

2020 TRIBAL TRANSPORTATION PROGRAM LONG RANGE TRANSPORTATION PLAN & ROADWAY INVENTORY UPDATE

Pueblo of Zuni

Southwest Regional Office - Bureau of Indian Affairs



Prepared by:



2020

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5704 FORMS PER SECTION

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INTRODUCTION

I-1 ORGANIZATION OF THE STUDY

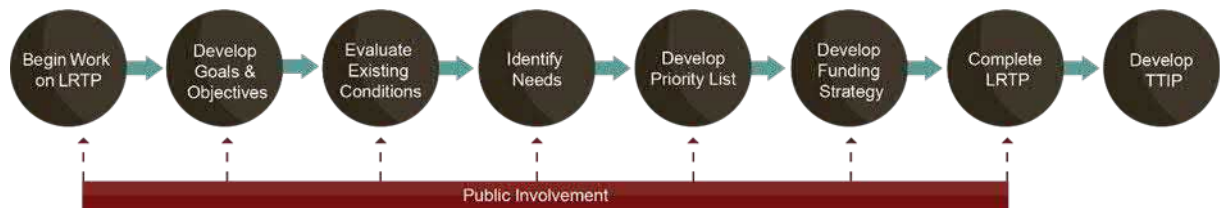
The Long Range Transportation Plan (LRTP) is presented in four parts designed to communicate concise information pertaining to the Tribal Transportation Program's National Tribal Transportation Facilities Inventory (TTP-NTTFI) and planning process. The parts are:

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

INTRODUCTION (CONT.)

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

I-2 TRANSPORTATION PLANNING



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

I-3 TRIBAL TRANSPORTATION PLANNING

The tribal transportation planning market adds complexity to the transportation planning process as each tribal entity is a separate sovereign nation within the United States. There are currently 573 federally recognized tribes in the U.S. Tribes across the country have varying levels of success developing and maintaining working relationships with other regional jurisdictions for various reasons. In the past several decades, many cooperative relationships have been forged and it is becoming more and more common to have tribal representation within regional transportation stakeholder planning organizations. Where these cooperative relationships have formed, both the tribe and the outside jurisdictions have seen mutually beneficial improvements to the region's transportation facilities. Typically, the more transportation stakeholders incorporated in regional transportation planning, the better. One of the main benefits of these relationships is the expanded resume of potential funding opportunities available for transportation planning and projects.

INTRODUCTION (CONT.)

I-4 GOVERNING REGULATIONS AND FUNDING SOURCE

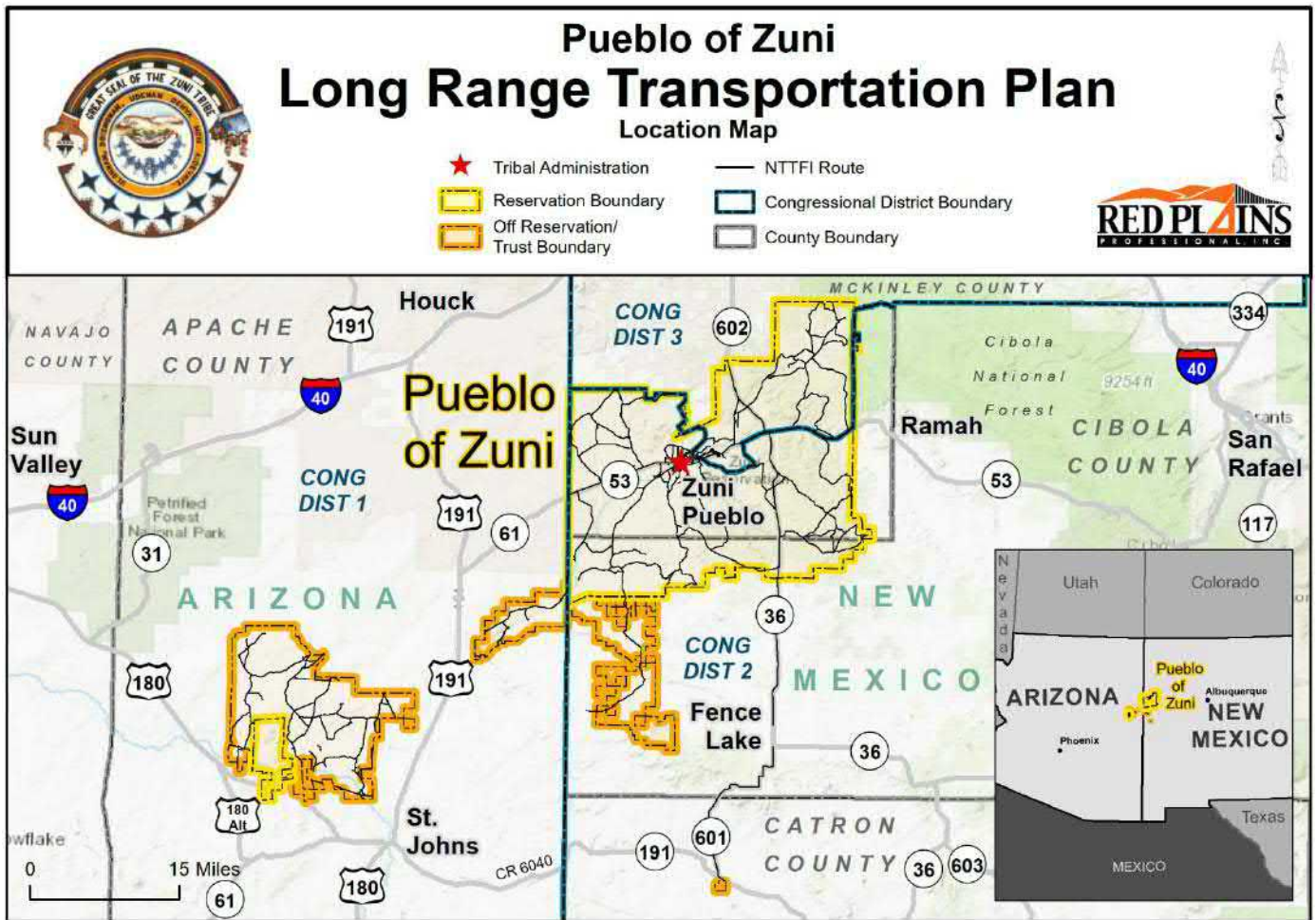
This section provides an overview of the TTP governing regulations and the funding source utilized to fund this LRTP update. Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on June 29, 2012. The Indian Reservation Roads Program (IRR) was renamed the Tribal Transportation Program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

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

I-5 PROJECT SCOPE OF WORK

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

INTRODUCTION (CONT.)



I-6 THE PUEBLO OF ZUNI

The Zuni Tribe is a federally recognized Indian tribe listed pursuant to 25 U.S.C. 479a-1. The Zuni Indian Reservation is located primarily in McKinley County in Northwestern New Mexico, Southwest of the city of Gallup, with some portions located in Cibola and Catron Counties, and in Apache County, Arizona. The reservation covers several parcels of land, with the Village of Zuni within the U.S. Geological Survey (USGS) Zuni 7.5-minute quadrangle in Section 28 of Township 10N, Range 19W New Mexico Principal Meridian. The Tribe's Reservation lands consist of approximately 704.4 square miles in New Mexico and an additional 19.5 square miles in Arizona.

The Zuni Tribe is a self-governance tribe in accordance with the Indian Self-Determination and Education Assistance Act, P.L. 93-638, as amended, and the Indian Self-Determination Act Amendments, Title I, and Self-Governance Permanent Authorization, Title II, P.L. 103-413, and 25 U.S.C. 403(b), 25 U.S.C. 450 et seq., and 25 U.S.C. 458aa-458hh.

In 2009 the Zuni Tribe entered into an agreement with the Federal Highway Administration (FHWA) under the authority granted by Chapter 2 of Title 23, United States Code, as amended by Section 1119 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L. 112-141. This agreement authorizes

INTRODUCTION (CONT.)

the Tribe to perform the planning, research, design, engineering, construction, and maintenance of highway, road, bridge, parkway, or transit facility programs or projects that are located on or which provide access to Zuni Tribe of the Zuni Reservation. This agreement was made pursuant to 23 U.S.C. 202(b)(7) and 25 CFR Part 170, as amended by section 1119 of MAP-21, and in accordance with the Indian Self-Determination and Education Assistance Act, Pub. L. 93-638, as amended.

The purposes of this agreement are as follows:

- To transfer to the Tribe all of the functions and duties that the Secretary of the Interior would have performed with respect to a program or project under Chapter 2 of Title 23, United States Code.
- To carry out the FHWA statutory requirements pursuant to Section 1119 of MAP-21.
- To provide the Tribe or its designee its formula share of TTP funds pursuant to the FAST Act and 25 CFR Part 170.

The Bureau of Indian Affairs' Southwest Regional Office shall continue to receive the funds identified in 23 U.S.C. 202(a)(6) for certain program management and oversight activities.

I-6.1 PHYSICAL DESCRIPTION

The reservation's topography is characterized by rocky steep slopes and desert land. The elevation of the reservation ranges from approximately 6,030 feet above mean sea level near the Southwest corner, to about 7,700 feet in the mountains near the southeast corner. The Zuni River is the main waterway within the reservation. Significant development occurs along the Zuni River as it flows generally west/southwest and passes near the Village of Zuni as well as residential areas within New Mexico and both parcels in Arizona. Several other major drainages cross the Zuni Reservation (flowing generally in a westerly direction) including Rio Nutria, Rio Pescado, Galestina Canyon, Knifehill Canyon, Plumasano Wash, Bosson Wash, Oak Wash in New Mexico; and the Little Colorado River and Hardscrabble Wash in Arizona, among others.

I-6.2 CLIMATE

The climate of Zuni Indian Reservation is considered to be a mild, semi-arid continental type with mild to warm summers and mild winters. The air is normally clear with low humidity. Most of the annual precipitation occurs in the form of summer thunderstorms, usually of short duration, resulting from the inflow of warm, moist air from the Baja Gulf region. Occasionally precipitation occurs as a result of an intrusion of moisture from the Gulf of Mexico. The prevalence of frontal activity in the area, especially in the winter and early spring seasons, is often accompanied by rain or snow. The average annual precipitation for Zuni is 13 inches. More than 50 percent of the precipitation falls between July and October. The hottest month is July with an average annual maximum temperature of 88° F. January is the coldest month with an average annual minimum temperature of 16° F.

INTRODUCTION (CONT.)

I-6.3 DEMOGRAPHICS

Population and Housing Characteristics

According to the 2014-2018 US Census Bureau American Community Survey estimates, the latest available data, the Pueblo of Zuni's population is 14,800. Residential development for tribal members on the reservation consists of approximately 2,219 housing units with 1,850 currently occupied.

Land Ownership

The main part of the Zuni Indian Reservation borders Arizona to the west and the Ramah Navajo Indian Reservation to the east. The reservation is also surrounded by the Painted Cliffs, the Zuni Mountains and the Cibola National Forest. The New Mexico sections include the Zuni Salt Lake located in Catron County. The Arizona sections of the reservation include an area contiguous to the New Mexico section, and a separate section near St. Johns. The Zuni Pueblo's total land area is approximately 723.87 square miles in New Mexico and Arizona. All of the land within the Zuni Indian Reservation is held in trust by the United States Government for the benefit of the Zuni Indian Tribe. Approximately 1212.85 acres are allotted parcels which, under certain conditions, can be passed down through inheritance.

Existing Land Use

The majority of the land use is agricultural and includes farmland, rangeland, and woodland. The majority of residential, commercial, and institutional development is located along or within a short distance of State Highway 53 in the Village of Zuni and throughout the community of Black Rock, primarily along Route Z301. There are approximately 70 businesses within the Zuni reservation.

Residential:

Most residential development is concentrated within the Village of Zuni, at the Black Rock community, and at the Bluebird Housing Development.

Commercial:

Commercial activity is primarily tourist-related and is located in or near the Village of Zuni.

Institutional:

This includes Tribal offices, law enforcement (including judicial), schools, health care facilities, emergency services, other government offices/services, and community services including senior services. Most of these facilities are located within or near the Village of Zuni or the Black Rock community.

INTRODUCTION (CONT.)

I-7 GOVERNMENT/LAW ENFORCEMENT

Government

The Zuni Tribe is governed by an elected governor, lieutenant governor, and a six-member Tribal Council with elections being held every four years. The governor is the administrative head of the Tribal Council, which is the final decision-making body on the reservation. The council oversees finances, business decisions, taxes and contracts.

Law Enforcement

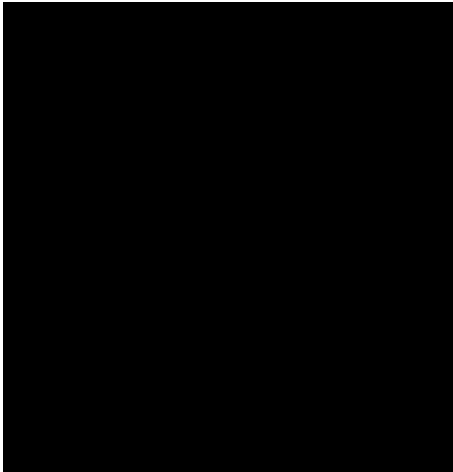
Criminal law enforcement is provided by the Pueblo of Zuni Police Department in conjunction with the various County Sherriff's Departments and the Arizona and New Mexico State Police.

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

1-1 OFFICIAL TTP INVENTORY SUMMARY

The Pueblo of Zuni’s Official TTP inventory was last comprehensively updated in 2014. Small updates and additions have been processed since the 2014 update in an attempt to add project roads and facilities to the inventory. Most have been successful to date while there are still some past inventory routes and sections that are currently under the review process of the BIA-SWRO and BIA-DOT. All of the data in this section are direct exports from the Roads Inventory Field Data System (RIFDS). The RIFDS program is maintained at the BIA-DOT offices in Albuquerque, New Mexico. In order to obtain access into the program, the government requires a background check and authorized security clearance. Red Plains currently has five (5) users authorized to access the Tribe’s inventory records.

This section will identify only the facilities that are listed as “Official” in the Tribe’s existing TTP inventory. In APPENDIX C of the report, you will find the inventory summary tables that have been printed directly out of the RIFDS Program on 3/20/2020. The following table indicates the route summary of the official 234 Routes, 445 Sections, and total of 667.4 miles of TTP inventory facilities.



PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)	
		ID Number	Length (ft)						
0002	4			1 - BIA		10	2.0	16.5	
0002	4			1 - BIA		20	1.2		
0002	4	M418	180	1 - BIA		30			
0002	4			1 - BIA		40	1.6		
0002	4	M406	126	1 - BIA		50			
0002	4			1 - BIA		60	1.6		
0002	4			1 - BIA		70	4.6		
0002	4			1 - BIA		80	4.8		
0002	4			1 - BIA		90	0.5		
0002	4			1 - BIA		100	0.2		
0003	5			1 - BIA		10	8.2	13.8	
0003	4			1 - BIA		20	1.9		
0003	5			1 - BIA		30	3.7		
0004	2			1 - BIA		10	0.3	4.8	
0004	2	0000000000M413	181	1 - BIA		20			
0004	2			1 - BIA		30	4.5		
0005	4			1 - BIA		10	0.6	14.4	
0005	4	M401	161	1 - BIA		20			
0005	4			1 - BIA		30	7.1		
0005	4	M412	53	1 - BIA		40			
0005	4			1 - BIA		50	2.6		
0005	4	M415	64	1 - BIA		60			
0005	4			1 - BIA		70	0.8		
0005	4	M416	103	1 - BIA		80			
0005	4			1 - BIA		90	0.4		
0005	4			1 - BIA		100	1.0		
0005	4			1 - BIA		110	1.9		
0007	4			1 - BIA		10	1.5		13.4
0007	4			1 - BIA		20	3.4		
0007	4			1 - BIA		30	6.8		
0007	4			1 - BIA		40	1.7		
0008	5			1 - BIA		10	1.6	19.1	
0008	5			1 - BIA		20	1.2		
0008	5			1 - BIA		30	6.4		
0008	5			1 - BIA		40	6.0		
0008	5			1 - BIA		50	2.4		
0008	5			1 - BIA		60	0.6		
0008	5			1 - BIA		70	0.9		
0009	5			1 - BIA		10	9.2	9.2	

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PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)	
		ID Number	Length (ft)						
0010	5			1 - BIA		10	3.2	3.3	
0010	4			1 - BIA		20	0.1		
0011	4			1 - BIA		10	3.9	16.5	
0011	4			1 - BIA		20	7.8		
0011	4			1 - BIA		40	1.9		
0011	4			1 - BIA		50	1.6		
0011	4			1 - BIA		60	1.0		
0011	4			1 - BIA		70	0.2		
0011	4	M419	90	1 - BIA		80			
0011	4			1 - BIA		90	0.1		
0012	5			1 - BIA		10	9.1		11.1
0012	4			1 - BIA		20	2.0		
0013	5			1 - BIA		10	3.1	18.8	
0013	5			1 - BIA		20	7.2		
0013	5			1 - BIA		30	0.9		
0013	5			1 - BIA		40	7.6		
0014	5			1 - BIA		10	18.4	33.2	
0014	4			1 - BIA		20	5.4		
0014	4			1 - BIA		30	9.4		
0015	5			1 - BIA		10	1.5	19.4	
0015	5			1 - BIA		20	10.7		
0015	4			1 - BIA		30	7.2		
0016	5			1 - BIA		10	3.9	3.9	
0017	5			1 - BIA		10	3.7	4.5	
0017	4			1 - BIA		20	0.8		
0018	4			2 - TRIBE		10	0.6	1.4	
0018	4			1 - BIA		20	0.3		
0018	4			1 - BIA		30	0.5		
0019	4			1 - BIA		10	0.3	1.5	
0019	4			1 - BIA		20	1.2		
0020	5			1 - BIA		10	2.1	2.1	
0021	5			1 - BIA		10	3.8	5.0	
0021	4			1 - BIA		20	1.2		
0022	5			1 - BIA		10	1.2	20.5	
0022	5			1 - BIA		20	1.0		
0022	5			1 - BIA		30	0.9		
0022	5			1 - BIA		40	5.9		
0022	5			1 - BIA		50	1.1		

PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0022	5			1 - BIA		60	6.5	
0022	5			1 - BIA		70	1.2	
0022	5			1 - BIA		80	2.7	
0023	4			1 - BIA		10	6.2	6.2
0024	4			1 - BIA		10	5.6	5.6
0025	5			1 - BIA		10	1.4	3.6
0025	5			1 - BIA		20	0.1	
0025	5			1 - BIA		30	2.1	
0026	5			1 - BIA		10	2.8	2.8
0027	4			1 - BIA		10	0.3	0.3
0028	5			1 - BIA		10	2.1	5.2
0028	5			1 - BIA		20	1.0	
0028	5			1 - BIA		30	2.1	
0030	5			1 - BIA		10	2.3	2.3
0031	5			1 - BIA		10	1.8	1.8
0032	4			1 - BIA		10	5.6	5.6
0032	4	M403	107	1 - BIA		20		
0033	8			1 - BIA		10	1.4	9.6
0033	5			1 - BIA		20	2.9	
0033	5			1 - BIA		30	4.1	
0033	8			1 - BIA		40	1.2	
0034	5			1 - BIA	34	10	10.0	10.0
0035	5			1 - BIA	35	10	0.6	1.6
0035	5			1 - BIA	35	20	1.0	
0036				3 - STATE	00063	810	11.1	15.2
0036				3 - STATE	00063	820	4.1	
0037	5			1 - BIA	37	10	8.0	8.0
0038	4			1 - BIA		10	6.1	7.5
0038	4			1 - BIA		20	1.4	
0039	4			1 - BIA		10	3.6	9.3
0039	4			1 - BIA		20	5.7	
0040	5			1 - BIA	40	10	3.3	3.6
0040	5			1 - BIA	40	20	0.3	
0041	8			1 - BIA	41	10	1.3	5.6
0041	5			1 - BIA	41	20	3.6	
0041	5			1 - BIA	41	30	0.7	
0042	5			1 - BIA	42	10	4.7	5.4
0042	5			1 - BIA	42	20	0.7	

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PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0043	5			1 - BIA	43	10	4.0	4.0
0044	5			1 - BIA	44	10	3.0	3.0
0045	4			1 - BIA		10	0.3	0.3
0046	4			2 - TRIBE		10	0.5	0.5
0047	5			1 - BIA		10	3.6	3.6
0048	4			1 - BIA		10	0.5	3.6
0048	4			1 - BIA		20	3.1	
0049	4			1 - BIA		10	0.5	0.5
0050	5			1 - BIA	50	10	1.5	1.5
0053	2			3 - STATE	53	10	10.3	62.1
0053	2			3 - STATE	53	20	0.8	
0053	2			3 - STATE	53	30	2.4	
0053	2	7564	94	3 - STATE		40		
0053	2			3 - STATE	53	50	0.3	
0053	2			3 - STATE	53	60	2.3	
0053	2			3 - STATE	53	70	5.1	
0053	2	000000000008500	27	3 - STATE		80		
0053	2			3 - STATE	53	90	6.4	
0053	2	000000000008675	146	3 - STATE		100		
0053	2			3 - STATE	53	110	3.0	
0053				3 - STATE		810	31.5	
0056	5			1 - BIA	56	10	2.4	5.4
0056	5			1 - BIA	56	20	3.0	
0057	3			2 - TRIBE		10	0.2	0.2
0058	5			1 - BIA	58	10	0.5	0.9
0058	5			1 - BIA	58	20	0.4	
0059	4			1 - BIA		10	1.1	1.6
0059	4			1 - BIA		20	0.5	
0061	3			1 - BIA	61	10	0.1	0.1
0062	4			1 - BIA		10	0.3	0.3
0063	4			1 - BIA		10	0.4	0.4
0064	4			7 - OTHER FEDERAL	83775	10	0.5	0.5
0065	5			1 - BIA	65	10	0.7	0.8
0065	5			1 - BIA	65	20	0.1	
0066	4			1 - BIA		10	10.0	10.0
0067	5			1 - BIA	0067	10	0.3	0.3
0068	4			1 - BIA		10	4.8	4.8

PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0069	4			1 - BIA		10	1.6	1.6
0070	4			1 - BIA		10	2.1	2.1
0071	4			1 - BIA		10	1.3	1.3
0072	4			1 - BIA		10	0.3	0.3
0073	4			1 - BIA		10	0.8	0.8
0074	4			1 - BIA		10	6.0	6.0
0075	4			1 - BIA		10	1.6	1.6
0076	4			1 - BIA		10	0.9	0.9
0077	4			1 - BIA		10	0.8	0.8
0078	5			1 - BIA		10	11.4	11.4
0079	5			1 - BIA		10	2.4	2.4
0080	5			2 - TRIBE		10	1.5	1.5
0082	5			2 - TRIBE		10	1.1	1.1
0083	5			2 - TRIBE		10	1.5	1.5
0084	5			2 - TRIBE		10	0.8	0.8
0085	5			2 - TRIBE		10	0.7	0.7
0086	5			2 - TRIBE		10	1.1	1.1
0087	5			2 - TRIBE		10	1.6	1.6
0088	5			2 - TRIBE		10	1.5	1.5
0089	5			2 - TRIBE		10	2.5	2.5
0090	5			2 - TRIBE		10	3.2	3.2
0091	8			1 - BIA		10	1.6	1.6
0092	3			2 - TRIBE		10	0.1	0.1
0093	3			2 - TRIBE		10	0.1	0.1
0094	4			2 - TRIBE		10	0.7	2.2
0094	4			2 - TRIBE		20	1.5	
0095	5			1 - BIA		10	0.9	4.4
0095	5			1 - BIA		20	1.8	
0095	5			1 - BIA		30	1.0	
0095	5			1 - BIA		40	0.7	
0096	5			1 - BIA		10	6.5	6.5
0097	5			1 - BIA		10	1.1	1.1
0098	3			2 - TRIBE		10	0.3	0.3
0099	3			2 - TRIBE		10	0.2	0.2
0100	3			2 - TRIBE		10	0.1	0.1
0101	3			2 - TRIBE		10	0.2	0.2
0102	3			2 - TRIBE		10	0.3	0.6

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PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0547	3			1 - BIA		10	0.2	0.2
0548	3			1 - BIA		10	0.2	0.2
0549	3			1 - BIA		10	0.1	0.1
0550	3			1 - BIA		10	0.3	0.3
0551	3			1 - BIA		10	0.2	0.2
0552	3			1 - BIA		10	0.2	0.2
0553	3			1 - BIA		10	0.2	0.2
0554	3			1 - BIA		10	0.1	0.2
0554	3			1 - BIA		20	0.1	
0555	3			1 - BIA		10	0.1	0.6
0555	3			1 - BIA		20	0.5	
0556	3			1 - BIA		10	0.2	0.2
0557	3			1 - BIA		10	0.1	0.1
0558	3			1 - BIA		10	0.2	0.2
0559	3			1 - BIA		10	0.2	0.2
0560	3			1 - BIA		10	0.2	0.2
0561	3			1 - BIA		10	0.5	0.5
0562	3			1 - BIA		10	0.2	0.2
0563	3			1 - BIA		10	0.1	0.1
0564	3			1 - BIA		10	0.3	0.3
0565	3			1 - BIA		10	0.1	0.1
0566	3			1 - BIA		10	0.1	0.1
0567	3			1 - BIA		10	0.1	0.1
0568	3			1 - BIA		10	0.1	0.1
0571	3			1 - BIA		10	0.2	0.2
0601	4			3 - STATE	SR 601	10	9.5	19.9
0601	4			3 - STATE	SR 601	20	10.4	
0602				3 - STATE	00602	810	8.7	8.7
1004	5			2 - TRIBE		10	0.4	0.4
1011	5			2 - TRIBE		10	0.2	0.2
1012	5			2 - TRIBE		10	4.3	4.3
1014	8			2 - TRIBE		10	1.1	1.1
1016	5			2 - TRIBE		10	3.3	3.3
1017	8			2 - TRIBE		10	1.3	1.3
1018	8			2 - TRIBE		10	0.5	0.5
1019	8			2 - TRIBE		10	0.3	0.3

PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0102	3			2 - TRIBE		20	0.1	
0102	3			2 - TRIBE		30	0.1	
0102	3			2 - TRIBE		40	0.1	
0113	3			2 - TRIBE		10	0.2	0.3
0113	3			2 - TRIBE		20	0.1	
0114	3			2 - TRIBE		10	0.2	0.2
0116	3			2 - TRIBE		10	0.1	0.1
0117	3			2 - TRIBE		10	0.2	0.2
0118	3			2 - TRIBE		10	0.2	0.2
0123	3			2 - TRIBE		10	0.1	0.1
0140	3			2 - TRIBE		10	0.1	0.1
0142	3			2 - TRIBE		10	0.2	0.2
0301	7			1 - BIA		10	0.6	5.0
0301	7			1 - BIA		20	1.8	
0301	6			1 - BIA		30	0.3	
0301	6			1 - BIA		40	1.4	
0301	6			1 - BIA		50	0.7	
0301	6			1 - BIA		60	0.2	
0327	3			1 - BIA		10	0.3	13.9
0327	3	M417	200	1 - BIA		20		
0327	3			1 - BIA		30	0.4	
0327	3			1 - BIA		40	0.2	
0327	3			1 - BIA		50	0.2	
0327	3			1 - BIA		60	0.2	
0327	3			1 - BIA		70	0.7	
0327	3			1 - BIA		80	0.1	
0327	3			1 - BIA		90	0.2	
0327	3			1 - BIA		100	0.1	
0327	3			1 - BIA		110	0.4	
0327	3			1 - BIA		120	0.4	
0327	3			1 - BIA		130	0.7	
0327	3			1 - BIA		140	0.1	
0327	3			1 - BIA		150	0.1	
0327	3			1 - BIA		160	0.1	
0327	3			1 - BIA		170	0.5	
0327	3			1 - BIA		180	0.2	
0327	3			1 - BIA		190	0.3	
0327	3			1 - BIA		200	0.2	

PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0327	3			1 - BIA		210	0.2	
0327	3			1 - BIA		220	0.1	
0327	3			1 - BIA		230	0.3	
0327	3			1 - BIA		240	0.3	
0327	3			1 - BIA		250	0.1	
0327	3			1 - BIA		260	0.5	
0327	3			1 - BIA		270	0.1	
0327	3			1 - BIA		280	0.4	
0327	3			1 - BIA		290	0.1	
0327	3			1 - BIA		300	0.1	
0327	3			1 - BIA		310	0.1	
0327	3			1 - BIA		320	0.1	
0327	3			1 - BIA		330	0.3	
0327	3			1 - BIA		340	0.5	
0327	3			1 - BIA		350	0.2	
0327	3			1 - BIA		360	0.1	
0327	3			1 - BIA		370	0.2	
0327	3			1 - BIA		380	0.5	
0327	3			1 - BIA		390	0.5	
0327	3			1 - BIA		400	0.1	
0327	3			1 - BIA		410	0.1	
0327	3			1 - BIA		420	0.1	
0327	3			1 - BIA		430	0.6	
0327	3			1 - BIA		440	0.2	
0327	3			1 - BIA		450	0.1	
0327	3			1 - BIA		460	0.5	
0327	3			1 - BIA		470	0.3	
0327	3			1 - BIA		480	0.2	
0327	3			1 - BIA		490	0.2	
0327	3			1 - BIA		500	0.2	
0327	3			1 - BIA		510	0.1	
0327	3			1 - BIA		520	0.1	
0327	3			1 - BIA		530	0.3	
0327	3			1 - BIA		540	0.2	
0327	3			1 - BIA		550	0.2	
0327	3			1 - BIA		560	0.2	
0327	3			1 - BIA		570	0.1	
0328	3			1 - BIA		10	0.2	2.4
0328	3			1 - BIA		20	0.1	

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NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0328	3			1 - BIA		30	0.1	
0328	3			1 - BIA		40	0.1	
0328	3			1 - BIA		50	0.1	
0328	3			1 - BIA		60	0.1	
0328	3			1 - BIA		70	0.2	
0328	3			1 - BIA		80	0.2	
0328	3			1 - BIA		90	0.3	
0328	3			1 - BIA		100	0.1	
0328	3			1 - BIA		110	0.4	
0328	3			1 - BIA		120	0.1	
0328	3			1 - BIA		130	0.1	
0328	3			1 - BIA		140	0.1	
0328	3			1 - BIA		150	0.1	
0328	3			1 - BIA		160	0.1	
0329	3			1 - BIA	00329	10	0.2	0.4
0329	3			1 - BIA		20	0.2	
0330	3			1 - BIA		10	0.7	0.7
0331	3			1 - BIA		10	0.3	1.3
0331	3			1 - BIA		20	0.2	
0331	3			1 - BIA		30	0.2	
0331	3			1 - BIA		40	0.4	
0331	3			1 - BIA		50	0.2	
0332	4			1 - BIA		10	0.5	4.9
0332	3			1 - BIA	B2	20	0.1	
0332	3			1 - BIA	C2	30	0.3	
0332	3			1 - BIA	D2	40	0.3	
0332	3			1 - BIA	E2	50	0.3	
0332	3			1 - BIA	F2	60	0.1	
0332	3			1 - BIA	G2	70	0.3	
0332	3			1 - BIA	H2	80	0.1	
0332	3			1 - BIA	I2	90	0.1	
0332	3			1 - BIA	J2	100	0.2	
0332	3			1 - BIA	K2	110	0.2	
0332	3			1 - BIA	L2	120	0.2	
0332	3			1 - BIA	M2	130	0.2	
0332	3			1 - BIA	N2	140	0.2	
0332	3			1 - BIA	O2	150	0.1	
0332	3			1 - BIA	P2	160	0.3	
0332	3			1 - BIA	Q2	170	0.3	

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PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0332	3			1 - BIA	R2	180	0.6	
0332	3			1 - BIA	R2	190	0.5	
0401	3			1 - BIA		10	0.2	0.2
0402	3			1 - BIA		10	0.1	0.1
0403	3			1 - BIA		10	0.1	0.1
0404	3			2 - TRIBE		10	0.2	0.2
0405	3			2 - TRIBE		10	0.1	0.2
0405	3			2 - TRIBE		20	0.1	
0406	3			1 - BIA		10	0.1	0.1
0407	3			2 - TRIBE		10	0.1	0.1
0408	3			2 - TRIBE		10	0.3	0.3
0409	3			1 - BIA		10	0.2	0.3
0409	3			1 - BIA		20	0.1	
0410	3			1 - BIA		10	0.1	0.3
0410	3			1 - BIA		15	0.1	
0410	3			1 - BIA		20	0.1	
0411	3			1 - BIA		10	0.1	0.2
0411	3			1 - BIA		20	0.1	
0412	3			1 - BIA		10	0.1	0.2
0412	3			1 - BIA		20	0.1	
0413	3			1 - BIA		10	0.1	0.1
0415	3			2 - TRIBE		10	0.2	0.5
0415	3			2 - TRIBE		20	0.3	
0416	3			2 - TRIBE		10	0.4	0.4
0500	5			1 - BIA	BIA500	10	0.2	0.2
0501	3			1 - BIA	BIA501	10	0.1	0.1
0502	3			1 - BIA	BIA502	10	0.1	0.1
0503	3			1 - BIA		10	0.2	0.2
0504	3			1 - BIA		10	0.2	0.2
0505	3			1 - BIA		10	0.2	0.2
0506	3			1 - BIA		10	0.7	0.7
0507	3			1 - BIA		10	0.1	0.1
0508	3			1 - BIA		10	0.2	0.2
0509	3			1 - BIA		10	0.1	0.1
0510	3			1 - BIA		10	0.4	0.4
0511	3			1 - BIA		10	0.4	0.4
0512	3			1 - BIA		10	0.7	0.7

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PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0513	3			1 - BIA		10	0.1	0.1
0514	3			1 - BIA		10	0.1	0.2
0514	3			2 - TRIBE		20	0.1	
0515	3			1 - BIA		10	0.1	0.1
0516	3			1 - BIA		10	0.5	0.5
0517	3			1 - BIA		10	0.2	0.2
0518	3			1 - BIA		10	0.3	0.3
0519	3			1 - BIA		10	0.2	0.2
0520	3			1 - BIA		10	0.2	0.2
0521	3			1 - BIA		10	0.1	0.1
0522	3			1 - BIA		10	0.3	0.3
0523	3			1 - BIA		10	0.3	0.3
0524	3			1 - BIA		10	0.1	0.1
0524	3	0417	200	1 - BIA		20		
0525	3			1 - BIA		10	0.1	0.1
0526	3			1 - BIA		10	0.4	0.4
0527	3			1 - BIA		10	0.1	0.1
0528	3			1 - BIA		10	0.1	0.1
0529	3			1 - BIA		10	0.1	0.1
0530	3			1 - BIA		10	0.1	0.1
0531	3			1 - BIA		10	0.3	0.3
0532	3			1 - BIA		10	0.5	0.5
0533	3			1 - BIA		10	0.2	0.2
0534	3			1 - BIA		10	0.1	0.1
0535	3			1 - BIA		10	0.2	0.2
0536	3			1 - BIA		10	0.5	0.5
0537	3			1 - BIA		10	0.5	0.5
0538	3			1 - BIA		10	0.1	0.1
0539	3			1 - BIA		10	0.1	0.1
0540	3			1 - BIA		10	0.1	0.1
0541	3			1 - BIA		10	0.5	0.5
0542	3			1 - BIA		10	0.2	0.2
0543	3			1 - BIA		10	0.5	0.5
0544	3			1 - BIA		10	0.3	0.3
0545	3			1 - BIA		10	0.3	0.3
0546	3			1 - BIA		10	0.2	0.2

PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0547	3			1 - BIA		10	0.2	0.2
0548	3			1 - BIA		10	0.2	0.2
0549	3			1 - BIA		10	0.1	0.1
0550	3			1 - BIA		10	0.3	0.3
0551	3			1 - BIA		10	0.2	0.2
0552	3			1 - BIA		10	0.2	0.2
0553	3			1 - BIA		10	0.2	0.2
0554	3			1 - BIA		10	0.1	0.2
0554	3			1 - BIA		20	0.1	
0555	3			1 - BIA		10	0.1	0.6
0555	3			1 - BIA		20	0.5	
0556	3			1 - BIA		10	0.2	0.2
0557	3			1 - BIA		10	0.1	0.1
0558	3			1 - BIA		10	0.2	0.2
0559	3			1 - BIA		10	0.2	0.2
0560	3			1 - BIA		10	0.2	0.2
0561	3			1 - BIA		10	0.5	0.5
0562	3			1 - BIA		10	0.2	0.2
0563	3			1 - BIA		10	0.1	0.1
0564	3			1 - BIA		10	0.3	0.3
0565	3			1 - BIA		10	0.1	0.1
0566	3			1 - BIA		10	0.1	0.1
0567	3			1 - BIA		10	0.1	0.1
0568	3			1 - BIA		10	0.1	0.1
0571	3			1 - BIA		10	0.2	0.2
0601	4			3 - STATE	SR 601	10	9.5	19.9
0601	4			3 - STATE	SR 601	20	10.4	
0602				3 - STATE	00602	810	8.7	8.7
1004	5			2 - TRIBE		10	0.4	0.4
1011	5			2 - TRIBE		10	0.2	0.2
1012	5			2 - TRIBE		10	4.3	4.3
1014	8			2 - TRIBE		10	1.1	1.1
1016	5			2 - TRIBE		10	3.3	3.3
1017	8			2 - TRIBE		10	1.3	1.3
1018	8			2 - TRIBE		10	0.5	0.5
1019	8			2 - TRIBE		10	0.3	0.3

PART ONE – EXISTING

NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2020 Inventory

Region - M - Southwest

Agency - 70 - Zuni

Inventory Location - 721 - Zuni

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
1020	8			2 - TRIBE		10	0.6	0.6
1021	8			2 - TRIBE		10	1.7	1.7
1024	5			2 - TRIBE		10	8.1	8.1
1025	5			2 - TRIBE		10	1.5	1.5
1026	5			2 - TRIBE		10	4.0	4.0
1027	8			2 - TRIBE		10	0.9	0.9
1028	5			2 - TRIBE		10	0.3	0.3
1029	8			2 - TRIBE		10	5.9	5.9
1030	5			2 - TRIBE		10	0.7	0.7
1031	8			2 - TRIBE		10	1.5	1.5
1032	8			2 - TRIBE		10	1.3	1.3
1033	8			2 - TRIBE		10	6.4	6.4
1035	8			2 - TRIBE		10	1.7	1.7
1036	8			2 - TRIBE		10	2.3	2.3
1037	8			2 - TRIBE		10	8.2	8.2
1041	8			2 - TRIBE		10	0.5	0.5
1043	8			2 - TRIBE		10	0.1	0.1
1044	5			2 - TRIBE		10	4.0	4.0
1045	8			2 - TRIBE		10	0.2	0.2
1047	5			2 - TRIBE		10	1.0	1.0
1048	8			2 - TRIBE		10	0.2	0.2
1049	8			2 - TRIBE		10	1.3	1.3
1050	5			2 - TRIBE		10	1.3	1.3
1051	8			2 - TRIBE		10	0.1	0.1
1052	5			2 - TRIBE		10	2.0	2.0
1053	5			2 - TRIBE		10	6.2	6.2
1054	5			2 - TRIBE		10	0.2	0.2
1056	5			2 - TRIBE		10	1.7	1.7
1061	5			2 - TRIBE		10	0.9	0.9
1062	5			2 - TRIBE		10	3.3	3.3
1064	8			2 - TRIBE		10	1.4	1.4

Region Subtotals Number routes: 234 Number sections: 445 Total length: 667.4

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK

2-1 RECOMMENDED NTTFI INVENTORY SUMMARY

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

Public transportation facilities providing ingress/egress to, and travel within, tribal lands are constructed and maintained by the Tribe, BIA, local communities, McKinley, Cibola, Catron and Apache Counties, and the New Mexico and Arizona Departments of Transportation (NMDOT)/(ADOT). The recommended inventory represents the transportation network providing primary access to Tribal properties, both Trust and Fee.

As part of the 2020 LRTP project, Red Plains has worked with the Tribe to update their existing inventory and to add new proposed roads and other transportation facilities to the system. These proposed transportation facilities are being recommended for addition as a result of tribal department meetings, as well as the additional findings of the LRTP analysis. In March 2020, RPP’s GIS and inventory crew collected the facilities to update the current inventory and began the process of reconciling and correcting any old inventory records that were out of date or inaccurate. This section of the report reflects the newly collected and GIS verified roadway inventory for the Tribe.

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

The Zuni Tribe’s Proposed Facility Justification Report supporting the inclusion of proposed facilities is found in Appendix G.

The following table, 2020 Recommended TTP Inventory, summarizes the records of data entered into RIFDS. APPENDIX C – TTP Inventory RIFDS Reports also includes the records of RIFDS data entry.

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

Route Name	Route Number	Section Number	Length	Area	Ownership	Class	Surface Type	Bridge Number	County	State
BIA 2	0002	010	3.5		1-BIA	4-Rural Major Collector	3-Gravel/Aggregate		006-Cibola	35-New Mexico
BIA 2	0002	020	0.0		1-BIA	4-Rural Major Collector		000000000000M418	006-Cibola	35-New Mexico
BIA 2	0002	030	1.5		1-BIA	4-Rural Major Collector	3-Gravel/Aggregate		006-Cibola	35-New Mexico
BIA 2	0002	040	0.0		1-BIA	4-Rural Major Collector		000000000000M421	006-Cibola	35-New Mexico
BIA 2	0002	050	1.6		1-BIA	4-Rural Major Collector	3-Gravel/Aggregate		006-Cibola	35-New Mexico
BIA 2	0002	060	0.5		1-BIA	4-Rural Major Collector	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 2	0002	070	8.4		1-BIA	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 2	0002	080	1.1		1-BIA	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 2	0002	090	0.2		1-BIA	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 3	0003	010	8.2		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 4	0004	010	0.3		1-BIA	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 4	0004	020	0.0		1-BIA	2-Rural Minor Arterial		000000000000M413	031-McKinley	35-New Mexico
BIA 4	0004	030	4.5		1-BIA	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	010	0.5		1-BIA	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	020	0.0		1-BIA	4-Rural Major Collector		000000000000M401	031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	030	6.9		1-BIA	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	040	0.0		1-BIA	4-Rural Major Collector		000000000000M412	031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	050	2.6		1-BIA	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	060	0.0		1-BIA	4-Rural Major Collector		000000000000M415	031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	070	0.8		1-BIA	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	080	0.0		1-BIA	4-Rural Major Collector		000000000000M416	031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	090	0.5		1-BIA	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 5 / Nutria Rd	0005	100	2.5		1-BIA	4-Rural Major Collector	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 7	0007	010	1.5		1-BIA	4-Rural Major Collector	1-Earth		031-McKinley	35-New Mexico
BIA 7	0007	020	3.4		1-BIA	4-Rural Major Collector	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 7	0007	030	6.8		1-BIA	4-Rural Major Collector	1-Earth		031-McKinley	35-New Mexico
BIA 8	0008	010	1.6		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 8	0008	020	1.2		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 8	0008	030	6.4		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 8	0008	040	6.0		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 8/Pia Mesa Rd	0008	050	2.4		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 8/Pia Mesa Rd	0008	060	0.6		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 8/Pia Mesa Rd	0008	070	0.9		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 8/Pia Mesa Rd	0008	080	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 8/Pia Mesa Rd	0008	090	0.0		1-BIA	3-City Local		000000000000M417	031-McKinley	35-New Mexico
BIA 8/Pia Mesa Rd	0008	100	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 9	0009	010	9.2		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 10	0010	010	3.2		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 11	0011	010	6.5		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 11	0011	020	0.2		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 11	0011	030	2.7		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 12	0012	010	9.1		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 13	0013	010	3.1		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 13	0013	020	7.2		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 13	0013	030	0.8		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
Old Saw Mill Rd	0013	040	7.6		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 14	0014	010	18.4		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 15	0015	010	1.5		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 15	0015	020	10.7		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 16	0016	010	3.9		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 17	0017	010	3.7		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
Bluebird Road	0018	010	0.6		2-Tribe	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 18 / M Solomon Rd	0018	020	0.3		1-BIA	4-Rural Major Collector	1-Earth		031-McKinley	35-New Mexico
BIA 18 / M Solomon Rd	0018	030	0.5		1-BIA	4-Rural Major Collector	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 19 / 1st Rd	0019	010	0.3		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 19 / 1st Rd	0019	020	0.6		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 20	0020	010	2.1		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 21	0021	010	3.8		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 22	0022	010	1.2		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 22	0022	020	1.0		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 22	0022	030	0.9		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 22	0022	040	5.9		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 22	0022	050	1.1		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 22	0022	060	6.5		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 22	0022	070	1.2		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 22	0022	080	2.7		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 23	0023	010	6.3		1-BIA	8-Trail	9-Primitive		031-McKinley	35-New Mexico
BIA 24	0024	010	5.5		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 25	0025	010	1.4		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 25	0025	020	0.1		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 25	0025	030	2.1		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 26	0026	010	2.8		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 27	0027	010	0.3		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico

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

Route Name	Route Number	Section Number	Length	Area	Ownership	Class	Surface Type	Bridge Number	County	State
BIA 28	0028	010	2.1		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 28	0028	020	1.0		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 28	0028	030	2.1		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 30	0030	010	2.3		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 31	0031	010	1.8		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 32	0032	010	5.7		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 32	0032	020	0.0		1-BIA	5-Rural Local		00000000000M420	031-McKinley	35-New Mexico
BIA 32	0032	030	0.1		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 33	0033	010	1.4		1-BIA	8-Trail	9-Primitive		006-Cibola	35-New Mexico
BIA 33	0033	020	2.9		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 33	0033	030	4.1		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 33	0033	040	1.2		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 34	0034	010	10.0		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 35	0035	010	0.6		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 35	0035	020	1.0		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
SR 36	0036	010	15.0		3-State	4-Rural Major Collector	5-Bituminous>2"		006-Cibola	35-New Mexico
SR 36	0036	020	4.1		3-State	4-Rural Major Collector	5-Bituminous>2"		006-Cibola	35-New Mexico
SR 36	0036	030	0.9		3-State	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 36	0036	040	0.0		3-State	4-Rural Major Collector		000000000009414	031-McKinley	35-New Mexico
SR 36	0036	050	10.3		3-State	4-Rural Major Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 37	0037	010	8.0		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 38	0038	010	3.1		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 38	0038	020	5.5		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 39	0039	010	9.5		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 40 / Lunsico Rd	0040	010	3.3		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 40 / Lunsico Rd	0040	020	0.3		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 41	0041	010	1.3		1-BIA	8-Trail	9-Primitive		031-McKinley	35-New Mexico
BIA 41/Silt Rd	0041	020	3.6		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 41 / Silt Rd	0041	030	0.7		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 42	0042	010	4.7		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 42	0042	020	0.7		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 43	0043	010	4.0		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 44	0044	010	3.0		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 45	0045	010	0.3		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 48 / Lesarley Rd	0048	010	0.5		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 48 / Lesarley Rd	0048	020	1.0		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 48 / E. Sandy Springs Rd	0048	030	0.1		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 48 / Lakeside Dr	0048	040	2.2		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 49	0049	010	0.5		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 50	0050	010	1.5		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
SR 53	0053	010	10.3		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 53	0053	020	0.8		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 53	0053	030	2.4		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 53	0053	040	0.0		3-State	2-Rural Minor Arterial		000000000007564	031-McKinley	35-New Mexico
SR 53	0053	050	0.3		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 53	0053	060	2.3		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 53	0053	070	5.1		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 53	0053	080	0.0		3-State	2-Rural Minor Arterial		000000000008500	031-McKinley	35-New Mexico
SR 53	0053	090	6.4		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 53	0053	100	0.0		3-State	2-Rural Minor Arterial		000000000008675	031-McKinley	35-New Mexico
SR 53	0053	110	3.0		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 56	0056	010	2.4		1-BIA	5-Rural Local	1-Earth		006-Cibola	35-New Mexico
BIA 56	0056	020	3.0		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 58 / Paywa Dr	0058	010	0.5		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 58 / Lakeside Rd	0058	020	0.4		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 59 / Old Gallup Rd	0059	010	1.6		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 59 / Old Gallup Rd	0059	020	0.7		2-Tribe	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 61	0061	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 62	0062	010	0.4		1-BIA	9-Other Trans Fac	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 63	0063	010	0.5		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
BIA 65	0065	010	0.7		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
BIA 65	0065	020	0.1		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Cherry Hill Rd	0071	010	1.3		1-BIA	4-Rural Major Collector	1-Earth		031-McKinley	35-New Mexico
Pia Mesa Water Tank Rd	0072	010	0.3		1-BIA	4-Rural Major Collector	1-Earth		031-McKinley	35-New Mexico
East Water Tank	0074	010	0.6		1-BIA	4-Rural Major Collector	1-Earth		031-McKinley	35-New Mexico
Bull Pan Rd	0079	010	2.4		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
Soseeah Rd	0083	010	1.5		2-Tribe	5-Rural Local	9-Primitive		031-McKinley	35-New Mexico
Wastewater Treatment Facility Rd	0085	010	0.7		2-Tribe	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
Rt 8-33 Crossover Rd	0087	010	1.6		2-Tribe	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
53 Bike Path	0091	010	0.2		1-BIA	8-Trail	4-Bituminous<2"		031-McKinley	35-New Mexico
53 Bike Path	0091	020	1.4		1-BIA	8-Trail	4-Bituminous<2"		031-McKinley	35-New Mexico
53 Bike Path	0091	030	0.3		2-Tribe	8-Trail	0-Proposed		031-McKinley	35-New Mexico
Spruce Ave	0092	010	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico

**PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM
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Route Name	Route Number	Section Number	Length	Area	Ownership	Class	Surface Type	Bridge Number	County	State
Aspen St	0092	020	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Juniper St	0092	030	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Peach St	0093	010	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Knifehill Windmill Rd	0094	010	0.7		2-Tribe	4-Rural Major Collector	1-Earth		031-McKinley	35-New Mexico
Knifehill Windmill Rd	0094	020	1.5		2-Tribe	4-Rural Major Collector	1-Earth		031-McKinley	35-New Mexico
Red Bluff Rd	0096	010	6.5		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
Miller Canyon Rd	0097	010	1.3		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
Main St	0098	010	0.3		2-Tribe	7-City Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
Pueblo St	0099	010	0.2		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Pinion St	0100	010	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Pine St	0101	010	0.2		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cedar St	0102	010	0.3		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cedar St	0102	020	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cedar St	0102	030	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cedar St	0102	040	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
4th St	0113	010	0.2		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
4th St	0113	020	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
5th St	0114	010	0.2		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
8th St	0117	010	0.2		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
7th St	0118	010	0.2		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Main St. Ext.	0140	010	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Salt Lady Rd	0142	010	0.2		2-Tribe	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Douglas St	0143	010	0.2		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Willow St	0144	010	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Willow St	0144	020	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Willow St	0144	030	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cottonwood Circle	0197	010	0.3		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cottonwood Circle	0197	020	0.3		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cottonwood Circle	0197	030	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cottonwood Circle	0197	040	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cottonwood Circle	0197	050	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Cottonwood Circle	0197	060	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Zuni DOT Access Rd	0200	010	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301S	0301	010	0.6		1-BIA	7-City Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301S	0301	020	1.8		1-BIA	7-City Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301N	0301	030	0.3		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301N	0301	040	0.3		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301N	0301	042	0.6		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301N	0301	044	0.3		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301N	0301	046	0.2		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301E	0301	048	0.1		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301E	0301	050	0.6		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 301E	0301	060	0.2		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
Wellinghouse Rd	0333	010	1.7		2-Tribe	5-Rural Local	3-Gravel/Aggregate		006-Cibola	35-New Mexico
Sandy Springs Rd	0400	010	0.1		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Sandy Springs Rd	0400	020	0.0		1-BIA	5-Rural Local		0000000000M419	031-McKinley	35-New Mexico
Sandy Springs Rd	0400	030	1.1		1-BIA	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Sandy Springs Rd	0400	040	3.6		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
1st St	0401	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
2nd St	0402	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
3rd St	0403	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Iule St	0405	010	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Iule St	0405	020	0.1		2-Tribe	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
6th St	0406	010	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
A Ave	0409	010	0.3		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
A Ave Ext	0409	020	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
B Ave	0410	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
B Ave	0410	015	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
B Ave Ext	0410	020	0.1		2-Tribe	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
C Ave N	0411	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
C Ave S.	0411	020	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
D Ave. S.	0412	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
D Ave. N.	0412	020	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
E Circle	0413	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
White Rock Rd	0415	010	0.2		2-Tribe	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
White Rock Rd	0415	020	0.3		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Bobelu Dr	0416	010	0.4		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 500	0500	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 501	0501	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
BIA 502	0502	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Lastiyano Dr.	0503	010	0.2		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Horseshoe Circle	0504	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
T Edaakie St	0505	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico

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

Route Name	Route Number	Section Number	Length	Area	Ownership	Class	Surface Type	Bridge Number	County	State
Pointed Rock Rd	0506	010	0.7		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Hebadin Rd	0507	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Tsethilkai Rd	0508	010	0.2		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Dishta Dr	0509	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Salt Lake Road	0510	010	0.4		1-BIA	6-City Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
Greasy Hill Loop	0511	010	0.4		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Lasiloo Street	0513	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Nahwa Street	0514	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
	0514	020	0.1		2-Tribe	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Rufus Court	0515	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Fields Road	0516	010	0.5		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Shalako Drive	0517	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Chimoni Dr	0518	010	0.3		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Natewa Dr	0519	010	0.2		2-Tribe	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Riverbed Dr.	0520	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Gchachu Rd	0521	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Ukestine Rd	0522	010	0.3		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Sandy Hill St	0525	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Sunshine St	0526	010	0.4		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Old Mission Dr N	0527	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Old Mission Dr S	0528	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Plaza Circle	0529	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Malani St	0530	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Red Clay St	0531	010	0.3		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Harker Circle	0532	010	0.5		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Guy Pinto Dr	0533	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Ruins Rd	0536	010	0.5		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Ruins Rd	0536	020	0.3		1-BIA	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Ruins Rd	0536	030	1.0		1-BIA	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
M Solomon Rd	0537	010	0.5		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Whites Ct	0538	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Bowannie Dr	0539	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
C Casper Dr	0540	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Chavez Circle	0541	010	0.6		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
St Anthony Dr	0544	010	0.6		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
St Anthony Dr	0544	020	0.1		2-Tribe	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
St Anthony Dr	0544	030	1.0		2-Tribe	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
Pincion Rd	0545	010	0.3		1-BIA	7-City Collector	5-Bituminous>2"		031-McKinley	35-New Mexico
Yatsattie Rd	0546	010	0.2		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Twin Buttes Dr	0547	010	0.2		1-BIA	3-City Local	4-Bituminous<2"		031-McKinley	35-New Mexico
Tekala Dr	0548	010	0.2		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Vacit St	0549	010	0.1		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Laweka St	0550	010	0.3		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
M. A. Lewis Rd	0551	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Waseta Dr	0552	010	0.2		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Zuni Middle School Dr	0553	010	0.2		1-BIA	3-City Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Baptist Dr	0554	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Baptist Dr	0554	020	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Weahkee Dr	0555	010	0.6		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Leekity Rd	0556	010	0.2		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
L Zuni Dr	0557	010	0.1		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
Lamy Dr	0558	010	0.2		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
A Lupe Rd	0559	010	0.2		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
Sidney Dr	0560	010	0.2		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
J Deysee Dr	0561	010	0.5		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
Vicenti Rd	0562	010	0.2		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
Pointed Rock Road West	0563	010	0.1		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
Booque Rd	0565	010	0.1		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
J Lonasee Rd	0566	010	0.1		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
Hannweake Rd	0567	010	0.1		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
Greasy Hill Spur	0568	010	0.1		1-BIA	3-City Local	1-Earth		031-McKinley	35-New Mexico
Paquin Dr	0569	010	0.1		1-BIA	3-City Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
SR 601	0601	010	9.5		3-State	4-Rural Major Collector	3-Gravel/Aggregate		003-Catron	35-New Mexico
SR 601	0601	020	10.4		3-State	4-Rural Major Collector	3-Gravel/Aggregate		006-Cibola	35-New Mexico
SR 602 / Gallup Hwy	0602	010	0.1		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 602 / Gallup Hwy	0602	020	0.0		3-State	2-Rural Minor Arterial		00000000003372	031-McKinley	35-New Mexico
SR 602 / Gallup Hwy	0602	030	1.5		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 602 / Gallup Hwy	0602	040	0.0		3-State	2-Rural Minor Arterial		00000000009368	031-McKinley	35-New Mexico
SR 602 / Gallup Hwy	0602	050	2.9		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 602 / Gallup Hwy	0602	060	0.0		3-State	2-Rural Minor Arterial		00000000005691	031-McKinley	35-New Mexico
SR 602 / Gallup Hwy	0602	070	0.2		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
SR 602 / Gallup Hwy	0602	080	3.8		3-State	2-Rural Minor Arterial	5-Bituminous>2"		031-McKinley	35-New Mexico
Nutria Campground Rd	0700	010	1.5		2-Tribe	5-Rural Local	1-Earth		031-McKinley	35-New Mexico

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

Route Name	Route Number	Section Number	Length	Area	Ownership	Class	Surface Type	Bridge Number	County	State
Veterans Memorial Rd	0701	010	0.1		2-Tribe	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Veterans Memorial Rd	0701	020	0.1		2-Tribe	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
Airport Rd	0800	010	0.4		2-Tribe	5-Rural Local	5-Bituminous>2"		031-McKinley	35-New Mexico
Airport Rd	0800	020	0.1		2-Tribe	9-Other Trans Fac	5-Bituminous>2"		031-McKinley	35-New Mexico
Zuni Airstrip	0800	030	1.4		2-Tribe	10-Airstrip	5-Bituminous>2"		031-McKinley	35-New Mexico
Eustace Lake Rd	0801	010	0.3		2-Tribe	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
	0802	010	0.2		2-Tribe	5-Rural Local	3-Gravel/Aggregate		031-McKinley	35-New Mexico
Trapped Rock Dam Rd	0805	010	1.9		2-Tribe	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
N 24th St	1001	020	1.2		2-Tribe	5-Rural Local	3-Gravel/Aggregate		001-Apache	04-Arizona
Water Line	1003	010	1.1		2-Tribe	5-Rural Local	9-Primitive		001-Apache	04-Arizona
Water Line	1003	030	4.1		2-Tribe	5-Rural Local	9-Primitive		001-Apache	04-Arizona
	1004	010	0.4		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1009	020	2.8		2-Tribe	5-Rural Local	3-Gravel/Aggregate		001-Apache	04-Arizona
	1011	010	0.2		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1012	010	4.3		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1013	060	13.4		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1014	010	1.1		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1016	010	3.3		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1017	010	1.3		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1018	010	0.5		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1019	010	0.3		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1020	010	0.6		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1021	010	1.7		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1022	010	2.1		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1023	010	0.2		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1024	010	8.1		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1025	010	1.5		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1026	010	4.0		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1027	010	0.9		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1028	010	0.3		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1029	010	5.9		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1030	010	0.7		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1031	010	1.5		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1032	010	1.3		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1033	010	6.4		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1034	010	0.1		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1034	030	2.3		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1035	010	1.7		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1036	010	2.3		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1037	010	8.2		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1038	010	4.7		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1040	010	3.8		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1041	010	0.5		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1042	020	1.0		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1043	010	0.1		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1044	010	4.0		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1045	010	0.2		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1046	020	14.0		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1047	010	1.0		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1048	010	0.2		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1049	010	1.3		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1050	010	1.3		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1051	010	0.1		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1052	010	2.0		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1053	010	6.2		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1054	010	0.2		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1055	010	3.1		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1056	010	1.7		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1059	010	0.6		2-Tribe	8-Trail	9-Primitive		001-Apache	04-Arizona
	1061	010	0.9		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1062	010	3.3		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1063	020	10.3		2-Tribe	5-Rural Local	1-Earth		001-Apache	04-Arizona
	1064	010	1.4		2-Tribe	8-Trail	1-Earth		001-Apache	04-Arizona
	1065	010	2.2		2-Tribe	5-Rural Local	1-Earth		031-McKinley	35-New Mexico
Zuni Airport	P001	010	0.1	43,299	2-Tribe	9-Other Trans Fac	5-Bituminous>2"		031-McKinley	35-New Mexico
Zuni Veterans Memorial Parking Lot 1	P002	010	0.1	16,654	2-Tribe	9-Other Trans Fac			031-McKinley	35-New Mexico
Zuni Veterans Memorial Parking Lot 2	P002	010	0.1	15,682	2-Tribe	9-Other Trans Fac			031-McKinley	35-New Mexico
Zuni DOT Parking Area	P003	10	0.1	541,738	2-Tribe	9-Other Trans Fac			031-McKinley	35-New Mexico
			609.8	617,373						

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

The 2020 Recommended Inventory Table (RIT) details a total of 223 Routes, 356 Sections and 609.8 miles of roads, including 4 parking or other transportation facilities, which have been entered into RIFDS for review and acceptance into the Official TTP inventory.

The total mileage of the Recommended Inventory is less than the Existing Inventory as a result of correcting erroneous data to improve the accuracy and integrity of the Tribe's inventory data.

A route inventory book provides all of the TTP Inventory attachments including the individual strip maps per section. The individual strip maps identify the location of each section of the route in relation to the reservation, congressional district, county, and state boundaries, as well as the entire transportation network. The complete transportation system is illustrated on Map B – 2020 Recommended TTP Inventory, which is included in APPENDIX F.

2-2 FUNCTIONAL CLASSIFICATION

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

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

2-3 DEFINITIONS

Definitions

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

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

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

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

Arterials

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

Collectors

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

Local Roads

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

2-4 STATE FUNCTIONAL CLASSIFICATIONS

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocating funds to local units of government, and establishing appropriate design standards. Prior to enactment of the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), it became apparent that the 20-year old federally mandated functional classifications needed modification. Although routinely updated by states, functional classifications were no longer consistent among the states and it was agreed that they should be reclassified before a national highway system was established. As a result, Congress included Section 1006(c) in ISTEA, which required states to reclassify their roads and streets, under oversight of the Federal Highway Administration, by September 30, 1996.

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

2-5 BIA FUNCTIONAL CLASSIFICATION SYSTEM

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

Class 1

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

Class 2

These roads are rural minor arterials, which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may link smaller towns and communities to major destination areas that attract travel over long distances. They are designed for relatively high overall speeds with minimum interference to through-traffic and carry less than 10,000 vehicles per day. These routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. There are **43.9** miles of Class 2 roads on the Tribe's TTP System.

Class 3

These roads are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. There are **21.2** miles of Class 3 roads on the Tribe's TTP System.

Class 4

These roads are rural major collectors which collect traffic from rural local roads. There are **98.3** miles of Class 4 roads on the Tribe's TTP System.

Class 5

These local rural roads may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the TTP system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are **381.3** miles of Class 5 roads on the Tribe's TTP System.

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

Class 6

These are city minor arterial streets that are located within communities and provide access to major arterials. There are **5.3** miles of Class 6 roads on the Tribe's TTP System.

Class 7

These are city collector streets that are located within communities and provide access to city local streets. There are **3.0** miles of Class 7 roads on the Tribe's TTP System.

Class 8

These routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are **54.5** miles of Class 8 roads on the Tribe's TTP System.

Class 9

These routes encompass other transportation facilities such as parking facilities adjacent to TTP routes and scenic byways such as rest areas, other scenic pullouts, ferryboat terminals, and transit terminals. There are **0.9** miles of Parking Lots and other transportation facilities, which were added as Class 9 roads on the Tribe's TTP System.

Class 10

These routes are defined as airstrips that are within the boundaries of the TTP system and are open to the public. These airstrips are included for inventory and maintenance purposes only. There are **1.4** miles of Class 10 roads on the Tribe's TTP System.

Class 11

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

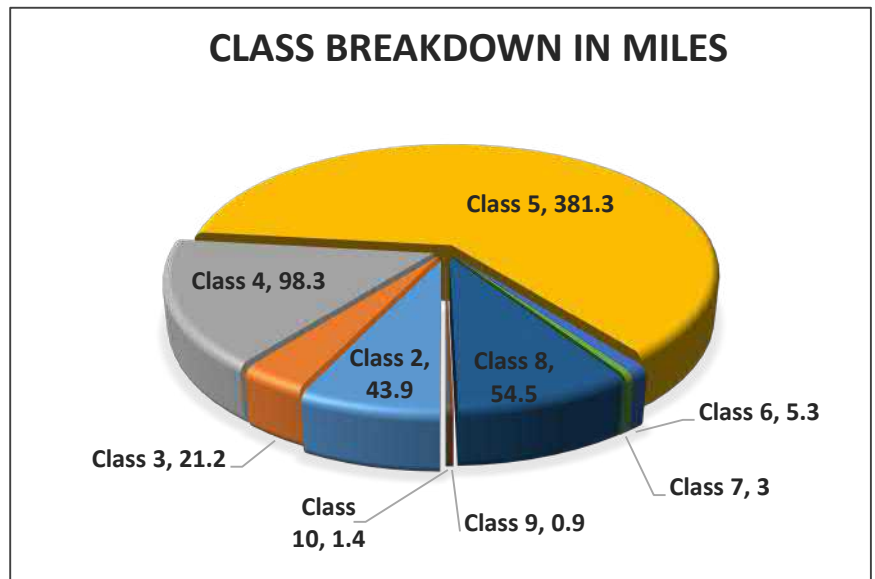
Unclassified

There are **0.0** miles of unclassified roads on the Tribe's TTP System.

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

Roadway Classifications as identified in the 2020 recommended inventory are broken out by mile as follows:

Class 2	43.9
Class 3	21.2
Class 4	98.3
Class 5	381.3
Class 6	5.3
Class 7	3
Class 8	54.5
Class 9	0.9
Class 10	1.4
Total:	609.8



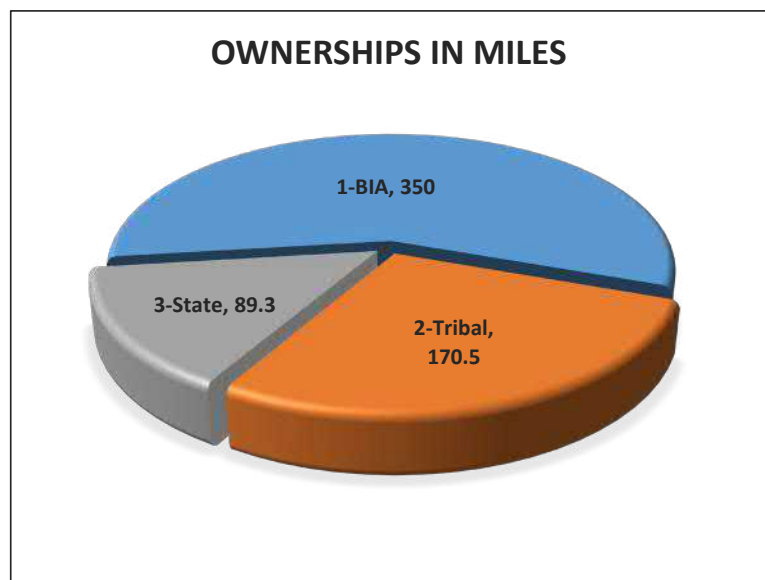
PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

2-6 ROADWAY OWNERSHIP

The TTP System is not just an inventory of BIA and tribally owned roads within tribal land boundaries, other jurisdictional roads are eligible for inclusion in the TTP Inventory. As defined in the FAST Act and the Federal Register 25 CFR Part 170, the TTP Inventory is comprehensive of all transportation facilities, including State, County, City, and Federal roads, that are within reservation boundaries and tribal properties and those facilities/roads that provide primary access to those properties. The Tribe maintains a beneficial relationship with the surrounding communities, counties, and the New Mexico and Arizona DOTs, and works cooperatively and collaboratively with jurisdictions to complete this TTP Inventory. A significant component of the 2020 TTP Inventory Update is the formalization of these relationships particularly as it pertains to roadway ownership and maintenance responsibility. The Tribe has entered into MOUs with the entities listed for those particular routes and sections not owned by the Tribe or BIA. Agreements have been finalized and uploaded in the Tribes RIFDS records when appropriate.

Roadway Ownerships as identified in the 2020 recommended inventory are broken out by mile as follows:

1-BIA	350
2-Tribal	170.5
3-State	89.3
Total:	609.8



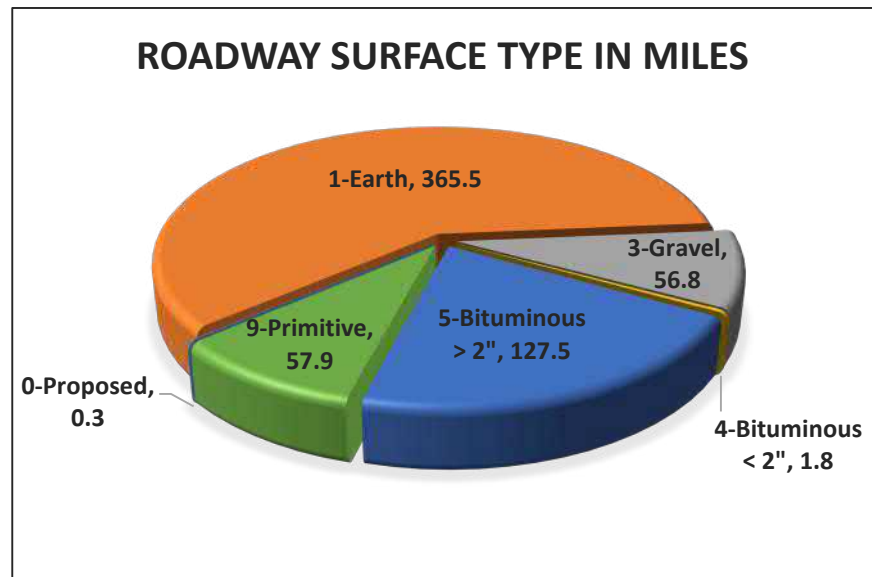
**PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM
FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)**

2-7 ROADWAY SURFACE TYPES

The 2020 TTP inventory update identified the surface types for Tribe’s transportation network. These statistics are useful when preparing an average expected maintenance budget when using generic planning cost per mile estimates to project expected maintenance expenses. A detailed maintenance plan should be developed to accurately project future maintenance expenses given the unique character of each transportation facility.

Roadway Surface Types as identified in the 2020 recommended inventory are broken out by mile as follows:

0-Proposed	0.3
1-Earth	365.5
3-Gravel	56.8
4-Bituminous < 2"	1.8
5-Bituminous > 2"	127.5
9-Primitive	57.9
Total:	609.8



PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

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

As the Zuni Tribe develops and improves its transportation network it faces severe underlying issues that have long term effects on their transportation network. The impacts of severe drainage deficits and the resultant frost heaving in the winter, caused by the lack of drainage, are readily evident and will continue to effect short and long term maintenance. Without addressing these issues through a comprehensive network wide plan, the Tribe will face continued costly maintenance and severely shortened lifespans of its transportation facilities. This can end up absorbing funds for maintenance that could be directed to network expansion and improvement. Project #27: Roadway Drainage Improvements (System Wide) is an initial attempt to address these issues.

The LRTP identifies 31 future projects in which the Tribe plans to construct or improve in the future. All of the Prioritized Projects are illustrated on Map C – 2020 Prioritized Project Map provided for you in APPENDIX F.

It is important to note that during the time of this report, the Federal Register 25 CFR Part 170 (the main governing regulations for the TTP) was revised and updated. The new regulation has additional documentation requirements for proposed facilities (facilities that currently do not exist that the Zuni Tribe would like to construct). It is this regulation that specifies the project activities that can be funded using the TTP Tribal Share funds. Prior to TTIP development and annual project programming updates to the TTIP,

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

it will be important to consult the latest regulations to ensure the activity is eligible as an approved TTP expenditure. The “proposed roads” will require a Proposed Facility Justification Report submittal package detailing the feasibility and details of the project.

3-1 TRIBAL PRIORITIZED PROJECT LIST

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

1. Transportation Program Administration (System Wide):

The Zuni Tribe contracts the oversight, management and implementation of the TTP program through the FHWA under the Programmatic Agreement (PA). As such, the Tribe incurs administrative costs and expenses to deliver the program and report the ongoing status of the projects and TTP activities. The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.

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

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

3. Master Plan (System Wide):

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

4. Transportation Safety Plan (System Wide):

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

5. Transportation Safety Improvements (System Wide):

This project is defined under the PPL to enable the Tribe the ability to perform the actual recommended transportation infrastructure improvements (Design, Maintenance, and Construction Projects) required to improve the safety on the Tribe’s transportation network as defined in the NTTFI.

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

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

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

During the NTTFI field data collection process, several maintenance needs were identified and recorded in the Tribe’s GIS database. The Tribe’s DOT currently has the capacity required to perform routine and heavy maintenance of their transportation network and construction/re-construction of roadways with the exception of asphalt paving. Continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding. TTP funds could be utilized to develop a Maintenance Plan in support of Prioritized Project 7 below.

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

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

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

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

10. Upgrade Veteran’s Memorial Road and Parking Lots 1 & 2 (TTP Route 0701 Sections 010 (0.1 Miles) 020 (0.1 Miles) and TTP Route P002, Sections 010 (16,654 Sq Ft) and 020 (15,682 Sq Ft)):

This project is identified to program funding for the upgrade of the existing earth surface road and parking lots to an AC surface. Drainage improvements, lighting, signage, and striping will be a part of this project. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway and parking lot upgrade project.



11. Upgrade Trapped Rock Dam Road (TTP Route 0805 Section 010 (1.9 Miles)):

This project is identified to program funding for the upgrade of the current Primitive roadway to a Graded earth facility to provide adequate access to the Trapped Rock Dam site. This project will involve roadway widening, grading, resurfacing and adequate drainage improvements. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway upgrade project.



12. Upgrade Residential Access Road (TTP Route 0802 Section 010 (0.2 Miles)):

This project is included to program funding to repair and maintain the current gravel roadway surface. Roadway re-graveling, grading, and drainage maintenance (ditch cutting and maintenance) are necessary to prolong the life of the current roadway surface. TTP funds will be used for planning, design, engineering, construction management, and application of the roadway surface maintenance projects.



13. Upgrade Eustice Lake Road (TTP Route 0801 Section 010 (0.3 Miles)):

This project is identified to program funding to upgrade the current Earth roadway to Gravel to improve roadway conditions, with the potential to later improve to an AC surface. This project will involve roadway widening, grading, road base and surface upgrades and improvements, and adequate drainage improvements. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway upgrade project.



14. Upgrade Intersection of State Route 53 (TTP Route 0053 Sections 050-060) and BIA 301 N (TTP Route 0301 Section 030):

This project is identified to program funding to upgrade the current intersection at SR 53 and BIA 301 N. This project would add traffic signals and extend the eastbound left turn lane and extend both deceleration and acceleration lanes for right-in, right-out only movements on SR 53. This project is recommended as a result of traffic studies performed in 2014 and 2020. This project is anticipated to be completed within the short-term, i.e., three to five years. TTP funds will be used for planning, design, engineering, construction management, and construction of this intersection upgrade project and the Tribe will also apply for TTP Safety Plan funds to cover a portion of this project.



15. Zuni Elementary School Access off of State Route 53 (TTP Route 0053 Section 060):

This project is identified to program funding to construct an ingress/egress off of SR 53 that would help alleviate traffic at the primary entrance to the Zuni Elementary School off 301 N road. The project plan is to construct a right turn entrance and right turn exit only off NM 53 at milepost 14.70. TTP funds will be used for planning, design, engineering, construction management, and construction of this intersection upgrade project. As this project has been identified on previous Tribal TTP Safety Plans as a safety priority, TTPSF funds will be applied for to fund the project as well.



16. Ruins Road Reconstruction and Improvement (TTP Route 0536, Sections 010 (0.5 Miles), 020 (0.3 Miles)):

This project is identified to program funding for the reconstruction of 0.5 miles of asphalt pavement and upgrade 0.3 miles of present dirt road to asphalt pavement. Improve, grade & drain, new base course aggregates and new asphalt pavement for the currently paved section (010). Section 020, the dirt portion of road, will be improved to provide all-weather roadway for Zuni community members. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway improvement project.



17. Harker Circle Roadway and Drainage Improvements (TTP Route 0532 Section 010 (0.5 Miles)):

This project is identified to program funding for drainage improvements and reconstruction of 0.5 miles of asphalt pavement roadway. Improved storm drainage, curbs, reconstruct and widen existing roadway to improve grade, drainage, install base course, asphalt pavement and other miscellaneous work. This roadway is adjacent to the new Zuni Community building and fairgrounds area and this project is intended to address potential increases in traffic volume on SR 53 and Harker Circle. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway improvement project.



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

18. Upgrade Intersection of Ojo Caliente Road (TTP Route 0002 Section 090), Pia Mesa Road (TTP Route 0008 Sections 070-080), and Shalako Drive (TTP Route 0517 Section 010):

This project is identified to program funding for drainage improvements and reconstruction of the asphalt pavement intersection. The intersection of Ojo Caliente Rd., Pia Mesa Rd., and Shalako Dr. has several serious safety and design issues that are to be addressed by this project. The combination of high volume vehicular and pedestrian traffic, multiple intersection blind spots, and severely deficient drainage management has led to serious safety issues and concerns at the intersection. Improved storm drainage, curbs, reconstruction and widening of existing roadway to improve grade, drainage, install base course, asphalt pavement and other miscellaneous work will be required to complete this project. The Tribe will seek TTPSF funds for reconstruction in FY21. TTP funds will be used for planning, design, engineering, construction management, and construction of this intersection improvement project.



19. Sunshine Street Reconstruction and Improvement (TTP Route 0526 Section 010 (0.4 Miles)):

This project is identified to program funding for the reconstruction of this asphalt pavement roadway. This road has experienced asphalt pavement failures and will require reconstruction of the pavement, base course, and curbs. Improvements may also include the addition, or upgrading of, shoulders, drainage, striping, and signing. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway improvement project.



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

20. Pia Mesa Road and State Route 53 Intersection Reconstruction and Improvements (TTP Route 0008 Section 100, TTP Route 0053 Section 030):

This project is identified to program funding for drainage improvements and reconstruction of this asphalt pavement roadway section and intersection. This portion of Pia Mesa Rd. (from the intersection of NM 53 south to the bridge and intersection with Sunshine Rd.) is one of the most heavily traveled sections of roadway on the reservation. The pavement is failing in several locations throughout this section. The storm drainage system is inadequate and possibly unsafe as collapses have been reported. Specific improvements have not been identified but may include pavement and base reconstruction, curb and gutter improvements, sidewalks, striping, signing, lighting, and drainage. It would be desirable to include turn lanes, if feasible; however, the close proximity to existing buildings may preclude this. This roadway includes a major bridge structure over the Zuni River, but improvements to the existing bridge are not anticipated at this time. Concerning the intersection, improvements include a raised intersection with specialty paving for traffic calming and to facilitate pedestrians; special lighting; a pedestrian pathway; rainwater catchment basin with overflow to reduce erosion, silting, and flooding; cultural interpretive public art; and other items such as signing, striping, and landscaping. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway and intersection improvement project.



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

21. State Route 53 Drainage Improvements, Mileposts 16-18 (TTP Route 0053 Section 060 (2.0 Miles)):

This project is identified to program funding for drainage improvements along this 2 mile section of SR 53. This project includes planning, environmental assessment reporting/cultural clearances at culvert pipe locations from mileposts 16-18, and potential replacement/improvement of failed/underperforming drainage features. All culvert pipes are plugged with debris and silt leading to rain runoff overtopping the existing roadway, thus creating unsafe and hazardous situations for Tribal members, traveling motorists, and emergency vehicles. The Zuni Tribe and NMDOT will enter into a Memorandum of Understanding (MOU) to allow NMDOT maintenance crews to annually clean the drainage features. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway drainage improvement project.



22. Sandy Springs Road Roadway and Drainage Improvements (TTP Route 0400 Sections 010 (0.1 Miles), 020 (92'), 030 (1.1 Miles)):

This project is identified to program funding for the reconstruction of this asphalt pavement roadway and associated drainage issue improvements along the route, specifically at the intersection with SR 53. Project consists of the reconstruction of the existing North & South Sandy Springs Rd. roadway surfaces, improve grade & drain, new base course, and new asphalt pavement within established rights-of-way, existing concrete & gutter sections will remain intact. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway and drainage improvement project.



23. M. Solomon Road (East of Ruins Road) Improvements (TTP Route 0537 Section 010 (0.5 Miles)):

This project is identified to program funding for the resurfacing of this asphalt pavement roadway. This road will require resurfacing the pavement and improvements to the curb and gutter and sidewalks. Mill existing asphalt pavement and replace with a new asphalt pavement surface where feasible. Curbs will remain in place except where damaged. Improvements may also include drainage, striping, and signing. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway improvement project.



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

24. M. Solomon Road/BIA 18 (West of Ruins Road) Upgrade (TTP Route 0018 Sections 020 (0.3 Miles), 030 (0.5 Miles)):

This project is identified to program funding for the upgrade of this dirt/gravel roadway to an asphalt pavement roadway. Improve grade & drain, new base course, and replacement of dirt roadway with new asphalt pavement are part of this project. Upgrades may also include the addition, or improvement of, shoulders, curb & gutter, striping, and signing. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway upgrade project.



25. Zuni Middle School Drive Improvements (Route 0553 Section 010 (0.2 Miles)):

This project is identified to program funding for the reconstruction and resurfacing of this asphalt pavement roadway. This road has experienced asphalt pavement failures and will require reconstruction of the pavement, base course, and sidewalks. Mill existing asphalt pavement and replace with a new asphalt pavement surface where feasible. Curbs will remain in place except where damaged. Improvements may also include drainage, striping, and signing. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway improvement project.



26. State Route 53 Pedestrian/Bike Path Improvement and Extension (TTP Route 0091 Sections 010 - 030 (1.9 Miles)):

This project is identified to program funding for the reconstruction of the existing asphalt paved pedestrian/recreational trail (Sections 010/020, 1.6 Miles) and the construction of the proposed section (030, 0.3 Miles) of pathway. The project includes resurfacing the existing pathway with asphalt pavement, and improvements to the base course, drainage, striping, and signing where necessary and the full construction of the extension to asphalt pavement including striping, signing and other improvements. TTP funds will be used for planning, design, engineering, construction management, and construction of this improvement and extension project.



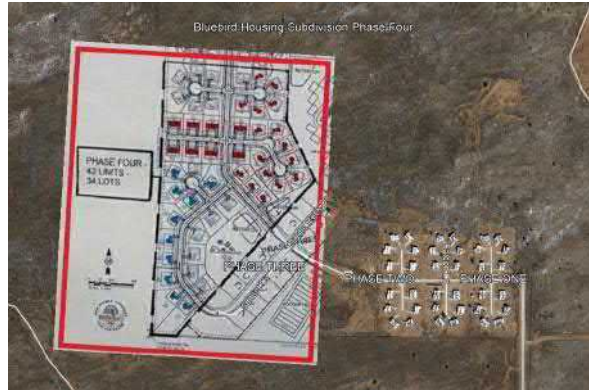
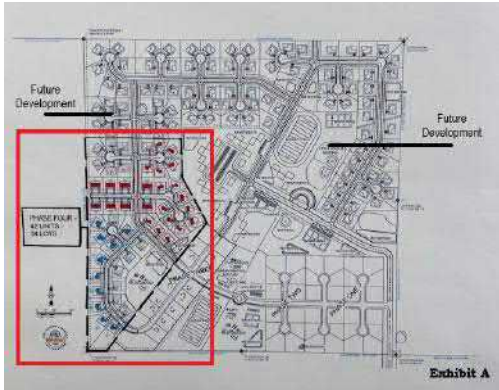
27. Roadway Drainage Improvements (System Wide):

This project is identified to program funding for a comprehensive drainage study to develop a more detailed understanding of the “Micro drainage systems/areas” that have developed over time in the Pueblo area and develop solutions. This project includes a combination of efforts to determine how best to deal with the chronic drainage issues faced by the Tribe. Aerial assessments, an inventory of existing drainage features, and a full GIS system analysis will help identify drainage areas impacting, and related to, each TTP Transportation Facility and allow for the development of solutions that address the larger drainage picture. This would provide years of drainage analysis to better support future coordinated infrastructure improvements across the board for many Zuni departments. A combination of maintenance work to existing facilities, installation of some upgraded drainage systems to replace existing failing infrastructure, and the likely need to install new drainage infrastructure to accommodate the past 2-3 decades of unplanned development that has occurred within the Pueblo area will all be necessary to address the drainage issues faced by the Tribe. TTP funds will be used for planning, design, engineering, construction management, and construction of this drainage improvement project.

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

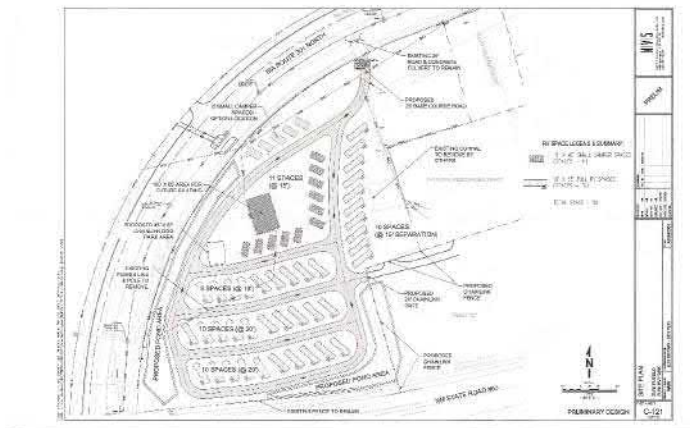
28. Bluebird Housing Subdivision, Phase 4 Expansion:

This project is being included to program future funding for the development of Phase 4 (a 34 lot, 42 unit expansion) of the Bluebird Housing Subdivision. Details required for cost estimation for the project are not clear at the time of the LRTP, but the Tribe will be proceeding with the Pre-Project Planning, Design, and Construction activities for this facility in the next few years. TTP funds may be used for planning, design, engineering, construction management, and construction of the subdivision development. The NTTFI Inventory Update to include these proposed routes is planned for 2021.



29. RV Park at NE Corner of Intersection of SR 53 (TTP Route 0053 Section 060) and BIA 301 N (Route 0301 Section 030):

This project is being included to program future funding for the development of an RV Park on land designated as the “Zuni Fairgrounds Tract” at the northeast corner of the intersection of SR 53 and BIA 301 N. Details required for cost estimation for the project are not clear at the time of the LRTP, but the Tribe will be proceeding with the Pre-Project Planning, Design, and Construction activities for this facility in the next few years. TTP funds may be used for planning, design, engineering, construction management, and construction of the RV Park. The NTTFI Inventory Update to include these proposed routes is planned for 2021.



30. Proposed Zuni Sports Complex

This project is being included to program future funding for the development of a Sports Complex on land along BIA Route 48. Details required for cost estimation for the project are not clear at the time of the LRTP, but the Tribe will be proceeding with the Pre-Project Planning, Design, and Construction activities for this facility in the next few years. TTP funds may be used for planning, design, engineering, construction management, and construction of the Sports Complex. The NTTFI Inventory Update to include these proposed routes is planned for 2021.



31. Zuni DOT and Transit Facility (TTP Route 0200 Section 010 and Route P003 Section 010):

The Zuni Pueblo will be analyzing the existing maintenance yard for the development and establishment of a formal Zuni DOT and Transit Facility. Details required for cost estimation for the project are not clear at the time of the LRTP, but the Tribe will be proceeding with the Pre-Project Planning, Design, and Construction activities for this facility in the next few years. When the project is designed, it will be developed with a public entrance road and parking area for access to the office, and a back end gated off to protect DOT equipment and materials. Once constructed, the inventory of the overall facility will be updated to include the specific facilities which are open to the public.



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



PREPARED BY:

PREPARED FOR:

PUEBLO OF ZUNI

PROJECT NAME:

L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

JUNE 18, 2020

3-2 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT

TOTAL LUMP SUM SCHEDULE SUMMARY		
PROJECT	DESCRIPTION	LUMP SUM ESTIMATE
1	Transportation Program Administration (System Wide)	\$ 250,000
2	Transportation Planning and NTTFI Management (System Wide)	\$ 50,000
3	Master Plan (System Wide)	\$ 65,000
4	Transportation Safety Plan (System Wide)	\$ 22,000
5	Transportation Safety Improvements (System Wide)	\$ 125,000
6	Comprehensive Pedestrian and Bicycle Plan (System Wide)	\$ 45,000
7	Tribal Transportation Facilities Maintenance Plan (System Wide)	\$ 38,000
8	Tribal Transportation Program Maintenance Project (System Wide)	\$ 500,000
9	Tribal Transit Program Supplemental Funding (System Wide)	\$ 150,000
10	Upgrade Veteran’s Memorial Road and Parking Lots 1 & 2 (TTP Route 0701 Sections 010, 020 and TTP Route P002, Sections 010, and 020)	\$ 408,899
11	Upgrade Trapped Rock Dam Road (TTP Route 0805 Section 010)	\$ 77,750
12	Upgrade Residential Access Road (TTP Route 0802 Section 010)	\$ 74,550
13	Upgrade Eustice Lake Road (TTP Route 0801 Section 010 (0.3 Miles))	\$ 71,850
14	Upgrade Intersection of State Route 53 (TTP Route 0053 Sections 050-060) and BIA 301 N (TTP Route 0301 Section 030)	\$ 761,900
15	Zuni Elementary School Access off of State Route 53 (TTP Route 0053 Section 060)	\$ 524,000
16	Ruins Road Reconstruction and Improvement (TTP Route 0536, Sections 010, 020)	\$ 1,147,500
17	Harker Circle Roadway and Drainage Improvements (TTP Route 0532 Section 010)	\$ 472,300
18	Upgrade Intersection of Ojo Caliente Road (TTP Route 0002 Section 090), Pia Mesa Road (TTP Route 0008 Sections 070-080), and Shalako Drive (TTP Route 0517 Section 010)	\$ 733,800
19	Sunshine Street Reconstruction and Improvement (TTP Route 0526 Section 010)	\$ 630,200
20	Pia Mesa Road and State Route 53 Intersection Reconstruction and Improvements (TTP Route 0008 Section 100, TTP Route 0053 Section 030)	\$ 2,234,500
21	State Route 53 Drainage Improvements, Mileposts 16-18 (TTP Route 0053 Section 060)	\$ 289,708
22	Sandy Springs Road Roadway and Drainage Improvements (TTP Route 0400 Sections 010, 020, 030)	\$ 950,500
23	M. Solomon Road (East of Ruins Road) Improvements (TTP Route 0537 Section 010)	\$ 537,300
24	M. Solomon Road/BIA 18 (West of Ruins Road) Upgrade (TTP Route 0018 Sections 020, 030)	\$ 916,400
25	Zuni Middle School Drive Improvements (Route 0553 Section 010)	\$ 382,600
26	State Route 53 Pedestrian/Bike Path Improvement and Extension (TTP Route 0091 Sections 010 - 030)	\$ 1,073,000
27	Roadway Drainage Improvements (System Wide)	\$ 3,937,400
TOTAL LUMP SUM AMOUNT		\$ 16,469,157

The user of the above estimate understands that Red Plains Professional (RPP), the Consultant, has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's opinions of probable construction costs are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the above.

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

PREPARED BY:



PREPARED FOR:

PUEBLO OF ZUNI

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

JUNE 18, 2020

Pueblo of Zuni					
Transportation Program Administration (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
1A	The Zuni Tribe contracts the oversight, management and implementation of the TTP program through the FHWA under the Programmatic Agreement (PA). As such, the Tribe incurs administrative costs and expenses to deliver the program and report the ongoing status of the projects and TTP activities. The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.	1	LS	\$250,000	\$250,000
Project Estimate				\$250,000	

Pueblo of Zuni					
Transportation Planning and NTTFI Management (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
2A	The Zuni Tribe will program funding to further develop and maintain the LRTP and TTP- NTTFI. The Inventory update associated with this LRTP project has created many routes and sections in support of planned projects and future development. The inventory is now incorporated into, and managed through, an electronic GIS database. This project will require TTP funding support for annual maintenance and updating.	1	LS	\$50,000	\$50,000
Project Estimate				\$50,000	

Pueblo of Zuni					
Master Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
3A	Development of a master planning project with a significant transportation analysis component is a critical step for future planning of the Tribal and regional transportation network. Addition of TTP facilities into the official NTTFI Inventory must be timed to prevent delays and allow TTP fund expenditure on the allowable components of future developments.	1	LS	\$65,000	\$65,000
Project Estimate				\$65,000	

Pueblo of Zuni					
Transportation Safety Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
4A	MAP-21 established a safety program set aside within the TTP. The Tribe has secured the initial planning funding for the Tribal Transportation Safety Plan and will be applying for additional funding to support its findings and additional projects. The Safety Plan project list will be incorporated into the LRTP prioritized project listing and TTIP once completed. Possible supplementation projects may include: Roadway Safety Audits, Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM) Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.	1	LS	\$22,000	\$22,000
Project Estimate				\$22,000	

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



PREPARED BY:

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L RTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

JUNE 18, 2020

Pueblo of Zuni					
Transportation Safety Improvements (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
5A	This project is defined under the PPL to enable the Tribe the ability to perform the actual recommended transportation infrastructure improvements (Design, Maintenance, and Construction Projects) required to improve the safety on the Tribe’s transportation network as defined in the NTTFI.	1	LS	\$125,000	\$125,000
Project Estimate				\$125,000	

Pueblo of Zuni					
Comprehensive Pedestrian and Bicycle Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
6A	With many programmed Tribal and area development plans, it is apparent that the connection of tribal community members to local goods and services (as supported by foot or bicycle travel) requires significant planning, expansion, and coordination. The pedestrian plan must focus on the condition of the many existing sidewalks, trails, and pathways utilized by the tribal citizens (youth to elders) to access services by foot. The plan should strongly consider connectivity to other internal and external paths and trails.	1	LS	\$45,000	\$45,000
Project Estimate				\$45,000	

Pueblo of Zuni					
Tribal Transportation Facilities Maintenance Plan (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
7A	During the NTTFI field data collection process, several maintenance needs were identified and recorded in the Tribe’s GIS database. The Tribe’s DOT currently has the capacity required to perform routine and heavy maintenance of their transportation network and construction/re-construction of roadways with the exception of asphalt paving. Continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding. TTP funds could be utilized to develop a Maintenance Plan in support of Prioritized Project 7 below.	1	LS	\$38,000	\$38,000
Project Estimate				\$38,000	

Pueblo of Zuni					
Tribal Transportation Program Maintenance Project (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
8A	This project is identified to include in the TTIP annually a specific amount set aside to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in this LRTP. The Tribe should annually budget specific projects identified in the maintenance plan each year for the TTIP. It is recommended to establish in the TTIP a fixed portion of your tribal share for roadway maintenance activity.	1	LS	\$500,000	\$500,000
Project Estimate				\$500,000	

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



PREPARED BY:

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PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

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DATE:

JUNE 18, 2020

Pueblo of Zuni					
Tribal Transit Program Supplemental Funding (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
9A	This project is identified to provide the potentially required TTP funding support to the Tribe’s Transit Program. The TTP funding may be used to supplement the Tribal Transportation Program particularly in the development and continued maintenance of its infrastructure. Each fiscal year the Tribe should estimate and program the required TTP funding needed to supplement its Transit Program. The TTP funding is also eligible as matching funds to leverage addition transit funding from other agencies. The Tribe’s Transit Budget identifies the funding levels to be added to the TTIP.	1	LS	\$150,000	\$150,000
Project Estimate				\$150,000	

Pueblo of Zuni					
Upgrade Veteran’s Memorial Road and Parking Lots 1 & 2 (TTP Route 0701 Sections 010, 020 and TTP Route P002, Sections 010, and 020)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
10A	Planning	1	LS	\$6,253	\$6,253
10B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$15,006	\$15,006
10C	Design	1	LS	\$37,514	\$37,514
10D	Construction	1	LS	\$312,612	\$312,612
10E	Construction Management	1	LS	\$37,514	\$37,514
Project Estimate				\$408,899	

Pueblo of Zuni					
Upgrade Trapped Rock Dam Road (TTP Route 0805 Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
11A	Planning	1	LS	\$1,000	\$1,000
11B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$8,950	\$8,950
11C	Design	1	LS	\$11,500	\$11,500
11D	Construction	1	LS	\$51,000	\$51,000
11E	Construction Management	1	LS	\$5,300	\$5,300
Project Estimate				\$77,750	

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

PREPARED BY:



PREPARED FOR:

PUEBLO OF ZUNI

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

JUNE 18, 2020

Pueblo of Zuni					
Upgrade Residential Access Road (TTP Route 0802 Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
12A	Planning	1	LS	\$1,000	\$1,000
12B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$8,950	\$8,950
12C	Design	1	LS	\$11,500	\$11,500
12D	Construction	1	LS	\$48,000	\$48,000
12E	Construction Management	1	LS	\$5,100	\$5,100
Project Estimate				\$74,550	

Pueblo of Zuni					
Upgrade Eustice Lake Road (TTP Route 0801 Section 010 (0.3 Miles))					
Project	Description	Qty.	Unit	Unit Price	Total Cost
13A	Planning	1	LS	\$1,000	\$1,000
13B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$8,950	\$8,950
13C	Design	1	LS	\$12,800	\$12,800
13D	Construction	1	LS	\$44,000	\$44,000
13E	Construction Management	1	LS	\$5,100	\$5,100
Project Estimate				\$71,850	

Pueblo of Zuni					
Upgrade Intersection of State Route 53 (TTP Route 0053 Sections 050-060) and BIA 301 N (TTP Route 0301 Section 030)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
14A	Planning	1	LS	\$4,000	\$4,000
14B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$15,400	\$15,400
14C	Design	1	LS	\$84,500	\$84,500
14D	Construction	1	LS	\$595,000	\$595,000
14E	Construction Management	1	LS	\$63,000	\$63,000
Project Estimate				\$761,900	

Pueblo of Zuni					
Zuni Elementary School Access off of State Route 53 (TTP Route 0053 Section 060)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
15A	Planning	1	LS	\$4,500	\$4,500
15B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$21,500	\$21,500
15C	Design	1	LS	\$72,500	\$72,500
15D	Construction	1	LS	\$384,000	\$384,000
15E	Construction Management	1	LS	\$41,500	\$41,500
Project Estimate				\$524,000	

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



PREPARED BY:

PREPARED FOR:

PUEBLO OF ZUNI

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

JUNE 18, 2020

Pueblo of Zuni					
Ruins Road Reconstruction and Improvement (TTP Route 0536, Sections 010, 020)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
16A	Planning	1	LS	\$2,000	\$2,000
16B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$11,000	\$11,000
16C	Design	1	LS	\$99,500	\$99,500
16D	Construction	1	LS	\$970,000	\$970,000
16E	Construction Management	1	LS	\$65,000	\$65,000
Project Estimate				\$1,147,500	

Pueblo of Zuni					
Harker Circle Roadway and Drainage Improvements (TTP Route 0532 Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
17A	Planning	1	LS	\$2,000	\$2,000
17B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$14,800	\$14,800
17C	Design	1	LS	\$96,500	\$96,500
17D	Construction	1	LS	\$325,000	\$325,000
17E	Construction Management	1	LS	\$34,000	\$34,000
Project Estimate				\$472,300	

Pueblo of Zuni					
Upgrade Intersection of Ojo Caliente Road (TTP Route 0002 Section 090), Pia Mesa Road (TTP Route 0008 Sections 070-080), and Shalako Drive(TTP Route 0517 Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
18A	Planning	1	LS	\$2,000	\$2,000
18B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$8,800	\$8,800
18C	Design	1	LS	\$77,000	\$77,000
18D	Construction	1	LS	\$585,000	\$585,000
18E	Construction Management	1	LS	\$61,000	\$61,000
Project Estimate				\$733,800	

Pueblo of Zuni					
Sunshine Street Reconstruction and Improvement (TTP Route 0526 Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
19A	Planning	1	LS	\$2,000	\$2,000
19B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$15,200	\$15,200
19C	Design	1	LS	\$98,000	\$98,000
19D	Construction	1	LS	\$464,000	\$464,000
19E	Construction Management	1	LS	\$51,000	\$51,000
Project Estimate				\$630,200	

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



PREPARED BY:

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PUEBLO OF ZUNI

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

JUNE 18, 2020

Pueblo of Zuni					
Pia Mesa Road and State Route 53 Intersection Reconstruction and Improvements (TTP Route 0008 Section 100, TTP Route 0053 Section 030)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
20A	Planning	1	LS	\$16,000	\$16,000
20B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$28,000	\$28,000
20C	Design	1	LS	\$194,500	\$194,500
20D	Construction	1	LS	\$1,880,000	\$1,880,000
20E	Construction Management	1	LS	\$116,000	\$116,000
Project Estimate				\$2,234,500	

Pueblo of Zuni					
State Route 53 Drainage Improvements, Mileposts 16-18 (TTP Route 0053 Section 060)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
21A	Planning	1	LS	\$2,162	\$2,162
21B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$8,648	\$8,648
21C	Design	1	LS	\$43,240	\$43,240
21D	Construction	1	LS	\$216,200	\$216,200
21E	Construction Management	1	LS	\$19,458	\$19,458
Project Estimate				\$289,708	

Pueblo of Zuni					
Sandy Springs Road Roadway and Drainage Improvements (TTP Route 0400 Sections 010, 020, 030)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
22A	Planning	1	LS	\$2,000	\$2,000
22B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$15,500	\$15,500
22C	Design	1	LS	\$110,000	\$110,000
22D	Construction	1	LS	\$748,000	\$748,000
22E	Construction Management	1	LS	\$75,000	\$75,000
Project Estimate				\$950,500	

Pueblo of Zuni					
M. Solomon Road (East of Ruins Road) Improvements (TTP Route 0537 Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
23A	Planning	1	LS	\$2,000	\$2,000
23B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$15,800	\$15,800
23C	Design	1	LS	\$94,500	\$94,500
23D	Construction	1	LS	\$355,000	\$355,000
23E	Construction Management	1	LS	\$70,000	\$70,000
Project Estimate				\$537,300	

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



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PREPARED FOR:

PUEBLO OF ZUNI

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

JUNE 18, 2020

Pueblo of Zuni					
M. Solomon Road/BIA 18 (West of Ruins Road) Upgrade (TTP Route 0018 Sections 020, 030)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
24A	Planning	1	LS	\$2,500	\$2,500
24B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$18,500	\$18,500
24C	Design	1	LS	\$107,400	\$107,400
24D	Construction	1	LS	\$592,000	\$592,000
24E	Construction Management	1	LS	\$196,000	\$196,000
Project Estimate				\$916,400	

Pueblo of Zuni					
Zuni Middle School Drive Improvements (Route 0553 Section 010)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
25A	Planning	1	LS	\$1,500	\$1,500
25B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$10,600	\$10,600
25C	Design	1	LS	\$52,000	\$52,000
25D	Construction	1	LS	\$289,000	\$289,000
25E	Construction Management	1	LS	\$29,500	\$29,500
Project Estimate				\$382,600	

Pueblo of Zuni					
State Route 53 Pedestrian/Bike Path Improvement and Extension (TTP Route 0091 Sections 010 - 030)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
26A	Planning	1	LS	\$2,000	\$2,000
26B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$17,000	\$17,000
26C	Design	1	LS	\$84,000	\$84,000
26D	Construction	1	LS	\$880,000	\$880,000
26E	Construction Management	1	LS	\$90,000	\$90,000
Project Estimate				\$1,073,000	

Pueblo of Zuni					
Roadway Drainage Improvements (System Wide)					
Project	Description	Qty.	Unit	Unit Price	Total Cost
27A	Planning	1	LS	\$8,500	\$8,500
27B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS	\$318,900	\$318,900
27C	Design	1	LS	\$300,000	\$300,000
27D	Construction	1	LS	\$3,000,000	\$3,000,000
27E	Construction Management	1	LS	\$310,000	\$310,000
Project Estimate				\$3,937,400	

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

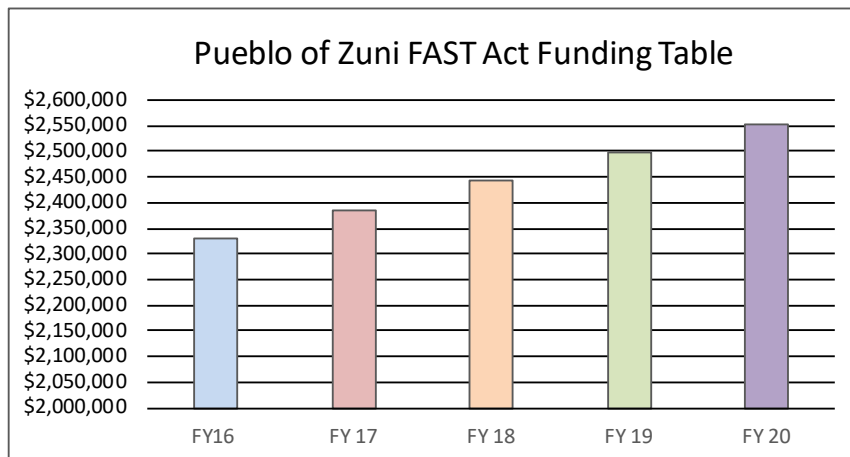
3-3 EXISTING TTP FUNDING

According to the latest funding tables provided to the public by the BIA and FHWA, the Zuni Tribe should receive approximately \$ 2,555,623 in FY 2020. After annual program administrative takedowns the Tribe’s actual allocation may be slightly less (9.4% Takedown in FY20). The most recent tribal share funding report and the full FAST Act table are located in APPENDIX D detailing the approximate funding allocations provided for all Tribes in the Nation. Two important factors that are used in the TTP tribal share calculations are: 1) the American Indian/Native Alaskan (AIAN) Persons population factor derived from the Native American Housing Assistance and Self Determination Act (NAHASDA) records and 2) the total TTP eligible mileage. The most recently published official numbers available for this calculation are from FY20 and show the Tribe’s recorded AIAN Persons population as 8558 and the Tribe’s total TTP eligible mileage as 434.8. The table below is an excerpt from the FY20 Tribal Shares Table discussed in this section, the Zuni Tribe is highlighted in yellow.

Tribe Name	NAHASDA Population	Eligible TTP Mileage	Authorized Total Tribal Shares	Authorized Total 2% Planning	Total FY20 Tribal Shares After 9.4% Takedown	Total FY20 Tribal Planning after 9.4% Takedown
Pueblo of Tesuque	405	50.8	\$ 69,264.21	\$ 6,119.64	\$ 243,953.38	\$ 5,544.39
Pueblo of Zia	875	121	\$ 561,444.18	\$ 12,760.10	\$ 508,668.43	\$ 11,560.65
Ramah Navajo (recognized under Navajo)	0	480.6	\$ 1,420,569.52	\$ 32,285.67	\$ 1,287,035.98	\$ 29,250.82
Zuni Tribe of the Zuni Reservation	8,558	434.8	\$ 2,555,623.56	\$ 58,082.35	\$ 2,315,394.95	\$ 52,622.61
Duckwater Shoshone Tribe	774	20.3	\$ 126,634.99	\$ 2,878.07	\$ 114,731.30	\$ 2,607.53
Ely Shoshone Tribe	1,169	10.8	\$ 159,463.03	\$ 3,624.16	\$ 144,473.51	\$ 3,283.49
Fort McDermitt Paiute and Shoshone Tribes	2,058	16.9	\$ 276,643.25	\$ 6,287.35	\$ 250,638.79	\$ 5,696.34

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

FAST Act Funding 2016- 2020						
Reservation Name (Primary)	Estimated FY16 Tribal Shares Authorized	Estimated FY17 Tribal Shares Authorized	Estimated FY18 Tribal Shares Authorized	Estimated FY19 Tribal Shares Authorized	Estimated FY20 Tribal Shares Authorized	2011 TOTAL TRIBAL SHARE
M70721 - Zuni	\$2,328,464	\$2,384,931	\$2,441,380	\$2,497,811	\$2,554,227	\$918,059



3-4 FUNDING OPPORTUNITIES

The Zuni Tribe can use its TTP funding to leverage other federal and non-federal funds. Given the existing partners working on transportation projects in western New Mexico, there are significant opportunities for the Zuni Tribe, local communities, McKinley, Cibola, Catron and Apache Counties, and the New Mexico and Arizona Departments of Transportation (NMDOT)/(ADOT) to work together to identify and prioritize priority transportation projects in consensus with each organization. Funding agencies are more likely to fund projects in rural New Mexico if there are partnerships and the local government organizations are working together. APPENDIX E provides the Tribe with a list of funding sources to consider when seeking grant funding in order to implement their transportation projects.

3-5 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM TABLE

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

APPENDICES

APPENDICES

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E – FUNDING SOURCES

APPENDIX F – MAPS

MAP A – OFFICIAL TTP ROUTES

MAP B – RECOMMENDED 2020 NTTFI INVENTORY

MAP C – 2020 PRIORITIZED PROJECT MAP

APPENDIX G – PROPOSED FACILITY JUSTIFICATION REPORT

APPENDIX H – TRAFFIC ANALYSIS REPORT

VOLUME 2 (SEPARATE BOOK)

5704 FORMS PER SECTION

TTP INVENTORY STRIP MAPS

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

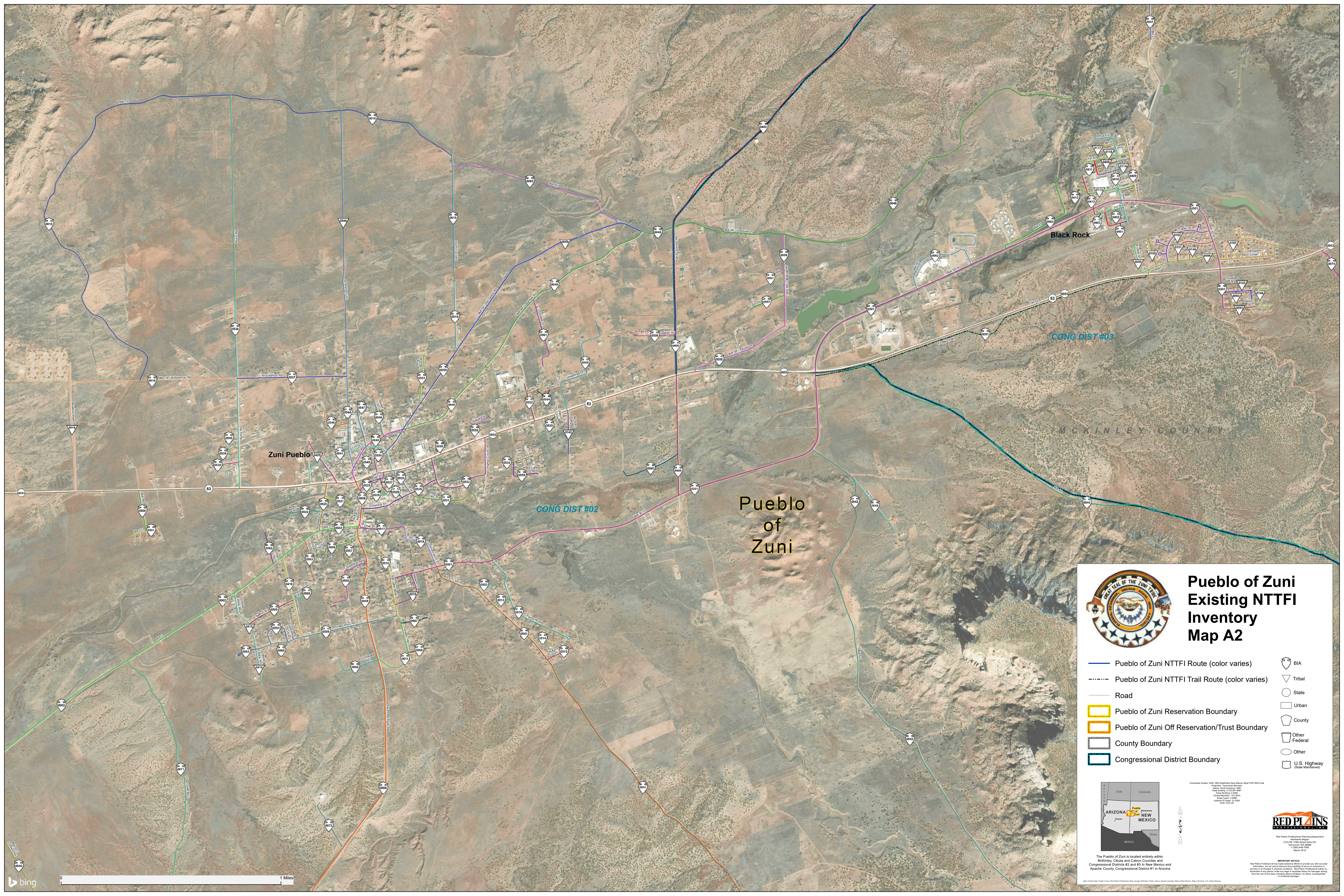
APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D - BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E - FUNDING SOURCES

APPENDIX F - MAPS

MAP A – OFFICIAL TTP ROUTES



Pueblo of Zuni Existing NTTFI Inventory Map A2

- Pueblo of Zuni NTTFI Route (color varies)
 - - - - Pueblo of Zuni NTTFI Trail Route (color varies)
 - Road
 - Pueblo of Zuni Reservation Boundary
 - Pueblo of Zuni Off Reservation/Trust Boundary
 - County Boundary
 - Congressional District Boundary
- BIA
 - Tribal
 - State
 - Urban
 - County
 - Other Federal
 - Other
 - U.S. Highway (State Maintenance)



Coordinate System: NAD 83 StatePlane New Mexico West FIPS 5003 Feet
 Datum: North American 1983
 Spheroid: GRS 1980
 Prime Meridian: -109.0000
 Central Meridian: -109.2500
 False Easting: 100000.0000
 False Northing: 0.0000
 Units: Feet



The Pueblo of Zuni is located entirely within McKinley County and Catron Counties and Congressional Districts #2 and #3 in New Mexico and Apache County, Congressional District #1 in Arizona.

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 March 2019

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APPENDIX F - MAPS (CONT.)

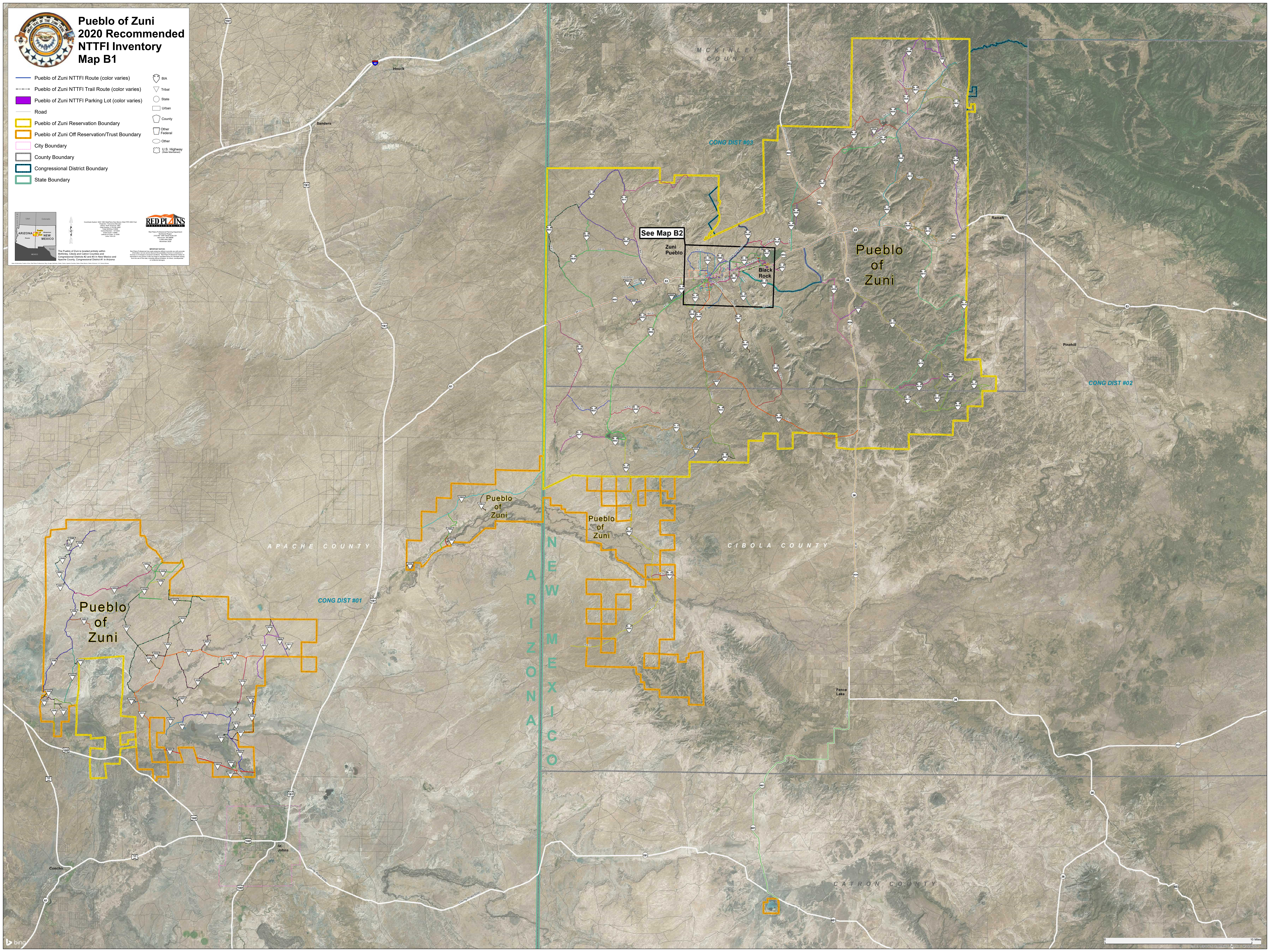
MAP B – RECOMMENDED 2020 NTTFI INVENTORY

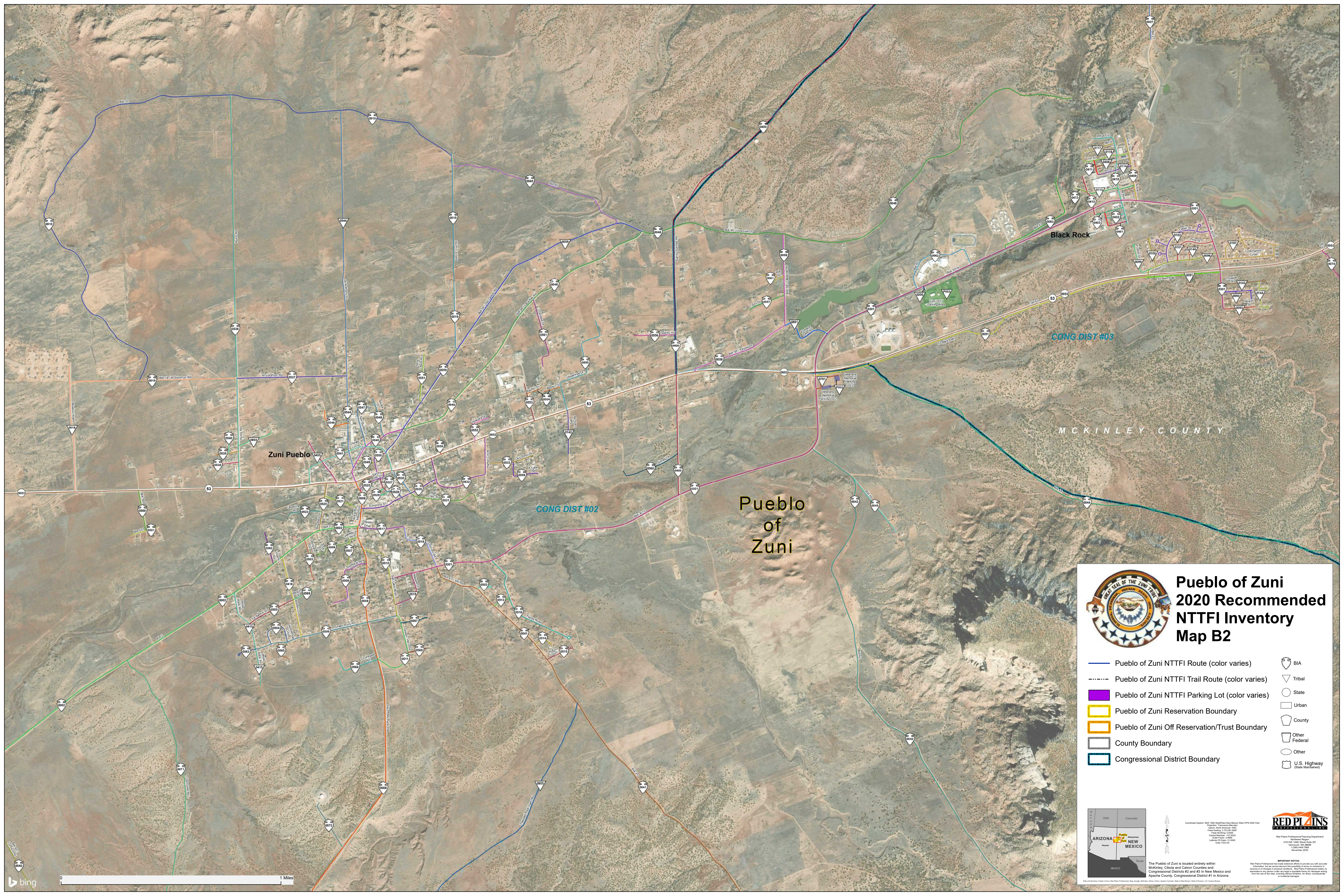
Pueblo of Zuni
2020 Recommended
NTTFI Inventory
Map B1

- Pueblo of Zuni NTTFI Route (color varies)
 - Pueblo of Zuni NTTFI Trail Route (color varies)
 - Pueblo of Zuni NTTFI Parking Lot (color varies)
 - Road
 - Pueblo of Zuni Reservation Boundary
 - Pueblo of Zuni Off Reservation/Trust Boundary
 - City Boundary
 - County Boundary
 - Congressional District Boundary
 - State Boundary
- BIA
 - Tribal
 - State
 - Urban
 - County
 - Other Federal
 - Other
 - U.S. Highway (State Number)

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The Pueblo of Zuni is located entirely within McKinley, Cibola and Catron Counties and is in New Mexico and Apache County, Congressional District #1 in Arizona.





Pueblo of Zuni 2020 Recommended NTTFI Inventory Map B2

- Pueblo of Zuni NTTFI Route (color varies)
- - - Pueblo of Zuni NTTFI Trail Route (color varies)
- ▭ Pueblo of Zuni NTTFI Parking Lot (color varies)
- ▭ Pueblo of Zuni Reservation Boundary
- ▭ Pueblo of Zuni Off Reservation/Trust Boundary
- ▭ County Boundary
- ▭ Congressional District Boundary
- BIA
- Tribal
- State
- Urban
- County
- Other Federal
- Other
- U.S. Highway (State Maintained)



Coordinate System: NAD 1983 StatePlane New Mexico West FIPS 5003 Feet
 Projection: Transverse Mercator
 Datum: North American 1983
 False Easting: 2100000.000
 False Northing: 0.000
 Central Meridian: -107.000
 Scale Factor: 0.999999
 UTM Zone Number: 18Q
 UTM Easting: 1000000.000
 UTM Northing: 1000000.000
 UTM Zone: 18Q




The Pueblo of Zuni is located entirely within McKinley, Chispa and Canton Counties and Congressional Districts #2 and #3 in New Mexico and Apache County, Congressional District #1 in Arizona.

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 November 2020


APPENDIX F - MAPS (CONT.)

MAP C – 2020 PRIORITIZED PROJECT MAP



Pueblo of Zuni Prioritized Projects Map C1

- Pueblo of Zuni Prioritized Project Route
- Pueblo of Zuni Prioritized Project Parking Lot/Area
- Pueblo of Zuni NTTFI Route (color varies)
- Pueblo of Zuni NTTFI Trail Route (color varies)
- Pueblo of Zuni NTTFI Parking Lot (color varies)
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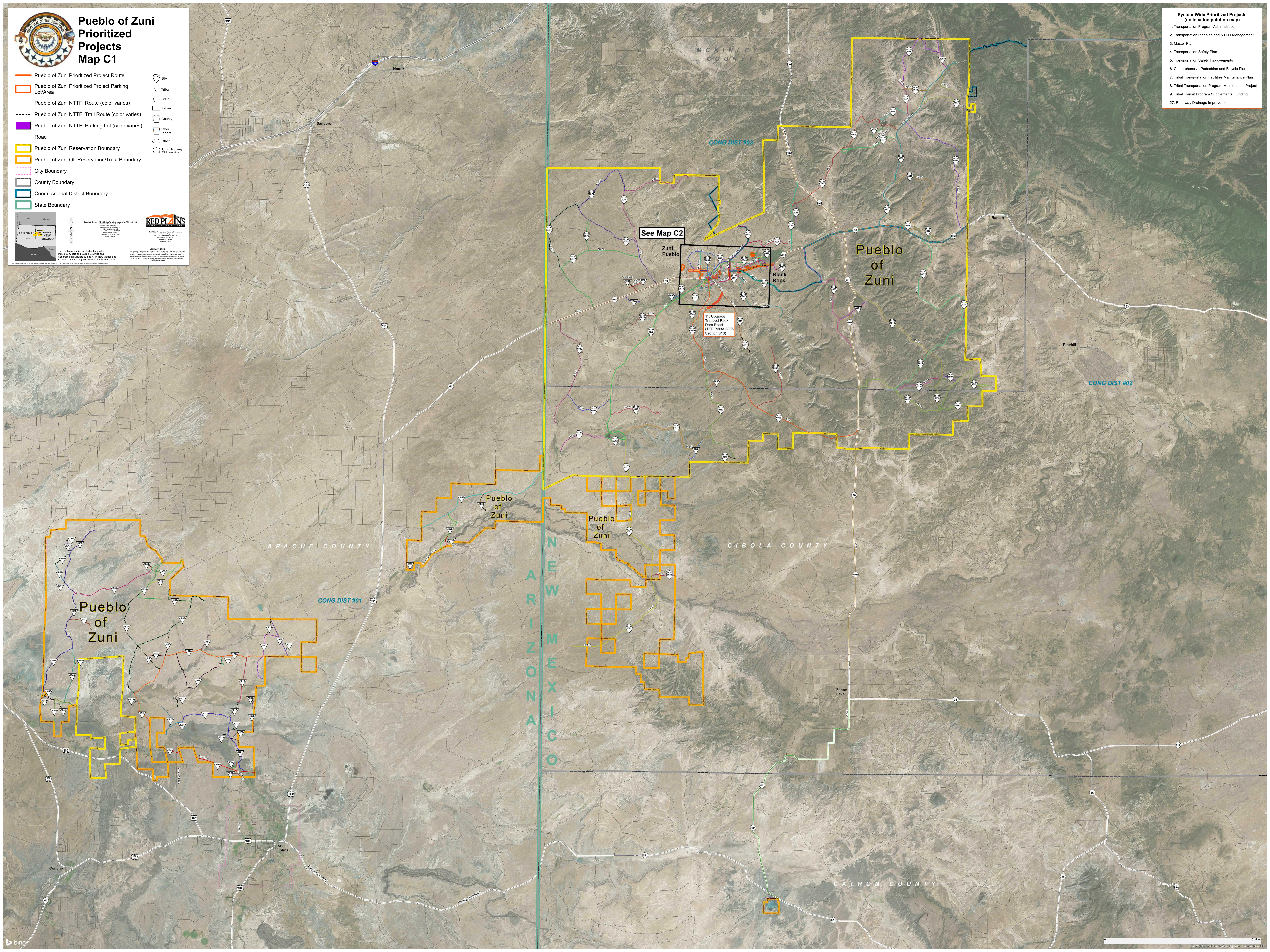


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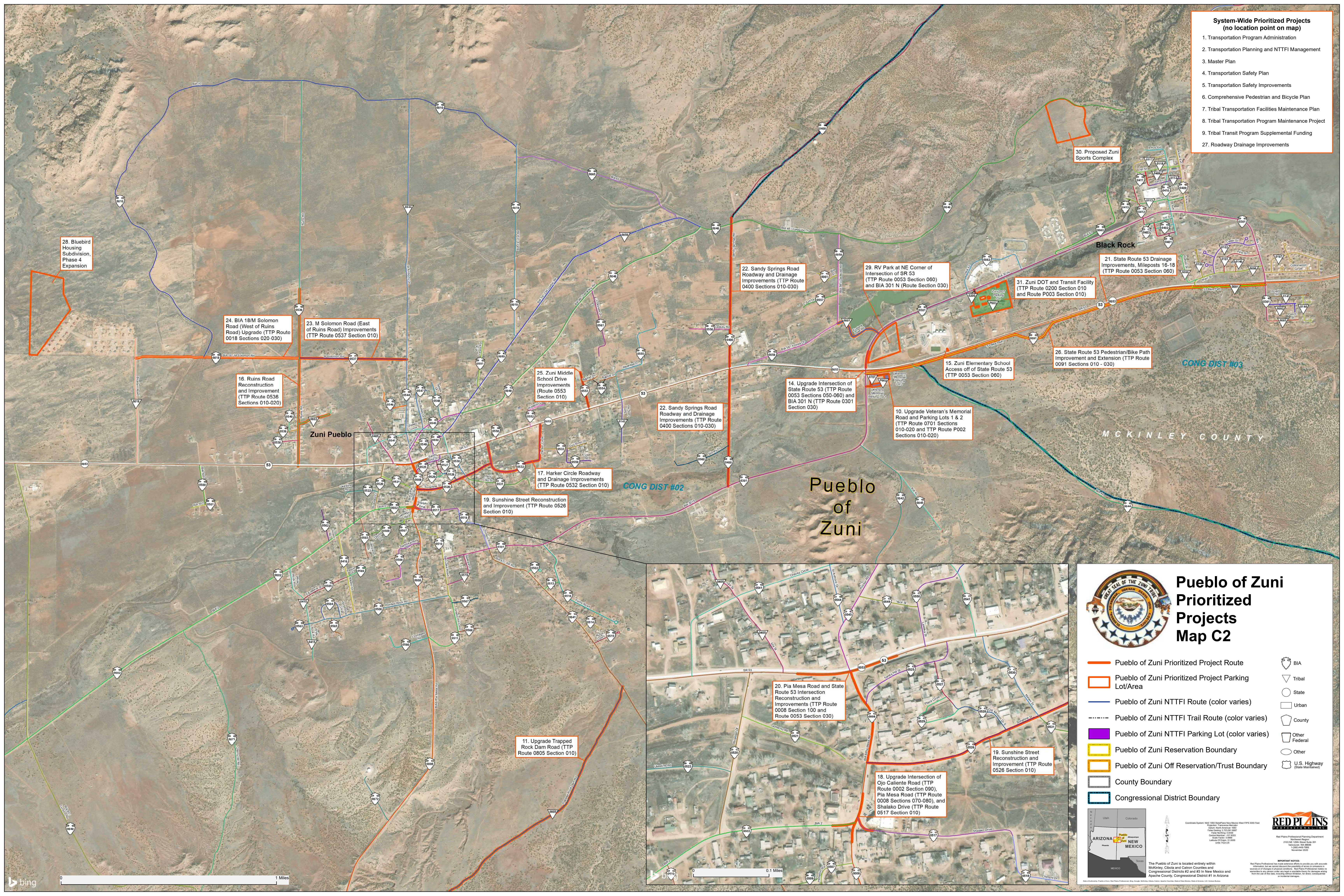
- ### System-Wide Prioritized Projects (no location point on map)
1. Transportation Program Administration
 2. Transportation Planning and NTTFI Management
 3. Master Plan
 4. Transportation Safety Plan
 5. Transportation Safety Improvements
 6. Comprehensive Pedestrian and Bicycle Plan
 7. Tribal Transportation Facilities Maintenance Plan
 8. Tribal Transportation Program Maintenance Project
 9. Tribal Transit Program Supplemental Funding
 27. Roadway Drainage Improvements



See Map C2

11 Upgrade Trapped Rock Dam Road (TTP Route 0805 Section 01D)

- System-Wide Prioritized Projects (no location point on map)**
1. Transportation Program Administration
 2. Transportation Planning and NTTFI Management
 3. Master Plan
 4. Transportation Safety Plan
 5. Transportation Safety Improvements
 6. Comprehensive Pedestrian and Bicycle Plan
 7. Tribal Transportation Facilities Maintenance Plan
 8. Tribal Transportation Program Maintenance Project
 9. Tribal Transit Program Supplemental Funding
 27. Roadway Drainage Improvements



28. Bluebird Housing Subdivision, Phase 4 Expansion

24. BIA 18/M Solomon Road (West of Ruins Road) Upgrade (TTP Route 0018 Sections 020-030)

23. M Solomon Road (East of Ruins Road) Improvements (TTP Route 0537 Section 010)

16. Ruins Road Reconstruction and Improvement (TTP Route 0536 Sections 010-020)

25. Zuni Middle School Drive Improvements (Route 0553 Section 010)

17. Harker Circle Roadway and Drainage Improvements (TTP Route 0532 Section 010)

19. Sunshine Street Reconstruction and Improvement (TTP Route 0526 Section 010)

22. Sandy Springs Road Roadway and Drainage Improvements (TTP Route 0400 Sections 010-030)

22. Sandy Springs Road Roadway and Drainage Improvements (TTP Route 0400 Sections 010-030)

14. Upgrade Intersection of State Route 53 (TTP Route 0053 Sections 050-060) and BIA 301 N (TTP Route 0301 Section 030)

10. Upgrade Veteran's Memorial Road and Parking Lots 1 & 2 (TTP Route 0701 Sections 010-020 and TTP Route P002 Sections 010-020)

15. Zuni Elementary School Access off of State Route 53 (TTP 0053 Section 060)

26. State Route 53 Pedestrian/Bike Path Improvement and Extension (TTP Route 0091 Sections 010 - 030)

29. RV Park at NE Corner of Intersection of SR 53 (TTP Route 0053 Section 060) and BIA 301 N (Route Section 030)

31. Zuni DOT and Transit Facility (TTP Route 0200 Section 010 and Route P003 Section 010)

30. Proposed Zuni Sports Complex

21. State Route 53 Drainage Improvements, Mileposts 16-18 (TTP Route 0053 Section 060)

20. Pia Mesa Road and State Route 53 Intersection Reconstruction and Improvements (TTP Route 0008 Section 100 and Route 0053 Section 030)

11. Upgrade Trapped Rock Dam Road (TTP Route 0805 Section 010)

18. Upgrade Intersection of Ojo Caliente Road (TTP Route 0002 Section 090), Pia Mesa Road (TTP Route 0008 Sections 070-080), and Shalako Drive (TTP Route 0517 Section 010)

19. Sunshine Street Reconstruction and Improvement (TTP Route 0526 Section 010)



Pueblo of Zuni Prioritized Projects Map C2

- Pueblo of Zuni Prioritized Project Route
 - Pueblo of Zuni Prioritized Project Parking Lot/Area
 - Pueblo of Zuni NTTFI Route (color varies)
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 Standard Parallel 1: 33.0000
 Standard Parallel 2: 33.0000
 Scale Factor: 0.9999999999
 UTM Zone Number: 18Q
 UTM Easting: 600,000.0000
 UTM Northing: 1,000,000.0000
 UTM Zone Letter: 18Q



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 November 2020

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APPENDIX G - PROPOSED ROADS JUSTIFICATION REPORT

APPENDIX H - TRAFFIC ANALYSIS REPORT