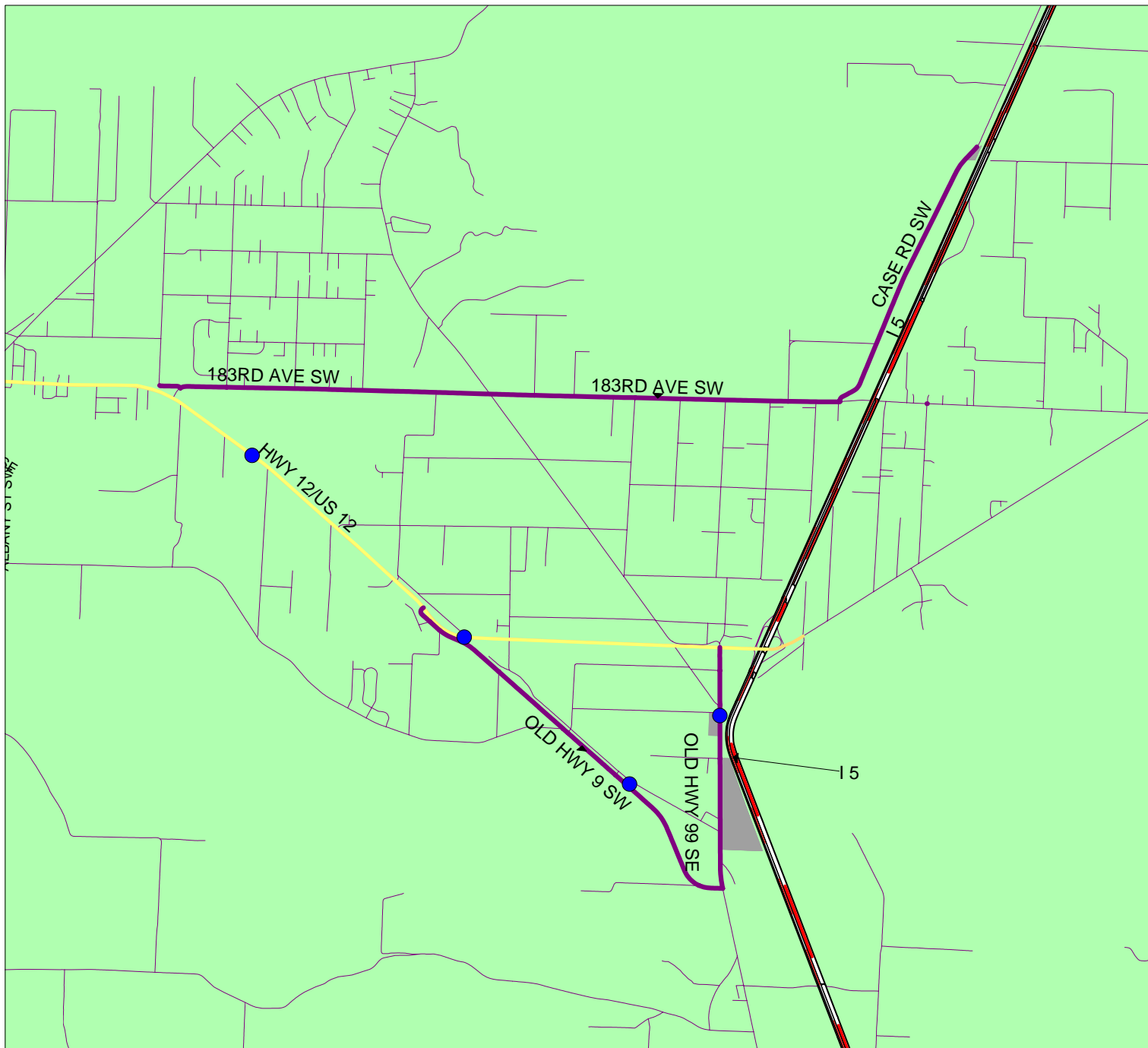
- Grays Harbor
- Lewis
- Thurston

Structures

- Bridge Location



Area of Detail



Map 3: Rochester Area

Chehalis Tribe Roads Inventory



Legend

Road Ownership

- BIA
- BIA/Private
- BIA/Thurston Cnty
- Grays Harbor County
- Grays Harbor/Thurston Cnty
- Oakville
- Thurston County
- WSDOT

Tribal Jurisdiction

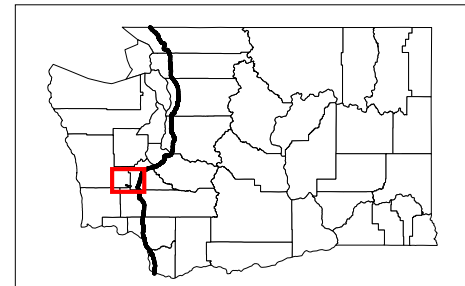
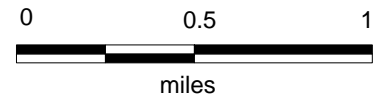
- Chehalis Tribe

Local Jurisdictions

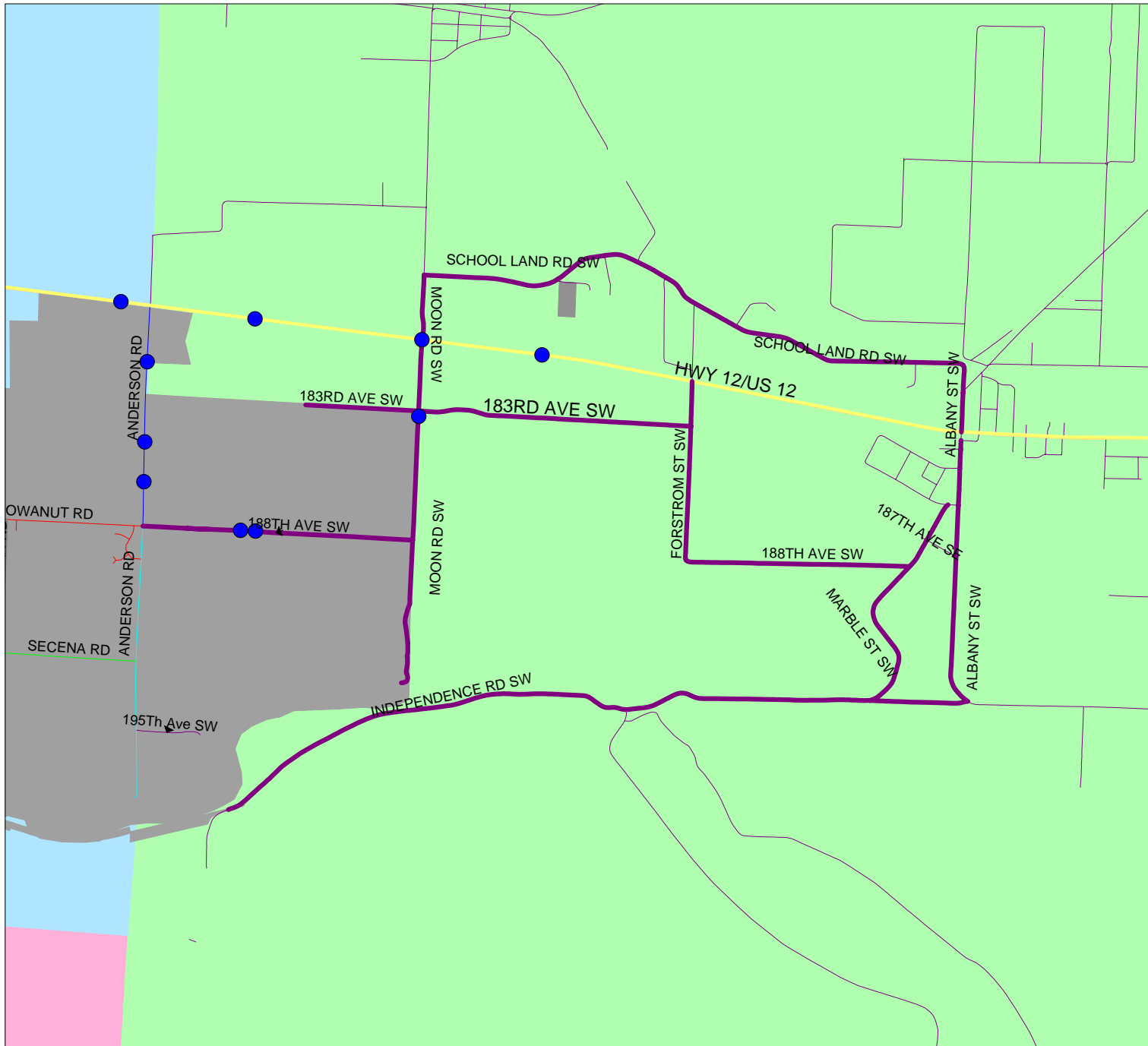
- Grays Harbor
- Lewis
- Thurston

Structures

- Bridge Location



Area of Detail



Map 4: East 1/2 of Chehalis Reservation

Chehalis Tribe Roads Inventory



Legend

Road Ownership

- BIA
- BIA/Private
- BIA/Thurston Cnty
- Grays Harbor County
- Grays Harbor/Thurston Cnty
- Oakville
- Thurston County
- WSDOT

Tribal Jurisdiction

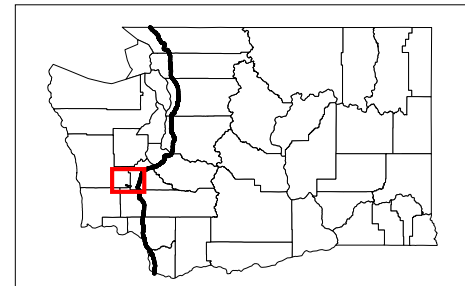
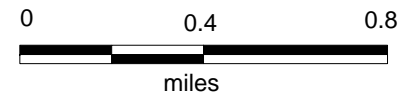
- Chehalis Tribe

Local Jurisdictions

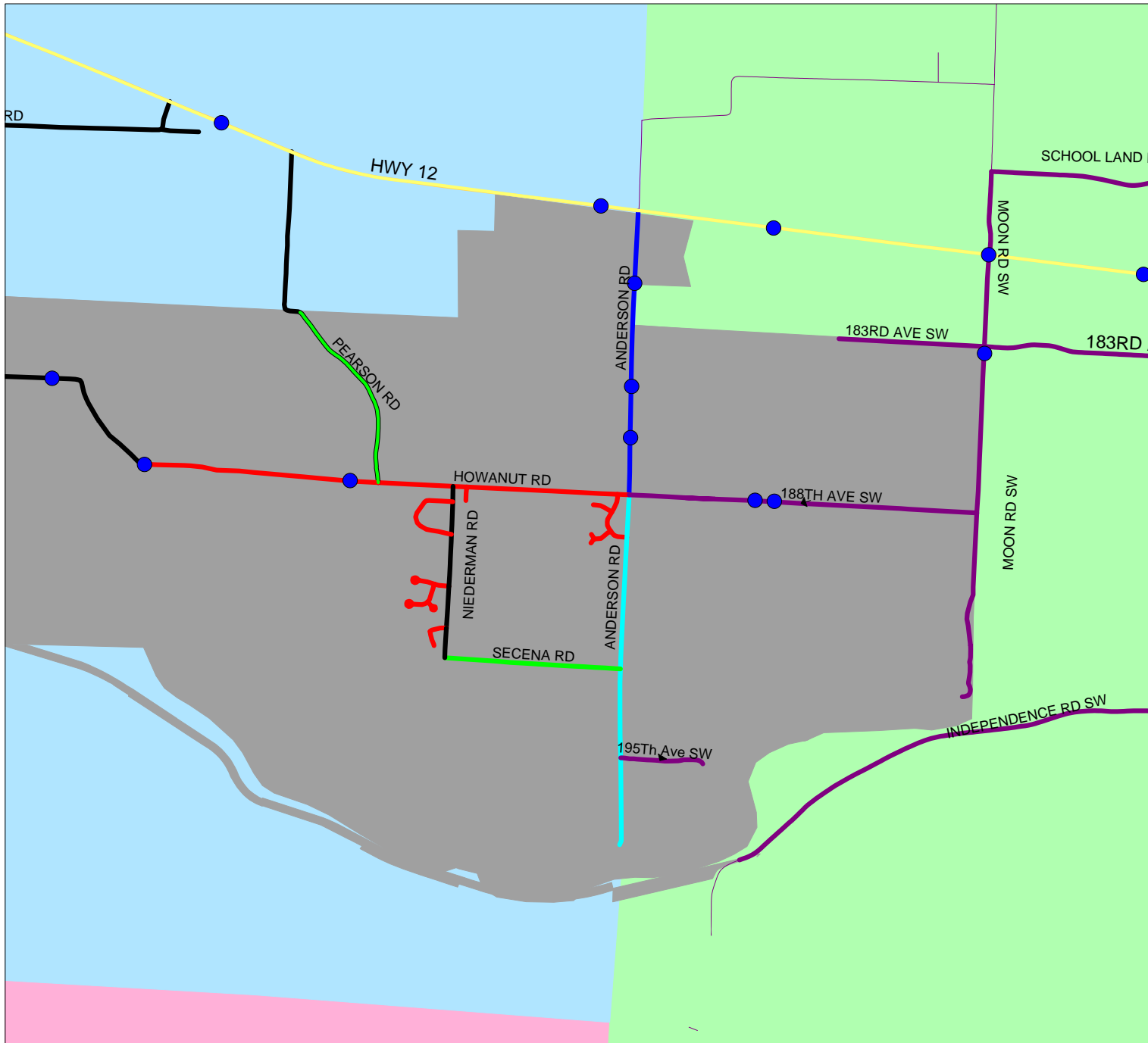
- Grays Harbor
- Lewis
- Thurston

Structures

- Bridge Location



Area of Detail



Map 5: West 1/2 of Chehalis Reservation

Chehalis Tribe Roads Inventory



Legend

Road Ownership

- BIA
- BIA/Private
- BIA/Thurston Cnty
- Grays Harbor County
- Grays Harbor/Thurston Cnty
- Oakville
- Thurston County
- WSDOT

Tribal Jurisdiction

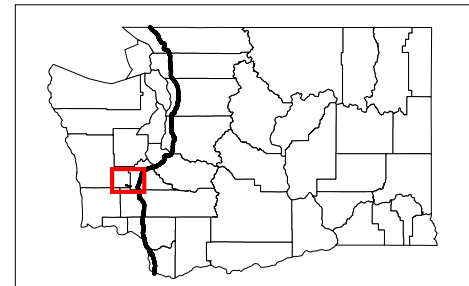
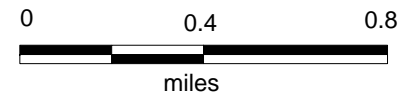
- Chehalis Tribe

Local Jurisdictions

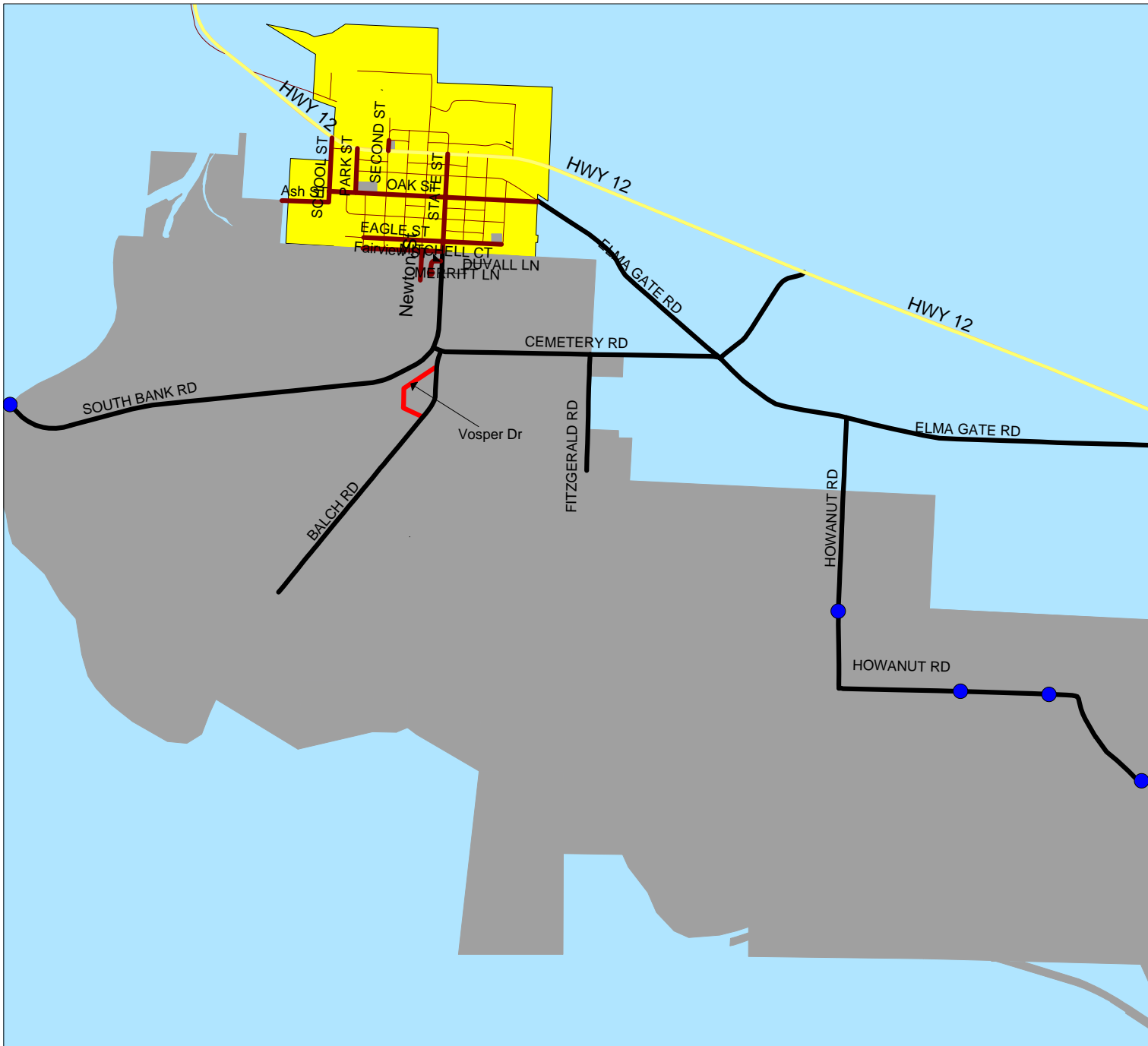
- Grays Harbor
- Lewis
- Thurston

Structures

- Bridge Location



Area of Detail



Map 6: Oakville Area

Chehalis Tribe Roads Inventory



Legend

Road Ownership

- BIA
- BIA/Private
- BIA/Thurston Cnty
- Grays Harbor County
- Grays Harbor/Thurston Cnty
- Oakville
- Thurston County
- WSDOT

Tribal Jurisdiction

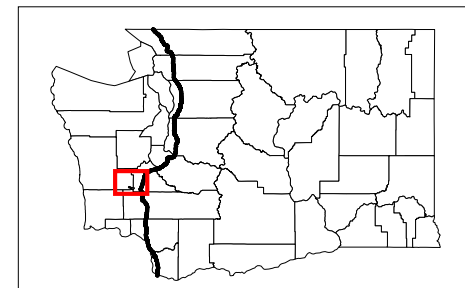
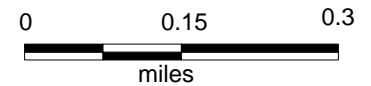
- Chehalis Tribe

Local Jurisdictions

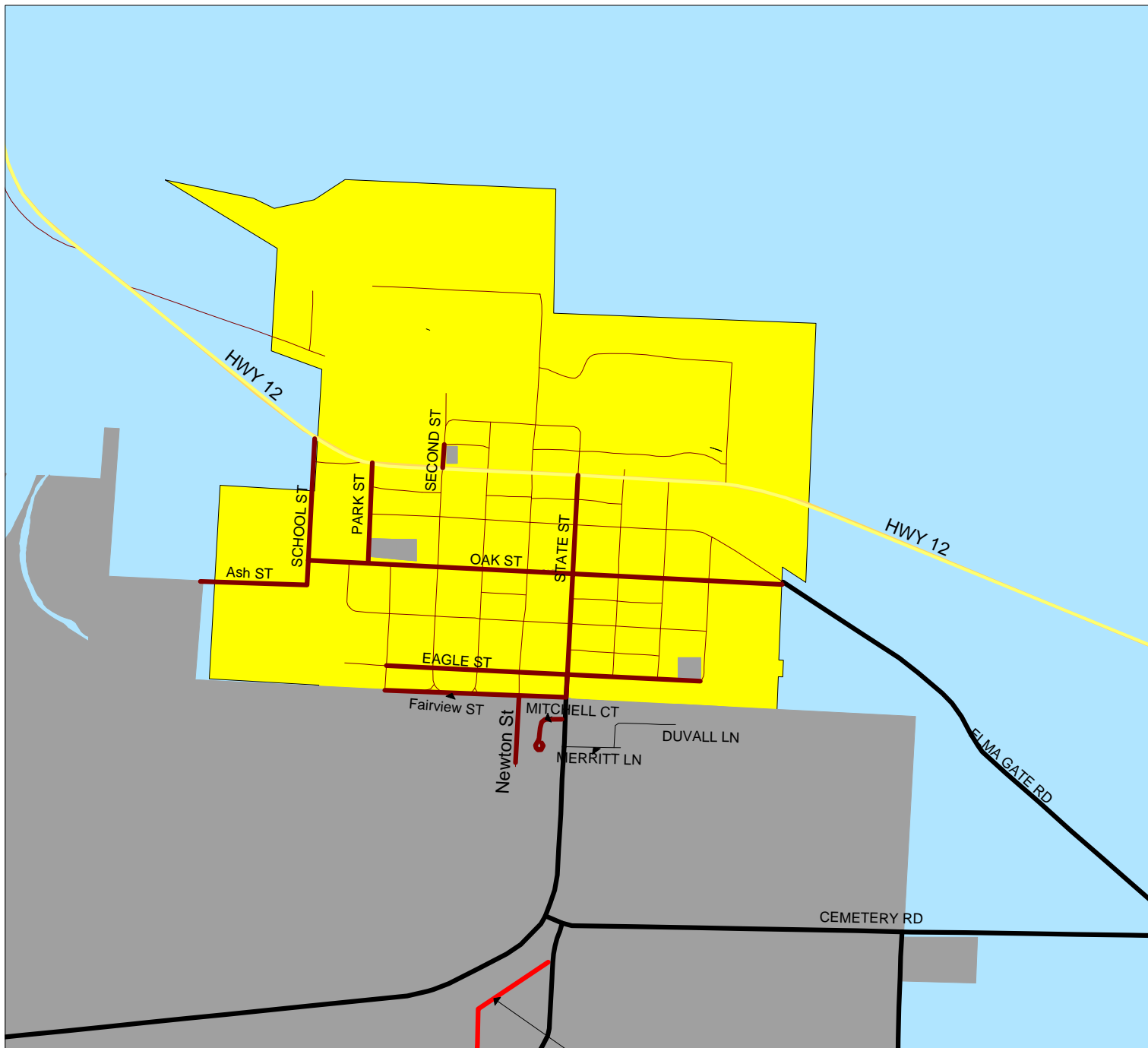
- Grays Harbor
- Lewis
- Thurston

Structures

- Bridge Location



Area of Detail



Map 7: Chehalis Reservation Housing

Chehalis Tribe Roads Inventory



Legend

Road Ownership

- BIA
- BIA/Private
- BIA/Thurston Cnty
- Grays Harbor County
- Grays Harbor/Thurston Cnty
- Oakville
- Thurston County
- WSDOT

Tribal Jurisdiction

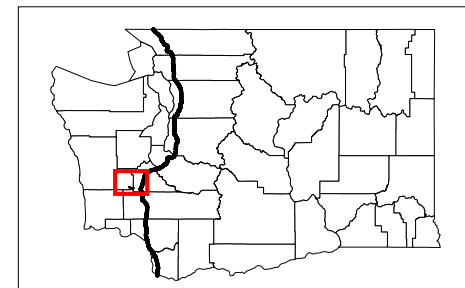
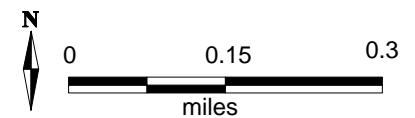
- Chehalis Tribe

Local Jurisdictions

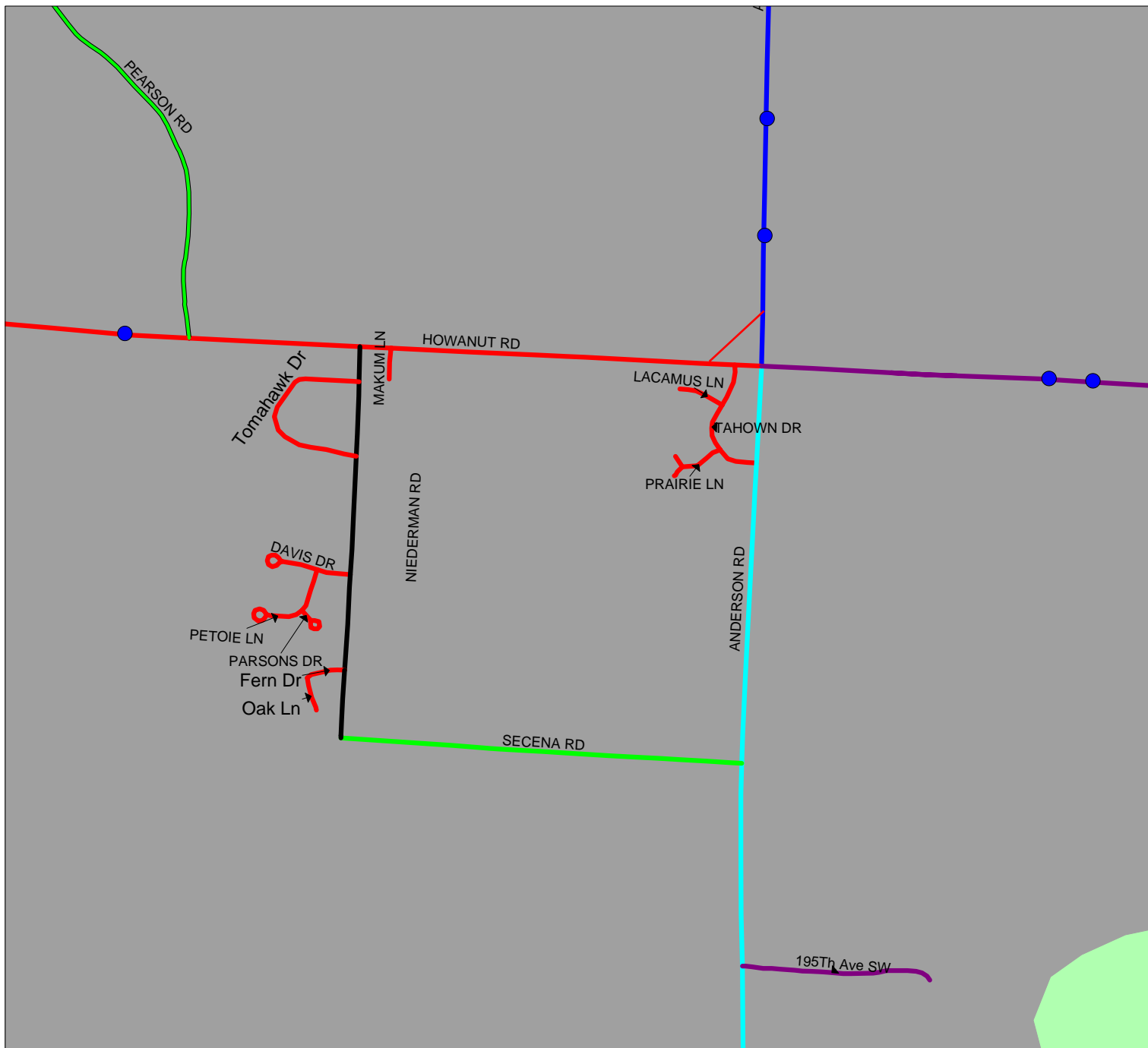
- Grays Harbor
- Lewis
- Thurston

Structures

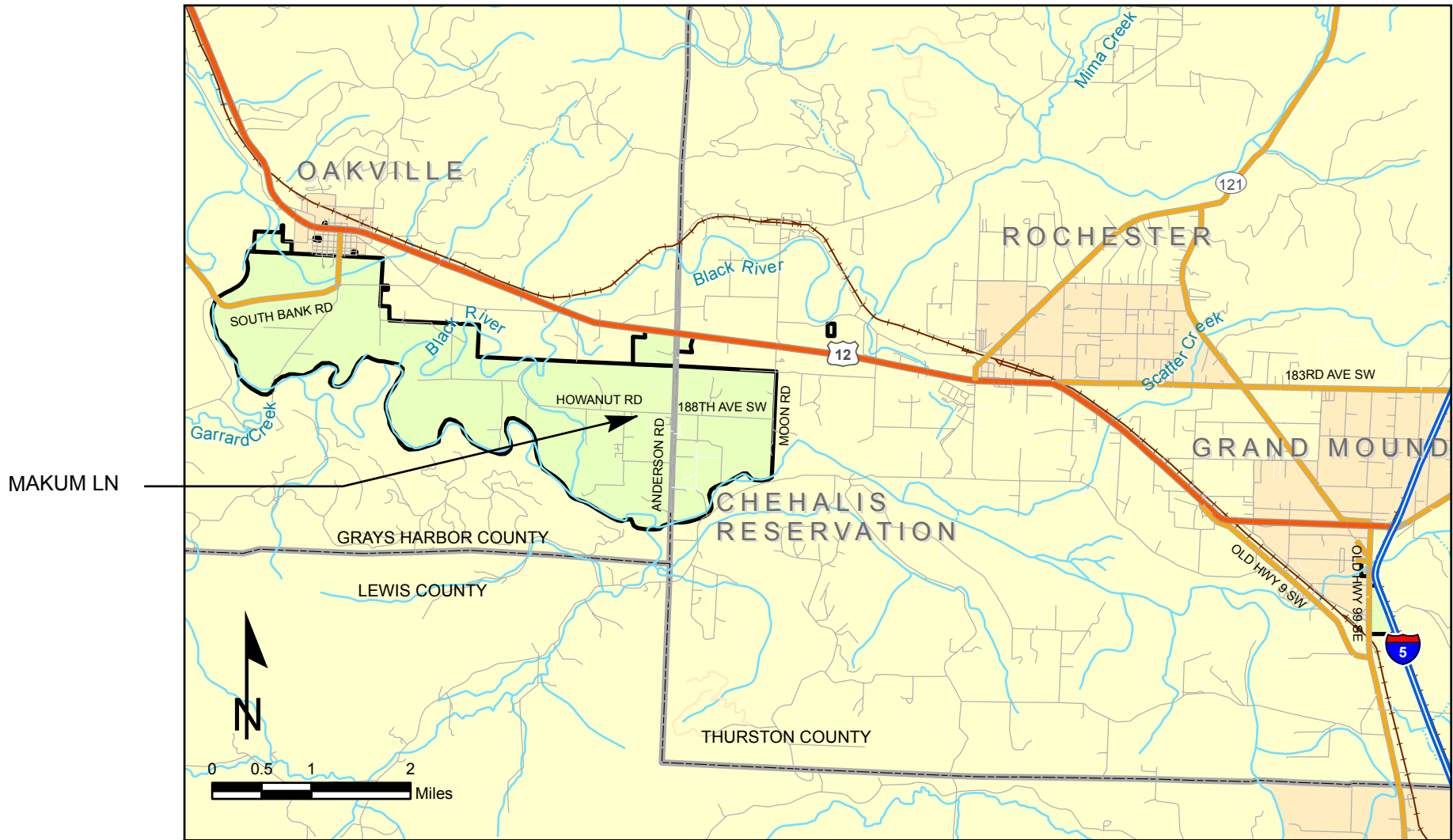
- Bridge Location





Area of Detail



Chehalis Indian Reservation



Area of Detail

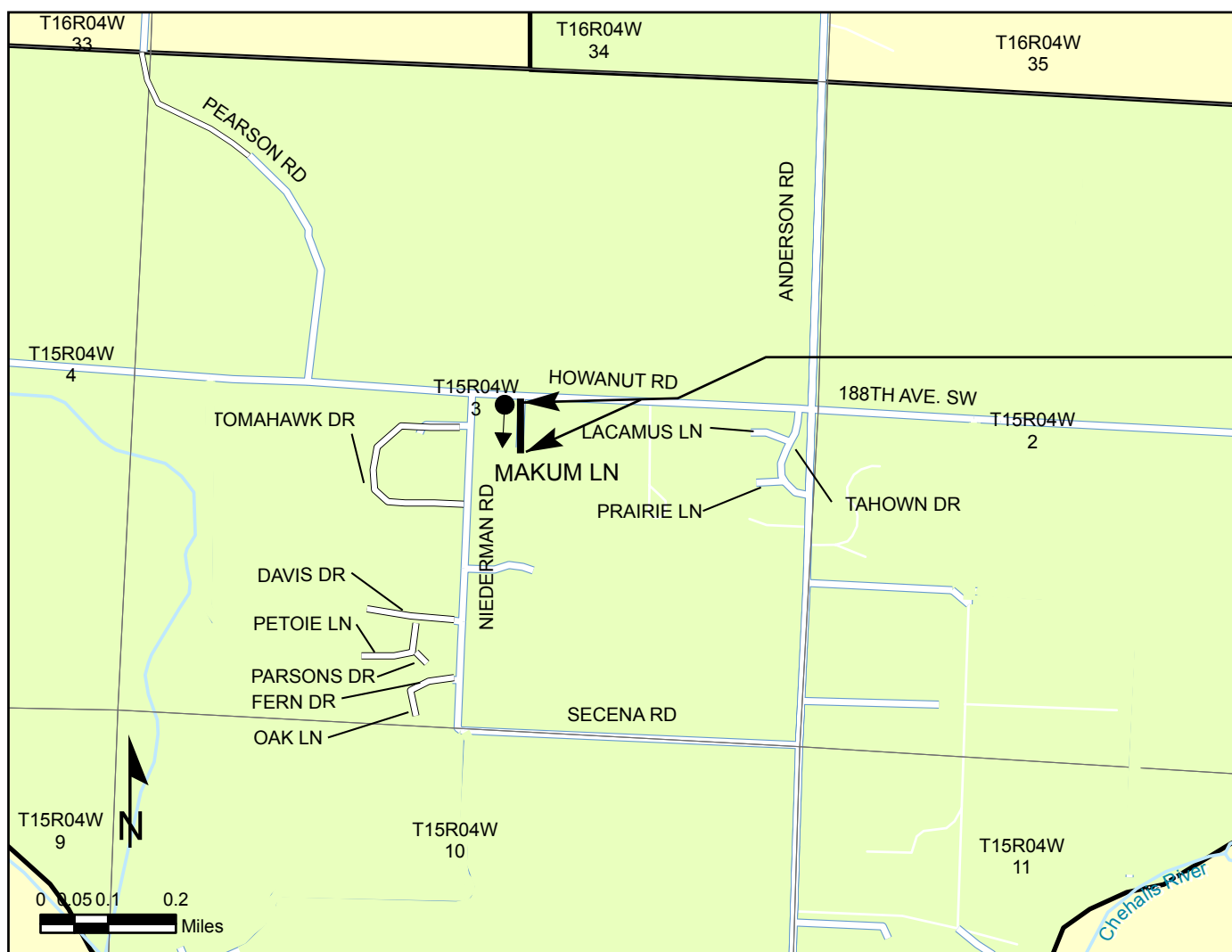
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0001
Makum Ln.



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

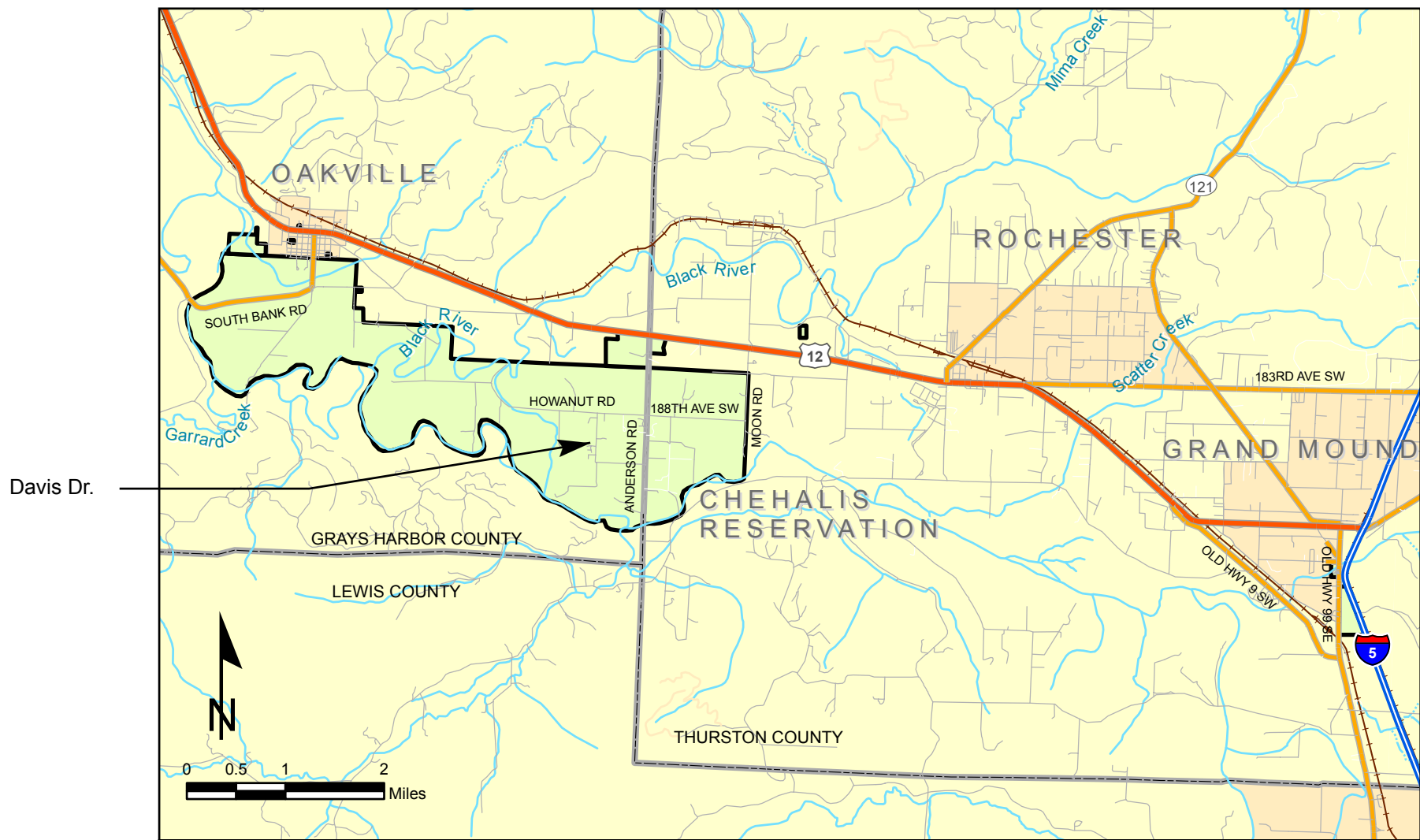
Route: 0001
Makum Ln.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

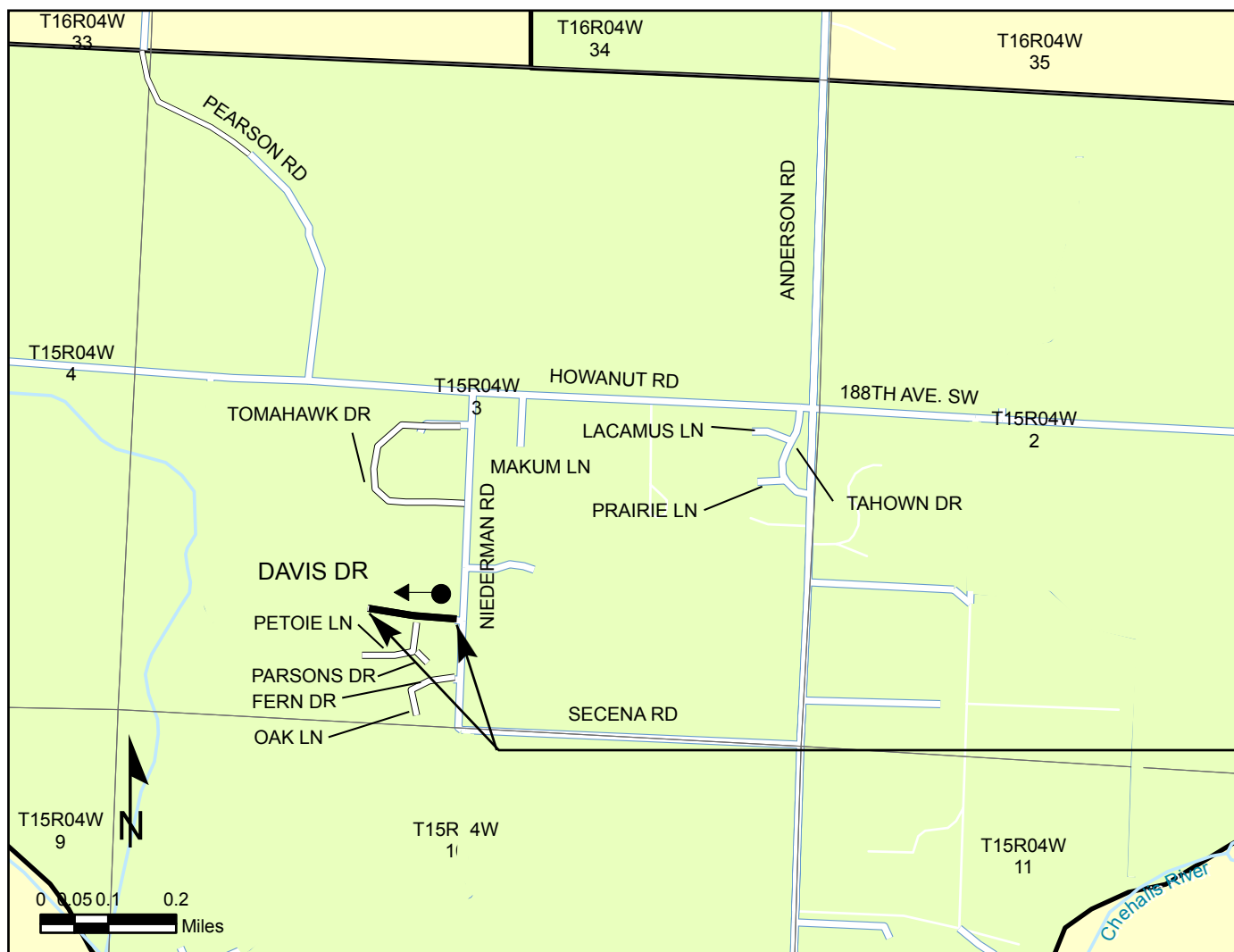
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0002
Davis Dr.



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0002

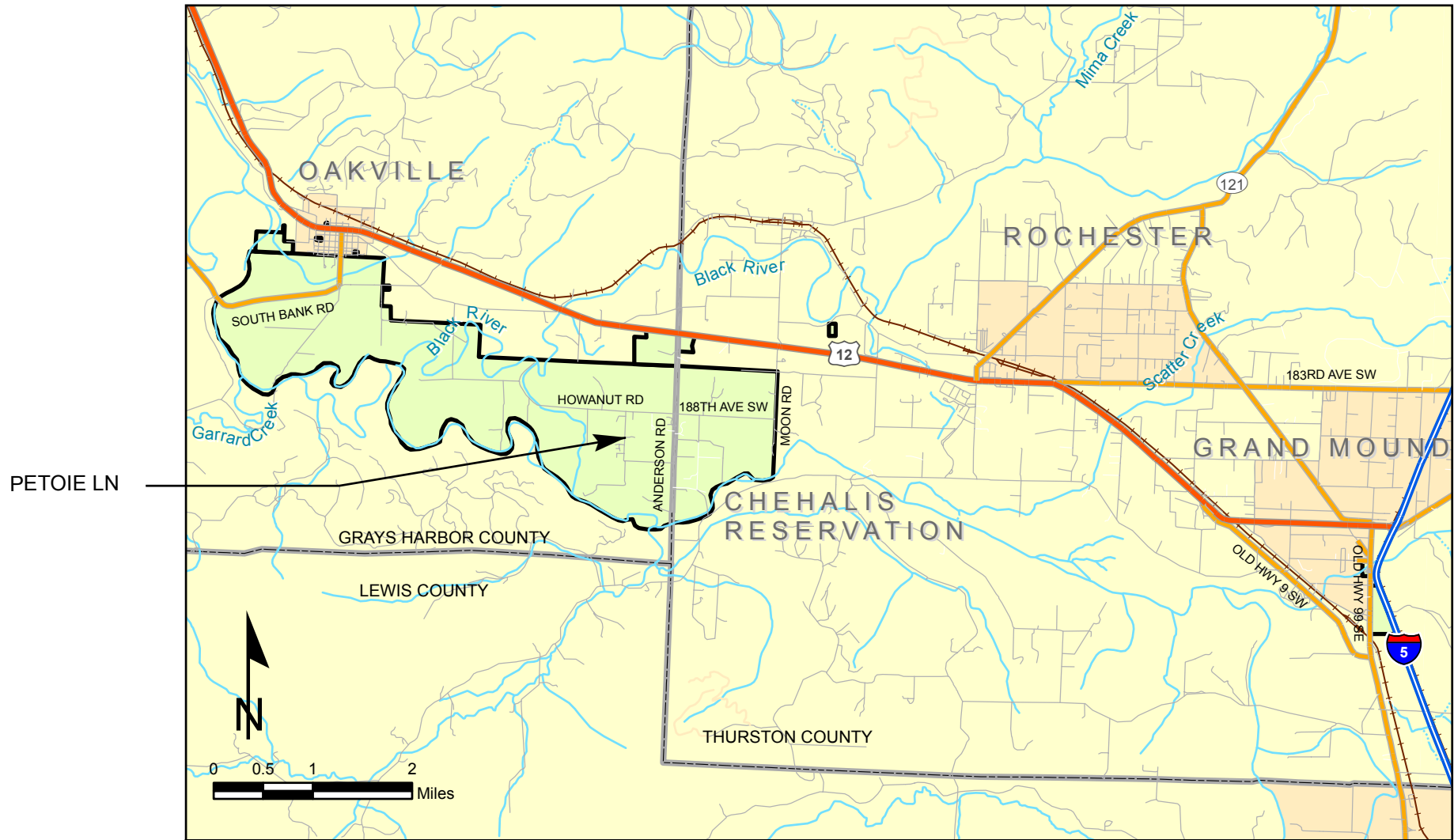
Davis Dr.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

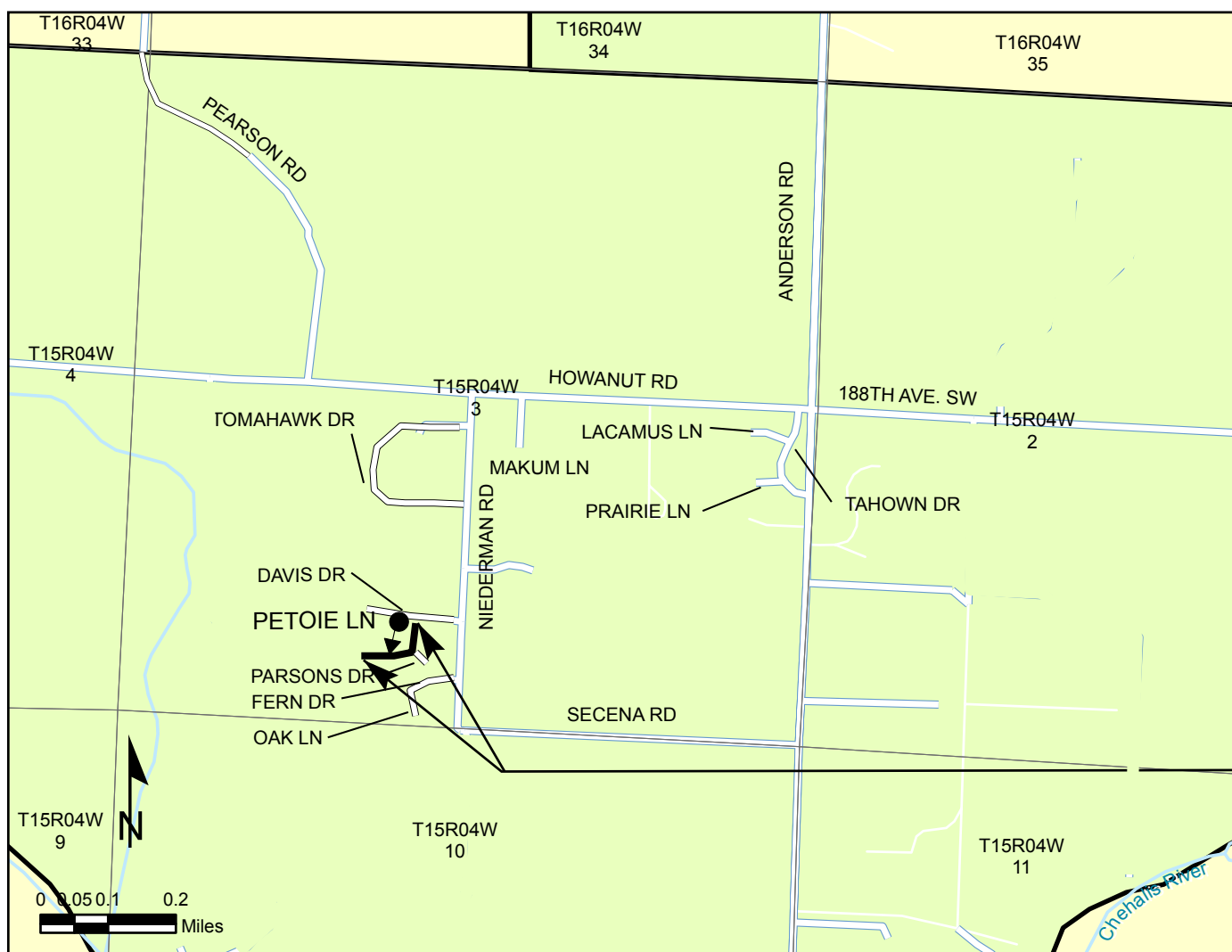
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0003
Petoie Ln



Chehalis Indian Reservation



- 005 Route Section Number
- ◀● Photo Location & Direction
- T.C. Traffic Count Location
- Chehalis Reservation and Trust Land
- County Boundary

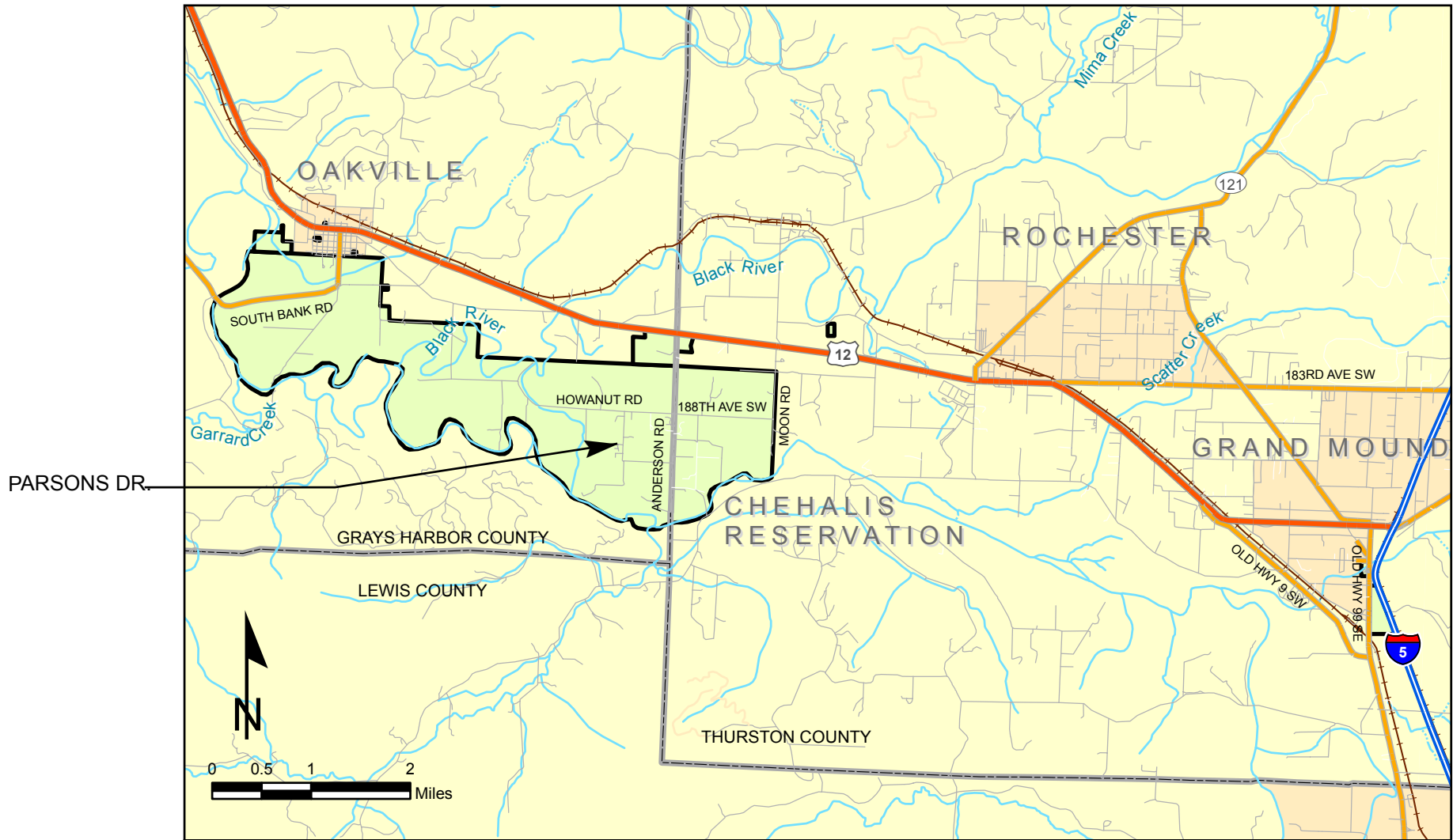
Route: 0003
Petoie Ln.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

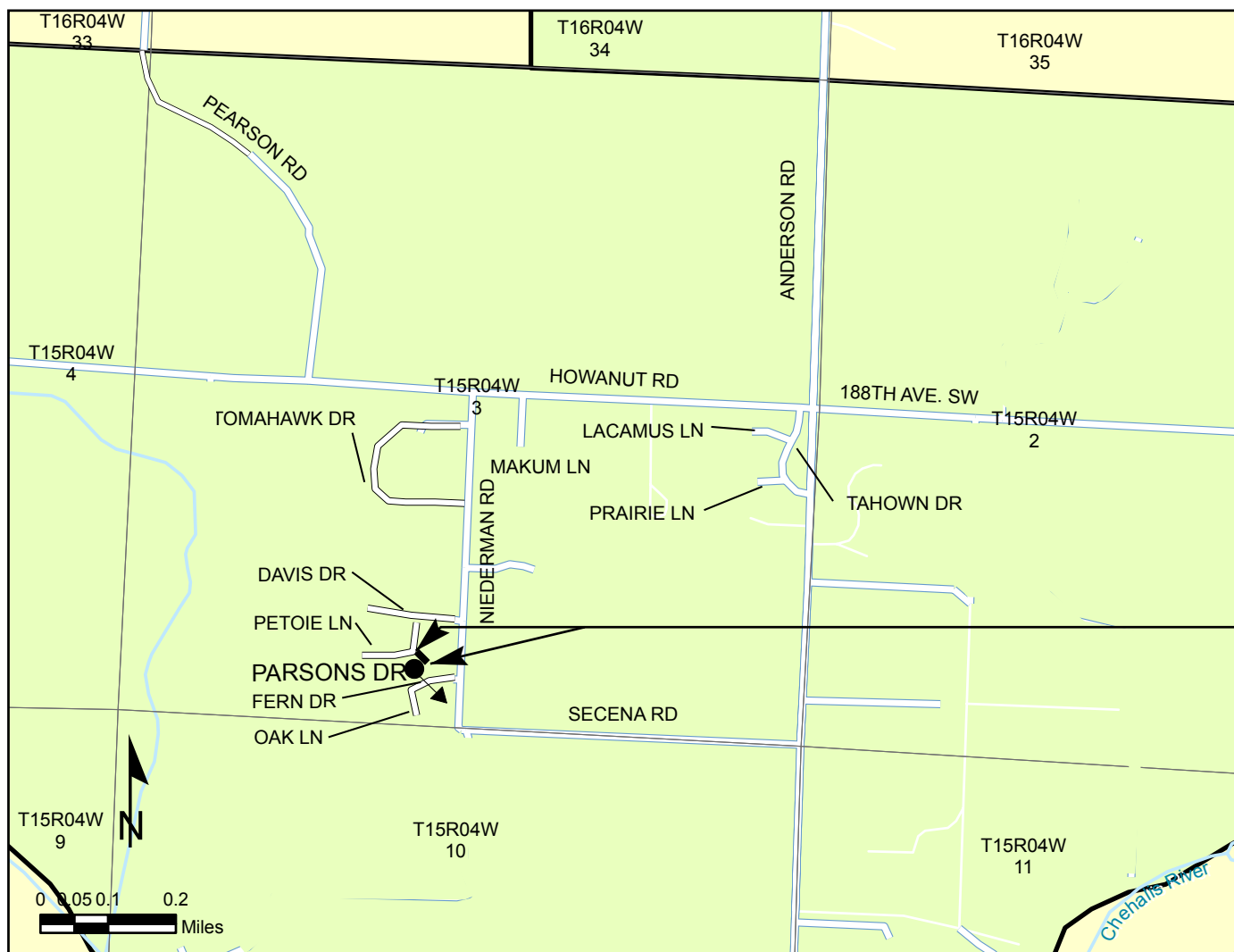
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0004
Parsons Dr.



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

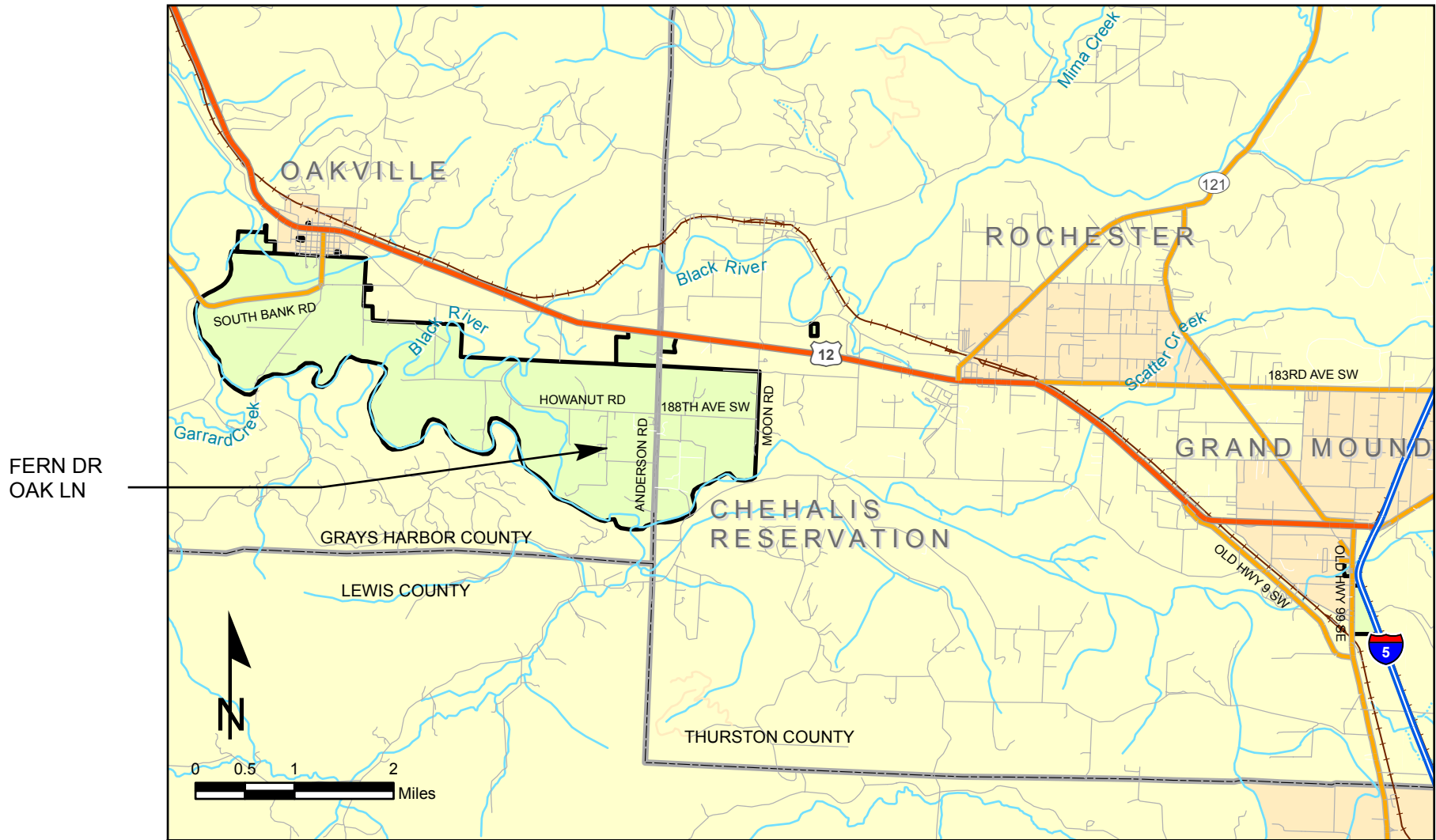
Route: 0004
Parsons Dr.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

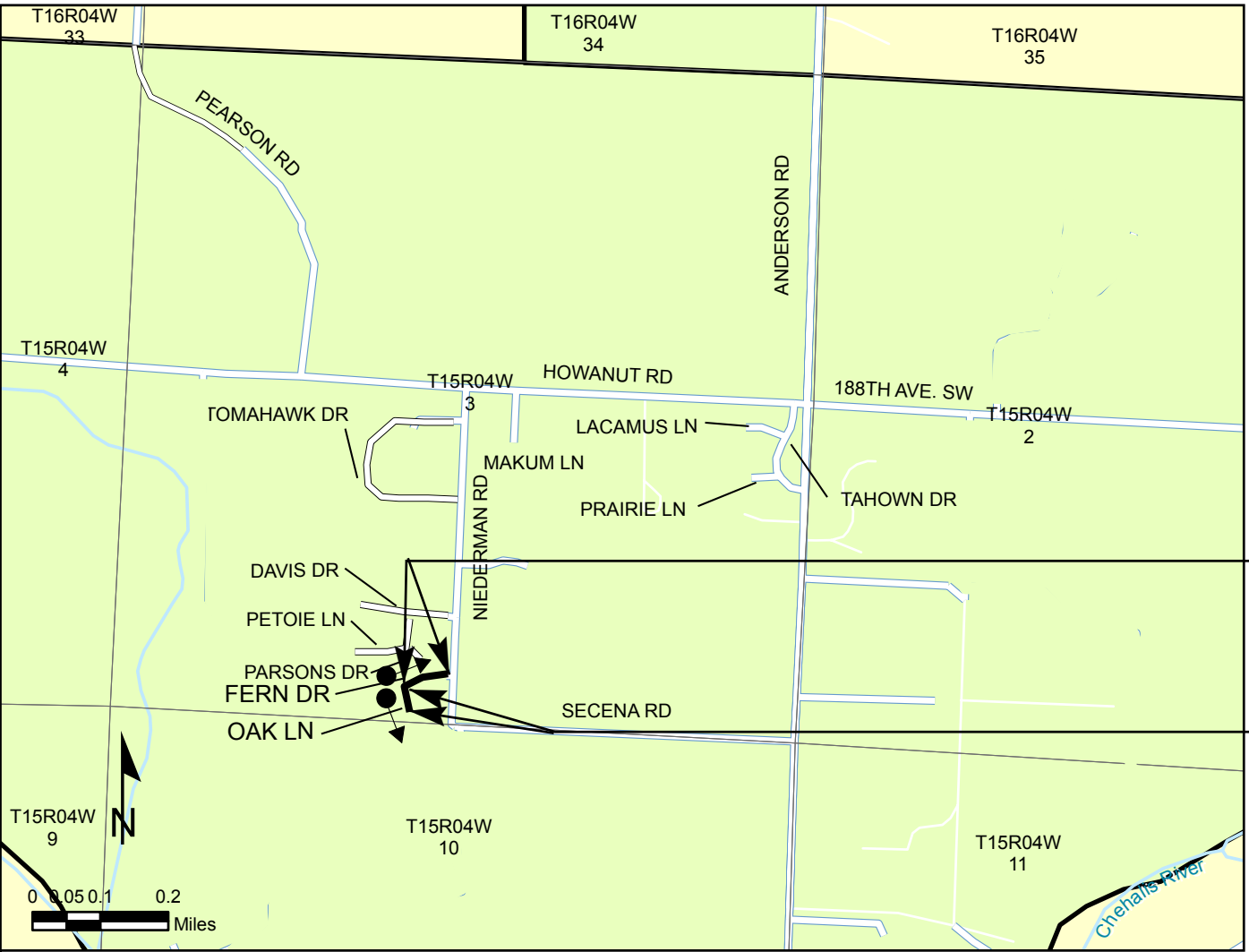
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0005
Fern Dr., Oak Ln.



Chehalis Indian Reservation



005,010Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0005

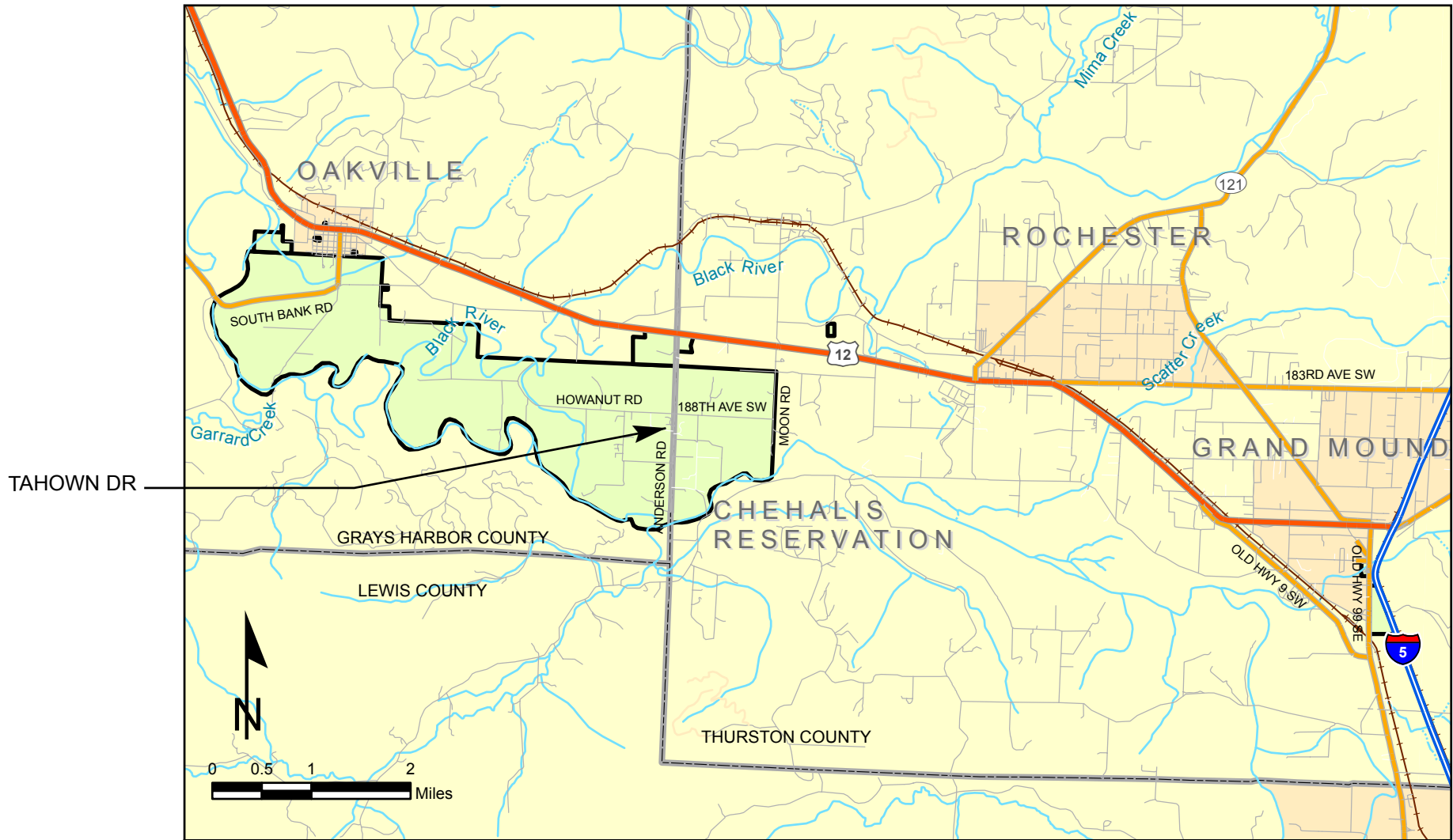
Fern Dr., Oak Ln.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0006
Tahown Dr.



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

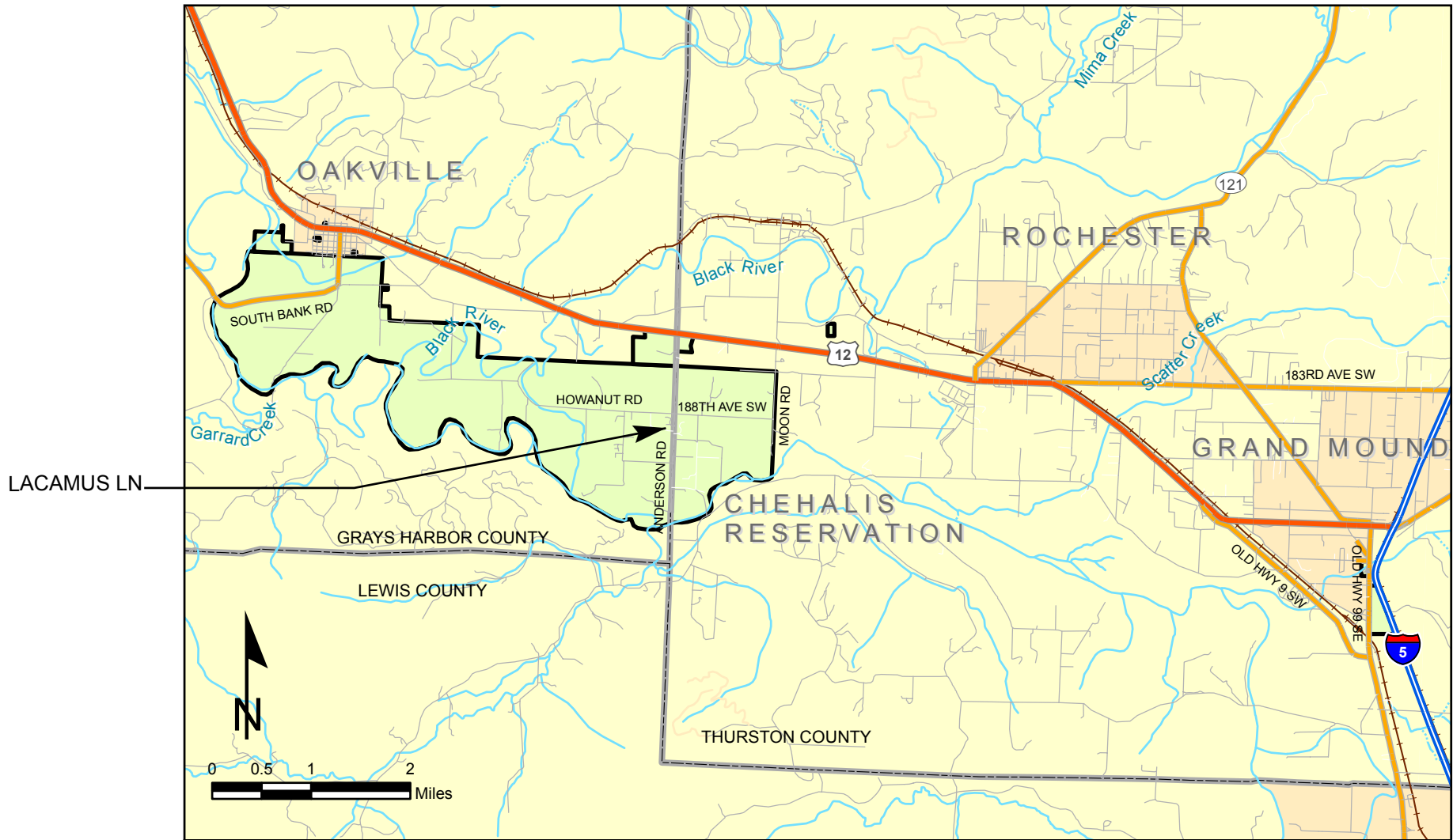
Route: 0006
Tahown Dr.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

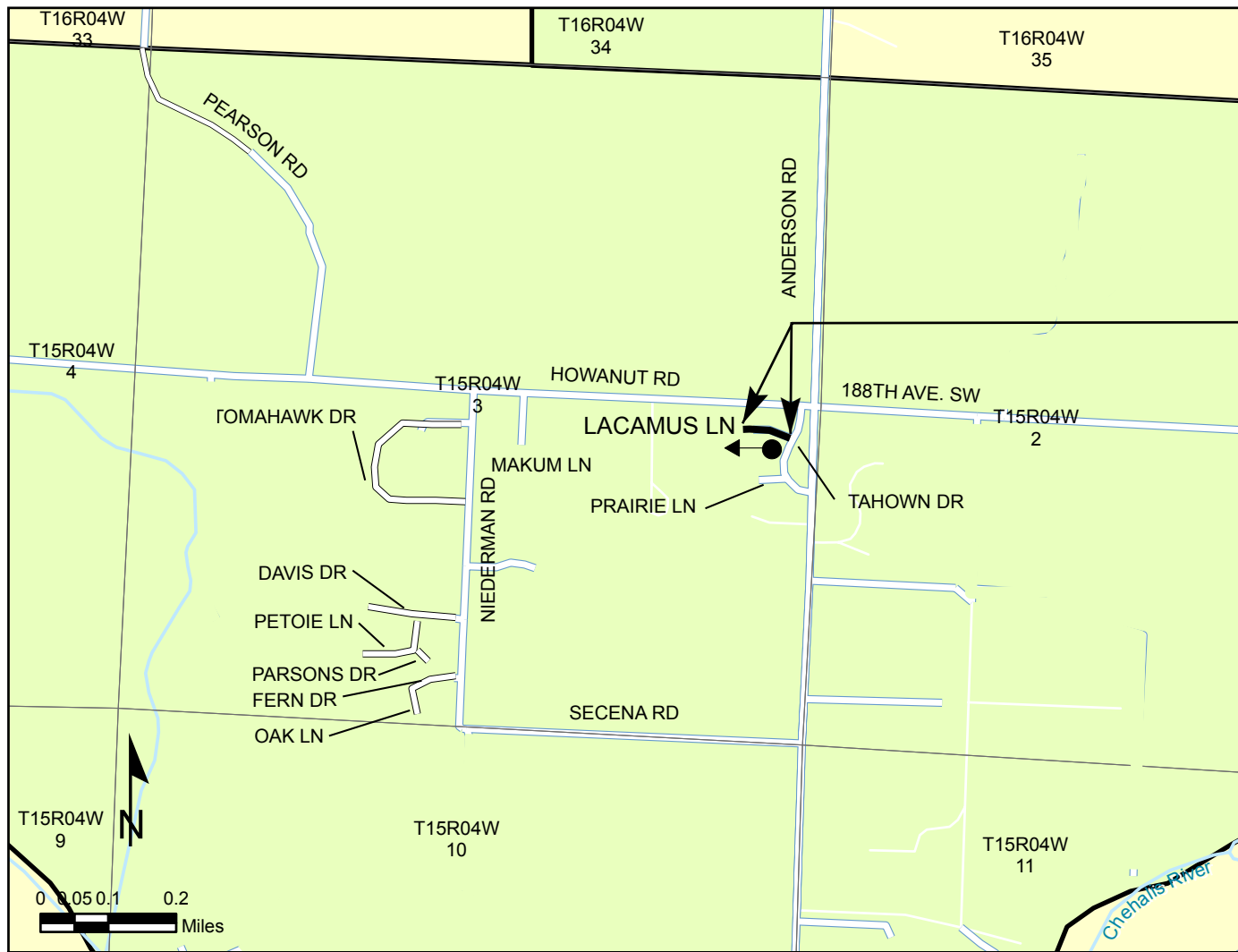
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0007
Lacamus Ln



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

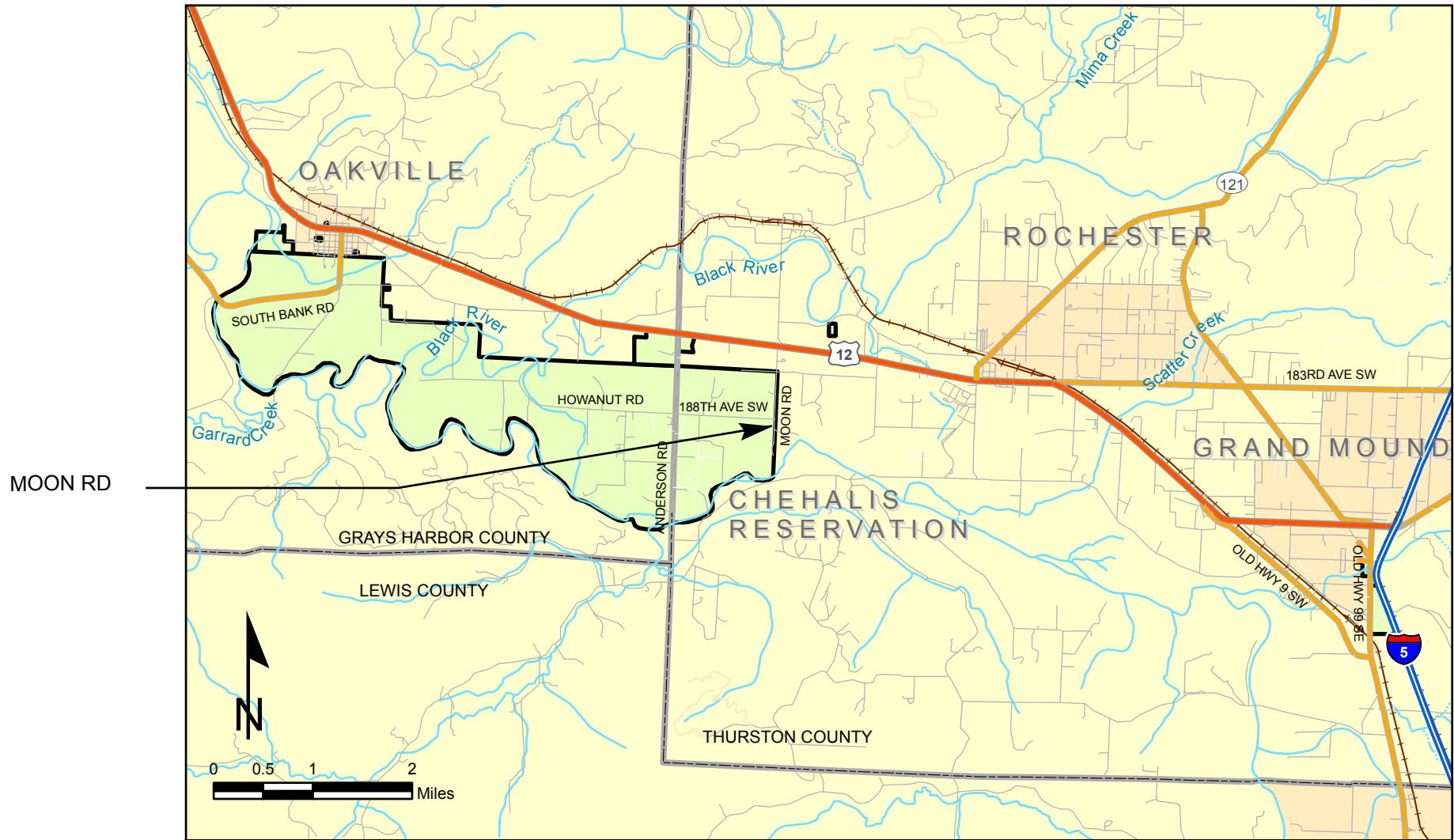
Route: 0007
Lacamus Ln.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

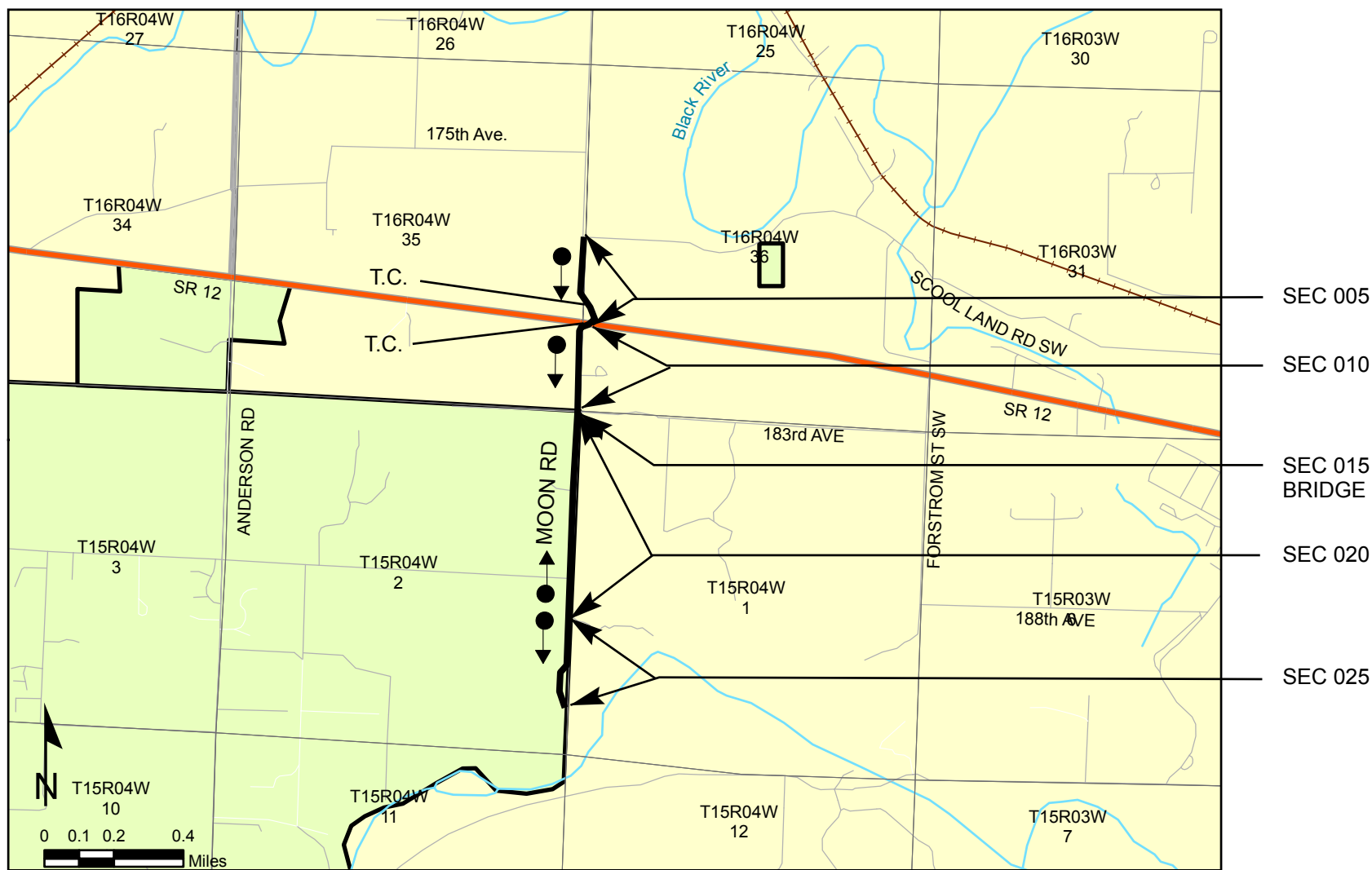
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0008
Moon Rd.



Chehalis Indian Reservation



010 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

--- County Boundary

Route: 0008

Moon Rd.

Township: T15, T16

Range: R03W, R04W

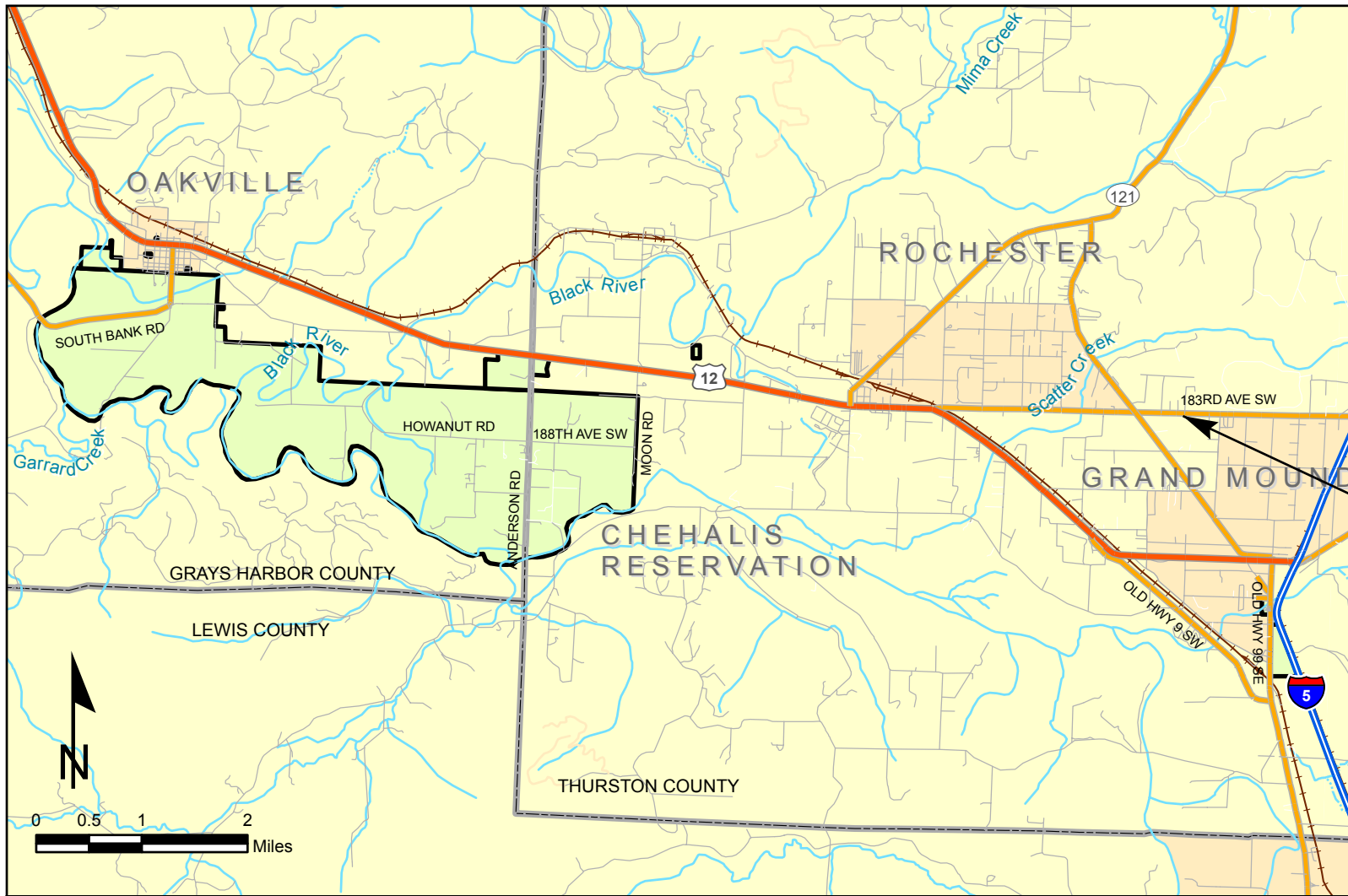
Chehalis

Reservation



Area of Detail

Chehalis Indian Reservation



183rd Ave. SW

Area of Detail

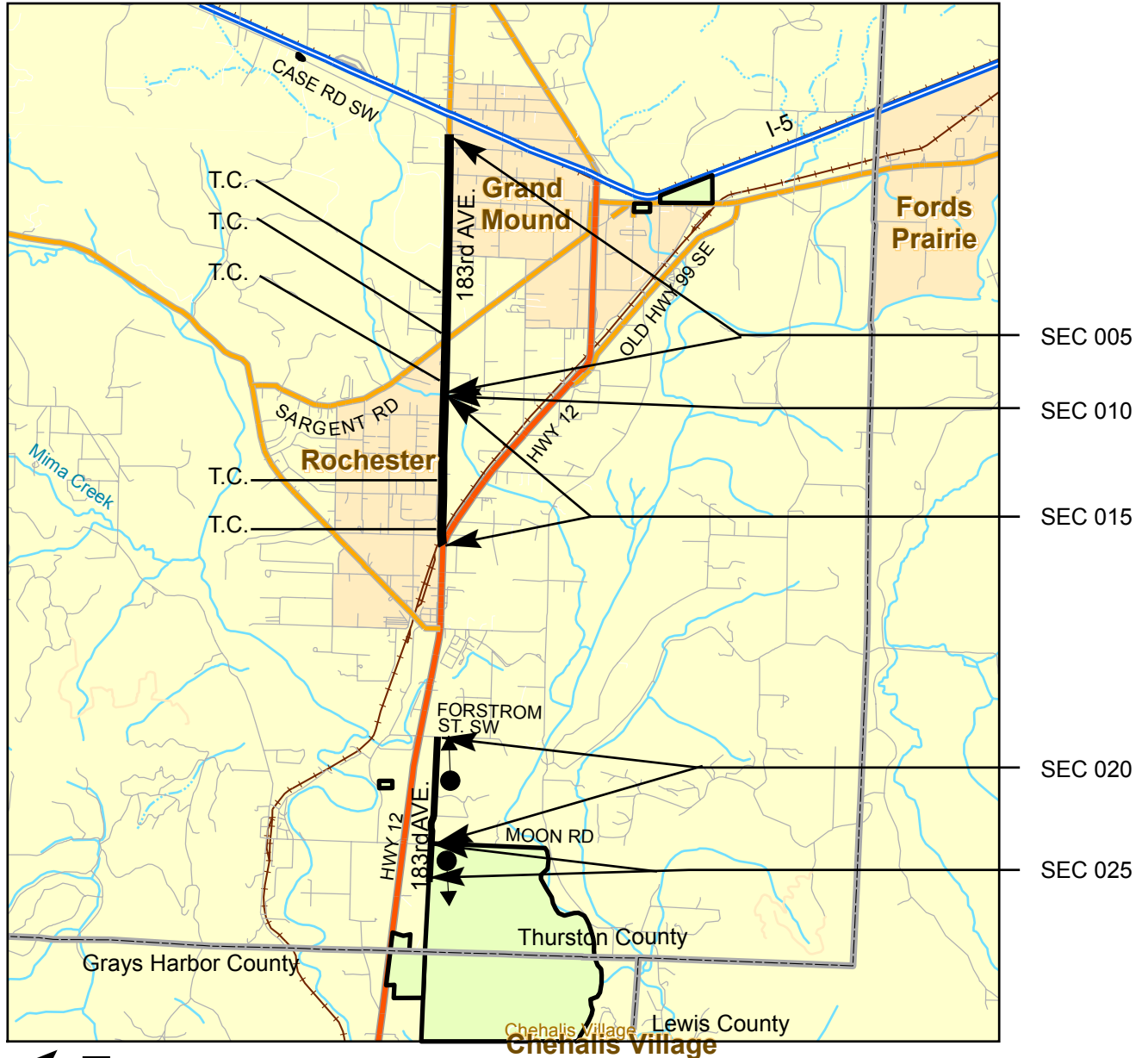
- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0009
183rd Ave. SW



Chehalis Indian Reservation



Route: 0009
183rd Ave. SW

Township: T15, T160 Range: R03W, R04W

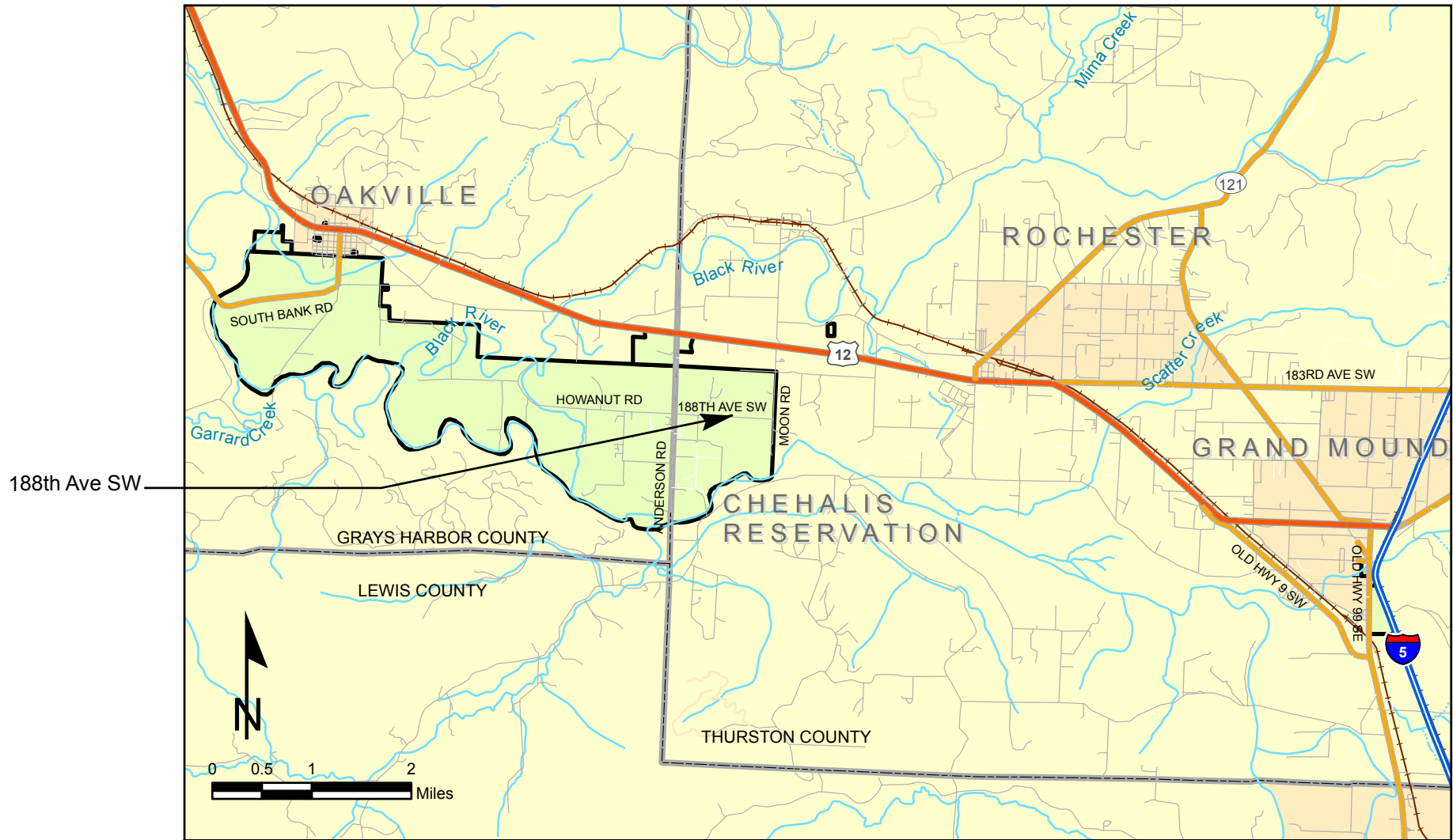
Area of Detail

- 010 Route Section Number
- ◀● Photo Location & Direction
- T.C. Traffic Count Location
- ▭ Reservation Boundary and Trust Land
- County Boundary



Chehalis
Reservation



Chehalis Indian Reservation



Area of Detail

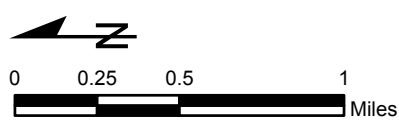
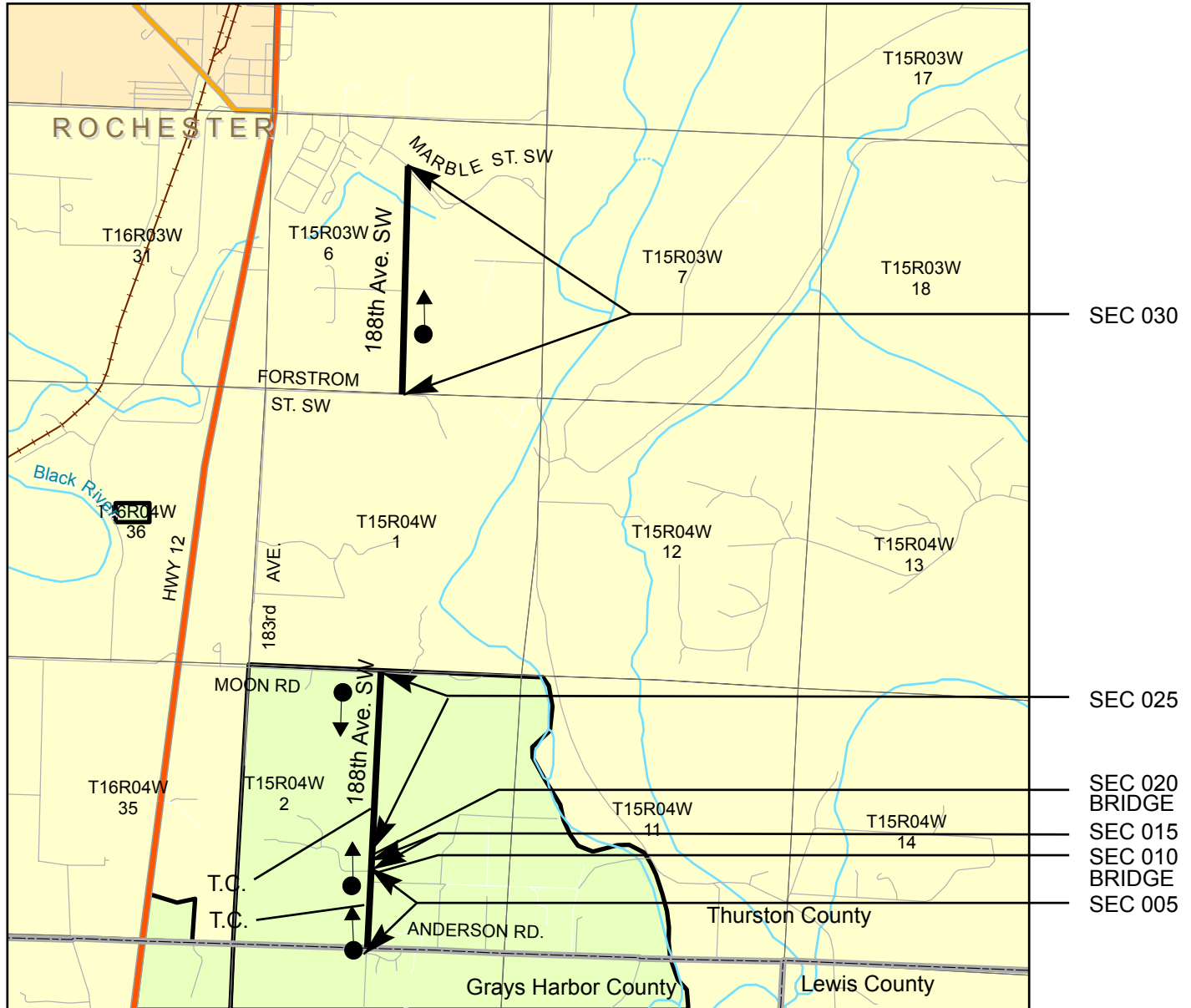
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0010
188th Ave. SW



Chehalis Indian Reservation



Township: T15

Route: 0010
188th Ave. SW

Range: R03W, R04W

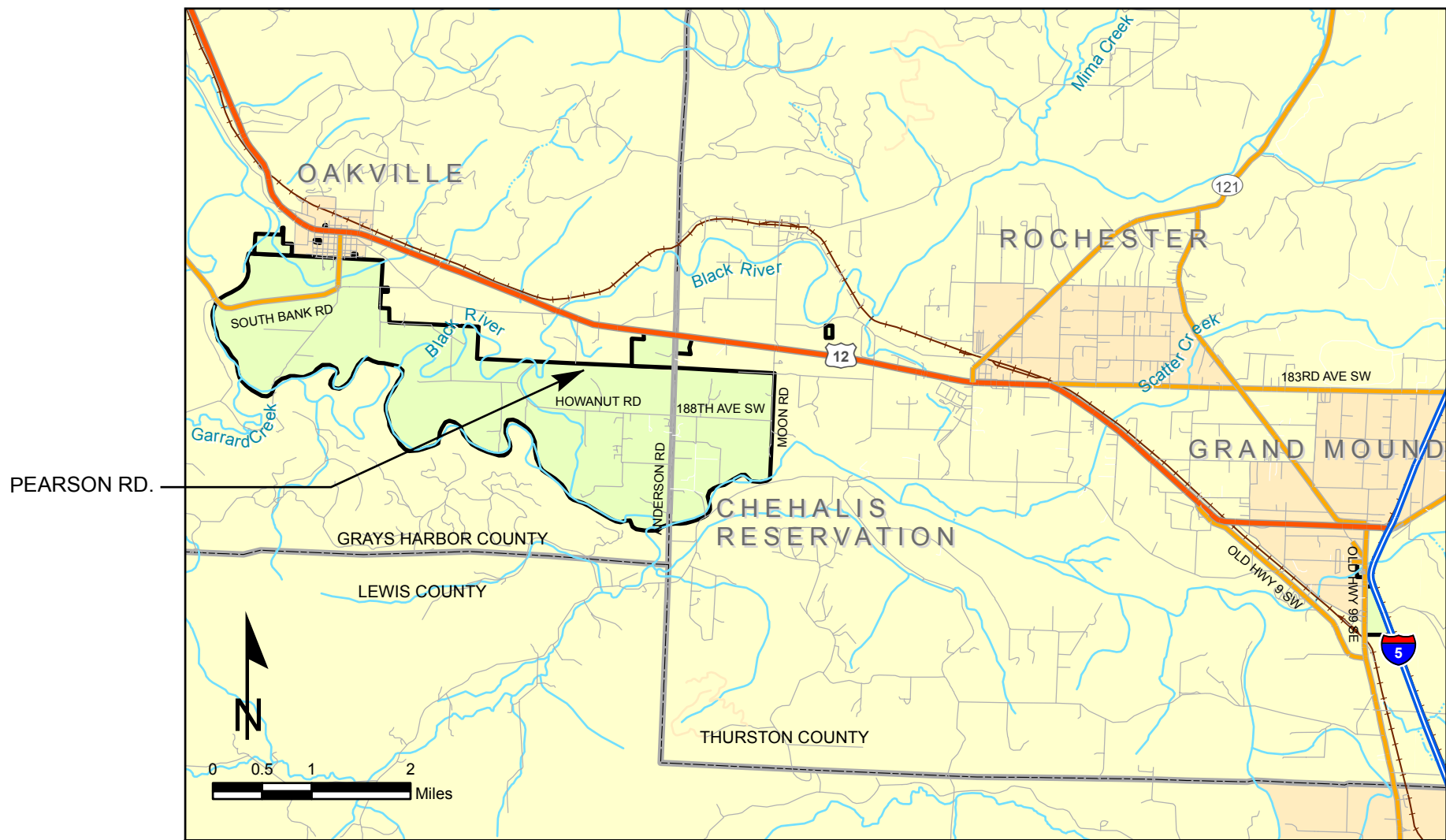
Area of Detail

- 10 Route Section Number
- ←● Photo Location & Direction
- T.C. Traffic Count Location
- Reservation Boundary and Trust Land
- County Boundary

Chehalis
Reservation



Chehalis Indian Reservation



Area of Detail

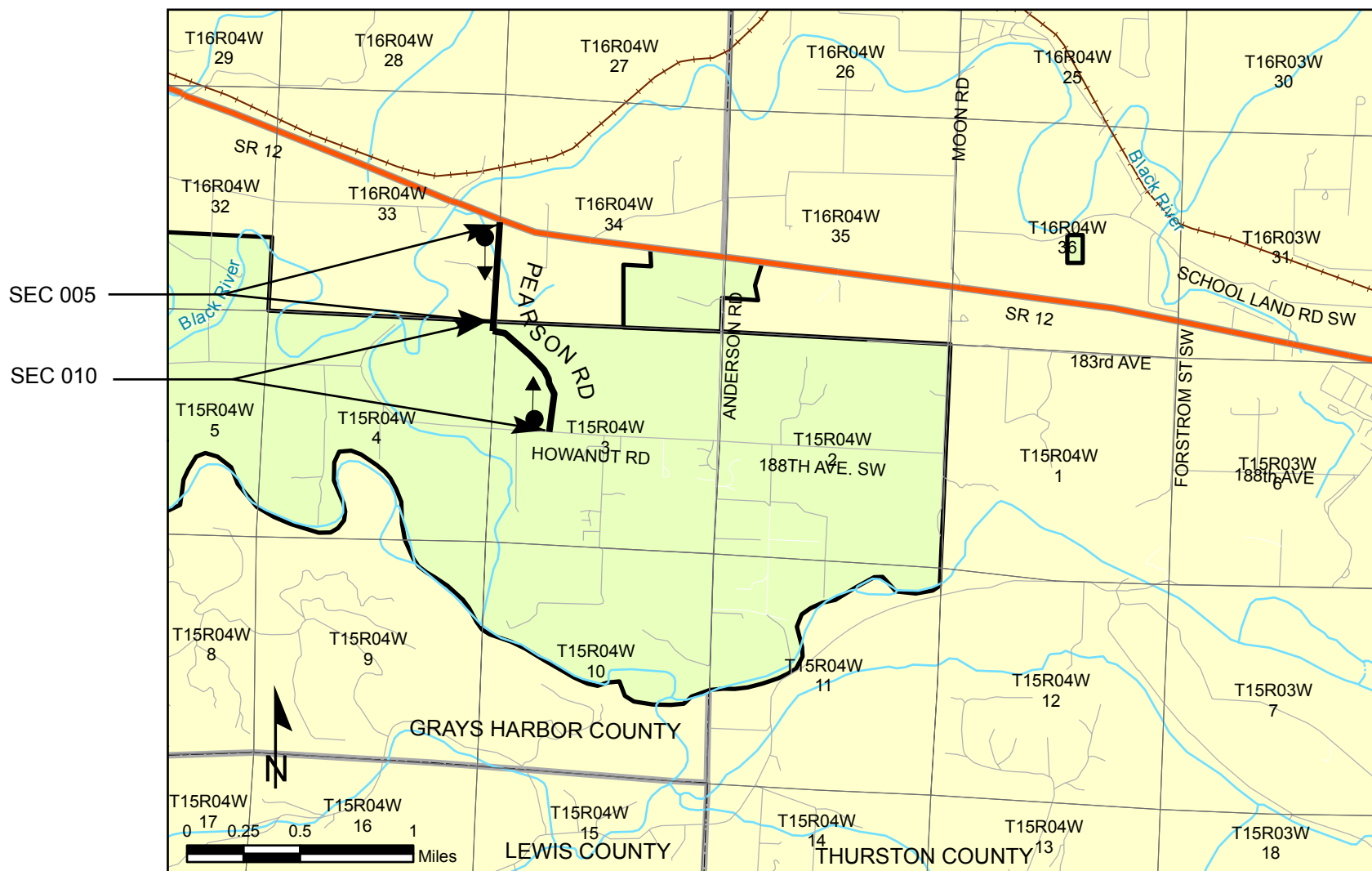
- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0012
Pearson Rd.



Chehalis Indian Reservation



010 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

--- County Boundary

Route: 0012

Pearson Rd.

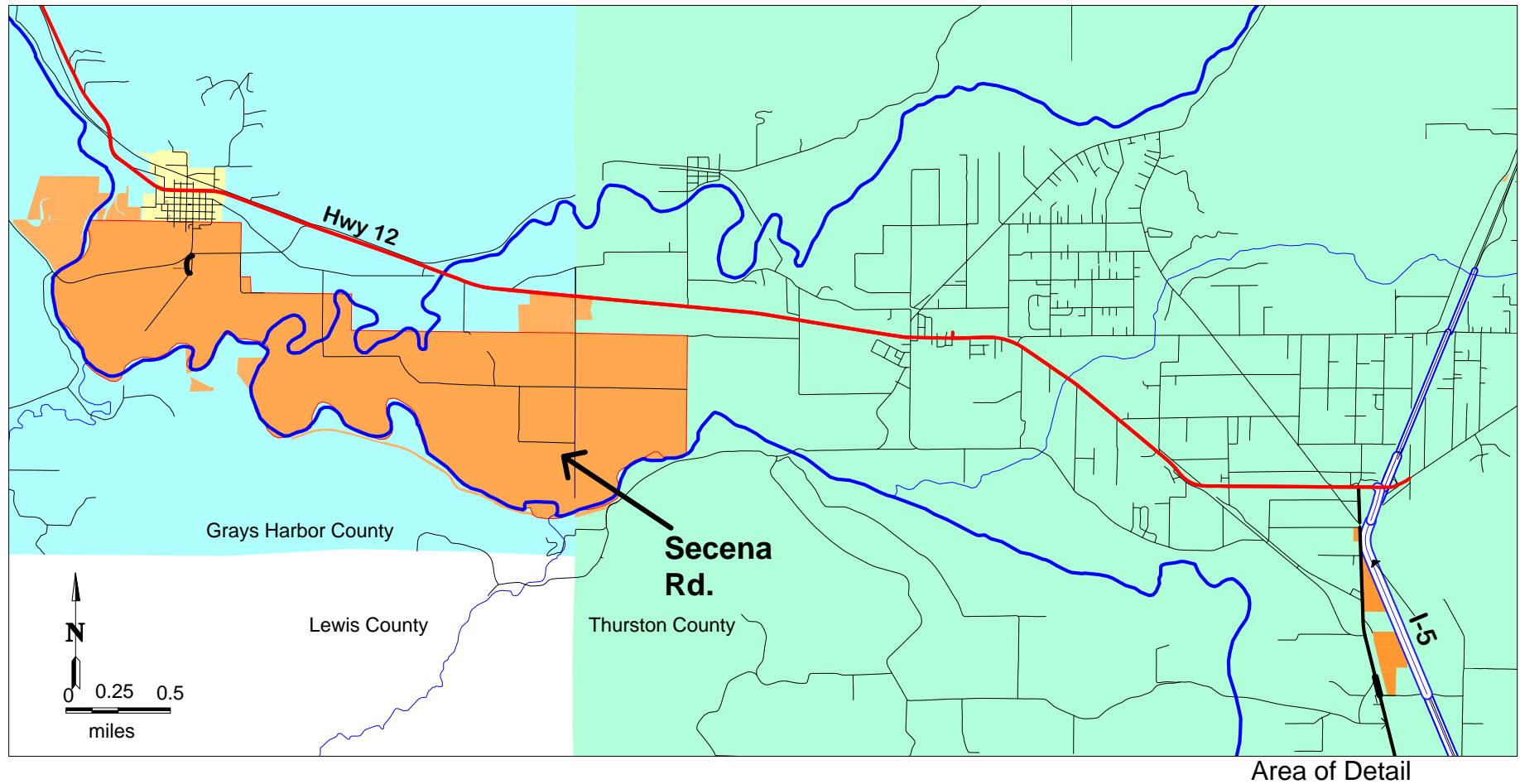
Township: T15, T16


Range: R04W

Area of Detail



Chehalis Indian Reservation

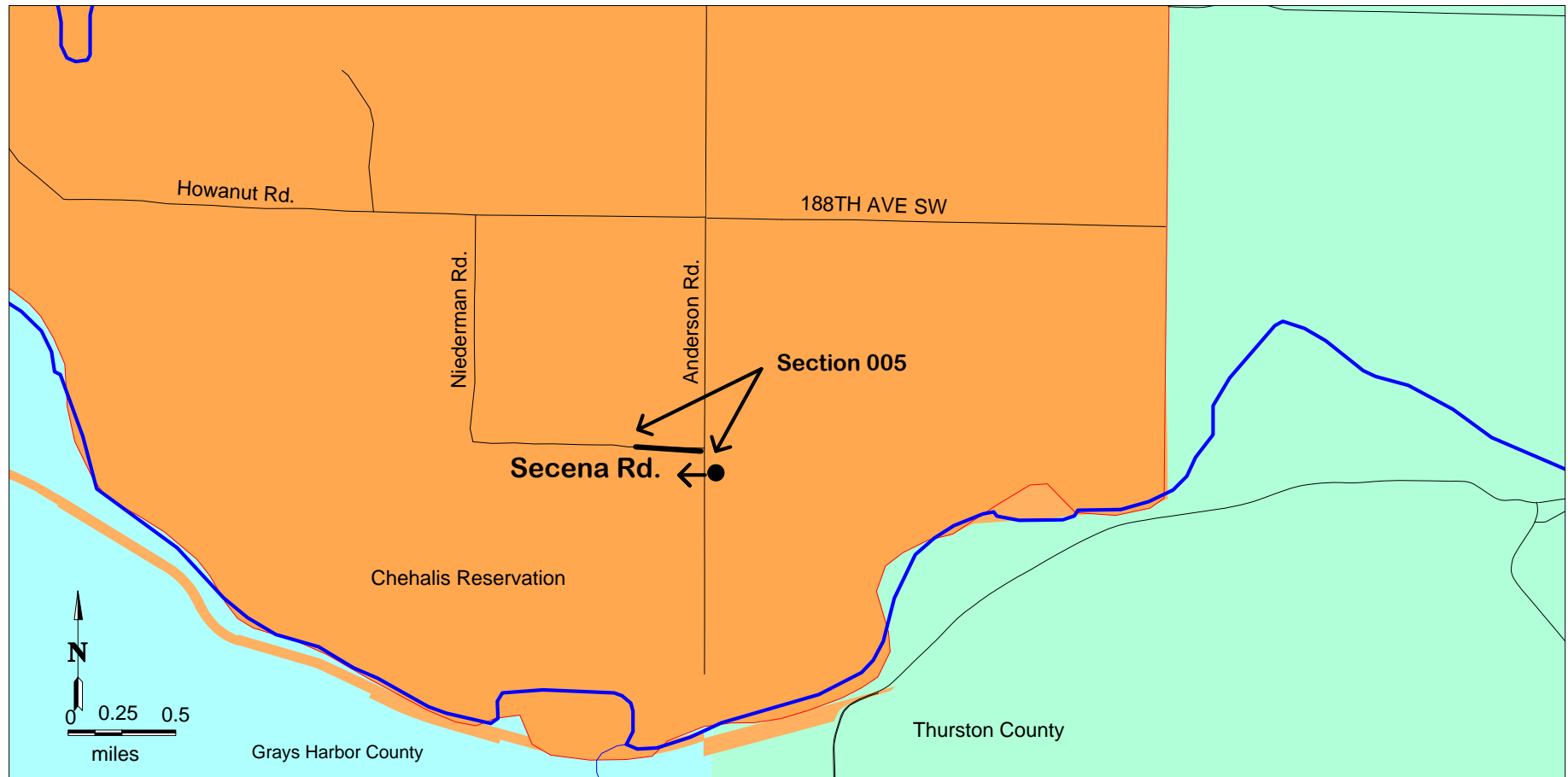


 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

General Route Location

Route: 0013
Secena Rd.


Chehalis Indian Reservation



005 Route Section Number

●→ Photo Location & Direction

T.C. Traffic Count Location

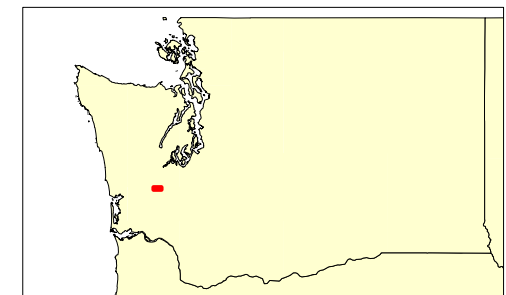
 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

Route 0013

Secena Rd.

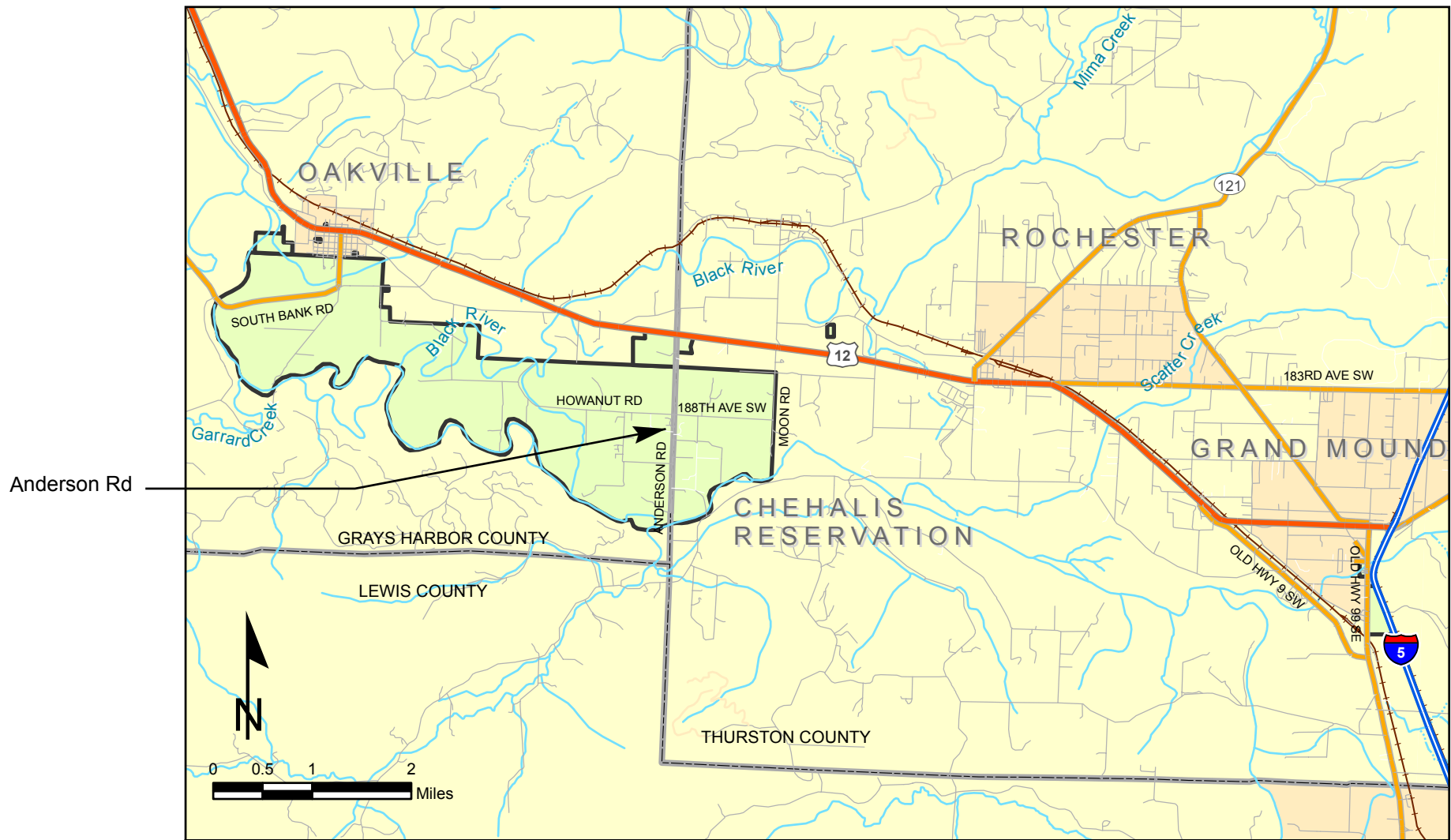
Township: T15 Range: R04W

Area of Detail





State of Washington

Chehalis Indian Reservation



Area of Detail

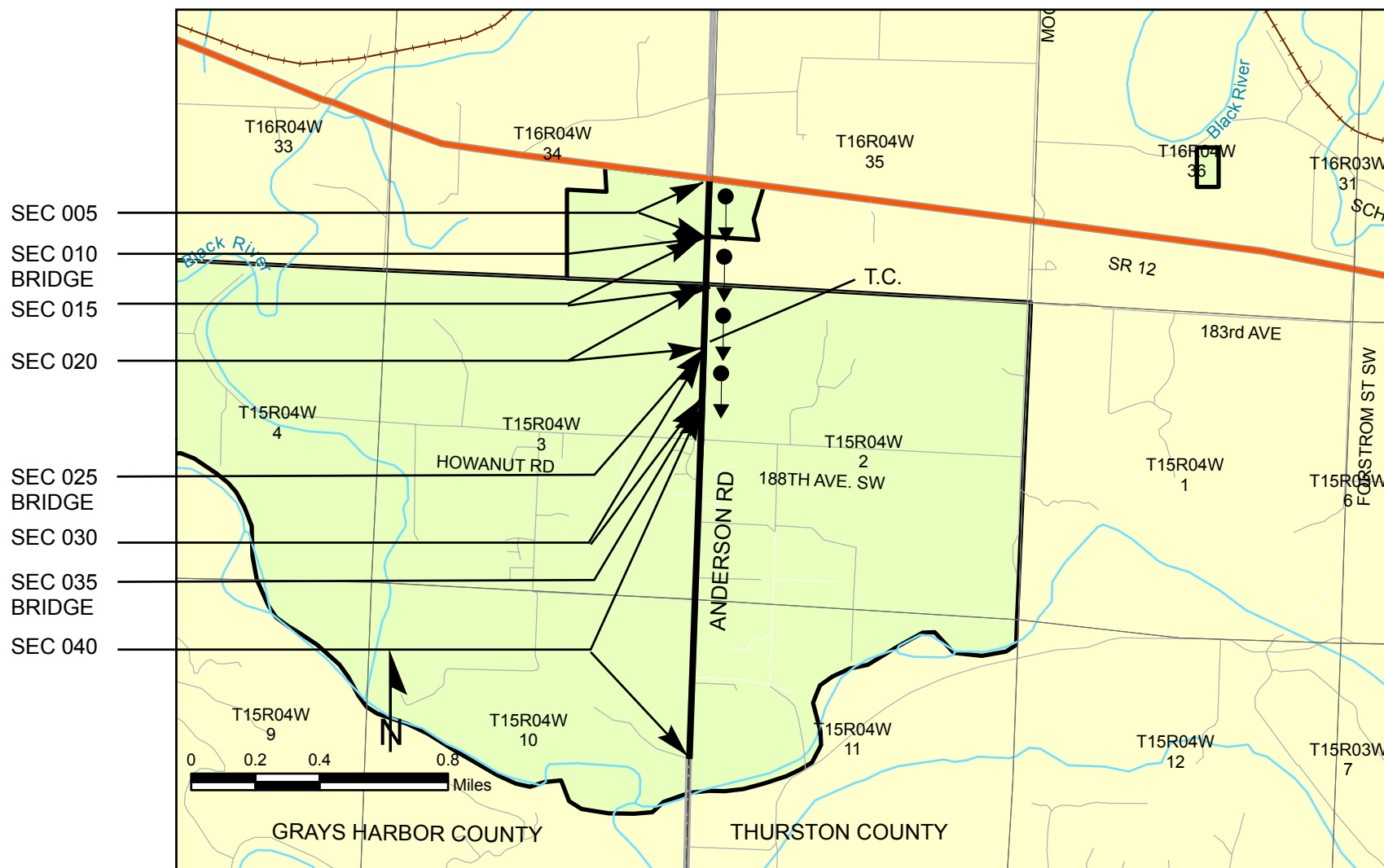
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0014
Anderson Rd.



Chehalis Indian Reservation



010 Route Section Number

◄● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

--- County Boundary

Route: 0014
Anderson Rd.

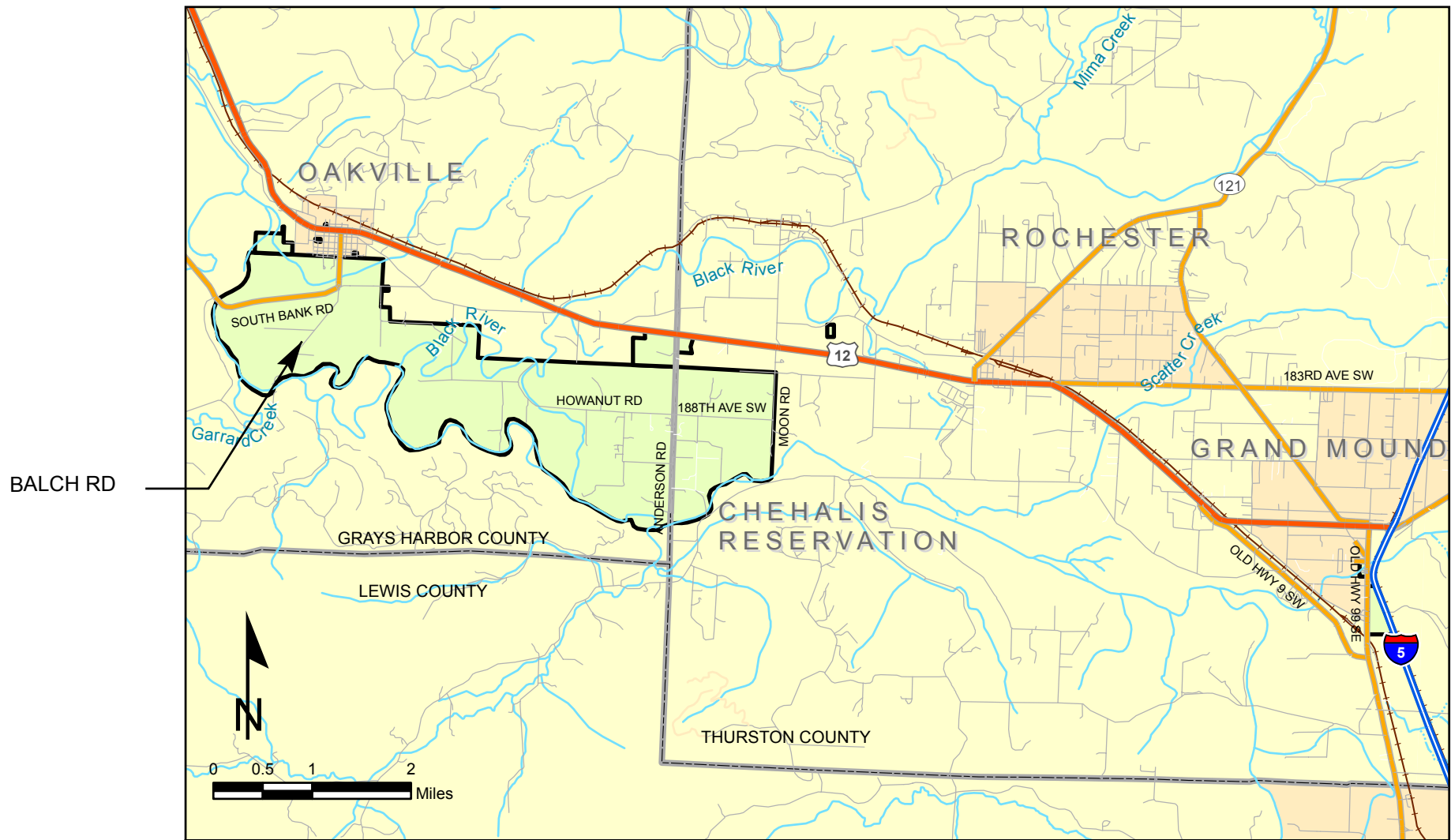
Township: T15, T16

Range: R04W



Area of Detail



Chehalis Indian Reservation



Area of Detail

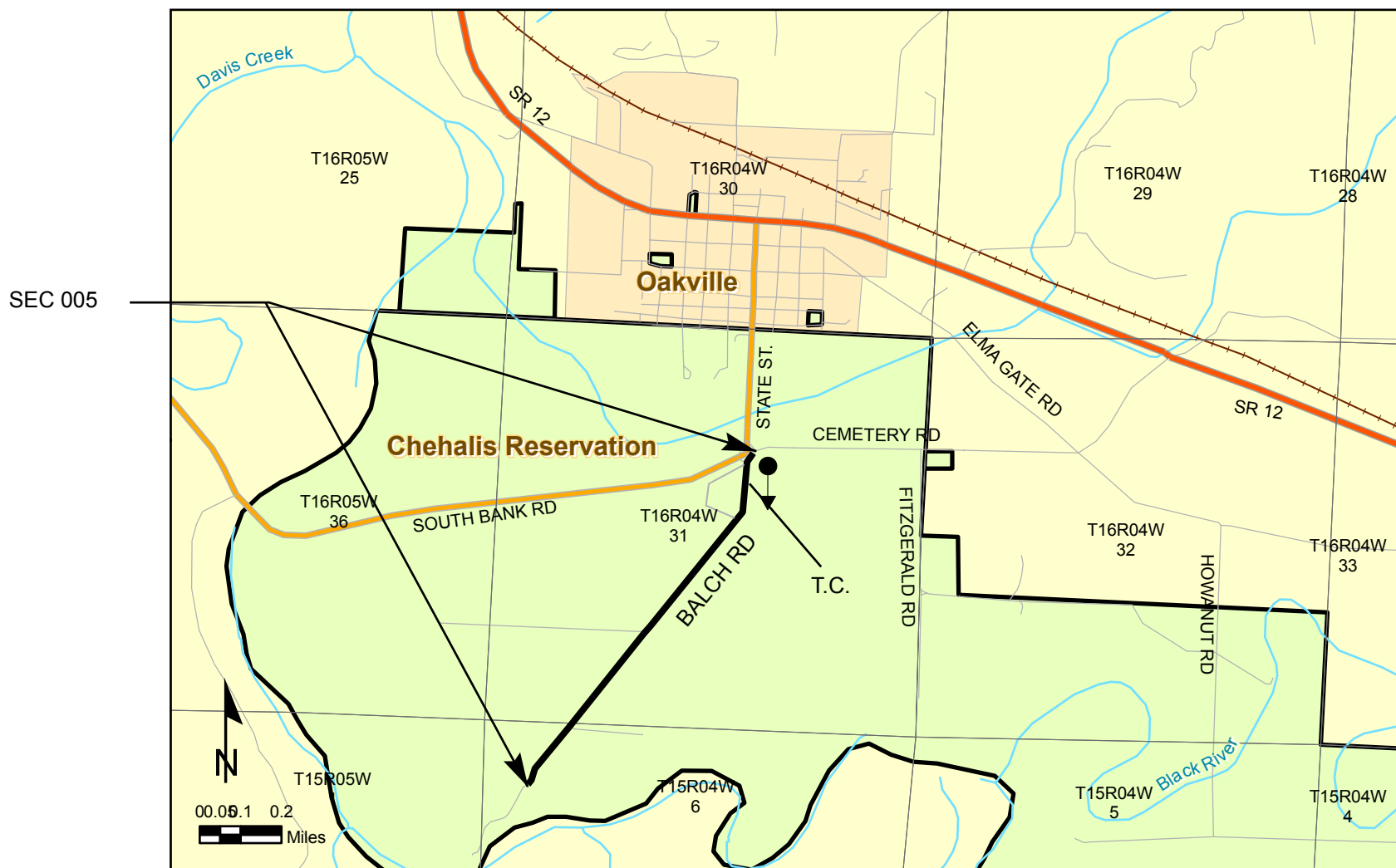
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0015
Balch Rd.



Chehalis Indian Reservation



005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0015

Balch Rd.

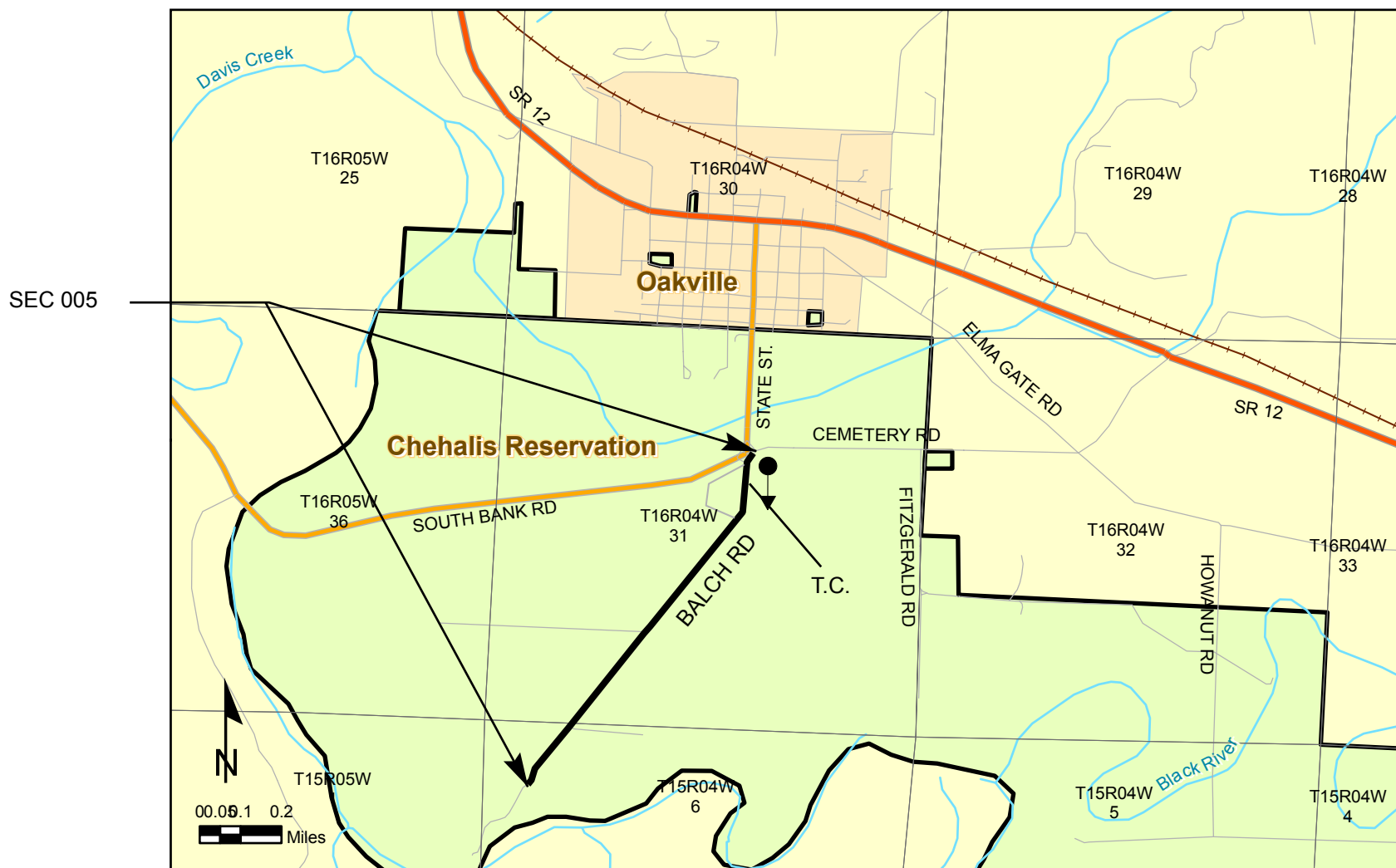
Township: T15, T16

Range: R04W

Area of Detail



Chehalis Indian Reservation



005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0015

Balch Rd.

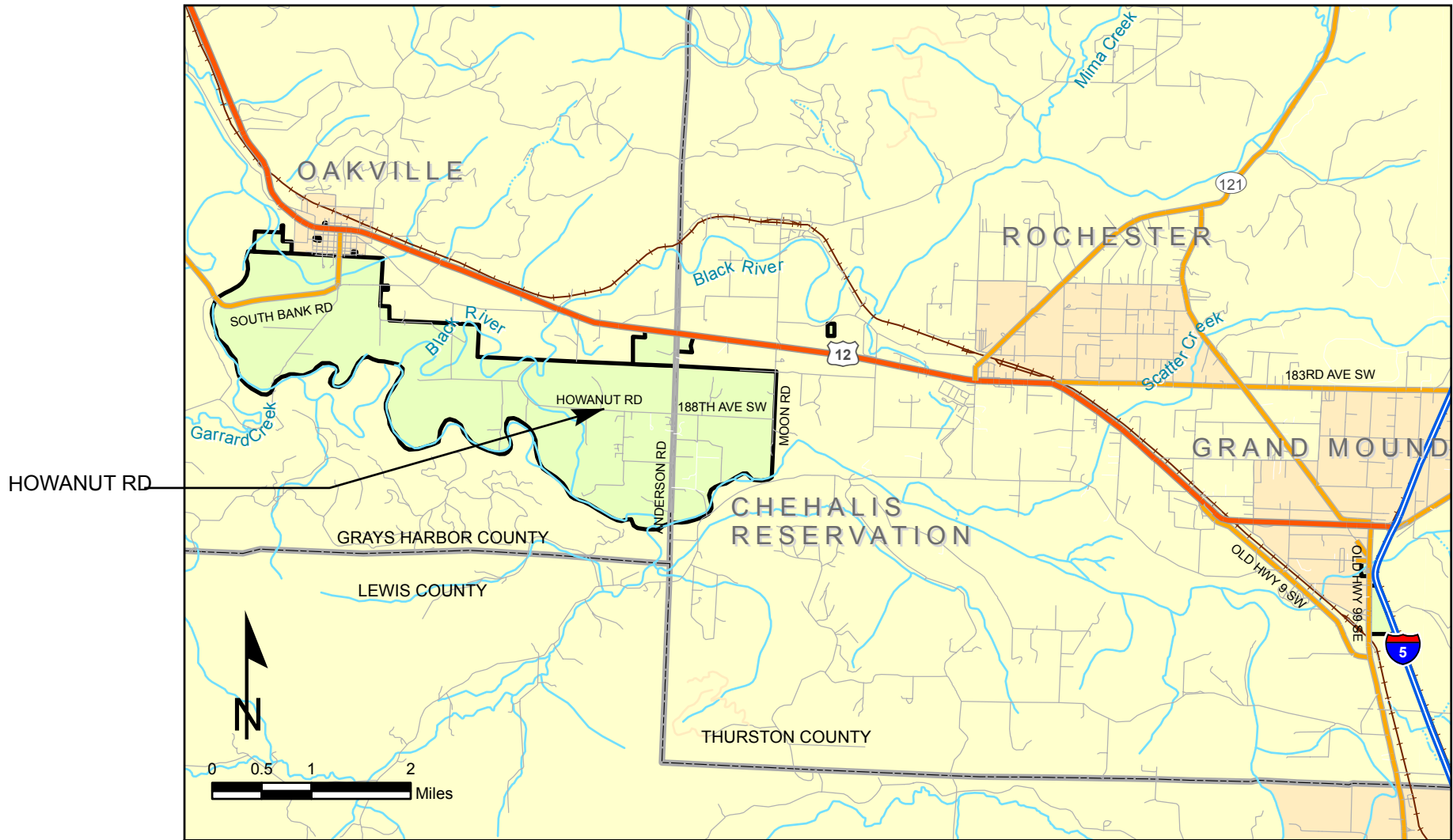
Township: T15, T16

Range: R04W



Area of Detail



Chehalis Indian Reservation



Area of Detail

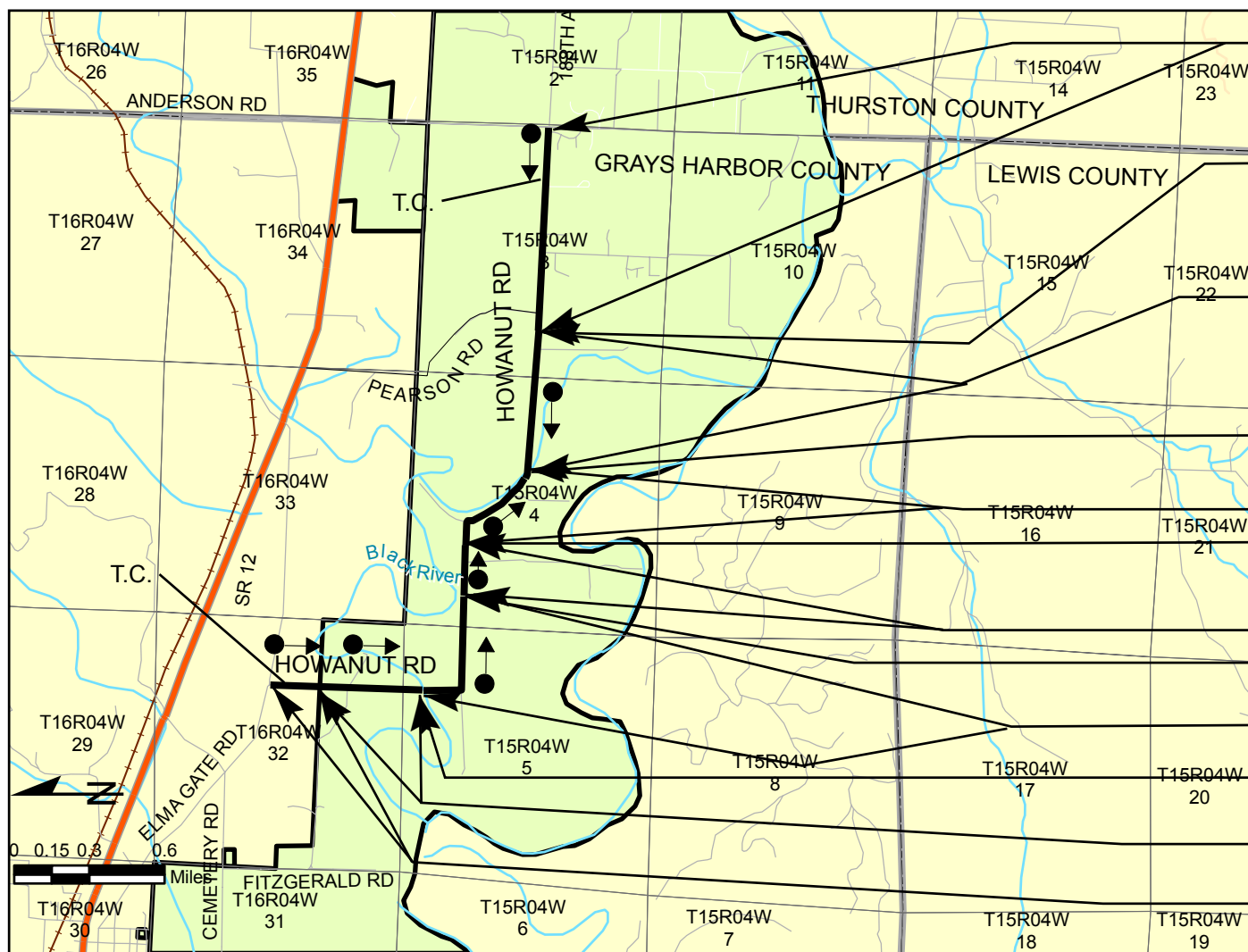
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0016
Howanut Rd



Chehalis Indian Reservation



SEC 005

SEC 010
BRIDGE

SEC 015

SEC 020
BRIDGE

SEC 025

SEC 030
BRIDGE

SEC 035

SEC 040
BRIDGE

SEC 045

SEC 050
BRIDGE

SEC 055

SEC 060

010 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0016

Howanut Rd.

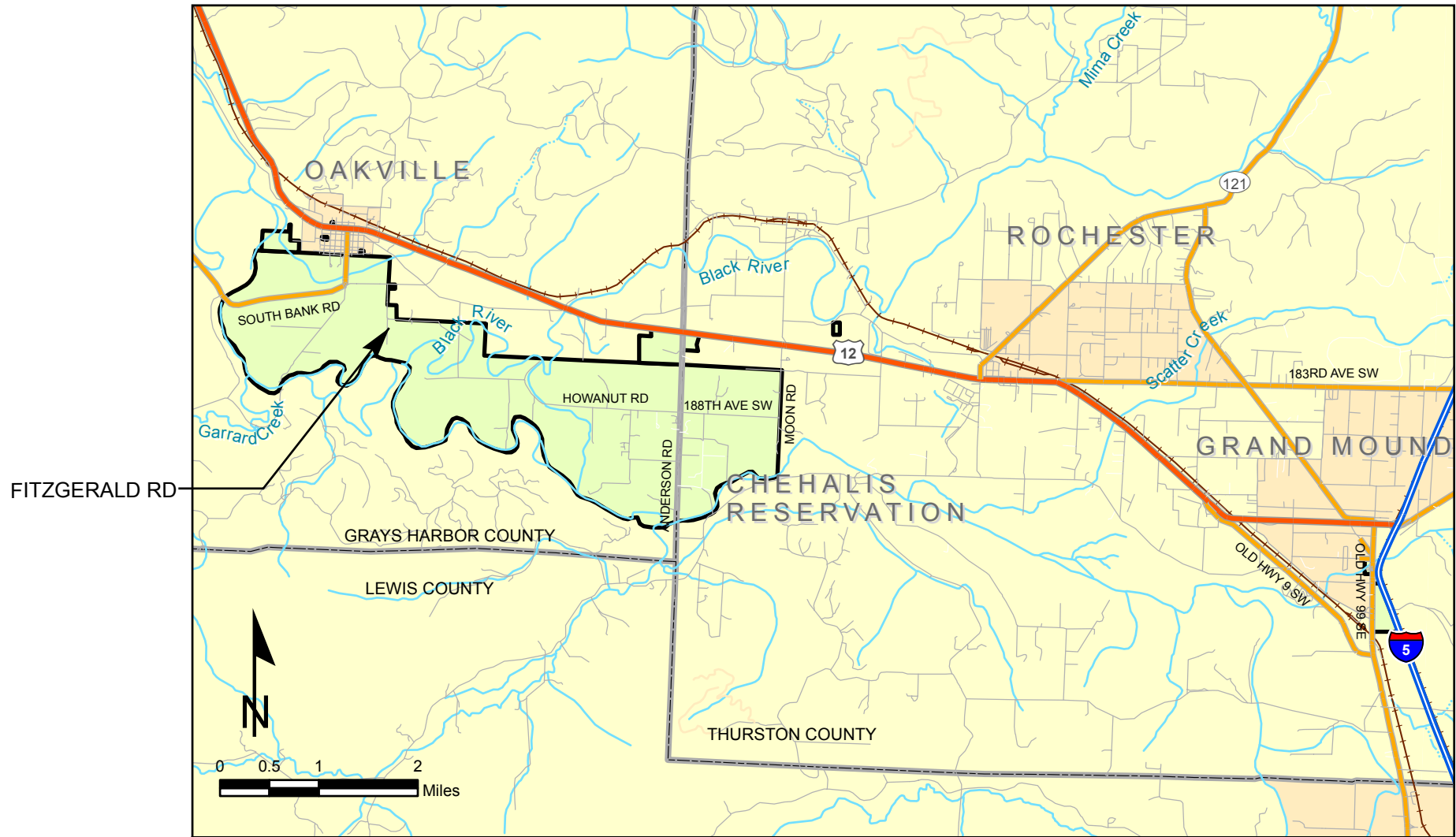
Township: T15, T16

Range: R04W



Area of Detail



Chehalis Indian Reservation



Area of Detail

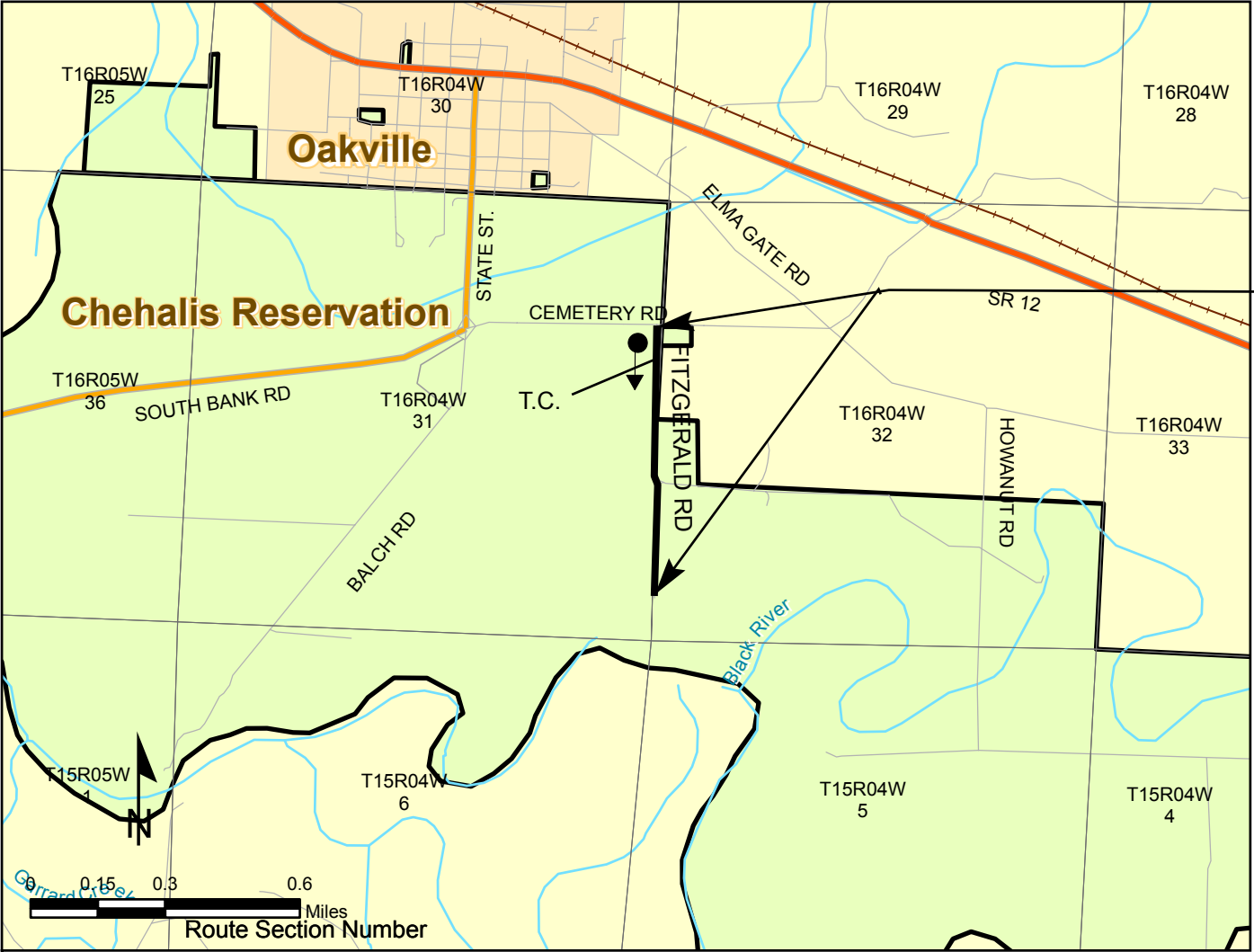
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0017
Fitzgerald Rd.



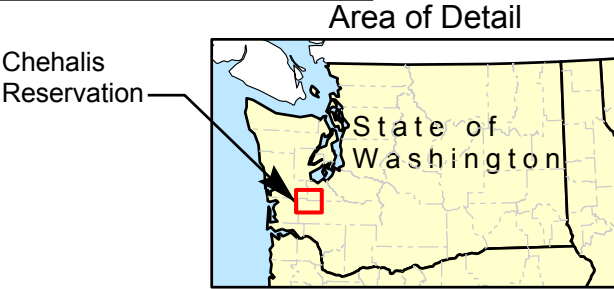
Chehalis Indian Reservation



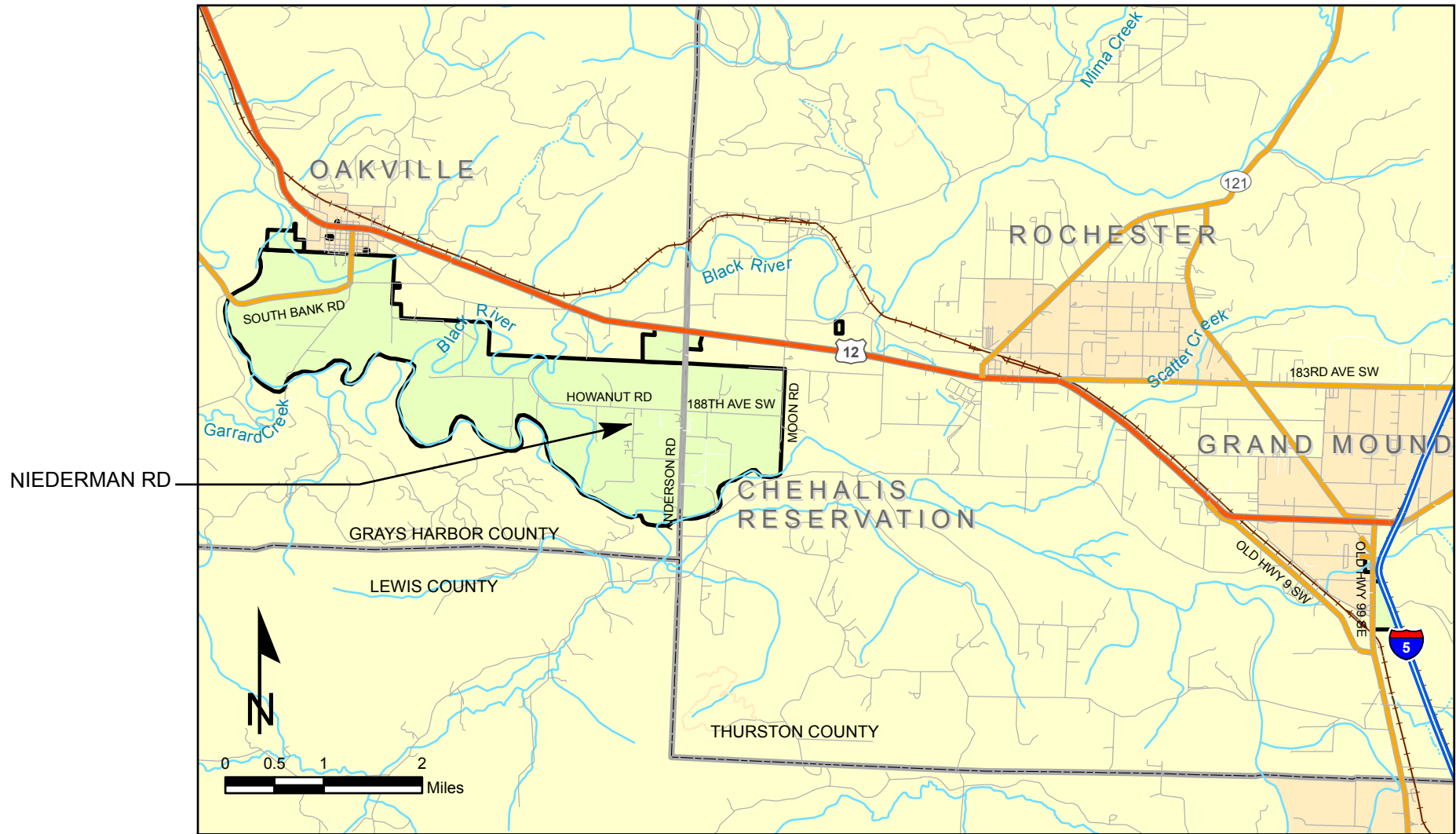
SEC 005

- 005 Route Section Number
- ←● Photo Location & Direction
- T.C. Traffic Count Location
- Chehalis Reservation and Trust Land
- County Boundary



Route: 0017
Fitzgerald Rd
Township: T16 Range: R04W



Chehalis Indian Reservation



Area of Detail

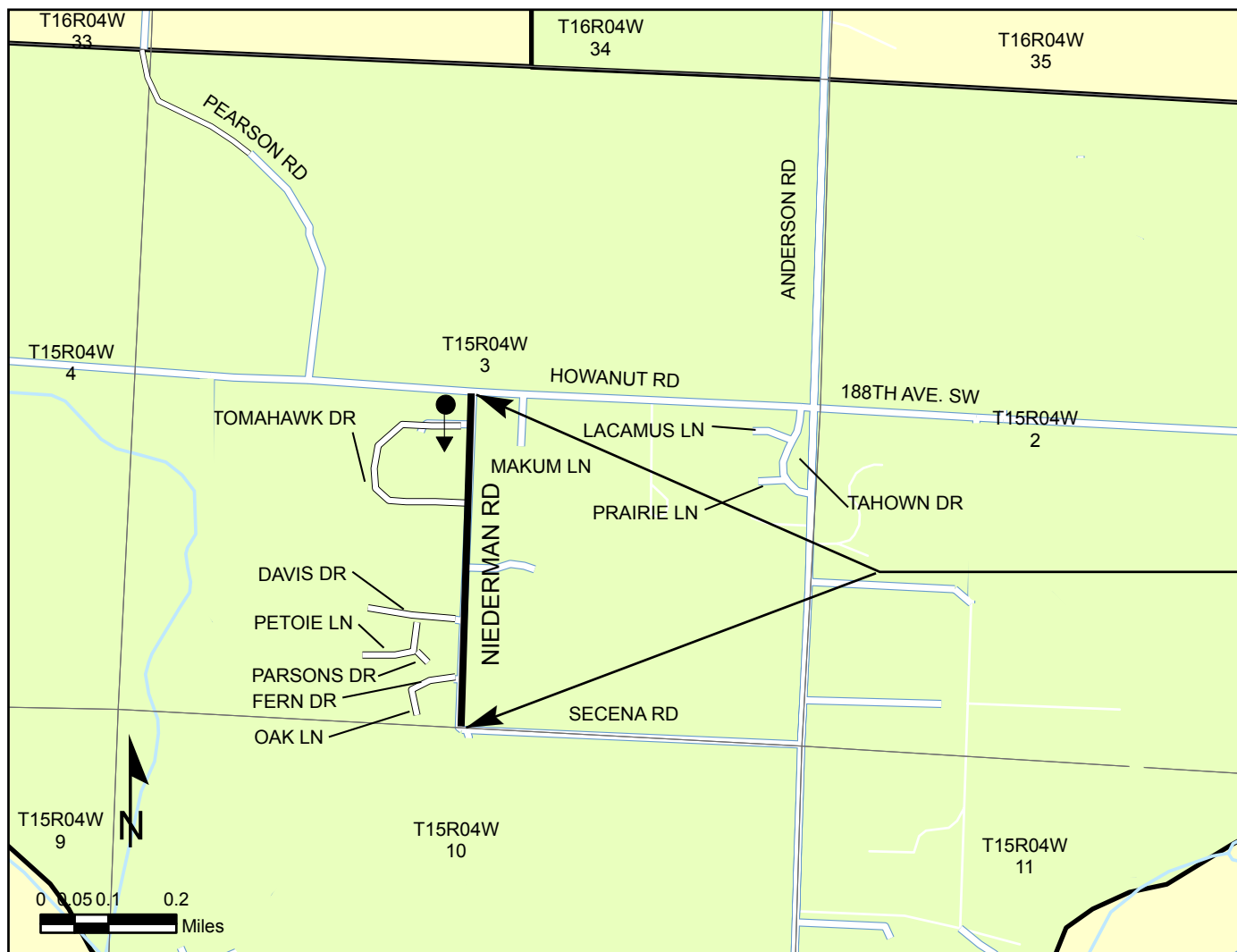
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0018
Niederman Rd.



Chehalis Indian Reservation



005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

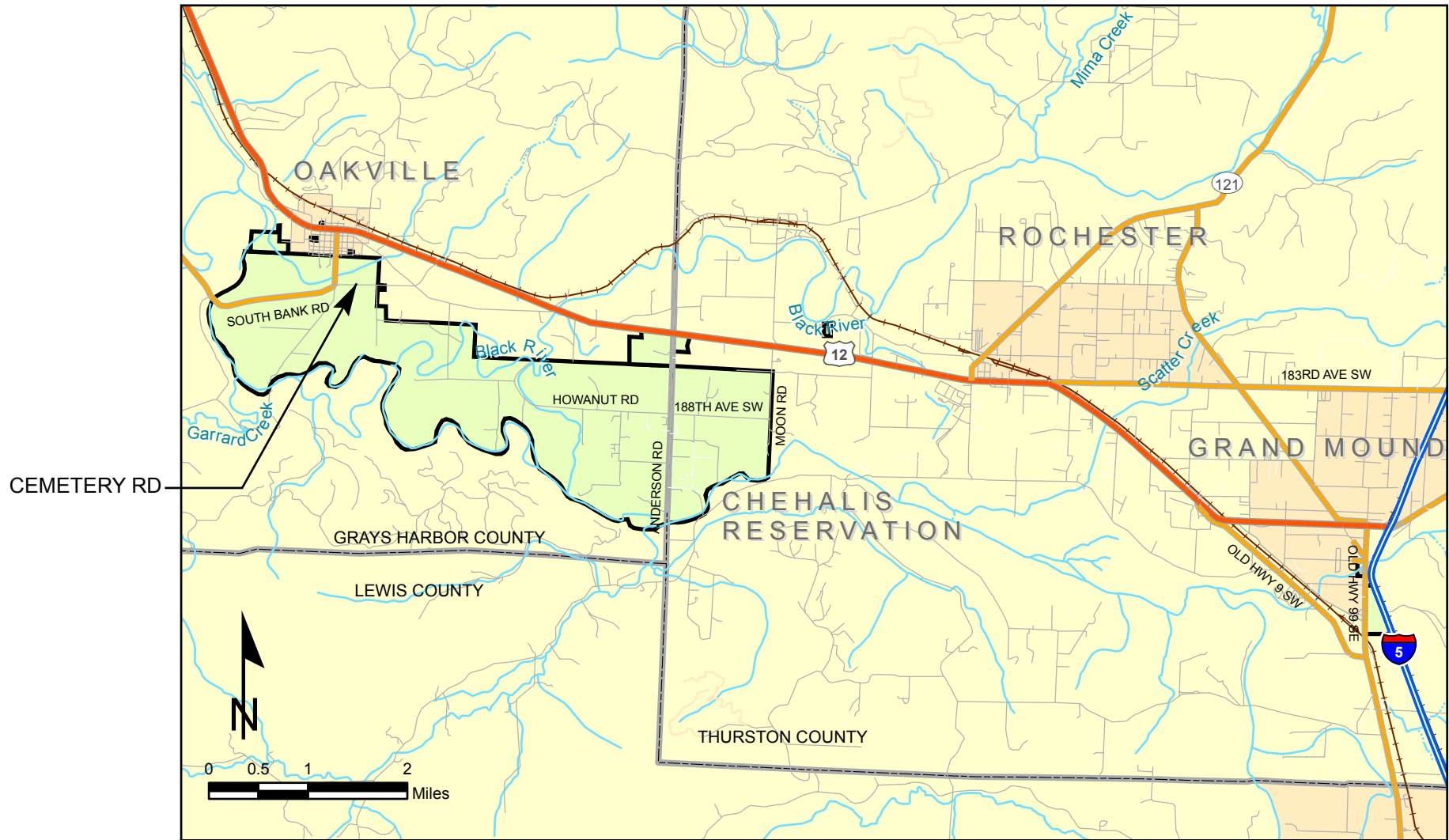
Route: 0018
Niederman Rd.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

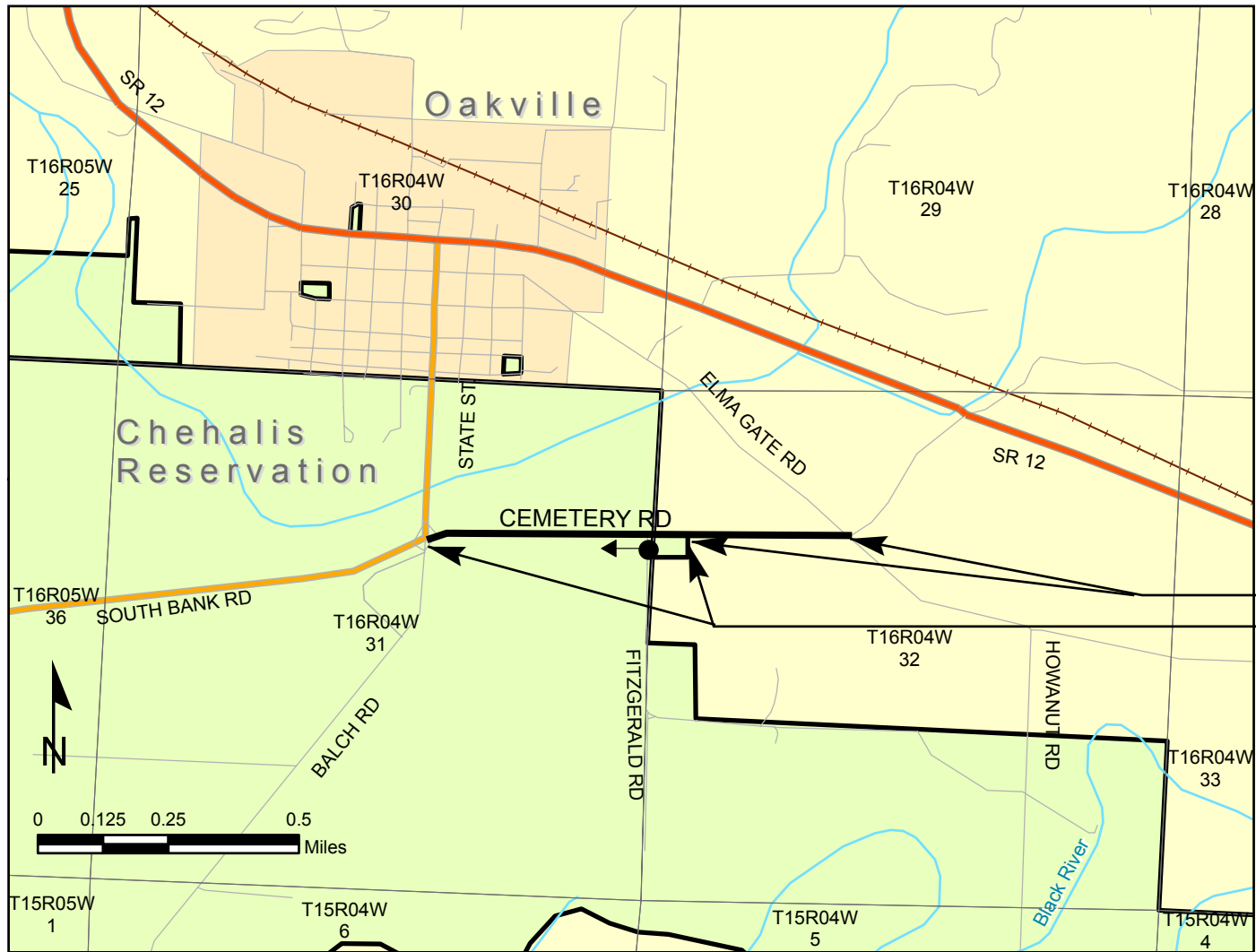
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

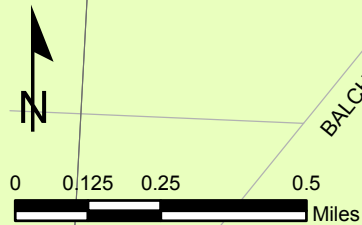
Route: 0019
Cemetery Rd.



Chehalis Indian Reservation



SEC 005
SEC 010



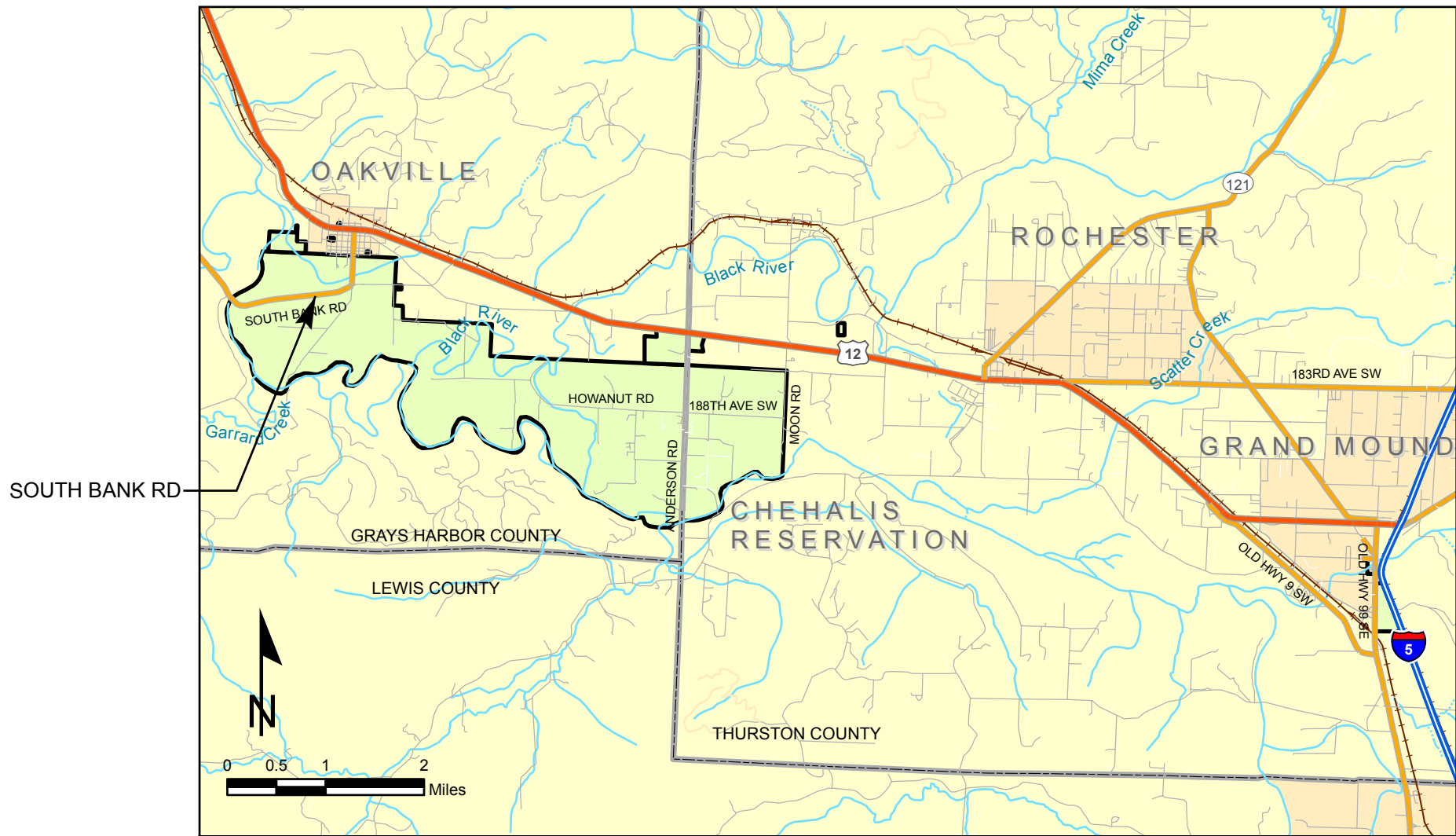
- 010 Route Section Number
- ◀● Photo Location & Direction
- T.C. Traffic Count Location
- Chehalis Reservation and Trust Land
- County Boundary

Route: 0019
Cemetery Rd.
Township: T16 Range: R04W



Area of Detail



Chehalis Indian Reservation



Area of Detail

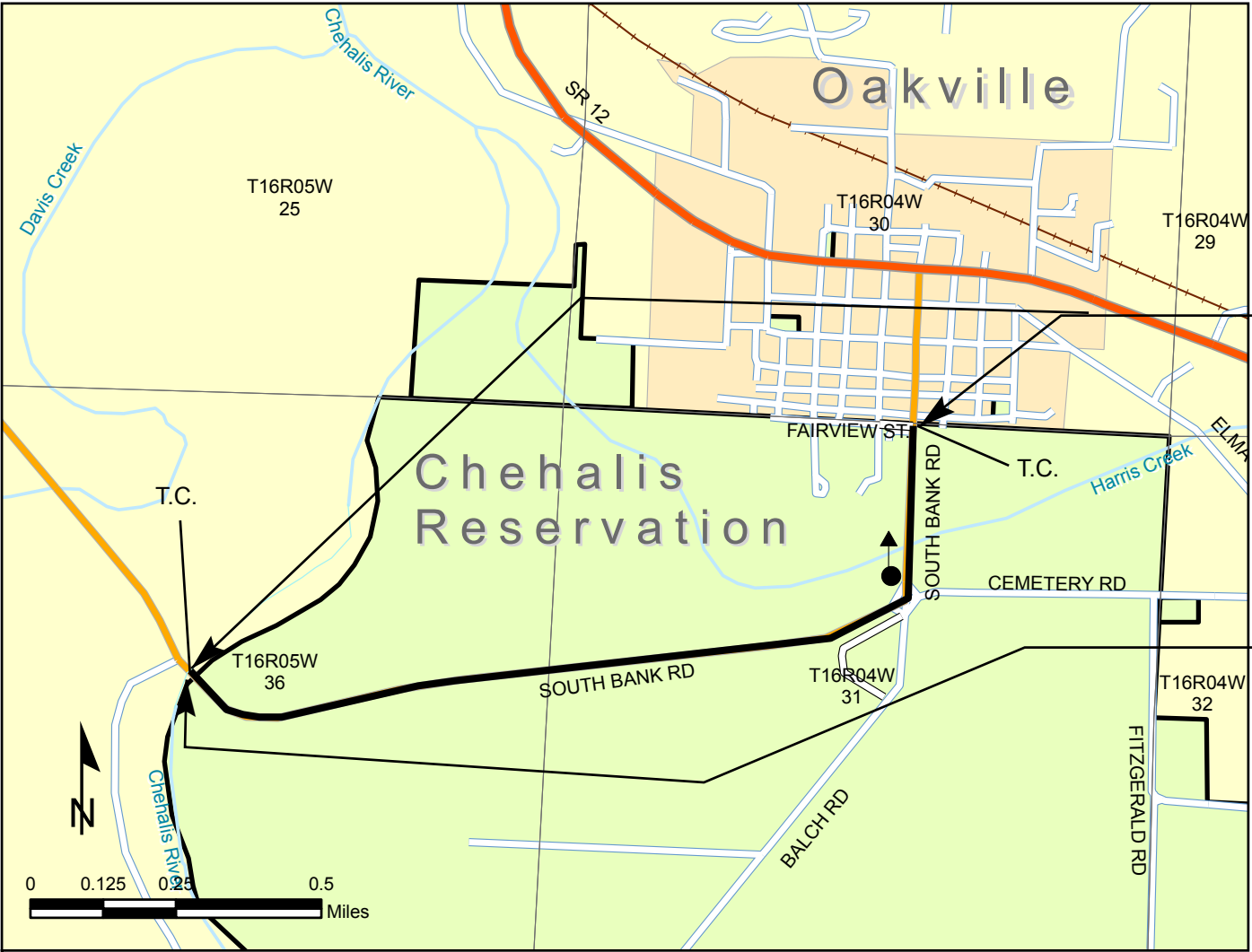
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0020
South Bank Rd.



Chehalis Indian Reservation



SEC 005

SEC 010
BRIDGE

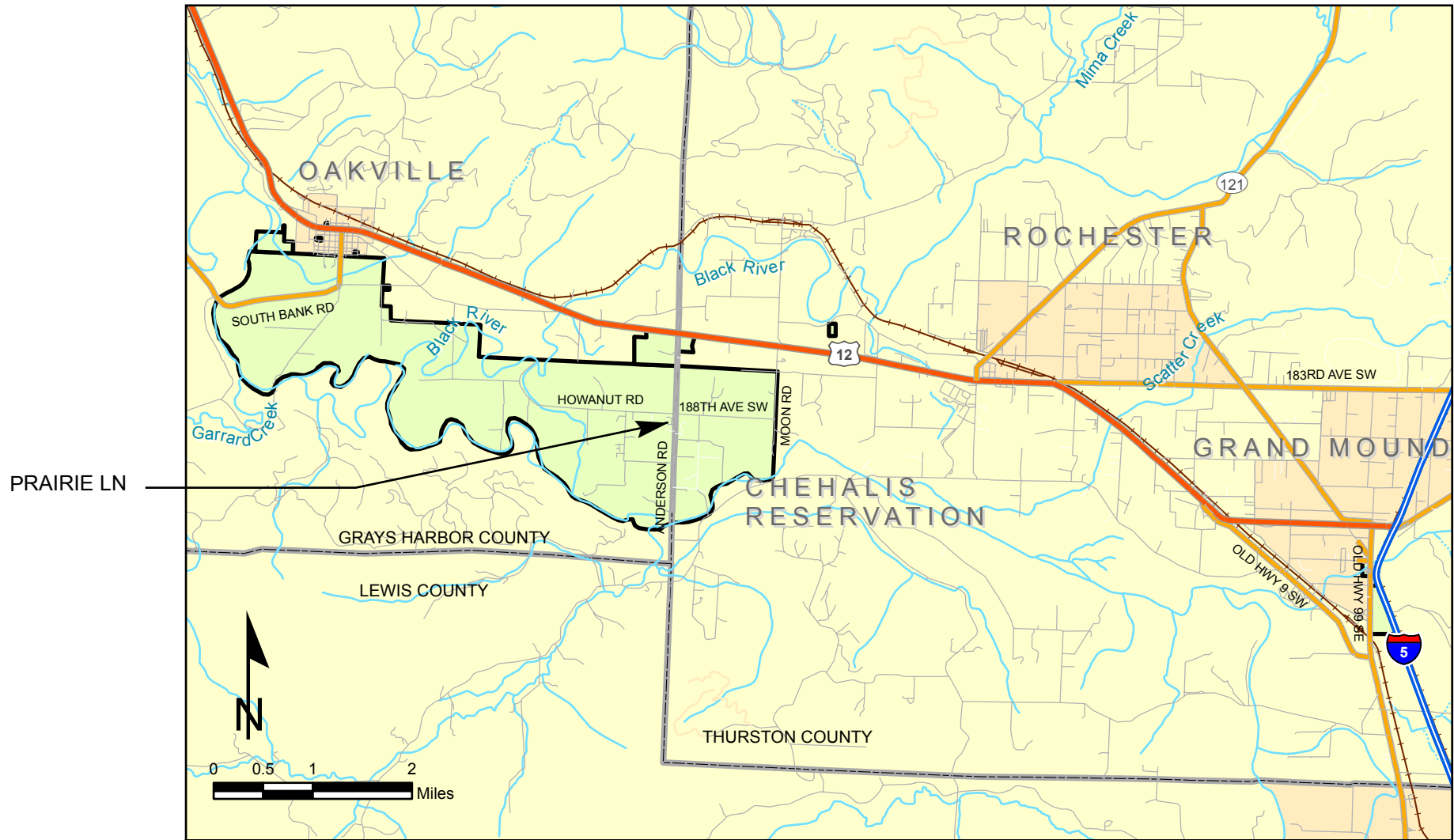
- 010 Route Section Number
- ←● Photo Location & Direction
- T.C. Traffic Count Location
- Chehalis Reservation and Trust Land
- County Boundary

Route: 0020
South Bank Rd
Township: T16
Range: R04W, R05W



Area of Detail



Chehalis Indian Reservation



Area of Detail

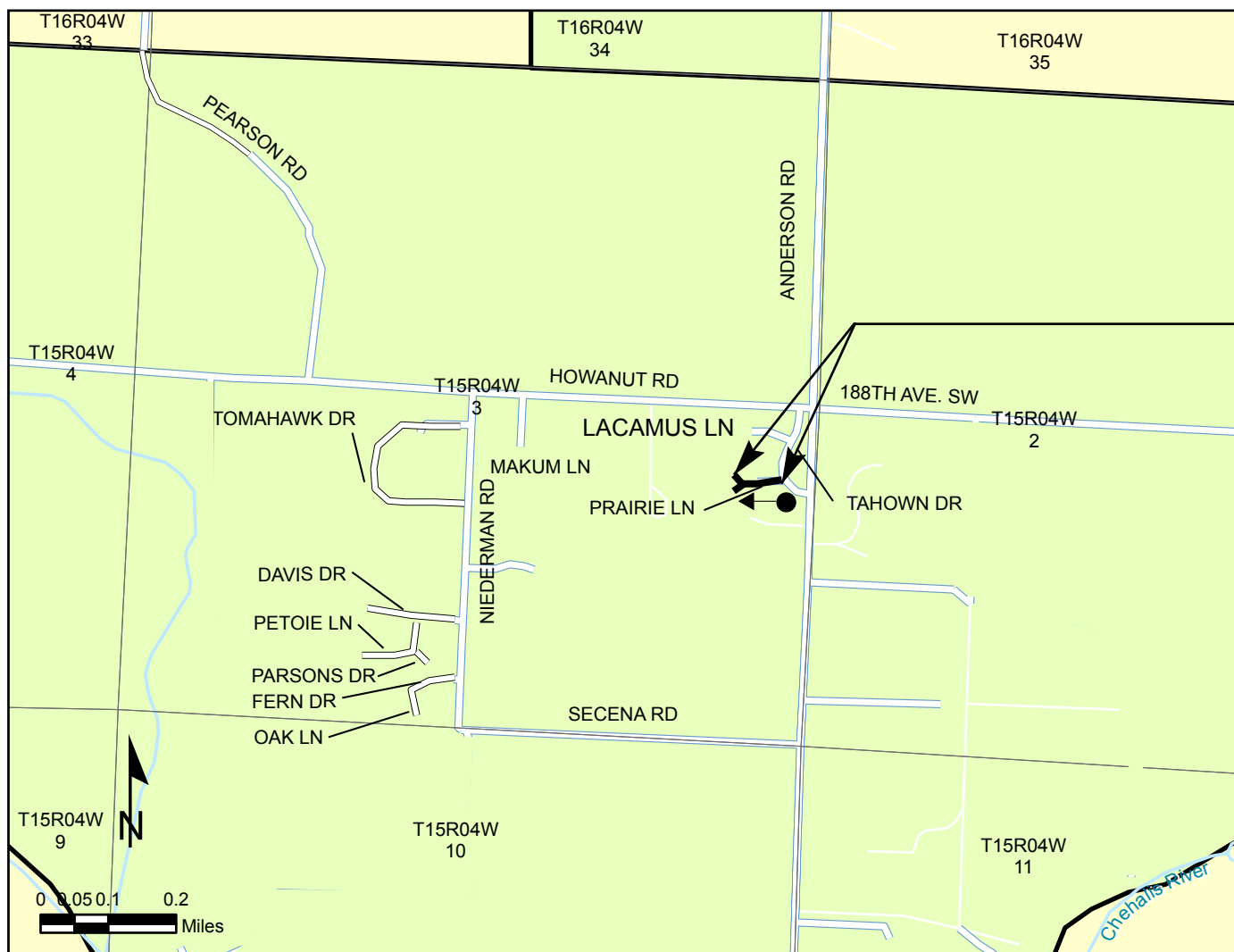
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0021
Prairie Ln



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

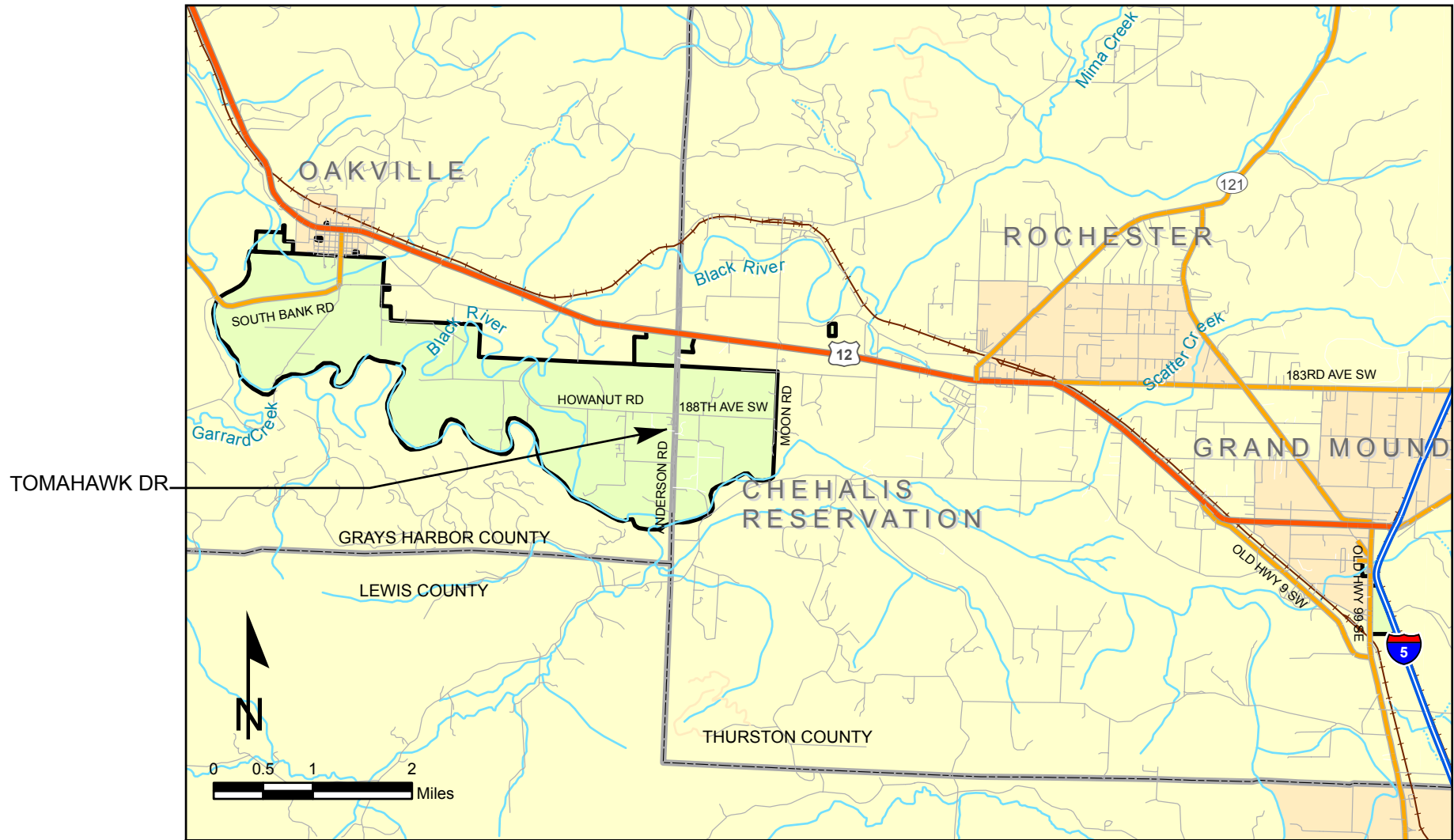
Route: 0021
Prairie Ln.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

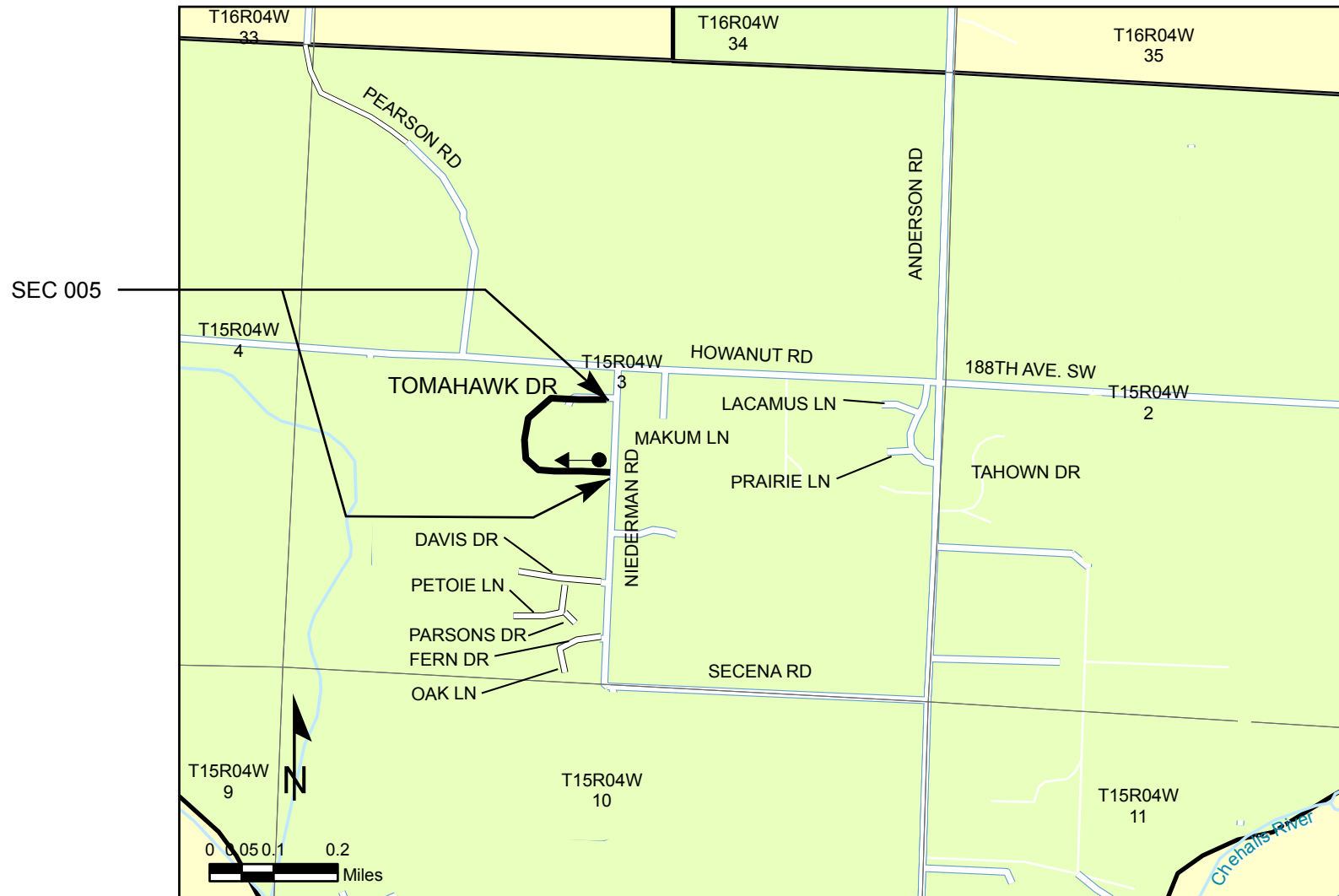
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0022
Tomahawk Dr



Chehalis Indian Reservation



- 005 Route Section Number
- ◀● Photo Location & Direction
- T.C. Traffic Count Location
- Chehalis Reservation
- County Boundary

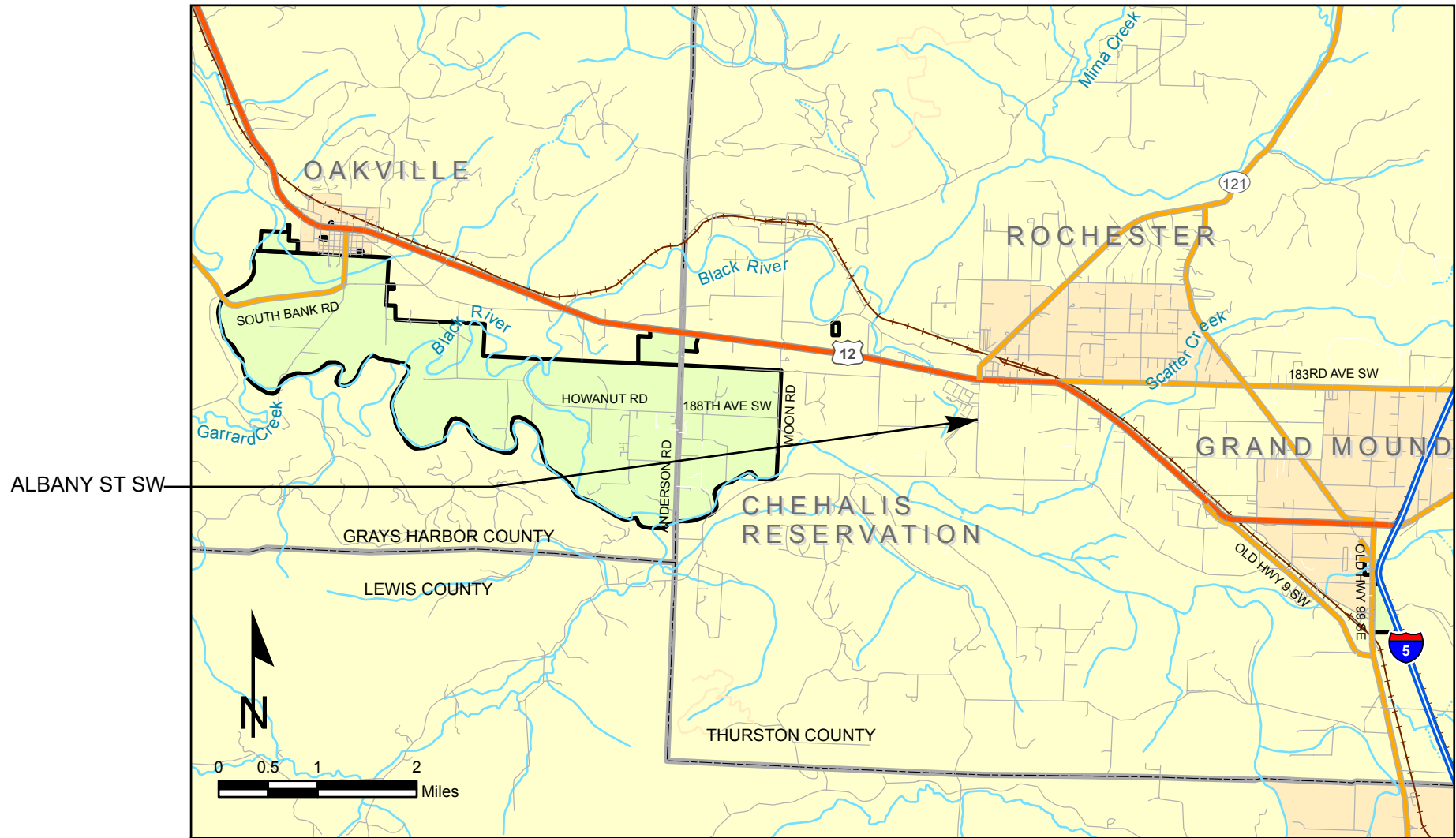
Route: 0022
Tomahawk Dr.

Township: T15



Range: R04W



Chehalis Indian Reservation



Area of Detail

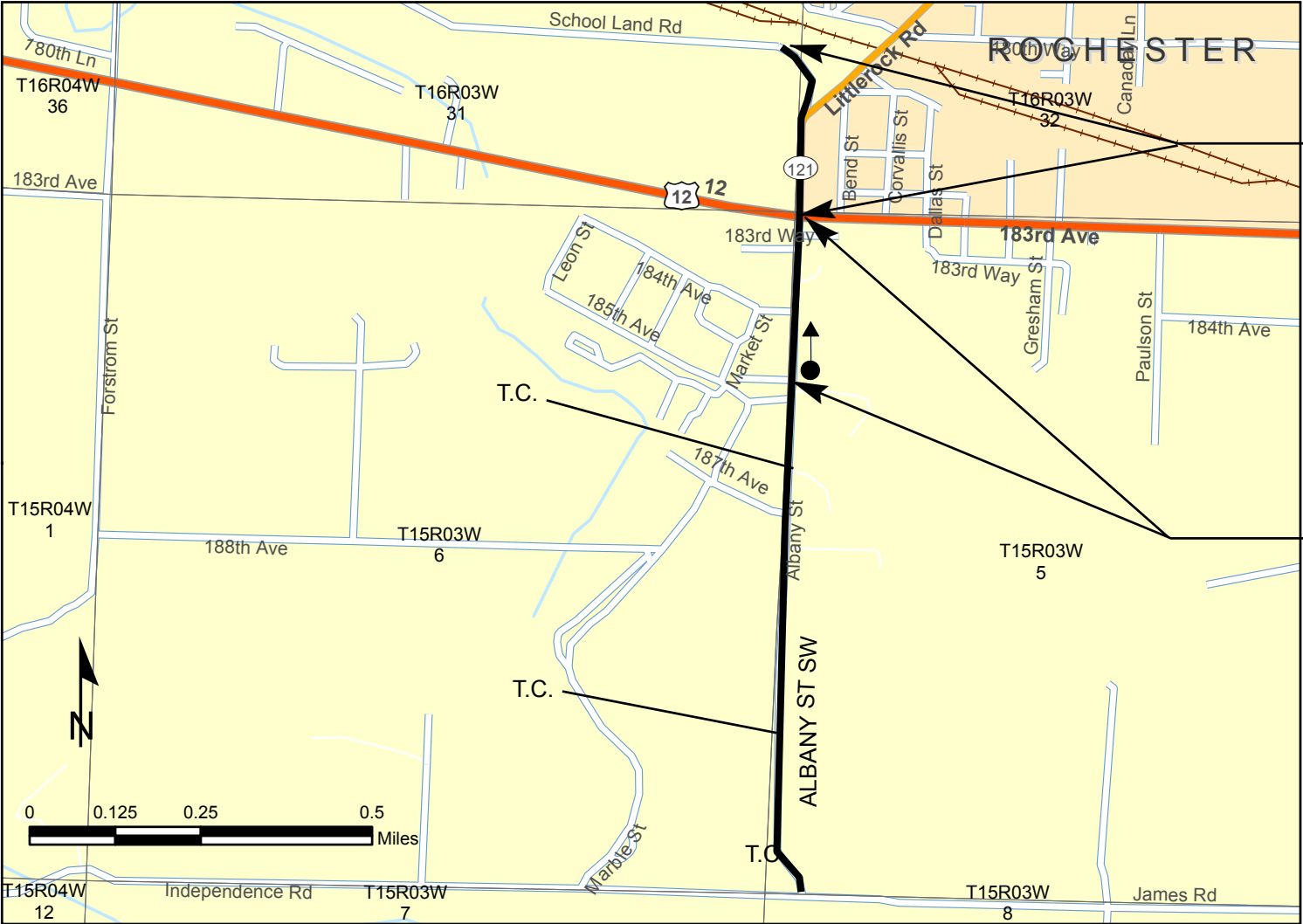
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0023
Albany St. SW



Chehalis Indian Reservation



010 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

 Chehalis Reservation and Trust Land

 County BoundaryRoute: 0023

Albany St. SW

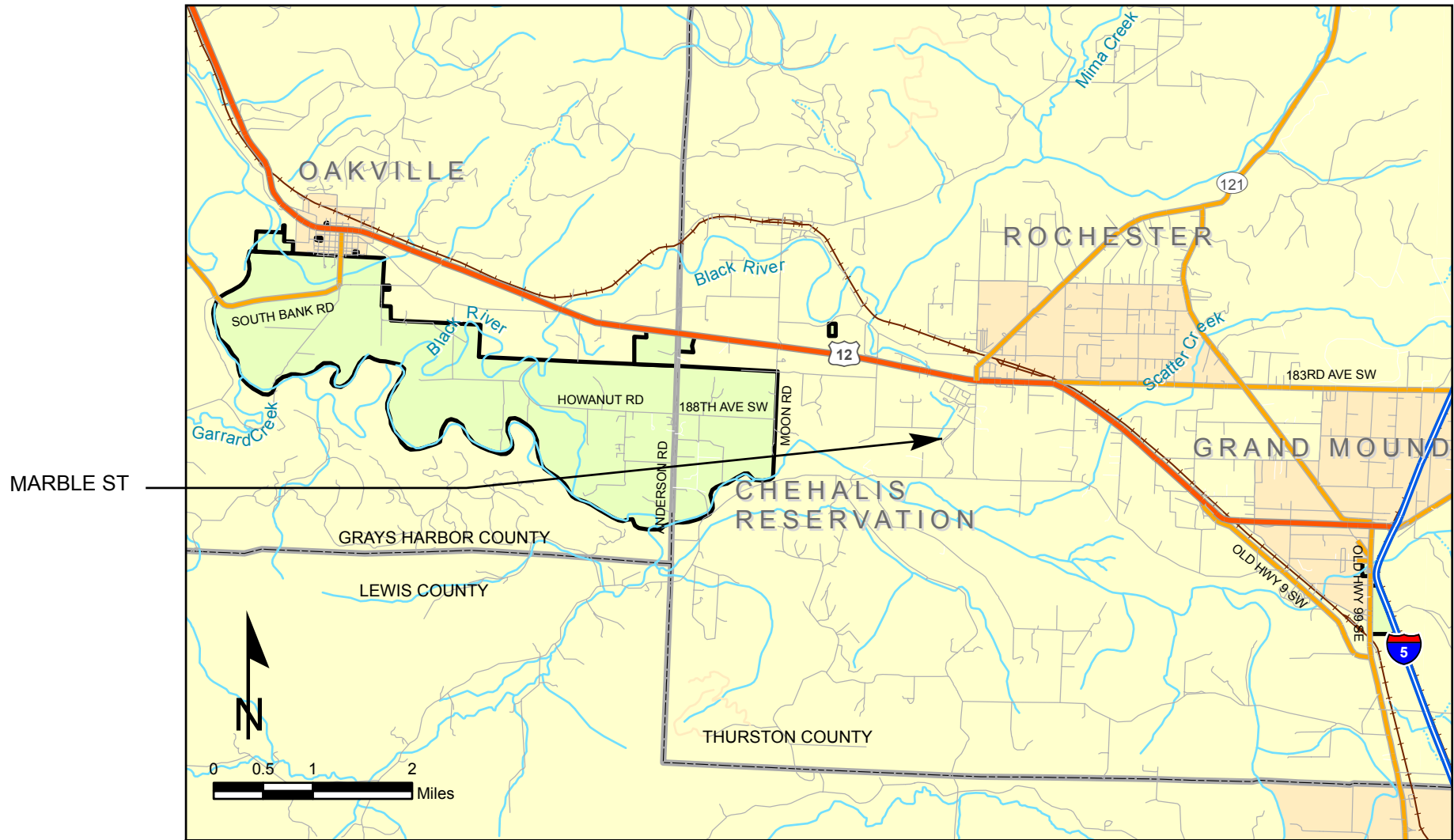
Township: T15, T16

Range: R03W

Area of Detail



Chehalis Indian Reservation



Area of Detail

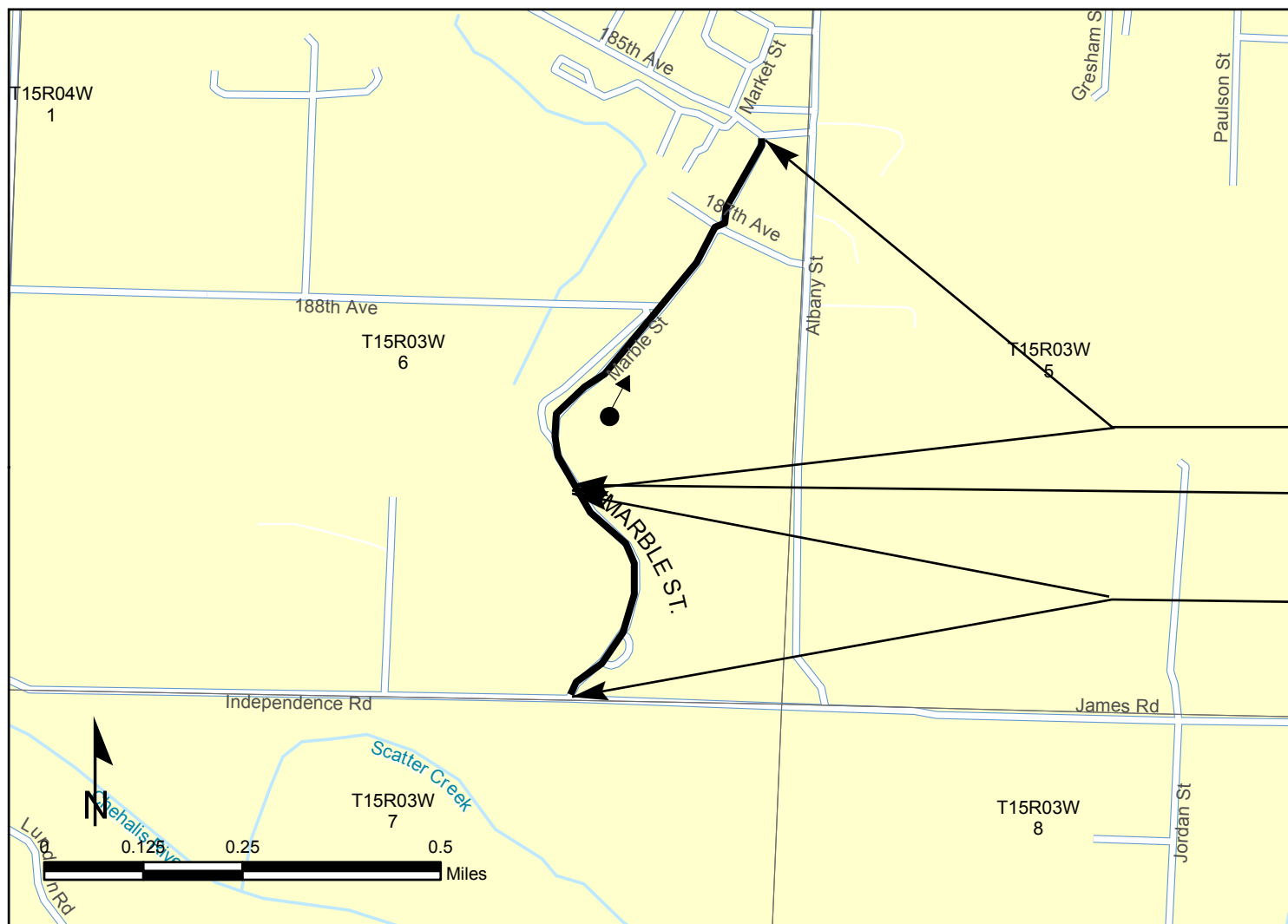
- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0024
Marble St



Chehalis Indian Reservation



Area of Detail

010 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

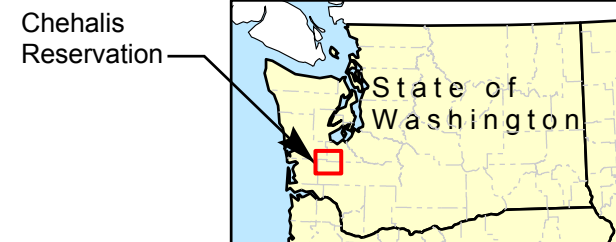
--- County Boundary

Route: 0024

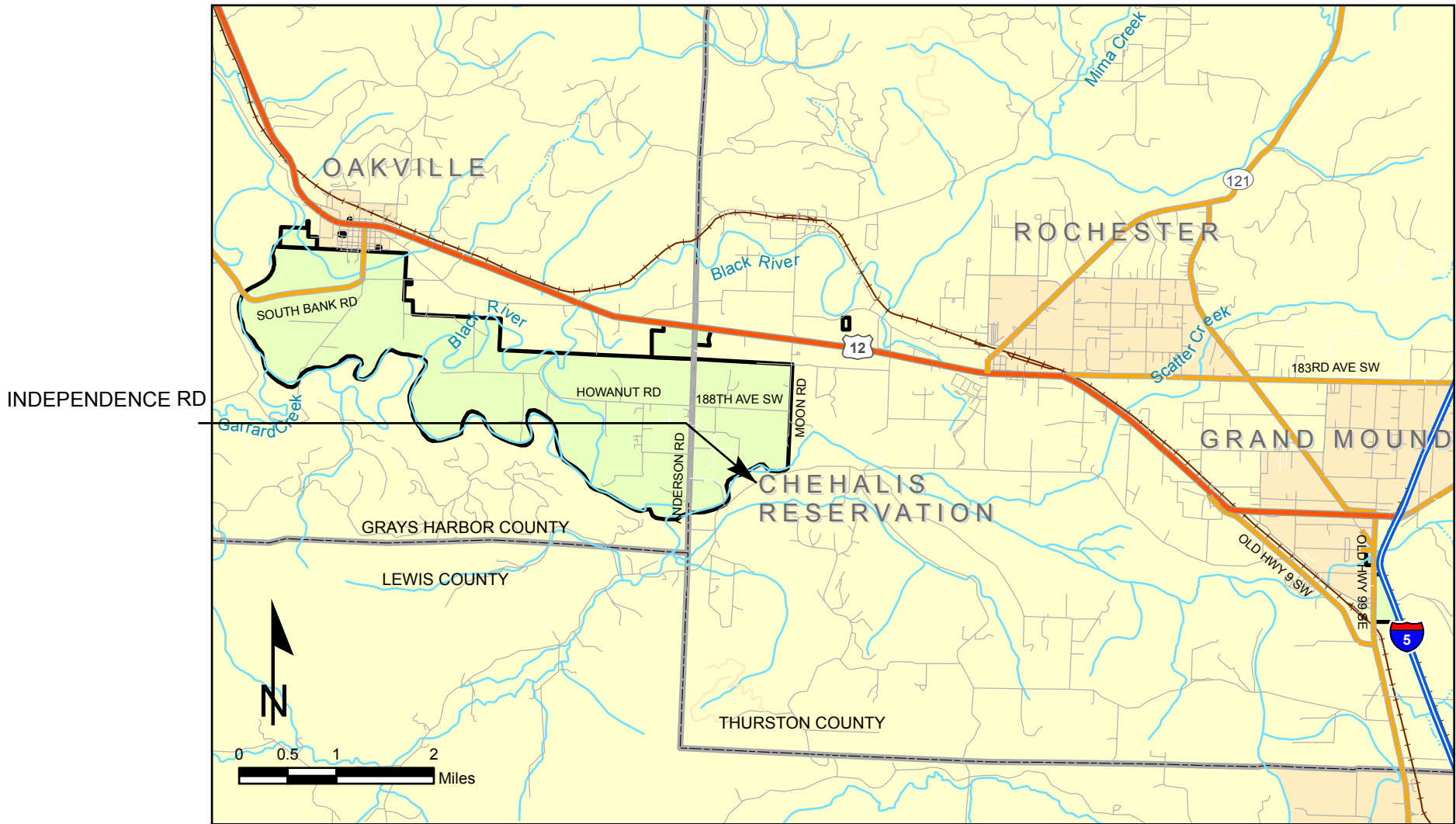
Marble St.

Township: T15



Range: R03W



Chehalis Indian Reservation



Area of Detail

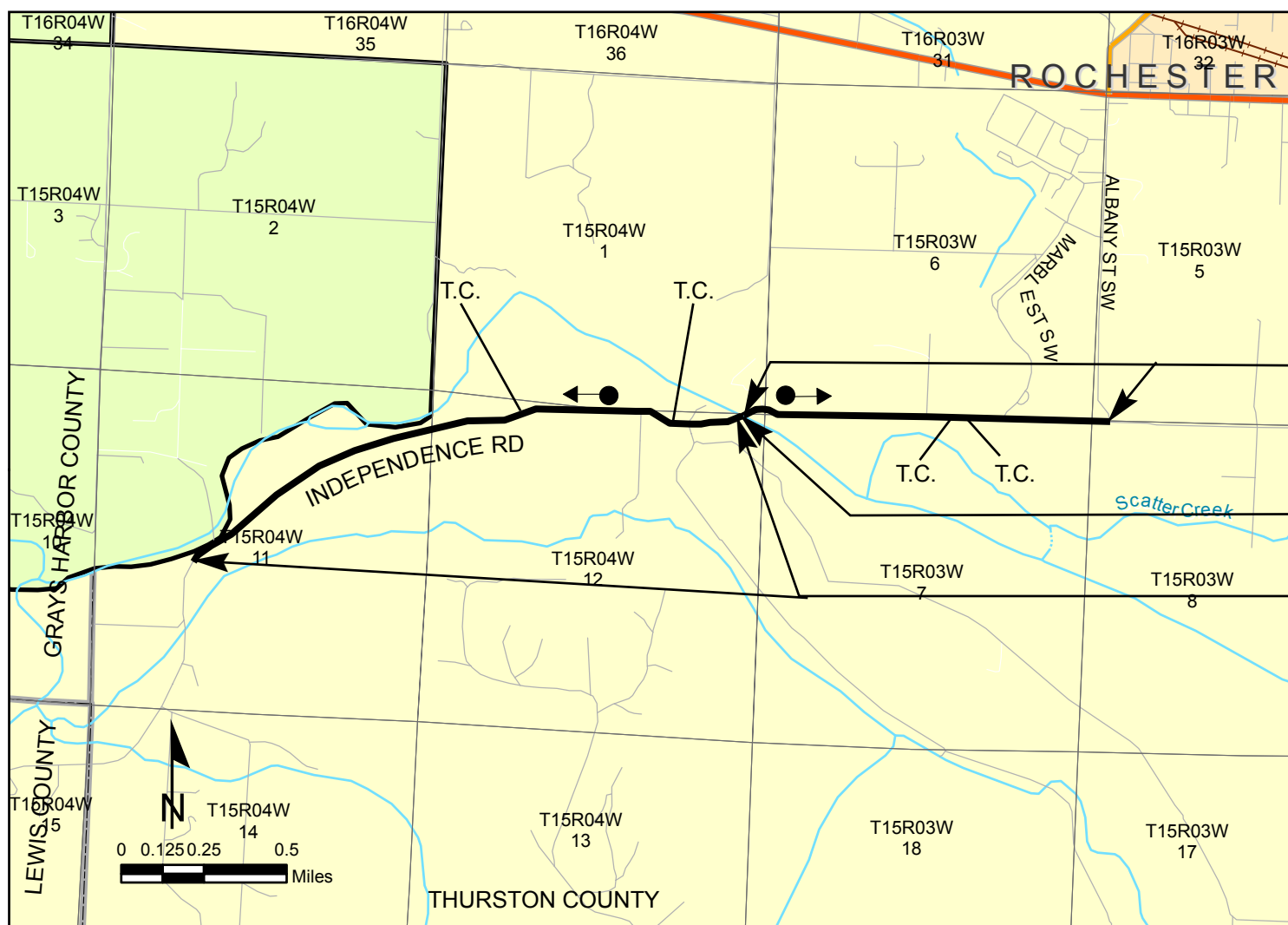
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0025
Independence Rd.



Chehalis Indian Reservation



010 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

--- County Boundary

Route: 0025

Independence Rd.

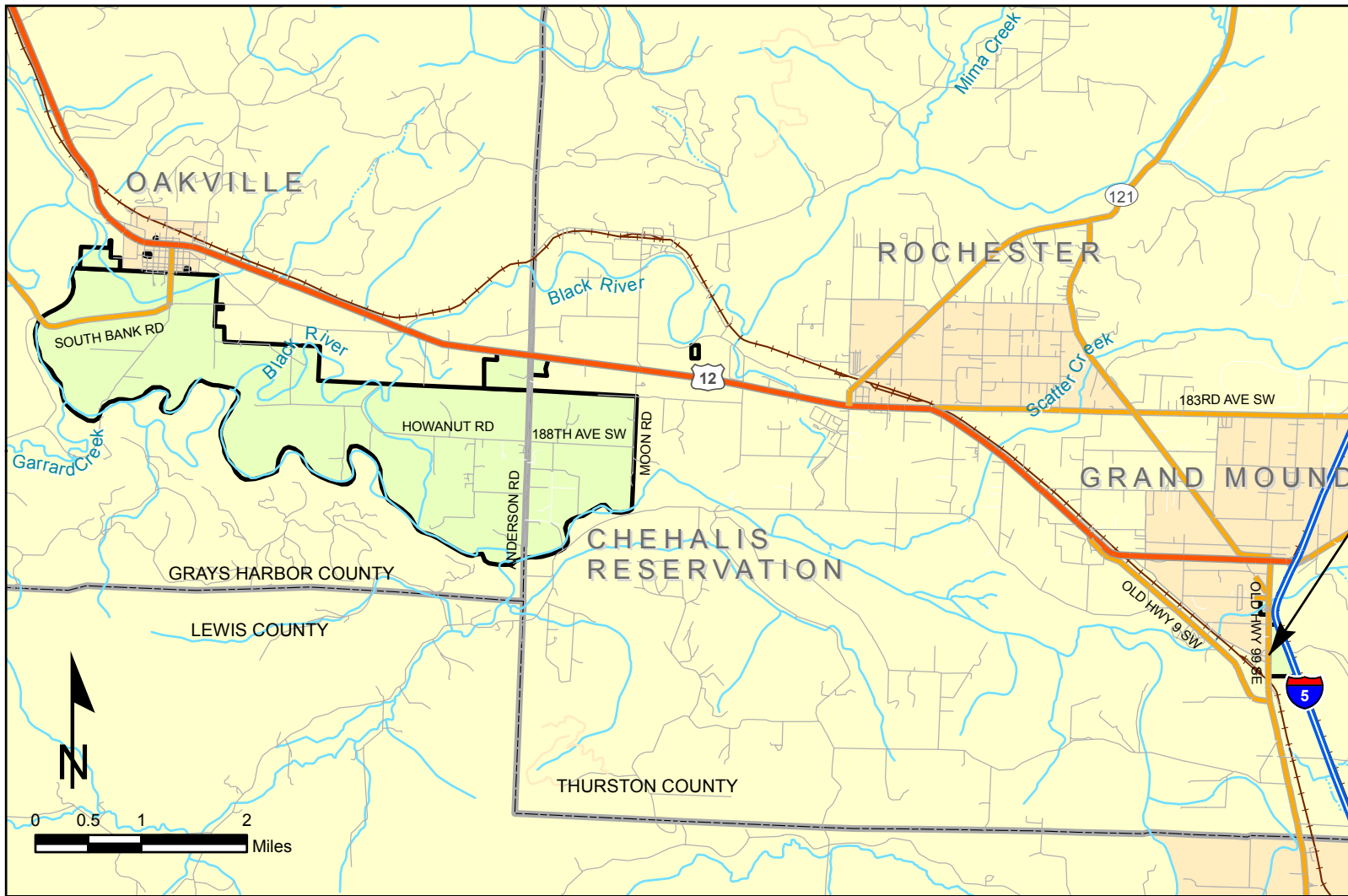
Township: T15

Range: R03W, R04W

Area of Detail



Chehalis Indian Reservation





OLD HWY 99

Area of Detail

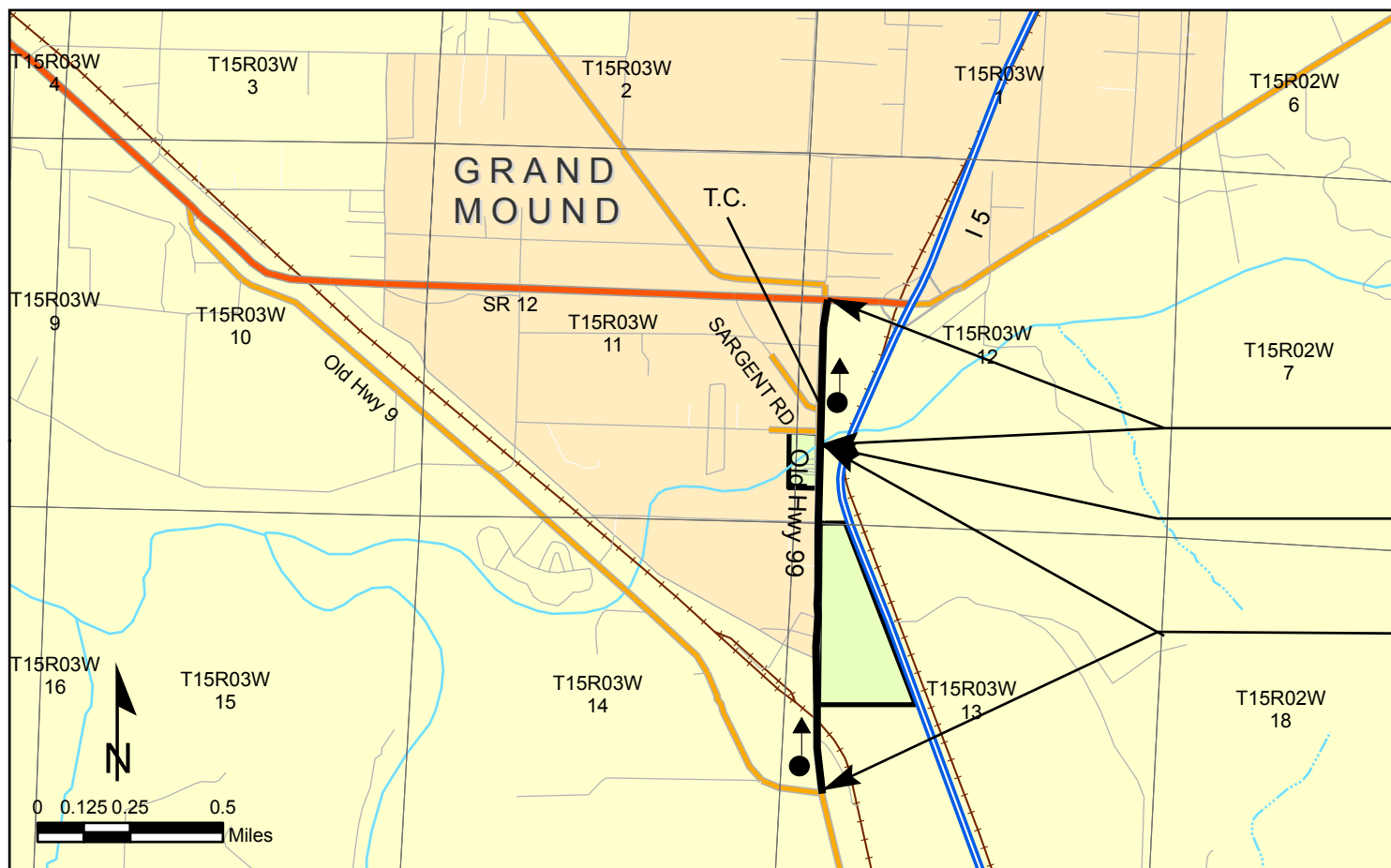
General Route Location

Route: 0026
Old Hwy 99

-  Chehalis Reservation and Trust Land
-  County Boundary



Chehalis Indian Reservation



SEC 005

SEC 010
Bridge

SEC 015

010 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0026

Old Hwy 99

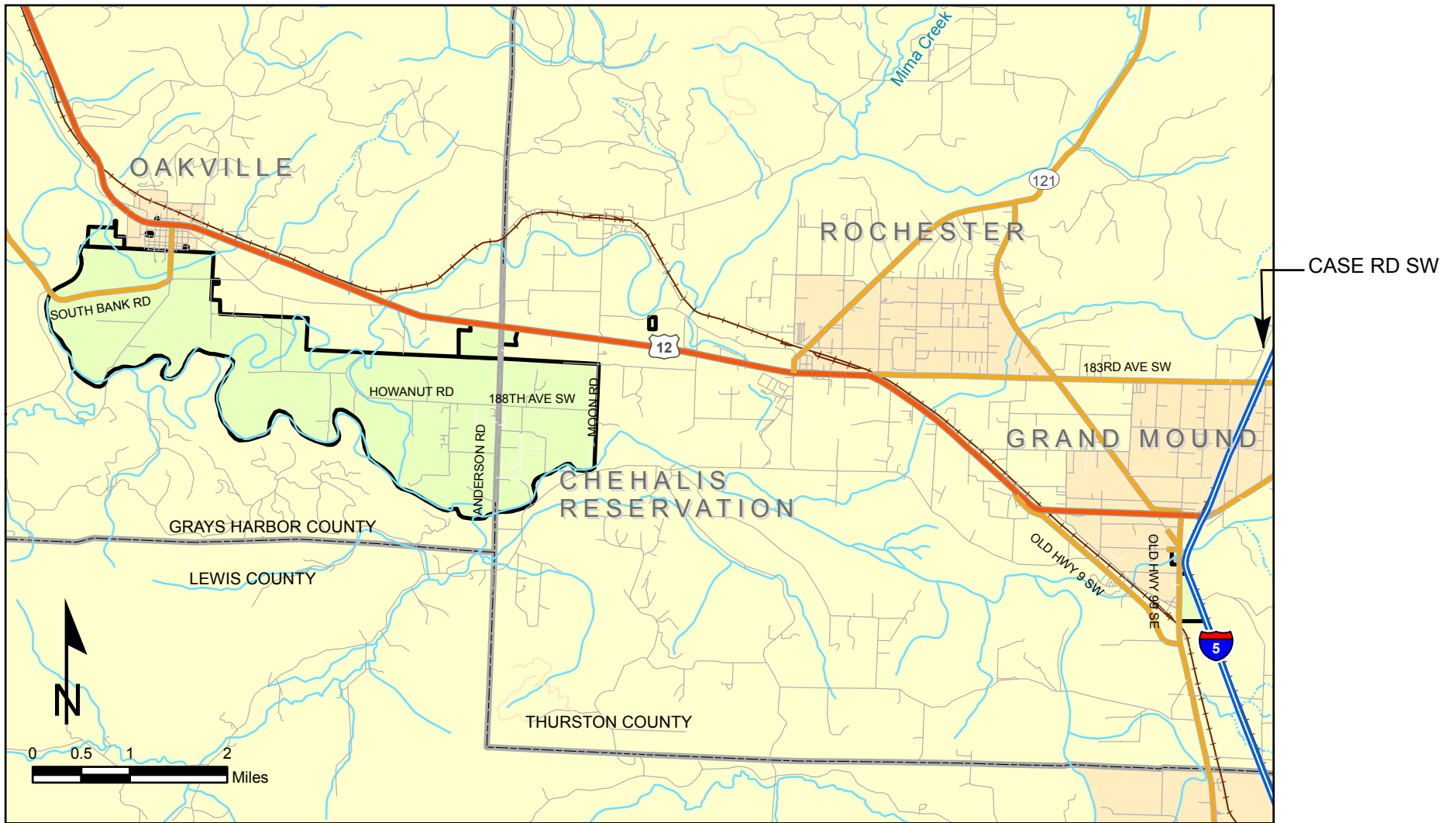
Township: T15

Range: R03W

Area of Detail



Chehalis Indian Reservation



- Chehalis Reservation and Trust Land
- County Boundary

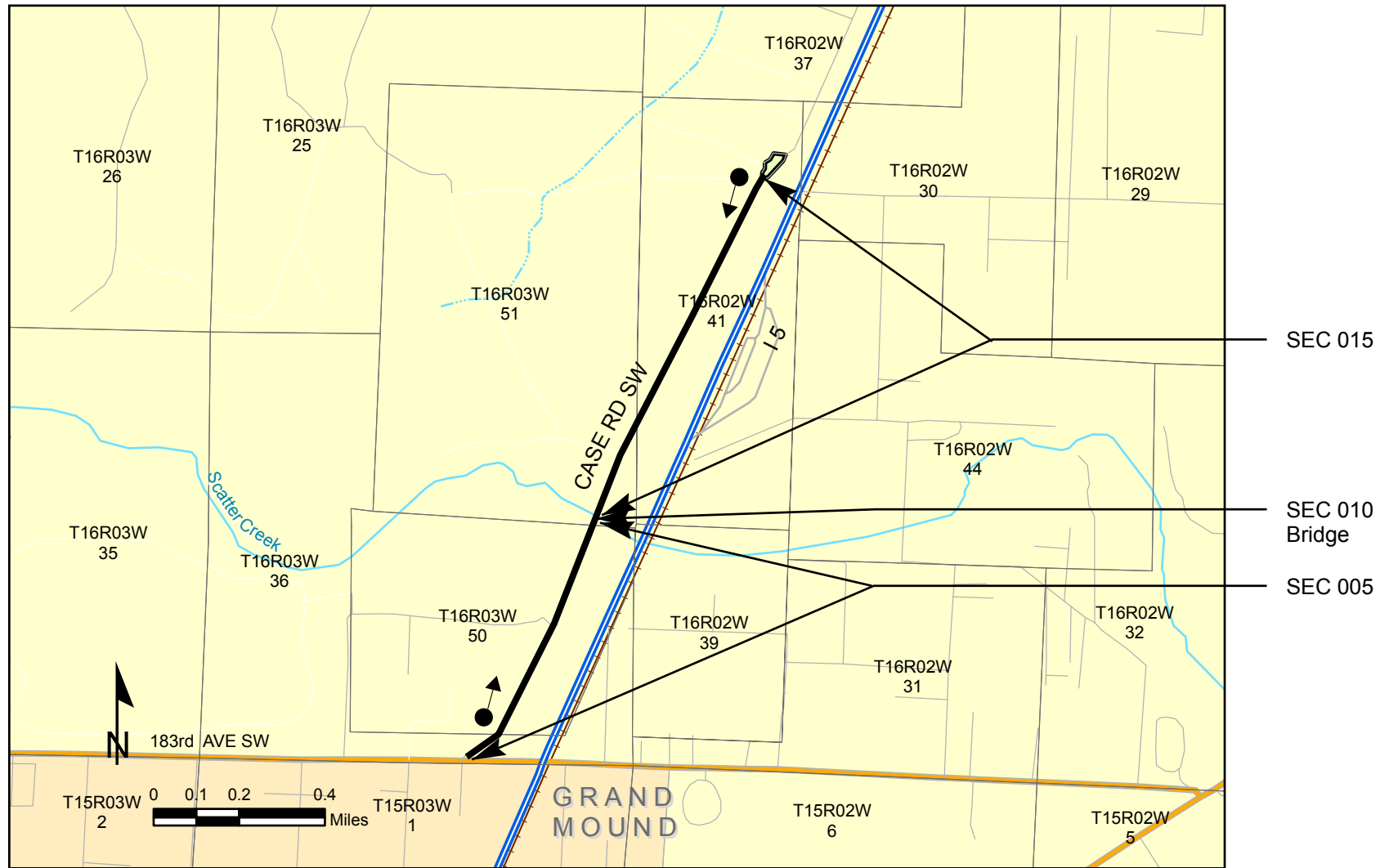
General Route Location

Route: 0027
Case Rd SW

Area of Detail



Chehalis Indian Reservation



010 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0027

Case Rd. SW

Township: T16, T15



Range: R02W, R03W

Area of Detail



Chehalis Indian Reservation



-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0028
SR 12

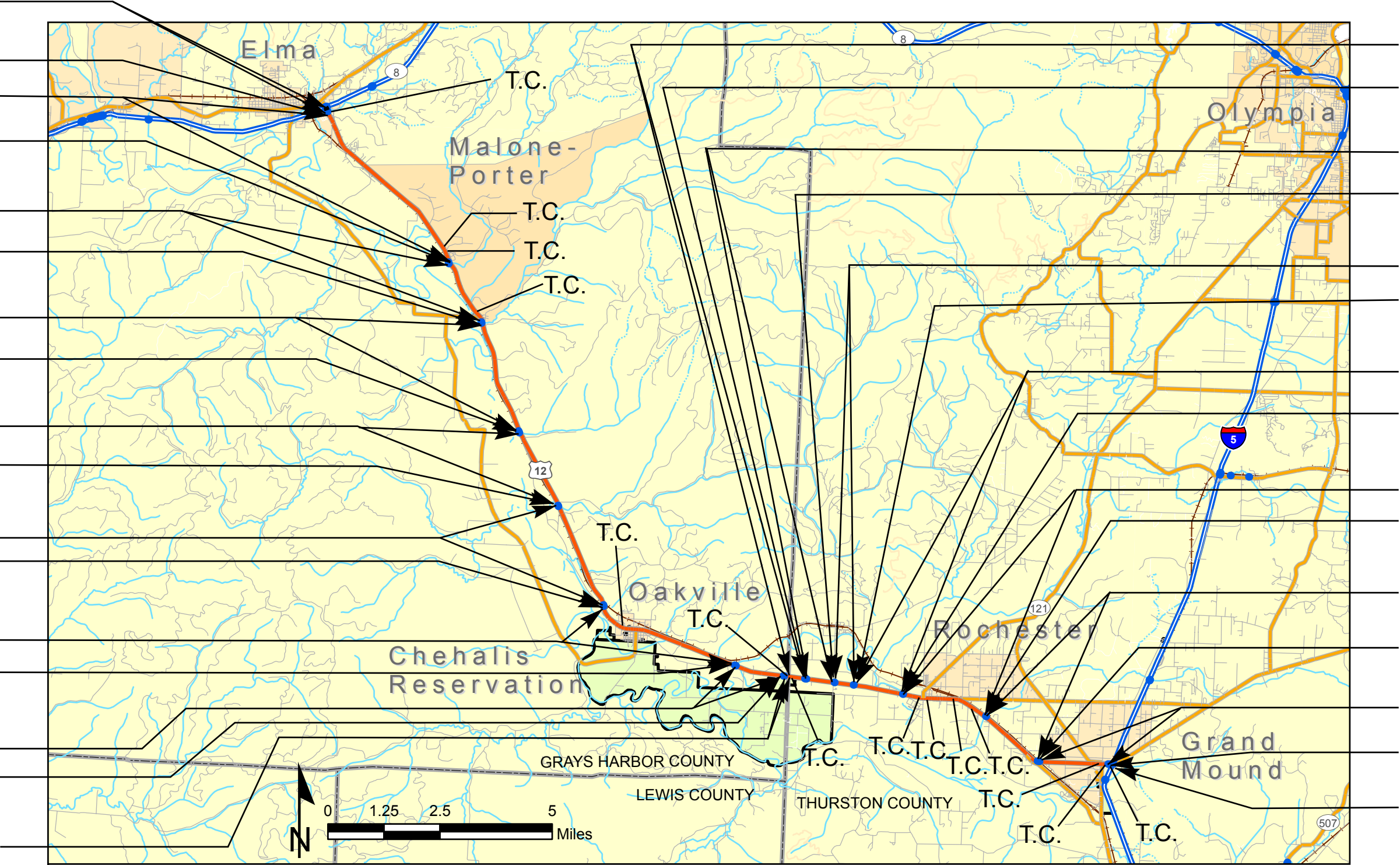
Area of Detail



Chehalis Indian Reservation

SEC 160
SEC 155
(BRIDGE)
SEC 150
SEC 145
(BRIDGE)
SEC 140
SEC 135
(BRIDGE)
SEC 130
SEC 125
(BRIDGE)
SEC 120
SEC 115
(BRIDGE)
SEC 110
SEC 105
(BRIDGE)
SEC 100
SEC 095
(BRIDGE)
SEC 090
SEC 085
(BRIDGE)
SEC 080

SEC 075
SEC 070
(BRIDGE)
SEC 065
SEC 060
(BRIDGE)
SEC 055
SEC 050
(BRIDGE)
SEC 045
SEC 040
(BRIDGE)
SEC 035
SEC 030
(BRIDGE)
SEC 025
SEC 020
(BRIDGE)
SEC 015
SEC 010
(BRIDGE)
SEC 005
(BRIDGE)



- 010 Route Section Number
- ←● Photo Location & Direction
- T.C. Traffic Count Location
- Chehalis Reservation and Trust Land
- County Boundary
- Bridge

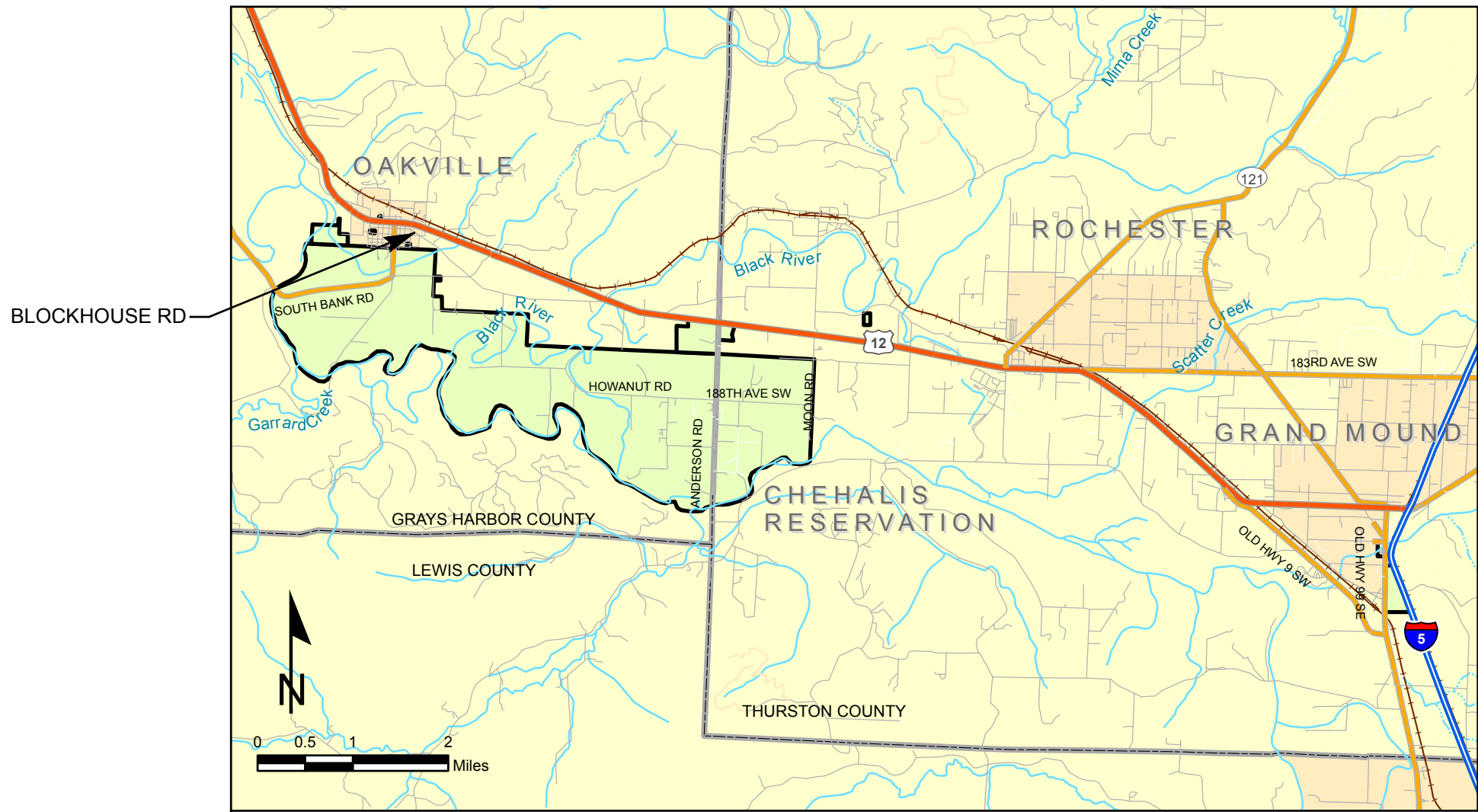
Route: 0028
SR 12

Township: T15,
T16, T17, T18

Range: R03W, R04W,
R05W, R06W



Chehalis Indian Reservation



Area of Detail

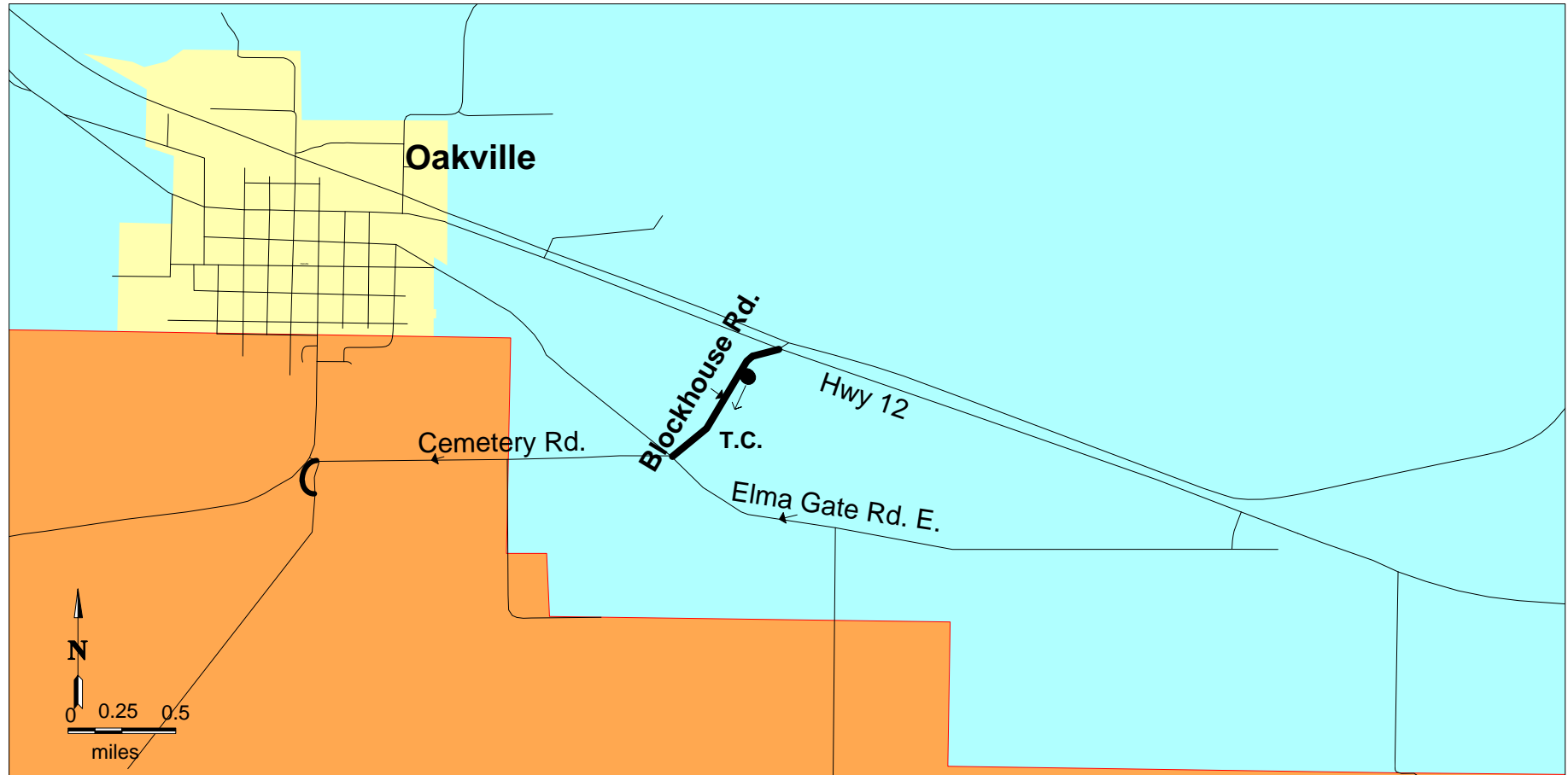
- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0029
Blockhouse Rd



Chehalis Indian Reservation




Area of Detail

005 Route Section Number

●→ Photo Location & Direction

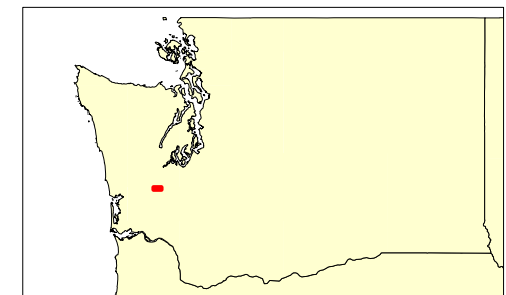
T.C. Traffic Count Location

 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

Route 0029

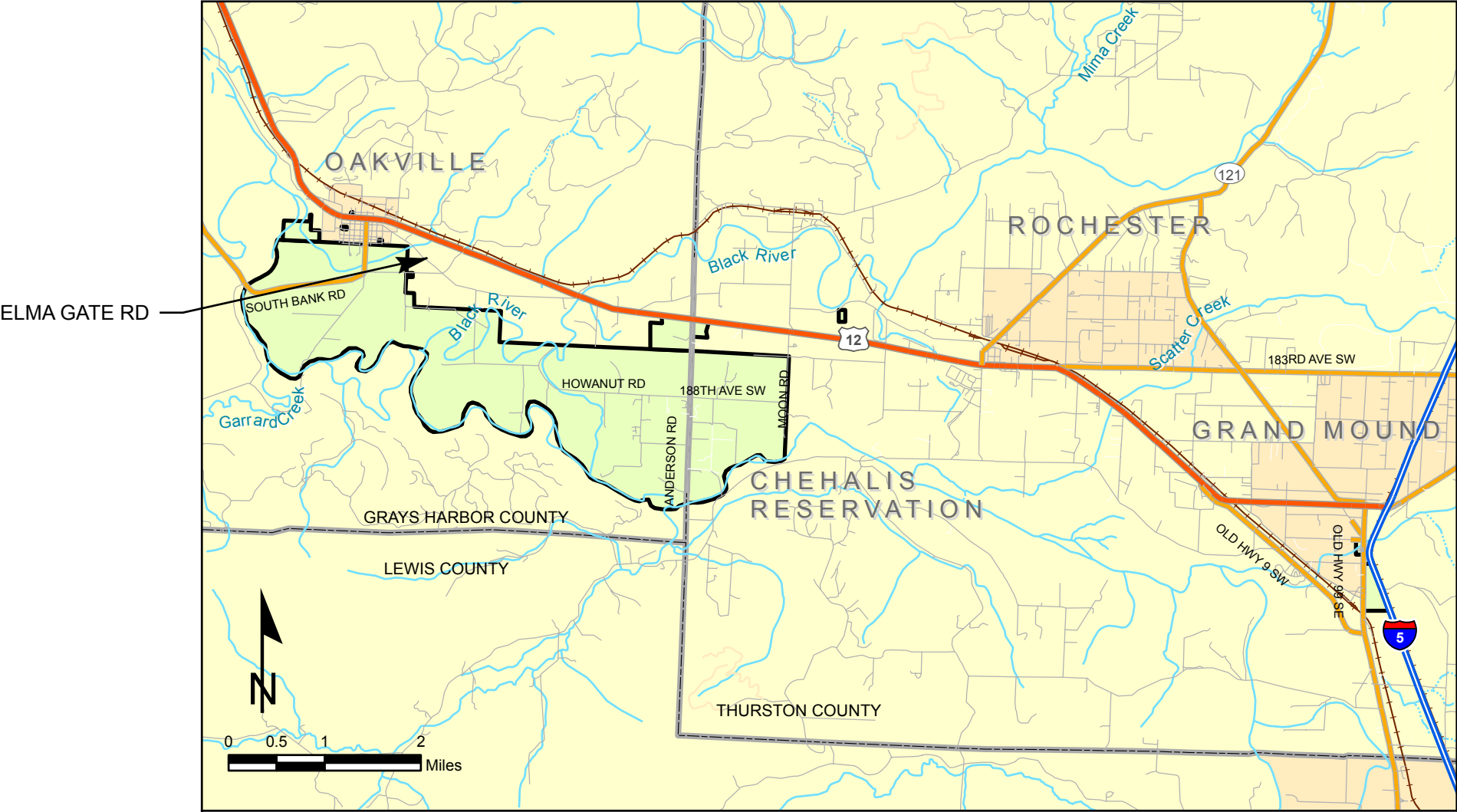
Blockhouse Rd.

Township: T16 Range: R04W



State of Washington

Chehalis Indian Reservation



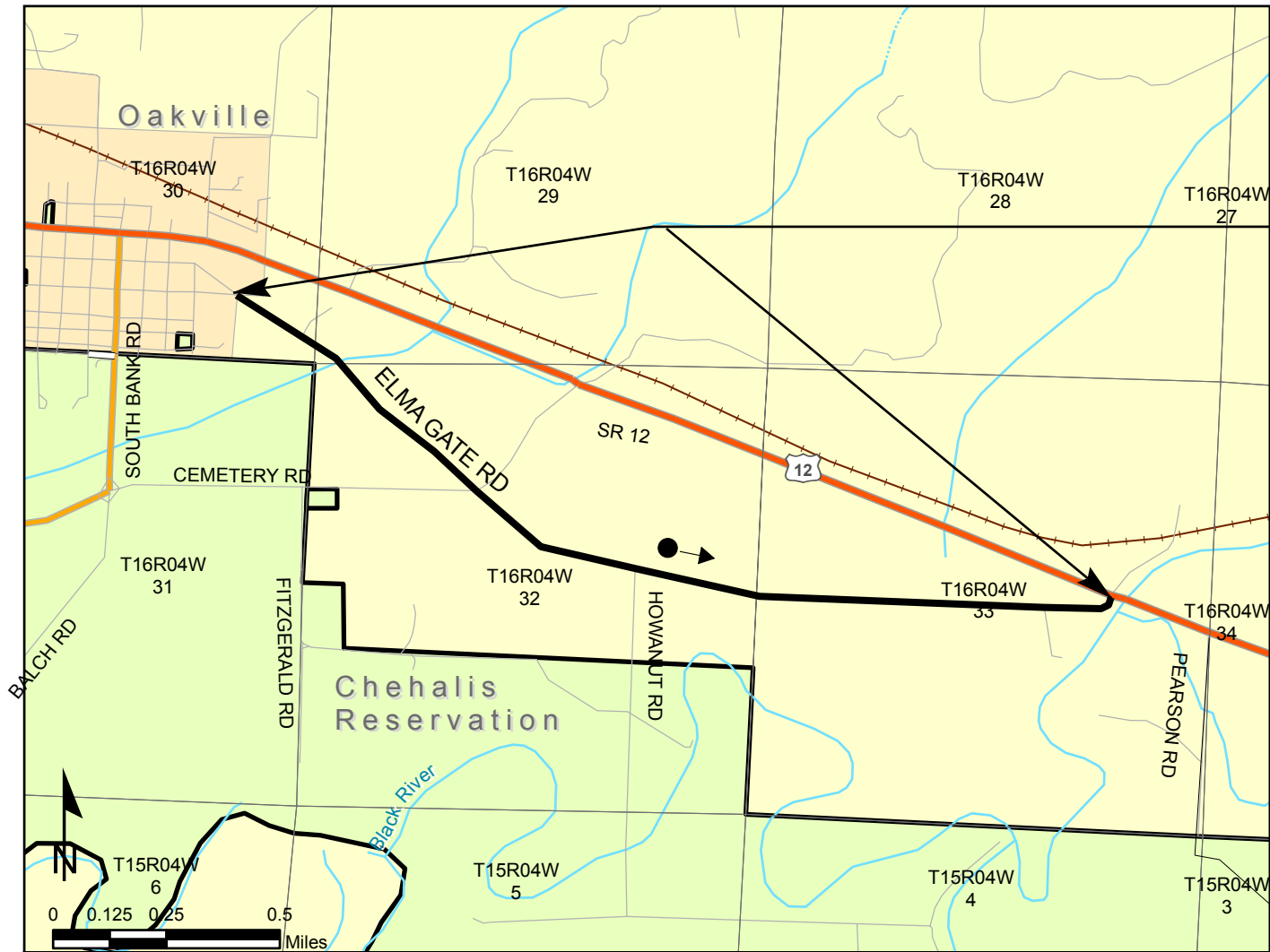
- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0030
Elma Gate Rd



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0030
Elma Gate Rd.

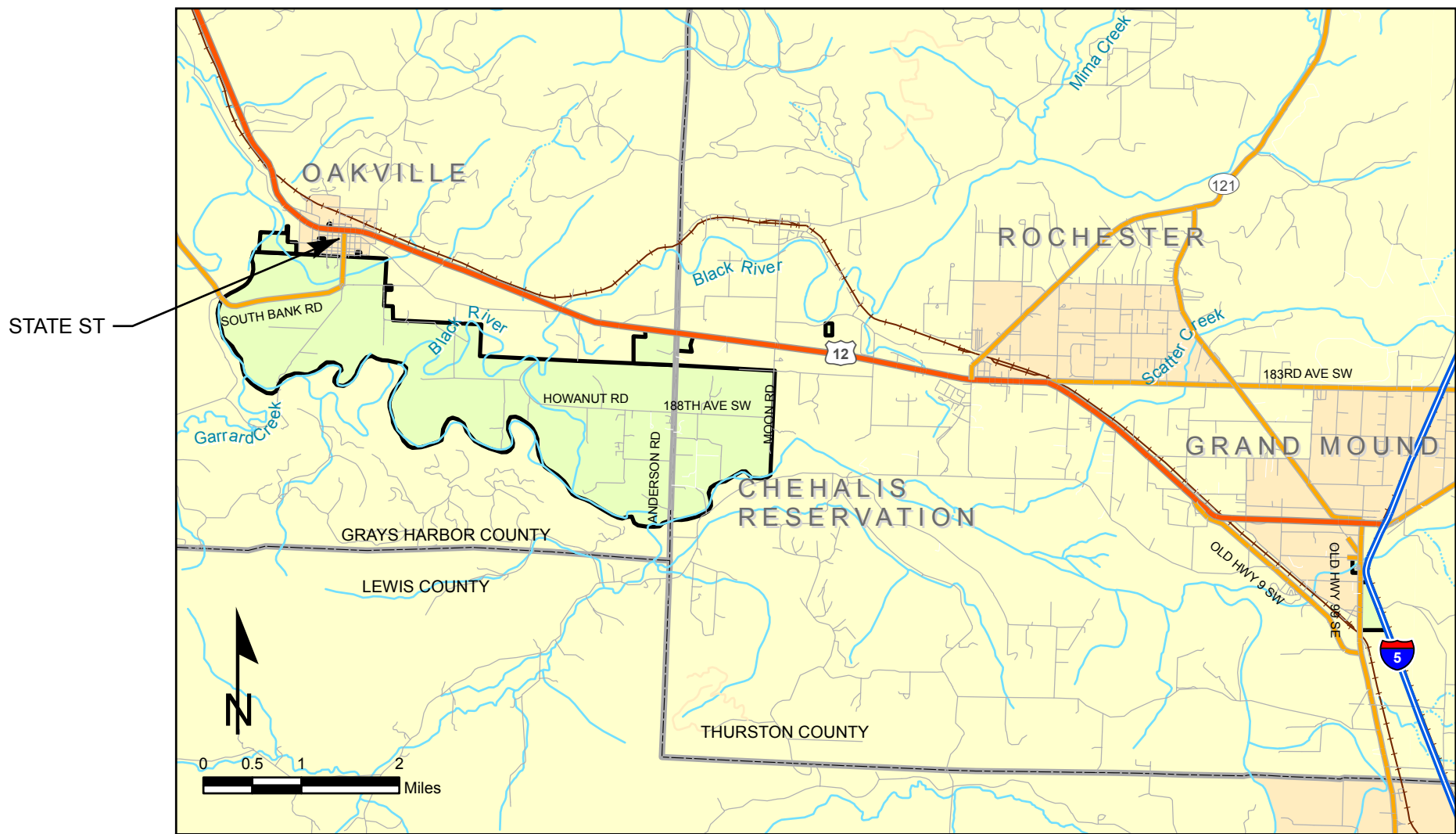
Township: T16



Range: R04W

Area of Detail



Chehalis Indian Reservation



-  Chehalis Reservation and Trust Land
-  County Boundary

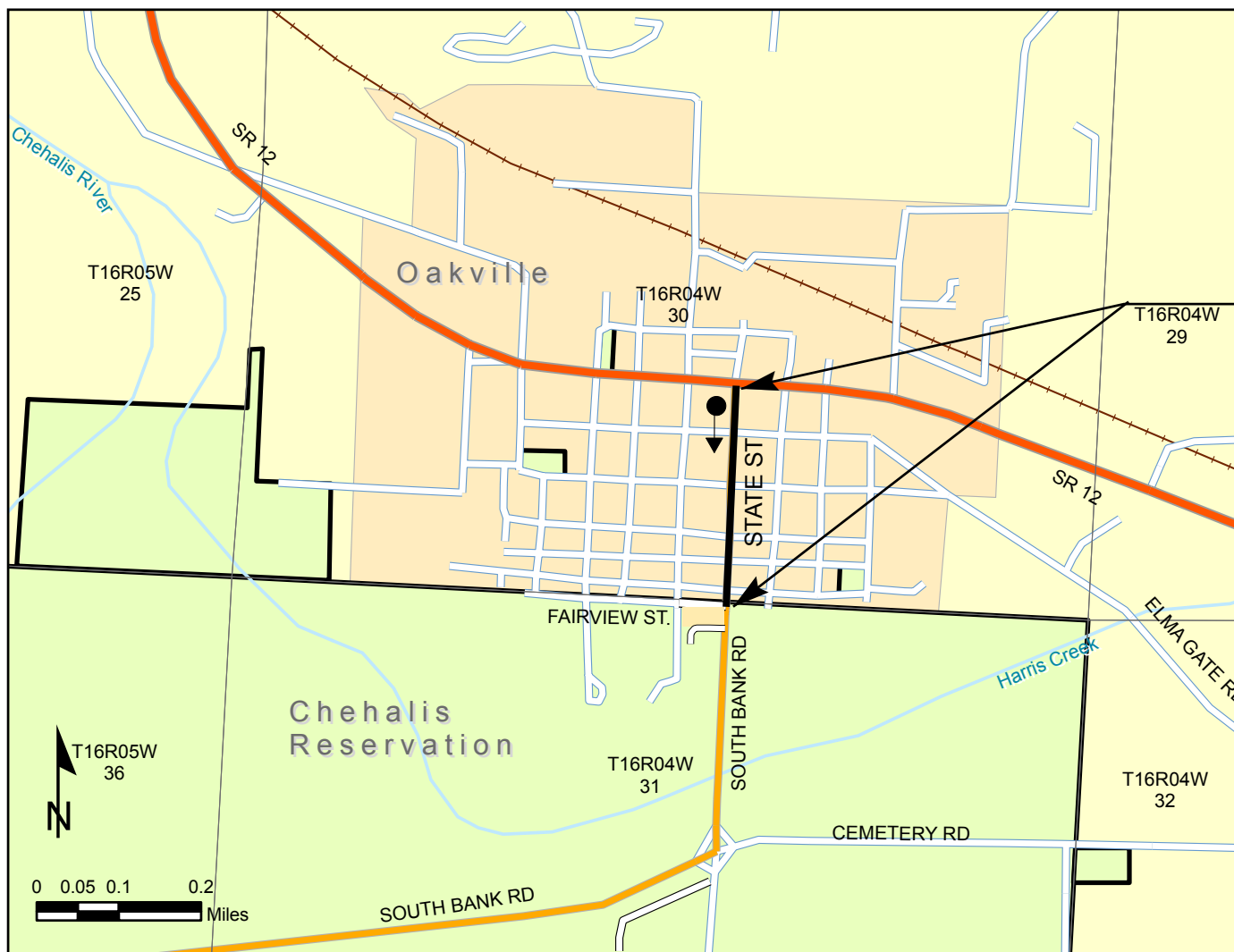
General Route Location

Route: 0031
State St.

Area of Detail



Chehalis Indian Reservation



Area of Detail

005 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

--- County Boundary

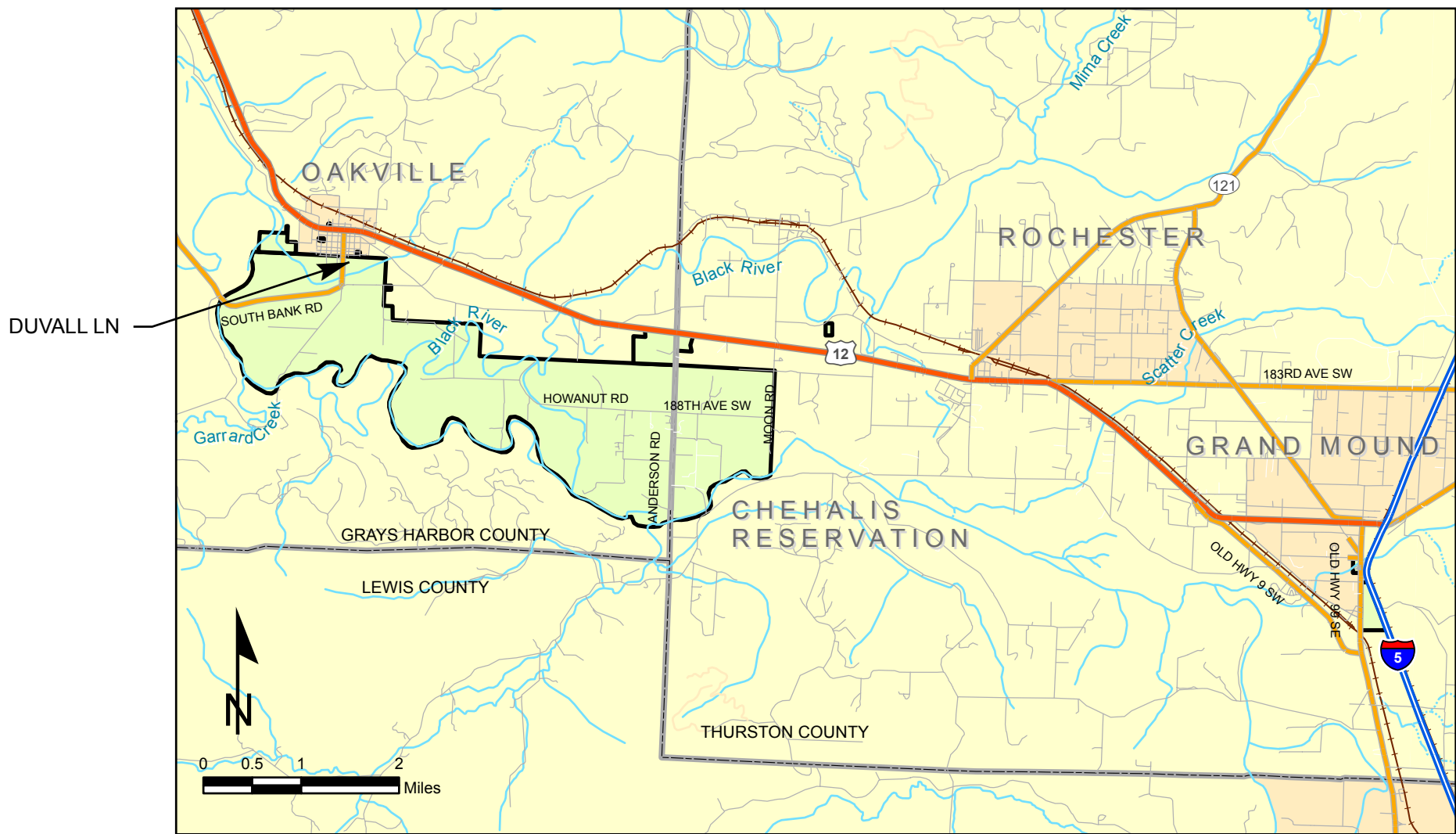
Route: 0031
State St.

Township: T16



Range: R04W



Chehalis Indian Reservation



Area of Detail

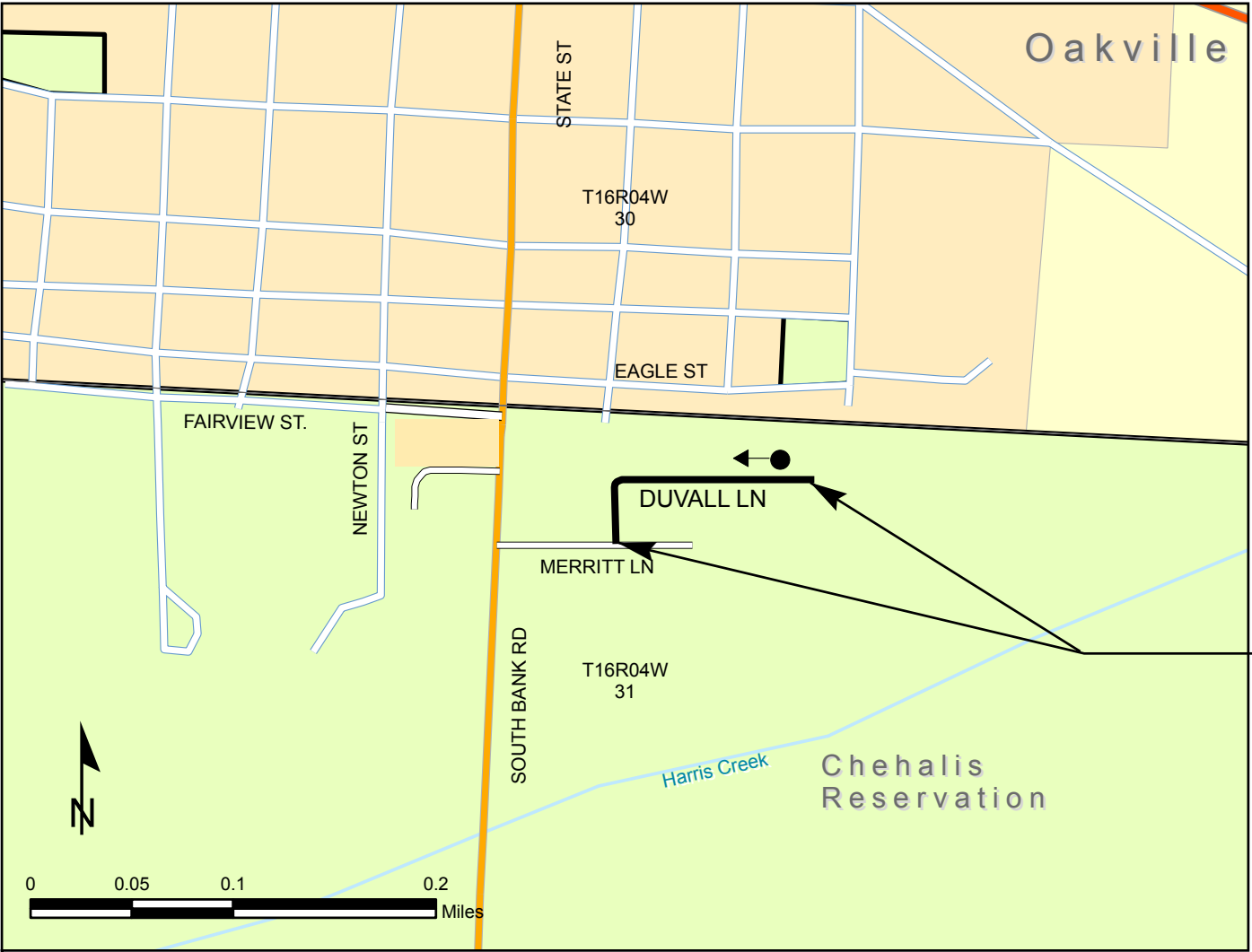
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0032
Duvall Ln



Chehalis Indian Reservation



005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0032
Duvall Lane

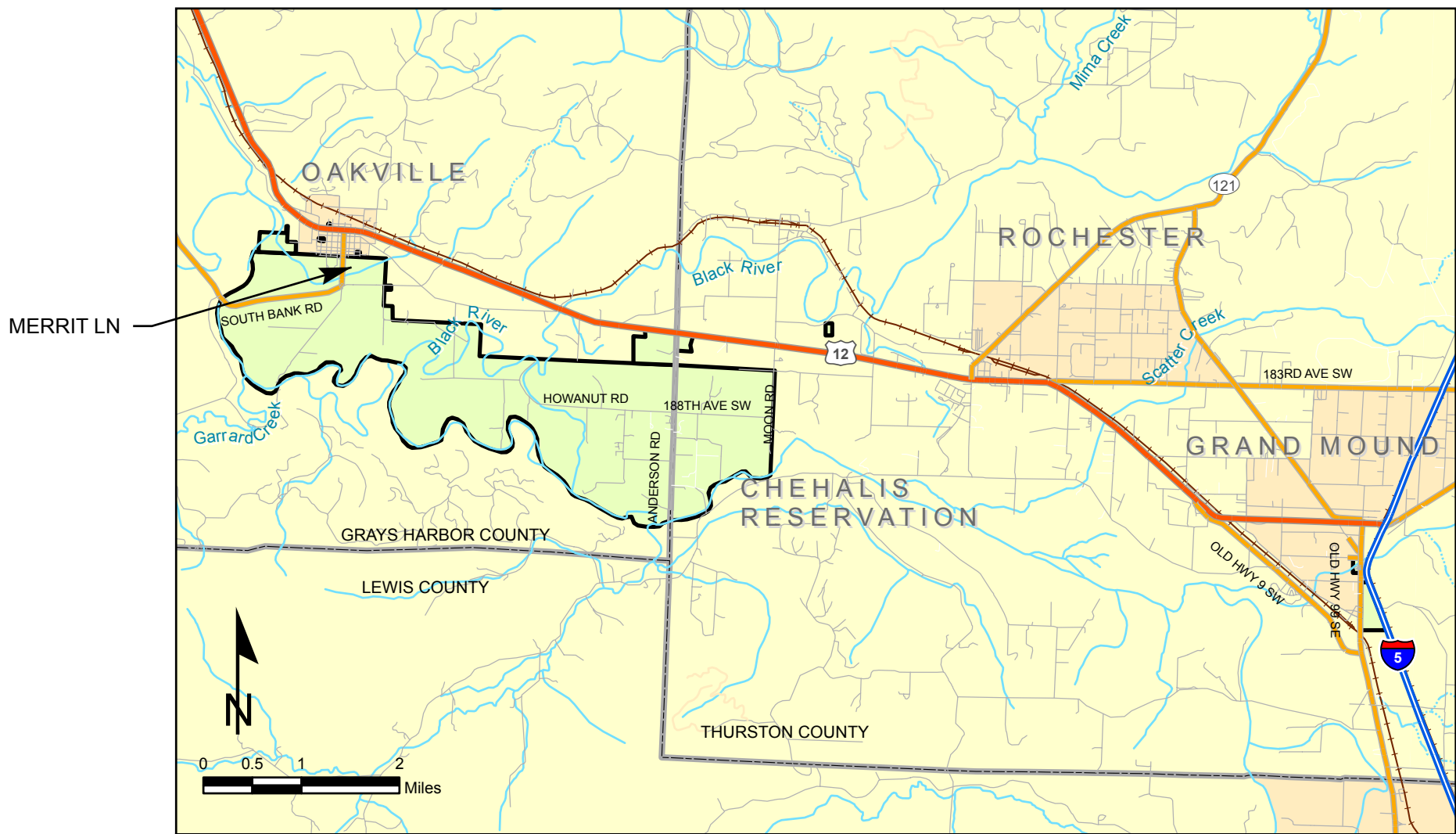
Township: T16

Range: R04W

Area of Detail



Chehalis Indian Reservation



- Chehalis Reservation and Trust Land
- County Boundary

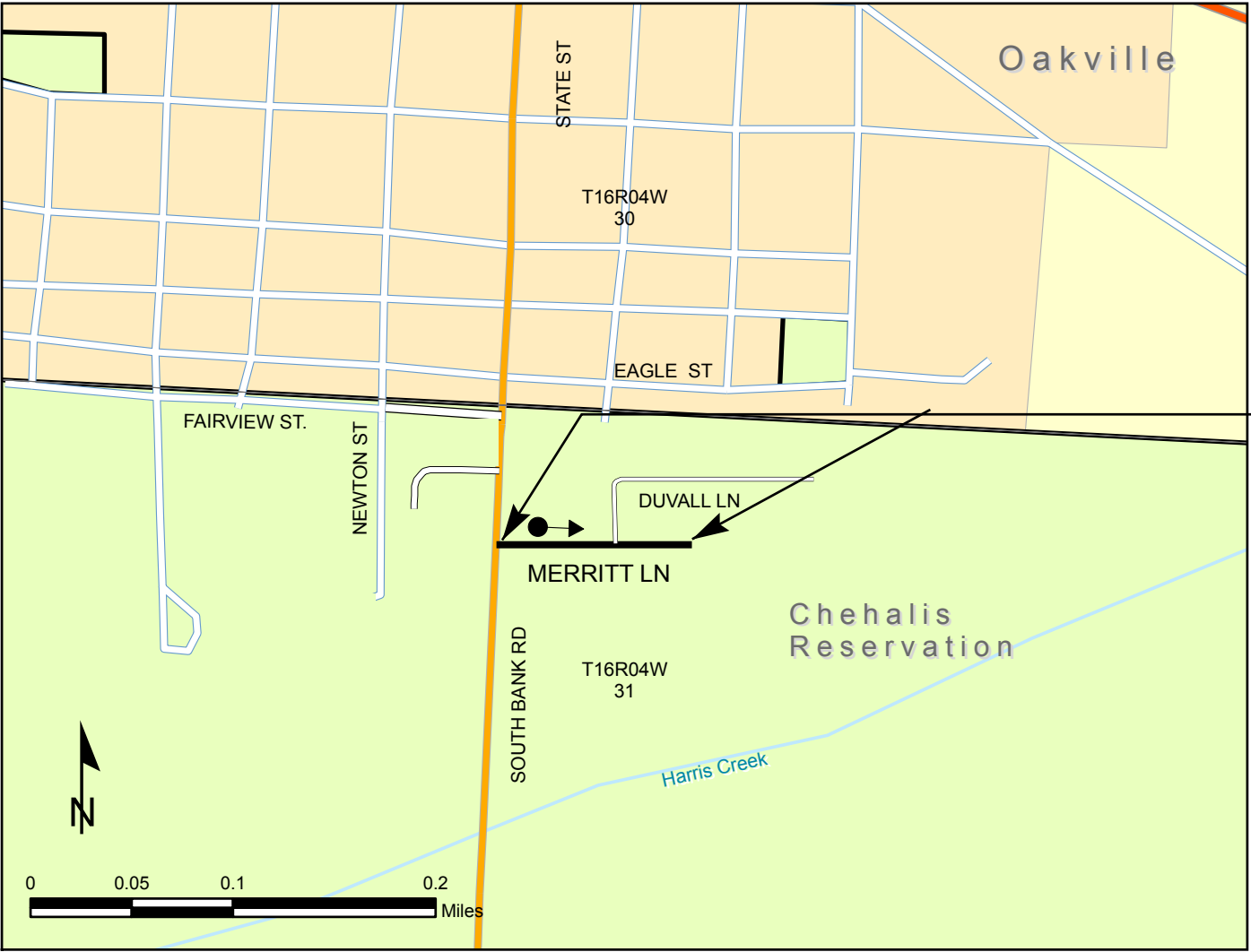
General Route Location

Route: 0033
Merritt Ln

Area of Detail



Chehalis Indian Reservation



005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0033
Merritt Ln

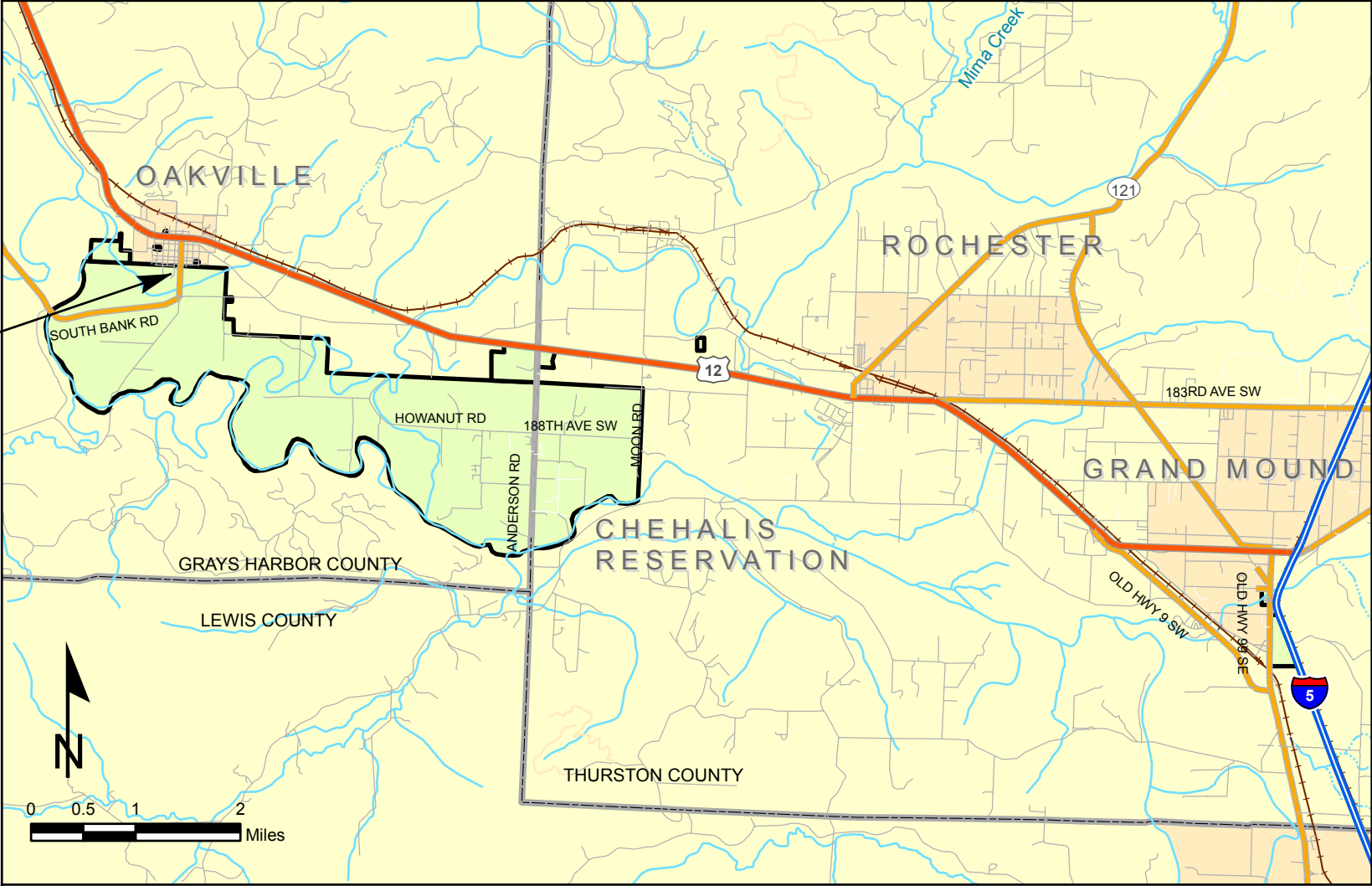
Township: T16

Range: R04W

Area of Detail



Chehalis Indian Reservation



Area of Detail

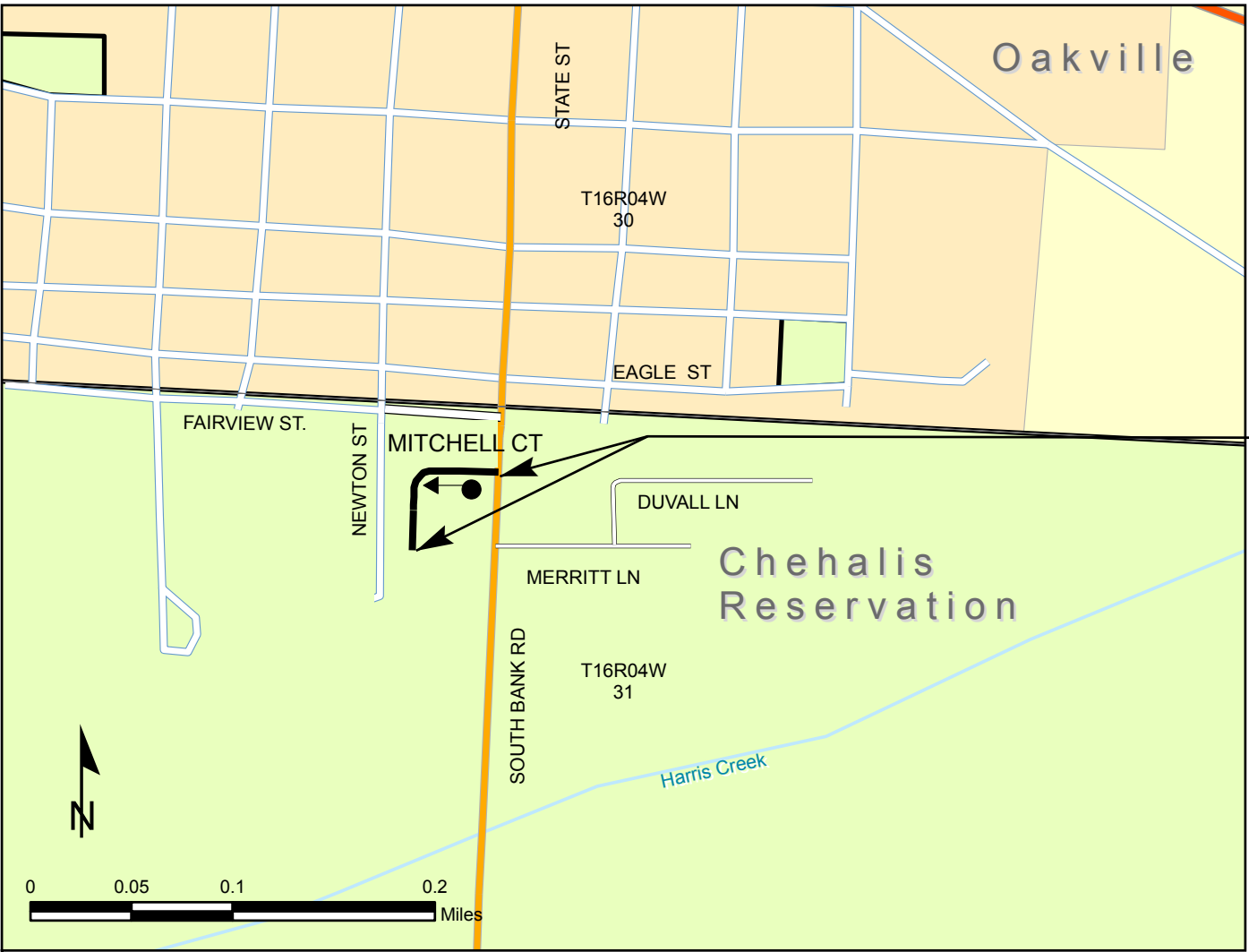
- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0034
Mitchell Ct.



Chehalis Indian Reservation

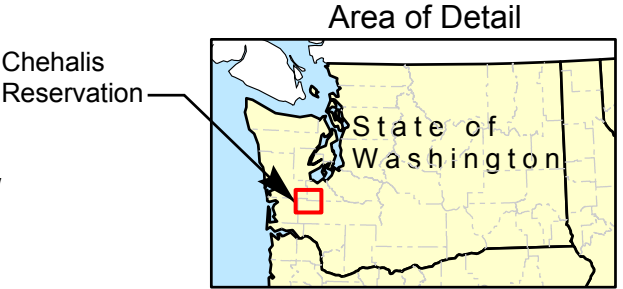


- 005 Route Section Number
- ←● Photo Location & Direction
- T.C. Traffic Count Location
- Chehalis Reservation and Trust Land
- County Boundary

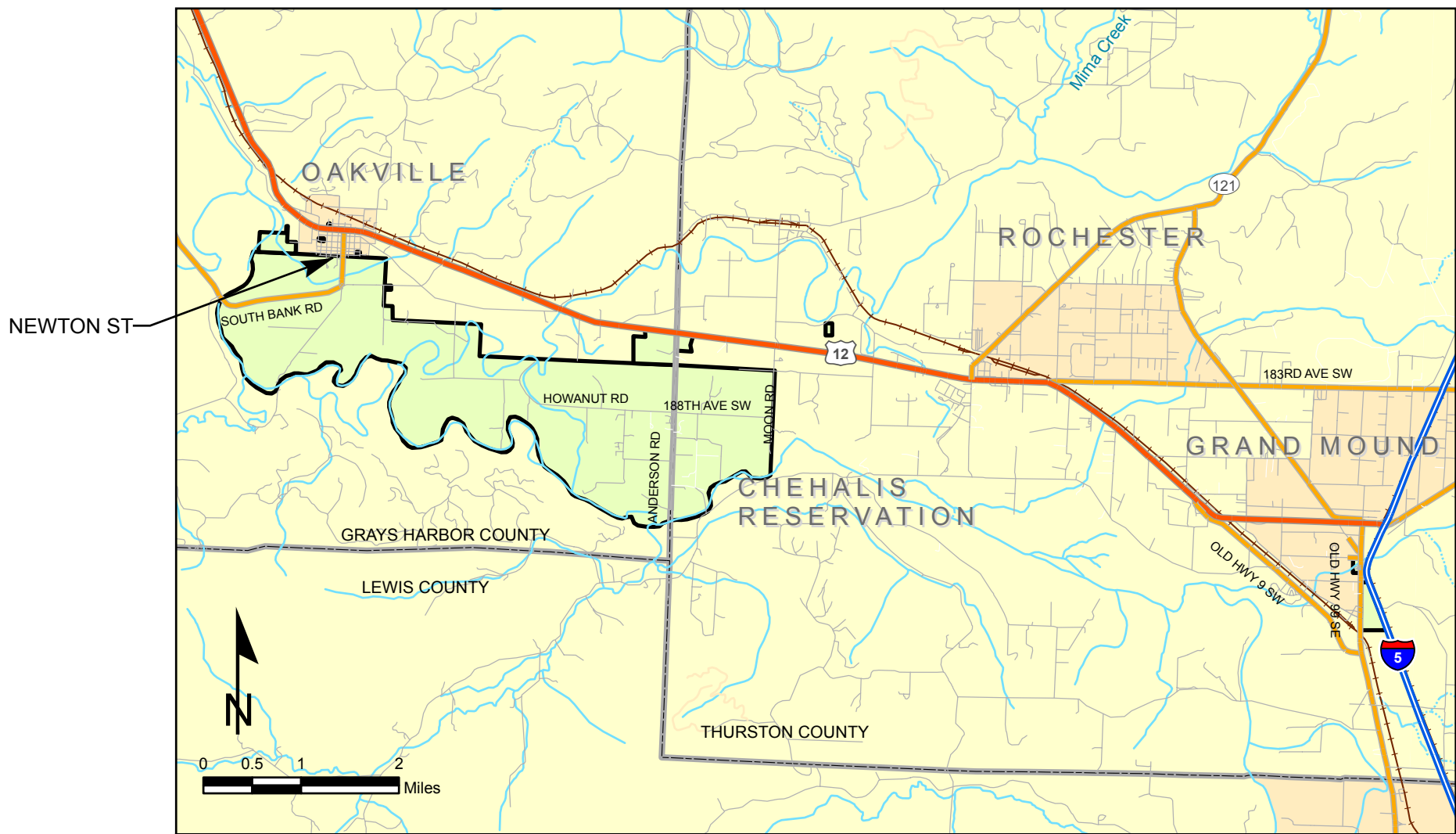
Route: 0034
Mitchell Ct.

Township: T16



Range: R04W



Chehalis Indian Reservation



Area of Detail

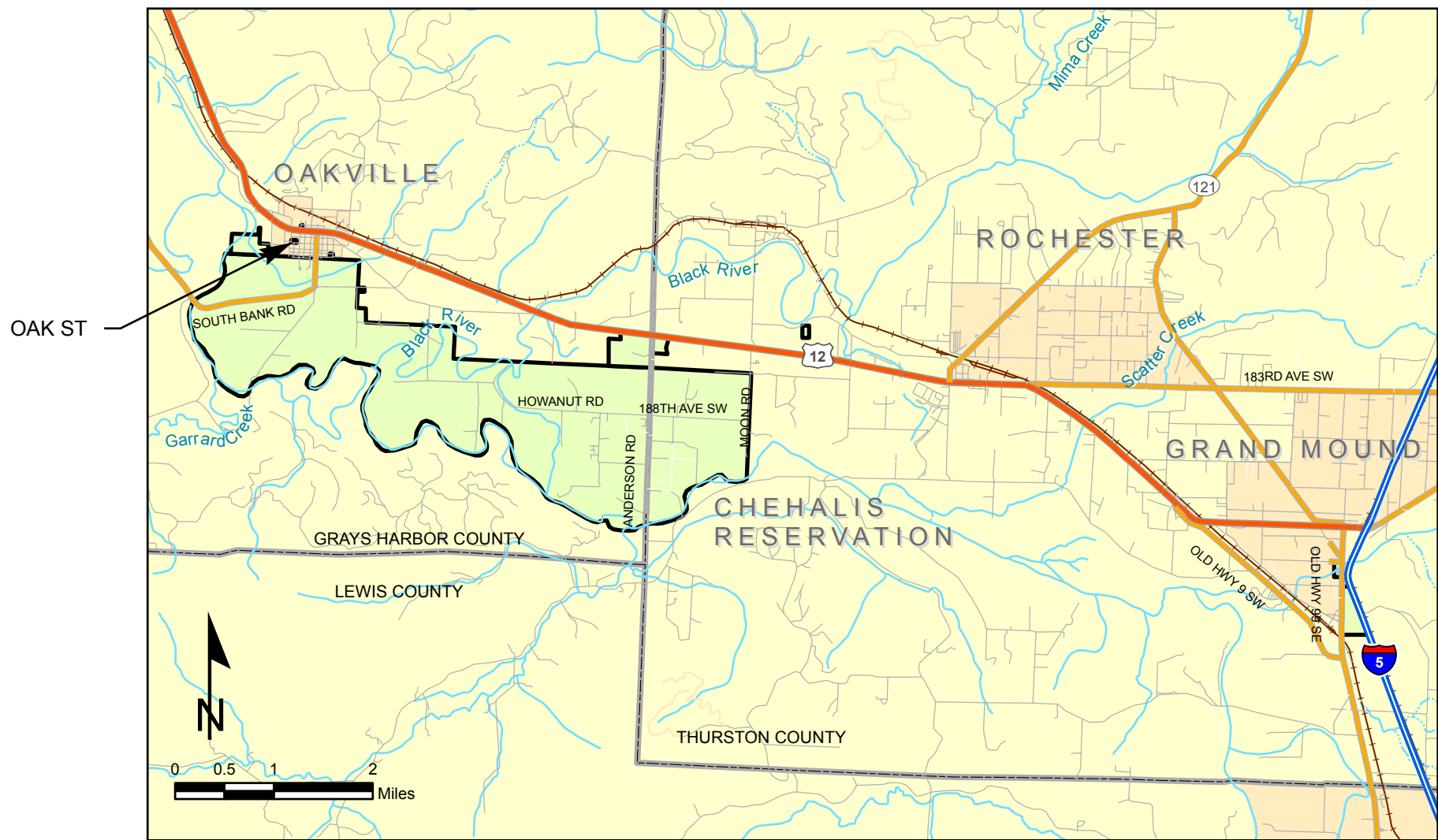
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0035
Newton St.



Chehalis Indian Reservation



- Chehalis Reservation and Trust Land
- County Boundary

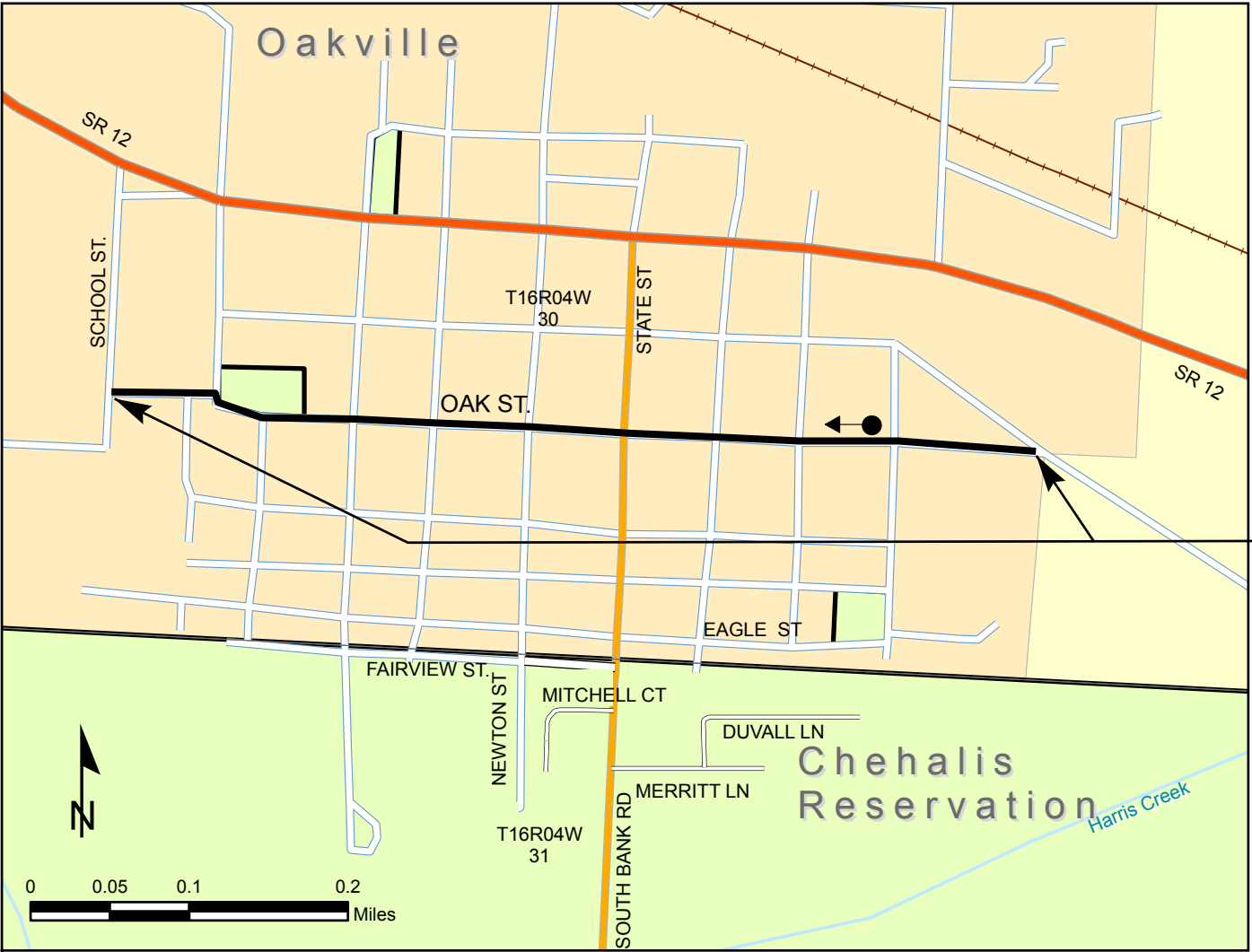
General Route Location

Route: 0036
Oak St.

Area of Detail



Chehalis Indian Reservation



005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

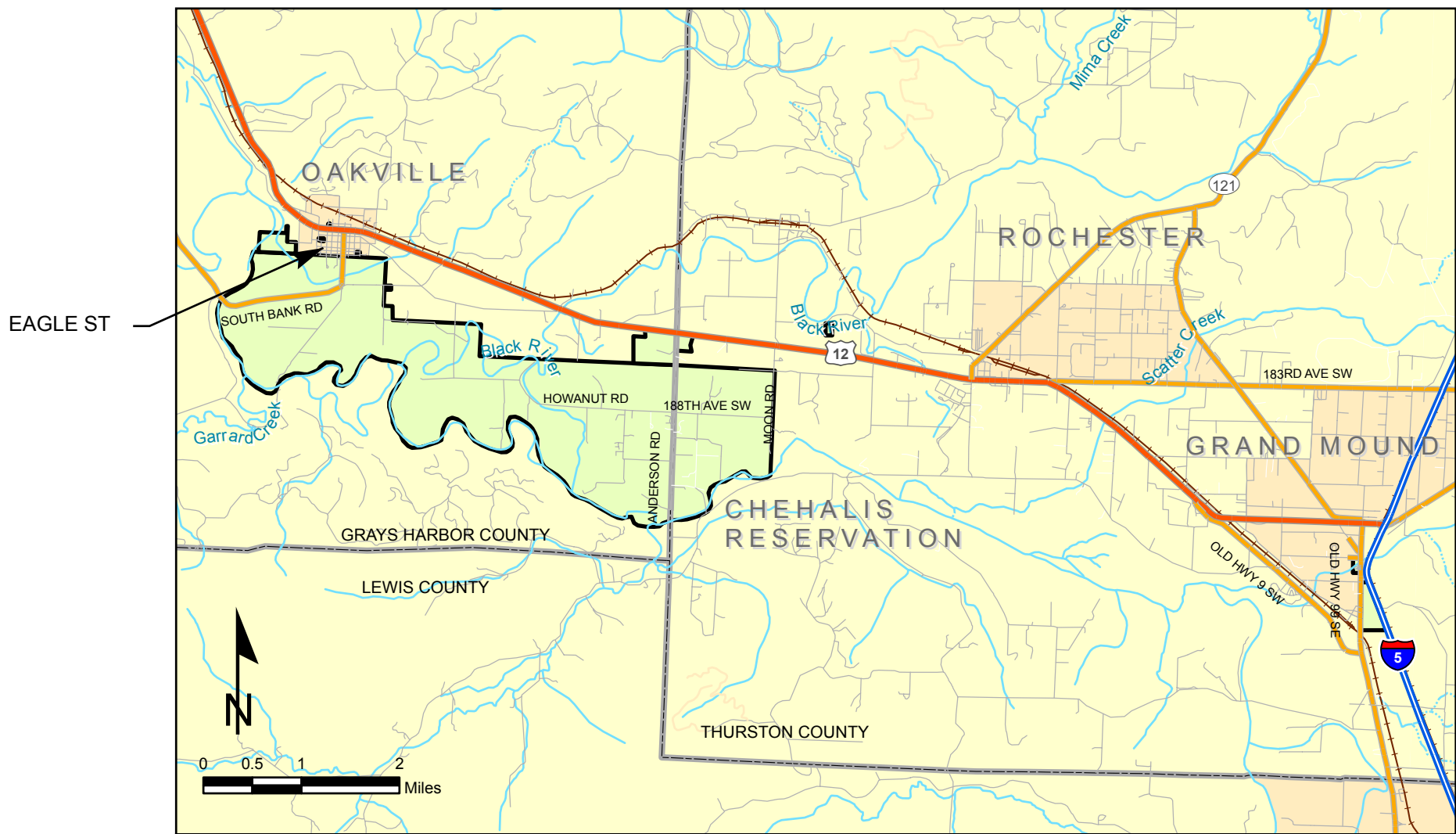
Route: 0036
Oak St.

Township: T16



Range: R04W



Chehalis Indian Reservation



Area of Detail

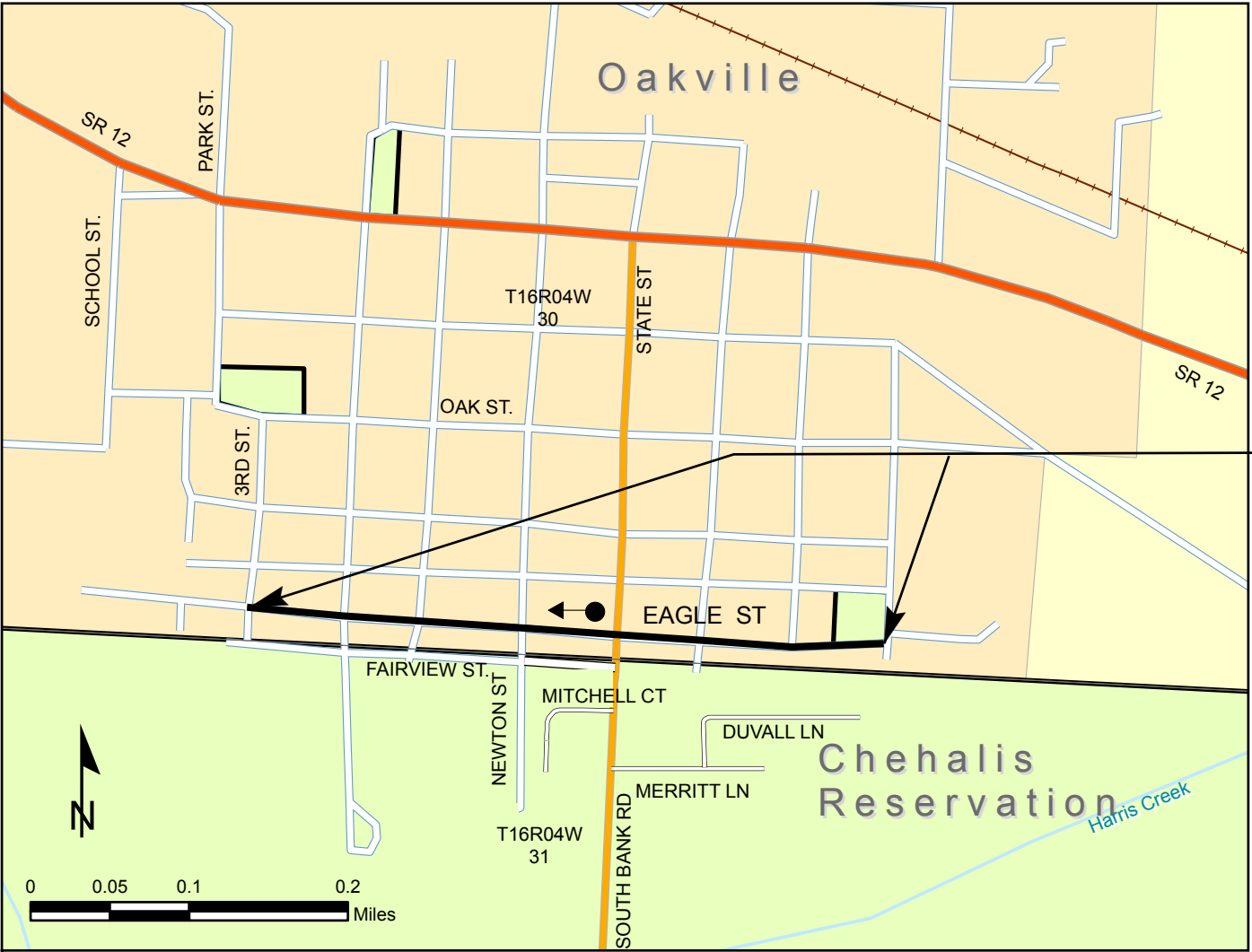
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0037
Eagle St.



Chehalis Indian Reservation



005 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

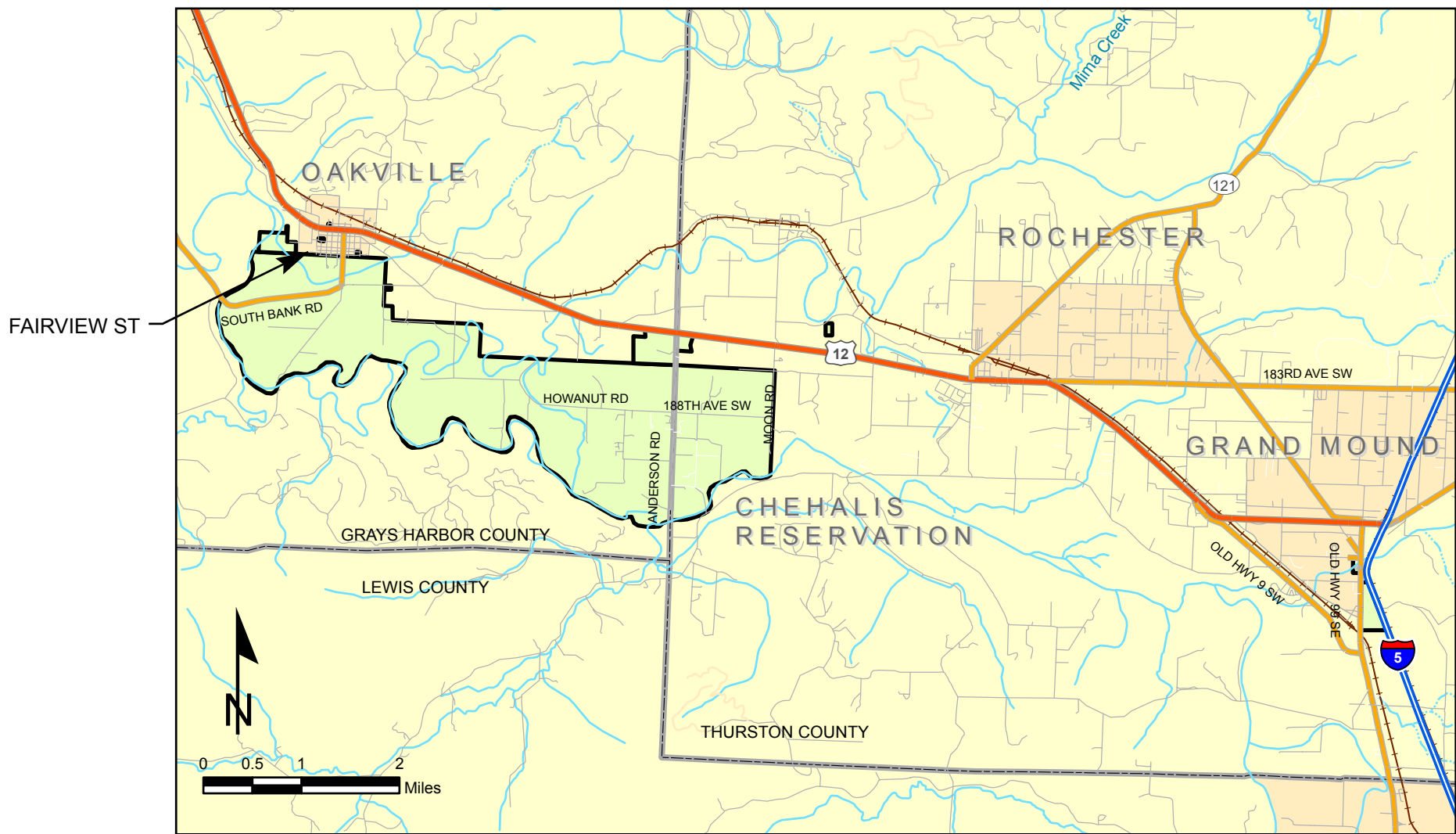
Route: 0037
Eagle St.

Township: T16

Range: R04W



Chehalis Indian Reservation



- Chehalis Reservation and Trust Land
- County Boundary

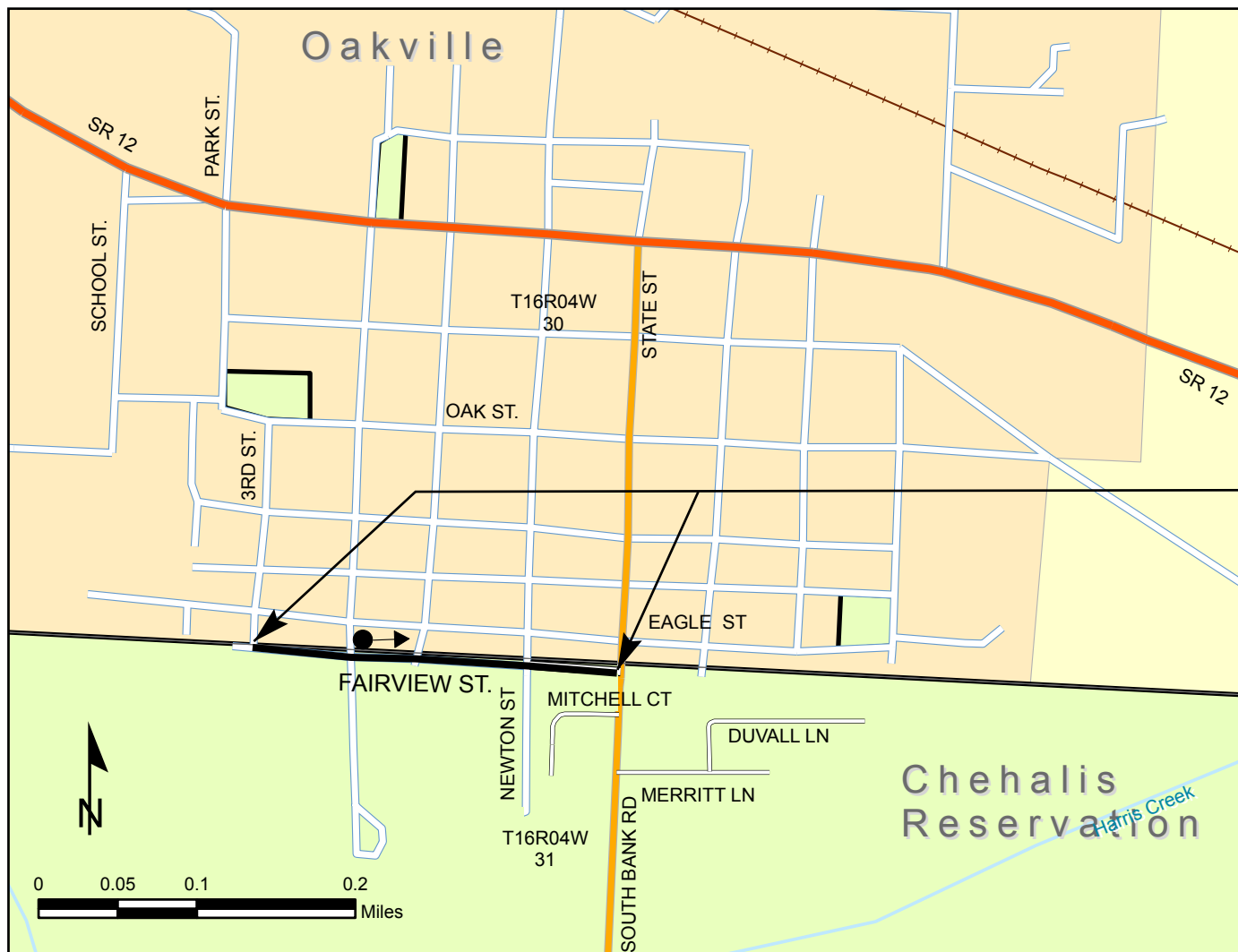
General Route Location

Route: 0038
Fairview St.

Area of Detail



Chehalis Indian Reservation



SEC 005

005 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

--- County Boundary

Route: 0038
Fairview St.

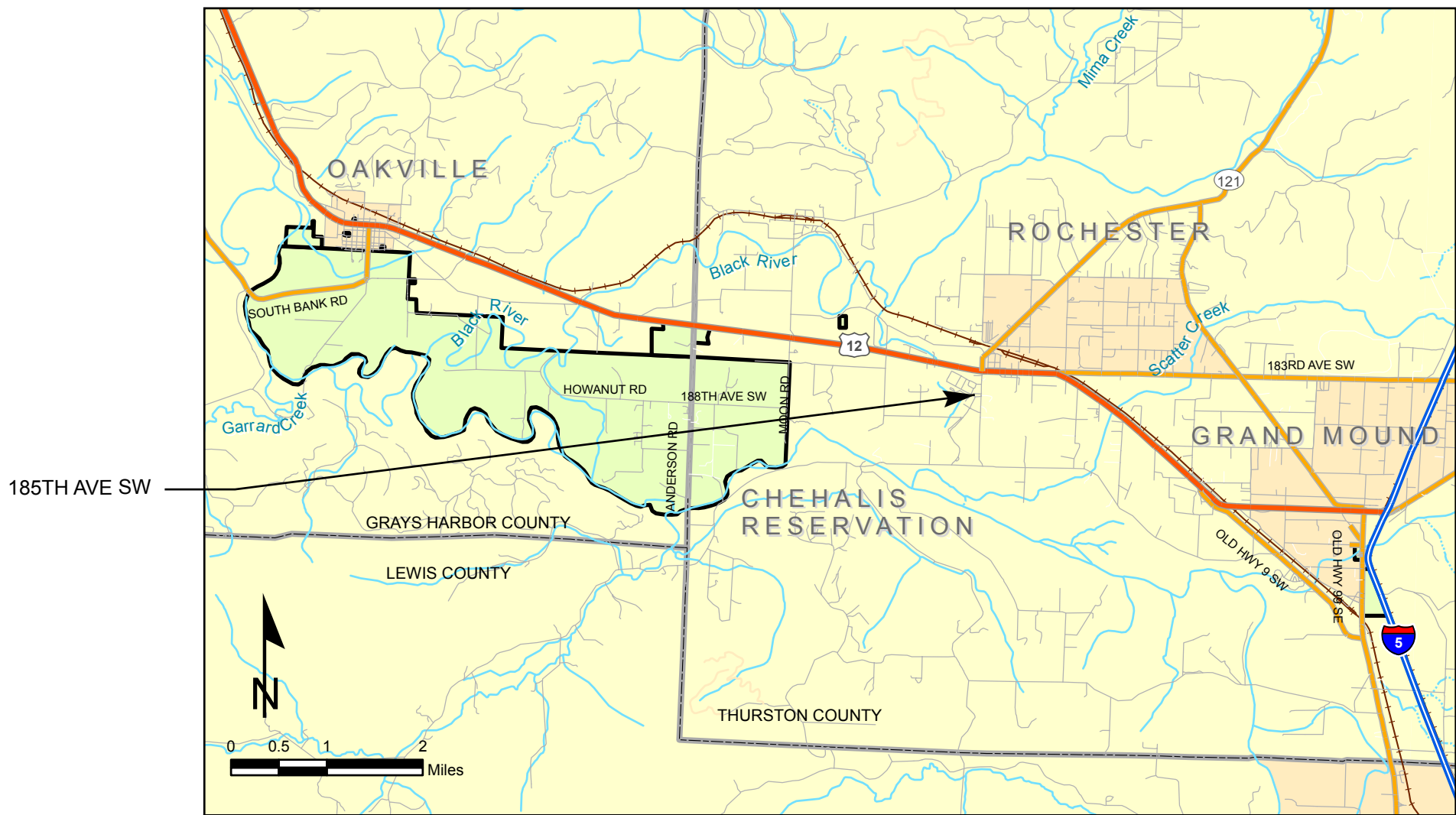
Township: T16

Range: R04W



Area of Detail

Chehalis Indian Reservation



- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0039
185th Ave. SW

Area of Detail



Chehalis Indian Reservation



- 005 Route Section Number
- ←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0039
185th Ave. SW

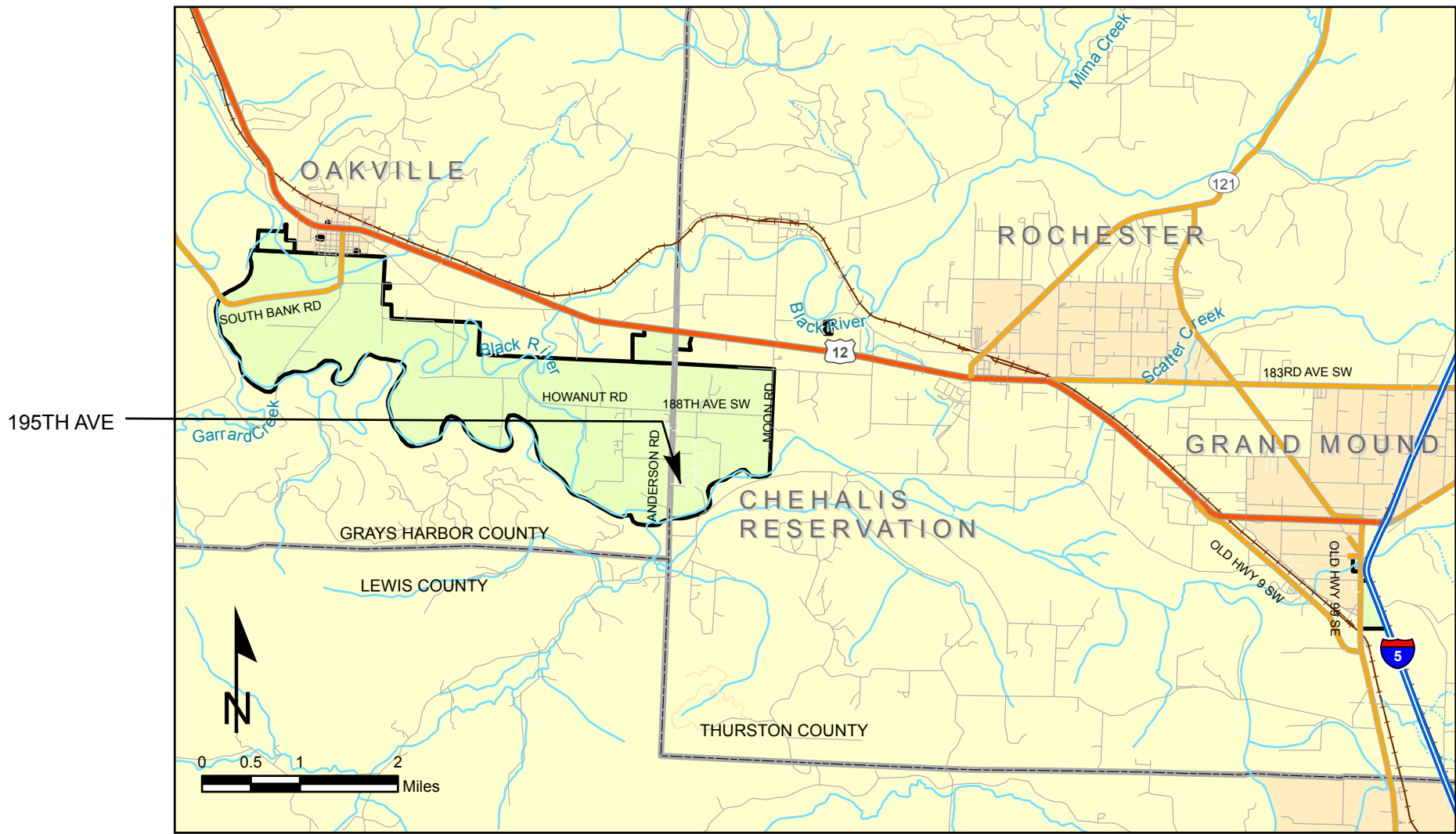
Township: T16

Range: R03W

Area of Detail



Chehalis Indian Reservation



- Chehalis Reservation and Trust Land
- County Boundary

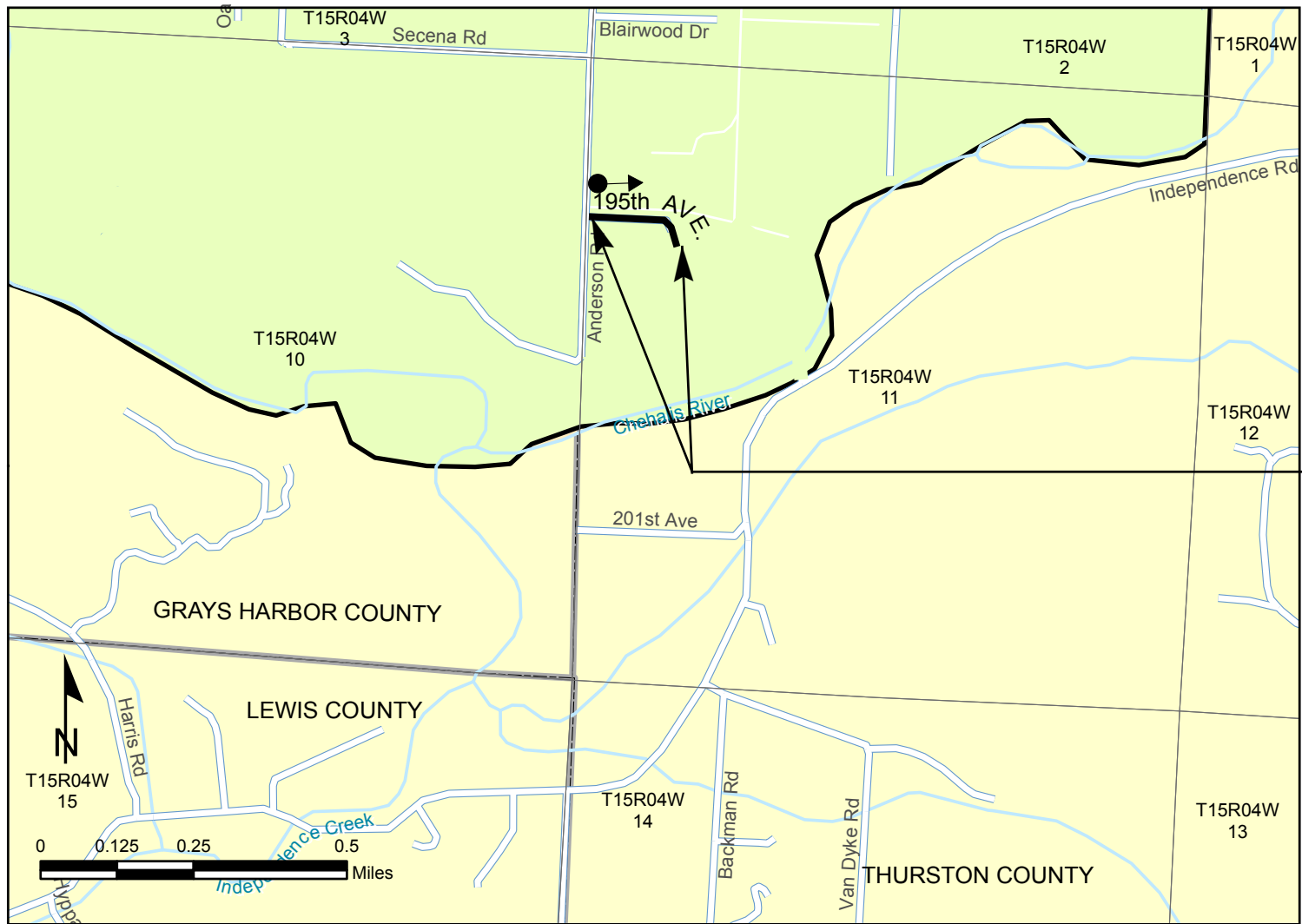
General Route Location

Route: 0040
195th Ave.

Area of Detail



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Township: T15

Route: 0040

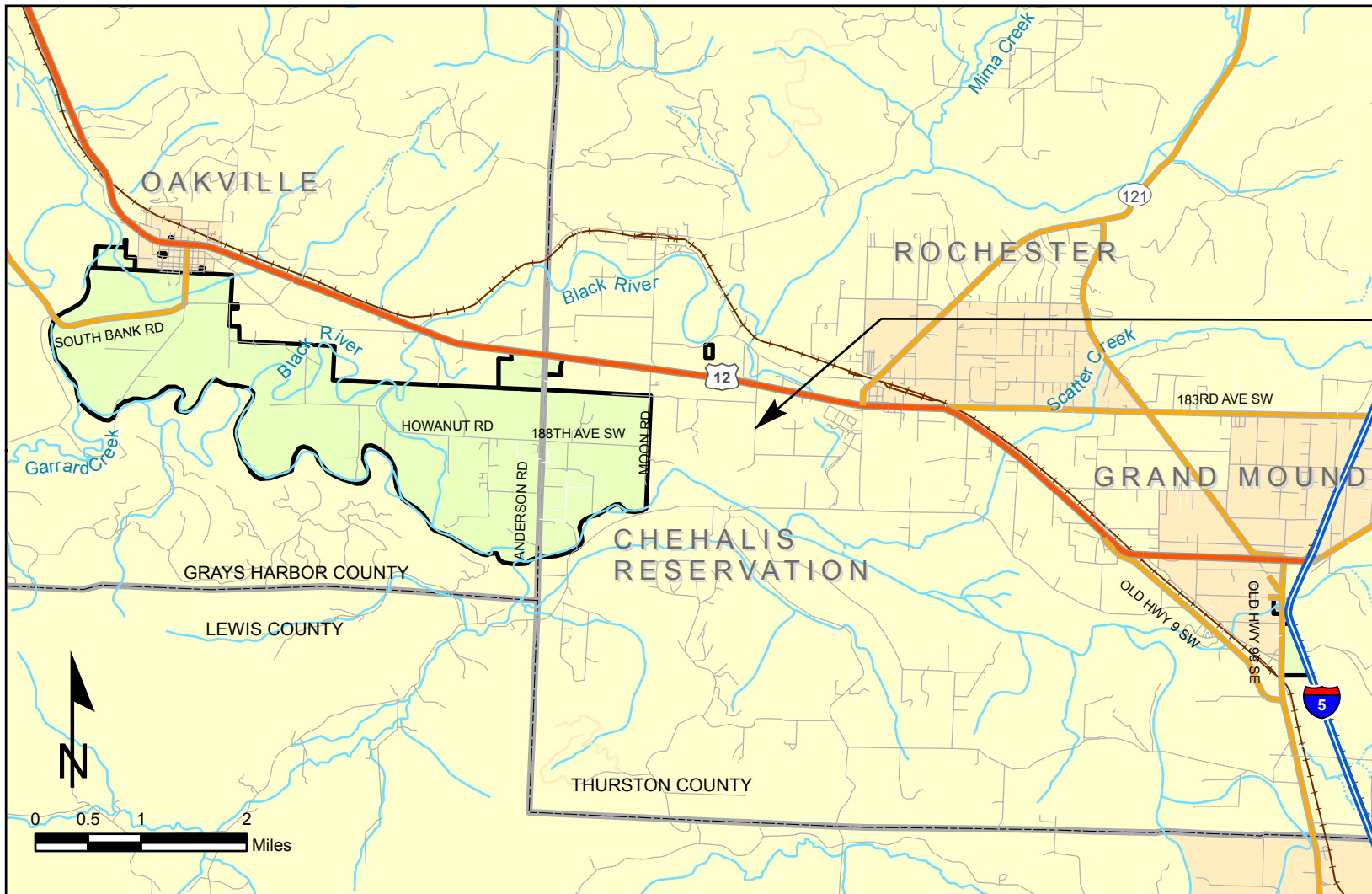
195th Ave.

Range: R04W



Area of Detail



Chehalis Indian Reservation



FORSTROM ST. SW

-  Chehalis Reservation and Trust Land
-  County Boundary

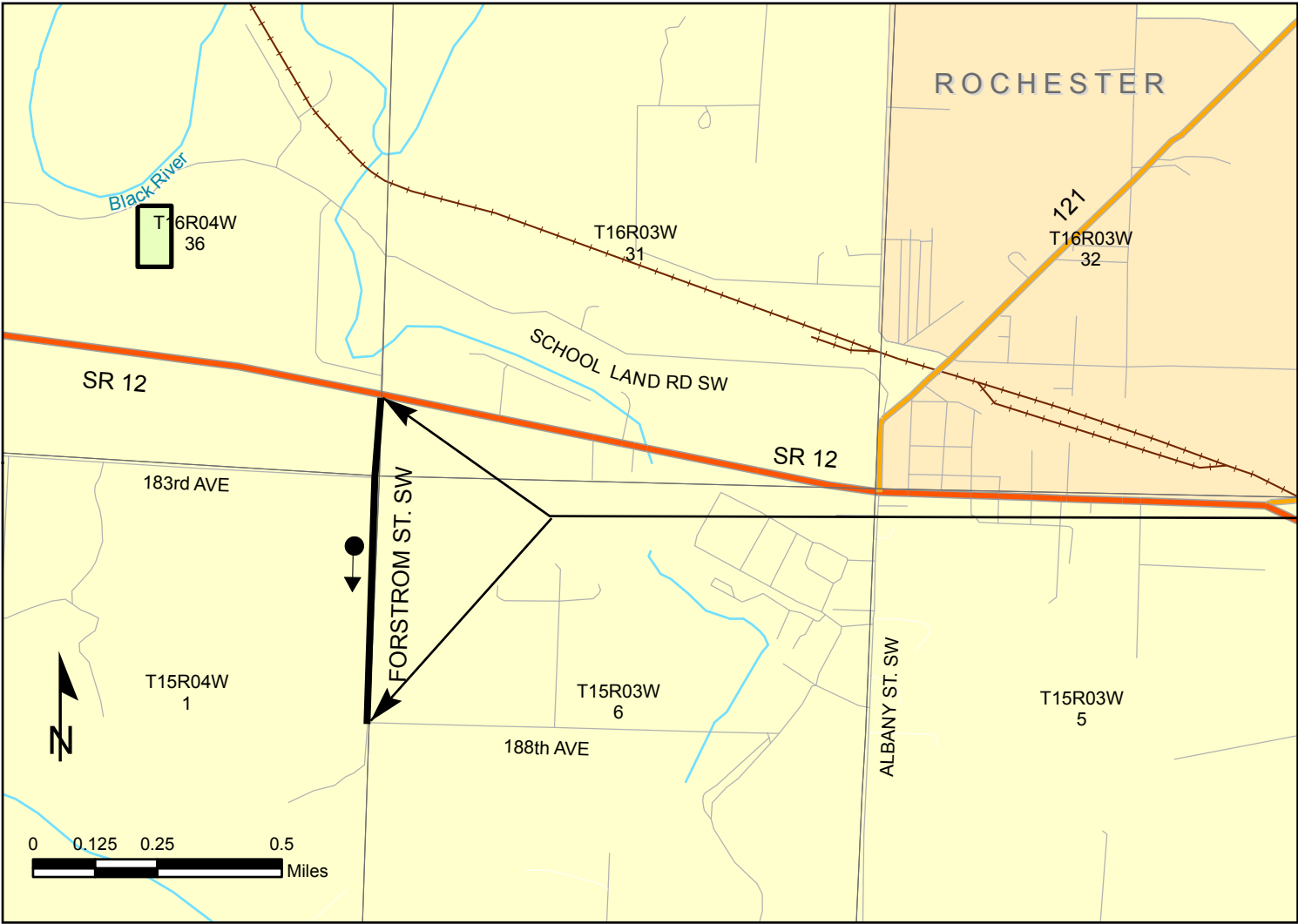
General Route Location

Route: 0041
Forstrom St. SW

Area of Detail



Chehalis Indian Reservation



Area of Detail

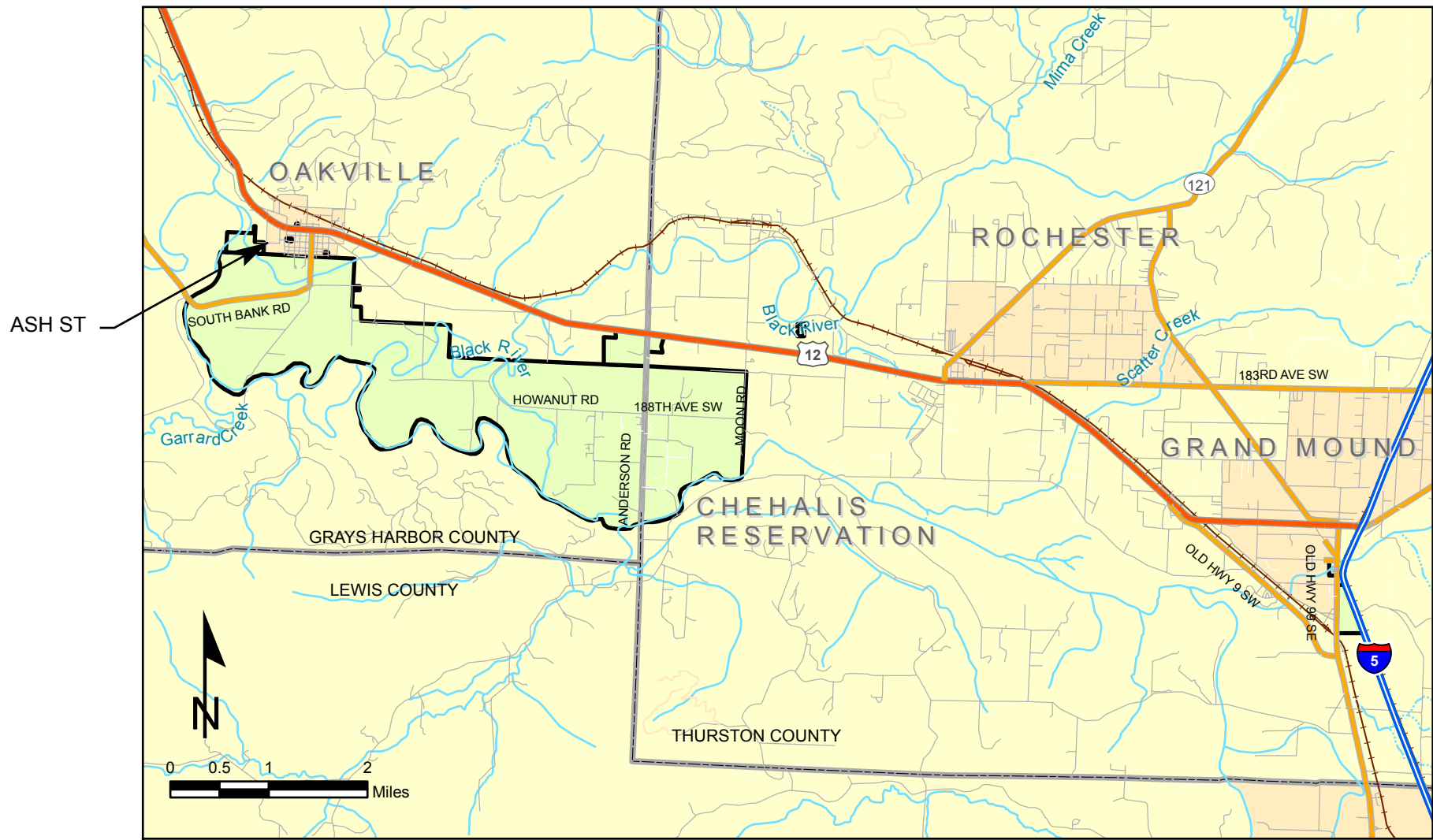
- 005 Route Section Number
- ◀● Photo Location & Direction
- T.C. Traffic Count Location
- Chehalis Reservation and Trust Land
- County Boundary

Route: 0041
Forstrom St. SW



Township: T15, T16 Range: R04W, R03W



Chehalis Indian Reservation



Area of Detail

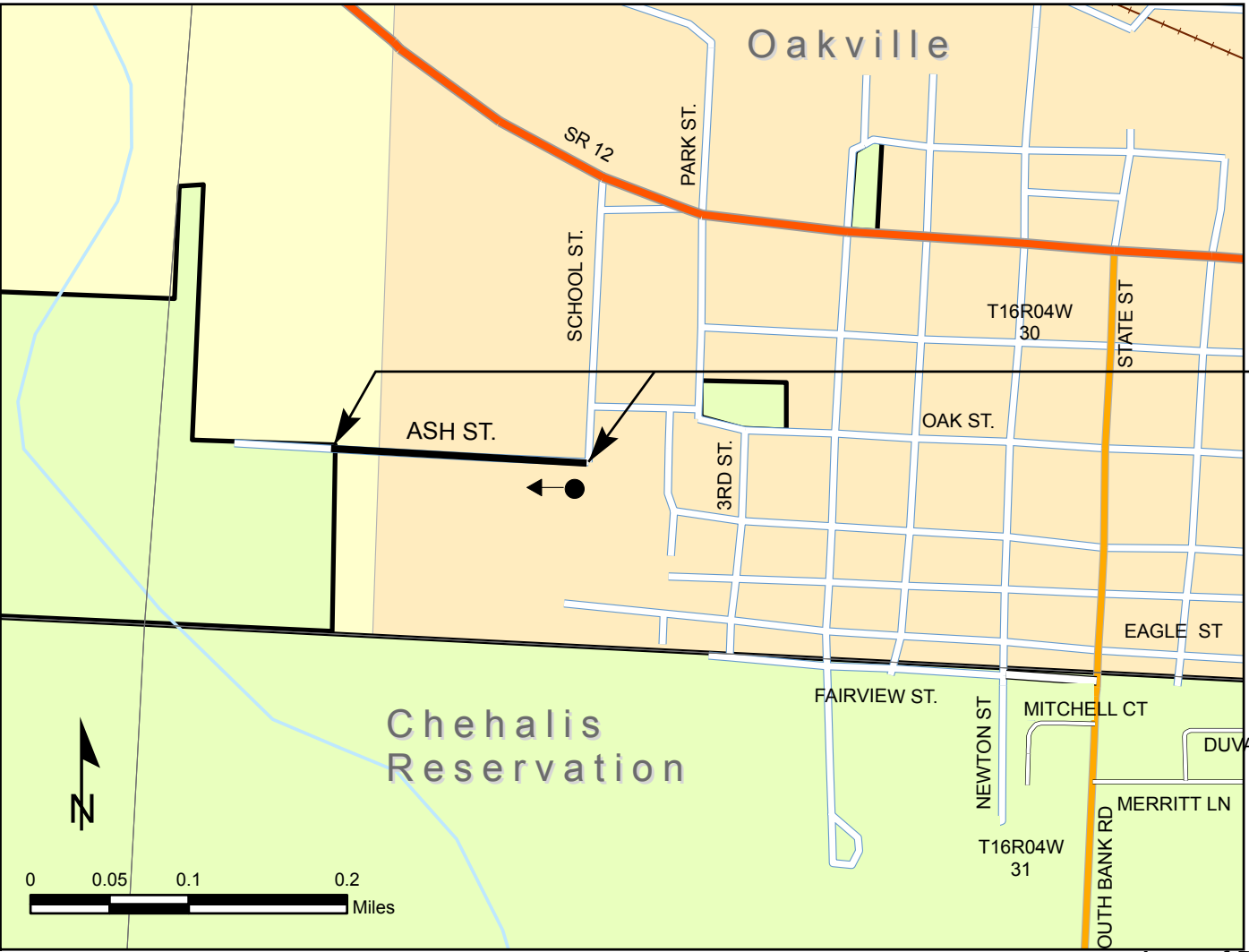
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0042
Ash St.



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0042
Ash St.

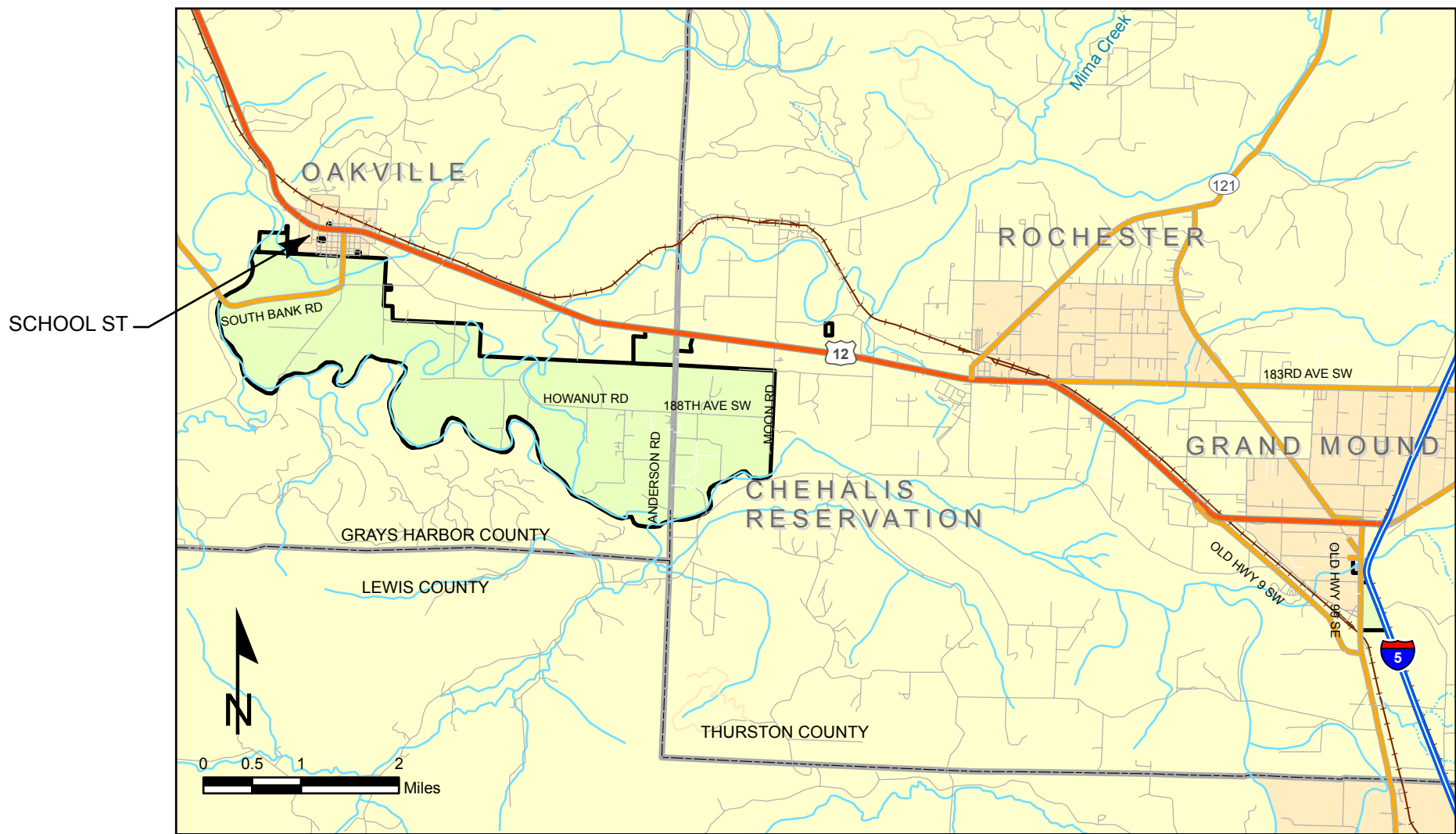
Township: T16

Range: R04W



Area of Detail



Chehalis Indian Reservation



Area of Detail

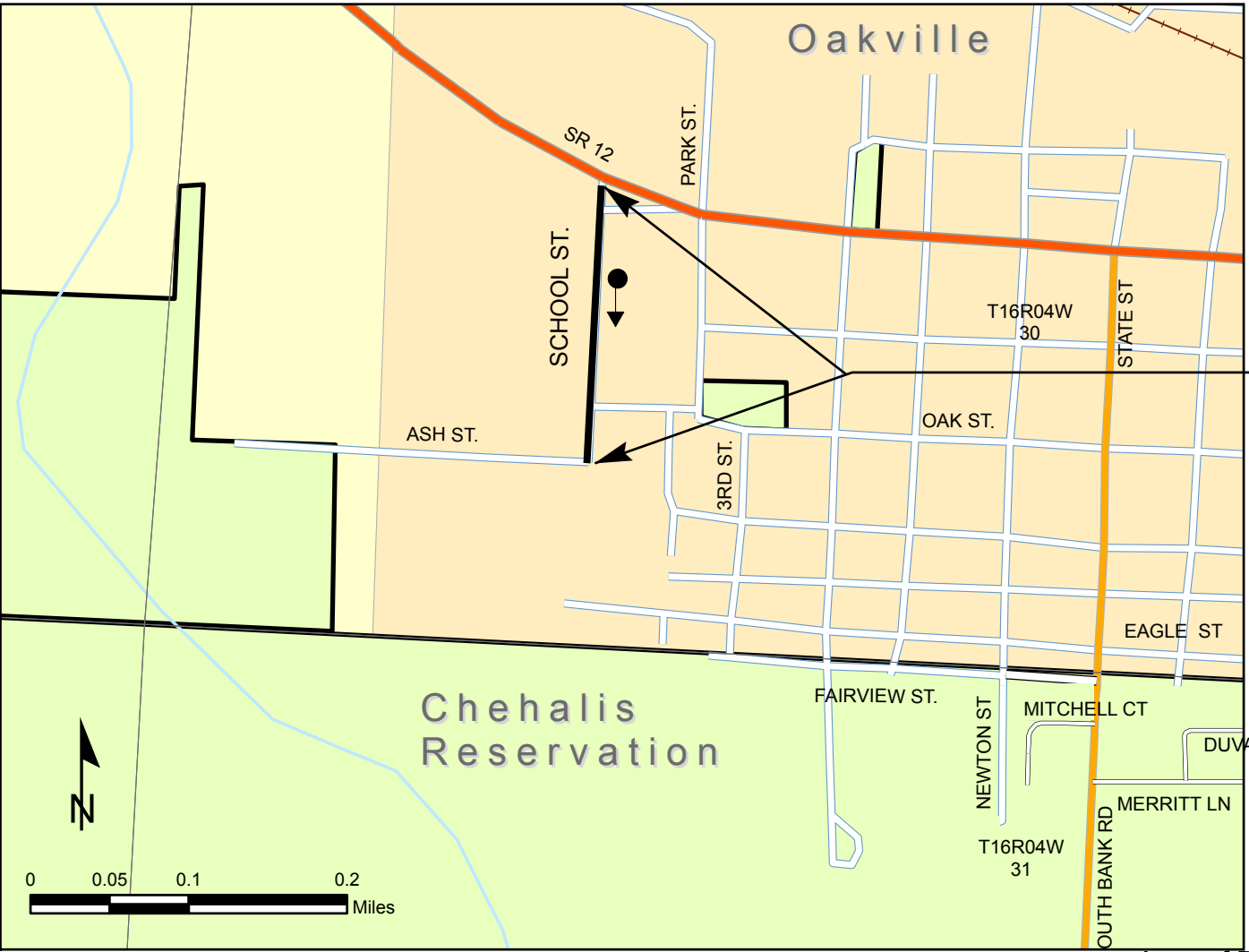
-  Chehalis Reservation and Trust Land
-  County Boundary

General Route Location

Route: 0043
School St.



Chehalis Indian Reservation



SEC 005

005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0043
School St.

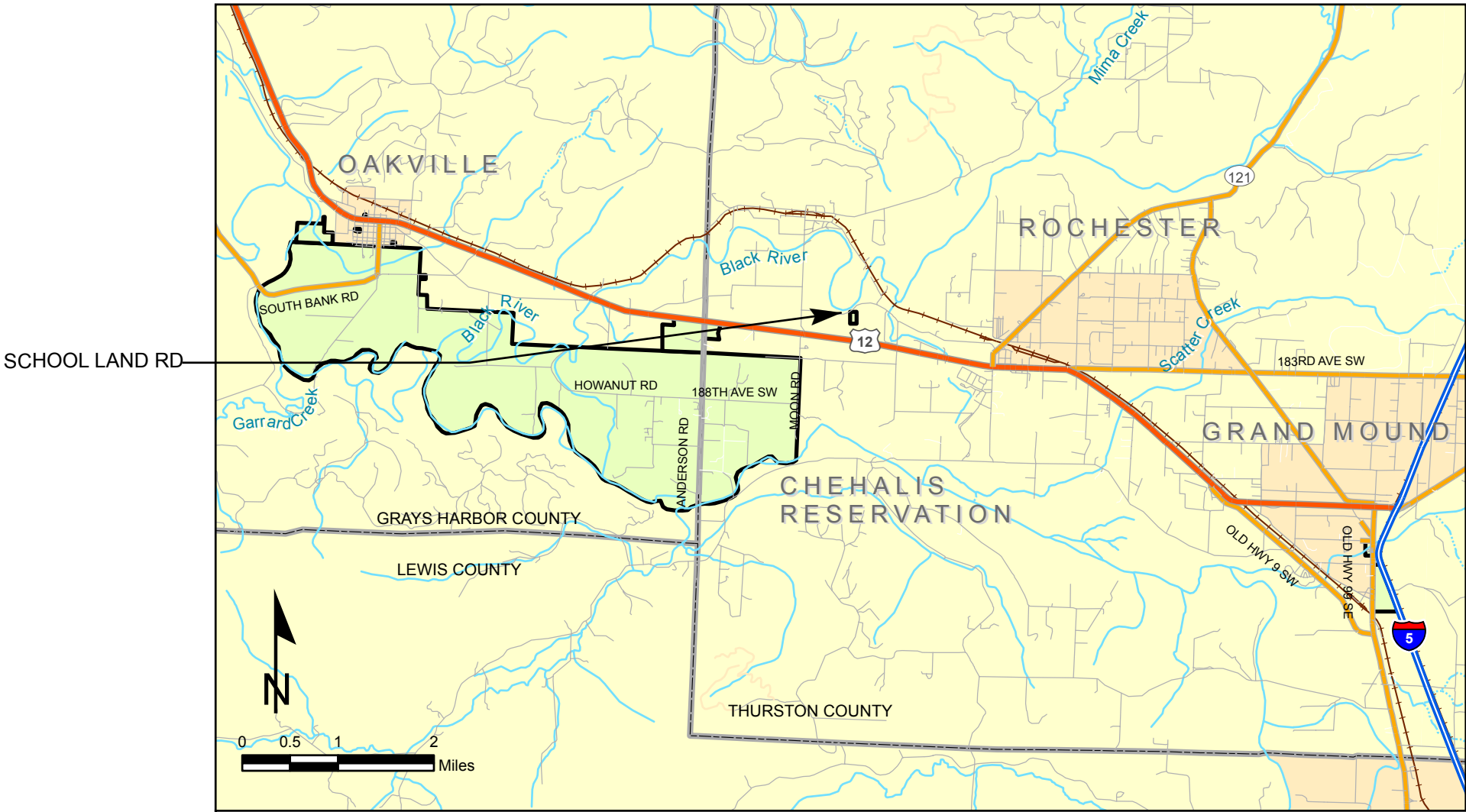
Township: T16

Range: R04W

Area of Detail



Chehalis Indian Reservation



Area of Detail

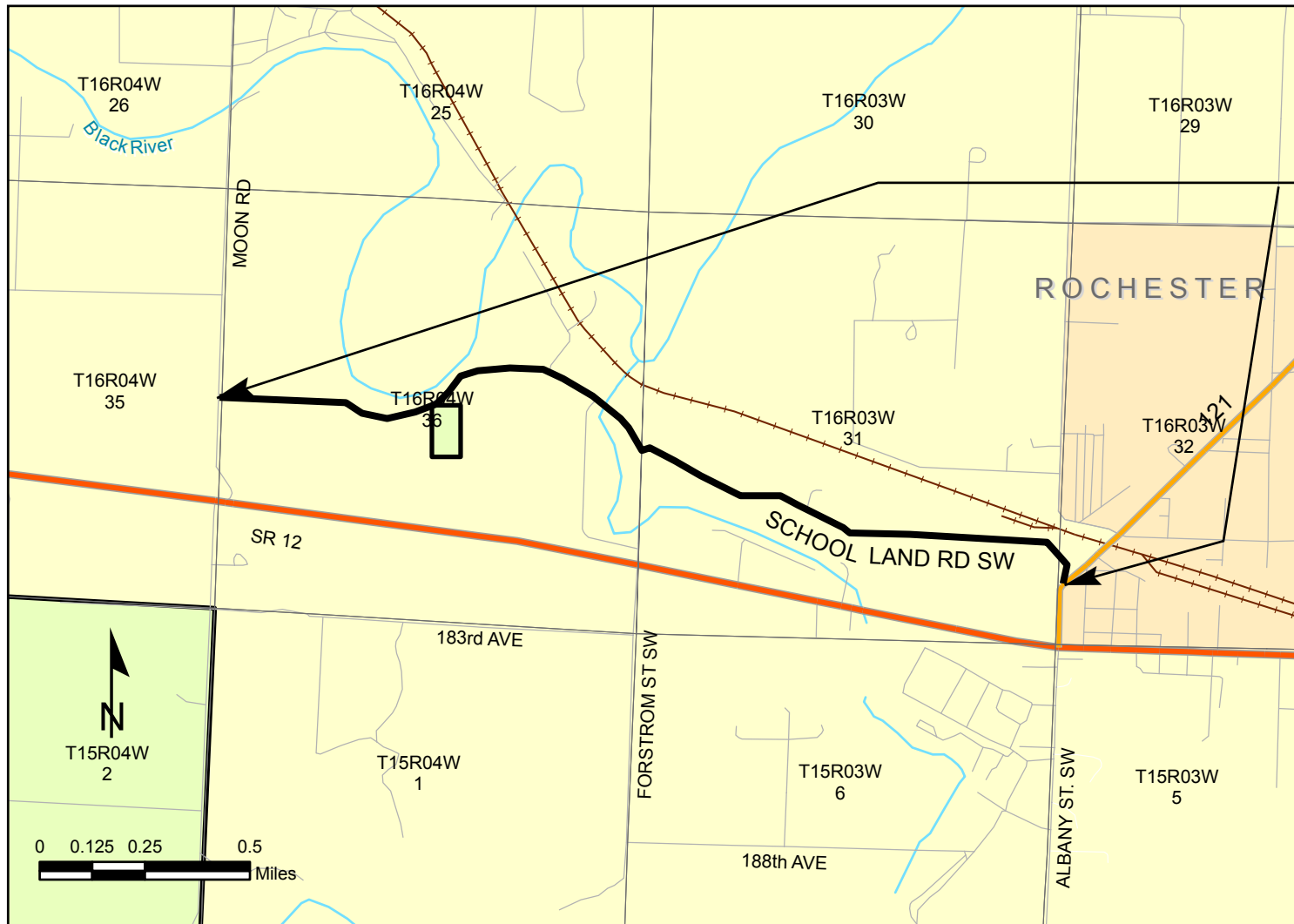
- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0044
School Land Rd



Chehalis Indian Reservation



005 Route Section Number

←● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

--- County Boundary

Route: 0044

School Land Rd. SW

Township: T16

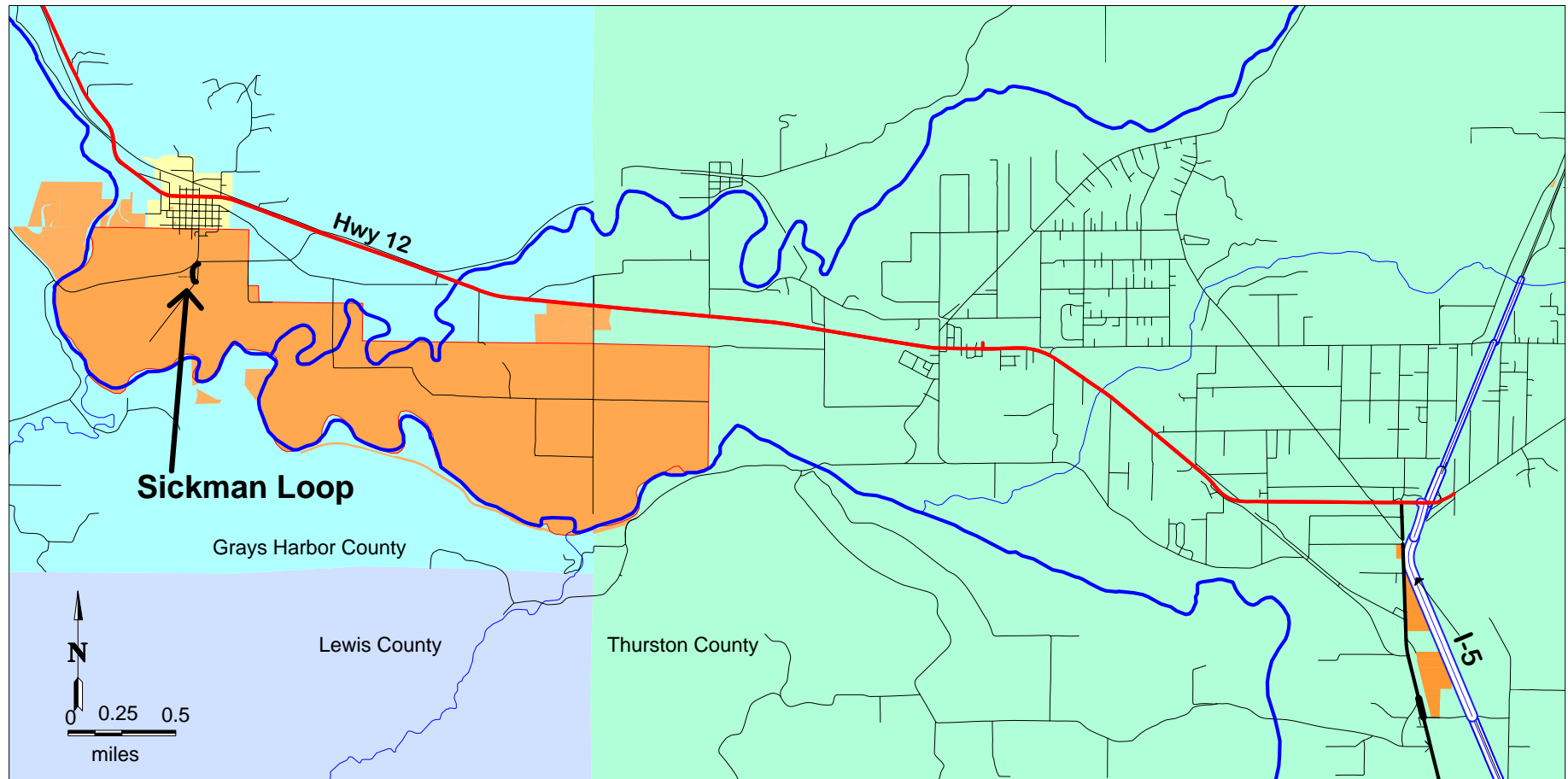
Range: R03W, R04W

Area of Detail


Chehalis
Reservation



Chehalis Indian Reservation

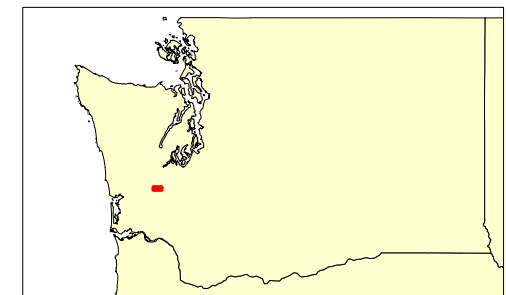


Area of Detail

 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

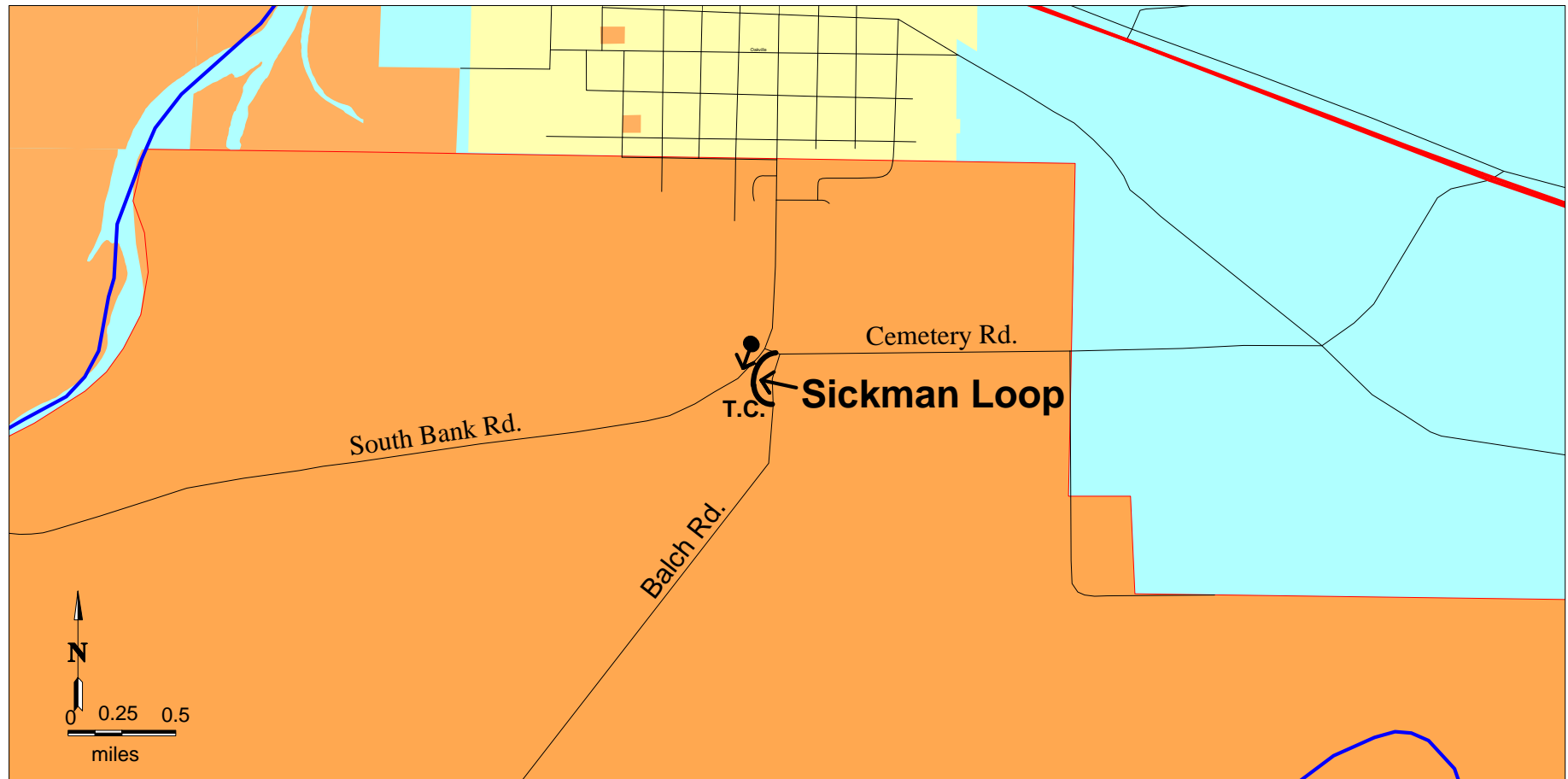
General Route Location


Route: 0045
Sickman Loop



State of Washington

Chehalis Indian Reservation



 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

05 Route Section Number

 Photo Location & Direction

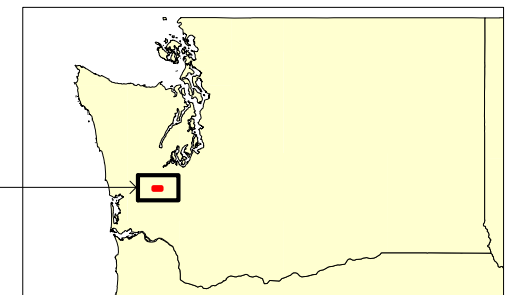
T.C. Traffic Count Location

Route 0045

Sickman Loop

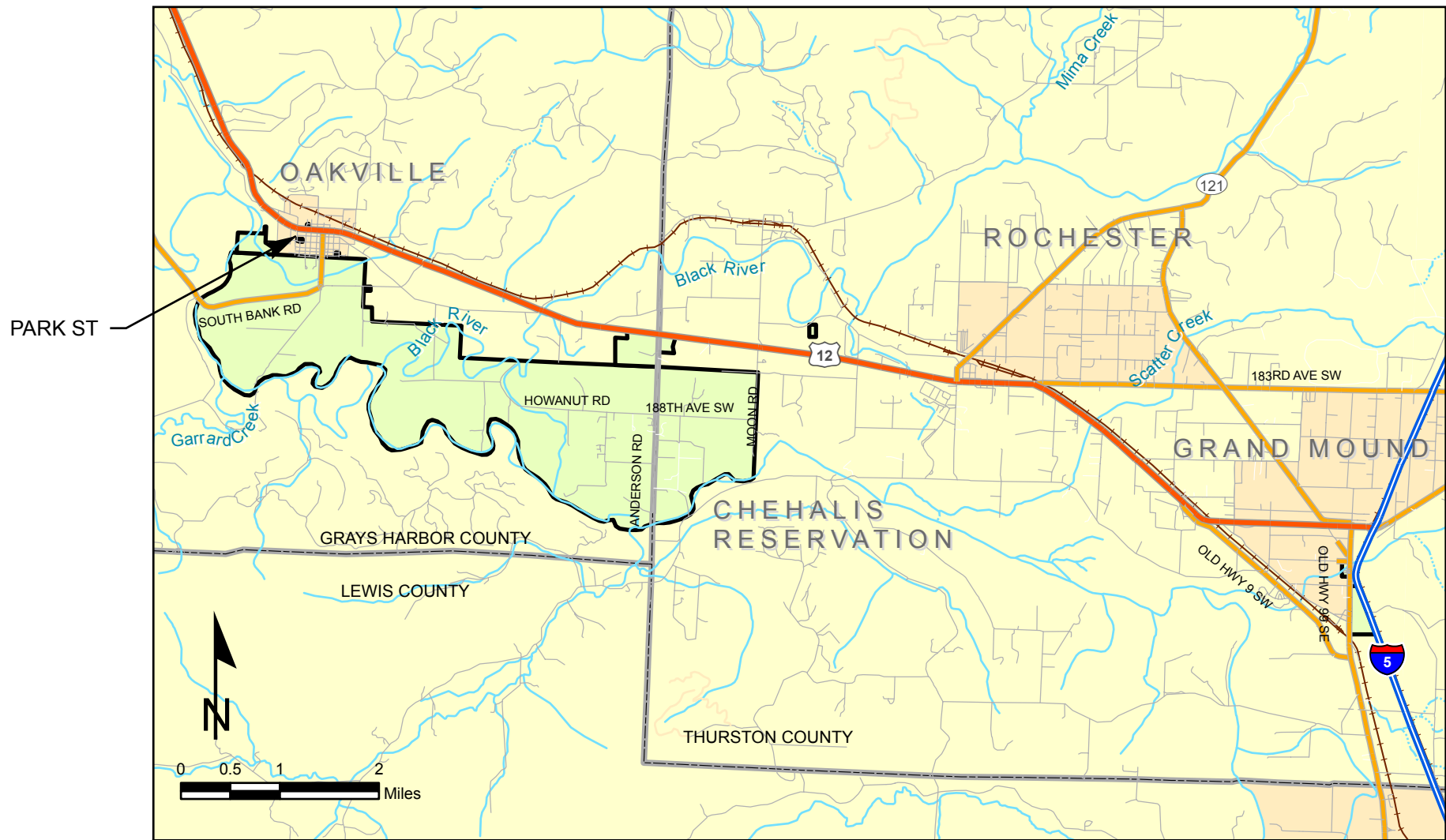
Township T16 Range R04

Chehalis
Reservation



State of Washington

Chehalis Indian Reservation



Area of Detail

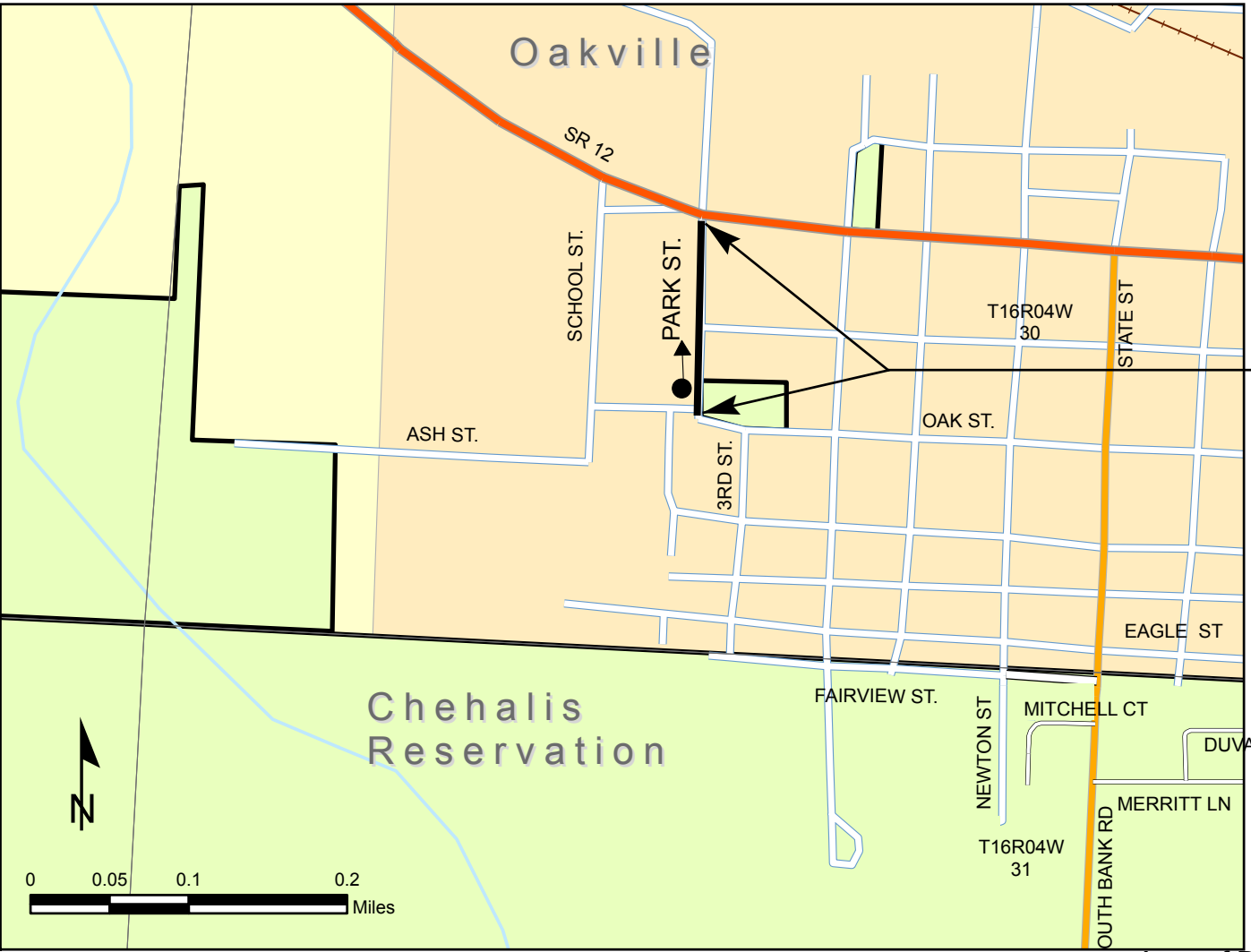
- Chehalis Reservation and Trust Land
- County Boundary

General Route Location

Route: 0046
Park St



Chehalis Indian Reservation



SEC 005

005 Route Section Number

◀● Photo Location & Direction

T.C. Traffic Count Location

Chehalis Reservation and Trust Land

County Boundary

Route: 0046
Park St.

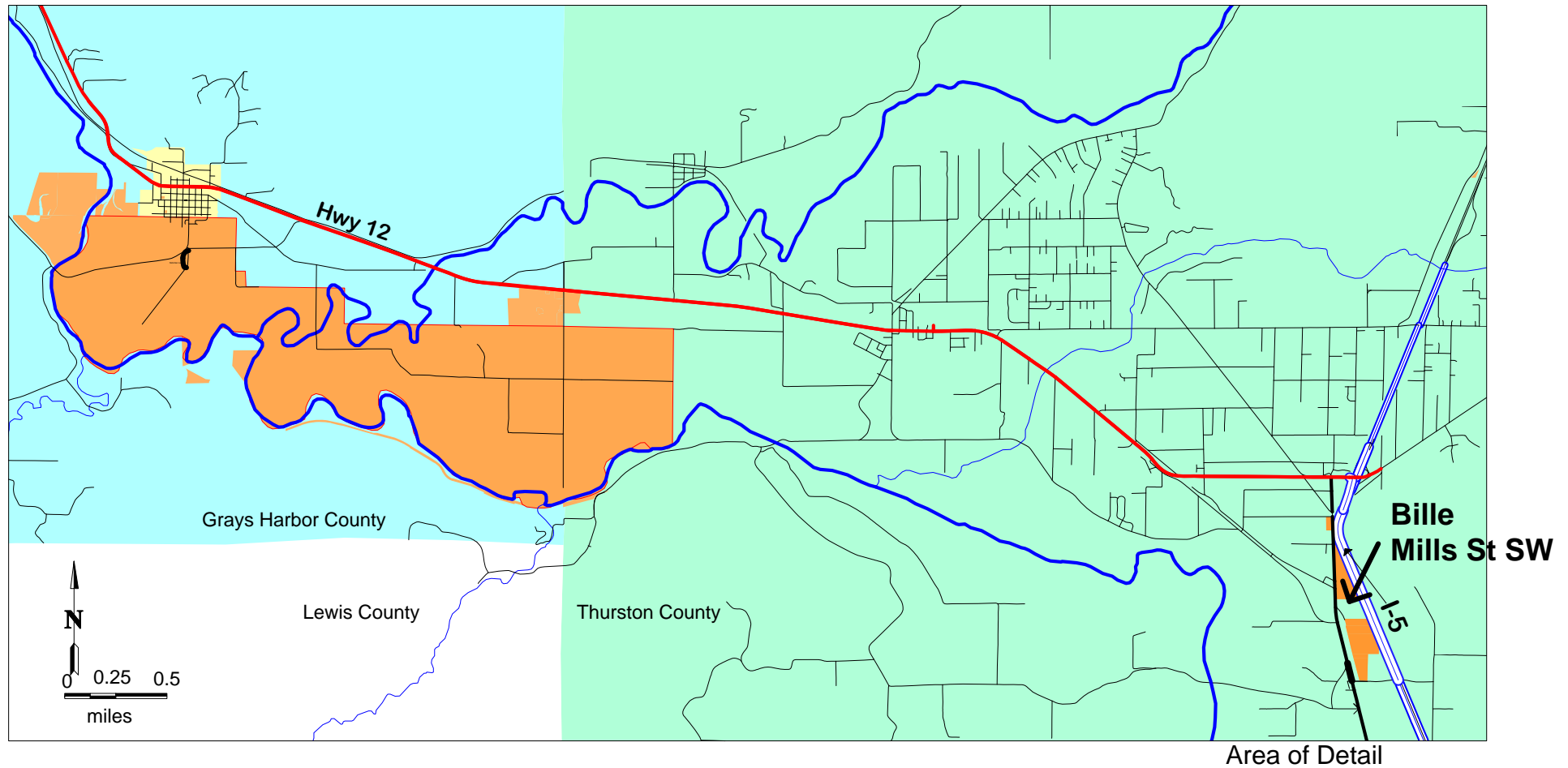
Township: T16


Range: R04W

Area of Detail



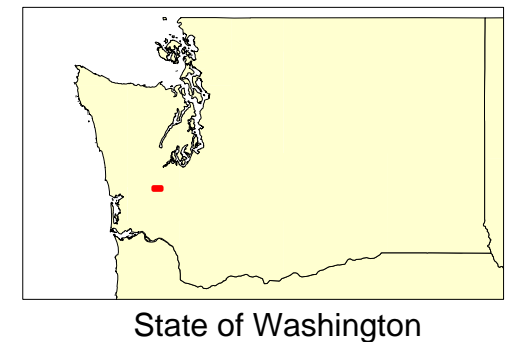
Chehalis Indian Reservation



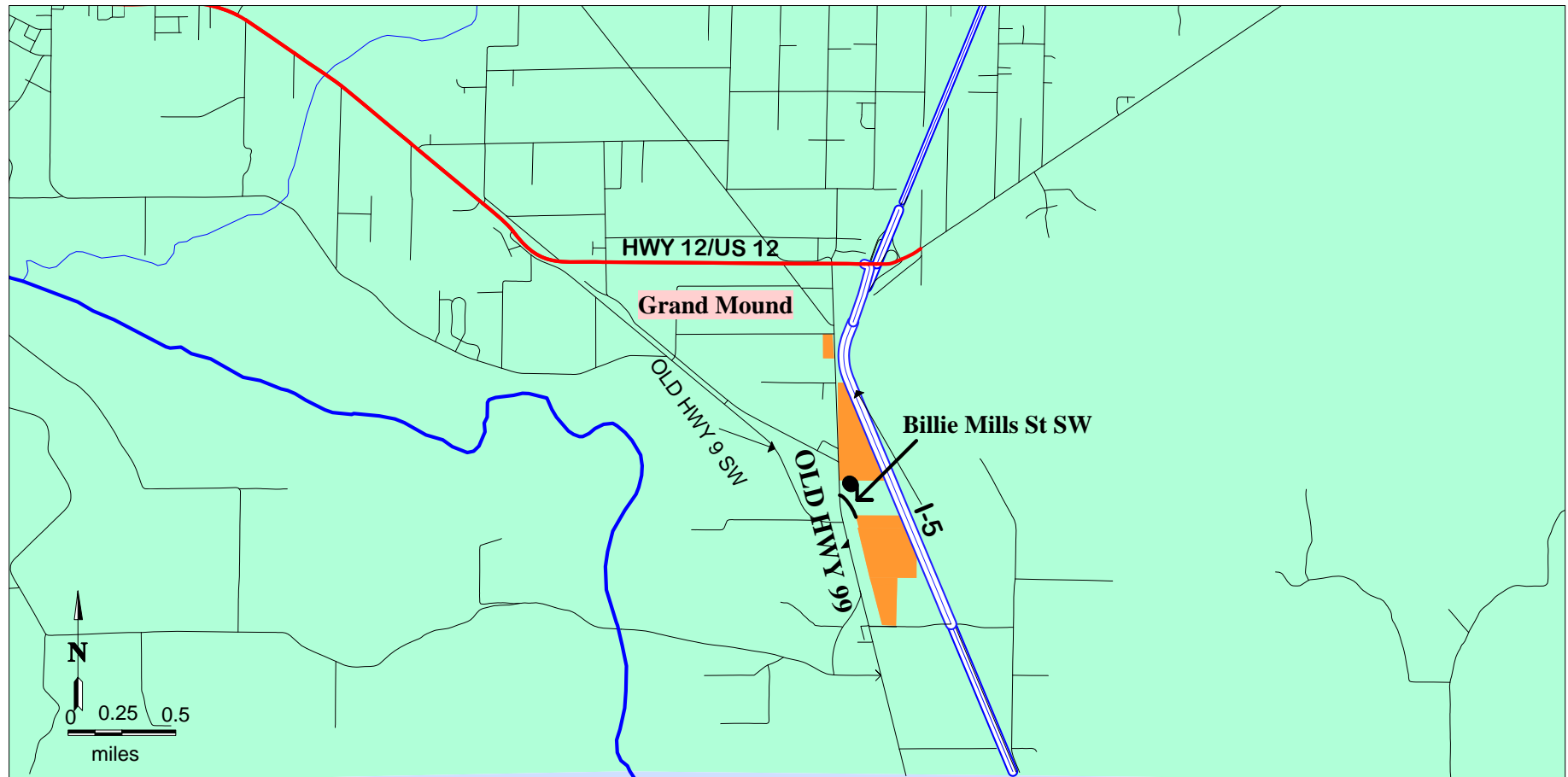
 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

General Route Location

Route: 0047
Billie Mills St. SW



Chehalis Indian Reservation




Area of Detail

Route 0047

Billie Mills St. SW

Township T15 Range R03W

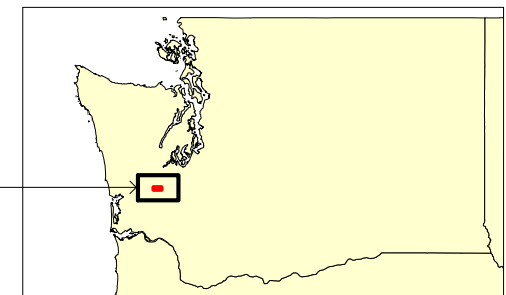
 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

05 Route Section Number

 Photo Location & Direction

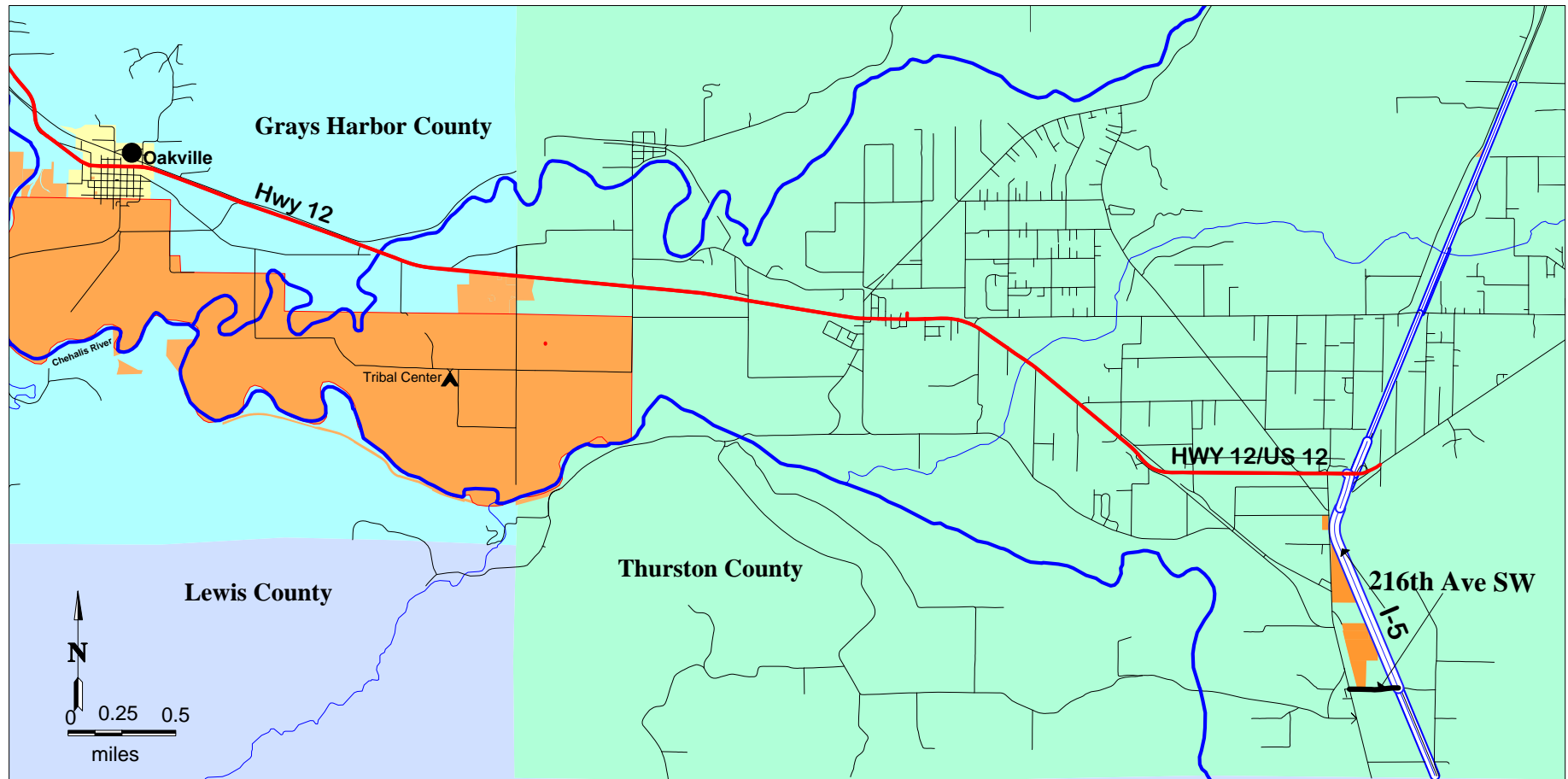
T.C. Traffic Count Location

Chehalis
Reservation




State of Washington

Chehalis Indian Reservation



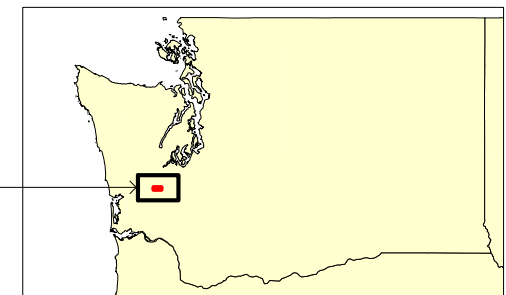
Area of Detail

 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

General Route Location

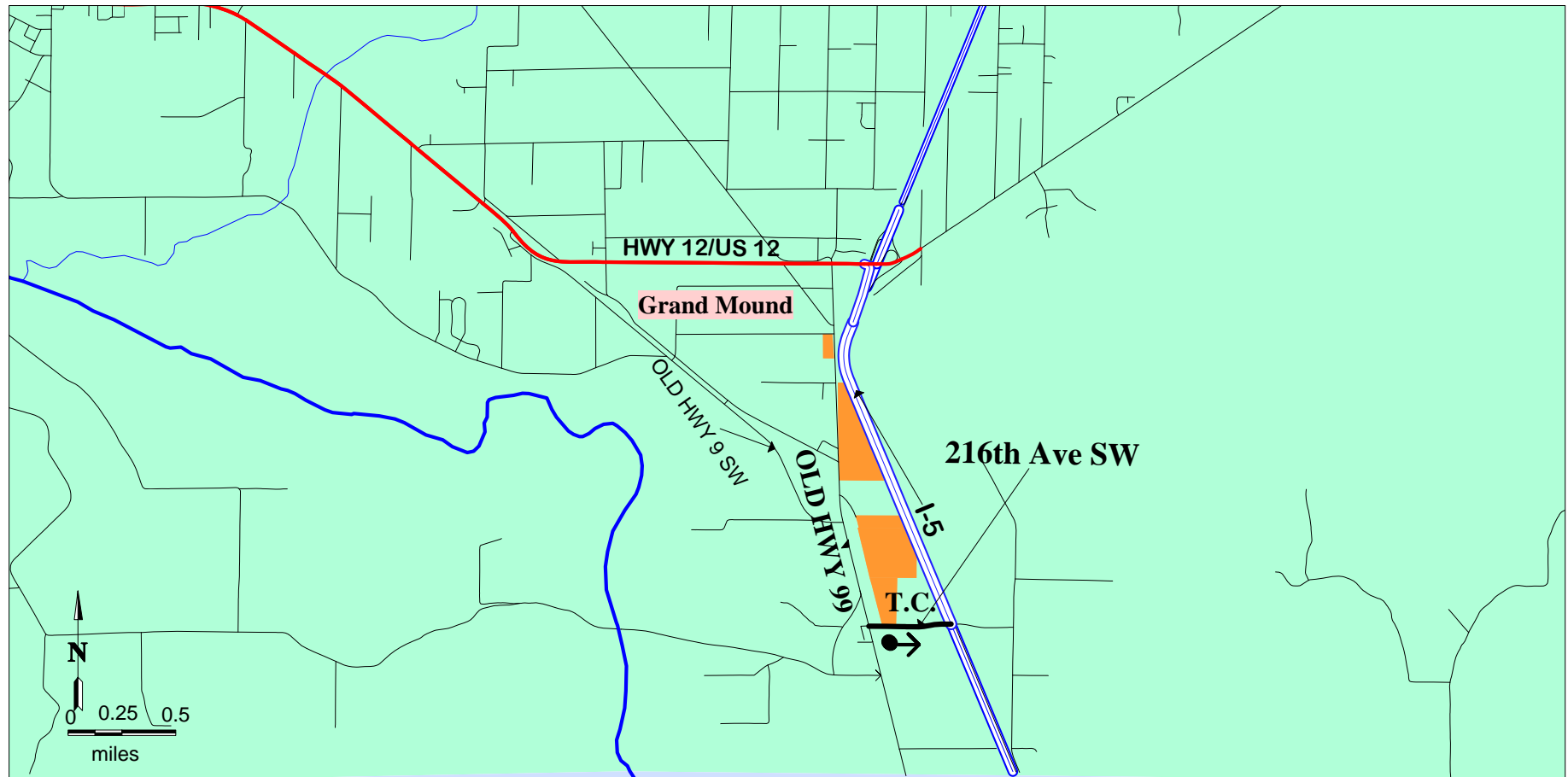
Route: 0048
216th Ave SW

Chehalis
Reservation




State of Washington

Chehalis Indian Reservation



Area of Detail

 Chehalis Reservation, Trust Land, Tribally Owned Fee Land

05 Route Section Number

 Photo Location & Direction

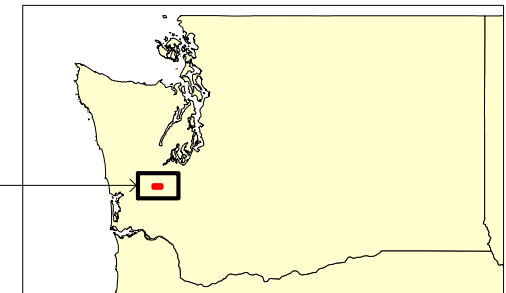
T.C. Traffic Count Location

Route 0048

216th Ave SW

Township T15 Range R03W

Chehalis
Reservation



State of Washington