

FOND DU LAC RESERVATION LONG-RANGE TRANSPORTATION PLAN



Prepared for



Prepared by



DECEMBER 2022

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December 2022

Fond du Lac Band of Lake Superior Chippewa

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Kevin R. Dupuis, Sr. – Chairman
Robert A. Abramowski – Secretary/Treasurer
Wally Dupuis – District I (Cloquet)
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Prepared by

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Reservation Business Committee

RESOLUTION # 1002/23

Resolution to Adopt the Fond du Lac Reservation 2022 Long Range Transportation Plan

The Fond du Lac Reservation Business Committee, on behalf of the Fond du Lac Band of Lake Superior Chippewa, enacts the following Resolution:

WHEREAS, the Fond du Lac Band of Lake Superior Chippewa are a sovereign people, who occupy the Fond du Lac Reservation and retain their aboriginal rights of self-government and self-determination pursuant to the Treaty of LaPointe of September 30, 1854, 10 Stat. 1109; the Indian Reorganization Act of 1934, 25 U.S.C. § 461 et seq.; the common law of the United States; and as recognized by the United Nations Declaration on the Rights of Indigenous Peoples of September 13, 2007; and

WHEREAS, it is the sovereign obligation of the Fond du Lac Reservation Business Committee, as the duly-constituted governing body of the Fond du Lac Band, to exercise the responsibilities of self-government and management over the Band's affairs; and

WHEREAS, the Fond du Lac Reservation Business Committee has developed the Fond du Lac Reservation 2022 Long Range Transportation Plan that will provide guidance and framework for the Fond du Lac Band of Lake Superior Chippewa in Tribal transportation planning; and

WHEREAS, NOW THEREFORE BE IT RESOLVED, that the Fond du Lac Reservation Business Committee hereby adopt the "Fond du Lac Reservation 2022 Long Range Transportation Plan" as a long-term development guide for the Fond du Lac Reservation transportation planning.

We do hereby certify that the foregoing Resolution was duly presented and acted upon by a vote of 4 for, 0 against, 0 silent with a quorum of 5 being present at a Special Meeting of the Reservation Business Committee held on January 4, 2023, on the Fond du Lac Reservation.


Kevin R. Dupuis, Sr.
Chairman


Robert Abramowski
Secretary/Treasurer



Chairman
Kevin R. Dupuis, Sr.

Secretary/Treasurer
Robert Abramowski

Dist. I Representative
Wally J. Dupuis

Dist. II Representative
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Executive Director,
Tribal Enterprises
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CONTENTS

Introduction.....	1
Transportation Goals	2
Recommended Tribal Projects	3
Appendix A: Background Information.....	16
Reservation History	16
Reservation Government	16
Review of Existing Plans	17
Appendix B: Current Transportation System and Facilities.....	19
Roadways.....	19
Airports.....	20
Transit	20
Non-Motorized Facilities.....	21
Appendix C: Public Input Notes and Needs Summary.....	23
Appendix D: Fond du Lac Transportation Facility Inventory.....	26
Appendix E: Previous Recommendations Status.....	27
Appendix F: Tribal Transportation Improvement Program (TTIP)	35
Appendix G: Potential Funding Sources	37
Appendix H: Maps	39

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INTRODUCTION

In 2022, the Arrowhead Regional Development Commission (ARDC) contracted with the Fond du Lac Band to complete a long-range transportation plan for the Reservation, working with the Fond du Lac Planning Department to complete this plan. ARDC is a regional planning and development agency that has completed a number of similar plans in the past for a variety of clients, including the Bois Forte and Grand Portage Reservations, and Fond du Lac Reservation itself in 2011, and 2016.

In addition to Fond du Lac, the Bureau of Indian Affairs (BIA) supported this transportation plan. Each year, the BIA allots money to reservations for transportation plans of this nature.

The purpose of the Fond du Lac Reservation Long-Range Transportation Plan is to develop a guide for transportation improvements over a 20-year period by looking at all modes of transportation affecting the Reservation. This study looks at the entire Fond du Lac transportation network in order to develop a plan that links all modes into an interconnected and efficient system. The study also addresses other nearby jurisdictions' projects and how those plans affect the Reservation's transportation system.

This plan will address several key factors that impact the quality of a transportation system. These factors include connectivity, multi-modal planning, and maintenance of the system, all of which impact economic development, potential for housing growth, and quality of life. This plan makes recommendations that address these factors, taking into account the Tribe history (Appendix A), the current transportation system and facilities (Appendix B), public input (Appendix C), a transportation facility inventory (Appendix D), and the status of previous recommendations (Appendix E).

Updated project recommendations are included in this long-range transportation plan and divided into three time frames: short-term (1-5 years, 2023-2028), midterm (5-10 years, 2028-2033), and long-term (10-20 years, 2033-2043). More focused projects are prioritized and compiled in a five-year Tribal Transportation Improvement Program (Appendix F), paired with potential funding sources (Appendix G).

The Fond du Lac Reservation Active Transportation Plan is integrated into this document and specifically focuses on non-motorized transportation development in Fond du Lac Reservation.



TRANSPORTATION GOALS

Based on input collected from Reservation residents and officials, the following goals outline an overarching vision for future transportation on Fond du Lac Reservation.

ROAD IMPROVEMENTS

1. Maintain roadway surface conditions throughout Fond du Lac Reservation.
2. Install traffic-calming and safety measures on roads, as deemed necessary, in Fond du Lac Reservation.
3. Continue maintenance of roadway signage throughout Fond du Lac Reservation, and communicate signage needs to the appropriate road authorities as they are identified.
4. Control vegetation along roadways in Fond du Lac Reservation, and communicate vegetation-related needs to the appropriate road authorities as they are identified.
5. Maintain water and drainage infrastructure to mitigate potential road flooding in Fond du Lac, and communicate infrastructure needs to the appropriate road authorities as they are identified.
6. Develop new roads to enhance the overall transportation network and connectivity throughout Fond du Lac Reservation.
7. Collaborate and share roadway data with partnering agencies to eliminate data discrepancies.

TRANSIT IMPROVEMENTS

8. Continue to support Fond du Lac Transit.
9. Maintain an effective and efficient transit service throughout Fond du Lac Reservation.
10. Support the continued safety of Fond du Lac Transit users.
11. Seek funding to support Fond du Lac Transit.

NON-MOTORIZED IMPROVEMENTS

12. Construct off-road, paved trails designated for non-motorized use along roads where safe walking and biking conditions are deemed insufficient, and near or connecting areas of interest.
13. Construct sidewalk networks within highly-populated residential neighborhoods on Fond du Lac Reservation.
14. Develop a network of walkable and bikeable road shoulders, using signage and striping, to enhance non-motorized connectivity throughout Fond du Lac Reservation.
15. Install road crossing safety features (i.e. painted crosswalks, advance warning beacons, etc.) at intersections specified for crossing by pedestrians and bicyclists.
16. Initiate education and enforcement programs to teach the public how pedestrians and bicyclists can safely navigate Fond du Lac Reservation, and how motorists should interact with pedestrians and bicyclists.

RECOMMENDED TRIBAL PROJECTS

The matrix below outlines projects designed to address current issues identified on Fond du Lac Reservation. Each project listed includes a timeline for anticipated completion, denoted in the table as short-term (1-5 years), mid-term (5-10 years), long-term (10-20 years), or ongoing.

ROAD IMPROVEMENTS			
Goal 1: Maintain roadway surface conditions throughout Fond du Lac Reservation.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
1. Develop a road surface maintenance schedule to help meet the goal of maintaining safe Tribal Roads, and designate necessary funds to complete road surface projects as needed.	1.1. Review the Fond du Lac Transportation Facility Inventory (Appendix D) and determine which roads require maintenance.	Short-term	Fond du Lac Reservation
	1.2. Determine road surface budget and external funding opportunities.	Short-term	Fond du Lac Reservation
	1.3. Make road improvements as identified.	Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, Minnesota Department of Transportation (MnDOT), Bureau of Indian Affairs (BIA), Minnesota Department of Natural Resources (MN DNR)
2. Reclaim and overlay, or reconstruct, Brookston Road, W. Brookston Road, and Simon Road.		Short-term	Carlton County, St. Louis County
3. Chip seal Twin Lakes Road (north of W. Brookston Road intersection).		Short-term	St. Louis County
4. Chip seal 2 nd Avenue in Brookston.		Short-term	St. Louis County
5. Complete mill/overlay of Ishpiming Road.		Mid-term	Fond du Lac Reservation
6. Resurface White Tail Drive.		Mid-term	Fond du Lac Reservation, BIA
7. Resurface Mission Road.		Mid-term	Carlton County
8. Resurface Whispering Pines Drive.		Mid-term	Carlton County
9. Utilize the Gravel Road Investment		Short-term	St. Louis County

Program (GRIP) to address maintenance issues on Pine Drive.			
10. Assess the need for road improvements and schedule improvements as deemed necessary.	Roads identified in need: <ul style="list-style-type: none"> • Belich Road • Blacketter Road • Coffey Road • E. Pine Drive • Lakeview Drive S. • Mission Road (from Mash-ka-wisen Treatment Center to Ditchbank Road intersection) • Woullet Road 	Short-term	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT, BIA
11. Identify the official owner of the Reservation Road bridge.		Short-term	Fond du Lac Reservation, Carlton County, BIA
12. Identify the location of potholes throughout the Reservation each spring, and repair identified locations as needed.		Ongoing	Carlton County St. Louis County
13. Conduct a traffic study and future projects analysis at the intersection of Big Lake Road and Brevator Road.		Ongoing	Carlton County
14. Evaluate the need for additional traffic controls at the entrance/exit to the Min No Aya Win Service Center off of Trettel Lane, and implement the appropriate traffic control measure.		Short-term	Carlton County
15. Research winter salting and sanding practices that mitigate impact to natural resources, and implement the appropriate practice		Mid-term	Fond du Lac Reservation, Carlton County, St. Louis County, City of Cloquet, MnDOT

on Fond du Lac Reservation.			
16. Construct a new building to host the Fond du Lac Public Works department.		Mid-term	Fond du Lac Reservation
17. Construct a public works yard that includes a salt/sand shed and a pole barn to store road maintenance equipment.		Mid-term	Fond du Lac Reservation
18. Optimize public investments in infrastructure by coordinating road improvement projects with other infrastructure projects impacting roadways.		Short-term	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
Goal 2: Install traffic-calming and safety measures on roads, as deemed necessary, throughout Fond du Lac Reservation.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
19. Add speed bumps to roads as needed and/or requested.		Ongoing	Fond du Lac Reservation
Goal 3: Continue maintenance of roadway signage throughout Fond du Lac Reservation, and communicate signage needs to the appropriate road authorities as they are identified.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
20. Identify and install missing signs throughout the Reservation, and prioritize installation of stop signs.		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
21. Identify and replace damaged signs throughout the Reservation.		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
22. Identify and replace or rehabilitate signs with graffiti throughout the Reservation.		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT

23. Identify and replace incorrect signs with correct signs throughout the reservation.		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
24. Continue sign compliance with standards set forth in the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD).		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
25. Complete Anishinaabe (dual language) sign program for all street name signs throughout the Reservation.	28.1. Explore opportunities to install signage that highlights other culturally significant locations along roadways throughout Fond du Lac Reservation.	Short-term	St. Louis County, MnDOT, Carlton County, FDL
Goal 4: Control vegetation along roadways in Fond du Lac Reservation, and communicate vegetation-related needs to the appropriate road authorities as they are identified.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
26. Identify and control vegetation overgrowth where vegetation impairs sightlines at intersections and along roadways.		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
27. Identify and clear vegetation from obstructed traffic signs throughout the Reservation, and prioritize un-obstruction of stop signs.		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
28. Work with MnDOT to identify and address vegetation needs (i.e. corridor clearing and fire mitigation) along Interstate 35, Highway 210, and Highway 2.	31.1. Address issues related to growing trees and decreased sign visibility near Black Bear Casino.	Short-term	Fond du Lac Reservation, MnDOT

Goal 5: Maintain water and drainage infrastructure to mitigate potential road flooding in Fond du Lac, and communicate infrastructure needs to the appropriate road authorities as they are identified.

Recommendations	Action Items/Notes	Timeline	Responsible Parties
29. Identify and apply measures that mitigate the risk of flood damage to at-risk roads.	At-risk roads/road segments: <ul style="list-style-type: none"> • Brevator Road at Fond du Lac Creek Crossing • Jarvi Road at Fond du Lac Creek Crossing • Brookston Road at Swamp Crossing • Brookston Road at Simon Creek Crossing • Highway 31 at Stoney Brook Crossing • Highway 2 at Stoney Brook Crossing • Twin Lakes Road 	Mid-term	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
30. Identify and replace ineffective culverts throughout the Reservation to enhance water flow and mitigate water damage to roads.		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
31. Rehabilitate drainage ditches at the intersection of Brookston Road and Lund Road.		Short-term	Carlton County
32. Complete a drainage plan that outlines strategies to mitigate drainage issues, and include identified areas with poor drainage in the plan.	Areas for Drainage Plan: <ul style="list-style-type: none"> • The Big Lake Road, Airport Road, and White Pine Trail area • Mission Road • W. Moorhead Road • Surakka Road 	Mid-term	Fond du Lac Reservation, Carlton County
33. Prioritize drainage ditch work on an as-needed basis.		Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT

Goal 6: Develop new roads to enhance the overall transportation network and connectivity throughout Fond du Lac Reservation.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
34. Extend Twin Lakes Road/Salmi Road to Highway 210 to develop full north-south access across the Reservation.		Long-term	Fond du Lac Reservation, Carlton County, Perch Lake Township, MnDOT
35. Extend Danielson Drive to Belich Road to enhance connectivity between more developed residential areas.		Long-term	Fond du Lac Reservation, Carlton County, St. Louis County
36. Extend Cartwright Road to Highway 210 to enhance connection between the Tribal Center and Black Bear Casino.		Long-term	Fond du Lac Reservation, Carlton County, MnDOT
37. Complete a safety plan for the Reservation that includes establishing efficient and safe emergency exit routes.		Short-term	Fond du Lac Reservation
38. Enhance connections to the City of Cloquet via additional east-west road connections to enable safe emergency exit routes and connection to Highway 33.		Long-term	Fond du Lac Reservation, City of Cloquet, MnDOT
39. Conduct a study to explore enhanced access of Fond du Lac Community College from Interstate Highway 35.		Short-term	MnDOT
40. Support plans to make enhancements that improve safety conditions along the		Ongoing	MnDOT

Highway 33 corridor through Cloquet and at the interchange of Interstate Highway 35 and Highway 33.			
Goal 7: Collaborate and share roadway data with partnering agencies to eliminate data discrepancies.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
41. Maintain geographic information system (GIS) transportation data for the Reservation, especially as it relates to the data held on file by partnering agencies.	44.1. Meet with representatives from MnDOT, St. Louis and Carlton Counties, and the BIA to discuss GIS transportation data sharing that is consistent and cohesive.	Mid-term	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT, BIA
TRANSIT IMPROVEMENTS			
Goal 8: Continue to support Fond du Lac Transit.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
42. Inventory bus stock, assign type of vehicle (i.e. bus, van, etc.) based on its designated use, and replace vehicles as needed.	45.1. Consider purchase of an accessible bus for elder use.	Short-term	Fond du Lac Reservation
	45.2. Consider use of a bus for transit to Duluth.	Short-term	Fond du Lac Reservation
	45.3. Replace vehicles as needed for every 100,000 miles.	Ongoing	Fond du Lac Reservation

Goal 9: Maintain an effective and efficient transit service throughout Fond du Lac Reservation.

Recommendations	Action Items/Notes	Timeline	Responsible Parties
<p>43. Revise transit systems to more effectively and efficiently serve transit users.</p>	<p>46.1. Apply a zoned door-to-door system, where a select number of transit vehicles are assigned to zoned Reservation sections, to more effectively serve all transit users throughout Fond du Lac Reservation; based on outcome of this system, consider feasibility of a fixed route system in the future.</p>	<p>Short-term</p>	<p>Fond du Lac Reservation</p>
	<p>46.2. Create a “grocery bus” route that takes riders directly from the Tribal Center to the grocery store and back on select days each week.</p>	<p>Mid-term</p>	<p>Fond du Lac Reservation</p>
	<p>46.3. Develop a shuttle route that loops between Fond du Lac Reservation, the Miller Hill Mall area, and Downtown Duluth.</p>	<p>Mid-term</p>	<p>Fond du Lac Reservation</p>
<p>44. Develop a system of sheltered bus stops, as deemed necessary, throughout the Reservation.</p>		<p>Long-term</p>	<p>Fond du Lac Reservation</p>
<p>45. Develop and enforce a system of Reservation residents displaying house numbers, which can help transit drivers navigate to rider pick-up locations more efficiently.</p>		<p>Long-term</p>	<p>Fond du Lac Reservation, Carlton County, St. Louis County, City of Cloquet, Arrowhead Township, Stoney Brook Township, Brevator Township, Perch Lake Township, Twin Lakes Township</p>
<p>46. Evaluate current dispatch processes (dispatch line, bus delivery, etc.) and analyze opportunities to improve efficiency of delivery system and service to transit users.</p>		<p>Short-term</p>	<p>Fond du Lac Reservation</p>

47. Invest in updated telecommunications systems and transit dispatching/scheduling software to support the development of a timely and efficient dispatch system.		Short-term	Fond du Lac Reservation
48. Support the development of increased internet technologies and access, which can aid efficiency of the transit system, throughout Fond du Lac Reservation.		Long-term	Fond du Lac Reservation
49. Consider the installation of Wi-Fi on select transit vehicles to enhance rider experience.		Mid-term	Fond du Lac Reservation
50. Develop a system of service measures, and review level of service and customer satisfaction at the end of each year; make changes based on measures and feedback.		Mid-term	Fond du Lac Reservation
Goal 10: Support the continued safety of Fond du Lac Transit users.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
51. Require transit operators/drivers to undergo annual safety training to encourage compliance with road safety rules.		Ongoing	Fond du Lac Reservation
52. Review and revise (as necessary) transit rider policies regarding open liquor containers and intoxication of passengers riding Fond du Lac Transit vehicles.		Short-term	Fond du Lac Reservation

Goal 11: Seek funding to support Fond du Lac Transit.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
53. Utilize IRR Transit Funds to enhance Fond du Lac Transit (IRR Construction for IRR Transit).	56.1. Monitor funding levels and plan accordingly.	Ongoing	Fond du Lac Transportation
NON-MOTORIZED IMPROVEMENTS			
Goal 12: Construct off-road, paved trails designated for non-motorized use along roads where safe walking and biking conditions are deemed insufficient, and near or connecting areas of interest.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
54. Continue to support efforts to link Fond du Lac Reservation with the City of Cloquet via safe connections to Pinehurst Park.		Ongoing	Fond du Lac Reservation, City of Cloquet
55. Construct a paved pedestrian trail connecting Mahnomen and Danielson neighborhoods.		Long-term	Fond du Lac Reservation
56. Construct a pedestrian trail connecting Fond du Lac Ojibwe School to the Cloquet Forestry Center.		Long-term	Fond du Lac Reservation
57. Design and construct a paved trail designated for non-motorized use along Moorhead Road (eastward of University Road) to connect Fond du Lac Reservation to the St. Louis River Trail and the Willard Munger State Trail.	61.1. Discuss opportunities to widen and include bike facilities on the Moorhead Road I-35 overpass bridge with MnDOT.	Short-term	Carlton County, MnDOT
	61.2. Discuss opportunities to connect this trail segment to the St. Louis River Trail with Carlton County and the City of Cloquet.	Short-term	Carlton County, City of Cloquet, Twin Lakes Township, City of Carlton
	61.3. Construct the trail and address issues with the I-35 overpass bridge to enable non-	Long-term	Carlton County, MnDOT

	motorized connections from Fond du Lac to Cloquet, Carlton, and beyond.		
58. Construct a paved trail designated for non-motorized use along Mission Road between Moorhead Road and Highway 210.		Long-term	Carlton County
59. Construct a paved pedestrian trail designated for non-motorized use along the St. Louis River to Floodwood.		Long-term	Fond du Lac Reservation, City of Cloquet, St. Louis County
60. Determine a maintenance plan and schedule for proper care of paved trails on Fond du Lac Reservation.		Ongoing	Fond du Lac Reservation
61. Install bike racks at existing facilities as identified.		Ongoing	Fond du Lac Reservation
Goal 13: Construct sidewalk networks within highly-populated residential neighborhoods in Fond du Lac Reservation.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
62. Enhance connectivity in Brookston between residential and community destinations.		Long-term	Fond du Lac Reservation, St. Louis County
63. Enhance connectivity in Sawyer between residential and community destinations.		Long-term	Fond du Lac Reservation, Carlton County
64. Construct sidewalks in the residential neighborhood (anchored by Danielson Drive) north of Jarvi Road.		Long-term	Fond du Lac Reservation, Carlton County

Goal 14: Develop a network of walkable and bikeable road shoulders, using signage and striping, to enhance non-motorized connectivity throughout Fond du Lac Reservation.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
65. Install signage identifying existing walkable and bikeable shoulders as walkways and bikeways throughout the Reservation.	Identified road segments recommended for signage include: <ul style="list-style-type: none"> • Big Lake Road (westward of Brevator Road) • Brevator Road (between Big Lake Road and Oinonen Road) • Cartwright Road • Moorhead Road (westward of Mission Road) • University Road 	Short-term	Fond du Lac Reservation, Carlton County
66. Work with Carlton and St. Louis Counties to identify upcoming road construction projects that could include on-road, non-motorized transportation enhancements (i.e. sidewalks, wide road shoulders, etc.).	68.1. Meet annually (each spring) with Fond du Lac Reservation road managers to outline upcoming transportation projects and identify opportunities for collaboration.	Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, MnDOT
67. Add walkable and bikeable shoulders along roads connecting the Tribal Center and trip-generating facilities (i.e. Ojibwe School, Min No Aya Win Human Service Center, Fond du Lac Gas and Grocery, the Cloquet Forestry Center, Black Bear Casino, Fond du Lac Tribal and Community College, and the City of Cloquet).	Identified road segments recommended for additional shoulders include: <ul style="list-style-type: none"> • Airport Road • Belich Road • Black Bear Drive • Brevator Road (between Oinonen and Belich Road) • Brookston Road (between Jarvi and Big Lake Road) • Ditchbank Road (east of Mission Road intersection) • East Pine Drive • Jarvi Road (between Brevator Road and Brookston Road) • Mahnomen Road • Mission Road (north of Moorhead Road intersection) • Pinewood Drive • Trettel Lane • Twin Lakes Road • Whispering Pines Drive 	Mid/Long-term	Fond du Lac Reservation, Carlton County, St. Louis County

Goal 15: Install road crossing safety features (i.e. painted crosswalks, advance warning beacons, etc.) at intersections specified for crossing by pedestrians and bicyclists.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
68. Enhance non-motorized crossing facilities at the intersection of Highway 210 and Mission Road.		Long-term	Carlton County, MnDOT
Goal 16: Initiate education and enforcement programs to teach the public how pedestrians and bicyclists can safely navigate Fond du Lac Reservation, and how motorists should interact with pedestrians and bicyclists.			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
69. Develop and implement a safe walking and biking education campaign.		Short-term	Fond du Lac Reservation
70. Prohibit motorized use of trails designated for non-motorized use, and enforce improper trail use.	74.1. Consider the creation of a trail designated for motorized use parallel to the Big Lake Trail.	Mid-term	Fond du Lac Reservation
	74.2. Combat improper use of trails designated for non-motorized use with enforcement and installation of "Non-motorized use only" signs along the trail.	Short-term	Fond du Lac Reservation
71. Support education, encouragement, enforcement, and evaluation programs as included in the <i>Fond du Lac Ojibwe School Safe Routes to School Plan Update</i> (2015).		Ongoing	Fond du Lac Reservation



APPENDIX A: BACKGROUND INFORMATION

RESERVATION HISTORY

There are seven Anishinaabe reservations located within Minnesota, including: Fond du Lac, Bois Forte, Grand Portage, Red Lake, White Earth, Leech Lake, and Mille Lacs. A reservation is defined as a community or segment of land that belongs to one or more groups of American Indians. In most cases, these lands were retained by American Indian tribes after treaty agreements were made with the United States. After 1871, some reservations were formed through Executive Order of the President of the United States and various other agreements. The seven Anishinaabe reservations in Minnesota were all originally established by treaty and are considered separate and distinct nations by the United States government. These reservations are sovereign entities and have boundary lines very much like a county or state.

The La Pointe Treaty of 1854 established the Fond du Lac Reservation. It is located in Northeast Minnesota in Carlton and St. Louis Counties. The Fond du Lac Reservation is located about twenty miles west of Duluth and adjacent to the City of Cloquet. The Reservation area is set at approximately 100,000 acres, with 4,123 acres tribally owned and another 17,154 acres allotted.

Land Classifications Note: Tribally-owned land is land acquired by the Tribe but is not held in trust by the Bureau of Indian Affairs. Allotted land is land that individual tribal members were given historically. Trust land is land that has achieved trust status. Trust land is not subject to taxes and is managed by the Fond du Lac Band and the BIA.

RESERVATION GOVERNMENT

American Indian tribes are sovereign nations that maintain the right to form and carry out the duties of tribal governments. The powers held by Indian tribes include the right to establish a form of government, determine membership, administer justice, exclude people from reservation land, charter business organizations, and provide police.

The Reservation's primary service area is located just west of Cloquet. It is home to Reservation health services, human services, and resource management. The Tribe has a Head Start program and operates the Ojibwe School (K-12). Transportation to the school is provided for students as far away as Duluth. Just south of Cloquet, the Fond du Lac Tribal/Community College is both a tribal college and a state community college.

The Reservation Business Committee (RBC) governs Fond du Lac Reservation. Enrolled members of the tribe elect the committeemen to staggered four-year terms. The RBC is made up of a chairperson, secretary-treasurer, and three representatives; one from District 1 (Cloquet), one from District 2 (Sawyer), and one

from District 3 (Brookston). The chairperson and Secretary-Treasurer serve as members of the executive committee of the Minnesota Chippewa Tribe.

ARDC staff worked with the RBC and reservation planning staff to develop this plan. Reservation planning staff assisted with the collection of background information and provided additional planning assistance.

Fond du Lac Reservation Business Committee:

Kevin R. Dupuis, Sr. Chairman
Robert A. Abramowski Secretary/Treasurer
Wally Dupuis District I (Cloquet)
Brad Blacketter District II (Sawyer)
Roger M. Smith, Sr. District III (Brookston)
Terry Savage Executive Director of Enterprises

Fond du Lac Planning Staff:

Jason Hollinday Director of Planning
Jamie Adams Economic Development Planner
Mandi Rosebrock..... Community Development Planner
Jeanne Smith Administrative Assistant

REVIEW OF EXISTING PLANS

MnDOT District One 20-year Highway Investment Plan 2009-2028

This 20-year plan is a guide for future capital investments in the state trunk highway system for Northeastern Minnesota. The Minnesota Department of Transportation (MnDOT) manages 21 miles of road on the Reservation. These roads include a nearly one-mile stretch of Interstate 35 in the very southeastern corner, eight miles of U.S Highway 2 that runs along the northern border, and State Highway 210 that crosses the Reservation for 13 miles along the southern edge and connects with Cloquet. MnDOT District One has a population of approximately 350,000, has a land area of 21,000 square miles, and is responsible for nearly 3,900 lane-miles of state highways and over 600 state bridges. MnDOT District One, with an office in Duluth, is responsible for maintenance and oversight for all state trunk highways on the Reservation. MnDOT District One has no projects listed for the Reservation in its 20-year Highway Investment Plan, but it should be acknowledged that there are projects for these roads within the district, and other projects in the area will have a direct effect on the Reservation’s transportation facility.

Land Use Plan for the Fond du Lac Band of Lake Superior Chippewa

In 2007, the Fond du Lac Planning Department revised the first land use plan that was adopted in 1998. From the adoption of the revised plan came the first Fond du Lac Band of Lake Superior Chippewa Land Use Ordinance, which set guidelines to be followed in the development of Reservation lands. This land use plan is meant to be revised as needed or at least every four years.

City of Cloquet Comprehensive Plan

Cloquet's Comprehensive Plan is a 20-year plan that was adopted in 2007. Within the plan is a section on Transportation, which was updated in 2014. The following is a list of concepts for maintaining and enhancing Cloquet transportation facilities that may impact the Reservation.

- **Access to Southeast Cloquet:** The plan recommends various stakeholders coordinate to increase access from Interstate 35 to this area because it would benefit places like Fond du Lac Tribal and Community College.
- **Airport:** The City plans to work with the Reservation and other stakeholders to address funding, maintenance, and enhancement issues relating to the airport.
- **Bicycle Connectivity:** The plan recommends the installation of a bike lane on both sides of 14th Street, maintenance of existing bike lanes, bike education outreach efforts, and the inclusion of bicyclists and pedestrians into traffic counts.
- **Multi-Modal Intersection Improvements:** When the Highway 33/Cloquet Avenue intersection is planned for improvement, the City will design the intersection with pedestrian and bicyclist crossing in mind, additionally adding facilities and features to increase safety, comfort, and visibility for pedestrians and bicyclists at all intersections as improvement projects are scheduled.
- **Road Beautification:** The City may explore opportunities to beautify the primary road corridors in Cloquet, with possible consultation with the Reservation and other stakeholders.
- **Sidewalk Snow Removal:** The plan recommends that the City develop a municipal snow removal program and work with MnDOT to coordinate snow removal from sidewalks along Highway 33.

Fond du Lac Reservation Hazard Mitigation Plan Annex, 2016

Fond du Lac's Hazard Mitigation Plan Annex serves as an addition to the Carlton County Multi-Hazard Mitigation Plan and outlines mitigation strategies to reduce or eliminate the impacts of natural hazards that pose risk to vulnerabilities on Fond du Lac Reservation. Within the plan, transportation facilities are listed as a critical infrastructure that is especially vulnerable to flooding during periods of springtime thaw or significant rain events. Specific roads listed as susceptible to flooding include:

- Brevator Road and Fond du Lac Creek Crossing
- Brookston Road and Swamp Crossing
- Brookston Road and Simon Creek Crossing
- Highway 31 and Stone Brook Crossing
- Highway 2 and Stone Brook Crossing
- Jarvi Road and Fond du Lac Creek Crossing
- Twin Lakes Road



APPENDIX B: CURRENT TRANSPORTATION SYSTEM AND FACILITIES

ROADWAYS

The Fond du Lac Reservation contains over 402 miles of roadways. Ownership and maintenance responsibilities for these roads are divided among several entities, including federal, state, county, local, and tribal agencies.

The Minnesota Department of Transportation (MnDOT) administers 45 miles of State-owned roads and 27 miles of Federal roads on the Reservation. State roads include a nearly one-mile-long stretch of Interstate 35 in the very southeastern corner of the Reservation, 13 miles of State Highway 210 along the Reservation's southern edge, and eight miles of U.S. Highway 2 along the northern border, just south of Brookston. MnDOT District One, with an office in Duluth, is responsible for maintenance and oversight for all state trunk highways on the Reservation. State forest roads make up another seven miles of State-managed roads. These roads are used to provide access to the State-managed lands of the Fond du Lac State Forest and are managed by the Minnesota Department of Natural Resources.

Carlton County operates 58 miles of roadway on the Reservation. Of this, there are 33.5 miles of county state-aid highways (CSAHs), 22 miles of county roads, and 2.5 miles of county trails and forest roads. St. Louis County operates 14.5 miles of CSAHs and 46 miles of county roads. Important CSAHs include Big Lake Road (CSAH 7), which is an artery serving the populated area of the Reservation between Cloquet and the intersection of Big Lake and Brookston Road, and Twin Lakes Road (CSAH 31), which extends northward from Big Lake Road to Brookston. Maintenance and oversight of these roads fall under the duty of the Carlton and St. Louis County engineers.

Township roads account for 54 miles of the Reservation's road inventory, and city roads make up 32 miles. The Reservation also includes nearly 27 miles of privately owned and maintained roads and trails. There are nearly 17 miles of Bureau of Indian Affairs (BIA) owned and administered roads, and 17 miles of road owned by the Fond du Lac Tribe on the Reservation.

More information about roads in Fond du Lac Reservation can be found in Appendix D, Fond du Lac Transportation Facility Inventory. Further analysis of roadway conditions and facilities from 2010 are also present in MSA Professional Service's *Fond du Lac Reservation Roads Evaluation*, the maps from which are included in Appendix H, Maps.

A recent study, "Collaborating with American Indian Communities to Re-Interpret and Strategize about Transportation Safety Risks in Tribal Lands," led by Kathryn Quick and Guillermo Narváez from the University of Minnesota Roadway Safety Institute, recently aimed to gather and analyze data regarding safety on roadways in Minnesota reservations, including Fond du Lac, through analyzing roadway data and collecting community input. Roadway concerns voiced during this process are as follows:

- Few road shoulders and off-road trails make pedestrian safety a primary concern on the Reservation. This concern especially applies to Big Lake Road, the Mahnomen community, the Sawyer community, and the Tribal Government Center area.
- Recent improvements to Cartwright Road cause concern about increased speeding and traffic volume.
- High speed and traffic volumes along Highways 210 and 2, in addition to nearby Highway 33 and Interstate Highway 35, cause concern, especially for aging residents.
- Extra caution should be taken near Big Lake, where winding hills, poor visibility, and icy conditions require special care for motorists.
- Maintenance issues (potholes, unpaved area, corduroy conditions, ice and snow) cause concern on Brookston Road near the county line.
- Unevenness on the northbound approach to the bridge on Reservation Road requires extra care, especially when the road is icy.
- Icy conditions also create a concern at Connors Corner.

AIRPORTS

- *Cloquet-Carlton County Airport (COQ)*: The Cloquet-Carlton County Airport is located three miles southwest of the Cloquet Central Business District and is within Fond du Lac Reservation. This airport provides services for general aviation aircraft, such as aircraft tie-downs, hanger, aircraft maintenance, two types of fuel, aircraft rental, flight training, and charter services. The airport has two asphalt runways, one measuring 4,000 feet by 75 feet with high intensity lighting. The other runway is 3,100 feet by 75 feet and is used as a crosswinds runway.

TRANSIT

- *Arrowhead Transit*: Arrowhead Transit is a rural public transit system providing coordinated public transit service to the residents within the seven county region of Northeast Minnesota, including Carlton County. The Arrowhead Economic Opportunity Agency (AEOA) operates the transit system. AEOA is a private non-profit organization and was established as a Community Action Program (CAP) for the Northeast Minnesota counties of St. Louis, Lake, and Cook. Service delivery for some programs has extended to the four neighboring counties of Aitkin, Carlton, Itasca, and Koochiching.
- *Fond du Lac Transit*: Fond du Lac Transit (Babaamibato) provides a fixed route service in the mornings and evenings to pre-determined locations throughout and around Fond du Lac Reservation. It offers transit opportunities on weekdays with limited weekend availability. This service offers buses that are wheelchair accessible, and child restraint seats are available on buses. Children five years old and younger ride free with an adult. Prices are offered at a fixed rate and are for one-way travel: Reservation and Cloquet Area, \$1.00 each way; Duluth scheduled runs, \$2.00 each way.
- *Jefferson Lines*: Jefferson Lines provides a charter and tour bus service, with a stop in Cloquet, and serves eleven states throughout the heartland of America. Jefferson Lines offers a new “Rocket Rider” service that goes from Duluth to Minneapolis/St. Paul. Tickets are \$25.00 each way, and the route includes stops at the Mall of America and the Minneapolis/St. Paul Airport.
- *LCS Coaches*: LCS Coaches operates a commuter bus service between Cloquet and Duluth. The company also provides transportation for the Cloquet School District and charter services locally, regionally, and nationally.

- *Scanlon Park and Ride Lot:* The Scanlon Park and Ride lot is located near the intersection of Interstate 35 and Highway 45 and can accommodate roughly 30 cars. LCS picks up commuters from this lot and transports them to and from Duluth each day.

NON-MOTORIZED FACILITIES

- *Gikinoo Amon Trail:* The Gikinoo Amon Trail is a local trail that currently runs 1.3 miles along the south side of Big Lake Road from Pinewood Drive to Whispering Pines Drive. A planned future segment will extend the trail to the intersection of Big Lake Road and University Road/Brevator Road, near the Fond du Lac Tribal Center. The trail is owned and managed by the Fond du Lac Tribe.
- *Mahnomen Trail:* The Mahnomen Trail is a local trail that is 1.0 mile long that runs on the north side of Mahnomen Road between Brookston Road and Belich Road. Future planning includes a continuation of this trail east along Belich Road to Reservation Road, then along Reservation south to Big Lake Road and the Gikinoo Amon Trail. The trail is owned and managed by the Fond du Lac Tribe.
- *St. Louis River Trail:* The St. Louis River Trail is a multi-jurisdictional trail that currently runs 2.99 miles from the Willard Munger State Trail to the Scanlon Park and Ride lot just south of Interstate 35. Planned trail segments will extend the trail to an estimated 7 miles and connect to existing trails on Dunlap Island through the City of Cloquet. Currently, the trail is owned and managed by Carlton County.
- *Willard Munger State Trail:* The Willard Munger State Trail is a premier paved trail operated by the Minnesota Department of Natural Resources. The trail is a collection of four interconnected, multi-use trails stretching 174 miles from St. Paul to Duluth and passes some of Minnesota's most dramatic scenery and historic landmarks.
- *Trail Planning Efforts:* In 2006, The Arrowhead Regional Development Commission (ARDC), along with the Fond du Lac Planning Department, developed the *Fond du Lac Trail Connections Plan* to determine the feasibility and potential impacts related to the establishment of a paved walking/biking trail that would connect Black Bear Casino to the Munger Trail and residential areas of Cloquet. The goal was to create a safe, high quality bicycle/pedestrian trail between these two destinations that minimizes impacts to sensitive environmental resources. This plan provides Fond du Lac Reservation planners with trail options and implementation strategies that will result in a ten-foot-wide bituminous trail that can be expanded and enhanced over time. Portions of the *Fond du Lac Trail Connections Plan* were updated in 2014, when the Arrowhead Regional Development Commission, with area stakeholders, developed the *Northeast Carlton County Bicycle Route Plan*. As a part of the 2022 Transportation Update, a landscape architect was contracted to design the trail from Black Bear Casino to the Munger Trail. With City, County, and other stakeholder support, a RAISE grant application will be developed to secure funds for project implementation.
- *Safe Routes to School Planning Efforts:* Fond du Lac originally completed a Safe Routes to School Plan in 2009. The Safe Routes to School Program is a Federal-Aid program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The Program provides funds to states to substantially improve the ability of students to walk and bicycle to school safely, utilizing a 6-Es (Equity, Education, Enforcement, Encouragement, Engineering, and Evaluation) approach. An update of the 2009 plan was developed in 2021. These plans highlighted goals to increase safety for pedestrians and bicyclists at the Big Lake Road/University Road intersection, to support pedestrian infrastructure near the school and tribal center area, to make a connection between the school and the Big Lake Trail, and to create a pedestrian path between the school and the Cloquet Forestry

Center. Planning and implementation of a foot path connection between the Fond du Lac Ojibwe School and the Cloquet Forestry Center is underway, as of 2016.



APPENDIX C: PUBLIC INPUT NOTES AND NEEDS SUMMARY

In 2022, ARDC coordinated with Fond du Lac community events to collect public input for the Fond du Lac Reservation Long-Range Transportation Plan*. The Fond du Lac Planning Department and ARDC tabled at the Fond du Lac Health Fair on August 23, 2022, the Taking Care of Things Event on September 13, 2022, and attended an Open Reservation Business Committee (RBC) meeting on November 17, 2022. In addition to face-to-face feedback from the public at both events, ARDC also provided an online survey that people could fill out with their feedback and ideas. Questions asked of the public, both in person and online, included:

- *How do you travel through the Reservation?*
- *Are there areas to increase access throughout the Reservation?*
- *What present and future transportation concerns/issues/barriers exist in Fond du Lac?*
 - *What specific safety concerns do you have?*

A summary of the needs identified through these events are categorized by mode of transportation below.

ROADWAY NEEDS

- **Street sign installations** – Signs are currently missing at the intersections of Moorhead Road and Cartwright Road, Pfeifer Road and University Road, Brevator Road and Jarvi Road, Church Road and Moorhead Road, Spirit Lake Road and Indian Service Road 8, Brevator Road and Reservation Road, and Brevator Road and Belich Road.
- **Traffic sign installations** – A lack of speed limit signs on Moorhead Road creates an issue with motorists not knowing the speed limit and, in turn, speeding.
- **Roadway reconstruction/rehabilitation** – Surface pavement has been identified as problematic on Whitetail Drive, on Mission Road (north of its Lakeview Drive intersection), on Jarvi Road (from Brookston Road to Reservation Road), on Reservation Road, on Belich Road, on Brookston Road (from Simon Road to Twin Lakes Road), and on Mission Road (from Mash to Ditchbank Road); potholes have been cited as an issue throughout the Reservation. The Reservation's lack of road ownership and performance of maintenance and improvement have reportedly been obstacles in maintaining some roadways throughout the Reservation.
- **Intersection repairs** – Vehicular safety issues have been identified at the intersection of Big Lake Road and Brevator Road (where a flashing stop sign was suggested) and the entrance/exit to the Min No Aya Win Service Center off of Trettel Lane.
- **Roadside vegetation management** – Trees and other roadside vegetation obstruct sightlines at intersections throughout the Reservation, and dry vegetation along roadways (i.e. Highway 210) cause concern as a potential fire hazard.

- **Expanded roadway network** – The transportation network throughout Fond du Lac would be more efficient with the extension of Twin Lakes Road/Salmi Road to Highway 210, the extension of Danielson Drive to Belich Road, and the extension of Cartwright Road to Highway 210.
- **Winter maintenance** – Winter maintenance practices, especially connected to salting, have raised concern for the health of natural resources near roadways.

TRANSIT NEEDS

- **Heightened dispatcher service** – Dispatcher service was identified as an issue in the Fond du Lac Transit system for being “unreliable” and “unfriendly.” Refocusing the system on providing quality customer service was a suggestion made to solve this issue.
- **Updated technology** – Transit staff noted that outdated telecommunications technology, lack of updated dispatching/scheduling software, and lacking internet service hinders their ability to effectively serve the public.
- **Heightened rider experience** – The experience of riding Fond du Lac Transit was identified as needing more accommodating features (i.e. for elders, a dropped step for easy boarding and more comfortable seats), appropriate vehicles for different routes (a bus instead of a van for the Duluth route was mentioned), and updated (or more enforced) policies for the system in relation to liquor and intoxicated passengers. Transit staff also mentioned a desire to offer Wi-Fi on buses.
- **Prioritizing vital connections** – Members of the public noted a desire to make revisions and/or additions to the Fond du Lac Transit system in order to create reliable transit routes for necessary trips. Two ideas are as follows: create a bus route directly to the grocery store on a set time a few days in the week, and develop a shuttle route that loops between Fond du Lac Reservation, the Miller Hill Mall area, and Downtown Duluth.
- **Greater efficiency** – Efficiency of the Fond du Lac Transit system was expressly mentioned, especially in relation to long waits for buses (even when a ride is reserved days in advance) and service of the dispatcher. Reevaluating the type of service (i.e. door-to-door vs. fixed route) and the dispatcher system was suggested to address this issue. Transit staff mentioned that they are currently switching over to a zoned door-to-door service to more effectively serve clients.
- **Addressing public safety** – Public safety was an issue brought up in regards to the safety of drivers (i.e. speeding) and the location of unsheltered bus stops, which encourage transit riders to seek shelter in or near places like assisted living homes or schools. Safety training for drivers and the creation of bus stops with shelters were suggested.
- **Increased visibility of house numbers** – Transit drivers mentioned the inability to find or see house numbers for residences, which often are the pick-up location for transit riders who request a ride.

NON-MOTORIZED FACILITY NEEDS

- **Multi-use paved trail construction** – Routes identified for trail construction include the rest of the planned Big Lake Trail (connecting the Gas and Grocery with the Tribal Center along Big Lake Road), a trail along Moorhead Road (eastward of University Road), and a trail along Mission Road (between Moorhead Road and Highway 210). Additional recreational paved trails were desired along the St. Louis River and between the Fond du Lac Ojibwe School and the Cloquet Forestry Center.

- **Sidewalk construction** – Sidewalks were mentioned as a desired development in more developed residential areas. These areas expressly included the Mahnomen community, the Sawyer community, as well as the neighborhood north of Jarvi Road.
- **Creating an on-road walkable/bikeable network** – The creation of walkable and bikeable road shoulders to create a non-motorized, on-road network was an express desire throughout the public input process. Specific roads mentioned for inclusion of enhanced non-motorized facilities were Twin Lakes Road, Trettel Lane, and Airport Road.
- **Non-motorized connection to Duluth** – The connection to Duluth was a topic brought up multiple times throughout the collection of public input. Logistically, this connection would most easily be made by creating connecting facilities along Moorhead Road, which could be developed further eastward to as a connection to the St. Louis River Trail, linking to Willard Munger State Trail.
- **Intersection improvements** – Specific intersections were noted for requiring enhancements in order to be a part of a safe walkable/bikeable network. These intersections were the crossing of Mission Street and Highway 210 in Sawyer (a painted crosswalk across Highway 210 and an advance warning signal on Highway 210 were suggested) and the intersection of Big Lake Road and Brevator Road.
- **Enforcement of non-motorized facility use** – Enforcing sole non-motorized use on paved trails was a concern shared by the public, which noted frequent ATV use of Big Lake Trail. A system to educate about the intended use of paved trails and legally enforce this was brought forth as an idea to mitigate this issue.

These pieces of public input were met with the development of corresponding goals, recommendations, and action items, which are included in this Plan document.

*In March of 2020, a global pandemic known as COVID-19 overtook the globe and continues to this day. The effects of the pandemic have not yet been adequately measured however it is well documented that American Indian and Alaska Native people have suffered a disproportionate burden of COVID-19 illness during the pandemic at a rate 3.5 times that of non-Hispanic whites. COVID-19 has amplified health inequities in American Indian communities because of underfunded and under-resourced health systems, limited access to health services, poor infrastructure, and underlying health disparities. During this time, these populations have been under-funded and over surveyed, leading to severe fatigue in many spaces, but particularly the public engagement space. Due to this, public response to many engagement activities remained lower than pre-pandemic levels, however this further amplifies the critical need for greater transportation connections and infrastructure and has been verified in the responses received.



APPENDIX D: FOND DU LAC TRANSPORTATION FACILITY INVENTORY

In conjunction with this Long-Range Transportation Plan update, the Arrowhead Regional Development Commission (ARDC) defined an update of the National Tribal Transportation Facility Inventory (NTTFI) for Fond du Lac Reservation. This inventory lists roads along with their corresponding Tribal Transportation Program (TTP) identifiers, lengths, surface conditions, and more. To accommodate use, the inventory will accompany this document as loose pieces of paper and will be made available as an Excel spreadsheet alongside any electronic files of this Plan; the goal of this format is to make searching and utilizing the inventory an efficient process.

APPENDIX E: PREVIOUS RECOMMENDATIONS STATUS

ROAD IMPROVEMENTS			
Recommendations	Action Items	Priority	Status
1: Work with Carlton County to monitor traffic at the intersection of Big Lake Road (CSAH 7) and the Trettel Road (CR 114). If traffic increases or safety issues are identified, the tribe should work with Carlton County to construct left turn lanes at this location.	1.1: Discuss current traffic amount monitoring practices for this intersection with the County Engineer	Short-term	Complete
	1.2: Determine if the Tribe wishes to have a higher level of monitoring. If so, the Tribe should purchase traffic turning movement counting devices. These devices would likely be used at other locations as well, justify the cost.	Short-term	Complete
	1.3: Determine acceptable levels of traffic and turning movements.	Short-term	Complete
	1.4: Seek to make improvements if warranted.	Short-term	Complete
2: Develop a road surface maintenance schedule to help meet the goal of maintaining safe Tribal Roads. Designate necessary funds to complete road surface projects as needed.	2.1: Review MSA road conditions report	Short-term	Incomplete
	2.2: Determine road surface budget and external funding opportunities	Short-term	Incomplete
	2.3: Make road improvements as identified	Short-term	Complete/Ongoing
3: Complete mill/overlay of Suzy Lane, Ishpeming Road, and Fond du Lac Creek Road.		Short-term	Incomplete
4: Reconstruct Coffey Road		Short-term	Incomplete
5: Pave Marigold Lane		Short-term	Complete
6: Reconstruct White Pine Trail		Short-term	Complete
7: Reconstruct Pfeiffer Road		Short-term	Complete
8: Repave and add speed bumps to Loop Road		Short-term	Complete
9: Repave and add speed bumps to Whispering Pines Road		Short-term	Complete
10: Brush control needed at 7 intersections, 12 corner vision impairment locations	Brush control at identified intersections: * Twin Lakes Road and Kantonen	Short-term	Complete

<p>identified, 30 overgrowths on roadway and 5 rated as others. Refer to MSA Road Evaluation Report for the extent of impairments and exact locations.</p>	<p>Road * Brevator Road and Kultala Road * Cartwright Road and Moorhead Road * Moorhead Road and Reponen Road * TH 210 and unnamed road running north just after Cary Road * Stevens Road and unnamed road to west before Larson Road * Unnamed road to west accessing small lake off of Twin Lakes Road between Hardwood Lake Road and Ditchbank Road</p>		
<p>11: 15 culverts throughout the Reservation have been identified for the first priority maintenance because of poor structural or flow conditions that pose road use dangers. Refer to MSA Road Evaluation Report for culvert conditions and locations.</p>	<p>Recommended Culverts: * Brevator and Reservation Road * Brookston and Lund Road * Twin Lakes Road between Pine Dr. and US Highway 2 (3 culverts) * Ditchbank Road between Salmi and Enger Road * Ditchbank Road between Mission and T535 * Cartwright Road between Moorhead and Big Lake Road (3 culverts) * Intersection of Moorhead Road and County Highway 5 * McManus Road east of Stevens Road intersection * Cary Road and West Moorhead * Cary Road and Strand Road * Mission Road between Ditchbank Road and West Moorhead Road * West Moorhead Road east of Cary Road * Airport Road (3 culverts) * Strand Road between Cary and Reponen Roads * East Pine Drive</p>	<p>Short-term</p>	<p>Complete/Ongoing</p>
<p>12: Rehabilitate drainage ditch at Brookston Road and Lund Road intersection.</p>		<p>Short-term</p>	<p>Incomplete</p>
<p>13: Rehabilitate the two drainage ditches at Brookston Road and north of Lund Road.</p>		<p>Short-term</p>	<p>Incomplete</p>

14: Rehabilitate the drainage ditch at Cartwright Road, north of Moorhead Road.		Short-term	Complete
15: Rehabilitate the drainage ditch at White Pine Road, south of Airport Road.		Short-term	Complete
16: Three locations throughout the Reservation should be considered for drainage plans. Refer to MSA Road Evaluation Report for exact locations.	<p>Areas Considered for Drainage Plan:</p> <ul style="list-style-type: none"> * The Big Lake, Airport, White Pine Road Area * Roads surrounding the un-named lake south of Ditchbank Road <ul style="list-style-type: none"> a) Mission Road b) West Moorhead Road c) Associated un-named roads on the east, north, west and south sides of the lake * The Surakka Road 	Short-term	Incomplete
17: Prioritize Reservation drainage ditch work on an as needed basis. Refer to MSA Road Evaluation Report for conditions and location.		Short-term	Complete/Ongoing
18: Install 27 missing signs throughout the Reservation. 15 of these signs are stop signs and should be prioritized. 22 of the total signs are in Carlton County. Refer to MSA Road Evaluation Report for exact locations	<p>Prioritized Placement of new signs that are missing:</p> <ul style="list-style-type: none"> * Stop signs on both sides of the railroad tracks at the Lind Road and the Olesiak Road * Airport Road * Fond-du-Lac Reservation Road * Keota Road * Whispering Pine Road * Meadow Drive * Winter Road * Northrup Road * Heritage Road * Dead Fish Road * Rice Portage Road * Arrowhead Forest Road * Bass Creek Road 	Short-term	Complete/Ongoing

<p>19: Replace 48 damaged signs throughout the Reservation. 20 signs in St. Louis County and 28 signs in Carlton County. Refer to MSA Road Evaluation Report for exact locations</p>	<p>Some Damaged Sign Locations:</p> <ul style="list-style-type: none"> * Hanratty Road * Lind Road * Scotty Drive * Jarvi Road * Reservation * Brevator Road * Brookston Road * Swanson Road * Ditchbank Road * Ridge Road * River Road * Kultala Road * Siiter Road * Santti Road * E Pine Drive * Brookston Road * W. Brookston Road * Twin Lakes Road 	<p>Short-term</p>	<p>Complete/Ongoing</p>
<p>20: Replace or restore 13 signs with graffiti throughout the Reservation. 3 signs are in St. Louis County and 10 in Carlton County. Refer to MSA Road Evaluation Report for damage extent and exact locations</p>	<p>Graffiti Sign Locations:</p> <ul style="list-style-type: none"> * Brevator Road * Cartwright Road * University Road * Central Hall Road * Wolf Ridge Road * Jarvi Road * Carlton Ave W * Belich Road * Siiter Road * W. Moorhead Road * Mission Road * Maple Drive * Cary Road * Stevens Road * McCamus Road 	<p>Short-term</p>	<p>Complete/Ongoing</p>
<p>21: Remove the incorrect signs and install the correct traffic sign at two locations throughout the reservation. Refer to MSA Road Evaluation Report for exact locations.</p>	<p>Incorrect Sign Locations:</p> <ul style="list-style-type: none"> * Simon Road, change from a yield to a stop sign * Cluster of signs nailed to a tree on Ray's Lane 	<p>Short-term</p>	<p>Incomplete</p>

22: Un-obstruct 7 traffic signs throughout the Reservation. Refer to MSA Road Evaluation Report for obstruction levels and exact locations.	List of Signs Obstructed: * Pinewood Drive * Connors Road * Stop sign on Central Hall Road * Lind Road * Ketola Road * Ditchbank Road * Mission Road	Short-term	Complete/Ongoing
23: Resurface Jarvi Road.		Mid-term	Complete
24: Resurface Loop Drive.		Mid-term	Complete
Plan and construct a paved trail designated for non-motorized use along Trettel Lane to connect Fond du Lac housing to Fond du Lac Ojibwe School via the Big Lake Trail.		Long-term	Complete
Construct sidewalks in the Mahnomen neighborhood (Brookston Center area).		Long-term	Complete
Complete construction of the Big Lake Trail to help make safe non-motorized connections between the City of Cloquet and Fond du Lac Tribal Center.	Identify and apply for funding opportunities to match current County funds for the Trail project.	Short-term	Complete
Enhance non-motorized crossing facilities (sidewalks, painted crosswalk, etc.) at the intersection of Big Lake Road and Brevator Road.		Mid-term	Complete
Enhance non-motorized crossing facilities at the intersection of Big Lake Road and Trettel Lane.		Long-term	Complete
Recommendations	Action Items	Priority	Status
1: Utilize IRR (Indian Reservation Roads Program Funds) Transportation Planning Funds (IRR Construction Funds		Mid-term	Complete

for Transportation Planning) to repave roads as necessary. * 2012 Estimated Funds Available: \$50,000 * 2013 Estimated Funds Available: \$50,000 * 2014 Estimated Funds Available: \$50,000			
2: Utilize IRR (Indian Reservation Roads Program Funds) Road Maintenance Funds (IRR Construction Funds for IRR Road Maintenance) * 2012 Estimated Funds Available: \$100,000 * 2013 Estimated Funds Available: \$100,000 * 2014 Estimated Funds Available: \$100,000		Mid-term	Complete
Recommendations	Action Items	Priority	Status
1: Utilize IRR (Indian Reservation Roads Program Funds) Transportation Planning Funds (IRR Construction Funds for Transportation Planning) to repave roads as necessary.	1.1: Monitor funding levels and plan accordingly	Long-term	Complete
2: Utilize IRR (Indian Reservation Roads Program Funds) Road Maintenance Funds (IRR Construction Funds for IRR Road Maintenance)	2.1: Monitor funding levels and plan accordingly	Long-term	Complete
Recommendations	Action Items	Priority	Status
1: Work with MnDOT to control vegetation along Interstate 35, Highway 210, and Highway 2.		Ongoing	Incomplete
2: Continue reasonable access to necessary destinations like wild rice harvesting areas.		Ongoing	Complete
3: Develop a rural addressing system in the interest of developing uniform addressing for the entire		Ongoing	Complete

Reservation to support emergency responders, residents, and non-residents with quicker and easier property identification.			
4: Continue the regular updating of the Reservation's Road Inventory.		Ongoing	Complete
5: Continue to coordinate with Carlton County, City of Cloquet, area townships, and MnDOT.		Ongoing	Complete
6: Continue to ensure a drivable road surface that is at least rated "fair" on all residential roads at all times of the year.		Ongoing	Complete
7: Continue to ensure a drivable road surface that is at least rated "fair" on all paved roads at all times of the year.		Ongoing	Complete
MODE IMPROVEMENTS			
Recommendations	Action Items	Priority	Status
1: Secure external operating funds for Fond du Lac Transit System		Short-term	Complete
2: Implement recommendations from Fond du Lac Safe Routes to School Program		Short-term	Complete
3: Work with Carlton County to use signage and striping to develop two key bicycle routes on the Reservation	3.1: Route A: On Black Bear Casino Service Road north to Moorhead Road, then east over I-35 on Moorhead Road to Carlton Road, then south and east on Carlton Road to the existing St. Louis River Trail... that trail will connect users with the Willard Munger Trail	Short-term	Incomplete
	3.2: Route B: On Black Bear Casino Service Road north to Moorhead Road, then west on Moorhead Road to University Road, then north on University Road, which becomes Brevator Road and	Short-term	Incomplete

	connect with the Tribal Center at Brevator Road and Big Lake Road.		
4: Purchase two Class 400 buses with Federal Funding that has been secured for 2013		Short-term	Complete
Recommendations	Action Items	Priority	Status
1: Construct paved trail from Brookston to Tribal Center		Mid-term	Incomplete
2: Construct paved trail from Sawyer to Tribal Center		Mid-term	Incomplete
3: Continue to support Fond du Lac Transit System		Mid-term	Complete
4: Utilize IRR Transit Funds (IRR Construction Funds for IRR Transit) * 2012 Estimated Funds Available: \$50,000 * 2013 Estimated Funds Available: \$50,000 * 2014 Estimated Funds Available: \$50,000		Mid-term	Complete
Recommendations	Action Items	Priority	Status
1: Utilize IRR Transit Funds (IRR Construction for IRR Transit)	1.1: Monitor funding levels and plan accordingly	Long-term	Incomplete
2: Continue to Support the Fond du Lac Transit System	2.1: Replace buses as needed for every 100,000 miles	Long-term	Incomplete

APPENDIX F: TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

Note: The Federal Highway Administration defines the TTIP as “a multi-year, financially constrained, list of proposed transportation projects to be implemented within or providing access to Indian country during the next 3 or more years. It is developed from the tribal priority list. The TTIP is consistent with the tribal Long-Range Transportation Plan and must contain all Indian Reservation Roads (IRR) funded projects. It may also contain information regarding other Federal, State, county, municipal, and tribal transportation projects initiated by or developed in cooperation with the Indian Tribal Government. Only those projects approved for funding by the sponsoring governmental entity may be included in the TTIP. It is reviewed and updated as necessary. The only entity that can change the TTIP is the Indian Tribal Government” (www.fhwa.dot.gov). The following TTIP contains a five-year list of priority projects, with complementary project information.

ROAD IMPROVEMENTS			
Recommendations	Action Items/Notes	Timeline	Responsible Parties
1. Develop a road surface maintenance schedule to help meet the goal of maintaining safe Tribal Roads, and designate necessary funds to complete road surface projects as needed.	1.1. Review the Fond du Lac Transportation Facility Inventory (Appendix D) and determine which roads require maintenance.	Short-term	Fond du Lac Reservation
	1.2. Determine road surface budget and external funding opportunities.	Short-term	Fond du Lac Reservation
	1.3. Make road improvements as identified.	Ongoing	Fond du Lac Reservation, Carlton County, St. Louis County, Minnesota Department of Transportation (MnDOT), Bureau of Indian Affairs (BIA), Minnesota Department of Natural Resources (MN DNR)
2. Construct the Tribal Center Campus Trail including new paved trail with parking lot lighting for Headstart and Early Headstart.		Short-term	Fond du Lac Reservation, BIA
3. Reclaim and overlay or reconstruct the housing compound area at interection of Big Lake Road and Trettel Lane.		Short-term	Fond du Lac Reservation, BIA
4. Construct paved Ganawenjigewin Trail towards the Forestry Center.		Short-term	BIA
5. Reclaim and overlay, or reconstruct, Ridge Road and River Road.		Short-term	BIA

6. Grade, improve drainage, lay gravel and bituminous pavement on Belich Road and Belich trail.		Short-term	Fond du Lac Reservation, Carlton County
7. Rebuild existing gravel road on Brookston Road between Lund Road and Demenge Road.		Short-term	Fond du Lac Reservation, Carlton County
8. Grade, improve drainage, lay gravel and bituminous pavement on Sawyer Trail.		Short-term	Fond du Lac Reservation, Carlton County
9. Grade, improve drainage, lay gravel and bituminous pavement on Lockling Road.		Short-term	Fond du Lac Reservation, BIA
10. Grade, improve drainage, lay gravel and bituminous pavement on Woullet Road and Coffey Road.		Short-term	Fond du Lac Reservation, BIA
11. Reclaim and overlay, or reconstruct, Blacketter Road, Makwa Road, LV #1 Road, and LV #2 Road.		Short-term	Fond du Lac Reservation, BIA



APPENDIX G: POTENTIAL FUNDING SOURCES

ROAD IMPROVEMENTS FUNDING

Tribal Transportation Program (TTP): The Tribal Transportation Program (TTP) is the largest program in the Office of Federal Lands Highway. Established in 23 U.S.C. 202 to address the transportation needs of Tribal governments throughout the United States, the program is receiving \$465 million in FY 2016, with increases of \$10 million per year to \$505 million in FY 2020, as established in Public Law 114-94, Fixing America's Surface Transportation Act (the FAST Act). The purpose of the TTP is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities. A prime objective of the TTP is to contribute to the economic development, self-determination, and employment of Indians and Native Americans. Learn more at www.flh.fhwa.dot.gov/programs/ttp/

RAISE Discretionary Grants: The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs. This year's awards focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural. Since 2009, the RAISE grant program has provided a combined \$5.1 billion to 421 projects in all 50 states, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, and tribal communities. These federal funds leverage money from private sector partners, states, local governments, metropolitan planning organizations and transit agencies. Learn more at <https://www.transportation.gov/RAISEgrants>

State Funding: The State of Minnesota hosts a number of programs that fund transportation-related projects. The vast majority of state funding for highways in Minnesota is provided by funding from the Trunk Highway Fund (THF), the County State Aid Highway (CSAH) Fund, and the Municipal State Aid Street (MSAS) Fund. These funds are developed with moneys from the Highway User Tax Distribution (HUTD) Fund and then are distributed to counties and municipalities throughout the state.

County Funding: Carlton and St. Louis Counties have implemented a Transportation Sales Tax that collects 0.5% (half of one percent) sales tax; the resulting fund is invested exclusively in transportation-related projects. These funds help the counties seek and implement Federal, State, and Local funding assistance for eligible projects within their jurisdictions. Learn more about St. Louis County's Transportation Sales Tax at www.stlouiscountymn.gov/GOVERNMENT/Departments-Agencies/Public-Works/Transportation-Sales-Tax

TRANSIT IMPROVEMENTS FUNDING

Tribal Transit Program: The Tribal Transit Program provides federally-recognized tribes funding for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services. Learn more at www.transit.dot.gov/funding/grants/grant-programs/tribal-transit-program

Buses and Bus Facilities Grants Program: The Buses and Bus Facilities Grants Program makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Learn more at www.transit.dot.gov/funding/grants/buses-and-bus-facilities-grants-program-5339

Formula Grants for Rural Areas Program: The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Learn more at www.transit.dot.gov/funding/grants/grant-programs/formula-grants-rural-areas-5311

State Funding: The State of Minnesota offers grant opportunities for transit in Greater Minnesota through the Minnesota Department of Transportation (MnDOT). Some applicable grant opportunities include the Rural Transit Program and the Enhanced Mobility of Seniors and Individuals with Disabilities Program. These programs provide financial assistance for public transit services, especially when it comes to capital and operations assistance. Learn more at www.dot.state.mn.us/transit/grants/index.html

NON-MOTORIZED IMPROVEMENTS FUNDING

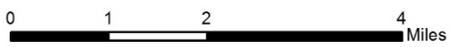
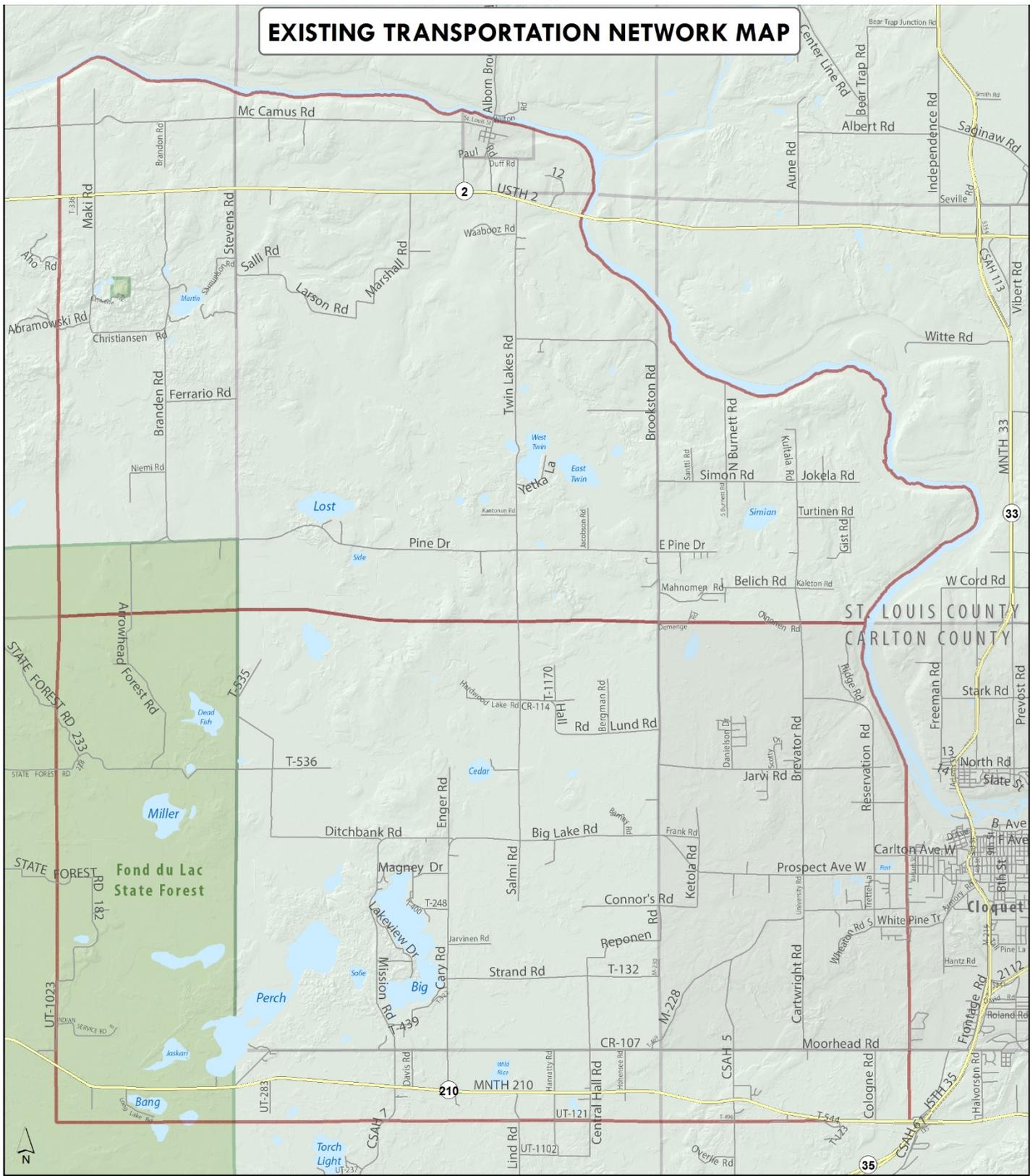
Transportation Alternatives (TA) Program: The Transportation Alternatives (TA) Program is a competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School, and more. Learn more at www.dot.state.mn.us/ta/

Greater Minnesota Regional Parks and Trails Commission (GMRPTC) Legacy Amendment Funds: In 2008, Minnesota voters passed the Clean Water, Land and Legacy Amendment (Legacy Amendment) to the Minnesota Constitution, which increased the state sales tax to partially provide funding for parks and trails development in Minnesota. Established in 2013, the Greater Minnesota Regional Parks and Trails Commission (GMRPTC) took over allocation duties of Legacy Amendment parks and trails funds. Looking to fund regionally significant trails outside of the seven-county metropolitan area, the GMRPTC ranks projects with high, medium, or low merit based on standards set forth in their strategic plan, and then grants regional designation and determines funding recommendations based on these rankings. Learn more at www.gmrptcommission.org

Minnesota Department of Natural Resources Park and Trail Grant Programs: The Minnesota Department of Natural Resources (MN DNR) hosts and manages multiple programs that assist with the development and enhancement of trail facilities throughout Minnesota. Applicable programs include the Federal Recreation Trail Program, the Local Trail Connections Program, and the Regional Trail Grant Program. Learn more at www.dnr.state.mn.us/grants/recreation/index.html

APPENDIX H: MAPS

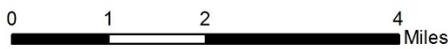
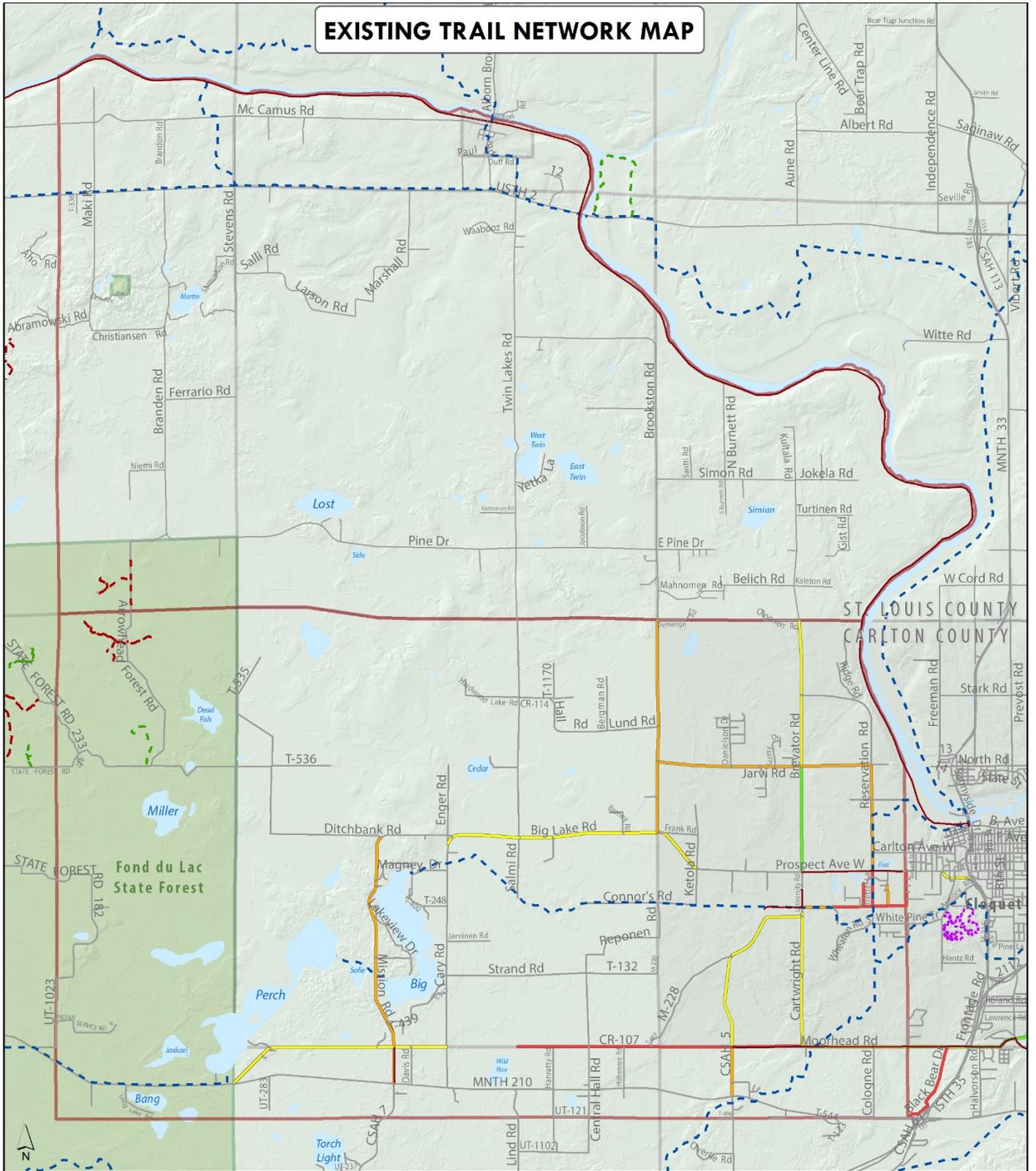
EXISTING TRANSPORTATION NETWORK MAP



ARDC 2016 | Sources: MNDNR, MNDOT, St. Louis County, Carlton County, Healthy Northland

- Cities
- Major Highways
- County/Local Roads
- Reservation Boundaries
- Lakes
- State Forest Boundaries

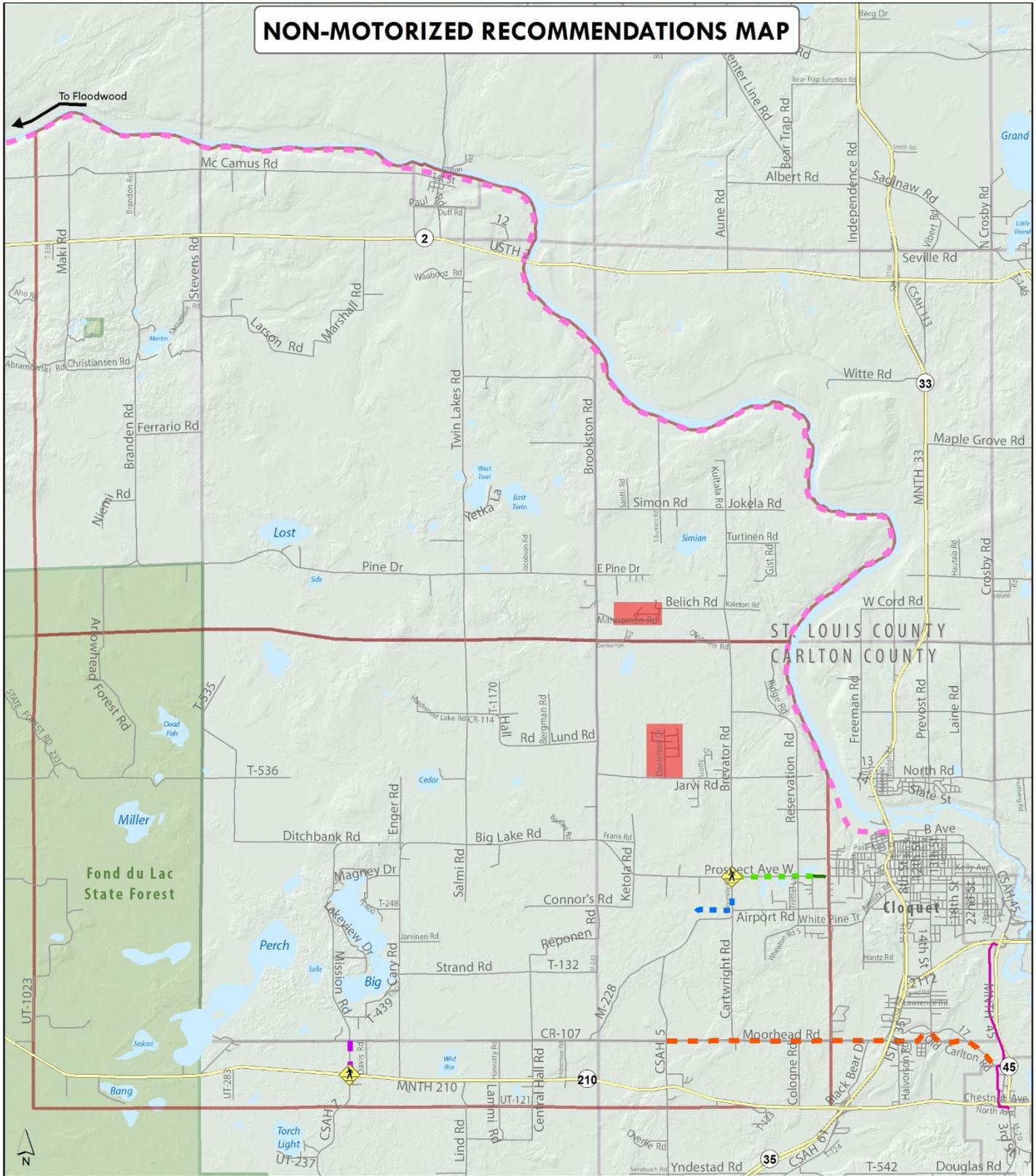
EXISTING TRAIL NETWORK MAP



ARDC 2016 | Sources: MNDNR, MNDOT, St. Louis County, Carlton County, Healthy Northland

- | Trails | Road Shoulder Widths |
|---|--|
| --- ATV | — 1' - 3' |
| --- Snowmobile | — 4' |
| --- Hike | — 5' - 6' |
| --- X Country Ski | — 7' - 10' |

NON-MOTORIZED RECOMMENDATIONS MAP

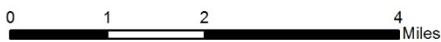
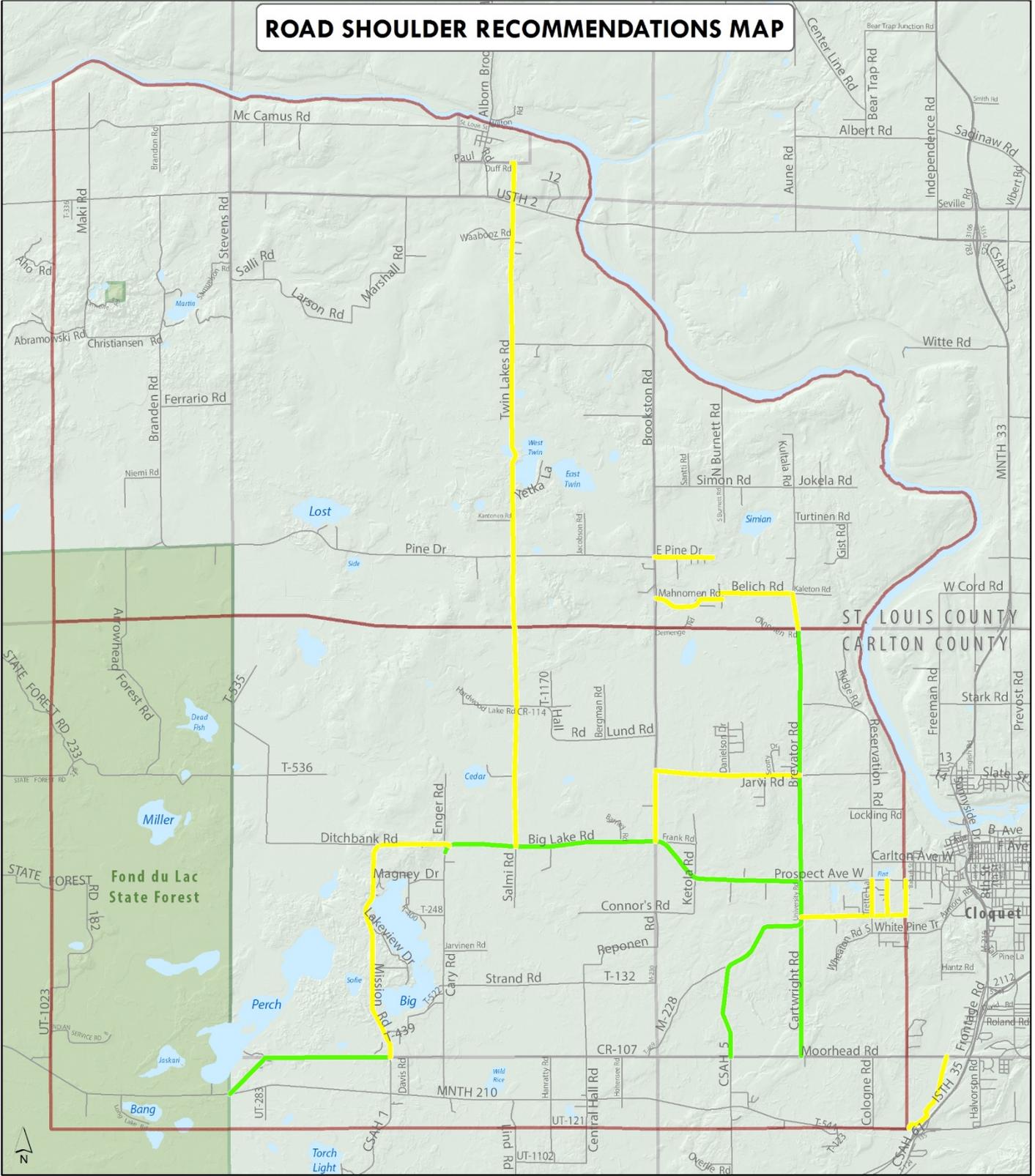


0 0.5 1 2 Miles

ARDC 2016 | Sources: MNDNR, MNDOT, St. Louis County, Carlton County, Healthy Northland

- 58. Big Lake Trail (planned)
- 58. Big Lake Trail (constructed)
- 61. FDL HS to Forestry Center Connection
- 62. St. Louis River Trail Connection
- 63. Mission Road Trail
- 64. St. Louis River Trail Extension
- Existing St. Louis River Trail
- 71. Enhance Crossings
- 67. Construct Sidewalks

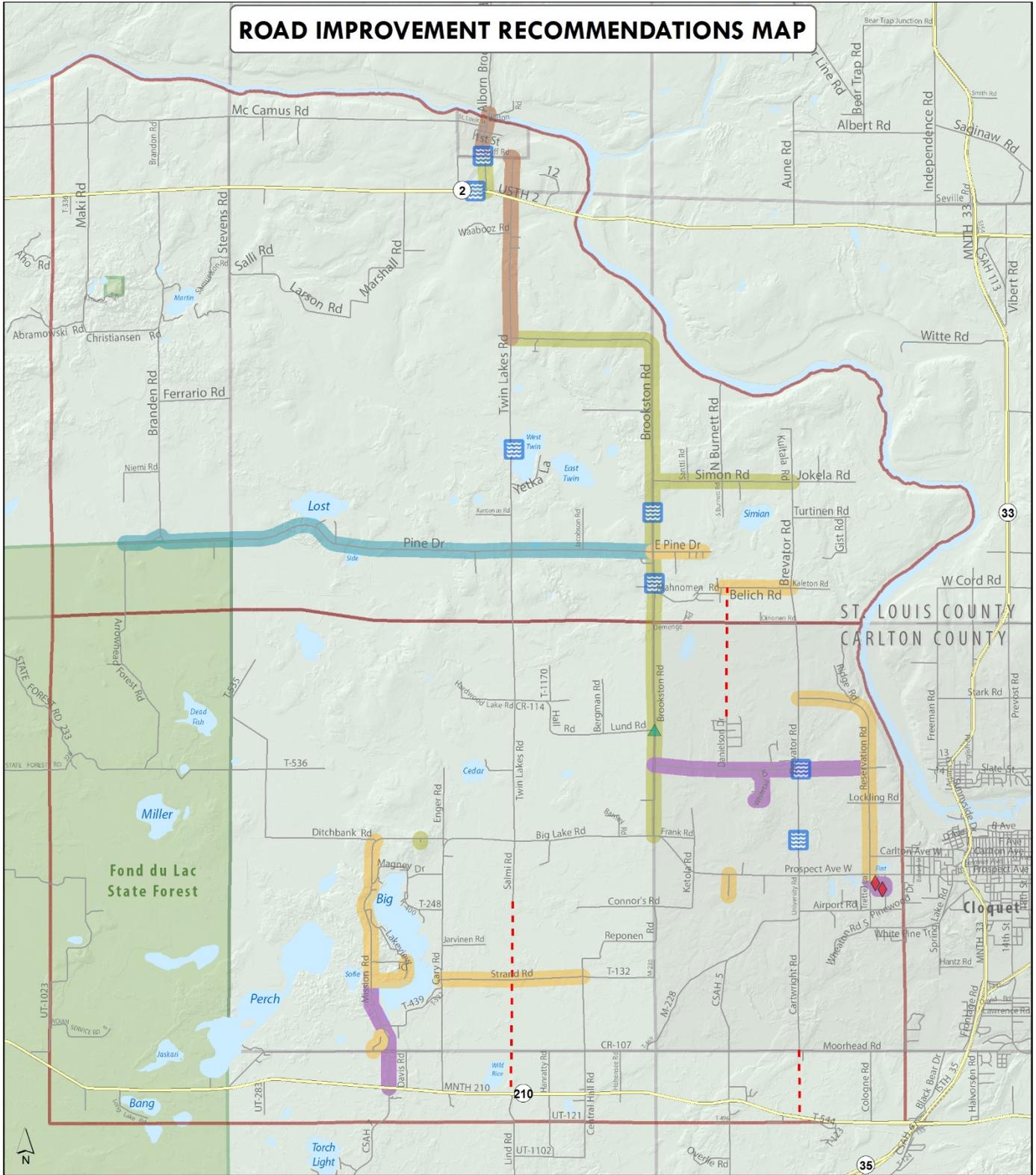
ROAD SHOULDER RECOMMENDATIONS MAP



ARDC 2016 | Sources: MNDNR, MNDOT, St. Louis County, Carlton County, Fond du Lac

- Roads to improve shoulders
- Roads to install signage
- Reservation Boundaries
- All roads

ROAD IMPROVEMENT RECOMMENDATIONS MAP



0 0.5 1 2 Miles

ARDC 2016 | Sources: MNDNR, MNDOT, St. Louis County, Carlton County, Healthy Northland

Recommendations

- Assess Improvements
- Chip Seal

- GRIP Maintenance
- Reclaim & Overlay
- Resurface

- Proposed Road Extensions
- Drainage Rehabilitation

- Flood Mitigation
- Speed Bumps

APPENDIX I: ROAD INVENTORY

Fond du Lac Reservation TTP Inventory (2022)

Route Number	Section Number	Road/Bridge Name	Ownership Code
0001	10	RESERVATION ROAD	1
0001	20	RESERVATION ROAD	1
0002	810	U S HIGHWAY 2	3
0002	820	U S HIGHWAY 2	3
0002	830	U S HIGHWAY 2	3
0002	840	U S HIGHWAY 2 BRIDGE	3
0002	850	U S HIGHWAY 2	3
0002	860	U S HIGHWAY 2	3
0003	10	AGIDAAKI ROAD	2
0004	10	LOCKLING ROAD	1
0005	810	CSAH 5 / BREVATOR ROAD	5
0005	820	CSAH 5 / BREVATOR ROAD	5
0005	830	CSAH 5 / BREVATOR ROAD	5
0005	840	CSAH 5 / UNIVERSITY ROAD	5
0005	850	CSAH 5 / UNIVERSITY ROAD	5
0005	860	CSAH 5	5
0005	870	CSAH 5	5
0006	10	PINE DRIVE	1
0006	20	PINE DRIVE BRIDGE	1
0006	30	PINE DRIVE	1
0007	810	CSAH 7 / BIG LAKE ROAD	5
0007	820	CSAH 7 / BIG LAKE ROAD	5
0007	830	CSAH 7 / BIG LAKE ROAD	5
0008	10	HOULE ROAD	1
0009	10	DANIELSON ROAD	1
0009	20	DANIELSON ROAD	1
0009	810	CSAH 9 / TWIN LAKES DRIVE	5
0010	10	MIGIZI ROAD	1
0011	10	MAHNOMEN ROAD	1
0012	10	RIDGEWOOD ROAD	1
0013	10	TWIN LAKE DRIVE	1
0014	10	BLUE SPRUCE DRIVE	1
0015	10	WHITE SPRUCE DRIVE	1
0016	10	SUGAR MAPLE LANE	1
0017	10	GREY DRIVE	1
0018	10	RIVER ROAD	1
0019	10	GIINIW ROAD	1
0020	10	WAAGOSH ROAD	1
0021	10	ZINGOLS ROAD	1
0022	10	DRAKE DRIVE	1
0023	10	MALLARD DRIVE	1
0024	10	RAVEN DRIVE	1
0025	10	TEAL DRIVE	1
0026	10	LOCKE LANE	1
0027	10	NORTHROP ROAD	1
0028	10	CHURCH ROAD	1
0029	10	RICE LAKE ROAD	1
0031	810	CSAH 31 / TWIN LAKES DRIVE	5
0031	820	CSAH 31	5
0031	830	CSAH 31 BRIDGE	5
0031	840	CSAH 31	5
0050	10	FDL STREETS	1
0050	20	FDL STREETS	1
0060	10	HIGBEE ROAD	1
0070	10	BENESHI ROAD	2
0080	10	SCOTTY DRIVE	1
0080	810	CSAH 80 / BROOKSTON ROAD	5
0080	820	CSAH 80 / BROOKSTON ROAD	5
0086	10	RIDGE ROAD	1
0100	10	MAKWA ROAD	2
0101	10	INDIAN RESERVATION ROAD 101	1
0107	810	CR 107 / CENTRAL HALL ROAD	5
0107	820	CR 107 / CENTRAL HALL ROAD	5
0108	810		5
0110	810	CR 110 / W MOORHEAD ROAD	5
0111	810		5
0111	820		5
0112	810		5
0112	820		5
0113	810	CR 113 / BROOKSTON ROAD	5
0113	820	CR 113 / BROOKSTON ROAD	5
0114	810	CR 114 / JARVI ROAD	5
0114	820	CR 114 / LUND ROAD	5
0115	810	CR 115 / AIRPORT ROAD	5
0120	10	WHITETAIL DRIVE	1
0121	10	WOLF RIDGE ROAD	1
0122	10	WINTER ROAD	1

Coding Guide

Route Number

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- 1 = BIA including other offices within the BIA
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- 3 = State
- 4 = Urban (includes all Federal-aid urban and non-federal-aid urban or municipalities)
- 5 = County and Township
- 6 = Other BIA Offices
- 7 = Other Federal Government departments and/or agencies
- 8 = Other (includes Petroleum & Mining, utility company, or any other agencies, groups, or enterprises not included in one of the others)

Maintenance responsibility does not necessarily rest with the agency, group, or enterprise that is actually performing the work.

*Clear cells are roads; shaded cells are bridges.

Fond du Lac Reservation TTP Inventory (2022)

Route Number	Section Number	Road/Bridge Name	Ownership Code
0123	10	KNOTTY PINE ROAD	1
0124	10	LAKE VIEW DRIVE	2
0125	10	LAKEVIEW DRIVE SOUTH	2
0126	10	LAKEVIEW DRIVE	1
0127	10	MEADOW DRIVE	1
0128	10	FOX DRIVE	1
0129	10	MORNING STAR DRIVE	1
0130	10	MEADOW DRIVE	1
0131	10	BASS CREEK ROAD	1
0132	10	FOREST COURT ROAD	1
0133	10	MEKANA ROAD	1
0210	810	U S HIGHWAY 210	3
0210	820	U S HIGHWAY 210	3
0210	830	U S HIGHWAY 210	3
0210	840	U S HIGHWAY 210	3
0210	850	U S HIGHWAY 210	3
0635	810	CHRISTIANSON ROAD	5
0845	810	CR 845 / MAKI ROAD	5
0845	820	CR 845 / MAKI ROAD	5
0846	810	CR 846 / NIEMI ROAD	5
0847	810	CR 847 / BRANDON ROAD	5
0848	810	CR 848 / STEVENS ROAD	5
0850	810	CR 850 / SALLI ROAD	5
0851	810	CR 851 / PINE DRIVE	5
0851	820	CR 851 / PINE DRIVE	5
0855	810	CR 855 / MARSHALL ROAD	5
0856	810	CR 856 / MCMANUS ROAD	5
0861	810	CR 861 / PAUL ROAD	5
0862	810	CR 862 / DUFF ROAD	5
0863	810	CR 863	5
0863	820	CR 863	5
0864	810		5
0882	810	CR 882 / LARSEN ROAD	5
0895	810	CR 895 / FERRARIO ROAD	5
1000	810	TR 336 / ARROWHEAD TOWNSHIP ROAD	5
1001	810	AHO ROAD	5
1003	810	AXTELL ROAD	5
1007	810	TR 345 / SANTTI ROAD	5
1008	810	TR 5719 / NORTH BURNETT ROAD	5
1009	810	SOUTH BURNETT ROAD	5
1010	810	TR 352 / SIITER ROAD	5
1011	810	TR 348 / JOKELA ROAD	5
1012	810	TR 348 / KUKTULA ROAD	5
1013	810	TR 349 / TURTINEN ROAD	5
1014	810	TR 3617 / GIST ROAD	5
1015	810	INDIAN RESERVATION ROAD 61 / BELICH ROAD	5
1016	810	TR 351 / KALETON ROAD	5
1019	810	TR 3983 / SAMUELSON ROAD	5
1022	810	TR 329 / WIDSTROM ROAD	5
1023	810	THIRD AVENUE (BROOKSTON)	4
1024	810	FIRST STREET (BROOKSTON)	4
1025	810	SECOND STREET (BROOKSTON)	4
1027	810	TR 3444 / DEMENGE ROAD	5
1029	810	OINONEN ROAD	5
2000	810	TR 343 / COLOGNE ROAD	5
2001	810	TR 332 / SWENSON ROAD	5
2002	810	TR 1138 / IVERSON LANE	5
2003	810	TR 329 / REPONEN ROAD	5
2004	810	NORWAY ROAD	1
2005	810	UTR 305 / LAMMI ROAD	5
2005	820	UTR 305 / LAMMI ROAD	5
2006	810	HIGBEE ROAD	1
2007	810	UTR 313 / HOHENSEE ROAD	5
2008	810	TR 328 / CONNOR ROAD	5
2009	810	TR 132 / STRAND ROAD	5
2010	810	UTR 539 / LIND ROAD	5
2010	820	UTR 539 / LIND ROAD	5
2011	810	DAVIS ROAD	5
2012	810	UTR 283 / OLESIAK ROAD	5
2014	810	UTR 227 / LONG LAKE ROAD	5
2015	810	UTR 1024 / CORONA ROAD	5
2016	810	UTR 2023 / SPIRIT LAKE ROAD	5
2016	820	SPIRIT LAKE ROAD	5
2017	810	UTR 143 / PARVIANEN ROAD	5
2018	810	S L STATE FOREST ROAD	5
2019	810	KARI ROAD	5
2020	810	KETOLA ROAD	5
2021	810	NORTH WHEATON ROAD	4
2022	810	SOUTH WHEATON ROAD	4
2023	810	CR 114 / TRETTEL LANE	5

Coding Guide

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*Clear cells are roads; shaded cells are bridges.

Fond du Lac Reservation TTP Inventory (2022)

Route Number	Section Number	Road/Bridge Name	Ownership Code
2024	810	SWANSON ROAD	4
2025	810	TR 496 / JOHNSON ROAD	4
2026	810	WOLLETT ROAD	4
2027	810	CARTWRIGHT ROAD	4
2028	810	FRANK ROAD	4
2030	810	TR 311 / BERGMAN ROAD	5
2031	810	TR 160 / SIMION CREEK DRIVE	5
2032	810	TR 159 / HARDWOOD LAKE ROAD	5
2033	810	TR 528 / CEDAR LAKE ROAD	5
2035	810	TR 303 / KOTIRANTA ROAD	5
2036	810	TR 304 / SALMI ROAD	5
2037	810	TR 191 / ENGER ROAD	5
2038	810	TR 421 / DITCBANK ROAD	5
2040	810	TR 1172 / MAGNEY DRIVE	5
2041	810	TR 248 / HOMESTEAD ROAD	5
2042	810	TR 138 / JARVINEN ROAD	5
2043	810	TR 522 / PINE GROVE DRIVE	5
2044	810	TR 439 / MAPLE DRIVE	5
2045	810	TR 524 / LAKEVIEW DRIVE	5
2046	810	TR 128 / BOB DRIVE	5
2047	810	TR 399 / BROWER DRIVE	5
2048	810	CR 25 / MISSION ROAD	5
2049	810	CSAH 26 / MOORHEAD ROAD	5
2050	810	CARLTON AVENUE WEST	4
2051	810	TR 337 / PFEIFER ROAD	4
2053	810	UTR 1104 / BUSCKO ROAD	5
2054	810	HANRATTY ROAD	5
2055	810	UTR 239 / SOUKALA DRIVE	5
2060	810	RUSTIC LANE	1
2061	810	UTR 1055 / T541/CARY ROAD	5
2062	810	PERCH LAKE ROAD	5
2063	810	TR 525 / WATKINS SPUR ROAD	5
2064	810	TR 1223 / WELTER ROAD	5
2066	810	BAYVIEW DRIVE	5
2067	810	TR 400 / LYNDHURST BAY DRIVE	5
2068	10	WHITE PINE TRAIL	4
2068	20	WHITE PINE TRAIL	4
2070	10	INDIAN RESERVATION ROAD 89 / WAABOOZ ROAD	2
2071	10	WEST LAKE ROAD	2
2072	10	GINEBAG ROAD	2
2073	10	AMIK ROAD	2
2074	10	AGAAMIG ROAD	2
2075	10	BASWEWE ROAD	2
2076	10	INDIAN RESERVATION ROAD 92 / DEVERY ROAD	2
2077	10	BLACK BEAR ROAD	2
2078	10	BLACKETTER ROAD	2
2079	10	OMBENDAM ROAD	2
2080	10	CAMP DAVID ROAD	1
2081	10	DAGWAAGIN ROAD	2
2083	10	COFFEY ROAD	2
2084	10	ZHIMAAGANISHAG ROAD	2
2085	10	OGICHIDAAG ROAD	2
2086	10	OGICHIDAAKWEWAG ROAD	2
2094	10	GITIGAANING ROAD	2
2095	10	OJIBWE SCHOOL ROAD	2
2096	10	NEW BLACK BEAR DRIVE	2
2097	10	WHISPERING PINES DRIVE	2
2098	10	LOCKLING ROAD WEST	2
2099	10	JOHN SMITH ROAD	2
2100	10	LAKEVIEW 1	2
2101	10	EAST CEDAR LAKE ROAD	2
2102	10	DFAULT TRAIL	2
2103	10	SOFIE LAKE ROAD	4
2104	10	WISCONSIN POINT DRIVE	4
2105	10	EAST 11ST STREET	2
2106	10	LAW ENFORCEMENT ROAD	2
2107	10	BROOKSTON ELDERLY ROAD	2
2108	10	LOOP DRIVE	2
2109	10	FOND DU LAC HOMES STREET WEST	2
2110	10	CHILD CARE ROAD	2
2111	10	YOUTH SHELTER ROAD	2
5001	10	BLACK BEAR TRAIL	2
5001	20	BLACK BEAR TRAIL	2
5002	10	GKINOO AMON TRAIL	1
5003	10	SAWYER TRAIL	1
5005	10	FOND DU LAC CAMPUS TRAIL	2
5006	10	MAHNOMEN TRAIL	2
5008	10	BLACK BEAR - FDLTCC - CARLTON TRAIL	2
5009	10	BROOKSTON TRAIL	2
5010	10	SAWYER-CLOQUET TRAIL	2

Coding Guide

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Ownership Code

Ownership code is the one digit numerical code that identifies the entity that owns the ROW and is responsible for the maintenance of the section of a road, bridge or other facility being inventoried.

1 = BIA including other offices within the BIA

2 = Tribe

3 = State

4 = Urban (includes all Federal-aid urban and non-federal-aid urban or municipalities)

5 = County and Township

6 = Other BIA Offices

7 = Other Federal Government departments and/or agencies

8 = Other (includes Petroleum & Mining, utility company, or any other agencies, groups, or enterprises not included in one of the others)

Maintenance responsibility does not necessarily rest with the agency, group, or enterprise that is actually performing the work.

*Clear cells are roads; shaded cells are bridges.

Fond du Lac Reservation TTP Inventory (2022)

Route Number	Section Number	Road/Bridge Name	Ownership Code
P001	10	SUPP HOUSING PL 1	2
P002	10	SUPP HOUSING PL 2	2
P003	10	SUPP HOUSING PL 3	2
P004	10	TRIBAL CENTER	2
P005	10	OJIBWE SCHOOL	2
P006	10	HEAD START	2
P007	10	RESOURCE MANAGEMENT	2
P008	10	CONSTRUCTION	2
P009	10	HUMAN SERVICES	2
P010	10	HOUSING	2
P011	10	BROOKSTON CENTER	2
P012	10	SAWYER CENTER	2
P013	10	PROPANE COMPANY	2
P014	10	BLACK BEAR CASINO	2
P015	10	GAS & GROCERY	2
P016	10	FOOD DISTRIBUTION	2
P017	10	SAWYER APARTMENTS	2
P018	10	CLOQUET ELDERLY	2
P019	10	ASSISTED LIVING	2
P020	10	VETERANS	2
P021	10	APARTMENT	2
P029	10	GITGAANING PARKING LOT	2
P030	10	CULTURAL CENTER PARKING LOT #2	2
P031	10	RESOURCE MANAGEMENT PARKINGLOT	2
P032	10	LAW ENFORCEMENT PARKING LOT	2
P033	10	TAGWII PARKING LOT	2
P034	10	OLD TAGWII PARKING LOT	2
P035	10	BROOKSTON ELDERLY PARKING LOT	2
P036	10	CHILD CARE PARKING LOT	2
P037	10	SAWYER CEREMONIAL HALL PARKING LOT	2
P038	10	BROOKSTON YOUTH SHELTER PARKING LOT	2

Coding Guide

Route Number

All routes are identified with a BIA route number. This is an alpha-numeric code of exactly four digits left-padded with zeros when necessary.

Section Number

The section number identifies a section within a route. Sections are usually numbered 10, 20, 30 and so on in one of the orders that the sections would be traversed during travel.

Road/Bridge Name

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**ARDC
Planning**
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If you have questions about this plan, please contact the Arrowhead Regional Development Commission (ARDC) at 218-722-5545 or info@ardc.org. To learn more about ARDC, please visit www.ardc.org.