Omaha Tribe Department of Transportation, and Roads

TRANSPORTATION PLANNER – RICHARD VALENTINO
LEAD MAINTENANCE – MALCOLM BERTUCCI
MAINTENANCE OPERATOR - BEN WALKER JR.
Mission Statement

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- We will strive to provide the highest quality, cost-effective services to maintain and improve our tribal road system.
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  - Are proud to be members of the Omaha Tribes Transportation, and Roads maintenance team.
Responsibilities

- Consult and coordinate with representatives of federal, state, county, township and municipal governments on or near the Omaha Reservation for updates, inclusions and deletions to the Omaha Tribes Indian Reservation Roads (IRR) inventory.
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• Attend various meetings with federal, state, county, township and municipal governments on or near the Omaha Reservation in assisting the BIA in updating the Long Range Transportation Plan (LRTP) and the IRR inventory for the Omaha Tribe.
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- Update the tribes LRTP on an annual basis

- Identify traffic safety concerns on the Omaha Tribes IRR inventory throughout the Omaha Indian Reservation. Attain Accident data from various law enforcement entities to support problem areas.
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- Quantify the Omaha Tribe’s use of the 25% of IRR yearly program funds for maintenance needs. Consult and coordinate with BIA and Omaha Tribal maintenance personnel to determine use of funds.
Projects and work in progress

- BIA route #2 Rehab project
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- BIA route #2 Rehab project
- BIA route #3 Culvert Replacement
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- Emily Parker Bridge Replacement
BIA Route #2 Rehab Project
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- Prime Contractor - Omaha Tribe of Nebraska
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- Advertisement Date – November, 2013
- Construction Date – post crop planting spring of 2014
BIA Route #2 Rehab Project

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- Designer – GPRO-BIA (Dennis Woods)
  Quality Assurance – BIA (Shane Nedved)
- Quality Control – Omaha Tribe (Richard Valentino)
BIA Route #2 Rehab Project

- Project type – Partial depth milling, Dig outs, asphalt overlay sections, and asphalt blotter top.
BIA Route #2 Rehab Project

- US Highway 75 Macy South Bridge and Highway realignment

- June 28th 2011 call From NDOR request for contractor to use Macy streets as Cement truck Haul route

- June 30th 2011 discovered BIA Route #2 had been severely damaged from NDOR Concrete contractor.

- Contact with NDOR job superintendent, Said contact was made between contractor and NDOR

- Have not had any communication with contractor to date.

- Over 4500 feet of measurable damaged areas.

- lack of communication between The NDOR and the Omaha Tribes Transportation Planning Office. Regarding NDOR projects.
BIA Route #3 Culvert replacement

- Project type – Concrete Box Culvert

- Engineers estimate – approx. $380,000

- Flash Flood Plugged 80 inch corrugated pipe, Rain water washed over road, causing gravel surface loss, and embankment to slide.

- Funding – IRR High Priority, IRR construction funds

- Project to is on hold to readdress priority needs

- PS&E is currently completed
BIA Route #3 Culvert replacement
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US Hi-way 94 Resurfacing Project (NDOR)

- Project Type – Surface Milling, asphalt resurfacing, Bridge deck replacement.
- Prime Contractor – Unknown
- Designer – (NDOR)
- Project date – 2014 construction season
US Hi-way 94 Resurfacing Project (NDOR)

- Red/ Hiway 94
- Orange / Official State Detour
- Blue/ BIA Route #2
- Black / County Rd
US Hi-way 94 Resurfacing Project (NDOR)

- Concerns of increased traffic on BIA route 2.

- Upward of 50% of Employees live in Walthill and will use gravel roads to avoid State detour.

- Safety issues, increased maintenance, and increase gravel loss
Emily Parker Bridge

- Owner Thurston County of Nebraska

- PS&E is complete.

- Once the plans are completed the Omaha Tribe will be able to submit for 80% of construction funds based on the Engineer’s estimate.

- If funded the remaining 20% will need to be completely funded by the County, or funded as a cooperative agreement between the Omaha Tribe, and Thurston County
Emily Parker Bridge
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Future Projects TTIP

- Oak Leaf Housing
- System wide route and chip seal project
- Walthill Streets
- Route #54 Elsie Clark Lane Gravel
- Flood Road South
- Reservation Wide Signage project
- Blackbird pathway extension
Future Projects TTIP

- Oak Leaf Housing
- 0.6 Mile
- Gravel, to paved asphalt with curb and gutter
- Major drainage problems
Future Projects TTIP

- System Wide crack seal, chip seal, Project
  - Macy streets where repaired, and overlayed in the summer of 2010, and are starting to show reflective cracking
  - Almost all asphalt surfaced roads are showing cracking.
Future Projects TTIP

- Walthill Streets
- Various concrete panel replacement, and asphalt overlay
Future Projects TTIP

- Route #54 Elsie Clark Lane
- 0.8 Mile
- Currently serves one resident, but land owners expressed interest in future home sites.
Future Projects TTIP

- Flood Road South
- 0.7 Mile
- Gavel to Asphalt
- Housing Authority plans on developing 7 home sites in this area, need to work with IHS on sewer, and Water.
Future Projects TTIP

- Reservation Wide Sign project

- Maintenance is at its budget limits with maintaining Out dated equipment and cannot afford to purchase signs on current Maintenance Budget.
Future Projects TTIP

- Would like to work with the State on extending Blackbird Walking trail to cross Hiway 75.
  - Since the construction of the new Nebraska Indian Community College campus, Students in walking distance of the campus must now walk on the gravel portion of the unpaved shoulder of the Hiway and at some point cross the hiway to reach the campus.
  - This has turned into a very dangerous safety issue for motorist, and pedestrians alike.
Unmet Needs

- Outdated equipment
  
  1994 Cat Motor Grader (14g)
  1973 Cat Motor Grader (120G)
  1973 Cat Wheeled loader 966
  1992 New Holland skid loader
  1982 Case skid loader
  1995 GMC dump truck
  1993 F-250 Maintenance pick-up truck
  1980 ford 6000 tractor with mowing deck and boom
Unmet Needs

- Over the last Decade The United States Government, Through the Bureau of Indian Affairs, have awarded Funding for road projects On the Omaha Indian Reservation in excess of $6,000,000. and with the outdated equipment that the Tribe currently owns it is almost impossible to maintain these roads.

- We need help In acquiring new or updated Maintenance equipment, as the Tribe dose not have the Financial strength to purchase such equipment. And the use of Tribal construction dollars would further delay future transportation projects.