

ATP-6 TRANSPORTATION ENHANCEMENT APPLICATION FORM  
COVER PAGE

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 - 48<sup>th</sup> 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 FARIBAUT  
(County, City 5,000 + State Agency)

Project Proposer: CITY OF FARIBAUT

Contact Person: TOM DRAKE / CITY ENGINEER  
(Name/Title)

Mailing Address: 208 FIRST AVE NW

City, State, Zip: FARIBAUT, MN 55021

County: RICE Phone No. 507/333-0365 Fax No. 507/384-0509

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

[Signature] 1/26/05  
(Sponsoring Entity Engineer Signature) (Date)

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 21<sup>st</sup> 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 served 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.

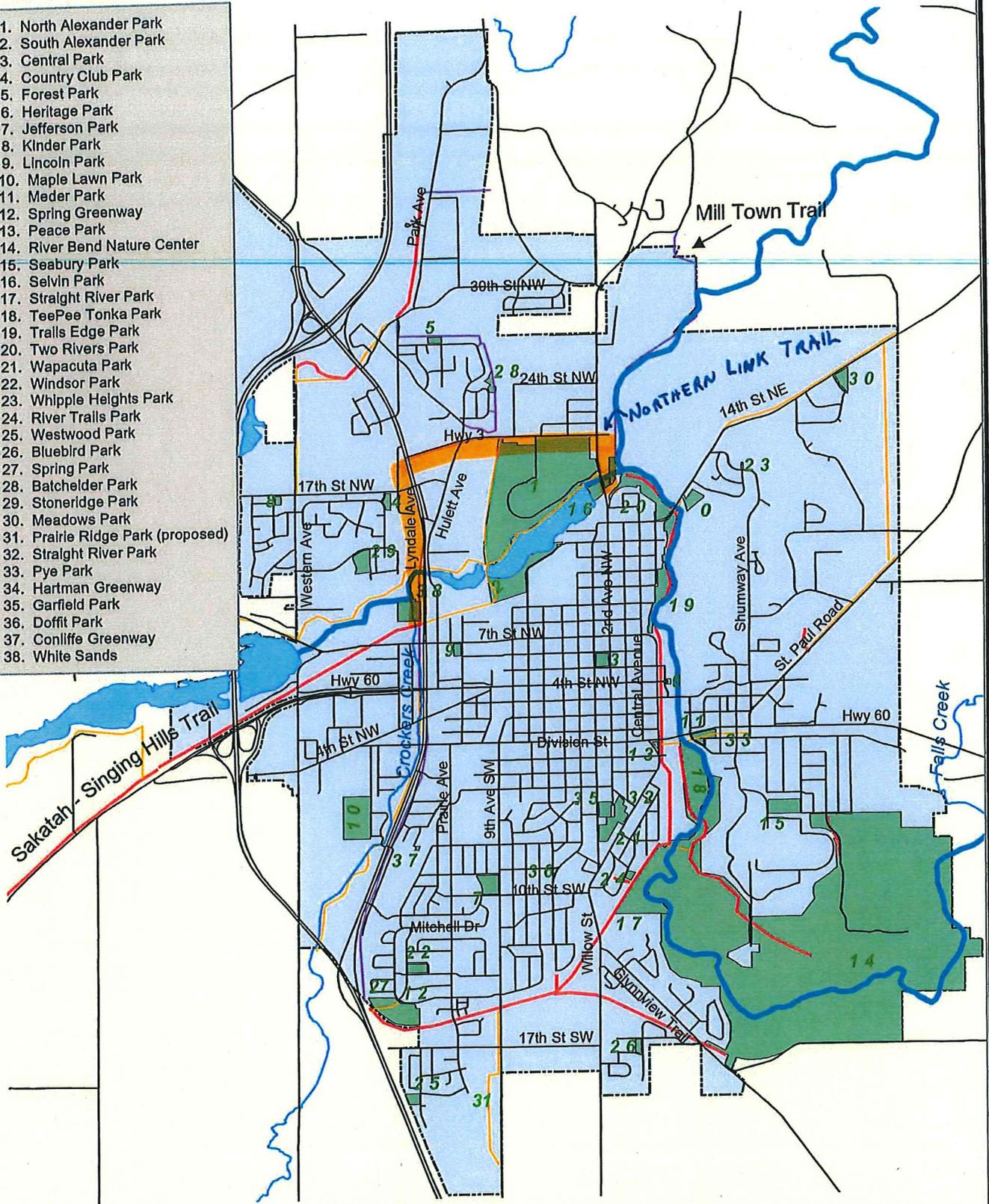
**Q4. Proposer's need to be aware that no federal funds are to be used for plans, designs, land purchase or construction management required to complete a project.**

No land acquisitions are anticipated for this project as it is proposed to be contained wholly within right of way of TH 3, TH 21 and 2<sup>nd</sup> 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 25<sup>th</sup>, 2005. The City operates on a Five Year Capital Improvement Program and has funds targeted for sidewalk and trail projects.

1. North Alexander Park
2. South Alexander Park
3. Central Park
4. Country Club Park
5. Forest Park
6. Heritage Park
7. Jefferson Park
8. Klnder Park
9. Lincoln Park
10. Maple Lawn Park
11. Meder Park
12. Spring Greenway
13. Peace Park
14. River Bend Nature Center
15. Seabury Park
16. Selvin Park
17. Straight River Park
18. TeePee Tonka Park
19. Trails Edge Park
20. Two Rivers Park
21. Wapacuta Park
22. Windsor Park
23. Whipple Heights Park
24. River Trails Park
25. Westwood Park
26. Bluebird Park
27. Spring Park
28. Batchelder Park
29. Stoneridge Park
30. Meadows Park
31. Prairie Ridge Park (proposed)
32. Straight River Park
33. Pye Park
34. Hartman Greenway
35. Garfield Park
36. Doffit Park
37. Conliffe Greenway
38. White Sands



Lakes	<b>Legend</b>
Parks	trails
corplimit	<call other values>
<call other values>	<b>ex_propo</b>
<b>STRMTYPE</b>	existing
river	planned
stream	proposed

# City of Faribault Parks and Trails

# 8

A GIS Map by the City of Faribault  
Planning & Zoning

## PROJECT DEVELOPMENT TIMELINE

The request is for 2008 or 2009 construction funding for a total Federal Share of \$535,718.40. 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 30<sup>th</sup> 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-plex 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

A.4 & A.5

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
3. Project Design - Winter 2007
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 2<sup>nd</sup> 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 2<sup>nd</sup> 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.

**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.

A	<u>Description of Work/Construction Items</u>	<u>Estimated Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Estimated Construction Cost</u>
1	Clearing and Grubbing	1	L.S.	\$ 10,000.00	\$ 10,000.00
2	Common Excavation	4800	C.Y.	\$ 4.00	\$ 19,200.00
3	Granular Borrow	9400	C.Y.	\$ 8.00	\$ 75,200.00
4	Class 5 Aggregate Base	3200	C.Y.	\$ 13.00	\$ 41,600.00
5	Bituminous Trail	126720	S.F.	\$ 1.75	\$ 221,760.00
6	Drainage /Culvert Extensions	1	L.S.	\$ 50,000.00	\$ 50,000.00
7	Turf Restoration	1	L.S.	\$ 10,000.00	\$ 10,000.00
8	Silt Fence/Erosion Control	1	L.S.	\$ 10,000.00	\$ 10,000.00
9	Railroad Underpass	1	L.S.	\$ 200,000.00	\$ 200,000.00
10	Contingency				\$ 31,888.00
				Line A Total	\$ 669,648.00
B	Right of Way Or Land Acquisition			Line B Total	\$ -
					\$ -
C	Administrative Costs				\$ -
	Project Development /Design Engineering @ 9%				\$ 60,268.32
	Construction Staking/Administration				\$ 40,178.88
				Line C Total	\$ 100,447.20
1	Total cost of proposed project: (Lines A+B+C)				\$ 770,095.20
2	Items not eligible for enchancement 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 enchancement funds (Number 3 - Number 4)				\$ 535,718.40

**CITY OF FARIBAULT**

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**RESOLUTION # 2005-026**

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**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 21<sup>st</sup> 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.

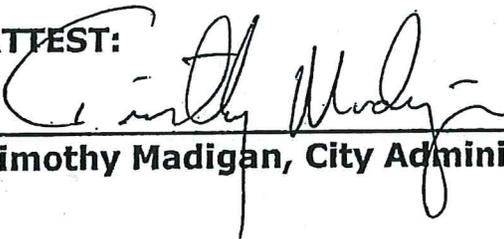
**BE IT FURTHER RESOLVED THAT** the primary contact shall be the City Engineer and he is hereby authorized to act as agent on behalf of this applicant.

**Adopted:** January 25, 2005

**Faribault City Council**

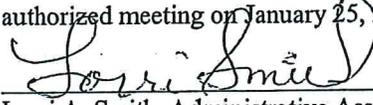
  
\_\_\_\_\_  
**Charles Ackman, Mayor**

**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

\_\_\_\_\_: February 2, 2005  
Date

## 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 \_\_\_\_\_





February 2, 2005

Mr. Tim Madigan, City Administrator  
City of Faribault  
208 NW 1<sup>st</sup> 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

Nalani McCutcheon  
Executive Director



*An independent, member-supported, nonprofit organization helping people discover, enjoy, understand and preserve the incredible natural world that surrounds us.*

A 10



# 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.

### New members welcome!

Join today to support River Bend and receive our quarterly newsletter, program announcements and special discounts.

### Member Information:

Name(s) \_\_\_\_\_  
 Address \_\_\_\_\_  
 City/State/Zip \_\_\_\_\_  
 Home Phone \_\_\_\_\_  
 Work Phone(s) \_\_\_\_\_  
 Are you interested in volunteering? \_\_\_\_\_

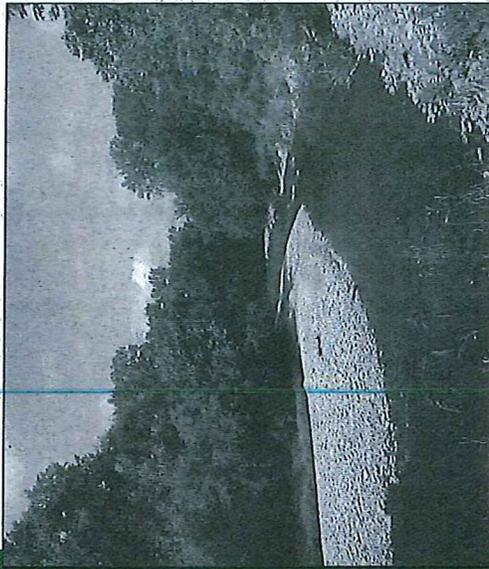
### Membership

Type →  
 (please circle one)

Membership Level →  
 (choose the level of membership that is best for you)

	Senior(s) & Individuals	Family	Business	
Associate	<input type="checkbox"/>			\$15.00-\$24
Supporter	<input type="checkbox"/>	<input type="checkbox"/>		\$25-\$39
Contributor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$40-\$64
Advocate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$65-\$99
Steward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$100-\$149
Patron	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$150-\$249
Founder	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$250 and up

# River Bend Nature Center



## Trail Guide

1000 Rustad Road  
 PO Box 186  
 Faribault, MN 55021-0186  
 507-332-7151  
 fax: 507-332-0656  
<http://www.rbnc.org>  
 rbncinfo@rbnc.org

River Bend's trails are supported by the Minnesota DNR through the Grant-in-Aid program.



Nature needs  
all that is here.  
Your memories are  
yours to keep!

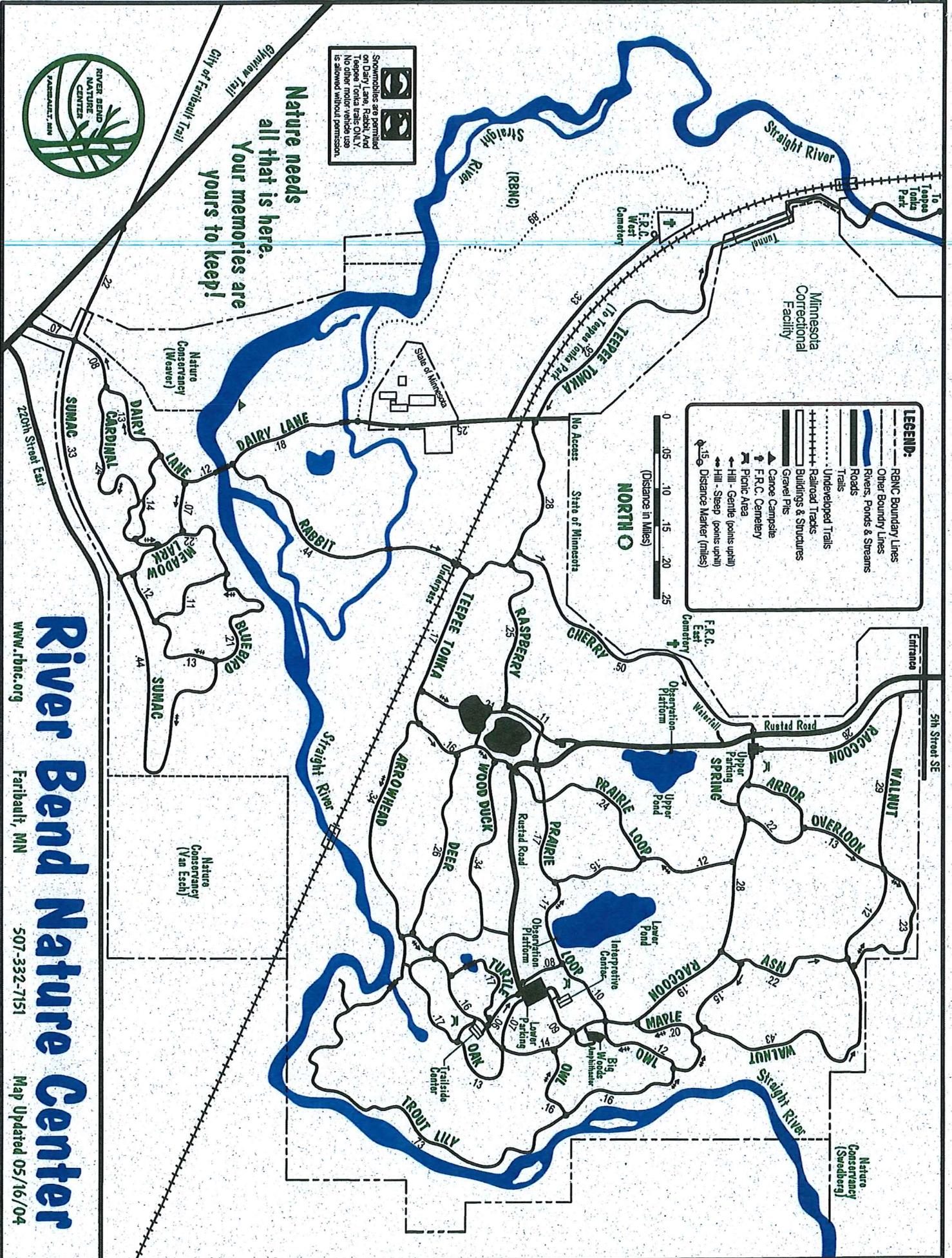
SHOWMOBILES ARE PERMITTED ON DAIRY LANE, RABBIT, AND TEEPEE TONKA TRAILS ONLY. NO OTHER MOTOR VEHICLE USE IS ALLOWED WITHOUT PERMISSION.

**LEGEND:**

- RBNC Boundary Lines
- - - Other Boundary Lines
- ~ Rivers, Ponds & Streams
- == Roads
- Undeveloped Trails
- ++++ Railroad Tracks
- Buildings & Structures
- Gravel Pits
- ▲ Game Campsite
- ⚡ F.R.C. Cemetery
- ⚡ Picnic Area
- ⚡ Hill - Gentle (points uphill)
- ⚡ Hill - Steep (points uphill)
- ⚡ Distance Marker (miles)

0 0.05 0.10 0.15 0.20 0.25  
(Distance in Miles)

**NORTH** ⬆



# River Bend Nature Center

www.rbncc.org

Faribault, MN

507-332-7151

Map Updated 05/16/04



January 31, 2005

Mr. Tim Madigan, City Administrator  
City of Faribault  
208 NW 1<sup>st</sup> 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**

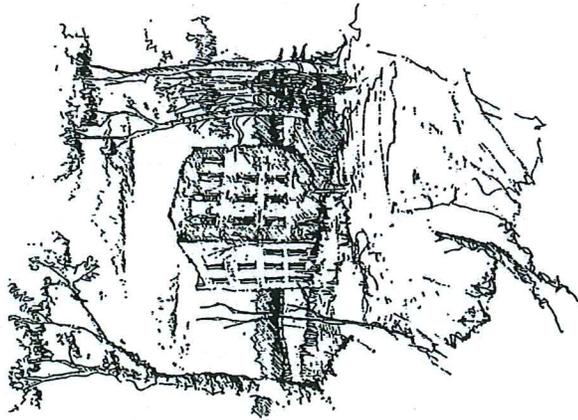
Past discussions of the trail proposal have emphasized linking adjoining trails at Cannon Falls and Faribault. Such a facility will also provide a connection between public and semi-public open spaces serving three counties and five cities. A well kept secret of this portion of the Cannon River Valley is the brief period in history during which thirty mills were located along the river. The trail will be designed to link these historic sites and the communities that were recognized well beyond their 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 snowmobiling 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 Substat Singing Hills Trail at Faribault.
3. Establish a recreational facility focused upon the communities along the proposed right of way.
4. Create an individual identity for Mill Towns Trail which will distinguish it from both adjoining trails.
5. Establish alternative rights of way or loop options 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. Promote the trail as an integrating element in the regional open space system.

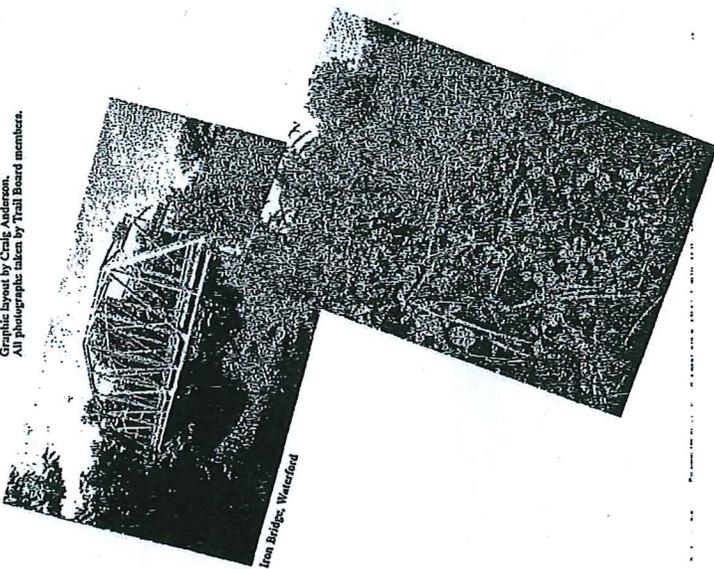
**FUNDING**

While various grants have been requested for land acquisition and development, they generally require a local match. Cannon Falls and Faribault are very interested in the trail and to assure the future of this trail, Chester has volunteered to either the Chair or Treasurer of the Cannon River Link Trail Board at Box 282, Northfield, Minnesota 55057.



Sketch of the Oxford Mill on the Little Cannon River near Cannon Falls

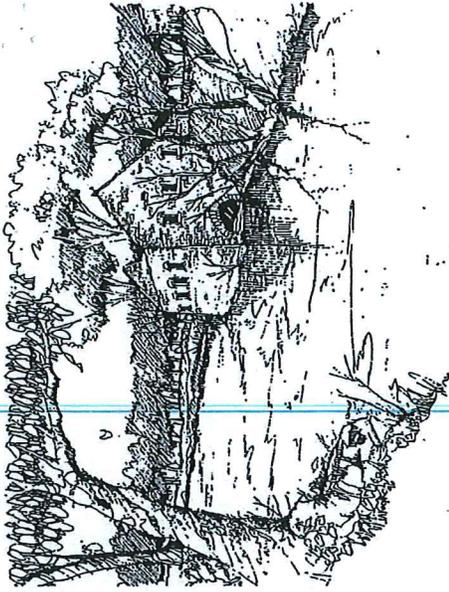
Publication written and designed by Charles Tooker & John Kneple. Graphic layout by Craig Anderson. All photographic taken by Trail Board members.



Iowa Bridges, Waterford

**INTRODUCTION**

The primary function of this trail is to provide a facility that will serve the recreational needs of residents living in the townships and cities adjoining its right of way. By serving local people well, this trail soon will be recognized as an important recreational feature within the region. As a result, the adjoining communities will benefit from increased economic development activity. The one hundred mile trail will restore energy to the Cannon Valley region by linking the towns of Cannon Falls, Faribault, Northfield, Dundas, Waterford, Randolph, and Oxford. The trail will also provide an inspiration to other local groups, leading ultimately to a state-wide network of interlocking trails.

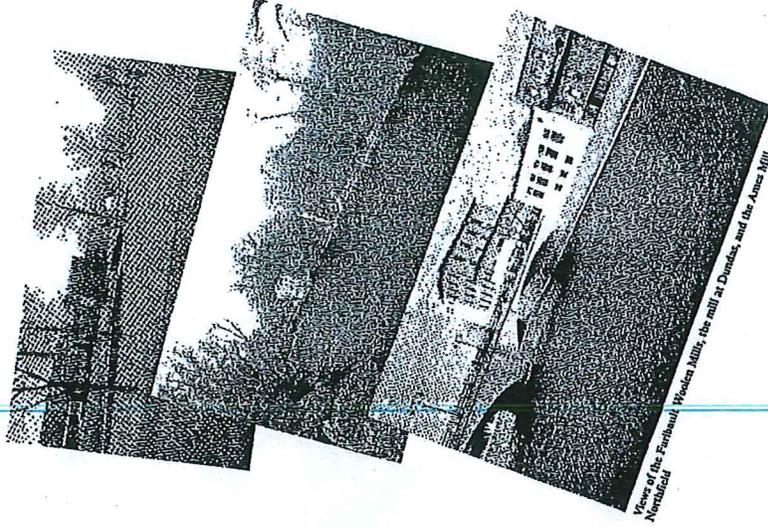


Sketch of the mill at Dundas

**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 saw mills. Local historians, Tom Neuhaus, has identified 112 saw mills in the area, including 31 mills located along the Cannon River between Cannon Falls and Faribault. The period of local milling began in the 1850's and was largely over by 1910. The difficulty in finding mill remains today is due in part to their construction which typically was of wood on a lime stone base.

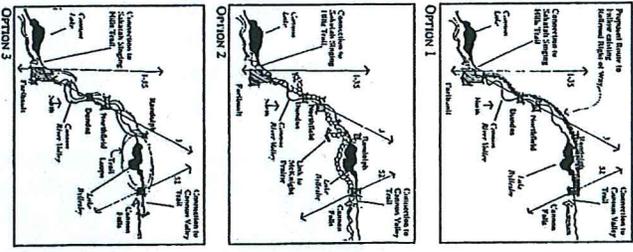
- The first mill at Faribault was built in 1838 for grinding grain. This was followed by three flour mills plus the wooden mill.
- Dundas was the location of 11 mills beginning in the 1850's. The first was a saw mill, but flour mills followed. Part of a successor to the Archibald Mill adjoining the business 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 1850's. The earliest was situated across the Cannon River from the historic, and newly restored Ames Mill. Seebler Park was the site of a wood burning steam powered saw mill built in 1855.
- Waterford's Grange Mill and Coeprage was erected in 1873. Its foundation is still visible between the railroad and the river. By 1896 there was also a steam generating plant built by Northfield Heat, Light and Power Company.
- Lewiston at Alta Avenue was the site of the Granville Flour Mill built in 1851. The town site for Lewiston existed between 1853 and 1871, but was erased by a dam failure which flooded the community, leaving no remains of the mill. The town was later re-established in the present day Randolph. The Seaton Township Hall, built in 1860, 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 rediscovered, plus the Oxford Mill in Stanton Township. These mills were established in 1864 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.



View of the Faribault, Waterford Mills, the mill at Dundas, and the Ames Mill at Northfield

PLANNING PROCESS

The Cannon River Link Trail Board has been actively pursuing a trail connection between the Cannon Valley Trail and the Sakashin Singing Hills Trail since 1991. In the summer of 1995, the Board hired two Landscape Architects to prepare a conceptual plan for use in land use planning to support acquisition and development, as well as to begin the process of reducing trail right of way options and a preferred route for the trail is selected. The planning process emphasizes on the Board's ability to evaluate the trail and a range of options to make proposals of specific segments of the trail corridor to bring to the surface values that should be recognized in the planning process. Discussion of the pictures brought out the mix of environmental resources, urban development and civic features that will contribute to the experience of trail users. Three practical trail alignment options reduced below were developed, evaluated by the board and recommended for proposal now being discussed. In a unanimous decision, the Board has selected the route shown in the map. This route is not only the most scenic but also the most satisfactory route will be established when they may be feasibly added to the system. For example, while the utilization of township, county and state road rights of way by the trail is possible now, if authorized, railroad rights of way may be preferred later if abandoned or offered to be shared with the trail.



The favored route for a consistent trail experience would follow existing railroad rights of way. Three portions of this alignment can be developed as a multi-use facility serving commercial/retail needs and recreational foot high trails.

An alternative alignment has been selected utilizing the existing road system in the valley to connect communities along the trail with each other and both public open space and semi public facilities that may be of interest to the user. An advantage of this system is that it is likely to be a much more attractive approach to this valley. Because of a restricted space at certain locations, there would be provisions for both on-road and off-road paths.

A final option involves a long range implementation program which can create a series of longer made possible as intentional connection points of the first two alignments. It develops the system route that would be comprised of elements of both previous options, but ultimately could feature at least two road to select in utilizing any portion of the trail system. If the entire loop system were to be delayed or not developed at all, certain legs of this concept could stand alone, allowing circular connections between communities or communities with specific features along the trail.

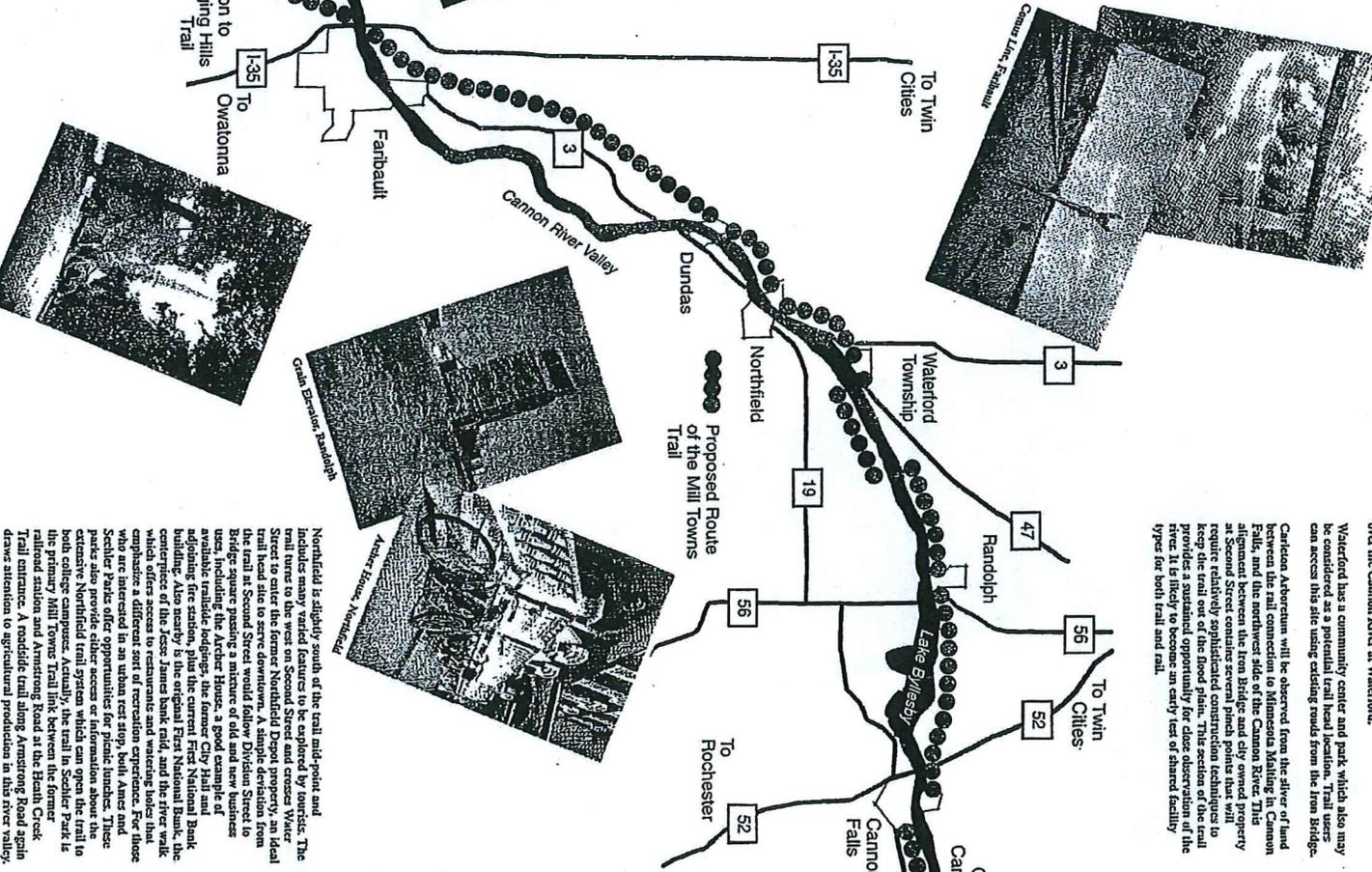
TRAVELOGUE: CANNON FALLS TO FARHAULT

The Cannon Falls entry onto Mill Towns Trail begins at one of several parking lots within the downtown and follows the old road city trail to Old Highway 20. It will utilize this opportunity to its intersection with the new entrance of Lake Pillsbury. The trail then runs County Road 88 to Lake Pillsbury. The park, which is located one mile west of the trunk highway 52 overpass.

Lake Pillsbury Regional Park is the site of a hydro-electric dam operated by Northern States Power Company. Land on the north and south sides of the lake were given to Dakota and Goodhue Counties, respectively, for park development. There is a plan to link both parks by means of a bridge east of the dam. Goodhue County is currently seeking funding for park features, parking, picnic grounds and housing for the dam. The park, on the Dakota County side of the dam, features a park, picnic grounds and housing for the dam. The park, on the Dakota County side of the dam, features a park, picnic grounds and housing for the dam. The park, on the Dakota County side of the dam, features a park, picnic grounds and housing for the dam.

Randolph is situated at the intersection of two railroad rights of way. The Chicago and Northwestern railroad abandoned its north-south right of way a relatively short time ago and there is currently an on-going effort to convert it to a trail. The east-west Chicago and Northwestern right of way would provide the east-west link of the trail through the community. A convenience store in the downtown area is likely to become a popular refreshment stop for trail users. Other points of interest include the former Randolph Hotel, the leaning grain elevator, the city park (a valuable rest stop), the mix of urban and agricultural development at the edge of town, plus the land owned by Dakota County known as Lake Pillsbury Regional Park West, which so far is in the acquisition phase of development. Ultimately it will provide a direct recreational link between the city and the Cannon River and another trail head opportunity. From Randolph, people can make side trips to Stanton Airport or the Mackinac Prairie to the town of way of Trunk Highway 56. Cannon River Boulevard.

Saksha & Waterford Townships are divided northwest and southeast by the Cannon River. Cannon River Boulevard will provide space for the trail between the west edge of Randolph and the Alta Avenue Bridge. It is tucked between the railroad and the river, and provides occasional opportunities for river views.



east-west road one mile to the south. The trail will be located on the north side of this road, all the way to the Iron Bridge over the Cannon River at Waterford.

Waterford has a community center and park which also may be considered as a potential trail head location. Trail users can access this site using existing road from the Iron Bridge. Carleton Anderson will be observed from the river of Lund between the rail connection to Minnesota Mining in Cannon Falls, and the northwest side of the Cannon River. This alignment between the Iron Bridge and city owned property at Second Street combine several pinch points that will require relatively sophisticated construction techniques to keep the trail out of the flood plain. This section of the trail provides a sustained opportunity for close observation of the river. It is likely to become an early test of shared facility types for both trail and rail.

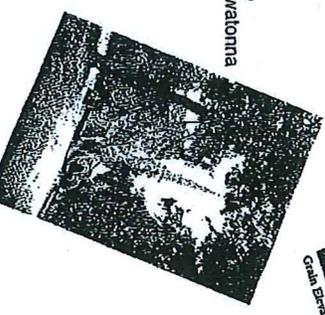
Downtown Dundas is the point at which the trail leaves Armstrong Road by shifting to follow the abandoned Chicago Great Western Railroad right of way. If it can be acquired from the property owners who purchased it from the railroad, Dundas is also a place where hungry and thirsty hikers can stop to replenish their energy, but unique in that it is the only place where hikers can enjoy the view of one of the historically significant mills along the trail. The Cannon River Mill in the downtown significantly impacted the flour industry in the late 1850's. The historical marker at this site provides the concept for former mill site identification along the trail. Mill Park Elk Trail is an example of the type

of side trips that will be available along the main route. The bridge across the Cannon River provides access to the scenic park, children's play equipment and an excellent rest stop. Dundas also includes two ball and outdoor courts for anyone needing an overnight stop. The trail continues along the Chicago Great Western Railroad line to County Road 8 when it turns to the west.

Little Prairie Church & School House are landmarks which identify a community of interest in the midst of productive agriculture. The story of this investment and continued use is also worthy of an historical marker. The four way County Road 77, the trunk highway 2 right of way and a right turn onto County Road 8 a short distance before taking 140th Street lead to the right.

Census identifies the place in Independence Township on 140th Street East where the Chicago Milwaukee & Pacific and the Chicago Rock Island & Pacific railroads separate before entering Farhault some five miles to the south. The Chicago Milwaukee & Pacific, known as the Cannon Line, provides continued access to the south and also a connecting link with the Chicago Great Western line which is now known as the Sakashin Singing Hills Trail. The Cannon Line passes through the community agricultural lands with an abundance of productive farmland. The trail is built within a shared right of way that is to be shared with the Cannon River Farhault to get to the Sakashin Singing Hills Trail.

Here, Alta Avenue bridge provides access to the Sakashin Singing Hills. The shift from the north-south side of the river provides a dramatic change in environment. The township road is barely two lanes wide and has for many years served only as access to scattered farms along the way. Currently this trail segment provides the most immediate contact trail users will have with contemporary agriculture. This is likely to change. Urban development is beginning to find its way into these townships. This township road could be paved and utilized as a shared right of way for the trail and the mix of farm and urban development along it, between Saksha Township Hall and the intersection with the



# Sakatah Singing Hills State Trail

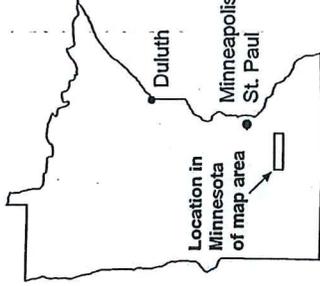
## Blue Earth, Le Sueur & Rice Counties

### MAP EXPLANATION

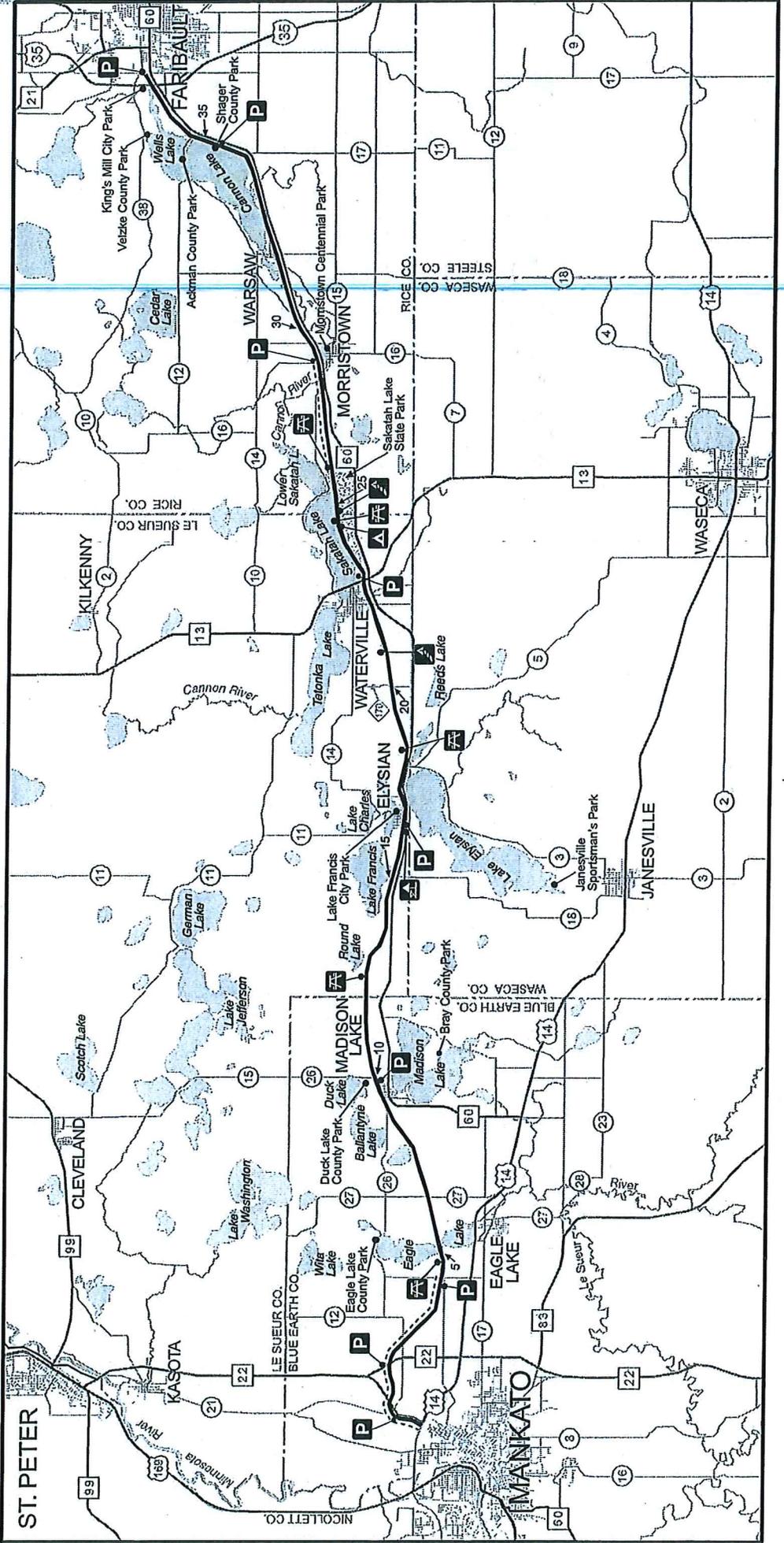
- Trail
- Paved (Asphalt)
  - - - - - Natural Surface
- Facilities
- P** Parking
  - PA** Picnic/Rest Area
  - PC** Primitive Campsite
  - WA** Wayside Rest/Facilities
  - CA** Campground



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Trail Distances in Miles	Faribault	Warsaw	Morristown	Sakatah Lake	Waterville	Elysian	Madison Lake	Mankato
Faribault	5.7	8.7	13.0	14.7	21.5	29.0	39.0	
Warsaw		3.0	7.0	9.0	15.7	23.2	33.2	
Morristown			4.2	6.0	12.7	20.2	30.2	
Sakatah Lake				1.7	8.5	16.0	26.0	
Waterville					6.0	13.5	23.5	
Elysian						7.5	17.5	
Madison Lake							10.0	



### PARKING AVAILABLE:

\* Do not leave valuables in your vehicle.

- MANKATO - North on old State Hwy 22 to Lime Valley Road, 1/4 Mile North.
- MANKATO - North on State Hwy 22
- EAGLE LAKE - West on State Hwy 14 to Co. Rd. 186/3 - 1 Mile North.
- MADISON LAKE - State Hwy 60 to Main St., 3 blocks North on Main St.
- ELYSIAN - Sakatah Singing Hills State Trail Wayside Rest Area.
- WATERVILLE - State Hwy 60 to State Hwy 13 - 1/4 mile North on 13.
- MORRISTOWN - State Hwy 60 to Co. Rd. 16, West on State Hwy 60 - 1/4 Mile.
- Shager Co. Park - on State Hwy 60.
- FARIBAULT - State Hwy 60 & Co. Rd. 21, North on Co. Rd. 21 - 1/2 Mile.

### 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.

### 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)  
(646-6367)

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 the 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.



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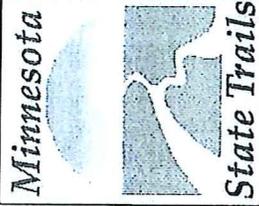


This information is available in alternative format upon request.

You can also check out our website at:  
[www.dnr.state.mn.us/state\\_trails/index.html](http://www.dnr.state.mn.us/state_trails/index.html)

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# Sakatah Singing Hills

Blue Earth, LeSueur &  
Rice Counties



The Sakatah 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 Sakatah Singing Hills State Trail provides an asphalt treadway. A treadway for horseback riding is completed from Lime Valley Road to Eagle Lake. A second horseback trail segment travels from Sakatah Lake State Park to Morristown. Sakatah 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.



**View of the North End of the Straight River Trail at Two Rivers Park. Northern Link Trail would start here and go West to 2<sup>nd</sup> Avenue.**



**View looking West from Straight River Trail to 2<sup>nd</sup> Avenue. Northern Link Trail would be south of entrance road and parallel to the Cannon River.**



**View looking North along 2<sup>nd</sup> Avenue from Entrance to Two Rivers Park. NLT would be in east boulevard of 2<sup>nd</sup> Avenue to 20<sup>th</sup> Street which is also TH # 3.**



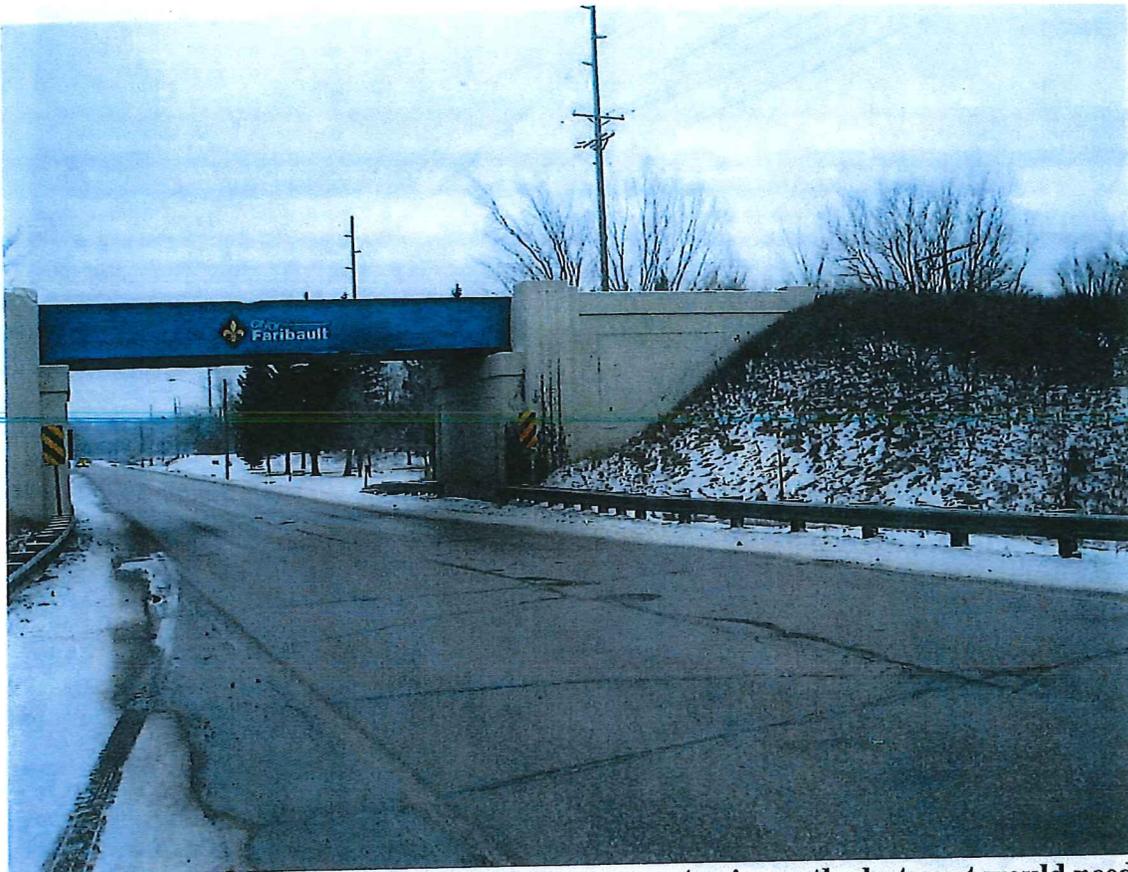
**View looking South along 2<sup>nd</sup> Avenue from 20<sup>th</sup> Street (TH #3). NLT would be in east boulevard of 2<sup>nd</sup> Avenue and Cross over at four way stop shown in Photo.**



**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 17<sup>th</sup> Street NW. NLT would be located in the West ditch.**



**View looking South along TH # 21 from 17<sup>th</sup> 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.**