

PROJECT SCOPING REPORT
PRIME S.P. 0404-39 (Route MN 1)
ELEMENT ID # 132678
JOB # T2C013

<input checked="" type="checkbox"/> Draft for Review	<input type="checkbox"/> Final for Signature	<input type="checkbox"/> Scope Amendment #
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Project Limits	
Description	MN 1 from New Beginnings Entrance to 800' W of Reservation Hwy 41
Location	RP: 122+01.196 to 124+00.112 Carto: 123.019 to 124.187
Project Length	1.16 miles

General Project Information	
Work Type	GRSU (Grade & Surface)
Program Category	RC (Reconstruction)
City or Cities/Townships	Redby
County or Counties	Beltrami
External Partners/Agencies	Red Lake Band of Ojibwe
Additional Control Sections	None

Schedule (see baseline schedule in P6 for details)	
Proposed Letting Date	2026, pending grant funding (2031 CHIP)

Estimate – 2026 Inflation		
Construction Estimate:	\$6,120,000	Total Project Cost Estimate: <u>\$7,505,000</u>
Other Construction Estimate:	\$60,000	
Right of Way Estimate:	\$125,000	
Engineering Estimate:	\$1,200,000	

RECOMMENDED BY:	
_____ Alex Osborn, Project Manager	_____ Date
APPROVED BY:	
_____ William PirkI, Assistant District Engineer	_____ Date

EXISTING CONDITIONS:	
Setting:	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural
Lanes:	<input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3+ Undivided <input type="checkbox"/> 4+ Undivided
Right Shoulder:	6' paved, 4' gravel => total 10' usable
Existing R/W Width:	Permitted Easement Varies: 50' – 100'
Functional Class:	<input type="checkbox"/> Principal Arterial <input checked="" type="checkbox"/> Minor Arterial <input type="checkbox"/> Collector
Terrain:	<input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling <input type="checkbox"/> Rough
Design Speed:	35 mph
Posted Speed:	30 mph urban / 50 mph rural
Traffic Volume: Current ADT:	3,000 vpd based on <input type="checkbox"/> actual counts <input checked="" type="checkbox"/> 2018 traffic map
Thru Lane Cross-Slope	0.02 '/' (0404-23)
In-Slope	1:4 (0404-23)
Clear Zone	Urban 12'-14' Rural 20'-26'
Pavement Quality Index:	3.3 dated 2021 (iHUB – Pavement Management)
Existing Bridge Numbers:	04028
Other:	Bundle ID: 42649

FISCAL YEAR FUNDED:



B - MnSHIP
Investment Category



C - MnSHIP
Investment Category

Capital Investment Overview – See MnSHIP Investment Categories for Scoping Document for more detail. Note: MnSHIP totals only include the construction estimate costs.	
Pavement Condition	32%
Bridge Condition	%
Roadside Infrastructure Condition	45%
Traveler Safety	%
Twin Cities Mobility	%
Interregional Corridor Mobility	%
Bicycle Infrastructure	%
Accessible Pedestrian Infrastructure	23%
Regional + Community Investment Priorities	%
TOTAL	100%

NEED STATEMENT FOR PROJECT

The existing section of highway in the town of Redby has very poor access control, lacks adequate drainage facilities to handle storm events and lacks adequate pedestrian and bicycle facilities typically seen in an urban environment.

PURPOSE STATEMENT OF PROJECT

The purpose of the project is to provide a smooth riding surface for the traveling public, improve access control, improve drainage, pedestrian and bicycle accessibility.

PROPOSED PROJECT ELEMENTS:

STANDARDS

Standards to follow in design: ☐ Preservation ☒ New Construction/Reconstruction
 ☐ NHS ☒ Non-NHS

All of the information detailed in this report was discovered during the scoping process. Please reference the Project Change Log for changes made after the signing of this report or contact the Project Manager.

PROJECT DESCRIPTION

It is recommended to reconstruct through Redby. In the proposed reconstruction, there will be an urban section consisting of curb & gutter, storm sewer, and ADA. The rest of the project will include a mill and overlay and culvert replacements.

EXISTING CONDITIONS

This project is located on a rural section of MN 1 through Redby on the Red Lake Reservation in Beltrami County. The urban section through Redby consists of 2-12' driving lanes with a 10' usable shoulder. There is a dirt four-wheeler trail on both the north and south side of MN 1 on the back slope that extends between Red Lake and Redby. The section of MN 1 from Red Lake to Redby is very dense with driveways and smaller residential roads.

PROJECT MANAGEMENT

Refer to the Project Managers Scoping Worksheet.

On July 13th, 2016 MnDOT (Jim Curran, Jeremy Hadrava, Darren Laesch, and Logan Handyside) met with Red Lake Tribal Roads (Dean Branchaud, Jeff Donnell, Kade Ferris, and Julius Thunder) to discuss the upcoming projects that are currently programmed to take place on the Red Lake Reservation. Red Lake Tribal Roads voiced that they would like to lead all of the projects including survey, design, and delivery of the projects. MnDOT would provide the

survey information they have completed already as well as materials, hydraulics, and other recommendations that will be incorporated into the design.

Design Memo Required? ☒ Yes (see EDMS document number)

☐ with District design exception

☐ with State Design Engineer design exception

☒ without design exception

☐ No/Exempt

Verify Red Lake will still complete environmental documentation and surveys.

There is a preference in the community to use aesthetics funding for cultural elements, not just greenery. Also need to determine who will maintain any new infrastructure and aesthetic elements.

P6 Packages needed:

-

Potential Risks:

- Contaminated material

DESIGN

Plans Process: ☐ Process A ☐ Process B ☐ Complex Process B

☒ Agreement ☐ Full Federal Oversight ☐ Design-Build

☐ Indefinite Delivery, Indefinite Quantity (IDIQ) ☐ Accelerated Bridge Construction (ABC)

Geometric Layout Required? ☒ Yes – Level _____ (1,2, or 3)
<http://www.dot.state.mn.us/design/geometric/>

☐ No/Exempt

It is recommended to construct an urban section through the town of Redby starting at the New Beginnings Entrance to Fisheries Road. The proposed urban section includes curb & gutter, storm sewer, turn lanes, sidewalk, and a trail. It was proposed that it may be beneficial to lower the profile 6" to help with drainage and the ADA facilities. The exact ending limit of the urban section is still pending further investigation into contaminated materials in the project area.

MnDOT will work with Red Lake Tribal Roads to develop a layout and cross section through the urban section of Redby.

It is recommended to keep the work of the urban section in Redby within the permitted easement, if necessary, the possibility to construct the sidewalk and trail outside of the permitted easement should be explored with Red Lake Tribal Roads.

ADA

Sidewalk will be added in the new urban section in Redby on the north side of the road at least through the curb & gutter limits. A bituminous trail will be added through Redby on the south side of the road. The remaining project limits going east will include walkable shoulder.

The sidewalk will extend from the proposed rerouted intersection with Reservation Hwy 60 on the west side to the entrance opposite from Keota Avenue on the east side.

The bituminous trail will tie into the trail that was recently built on the west side of the project and will extend to just east of the intersection with Fisheries Road to allow a crossing to the existing trail on the north side of the trunk highway.

There is existing sidewalk in place at Bridge 04028 on the north side. The sidewalk on the bridge itself will not be touched with this project, but there are adjacent ramps from the road to the bridge that are non-compliant and should be fixed.

TRAFFIC

See Final Traffic Recommendations for updates, additional details and locations of proposed improvements.

It is recommended to update the street lighting as requested by Red Lake Tribal Roads. Lighting costs will be split per the Cost Participation Manual. Lighting must be owned and maintained by Red Lake Tribal Roads post construction. Lighting is preferred on the back side of sidewalk for snow removal purposes.

It was recommended to construct turn lanes at the store, post office and community center by Red Lake Tribal Roads if they fit within the proposed cross section. The community center is north of Redby on Resv. Hwy 60 and is in the process of being developed.

- Possible Right Turn Lane locations recommended by the Traffic Office.
 - R.P. 123.22 EB – Winnebago Ave. (might not fit with ball field nearby)

Red Lake Tribal Roads proposed a detour route for during the urban construction of Redby. This detour route would send traffic southeast on Resv. Hwy 29, then north on Resv. Hwy 60 back on to MN 1 opposite of Fisheries Rd.

ISSUES RELATING TO PROJECT DELIVERY: (Refer to the Traffic Scoping Worksheet)

Project is considered significant under FHWA *Final Rule on Work Zone Safety and Mobility*?
☒ Yes ☐ No

Forecast Necessary? ☒ Yes ☐ No

Project includes Intelligent Transportation Systems (ITS) applications?

(Refer to the Traffic and Maintenance Scoping Worksheets)

☐ Yes ☒ No

If the project includes ITS applications, does Rule 940 Apply? (Refer to the HPDP ITS Systems Engineering Requirement)

☐ Yes ☐ No

If Rule 940 applies,

- ☐ Programmatic systems engineering (SE) analysis has been done
- ☐ SE analysis previously completed for deployments specific to MnDOT
- ☐ SE analysis to be performed

ICE Study: ☐ Yes ☒ No/Exempt

MATERIALS/PAVEMENT

See Final Material Design Recommendations for updates, additional details and locations of proposed improvements.

Pavement History

YEAR	S.P.	FIX
1938	1=160-25	Grading, 2" Gravel – From Red Lake Agency to 1.5 Mi E of Redby
1940	AFE 30	Bit Surface Treat – From Red Lake to 1.5 Mi Redby
1948	AFE 26/27	1" Bit Overlay, 1.75" Bit over Agg Surface on east end – From Red Lake to 3.2 Mi E of Redby
1948	AFE 6/28/29	Regrading, Gravel Surfacing – From 3.2 Mi E of Redby to E Reservation Boundary
1956	0403-02	Grading, 1.5" Bit, 12" SGM – At S JCT TH 89
1957	AFE 25	1" Bit Overlay – From S JCT TH 89 to Red Lake
1957	AFE 819	1" Bit Overlay – From JCT TH 89 to 3.2 Miles E of Redby
1958	AFE 823	1" Bit Overlay – from 3.2 Mi E of Redby to E Reservation Boundary
1972	SF	1.25 Bit Overlay – From S JCT TH 89 to 1.7 Miles east
1972	0404-11	Widening, 1.5" Bit, 10' Agg. Shoulders – From S JCT TH 89 to 0.5 Mi North
1977	SF	Var. depth Overlay – From R.P. 124.8 – 127.1
1978	SF	Var. depth Overlay – From R.P. 127.1 – 129.8
1983	0404-19	1.5" Bituminous Overlay
1998	0404-26	1" Bit Overlay – From R.P. 126.0 to 127.39
2005	0404-27	1.5" Mill, 1.5" Bit Overlay
2012	0404-23	Replace Bridge over Mud river, Grading, 4.5" Bit, 6" Agg.

It is recommended through the proposed urban section (New Beginnings to Fisheries Road), culvert treatments, and any other full pavement fix to construct the new pavement section with 17" of Select Granular, 8" of Class 6, and 5" of Bituminous.

Outside of the extents of the curb & gutter and storm sewer, a mill and overlay will be performed. This will include updating the shoulder cross slope to become walkable.

Driveways and crossroads will be paved to the right of way limits as they are understood by MnDOT Right of Way with the prior permanent easement. If there is no right of way limit, they will be paved at least around the radius.

Some contamination documentation is available in eDocs. Further drilling in this area will still be needed.

ENVIRONMENTAL DOCUMENTATION

Environmental Document: ☐ ENM Summary Table ☒ Programmatic Categorical Exclusion
☐ Non-Programmatic Categorical Exclusion
☐ EA/EAW ☐ EIS

ITEM	YES	NO	MAYBE	If Yes, Describe (or see below)
Tribal Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Red Lake Reservation
Trails, Parks or other Recreation (4(f)) areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Trail constructed with project will not be considered 4(f)
Wildlife / Waterfowl Refuges	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Historic sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
LAWCON (6(f)) sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Extensive Cultural/Historical Work	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project type will depend on changes to highway. Determination will be made after layout is complete. If project is categorized as Type I, a noise analysis will be required.
Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Unmapped region
Contaminated Material	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See below
Regulated Material	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Farmland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Vegetation & Landscape Concerns	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Visual Impact & Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Tree Clearing	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Tree Clearing Tech Memo No. 17-04-ENV-02 Must be performed in winter.
Grading	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Threatened and Endangered Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Northern Long-Eared Bat

At Reference Point 123.45 there used to be a gas station that is no longer in service, expect there to be contamination found at this location. Contamination was found near this location in 2012 during the construction of the bridge over the Mud River (SP 0404-23), the bid item for contamination for this project was just short of \$1 million dollars and the project limits for this project extend into the same contaminated materials section. There is \$750,000 contingency in the estimate for contaminated materials. The contaminated materials found during this project are assumed to have originated from an oil like substance that was placed on the roadway prior to pavement for dust control. Braun Intertec has drilled in the past on the Red Lake Reservation and is familiar with the area.

WATER RESOURCES

See Final Hydraulic Recommendations for updates, additional details and locations of proposed improvements.

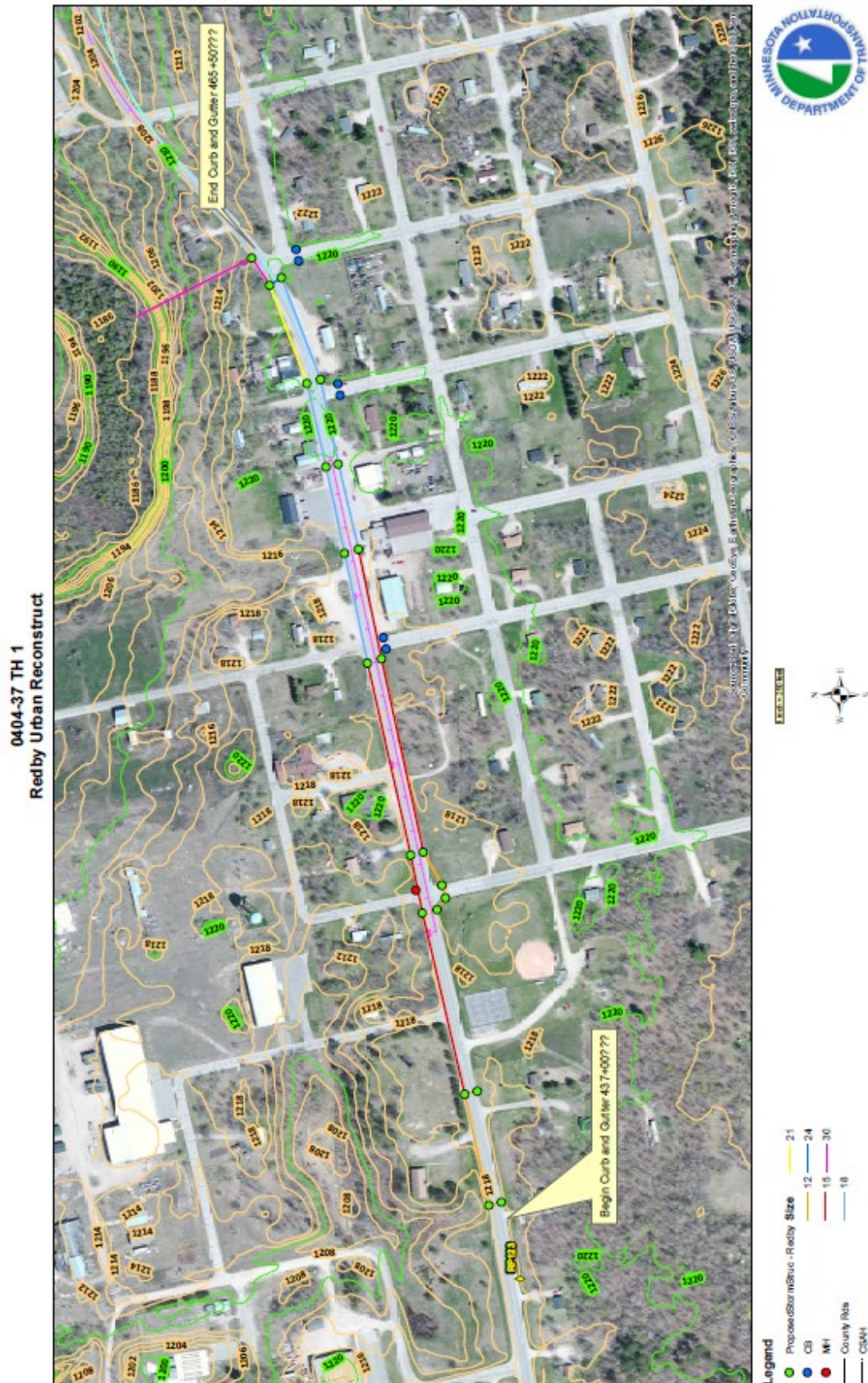
There are 5 existing centerlines and 11 entrance culverts within the project limits. All are expected to be replaced.

It is recommended to construct a storm sewer system to facilitate the drainage along MN 1 through the town of Redby. The storm sewer system would extend out to the limits of the proposed urban section which is from New Beginnings to Fisheries Road.

There are three proposed outlet locations: the first outlet location, shown on the map below, outlets to the north at R.P.123.58, but when talking with Red Lake Tribal Roads, this area has a high potential for archaeological findings, it was recommended if possible to avoid this area. The second outlet location recommended, outlets to the north at R.P. 123.41 and is located just west of the Redby Store. There is an existing culvert in the proposed location and possibly contamination as this would run along an old Railroad Grade. The third outlet location would outlet to the north at R.P.122.86 west of New Beginnings.

There is the opportunity to tie into existing structures, shown in blue dots on the layout, the capacity of these structures is unknown. Coordination with Red Lake Tribal Roads is needed to determine the capacity of the inplace storm sewer in Redby and if they would want to connect the two systems.

The new storm system would have approximately 24 new structures and 6,000 lineal feet of storm sewer pipe ranging from 12" to 30". See the preliminary layout on the next page.



PERMITS	YES	NO	MAYBE	If Yes, Describe (or see below)
DNR Public Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Mud River is east of project limits. Work to construct outlet for new storm sewer system will likely be above ordinary high water level however should be reassessed when design is more complete.
Watershed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Red Lake Watershed District does not have jurisdiction on reservation.
Legal Ditch	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EPA NDPES Permit will be required.
Section 404/401	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRGP anticipated.
WCA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is potential need to use wetland bank credits to mitigate for wetland impacts.

BRIDGE

See Final Bridge Design Recommendations for updates, additional details, and locations of proposed improvements.

Bridge #04028 is a span bridge that was constructed in 2012 with a deck width of 48.8ft and a structure length of 54.6ft with a sufficiency rating of 84.0. This Bridge is over the Mud River (Dam) and is located at Reference Point 123.822.

Guardrail replacement and/or repairs at this bridge will be needed. The guardrail has known defects that were marked to be repaired with 0404-37 but are no longer included in that project.

LAND MANAGEMENT - RIGHT OF WAY

MnDOT constructs and maintains MN 1 through the Red Lake Reservation by Permitted Easement, MnDOT does not own Right of Way on the Red Lake Reservation. If Red Lake Tribal Roads were to lead these projects, MnDOT would assist as needed.

There will need to be an agreement between MnDOT and the Red Lake Reservation for easement through the urban section in Redby to construct the proposed urban section. Adjacent private properties should be avoided.

R/W needs anticipated: ☒ Yes ☐ No

ACCESS MANAGEMENT

There will need to be extensive access management done throughout the urban section in Redby before the urban reconstruct can take place. There are currently no existing/physical entrances in place to public facilities to limit traffic where they can enter and exit. Being that members of Red Lake Tribal Roads already know most of the business owners, it was discussed during the meeting that it would be beneficial that Red Lake Tribal Roads would meet with business owners to develop the locations for entrances to the businesses. Pedestrian crossing locations should be evaluated as well.

SURVEYS

There will need to be survey work done through the urban section of Redby. Red Lake is still planning on being the lead for the survey work.

UTILITIES

There will need to be utility coordination in Redby for crossing water and sewer lines. It is unsure at this time if new utilities will be installed in conjunction with this project, at the time of the meeting there were no future plans for utility work. Red Lake Tribal Roads is to explore options for funding such as HIS, to determine the utility work.

A SUE will not be completed with this project as Red Lake has old plans for underground utilities.

It is recommended to update the street lighting as new street lighting is desired by Red Lake Tribal Roads.

CONSTRUCTION

It is recommended to detour traffic through the urban construction of Redby.

MnDOT will not be providing construction services and materials testing, Red Lake Tribal Roads is going to lead that.

MAINTENANCE

Snow Drifting Area: Yes ☐ No ☒
Yes ☐ No ☒ If yes, do we want to address the issue with this project?
No snow trap problems are identified on this project or will be created as a result of this project.

PLANNING ISSUES (including pedestrian accessibility)

There are three other projects programmed on the Red Lake Reservation, SP 0404-36 BR #424 Replacement, SP 0404-37 Mill & Overlay and Culvert Replacement, and SP 0404-38 Red Lake Urban Reconstruct. Programmed in the fiscal year 2018 is a Bituminous Mill & Overlay SP 0404-34 from the east Red Lake Reservation line to Shooks. Programmed in fiscal year 2024 is a Bituminous Mill & Overlay on MN 1 from the South Junction of MN 89 to the North Junction of MN 89 and another Bituminous Mill & Overlay on MN 89 from the North Junction of MN 1 to the North Red Lake Reservation Line.

University of Minnesota students recently completed a capstone project in conjunction with Red Lake to create a corridor concept. This included using aesthetics funding to add cultural elements through town as well as more green spaces.

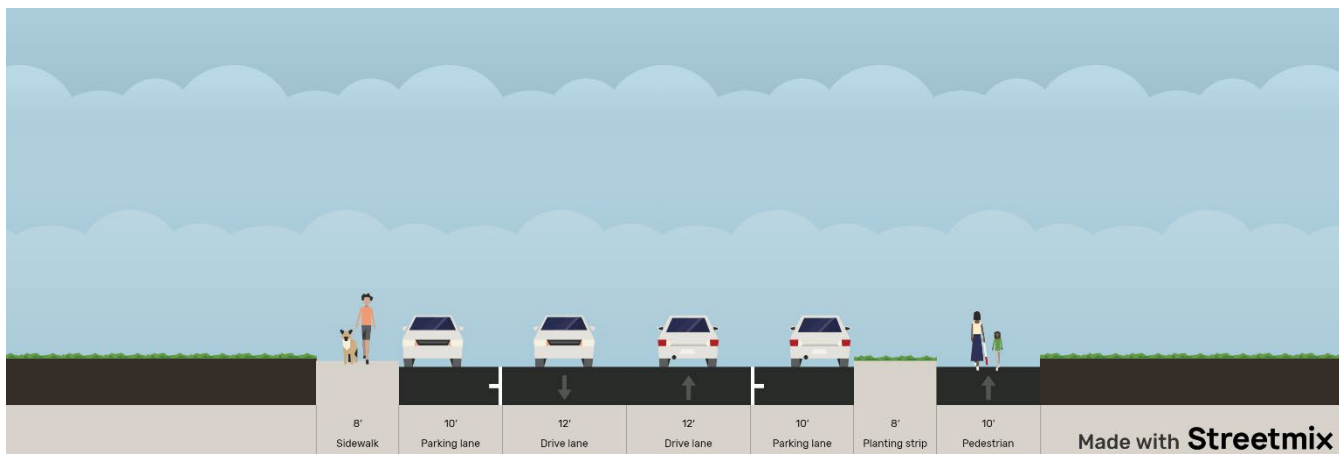
This project is currently funded in the CHIP in 2031, but grant funding is being sought to advance this project to 2025 or 2026.

Red Lake Tribal Roads has future plans for a trail that would connect Red Lake and Redby on the south side of MN 1. Funding is being pursued through a program called Legacy. Red Lake Tribal Roads is also working in-house with their transit group to pursue more bus stops and to utilize the bus stops in place more to remove pedestrians from the shoulders of MN 1 to a safer form of transportation.

During the meeting with Red Lake Tribal Roads it was mentioned in future plans there would like to be a park built near the fishery.

Kade Ferris also inquired about different types of beautification funding that could be available such as trees, flowers, etc. to put in the boulevards along MN 1.

The current proposed cross section is shown below.



RAILROAD

STATE PATROL

Refer to the State Patrol Scoping Worksheet.

LOCAL INTERACTION

Municipal Consent

Does the project fall within city limits? ☒ Yes ☐ No

If yes, does the project

- Alter access? ☒ Yes ☐ No
- Increase or reduce traffic capacity? ☐ Yes ☒ No
- Require acquisition of permanent R/W? ☐ Yes ☒ No

If yes to any of the above impacts, municipal consent may be required—refer to the HPDP for additional guidance.

Business Impacts

Will any businesses have access, parking, or visibility impaired for a minimum of one month as a result of project construction work? ☒ Yes ☐ No

If yes, Minnesota Statutes section 161.165 requires there to be a business liaison for the project.

Public Engagement

State Deliverables:

-

COOPERATIVE AGREEMENTS/COST SHARING/LOCAL COORDINATION

Jeff Donnell with Red Lake Tribal Roads is the primary contact. Jeff stated they have old construction plans for Red Lake and Redby detailing the underground utilities.

MnDOT's Cost Participation Manual should be used to determine cost splits between all involved parties for specific items of the project such as lighting, parking, and storm sewer for example.

WORK ITEMS CONSIDERED BUT REJECTED:

COMMITMENTS MADE (To Whom):

UNRESOLVED ITEMS:

- **Curb & gutter limits are pending further investigation into contamination on the east side of the project**
- **Guardrail replacement or repair**

DECISIONS MADE:

- **XXX**

PROJECT LOCATION/SCOPING MAP

[USER NOTE: Attach a map of the location.]

TYPICAL SECTION

[USER NOTE: Attach typical section.]

SCOPING WORKSHEETS

[USER NOTE: Attach Scoping Worksheets.]

PROJECT CHARTER

[USER NOTE: Attach Project Charter.]

TOTAL PROJECT COST ESTIMATE

[USER NOTE: Attach TPCE.]

PROJECT RISK REGISTER

[USER NOTE: Attach Risk Register.]

CHANGE REQUEST FORM (as required)

[USER NOTE: Attach Change Request Form.]