Tribal Technical Assistance Program

Vol. 2 No. 1

Improving tribal roads and bridges
Spring 1994

Mesquaki Nation speeds up project by five years

The intersection of U.S. Highway 30 and the Mesquaki Nation entrance road has one of the highest accident histories in Tama County, Iowa. The problem was located near the Mesquaki Casino and at the tribe’s Trading Post convenience store.

The Iowa Department of Transportation and the Mesquaki Nation tried for years to fund the necessary intersection improvements. A unique agreement was finally reached and, according to the tribe’s engineer, Brian Meyer of Clapsaddle-Garber Associates, Inc., “Although the negotiations were difficult, everyone wins with this arrangement.”

A 20 mile stretch of highway, including the portion adjacent to the Mesquaki entrance, was in the IDOT long range program of projects and was scheduled to be completed in approximately seven to eight years. The proposed improvements consisted of widening the existing two lane highway into a divided four lane highway with turn lanes. However, the tribe felt this schedule for completing the project was not suitable.

With Meyer’s assistance, the tribe began negotiating the possibility of accelerating a stretch of the 20 mile project to address the current safety concerns adjacent to the Mesquaki Nation. The result was the signing of a three party agreement between the IDOT, the Bureau of Indian Affairs, and the Mesquaki Nation. The agreement provided for a cooperative effort in designing and constructing a 1.5 mile stretch of the project in two years, well in advance of the original schedule. “This way,” according to Meyer, “the tribe gets the project completed five or six years sooner than waiting for the IDOT schedule.”

The $2.5 million project includes surveying, design, private right-of-way acquisition, grading, paving, and bridge construction. The BIA and IDOT agreed to a cost sharing arrangement where the BIA paid 28% of the total project costs and IDOT paid 72%, with the tribe administering the engineering and construction contracts. The BIA’s 28% share came from ISTEIA bridge funds. “With this arrangement,” Meyer says, “the BIA addresses a tribal need while paying only a portion of the cost and IDOT gets a project done ahead of schedule without having to redirect manpower from other projects.”

Because IDOT was not in a position to complete the project in the short time frame, the tribe agreed to use their own engineer, be the lead agent in the development, and provide the necessary tribal right-of-way for widening the road. The project was developed using IDOT standards and upon completion ownership and maintenance responsibilities will turn over to IDOT.

This article was submitted by the Mesquaki Nation engineer, Brian D. Meyer, P.E. of Clapsaddle-Garber Associates, Inc.

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Helpful hints gleaned from ISTEA workshops

The ISTEA Planning and Funding workshops with Ed Hall of Transportation Associates were wrapped up in December. The participant evaluations of the workshop are appreciated and the feedback will be incorporated into our future presentations.

One specific need that became apparent during the workshops was complete copies of the ISTEA legislation and 23 U.S. Code, which ISTEA modifies. If you need either of these publications please call or write the TTAP office.

The following issues were raised at the workshops and are worth noting:

- Work closely with your local BIA area agency offices.
- Consider including funding requests for attendance at inter-tribal committees for transportation, county, state, and federal appropriation hearings into your 2% planning requests.
- Understand that the 2% planning funding is available for program planning and not individual construction project planning.
- Realize that ISTEA is in effect through 1996 and that a new bill renewing funding for transportation issues is planned for 1997.

CORRECTION:
Page 3 of the December 1993 issue of Pathways listed an incorrect phone number under the GSA Area Utilization Officers for Carl Chalupsy.

The correct number is: (612) 725-3647.

TTAP Regional Tribes

Aroostock Band of Micmac Indians
Red River Band of Lake Superior Chippewa Indians
Bay Mills Indian Community
Boca Forte (Narraganset) Reservation Tribal Council
Cayuga Nation of Indians
Chippewa of the Erabiki Tribe
Coushatta Tribe of Louisiana
Eastern Band of Cherokee Indians
Fond du Lac Reservation Tribal Council
Forest County Potawatomi Community
Grand Portage Reservation Tribal Council
Grande Traverse Band
Hannishville Indian Community
Huron Band of Potawatomi Indians
Keweenaw Bay Band of Lake Superior Chippewa
Lac Courte Oreilles Band
Lac du Flambeau Band
Lac Vieux Desert Band of Lake Superior Chippewa
Leech Lake Reservation Tribal Council
Lower Sioux Indian Community
Mashantucket Pequot Indian Tribe
Menominee Indian Tribe
Mooonapeek Tribe
Mille Lacs Reservation Tribal Council
Minnisota Chipewa Tribe
Mississippi Band of Choctaw Indians
Naragansett Indian Tribe
Onieda Nation of Indians
Oneida Tribe of Indians
Onondaga Nation of Indians
Ottowa Band of Creek Indians
Paskamansett Tribe of Indian Townshend Reservation
Passamaquoddy Tribe of Pleasant Point Reservation
Penobscot Nation of Indians
Pine Ridge Band of Cree Indians
Prairie Island Indian Community
Red Cliff Band of Lake Superior Chippewa Indians
Red Lake Band Chippewa Indians
Sac and Fox Nation
Sagamaw Chipewa Tribe
Sault Ste. Marie Tribe
Seneca Nation of Indians
Seneca Nation of Indian Affairs
Shawnee Nation of Oklahoma
Sokoki Band of Chipewa Tribe
Stockbridge-Munsee Community
St. Croix Chippewa Indians
St. Regis Mohawk Tribe
Tahoe Band of Seneca Indians
Tribal Nations of Lake Superior
Tuscarora Nation of Indians
Upper Sioux Community
Upper Canada Band of the Ojibwe (Arapahoe) Nation
White Earth Reservation Tribal Council
Wisconsin Winnebago Tribe
Sandbagging method saves valuable time

Although last year's extreme flooding of the Mississippi River and its tributaries is not a common event, there is concern that this year's spring melt will cause more flooding. Filling sandbags during a flood situation tends to be difficult and inefficient when there are so many other things to do.

Tribes in the south and the midwest may benefit from this time saving tip from Dave Chamberlain, City Street Superintendent, in Atlantic, Iowa. It is simple to build and use and it greatly increases the efficiency of filling sandbags. According to Chamberlain, "This works well and we can load several hundred bags per hour."

Place two 2x4s between the truck box bed and another support such as a step ladder. Use a traffic cone that has the top cut off and hang it upside down between the 2x4s. Use a third support, such as a bench or table, to hold the bag while it is being filled.

"We have two men scooping out of the truck and several people putting empty bags on the cone and taking them away," Chamberlain says. "And we have a tractor and loader that we throw the full bags into and then dump into trucks."

Adapted from Centerline, Winter 1994, North Dakota Transportation Technology Transfer Center

Painting parties encourage highway safety

The Southern Ute tribe in Colorado has taken on a volunteer project that helps save lives. They plan a day to have a painting party and a picnic. On a nice day they pack a picnic lunch and head to public parks to paint messages on roads exiting the parks. The messages encourage people to wear their seat belts. One message says, "Buckle Up" and the other is the image of a seat belt.

When the tribe first started doing this they had trouble with the stencils. They tried making them out of linoleum and ply board, but these methods didn't work very well. Eventually, they raised enough funds to pay for two professionally made stencils that work much better. The white paint is provided by the highway department.

Although public parks are usually targeted, permission to stencil the messages is requested from the agency that maintains the road.

This idea was submitted by Lawrence Archanbeau of the BIA Highway Safety Program.

Buckle Up!

Have any helpful hints for other readers? Have any interesting story ideas you would like to share? Let us know and we will include them in the newsletter. Just give us a call at (906) 487-3164.

Battery Jumping Procedures

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This 3.5" x 8" plastic laminated reference card is designed to be stored above the sun visor or in the glove box within easy reach.

Reference information includes:
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- Precautionary measures

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To order, call the TTAP office at (906) 487-3164.
Transportation Planning Essentials

Transportation Planning Essentials will be offered in nine different locations. Each workshop will run from approximately 9 a.m. to 3 p.m. (lunch included). The charge is $25 per participant.

The Tribal Technical Assistance Program is looking for tribes in the Minneapolis and Eastern Areas to host the workshops. Host participation involves identifying meeting space and suggesting catering service. Each workshop will have about ten participants. Host tribes should participate and will be listed as co-sponsors on announcements.

Please call Helene or Sharon at (906) 487-3164 if you are interested in hosting a workshop.