Project Budget

The Omaha Tribe of Nebraska (The Tribe), in partnership with Nebraska Department of Transportation (NDOT), is requesting $9,879,143 in BUILD grant program funds to complete the construction of the Macy Intersection and Pathway Improvements Project (The Project). This Project has consistently remained a top priority for the Tribe. In FY 2023, the Tribe received High Priority Project (HPP) funding to support its advancement and retains $500,000 in unobligated funds. While a local match is not required, the Tribe will dedicate these funds to demonstrate its strong commitment and investment in the Project.

FUNDING SOURCE:		TOTAL FUNDING
BUILD Funds	$9,879,143	**$9,879,143**
Other Federal Funds	$500,000	**$500,000**
Non-Federal Funds	$0	**$0**
Total Project Cost		**$10,379,143**

COST CLASSIFICATION	BUILD FUNDS	OTHER FEDERAL FUNDS (HPP/TTP)	TOTAL PROJECT COST
Construction	$7,984,835.15	$403,647.15	**$8,388,482.30**
Construction Engineering	$392,883.96	$20,019.36	**$412,903.32**
Contingency	$835,419.65	$42,489.64	**$877,909.29**
TERO	$666,004.72	$33,843.85	**$699,848.57**
Total Funding	**9,879,143.48**	**$500,000.00**	**$10,379,143.48**

2020 CENSUS TRACT(S)	PROJECT COSTS PER CENSUS TRACT
31173940100	$10,379,143.48
	Total Project Cost: $ 10,379,143.48

URBAN/RURAL	PROJECT COSTS
Urban (2020 Census-designated urban area with a population greater than 200,000)	$0
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	$10,379,143.48
	Total Project Cost: $10,379,143.48

Sources, Uses, and Availability:
BUILD Funds – $9,879,143
The requested BUILD funding will support construction costs only. Right-of-Way and temporary construction easement acquisition, estimated at $330,000, are not included in the grant request and will be acquired and paid for using already dedicated TTP funds.

Other Federal Funds – $500,000
The Tribe commits $500,000 in secured TTP funds. The Tribe has long identified the Project as a top priority and received FY 2023 HPP funding to support its advancement. These funds are unrestricted and available at project start. No additional conditions or constraints impact their availability. The TTIP page identifying funding is attached below.

Contingency Amount and Plan:
The proposed budget includes a structured contingency to ensure the Project can be delivered successfully even if unforeseen construction conditions arise. Because the roundabout portion of the Project is already at approximately 90% design, the Tribe and NDOT have high confidence in the cost estimates for this component. As a result, a 10% contingency has been applied to the roundabout budget, consistent with industry norms for projects at an advanced stage of design.

The shared-use pathway is currently at 50% design, with surveys, geometrics, wetland delineations, and preliminary quantities completed. Given the earlier design stage and the potential for refinement during final engineering, the budget includes a 20% contingency for the construction. This ensures adequate resources to address potential variations in earthwork, drainage adjustments, or field conditions identified during final design or construction.

If construction costs exceed the available grant funds and contingencies, the Tribe will dedicate TTP funds to cover any cost overruns. This commitment reflects the Project's high priority for the Tribe and ensures that all improvements—both the roundabout and pathway system—will be completed as designed.

Level of Design:
NDOT is currently completing the design of the roundabout portion of the project. NDOT started planning and preliminary engineering in August 2023. They are currently at 90-percent design with expected completion of design and environmental documentation by mid-2026 and ROW acquisition completed by end of December 2026. If granted funding, construction is anticipated to begin in spring of 2027.

In parallel, the Tribe is completing the shared use pathway portion of the project, from the roundabout construction limits going south on Main Ave to Omaha Way, which is currently 50 percent designed. Topographic and utility surveys, wetland delineations, preliminary geometrics, profiles, and quantity estimates are complete, and final pathway design is also targeted for mid-2026, aligning both components on a unified schedule for construction.

Cost Estimates:
Project cost estimates were developed through a coordinated effort between the NDOT, the Tribe, and their respective consultant engineers.

NDOT retained a professional engineering firm to prepare the design, engineering, and construction cost estimate for the roundabout and the shared-use pathways located within NDOT's project limits. This estimate reflects current market conditions and was completed and submitted to the Tribe within 60 days of the grant application deadline, ensuring accurate prevailing construction pricing for an anticipated bid letting in winter 2026/spring 2027.

For the shared-use pathway located outside NDOT's project limits, the Tribe hired its own consultant engineering firm to complete design, engineering, and cost estimating. That construction estimate was also received within 60 days of grant submittal, ensuring that both sets of estimates are fully current, consistent, and based on the latest design information available.

All cost estimates were prepared by licensed professional engineers with extensive experience delivering transportation projects of comparable scope, rural location, and construction complexity. Estimates incorporate known variables for materials, labor, equipment, construction sequencing, mobilization, and project duration. Inflation factors were applied consistent with NDOT's cost-forecasting guidance, which provides annual escalation factors for materials, labor, and construction services based on historical unit-price trends and statewide bid data, ensuring that projected bid-year costs reflect realistic construction-market conditions.

Cost Share:
Although the Project is fully eligible for 100% federal funding due to its location in a rural area of persistent poverty and a historically disadvantaged Tribal community, the Tribe is contributing $500,000 toward the total project cost. This contribution represents approximately 4.8% of the overall budget and reflects the Tribe's strong commitment to completing this long-standing priority investment. In FY 2023, the Tribe received an HPP award to advance project development and retains $500,000 in unobligated funds. While the BUILD program does not require a match in this context, the Tribe will dedicate these remaining HPP funds to demonstrate meaningful local participation and reinforce project readiness.

Indian Reservation Roads Program
Project Detail Report
(Any level version for CS, ECS, A, or EA)

REPORT FILTERS

Single Project	No	CSTIP Type	CS
Location	A-**-***	Cutoff Date	30-SEP-25
FFS			

CS Entity
A13380 - Omaha Tribe
# of CSTIPS 21

	FY 2025 ($)	FY 2026 ($)	FY 2027 ($)	FY 2028 ($)	FY 2029 ($)	Total ($)
	5,617,422	6,519,930	3,410,794	2,957,638	2,561,609	21,067,393

CSTIP
Program Class Code 6HP
# of Projects 1

FY 2025 ($)	FY 2026 ($)	FY 2027 ($)	FY 2028 ($)	FY 2029 ($)	Total ($)
500,000	0	0	0	0	500,000

Project Identification

Region	A - Great Plains
Agency	A13 - Winnebago
Reservation	A13380 - Omaha Tribe
Entity	A13380 - Omaha Tribe
State	31 - Nebraska
County	173 - Thurston
FFS	6HP
Length (mi)	1.6
PCAS	**A1375000**
Project ID	75000
Project Name	Macy Roundabout
Project Type	RECONS
Work Type	I1 - Intersection Improvements
Total ($)	500,000
Designation	R
Description	FY23 HPP Award
Remark	

Work Item Summary

	FY 2025 ($)	FY 2026 ($)	FY 2027 ($)	FY 2028 ($)	FY 2029 ($)	Total ($)
13 INCIDENTAL CON	500,000	0	0	0	0	500,000
	500,000	0	0	0	0	500,000

Phase Summary

Start	Stop		FY 2025 ($)	FY 2026 ($)	FY 2027 ($)	FY 2028 ($)	FY 2029 ($)	Total ($)
2025	2025	CONS	500,000					500,000

Route Summary

Route #	Start Section	End Section	Termini From	Termini To	Length (mi)
0075	90	90	Hwy 75 bridge (Sec. 80)	Cemetery north of Macy	1.6

Section #	Class	CN	Owner	SCI	Old Surface	C Dist	State	County	Structure #	Struc Len (ft)
90	2	2	3	84	5	01	31 - Nebraska	173 - Thurston		