

Minnesota Natural Resources

Department: Environmental
Assessment Files Regarding State
Parks

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
## ENVIRONMENTAL ASSESSMENT SAKATAH SINGING HILLS TRAIL

#### I. DESCRIPTION OF THE PROPOSED ACTION

A. Purpose of the Action - The Sakatah Singing Hills Trail was established by the Minnesota State Legislature with passage of the 1973 Outdoor Recreation Act. The trail was officially designated as a State Recreation Trail by the Commissioner of the Department of Natural Resources on October 10, 1975.

The State of Minnesota proposes that the Federal Bureau of Outdoor Recreation, as administrator of the Land and Water Conservation Fund (LAWCON), participate with the Department of Natural Resources in the acquisition and/or development of non-State lands for this trail.

- B. Location and Magnitude of the Project The trail is presently designated to follow the abandoned 42 mile right-of-way alignment of the Chicago and Northwestern Transportation Co. from Faribault in central Rice County, west across southern Le Sueur County, to Mankato in north-central Blue Earth County (see attached maps). Thirty-one of the 42 mile total are currently in State ownership. The remaining 11 miles involve three separate tracts of 6,4, and 1 miles in length. It is proposed that these remaining tracts be acquired with the assistance of the Land and Water Conservation Fund in order to develop a contiguous trail. Completion of this acquisition goal is currently estimated to cost \$93,800.
- C. <u>Timing of the Project</u> Eleven trails currently exist within the State Corridor Trail System. This system totals approximately 935 miles of which 488 have been acquired to date. Acquisition of the remaining 457 miles of trail is currently estimated to cost \$2,383,292. Since



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
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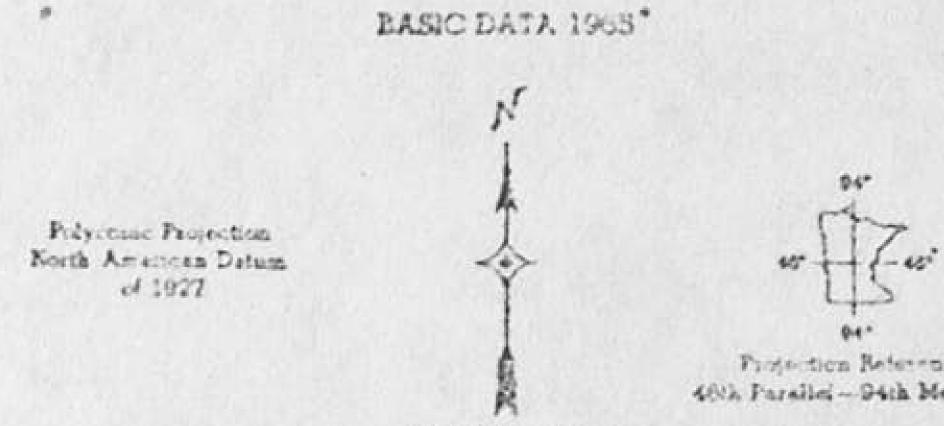
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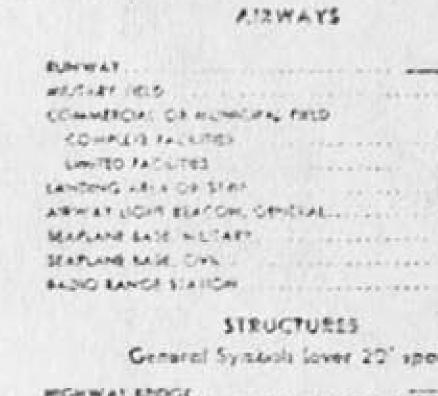




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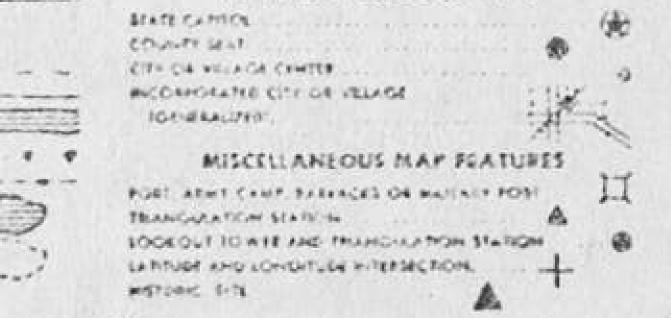


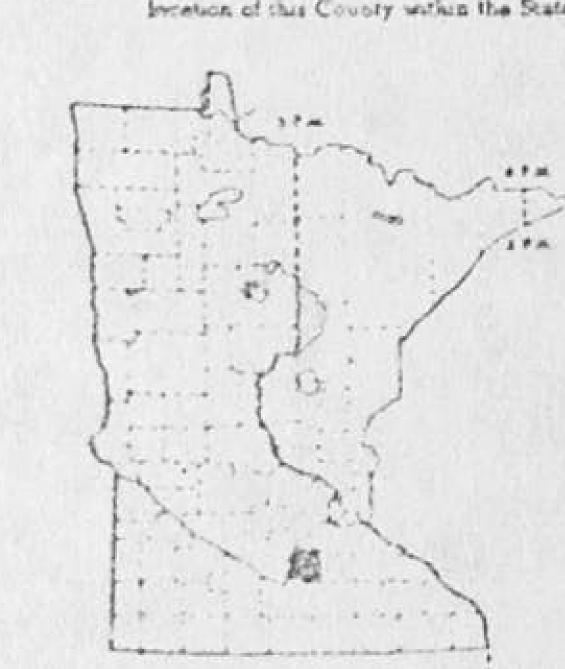


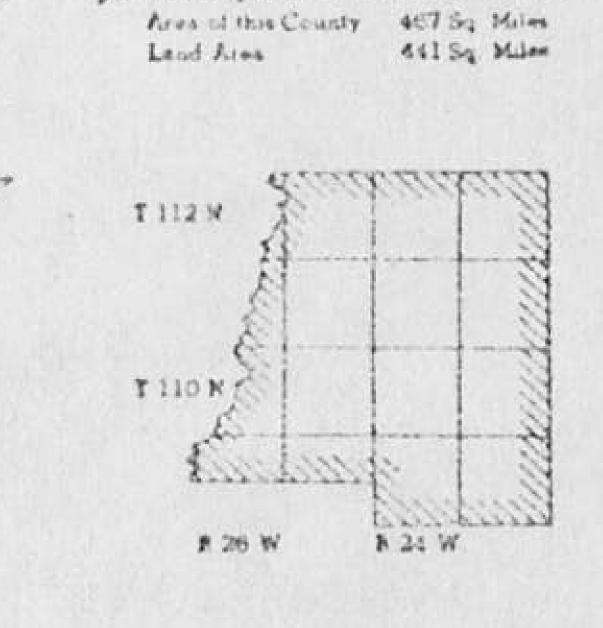


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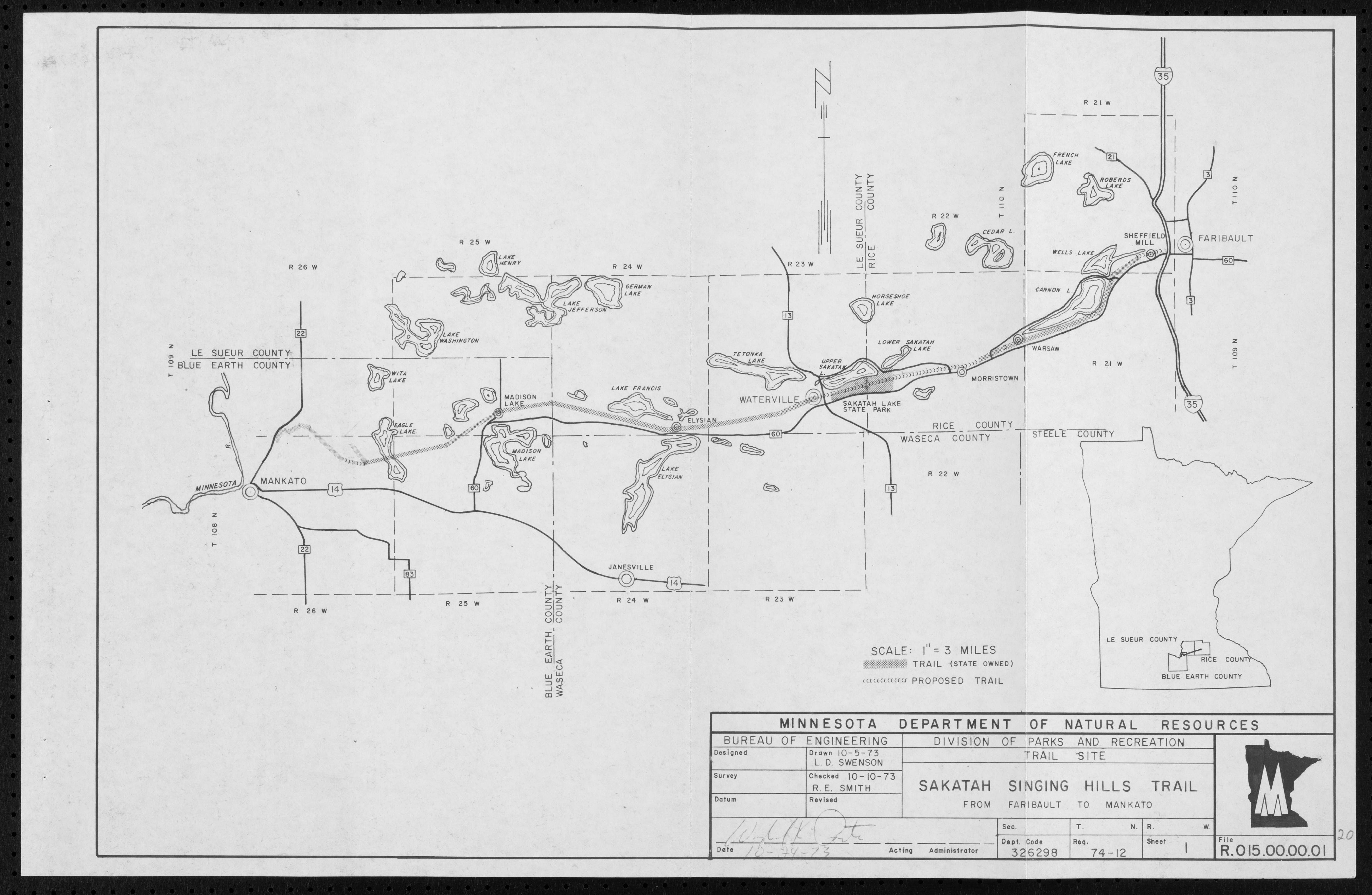






Outline Map of this County Shaded

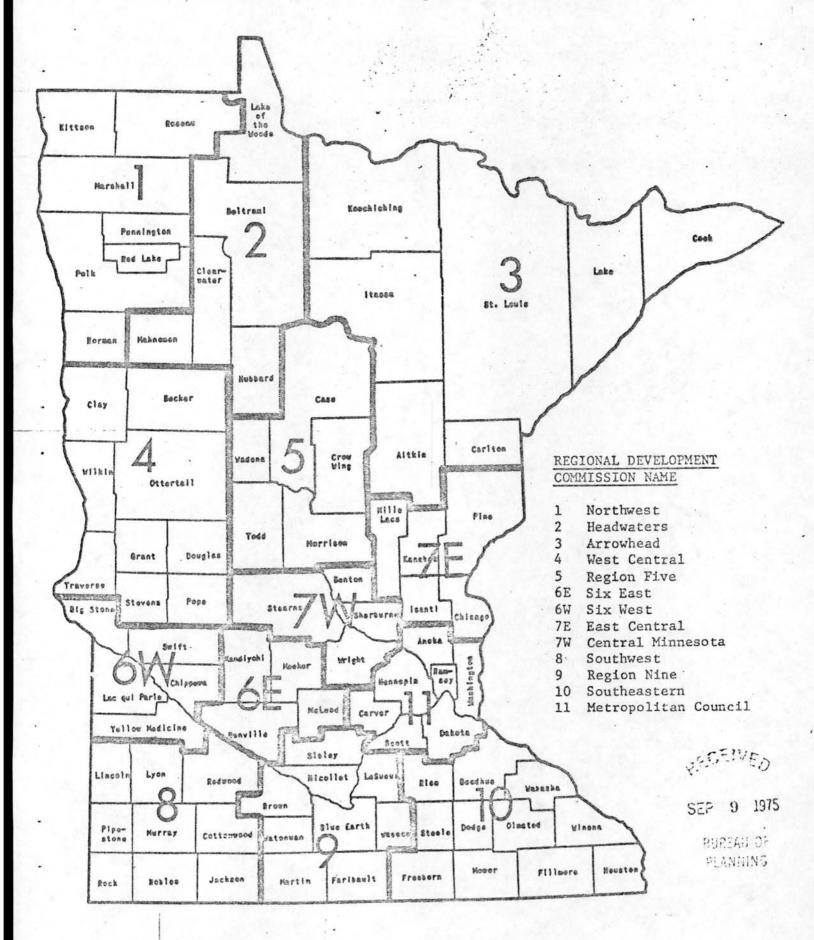
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acquisition appropriations are made on a biennial basis only, with current biennium (1976-77) appropriations totaling \$1 million, complete acquisition is impossible. Acquisition goals therefore, for the \$1 million dollar appropriation total 170 miles within the system. The current biennium acquisition goal for this trail totals 6 miles. The current estimated cost for completion (acquisition and development) of this goal is \$65,000.

- D. Future Developments The final developed trail will likely utilize typical design standards for multiple use trails. Preliminary plans include development of two corridors: The first corridor to be surfaced with limestone and utilized as a combination bicycle snowmobile trail; and the second corridor to be graded and smoothed and utilized as a combination horseback riding-cross-country skiing trail. Preliminary plans also include the development of four combination parking-rest areas and possibly including picnic facilities. These areas are to be located along the entire course of the trail with preliminary development sites at Faribault, Elysian, Madison Lake, and Mankato. Such existing facilities within Sakatah Lake State Park will be available to the trail user.
- E. Recreational Needs to be Served by the Proposal The three counties through which the trail passes are located in Economic Development Regions 9 and 10. The 1974 Minnesota State Comprehensive Outdoor Recreation Plan (SCORP), evaluated the existing recreational opportunities and the potential for additional opportunities within both regions. Current and projected use levels of several components of the available regional recreational facilities show increasing deficits of these facilities.

## Minnesota Development Regions



State Planning Agency Office of Local & Urban Affairs

		Region 9		Region 10				
	1975	1980	1990	1975	1980	1990		
Campsites Picnic Tables	-536 -1,093	-935 -1,253	-1,681 -1,563	-488 -1,366	-1,086 -1,653	-1,541 -2,247		
Hiking Trails	-159	*	*	-221	*	*		
Snowmobile Trails	-546	*	*	-818	*	*		

<sup>\*</sup> No projections available

No determination of current and projected facility requirements for such activities as bicycling and horseback riding are available. The SCORP analysis of factors affecting activity levels, projects that these two activities along with backpacking (hiking) are becoming some of the fastest growing participation activities.

The SCORP further projects that since a great deal of these activities levels will be day use, the facilities for them should be located close to the users. In this respect, the regions around the Metropolitan Region which includes Region 10, will be the most likely for facility development. The SCORP analysis suggests that additional trails to meet the estimated deficiencies should be developed, making maximum use of existing corridors such as rivers, abandoned railroads and power lines. The SCORP further recognizes that development of this trail could eventually tie into the authorized Douglas Trail on the east, and the Minnesota Valley Trail on the west, thereby providing access to additional recreational opportunities.

#### II. DESCRIPTION OF THE ENVIRONMENT

A. Topography - The trail crosses a major drainage divide separating the eastern portion (Cannon River Watershed) of the trail, from the western portion (Blue Earth River Watershed). The topographic characteristics of the entire area are the result of glacial forces which deposited up to several hundred feet of glacial drift material in some areas. The upper part of the Cannon River Watershed has a rolling hummocky surface topographic characteristic, containing a poorly

developed natural drainage system with many undrained depressions. The glacial morainal hills forming the drainage divide give way on the west side to a gently undulating glacial till plain which forms the upper part of the Blue Earth River Watershed. The topographic features of the extreme western portion of the trail area are markedly different than those to the east. As the trail dips into the Minnesota River Valley to the north of Mankato, the erosive forces of the river through the glacial drift has created a number of high bluffs and granitic bedrock outcroppings.

- B. Soils Soils throughout the entire trail area (excepting the extreme western portion) are broadly classified as the medium to fine textured prairie border soils of central Minnesota. The predominant soil association is the Lester-Le Sueur-Glencoe. These are dark colored soils having formed from medium textured calcareous glacial till.

  Drainage of these soils ranges from well to very poor. The predominant soil within the western portion of the trail area (Minnesota River Valley) is the Clarion-Storden. These soils have formed from the same parent material but generally occur on steeper slopes, thus creating surface runoff problems.
- C. <u>Climate</u> Mean maximum and minimum January temperatures within the trail area average 22°F and 3°F respectively. Mean maximum and minimum July temperatures average 84°F and 61°F respectively. Total annual precipitation averages approximately 30 inches.
- D. <u>Mineral Resources</u> No known economically extractable concentrations of major metals occur within the trail right-of-way.
- E. <u>Water Resources</u> Surficial water resources are a very important component of a well balanced recreational area. Not only can they offer

various active recreational opportunities but they are also important for the passive recreational opportunities. Such resources available to users of the trail include approximately 10 lakes, ranging in size from the 341 acre Lower Sakatah Lake to the 2,462 acre Lake Elysian. Also available are a number of the marsh type aquatic systems.

Ground water is available throughout the area in usable quantities.

Acquifers are located within the sand and gravel deposits of the glacial drift.

Fiora - Starting where Faribault is presently located, the abandoned railroad grade paralleled the demarcation zone between two major ecological vegetation types; these being the big woods and the tall-grass prairie types. Original types of lesser importance which were adjacent to the grade were the aspen-oak land, the oak openings and barrens, and the wet prairie types. This situation prevailed to about midway to Mankato, at which point the grade transversed an almost solid stand of the mature hardwoods dominated big woods type the remaining distance.

Establishment of the railroad during the 1880's further opened the area to settlement. Along with settlement came a number of land use practices which vastly altered the original forested-prairie landscape to the present primarily open-agricultural landscape. Subsequent to the abandonment of the grade from active railway uses, much of the right-of-way has become overgrown with a vareity of shrubs and grasses. Numerous small farm woodlots (remnants of the big woods type) of mature deciduous trees can be seen interspersed among the agricultural areas.

A few scattered areas adjacent to the trail contain lowland marsh and upland trees and brush.

G. Fauna - The trail right-of-way and associated adjacent areas provide suitable habitat for a wide variety of terrestrial and aquatic fauna species. Avian species utilizing the aquatic habitats include the mallard, wood duck, herons, bitterns, and a variety of shore birds. Suitable terrestrial habitat is available for such avian species as the ring-necked pheasant, several species of hawks and owls, and a variety of song birds.

Mammalian species present similarily range from those normally associated with the upland terrestrial habitats (such as the white-tailed deer, cottontail rabbit, fox squirrel, and red fox), through several semi-aquatic species (such as the mink and raccoon), to those species very dependent upon these aquatic habitats (such as the muskrat and the beaver). Several species of mice, moles, and shrews are also found throughout the area.

The aquatic resources also provide suitable habitat for a wide variety of fish species. Although the bulk of the fish biomass is composed of such rough fish species as the carp, buffalo, sucker, and redhorse, it also contains such species as the northern pike, walleye, and bullhead. Amphibians and reptiles likely to be found within the area include the snapping turtle, map turtle, garter snake, hognose snake, mudpuppy, tiger salamander, American toad, and the spring peeper.

Species which the State of Minnesota lists as meriting special consideration and management, and the geographic ranges of which overlap with that of the trail are the: Bobwhite quail (threatened species); the marsh hawk and Blanding's turtle (species of changing or uncertain status); and the common egret, great blue heron, pileated woodpecker and the snapping turtle (species of special interest).

H. Air and Water Quality - Although no specific air quality data for the immediate trail area are available, the area's location with respect to prevailing wind direction and its proximity to industrial pollution sources, likely keeps air quality impairment to a minimum. However, the potential for some air quality impairment from such sources does exist since the wind may occur from any direction and the fact that roughly one-half of the State's population resides within a sixty mile radius of the project area. Automobile emissions are a local source of air quality impairment, but are not considered to be a serious concern.

Water quality analysis of surface waters within the project area, by
the Minnesota Pollution Control Agency, permits designation of these
waters for the propagation and maintenance of a warm water fishery, and
suitable for acquatic recreation of all kinds, including bathing, for
which the waters may be usable. Such designations do not include the
marsh type aquatic systems. Ground water quality is not available, but
it does comply with existing State Health Department standards for
domestic uses.

- I. <u>Historical and Archaeological Resources</u> There are no historical and/or archaeological sites known to exist on or immediately adjacent to the trail right-of-way.
- J. Transportatation and Utilities The entire 42 mile trail right-of-way is easily accessible by means of the existing primary and secondary roadway systems. From the trails origin at Interstate 35 near Faribault to its termination at Mankato, it is directly accessible by 2 primary highways (State Trunk Highways 13 and 22) and by a minimum of 20 secondary roadways (C.S.A.H., county, and township roads). Average annual daily traffic volumes during 1974 for the 2 primary highways were 1,575 and 5,900 vehicles respectively. Both levels are within existing respective highway design capacities.

Commercial bus passenger service is available to communities which are accessible by means of the primary highway system. Commercial airline service is available to Mankato.

Available public utilities within the area are overhead telephone and power lines.

K. <u>Socio-Economic Factors</u> - The Minnesota State Planning Agency (SPA) population projections for the three counties and the two development regions concerned with the project area show continued growth for all geographic areas, and particularly for Blue Earth and Rice Counties, and for Region 10.

Population Projections

	1975	1980	1990	2000
Rice County	43,300	44,700	47,600	50,200
Le Sueur County	22,400	22,900	24,000	24,100
Blue Earth County	54,900	58,100	63,900	69,100
Region 9	223,200	227,900	238,900	243 <b>,4</b> 00
Region 10	396,900	410,200	441,500	460 <b>,</b> 300

Based on 1970 population data, the SPA estimates an employed labor force of 15,523, 7,397, and 20,581 persons within Rice, Le Sueur, and Blue Earth Counties respectively. Major fields of employment for this labor force were: Professional and related services (28.8% of the employed labor force); manufacturing (22.1%); wholesale and retail trade (19.9%); and agriculture (11.2%).

The 1970 SPA population data further estimates an average family income of \$10,330 (Rice Co.), \$9,806 (Le Sueur Co.), and \$11,057 (Blue Earth Co.). These compared to a statewide per family average income estimate of \$11,097.

Tourist-travel expenditures during 1974 totaled \$3,811,214 in Rice Co., \$2,316,191 in Le Sueur Co., and \$7,527,691 in Blue Earth Co. Such

expenditures accounted for 1.9, 1.8, and 1.3 percent respectively of the gross county sales.

### L. Land Use and Development Trends

- 1. Agriculture This is the overall predominant use of lands adjacent to the trail right-of-way along its entire course. Development trends with respect to this land use have been geared toward its expansion. Primary expansion methods have been land clearing and drainage.
- 2. Residential Lands adjacent to the trail right-of-way which are committed strictly for this use exist primarily within the several communities through which the trail passes. As future populations expand, so too will the acreage of land necessary for this use.
- 3. <u>Industrial/Commercial</u> Lands committed to this use are restricted to urban areas, and with respect to this trail are limited primarily to the Mankato urban area.
- M. Existing Recreational Facilities Existing development of the rightof-way has thus far been limited to the removal of old railroad ties and
  the grading of that part of the trail currently in State ownership.

  Five bridges along the State owned right-of-way have also been decked
  and railed. Some preliminary development of a second corridor on that
  portion of the trail between Faribault and Morristown has also occurred.

  Existing recreational facilities available to the trail user include a
  swimming beach, and adjacent picnic area at Cannon Lake, and camping
  and/or picnic facilities at Morristown, Sakatah State Park, Elysian,
  and Lake Francis.

#### III. ENVIRONMENTAL IMPACT OF THE PROPOSED PROJECT

A. Impact on the Physical and Biological Environment - The land acquisition

proposal itself will not impact the natural resource amenities (soil, flora, fauna) of the trail. Development of the trail, subsequent to its acquisition, may however impact these amenities. Along these parts of the trail remaining to be cleared and graded, the potential for soil erosion problems does exist. While the railroad grade and adjacent right-of-way were actively used for such purposes, vegetative growth was suppressed and consequently so too was its value as wildlife habitat. Abandonment of the railroad resulted in good vegetative growth along the right-of-way, and consequently as good wildlife habitat. Development of the grade and adjacent right-of-way for recreational trail uses may again destroy or suppress the vegetative growth (and wildlife habitat) in some areas, and consequently result in a negative impact on these amenities. However, non-commitment of the right-of-way for intended trail uses would very likely have resulted in its commitment for uses much less compatible with native flora and fauna interests, and consequently the overall negative impact on these same amenities would have been much more severe. Those species previously listed by the State of Minnesota as meriting special consideration and management will not be impacted by the project. The overall project impact imposed upon the natural resource amenities of the project area will be minimal.

The project will not impact known concentrations of major metals.

The project will neither impact the surface or the ground water resources.

In those areas yet to be developed, and where the potential for erosion problems does exist, there consequently exists the potential for water quality impairment. Provided that the potential erosion, and subsequent water quality impairment problems are realized, they will surely be of only temporary duration and likely be of little consequence. Future use

of the proposed project will result in increased local auto emission levels. Such increases will result in little, if any impairment of the air quality.

- B. Impact on the Historical and Archaeological Resources The proposed project will not impact any known historical or archaeological resources within the project area.
- C. Impact on Transportation and Utilities Although use of the project will result in some increase in local traffic volumes, such increases are not anticipated to exceed design capacities of the existing highway system. The proposed project will not impact the existing public transportation and utility systems.
- D. Impact on Socio-Economic Factors Negative social impacts resulting from use of the proposed project will be possible problems associated with increased incidences of littering and trespassing and increased noise levels imposed upon private lands and landowners adjacent to the right-of-way.

Positive social impacts resulting from the proposal will be those associated with the additional recreational opportunities which the project will afford to a greater number of persons.

The proposal will not impose an adverse economic impact on those individuals, taxing units, or local economies concerned with it. Presently located in a few communities along the right-of-way are several businesses of various types which possess leased right-of-way lands. Since these leases cover a 10 year period, and although they will likely not be renewed subsequent to expiration, it is not anticipated at this time that such non-renewal action will impose an adverse economic impact on these businesses. Although future use levels of the project will not

have a significant impact on any of the regional or county economies, the increased tourist-travel expenditures generated by such use levels will be of benefit to several local economies.

E. Impact on Land Use - The only impact that this particular proposal will have on existing land uses will be that associated with the right-of-way. The acquisition and development of this right-of-way will result in a more permanent commitment of this land to the multi-purpose recreational trail uses for which it has been designated.

#### IV. MITIGATING MEASURES INCLUDED IN THE PROPOSED PROJECT

The mitigation necessary to insure that potential erosion problems resulting from proposed developments do not occur will be the proper design and revegetation of trail side slopes. Such mitigation will also help insure against any water quality impairment. Artificial revegetation of some areas may be necessary for erosion control. Not only will such revegetation benefit the soil resource, but it will also be of benefit to the flora and fauna resources.

Although no historical or archaeological resources are known to occur within the project area, an agreement with the State Historical Society requires that persons engaged in any type of development activity on State owned lands watch for archaeological materials. If such materials are unearthed these persons are instructed to stop further development activities immediately and report their findings to the State Archaeologist. The State Historic Preservation Officer is then responsible for determining the appropriate course of action. A copy of this agreement is included in the appendix.

Litter cans will be placed at trail access points and waysides to help minimize such problems. The refuse will be removed by State maintenance

workers, or by contracted refuse collectors on a regular basis. The planting of trees and shrubs in areas of the right-of-way will help minimize potential trespass problems on adjacent private lands; help minimize audible snowmobile noise levels; provide some natural screening between adjacent landowners and trail users and vice versa; and also provide some natural screening between trail corridors and different trail uses.

The proper railing and decking of the remaining bridges along the trail will help insure the safe use of the trail. The proper posting for potentially dangerous curves or slopes along the trail will further help insure such safe trail use. Lateral posting of the trail right-of-way boundary will also help minimize potential trespass problems.

Further mitigation to help minimize such potential adverse social impacts is available through park personnel and local law enforcement authority efforts. Natural Resources Commissioner order No. 197 empowers the department conservation officers with enforcement of the trailrules and regulations. In addition of this force, all supervisors, guards, custodians, keepers, and caretakers of state trails possess the authority and powers of a peace officer and as such can warn, detain, and report violators to conservation officers. County sheriffs and State highway patrol officers are further empowered with the authority to arrest violators. Funds have been appropriated from the Grant-In-Aid Program for local governmental units for the purpose of enforcing laws relating to the use of snowmobiles.

V. ANY ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSAL BE IMPLEMENTED

Although the proposed action does contain the mitigation necessary to minimize potential adverse environmental effects upon the natural resource amenities of the trail right-of-way, nevertheless any trail

development and its subsequent use will likely result in a minimal, but unavoidable adverse impact upon these amenities.

Implementation of the proposed action and its subsequent uses and increased local auto emission levels will impose a minor, but also an unavoidable adverse environmental impact.

Any increase in littering, trespassing, and noise levels resulting from implementation of the proposal, and for which total mitigation may not be possible, will also be considered adverse environmental effects.

VI. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

> Short-term uses of our environment as they relate to long-term productivity are not considered in terms of years. Trade-offs of environmental uses are necessary in order to gain certain benefits.

#### Gains

- 1. Public ownership of an additional The loss of this same mileage ll miles of abandoned railroad right-of-way to be used for recreational trail purposes and dedicated in perpetuity for such uses for the people of the State.
- 2. Improvement of the right-of-way native vegetation as such, and for its value as productive wildlife habitat.
- 3. Increased social benefits for a greater number of recreationists able to utilize the increased recreational opportunities afforded by the proposal.
- 4. Increased benefits to the local economies from future use of the completed project.

#### Losses

from its existing abandoned, and as such under-utilized, land use status.

A likely minimal, but unavoidable loss of the natural resource amenities of the right-of-way.

Possible negative social impacts to adjacent landowners resulting from increased incidence of littering and trespassing, and increased noise levels.

The expenditure of an estimated \$93,800 in public funds for the initial land acquisition proposal.

VII. ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Implementation of the proposed action will result in an irreversible

commitment of the abandoned and under-utilized railroad right-of-way land uses from such uses to land uses perpetually dedicated to State recreational trail purposes.

Section 6(f) of the Land and Water Conservation Fund Act further requires such a commitment prior to the granting of monies for land acquisition and/or development. Approval from the Secretary of the Interior is necessary before a change in the uses of any LAWCON acquired lands can be made.

The manpower, material, and capital funds necessary for implementation of the proposed action will also be considered to be irretrievably committed.

#### VIII. ALTERNATIVES TO THE PROPOSED ACTION

Major alternatives considered for the proposed action were: (A) no action, (B) acquisition with no development, and (C) changes in alignment of the trail.

- A. No Action Since there remains three unacquired (approximately 11 miles) portions of the railroad right-of-way, the trail currently exists in three separate sections. Since acceptance of this alternative would retain such a discontinuous trail, as well as prevent trail development of the State owned sections, it has been considered unacceptable.
- B. Acquisition with no Development Although acquisition would result in a continuous 42 miles State owned abandoned railroad right-of-way, acceptance of this alternative would not permit development of the right-of-way useable for recreational trail purposes. This alternative has also been considered unacceptable.
- C. Change in Alignment of the Trail Some preliminary consideration has been given to this alternative. The Chicago and Northwestern

Transportation Co. has two active north-south running railroad grades intersecting the abandoned grade. One line intersects within the community of Waterville while the second intersects to the northwest of the community of Eagle Lake. The transportation Co. has found it necessary to retain approximately 1 mile of the abandoned grade at each intersection for right-of-way and access purposes to the active grades. In both cases the Division of Parks and Recreation is considering the alternative of acquiring the necessary private lands adjacent to these intersections in order to properly realign the trail right-of-way. The State of Minnesota proposes that as the acquisition of such lands becomes feasible, it be accomplished with the assistance of the LAWCON Fund program.

A second portion of this alternative proposal involves the use of approximately 1 mile of existing State owned right-of-way land lying immediately west of the Eagle Lake grade intersection, strictly for land exchange purposes. The purpose for this consideration is primarily realignment of the trail for adjacent agricultural interests. Since this portion of the trail is in State ownership and is to be used strictly for land exchange purposes, it does not involve the LAWCON funding program.

Since the first two alternatives have been deemed unacceptable, and the third will likely require future implementation, and as such will propose the assistance of the LAWCON program, this alternative will be considered acceptable as this proves feasible. AGREEMENT
between
MINNESOTA DEPARTMENT OF NATURAL RESOURCES
and
MINNESOTA HISTORICAL SOCIETY

This Agreement, entered into this 27th day of December , 1971, by and between the Minnesota Department of Natural Resources, acting through the Commissioner of Natural Resources, pursuant to Minnesota Statutes, Chapters 84 and 85, hereinafter called the Department, the Minnesota Historical Society, acting through its Director, hereinafter referred to as the Society, to coordinate effective efforts to develop, maintain and administer for public benefit historic sites, historic districts and monuments and archaeological sites as they now exist as individual entities or as parts of large state land areas administered by the Department of Natural Resources, hereinafter referred to as state land, do hereby define areas of responsibility and authority on state land.

- 1. The Society or State Archaeologist agrees to provide research and analysis to determine the sites of historic and/or archaeological significance to be set aside, identified and marked with suitable inscriptions for preservation and interpretation on state land. These sites shall be delineated on any inventory and classification of sites prepared by the Society. This process will directly relate to the funding and staff time available for this purpose determined by the Minnesota Historical Society.
- 2. The Department desires to prepare master plans for the development of facilities, essential to public access and use for recreational purposes as well as updated resource management plans on such land under its jurisdiction so as to avoid and minimize depredation or damage to the historic and/or archaeological areas on such land. Such plans shall be furnished to the Society for their information and guidance. Agreement between the Department and the Society must be reached on plans relating to historical areas before development can proceed. Unless objections are received within 30 days, agreement will be assumed. The Department shall present copies of all developmental plans affecting sites delineated as historical or archaeological on any inventory and classification of such areas to the Society prior to advertising for bid on any construction so that the Society may make studies and investigations of the archaeological and historical values.
- 3. When archaeological or historic sites are known or, based on investigations, are suspected to exist on state land or waters the Society upon request from the Department shall obtain for the Department a licensed, qualified professional archaeologist to help preserve these sites.
- 4. The Department shall notify the Society at least forty days prior to the offering for sale or lease state lands under its jurisdiction, timber, minerals, or gravel or the altering of any body of water within designated historic and/or archaeological sites or areas.
- 5. The Department of Natural Resources will enforce the provisions of the Linnesota Field Archaeology act of 1963, Linnesota Statutes 138.31 to 138.42, and to subsequent Amendments to these statutes on state land under its jurisdiction.

- 6. The Society and the Department may prepare and install interpretive exhibits (in existing buildings or proposed buildings) which, in its judgement, on lands or waters administered by the Departments of Natural Resources which the Society and Department jointly determine are suitable for such purposes, and costs of such features shall be met by any funds appropriated for such purposes to either the Department or the Society.
- 7. The Society shall identify original sites or buildings of historical or archaeological significance deserving preservation, restoration or reconstruction on state land administered by the Department of Natural Resources. The Society and the Department jointly shall determine which buildings or sites are suitable for such historical purposes, and decide on alterations in them to render them more suitable for interpretative and public service purposes. Costs of development shall be met by any funds appropriated for such purposes to either the Department or the Society.
- 8. The Department shall administer, develop, maintain, and operate all buildings, facilities and utilities as required for public accommodation and compatible recreation features, and enforce all rules and regulations and operate special fee services in these state parks as authorized by statutes... Except in those historical areas as described in Linnesota Session Laws 1969, Chapter 956.
- 9. This Agreement imposes no liability upon the State, the Commissioner of Natural Resources, or any other officers, employees or agents of the State for the acts or ommissions of any officer, employee or agent of the Society.
- 10. This Agreement is in force until amended or repealed by mutual agreement between the Department and the Society.
- 11. This Agreement shall supercede Agreement number 2 entered into by the. State and the Society on the 14th day of August, 1968.
- 12. To keep this Agreement in force the Department and Society agree to meet at least semi-annually to review the operation of this Agreement and to correct problems that may have arisen because of it.
- 13. This Agreement shall be subject to the Minnesota Historic Sites Act of 1965 and to subsequent amendments to that statute.
- . 14. Nothing in this Agreement shall be contrary to existing Minnesota Statutes nor to Rules and Regulations as adopted by each agency.
- 15. This Agreement shall be in effect until rescinded or superceded by joint agreement of the two agencies affected.

IN WI	THESS	WHEREOF,	the	respe	cti	ve	authorities	effix	their	seals	and	signatures
this	-	27th			day	of	Decembe	er	19	71	•	

Robert L. Hernst

Counissioner

Dept. of Matural Resources

Russell ". Fridley

Director

Historical Society

