Transportation Enhancements Program

APPLICATION INSTRUCTIONS: Attach to this application form no more than ten (10) 8 1/2" x 11" pages of written documentation (additional pages can be used for photos, charts or maps) to respond to Basic Requirements, Project Development/Timeline, Priority Criteria, Project Budget and Sponsoring Agency Resolution of Support. Proposals must be in typewritten format. Please submit (12) copies of your completed application package to: Area Transportation Partnership; c/o Minnesota Department of Transportation; Greg Paulson, 2900 – 48th Street N.W., Rochester, Minnesota 55901-5848.

NOTE: If your overall project contains non-eligible or non-transportation related elements, please mention the entire project in the brief project description, but concentrate the application, budget, etc. on the elements that are eligible and transportation related.

Sponsoring Entity: CITY OF FARIBAULT
(County, City 5,000 + State Agency)

Project Proposer: CITY OF FARIBAULT

Contact Person: Tom Drake / CITY ENGINEER
(Name/Title)

Mailing Address: 208 FIRST AVE. NW

City, State, Zip: FARIBAULT, MN 55021

County: RICE Phone No. 507/333-0365 Fax No. 507/389-0509

(Applicant Signature) CITY ADMINISTRATOR (Date) 2-2-05

(Sponsoring Entity Engineer Signature) 1/26/05

Name of Project: NORTHERN LINK TRAIL

Project Type (See list of eligible activities, Page A.2): MULTI-PURPOSE TRAIL

Brief Project Description to include essential information about the background, purpose, location/termini, project costs, and anticipated transportation benefits to be derived (attach location map).

The purpose of the Northern Link Trail is to provide a connection between the Sakatah-Singing Hills Trail and Faribault’s Straight River Trail System. In addition, it will link the residential trail system being construction in the fast growing Northwest Sub-Divisions with Alexandria Park and the previously mentioned State and City Trail Systems. The White Sands Park area serves as the western terminus as well as the local trail head for the Sakatah-Singing Hills State Trail. Likewise Two Rivers Park will serve as the Eastern Terminus and is located at the North end of the Straight River Trail System. The project is estimated to cost just over $770,000. The Northern Link Trail would provide a key missing link in the Cities Bicycle and Pedestrian Transportation systems providing nearly every neighborhood and commercial area with easy access to a trail for commuting, recreation as well as shopping. (See attached Park and Trail Map)
Northern Link Multi-Purpose Trail
Application for Transportation Enhancement Funds for FY 2008 or 2009
City of Faribault

Introduction:

The Northern Link Multi-Purpose Trail would provide a vital link in the pedestrian/bicycle transportation system here in Faribault. It would connect the Sakatah Singing Hills State Trail to Faribault’s Straight River Trail System. In addition it would connect the residential trail system being developed in the fast growing northwestern sub-divisions with North Alexandria Park. North Alexandria Park contains many of the communities largest recreational outlets including the Family Aquatics Center, Multi-plex Softball diamonds, Ice Arena and Rice County Fairgrounds.

Q1. Projects must be located within, partially within, or significantly affect the area served by ATP 6.

The Northern Link Trail is completely within the City of Faribault which is located in Rice County and completely with District 6. That said, it will also be of regional significance as the Sakatah Singing Hills State Trail crosses over to District 7 connecting to the City of Mankato. Ultimately it is hoped that the Mill Town Trail will provide a connection to the Cannon Valley Trail and to parts of the Southern Metro District near Northfield.

Q2. Projects must be eligible for Transportation Enhancement Funds Activities as defined in the 1998 Transportation Equity Act for the 21st Century (TEA-21).

The Northern Link Trail will provide an important link for pedestrians and bicycles paralleling State Highways TH 21 & TH 3. In combination with existing state and local trails it will link most neighborhoods in Faribault with the various commercial districts including both the Mall and Downtown as well as the northern industrial park. Most of the Cities Parks will also be linked together including the River Bend Nature Center and North Alexander Park. The Middle School is also serve directly from the trail system. The High School/South Central Technical College Campus is linked via sidewalk connections to the trails.

Q3. Projects must have an estimated total cost of at least $200,000.

Total Project costs are estimated at $770,095.20 not including a future bridge over the Cannon River west of TH 21 crossing. The Federal share requested is $535,718.40.

Q4. Proposer’s need to be aware that no federal funds are to be used for plans, designs, land purchase or construction management required to complete a project.

No land acquisitions are anticipated for this project as it is proposed to contained wholly within right of way of TH 3, TH 21 and 2nd Avenue North as well as a short segment in Two Rivers Parks owned by the City of Faribault. An agreement with the DOT for use of their right of way will need to be obtained however, there appears to be more than adequate room. The City Engineering Department will manage the project in-house with the exception of the Railroad underpass for which a consulting structural engineer will be retained. The route was chosen to avoid or minimize any potential environmental impacts to insure deliverability. The City Engineer has prepared several Project Memorandum’s for similar projects in the past and has used the delegated contract process.

Q5. Adoption of sponsoring agency resolution of assurances.

See attached resolution 2005-026 adopted on January 25th, 2005. The City operates on a Five Year Capital Improvement Program and has funds targeted for sidewalk and trail projects.
PROJECT DEVELOPMENT TIMELINE

The request is for 2008 or 2009 construction funding for a total Federal Share of $335,718.40. It would be possible to split the funding to install the railroad underpass as a separate project with the underpass being the highest priority. Approximately, $250,000 would be needed for the underpass and immediate trail linkage of which $200,000 would be Federal. However, because of the complexity of federal processing it is preferred to have only one project. It is proposed to use the paved shoulder of TH 21 Bridge over the Cannon River until such time that future funds can be obtained for a separate river crossing. It is also anticipated that the future river crossing would involve a slightly higher level of environmental review, which we would like to avoid for now.

Tom Drake has been chosen as the Project Manager and has served as the Project Manager for several ATP funded enhancement projects including the Hay Creek Trail, Riverfront Trail and Burnside Trail in Red Wing.

It is anticipated only a Project Memorandum will be required as the chosen route avoids most environmental issues. The Project Memorandum would likely be completed in Fall of 2006 if 2008 funds are available.

Surveying for the trail would be done in the Summer of 2006 with design being done in the Winter of 2006/2007. Plans would be complete by April 1, 2007.

Bids could be opened as early as June 2007 with construction beginning as early as August of 2007, however it will need to be coordinated with the railroad work.

Construction would be completed by June 30th of 2008.

Note: the above dates would slide one year for 2009 enhancement funds.

TRANSPORTATION ENHANCEMENT PRIORITY CRITERIA
NORTHERN LINK MULTI-PURPOSE TRAIL
CITY OF FARIBAULT

P1 – Transportation Relationship. The Northern Link Multi-Purpose Trail would provide a vital link in the pedestrian/bicycle transportation system here in Faribault and in the Region. It would connect the Sakatah-Singing Hills State Trail to Faribault’s Straight River Trail System. (See attached City Park and Trail Map) In addition it would connect the residential trail system being developed in the fast growing northwestern sub-divisions along I-35 to North Alexandria Park as well as both of the previously mentioned trails. North Alexandria Park contains many of the community’s largest recreational facilities including the Family Aquatics Center, Multi-pex Softball diamonds, Ice Arena and Rice County Fairgrounds. Regionally the Northern Link Trail would also serve a vital link to the proposed Mill Town Trail linking Faribault and Northfield together as well as connecting the Cannon Valley Trail to the Sakatah –Singing Hills Trail. You might say that the Northern Link Trail is the “Missing Link”.

P2 - Matching Local Share Requirement. The City operates on a 5-Year Capital Improvement Program (CIP). Trails and Sidewalks are a major component of the Infrastructure Section of the CIP. Funds for the Northern Link Trail are in year 2009 of the Program but could be shifted to 2008 if Federal Funds are available.

P3 – Relationship to Overall Plan/Public Support. As previously mentioned, funding for local share of the Northern Link Trail would come from the 5-Year CIP program. In addition, the Northern Link Trail is consistent with the intent of the Comprehensive Plan adopted in July of 2003. Both the CIP and the
Comprehensive Plan are adopted by the City Council after an extensive public involvement process. Opportunities for additional public input specific to the Project will come during the Design Phase and the Project Memorandum. Also as previously mentioned, the NLT provides both community trail linkage to the northwest sub-divisions as well as regional trail linkage between the Sakatah Singing Hills and Faribault’s Straight River Trail System. Note that access to the River Bend Nature Center can be gained via the Straight River Trail System. The NLT could also serve as a link in the proposed Mill Town Trail or as a loop to the preferred route along the Cannon River. Letters of support are attached from the Mill Town’s Trail Group, River Bend Nature Center, and Faribault Area Chamber of Commerce.

P4 – Project Schedule. The Northern Link Trail project can be delivered in either FY 2008 or 2009. No additional right of way is required and the environmental impacts have been avoided or minimized by routing within existing trunk highway or City Street right of ways.

1. Preliminary Survey Work – Summer of 2006
2. Project Memorandum – Fall of 2006
4. DOT ROW Agreements Winter of 2007
5. Letting and Award – June 2007
6. Construction – Summer/Fall of 2007

P5 – Impact. The Northern Link Trail project is not anticipated to have any major negative environmental or historical impacts. The route selected uses existing trunk highway and City Street right of ways that helps avoid and minimize potential negative impacts. The project does have many positive social and economic impacts by creating links between neighborhoods, city parks and schools as well as providing access to regional trail systems. Good access to trails encourages more pedestrian and bicycle usage resulting in better health and over all fitness and less dependence on the automobile. The Northern Link Trail would provide improved access for residents of Cannon River Mobile Home Park that is home to many disadvantaged and minority families. The economic impacts of Tourism are enhanced by allowing the uses of the Sakatah – Singing Hills Trail to reach all neighborhoods of Faribault including downtown via the Straight River Trail. The trail will connect the expanding commercial area at TH 60 and I-35 to the historic downtown business area as well as the Strip Commercial developments along TH 21 and TH 3.

P6 – Public Use/Access. Connectivity is the main theme for the Northern Link Trail. Providing both improved access to newer northwest sub-divisions, Cannon River Mobile Home Park and regional trails and City Parks system. The City of Faribault will be the owner of the Northern Link Trail. It will be maintained for the enjoyment of city residents and visitors alike. Depending upon usage the trail may be cleared of snow in the Winter. Conservatively, it is estimated that 20,000 to 50,000 people will use the trail on an annual basis with usage increasing with the completion of the Mill Town Trail.

P7 – Physical Design.

The trail will be constructed on the back slope of the west ditch along TH 21 and the south ditch of TH 3 and in the boulevard on 2nd Avenue NW. This will provide a safe setback distance from the vehicle traffic. A traffic signal is planned for the intersection of TH 3 and TH 21. This would allow the crossing of TH 21 at a controlled intersection. An all-way stop condition exists at the intersection of TH 3 and 2nd Avenue NW. The attached City of Faribault – Park and Trails Map illustrates the proposed route of the Northern Link Trail at the connections to Straight River Trail and the Sakatah Singing Hills State Trail. A 10-foot wide paved trail is proposed with two-foot wide gravel shoulders.

P8 – Land Use Relationships. Land uses along the trail vary from commercial, industrial to residential and park land. It is anticipated that the trail will enhance all land uses by providing access to customers, employees and residents. Many workers will be able to enjoy being able to use the trail on their breaks or as a means to get to and from work. Many families will be able to access regional trails, city parks and commercial shopping areas by starting on their neighborhood trail and using the Northern Link Trail to access City and Regional trail systems.

A. 5
TRANSPORTATION ENHANCEMENT PROJECT BUDGET
NORTHERN LINK MULTI-PURPOSE TRAIL - FARIBAULT, MN

Please identify what cost will be incurred to carry out the proposed project, using the following budget categories as a guideline. Where appropriate and available, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Estimates for Lines A, B and C must be provided. Details of construction and other costs are optional, depending on the information available to you.

<table>
<thead>
<tr>
<th>Description of Work/Construction Items</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Estimated Construction Cost</th>
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<tr>
<td>1 Clearing and Grubbing</td>
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<td>$1.75</td>
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<td>6 Drainage /Culvert Extensions</td>
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<td>10 Contingency</td>
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Line A Total $669,648.00

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<th>Unit</th>
<th>Unit Cost</th>
<th>Estimated Construction Cost</th>
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<tr>
<td>B Right of Way Or Land Acquisition</td>
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Line B Total $-

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<tr>
<td>C Administrative Costs</td>
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<tr>
<td>Project Development /Design Engineering @ 9%</td>
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<td>$60,268.32</td>
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<td>Construction Staking/Administration</td>
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<td>$40,178.88</td>
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Line C Total $100,447.20

1 Total cost of proposed project: (Lines A+B+C) $770,095.20

2 Items not eligible for enhancement Funding: (Lines B + C) $100,447.20

3 Total eligible costs- minimum $200,000 (Line A) $669,648.00

4 Sponsoring Agency's Contribution (20 - 50%) $133,929.60

5 Total amount requested in enhancement funds (Number 3 - Number 4) $535,718.40
RESOLUTION # 2005-026

RESOLUTION OF SUPPORT FROM SPONSORING AGENCY
FOR TRANSPORTATION ENHANCEMENT PROJECT
NORTHERN LINK MULTI-PURPOSE TRAIL

WHEREAS: Transportation enhancement projects receive federal funding from the Surface Transportation Program (STP) of the Transportation Equity Act for the 21st Century (TEA-21) of 1998; and;

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with Federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: The Federal Highway Administration (FHWA) requires applicants to provide a minimum of 20% match of estimated cost of proposed projects.

WHEREAS: The Minnesota Department of Transportation (Mn/DOT) has determined that for projects implemented with enhancement funds, these above requirements should be applied to the project sponsor; and

WHEREAS: The City of Faribault is the project sponsor for the transportation enhancements project identified as Northern Link Multi-Purpose Trail.

BE IT RESOLVED THAT the City of Faribault act as the sponsoring agency for a "Transportation Enhancements" project identified as the Northern Link Multi-Purpose Trail and acknowledges herewith that it is willing to be the project sponsor; and accepts responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations, including a commitment to secure and guarantee the local share of a minimum of 20% of the costs of this project.
BE IT FURTHER RESOLVED THAT the project sponsor hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned enhancement project. The project sponsor also agrees to assume full responsibility for the preparation and submittal of necessary project plans, specifications and bid documents on or before April 15 of the project year.

BE IT FURTHER RESOLVED THAT the primary contact shall be the City Engineer and he is hereby authorized to act as agent on behalf of this applicant.

Adopted: January 25, 2005

Faribault City Council

Charles Ackman, Mayor

ATTEST:

Timothy Madigan, City Administrator

CERTIFICATION

I, Lorri Smith, Administrative Assistant for City of Faribault, hereby certify that the foregoing Resolution is a true and exact copy of Resolution 2005-026 as adopted by City Council at a duly authorized meeting on January 25, 2005.

Lorri A. Smith, Administrative Assistant

Date: February 2, 2005
ATP 6 TRANSPORTATION ENHANCEMENT COMPLETION CHECKLIST

This checklist is for the convenience of the Applicant to ensure all Transportation Enhancement elements have been addressed. Applications must specifically and directly address each criterion to qualify and receive points. Proposals shall identify each criterion by number and then directly respond to it. Pages in each proposal should be numbered, and are limited to ten (10) 8 1/2" x 11" pages excluding maps, drawings and other photos. Proposals must be in typewritten format.

Enhancement Application Checklist

Application Form Information (Page A.1)
- Sponsoring Entity
- Project Proposer
- Contact Person/Information
- Applicant Signature
- Name of Project
- Brief Project Description

Basic Requirements (Pages A.2 and A3)
- Q1. Project located within the area served by ATP 6
- Q2. Eligibility of project
- Q3. Estimated total cost of at least $200,000
- Q4. Federal Fund usage
- Q5. Resolution from Sponsoring Agency
  - Qualified sponsor
  - Assurance of 20% or greater matching funds
  - Assurance to operate/maintain the facility
  - Assurance to submit plans and specifications

Project Development Timeline (Page A.4)
- Questions Addressed

Transportation Priority Criteria (Page A.5)
- P1. Transportation Relationship
- P2. Matching Local Share Requirement
- P3. Relationship to Overall Plan/Public Support
- P4. Project Schedule
- P5. Impact
- P6. Public Use/Access
- P7. Physical Design
- P8. Land Use Relationship

Project Budget (Page A.6)
- Itemized Project Budget

Annual Milestone Report by Sponsoring Agency (Page A.9)
- Report Filled Out and Signed by Engineer

Other
- Location Map
- Letter(s) of Financial Support
- Maps, Graphics, Photos

Sponsoring Entity Engineer Signature

A.8
Annual Milestone Report by Sponsoring Agency

Please complete for each phase of the project and send by October 1st of each year to:

Area Transportation Partnership
C/O Mn/DOT
Andrew Schmidt
2900 - 48th Street N.W.
Rochester, MN 55901-5848

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<th>As Proposed (to be completed by applicant)</th>
<th>Actual (to be completed by Mn/DOT)</th>
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<td>Tom Drake, Cty Eng.</td>
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<td>Environmental Document</td>
<td>Dec. 2006</td>
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<td>R/W Appraisals Complete</td>
<td>N.A. DOT AGREEMENT 01-743 Rev. Feb. 2007</td>
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<td>R/W Certificate Submittal</td>
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<tr>
<td>Bids Advertised</td>
<td>June 2007</td>
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<tr>
<td>Bid Opening</td>
<td>July 2007</td>
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</table>

Sponsoring Entity Engineer Signature

A.9
February 2, 2005

Mr. Tim Madigan, City Administrator
City of Faribault
208 NW 1st Avenue
Faribault, MN 55021

Ref. Support for ATP-6 Transportation Enhancement Application
Northern Link Trail, City of Faribault

Dear Tim:

River Bend Nature Center is writing this letter in support of the City of Faribault’s application for enhancement funding to construct the Northern Link Trail. The Northern Link Trail will provide a wonderful connection between the Sakatah – Singing Hills Trail with the Straight River Trail System. As you know, the hope is to bring the Mill Town Trail into the north end of Faribault. The Northern Link Trail will provide additional opportunities to connect the Mill Town’s Trail to existing trail systems as well as developing residential and commercial areas.

It is increasingly important that communities provide recreational avenues for families and individuals. A trail system is the perfect vehicle to promote personal health, showcase the beauty and riches of the community’s natural areas, and link with the important historical and cultural features of this part of Minnesota. River Bend Nature Center’s trails receive a substantial amount of use through access from the City of Faribault trail system. Being connected to the larger network will only enhance our trail use. Wider visitation not only allows more people to appreciate the beauty of the Straight and Cannon River corridors, but also provides River Bend with increased opportunities to meet our mission of helping people discover, enjoy, understand, and preserve the incredible natural world that surrounds us.

Let us know if you are successful in your efforts and if there is anything else that we can do to support this project.

Sincerely

[Signature]

Nalani McCutcheon
Executive Director
Support... Our Rich Heritage

River Bend Nature Center was established in the late 1970s by a group of people who simply wished to hold on to its natural beauty for all to enjoy. We are a private, nonprofit organization dedicated to helping people discover, enjoy, understand and preserve the incredible natural world that surrounds us.

Discover...

- 750+ acres cradling the Straight River
- A rich variety of habitats including wetlands and forests
- More than 55 acres of restored prairie
- 10 miles of trails (2 miles accessible to all)
- Hiking, biking, skiing and snowshoeing
- Many species of wildflowers including the endangered dwarf trout lily
- Wildlife such as raccoons, beavers, white-tailed deer, gray and red fox, mink and other small mammals
- Excellent birding with many resident and migratory species
- Programs for adults and children of all ages
- Interpretive center, displays, gift shop and library

Please...

- Keep dogs on leash.
- Leave flowers, plants, animals, fungi and other natural items for all to enjoy.
- Trails are multi-use; be respectful of others.

Getting Here...

River Bend Nature Center is located on the east edge of Faribault just off state highway 60. Follow the "Nature Center" signs.

Printed on recycled paper
January 31, 2005

Mr. Tim Madigan, City Administrator  
City of Faribault  
208 NW 1st Avenue  
Faribault, MN 55021

Ref. Support for ATP-6 Transportation Enhancement Application  
Northern Link Trail, City of Faribault

Dear Tim:

This letter is sent in support of the City of Faribault’s application for enhancement funding to construct the Northern Link Trail. The Northern Link Trail will provide a great connection between the Sakatah – Singing Hills Trail with the Straight River Trail System. As you know, we hope to bring the Mill Town Trail into the north end of Faribault. The Northern Link Trail will provide additional opportunities to connect the Mill Town Trail to existing trail systems as well as developing residential and commercial areas.

Let us know if you are successful in your efforts and if there is anything else that we can do.

Sincerely yours,

Carol King, President  
Mill Town Trail Board
VISION

Past discussions of the trail project have emphasized linking adjacent trails at Cannon Falls and Faribault. Such a facility will also provide a connection between public and semi-public open spaces serving three counties and five cities. A well kept asset of this portion of the Cannon River Valley is the brief period in history during which thirty mills were built and operated here. The mills served a variety of local needs within these agricultural communities and some were recognized well beyond the region. Mill Towns Trail is envisioned as a recreational investment that will link these communities in a way that will ensure their continued vitality.

GOALS

1. Develop a trail route which can be used for hiking, biking and snowshoeing or skiing which links Cannon Falls, Randolph, Waterford, Northfield, Dundas and Faribault.

2. Provide a permanent trail right of way linking the Cannon Valley Trail at Cannon Falls and the Sakishah Singing Hills Trail at Faribault.

3. Establish a recreational facility focused upon the communities along the proposed right of way.

4. Create a identification system for Mill Town Trail which will distinguish it from other trail systems.

5. Establish alternative routes of varying length for trail users in each of the communities along this twenty-eight mile segment of the Cannon River Valley.

6. Identify and provide access to public spaces, historic mill sites and both cultural and natural features along the trail right of way.

7. Identify trail head sites in each community to facilitate economic development related to this recreational feature.

8. Present the trail as an integrating element in the regional open space system.

FUNDING

While various grants have been requested for land acquisition and development, they generally require a local match. Contributions are tax deductible and very much needed to assure the future of this trail. Checks can be mailed to either the Chair or Treasurer of the Cannon River Link Trail Board at Box 251, Northfield, Minnesota 55057.

HISTORICAL PERSPECTIVE

The communities along Mill Towns Trail have both natural and cultural history in common. They share the broad Cannon River Valley, plus the efforts of previous generations to make use of the river's energy through the creation of a series of water power. Local historians, Tom Neilson, has identified 37 mill sites in Minnesota, including 38 that are located along the Cannon River between Cannon Falls and Faribault. The period of local milling began in the 1850s and was largely over by 1919. The difficulty in finding mill remains today is due in part to their construction which typically was of wood on a stone base.

• The first mill at Faribault was built in 1838 for grinding grain. This was followed by three flour mills plus the woolen mill.

• Dundas was the location of 11 mills beginning in the 1850s. The first was a saw mill, but flour mills followed. Part of a successor to the Archbold Mill adjoining the business district is still in place.

• John North was responsible for several mills at Northfield including both a saw mill and a flour mill in the early 1860s. The sawmill was situated across the Cannon River from the historic, and now restored Amos Mill. Seagull Park was the site of a woof burning steam powered saw mill built in 1852.

• Waterford's Gance Mill and Cooperage was erected in 1873. Its foundation is still visible between the railroad and the river. It is believed to be a steam generating plant built by Northfield Iron, Light and Power Company.

• Lewiston at Alta Avenue was the site of the Gravelis Flour Mill built in 1881. The town site for Lewiston existed between 1855 and 1871, but was closed by a dam failure which flooded the community, leaving no remnant of the mill. The town was not rebuilt even though it had been larger than present day Randolph. The Sumner Township Hall, built in 1880, was formerly owned by Lewiston School District 69 and is the only building that remains from that period.

• Cannon Falls included the Old Stone Mill on a site that has never been relocated, plus the Oxford Mill in Stuarts Township. Three mills were established in 1854 and both were closed in the "panic of '73". The Oxford Mill was re-opened in 1876 and continued to function until it burned in 1905.
For more information:
DNR Information Center
500 Lafayette Road
Saint Paul, MN 55155-4040
(651) 296-6157 (metro area)
1-888-MINNDNR (MN toll free)
(651)-6367
TDD
(651) 296-5484 (metro area)
1-800-657-3929 (MN toll free)

Minnesota Department of Tourism
100 Metro Square
121 7th Place East
Saint Paul, MN 55101-2112
(651) 296-5029 (metro area)
1-888-TOURISM (MN toll free)

Minnesota Bikeway Maps
Minnesota Department of Transportation
395 John Ireland Boulevard
Room 110
Saint Paul, MN 55155
(651) 296-2216
MnDOT produces two maps (east and west
MN) that grade quality of road shoulders
suitable for biking. There is a charge for these
maps. Maps not available for the Metro area.

The Great Minnesota Ski Pass is required for
all cross-country skiers on public cross-country
ski trails who are aged 16 and above. The Ski
Pass must be signed and in your possession
when skiing on any public ski trail in Minnesota.
For more information about the Ski Pass, please
call the DNR Info Center at 1-888-MINNDNR;
1-888-646-6367.

The Great Minnesota Ski Pass
Printed on recycled paper
with a minimum of 50%
post-consumer material.

This information is available in alternative format upon request.

You can also check our website at:
www.dnr.state.mn.us/state_trails/index.html

Share the Trail with Others:
• Stay on designated trail.
• Keep right so others can pass.
• Keep all pets on leash/Dispose of pet waste.
• Obey traffic signs and rules.
• Pack out all garbage and litter.
• Respect adjoining landowners rights and
privacy.
• Warn other trail users when passing by giving
an audible signal. Some horses may be spooked
by quiet bikers or in-line skaters. Let them know
you are passing.
• Overnight camping and campfires are
permitted only on designated campsites.
Do not leave campfires unattended.
• Enjoy the beauty of wild plants & animals, but
leave them undisturbed for all to enjoy.
• Trail users are legally responsible for obeying
the rules and regulations provided in Minnesota
Rules, 6100.3000.

The Sakah Singing Hills State Trail is a 39
mile multiple use trail which has been
developed on an abandoned railroad grade.
The trail lies in the transition zone between
what was once the “Big Woods” and the vast
prairies. Remnants of these plant
communities can still be found scattered
throughout what is now cultivated land.

The trail has been developed for bicycling,
in-line skating, horseback riding, cross-
country skiing, hiking, and snowmobiling.
Snowmobiles with studded tracks are
restricted from asphalt trails.

The trail begins at Lime Valley Road near
Mankato and ends east of Interstate 35 at
Faribault (trail users will need to use the
signed route on city streets through
Waterville).

The Sakah Singing Hills State Trail
provides an asphalt roadway. A roadway
for horseback riding is completed from Lime
Valley Road to Eagle Lake. A second
horseback trail segment travels from Sakah
Lake State Park to Morristown. Sakah
Lake State Park is along the trail, and
provides a separate bicycling campground,
picnic grounds, boat access, and additional
hiking trails. There are several other lakes
and public parks within an easy ride of the
trail.

*Equal opportunity to participate in and benefit from programs of the Minnesota Department of Natural Resources is available to all individuals regardless of race, color, creed or
religion, national origin, sex, marital status, status with regard to public assistance, sexual
orientation, age or disability. Discrimination inquiries should be sent to the Minnesota
Department of Natural Resources, 500 Lafayette Road, St. Paul, MN 55155-4031; or the
View of the North End of the Straight River Trail at Two Rivers Park. Northern Link Trail would start here and go West to 2nd Avenue.

View looking West from Straight River Trail to 2nd Avenue. Northern Link Trail would be south of entrance road and parallel to the Cannon River.
View looking North along 2nd Avenue from Entrance to Two Rivers Park. NLT would be in east boulevard of 2nd Avenue to 20th Street which is also TH # 3.

View looking South along 2nd Avenue from 20th Street (TH #3). NLT would be in east boulevard of 2nd Avenue and Cross over at four way stop shown in Photo.
View looking West from North Entrance to Alexander Park along TH # 3. NLK would be located in south ditch.

View looking West along TH # 3 at RR Overpass. RR Bridge would need to be extended south or separate underpass installed.
View looking East along TH # 3 at RR Overpass. Again south abutment would need to be modified or new underpass installed.

View showing future residential trail connection west of RR Overpass on TH # 3. Residential trail improvements are budgeted for 2005.
View looking East across TH #21 at TH #3. Traffic Signal is planned for this intersection.

View looking North along TH #21 from 17th Street NW. NLT would be located in the West ditch.
View looking South along TH # 21 from 17th Street NW. NLT would be located along in the West ditch along the back slope.

View of Sakatah Trail Head Park & Ride at White Sands Park showing TH # 21 connection.
View of Sakatah – Singing Hills State Trail Connection linking Mankato to Faribault.