

**2022 TRIBAL TRANSPORTATION PROGRAM
LONG RANGE TRANSPORTATION PLAN
& ROADWAY INVENTORY UPDATE**
DRAFT FINAL

Yurok Tribe

Pacific Regional Office - Bureau of Indian Affairs



Prepared by:



2022

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INTRODUCTION

I-1 ORGANIZATION OF THE STUDY

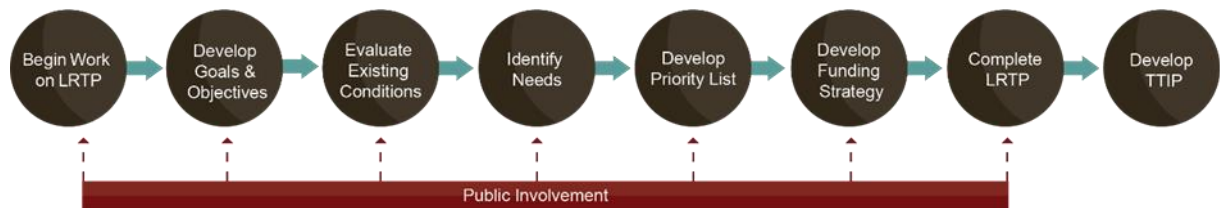
The Long Range Transportation Plan (LRTP) is presented in four parts designed to communicate concise information pertaining to the Tribal Transportation Program’s National Tribal Transportation Facilities Inventory (TTP-NTTFI) and planning process. The parts are:

- The **INTRODUCTION** of the report is designed to educate the reader on the TTP inventory and planning process, the project scope of work, and the regulation governing the project deliverables and funding. Later in the section we introduce the reader to the tribe in order to provide a background setting for the plan. The introduction includes information pertaining to the Tribe’s:
 - History and Culture
 - Physical Location Description
 - Demographics
 - Government and Community Services
 - Other Transportation Related Information
- **PART ONE - EXISTING TTP INVENTORY** describes what is currently defined as the Tribe’s “Official” TTP inventory.
- **PART TWO - RECOMMENDED TTP INVENTORY** details the most recent TTP inventory update, data collection process, and relevant transportation network information. This section clearly identifies all components of the TTP inventory that were collected as part of the inventory update. Current roadway condition analysis and digital mapping provide the backbone to this part of the report. In addition, we will identify proposed facilities the Tribe is considering constructing to support future development and improvement of their transportation network.
- **PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)** is dedicated to presenting and supporting the future roadway development plans of the Tribe. Most importantly, this section presents the Tribal Prioritized Project List (TPPL) in text format which details the future transportation improvements planned by the Tribe. Following the TPPL, Red Plains has generated conceptual engineer’s estimates detailing anticipated construction costs for each project identified for future construction. Combining the written TPPL with the engineer’s cost estimates looks to forecast the Tribe’s future TTP project plans in a fiscally responsible table detailing expenditures anticipated over the next three (3) to five (5) years. This table represents the deliverable sent to the Tribe’s Bureau of Indian Affairs (BIA) or Federal Highway Administration’s (FHWA) Regional Office as the documented TTIP. The TTIP provides program specific information necessary to initiate future contracts as required by the program to utilize TTP funding.

INTRODUCTION (CONT.)

- **APPENDICES** are provided at the end of the written document and referenced throughout the text. They provide supporting documentation, exhibits, and maps that support the plan and its findings. Several appendices may be in the form of additional report volumes depending on the size and nature of the data within.

I-2 TRANSPORTATION PLANNING



Transportation planning is the process of identifying the transportation facilities utilized by a community to get from place to place, analyzing the social and behavioral transportation tendencies of that community, and designing and implementing a transportation system that meets their needs and goals effectively. Transportation plans are the professional platform designed specifically to enable communication and coordination from one service area to another. Planning transportation networks in today's political and financial environment presents many challenges as service areas are becoming more compartmentalized and specialized. While unique and specialized transportation plans are developed to meet the needs of specific communities or funding sources, effective transportation planning must incorporate surrounding transportation networks and cross jurisdictional boundaries to encompass the needs of regional transportation planning.

I-3 TRIBAL TRANSPORTATION PLANNING

The tribal transportation planning market adds complexity to the transportation planning process as each tribal entity is a separate sovereign nation within the United States. There are currently 574 federally recognized tribes in the U.S. Tribes across the country have varying levels of success developing and maintaining working relationships with other regional jurisdictions for various reasons. In the past several decades, many cooperative relationships have been forged and it is becoming more and more common to have tribal representation within regional transportation stakeholder planning organizations. Where these cooperative relationships have formed, both the tribe and the outside jurisdictions have seen mutually beneficial improvements to the region's transportation facilities. Typically, the more transportation stakeholders incorporated in regional transportation planning, the better. One of the main benefits of these relationships is the expanded resume of potential funding opportunities available for transportation planning and projects.

I-4 GOVERNING REGULATIONS AND FUNDING SOURCE

This section provides an overview of the TTP governing regulations and the funding source utilized to fund this LRTP update. Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on June

INTRODUCTION (CONT.)

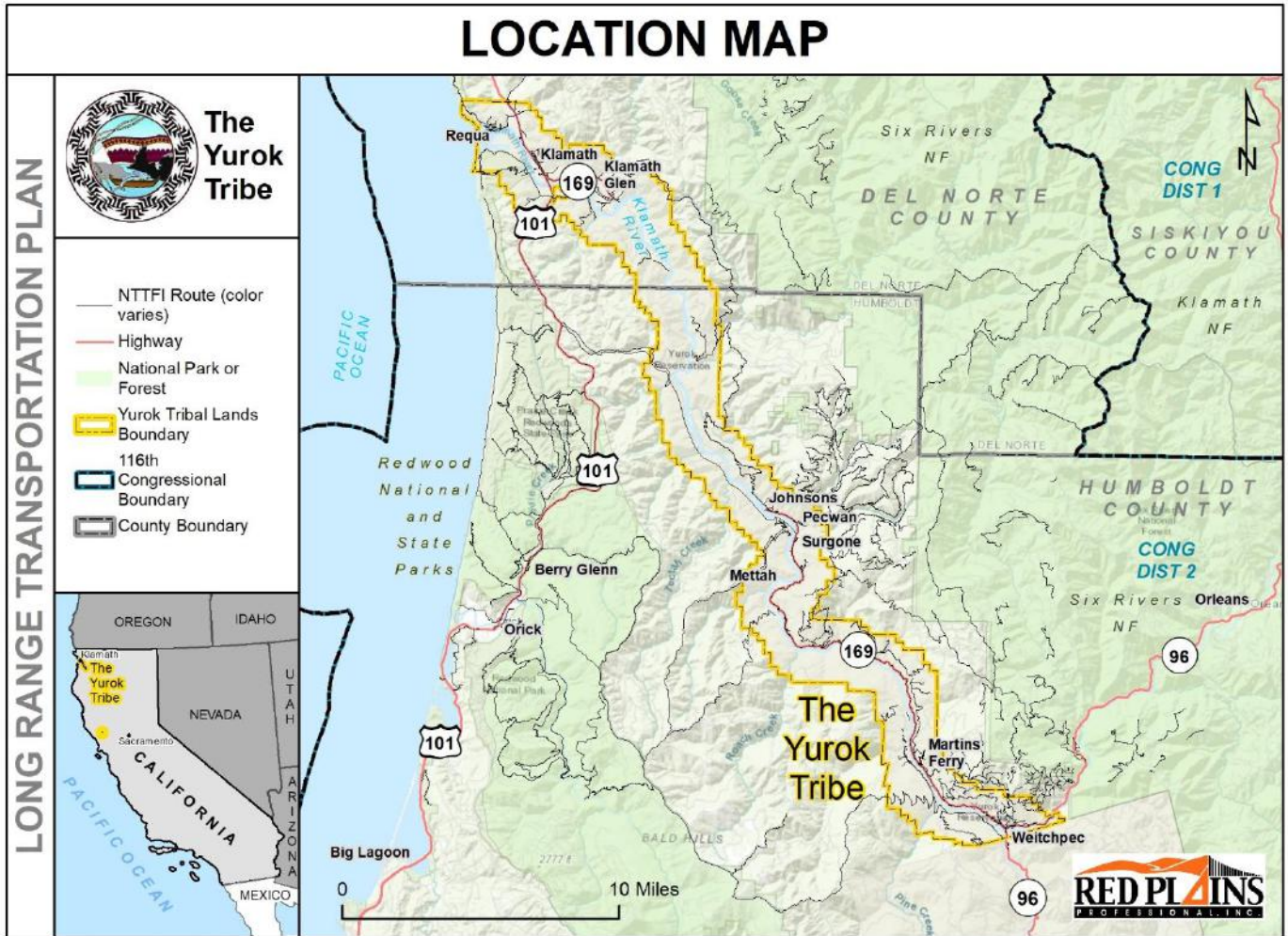
29, 2012. The Indian Reservation Roads Program (IRR) was renamed the Tribal Transportation Program (TTP) and was governed by regulations set forth in MAP-21, Section 1119, Federal Lands and Transportation Programs. MAP-21 revised the tribal transportation allocation methodology percentages and specified a six-year transition between the old funding formula and the new one. MAP-21 was established as a twenty-seven-month bill which expired on September 30, 2014. After working through several continuing resolutions the new highway bill Fixing America's Surface Transportation Act (FAST Act) was signed into regulation on December 4, 2015. As it pertains specifically to transportation planning and inventory updates, the FAST Act maintained the regulations set forth in MAP-21. The FAST Act establishes funding levels in support of the TTP through 2020, with increases each year for the life of the four-year bill. The regulation maintains the requirement to update Tribal LRTPs every five years. Both MAP-21 and the FAST Act also maintained and clarified regulations for inventory updates. The inventory, as it pertains to contributing to the annual tribal allocation, was frozen with the enactment of MAP-21 and remains frozen presently under the FAST Act. FHWA and the BIA strongly recommend that tribes continue to update their inventory during the funding freeze. Therefore, during the life of the established regulations, the Tribe's inventory may be updated; however, it will not impact the annual tribal allocation from the TTP Program through the end of the current Highway bill (FAST Act, 2020).

Historically, the BIA, in accordance with the 1983 Memorandum of Agreement (MOA) between the BIA and FHWA, requires transportation plans to identify and meet transportation needs of Indian tribes nationwide. The MOA and subsequent updates state that the BIA shall carry out a transportation planning process for the TTP to support its road construction and improvement program. Current regulations pertaining to the TTP are contained in the Federal Register 25 CFR Part 170, the law regulating how tribes perform TTP activities and expend TTP funding. The 25 CFR Part 170 was most recently updated on November 7, 2016.

I-5 PROJECT SCOPE OF WORK

The Yurok Tribe is characterized as a progressive Indian community, continually pursuing ways to enhance their tribal communities, increase educational opportunities, support tribal enterprises, improve the safety of travelers on their transportation network, and efficiently program their TTP funds to accomplish as much as possible. Planning for both future developments requiring new construction and improvements to existing transportation facilities has been a main goal of the Tribe. This specific LRTP project was initiated to meet the requirements of the TTP as detailed in the FAST Act and ultimately support the update to the TTP- NTTFI. The Tribe selected Red Plains as the most qualified candidate to work with and complete the project. The project scope of work includes three main components of a comprehensive tribal planning project: TTP inventory update, LRTP, and Tribal Transportation Improvement Program (TTIP). The regulation excerpts governing the project as identified in 25 CFR Part 170 are to be found in APPENDIX B.

INTRODUCTION (CONT.)



INTRODUCTION (CONT.)

I-6 THE YUOK TRIBE

Our world began long before non-Indian exploration and settlement occurred in our area.

At one time our people lived in over fifty villages throughout our ancestral territory. The laws, health, and spirituality were untouched by non-Indians.

Culturally, our people are known as great fishermen, eelers, basket weavers, canoe makers, storytellers, singers, dancers, healers and strong medicine people. Before we were given the name "Yurok" we referred to ourselves and others in our area using our Indian language. When we refer to ourselves we say Oohl, meaning Indian people. When we reference people from down river on the Klamath we call them Pue-lik-lo' (Down River Indian), those on the upper Klamath and Trinity are Pey-cheek-lo' (Up River Indian) and on the coast Ner-'er-ner' (Coast Indian). The Klamath-Trinity River is the lifeline of our people because the majority of the food supply, like ney-puy (salmon), Kaa-ka (sturgeon) and kwor-ror (candlefish) are offered to us from these rivers.

Also, important to our people are the foods which are offered from the ocean and inland areas such as pee-ee (mussels), chey-gel' (seaweed), woo-mehl (acorns), puuek (deer), mey-weehl (elk), ley-chehl (berries), and wey-yok-seep (teas). These foods are essential to our people's health, wellness and religious ceremonies. Our way was never to over harvest and to always ensure sustainability of our food supply for future generations.

Our traditional family homes and sweathouses are made from fallen keehl (redwood trees) which are then cut into redwood boards. Before contact, it was common for every village to have several family homes and sweathouses. Today, only a small number of villages with traditional family homes and sweathouses remain intact. Our traditional stories teach us that the redwood trees are sacred living beings. Although, we use them in our homes and canoes, we also respect redwood trees because they stand as guardians over our sacred places. The yoch (canoe) makers are recognized for their intuitive craftsmanship. The primary function of the canoes is to get people up and down the river and for ocean travel. The canoe is also very important to the White Deerskin Dance, a ceremony recently rejuvenated. The canoes are used to transport dancers and ceremonial people.

The traditional money used by Yurok people is terk-term (dentalia shell), which is a shell harvested from the ocean. The dentalia used on necklaces are most often used in traditional ceremonies, such as the u pyue-wes (White Deerskin Dance), woo-neek-we-ley-goo (Jump Dance) and mey-lee (Brush Dance). It was standard years ago, to use dentalia to settle debts, pay dowry, and purchase large or small items needed by individuals or families. Tattoos on men's arms measured the length of the dentalia.

The Yurok Reservation is home to a population with unique demographics. The land that constitutes the Reservation today is only a small portion of the 320,000+ acre territory once occupied solely by Yurok people. Executive Orders in 1853 and 1855 defined the boundaries of the Klamath River Reservation, encompassing a narrow ribbon of land one mile wide on each side of the Klamath River from its mouth to a point 44 miles upriver at the town of Weitchpec. In 1891, the Klamath River Reserve was joined to the

INTRODUCTION (CONT.)

Hoopa Valley Reservation, only to be split into a separate entity by Executive Order in 1988. From 1988 until today, the Yurok Tribe has been the Sovereign ruling body of the Yurok Reservation.

The Yurok Tribe is currently the largest Tribe in California, with more than 5,000 enrolled members. The Tribe provides numerous services to the local community and membership with its more than 200 employees. The Tribe's major initiatives include: the Hoopa-Yurok Settlement Act, dam removal, natural resources protection, sustainable economic development enterprises and land acquisition.

I-6.1 PHYSICAL DESCRIPTION

The Yurok people are from a large area on the north coast of California centered on the Klamath River. Their territory runs along the coast seven miles north of the river mouth to Tolowa country and 35 miles south of the river mouth to Wiyot country. Inland, their territory follows the Klamath River from its mouth, past the territory of the Chilula to the south, to a point 45 miles upriver to the lands of the Karuk and Hupa (Hoopa) peoples. The current Yurok Reservation constitutes less than 17% of this original territory, spanning a two-mile-wide strip along the Klamath River from its mouth to the town of Weitchpec, 44 miles inland.

The geography, ecology, and climate of this area are typical of northern California's coast. Large old-growth conifers such as Redwood trees dominated the low to mid-elevation landscapes until the continuous large-scale logging operations of the past century greatly reduced their numbers. The area's higher elevations are typical of California's Coast Range. Fast-flowing rivers and tributaries predominate in the landscape.

I-6.2 CLIMATE

Climatologically, the area is very stable. Weather is typical of the Northern California coast, with mild summers and cool, wet winters. Freezing temperatures are rare and the summers are very mild. The Lower Klamath sub-basin receives the highest level of precipitation in the Klamath Basin, with average annual rainfall of up to 100 inches, 75% of which occurs between November and March. Precipitation ranges from 40 to 120 inches per year and annual average high temperatures range from 55° F to 67° F. Summer daytime temperatures are often moderated by fog and sea breezes.

I-6.3 DEMOGRAPHICS

Population and Housing Characteristics

Though the Yurok Tribe does not believe that the 2020 Census accurately reflects the Yurok Tribe of the Yurok Reservation, no other comprehensive data currently exists.

According to the Census Bureau 2019 American Community Survey Estimates, the latest data available from the Census, the population of the Yurok Reservation was 836 individuals, 439 of whom were American Indian.

INTRODUCTION (CONT.)

Age distribution provided by the Census indicates that 209 residents of the Reservation are 19 years or younger, 121 are 19-34 years old, 192 are 35-54, 225 are 55-74 with 89 being over 74. Median age for the Tribe is listed as 47.

Economic Conditions and Employment

The median income as reported by the 2020 Census was \$32,727. 197 of the 587 housing units have incomes less than \$10,000, 109 have incomes between \$10,000 and \$24,999, 101 have incomes between \$25,000 and \$49,999, 29 have incomes between \$50,000 and \$74,999, 32 have incomes between \$75,000 and \$99,999, leaving the remaining 39 with incomes over \$100,000.

Planning and Economic Development

The Yurok Tribe has developed diversified enterprises to pursue economic development for the benefit of the Tribe and other residents in the region. Being at the heart of Redwood Country, with Prairie Creek Redwoods State Park, Jedediah Smith Redwoods State Park, and Redwoods National and State parks in the area, access to the North California Coast, and the Klamath River being the centerpiece of Tribal lands, tourism is an important source of income for the Tribe.

The Redwood Hotel and Casino, located in Klamath, provides gaming, dining, a fuel station and Mini Mart, and access to the wealth of recreational activities in the area and is the only hotel located in Redwoods National/State Park.

The Tribe also provides economic development through commercial fishing enterprises, forestry, Yurok Connect the Tribal Internet Services Provider (ISP), and Per-Geesh Construction, among others.

I-7 GOVERNMENT/HEALTH SERVICES/LAW ENFORCEMENT/FIRE-EMS/TRANSPORTATION

Government

The Yurok Tribal Government consists of a 9 member Tribal Council with a total of 9 members, 7 are District Council Members with a Chair and Vice Chair.

Health Services

Health Services are available to Tribal Members through United Indian Health Services (UIHS), incorporated as a non-profit organization in 1970. Based in Arcata, CA, UIHS provides a wide variety of services including: Medical, Dental, Vision, Pharmacy, and Behavioral Health. People with Acute Hospital Care needs are referred to Mad River Hospital and St Joseph's Hospital in Humboldt County and Sutter Coast Hospital in Del Norte County. UIHS services can most readily be accessed by Tribal members living on Reservation lands through locations in Klamath and Weitchpec, other clinics are located in Crescent City, Fortuna, Smith River, and Arcata. UIHS also provides regular mobile clinics that visit Tribal communities to provide health services.

Open Door Community Health Centers, founded in 1971 to provide high quality health care to the underserved rural population of the north California coast, also provides health services in the region with

INTRODUCTION (CONT.)

the closest clinic for Tribal members being in Willow Creek, CA. This organization provides numerous services including: Primary Medical care, Dental, and Behavioral care among others.

Public Safety

Public safety and law enforcement is provided by the Yurok Tribal Police with offices in Klamath and Weitchpec. Yurok Tribal Police work in conjunction with the Humboldt and Del Norte County Sheriff's departments and the California Highway Patrol who also provide Public Safety services in the region.

Fire Department/Emergency Medical Services

Fire protection is provided by a combination of the Yurok Fire Department, Cal Fire and both the U.S. Forest Service and National Park Service.

Emergency Medical Services and provided by the Mad River Valley Ambulance Service, an all-volunteer provider, K'IMA:W Medical Center, based in Hoopa, Provides 24 hour ALS/BLS ambulance services, and Del Norte Ambulance is the sole provider of both ground and air emergency and non-emergency transport services through Del Norte County.

Transportation

The Yurok Tribe Transit Service (YTTS) provides the Yurok People and our community the most efficient, on time transportation service possible, maintains clean and reliable vehicles, and keeps the safety and satisfaction of our passengers our main priority.

YTTS was established in 2013 to provide transit services within the Yurok Indian Reservation to include the communities of Klamath, Wautec, Sregon, and Weitchpec. The type of transit service provided is "Demand Response" ridership call into our dispatch and dispatched out upon request, communicating via 2-way radio. Currently the Tribe has 10 vehicles in their Transit fleet, all are ADA compliant as well as 1 4WD and 1 AWD to reach the very rural areas of the reservation. The Demand Response service is funded through the Federal Transit Administration (FTA) Tribal Transit Formula Grants, 5311 (c) funding. In August of 2015 the River Ferry was established as another source of transportation to connect the river communities, this seasonal service is funded with Tribal Transportation funds. The river ferry has the capacity to carry up to 11 passengers from the Klamath Jet Boat Docks to the Village of Sregon cutting the travel time in half between these 2 communities. The Transit service connects with the ferry to transport passengers to their final destination. In addition to the transit service in 2016 Medical Transportation services was established an agreement with California Rural Indian Health Board (CRIHB) to provide 50% reimbursement to provide this service through their Tribal Medi-Cal Administrative Activities (TMAA) program partnering with 2 local clinics United Indian Health Clinic and Open Door Community Health Centers. All of our services are provided to all members of the community, tribal and non-tribal.

YTTS is still expanding the types of service it currently offers by partnering with Humboldt County to continue a Fixed Route system that connects Orleans, Weitchpec, and Hoopa to Willow Creek. Ridership

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will have the ability to get to Arcata and Eureka by connecting with Humboldt Transit Authority with 2 runs one in the morning and a returning run in the evening. This service will provide the community with more access to shopping for essentials as well as medical care that is not provided through our local clinics, attend court, and other business as needed.

The closest regional airport is located in Redding, CA a 3 hour drive from Weitchpec and the closest international airport is Rouge Valley International Airport in Medford, OR a 3.5 hour drive from Weitchpec.

WEB REFERENCES

<https://www.yuroktribe.org/>

<https://www.census.gov/tribal/?aianihh=4760>

<https://www.redwoodhotelcasino.com/>

<https://visityurokcountry.com/>

<https://opendoorhealth.com/>

<https://unitedindianhealthservices.org/>

**PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY**

1-1 OFFICIAL TTP INVENTORY SUMMARY

The Yurok Tribe’s Official TTP inventory was last comprehensively updated in 2016. Small updates and additions have been processed since the 2016 update in an attempt to add project roads and facilities to the inventory. Most have been successful to date while there are still some past inventory routes and sections that are currently under the review process of the BIA-PRO and BIA-DOT. All of the data in this section are direct exports from the Roads Inventory Field Data System (RIFDS). The RIFDS program is maintained at the BIA-DOT offices in Albuquerque, New Mexico. In order to obtain access into the program, the government requires a background check and authorized security clearance. Red Plains currently has five (5) users authorized to access the Tribe’s inventory records.

This section will identify only the facilities that are listed as “Official” in the Tribe’s existing TTP inventory. In APPENDIX C of the report, you will find the inventory summary tables that have been printed directly out of the RIFDS Program on 1/18/2022. The following table indicates the route summary of the official 481 Routes, 595 Sections, and total of 896 miles of TTP inventory facilities.



PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0001	8			7 - OTHER FEDERAL		810	0.6	0.6
0003	4	J110	125	1 - BIA		10		2.0
0003	4			1 - BIA		20	2.0	
0005	8			7 - OTHER FEDERAL		810	1.2	1.2
0006	8			7 - OTHER FEDERAL		810	1.9	1.9
0007				5 - COUNTY AND TOWNSHIP	000D8	810	0.8	0.8
0008	4			1 - BIA		10	0.8	4.6
0008				5 - COUNTY AND TOWNSHIP	000D8	810	3.8	
0009	8			7 - OTHER FEDERAL		810	1.4	1.4
0010	4			1 - BIA		10	0.5	0.5
0011	8			7 - OTHER FEDERAL		810	0.3	0.3
0012	8			7 - OTHER FEDERAL		810	1.0	1.0
0013	8			7 - OTHER FEDERAL		810	11.0	11.0
0014	8			7 - OTHER FEDERAL		810	4.1	4.1
0018	4			1 - BIA		10	3.3	4.0
0018	4	J140	123	1 - BIA		20		
0018	4			1 - BIA		30	0.7	
0020	4			1 - BIA		10	0.3	0.3
0021	8			7 - OTHER FEDERAL		810	3.7	3.7
0022	8			7 - OTHER FEDERAL		810	6.4	6.4
0023	8			7 - OTHER FEDERAL		810	3.4	3.4
0024	8			7 - OTHER FEDERAL		810	8.4	8.4
0030	8			7 - OTHER FEDERAL		810	2.2	2.2
0031	8			7 - OTHER FEDERAL		810	2.9	2.9
0032	8			7 - OTHER FEDERAL		810	5.8	5.8
0033	8			7 - OTHER FEDERAL		810	1.4	1.4
0035	8			7 - OTHER FEDERAL		810	1.2	1.2
0036	8			7 - OTHER FEDERAL		810	0.5	0.5
0037	8			7 - OTHER FEDERAL		810	2.2	2.2
0039	8			7 - OTHER FEDERAL		810	2.8	2.8
0044	8			7 - OTHER FEDERAL		810	3.6	3.6
0045	8			7 - OTHER FEDERAL		810	2.7	2.7
0046	8			7 - OTHER FEDERAL		810	4.5	4.5
0047	8			7 - OTHER FEDERAL		810	1.3	1.3
0050	8			7 - OTHER FEDERAL		810	1.0	1.0
0051	8			7 - OTHER FEDERAL		810	12.0	12.0
0056	8			7 - OTHER FEDERAL		810	4.1	4.1

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0061	8			7 - OTHER FEDERAL		810	3.0	3.0
0062	8			7 - OTHER FEDERAL		810	7.8	7.8
0063	8			7 - OTHER FEDERAL		810	6.5	6.5
0064	8			7 - OTHER FEDERAL		810	14.0	14.0
0065	8			7 - OTHER FEDERAL		810	1.4	1.4
0066	8			7 - OTHER FEDERAL		810	1.6	1.6
0068	8			7 - OTHER FEDERAL		810	4.3	4.3
0069	8			7 - OTHER FEDERAL		810	8.3	8.3
0071	8			7 - OTHER FEDERAL		810	0.3	0.3
0072	8			7 - OTHER FEDERAL		810	7.8	7.8
0077	8			7 - OTHER FEDERAL		810	0.9	0.9
0079	8			7 - OTHER FEDERAL		810	2.8	2.8
0080	8			7 - OTHER FEDERAL		810	2.2	2.2
0081	8			7 - OTHER FEDERAL		810	1.1	1.1
0082	8			7 - OTHER FEDERAL		810	2.8	2.8
0084	8			7 - OTHER FEDERAL		810	6.8	6.8
0085	8			7 - OTHER FEDERAL		810	1.2	1.2
0086	8			7 - OTHER FEDERAL		810	0.5	0.5
0087	8			7 - OTHER FEDERAL		810	0.5	0.5
0096				3 - STATE	FAP96	810	2.0	2.0
0101				3 - STATE	AP101	810	4.5	4.5
0169				3 - STATE	S5169	810	3.1	21.9
0169				3 - STATE	S5169	820	18.8	
0252	5			2 - TRIBE		810	0.6	0.6
0323	5			2 - TRIBE		810	1.0	1.0
0325	5			2 - TRIBE		810	2.2	2.2
0332	5			2 - TRIBE		810	0.5	0.5
0338	5			2 - TRIBE		810	0.5	0.5
0341	5			2 - TRIBE		810	1.3	1.3
0342	5			2 - TRIBE		810	0.3	0.3
0348	5			2 - TRIBE		810	0.8	0.8
0349	5			2 - TRIBE		810	0.2	0.2
0361	5			2 - TRIBE		810	0.7	0.7
0368	5			2 - TRIBE		810	0.1	0.1
0383	5			2 - TRIBE		810	0.1	0.1

**PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)**



**Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory**

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0384	5			2 - TRIBE		810	0.2	0.2
0385	5			2 - TRIBE		810	0.2	0.2
0395	5			2 - TRIBE		810	0.2	0.2
0397	5			2 - TRIBE		810	0.2	0.2
0457	5			2 - TRIBE		810	1.2	1.2
0461	5			2 - TRIBE		810	0.5	0.5
0464	5			2 - TRIBE		810	0.2	0.2
0467	5			2 - TRIBE		810	0.2	0.2
0491	5			2 - TRIBE		810	0.1	0.1
0494	5			2 - TRIBE		810	0.1	0.1
0503				5 - COUNTY AND TOWNSHIP		810	0.3	0.3
0509	5			5 - COUNTY AND TOWNSHIP		810	0.5	0.5
0510	3			5 - COUNTY AND TOWNSHIP	501	810	0.8	0.8
0514				5 - COUNTY AND TOWNSHIP		810	0.6	0.6
0515	5			2 - TRIBE		810	0.3	0.3
0516	5			5 - COUNTY AND TOWNSHIP		810	0.6	0.6
0518	4			5 - COUNTY AND TOWNSHIP		810	0.9	0.9
0519	5			5 - COUNTY AND TOWNSHIP		810	0.1	0.1
0594	5			2 - TRIBE		810	0.3	0.3
0600	5			2 - TRIBE		810	0.8	0.8
0651	5			2 - TRIBE		810	0.1	0.1
0721	5			2 - TRIBE		810	1.2	1.2
0723	5			2 - TRIBE		810	0.2	0.2
0724	5			2 - TRIBE		810	2.8	2.8
0729	5			2 - TRIBE		810	0.3	0.3
0733	5			2 - TRIBE		810	0.2	0.2
0735	5			2 - TRIBE		810	0.8	0.8
0736	5			2 - TRIBE		810	0.3	0.3
0737	5			2 - TRIBE		810	0.4	0.4
0774	5			2 - TRIBE		810	0.5	0.5
0779	5			2 - TRIBE		810	1.6	1.6
0781	5			2 - TRIBE		810	0.2	0.2
0793	5			2 - TRIBE		810	1.4	1.4
0795	5			2 - TRIBE		810	0.4	0.4
0796	5			2 - TRIBE		810	1.4	1.4
0797	5			2 - TRIBE		810	0.1	0.1

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0892	5			2 - TRIBE		810	1.7	1.7
0894	5			2 - TRIBE		810	0.3	0.3
0895	5			2 - TRIBE		810	0.1	0.1
0901	5			2 - TRIBE		810	0.2	0.2
0905	5			2 - TRIBE		810	3.3	3.3
0910	5			2 - TRIBE		810	0.4	0.4
0912	5			2 - TRIBE		810	0.7	0.7
0913	5			2 - TRIBE		810	0.9	0.9
0919	5			2 - TRIBE		810	0.3	0.3
0934	5			2 - TRIBE		810	2.3	2.3
0941	5			2 - TRIBE		810	0.8	0.8
0942	5			2 - TRIBE		810	0.3	0.3
0947	5			2 - TRIBE		810	0.1	0.1
0961	5			2 - TRIBE		810	0.9	0.9
0963	5			2 - TRIBE		810	0.2	0.2
0964	5			2 - TRIBE		810	0.5	0.5
0972	5			2 - TRIBE		810	2.1	2.1
0973	5			2 - TRIBE		810	0.5	0.5
0975	5			2 - TRIBE		810	0.7	0.7
0992	5			2 - TRIBE		810	0.2	0.2
1007	5			2 - TRIBE		810	1.5	1.5
1009	5			2 - TRIBE		810	0.2	0.2
1010	5			2 - TRIBE		810	1.2	1.2
1018	5			2 - TRIBE		810	0.5	0.5
1501	4			5 - COUNTY AND TOWNSHIP		810	0.1	0.1
1502	3			5 - COUNTY AND TOWNSHIP		810	0.1	0.1
1503	4			2 - TRIBE		810	0.1	0.1
1504	5			5 - COUNTY AND TOWNSHIP		10	0.6	0.6
1505	4			5 - COUNTY AND TOWNSHIP		810	0.1	0.1
2301	4			5 - COUNTY AND TOWNSHIP		810	0.5	0.5
2302	5			5 - COUNTY AND TOWNSHIP		810	0.2	0.2
2303	4			2 - TRIBE		810	1.3	1.3
2304	4			5 - COUNTY AND TOWNSHIP		810	0.6	0.6
3231	5			1 - BIA		10	0.4	0.4
3232	5			1 - BIA		10	0.2	0.2
3233	4			1 - BIA		10	0.2	0.2

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
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Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
4233	4			1 - BIA		10	10.0	10.0
4234	4			1 - BIA		10	1.0	1.0
4235	4			1 - BIA		10	0.4	0.4
4236	4			1 - BIA		10	0.3	0.3
4237	4			1 - BIA		10	0.6	0.6
4238	4			1 - BIA	4238	10	3.4	3.4
4239	5			2 - TRIBE		10	1.7	1.7
4240	4			1 - BIA		10	0.3	0.3
4241	4			1 - BIA		10	1.0	1.0
4242	4			1 - BIA		10	0.3	0.3
4243	4			1 - BIA		10	0.2	0.2
4244	4			1 - BIA		10	0.5	0.5
4245	4			1 - BIA		10	0.3	0.3
4246	4			1 - BIA		810	0.4	0.4
4247	5			1 - BIA		10	2.2	2.2
4248	5			1 - BIA		10	0.1	0.1
4249	4			1 - BIA		10	0.1	0.1
4250	5			1 - BIA		10	4.0	4.0
4251	5			1 - BIA		10	0.2	0.4
4251	5			1 - BIA		20	0.2	
4252	4			1 - BIA		10	0.5	0.5
4253	3			5 - COUNTY AND TOWNSHIP		10	0.1	0.2
4253	3			5 - COUNTY AND TOWNSHIP		20	0.1	
4254	4			1 - BIA		10	0.1	0.1
4255	5			1 - BIA		10	5.2	8.0
4255	5			1 - BIA		20	2.8	
4256	5			2 - TRIBE		810	0.2	0.2
4257	4			2 - TRIBE		810	0.4	0.4
4258	4			5 - COUNTY AND TOWNSHIP		810	0.1	0.3
4258	4			5 - COUNTY AND TOWNSHIP		820	0.2	
4259	4			2 - TRIBE		810	0.1	0.1
4261	5			2 - TRIBE		810	0.1	0.1
4262	4			2 - TRIBE		810	1.2	1.2
4263	4			2 - TRIBE		810	0.8	0.8
4264	5			2 - TRIBE		810	0.1	0.1
4265	5			2 - TRIBE		810	0.5	0.5
4266	5			2 - TRIBE		810	1.4	1.4

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
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Region - J - Pacific

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Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
4267	5			2 - TRIBE		810	0.3	0.3
4268	5			2 - TRIBE		810	0.1	0.1
4269	5			2 - TRIBE		810	0.1	0.5
4269	5			2 - TRIBE		820	0.1	
4269	5			2 - TRIBE		830	0.1	
4269	5			2 - TRIBE		840	0.1	
4269	5			2 - TRIBE		850	0.1	
4271	4			2 - TRIBE		810	1.8	18.0
4271	4			2 - TRIBE		820	6.4	
4271	4			2 - TRIBE		830	6.2	
4271	4			2 - TRIBE		840	3.6	
4272	5			2 - TRIBE		810	0.1	0.1
4274	4			2 - TRIBE		810	0.1	0.1
4275	5			2 - TRIBE		810	0.2	0.2
4276	4			2 - TRIBE		810	1.2	1.2
4279	5			2 - TRIBE		810	1.1	1.1
4280	5			2 - TRIBE		810	0.3	0.3
4281	5			1 - BIA		10	10.0	13.0
4281	5			1 - BIA		20	3.0	
4282	3			5 - COUNTY AND TOWNSHIP	4Q100	810	0.1	0.1
4283	3			5 - COUNTY AND TOWNSHIP	4R150	810	0.2	0.2
4284	5			5 - COUNTY AND TOWNSHIP	4Q030	810	3.6	3.6
4285	3			5 - COUNTY AND TOWNSHIP	4Q065	810	0.1	0.1
4286	3			5 - COUNTY AND TOWNSHIP	4Q100	810	0.1	0.1
4287	5			5 - COUNTY AND TOWNSHIP	4Q010	810	1.8	1.8
4288	5			5 - COUNTY AND TOWNSHIP	4R100	810	1.8	1.8
4289	5			5 - COUNTY AND TOWNSHIP	4Q050	810	1.4	1.4
4290	3			5 - COUNTY AND TOWNSHIP	4Q090	810	0.1	0.1
4291	5			5 - COUNTY AND TOWNSHIP	4R300	810	0.1	0.1
4292	5			5 - COUNTY AND TOWNSHIP	4Q110	810	1.1	1.1
4293	5			5 - COUNTY AND TOWNSHIP	4R400	810	3.7	3.7
4294	3			5 - COUNTY AND TOWNSHIP	4Q060	810	0.1	0.1
4300				5 - COUNTY AND TOWNSHIP	4R300	810	4.1	4.1
4301	5			1 - BIA		810	1.4	1.4
4302	5			1 - BIA		810	3.8	3.8
4303	5			1 - BIA		810	1.4	1.4

PART ONE – EXISTING
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Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
4305	5			1 - BIA		810	0.1	0.1
4306	5			1 - BIA		810	1.0	1.0
4307	5			1 - BIA		810	2.4	2.4
4308	5			1 - BIA		810	0.1	0.1
4309	5			1 - BIA		810	2.9	2.9
4310	5			1 - BIA		810	0.1	0.1
4311	5			1 - BIA		810	0.1	0.1
4312	5			1 - BIA		810	0.4	0.4
4313	5			1 - BIA		810	0.6	0.6
4314	5			1 - BIA		810	5.4	5.4
4315	5			1 - BIA		810	0.3	0.3
4316	5			1 - BIA		810	0.1	0.1
4317	5			1 - BIA		810	0.2	0.2
4318	5			1 - BIA		810	0.2	0.2
4319	5			1 - BIA		810	0.7	0.7
4320	5			1 - BIA		810	0.1	0.1
4321	5			1 - BIA		810	0.7	0.7
4322	5			1 - BIA		810	0.1	0.1
4323	5			1 - BIA		810	1.2	1.2
4324	5			1 - BIA		810	1.6	1.6
4325	5			1 - BIA		810	0.1	0.1
4326	5			1 - BIA		810	0.1	0.1
4327	5			1 - BIA		810	5.7	5.7
4328	4			1 - BIA		810	0.1	0.1
4329	5			1 - BIA		810	0.7	0.7
4330	5			1 - BIA		810	11.4	11.4
4331	5			1 - BIA		810	1.7	1.7
4332	5			1 - BIA		810	0.2	0.2
4333	5			1 - BIA		810	0.6	0.6
4334	5			1 - BIA		810	0.9	0.9
4335	5			1 - BIA		810	0.2	0.2
4336	4			1 - BIA		810	0.2	0.2
4337	5			1 - BIA		810	0.1	0.1
4338	5			1 - BIA		810	2.4	2.4
4339	5			1 - BIA		810	3.1	3.1
4340	5			1 - BIA		810	1.1	1.1

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
4341	5			1 - BIA		810	0.2	0.2
4342	5			1 - BIA		810	0.1	0.1
4343	5			1 - BIA		810	0.1	0.1
4344	5			1 - BIA		810	2.5	2.5
4345	5			1 - BIA		810	0.2	0.2
4346	5			1 - BIA		810	0.3	0.3
4347	5			1 - BIA		810	15.5	15.5
4348	5			1 - BIA		810	0.3	0.3
4349	5			1 - BIA		810	0.4	0.4
4350	5			1 - BIA		810	0.2	0.2
4351	5			1 - BIA		810	0.4	0.4
4352	5			1 - BIA		810	0.1	0.1
4353	5			1 - BIA		810	2.6	2.6
4354	5			1 - BIA		810	1.0	1.0
4355	5			1 - BIA		810	0.9	0.9
4356	5			1 - BIA		810	2.1	2.1
4359	5			7 - OTHER FEDERAL		810	0.9	0.9
4360	5			7 - OTHER FEDERAL		810	6.0	6.0
4361	5			1 - BIA		810	0.4	0.4
4364	8			1 - BIA		810	0.1	0.1
4365	8			1 - BIA		810	0.1	0.1
4366	8			1 - BIA		810	0.1	0.1
4367	8			1 - BIA		810	0.1	0.1
4368	8			1 - BIA		810	0.1	0.1
4370	5			1 - BIA		810	1.7	1.7
4371	5			1 - BIA		810	1.4	1.4
4374	5			7 - OTHER FEDERAL		810	0.2	0.2
4384	5			7 - OTHER FEDERAL		810	1.0	1.0
4385	5			7 - OTHER FEDERAL		810	0.5	0.5
4386	5			7 - OTHER FEDERAL		810	6.2	6.2
4387	5			7 - OTHER FEDERAL		810	0.3	0.3
4388	5			7 - OTHER FEDERAL		810	0.5	0.5
5100				5 - COUNTY AND TOWNSHIP	5Q100	810	4.1	4.1
5101				5 - COUNTY AND TOWNSHIP	0510A	810	0.4	0.4
5102				5 - COUNTY AND TOWNSHIP	0510B	810	2.5	2.5
518B	5			5 - COUNTY AND TOWNSHIP		810	0.1	0.1

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
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Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
518D	5			5 - COUNTY AND TOWNSHIP		810	0.2	0.2
518F	4			5 - COUNTY AND TOWNSHIP		810	0.1	0.1
518K	4			5 - COUNTY AND TOWNSHIP		810	0.1	0.1
518L	5			5 - COUNTY AND TOWNSHIP		810	0.1	0.1
518M	3			2 - TRIBE		810	0.1	0.1
520A	5			2 - TRIBE		810	0.1	0.1
520C	5			2 - TRIBE	520C	810	0.3	0.3
7100				5 - COUNTY AND TOWNSHIP	7Q100	810	1.7	1.7
7200				5 - COUNTY AND TOWNSHIP	7Q200	810	1.4	1.4
7277	5			2 - TRIBE		810	1.7	1.7
7300				5 - COUNTY AND TOWNSHIP	7Q300	810	6.4	6.4
8007	5			2 - TRIBE		810	0.2	0.2
8008	5			2 - TRIBE		810	0.1	0.1
8009	5			2 - TRIBE		810	0.2	0.2
8020	5			2 - TRIBE		810	0.8	0.8
8021	5			2 - TRIBE		810	0.4	0.4
8022	5			2 - TRIBE		810	1.3	1.3
8023	5			2 - TRIBE		810	0.3	0.3
8024	5			2 - TRIBE		810	0.8	0.8
8025	5			2 - TRIBE		810	0.5	0.5
8026	5			2 - TRIBE		810	5.7	5.7
8027	5			2 - TRIBE		810	0.9	0.9
8028	5			2 - TRIBE		810	0.7	0.7
8029	5			2 - TRIBE		810	0.8	0.8
8030	5			2 - TRIBE		810	0.6	0.6
8031	5			2 - TRIBE		810	0.8	0.8
8032	5			2 - TRIBE		810	1.9	1.9
8033	5			2 - TRIBE		810	2.5	2.5
8034	5			2 - TRIBE		810	1.0	1.0
8035	5			2 - TRIBE		810	0.3	0.3
8036	5			2 - TRIBE		810	2.0	2.0
8037	5			2 - TRIBE		810	1.0	1.0
8038	5			2 - TRIBE		810	0.5	0.5
8039	5			2 - TRIBE		810	0.6	0.6
8040	5			2 - TRIBE		810	4.7	4.7
8041	5			2 - TRIBE		810	0.3	0.3

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
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Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
8042	5			2 - TRIBE		810	3.3	3.3
8044	5			2 - TRIBE		810	0.6	0.6
8045	5			2 - TRIBE		810	4.2	4.2
8046	5			2 - TRIBE		810	3.4	3.4
8047	5			2 - TRIBE		810	1.1	1.1
8048	5			2 - TRIBE		810	0.1	0.1
8049	5			2 - TRIBE		810	0.7	0.7
8050	5			2 - TRIBE		810	0.3	0.3
8051	5			2 - TRIBE		810	1.0	1.0
8052	5			2 - TRIBE		810	1.1	1.1
8053	5			2 - TRIBE		810	1.6	1.6
8054	5			2 - TRIBE		810	0.4	0.4
8055	5			2 - TRIBE		810	0.3	0.3
8056	5			2 - TRIBE		810	1.8	1.8
8057	5			2 - TRIBE		810	1.7	1.7
8058	5			2 - TRIBE		810	0.3	0.3
8059	5			2 - TRIBE		810	0.8	0.8
8061	5			2 - TRIBE		810	1.1	1.1
8062	5			2 - TRIBE		810	2.6	2.6
8063	5			2 - TRIBE		810	0.7	0.7
8064	5			2 - TRIBE		810	3.8	3.8
8065	5			2 - TRIBE		810	1.1	1.1
8066	5			2 - TRIBE		810	1.2	1.2
8067	5			2 - TRIBE		810	0.3	0.3
8068	5			2 - TRIBE		810	1.5	1.5
8069	5			2 - TRIBE		810	1.1	1.1
8070	5			2 - TRIBE		810	1.7	1.7
8071	5			2 - TRIBE		810	6.8	6.8
8072	5			2 - TRIBE		810	0.6	0.6
8073	5			2 - TRIBE		810	0.8	0.8
8074	5			2 - TRIBE		810	2.1	2.1
8076	5			2 - TRIBE		810	2.6	2.6
8077	5			2 - TRIBE		810	0.4	0.4
8078	5			2 - TRIBE		810	0.5	0.5
8079	5			2 - TRIBE		810	0.1	0.1
8080	5			2 - TRIBE		810	0.4	0.4

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NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



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Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
8081	5			2 - TRIBE		810	1.0	1.0
8082	5			2 - TRIBE		810	0.1	0.1
8083	5			2 - TRIBE		810	1.2	1.2
8084	5			2 - TRIBE		810	2.5	2.5
8085	5			2 - TRIBE		810	0.2	0.2
8086	5			2 - TRIBE		810	2.8	2.8
8087	5			2 - TRIBE		810	11.0	11.0
8088	5			2 - TRIBE		810	1.9	1.9
9000	5			2 - TRIBE		10	0.6	0.6
9001	5			2 - TRIBE		10	0.1	0.1
9002	5			2 - TRIBE		10	0.1	0.1
9003	5			2 - TRIBE		10	0.2	0.2
9004	5			2 - TRIBE		10	0.1	0.1
9005	5			2 - TRIBE		10	0.1	0.3
9005	5			2 - TRIBE		20	0.1	
9005	5			2 - TRIBE		30	0.1	
9006	5			2 - TRIBE		10	0.2	0.3
9006	5			2 - TRIBE		20	0.1	
9007	5			2 - TRIBE		10	0.2	0.5
9007	5			2 - TRIBE		20	0.1	
9007	5			2 - TRIBE		30	0.1	
9007	5			2 - TRIBE		40	0.1	
9008	5			2 - TRIBE		10	0.2	0.2
BL01	9			5 - COUNTY AND TOWNSHIP		10	0.1	0.1
BL02	9			2 - TRIBE		10	0.3	0.3
BL03	9			2 - TRIBE		10	0.3	0.3
BL04	9			2 - TRIBE		10	0.1	0.1
BL05	9			2 - TRIBE		10	0.3	0.3
BL06	9			2 - TRIBE		10	0.3	0.3
BL07	9			2 - TRIBE		10	0.1	0.1
BL08	9			2 - TRIBE		10	0.3	0.3
BL09	9			2 - TRIBE		10	0.3	0.3
BL10	9			5 - COUNTY AND TOWNSHIP		10	0.1	0.1
D007	4			5 - COUNTY AND TOWNSHIP		810	0.3	1.8
D007	4			5 - COUNTY AND TOWNSHIP		820	0.2	
D007	4			5 - COUNTY AND TOWNSHIP		830	1.3	
D008	4			5 - COUNTY AND TOWNSHIP		810	1.4	5.0

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
D008	4			5 - COUNTY AND TOWNSHIP		820	2.4	
D008	4			5 - COUNTY AND TOWNSHIP		830	1.2	
D496	5			5 - COUNTY AND TOWNSHIP	496	810	0.9	0.9
D502	4			5 - COUNTY AND TOWNSHIP		810	1.6	2.2
D502	4			5 - COUNTY AND TOWNSHIP		820	0.4	
D502	4			5 - COUNTY AND TOWNSHIP		830	0.2	
D503	5			5 - COUNTY AND TOWNSHIP		810	0.3	0.3
D504	5			5 - COUNTY AND TOWNSHIP	504	810	0.3	0.3
D506	5			5 - COUNTY AND TOWNSHIP		810	0.2	0.7
D506	5			5 - COUNTY AND TOWNSHIP		820	0.5	
D507	5			5 - COUNTY AND TOWNSHIP		810	0.2	0.4
D507	5			5 - COUNTY AND TOWNSHIP		820	0.2	
D514	4			5 - COUNTY AND TOWNSHIP		810	0.7	0.8
D514	4			5 - COUNTY AND TOWNSHIP		820	0.1	
D515	4			5 - COUNTY AND TOWNSHIP		810	0.8	0.8
D517	5			2 - TRIBE		810	0.2	0.2
D528	5			5 - COUNTY AND TOWNSHIP		810	0.4	0.4
D529	6			5 - COUNTY AND TOWNSHIP		810	0.1	0.1
D530	4			5 - COUNTY AND TOWNSHIP		810	0.4	1.1
D530	4			5 - COUNTY AND TOWNSHIP		820	0.4	
D530	4			5 - COUNTY AND TOWNSHIP		830	0.3	
D531	4			5 - COUNTY AND TOWNSHIP		810	0.3	0.3
D532	4			5 - COUNTY AND TOWNSHIP		810	0.2	0.2
D710	4			5 - COUNTY AND TOWNSHIP		810	0.1	0.7
D710	2	01C0002	102	5 - COUNTY AND TOWNSHIP		820		
D710	4			5 - COUNTY AND TOWNSHIP		830	0.6	
D7A0	4			5 - COUNTY AND TOWNSHIP		810	0.1	0.4
D7A0	4	1C0011	107	5 - COUNTY AND TOWNSHIP		820		
D7A0	4			5 - COUNTY AND TOWNSHIP		830	0.2	
D7A0	4	01C0020	23	5 - COUNTY AND TOWNSHIP		840		
D7A0	4			5 - COUNTY AND TOWNSHIP		850	0.1	
F002	8			7 - OTHER FEDERAL	10N05	810	4.4	4.4
F004	8			7 - OTHER FEDERAL	10N05	810	1.9	1.9
F005	8			7 - OTHER FEDERAL	10N05	810	0.7	0.7
F006	8			7 - OTHER FEDERAL	10N05	810	0.3	0.3
F012	8			7 - OTHER FEDERAL		810	3.6	3.6
F013	8			7 - OTHER FEDERAL	10N09	810	4.4	4.4

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
F016	5			7 - OTHER FEDERAL	10N12	810	3.5	3.5
F017	8			7 - OTHER FEDERAL	10N14	810	1.8	1.8
F018	5			7 - OTHER FEDERAL	10N27	810	1.7	1.7
F021	8			7 - OTHER FEDERAL	10N35	810	1.6	1.6
F025	8			7 - OTHER FEDERAL		810	2.7	2.7
F026	5			7 - OTHER FEDERAL	10N41	810	4.8	4.8
F027	8			7 - OTHER FEDERAL	10N42	810	1.6	1.6
F028	8			7 - OTHER FEDERAL	10N51	810	1.5	1.5
F029	8			7 - OTHER FEDERAL	10N70	810	0.2	0.2
F030	8			7 - OTHER FEDERAL	10N72	810	0.2	0.2
F031	8			7 - OTHER FEDERAL	10N75	810	1.1	1.1
F032	8			7 - OTHER FEDERAL	11N04	810	2.8	2.8
F036	8			7 - OTHER FEDERAL	11N42	810	2.0	2.0
F042	8			7 - OTHER FEDERAL	12N08	810	3.8	3.8
F046	8			7 - OTHER FEDERAL	12N13	810	7.0	7.0
F051	8			7 - OTHER FEDERAL		810	1.0	1.0
F052	8			7 - OTHER FEDERAL		810	0.6	0.6
F057	5			7 - OTHER FEDERAL		810	1.5	1.5
F060	5			7 - OTHER FEDERAL		810	1.4	1.4
F065	5			7 - OTHER FEDERAL	12N14	810	3.8	3.8
F070	5			7 - OTHER FEDERAL	12N31	810	3.0	3.0
F071	5			7 - OTHER FEDERAL		810	1.2	1.2
F080	5			7 - OTHER FEDERAL	13N01	810	25.9	25.9
F082	5			7 - OTHER FEDERAL		810	1.2	1.2
F084	5			7 - OTHER FEDERAL		810	1.4	1.4
F094	5			7 - OTHER FEDERAL	13N21	810	2.5	2.5
F098	5			7 - OTHER FEDERAL	14N02	810	10.1	10.1
F099	8			7 - OTHER FEDERAL	10N01	810	10.0	10.0
F100	8			7 - OTHER FEDERAL	11N16	810	5.9	5.9
GD01	8			7 - OTHER FEDERAL	13N13	810	0.6	0.6
GD02	8			7 - OTHER FEDERAL	13N26	810	2.3	2.3
GD03	8			7 - OTHER FEDERAL		810	0.7	0.7
GD05	8			7 - OTHER FEDERAL	13N34	810	2.5	2.5
GD08	8			7 - OTHER FEDERAL		810	0.6	0.6
GD13	8			7 - OTHER FEDERAL		810	0.3	0.3
GD14	8			7 - OTHER FEDERAL		810	0.3	0.3

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
GD15	8			7 - OTHER FEDERAL		810	0.1	0.1
GD16	8			7 - OTHER FEDERAL		810	0.1	0.1
GD18	8			7 - OTHER FEDERAL	13N37	810	2.0	2.0
GD19	8			7 - OTHER FEDERAL		810	0.8	0.8
GD20	8			7 - OTHER FEDERAL		810	0.3	0.3
GD23	8			7 - OTHER FEDERAL	13N41	810	4.3	4.3
GD24	8			7 - OTHER FEDERAL	13N42	810	1.0	1.0
GD25	8			7 - OTHER FEDERAL		810	0.7	0.7
GD26	8			7 - OTHER FEDERAL	13N44	810	5.9	5.9
GD27	8			7 - OTHER FEDERAL		810	1.1	1.1
GD31	8			7 - OTHER FEDERAL	14N10	810	0.5	0.5
GD33	8			7 - OTHER FEDERAL	14N29	810	1.9	1.9
GD34	8			7 - OTHER FEDERAL	14N32	810	1.7	1.7
GD35	8			7 - OTHER FEDERAL		810	0.6	0.6
GD36	8			7 - OTHER FEDERAL	14N33	810	2.6	2.6
GD39	8			7 - OTHER FEDERAL		810	0.5	0.5
GD40	8			7 - OTHER FEDERAL	14N46	810	2.7	2.7
GD42	8			7 - OTHER FEDERAL		810	1.6	1.6
GD43	8			7 - OTHER FEDERAL		810	0.6	0.6
GD46	8			7 - OTHER FEDERAL	15N39	810	2.1	2.1
H100	4			5 - COUNTY AND TOWNSHIP		810	2.3	2.3
PL00	9			2 - TRIBE		10	0.1	0.1
PL01	9			2 - TRIBE		10	0.1	0.1
PL02	9			2 - TRIBE		10	0.1	0.1
PL04	9			2 - TRIBE		10	0.1	0.2
PL04	9			2 - TRIBE		20	0.1	
PL05	9			2 - TRIBE		10	0.1	0.1
PL06	9			2 - TRIBE		10	0.1	0.2
PL06	9			2 - TRIBE		20	0.1	
PL07	9			2 - TRIBE		10	0.1	0.2
PL07	9			2 - TRIBE		20	0.1	
PL08	9			2 - TRIBE		10	0.1	0.1
PL09	9			2 - TRIBE		10	0.1	0.1
PL10	9			2 - TRIBE		10	0.1	0.1
PL11	9			2 - TRIBE		10	0.1	0.1
PL12	9			2 - TRIBE		10	0.1	0.1

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
PL13	9			2 - TRIBE		10	0.1	0.1
PL15	9			2 - TRIBE		10	0.1	0.1
PL17	9			2 - TRIBE		10	0.1	0.1
PL18	9			2 - TRIBE		10	0.1	0.1
PL19	9			2 - TRIBE		10	0.1	0.1
PL20	9			2 - TRIBE		10	0.1	0.1
PL21	9			2 - TRIBE		10	0.1	0.1
PL23	9			2 - TRIBE		10	0.1	0.1
PL24	9			2 - TRIBE		10	0.1	0.1
Q100	4			5 - COUNTY AND TOWNSHIP	5Q100	810	13.7	13.7
Q200	4			5 - COUNTY AND TOWNSHIP	7Q200	810	1.7	1.7
Q300	4			5 - COUNTY AND TOWNSHIP		810	2.4	6.1
Q300	4			5 - COUNTY AND TOWNSHIP		820	1.2	
Q300	4			5 - COUNTY AND TOWNSHIP		830	1.5	
Q300	4	04C0224	20	5 - COUNTY AND TOWNSHIP		840		
Q300	4			5 - COUNTY AND TOWNSHIP		850	1.0	
S096	2			3 - STATE		810	0.2	2.6
S096	2	40144	540	3 - STATE		820		
S096	2			3 - STATE		830	2.4	
S169	2			3 - STATE		610	1.5	23.5
S169	2			3 - STATE		620	2.3	
S169	2	4022300000000000	53	3 - STATE		630		
S169	2			3 - STATE		640	0.1	
S169	2	4022000000000000	54	3 - STATE		650		
S169	2			3 - STATE		660	1.3	
S169	2	4021800000000000	80	3 - STATE		670		
S169	4			3 - STATE		680	0.9	
S169	2	4021500000000000	42	3 - STATE		690		
S169	2			3 - STATE		700	0.1	
S169	2	4029900000000000	235	3 - STATE		710		
S169	2			3 - STATE		720	1.2	
S169	2	4021900000000000	300	3 - STATE		730		
S169	2			3 - STATE		740	0.8	
S169	2	4018200000000000	106	3 - STATE		750		
S169	2			3 - STATE		760	2.6	
S169	2	4018000000000000	129	3 - STATE		770		
S169	2			3 - STATE		780	7.9	
S169	2	4019000000000000	196	3 - STATE		790		

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
S169	2			3 - STATE		800	1.3	
S169	2			3 - STATE		810	0.9	
S169	2	010045	165	3 - STATE		820		
S169	2			3 - STATE		830	2.6	
U101	2			3 - STATE		510	0.3	23.3
U101	2	10003	107	3 - STATE		520		
U101	2			3 - STATE		530	0.2	
U101	2	10025	137	3 - STATE		540		
U101	2			3 - STATE		550	0.2	
U101	2	10002	47	3 - STATE		560		
U101	2			3 - STATE		570	3.5	
U101	2	10026	169	3 - STATE		580		
U101	2			3 - STATE		590	0.6	
U101	2	10028	2038	3 - STATE		600		
U101	2			3 - STATE		610	0.6	
U101	2	10032	505	3 - STATE		620		
U101	2			3 - STATE		630	1.0	
U101	2			3 - STATE		640	2.7	
U101	2	10071	113	3 - STATE		650		
U101	2			3 - STATE		660	0.2	
U101	2			3 - STATE		670	6.0	
U101	2	40286	1269	3 - STATE		680		
U101	2			3 - STATE		690	2.9	
U101	2	40285	105	3 - STATE		700		
U101	2			3 - STATE		710	1.4	
U101	2	40030	106	3 - STATE		720		
U101	2			3 - STATE		730	1.9	
U101	2	40029	121	3 - STATE		740		
U101	2			3 - STATE		750	1.8	
U299	2			3 - STATE		810	3.3	33.6
U299	2	40163	209	3 - STATE		820		
U299	2			3 - STATE		830	1.0	
U299	2	40162	162	3 - STATE		840		
U299	2			3 - STATE		850	1.4	
U299	2	040163	120	3 - STATE		860		
U299	2			3 - STATE		870	10.9	
U299	2	40042	674	3 - STATE		880		
U299	2			3 - STATE		890	11.3	
U299	2	40194	422	3 - STATE		900		

**PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)**



**Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2022 Inventory**

Region - J - Pacific

Agency - 52 - Northern California

Inventory Location - 562 - Yurok Reservation

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
U299	2			3 - STATE		910	5.7	
V071	4	04C0005	115	5 - COUNTY AND TOWNSHIP		810		32.0
V071	2			7 - OTHER FEDERAL		820	10.1	
V071	2			7 - OTHER FEDERAL		830	3.0	
V071	2			5 - COUNTY AND TOWNSHIP		840	3.0	
V071	2			5 - COUNTY AND TOWNSHIP		850	0.7	
V071	2			5 - COUNTY AND TOWNSHIP		860	1.0	
V071	2			5 - COUNTY AND TOWNSHIP		870	2.3	
V071	2			5 - COUNTY AND TOWNSHIP		880	6.8	
V071	2			5 - COUNTY AND TOWNSHIP		890	5.1	
V071	2	04C0007	794	5 - COUNTY AND TOWNSHIP		900		

Region Subtotals	Number routes:	481	Number sections:	595	Total length:	896
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PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK

2-1 RECOMMENDED NTTFI INVENTORY SUMMARY

The focus of this section is to summarize the transportation network as it has been inventoried for inclusion into the Tribe’s NTTFI. The facilities identified and discussed in this report are transportation facilities that are open to the public and provide intercommunity travel while also connecting the Tribe to important public services and goods off-reservation.

Public transportation facilities providing ingress/egress to, and travel within, tribal lands are constructed and maintained by the Tribe, BIA, local communities, Humboldt and Del Norte Counties, and the California Department of Transportation (Caltrans). The recommended inventory represents the transportation network providing primary access to Tribal properties, both Trust and Fee.

As part of the 2022 LRTP project, Red Plains has worked with the Tribe to update their existing inventory and to add new roads and other transportation facilities to the system. These transportation facilities are being recommended for addition as a result of tribal department meetings, as well as the additional findings of the LRTP analysis. In February 2021 Red Plains collected a small number of new inventory facility additions which were processed in that fiscal year. In September 2021, RPP’s GIS and inventory crew collected a portion of the existing inventory to reconcile and correct any old inventory records that were out of date or inaccurate. This section of the report reflects the newly collected and GIS verified roadway inventory for the Tribe.

As mentioned above, proposed roads and other transportation facilities were identified by the Tribe for future development and are eligible for inclusion in the NTTFI. This LRTP provides a comprehensive description of how the Tribe intends to use these future roads and transportation facilities. In order for the Tribe to be able to include these facilities and expend TTP funding towards the pre-planning and construction of the prioritized projects, it is crucial that the roads and transportation facilities are entered into the Tribe’s NTTFI following the 25 CFR Part 170.443 guidelines and requirements. The Yurok Tribe Tribe’s Proposed Road Justification Report (PFJR) supporting the inclusion of proposed facilities is found in Appendix F.

The following table, 2022 Recommended TTP Inventory, summarizes the records of data entered into RIFDS. APPENDIX C – TTP Inventory RIFDS Reports also includes the records of RIFDS data entry.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
Ah-Pah Trail	0001	810	0001_810	0.6		7-Other Federal	8-Trail	2-Construction Need-Other	
Tulley Creek Bridge	0003	010	0003_010	0.0		1-BIA	4-Rural Major Collector	1-BIA Construction Need	J110
Tulley Creek Road	0003	020	0003_020	2.0		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Brown Creek Trail	0005	810	0005_810	1.2		7-Other Federal	8-Trail	2-Construction Need-Other	
C.R.E.A Trail	0006	810	0006_810	1.9		7-Other Federal	8-Trail	2-Construction Need-Other	
	0008	810	0008_810	3.8		5-County/Township		2-Construction Need-Other	
Cathedral Trees Trail	0009	810	0009_810	1.4		7-Other Federal	8-Trail	2-Construction Need-Other	
Weitchpec New Village Road	0010	010	0010_010	0.5		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Circle Trail	0011	810	0011_810	0.3		7-Other Federal	8-Trail	2-Construction Need-Other	
Clintonia Trail	0012	810	0012_810	1.0		7-Other Federal	8-Trail	2-Construction Need-Other	
Coastal Trail	0013	810	0013_810	11.0		7-Other Federal	8-Trail	2-Construction Need-Other	
Skunk Cabbage Section	0014	810	0014_810	4.1		7-Other Federal	8-Trail	2-Construction Need-Other	
Dowd Road	0018	010	0018_010	3.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Dowd Bridge	0018	020	0018_020	0.0		1-BIA	4-Rural Major Collector	1-BIA Construction Need	J140
Dowd Road	0018	030	0018_030	0.7		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Johnsons Village Road	0020	010	0020_010	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Flint Ridge Trail	0021	810	0021_810	3.7		7-Other Federal	8-Trail	2-Construction Need-Other	
Klamath Section Trail	0022	810	0022_810	6.4		7-Other Federal	8-Trail	2-Construction Need-Other	
Demartin Section	0023	810	0023_810	3.4		7-Other Federal	8-Trail	2-Construction Need-Other	
Last Chance Section	0024	810	0024_810	8.4		7-Other Federal	8-Trail	2-Construction Need-Other	
Damnation Creek Trail	0030	810	0030_810	2.2		7-Other Federal	8-Trail	2-Construction Need-Other	
Davison Hike-Bike Trail	0031	810	0031_810	2.9		7-Other Federal	8-Trail	2-Construction Need-Other	
Dolason Prairie Trail	0032	810	0032_810	5.8		7-Other Federal	8-Trail	3-Maintenance Only	
Elk Prairie Trail	0033	810	0033_810	1.4		7-Other Federal	8-Trail	2-Construction Need-Other	
Emerald Ridge Trail	0035	810	0035_810	1.2		7-Other Federal	8-Trail	3-Maintenance Only	
Fern Canyon Loop Trail	0036	810	0036_810	0.5		7-Other Federal	8-Trail	2-Construction Need-Other	
Foothill Trail	0037	810	0037_810	2.2		7-Other Federal	8-Trail	2-Construction Need-Other	
Friendship Ridge Trail	0039	810	0039_810	2.8		7-Other Federal	8-Trail	2-Construction Need-Other	
Hope Creek/Ten Taypo Trail	0044	810	0044_810	3.6		7-Other Federal	8-Trail	2-Construction Need-Other	
Hostel Hidden Beach Trail	0045	810	0045_810	2.7		7-Other Federal	8-Trail	2-Construction Need-Other	
James Irvin Trail	0046	810	0046_810	4.5		7-Other Federal	8-Trail	2-Construction Need-Other	
Lady Bird Johnson Grove Trail	0047	810	0047_810	1.3		7-Other Federal	8-Trail	2-Construction Need-Other	
Little Creek Trail	0050	810	0050_810	1.0		7-Other Federal	8-Trail	2-Construction Need-Other	
Lost Man Creek Trail	0051	810	0051_810	12.0		7-Other Federal	8-Trail	2-Construction Need-Other	
Miners Ridge Trail	0056	810	0056_810	4.1		7-Other Federal	8-Trail	2-Construction Need-Other	
Ridge Loop Trail	0061	810	0061_810	3.0		7-Other Federal	8-Trail	2-Construction Need-Other	
Mcarthur Creek Loop	0062	810	0062_810	7.8		7-Other Federal	8-Trail	2-Construction Need-Other	
Elam Creek Loop Trail	0063	810	0063_810	6.5		7-Other Federal	8-Trail	3-Maintenance Only	
Forty Four Creek Loop Trail	0064	810	0064_810	14.0		7-Other Federal	8-Trail	3-Maintenance Only	
Forty Four Camp Spur	0065	810	0065_810	1.4		7-Other Federal	8-Trail	3-Maintenance Only	
Ossagon Trail	0066	810	0066_810	1.6		7-Other Federal	8-Trail	2-Construction Need-Other	
Prairie Creek Trail	0068	810	0068_810	4.3		7-Other Federal	8-Trail	2-Construction Need-Other	
Redwood Creek Trail	0069	810	0069_810	8.3		7-Other Federal	8-Trail	3-Maintenance Only	
Revelation Trail	0071	810	0071_810	0.3		7-Other Federal	8-Trail	2-Construction Need-Other	
Rhododendron Trail	0072	810	0072_810	7.8		7-Other Federal	8-Trail	2-Construction Need-Other	
South Fork Trail	0077	810	0077_810	0.9		7-Other Federal	8-Trail	2-Construction Need-Other	
Streelow Creek Trail	0079	810	0079_810	2.8		7-Other Federal	8-Trail	2-Construction Need-Other	
Tall Trees And Grove Loop Trail	0080	810	0080_810	2.2		7-Other Federal	8-Trail	3-Maintenance Only	
Trillium Falls Trail	0082	810	0082_810	2.8		7-Other Federal	8-Trail	2-Construction Need-Other	
West Ridge Trail	0084	810	0084_810	6.8		7-Other Federal	8-Trail	2-Construction Need-Other	
Yurok Loop Trail	0085	810	0085_810	1.2		7-Other Federal	8-Trail	2-Construction Need-Other	
Zigzag #1 Trail	0086	810	0086_810	0.5		7-Other Federal	8-Trail	2-Construction Need-Other	
Zigzag #2 Trail	0087	810	0087_810	0.5		7-Other Federal	8-Trail	2-Construction Need-Other	
252 Road	0252	810	0252_810	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
323 Road	0323	810	0323_810	0.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
325 Road	0325	810	0325_810	1.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
332 Road	0332	810	0332_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
338 Road	0338	810	0338_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
338 Road	0338	810	0338_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
341 Road	0341	810	0341_810	1.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
342 Road	0342	810	0342_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
348 Road	0348	810	0348_810	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
349 Road	0349	810	0349_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
361 Road	0361	810	0361_810	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
368 Road	0368	810	0368_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
383 Road	0383	810	0383_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
384 Road	0384	810	0384_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
385 Road	0385	810	0385_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
387 Road	0387	810	0387_810	1.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
395 Road	0395	810	0395_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
397 Road	0397	810	0397_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
457 Road	0457	810	0457_810	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
461 Road	0461	810	0461_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
464 ROAD	0464	810	0464_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
467 Road	0467	810	0467_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
491 Road	0491	810	0491_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
494 Road	0494	810	0494_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Peine Road	0509	810	0509_810	0.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
Arrow Mills Road	0510	810	0510_810	0.8		5-County/Township	3-City Local	2-Construction Need-Other	
515 Road	0515	810	0515_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Salt Creek Road	0516	810	0516_810	0.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
Redwood Road	0518	810	0518_810	0.9		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Siskiyou Lane	0519	810	0519_810	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
594 Road	0594	810	0594_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
600 Road	0600	810	0600_810	0.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
650 Road	0650	810	0650_810	1.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
651 Road	0651	810	0651_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
721 Road	0721	810	0721_810	0.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
723 Road	0723	810	0723_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
724 Road	0724	810	0724_810	2.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
729 Road	0729	810	0729_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
733 Road	0733	810	0733_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
735 Road	0735	810	0735_810	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
736 Road	0736	810	0736_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
737 Road	0737	810	0737_810	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
774 Road	0774	810	0774_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
779 Road	0779	810	0779_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
779 Road	0779	820	0779_820	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
781 Road	0781	810	0781_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
793 Road	0793	810	0793_810	1.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
795 Road	0795	810	0795_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
796 Road	0796	810	0796_810	1.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
797 Road	0797	810	0797_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
892 Road	0892	810	0892_810	1.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
894 Road	0894	810	0894_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
895 Road	0895	810	0895_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
901 Road	0901	810	0901_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
905 Road	0905	810	0905_810	3.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
910 Road	0910	810	0910_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
912 Road	0912	810	0912_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
913 Road	0913	810	0913_810	1.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
919 Road	0919	810	0919_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
934 Road	0934	810	0934_810	2.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
941 Road	0941	810	0941_810	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
942 Road	0942	810	0942_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
947 Road	0947	810	0947_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
961 Road	0961	810	0961_810	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
963 Road	0963	810	0963_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
964 Road	0964	810	0964_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
972 Road	0972	810	0972_810	1.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
973 Road	0973	810	0973_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
975 Road	0975	810	0975_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
992 Road	0992	810	0992_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
1007 Road	1007	810	1007_810	1.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
1009 Road	1009	810	1009_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1010 Road	1010	810	1010_810	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
1018 Road	1018	810	1018_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
Hill Road	1501	810	1501_810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Cedar Street	1502	810	1502_810	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
Trobitz Road	1503	810	1503_810	0.1		2-Tribe	4-Rural Major Collector	2-Construction Need-Other	
Trinity Way	1504	010	1504_010	0.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
Huckleberry Lane	1505	810	1505_810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Weitchpec School Road	2301	810	2301_810	0.5		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Mae Henderson Road	2302	810	2302_810	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
Ramstead Rd	2303	810	2303_810	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
Weitchpec Road	2304	810	2304_810	0.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Notchko Village Road	3231	010	3231_010	0.4		1-BIA	5-Rural Local	1-BIA Construction Need	
Old Weitchpec Village Road	3232	010	3232_010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need	
Mcneill Road	3233	010	3233_010	0.2		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Hancorne Road	4233	010	4233_010	10.0		1-BIA	4-Rural Major Collector	4-Proposed	
Lawrence Reed Road	4234	010	4234_010	1.0		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Brooks Road	4235	010	4235_010	0.4		1-BIA	4-Rural Major Collector	1-BIA Construction Need	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
Gensaw Road	4236	010	4236_810	0.3		1-BIA	4-Rural Major Collector	0-Completed Project	
Lake Prairie Road	4238	010	4238_010	3.4		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Iron Gate Rd	4239	010	4239_010	1.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
Wausek Road	4240	010	4240_010	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Lewis Road	4241	010	4241_010	1.0		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Kanek Road	4242	010	4242_010	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Kenek Pohl Road	4243	010	4243_010	0.2		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Owl Creek Road	4244	010	4244_010	0.5		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Karnes Canyon Road	4245	010	4245_010	0.3		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Morek Wan Road	4246	810	4246_810	0.4		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Snaring Place Road	4247	010	4247_010	2.2		1-BIA	5-Rural Local	1-BIA Construction Need	
Sregon Road	4248	010	4248_010	0.1		1-BIA	5-Rural Local	1-BIA Construction Need	
Achelch Road	4249	010	4249_010	0.1		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Foeside Road	4250	010	4250_010	4.0		1-BIA	5-Rural Local	1-BIA Construction Need	
Mouth Of Klamath	4251	010	4251_010	0.2		1-BIA	5-Rural Local	1-BIA Construction Need	
Waukell Flat Road	4252	010	4252_010	0.5		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Blake Road	4253	010	4253_010	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
Blake Road	4253	020	4253_020	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
McBeth Water Tank Road	4254	010	4254_010	0.1		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
Ah Pah Road	4255	010	4255_010	5.2		1-BIA	5-Rural Local	1-BIA Construction Need	
Ah Pah Road	4255	020	4255_020	2.8		1-BIA	5-Rural Local	1-BIA Construction Need	
Blake Bar Road	4256	810	4256_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Debaker Road	4257	810	4257_810	0.4		2-Tribe	4-Rural Major Collector	2-Construction Need-Other	
Starwein Road	4258	810	4258_810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Weitchpec Transfer/Fire Station Road	4259	810	4259_810	0.2		2-Tribe	4-Rural Major Collector	2-Construction Need-Other	
Jack Norton School	4260	810	4260_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Mc Covey Road	4261	810	4261_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
Rube Rd	4262	810	4262_810	0.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
Rube Rd	4262	820	4262_820	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Ross Ranch Road	4263	810	4263_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
O'Rourke Road (Gravel Pitt)	4264	810	4264_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Gibbens Rd	4266	810	4266_810	1.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Gibbens Rd	4266	820	4266_820	0.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
Margaret Keating School Road	4267	810	4267_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Madison Drive	4268	810	4268_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
Redwood RV Park (King Salmon Resort Rd)	4269	810	4269_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Redwood RV Park	4269	820	4269_820	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Redwood RV Park	4269	830	4269_830	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Redwood RV Park	4269	840	4269_840	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Redwood RV Park	4269	850	4269_850	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	810	4271_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	820	4271_820	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	830	4271_830	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	840	4271_840	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	850	4271_850	5.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	860	4271_860	5.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd - Blue Creek Bridge	4271	865	4271_865	0.0		2-Tribe	5-Rural Local	2-Construction Need-Other	0000152562T0001
Klamath To Pecwan Rd	4271	870	4271_870	1.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	880	4271_880	2.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	885	4271_885	4.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	890	4271_890	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	900	4271_900	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	910	4271_910	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	920	4271_920	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	930	4271_930	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	940	4271_940	2.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	950	4271_950	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	960	4271_960	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	970	4271_970	1.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	980	4271_980	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath To Pecwan Rd	4271	990	4271_990	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
Requa Resort Tank Road	4272	810	4272_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Lavato Drive	4274	810	4274_810	0.1		2-Tribe	4-Rural Major Collector	2-Construction Need-Other	
Weitchpec Nursery	4275	810	4275_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Het-Mathyl Rd	4276	810	4276_810	1.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
Telecom Site Road	4279	810	4279_810	1.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Young's Bar Road	4280	810	4280_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
S.R. 169 Extension	4281	010	4281_010	10.0		1-BIA	5-Rural Local	4-Proposed	
S.R. 169 Extension	4281	020	4281_020	3.0		1-BIA	5-Rural Local	4-Proposed	
Webster Street	4282	810	4282_810	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
Swan Road	4283	810	4283_810	0.2		5-County/Township	3-City Local	2-Construction Need-Other	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
Old State Highway	4284	810	4284_810	3.6		5-County/Township	5-Rural Local	2-Construction Need-Other	
Lundblade Street	4285	810	4285_810	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
Lowell Street	4286	810	4286_810	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
Kane Road	4287	810	4287_810	1.8		5-County/Township	5-Rural Local	2-Construction Need-Other	
Hufford Road	4288	810	4288_810	1.8		5-County/Township	5-Rural Local	2-Construction Need-Other	
Hiltons Road	4289	810	4289_810	1.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
Hansen Street	4290	810	4290_810	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
Griffin Street	4291	810	4291_810	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
Drydens Road	4292	810	4292_810	1.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
Davidson Road	4293	810	4293_810	3.7		5-County/Township	5-Rural Local	2-Construction Need-Other	
Barnum Street	4294	810	4294_810	0.1		5-County/Township	3-City Local	2-Construction Need-Other	
Wilson Road	4301	810	4301_810	1.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Williams Road	4302	810	4302_810	3.8		1-BIA	5-Rural Local	2-Construction Need-Other	
Weitchpec Auxiliary Tank Rd.	4303	810	4303_810	1.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Wautec Treatment House Rd.	4305	810	4305_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Walker Road	4307	810	4307_810	2.4		1-BIA	5-Rural Local	2-Construction Need-Other	
V. Lewis Road	4308	810	4308_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Two Snakes Rd	4309	810	4309_810	2.9		1-BIA	5-Rural Local	2-Construction Need-Other	
Tully Creek Water Hole Road	4310	810	4310_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Tully Creek River Access Rd.	4311	810	4311_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Switchback Road	4312	810	4312_810	0.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Sundburg Road	4313	810	4313_810	0.6		1-BIA	5-Rural Local	2-Construction Need-Other	
Starwein Water Access Rd	4314	810	4314_810	5.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Smoker Road	4315	810	4315_810	0.3		1-BIA	5-Rural Local	2-Construction Need-Other	
Simpson Road	4316	810	4316_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Silvia Drive	4317	810	4317_810	0.2		1-BIA	5-Rural Local	2-Construction Need-Other	
Saygap Lane	4318	810	4318_810	0.2		1-BIA	5-Rural Local	2-Construction Need-Other	
Ridenour Road	4319	810	4319_810	0.7		1-BIA	5-Rural Local	2-Construction Need-Other	
Queen James Park Rd.	4320	810	4320_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Peters Road	4321	810	4321_810	0.7		1-BIA	5-Rural Local	2-Construction Need-Other	
Nix Lane	4322	810	4322_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Niles Road	4323	810	4323_810	1.2		1-BIA	5-Rural Local	2-Construction Need-Other	
Ner Ner Road	4324	810	4324_810	1.6		1-BIA	5-Rural Local	2-Construction Need-Other	
Myers Road	4325	810	4325_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Moore Road	4326	810	4326_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
McLaughlin Road	4327	810	4327_810	5.7		1-BIA	5-Rural Local	2-Construction Need-Other	
Mc Coy Court	4328	810	4328_810	0.1		1-BIA	4-Rural Major Collector	2-Construction Need-Other	
Mc Covey Ranch Road	4329	810	4329_810	0.7		1-BIA	5-Rural Local	2-Construction Need-Other	
Mattz Road	4330	810	4330_810	11.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Lundington Road	4331	810	4331_810	1.7		1-BIA	5-Rural Local	2-Construction Need-Other	
Littlefield Lane	4332	810	4332_810	0.2		1-BIA	5-Rural Local	2-Construction Need-Other	
Kewet Drive	4333	810	4333_810	0.6		1-BIA	5-Rural Local	2-Construction Need-Other	
Kepel Water Intake Access Road	4334	810	4334_810	0.9		1-BIA	5-Rural Local	2-Construction Need-Other	
Kepel Treatment House Rd.	4335	810	4335_810	0.2		1-BIA	5-Rural Local	2-Construction Need-Other	
Kenec Village Road	4336	810	4336_810	0.2		1-BIA	4-Rural Major Collector	2-Construction Need-Other	
Jones Road	4337	810	4337_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Hess Road	4338	810	4338_810	2.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Hei Mew Road	4339	810	4339_810	3.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Gans Prairie Road	4340	810	4340_810	1.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Gans Prairie Road	4340	810	4340_810	1.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Frank Road	4341	810	4341_810	0.2		1-BIA	5-Rural Local	2-Construction Need-Other	
Drake Road	4342	810	4342_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Downs Road	4343	810	4343_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Death Camp Road	4344	810	4344_810	2.5		1-BIA	5-Rural Local	2-Construction Need-Other	
Coolie Road	4345	810	4345_810	0.2		1-BIA	5-Rural Local	2-Construction Need-Other	
Carlson Road	4346	810	4346_810	0.3		1-BIA	5-Rural Local	2-Construction Need-Other	
Camp Road	4347	810	4347_810	15.5		1-BIA	5-Rural Local	2-Construction Need-Other	
Boundary Sale 6	4348	810	4348_810	0.3		1-BIA	5-Rural Local	2-Construction Need-Other	
Boundary Sale 5	4349	810	4349_810	0.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Boundary Sale 4	4350	810	4350_810	0.2		1-BIA	5-Rural Local	2-Construction Need-Other	
Boundary Sale 3	4351	810	4351_810	0.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Boundary Sale 2	4352	810	4352_810	0.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Boundary Sale 1	4353	810	4353_810	2.6		1-BIA	5-Rural Local	2-Construction Need-Other	
Boring Road	4354	810	4354_810	1.0		1-BIA	5-Rural Local	2-Construction Need-Other	
Bear Grass 40 Road	4355	810	4355_810	0.9		1-BIA	5-Rural Local	2-Construction Need-Other	
Alameda Road	4356	810	4356_810	2.1		1-BIA	5-Rural Local	2-Construction Need-Other	
Lost Man Creek Road	4359	810	4359_810	0.9		7-Other Federal	5-Rural Local	2-Construction Need-Other	
Coastal Loop Road	4360	810	4360_810	6.0		7-Other Federal	5-Rural Local	2-Construction Need-Other	
Coastal Drive	4361	810	4361_810	0.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Requa Evacuation Trail	4364	810	4364_810	0.1		1-BIA	8-Trail	2-Construction Need-Other	
Plup Evacuation Trail	4365	810	4365_810	0.1		1-BIA	8-Trail	2-Construction Need-Other	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
Klamath Tribal Office Evacuation Trail	4366	810	4366_810	0.1		1-BIA	8-Trail	2-Construction Need-Other	
Klamath Town Site Evacuation Trail	4367	810	4367_810	0.1		1-BIA	8-Trail	2-Construction Need-Other	
Klamath Glen Evacuation Trail	4368	810	4368_810	0.1		1-BIA	8-Trail	2-Construction Need-Other	
Cappell A Road	4370	810	4370_810	1.7		1-BIA	5-Rural Local	2-Construction Need-Other	
Cappell B Road	4371	810	4371_810	1.4		1-BIA	5-Rural Local	2-Construction Need-Other	
Brush Dance Road	4374	810	4374_810	0.2		7-Other Federal	5-Rural Local	3-Maintenance Only	
Off Highway Road	4384	810	4384_810	1.0		7-Other Federal	5-Rural Local	2-Construction Need-Other	
Skunk Cabbage Road - South	4385	810	4385_810	0.5		7-Other Federal	5-Rural Local	2-Construction Need-Other	
Tall Trees Access Road	4386	810	4386_810	6.2		7-Other Federal	5-Rural Local	3-Maintenance Only	
Thomas Kuchel Vc (Ric) Road	4387	810	4387_810	0.3		7-Other Federal	5-Rural Local	2-Construction Need-Other	
Truck Shop Road	4388	810	4388_810	0.5		7-Other Federal	5-Rural Local	3-Maintenance Only	
Alder Lane	518B	810	518B_810	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
Del Norte Road	518D	810	518D_810	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
Maple Road	518F	810	518F_810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Church Lane	518K	810	518K_810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Laurel Lane	518L	810	518L_810	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
Ash Road	518M	810	518M_810	0.1		2-Tribe	3-City Local	2-Construction Need-Other	
Fizer Road	520A	810	520A_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Fizer Lane	520C	810	520C_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
Ho-Amar Rd	7277	810	7277_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Ho-Amar Rd	7277	820	7277_820	1.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath Complex (Cultural Center Road 1)	8007	810	8007_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath Complex (Cultural Center Road 2)	8008	810	8008_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath Complex (Cultural Center Road 3)	8009	810	8009_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6531 Road	8020	810	8020_810	0.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6751 Road	8021	810	8021_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6752 Road	8022	810	8022_810	1.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6753 Road	8023	810	8023_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6759 Road	8024	810	8024_810	0.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6763 Road	8025	810	8025_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6768 Road	8026	810	8026_810	4.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6792 Road	8027	810	8027_810	0.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6799 Road	8028	810	8028_810	0.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6803 Road	8029	810	8029_810	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6806 Road	8030	810	8030_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6807 Road	8031	810	8031_810	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6818 Road	8032	810	8032_810	1.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6819 Rd	8033	810	8033_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6822 Rd	8034	810	8034_810	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6823 Road	8035	810	8035_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6831 Rd	8036	810	8036_810	1.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6838 Road	8037	810	8037_810	0.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6839 Rd	8038	810	8038_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6841 Road	8039	810	8039_810	0.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6845 Rd	8040	810	8040_810	4.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6848 Road	8041	810	8041_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6850 Road	8042	810	8042_810	3.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6853 Rd	8043	810	8043_810	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6855 Road	8044	810	8044_810	4.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6862 Road	8046	810	8046_810	2.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6878 Road	8047	810	8047_810	1.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6879 Road	8048	810	8048_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6897 Road	8049	810	8049_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6900 Road	8050	810	8050_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6901 Road	8051	810	8051_810	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6916 Road	8052	810	8052_810	1.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6918 Road	8053	810	8053_810	1.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6919 Road	8054	810	8054_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6924 Road	8055	810	8055_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6949 Road	8056	810	8056_810	1.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
P6957 Road	8057	810	8057_810	1.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8371 Road	8058	810	8058_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8372 Road	8059	810	8059_810	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8589 Road	8060	810	8060_810	7.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8591 Road	8061	810	8061_810	1.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8592 Road	8062	810	8062_810	2.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8607 Road	8063	810	8063_810	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8742 Rd	8064	810	8064_810	3.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8746 Rd	8065	810	8065_810	1.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8757 Road	8066	810	8066_810	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8760 Road	8067	810	8067_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
P8761 Road	8058	810	8068_810	1.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8766 Rd	8069	810	8069_810	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8767 Rd	8070	810	8070_810	1.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8792 Rd	8071	810	8071_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8792 Rd	8071	820	8071_820	2.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
P8834 Rd	8072	810	8072_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P9106 Road	8073	810	8073_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P9128 Rd	8074	810	8074_810	1.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P9169 Road	8075	810	8075_810	0.8		2-Tribe	5-Rural Local	2-Construction Need-Other	
P9175 Road	8076	810	8076_810	2.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P11980 Road	8077	810	8077_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P11982 Road	8078	810	8078_810	0.5		2-Tribe	5-Rural Local	2-Construction Need-Other	
P11990 Road	8079	810	8079_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
P11991 Road	8080	810	8080_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12015 Road	8081	810	8081_810	0.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12016 Road	8082	810	8082_810	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12087 Road	8083	810	8083_810	0.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12180 Rd	8084	810	8084_810	1.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12185 Road	8085	810	8085_810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12208 Rd	8086	810	8086_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12296 Rd	8087	810	8087_810	0.4		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12296 Rd	8087	820	8087_820	2.9		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12296 Rd	8087	830	8087_830	7.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12298 Road	8088	810	8088_810	0.7		2-Tribe	5-Rural Local	2-Construction Need-Other	
P12298 Road	8088	820	8088_820	1.0		2-Tribe	5-Rural Local	2-Construction Need-Other	
Tower Rd Two	9000	010	9000_010	0.6		2-Tribe	5-Rural Local	2-Construction Need-Other	
Woo-Mel Ct	9001	010	9001_010	0.1		2-Tribe	5-Rural Local	0-Completed Project	
Bennet Property	9002	010	9002_010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Miller Rd	9003	010	9003_010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
YIHA Rd	9004	010	9004_010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Village RV Park	9005	010	9005_010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Village RV Park	9005	020	9005_020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Village RV Park	9005	030	9005_030	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Riverside RV Park	9006	010	9006_010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Riverside RV Park	9006	020	9006_020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Requa Resort	9007	010	9007_010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Requa Resort	9007	020	9007_020	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Requa Resort	9007	030	9007_030	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Requa Resort	9007	040	9007_040	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Bluff Creek Rd	9008	010	9008_010	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Klamath Town Site Boat Launch (Chapman St. Bl)	BL01	010	BL01_010	0.1		5-County/Township	9-Other Trans Fac	2-Construction Need-Other	
Notcho Boat Launch	BL02	010	BL02_010	0.1		2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Pecwan Bar Boat Launch	BL03	010	BL03_010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Sregon Boat Launch	BL04	010	BL04_010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Wautec Boat Launch	BL05	010	BL05_010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
Youngs Bar Boat Launch	BL06	010	BL06_010	0.1		2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Old Village Boat Launch	BL07	010	BL07_010	0.1		2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Requa Resort Boat Launch	BL08	010	BL08_010	0.1		2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Weitchpec Office Boat Launch	BL09	010	BL09_010	0.1		2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Terwer Riffle/Roy Rook Boat Launch	BL10	010	BL10_010	0.1		5-County/Township	9-Other Trans Fac	2-Construction Need-Other	
Patrick J. Murphy Drive	D007	810	D007_810	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Patrick J. Murphy Drive	D007	820	D007_820	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Patrick J. Murphy Drive	D007	830	D007_830	1.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Klamath Beach Rd.	D008	810	D008_810	1.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
S.E. Klamath Beach Rd	D008	820	D008_820	2.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Resighini Road	D008	830	D008_830	1.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Klamath Transfer Station Road	D496	810	D496_810	0.9		5-County/Township	5-Rural Local	2-Construction Need-Other	
Hunter Creek Road	D502	810	D502_810	1.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Hunter Creek Road	D502	820	D502_820	0.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Hunter Creek Loop	D502	830	D502_830	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Klamath Mill Road	D503	810	D503_810	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
McBeth Way	D504	810	D504_810	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
Minot Road	D506	810	D506_810	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
Minot Road	D506	820	D506_820	0.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
McMillan Road	D507	810	D507_810	0.2		5-County/Township	5-Rural Local	3-Maintenance Only	
Terwer Riffle Road	D514	810	D514_810	0.7		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Turwer Valley Road	D515	810	D515_810	0.8		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Hughes Road	D517	810	D517_810	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
Alder Camp Road	D528	810	D528_810	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
Ehlers Avenue	D529	810	D529_810	0.1		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
Klamath Blvd	D530	810	D530_810	0.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
Klamath Blvd	D530	820	D530_820	0.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Klamath Blvd	D530	830	D530_830	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Salmon Avenue	D531	810	D531_810	0.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Silverside Circle	D532	810	D532_810	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Chapman Street	D710	810	D710_810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Chapman Street	D710	810	D710_810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Chapman Street	D710	820	D710_820	0.0		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	D1C0002
Chapman Street	D710	830	D710_830	0.6		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Requa Road	D7A0	810	D7A0_810	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Requa Road/Hunter Creek Bridge	D7A0	820	D7A0_820	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	1C0011
Requa Road	D7A0	830	D7A0_830	0.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Requa Rd/Salt Creek Bridge	D7A0	840	D7A0_840	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	D1C0020
Requa Road	D7A0	850	D7A0_850	0.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
10N05C	F002	810	F002_810	4.4		7-Other Federal	8-Trail	3-Maintenance Only	
10N05E	F004	810	F004_810	1.9		7-Other Federal	8-Trail	3-Maintenance Only	
10N05F	F005	810	F005_810	0.7		7-Other Federal	8-Trail	3-Maintenance Only	
10N05F	F005	810	F005_810	0.7		7-Other Federal	8-Trail	3-Maintenance Only	
10N05G	F006	810	F006_810	0.3		7-Other Federal	8-Trail	3-Maintenance Only	
10N06	F012	810	F012_810	3.6		7-Other Federal	8-Trail	3-Maintenance Only	
10N09	F013	810	F013_810	4.4		7-Other Federal	8-Trail	3-Maintenance Only	
10N12	F016	810	F016_810	3.5		7-Other Federal	5-Rural Local	2-Construction Need-Other	
10N14	F017	810	F017_810	1.8		7-Other Federal	8-Trail	3-Maintenance Only	
10N27	F018	810	F018_810	1.7		7-Other Federal	5-Rural Local	2-Construction Need-Other	
10N35	F021	810	F021_810	1.6		7-Other Federal	8-Trail	3-Maintenance Only	
10N37A	F025	810	F025_810	2.7		7-Other Federal	8-Trail	3-Maintenance Only	
10N41	F026	810	F026_810	4.8		7-Other Federal	5-Rural Local	2-Construction Need-Other	
10N42	F027	810	F027_810	1.6		7-Other Federal	8-Trail	3-Maintenance Only	
10N51	F028	810	F028_810	1.5		7-Other Federal	8-Trail	3-Maintenance Only	
10N70	F029	810	F029_810	0.2		7-Other Federal	8-Trail	3-Maintenance Only	
10N72	F030	810	F030_810	0.2		7-Other Federal	8-Trail	3-Maintenance Only	
10N75	F031	810	F031_810	1.1		7-Other Federal	8-Trail	3-Maintenance Only	
11N04	F032	810	F032_810	2.8		7-Other Federal	8-Trail	3-Maintenance Only	
11N42	F036	810	F036_810	2.0		7-Other Federal	8-Trail	3-Maintenance Only	
12N08	F042	810	F042_810	3.8		7-Other Federal	8-Trail	3-Maintenance Only	
12N13	F046	810	F046_810	7.0		7-Other Federal	8-Trail	3-Maintenance Only	
11N16R	F051	810	F051_810	1.0		7-Other Federal	8-Trail	3-Maintenance Only	
11N47A	F052	810	F052_810	0.6		7-Other Federal	8-Trail	3-Maintenance Only	
12N13C	F057	810	F057_810	1.5		7-Other Federal	5-Rural Local	3-Maintenance Only	
12N13F	F060	810	F060_810	1.4		7-Other Federal	5-Rural Local	3-Maintenance Only	
12N14	F065	810	F065_810	3.8		7-Other Federal	5-Rural Local	3-Maintenance Only	
12N31	F070	810	F070_810	3.0		7-Other Federal	5-Rural Local	3-Maintenance Only	
12N31E	F071	810	F071_810	1.2		7-Other Federal	5-Rural Local	3-Maintenance Only	
13N01	F080	810	F080_810	25.9		7-Other Federal	5-Rural Local	2-Construction Need-Other	
13N01C	F082	810	F082_810	1.2		7-Other Federal	5-Rural Local	3-Maintenance Only	
13N01H	F084	810	F084_810	1.4		7-Other Federal	5-Rural Local	3-Maintenance Only	
13N21	F094	810	F094_810	2.5		7-Other Federal	5-Rural Local	3-Maintenance Only	
14N02	F098	810	F098_810	10.1		7-Other Federal	5-Rural Local	3-Maintenance Only	
10N01	F099	810	F099_810	10.0		7-Other Federal	8-Trail	3-Maintenance Only	
11N16	F100	810	F100_810	5.9		7-Other Federal	8-Trail	3-Maintenance Only	
13N13	GD01	810	GD01_810	0.6		7-Other Federal	8-Trail	3-Maintenance Only	
13N26	GD02	810	GD02_810	2.3		7-Other Federal	8-Trail	3-Maintenance Only	
13N26D	GD03	810	GD03_810	0.7		7-Other Federal	8-Trail	3-Maintenance Only	
13N34	GD05	810	GD05_810	2.5		7-Other Federal	8-Trail	3-Maintenance Only	
13N35A	GD08	810	GD08_810	0.6		7-Other Federal	8-Trail	3-Maintenance Only	
13N35J	GD13	810	GD13_810	0.3		7-Other Federal	8-Trail	3-Maintenance Only	
13N35K	GD14	810	GD14_810	0.3		7-Other Federal	8-Trail	3-Maintenance Only	
13N35L	GD15	810	GD15_810	0.1		7-Other Federal	8-Trail	3-Maintenance Only	
13N35M	GD16	810	GD16_810	0.1		7-Other Federal	8-Trail	3-Maintenance Only	
13N37	GD18	810	GD18_810	2.0		7-Other Federal	8-Trail	3-Maintenance Only	
13N37A	GD19	810	GD19_810	0.8		7-Other Federal	8-Trail	3-Maintenance Only	
13N37B	GD20	810	GD20_810	0.3		7-Other Federal	8-Trail	3-Maintenance Only	
13N41	GD23	810	GD23_810	4.3		7-Other Federal	8-Trail	3-Maintenance Only	
13N42	GD24	810	GD24_810	1.0		7-Other Federal	8-Trail	3-Maintenance Only	
13N42A	GD25	810	GD25_810	0.7		7-Other Federal	8-Trail	3-Maintenance Only	
13N44	GD26	810	GD26_810	5.9		7-Other Federal	8-Trail	3-Maintenance Only	
13N44D	GD27	810	GD27_810	1.1		7-Other Federal	8-Trail	3-Maintenance Only	
14N10	GD31	810	GD31_810	0.5		7-Other Federal	8-Trail	3-Maintenance Only	
14N29	GD33	810	GD33_810	1.9		7-Other Federal	8-Trail	3-Maintenance Only	
14N32	GD34	810	GD34_810	1.7		7-Other Federal	8-Trail	3-Maintenance Only	
14N32A	GD35	810	GD35_810	0.6		7-Other Federal	8-Trail	3-Maintenance Only	
14N33	GD36	810	GD36_810	2.6		7-Other Federal	8-Trail	3-Maintenance Only	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
14N39C	GD39	810	GD39_810	0.5		7-Other Federal	8-Trail	3-Maintenance Only	
14N46	GD40	810	GD40_810	2.7		7-Other Federal	8-Trail	3-Maintenance Only	
15N01A	GD42	810	GD42_810	1.6		7-Other Federal	8-Trail	3-Maintenance Only	
15N01B	GD43	810	GD43_810	0.6		7-Other Federal	8-Trail	3-Maintenance Only	
15N39	GD46	810	GD46_810	2.1		7-Other Federal	8-Trail	3-Maintenance Only	
Tulley Creek Road	H100	810	H100_810	2.3		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
MJ Building Parking Lot	PL00	010	PL00_010	0.1	15455	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Klamath Office Parking Lot	PL01	010	PL01_010	0.1	22722	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Pey Mey Parking Lot	PL02	010	PL02_010	0.1	48969	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Redwood Casino Parking Lot	PL03	010	PL03_010	0.1	53200	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Redwood Casino Parking Lot	PL03	020	PL03_020	0.1	12648	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Klamath OES Building Parking Lot	PL04	010	PL04_010	0.1	31161	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Klamath OES Building Parking Lot	PL04	020	PL04_020	0.1	12658	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Klamath Glen Parking Lot	PL05	010	PL05_010	0.1	26283	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Klamath River Jet Boat Tours Parking Lot	PL06	010	PL06_010	0.1	12295	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Klamath River Jet Boat Tours Parking Lot	PL06	020	PL06_020	0.1	3933	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Riverside RV Parking Lot	PL07	010	PL07_010	0.1	3073	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Riverside RV Parking Lot	PL07	020	PL07_020	0.1	6605	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Requa Resort Parking Lot	PL08	010	PL08_010	0.1	3794	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Fish Plant Parking Lot	PL09	010	PL09_010	0.1	69301	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Watershed Parking Lot	PL10	010	PL10_010	0.1	19543	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
YEDC Parking Lot	PL11	010	PL11_010	0.1	3163	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
YEDC Boat Garage Parking Lot	PL12	010	PL12_010	0.1	5540	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Village RV Park Parking Lot	PL13	010	PL13_010	0.1	4709	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
YIHA Parking Lot	PL15	010	PL15_010	0.1	18150	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Shoreline Fuel Mart Parking Lot	PL16	010	PL16_010	0.1	30466	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Shoreline Fuel Mart Parking Lot	PL16	020	PL16_020	0.1	17323	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Transportation Building Parking Lot	PL17	010	PL17_010	0.1	27435	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Tulley Creek Building	PL18	010	PL18_010	0.1	7916	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Morekwon Parking Lot	PL19	010	PL19_010	0.1	8738	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Pec Tah Parking Lot	PL20	010	PL20_010	0.1	10469	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Weitchpec Office Parking Lot	PL21	010	PL21_010	0.1	17012	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Worthington Parking Lot	PL23	010	PL23_010	0.1	13840	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
Johnson'S Road	Q100	810	Q100_810	13.7		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Mitchell Road	Q200	810	Q200_810	1.7		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Upper Cappell Road	Q300	810	Q300_810	2.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Upper Cappell Road	Q300	820	Q300_820	1.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Lower Cappell Road	Q300	830	Q300_830	1.5		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
Lower Cappell/Mareep Creek Bridge	Q300	840	Q300_840	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	04C0224
Lower Cappell Road	Q300	850	Q300_850	1.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
S.R. 96	S096	810	S096_810	0.2		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
Klamath River Bridge	S096	820	S096_820	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	40144
S.R. 96	S096	830	S096_830	2.4		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169	S169	610	S169_610	1.5		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169	S169	620	S169_620	2.3		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Martin'S Ferry School Creek Bridge	S169	630	S169_630	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.0223e+14
S.R. 169	S169	640	S169_640	0.1		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Rock Chute Bridge	S169	650	S169_650	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.022e+14
S.R. 169	S169	660	S169_660	1.3		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Rube Ranch Creek Bridge	S169	670	S169_670	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.0218e+14
S.R. 169	S169	680	S169_680	0.9		3-State	4-Rural Major Collector	2-Construction Need-Other	
S.R. 169/Rube Creek Bridge	S169	690	S169_690	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.0215e+14
S.R. 169	S169	700	S169_700	0.1		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Miners Creek Bridge	S169	710	S169_710	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.0299e+14
S.R. 169	S169	720	S169_720	1.2		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Coon Creek Bridge	S169	730	S169_730	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.0219e+14
S.R. 169	S169	740	S169_740	0.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Mawah Creek Bridge	S169	750	S169_750	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.0182e+14
S.R. 169	S169	760	S169_760	2.6		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Cappel Creek	S169	770	S169_770	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.018e+14
S.R. 169	S169	780	S169_780	7.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Pecwan Creek Bridge	S169	790	S169_790	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	4.019e+14
S.R. 169	S169	800	S169_800	1.3		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169 Northern Portion (Klamath Glen To 101)	S169	810	S169_810	0.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
S.R. 169/Tewer Creek Bridge	S169	820	S169_820	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	10045
S.R. 169	S169	830	S169_830	2.6		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101	U101	510	U101_510	0.3		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/Hunter Creek Bridge	U101	520	U101_520	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	10003
U.S. 101	U101	530	U101_530	0.2		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/Panther Creek Bridge	U101	540	U101_540	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	10025
U.S. 101	U101	550	U101_550	0.2		3-State	2-Rural Minor Arterial	2-Construction Need-Other	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Yurok Tribe
2022 Recommended Inventory Table

Route Name	Route Number	Section Number	Route_Section	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
U.S. 101/Minot Creek Bridge	U101	560	U101_560	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	10002
U.S. 101	U101	570	U101_570	3.5		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/169 Separation Bridge At Hoppaw Creek	U101	580	U101_580	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	10026
U.S. 101	U101	590	U101_590	0.6		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/Klamath River Bridge	U101	600	U101_600	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	10028
U.S. 101	U101	610	U101_610	0.6		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/Klamath River Over Flow Bridge	U101	620	U101_620	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	10032
U.S. 101	U101	630	U101_630	1.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101	U101	640	U101_640	2.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/North Prairie Creek Park	U101	650	U101_650	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	10071
U.S. 101	U101	660	U101_660	0.2		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101	U101	670	U101_670	6.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/Boyes Creek Viaduct	U101	680	U101_680	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	40286
U.S. 101	U101	690	U101_690	2.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/Prairie Creek Bridge	U101	700	U101_700	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	40285
U.S. 101	U101	710	U101_710	1.4		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/Lost Man Creek	U101	720	U101_720	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	40030
U.S. 101	U101	730	U101_730	1.9		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 101/Prairie Creek	U101	740	U101_740	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	40029
U.S. 101	U101	750	U101_750	1.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
U.S. 299	U299	810	U299_810	3.3		3-State	2-Rural Minor Arterial	3-Maintenance Only	
U.S. 299/Willow Creek 1	U299	820	U299_820	0.0		3-State	2-Rural Minor Arterial	3-Maintenance Only	40163
U.S. 299	U299	830	U299_830	1.0		3-State	2-Rural Minor Arterial	3-Maintenance Only	
U.S. 299/Willow Creek	U299	840	U299_840	0.0		3-State	2-Rural Minor Arterial	3-Maintenance Only	40162
U.S. 299	U299	850	U299_850	1.4		3-State	2-Rural Minor Arterial	3-Maintenance Only	
U.S. 299/East Fork Willow Creek	U299	860	U299_860	0.0		3-State	2-Rural Minor Arterial	3-Maintenance Only	40163
U.S. 299	U299	870	U299_870	10.9		3-State	2-Rural Minor Arterial	3-Maintenance Only	
U.S. 299/Redwood Creek Bridge	U299	880	U299_880	0.0		3-State	2-Rural Minor Arterial	3-Maintenance Only	40042
U.S. 299	U299	890	U299_890	11.3		3-State	2-Rural Minor Arterial	3-Maintenance Only	
U.S. 299/Northfork Mad River	U299	900	U299_900	0.0		3-State	2-Rural Minor Arterial	3-Maintenance Only	40194
U.S. 299	U299	910	U299_910	5.7		3-State	2-Rural Minor Arterial	3-Maintenance Only	
Bald Hills/Prairie Creek Bridge	V071	810	V071_810	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	04C0005
Bald Hills Road	V071	820	V071_820	10.1		7-Other Federal	2-Rural Minor Arterial	2-Construction Need-Other	
Bald Hills Road	V071	830	V071_830	3.0		7-Other Federal	2-Rural Minor Arterial	2-Construction Need-Other	
Bald Hills Road	V071	840	V071_840	3.0		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	
Bald Hills Road	V071	850	V071_850	0.7		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	
Bald Hills Road	V071	860	V071_860	1.0		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	
Bald Hills Road	V071	870	V071_870	2.3		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	
Bald Hills Road	V071	880	V071_880	6.8		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	
Bald Hills Road	V071	890	V071_890	5.1		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	
Bald Hills Rd/Martins Ferry Bridge	V071	900	V071_900	0.0		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	04C0007
				841.9	506,401				

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

The 2022 Recommended Inventory Table (RIT) details a total of 479 Routes, 581 Sections and 841.9 miles of roads, including 27 parking facilities or other transportation facilities, which have been entered into RIFDS for review and acceptance into the Official TTP inventory. A route inventory book provides all of the TTP Inventory attachments including the individual strip maps per section. The individual strip maps identify the location of each section of the route in relation to the reservation, congressional district, county, and state boundaries, as well as the entire transportation network. The complete transportation system is illustrated on Map B – 2022 Recommended TTP Inventory, which is included in APPENDIX .

2-2 FUNCTIONAL CLASSIFICATION

These roads are classified or grouped into integrated systems by the functions they perform by moving traffic and providing property access. Each road ranking is by its relative importance and the function it has intended to serve.

Within the TTP inventory process there are two resources used while identifying functional classification: State Highway Functional Classifications and BIA Functional Classifications. Both the State and the BIA use functional classification as the basis for classifying their roads, however, the criteria used to determine specific classifications differ between the two systems. There was an effort made to combine the State and BIA functional classification definitions. The FHWA developed a TTP classification system to mimic the state's system, however, the findings of this effort have not been implemented in either RIFDS or the NTTFI.

2-3 DEFINITIONS

Definitions

Functional classification identifies the role each street or highway plays in channeling traffic through a rural or urban environment in a logical and efficient manner. There are three general functional classification categories: Arterials, Collectors, and Local Roads.

An arterial's function is to move through-traffic at high speeds over long distances with limited access. Local roads or streets move traffic at relatively low speeds and provide access to adjacent property.

Urban and rural areas have fundamentally different characteristics with regard to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are classified separately. Urban systems are comprised of urban principal arterials, urban collectors, and urban local roads. Rural systems are comprised of rural principal arterials, rural minor arterials, rural collectors, and rural local roads. General definitions of the three general functional classifications, along with desirable characteristics, are given below.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Arterials

Arterials carry relatively large volumes of traffic through states and to major destinations such as work sites or commercial centers. Arterials fall into two categories: principal and minor. Principal (major) arterials include federal and interstate highways, state highways that serve urban areas with population greater than 50,000 and state highways that serve a majority of areas with populations of 25,000 or more. Minor arterials provide interstate and inter-county service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. Principal arterials usually have four traffic lanes (two lanes in each direction), provide left-turn lanes at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials may only have two traffic lanes and generally provide left-turn lanes at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, although wider rights-of-way are needed for arterials with more than four lanes.

Collectors

Collectors generally serve intra-county and regional travel that has shorter travel distances than that supported by arterials. Collectors also provide a balance between mobility and land access by generally permitting access to all abutting properties. There are two categories of collectors: major and minor. Major collectors provide service to any county seat or community not served by an arterial road, and serve other traffic generators of intra-county importance: regional parks, consolidated schools, agricultural areas, shipping points, etc. Minor collectors are spaced at intervals consistent with population density. They collect traffic from local roads and provide access to all developed areas within a reasonable distance of a higher classified road. A minimum right-of-way width of 80 to 100 feet is desirable for a collector.

Local Roads

Local roads comprise the balance of the road network and carry low volume, low-speed traffic. The primary function of a local road is to provide access to individual parcels of property. Local roads usually serve residential areas and may serve scattered business and industrial sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

2-4 STATE FUNCTIONAL CLASSIFICATIONS

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocating funds to local units of government, and establishing appropriate design standards. Prior to enactment of the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), it became apparent that the 20-year old federally mandated functional classifications needed modification. Although routinely updated by states, functional classifications were no longer consistent among the states and it was agreed that they should be reclassified before a national highway system was established. As a result, Congress included Section 1006(c) in ISTEA,

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

which required states to reclassify their roads and streets, under oversight of the Federal Highway Administration, by September 30, 1996.

2-5 BIA FUNCTIONAL CLASSIFICATION SYSTEM

The BIA road system has 11 classes of routes: seven vehicular, and four non-vehicular. Functional classification is used by the BIA to group roads into a specific vehicular class based on the existing or anticipated function of the road. The road classes are then combined with the traffic characteristics of the road to select criteria and standards for the adequate design of the facility. Definitions of the eleven BIA road system classes are given below, together with the list of roads the BIA-DOT inventory includes in each class.

Class 1

These major arterial roads provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day or more. There 0.0 miles of Class 1 roads on the Tribe's TTP System.

Class 2

These roads are rural minor arterials, which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may link smaller towns and communities to major destination areas that attract travel over long distances. They are designed for relatively high overall speeds with minimum interference to through-traffic and carry less than 10,000 vehicles per day. These routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. There are 114.1 miles of Class 2 roads on the Tribe's TTP System.

Class 3

These roads are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. There are 1.9 miles of Class 3 roads on the Tribe's TTP System.

Class 4

These roads are rural major collectors which collect traffic from rural local roads. There are 67.4 miles of Class 4 roads on the Tribe's TTP System.

Class 5

These local rural roads may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the TTP system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

and oil operations, recreation, or other purposes. There are 388.2 miles of Class 5 roads on the Tribe's TTP System.

Class 6

These are city minor arterial streets that are located within communities and provide access to major arterials. There are 0.1 miles of Class 6 roads on the Tribe's TTP System.

Class 7

These are city collector streets that are located within communities and provide access to city local streets. There are 0.0 miles of Class 7 roads on the Tribe's TTP System.

Class 8

These routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are 263 miles of Class 8 roads on the Tribe's TTP System.

Class 9

These routes encompass other transportation facilities such as parking facilities adjacent to TTP routes and scenic byways such as rest areas, other scenic pullouts, ferryboat terminals, and transit terminals. There are 3.4 miles of Parking Lots and other transportation facilities, which were added as Class 9 roads on the Tribe's TTP System.

Class 10

These routes are defined as airstrips that are within the boundaries of the TTP system and are open to the public. These airstrips are included for inventory and maintenance purposes only. There are 0.0 miles of Class 10 roads on the Tribe's TTP System.

Class 11

This classification indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only. There are 0.0 miles of Class 11 roads on the Tribe's TTP System.

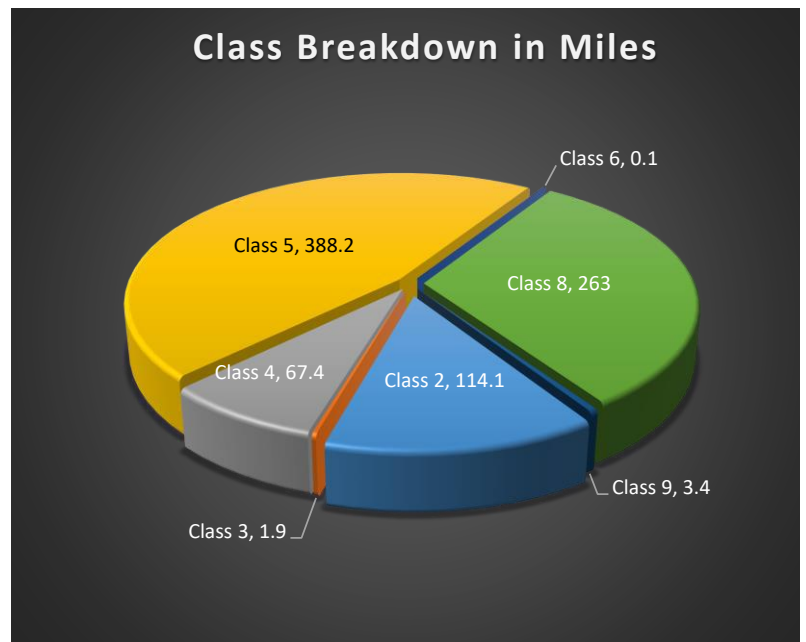
Unclassified

There are 3.8 miles of unclassified roads on the Tribe's TTP System.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Roadway Classifications as identified in the 2022 recommended inventory are broken out by mile as follows:

Unclassified	3.8
Class 2	114.1
Class 3	1.9
Class 4	67.4
Class 5	388.2
Class 6	0.1
Class 8	263
Class 9	3.4
Total:	841.9



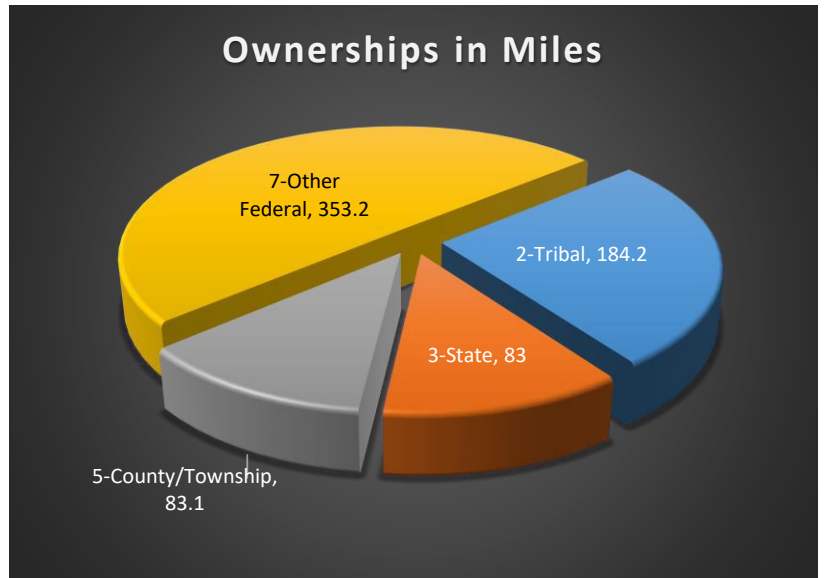
2-6 ROADWAY OWNERSHIP

The TTP System is not just an inventory of BIA and tribally owned roads within tribal land boundaries, other jurisdictional roads are eligible for inclusion in the TTP Inventory. As defined in the FAST Act and the Federal Register 25 CFR Part 170, the TTP Inventory is comprehensive of all transportation facilities, including State, County, City, and Federal roads, that are within reservation boundaries and tribal properties and those roads/facilities that provide primary access to those properties. The Tribe maintains a beneficial relationship with the surrounding communities, counties, and Caltrans, and works cooperatively and collaboratively with jurisdictions to complete this TTP Inventory. A significant component of the 2022 TTP Inventory Update is the formalization of these relationships particularly as it pertains to roadway ownership and maintenance responsibility. The Tribe has entered into Letters of Acknowledgment (LOAs) with the entities listed for those particular routes and sections not owned by the Tribe or BIA. Agreements have been finalized and uploaded in the Tribes RIFDS records when appropriate.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Roadway Ownerships as identified in the 2022 recommended inventory are broken out by mile as follows:

1-BIA	138.4
2-Tribal	184.2
3-State	83
5-County/Township	83.1
7-Other Federal	353.2
Total:	841.9

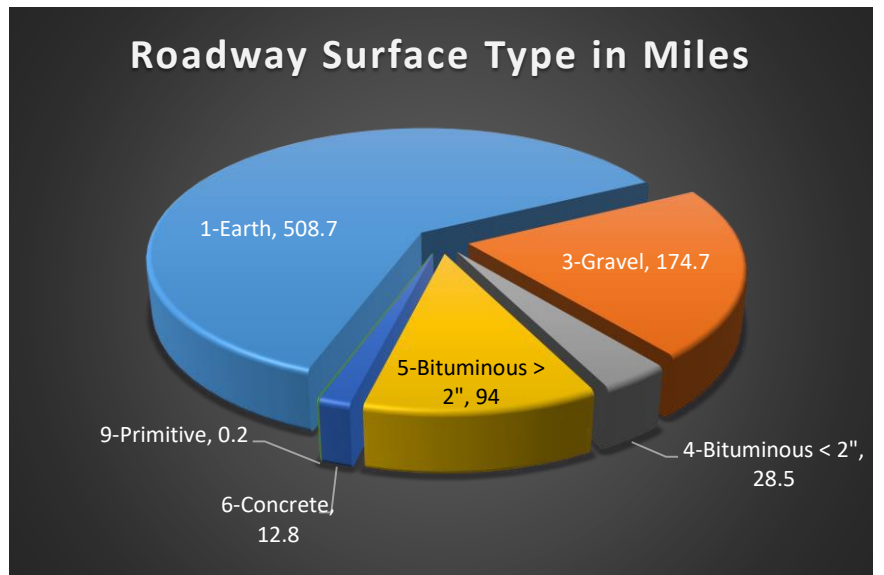


2-7 ROADWAY SURFACE TYPES

The 2022 TTP inventory update identified the surface types for Tribe’s transportation network. These statistics are useful when preparing an average expected maintenance budget when using generic planning cost per mile estimates to project expected maintenance expenses. A detailed maintenance plan should be developed to accurately project future maintenance expenses given the unique character of each transportation facility.

Roadway Surface Types as identified in the 2022 recommended inventory are broken out by mile as follows:

0-Proposed	23
1-Earth	508.7
3-Gravel	174.7
4-Bituminous < 2"	28.5
5-Bituminous > 2"	94
6-Concrete	12.8
9-Primitive	0.2
Total:	841.9



PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

The Tribal PPL is a list of future transportation-related projects that are eligible to use the Yurok Tribe's TTP tribal share funding. The list is generated as part of the planning process that ultimately supports the future Tribal Transportation Improvement Program (TTIP). The projects identified below are listed in order of Tribal priority at the time of this LRTP; however, the Tribal priority list is constantly changing and evolving as the specific needs of the community change. On an annual basis, the Tribe generates the detailed TTIP, which combines tribal prioritized projects from this list with available TTP funding for the year. The TTIP details the annual tribal priorities and forecasts the expected expenditures based on annual funding for the next three to five years. As this section identifies the conceptual prioritized list of projects, the annual TTIP details the truly anticipated expenditure of the Tribe's TTP Tribal Share. Below you will find a written description of each prioritized project. Following the written descriptions, you will find the Prioritized Project Cost Estimate Table that provides conceptual engineering estimates for each project listed as individual "Schedules". It is important to note that these cost estimates are only planning level estimates for the projects from a transportation viewpoint. Each project may have special circumstances that at the time of this plan could not be foreseen or estimated. Examples would be: ROW acquisition may be required, environmental impact mitigation may be required, utility improvements may be required to support the projects, etc. The estimates provided allow the Tribe to program funding at a planning level to include the estimated construction expense of the transportation facility itself and the required design and typical pre-project planning and later construction management that is required to support the projects. The cost estimates provided also include as illustrated a 10% contingency fee to account for typical project expenses that arise through the process from planning, design, bidding, construction, construction management, and project closeout. As years pass while this LRTP is in service and active for the Tribe, inflation rates should be applied to the project estimates as the costs of projects continue to increase through the years.

The LRTP identifies 38 future projects in which the Tribe plans to construct or improve in the future. All of the Prioritized Projects are illustrated on Map C – 2022 Prioritized Project Map provided for you in APPENDIX G.

It is important to note that during the time of this report, the Federal Register 25 CFR Part 170 (the main governing regulations for the TTP) was revised and updated. The new regulation has additional documentation requirements for proposed facilities (facilities that currently do not exist that the Tribe would like to construct). It is this regulation that specifies the project activities that can be funded using the TTP Tribal Share funds. Prior to TTIP development and annual project programming updates to the TTIP, it will be important to consult the latest regulations to ensure the activity is eligible as an approved TTP expenditure. The "proposed roads" will require a Proposed Facility Justification Report submittal package detailing the feasibility and details of the project.

3-1 TRIBAL PRIORITIZED PROJECT LIST

Resulting from the LRTP, community involvement, working sessions with various tribal departments, and the working sessions with the Yurok Tribe’s, Tribal Council, the following projects have been identified as priority projects to be funded (in full or partially) by the Yurok Tribe utilizing its TTP funding.

1. Transportation Program Administration (System Wide):

The Yurok Tribe is a Self-Governance Tribe. As such, the Tribe incurs administrative costs and expenses to deliver the program and report the ongoing status of the projects and TTP activities. The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.

2. Transportation Planning and NTTFI Management (System Wide):

The Yurok Tribe will program funding to further develop and maintain the LRTP and TTP-NTTFL. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects under this program. As Tribal priorities change, the planning process and inventory must be designed in a way to remain dynamic and have the ability to change accordingly. The Inventory update associated with this LRTP project has created many routes and sections in support of planned projects and future development. The inventory is now incorporated into, and managed through, an electronic GIS database. This system requires long term updating and maintenance to remain a functional tool for the tribe. This project will require TTP funding support for annual maintenance and updating.

3. Master Plan (System Wide):

Development of a master planning project with a significant transportation analysis component is a critical step for future planning of the Tribal and regional transportation network. A master plan can be written to consolidate all potential developments for the Tribe, and written in a way that allows the Tribe to be aware of the full expected costs required to support future development plans (from a transportation perspective, as well as other infrastructure improvements required to support each project). This plan can allow the Tribe to set well-supported horizon dates on their future development plans. From these horizon dates the travel demand analysis, including trip generation, traffic modeling, and level of service rating, can be performed in greater detail to better understand each development’s micro and macro impacts on the supporting transportation network. The master plan also identifies the properties of interest and those development plans for conceptual analysis. This planning process is designed to help guide the Tribe in future development prioritization and funding programming and add an ongoing transportation planning component to the Tribe’s current planning efforts and the update and development of the Tribe’s Comprehensive Plan. The master planning effort is also critical to the identification of future inventory updates that need to take place. Addition of TTP facilities into the official NTTFL Inventory must be timed to prevent delays and allow TTP fund expenditure on the allowable components of future developments.

4. Strategic Transportation Safety Plan (System Wide):

MAP-21 established a safety program set aside within the TTP. The Tribe has done an initial Safety Plan and has recently secured funding for an update and will be applying for additional funding to support its findings and additional projects. The Safety Plan Update project list will be incorporated into the LRTP prioritized project listing and TTIP once completed. The Strategic Transportation Safety Plan from the TTPSF set aside will utilize several findings in this report to identify safety emphasis areas classified within the 4-E's of FHWA transportation safety planning (Engineering, Education, Enforcement, and Emergency Response). This LRTP combined with the collection and analysis of traffic crash and citation data will provide good baseline information required to identify emphasis areas of concern. Establishing a tribal safety team responsible for safety plan implementation will be critical to this projects success. With the limited funding available for these plans in the TTPSF program, the Tribe may look to supplement the transportation safety plan generation, analysis, and implementation with TTP funding. Possible supplemental projects may include: Roadway Safety Audits, Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM) Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.

5. Transportation Safety Improvements (System Wide):

Emphasis Areas identified in the Tribe's Strategic Transportation Safety Plan detail transportation infrastructure safety improvements (Design, Maintenance, and Construction Projects) necessary to improve safety on the Tribe's transportation network as defined in the NTTFI. Identifying this project in the PPL enables the Tribe the ability to apply TTP funds to perform the actual recommended transportation safety improvement projects identified in the Strategic Transportation Safety Plan.

6. Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide):

With many programmed Tribal and area development plans, it is apparent that the connection of tribal community members to local goods and services (as supported by foot or bicycle travel) requires significant planning, expansion, and coordination. The pedestrian plan must focus on the condition of the existing trails and pathways utilized by the tribal citizens (youth to elders) to access services by foot. Additional study and community involvement will be required to also, identify the desired connections that currently do not exist. In this plan, recreational trails should be strongly considered not only for the health and benefit of the Tribal and non-Tribal local communities but, also for potential enhancement of commercial developments for the visiting public. Walking and hiking trails provide a great opportunity for Tribal community enhancement by incorporating cultural education and preservation through interpretive signage, planned bench seating location with educational placards and interactive stations, the display of traditional tribal art, and environmental enhancement and education of plant and animal species. For extended hours of operation and use, path lighting may be a consideration to allow for full day and evening use. The plan should strongly consider connectivity to other internal and external paths and trails.

7. Tribal Transportation Facilities Maintenance Plan (System Wide):

During the NTTFI field data collection process, several maintenance needs were identified and recorded in the Tribe’s GIS database. The Tribe’s DOT currently has the capacity required to perform routine and heavy maintenance of their transportation network. Maintenance work is contracted out as the need for such work arises. Continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding. TTP funds could be utilized to develop a Maintenance Plan in support of Prioritized Project 8 below.

8. Tribal Transportation Program Maintenance Project (System Wide):

This project is identified to include in the TTIP annually a specific amount set aside to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in this LRTP. Again, per regulation the Tribe can utilize their entire TTP annual allocation for maintenance activity under this prioritized project. The purchase, lease, or rental of maintenance equipment is also an eligible expense under this project in support of the maintenance department. The Tribe has established a fixed portion of their tribal share for roadway maintenance activity.

9. Tribal Transit Program Supplemental Funding (System Wide):

This project is identified to provide the potentially required TTP funding support to the Tribe’s Transit Program. The TTP funding may be used to supplement the Tribal Transportation Program particularly in the development and continued maintenance of its infrastructure. Each fiscal year the Tribe should estimate and program the required TTP funding needed to supplement its Transit Program. The TTP funding is also eligible as matching funds to leverage addition transit funding from other agencies. The Tribe’s Transit Budget identifies the funding levels to be added to the TTIP.

10. SR 169 Reconstruction Project (Option A) (TTP Route S169, Various Sections):

This project is included to program funding for the reconstruction of 20.1 miles of SR 169 from Wautec to Weitchpec to a 30 MPH design speed as specified by Caltrans. This project may be separated into multiple specific phases depending on the ability to fund and complete the work. This roadway is a major transportation route for Tribal members and is badly degraded throughout much of its run. Coordination with Caltrans will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway reconstruction project.



11. SR 169 Roadway Safety Improvements Project (Option B) (TTP Route S169, Various Sections):

This project is included to program funding for Option B as a less costly, yet shorter term, alternative to a full reconstruction of the 20.1 mile portion of SR 169 from Wautec to Weitchpec proposed in Option A. This project focuses on implementing significant safety improvements throughout the specified corridor as specified by Caltrans. This project may be separated into multiple specific phases depending on the ability to fund and complete the work. Coordination with Caltrans will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway safety upgrade improvement project.



12. SR 169 Extension from Wautec to Hwy 101 Project (TTP Route S169, Various Sections):

This project is included to program funding for the extension of California SR 169 from where it currently ends in Wautec 13 miles northwest along the Klamath River to Hwy 101 with a design speed of 30 MPH as specified by Caltrans. This project will involve the building a bridge over the Klamath River. Coordination with Caltrans and Humboldt County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway extension and bridge construction project.



13. Bald Hills Rd. Reconstruction Project (TTP Route V071, Sections 840 (0.25 Miles of unpaved section), 850 (0.7 Miles), 860 (1.0 Miles), 870 (2.3 Miles), 880 (6.8 Miles)):

This project is included to program funding to realign, reconstruct, widen, and pave sections of Bald Hills Rd. starting at the Reservation boundary extending west to the existing paved portion of the road coming from the west. The project may be separated into multiple specific phases depending on the ability to fund and complete the work. The current roadway is heavily used by Tribal members to access employment and services on the coast as well as visitors to the Park and Tribal lands and is in need of upgrading. The roadway is too narrow, the paved sections have a degrading roadbed and are in need of repaving. A portion of the roadway has a gravel surface and is in need of upgrading and surfacing with asphalt. This project will involve realigning and restructuring portions of the roadbed, widening the roadway surface, repaving, upgrading and improving drainage features, striping, and improved signage. Coordination with Humboldt County and the NPS will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway reconstruction project.



14. Lake Prairie Rd. Reconstruction Project (TTP Route 4238, Section 010 (3.2 Miles)):

This project is included to program funding to reconstruct, widen, and pave Lake Prairie Rd. The roadway is too narrow, has a degrading roadbed, and is in need of repaving. This project will involve restructuring the roadbed, widening the roadway surface, repaving, and upgrading and improving drainage features. Coordination with the Pacific Region of the BIA will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway reconstruction project.

15. McKinnon Hill Rd. Reconstruction Project (TTP Route 0008, Section 810 (3.8 Miles)):

This project is included to program funding to reconstruct, widen, and pave McKinnon Road. The roadway is too narrow, has a degrading roadbed, and is in need of paving. This project will involve restructuring the roadbed, widening the roadway surface, paving, and upgrading and improving drainage features. Coordination with the Pacific Region of the BIA and Humboldt County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway reconstruction project.

16. Morek Wan Rd. Reconstruction Project (TTP Route 4246, Section 810 (.35 Miles)):

This project is included to program funding to reconstruct, widen, and pave Morek Wan Road. The roadway is narrow, has a degrading roadbed, and is in need of paving. This project will involve restructuring the roadbed, widening the roadway surface, paving, and upgrading and improving drainage features. Coordination with the Pacific Region of the BIA and Humboldt County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway reconstruction project.

17. Weitchpec New Village Rd. Reconstruction Project (TTP Route 0010, Section 010 (0.5 miles)):

This project is included to program funding to reconstruct, widen, and pave Weitchpec New Village Rd. The roadway is narrow, has a degrading roadbed, and is in need of paving. This project will involve restructuring the roadbed, widening the roadway surface, repaving, and upgrading and improving drainage features. Coordination with the Pacific Region of the BIA will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway upgrade project.

18. Tulley Creek Rd. Improvement Project (Option A) (TTP Route H100, Section 810 (2.3 Miles)):

This project is included as a lower cost, shorter term, option for extending the lifespan of the degrading surface of Tulley Creek Rd. This project will include crack and chip sealing of the roadway, cutting ditches and improving drainage, and improved signage and striping. Coordination with Humboldt County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway improvement project.

19. Tulley Creek Rd. Reconstruction Project (Option B) (TTP Route H100, Section 810 (2.3 Miles)):

This project is included to program funding to reconstruct, widen, and pave Tulley Creek Rd. The roadway is narrow, has a degrading roadbed, and is in need of paving. This project will involve restructuring the roadbed, widening the roadway surface, repaving, and upgrading and improving drainage features. Coordination with Humboldt County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway reconstruction project.

20. Wausek Village Rd. Improvement Project (TTP Route 4240, Section 010 (0.3 Miles)):

This project is included to program funding to improve Wausek Village Rd. from an earth to gravel surface and will involve restructuring the roadbed, widening the roadway, graveling the road surface, and upgrading and improving drainage features. Coordination with the Pacific Region of the BIA will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway upgrade project.

21. Mitchell Rd. Reconstruction Project (TTP Route Q200, Section 810 (1.7 Miles)):

This project is included to program funding to reconstruct and widen Mitchell Rd. The project will involve restructuring the roadbed, widening the roadway, graveling the road surface, and upgrading and improving drainage features. Coordination with Humboldt County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway upgrade project.

22. Requa Rd. Redevelopment, Requa Rd./Hunter Creek Bridge Replacement, and Requa Rd./Salt Creek Bridge Replacement Project (TTP Route D7A0, Sections 820 (Bridge, 107 Ft), 830 (0.2 Miles), and 840 (Bridge, 23 Ft)):

The Requa Rd. roadway prism between Hunter and Salt Creeks is too low and is subject to regular flooding and water damage. This project is included to program funding for the redevelopment and elevation of the roadbed, resurfacing with pavement, striping and signage, and replacement of the Hunter Creek and Salt Creek Bridges on either end of the effected roadway section. Coordination with Del Norte County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway redevelopment and bridge replacement project.

23. Johnson's Rd. Improvement Project (TTP Route Q100, Section 810 (13.7 Miles)):

This project is programmed to provide funding for the improvement of Johnson's Rd. The project will include widening the roadway, resurfacing with gravel, and upgrading and improving drainage features. Coordination with Humboldt County will be necessary to complete the project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway improvement project.

24. Weitchpec School Rd. Reconstruction Project (TTP Route 2301, Section 810 (0.5 Miles)):

This project is included to program funding to reconstruct, widen, and pave Weitchpec School Rd. The roadway is narrow, has a degrading roadbed, and is in need of paving. This project will involve restructuring the roadbed, widening the roadway surface, repaving, upgrading and improving drainage features, and striping and signage. Coordination with Humboldt County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway reconstruction project.

25. Jack Norton School Rd. Reconstruction Project (TTP Route 4260, Section 810 (0.3 Miles)):

This project is included to program funding to reconstruct, widen, and pave Jack Norton School Rd. The roadway is narrow, has a degrading roadbed, and is in need of paving. This project will involve restructuring the roadbed, widening the roadway surface, repaving, upgrading and improving drainage features, and striping and signage. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway reconstruction project.

26. SR 169 Pedestrian/Bicycle Facility Widening Project (TTP Route S169, Sections 810 (0.9 Miles), 820 (Bridge, 165 Ft.), 830 (2.2 Miles)):

This project is included to program funding for the widening of SR 169 in Del Norte County from Klamath Glen to Klamath to accommodate 4 Foot wide pedestrian paths on both sides of the roadway. This project will involve adding 4 foot wide shoulders to the existing roadway and proper striping and signage. Coordination with Caltrans and Del Norte County will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of this pedestrian path/shoulder widening project.



27. Upper and Lower Cappell Rd. Crossing Over Coon Creek Bridge Relocation Feasibility Study Project (Upper Cappell Rd Route Q300, Section 820; Lower Cappell Rd. Route Q300, Section 830)

This project is included to program funding for an Investigation/Feasibility Study to potentially create a new crossing over Coon Creek to reconnect Upper and Lower Cappell Roads. Coordination with the Pacific Region of the BIA will be necessary to complete this project. TTP funds may be used to fund this Feasibility Study.

28. Starwein Rd. Reconstruction Project (TTP Route 4258, Section 810 (0.1 Miles)):

This project is programmed to provide funding for the reconstruction of Starwein Rd. The project will include widening, reduction of grade, milling the current roadway surface and resurfacing with asphalt, cutting the ditches, and improving drainage features. Creation of an adequate turnaround to meet fire safety regulations at the end of the roadway will also be part of the project. Coordination with Del Norte County will be necessary to complete the project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway improvement project.

29. Tower Road Two Surface Upgrade Project (TTP Route 9000, Section 010 (0.6 Miles)):

This project is programmed to provide funding for the surface upgrading of Tower Road Two from earth to gravel. The project will include widening, grading, and improving the roadbed, resurfacing with gravel, cutting ditches, and installing and improving drainage features. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway surface improvement project.



30. S.E. Klamath Beach Rd. Resurfacing Project (TTP Route D008, Section 820 (2.3 Miles)):

This project is programmed to provide funding for the resurfacing of S.E. Klamath Beach Rd. The project will include prepping the current roadway surface and resurfacing with asphalt. Del Norte County has a current project to improve drainage along the roadway. Coordination with Del Norte County will be necessary to complete the project. TTP funds may be used for planning, design, engineering, construction management, and construction of the roadway resurfacing project.

31. Morek Wan Rd. Park and Ride Facility Project (Route 4246, Section 810):

This project is included to program funding for the development of a Park and Ride facility on Morek Wan Rd. on property between the Tribal Headstart and Community Center. The project will include creating a facility including a paved parking lot with curbs and sidewalks, lighting, an all season bus shelter, and restrooms. TTP funds may be used for planning, design, engineering, construction management, and construction of the Park and Ride Facility project.

32. SR 169 Restroom Facility Project:

This project is included to provide funding for the development of a restroom facility along SR 169. Specific location to be determined in consultation with Caltrans. Coordination with Caltrans will be necessary to complete this project. TTP funds may be used for planning, design, engineering, construction management, and construction of the Restroom Facility project.

33. Weitchpec Traffic Calming and Roadway Corridor Beautification Project:

This project is included to provide funding for the design and implementation of a Traffic Calming and Beautification Project throughout the Weitchpec area. Routes expected to be included are SR 169 (TTP Route S169, Section 610; SR 96 (TTP Route S096, Section 830; New Weitchpec Village Rd. (TTP Route 0010, Section 010; and Old Weitchpec Village Rd. (TTP Route 3232, Section 010). Desired calming and beautification features include: Street trees, pedestrian bulb outs, and enhanced pedestrian crossings on the above mentioned routes among other features. This project will require the participation of Caltrans, Pacific Region BIA, and Humboldt County. TTP funds may be used for planning, design, engineering, construction management, and construction of the Traffic Calming and Roadway Corridor Beautification project.

34. Yurok Tribe Public Transit System Project:

This project is included to provide funding for the development of a Tribal Transit system that will include both roadway (Bus) and river (Ferry) components. Development of the Transit system will include: development of a transit program including administration, system planning, hiring of drivers/ferry operators, acquisition of transit vehicles (busses and ferries), facility and vehicle maintenance, multiple bus stop shelters, a secure vehicle parking facility at Wautec, a boat storage and launch facility in Klamath, and multiple docks, launches, and parking lots with access roads along the Klamath River. This is an “Overall” project that will include numerous projects and phases to complete. TTP funds may be used in the development of the Tribal Transit System.

35. Tsunami Evacuation Trails Development Project:

This project is included to provide funding for the planning and development of multiple Tsunami Evacuation Trails. Trails are to be located in Requa, Klamath Glen, and Klamath (for the Tribal Admin Office). Specific locations will be determined as the projects come closer to development. Coordination with Caltrans will be necessary for the Klamath trail. The project will include sighting, planning, construction, and signage of the Trails. TTP funds may be used for planning, design, engineering, construction management, and construction of the Tsunami Evacuation Trails project.

36. Safety Infrastructure Improvement Project (System Wide):

This project is included to provide funding for the implementation of a Traffic Control Signs Improvement and Maintenance Plan to maintain safe and effective traffic signage and the maintenance of Helipad sites. Coordination with the Pacific Region BIA and Humboldt and Del Norte Counties will be necessary for this project. TTP funds may be used for planning, development and implementation of the Safety Infrastructure Improvement project.

37. Klamath Street Lighting Project:

This project is included to provide funding to install lighting along portions of Klamath Blvd. (TTP Route D530, Sections 810 and 830); and Silverside Circle (TTP Route D532, Section 810) that have yet to have lighting installed. Funds will also be applied to the maintenance of lighting already installed in the area. Coordination with Del Norte County and Pacific Power will be necessary to complete this project. TTP funds may be used for planning, development and implementation of the Street Lighting project.

38. Klamath Fitness Trail Project:

This project is included to provide funding for the planning and development of a one mile fitness trail including exercise stations and equipment, information kiosks, and signage in Klamath. The project will include sighting, planning, construction, and signage of the trail and installation of the desired facilities. A location has yet to be determined. TTP funds may be used for the planning and construction of the Fitness Trail project.

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3-2 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT

TOTAL LUMP SUM SCHEDULE SUMMARY		
PROJECT	DESCRIPTION	LUMP SUM ESTIMATE
1	Transportation Program Administration (System Wide)	\$ 25,000
2	Transportation Planning and NTTFI Management (System Wide)	\$ 30,000
3	Master Plan (System Wide)	\$ 50,000
4	Strategic Transportation Safety Plan (System Wide)	\$ 20,000
5	Transportation Safety Improvements (System Wide)	\$ 120,000
6	Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)	\$ 45,000
7	Tribal Transportation Facilities Maintenance Plan (System Wide)	\$ 150,000
8	Tribal Transportation Program Maintenance Project (System Wide)	\$ 150,000
9	Tribal Transit Program Supplemental Funding (System Wide)	\$ 40,000
10	SR 169 Reconstruction Project (Option A) (TTP Route S169, Various Sections)	\$ 16,632,000
11	SR 169 Roadway Safety Improvements Project (Option B) (TTP Route S169, Various Sections)	\$ 5,544,000
12	SR 169 Extension from Wautec to Hwy 101 Project (TTP Route S169, Various Sections)	\$ 48,510,000
13	Bald Hills Rd. Reconstruction Project (TTP Route V071, Sections 840, 850, 860, 870, 880)	\$ 9,260,301
14	Lake Prairie Rd. Reconstruction Project (TTP Route 4238, Section 010)	\$ 2,669,639
15	McKinnon Hill Rd Reconstruction Project (TTP Route 0008, Section 810)	\$ 3,170,195
16	Morek Wan Rd. Reconstruction Project (TTP Route 4246, Section 810)	\$ 291,994
17	Weitchpec New Village Rd. Reconstruction Project (TTP Route 0010, Section 010)	\$ 417,133
18	Tulley Creek Rd. Improvement Project (Option A) (TTP Route H100, Section 810)	\$ 207,900
19	Tulley Creek Rd. Reconstruction Project (Option B) (TTP Route H100, Section 810)	\$ 1,668,524
20	Wausek Village Rd. Improvement Project (TTP Route 4240, Section 010)	\$ 103,950
21	Mitchell Rd. Reconstruction Project (TTP Route Q200, Section 810)	\$ 1,418,246
22	Requa Rd. Redevelopment, Requa Rd./Hunter Creek Bridge Replacement, and Requa Rd./Salt Creek Bridge Replacement Project (TTP Route D7A0, Sections 820, 830, 840)	\$ 1,400,395
23	Johnson's Rd. Improvement Project (TTP Route Q100, Section 810)	\$ 6,559,241
24	Weitchpec School Rd. Reconstruction Project (TTP Route 2301, Section 810)	\$ 305,721
25	Jack Norton School Rd. Reconstruction Project (TTP Route 4260, Section 810)	\$ 305,721
26	SR 169 Pedestrian/Bicycle Facility Widening Project (TTP Route S169, Sections 810, 820, 830)	\$ 1,261,396
27	Upper and Lower Cappell Rd. Crossing Over Coon Creek Bridge Relocation Feasibility Study Project (Upper Cappell Rd Route Q300, Section 820; Lower Cappell Rd. Route Q300, Section 830)	\$ 36,000
28	Starwein Rd. Reconstruction Project (TTP Route 4258, Section 810)	\$ 261,770
29	Tower Road Two Surface Upgrade Project (TTP Route 9000, Section 010)	\$ 267,844
30	S.E. Klamath Beach Rd. Resurfacing Project (TTP Route D008, Section 820)	\$ 2,209,863
31	Morek Wan Rd. Park and Ride Facility Project (Route 4246, Section 810)	\$ 137,215
32	SR 169 Restroom Facility Project	\$ 166,320
33	Weitchpec Traffic Calming and Roadway Corridor Beautification Project	\$ 970,200
34	Yurok Tribe Public Transit System Project	\$ 2,079,000
35	Tsunami Evacuation Trails Development Project	\$ 1,178,100
36	Safety Infrastructure Improvement Project (System Wide)	\$ 166,320
37	Klamath Street Lighting Project	\$ 485,100
38	Klamath Fitness Trail Project	\$ 485,100
TOTAL LUMP SUM AMOUNT		\$ 108,799,188

The user of the above estimate understands that Red Plains Professional (RPP), the Consultant, has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's opinions of probable construction costs are made on the basis of the Consultant's professional

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)



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judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the above.

Yurok Tribe					
Transportation Program Administration (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
1A	The Tribe incurs administrative costs and expenses to deliver the program and report the ongoing status of the projects and TTP activities. The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.	1	LS	\$25,000	\$25,000
Project Estimate				\$25,000	

Yurok Tribe					
Transportation Planning and NTTFI Management (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
2A	The Yurok Tribe will program funding to further develop and maintain the LRTP and TTP- NTTFI. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects under this program. This system requires long term updating and maintenance to remain a functional tool for the tribe. This project will require TTP funding support for annual maintenance and updating.	1	LS	\$30,000	\$30,000
Project Estimate				\$30,000	

Yurok Tribe					
Master Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
3A	Development of a master planning project with a significant transportation analysis component is a critical step for future planning of the Tribal and regional transportation network. This planning process is designed to help guide the Tribe in future development prioritization and funding programming and add an ongoing transportation planning component to the Tribe’s current planning efforts and the update and development of the Tribe’s Comprehensive Plan.	1	LS	\$50,000	\$50,000
Project Estimate				\$50,000	

Yurok Tribe					
Strategic Transportation Safety Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
4A	With the limited funding available for these plans in the TTPSF program, the Tribe may look to supplement the transportation safety plan generation, analysis, and implementation with TTP funding. Possible supplemental projects may include: Roadway Safety Audits, Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM) Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.	1	LS	\$20,000	\$20,000
Project Estimate				\$20,000	

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Yurok Tribe					
Transportation Safety Improvements (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
5A	Emphasis Areas identified in the Tribe’s Strategic Transportation Safety Plan detail transportation infrastructure safety improvements (Design, Maintenance, and Construction Projects) necessary to improve safety on the Tribe’s transportation network as defined in the NTTFI. Identifying this project in the PPL enables the Tribe the ability to apply TTP funds to perform the actual recommended transportation safety improvement projects identified in the Strategic Transportation Safety Plan.	1	LS	\$120,000	\$120,000
				Project Estimate	\$120,000

Yurok Tribe					
Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
6A	With many programmed Tribal and area development plans, it is apparent that the connection of tribal community members to local goods and services (as supported byfoot or bicycle travel) requires significant planning, expansion, and coordination. The plan should strongly consider connectivity to other internal and external paths and trails.	1	LS	\$45,000	\$45,000
				Project Estimate	\$45,000

Yurok Tribe					
Tribal Transportation Facilities Maintenance Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
7A	During the NTTFI field data collection process, several maintenance needs were identified and recorded in the Tribe’s GIS database. The Tribe’s DOT currently has the capacity required to perform routine and heavy maintenance of their transportation network. Continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding. TTP funds could be utilized to develop a Maintenance Plan in support of Prioritized Project 8 below.	1	LS	\$150,000	\$150,000
				Project Estimate	\$150,000

Yurok Tribe					
Tribal Transportation Program Maintenance Project (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
8A	This project is identified to include in the TTIP annually a specific amount set aside to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in this LRTP.	1	LS	\$150,000	\$150,000
				Project Estimate	\$150,000

Yurok Tribe					
Tribal Transit Program Supplemental Funding (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
9A	This project is identified to provide the potentially required TTP funding support to theTribe’s Transit Program. The TTP funding is also eligible as matching funds to leverage addition transit funding from other agencies. The Tribe’s Transit Budget identifies the funding levels to be added to the TTIP.	1	LS	\$40,000	\$40,000
				Project Estimate	\$40,000

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)



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Yurok Tribe					
SR 169 Reconstruction Project (Option A) (TTP Route S169, Various Sections)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
10A	Planning	1	LS	\$264,000	\$264,000
10B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$633,600	\$633,600
10C	Design	1	LS	\$950,400	\$950,400
10D	Construction	1	LS	\$13,200,000	\$13,200,000
10E	Construction Management	1	LS	\$1,584,000	\$1,584,000
				Project Estimate	\$16,632,000

Yurok Tribe					
SR 169 Roadway Safety Improvements Project (Option B) (TTP Route S169, Various Sections)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
11A	Planning	1	LS	\$88,000	\$88,000
11B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$211,200	\$211,200
11C	Design	1	LS	\$316,800	\$316,800
11D	Construction	1	LS	\$4,400,000	\$4,400,000
11E	Construction Management	1	LS	\$528,000	\$528,000
				Project Estimate	\$5,544,000

Yurok Tribe					
SR 169 Extension from Wautec to Hwy 101 Project (TTP Route S169, Various Sections)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
12A	Planning	1	LS	\$770,000	\$770,000
12B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$1,848,000	\$1,848,000
12C	Design	1	LS	\$2,772,000	\$2,772,000
12D	Construction	1	LS	\$38,500,000	\$38,500,000
12E	Construction Management	1	LS	\$4,620,000	\$4,620,000
				Project Estimate	\$48,510,000

Yurok Tribe					
Bald Hills Rd. Reconstruction Project (TTP Route V071, Sections 840, 850, 860, 870, 880)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
13A	Planning	1	LS	\$146,989	\$146,989
13B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$352,774	\$352,774
13C	Design	1	LS	\$529,160	\$529,160
13D	Construction	1	LS	\$7,349,444	\$7,349,444
13E	Construction Management	1	LS	\$881,934	\$881,934
				Project Estimate	\$9,260,301

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Yurok Tribe					
Lake Prairie Rd. Reconstruction Project (TTP Route 4238, Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
14A	Planning	1	LS	\$42,376	\$42,376
14B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$101,701	\$101,701
14C	Design	1	LS	\$152,551	\$152,551
14D	Construction	1	LS	\$2,118,759	\$2,118,759
14E	Construction Management	1	LS	\$254,252	\$254,252
				Project Estimate	\$2,669,639

Yurok Tribe					
McKinnon Hill Rd Reconstruction Project (TTP Route 0008, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
15A	Planning	1	LS	\$50,321	\$50,321
15B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$120,770	\$120,770
15C	Design	1	LS	\$181,154	\$181,154
15D	Construction	1	LS	\$2,516,026	\$2,516,026
15E	Construction Management	1	LS	\$301,924	\$301,924
				Project Estimate	\$3,170,195

Yurok Tribe					
Morek Wan Rd. Reconstruction Project (TTP Route 4246, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
16A	Planning	1	LS	\$4,635	\$4,635
16B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$11,124	\$11,124
16C	Design	1	LS	\$16,686	\$16,686
16D	Construction	1	LS	\$231,740	\$231,740
16E	Construction Management	1	LS	\$27,809	\$27,809
				Project Estimate	\$291,994

Yurok Tribe					
Weitchpec New Village Rd. Reconstruction Project (TTP Route 0010, Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
17A	Planning	1	LS	\$6,622	\$6,622
17B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$15,891	\$15,891
17C	Design	1	LS	\$23,837	\$23,837
17D	Construction	1	LS	\$331,056	\$331,056
17E	Construction Management	1	LS	\$39,727	\$39,727
				Project Estimate	\$417,133

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)



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Yurok Tribe					
Tulley Creek Rd. Improvement Project (Option A) (TTP Route H100, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
18A	Planning	1	LS	\$3,300	\$3,300
18B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$7,920	\$7,920
18C	Design	1	LS	\$11,880	\$11,880
18D	Construction	1	LS	\$165,000	\$165,000
18E	Construction Management	1	LS	\$19,800	\$19,800
				Project Estimate	\$207,900

Yurok Tribe					
Tulley Creek Rd. Reconstruction Project (Option B) (TTP Route H100, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
19A	Planning	1	LS	\$26,485	\$26,485
19B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$63,563	\$63,563
19C	Design	1	LS	\$95,345	\$95,345
19D	Construction	1	LS	\$1,324,224	\$1,324,224
19E	Construction Management	1	LS	\$158,907	\$158,907
				Project Estimate	\$1,668,524

Yurok Tribe					
Wausek Village Rd. Improvement Project (TTP Route 4240, Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
20A	Planning	1	LS	\$1,650	\$1,650
20B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$3,960	\$3,960
20C	Design	1	LS	\$5,940	\$5,940
20D	Construction	1	LS	\$82,500	\$82,500
20E	Construction Management	1	LS	\$9,900	\$9,900
				Project Estimate	\$103,950

Yurok Tribe					
Mitchell Rd. Reconstruction Project (TTP Route Q200, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
21A	Planning	1	LS	\$22,512	\$22,512
21B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$54,029	\$54,029
21C	Design	1	LS	\$81,043	\$81,043
21D	Construction	1	LS	\$1,125,591	\$1,125,591
21E	Construction Management	1	LS	\$135,071	\$135,071
				Project Estimate	\$1,418,246

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)



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Yurok Tribe					
Requa Rd. Redevelopment, Requa Rd./Hunter Creek Bridge Replacement, and Requa Rd./Salt Creek Bridge Replacement Project (TTP Route D7A0, Sections 820, 830, 840)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
22A	Planning	1	LS	\$22,229	\$22,229
22B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$53,349	\$53,349
22C	Design	1	LS	\$80,023	\$80,023
22D	Construction	1	LS	\$1,111,423	\$1,111,423
22E	Construction Management	1	LS	\$133,371	\$133,371
Project Estimate				\$1,400,395	

Yurok Tribe					
Johnson's Rd. Improvement Project (TTP Route Q100, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
23A	Planning	1	LS	\$104,115	\$104,115
23B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$249,876	\$249,876
23C	Design	1	LS	\$374,814	\$374,814
23D	Construction	1	LS	\$5,205,746	\$5,205,746
23E	Construction Management	1	LS	\$624,690	\$624,690
Project Estimate				\$6,559,241	

Yurok Tribe					
Weitchpec School Rd. Reconstruction Project (TTP Route 2301, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
24A	Planning	1	LS	\$4,853	\$4,853
24B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$11,647	\$11,647
24C	Design	1	LS	\$17,470	\$17,470
24D	Construction	1	LS	\$242,634	\$242,634
24E	Construction Management	1	LS	\$29,117	\$29,117
Project Estimate				\$305,721	

Yurok Tribe					
Jack Norton School Rd. Reconstruction Project (TTP Route 4260, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
25A	Planning	1	LS	\$4,853	\$4,853
25B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$11,647	\$11,647
25C	Design	1	LS	\$17,470	\$17,470
25D	Construction	1	LS	\$242,634	\$242,634
25E	Construction Management	1	LS	\$29,117	\$29,117
Project Estimate				\$305,721	

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)



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Yurok Tribe					
SR 169 Pedestrian/Bicycle Facility Widening Project (TTP Route S169, Sections 810, 820, 830)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
26A	Planning	1	LS	\$20,023	\$20,023
26B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$48,054	\$48,054
26C	Design	1	LS	\$72,080	\$72,080
26D	Construction	1	LS	\$1,001,106	\$1,001,106
26E	Construction Management	1	LS	\$120,133	\$120,133
Project Estimate				\$1,261,396	

Yurok Tribe					
Upper and Lower Cappell Rd. Crossing Over Coon Creek Bridge Relocation Feasibility Study Project (Upper Cappell Rd Route Q300, Section 820; Lower Cappell Rd. Route Q300, Section 830)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
27A	Planning	1	LS	\$14,000	\$14,000
27B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$22,000	\$22,000
27C	Design	1	LS	\$0	\$0
27D	Construction	1	LS	\$0	\$0
27E	Construction Management	1	LS	\$0	\$0
Project Estimate				\$36,000	

Yurok Tribe					
Starwein Rd. Reconstruction Project (TTP Route 4258, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
28A	Planning	1	LS	\$4,156	\$4,156
28B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$9,973	\$9,973
28C	Design	1	LS	\$14,959	\$14,959
28D	Construction	1	LS	\$207,751	\$207,751
28E	Construction Management	1	LS	\$24,931	\$24,931
Project Estimate				\$261,770	

Yurok Tribe					
Tower Road Two Surface Upgrade Project (TTP Route 9000, Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
29A	Planning	1	LS	\$4,252	\$4,252
29B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$10,204	\$10,204
29C	Design	1	LS	\$15,306	\$15,306
29D	Construction	1	LS	\$212,573	\$212,573
29E	Construction Management	1	LS	\$25,509	\$25,509
Project Estimate				\$267,844	

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)



PREPARED BY:

PREPARED FOR:

YUOK TRIBE

PROJECT NAME:

L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

MARCH 29, 2022

Yurok Tribe					
S.E. Klamath Beach Rd. Resurfacing Project (TTP Route D008, Section 820)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
30A	Planning	1	LS	\$35,078	\$35,078
30B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$84,186	\$84,186
30C	Design	1	LS	\$126,278	\$126,278
30D	Construction	1	LS	\$1,753,858	\$1,753,858
30E	Construction Management	1	LS	\$210,463	\$210,463
Project Estimate				\$2,209,863	

Yurok Tribe					
Morek Wan Rd. Park and Ride Facility Project (Route 4246, Section 810)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
31A	Planning	1	LS	\$2,178	\$2,178
31B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$5,228	\$5,228
31C	Design	1	LS	\$7,841	\$7,841
31D	Construction	1	LS	\$108,900	\$108,900
31E	Construction Management	1	LS	\$13,068	\$13,068
Project Estimate				\$137,215	

Yurok Tribe					
SR 169 Restroom Facility Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
32A	Planning	1	LS	\$2,640	\$2,640
32B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$6,336	\$6,336
32C	Design	1	LS	\$9,504	\$9,504
32D	Construction	1	LS	\$132,000	\$132,000
32E	Construction Management	1	LS	\$15,840	\$15,840
Project Estimate				\$166,320	

Yurok Tribe					
Weitchpec Traffic Calming and Roadway Corridor Beautification Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
33A	Planning	1	LS	\$15,400	\$15,400
33B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$36,960	\$36,960
33C	Design	1	LS	\$55,440	\$55,440
33D	Construction	1	LS	\$770,000	\$770,000
33E	Construction Management	1	LS	\$92,400	\$92,400
Project Estimate				\$970,200	

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)



PREPARED BY:

PREPARED FOR:

YUROK TRIBE

PROJECT NAME:

L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

MARCH 29, 2022

Yurok Tribe					
Yurok Tribe Public Transit System Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
34A	Planning	1	LS	\$33,000	\$33,000
34B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$79,200	\$79,200
34C	Design	1	LS	\$118,800	\$118,800
34D	Construction	1	LS	\$1,650,000	\$1,650,000
34E	Construction Management	1	LS	\$198,000	\$198,000
				Project Estimate	\$2,079,000

Yurok Tribe					
Tsunami Evacuation Trails Development Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
35A	Planning	1	LS	\$18,700	\$18,700
35B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$44,880	\$44,880
35C	Design	1	LS	\$67,320	\$67,320
35D	Construction	1	LS	\$935,000	\$935,000
35E	Construction Management	1	LS	\$112,200	\$112,200
				Project Estimate	\$1,178,100

Yurok Tribe					
Safety Infrastructure Improvement Project (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
36A	Planning	1	LS	\$2,640	\$2,640
36B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$6,336	\$6,336
36C	Design	1	LS	\$9,504	\$9,504
36D	Construction	1	LS	\$132,000	\$132,000
36E	Construction Management	1	LS	\$15,840	\$15,840
				Project Estimate	\$166,320

Yurok Tribe					
Klamath Street Lighting Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
37A	Planning	1	LS	\$7,700	\$7,700
37B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$18,480	\$18,480
37C	Design	1	LS	\$27,720	\$27,720
37D	Construction	1	LS	\$385,000	\$385,000
37E	Construction Management	1	LS	\$46,200	\$46,200
				Project Estimate	\$485,100

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)

PREPARED BY:



PREPARED FOR:

YUOK TRIBE

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

MARCH 29, 2022

Yurok Tribe					
Klamath Fitness Trail Project					
Project	Description	Qty.	Unit	Unit Price	Total Cost
38A	Planning	1	LS	\$7,700	\$7,700
38B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$18,480	\$18,480
38C	Design	1	LS	\$27,720	\$27,720
38D	Construction	1	LS	\$385,000	\$385,000
38E	Construction Management	1	LS	\$46,200	\$46,200
				Project Estimate	\$485,100

3-3 RELATED REGIONAL TRANSPORTATION PROJECTS

Caltrans District 1 is planning multiple projects that include routes that are on the Yurok roadway inventory. These projects include:

1) Hum – 101 Drainage North, Drainage System Restoration.

This project is located on Hwy 101 from Post Mile 56.6 in Humboldt County near Alton from 0.3 mile south of the Van Duzen River Bridge (#4-17) to Del Norte County line. The goal of the project is to rehabilitate the drainage system along this section of Hwy 101. Construction is targeted to begin in 2025.

2) Rehab Hum – 169 Culverts, Drainage System Restoration.

This project would rehabilitate 52 existing drainages on State Route 169 beginning at Post Mile 15.07 in Humboldt County near Weitchpec at various locations From 0.6 mile east of Pecwan Creek to 0.1 Mile east of Old Village Road. Culverts at 51 locations would be replaced with the same or larger diameter pipes. At 1 location, the drainage system would be removed and the flow would be redirected to another culvert nearby. The project would also include new inlets, down drains, and rock energy dissipaters at some locations. Private water lines that pass through culverts would be replaced in-kind. The project is needed to repair deteriorating or failing drainage systems to prevent erosion and potential roadway embankment failure. Following environmental studies and the permitting process, construction is currently expected to begin in May 2024 and finish in December 2026.

3) Hum – 169 Restoration. Major Damage Restoration (Permanent Restoration).

This project is located on Hwy 169 from Post Mile 19 in Humboldt County near Pecwan from 3.4 miles east of Cappell Creek Bridge to 0.4 mile east of Weitchpec School Road. The goals of this project are to repair storm damage and construct a barrier wall. Construction is targeted to begin in 2022.

4) Hum 96 – 169 5 Bridges Rail Upgrade. Bridge Rail Replacement and Upgrade.

This project is located on Hwy 96 and 169 at various locations. The goal of the project is to replace and upgrade the rails on 5 bridges on these highways. Construction is currently expected to begin in 2022.

5) Klamath Capm. Pavement Rehabilitation.

This project is located on Hwy 101 from Post Mile 3.9 in Del Norte County in & near Klamath from 0.1 mile north of the Klamath River Overflow to 0.9 mile north of Hamilton Rd. The goal of the project is to rehabilitate the asphalt surface of the roadway. Construction is targeted to begin in 2025.

6) Last Chance Grade Permanent Restoration, Major Damage Restoration (Permanent Restoration).

This project is located on Hwy 101 from Post Mile 12 in Del Norte County from Wilson Creek Bridge to 3.8 miles north of Wilson Creek Bridge. This project is a collaborative effort to study alternatives for a permanent solution to instability and roadway failure on the 3 mile segment of Hwy 101 in Del Norte County. There are currently 2 alternatives being explored, Alternative X (End to End Re-Engineering) and Alternative F (Tunnel Bypass). Construction isn't scheduled to begin until 2031.

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)

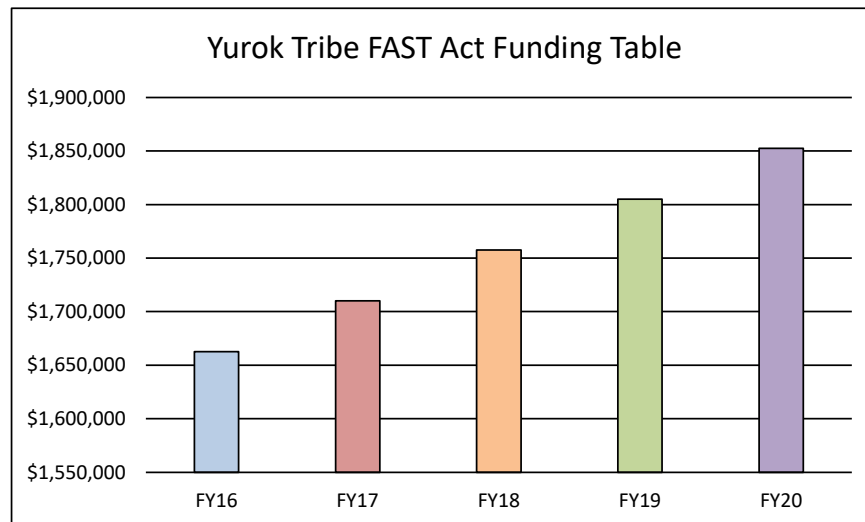
3-4 EXISTING TTP FUNDING

According to the latest funding tables provided to the public by the BIA and FHWA, the Yurok Tribe received approximately \$1,859,158.64 in FY 2021. After annual program administrative takedowns the Tribe’s actual allocation may be slightly less (11.1% in 2021). The most recent tribal share funding report and the full FAST Act table are located in APPENDIX D detailing the approximate funding allocations provided for all Tribes in the Nation. Two important factors that are used in the TTP tribal share calculations are: 1) the American Indian/Alaska Native (AIAN) Persons population factor derived from the Native American Housing Assistance and Self Determination Act (NAHASDA) records and 2) the total TTP eligible mileage. The most recently published official numbers available for this calculation are from 2021 and show the Tribe’s recorded AIAN Persons population as 11,048 and the Tribe’s total TTP eligible mileage as 313.7. The table below is an excerpt from the Tribal Shares Table discussed in this section, the Yurok Tribe is highlighted in yellow.

Tribe Name	NAHASDA Population	Eligible TTP Mileage	Authorized Total Tribal Shares	Authorized Total 2% Planning	Total FY21 Tribal Shares After 11.1% Takedown	Total FY21 Tribal Planning after 11.1% Takedown
Viejas (Baron Long) Group of Capitan Grande Band	330	2.7	\$ 169,199.81	\$ 3,845.45	\$ 150,418.63	\$ 3,418.61
Wilton Rancheria, California	1,320	0	\$ 91,359.95	\$ 2,076.36	\$ 81,218.99	\$ 1,845.89
Wiyot Tribe, California (Table Bluff)	81	0.4	\$ 26,355.48	\$ 598.99	\$ 23,430.02	\$ 532.50
Yurok Tribe of the Yurok Reservation	11,048	313.7	\$ 1,859,158.64	\$ 42,253.61	\$ 1,652,792.03	\$ 37,563.46
Southern Ute Indian Tribe	1,836	216.5	\$ 1,137,346.07	\$ 25,848.77	\$ 1,011,100.66	\$ 22,979.56
Ute Mountain Tribe	1,903	329.2	\$ 1,297,721.71	\$ 29,493.68	\$ 1,153,674.60	\$ 36,219.88
Mashantucket Pequot Tribe	170	45.4	\$ 285,043.57	\$ 6,478.26	\$ 253,403.73	\$ 5,759.18

The FAST Act tables below detail the “programmed” funding levels between FY2016-FY2020 as estimated at the publication of the current transportation bill.

Reservation Name (Primary)	ESTIMATED FY16 TRIBAL SHARES AUTHORIZED	ESTIMATED FY17 TRIBAL SHARES AUTHORIZED	ESTIMATED FY18 TRIBAL SHARES AUTHORIZED	ESTIMATED FY19 TRIBAL SHARES AUTHORIZED	ESTIMATED FY20 TRIBAL SHARES AUTHORIZED	2011 TOTAL TRIBAL SHARE
J52562 - Yurok Reservation	\$1,662,618	\$1,710,066	\$1,757,515	\$1,804,963	\$1,852,411	\$972,402



3-5 FUNDING OPPORTUNITIES

The Yurok Tribe can use its TTP funding to leverage other federal and non-federal funds. Given the existing partners working on transportation projects in California, there are significant opportunities for the Yurok Tribe, Humboldt and Del Norte Counties, and Caltrans to work together to identify and prioritize priority transportation projects in consensus with each organization. Funding agencies are more likely to fund projects in rural California if there are partnerships and the local government organizations are working together. APPENDIX E provides the Yurok Tribe with a list of funding sources to consider when seeking grant funding in order to implement their transportation projects.

3-6 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM TABLE

**To be added by Tribe each year they update their TTIP.*

APPENDICES

APPENDICES

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E – FUNDING SOURCES

APPENDIX F – PROPOSED FACILITY JUSTIFICATION REPORT (PFJR)

APPENDIX G – MAPS

MAP A – OFFICIAL TTP ROUTES

MAP A1 – ALL EXISTING ROUTES

MAP A2 – REQUA & KLAMATH

MAP A3 – KLAMATH GLEN

MAP A4 – JOHNSONS, PECWAN, SURGONE & METTAH

MAP A5 – MARTINS FERRY & WEITCHPEC

MAP B – RECOMMENDED 2022 NTTFI INVENTORY

MAP C – 2022 PRIORITIZED PROJECT MAP

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5704 FORMS PER SECTION

TTP INVENTORY STRIP MAPS

APPENDIX A – TRIBAL RESOLUTION

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MAP A5 – MARTINS FERRY & WEITCHPEC

APPENDIX G - MAPS (CONT.)

MAP B – RECOMMENDED 2022 NTTFI INVENTORY

APPENDIX G - MAPS (CONT.)

MAP C – 2022 PRIORITIZED PROJECT MAP