



## SQUAXIN ISLAND TRIBE

### RESOLUTION NO. 04-15

of the

### SQUAXIN ISLAND TRIBAL COUNCIL

**WHEREAS**, the Squaxin Island Tribal Council is the Governing Body of the Squaxin island Tribe, its members, its lands, its enterprises and its agencies by the authority of the Constitution and Bylaws of the Squaxin Island Tribe, as approved and adopted by the General Body and the Secretary of the Interior on July 8, 1965; **and**

**WHEREAS**, under the Constitution, Bylaws and inherent sovereignty of the Tribe, the Squaxin island Tribal Council is charged with the duty of protecting the health, security, education and general welfare of the tribal members, and with protecting and managing the lands and treaty resources and rights of the Tribe; **and**

**WHEREAS**, the Squaxin Island Tribal Council has been entrusted with the creation of ordinances and resolutions in order to fulfill their duty of protecting the health, security, education, and general welfare of tribal members, and of protecting and managing the lands and treaty resources of the Tribe; **and**

**WHEREAS**, the Squaxin Island Tribal Council remains committed to transportation planning for orderly development and maintenance of the Indian Reservation Roads system that provides access to the Squaxin Island Reservation; **and**

**WHEREAS**, the Squaxin Island Tribal Council is aware of the current Transportation Efficiency Act that requires transportation related agencies and organizations, including the Squaxin Island Tribe and the U.S. Department of Interior, Bureau of Indian Affairs (BIA), Indian Reservation Roads (IRR) program, to develop and maintain a transportation priority list, road and bridge inventory, and Transportation Improvement Program (TIP) in order to secure funding and assistance for priority transportation projects; **and**

**WHEREAS**, the Squaxin Island Tribal Council supports continued efforts by the Squaxin Departments of Planning and Community Development to work closely with the IRR program to provide goods and services and ensure sustained funding for Squaxin transportation planning and construction programs; **and**

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**WHEREAS**, the Squaxin Island Tribal Council is aware that the Squaxin transportation road and bridge inventory has been updated as stated in Attachment A; **and**

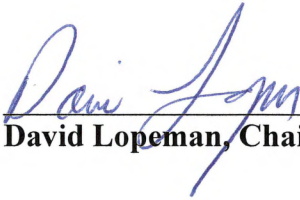
**NOW THEREFORE BE IT RESOLVED**, that the Squaxin Island Tribal Council does hereby request that the Squaxin road and bridge inventory and associated mileage as listed in Attachment A be added to the IRR road and bridge inventory.

**BE IT FURTHER RESOLVED**, that the Squaxin road and bridge inventory's associated routes be listed in Attachment A shall be public routes.

**BE IT FURTHER RESOLVED**, that the Squaxin Island Tribal Council does hereby authorize the Tribal Chairman, Executive Director, or Deputy Executive Director during an absence of the Executive Director, to be the Tribe's signatory and representative in granting appropriate right-of-way easements to the BIA for Squaxin road and bridge inventory routes as identified in Attachment A.

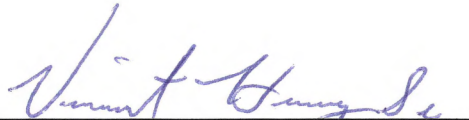
#### CERTIFICATION

The Squaxin Island Tribal Council does hereby certify that the foregoing Resolution was adopted at the regular meeting of the Squaxin Island Tribal Council, held on this 11<sup>th</sup> day of March 2004, at which time a quorum was present and was passed by a vote of 5 for and 0 against with 0 abstentions.




\_\_\_\_\_  
David Lopeman, Chairman

Attested by:



\_\_\_\_\_  
Vince Henry Sr., Secretary



\_\_\_\_\_  
Andy Whitener, Vice Chairman

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Attachment A \* 2004 Squaxin Road and Bridge Inventory Worksheet

Based on the 2004 Squaxin Maintenance and Operations (M&O) Safety Audit submitted to the BIA in February 2004

\* This worksheet will be used to update official records by March 15, 2004

Tribal/BIA Roads

IRR Route	Name	Section	Length	Surface	Road Width	Shoulder Width	Safety Audit?	M&O Lvl of Service
100	Old Olympic Highway	010	3	paved	36	2	realign, widen	3
106	"Intertribal Professional Center Dr"	010	0.1	gravel	20	0	improve grade, pave	4
107	Kwuh Deegs Altxw Dr	010	0.1	paved	24	0		2
107	Kwuh Deegs Altxw Dr	020	0.1	paved	24	0		2
110	Klah-Che-Min Dr	010	0.5	paved	26	2	signage, repl speed bumps	3
110	Klah-Che-Min Dr	020	0.4	paved	32	0		2
110	Klah-Che-Min Dr	030	0.5	paved	32	7		2
111	"Tribal Clinic Dr"	010	0.1	paved	24	0		2
112	Kaya Cir	010	0.1	paved	24	0		2
113	Tu Ha'Buts Rd	010	0.1	paved	24	0		2
114	Sa-Heh-Wa-Mish Ct	010	0.1	paved	24	0		3
120	Skalapin Ln	010	0.2	paved	24	2	resurface, stormwater repair	4
121	Qua-Ta-Sat Cir	010	0.1	paved	24	2		3
130	Squaxin Ln	010	0.2	paved	30	6	sidewalk repair, resurface	3
131	"Tribal Center Rd"	010	0.1	gravel	20	0	resurface, widen to 24 ft	3
140	T Peeksin Ln	010	0.2	paved	26	2	replace speed divits (4)	3
140	T Peeksin Ln	020	0.4	paved	26	2	replace speed divits (4)	3
141	Steh-Chass Pl	010	0.1	paved	24	2		3
142	Squi-Altl Rd	010	0.1	paved	24	2		3
143	"Treatment Plant Rd"	010	0.1	gravel	15	0	resurface, widen to 24 ft	3
143	"Treatment Plant Rd"	020	0.1	gravel	15	0	resurface, widen to 24 ft	3
143	"Treatment Plant Rd"	030	0.6	proposed	24	0	(gravel road to drainfield)	
214	"Transportation Hub Rd"	010	0.1	paved	28	6		2
215	"Tribal Casino Rd"	010	0.2	paved	34	8		2
406	"Oyster Company Rd"	010	0.1	shell	20	0	resurface, widen to 24 ft	3
Total			7.7					

New Tribal/BIA Roads and Bridges

IRR Route	Title	Section	Length	Surface	Road Width	Shoulder Width	Safety Audit?	M&O Lvl of Service
	Tys-Ui-Tap Lp	010	0.1	paved	22	0		2
	Se-Nak-Sub Lp	010	0.1	paved	22	0		2
	Sol-La-Tah Lp	010	0.1	paved	22	0		2
	Ko-Pul Lp	010	0.1	paved	22	0		2
	"Wood Property Dr"	010	0.1	gravel	10	0	resurface, widen to 24 ft	3
	"Ward Property Dr"	010	0.1	gravel	17	0	resurface, widen to 24 ft	4
	"NW Ind Treatment Center Dr"	010	0.1	paved	24	0	stormwater repair	3
	"Child Dev Center Dr"	010	0.1	paved	24	0		2
	"Child Dev Center bridge"	020	0.1	paved	24	0		2
	"Child Dev Center Dr"	030	0.1	paved	24	0		2
	"Child Dev Center Dr"	040	0.1	gravel	10	0		2
	"Child Dev Center bridge"	050	0.1	wood	5	0		2
	"Wedge Property Dr"	010	0.1	gravel	10	0	resurface, widen to 24 ft	3
	"Canoe Shed Dr"	010	0.1	proposed	12			
	"Klah-Che-Min Fish Culvert bridge"	010	0.1	proposed	24			
	"New Commercial Land Rd"	010	1	proposed	24			
	"New Commercial Land bridge"	010	0.1	proposed	24			
	"Taylor Property Rd"	010	1	proposed	24			
	"Taylor Property bridge"	010	0.1	proposed	24			
	"SPIPA/Natural Resources Dr"	010	0.1	paved	24		resurface	3
Total			3.8					

Notes

All roads/bridges are a maximum of LOS 2 because they need regular cycles of preventative maintenance.

Lvl of M&O Service - 1 = excellent (CM minimal), 2 = good (CM timely), 3 = fair (delays, occasional inop), 4 = poor (sig delays/fail, CM not).

Bill Sherill comments - a preventative maintenance plan/budget is needed for a 2x/yr cleaning cycle. Does the Vactor truck have rodding/jetting capability?

Bill A-OPA Bill Edralin comments - BIA has proposed a Vactor truck (Schwarze A7000, air power sweeper) to clean catch basins/culverts (no labor) for loan.

Thompson comments - assume new paved roads are LOS 2, older paved roads are LOS 3, non-fed roads thru the rez are considered IRR roads.

Peters - HOC Rd uses oyster shells, assumptions are good