2024







White Earth Nation Tribal Transportation Safety Plan

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WHITE EARTH NATION | 35500 Eagle View Road, Ogema, MN 56569

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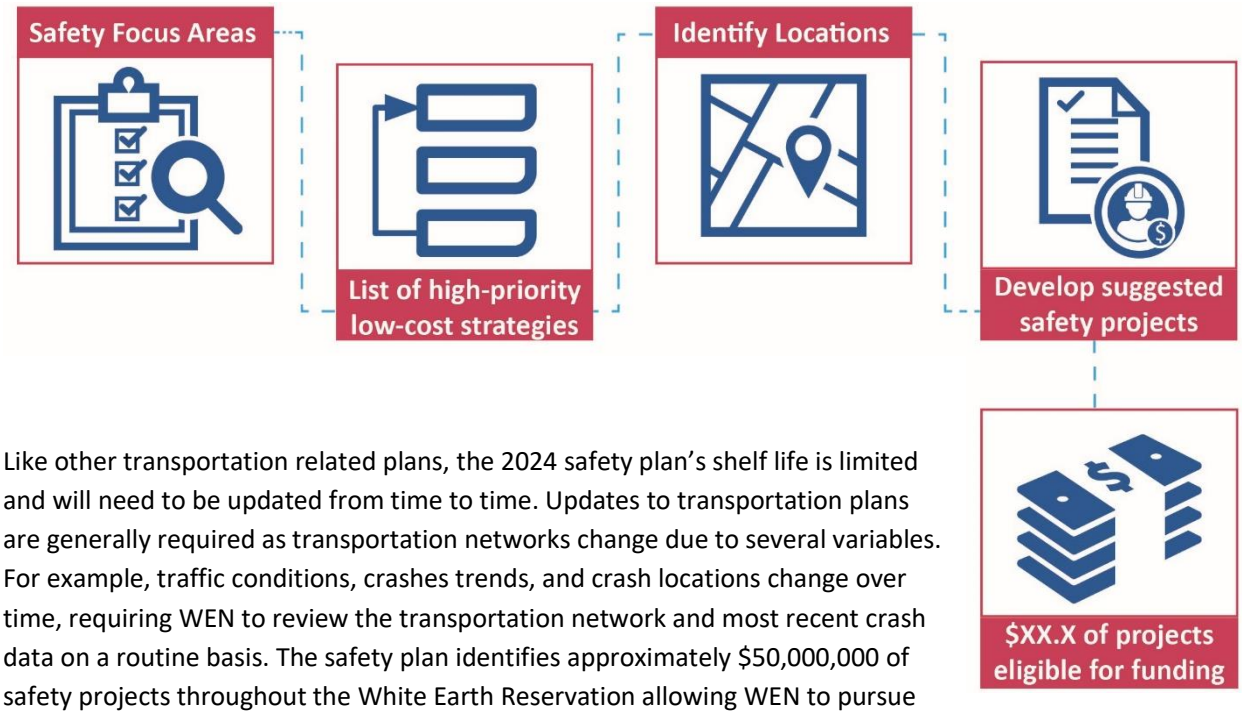
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EXECUTIVE SUMMARY

The White Earth Tribal Transportation Safety Plan (safety plan) was prepared in coordination with the Minnesota Department of Transportation (MnDOT) for White Earth Nation (WEN). The tribal transportation safety planning process includes collaboration with a wide range of transportation safety stakeholders to reduce fatal and serious injury crashes. The safety plan was developed by using both a data-driven approach as well as communicative and interactive input approach with the community and stakeholders, documenting at-risk locations, identifying effective and proven safety strategies, and recommending safety implementation projects to competitively position WEN for transportation safety funds available through State and federal government programs.

WEN previously completed a tribal transportation safety plan in 2012. Over the past decade, WEN has done great work to address numerous safety concerns by using Tribal Transportation Program (TTP) funds as well as other State and federal funds.

The 2024 White Earth Tribal Transportation Safety Plan includes the following core elements:



Like other transportation related plans, the 2024 safety plan's shelf life is limited and will need to be updated from time to time. Updates to transportation plans are generally required as transportation networks change due to several variables. For example, traffic conditions, crashes trends, and crash locations change over time, requiring WEN to review the transportation network and most recent crash data on a routine basis. The safety plan identifies approximately $50,000,000 of safety projects throughout the White Earth Reservation allowing WEN to pursue eligible State and federal safety funds and increases competitiveness in discretionary programs.

INTRODUCTION

The safety plan is supported by the White Earth Reservation Tribal Council in conjunction with MnDOT. The overarching goal and focus of the safety plan is to reduce all crashes within the Reservation boundary, to eliminate fatal and serious injury crashes over the next 20 years. The transportation safety planning process includes performing a comprehensive transportation system analysis and engaging the WEN community and stakeholders. Stakeholder and community feedback is used to identify areas of safety concern within the Reservation boundaries. By support and championship of the safety plan, WEN agrees and will commit the necessary resources to provide a safe and reliable transportation network for all residents and non-residents from all walks of life within the White Earth Reservation.

The road and safety analysis, public engagement, and development of strategies and projects focus on all roadways and all users within the Reservation boundaries for this safety plan including tribal and non-tribal drivers, pedestrians, and bicyclists who travel the roadway system. Sections of the safety plan below outline the results of a comprehensive safety analysis that uses crash data and roadway characteristics to identify locations of safety concern and recommends strategic safety strategies to address concerns. Additionally, the comprehensive safety analysis uses feedback from stakeholders and community members to identify further locations of safety concern based on local knowledge.

Through safety plan development, the following tasks were completed:

- ✓ System review of all road segments, intersections and curves within in the Reservation
- ✓ Review of crash data on state/federal, county, tribal and township roadways
- ✓ Summary of focus areas that incorporate priority crash types and other supporting information
- ✓ List of approved strategic safety treatments to address focus areas
- ✓ Prioritized list of safety concern locations that includes highest at-risk locations (data driven and stakeholder/community input)
- ✓ Prioritized list of safety projects using specific safety treatments to address specific safety concerns that can be used to pursue State and federal safety funds

WHITE EARTH NATION – UTILIZATION OF PLAN

White Earth Nation will utilize this report as a starting point for specific safety improvements throughout the Reservation-wide roadway system and multimodal transportation network. Aside from State and federal programs WEN is currently familiar with, the tribal transportation safety plan will also help WEN apply for the Safe Streets and Roads for All (SS4A) Grant Program, to bolster securance of Federal funding for continued improvements throughout the Reservation-wide transportation system. The SS4A Self-Certification Worksheet can be found in Appendix A.

BY THE YEAR 2043 WHITE EARTH NATION'S GOAL IS TO ACHIEVE ZERO ROADWAY FATALITIES AND SERIOUS INJURIES,

The next critical action step for WEN and the 2024 safety plan, is to identify and prioritize suggested improvements. Improvements found herein will supplement White Earth's Tribal Transportation Improvement Program (TTIP), either being added to the existing list of projects or as new safety projects.

SAFETY PLAN TARGETS

As part of successful transportation safety planning, a method to measure progress over time is critical. WEN should ensure ongoing transparency with residents and stakeholders by providing annual reporting available and accessible to the public, including posting the safety plan online. Specific goals and performance targets will prepare WEN to reach their goals, to reduce crashes and eliminate fatal and serious injury crashes over time. Specific targets can be found in the **TARGET SETTING MEASURES** Chapter below.

The safety plan provides WEN staff with a list of prioritized locations that have known safety issues and specific guidance on safety strategies to implement. WEN's goal of reducing all crashes and eliminating fatal and serious injury crashes on all roads is achievable through the safety plan by working in cooperation with those involved closely in the safety plan's development:

SAFETY PLAN CHAMPION

The WEN Tribal Transportation Program (TTP) Director is assigned the Safety Plan Champion and is responsible for implementing the White Earth Tribal Transportation Safety Plan. Also responsible for overseeing the tribe's Long Range Transportation Plan and Tribal Transportation Improvement Plan, the director will ensure safety project funding is allocated on an annual basis and projects are designed and constructed.

White Earth Public Works Division Staff:

- *Director*
- *Assistant Director*
- *Program Support Staff*

In addition to WEN TTP program, Table 1 lists the Safety Plan Leadership and Partner Agencies.

Table 1 - Safety Plan Leadership & Partners

Safety Plan Leadership	Safety Plan Partners
White Earth Tribal Council	Minnesota Department of Transportation (MnDOT)
White Earth Public Works Division	Mahnomen County
White Earth Public Safety Division	Federal Highway Administration Office of Tribal Transportation (FHWA OTT)
Circle of Life Academy	Headwaters Regional Development Commission (HRDC)
Naytahwaush Community Charter School	

OVERVIEW

White Earth Nation is in northwestern Minnesota, where farmland of the Red River Valley transitions to the forest and hills of Minnesota Lake Country. The White Earth Reservation includes all of Mahnomen County, plus portions of Becker and Clearwater counties. Made up of 837,268 acres (1,300 square miles) and a population of 9,726 (2020), the Reservation is home to several tribal and non-tribal communities, including:

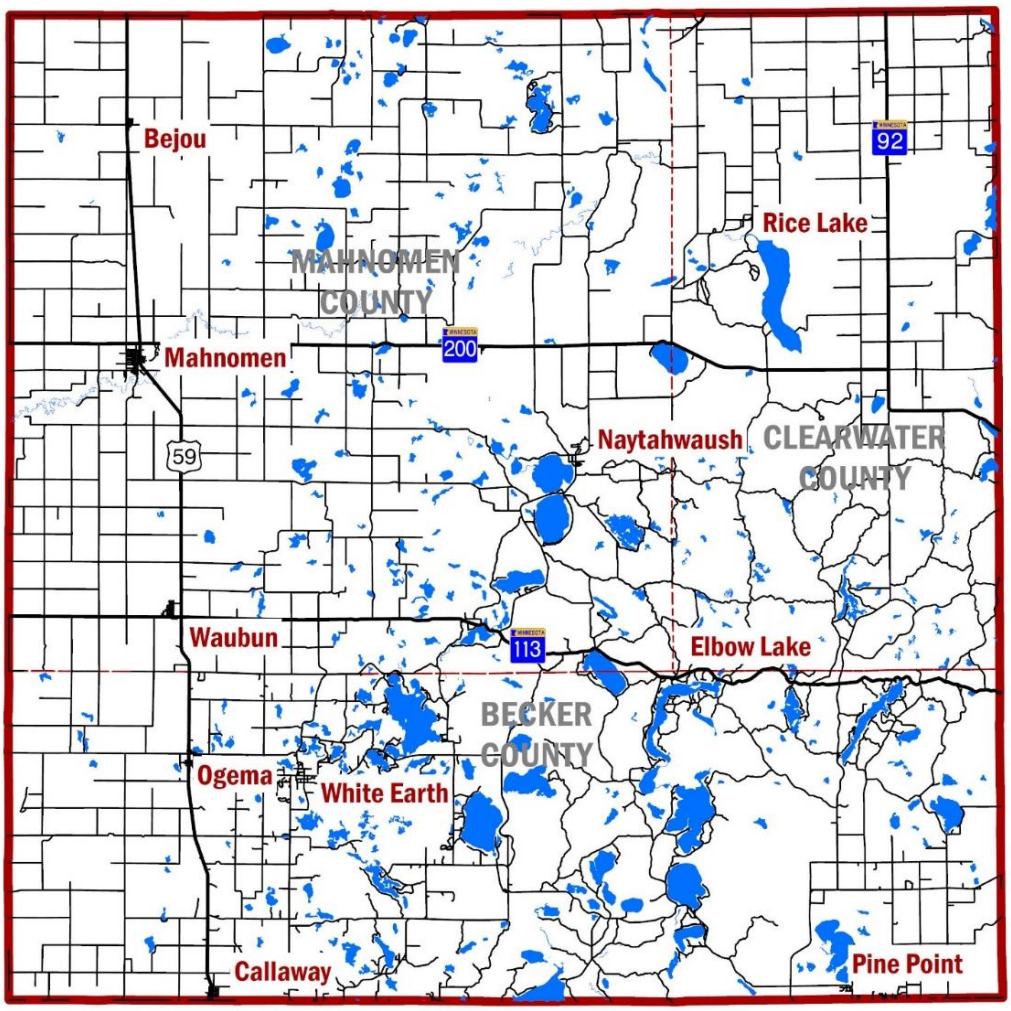
TRIBAL COMMUNITIES

- White Earth
- Naytahwaush
- Elbow Lake
- Pine Point
- Rice Lake

NON-TRIBAL COMMUNITIES

- Mahnomen
- Waubun
- Ogema
- Callaway
- Bejou

Figure 1 – Project Area Map



FEDERAL HIGHWAY ADMINISTRATION (FHWA) PROCESS

Development of the tribal transportation safety plan follows FHWA's six-step approach and is supported by MnDOT to proactively address safety concerns based on crash data and feedback received by the Project Management Team (PMT), stakeholders, and community feedback. The unique addition of PMT, stakeholder and community feedback in identifying safety concern areas is necessary to supplement limited data for tribal roadways. The PMT, with assistance from FHWA OTT, has developed a comprehensive list of safety concerns and strategies to improve the Reservation-wide multimodal transportation network.

ESTABLISH LEADERSHIP

A Safety Plan Champion will advocate for the development, implementation, and routine evaluation of the safety plan. The WEN TTP Director has been identified as the Safety Plan Champion and will be assisted by TTP support staff. The TTP Director and support staff have the tools (safety plan) and a clear understanding of the importance of implementing specific safety strategies and treatments across the Reservation.

Convene a Project Management Team (PMT)

Through development of the safety plan, key transportation professionals have been assembled to form the foundation of the PMT and stakeholders. The PMT is responsible for developing the basis of the safety plan. The stakeholder group provides valuable feedback during the working group session and helps identify and prioritize locations and treatments. The gathering of multiple agencies or individuals to discuss transportation safety within the Reservation helps strengthen the relationships between the agencies/individuals and strengthens implementation efforts to improve the transportation network. Table 2 lists the PMT members and Table 3 lists the Project Stakeholders.

Table 2 – Tribal Transportation Plan Project Management Team

Agency/Organization	Representative
WEN TTP Director	Michael Bowman
WEN TTP Assistant Director	Matt Smith
WEN Public Safety Coordinator	Sierra Weaver
MnDOT – District 4	Nathan Bausman
Mahnomen County Engineer	Jon Large
Federal Highway Administration – Office of Tribal Transportation (FHWA – OTT)	Chris Kwilinski
Headwaters Regional Development Commission (HRDC)	Tony Klaes

Table 3 – Tribal Transportation Plan Stakeholder Group

Agency/Organization	Representative
WEN TTP Director	Michael Bowman
WEN TTP Assistant Director	Matt Smith
WEN Public Safety Director	Merlin Deegan
WEN Public Safety Coordinator	Sierra Weaver
WEN Emergency Management Coordinator	Ed Snetsinger
MnDOT – District 4	Nathan Bausman
MnDOT – District 4 Planning Director	Mary Safgren
MnDOT – District 4 Principal Planner	Rosemary Bruce-White
MnDOT – TZD Coordinator	Kathy Kressin
Mahnomen County Engineer	Jon Large
Mahnomen Volunteer Fire Department	Adam Woltjer
City of Mahnomen Administrator	Taylor Gunther
FHWA – OTT	Chris Kwilinski
HRDC	Tony Klaers
CHS Inc.	James Hardy

Program Coordination and Sustainability

Communication amongst the PMT and Stakeholder Group is critical for the safety plan. Creating a collaborative team that shares a unified goal to improve the safety of the Reservation-wide multimodal transportation network allows information and insight to be shared effectively. Continuous coordination efforts and a willingness to engage the WEN community to gather feedback, allows community members to have their voices heard, and know that they contributed to the development and future safety improvements to the roadway network.

Develop a Vision, Mission Statement, and Goals

Collaborative development of goals allows WEN, MnDOT, and Mahnomen County to forward the common goal of improving safety of the transportation network. Reducing crashes and eliminating fatalities along the Reservation-wide transportation network is a goal each agency supports and strives to meet.

Gain Leadership Support

Development of the safety plan has support from WEN and MnDOT as both entities have dedicated time and effort in the process by attending PMT meetings, stakeholder group meetings, and public outreach efforts. MnDOT also provided financial support for the project. In addition to the level of effort provided by each entity, WEN and MnDOT offered the following items of support.

- WEN Resolution of Support
- MnDOT Letter of Support

ANALYZE SAFETY DATA

First, SRF Consulting Group worked with WEN and MnDOT staff to assemble a roadway network in Geographic Information System (GIS) application or map analysis tool. Crash data is provided by DPS MNCRASH System. The crash data includes state, county, and tribal network crashes or all the crashes in the White Earth Reservation boundary. The roadway and crash data assembled through this process is used to analyze and identify intersections, segments, and curves in the safety plan. The safety analysis covers approximately 1,600 miles of tribal, state, county, and municipal roadways.

The core components of the comprehensive safety analysis found in the safety plan include:

- Data Analysis with Crash Data
- Data Analysis with Other Safety Data (weather, time, season, age, etc.)
- Review of Crash Modification Factors (CMF) via the CMF Clearinghouse web-based database
- Law enforcement records (state/tribal/local crash reporting databases)

DETERMINE FOCUS AREAS

The safety plan identifies a list of focus areas or areas that are important for roadway safety within the White Earth Reservation. Focus areas are crash themes that include the roadway characteristics and/or crash attributes contributing to the majority of fatal and serious injury crashes. Development of focus areas includes a systemic risk assessment using factors such as high crash locations. This traditional quantitative method is effective for transportation safety planning on state roadway systems but can be a barrier to local system participation because there are typically few to no locations that meet the state criteria for designation as “high crash” locations on the local system. Because of this barrier, non-traditional qualitative information from the PMT, stakeholder, and community helps determine focus areas through robust community engagement and feedback. The development of focus areas for this plan follows the model of the Minnesota Strategic Highway Safety Plan (SHSP) which blended crash data analysis with input from stakeholders as part of an extensive group of public and project outreach.

IDENTIFY STRATEGIES

A list of proven strategies is developed to proactively address risk factors identified through the systemic roadway analysis, crash analysis, and identification of focus areas. Although some strategies are unfeasible, the full range of options is included. Review of agency partnership is also important, as many roadways within the White Earth Reservation are non-tribal however, WEN maintains an interest by placing some non-tribal projects into the Tribal Transportation Improvement Plan (TTIP).

Each strategy and treatment identified in this plan is proven effective to address the risk factors identified. The CMF Clearing house database is used to assess key crash data trends such as lane departure and intersection crashes that represent the predominant type of crashes on the state and county system within the Reservation boundaries.

PRIORITIZE AND INCORPORATE STRATEGIES

Once all locations are assessed for risk factors and consideration of PMT, stakeholder, and community input, the segments, curves, and intersections are sorted and prioritized. Risk factors are prioritized by check marks. PMT, stakeholder, and community feedback locations and strategies are prioritized by WEN TTP staff. High

priority locations by risk factor include the top three check rankings of each category. Emphasis is given to rural areas with higher speed limits because this is where the majority of severe crashes occur.

Evaluate and Update the LRSP

Successful safety plans monitor implementation progress. This helps provide accountability to the Plan Champion and keep stakeholders informed. This plan has been developed to ensure meetings are scheduled and implementation strategies and treatments are being followed through with. As safety strategies are implemented at specific locations, the opportunity for WEN to re-prioritize its list of focus areas and strategies can be updated.

DISAGGREGATED CRASH ANALYSIS

The disaggregated crash analysis for the safety plan is comprised of a crash data set consisting of five years (2017-2021) of crash records occurring within the White Earth Reservation boundary. The data set includes 335 crashes that occurred within the Reservation on the transportation system.

OVERVIEW

Detailed analysis of the data is important in identifying the root cause issues of fatal (K) and serious injury (A) crashes. The analyzed crash data is mapped to determine specific locations of occurrence on the Reservation-wide roadway system. Figure 2 illustrates the location of the severe (K + A) crashes that have occurred within the White Earth Reservation roadway network from 2018-2022. After mapping the data, a more detailed and deeper analysis identifies the factors contributing to each crash. The crash tree diagram illustrated in Figure 3 – 7 distinguishes crashes by roadway characteristics for all crashes that occurred on the Reservation-wide roadway system between 2017-2021. Table 4 includes crash information by the Strategic Highway Safety Plan focus area. The following lists findings from the detailed crash analysis and crash tree diagram:

- 16% of all crashes on State Rural Roadways from 2017-2021 were severe
- 100% of severe crashes occurring on the County Road System were rural
- 95% of severe crashes occurring the State Highway System were rural
- 9% of severe crashes on the local system occurred on the Tribal Roadway System
- 1% of severe crashes occurred on the Urban Municipal Roadway System

Figure 2 - Fatal (K) and Serious Injury (A) Crashes from 2018-2022

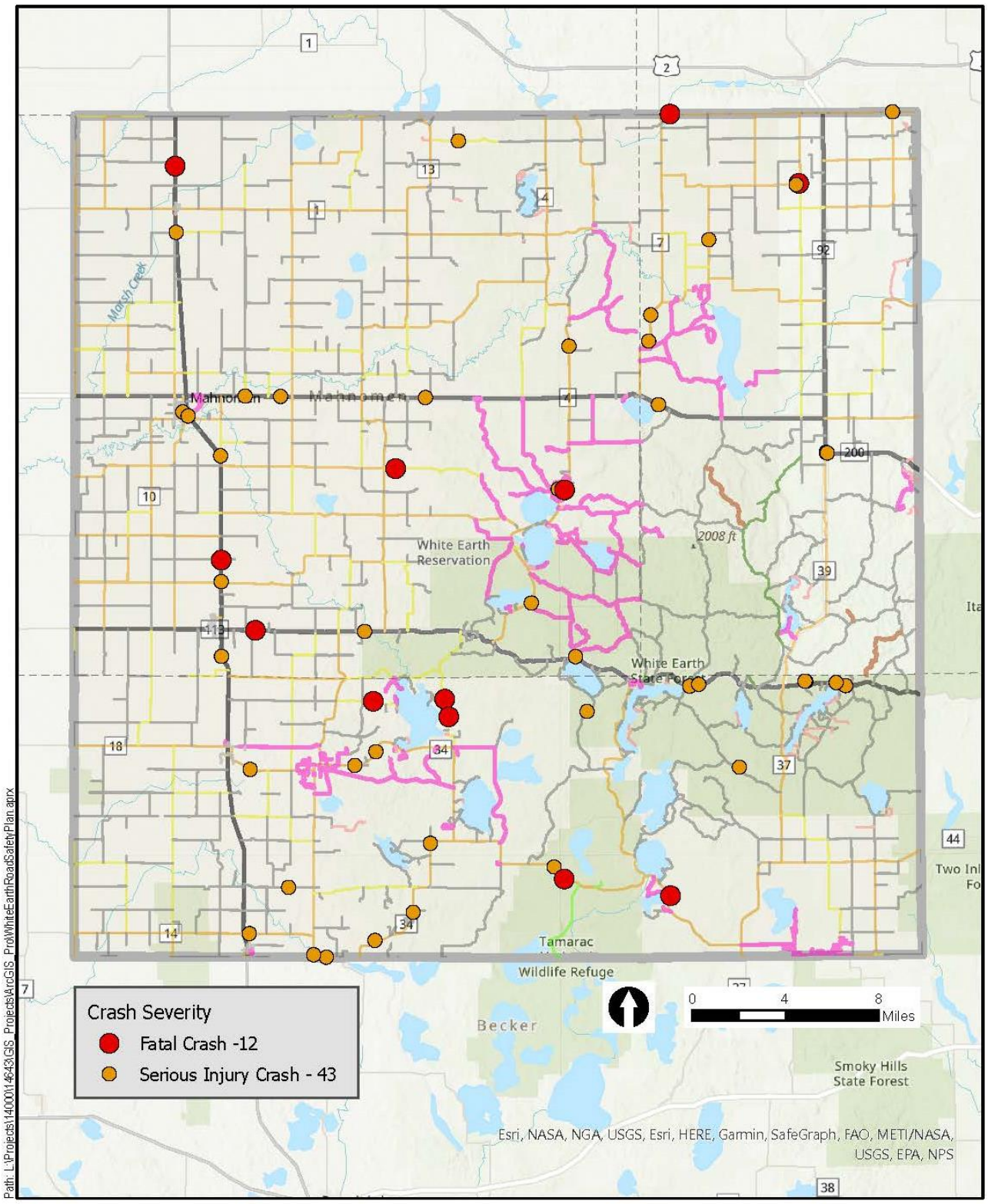


Figure 3 - White Earth Reservation Crash Data Overview - State Rual System (2017-2021)

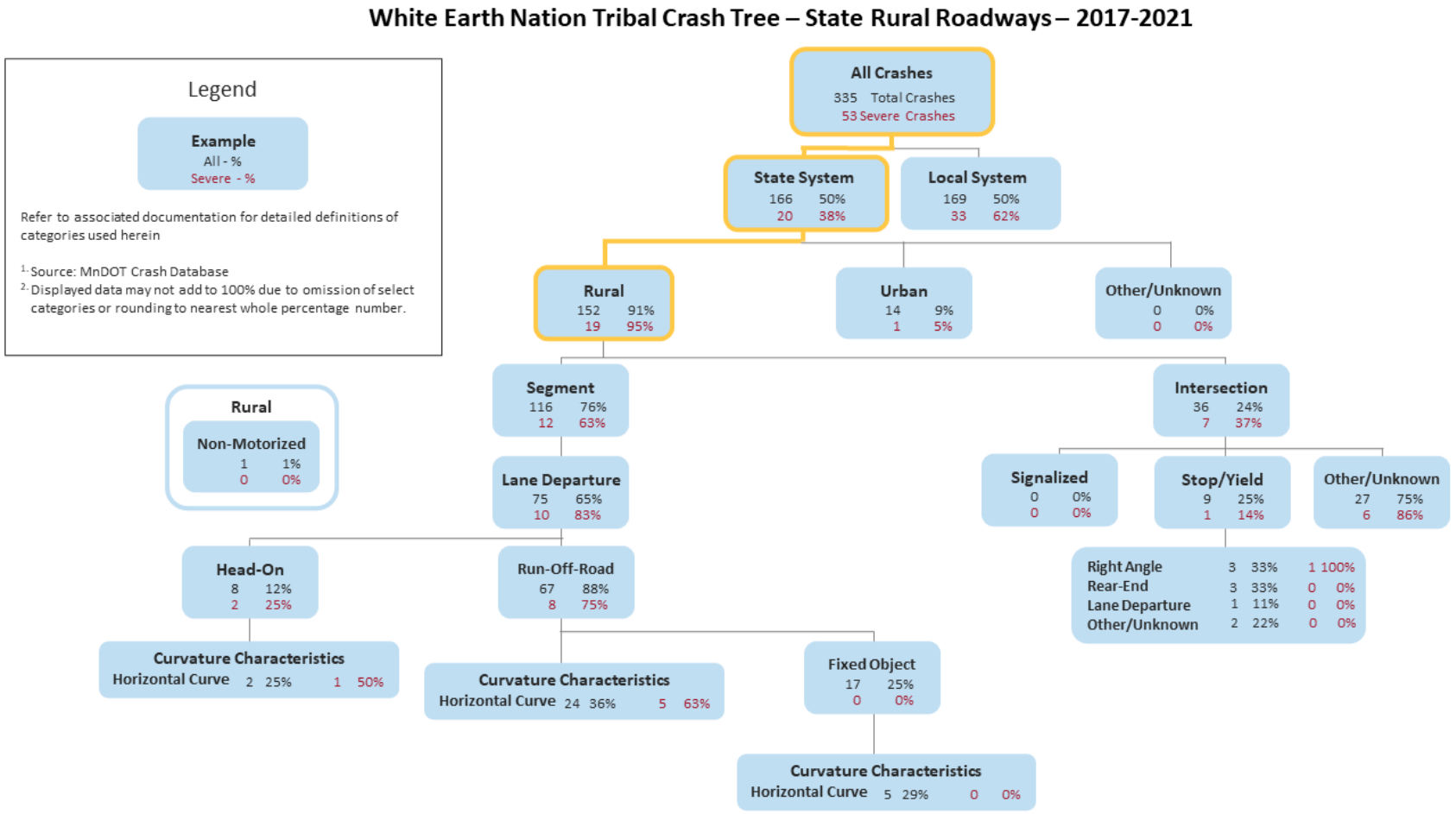


Figure 4 - White Earth Reservation Crash Data Overview – County Rural System (2017-2021)

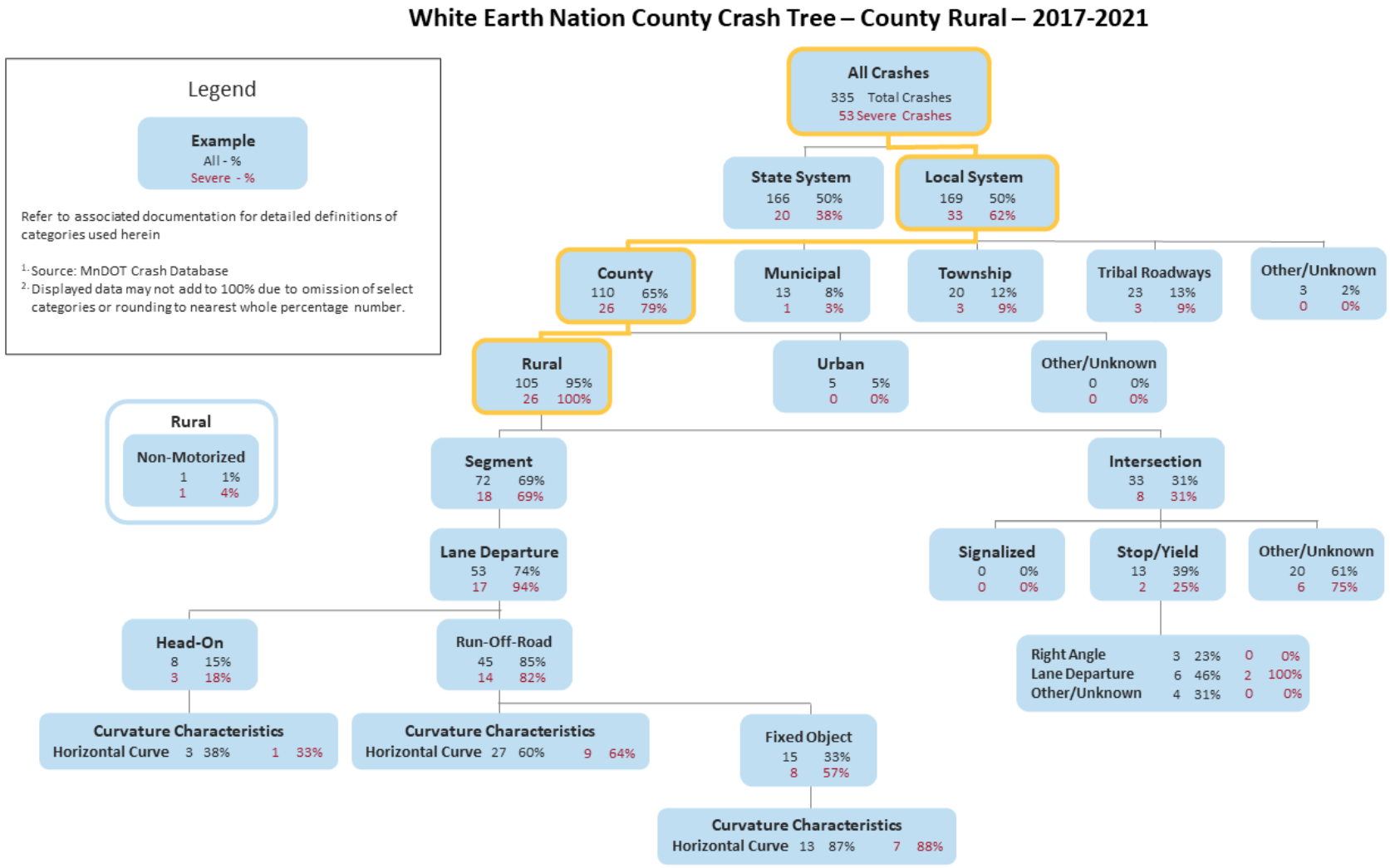


Figure 5 - White Earth Reservation Crash Data Overview - Township Rural System (2017-2021)

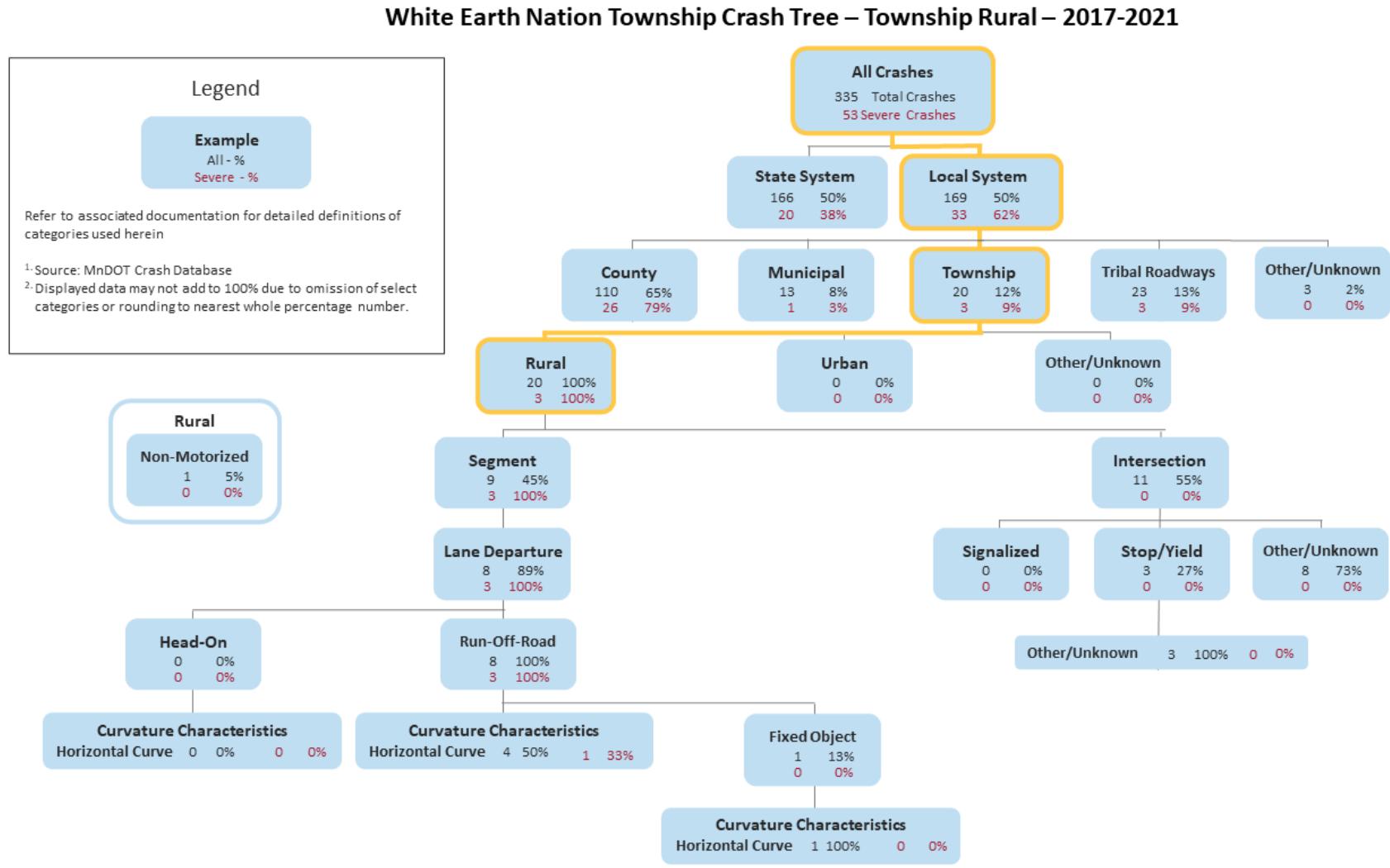


Figure 6 - White Earth Reservation Crash Data Overview – Tribal Rural Roadway System (2017-2021)

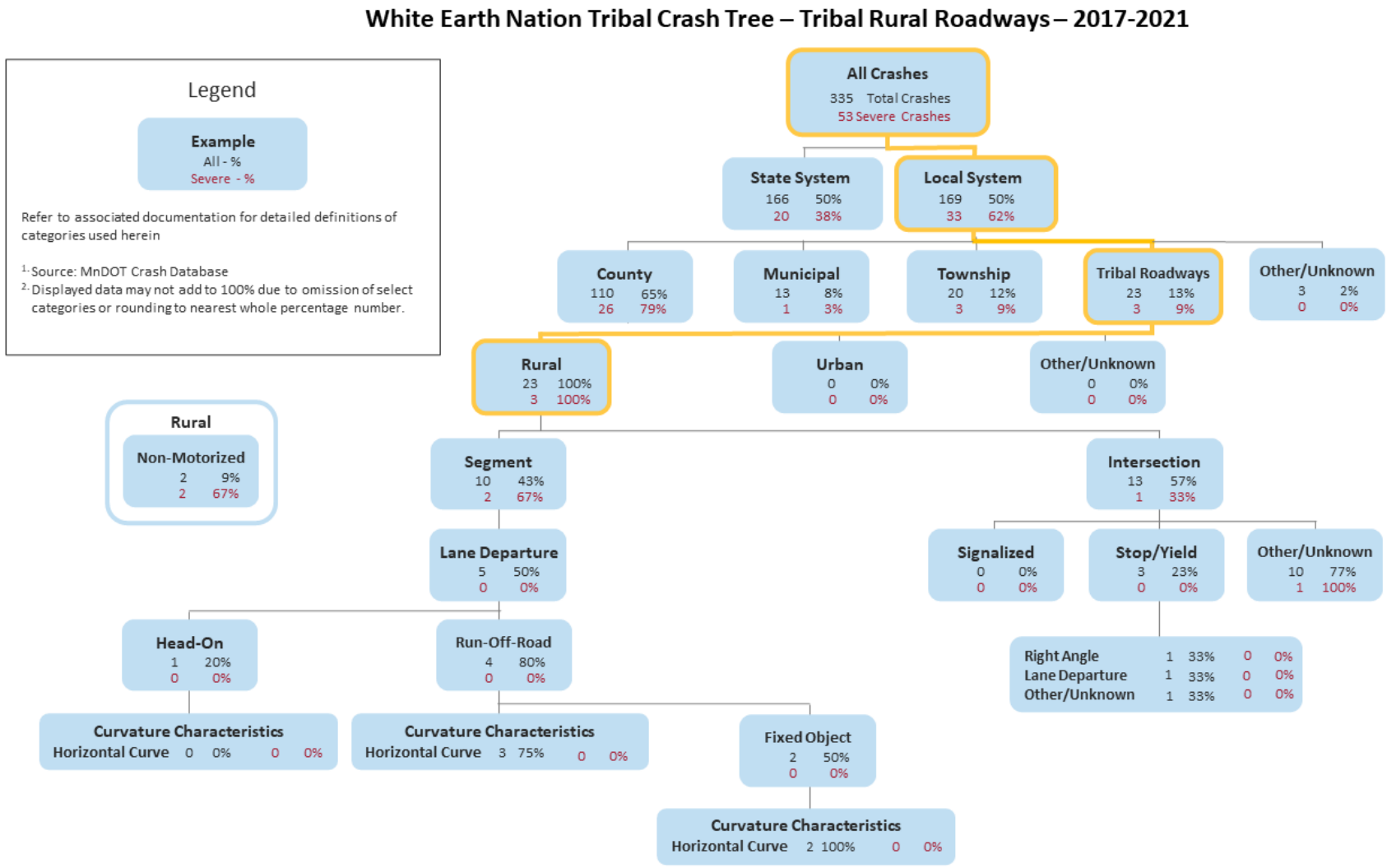


Figure 7 - White Earth Reservation Crash Data Overview - Municipal Urban System (2017-2021)

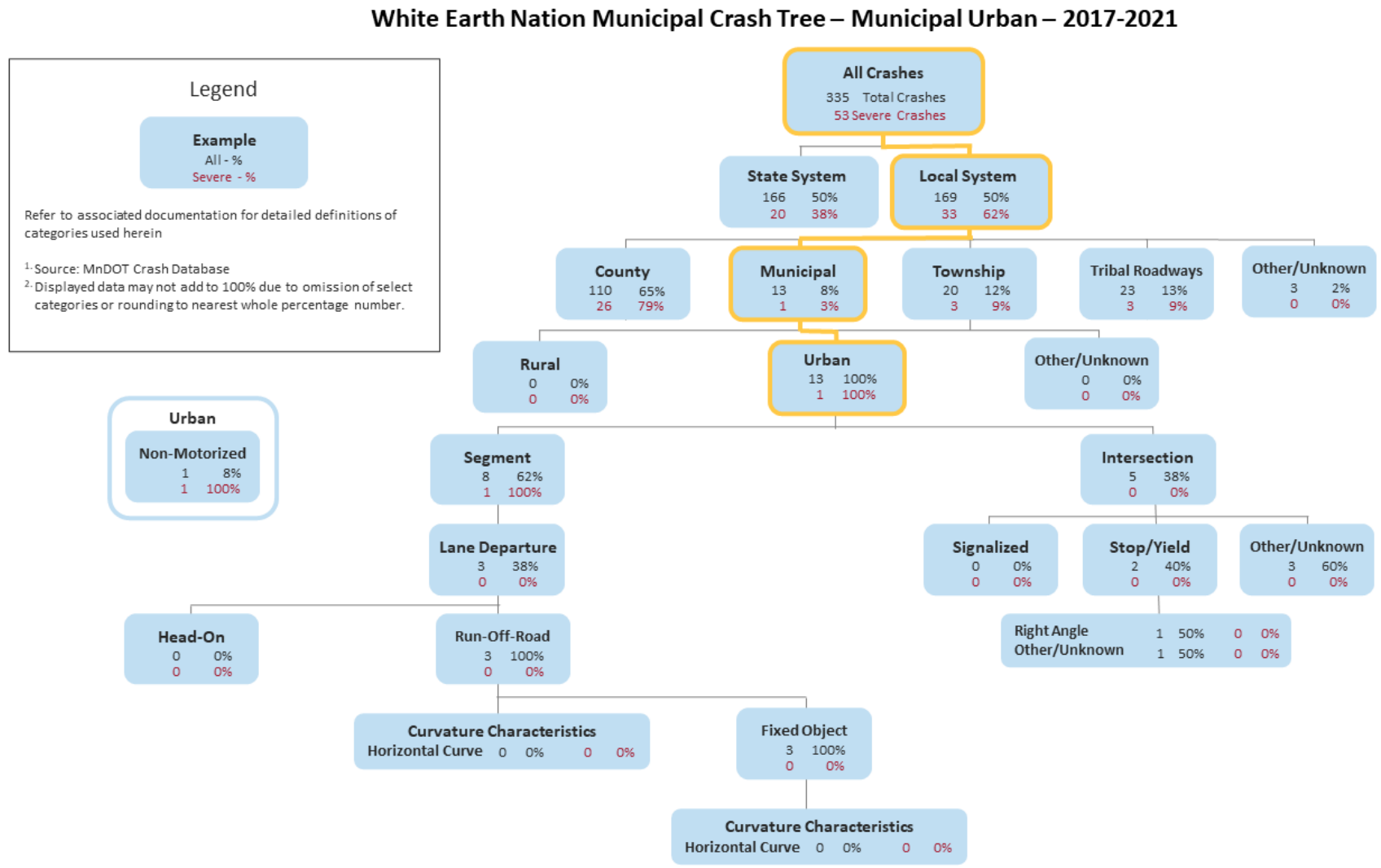


Table 4 - Crash Data Analysis Overview

		White Earth Nation											
		All Systems		State System		County System		Tribal System		Municipal		Township/Other	
	Total Severe Crashes	**53**	**100%**	**20**	**100%**	**26**	**100%**	**3**	**100%**	**1**	**100%**	**3**	**100%**
Core Areas	Intersection	16	30%	7	35%	8	31%	1	33%	0	0%	0	0%
	Lane Departure	42	79%	15	75%	23	88%	1	33%	0	0%	3	100%
	Run-Off-Road	37	70%	13	65%	20	77%	1	33%	0	0%	3	100%
	Head-On	5	9%	2	10%	3	12%	0	0%	0	0%	0	0%
	Impaired	16	30%	4	20%	10	38%	1	33%	0	0%	1	33%
	Speed	20	38%	5	25%	11	42%	1	33%	0	0%	3	100%
	Unbelted	17	32%	5	25%	10	38%	0	0%	0	0%	2	67%
	Inattentive	11	21%	4	20%	6	23%	1	33%	0	0%	0	0%
Strategic	Older Driver	9	17%	6	30%	3	12%	0	0%	0	0%	0	0%
	Motorcycle	9	17%	7	35%	2	8%	0	0%	0	0%	0	0%
	Younger Driver	14	26%	4	20%	6	23%	1	33%	1	33%	2	67%
	Non-motorist	4	8%	0	0%	1	4%	2	67%	1	33%	0	0%
	Pedestrian	3	6%	0	0%	1	4%	1	33%	1	33%	0	0%
	Bicyclist	1	2%	0	0%	0	0%	1	33%	0	0%	0	0%
	Commercial Vehicles	2	4%	2	10%	0	0%	0	0%	0	0%	0	0%
	Work Zone	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Connected	Unlicensed	22	42%	5	25%	11	42%	3	100%	0	0%	3	100%
	Trains	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Deer/Animal	2	4%	1	5%	1	4%	0	0%	0	0%	0	0%
	Winter Weather	3	6%	1	5%	2	8%	0	0%	0	0%	0	0%
		1471 Miles		106 Miles		485 Miles		148 Miles		22 Miles		710 Miles	
	Miles per fatal or severe crash	27.8		5.3		18.7		49.3		22.0		236.7	

a. Focus Area definitions consistent with the 2020-2024 Minnesota Strategic Highway Safety Plan unless otherwise noted.

TARGET SETTING MEASURES

REDUCE FATAL/SERIOUS INJURY CRASHES

White Earth Nation is serious about reducing crashes and eliminating fatal and serious injury crashes Reducing crashes and eliminating fatal and serious injury crashes is a priority of White Earth nation and a formal resolution of support for the safety plan and goals was passed and can found in Appendix B thereof:

> The White Earth Reservation Business Committee is the duly elected governing body of the White Earth Reservation pursuant to Article VI, Section 1, of the revised constitution of the Minnesota Chippewa Tribe, as amended, and organized under Section 16, of the Act of June 18, 1934 (48 Stat. 984), and the White Earth Reservation Business Committee is the duly authorized governing body of the White Earth Band, and the White Earth Department of Transportation is collectively working with the Minnesota Department of Transportation (District 4) to prepare a transportation safety plan (White Earth Tribal Transportation Safety Plan) to address safety concerns throughout the Reservation…
>
> The White Earth Reservation Business Committee hereby supports the development of the White Earth Tribal Transportation Safety Plan to identify specific safety strategies for at-risk transportation system locations with the goal of eliminating fatal and serious crashes within the boundaries of WEN by the year 2043. (WEN Letter of Support)

The goal of the safety plan is to eliminate fatal and serious injury crashes and reduce all crashes within the boundaries of WEN. The safety plan will lead WEN toward that goal through comprehensive analysis of the existing roadway system, crash data analysis, developing target setting measures, developing specific safety strategies unique to WEN, identifying funding sources, performing policy and procedure review, hosting stakeholder and public outreach events, developing a pedestrian safety action component, and documenting all results of the White Earth Tribal Transportation Safety Plan final report. This safety plan uses a risk-based approach, prior crash data, and stakeholder/public outreach efforts to identify low, moderate, and high-cost safety projects for specific at-risk road segments, curves and intersections.

By the year 2043, WEN's goal is to eliminate fatal and serious injury crashes on roadways Reservation-wide. WEN will apply for a minimum of $100,00 or five (5) projects annually for safety projects grant opportunities to reduce fatal and serious injury crashes. WEN will implement at least three (3) safety strategies specific to lane departure crashes with a goal to reduce these crashes by 50% for the year 2033. WEN will implement at least one (1) safety strategy to reduce fatal and serious injury non-motorist crashes with a goal to reduce these crashes by 50% by the year 2033. WEN will program funds in the Tribal Transportation Improvement Program (TTIP) for safety specific projects with a goal to reduce fatal and serious crashes by 50% by the year 2033. Completion of the safety plan will include all criteria required to pursue federal transportation funds, specifically Federal Highway Administration's Safe Streets and Roadways for All (SS4A) Grant Program.

Table 5 outlines specific goals and performance targets established by WEN to track progress.

Table 5 - Target Setting Measures

Goal	Target	Timeframe
Successfully forward the overarching goal of the safety plan	Eliminate fatal and serious injury crashes on roadways Reservation-wide	2043
Pursue transportation safety grant opportunities for funding	Submit for a minimum of $100,000 or 5 applications	Annually
Implement at least 3 safety strategies related to lane departure crashes	Reduce fatal and serious injury lane departure crashes by 50%	2033
Implement at least 1 safety strategy related to non-motorist crashes	Reduce fatal and serious injury non-motorist crashes by 50%	2033

PURSUE FUNDING/IDENTIFY PROJECTS

Funding pursuit is a critical component and outcome of the safety plan and is required to implement the suggested projects and forward WEN goals found herein. WEN will use the safety plan to pursue funding programs and to implement safety improvements throughout the Reservation-wide roadway system. Documenting and analyzing crashes, identifying locations where safety issues exist, and identifying safety strategies to address concerns, allows WEN opportunities to submit federal and/or State program funding applications. Table 6 includes a list of federal funding sources and Table 7 include a list of state funding sources, both formula and discretionary (competitive), available to WEN to address transportation safety issues and fund safety improvements.

Table 6 – Funding Opportunities, Federal

Federal Highway (FHWA) and Bridge Programs: Tribal Eligibility for through Federal Funding Sources				
Program	**Funding**	**New Program**	**Formula or Competitive**	**Purpose**
Tribal Transportation Program (TTP)	$3.01B		F	Provide safe and adequate transportation and public road access.
Tribal Transportation Priority Projects Program	$45M		C	Funding for those whose annual allocation of funding received under the TTP is insufficient to complete the highest priority project.
Tribal Transportation Facility Bridge Program / Bridge Formula Program (BFP) Tribal Bridge Set-aside	$825M		C	Replace, rehabilitate preserve, protect, and construct new bridges.
Tribal Transportation Facility Bridge Program / Bridge Investment Program (BIP) Tribal Bridge Set-aside	$200M		C	Replace, rehabilitate, preserve, protect, and construct new bridges. Flexible and in some instances 20% match required. TTP funds can be used for the match.
Tribal Transportation Program Safety Fund (TTPSF)	$121M		C	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.
Accelerated Innovation Deployment (AID) Demonstration	$10M		C	Provide funding as an incentive to accelerate the deployment and adoption of proven innovative practices and technologies. 20% Match required – TTP funds can be used for match.
Active Transportation Infrastructure Investment Program (ATIIP)	$200M	New	C	Supports active transportation networks and spines such as safe bike paths and walking trails
Bridge Formula Program (BFP)	$27.5B		F	Fund the replacement, rehabilitation, preservation, and construction of highway bridges. 20% match required.
Bridge Investment Program (BIP)	$12.5B		C	Fund the planning and improvement of bridge condition, safety, efficiency, and reliability.
Charging and Fueling Infrastructure	$2.5B	New	C	Support deployment of EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure.
Highway Safety Improvement Program (HSIP)			F	Reduce traffic fatalities and serious injuries on all public roads. Match is flexible but generally 20%. TTP funds can be used as a match.

Federal Highway (FHWA) and Bridge Programs: Tribal Eligibility for through Federal Funding Sources				
Program	**Funding**	**New Program**	**Formula or Competitive**	**Purpose**
Infrastructure for Rebuilding American (INFRA) (Nationally Significant Freight and Highway Projects)	$7.25B		C	Advance multimodal freight and highway projects of national or regional significance that improve the safety, efficiency, and reliability of the system. 20% match required. TTP funds may be used as a match.
Local and Regional Project Assistance (RAISE)	$8.275B		C	Fund transportation infrastructure projects with significant local or regional impact.
National Infrastructure Project Assistance "Mega-Projects"	$5B	New	C	Support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. 20% match required. TTP funds can be used for the match.
National Scenic Byways	$22M		C	Fund improvements that merit national recognition for outstanding scenic, historic, cultural, natural recreational and archeological qualities. 20% match required. TTP funds can be used for the match.
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	$275M		C	Address significant challenges across the nation for transportation facilities that serve Federal and tribal lands.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	$1.4B	New	C	Support resilience improvements. 20% match (can be flexible) is required. TTP funds can be used for the match.
Reconnecting Communities Pilot	$1B	New	C	Restore community connectivity by removing highways that create barriers. 20% match required. TTP funds can be used for the match.
Rural Surface Transportation Grants	$2B	New	C	Improve and expand surface transportation infrastructure in rural areas. 20% match (flexible) required. TTP funds can be used for the march.
Safe Streets and Roads for All (SS4A)	$5B	New	C	Support local safety initiatives to prevent transportation related deaths and serious injuries. 20% match required.

Federal Highway (FHWA) and Bridge Programs: Tribal Eligibility for through Federal Funding Sources				
Program	**Funding**	**New Program**	**Formula or Competitive**	**Purpose**
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	$500M		C	C Fund demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.
Transportation Alternatives	$7.2B		C	Fund a variety of generally smaller-scale transportation projects. 20% match (flexible) required. TTP funds can be used for the match.
Wildlife Crossing Pilot Program	$350M	New	C	Reduce the number of wildlife-vehicle collisions and improve habitat connectivity. 20% match required. TTP funds can be used for the match.

Source: https://highways.dot.gov/sites/fhwa.dot.gov/files/docs/federal-lands/programs-tribal/36311/transportation_funding_opportunities_for_tribal_nations_1.pdf

Table 7 – Funding Opportunities, State

MnDOT Highway Safety Programs: Tribal Eligibility through MnDOT Funding Sources				
Program	**Funding**	**New Program**	**Formula or Competitive**	**Purpose**
Transportation Alternatives Program	$12.5M ($1.12M in NW MN)		C	Competitive grant for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, SRTS and more.
Active Transportation	$13.2M		C	Grants and technical assistance to make walking, biking and rolling better. Program aims to increase the number of people walking and biking to destinations.
Regional Trail Program				Grants to local units of government to promote development of regionally significant trails out the seven-county metro area.
Local Trail Connections				Promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails.
Greater MN Parks & Trails Legacy Fund				Funding for parks and trails of regional significance outside the seven county metro area.

MnDOT Highway Safety Programs: Tribal Eligibility through MnDOT Funding Sources				
Program	**Funding**	**New Program**	**Formula or Competitive**	**Purpose**
Local Road Improvement Program	$1.5M	New	C	Provides funding for capital construction costs only – LRIP funds cannot be used for engineering, right of way, or other non-construction related costs

COMPREHENSIVE ANALYSIS OF THE ROADWAY SYSTEM

SYSTEMIC SAFETY ANALYSIS

The systemic safety approach looks at safety concerns proactively, by seeking out locations that are considered to be at risk not only based on historical crash data, but also by roadway characteristics known to make roads more dangerous. A proactive systemic approach is used to identify risk and assign safety strategies to all rural roadways and intersections across the White Earth Reservation to address safety concerns before a crash occurs.

FHWA describes systemic analysis as, "using crash and roadway data in combination to identify high-risk roadway features that correlate with particular crash types. Agencies have traditionally relied on crash history data to identify 'hot spots,' or sites with high crash frequency. However, severe crashes are widely dispersed over road networks, and their location and frequency fluctuate over time. Systemic analysis identifies locations that are at risk for severe crashes, even if there is not a high crash frequency. Practitioners can then apply low-cost countermeasures to those locations. The benefit is wider, but more targeted, safety investment."

Data Collection

SRF worked with White Earth Public Works and MnDOT staff to assemble base roadway network data in a Geographic Information Systems (GIS) application (mapping). This data is used to identify the roadway's network elements including intersections, segments, and curves.

A GIS database tracks all roadway features and crash data for each roadway. Each county trunk highway network element analyzed was included in the GIS database. Maps documenting the roadway network analyzed for segments, curves, and intersections is included in Figure 8 through Figure 10.

Figure 8 - Segments Analyzed

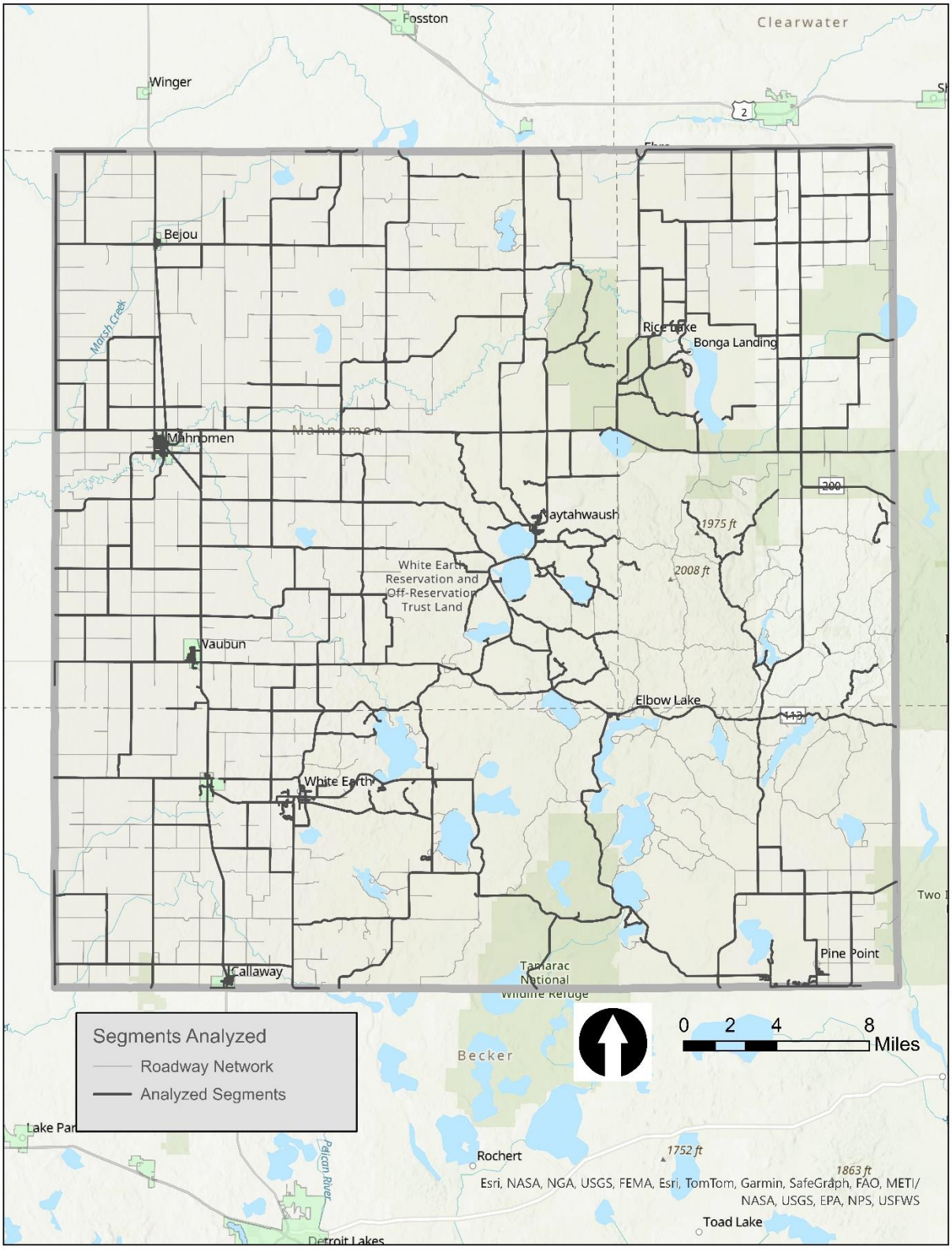


Figure 9 - Curves Analyzed

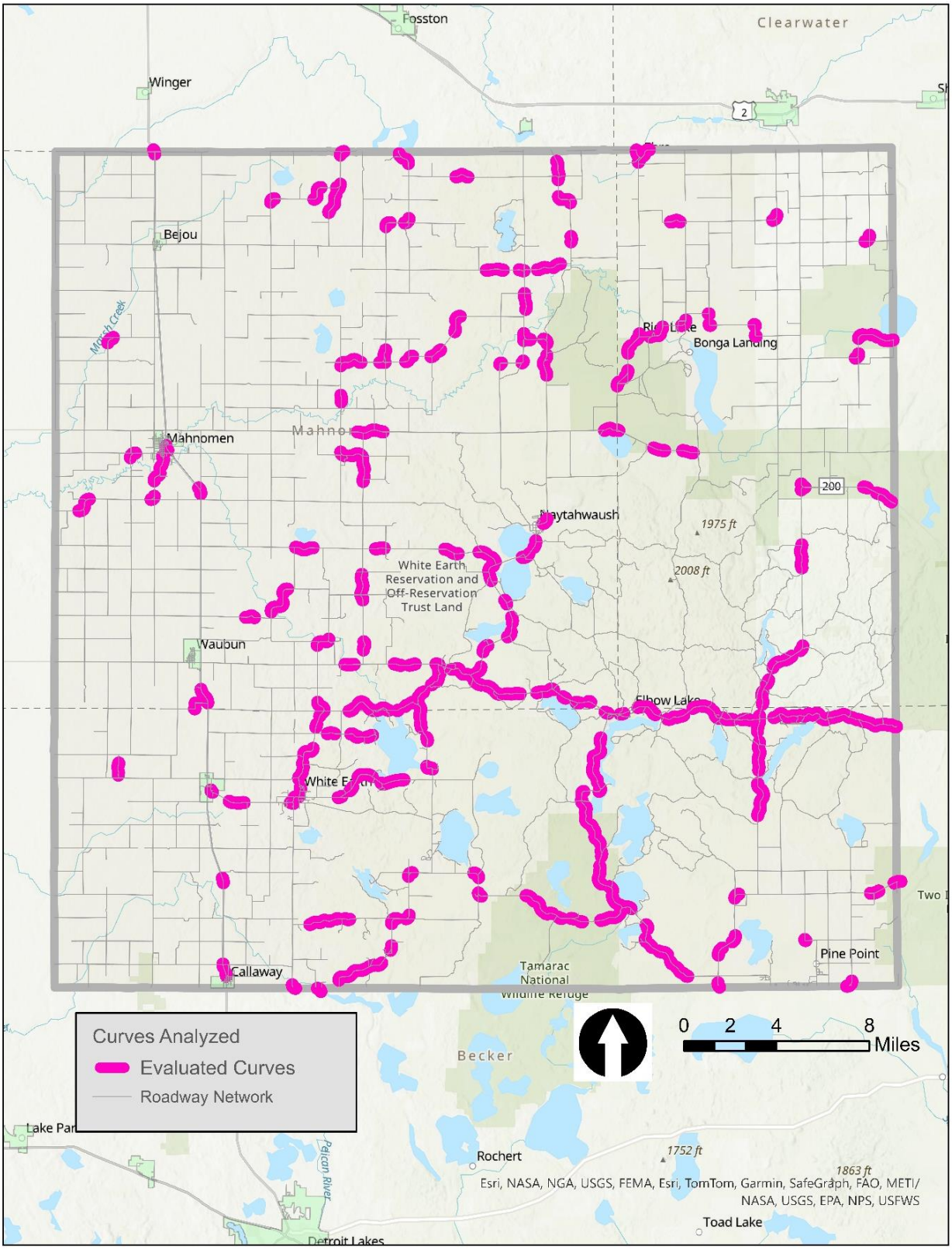
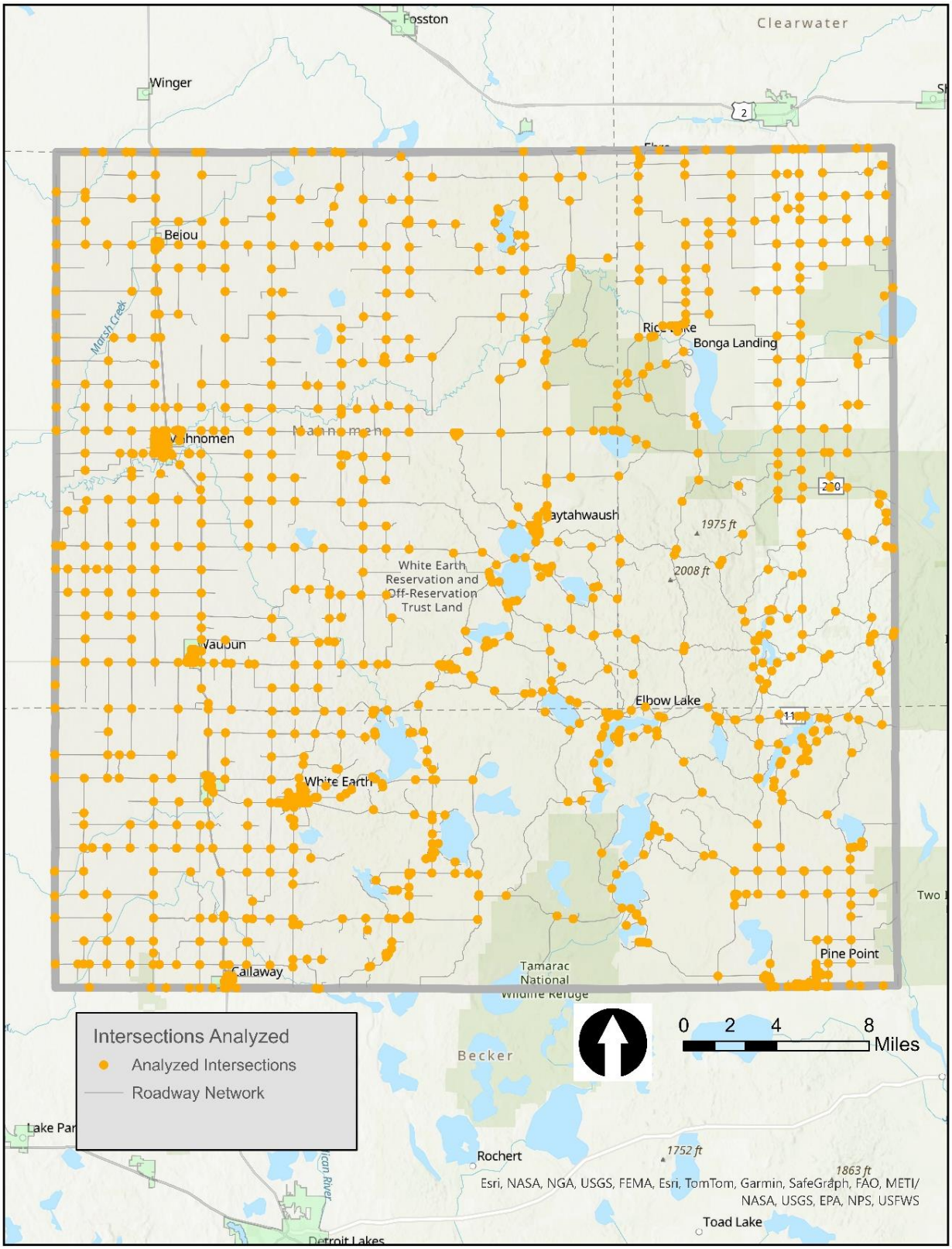


Figure 10 - Intersections Analyzed



Roadway Feature Data Collected

Understanding the roadway characteristics helps in identifying high priority locations on the transportation system. Roadway feature data and traffic volumes are collected and documented in GIS for all roadway segments, intersections, and curves. This data is collected through a number of resources starting with data available from MnDOT as well as aerial and street level photography. Table 8 provides a list of roadway feature data collected for each rural paved network segment, curve, and intersection.

Table 8 – Roadway Feature Data Collected

Segments	Curves	Intersections
AADT	AADT	Area Type
Length	Length	Configuration
Area Type	Radius	Design
Number of Lanes	Area Type	Traffic Control
Roadway Design	Roadway Design	Skew
Roadway Surface Type	Surface Type	Lighting
Median Type	Lane Width	Speed Limit
Median Width	Shoulder Type	AADT
Lane Width	Striping	Adjacent Curve
Striping	Rumbles	Adjacent Trip Generator
Shoulder Type	Edge Risk	Railroad Crossings
Rumbles	Sign Inventory	Previous Stop
Access	Adjacent Intersection	Crashes
Edge Risk	Visual Trap	AADT Cross Product
Curve Density	Isolated Curve	Median Type
Crashes	Crashes	

Roadway Network Analysis

Analyzing the roadway network to determine which locations contain roadway features that are considered "at-risk", requires data for a much larger geographical area to review and compare to roadways within the White Earth Reservation. Reviewing and comparing data locally versus a larger geographic area increases the statistical reliability that findings from local data are significant and not an anomaly. An outcome of this review and comparison is the identification of an initial set of risk factors. A risk factor is a roadway feature that is present at numerous locations that have experienced a severe (fatal and serious injury) crash.

Using a large data set, a comparison of roadway features to severe crashes was made to identify locations that are at-risk. Since a database with roadway features and severe crash data is not available for the counties directly surrounding White Earth Nation, data was used from other counties in Minnesota. Roadway and crash data has been collected for many county roads throughout the state. This data was used to compare to White Earth Nation data and identify the risk factors to use for location prioritization. Analysis of

this larger geographic area includes reviewing locations with severe crashes and identifying roadway and traffic characteristics common at these locations.

Risk Factors

Using the risk factors shown in Table 9 through Table 11, all roadway segments, intersections, and curves in White Earth Nation are reviewed to determine which locations have the identified risk factors present. Each location is assessed using a "check" ranking system, assigning a check for each risk factor that is present. The more checks given to a location, the more at-risk the location is to experience a severe crash.

Table 9 – Summary of Segment Risk Factors

Risk Factor	Value/Range
ADT Range	ADT between 500 and 2,000 vpd
Access Density	Seven access points per mile or greater
Lane Departure Crash Density	Greater than 0.05 crashes per year
Critical Radius Curve Density	Greater than 0.6 curves per mile
Edge Risk Assessment	Edge Risk assessment of 2C, 2S, or 3
Shoulder Width	Shoulder width less than four feet

Table 10 – Summary of Curve Risk Factors

Risk Factor	Value/Range
Critical Radius	Radius between 500 and 1,400 feet
Shoulder Type	Gravel/Grass
ADT	ADT greater than 1,000 vpd
Adjacent Intersection	Present
Visual Trap	Present
Edge Risk	Edge Risk assessment of 2C, 2S, or 3

Table 11 – Summary of Intersection Risk Factors

Risk Factor	Value/Range
Cross Product	Greater than 1,000,000
Alignment Skew	Greater than 10 degrees
Adjacent Curve	Present
Adjacent Trip Generator	Present
Railroad Crossing	Present
Previous Stop	Greater than five miles
Total Severe Crashes	Greater than zero

Prioritization

Once all locations are assessed for risk factors, the segments, curves, and intersections are sorted and prioritized by check ranking. Locations with more checks are a higher priority. High priority locations include the top three check rankings of each network element category. Emphasis is given to rural areas with higher speed limits since this is where the majority of severe crashes occur.

A summary of high priority locations is shown in Table 12. Maps of the high priority roadway segments, curves, and intersections are shown in Figure 11 through Figure 12**.**

Table 12 – Summary of High Priority Locations

	State Highways	County Highways	Total
Segments	14	38	52
Curves	107	149	256
Intersections	19	33	46

Figure 11 - High Priority Segments

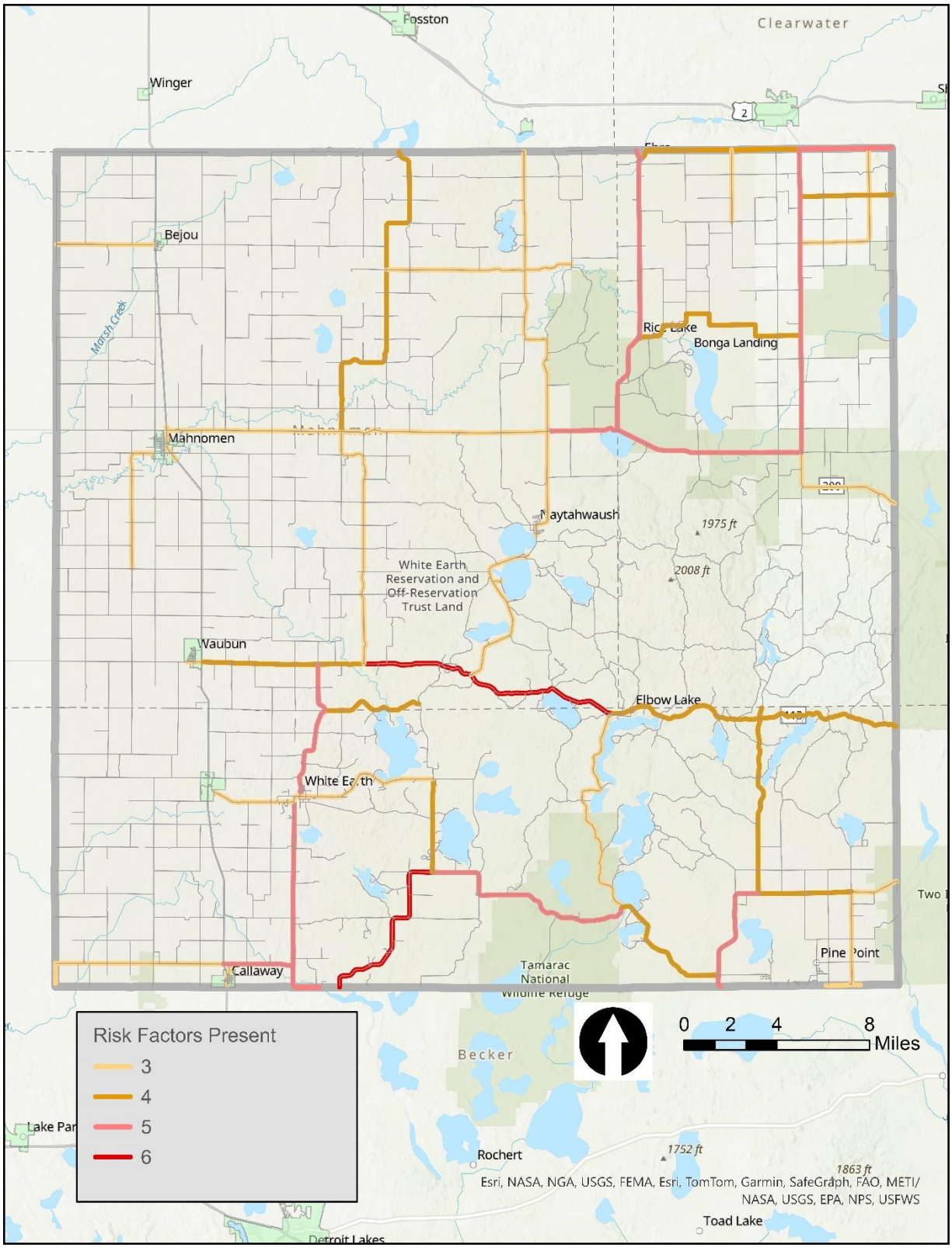


Figure 12 – High Priority Curves

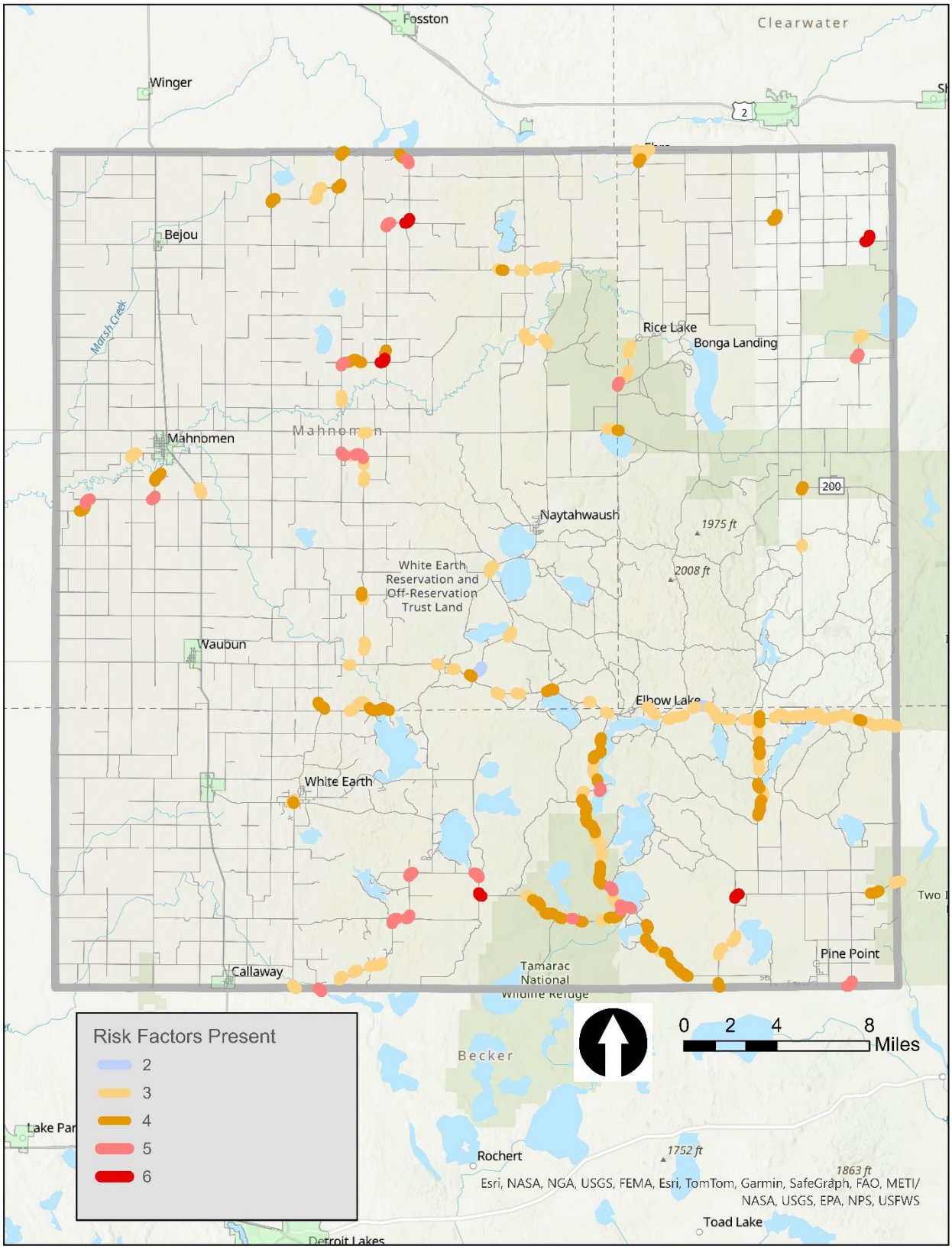
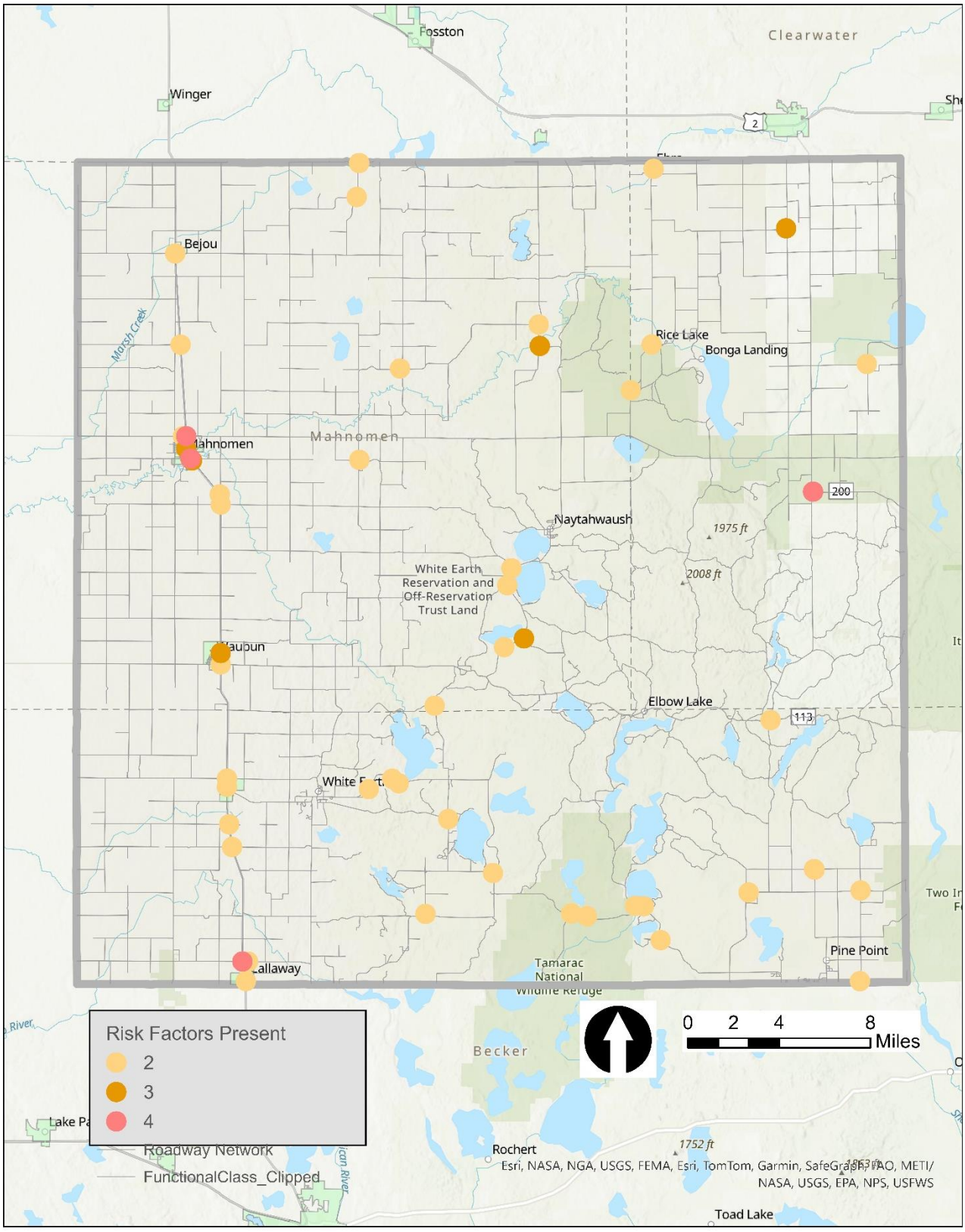


Figure 13 - High Priority Intersections



Project Assignment

Projects are assigned using the list of prioritized locations and selected preferred safety strategies that are the "best fit" for a particular location based on the existing roadway features. Average daily traffic (ADT) is the primary factor in the segment and intersection project decision trees. The primary factors in the curve project decision tree are curve radius and the presence of a visual trap. The rural safety strategy criteria are shown in Table 13 through Table 15.

Table 13 - Rural Segment Project Criteria

	Criteria
Clear Zone Maintenance	Edge Risk is 2C or 3
Enhanced Edgeline	AADT is less than 500
Shoulder Rumble Strips	AADT is greater than 500
Shoulder Paving (2 feet)	Existing Shoulder is not Paved and AADT is greater than 500
Safety Edge	Existing Shoulder is not Paved and AADT is greater than 500
Centerline Rumble	AADT is greater than 1,700

Table 14 - Rural Curve Project Criteria

	Criteria
Clear Zone Maintenance	Edge Risk is 3
Install/Upgrade Chevrons	All High Priority Curves
Shoulder Paving	Existing Shoulder is not Paved and AADT is greater than 500
Shoulder Rumble Strips	If Radius is 500-3,000 Feet
Advance Warning Sign	If Radius is 500-3,000 Feet

Table 15 - Rural Intersection Project Criteria

	Criteria
Roundabout	Cross Product is Greater than 2,000,000
Convert to All Way Stop	If Major AADT is less than 10,000 and Minor AADT is greater than 2,000 and Minor AADT is at least 40% of Major AADT
Install Streetlights	If Minor AADT is greater than 200
Upgrade Signs and Markings	All High Priority Intersections
Reconstruct to Single T	If current configuration is "TT"

Transportation safety professionals recommended to not place all safety enhancements at one location – it has been proven that the right safety strategy at the right location (right fit) is the most effective way to enhance safety. Installing all safety strategies at one location can be distracting and actually has the opposite effect on the overall effectiveness of the safety features implemented. Multiple strategies can be beneficial but should be reviewed with engineering judgment.

Recommended Projects

Potential safety mitigation projects for high priority roadway segments, curves, and intersections are included in Appendix C.

Potential roadway safety mitigation projects are determined based on data available for the analysis. High priority locations have a higher risk for crashes due to site-specific conditions, and therefore make up the highest check rankings of each category. The final decision for implementing each recommended project is determined by local agencies due to their local knowledge of their roadway network. For example, if edgeline rumble strips are suggested in an area with a home or residence nearby, the local agency can decide to install sinusoidal strips (mumble strips) instead to reduce noise impacts associated with said infrastructure.

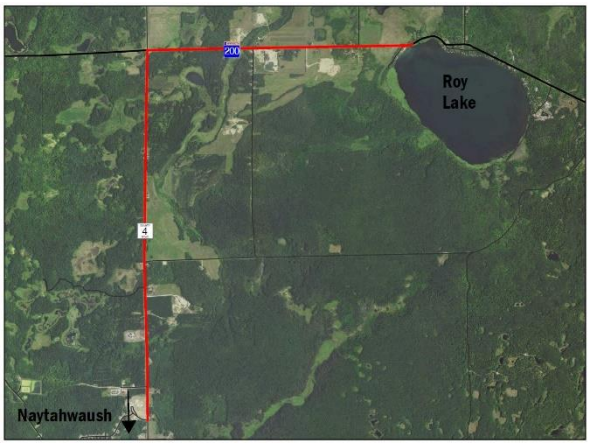
TRIBAL TARGETED STRATEGIES

A list of tribal targeted locations with strategies/treatments is identified below. Improvements identified are solely for the purpose of identifying possible safety treatments/strategies to address each focus area. A full environmental evaluation process will need to be completed prior to selection of a preferred build alternative.

Tribal Roadway Projects

Roy Lake to Indian Health Service Clinic – Lighted Shared Use Path (Mahnomen County)

Figure 14 – Roy Lake to Indian Health Service Clinic



MnDOT completed construction of a shoulder widening, grade-raise, roadway realignment, and separated pedestrian sidewalk project along TH 200 from approximately one mile east of the City of Mahnomen to the Mahnomen/Clearwater County line. The separated pedestrian sidewalk was constructed along the north edge of Roy Lake and connected Roy Lake Park to the local C-store approximately one mile to the east.

This project would extend the existing separated pedestrian sidewalk from Roy Lake Park west along TH 200 approximately three miles to the intersection of CSAH 4. The separated pedestrian pathway proceed south along CSAH 4 for approximately 2.7 miles and connect with the Indian Health Service Clinic.

Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Pedestrian pathway from Roy Lake Park (TH 200) to intersection of TH 200/CSAH 4 then south along CSAH 4 to Indian Health Service Clinic
- **Intersection Strategies**: Intersection lighting
- **Other** – N/A

Location Identified by: WEN TTP Staff, Community/Working Group Input

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF), Safe Streets and Roads for All (SS4A)

Planning Level Project Cost Estimate: $5,925,000

CSAH 4 Indian Health Center Clinic (Mahnomen County)

CSAH 4 Lighted Pedestrian Pathway is a one-mile pathway in Mahnomen County running adjacent to CSAH 4 north of the community of Naytahwaush. The pathway provides a separated pedestrian facility connection between two (2) essential community facilities, the Government Work Force Center (sports complex) and the recently constructed Indian Health Center Clinic.

Figure 15 - CSAH 4 Indian Health Service Clinic to Sports Complex



Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Lighted pedestrian pathway from Work Force Center (Sports Complex) to new Indian Health Service Clinic
- **Intersection Strategies**: N/A
- **Other** – N/A

Location Identified by: WEN TTP Staff, Community/Working Group Input

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF), SS4A

Planning Level Project Cost Estimate: $3,364,500

County Road 34 White Earth (Becker County)

Co Rd 34 is in Becker County and runs through the community of White Earth. The Co Rd 34 Lighted Pedestrian Path0.8-mile 0.8-mile pathway that runs adjacent to Co Rd 34 and connects residential development on the eastern edge of the community to the intersection of Co Rd 34 and Co Rd 21. This project is identified by the White Earth Tribal Transportation Program as a priority project due to the number of pedestrians who walk along Co Rd 34 to/from the community of White Earth.

Figure 16 - County Road 34 (Community of White Earth)



Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Lighted pedestrian pathway from residential development on eastern edge of the community to the intersection of Co Rd 34 and Co Rd 21.
- **Intersection Strategies**: Crosswalk striping
- **Other** – N/A

Location Identified by: WEN TTP Staff, Community/Working Group Input, Systemic Risk Assessment

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF)

Planning Level Project Cost Estimate: $2,054,000

US 59/Adams Ave/Washington Ave/ Jefferson Ave (Mahnomen County)

Adams, Washington, and Jefferson Avenues all intersect US 59 within the City of Mahnomen. Adams Ave is near the White Earth Tribal Community College and connects tribal housing with the City of Mahnomen. US 59 and the Canadian Pacific railroad are obstacles to pedestrians and bicyclists who want to cross into the city.

Washington Ave is located one block north of Adams Ave and provides a designated at-grade crossing from US 59 into the City of Mahnomen. It is the closest designated crossing to Adams Ave.

Figure 17 - US 59/Adams Ave/Washington Ave/Jefferson Ave (Option 2)



Jefferson Ave is near the Shooting Star Casino and White Earth Reservation Boys and Girls Club, and experiences high pedestrian usage. The intersection of US 59 and Jefferson Ave is skewed, making it difficult for drivers to identify pedestrians in addition to on-coming traffic.

Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**:
    - Option 1 - Traffic Calming Measure (rectangular rapid flashing beacon, signing/marking treatments to slow traffic, sidewalk on east side of TH 59, sidewalk along Adams Ave
    - Option 2 Lighted Shared Use Path from Intersection of Washington Ave/US 59 east to College Drive near Mahnomen Head Start/Tribal College
- **Intersection Strategies**: Roundabout at Adams Ave/US 59, Roundabout at Jefferson Ave/US 59
- **Other** – N/A

Location Identified by: WEN TTP Staff, Community / Working Group Feedback, WEN LRTP, US 59 Pedestrian Study, Systemic Risk Assessment

Grant Opportunities: HSIP, TTPSF, TA, AT

Planning Level Project Cost Estimate: $8,650,500

Strawberry Lake Road/BIA Route 23 (Becker County)

Strawberry Lake Road is a 4.8-mile roadway in Becker County and serves as access to residential development along the eastern edge of Strawberry Lake. The southern half of the roadway includes multiple curves with limited signage. This project is identified by the White Earth Tribal Transportation Program as a priority project because of limited signage approaching and throughout curves.

Figure 18 - Clark Road/BIA Route 14



Treatment:

- **Segment and Curve Strategies**: Edgeline Rumble Strips, Centerline Rumble Strips, Vehicle Speed Feedback Signs, Curve Warning Signs, Chevrons/Arrow Board
- **Pedestrian and Bicycle Strategies**: N/A
- **Intersection Strategies**: N/A
- **Other**: N/A

Location Identified by: WEN TTP Staff, Community/Working Group Input

Funding Opportunities: Tribal Transportation Program Safety Fund (TTPSF), Highway Safety Improvement program (HSIP), Safe Streets and Roads for All (SS4A)

Planning Level Project Cost Estimate: $175,000

Clark Road/BIA Route 14 (Mahnomen County)

Clark Road is a 3.0-mile roadway in Mahnomen County and serves as access to residential development, hunting grounds and gathering areas between Naytahwaush and Roy Lake. This project is identified by the White Earth Tribal Transportation Program as a priority project because of safety concerns in the form of a washed-out roadway as a result of runoff eroding the roadway due to high volume rain events. Increasing accessibility and safety along the roadway would allow for the expansion of residential development along the roadway.

Figure 19 - Clark Road/BIA Route 14



Treatment:

- **Segment and Curve Strategies**: N/A
- **Pedestrian and Bicycle Strategies**: N/A
- **Intersection Strategies**: N/A
- **Other**: Improved hydrology in the form of ditches and culverts to help divert stormwater runoff away from eroding the existing roadway. The addition of a bituminous surface would eliminate the need to perform maintenance (blading) on the existing aggregate surface.

Location Identified by: WEN TTP Staff

Funding Opportunities: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT), Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Planning Level Project Cost Estimate: $3,295,000

North Twin Lake Road (Mahnomen County)

North Twin Lake Road is in Mahnomen County and runs through the community of Naytahwaush. The lighted pedestrian pathway is a 1.4-mile pathway that runs adjacent to North Twin Lake Road from the intersection of CSAH 4 and New Circle Dr. This project is identified in the White Earth Long Range Transportation Plan as a priority project due to the lack of a separated pedestrian facility and the number of pedestrians who walk along North Twin Lake Road to/from the community of Naytahwaush.

Figure 20 - North Twin Lake Road



Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Lighted pedestrian pathway from intersection of CSAH 4 and New Circle Dr. to the western edge of the community.
- **Intersection Strategies**: Crosswalk striping
- **Other** – N/A

Location Identified by: WEN TTP Staff, Community/Working Group Input

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF), Safe Streets and Roads for All (SS4A)

Planning Level Project Cost Estimate: $3,367,750

CSAH 4 Naytahwaush (Mahnomen County)

Figure 21 – CSAH 4 Naytahwaush



CSAH 4 is in Mahnomen County and is a vital connection between MN Highways 200 and 113, which are major east/west roadways through the Reservation. The lighted pedestrian pathway will run from the southern edge of the community of Naytahwaush south approximately 1.2 miles near the intersection of North Twin Road and Bass Lake Road. This project is identified in the White Earth Long Range Transportation Plan as a priority project due to the number of pedestrians who walk along CSAH 4 to/from the community of Naytahwaush.

Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Lighted pedestrian pathway from southern edge of the community of Naytahwaush to the intersection of North Twin Rd and Bass Lake Rd
- **Intersection Strategies**: N/A
- **Other** – N/A

Location Identified by: WEN Long Range Transportation Plan

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF). Safe Streets and Roads for All (SS4A)

Planning Level Project Cost Estimate: $3,589,750

Community of Naytahwaush – Sidewalks (Mahnomen County)

Figure 22 – Naytahwaush Sidewalks



The community of Naytahwaush is in Mahnomen County. The roadway network consists of a mixture of county and tribal roadways. The community has a population of approximately 600 with residential development spread across the community. Pedestrians walk on the edge of the community roadways/streets due to the lack of designated pedestrian facilities. Separated pedestrian facilities are limited in the community. Providing sidewalks removes pedestrians from walking on streets with vehicles. This project is identified in the White Earth Long Range Transportation Plan as a priority project due to the number of pedestrians who walk throughout the community of Naytahwaush.

Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Sidewalks throughout the community where people are currently walking on-street.

- **Intersection Strategies**: N/A
- **Other** – N/A

Location Identified by: WEN Long Range Transportation Plan

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF), Safe Streets and Roads for All (SS4A)

Planning Level Project Cost Estimate: $1,559,709

Community of Naytahwaush - Streetlights (Mahnomen County)

The community of Naytahwaush is in Mahnomen County. The roadway network consists of a mixture of county and tribal roadways. The community has a population of approximately 600 with residential development spread across the community. The community lacks streetlights to illuminate the transportation network and provide much needed safety to pedestrians who walk on the streets at night. This project is identified in the White Earth Long Range Transportation Plan as a priority project due to the number of pedestrians who walk throughout the community of Naytahwaush, and during dark conditions.

Figure 23 – Naytahwaush Streetlights



Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Streetlights throughout the community transportation system especially where pedestrians may be currently walking on-street during dark conditions.
- **Intersection Strategies**: N/A
- **Other** – N/A

Location Identified by: WEN Long Range Transportation Plan

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF)

Planning Level Project Cost Estimate: Combined as part of the Community of Naytahwaush – Sidewalk project

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Community of Rice Lake (Clearwater County)

The community of Rice Lake is in Clearwater County. The community is split into two development areas. Original development occurred west of the Wild Rice River. More recent development has occurred east of the Wild Rice River approximately 1.5 miles from the previous development. Clearwater CR 35 connects the two developments but lacks designated pedestrian facilities. Existing intersections and roadway segments lack lighting causing motorists and pedestrians concerns at night.

Figure 24 – Rice Lake Community



Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Lighted Shared-use Path
- **Intersection Strategies**: Intersection Lighting
- **Other** – N/A

Location Identified by: WEN Long Range Transportation Plan, Community/Working Group Input

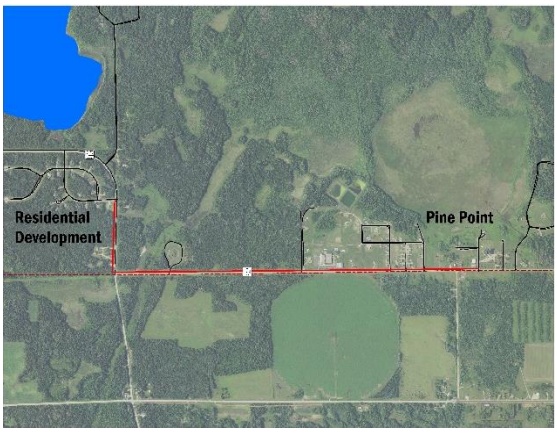
Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF), Safe Streets for All (SS4A)

Planning Level Project Cost Estimate: $5,725,750

Community of Pine Point (Becker County)

The community of Pine Point is in Becker County. Residential development has expanded past the community's original footprint. Residential development occurs west of the community along Becker CR 124. Residentials who travel by foot or wheel have no designated facility to travel on. The existing shoulder width of CR 124 varies from 2-6 feet. Between the residential development and community is the pow-wow grounds. The grounds serve as a destination for many pedestrians and bicyclists multiple times a year. Many community members walk along the side of CR 124 during nighttime hours. The lack of intersection lighting and street/roadway lighting causes concern to motorists and pedestrians/bicyclists.

Figure 25 - Pine Point Community



Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: Lighted shared-use path from residential development to community.
- **Intersection Strategies**: Intersection lighting
- **Other** – N/A

Location Identified by: WEN Long Range Transportation Plan, Stakeholder/community Input

Grant Opportunities: Active Transportation (AT), Transportation Alternative (TA), Tribal Transportation Program Safety Fund (TTPSF), Safe Streets and Roads for All (SS4A)

Planning Level Project Cost Estimate: $5,474,250

US 59/TH 113 Intersection Improvement (Mahnomen County)

The community of Waubun is in Mahnomen County. US 59 carries north and southbound traffic through the city. TH 113 carries east and westbound traffic and intersects US 59. The existing footprint of the intersection consists of one through lane in each direction (north and south) on US 59, a right turn lane for southbound traffic (US 59) and a center left turn lane for southbound US 59 traffic turning east onto TH 113. Recent commercial development north of the intersection of US 59/TH 113 in addition to the C-Store and church have increased pedestrian traffic and created a stretch of roadway where vehicles passing through the intersection contend with vehicles entering or exiting passing through the intersection.

Figure 26 – US 59/TH 113 Intersection



A vehicle/pedestrian accident occurred Fall 2023. Tribal leadership is requesting intersection and pedestrian improvements to increase safety at this location.

Treatment:

- **Segment and Curve Strategies**: N/A
- **Possible Pedestrian and Bicycle Strategies**: N/A
- **Intersection Strategies**: Roundabout
- **Other** – N/A

Location Identified by: WEN TTP Staff, Community/Working Group Input, Risk Assessment

Grant Opportunities: Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Safe Streets and Roads for All (SS4A)

Planning Level Project Cost Estimate: $3,134,000

The projects highlighted above are prioritized by WEN TTP staff based on feedback from community members, PMT members, stakeholder group and local knowledge. A list of projects identified through community feedback (including survey), PMT meetings, stakeholder input and TTP staff input along with planning level cost estimates can be found in Appendix D.

SAFETY STRATEGY DEVELOPMENT

Proven safety countermeasures are selected for the White Earth Tribal Transportation Safety Pan using the critical focus areas and research findings of the National Cooperative Highway Research Program (NCHRP) 500 serious reports and FHWA Crash Modification Factors (CMF) Clearinghouse. These nationally recognized resources contain the most comprehensive and credible list of safety strategies available to assist local agencies with implementation. The reports include a brief introduction of each strategy, estimated costs, and research findings on countermeasure effectiveness (proven, tried, and experimental). Special attention is given to low-cost, high impact strategies that can be applied systematically in the White Earth Reservation.

Table 16 through Table 20 include crash reduction factors and planning level cost estimates for each roadway safety strategy. The crash reduction factors are based primarily on the review of the CMF Clearinghouse and other published research from the NCHRP. The average cost for each strategy is shown using the most recent construction costs provided by MnDOT staff. Strategies are grouped by segments, intersections, curves, pedestrians and bicycles, and aggregate surfaces. Appendix E includes a complete list of strategies considered.

ROADWAY SEGMENTS

Table 16 – Roadway Safety Strategy Crash Reduction Rates and Typical Installation Costs

Roadway Safety Strategy	Crash Reduction Rates	Typical Installation Cost
Shoulder Paving	20% - 30% run-of-the-road crashes (with shoulder rumbles) 14% run-off-the-road crashes (without shoulder rumbles)	$54,000 per mile
Shoulder/Edgeline Rumble Strips	20% run off road crashes	$5,850 per mile
Safety Edge	5% - 10%	$10,000 - $20,000 per mile
Clear Zone Enhancements	Increase of 28% to decrease of 18%	$50,000 - $500,000 per mile
Enhanced Edgeline	4% - 35% for all crashes (with or without rumble strips)	$5,000 - $20,000 per mile
Maintenance/Blading	Not Available	Not Applicable
Road Diet	30% - 50%	$48,000 per mile (three lane) $36,000 per signalized intersection for updated (example, loop and signal head replacement)

INTERSECTIONS

Table 17 – Intersection Safety Strategy Crash Reduction Rate and Typical Installation Costs

Intersection Safety Strategy	Crash Reduction Rate	Typical Installation Cost
Roundabout	20% - 50% all crash 60%-90% right-angle crashes	$2,000,000 per intersection
LED Stop Signs	0% - 71% angle crashes	$2,000 - $6,000 per intersection
Turn Lanes/Bypass Lanes on Major Road (thru traffic)	25% all crashes	$250,000 - $400,000
All-Way Stop/Yield	Not Available	$1,000 per intersection
Upgrade Signs and Pavement Markings	40% upgrade of all signs and pavement markings 15% for STOP AHEAD pavement marking	$5,000 per approach
Rural Intersection Conflict Warning System (RICWS)	50% all crashes 75% severe right-angle crashes	$150,000 - $250,000per intersection
Streetlights	25% - 40% of nighttime crashes	$18,000 per light
Mainline Dynamic Warning System	67% angle crashes 54% - 70% all crashes	

CURVES

Table 18 – Curve Safety Strategy Crash Reduction Rate and Typical Installation Costs

Curve Safety Strategy	Crash Reduction Rate	Typical Installation Cost
Chevrons/Arrow Board	20% - 30% all crashes	$4,000
Curve Warning Signs	30% of serious, minor, and possibly injury crashes	$1,000 Advance curve sign per curve $2,000 Advance curve and speed advisory sign per curve
Vehicle Speed Feedback Sign	5% - 7% all crashes	$30,000 per location

PEDESTRIANS AND BICYCLES

Table 19 – Pedestrian and Bicycle Safety Strategy Crash Reduction Rate and Typical Installation Costs

Pedestrian and Bicycle Safety Strategy	Crash Reduction Rate	Typical Installation Cost
Sidewalks	Not Available	$5 - $10 per square foot
Bike Paths/Trails	Not Available	$50,00 - $150,000 per mile
Median Refuge Island	46% in vehicle/pedestrian crashes	$24,000
Curb Extensions	Increase in vehicles yielding to pedestrians	$36,000 per corner
Rectangular Rapid Flash Beacon (RRFB)	75% of drivers yield to pedestrians	$15,000

AGGREGATE SURFACES

Table 20 – Aggregate Surface Safety Strategy Crash Reduction Rate and Typical Installation Costs

Aggregate Surface Safety Strategy	Crash Reduction Rate	Typical Installation Cost
Maintenance / Blading	Not Available	
Clear Zone Enhancement	Increase of 28% to decrease of 18%	$50,000 t $500,000 per mile

EQUITY ANALYSIS

WHITE EARTH NATION EQUITY ASSESSMENT

Equity considerations are an important factor in the development of the safety plan and will continue to inform project implementation for WEN moving forward. The safety plan aligns with recent federal policy and initiatives, including the latest five-year federal highway bill, the Bipartisan Infrastructure Law (BIL), and the Justice40 Initiative. Equity considerations are interwoven into nearly every discretionary funding program within the BIL. Under the Justice40 Initiative, 40 percent of the benefits of certain federal investments are targeted at disadvantaged communities. WEN is in good position to be competitive for federal funding, as Tribal Reservations are included in the definition of what constitutes a disadvantaged community.

As WEN's entire jurisdiction is considered a disadvantaged community, the equity analysis herein further highlights the importance placed by WEN leadership on understanding and serving their community; by prioritizing projects based on comprehensive disadvantaged community indicators within the Reservation. Although equity may not be the primary consideration when programming safety projects, the equity analysis supplements the decision-making process of programming tribal road safety projects and pursuing discretionary funding through the BIL programs or other funding programs that may have equity considerations including those outlined in the Justice40 Initiative or by the State of Minnesota.

The safety plan emphasizes equity by:

- Ensuring an inclusive and representative public engagement process
- Further understanding underserved and disadvantaged communities within White Earth Nation
- Incorporating equity considerations into project priority recommendations

INCLUSIVE AND REPRESENTATIVE PLAN

Public engagement for the plan is strategically implemented to cast a wide net of feedback opportunities for people from all walks of life. Traditional engagement workshops, pop-up events, online survey, and focused stakeholder engagement events allowed anyone to participate from across the White Earth Reservation. Tribal leaders, including policy and decision-makers, helped champion the importance of the plan, with feedback and involvement from the Tribal community deemed a success. All feedback received from the public across the Reservation is thoughtfully considered in project development and project prioritization.

FURTHER UNDERSTANDING OF A DISADVANTAGED COMMUNITY

WEN and populations within the Reservation boundary are disadvantaged communities, as defined by the Federal government. In most transportation equity analyses, utilizing federal data resources to further identify disadvantaged or underserved communities is a helpful exercise. In this case, federal resources display data by Census Tract. Because Census Tracts don't align with the Tribal boundary, the information would not be useful to the Tribe for prioritizing projects therefore, MnDOT's SPACE Analysis tool is used as described further in the paragraphs below.

Although excluded from the equity analysis, the following federal resources provide an overall sense of socioeconomic indicators that highlight vulnerable populations within White Earth Reservation boundaries. Table 21 identifies the specific indicators considered to be disadvantaged by the two specific tools used:

Table 21 - Disadvantaged Population Indicators as Identified by Federal Resources

Justice40 Initiative	USDOT
Climate and Economic Justice Screening Tool	**Equitable Transportation Community (ETC) Explorer**
Prevalence of Heart Disease	Transportation Insecurity (Access, Cost Burden, Safety)
Low Income	Social Vulnerability (Poverty, Unemployment, Uninsured, Lack of internet, Endemic Inequality, Age 65+, Age less than or equal to 17, Disability, Mobile homes)
Lack of Green Space	Health Vulnerability (Asthma Prevalence, Cancer Prevalence, High Blood Pressure Prevalence, Diabetes Prevalence, Low Mental Health Prevalence)
Energy Cost	
Transportation Barriers	

As a disadvantaged community, the Tribe needs to have the best understanding of socioeconomic indicators to identify where vulnerable populations are located. Without a better understanding, prioritization of transportation safety improvement projects becomes more challenging, as the entirety of White Earth Nation is considered a disadvantaged community. As detailed below, MnDOT's Suitability of Pedestrian and Cyclist Environment (SPACE) Analysis tool provides a much a finer resolution than socioeconomic or equity assessment traditionally performed by Census Block Group or Census Tract. The finer resolution of the SPACE analysis includes analysis detail required to prioritize transportation safety projects across the Reservation.

SUITABILITY OF PEDESTRIAN AND CYCLIST ENVIRONMENT (SPACE) ANALYSIS

MnDOT launched the SPACE Analysis tool in 2023. The tool is specifically tailored for prioritizing and selecting transportation projects across the State of Minnesota. SPACE assigns a zero (0) to 100 score on a hexagonal tessellation (pattern or grid) by layering publicly available data including demographic, safety, environmental justice, and trip generator datasets. The hexagon geometries provide a more organic and finer output of socioeconomic analysis, as roadways or other barrier features no longer become boundary lines, as they do under a typical Block Group or Census Tract analysis.

The SPACE score is defined by layering datasets and assigning the data to the corresponding hexagon. Below are the 19 specific SPACE Analysis socioeconomic factors as grouped by dataset typology:

- Priority Populations
    - Percent of population Age 5-17 greater than average
    - Percent of population Age 65+ greater than average
    - Percent of population Foreign Born greater than average
    - Percent of population Native American greater than average

    - Percent of population with Disability greater than average
- Environmental Justice
    - "Areas of Concern" by Minnesota Pollution Control Agency (MPCA) Environmental Justice
    - Unemployment rate greater than or equal to average
    - Percent of population in Poverty in urban area greater than or equal to 25 percent
- Risk
    - High risk trunk highway intersection for non-motorists
- Latent Demand
    - Percent of workers Commuting 15 Minutes or less, greater than average
    - Percent of workers Commuting by Transit greater than zero (0) percent
    - Percent of workers Commuting by Walking greater than zero (0) percent
    - Percent of workers Commuting by Bicycle greater than zero (0) percent
    - Percent of workers with No Access to a Vehicle greater than zero (0) percent
- Trip Generators
    - Greater than or equal to 25 percent of the population within half-mile of Supermarket
    - Within one-mile of K-12 School
    - Within 500 feet of Bus Stop
    - Within an urban area
    - Contains a state Bicycle Trail

The map shown as Figure 27, overlays the SPACE Analysis results for White Earth Nation and severe crash locations (fatalities and serious injury crashes).

PRIORITIZATION CONSIDERATIONS

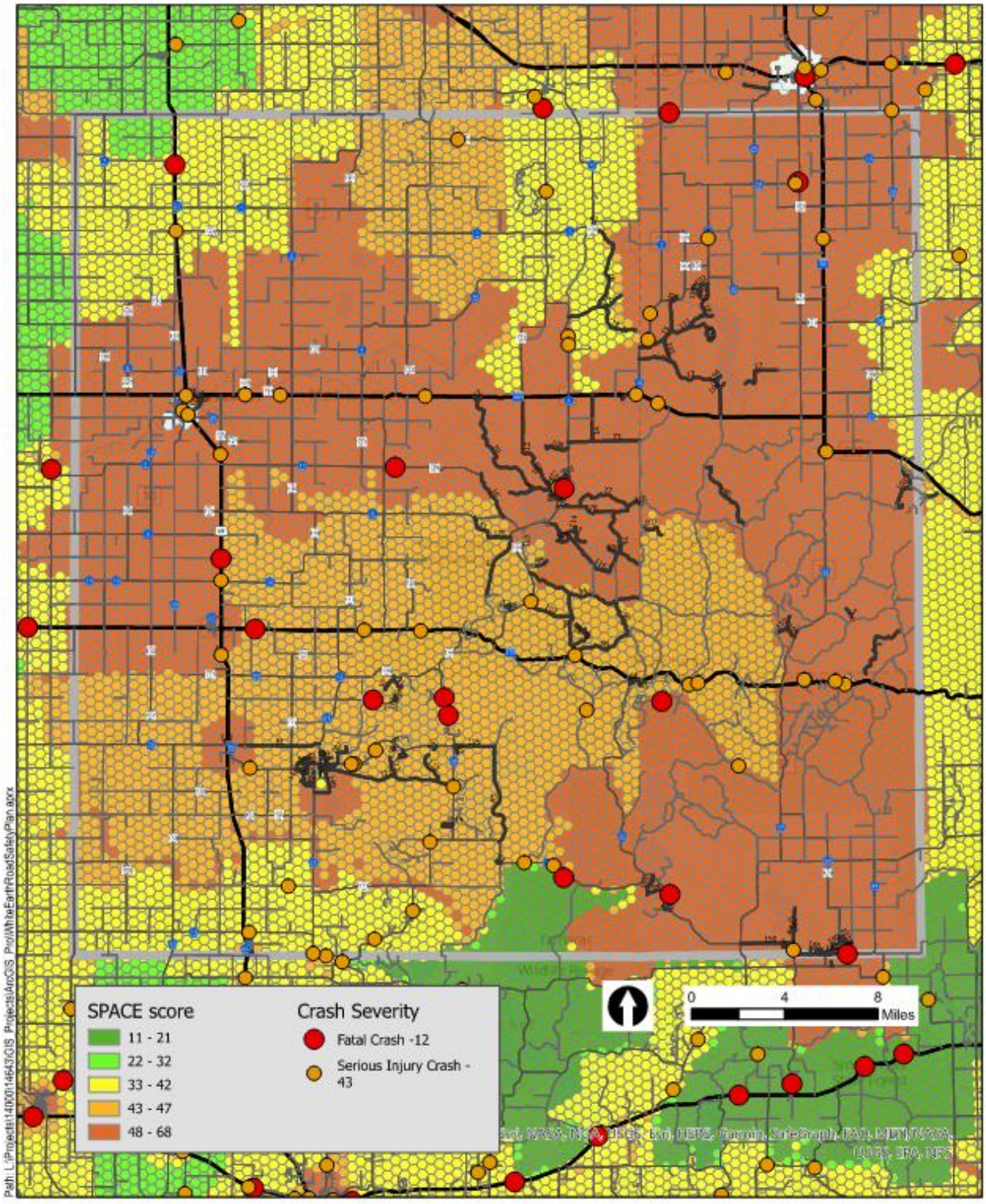
Prioritizing projects based on equity analysis is an important exercise that displays a strong understanding of the White Earth Nation community and forwarding the goals and objectives of USDOT. Using the SPACE Analysis, the Tribe may consider prioritizing or scoring projects based on SPACE score. Referring to Table 22, equity prioritization scoring could be setup similar to the scoring displayed.

Table 22 – Example of Prioritizing Projects Based on Equity

SPACE Score	Equity Prioritization Score (out of 5)*
48 - 68	5
43 - 47	4
33 – 42	3
22 – 32	2
11 – 21	1

*Equity prioritization score is just one factor of a comprehensive project prioritization and scoring process.

Figure 27 - SPACE Analysis Map



IMPACTING EQUITY

Proposed implementation strategies at identified locations will positively impact equity within the Reservation. Strategic safety countermeasures on roadways and intersections will increase safety for drivers, helping to ensure people can go about their daily lives without being put at higher risk by traveling across White Earth Nation wherever they need to go. Oftentimes, given the rural nature of the area, residents of White Earth Reservation must travel great distances to meet basic needs, go to work, get an education, participate in cultural events, etc., driving greater distances than the average for essential or other services. By reducing the risks associated with certain roadways across the Reservation, safety can be improved to ensure accessibility to destinations needed by vulnerable or disadvantaged populations to improve or sustain their quality of life.

Numerous bicycle and pedestrian safety improvements have been identified across the Reservation. Improving bicycle and pedestrian safety begins by connecting important community destinations across White Earth Nation through dedicated infrastructure such as separated paths, wider shoulders, lighting, and specific consideration of people who walk or bike to go about their daily lives. Connecting vulnerable or disadvantaged populations from where they live to critical destinations is an important consideration for all, no matter what mode they choose or in some cases have to take.

People traveling across or through the White Earth Reservation should not face higher risk of fatality or serious injury in a crash, just because of the community or area they live in.

POLICIES, PROCEDURES, AND OTHER STUDIES

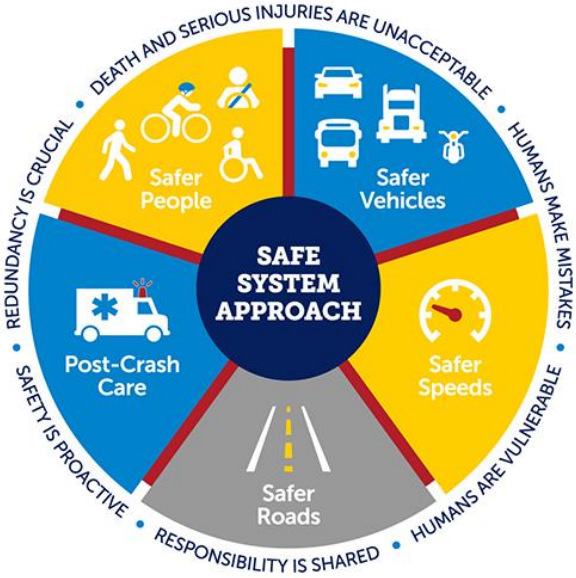
The 2024 White Earth Tribal Transportation Safety Plan aligns with the framework, policies, and procedures of numerous other agencies at the local, state, and federal levels. Transportation safety is of critical importance to most jurisdictions, both nationally and locally. The safety plan builds upon policy and procedures as much as possible, and parallels many of the goals and objectives others are also working towards and co. Specific materials are listed below.

FEDERAL/STATE

National Roadway Safety Strategy (NRSS)

USDOT's National Roadway Safety Strategy outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets. USDOT's ongoing safety programs are moving towards a future with zero roadway fatalities and serious injuries. As part of the NRSS, a Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in the transportation system. The Safe System Approach builds and reinforces multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused by those involved when crashes do occur. The approach is holistic and comprehensive, providing a well-established framework to make places safer for people.

Figure 28 - Principles of a Safe System Approach



Towards Zero Deaths (TZD)

Towards Zero Deaths is MnDOT's traffic safety program which aims to reduce deaths and serious injuries on Minnesota roadways. As part of the TZD program, MnDOT completed a Strategic Highway Safety Plan (SHSP) in 2020. The core safety policy plan identifies key areas and strategies to reduce deaths and serious injuries on Minnesota roadways. (https://www.dot.state.mn.us/trafficeng/safety/shsp/) The plan analyzes crash data along with expert transportation stakeholder input to create a list of effective safety strategies using the four E's - Enforcement, Education, Engineering, and Emergency Medical Services and Trauma Systems. The result is a plan that reflects current and emerging crash trends and emerging safety strategies to address fatal and serious injury crash trends.

MnDOT D4 Bicycle Plan

MnDOT completed a District 4 Bicycle Plan March 2019. The plan includes information on Regional Priority Corridors. Prior to the District 4 Bicycle Plan MnDOT completed a Statewide Bicycle Safety Plan. Within the Statewide Plan, priority corridors consisting of 10-mile wide segments were identified by their regional significance. The MnDOT District 4 Bicycle Plan identified more refined route alignments and determined each routes bicycle use significance and potential. The Bicycle Plan also identified Bicycle Investment Routes within the district to help prioritize projects to receive funding. In addition to determining Bicycle Investment

Routes, the plan also identified route prioritization. Within the six criteria used to score potential Bicycle Investment Routes an additional fourteen subcategories were evaluated and given a data-based prioritization criteria score.

Statewide Speed Limit Vision Project

In 2019 MnDOT embarked on a project to establish a vision for setting speed limits supported by cities, counties, user groups, public safety stakeholders, and enforcement stakeholders across the state. The project established the Minnesota Statewide Speed Limit Vision which is guided by three core values:

STATEWIDE Speed Limit Vision PROJECT

VISION STATEMENT

Speeds limits are set with an emphasis on all users with key influences of **safety, engineering,** and **surrounding land use.**

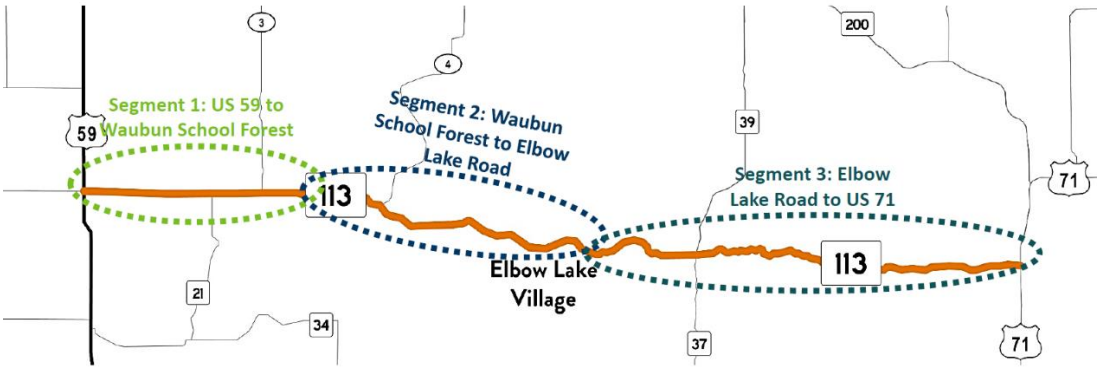
Core Values

Speed limits are:

1. Affected by community context, land use, and road design.
2. Governed by voluntary compliance through education and accepted social norms.
3. Established through consistent technical evaluation and applied equitably across all communities.

Highway 113 Pedestrian Study

The Highway 113 Pedestrian Study evaluated pedestrian safety and mobility along Trunk Highway (TH) 113 between Untied States Highway (US) 59 to the west and US 71 to the east. The purpose of the Study is to create a more inclusive roadway corridor for people of all ages and abilities to walk, roll, or bike along Highway 113. The corridor currently has no pedestrian infrastructure though it connects villages and homes surrounding Elbow Lake, Tulaby Lake, and Bad Medicine Lake to the City of Waubun to the west and Itasca State Park to the east. Seasonal homes and popular tourist attractions during the summer result in greater traffic as well. The existing conditions analysis summarized in the report provided a foundation in which issues were identified and the development of pedestrian infrastructure and roadway design alternatives were reviewed. TH 113 is identified in the Minnesota Department of Transportation (MnDOT) 10-Year Capital Highway Investment Plan (CHIP) for resurfacing in 2027 from County Road (CR) 4 to US 71.



MnDOT District 4 Safety Plan

The MnDOT District 4 Safety Plan (2016) discusses safety strategies and risk factors for the District's highways. The plan identifies suggested safety projects for further consideration at high-crash locations (segments, curves and intersections) based on a systematic risk assessment of the state trunk highway system. Trunk Highway 113 and 200 and US Highway 59 which run through the White Earth Reservation were analyzed as part of the plan. The District 4 Safety Plan is currently being updated.

COUNTY

MAHNOMEN

One of the goals of Mahnomen County, per the County's Signing and Pavement Policy, is to provide a safe, efficient roadway system for the traveling public. The purpose of this policy is to establish uniformity and consistency in the application, installation, and maintenance of traffic signs and pavement markings on Mahnomen County's roadway system.

This policy recognizes that the MN MUTCD is the standard for all traffic control devices on all public roads in Minnesota, and therefore all traffic control devices on Mahnomen County's highway system must conform to its standards and specifications as specified in Minnesota Statute 169.06.

Mahnomen County will consider roadway user safety, budget, personnel, site conditions, and demonstrated need in order to evaluate its use of traffic signs and pavement markings on the county road system.

- Installation of Signs
- Sign Maintenance Methods
- Installation of Pavement Markings
- Pavement Markings Maintenance Method

See Appendix F for a copy of Mahnomen County signing and pavement policy

MnDOT worked with Mahnomen County to develop a County Roadway Safety Plan in 2011. The Plan discusses safety strategies and risk factors for the County Highways. The plan identifies suggested safety projects for further consideration at high-crash locations (segments, curves, and intersections) based on a systematic risk assessment of the county roadway system.

BECKER

Based on their mission statement, the Becker County Highway Department is to provide the safest highway system possible for the residents and visitors of the County by providing efficient and timely maintenance services and continued cost-effective construction improvements.

MnDOT worked with Becker County to develop a County Roadway Safety Plan in 2011. The Plan discusses safety strategies and risk factors for the County Highways. The plan identifies suggested safety projects for further consideration at high-crash locations (segments, curves, and intersections) based on a systematic risk assessment of the county roadway system.

CLEARWATER

The main objective of the Clearwater County Highway Department is the construction and maintenance of County Highways and Bridges. The goal of the Highway Department is to ensure that the roadways and

bridges are designed according to Federal and State guidelines, constructed according to the contract specifications, and properly maintained to ensure the safety of the traveling public.

MnDOT worked with Clearwater County to develop a County Roadway Safety Plan in 2011. The Plan discusses safety strategies and risk factors for the County Highways. The plan identifies suggested safety projects for further consideration at high-crash locations (segments, curves, and intersections) based on a systematic risk assessment of the county roadway system.

TRIBAL

WHITE EARTH NATION

WEN follows Bureau of Indian Affairs Roads Maintenance Program guidance. As part of the program guidance, there is also dedicated guidance for grading and shaping dirt surfaces guidelines. The majority of roads under the maintenance jurisdiction of the BIA are dirt roads. Grading dirt roads with a motor grader is the primary type of maintenance for dirt roads. Best practices and recommendations provided for equipment operators include blade placement and maintaining a ditch line. The BIA Roads Maintenance Program document can be found in Appendix F.

In addition to the Roads Maintenance Program, the BIA also provides Adequate Standard Characteristics for roadway design. The adequate characteristics consider terrain, ADT volumes, roadway classification, existing and future surface type, minimum roadway width including shoulders, and shoulder width and shoulder type. Figure 29 illustrates the table used in determining specific characteristics for the specific type of roadway improvement.

Figure 29 – BIA Adequate Standard Characteristics for Roadways

TABLE A. - ADEQUATE STANDARD CHARACTERISTICS

The cost to construct of a particular transportation facility is defined as the cost required to improve the transportation facility from its existing condition to a condition that would meet the Adequate Standard Characteristics. Table 1 presents the Adequate Standard Charactertistics.

ADEQUATE STANDARD NUMBER	1 2 3	4 5 6	7 8 9	10 11 12	13 14 15	16	17	18	19	20	21	
TERRAIN***	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUTURE ADT used in ADS assignment	N/A	FADT>=400	FADT<400	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
BIA CLASS	1 MAJOR ARTERIAL	2 RURAL MINOR ARTERIALS		4 RURAL MAJOR COLLECTOR	5 RURAL LOCAL	6 CITY MINOR ARTERIAL	7 CITY COLLECTOR	3* CITY LOCAL	8 MOTORIZED/ NON-MOTORIZED TRAILS	9 OTHER TRANSPOR-TATION FACILITIES	10 AIRSTRIPS	11 Overlapping Routes
CALCULATED VALUES												
FUTURE SURFACE TYPE (EXISTING)	PAVED	PAVED	PAVED	FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED		FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED			DEPENDS ON FACILITY	N/A	N/A	N/A
FUTURE SURFACE TYPE (PROPOSED)	PAVED	PAVED	PAVED	FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED	FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED	FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED			DEPENDS ON FACILITY	N/A	N/A	N/A
DEFAULT CURRENT ADT/DEFULT FUTURE ADT***	must exist	ADT 100 FADT 149		ADT 50 FADT 74	ADT 50 FADT 74	ADT 50 FADT 74	ADT 50 FADT 74	ADT 25 FADT 37	ADT 20 FADT 30	N/A	N/A	N/A
RECOMMENDED DESIGN												
MINIMUM ROADWAY WIDTH (INCLUDING SHOULDERS)	66'	36'	32'	32'	28'	50' TOTAL PARKING 7' TURNING 12'	21' TO 38' DEPENDING ON TURNING LANES AND PARKING		DEPENDS ON FACILITY	N/A	N/A	N/A
SHOULDER WIDTH	6' MINIMUM	6'	4'	4'	2'	N/A			N/A	N/A	N/A	N/A
SHOULDER TYPE	PAVED	PAVED	PAVED	PAVED/GRAVEL/EARTH		N/A			N/A	N/A	N/A	N/A

* Local Class 3 roads may be earth, gravel or paved, depending on tribal customes, economics, or environmental considerations.
** Use default future ADT for proposed roads or where impractical to acquire ADT or ADT does not exist. (See Table 2 Default ADT and Default Future ADT). Where current ADT is practical to acquire, if should be acquired and projected to a future ADT at per cent per year for 20 years.
*** (1)= Flat; (2)= Rolling; (3)= Mountainous

WEN has completed multiple transportation safety related projects over the last six years. Below is a list of those projects and partnerships (were appropriate):

- Long Range Transportation Plan Update (2018)
- TH 200 Road Safety Audit (2018)

Plans completed in partnership:

- TH 200 Safety Improvements – MnDOT (2023)
- Highway 113 Pedestrian Study – MnDOT (2024)
- Highway 113 Road Safety Audit – MnDOT (2024)

PUBLIC AND STAKEHOLDER OUTREACH

STATE OF THE NATION EVENT

The White Earth Reservation Tribal Council held the annual State of the Nation address on May 3, 2023 at the Shooting Star Casino and Event Center in Mahnomen. The event allows tribal leadership an opportunity to update tribal membership on key issues facing WEN. Staff from White Earth, MnDOT and SRF Consulting Group hosted a booth at the event to gather transportation system related feedback from tribal and non-tribal community members in the form of a roll map dot exercise, comment cards, and on-line/paper surveys.



A one-page flyer was distributed at the event. The flyer provided project information, identified project benefits, project schedule, project website link/QR code, and contact information.

PUBLIC SURVEY

A public survey was developed to engage community members and gather input on the Reservation-wide transportation network. MnDOT developed the on-line/paper copy survey, which was four pages and 20 questions long, and addressed the following transportation system-related areas:

- Safety Concerns
- Crashes
- Avoidance Areas
- Demographics

A total of 110 responses were received between mid-May to mid-July. Key take aways from the survey included:

- More than 50% of respondents avoid walking, biking, taking transit, or driving because of transportation safety concerns.

- More than 80% of respondents drive as their main form of transportation around the reservation.
- 43% of respondents noted that they have been, or almost been, in a crash involving a vehicle, bicycle or pedestrian.

WHITE EARTH POW-WOW

WEN and MnDOT staff attended the White Earth Pow-wow in June 2023 to gather community feedback and provide a project update to community members attending the event.



PROJECT MANAGEMENT TEAM COORDINATION

The PMT met biweekly to discuss plan progress.

TASK FORCE INPUT

The task force met on August 22, 2023, to discuss how the plan will be carried out once complete. The task force will meet again six months after the plan is finalized.

TECHNICAL AND ENGAGEMENT WORKSHOPS

Technical and engagement workshop took place August 24, 2023, at the Shooting Star Casino and Event Center. A total of 14 people attended the workshop representing WEN, MnDOT, Mahnomen County, City of Mahnomen, Circle of Life Academy, and Central Harvest States. The workshop allowed the consultant team the opportunity to explain the safety plan process, present a crash data overview, discuss systemic safety strategies, and develop a list of project site locations. Appendix G includes the workshop presentation and Appendix H includes the project meeting agendas and summaries.



ENGAGEMENT SUMMARY

Overall, the safety plan development process engaged with over 110 individuals from across White Earth Nation. Unsurprising to the project team, over half of the people providing feedback, said they try to avoid certain modes of travel they feel are unsafe, with some others saying they have been or have almost been in a crash. The engagement efforts were deemed a success.

Engagement and Crash Analysis

The feedback received from the public, PMT, and various stakeholders of the plan is of critical importance to the crash analysis and implementation strategies. Safety concerns and specific locations of safety concerns helped the project team supplement data used in the crash analysis to provide a more comprehensive list of

projects. Rural Tribal communities such as White Earth Nation, can face challenges when analyzing crash data, as there is little to no crash data on local roadways for a meaningful analysis. This is where the public engagement helps lead the way, through word-of-mouth and personal experiences about safety while traveling within the Reservation.

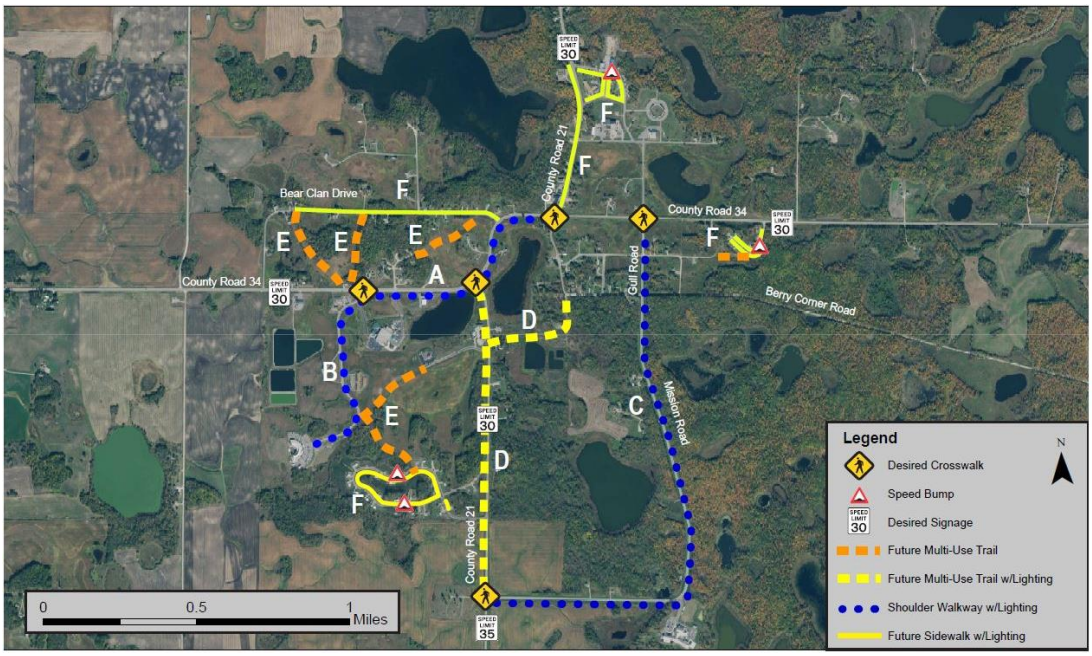
PEDESTRIAN SAFETY ACTION PLAN

COMMUNITY SAFETY PLANS (2018 WE LRTP)

The 2018 White Earth Reservation Long Range Transportation Plan included meetings with four tribal communities within the reservation to get an understanding of transportation safety related concerns. Meetings were held with the community councils of White Earth, Naytahwaush, Rice Lake and Pine Point.

White Earth

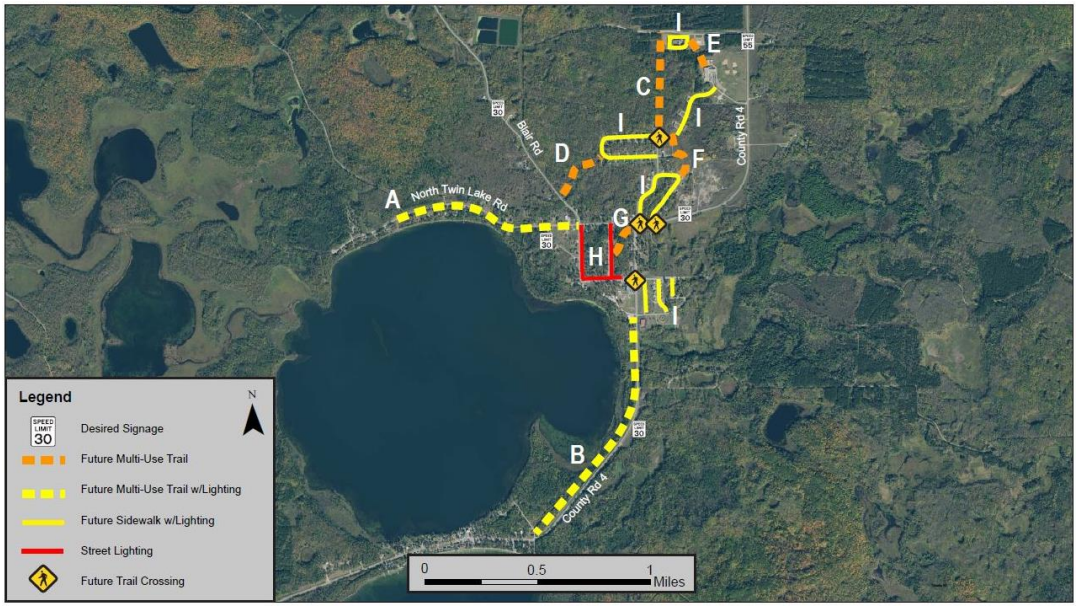
- Street lighting along Mission Road to Circle of Life Academy (COLA)
- Street lighting along Becker CSAH 34 from Tribal Headquarters Road to the intersection of Becker County Hwy 21
- Installation of crosswalk signage throughout community
- Reinstallation of speed bumps throughout residential development
- Increased speed limit signage along Becker County Hwy 21 and Becker CSAH 34 entering the community



Naytahwaush

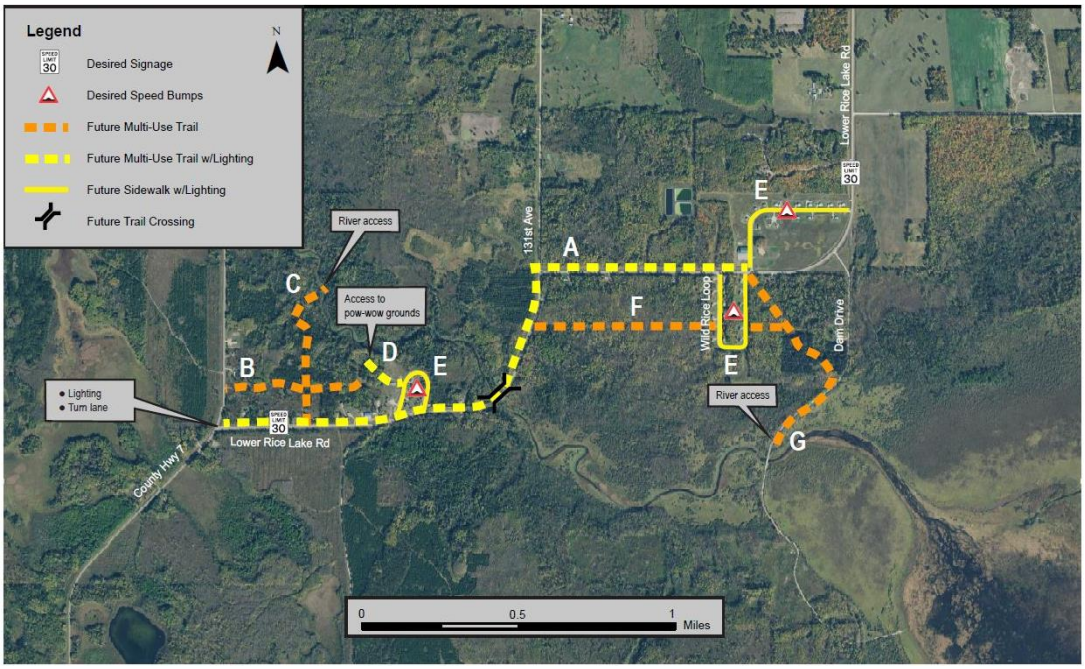
- 10’ bituminous multi-use trail along Mahnomen CSAH 4 from southern edge of community to North Twin Lake Road/BIA 7

- Sidewalk construction with street lighting along Tower Road from northern residential project development to Naytahwaush Community Service Center
- 10’ bituminous multi-use trail with lighting along Valley Trail with connection to Mahnomen CSAH 4
- Multi-use trail from north residential project development through wooded area to Giwanakimin Supportive Housing
- Construction of 4’ concrete sidewalk throughout housing development



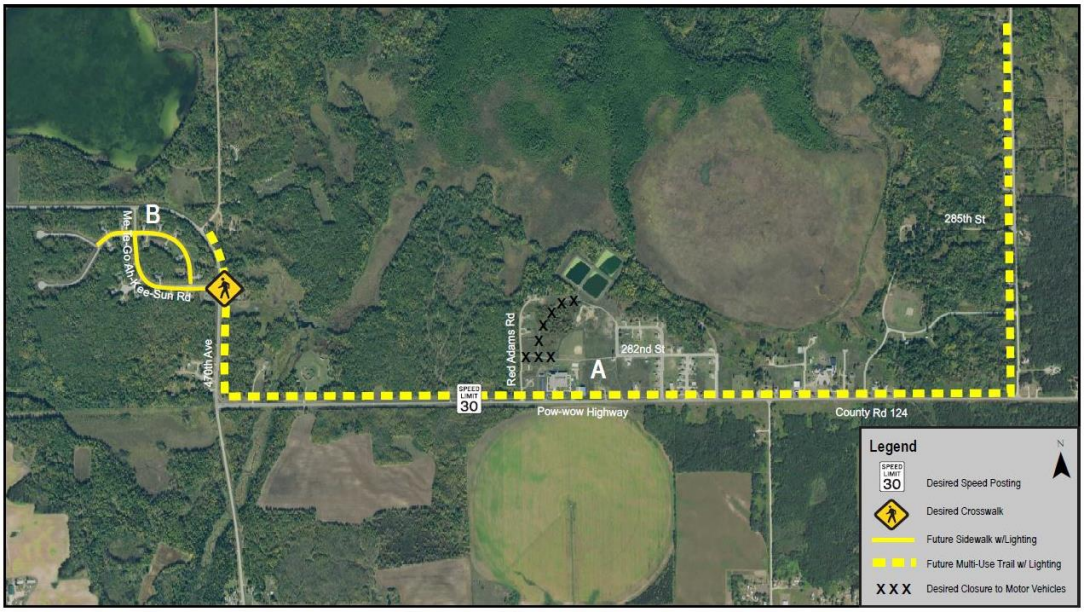
Rice Lake

- 10’ bituminous multi-use lighted trail with bridge from Rice Lake Community Center to Clearwater CSAH 7
- Installation of speed limit signage entering Rice Lake from east edge of community
- 10’ bituminous multi-use trail from residential development located south of Rice Lake Community Center through wooded area connecting community with Rice Lake Dam Bridge
- Speed bumps installed in residential development
- 10’ bituminous multi-use trail with lighting to pow-wow grounds



Pine Point

- 10’ bituminous multi-use trail along Pow-wow Hwy connecting the new residential housing units with the community
- Elimination of vehicular traffic through back yards of housing developments
- Sidewalk construction in new housing development



MNDOT STATEWIDE PEDESTRIAN ACTION PLAN

MnDOT completed a Statewide Pedestrian System Plan March 2021. The plan includes a section on Walking in Indian Country. Reservation land and on-reservation tribal trust land have been identified as higher priority places for pedestrian improvements.

MnDOT works with federally recognized tribal nations to understand each tribes transportation needs. On many reservations, tribal members have limited access to motor vehicles and public transit and are forced to walk along roadways to and from community destinations. Pedestrians are forced to share space with vehicles traveling at high rates of speed due to the rural setting and long distances between communities.

MnDOT has identified priority pedestrian improvements by using available data to develop the Priority Areas for Walking Study (PAWS). The study includes a scoring system that identifies areas with a higher need for pedestrian improvements. The maximum possible score the study area can receive is 19. Areas within the White Earth Reservation received scores ranging from 4-5, 6-8. And 9-11. The graphic below shows tribal government area PAWS scores. The use of PAWS assists MnDOT in reviewing infrastructure needs and solutions with tribal government leads and residents.

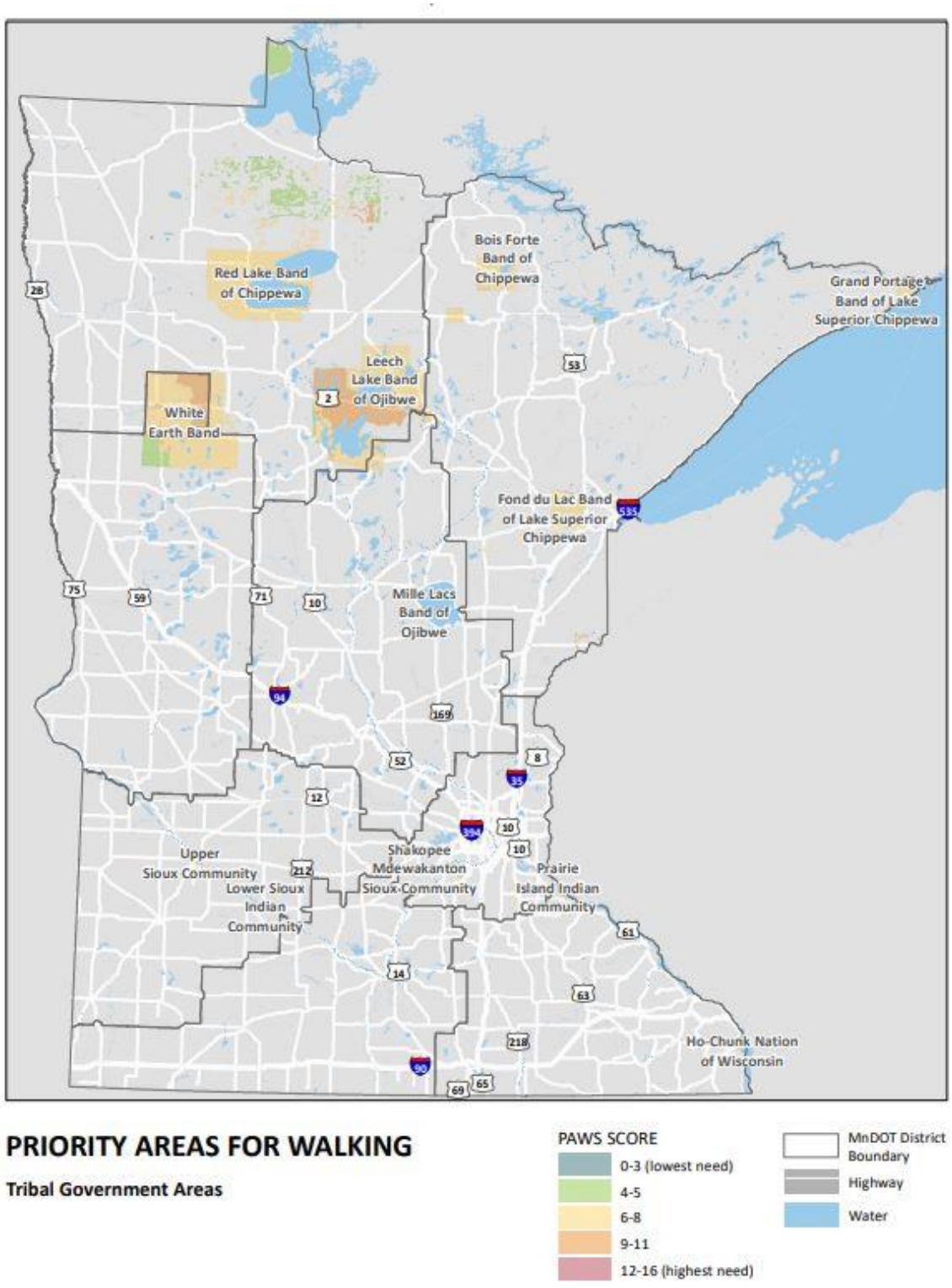
Bicycle and walking improvements can be funded by MnDOT through the Capital Highway Invest Plan (CHIP) and State Transportation Improvement Program (STIP). Individual districts can evaluate high priority locations through a safety risk analysis. Other projects to improve bicycling and walking along state highways or within state highway rights-of-way can be funded locally or through competitive grants. Examples of competitive grants include Transportation Alternatives, Safe Routes to School or the state's Health Improvement Program.

MnDOT's Statewide Pedestrian System Plan identifies the following key findings related to investment planning for pedestrian improvements:

- Most walking improvements on trunk highway systems are constructed as part of larger projects that predominately service the needs of people driving motor vehicles.
- Planning for walking infrastructure projects in areas with smaller populations (less than 5,000 people) can be difficult due to lack of MnDOT and local funding sources and a focus on planning for driving instead of other modes.
- Construction limits and right-of-way impacts can be hard to estimate.
- Right-of-way acquisition can be difficult to keep within a defined timeline.
- Funding is a constraint.
- Reconstruction projects are the easiest type of project for incorporating walking improvements.
- Some communities don't see a need for pedestrian improvements.
- Communities benefit from having published local plans, such as Safe Routes to School plans, that support walking improvements.
- Early public engagement is critical to gaining community buy-in.
- Sidewalk gaps are defined differently across MnDOT work groups.

Figure 30 illustrates priority areas for walking within Tribal Government area.

Figure 30 – MnDOT Statewide Pedestrian Plan Priority Areas



MNDOT DISTRICT 4 BICYCLE PLAN

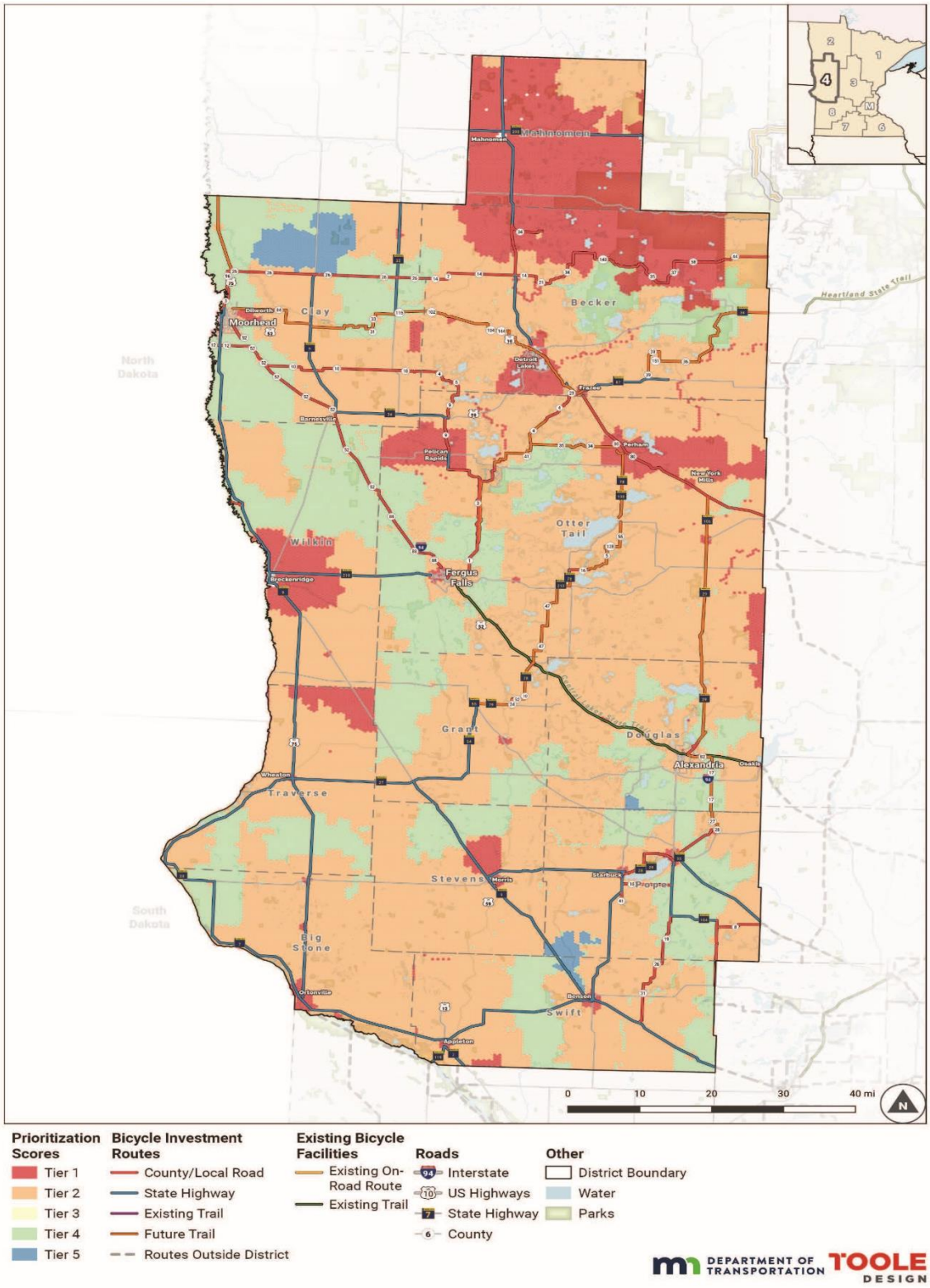
MnDOT completed a District 4 Bicycle Plan March 2019. The plan includes information on Regional Priority Corridors. Prior to the District 4 Bicycle Plan MnDOT completed a Statewide Bicycle Safety Plan. Within the Statewide Plan priority corridors consisting of 10-mile-wide segments were identified by their regional significance. The MnDOT District 4 Bicycle Plan identified more refined route alignments and determined each routes bicycle use significance and potential. Coordination with local stakeholders was a primary factor in the localized corridor determination. Within the plan, three high priority state corridors were identified in District 4. None of the three locations were located within the White Earth Reservation boundaries. Through the planning and stakeholder outreach process regional priority corridors were identified in the plan. One regional priority route was identified within the Reservation boundaries (TH 59).

The Bicycle Plan also identified Bicycle Investment Routes within the district to help prioritize projects to receive funding. MnDOT's Office of Transit and Active Transportation (OTAT) assisted the project team identify state highway projects that have the greatest funding need for bicycle facilities. TH 59 and TH 200 were both identified as Bicycle Investment Routes within the White Earth Reservation. The prioritized list was determined by six categories.

- Location Connections
- Population & Equity
- Activity Generators
- Network
- Plan Consistency
- Safety

In addition to determining Bicycle Investment Routes, the plan also identified route prioritization. Within the six criteria used to score potential Bicycle Investment Routes an additional fourteen subcategories were evaluated and given a data-based prioritization criteria score. Prioritization scores were divided into five tiers with Tier 1 having the highest prioritization scores. The majority of the White Earth Reservation received Tier 1 prioritization. Tier 1 prioritization combined with TH 59 and TH 200's designation as regional priority route places both trunk highways in good position moving forward to pursue federal and state funding to bicycle improvements. Figure 31 shows the District 4 Bicycle Investment Routes overlaid on the route prioritization results.

Figure 31 – District 4 Bicycle Investment Routes with Prioritization Scoring Results



PLAN SUMMARY

This plan was developed by WEN in cooperation with MnDOT District 4 and followed FHWA's process for developing safety plans. By following this process, WEN will be able to pursue federal funding sources through multiple programs including the SS4A Program. WEN leadership has committed time and resources to address fatal and severe crashes within the Reservation boundaries. WEN TTP staff will be responsible for implementing safety strategies and updating the list of prioritized projects throughout the life of this plan.

A robust public engagement effort was completed as part of this plan and included community and stakeholder group input that identified safety concern locations and developed a list of prioritized tribal projects. By allowing the community to participate, the plan was able to build community support and empowerment.

Appendix A

Safe Streets and Roads for All Self-Certification Eligibility Worksheet

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes eight components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 7,** and **9** in this worksheet; *and*
- You can answer "YES" to **at least four of the six remaining** Questions, **1, 2, 4, 5, 6**, and **8.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____ **UEI:** _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date.

☐ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☐ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☐ **YES**

☐ **NO**

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

4. Engagement and Collaboration

Did the Action Plan development include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☐ **YES**

☐ **NO**

Note: This should be a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

5. Equity Considerations

Did the Action Plan development include **ALL** of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.

☐ **YES**

☐ **NO**

Note: This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

6. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☐ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

7. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☐ **YES**
☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

8. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☐ **YES**
☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

9. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?

☐ **YES**
☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an Equity Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document(s), date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)

Appendix B

White Earth Reservation Business Committee Resolution of Support

WHITE EARTH RESERVATION BUSINESS COMMITTEE
WHITE EARTH BAND OF CHIPPEWA INDIANS
Resolution No. 071-23-013

WHEREAS, the White Earth Reservation Business Committee is the duly elected governing body of the White Earth Reservation pursuant to Article VI, Section 1, of the revised constitution of the Minnesota Chippewa Tribe, as amended, and organized under Section 16, of the Act of June 18, 1934 (48 Stat. 984), and

WHEREAS, the White Earth Reservation Business Committee is the duly authorized governing body of the White Earth Band, and

WHEREAS, the White Earth Department of Transportation is collectively working with the Minnesota Department of Transportation (District 4) to prepare a transportation safety plan (White Earth Tribal Transportation Safety Plan) to address safety concerns throughout the White Earth Reservation, and

WHEREAS, the desired goal of the safety plan will be to reduce fatal and serious injury crashes within the boundaries of the White Earth Reservation by completing a comprehensive analysis of the existing roading system, crash data analysis, develop target setting measures, develop safety strategies unique to White Earth Nation, identify funding sources, perform policy and procedure review, host stakeholder and public outreach events, develop a pedestrian safety action component, and completion of the White Earth Tribal Transportation Safety Plan, and

WHEREAS, the White Earth Nation's goal by the year 2043, is to achieve zero roadway fatalities and serious injuries, and to apply for funding for three safety projects within the White Earth Reservation to reduce fatal and serious injury crashes, and

WHEREAS, the White Earth Tribal Transportation Safety Plan will use a risk-based approach, prior crash data, and stakeholder public outreach efforts to identify low, moderate, and high cost safety projects for specific at risk segments, curves and intersections, and

WHEREAS, the White Earth Tribal Transportation Safety Plan will implement three safety strategies specific to lane departure crashes, reduce fatal and serious injury non-motorist crashes within the White Earth Reservation with a goal to reduce these crashes by 50% by the year 2033, and

WHEREAS, the White Earth Reservation Business Committee supports the development of the White Earth Tribal Transportation Safety Plan to identify specific safety strategies for at risk transportation system locations with the goal of eliminating fatal and serious crashes within the boundaries of the White Earth Reservation by the year 2043, now

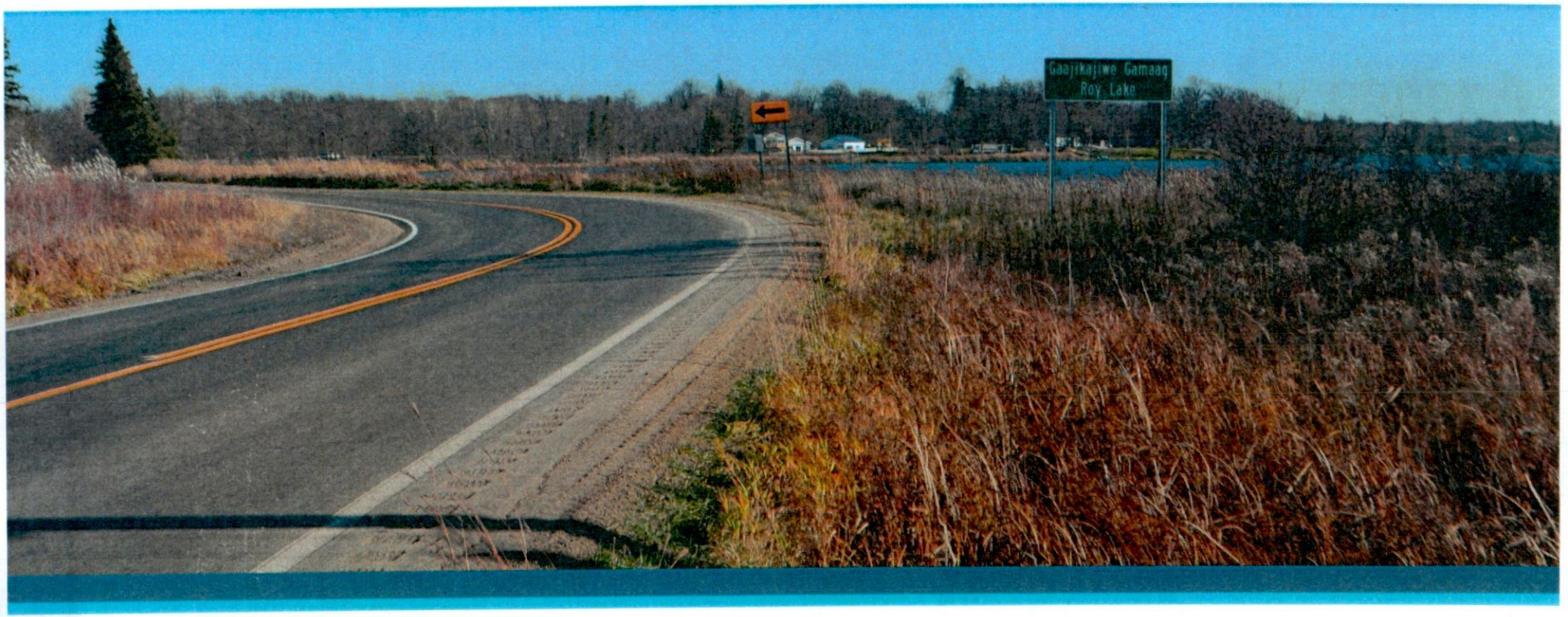
THEREFORE, BE IT RESOLVED, that the White Earth Reservation Business Committee hereby the approves the development of the White Earth Tribal Transportation Safety Plan to identify specific safety strategies for at risk transportation system locations with the goal of eliminating fatal and serious crashes within the boundaries of the White Earth Reservation by the year 2043.

BE IT FURTHER RESOLVED that the White Earth Reservation Business Committee hereby authorizes the Chairman, Secretary-Treasurer or Executive Director to enter into negotiations and to sign the application and all necessary contracts and documents pending legal review for the above-stated purpose.

We do hereby certify that the foregoing resolution was adopted by a vote of 4 for, 0 against, 0 silent, a quorum being present at a regular meeting of the White Earth Reservation Business Committee held on August 31, 2023 in Mahnomen, Minnesota.

Michael A. Fairbanks, Chairman

Michael LaRoque, Secretary/Treasurer



White Earth Tribal Transportation Safety Plan

Tribal Leadership Meeting– August 17, 2023

Agenda

1. Introductions
2. Project Goal
3. Project Overview
4. Safe Streets and Roads for All (SS4A) Grant Program
5. Target Setting Measures
6. Progress and Outcome
7. Next Steps

Introductions

- White Earth Nation
- MnDOT
- SRF

Project Goal

The goal of this project is to produce an updated subset of traffic safety plans, incorporating new practices, crash data and lessons learned while building on the documents that were previously completed. The updated traffic safety plan will still have a focus on **reducing fatal and serious injury crashes** on the tribal, state, and local roadway systems while aligning with the statewide Strategic Highway Safety Plan.

Project Overview

1. Federal Highway Administration (FHWA) Process
2. Comprehensive Analysis of the Roadway System
3. Disaggregated Crash Analysis
4. Develop Target Setting Measures
5. Develop Specific Safety Strategies
6. Targeted Strategies by Location and Funding Opportunities (SS4A, HSIP, TTP, TTPSF, etc.,)
7. SPACE Equity Analysis

Project Overview

8. Policy and Procedure Review
9. Meetings
10. Task Force Meetings
11. Pedestrian Safety
12. Technical and Engagement Workshops
13. Report Development

Safe Streets and Roads for All (SS4A) Grant Program

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program, with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Safe Streets and Roads for All (SS4A) Grant Program

Applicant Eligibility

- Rural Communities
- Regional Planning Commissions and Councils of Governments
- Transit Agencies
- Tribal Consortiums
- Universities, School Districts and Public Health Entities

Types of Grants

- We are currently in the Planning and Demonstration Grants phase
- Implementation Grants

The FY24 Notice of Funding Opportunity (NOFO) for SS4A is expected to open in Spring 2024

Safe Streets and Roads for All (SS4A) Grant Program

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- **Answer "yes" to Questions** 1 7 9
- **Answer "yes" to at least four of the six remaining Questions** 1 2 4 5 6 8

If both conditions are *not* met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Applicant: **UEI:**

1. **Are both of the following true?** ☐ YES ☐ NO
   - Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
   - Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

   If yes, provide documentation.

2. **To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?** ☐ YES ☐ NO
   If yes, provide documentation.

3. **Does the Action Plan include all of the following?** ☐ YES ☐ NO
   - Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
   - Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
   - Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
   - A geospatial identification (geographic or locational data using maps) of higher risk locations.

   If yes, provide documentation.

U.S. Department of Transportation

Still have questions? Visit the SS4A website

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

4. **Did the Action Plan development include all of the following activities?** ☐ YES ☐ NO
   - Engagement with the public and relevant stakeholders, including the private sector and community groups;
   - Incorporation of information received from the engagement and collaboration into the plan; and
   - Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

   If yes, provide documentation.

5. **Did the Action Plan development include all of the following?** ☐ YES ☐ NO
   - Considerations of equity using inclusive and representative processes;
   - The identification of underserved communities through data; and
   - Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

   If yes, provide documentation.

6. **Are both of the following true?** ☐ YES ☐ NO
   - The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
   - The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

   If yes, provide documentation.

7. **Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?** ☐ YES ☐ NO
   If yes, provide documentation.

8. **Does the plan include all of the following?** ☐ YES ☐ NO
   - A description of how progress will be measured over time that includes, at a minimum, outcome data.
   - The plan is posted publicly online.

   If yes, provide documentation.

9. **Was the plan finalized and/or last updated between 2018 and June 2023?** ☐ YES ☐ NO
   If yes, provide documentation.

U.S. Department of Transportation

Still have questions? Visit the SS4A website

Safe Streets and Roads for All (SS4A) Grant Program

1. *Are both of the following true?*
   - *Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?*
   - *Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?*
2. *To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?*

Target Setting Measures – Focus Areas

2017-2021 Fatal and Serious Injury Crashes

		White Earth Nation											
		All Systems		State System		County System		Tribal System		Municipal		Township/Other	
	Total Severe Crashes	**53**	**100%**	**20**	**100%**	**26**	**100%**	**3**	**100%**	**1**	**100%**	**3**	**100%**
Core Areas	Intersection	16	30%	7	35%	8	31%	1	33%	0	0%	0	0%
	Lane Departure	42	79%	15	75%	23	88%	1	33%	0	0%	3	100%
	Run-Off-Road	37	70%	13	65%	20	77%	1	33%	0	0%	3	100%
	Head-On	5	9%	2	10%	3	12%	0	0%	0	0%	0	0%
	Impaired	16	30%	4	20%	10	38%	1	33%	0	0%	1	33%
	Speed	20	38%	5	25%	11	42%	1	33%	0	0%	3	100%
	Unbelted	17	32%	5	25%	10	38%	0	0%	0	0%	2	67%
	Inattentive	11	21%	4	20%	6	23%	1	33%	0	0%	0	0%
Strategic	Older Driver	9	17%	6	30%	3	12%	0	0%	0	0%	0	0%
	Motorcycle	9	17%	7	35%	2	8%	0	0%	0	0%	0	0%
	Younger Driver	14	26%	4	20%	6	23%	1	33%	1	33%	2	67%
	Non-motorist	4	8%	0	0%	1	4%	2	67%	1	33%	0	0%
	Pedestrian	3	6%	0	0%	1	4%	1	33%	1	33%	0	0%
	Bicyclist	1	2%	0	0%	0	0%	1	33%	0	0%	0	0%
	Commercial Vehicles	2	4%	2	10%	0	0%	0	0%	0	0%	0	0%
	Work Zone	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Connected	Unlicensed	22	42%	5	25%	11	42%	3	100%	0	0%	3	100%
	Trains	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Deer/Animal	2	4%	1	5%	1	4%	0	0%	0	0%	0	0%
	Winter Weather	3	6%	1	5%	2	8%	0	0%	0	0%	0	0%
		1471 Miles		106 Miles		485 Miles		148 Miles		22 Miles		710 Miles	
	Miles per fatal or severe crash	27.8		5.3		18.7		49.3		22.0		236.7	

a. Focus Area definitions consistent with the 2020-2024 Minnesota Strategic Highway Safety Plan unless otherwise noted.

Target Setting Measures

Key Takeaways

- Lane departure crashes are the predominant type of crashes on the state and county systems within the reservation boundaries
- Intersection crashes represent approximately 1/3 of all severe crashes within the reservation boundaries
- Severe non-motorist crashes are overrepresented on the tribal and municipal systems within the reservation boundaries

Target Setting Measures

- By the year 2043, White Earth Nation's goal is to achieve zero roadway fatal and serious injury crashes.
- Apply for funding for three safety projects annually within the White Earth Nation Reservation to reduce fatal and serious injury crashes.
- Implement three safety strategies specific to lane departure crashes within the White Earth Nation Reservation with a goal to reduce these crashes by 50% by the year 2033.
- Implement one safety strategy within the White Earth Nation Reservation to reduce fatal and serious injury non-motorist crashes with a goal to reduce these crashes by 50% by the year 2033.
- White Earth Nation will allocate funds in their TIP for safety specific projects with a goal to reduce fatal and serious injury crashes by 50% by the year 2033.

Progress and Outcomes

- Task Force is working on ways to measure progress and outcomes
- First meeting was held on August 10. The Task force discussed:
  - Project types
  - Ways to prioritize projects
  - Funding opportunities
  - How progress will be measured over time
- Task Force is meeting again once the Safety Action Plan is complete and 6 months after the Final Plan is complete and published

Wrap-Up

Next Steps:

- Technical and engagement workshop
- Complete systemic roadway risk-factors and high crash data analyses
- Develop safety recommendations for priority locations
- Develop White Earth Nation Tribal Transportation Plan draft Report

White Earth Tribal Transportation Safety Plan

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Appendix C

Systemic Analysis Data, Analysis, and Prioritization and Project Recommendations

White Earth Nation Tribal Transportation Safety Plan

Segment Data

December 8, 2023

Segment Unique ID	Agency	From	To	Length (miles)	AADT	Area Type	Number of Lanes	Segment Design Description	Surface Type	Median Type	Median Width (ft)	Lane Width	Center Line Width (")	Edge Line Width (")	Left Shoulder Type	Left Shoulder Paved Width	Left Shoulder Gravel Width	Right Shoulder Type	Right Shoulder Paved Width	Right Shoulder Gravel Width	Left Curb Type	Right Curb Type
Becker CR 105.01	Becker County	CSAH 14 Becker	White Earth Western Boundary	5.3	100	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 107.01	Becker County	CSAH 18 Becker	Becker/Mahnomen County Line	3.5	55	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 109.01	Becker County	CSAH 21 Becker	CSAH 34 Becker	5.0	120	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 110.01	Becker County	CSAH 21 Becker	CSAH 34 Becker	4.5	160	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 111.01	Becker County	CSAH 34 Becker	CSAH 13 Mahnomen	4.0	65	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 112.01	Becker County	CSAH 21 Becker	295th Ave White Earth Lake	2.7	160	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 129.01	Becker County	280th St Pine Point	CSAH 37 Becker	8.5	35	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 142.01	Becker County	CP RR	TH 59	0.1	20	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 153.01	Becker County	TH 59	CR 109 Becker	1.5	80	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 155.01	Becker County	CR 159 Becker	TH 59	2.4	65	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 156.01	Becker County	CR 156 Becker	CSAH 44 Becker	0.4	255	Rural	2	2-Lane Undivided	Bituminous	None	0	13	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None
Becker CR 158.01	Becker County	CSAH 34 Becker	Becker/Mahnomen County Line	3.3	300	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CR 159.01	Becker County	CSAH 14 Becker	CSAH 18 Becker	8.0	60	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CSAH 13.01	Becker County	White Earth Southern Boundary	CSAH 14 Becker	1.0	160	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CSAH 14.01	Becker County	Western White Earth Boundary	TH 59	7.3	590	Rural	2	2-Lane Undivided	Bituminous	None	0	13	4	4	Gravel/Grass	0	2	Gravel/Grass	0	3	None	None
Becker CSAH 14.02	Becker County	TH 59	CSAH 21 Becker	3.0	590	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	2	Gravel/Grass	0	3	None	None
Becker CSAH 143.01	Becker County	CSAH 34 Becker	CSAH 35 Becker	9.8	590	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	None	None
Becker CSAH 18.01	Becker County	White Earth Western Boundary	TH 59	6.6	250	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None
Becker CSAH 21.01	Becker County	White Earth Southern Boundary	CSAH 34 Becker	9.1	1450	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	0	Gravel/Grass	0	0	None	None
Becker CSAH 21.02	Becker County	CSAH 34 Becker	Becker/Mahnomen County Line	4.2	1000	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	0	0	Composite	0	0	Raised	Raised
Becker CSAH 28.01	Becker County	TH 59	CSAH 28 Mahnomen	2.4	65	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CSAH 34.01	Becker County	White Earth Southern Boundary	CSAH 143 Becker	8.0	970	Rural	2	2-Lane Undivided	Bituminous	None	0	13	0	0	Gravel	0	1	Gravel	0	1	None	None
Becker CSAH 34.02	Becker County	CSAH 143 Becker	CR 158	4.0	590	Rural	2	2-Lane Undivided	Bituminous	None	0	11	4	4	Gravel/Grass	0	2	Gravel/Grass	0	3	None	None
Becker CSAH 34.03	Becker County	CR 158	CSAH 21	6.8	2650	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	1	1	Composite	1	1	None	None
Becker CSAH 34.04	Becker County	CSAH 21	Start 30MPH Zone Ogema	3.5	1500	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	1.5	Composite	4	1.5	None	None
Becker CSAH 34.05	Becker County	Start 30MPH Zone Ogema	TH 59	0.5	1600	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	4	0	Composite	1	0	Composite	1	0	Raised	Raised
Becker CSAH 35.01	Becker County	CSAH 37 Becker	CSAH 143 Becker	5.9	490	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	3	Gravel/Grass	0	3	None	None
Becker CSAH 35.02	Becker County	CSAH 143 Becker	MN 113	10.4	200	Rural	2	2-Lane Undivided	Bituminous	None	0	11	0	0	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	None	None
Becker CSAH 37.01	Becker County	White Earth Southern Boundary	CSAH 58 Becker	5.3	770	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None
Becker CSAH 37.02	Becker County	CSAH 58 Becker	Becker/Clearwater County Line	8.2	325	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	1	1	Gravel/Grass	1	1.5	None	None
Becker CSAH 44.01	Becker County	White Earth Southern Boundary	White Earth Eastern Boundary	7.2	580	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None
Becker CSAH 52.01	Becker County	TH 59	Ernster St	0.4	170	Small Town	2	2-Lane Undivided	Bituminous	None	0	10	0	0	Composite	0	0	Composite	0	0	Raised	Raised
Becker CSAH 52.02	Becker County	Ernster St	CSAH 14 Becker	0.5	170	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel	0	3	Gravel	0	3	None	None
Becker CSAH 58.01	Becker County	CSAH 37 Becker	CSAH 44 Becker	4.0	590	Rural	2	2-Lane Undivided	Bituminous	None	0	14	4	4	Composite	1	1	Composite	1	1	None	None
Becker CSAH 83.01	Becker County	TH 59	W Dakota St	0.4	55	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Becker CSAH 84.01	Becker County	CSAH 83 Becker	3rd Ave	0.4	260	Small Town	2	2-Lane Undivided	Gravel	None	0	12	4	4	Composite	0	0	Composite	0	0	Raised	Raised
Becker CSAH 85.01	Becker County	0	0	0.1	80	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	0	Gravel	0	8	None	None
Becker CSAH 86.01	Becker County	TH 59	CSAH 34 Becker	0.5	305	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	0	Composite	4	0	Raised	Raised
Becker CSAH 9.01	Becker County	White Earth Western Boundary	CSAH 14 Becker	0.9	360	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	0	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	None	None
Clearwater CR 102.01	Clearwater County	171st Ave	MN 92	1.9	0	Rural	2	Null	Dirt/Unimproved	None	0	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Clearwater CR 103.01	Clearwater County	MN 200	CSAH 28 Clearwater	10.1	75	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Clearwater CR 104.01	Clearwater County	CSAH 35 Clearwater	CR 120 Clearwater	2.0	35	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Clearwater CR 104.02	Clearwater County	CR 104 T Intersection Clearwater	CSAH 34 Clearwater	1.0	35	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Clearwater CR 105.01	Clearwater County	MN 92	CSAH 36 Clearwater	5.6	25	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Clearwater CR 113.01	Clearwater County	CR 103 Clearwater	MN 92	1.0	65	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Clearwater CR 120.01	Clearwater County	CSAH 7 Clearwater	CSAH 34 Clearwater	2.5	80	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Clearwater CSAH 13.01	Clearwater County	MN 92	White Earth Eastern Boundary	4.0	255	Rural	2	2-Lane Undivided	Bituminous	None	0	12	0	0	Gravel/Grass	0	1	Gravel/Grass	0	1	None	None
Clearwater CSAH 25.01	Clearwater County	CSAH 28 Clearwater	White Earth Northern Boundary	3.1	175	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	3	Gravel/Grass	0	3	None	None
Clearwater CSAH 26.01	Clearwater County	MN 92	White Earth Eastern Boundary	4.0	664	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	1	2	Composite	1	2	None	None
Clearwater CSAH 27.01	Clearwater County	CSAH 7 Clearwater	MN 92	7.0	801	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	3	Gravel/Grass	0	3	None	None
Clearwater CSAH 28.01	Clearwater County	CSAH 7 Clearwater	White Earth Northern Boundary	9.5	430	Rural	2	2-Lane Undivided	Bituminous	None	0	10	4	4	Composite	2	1.5	Composite	2	1.5	None	None
Clearwater CSAH 30.01	Clearwater County	MN 92	White Earth Northern Boundary	6.9	353	Rural	2	2-Lane Undivided	Bituminous	None	0	12	0	0	Gravel/Grass	0	0	Gravel/Grass	0	0	None	None
Clearwater CSAH 34.01	Clearwater County	CSAH 35 Clearwater	CSAH 28 Clearwater	4.0	165	Rural	2	2-Lane Undivided	Bituminous	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Clearwater CSAH 35.01	Clearwater County	CSAH 7 Clearwater	MN 92	8.7	600	Rural	2	2-Lane Undivided	Bituminous	None	0	8	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None
Clearwater CSAH 36.01	Clearwater County	MN 92	White Earth Eastern Boundary	4.9	170	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	3	Gravel/Grass	0	3	None	None
Clearwater CSAH 37.01	Clearwater County	MN 200/92	White Earth Eastern Boundary	4.0	195	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	3	1	Composite	1	2	None	None
Clearwater CSAH 39.01	Clearwater County	Becker/Clearwater County Line	MN 200	10.4	358	Rural	2	2-Lane Undivided	Bituminous	None	0	13	4	4	Composite	1	2	Composite	1	1.5	None	None
Clearwater CSAH 7.01	Clearwater County	CSAH 16 Mahnomen	White Earth Northern Boundary	11.6	720	Rural	2	2-Lane Undivided	Bituminous	None	0	11	4	4	Gravel/Grass	0	1	Gravel/Grass	0	1.5	None	None
Mahnomen CR 100.01	Mahnomen County	CSAH 13 Mahnomen	MN 113	3.0	15	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 101.01	Mahnomen County	T 55 Mahnomen	CSAH 1 Mahnomen	0.2	75	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 102.01	Mahnomen County	110th Ave	MN 113	1.0	15	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 103.01	Mahnomen County	T 1022 Polk	CSAH 2 Mahnomen	1.6	15	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 104.01	Mahnomen County	CSAH 4 Mahnomen	0	0.4	140	Rural	2	2-Lane Undivided	Bituminous	None	0	13	0	4	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	None	None
Mahnomen CR 106.01	Mahnomen County	CSAH 6 Mahnomen	CSAH 10 Mahnomen	2.0	50	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 107.01	Mahnomen County	White Earth Western Boundary	CSAH 7 Mahnomen	1.2	50	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 107.02	Mahnomen County	CSAH 7 Mahnomen	220th Ave	1.0	50	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 111.01	Mahnomen County	T 315	TH 59	2.0	30	Rural	2	Null	Gravel	None	0	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 113.01	Mahnomen County	MN 113	CSAH 12 Mahnomen	3.4	70	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 116.01	Mahnomen County	CSAH 6 Mahnomen	CSAH 11 Mahnomen	2.0	40	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 118.01	Mahnomen County	CSAH 12 Mahnomen	CSAH 6 Mahnomen	1.8	40	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 119.01	Mahnomen County	TH 59	160th Ave	1.6	55	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 121.01	Mahnomen County	CR 125 Mahnomen	T 186	1.0	10	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 122.01	Mahnomen County	MN 200	CSAH 4 Mahnomen	5.0	60	Rural	2	Null	Gravel	None	0	7	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 123.01	Mahnomen County	CSAH 1 Mahnomen	T 14	2.0	35	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 124.01	Mahnomen County	CSAH 3 Mahnomen	T 8	3.0	75	Rural	2	Null	Gravel	None	0	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 125.01	Mahnomen County	TH 59	CSAH 25 Mahnomen	1.6	50	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 127.01	Mahnomen County	CSAH 11 Mahnomen	CSAH 3 Mahnomen	2.1	45	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 128.01	Mahnomen County	MN 113	CSAH 3 Mahnomen	4.7	80	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 129.01	Mahnomen County	T 94	TH 59	1.0	40	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 130.01	Mahnomen County	CR 140 Mahnomen	TH 59	2.0	30	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null

White Earth Nation Tribal Transportation Safety Plan

Segment Data

December 8, 2023

Segment Unique ID	Agency	From	To	Length (miles)	AADT	Area Type	Number of Lanes	Segment Design Description	Surface Type	Median Type	Median Width (ft)	Lane Width	Center Line Width (")	Edge Line Width (")	Left Shoulder Type	Left Shoulder Paved Width	Left Shoulder Gravel Width	Right Shoulder Type	Right Shoulder Paved Width	Right Shoulder Gravel Width	Left Curb Type	Right Curb Type
Mahnomen CR 131.01	Mahnomen County	MN 200	CSAH 2 Mahnomen	2.0	5	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 132.01	Mahnomen County	CSAH 3 Mahnomen	CSAH 3 Mahnomen	4.4	60	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 133.01	Mahnomen County	T 69	CSAH 3 Mahnomen	4.0	35	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 134.01	Mahnomen County	TH 59	CSAH 1 Mahnomen	3.0	60	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 135.01	Mahnomen County	MN 200	210th St	1.0	50	Rural	2	Null	Gravel	None	0	6	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 136.01	Mahnomen County	MN 200	White Earth Western Boundary	3.3	40	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 137.01	Mahnomen County	CSAH 9 Mahnomen	CR 130 Mahnomen	3.0	35	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 138.01	Mahnomen County	CSAH 3 Mahnomen	Bliss Rd	4.3	70	Rural	2	Null	Gravel	None	0	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 139.01	Mahnomen County	CSAH 21 Becker	CR 144 Mahnomen	4.5	165	Rural	2	2-Lane Undivided	Bituminous	None	0	11	4	4	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	None	None
Mahnomen CR 140.01	Mahnomen County	CSAH 9 Mahnomen	180th St	1.1	15	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 141.01	Mahnomen County	CSAH 1 Mahnomen	CSAH 2 Mahnomen	2.7	20	Rural	2	Null	Gravel	None	0	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 142.01	Mahnomen County	CR 107 Becker	MN 113	2.0	25	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 144.01	Mahnomen County	Becker/Mahnomen County Line	MN 113	2.5	190	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CR 227.01	Mahnomen County	MN 200	CSAH 9 Mahnomen	1.0	55	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 1.01	Mahnomen County	White Earth Western Boundary	TH 59	4.3	305	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	0	0	Composite	0	0	Raised	Raised
Mahnomen CSAH 1.02	Mahnomen County	TH 59	CSAH 3 Mahnomen	10.0	280	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	0	0	Composite	0	0	Raised	Raised
Mahnomen CSAH 1.03	Mahnomen County	CSAH 3 Mahnomen	CSAH 15 Mahnomen	8.1	165	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	3	Gravel/Grass	0	3	None	None
Mahnomen CSAH 10.01	Mahnomen County	MN 113	CSAH 19 Mahnomen	2.0	80	Rural	2	2-Lane Undivided	Bituminous	None	0	11	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None
Mahnomen CSAH 10.02	Mahnomen County	CSAH 19 Mahnomen	CSAH 12 Mahnomen	1.0	80	Rural	2	2-Lane Undivided	Bituminous	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 10.03	Mahnomen County	CSAH 12 Mahnomen	CSAH 6 Mahnomen	2.0	80	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None
Mahnomen CSAH 10.04	Mahnomen County	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	5.8	1150	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	2	2	Composite	2	2	None	None
Mahnomen CSAH 10.05	Mahnomen County	Start 30MPH Zone Mahnomen	CSAH 5 Mahnomen	0.5	1850	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	0	1	Composite	0	0	None	Raised
Mahnomen CSAH 11.01	Mahnomen County	TH 59	CSAH 3 Mahnomen	7.0	335	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	2	1	Composite	2	1	None	None
Mahnomen CSAH 12.01	Mahnomen County	CSAH 10 Mahnomen	TH 59	4.0	25	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 12.02	Mahnomen County	TH 59	CSAH 13 Mahnomen	8.2	20	Rural	2	Null	Gravel	None	0	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 13.01	Mahnomen County	CSAH 28 Becker	CSAH 21 Becker	2.6	50	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 13.02	Mahnomen County	CSAH 21 Becker	MN 113	2.1	770	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	1	Gravel/Grass	0	1	None	None
Mahnomen CSAH 14.01	Mahnomen County	CSAH 3 Mahnomen	CSAH 4 Mahnomen	7.3	35	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 15.01	Mahnomen County	CSAH 1 Mahnomen	White Earth Northern Boundary	5.4	120	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 16.01	Mahnomen County	MN 200	CSAH 7 Clearwater	1.0	780	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	None	None
Mahnomen CSAH 17.01	Mahnomen County	MN 113	TH 59	1.0	710	Small Town	2	2-Lane Undivided	Bituminous	None	0	11	4	0	Composite	0	0	Composite	0	0	Raised	Raised
Mahnomen CSAH 19.01	Mahnomen County	White Earth Western Boundary	CSAH 10 Mahnomen	1.3	20	Rural	2	Null	Gravel	None	0	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 2.01	Mahnomen County	CSAH 11 Mahnomen	MN 200	3.0	130	Rural	2	Null	Gravel	None	0	9	Null	Null	Gravel/Grass	Null	Null	Null	Null	Null	Null	None
Mahnomen CSAH 2.02	Mahnomen County	MN 200	White Earth Northern Boundary	15.1	130	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	3	Gravel/Grass	0	3	None	None
Mahnomen CSAH 20.01	Mahnomen County	TH 59	MN 200	0.7	1650	Small Town	2	2-Lane Undivided	Bituminous	None	0	11	0	0	Composite	0	0	Gravel	0	4	Raised	None
Mahnomen CSAH 21.01	Mahnomen County	0	0	0.2	245	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	0	0	Gravel	0	3	Composite	0	0	None	Raised
Mahnomen CSAH 22.01	Mahnomen County	CSAH 9 Mahnomen	TH 59	0.4	25	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 25.01	Mahnomen County	CSAH 5 Mahnomen	TH 59	0.3	3050	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	0	0	Composite	2	0	Composite	2	0	Raised	Raised
Mahnomen CSAH 25.02	Mahnomen County	TH 59	Mn 200	2.3	435	Rural	2	2-Lane Undivided	Gravel	None	0	12	0	0	Composite	0	0	Composite	0	0	Raised	Raised
Mahnomen CSAH 26.01	Mahnomen County	MN 113	CSAH 12 Mahnomen	2.0	40	Rural	2	Null	Gravel	None	0	17	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 3.01	Mahnomen County	MN 113	MN 200	11.0	345	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	3	Gravel/Grass	0	3	None	None
Mahnomen CSAH 3.02	Mahnomen County	MN 200	White Earth Northern Boundary	15.0	265	Rural	2	2-Lane Undivided	Bituminous	None	0	11	4	4	Gravel/Grass	0	1	Gravel/Grass	0	1	None	None
Mahnomen CSAH 4.01	Mahnomen County	MN 113	Start 40MPH Zone Twin Lakes	6.7	950	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	None	None
Mahnomen CSAH 4.02	Mahnomen County	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	0.9	950	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	1	Composite	3	1	None	None
Mahnomen CSAH 4.03	Mahnomen County	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	1.0	950	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	1.5	Composite	4	1.5	None	None
Mahnomen CSAH 4.04	Mahnomen County	Start 30MPH Zone Naytahwaush	End 30MPH Zone Naytahwaush	0.7	950	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	2	1.5	Composite	2	1.5	None	None
Mahnomen CSAH 4.05	Mahnomen County	End 30MPH Zone	MN 200	4.1	950	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	2	4	Composite	2	4	None	None
Mahnomen CSAH 4.06	Mahnomen County	MN 200	White Earth Northern Boundary	13.0	570	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	0	1	Composite	0	1.5	None	None
Mahnomen CSAH 5.01	Mahnomen County	White Earth Western Boundary	Start 30MPH Zone Mahnomen	6.2	350	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	3	Gravel/Grass	0	4	None	None
Mahnomen CSAH 5.02	Mahnomen County	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	0.6	880	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	2	0	Composite	2	0	Raised	Raised
Mahnomen CSAH 6.01	Mahnomen County	White Earth Western Boundary	TH 59	6.3	395	Rural	2	2-Lane Undivided	Bituminous	None	0	8	4	4	Gravel/Grass	0	3	Gravel/Grass	0	1.5	None	None
Mahnomen CSAH 6.02	Mahnomen County	TH 59	CSAH 4 Mahnomen	13.1	445	Rural	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	0	2	Composite	0	2	None	None
Mahnomen CSAH 7.01	Mahnomen County	CSAH 1 Mahnomen	White Earth Northern Boundary	4.4	50	Rural	2	Null	Gravel	None	0	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 8.01	Mahnomen County	MN 200	CSAH 42 Norman	4.0	70	Rural	2	Null	Gravel	None	0	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null
Mahnomen CSAH 9.01	Mahnomen County	CSAH 10 Mahnomen	MN 200	1.0	1000	Small Town	2	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	0	Composite	4	0	Raised	Raised
Mahnomen CSAH 9.02	Mahnomen County	MN 200	White Earth Western Boundary	7.3	590	Rural	2	2-Lane Undivided	Bituminous	None	0	11	4	4	Composite	4	1.5	Composite	4	1.5	None	None

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Segment Data

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Segment Unique ID	Agency	From	To	Existing Edgeline Rumble Strips	Existing Centerline Rumble Strips	Road Access	Commercial Access	Residential Access	Field Access	Total Access	Access Density	Edge Risk Value	Edge Risk	Number of Curves	Number of Critical Radius Curves
Becker CR 105.01	Becker County	CSAH 14 Becker	White Earth Western Boundary	Null	Null	4	0	5	18	23	4.3	0	Null	0	0
Becker CR 107.01	Becker County	CSAH 18 Becker	Becker/Mahnomen County Line	Null	Null	4	0	5	17	22	6.3	0	Null	4	4
Becker CR 109.01	Becker County	CSAH 21 Becker	CSAH 34 Becker	Null	Null	6	0	16	20	36	7.2	0	Null	0	0
Becker CR 110.01	Becker County	CSAH 21 Becker	CSAH 34 Becker	Null	Null	8	0	23	16	39	8.7	0	Null	8	8
Becker CR 111.01	Becker County	CSAH 34 Becker	CSAH 13 Mahnomen	Null	Null	5	2	12	18	32	8.1	0	Null	0	0
Becker CR 112.01	Becker County	CSAH 21 Becker	295th Ave White Earth Lake	Null	Null	3	1	8	7	16	6.0	0	Null	5	4
Becker CR 129.01	Becker County	280th St Pine Point	CSAH 37 Becker	Null	Null	14	1	15	32	48	5.7	0	Null	1	0
Becker CR 142.01	Becker County	CP RR	TH 59	Null	Null	1	2	0	0	2	15.4	0	Null	0	0
Becker CR 153.01	Becker County	TH 59	CR 109 Becker	Null	Null	3	0	2	8	10	6.7	0	Null	0	0
Becker CR 155.01	Becker County	CR 159 Becker	TH 59	Null	Null	2	0	6	8	14	5.7	0	Null	0	0
Becker CR 156.01	Becker County	CR 156 Becker	CSAH 44 Becker	No	No	2	0	0	3	3	6.7	2	2S	0	0
Becker CR 158.01	Becker County	CSAH 34 Becker	Becker/Mahnomen County Line	Null	Null	7	1	15	2	18	5.5	0	Null	6	2
Becker CR 159.01	Becker County	CSAH 14 Becker	CSAH 18 Becker	Null	Null	11	0	4	37	41	5.1	0	Null	0	0
Becker CSAH 13.01	Becker County	White Earth Southern Boundary	CSAH 14 Becker	Null	Null	2	0	0	7	7	6.9	0	Null	0	0
Becker CSAH 14.01	Becker County	Western White Earth Boundary	TH 59	No	No	11	2	15	36	53	7.3	1	1	0	0
Becker CSAH 14.02	Becker County	TH 59	CSAH 21 Becker	No	No	3	1	6	18	25	8.3	2	2S	0	0
Becker CSAH 143.01	Becker County	CSAH 34 Becker	CSAH 35 Becker	No	No	11	0	35	18	53	5.4	3	2C	16	13
Becker CSAH 18.01	Becker County	White Earth Western Boundary	TH 59	No	No	7	0	14	32	46	7.0	2	2S	0	0
Becker CSAH 21.01	Becker County	White Earth Southern Boundary	CSAH 34 Becker	No	No	17	5	27	54	86	9.4	2	2S	4	3
Becker CSAH 21.02	Becker County	CSAH 34 Becker	Becker/Mahnomen County Line	No	No	10	3	35	22	60	14.4	1	1	13	7
Becker CSAH 28.01	Becker County	TH 59	CSAH 28 Mahnomen	Null	Null	3	0	7	2	9	3.7	0	Null	0	0
Becker CSAH 34.01	Becker County	White Earth Southern Boundary	CSAH 143 Becker	No	No	16	0	84	20	104	13.0	4	3	12	6
Becker CSAH 34.02	Becker County	CSAH 143 Becker	CR 158	No	No	13	1	26	10	37	9.2	3	2C	0	0
Becker CSAH 34.03	Becker County	CR 158	CSAH 21	No	No	18	0	43	19	62	9.1	1	1	8	2
Becker CSAH 34.04	Becker County	CSAH 21	Start 30MPH Zone Ogema	Yes	No	8	3	9	13	25	7.2	3	2C	4	2
Becker CSAH 34.05	Becker County	Start 30MPH Zone Ogema	TH 59	No	No	8	4	5	1	10	20.4	1	1	1	1
Becker CSAH 35.01	Becker County	CSAH 37 Becker	CSAH 143 Becker	No	No	10	3	18	11	32	5.4	2	2S	13	11
Becker CSAH 35.02	Becker County	CSAH 143 Becker	MN 113	No	No	12	1	44	7	52	5.0	4	3	26	17
Becker CSAH 37.01	Becker County	White Earth Southern Boundary	CSAH 58 Becker	No	No	6	2	13	26	41	7.7	2	2S	4	2
Becker CSAH 37.02	Becker County	CSAH 58 Becker	Becker/Clearwater County Line	No	No	12	1	2	41	44	5.3	2	2S	13	7
Becker CSAH 44.01	Becker County	White Earth Southern Boundary	White Earth Eastern Boundary	No	No	10	0	13	32	45	6.3	2	2S	4	1
Becker CSAH 52.01	Becker County	TH 59	Ernster St	No	No	8	1	11	0	12	27.9	1	1	0	0
Becker CSAH 52.02	Becker County	Ernster St	CSAH 14 Becker	No	No	2	1	0	4	5	10.0	2	2S	0	0
Becker CSAH 58.01	Becker County	CSAH 37 Becker	CSAH 44 Becker	No	No	5	0	6	39	45	11.2	2	2S	0	0
Becker CSAH 83.01	Becker County	TH 59	W Dakota St	Null	Null	4	1	0	4	5	12.3	0	Null	0	0
Becker CSAH 84.01	Becker County	CSAH 83 Becker	3rd Ave	No	No	8	6	14	0	20	53.9	1	1	0	0
Becker CSAH 85.01	Becker County	0	0	No	No	3	3	0	0	3	29.6	3	2C	0	0
Becker CSAH 86.01	Becker County	TH 59	CSAH 34 Becker	No	No	4	0	27	3	30	55.2	1	1	0	0
Becker CSAH 9.01	Becker County	White Earth Western Boundary	CSAH 14 Becker	No	No	1	0	3	7	10	11.4	2	2S	0	0
Clearwater CR 102.01	Clearwater County	171st Ave	MN 92	Null	Null	4	0	10	4	14	7.2	0	Null	0	0
Clearwater CR 103.01	Clearwater County	MN 200	CSAH 28 Clearwater	Null	Null	17	1	27	26	54	5.3	0	Null	0	0
Clearwater CR 104.01	Clearwater County	CSAH 35 Clearwater	CR 120 Clearwater	Null	Null	3	0	8	4	12	6.1	0	Null	0	0
Clearwater CR 104.02	Clearwater County	CR 104 T Intersection Clearwater	CSAH 34 Clearwater	Null	Null	2	0	1	4	5	5.0	0	Null	0	0
Clearwater CR 105.01	Clearwater County	MN 92	CSAH 36 Clearwater	Null	Null	10	0	22	19	41	7.4	0	Null	0	0
Clearwater CR 113.01	Clearwater County	CR 103 Clearwater	MN 92	Null	Null	4	0	8	3	11	11.0	0	Null	0	0
Clearwater CR 120.01	Clearwater County	CSAH 7 Clearwater	CSAH 34 Clearwater	Null	Null	4	0	9	8	17	6.9	0	Null	0	0
Clearwater CSAH 13.01	Clearwater County	MN 92	White Earth Eastern Boundary	No	No	5	0	26	7	33	8.3	2	2S	0	0
Clearwater CSAH 25.01	Clearwater County	CSAH 28 Clearwater	White Earth Northern Boundary	No	No	3	0	11	12	23	7.4	2	2S	0	0
Clearwater CSAH 26.01	Clearwater County	MN 92	White Earth Eastern Boundary	No	No	6	1	32	12	45	11.3	2	2S	0	0
Clearwater CSAH 27.01	Clearwater County	CSAH 7 Clearwater	MN 92	No	No	12	3	34	28	65	9.3	2	2S	2	2
Clearwater CSAH 28.01	Clearwater County	CSAH 7 Clearwater	White Earth Northern Boundary	No	No	9	3	32	44	79	8.3	1	1	6	3
Clearwater CSAH 30.01	Clearwater County	MN 92	White Earth Northern Boundary	No	No	9	1	31	40	72	10.4	2	2S	2	1
Clearwater CSAH 34.01	Clearwater County	CSAH 35 Clearwater	CSAH 28 Clearwater	Null	Null	7	0	7	22	29	7.3	0	Null	0	0
Clearwater CSAH 35.01	Clearwater County	CSAH 7 Clearwater	MN 92	No	No	17	4	47	21	72	8.3	2	2S	10	4
Clearwater CSAH 36.01	Clearwater County	MN 92	White Earth Eastern Boundary	No	No	5	0	19	11	30	6.1	2	2S	4	2
Clearwater CSAH 37.01	Clearwater County	MN 200/92	White Earth Eastern Boundary	No	No	3	2	16	17	35	8.7	1	1	0	0
Clearwater CSAH 39.01	Clearwater County	Becker/Clearwater County Line	MN 200	No	No	18	2	16	33	51	4.9	2	2S	12	1
Clearwater CSAH 7.01	Clearwater County	CSAH 16 Mahnomen	White Earth Northern Boundary	No	No	15	0	43	50	93	8.0	2	2S	7	2
Mahnomen CR 100.01	Mahnomen County	CSAH 13 Mahnomen	MN 113	Null	Null	4	0	4	10	14	4.7	0	Null	0	0
Mahnomen CR 101.01	Mahnomen County	T 55 Mahnomen	CSAH 1 Mahnomen	Null	Null	3	0	2	0	2	8.6	0	Null	0	0
Mahnomen CR 102.01	Mahnomen County	110th Ave	MN 113	Null	Null	2	0	1	4	5	5.0	0	Null	0	0
Mahnomen CR 103.01	Mahnomen County	T 1022 Polk	CSAH 2 Mahnomen	Null	Null	3	0	3	3	6	3.8	0	Null	0	0
Mahnomen CR 104.01	Mahnomen County	CSAH 4 Mahnomen	0	No	No	1	0	10	1	11	29.7	4	3	0	0
Mahnomen CR 106.01	Mahnomen County	CSAH 6 Mahnomen	CSAH 10 Mahnomen	Null	Null	4	4	1	6	11	5.5	0	Null	0	0
Mahnomen CR 107.01	Mahnomen County	White Earth Western Boundary	CSAH 7 Mahnomen	Null	Null	4	0	1	2	3	2.4	0	Null	0	0
Mahnomen CR 107.02	Mahnomen County	CSAH 7 Mahnomen	220th Ave	Null	Null	2	0	4	4	8	8.0	0	Null	0	0
Mahnomen CR 111.01	Mahnomen County	T 315	TH 59	Null	Null	2	0	0	3	3	1.5	0	Null	2	0
Mahnomen CR 113.01	Mahnomen County	MN 113	CSAH 12 Mahnomen	Null	Null	6	0	8	15	23	6.7	0	Null	2	2
Mahnomen CR 116.01	Mahnomen County	CSAH 6 Mahnomen	CSAH 11 Mahnomen	Null	Null	1	1	2	5	8	4.0	0	Null	0	0
Mahnomen CR 118.01	Mahnomen County	CSAH 12 Mahnomen	CSAH 6 Mahnomen	Null	Null	1	0	2	14	16	8.9	0	Null	0	0
Mahnomen CR 119.01	Mahnomen County	TH 59	160th Ave	Null	Null	3	0	5	8	13	8.3	0	Null	0	0
Mahnomen CR 121.01	Mahnomen County	CR 125 Mahnomen	T 186	Null	Null	1	0	0	7	7	6.8	0	Null	0	0
Mahnomen CR 122.01	Mahnomen County	MN 200	CSAH 4 Mahnomen	Null	Null	2	0	18	15	33	6.5	0	Null	4	0
Mahnomen CR 123.01	Mahnomen County	CSAH 1 Mahnomen	T 14	Null	Null	2	0	6	3	9	4.5	0	Null	0	0
Mahnomen CR 124.01	Mahnomen County	CSAH 3 Mahnomen	T 8	Null	Null	2	0	9	13	22	7.2	0	Null	3	2
Mahnomen CR 125.01	Mahnomen County	TH 59	CSAH 25 Mahnomen	Null	Null	3	0	1	4	5	3.2	0	Null	0	0
Mahnomen CR 127.01	Mahnomen County	CSAH 11 Mahnomen	CSAH 3 Mahnomen	Null	Null	4	0	2	5	7	3.4	0	Null	0	0
Mahnomen CR 128.01	Mahnomen County	MN 113	CSAH 3 Mahnomen	Null	Null	5	0	18	17	35	7.5	0	Null	0	0
Mahnomen CR 129.01	Mahnomen County	T 94	TH 59	Null	Null	2	0	0	1	1	1.0	0	Null	0	0
Mahnomen CR 130.01	Mahnomen County	CR 140 Mahnomen	TH 59	Null	Null	3	0	4	6	10	5.0	0	Null	0	0

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Mahnomen CR 131.01	Mahnomen County	MN 200	CSAH 2 Mahnomen	Null	Null	3	0	2	10	12	6.1	0	Null	0	0
Mahnomen CR 132.01	Mahnomen County	CSAH 3 Mahnomen	CSAH 3 Mahnomen	Null	Null	4	1	13	12	26	5.9	0	Null	0	0
Mahnomen CR 133.01	Mahnomen County	T 69	CSAH 3 Mahnomen	Null	Null	5	0	4	8	12	3.0	0	Null	0	0
Mahnomen CR 134.01	Mahnomen County	TH 59	CSAH 1 Mahnomen	Null	Null	4	0	4	12	16	5.4	0	Null	0	0
Mahnomen CR 135.01	Mahnomen County	MN 200	210th St	Null	Null	2	0	4	3	7	7.0	0	Null	0	0
Mahnomen CR 136.01	Mahnomen County	MN 200	White Earth Western Boundary	Null	Null	4	0	4	8	12	3.7	0	Null	0	0
Mahnomen CR 137.01	Mahnomen County	CSAH 9 Mahnomen	CR 130 Mahnomen	Null	Null	3	1	1	6	8	2.7	0	Null	0	0
Mahnomen CR 138.01	Mahnomen County	CSAH 3 Mahnomen	Bliss Rd	Null	Null	2	0	16	25	41	9.4	0	Null	0	0
Mahnomen CR 139.01	Mahnomen County	CSAH 21 Becker	CR 144 Mahnomen	No	No	11	1	17	15	33	7.3	4	3	9	6
Mahnomen CR 140.01	Mahnomen County	CSAH 9 Mahnomen	180th St	Null	Null	2	0	1	0	1	0.9	0	Null	3	0
Mahnomen CR 141.01	Mahnomen County	CSAH 1 Mahnomen	CSAH 2 Mahnomen	Null	Null	2	0	5	5	10	3.7	0	Null	4	3
Mahnomen CR 142.01	Mahnomen County	CR 107 Becker	MN 113	Null	Null	2	0	0	4	4	2.0	0	Null	0	0
Mahnomen CR 144.01	Mahnomen County	Becker/Mahnomen County Line	MN 113	Null	Null	4	1	7	8	16	6.4	0	Null	16	3
Mahnomen CR 227.01	Mahnomen County	MN 200	CSAH 9 Mahnomen	Null	Null	2	0	2	3	5	5.0	0	Null	0	0
Mahnomen CSAH 1.01	Mahnomen County	White Earth Western Boundary	TH 59	No	No	5	2	10	21	33	7.7	2	2S	0	0
Mahnomen CSAH 1.02	Mahnomen County	TH 59	CSAH 3 Mahnomen	No	No	16	0	18	48	66	6.6	2	2S	0	0
Mahnomen CSAH 1.03	Mahnomen County	CSAH 3 Mahnomen	CSAH 15 Mahnomen	No	No	6	0	18	37	55	6.8	2	2S	9	7
Mahnomen CSAH 10.01	Mahnomen County	MN 113	CSAH 19 Mahnomen	No	No	2	0	3	10	13	6.5	2	2S	0	0
Mahnomen CSAH 10.02	Mahnomen County	CSAH 19 Mahnomen	CSAH 12 Mahnomen	Null	Null	2	0	3	2	5	5.0	0	Null	0	0
Mahnomen CSAH 10.03	Mahnomen County	CSAH 12 Mahnomen	CSAH 6 Mahnomen	No	No	2	0	5	9	14	7.0	2	2S	0	0
Mahnomen CSAH 10.04	Mahnomen County	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	No	No	11	0	13	25	38	6.5	1	1	3	1
Mahnomen CSAH 10.05	Mahnomen County	Start 30MPH Zone Mahnomen	CSAH 5 Mahnomen	No	No	7	6	4	0	10	20.7	3	2C	0	0
Mahnomen CSAH 11.01	Mahnomen County	TH 59	CSAH 3 Mahnomen	No	No	6	2	9	31	42	6.0	1	1	0	0
Mahnomen CSAH 12.01	Mahnomen County	CSAH 10 Mahnomen	TH 59	Null	Null	3	0	7	15	22	5.5	0	Null	0	0
Mahnomen CSAH 12.02	Mahnomen County	TH 59	CSAH 13 Mahnomen	Null	Null	12	0	11	20	31	3.8	0	Null	7	4
Mahnomen CSAH 13.01	Mahnomen County	CSAH 28 Becker	CSAH 21 Becker	Null	Null	3	0	8	5	13	5.0	0	Null	0	1
Mahnomen CSAH 13.02	Mahnomen County	CSAH 21 Becker	MN 113	No	No	3	1	6	12	19	8.9	2	2S	3	2
Mahnomen CSAH 14.01	Mahnomen County	CSAH 3 Mahnomen	CSAH 4 Mahnomen	Null	Null	7	0	9	15	24	3.3	0	Null	7	6
Mahnomen CSAH 15.01	Mahnomen County	CSAH 1 Mahnomen	White Earth Northern Boundary	Null	Null	8	2	18	21	41	7.6	0	Null	8	3
Mahnomen CSAH 16.01	Mahnomen County	MN 200	CSAH 7 Clearwater	No	No	1	2	4	2	8	8.0	4	3	0	0
Mahnomen CSAH 17.01	Mahnomen County	MN 113	TH 59	No	No	15	19	31	2	52	52.1	3	2C	0	0
Mahnomen CSAH 19.01	Mahnomen County	White Earth Western Boundary	CSAH 10 Mahnomen	Null	Null	1	0	0	8	8	6.3	0	Null	0	0
Mahnomen CSAH 2.01	Mahnomen County	CSAH 11 Mahnomen	MN 200	Null	Null	5	0	4	4	8	2.7	2	2S	0	0
Mahnomen CSAH 2.02	Mahnomen County	MN 200	White Earth Northern Boundary	No	No	13	0	15	62	77	5.1	2	2S	6	5
Mahnomen CSAH 20.01	Mahnomen County	TH 59	MN 200	No	No	10	6	12	0	18	25.7	3	2C	0	0
Mahnomen CSAH 21.01	Mahnomen County	0	0	No	No	6	0	8	0	8	36.6	2	2S	0	0
Mahnomen CSAH 22.01	Mahnomen County	CSAH 9 Mahnomen	TH 59	Null	Null	2	0	0	2	2	4.5	0	Null	0	0
Mahnomen CSAH 25.01	Mahnomen County	CSAH 5 Mahnomen	TH 59	No	No	5	2	6	0	8	24.3	1	1	0	0
Mahnomen CSAH 25.02	Mahnomen County	TH 59	Mn 200	No	No	8	5	12	3	20	8.7	1	1	0	0
Mahnomen CSAH 26.01	Mahnomen County	MN 113	CSAH 12 Mahnomen	Null	Null	2	0	1	8	9	4.5	0	Null	0	0
Mahnomen CSAH 3.01	Mahnomen County	MN 113	MN 200	No	No	11	2	32	61	95	8.6	1	1	12	8
Mahnomen CSAH 3.02	Mahnomen County	MN 200	White Earth Northern Boundary	No	No	25	3	39	76	118	7.9	2	2S	12	10
Mahnomen CSAH 4.01	Mahnomen County	MN 113	Start 40MPH Zone Twin Lakes	No	No	16	0	33	11	44	6.5	1	1	8	3
Mahnomen CSAH 4.02	Mahnomen County	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	No	No	7	3	32	3	38	44.4	1	1	2	1
Mahnomen CSAH 4.03	Mahnomen County	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	No	No	1	0	1	3	4	4.1	1	1	2	0
Mahnomen CSAH 4.04	Mahnomen County	Start 30MPH Zone Naytahwaush	End 30MPH Zone Naytahwaush	No	No	4	8	8	4	20	26.8	1	1	0	0
Mahnomen CSAH 4.05	Mahnomen County	End 30MPH Zone	MN 200	No	No	4	2	22	11	35	8.5	1	1	1	1
Mahnomen CSAH 4.06	Mahnomen County	MN 200	White Earth Northern Boundary	Yes	No	18	0	62	41	103	7.9	1	1	7	5
Mahnomen CSAH 5.01	Mahnomen County	White Earth Western Boundary	Start 30MPH Zone Mahnomen	No	No	9	2	12	17	31	5.0	1	1	7	5
Mahnomen CSAH 5.02	Mahnomen County	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	No	No	6	3	27	0	30	52.6	1	1	4	2
Mahnomen CSAH 6.01	Mahnomen County	White Earth Western Boundary	TH 59	No	No	10	0	5	26	31	4.9	1	1	0	0
Mahnomen CSAH 6.02	Mahnomen County	TH 59	CSAH 4 Mahnomen	No	No	13	0	22	45	67	5.1	1	1	9	1
Mahnomen CSAH 7.01	Mahnomen County	CSAH 1 Mahnomen	White Earth Northern Boundary	Null	Null	6	0	7	23	30	6.9	0	Null	0	0
Mahnomen CSAH 8.01	Mahnomen County	MN 200	CSAH 42 Norman	Null	Null	5	0	5	5	10	2.5	0	Null	0	0
Mahnomen CSAH 9.01	Mahnomen County	CSAH 10 Mahnomen	MN 200	No	No	15	3	15	0	18	18.4	1	1	0	0
Mahnomen CSAH 9.02	Mahnomen County	MN 200	White Earth Western Boundary	No	No	10	0	8	21	29	4.0	1	1	0	0

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Data Summary

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Segment ID	From	To	Area Type	Surface Type	Length	AADT	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Severe Crashes	Right Shoulder Type	Left Shoulder Type
Becker CR 105.01	CSAH 14 Becker	White Earth Western Boundary	Rural	Gravel	5.3	100	4.3	0.0	0.0	Null	Null	0	Null	Null
Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	Rural	Gravel	3.5	55	6.3	0.0	1.1	Null	Null	0	Null	Null
Becker CR 109.01	CSAH 21 Becker	CSAH 34 Becker	Rural	Gravel	5.0	120	7.2	0.0	0.0	Null	Null	0	Null	Null
Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	Rural	Gravel	4.5	160	8.7	0.0	1.8	Null	Null	0	Null	Null
Becker CR 111.01	CSAH 34 Becker	CSAH 13 Mahnomen	Rural	Gravel	4.0	65	8.1	0.0	0.0	Null	Null	0	Null	Null
Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	Rural	Gravel	2.7	160	6.0	0.0	1.5	Null	Null	0	Null	Null
Becker CR 129.01	280th St Pine Point	CSAH 37 Becker	Rural	Gravel	8.5	35	5.7	0.0	0.0	Null	Null	0	Null	Null
Becker CR 142.01	CP RR	TH 59	Rural	Gravel	0.1	20	15.4	0.0	0.0	Null	Null	0	Null	Null
Becker CR 153.01	TH 59	CR 109 Becker	Rural	Gravel	1.5	80	6.7	0.0	0.0	Null	Null	0	Null	Null
Becker CR 155.01	CR 159 Becker	TH 59	Rural	Gravel	2.4	65	5.7	0.0	0.0	Null	Null	0	Null	Null
Becker CR 156.01	CR 156 Becker	CSAH 44 Becker	Rural	Bituminous	0.4	255	6.7	0.4	0.0	2S	2	0	Gravel/Grass	Gravel/Grass
Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	Rural	Gravel	3.3	300	5.5	0.1	0.6	Null	Null	0	Null	Null
Becker CR 159.01	CSAH 14 Becker	CSAH 18 Becker	Rural	Gravel	8.0	60	5.1	0.0	0.0	Null	Null	0	Null	Null
Becker CSAH 13.01	White Earth Southern Boundary	CSAH 14 Becker	Rural	Gravel	1.0	160	6.9	0.0	0.0	Null	Null	0	Null	Null
Becker CSAH 14.01	Western White Earth Boundary	TH 59	Rural	Bituminous	7.3	590	7.3	0.0	0.0	1	2	0	Gravel/Grass	Gravel/Grass
Becker CSAH 14.02	TH 59	CSAH 21 Becker	Rural	Bituminous	3.0	590	8.3	0.1	0.0	2S	2	0	Gravel/Grass	Gravel/Grass
Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	Rural	Bituminous	9.8	590	5.4	0.1	1.3	2C	2	1	Gravel/Grass	Gravel/Grass
Becker CSAH 18.01	White Earth Western Boundary	TH 59	Rural	Bituminous	6.6	250	7.0	0.0	0.0	2S	2	0	Gravel/Grass	Gravel/Grass
Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	Rural	Bituminous	9.1	1450	9.4	0.1	0.3	2S	0	0	Gravel/Grass	Gravel/Grass
Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	Rural	Bituminous	4.2	1000	14.4	0.1	1.7	1	0	0	Composite	Composite
Becker CSAH 28.01	TH 59	CSAH 28 Mahnomen	Rural	Gravel	2.4	65	3.7	0.0	0.0	Null	Null	0	Null	Null
Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	Rural	Bituminous	8.0	970	13.0	0.1	0.7	3	1	0	Gravel	Gravel
Becker CSAH 34.02	CSAH 143 Becker	CR 158	Rural	Bituminous	4.0	590	9.2	0.0	0.0	2C	2	0	Gravel/Grass	Gravel/Grass
Becker CSAH 34.03	CR 158	CSAH 21	Rural	Bituminous	6.8	2650	9.1	0.2	0.3	1	2	0	Composite	Composite
Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	Rural	Bituminous	3.5	1500	7.2	0.0	0.6	2C	6	0	Composite	Composite
Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	Rural	Bituminous	5.9	490	5.4	0.1	1.9	2S	3	0	Gravel/Grass	Gravel/Grass
Becker CSAH 35.02	CSAH 143 Becker	MN 113	Rural	Bituminous	10.4	200	5.0	0.0	1.6	3	2	0	Gravel/Grass	Gravel/Grass
Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	Rural	Bituminous	5.3	770	7.7	0.2	0.4	2S	2	1	Gravel/Grass	Gravel/Grass
Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	Rural	Bituminous	8.2	325	5.3	0.1	0.8	2S	2	0	Gravel/Grass	Gravel/Grass
Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	Rural	Bituminous	7.2	580	6.3	0.0	0.1	2S	2	0	Gravel/Grass	Gravel/Grass
Becker CSAH 52.02	Ernster St	CSAH 14 Becker	Rural	Bituminous	0.5	170	10.0	0.0	0.0	2S	3	0	Gravel	Gravel
Becker CSAH 58.01	CSAH 37 Becker	CSAH 44 Becker	Rural	Bituminous	4.0	590	11.2	0.0	0.0	2S	2	0	Composite	Composite
Becker CSAH 83.01	TH 59	W Dakota St	Rural	Gravel	0.4	55	12.3	0.0	0.0	Null	Null	0	Null	Null
Becker CSAH 9.01	White Earth Western Boundary	CSAH 14 Becker	Rural	Bituminous	0.9	360	11.4	0.0	0.0	2S	2	0	Gravel/Grass	Gravel/Grass
Clearwater CR 102.01	171st Ave	MN 92	Rural	Dirt/Unimproved	1.9	0	7.2	0.0	0.0	Null	Null	0	Null	Null
Clearwater CR 103.01	MN 200	CSAH 28 Clearwater	Rural	Gravel	10.1	75	5.3	0.0	0.0	Null	Null	0	Null	Null
Clearwater CR 104.01	CSAH 35 Clearwater	CR 120 Clearwater	Rural	Gravel	2.0	35	6.1	0.0	0.0	Null	Null	0	Null	Null
Clearwater CR 104.02	CR 104 T Intersection Clearwater	CSAH 34 Clearwater	Rural	Gravel	1.0	35	5.0	0.0	0.0	Null	Null	0	Null	Null
Clearwater CR 105.01	MN 92	CSAH 36 Clearwater	Rural	Gravel	5.6	25	7.4	0.0	0.0	Null	Null	0	Null	Null
Clearwater CR 113.01	CR 103 Clearwater	MN 92	Rural	Gravel	1.0	65	11.0	0.0	0.0	Null	Null	0	Null	Null
Clearwater CR 120.01	CSAH 7 Clearwater	CSAH 34 Clearwater	Rural	Gravel	2.5	80	6.9	0.0	0.0	Null	Null	0	Null	Null
Clearwater CSAH 13.01	MN 92	White Earth Eastern Boundary	Rural	Bituminous	4.0	255	8.3	0.1	0.0	2S	1	0	Gravel/Grass	Gravel/Grass
Clearwater CSAH 25.01	CSAH 28 Clearwater	White Earth Northern Boundary	Rural	Bituminous	3.1	175	7.4	0.0	0.0	2S	3	0	Gravel/Grass	Gravel/Grass
Clearwater CSAH 26.01	MN 92	White Earth Eastern Boundary	Rural	Bituminous	4.0	664	11.3	0.1	0.0	2S	3	0	Composite	Composite
Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	Rural	Bituminous	7.0	801	9.3	0.0	0.3	2S	3	1	Gravel/Grass	Gravel/Grass
Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	Rural	Bituminous	9.5	430	8.3	0.0	0.3	1	4	0	Composite	Composite
Clearwater CSAH 30.01	MN 92	White Earth Northern Boundary	Rural	Bituminous	6.9	353	10.4	0.0	0.1	2S	0	0	Gravel/Grass	Gravel/Grass
Clearwater CSAH 34.01	CSAH 35 Clearwater	CSAH 28 Clearwater	Rural	Bituminous	4.0	165	7.3	0.0	0.0	Null	Null	0	Null	Null
Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	Rural	Bituminous	8.7	600	8.3	0.0	0.5	2S	2	0	Gravel/Grass	Gravel/Grass
Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	Rural	Bituminous	4.9	170	6.1	0.0	0.4	2S	3	1	Gravel/Grass	Gravel/Grass
Clearwater CSAH 37.01	MN 200/92	White Earth Eastern Boundary	Rural	Bituminous	4.0	195	8.7	0.0	0.0	1	4	0	Composite	Composite
Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	Rural	Bituminous	10.4	358	4.9	0.0	0.1	2S	3	1	Composite	Composite
Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	Rural	Bituminous	11.6	720	8.0	0.1	0.2	2S	1	1	Gravel/Grass	Gravel/Grass
Mahnomen CR 100.01	CSAH 13 Mahnomen	MN 113	Rural	Gravel	3.0	15	4.7	0.1	0.0	Null	Null	0	Null	Null
Mahnomen CR 101.01	T 55 Mahnomen	CSAH 1 Mahnomen	Rural	Gravel	0.2	75	8.6	0.0	0.0	Null	Null	0	Null	Null

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Data Summary

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Segment ID	From	To	Area Type	Surface Type	Length	AADT	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Severe Crashes	Right Shoulder Type	Left Shoulder Type
Mahnomen CR 102.01	110th Ave	MN 113	Rural	Gravel	1.0	15	5.0	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 103.01	T 1022 Polk	CSAH 2 Mahnomen	Rural	Gravel	1.6	15	3.8	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 104.01	CSAH 4 Mahnomen	0	Rural	Bituminous	0.4	140	29.7	0.0	0.0	3	2	0	Gravel/Grass	Gravel/Grass
Mahnomen CR 106.01	CSAH 6 Mahnomen	CSAH 10 Mahnomen	Rural	Gravel	2.0	50	5.5	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 107.01	White Earth Western Boundary	CSAH 7 Mahnomen	Rural	Gravel	1.2	50	2.4	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 107.02	CSAH 7 Mahnomen	220th Ave	Rural	Gravel	1.0	50	8.0	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 111.01	T 315	TH 59	Rural	Gravel	2.0	30	1.5	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 113.01	MN 113	CSAH 12 Mahnomen	Rural	Gravel	3.4	70	6.7	0.0	0.6	Null	Null	0	Null	Null
Mahnomen CR 116.01	CSAH 6 Mahnomen	CSAH 11 Mahnomen	Rural	Gravel	2.0	40	4.0	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 118.01	CSAH 12 Mahnomen	CSAH 6 Mahnomen	Rural	Gravel	1.8	40	8.9	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 119.01	TH 59	160th Ave	Rural	Gravel	1.6	55	8.3	0.1	0.0	Null	Null	1	Null	Null
Mahnomen CR 121.01	CR 125 Mahnomen	T 186	Rural	Gravel	1.0	10	6.8	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 122.01	MN 200	CSAH 4 Mahnomen	Rural	Gravel	5.0	60	6.5	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 123.01	CSAH 1 Mahnomen	T 14	Rural	Gravel	2.0	35	4.5	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 124.01	CSAH 3 Mahnomen	T 8	Rural	Gravel	3.0	75	7.2	0.1	0.7	Null	Null	0	Null	Null
Mahnomen CR 125.01	TH 59	CSAH 25 Mahnomen	Rural	Gravel	1.6	50	3.2	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 127.01	CSAH 11 Mahnomen	CSAH 3 Mahnomen	Rural	Gravel	2.1	45	3.4	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 128.01	MN 113	CSAH 3 Mahnomen	Rural	Gravel	4.7	80	7.5	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 129.01	T 94	TH 59	Rural	Gravel	1.0	40	1.0	0.2	0.0	Null	Null	0	Null	Null
Mahnomen CR 130.01	CR 140 Mahnomen	TH 59	Rural	Gravel	2.0	30	5.0	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 131.01	MN 200	CSAH 2 Mahnomen	Rural	Gravel	2.0	5	6.1	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 132.01	CSAH 3 Mahnomen	CSAH 3 Mahnomen	Rural	Gravel	4.4	60	5.9	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 133.01	T 69	CSAH 3 Mahnomen	Rural	Gravel	4.0	35	3.0	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 134.01	TH 59	CSAH 1 Mahnomen	Rural	Gravel	3.0	60	5.4	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 135.01	MN 200	210th St	Rural	Gravel	1.0	50	7.0	0.2	0.0	Null	Null	0	Null	Null
Mahnomen CR 136.01	MN 200	White Earth Western Boundary	Rural	Gravel	3.3	40	3.7	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 137.01	CSAH 9 Mahnomen	CR 130 Mahnomen	Rural	Gravel	3.0	35	2.7	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 138.01	CSAH 3 Mahnomen	Bliss Rd	Rural	Gravel	4.3	70	9.4	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	Rural	Bituminous	4.5	165	7.3	0.0	1.3	3	2	1	Gravel/Grass	Gravel/Grass
Mahnomen CR 140.01	CSAH 9 Mahnomen	180th St	Rural	Gravel	1.1	15	0.9	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 141.01	CSAH 1 Mahnomen	CSAH 2 Mahnomen	Rural	Gravel	2.7	20	3.7	0.0	1.1	Null	Null	0	Null	Null
Mahnomen CR 142.01	CR 107 Becker	MN 113	Rural	Gravel	2.0	25	2.0	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	Rural	Gravel	2.5	190	6.4	0.2	1.2	Null	Null	1	Null	Null
Mahnomen CR 227.01	MN 200	CSAH 9 Mahnomen	Rural	Gravel	1.0	55	5.0	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CSAH 1.01	White Earth Western Boundary	TH 59	Rural	Bituminous	4.3	305	7.7	0.0	0.0	2S	0	0	Composite	Composite
Mahnomen CSAH 1.02	TH 59	CSAH 3 Mahnomen	Rural	Bituminous	10.0	280	6.6	0.0	0.0	2S	0	0	Composite	Composite
Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	Rural	Bituminous	8.1	165	6.8	0.0	0.9	2S	3	1	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 10.01	MN 113	CSAH 19 Mahnomen	Rural	Bituminous	2.0	80	6.5	0.0	0.0	2S	2	0	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 10.02	CSAH 19 Mahnomen	CSAH 12 Mahnomen	Rural	Bituminous	1.0	80	5.0	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CSAH 10.03	CSAH 12 Mahnomen	CSAH 6 Mahnomen	Rural	Bituminous	2.0	80	7.0	0.0	0.0	2S	2	0	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 10.04	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	Rural	Bituminous	5.8	1150	6.5	0.1	0.2	1	4	1	Composite	Composite
Mahnomen CSAH 11.01	TH 59	CSAH 3 Mahnomen	Rural	Bituminous	7.0	335	6.0	0.0	0.0	1	3	0	Composite	Composite
Mahnomen CSAH 12.01	CSAH 10 Mahnomen	TH 59	Rural	Gravel	4.0	25	5.5	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	Rural	Gravel	8.2	20	3.8	0.0	0.5	Null	Null	0	Null	Null
Mahnomen CSAH 13.01	CSAH 28 Becker	CSAH 21 Becker	Rural	Gravel	2.6	50	5.0	0.0	0.4	Null	Null	0	Null	Null
Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	Rural	Bituminous	2.1	770	8.9	0.0	0.9	2S	1	0	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	Rural	Gravel	7.3	35	3.3	0.0	0.8	Null	Null	0	Null	Null
Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	Rural	Gravel	5.4	120	7.6	0.0	0.6	Null	Null	0	Null	Null
Mahnomen CSAH 16.01	MN 200	CSAH 7 Clearwater	Rural	Bituminous	1.0	780	8.0	0.2	0.0	3	2	0	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 19.01	White Earth Western Boundary	CSAH 10 Mahnomen	Rural	Gravel	1.3	20	6.3	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CSAH 2.01	CSAH 11 Mahnomen	MN 200	Rural	Gravel	3.0	130	2.7	0.0	0.0	2S	Null	0	Gravel/Grass	Null
Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	Rural	Bituminous	15.1	130	5.1	0.0	0.3	2S	3	2	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 22.01	CSAH 9 Mahnomen	TH 59	Rural	Gravel	0.4	25	4.5	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CSAH 25.02	TH 59	Mn 200	Rural	Gravel	2.3	435	8.7	0.0	0.0	1	0	1	Composite	Composite
Mahnomen CSAH 26.01	MN 113	CSAH 12 Mahnomen	Rural	Gravel	2.0	40	4.5	0.0	0.0	Null	Null	0	Null	Null

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Data Summary

December 8, 2023

Segment ID	From	To	Area Type	Surface Type	Length	AADT	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Severe Crashes	Right Shoulder Type	Left Shoulder Type
Mahnomen CSAH 3.01	MN 113	MN 200	Rural	Bituminous	11.0	345	8.6	0.0	0.7	1	3	1	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	Rural	Bituminous	15.0	265	7.9	0.0	0.7	2S	1	0	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	Rural	Bituminous	6.7	950	6.5	0.1	0.4	1	2	0	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 4.02	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	Rural	Bituminous	0.9	950	44.4	0.0	1.2	1	5	0	Composite	Composite
Mahnomen CSAH 4.03	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	Rural	Bituminous	1.0	950	4.1	0.0	0.0	1	6	0	Composite	Composite
Mahnomen CSAH 4.04	Start 30MPH Zone Naytahwaush	End 30MPH Zone Naytahwaush	Rural	Bituminous	0.7	950	26.8	0.0	0.0	1	4	0	Composite	Composite
Mahnomen CSAH 4.05	End 30MPH Zone	MN 200	Rural	Bituminous	4.1	950	8.5	0.1	0.2	1	6	0	Composite	Composite
Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	Rural	Bituminous	13.0	570	7.9	0.0	0.4	1	1	1	Composite	Composite
Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	Rural	Bituminous	6.2	350	5.0	0.0	0.8	1	3	0	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 6.01	White Earth Western Boundary	TH 59	Rural	Bituminous	6.3	395	4.9	0.0	0.0	1	3	0	Gravel/Grass	Gravel/Grass
Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	Rural	Bituminous	13.1	445	5.1	0.0	0.1	1	2	1	Composite	Composite
Mahnomen CSAH 7.01	CSAH 1 Mahnomen	White Earth Northern Boundary	Rural	Gravel	4.4	50	6.9	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CSAH 8.01	MN 200	CSAH 42 Norman	Rural	Gravel	4.0	70	2.5	0.0	0.0	Null	Null	0	Null	Null
Mahnomen CSAH 9.02	MN 200	White Earth Western Boundary	Rural	Bituminous	7.3	590	4.0	0.0	0.0	1	6	0	Composite	Composite

Edge Risk Legend

3 No usable shoulder, roadside with fixed obstacles
2S No usable shoulder, reasonable clear zone
2C Usable shoulder, roadside with fixed obstacles
1 Usable shoulder, reasonable clear zone

Critical ADT Range

Min	500
Max	2,000

Access Density

Min	7
Max	100

Shoulder Width

Min	4

Lane Departure Crash Density

Min	0.05
Max	100

Critical Radius Curve Density

Min	0.6
Max	100

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Prioritization

December 8, 2023

Rank	Segment ID	From	To	Area Type	Surface Type	Length	AADT	ADT Range	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Total
1	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	Rural	Bituminous	8.0	970	✓	✓	✓	✓	✓	✓	✓✓✓✓✓✓
2	Becker CSAH 14.02	TH 59	CSAH 21 Becker	Rural	Bituminous	3.0	590	✓	✓	✓		✓	✓	✓✓✓✓✓
3	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	Rural	Bituminous	9.1	1450	✓	✓	✓		✓	✓	✓✓✓✓✓
4	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	Rural	Bituminous	5.3	770	✓	✓	✓		✓	✓	✓✓✓✓✓
5	Clearwater CSAH 26.01	MN 92	White Earth Eastern Boundary	Rural	Bituminous	4.0	664	✓	✓	✓		✓	✓	✓✓✓✓✓
6	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	Rural	Bituminous	11.6	720	✓	✓	✓		✓	✓	✓✓✓✓✓
7	Mahnomen CSAH 16.01	MN 200	CSAH 7 Clearwater	Rural	Bituminous	1.0	780	✓	✓	✓		✓	✓	✓✓✓✓✓
8	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	Rural	Bituminous	9.8	590	✓		✓	✓	✓	✓	✓✓✓✓✓
9	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	Rural	Bituminous	4.2	1000	✓	✓	✓	✓		✓	✓✓✓✓✓
10	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	Rural	Bituminous	2.1	770	✓	✓		✓	✓	✓	✓✓✓✓✓
11	Becker CSAH 34.02	CSAH 143 Becker	CR 158	Rural	Bituminous	4.0	590	✓	✓			✓	✓	✓✓✓✓
12	Becker CSAH 58.01	CSAH 37 Becker	CSAH 44 Becker	Rural	Bituminous	4.0	590	✓	✓			✓	✓	✓✓✓✓
13	Clearwater CSAH 13.01	MN 92	White Earth Eastern Boundary	Rural	Bituminous	4.0	255		✓	✓		✓	✓	✓✓✓✓
14	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	Rural	Bituminous	7.0	801	✓	✓			✓	✓	✓✓✓✓
15	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	Rural	Bituminous	5.9	490			✓	✓	✓	✓	✓✓✓✓
16	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	Rural	Bituminous	8.2	325			✓	✓	✓	✓	✓✓✓✓
17	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	Rural	Bituminous	4.5	165		✓		✓	✓	✓	✓✓✓✓
18	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	Rural	Bituminous	15.0	265		✓		✓	✓	✓	✓✓✓✓
19	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	Rural	Bituminous	8.7	600	✓	✓			✓	✓	✓✓✓✓
20	Becker CR 156.01	CR 156 Becker	CSAH 44 Becker	Rural	Bituminous	0.4	255			✓		✓	✓	✓✓✓
21	Becker CSAH 14.01	Western White Earth Boundary	TH 59	Rural	Bituminous	7.3	590	✓	✓				✓	✓✓✓
22	Becker CSAH 34.03	CR 158	CSAH 21	Rural	Bituminous	6.8	2650		✓	✓			✓	✓✓✓
23	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	Rural	Bituminous	3.5	1500	✓	✓			✓		✓✓✓
24	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	Rural	Bituminous	7.2	580	✓				✓	✓	✓✓✓
25	Becker CSAH 52.02	Ernster St	CSAH 14 Becker	Rural	Bituminous	0.5	170		✓			✓	✓	✓✓✓
27	Becker CSAH 9.01	White Earth Western Boundary	CSAH 14 Becker	Rural	Bituminous	0.9	360		✓			✓	✓	✓✓✓
28	Clearwater CSAH 25.01	CSAH 28 Clearwater	White Earth Northern Boundary	Rural	Bituminous	3.1	175		✓			✓	✓	✓✓✓
29	Clearwater CSAH 30.01	MN 92	White Earth Northern Boundary	Rural	Bituminous	6.9	353		✓			✓	✓	✓✓✓
30	Mahnomen CR 104.01	CSAH 4 Mahnomen	0	Rural	Bituminous	0.4	140		✓			✓	✓	✓✓✓
31	Mahnomen CSAH 1.01	White Earth Western Boundary	TH 59	Rural	Bituminous	4.3	305		✓			✓	✓	✓✓✓
33	Mahnomen CSAH 10.04	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	Rural	Bituminous	5.8	1150	✓		✓			✓	✓✓✓
34	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	Rural	Bituminous	6.7	950	✓		✓			✓	✓✓✓
35	Mahnomen CSAH 4.04	Start 30MPH Zone Naytahwaush	End 30MPH Zone Naytahwaush	Rural	Bituminous	0.7	950	✓	✓				✓	✓✓✓
39	Mahnomen CSAH 4.05	End 30MPH Zone	MN 200	Rural	Bituminous	4.1	950	✓	✓	✓				✓✓✓
40	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	Rural	Bituminous	13.0	570	✓	✓				✓	✓✓✓
41	Becker CSAH 35.02	CSAH 143 Becker	MN 113	Rural	Bituminous	10.4	200				✓	✓	✓	✓✓✓
42	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	Rural	Bituminous	8.1	165				✓	✓	✓	✓✓✓
43	Mahnomen CSAH 3.01	MN 113	MN 200	Rural	Bituminous	11.0	345		✓		✓		✓	✓✓✓
44	Mahnomen CSAH 4.02	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	Rural	Bituminous	0.9	950	✓	✓		✓			✓✓✓
45	Becker CSAH 18.01	White Earth Western Boundary	TH 59	Rural	Bituminous	6.6	250					✓	✓	✓✓
46	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	Rural	Bituminous	9.5	430		✓				✓	✓✓
47	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	Rural	Bituminous	4.9	170					✓	✓	✓✓
48	Clearwater CSAH 37.01	MN 200/92	White Earth Eastern Boundary	Rural	Bituminous	4.0	195		✓				✓	✓✓
49	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	Rural	Bituminous	10.4	358					✓	✓	✓✓
50	Mahnomen CSAH 1.02	TH 59	CSAH 3 Mahnomen	Rural	Bituminous	10.0	280					✓	✓	✓✓
51	Mahnomen CSAH 10.01	MN 113	CSAH 19 Mahnomen	Rural	Bituminous	2.0	80					✓	✓	✓✓
52	Mahnomen CSAH 10.03	CSAH 12 Mahnomen	CSAH 6 Mahnomen	Rural	Bituminous	2.0	80					✓	✓	✓✓
53	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	Rural	Bituminous	15.1	130					✓	✓	✓✓
54	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	Rural	Bituminous	6.2	350				✓		✓	✓✓
55	Clearwater CSAH 34.01	CSAH 35 Clearwater	CSAH 28 Clearwater	Rural	Bituminous	4.0	165		✓					✓
56	Mahnomen CSAH 11.01	TH 59	CSAH 3 Mahnomen	Rural	Bituminous	7.0	335						✓	✓
57	Mahnomen CSAH 4.03	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	Rural	Bituminous	1.0	950	✓						✓
58	Mahnomen CSAH 6.01	White Earth Western Boundary	TH 59	Rural	Bituminous	6.3	395						✓	✓
59	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	Rural	Bituminous	13.1	445						✓	✓
60	Mahnomen CSAH 9.02	MN 200	White Earth Western Boundary	Rural	Bituminous	7.3	590	✓						✓

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Prioritization

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Rank	Segment ID	From	To	Area Type	Surface Type	Length	AADT	ADT Range	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Total
61	Mahnomen CSAH 10.02	CSAH 19 Mahnomen	CSAH 12 Mahnomen	Rural	Bituminous	1.0	80							
62	Clearwater CR 102.01	171st Ave	MN 92	Rural	Dirt/Unimproved	1.9	0		✓					✓
63	Mahnomen CR 124.01	CSAH 3 Mahnomen	T 8	Rural	Gravel	3.0	75		✓	✓	✓			✓✓✓
64	Mahnomen CR 119.01	TH 59	160th Ave	Rural	Gravel	1.6	55		✓	✓				✓✓
65	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	Rural	Gravel	4.5	160		✓		✓			✓✓
66	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	Rural	Gravel	3.3	300			✓	✓			✓✓
67	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	Rural	Gravel	2.5	190			✓	✓			✓✓
68	Mahnomen CSAH 25.02	TH 59	Mn 200	Rural	Gravel	2.3	435		✓					✓
69	Becker CR 109.01	CSAH 21 Becker	CSAH 34 Becker	Rural	Gravel	5.0	120		✓					✓
70	Becker CR 111.01	CSAH 34 Becker	CSAH 13 Mahnomen	Rural	Gravel	4.0	65		✓					✓
71	Becker CR 142.01	CP RR	TH 59	Rural	Gravel	0.1	20		✓					✓
72	Becker CSAH 83.01	TH 59	W Dakota St	Rural	Gravel	0.4	55		✓					✓
73	Clearwater CR 105.01	MN 92	CSAH 36 Clearwater	Rural	Gravel	5.6	25		✓					✓
74	Clearwater CR 113.01	CR 103 Clearwater	MN 92	Rural	Gravel	1.0	65		✓					✓
75	Mahnomen CR 100.01	CSAH 13 Mahnomen	MN 113	Rural	Gravel	3.0	15			✓				✓
76	Mahnomen CR 101.01	T 55 Mahnomen	CSAH 1 Mahnomen	Rural	Gravel	0.2	75		✓					✓
77	Mahnomen CR 107.02	CSAH 7 Mahnomen	220th Ave	Rural	Gravel	1.0	50		✓					✓
78	Mahnomen CR 118.01	CSAH 12 Mahnomen	CSAH 6 Mahnomen	Rural	Gravel	1.8	40		✓					✓
79	Mahnomen CR 128.01	MN 113	CSAH 3 Mahnomen	Rural	Gravel	4.7	80		✓					✓
80	Mahnomen CR 129.01	T 94	TH 59	Rural	Gravel	1.0	40			✓				✓
81	Mahnomen CR 135.01	MN 200	210th St	Rural	Gravel	1.0	50			✓				✓
82	Mahnomen CR 138.01	CSAH 3 Mahnomen	Bliss Rd	Rural	Gravel	4.3	70		✓					✓
83	Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	Rural	Gravel	5.4	120		✓					✓
84	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	Rural	Gravel	3.5	55				✓			✓
85	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	Rural	Gravel	2.7	160				✓			✓
86	Mahnomen CR 141.01	CSAH 1 Mahnomen	CSAH 2 Mahnomen	Rural	Gravel	2.7	20				✓			✓
87	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	Rural	Gravel	7.3	35				✓			✓
88	Mahnomen CSAH 2.01	CSAH 11 Mahnomen	MN 200	Rural	Gravel	3.0	130							
89	Becker CR 105.01	CSAH 14 Becker	White Earth Western Boundary	Rural	Gravel	5.3	100							
90	Becker CR 129.01	280th St Pine Point	CSAH 37 Becker	Rural	Gravel	8.5	35							
91	Becker CR 153.01	TH 59	CR 109 Becker	Rural	Gravel	1.5	80							
92	Becker CR 155.01	CR 159 Becker	TH 59	Rural	Gravel	2.4	65							
93	Becker CR 159.01	CSAH 14 Becker	CSAH 18 Becker	Rural	Gravel	8.0	60							
94	Becker CSAH 13.01	White Earth Southern Boundary	CSAH 14 Becker	Rural	Gravel	1.0	160							
95	Becker CSAH 28.01	TH 59	CSAH 28 Mahnomen	Rural	Gravel	2.4	65							
96	Clearwater CR 103.01	MN 200	CSAH 28 Clearwater	Rural	Gravel	10.1	75							
97	Clearwater CR 104.01	CSAH 35 Clearwater	CR 120 Clearwater	Rural	Gravel	2.0	35							
98	Clearwater CR 104.02	CR 104 T Intersection Clearwater	CSAH 34 Clearwater	Rural	Gravel	1.0	35							
99	Clearwater CR 120.01	CSAH 7 Clearwater	CSAH 34 Clearwater	Rural	Gravel	2.5	80							
100	Mahnomen CR 102.01	110th Ave	MN 113	Rural	Gravel	1.0	15							
101	Mahnomen CR 103.01	T 1022 Polk	CSAH 2 Mahnomen	Rural	Gravel	1.6	15							
103	Mahnomen CR 106.01	CSAH 6 Mahnomen	CSAH 10 Mahnomen	Rural	Gravel	2.0	50							
104	Mahnomen CR 107.01	White Earth Western Boundary	CSAH 7 Mahnomen	Rural	Gravel	1.2	50							
105	Mahnomen CR 111.01	T 315	TH 59	Rural	Gravel	2.0	30							
106	Mahnomen CR 113.01	MN 113	CSAH 12 Mahnomen	Rural	Gravel	3.4	70							
107	Mahnomen CR 116.01	CSAH 6 Mahnomen	CSAH 11 Mahnomen	Rural	Gravel	2.0	40							
108	Mahnomen CR 121.01	CR 125 Mahnomen	T 186	Rural	Gravel	1.0	10							
109	Mahnomen CR 122.01	MN 200	CSAH 4 Mahnomen	Rural	Gravel	5.0	60							
110	Mahnomen CR 123.01	CSAH 1 Mahnomen	T 14	Rural	Gravel	2.0	35							
112	Mahnomen CR 125.01	TH 59	CSAH 25 Mahnomen	Rural	Gravel	1.6	50							
113	Mahnomen CR 127.01	CSAH 11 Mahnomen	CSAH 3 Mahnomen	Rural	Gravel	2.1	45							
114	Mahnomen CR 130.01	CR 140 Mahnomen	TH 59	Rural	Gravel	2.0	30							
117	Mahnomen CR 131.01	MN 200	CSAH 2 Mahnomen	Rural	Gravel	2.0	5							
119	Mahnomen CR 132.01	CSAH 3 Mahnomen	CSAH 3 Mahnomen	Rural	Gravel	4.4	60							
120	Mahnomen CR 133.01	T 69	CSAH 3 Mahnomen	Rural	Gravel	4.0	35							

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Prioritization

December 8, 2023

Rank	Segment ID	From	To	Area Type	Surface Type	Length	AADT	ADT Range	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Total
121	Mahnomen CR 134.01	TH 59	CSAH 1 Mahnomen	Rural	Gravel	3.0	60							
122	Mahnomen CR 136.01	MN 200	White Earth Western Boundary	Rural	Gravel	3.3	40							
123	Mahnomen CR 137.01	CSAH 9 Mahnomen	CR 130 Mahnomen	Rural	Gravel	3.0	35							
124	Mahnomen CR 140.01	CSAH 9 Mahnomen	180th St	Rural	Gravel	1.1	15							
125	Mahnomen CR 142.01	CR 107 Becker	MN 113	Rural	Gravel	2.0	25							
126	Mahnomen CR 227.01	MN 200	CSAH 9 Mahnomen	Rural	Gravel	1.0	55							
127	Mahnomen CSAH 12.01	CSAH 10 Mahnomen	TH 59	Rural	Gravel	4.0	25							
128	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	Rural	Gravel	8.2	20							
129	Mahnomen CSAH 13.01	CSAH 28 Becker	CSAH 21 Becker	Rural	Gravel	2.6	50							
131	Mahnomen CSAH 19.01	White Earth Western Boundary	CSAH 10 Mahnomen	Rural	Gravel	1.3	20							
132	Mahnomen CSAH 22.01	CSAH 9 Mahnomen	TH 59	Rural	Gravel	0.4	25							
133	Mahnomen CSAH 26.01	MN 113	CSAH 12 Mahnomen	Rural	Gravel	2.0	40							
134	Mahnomen CSAH 7.01	CSAH 1 Mahnomen	White Earth Northern Boundary	Rural	Gravel	4.4	50							
136	Mahnomen CSAH 8.01	MN 200	CSAH 42 Norman	Rural	Gravel	4.0	70							
								25	50	24	21	36	49	

	#	%	Mileage	%
✓✓✓✓✓✓	1	1%	8.0	2%
✓✓✓✓✓	9	7%	50.1	9%
✓✓✓✓	9	7%	61.4	12%
✓✓✓	21	17%	105.1	20%
✓✓	14	11%	82.5	16%
✓	27	22%	97.4	18%
	43	35%	126.4	24%
Total	124	100%	530.9	100%

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Projects

December 8, 2023

Segment ID	Route	From	To	Length	Priority Ranking	Clear Zone Maintenance		Enhance Edgeline		Shoulder Rumble Strip		Shoulder Paving		Safety Edge		Centerline Rumble		Total Cost
						Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
Becker CSAH 34.01	Becker CSAH 14.02	White Earth Southern Boundary	CSAH 143 Becker	8.0	✓✓✓✓✓✓	✓	$ 401,396.77		$ -	✓	$ 46,963.42		$ -		$ -		$ -	$ 448,360.19
Becker CSAH 14.02	Becker CSAH 21.01	TH 59	CSAH 21 Becker	3.0	✓✓✓✓✓		$ -		$ -	✓	$ 17,606.91	✓	$ 150,486.44	✓	$ 30,097.29		$ -	$ 198,190.64
Becker CSAH 21.01	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 34 Becker	9.1	✓✓✓✓✓		$ -		$ -	✓	$ 53,411.78	✓	$ 456,510.92	✓	$ 91,302.18		$ -	$ 601,224.88
Becker CSAH 37.01	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	5.3	✓✓✓✓✓		$ -		$ -	✓	$ 31,171.35	✓	$ 266,421.76	✓	$ 53,284.35		$ -	$ 350,877.46
Clearwater CSAH 26.01	Clearwater CSAH 26.01	MN 92	White Earth Eastern Boundary	0.5	✓✓✓✓✓		$ -		$ -	✓	$ 23,390.54		$ -		$ -		$ -	$ 23,390.54
Clearwater CSAH 7.01	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	11.6	✓✓✓✓✓		$ -		$ -	✓	$ 67,617.42	✓	$ 577,926.65	✓	$ 115,585.33		$ -	$ 761,129.40
Mahnomen CSAH 16.01	Mahnomen CSAH 16.01	MN 200	CSAH 7 Clearwater	1.0	✓✓✓✓✓	✓	$ 49,748.74		$ -	✓	$ 5,820.60	✓	$ 49,748.74	✓	$ 9,949.75		$ -	$ 115,267.84
Becker CSAH 143.01	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	9.8	✓✓✓✓✓	✓	$ 490,789.62		$ -	✓	$ 57,422.39	✓	$ 490,789.62	✓	$ 98,157.92		$ -	$ 1,137,159.54
Becker CSAH 21.02	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	4.2	✓✓✓✓✓		$ -		$ -	✓	$ 24,454.03		$ -		$ -		$ -	$ 24,454.03
Mahnomen CSAH 13.02	Becker CSAH 34.02	CSAH 21 Becker	MN 113	2.1	✓✓✓✓✓		$ -		$ -	✓	$ 12,458.22	✓	$ 106,480.51	✓	$ 21,296.10		$ -	$ 140,234.83
Becker CSAH 34.02	Becker CSAH 58.01	CSAH 143 Becker	CR 158	4.0	✓✓✓✓	✓	$ 201,364.19		$ -	✓	$ 23,559.61	✓	$ 201,364.19	✓	$ 40,272.84		$ -	$ 466,560.84
Becker CSAH 58.01	Clearwater CSAH 13.01	CSAH 37 Becker	CSAH 44 Becker	4.0	✓✓✓✓		$ -		$ -	✓	$ 23,493.93		$ -		$ -		$ -	$ 23,493.93
Clearwater CSAH 13.01	Clearwater CSAH 27.01	MN 92	White Earth Eastern Boundary	4.0	✓✓✓✓		$ -	✓	$ 7,963.27		$ -		$ -		$ -		$ -	$ 7,963.27
Clearwater CSAH 27.01	Mahnomen CSAH 13.02	CSAH 7 Clearwater	MN 92	7.0	✓✓✓✓		$ -		$ -	✓	$ 41,020.98	✓	$ 350,606.65	✓	$ 70,121.33		$ -	$ 461,748.96
Becker CSAH 35.01	Becker CR 156.01	CSAH 37 Becker	CSAH 143 Becker	5.9	✓✓✓✓		$ -	✓	$ 11,759.30		$ -		$ -		$ -		$ -	$ 11,759.30
Becker CSAH 37.02	Becker CSAH 14.01	CSAH 58 Becker	Becker/Clearwater County Line	8.2	✓✓✓✓		$ -	✓	$ 16,474.16		$ -		$ -		$ -		$ -	$ 16,474.16
Mahnomen CR 139.01	Becker CSAH 34.03	CSAH 21 Becker	CR 144 Mahnomen	4.5	✓✓✓✓	✓	$ 227,047.22	✓	$ 9,081.89		$ -		$ -		$ -		$ -	$ 236,129.11
Mahnomen CSAH 3.02	Becker CSAH 34.04	MN 200	White Earth Northern Boundary	15.0	✓✓✓✓		$ -	✓	$ 30,018.17		$ -		$ -		$ -		$ -	$ 30,018.17
Becker CR 156.01	Becker CSAH 35.01	CR 156 Becker	CSAH 44 Becker	0.4	✓✓✓		$ -	✓	$ 896.28		$ -		$ -		$ -		$ -	$ 896.28
Becker CSAH 14.01	Becker CSAH 37.02	Western White Earth Boundary	TH 59	7.3	✓✓✓		$ -		$ -	✓	$ 42,453.02	✓	$ 362,846.36	✓	$ 72,569.27		$ -	$ 477,868.66
Becker CSAH 34.03	Becker CSAH 44.01	CR 158	CSAH 21	6.8	✓✓✓		$ -		$ -	✓	$ 39,775.17		$ -		$ -	✓	$ 24,477.02	$ 64,252.19
Becker CSAH 34.04	Becker CSAH 52.02	CSAH 21	Start 30MPH Zone Ogema	3.5	✓✓✓	✓	$ 174,726.62		$ -	✓	$ 20,443.01		$ -		$ -		$ -	$ 195,169.63
Becker CSAH 44.01	Becker CSAH 9.01	White Earth Southern Boundary	White Earth Eastern Boundary	7.2	✓✓✓		$ -		$ -	✓	$ 41,877.17	✓	$ 357,924.50	✓	$ 71,584.90		$ -	$ 471,386.57
Becker CSAH 52.02	Clearwater CSAH 25.01	Ernster St	CSAH 14 Becker	0.5	✓✓✓		$ -	✓	$ 999.10		$ -		$ -		$ -		$ -	$ 999.10
Becker CSAH 9.01	Clearwater CSAH 30.01	White Earth Western Boundary	CSAH 14 Becker	0.9	✓✓✓		$ -	✓	$ 1,753.44		$ -		$ -		$ -		$ -	$ 1,753.44
Clearwater CSAH 25.01	Mahnomen CR 104.01	CSAH 28 Clearwater	White Earth Northern Boundary	3.1	✓✓✓		$ -	✓	$ 6,185.22		$ -		$ -		$ -		$ -	$ 6,185.22
Clearwater CSAH 30.01	Mahnomen CR 139.01	MN 92	White Earth Northern Boundary	6.9	✓✓✓		$ -	✓	$ 13,886.00		$ -		$ -		$ -		$ -	$ 13,886.00
Mahnomen CR 104.01	Mahnomen CSAH 1.01	CSAH 4 Mahnomen	0	0.4	✓✓✓	✓	$ 18,546.83	✓	$ 741.87		$ -		$ -		$ -		$ -	$ 19,288.71
Mahnomen CSAH 1.01	Mahnomen CSAH 10.04	White Earth Western Boundary	TH 59	4.3	✓✓✓		$ -	✓	$ 8,530.96		$ -		$ -		$ -		$ -	$ 8,530.96
Mahnomen CSAH 10.04	Mahnomen CSAH 3.02	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	5.8	✓✓✓		$ -		$ -	✓	$ 34,015.57		$ -		$ -		$ -	$ 34,015.57
Mahnomen CSAH 4.01	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	6.7	✓✓✓		$ -		$ -	✓	$ 39,459.94	✓	$ 337,264.44	✓	$ 67,452.89		$ -	$ 444,177.26
Mahnomen CSAH 4.04	Mahnomen CSAH 4.04	Start 30MPH Zone Naytahwaush	End 30MPH Zone Naytahwaush	0.7	✓✓✓		$ -		$ -	✓	$ 4,357.65		$ -		$ -		$ -	$ 4,357.65
Mahnomen CSAH 4.05	Mahnomen CSAH 4.05	End 30MPH Zone	MN 200	4.1	✓✓✓		$ -		$ -	✓	$ 24,224.72		$ -		$ -		$ -	$ 24,224.72
Mahnomen CSAH 4.06	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	13.0	✓✓✓		$ -		$ -	✓	$ 76,291.80		$ -		$ -		$ -	$ 76,291.80
Becker CSAH 35.02	Becker CSAH 18.01	CSAH 143 Becker	MN 113	10.4	✓✓✓	✓	$ 520,980.35	✓	$ 20,839.21		$ -		$ -		$ -		$ -	$ 541,819.56
Mahnomen CSAH 1.03	Becker CSAH 35.02	CSAH 3 Mahnomen	CSAH 15 Mahnomen	8.1	✓✓✓		$ -	✓	$ 16,118.31		$ -		$ -		$ -		$ -	$ 16,118.31
Mahnomen CSAH 3.01	Clearwater CSAH 28.01	MN 113	MN 200	11.0	✓✓✓		$ -	✓	$ 22,021.44		$ -		$ -		$ -		$ -	$ 22,021.44
Mahnomen CSAH 4.02	Clearwater CSAH 36.01	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	0.9	✓✓✓		$ -		$ -	✓	$ 5,003.63		$ -		$ -		$ -	$ 5,003.63
						8	$ 2,084,600.34	15	$ 167,268.62	23	$ 756,292.88	12	$ 3,708,370.78	12	$ 741,674.16	1	$ 24,477.02	$ 7,482,683.80

Notes:

Safety Edge	$10,000-$20,000
Clear Zone	$100,000
Enhance Edgeline	$2,000
Shoulder Rumble Strip	$5,850
Shoulder Paving	$54,000
Centerline Rumble	$3,600

White Earth Nation Tribal Transportation Safety Plan

Segment Data

December 8, 2023

Segment Unique ID	FID	Agency	From	To	Length (miles)	AADT	Speed Limit	Urban/Rural	Number of Lanes	Segment Design Value	Segment Design Description	Surface Type	Median Type	Median Width (ft)	Lane Width	Center Line Width (")	Edge Line Width (")	Left Shoulder Type	Left Shoulder Paved Width	Left Shoulder Gravel Width	Right Shoulder Type	Right Shoulder Paved Width	Right Shoulder Gravel Width	Left Curb Type	Right Curb Type	Existing Edgeline Rumble Strips	Existing Centerline Rumble Strips	Road Access	Commercial Access	Residential Access	Field Access	Total Access	Access Density	Edge Risk Value	Edge Risk	Number of Curves	Number of Critical Radius Curves
MN 113.01	550	MnDOT	Norman/Mahnomen County Line	Start 30MPH Zone Waubun	5.7	1039	60	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel	0	2	Gravel	0	2	None	None	No	No	7	1	5	23	29	5.1	1	1	0	0
MN 113.02	300	MnDOT	Start 30MPH Zone Waubun	End 30MPH Zone Waubun	0.7	1497	0	Small Town	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	0	0	Composite	0	0	None	None	No	No	12	5	12	0	17	24.1	1	1	0	0
MN 113.03	381	MnDOT	End 30MPH Zone Waubun	CSAH 3	6.9	1093	55	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	1	1.5	Composite	1	1.5	None	None	Yes	Yes	9	0	19	27	46	6.6	2	2S	3	1
MN 113.04	553	MnDOT	CSAH 3	CSAH 4	4.8	649	55	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	1	1	Composite	1	1	None	None	Yes	No	8	3	28	12	43	8.9	4	3	10	5
MN 113.05	564	MnDOT	CSAH 4 Mahnomen	CSAH 35 Becker	6.6	649	50	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None	No	Yes	11	0	44	8	52	7.9	2	2S	16	8
MN 113.06	309	MnDOT	CSAH 35 Becker	CSAH 37 Becker	7.2	351	50	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None	Yes	Yes	18	0	11	6	17	2.4	2	2S	8	17
MN 113.07	382	MnDOT	CSAH 37 Becker	White Earth Eastern Boundary	6.4	221	50	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel/Grass	0	2	Gravel/Grass	0	2	None	None	No	No	11	0	2	19	21	3.3	2	2S	32	30
MN 200.01	639	MnDOT	Norman/Mahnomen County Line	TH 59	4.8	2263	60	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	3	3	Composite	3	3	None	None	No	No	8	3	15	18	36	7.6	1	1	0	0
MN 200.02	383	MnDOT	TH 59	CSAH 3	7.5	1507	55	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	1	1	Composite	1	1	None	None	Yes	Yes	11	9	29	20	58	7.7	1	1	0	0
MN 200.03	384	MnDOT	CSAH 3	CSAH 4	8.9	1213	55	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Gravel	0	4	Gravel	0	4	None	None	Yes	Yes	9	2	15	37	54	6.0	1	1	4	0
MN 200.04	380	MnDOT	CSAH 4	MN 92	11.2	1213	55	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	0	1.5	Composite	0	1.5	None	None	Yes	Yes	15	8	53	25	86	7.7	4	3	8	3
MN 200.05	559	MnDOT	MN 92	White Earth Eastern Boundary	5.7	990	55	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	2	1.5	Composite	2	1.5	None	None	Yes	No	8	1	23	14	38	6.7	1	1	5	1
MN 92.01	642	MnDOT	MN 200	CSAH 35 Clearwater	5.1	1600	55	Rural	2	1	2-Lane Undivided	Bituminous	None	0	11	4	4	Composite	1	1	Composite	1	1	None	None	Yes	No	7	3	28	10	41	8.1	4	3	0	0
MN 92.02	636	MnDOT	CSAH 35 Clearwater	White Earth Northern Boundary	8.0	1600	55	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	0	Gravel/Grass	0	1	Gravel/Grass	0	1.5	None	None	No	No	10	0	49	20	69	8.6	2	2S	0	0
US 59.01	281	MnDOT	White Earth Nation Southern Boundary	Start 30MPH Zone Callaway	0.1	3462	0	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	3	Composite	4	3	None	None	No	No	1	0	0	2	2	22.4	1	1	0	0
US 59.02	246	MnDOT	Start 30MPH Zone Callaway	End 30MPH Zone Callaway	0.4	3462	0	Small Town	2	2	Lane, Center Turn La	Bituminous	None	0	12	4	4	Composite	4	0	Composite	3	0	Raised	Raised	No	No	8	11	4	0	15	34.9	1	1	0	0
US 59.03	279	MnDOT	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	8.2	3462	60	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	3	Composite	4	3	None	None	Yes	Yes	8	4	10	33	47	5.7	1	1	3	0
US 59.04	248	MnDOT	Start 30MPH Zone Ogema	End 30MPH Zone Ogema	0.6	4611	0	Small Town	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	0	Composite	4	0	None	None	No	No	7	3	5	2	10	17.1	1	1	0	0
US 59.05	268	MnDOT	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	4.7	4611	60	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	2	Composite	4	2	None	None	Yes	Yes	6	4	8	17	29	6.1	1	1	2	0
US 59.06	288	MnDOT	Start 55MPH Zone Waubun	End 55MPH Zone Waubun	0.3	4611	0	Rural	2	3	Lane, Center Turn La	Bituminous	None	0	12	4	4	Composite	4	1	Composite	4	1	None	None	Yes	No	2	3	0	1	4	11.7	1	1	0	0
US 59.07	277	MnDOT	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	9.0	3984	60	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	3	Composite	4	3	Raised	None	Yes	Yes	12	6	13	18	37	4.1	1	1	1	0
US 59.08	290	MnDOT	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomen	1.6	3950	0	Small Town	2	2	Lane, Center Turn La	Bituminous	None	0	12	4	4	Composite	0	1	Composite	0	1	None	None	No	No	10	31	7	2	40	25.7	1	1	1	0
US 59.09	267	MnDOT	End 45MPH Zone Mahnomen	Start 45MPH Zone Bejou	7.7	1307	60	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	2	Composite	4	2	None	None	Yes	Yes	9	0	5	16	21	2.7	1	1	0	0
US 59.10	297	MnDOT	Start 45MPH Zone Bejou	End 45MPH Zone Bejou	0.4	1307	0	Small Town	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	2	Composite	4	2	None	None	No	No	7	5	0	0	5	11.4	1	1	0	0
US 59.11	295	MnDOT	End 45MPH Zone Bejou	Mahnomen/Polk County Line	3.7	1307	60	Rural	2	1	2-Lane Undivided	Bituminous	None	0	12	4	4	Composite	4	2	Composite	4	2	None	None	Yes	Yes	4	1	3	11	15	4.0	1	1	1	0

White Earth Nation Tribal Transportation Safety Plan

Segment Data

December 8, 2023

												K + A Only									All Severities								
Segment Unique ID	FID	Agency	From	To	Critical Radius Curve Density	Fatal Crashes	Incapacitating Injury Crashes	Non-Incapacitating Injury Crashes	Possible Injury Crashs	PD	Total Severe Crashes	Total Crashes	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Other/Unknown	KA Lane Departure Crash Density	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Other/Unknown	Lane Departure Density
MN 113.01	550	MnDOT	Norman/Mahnomen County Line	Start 30MPH Zone Waubun	0.0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	2	0.0
MN 113.02	300	MnDOT	Start 30MPH Zone Waubun	End 30MPH Zone Waubun	0.0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0.0	1	0	1	0	0	0	0	0	0.0
MN 113.03	381	MnDOT	End 30MPH Zone Waubun	CSAH 3	0.1	0	1	2	1	4	1	8	0	0	0	0	0	0	1	0	0.0	0	1	0	0	0	1	3	3	0.1
MN 113.04	553	MnDOT	CSAH 3	CSAH 4	1.0	0	1	1	0	5	1	7	0	0	0	0	0	0	1	0	0.0	0	0	0	0	1	0	4	2	0.2
MN 113.05	564	MnDOT	CSAH 4 Mahnomen	CSAH 35 Becker	1.2	0	1	0	1	5	1	7	0	0	0	0	0	0	1	0	0.0	0	0	1	0	0	0	6	0	0.2
MN 113.06	309	MnDOT	CSAH 35 Becker	CSAH 37 Becker	2.4	1	2	0	0	1	3	4	0	0	0	0	0	0	3	0	0.1	0	0	0	0	0	1	3	0	0.1
MN 113.07	382	MnDOT	CSAH 37 Becker	White Earth Eastern Boundary	4.7	0	4	2	0	2	4	8	0	0	0	0	0	0	4	0	0.1	0	0	0	0	0	0	8	0	0.3
MN 200.01	639	MnDOT	Norman/Mahnomen County Line	TH 59	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
MN 200.02	383	MnDOT	TH 59	CSAH 3	0.0	0	0	1	0	3	0	4	0	0	0	0	0	0	0	0	0.0	0	0	1	0	1	0	0	2	0.0
MN 200.03	384	MnDOT	CSAH 3	CSAH 4	0.0	0	1	4	5	6	1	16	0	0	0	0	0	0	1	0	0.0	1	0	4	0	1	1	8	1	0.2
MN 200.04	380	MnDOT	CSAH 4	MN 92	0.3	0	2	2	2	11	2	17	0	0	0	0	0	0	1	1	0.0	1	0	3	0	0	0	11	2	0.2
MN 200.05	559	MnDOT	MN 92	White Earth Eastern Boundary	0.2	0	2	0	0	3	2	5	0	0	0	0	0	0	2	0	0.1	0	0	0	0	0	0	4	1	0.1
MN 92.01	642	MnDOT	MN 200	CSAH 35 Clearwater	0.0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0.0	0	0	1	0	1	0	3	0	0.2
MN 92.02	636	MnDOT	CSAH 35 Clearwater	White Earth Northern Boundary	0.0	0	1	0	0	8	1	9	0	0	0	0	1	0	0	0	0.0	0	0	1	0	1	1	5	1	0.2
US 59.01	281	MnDOT	White Earth Nation Southern Boundary	Start 30MPH Zone Callaway	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
US 59.02	246	MnDOT	Start 30MPH Zone Callaway	End 30MPH Zone Callaway	0.0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	1	0	0.5
US 59.03	279	MnDOT	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	0.0	0	0	1	1	11	0	13	0	0	0	0	0	0	0	0	0.0	1	0	4	0	1	1	4	2	0.1
US 59.04	248	MnDOT	Start 30MPH Zone Ogema	End 30MPH Zone Ogema	0.0	0	0	1	1	3	0	5	0	0	0	0	0	0	0	0	0.0	0	0	5	0	0	0	0	0	0.0
US 59.05	268	MnDOT	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	0.0	0	1	3	2	5	1	11	0	1	0	0	0	0	0	0	0.0	0	1	1	0	1	1	5	2	0.3
US 59.06	288	MnDOT	Start 55MPH Zone Waubun	End 55MPH Zone Waubun	0.0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0.0
US 59.07	277	MnDOT	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	0.0	0	1	7	5	9	1	22	0	0	1	0	0	0	0	0	0.0	0	1	5	0	0	1	9	6	0.2
US 59.08	290	MnDOT	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomen	0.0	0	2	5	1	4	2	12	2	0	0	0	0	0	0	0	0.0	8	1	0	1	0	1	1	0	0.3
US 59.09	267	MnDOT	End 45MPH Zone Mahnomen	Start 45MPH Zone Bejou	0.0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	1	3	0	0.1
US 59.10	297	MnDOT	Start 45MPH Zone Bejou	End 45MPH Zone Bejou	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
US 59.11	295	MnDOT	End 45MPH Zone Bejou	Mahnomen/Polk County Line	0.0	1	0	0	0	4	1	5	0	0	1	0	0	0	0	0	0.0	0	0	1	0	0	0	1	3	0.1

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Data Summary

December 8, 2023

Segment ID	From	To	Area Type	Surface Type	Length	AADT	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Severe Crashes	Right Shoulder Type	Left Shoulder Type
MN 113.01	Norman/Mahnomen County Line	Start 30MPH Zone Waubun	Rural	Bituminous	5.7	1039	5.1	0.0	0.0	1.0	2.0	0	Gravel	Gravel
MN 113.02	Start 30MPH Zone Waubun	End 30MPH Zone Waubun	Small Town	Bituminous	0.7	1497	24.1	0.0	0.0	1	0	2	Composite	Composite
MN 113.03	End 30MPH Zone Waubun	CSAH 3	Rural	Bituminous	6.9	1093	6.6	0.1	0.1	2S	3	1	Composite	Composite
MN 113.04	CSAH 3	CSAH 4	Rural	Bituminous	4.8	649	8.9	0.2	1.0	3	2	0	Composite	Composite
MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	Rural	Bituminous	6.6	649	7.9	0.2	1.2	2S	2	1	Gravel/Grass	Gravel/Grass
MN 113.06	CSAH 35 Becker	CSAH 37 Becker	Rural	Bituminous	7.2	351	2.4	0.1	2.4	2S	2	0	Gravel/Grass	Gravel/Grass
MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	Rural	Bituminous	6.4	221	3.3	0.3	4.7	2S	2	0	Gravel/Grass	Gravel/Grass
MN 200.01	Norman/Mahnomen County Line	TH 59	Rural	Bituminous	4.8	2263	7.6	0.0	0.0	1	6	0	Composite	Composite
MN 200.02	TH 59	CSAH 3	Rural	Bituminous	7.5	1507	7.7	0.0	0.0	1	2	0	Composite	Composite
MN 200.03	CSAH 3	CSAH 4	Rural	Bituminous	8.9	1213	6.0	0.2	0.0	1	4	5	Gravel	Gravel
MN 200.04	CSAH 4	MN 92	Rural	Bituminous	11.2	1213	7.7	0.2	0.3	3	2	2	Composite	Composite
MN 200.05	MN 92	White Earth Eastern Boundary	Rural	Bituminous	5.7	990	6.7	0.1	0.2	1	4	0	Composite	Composite
MN 92.01	MN 200	CSAH 35 Clearwater	Rural	Bituminous	5.1	1600	8.1	0.2	0.0	3	2	0	Composite	Composite
MN 92.02	CSAH 35 Clearwater	White Earth Northern Boundary	Rural	Bituminous	8.0	1600	8.6	0.2	0.0	2S	1	0	Gravel/Grass	Gravel/Grass
US 59.01	White Earth Nation Southern Bounda	Start 30MPH Zone Callaway	Rural	Bituminous	0.1	3462	22.4	0.0	0.0	1	7	0	Composite	Composite
US 59.02	Start 30MPH Zone Callaway	End 30MPH Zone Callaway	Small Town	Bituminous	0.4	3462	34.9	0.5	0.0	1	4	0	Composite	Composite
US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	Rural	Bituminous	8.2	3462	5.7	0.1	0.0	1	7	1	Composite	Composite
US 59.04	Start 30MPH Zone Ogema	End 30MPH Zone Ogema	Small Town	Bituminous	0.6	4611	17.1	0.0	0.0	1	4	1	Composite	Composite
US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	Rural	Bituminous	4.7	4611	6.1	0.3	0.0	1	6	2	Composite	Composite
US 59.06	Start 55MPH Zone Waubun	End 55MPH Zone Waubun	Rural	Bituminous	0.3	4611	11.7	0.0	0.0	1	5	0	Composite	Composite
US 59.07	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	Rural	Bituminous	9.0	3984	4.1	0.2	0.0	1	7	5	Composite	Composite
US 59.08	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomen	Small Town	Bituminous	1.6	3950	25.7	0.3	0.0	1	1	1	Composite	Composite
US 59.09	End 45MPH Zone Mahnomen	Start 45MPH Zone Bejou	Rural	Bituminous	7.7	1307	2.7	0.1	0.0	1	6	3	Composite	Composite
US 59.10	Start 45MPH Zone Bejou	End 45MPH Zone Bejou	Small Town	Bituminous	0.4	1307	11.4	0.0	0.0	1	6	0	Composite	Composite
US 59.11	End 45MPH Zone Bejou	Mahnomen/Polk County Line	Rural	Bituminous	3.7	1307	4.0	0.1	0.0	1	6	0	Composite	Composite

Edge Risk Legend

3	No usable shoulder, roadside with fixed obstacles
2S	No usable shoulder, reasonable clear zone
2C	Usable shoulder, roadside with fixed obstacles
1	Usable shoulder, reasonable clear zone

Critical ADT Range

Min	500
Max	2,000

Access Density

Min	7
Max	100

Shoulder Width

Min	4

Lane Departure Crash Density

Min	0.05
Max	100

Critical Radius Curve Density

Min	0.6
Max	100

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Prioritization

December 8, 2023

Rank	Segment ID	From	To	Area Type	Surface Type	Length	AADT	ADT Range	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Total
1	MN 113.04	CSAH 3	CSAH 4	Rural	Bituminous	4.8	649	✓	✓	✓	✓	✓	✓	✓✓✓✓✓✓
2	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	Rural	Bituminous	6.6	649	✓	✓	✓	✓	✓	✓	✓✓✓✓✓✓
3	MN 200.04	CSAH 4	MN 92	Rural	Bituminous	11.2	1213	✓	✓	✓		✓	✓	✓✓✓✓✓
4	MN 92.01	MN 200	CSAH 35 Clearwater	Rural	Bituminous	5.1	1600	✓	✓	✓		✓	✓	✓✓✓✓✓
5	MN 92.02	CSAH 35 Clearwater	White Earth Northern Boundary	Rural	Bituminous	8.0	1600	✓	✓	✓		✓	✓	✓✓✓✓✓
6	MN 113.03	End 30MPH Zone Waubun	CSAH 3	Rural	Bituminous	6.9	1093	✓		✓		✓	✓	✓✓✓✓
7	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	Rural	Bituminous	7.2	351			✓	✓	✓	✓	✓✓✓✓
8	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	Rural	Bituminous	6.4	221			✓	✓	✓	✓	✓✓✓✓
9	MN 113.02	Start 30MPH Zone Waubun	End 30MPH Zone Waubun	Small Town	Bituminous	0.7	1497	✓	✓				✓	✓✓✓
10	MN 200.02	TH 59	CSAH 3	Rural	Bituminous	7.5	1507	✓	✓				✓	✓✓✓
11	MN 200.03	CSAH 3	CSAH 4	Rural	Bituminous	8.9	1213	✓		✓			✓	✓✓✓
12	MN 200.05	MN 92	White Earth Eastern Boundary	Rural	Bituminous	5.7	990	✓		✓			✓	✓✓✓
13	US 59.02	Start 30MPH Zone Callaway	End 30MPH Zone Callaway	Small Town	Bituminous	0.4	3462		✓	✓			✓	✓✓✓
14	US 59.08	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomen	Small Town	Bituminous	1.6	3950		✓	✓			✓	✓✓✓
15	MN 113.01	Norman/Mahnomen County Line	Start 30MPH Zone Waubun	Rural	Bituminous	5.7	1039	✓					✓	✓✓
16	US 59.04	Start 30MPH Zone Ogema	End 30MPH Zone Ogema	Small Town	Bituminous	0.6	4611		✓				✓	✓✓
17	US 59.09	End 45MPH Zone Mahnomen	Start 45MPH Zone Bejou	Rural	Bituminous	7.7	1307	✓		✓				✓✓
18	US 59.10	Start 45MPH Zone Bejou	End 45MPH Zone Bejou	Small Town	Bituminous	0.4	1307	✓	✓					✓✓
19	US 59.11	End 45MPH Zone Bejou	Mahnomen/Polk County Line	Rural	Bituminous	3.7	1307	✓		✓				✓✓
20	MN 200.01	Norman/Mahnomen County Line	TH 59	Rural	Bituminous	4.8	2263		✓					✓
21	US 59.01	White Earth Nation Southern Boundary	Start 30MPH Zone Callaway	Rural	Bituminous	0.1	3462		✓					✓
22	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	Rural	Bituminous	8.2	3462			✓				✓
23	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	Rural	Bituminous	4.7	4611			✓				✓
24	US 59.06	Start 55MPH Zone Waubun	End 55MPH Zone Waubun	Rural	Bituminous	0.3	4611		✓					✓
25	US 59.07	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	Rural	Bituminous	9.0	3984			✓				✓
								14	14	17	4	8	16	

	#	%	Mileage	%
✓✓✓✓✓✓	2	8%	11.4	9%
✓✓✓✓✓	3	12%	24.3	19%
✓✓✓✓	3	12%	20.5	16%
✓✓✓	6	24%	24.8	20%
✓✓	5	20%	18.1	14%
✓	6	24%	27.1	21%
	0	0%	0.0	0%
Total	25	100%	126.4	100%

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Segment Projects

December 8, 2023

Segment ID	Route	From	To	Length	Priority Ranking	Clear Zone Maintenance		Enhance Edgeline		Shoulder Rumble Strip		Shoulder Paving		Safety Edge		Centerline Rumble		Total Cost
						Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
MN 113.04	Becker CSAH 14.02	CSAH 3	CSAH 4	4.8	✓✓✓✓✓✓	✓	$ 241,417.19		$ -	✓	$ 28,245.81		$ -		$ -		$ -	$ 269,663.00
MN 113.05	Becker CSAH 21.01	CSAH 4 Mahnomen	CSAH 35 Becker	6.6	✓✓✓✓✓✓		$ -		$ -	✓	$ 38,709.98	✓	$ 330,854.53	✓	$ 66,170.91		$ -	$ 435,735.42
MN 200.04	Becker CSAH 34.01	CSAH 4	MN 92	11.2	✓✓✓✓✓	✓	$ 561,260.50		$ -	✓	$ 65,667.48		$ -		$ -		$ -	$ 626,927.97
MN 92.01	Becker CSAH 37.01	MN 200	CSAH 35 Clearwater	5.1	✓✓✓✓✓	✓	$ 252,646.99		$ -	✓	$ 29,559.70		$ -		$ -		$ -	$ 282,206.69
MN 92.02	Clearwater CSAH 26.01	CSAH 35 Clearwater	hite Earth Northern Bounda	0.5	✓✓✓✓✓		$ -		$ -	✓	$ 47,081.09	✓	$ 402,402.49	✓	$ 80,480.50		$ -	$ 529,964.08
MN 113.03	Clearwater CSAH 7.01	End 30MPH Zone Waubun	CSAH 3	6.9	✓✓✓✓		$ -		$ -	✓	$ 40,580.49		$ -		$ -		$ -	$ 40,580.49
MN 113.06	Mahnomen CSAH 16.01	CSAH 35 Becker	CSAH 37 Becker	7.2	✓✓✓✓		$ -	✓	$ 14,409.74		$ -		$ -		$ -		$ -	$ 14,409.74
MN 113.07	Becker CSAH 143.01	CSAH 37 Becker	White Earth Eastern Boundar	6.4	✓✓✓✓		$ -	✓	$ 12,765.55		$ -		$ -		$ -		$ -	$ 12,765.55
MN 113.02	Becker CSAH 21.02	Start 30MPH Zone Waubun	End 30MPH Zone Waubun	0.7	✓✓✓		$ -		$ -	✓	$ 4,134.45		$ -		$ -		$ -	$ 4,134.45
MN 200.02	Becker CSAH 34.02	TH 59	CSAH 3	7.5	✓✓✓		$ -		$ -	✓	$ 44,136.02		$ -		$ -		$ -	$ 44,136.02
MN 200.03	Becker CSAH 58.01	CSAH 3	CSAH 4	8.9	✓✓✓		$ -		$ -	✓	$ 52,279.22		$ -		$ -		$ -	$ 52,279.22
MN 200.05	Clearwater CSAH 13.01	MN 92	White Earth Eastern Boundar	5.7	✓✓✓		$ -		$ -	✓	$ 33,092.43		$ -		$ -		$ -	$ 33,092.43
US 59.02	Clearwater CSAH 27.01	Start 30MPH Zone Callaway	End 30MPH Zone Callaway	0.4	✓✓✓		$ -		$ -	✓	$ 2,513.24		$ -		$ -	✓	$ 1,546.61	$ 4,059.86
US 59.08	Mahnomen CSAH 13.02	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomer	1.6	✓✓✓		$ -		$ -	✓	$ 9,090.50		$ -		$ -	✓	$ 5,594.16	$ 14,684.66
						3	$ 1,055,324.68	2	$ 27,175.29	12	$ 395,090.41	2	$ 733,257.02	2	$ 146,651.40	2	$ 7,140.77	$ 2,364,639.57

Notes:

Safety Edge	$10,000-$20,000
Clear Zone	$100,000
Enhance Edgeline	$2,000
Shoulder Rumble Strip	$5,850
Shoulder Paving	$54,000
Centerline Rumble	$3,600

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Urban/Rural	AADT	Number of Lanes	Segment Design	Surface Type	Lane Width	Left Shoulder Type	Left Shoulder Paved Width	Left Shoulder Gravel Width	Right Shoulder Type	Right Shoulder Paved Width	Right Shoulder Gravel Width	Center Line Width	Edge Line Width	Existing Edgeline Rumble Strips	Existing Centerline Rumble Strips	Edge Risk	Warning Sign Type	Speed Advisory	Chevrons	Adjacent Intersection	Visual Trap	Isolated Curve
2.005.59.01	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	650	1807.16365	Rural	3462	2	2-Lane Undivided	Bituminous	12	Composite	4	3	Composite	4	3	4	4	Yes	Yes	1	None	None	None	None	None	Yes
2.005.59.02	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	704	1800.67164	Rural	3462	2	2-Lane Undivided	Bituminous	12	Composite	4	3	Composite	4	3	4	4	Yes	Yes	1	None	None	None	Present	None	Yes
2.005.59.03	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	1031	2915.381619	Rural	3462	2	2-Lane Undivided	Bituminous	12	Composite	4	3	Composite	4	3	4	4	Yes	Yes	1	None	None	None	None	None	Yes
2.087.59.04	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	1379	1858.038281	Rural	4611	2	2-Lane Undivided	Bituminous	12	Composite	4	2	Composite	4	2	4	4	Yes	Yes	1	None	None	None	None	None	Yes
2.087.59.05	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	885	1967.832287	Rural	4611	2	2-Lane Undivided	Bituminous	12	Composite	4	2	Composite	4	2	4	4	Yes	Yes	1	None	None	None	None	None	Yes
2.087.59.06	US 59.07	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	1439	1906.623728	Rural	3984	2	2-Lane Undivided	Bituminous	12	Composite	4	3	Composite	4	3	4	4	Yes	Yes	1	None	None	None	Present	Present	Yes
2.087.59.07	US 59.08	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomen	1159	1651.808732	Small Town	3950	2	3-Lane, Center Turn Lane	Bituminous	12	Composite	0	1	Composite	0	1	4	4	No	No	1	None	None	None	Present	None	Yes
2.029.59.08	US 59.11	End 45MPH Zone Bejou	Mahnomen/Polk County Line	979	1862.411086	Rural	1307	2	2-Lane Undivided	Bituminous	12	Composite	4	2	Composite	4	2	4	4	Yes	Yes	1	None	None	None	Present	None	Yes
3.005.113.74	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	498	869.922837	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.75	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	290	1163.076105	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.76	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	421	1137.716089	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.77	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	602	692.297939	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-2/W13-1P	40	None	None	None	No
3.005.113.78	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	463	961.8968279	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.79	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	639	1059.308052	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.80	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	394	699.6414326	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-4/W13-1P	40	None	None	None	No
3.005.113.81	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	740	719.2458506	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-4/W13-1P	40	None	None	None	No
3.005.113.82	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	784	742.9586182	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.087.200.01	MN 200.03	CSAH 3	CSAH 4	581	2595.547833	Rural	1213	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	4	Gravel/Grass	0	4	4	4	Yes	Yes	1	W1-5	None	None	None	None	Yes
3.087.200.02	MN 200.03	CSAH 3	CSAH 4	904	1484.774119	Rural	1213	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	4	Gravel/Grass	0	4	4	4	Yes	Yes	1	None	None	None	Present	None	No
3.087.200.03	MN 200.03	CSAH 3	CSAH 4	1176	1921.584765	Rural	1213	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	4	Gravel/Grass	0	4	4	4	Yes	Yes	1	None	None	None	None	None	No
3.087.200.04	MN 200.03	CSAH 3	CSAH 4	495	1954.413672	Rural	1213	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	4	Gravel/Grass	0	4	4	4	Yes	Yes	1	None	None	None	None	None	Yes
3.087.200.05	MN 200.04	CSAH 4	MN 92	155	285.9071783	Rural	1213	2	2-Lane Undivided	Bituminous	12	Composite	0	1.5	Composite	0	1.5	4	4	Yes	Yes	3	W1-5/W13-1P	30	W1-6	None	None	Yes
3.087.200.06	MN 200.04	CSAH 4	MN 92	280	1354.286577	Rural	1213	2	2-Lane Undivided	Bituminous	12	Composite	0	1.5	Composite	0	1.5	4	4	Yes	Yes	3	None	None	None	None	None	No
3.087.200.07	MN 200.04	CSAH 4	MN 92	615	550.8083153	Rural	1213	2	2-Lane Undivided	Bituminous	12	Composite	0	1.5	Composite	0	1.5	4	4	Yes	Yes	3	None	None	None	None	None	No
3.087.200.08	MN 200.04	CSAH 4	MN 92	339	328.8342886	Rural	1213	2	2-Lane Undivided	Bituminous	12	Composite	0	1.5	Composite	0	1.5	4	4	Yes	Yes	3	W1-5	None	W1-6	None	None	No
3.029.200.09	MN 200.04	CSAH 4	MN 92	445	985.1013084	Rural	1213	2	2-Lane Undivided	Bituminous	12	Composite	0	1.5	Composite	0	1.5	4	4	Yes	Yes	3	None	None	None	Present	None	No
3.029.200.10	MN 200.04	CSAH 4	MN 92	2593	5831.114688	Rural	1213	2	2-Lane Undivided	Bituminous	12	Composite	0	1.5	Composite	0	1.5	4	4	Yes	Yes	3	None	None	None	None	None	Yes
3.029.200.11	MN 200.04	CSAH 4	MN 92	780	2871.941313	Rural	1213	2	2-Lane Undivided	Bituminous	12	Composite	0	1.5	Composite	0	1.5	4	4	Yes	Yes	3	None	None	None	None	None	Yes
3.029.200.12	MN 200.04	CSAH 4	MN 92	783	2543.15307	Rural	1213	2	2-Lane Undivided	Bituminous	12	Composite	0	1.5	Composite	0	1.5	4	4	Yes	Yes	3	None	None	None	None	None	Yes
3.029.200.13	MN 200.05	MN 92	White Earth Eastern Boundary	1266	812.0226136	Rural	990	2	2-Lane Undivided	Bituminous	12	Composite	2	1.5	Composite	2	1.5	4	4	Yes	Yes	No	1	W1-2/W13-1P	45	Chevrons	Present	None	Yes
3.029.200.14	MN 200.05	MN 92	White Earth Eastern Boundary	884	1960.703369	Rural	990	2	2-Lane Undivided	Bituminous	12	Composite	2	1.5	Composite	2	1.5	4	4	Yes	Yes	No	1	None	None	None	None	None	Yes
3.087.113.01	MN 113.03	End 30MPH Zone Waubun	CSAH 3	479	1925.550934	Rural	1093	2	2-Lane Undivided	Bituminous	12	Composite	1	1.5	Composite	1	1.5	4	4	Yes	Yes	25	None	None	None	None	None	No
3.087.113.02	MN 113.03	End 30MPH Zone Waubun	CSAH 3	525	1260.057039	Rural	1093	2	2-Lane Undivided	Bituminous	12	Composite	1	1.5	Composite	1	1.5	4	4	Yes	Yes	25	None	None	None	None	None	No
3.087.113.03	MN 113.03	End 30MPH Zone Waubun	CSAH 3	527	3062.849894	Rural	1093	2	2-Lane Undivided	Bituminous	12	Composite	1	1.5	Composite	1	1.5	4	4	Yes	Yes	25	None	None	None	None	None	No
3.029.200.15	MN 200.05	MN 92	White Earth Eastern Boundary	554	1443.802017	Rural	990	2	2-Lane Undivided	Bituminous	12	Composite	2	1.5	Composite	2	1.5	4	4	Yes	No	1	None	None	None	None	None	No
3.029.200.16	MN 200.05	MN 92	White Earth Eastern Boundary	783	1953.871499	Rural	990	2	2-Lane Undivided	Bituminous	12	Composite	2	1.5	Composite	2	1.5	4	4	Yes	No	No	1	None	None	None	Present	None	No
3.029.200.17	MN 200.05	MN 92	White Earth Eastern Boundary	790	2924.564789	Rural	990	2	2-Lane Undivided	Bituminous	12	Composite	2	1.5	Composite	2	1.5	4	4	Yes	No	No	1	None	None	None	None	None	No
3.087.113.04	MN 113.04	CSAH 3	CSAH 4	728	1966.343882	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	None	None	None	None	None	No
3.087.113.05	MN 113.04	CSAH 3	CSAH 4	638	1699.63492	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	None	None	None	None	None	No
3.087.113.06	MN 113.04	CSAH 3	CSAH 4	547	2289.001692	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	None	None	None	None	None	No
3.087.113.07	MN 113.04	CSAH 3	CSAH 4	572	1970.024309	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	None	None	None	None	None	No
3.087.113.08	MN 113.04	CSAH 3	CSAH 4	704	1322.294695	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	None	None	None	Present	None	Yes
3.087.113.09	MN 113.04	CSAH 3	CSAH 4	713	1211.123417	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	W1-5/W13-1P	40	None	Present	None	Yes
3.087.113.10	MN 113.04	CSAH 3	CSAH 4	773	591.7267973	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	W1-5/W13-1P	40	None	None	None	No
3.087.113.11	MN 113.04	CSAH 3	CSAH 4	819	814.5987616	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	W1-5/W13-1P	40	None	None	None	No
3.087.113.12	MN 113.04	CSAH 3	CSAH 4	445	1234.957968	Rural	649	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	Yes	No	3	W1-5/W13-1P	40	None	None	None	No
3.087.113.13	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	722	842.7050009	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-5/W13-1P	40	None	Present	None	No
3.087.113.14	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1855	2318.682945	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	None	None	None	None	None	No
3.087.113.15	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1616	2881.260548	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	None	None	None	None	None	No
3.087.113.16	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1051	1122.055894	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	None	None	None	None	None	No
3.087.113.17	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	728	3277.375132	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-5	None	None	None	None	No
3.087.113.18	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	653	1840.202491	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-5	None	None	None	None	No
3.087.113.19	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	552	1088.170508	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-5	None	None	None	None	No
3.087.113.20	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	370	899.7974557	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-5	None	None	None	None	Yes
3.087.113.21	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	468	1559.702519	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	None	None	None	None	None	Yes
3.087.113.22	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	653	2019.838235	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	None	None	None	None	None	No
3.087.113.23	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	815	1215.466958	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-4/W13-1P	40	None	Present	None	No
3.087.113.24	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	902	604.4999165	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-4/W13-1P	40	None	Present	None	Yes
3.087.113.25	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	665	2319.803142	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	None	None	None	None	None	Yes
3.087.113.26	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	844	1776.008415	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	None	None	None	None	None	Yes
3.087.113.27	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	575	673.7551083	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-2/W13-1P	40	None	None	None	No
3.005.113.28	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	772	1310.031666	Rural	649	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	Yes	25	W1-2	None	None	None	None	Yes
3.005.113.29	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	805	1756.237367	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	None	None	None	None	None	Yes
3.029.113.30	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	796	1870.378025	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-2	None	None	None	None	Yes
3.029.113.31	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	530	722.6697333	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-2/W13-1P	40	None	None	None	No
3.005.113.32	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	675	1820.584893	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	None	None	None	None	None	No
3.005.113.33	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	849	1141.111261	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	None	0	None	None	None	Yes
3.005.113.34	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	897	937.6622107	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-4	None	None	None	None	Yes
3.005.113.35	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	746	725.4988386	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-4	None	None	None	None	No
3.005.113.36	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	502	843.6489269	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-4/W13-1P	40	None	None	None	No
3.005.113.37	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	460	1224.396083	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-2	None	None	None	None	Yes
3.029.113.38	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	715	1138.382914	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-2	None	None	None	None	Yes
3.029.113.39	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	736	1528.648273	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-2	None	None	None	None	No
3.029.113.40	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	564	1398.587515	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-2	None	None	None	None	No
3.005.113.41	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	594	1153.421014	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.42	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	419	807.6360886	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.43	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	687	663.4893587	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.44	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	615	692.4093084	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.45	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	418	962.790971	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.46	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	478	926.0740433	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.47	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	474	723.4066639	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.48	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	444	1574.139837	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.49	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	382	1541.882654	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	W1-4	0	0	None	None	No
3.005.113.50	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	616	1218.60527	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	No	25	None	None	None	None	None	No
3.005.113.51	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	571	1195.909505	Rural	351	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	Yes	Yes	25	None	None	None	None	None	Yes
3.005.113.52	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	592	1167.140158	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-2	None	None	None	None	Yes
3.005.113.53	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	733	668.6840024	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-2/W13-1P	40	None	None	None	No
3.005.113.54	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	596	740.8904421	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-2/W13-1P	40	None	None	None	Yes
3.005.113.55	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	580	770.3109458	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-4/W13-1P	40	None	None	None	No
3.005.113.56	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	575	679.2377263	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.57	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	524	780.1936732	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.58	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	291	973.8192984	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.59	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	431	546.3937204	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.60	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	770	592.5631323	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.61	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	719	607.1955693	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.62	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	1213	702.0173021	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-5/W13-1P	40	None	None	None	No
3.005.113.63	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	596	690.9551705	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.64	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	829	735.4634879	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.65	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	588	756.5953529	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.66	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	450	860.701026	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.67	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	382	771.4101304	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	None	None	None	None	None	No
3.005.113.68	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	428	1601.731911	Rural	221	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Urban/Rural	AADT	Number of Lanes	Segment Design	Surface Type	Lane Width	Left Shoulder Type	Left Shoulder Paved Width	Left Shoulder Gravel Width	Right Shoulder Type	Right Shoulder Paved Width	Right Shoulder Gravel Width	Center Line Width	Edge Line Width	Existing Edgeline Rumble Strips	Existing Centerline Rumble Strips	Edge Risk	Warning Sign Type	Speed Advisory	Chevrons	Adjacent Intersection	Visual Trap	Isolated Curve
4.087.5.05	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	970	854.7319364	Rural	350	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	4	4	4	No	No	1	None	None	Chevrons	None	Present	No
4.087.5.06	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	379	464.4285743	Rural	350	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	4	4	4	No	No	1	W1-4	None	None	None	None	No
4.087.5.07	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	442	794.2403933	Small Town	880	2	2-Lane Undivided	Bituminous	12	Composite	2	0	Composite	2	0	4	4	No	No	1	W1-4	None	None	None	None	No
4.087.5.08	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	578	720.3528049	Small Town	880	2	2-Lane Undivided	Bituminous	12	Composite	2	0	Composite	2	0	4	4	No	No	1	W1-4	None	None	None	None	No
4.087.5.09	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	376	412.6195133	Small Town	880	2	2-Lane Undivided	Bituminous	12	Composite	2	0	Composite	2	0	4	4	No	No	1	None	None	None	Present	None	Yes
4.005.34.01	Becker CSAH 34.05	Start 30MPH Zone Ogema	TH 59	687	521.0223736	Small Town	1600	2	2-Lane Undivided	Bituminous	12	Composite	1	0	Composite	1	0	4	0	No	No	1	W1-2	None	None	Present	None	Yes
4.005.34.02	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	785	1368.340971	Rural	1500	2	2-Lane Undivided	Bituminous	12	Composite	4	1.5	Composite	4	1.5	4	4	Yes	No	2C	W1-4	None	None	None	None	Yes
4.005.34.03	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	826	1554.340857	Rural	1500	2	2-Lane Undivided	Bituminous	12	Composite	4	1.5	Composite	4	1.5	4	4	Yes	No	2C	W1-4	None	None	None	None	No
4.005.34.04	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	781	1963.785311	Rural	1500	2	2-Lane Undivided	Bituminous	12	Composite	4	1.5	Composite	4	1.5	4	4	Yes	No	2C	W1-4	None	None	None	None	Yes
4.005.34.05	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	1144	736.0732211	Rural	1500	2	2-Lane Undivided	Bituminous	12	Composite	4	1.5	Composite	4	1.5	4	4	Yes	No	2C	W1-4	None	None	Present	None	Yes
4.005.34.06	Becker CSAH 34.03	CR 158	CSAH 21	807	464.8505846	Rural	2650	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	No	No	1	W1-4	None	None	Present	None	Yes
4.005.34.07	Becker CSAH 34.03	CR 158	CSAH 21	881	1469.485202	Rural	2650	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.005.34.08	Becker CSAH 34.03	CR 158	CSAH 21	1004	2190.58742	Rural	2650	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	No	No	1	None	None	None	Present	None	Yes
4.005.34.09	Becker CSAH 34.03	CR 158	CSAH 21	1103	853.1881176	Rural	2650	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.005.34.10	Becker CSAH 34.03	CR 158	CSAH 21	1385	2081.057433	Rural	2650	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.005.34.11	Becker CSAH 34.03	CR 158	CSAH 21	1215	1022.441544	Rural	2650	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	No	No	1	W1-2	None	None	Present	None	Yes
4.005.34.12	Becker CSAH 34.03	CR 158	CSAH 21	3562	10185.89962	Rural	2650	2	2-Lane Undivided	Bituminous	12	Composite	1	1	Composite	1	1	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.005.34.13	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1339	849.3001511	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-4	None	None	Present	Present	Yes
4.005.34.14	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1207	834.0388039	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-2	None	Chevrons	Present	Present	Yes
4.005.34.15	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1830	1010.99089	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-2	None	Chevrons	Present	Present	Yes
4.005.34.16	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1088	1887.691052	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-2	None	None	None	None	Yes
4.005.34.17	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1136	903.3922523	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-2	None	None	None	None	Yes
4.005.34.18	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1074	2277.365342	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-2	None	None	Present	None	No
4.005.34.19	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1098	1828.614814	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-4	None	None	None	None	No
4.005.34.20	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1076	922.3632709	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-4	None	None	None	None	No
4.005.34.21	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1662	1530.740749	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-4	None	None	None	None	No
4.005.34.22	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1228	715.1516783	Rural	970	2	2-Lane Undivided	Bituminous	13	Gravel/Grass	0	1	Gravel/Grass	0	1	0	0	No	No	3	W1-2/W13-1P	40	Chevrons	None	None	Yes
4.005.143.16	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1631	1010.117003	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-2	None	None	Present	None	Yes
4.005.143.15	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1117	715.165907	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-2/W13-1P	50	Chevrons	Present	Present	Yes
4.005.143.14	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1411	1689.337078	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-5/W13-1P	50	None	None	None	No
4.005.143.13	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	753	988.6876183	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-5/W13-1P	50	None	None	None	No
4.005.143.12	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1246	1063.352922	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-5/W13-1P	50	None	None	None	No
4.005.143.11	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1284	1647.968741	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-4	None	None	None	None	No
4.005.143.10	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1014	866.7428874	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-4/W13-1P	50	None	None	None	No
4.005.143.09	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	820	1220.884378	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-4/W13-1P	50	None	None	None	No
4.005.143.08	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	696	870.47177	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-2/W13-1P	50	None	None	None	No
4.005.143.07	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	547	1072.63265	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-2	None	None	Present	None	No
4.005.143.06	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	545	1066.463342	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-4	None	None	None	None	Yes
4.005.143.05	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1286	3114.57136	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-2	None	None	None	None	Yes
4.005.143.04	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	438	651.1733789	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-2	None	None	None	None	No
4.005.143.03	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	991	1347.96038	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-2	None	None	None	None	No
4.005.143.02	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	864	820.4988237	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-4/W13-1P	50	None	None	None	No
4.005.143.01	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	913	711.4497243	Rural	590	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	2C	W1-4/W13-1P	50	None	Present	None	No
4.005.35.12	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	1210	969.0626233	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	Present	None	Yes
4.005.35.11	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	1040	784.2408193	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	W1-2/W13-1P	40	None	None	None	Yes
4.005.35.10	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	760	776.1978334	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.005.35.09	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	379	1188.88154	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	No
4.005.35.08	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	479	1315.782742	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	No
4.005.35.07	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	680	1580.452482	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	No
4.005.35.06	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	977	1088.405471	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	No
4.005.35.05	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	574	1130.525052	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	No
4.005.35.04	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	736	1262.826636	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	No
4.005.35.03	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	569	952.5787886	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	No
4.005.35.02	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	495	700.5983387	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	No
4.005.35.01	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	705	740.7770223	Rural	490	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	Yes
4.005.37.01	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1104	1184.028327	Rural	770	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	W1-4	None	None	None	None	Yes
4.005.37.02	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1951	1775.990449	Rural	770	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.005.37.03	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1662	1495.801184	Rural	770	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.005.37.04	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1390	1001.500716	Rural	770	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	W1-2	None	Chevrons	Present	Present	Yes
4.005.37.05	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1004	1349.92975	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	W1-4	None	None	None	None	Yes
4.005.37.06	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	910	1139.289422	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	W1-4	None	None	None	None	No
4.005.37.07	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1138	1250.561314	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.005.37.08	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1843	1712.765428	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	None	None	None	None	None	No
4.005.37.09	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1199	999.5768418	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.005.37.10	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1188	2508.270903	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	None	None	None	None	None	Yes
4.005.37.11	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1519	2535.991077	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	No
4.005.37.12	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1021	1290.829062	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	W1-5	None	None	None	None	No
4.005.37.13	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	751	811.897594	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	W1-5	None	None	None	None	No
4.005.37.14	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	646	1091.361093	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	W1-5	None	None	None	None	No
4.005.37.15	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1243	3117.562255	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	None	None	None	None	None	Yes
4.005.37.16	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1467	5984.26965	Rural	325	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	1	1	Gravel/Grass	1	1.5	4	4	No	No	2S	None	None	None	Present	None	Yes
4.029.39.01	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	866	1651.481181	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.029.39.02	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1107	1773.142904	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	No
4.029.39.03	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	931	2118.292983	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.029.39.04	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1925	1823.788311	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.029.39.05	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1742	4113.983278	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	No
4.029.39.06	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1218	1433.675662	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-2	None	None	None	None	Yes
4.029.39.07	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1671	1936.232306	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-5	None	None	None	None	Yes
4.029.39.08	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	750	1456.31148	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-5	None	None	None	None	Yes
4.029.39.09	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	825	1725.646743	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-5	None	None	None	None	No
4.029.39.10	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	415	1091.240664	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-5	None	None	None	None	Yes
4.029.39.11	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	807	1408.565659	Rural	358	2	2-Lane Undivided	Bituminous	13	Composite	1	2	Composite	1	1.5	4	4	No	No	2S	W1-2/W13-1P	45	Chevrons	Present	Present	Yes
4.005.21.01	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	1151	876.621165	Rural	1450	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	0	Gravel/Grass	0	0	4	4	No	No	2S	0	0	0	Present	Present	Yes
4.005.21.02	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	1218	813.6694564	Rural	1450	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	0	Gravel/Grass	0	0	4	4	No	No	2S	0	0	0	None	None	Yes
4.005.21.03	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	378	536.0825123	Rural	1450	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	0	Gravel/Grass	0	0	4	4	No	No	2S	None	None	None	Present	None	Yes
4.005.21.04	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	486	1630.025748	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	None	None	None	None	Present	No
4.005.21.05	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	528	1047.971603	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	None	None	None	Present	None	No
4.005.21.06	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	646	560.8806704	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	W1-4	None	None	Present	None	No
4.005.21.07	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	679	1568.743179	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	W1-4	None	None	None	None	No
4.005.21.08	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	623	1320.250329	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	W1-4	None	None	None	None	No
4.005.21.09	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	543	1097.044033	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	W1-4	None	None	Present	None	No
4.005.21.10	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	1231	746.1261009	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	W1-4/W13-1P	45	Chevrons	None	None	No
4.005.21.11	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	1074	746.1913457	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	W1-4/W13-1P	45	Chevrons	None	None	Yes
4.005.21.12	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	658	4067.463946	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.005.21.13	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	571	794.9614614	Rural	1000	2	2-Lane Undivided	Bituminous	12	Composite	0	0	Composite	0	0	4	4	No	No	1	W1-2/W13-1P	45	None	None	None	No
4.087.13.01	Mahnomen CSAH 13.01	CSAH 28 Becker	CSAH 21 Becker	738	720.5514172	Rural	50	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	W1-4/W13-1P	45	None	Present	None	No
4.087.13.02	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	645	810.7692734	Rural	770	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	2S	W1-4/W13-1P	None	None	None	None	No
4.087.13.03	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	954	727.5138152	Rural	770	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	2S	W1-4	45	None	None	None	Yes
4.005.44.01	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	1835	1109.426636	R

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Urban/Rural	AADT	Number of Lanes	Segment Design	Surface Type	Lane Width	Left Shoulder Type	Left Shoulder Paved Width	Left Shoulder Gravel Width	Right Shoulder Type	Right Shoulder Paved Width	Right Shoulder Gravel Width	Center Line Width	Edge Line Width	Existing Edgeline Rumble Strips	Existing Centerline Rumble Strips	Edge Risk	Warning Sign Type	Speed Advisory	Chevrons	Adjacent Intersection	Visual Trap	Isolated Curve
4.005.35.24	Becker CSAH 35.02	CSAH 143 Becker	MN 113	972	861.6903731	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-5	None	None	None	None	No
4.005.35.25	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1315	925.4693214	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-5	None	None	None	None	No
4.005.35.26	Becker CSAH 35.02	CSAH 143 Becker	MN 113	945	1613.547784	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-5	None	None	None	None	No
4.005.35.27	Becker CSAH 35.02	CSAH 143 Becker	MN 113	532	985.9907109	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-5	None	None	None	None	No
4.005.35.28	Becker CSAH 35.02	CSAH 143 Becker	MN 113	977	857.2495575	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-5	None	None	None	None	No
4.005.35.29	Becker CSAH 35.02	CSAH 143 Becker	MN 113	973	826.2906995	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-2	None	None	None	None	No
4.005.35.30	Becker CSAH 35.02	CSAH 143 Becker	MN 113	824	483.412087	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-2	None	None	None	None	Yes
4.005.35.31	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1074	514.4291882	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-1/W13-1P	30	None	Present	None	Yes
4.005.35.32	Becker CSAH 35.02	CSAH 143 Becker	MN 113	568	779.0848636	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-4	None	None	None	None	No
4.005.35.33	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1851	1878.123134	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-2	None	None	None	None	No
4.005.35.34	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1024	1630.578246	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-2	None	None	None	None	No
4.005.35.35	Becker CSAH 35.02	CSAH 143 Becker	MN 113	876	542.3392775	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-2	None	None	None	None	No
4.005.35.36	Becker CSAH 35.02	CSAH 143 Becker	MN 113	588	544.2263354	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	W1-2	None	None	None	None	No
4.005.35.37	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1030	1134.456884	Rural	200	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	0	0	No	No	3	None	0	None	None	None	Yes
4.087.4.01	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1360	1154.172418	Rural	950	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.087.4.02	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1991	1407.668804	Rural	950	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.087.4.03	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1541	1191.016247	Rural	950	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	1	W1-2	None	None	Present	None	Yes
4.087.4.04	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1261	1742.804488	Rural	950	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.087.4.05	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	981	1926.798252	Rural	950	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	1	W1-2	None	0	None	None	Yes
4.087.4.06	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1246	4026.921317	Rural	950	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	1	W1-2	None	None	Present	None	Yes
4.087.4.07	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1954	1180.293266	Rural	950	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	1	W1-2	None	None	Present	None	Yes
4.087.4.08	Mahnomen CSAH 4.02	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	1851	1362.455867	Rural	950	2	2-Lane Undivided	Bituminous	12	Composite	4	1	Composite	3	1	4	4	No	No	1	W1-2	None	None	Present	None	Yes
4.087.4.09	Mahnomen CSAH 4.03	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	1617	2134.210664	Rural	950	2	2-Lane Undivided	Bituminous	12	Composite	4	1.5	Composite	4	1.5	4	4	No	No	1	W1-2	None	None	Present	None	Yes
4.087.4.10	Mahnomen CSAH 4.05	End 30MPH Zone	MN 200	1522	1177.006561	Rural	950	2	2-Lane Undivided	Bituminous	12	Composite	2	4	Composite	2	4	4	4	No	No	1	W1-2	None	Chevrons	None	None	Yes
4.087.4.11	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	849	1246.126932	Rural	570	2	2-Lane Undivided	Bituminous	12	Composite	0	1	Composite	0	1.5	4	4	Yes	No	1	W1-2	None	None	None	None	Yes
4.087.4.12	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	930	767.1246062	Rural	570	2	2-Lane Undivided	Bituminous	12	Composite	0	1	Composite	0	1.5	4	4	Yes	No	1	W1-4	None	None	None	None	No
4.087.4.13	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	664	1060.559324	Rural	570	2	2-Lane Undivided	Bituminous	12	Composite	0	1	Composite	0	1.5	4	4	Yes	No	1	W1-4	None	None	None	None	Yes
4.087.4.14	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1475	821.1165738	Rural	570	2	2-Lane Undivided	Bituminous	12	Composite	0	1	Composite	0	1.5	4	4	Yes	No	1	W1-2	None	Chevrons	Present	None	Yes
4.087.4.15	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	2440	1148.316865	Rural	570	2	2-Lane Undivided	Bituminous	12	Composite	0	1	Composite	0	1.5	4	4	Yes	No	1	W1-2	None	Chevrons	Present	None	Yes
4.087.4.16	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1509	2050.211998	Rural	570	2	2-Lane Undivided	Bituminous	12	Composite	0	1	Composite	0	1.5	4	4	Yes	No	1	W1-2	None	None	None	None	Yes
4.087.4.17	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1174	2337.256684	Rural	570	2	2-Lane Undivided	Bituminous	12	Composite	0	1	Composite	0	1.5	4	4	Yes	No	1	W1-2	None	None	None	None	Yes
4.029.7.01	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1069	893.6068907	Rural	720	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	25	W1-2	None	None	Present	None	Yes
4.029.7.02	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1405	1527.80406	Rural	720	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1.5	4	4	No	No	25	W1-2	None	None	None	None	Yes
4.029.7.03	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1888	1606.968754	Rural	720	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1.5	4	4	No	No	25	W1-2	None	None	None	None	Yes
4.029.35.38	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	1503	1415.206534	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	25	W1-2	None	None	Present	None	Yes
4.029.7.04	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	959	919.6914203	Rural	720	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1.5	4	4	No	No	25	W1-2/W13-1P	40	None	None	None	Yes
4.029.27.01	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	765	1176.001249	Rural	801	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-4/W13-1P	45	None	None	None	No
4.029.27.02	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	1279	962.6165741	Rural	801	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-4/W13-1P	45	None	None	None	Yes
4.029.7.05	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1798	1871.866165	Rural	720	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1.5	4	4	No	No	25	W1-4/W13-1P	45	None	None	None	Yes
4.087.12.01	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	907	1330.507022	Rural	20	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.12.02	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	721	388.9333225	Rural	20	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.12.03	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	320	404.1345435	Rural	20	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.12.04	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	1489	797.9200767	Rural	20	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.12.05	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	1367	727.7725952	Rural	20	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.12.06	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	1743	861.5479854	Rural	20	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.3.01	Mahnomen CSAH 3.01	MN 113	MN 200	736	926.5346463	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-5	None	None	None	None	Yes
4.087.3.02	Mahnomen CSAH 3.01	MN 113	MN 200	1169	911.8300533	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-5	None	None	None	None	Yes
4.087.3.03	Mahnomen CSAH 3.01	MN 113	MN 200	867	1208.528057	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4	None	Chevrons	None	None	Yes
4.087.3.04	Mahnomen CSAH 3.01	MN 113	MN 200	777	1081.423643	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4	None	Chevrons	Present	None	No
4.087.3.05	Mahnomen CSAH 3.01	MN 113	MN 200	1187	2425.891343	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-5	None	0	None	None	No
4.087.3.06	Mahnomen CSAH 3.01	MN 113	MN 200	1616	1817.597805	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4	None	None	None	None	Yes
4.087.3.07	Mahnomen CSAH 3.01	MN 113	MN 200	1143	1910.64146	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4	None	Chevrons	Present	None	Yes
4.087.3.08	Mahnomen CSAH 3.01	MN 113	MN 200	929	1839.33586	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4	None	Chevrons	None	None	No
4.087.3.09	Mahnomen CSAH 3.01	MN 113	MN 200	576	929.1894807	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4	None	Chevrons	None	None	No
4.087.3.10	Mahnomen CSAH 3.01	MN 113	MN 200	2350	1222.247155	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4/W13-1P	45	Chevrons	Present	Present	No
4.087.3.11	Mahnomen CSAH 3.01	MN 113	MN 200	697	716.9998577	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4/W13-1P	45	Chevrons	None	None	No
4.087.3.12	Mahnomen CSAH 3.01	MN 113	MN 200	1287	807.1506901	Rural	345	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	1	W1-4/W13-1P	45	Chevrons	Present	Present	Yes
4.087.3.13	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1538	2737.344577	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-4/W13-1P	45	None	None	None	Yes
4.087.3.14	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1176	821.3270383	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-2/W13-1P	45	Chevrons	Present	None	Yes
4.087.3.15	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	735	1194.520511	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-2/W13-1P	45	None	None	None	No
4.087.3.16	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	971	952.3420244	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-2/W13-1P	45	Chevrons	None	None	No
4.087.3.17	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	521	582.6919744	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-2/W13-1P	45	Chevrons	None	None	Yes
4.087.3.18	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1592	854.1962107	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-2/W13-1P	45	Chevrons	Present	Present	Yes
4.087.3.19	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	694	1040.384498	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-4/W13-1P	45	Chevrons	None	None	No
4.087.3.20	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	368	895.9610064	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W6-1	45	Chevrons	None	None	Yes
4.087.3.21	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1544	839.079921	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-2/W13-1P	45	None	None	Present	Yes
4.087.3.22	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1584	907.3043619	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-2/W13-1P	45	Chevrons	Present	Present	Yes
4.087.3.23	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1336	869.663184	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-4	None	Chevrons	Present	None	Yes
4.087.3.24	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1302	1791.69169	Rural	265	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1	Gravel/Grass	0	1	4	4	No	No	25	W1-4	None	None	Present	None	Yes
4.087.6.01	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1167	2584.342382	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.087.6.02	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1297	1441.543942	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	None	None	No
4.087.6.03	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	999	1448.558342	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.087.6.04	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	914	2125.540283	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.087.6.05	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	839	1536.137247	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.087.6.06	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	863	917.5032737	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	None	None	Yes
4.087.6.07	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1644	1946.24894	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	Present	None	Yes
4.087.6.08	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1910	2142.251455	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	Present	None	Yes
4.087.6.09	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1315	1742.572284	Rural	445	2	2-Lane Undivided	Bituminous	12	Composite	0	2	Composite	0	2	4	4	No	No	1	W1-2	None	None	None	None	No
4.087.14.01	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	427	383.5374413	Rural	35	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.14.02	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	1036	768.674722	Rural	35	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.14.03	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	1018	790.8675142	Rural	35	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.14.04	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	684	1027.074667	Rural	35	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.14.05	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	557	1000.474839	Rural	35	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.14.06	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	618	992.0067466	Rural	35	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.14.07	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	1542	973.3840685	Rural	35	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.029.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1263	807.9004336	Rural	130	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-2	None	None	Present	None	Yes
4.087.2.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1311	839.9287994	Rural	130	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-2	None	None	Present	None	Yes
4.087.2.03	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1272	825.1119702	Rural	130	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-2	None	None	None	None	Yes
4.087.2.02	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1188	792.6852012	Rural	130	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-2	None	None	None	None	Yes
4.087.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1327	804.3189592	Rural	130	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-2	None	None	Present	None	Yes
4.029.36.03	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1429	2311.747313	Rural	170	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-4	None	None	None	None	No
4.029.36.04	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	2403	3430.85862	Rural	170	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-4	None	None	None	None	No
4.029.36.02	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1460	946.1565277	Rural	170	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-2	None	Chevrons	None	None	Yes
4.029.36.01	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1343	834.7408767	Rural	170	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	25	W1-2/W13-1P	40	Chevrons	Present	Present	Yes
4.029.30.01	Clearwater CSAH 30.01	MN 92	White Earth Northern Boundary	1917	1163.381461	Rural	353	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	0	Gravel/Grass	0	0	0	0	No	No	25	0	0	0	Present	Present	Yes
4.029.28.04	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	1752	1145.731779	Rural	430	2	2-Lane Undivided	Bituminous	10	Composite	2	1.5	Composite	2	1.5	4	4	No	No	1	0	0	0	Present	Present	Yes
4.029.28.03	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	353	304.4999552	Rural	430	2	2-Lane Undivided	Bituminous	10	Composite	2	1.5	Composite	2	1.5	4	4	No	No	1	0	0	0	None	None	Yes
4.029.28.01	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	652	803.4023025	Rural	430	2	2-Lane Undivided	Bituminous	10	Composite	2	1.5	Composite	2	1.5	4	4	No	No	1	0	0	0	None	None	Yes
4.029.28.02	Clearwater CSAH 28.01	CSAH 7 Clearwater	White

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Urban/Rural	AADT	Number of Lanes	Segment Design	Surface Type	Lane Width	Left Shoulder Type	Left Shoulder Paved Width	Left Shoulder Gravel Width	Right Shoulder Type	Right Shoulder Paved Width	Right Shoulder Gravel Width	Center Line Width	Edge Line Width	Existing Edgeline Rumble Strips	Existing Centerline Rumble Strips	Edge Risk	Warning Sign Type	Speed Advisory	Chevrons	Adjacent Intersection	Visual Trap	Isolated Curve
4.087.1.03	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	577	1003.73728	Rural	165	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	W1-4	None	None	Present	None	Yes
4.087.1.02	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	436	1360.429013	Rural	165	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	W1-4	None	None	None	None	No
4.087.1.01	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	1074	5030.901221	Rural	165	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	None	None	None	None	None	Yes
7.005.107.01	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	359	784.7894362	Rural	55	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.107.02	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	375	1014.381253	Rural	55	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.107.04	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	536	975.2584055	Rural	55	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.107.03	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	431	1047.370816	Rural	55	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.087.10.01	Mahnomen CSAH 10.04	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	1764	1066.595249	Rural	1150	2	2-Lane Undivided	Bituminous	12	Composite	2	2	Composite	2	2	4	4	No	No	1	W1-2	None	Chevrons	Present	Present	Yes
7.087.140.02	Mahnomen CR 140.01	CSAH 9 Mahnomen	180th St	426	431.9819607	Rural	15	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.140.01	Mahnomen CR 140.01	CSAH 9 Mahnomen	180th St	439	466.9860962	Rural	15	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.140.03	Mahnomen CR 140.01	CSAH 9 Mahnomen	180th St	671	442.2926391	Rural	15	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.141.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	279	188.3468227	Rural	130	2	2-Lane Undivided	Bituminous	12	Gravel/Grass	0	3	Gravel/Grass	0	3	4	4	No	No	2S	0	0	0	Present	None	Yes
7.087.141.03	Mahnomen CR 141.01	CSAH 1 Mahnomen	CSAH 2 Mahnomen	935	1162.090735	Rural	20	2	Null	Gravel	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.141.02	Mahnomen CR 141.01	CSAH 1 Mahnomen	CSAH 2 Mahnomen	375	701.4185792	Rural	20	2	Null	Gravel	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.141.01	Mahnomen CR 141.01	CSAH 1 Mahnomen	CSAH 2 Mahnomen	671	503.6705809	Rural	20	2	Null	Gravel	8	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.124.01	Mahnomen CR 124.01	CSAH 3 Mahnomen	T 8	718	891.8574659	Rural	75	2	Null	Gravel	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.124.02	Mahnomen CR 124.01	CSAH 3 Mahnomen	T 8	550	388.2412817	Rural	75	2	Null	Gravel	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.124.03	Mahnomen CR 124.01	CSAH 3 Mahnomen	T 8	456	544.9990281	Rural	75	2	Null	Gravel	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.122.03	Mahnomen CR 122.01	MN 200	CSAH 4 Mahnomen	347	335.7130455	Rural	60	2	Null	Gravel	7	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.122.02	Mahnomen CR 122.01	MN 200	CSAH 4 Mahnomen	536	384.3629188	Rural	60	2	Null	Gravel	7	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.122.01	Mahnomen CR 122.01	MN 200	CSAH 4 Mahnomen	570	292.6262376	Rural	60	2	Null	Gravel	7	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
4.029.35.46	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	364	194.6676005	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	0	0	0	None	Present	Yes
4.029.35.45	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	509	244.3070567	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	0	0	0	Present	Present	Yes
4.029.35.44	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	533	247.7031001	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	0	0	0	None	None	Yes
4.029.35.43	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	237	104.4258968	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	0	0	0	Present	Present	Yes
4.029.35.42	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	1685	1238.224479	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	0	0	0	Present	Present	Yes
4.029.35.41	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	445	844.155934	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	0	0	0	None	None	Yes
4.029.35.40	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	962	660.9580725	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	0	0	0	None	None	No
4.029.35.39	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	415	794.4459938	Rural	600	2	2-Lane Undivided	Bituminous	8	Gravel/Grass	0	2	Gravel/Grass	0	2	4	4	No	No	2S	0	0	0	Present	None	Yes
7.005.110.01	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	552	759.1796158	Rural	160	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.110.02	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	579	1146.627964	Rural	160	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.110.03	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	626	538.7362087	Rural	160	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.110.04	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	725	742.1792617	Rural	160	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.110.05	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	567	669.5661974	Rural	160	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.110.06	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	462	895.3711642	Rural	160	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.110.07	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	417	742.6808409	Rural	160	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.110.08	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	617	643.8277091	Rural	160	2	Null	Gravel	10	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.158.05	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	393	187.4668024	Rural	300	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.158.04	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	637	379.2630263	Rural	300	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.158.03	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	773	1081.721073	Rural	300	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.158.02	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	1117	2572.307082	Rural	300	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.158.01	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	1133	1881.920703	Rural	300	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.158.01	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	1219	1346.208587	Rural	300	2	Null	Gravel	11	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.01	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	443	1212.641694	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	Present	None	Yes
7.087.144.02	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	519	490.6914087	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.03	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	245	375.4183471	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.04	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	318	425.6827441	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.05	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	210	440.9262824	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.06	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	267	245.2043016	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.07	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	485	699.4978184	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.08	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	432	365.0812792	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.09	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	427	382.0072807	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.10	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	173	272.2594268	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.11	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	235	439.8677943	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.12	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	316	237.4370117	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.13	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	353	259.0447538	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.14	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	493	703.7059533	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.144.15	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	305	368.914	Rural	190	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.139.01	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1199	1317.523981	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	None	None	Yes
7.087.139.02	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1931	906.6366309	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	None	None	No
7.087.139.03	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1283	1389.084502	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	Present	None	No
7.087.139.04	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	660	1133.913231	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	Present	None	No
7.087.139.05	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	985	777.6582392	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	Present	None	No
7.087.139.06	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	577	780.6426307	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	Present	None	No
7.087.139.07	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	261	288.0812879	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	None	None	No
7.087.139.08	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	349	421.9103893	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	None	None	No
7.087.139.09	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	583	358.4554309	Rural	165	2	2-Lane Undivided	Bituminous	11	Gravel/Grass	0	1.5	Gravel/Grass	0	1.5	4	4	No	No	3	0	0	0	None	None	Yes
7.005.112.01	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	1713	1755.817267	Rural	160	2	Null	Gravel	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.112.02	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	916	619.7846198	Rural	160	2	Null	Gravel	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.112.03	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	814	747.2609412	Rural	160	2	Null	Gravel	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.112.04	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	791	1049.16634	Rural	160	2	Null	Gravel	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.112.05	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	449	648.7271497	Rural	160	2	Null	Gravel	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.113.02	Mahnomen CR 113.01	MN 113	CSAH 12 Mahnomen	1373	785.8161977	Rural	70	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.113.01	Mahnomen CR 113.01	MN 113	CSAH 12 Mahnomen	928	601.5170592	Rural	70	2	Null	Gravel	9	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.111.01	Mahnomen CR 111.01	T 315	TH 59	193	98.90120961	Rural	30	2	Null	Gravel	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.087.111.02	Mahnomen CR 111.01	T 315	TH 59	208	112.4366573	Rural	30	2	Null	Gravel	5	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0
7.005.129.01	Becker CR 129.01	280th St Pine Point	CSAH 37 Becker	402	205.7989382	Rural	35	2	Null	Gravel	12	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	Null	0	0	0	0	0	0

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

											K+A Only								All Severities							
Curve ID	Segment ID	From (Segment)	To (Segment)	Fatal Crashes	Incapacitating Injury Crashes	Non-incapacitating injury Crashes	Possible Injury Crashes	PD	K + A Crashes	Total Crashes	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Unknown	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Unknown
2.005.59.01	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2.005.59.02	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
2.005.59.03	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.59.04	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
2.087.59.05	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	0	1	1	0	0	1	2	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1
2.087.59.06	US 59.07	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.59.07	US 59.08	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomen	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2.029.59.08	US 59.11	End 45MPH Zone Bejou	Mahnomen/Polk County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.74	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.75	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.76	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.77	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.78	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.79	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.80	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.81	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.82	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.01	MN 200.03	CSAH 3	CSAH 4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
3.087.200.02	MN 200.03	CSAH 3	CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.03	MN 200.03	CSAH 3	CSAH 4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3.087.200.04	MN 200.03	CSAH 3	CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.05	MN 200.04	CSAH 4	MN 92	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3.087.200.06	MN 200.04	CSAH 4	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.07	MN 200.04	CSAH 4	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.08	MN 200.04	CSAH 4	MN 92	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3.029.200.09	MN 200.04	CSAH 4	MN 92	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
3.029.200.10	MN 200.04	CSAH 4	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.200.11	MN 200.04	CSAH 4	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.200.12	MN 200.04	CSAH 4	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.200.13	MN 200.05	MN 92	White Earth Eastern Boundary	0	2	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
3.029.200.14	MN 200.05	MN 92	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.01	MN 113.03	End 30MPH Zone Waubun	CSAH 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.02	MN 113.03	End 30MPH Zone Waubun	CSAH 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.03	MN 113.03	End 30MPH Zone Waubun	CSAH 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.200.15	MN 200.05	MN 92	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.200.16	MN 200.05	MN 92	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.200.17	MN 200.05	MN 92	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.04	MN 113.04	CSAH 3	CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.05	MN 113.04	CSAH 3	CSAH 4	0	1	0	0	1	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
3.087.113.06	MN 113.04	CSAH 3	CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.07	MN 113.04	CSAH 3	CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.08	MN 113.04	CSAH 3	CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.09	MN 113.04	CSAH 3	CSAH 4	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3.087.113.10	MN 113.04	CSAH 3	CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.11	MN 113.04	CSAH 3	CSAH 4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3.087.113.12	MN 113.04	CSAH 3	CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.13	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.14	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.15	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.16	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.17	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.18	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.19	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.20	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.21	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.22	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.23	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.24	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	1	0	0	1	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
3.087.113.25	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.26	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.27	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	1	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3.005.113.28	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.29	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.113.30	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.113.31	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.32	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.33	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.34	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.35	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
3.005.113.36	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.37	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.113.38	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.113.39	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.113.40	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.41	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.42	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.43	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.44	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.45	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.46	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.47	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.48	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.49	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.50	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.51	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.52	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.53	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	2	2	0	1	2	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0
3.005.113.54	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.55	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.56	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.57	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.58	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.59	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.60	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.61	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
3.005.113.62	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.63	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
3.005.113.64	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.65	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.66	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.67	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.68	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.69	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.70	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.71	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.72	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.73	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.5.01	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.5.02	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.5.03	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.5.04	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

											K+A Only								All Severities							
Curve ID	Segment ID	From (Segment)	To (Segment)	Fatal Crashes	Incapacitating Injury Crashes	Non-incapacitating injury Crashes	Possible Injury Crashes	PD	K + A Crashes	Total Crashes	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Unknown	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Unknown
4.087.5.05	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.5.06	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.5.07	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.5.08	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.5.09	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.01	Becker CSAH 34.05	Start 30MPH Zone Ogema	TH 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.02	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.03	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.04	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.05	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.34.06	Becker CSAH 34.03	CR 158	CSAH 21	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.34.07	Becker CSAH 34.03	CR 158	CSAH 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.08	Becker CSAH 34.03	CR 158	CSAH 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.09	Becker CSAH 34.03	CR 158	CSAH 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.10	Becker CSAH 34.03	CR 158	CSAH 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.11	Becker CSAH 34.03	CR 158	CSAH 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.12	Becker CSAH 34.03	CR 158	CSAH 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.13	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4.005.34.14	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4.005.34.15	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.34.16	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.17	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.18	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.19	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.20	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	1	0	0	1	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
4.005.34.21	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.34.22	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.16	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.15	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.14	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4.005.143.13	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.12	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.143.11	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4.005.143.10	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.09	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.08	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.143.07	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.06	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.05	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.04	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.03	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.02	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.01	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.12	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.11	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4.005.35.10	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.09	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.08	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.07	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.06	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.05	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.04	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.03	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.02	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.01	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.37.01	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.37.02	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.03	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.04	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.05	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.06	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.07	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.08	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.09	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.10	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.11	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.12	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.13	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.14	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.15	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.37.16	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.01	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.02	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.03	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.04	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.05	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.06	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.07	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.08	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.09	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.10	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.39.11	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.21.01	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.02	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4.005.21.03	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.04	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.05	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.06	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.07	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.08	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.09	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.10	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.21.11	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.005.21.12	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.21.13	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.13.01	Mahnomen CSAH 13.01	CSAH 28 Becker	CSAH 21 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.13.02	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.13.03	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.44.01	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.44.02	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.44.03	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.13	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.14	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.15	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.16	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.17	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.18	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.19	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.20	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.21	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.22	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.23	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

											K+A Only								All Severities							
Curve ID	Segment ID	From (Segment)	To (Segment)	Fatal Crashes	Incapacitating Injury Crashes	Non-incapacitating injury Crashes	Possible Injury Crashes	PD	K + A Crashes	Total Crashes	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Unknown	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Unknown
4.005.35.24	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.25	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.26	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.27	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.28	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.29	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.30	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.31	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.32	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.33	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.34	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.35	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.36	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.35.37	Becker CSAH 35.02	CSAH 143 Becker	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.01	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.02	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.087.4.03	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4.087.4.04	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.05	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.06	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.07	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.08	Mahnomen CSAH 4.02	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.09	Mahnomen CSAH 4.03	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.10	Mahnomen CSAH 4.05	End 30MPH Zone	MN 200	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.087.4.11	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4.087.4.12	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.13	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.14	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.15	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.16	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.4.17	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.7.01	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.7.02	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	0	1	0	0	1	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
4.029.7.03	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4.029.35.38	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.029.7.04	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.27.01	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.029.27.02	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4.029.7.05	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4.087.12.01	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.12.02	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.12.03	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.12.04	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.12.05	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.12.06	Mahnomen CSAH 12.02	TH 59	CSAH 13 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.01	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.02	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.03	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.04	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.05	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.06	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.07	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.08	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.09	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.10	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.11	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.12	Mahnomen CSAH 3.01	MN 113	MN 200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.13	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.14	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.15	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.16	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.17	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.18	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.19	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.20	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.21	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.22	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.23	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.3.24	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.01	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.02	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.03	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.04	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.05	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.06	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.07	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.08	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.6.09	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.14.01	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.14.02	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.14.03	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.14.04	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.14.05	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.14.06	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.14.07	Mahnomen CSAH 14.01	CSAH 3 Mahnomen	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.2.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.2.03	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.2.02	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.36.03	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.36.04	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.36.02	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4.029.36.01	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.30.01	Clearwater CSAH 30.01	MN 92	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.28.04	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	1	1	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
4.029.28.03	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.28.01	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.28.02	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.15.07	Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.15.06	Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.15.05	Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.15.04	Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.15.03	Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.15.02	Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.15.01	Mahnomen CSAH 15.01	CSAH 1 Mahnomen	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.1.09	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.1.08	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.1.07	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.1.06	M

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

										K+A Only								All Severities							
Curve ID	Segment ID	From (Segment)	To (Segment)	Fatal Crashes	Incapacitating Injury Crashes	Non-incapacitating injury Crashes	Possible Injury Crashes	PD	K + A Crashes	Total Crashes	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Unknown	Angle	Head On	Rear End	Rear to Rear	SSO	SSS	Run Off Road	Unknown
4.087.1.03	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.1.02	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.1.01	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.107.01	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.107.02	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.107.04	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.107.03	Becker CR 107.01	CSAH 18 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.10.01	Mahnomen CSAH 10.04	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.140.02	Mahnomen CR 140.01	CSAH 9 Mahnomen	180th St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.140.01	Mahnomen CR 140.01	CSAH 9 Mahnomen	180th St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.140.03	Mahnomen CR 140.01	CSAH 9 Mahnomen	180th St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.141.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.141.03	Mahnomen CR 141.01	CSAH 1 Mahnomen	CSAH 2 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.141.02	Mahnomen CR 141.01	CSAH 1 Mahnomen	CSAH 2 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.141.01	Mahnomen CR 141.01	CSAH 1 Mahnomen	CSAH 2 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.124.01	Mahnomen CR 124.01	CSAH 3 Mahnomen	T 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.124.02	Mahnomen CR 124.01	CSAH 3 Mahnomen	T 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.124.03	Mahnomen CR 124.01	CSAH 3 Mahnomen	T 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.122.03	Mahnomen CR 122.01	MN 200	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.122.02	Mahnomen CR 122.01	MN 200	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.122.01	Mahnomen CR 122.01	MN 200	CSAH 4 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.35.46	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.35.45	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.35.44	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.35.43	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.35.42	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.35.41	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.35.40	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.35.39	Clearwater CSAH 35.01	CSAH 7 Clearwater	MN 92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.110.01	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.110.02	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.110.03	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.110.04	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.110.05	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.110.06	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.110.07	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.110.08	Becker CR 110.01	CSAH 21 Becker	CSAH 34 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.158.05	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.158.04	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7.005.158.03	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.158.02	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.158.01	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.158.01	Becker CR 158.01	CSAH 34 Becker	Becker/Mahnomen County Line	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.01	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.02	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.03	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.04	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.05	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.06	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.07	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.08	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.09	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.10	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.11	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.12	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.13	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.14	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.144.15	Mahnomen CR 144.01	Becker/Mahnomen County Line	MN 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.01	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.02	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.03	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.04	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.05	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.06	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.07	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.08	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.09	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.112.01	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.112.02	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	1	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7.005.112.03	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.112.04	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.112.05	Becker CR 112.01	CSAH 21 Becker	295th Ave White Earth Lake	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.113.02	Mahnomen CR 113.01	MN 113	CSAH 12 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.113.01	Mahnomen CR 113.01	MN 113	CSAH 12 Mahnomen	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.111.01	Mahnomen CR 111.01	T 315	TH 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.111.02	Mahnomen CR 111.01	T 315	TH 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.129.01	Becker CR 129.01	280th St Pine Point	CSAH 37 Becker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Total Curve Crashes	32
Total Severe Curve Crashes	12
Total Length	240553.02

Count	Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Urban/Rural	Chevrons	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total Severe Crashes	Total Crashes	Percent Curve Crashes
108	4.087.5.01	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	1939	1124	Bituminous	Gravel/Grass	Rural	Chevrons	350	Present	None	1	0	0	0.000
109	4.087.5.02	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	1644	1088	Bituminous	Gravel/Grass	Rural	Chevrons	350	Present	Present	1	0	0	0.000
110	4.087.5.03	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	1146	820	Bituminous	Gravel/Grass	Rural	Chevrons	350	Present	Present	1	0	0	0.000
111	4.087.5.04	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	1404	943	Bituminous	Gravel/Grass	Rural	Chevrons	350	Present	None	1	0	0	0.000
112	4.087.5.05	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	970	855	Bituminous	Gravel/Grass	Rural	Chevrons	350	None	Present	1	0	0	0.000
113	4.087.5.06	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	379	464	Bituminous	Gravel/Grass	Rural	None	350	None	None	1	0	0	0.000
114	4.087.5.07	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	442	794	Bituminous	Composite	Small Town	None	880	None	None	1	0	0	0.000
115	4.087.5.08	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	578	720	Bituminous	Composite	Small Town	None	880	None	None	1	0	0	0.000
116	4.087.5.09	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	376	413	Bituminous	Composite	Small Town	None	880	Present	None	1	0	0	0.000
117	4.005.34.01	Becker CSAH 34.05	Start 30MPH Zone Ogema	TH 59	687	521	Bituminous	Composite	Small Town	None	1600	Present	None	1	0	0	0.000
118	4.005.34.02	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	785	1368	Bituminous	Composite	Rural	None	1500	None	None	2C	0	0	0.000
119	4.005.34.03	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	826	1554	Bituminous	Composite	Rural	None	1500	None	None	2C	0	0	0.000
120	4.005.34.04	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	781	1964	Bituminous	Composite	Rural	None	1500	None	None	2C	0	0	0.000
121	4.005.34.05	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	1144	736	Bituminous	Composite	Rural	None	1500	Present	None	2C	0	1	3.125
122	4.005.34.06	Becker CSAH 34.03	CR 158	CSAH 21	807	465	Bituminous	Composite	Rural	None	2650	Present	None	1	0	1	3.125
123	4.005.34.07	Becker CSAH 34.03	CR 158	CSAH 21	881	1469	Bituminous	Composite	Rural	None	2650	None	None	1	0	0	0.000
124	4.005.34.08	Becker CSAH 34.03	CR 158	CSAH 21	1004	2191	Bituminous	Composite	Rural	None	2650	Present	None	1	0	0	0.000
125	4.005.34.09	Becker CSAH 34.03	CR 158	CSAH 21	1103	853	Bituminous	Composite	Rural	None	2650	None	None	1	0	0	0.000
126	4.005.34.10	Becker CSAH 34.03	CR 158	CSAH 21	1385	2081	Bituminous	Composite	Rural	None	2650	None	None	1	0	0	0.000
127	4.005.34.11	Becker CSAH 34.03	CR 158	CSAH 21	1215	1022	Bituminous	Composite	Rural	None	2650	Present	None	1	0	0	0.000
128	4.005.34.12	Becker CSAH 34.03	CR 158	CSAH 21	3562	10186	Bituminous	Composite	Rural	None	2650	None	None	1	0	0	0.000
129	4.005.34.13	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1339	849	Bituminous	Gravel/Grass	Rural	None	970	Present	Present	3	1	1	3.125
130	4.005.34.14	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1207	834	Bituminous	Gravel/Grass	Rural	Chevrons	970	Present	Present	3	0	1	3.125
131	4.005.34.15	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1830	1011	Bituminous	Gravel/Grass	Rural	Chevrons	970	Present	Present	3	0	1	3.125
132	4.005.34.16	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1088	1888	Bituminous	Gravel/Grass	Rural	None	970	None	None	3	0	0	0.000
133	4.005.34.17	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1136	903	Bituminous	Gravel/Grass	Rural	None	970	None	None	3	0	0	0.000
134	4.005.34.18	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1074	2277	Bituminous	Gravel/Grass	Rural	None	970	Present	None	3	0	0	0.000
135	4.005.34.19	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1098	1829	Bituminous	Gravel/Grass	Rural	None	970	None	None	3	0	0	0.000
136	4.005.34.20	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1076	922	Bituminous	Gravel/Grass	Rural	None	970	None	None	3	1	2	6.250
137	4.005.34.21	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1662	1531	Bituminous	Gravel/Grass	Rural	None	970	None	None	3	0	0	0.000
138	4.005.34.22	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1228	715	Bituminous	Gravel/Grass	Rural	Chevrons	970	None	None	3	0	0	0.000
139	4.005.143.16	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1631	1010	Bituminous	Gravel/Grass	Rural	None	590	Present	None	2C	0	0	0.000
140	4.005.143.15	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1117	715	Bituminous	Gravel/Grass	Rural	Chevrons	590	Present	Present	2C	0	0	0.000
141	4.005.143.14	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1411	1689	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	1	1	3.125
142	4.005.143.13	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	753	989	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	0	0.000
143	4.005.143.12	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1246	1063	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	1	3.125
144	4.005.143.11	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1284	1648	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	1	1	3.125
145	4.005.143.10	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1014	867	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	0	0.000
146	4.005.143.09	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	820	1221	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	0	0.000
147	4.005.143.08	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	696	870	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	1	3.125
148	4.005.143.07	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	547	1073	Bituminous	Gravel/Grass	Rural	None	590	Present	None	2C	0	0	0.000
149	4.005.143.06	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	545	1066	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	0	0.000
150	4.005.143.05	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1286	3115	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	0	0.000
151	4.005.143.04	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	438	651	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	0	0.000
152	4.005.143.03	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	991	1348	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	0	0.000
153	4.005.143.02	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	864	820	Bituminous	Gravel/Grass	Rural	None	590	None	None	2C	0	0	0.000
154	4.005.143.01	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	913	711	Bituminous	Gravel/Grass	Rural	None	590	Present	None	2C	0	0	0.000
155	4.005.35.12	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	1210	969	Bituminous	Gravel/Grass	Rural	None	490	Present	None	2S	0	0	0.000
156	4.005.35.11	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	1040	784	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	1	1	3.125
157	4.005.35.10	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	760	776	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
158	4.005.35.09	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	379	1189	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
159	4.005.35.08	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	479	1316	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
160	4.005.35.07	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	680	1580	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
161	4.005.35.06	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	977	1088	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
162	4.005.35.05	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	574	1131	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
163	4.005.35.04	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	736	1263	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
164	4.005.35.03	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	569	953	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
165	4.005.35.02	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	495	701	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	0	0.000
166	4.005.35.01	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	705	741	Bituminous	Gravel/Grass	Rural	None	490	None	None	2S	0	1	3.125
167	4.005.37.01	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1104	1184	Bituminous	Gravel/Grass	Rural	None	770	None	None	2S	0	1	3.125

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Total Curve Crashes	32
Total Severe Curve Crashes	12
Total Length	240553.02

Count	Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Urban/Rural	Chevrons	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total Severe Crashes	Total Crashes	Percent Curve Crashes
168	4.005.37.02	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1951	1776	Bituminous	Gravel/Grass	Rural	None	770	None	None	2S	0	0	0.000
169	4.005.37.03	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1662	1496	Bituminous	Gravel/Grass	Rural	None	770	None	None	2S	0	0	0.000
170	4.005.37.04	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1390	1002	Bituminous	Gravel/Grass	Rural	Chevrons	770	Present	Present	2S	0	0	0.000
171	4.005.37.05	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1004	1350	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
172	4.005.37.06	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	910	1139	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
173	4.005.37.07	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1138	1251	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
174	4.005.37.08	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1843	1713	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
175	4.005.37.09	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1199	1000	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
176	4.005.37.10	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1188	2508	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
177	4.005.37.11	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1519	2536	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
178	4.005.37.12	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1021	1291	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
179	4.005.37.13	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	751	812	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
180	4.005.37.14	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	646	1091	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
181	4.005.37.15	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1243	3118	Bituminous	Gravel/Grass	Rural	None	325	None	None	2S	0	0	0.000
182	4.005.37.16	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1467	5984	Bituminous	Gravel/Grass	Rural	None	325	Present	None	2S	0	0	0.000
183	4.029.39.01	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	866	1651	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
184	4.029.39.02	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1107	1773	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
185	4.029.39.03	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	931	2118	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
186	4.029.39.04	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1925	1824	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
187	4.029.39.05	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1742	4114	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
188	4.029.39.06	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1218	1434	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
189	4.029.39.07	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1671	1936	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
190	4.029.39.08	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	750	1456	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
191	4.029.39.09	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	825	1726	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
192	4.029.39.10	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	415	1091	Bituminous	Composite	Rural	None	358	None	None	2S	0	0	0.000
193	4.029.39.11	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	807	1409	Bituminous	Composite	Rural	Chevrons	358	Present	Present	2S	0	1	3.125
194	4.005.21.01	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	1151	877	Bituminous	Gravel/Grass	Rural	0	1450	Present	Present	2S	0	0	0.000
195	4.005.21.02	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	1218	814	Bituminous	Gravel/Grass	Rural	0	1450	None	None	2S	0	2	6.250
196	4.005.21.03	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	378	536	Bituminous	Gravel/Grass	Rural	None	1450	Present	None	2S	0	0	0.000
197	4.005.21.04	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	486	1630	Bituminous	Composite	Rural	None	1000	Present	None	1	0	0	0.000
198	4.005.21.05	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	528	1048	Bituminous	Composite	Rural	None	1000	Present	None	1	0	0	0.000
199	4.005.21.06	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	646	561	Bituminous	Composite	Rural	None	1000	Present	None	1	0	0	0.000
200	4.005.21.07	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	679	1569	Bituminous	Composite	Rural	None	1000	None	None	1	0	0	0.000
201	4.005.21.08	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	623	1320	Bituminous	Composite	Rural	None	1000	None	None	1	0	0	0.000
202	4.005.21.09	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	543	1097	Bituminous	Composite	Rural	None	1000	Present	None	1	0	0	0.000
203	4.005.21.10	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	1231	746	Bituminous	Composite	Rural	Chevrons	1000	None	None	1	0	1	3.125
204	4.005.21.11	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	1074	746	Bituminous	Composite	Rural	Chevrons	1000	None	None	1	0	1	3.125
205	4.005.21.12	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	658	4067	Bituminous	Composite	Rural	None	1000	None	None	1	0	0	0.000
206	4.005.21.13	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	571	795	Bituminous	Composite	Rural	None	1000	None	None	1	0	0	0.000
208	4.087.13.02	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	645	811	Bituminous	Gravel/Grass	Rural	None	770	None	None	2S	0	0	0.000
209	4.087.13.03	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	954	728	Bituminous	Gravel/Grass	Rural	None	770	None	None	2S	0	0	0.000
210	4.005.44.01	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	1835	1109	Bituminous	Gravel/Grass	Rural	None	580	Present	None	2S	0	0	0.000
211	4.005.44.02	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	1978	2903	Bituminous	Gravel/Grass	Rural	None	580	Present	None	2S	0	0	0.000
212	4.005.44.03	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	1614	2820	Bituminous	Gravel/Grass	Rural	None	580	None	None	2S	0	0	0.000
213	4.005.35.13	Becker CSAH 35.02	CSAH 143 Becker	MN 113	874	828	Bituminous	Gravel/Grass	Rural	None	200	Present	None	3	0	0	0.000
214	4.005.35.14	Becker CSAH 35.02	CSAH 143 Becker	MN 113	2478	2195	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
215	4.005.35.15	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1294	1033	Bituminous	Gravel/Grass	Rural	None	200	Present	None	3	0	0	0.000
216	4.005.35.16	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1911	1375	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
217	4.005.35.17	Becker CSAH 35.02	CSAH 143 Becker	MN 113	559	913	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
218	4.005.35.18	Becker CSAH 35.02	CSAH 143 Becker	MN 113	447	1355	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
219	4.005.35.19	Becker CSAH 35.02	CSAH 143 Becker	MN 113	688	1074	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
220	4.005.35.20	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1183	1485	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
221	4.005.35.21	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1283	2682	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
222	4.005.35.22	Becker CSAH 35.02	CSAH 143 Becker	MN 113	665	450	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
223	4.005.35.23	Becker CSAH 35.02	CSAH 143 Becker	MN 113	791	877	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
224	4.005.35.24	Becker CSAH 35.02	CSAH 143 Becker	MN 113	972	862	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
225	4.005.35.25	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1315	925	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
226	4.005.35.26	Becker CSAH 35.02	CSAH 143 Becker	MN 113	945	1614	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Total Curve Crashes	32
Total Severe Curve Crashes	12
Total Length	240553.02

Count	Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Urban/Rural	Chevrons	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total Severe Crashes	Total Crashes	Percent Curve Crashes
227	4.005.35.27	Becker CSAH 35.02	CSAH 143 Becker	MN 113	532	986	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
228	4.005.35.28	Becker CSAH 35.02	CSAH 143 Becker	MN 113	977	857	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
229	4.005.35.29	Becker CSAH 35.02	CSAH 143 Becker	MN 113	973	826	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
230	4.005.35.30	Becker CSAH 35.02	CSAH 143 Becker	MN 113	824	483	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
231	4.005.35.31	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1074	514	Bituminous	Gravel/Grass	Rural	None	200	Present	None	3	0	0	0.000
232	4.005.35.32	Becker CSAH 35.02	CSAH 143 Becker	MN 113	568	779	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
233	4.005.35.33	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1851	1878	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
234	4.005.35.34	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1024	1631	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
235	4.005.35.35	Becker CSAH 35.02	CSAH 143 Becker	MN 113	876	542	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
236	4.005.35.36	Becker CSAH 35.02	CSAH 143 Becker	MN 113	588	544	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
237	4.005.35.37	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1030	1134	Bituminous	Gravel/Grass	Rural	None	200	None	None	3	0	0	0.000
238	4.087.4.01	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1360	1154	Bituminous	Gravel/Grass	Rural	None	950	None	None	1	0	0	0.000
239	4.087.4.02	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1991	1408	Bituminous	Gravel/Grass	Rural	None	950	None	None	1	0	1	3.125
240	4.087.4.03	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1541	1191	Bituminous	Gravel/Grass	Rural	None	950	Present	None	1	1	1	3.125
241	4.087.4.04	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1261	1743	Bituminous	Gravel/Grass	Rural	None	950	None	None	1	0	0	0.000
242	4.087.4.05	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	981	1927	Bituminous	Gravel/Grass	Rural	0	950	None	None	1	0	0	0.000
243	4.087.4.06	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1246	4027	Bituminous	Gravel/Grass	Rural	None	950	Present	None	1	0	0	0.000
244	4.087.4.07	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1954	1180	Bituminous	Gravel/Grass	Rural	None	950	Present	None	1	0	0	0.000
245	4.087.4.08	Mahnomen CSAH 4.02	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	1851	1362	Bituminous	Composite	Rural	None	950	Present	None	1	0	0	0.000
246	4.087.4.09	Mahnomen CSAH 4.03	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	1617	2134	Bituminous	Composite	Rural	None	950	Present	None	1	0	0	0.000
247	4.087.4.10	Mahnomen CSAH 4.05	End 30MPH Zone	MN 200	1522	1177	Bituminous	Composite	Rural	Chevrons	950	None	None	1	0	1	3.125
248	4.087.4.11	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	849	1246	Bituminous	Composite	Rural	None	570	None	None	1	1	1	3.125
249	4.087.4.12	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	930	767	Bituminous	Composite	Rural	None	570	None	None	1	0	0	0.000
250	4.087.4.13	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	664	1061	Bituminous	Composite	Rural	None	570	None	None	1	0	0	0.000
251	4.087.4.14	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1475	821	Bituminous	Composite	Rural	Chevrons	570	Present	None	1	0	0	0.000
252	4.087.4.15	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	2440	1148	Bituminous	Composite	Rural	Chevrons	570	Present	None	1	0	0	0.000
253	4.087.4.16	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1509	2050	Bituminous	Composite	Rural	None	570	None	None	1	0	0	0.000
254	4.087.4.17	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1174	2337	Bituminous	Composite	Rural	None	570	None	None	1	0	0	0.000
255	4.029.7.01	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1069	894	Bituminous	Gravel/Grass	Rural	None	720	Present	None	2S	0	0	0.000
256	4.029.7.02	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1405	1528	Bituminous	Gravel/Grass	Rural	None	720	None	None	2S	1	2	6.250
257	4.029.7.03	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1888	1607	Bituminous	Gravel/Grass	Rural	None	720	None	None	2S	1	1	3.125
259	4.029.7.04	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	959	920	Bituminous	Gravel/Grass	Rural	None	720	None	None	2S	0	0	0.000
260	4.029.27.01	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	765	1176	Bituminous	Gravel/Grass	Rural	None	801	None	None	2S	0	1	3.125
261	4.029.27.02	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	1279	963	Bituminous	Gravel/Grass	Rural	None	801	None	None	2S	1	1	3.125
262	4.029.7.05	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1798	1872	Bituminous	Gravel/Grass	Rural	None	720	None	None	2S	0	1	3.125
269	4.087.3.01	Mahnomen CSAH 3.01	MN 113	MN 200	736	927	Bituminous	Gravel/Grass	Rural	None	345	None	None	1	0	0	0.000
270	4.087.3.02	Mahnomen CSAH 3.01	MN 113	MN 200	1169	912	Bituminous	Gravel/Grass	Rural	None	345	None	None	1	0	0	0.000
271	4.087.3.03	Mahnomen CSAH 3.01	MN 113	MN 200	867	1209	Bituminous	Gravel/Grass	Rural	Chevrons	345	None	None	1	0	0	0.000
272	4.087.3.04	Mahnomen CSAH 3.01	MN 113	MN 200	777	1081	Bituminous	Gravel/Grass	Rural	Chevrons	345	Present	None	1	0	0	0.000
273	4.087.3.05	Mahnomen CSAH 3.01	MN 113	MN 200	1187	2426	Bituminous	Gravel/Grass	Rural	0	345	None	None	1	0	0	0.000
274	4.087.3.06	Mahnomen CSAH 3.01	MN 113	MN 200	1616	1818	Bituminous	Gravel/Grass	Rural	None	345	None	None	1	0	0	0.000
275	4.087.3.07	Mahnomen CSAH 3.01	MN 113	MN 200	1143	1911	Bituminous	Gravel/Grass	Rural	Chevrons	345	Present	None	1	0	0	0.000
276	4.087.3.08	Mahnomen CSAH 3.01	MN 113	MN 200	929	1839	Bituminous	Gravel/Grass	Rural	Chevrons	345	None	None	1	0	0	0.000
277	4.087.3.09	Mahnomen CSAH 3.01	MN 113	MN 200	576	929	Bituminous	Gravel/Grass	Rural	Chevrons	345	None	None	1	0	0	0.000
278	4.087.3.10	Mahnomen CSAH 3.01	MN 113	MN 200	2350	1222	Bituminous	Gravel/Grass	Rural	Chevrons	345	Present	Present	1	0	0	0.000
279	4.087.3.11	Mahnomen CSAH 3.01	MN 113	MN 200	697	717	Bituminous	Gravel/Grass	Rural	Chevrons	345	None	None	1	0	0	0.000
280	4.087.3.12	Mahnomen CSAH 3.01	MN 113	MN 200	1287	807	Bituminous	Gravel/Grass	Rural	Chevrons	345	Present	Present	1	0	0	0.000
281	4.087.3.13	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1538	2737	Bituminous	Gravel/Grass	Rural	None	265	None	None	2S	0	0	0.000
282	4.087.3.14	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1176	821	Bituminous	Gravel/Grass	Rural	Chevrons	265	Present	None	2S	0	0	0.000
283	4.087.3.15	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	735	1195	Bituminous	Gravel/Grass	Rural	None	265	None	None	2S	0	0	0.000
284	4.087.3.16	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	971	952	Bituminous	Gravel/Grass	Rural	Chevrons	265	None	None	2S	0	0	0.000
285	4.087.3.17	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	521	583	Bituminous	Gravel/Grass	Rural	Chevrons	265	None	None	2S	0	0	0.000
286	4.087.3.18	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1592	854	Bituminous	Gravel/Grass	Rural	Chevrons	265	Present	Present	2S	0	0	0.000
287	4.087.3.19	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	694	1040	Bituminous	Gravel/Grass	Rural	Chevrons	265	None	None	2S	0	0	0.000
288	4.087.3.20	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	368	896	Bituminous	Gravel/Grass	Rural	Chevrons	265	None	None	2S	0	0	0.000
289	4.087.3.21	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1544	839	Bituminous	Gravel/Grass	Rural	None	265	None	Present	2S	0	0	0.000
290	4.087.3.22	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1584	907	Bituminous	Gravel/Grass	Rural	Chevrons	265	Present	Present	2S	0	0	0.000
291	4.087.3.23	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1336	870	Bituminous	Gravel/Grass	Rural	Chevrons	265	Present	None	2S	0	0	0.000

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Total Curve Crashes	32
Total Severe Curve Crashes	12
Total Length	240553.02

Count	Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Urban/Rural	Chevrons	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total Severe Crashes	Total Crashes	Percent Curve Crashes
292	4.087.3.24	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1302	1792	Bituminous	Gravel/Grass	Rural	None	265	Present	None	2S	0	0	0.000
293	4.087.6.01	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1167	2584	Bituminous	Composite	Rural	None	445	None	None	1	0	0	0.000
294	4.087.6.02	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1297	1442	Bituminous	Composite	Rural	None	445	None	None	1	0	0	0.000
295	4.087.6.03	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	999	1449	Bituminous	Composite	Rural	None	445	None	None	1	0	0	0.000
296	4.087.6.04	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	914	2126	Bituminous	Composite	Rural	None	445	None	None	1	0	0	0.000
297	4.087.6.05	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	839	1536	Bituminous	Composite	Rural	0	445	None	None	1	0	0	0.000
298	4.087.6.06	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	863	918	Bituminous	Composite	Rural	None	445	None	None	1	0	0	0.000
299	4.087.6.07	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1644	1946	Bituminous	Composite	Rural	None	445	Present	None	1	0	0	0.000
300	4.087.6.08	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1910	2142	Bituminous	Composite	Rural	None	445	Present	None	1	0	0	0.000
301	4.087.6.09	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1315	1743	Bituminous	Composite	Rural	None	445	None	None	1	0	0	0.000
309	4.029.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1263	808	Bituminous	Gravel/Grass	Rural	None	130	Present	None	2S	0	0	0.000
310	4.087.2.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1311	840	Bituminous	Gravel/Grass	Rural	None	130	Present	None	2S	0	0	0.000
311	4.087.2.03	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1272	825	Bituminous	Gravel/Grass	Rural	None	130	None	None	2S	0	0	0.000
312	4.087.2.02	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1188	793	Bituminous	Gravel/Grass	Rural	None	130	None	None	2S	0	0	0.000
313	4.087.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1327	804	Bituminous	Gravel/Grass	Rural	None	130	Present	None	2S	0	0	0.000
314	4.029.36.03	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1429	2312	Bituminous	Gravel/Grass	Rural	None	170	None	None	2S	0	0	0.000
315	4.029.36.04	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	2403	3431	Bituminous	Gravel/Grass	Rural	None	170	None	None	2S	0	0	0.000
316	4.029.36.02	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1460	946	Bituminous	Gravel/Grass	Rural	Chevrons	170	None	None	2S	0	1	3.125
317	4.029.36.01	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1343	835	Bituminous	Gravel/Grass	Rural	Chevrons	170	Present	Present	2S	0	0	0.000
318	4.029.30.01	Clearwater CSAH 30.01	MN 92	White Earth Northern Boundary	1917	1163	Bituminous	Gravel/Grass	Rural	0	353	Present	Present	2S	0	0	0.000
319	4.029.28.04	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	1752	1146	Bituminous	Composite	Rural	0	430	Present	Present	1	2	2	6.250
320	4.029.28.03	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	353	304	Bituminous	Composite	Rural	0	430	None	None	1	0	0	0.000
321	4.029.28.01	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	652	803	Bituminous	Composite	Rural	0	430	None	None	1	0	0	0.000
322	4.029.28.02	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	725	776	Bituminous	Composite	Rural	0	430	None	None	1	0	0	0.000
330	4.087.1.09	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	1248	1563	Bituminous	Gravel/Grass	Rural	0	165	None	None	2S	0	0	0.000
331	4.087.1.08	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	516	613	Bituminous	Gravel/Grass	Rural	0	165	None	None	2S	0	0	0.000
332	4.087.1.07	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	882	1085	Bituminous	Gravel/Grass	Rural	0	165	None	None	2S	0	0	0.000
333	4.087.1.06	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	638	1379	Bituminous	Gravel/Grass	Rural	0	165	None	None	2S	0	0	0.000
334	4.087.1.05	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	704	1304	Bituminous	Gravel/Grass	Rural	None	165	None	None	2S	0	0	0.000
335	4.087.1.04	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	254	535	Bituminous	Gravel/Grass	Rural	None	165	None	None	2S	0	0	0.000
336	4.087.1.03	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	577	1004	Bituminous	Gravel/Grass	Rural	None	165	Present	None	2S	0	0	0.000
337	4.087.1.02	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	436	1360	Bituminous	Gravel/Grass	Rural	None	165	None	None	2S	0	0	0.000
338	4.087.1.01	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	1074	5031	Bituminous	Gravel/Grass	Rural	None	165	None	None	2S	0	0	0.000
343	4.087.10.01	Mahnomen CSAH 10.04	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	1764	1067	Bituminous	Composite	Rural	Chevrons	1150	Present	Present	1	0	0	0.000
347	7.087.141.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	279	188	Bituminous	Gravel/Grass	Rural	0	130	Present	None	2S	0	0	0.000
394	7.087.139.01	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1199	1318	Bituminous	Gravel/Grass	Rural	0	165	None	None	3	0	0	0.000
395	7.087.139.02	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1931	907	Bituminous	Gravel/Grass	Rural	0	165	None	None	3	0	0	0.000
396	7.087.139.03	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1283	1389	Bituminous	Gravel/Grass	Rural	0	165	Present	None	3	0	0	0.000
397	7.087.139.04	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	660	1134	Bituminous	Gravel/Grass	Rural	0	165	Present	None	3	0	0	0.000
398	7.087.139.05	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	985	778	Bituminous	Gravel/Grass	Rural	0	165	Present	None	3	0	0	0.000
399	7.087.139.06	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	577	781	Bituminous	Gravel/Grass	Rural	0	165	Present	None	3	0	0	0.000
400	7.087.139.07	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	261	288	Bituminous	Gravel/Grass	Rural	0	165	None	None	3	0	0	0.000
401	7.087.139.08	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	349	422	Bituminous	Gravel/Grass	Rural	0	165	None	None	3	0	0	0.000
402	7.087.139.09	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	583	358	Bituminous	Gravel/Grass	Rural	0	165	None	None	3	0	0	0.000

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 7, 2023

Total Curve Crashes	32
Total Severe Curve Crashes	12
Total Length	240553.02

Count	Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Urban/Rural	Chevrons	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total Severe Crashes	Total Crashes	Percent Curve Crashes

Curve Radius

Min 500

Max 1,400

Shoulder Type

Gravel/Grass

ADT

Min 200

Max 800

Adjacent Intersection

Present

Visual Trap

Present

Edge Risk

3

2S

2C

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Edge Risk	Critical Radius	Shoulder Type	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total	Priority (black) or Proximity (red)?
4.087.5.01	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	1939	1124	Bituminous	Gravel/Grass	1	✓	✓	✓	✓			✓✓✓✓	✓
4.087.5.02	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	1644	1088	Bituminous	Gravel/Grass	1	✓	✓	✓	✓	✓		✓✓✓✓✓	✓
4.087.5.03	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	1146	820	Bituminous	Gravel/Grass	1	✓	✓	✓	✓	✓		✓✓✓✓✓	✓
4.087.5.04	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	1404	943	Bituminous	Gravel/Grass	1	✓	✓	✓	✓			✓✓✓✓	✓
4.087.5.05	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	970	855	Bituminous	Gravel/Grass	1	✓	✓	✓		✓		✓✓✓✓	✓
4.087.5.06	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	379	464	Bituminous	Gravel/Grass	1		✓	✓				✓✓	
4.087.5.07	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	442	794	Bituminous	Composite	1	✓						✓	
4.087.5.08	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	578	720	Bituminous	Composite	1	✓						✓	
4.087.5.09	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	376	413	Bituminous	Composite	1				✓			✓	
4.005.34.01	Becker CSAH 34.05	Start 30MPH Zone Ogema	TH 59	687	521	Bituminous	Composite	1	✓			✓			✓✓	
4.005.34.02	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	785	1368	Bituminous	Composite	2C	✓					✓	✓✓	
4.005.34.03	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	826	1554	Bituminous	Composite	2C						✓	✓	
4.005.34.04	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	781	1964	Bituminous	Composite	2C						✓	✓	
4.005.34.05	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	1144	736	Bituminous	Composite	2C	✓			✓		✓	✓✓✓	✓
4.005.34.06	Becker CSAH 34.03	CR 158	CSAH 21	807	465	Bituminous	Composite	1				✓			✓	
4.005.34.07	Becker CSAH 34.03	CR 158	CSAH 21	881	1469	Bituminous	Composite	1								
4.005.34.08	Becker CSAH 34.03	CR 158	CSAH 21	1004	2191	Bituminous	Composite	1				✓			✓	
4.005.34.09	Becker CSAH 34.03	CR 158	CSAH 21	1103	853	Bituminous	Composite	1	✓						✓	
4.005.34.10	Becker CSAH 34.03	CR 158	CSAH 21	1385	2081	Bituminous	Composite	1								
4.005.34.11	Becker CSAH 34.03	CR 158	CSAH 21	1215	1022	Bituminous	Composite	1	✓			✓			✓✓	
4.005.34.12	Becker CSAH 34.03	CR 158	CSAH 21	3562	10186	Bituminous	Composite	1								
4.005.34.13	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1339	849	Bituminous	Gravel/Grass	3	✓	✓		✓	✓	✓	✓✓✓✓✓	✓
4.005.34.14	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1207	834	Bituminous	Gravel/Grass	3	✓	✓		✓	✓	✓	✓✓✓✓✓	✓
4.005.34.15	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1830	1011	Bituminous	Gravel/Grass	3	✓	✓		✓	✓	✓	✓✓✓✓✓	✓
4.005.34.16	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1088	1888	Bituminous	Gravel/Grass	3		✓				✓	✓✓	
4.005.34.17	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1136	903	Bituminous	Gravel/Grass	3	✓	✓				✓	✓✓✓	✓
4.005.34.18	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1074	2277	Bituminous	Gravel/Grass	3		✓		✓		✓	✓✓✓	✓
4.005.34.19	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1098	1829	Bituminous	Gravel/Grass	3		✓				✓	✓✓	
4.005.34.20	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1076	922	Bituminous	Gravel/Grass	3	✓	✓				✓	✓✓✓	✓
4.005.34.21	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1662	1531	Bituminous	Gravel/Grass	3		✓				✓	✓✓	
4.005.34.22	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	1228	715	Bituminous	Gravel/Grass	3	✓	✓				✓	✓✓✓	✓
4.005.143.16	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1631	1010	Bituminous	Gravel/Grass	2C	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.005.143.15	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1117	715	Bituminous	Gravel/Grass	2C	✓	✓	✓	✓	✓	✓	✓✓✓✓✓	✓
4.005.143.14	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1411	1689	Bituminous	Gravel/Grass	2C		✓	✓			✓	✓✓✓	✓
4.005.143.13	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	753	989	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.12	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1246	1063	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.11	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1284	1648	Bituminous	Gravel/Grass	2C		✓	✓			✓	✓✓✓	✓
4.005.143.10	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1014	867	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.09	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	820	1221	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.08	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	696	870	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.07	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	547	1073	Bituminous	Gravel/Grass	2C	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.005.143.06	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	545	1066	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.05	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	1286	3115	Bituminous	Gravel/Grass	2C		✓	✓			✓	✓✓✓	✓
4.005.143.04	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	438	651	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.03	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	991	1348	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.02	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	864	820	Bituminous	Gravel/Grass	2C	✓	✓	✓			✓	✓✓✓✓	✓
4.005.143.01	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	913	711	Bituminous	Gravel/Grass	2C	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.005.35.12	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	1210	969	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.005.35.11	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	1040	784	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.10	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	760	776	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.09	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	379	1189	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.08	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	479	1316	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.07	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	680	1580	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.005.35.06	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	977	1088	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.05	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	574	1131	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.04	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	736	1263	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.03	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	569	953	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.02	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	495	701	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.01	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	705	741	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.37.01	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1104	1184	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Edge Risk	Critical Radius	Shoulder Type	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total	Priority (black) or Proximity (red)?
4.005.37.02	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1951	1776	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.005.37.03	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1662	1496	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.005.37.04	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	1390	1002	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓	✓	✓	✓✓✓✓✓✓	✓
4.005.37.05	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1004	1350	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.37.06	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	910	1139	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.37.07	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1138	1251	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.37.08	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1843	1713	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.005.37.09	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1199	1000	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.37.10	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1188	2508	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.005.37.11	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1519	2536	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.005.37.12	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1021	1291	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.37.13	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	751	812	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.37.14	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	646	1091	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.37.15	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1243	3118	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.005.37.16	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	1467	5984	Bituminous	Gravel/Grass	2S		✓	✓	✓		✓	✓✓✓✓	✓
4.029.39.01	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	866	1651	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.02	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1107	1773	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.03	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	931	2118	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.04	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1925	1824	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.05	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1742	4114	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.06	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1218	1434	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.07	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	1671	1936	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.08	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	750	1456	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.09	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	825	1726	Bituminous	Composite	2S			✓			✓	✓✓	
4.029.39.10	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	415	1091	Bituminous	Composite	2S	✓		✓			✓	✓✓✓	✓
4.029.39.11	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	807	1409	Bituminous	Composite	2S			✓	✓	✓	✓	✓✓✓✓	✓
4.005.21.01	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	1151	877	Bituminous	Gravel/Grass	2S	✓	✓		✓	✓	✓	✓✓✓✓✓	✓
4.005.21.02	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	1218	814	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.005.21.03	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	378	536	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
4.005.21.04	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	486	1630	Bituminous	Composite	1				✓			✓	
4.005.21.05	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	528	1048	Bituminous	Composite	1	✓			✓			✓✓	
4.005.21.06	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	646	561	Bituminous	Composite	1	✓			✓			✓✓	
4.005.21.07	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	679	1569	Bituminous	Composite	1								
4.005.21.08	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	623	1320	Bituminous	Composite	1	✓						✓	
4.005.21.09	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	543	1097	Bituminous	Composite	1	✓			✓			✓✓	
4.005.21.10	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	1231	746	Bituminous	Composite	1	✓						✓	
4.005.21.11	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	1074	746	Bituminous	Composite	1	✓						✓	
4.005.21.12	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	658	4067	Bituminous	Composite	1								
4.005.21.13	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	571	795	Bituminous	Composite	1	✓						✓	
4.087.13.02	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	645	811	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.087.13.03	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	954	728	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.005.44.01	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	1835	1109	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.005.44.02	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	1978	2903	Bituminous	Gravel/Grass	2S		✓	✓	✓		✓	✓✓✓✓	✓
4.005.44.03	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	1614	2820	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.005.35.13	Becker CSAH 35.02	CSAH 143 Becker	MN 113	874	828	Bituminous	Gravel/Grass	3	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.005.35.14	Becker CSAH 35.02	CSAH 143 Becker	MN 113	2478	2195	Bituminous	Gravel/Grass	3		✓	✓			✓	✓✓✓	✓
4.005.35.15	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1294	1033	Bituminous	Gravel/Grass	3	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.005.35.16	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1911	1375	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.17	Becker CSAH 35.02	CSAH 143 Becker	MN 113	559	913	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.18	Becker CSAH 35.02	CSAH 143 Becker	MN 113	447	1355	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.19	Becker CSAH 35.02	CSAH 143 Becker	MN 113	688	1074	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.20	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1183	1485	Bituminous	Gravel/Grass	3		✓	✓			✓	✓✓✓	✓
4.005.35.21	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1283	2682	Bituminous	Gravel/Grass	3		✓	✓			✓	✓✓✓	✓
4.005.35.22	Becker CSAH 35.02	CSAH 143 Becker	MN 113	665	450	Bituminous	Gravel/Grass	3		✓	✓			✓	✓✓✓	✓
4.005.35.23	Becker CSAH 35.02	CSAH 143 Becker	MN 113	791	877	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.24	Becker CSAH 35.02	CSAH 143 Becker	MN 113	972	862	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.25	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1315	925	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.26	Becker CSAH 35.02	CSAH 143 Becker	MN 113	945	1614	Bituminous	Gravel/Grass	3		✓	✓			✓	✓✓✓	✓

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Edge Risk	Critical Radius	Shoulder Type	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total	Priority (black) or Proximity (red)?
4.005.35.27	Becker CSAH 35.02	CSAH 143 Becker	MN 113	532	986	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.28	Becker CSAH 35.02	CSAH 143 Becker	MN 113	977	857	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.29	Becker CSAH 35.02	CSAH 143 Becker	MN 113	973	826	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.30	Becker CSAH 35.02	CSAH 143 Becker	MN 113	824	483	Bituminous	Gravel/Grass	3		✓	✓			✓	✓✓✓	✓
4.005.35.31	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1074	514	Bituminous	Gravel/Grass	3	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.005.35.32	Becker CSAH 35.02	CSAH 143 Becker	MN 113	568	779	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.33	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1851	1878	Bituminous	Gravel/Grass	3		✓	✓			✓	✓✓✓	✓
4.005.35.34	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1024	1631	Bituminous	Gravel/Grass	3		✓	✓			✓	✓✓✓	✓
4.005.35.35	Becker CSAH 35.02	CSAH 143 Becker	MN 113	876	542	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.36	Becker CSAH 35.02	CSAH 143 Becker	MN 113	588	544	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.005.35.37	Becker CSAH 35.02	CSAH 143 Becker	MN 113	1030	1134	Bituminous	Gravel/Grass	3	✓	✓	✓			✓	✓✓✓✓	✓
4.087.4.01	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1360	1154	Bituminous	Gravel/Grass	1	✓	✓					✓✓	✓
4.087.4.02	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1991	1408	Bituminous	Gravel/Grass	1		✓					✓	
4.087.4.03	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1541	1191	Bituminous	Gravel/Grass	1	✓	✓		✓			✓✓✓	✓
4.087.4.04	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1261	1743	Bituminous	Gravel/Grass	1		✓					✓	
4.087.4.05	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	981	1927	Bituminous	Gravel/Grass	1		✓					✓	
4.087.4.06	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1246	4027	Bituminous	Gravel/Grass	1		✓		✓			✓✓	
4.087.4.07	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	1954	1180	Bituminous	Gravel/Grass	1	✓	✓		✓			✓✓✓	✓
4.087.4.08	Mahnomen CSAH 4.02	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	1851	1362	Bituminous	Composite	1	✓			✓			✓✓	
4.087.4.09	Mahnomen CSAH 4.03	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	1617	2134	Bituminous	Composite	1				✓			✓	
4.087.4.10	Mahnomen CSAH 4.05	End 30MPH Zone	MN 200	1522	1177	Bituminous	Composite	1	✓						✓	
4.087.4.11	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	849	1246	Bituminous	Composite	1	✓		✓				✓✓	
4.087.4.12	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	930	767	Bituminous	Composite	1	✓		✓				✓✓	
4.087.4.13	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	664	1061	Bituminous	Composite	1	✓		✓				✓✓	
4.087.4.14	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1475	821	Bituminous	Composite	1	✓		✓	✓			✓✓✓	✓
4.087.4.15	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	2440	1148	Bituminous	Composite	1	✓		✓	✓			✓✓✓	✓
4.087.4.16	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1509	2050	Bituminous	Composite	1			✓				✓	
4.087.4.17	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	1174	2337	Bituminous	Composite	1			✓				✓	
4.029.7.01	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1069	894	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.029.7.02	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1405	1528	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.029.7.03	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1888	1607	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.029.7.04	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	959	920	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.029.27.01	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	765	1176	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.029.27.02	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	1279	963	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.029.7.05	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	1798	1872	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.087.3.01	Mahnomen CSAH 3.01	MN 113	MN 200	736	927	Bituminous	Gravel/Grass	1	✓	✓	✓				✓✓✓	✓
4.087.3.02	Mahnomen CSAH 3.01	MN 113	MN 200	1169	912	Bituminous	Gravel/Grass	1	✓	✓	✓				✓✓✓	✓
4.087.3.03	Mahnomen CSAH 3.01	MN 113	MN 200	867	1209	Bituminous	Gravel/Grass	1	✓	✓	✓				✓✓✓	✓
4.087.3.04	Mahnomen CSAH 3.01	MN 113	MN 200	777	1081	Bituminous	Gravel/Grass	1	✓	✓	✓	✓			✓✓✓✓	✓
4.087.3.05	Mahnomen CSAH 3.01	MN 113	MN 200	1187	2426	Bituminous	Gravel/Grass	1		✓	✓				✓✓	
4.087.3.06	Mahnomen CSAH 3.01	MN 113	MN 200	1616	1818	Bituminous	Gravel/Grass	1		✓	✓				✓✓	
4.087.3.07	Mahnomen CSAH 3.01	MN 113	MN 200	1143	1911	Bituminous	Gravel/Grass	1		✓	✓	✓			✓✓✓	✓
4.087.3.08	Mahnomen CSAH 3.01	MN 113	MN 200	929	1839	Bituminous	Gravel/Grass	1		✓	✓				✓✓	
4.087.3.09	Mahnomen CSAH 3.01	MN 113	MN 200	576	929	Bituminous	Gravel/Grass	1	✓	✓	✓				✓✓✓	✓
4.087.3.10	Mahnomen CSAH 3.01	MN 113	MN 200	2350	1222	Bituminous	Gravel/Grass	1	✓	✓	✓	✓	✓		✓✓✓✓✓	✓
4.087.3.11	Mahnomen CSAH 3.01	MN 113	MN 200	697	717	Bituminous	Gravel/Grass	1	✓	✓	✓				✓✓✓	✓
4.087.3.12	Mahnomen CSAH 3.01	MN 113	MN 200	1287	807	Bituminous	Gravel/Grass	1	✓	✓	✓	✓	✓		✓✓✓✓✓	✓
4.087.3.13	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1538	2737	Bituminous	Gravel/Grass	2S		✓	✓			✓	✓✓✓	✓
4.087.3.14	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1176	821	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓		✓	✓✓✓✓✓	✓
4.087.3.15	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	735	1195	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.087.3.16	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	971	952	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.087.3.17	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	521	583	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.087.3.18	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1592	854	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓	✓	✓	✓✓✓✓✓✓	✓
4.087.3.19	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	694	1040	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.087.3.20	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	368	896	Bituminous	Gravel/Grass	2S	✓	✓	✓			✓	✓✓✓✓	✓
4.087.3.21	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1544	839	Bituminous	Gravel/Grass	2S	✓	✓	✓		✓	✓	✓✓✓✓✓	✓
4.087.3.22	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1584	907	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓	✓	✓	✓✓✓✓✓✓	✓
4.087.3.23	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1336	870	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓		✓	✓✓✓✓✓	✓

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Edge Risk	Critical Radius	Shoulder Type	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total	Priority (black) or Proximity (red)?
4.087.3.24	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	1302	1792	Bituminous	Gravel/Grass	2S		✓	✓	✓		✓	✓✓✓✓	✓
4.087.6.01	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1167	2584	Bituminous	Composite	1			✓				✓	
4.087.6.02	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1297	1442	Bituminous	Composite	1			✓				✓	
4.087.6.03	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	999	1449	Bituminous	Composite	1			✓				✓	
4.087.6.04	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	914	2126	Bituminous	Composite	1			✓				✓	
4.087.6.05	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	839	1536	Bituminous	Composite	1			✓				✓	
4.087.6.06	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	863	918	Bituminous	Composite	1	✓		✓				✓✓	
4.087.6.07	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1644	1946	Bituminous	Composite	1			✓	✓			✓✓	
4.087.6.08	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1910	2142	Bituminous	Composite	1			✓	✓			✓✓	
4.087.6.09	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	1315	1743	Bituminous	Composite	1			✓				✓	
4.029.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1263	808	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
4.087.2.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1311	840	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
4.087.2.03	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1272	825	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.087.2.02	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1188	793	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.087.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	1327	804	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
4.029.36.03	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1429	2312	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
4.029.36.04	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	2403	3431	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
4.029.36.02	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1460	946	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.029.36.01	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	1343	835	Bituminous	Gravel/Grass	2S	✓	✓		✓	✓	✓	✓✓✓✓✓	✓
4.029.30.01	Clearwater CSAH 30.01	MN 92	White Earth Northern Boundary	1917	1163	Bituminous	Gravel/Grass	2S	✓	✓	✓	✓	✓	✓	✓✓✓✓✓✓	✓
4.029.28.04	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	1752	1146	Bituminous	Composite	1	✓		✓	✓	✓		✓✓✓✓	✓
4.029.28.03	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	353	304	Bituminous	Composite	1			✓				✓	
4.029.28.01	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	652	803	Bituminous	Composite	1	✓		✓				✓✓	
4.029.28.02	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	725	776	Bituminous	Composite	1	✓		✓				✓✓	
4.087.1.09	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	1248	1563	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
4.087.1.08	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	516	613	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.087.1.07	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	882	1085	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.087.1.06	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	638	1379	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.087.1.05	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	704	1304	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.087.1.04	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	254	535	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.087.1.03	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	577	1004	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
4.087.1.02	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	436	1360	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
4.087.1.01	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	1074	5031	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
4.087.10.01	Mahnomen CSAH 10.04	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	1764	1067	Bituminous	Composite	1	✓			✓	✓		✓✓✓	✓
7.087.141.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	279	188	Bituminous	Gravel/Grass	2S		✓		✓		✓	✓✓✓	✓
7.087.139.01	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1199	1318	Bituminous	Gravel/Grass	3	✓	✓				✓	✓✓✓	✓
7.087.139.02	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1931	907	Bituminous	Gravel/Grass	3	✓	✓				✓	✓✓✓	✓
7.087.139.03	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	1283	1389	Bituminous	Gravel/Grass	3	✓	✓		✓		✓	✓✓✓✓	✓
7.087.139.04	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	660	1134	Bituminous	Gravel/Grass	3	✓	✓		✓		✓	✓✓✓✓	✓
7.087.139.05	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	985	778	Bituminous	Gravel/Grass	3	✓	✓		✓		✓	✓✓✓✓	✓
7.087.139.06	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	577	781	Bituminous	Gravel/Grass	3	✓	✓		✓		✓	✓✓✓✓	✓
7.087.139.07	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	261	288	Bituminous	Gravel/Grass	3		✓				✓	✓✓	
7.087.139.08	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	349	422	Bituminous	Gravel/Grass	3		✓				✓	✓✓	
7.087.139.09	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	583	358	Bituminous	Gravel/Grass	3		✓				✓	✓✓	

White Earth Nation Tribal Transportation Safety Plan
Rural Curve Prioritization
December 7, 2023

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Edge Risk	Critical Radius	Shoulder Type	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total	Priority (black) or Proximity (red)?
				45.56					140	160	141	65	19	150		

Check Marks			#		%
Critical Radius	If curve has a radius in the range most at risk (500 < Radius < 1400)	✓✓✓✓✓✓	5		2.3%
Shoulder Type	if shoulder is gravel/grass	✓✓✓✓✓	21		9.5%
AADT	if curve has an AADT greater than 200 and less than 800	✓✓✓✓	67		30.5%
Intersection within a curve	if intersection is located on curve	✓✓✓	55		25.0%
Visual Trap	if curve has a visual trap	✓✓	40		18.2%
Edge Risk	if edge risk is 3	✓	27		12.3%
			5		2.3%
		Total	220		100.0%

White Earth Nation Tribal Transportation Safety Plan
Rural Curve Projects
12/7/2023

			Unit cost		$ 100,000.00 per mile		$ 2,500.00 per curve		$ 54,000.00 per mile		$ 5,850.00 per mile		$ 2,000.00 per curve		
					Clear Zone Enhancements		Install/Upgrade Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		
Curve ID	Segment ID	From (Segment)	To (Segment)	Priority Ranking	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Total Cost
4.087.5.01	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 19,835.22	✓	$ 2,148.82	✓	$ 2,000.00	$ 26,484.04
4.087.5.02	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	✓✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 16,817.17	✓	$ 1,821.86	✓	$ 2,000.00	$ 23,139.03
4.087.5.03	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	✓✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 11,719.13	✓	$ 1,269.57	✓	$ 2,000.00	$ 17,488.71
4.087.5.04	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 14,359.38	✓	$ 1,555.60	✓	$ 2,000.00	$ 20,414.98
4.087.5.05	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 9,924.44	✓	$ 1,075.15	✓	$ 2,000.00	$ 15,499.59
4.087.5.06	Mahnomen CSAH 5.01	White Earth Western Boundary	Start 30MPH Zone Mahnomen	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.087.5.07	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	✓		$ -	✓	$ 2,500.00		$ -	✓	$ 489.73	✓	$ 2,000.00	$ 4,989.73
4.087.5.08	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	✓		$ -	✓	$ 2,500.00		$ -	✓	$ 640.42	✓	$ 2,000.00	$ 5,140.42
4.087.5.09	Mahnomen CSAH 5.02	Start 30MPH Zone Mahnomen	CSAH 10 Mahnomen	✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.01	Becker CSAH 34.05	Start 30MPH Zone Ogema	TH 59	✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 761.69	✓	$ 2,000.00	$ 5,261.69
4.005.34.02	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 869.49	✓	$ 2,000.00	$ 5,369.49
4.005.34.03	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.04	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.05	Becker CSAH 34.04	CSAH 21	Start 30MPH Zone Ogema	✓✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 1,267.12	✓	$ 2,000.00	$ 5,767.12
4.005.34.06	Becker CSAH 34.03	CR 158	CSAH 21	✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.07	Becker CSAH 34.03	CR 158	CSAH 21			$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.08	Becker CSAH 34.03	CR 158	CSAH 21	✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.09	Becker CSAH 34.03	CR 158	CSAH 21	✓		$ -	✓	$ 2,500.00		$ -	✓	$ 1,222.38	✓	$ 2,000.00	$ 5,722.38
4.005.34.10	Becker CSAH 34.03	CR 158	CSAH 21			$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.11	Becker CSAH 34.03	CR 158	CSAH 21	✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 1,346.64	✓	$ 2,000.00	$ 5,846.64
4.005.34.12	Becker CSAH 34.03	CR 158	CSAH 21			$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.13	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓✓✓✓	✓	$ 25,366.88	✓	$ 2,500.00	✓	$ 13,698.11	✓	$ 1,483.96	✓	$ 2,000.00	$ 19,682.08
4.005.34.14	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓✓✓✓	✓	$ 22,861.90	✓	$ 2,500.00	✓	$ 12,345.43	✓	$ 1,337.42	✓	$ 2,000.00	$ 18,182.85
4.005.34.15	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓✓✓✓	✓	$ 34,656.14	✓	$ 2,500.00	✓	$ 18,714.32	✓	$ 2,027.38	✓	$ 2,000.00	$ 25,241.70
4.005.34.16	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.17	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓✓	✓	$ 21,509.79	✓	$ 2,500.00	✓	$ 11,615.29	✓	$ 1,258.32	✓	$ 2,000.00	$ 17,373.61
4.005.34.18	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓✓	✓	$ 20,331.61		$ -		$ -	✓	$ 1,189.40	✓	$ 2,000.00	$ 3,189.40
4.005.34.19	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.20	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓✓	✓	$ 20,383.64	✓	$ 2,500.00	✓	$ 11,007.16	✓	$ 1,192.44	✓	$ 2,000.00	$ 16,699.61
4.005.34.21	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.34.22	Becker CSAH 34.01	White Earth Southern Boundary	CSAH 143 Becker	✓✓✓	✓	$ 23,252.17	✓	$ 2,500.00	✓	$ 12,556.17	✓	$ 1,360.25	✓	$ 2,000.00	$ 18,416.42
4.005.143.16	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 16,682.52	✓	$ 1,807.27	✓	$ 2,000.00	$ 22,989.79
4.005.143.15	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 11,420.12	✓	$ 1,237.18	✓	$ 2,000.00	$ 17,157.30
4.005.143.14	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓		$ -		$ -	✓	$ 14,435.12	✓	$ 1,563.80	✓	$ 2,000.00	$ 17,998.93
4.005.143.13	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,699.40	✓	$ 834.10	✓	$ 2,000.00	$ 13,033.50
4.005.143.12	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 12,745.01	✓	$ 1,380.71	✓	$ 2,000.00	$ 18,625.72
4.005.143.11	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓		$ -		$ -	✓	$ 13,129.38	✓	$ 1,422.35	✓	$ 2,000.00	$ 16,551.73
4.005.143.10	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 10,372.59	✓	$ 1,123.70	✓	$ 2,000.00	$ 15,996.29
4.005.143.09	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 8,383.29	✓	$ 908.19	✓	$ 2,000.00	$ 13,791.48
4.005.143.08	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,123.22	✓	$ 771.68	✓	$ 2,000.00	$ 12,394.90
4.005.143.07	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,594.12	✓	$ 606.03	✓	$ 2,000.00	$ 10,700.15
4.005.143.06	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,571.18	✓	$ 603.54	✓	$ 2,000.00	$ 10,674.73
4.005.143.05	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.143.04	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,480.20	✓	$ 485.36	✓	$ 2,000.00	$ 9,465.56
4.005.143.03	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 10,130.55	✓	$ 1,097.48	✓	$ 2,000.00	$ 15,728.03
4.005.143.02	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 9,338.16	✓	$ 957.61	✓	$ 2,000.00	$ 14,795.77
4.005.143.01	Becker CSAH 143.01	CSAH 34 Becker	CSAH 35 Becker	✓✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 12,373.13	✓	$ 1,011.63	✓	$ 2,000.00	$ 17,884.77
4.005.35.12	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 10,638.54	✓	$ 1,340.42	✓	$ 2,000.00	$ 16,478.96
4.005.35.11	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,776.83	✓	$ 1,152.51	✓	$ 2,000.00	$ 13,429.34
4.005.35.10	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 3,874.97	✓	$ 842.49	✓	$ 2,000.00	$ 9,217.46
4.005.35.09	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,952.86	✓	$ 419.79	✓	$ 2,000.00	$ 11,872.64
4.005.35.08	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 9,991.79	✓	$ 530.90	✓	$ 2,000.00	$ 15,022.69
4.005.35.07	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓		$ -		$ -	✓	$ 5,866.06	✓	$ 753.23	✓	$ 2,000.00	$ 8,619.28
4.005.35.06	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,524.65	✓	$ 1,082.44	✓	$ 2,000.00	$ 13,107.10
4.005.35.05	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,817.65	✓	$ 635.49	✓	$ 2,000.00	$ 10,953.14
4.005.35.04	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,058.93	✓	$ 815.17	✓	$ 2,000.00	$ 10,374.10
4.005.35.03	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,207.18	✓	$ 630.25	✓	$ 2,000.00	$ 12,337.43
4.005.35.02	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 11,288.69	✓	$ 548.05	✓	$ 2,000.00	$ 16,336.74
4.005.35.01	Becker CSAH 35.01	CSAH 37 Becker	CSAH 143 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 19,951.20	✓	$ 780.78	✓	$ 2,000.00	$ 25,231.97
4.005.37.01	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 16,995.85	✓	$ 1,222.94	✓	$ 2,000.00	$ 22,718.79

			Unit cost		$ 100,000.00 per mile		$ 2,500.00 per curve		$ 54,000.00 per mile		$ 5,850.00 per mile		$ 2,000.00 per curve		
					Clear Zone Enhancements		Install/Upgrade Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		
Curve ID	Segment ID	From (Segment)	To (Segment)	Priority Ranking	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Total Cost
4.005.37.02	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	✓✓✓		$ -		$ -	✓	$ 14,219.16	✓	$ 2,161.38	✓	$ 2,000.00	$ 18,380.54
4.005.37.03	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	✓✓✓		$ -		$ -	✓	$ 10,266.26	✓	$ 1,841.22	✓	$ 2,000.00	$ 14,107.47
4.005.37.04	Becker CSAH 37.01	White Earth Southern Boundary	CSAH 58 Becker	✓✓✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 9,310.07	✓	$ 1,540.41	✓	$ 2,000.00	$ 15,350.48
4.005.37.05	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 11,642.37	✓	$ 1,112.18	✓	$ 2,000.00	$ 17,254.55
4.005.37.06	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 18,846.79	✓	$ 1,008.59	✓	$ 2,000.00	$ 24,355.38
4.005.37.07	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 12,258.81	✓	$ 1,261.26	✓	$ 2,000.00	$ 18,020.07
4.005.37.08	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓		$ -		$ -	✓	$ 12,148.18	✓	$ 2,041.74	✓	$ 2,000.00	$ 16,189.92
4.005.37.09	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 15,538.62	✓	$ 1,328.04	✓	$ 2,000.00	$ 21,366.65
4.005.37.10	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓		$ -		$ -		$ -	✓	$ 1,316.05	✓	$ 2,000.00	$ 3,316.05
4.005.37.11	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓		$ -		$ -		$ -	✓	$ 1,683.35	✓	$ 2,000.00	$ 3,683.35
4.005.37.12	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,609.87	✓	$ 1,131.48	✓	$ 2,000.00	$ 12,241.35
4.005.37.13	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 12,709.56	✓	$ 831.81	✓	$ 2,000.00	$ 18,041.37
4.005.37.14	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 15,000.14	✓	$ 716.07	✓	$ 2,000.00	$ 20,216.21
4.005.37.15	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.005.37.16	Becker CSAH 37.02	CSAH 58 Becker	Becker/Clearwater County Line	✓✓✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.01	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.02	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.03	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.04	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.05	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.06	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.07	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.08	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
4.029.39.09	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓		$ -						$ -		$ -	$ -
4.029.39.10	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓✓		$ -	✓				✓	$ 459.53	✓	$ 2,000.00	$ 2,459.53
4.029.39.11	Clearwater CSAH 39.01	Becker/Clearwater County Line	MN 200	✓✓✓✓		$ -					✓	$ 894.35	✓	$ 2,000.00	$ 2,894.35
4.005.21.01	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	✓✓✓✓✓		$ -	✓		✓		✓	$ 1,275.68	✓	$ 2,000.00	$ 3,275.68
4.005.21.02	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	✓✓✓		$ -	✓		✓		✓	$ 1,349.33	✓	$ 2,000.00	$ 3,349.33
4.005.21.03	Becker CSAH 21.01	White Earth Southern Boundary	CSAH 34 Becker	✓✓✓✓		$ -	✓		✓		✓	$ 419.21	✓	$ 2,000.00	$ 2,419.21
4.005.21.04	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	✓		$ -						$ -		$ -	$ -
4.005.21.05	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	✓✓		$ -	✓				✓	$ 584.72	✓	$ 2,000.00	$ 2,584.72
4.005.21.06	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	✓✓		$ -	✓				✓	$ 716.22	✓	$ 2,000.00	$ 2,716.22
4.005.21.07	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line			$ -						$ -		$ -	$ -
4.005.21.08	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	✓		$ -	✓				✓	$ 690.69	✓	$ 2,000.00	$ 2,690.69
4.005.21.09	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	✓✓		$ -	✓				✓	$ 601.85	✓	$ 2,000.00	$ 2,601.85
4.005.21.10	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	✓		$ -	✓				✓	$ 1,363.93	✓	$ 2,000.00	$ 3,363.93
4.005.21.11	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	✓		$ -	✓				✓	$ 1,189.89	✓	$ 2,000.00	$ 3,189.89
4.005.21.12	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line			$ -						$ -		$ -	$ -
4.005.21.13	Becker CSAH 21.02	CSAH 34 Becker	Becker/Mahnomen County Line	✓		$ -	✓				✓	$ 632.83	✓	$ 2,000.00	$ 2,632.83
4.087.13.02	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	✓✓✓✓		$ -	✓		✓		✓	$ 714.73	✓	$ 2,000.00	$ 2,714.73
4.087.13.03	Mahnomen CSAH 13.02	CSAH 21 Becker	MN 113	✓✓✓✓		$ -	✓		✓		✓	$ 1,056.52	✓	$ 2,000.00	$ 3,056.52
4.005.44.01	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	✓✓✓✓✓		$ -	✓		✓		✓	$ 2,033.52	✓	$ 2,000.00	$ 4,033.52
4.005.44.02	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	✓✓✓✓		$ -					✓	$ 2,191.76	✓	$ 2,000.00	$ 4,191.76
4.005.44.03	Becker CSAH 44.01	White Earth Southern Boundary	White Earth Eastern Boundary	✓✓✓		$ -					✓	$ 1,788.14	✓	$ 2,000.00	$ 3,788.14
4.005.35.13	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓✓	✓	$ 16,546.70	✓		✓		✓	$ 967.98	✓	$ 2,000.00	$ 2,967.98
4.005.35.14	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓	✓	$ 46,937.68					✓	$ 2,745.85	✓	$ 2,000.00	$ 4,745.85
4.005.35.15	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓✓	✓	$ 24,505.72	✓		✓		✓	$ 1,433.58	✓	$ 2,000.00	$ 3,433.58
4.005.35.16	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 36,185.54	✓		✓		✓	$ 2,116.85	✓	$ 2,000.00	$ 4,116.85
4.005.35.17	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 10,582.83	✓		✓		✓	$ 619.10	✓	$ 2,000.00	$ 2,619.10
4.005.35.18	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 8,466.21	✓		✓		✓	$ 495.27	✓	$ 2,000.00	$ 2,495.27
4.005.35.19	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 13,024.88	✓		✓		✓	$ 761.96	✓	$ 2,000.00	$ 2,761.96
4.005.35.20	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓	✓	$ 22,403.99			✓		✓	$ 1,310.63	✓	$ 2,000.00	$ 3,310.63
4.005.35.21	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓	✓	$ 24,300.59					✓	$ 1,421.58	✓	$ 2,000.00	$ 3,421.58
4.005.35.22	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓	✓	$ 12,594.89			✓			$ -		$ -	$ -
4.005.35.23	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 14,987.92	✓		✓		✓	$ 876.79	✓	$ 2,000.00	$ 2,876.79
4.005.35.24	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 18,411.06	✓		✓		✓	$ 1,077.05	✓	$ 2,000.00	$ 3,077.05
4.005.35.25	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 24,896.13	✓		✓		✓	$ 1,456.42	✓	$ 2,000.00	$ 3,456.42
4.005.35.26	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓	✓	$ 17,892.62			✓		✓	$ 1,046.72	✓	$ 2,000.00	$ 3,046.72

White Earth Nation Tribal Transportation Safety Plan
Rural Curve Projects
12/7/2023

			Unit cost		$ 100,000.00 per mile		$ 2,500.00 per curve		$ 54,000.00 per mile		$ 5,850.00 per mile		$ 2,000.00 per curve		
					Clear Zone Enhancements		Install/Upgrade Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		
Curve ID	Segment ID	From (Segment)	To (Segment)	Priority Ranking	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Total Cost
4.005.35.27	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 10,079.45	✓		✓		✓	$ 589.65	✓	$ 2,000.00	$ 2,589.65
4.005.35.28	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 18,497.54	✓		✓		✓	$ 1,082.11	✓	$ 2,000.00	$ 3,082.11
4.005.35.29	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 18,431.96	✓		✓		✓	$ 1,078.27	✓	$ 2,000.00	$ 3,078.27
4.005.35.30	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓	✓	$ 15,606.51			✓			$ -		$ -	$ -
4.005.35.31	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓✓	✓	$ 20,343.97	✓		✓		✓	$ 1,190.12	✓	$ 2,000.00	$ 3,190.12
4.005.35.32	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 10,762.71	✓		✓		✓	$ 629.62	✓	$ 2,000.00	$ 2,629.62
4.005.35.33	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓	✓	$ 35,059.07			✓		✓	$ 2,050.96	✓	$ 2,000.00	$ 4,050.96
4.005.35.34	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓	✓	$ 19,391.43			✓		✓	$ 1,134.40	✓	$ 2,000.00	$ 3,134.40
4.005.35.35	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 16,592.75	✓		✓		✓	$ 970.68	✓	$ 2,000.00	$ 2,970.68
4.005.35.36	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 11,145.24	✓		✓		✓	$ 652.00	✓	$ 2,000.00	$ 2,652.00
4.005.35.37	Becker CSAH 35.02	CSAH 143 Becker	MN 113	✓✓✓✓	✓	$ 19,506.39	✓		✓		✓	$ 1,141.12	✓	$ 2,000.00	$ 3,141.12
4.087.4.01	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	✓✓		$ -	✓		✓		✓	$ 1,507.04	✓	$ 2,000.00	$ 3,507.04
4.087.4.02	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	✓		$ -						$ -		$ -	$ -
4.087.4.03	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	✓✓✓		$ -	✓		✓		✓	$ 1,706.94	✓	$ 2,000.00	$ 3,706.94
4.087.4.04	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	✓		$ -						$ -		$ -	$ -
4.087.4.05	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	✓		$ -						$ -		$ -	$ -
4.087.4.06	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	✓✓		$ -						$ -		$ -	$ -
4.087.4.07	Mahnomen CSAH 4.01	MN 113	Start 40MPH Zone Twin Lakes	✓✓✓		$ -	✓		✓		✓	$ 2,164.89	✓	$ 2,000.00	$ 4,164.89
4.087.4.08	Mahnomen CSAH 4.02	Start 30MPH Zone Twin Lakes	End 30MPH Zone Twin Lakes	✓✓		$ -	✓				✓	$ 2,050.63	✓	$ 2,000.00	$ 4,050.63
4.087.4.09	Mahnomen CSAH 4.03	End 30MPH Zone Twin Lakes	Start 30MPH Zone Naytahwaush	✓		$ -						$ -		$ -	$ -
4.087.4.10	Mahnomen CSAH 4.05	End 30MPH Zone	MN 200	✓		$ -	✓				✓	$ 1,686.10	✓	$ 2,000.00	$ 3,686.10
4.087.4.11	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	✓✓		$ -	✓				✓	$ 941.13	✓	$ 2,000.00	$ 2,941.13
4.087.4.12	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	✓✓		$ -	✓				✓	$ 1,030.45	✓	$ 2,000.00	$ 3,030.45
4.087.4.13	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	✓✓		$ -	✓				✓	$ 735.95	✓	$ 2,000.00	$ 2,735.95
4.087.4.14	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	✓✓✓		$ -	✓				✓	$ 1,634.60	✓	$ 2,000.00	$ 3,634.60
4.087.4.15	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	✓✓✓		$ -	✓				✓	$ 2,703.48	✓	$ 2,000.00	$ 4,703.48
4.087.4.16	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	✓		$ -						$ -		$ -	$ -
4.087.4.17	Mahnomen CSAH 4.06	MN 200	White Earth Northern Boundary	✓		$ -						$ -		$ -	$ -
4.029.7.01	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	✓✓✓✓✓		$ -	✓		✓		✓	$ 1,184.91	✓	$ 2,000.00	$ 3,184.91
4.029.7.02	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	✓✓✓		$ -			✓		✓	$ 1,556.50	✓	$ 2,000.00	$ 3,556.50
4.029.7.03	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	✓✓✓		$ -			✓		✓	$ 2,092.16	✓	$ 2,000.00	$ 4,092.16
4.029.7.04	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 1,062.25	✓	$ 2,000.00	$ 3,062.25
4.029.27.01	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	✓✓✓		$ -	✓		✓		✓	$ 848.07	✓	$ 2,000.00	$ 2,848.07
4.029.27.02	Clearwater CSAH 27.01	CSAH 7 Clearwater	MN 92	✓✓✓		$ -	✓		✓		✓	$ 1,417.57	✓	$ 2,000.00	$ 3,417.57
4.029.7.05	Clearwater CSAH 7.01	CSAH 16 Mahnomen	White Earth Northern Boundary	✓✓✓		$ -			✓		✓	$ 1,992.33	✓	$ 2,000.00	$ 3,992.33
4.087.3.01	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓		$ -	✓		✓		✓	$ 815.35	✓	$ 2,000.00	$ 2,815.35
4.087.3.02	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓		$ -	✓		✓		✓	$ 1,295.01	✓	$ 2,000.00	$ 3,295.01
4.087.3.03	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓		$ -	✓		✓		✓	$ 960.87	✓	$ 2,000.00	$ 2,960.87
4.087.3.04	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓✓		$ -	✓		✓		✓	$ 860.72	✓	$ 2,000.00	$ 2,860.72
4.087.3.05	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓		$ -						$ -		$ -	$ -
4.087.3.06	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓		$ -						$ -		$ -	$ -
4.087.3.07	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓		$ -			✓		✓	$ 1,266.51	✓	$ 2,000.00	$ 3,266.51
4.087.3.08	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓		$ -						$ -		$ -	$ -
4.087.3.09	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓		$ -	✓		✓		✓	$ 638.32	✓	$ 2,000.00	$ 2,638.32
4.087.3.10	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓✓✓		$ -	✓		✓		✓	$ 2,603.30	✓	$ 2,000.00	$ 4,603.30
4.087.3.11	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓		$ -	✓		✓		✓	$ 772.11	✓	$ 2,000.00	$ 2,772.11
4.087.3.12	Mahnomen CSAH 3.01	MN 113	MN 200	✓✓✓✓✓		$ -	✓		✓		✓	$ 1,425.88	✓	$ 2,000.00	$ 3,425.88
4.087.3.13	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓		$ -					✓	$ 1,703.95	✓	$ 2,000.00	$ 3,703.95
4.087.3.14	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓✓		$ -	✓		✓		✓	$ 1,302.85	✓	$ 2,000.00	$ 3,302.85
4.087.3.15	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 814.23	✓	$ 2,000.00	$ 2,814.23
4.087.3.16	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 1,075.28	✓	$ 2,000.00	$ 3,075.28
4.087.3.17	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 576.89	✓	$ 2,000.00	$ 2,576.89
4.087.3.18	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓✓✓		$ -	✓		✓		✓	$ 1,763.61	✓	$ 2,000.00	$ 3,763.61
4.087.3.19	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 768.91	✓	$ 2,000.00	$ 2,768.91
4.087.3.20	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 408.16	✓	$ 2,000.00	$ 2,408.16
4.087.3.21	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓✓		$ -	✓		✓		✓	$ 1,710.41	✓	$ 2,000.00	$ 3,710.41
4.087.3.22	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓✓✓		$ -	✓		✓		✓	$ 1,755.06	✓	$ 2,000.00	$ 3,755.06
4.087.3.23	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓✓		$ -	✓		✓		✓	$ 1,480.27	✓	$ 2,000.00	$ 3,480.27

			Unit cost		$ 100,000.00 per mile		$ 2,500.00 per curve		$ 54,000.00 per mile		$ 5,850.00 per mile		$ 2,000.00 per curve		
					Clear Zone Enhancements		Install/Upgrade Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		
Curve ID	Segment ID	From (Segment)	To (Segment)	Priority Ranking	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Total Cost
4.087.3.24	Mahnomen CSAH 3.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -			✓		✓	$ 1,442.17	✓	$ 2,000.00	$ 3,442.17
4.087.6.01	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓		$ -						$ -		$ -	$ -
4.087.6.02	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓		$ -						$ -		$ -	$ -
4.087.6.03	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓		$ -						$ -		$ -	$ -
4.087.6.04	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓		$ -						$ -		$ -	$ -
4.087.6.05	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓		$ -						$ -		$ -	$ -
4.087.6.06	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓✓		$ -	✓				✓	$ 956.71	✓	$ 2,000.00	$ 2,956.71
4.087.6.07	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓✓		$ -						$ -		$ -	$ -
4.087.6.08	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓✓		$ -						$ -		$ -	$ -
4.087.6.09	Mahnomen CSAH 6.02	TH 59	CSAH 4 Mahnomen	✓		$ -						$ -		$ -	$ -
4.029.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 1,399.47	✓	$ 2,000.00	$ 3,399.47
4.087.2.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 1,452.96	✓	$ 2,000.00	$ 3,452.96
4.087.2.03	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	✓✓✓		$ -	✓		✓		✓	$ 1,409.26	✓	$ 2,000.00	$ 3,409.26
4.087.2.02	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	✓✓✓		$ -	✓		✓		✓	$ 1,315.93	✓	$ 2,000.00	$ 3,315.93
4.087.2.01	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	✓✓✓✓		$ -	✓		✓		✓	$ 1,470.53	✓	$ 2,000.00	$ 3,470.53
4.029.36.03	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	✓✓		$ -						$ -		$ -	$ -
4.029.36.04	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	✓✓		$ -						$ -		$ -	$ -
4.029.36.02	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	✓✓✓		$ -	✓		✓		✓	$ 1,617.88	✓	$ 2,000.00	$ 3,617.88
4.029.36.01	Clearwater CSAH 36.01	MN 92	White Earth Eastern Boundary	✓✓✓✓✓		$ -	✓		✓		✓	$ 1,488.42	✓	$ 2,000.00	$ 3,488.42
4.029.30.01	Clearwater CSAH 30.01	MN 92	White Earth Northern Boundary	✓✓✓✓✓✓		$ -	✓		✓		✓	$ 2,123.53	✓	$ 2,000.00	$ 4,123.53
4.029.28.04	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	✓✓✓✓		$ -	✓				✓	$ 1,941.29	✓	$ 2,000.00	$ 3,941.29
4.029.28.03	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	✓		$ -						$ -		$ -	$ -
4.029.28.01	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	✓✓		$ -	✓				✓	$ 722.82	✓	$ 2,000.00	$ 2,722.82
4.029.28.02	Clearwater CSAH 28.01	CSAH 7 Clearwater	White Earth Northern Boundary	✓✓		$ -	✓				✓	$ 802.98	✓	$ 2,000.00	$ 2,802.98
4.087.1.09	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓		$ -						$ -		$ -	$ -
4.087.1.08	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓✓		$ -	✓		✓		✓	$ 571.78	✓	$ 2,000.00	$ 2,571.78
4.087.1.07	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓✓		$ -	✓		✓		✓	$ 977.72	✓	$ 2,000.00	$ 2,977.72
4.087.1.06	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓✓		$ -	✓		✓		✓	$ 707.42	✓	$ 2,000.00	$ 2,707.42
4.087.1.05	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓✓		$ -	✓		✓		✓	$ 780.15	✓	$ 2,000.00	$ 2,780.15
4.087.1.04	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓✓		$ -	✓		✓		✓	$ 281.29	✓	$ 2,000.00	$ 2,281.29
4.087.1.03	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓✓✓		$ -	✓		✓		✓	$ 639.76	✓	$ 2,000.00	$ 2,639.76
4.087.1.02	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓✓		$ -	✓		✓		✓	$ 483.20	✓	$ 2,000.00	$ 2,483.20
4.087.1.01	Mahnomen CSAH 1.03	CSAH 3 Mahnomen	CSAH 15 Mahnomen	✓✓		$ -						$ -		$ -	$ -
4.087.10.01	Mahnomen CSAH 10.04	CSAH 6 Mahnomen	Start 30MPH Zone Mahnomen	✓✓✓		$ -	✓				✓	$ 1,954.83	✓	$ 2,000.00	$ 3,954.83
7.087.141.04	Mahnomen CSAH 2.02	MN 200	White Earth Northern Boundary	✓✓✓		$ -			✓			$ -		$ -	$ -
7.087.139.01	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓✓	✓	$ 22,710.76	✓		✓		✓	$ 1,328.58	✓	$ 2,000.00	$ 3,328.58
7.087.139.02	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓✓	✓	$ 36,569.42	✓		✓		✓	$ 2,139.31	✓	$ 2,000.00	$ 4,139.31
7.087.139.03	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓✓✓	✓	$ 24,299.04	✓		✓		✓	$ 1,421.49	✓	$ 2,000.00	$ 3,421.49
7.087.139.04	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓✓✓	✓	$ 12,498.68	✓		✓		✓	$ 731.17	✓	$ 2,000.00	$ 2,731.17
7.087.139.05	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓✓✓	✓	$ 18,655.89	✓		✓		✓	$ 1,091.37	✓	$ 2,000.00	$ 3,091.37
7.087.139.06	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓✓✓	✓	$ 10,936.87	✓		✓		✓	$ 639.81	✓	$ 2,000.00	$ 2,639.81
7.087.139.07	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓		$ -						$ -		$ -	$ -
7.087.139.08	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓		$ -						$ -		$ -	$ -
7.087.139.09	Mahnomen CR 139.01	CSAH 21 Becker	CR 144 Mahnomen	✓✓		$ -						$ -		$ -	$ -

White Earth Nation Tribal Transportation Safety Plan
Rural Curve Projects
12/7/2023

			Unit cost		$ 100,000.00 per mile		$ 2,500.00 per curve		$ 54,000.00 per mile		$ 5,850.00 per mile		$ 2,000.00 per curve		
					Clear Zone Enhancements		Install/Upgrade Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		
Curve ID	Segment ID	From (Segment)	To (Segment)	Priority Ranking	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Total Cost
					38	$ 781,186.53	140	$ 127,500.00	131	$ 559,564.86	164	$ 195,872.47	164	$ 328,000.00	$ 1,210,937.33

Notes:	Clear Zone Enhancements	$100,000
	Upgrade Chevrons	$2,500
	Install Chevrons	$2,500
	Pave Shoulders	$54,000
	Install Rumble Strips	$5,850
	Install Advance Curve Warning Sign	$2,000
	Group 1	
	Min Radius	1200
	Max Radius	1500
	Group 2	
	Min Radius	1500
	Max Radius	2000
	Group 3	
	Min Radius	2000
	Max Radius	3000

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 8, 2023

Total Curve Crashes	34
Total Severe Curve Crashes	12
Total Length	74944.485

Count	Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Urban/Rural	Chevrons	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total Severe Crashes	Total Crashes	Percent Rural Crashes
1	2.005.59.01	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	649.7091386	1807.164	Bituminous	Composite	Rural	None	3462	None	None	1	0	1	2.941
2	2.005.59.02	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	704.2464473	1800.672	Bituminous	Composite	Rural	None	3462	Present	None	1	0	3	8.824
3	2.005.59.03	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	1031.057372	2915.382	Bituminous	Composite	Rural	None	3462	None	None	1	0	0	0.000
4	2.087.59.04	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	1378.53875	1858.038	Bituminous	Composite	Rural	None	4611	None	None	1	0	2	5.882
5	2.087.59.05	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	885.3155631	1967.832	Bituminous	Composite	Rural	None	4611	None	None	1	1	2	5.882
6	2.087.59.06	US 59.07	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	1439.189704	1906.624	Bituminous	Composite	Rural	None	3984	Present	Present	1	0	0	0.000
7	2.087.59.07	US 59.08	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomen	1158.890326	1651.809	Bituminous	Composite	Small Towr	None	3950	Present	None	1	1	1	2.941
8	2.029.59.08	US 59.11	End 45MPH Zone Bejou	Mahnomen/Polk County Line	979.0745001	1862.411	Bituminous	Composite	Rural	None	1307	Present	None	1	0	0	0.000
9	3.005.113.74	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	498.1933491	869.9228	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
10	3.005.113.75	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	289.8521104	1163.076	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
11	3.005.113.76	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	420.9244053	1137.716	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
12	3.005.113.77	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	601.6277078	692.2979	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
13	3.005.113.78	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	462.994887	961.8968	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
14	3.005.113.79	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	639.3730241	1059.308	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
15	3.005.113.80	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	394.3755712	699.6414	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
16	3.005.113.81	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	739.982539	719.2459	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
17	3.005.113.82	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	784.4005591	742.9586	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
18	3.087.200.01	MN 200.03	CSAH 3	CSAH 4	580.8845676	2595.548	Bituminous	Gravel/Grass	Rural	None	1213	None	None	1	0	1	2.941
19	3.087.200.02	MN 200.03	CSAH 3	CSAH 4	904.4070156	1484.774	Bituminous	Gravel/Grass	Rural	None	1213	Present	None	1	0	0	0.000
20	3.087.200.03	MN 200.03	CSAH 3	CSAH 4	1175.585827	1921.585	Bituminous	Gravel/Grass	Rural	None	1213	None	None	1	0	1	2.941
21	3.087.200.04	MN 200.03	CSAH 3	CSAH 4	495.3203399	1954.414	Bituminous	Gravel/Grass	Rural	None	1213	None	None	1	0	0	0.000
22	3.087.200.05	MN 200.04	CSAH 4	MN 92	155.0771601	285.9072	Bituminous	Composite	Rural	W1-6	1213	None	None	3	0	1	2.941
23	3.087.200.06	MN 200.04	CSAH 4	MN 92	279.5483455	1354.287	Bituminous	Composite	Rural	None	1213	None	None	3	0	0	0.000
24	3.087.200.07	MN 200.04	CSAH 4	MN 92	614.659809	550.8083	Bituminous	Composite	Rural	None	1213	None	None	3	0	0	0.000
25	3.087.200.08	MN 200.04	CSAH 4	MN 92	338.5871323	328.8343	Bituminous	Composite	Rural	W1-6	1213	None	None	3	1	1	2.941
26	3.029.200.09	MN 200.04	CSAH 4	MN 92	444.7721821	985.1013	Bituminous	Composite	Rural	None	1213	Present	None	3	0	3	8.824
27	3.029.200.10	MN 200.04	CSAH 4	MN 92	2593.318787	5831.115	Bituminous	Composite	Rural	None	1213	None	None	3	0	0	0.000
28	3.029.200.11	MN 200.04	CSAH 4	MN 92	779.7875608	2871.941	Bituminous	Composite	Rural	None	1213	None	None	3	0	0	0.000
29	3.029.200.12	MN 200.04	CSAH 4	MN 92	782.737868	2543.153	Bituminous	Composite	Rural	None	1213	None	None	3	0	0	0.000
30	3.029.200.13	MN 200.05	MN 92	White Earth Eastern Boundary	1266.199725	812.0226	Bituminous	Composite	Rural	Chevrons	990	Present	None	1	2	2	5.882
31	3.029.200.14	MN 200.05	MN 92	White Earth Eastern Boundary	884.2305423	1960.703	Bituminous	Composite	Rural	None	990	None	None	1	0	0	0.000
32	3.087.113.01	MN 113.03	End 30MPH Zone Waubun	CSAH 3	478.5573897	1925.551	Bituminous	Composite	Rural	None	1093	None	None	2S	0	0	0.000
33	3.087.113.02	MN 113.03	End 30MPH Zone Waubun	CSAH 3	524.7373113	1260.057	Bituminous	Composite	Rural	None	1093	None	None	2S	0	0	0.000
34	3.087.113.03	MN 113.03	End 30MPH Zone Waubun	CSAH 3	527.2944634	3062.85	Bituminous	Composite	Rural	None	1093	None	None	2S	0	0	0.000
35	3.029.200.15	MN 200.05	MN 92	White Earth Eastern Boundary	553.5182635	1443.802	Bituminous	Composite	Rural	None	990	None	None	1	0	0	0.000
36	3.029.200.16	MN 200.05	MN 92	White Earth Eastern Boundary	783.1777673	1953.871	Bituminous	Composite	Rural	None	990	Present	None	1	0	0	0.000
37	3.029.200.17	MN 200.05	MN 92	White Earth Eastern Boundary	790.3474174	2924.565	Bituminous	Composite	Rural	None	990	None	None	1	0	0	0.000
38	3.087.113.04	MN 113.04	CSAH 3	CSAH 4	727.6037646	1966.344	Bituminous	Composite	Rural	None	649	None	None	3	0	0	0.000
39	3.087.113.05	MN 113.04	CSAH 3	CSAH 4	637.6665384	1699.635	Bituminous	Composite	Rural	None	649	None	None	3	1	2	5.882
40	3.087.113.06	MN 113.04	CSAH 3	CSAH 4	546.9819652	2289.002	Bituminous	Composite	Rural	None	649	None	None	3	0	0	0.000
41	3.087.113.07	MN 113.04	CSAH 3	CSAH 4	571.6689357	1970.024	Bituminous	Composite	Rural	None	649	None	None	3	0	0	0.000
42	3.087.113.08	MN 113.04	CSAH 3	CSAH 4	704.3223968	1322.295	Bituminous	Composite	Rural	None	649	Present	None	3	0	0	0.000
43	3.087.113.09	MN 113.04	CSAH 3	CSAH 4	713.3647268	1211.123	Bituminous	Composite	Rural	None	649	Present	None	3	0	1	2.941
44	3.087.113.10	MN 113.04	CSAH 3	CSAH 4	773.3550266	591.7268	Bituminous	Composite	Rural	None	649	None	None	3	0	0	0.000
45	3.087.113.11	MN 113.04	CSAH 3	CSAH 4	819.2725309	814.5988	Bituminous	Composite	Rural	None	649	None	None	3	0	1	2.941
46	3.087.113.12	MN 113.04	CSAH 3	CSAH 4	444.9910021	1234.958	Bituminous	Composite	Rural	None	649	None	None	3	0	0	0.000
47	3.087.113.13	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	722.255701	842.705	Bituminous	Gravel/Grass	Rural	None	649	Present	None	2S	0	0	0.000
48	3.087.113.14	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1855.359618	2318.683	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
49	3.087.113.15	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1616.400364	2881.261	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
50	3.087.113.16	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1051.233365	1122.056	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
51	3.087.113.17	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	728.1775558	3277.375	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
52	3.087.113.18	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	652.7441947	1840.202	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
53	3.087.113.19	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	552.3750134	1088.171	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
54	3.087.113.20	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	369.9596984	899.7975	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
55	3.087.113.21	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	467.589608	1559.703	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
56	3.087.113.22	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	653.1687652	2019.838	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
57	3.087.113.23	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	815.4134703	1215.467	Bituminous	Gravel/Grass	Rural	None	649	Present	None	2S	0	0	0.000
58	3.087.113.24	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	902.3506092	604.4999	Bituminous	Gravel/Grass	Rural	None	649	Present	None	2S	1	2	5.882
59	3.087.113.25	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	665.1398234	2319.803	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
60	3.087.113.26	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	844.2782204	1776.008	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
61	3.087.113.27	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	574.8852455	673.7551	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	2	5.882

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 8, 2023

Total Curve Crashes	34
Total Severe Curve Crashes	12
Total Length	74944.485

Count	Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Urban/Rural	Chevrons	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total Severe Crashes	Total Crashes	Percent Rural Crashes
62	3.005.113.28	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	772.3867361	1310.032	Bituminous	Gravel/Grass	Rural	None	649	None	None	2S	0	0	0.000
63	3.005.113.29	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	805.1989438	1756.237	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
64	3.029.113.30	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	796.2614889	1870.378	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
65	3.029.113.31	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	530.1562903	722.6697	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
66	3.005.113.32	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	674.9492503	1820.585	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
67	3.005.113.33	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	848.5365427	1141.111	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
68	3.005.113.34	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	897.2436775	937.6622	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
69	3.005.113.35	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	745.6689186	725.4988	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	1	1	2.941
70	3.005.113.36	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	502.3449478	843.6489	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
71	3.005.113.37	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	459.7075249	1224.396	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
72	3.029.113.38	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	715.0978941	1138.383	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
73	3.029.113.39	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	736.4225492	1528.648	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
74	3.029.113.40	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	564.2050936	1398.588	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
75	3.005.113.41	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	594.2967948	1153.421	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
76	3.005.113.42	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	419.1167229	807.6361	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
77	3.005.113.43	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	686.7390261	663.4894	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
78	3.005.113.44	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	614.7847867	692.4093	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
79	3.005.113.45	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	418.4840554	962.791	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
80	3.005.113.46	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	478.4359357	926.074	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
81	3.005.113.47	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	473.5734407	723.4067	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
82	3.005.113.48	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	443.8856209	1574.14	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
83	3.005.113.49	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	382.3751406	1541.883	Bituminous	Gravel/Grass	Rural	0	351	None	None	2S	0	0	0.000
84	3.005.113.50	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	615.6243633	1218.605	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
85	3.005.113.51	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	571.461835	1195.91	Bituminous	Gravel/Grass	Rural	None	351	None	None	2S	0	0	0.000
86	3.005.113.52	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	591.7995418	1167.14	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
87	3.005.113.53	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	732.9202745	668.684	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	2	5	14.706
88	3.005.113.54	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	595.9624343	740.8904	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
89	3.005.113.55	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	579.6579623	770.3109	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
90	3.005.113.56	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	574.9502297	679.2377	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
91	3.005.113.57	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	523.7046744	780.1937	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
92	3.005.113.58	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	290.9068474	973.8193	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
93	3.005.113.59	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	430.5200032	546.3937	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
94	3.005.113.60	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	770.1787429	592.5631	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
95	3.005.113.61	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	718.6143208	607.1956	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	1	1	2.941
96	3.005.113.62	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	1213.115436	702.0173	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
97	3.005.113.63	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	596.4059739	690.9552	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	1	1	2.941
98	3.005.113.64	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	828.5229993	735.4635	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
99	3.005.113.65	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	588.0325838	756.5954	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
100	3.005.113.66	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	450.3209578	860.701	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
101	3.005.113.67	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	381.6711159	771.4101	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
102	3.005.113.68	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	427.8739006	1601.732	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
103	3.005.113.69	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	1214.248217	1151.446	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
104	3.005.113.70	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	515.0916061	683.5695	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
105	3.005.113.71	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	542.4887851	860.1099	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
106	3.005.113.72	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	523.3627256	1017.061	Bituminous	Gravel/Grass	Rural	None	221	None	None	2S	0	0	0.000
107	3.005.113.73	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	686.1246976	1138.644	Bituminous	Gravel/Grass	Rural	None	221	Present	None	2S	0	0	0.000

White Earth Nation Tribal Transportation Safety Plan

Rural 2-Lane Curve Data Summary

December 8, 2023

Total Curve Crashes	34
Total Severe Curve Crashes	12
Total Length	74944.485

Count	Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Urban/Rural	Chevrons	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total Severe Crashes	Total Crashes	Percent Rural Crashes

Curve Radius

Min 500

Max 1,400

Shoulder Type

Gravel/Grass

ADT

Min 1000

Max 999,999

Adjacent Intersection

Present

Visual Trap

Present

Edge Risk

2S

2C

3

White Earth Nation Tribal Transportation Safety Plan
Rural Curve Prioritization
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Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Edge Risk	Critical Radius	Shoulder Type	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total	Priority (black) or Proximity (red)?
2.005.59.01	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	649.70914	1807.1637	Bituminous	Composite	1			✓				✓	
2.005.59.02	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	704.24645	1800.6716	Bituminous	Composite	1			✓	✓			✓✓	
2.005.59.03	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	1031.0574	2915.3816	Bituminous	Composite	1			✓				✓	
2.087.59.04	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	1378.5387	1858.0383	Bituminous	Composite	1			✓				✓	
2.087.59.05	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	885.31556	1967.8323	Bituminous	Composite	1			✓				✓	
2.087.59.06	US 59.07	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	1439.1897	1906.6237	Bituminous	Composite	1			✓	✓	✓		✓✓✓	✓
2.087.59.07	US 59.08	tart 45MPH Zone Mahnome	End 45MPH Zone Mahnomen	1158.8903	1651.8087	Bituminous	Composite	1			✓	✓			✓✓	
2.029.59.08	US 59.11	End 45MPH Zone Bejou	Mahnomen/Polk County Line	979.0745	1862.4111	Bituminous	Composite	1			✓	✓			✓✓	
3.005.113.74	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	498.19335	869.92284	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.75	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	289.85211	1163.0761	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.76	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	420.92441	1137.7161	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.77	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	601.62771	692.29794	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.78	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	462.99489	961.89683	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.79	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	639.37302	1059.3081	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.80	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	394.37557	699.64143	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.81	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	739.98254	719.24585	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.82	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	784.40056	742.95862	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.087.200.01	MN 200.03	CSAH 3	CSAH 4	580.88457	2595.5478	Bituminous	Gravel/Grass	1		✓	✓				✓✓	
3.087.200.02	MN 200.03	CSAH 3	CSAH 4	904.40702	1484.7741	Bituminous	Gravel/Grass	1		✓	✓	✓			✓✓✓	✓
3.087.200.03	MN 200.03	CSAH 3	CSAH 4	1175.5858	1921.5848	Bituminous	Gravel/Grass	1		✓	✓				✓✓	
3.087.200.04	MN 200.03	CSAH 3	CSAH 4	495.32034	1954.4137	Bituminous	Gravel/Grass	1		✓	✓				✓✓	
3.087.200.05	MN 200.04	CSAH 4	MN 92	155.07716	285.90718	Bituminous	Composite	3			✓			✓	✓✓	
3.087.200.06	MN 200.04	CSAH 4	MN 92	279.54835	1354.2866	Bituminous	Composite	3	✓		✓			✓	✓✓✓	✓
3.087.200.07	MN 200.04	CSAH 4	MN 92	614.65981	550.80832	Bituminous	Composite	3	✓		✓			✓	✓✓✓	✓
3.087.200.08	MN 200.04	CSAH 4	MN 92	338.58713	328.83429	Bituminous	Composite	3			✓			✓	✓✓	
3.029.200.09	MN 200.04	CSAH 4	MN 92	444.77218	985.10131	Bituminous	Composite	3	✓		✓	✓		✓	✓✓✓✓	✓
3.029.200.10	MN 200.04	CSAH 4	MN 92	2593.3188	5831.1147	Bituminous	Composite	3			✓			✓	✓✓	
3.029.200.11	MN 200.04	CSAH 4	MN 92	779.78756	2871.9413	Bituminous	Composite	3			✓			✓	✓✓	
3.029.200.12	MN 200.04	CSAH 4	MN 92	782.73787	2543.1531	Bituminous	Composite	3			✓			✓	✓✓	
3.029.200.13	MN 200.05	MN 92	White Earth Eastern Boundary	1266.1997	812.02261	Bituminous	Composite	1	✓			✓			✓✓	
3.029.200.14	MN 200.05	MN 92	White Earth Eastern Boundary	884.23054	1960.7034	Bituminous	Composite	1								
3.087.113.01	MN 113.03	End 30MPH Zone Waubun	CSAH 3	478.55739	1925.5509	Bituminous	Composite	2S			✓			✓	✓✓	
3.087.113.02	MN 113.03	End 30MPH Zone Waubun	CSAH 3	524.73731	1260.057	Bituminous	Composite	2S	✓		✓			✓	✓✓✓	✓
3.087.113.03	MN 113.03	End 30MPH Zone Waubun	CSAH 3	527.29446	3062.8499	Bituminous	Composite	2S			✓			✓	✓✓	
3.029.200.15	MN 200.05	MN 92	White Earth Eastern Boundary	553.51826	1443.802	Bituminous	Composite	1								
3.029.200.16	MN 200.05	MN 92	White Earth Eastern Boundary	783.17777	1953.8715	Bituminous	Composite	1				✓			✓	
3.029.200.17	MN 200.05	MN 92	White Earth Eastern Boundary	790.34742	2924.5648	Bituminous	Composite	1								
3.087.113.04	MN 113.04	CSAH 3	CSAH 4	727.60376	1966.3439	Bituminous	Composite	3						✓	✓	
3.087.113.05	MN 113.04	CSAH 3	CSAH 4	637.66654	1699.6349	Bituminous	Composite	3						✓	✓	
3.087.113.06	MN 113.04	CSAH 3	CSAH 4	546.98197	2289.0017	Bituminous	Composite	3						✓	✓	
3.087.113.07	MN 113.04	CSAH 3	CSAH 4	571.66894	1970.0243	Bituminous	Composite	3						✓	✓	
3.087.113.08	MN 113.04	CSAH 3	CSAH 4	704.3224	1322.2947	Bituminous	Composite	3	✓			✓		✓	✓✓✓	✓
3.087.113.09	MN 113.04	CSAH 3	CSAH 4	713.36473	1211.1234	Bituminous	Composite	3	✓			✓		✓	✓✓✓	✓
3.087.113.10	MN 113.04	CSAH 3	CSAH 4	773.35503	591.7268	Bituminous	Composite	3	✓					✓	✓✓	
3.087.113.11	MN 113.04	CSAH 3	CSAH 4	819.27253	814.59876	Bituminous	Composite	3	✓					✓	✓✓	
3.087.113.12	MN 113.04	CSAH 3	CSAH 4	444.991	1234.958	Bituminous	Composite	3	✓					✓	✓✓	
3.087.113.13	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	722.2557	842.705	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
3.087.113.14	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1855.3596	2318.6829	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.087.113.15	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1616.4004	2881.2605	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.087.113.16	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	1051.2334	1122.0559	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.087.113.17	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	728.17756	3277.3751	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.087.113.18	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	652.74419	1840.2025	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.087.113.19	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	552.37501	1088.1705	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.087.113.20	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	369.9597	899.79746	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.087.113.21	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	467.58961	1559.7025	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.087.113.22	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	653.16877	2019.8382	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.087.113.23	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	815.41347	1215.467	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
3.087.113.24	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	902.35061	604.49992	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
3.087.113.25	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	665.13982	2319.8031	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.087.113.26	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	844.27822	1776.0084	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.087.113.27	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	574.88525	673.75511	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓

Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Edge Risk	Critical Radius	Shoulder Type	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total	Priority (black) or Proximity (red)?
3.005.113.28	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	772.38674	1310.0317	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.29	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	805.19894	1756.2374	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.029.113.30	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	796.26149	1870.378	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.029.113.31	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	530.15629	722.66973	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.32	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	674.94925	1820.5849	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.005.113.33	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	848.53654	1141.1113	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.34	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	897.24368	937.66221	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.35	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	745.66892	725.49884	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.36	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	502.34495	843.64893	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.37	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	459.70752	1224.3961	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.029.113.38	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	715.09789	1138.3829	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.029.113.39	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	736.42255	1528.6483	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	✓
3.029.113.40	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	564.20509	1398.5875	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.41	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	594.29679	1153.421	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.42	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	419.11672	807.63609	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.43	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	686.73903	663.48936	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.44	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	614.78479	692.40931	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.45	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	418.48406	962.79097	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.46	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	478.43594	926.07404	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.47	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	473.57344	723.40666	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.48	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	443.88562	1574.1398	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.005.113.49	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	382.37514	1541.8827	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.005.113.50	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	615.62436	1218.6053	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.51	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	571.46184	1195.9095	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.52	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	591.79954	1167.1402	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.53	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	732.92027	668.684	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.54	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	595.96243	740.89044	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.55	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	579.65796	770.31095	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.56	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	574.95023	679.23773	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.57	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	523.70467	780.19367	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.58	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	290.90685	973.8193	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.59	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	430.52	546.39372	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.60	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	770.17874	592.56313	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.61	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	718.61432	607.19557	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.62	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	1213.1154	702.0173	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.63	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	596.40597	690.95517	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.64	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	828.523	735.46349	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.65	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	588.03258	756.59535	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.66	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	450.32096	860.70103	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.67	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	381.67112	771.41013	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.68	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	427.8739	1601.7319	Bituminous	Gravel/Grass	2S		✓				✓	✓✓	
3.005.113.69	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	1214.2482	1151.446	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.70	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	515.09161	683.56946	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.71	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	542.48879	860.1099	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.72	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	523.36273	1017.061	Bituminous	Gravel/Grass	2S	✓	✓				✓	✓✓✓	✓
3.005.113.73	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	686.1247	1138.6443	Bituminous	Gravel/Grass	2S	✓	✓		✓		✓	✓✓✓✓	✓
				14.19					65	74	23	14	1	90		

White Earth Nation Tribal Transportation Safety Plan

Rural Curve Prioritization

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Curve ID	Segment ID	From (Segment)	To (Segment)	Length	Radius	Surface Type	Shoulder Type	Edge Risk	Critical Radius	Shoulder Type	AADT	Adjacent Intersection	Visual Trap	Edge Risk	Total	Priority (black) or Proximity (red)?

	Check Marks
Critical Radius	If curve has a radius in the range most at risk (500 < Radius < 1400)
Shoulder Type	if shoulder is gravel/grass
AADT	if curve has an AADT greater than 200 and less than 800
Intersection within a curve	if intersection is located on curve
Visual Trap	if curve has a visual trap
Edge Risk	if edge risk is 3

	#		%
✓✓✓✓✓✓	0		0.0%
✓✓✓✓✓	0		0.0%
✓✓✓✓	5		4.7%
✓✓✓	58		54.2%
✓✓	32		29.9%
✓	9		8.4%
	3		2.8%
Total	107		100.0%

White Earth Nation Tribal Transportation Safety Plan
Rural Curve Projects
12/8/2023

Curve ID	Segment ID	From (Segment)	To (Segment)	Priority Ranking	Clear Zone Enhancements		Install/Upgrade Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		Total Cost
					Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
2.005.59.01	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	✓		$ -		$ -		$ -		$ -		$ -	$ -
2.005.59.02	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
2.005.59.03	US 59.03	End 30MPH Zone Callaway	Start 40MPH Zone Ogema	✓		$ -		$ -		$ -		$ -		$ -	$ -
2.087.59.04	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	✓		$ -		$ -		$ -		$ -		$ -	$ -
2.087.59.05	US 59.05	End 30MPH Zone Ogema	Start 55MPH Zone Waubun	✓		$ -		$ -		$ -		$ -		$ -	$ -
2.087.59.06	US 59.07	End 55MPH Zone Waubun	Start 45MPH Zone Mahnomen	✓✓✓		$ -		$ -		$ -	✓	$ 1,594.56	✓	$ 2,000.00	$ 3,594.56
2.087.59.07	US 59.08	Start 45MPH Zone Mahnomen	End 45MPH Zone Mahnomen	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
2.029.59.08	US 59.11	End 45MPH Zone Bejou	Mahnomen/Polk County Line	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.005.113.74	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,095.16	✓	$ 551.98	✓	$ 2,000.00	$ 10,147.13
3.005.113.75	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 2,964.40	✓	$ 321.14	✓	$ 2,000.00	$ 7,785.54
3.005.113.76	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,304.91	✓	$ 466.37	✓	$ 2,000.00	$ 9,271.27
3.005.113.77	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,153.01	✓	$ 666.58	✓	$ 2,000.00	$ 11,319.59
3.005.113.78	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,735.17	✓	$ 512.98	✓	$ 2,000.00	$ 9,748.15
3.005.113.79	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,539.04	✓	$ 708.40	✓	$ 2,000.00	$ 11,747.44
3.005.113.80	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,033.39	✓	$ 436.95	✓	$ 2,000.00	$ 8,970.34
3.005.113.81	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,568.00	✓	$ 819.87	✓	$ 2,000.00	$ 12,887.87
3.005.113.82	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 8,022.28	✓	$ 869.08	✓	$ 2,000.00	$ 13,391.36
3.087.200.01	MN 200.03	CSAH 3	CSAH 4	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.200.02	MN 200.03	CSAH 3	CSAH 4	✓✓✓		$ -		$ -	✓	$ 9,249.62	✓	$ 1,002.04	✓	$ 2,000.00	$ 12,251.66
3.087.200.03	MN 200.03	CSAH 3	CSAH 4	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.200.04	MN 200.03	CSAH 3	CSAH 4	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.200.05	MN 200.04	CSAH 4	MN 92	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.200.06	MN 200.04	CSAH 4	MN 92	✓✓✓	✓	$ 5,294.48	✓	$ 2,500.00		$ -	✓	$ 309.73	✓	$ 2,000.00	$ 4,809.73
3.087.200.07	MN 200.04	CSAH 4	MN 92	✓✓✓	✓	$ 11,641.28	✓	$ 2,500.00		$ -	✓	$ 681.02	✓	$ 2,000.00	$ 5,181.02
3.087.200.08	MN 200.04	CSAH 4	MN 92	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.029.200.09	MN 200.04	CSAH 4	MN 92	✓✓✓✓	✓	$ 8,423.72	✓	$ 2,500.00		$ -	✓	$ 492.79	✓	$ 2,000.00	$ 4,992.79
3.029.200.10	MN 200.04	CSAH 4	MN 92	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.029.200.11	MN 200.04	CSAH 4	MN 92	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.029.200.12	MN 200.04	CSAH 4	MN 92	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.029.200.13	MN 200.05	MN 92	White Earth Eastern Boundary	✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 1,402.89	✓	$ 2,000.00	$ 5,902.89
3.029.200.14	MN 200.05	MN 92	White Earth Eastern Boundary			$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.01	MN 113.03	End 30MPH Zone Waubun	CSAH 3	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.02	MN 113.03	End 30MPH Zone Waubun	CSAH 3	✓✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 581.39	✓	$ 2,000.00	$ 5,081.39
3.087.113.03	MN 113.03	End 30MPH Zone Waubun	CSAH 3	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.029.200.15	MN 200.05	MN 92	White Earth Eastern Boundary			$ -		$ -		$ -		$ -		$ -	$ -
3.029.200.16	MN 200.05	MN 92	White Earth Eastern Boundary	✓		$ -		$ -		$ -		$ -		$ -	$ -
3.029.200.17	MN 200.05	MN 92	White Earth Eastern Boundary			$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.04	MN 113.04	CSAH 3	CSAH 4	✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.05	MN 113.04	CSAH 3	CSAH 4	✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.06	MN 113.04	CSAH 3	CSAH 4	✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.07	MN 113.04	CSAH 3	CSAH 4	✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.08	MN 113.04	CSAH 3	CSAH 4	✓✓✓	✓	$ 13,339.44	✓	$ 2,500.00		$ -	✓	$ 780.36	✓	$ 2,000.00	$ 5,280.36
3.087.113.09	MN 113.04	CSAH 3	CSAH 4	✓✓✓	✓	$ 13,510.70	✓	$ 2,500.00		$ -	✓	$ 790.38	✓	$ 2,000.00	$ 5,290.38
3.087.113.10	MN 113.04	CSAH 3	CSAH 4	✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 856.84	✓	$ 2,000.00	$ 5,356.84
3.087.113.11	MN 113.04	CSAH 3	CSAH 4	✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 907.72	✓	$ 2,000.00	$ 5,407.72
3.087.113.12	MN 113.04	CSAH 3	CSAH 4	✓✓		$ -	✓	$ 2,500.00		$ -	✓	$ 493.03	✓	$ 2,000.00	$ 4,993.03
3.087.113.13	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,386.71	✓	$ 800.23	✓	$ 2,000.00	$ 12,686.93
3.087.113.14	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.15	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.16	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 10,751.25	✓	$ 1,164.72	✓	$ 2,000.00	$ 16,415.97
3.087.113.17	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.18	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.19	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,649.29	✓	$ 612.01	✓	$ 2,000.00	$ 10,761.30
3.087.113.20	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 3,783.68	✓	$ 409.90	✓	$ 2,000.00	$ 8,693.58
3.087.113.21	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.22	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.23	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 8,339.46	✓	$ 903.44	✓	$ 2,000.00	$ 13,742.90
3.087.113.24	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 9,228.59	✓	$ 999.76	✓	$ 2,000.00	$ 14,728.35
3.087.113.25	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.26	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.087.113.27	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,879.51	✓	$ 636.95	✓	$ 2,000.00	$ 11,016.45

White Earth Nation Tribal Transportation Safety Plan
Rural Curve Projects
12/8/2023

Curve ID	Segment ID	From (Segment)	To (Segment)	Priority Ranking	Clear Zone Enhancements		Install/Upgrade Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		Total Cost
					Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
3.005.113.28	MN 113.05	CSAH 4 Mahnomen	CSAH 35 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,899.41	✓	$ 855.77	✓	$ 2,000.00	$ 13,255.18
3.005.113.29	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.029.113.30	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.029.113.31	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,422.05	✓	$ 587.39	✓	$ 2,000.00	$ 10,509.44
3.005.113.32	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.005.113.33	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 8,678.21	✓	$ 940.14	✓	$ 2,000.00	$ 14,118.35
3.005.113.34	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 9,176.36	✓	$ 994.11	✓	$ 2,000.00	$ 14,670.46
3.005.113.35	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,626.16	✓	$ 826.17	✓	$ 2,000.00	$ 12,952.33
3.005.113.36	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,137.62	✓	$ 556.58	✓	$ 2,000.00	$ 10,194.19
3.005.113.37	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,701.55	✓	$ 509.34	✓	$ 2,000.00	$ 9,710.89
3.029.113.38	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,313.50	✓	$ 792.30	✓	$ 2,000.00	$ 12,605.80
3.029.113.39	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓		$ -		$ -	✓	$ 7,531.59	✓	$ 815.92	✓	$ 2,000.00	$ 10,347.52
3.029.113.40	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,770.28	✓	$ 625.11	✓	$ 2,000.00	$ 10,895.39
3.005.113.41	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,078.04	✓	$ 658.45	✓	$ 2,000.00	$ 11,236.49
3.005.113.42	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,286.42	✓	$ 464.36	✓	$ 2,000.00	$ 9,250.78
3.005.113.43	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,023.47	✓	$ 760.88	✓	$ 2,000.00	$ 12,284.34
3.005.113.44	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,287.57	✓	$ 681.15	✓	$ 2,000.00	$ 11,468.73
3.005.113.45	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,279.95	✓	$ 463.66	✓	$ 2,000.00	$ 9,243.61
3.005.113.46	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,893.09	✓	$ 530.09	✓	$ 2,000.00	$ 9,923.18
3.005.113.47	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,843.36	✓	$ 524.70	✓	$ 2,000.00	$ 9,868.06
3.005.113.48	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.005.113.49	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.005.113.50	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,296.16	✓	$ 682.08	✓	$ 2,000.00	$ 11,478.24
3.005.113.51	MN 113.06	CSAH 35 Becker	CSAH 37 Becker	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,844.50	✓	$ 633.15	✓	$ 2,000.00	$ 10,977.65
3.005.113.52	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,052.50	✓	$ 655.69	✓	$ 2,000.00	$ 11,208.18
3.005.113.53	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,495.78	✓	$ 812.04	✓	$ 2,000.00	$ 12,807.82
3.005.113.54	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,095.07	✓	$ 660.30	✓	$ 2,000.00	$ 11,255.37
3.005.113.55	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,928.32	✓	$ 642.23	✓	$ 2,000.00	$ 11,070.55
3.005.113.56	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,880.17	✓	$ 637.02	✓	$ 2,000.00	$ 11,017.19
3.005.113.57	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,356.07	✓	$ 580.24	✓	$ 2,000.00	$ 10,436.31
3.005.113.58	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 2,975.18	✓	$ 322.31	✓	$ 2,000.00	$ 7,797.50
3.005.113.59	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,403.05	✓	$ 477.00	✓	$ 2,000.00	$ 9,380.04
3.005.113.60	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,876.83	✓	$ 853.32	✓	$ 2,000.00	$ 13,230.15
3.005.113.61	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,349.46	✓	$ 796.19	✓	$ 2,000.00	$ 12,645.66
3.005.113.62	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 12,406.86	✓	$ 1,344.08	✓	$ 2,000.00	$ 18,250.94
3.005.113.63	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,099.61	✓	$ 660.79	✓	$ 2,000.00	$ 11,260.40
3.005.113.64	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 8,473.53	✓	$ 917.97	✓	$ 2,000.00	$ 13,891.50
3.005.113.65	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 6,013.97	✓	$ 651.51	✓	$ 2,000.00	$ 11,165.48
3.005.113.66	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 4,605.56	✓	$ 498.94	✓	$ 2,000.00	$ 9,604.49
3.005.113.67	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 3,903.45	✓	$ 422.87	✓	$ 2,000.00	$ 8,826.33
3.005.113.68	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓		$ -		$ -		$ -		$ -		$ -	$ -
3.005.113.69	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 12,418.45	✓	$ 1,345.33	✓	$ 2,000.00	$ 18,263.78
3.005.113.70	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,267.98	✓	$ 570.70	✓	$ 2,000.00	$ 10,338.68
3.005.113.71	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,548.18	✓	$ 601.05	✓	$ 2,000.00	$ 10,649.23
3.005.113.72	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓		$ -	✓	$ 2,500.00	✓	$ 5,352.57	✓	$ 579.86	✓	$ 2,000.00	$ 10,432.44
3.005.113.73	MN 113.07	CSAH 37 Becker	White Earth Eastern Boundary	✓✓✓✓		$ -	✓	$ 2,500.00	✓	$ 7,017.18	✓	$ 760.19	✓	$ 2,000.00	$ 12,277.38
							65	$ 162,500.00	57	$ 365,292.53	68	$ 48,464.04	68	$ 136,000.00	$ 712,256.57

White Earth Nation Tribal Transportation Safety Plan

Rural Curve Projects

12/8/2023

Curve ID	Segment ID	From (Segment)	To (Segment)	Priority Ranking	Clear Zone Enhancements		Install/Upgrade Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		Total Cost
					Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
Notes:	Clear Zone Enhancements	$100,000													
	Upgrade Chevrons	$2,500							6.764676427		8.284451571				
	Install Chevrons	$2,500													
	Pave Shoulders	$54,000													
	Install Rumble Strips	$5,850													
	Install Advance Curve Warning Sign	$2,000													
	Group 1														
	Min Radius	1200													
	Max Radius	1500													
	Group 2														
	Min Radius	1500													
	Max Radius	2000													
	Group 3														
	Min Radius	2000													
	Max Radius	3000													

White Earth Nation Tribal Transportation Safety Plan

Intersection Data

February 27, 2024

Intersection ID	Intersection Name	Area Type	Intersection Configuration	Design	Major Division Configuration	Minor Division Configuration	Traffic Control	Alignment Skew	Intersection Lighting	Minor Approach Speed Limit	Major Approach Speed Limit	Major AADT 1	Major AADT 2	Major AADT (Avg)	Minor AADT 3	Minor AADT 4	Minor AADT (Avg)	Cross Product	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop Greater than 5 Miles	Fatal Crashes	Incapacitating Injury Crashes	Non-incapacitating injury Crashes	Possible Injury Crashes	PD	B + C + PDO Crashes	K + A Crashes	Total Crashes
2.005.059.01	US 59 (Main Ave) and CSAH 83 (280th St)	Urban	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	3,462	3,462	3,462	55	0	28	95,205	None	None	None	No	0	0	0	0	0	0	0	0
2.005.059.02	US 59 (Main Ave) and CSAH 52 (Iowa St)	Urban	T	Traditional	Undivided	Undivided	SSSC	0	Yes	25	30	3,462	3,462	3,462	50	0	25	86,550	Horizontal	Present	None	No	0	0	0	0	0	0	0	0
2.005.059.03	US 59 (Main Ave) and CSAH 84 (Dakota St)	Urban	X	Traditional	Undivided	Undivided	SSSC	0	Yes	30	30	3,462	3,462	3,462	260	100	180	623,160	None	Present	None	No	0	0	0	0	0	0	0	0
2.005.059.04	US 59 and CSAH 14	Rural	X	Traditional	Undivided	Undivided	SSSC	5	Yes	55	60	3,462	3,462	3,462	590	590	590	2,042,580	Horizontal	Present	Present	No	0	0	1	0	2	3	0	3
2.005.059.05	US 59 and CR 110 (310th ST)	Rural	T	Traditional	Undivided	Undivided	SSSC	15	No	55	60	3,462	3,462	3,462	65	0	33	112,515	None	None	None	No	0	0	0	0	0	0	0	0
2.005.059.06	US 59 and CR 153	Rural	X	Traditional	Undivided	Undivided	SSSC	5	No	55	60	3,462	3,462	3,462	80	0	40	138,480	Horizontal	None	Present	No	0	0	0	0	1	1	0	1
2.005.059.07	US 59 and CR 155	Rural	X	Traditional	Undivided	Undivided	SSSC	5	No	55	60	3,462	3,462	3,462	65	0	33	112,515	None	None	Present	Yes	0	0	0	0	0	0	0	0
2.005.059.08	US 59 and CSAH 34 (Main St)	Urban	X	Traditional	Undivided	Undivided	SSSC	0	Yes	55	60	4,611	3,462	4,037	1,600	20	810	3,269,565	None	Present	None	No	0	0	0	1	1	2	0	2
2.005.059.09	US 59 and CSAH 85 (2nd St)	Urban	T	Traditional	Undivided	Undivided	SSSC	0	No	30	40	4,611	4,611	4,611	80	0	40	184,440	None	Present	None	No	0	0	0	0	1	1	0	1
2.005.059.10	US 59 and CSAH 18 (Kolb St)	Urban	T	Traditional	Undivided	Undivided	SSSC	0	Yes	30	40	4,611	4,611	4,611	250	0	125	576,375	None	Present	None	Yes	0	0	1	1	0	2	0	2
2.005.059.11	US 59 and CSAH 18 (Kolb St)	Urban	T	Traditional	Undivided	Undivided	SSSC	0	Yes	30	40	4,611	4,611	4,611	305	0	153	703,178	None	Present	None	No	0	0	0	0	1	1	0	1
2.087.059.12	US 59 and CSAH 28	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	60	4,611	4,611	4,611	65	0	33	149,858	None	None	None	Yes	0	0	0	0	0	0	0	0
2.087.059.13	US 59 and CR 111	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	60	4,611	4,611	4,611	30	0	15	69,165	Horizontal	None	None	No	0	0	0	0	0	0	0	0
2.087.059.14	US 59 and IND 100 (Housing Authority Rd)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	20	60	4,611	4,611	4,611	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
2.087.059.15	US 59 and MN 113 (Pleasant Ave AVE)	Urban	X	Traditional	Undivided	Undivided	SSSC	0	Yes	55	60	4,611	3,984	4,298	1,497	1,093	1,295	5,565,263	None	Present	None	No	0	0	0	2	1	3	0	3
2.087.059.16	US 59 and CSAH 17 (1st Ave)	Urban	X	Traditional	Undivided	Undivided	SSSC	0	Yes	30	60	3,984	3,984	3,984	710	0	355	1,414,320	Horizontal	Present	None	No	0	0	0	0	0	0	0	0
2.087.059.17	US 59 and CSAH 12 (300th St)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	3,984	3,984	3,984	20	20	20	79,680	None	None	None	Yes	0	0	0	0	0	0	0	0
2.087.059.18	US 59 and CSAH 6	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	3,984	3,984	3,984	250	0	125	498,000	None	None	None	No	0	0	0	1	0	1	0	1
2.087.059.19	US 59 and CSAH 6 (270th St)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	3,984	3,984	3,984	355	40	198	786,840	None	None	None	No	0	0	1	0	0	1	0	1
2.087.059.20	US 59 (US Hwy 59) and CSAH 11 (250th St)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	3,984	3,950	3,967	335	0	168	664,473	None	Present	None	Yes	0	0	1	0	0	1	0	1
2.087.059.21	US 59 (US Hwy 59) and CR 125 (160th Ave)	Rural	T	Traditional	Undivided	Undivided	SSSC	25	No	55	60	3,950	3,950	3,950	50	0	25	98,750	Horizontal	None	None	No	0	0	0	0	0	0	0	0
2.087.059.22	US 59 and PVT 9 (NA)	Urban	T	Traditional	Undivided	Undivided	0.00	40	No	15	60	3,950	3,950	3,950	0	0	0	0	Horizontal	Present	None	No	0	0	0	0	0	0	0	0
2.087.059.23	US 59 and CSAH 25 (Jefferson Ave)	Urban	X	Traditional	Undivided	Undivided	SSSC	40	Yes	30	45	3,950	3,950	3,950	3,050	435	1,743	6,882,875	None	Present	None	Yes	0	0	2	1	0	3	0	3
2.087.059.24	US 59 (3rd St) and CSAH 20 (Washington Ave)	Urban	X	Traditional	Undivided	Undivided	SSSC	0	Yes	55	55	3,950	3,950	3,950	1,650	0	825	3,258,750	None	Present	Present	No	0	0	0	0	1	1	0	1
2.087.059.25	US 59 and MN 200	Rural	X	Traditional	Undivided	Undivided	SSSC	0	Yes	55/60	60	3,950	2,263	3,107	1,507	1,307	1,407	4,370,846	None	Present	Present	Yes	0	0	2	0	1	3	0	3
2.087.059.26	US 59 and CSAH 22 (210th St)	Rural	X	Traditional	Undivided	Undivided	SSSC	5	No	55	60	1,307	1,307	1,307	55	25	40	52,280	None	None	Present	No	0	0	0	0	0	0	0	0
2.087.059.27	US 59 and CR 130 (180th St)	Rural	T	Traditional	Undivided	Undivided	SSSC	5	No	55	60	1,307	1,307	1,307	30	0	15	19,605	None	None	Present	Yes	0	0	0	0	0	0	0	0
2.087.059.28	US 59 and CR 134 (150th St)	Rural	X	Traditional	Undivided	Undivided	SSSC	5	No	55	60	1,307	1,307	1,307	60	0	30	39,210	None	None	Present	No	0	0	0	0	0	0	0	0
2.087.059.29	US 59 and CSAH 1	Urban	X	Traditional	Undivided	Undivided	SSSC	0	Yes	30	45	1,307	1,307	1,307	305	280	293	382,298	None	Present	Present	No	0	0	0	0	0	0	0	0
2.087.059.30	US 59 and CSAH 21 (Main St)	Urban	T	Traditional	Undivided	Undivided	SSSC	0	Yes	30	60	1,307	1,307	1,307	245	0	123	160,108	None	None	None	No	0	0	0	0	0	0	0	0
3.005.113.16	MN 113 (Pleasant Ave AVE) and CSAH 37	Rural	X	Traditional	Undivided	Undivided	SSSC	5	Yes	55	50	351	325	338	285	221	253	85,514	Horizontal	None	None	Yes	0	0	0	0	0	0	0	0
3.029.092.01	MN 92 and MN 200	Rural	X	Traditional	Undivided	Undivided	SSSC	0	Yes	55	55	1,125	990	1,058	450	195	323	341,044	None	None	None	Yes	0	0	0	0	1	1	0	1
3.029.092.02	MN 92 and CR 105	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,125	1,125	1,125	25	0	13	14,063	None	None	None	No	0	0	0	0	1	1	0	1
3.029.092.03	MN 92 and CSAH 36	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,600	1,125	1,363	170	65	118	160,094	None	None	None	No	0	0	0	0	0	0	0	0
3.029.092.04	MN 92 and CSAH 35	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,600	1,600	1,600	100	0	50	80,000	None	None	None	Yes	0	0	0	0	0	0	0	0
3.029.092.05	MN 92 and CSAH 30 (300th ST)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,600	1,600	1,600	84	0	42	67,200	None	None	None	No	0	0	0	0	0	0	0	0
3.029.092.06	MN 92 and CSAH 13	Rural	T	Traditional	Undivided	Undivided	SSSC	0	Yes	55	55	1,600	1,600	1,600	255	0	128	204,000	None	None	None	No	0	0	0	0	0	0	0	0
3.029.092.07	MN 92 and CSAH 26	Rural	X	Traditional	Undivided	Undivided	SSSC	0	Yes	55	55	2,750	1,600	2,175	790	664	727	1,581,225	None	None	None	No	0	0	0	0	0	0	0	0
3.029.200.21	MN 200 and CR 103 (Stockyard RD)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	450	450	450	25	0	13	5,625	None	None	None	No	0	0	0	0	0	0	0	0
3.029.200.22	MN 200 and CSAH 39	Rural	T	Traditional	Undivided	Undivided	SSSC	35	No	55	55	990	990	990	358	0	179	177,210	Horizontal	None	None	Yes	0	2	0	1	0	1	2	3
3.087.113.01	MN 113 (Pleasant Ave AVE) and CR 102 (470th St)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	60	1,039	1,039	1,039	15	0	8	7,793	None	None	None	No	0	0	0	0	0	0	0	0
3.087.113.02	MN 113 (Pleasant Ave AVE) and CSAH 10	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	1,039	1,039	1,039	80	0	40	41,560	None	None	None	No	0	0	0	0	0	0	0	0
3.087.113.03	MN 113 (Pleasant Ave AVE) and CR 142	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	1,039	1,039	1,039	25	0	13	12,988	None	None	None	No	0	0	0	0	0	0	0	0
3.087.113.04	MN 113 (Pleasant Ave AVE) and CSAH 26 (140th Ave)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	1,039	1,039	1,039	40	0	20	20,780	None	None	None	No	0	0	0	0	0	0	0	0
3.087.113.05	MN 113 (Pleasant Ave AVE) and CSAH 17 (1st St)	Urban	T	Traditional	Undivided	Undivided	SSSC	0	Yes	30	30	1,174	1,174	1,174	640	0	320	375,680	None	Present	Present	No	0	0	0	0	0	0	0	0
3.087.113.06	MN 113 (Pleasant Ave AVE) and CR 100 (200th Ave)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,093	1,093	1,093	15	0	8	8,198	None	None	None	No	0	0	0	0	0	0	0	0
3.087.113.07	MN 113 (Pleasant Ave AVE) and CSAH 13 (County Hwy 13)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,093	1,093	1,093	770	70	420	459,060	None	None	None	No	0	0	0	0	1	1	0	1
3.087.113.08	MN 113 (Pleasant Ave AVE) and CSAH 3	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,093	649	871	345	0	173	150,248	None	None	None	Yes	0	0	0	0	0	0	0	0
3.087.113.09	MN 113 (Pleasant Ave AVE) and CR 128 (300th St)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	649	649	649	80	0	40	25,960	None	None	None	No	0	0	0	0	0	0	0	0
3.087.113.10	MN 113 (Pleasant Ave AVE) and CR 144	Rural	T	Traditional	Undivided	Undivided	SSSC	25	No	15	55	649	649	649	190	0	95	61,655	Horizontal	None	None	Yes	0	0	0	0	0	0	0	0
3.087.113.11	MN 113 (Pleasant Ave AVE) and CSAH 4	Rural	T	Traditional	Undivided	Undivided	SSSC	30	Yes	55	55	950	649	800	649	0	325	259,438	Horizontal	None	None	Yes	0	0	0	0	0	0	0	0
3.087.113.12	MN 113 (Pleasant Ave AVE) and IND 90 (Little Elbow River Rd)	Rural	T	Traditional	Undivided	Undivided	SSSC	5	No	55	50	649	649	649	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
3.087.113.13	MN 113 (Pleasant Ave AVE) and IND 96 (Stump Lake Rd)	Rural	X	Traditional	Undivided	Undivided	SSSC	20	No	55	50	649	649	649	0	0	0	0	Horizontal	None	None	No	0	1	0	0	0	0	1	1
3.087.200.01	MN 200 and CSAH 8 (470th St)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	60	760	760	760	70	0	35	26,600	None	None	None	No	0	0	0	0	0	0	0	0
3.087.200.02	MN 200 and CR 136 (110th Ave)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	760	760	760	40	0	20	15,200	None	None	None	No	0	0	0	0	0	0	0	0
3.087.200.03	MN 200 and CR 227 (120th Ave)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	60	760	760	760	55	0	28	20,900	None	None	None	No	0	0	0	0	0	0	0	0
3.087.200.04	MN 200 and CSAH 9 (140th Ave)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	60	2,263	2,263	2,263	760	590	675	1,527,525	None	None	None	No	0	0	0	0	0	0	0	0
3.087.200.05	MN 200 and CSAH 20 (Main St)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	30	60	2,263	2,263	2,263	1,350	0	675	1,527,525	None	Present	None	No	0	0	0	0	0	0	0	0
3.087.200.08	MN 200 and CSAH 25 (160th Ave)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,507	1,507	1,507	435	0	218	327,773	None	None	None	No	0	0	0	0	0	0	0	0
3.087.200.09	MN 200 and CR 135 (170th Ave)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,507	1,507	1,507	50	0	25	37,675	None	None	None	No	0	1	0	0	0	0	1	1
3.087.200.10	MN 200 and CR 131 (180th Ave)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,507	1,507	1,507	5	0	3	3,768	None	None	None	No	0	0	0	0	1	1	0	1
3.087.200.11	MN 200 and CSAH 2 (190th Ave)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,507	1,507	1,507	130	45	88	131,863	None	None	None	No	0	0	0	0	0	0	0	0
3.087.200.12	MN 200 and CSAH 3	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,507	1,213	1,360	345	265	305	414,800	None	None	None	No	0	0	0	0	0	0	0	0
3.087.200.13	MN 200 and IND 111 (Lagoon Access Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	1,213	1,213	1,213	0	0	0	0	Horizontal	None	None	No	0	0	0	0	1	1	0	1
3.087.200.14	MN 200 and IND 20 (Woodchuck Lake Rd)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,213	1,213	1,213	0	0	0	0	None	None	None	Yes	0	0	0	0	1	1	0	1
3.087.200.15	MN 200 and IND 112 (Chippewa Ranch Rd)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	15	55	1,213	1,213	1,213	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
3.087.200.16	MN 200 and CR 122 (290th Ave)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,213	1,213	1,213	60	0	30	36,390	None	None	None	No	0	0	0	0	0	0	0	0
3.087.200.17	MN 200 and CSAH 4 (310th Ave)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,213	1,213	1,213	950	310	630	764,190	None	None	None	No	0	0	0	0	1	1	0	1
3.087.200.18	MN 200 and IND 14 (320th AVE)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	1,213	1,213	1,213	0	0	0	0	None	None	None	No	0	0	0	1	0	1	0	1
3.087.200.19	MN 200 and IND 11 (334th AVE)	Rural	T	Traditional	Undivided	Undivided	SSSC	10	No	15	55	1,213	1,213	1,213	0	0	0	0	Horizontal	None	None	No	0	0	0	0	1	1	0	1
4.005.009.01	CSAH 9 and CSAH 14	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	510	510	510	360	65	213	108,375	None	None	None	No	0	0	0	0	0	0	0	0
4.005.013.01	CSAH 13 and CSAH 14	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	590	510	550	160	60	110	60,500	None	None	None	No	0	0	0	0	0	0	0	0
4.005.014.01	CSAH 14 and CR 105	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	510	510	510	100	0	50	25,500	None	None	None	No	0	0	0	0	0	0	0	0
4.005.014.02	CSAH 14 and CSAH 52	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	590	590	590	170	0	85	50,150	None	Present	None	No	0	1	0	0	0	0	1	1
4.005.014.03	CSAH 14 and CSAH 21	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	1,450	1,050	1,250	590	0	295	368,750	None	None	None	No	0	0	0	0	0	0	0	0
4.005.018.01	CSAH 18 and CR 107	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	250	160	205	55	0	28	5,638	None	None	None	No	0	0	0	0	0	0	0	0
4.005.018.02	CSAH 18 and CR 159	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	250	250	250	60	0	30	7,500	None	None	None	No	0	0	0	0	0	0	0	0
4.005.021.01	CSAH 21 and CR 110	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	1,450	1,450	1,450	160	0	80	116,000	None	None	None	No	0	0	0	0	0	0	0	0
4.005.021.02	CSAH 21 and CR 110 (310th ST)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	1,450	1,450	1,450	65	0	33	47,125	None	None	None	No	0	0	0	0	0	0	0	0
4.005.021.03	CSAH 21 and CR 109	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	1,450	1,450	1,450	120	0	60	87,000	None	None	None	No	0	0	0	0	0	0	0	0
4.005.021.16	CSAH 21 and CR 112	Rural	X	Traditional	Undivided	Undivided	0.00	10	No	55	55	760	760	760	160	0	80	60,800	None	None	None	No	0	0	1	0	0	1	0	1
4.005.034.02	CSAH 34 and CR 109	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	1,500	120	810	1,500	0	750	607,500	None	None	None	No	0	0	0	0	0	0	0	0
4.005.034.03	CSAH 34 and CR 111	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	1,500	1,500	1,500	65	0	33	48,750	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.034.04	CSAH 34 and CR 111	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	1,500	1,500	1,500	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.005.034.13	CSAH 34 and IND 103 (285th AVE)	Rural	T	Traditional	Undivided	Undivided	0.00	20	No	15	55	930	930	930	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.034.14	CSAH 34 and IND 96 (Net Lake 295th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	35	No	15	55	630	630	630	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.034.15	CSAH 34 and IND 95 (INDIAN SERVICE RD 95)	Rural	T	Traditional	Undivided	Undivided	0.00	25	No	15	55	630	630	630	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.034.16	CSAH 34 and IND 94 (White Earth Bass Lake Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	630	630	630	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.034.17	CSAH 34 and CR 158	Rural	X	Traditional	Undivided	Undivided	0.00	5	No	55	55	630	590	610	300	0	150	91,500	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.034.18	CSAH 34 and IND 121 (Berry Corner Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	5	No	55	55	590	590	590	0	0	0	0	None	Present	None	No	0	1	0	0	0	0	1	1
4.005.034.19	CSAH 34 and IND 114 (Glory Way DR)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	15	55	590	590	590	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.034.20	CSAH 34 and CSAH 143	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	750	590	670	590	0	295	197,650	None	Present	None	No	0	0	0	0	0	0	0	0
4.005.034.21	CSAH 34 and 310th Ave	Rural	T	Traditional	Undivided	Undivided	0.00	15	No	55	55	750	750	750	0	0	0	0	Horizontal	None	None	Yes	0	0	0	0	1	1	0	1
4.005.034.22	CSAH 34 and CR 110	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	970	750	860	160	0	80	68,800	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.035.01	CSAH 35 and CSAH 37	Rural	X	Traditional	Undivided	Undivided	SSSC	5	No	55	55	770	770	770	490	265	378	290,675	None	None	None	No	0	0	0	0	0	0	0	0
4.005.035.02	CSAH 35 and IND 106 (Ice Cracking Biology Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	30	No	15	55	490	490	490	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.035.03	CSAH 35 and IND 84 (Ladoux RD)	Rural	T	Traditional	Undivided	Undivided	0.00	40	No	30	55	490	490	490	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.005.035.04	CSAH 35 and IND 105 (Ice Cracking TRL)	Rural	T	Traditional	Undivided	Undivided	0.00	40	No	15	55	490	490	490	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.035.05	CSAH 35 and CSAH 143	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	490	320	405	170	0	85	34,425	Horizontal	None	None	Yes	0	0	0	0	0	0	0	0
4.005.037.01	CSAH 37 and 320th Ave	Rural	T	Traditional	Undivided	Undivided	0.00	30	No	55	55	770	770	770	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.037.02	CSAH 37 and CSAH 58	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	770	590	680	325	0	163	110,500	None	None	None	Yes	0	0	0	1	0	1	0	1
4.005.037.03	CSAH 37 and CR 129	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	325	325	325	35	0	18	5,688	None	None	None	No	0	0	0	0	0	0	0	0
4.005.044.01	CSAH 44 and IND 150 (Tribal RD)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	230	70	150	70	0	35	5,250	None	None	None	No	0	0	0	0	0	0	0	0
4.005.044.02	CSAH 44 and CR 156 (280th St)	Rural	T	Traditional	Undivided	Undivided	SSSC	40	No	55	55	255	210	233	70	0	35	8,138	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.044.03	CSAH 44 and CSAH 58	Rural	X	Traditional	Undivided	Undivided	SSSC	10	No	55	55	590	580	585	210	0	105	61,425	Horizontal	None	None	Yes	0	0	0	0	0	0	0	0

White Earth Nation Tribal Transportation Safety Plan

Intersection Data

February 27, 2024

Intersection ID	Intersection Name	Area Type	Intersection Configuration	Design	Major Division Configuration	Minor Division Configuration	Traffic Control	Alignment Skew	Intersection Lighting	Minor Approach Speed Limit	Major Approach Speed Limit	Major AADT 1	Major AADT 2	Major AADT (Avg)	Minor AADT 3	Minor AADT 4	Minor AADT (Avg)	Cross Product	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop Greater than 5 Miles	Fatal Crashes	Incapacitating Injury Crashes	Non-incapacitating injury Crashes	Possible Injury Crashes	PD	B + C + PDO Crashes	K + A Crashes	Total Crashes
4.005.058.01	CSAH 58 and CR 129	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	590	590	590	35	35	35	20,475	None	None	None	No	0	0	0	0	0	0	0	0
4.005.143.01	CSAH 143 and BFWR 100 (Waboose Lake Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	20	No	15	55	320	320	320	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.143.02	CSAH 143 and BFWR 11 (Bruce Blvd)	Rural	T	Traditional	Undivided	Undivided	0.00	35	No	55	55	590	320	455	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.005.143.03	CSAH 143 and IND 85 (Strawberry Lake RD)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	590	590	590	0	0	0	0	Horizontal	None	None	Yes	0	0	0	0	0	0	0	0
4.029.007.01	CSAH 7 and CSAH 16 (340th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	780	720	750	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.029.007.02	CSAH 7 and IND 13 (Auganaush Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	720	720	720	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.029.007.03	CSAH 7 and IND 15 (Jackson Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	30	No	55	55	720	720	720	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.029.007.04	CSAH 7 and CSAH 35	Rural	T	Traditional	Undivided	Undivided	0.00	20	No	55	55	720	720	720	600	0	300	216,000	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.029.007.05	CSAH 7 and CR 120 (County Road 120)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	720	720	720	80	0	40	28,800	None	None	None	No	0	0	0	0	0	0	0	0
4.029.007.06	CSAH 7 and CSAH 28 (316th ST)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	720	566	643	265	0	133	85,198	None	None	None	No	0	0	0	0	1	1	0	1
4.029.007.07	CSAH 7 and CSAH 27	Rural	T	Traditional	Undivided	Undivided	SSSC	40	No	55	55	801	566	684	566	0	283	193,431	None	None	Present	No	0	0	0	0	0	0	0	0
4.029.013.01	CSAH 13 and CSAH 30 (221st AVE)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	353	255	304	155	84	120	36,328	None	None	None	No	0	0	0	0	0	0	0	0
4.029.025.01	CSAH 25 and CSAH 28 (310th ST)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	265	265	265	175	0	88	23,188	None	None	None	No	0	0	0	0	0	0	0	0
4.029.025.02	CSAH 25 and CSAH 27	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	790	790	790	175	0	88	69,125	None	None	None	No	0	0	0	0	0	0	0	0
4.029.025.03	CSAH 25 (161st AVE) and CSAH 27	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	801	790	796	305	0	153	121,314	None	None	None	No	0	0	0	0	0	0	0	0
4.029.026.01	CSAH 26 and CSAH 30 (221st AVE)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	664	664	664	353	200	277	183,596	None	None	None	No	0	0	0	0	0	0	0	0
4.029.027.01	CSAH 27 and CSAH 28	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	790	790	790	560	430	495	391,050	None	None	None	No	0	0	0	0	1	1	0	1
4.029.028.01	CSAH 28 (310th ST) and CSAH 34	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	265	265	265	165	0	83	21,863	None	None	None	No	0	0	0	0	0	0	0	0
4.029.028.02	CSAH 28 (310th ST) and CR 103 (Stockyard RD)	Rural	T	Traditional	Undivided	Undivided	0.00	40	No	55	55	430	265	348	75	0	38	13,031	Horizontal	None	None	No	1	1	0	0	0	2	2	2
4.029.034.01	CSAH 34 and CSAH 35	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	600	165	383	100	0	50	19,125	None	None	None	No	0	0	0	0	0	0	0	0
4.029.034.02	CSAH 34 and CR 104	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	165	165	165	35	0	18	2,888	None	None	None	No	0	0	0	0	0	0	0	0
4.029.034.03	CSAH 34 and CR 120	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	165	165	165	80	0	40	6,600	None	None	None	No	0	0	0	0	0	0	0	0
4.029.035.04	CSAH 35 and CR 104	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	600	600	600	35	0	18	10,500	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.029.035.11	CSAH 35 and CR 103 (Stockyard RD)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	100	100	100	75	75	75	7,500	None	None	None	No	0	0	0	0	0	0	0	0
4.029.036.01	CSAH 36 and CR 105	Rural	T	Traditional	Undivided	Undivided	0.00	35	No	55	55	170	170	170	25	0	13	2,125	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.029.036.02	CSAH 36 and PVT 5 (Sunrise LN)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	170	170	170	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.029.036.03	CSAH 36 and PVT 6 (KJOS TRL)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	170	170	170	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.029.039.01	CSAH 39 and IND 109 (Peninsula Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	15	No	55	55	298	298	298	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.087.001.01	CSAH 1 (150th ST) and CSAH 15 (320th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	120	80	100	75	0	38	3,750	None	None	None	No	0	0	0	0	0	0	0	0
4.087.001.02	CSAH 1 (150th ST) and CSAH 4 (300th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	570	570	570	80	0	40	22,800	None	None	None	No	0	0	0	0	0	0	0	0
4.087.001.03	CSAH 1 (150th ST) and CSAH 4 (300th Ave)	Rural	T	Traditional	Undivided	Undivided	SSSC	0	No	55	55	570	220	395	165	0	83	32,588	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.001.04	CSAH 1 and CSAH 3 (240th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	235	210	223	165	0	83	18,356	None	None	None	No	0	0	0	0	0	0	0	0
4.087.001.05	CSAH 1 and CSAH 3 (240th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	235	235	235	200	0	100	23,500	None	None	None	Yes	0	0	0	0	0	0	0	0
4.087.001.06	CSAH 1 and CR 141	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	200	200	200	20	0	10	2,000	None	None	None	No	0	0	0	0	0	0	0	0
4.087.001.07	CSAH 1 and CSAH 2 (190th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	280	280	280	200	55	128	35,700	None	None	None	No	0	0	0	1	0	1	0	1
4.087.001.08	CSAH 1 and CR 123 (170th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	280	280	280	35	0	18	4,900	None	None	None	No	0	0	0	0	1	1	0	1
4.087.001.09	CSAH 1 and CR 134 (160th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	280	280	280	60	0	30	8,400	None	None	None	No	0	0	0	0	0	0	0	0
4.087.001.11	CSAH 1 and CSAH 7 (110th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	305	305	305	50	0	25	7,625	None	None	None	No	0	0	0	0	0	0	0	0
4.087.001.12	CSAH 1 and CSAH 9 (300th Ave)	Rural	X	Traditional	Undivided	Undivided	Yield	0	No	55	55	305	305	305	205	40	123	37,363	None	None	None	No	0	0	0	0	0	0	0	0
4.087.002.01	CSAH 2 (190th Ave) and CSAH 11 (250th St)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	335	335	335	45	40	43	14,238	None	None	None	No	0	0	0	0	0	0	0	0
4.087.002.02	CSAH 2 (190th Ave) and CR 131 (210th St)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	130	130	130	5	0	3	325	None	None	None	No	0	0	0	0	0	0	0	0
4.087.002.03	CSAH 2 (190th Ave) and CR 133 (200th St)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	130	130	130	35	35	35	4,550	None	None	None	No	0	0	0	0	0	0	0	0
4.087.002.04	CSAH 2 and CR 141	Rural	T	Traditional	Undivided	Undivided	0.00	35	No	55	55	55	55	55	20	0	10	550	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.002.05	CSAH 2 and CR 103 (460th St SE)	Rural	T	Traditional	Undivided	Undivided	Yield	35	No	55	55	55	55	55	15	0	8	413	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.003.01	CSAH 3 and CSAH 12 (290th St)	Rural	X	Traditional	Undivided	Undivided	Yield	15	No	55	55	345	345	345	80	20	50	17,250	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.003.02	CSAH 3 and CSAH 6 (270th St)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	445	355	400	345	345	345	138,000	None	None	None	Yes	0	0	0	0	1	1	0	1
4.087.003.03	CSAH 3 and CSAH 11 (250th St)	Rural	X	Traditional	Undivided	Undivided	Yield	0	No	55	55	345	345	345	335	70	203	69,863	None	None	None	No	0	0	0	0	0	0	0	0
4.087.003.04	CSAH 3 and CR 127	Rural	T	Traditional	Undivided	Undivided	0.00	40	No	55	55	345	345	345	45	0	23	7,763	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.003.05	CSAH 3 and CR 132 (210th St)	Rural	T	Traditional	Undivided	Undivided	0.00	5	No	55	55	265	210	238	60	0	30	7,125	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.003.06	CSAH 3 (220th Ave) and CR 133 (200th St)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	210	210	210	35	0	18	3,675	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.003.07	CSAH 3 (190th St) and CSAH 14	Rural	T	Traditional	Undivided	Undivided	0.00	35	No	55	55	210	210	210	35	0	18	3,675	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.003.08	CSAH 3 and CR 132 (240th Ave)	Rural	TT	Traditional	Undivided	Undivided	0.00	35	No	15	55	210	210	210	60	0	30	6,300	None	None	None	No	0	0	0	0	0	0	0	0
4.087.003.09	CSAH 3 (250th Ave) and CR 124 (110th St)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	235	235	235	75	0	38	8,813	None	None	None	Yes	0	0	0	0	0	0	0	0
4.087.004.01	CSAH 4 and IND 91 (Snider Lake Access Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	20	No	15	55	950	950	950	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.004.02	CSAH 4 and IND 102 (Little Elbow River Tr)	Rural	T	Traditional	Undivided	Undivided	0.00	25	No	55	55	950	950	950	0	0	0	0	Horizontal	None	None	No	0	1	0	0	0	0	1	1
4.087.004.03	CSAH 4 and IND 94 (Woodtic Tr)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	950	950	950	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.087.004.04	CSAH 4 and CR 104	Rural	T	Traditional	Undivided	Undivided	Yield	25	No	30	55	950	950	950	140	0	70	66,500	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.004.05	CSAH 4 and IND 8 (INDIAN SERVICE RD 8)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	950	950	950	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.004.06	CSAH 4 and IND 71 (280th St)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	950	950	950	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.004.07	CSAH 4 and CSAH 6	Rural	T	Traditional	Undivided	Undivided	SSSC	20	No	55	55	950	950	950	445	0	223	211,375	Horizontal	None	None	No	0	0	0	0	1	1	0	1
4.087.004.08	CSAH 4 and IND 78 (Tibbetts Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	950	950	950	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.004.14	CSAH 4 (310th Ave) and IND 108 (Rehab Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	950	950	950	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.087.004.15	CSAH 4 (310th Ave) and IND 14 (240th AVE)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	950	950	950	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.087.004.16	CSAH 4 (310th Ave) and IND 16 (Tamarack RD)	Rural	T	Traditional	Undivided	Undivided	0.00	15	No	55	55	310	310	310	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.087.004.17	CSAH 4 (180th St) and CR 122 (300th Ave)	Rural	T	Traditional	Undivided	Undivided	Yield	35	No	55	55	310	310	310	60	0	30	9,300	Horizontal	None	None	Yes	0	0	0	0	0	0	0	0
4.087.004.18	CSAH 4 (300th Ave) and CSAH 14	Rural	T	Traditional	Undivided	Undivided	Yield	5	No	55	55	310	220	265	35	0	18	4,638	Horizontal	None	None	Yes	0	0	0	0	0	0	0	0
4.087.004.19	CSAH 4 (300th Ave) and CSAH 4 (Spring Lake Rd SE)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	630	570	600	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.005.01	CSAH 5 and CSAH 10 (130th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	670	410	540	350	150	250	135,000	None	None	None	No	0	0	1	0	0	1	0	1
4.087.006.01	CSAH 6 and CSAH 31 (Fossum Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	395	330	363	10	0	5	1,813	None	None	None	No	0	0	0	0	0	0	0	0
4.087.006.02	CSAH 6 (280th St) and CSAH 10 (120th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	395	395	395	80	50	65	25,675	None	None	None	No	0	0	0	0	0	0	0	0
4.087.006.03	CSAH 6 (280th St) and CSAH 10 (130th Ave)	Rural	X	Traditional	Undivided	Undivided	SSSC	0	No	55	55	410	395	403	250	0	125	50,313	None	None	None	No	0	0	0	0	0	0	0	0
4.087.006.04	CSAH 6 (270th St) and CR 116 (190th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	355	355	355	40	0	20	7,100	None	None	None	No	0	0	0	0	0	0	0	0
4.087.006.05	CSAH 6 (270th St) and CR 118 (200th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	355	355	355	40	0	20	7,100	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.006.06	CSAH 6 (270th St) and IND 71 (280th St)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	445	445	445	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.006.07	CSAH 6 and IND 10 (Sargent Lake Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	445	445	445	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.007.01	CSAH 7 (110th Ave) and CR 107 (460th St SE)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	50	50	50	35	0	18	875	None	None	None	No	0	0	0	0	0	0	0	0
4.087.008.01	CSAH 8 (470th St) and CR 136 (200th St)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	70	70	70	40	0	20	1,400	None	None	None	No	0	0	0	0	0	0	0	0
4.087.008.02	CSAH 8 (470th St) and CSAH 9	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	70	70	70	28	15	22	1,505	None	None	None	No	0	0	0	0	0	0	0	0
4.087.008.03	CSAH 8 (470th St) and CSAH 42 (470th St)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	70	40	55	31	0	16	853	None	None	None	No	0	0	0	0	0	0	0	0
4.087.009.01	CSAH 9 (210th St) and CSAH 22 (210th St)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	590	35	313	25	15	20	6,250	None	None	None	No	0	0	0	0	0	0	0	0
4.087.009.02	CSAH 9 (120th Ave) and CR 227 (120th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	55	15	35	15	0	8	263	None	None	None	No	0	0	0	0	0	0	0	0
4.087.009.03	CSAH 9 and CR 140 (120th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	15	15	15	15	0	8	113	None	None	None	No	0	0	0	0	1	1	0	1
4.087.010.01	CSAH 10 (310th St) and CSAH 19	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	80	80	80	20	0	10	800	None	None	None	No	0	0	0	0	0	0	0	0
4.087.010.02	CSAH 10 and CSAH 12	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	80	80	80	25	0	13	1,000	None	None	None	No	0	0	0	0	0	0	0	0
4.087.010.03	CSAH 10 (130th Ave) and CR 106 (Creek 106)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	410	410	410	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.087.011.01	CSAH 11 (250th St) and CR 127 (220th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	335	335	335	45	0	23	7,538	None	None	None	No	0	0	0	0	0	0	0	0
4.087.012.01	CSAH 12 (300th St) and CSAH 26 (140th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	40	25	33	25	0	13	406	None	None	None	No	0	0	0	0	0	0	0	0
4.087.012.02	CSAH 12 and CR 118 (200th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	40	20	30	20	0	10	300	None	None	None	No	0	0	0	0	0	0	0	0
4.087.012.03	CSAH 12 (215th Ave) and CR 113 (215th Ave)	Rural	TT	Traditional	Undivided	Undivided	0.00	30	No	55	55	70	20	45	20	0	10	450	None	None	None	No	0	0	0	0	0	0	0	0
4.087.013.01	CSAH 13 (340th St) and CR 111	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	65	65	65	50	15	33	2,113	None	None	None	No	0	0	0	0	0	0	0	0
4.087.014.01	CSAH 14 and CR 132 (240th Ave)	Rural	X	Traditional	Undivided	Undivided	Yield	0	No	15	55	60	60	60	60	35	48	2,850	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.015.01	CSAH 15 (320th Ave) and IND 97 (147th ST)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	120	120	120	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.087.015.01	CSAH 15 (320th Ave) and IND 97 (147th ST)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	15	55	120	120	120	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
4.087.021.17	CSAH 21 and CSAH 13 (340th St)	Rural	X	Traditional	Undivided	Undivided	SSSC	15	No	55	55	770	760	765	165	50	108	82,238	Horizontal	None	None	No	0	0	0	0	0	0	0	0
4.087.025.01	CSAH 25 and CR 125 (160th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	435	425	430	50	0	25	10,750	None	None	None	No	0	0	0	0	0	0	0	0
4.087.040.01	CSAH 40 (460th St SE) and CR 107 (460th St SE)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	99	50	75	50	0	25	1,863	None	None	None	No	0	0	0	0	0	0	0	0
7.005.101.01	CR 101 and CR 105	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	100	65	83	65	0	33	2,681	None	None	None	No	0	0	0	0	0	0	0	0
7.005.109.01	CR 109 and CR 153	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	80	120	100	120	0	60	6,000	None	None	None	No	0	0	0	0	0	0	0	0
7.005.111.01	CR 111 and IND 81 (370th ST)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	65	65	65	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
7.005.129.01	CR 129 and IND 150 (Tribal RD)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	295	265	280	265	0	133	37,100	None	None	None	No	0	0	0	0	0	0	0	0
7.005.129.09	CR 129 and Bunker Hill Road	Rural	TT	Traditional	Undivided	Undivided	0.00	35	No	55	55	35	35	35	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
7.005.129.10	CR 129 and 330th Street	Rural	TT	Traditional	Undivided	Undivided	0.00	25	No	55	55	35	35	35	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
7.005.155.01	CR 155 and CR 159	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	65	60	63	60	0	30	1,875	None	None	None	No	0	0	0	0	0	0	0	0
7.029.103.01	CR 103 (Stockyard RD) and CR 113	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	75	75	75	65	0	33	2,438	None	None	None	No	0	0	0	0	0	0	0	0
7.029.104.01	CR 104 and CR 120 (County Road 120)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	80	80	80	35	0	18	1,400	None	None	None	No	0	0	0	0	0	0	0	0
7.087.101.01	CR 101 (Lambert Rd) and IND 16 (Tamarack RD)	Rural	T	Traditional	Undivided	Undivided	0.00	5	No	55	55	75	75	75	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0

White Earth Nation Tribal Transportation Safety Plan

Intersection Data

February 27, 2024

Intersection ID	Intersection Name	Area Type	Intersection Configuration	Design	Major Division Configuration	Minor Division Configuration	Traffic Control	Alignment Skew	Intersection Lighting	Minor Approach Speed Limit	Major Approach Speed Limit	Major AADT 1	Major AADT 2	Major AADT (Avg)	Minor AADT 3	Minor AADT 4	Minor AADT (Avg)	Cross Product	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop Greater than 5 Miles	Fatal Crashes	Incapacitating Injury Crashes	Non-incapacitating injury Crashes	Possible Injury Crashes	PD	B + C + PDO Crashes	K + A Crashes	Total Crashes
7.087.107.01	CR 107 and CR 142	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	55	25	40	0	0	0	0	None	None	None	No	0	0	0	0	0	0	0	0
7.087.121.01	CR 121 (240th St) and CR 125 (160th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	50	50	50	10	0	5	250	None	None	None	No	0	0	0	0	0	0	0	0
7.087.130.01	CR 130 (180th St) and CR 140 (120th Ave)	Rural	T	Traditional	Undivided	Undivided	0.00	0	No	55	55	30	15	23	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
7.087.130.02	CR 130 and CR 137 (140th Ave)	Rural	X	Traditional	Undivided	Undivided	0.00	0	No	55	55	35	30	33	30	0	15	488	None	None	None	No	0	0	0	0	0	0	0	0
7.087.139.01	CR 139 (Old County Road 139 Rd) and IND 91 (Rediscovery Center Rd)	Rural	T	Traditional	Undivided	Undivided	0.00	10	No	55	55	165	165	165	0	0	0	0	Horizontal	None	None	No	0	0	0	0	0	0	0	0
7.087.139.02	CR 139 (Old County Road 139 Rd) and CR 144	Rural	T	Traditional	Undivided	Undivided	Yield	35	No	55	55	190	190	190	165	165	165	31,350	Horizontal	None	None	No	0	0	0	0	0	0	0	0
																												44	9	53

White Earth Nation Tribal Transportation Safety Plan
Intersection Data
February 27, 2024

		K+A Only								All Severities							
Intersection ID	Intersection Name	Angle	Head On	Other	Rear End	Rear to Rear	SSO	SSS	Unknown/Blank	Angle	Head On	Other	Rear End	Rear to Rear	SSO	SSS	Unknown/Blank
2.005.059.01	US 59 (Main Ave) and CSAH 83 (280th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.005.059.02	US 59 (Main Ave) and CSAH 52 (Iowa St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.005.059.03	US 59 (Main Ave) and CSAH 84 (Dakota St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.005.059.04	US 59 and CSAH 14	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
2.005.059.05	US 59 and CR 110 (310th ST)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.005.059.06	US 59 and CR 153	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2.005.059.07	US 59 and CR 155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.005.059.08	US 59 and CSAH 34 (Main St)	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
2.005.059.09	US 59 and CSAH 85 (2nd St)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2.005.059.10	US 59 and CSAH 18 (Kolb St)	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2.005.059.11	US 59 and CSAH 18 (Kolb St)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2.087.059.12	US 59 and CSAH 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.13	US 59 and CR 111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.14	US 59 and IND 100 (Housing Authority Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.15	US 59 and MN 113 (Pleasant Ave AVE)	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0
2.087.059.16	US 59 and CSAH 17 (1st Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.17	US 59 and CSAH 12 (300th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.18	US 59 and CSAH 6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2.087.059.19	US 59 and CSAH 6 (270th St)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2.087.059.20	US 59 (US Hwy 59) and CSAH 11 (250th St)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2.087.059.21	US 59 (US Hwy 59) and CR 125 (160th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.22	US 59 and PVT 9 (NA)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.23	US 59 and CSAH 25 (Jefferson Ave)	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
2.087.059.24	US 59 (3rd St) and CSAH 20 (Washington Ave)	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2.087.059.25	US 59 and MN 200	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
2.087.059.26	US 59 and CSAH 22 (210th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.27	US 59 and CR 130 (180th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.28	US 59 and CR 134 (150th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.29	US 59 and CSAH 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.087.059.30	US 59 and CSAH 21 (Main St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.005.113.16	MN 113 (Pleasant Ave AVE) and CSAH 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.092.01	MN 92 and MN 200	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
3.029.092.02	MN 92 and CR 105	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3.029.092.03	MN 92 and CSAH 36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.092.04	MN 92 and CSAH 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.092.05	MN 92 and CSAH 30 (300th ST)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.092.06	MN 92 and CSAH 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.092.07	MN 92 and CSAH 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.200.21	MN 200 and CR 103 (Stockyard RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.029.200.22	MN 200 and CSAH 39	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
3.087.113.01	MN 113 (Pleasant Ave AVE) and CR 102 (470th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.02	MN 113 (Pleasant Ave AVE) and CSAH 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.03	MN 113 (Pleasant Ave AVE) and CR 142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.04	MN 113 (Pleasant Ave AVE) and CSAH 26 (140th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.05	MN 113 (Pleasant Ave AVE) and CSAH 17 (1st St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.06	MN 113 (Pleasant Ave AVE) and CR 100 (200th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.07	MN 113 (Pleasant Ave AVE) and CSAH 13 (County Hwy 13)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3.087.113.08	MN 113 (Pleasant Ave AVE) and CSAH 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.09	MN 113 (Pleasant Ave AVE) and CR 128 (300th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.10	MN 113 (Pleasant Ave AVE) and CR 144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.11	MN 113 (Pleasant Ave AVE) and CSAH 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.12	MN 113 (Pleasant Ave AVE) and IND 90 (Little Elbow River Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.113.13	MN 113 (Pleasant Ave AVE) and IND 96 (Stump Lake Rd)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3.087.200.01	MN 200 and CSAH 8 (470th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.02	MN 200 and CR 136 (110th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.03	MN 200 and CR 227 (120th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.04	MN 200 and CSAH 9 (140th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.05	MN 200 and CSAH 20 (Main St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.08	MN 200 and CSAH 25 (160th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.09	MN 200 and CR 135 (170th Ave)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3.087.200.10	MN 200 and CR 131 (180th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3.087.200.11	MN 200 and CSAH 2 (190th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.12	MN 200 and CSAH 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.13	MN 200 and IND 111 (Lagoon Access Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3.087.200.14	MN 200 and IND 20 (Woodchuck Lake Rd)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
3.087.200.15	MN 200 and IND 112 (Chippewa Ranch Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.16	MN 200 and CR 122 (290th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.087.200.17	MN 200 and CSAH 4 (310th Ave)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
3.087.200.18	MN 200 and IND 14 (320th AVE)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
3.087.200.19	MN 200 and IND 11 (334th AVE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4.005.009.01	CSAH 9 and CSAH 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.013.01	CSAH 13 and CSAH 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.014.01	CSAH 14 and CR 105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.014.02	CSAH 14 and CSAH 52	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4.005.014.03	CSAH 14 and CSAH 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.018.01	CSAH 18 and CR 107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.018.02	CSAH 18 and CR 159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.021.01	CSAH 21 and CR 110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.021.02	CSAH 21 and CR 110 (310th ST)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.021.03	CSAH 21 and CR 109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.021.16	CSAH 21 and CR 112	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4.005.034.02	CSAH 34 and CR 109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.03	CSAH 34 and CR 111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.04	CSAH 34 and CR 111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.13	CSAH 34 and IND 103 (285th AVE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.14	CSAH 34 and IND 96 (Net Lake 295th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.15	CSAH 34 and IND 95 (INDIAN SERVICE RD 95)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.16	CSAH 34 and IND 94 (White Earth Bass Lake Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.17	CSAH 34 and CR 158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.18	CSAH 34 and IND 121 (Berry Corner Rd)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4.005.034.19	CSAH 34 and IND 114 (Glory Way DR)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.20	CSAH 34 and CSAH 143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.034.21	CSAH 34 and 310th Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4.005.034.22	CSAH 34 and CR 110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.035.01	CSAH 35 and CSAH 37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.035.02	CSAH 35 and IND 106 (Ice Cracking Biology Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.035.03	CSAH 35 and IND 84 (Ladoux RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.035.04	CSAH 35 and IND 105 (Ice Cracking TRL)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.035.05	CSAH 35 and CSAH 143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.037.01	CSAH 37 and 320th Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.037.02	CSAH 37 and CSAH 58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4.005.037.03	CSAH 37 and CR 129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.044.01	CSAH 44 and IND 150 (Tribal RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.044.02	CSAH 44 and CR 156 (280th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.044.03	CSAH 44 and CSAH 58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

White Earth Nation Tribal Transportation Safety Plan
Intersection Data
February 27, 2024

		K+A Only								All Severities							
Intersection ID	Intersection Name	Angle	Head On	Other	Rear End	Rear to Rear	SSO	SSS	Unknown/Blank	Angle	Head On	Other	Rear End	Rear to Rear	SSO	SSS	Unknown/Blank
4.005.058.01	CSAH 58 and CR 129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.01	CSAH 143 and BFWR 100 (Waboose Lake Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.02	CSAH 143 and BFWR 11 (Bruce Blvd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.005.143.03	CSAH 143 and IND 85 (Strawberry Lake RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.007.01	CSAH 7 and CSAH 16 (340th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.007.02	CSAH 7 and IND 13 (Auganaush Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.007.03	CSAH 7 and IND 15 (Jackson Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.007.04	CSAH 7 and CSAH 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.007.05	CSAH 7 and CR 120 (County Road 120)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.007.06	CSAH 7 and CSAH 28 (316th ST)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4.029.007.07	CSAH 7 and CSAH 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.013.01	CSAH 13 and CSAH 30 (221st AVE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.025.01	CSAH 25 and CSAH 28 (310th ST)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.025.02	CSAH 25 and CSAH 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.025.03	CSAH 25 (161st AVE) and CSAH 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.026.01	CSAH 26 and CSAH 30 (221st AVE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.027.01	CSAH 27 and CSAH 28	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4.029.028.01	CSAH 28 (310th ST) and CSAH 34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.028.02	CSAH 28 (310th ST) and CR 103 (Stockyard RD)	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4.029.034.01	CSAH 34 and CSAH 35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.034.02	CSAH 34 and CR 104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.034.03	CSAH 34 and CR 120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.035.04	CSAH 35 and CR 104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.035.11	CSAH 35 and CR 103 (Stockyard RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.036.01	CSAH 36 and CR 105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.036.02	CSAH 36 and PVT 5 (Sunrise LN)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.036.03	CSAH 36 and PVT 6 (KJOS TRL)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.029.039.01	CSAH 39 and IND 109 (Peninsula Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.01	CSAH 1 (150th ST) and CSAH 15 (320th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.02	CSAH 1 (150th ST) and CSAH 4 (300th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.03	CSAH 1 (150th ST) and CSAH 4 (300th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.04	CSAH 1 and CSAH 3 (240th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.05	CSAH 1 and CSAH 3 (240th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.06	CSAH 1 and CR 141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.07	CSAH 1 and CSAH 2 (190th Ave)	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4.087.001.08	CSAH 1 and CR 123 (170th Ave)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4.087.001.09	CSAH 1 and CR 134 (160th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.11	CSAH 1 and CSAH 7 (110th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.001.12	CSAH 1 and CSAH 9 (300th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.002.01	CSAH 2 (190th Ave) and CSAH 11 (250th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.002.02	CSAH 2 (190th Ave) and CR 131 (210th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.002.03	CSAH 2 (190th Ave) and CR 133 (200th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.002.04	CSAH 2 and CR 141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.002.05	CSAH 2 and CR 103 (460th St SE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.003.01	CSAH 3 and CSAH 12 (290th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.003.02	CSAH 3 and CSAH 6 (270th St)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4.087.003.03	CSAH 3 and CSAH 11 (250th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.003.04	CSAH 3 and CR 127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.003.05	CSAH 3 and CR 132 (210th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.003.06	CSAH 3 (220th Ave) and CR 133 (200th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.003.07	CSAH 3 (190th St) and CSAH 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.003.08	CSAH 3 and CR 132 (240th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.003.09	CSAH 3 (250th Ave) and CR 124 (110th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.01	CSAH 4 and IND 91 (Snider Lake Access Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.02	CSAH 4 and IND 102 (Little Elbow River Tr)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4.087.004.03	CSAH 4 and IND 94 (Woodtic Tr)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.04	CSAH 4 and CR 104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.05	CSAH 4 and IND 8 (INDIAN SERVICE RD 8)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.06	CSAH 4 and IND 71 (280th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.07	CSAH 4 and CSAH 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4.087.004.08	CSAH 4 and IND 78 (Tibbetts Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.14	CSAH 4 (310th Ave) and IND 108 (Rehab Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.15	CSAH 4 (310th Ave) and IND 14 (240th AVE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.16	CSAH 4 (310th Ave) and IND 16 (Tamarack RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.17	CSAH 4 (180th St) and CR 122 (300th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.18	CSAH 4 (300th Ave) and CSAH 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.004.19	CSAH 4 (300th Ave) and CSAH 4 (Spring Lake Rd SE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.005.01	CSAH 5 and CSAH 10 (130th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4.087.006.01	CSAH 6 and CSAH 31 (Fossum Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.006.02	CSAH 6 (280th St) and CSAH 10 (120th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.006.03	CSAH 6 (280th St) and CSAH 10 (130th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.006.04	CSAH 6 (270th St) and CR 116 (190th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.006.05	CSAH 6 (270th St) and CR 118 (200th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.006.06	CSAH 6 (270th St) and IND 71 (280th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.006.07	CSAH 6 and IND 10 (Sargent Lake Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.007.01	CSAH 7 (110th Ave) and CR 107 (460th St SE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.008.01	CSAH 8 (470th St) and CR 136 (200th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.008.02	CSAH 8 (470th St) and CSAH 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.008.03	CSAH 8 (470th St) and CSAH 42 (470th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.009.01	CSAH 9 (210th St) and CSAH 22 (210th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.009.02	CSAH 9 (120th Ave) and CR 227 (120th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.009.03	CSAH 9 and CR 140 (120th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4.087.010.01	CSAH 10 (310th St) and CSAH 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.010.02	CSAH 10 and CSAH 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.010.03	CSAH 10 (130th Ave) and CR 106 (Creek 106)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.011.01	CSAH 11 (250th St) and CR 127 (220th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.012.01	CSAH 12 (300th St) and CSAH 26 (140th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.012.02	CSAH 12 and CR 118 (200th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.012.03	CSAH 12 (215th Ave) and CR 113 (215th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.013.01	CSAH 13 (340th St) and CR 111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.014.01	CSAH 14 and CR 132 (240th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.015.01	CSAH 15 (320th Ave) and IND 97 (147th ST)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.015.01	CSAH 15 (320th Ave) and IND 97 (147th ST)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.021.17	CSAH 21 and CSAH 13 (340th St)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.025.01	CSAH 25 and CR 125 (160th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4.087.040.01	CSAH 40 (460th St SE) and CR 107 (460th St SE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.101.01	CR 101 and CR 105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.109.01	CR 109 and CR 153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.111.01	CR 111 and IND 81 (370th ST)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.129.01	CR 129 and IND 150 (Tribal RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.129.09	CR 129 and Bunker Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.129.10	CR 129 and 330th Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.005.155.01	CR 155 and CR 159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.029.103.01	CR 103 (Stockyard RD) and CR 113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.029.104.01	CR 104 and CR 120 (County Road 120)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.101.01	CR 101 (Lambert Rd) and IND 16 (Tamarack RD)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

White Earth Nation Tribal Transportation Safety Plan

Intersection Data

February 27, 2024

		K+A Only								All Severities							
Intersection ID	Intersection Name	Angle	Head On	Other	Rear End	Rear to Rear	SSO	SSS	Unknown/Blank	Angle	Head On	Other	Rear End	Rear to Rear	SSO	SSS	Unknown/Blank
7.087.107.01	CR 107 and CR 142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.121.01	CR 121 (240th St) and CR 125 (160th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.130.01	CR 130 (180th St) and CR 140 (120th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.130.02	CR 130 and CR 137 (140th Ave)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.01	CR 139 (Old County Road 139 Rd) and IND 91 (Rediscovery Center Rd)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7.087.139.02	CR 139 (Old County Road 139 Rd) and CR 144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	9	11	1	2	16	1	3	2	17

White Earth Nation Tribal Transportation Safety Plan

Rural Intersection Data Summary

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Total Number of Intersections 147

Total Rural Crashes 16

Count	Intersection ID	Intersection Name	Intersection Design / Traffic Control	Minor Approach Speed	Major Approach Speed	Major AADT	Minor AADT	AADT Cross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Crashes	Total Severe Crashes	Percent Rural Crashes
1	4.005.009.01	CSAH 9 and CSAH 14	Traditional / 0	55	55	510	213	108,375	0	None	None	None	No	0	0	0.0%
2	4.005.013.01	CSAH 13 and CSAH 14	Traditional / 0	55	55	550	110	60,500	0	None	None	None	No	0	0	0.0%
3	4.005.014.01	CSAH 14 and CR 105	Traditional / 0	55	55	510	50	25,500	0	None	None	None	No	0	0	0.0%
4	4.005.014.02	CSAH 14 and CSAH 52	Traditional / 0	55	55	590	85	50,150	0	None	Present	None	No	1	1	6.3%
5	4.005.014.03	CSAH 14 and CSAH 21	Traditional / 0	55	55	1,250	295	368,750	0	None	None	None	No	0	0	0.0%
6	4.005.018.01	CSAH 18 and CR 107	Traditional / 0	55	55	205	28	5,638	0	None	None	None	No	0	0	0.0%
7	4.005.018.02	CSAH 18 and CR 159	Traditional / 0	55	55	250	30	7,500	0	None	None	None	No	0	0	0.0%
8	4.005.021.01	CSAH 21 and CR 110	Traditional / 0	55	55	1,450	80	116,000	0	None	None	None	No	0	0	0.0%
9	4.005.021.02	CSAH 21 and CR 110 (310th ST)	Traditional / 0	55	55	1,450	33	47,125	0	None	None	None	No	0	0	0.0%
10	4.005.021.03	CSAH 21 and CR 109	Traditional / 0	55	55	1,450	60	87,000	0	None	None	None	No	0	0	0.0%
11	4.005.021.16	CSAH 21 and CR 112	Traditional / 0	55	55	760	80	60,800	0	None	None	None	No	1	0	6.3%
12	4.005.034.02	CSAH 34 and CR 109	Traditional / 0	55	55	810	750	607,500	0	None	None	None	No	0	0	0.0%
13	4.005.034.03	CSAH 34 and CR 111	Traditional / 0	15	55	1,500	33	48,750	0	Yes	None	None	No	0	0	0.0%
14	4.005.034.04	CSAH 34 and CR 111	Traditional / 0	15	55	1,500	0	0	0	None	None	None	No	0	0	0.0%
15	4.005.034.13	CSAH 34 and IND 103 (285th AVE)	Traditional / 0	15	55	930	0	0	20	Yes	None	None	No	0	0	0.0%
16	4.005.034.14	CSAH 34 and IND 96 (Net Lake 295th Ave)	Traditional / 0	15	55	630	0	0	35	Yes	None	None	No	0	0	0.0%
17	4.005.034.15	CSAH 34 and IND 95 (INDIAN SERVICE RD 95)	Traditional / 0	15	55	630	0	0	25	Yes	None	None	No	0	0	0.0%
18	4.005.034.16	CSAH 34 and IND 94 (White Earth Bass Lake Rd)	Traditional / 0	15	55	630	0	0	0	Yes	None	None	No	0	0	0.0%
19	4.005.034.17	CSAH 34 and CR 158	Traditional / 0	55	55	610	150	91,500	0	Yes	None	None	No	0	0	0.0%
20	4.005.034.18	CSAH 34 and IND 121 (Berry Corner Rd)	Traditional / 0	55	55	590	0	0	0	None	Present	None	No	1	1	6.3%
21	4.005.034.19	CSAH 34 and IND 114 (Glory Way DR)	Traditional / 0	15	55	590	0	0	0	Yes	None	None	No	0	0	0.0%
22	4.005.034.20	CSAH 34 and CSAH 143	Traditional / 0	55	55	670	295	197,650	0	None	Present	None	No	0	0	0.0%
23	4.005.034.21	CSAH 34 and 310th Ave	Traditional / 0	55	55	750	0	0	0	Yes	None	None	Yes	1	0	6.3%
24	4.005.034.22	CSAH 34 and CR 110	Traditional / 0	55	55	860	80	68,800	0	Yes	None	None	No	0	0	0.0%
25	4.005.035.01	CSAH 35 and CSAH 37	Traditional / SSSC	55	55	770	378	290,675	0	None	None	None	No	0	0	0.0%
26	4.005.035.02	CSAH 35 and IND 106 (Ice Cracking Biology Rd)	Traditional / 0	15	55	490	0	0	30	Yes	None	None	No	0	0	0.0%
27	4.005.035.03	CSAH 35 and IND 84 (Ladoux RD)	Traditional / 0	30	55	490	0	0	40	None	None	None	No	0	0	0.0%
28	4.005.035.04	CSAH 35 and IND 105 (Ice Cracking TRL)	Traditional / 0	15	55	490	0	0	40	Yes	None	None	No	0	0	0.0%
29	4.005.035.05	CSAH 35 and CSAH 143	Traditional / 0	55	55	405	85	34,425	0	Yes	None	None	Yes	0	0	0.0%
30	4.005.037.01	CSAH 37 and 320th Ave	Traditional / 0	55	55	770	0	0	30	Yes	None	None	No	0	0	0.0%
31	4.005.037.02	CSAH 37 and CSAH 58	Traditional / 0	55	55	680	163	110,500	0	None	None	None	Yes	1	0	6.3%
32	4.005.037.03	CSAH 37 and CR 129	Traditional / 0	55	55	325	18	5,688	0	None	None	None	No	0	0	0.0%
33	4.005.044.01	CSAH 44 and IND 150 (Tribal RD)	Traditional / 0	55	55	150	35	5,250	0	None	None	None	No	0	0	0.0%
34	4.005.044.02	CSAH 44 and CR 156 (280th St)	Traditional / SSSC	55	55	233	35	8,138	40	Yes	None	None	No	0	0	0.0%
35	4.005.044.03	CSAH 44 and CSAH 58	Traditional / SSSC	55	55	585	105	61,425	0	Yes	None	None	Yes	0	0	0.0%
36	4.005.058.01	CSAH 58 and CR 129	Traditional / 0	55	55	590	35	20,475	0	None	None	None	No	0	0	0.0%
37	4.005.143.01	CSAH 143 and BFWR 100 (Waboose Lake Rd)	Traditional / 0	15	55	320	0	0	20	Yes	None	None	No	0	0	0.0%
38	4.005.143.02	CSAH 143 and BFWR 11 (Bruce Blvd)	Traditional / 0	55	55	455	0	0	35	Yes	None	None	No	0	0	0.0%
39	4.005.143.03	CSAH 143 and IND 85 (Strawberry Lake RD)	Traditional / 0	55	55	590	0	0	0	Yes	None	None	Yes	0	0	0.0%
40	4.029.007.01	CSAH 7 and CSAH 16 (340th Ave)	Traditional / 0	55	55	750	0	0	0	None	None	None	No	0	0	0.0%
41	4.029.007.02	CSAH 7 and IND 13 (Auganaush Rd)	Traditional / 0	55	55	720	0	0	0	None	None	None	No	0	0	0.0%
42	4.029.007.03	CSAH 7 and IND 15 (Jackson Rd)	Traditional / 0	55	55	720	0	0	30	Yes	None	None	No	0	0	0.0%
43	4.029.007.04	CSAH 7 and CSAH 35	Traditional / 0	55	55	720	300	216,000	20	Yes	None	None	No	0	0	0.0%
44	4.029.007.05	CSAH 7 and CR 120 (County Road 120)	Traditional / 0	55	55	720	40	28,800	0	None	None	None	No	0	0	0.0%
45	4.029.007.06	CSAH 7 and CSAH 28 (316th ST)	Traditional / 0	55	55	643	133	85,198	0	None	None	None	No	1	0	6.3%
46	4.029.007.07	CSAH 7 and CSAH 27	Traditional / SSSC	55	55	684	283	193,431	40	None	None	Present	No	0	0	0.0%
47	4.029.013.01	CSAH 13 and CSAH 30 (221st AVE)	Traditional / 0	55	55	304	120	36,328	0	None	None	None	No	0	0	0.0%
48	4.029.025.01	CSAH 25 and CSAH 28 (310th ST)	Traditional / 0	55	55	265	88	23,188	0	None	None	None	No	0	0	0.0%
49	4.029.025.02	CSAH 25 and CSAH 27	Traditional / 0	55	55	790	88	69,125	0	None	None	None	No	0	0	0.0%
50	4.029.025.03	CSAH 25 (161st AVE) and CSAH 27	Traditional / SSSC	55	55	796	153	121,314	0	None	None	None	No	0	0	0.0%
51	4.029.026.01	CSAH 26 and CSAH 30 (221st AVE)	Traditional / 0	55	55	664	277	183,596	0	None	None	None	No	0	0	0.0%
52	4.029.027.01	CSAH 27 and CSAH 28	Traditional / SSSC	55	55	790	495	391,050	0	None	None	None	No	1	0	6.3%
53	4.029.028.01	CSAH 28 (310th ST) and CSAH 34	Traditional / 0	55	55	265	83	21,863	0	None	None	None	No	0	0	0.0%
54	4.029.028.02	CSAH 28 (310th ST) and CR 103 (Stockyard RD)	Traditional / 0	55	55	348	38	13,031	40	Yes	None	None	No	2	2	12.5%
55	4.029.034.01	CSAH 34 and CSAH 35	Traditional / 0	55	55	383	50	19,125	0	None	None	None	No	0	0	0.0%
56	4.029.034.02	CSAH 34 and CR 104	Traditional / 0	55	55	165	18	2,888	0	None	None	None	No	0	0	0.0%
57	4.029.034.03	CSAH 34 and CR 120	Traditional / 0	55	55	165	40	6,600	0	None	None	None	No	0	0	0.0%
58	4.029.035.04	CSAH 35 and CR 104	Traditional / 0	55	55	600	18	10,500	0	Yes	None	None	No	0	0	0.0%
59	4.029.035.11	CSAH 35 and CR 103 (Stockyard RD)	Traditional / 0	55	55	100	75	7,500	0	None	None	None	No	0	0	0.0%

White Earth Nation Tribal Transportation Safety Plan

Rural Intersection Data Summary

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Total Number of Intersections 147

Total Rural Crashes 16

Count	Intersection ID	Intersection Name	Intersection Design / Traffic Control	Minor Approach Speed	Major Approach Speed	Major AADT	Minor AADT	AADT Cross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Crashes	Total Severe Crashes	Percent Rural Crashes
60	4.029.036.01	CSAH 36 and CR 105	Traditional / 0	55	55	170	13	2,125	35	Yes	None	None	No	0	0	0.0%
61	4.029.036.02	CSAH 36 and PVT 5 (Sunrise LN)	Traditional / 0	15	55	170	0	0	0	None	None	None	No	0	0	0.0%
62	4.029.036.03	CSAH 36 and PVT 6 (KJOS TRL)	Traditional / 0	15	55	170	0	0	0	Yes	None	None	No	0	0	0.0%
63	4.029.039.01	CSAH 39 and IND 109 (Peninsula Rd)	Traditional / 0	55	55	298	0	0	0	None	None	None	No	0	0	0.0%
64	4.087.001.01	CSAH 1 (150th ST) and CSAH 15 (320th Ave)	Traditional / 0	55	55	100	38	3,750	0	None	None	None	No	0	0	0.0%
65	4.087.001.02	CSAH 1 (150th ST) and CSAH 4 (300th Ave)	Traditional / 0	55	55	570	40	22,800	0	None	None	None	No	0	0	0.0%
66	4.087.001.03	CSAH 1 (150th ST) and CSAH 4 (300th Ave)	Traditional / SSSC	55	55	395	83	32,588	0	Yes	None	None	No	0	0	0.0%
67	4.087.001.04	CSAH 1 and CSAH 3 (240th Ave)	Traditional / 0	55	55	223	83	18,356	0	None	None	None	No	0	0	0.0%
68	4.087.001.05	CSAH 1 and CSAH 3 (240th Ave)	Traditional / 0	55	55	235	100	23,500	0	None	None	None	Yes	0	0	0.0%
69	4.087.001.06	CSAH 1 and CR 141	Traditional / 0	55	55	200	10	2,000	0	None	None	None	No	0	0	0.0%
70	4.087.001.07	CSAH 1 and CSAH 2 (190th Ave)	Traditional / 0	55	55	280	128	35,700	0	None	None	None	No	1	0	6.3%
71	4.087.001.08	CSAH 1 and CR 123 (170th Ave)	Traditional / 0	55	55	280	18	4,900	0	None	None	None	No	1	0	6.3%
72	4.087.001.09	CSAH 1 and CR 134 (160th Ave)	Traditional / 0	55	55	280	30	8,400	0	None	None	None	No	0	0	0.0%
73	4.087.001.11	CSAH 1 and CSAH 7 (110th Ave)	Traditional / 0	55	55	305	25	7,625	0	None	None	None	No	0	0	0.0%
74	4.087.001.12	CSAH 1 and CSAH 9 (300th Ave)	Traditional / Yield	55	55	305	123	37,363	0	None	None	None	No	0	0	0.0%
75	4.087.002.01	CSAH 2 (190th Ave) and CSAH 11 (250th St)	Traditional / 0	55	55	335	43	14,238	0	None	None	None	No	0	0	0.0%
76	4.087.002.02	CSAH 2 (190th Ave) and CR 131 (210th St)	Traditional / 0	55	55	130	3	325	0	None	None	None	No	0	0	0.0%
77	4.087.002.03	CSAH 2 (190th Ave) and CR 133 (200th St)	Traditional / 0	55	55	130	35	4,550	0	None	None	None	No	0	0	0.0%
78	4.087.002.04	CSAH 2 and CR 141	Traditional / 0	55	55	55	10	550	35	Yes	None	None	No	0	0	0.0%
79	4.087.002.05	CSAH 2 and CR 103 (460th St SE)	Traditional / Yield	55	55	55	8	413	35	Yes	None	None	No	0	0	0.0%
80	4.087.003.01	CSAH 3 and CSAH 12 (290th St)	Traditional / Yield	55	55	345	50	17,250	0	Yes	None	None	No	0	0	0.0%
81	4.087.003.02	CSAH 3 and CSAH 6 (270th St)	Traditional / SSSC	55	55	400	345	138,000	0	None	None	None	Yes	1	0	6.3%
82	4.087.003.03	CSAH 3 and CSAH 11 (250th St)	Traditional / Yield	55	55	345	203	69,863	0	None	None	None	No	0	0	0.0%
83	4.087.003.04	CSAH 3 and CR 127	Traditional / 0	55	55	345	23	7,763	40	Yes	None	None	No	0	0	0.0%
84	4.087.003.05	CSAH 3 and CR 132 (210th St)	Traditional / 0	55	55	238	30	7,125	0	Yes	None	None	No	0	0	0.0%
85	4.087.003.06	CSAH 3 (220th Ave) and CR 133 (200th St)	Traditional / 0	55	55	210	18	3,675	0	Yes	None	None	No	0	0	0.0%
86	4.087.003.07	CSAH 3 (190th St) and CSAH 14	Traditional / 0	55	55	210	18	3,675	35	Yes	None	None	No	0	0	0.0%
87	4.087.003.08	CSAH 3 and CR 132 (240th Ave)	Traditional / 0	15	55	210	30	6,300	35	None	None	None	No	0	0	0.0%
88	4.087.003.09	CSAH 3 (250th Ave) and CR 124 (110th St)	Traditional / 0	55	55	235	38	8,813	0	None	None	None	Yes	0	0	0.0%
89	4.087.004.01	CSAH 4 and IND 91 (Snider Lake Access Rd)	Traditional / 0	15	55	950	0	0	20	Yes	None	None	No	0	0	0.0%
90	4.087.004.02	CSAH 4 and IND 102 (Little Elbow River Tr)	Traditional / 0	55	55	950	0	0	25	Yes	None	None	No	1	1	6.3%
91	4.087.004.03	CSAH 4 and IND 94 (Woodtic Tr)	Traditional / 0	55	55	950	0	0	0	None	None	None	No	0	0	0.0%
92	4.087.004.04	CSAH 4 and CR 104	Traditional / Yield	30	55	950	70	66,500	25	Yes	None	None	No	0	0	0.0%
93	4.087.004.05	CSAH 4 and IND 8 (INDIAN SERVICE RD 8)	Traditional / 0	55	55	950	0	0	0	Yes	None	None	No	0	0	0.0%
94	4.087.004.06	CSAH 4 and IND 71 (280th St)	Traditional / 0	55	55	950	0	0	0	Yes	None	None	No	0	0	0.0%
95	4.087.004.07	CSAH 4 and CSAH 6	Traditional / SSSC	55	55	950	223	211,375	20	Yes	None	None	No	1	0	6.3%
96	4.087.004.08	CSAH 4 and IND 78 (Tibbetts Rd)	Traditional / 0	55	55	950	0	0	0	Yes	None	None	No	0	0	0.0%
97	4.087.004.14	CSAH 4 (310th Ave) and IND 108 (Rehab Rd)	Traditional / 0	15	55	950	0	0	0	None	None	None	No	0	0	0.0%
98	4.087.004.15	CSAH 4 (310th Ave) and IND 14 (240th AVE)	Traditional / 0	55	55	950	0	0	0	None	None	None	No	0	0	0.0%
99	4.087.004.16	CSAH 4 (310th Ave) and IND 16 (Tamarack RD)	Traditional / 0	55	55	310	0	0	0	None	None	None	No	0	0	0.0%
100	4.087.004.17	CSAH 4 (180th St) and CR 122 (300th Ave)	Traditional / Yield	55	55	310	30	9,300	35	Yes	None	None	Yes	0	0	0.0%
101	4.087.004.18	CSAH 4 (300th Ave) and CSAH 14	Traditional / Yield	55	55	265	18	4,638	0	Yes	None	None	Yes	0	0	0.0%
102	4.087.004.19	CSAH 4 (300th Ave) and CSAH 4 (Spring Lake Rd SE)	Traditional / 0	55	55	600	0	0	0	Yes	None	None	No	0	0	0.0%
103	4.087.005.01	CSAH 5 and CSAH 10 (130th Ave)	Traditional / 0	55	55	540	250	135,000	0	None	None	None	No	1	0	6.3%
104	4.087.006.01	CSAH 6 and CSAH 31 (Fossum Rd)	Traditional / 0	55	55	363	5	1,813	0	None	None	None	No	0	0	0.0%
105	4.087.006.02	CSAH 6 (280th St) and CSAH 10 (120th Ave)	Traditional / 0	55	55	395	65	25,675	0	None	None	None	No	0	0	0.0%
106	4.087.006.03	CSAH 6 (280th St) and CSAH 10 (130th Ave)	Traditional / SSSC	55	55	403	125	50,313	0	None	None	None	No	0	0	0.0%
107	4.087.006.04	CSAH 6 (270th St) and CR 116 (190th Ave)	Traditional / 0	55	55	355	20	7,100	0	None	None	None	No	0	0	0.0%
108	4.087.006.05	CSAH 6 (270th St) and CR 118 (200th Ave)	Traditional / 0	55	55	355	20	7,100	0	Yes	None	None	No	0	0	0.0%
109	4.087.006.06	CSAH 6 (270th St) and IND 71 (280th St)	Traditional / 0	55	55	445	0	0	0	Yes	None	None	No	0	0	0.0%
110	4.087.006.07	CSAH 6 and IND 10 (Sargent Lake Rd)	Traditional / 0	55	55	445	0	0	0	Yes	None	None	No	0	0	0.0%
111	4.087.007.01	CSAH 7 (110th Ave) and CR 107 (460th St SE)	Traditional / 0	55	55	50	18	875	0	None	None	None	No	0	0	0.0%
112	4.087.008.01	CSAH 8 (470th St) and CR 136 (200th St)	Traditional / 0	55	55	70	20	1,400	0	None	None	None	No	0	0	0.0%
113	4.087.008.02	CSAH 8 (470th St) and CSAH 9	Traditional / 0	55	55	70	22	1,505	0	None	None	None	No	0	0	0.0%
114	4.087.008.03	CSAH 8 (470th St) and CSAH 42 (470th St)	Traditional / 0	55	55	55	16	853	0	None	None	None	No	0	0	0.0%
115	4.087.009.01	CSAH 9 (210th St) and CSAH 22 (210th St)	Traditional / 0	55	55	313	20	6,250	0	None	None	None	No	0	0	0.0%
116	4.087.009.02	CSAH 9 (120th Ave) and CR 227 (120th Ave)	Traditional / 0	55	55	35	8	263	0	None	None	None	No	0	0	0.0%
117	4.087.009.03	CSAH 9 and CR 140 (120th Ave)	Traditional / 0	55	55	15	8	113	0	None	None	None	No	1	0	6.3%
118	4.087.010.01	CSAH 10 (310th St) and CSAH 19	Traditional / 0	55	55	80	10	800	0	None	None	None	No	0	0	0.0%

White Earth Nation Tribal Transportation Safety Plan

Rural Intersection Data Summary

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Total Number of Intersections 147

Total Rural Crashes 16

Count	Intersection ID	Intersection Name	Intersection Design / Traffic Control	Minor Approach Speed	Major Approach Speed	Major AADT	Minor AADT	AADT Cross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Crashes	Total Severe Crashes	Percent Rural Crashes
119	4.087.010.02	CSAH 10 and CSAH 12	Traditional / 0	55	55	80	13	1,000	0	None	None	None	No	0	0	0.0%
120	4.087.010.03	CSAH 10 (130th Ave) and CR 106 (Creek 106)	Traditional / 0	55	55	410	0	0	0	None	None	None	No	0	0	0.0%
121	4.087.011.01	CSAH 11 (250th St) and CR 127 (220th Ave)	Traditional / 0	55	55	335	23	7,538	0	None	None	None	No	0	0	0.0%
122	4.087.012.01	CSAH 12 (300th St) and CSAH 26 (140th Ave)	Traditional / 0	55	55	33	13	406	0	None	None	None	No	0	0	0.0%
123	4.087.012.02	CSAH 12 and CR 118 (200th Ave)	Traditional / 0	55	55	30	10	300	0	None	None	None	No	0	0	0.0%
124	4.087.012.03	CSAH 12 (215th Ave) and CR 113 (215th Ave)	Traditional / 0	55	55	45	10	450	30	None	None	None	No	0	0	0.0%
125	4.087.013.01	CSAH 13 (340th St) and CR 111	Traditional / 0	55	55	65	33	2,113	0	None	None	None	No	0	0	0.0%
126	4.087.014.01	CSAH 14 and CR 132 (240th Ave)	Traditional / Yield	15	55	60	48	2,850	0	Yes	None	None	No	0	0	0.0%
127	4.087.015.01	CSAH 15 (320th Ave) and IND 97 (147th ST)	Traditional / 0	15	55	120	0	0	0	None	None	None	No	0	0	0.0%
128	4.087.015.01	CSAH 15 (320th Ave) and IND 97 (147th ST)	Traditional / 0	15	55	120	0	0	0	None	None	None	No	0	0	0.0%
129	4.087.021.17	CSAH 21 and CSAH 13 (340th St)	Traditional / SSSC	55	55	765	108	82,238	0	Yes	None	None	No	0	0	0.0%
130	4.087.025.01	CSAH 25 and CR 125 (160th Ave)	Traditional / 0	55	55	430	25	10,750	0	None	None	None	No	0	0	0.0%
131	4.087.040.01	CSAH 40 (460th St SE) and CR 107 (460th St SE)	Traditional / 0	55	55	75	25	1,863	0	None	None	None	No	0	0	0.0%
132	7.005.101.01	CR 101 and CR 105	Traditional / 0	55	55	83	33	2,681	0	None	None	None	No	0	0	0.0%
133	7.005.109.01	CR 109 and CR 153	Traditional / 0	55	55	100	60	6,000	0	None	None	None	No	0	0	0.0%
134	7.005.111.01	CR 111 and IND 81 (370th ST)	Traditional / 0	55	55	65	0	0	0	None	None	None	No	0	0	0.0%
135	7.005.129.01	CR 129 and IND 150 (Tribal RD)	Traditional / 0	55	55	280	133	37,100	0	None	None	None	No	0	0	0.0%
136	7.005.129.09	CR 129 and Bunker Hill Road	Traditional / 0	55	55	35	0	0	35	Yes	None	None	No	0	0	0.0%
137	7.005.129.10	CR 129 and 330th Street	Traditional / 0	55	55	35	0	0	25	Yes	None	None	No	0	0	0.0%
138	7.005.155.01	CR 155 and CR 159	Traditional / 0	55	55	63	30	1,875	0	None	None	None	No	0	0	0.0%
139	7.029.103.01	CR 103 (Stockyard RD) and CR 113	Traditional / 0	55	55	75	33	2,438	0	None	None	None	No	0	0	0.0%
140	7.029.104.01	CR 104 and CR 120 (County Road 120)	Traditional / 0	55	55	80	18	1,400	0	None	None	None	No	0	0	0.0%
141	7.087.101.01	CR 101 (Lambert Rd) and IND 16 (Tamarack RD)	Traditional / 0	55	55	75	0	0	0	Yes	None	None	No	0	0	0.0%
142	7.087.107.01	CR 107 and CR 142	Traditional / 0	55	55	40	0	0	0	None	None	None	No	0	0	0.0%
143	7.087.121.01	CR 121 (240th St) and CR 125 (160th Ave)	Traditional / 0	55	55	50	5	250	0	None	None	None	No	0	0	0.0%
144	7.087.130.01	CR 130 (180th St) and CR 140 (120th Ave)	Traditional / 0	55	55	23	0	0	0	Yes	None	None	No	0	0	0.0%
145	7.087.130.02	CR 130 and CR 137 (140th Ave)	Traditional / 0	55	55	33	15	488	0	None	None	None	No	0	0	0.0%
146	7.087.139.01	CR 139 (Old County Road 139 Rd) and IND 91 (Rediscovery Center Rd)	Traditional / 0	55	55	165	0	0	0	Yes	None	None	No	0	0	0.0%
147	7.087.139.02	CR 139 (Old County Road 139 Rd) and CR 144	Traditional / Yield	55	55	190	165	31,350	35	Yes	None	None	No	0	0	0.0%

White Earth Nation Tribal Transportation Safety Plan
Rural Intersection Prioritization
December 11, 2023

Rank	Intersection ID	Intersection Name	Cross Product AADT	AADT Cross Product	Alignment Skew >10	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Severe Crashes	Total
1	4.029.028.02	CSAH 28 (310th ST) and CR 103 (Stockyard RD)	13,031		✓	✓				✓	✓✓✓
2	4.087.004.02	CSAH 4 and IND 102 (Little Elbow River Tr)	0		✓	✓				✓	✓✓✓
3	4.087.004.17	CSAH 4 (180th St) and CR 122 (300th Ave)	9,300		✓	✓			✓		✓✓✓
4	4.005.143.03	CSAH 143 and IND 85 (Strawberry Lake RD)	0			✓			✓		✓✓
5	4.005.037.01	CSAH 37 and 320th Ave	0		✓	✓					✓✓
6	4.005.014.02	CSAH 14 and CSAH 52	50,150				✓			✓	✓✓
7	4.005.034.13	CSAH 34 and IND 103 (285th AVE)	0		✓	✓					✓✓
8	4.005.034.14	CSAH 34 and IND 96 (Net Lake 295th Ave)	0		✓	✓					✓✓
9	4.005.034.15	CSAH 34 and IND 95 (INDIAN SERVICE RD 95)	0		✓	✓					✓✓
10	4.005.034.18	CSAH 34 and IND 121 (Berry Corner Rd)	0				✓			✓	✓✓
11	4.005.034.21	CSAH 34 and 310th Ave	0			✓			✓		✓✓
12	4.005.035.02	CSAH 35 and IND 106 (Ice Cracking Biology Rd)	0		✓	✓					✓✓
13	4.005.035.04	CSAH 35 and IND 105 (Ice Cracking TRL)	0		✓	✓					✓✓
14	4.005.035.05	CSAH 35 and CSAH 143	34,425			✓			✓		✓✓
15	4.005.044.02	CSAH 44 and CR 156 (280th St)	8,138		✓	✓					✓✓
16	4.005.044.03	CSAH 44 and CSAH 58	61,425			✓			✓		✓✓
17	4.005.143.01	CSAH 143 and BFWR 100 (Waboose Lake Rd)	0		✓	✓					✓✓
18	4.005.143.02	CSAH 143 and BFWR 11 (Bruce Blvd)	0		✓	✓					✓✓
19	4.029.007.03	CSAH 7 and IND 15 (Jackson Rd)	0		✓	✓					✓✓
20	4.029.007.04	CSAH 7 and CSAH 35	216,000		✓	✓					✓✓
21	4.029.007.07	CSAH 7 and CSAH 27	193,431		✓			✓			✓✓
22	4.029.036.01	CSAH 36 and CR 105	2,125		✓	✓					✓✓
23	4.087.002.04	CSAH 2 and CR 141	550		✓	✓					✓✓
24	4.087.002.05	CSAH 2 and CR 103 (460th St SE)	413		✓	✓					✓✓
25	4.087.003.04	CSAH 3 and CR 127	7,763		✓	✓					✓✓
26	4.087.003.07	CSAH 3 (190th St) and CSAH 14	3,675		✓	✓					✓✓
27	4.087.004.01	CSAH 4 and IND 91 (Snider Lake Access Rd)	0		✓	✓					✓✓
28	4.087.004.04	CSAH 4 and CR 104	66,500		✓	✓					✓✓
29	4.087.004.07	CSAH 4 and CSAH 6	211,375		✓	✓					✓✓
30	4.087.004.18	CSAH 4 (300th Ave) and CSAH 14	4,638			✓			✓		✓✓
31	7.005.129.09	CR 129 and Bunker Hill Road	0		✓	✓					✓✓
32	7.005.129.10	CR 129 and 330th Street	0		✓	✓					✓✓
33	7.087.139.02	CR 139 (Old County Road 139 Rd) and CR 144	31,350		✓	✓					✓✓
34	4.005.034.03	CSAH 34 and CR 111	48,750			✓					✓
35	4.005.034.16	CSAH 34 and IND 94 (White Earth Bass Lake Rd)	0			✓					✓
36	4.005.034.17	CSAH 34 and CR 158	91,500			✓					✓
37	4.005.034.19	CSAH 34 and IND 114 (Glory Way DR)	0			✓					✓
38	4.005.034.20	CSAH 34 and CSAH 143	197,650				✓				✓
39	4.005.034.22	CSAH 34 and CR 110	68,800			✓					✓
40	4.005.035.03	CSAH 35 and IND 84 (Ladoux RD)	0		✓						✓
41	4.005.037.02	CSAH 37 and CSAH 58	110,500						✓		✓
42	4.029.035.04	CSAH 35 and CR 104	10,500			✓					✓
43	4.029.036.03	CSAH 36 and PVT 6 (KJOS TRL)	0			✓					✓
44	4.087.001.03	CSAH 1 (150th ST) and CSAH 4 (300th Ave)	32,588			✓					✓
45	4.087.001.05	CSAH 1 and CSAH 3 (240th Ave)	23,500						✓		✓
46	4.087.003.01	CSAH 3 and CSAH 12 (290th St)	17,250			✓					✓
47	4.087.003.02	CSAH 3 and CSAH 6 (270th St)	138,000						✓		✓
48	4.087.003.05	CSAH 3 and CR 132 (210th St)	7,125			✓					✓
49	4.087.003.06	CSAH 3 (220th Ave) and CR 133 (200th St)	3,675			✓					✓
50	4.087.003.08	CSAH 3 and CR 132 (240th Ave)	6,300		✓						✓
51	4.087.003.09	CSAH 3 (250th Ave) and CR 124 (110th St)	8,813						✓		✓
52	4.087.004.05	CSAH 4 and IND 8 (INDIAN SERVICE RD 8)	0			✓					✓
53	4.087.004.06	CSAH 4 and IND 71 (280th St)	0			✓					✓
54	4.087.004.08	CSAH 4 and IND 78 (Tibbetts Rd)	0			✓					✓
55	4.087.004.19	CSAH 4 (300th Ave) and CSAH 4 (Spring Lake Rd SE)	0			✓					✓
56	4.087.006.05	CSAH 6 (270th St) and CR 118 (200th Ave)	7,100			✓					✓
57	4.087.006.06	CSAH 6 (270th St) and IND 71 (280th St)	0			✓					✓
58	4.087.006.07	CSAH 6 and IND 10 (Sargent Lake Rd)	0			✓					✓
59	4.087.012.03	CSAH 12 (215th Ave) and CR 113 (215th Ave)	450		✓						✓

Rank	Intersection ID	Intersection Name	Cross Product AADT	AADT Cross Product	Alignment Skew >10	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Severe Crashes	Total
60	4.087.014.01	CSAH 14 and CR 132 (240th Ave)	2,850			✓					✓
61	4.087.021.17	CSAH 21 and CSAH 13 (340th St)	82,238			✓					✓
62	7.087.101.01	CR 101 (Lambert Rd) and IND 16 (Tamarack RD)	0			✓					✓
63	7.087.130.01	CR 130 (180th St) and CR 140 (120th Ave)	0			✓					✓
64	7.087.139.01	CR 139 (Old County Road 139 Rd) and IND 91 (Rediscovery Center Rd)	0			✓					✓
65	4.005.009.01	CSAH 9 and CSAH 14	108,375								
66	4.005.013.01	CSAH 13 and CSAH 14	60,500								
67	4.005.014.01	CSAH 14 and CR 105	25,500								
68	4.005.014.03	CSAH 14 and CSAH 21	368,750								
69	4.005.018.01	CSAH 18 and CR 107	5,638								
70	4.005.018.02	CSAH 18 and CR 159	7,500								
71	4.005.021.01	CSAH 21 and CR 110	116,000								
72	4.005.021.02	CSAH 21 and CR 110 (310th ST)	47,125								
73	4.005.021.03	CSAH 21 and CR 109	87,000								
74	4.005.021.16	CSAH 21 and CR 112	60,800								
75	4.005.034.02	CSAH 34 and CR 109	607,500								
76	4.005.034.04	CSAH 34 and CR 111	0								
77	4.005.035.01	CSAH 35 and CSAH 37	290,675								
78	4.005.037.03	CSAH 37 and CR 129	5,688								
79	4.005.044.01	CSAH 44 and IND 150 (Tribal RD)	5,250								
80	4.005.058.01	CSAH 58 and CR 129	20,475								
81	4.029.007.01	CSAH 7 and CSAH 16 (340th Ave)	0								
82	4.029.007.02	CSAH 7 and IND 13 (Auganaush Rd)	0								
83	4.029.007.05	CSAH 7 and CR 120 (County Road 120)	28,800								
84	4.029.007.06	CSAH 7 and CSAH 28 (316th ST)	85,198								
85	4.029.013.01	CSAH 13 and CSAH 30 (221st AVE)	36,328								
86	4.029.025.01	CSAH 25 and CSAH 28 (310th ST)	23,188								
87	4.029.025.02	CSAH 25 and CSAH 27	69,125								
88	4.029.025.03	CSAH 25 (161st AVE) and CSAH 27	121,314								
89	4.029.026.01	CSAH 26 and CSAH 30 (221st AVE)	183,596								
90	4.029.027.01	CSAH 27 and CSAH 28	391,050								
91	4.029.028.01	CSAH 28 (310th ST) and CSAH 34	21,863								
92	4.029.034.01	CSAH 34 and CSAH 35	19,125								
93	4.029.034.02	CSAH 34 and CR 104	2,888								
94	4.029.034.03	CSAH 34 and CR 120	6,600								
95	4.029.035.11	CSAH 35 and CR 103 (Stockyard RD)	7,500								
96	4.029.036.02	CSAH 36 and PVT 5 (Sunrise LN)	0								
97	4.029.039.01	CSAH 39 and IND 109 (Peninsula Rd)	0								
98	4.087.001.01	CSAH 1 (150th ST) and CSAH 15 (320th Ave)	3,750								
99	4.087.001.02	CSAH 1 (150th ST) and CSAH 4 (300th Ave)	22,800								
100	4.087.001.04	CSAH 1 and CSAH 3 (240th Ave)	18,356								
101	4.087.001.06	CSAH 1 and CR 141	2,000								
102	4.087.001.07	CSAH 1 and CSAH 2 (190th Ave)	35,700								
103	4.087.001.08	CSAH 1 and CR 123 (170th Ave)	4,900								
104	4.087.001.09	CSAH 1 and CR 134 (160th Ave)	8,400								
105	4.087.001.11	CSAH 1 and CSAH 7 (110th Ave)	7,625								
106	4.087.001.12	CSAH 1 and CSAH 9 (300th Ave)	37,363								
107	4.087.002.01	CSAH 2 (190th Ave) and CSAH 11 (250th St)	14,238								
108	4.087.002.02	CSAH 2 (190th Ave) and CR 131 (210th St)	325								
109	4.087.002.03	CSAH 2 (190th Ave) and CR 133 (200th St)	4,550								
110	4.087.003.03	CSAH 3 and CSAH 11 (250th St)	69,863								
111	4.087.004.03	CSAH 4 and IND 94 (Woodtic Tr)	0								
112	4.087.004.14	CSAH 4 (310th Ave) and IND 108 (Rehab Rd)	0								
113	4.087.004.15	CSAH 4 (310th Ave) and IND 14 (240th AVE)	0								
114	4.087.004.16	CSAH 4 (310th Ave) and IND 16 (Tamarack RD)	0								
115	4.087.005.01	CSAH 5 and CSAH 10 (130th Ave)	135,000								
116	4.087.006.01	CSAH 6 and CSAH 31 (Fossum Rd)	1,813								
117	4.087.006.02	CSAH 6 (280th St) and CSAH 10 (120th Ave)	25,675								
118	4.087.006.03	CSAH 6 (280th St) and CSAH 10 (130th Ave)	50,313								

Rank	Intersection ID	Intersection Name	Cross Product AADT	AADT Cross Product	Alignment Skew >10	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Severe Crashes	Total
119	4.087.006.04	CSAH 6 (270th St) and CR 116 (190th Ave)	7,100								
120	4.087.007.01	CSAH 7 (110th Ave) and CR 107 (460th St SE)	875								
121	4.087.008.01	CSAH 8 (470th St) and CR 136 (200th St)	1,400								
122	4.087.008.02	CSAH 8 (470th St) and CSAH 9	1,505								
123	4.087.008.03	CSAH 8 (470th St) and CSAH 42 (470th St)	853								
124	4.087.009.01	CSAH 9 (210th St) and CSAH 22 (210th St)	6,250								
125	4.087.009.02	CSAH 9 (120th Ave) and CR 227 (120th Ave)	263								
126	4.087.009.03	CSAH 9 and CR 140 (120th Ave)	113								
127	4.087.010.01	CSAH 10 (310th St) and CSAH 19	800								
128	4.087.010.02	CSAH 10 and CSAH 12	1,000								
129	4.087.010.03	CSAH 10 (130th Ave) and CR 106 (Creek 106)	0								
130	4.087.011.01	CSAH 11 (250th St) and CR 127 (220th Ave)	7,538								
131	4.087.012.01	CSAH 12 (300th St) and CSAH 26 (140th Ave)	406								
132	4.087.012.02	CSAH 12 and CR 118 (200th Ave)	300								
133	4.087.013.01	CSAH 13 (340th St) and CR 111	2,113								
134	4.087.015.01	CSAH 15 (320th Ave) and IND 97 (147th ST)	0								
135	4.087.015.01	CSAH 15 (320th Ave) and IND 97 (147th ST)	0								
136	4.087.025.01	CSAH 25 and CR 125 (160th Ave)	10,750								
137	4.087.040.01	CSAH 40 (460th St SE) and CR 107 (460th St SE)	1,863								
138	7.005.101.01	CR 101 and CR 105	2,681								
139	7.005.109.01	CR 109 and CR 153	6,000								
140	7.005.111.01	CR 111 and IND 81 (370th ST)	0								
141	7.005.129.01	CR 129 and IND 150 (Tribal RD)	37,100								
142	7.005.155.01	CR 155 and CR 159	1,875								
143	7.029.103.01	CR 103 (Stockyard RD) and CR 113	2,438								
144	7.029.104.01	CR 104 and CR 120 (County Road 120)	1,400								
145	7.087.107.01	CR 107 and CR 142	0								
146	7.087.121.01	CR 121 (240th St) and CR 125 (160th Ave)	250								
147	7.087.130.02	CR 130 and CR 137 (140th Ave)	488								
				0	29	53	3	1	10	4	

		#	%
ADT Range -	✓✓✓✓✓✓	0	0%
Alignment Skew -	✓✓✓✓✓	0	0%
Adjacent Curve -	✓✓✓✓	0	0%
Adjacent Trip Generator -	✓✓✓	3	4%
Railroad crossing -	✓✓	30	44%
Previous Stop (>5 miles)	✓	31	46%
		4	6%
	Total	68	100%

White Earth Nation Tribal Transportation Safety Plan

Rural Intersection Projects

December 11, 2023

Intersection ID	Route Name	Priority Ranking	Convert to Roundabout		Convert to All Way Stop		Install Streetlights		Upgrade Signing and Markings		Reconstruct to Single "T"		Total Cost
			Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
4.029.028.02	CSAH 28 (310th ST) and CR 103 (Stockyard RD)	✓✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.004.02	CSAH 4 and IND 102 (Little Elbow River Tr)	✓✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.004.17	CSAH 4 (180th St) and CR 122 (300th Ave)	✓✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.143.03	CSAH 143 and IND 85 (Strawberry Lake RD)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.037.01	CSAH 37 and 320th Ave	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.014.02	CSAH 14 and CSAH 52	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.034.13	CSAH 34 and IND 103 (285th AVE)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.034.14	CSAH 34 and IND 96 (Net Lake 295th Ave)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.034.15	CSAH 34 and IND 95 (INDIAN SERVICE RD 95)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.034.18	CSAH 34 and IND 121 (Berry Corner Rd)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.034.21	CSAH 34 and 310th Ave	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.035.02	CSAH 35 and IND 106 (Ice Cracking Biology Rd)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.035.04	CSAH 35 and IND 105 (Ice Cracking TRL)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.035.05	CSAH 35 and CSAH 143	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.044.02	CSAH 44 and CR 156 (280th St)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.044.03	CSAH 44 and CSAH 58	✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
4.005.143.01	CSAH 143 and BFWR 100 (Waboose Lake Rd)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.005.143.02	CSAH 143 and BFWR 11 (Bruce Blvd)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.029.007.03	CSAH 7 and IND 15 (Jackson Rd)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.029.007.04	CSAH 7 and CSAH 35	✓✓		$ -		$ -	✓	$ 5,280.00	✓	$ 7,920.00		$ -	$ 13,200.00
4.029.007.07	CSAH 7 and CSAH 27	✓✓		$ -		$ -	✓	$ 5,280.00	✓	$ 7,920.00		$ -	$ 13,200.00
4.029.036.01	CSAH 36 and CR 105	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.002.04	CSAH 2 and CR 141	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.002.05	CSAH 2 and CR 103 (460th St SE)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.003.04	CSAH 3 and CR 127	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.003.07	CSAH 3 (190th St) and CSAH 14	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.004.01	CSAH 4 and IND 91 (Snider Lake Access Rd)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.004.04	CSAH 4 and CR 104	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
4.087.004.07	CSAH 4 and CSAH 6	✓✓		$ -		$ -	✓	$ 5,280.00	✓	$ 7,920.00		$ -	$ 13,200.00
4.087.004.18	CSAH 4 (300th Ave) and CSAH 14	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
7.005.129.09	CR 129 and Bunker Hill Road	✓✓		$ -		$ -		$ -	✓	$ -	✓	$ 150,000.00	$ 150,000.00
7.005.129.10	CR 129 and 330th Street	✓✓		$ -		$ -		$ -	✓	$ -	✓	$ 150,000.00	$ 150,000.00
7.087.139.02	CR 139 (Old County Road 139 Rd) and CR 144	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
			0	$ -	0	$ -		$ 15,840.00	33	$ 248,160.00	2	$ 300,000.00	$ 564,000.00

Convert to Roundabout	$1,000,000
Convert to All Way Stop	$2,000
Streetlight (assume 2 per intersection)	$6000 per light
Upgrade Signing and Markings	$2,640
Reconstruct to Single T Intersection	$150,000

White Earth Nation Tribal Transportation Safety Plan

Rural Intersection Data Summary

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Total Number of Intersections 70

Total Crashes 37

Count	Intersection ID	Intersection Name	Intersection Design / Traffic Control	Minor Approach Speed	Major Approach Speed	Major AADT	Minor AADT	AADT Cross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Crashes	Total Severe Crashes	Percent Rural Crashes
1	2.005.059.01	US 59 (Main Ave) and CSAH 83 (280th St)	Traditional / SSSC	55	55	3,462	28	95,205	0	None	None	None	No	0	0	0.0%
2	2.005.059.02	US 59 (Main Ave) and CSAH 52 (Iowa St)	Traditional / SSSC	25	30	3,462	25	86,550	0	Yes	Present	None	No	0	0	0.0%
3	2.005.059.03	US 59 (Main Ave) and CSAH 84 (Dakota St)	Traditional / SSSC	30	30	3,462	180	623,160	0	None	Present	None	No	0	0	0.0%
4	2.005.059.04	US 59 and CSAH 14	Traditional / SSSC	55	60	3,462	590	2,042,580	0	Yes	Present	Present	No	3	0	8.1%
5	2.005.059.05	US 59 and CR 110 (310th ST)	Traditional / SSSC	55	60	3,462	33	112,515	0	None	None	None	No	0	0	0.0%
6	2.005.059.06	US 59 and CR 153	Traditional / SSSC	55	60	3,462	40	138,480	0	Yes	None	Present	No	1	0	2.7%
7	2.005.059.07	US 59 and CR 155	Traditional / SSSC	55	60	3,462	33	112,515	0	None	None	Present	Yes	0	0	0.0%
8	2.005.059.08	US 59 and CSAH 34 (Main St)	Traditional / SSSC	55	60	4,037	810	3,269,565	0	None	Present	None	No	2	0	5.4%
9	2.005.059.09	US 59 and CSAH 85 (2nd St)	Traditional / SSSC	30	40	4,611	40	184,440	0	None	Present	None	No	1	0	2.7%
10	2.005.059.10	US 59 and CSAH 18 (Kolb St)	Traditional / SSSC	30	40	4,611	125	576,375	0	None	Present	None	Yes	2	0	5.4%
11	2.005.059.11	US 59 and CSAH 18 (Kolb St)	Traditional / SSSC	30	40	4,611	153	703,178	0	None	Present	None	No	1	0	2.7%
12	2.087.059.12	US 59 and CSAH 28	Traditional / SSSC	55	60	4,611	33	149,858	0	None	None	None	Yes	0	0	0.0%
13	2.087.059.13	US 59 and CR 111	Traditional / SSSC	55	60	4,611	15	69,165	0	Yes	None	None	No	0	0	0.0%
14	2.087.059.14	US 59 and IND 100 (Housing Authority Rd)	Traditional / SSSC	20	60	4,611	0	0	0	Yes	None	None	No	0	0	0.0%
15	2.087.059.15	US 59 and MN 113 (Pleasant Ave AVE)	Traditional / SSSC	55	60	4,298	1,295	5,565,263	0	None	Present	None	No	3	0	8.1%
16	2.087.059.16	US 59 and CSAH 17 (1st Ave)	Traditional / SSSC	30	60	3,984	355	1,414,320	0	Yes	Present	None	No	0	0	0.0%
17	2.087.059.17	US 59 and CSAH 12 (300th St)	Traditional / SSSC	55	60	3,984	20	79,680	0	None	None	None	Yes	0	0	0.0%
18	2.087.059.18	US 59 and CSAH 6	Traditional / SSSC	55	60	3,984	125	498,000	0	None	None	None	No	1	0	2.7%
19	2.087.059.19	US 59 and CSAH 6 (270th St)	Traditional / SSSC	55	60	3,984	198	786,840	0	None	None	None	No	1	0	2.7%
20	2.087.059.20	US 59 (US Hwy 59) and CSAH 11 (250th St)	Traditional / SSSC	55	60	3,967	168	664,473	0	None	Present	None	Yes	1	0	2.7%
21	2.087.059.21	US 59 (US Hwy 59) and CR 125 (160th Ave)	Traditional / SSSC	55	60	3,950	25	98,750	25	Yes	None	None	No	0	0	0.0%
22	2.087.059.22	US 59 and PVT 9 (NA)	Traditional / 0	15	60	3,950	0	0	40	Yes	Present	None	No	0	0	0.0%
23	2.087.059.23	US 59 and CSAH 25 (Jefferson Ave)	Traditional / SSSC	30	45	3,950	1,743	6,882,875	40	None	Present	None	Yes	3	0	8.1%
24	2.087.059.24	US 59 (3rd St) and CSAH 20 (Washington Ave)	Traditional / SSSC	55	55	3,950	825	3,258,750	0	None	Present	Present	No	1	0	2.7%
25	2.087.059.25	US 59 and MN 200	Traditional / SSSC	55/60	60	3,107	1,407	4,370,846	0	None	Present	Present	Yes	3	0	8.1%
26	2.087.059.26	US 59 and CSAH 22 (210th St)	Traditional / SSSC	55	60	1,307	40	52,280	0	None	None	Present	No	0	0	0.0%
27	2.087.059.27	US 59 and CR 130 (180th St)	Traditional / SSSC	55	60	1,307	15	19,605	0	None	None	Present	Yes	0	0	0.0%
28	2.087.059.28	US 59 and CR 134 (150th St)	Traditional / SSSC	55	60	1,307	30	39,210	0	None	None	Present	No	0	0	0.0%
29	2.087.059.29	US 59 and CSAH 1	Traditional / SSSC	30	45	1,307	293	382,298	0	None	Present	Present	No	0	0	0.0%
30	2.087.059.30	US 59 and CSAH 21 (Main St)	Traditional / SSSC	30	60	1,307	123	160,108	0	None	None	None	No	0	0	0.0%
31	3.005.113.16	MN 113 (Pleasant Ave AVE) and CSAH 37	Traditional / SSSC	55	50	338	253	85,514	0	Yes	None	None	Yes	0	0	0.0%
32	3.029.092.01	MN 92 and MN 200	Traditional / SSSC	55	55	1,058	323	341,044	0	None	None	None	Yes	1	0	2.7%
33	3.029.092.02	MN 92 and CR 105	Traditional / SSSC	55	55	1,125	13	14,063	0	None	None	None	No	1	0	2.7%
34	3.029.092.03	MN 92 and CSAH 36	Traditional / SSSC	55	55	1,363	118	160,094	0	None	None	None	No	0	0	0.0%
35	3.029.092.04	MN 92 and CSAH 35	Traditional / SSSC	55	55	1,600	50	80,000	0	None	None	None	Yes	0	0	0.0%
36	3.029.092.05	MN 92 and CSAH 30 (300th ST)	Traditional / SSSC	55	55	1,600	42	67,200	0	None	None	None	No	0	0	0.0%
37	3.029.092.06	MN 92 and CSAH 13	Traditional / SSSC	55	55	1,600	128	204,000	0	None	None	None	No	0	0	0.0%
38	3.029.092.07	MN 92 and CSAH 26	Traditional / SSSC	55	55	2,175	727	1,581,225	0	None	None	None	No	0	0	0.0%
39	3.029.200.21	MN 200 and CR 103 (Stockyard RD)	Traditional / SSSC	55	55	450	13	5,625	0	None	None	None	No	0	0	0.0%
40	3.029.200.22	MN 200 and CSAH 39	Traditional / SSSC	55	55	990	179	177,210	35	Yes	None	None	Yes	3	2	8.1%
41	3.087.113.01	MN 113 (Pleasant Ave AVE) and CR 102 (470th St)	Traditional / SSSC	55	60	1,039	8	7,793	0	None	None	None	No	0	0	0.0%
42	3.087.113.02	MN 113 (Pleasant Ave AVE) and CSAH 10	Traditional / SSSC	55	60	1,039	40	41,560	0	None	None	None	No	0	0	0.0%
43	3.087.113.03	MN 113 (Pleasant Ave AVE) and CR 142	Traditional / SSSC	55	60	1,039	13	12,988	0	None	None	None	No	0	0	0.0%
44	3.087.113.04	MN 113 (Pleasant Ave AVE) and CSAH 26 (140th Ave)	Traditional / SSSC	55	60	1,039	20	20,780	0	None	None	None	No	0	0	0.0%
45	3.087.113.05	MN 113 (Pleasant Ave AVE) and CSAH 17 (1st St)	Traditional / SSSC	30	30	1,174	320	375,680	0	None	Present	Present	No	0	0	0.0%
46	3.087.113.06	MN 113 (Pleasant Ave AVE) and CR 100 (200th Ave)	Traditional / SSSC	55	55	1,093	8	8,198	0	None	None	None	No	0	0	0.0%
47	3.087.113.07	MN 113 (Pleasant Ave AVE) and CSAH 13 (County Hwy 13)	Traditional / SSSC	55	55	1,093	420	459,060	0	None	None	None	No	1	0	2.7%
48	3.087.113.08	MN 113 (Pleasant Ave AVE) and CSAH 3	Traditional / SSSC	55	55	871	173	150,248	0	None	None	None	Yes	0	0	0.0%
49	3.087.113.09	MN 113 (Pleasant Ave AVE) and CR 128 (300th St)	Traditional / SSSC	55	55	649	40	25,960	0	None	None	None	No	0	0	0.0%
50	3.087.113.10	MN 113 (Pleasant Ave AVE) and CR 144	Traditional / SSSC	15	55	649	95	61,655	25	Yes	None	None	Yes	0	0	0.0%
51	3.087.113.11	MN 113 (Pleasant Ave AVE) and CSAH 4	Traditional / SSSC	55	55	800	325	259,438	30	Yes	None	None	Yes	0	0	0.0%
52	3.087.113.12	MN 113 (Pleasant Ave AVE) and IND 90 (Little Elbow River Rd)	Traditional / SSSC	55	50	649	0	0	0	Yes	None	None	No	0	0	0.0%
53	3.087.113.13	MN 113 (Pleasant Ave AVE) and IND 96 (Stump Lake Rd)	Traditional / SSSC	55	50	649	0	0	20	Yes	None	None	No	1	1	2.7%
54	3.087.200.01	MN 200 and CSAH 8 (470th St)	Traditional / SSSC	55	60	760	35	26,600	0	None	None	None	No	0	0	0.0%
55	3.087.200.02	MN 200 and CR 136 (110th Ave)	Traditional / SSSC	55	60	760	20	15,200	0	None	None	None	No	0	0	0.0%
56	3.087.200.03	MN 200 and CR 227 (120th Ave)	Traditional / SSSC	55	60	760	28	20,900	0	None	None	None	No	0	0	0.0%
57	3.087.200.04	MN 200 and CSAH 9 (140th Ave)	Traditional / SSSC	55	60	2,263	675	1,527,525	0	None	None	None	No	0	0	0.0%
58	3.087.200.05	MN 200 and CSAH 20 (Main St)	Traditional / SSSC	30	60	2,263	675	1,527,525	0	None	Present	None	No	0	0	0.0%
59	3.087.200.08	MN 200 and CSAH 25 (160th Ave)	Traditional / SSSC	55	55	1,507	218	327,773	0	None	None	None	No	0	0	0.0%

White Earth Nation Tribal Transportation Safety Plan

Rural Intersection Data Summary

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Total Number of Intersections 70

Total Crashes 37

Count	Intersection ID	Intersection Name	Intersection Design / Traffic Control	Minor Approach Speed	Major Approach Speed	Major AADT	Minor AADT	AADT Cross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Crashes	Total Severe Crashes	Percent Rural Crashes
60	3.087.200.09	MN 200 and CR 135 (170th Ave)	Traditional / SSSC	55	55	1,507	25	37,675	0	None	None	None	No	1	1	2.7%
61	3.087.200.10	MN 200 and CR 131 (180th Ave)	Traditional / SSSC	55	55	1,507	3	3,768	0	None	None	None	No	1	0	2.7%
62	3.087.200.11	MN 200 and CSAH 2 (190th Ave)	Traditional / SSSC	55	55	1,507	88	131,863	0	None	None	None	No	0	0	0.0%
63	3.087.200.12	MN 200 and CSAH 3	Traditional / SSSC	55	55	1,360	305	414,800	0	None	None	None	No	0	0	0.0%
64	3.087.200.13	MN 200 and IND 111 (Lagoon Access Rd)	Traditional / 0	15	55	1,213	0	0	0	Yes	None	None	No	1	0	2.7%
65	3.087.200.14	MN 200 and IND 20 (Woodchuck Lake Rd)	Traditional / SSSC	55	55	1,213	0	0	0	None	None	None	Yes	1	0	2.7%
66	3.087.200.15	MN 200 and IND 112 (Chippewa Ranch Rd)	Traditional / SSSC	15	55	1,213	0	0	0	Yes	None	None	No	0	0	0.0%
67	3.087.200.16	MN 200 and CR 122 (290th Ave)	Traditional / SSSC	55	55	1,213	30	36,390	0	None	None	None	No	0	0	0.0%
68	3.087.200.17	MN 200 and CSAH 4 (310th Ave)	Traditional / SSSC	55	55	1,213	630	764,190	0	None	None	None	No	1	0	2.7%
69	3.087.200.18	MN 200 and IND 14 (320th AVE)	Traditional / SSSC	55	55	1,213	0	0	0	None	None	None	No	1	0	2.7%
70	3.087.200.19	MN 200 and IND 11 (334th AVE)	Traditional / SSSC	15	55	1,213	0	0	0	Yes	None	None	No	1	0	2.7%

White Earth Nation Tribal Transportation Safety Plan
Rural Intersection Prioritization
February 27, 2024

Rank	Intersection ID	Intersection Name	Cross Product AADT	AADT Cross Product	Alignment Skew >10	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Severe Crashes	Total
1	2.005.059.04	US 59 and CSAH 14	2,042,580	✓		✓	✓	✓			✓✓✓✓
2	2.087.059.23	US 59 and CSAH 25 (Jefferson Ave)	6,882,875	✓	✓		✓		✓		✓✓✓✓
3	2.087.059.25	US 59 and MN 200	4,370,846	✓			✓	✓	✓		✓✓✓✓
4	3.029.200.22	MN 200 and CSAH 39	177,210		✓	✓			✓	✓	✓✓✓✓
5	2.087.059.16	US 59 and CSAH 17 (1st Ave)	1,414,320	✓		✓	✓				✓✓✓
6	2.087.059.22	US 59 and PVT 9 (NA)	0		✓	✓	✓				✓✓✓
7	2.087.059.24	US 59 (3rd St) and CSAH 20 (Washington Ave)	3,258,750	✓			✓	✓			✓✓✓
8	2.005.059.02	US 59 (Main Ave) and CSAH 52 (Iowa St)	86,550			✓	✓				✓✓
9	2.005.059.06	US 59 and CR 153	138,480			✓		✓			✓✓
10	2.005.059.07	US 59 and CR 155	112,515					✓	✓		✓✓
11	2.005.059.08	US 59 and CSAH 34 (Main St)	3,269,565	✓			✓				✓✓
12	2.005.059.10	US 59 and CSAH 18 (Kolb St)	576,375				✓		✓		✓✓
13	2.087.059.15	US 59 and MN 113 (Pleasant Ave AVE)	5,565,263	✓			✓				✓✓
14	2.087.059.20	US 59 (US Hwy 59) and CSAH 11 (250th St)	664,473				✓		✓		✓✓
15	2.087.059.21	US 59 (US Hwy 59) and CR 125 (160th Ave)	98,750		✓	✓					✓✓
16	2.087.059.27	US 59 and CR 130 (180th St)	19,605					✓	✓		✓✓
17	3.005.113.16	MN 113 (Pleasant Ave AVE) and CSAH 37	85,514			✓			✓		✓✓
18	3.087.200.05	MN 200 and CSAH 20 (Main St)	1,527,525	✓			✓				✓✓
19	2.087.059.29	US 59 and CSAH 1	382,298				✓	✓			✓✓
20	2.005.059.03	US 59 (Main Ave) and CSAH 84 (Dakota St)	623,160				✓				✓
21	2.005.059.09	US 59 and CSAH 85 (2nd St)	184,440				✓				✓
22	2.005.059.11	US 59 and CSAH 18 (Kolb St)	703,178				✓				✓
23	2.087.059.12	US 59 and CSAH 28	149,858						✓		✓
24	2.087.059.13	US 59 and CR 111	69,165			✓					✓
25	2.087.059.14	US 59 and IND 100 (Housing Authority Rd)	0			✓					✓
26	2.087.059.17	US 59 and CSAH 12 (300th St)	79,680						✓		✓
27	2.087.059.26	US 59 and CSAH 22 (210th St)	52,280					✓			✓
28	2.087.059.28	US 59 and CR 134 (150th St)	39,210					✓			✓
29	3.029.092.01	MN 92 and MN 200	341,044						✓		✓
30	3.029.092.04	MN 92 and CSAH 35	80,000						✓		✓
31	3.029.092.07	MN 92 and CSAH 26	1,581,225	✓							✓
32	3.087.200.04	MN 200 and CSAH 9 (140th Ave)	1,527,525	✓							✓
33	3.087.200.09	MN 200 and CR 135 (170th Ave)	37,675							✓	✓
34	3.087.200.13	MN 200 and IND 111 (Lagoon Access Rd)	0			✓					✓
35	3.087.200.14	MN 200 and IND 20 (Woodchuck Lake Rd)	0						✓		✓
36	3.087.200.15	MN 200 and IND 112 (Chippewa Ranch Rd)	0			✓					✓
37	3.087.200.19	MN 200 and IND 11 (334th AVE)	0			✓					✓
38	2.087.059.30	US 59 and CSAH 21 (Main St)	160,108								
39	2.005.059.01	US 59 (Main Ave) and CSAH 83 (280th St)	95,205								
40	2.005.059.05	US 59 and CR 110 (310th ST)	112,515								
41	2.087.059.18	US 59 and CSAH 6	498,000								
42	2.087.059.19	US 59 and CSAH 6 (270th St)	786,840								
43	3.029.092.02	MN 92 and CR 105	14,063								
44	3.029.092.03	MN 92 and CSAH 36	160,094								
45	3.029.092.05	MN 92 and CSAH 30 (300th ST)	67,200								
46	3.029.092.06	MN 92 and CSAH 13	204,000								
47	3.029.200.21	MN 200 and CR 103 (Stockyard RD)	5,625								
48	3.087.113.01	MN 113 (Pleasant Ave AVE) and CR 102 (470th St)	7,793								
49	3.087.113.02	MN 113 (Pleasant Ave AVE) and CSAH 10	41,560								
50	3.087.113.03	MN 113 (Pleasant Ave AVE) and CR 142	12,988								
51	3.087.113.04	MN 113 (Pleasant Ave AVE) and CSAH 26 (140th Ave)	20,780								
52	3.087.200.08	MN 200 and CSAH 25 (160th Ave)	327,773								
53	3.087.200.10	MN 200 and CR 131 (180th Ave)	3,768								
54	3.087.200.11	MN 200 and CSAH 2 (190th Ave)	131,863								
55	3.087.200.12	MN 200 and CSAH 3	414,800								
56	3.087.200.16	MN 200 and CR 122 (290th Ave)	36,390								
57	3.087.200.17	MN 200 and CSAH 4 (310th Ave)	764,190								
58	3.087.200.18	MN 200 and IND 14 (320th AVE)	0								
59	3.087.113.05	MN 113 (Pleasant Ave AVE) and CSAH 17 (1st St)	375,680								

Rank	Intersection ID	Intersection Name	Cross Product AADT	AADT Cross Product	Alignment Skew >10	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Severe Crashes	Total
60	3.087.113.06	MN 113 (Pleasant Ave AVE) and CR 100 (200th Ave)	8,198								
61	3.087.113.07	MN 113 (Pleasant Ave AVE) and CSAH 13 (County Hwy 13)	459,060								
62	3.087.113.08	MN 113 (Pleasant Ave AVE) and CSAH 3	150,248								
63	3.087.113.09	MN 113 (Pleasant Ave AVE) and CR 128 (300th St)	25,960								
64	3.087.113.10	MN 113 (Pleasant Ave AVE) and CR 144	61,655								
65	3.087.113.11	MN 113 (Pleasant Ave AVE) and CSAH 4	259,438								
66	3.087.113.12	MN 113 (Pleasant Ave AVE) and IND 90 (Little Elbow River Rd)	0								
67	3.087.113.13	MN 113 (Pleasant Ave AVE) and IND 96 (Stump Lake Rd)	0								
68	3.087.200.01	MN 200 and CSAH 8 (470th St)	26,600								
69	3.087.200.02	MN 200 and CR 136 (110th Ave)	15,200								
70	3.087.200.03	MN 200 and CR 227 (120th Ave)	20,900								
				10	4	13	16	9	13	2	

		#	%
ADT Range -	✓✓✓✓✓✓	0	0%
Alignment Skew -	✓✓✓✓✓	0	0%
Adjacent Curve -	✓✓✓✓	4	6%
Adjacent Trip Generator -	✓✓✓	3	4%
Railroad crossing -	✓✓	12	17%
Previous Stop (>5 miles)	✓	18	26%
		33	47%
	Total	70	100%

White Earth Nation Tribal Transportation Safety Plan

Rural Intersection Projects

February 27, 2024

Intersection ID	Route Name	Priority Ranking	Convert to Roundabout		Convert to All Way Stop		Install Streetlights		Upgrade Signing and Markings		Reconstruct to Single "T"		Total Cost
			Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
2.005.059.04	US 59 and CSAH 14	✓✓✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.087.059.23	US 59 and CSAH 25 (Jefferson Ave)	✓✓✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.087.059.25	US 59 and MN 200	✓✓✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
3.029.200.22	MN 200 and CSAH 39	✓✓✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
2.087.059.16	US 59 and CSAH 17 (1st Ave)	✓✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.087.059.22	US 59 and PVT 9 (NA)	✓✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
2.087.059.24	US 59 (3rd St) and CSAH 20 (Washington Ave)	✓✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.005.059.02	US 59 (Main Ave) and CSAH 52 (Iowa St)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
2.005.059.06	US 59 and CR 153	✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.005.059.07	US 59 and CR 155	✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.005.059.08	US 59 and CSAH 34 (Main St)	✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.005.059.10	US 59 and CSAH 18 (Kolb St)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
2.087.059.15	US 59 and MN 113 (Pleasant Ave AVE)	✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.087.059.20	US 59 (US Hwy 59) and CSAH 11 (250th St)	✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
2.087.059.21	US 59 (US Hwy 59) and CR 125 (160th Ave)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
2.087.059.27	US 59 and CR 130 (180th St)	✓✓		$ -		$ -		$ -	✓	$ 7,920.00		$ -	$ 7,920.00
3.005.113.16	MN 113 (Pleasant Ave AVE) and CSAH 37	✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
3.087.200.05	MN 200 and CSAH 20 (Main St)	✓✓		$ -		$ -	✓	$ 12,000.00	✓	$ 7,920.00		$ -	$ 19,920.00
2.087.059.29	US 59 and CSAH 1	✓✓		$ -		$ -		$ -	✓	$ 10,560.00		$ -	$ 10,560.00
			0	$ -	0	$ -	1	$ 12,000.00	19	$ 182,160.00	0	$ -	$ 194,160.00

Convert to Roundabout	$1,000,000
Convert to All Way Stop	$2,000
Streetlight (assume 2 per intersection)	$6000 per light
Upgrade Signing and Markings	$2,640
Reconstruct to Single T Intersection	$150,000

Appendix D
Tribal Projects List and Cost Estimates

White Earth Safety Plan - Project List/Prioritization

Community/Working Group Feedback			
Roadway	**County**	**Ownership**	**Improvement**
Auginaush Road	Clearwater	Tribal	drainage, paving, widening
Clark Road	Mahnomen	Tribal	Road washes out
Mission Road	Becker	Tribal	Street lighting
TH 200	Mahnomen	State - but on tribal inventory	Missing chevrons
Rice Lake Community Center Road	Clearwater	Tribal - BIA 171?	Lighting, shoulders
TH 113	Mahnomen/Becker	State - no on tribal inventory	Shoulders or path
TH 200/CSAH 4	Mahnomen	State/County - on tribal inventory	Trail - extension from Roy Lake Park to Sports Complex
Clearwater Co Rd 36	Clearwater	County	Lighted ped pathway to connect both developments of Rice Lake
Pow Wow Hwy	Becker	Tribal - BIA 157	Lighted ped pathway from Pine Point community to residential development west of village Chevrons on curves
Co Rd 34	Becker	County	Lighted ped pathway from east housing development to village
BIA 23 - Strawberry Lk Rd	Becker	Tribal	Chevrons on curves
BIA 12 - Blair Rd	Mahnomen	Tribal	Chevrons on curves
BIA 23/Co Rd 34 (Strawberry Lk Rd)	Becker	Tribal/County	Intersection Lighting
BIA 12/TH 200	Mahnomen	Tribal/State	Intersection Lighting
CSAH 4	Mahnomen	County	Lighted pedestrian pathway from Work Force Center (Sports Complex) to new IHS clinic
US 59/Adams/Washington/Jefferson	Mahnomen	State/City	Traffic calming measures
US 59/TH 113	Mahnomen	State	Intersection signage, roundabout,
TH 113/Co Rd 144	Mahnomen	State/County	Intersection realignment
Snider Lk Rd	Mahnomen	County/Tribal	Clearzone, drainage

LRTP			
Roadway	**County**	**Ownership**	**Improvement**
Ponsford Cemetery Road	Becker	Tribal	poor roadbed, poor surface, priority group 1
Bass Lake Rd (White Earth)	Becker	Tribal	poor roadbed, poor surface, priority group 1
Sargent Lake Road	Mahnomen	Tribal	poor roadbed, poor surface, priority group 1
Jackson Road	Clearwatr	Tribal	poor roadbed, poor surface, priority group 1
Berry Corner Road	Becker	Tribal	poor roadbed, poor surface, priority group 1
Heart Lake Road	Clearwater	Tribal	poor roadbed, poor surface, priority group 1
Tibbetts Road	Mahnomen	Tribal	poor roadbed, poor surface, priority group 1
North Twin Lake Road	Mahnomen	Tribal	10' multi-use trail with lighting in Naytahwaush
CSAH 4	Mahnomen	Tribal	10' multi-use trail with lighting south of Naytahwaush
Numerous multi-use paths	Mahnomen		10' multi-use trail throughout Naytahwaush
Community of Naytahwaush	Mahnomen	Tribal	Installation of sidwalks
Community of Naytahwaush	Mahnomen	Tribal	Addition of street lightings
Pow Wow Hwy	Becker	County/Tribal	10' multi-use trail with lighting in Pine Point
Baseball Field	Becker		10' multi-use trail in Pine Point
Community of Pine Point	Becker		Installation of sidewalks
Lower Rice Lake Road	Clearwater		10' multi-use trail with lighting in Rice Lake
Community of Rice Lake	Clearwater		10' multi-use trails in Rice Lake
Wild Rice Loop	Clearwater		10' multi-use trail with lighting from Wild Rice Loop to pow-wow grounds (Rice Lake)
Community of Rice Lake	Clearwater		Installation of sidwalks
Co Rd 34	Becker		Lighted shoulder headstart to 4 way stop (White Earth)
Tribal Headquarters	Becker		Lighted shoulder/walkway from Co Rd 34 to tribal headquarters (White Earth)
Co Rd 21	Becker		10' multi-use trail with lighting (White Earth)
Community of White Earth	Becker		10' multi-use trails in White Earth
Community of White Earth	Becker		Installation of sidewalks
Adams Ave	Mahnomen		10' multi-use trail with lighting in Mahnomen

Ogema SRTS			
Roadway	**County**	**Ownership**	**Improvement**
US 59	Becker	State	Automated speed feedback sign along US 59 (north and south of town) installation of gore striping in the shoulders creation of a “School Zone” on U.S. Highway 59 that further reduces the speed limit when students are arriving and departing school. Push sidewalks farther away (reconstruct) from US 59
US 59/Co Rd 18/370th (Kolb) St	Becker	State/Municipality	installation of a more robust, lighted, pedestrian-activated crosswalk beacon with a proven high yielding / stopping rate like a High intensity Activated crossWalK (HAWK) beacon20 or a Rectangular Rapid Flashing Beacon (RRFB)21. Electric conduit installation
US 59/Co Rd 18/370th (Kolb) St	Becker	State/Municipality	realigning the crosswalk at the intersection of U.S. Highway 59, County Highway 18 and 370th (Kolb) Street.
US 59	Becker	State	implementing a transitional speed limit of 45 mph on U.S. Highway 59 prior to traffic entering Ogema from both the north and south
US 59	Becker	State	Replace the current street light at the intersection of U.S. Highway 59, County Highway 18 and 370th (Kolb) Street with a more robust streetlight(s) that is(are) preferably situated to emphasize drivers’ perception of pedestrians crossing U.S. Highway 59.
US 59	Becker	State	Second crosswalk at Uran Ave and the school entrance
US 59	Becker	State	Construct new sidewalk along U.S. Highway 59; on the west side between Feather Street connecting to the sidewalk south of the Ogema School entrance at Uran Ave and on the east side between Feather Street and 370th (Kolb) Street.
Co Rd 18	Becker	County	Speed reduction from 55 mph to 30 mph to redcue speed near school and make the roadway consistent with other county hwys within Ogema
370th (Kolb) St	Becker	County	install new sidewalk along the south side of 370th (Kolb) Street from U.S. Highway 59 to Sunnyside Ave and on the west side of Sunnyside Ave / 4th Street to Main Street.
4th St/Main St	Becker	County	Install new crosswalks at the intersection of 4th and Main Street, crossing 4th Street on the north side of Main Street and crossing Main Street on the west side of 4th Street.
4th St	Becker	County	Install a new sidewalk along the east side of 4th Street to Ontario Street.
Various streets	Becker		Reduce the speed limit on Feather, Eagle, Oak, Ontario, Beaulieu (alley), 2nd and 3rd Streets and Uran Ave to 20 mph.
Main St	Becker	County	complete streets reconstruction and narrowing of Main Street between U.S. Highway 59 and 3rd Streets with boulevard / planting strip between the sidewalk and the roadway, as well as marked crosswalks at the intersection with U.S. Highway 59 and another at the intersection with 3rd Street.

Main St	Becker	County	complete streets reconstruction and narrowing of Main Street between U.S. Highway 59 and 3rd Streets with boulevard / planting strip between the sidewalk and the roadway, as well as marked crosswalks at the intersection with U.S. Highway 59 and another at the intersection with 3rd Street.
US 59/Main St	Becker		complete streets reconstruction and narrowing of Main Street between U.S. Highway 59 and 3rd Streets with boulevard / planting strip between the sidewalk and the roadway, as well as marked crosswalks at the intersection with U.S. Highway 59 and another at the intersection with 3rd Street.
US 59/Co Rd 18/370th (Kolb) St	Becker		street lighting at the intersection of U.S. Highway 59, County Highway 18 and 370th (Kolb) Street
School loading/unloading zone	Becker		improve the mechanics of the school bus loading/unloading area and the parent pick-up and drop-off on the school grounds

2024-2027 TTIP			
Roadway	**County**	**Ownership**	**Improvement**
TH 200	Mahnomen/Clearwater		Shoulder Widening & Improvements - Phase II (59 to Zerkel)
Clark Road	Mahnomen	Tribal	Paving/reconstruction (Naytahwaush)
Mission Road	Becker		Lighting (White Earth
CSAH 4	Mahnomen		Ped trail with lighting (Naytahwaush)
Naytahwaush School Zone	Mahnomen		Crosswalk, sidewalk, lighting, road diet
College Road	Mahnomen		Trail/Lighting with sidewalk
CSAH 4	Mahnomen		Pedestrian trail/lighting (Fire hall to village)
Auginuash Road	Clearwater	Tribal	
East Naytahwaush Streets	Mahnomen	Tribal	

Naytahwaush Safe Routes to School Projects			
Roadway	**County**	**Ownershp**	**Improvement**
Phase A	Mahnomen		Sidewalk and lighting improvements - CSAH 4 from intersetion of CSAH 4/ 260th St/New Circle Dr. to Center St.
Phase B	Mahnomen		Sidewalk and lighting improvements - Shore Ave and Church Street
Phase D	Mahnomen		Sidewal and lighting improvements - Center St/2nd Ave/3rd Ave/Church St (east of CSAH 4)

US 59 Pedestrian Study	**September 2022**		
Roadway	**County**	**Ownership**	**Improvement**
TH 59 & CSAH 25 Intersection	Mahnomen		Single lane roundabout at TH 59 and CSAH 25 to create gateway and slow vehicle traffic entering Mahnomen from south.
TH 59	Mahnomen		Advanced warning signs for SB TH 59 and signing/markin treatments at Washington to create gateway and potentially slow vehicle traffic entering Mahnomen from the nroth
TH 59	Mahnomen		Sidepath on east side of TH 59 and a sidewalk on south side of Adams Ave would create specific place to walk along these roads and help focus crossin at intersections. This would avoid a "crosswalk to nowhere".
TH 59	Mahnomen		E Washington Ave (N and S) tieing into the existing sidewalk by Dollar General. Provide curb ramps and landings on all four corners to allow and courage people to cross E/W and N/S as gaps in traffic are available. Additional treatments such as a raise crosswalk or raised intersection could enhance this concept. A roundabout may also be an option.
TH 59	Mahnomen		E Adams Ave (S) to include curb ramps and sidewalk connections between sidepaths and the crosswalk along the crosswalk markings on the south leg of TH 59. There is no NB left turn movement at this intersection, so the center turn lane could be repurposed to include a raised median. The median would refuge for pedestrains and allow themt o cross in two stages. It also creates a narrowing effect for drivers that may result in reduced speeds.
TH 59 & CSAH 25 Intersection	Mahnomen		E Monroe Ave (N or S) to include curb ramps and sidewalk connections between sidepaths and the crosswalk along the crosswalk markings on one leg of Th 59 may help pedestrians kknow where to cross and help drivers know where to expect them.

Planning Level Cost Estimates

Strawberry Lake Road

Strategy/Treatment	Cost	Quantity	Total
Shoulder/Edge Line Rumble Strips	$5,850/mile	4.7 miles	$27,500
Vehicle Speed Feedback Signs	$30,000	2	$60,000
Advance Curve and Speed Advisory Sign	$2,000	2	$4,000
Chevrons/Arrow Boards	$4,000	5	$20,000
Total Construction Cost			$111,500
Contingency -15%			$16,725
Estimated Total Construction Cost Plus Contingency			$128,225
Design Eng & Construction Admin - 12%			$15,500
Subtotal Other Project Costs			$143,725
Inflation Costs - 4% @ 5 years			$31,725
Total Project Cost			$175,000

Year 2025	4%	$5,750	$149,475
Year 2026	4%	$6,000	$155,475
Year 2027	4%	$6,250	$161,725
Year 2028	4%	$6,500	$168,225
Year 2029	4%	$6,725	$175,000

Clark Road – see the engineering estimate provided by WEN January 2024.

Strategy/Treatment	Cost	Quantity	Total
		Total	$3,295,000 (rounded)

CSAH 4 – IHS Clinic to Government Service Center (Sports Complex)

Strategy/Treatment	Cost	Quantity	Total
Pedestrian Pathway	$1,000,000/mile	1.1 Miles	$1,100,000
Lighting	$18,000/light	58 (light every 100 feet)	$1,044,000
Total Construction Cost			$2,144,000
Contingency -15%			$321,500
Estimated Total Construction Cost Plus Contingency			$2,465,500
Design Eng & Construction Admin - 12%			$295,750
Subtotal Other Project Costs			$2,765,250
Inflation Costs - 4% @ 5 years			$599,150
Total Project Cost			$3,364,500

Year 2025	4%	$110,500	$2,875,750
Year 2026	4%	$115,000	$2,990,750
Year 2027	4%	$119,650	$3,110,400
Year 2028	4%	$124,500	$3,235,000
Year 2029	4%	$129,500	$3,364,500

US 59/Washington Ave/Adams Ave/Jefferson Ave

Strategy/Treatment	Cost	Quantity	Total
Roundabout	$2,000,000	2	$4,000,000
Rectangular Rapid Flash Beacon (RRFB)	$15,000	2	$30,000
Signage/Marking Treatment	$5,000/approach	3	$30,000
Sidewalk – east side of US 59	$10/sq ft	2,010 sq ft	$20,100
Sidewalk – Adams Ave	$10/sq ft	20,802 sq ft	208.200
Shared Use Path	$1,000,000	0.63 Miles	$630,000
Lighting	$18.000/light	34 (light every 100 feet)	$612,000
Total Construction Cost			$5,520,300
Contingency -15%			$828,000
Estimated Total Construction Cost Plus Contingency			$6,348,300
Design Eng & Construction Admin - 12%			$761,800
Subtotal Other Project Costs			$7,110,000
Inflation Costs - 4% @ 5 years			$1,540,500
Total Project Cost			$8,650,500

Year 2025	4%	$284,500	$7,394,500
Year 2026	4%	$295,750	$7,690,250
Year 2027	4%	$307,500	$7,997,750
Year 2028	4%	$320,000	$8,317,750
Year 2029	4%	$332,700	$8,650,500

County Rd 34

Strategy/Treatment	Cost	Quantity	Total
Pedestrian Pathway	$1,000,000/mile	0.67 Miles	$670,000
Lighting	$18,000/light	35 (light every 100 feet)	$630,000
Pavement Markings	$5,000/approach	2	$10,000
Total Construction Cost			$1,310,000
Contingency – 15%			$196,500
Estimated Total Construction Cost Plus Contingency			$1,506,500
Design Eng & Construction Admin - 12%			$180,750
Subtotal Other Project Costs			$1,687,250
Inflation Costs - 4% @ 5 years			$366,750
Total Project Cost			$2,054,000

Year 2025	4%	$67,500	$1,754,750
Year 2026	4%	$70,200	$1,825,000
Year 2027	4%	$73,000	$1,900,000
Year 2028	4%	$76,000	$1,975,000
Year 2029	4%	$79,000	$2,054,000

North Twin Lake Road

Strategy/Treatment	Cost	Quantity	Total
Pedestrian Pathway	$1,000,000/mile	1.4 Miles	$1,400,000
Lighting	$18,000/light	74 (light every 100 feet)	$1,332,000
Pavement Markings	$5,000/approach	1	$5,000
Total Construction Cost			$2,149,000
Contingency – 15%			$322,500
Estimated Total Construction Cost Plus Contingency			$2,471,500
Design Eng & Construction Admin - 12%			$296,500
Subtotal Other Project Costs			$2,768,000

Inflation Costs - 4% @ 5 years	$599,750
Total Project Cost	$3,367,750

Year 2025	4%	$110,720	$2,878,750
Year 2026	4%	$115,150	$2,994,000
Year 2027	4%	$119,750	$3,113,750
Year 2028	4%	$124,500	$3,238,250
Year 2029	4%	$129,500	$3,367,750

CSAH 4 – Naytahwaush South

Strategy/Treatment	Cost	Quantity	Total
Pedestrian Pathway	$1,000,000/mile	1.17 Miles	$1,170,000
Lighting	$18,000/light	62 (light every 100 feet)	$1,116,000
Pavement Markings	$5,000/approach	1	$5,000
Total Project Cost			$2,291,000
Contingency – 15%			$343,750
Estimated Total Construction Cost Plus Contingency			$2,634,750
Design Eng & Construction Admin - 12%			$316,000
Subtotal Other Project Costs			$2,950,750
Inflation Costs - 4% @ 5 years			$639,000
Total Project Cost			$3,589,750

Year 2025	4%	$118,000	$3,068,750
Year 2026	4%	$122,750	$3,191,500
Year 2027	4%	$127,500	$3,319,000
Year 2028	4%	$132,750	$3,451,750
Year 2029	4%	$138,000	$3,589,750

Community of Naytahwaush Sidewalk and Lighting – see engineering estimate for NTW SRTS

Strategy/Treatment	Cost	Quantity	Total
		Total	$1,560,000 (rounded)

County Rd 35 - Rice Lake

Strategy/Treatment	Cost	Quantity	Total
Pedestrian Pathway	$1,000,000/mile	1.85 Miles	$1,850,000
Lighting	$18,000/light	98 (light every 100 feet)	$1,764,000
Pavement Markings	$5,000/approach	8	$40,000
Total Construction Cost			$3,654,000
Contingency – 15%			$548,000
Estimated Total Construction Cost Plus Contingency			$4,202,000
Design Eng & Construction Admin - 12%			$504,250
Subtotal Other Project Costs			$4,706,250
Inflation Costs - 4% @ 5 years			$1,019,500
Total Project Cost			$5,725,750

Year 2025	4%	$188,250	$4,894,500
Year 2026	4%	$195,750	$5,090,250
Year 2027	4%	$203,500	$5,293,750
Year 2028	4%	$211,750	$5,505,500
Year 2029	4%	$220,250	$5,725,750

County Rd 124 - Pine Point

Strategy/Treatment	Cost	Quantity	Total
Pedestrian Pathway	$1,000,000/mile	1.92 Miles	$1,920,000
Lighting	$18,000/light	101 (light every 100 feet)	$1,818,000
Pavement Markings	$5,000/approach	25	$125,000
Total Construction Cost			$3,863,000
Contingency – 15%			$154,500
Estimated Total Construction Cost Plus Contingency			$4,017,500
Design Eng & Construction Admin - 12%			$482,000
Subtotal Other Project Costs			$4,499,500
Inflation Costs - 4% @ 5 years			$974,750
Total Project Cost			$5,474,250

Year 2025	4%	$180,000	$4,679,500
Year 2026	4%	$187,000	$4,866,500
Year 2027	4%	$194,750	$5,061,250
Year 2028	4%	$202,500	$5,263,750
Year 2029	4%	$210,500	$5,474,250

TH 200/CSAH 4 – Roy Lake Park to IHS Clinic – see engineers estimate

Strategy/Treatment	Cost	Quantity	Total
		Total Construction Cost 2024	$5,425,000 (rounded)
		Total Project Cost 2029	$6,625,000 (rounded)

Year 2025	4%	$300,000	$5,725,000
Year 2026	4%	$200,000	$5,925,000
Year 2027	4%	$200,000	$6,125,000
Year 2028	4%	$300,000	$6,425,000
Year 2029	4%	$200,000	$6,625,000

US 59/TH 113

Strategy/Treatment	Cost	Quantity	Total
Roundabout	$2,000,000	1	$2,000,000
Total Construction Cost			$2,000,000
Contingency – 15%			$300,000
Estimated Total Construction Cost Plus Contingency			$2,300,000
Design Eng & Construction Admin - 12%			$276,000
Subtotal Other Project Costs			$2,576,000
Inflation Costs - 4% @ 5 years			$558,000
Total Project Cost			$3,134,000

Year 2025	4%	$103,000	$2,679,000
Year 2026	4%	$107,000	$2,786,000
Year 2027	4%	$111,500	$2,897,500
Year 2028	4%	$116,000	$3,013,500
Year 2029	4%	$120,500	$3,134,000

Total Highlighted Tribal Projects

Strategy/Treatment	Total
Strawberry Lake Rd	$175,000
Clark Rd	$3,295,000
CSAH 4 – IHS Clinic to Sports Complex	$3,364,500
US 59/Adams Ave/Washington Ave/Jefferson Ave	$8,650,500
County Rd 34	$2,054,000
North Twin Lake Rd	$3,367,750
CSAH 4 – Naytahwaush South	$3,589,750
Community of Naytahwaush – Sidewalks & Lighting	$1,560,000
Community of Rice Lake	$5,725,750
Community of Pine Point	$5,474,250
TH 200/CSAH 4	$5,925,000
US 59/TH 113	$3,134,000
Total	**$46,315,500**

Appendix E
Systemic Safety Strategies

POTENTIAL SAFETY STRATEGIES

Segments and Curves

Shoulder Rumble Strips



Edgeline Rumble Strips



Clear Zone Enhancements



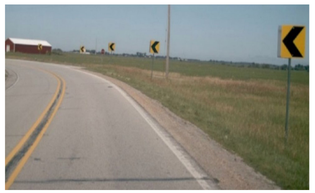
Enhanced Edgeline



Maintenance/Blading



Chevrons/Arrow Board



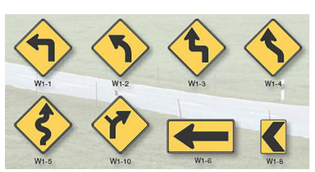
Vehicle Speed Feedback Sign



Road Diet



Curve Warning Signs



Intersections

Roundabout



LED Stop Signs



Turn Lanes/Bypass Lanes



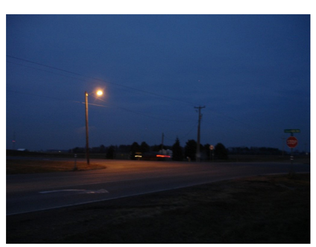
All-Way Stop



Upgrade Signs and Pavement Markings



Streetlights



Rural Intersection Conflict Warning System



Mainline Dynamic Warning System



Pedestrians and Bicycles

Sidewalk



Bike Paths/Trails



Median Refuge Island



Curb Extension



Rectangular Rapid Flash Beacon (RRFB)



Appendix F
Policies and Procedures

TABLE A. - ADEQUATE STANDARD CHARACTERISTICS

The cost to construct of a particular transportation facility is defined as the cost required to improve the transportation facility from its existing condition to a condition that would meet the Adequate Standard Characteristics. Table 1 presents the Adequate Standard Charactertistics.

ADEQUATE STANDARD NUMBER	1 2 3	4 5 6	7 8 9	10 11 12	13 14 15	16	17	18	19	20	21	
TERRAIN***	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	(1) (2) (3)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUTURE ADT used in ADS assignment	N/A	FADT>=400	FADT<400	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
BIA CLASS	1 MAJOR ARTERIAL	2 RURAL MINOR ARTERIALS		4 RURAL MAJOR COLLECTOR	5 RURAL LOCAL	6 CITY MINOR ARTERIAL	7 CITY COLLECTOR	3* CITY LOCAL	8 MOTORIZED/ NON-MOTORIZED TRAILS	9 OTHER TRANSPOR-TATION FACILITIES	10 AIRSTRIPS	11 Overlapping Routes
CALCULATED VALUES												
FUTURE SURFACE TYPE (EXISTING)	PAVED	PAVED	PAVED	FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED		FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED			DEPENDS ON FACILITY	N/A	N/A	N/A
FUTURE SURFACE TYPE (PROPOSED)	PAVED	PAVED	PAVED	FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED	FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED	FADT UNDER 50 - EARTH FADT 50-250 - GRAVEL FADT OVER 250 - PAVED			DEPENDS ON FACILITY	N/A	N/A	N/A
DEFAULT CURRENT ADT/DEFULT FUTURE ADT***	must exist	ADT 100 FADT 149		ADT 50 FADT 74	ADT 50 FADT 74	ADT 50 FADT 74	ADT 50 FADT 74	ADT 25 FADT 37	ADT 20 FADT 30	N/A	N/A	N/A
RECOMMENDED DESIGN												
MINIMUM ROADWAY WIDTH (INCLUDING SHOULDERS)	66'	36'	32'	32'	28'	50' TOTAL PARKING 7' TURNING 12'	21' TO 38' DEPENDING ON TURNING LANES AND PARKING		DEPENDS ON FACILITY	N/A	N/A	N/A
SHOULDER WIDTH	6' MINIMUM	6'	4'	4'	2'	N/A			N/A	N/A	N/A	N/A
SHOULDER TYPE	PAVED	PAVED	PAVED	PAVED/GRAVEL/EARTH		N/A			N/A	N/A	N/A	N/A

* Local Class 3 roads may be earth, gravel or paved, depending on tribal customes, economics, or environmental considerations.

** Use default future ADT for proposed roads or where impractical to acquire ADT or ADT does not exist. (See Table 2 Default ADT and Default Future ADT). Where current ADT is practical to acquire, if should be acquired and projected to a future ADT at per cent per year for 20 years.

*** (1)= Flat; (2)= Rolling; (3)= Mountainous

MAHNOMEN COUNTY HIGHWAY DEPARTMENT
ROADWAY SIGNING AND PAVEMENT MARKING POLICY

Policy Purpose/Introduction

The goal of Mahnomen County is to provide a safe, efficient roadway system for the traveling public. The purpose of this policy is to establish uniformity and consistency in the application, installation, and maintenance of traffic signs and pavement markings on Mahnomen County's roadway system.

This policy recognizes that the MN MUTCD is the standard for all traffic control devices on all public roads in Minnesota, and therefore all traffic control devices on Mahnomen County's highway system must conform to its standards and specifications as specified in Minnesota Statute 169.06.

Mahnomen County will consider roadway user safety, budget, personnel, site conditions, and demonstrated need in order to evaluate its use of traffic signs and pavement markings on the county road system.

Installation of Signs

The Mahnomen County Highway Department has developed and maintains a sign inventory of all signs on the roadway system. Based on the inventory and level of funding available for sign maintenance, Mahnomen County will determine the amount of inventory that can be supported and how to best maintain that level of inventory.

The following questions and best practices will be used to assist in determining the need for all traffic signs:

- Is the sign consistent with the guidance in the MN MUTCD? All signs that are required shall be installed.
- Does the sign resolve a problem? Traffic signs will not be used as a reactive response to traffic crashes.
- Is the sign's use consistent in each instance? The application of warning signs will be based on system considerations; locations with similar characteristics shall be considered similarly.
- Is the sign proven to be ineffective? The following list of warning signs will no longer be installed on Mahnomen County's road system because they have been found to be ineffective:
  - Watch for Children or any similar variation
  - Deer Crossing
  - Cattle Crossing
  - Church

Sign Maintenance Method

Compliance with the MN MUTCD retroreflectivity requirements will be achieved using the expected sign life method.

- Expected Sign Life Management Method: Each sign type shall be assigned an expected life based on the sheeting manufacturer's warranty and the most recent field observations. When each sign is installed or replaced, the date and all other pertinent information shall be recorded in the sign management database. Annually, the age of the signs shall be compared to the expected sign life and signs that have attained their expected life shall be scheduled for replacement. Applicable sign life may be revisited to determine the appropriate length based on the latest research and field observations.

Installation of Pavement Markings

It must be recognized that it is not possible to maintain pavement marking minimum retroreflectivity levels for all markings at all times. Winter operations and maintenance activities can damage and even obliterate markings such that pavement markings in the winter and spring may have little or no measurable retroreflectivity. In addition, during wet conditions the performance of conventional pavement markings is typically much less effective than during dry conditions. Also, pavement markings replacement periods are limited to seasonal cycles making it impractical to perform pavement marking maintenance activities during the winter months.

Mahnomen County's pavement marking maintenance program will be determined by three main factors:

- Financial ability to maintain pavement markings
- Current and future construction projects and timelines
- Condition of pavement markings and comparison to minimum retroreflectivity criteria

Pavement Markings Maintenance Method

The maintenance method of the pavement marking program consists of two parts – a visual assessment of in-place markings combined with a planned management approach to identify the segments of the county roadway system that will be refurbished in any given year. The visual assessment shall consist of Mahnomen County Highway Department staff conducting a daytime inspection of all county paved highways and recording whether or not the markings will meet the adopted performance measures. Nighttime inspections may be performed as necessary. The visual assessments will supplement the planned management approach which will track the service life of the markings on every county paved highway. The expected frequency of refurbishing latex painted pavement markings on Mahnomen County paved roadways is every other year.

This policy was approved March 13, 2012 by the Mahnomen County Board of Commissioners and hereby replaces and/or supersedes any previously adopted signing or pavement parking policies.

Appendix G
Workshop Presentation



White Earth Tribal Transportation Safety Plan

Technical and Engagement Workshop – August 24, 2023

Welcome and Introductions

- White Earth Nation staff
- MnDOT staff
- Mahnomen County staff
- Consultant team
- Workshop attendees

Workshop Goals

- Introductions
- Workshop Goals
  - Create a shared understanding of the Safety Plan process
  - Solicit and share safety stakeholder perspectives to reduce severe crashes within White Earth Nation
  - Develop understanding of and collaboratively explore proven infrastructure strategies for plan consideration

Agenda Review

1. Registration
2. Welcome, Introductions, and Workshop Goals
3. Safety Plan Process
4. Crash Overview and SHSP Focus Areas
5. Engagement Feedback Summary
6. Safety Strategies
7. Project Site Location Discussions



Overview of Proactive Systemic Safety Approach

Safety Plan Objectives

The primary objectives of the Tribal Transportation Safety Plan:

- Conducting a data-driven **safety analysis** of the roadway system
- Supplement data-driven safety analysis with **input from local stakeholders**
- Identifying and prioritizing **candidate locations** for safety investment
- Developing **safety projects** – specific strategies at specific locations
- Identifying **funding** opportunities

Systemic Risk Assessment

- Traditional method for conducting a safety analysis: **“high crash” locations**
- This method was a barrier to local system participation in statewide safety programs because there are few to no locations on local systems that meet the state criteria for designation as “high crash”

The solution for local system analyses =

Systemic Risk Analysis

What is a Systemic Risk Assessment?

- **Analytical approach** identifies and prioritizes safety deficiencies on roads based on risk of crash (vs. density of crashes).
- **Identifies risk factors** based on roadway and traffic characteristics common to locations with fatal and injury crash histories.
- **Prioritizes the road system for safety investment** by documenting the number of risk factors present at each location. The greater the number of risk factors present at any location, the greater the risk and the higher the priority as a candidate for safety investment.

What is the benefit of a systemic process?

- **It works** – it is approved by FHWA as a data-driven process to identify safety improvement projects, including those considered eligible for Highway Safety Improvement Program (HSIP) funding.
- **It leads to implementation** – the process has identified more than $300M of low-cost safety improvement projects along local systems in Minnesota.
- **It allows agencies to proactively deploy safety projects** on at-risk locations.

With the systemic process, the answer to "*How many people have to die before you do something?*" – is Zero!

Risk Factor Identification

Segments:

- Density of Road Departure
- Traffic Volume
- Critical Curve Radius
- Access Density
- Edge Risk Assessment



Risk Factor Identification

Curves:

- ADT Range
- Radius Range
- Severe Crash on Curve
- Intersection on Curve
- Visual Trap on Curve



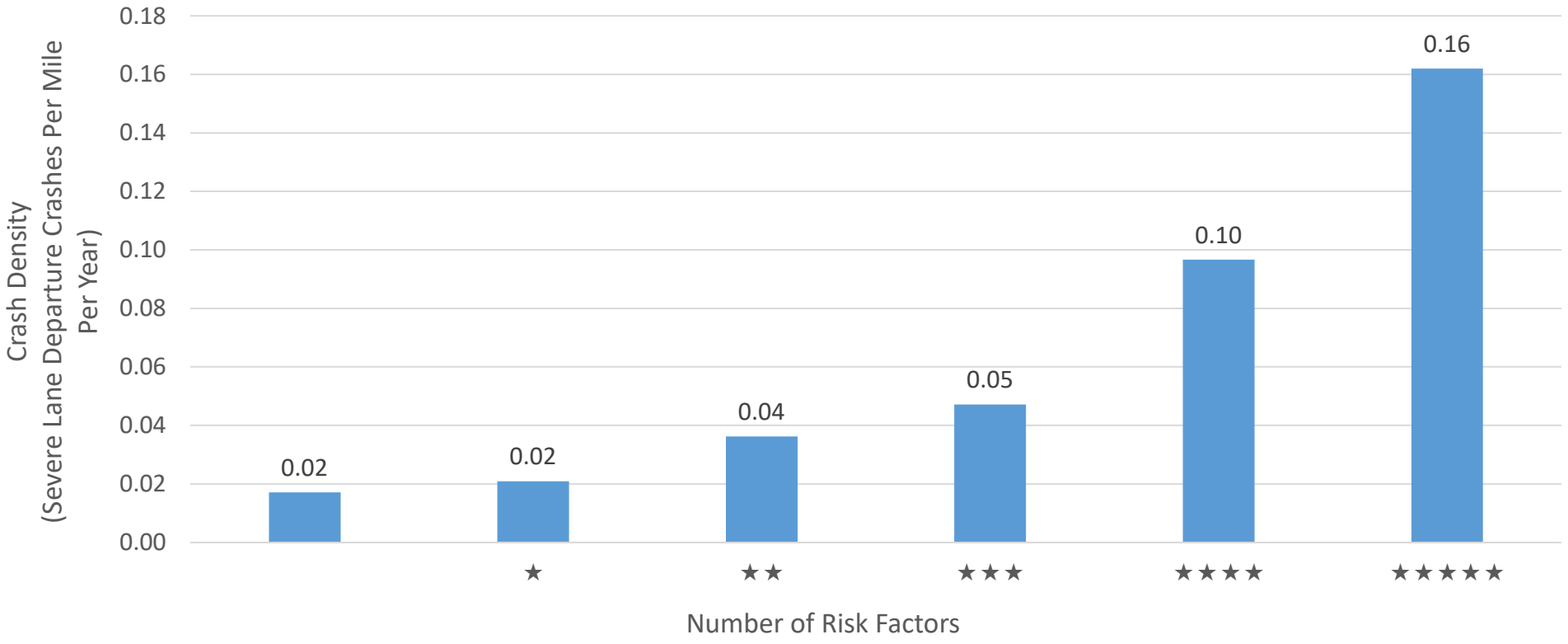
Risk Factor Identification

- **Intersections**
- Skewed Approach
- On/near curve
- Volume
- Proximity to railroad crossing
- Proximity to last STOP sign
- Intersection related crashes
- Commercial Development in Quadrant



Systemic Safety Approach Works!

Higher priority segments have higher crash densities





Safe Streets and Roads for All (SS4A) Grant Program

Safe Streets and Roads for All (SS4A) Grant Program

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program, with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Safe Streets and Roads for All (SS4A) Grant Program

Applicant Eligibility

- Rural Communities
- Regional Planning Commissions and Councils of Governments
- Transit Agencies
- Tribal Consortiums
- Universities, School Districts and Public Health Entities

Types of Grants

- We are currently in the Planning and Demonstration Grants phase
- Implementation Grants

The FY24 Notice of Funding Opportunity (NOFO) for SS4A is expected to open in Spring 2024

Safe Streets and Roads for All (SS4A) Grant Program

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- **Answer "yes" to Questions** 3 7 9
- **Answer "yes" to at least four of the six remaining Questions** 1 2 4 5 6 8

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Applicant: **UEI:**

1 Are both of the following true?
- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

☐ YES ☐ NO
If yes, provide documentation:

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☐ YES ☐ NO
If yes, provide documentation:

3 Does the Action Plan include all of the following?
- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☐ YES ☐ NO
If yes, provide documentation:

U.S. Department of Transportation

Still have questions? Visit the SS4A website
SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

4 Did the Action Plan development include all of the following activities?
- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☐ YES ☐ NO
If yes, provide documentation:

5 Did the Action Plan development include all of the following?
- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

☐ YES ☐ NO
If yes, provide documentation:

6 Are both of the following true?
- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☐ YES ☐ NO
If yes, provide documentation:

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

☐ YES ☐ NO
If yes, provide documentation:

8 Does the plan include all of the following?
- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☐ YES ☐ NO
If yes, provide documentation:

9 Was the plan finalized and/or last updated between 2018 and June 2023?

☐ YES ☐ NO
If yes, provide documentation:

U.S. Department of Transportation

Still have questions? Visit the SS4A website
SS4A Self-Certification Eligibility Worksheet | Page 2 of 2

Safe Streets and Roads for All (SS4A) Grant Program

Key Requirements

- Support from a high-ranking official and/or governing body
- Engagement with the public and relevant stakeholders
- The identification of underserved communities through data
- The plan development includes an assessment of current policies, plans, and guidelines
- Identify a comprehensive set of projects and strategies to address safety problems
- A description of how progress will be measured over time



Discussion: What is important to advance road safety within White Earth Nation?



Crash Overview and SHSP Focus Areas

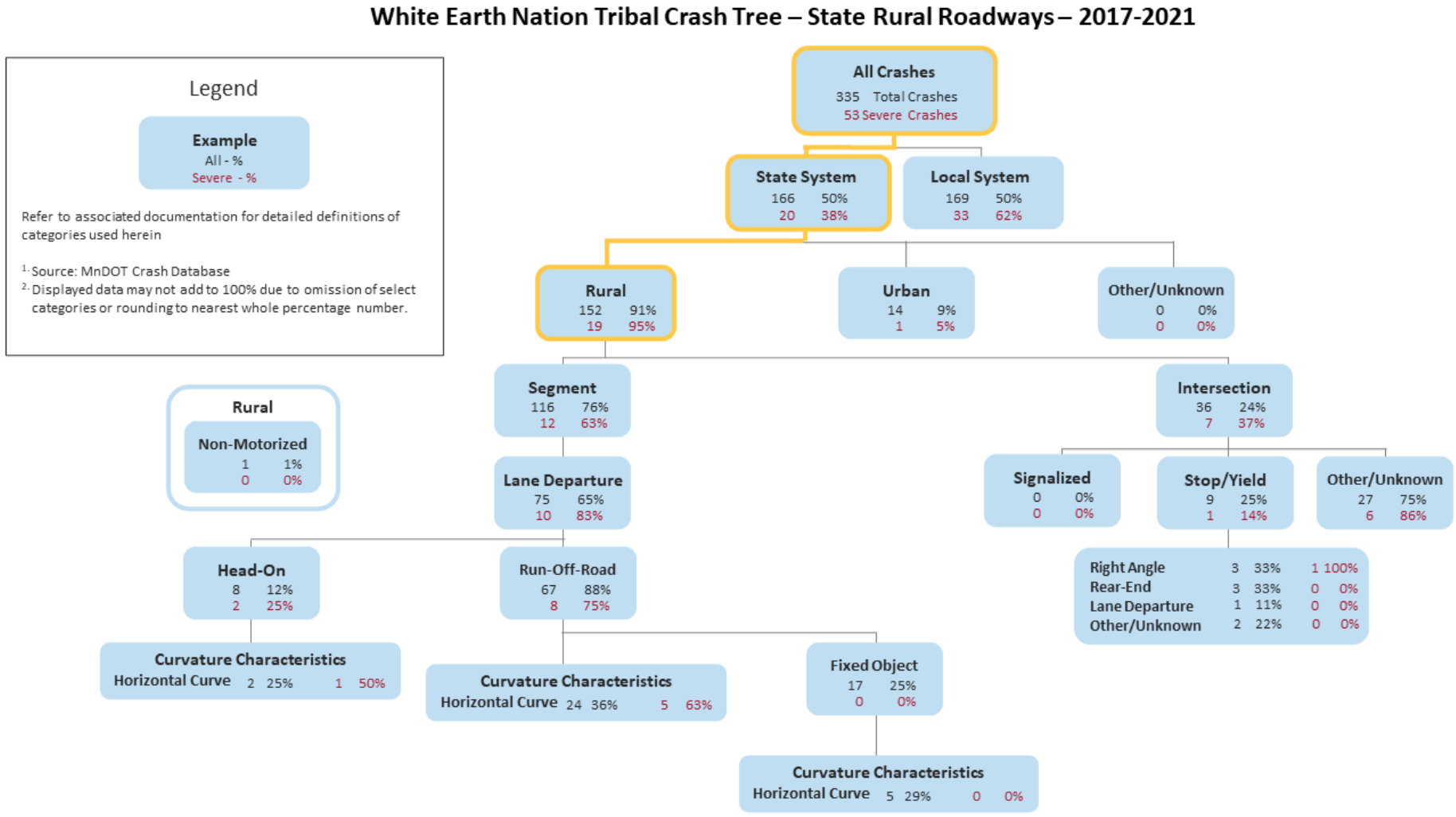
Target Setting Measures – Focus Areas

2017-2021 Fatal and Serious Injury Crashes

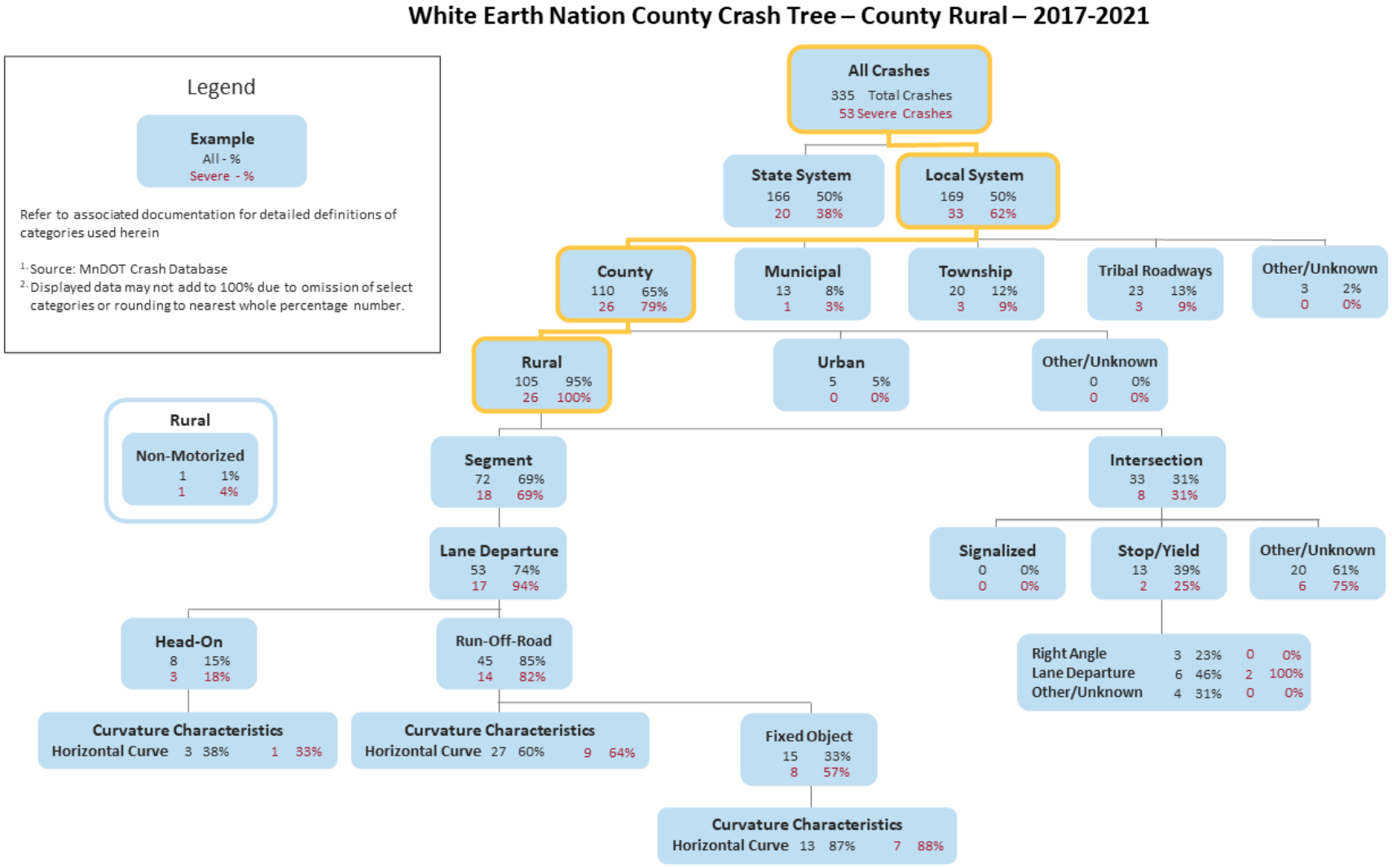
		White Earth Nation											
		All Systems		State System		County System		Tribal System		Municipal		Township/Other	
	Total Severe Crashes	**53**	**100%**	**20**	**100%**	**26**	**100%**	**3**	**100%**	**1**	**100%**	**3**	**100%**
Core Areas	Intersection	16	30%	7	35%	8	31%	1	33%	0	0%	0	0%
	Lane Departure	42	79%	15	75%	23	88%	1	33%	0	0%	3	100%
	Run-Off-Road	37	70%	13	65%	20	77%	1	33%	0	0%	3	100%
	Head-On	5	9%	2	10%	3	12%	0	0%	0	0%	0	0%
	Impaired	16	30%	4	20%	10	38%	1	33%	0	0%	1	33%
	Speed	20	38%	5	25%	11	42%	1	33%	0	0%	3	100%
	Unbelted	17	32%	5	25%	10	38%	0	0%	0	0%	2	67%
	Inattentive	11	21%	4	20%	6	23%	1	33%	0	0%	0	0%
Strategic	Older Driver	9	17%	6	30%	3	12%	0	0%	0	0%	0	0%
	Motorcycle	9	17%	7	35%	2	8%	0	0%	0	0%	0	0%
	Younger Driver	14	26%	4	20%	6	23%	1	33%	1	33%	2	67%
	Non-motorist	4	8%	0	0%	1	4%	2	67%	1	33%	0	0%
	Pedestrian	3	6%	0	0%	1	4%	1	33%	1	33%	0	0%
	Bicyclist	1	2%	0	0%	0	0%	1	33%	0	0%	0	0%
	Commercial Vehicles	2	4%	2	10%	0	0%	0	0%	0	0%	0	0%
	Work Zone	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Connected	Unlicensed	22	42%	5	25%	11	42%	3	100%	0	0%	3	100%
	Trains	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	Deer/Animal	2	4%	1	5%	1	4%	0	0%	0	0%	0	0%
	Winter Weather	3	6%	1	5%	2	8%	0	0%	0	0%	0	0%
		1471 Miles		106 Miles		485 Miles		148 Miles		22 Miles		710 Miles	
	Miles per fatal or severe crash	27.8		5.3		18.7		49.3		22.0		236.7	

a. Focus Area definitions consistent with the 2020-2024 Minnesota Strategic Highway Safety Plan unless otherwise noted.

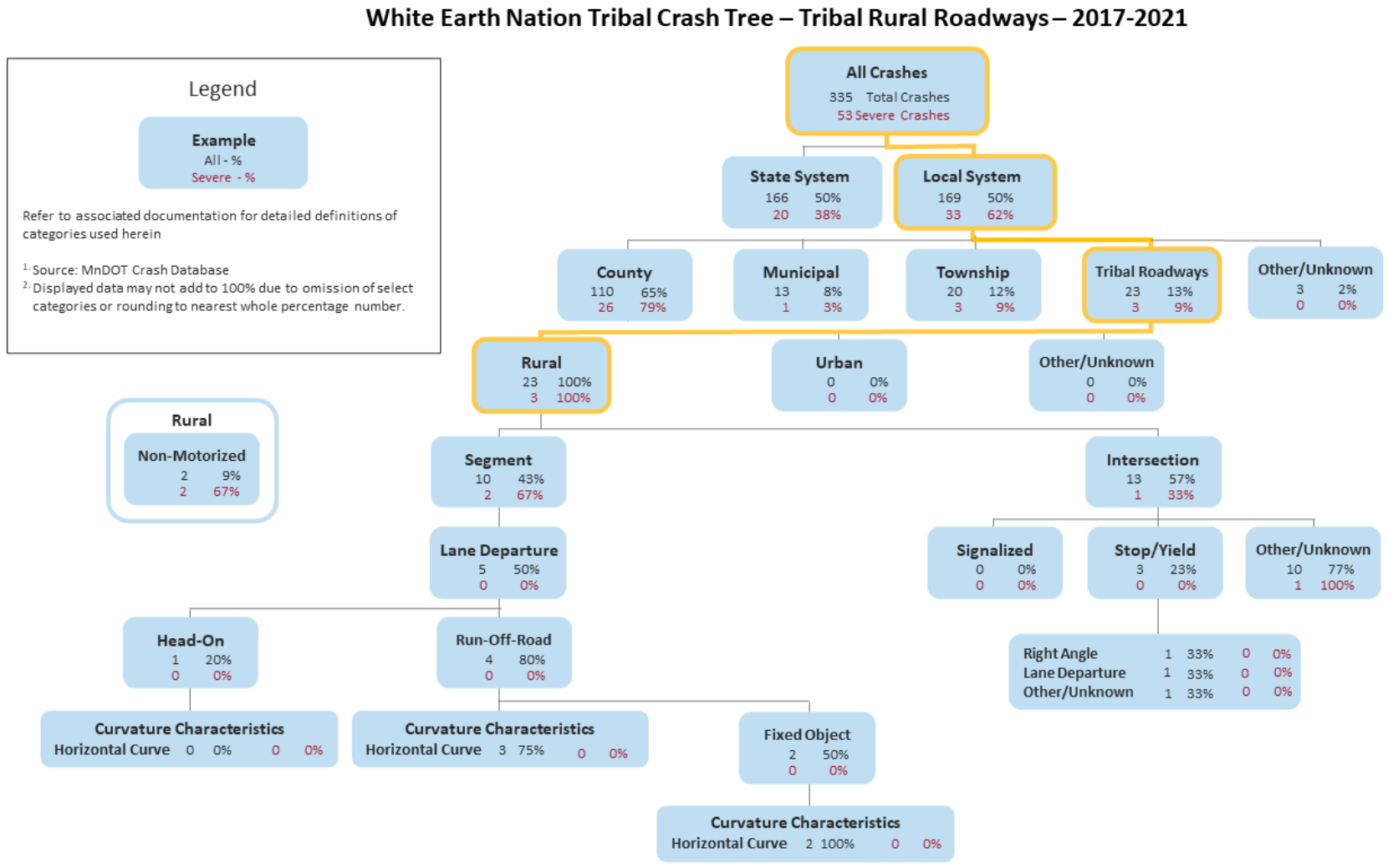
Target Setting Measures – Crash Trees



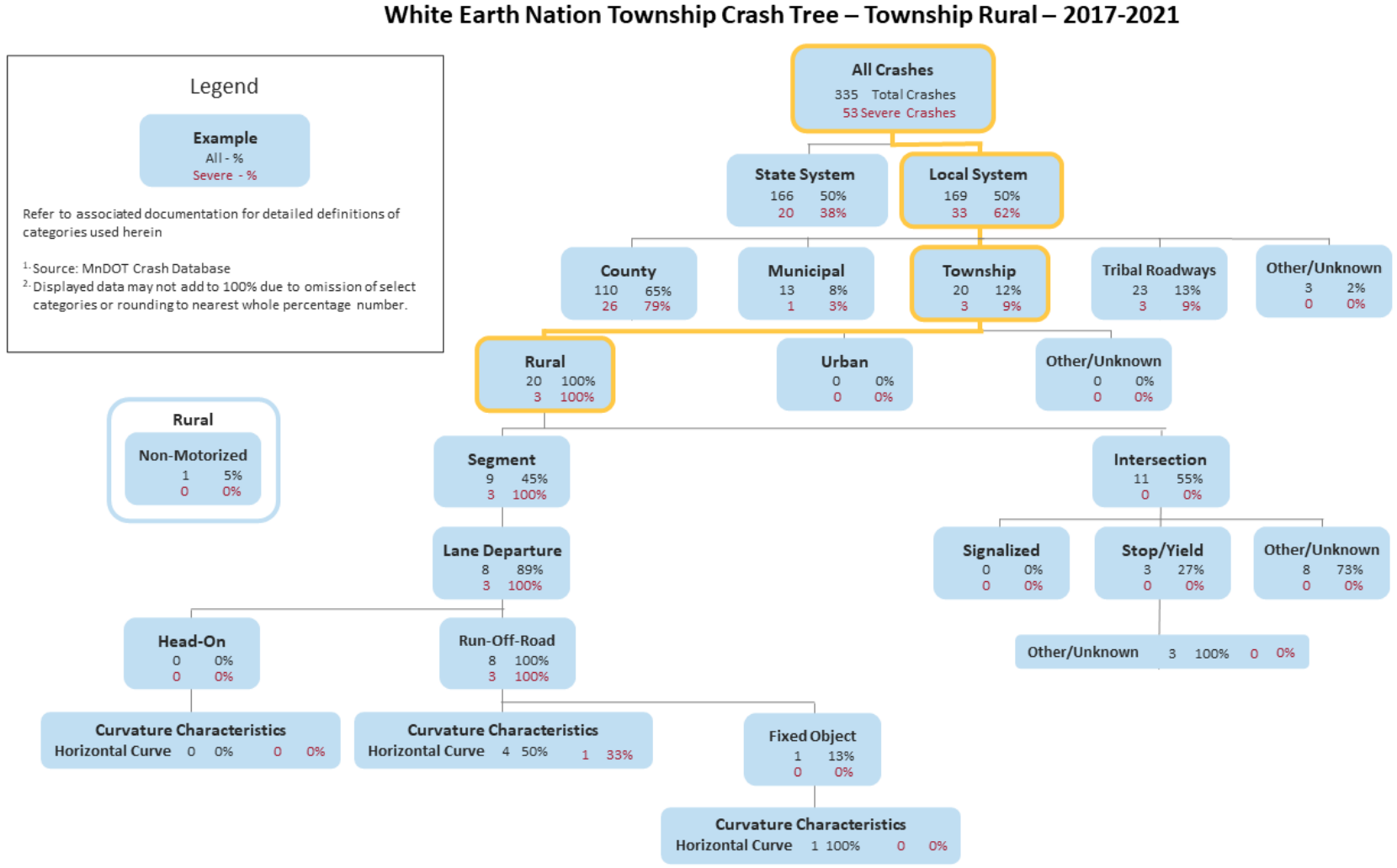
Target Setting Measures – Crash Trees



Target Setting Measures – Crash Trees

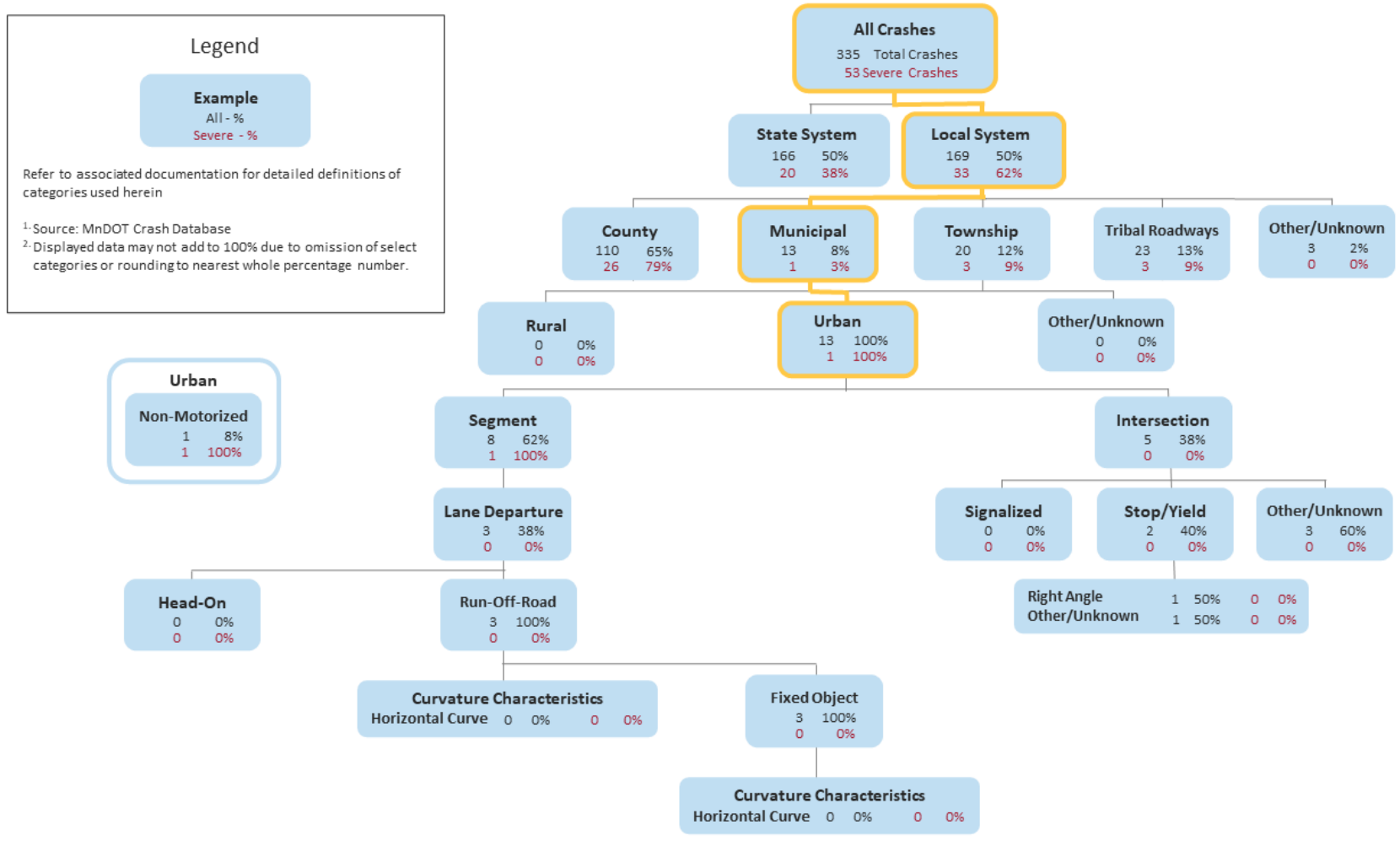


Target Setting Measures – Crash Trees



Target Setting Measures – Crash Trees

White Earth Nation Municipal Crash Tree – Municipal Urban – 2017-2021



Target Setting Measures

Key Takeaways

- Lane departure crashes are the predominant type of crashes on the state and county systems within the reservation boundaries
- Intersection crashes represent approximately 1/3 of all severe crashes within the reservation boundaries
- Severe non-motorist crashes are overrepresented on the tribal and municipal systems within the reservation boundaries

Target Setting Measures

- By the year 2043, White Earth Nation's goal is to achieve zero roadway fatal and serious injury crashes.
- Apply for funding for three safety projects annually within the White Earth Nation Reservation to reduce fatal and serious injury crashes.
- Implement three safety strategies specific to lane departure crashes within the White Earth Nation Reservation with a goal to reduce these crashes by 50% by the year 2033.
- Implement one safety strategy within the White Earth Nation Reservation to reduce fatal and serious injury non-motorist crashes with a goal to reduce these crashes by 50% by the year 2033.
- White Earth Nation will allocate funds in their TIP for safety specific projects with a goal to reduce fatal and serious injury crashes by 50% by the year 2033.



Engagement Feedback Summary

Tribal Transportation Safety Plan

What is the White Earth Nation Tribal Transportation Safety Plan?

The goal of the Safety Plan is to produce an updated subset of traffic safety plans, incorporating new practices, crash data and lesson learned while building on the documents that were previously completed. The updated traffic safety plan will still have a focus on reducing fatal and serious injury crashes on the state and local roadway system while aligning with the statewide Strategic Highway Safety Plan.

Engagement Will Inform the Plan:

The plan is informed by safety needs and desires from the community. A key step in identifying needs and desires in engagement. An online survey was available and the project team attended a community event for engagement.

State of the Nation Event

The project team attended State of the Nation to conduct in-person community engagement and answer any questions that people had about the safety plan.



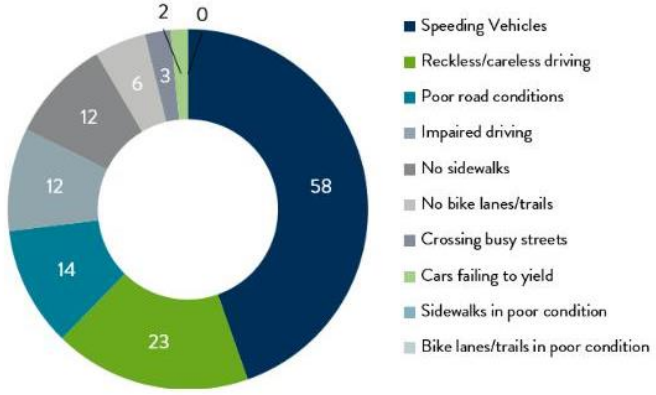
Online Survey

Open May 15 - July 10, the survey included a comment map, multiple choice and optional demographic questions. The survey receied over 110 total responses. Paper copies of the survey were aso available throughout the community for those unable to participate digitally.

Key Themes

The most common safety concerns identified in the survey were:

- Speeding vehicles
- Reckless / careless driving
- No sidewalks
- Poor road conditions



More than 50% of respondents avoid walking, biking, taking transit, or diving because of transportation safety concerns.

More than 80% of respondents drive as their main form of transportation around White Earth Nation.

43% of respondents noted that they have been, or almost been, in a crash involving a vehicle, bicycle, or pedestrian.



Systemic Safety Strategies

Segment and Curve Strategies



Segments and Curve Strategies

- Shoulder Paving
- Shoulder Rumble Strips
- Edgeline Rumble Strips
- Safety Edge
- Clear Zone Enhancements
- Enhanced Edgeline
- Chevrons/Arrow Board
- Curve Warning Signs
- Vehicle Speed Feedback Sign
- Road Diet
- Maintenance/Blading

Shoulder Paving (2’, 4’, 6’)

Crash Reduction Factor

- 20% to 30% run-off-the-road crashes (with shoulder rumbles) (2’ only)
- 14% run-off-the-road crashes (without shoulder rumbles)

Typical Installation Costs

- $54,000 per mile + $5,850 per mile (for Edge Rumble)



Shoulder/Edgeline Rumble Strips

Crash Reduction Factor

- 20% run off road crashes

Typical Installation Costs

- $5,850 per mile





Safety Edge

Crash Reduction Factor

- 5% to 10%

Typical Installation Costs

- $10,000 to $20,000 per mile



Clear Zone Enhancements

Crash Reduction Factor

- Fatal, serious & minor Injury crashes: increase of 28% to decrease of 18%

Typical Installation Costs

- $50,000 to $500,000 per mile



Enhanced Edgeline (6” & 8”)

Crash Reduction Factor

- 4% to 35% of all crashes (with or without rumble strips)

Typical Installation Costs

- $5,000 - $20,000





Chevrons/Arrow Board and Delineators

Crash Reduction Factor

- 20% to 30% all crashes

Typical Installation Costs

- $10,000 per curve





Curve Warning Signs

Crash Reduction Factor

- 30% of serious, minor, and possibly injury crashes

Typical Installation Costs

- $1,000 Advance curve sign per curve
- $2,000 Advance curve and speed advisory sign per curve





Vehicle Speed Feedback Sign

Crash Reduction Factor

- 5% to 7% all crashes

Typical Installation Costs

- $5,000 per location



Road Diet (3-Lane Conversions)

Crash Reduction Factor

- 30% to 50%

Typical Installation Costs

- $48,000 per mile [three-lane]



Maintenance/Blading/Drainage

Crash Reduction Factor

Typical Costs

- Local Costs



Intersection Strategies



Intersections

- Roundabout
- LED Stop Signs
- Turn Lanes/Bypass Lanes on Major Road (thru traffic)
- All-Way Stop/Yield
- Upgrade Signs and Pavement Markings
- Rural Intersection Conflict Warning System (RICWS)
- Streetlights
- Mainline Dynamic Warning System

Roundabout

Crash Reduction Factor

- 20% to 50% all crashes
- 60% to 90% right-angle crashes

Typical Installation Costs

- $2M per intersection



LED Stop Signs

Crash Reduction Factor

0% to 71% angle crashes

Typical Installation Costs

- $2,000 to $6,000 per intersection



Left/Right Turn Lanes on Major Road (thru traffic)

Crash Reduction Factor

- 25% all crashes

Typical Installation Costs

- $250,000 - $400,000



All-Way Stop/Yield

Crash Reduction Factor

- 60% to 70% all crashes

Typical Installation Costs

- $1,000 per intersection



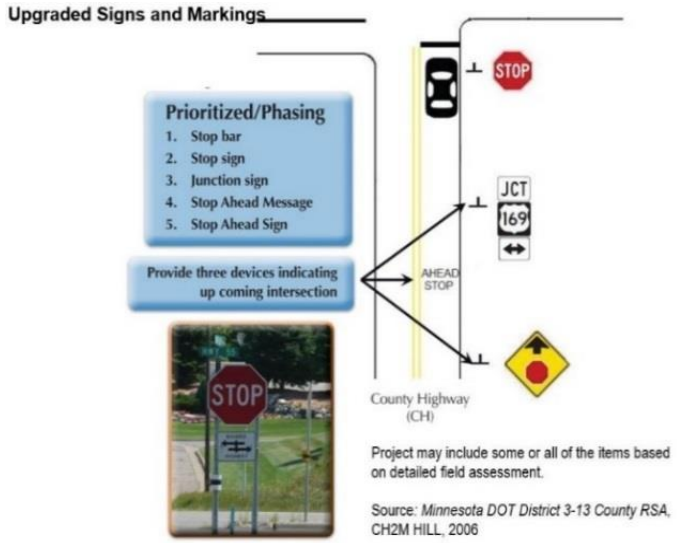
Upgrade Signs and Pavement Markings

Crash Reduction Factor

- 40% upgrade of all signs and pavement markings
- 15% for STOP AHEAD pavement marking

Typical Installation Costs

- $5,000 per approach



Rural Intersection Conflict Warning System (RICWS)

Crash Reduction Factor

- 50% all crashes
- 75% severe right-angle crashes



Typical Installation Costs

- $150,000 to $250,000 per intersection

Lighting

Crash Reduction Factor

- 25% to 40% of nighttime crashes

Typical Installation Costs

- $18,000 per light



Pedestrian and Bicycle Strategies



Pedestrian and Bicycle Strategies

- Sidewalk
- Bike Paths/Trails
- Median Refuge Island
- Curb Extensions
- Rectangular rapid flash beacon (RRFB)

Sidewalks

Crash Reduction Factor

- Not Available

Typical Installation Costs

- $5 to $10 per square foot



Bike Paths/Trails

Crash Reduction Factor

- Not Available

Typical Installation Costs

- $50,000 to $150,000 per mile



Median Refuge Island

Crash Reduction Factor

- 46% in vehicle/pedestrian crashes

Typical Installation Costs

- $24,000 per approach



Curb Extensions

Crash Reduction Factor

- Increase in vehicles yielding to pedestrians

Typical Installation Costs

- $36,000 per corner



Rectangular Rapid Flash Beacon (RRFB)

Crash Reduction Factor

- 75% of drivers yield to pedestrians

Typical Installation Costs

- $15,000





Priority Site Location Discussion

Priority Site Location Discussions

- Site Overview and Crash Facts (2018-2022)
- Alternative Safety Strategy Discussion

TH 113 and CR 144

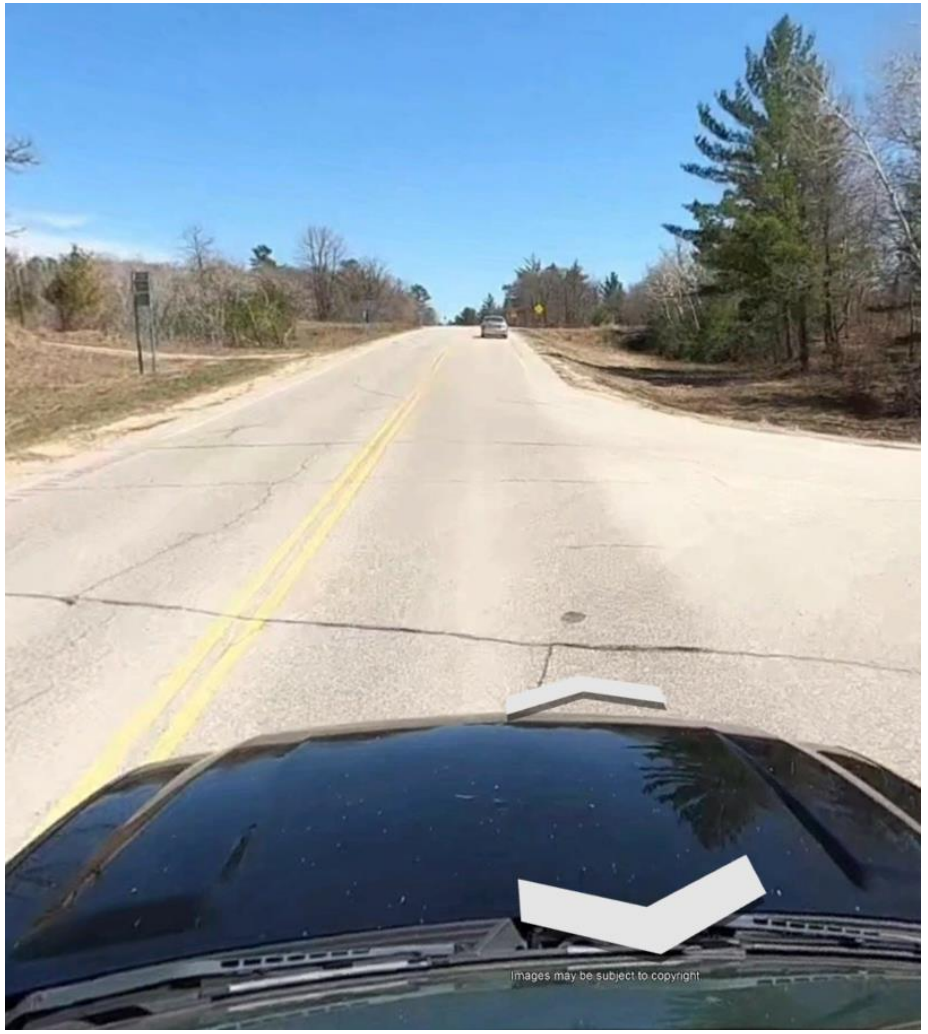


TH 113 and CR 144



TH 113 and CR 144

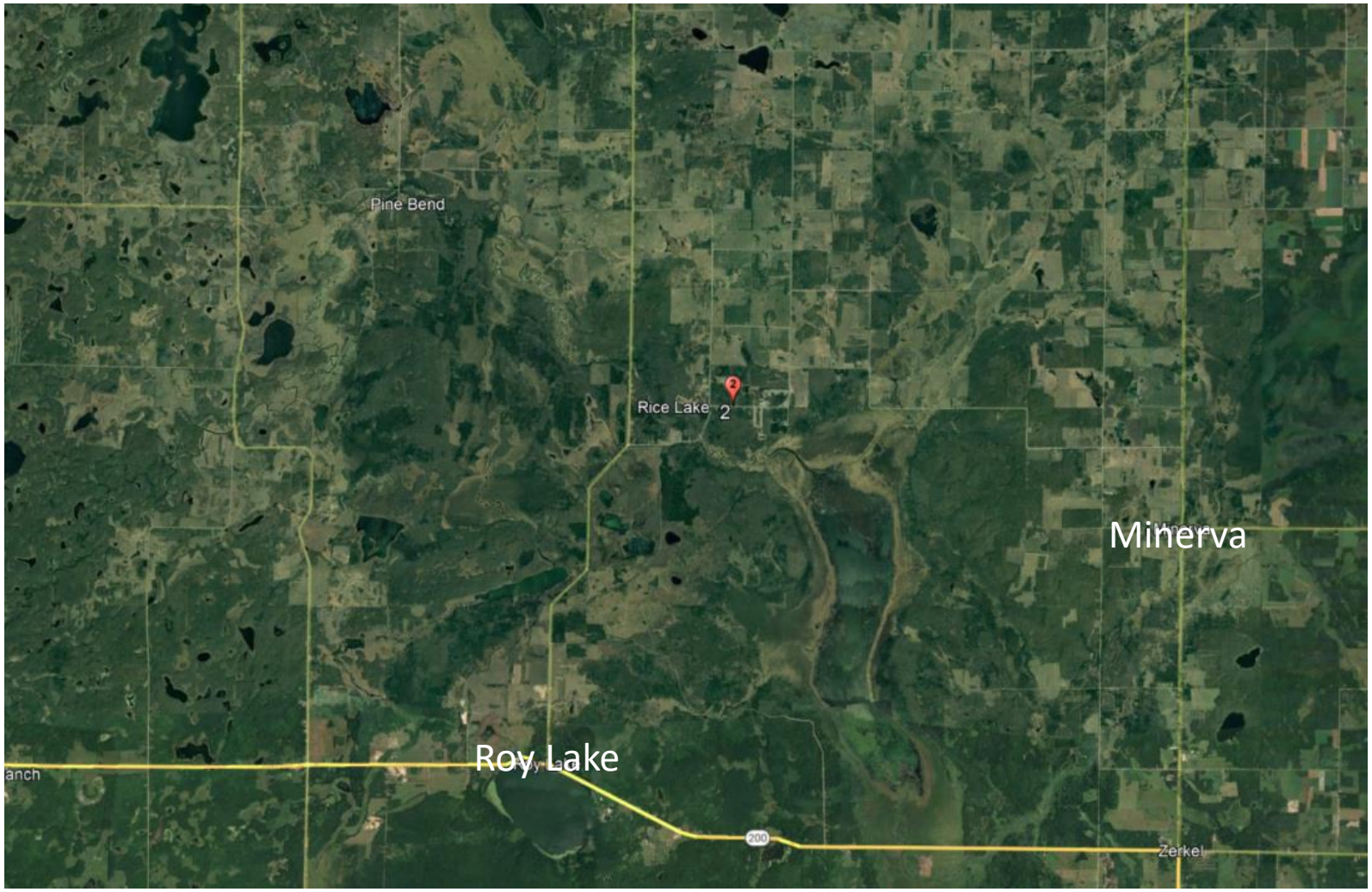




Priority Site Location Discussions

- Speed limit is 55 mph west of the intersection and transitions to 50 mph east of the intersection
- 650 vehicles per day (vpd) on TH 113 and 190 vpd on CR 144
- One property damage crash involving a deer occurred near the intersection
- Intersection is located on horizontal and vertical curves
- Poor sight distance at the intersection

Rice Lake Community Center Area



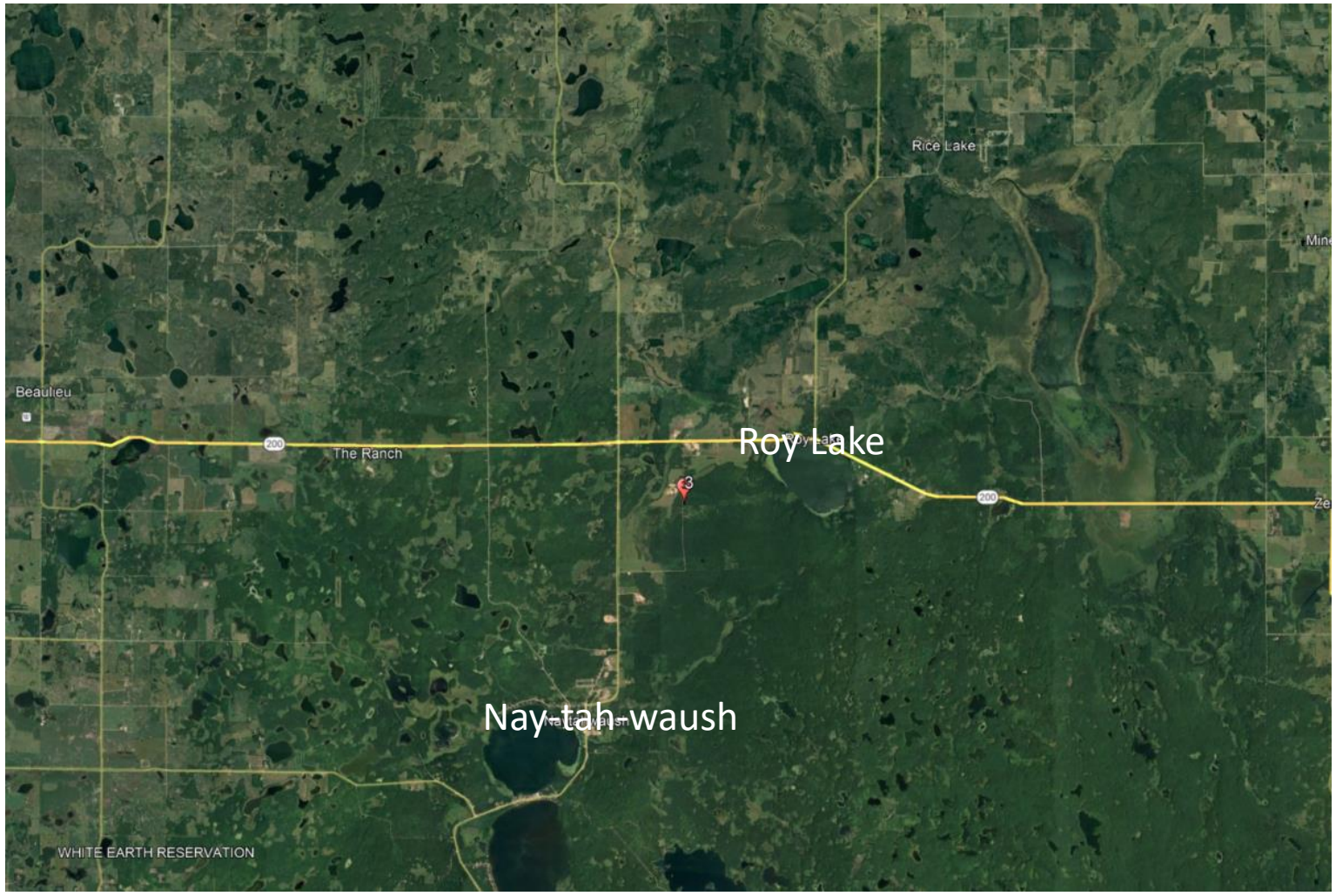
Rice Lake Community Center Area



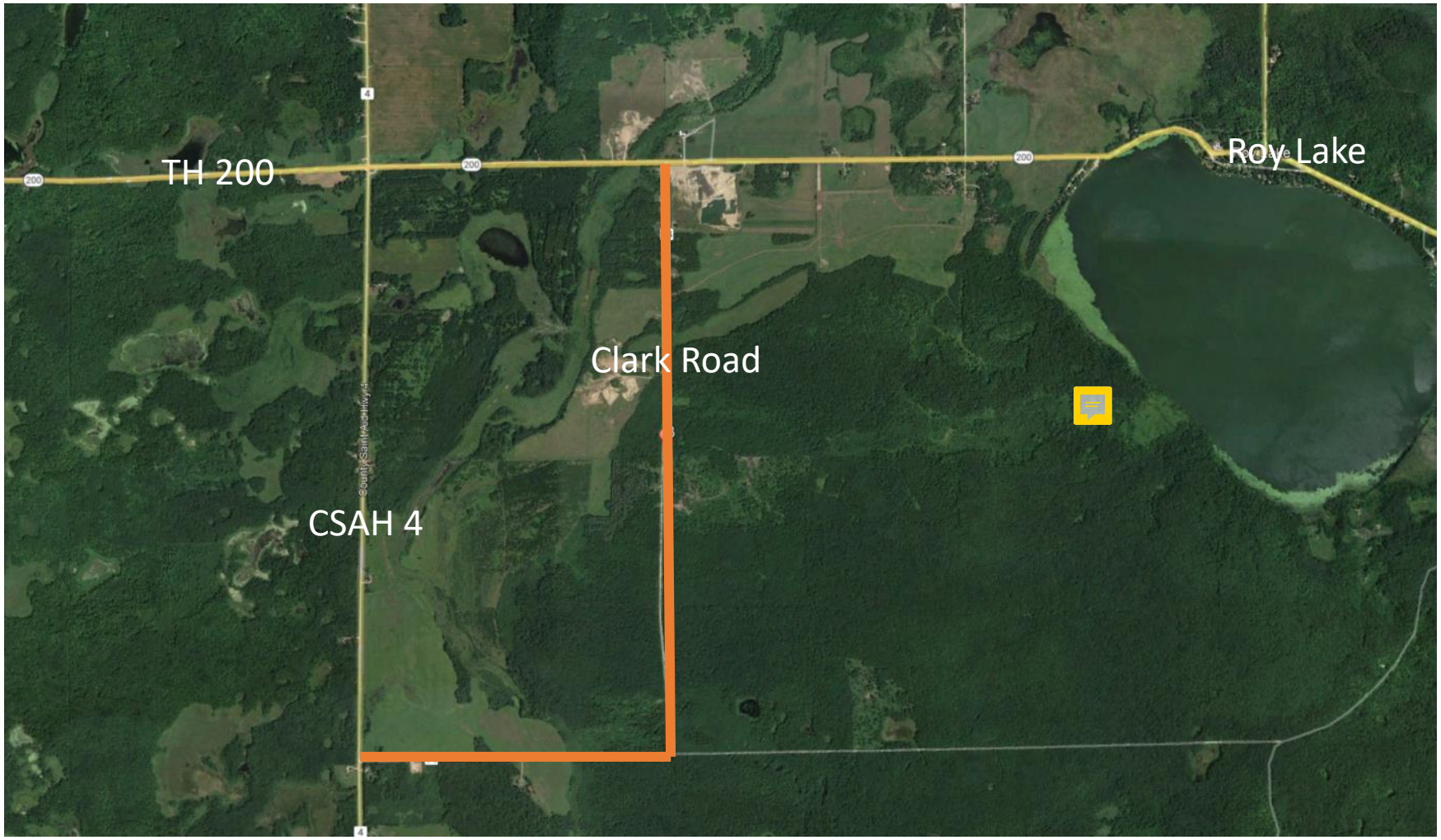
Priority Site Location Discussions

- 600 vpd on CSAH 35
- One property damage crash involving a single vehicle running off the road
- Roadway has narrow shoulders
- Concerns with speeds in the area
- Concerns regarding no designated pedestrian facilities

Clark Road


Rice Lake
Beaulieu
200
The Ranch
Roy Lake
200
Nay-tah-waush
WHITE EARTH RESERVATION

Clark Road



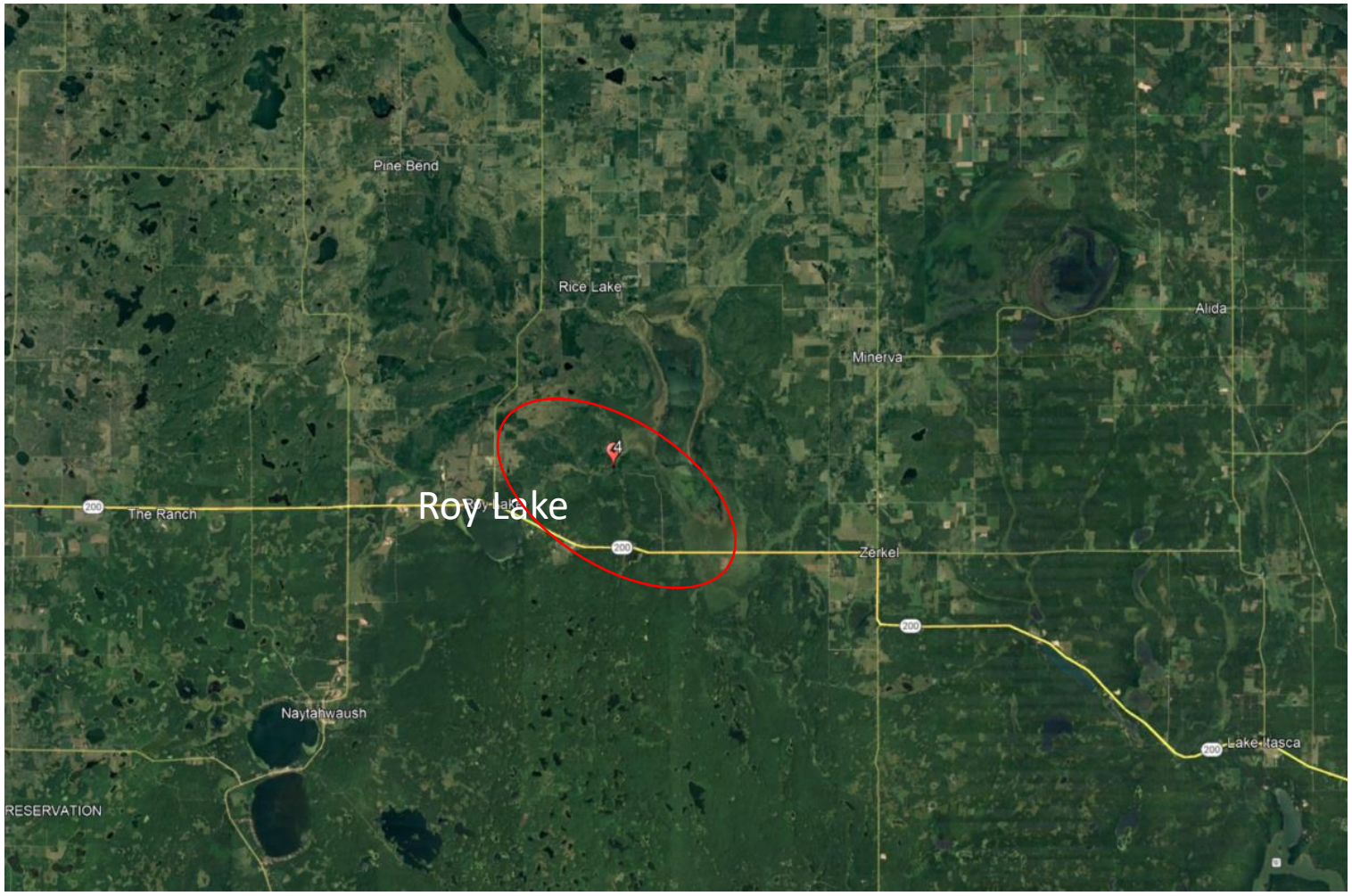
Clark Road



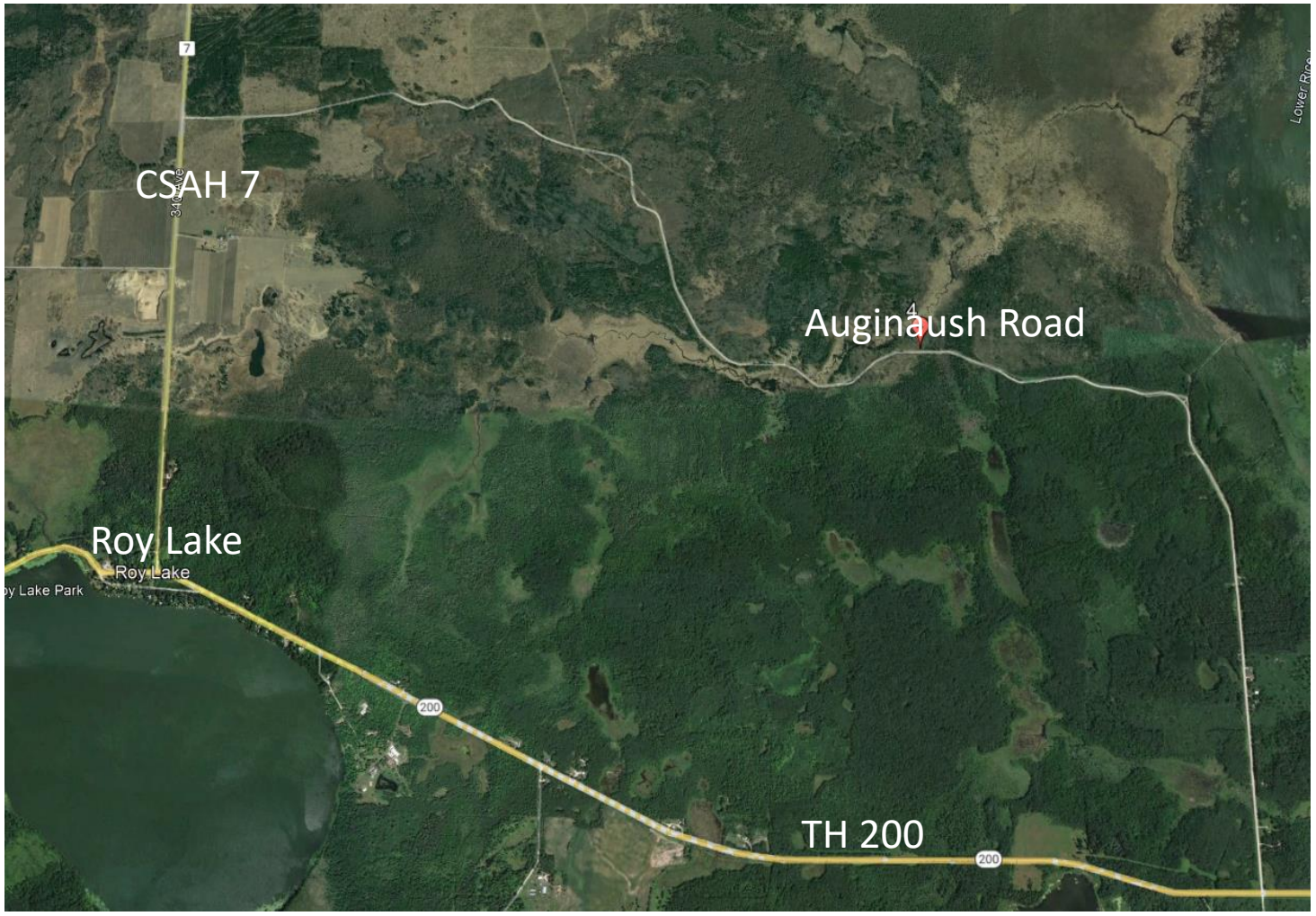
Priority Site Location Discussions

- Speed Limit is 40 mph
- One minor injury crash involving single vehicle
  - Driver said she drifted toward the side of the road and hit a soft spot
  - Driver stated vehicle started drifting on the gravel road and struck a small tree
- Roadway currently has no drainage
- Washouts occur after rain events

Auginaush Road



Auginaush Road



Auginaush Road

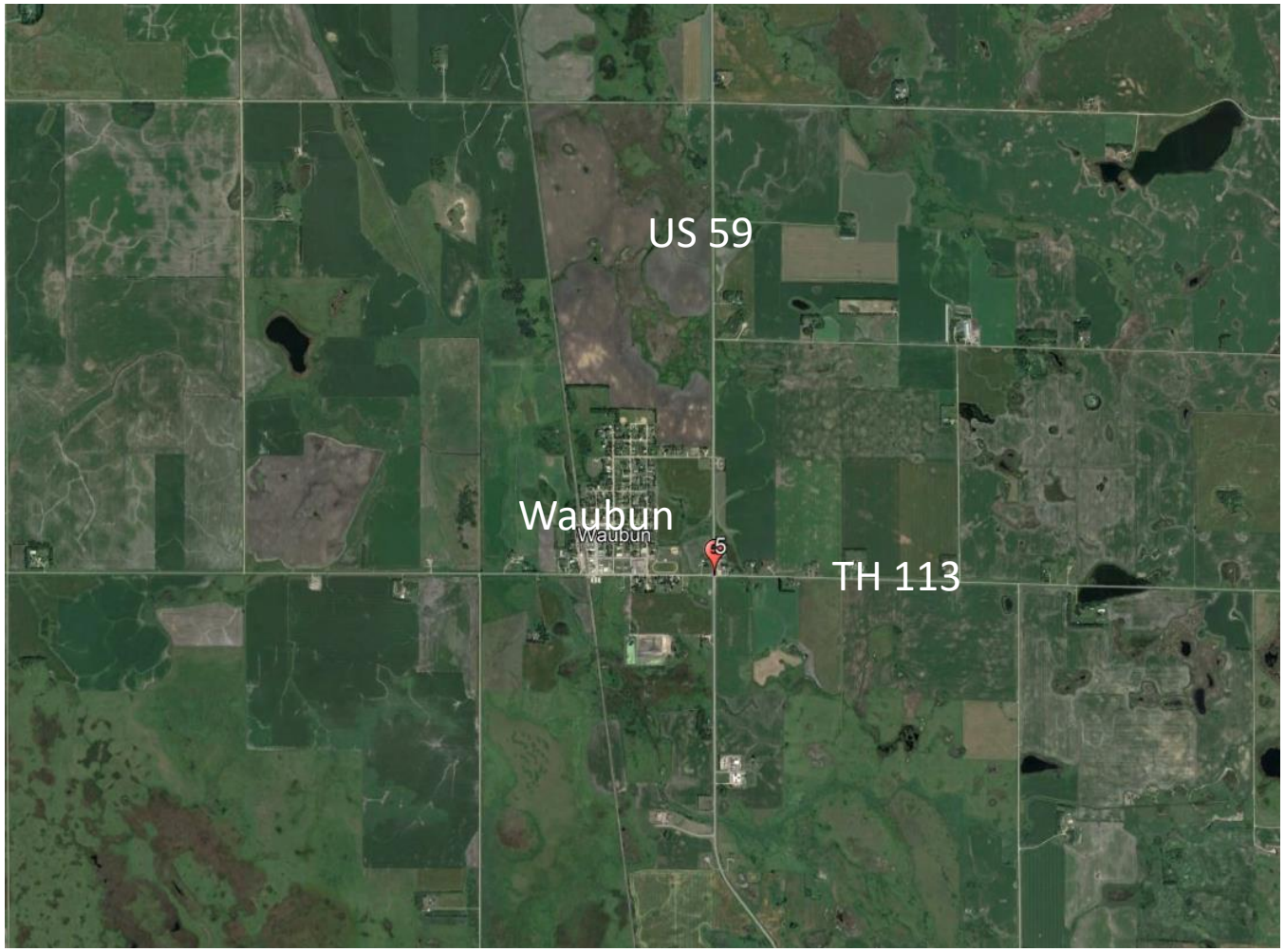


Priority Site Location Discussions



- Speed Limit is 35 mph
- Roadway does not have a crash history (2018-2022)
- 1.9 miles of the roadway is paved
- The remainder is gravel
- There is a desire to pave the remainder of the roadway

US 59 (Waubun)



US 59 (Waubun)



US 59 (Waubun)



Priority Site Location Discussions

- Speed Limit is 55 mph on US 59
- Speed Limit is 30 mph on TH 113 west of the US 59 and 55 mph east of US 59
- Three crashes occurred at the intersection, none of which were severe
  - Two angle crashes
  - One rear end
- Concerns regarding vehicles traveling southbound and making a left turn

CSAH 4 (CSAH 6 to New Clinic)



CSAH 4 (CSAH 6 to New Clinic)





Priority Site Location Discussions

- Speed Limit rages from 30 mph to 55 mph
- 950 vpd on CSAH 4
- Four crashes occurred along this segment
  - Three single vehicle run off the road crashes, one of which was fatal
  - One sideswipe same direction crash
- Concerns about speeds throughout the area
- Concerns about lack of pedestrian accommodations through the area

White Earth Tribal Transportation Safety Plan

Michael Bowman – White Earth Nation
Michael.bowmansr@whiteearth-nsn.gov

Nathan Bausman – MnDOT District 4
nathan.bausman@state.mn.us

Matt Knight – SRF Consulting Group
mknight@srfconsulting.com

Appendix H
Project Meeting Agendas & Summaries

SRF No. 14643.00

AGENDA

White Earth Tribal Transportation Safety Plan
Project Kickoff Meeting

2/7/2023, 3:00 p.m. – 4:30 p.m.

White Earth Nation Public Works

1. Introductions
2. Project Goal
3. Scope of Work
4. Upcoming Tasks
5. Project Schedule
6. Critical Success Factors
7. Next Steps

SRF No. 14643.00

Meeting Summary
White Earth Tribal Transportation Safety Plan
Project Kickoff Meeting

2/8/2023, 3:00 p.m. – 4:30 p.m.

White Earth Nation Public Works

Attendees

MnDOT

Nate Bausmann – Project Manager

Trudy Kordosky –D4 Traffic Engineer

Mary Safgren –D4 Planning Director

Derek Leuer –Traffic Safety Engineer

White Earth Nation

Mike Bowman –Director of Public Works

Sierra Weaver –Tribal Safety Coordinator

Anthony St. Clair –Tribal Safety Officer

BIA

Kurt Slettvedt – Roads Engineer

Tom Fronk – Civil Engineer

Mahnomen County

John Large – County Engineer

SRF

Matt Knight – Project Manager

Renae Kuehl – Project Director

Jamie Wark – Tribal Liaison

1. Introductions
2. Project Goal
3. Scope of Work
    - The Team discussed the 14 tasks included in the scope of work.
4. Upcoming Tasks
    - FHWA Process
    - Comprehensive Analysis of the Roadway System
        - Mahnomen County – Will need to look up data available.
        - D4 – SRF is working on the District 4 Safety Plan and has access to data.
        - MnDOT LRS Linework is available to us, lines exist within tribal boundaries.

    - Crash Data – Discussed using a 5-year or 10-year dataset for analysis. There are benefits to using a 10-year dataset, however, a 5-year data set is desirable so that we use post 2015 data. The Team agreed to use crash data through 2022. Crash data will be provided by MnDOT.
- Disaggregated Crash Analysis – This analysis breaks down fatal, serious injury, and total crashes and identifies categories and environments of concern.
- Develop Target Setting Measures
- Develop Specific Safety Strategies

5. Project Schedule
    - The Plan is expected to be completed in time (Fall 2023) for WEN to pursue SS4A grants (January 2024)
    - WEN is currently pursuing TTPSF funds. The deadline is March 9, 2023. HDRC is assisting with the grant application.
6. Critical Success Factors (Define Success)
    - Nathan Bausman – Providing a study that sets up the tribe for safety funding.
    - Mike Bowman – Having a good plan to apply for money to fix deficiencies.
    - Derek Leuer – Implementation, funding to build better projects. Share input on the process and success with others to get more people interested. Less people killed on our roads.
7. Other Discussion
    - Tom Fronk asked who hired SRF – SRF is under contract. MnDOT and WEN have executed a MOU for the project. WEN is considered a stakeholder for the project.
    - Tom Fronk asked about an Action Plan vs. Safety Plan – The scope of work was set up so that it can be used to pursue grants (SS4A, TTPSF, HSIP, etc.)
    - Tom Fronk asked if the plan would focus on specific areas as the study area is very vast. He suggested that there be a different level of review for different areas of the reservation.
        - Crash Data – Discussed using a 5-year or 10-year dataset for analysis. There are benefits to using a 10-year dataset, however, a 5-year data set is desirable so that we use post 2015 data. The Team agreed to use crash data through 2022. Crash data will be provided by MnDOT.

Actions Needed

Actions Needed	**Responsibility**
Provide Crash Data	MnDOT D4/OTE
Provide road inventory for WEN	Mike Bowman
Schedule Biweekly Meetings	SRF

SRF No. 14643.00

AGENDA

White Earth Tribal Transportation Safety Plan
Systemic Safety Strategies Meeting

7/20/2023, 2:00 p.m. – 3:00 p.m.

1. Introductions
2. Critical Emphasis Areas
3. Crash Tree Diagrams
4. Segment and Curve Strategies
    a. Rural Strategies
    b. Urban Strategies
    c. Gravel Road Strategies
5. Rural Intersection Strategies
6. Pedestrian and Bicycle Strategies
7. Other Strategies
8. Round Robin

SRF No. 14643.00

Meeting Summary

White Earth Tribal Transportation Safety Plan

Systemic Safety Strategies Meeting

7/20/2023, 2:00 p.m. – 3:00 p.m.

Attendees:

White Earth Nation

Michael Bowman Sr.

Matt Smith

Siera Weaver (Virtual)

MnDOT

Nate Bausman

Mark Wagner (Virtual)

Mahnomen County

Jon Large

FHWA

Chris Kwilinski (Virtual)

SRF

Matt Knight

Jamie Wark

1. Introductions
2. Critical Emphasis Areas
    a. Discussed Critical Emphasis Areas by roadway jurisdiction.
        i. Lane departure crashes were the most predominant type of crash on the State, County, and Township systems.
        ii. Non-motorist crashes were the most predominant type of crash on the Tribal and Municipal systems.
3. Crash Tree Diagrams
    a. Trends in the crash tree diagrams were similar to the Critical Emphasis Areas.
4. Segment and Curve Strategies
    a. Rural Strategies
        i. Shoulder Paving – The team discussed that this strategy only applies to segments with an existing shoulder.

ii. Shoulder/Edgeline Rumble Strips – Rumbles were installed on TH 200 in 2016 as part of a mill and overlay. SRF is going to summarize before/after crashes.

iii. Safety Edge – Can be standalone or included with shoulder widening.

iv. Clear Zone Enhancements – There are mowing ROW restrictions after August 1. Mahnomen County typically completes this work in the winter. MnDOT used to maintain clear zone plus 10 feet. MnDOT will provide updated guidance.

v. Enhanced Edgeline – 4-inch centerline and 6-inch edgeline has been the standard for MnDOT. Mahnomen County has also used 6-inch edgeline. The team had concerns about the cost of 8-inch edgeline.

vi. Chevrons and Arrow Boards – The tribe is spacing delineators 50 feet apart on the TH 200 project.

b. Urban Strategies

i. Road Diet – Remove 5-Lane conversion as a strategy.

c. Gravel Road Strategies

i. Maintenance/Blading/Drainage – Jon Large indicated a concern about vehicle speed if the gravel roads are maintained too well.

5. Rural Intersection Strategies

a. Roundabout – Mark Wagner indicated that the cost should be $2.5 M to $3.0 M. The team indicated that US 59 and Jefferson may be a good candidate.

b. LED Stop Signs – CMF 6602 indicates a CMF of .585. MnDOT indicated that flashing stop ahead signs should be considered as well. Chris Kwilinski said that stop signs on both sides of the road could be considered.

c. Left/Right Turn/Bypass Lanes – The team indicated that TH 113 may be a good candidate. These types of improvements are often tied to a reconstruction.

d. All-Way Stop/Yield – Typically installed when the major and minor approaches have similar AADTs.

e. Updated Signs and Markings – The group discussed concern regarding consistency and driver expectancy at intersections with different type of traffic control. Mark Wagner summarized the Tort Law and how it impacts local agencies.

f. Rural Intersection Conflict Warning System – MnDOT discussed the results of a recent study and indicated that they don't fund them and won't even maintain them at some locations. The group decided to leave them in as a potential strategy.

g. Lighting – Chris Kwilinski indicated that the presence of lighting subconsciously makes drivers pay closer attention. Jon Large indicated that the County has only received positive feedback at locations where they've installed lighting.

6. Pedestrian and Bicycle Strategies

   a. Sidewalks - The group indicated that they would like to include sidewalks as a strategy.

   b. Bike Paths/Trails – The group indicated that they would like to include bike paths/trails as a strategy.

   c. Median Refuge Island and Curve Extensions– The group indicated that College Road in Mahnomen may be a good candidate.

   d. Rectangular Rapid Flashing Beacon (RRFB) – The group indicated that the school area in Naytahwaush and the sidewalk from the Workforce Center to the new clinic may be good candidates.

7. Other Strategies

   a. Transverse Rumble Strips – HSIP will fund transverse rumbles, but there needs to be a strong case.

   b. The group discussed enforcement as a strategy. Will try to work it into the Plan.

8. Round Robin

SRF No. 14643.00

AGENDA

White Earth Tribal Transportation Safety Plan
Major Milestone Meeting 1

8/10/2023, 2:00 p.m. – 3:00 p.m.

1. Introductions
2. Schedule Review
3. Completed Tasks
    a. FHWA Process
    b. Disaggregated Crash Analysis
    c. Develop Proposed Target Setting Measures (Presenting to Tribal Leadership on 8/17)
    d. Develop Specific Safety Strategies
    e. State's SPACE Equity Analysis
4. Ongoing Tasks
    a. Complete Analysis of the Roadway System
    b. Targeted Strategies by Locations and Funding Opportunities
    c. Policy and Procedure Review
    d. Pedestrian Safety
    e. Technical and Engagement Workshop
    f. Report Development
5. Tribal Leadership Presentation
    a. Resolution Letter
6. Workshop Agenda and Materials
7. Round Robin

SRF No. 14643.00

Meeting Summary

White Earth Tribal Transportation Safety Plan

Major Milestone Meeting 1

8/10/2023, 2:00 p.m. – 3:00 p.m.

Attendees:

White Earth Nation

Michael Bowman Sr.

Matt Smith

Siera Weaver (Virtual)

MnDOT

Nate Bausman

Mahnomen County

Jon Large

HRDC

Tony Klaers

SRF

Matt Knight

Jamie Wark

1. Introductions
2. Schedule Review
    a. The Team reviewed the schedule and discussed completed and ongoing tasks
3. Completed Tasks
    a. FHWA Process
    b. Disaggregated Crash Analysis
    c. Develop Proposed Target Setting Measures (Presenting to Tribal Leadership on 8/17)
    d. Develop Specific Safety Strategies
    e. State's SPACE Equity Analysis
4. Ongoing Tasks
    a. Complete Analysis of the Roadway System

b. Targeted Strategies by Locations and Funding Opportunities
c. Policy and Procedure Review
d. Pedestrian Safety
e. Technical and Engagement Workshop
f. Report Development
    i. Draft report is expected mid to late October

5. Tribal Leadership Presentation

    a. The Team discussed updating the language in the target setting measures

    b. Nathan asked if the number of target setting measures matter and if five is the appropriate number. Matt indicated that five seemed appropriate because it hit on all of the requirements and focus areas.

    c. Jon asked if the amount specified is only for HSIP funds. Matt indicated that it is for any safety funds available.

    d. Resolution Letter

6. Workshop Agenda and Materials

    a. The Team discussed locations to include in the workshop.

        i. CSAH 4 – issues with speed, congestion, pedestrians, and vehicles running stop signs

        ii. CR 144/TH 113 – Site distance issues

        iii. Rice Lake Community Center – Concerns regarding speed, pedestrians, inadequate shoulder widths for pedestrians (prefer separated facility)

        iv. Team will offer workshop attendees to offer locations of concern

7. Round Robin

SRF No. 14643.00

Meeting Summary
White Earth Tribal Transportation Safety Plan
Task Force Meeting 1

8/10/2023, 3:00 p.m. – 4:00 p.m.

Attendees:

White Earth Nation

Michael Bowman Sr.

Matt Smith

Siera Weaver (Virtual)

MnDOT

Nate Bausman

Mahnomen County

Jon Large

HRDC

Tony Klaers

SRF

Matt Knight

Jamie Wark

1. Purpose of the Meeting – To begin the process of developing a plan to deploy projects and set project prioritization criteria.

2. SS4A Self-Certification Eligibility Worksheet Criteria

    a. Question 2 – To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

    b. Question 7 – Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

    c. Question 8 – Does the plan include all of the following?

        i. A description of how progress will be measured over time that includes, at a minimum, outcome data.

        ii. The plan is posted publicly online.

            1. Mike acknowledged that it will be good to have the plan available to the public.

3. Project Types

    a. Tribal Roadways

    b. State Roadways

    c. County Roadways

    d. Municipal Roadways

    e. Township Roadways

4. Prioritization Criteria

    a. Matt indicated that the prioritization criteria will be similar to the District and County Road Safety Plans.

    b. The Team discussed that the tribal system will be more difficult to prioritize. Will focus more on bike/ped concerns in villages.

    c. Nate asked about risk system on tribal roadways (horizontal/vertical curves, etc. The Team acknowledged that it is difficult to gather the date because of a lack of Streetview imagery and will rely more on local knowledge and community feedback..

    d. Mike noted that we may just include systemic best practices (fog lines, etc.).

    e. Mike indicated that non residential, non-connecting recreational roads can be removed from consideration.

5. Funding Opportunities

SRF No. 14643.00

Meeting Summary
White Earth Tribal Transportation Safety Plan
Task Force Meeting 1

8/10/2023, 3:00 p.m. – 4:00 p.m.

Attendees:

White Earth Nation

Michael Bowman Sr.

Matt Smith

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MnDOT

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Mahnomen County

Jon Large

HRDC

Tony Klaers

SRF

Matt Knight

Jamie Wark

1. Purpose of the Meeting – To begin the process of developing a plan to deploy projects and set project prioritization criteria.

2. SS4A Self-Certification Eligibility Worksheet Criteria

    a. Question 2 – To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

    b. Question 7 – Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

    c. Question 8 – Does the plan include all of the following?

        i. A description of how progress will be measured over time that includes, at a minimum, outcome data.

        ii. The plan is posted publicly online.

            1. Mike acknowledged that it will be good to have the plan available to the public.

3. Project Types

    a. Tribal Roadways

    b. State Roadways

    c. County Roadways

    d. Municipal Roadways

    e. Township Roadways

4. Prioritization Criteria

    a. Matt indicated that the prioritization criteria will be similar to the District and County Road Safety Plans.

    b. The Team discussed that the tribal system will be more difficult to prioritize. Will focus more on bike/ped concerns in villages.

    c. Nate asked about risk system on tribal roadways (horizontal/vertical curves, etc. The Team acknowledged that it is difficult to gather the date because of a lack of Streetview imagery and will rely more on local knowledge and community feedback..

    d. Mike noted that we may just include systemic best practices (fog lines, etc.).

    e. Mike indicated that non residential, non-connecting recreational roads can be removed from consideration.

5. Funding Opportunities