SCOTT COUNTY

LOUISVILLE-MERRIAM JUNCTION REGIONAL TRAIL

LONG RANGE PLAN

SEPTEMBER 2024

Scott
COUNTY | MINNESOTA

ACKNOWLEDGMENTS

This plan was completed as part of a comprehensive effort to prepare long-range plans for both the Louisville-Merriam Junction Regional Trail and the Shallow Waters Regional Trail within a thoughtful and broad analysis of system-wide recreational needs. Special thanks to the Community Design Team members for guiding the development of this long-range plan to meet the needs of current and future Scott County residents.

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CH. 1

INTRODUCTION AND PLANNING FRAMEWORK

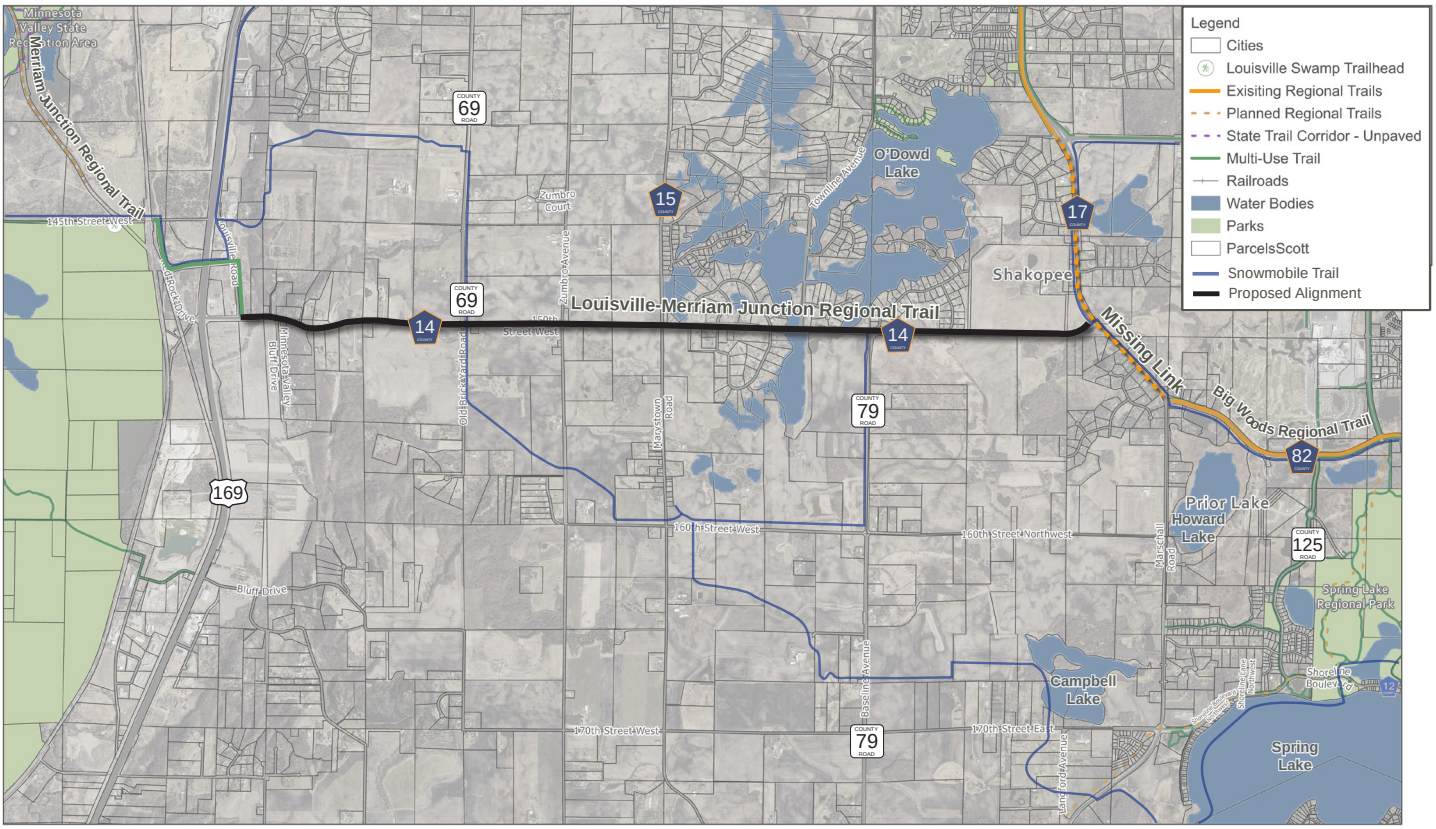
LyŭNƵŘdzŎəƶƴ

This document is a comprehensive long-range plan for the development of the Louisville-Merriam Junction Regional Trail located in the southwest Metro in Scott County. The Louisville-Merriam Junction Regional Trail will enhance the region's multi-modal transportation and recreation system by providing a safe and accessible trail connection along Scott County Road 14, a segment of the Regional Bicycle Trail Network. The trail will provide connections for people living in the communities of Shakopee, Louisville Township, and the Shakopee Mdewakanton Sioux Community to employment, goods and services, cultural, and recreational sites. Beyond these communities, the trail will enhance connections for the region to several premier regional, state, and federal parks and natural areas, important cultural sites, and to entertainment venues of regional and statewide interest, enhancing safety, economic development, mobility and recreation beneþts.

Locally, the Louisville- Merriam Junction Regional Trail will become an integral component in the Scott County trail system connecting to the Merriam Junction Regional Trail crossing of the Minnesota River and the Big Woods Regional Trail in north central Scott County. The trail will be one of the þrst east/west trail corridors constructed in the southern metropolitan area and it will close a gap in the regional trail network. Once completed, trail users will be able to travel on an independent trail from the Minnesota River Bluffs Regional Trail in downtown City of Carver where the Merriam Junction Regional Trail begins, and the Minnesota Valley National Wildlife Refuge is located. On the east end, the trail will connect to Spring Lake Regional Park, Mystic Lake Casino, and Cleary Lake Regional Park via the Big Woods Regional Trail.

When completed the trail route will measure approximately 5.28 miles from Merriam Junction Regional Trail at its western end to the Big Woods Regional Trail at its eastern end. Opportunities for local trail connections will exist along the proposed trail route, as the surrounding landscape transitions over time to residential and commercial development.

FIGURE 1 | LOUISVILLE-MERRIAM JUNCTION REGIONAL TRAIL CORRIDOR



Recommended Trail Names

The Louisville-Merriam Junction Regional Trail has been called the Louisville Regional Trail throughout the planning process due to its search corridor having that place holder name for the past decade. Work to þnd a new name was included in the planning process and it leaned on an earlier trail naming effort.

In 2020 an initiative was carried out to compile a list of potential names for the County's future regional trail corridors, with the intention of using the list as a source of ideas to use over time as the county's trail corridors are planned and developed. At that time, ideas were generated in several ways. The public was engaged through a social media campaign. County policy boards and community leaders were queried through email. And a team comprised of individuals who live or work in Scott County were brought together to generate ideas, sift through names, and to share their knowledge around signiþcant natural, cultural, and historical resources, events and stories. This team was made up of residents, representatives of the Scott County Historical Society, county staff with knowledge of the county's natural resources, and planning and cultural representatives from the Shakopee Mdewakanton Sioux Community.

The 2021-2023 long-range planning process for the Louisville-Merriam Junction Regional Trail folded in the information compiled during the 2020 trail naming effort. A new trail naming team consisting of members of the trail planning team and representatives of the County's Parks Advisory Commission reviewed the information from the earlier effort and generated further ideas. The results were considered by the Parks Advisory Commission who identiþed a list of preferred names. Staff òtestedó the names for validity and relevance with community members and subject matter experts. From there, a short list of was created and the Parks Advisory Commission voted to recommend Merriam Junction

as the name for what has been known as the Louisville Regional Trail Search Corridor. The name recommendation was reviewed and approved by the Scott County Board.

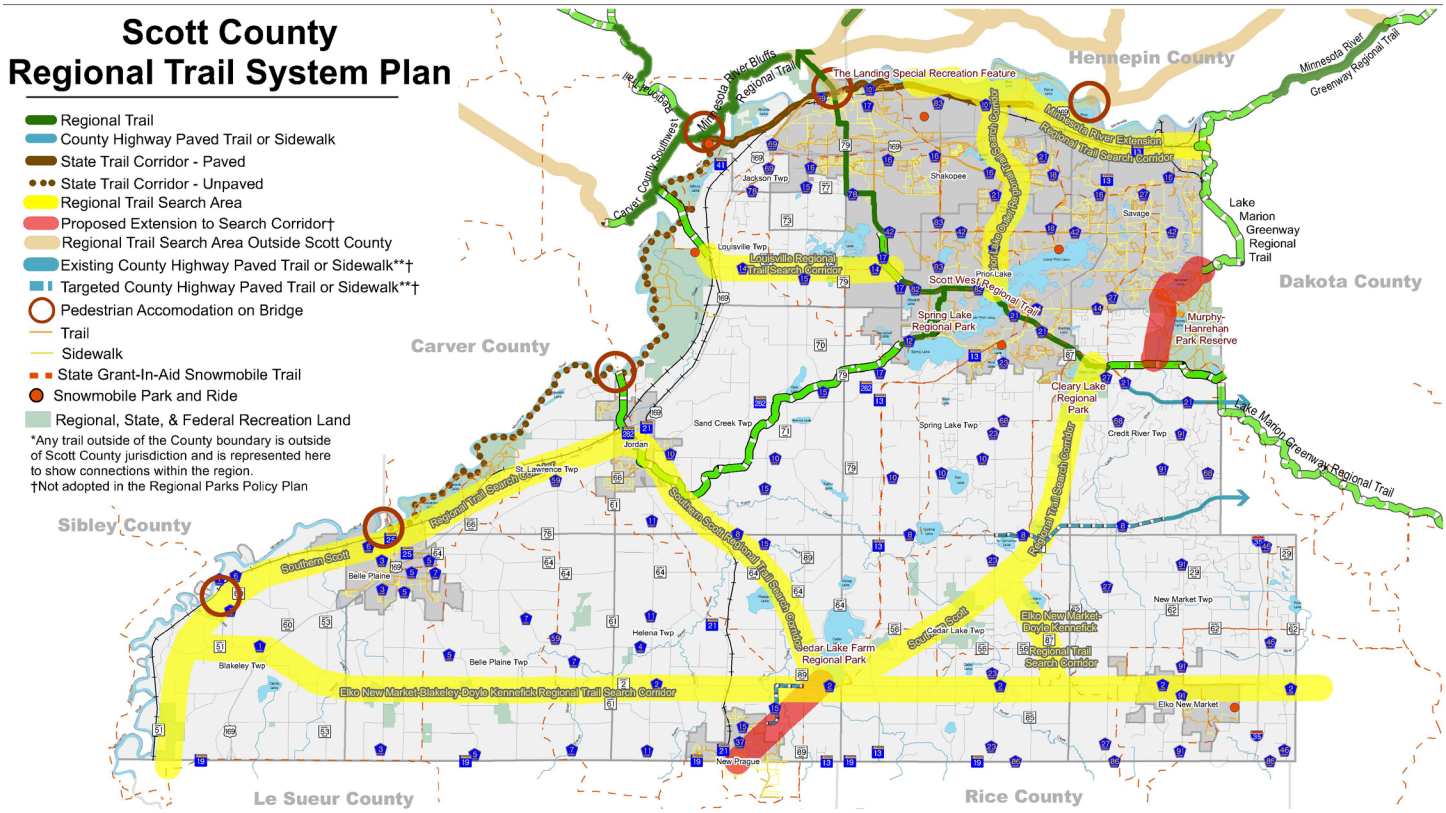
During the writing of this plan and work to name the trail, a nearby regional trail that had been long-range planned in 2011, the Merriam Junction Regional Trail, was in the þnal stages of engineering and design for construction in 2024-2025. The Merriam Junction Regional Trail will connect with the Louisville-Merriam Junction Regional Trail and the intention is for both relatively short trails to eventually be combined and both be named the Merriam Junction Regional Trail. This reduces trail names throughout the County to provide simpliþed navigation. Until the projects are both þnished, maintaining distinct names for the two trails will help avoid confusion.

Planning Framework

The planning process for the Louisville-Merriam Junction Regional Trail was inÿuenced by several factors including policy, demographics, community and recreation surveys, landscape and facility analysis, and public input. Engaging stakeholders and the public in the planning process allowed County staff and ofþcials to hear from and respond to feedback, strengthening the planning process.

The purpose of this long-range plan is to outline the development requirements and operations and maintenance needs for a proposed approximately 5-mile long regional, multi-use trail. The long-range plan is formatted to provide relevant information for Scott County to achieve full development of the trail, as outlined in the County's 2040 Comprehensive Plan, while meeting the requirements of the Metropolitan Council.

FIGURE 2 | SCOTT COUNTY 2040 COMPREHENSIVE PLAN UPDATE MAP
Source: Scott County



The mission for the Scott County Parks and Trails program is to enhance the health and spirit of our residents and guests by creating a sustainable system that connects people to the natural world. (2040 Comprehensive Plan). The Louisville-Merriam Junction Regional Trail will help Scott County achieve its mission to connect people to the natural world.

The Louisville-Merriam Junction Regional Trail is part of Scott County's park and trail system which falls within the Metropolitan Council Regional Recreation Open Space System. The need for this east-west regional trail corridor was recognized in the early 2000s in the Countyõs þrst park and trail system plan and was formally identiþed a part of the Regional Recreation Open Space system. Demand for trails and trail connectivity from residents has grown steadily over the past 20 + years in tandem with an increasing population in Scott County. In 2018 the County engaged its residents and communities around preparing the 2040 Comprehensive Plan and feedback on the need for safe trails and better-connected trails was strong.

The vision and guidance for planning and implementing the County's regional park and trail system is captured in the County's 2040 Comprehensive Plan.

Primary objectives of the Scott County 2040 Parks and Trails Plan are as follows:

> Provide the County, residents, and guests with an inventory of existing and planned regional recreation opportunities and needs for future generations.

> Guide County priorities for a system of parks and trails within the county including location, development, operations, and connectivity.

> Serve as a resource in reviewing plans, land use, environmental review documents, and other

matters referred to the County to encourage compatibility with the overall park and trail system.

> Propose strategies to be successful at meeting the mission.

Among the strategies identiþed to be achieved within the 10-year planning horizon of the 2040 plan were:

> Preparing a long-range plan for a regional trail connection from the Minnesota River (Merriam Junction) to the Big Woods Regional Trail.

> Preparing a long-range plan for a regional trail connection from Cedar Lake Farm Regional Park to Cleary Lake Regional Park. Within Scott County, there are two existing Regional Trails, including the Big Woods Regional Trail (formerly Scott West Regional Trail), and Spring Lake Regional Trail, which is partially developed on the east end where it connects with Spring Lake Regional Park. The 2040 Comprehensive Plan includes several future regional trails and search areas. The quote below was mentioned during the community engagement Scott 2040 Planning process.

Regional Park System and Metropolitan Council

Scott County's Park and Trail system is part of the Metropolitan Council Regional Recreation Open Space System. This system is referred to as the Metropolitan Regional Park System or the Regional Park System. The State Legislature Statue 473.147 identiþes Metropolitan Councilõs role in establishing and updating a policy plan for metropolitan park systems, while placing ownership and operation of the system in local city and county control, thus creating implementing agencies. Scott County is one of 10 regional park implementing agencies.

The Regional Park System is comprised of:

> 55,000 acres of land

> 54 regional parks and park reserves

> Eight special recreation features

> 40 Regional Trails with approximately 350 miles open to the public

> 69 million visitors (2022)

Relevant Implementing agencies adjacent to Scott County:

> Carver County – Located to the west of Scott County, on the opposite bank of the Minnesota River, Carver County's regional trail system will link with Scott County's trails, including the planned Merriam Junction Trail that will connect with the Louisville-Merriam Junction Regional Trail.

> Dakota County – Dakota County has two planned regional trails and two regional trail search corridors that link with Scott County. Once developed, these trails will provide key linkages to Dakota County.

> Three Rivers Park District – Three Rivers Park District has been an important partner in development and operations of the County's regional park system since the 1970s.

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The Metropolitan Council has deþned two primary types of regional trails: destination and linking trails. Both trail types are developed to serve the entire Metropolitan region with access for one or

FIGURE 3 | METROPOLITAN COUNCIL REGIONAL TRAIL SEARCH CORRIDOR MAP AND TABLE
Source: Metropolitan Council

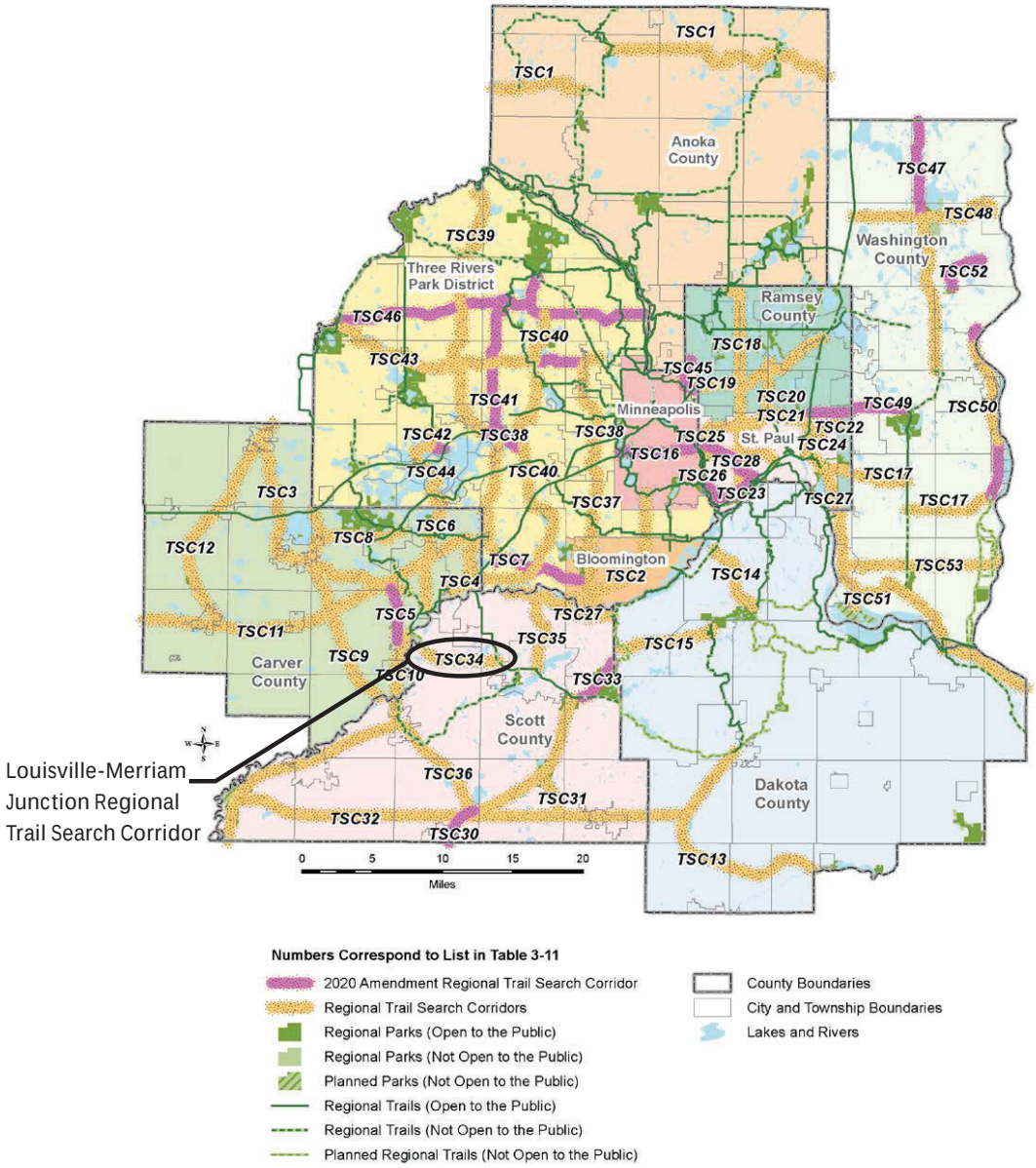

TABLE 1 | METROPOLITAN COUNCIL REGIONAL TRAIL SEARCH CORRIDORS
Source: Metropolitan Council

Implementing Agency	Regional Tral Search Corridor	Est. Miles	Map #
Scott County	Big River Extension	5	TSC29
Scott County	Cedar Lake Farm to New Prague	6	TSC30
Scott County	Elko New Market-Blakeley-Doyle Kennefick	32	TSC31
Scott County	Elko New Market-Doyle Kennfick	5	TSC32
Scott County	Lake Marion to Scott West	6	TSC33
Scott County	Louisville	5	TSC34
Scott County	Prior Lake Outlet	6	TSC35
Scott County	Southern Scott	35	TSC36

more varying modes of nonmotorized recreational travel such as hiking, biking, horseback riding, and cross-country skiing. These trails may consist of off-road corridors that utilize linear resources, such as railroad corridors, river valleys, forest edges, prairies, and/or utility corridors, or may use on-road trails when off-road trails are not feasible. Linking trails are designed to connect components of the regional park and trail system with each other while providing convenient access to economic and social centers along its route. Destination trails, though also designed to make strategic connections, are developed to provide users with a more scenic experience along important natural resource areas. The Louisville-Merriam Junction Regional Trail is identiþed as a linking trail, and the corridor will follow roadways.

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Scott County's parks and trails system ,as shown in (Figure 2), includes 5,484 acres of public park land. Included in the county's parks and trail system are the following parks and trails:

Existing Regional Parks and Park Reserves

- Cedar Lake Farm Regional Park
- Cleary Lake Regional Park (Three Rivers Park District)
- Murphy-Hanrehan Park Reserve (Three Rivers Park District
- Spring Lake Regional Park
- The Landing (Three Rivers Park District)

Future Planned Regional Parks and Park Reserves

- Blakeley Bluffs Park Reserve (Acquisition and stewardship phase)
- Doyle-Kenneþck Regional Park (Acquisition and stewardship phase)

Existing Regional trails

- Big Woods Regional Trail (partially developed)
- Spring Lake Regional Trail (partially developed)

Future Planned Regional Trails

- Merriam Junction Regional Trail
- Lousville - Merriam Junction Regional Trail
- Minnesota River Extension Regional Trail Search Corridor
- Elko - New Market Doyle Kenneþck Regional Trail Search Corridor
- Shallow Waters Regional Trail Search Corridor
- Prior Lake Outlet Trail Search Corridor

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> Elko - New Market - Blakeley Regional Trail Search Corridor

> Blakeley Bluffs Regional Trail Extension Search Area

The Scott County Board of Commissioners is the governing and policy board with jurisdictional and operational authority for Scott County regional parks and trail facilities. The Scott County Parks Advisory Commission, appointed by the County Board, serves as ambassadors for the citizens of the county and to inform and make recommendations to the Board on vision, policy, planning, and operational matters related to the Scott County regional parks and trails facilities and system.

In providing for its regional park and trail system, Scott County works closely with Three Rivers Park District, another implementing agency of the Regional Recreation Open Space System. Scott County and Three Rivers Park District began working together in the early 1970s to preserve signiþcant landscapes, lakes and wetlands, and the opportunity for quality outdoor recreation.

In addition to bringing a shared interest together to preserve natural lands and recreation opportunities for generations to come, throughout the partnership the two entities have come together in a unique relationship to collaboratively develop and operate premier regional recreation facilities, and the outcomes have served the residents of Scott County and the region well. After a re-imagining of the partnership in 2011, the Scott-Three Rivers Partnership remains strong and active, focused on deeper collaboration and the efþcient provision of regional recreation services. The partnership encompasses the regional facilities owned by Scott County as well as those located in the County that are owned by

Three Rivers Park District. Three Rivers Park District takes a leading role in operating and maintaining the park units owned by Scott County and continues to operate the Three Rivers facilities in Scott County. Scott County takes a leading role in comprehensive and strategic planning for the County's system of regional parks and trail (both Scott County and Three Rivers owned), park and trail planning, and engaging with the residents, as well as the cities, townships and Shakopee Mdewakanton Sioux Community. Final decision-making authority for the different facilities lies with the respective owners. A Policy Committee comprised of the Chair and Vice Chair (or designee) of both Scott County and Three Rivers boards oversees and resolves policy conÿicts and issues related to the Partnership. At least annually, the two elected boards meet in a joint session.

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The following documents and long-range plans have helped guide the long-range plan for the Louisville-Merriam Junction Regional Trail:

Policy Documents:

- 2040 Regional Parks Policy Plan (Metropolitan Council, 2018, amended in 2020)
- Scott County 2040 Comprehensive Plan Update (2019)
- Scott County Rural Residential Service Area Detailed Area Plan (DAP) (2009)
- Scott County Rural Regional Trail Development & Design Guidelines (2009)

Previous Long-range plans:

- Scott West Regional Trail Master Plan (2011) now known as the Big Woods Regional Trail
- Doyle ð Kenneþck Regional Park Master Plan (2011)
- Spring Lake Regional Trail Master Plan (2011)
- Cedar Lake Farm Regional Park Master Plan (2011)
- Minnesota River Bluffs Extension and Scott County Connection Regional Trail Master Plan (Scott County and Carver County, 2011)
- Murphy-Hanrehan Park Reserve Master Plan (Three Rivers Park District, 2008)

Demographics

The 2040 Regional Parks Policy Plan indicates a regional population growing to 3.7 million people by 2040. The latest population forecast produced by the Metropolitan Council estimates 212,000 residents in Scott County by 2040, an increase of 60,000 individuals from 2020-2040. In the last few decades, Scott County has frequently been one of the fastest growing counties in the State of Minnesota. Additional growth is expected to occur in the urbanized areas. These forecasts were developed before the recent pandemic and economic recession in 2020, but the overall trend of the population is expected to continue in Scott County over several decades. The need for regional park and trail facilities in response to this growth is imperative for connectivity and capacity.

According to the State Demographic Center, Minnesota's population in the 65+ age group will more than double from 2024 to 2075. Scott County has the highest average household size of 2.81 in the state. Young families are moving to the county due to affordable housing options and quality school districts. This growth suggests an increase in toddlers, school-age children, and young adults. While Scott County's median age of 37.1 years is relatively young and below the state median, the population

is aging.

The proportion of resdients in Scott County that identify as a racial or ethnic group other than white is lower than the rest of the metro area according to U.S. census data. The state demographer predicts that Scott County's ethnic and racial minority populations will continue to make up a larger proportion of the population. In addition, Scott County has a signiþcant Native American population that includes the Shakopee Mdewakanton Sioux Community.

The Louisville-Merriam Junction Regional Trail will provide important recreation options for existing and future residents of Scott County.

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RECREATION TRENDS & DEMAND FORECAST

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Nationally, there has been growth in the number of people who participate in outdoor recreation. According to the Outdoor Industry Association's 2023 Outdoor Participation Trends Report, the number of recreation participants grew 2.3 percent in 2022 and includes 55 percent of the U.S. population ages six and older. These trends support increasing use of regional trails like the Louisville-Merriam Junction Regional Trail.

The participant base is becoming more diverse across ethnicity/race, education, and age. The participation rate for Hispanic people has increased 22 percent the last seven years, and in the last year, the participation rate for Black people increased more than þve percent. A signiþcantly higher percentage of seniors are participating in outdoor recreation. Since 2018, participation rates for seniors ages 55 and over have increased from 28 percent to 35 percent in 2022.

Additional highlights from the 2023 report include:

> As a whole, diverse ethnic/racial groups are still underrepresented in the outdoor participant base.

> In 2022, 61 percent of LGBTQ people participated in outdoor recreation.

> Hiking is the most popular outdoor activity in the nation, followed by running, bicycling, þshing, and camping.

> Running has the highest average outings per runner at 54 per year, compared to just six times for the average hiker.

However, there has been a steady decline in physical activity by youth. The Aspen Institute's Project Play State of Play 2021 report demonstrates that before the restrictions imposed by the 2020 Covid-19

Pandemic, participation in youth sports declined from 45 percent in 2008 to 38 percent in 2018. To encourage more involvement, sports sampling programs have been implemented. Pop-up parks, food trucks and family game activities are being held across cities to increase interest and involvement in recreation.

Outdoor recreation participation is changing with some activities emerging or increasing. The pandemic shifted trail use patterns where during the pandemic, relative trail use was high during the day and lower in the evening; perhaps due to more work ÿexibility. Before the pandemic, trail use was its highest during morning and evening commuter times. Following the pandemic, trail use is seeing both commuter use and day-time use. There has been a 22.9% annual growth as of 2023 in all biking categories (road, BMX, and mountain) according to the Outdoor Industry Association. The same data shows new outdoor participants are young and diverse. As of 2022, there has been an increase in participation among Black, Hispanic, and LGBTQIA people. However, Americans ages 55 and older still continue to become more active and now represent 1 in every 5 outdoor participants.

Current and emerging trail trends include:

- Motorized trails
- Walking for pleasure and exercise
- Commuter and distance biking
- Mountain biking
- Wheelchair accessible trails

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The Minnesota Department of Natural Resources produces the Statewide Comprehensive Outdoor Recreation Plan (SCORP), which was last prepared in 2019 for the years 2020-2024. The SCORP provides guidance to outdoor recreation providers for their work òprotecting, maintaining and enhancing outdoor recreation opportunities for the stateõs residents and visitorsó.

The goal of the SCORP is to increase outdoor recreation participation in Minnesota by residents and visitors. Creating new recreation facilities is an important factor in making this goal attainable, and the Louisville-Merriam Junction Regional Trail will be instrumental in providing recreation opportunities, especially in the growing southwest metropolitan area. The SCORP noted that three factors are impacting Minnesota's population, including a declining overall population, an aging population, and expanding communities of color.

In 2017, the DNR conducted a statewide outdoor recreation household survey, The þndings showed that òMinnesotans see the outdoors as a place to rest and relax, connect with family and friends, and improve their health.ó This information supports trends that show increasing trail use around the state, and an increase in the popularity of biking, including e-bikes, walking and other activities supported by regional trails. The Louisville-Merriam Junction Regional Trail will help support the interest of state residents to be more active and get outside with family and friends.

Public Health

The Federal Centers for Disease Control and Prevention estimates that in 2017, 28.4 percent of Minnesota adults were obese. Obesity is a key predictor for many future health problems, including diabetes. Lack of adequate exercise partially resulting from inadequate outdoor recreation facilities or opportunities

is often cited as a contributor to obesity. Many young people are not getting enough exercise and face future health risks as a result.

The report identiþes that in 2009, Minnesota implemented the Statewide Health Improvement Partnership (SHIP), a statewide effort that provides community level support for improved access to physical activities and better nutrition services (MN Department of Health, 2018). Outdoor recreation, as provided at parks, can be a part of a solution to the obesity problem. The economic health of the state relies on continued use and enjoyment of our outdoor recreation resources. Availability of a wide range of outdoor recreation opportunities is one of the factors most often cited as contributing to the states perceived high quality of life. Participation in outdoor recreation may correspond to a greater interest in and support for measures to protect land, facilities, and resources necessary to ensure those same activities are available for future generations.

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It is important to develop and promote outdoor programs for people of all backgrounds. Maintaining and enhancing Scott County's outdoor recreation system through regional trail systems ensures quality and access to safe recreational opportunities.

Scott County has seen a steady increase in visitation throughout the regional parks and trails system as the system and county population continue to grow. According to the 2018 Scott County General Population Survey conducted by Morris Leatherman, the top activities residents participated in were hiking / walking, picnicking, and visiting dog parks. The top activities that residents had not participated in but wanted to try were horseback riding, archery, and non-motorized boating.

Past Scott County resident surveys have indicated value in parks and trails for recreational opportunities. The surveys also recognize the value parks and trails provide for open space preservation, wildlife, and habitat protection. Residents have shown general satisfaction with the existing recreational services offered but demonstrate some concern over how to pay for additional services in the future.

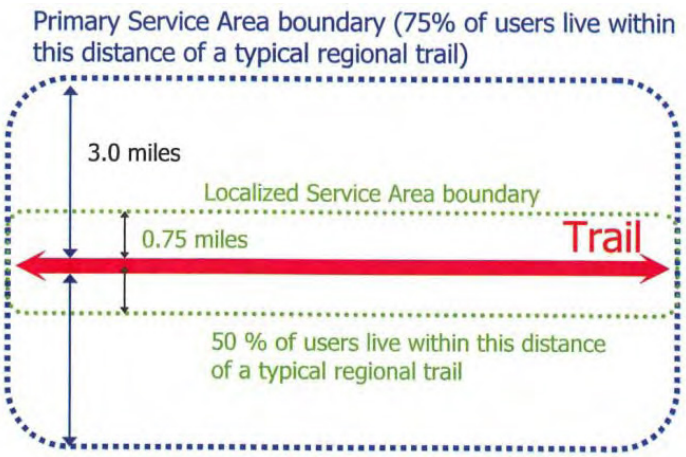
Public feedback received during the planning process included comments about creating safe places to bike, run and walk, and an interest in creating more connections to parks and trails. From an open house during the planning process, many residents commented that there is a need for safe places to walk, run and bike in the county, and they were in favor of the planned trail.

The Louisville-Merriam Junction Regional Trail will connect people to the outdoors and provide new opportunities to access high-quality natural resources. The successful implementation of the trail includes collaboration with local, regional, and state partners to provide connections beyond Scott County's boundary.

Demand Forecast

The population in Scott County in the 2020 census was 150,928 residents. The population is forecasted to grow to 186,000 in 2030 and 212,000 in 2040 according to the Metropolitan Council. From 2020-2040 Scott County should expect an additional 60,000 residents.

FIGURE 4 | SERVICE AREA BOUNDARY
Source: Scott County



The Louisville-Merriam Junction Regional Trail will primarily serve the county's northern communities, including Shakopee, Prior Lake, Louisville Township, Jackson Township, Sand Creek Township, and Spring Lake Township. Once complete, the trail will serve as a major connection between Prior Lake and the Minnesota River Valley. The west end of the trail corridor will serve residents in Carver County by way of the Merriam Junction Trail that will extend to the City of Carver. This northern area of the County is already seeing development pressure and will grow faster than other areas of the County that are farther from the MUSA and boundary.

During the Scott 2040 Comprehensive Plan community engagement process, District 1 (which includes the Louisville Corridor) ranked regional parks and trails the lowest of all the districts as a characteristic of Scott County, likely due to the current lack of service in this area of the county. The addition of the Louisville-Merriam Junction Regional Trail responds to the existing lack of service as well as the projected population growth in this area of the Scott County.

Primary Service Area

The Metropolitan Council estimates that 50 percent of regional trail users live within 0.75 miles of the trail, and 75 percent live within 3 miles of the trail. The 0.75-mile area around the trail is considered the core service area, and the 3-mile area around the trail is considered the primary service area. The estimated 2020 population within the primary service area is 36,656 (Figure 5). This area is expected to continue to grow at a rate that is as fast or faster than the overall population increase of the County.

TABLE 2 | 1970-2040 POPULATION GROWTH
Source: Met Council

YEAR	DATA SOURCE	POPULATION	HOUSEHOLDS	HOUSEHOLD POPULATION
1970	CENS	32,423	8,486	31,892
1980	CENS	43,784	13,501	43,257
1990	CENS	57,846	19,367	57,074
2000	CENS	89,498	30,692	88,592
2010	CENS	129,928	45,108	128,641
2020	CENS	150,928	52,645	149,594
2022	METC	154,395	54,295	152,988
2030	FORECAST	185,620	67,370	185,620
2040	FORECAST	211,850	78,230	211,850

FIGURE 5 | LOUISVILLE-MERRIAM JUNCTION REGIONAL TRAIL SERVICE AREA MAP
Source: Scott County

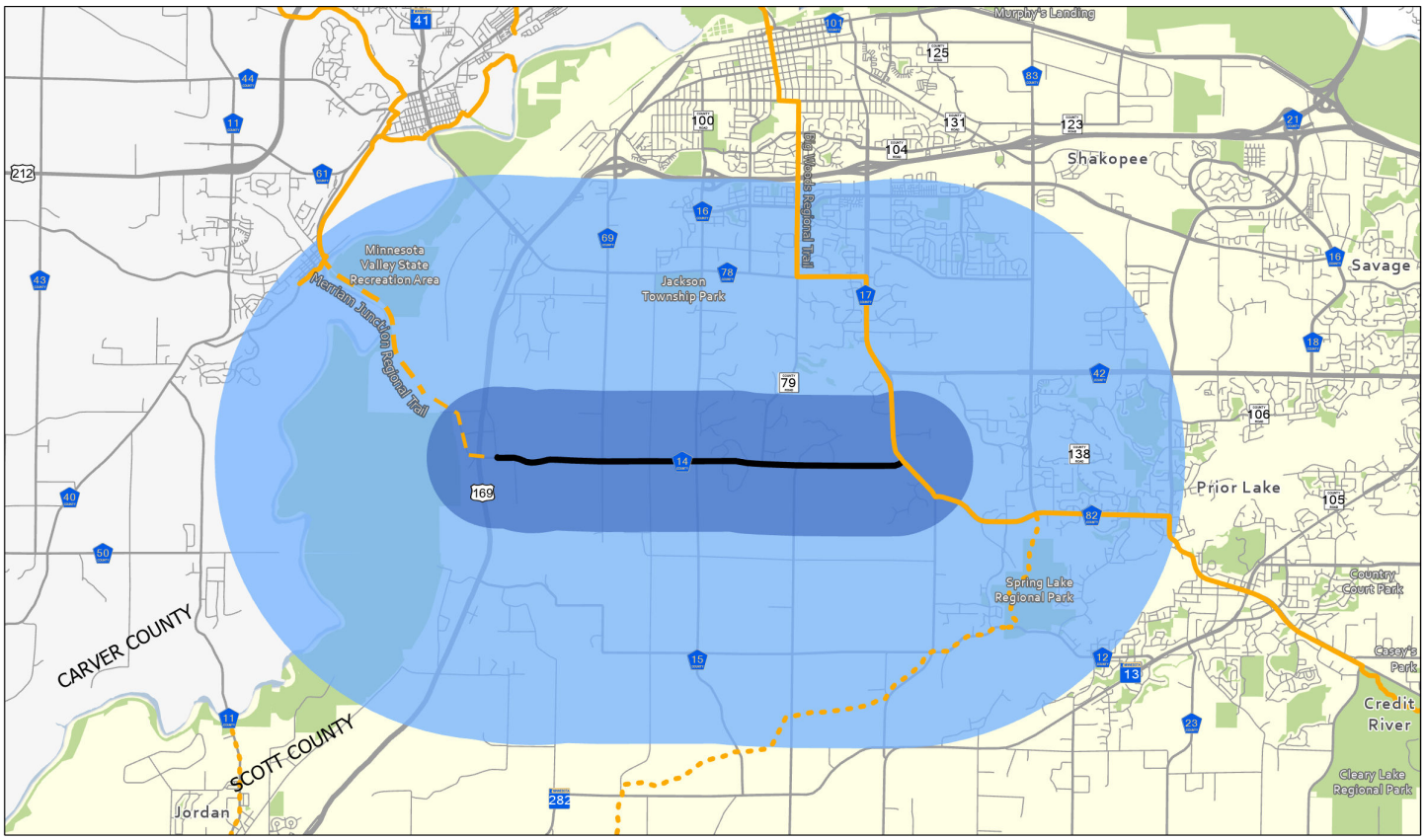
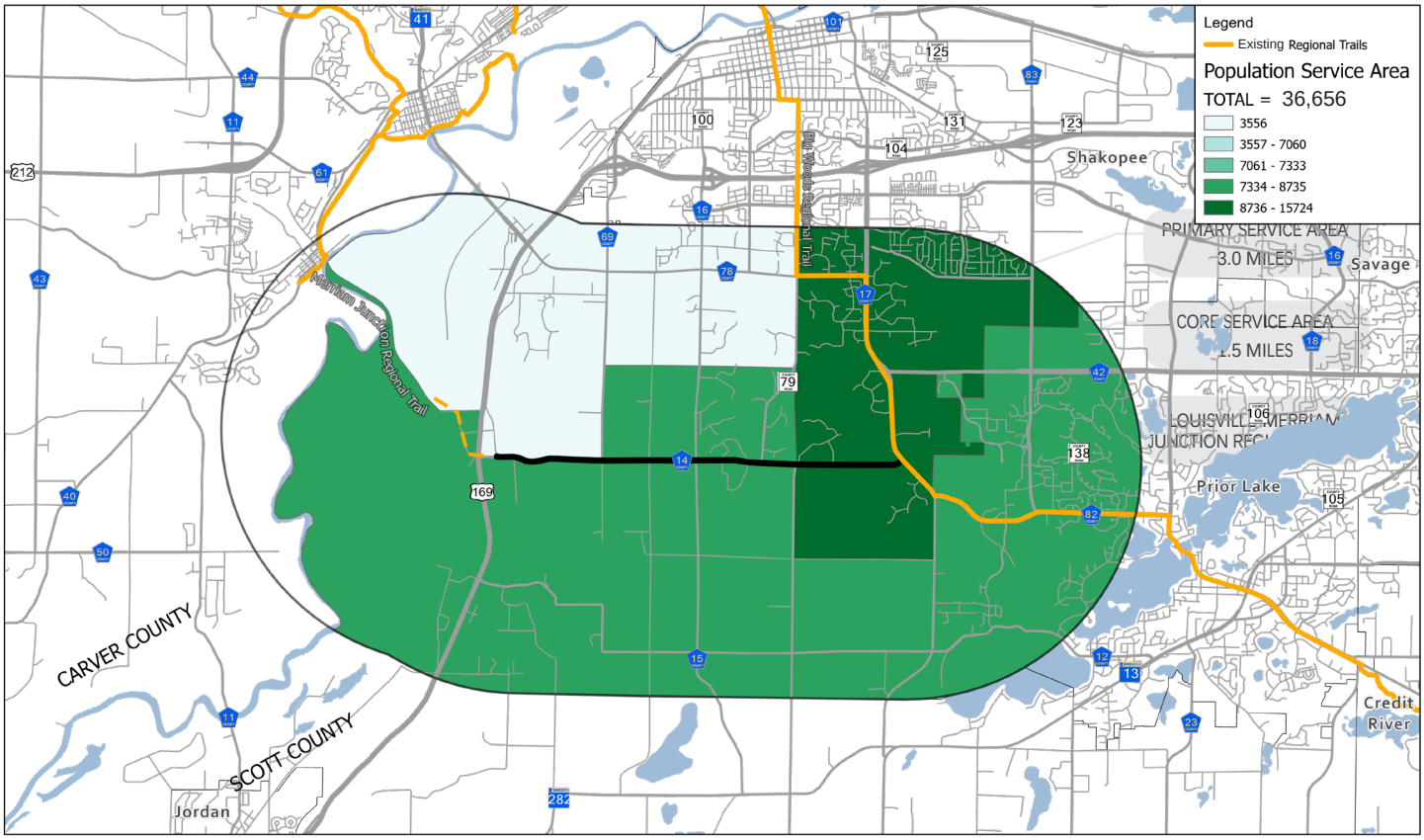


FIGURE 6 | SCOTT COUNTY 2020 ESTIMATED POPULATION WITHIN THE SEARCH CORRIDOR
Source: Census Bureau



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CH. 3

PROCESS, ENGAGEMENT, AND EQUITY

Scott County values public input in park and trail planning processes. The engagement process for the Louisville-Merriam Junction Regional Trail began with the development of a public engagement plan that outlined the process, stakeholders and approach to gaining input and engaging members of the community about the planning process. The goals of the engagement process included:

> Engage all interested County residents, stakeholders, and adjacent property owners along the existing trail sections and search corridors.

> Make engagement easy, interactive, and convenient.

> Reach out to a wide variety of Scott County residents and populations, including underrepresented communities.

> Hold an open-minded process with a focus on listening to ideas and concerns.

Technical and Community Design Team

Scott County staff recruited individuals with local and technical knowledge to serve on the Technical and Community Design Team to help provide guidance and work collaboratively to identify a preferred route for the trail corridor. These individuals were from relevant cities and townships, tribal governments, and departments in Scott County. In addition to individuals with technical expertise, Scott County staff recruited interested residents from around the County to serve on the team as well. However, residents did not have to be active trail users, and there was participation on the team from youth, seniors, and residents from multiple cities and townships.

To reach Technical and Community Design Team members, Scott County staff shared an application through related agencies for dispersal to potential candidates; advertised the opportunity on social media and through local papers; and advertised the opportunity with posters throughout the County, including at Scott County Parks, Libraries, and with community partners.

The Technical and Community Design Team met seven times throughout the planning process to provide input about route alternatives and feedback on materials for the long-range plan. By hosting this team, opportunities were provided for members to engage with the plan more consistently and on a deeper level. The presentations offered context information that provided a more thorough

insight into the planning process. To make the meetings more accessible for team members, staff considered a hybrid approach, with several meetings led virtually and others held in publicly relevant locations, such as the Jordan Library or Cleary Lake Regional Park. In person meetings provided refreshments for the team.

One highlight of the experience was a bus tour of the potential trail routes that the Technical and Community Design Team took in June 2022. The bus tour brought the team together for a provided shared meal catered by Mazopiya, a SMSC natural food market and a chance to see the potential alignments up close. The tour gave team members a chance to see the landscape, including challenges such as getting a trail up the Minnesota River Bluffs, and weighing the options for including trails through historic Marystown, or choosing an alternate route that would take trail users close to the shore of Thole and Schneider lakes.

Bus tour group meeting with Design Team.

Partner Engagement

Staff engaged with partner agencies throughout the planning process. Feedback received from partner agencies is included in Table 3.

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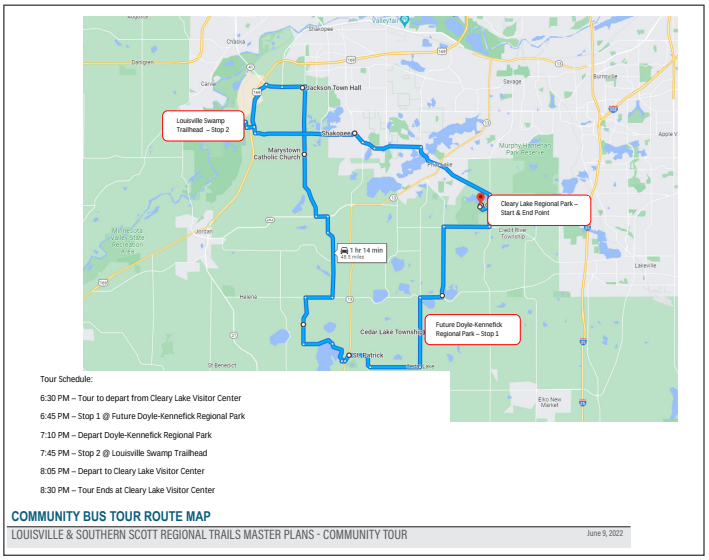
Scott County staff held one-on-one meetings with staff from all townships that are within the geographic scope of the Louisville-Merriam Junction Regional Trail. These included meetings with Louisville Township, Jackson Township, Sand Creek Township, and Spring Lake Township. In addition, Scott County staff met with representatives from the City of Shakopee and Prior Lake to discuss the trail plan and planning process.

Shakopee Mdewakanton Sioux Community a ŜŜəyƎă

Scott County staff met with Shakopee Mdewakanton Sioux Community leadership to present the trail plan and to discuss how the proposed project could connect with SMSC parks and trails, and how the trail may otherwise benefit their community.

Bus tour of trail corridor in the field with Design Team.



Bus tour route map.

Focused Engagement Groups

Based on the project area for the Shallow Waters Regional Trail and considering known gaps in park and trail use within Scott County, the engagement process worked with partner agencies, including cities, townships, and community connections, to bring voices from several groups to the table in creative and authentic ways. Efforts to include local landowners and residents, who will be most directly and immediately impacted by the development of the trail, as well as traditionally under-served groups including low-income individuals, people with limited-English proþciency, Hispanic Residents, youth and seniors, and members of the SMSC were prioritized in engagement process.

Scott County had several multi-lingual engagement opportunities throughout the process, including: offering a trails survey at community events in both Spanish and English, including information about assistance in Spanish on open house post cards, and providing Spanish-speaking staff as assistance during the open house events. Staff hosted an information table at an international community event during May 2022 and gathered information from surveys about community members perspectives on trails in Scott County.

Addressing Equitable Engagement

Investing in robust community engagement practices and incorporating feedback and perspectives from a diverse set of county residents, park and trail users is an important aspect of long-range planning for Scott County. Our focused engagement groups, including traditionally unserved groups, were identiþed on both local and regional scales. Information from previous parks visitor studies highlight that over the last then years, Scott County Parks has had gaps in service for groups including: residents of Shakopee and Belle Plaine, people of color, individuals with less than a high school education, households with annual incomes less than $75,000, and individuals under the age of 18, (Three Rivers Park District Park Visitor Studies 2018 and 2013). Some of these groups are consistent with historically underserved groups on regional levels by our parks and trails systems. Barriers to access for these communities have included poor physical proximity to parks, feeling unwelcome or unsafe, lack of cultural accommodations, language barriers, cost, and lack of awareness.

As a way to address these gaps, the following efforts were implemented into the engagement process:

- Multi-lingual support with Community Design Team applications, open houses, and in-person engagement surveys (Spanish)
- Public Engagement events were prioritized based upon the diverse audiences that were being served.
  - International Walking Club Walk Around the World – an international community event in Shakopee supporting diverse communities of color and new English learners
  - Scott County Fair – serving all residents of Scott County and particularly engaging with families and County youth
  - Celebrate Jordan – a community open house that showcases businesses and organizations that speciþcally provide opportunities and assistance for families and residents located in the Southwest portion of the County (near Belle Plaine)
- Opportunities for free, convenient engagement with the plan including online planning process information and commenting capabilities and information hosted in the Scott County SCENE (free newspaper provided to every Scott County resident)
- Staff encouraged diverse applicants to Community Design Team by promoting applications through community organizations and township boards, indicating that all levels of trail users

were encouraged to apply, providing opportunities for language assistance with application materials, and providing ÿexibility in team involvement through virtual and in-community meetings.

More detailed themes gathered from our focused engagement efforts and ways this feedback was incorporated into the þnal plan are included in the subsequent engagement summary, including General Engagement, as these groups are active members of our thriving Scott County pubic However, the following highlights speciþcs relating to the focused engagement efforts.

- Celebrate Jordan Event – approximately 1,800 people attended.
  - > Common themes are that people valued trails that had great scenery and they used trails mostly for recreation or health and exercise.
- Walk Around the World Event – 140+ individuals from various backgrounds, connecting newly immigrated families and families learning English attended.
  - > Common themes were that individuals valued trails for health and exercise or time with family.
  - > At the Celebrate Jordan Event and Walk Around the World Event, English and Spanish surveys were provided about trail use and opportunity for the chance to win 1 of 2 $50 visa gift cards.
- Scott County Fair - unknown number of attendees
  - > Materials were shared County booth and displayed with a QR code for the project website where visitors could leave comments.

General Engagement

Engagement activities included holding community conversations, engaging people on-line through a project website, holding open houses with accommodating amenities including translation, accessibility, and incentives, and presentations with community-focused groups.

Events

To connect with communities at large, Scott County staff offered multiple opportunities for people

FIGURE 7 | PROJECT WEBSITE
Source: Scott County

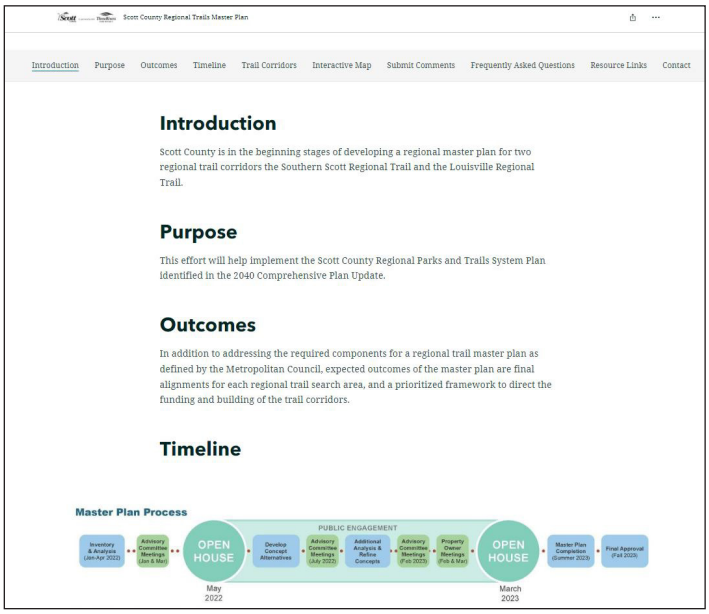


FIGURE 8 | OPEN HOUSE ANNOUNCEMENT
Source: Scott County

to engage with the project and give their feedback. Engagement tools utilized to connect with Scott County communities and residents included creating a project website, utilizing Scott County social media, direct mailings, offering staff ofþce hours, open houses, and an online property owner meeting.

Project Website

The website on the Parks & Trails page of the Scott County website was the home base for the planning process. The page included project updates, upcoming events, and County staff kept the interactive mapping tool up to date with the most current corridor alternatives allowing people to comment on the proposed routes.

Social Media

Scott County social media platforms, including Facebook and Nextdoor were used to promote the planning process and to get the word out about engagement events.

Direct Mailings

Due to the more rural setting of some of the trail corridors, residents adjacent to routes were considered and print mailings were used to reach targeted individuals to highlight the plan and direct them to methods for providing input.

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Staff offered times for individuals to call or stop by for face-to-face conversations about the plan. A total of 43 people stopped in or contacted staff to discuss the project.

Open Houses

Two open houses were held to provide opportunities for the public to learn about the project and ask questions and later to see the proposed trail routes and comment on the options provided. Residents within 500’ of any routes under consideration were sent a postcard, the open houses were advertised in the newspaper and in the SCENE.

Open House #1

The þrst open house was held on May 10, 2022, at Cleary Lake Regional Park. Materials included background information, demographic information, corridor analysis information, representative imagery of regional trails, descriptions of regional trail types, maps of existing and planned regional parks and trails, and large maps of alternative trail routes for consideration for the Louisville-Merriam Junction Regional Trail. Seven members of the public attended the open house. While attendance was light, the input received was helpful and provided beneþcial input for the planning team to consider.

Open House #2

The second open house was held on March 28, 2022, at the Jackson Town Hall. Materials included background information, corridor analysis information, representative imagery of regional trails, descriptions of regional trail types, and large maps showing the preferred routes for consideration for the Louisville-Merriam Junction Regional Trail. Thirty-one people attended the open house and provided a lot of comments about the proposed trail.

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Scott County staff held an online meeting that was advertised to residents adjacent to the proposed trail route. The online meeting provided an opportunity for people whose property was closest to the proposed trail corridor to ask speciþc questions about impacts to their land, and comment on the plan.

The meeting included a brief overview followed by a question-and-answer session where residents spoke about their concerns and ideas for the trail, and listened to their neighbors share ideas. Eleven residents attended the online session and provided important feedback on the trail plan, and concerns they had about the proposed project.

Impact of Engagement

Scott County learned a lot from the engagement process for the Louisville-Merriam Junction Regional Trail Long-Range Plan. The engagement plan was adjusted several times during the course of the planning process in direct response to feedback received from the public and stakeholders. For example, It became apparent that additional outreach would be required to respond to concerns raised by Louisville Township ofþcials and residents of Marystown about two alternate routes that extended up the Minnesota River Bluff and through the Hamlet of Marystown. The additional engagement included one-on-one meetings, additional mailings to residents along additional alternate routes, and an online meeting that Scott County organized for residents immediately adjacent to the alternate routes.

Changing Demographics

This trail will be a connecting trail, linking two developing regional trails including the Merriam Junction Regional Trail that will extend across the Minnesota River to eastern Carver County, and the Big Woods Regional Trail that will extend southeast to Murphy-Hanrehan Park Reserve. As a connecting regional trail, the Louisville-Merriam Junction Regional Trail will play an important role in helping people get to popular regional parks, the Minnesota River Valley and Shakopee Mdewakanton Sioux Community Mystic Lake Casino. The trail corridor will be in an area that will one day include development from the cities of Shakopee and Prior Lake. The demographics of this area will change as development occurs, and as the demographic forecasts show, more people of color and Hispanic populations will live in the area served by the Louisville-Merriam Junction Regional Trail.

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Public engagement for the Louisville-Merriam Junction Regional Trail Long-Range Plan directly informed the outcome of the trail planning process. Additional engagement opportunities were added

FIGURE 9 | SCOTT COUNTY HISPANIC 2020 POPULATION DENSITY WITHIN THE SEARCH CORRIDOR
Source: Census Bureau

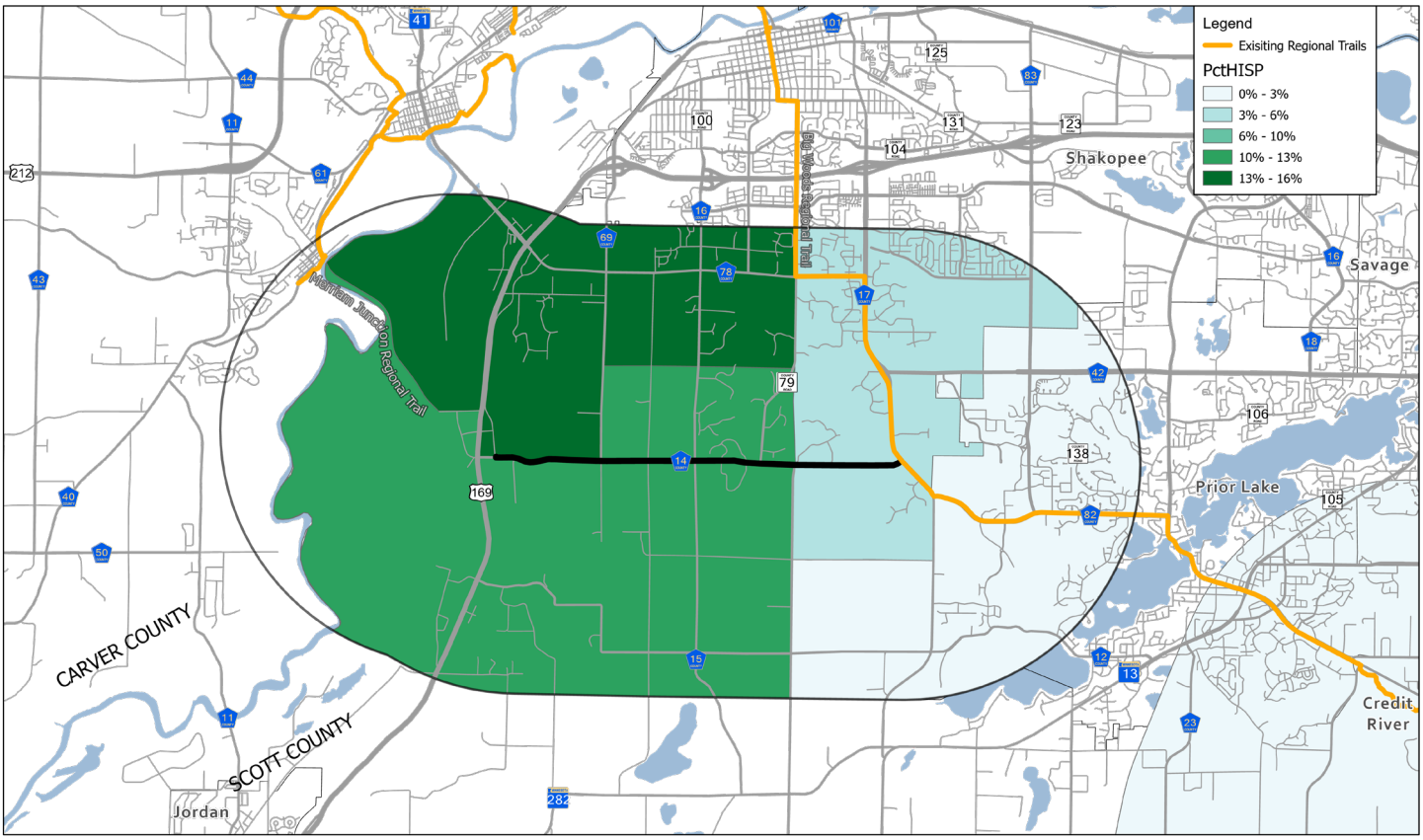

FIGURE 10 | SCOTT COUNTY BLACK 2020 POPULATION DENSITY WITHIN THE SEARCH CORRIDOR
Source: Census Bureau

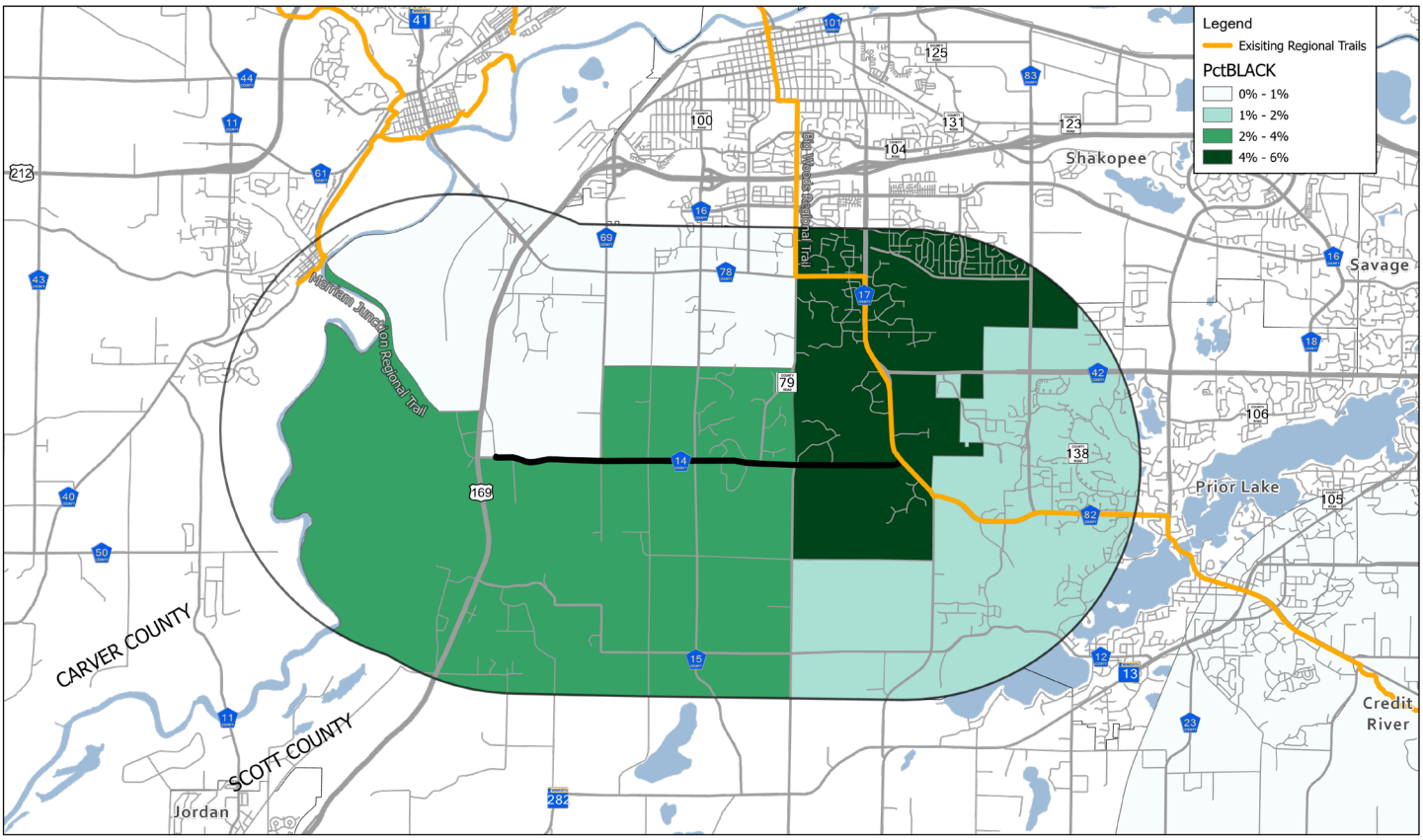

TABLE 3 | PUBLIC INPUT OVERVIEW
Source: Scott County

ENGAGEMENT STRATEGY	COMMON FEEDBACK THEMES	LONG RANGE PLAN INFLUENCE
In person comments - Louisville Regional Trail	• Felt that Hwy 14 would be the best option for pedestrian ROW and scenic views • Concerned about the steep slope of Hwy 14 for pedestrian use • Concerns over bisecting current property owners land for off road routes - questioned the possibility of diminishing land value • Questions regarding separation between road and trail • Questions on how far the trail needs to be from homes • Questions over why Marystown was chosen over Zumbro Ave • Many comments regarding running the trail along powerlines and Hwy 14 • Concern over land aquistions and its process	• The planned trail has moved from a Northly route to Hwy 14 to better accommodate ROW • The trail will stay within maximum allowable slope limits • The trail will no longer cut through properties and instead run parallel to Hwy 14 • The trail will be 20'-25' from the road
Online comments - Louisville Regional Trail	• Concerns the trail cutting through pasture fences • Comments to not remove large trees for the trail • Concerns regarding cost and environmental impact of a preliminary trail route that proposed an alignment up the bluff • Concerns over constructability and limited space through Marystown • Concerns with trail users being so close to road with oversized vehicles	• The trail will be mindful of all farmers property and pasture fences • The trail will focus on minimal impact to the surrounding environment
Celebrate Jordan Event	• Common themes noted were that people valued trails that had great scenery and they used trails mostly for recreation or health and exercise	• Trail corridor width was reviewed to provide ample room for wildlife and natural vegetation
Walk Around the World Event	• Common themes were that individuals valued trails for health and exercise or time with family	• The route prioritizes efficient connection between regional features and local neighborhoods to support intuitive trail connections and ease of use
Scott County Fair	• Common themes included an interest in parks and trails and an interest in connecting facilities so people can travel to/from parks on trails	• The route prioritizes efficient connection between regional facilities for easier travel within the county and metro system

throughout the two-year-long planning process, and additional alternate trail routes were added and discarded, based on direct input from stakeholders. The end result is a trail plan that will serve residents of Scott County and the local communities and townships well even as land use and demographics change over time.

Table 3 describes comments received and how they directly impacted the planning process for the Louisville-Merriam Junction Regional Trail. Some overall themes that emerged throughout the process were: interest in more trails that connect to parks and places, a need for safe off-road places for residents to walk and bike, concerns over environmental impacts of trails, concerns about the potential impacts

to private property in the trail corridor, questions about how trail / road crossings and trail adjacent to roads will be made safe, and concerns over the potential cost of the trail.

Transparency and Accountability

This feedback shaped the þnal outcome of the plan and supported the opportunity for the regional trail system to be strengthened in Scott County. As the system grows and develops, it will be able to support the communities' needs with access to recreation, health and exercise options, and free ways to connect with relatives and peers. In order for these efforts to create better outcomes in our trail system for our focused and general engagement groups, consistent consideration of feedback and future engagement and communication efforts will be needed as the trail moves from a planned alignment to a developed trail.

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Scott County used the International Association for Public Participation's (IAP2) Public Participation Spectrum as a model for developing an outreach plan for the Louisville-Merriam Junction Regional Trail Long-Range Plan. The IAP2ôs model describes þve general modes of public participation that was designed to assist with the selection of the level of participation that deþnes the publicôs role in a public participation process. To understand where on the participation spectrum the various parts of the planning process fall on the public participation spectrum, we can break the process into the following phases:

Phase 1 | Project Kick-off and Context Gathering

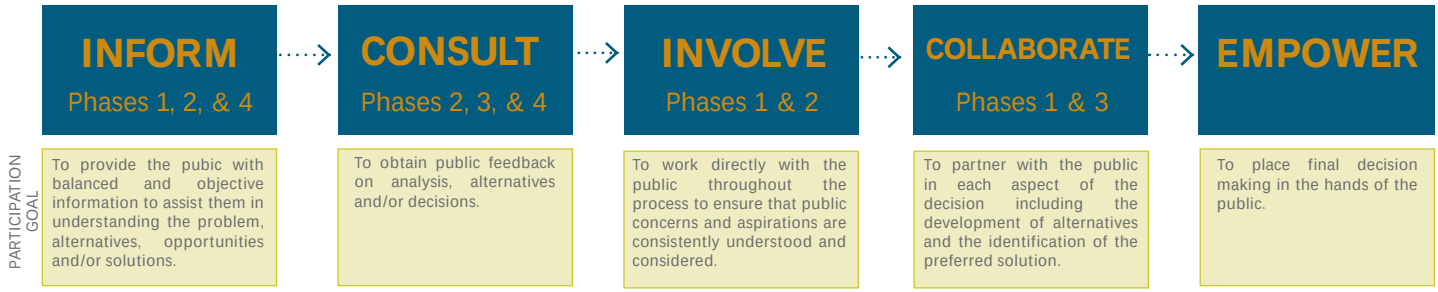
Phase 2 | Issue Identiþcation through Engagement

Phase 3 | Preliminary Recommendation Review

Phase 4 | 30-Day Public Comment Period

These phases have been identiþed on the public participation spectrum (Figure 11).

FIGURE 11 | PUBLIC PARTICIPATION SPECTRUM
Source: International Association for Public Participation



Board Approvals

The Scott County Board and Scott County Parks Advisory Commission were consulted throughout the planning process. On January 3, 2023, the Scott County Parks Advisory Commission unanimously recommended the þnal draft plan be approved by the County Board and Submitted to the Metropolitan Council for review. On February 6, 2024 the Scott County Board unanimously voted to authorize submitting the plan to the Metropolitan Council for Addition to the Regional Parks Policy Plan (Appendix E).

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CH. 4

PUBLIC AWARENESS

Public Awareness

Once the regional trail, or a segment of the trail is completed, promotion and marketing of the regional trail to the public is important. Scott County will notify adjacent and region-wide residents of the trail development through press releases to the media, publications such as the Scott County SCENE, park-related mailings, brochures and newsletters. Incorporation of multi-lingual advertising methods and signage will also be considered. Other methods to promote the use of the trail will include each county's website and the addition of the regional trail within all park and trail system maps.

During the design process, as construction plans are prepared, public information meetings will be held to inform the public and to provide neighbors and interested parties with the opportunity to provide input on the proposed design. The proposed trail corridor will extend along County Road 14, so neighboring residents may have questions and concerns about how the trail will impact their property and driveway. Several larger parcels along the east segment of the trail corridor are owned by the Shakopee Mdewakanton Sioux Community (SMSC). Scott County is committed to working with residents and other agencies, including SMSC, once the design process commences on the trail segments along County Road 14.

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CH. 5

DEVELOPMENT CONCEPT

Overview

The long-range plan development concept reÿects the consensus reached between the public, the project planning team, Scott County Parks Advisory Commission (PAC), and Scott County Board regarding how the trail should be developed to meet regional and local needs. The public process played a pivotal role in shaping planning outcomes by giving residents numerous opportunities to engage and voice their opinions on the trails alignment and development. Through the work of planning the trail, the project planning team, PAC and County Board gained an appreciation for public interests and sentiments that were duly considered as conclusions were drawn. In the end, the plan represents a reasonable balance between meeting the needs of the regional population while respecting the opinions and concerns of residents living near the trail. And, it provides for a trail consistent with guidelines for regional linking trails, with safe, accessible access to other regional amenities and popular water bodies, and does so on an alignment that has limited barriers to acquisition and development.

Trail Design

The proposed trail will be designed as a ten-foot-wide, off-road, non-motorized, paved, multi-use trail. A bituminous trail surface is preferred over a gravel surface because it is more cost-effective in the long run and is a preferred surface for trail users. A bituminous surface is less prone to erosion than an aggregate surface. The timing of plan implementation is anticipated to be within the next ten years, dependent upon funding availability.

The trail will be designed in accordance with all applicable federal, state, and local codes, including the following:

> Guide for the Development of Bicycle Facilities, prepared by the American Association of State Highway and Transportation Ofþcials (AASHTO), 2012.

> MnDOT Bikeway Facility Design Manual, Minnesota Department of Transportation (MnDOT), March 2020.

> State Aid Rule 8820.9995 Minimum Bicycle Path Standards, State Aid for Local Transportation.

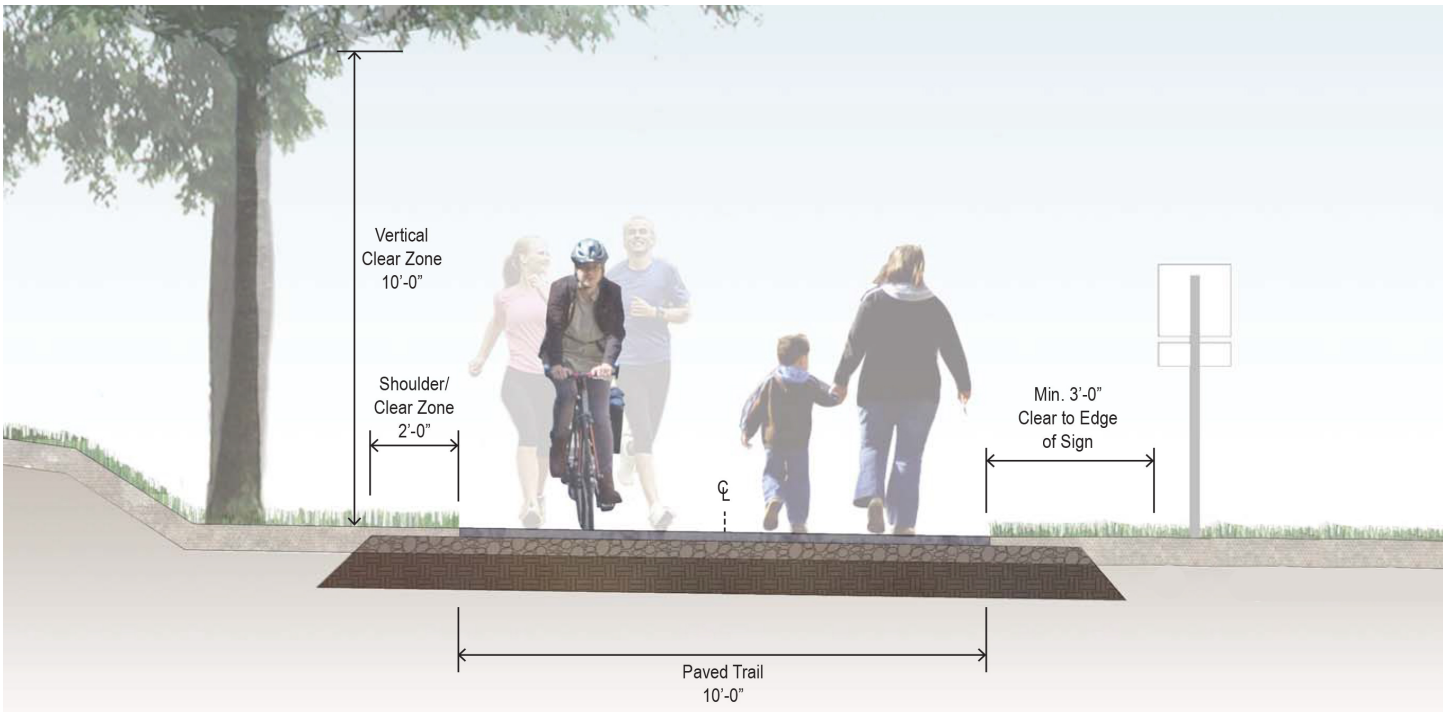
> Trail Planning, Design, and Development Guidelines, Minnesota Department of Natural Resources (MnDNR), 2006.

> Manual on Uniform Trafþc Control Devices (MUTCD), MnDOT, September 2020.

> Public Right-of-Way Access Guidelines (PROWAG).

The trail will comply with the Americans with Disabilities Act (ADA) with a preferred maximum grade of þve percent and a two percent cross slope for drainage. The typical trail section (Figure 12) will have a 6-inch Class 5 gravel base under a 3-inch bituminous pavement surface. Two-foot-wide turf shoulders on both sides of the trail will provide a recovery zone for trail users. A ten-foot vertical clearance to vegetation or obstructions will be maintained. Where the trail runs adjacent to a roadway, the trail will be fully separated from the road at a safe distance determined by the speed of the road and other factors. The existing trail sections meet these standards.

FIGURE 12 | TYPICAL TRAIL SECTION FOR SHARED USE TRAIL
Source: SRF



Road Crossings

All roadway crossings will include concrete curb ramps with truncated domes and appropriate trail signage, and roadway signage and markings. There are eleven potential at-grade roadway crossings along the proposed Louisville-Merriam Junction Regional Trail alignment that include local, and county roads (Figure 13).

The potential roadway crossings include:

> Louisville Road (local)

> Minnesota Valley Bluff Drive (local)

> Martin Avenue (local)

- Old Brick Yard Road (County Road 69)
- Zumbro Avenue (local)
- Marystown Road (County Road 15)
- Theis Drive (local)
- Hahn Lane (local)
- Townline Avenue (County Road 79)
- Vista Ridge Lane (local)
- Westridge Drive (local)

One additional crossing, Red Rock Drive (Local), exists between the west end of this trail and the east end of the Merriam Junction Regional Trail.

Driveway Crossings

Where the trail crosses residential driveways, sightlines will be evaluated to ensure vehicles entering and exiting the driveway will have a clear view of the trail. Driveway crossings, like other roadway crossings will be designed in accordance with industry best standards to ensure conÿicts between roadway and driveway trafþc and trail users is minimal.

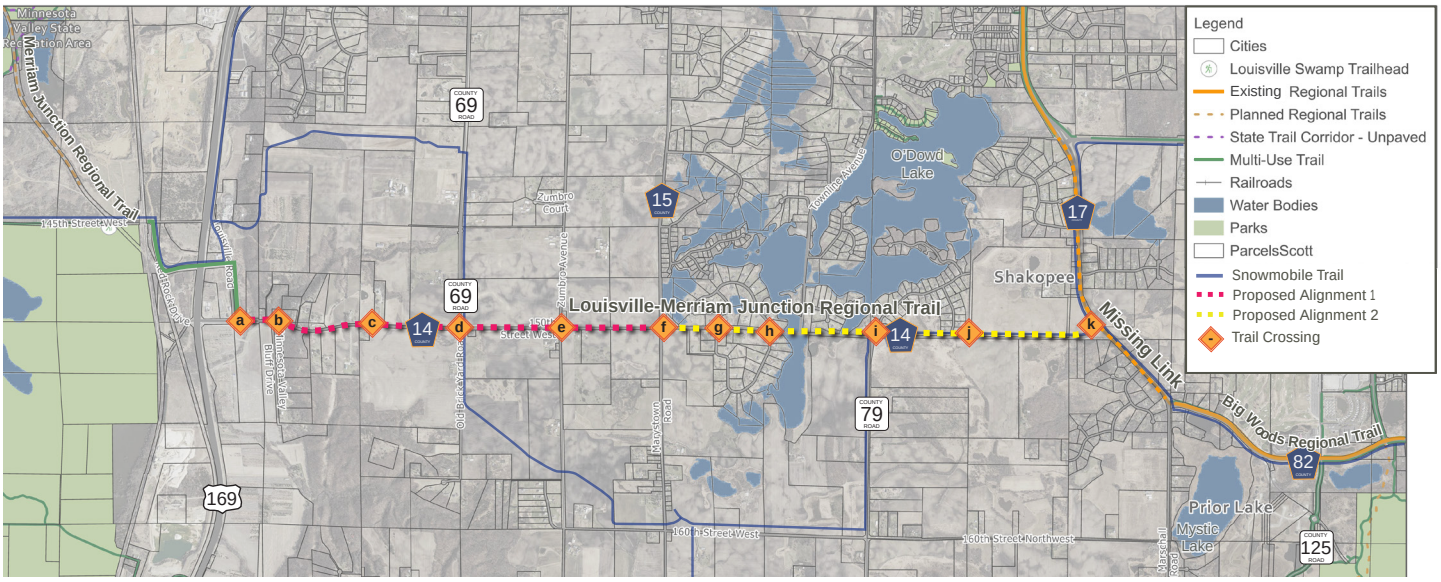
Wetland Crossings

When a wetland crossing is required, the trail will be elevated on a wood boardwalk. Depending on the engineering requirements, boardwalks are typically installed on helical pile or 12-inch steel

Trail boardwalk example.

Trail underpass example.

FIGURE 13 | LOUISVILLE-MERRIAM JUNCTION REGIONAL TRAIL ROADWAY CROSSINGS
Source: Scott County



pile. The deck is twelve-feet-wide to meet minimum standards with clear zones, and is made of treated wood. The railings are made of a treated wood frame with a coated steel mesh. The load limit for regional trail boardwalks is ten tons to accommodate maintenance and emergency vehicles.

Grade-Separated Crossings

Crossing busier roadways, including county and state highways facilitates the need for grade separation. Trail underpasses provide safe passage under roadways and are typically concrete box-culvert structures with a ten-foot vertical clearance. Depending on the length of the box culvert, lighting is needed to provide safe passage during all times of day and night.

Trail Signage and Markings

New segments of regional trail will incorporate trafþc control signs and devices, such as trail stop signs and center line pavement markings. These signs and devices will reÿect the physical characteristics and usability of individual trail segments and the system as a whole. The cost to add trafþc control signs and devices, including striping, to a regional trail is approximately $1 per linear foot (2023 project bidding).

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Trail wayþnding signage provides trail users with location information for nearby amenities and services. Wayþnding signage may include mile markers and directional signage. Directional signage is typically installed at road intersections or where the trail meets other local or regional trails. Kiosks that include maps of the local and regional trail system can be installed at trailheads and at key trail junctions, such as locations where two regional trails meet.

Rest stops are generally located every two miles and provide places for trail users to stop and rest and an area for amenities such as trash receptacles, benches, and bicycle racks. These simple amenities support trail users with mobility challenges. Initial wayþnding locations are indicated in the development concept but may be modiþed during the design phase to best meet the available right-of-way, adjacent land use and complimentary facilities such as a bus stop.

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As noted in the Recommended Trail Names section in chapeter 1, the Merriam Junction Regional Trail will connect with the Louisville-Merriam Junction Regional Trail and the intention is for both relatively short trails to eventually be combined and both be named the Merriam Junction Regional Trail. This reduces trail names throughout the County to provide simpliþed navigation. Segment 1 of the following development concept outlines the existing and planned trails that make up this connection on the west end of the Louisville-Merriam Junction Regional Trail. In total, after both regional trails are built and their names combined, there will be one Merriam Junction Regional Trail that is 7.9 miles long stretching from the City of Carver, over the Minnesota River Valley, over US 169, and along CR 14 all the way to the Big Wood Regional Trail on Marschall Road.

Development Concept

The Louisville-Merriam Junction Regional Trail will extend 5.28 miles from Merriam Junction Regional Trail to the Big Woods Regional Trail. Segment 1 is 3.03 miles (.9 miles of existing trail and 2.13 miles of new trail) and segment 2 is 2.25 miles. The Louisville-Merriam Junction Regional Trail will be 10-feet wide, paved, and multi-use, creating connections to natural areas, local, regional, and state trails, and other destinations like parks, schools, commercial areas, neighborhoods and places of worship. Primary trail uses will include biking, hiking, dog walking, and in-line skating. The trail will stand along the outside edge of existing road right-of-way, which may require additional easements or acquisitions of up to 20 feet to accommodate the trail and side slopes. As a linking trail, its location within or adjacent to existing road right-of-way will minimize impacts to existing development and private property, but if an opportunity to acquire 30’ is possible while minimizing impacts to existing development, it should be considered.

The preferred route for the Louisville-Merriam Junction Regional Trail begins on the west end where it will connect to Louisville Swamp and the Merriam Junction Regional Trail. Existing multi-use trail begins on 145th Street, runs alongside Red Rock Drive, over US Highway 169 on 147th

Street, and along Louisville Road before reaching County Road 14. Along County Road 14, new trail is to be constructed from Louisville Road to Marschall Road where the trail will meet the Big Woods Regional Trail.

The design team reviewed several alternative routes that included a scenic off-road corridor up the Minnesota River Bluff north of CR 14, but terrain was too steep to effectively meet accessibility standards for a regional trail without creating major impacts to the bluff. Two alternate routes south of CR 14 were considered, including extending the trail down Zumbro Avenue and Marystown Road. Both of these options would have extended east along 160th Avenue to County Road 17, then north to Marschall Road. A detailed analysis, separated into two segments, was conducted for the corridor to better understand the opportunities and conÿicts of developing a regional trail.

Segment 1:

Segment 1 (Figure 14) begins on exisitng trail from 145th Street, alongside Red Rock Drive, over US Highway 169 on 147th Street, and along Louisville Road before reaching County Road 14. Beginning at County Road 14, new trail would extend east along County Road 14 to Marystown Road. Segment 1 is 3.03 miles long and crosses 9 driveways on the north and south side and does not cross any private parcels. Segment 1 is subject to conÿict with 840-feet of wetland on the north side and 835-feet on the south side of the trail alignment.

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The total acquisition and construction cost to build Segment 1 is $4.86 million as shown in Table 4 below. This segment requires right-of-way easement acquisitions and trail infrastructure. A planning-level cost estimate was prepared, and the cost estimate methodology is outlined in Appendix A.

County Road 14 east of Schneider Lake.

Segment 2:

Segment 2 (Figure 15) extends along County Road 14 east from Marystown Road 2.25 miles to Marschall Road. The trail will cross up to seven driveways and passes between Schneider Lake on the south and Thole Lake on the north. The trail will extend across 4,840 linear feet of wetlands, which will require a boardwalk crossing to minimize impacts to the natural feature. The boardwalk can include a bump out to accommodate þshing and lake viewing from the trail which can help alleviate shoreline þshing pressure and current safety conÿicts along County Road 14. The Big Woods Regional Trail will be located on the east side of Marschall Road. At the time this Long-Range Plan was developed, the trail segment at

this location was not developed. Future roadway improvements along Marschall Road may include a trail underpass under Marschall Road to provide a grade-separated crossing from the Louisville-Merriam Junction Regional Trail to the Big Woods Regional Trail.

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The total acquisition and construction cost to build Segment 2 is $5.43 million as shown in Table 4 below. This segment requires right-of-way easement acquisitions and signiþcant trail infrastructure including boardwalks. A planning-level cost estimate was prepared, and the cost estimate methodology is outlined in Appendix A.

FIGURE 14 | SECTION 1 DEVELOPMENT CONCEPT
Source: Scott County

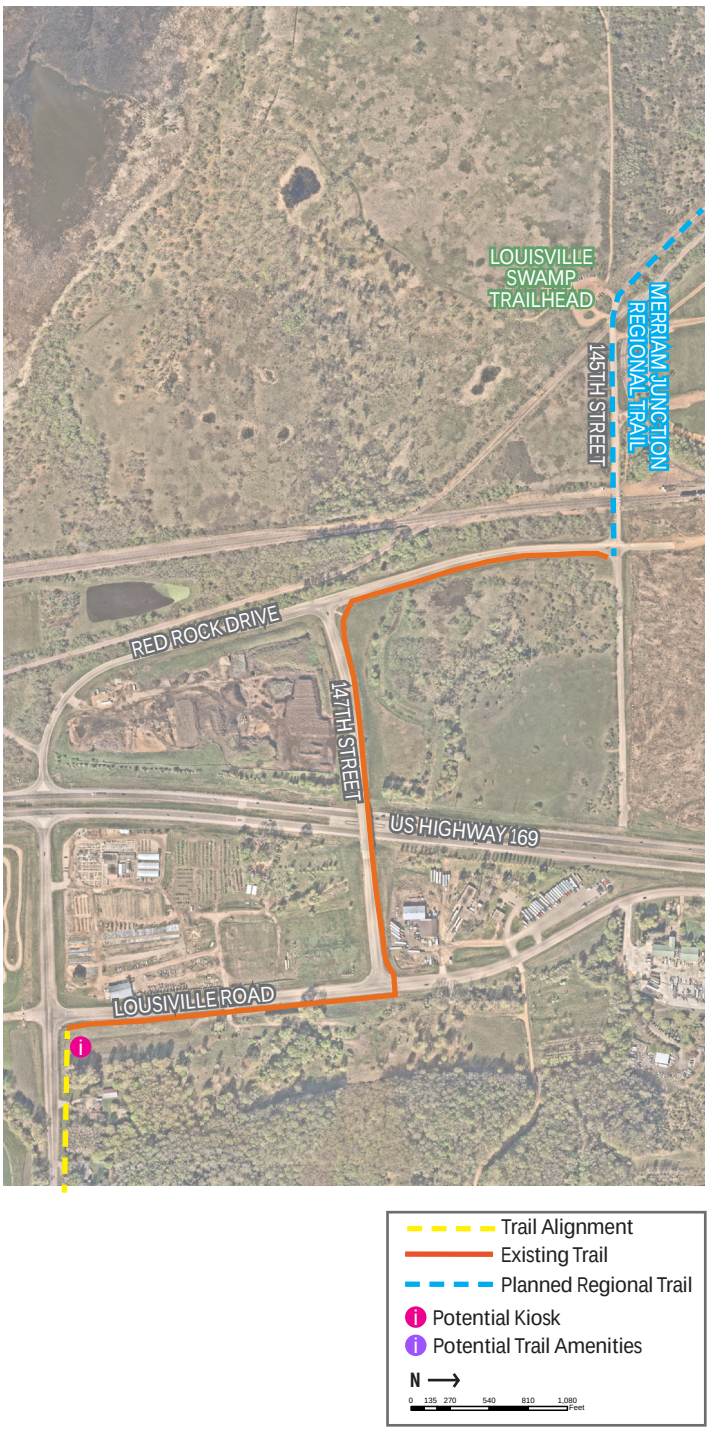


TABLE 4| NEW TRAIL SEGMENT COST SUMMARY

Segment	Length (miles)	Acquisition Cost	Design & Construction Cost	Segment Subtotal
2	2.25	$809,000	$4,620,000	$5,429,000

Segment Cost Summary does not include existing trail segments as no additional costs are anticipated for these segments.

FIGURE 14 | SECTION 1 DEVELOPMENT CONCEPT (CONTINUED)
Source: Scott County

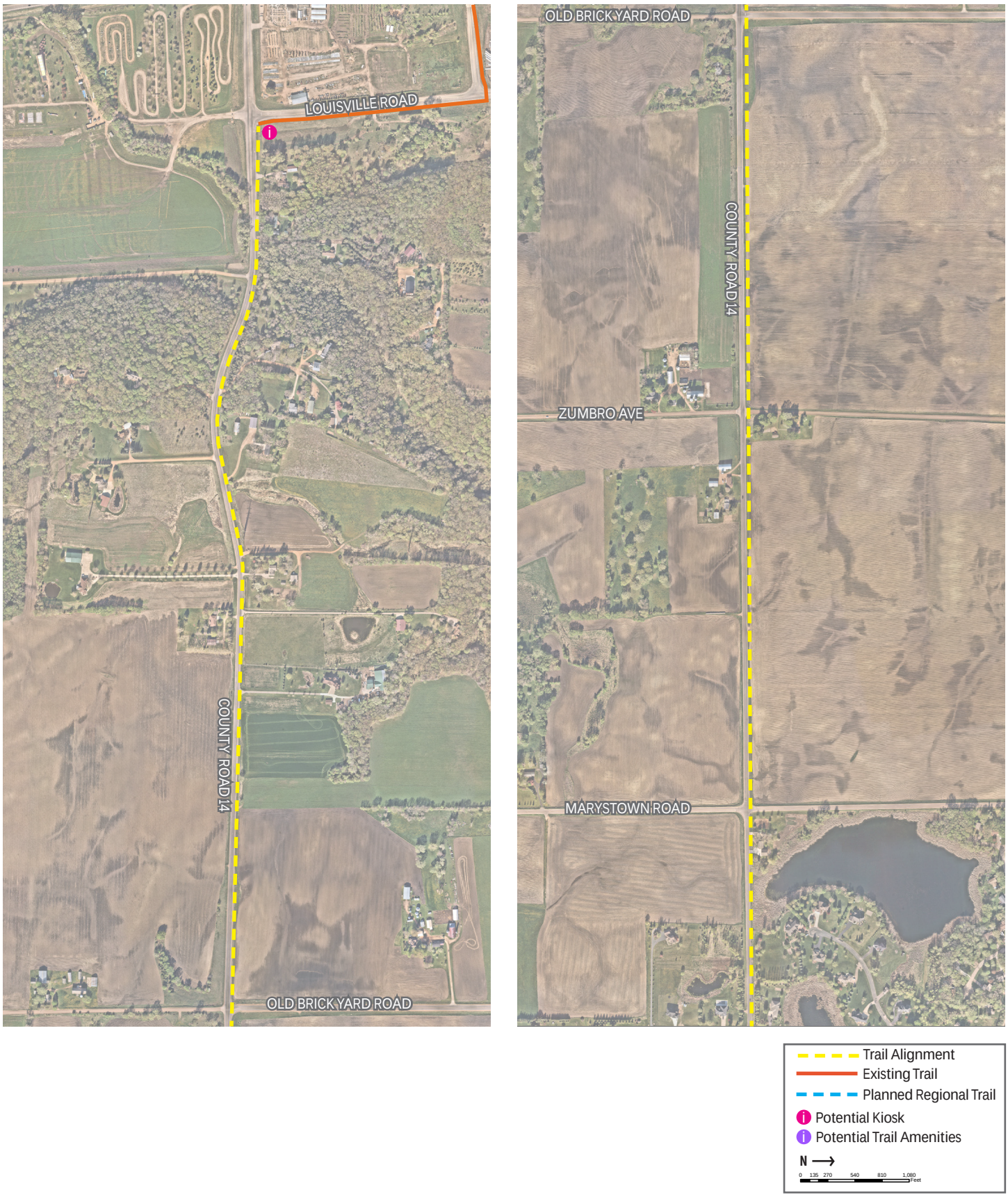
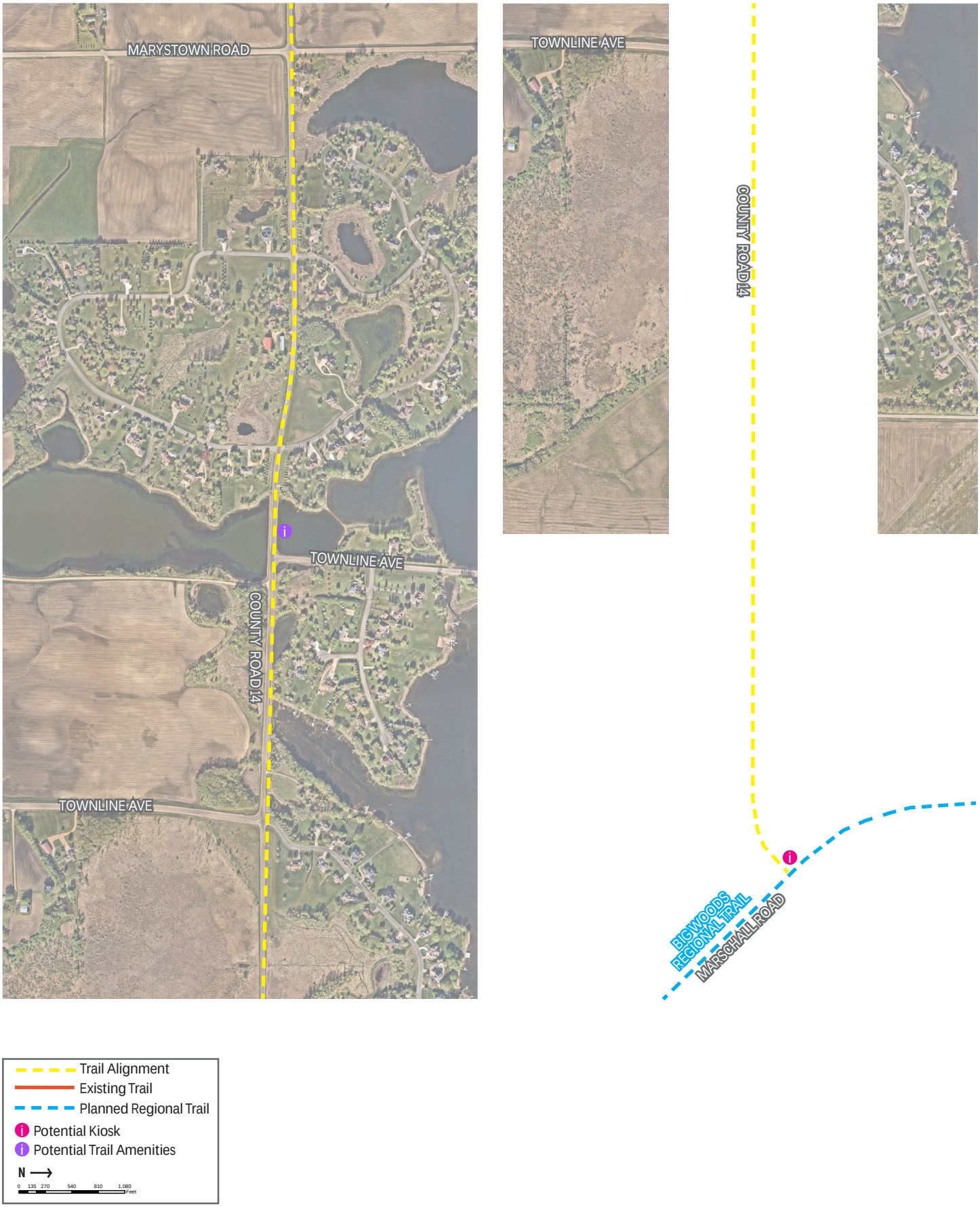


FIGURE 15 | SECTION 2 DEVELOPMENT CONCEPT
Source: Scott County



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CH. 6

BOUNDARIES AND ACQUISITIONS

The Louisville-Merriam Junction Regional Trail will require acquisition of easements adjacent to the County Road 14 right-of-way. The total estimated cost for easements is $1,228,000. For the purposes of this long-range plan, a high-level, yet detailed analysis of the proposed trail corridor was conducted to identify where property acquisitions and/or easements may be necessary to develop the trail along County Road 14.

The purpose of the analysis is to provide Scott County with an understanding of the costs for acquiring fee title or easements of portions of all the parcels identified in Table 5, Easement Costs. (See Appendix D for more detail on acquisitions).

Below is a summary of the regional trail acquisition intent:

> For locations where the trail will extend along roadways within public right-of-way, a width of 20-30 feet is identified for limited use permits or permanent easements that may be needed for trail development. Temporary construction easements may also be required from adjacent property owners and will be further defined during the design phase.

> In locations where development has yet to occur in the proposed corridor, the intent is to acquire a corridor of 30 feet. Scott County will work with adjacent property owners on a management plan to provide a linear park-like experience that will allow natural landscape buffers on either side of the trail. In locations where development is occurring or where larger parcels are not available, the acquisition of a corridor 20 feet wide will provide a smaller but sufficient buffer for the trail corridor.

> Scott County may consider acquiring additional easements or property in specific locations to accommodate trail amenities or to provide additional buffer and protection of natural resources, such as creeks or wetlands.

TABLE 5 | EASEMENT COSTS

Segment	Acres	Cost
1	5.01	$419,000
2	4.66	$809,000
TOTAL	9.67	$1,228,000

Easement Cost Summary does not include analysis of existing trail segments as no easements will be required.

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CH. 7

ACCESSIBILITY

Accessible Trails

Scott County is committed to providing activities, access, and resources for all trail visitors, including persons with disabilities and members of special population groups and will do so throughout planning, development, and operation and maintenance activities of the regional trail system. Scott County supports equal access for all users to its park and trail facilities. Trail facilities will be designed to meet or exceed guidelines established by the Americans with Disabilities Act. The proposed Louisville-Merriam Junction Regional Trail, including the existing trail section, is aligned to accommodate a wide range of user groups with varying abilities and offers access to many populations. Scott County's current policies strive to keep public park, trail, and open space facilities affordable for all residents. Building accessible recreation supports the aging population of Scott county and the communities of all abilities.

Accessibility for all age groups including the aging population means clear wayfinding, well lit areas, resting areas, and safety indicators for trail crossings and intersections.

Accessibility for all mobility types including those with disabilities means strategic thought of pavement types, bench design, and wayfinding for inclusivity and readability.

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CH. 8

PUBLIC SERVICES

Trail Public Services

The Louisville-Merriam Junction Regional Trail is located primarily along County Road 14 with access to nearby services such as parking. The existing and unbuilt sections of the trail will not need additional services to become operational. Should neighboring communities' desire to construct signature features, additional utilities and roads may need to be developed to accommodate the improvement. Examples of signature features may include rest stops, local park access, interpretation and wayþnding signage. Sewer infrastructure is not needed for the planned or existing segments of the trail.

To ensure the maximum safety possible for trail visitors and neighboring residents, Scott County will work closely with local public safety organizations to monitor trail use and take preventative measures to deter unauthorized activity. Police, þre and emergency services are provided by the Scott County Sheriffõs Ofþce, Shakopee Fire Department and Allina Ambulance, respectively.

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CH. 9

CONFLICTS AND MITIGATION

Surrounding Land Uses

The majority of the land adjacent to the Louisville-Merriam Junction Regional Trail corridor is private property. Concerns may arise over driveway crossings. Scott County will work on a case-by-case basis to review the driveway crossing and will work during design development to identify mitigation measures, such as clearing sight lines or adding additional warning signage to the crossing. Beyond driveway and road crossings, no major conÿicts have been identiþed on the planned or existing sections of the trail.

Property Values

Studies conducted by the National Recreation and Park Association and American Trails assessing the effect of trails on property values have been conducted for trails throughout the United States. The studies showed trails have no negative impact on either the marketability of property or its value. There was a belief among some, typically between 20 and 40 percent of a study sample, that there was a positive impact on marketability and value. Some homeowners adjacent to trail corridors have begun marketing the sale of their homes speciþcally to trail users.

Parking

No new parking facilities or trailheads are proposed exclusively for the Louisville-Merriam Junction Regional Trail. Parking lot and trailhead access have been identiþed at the existing US Fish & Wildlife Louisville Swamp Refuge Unit parking lot in Louisville Township on the west side of the trail corridor. Additional parking and trail access points along the Big Woods Regional Trail are available at Spring Lake Regional Park.

Appropriate Uses of the Trail

Scott County allows walking, running/jogging, bicycle riding, in-line skating, skateboarding, kick scooters, bird watching, and dog walking on regional trails. Motorized vehicles not allowed include, but are not limited to, motorized scooters, all-terrain vehicles, golf carts, motorcycles, automobiles,

trucks, sport utility vehicles, and snowmobiles. The trail planned for non-motorized pedestrian and cycling activities is too narrow to accommodate other parallel activities. Parallel activities requiring separation from pedestrian and cycling activities would include equestrian, ATV and mountain biking type activities.

E-Bikes

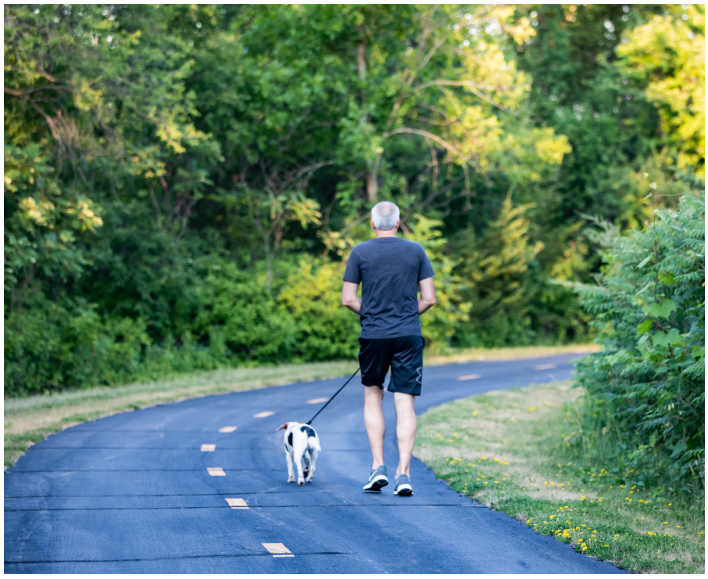
Electric bikes (E-bikes) are currently given the same rights as traditional bicycles on regional trails by state statute and are therefore allowed to use the Louisville-Merriam Junction Regional Trail.

Snowmobiles

Scott County supports snowmobiling on existing snowmobile trails within the county. This long-range plan does not support snowmobiling on the Louisville-Merriam Junction Regional Trail. There are two snowmobile trails that cross the trail corridor to provide access to O'Dowd Lake, and to connect with trails west of the corridor, but snowmobiles will not be allowed to access the paved trail or corridor.

Dog Walking

Dogs are allowed on all Scott County Regional Trails. Dog-walkers are required to keep their dogs on leashes no longer than six feet and must clean up after the pets. These policies will also be in effect for the entire Louisville-Merriam Junction Regional Trail.



Bike use example.

Dog Walking use example.

CH. 10

OPERATIONS AND MAINTENANCE

Overview

Scott County will operate and maintain the Louisville-Merriam Junction Regional Trail with a variety of professional staff and in accordance with the County's policies, management practices and ordinances. Once developed, the trail may be incorporated into the County's operating partnership with Three Rivers Park District.

Governance

The Scott County Board of Commissioners is the governing body and policy board with jurisdictional and operational authority for Scott County regional parks and trail facilities. The Scott County Parks Advisory Commission, appointed by the County Board, serves as ambassadors for the citizens of the county and to inform and make recommendations to the Board on policy, planning, operational, and þnancial matters related to the Countyðs regional park and trail system.

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Scott County Park Ordinance Number 29 provides for the safe and peaceful use of the county's regional parks and trails. The Park Ordinance is enforced for all users and activities within the designated regional park and trail system. Hours of operation for Scott County trails is from 5 AM to 10 PM. The county's regional trails are maintained from April 1 until November 15; however, the trails are open to the public year-round. Local jurisdictions may elect to provide winter use on sections of regional trail within the city limits. In the case of the Louisville-Merriam Junction Regional Trail, the County may elect to operate and maintain (plowing) the trail for pedestrian use in the winter months depending on use demands at the time of development.

General rules that exist today for the county's regional trails include the following, and at the time this long-range plan was prepared, are anticipated for the Louisville-Merriam Junction Regional Trail:

- No motorized vehicles
- No horses
- Obey trafþc signs and rules
- Dogs must be leashed (max of a 6-foot, non-retractable)
- Dog owner must pick up waste
- Yield to slower trail users
- Keep right except when passing
- Warn others when passing
- Respect adjoining landowners' rights and privacy
- Be alert and cautious.

Public Safety Plan

The Scott County Park Service Unit is responsible for patrolling county parks and trail facilities. Park Service patrollers provide customer service and enforce rules and regulations. Patrollers strive to educate and inform trail users, but also have authority to enforce the County's Park Ordinance and issue warnings and citations. Park Service staff work in collaboration with the Scott County Sheriff's Ofþce (SCSO). The SCSO participates in planning and management strategies around enforcement and provides response back up to the Park Service group. The SCSO will respond to calls for service needs on the Louisville-Merriam Junction Regional Trail. In addition to responding to calls for service, the 911 First Responder system will answer emergency calls made from the trail. The SCSO participates in a statewide mutual aid program that facilitates the sharing of public safety resources in times of emergency or other unusual conditions. This program facilitates assistance received from surrounding police agencies.

Trail Maintenance Plan

Scott County will maintain the Louisville-Merriam Junction Trail in a safe, clean, and usable manner. Proper routine and preventative trail maintenance is important to provide a safe and enjoyable recreational experience for trail users and to get the maximum life out paved trails, which are major infrastructure investments. The County works in partnership with the cities as well as Three Rivers Park District in carrying out maintenance of its regional trails.

Routine maintenance includes specialized and seasonal tasks and inspections. Tasks include mowing, sweeping/blowing, litter and debris removal and trash clean up. Specialized work includes tree trimming and removal, pothole patching, culvert replacement, trail edge stabilization, and addressing erosion issues. Under the County's preventative pavement maintenance program, the trail will receive scheduled maintenance activities including striping, seal-coating, overlay, and trail redevelopment. Once every two years a surface evaluation inventory is done, and this informs the exact timing of these preventative maintenance activities. Adhering to the scheduled activities early in a trail's life typically results in being able to extend the timing of overlays and redevelopment.

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Trails are inspected annually in the spring as part of a preseason maintenance program and are then inspected periodically by maintenance staff as part of ongoing operations. Minor trail repair is handled on a timely basis, while suspected major repair are evaluated and recommended to County management for planning or engineering review.

TABLE 6 | TRAIL MAINTENANCE SCHEDULE
Source: Scott County

Routine Maintenance Practices	

On-going throughout the year	• Vegetation- mow shoulders (maintain 2-3 feet clearance)
	• Sweep or blow trail surface
	• Litter and debris pick-up
	• Trash removal
	• Use/safety inspections
	  • Verify safety (fallen/hanging branches, slippery spots, etc.)
	  • Graffiti/vandalism
	  • Address surface failures
	  • Drainage/culvert clearing

1 -3 years	• Annual inventory of surface failures (cracks, dips, crumbling edges)
	• Vegetation management
	  • Noxious weed control as needed
	  • Trim trees/shrubs to maintain clearance

Preventive Pavement Maintenance Practices	
2 years	• Pavement surface condition evaluation
4 + years	• Signs and lane/crossings striping - as needed • Fog seal - every 4 to 6 years • Sealcoating - every 6 to 10 years • Overlay - every 15 to 20 years

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On-going operations and maintenance expenditures for the Scott County regional trail system are budgeted in the County's Parks and Trails operating budget. Consistent with funding for the operation and maintenance of its regional parks and its county road trails, the primary source of funding for regional trail operations and maintenance will be the Scott County levy. A portion of operating and maintenance funding will come from the Metropolitan Council and distributed to Scott County consistent with MN Statute 473.351. The Metropolitan Council and State of Minnesota provide funding for acquisition, development, and redevelopment projects through the Regional Parks CIP. Additional funding opportunities through federal, state, and county programs will be solicited when applicable.

Scott County works collaboratively with cities and Three Rivers Park District to maintain its existing regional trail system. Regardless of who performs the work, trail maintenance activities will be consistent with the schedule in Table 6. Anticipated maintenance costs, including staff time, routine maintenance and preventative maintenance are anticipated to be $6,000 per mile, including stafþng, routine and preventive pavement maintenance for a total of $31,680 for Scott County annually (2023 dollars). once the regional trail is fully developed. The County regularly explores opportunities for resource sharing with municipalities to þnd cost efþcient methods to provide operations and maintenance within the regional trail corridors.

Public Awareness

Once the Louisville-Merriam Junction Regional Trail is completed, ongoing promotion and communication regarding the trail and its use will be important. Scott County will inform and engage with the public through its website, public and media relations activities, and social media. A variety of tools used to promote the County's regional park and trail system include digital and social media, maps, direct mailings, brochures, and press releases. Scott County engages with community, faith-based, business and government partners to promote its facilities, programs, and services. A focus area is placed around developing partnerships that support Scott County to better serve all residents of the County, especially those with less access to its park and recreation facilities.

As development and construction plans are proposed, public information meetings will be held as a means to inform the public, to collect input and to have dialogue on ideas and potential conÿicts.

Scott SCENE

Vol. 35, No. 2 — The mission of Scott County is to advance safe, healthy, and livable communities through citizen-focused services. — Summer 2023

Park projects underway
Lakeside parkland to be enhanced for fishing, hiking, more.
Page 2

Parenting support offered
Online and in-home parenting programs available.
Pages 16

Preserving land & water
Local farmers recognized for efforts to improve water quality, soil conditions.
Page 20

Enjoy beautiful parks and community events this summer in Scott County. This family participated in the Heimatfest Youth Fishing Contest at Lagoon Park in Jordan, an event scheduled again on Sept. 8.

Enjoy summer in Scott County

Summertime, and the livin' is easy! The kiddos are out of school, the windows are open, and there are more things to do in and around Scott County to fill these precious few months with action and activities. From produce stands to parks, from events to entertainment, from lakes to libraries – we really have it all right here; big outings (after all, we're the Land of Big Fun: riversouthmn.com) and more intimate gatherings (e.g., Scott County Historical Society events and exhibits: scottcountyhistory.org) alike.

In this issue, you'll get a taste of what's waiting for you in Scott County this season: community events, farmer's markets, park and library programming, and more. We also have some of the most amazing natural beauty in our own backyard. And who can forget the *Five Best Days of Summer*, the Scott County Fair (July 26-30)? Keep this issue handy this summer (and visit www.greatscottcounty.org) to make sure you don't miss a single day of fun and enjoyment!

Drones with trained operators help Sheriff's Office increase public safety

As technology continues to advance, so do the tools available to law enforcement. One such tool that has become increasingly popular in recent years are unmanned aerial vehicles (UAVs), commonly referred to as *drones*. The Scott County Sheriff's Office acquired its first UAV in 2020, thanks to a generous private donation from Frandsen Bank & Trust of Jordan.

"This technology has helped the us better serve and protect our communities, and we are excited to share some of the ways we use UAVs, said Scott County Sheriff Luke Hennen.

The Sheriff's Office currently has two UAVs and five authorized UAV pilots on staff to operate them. In Minnesota, UAV operators for law enforcement agencies go through specialized training, are required to obtain a Remote Pilot Certificate from the Federal Aviation Administration (FAA), and remain in strict compliance with all state and federal regulations to ensure that residents' privacy and confidentiality are not compromised. Deployment of the UAVs also requires authorization from command staff for every potential flight.

Some ways the Sheriff's Office has used (or could potentially use) UAVs include:

Search and Rescue: UAVs can be deployed quickly and provide an aerial view of a situation, helping first responders make informed decisions and respond more effectively to emergencies. Instead of spending hours searching for missing persons, suspects, or surveying a disaster area, UAVs can quickly and efficiently cover large

DRONES to page 8

The Sheriff's Office currently has two drones and five authorized operators.

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CH. 11

CULTURAL AND NATURAL RESOURCES

Scott County requested a cultural resources literature review of the Louisville-Merriam Junction Regional Trail corridor and the Shallow Waters Regional Trail search corridor because the area in which these trails will be developed has known historic and cultural signiþcance. Although not required by the Metropolitan Council for plan approval, Scott County initiated this work to inform the planning process and alleviate challenges during design development that would arise if culturally signiþcant resources were identiþed in the planned trail corridor.

The Cultural Resources Literature Review supports compliance efforts with Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). Two literature reviews were completed to identify architecture / history resources, and archaeological resources. The full literature review report is included in Appendix C.

Architecture/History Resources

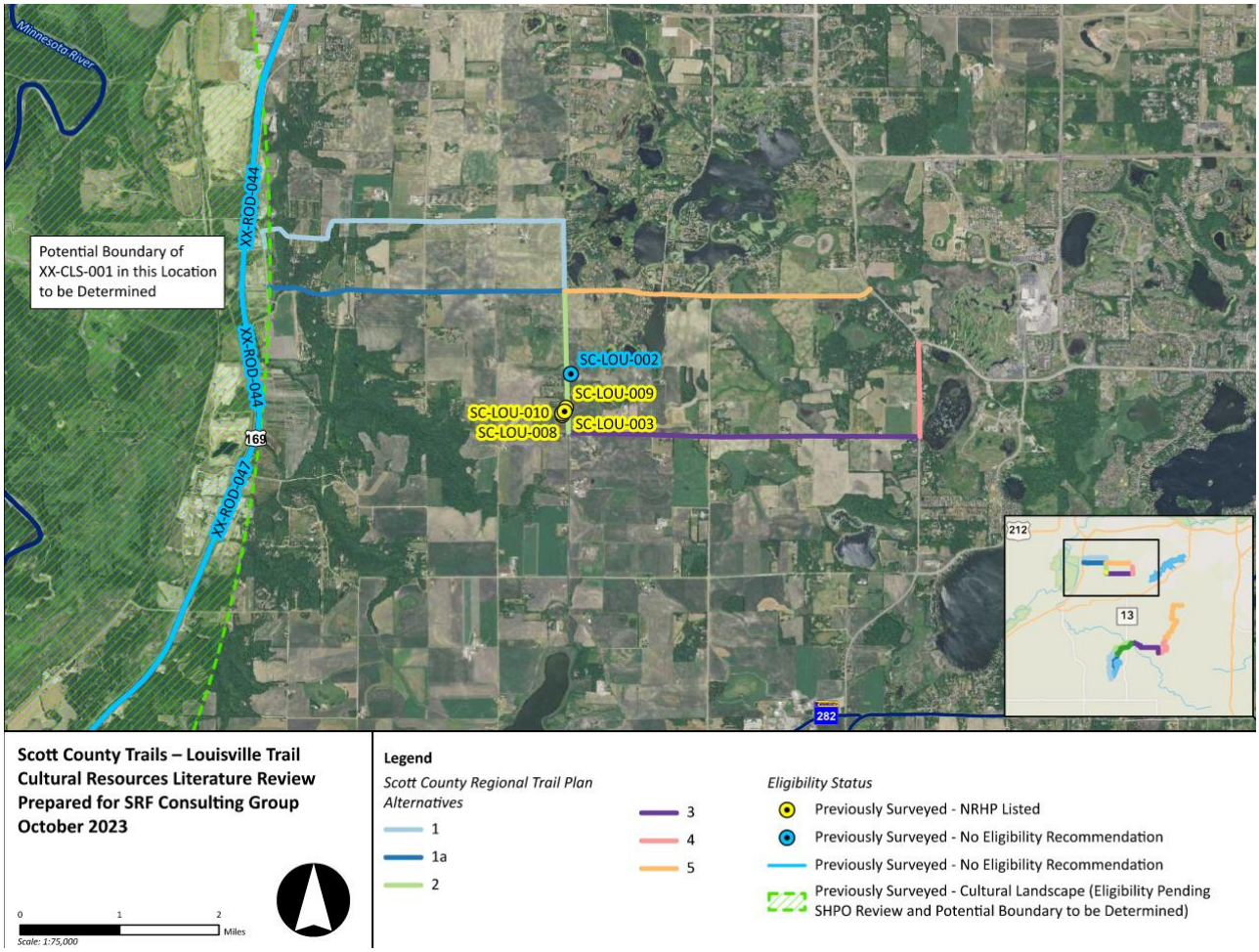
This architecture / history literature search identiþes previously surveyed, recommended eligible, and National Register of Historic Places (National Register) listed properties that have the potential to be impacted by the proposed project. For the purposes of the literature search, the preliminary study area includes properties adjacent to the proposed corridor, which is expanded to an approximately 400-foot buffer from the proposed corridor center line, used as a standard width across the project corridors, and accommodates the variable width of roadway rights-of-way. The search area includes several corridors that were identiþed during the planning process as possible alternative trail routes.

Five previously surveyed properties are in the vicinity of the Louisville-Merriam Junction Regional Trail alignment, including three linear resources, an individual property, and a complex (see Table 7). The two linear resources—Trunk Highway 169 (TH 169, XX-ROD-044) and Former TH 5: TH 19 (XX-ROD-047)—have been recommended not eligible. The Dakota and Ho-Chunk Cultural Landscape (XX-CLS-001) was evaluated by Mead & Hunt in 2022 as part of an ongoing project and recommended eligible. It is pending submittal and review by SHPO. SC-LOU-002 had no eligibility recommendation.

TABLE 7 | PREVIOUSLY SURVEYED PROPERTIES WITHIN/ADJACENT TO THE TRAIL CORRIDOR
Source: Mead & Hunt

Segment	Inventory No.	Resource	Address	Eligibility
1, 1a	XX-CLS-001	Dakota and Ho-Chunk Cultural Landscape	Roughly the Minnesota River Valley between Upper Sioux Community, Mankato, and Fort Snelling	Recommended eligible, pending review by SHPO
1, 1a	XX-ROD-044	TH 169	Full extent (from Blue Earth County to Lake County)	Recommended not eligible
1, 1a	XX-ROD-047	Former TH 5: TH 19 in Scott County to Shakopee	Scott County to Shakopee	Recommended not eligible due to loss of integrity
2	SC-LOU-002	House	15575 Marystown Road, off Co. Hwy. 15, Louisville Twp.	No National Register eligibility recommendation
2	SC-LOU-003, LOU-008, SC-LOU-009, SC-LOU-010	Saint Mary's Church of the Purification Complex	15850 Marystown Road, Marystown, Louisville Twp.	National Register listed in 1980

FIGURE 16 | PROPERTIES ALONG THE LOUISVILLE-MERRIAM JUNCTION REGIONAL TRAIL CORRIDOR
Source: Mead & Hunt



The Saint Maryõs Church of the Puriþcation Complex (SC-LOU-003, SC-LOU-008, SC-LOU-009, SC-LOU-010) is listed in the National Register. The properties are mapped in Figure 16 and described in greater detail in the full report in the appendix.

Archaeological Resources

The archaeological literature review found that there are no previously recorded archaeological sites and two unconþrmed sites within the Louisville-Merriam Junction Regional Trail corridor. Archaeological data from the Ofþce of the State Archaeologist is conþdential and cannot be shared in this report. Knowledge of the two unconþrmed sites will help Scott County in future planning and design development of the Louisville-Merriam Junction Regional Trail.

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The project may need to comply with federal and state regulations related to cultural resources. The information below and accompanying ÿowchart in Appendix C outlines the potential federal and state regulations. The ÿowchart is applicable for projects where the Federal Highway Administration (FHWA) is the lead federal agency. Due to the potential complexity of a large project like this that extends for many miles with many potential underlying landowners and various federal and state agency involvement, it is recommended that, once a preferred route is selected, property ownership of impacted parcels and agency involvement should be identiþed to assist in outlining the various federal and state regulations that will apply to the project.

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If the project has funding from FHWA, it is expected that FHWA would likely be the lead federal agency. In this case, the project would be coordinated with the Minnesota Department of Transportation Cultural Resource Unit (MnDOT CRU), which will conduct the Section 106 review on FHWA's behalf. If other federal agencies fund or permit the project, they will likely recognize FHWA as the lead federal agency and adopt its Section 106 determinations and þndings.

If FHWA funding is not obtained and other federal agencies are funding or permitting the project, it is recommended that Scott County coordinate early with those agencies to determine the lead federal agency and the scale and scope of the area they will deþne as the project APE. For example, if there are wetland impacts and the U.S. Army Corps of Engineers (USACE) needs to permit the project, it will often deþne its APE to areas of permitted activities. If another portion of the project, for example, has Land and Water Conservation Fund (LAWCON) lands, then the National Park Service via the Minnesota Department of Natural Resources (DNR) may identify an APE limited to the boundaries of the LAWCON lands. In such a scenario, the project may end up with multiple Section 106 reviews with different APE boundaries. If identiþed early that there will be multiple agency involvement, it can help ease the completion of the project reviews.

Minnesota State Statutes

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The Minnesota Historic Sites Act requires state agencies carrying out any undertaking that will affect designated or listed properties (those listed on the National or State Registers of Historic Places), or funding or licensing an undertaking by other parties, to consult with SHPO. Typically, if the project has FHWA funding, the APE is for the entire project and the Section 106 process can typically fulþll

the requirements of the Minnesota Historic Sites Act. However, if another federal agency such as the USACE has a small or patchwork APE just covering areas of permitted activities, areas outside of that may be subject to the requirements of the Minnesota Historic Sites Act.

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The Minnesota Field Archaeology Act requires the state agency "controlling said lands" that are known or suspected to contain signiþcant archaeological sites to survey them and to share project plans with the SHPO, Ofþce of the State Archaeologist (OSA), and Minnesota Indian Affairs Council (MIAC) when sites are associated with American Indian history. If FHWA is the lead federal agency, its APE typically covers the same area as required by the Minnesota Field Archaeology Act. If another federal agency, such as the USACE has a small or patchwork APE just covering areas of permitted activities, areas outside of that may be subject to the requirements of the Minnesota Field Archaeology Act.

Human Remains

If any human remains are found on non-federal lands, the rules of the Minnesota Private Cemeteries Act (M.S. 307.08) applies. If human remains are found on federal lands, the rules of the federal law Native American Graves Protection and Repatriation Act (NAGPRA) apply.

APPENDIX

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Appendix C: Cultural Resources Literature Review Report

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Appendix A: Cost Estimates

UNIT LEGEND: LS=Lump Sum, SF=Square Feet, SY=Square Yard, EA=Each, LF=Lineal Foot, CY=Cubic Yards, AC=Acre

Scott County Parks & Trails

Louisville Regional Trail

Preliminary Construction Estimate (2023 Dollars)

Notes	Item	Unit	Unit Price (in Dollars)	Qty	Total (In Dollars)
Segment 1 (County Road 14, 2.13 miles)					
	Rural Trail, New	LF	$180	11,246	$2,024,352
	Rest Stop	EA	$11,000	2	$22,000
	Information Kiosk	EA	$45,000	1	$45,000
	Wayfinding Standard	EA	$13,000	2	$26,000
Segment 2 (CR 14 Marystown to Marschall Rd, 2.25 miles)					
	Rural Trail, New	LF	$180	10,130	$1,823,400
	Boardwalk	LF	$1,400	1750	$2,450,000
	Rest Stop	EA	$11,000	2	$22,000
	Information Kiosk	EA	$45,000	1	$45,000
	Wayfinding Standard	EA	$13,000	1	$13,000

(4.38 total miles) Subtotal*	**$6,470,000**
Design & Engineering Contingency (20%)	**$1,294,000**
Construction Contingency (20%)	**$1,294,000**
ESTIMATE TOTAL	**$9,058,000**

* Figure has been rounded.

Appendix B: Open House Presentation Materials

LOUISVILLE REGIONAL TRAIL & SOUTHERN SCOTT REGIONAL TRAIL MASTER PLANS

WELCOME

OPEN HOUSE

MAY 10, 2022

Scott

Project Introduction

- Scott County is developing master plans for the Southern Scott Regional Trail and the Louisville Regional Trail that will help implement the County's Regional Parks and Trails System Plan identified in the 2040 Comprehensive Plan Update.
- The master plan process will be completed in June 2023 with approval from the County Board and the Metropolitan Council.
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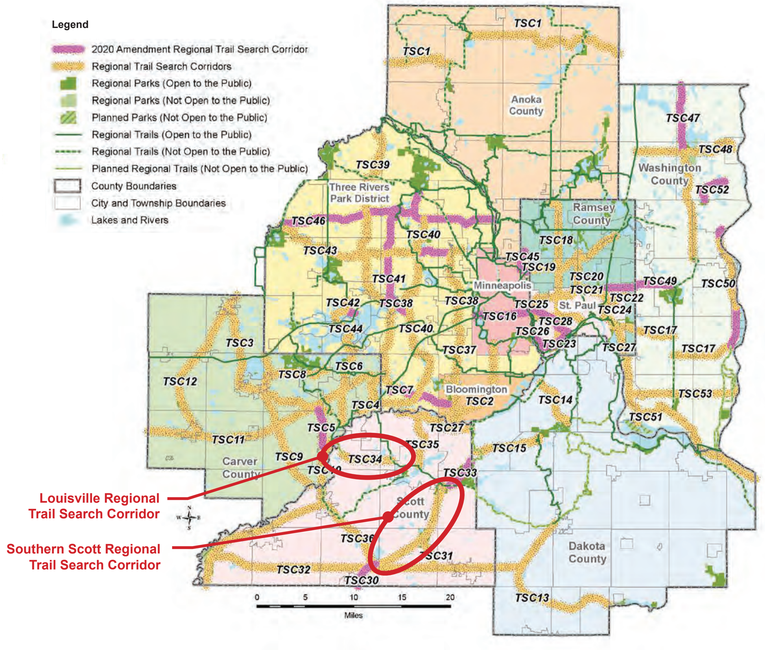
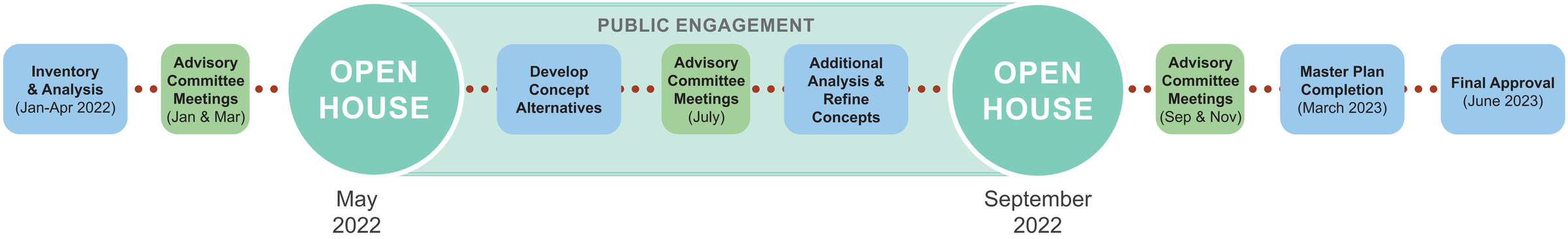
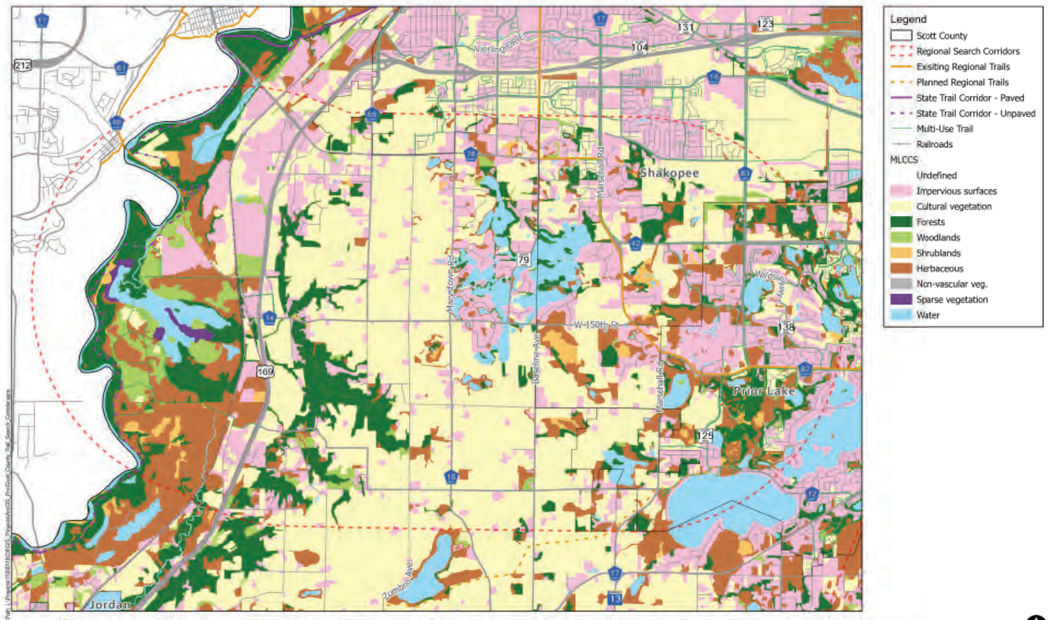


METROPOLITAN COUNCIL REGIONAL TRAIL SEARCH CORRIDOR MAP

Master Plan Process

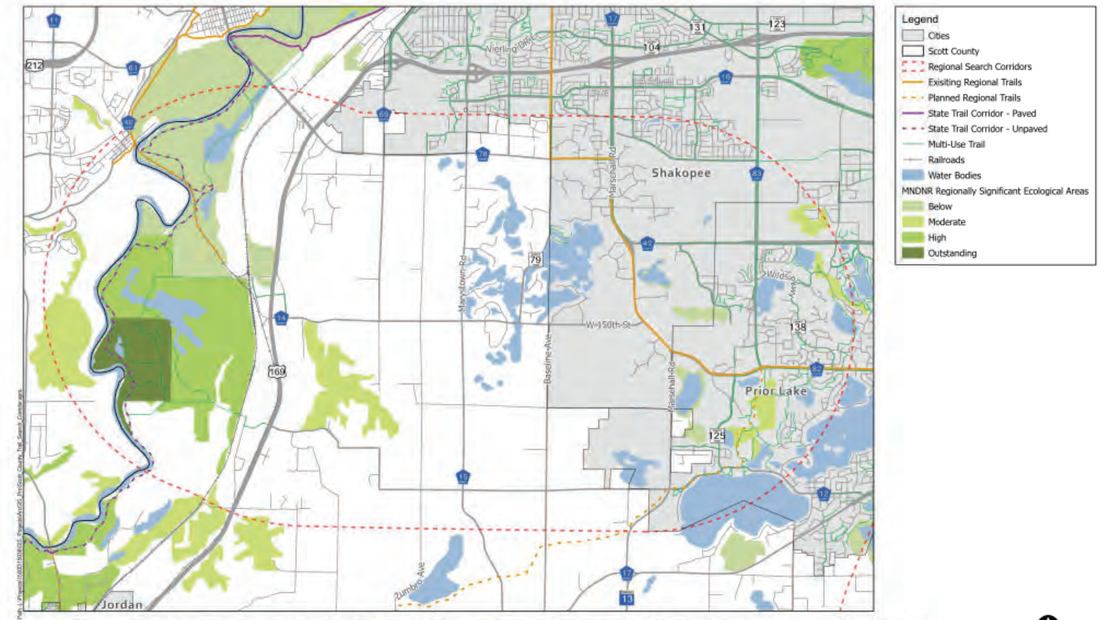


Trail Development Process



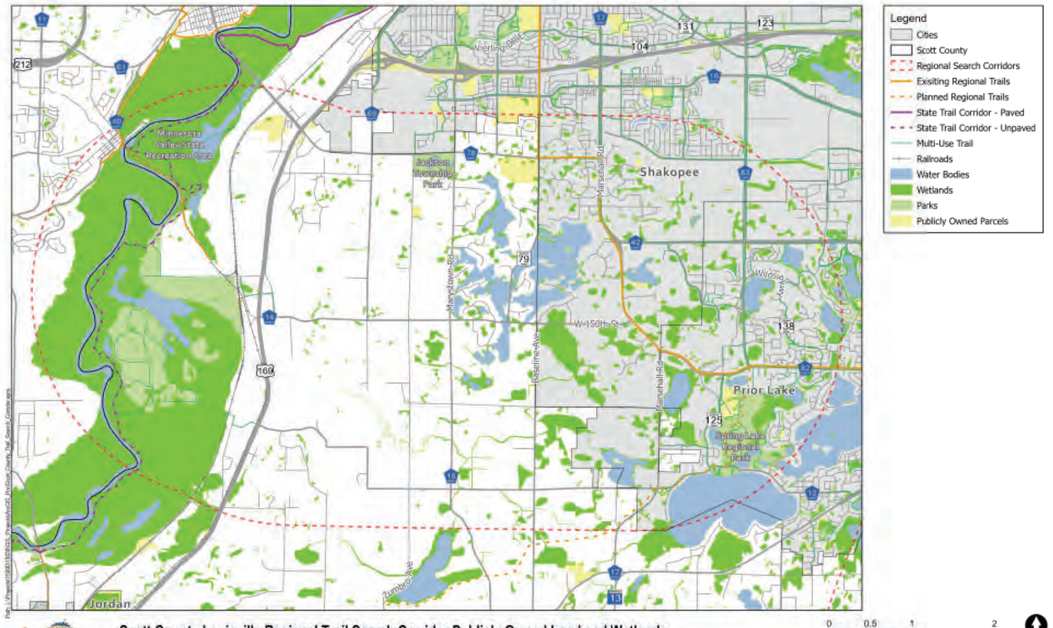
Scott County Louisville Regional Trail Search Corridor Minnesota Land Cover Classification System (MLCCS)

Scott County Regional Trails Master Plan



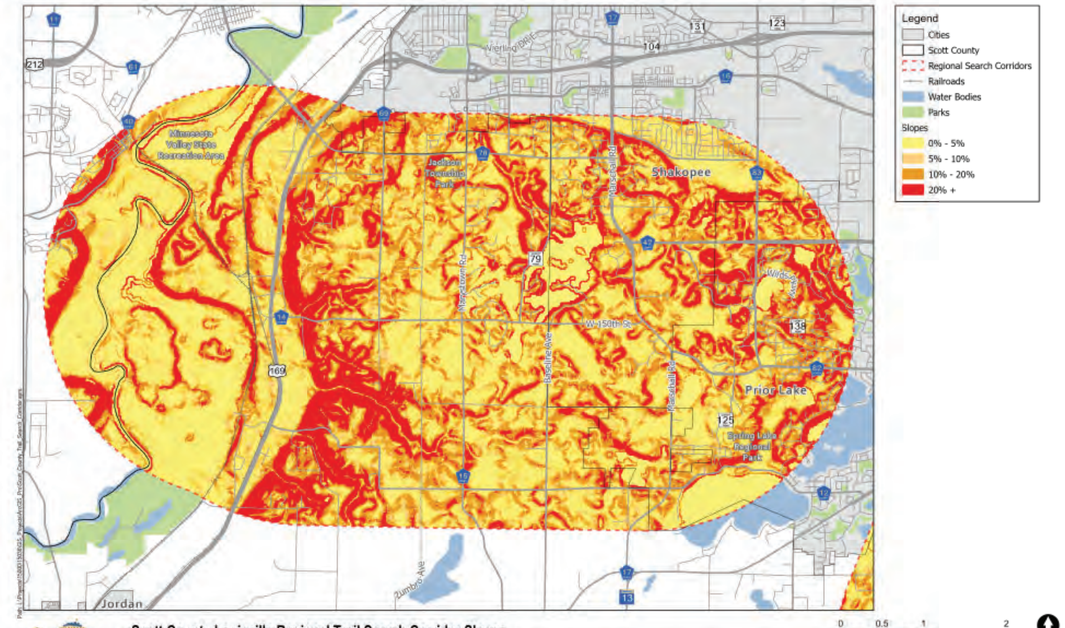
Scott County Louisville Regional Trail Search Corridor MNDNR Regionally Significant Ecological Areas

Scott County Regional Trails Master Plan



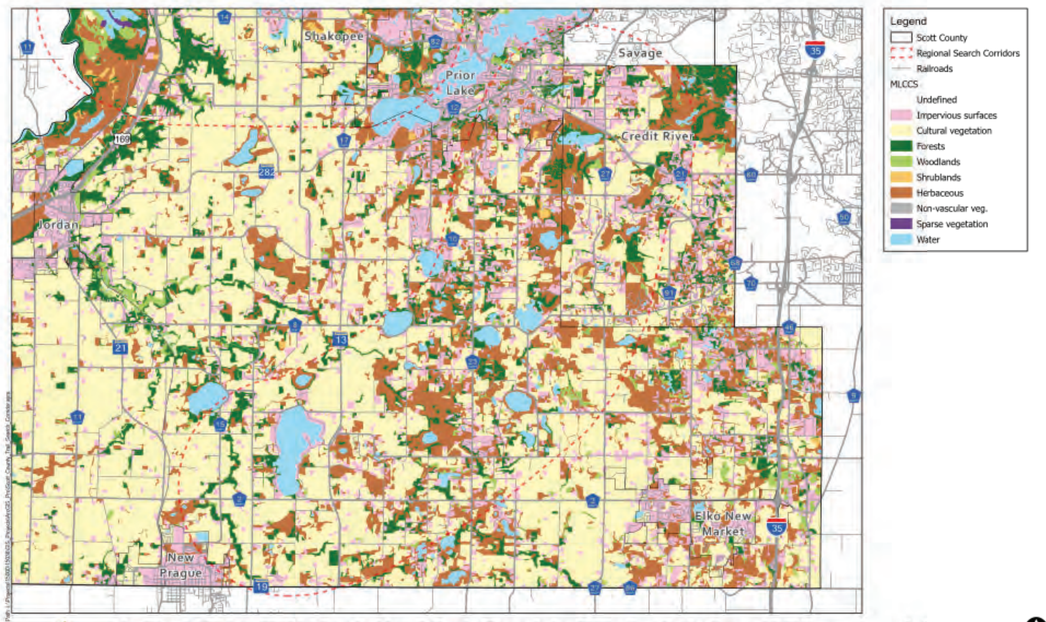
Scott County Louisville Regional Trail Search Corridor Publicly Owned Land and Wetlands

Scott County Regional Trails Master Plan



Scott County Louisville Regional Trail Search Corridor Slopes

Scott County Regional Trails Master Plan



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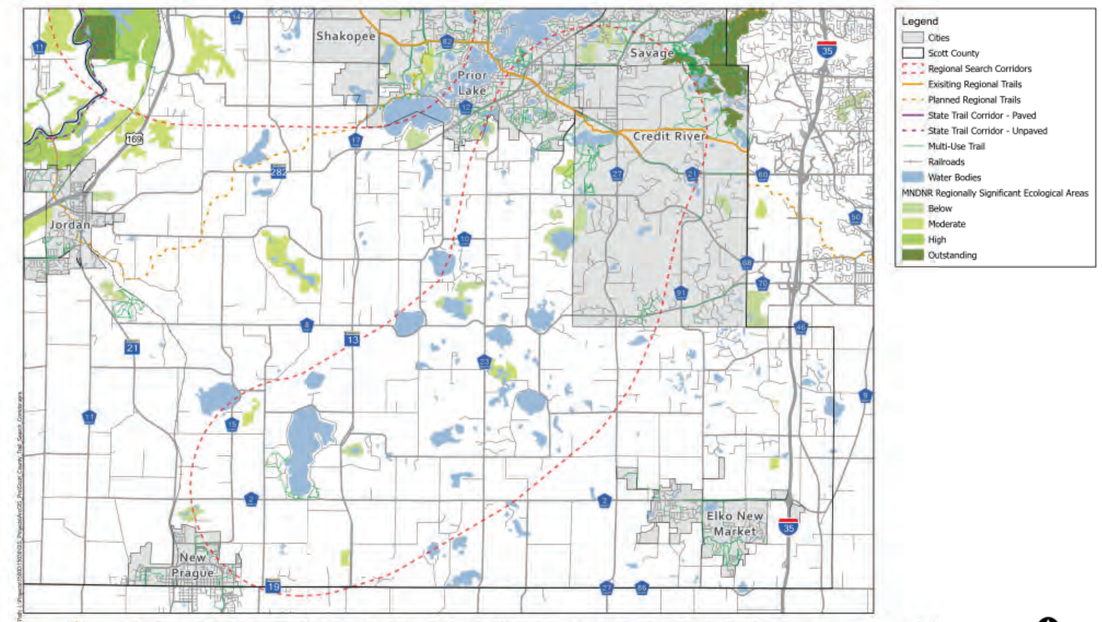
Scott County Regional Trails Master Plan



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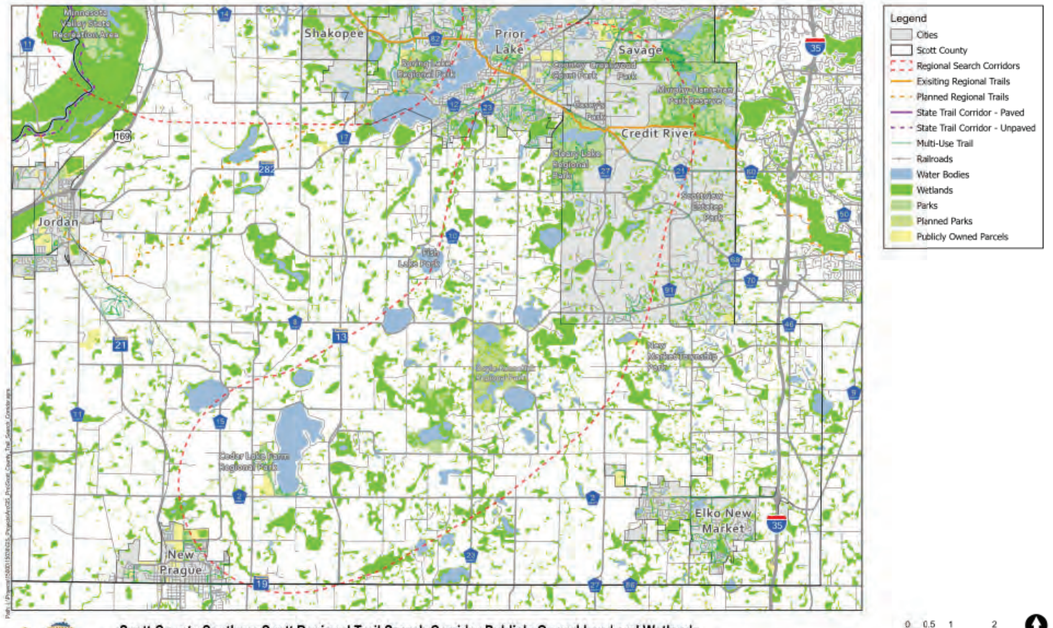

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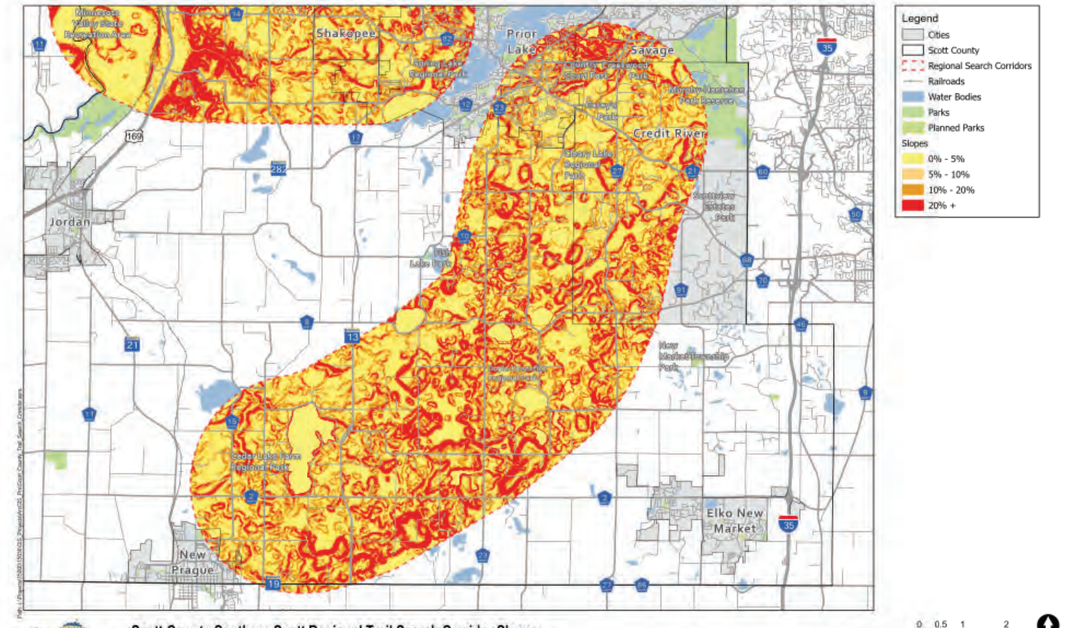
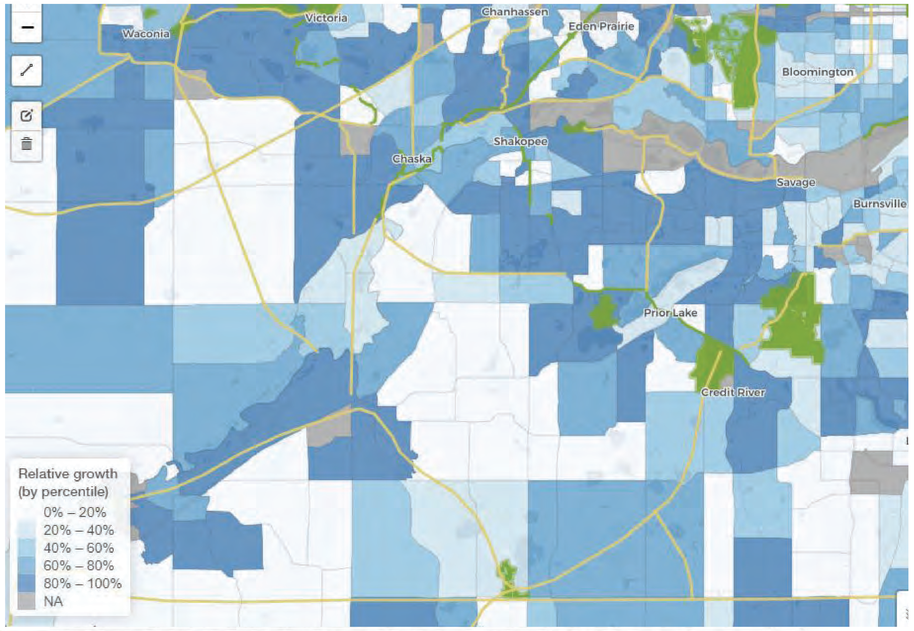


Scott County Southern Scott Regional Trail Search Corridor Slopes

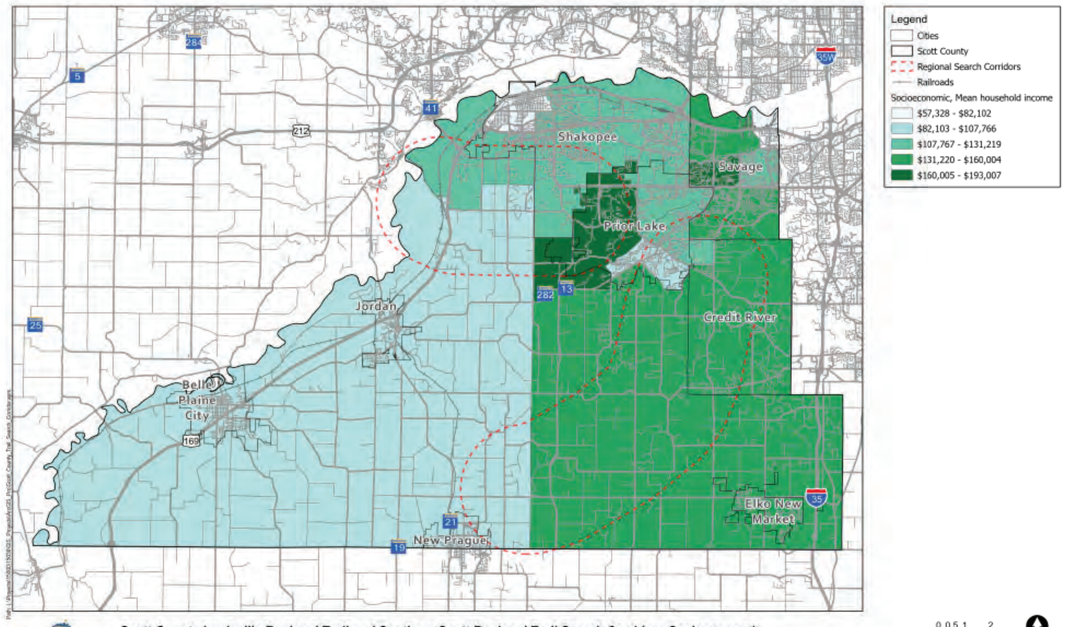
Scott County Regional Trails Master Plan

REPRESENTATIVE REGIONAL TRAIL IMAGES



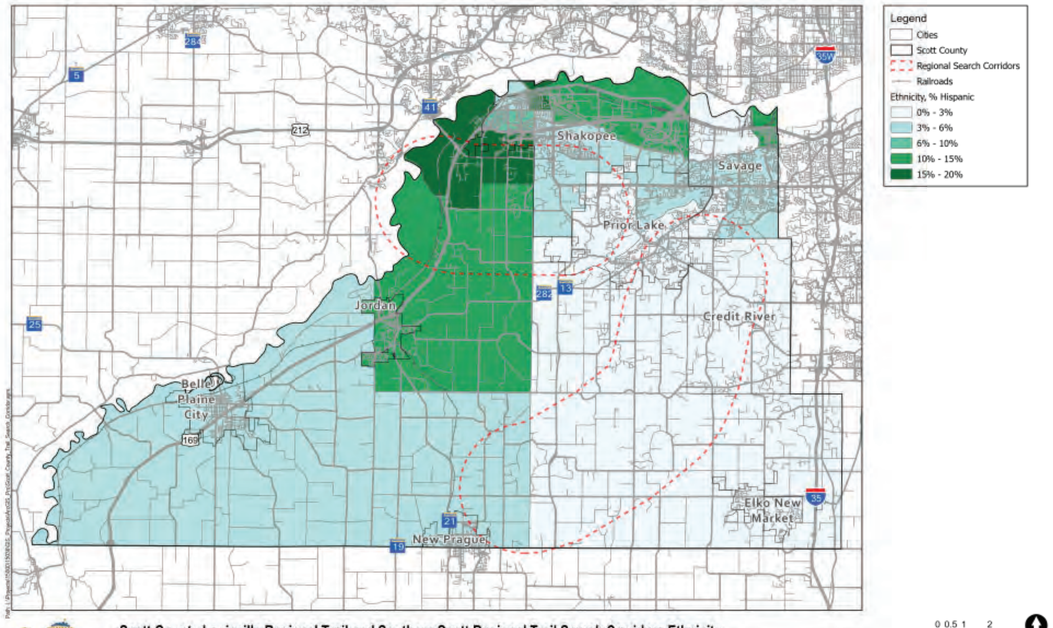
Scott County Population Growth 2010-2040 (Metropolitan Council, 2022)

Scott County Regional Trails Master Plan



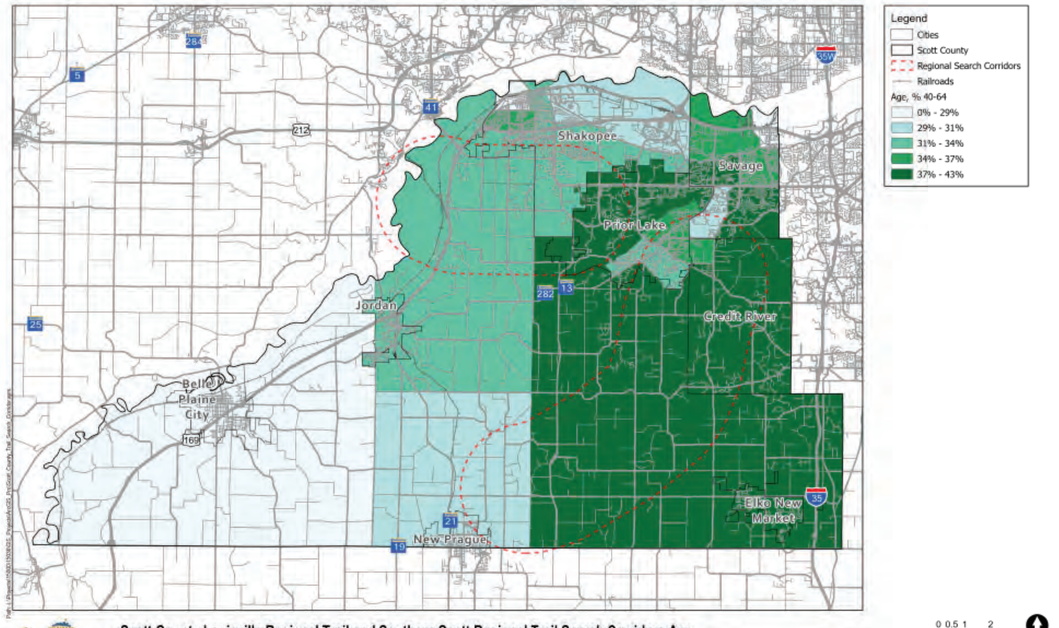
Scott County Louisville Regional Trail and Southern Scott Regional Trail Search Corridors Socioeconomic

Scott County Regional Trails Master Plan



Scott County Louisville Regional Trail and Southern Scott Regional Trail Search Corridors Ethnicity

Scott County Regional Trails Master Plan



Scott County Louisville Regional Trail and Southern Scott Regional Trail Search Corridors Age

Scott County Regional Trails Master Plan

SCOTT COUNTY FUTURE DEMOGRAPHICS

LOUISVILLE & SOUTHERN SCOTT REGIONAL TRAILS MASTER PLANS

May 2022

WHAT IS A REGIONAL TRAIL?

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BENEFITS OF TRAILS

Source: carolinathreadtrail.org

TYPES OF REGIONAL TRAILS

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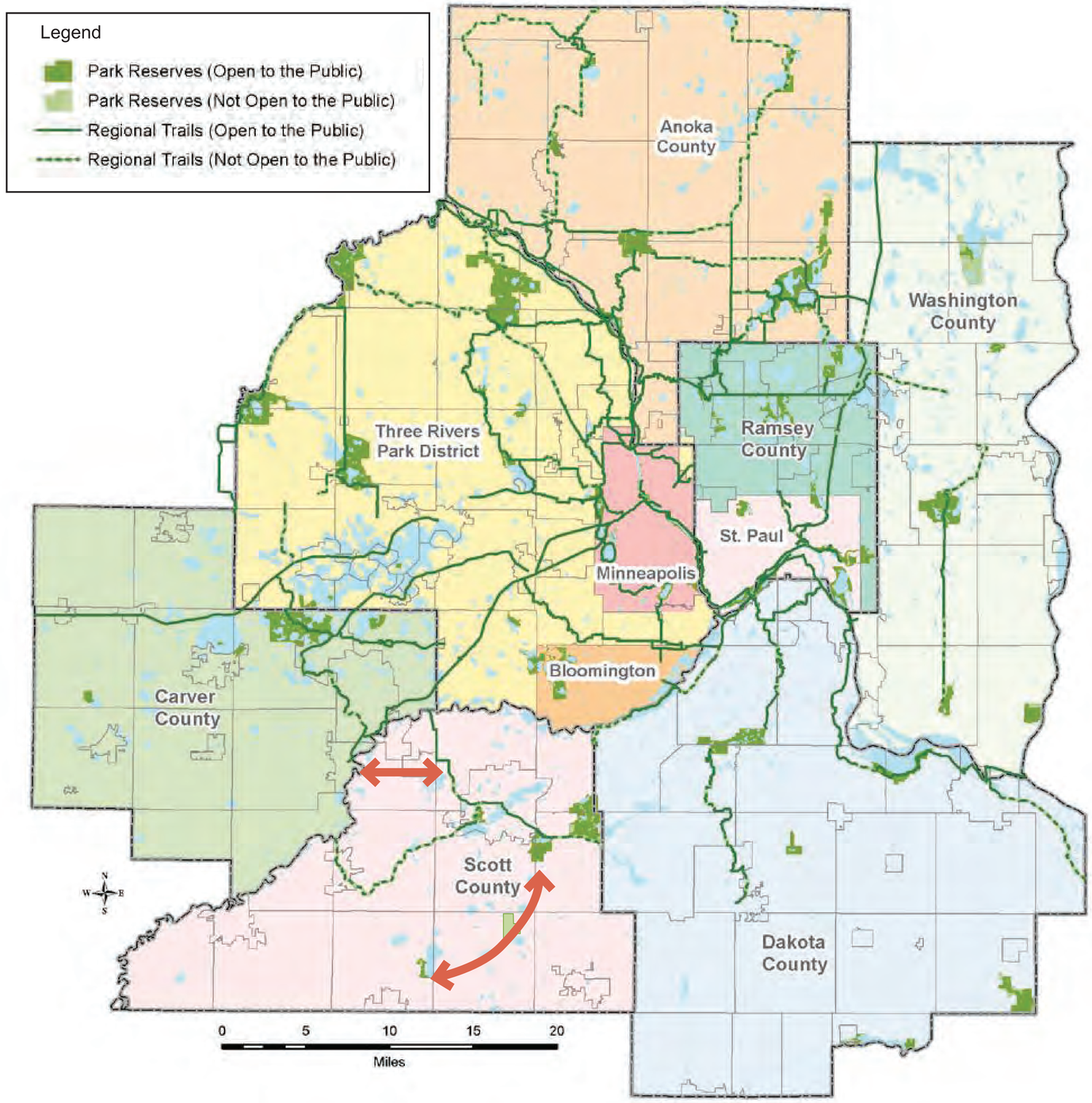


Source: Metropolitan Council 2040 Regional Parks Policy Plan

EXISTING & PLANNED REGIONAL TRAILS & PARKS

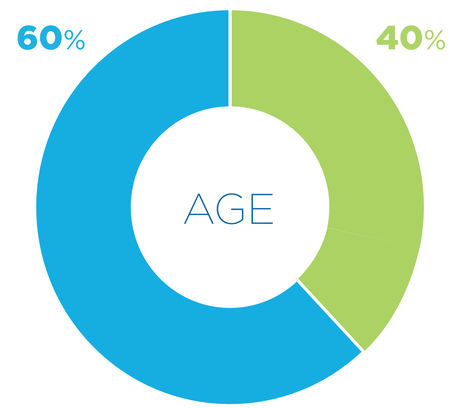
IN THE FUTURE...

- **GROWING:** Over the next 20 years, Scott County is expected to grow by over 30%.
- **AGING:** Over 60% of Scott County residents are older than 35. Mobility activities, including use of trails, will be important to an aging population.
- **DIVERSIFYING:** 17% of Scott County identifies as white, but as the population increases, so will diversity. Trails will need to serve a more diverse future population.

Scott County **at a glance**

between 2010 and 2020, the population increased by

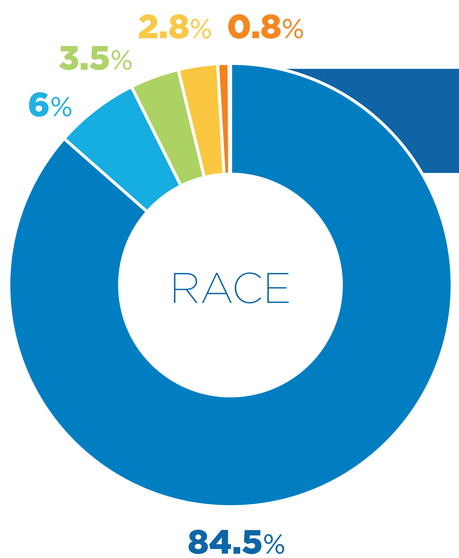
45%



60%

of residents are 35 and older

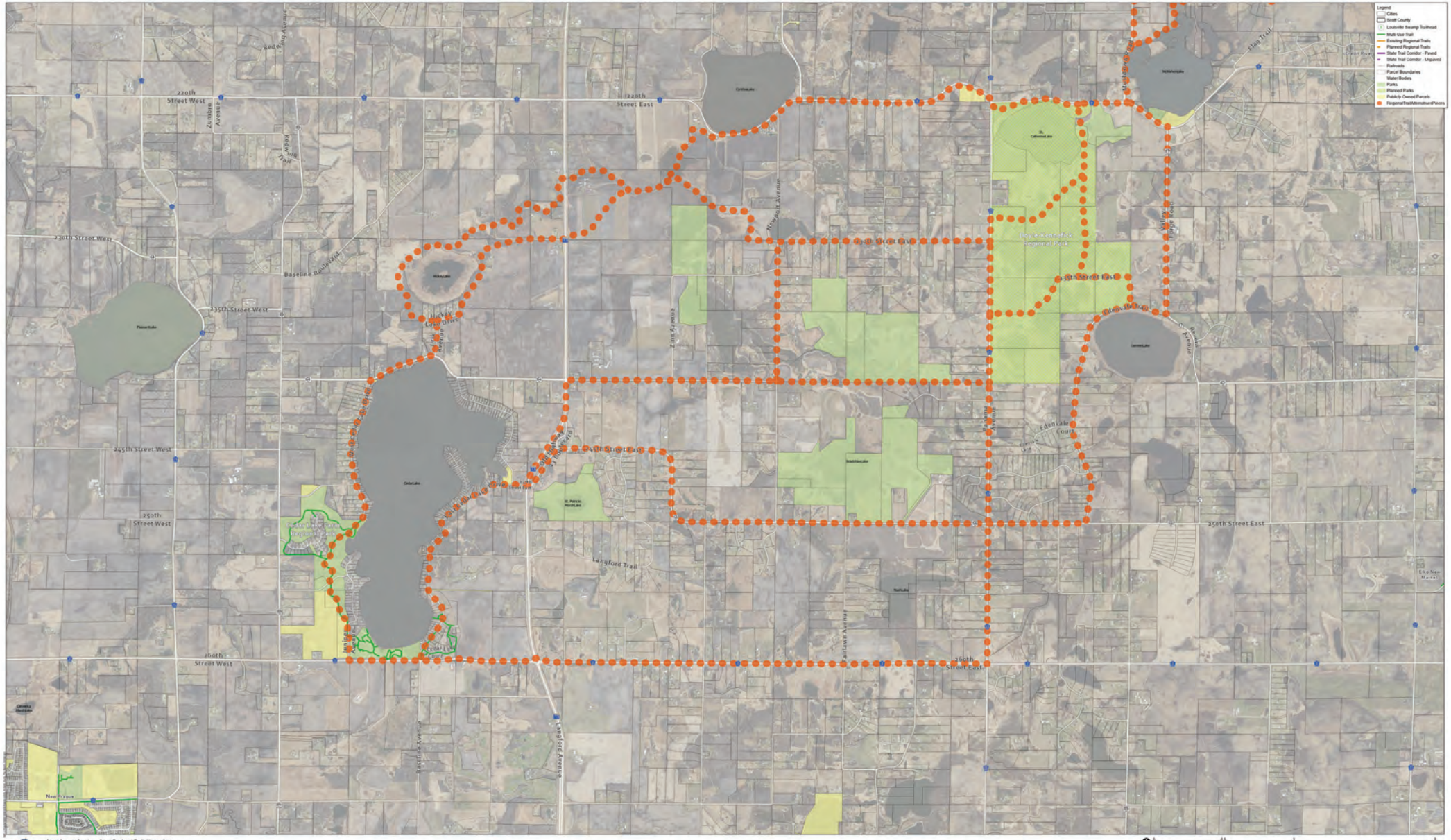
- younger than 35
- 35 and older



- White
- Asian
- African American
- Two or more races
- American Indian or Alaskan Native

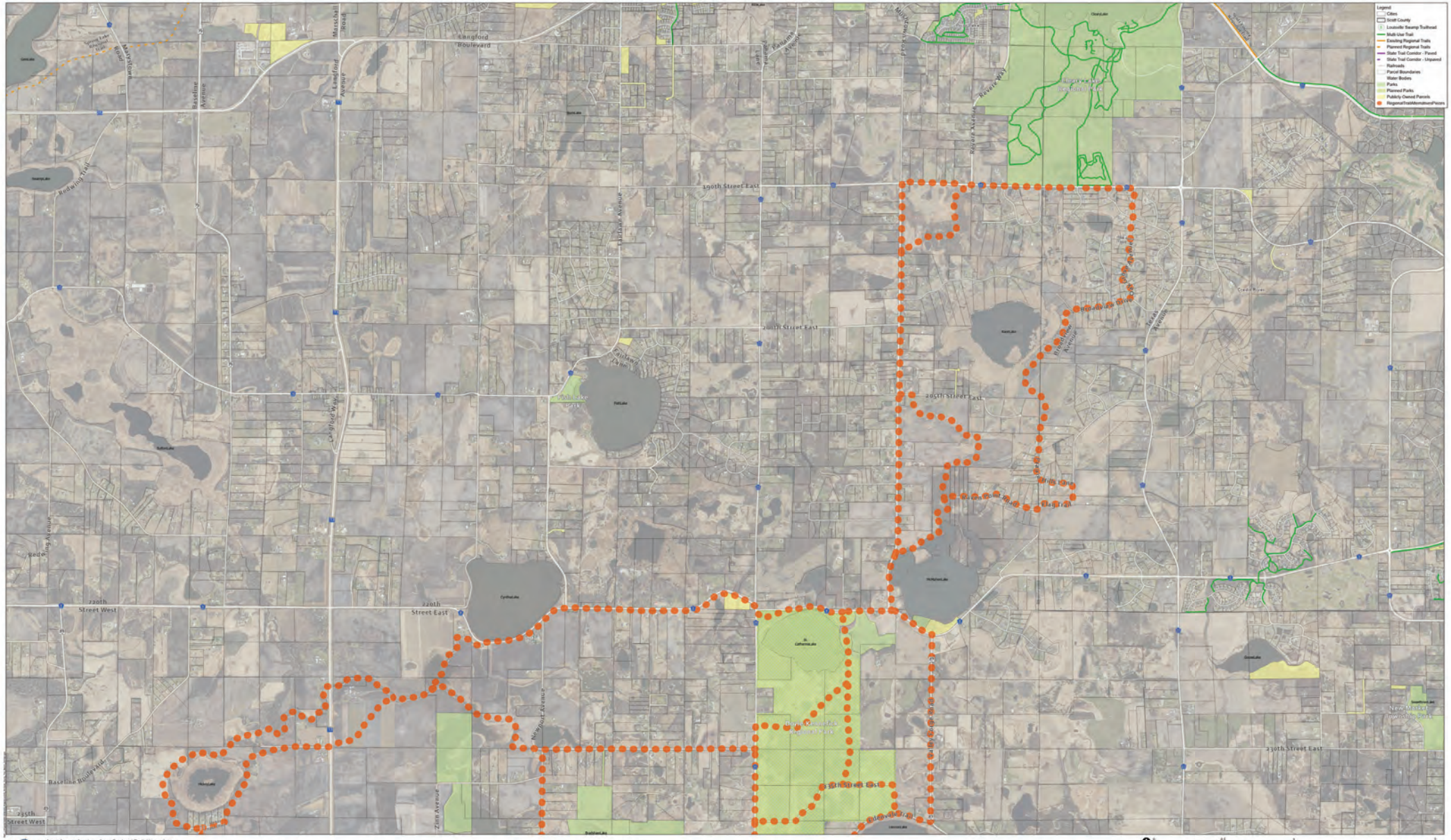
By 2040, the 65+ population is projected to increase by

50%



Scott County Southern Scott Regional Trail Alternatives

Scott County Regional Trails Master Plan


Legend
Cities
Scott County
Louisville Swamp Trailhead
Multi-Use Trail
Existing Regional Trails
Planned Regional Trails
State Trail Corridor - Paved
State Trail Corridor - Unpaved
Railroads
Parcel Boundaries
Water Bodies
Parks
Planned Parks
Publicly Owned Parcels
RegionalTrailMonitoredPoints
Langford Boulevard
Marystown Road
Marschall Road
Baseline Avenue
Langford Avenue
Redwing Trail
190th Street East
Fairway Avenue
Fairway Lane
Pleasant Avenue
Bluewater Way
Revere Avenue
Bluewater Regional Park
200th Street East
205th Street East
Bridge Avenue
Lexington Avenue
Creek Road
Langford Way
Redwing Avenue
220th Street West
220th Street East
New Post Avenue
Zinn Avenue
Baseline Boulevard
235th Street West
230th Street East
New Market Commons Park
Bryan Mound Park Regional Park
Bridge Creek
Bridge Creek Trail
Bridge Creek Trail Detour
Scott County Southern Scott Regional Trail Alternatives
Scott County Regional Trails Master Plan

LOUISVILLE REGIONAL TRAIL & SOUTHERN SCOTT REGIONAL TRAIL LONG RANGE PLANNING

WELCOME

LOUISVILLE REGIONAL TRAIL OPEN HOUSE

MARCH 28, 2023

Project Introduction

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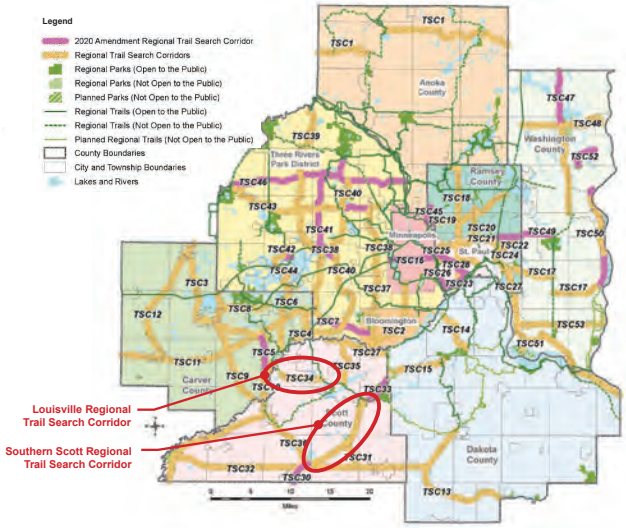

METROPOLITAN COUNCIL REGIONAL TRAIL SEARCH CORRIDOR MAP

Master Plan Process

PUBLIC ENGAGEMENT

- **Inventory & Analysis** (Jan-Apr 2022)
- **Advisory Committee Meetings** (Jan & Mar)
- **OPEN HOUSE** — May 2022
- **Develop Concept Alternatives**
- **Advisory Committee Meetings** (July 2022)
- **Additional Analysis & Refine Concepts**
- **Advisory Committee Meetings** (Feb 2023)
- **Property Owner Meetings** (Feb & Mar)
- **OPEN HOUSE** — March 28, 2023
- **Master Plan Completion** (Summer 2023)
- **Final Approval** (Fall 2023)

Trail Development Process

MASTER PLAN	ACQUISITIONS	CONSTRUCTION
2022-23 →	5-25+ Yrs →	15-25+ Yrs

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BENEFITS OF TRAILS

Source: carolinathreadtrail.org

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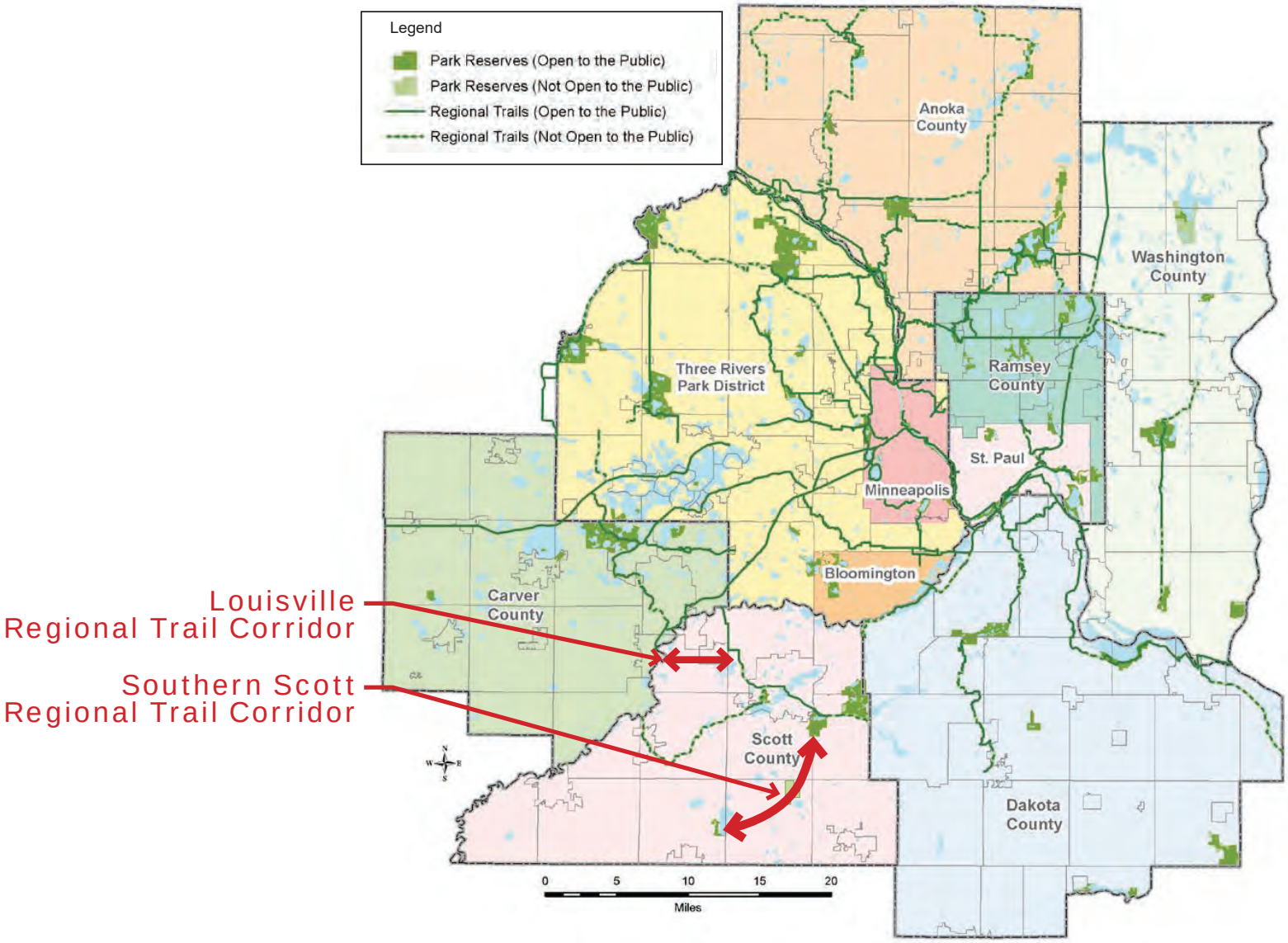


Source: Metropolitan Council 2040 Regional Parks Policy Plan

EXISTING & PLANNED REGIONAL TRAILS & PARKS

REPRESENTATIVE REGIONAL TRAIL IMAGES

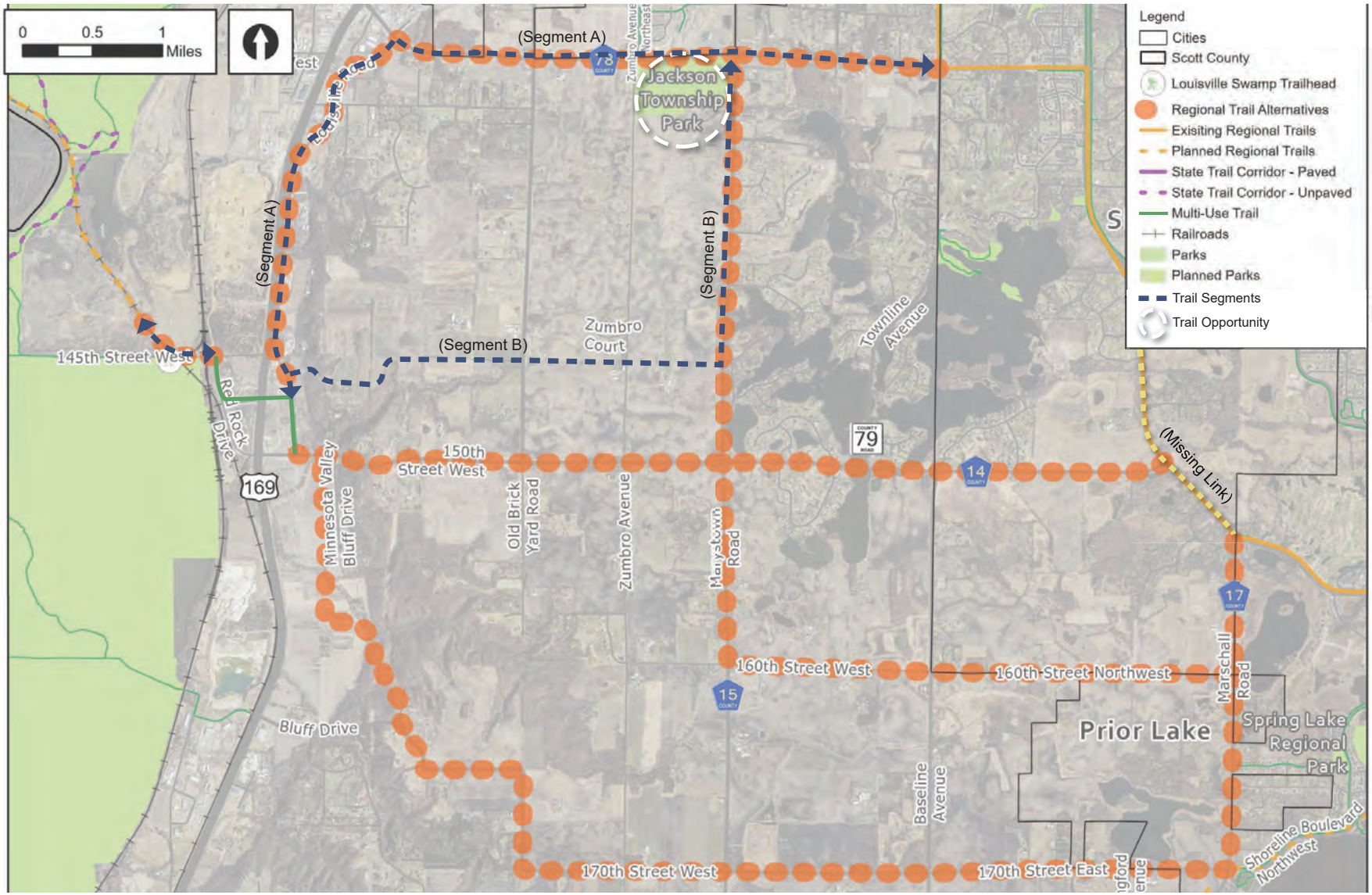
FREQUENTLY ASKED QUESTIONS

- ***What is the project timeline?***
  This project is being planned today but acquiring the land and building the trail is likely 15-25 years out.

- ***Is the project funded?***
  No funding for land acquisition or trail construction has been identified at this time.

- ***Will the County take my property?***
  Scott County has no intention of using its legal authority of eminent domain to acquire property for regional trails; all properties would be acquired from willing sellers at a fair market rate or obtained through a land development process initiated by the landowner or developer.

- ***What impacts would this have on my property?***
  Any impacts to adjacent properties would be mitigated and any infrastructure disturbed during construction would be replaced at no cost to the property owner.

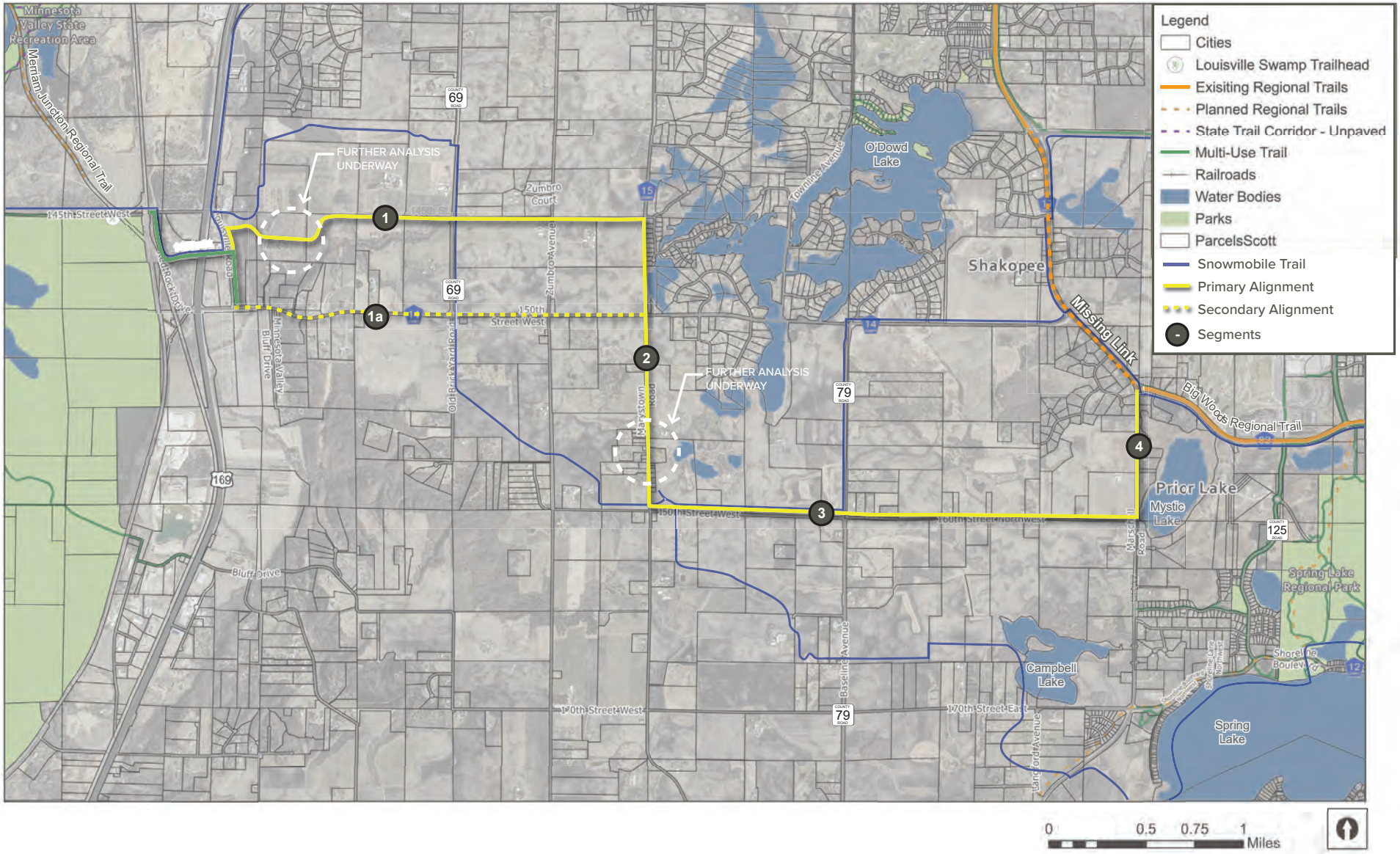


PRELIMINARY ROUTE CORRIDORS

LOUISVILLE & SOUTHERN SCOTT REGIONAL TRAILS MASTER PLANS

March 28 & 29, 2023

Scott



LOUISVILLE REGIONAL TRAIL PROPOSED ALIGNMENT

LOUISVILLE & SOUTHERN SCOTT REGIONAL TRAILS MASTER PLANS

March 28 & 29, 2023

Scott

- Aquisitions: 5-25 years
- Trail Development: 15-25 years

CONCEPTUAL TRAIL DEVELOPMENT PROCESS

Louisville Regional Trail Analysis Summary

Segment	Description (start/stop)	Length (MI)	Number of Parcels Adjacent to ROW		Distance in Public ROW (MI)	ROW Width (Where Utilized)[2]	ROW Ownership[3]	Number of Private Parcels Crossed	Distance Across Private Property (MI)	Wetland Conflicts (LF)[4]		Above Ground Utilities (LF) & Type [5]		Driveway Crossings[6]		Road Crossings		Existing Trail (Local)	Planned Trail (Local)	Connection to Park or Natural Area	Natural Resource Amenities	Quality of Experience (1-10)
			West/North	East/South						West/North	East/South	West/North	East/South	West/North	East/South	West/North	East/South					
1	Louisville Rd to 145th and County Rd 69 to County Rd 15 and County Rd 14	2.89	8	16	0.93	36'-100'	Local	5	1.38	0'	852'	2640' Overhead Power		2	1	3	3	Connecting to trail on Louisville Rd		MN Valley State Rec Area	River Bluffs	7
1a	Louisville Rd and County Rd 14 to County Rd 15 and Marystown Rd	2.13	21	18	2.13	65'-150'	Local	0	0	840'	835'		9100' Overhead Power	9	9	2	3	Connecting to trail on Louisville Rd		MN Valley State Rec Area, Spring Lake Park via planned trail		5
2	County Rd 14 to Marystown Rd and 160th St W	1.01	17	11	1.01	65'-100'	Local	0	0	250'	221'	4630' Overhead Power		16	10	1	0			MN Valley State Rec Area, Spring Lake Park via planned trail		5
3	Marystown Rd and 160th W to County Rd 17	2.51	20	14	2.51	60'-90'	Local	0	0	310'	2090'	7940' Overhead Power		11	7	2	2					6
4	County Rd 17 to County Rd 82	0.66	6	9	0.66	65-200'	Local	0	0	0'	875'		3485' Overhead Power	2	6	1	1	Connecting to Big Woods Regional Trail	Future trail link connection on County Rd 17	Spring Lake Park via planned trail	Spring Lake	6

LOUISVILLE REGIONAL TRAIL & SOUTHERN SCOTT REGIONAL TRAIL MASTER PLANS

WELCOME

SOUTHERN SCOTT REGIONAL TRAIL OPEN HOUSE

MARCH 29, 2023

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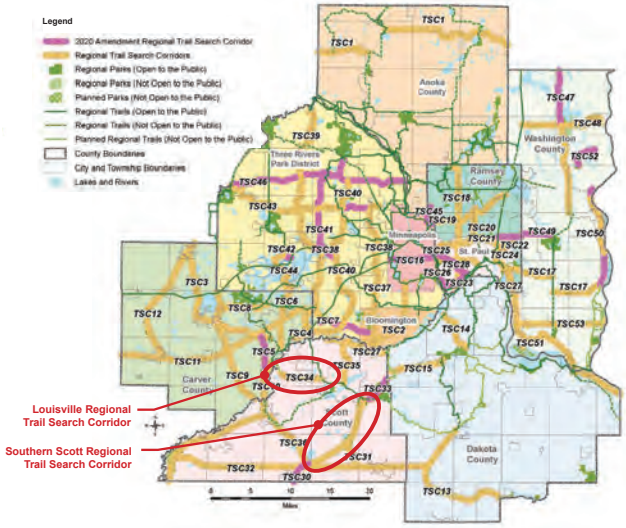
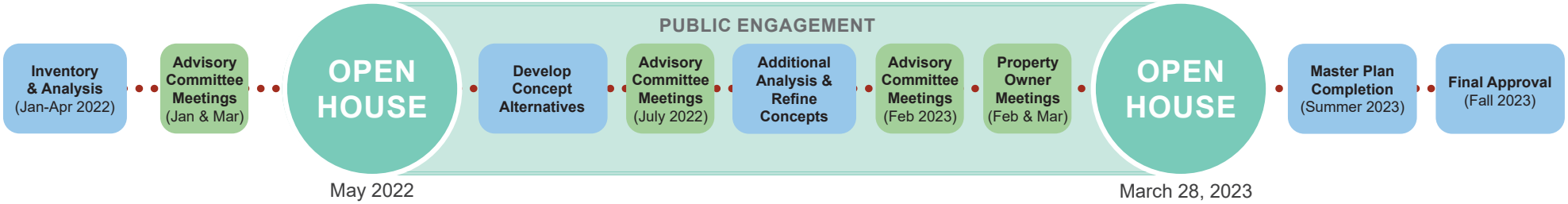


METROPOLITAN COUNCIL REGIONAL TRAIL SEARCH CORRIDOR MAP

Master Plan Process



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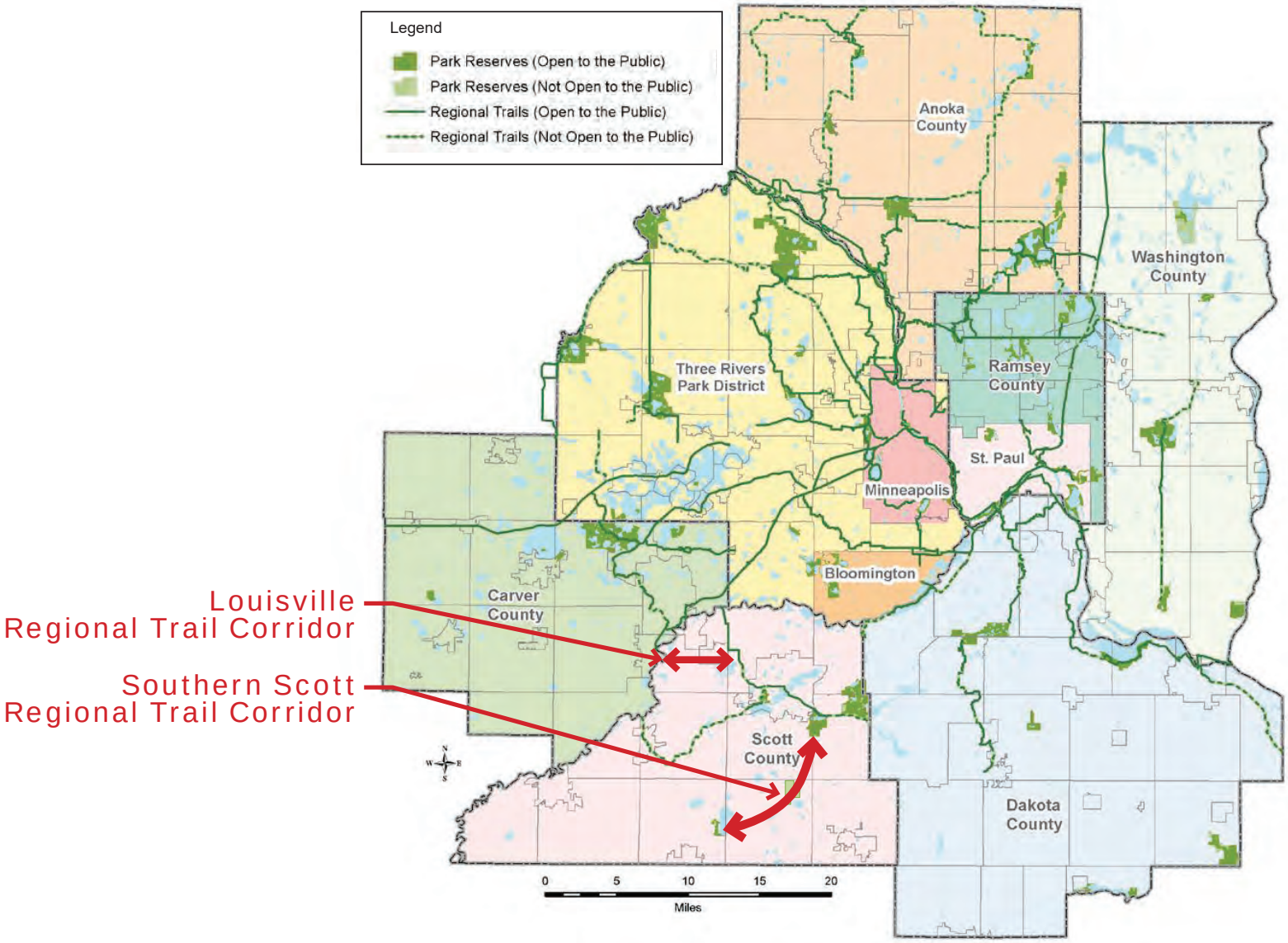


Source: Metropolitan Council 2040 Regional Parks Policy Plan

EXISTING & PLANNED REGIONAL TRAILS & PARKS

REPRESENTATIVE REGIONAL TRAIL IMAGES

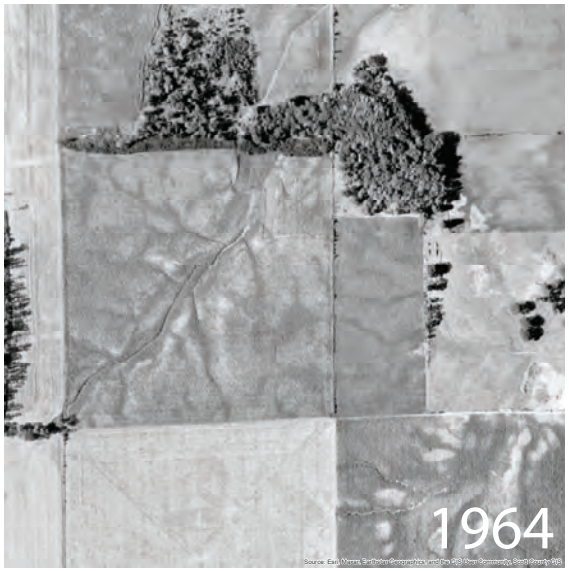
FREQUENTLY ASKED QUESTIONS

- ***What is the project timeline?***
  This project is being planned today but acquiring the land and building the trail is likely 15-25 years out.

- ***Is the project funded?***
  No funding for land acquisition or trail construction has been identified at this time.

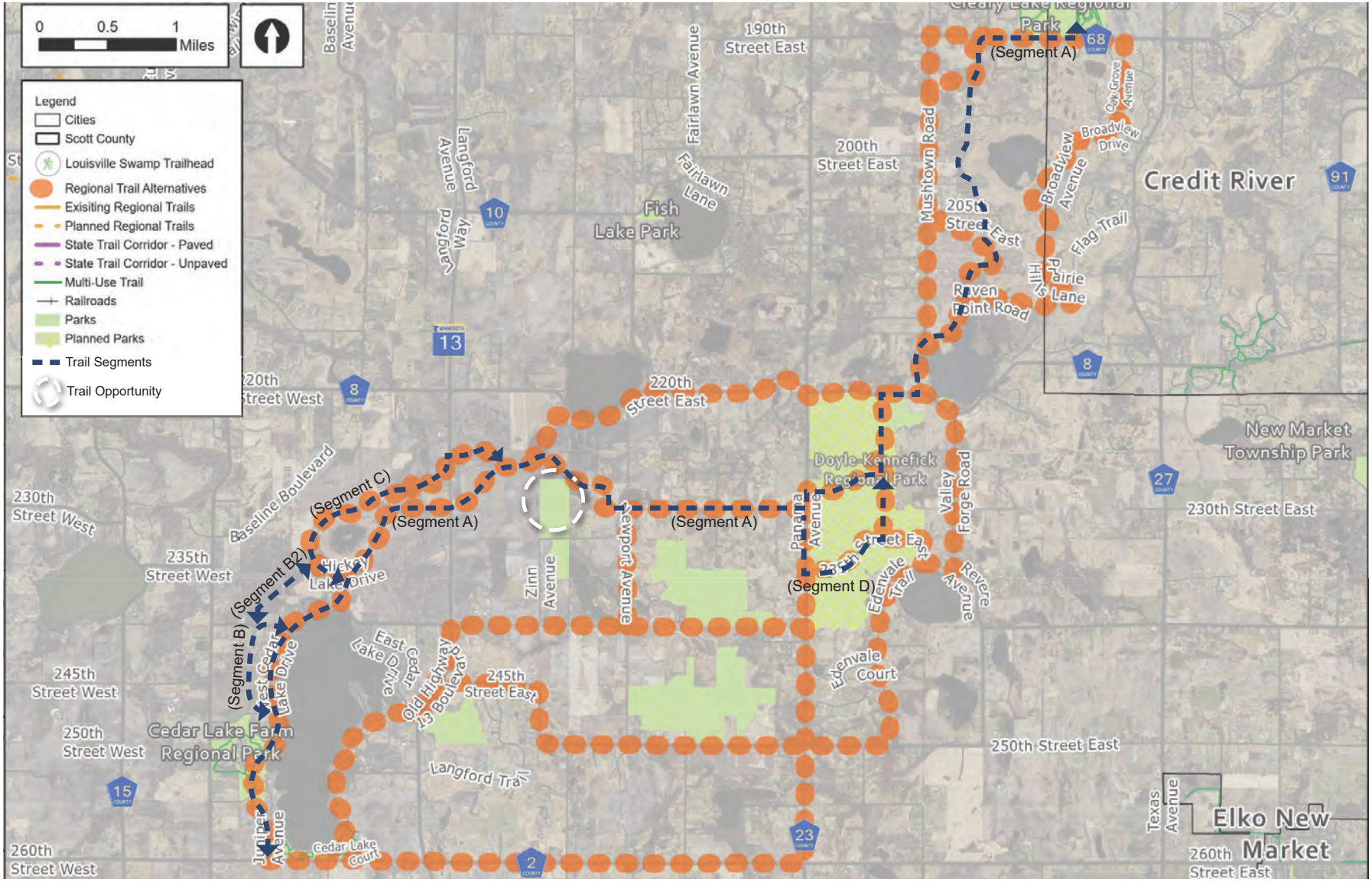
- ***Will the County take my property?***
  Scott County has no intention of using its legal authority of eminent domain to acquire property for regional trails; all properties would be acquired from willing sellers at a fair market rate or obtained through a land development process initiated by the landowner or developer.

- ***What impacts would this have on my property?***
  Any impacts to adjacent properties would be mitigated and any infrastructure disturbed during construction would be replaced at no cost to the property owner.



- Aquisitions: 5-25 years
- Trail Development: 15-25 years

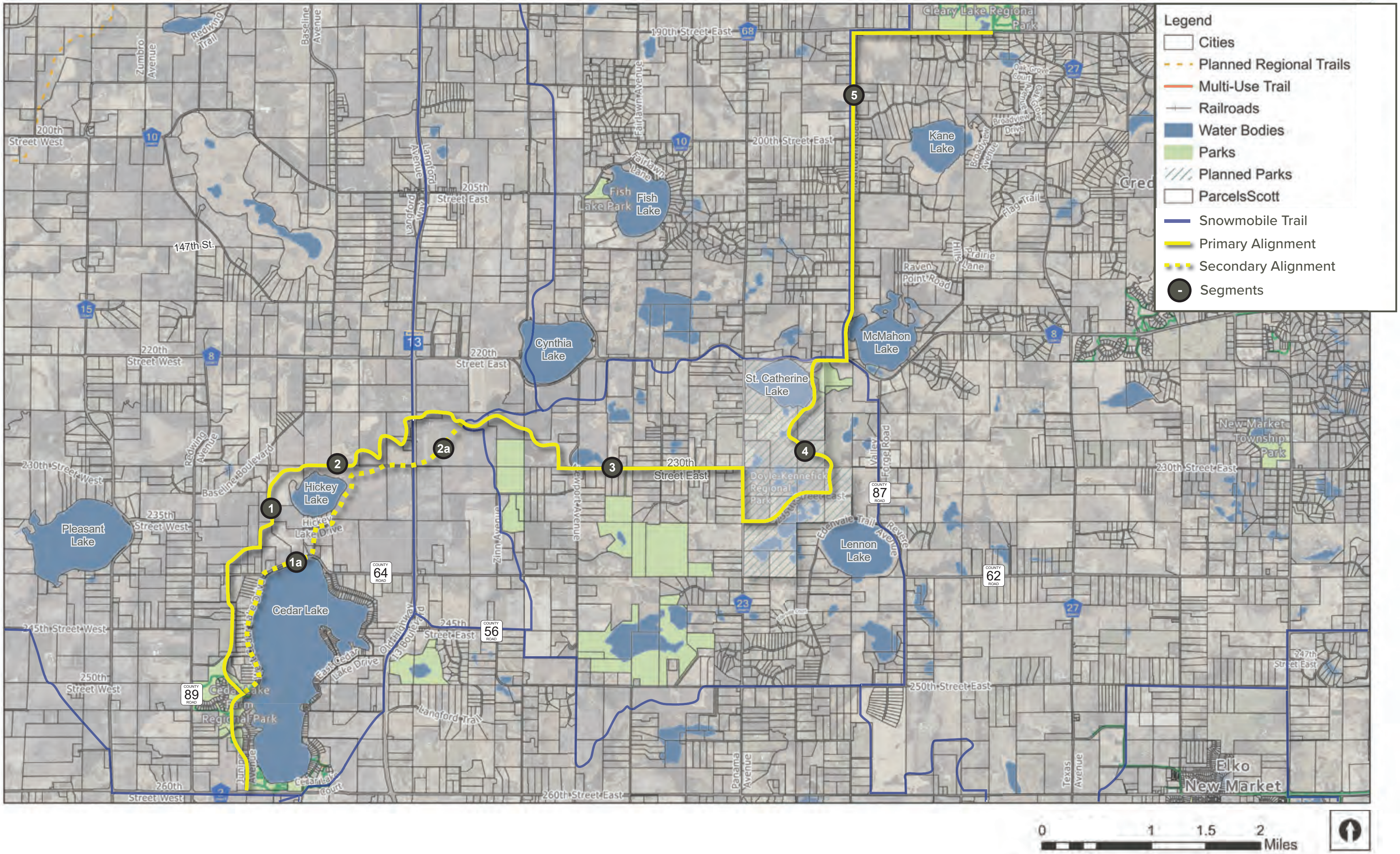
CONCEPTUAL TRAIL DEVELOPMENT PROCESS



PRELIMINARY ROUTE CORRIDORS

LOUISVILLE & SOUTHERN SCOTT REGIONAL TRAILS MASTER PLANS

March 29, 2023



SOUTHERN SCOTT REGIONAL TRAIL PROPOSED ALIGNMENT

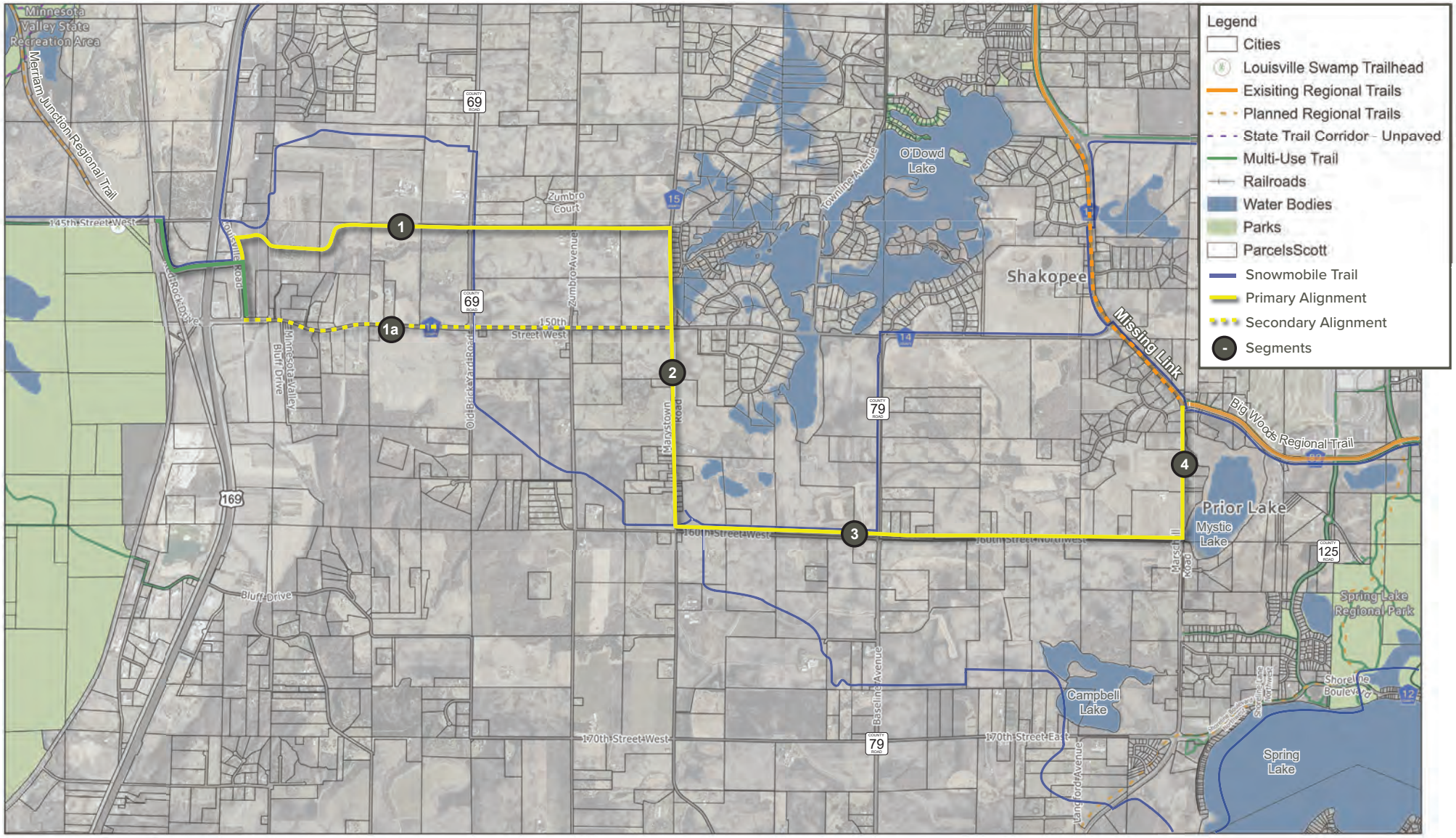
LOUISVILLE & SOUTHERN SCOTT REGIONAL TRAILS MASTER PLANS

March 29, 2023

Scott

Southern Scott Regional Trail Analysis Summary

Segment	Description (start/stop)	Length (MI)	Number of Parcels Adjacent to ROW		Distance in Public ROW (MI)	ROW Width (Where Utilized)[2]	ROW Ownership[3]	Number of Private Parcels Crossed	Distance Across Private Property (MI)	Wetland Conflicts (LF)[4]		Above Ground Utilities (LF) & Type [5]		Driveway Crossings[6]		Road Crossings		Existing Trail (Local)	Planned Trail (Local)	Connection to Park or Natural Area	Natural Resource Amenities	Quality of Experience (1π10)
			West/North	East/South						West/North	East/South	West/North	East/South	West/North	East/South	West/North	East/South					
1	Hwy 2 and Juniper Ave to 255th St W and Pexa Dr to County Rd 64 and Hickey Lake Dr	3.55	7	5	0.33	35'π120'	Local	12	1.33	134'	775'	20' Overhead Power	20' Overhead Power	2	1	5	5	Connecting to Cedar Lake Farm Regional Park Trails		Cedar Lake Farm Regional Park		7
1a	Along West Cedar Lake Dr to Jirik Ave and Hickey Lake Dr	1.89	35	77	2.01	65'π125'	Local	0	π0.12	50'	230'	3800' Overhead Power	1000' Overhead Power	30	66	3	2	Connecting to Cedar Lake Farm Regional Park Trails		Cedar Lake Farm Regional Park	Cedar Lake	6
2	Hickey Lake to Hwy 13 and Porter Creek	2.87	3	1	0.14	60'π200'	Local	12	1.95	2035'	1610'			1	1	1	1			Hickey Lake and Porter Creek	Stream	8
2a	Hickey Lake Dr to 230th St E and Hwy 13 and Porter Creek	1.93	7	4	0.48	65'π275'	Local	2	1.45	2200'	300'	1630' Overhead Power		7	2	2	1			Hickey lake and Porter Creek	Stream	8
3	Porter Creek to Newport Ave and 230th St E to County Rd 23/Panama Ave	3.49	21	24	2.59	65'π150'	Local	4	0.9	4175'	9080'	10910' Overhead Power		10	17	3	3		Connecting to Doyle π Kennefick Regional Park Trails	Porter Creek	Stream	6
4	Panama Av and 235th St E to Badger Ave and Hwy 8	2.62	5	4	0.94	65'π140'	Local	N/A	1.68	10200'	7100'			0	1	1	1		Follows Doyle π Kennefick Planned Park Trails	Doyle π Kennefick Regional Park		8
5	Hwy 8 and Mushtown Rd to Hwy 68 and Cleary Lake Regional Park	4.59	47	48	4.59	70'π175'	Local	0	0	2847'	4090'	12810' Overhead Power	9985' Overhead Power	19	28	7	4		Connecting to Doyle π Kennefick Regional Park Trails	Doyle π Kennefick Regional Park and Cleary Lake Regional Park		5



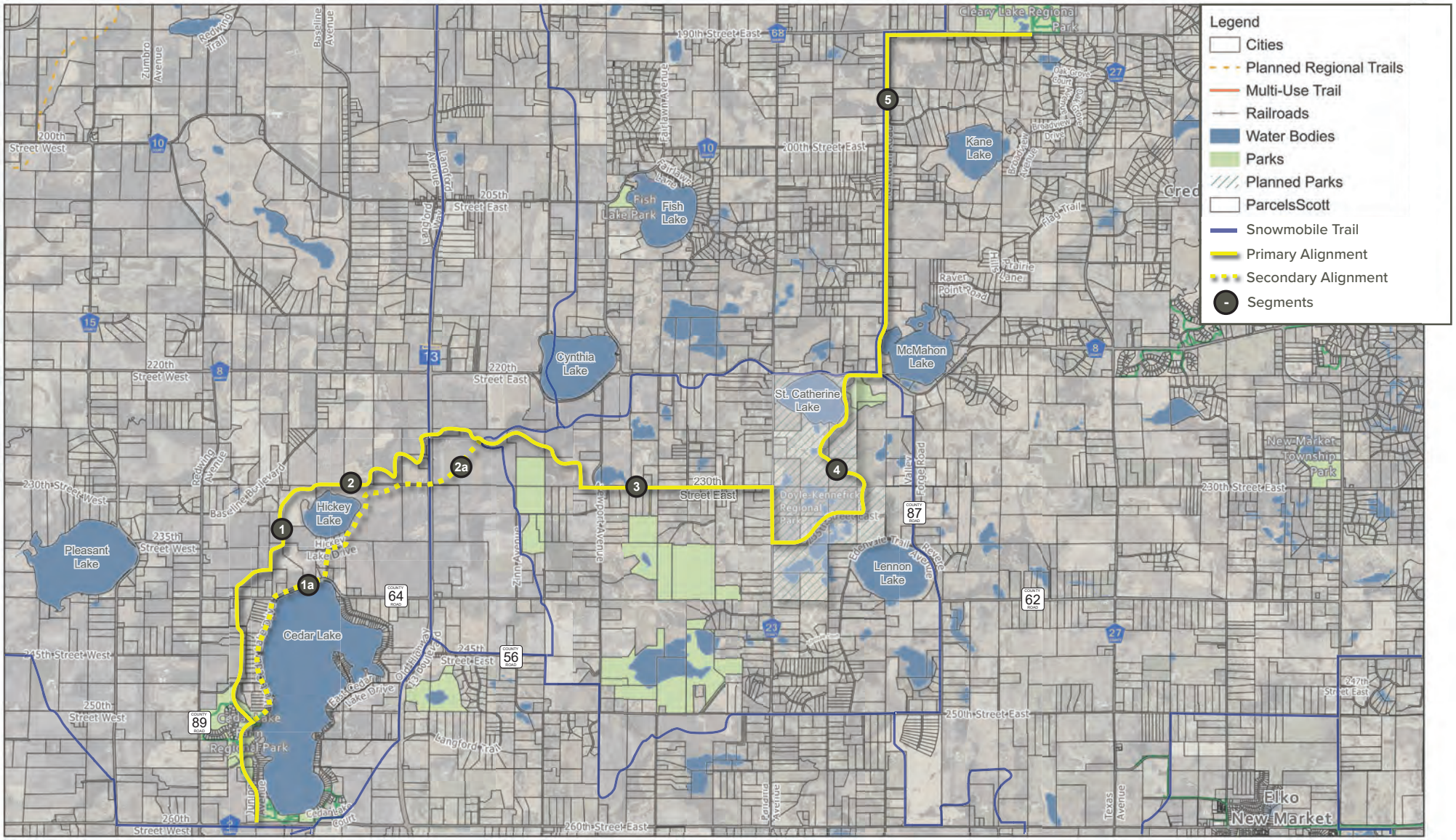
LOUISVILLE REGIONAL TRAIL PROPOSED ALIGNMENT

LOUISVILLE & SOUTHERN SCOTT REGIONAL TRAILS MASTER PLANS

March 28, 2023

Scott

0 0.5 0.75 1 Miles



SOUTHERN SCOTT REGIONAL TRAIL PROPOSED ALIGNMENT

LOUISVILLE & SOUTHERN SCOTT REGIONAL TRAILS MASTER PLANS

March 29, 2023

Appendix C: Cultural Resources Literature Review Report

Cultural Resources Literature Review

Scott County Trails – Louisville Trail and Southern Scott Trail

Scott County, Minnesota

Prepared for

SRF Consulting Group

Prepared by

Mead & Hunt

www.meadhunt.com

October 2023

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~~Appendix A. Archaeological Resources Literature Review (Bolton & Menk, 2023~~)

Appendix B. Maps Showing Trail Alignments

Appendix C. Federal and State Regulations Flowchart

1. Introduction

Scott County is proposing to construct two regional trails, referred to as the Louisville Trail and Southern Scott Trail. Mead & Hunt, Inc. (Mead & Hunt) is completing this *Cultural Resources Literature Review* to support compliance efforts with Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). Mead & Hunt completed the literature review to identify architecture/history resources, and Bolton & Menk completed the literature review for archaeological resources (included as Appendix A).

This architecture/history literature search identifies previously surveyed, recommended eligible, and National Register of Historic Places (National Register) listed properties that have the potential to be impacted by the proposed project. For the purposes of the literature search, the preliminary study area includes properties adjacent to the proposed corridor, which is expanded to an approximately 400-foot buffer from the proposed corridor centerline, used as a standard width across the project corridors, and accommodates the variable width of roadway rights-of-way.

2. Project Description

A. Louisville Trail

The Louisville Trail project corridor is approximately 5 miles in length crossing Louisville, Sand Creek, and Spring Lake Townships and Shakopee (see the map in Appendix B). The project corridor begins on the east side of U.S. Highway 169 (US 169) at Louisville Road. Segment 1 follows the alignment of 145th Street West, although the roadway itself does not continue across the entire length of the segment (with a potential secondary alignment, Segment 1a, following 150th Street West within the roadway right-of-way). Segment 2 follows Marystown Road south and remains entirely within the roadway right-of-way. Segment 3 also proceeds within roadway right-of-way east along 160th Street West. Segment 4 runs north within the right-of-way of Marschall Road to connect with the Big Woods Regional Trail north of Mystic Lake. Finally, Segment 5 follows the alignment of 150th Street West from Marystown Road to Marschall Road.

B. Southern Scott Trail

The Southern Scott Trail project corridor is approximately 35 miles in length crossing Helena, Cedar Lake, and Spring Lake Townships (see the map in Appendix B). The project corridor begins on the west side of Cedar Lake at 260th Street West. Segment 1 proceeds north through Cedar Lake Farm Regional Park to Hickey Lake (with a potential secondary alignment along the shoreline of Cedar Lake). Segment 2 curves around the western shore of Hickey Lake, then follows a creek bed eastward (with a potential secondary alignment running along the eastern shoreline of Hickey Lake before traveling northeastward). Segment 3 runs eastward along 230th Street East within roadway right-of-way to Doyle-Kennefick Regional Park. Segment 4 meanders northward through the park to St. Catherine Lake and along the eastern shore of that lake to 220th Street East then turns east to Mushtown Road. Segment 5 meanders northward across a number of parcels and west of Kane Lake to 190th Street East (with a potential secondary alignment proceeding north within the right-of-way of Mushtown Road). Finally, the end of Segment 5 goes east along 190th Street East within the right-of-way to Clearly Lake Regional Park.

3. Methodology

To prepare the architecture/history literature search, Mead & Hunt contacted the Minnesota State Historic Preservation Office (SHPO) to identify previously surveyed, eligible, and listed resources within the preliminary study area. The request included select quarter-quarter sections in the township-range-sections listed below:

115N, 23W, 36	114N, 23W, 2	114N, 22W, 5	113N, 22W, 8
115N, 23W, 35	114N, 23W, 1	114N, 21W, 19	113N, 22W, 7
115N, 23W, 34	114N, 22W, 36	114N, 21W, 18	113N, 22W, 6
115N, 23W, 33	114N, 22W, 35	113N, 23W, 25	113N, 22W, 5
115N, 23W, 28	114N, 22W, 26	113N, 23W, 24	113N, 22W, 4
115N, 23W, 27	114N, 22W, 25	113N, 23W, 13	113N, 22W, 3
115N, 23W, 26	114N, 22W, 24	113N, 23W, 12	113N, 22W, 2
115N, 23W, 25	114N, 22W, 23	113N, 23W, 1	113N, 22W, 1
115N, 22W, 32	114N, 22W, 14	113N, 22W, 11	
115N, 22W, 31	114N, 22W, 13	113N, 22W, 10	
115N, 22W, 30	114N, 22W, 6	113N, 22W, 9	

In response to the request, SHPO provided location data for previously surveyed properties. This data was used to determine if previously surveyed resources are within or adjacent to the study area of 400 feet from the centerline of the proposed trail alignment.

4. Results

The preliminary study area for both trails includes one historic complex listed in the National Register—St. Mary's Church of the Purification Complex—and nine additional previously surveyed properties.

Table 1 and Table 2 on the following pages identify properties within the preliminary study area in the SHPO inventory, delineated by proposed trail alignment and trail segment. These tables include resources listed in the National Register and properties included in the SHPO inventory. The location of these resources in relation to the to-be-determined Area of Potential Effect (APE) will be reviewed in upcoming project phases and some resources may be determined to be outside the APE. Properties were included in the tables if the parcel is located within 400 feet from the centerline of the proposed alignments. Additional resources outside the 400 feet were included if it was identified there was a potential for the project to have an impact.

It should be noted that this data indicates the location of previously surveyed historic-age resources, some of which have not been evaluated for potential historic significance. The presence of other potentially historic resources should be confirmed by field survey and evaluation under the National Register Criteria for Evaluation. Resources that were evaluated more than ten years previously are recommended to be re-evaluated. The data included below is limited to known surveyed sites identified within the Minnesota SHPO inventory.

A. Louisville Trail

Five previously surveyed properties are in the vicinity of the Louisville Trail alignment, including three linear resources, an individual property, and a complex (see Table 1). The two linear resources—Trunk Highway 169 (TH 169, XX-ROD-044) and Former TH 5: TH 19 (XX-ROD-047)—have been recommended not eligible. The Dakota and Ho-Chunk Cultural Landscape (XX-CLS-001) was evaluated by Mead & Hunt in 2022 as part of an ongoing project and recommended eligible. It is pending submittal and review by SHPO. SC-LOU-002 had no eligibility recommendation. The Saint Mary's Church of the Purification Complex (SC-LOU-003, SC-LOU-008, SC-LOU-009, SC-LOU-010) is listed in the National Register. Segment 5 was added in September 2023 but did not result in the discover of additional previously surveyed properties. The properties are mapped in Figure 1 and described in greater detail below.

Table 1. Previously Surveyed Properties Within/Adjacent to Louisville Trail

Segment	Inventory No.	Resource	Address	Eligibility
1, 1a	XX-CLS-001	Dakota and Ho-Chunk Cultural Landscape	Roughly the Minnesota River Valley between Upper Sioux Community, Mankato, and Fort Snelling	Recommended eligible, pending review by SHPO
1, 1a	XX-ROD-044	TH 169	Full extent (from Blue Earth County to Lake County)	Recommended not eligible
1, 1a	XX-ROD-047	Former TH 5: TH 19 in Scott County to Shakopee	Scott County to Shakopee	Recommended not eligible due to loss of integrity
2	SC-LOU-002	House	15575 Marystown Road, off Co. Hwy. 15, Louisville Township	No National Register eligibility recommendation
2	SC-LOU-003, SC-LOU-008, SC-LOU-009, SC-LOU-010	Saint Mary's Church of the Purification Complex	15850 Marystown Road, Marystown, Louisville Township	National Register listed in 1980

Dakota and Ho-Chunk Cultural Landscape (XX-CLS-001)

The boundaries of the cultural landscape in Scott County have not been defined. The landscape consists of three routes traveled by different groups over a period of roughly six months between the fall of 1862 and spring of 1863, which all had the same terminus of the concentration camp at Fort Snelling at the confluence of the Minnesota and Mississippi Rivers (Bdote). This location is an important landscape for Indigenous people, particularly the Dakota: Bdote is their sacred origin place. It is also a significant

location in Euro-American history under the areas of commerce, communication, military, political, and frontier settlement.[1]

The route for the Dakota men stretches between the Lower Sioux reservation to Mankato, including Dakota Wokiksuye Makoce (Land of Memories Park), the likely site of their detention in 1862; then turns north along the Minnesota River to Fort Snelling. The modes of transportation for the Dakota men included both walking and via steamboat.

The route walked by the Dakota women and children between November 7 and 13, 1862, extends from the Lower Sioux reservation inland to Fort Ridgely, through Henderson, and then north generally following the military road next to the Minnesota River to Fort Snelling. The route taken by the Ho-Chunk in the spring of 1863 begins at the Blue Earth Reservation southeast of Mankato and runs along the military road through Henderson to Fort Snelling and may have also included some transportation by steamboat. The Dakota and Ho-Chunk Cultural Landscape (XX-CLS-001) has been recommended eligible under a different project and is pending SHPO review. The historic boundary has not been defined for the property within the Louisville Trail area but is believed to be in the vicinity.

TH 169 (XX-ROD-044)

TH 169 is approximately 411 miles long and runs generally south to north from the Minnesota-Iowa border in Elmore to a point approximately 1.6 miles east of Winton in Lake County in the Iron Range. Between these termini, the highway traverses a variation of terrain from relatively flat agricultural land to hilly wooded terrain, and passes through several small towns and cities, with a substantial portion through the western suburbs of Minneapolis. The current extent of TH 169 (XX-ROD-044) was recommended not significant under any criteria in 2020.

Former TH 5: TH 19 in Scott County to Shakopee (XX-ROD-047)

The approximately 24-mile segment of former TH 5 from TH 19 to Shakopee (XX-ROD-047) was evaluated in the area of Transportation within the 1921-1954 period as an important link in the Trunk Highway System, as evidenced by traffic counts and substantial improvements. From 1955 to 1957, the Minnesota Highway Department upgraded the corridor to a divided freeway, subsuming much of the earlier roadway and resulting in a loss of integrity of design, materials, workmanship, setting, feeling, and association. This segment of former TH 5 was recommended not eligible under *Criterion A* within the historic Trunk Highway context from 1921-1954 in 2020.

House (SC-LOU-002)

The inventory form for SC-LOU-002 recorded the property as a farmhouse with gingerbread detailing. The property has not been evaluated for potential National Register significance.

[1] Carol Zellie and Amy M. Lucas, *Fort Snelling Upper Post Cultural Landscape Analysis for the Fort Snelling Projects: Hennepin County Road Improvements Project at Fort Snelling and Minneapolis Park and Recreation Board Trail Improvement Project at Fort Snelling* (Burnsville, Minn.: Prepared for Stonebrooke Engineering, Inc., 2016), 5.

Saint Mary's Church of the Purification (SC-LOU-003, -008, -009, -010)

The church and associated buildings were a central feature of the small unincorporated community of Marystown, set in an agricultural area. In its National Register nomination, the church complex consisted of the church, school, rectory, and convent.[2] The cemetery to the west of the buildings was not noted in the nomination.

Church (SC-LOU-003)

The Romanesque Revival church was built in 1882 of rubblestone construction.

School (SC-LOU-008)

The two-story red brick school building was constructed in 1893. A review of current aerials indicates it is nonextant.

Rectory (SC-LOU-009)

The two-story, red brick, American Foursquare residence was built in 1910. It has a full front porch and bay windows.

Convent (SC-LOU-010)

The convent was built in 1921 and was a hip-roof building with exaggerated gables on each elevation and a large front porch. A review of current aerials indicates it is nonextant.

Cemetery

The cemetery is located to the west of the church and rectory. The date of the cemetery is unknown, and it was not explicitly included in the National Register nomination or the previous inventory forms.

[2] The inventory forms for the individual properties did not evaluate the complex under a Multiple Property Inventory Form.

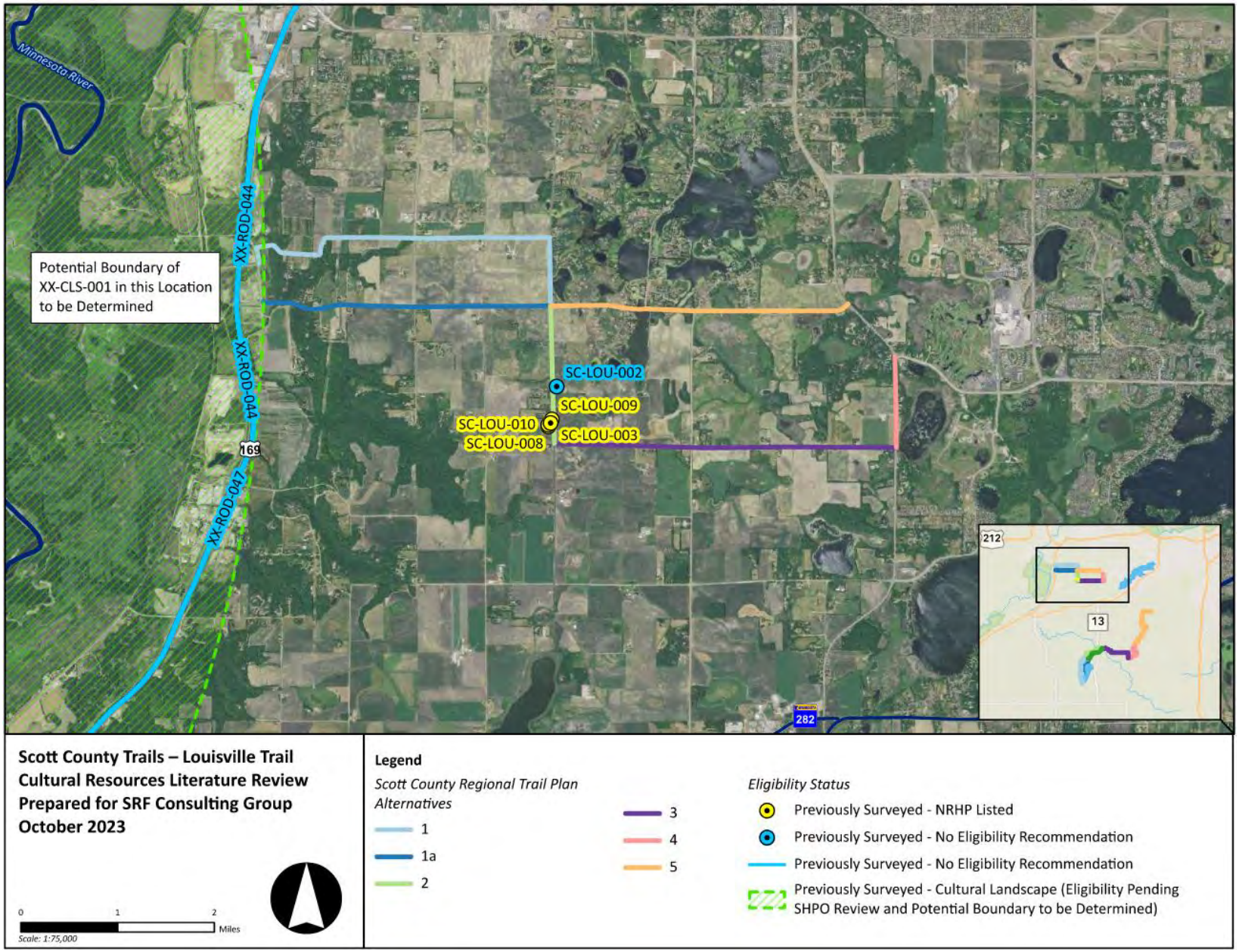


Figure 1. Map showing properties along the Louisville Trail corridor.

B. Southern Scott Trail

Five previously surveyed properties are in the vicinity of the Southern Scott Trail alignment (see Table 2). Based on aerial imagery, buildings appear to be extant based on provided location data. None have an eligibility recommendation. The properties are mapped in Figure 2 and described in greater detail below.

Table 2. Previously Surveyed Properties Within/Adjacent to Southern Scott Trail

Segment	Inventory No.	Resource	Address	Eligibility
2	SC-CLK-001	Farmhouse	Off Mn. Hwy. 13, Cedar Lake Township	No National Register eligibility recommendation
4	SC-CLK-002	Farmstead	Off Co. Hwy. 23, Cedar Lake Township	No National Register eligibility recommendation
4, 5	SC-SLK-021	St. Catherine's Church	4500 220th St. E, Spring Lake Township	No National Register eligibility recommendation
5a	SC-SLK-010	Farmstead	SW corner Co. Rds. 68 and 87, Spring Lake Township	No National Register eligibility recommendation
5a	SC-SLK-011	Farmstead	NW corner Co. Rds. 10 and 87, Spring Lake Township	No National Register eligibility recommendation

Farmhouse (SC-CLK-001)

The inventory form for SC-CLK-001 was prepared in 1979 and recorded the property as a wood-frame farmhouse with gingerbread detailing. The property was not evaluated for potential National Register significance.

Farmstead (SC-002)

The inventory form for SC-CLK-002 was prepared in 1979 and recorded the property as a farmstead with an early log house. The property was not evaluated for potential National Register significance.

St. Catherine's Church (SC-SLK-021)

The inventory form for SC-CLK-002 was prepared in 1979 and recorded no details for the property, though the thumbnail image shows a wood-frame church with steeple. The property was not evaluated for potential National Register significance.

A review of current aerials shows there is an associated cemetery northeast of the church. The date of the cemetery is unknown, and it was not explicitly included in the previous inventory form.

Farmstead (SC-SLK-010)

The inventory form for SC-SLK-002 recorded the property as a farmstead with a complex of buildings. The property was not evaluated for potential National Register significance.

Farmstead (SC-SLK-011)

The inventory form for SC-SLK-011 recorded the property as a farmstead with a brick farmhouse. The property was not evaluated for potential National Register significance.

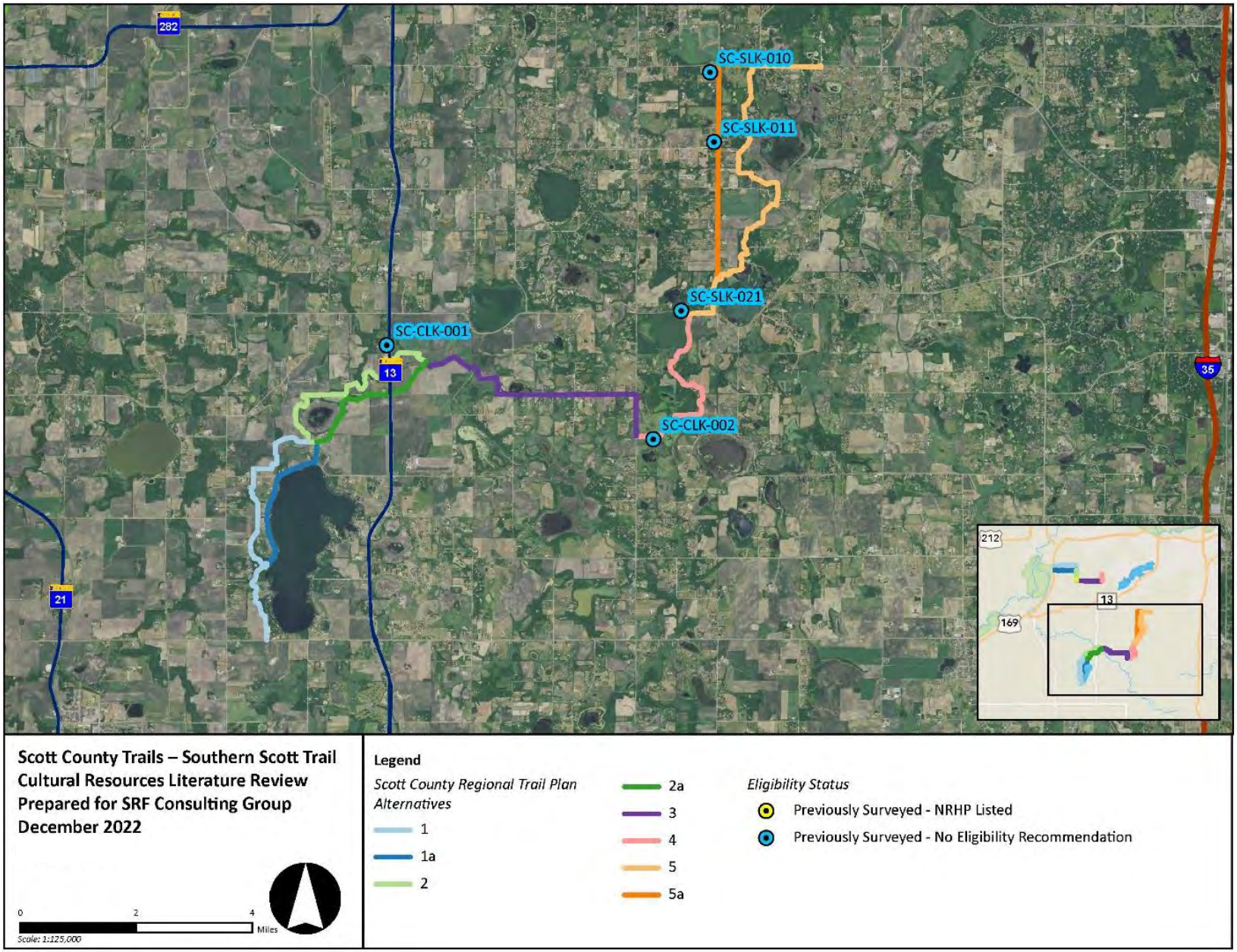


Figure 2. Map of properties along the Southern Scott Trail Corridor.

5. Federal and State Regulations

The project may need to comply with federal and state regulations related to cultural resources. The information below and accompanying flowchart in Appendix C outlines the potential federal and state regulations. The flowchart is applicable for projects where the Federal Highway Administration (FHWA) is the lead federal agency. Due to the potential complexity of a large project like this that extends for many miles with many potential underlying landowners and various federal and state agency involvement, it is recommended that, once a preferred route is selected, property ownership of impacted parcels and agency involvement should be identified to assist in outlining the various federal and state regulations that will apply to the project.

A. Section 106

If the project has funding from FHWA, it is expected that FHWA would likely be the lead federal agency. In this case, the project would be coordinated with the Minnesota Department of Transportation Cultural Resource Unit (MnDOT CRU), which will conduct the Section 106 review on FHWA's behalf. If other federal agencies will fund or permit the project, they will likely recognize FHWA as the lead federal agency and adopt its Section 106 determinations and findings.

If FHWA funding is not obtained and other federal agencies are funding or permitting the project, it is recommended that Scott County coordinate early with those agencies to determine the lead federal agency and the scale and scope of the area they will define as the project APE. For example, if there are wetland impacts and the U.S. Army Corps of Engineers (USACE) needs to permit the project, it will often define its APE to areas of permitted activities. If another portion of the project, for example, has Land and Water Conservation Fund (LAWCON) lands, then the National Park Service via the Minnesota Department of Natural Resources (DNR) may identify an APE limited to the boundaries of the LAWCON lands. In such a scenario, the project may end up with multiple Section 106 reviews with different APE boundaries. If identified early that there will be multiple agency involvement, it can help ease the completion of the project reviews.

B. Minnesota State Statutes

Minnesota Historic Sites Act (MS 138.661-669)

The Minnesota Historic Sites Act requires state agencies carrying out any undertaking that will affect designated or listed properties (those listed on the National or State Registers of Historic Places), or funding or licensing an undertaking by other parties, to consult with SHPO. Typically, if the project has FHWA funding, the APE is for the entire project and the Section 106 process can typically fulfill the requirements of the Minnesota Historic Sites Act. However, if another federal agency such as the USACE has a small or patchwork APE just covering areas of permitted activities, areas outside of that may be subject to the requirements of the Minnesota Historic Sites Act.

Minnesota Field Archaeology Act (MS 138.31-42)

The Minnesota Field Archaeology Act requires the state agency "controlling said lands" that are known or suspected to contain significant archaeological sites to survey them and to share project plans with the SHPO, Office of the State Archaeologist (OSA), and Minnesota Indian Affairs Council (MIAC) when sites

are associated with American Indian history. If FHWA is the lead federal agency, its APE typically covers the same area as required by the Minnesota Field Archaeology Act. If another federal agency such as the USACE has a small or patchwork APE just covering areas of permitted activities, areas outside of that may be subject to the requirements of the Minnesota Field Archaeology Act.

C. Human Remains

If any human remains are found on non-federal lands, the rules of the Minnesota Private Cemeteries Act (M.S. 307.08) applies. If human remains are found on federal lands, the rules of the federal law Native American Graves Protection and Repatriation Act (NAGPRA) apply.

Mead & Hunt

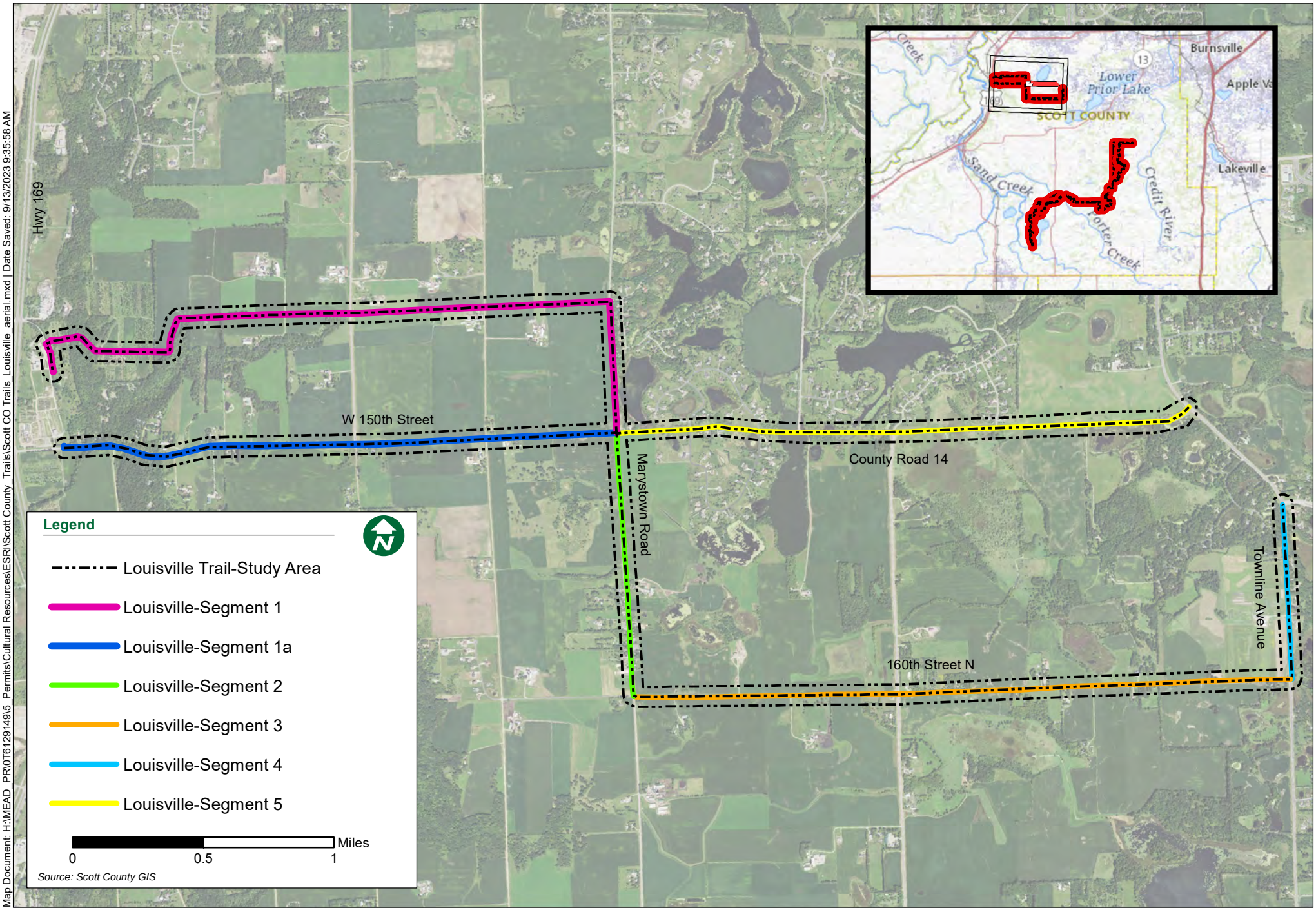
Louisville Regional Trail Corridor

Mead & Hunt

Figure 1: Aerial Location

September 2023

BOLTON & MENK
Real People. Real Solutions.



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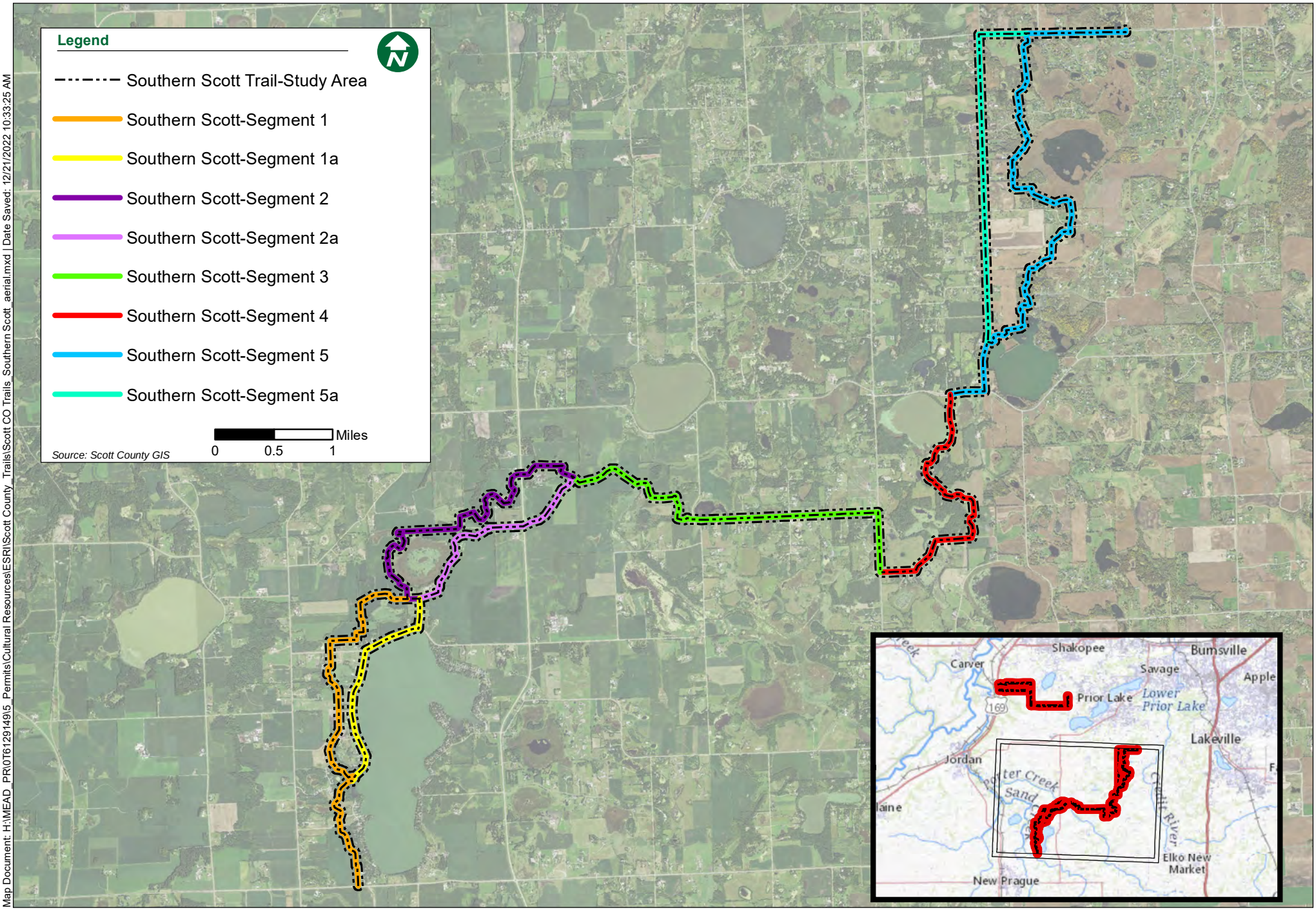
Southern Scott Regional Trail Corridor

Mead & Hunt

Figure 2: Aerial Location

December 2022



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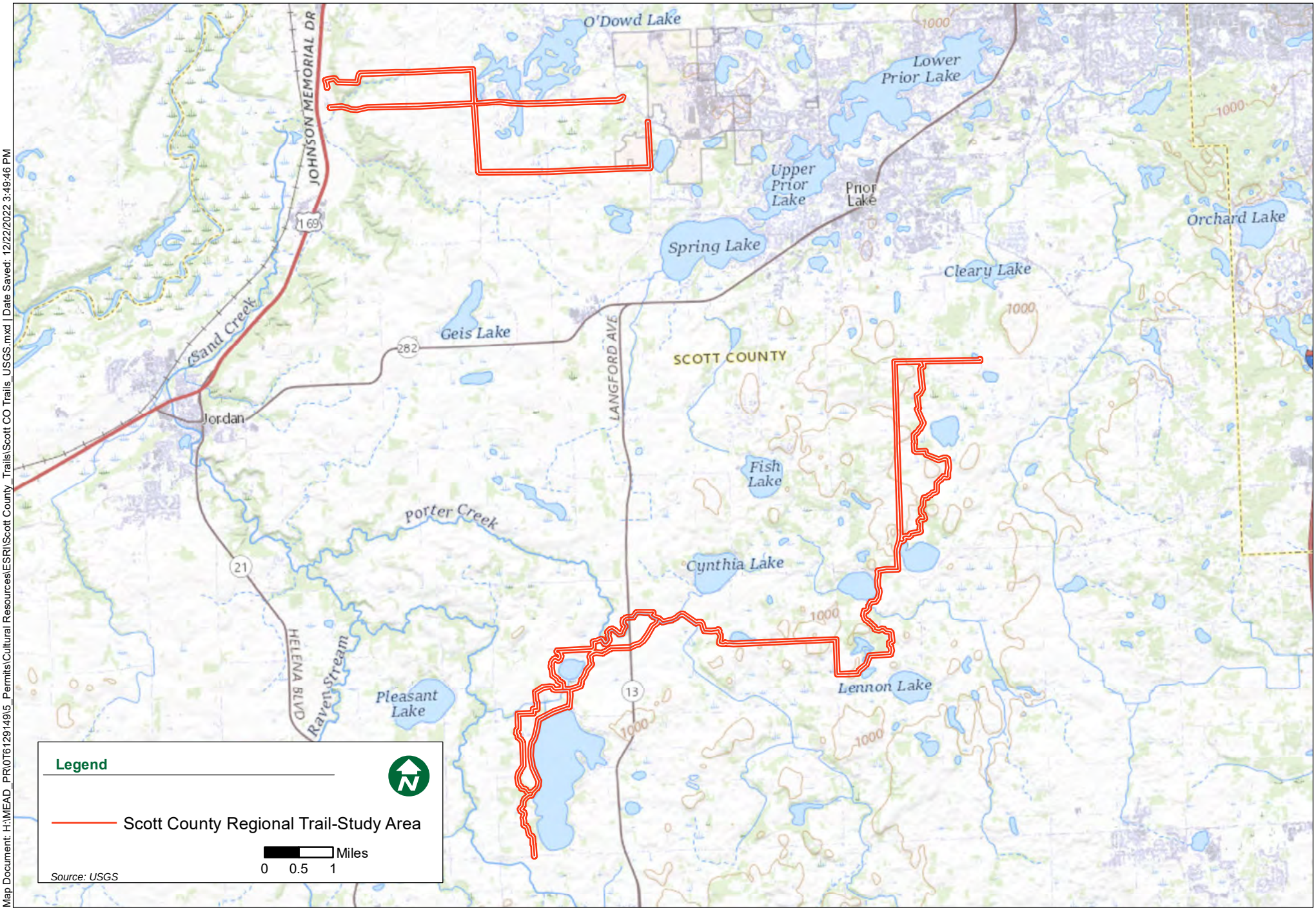
Scott County Regional Trail Corridor

Mead & Hunt

Figure 3: USGS Location

September 2023



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Mead & Hunt

Louisville Regional Trail Corridor

Mead & Hunt

Figure 4: OSA Archaeological Overview

September 2023

BOLTON & MENK

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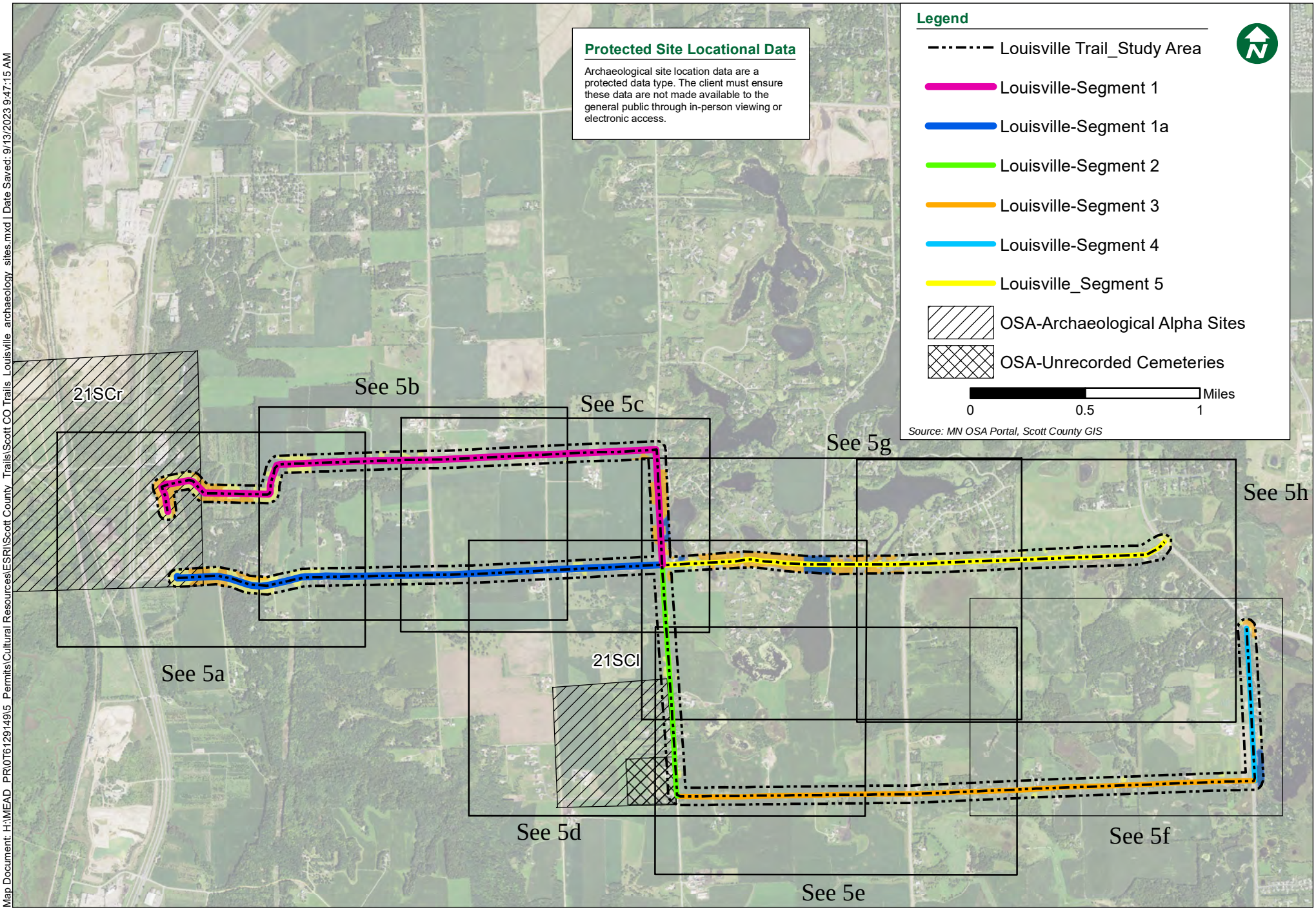

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Louisville Regional Trail Corridor

Mead & Hunt

Figure 5a: OSA Survey Implementation - Segments 1 & 1a

December 2022

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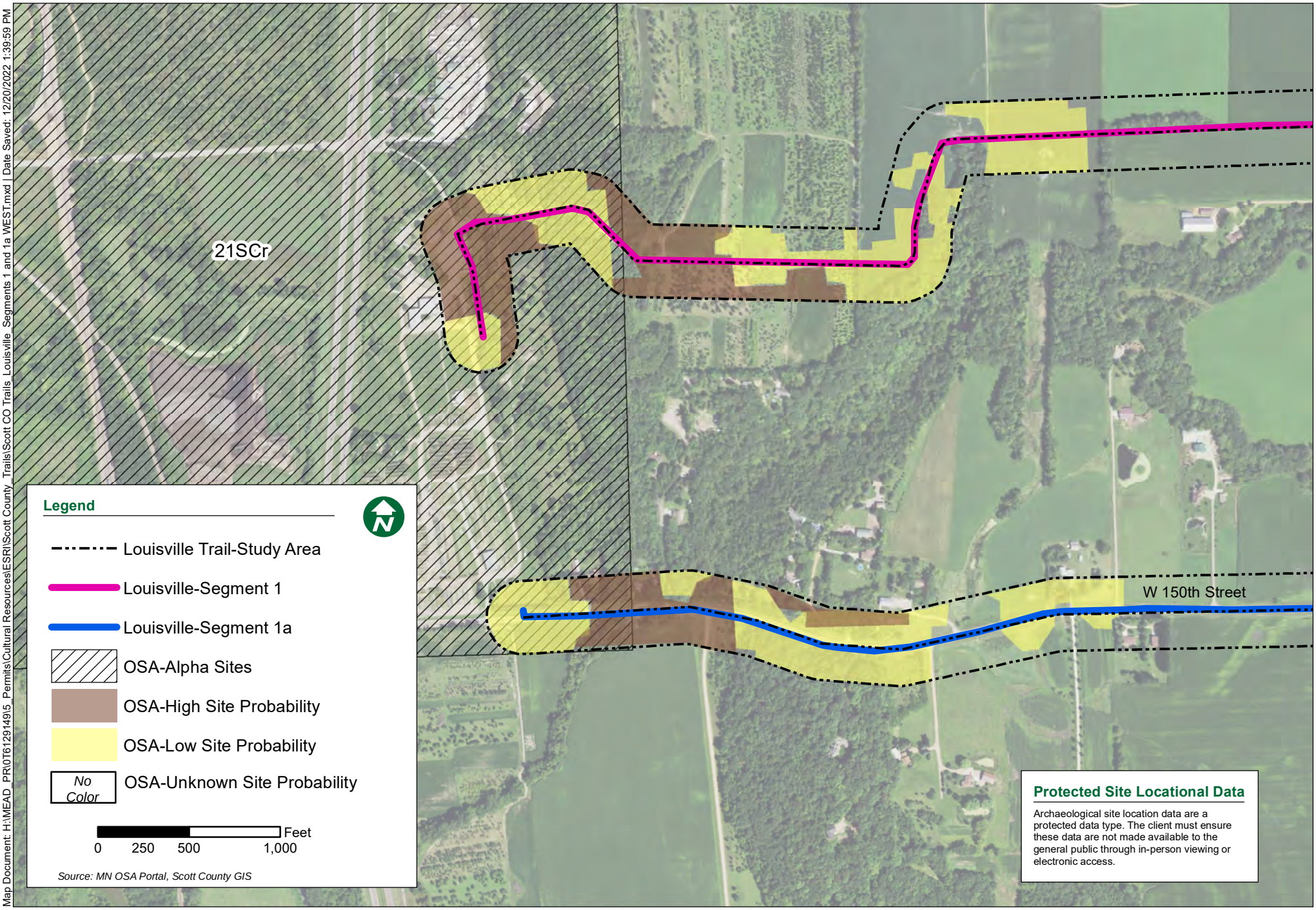

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Figure 5b: OSA Survey Implementation - Segments 1 & 1a

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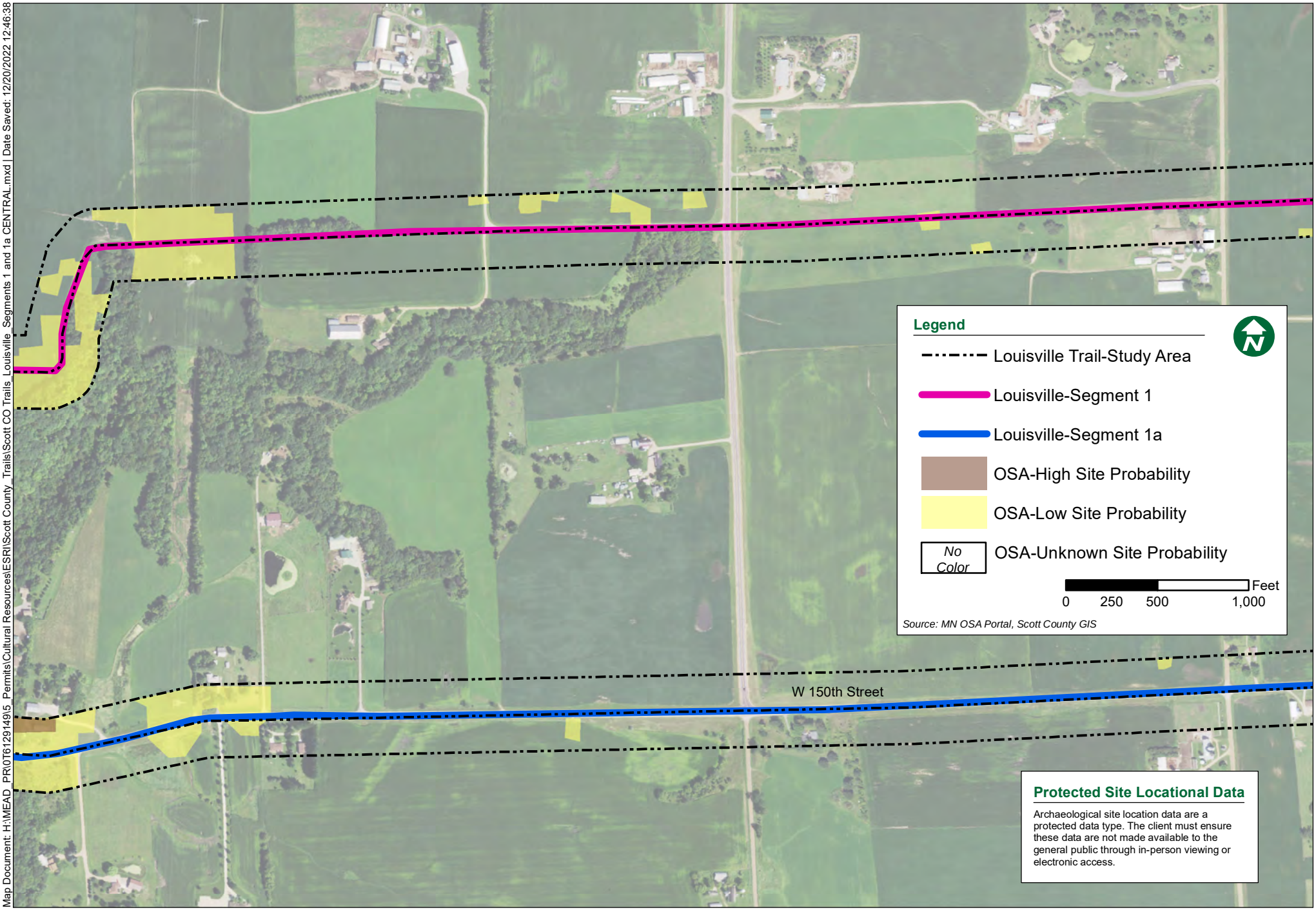

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Figure 5c: OSA Survey Implementation - Segments 1, 1a, & 2

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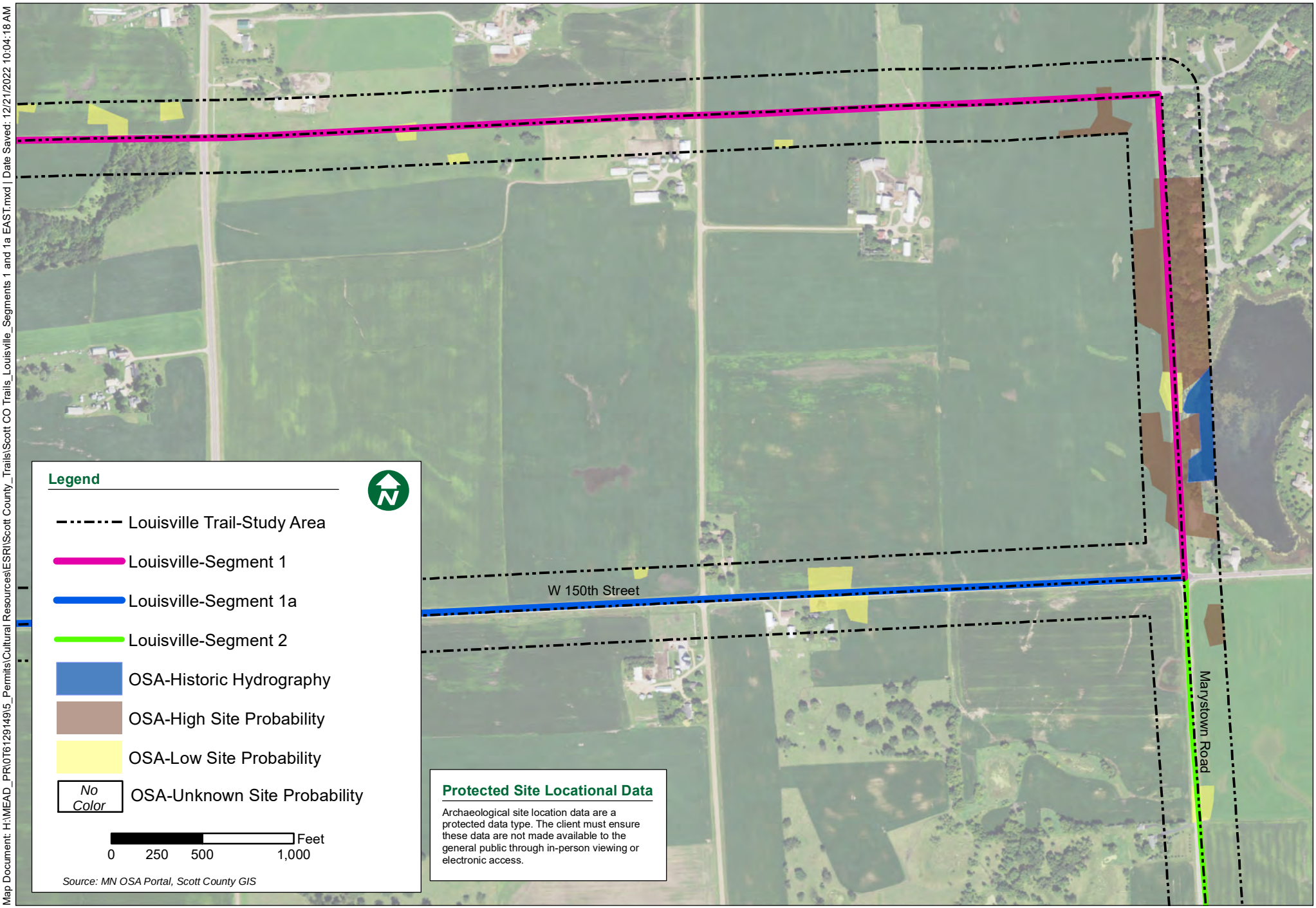

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Figure 5d: OSA Survey Implementation - Segment 2 & 3

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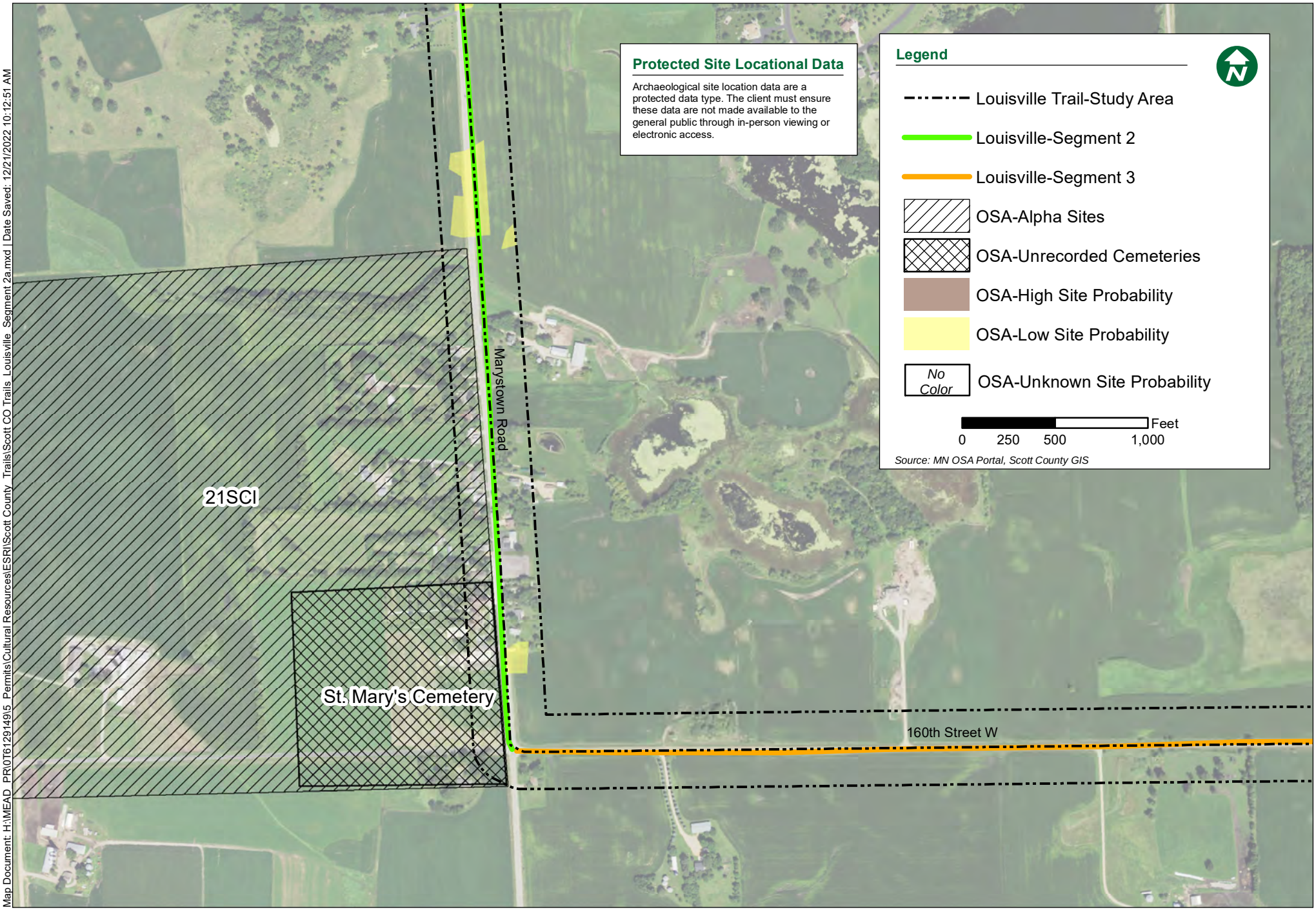

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Figure 5e: OSA Survey Implementation - Segment 2 & 3

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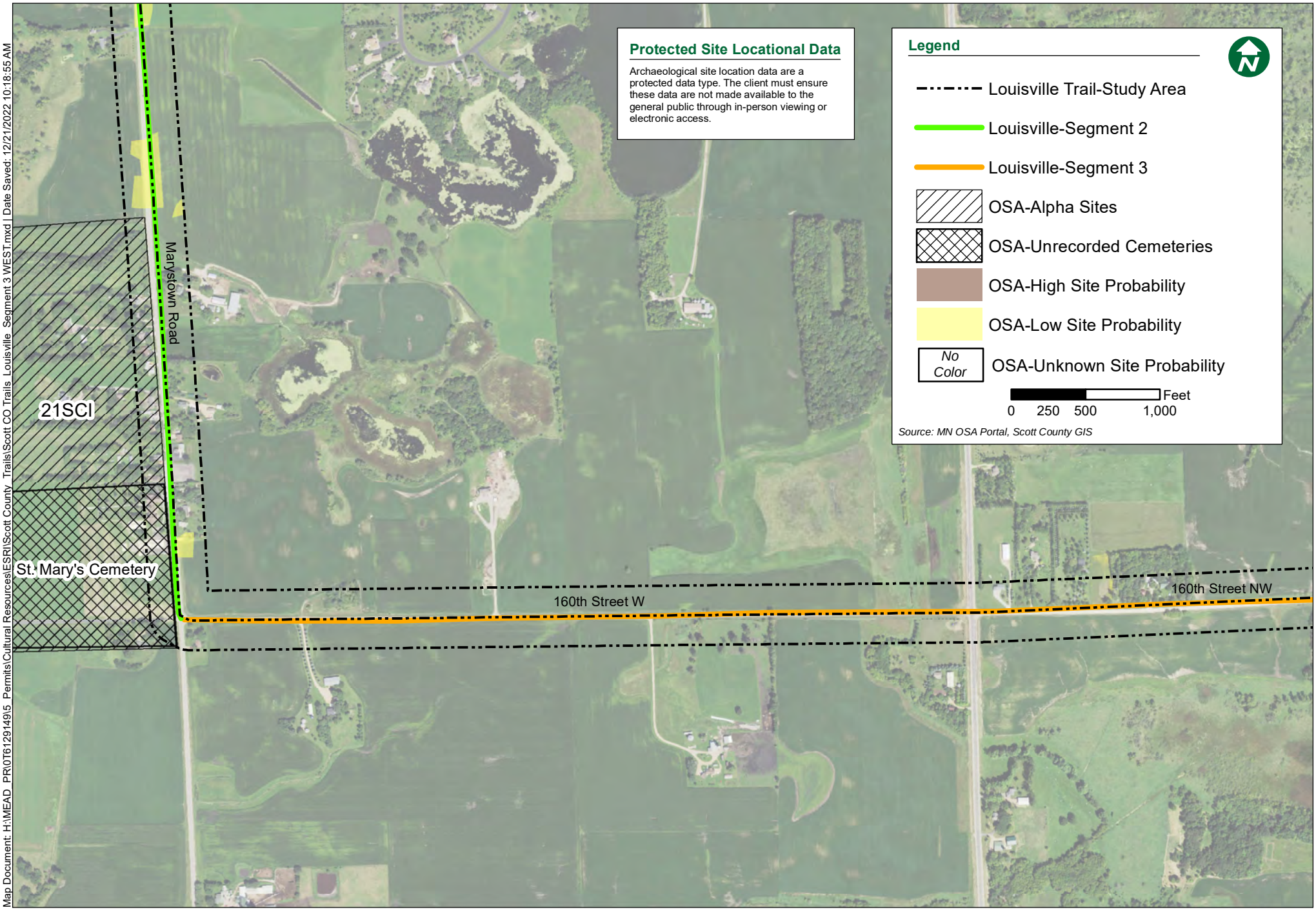

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Figure 5f: OSA Survey Implementation - Segment 3 & Segment 4

December 2022

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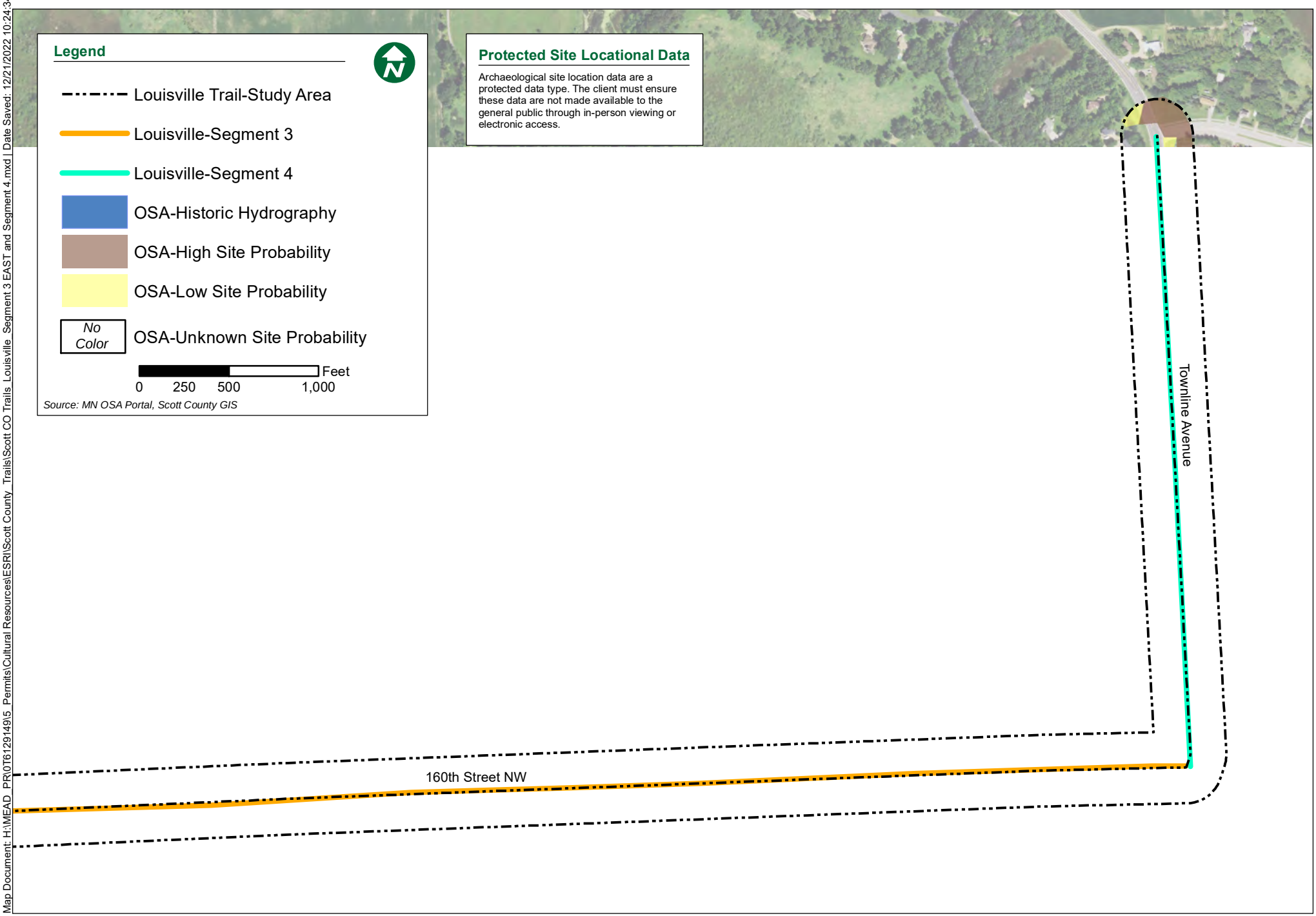

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