



**Anoka County**  
**PARKS & RECREATION**

550 Bunker Lake Blvd NW  
Andover, MN 55304  
[anokacountyparks.com](http://anokacountyparks.com)

# BUNKER – CHAIN OF LAKES REGIONAL TRAIL MASTER PLAN

JULY 2015

# TABLE OF CONTENTS

## Contents

Acknowledgements _____	1
Boundaries & Acquisition Costs _____	2
Demand Forecast _____	8
Development Concept _____	9
Conflicts _____	13
Public Services _____	15
Operations _____	16
Public Engagement and Participation _____	17
Public Awareness _____	18
Accessibility _____	20
Appendix _____	22

# ACKNOWLEDGEMENTS

## Acknowledgements

### ANOKA COUNTY BOARD OF COMMISSIONERS

Rhonda Sivarajah, Chair

Julie Braastad

Mike Gamache

Matt Look

Jim Kordiak

Scott Schulte

Robyn West

### ANOKA COUNTY PARKS AND COMMUNITY SERVICES COMMITTEE

Commissioner Jim Kordiak, Chair

Commissioner Mike Gamache

Commissioner Scott Schulte

CITY OF BLAINE

CITY OF CENTERVILLE

CITY OF LINO LAKES

METROPOLITAN COUNCIL

### ANOKA COUNTY PARKS AND COMMUNITY SERVICES DIVISION

John VonDeLinde, Division Manager

### ANOKA COUNTY PARKS AND RECREATION DEPARTMENT

Jeff Perry, Planning and Resources Manager

Karen Blaska, Park Planner

# BOUNDARIES & ACQUISITION COSTS

## Boundaries & Acquisition Costs

The proposed 14.5 mile long Bunker – Chain of Lakes Regional Trail corridor is located in the south east quadrant of the County and traverses through the Cities of Blaine, Lino Lakes and Centerville. The trail connects regional facilities such as, Bunker Hills Regional Park, the Johnsville Anoka County Library, East Anoka County Regional Trail, Rice Creek Chain of Lakes Park Reserve and Chomonix Golf Course, as shown in Figures 1 & 2.

The trail provides connections to Blaine Senior High School, Centennial Middle School and Blue Heron Elementary School. The trail connects to several local parks, such as, Meadowbrook Park, Pioneer Park, the Lakes Athletic Complex, Lakeside Commons Park, and East Lake Park in the City of Blaine, Marshan Park in the City of Lino Lakes and Laurie LaMotte Memorial Park in the City of Centerville.

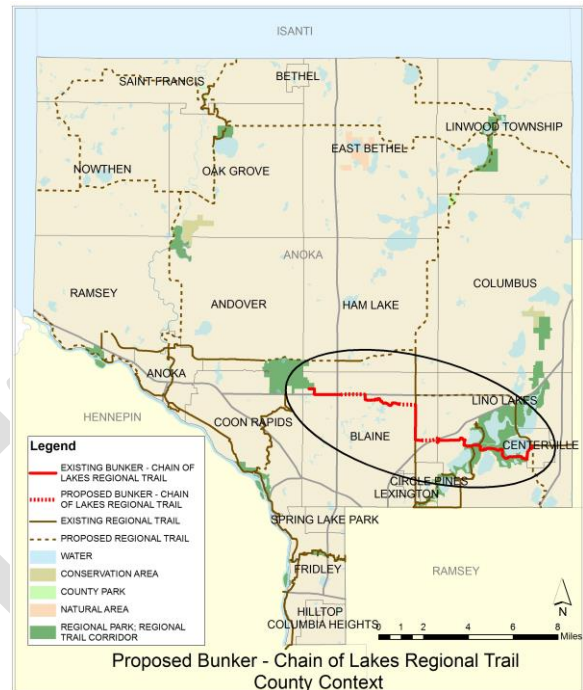


Figure 1

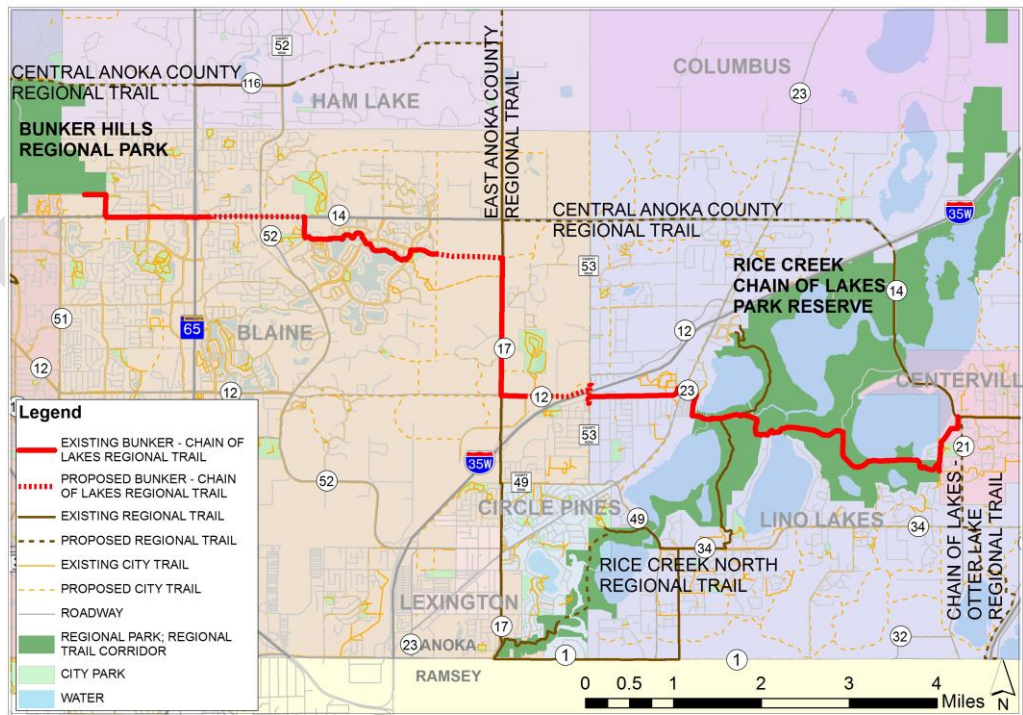
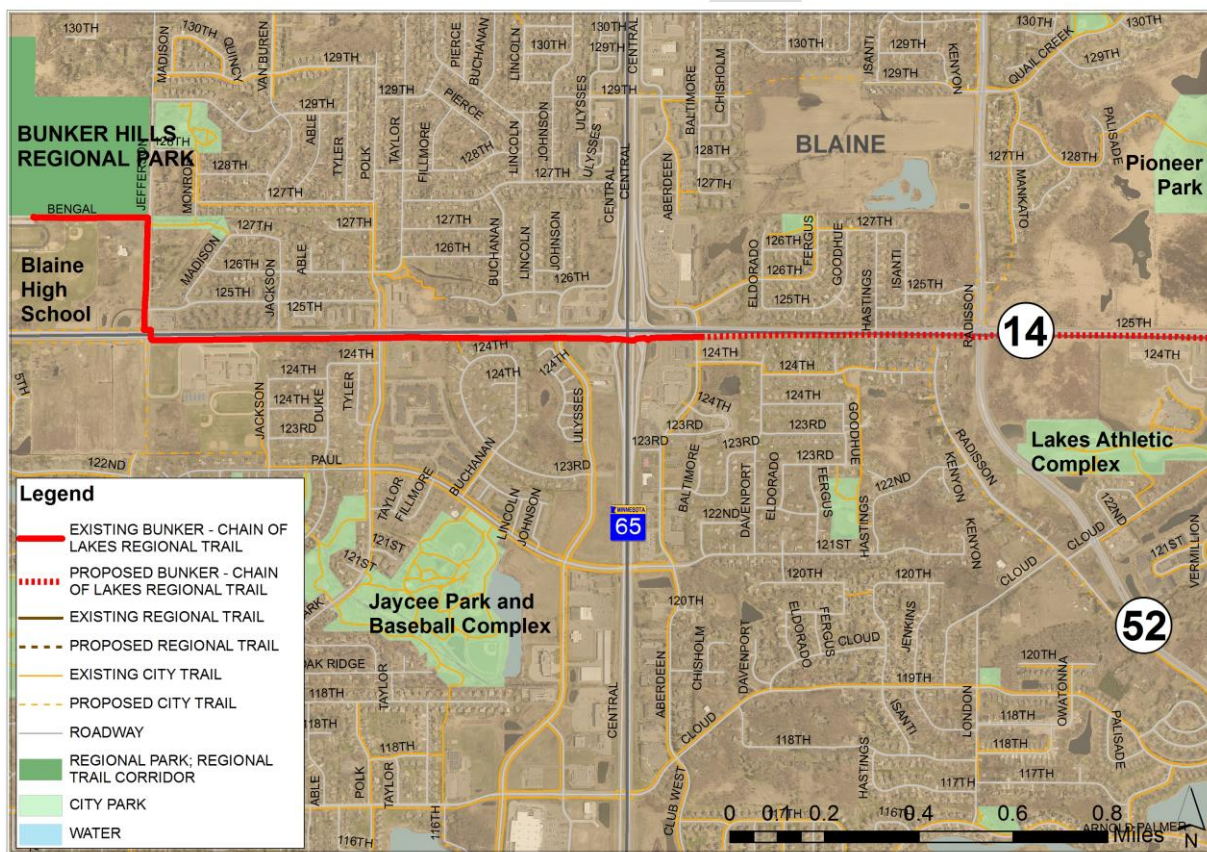


Figure 2



# BOUNDARIES & ACQUISITION COSTS

The trail is proposed to be an eight to ten foot wide paved trail. Working west to east, as shown in Figure 3, Exhibit A, the existing trail leaves Bunker Hills Regional Park from the south east corner of the park, just north of Blaine High School. It crosses to the south side of Bengal Drive and heads east as an eight foot wide striped on-road bicycle lane. At Jefferson Street the trail changes to a ten foot wide grade separated paved trail behind the curb and travels south on the west side of the street. At the intersection of Jefferson Street and CSAH 14/Main Street, the trail crosses at the signalized intersection to the south side of CSAH 14/Main Street and travels east, crossing over Highway 65 and currently ending at Aberdeen Street. From Aberdeen Street, the proposed trail is to be a ten foot wide grade separated paved trail that follows on the south side of CSAH 14/Main Street to Cloud Drive.



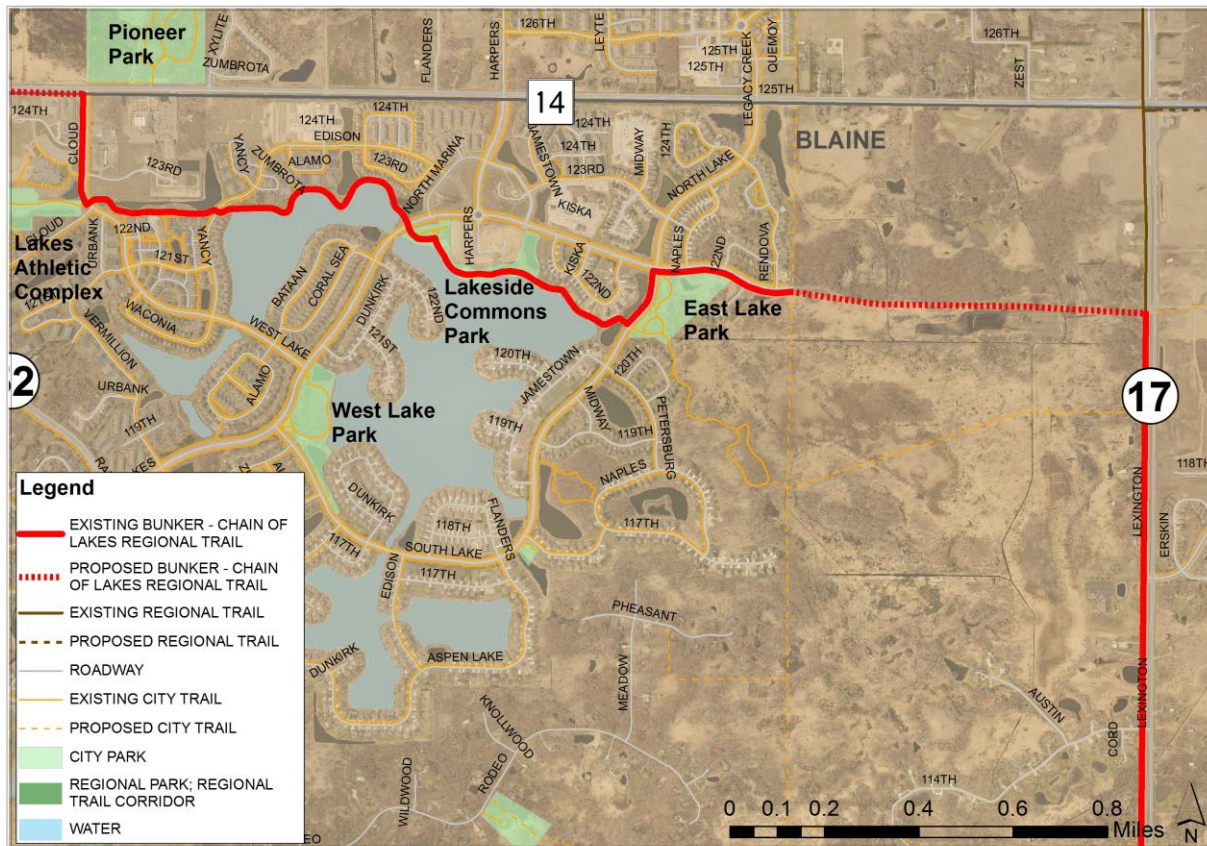
Bunker - Chain of Lakes Regional Trail Alignment  
Exhibit A

Figure 3

At Cloud Drive, as shown in Figure 4, Exhibit B, the trail travels south on the west side of the road to approximately West Lake Boulevard. Near that intersection, the trail then travels east, through The Lakes residential development and along the man-made lake with connections to Lakeside Commons and East Lake Parks. The trail is complete through the section of Cloud Drive and East Lake Park. Just east of East Lake Park, the ten foot wide paved trail is proposed to travel east through a future development to CSAH

# BOUNDARIES & ACQUISITION COSTS

17/Lexington Avenue. The County will work closely with the City of Blaine to ensure that trail easements are acquired and the trail is constructed as development occurs.



**Bunker - Chain of Lakes Regional Trail Alignment  
Exhibit B**

**Figure 4**

At CSAH 17, the trail connects to an existing ten foot wide portion of the East Anoka County Regional Trail and travels south on the west side of the road to 109th Avenue. At the signalized intersection at 109th and Lexington Avenues, the trail follows on the south side of 109th to Pheasant Ridge Drive where it currently ends. From there, as shown in Figure 5, Exhibit C, the 10 foot wide trail is proposed to follow on the south side of 109th from Pheasant Ridge Drive east to County Road 53/Sunset Avenue. At Sunset Avenue, the trail is proposed to cross over Interstate 35W south to Elm Street.

From Sunset and Elm, the existing trail travels on the south side of the street east to 4th Avenue. At 4th Avenue, the trail crosses to the north side of the street and continues on to CSAH 23/Lake Drive. At the signalized intersection of CSAH 23/Lake Drive, the trail crosses east to Marshan Park. It travels through Marshan Park



# BOUNDARIES & ACQUISITION COSTS



Bunker - Chain of Lakes Regional Trail Alignment  
Exhibit C

Figure 5

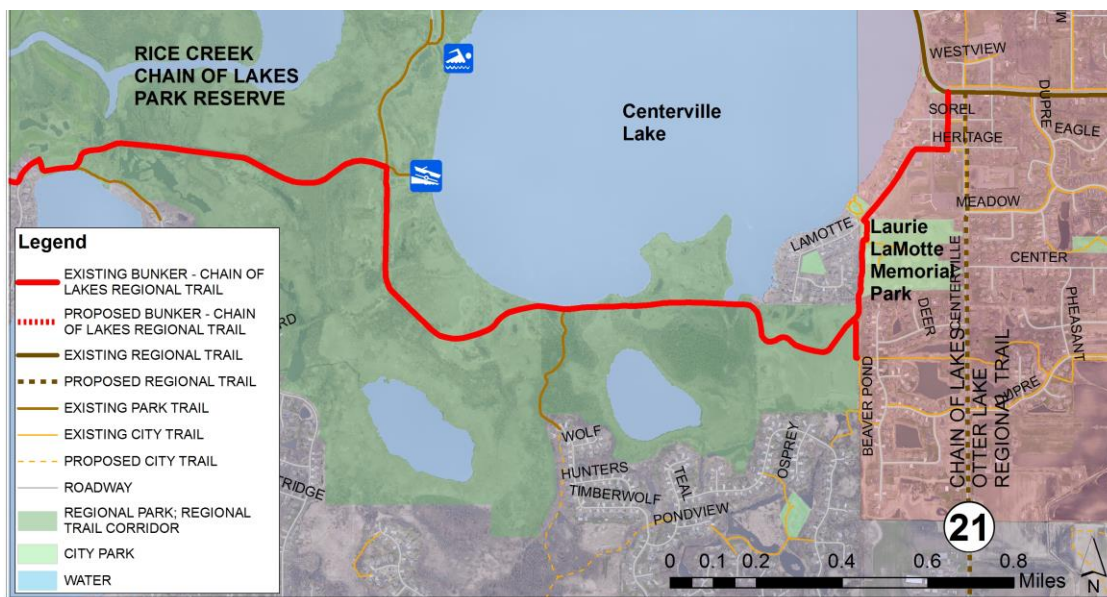
and heads south to Aqua Lane east of a townhome development. At Aqua Lane, the trail travels east through Rice Creek Chain of Lakes Park Reserve and connects to Rice Creek North Regional Trail, Chomonix Golf Course, Centerville Beach, and the public boat access on Centerville Lake. From there the trail travels south and east around Centerville Lake to the City of Centerville's Laurie LaMotte Memorial Park. The trail then travels north along LaMotte Drive to Heritage Street. Just prior to CSAH 21/Centerville Road, the trail travels north and terminates at CSAH 14/Main Street and the Central Anoka County Regional Trail, as shown in Figures 6 & 7, Exhibits D & E. This section of trail is currently complete.

The portion of the trail from the Rice Creek North Regional Trail intersection east is designated in the Metropolitan Council's 2040 Transportation Policy Plan as a Tier 2 alignment on the Regional Bicycle Transportation Network. This designation gives it a regional level of importance to serve regional transportation travel by bicycle and will be appropriately emphasized in regional planning and investment decisions for transportation.

# BOUNDARIES & ACQUISITION COSTS



Bunker - Chain of Lakes Regional Trail Alignment  
Exhibit D



Bunker - Chain of Lakes Regional Trail Alignment  
Exhibit E



## BOUNDARIES & ACQUISITION COSTS

Since 11.5 miles of the 14.5 mile trail currently exist, the County is proposing to construct the remaining segments of trail as the county roadways are reconstructed and expanded or as development occurs. Right of way acquisition for the proposed trail segments is anticipated to possibly affect 40 parcels. A list of potentially affected parcels is in the Appendix. Acquisition is based on the trail being installed within a typical 120 foot wide county road right of way and is estimated to be \$645,000 based on the 2016 assessed valuation. Once this Master Plan is approved, the County will work closely with the cities and the County Highway Department, so that when development plans or reconstruction plans move forward dedicated right of way or easements for the trail are provided for in those plans. This should keep acquisition costs to a minimum. Market rate appraisals have not been conducted to date, but will be conducted prior to any acquisition or funding request to the Metropolitan Council.

There are several active MPCA contamination sites within 500 feet of the trail corridor, but these sites are not anticipated to impact the trail or require additional funds for remediation. More information on site locations and descriptions can be found in the Appendix.

# DEMAND FORECAST

## Demand Forecast

Regional parks and trails have been increasing in popularity and as the population grows the need for additional recreation resources and amenities grow as well. The population in the communities surrounding the corridor is anticipated to grow steadily, as is Anoka County, as shown in the Population Forecast table.

Population Forecast<sup>1</sup>

YEAR	BLAINE	LINO LAKES	CENTERVILLE	ANOKA COUNTY
<b>2010</b>	57,186	20,216	3,792	330,844
<b>2040</b>	86,000	29,000	4,200	426,080

According to the Metropolitan Council Regional Forecast to 2040, the metro regional area is anticipated to grow by 22% between 2010 and 2040. By 2040, seniors are expected to comprise of 20% of the population and people of color will comprise 40%. As the population increases, diversifies, and ages, demand for easily accessible outdoor recreation opportunities and open space increases.

The outdoor recreational use patterns in the metropolitan area have also been growing steadily. Recreational visits to Anoka County regional trails have increased from 504,000 in 2008 to just over 958,000 in 2013.<sup>2</sup>

In addition, according to the 2014 Outdoor Participation Report by the Outdoor Foundation, in 2014, there was a net gain of 700,000 outdoor participants from 2013. Running, jogging and trail running was the most popular outdoor activity with more than 57 million participants and over half of the total 143 million Americans that participated in outdoor activities also walked.

With the population growth expected and the increase in recreational visits to regional parks and trails, the demand for additional facilities will only increase.

---

<sup>1</sup> Metropolitan Council, Thrive MSP 2040 Forecasts, Adopted May 28, 2014

<sup>2</sup> Annual Use Estimate of the Metropolitan Regional Parks System for 2008 & 2013, Metropolitan Council

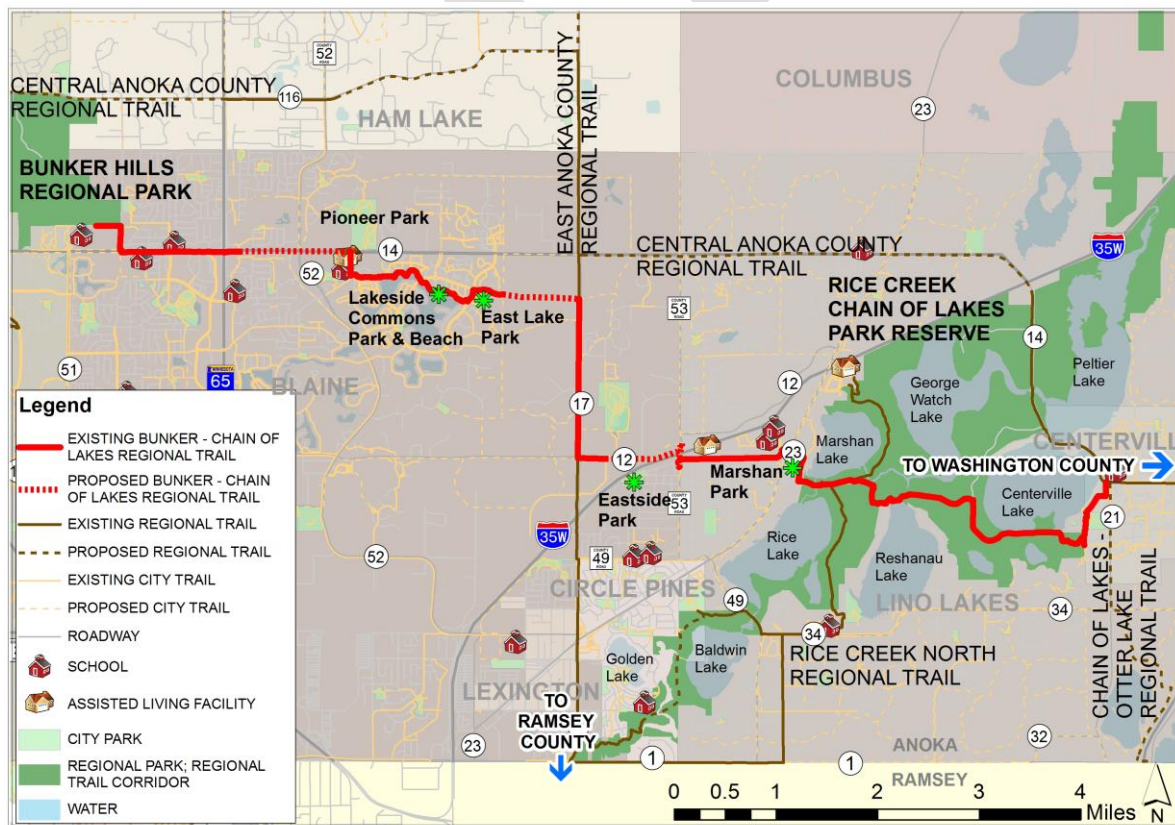
# DEVELOPMENT CONCEPT

## Development Concept

The Anoka County's parks and trails system provides outdoor recreation opportunities in the northern metropolitan area and the Bunker – Chain of Lakes Regional Trail has been identified in the County's 1996 20/20 Vision Plan and the Comprehensive System Plan for the Parks and Recreation Department, which was adopted by the County Board of Commissioners in 2006.

The development concept is to provide a 10 foot wide paved trail that provides a critical link between the Bunker Hills Regional Park and the Rice Creek Chain of Lakes Park Reserve. The trail links the cities of Blaine, Lino Lakes and Centerville and it connects to the East Anoka County and Rice Creek North Regional Trails. In addition, the trail connects to the Central Anoka County Regional Trail which then connects to the Washington County Regional Trail system.

The trail provides links to several schools, such as Blaine High School, Roosevelt Middle School, Johnsville and Northpoint Elementary Schools in the City of Blaine and the Centennial Middle and Blue Heron Elementary schools in the City of Lino Lakes. The trail also connect to two assisted living facilities, one in the



**Figure 9**

**Proposed Bunker - Chain of Lakes Regional Trail  
Development Concept**



# DEVELOPMENT CONCEPT

City of Blaine and one in the City of Lino Lakes. The trail provides easy access from the surrounding residential areas to the various restaurants, businesses and retail establishments in the cities.

Figure 8 illustrates the development concept for this trail.

The trail is proposed to be an 8 to 10 foot wide paved off-road trail. Where space is an issue, the trail may be separated from the roadway through grade differentiation, by placing the trail behind a six inch curb in more urban type settings where space is a premium or by creating a grade separated buffer between the trail and roadway in more rural type settings. The width of the buffer would depend on the speed and type of the roadway.



**Figure 9**

Since the majority of the trail exists, establishment of the trail in those existing areas will be relatively easy, through the installation of new directional and way finding signs along the route. The remaining sections of trail will be constructed adjacent to the road but separated by a buffer, similar to Figure 9.

The trail is proposed to cross over Interstate 35W at County Road 53/Sunset Avenue. The current vehicular bridge is a narrow two lane bridge without any pedestrian accommodations. Therefore, Anoka County proposes to either include the regional trail into the bridge when the bridge is reconstructed or construct a separate pedestrian bridge over Interstate 35W to provide safe crossing over the freeway. Refer to Figure 10 for example of a pedestrian bridge/overpass.

# DEVELOPMENT CONCEPT



**Figure 10**

Regional trailhead facilities are located at Bunker Hills Regional Park and Rice Creek Chain of Lakes Park Reserve. These parks provide ample parking, restroom facilities and additional trails and amenities within the parks. There are City owned facilities located at Lakeside Commons Park and Beach in the City of Blaine and at Marshan Park in the City of Lino Lakes. These provide parking and restroom facilities as well as additional outdoor recreation amenities.

Trailhead signs, as illustrated in Figure 11 are proposed at the major intersections along the trail. Way-finding directional signs, as illustrated in Figure 12, will be posted along the trail at decision points as well.

Storm water management for the proposed trail is to follow the requirements of the MN Department of Natural Resources, MN Pollution Control Agency, Army Corps of Engineers, Coon Creek and Rice Creek Watershed Districts, and any other permitting and regulatory agency requirements at the time of construction. For example, in certain jurisdictions, water quality treatment for a trail can be achieved through a minimum of a five foot wide vegetated filter strip or vegetated open space located down-gradient of the trail. The ownership and maintenance of the storm water management facilities will be the responsibility of Anoka County within county jurisdictions and the cities within their respective jurisdictions.

Prior to the trails development a Natural Heritage Information System review will be conducted to determine if any rare species or rare natural resources features are



**Figure 12**



**Figure 11**

# DEVELOPMENT CONCEPT

located within the trail alignment. General findings show there is one vertebrate animal of threatened status within 500 feet of the existing trail alignment. There are none located near the sections of trail still to be constructed, therefore no impacts to rare plants or animals are anticipated that would require additional costs for mitigation or avoidance. An archaeological survey will be conducted if required and wetland delineations will be performed to determine boundaries, so that the trail may be developed in a way that reduces and/or includes mitigation of the impacted wetlands. In additional soil borings may be taken to ensure proper construction in areas where soils are questionable. Since this trail alignment is proposed to traverse open green space areas, wildlife friendly erosion control materials and native seeding will be incorporated into the trail design.

**Table 1**

## **PROPOSED BUNKER-CHAIN OF LAKES REGIONAL TRAIL DEVELOPMENT COST ESTIMATE**

<b>Description</b>	<b>Total</b>
<b>Design/Engineering/Project Management</b>	<b>\$540,000</b>
<b>Archaeological Survey</b>	<b>\$100,000</b>
<b>Wetland Delineation</b>	<b>\$150,000</b>
<b>Topographic Survey/Construction Staking</b>	<b>\$300,000</b>
<b>Geotechnical Survey</b>	<b>\$150,000</b>
<b>Clearing and grubbing</b>	<b>\$200,000</b>
<b>Utility relocations, if required</b>	<b>\$200,000</b>
<b>Bituminous trail construction</b>	<b>\$1,600,000</b>
<b>Pedestrian Bridge Construction</b>	<b>\$2,000,000</b>
<b>Lighting</b>	<b>\$50,000</b>
<b>Landscaping and restoration</b>	<b>\$150,000</b>
<b>Signage and striping</b>	<b>\$50,000</b>
<b>Site Furnishings</b>	<b>\$25,000</b>
<b>Sub-Total</b>	<b>\$5,515,000</b>
<b>Contingency (10%)</b>	<b>\$551,500</b>
<b>Total</b>	<b>\$6,066,500</b>

The development cost estimate for completion of this trail is \$6,066,500. The cost breakdown is shown in Table 1. There may be some cost savings on this estimate if this trail can be constructed as part of a future County roadway reconstruction project or if trail corridors can be dedicated as part of future development.

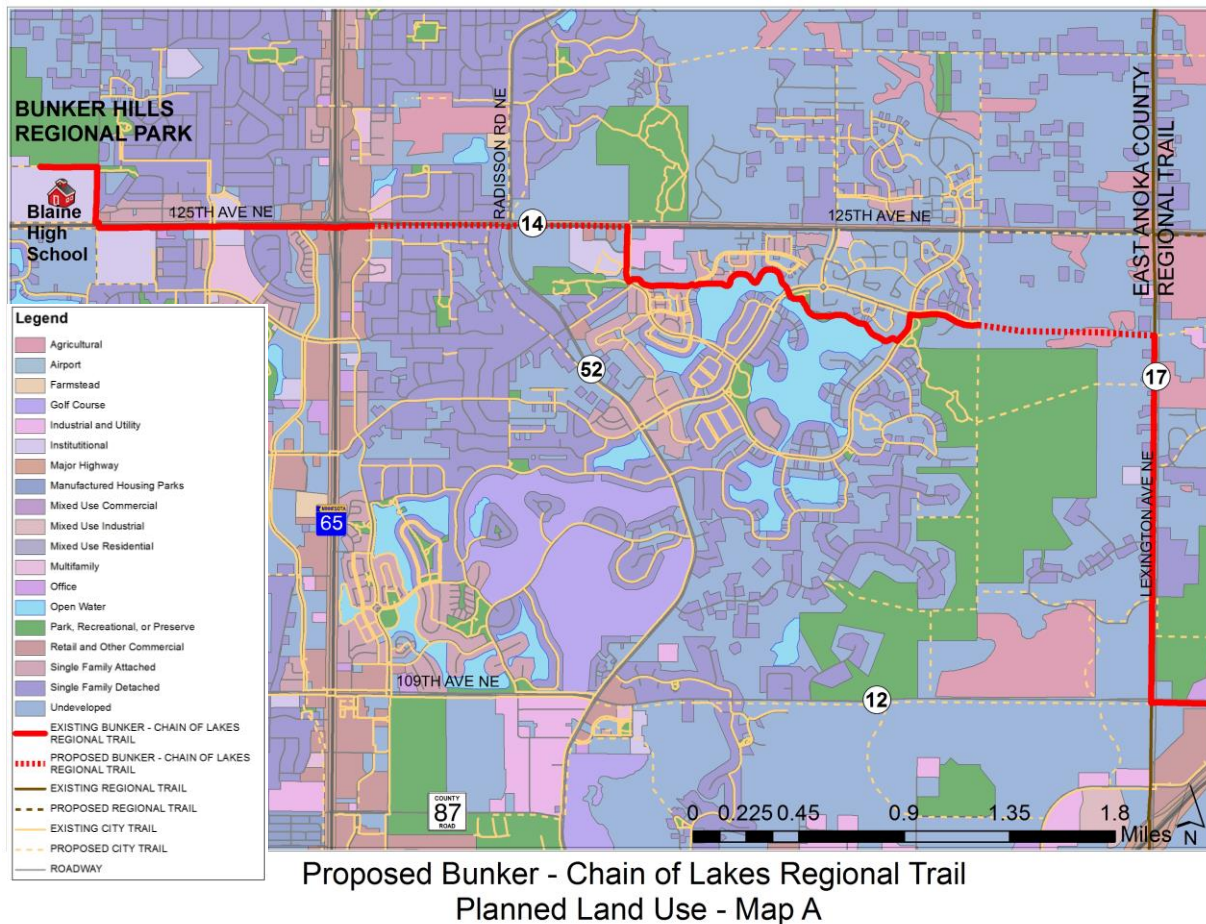
The schedule for construction of this trail will depend on right of way acquisition, roadway reconstruction, future development along the trail corridor and funding availability; therefore, no significant trail development is planned within the next ten years. The Parks and Recreation Department will work with local cities and the Anoka County Highway Department to

implement the construction of this trail as opportunities occur.



# CONFLICTS

## Conflicts



**Figure 13**

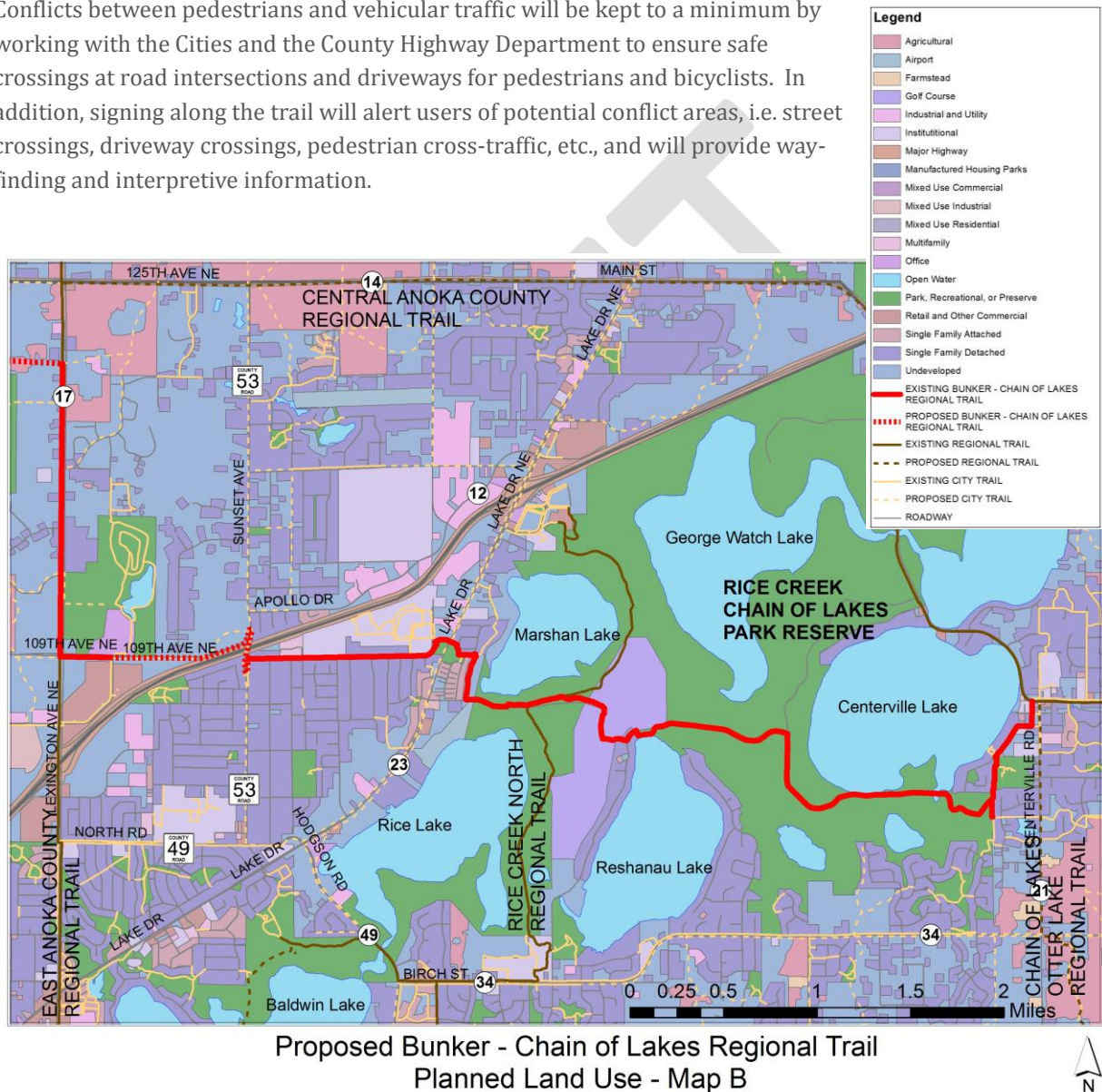
Conflicts related to park or trail redevelopment will be kept to a minimum through proper planning and community involvement. Since the majority of the trail already exists within the current land uses, issues between the trail and current land uses are not anticipated. Land uses in those areas where the trail has yet to be constructed, consist of residential, retail, institutional, agriculture and undeveloped, as shown in Figures 13 & 14. By working closely with each of the cities when development occurs and working with businesses and residents during the design phase of the proposed trail, the County is confident any conflicts that arise will be addressed to all party's satisfaction.

With any new development or redevelopment in existing residential areas, there are common concerns among the area residents that are adjacent to the park or trail. One of these concerns is the effect the increased usage of the park or trail will have on their safety, security and privacy. Generally, regional parks and trails in the metropolitan area do not have a higher number of criminal activities related to use. A

# CONFLICTS

typical concern is vandalism and damage to vehicles. The County provides Park Ranger patrols and works with the local police and the Anoka County Sheriff's Office to ensure the parks and trails are safe and secure.

Conflicts between pedestrians and vehicular traffic will be kept to a minimum by working with the Cities and the County Highway Department to ensure safe crossings at road intersections and driveways for pedestrians and bicyclists. In addition, signing along the trail will alert users of potential conflict areas, i.e. street crossings, driveway crossings, pedestrian cross-traffic, etc., and will provide way-finding and interpretive information.

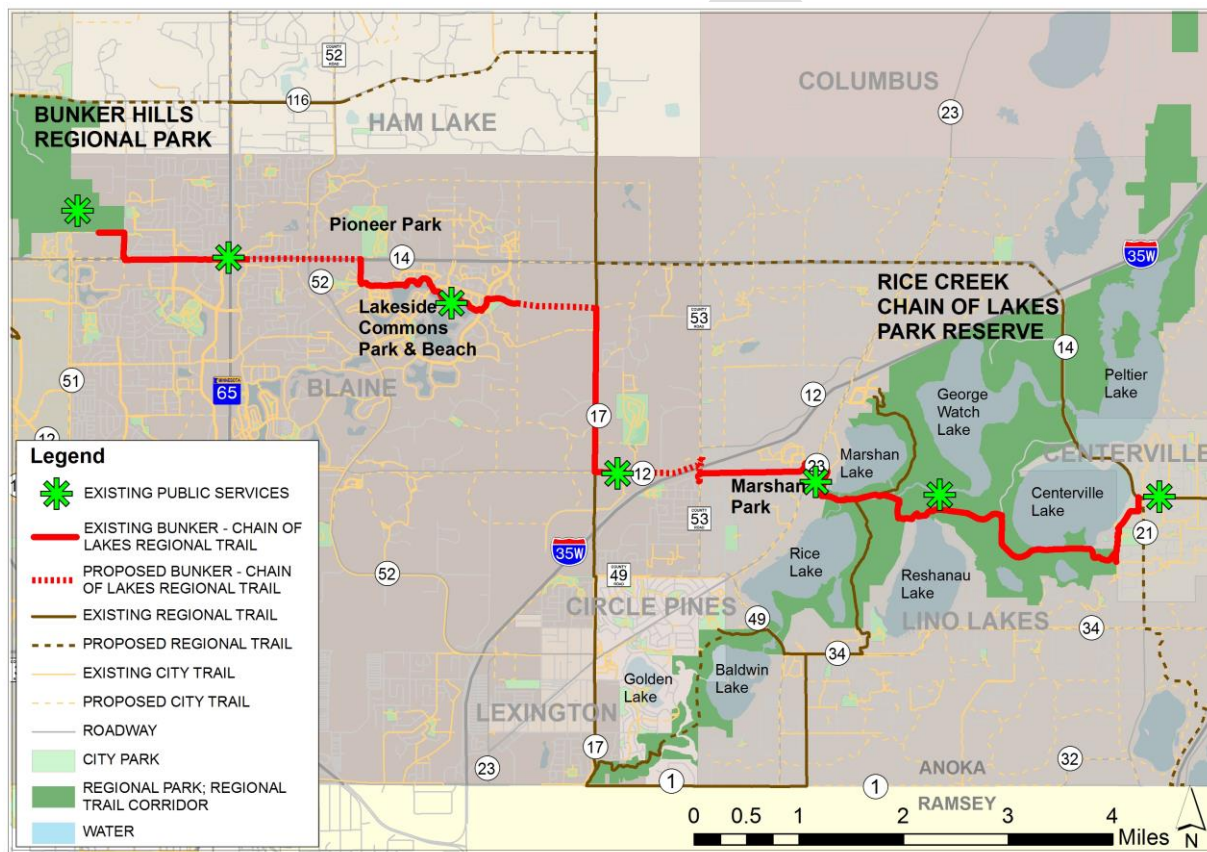


**Figure 14**



## Public Services

A variety of public services are available at points along the trail, therefore no new non-recreational related public services will be required for this trail. Both local and regional parks provide the necessary facilities required for trail users, i.e. parking lot, restrooms, drinking fountains and benches. Other services are also available at retail establishments along the trail route. Figure 15 illustrates the location of existing services for trail users.



Proposed Bunker - Chain of Lakes Regional Trail  
Existing Public Service Locations

Figure 15



## Operations

The Anoka County Ordinance, dated January 24<sup>th</sup>, 2012 regulates parks and trails under the jurisdiction of Anoka County. Education and enforcement is provided through the Anoka County Park Rangers, the local police departments and the Anoka County Sheriff's Department, as shown in Figure 16.

Current practice partners Anoka County with the local cities through either a Memorandum of Understanding (MOU) or a Joint Powers Agreement (JPA) to provide for the maintenance of regional trails. Typically, the MOU or JPA is executed prior to trail construction and outlines what agency is responsible for general routine maintenance of the trail and what agency is responsible for capital improvements to the trail in their jurisdiction.

The County is typically responsible for the routine maintenance of trails within regional or county park lands. This includes such maintenance as mowing, sweeping, plowing, clearing, debris removal, and patching for example. Outside of regional and county park facilities, the local cities are generally responsible for routine trail maintenance. Solid waste is typically collected from trash receptacles located along the trail at regular intervals. Anoka County inspects trails annually and provides the capital improvements that are needed and provides the long-term maintenance required, such as bituminous overlays, and trail reconstruction. Trail signage is provided and maintained by either the City or the County as determined in the JPA.

Annual maintenance costs for the trail are estimated to be about \$10,000. This includes funding for sign replacements, minor bituminous repair and crack-sealing. Revenue for the operation and maintenance of the trail comes from the Anoka County Parks and Recreation Department's annual operations and maintenance budget, which includes revenues from picnic shelter rentals, room rentals, programs, parks entrance fees and the County general fund. Supplementary funding is provided through the Regional Park Operations and Maintenance Grant Program.



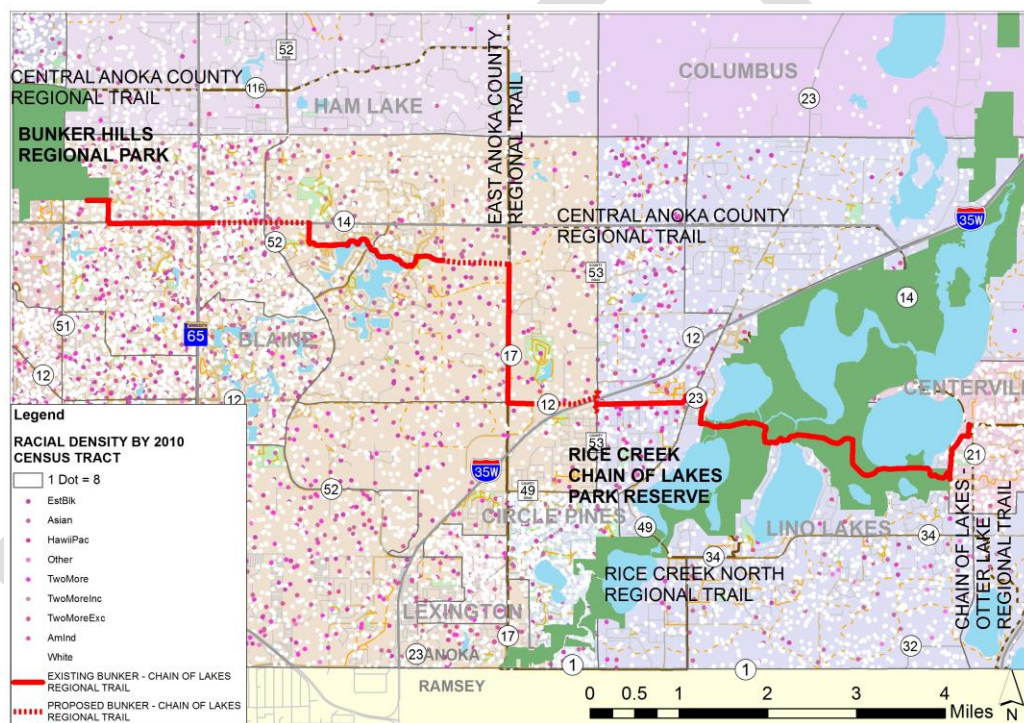
**Figure 14**

# PUBLIC ENGAGEMENT AND PARTICIPATION

## Public Engagement and Participation

The Anoka County Parks and Recreation Department has been working with the local units of government and regulatory agencies, as well as the Anoka County Transportation Division, which includes the Highway Department and the Transit Department, in the planning process of this trail master plan.

The draft master plan was developed and Anoka County will be reaching out to the public for comment. Figure 15, illustrates the population racial density by census tract for the service area of the trail. It is the intent of Anoka County to conduct a public comment period as well to receive public comment. In addition, post card invitations will be sent to residents along the trail corridor and a notice advertising the comment period will be published in the legal newspaper of Anoka County.



Proposed Bunker - Chain of Lakes Regional Trail  
Racial Density by 2010 Census Tract

**Figure 15**

The Parks and Recreation Department is also planning on sharing the trail master plan at the Anoka County Fair and three community events to receive input from those that may not typically use the regional parks and trails system. The draft master plan will be posted on the Anoka County website. Any comment received will be incorporated into the master plan.

Refer to Appendix for the public notices, letters requesting comments, and a summary of comments and responses.

# PUBLIC AWARENESS

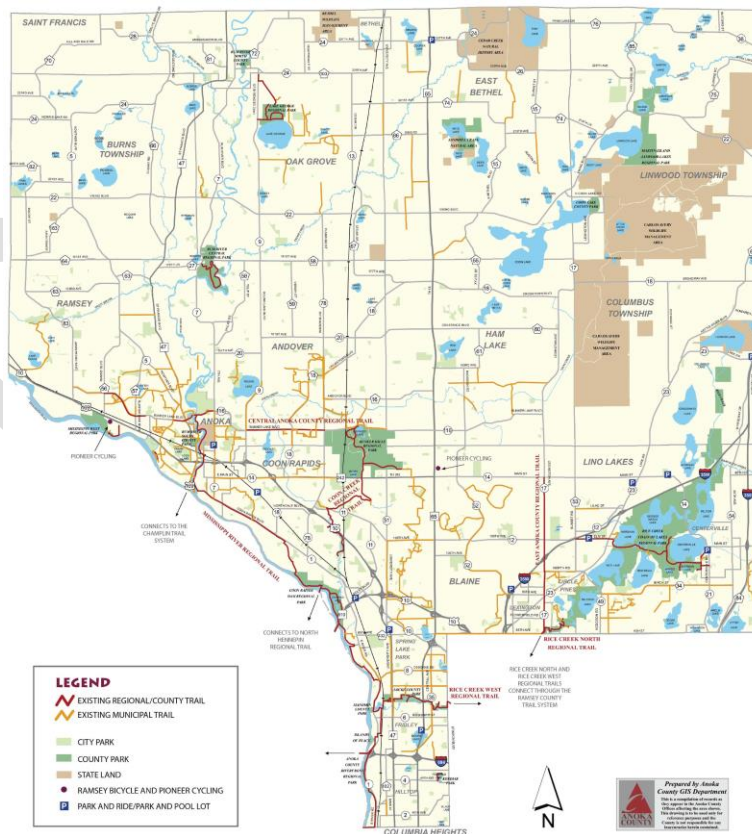
## Public Awareness

Public awareness is an important component to regional park and trail systems. The County will provide public education efforts through the Metropolitan Council's regional-wide awareness program, as well as, public information maps, websites ([www.anokacountyparks.com](http://www.anokacountyparks.com) & [www.anokacounty.us](http://www.anokacounty.us)), social media, publications and brochures provided by Anoka County Parks and Recreation Department and Commute Solutions, the County's Transportation Management Organization.



A partnership with the local cities, the Parks and Recreation Department and the TMO, developed a bike/walk map for the County.

### BIKING/HIKING TRAILS AND PARK & RIDE LOTS ANOKA COUNTY





# PUBLIC AWARENESS

Anoka County's parks and trails system provides outdoor recreation opportunities in the northern metropolitan area. To increase access to parks and trails and increase education regarding health, wellness and outdoor recreation, Anoka County has installed way finding maps throughout the park and trails system. Refer to Figure 16 for an example this project. This project was in cooperation with the Blue Cross Blue Shield "Do" campaign.

In addition, the County was able to create the Go Anoka County website ([goanokacounty.org](http://goanokacounty.org)). This site was created to provide information related to parks and recreation facilities and promote access to those facilities to make it easier to recreate outdoors.

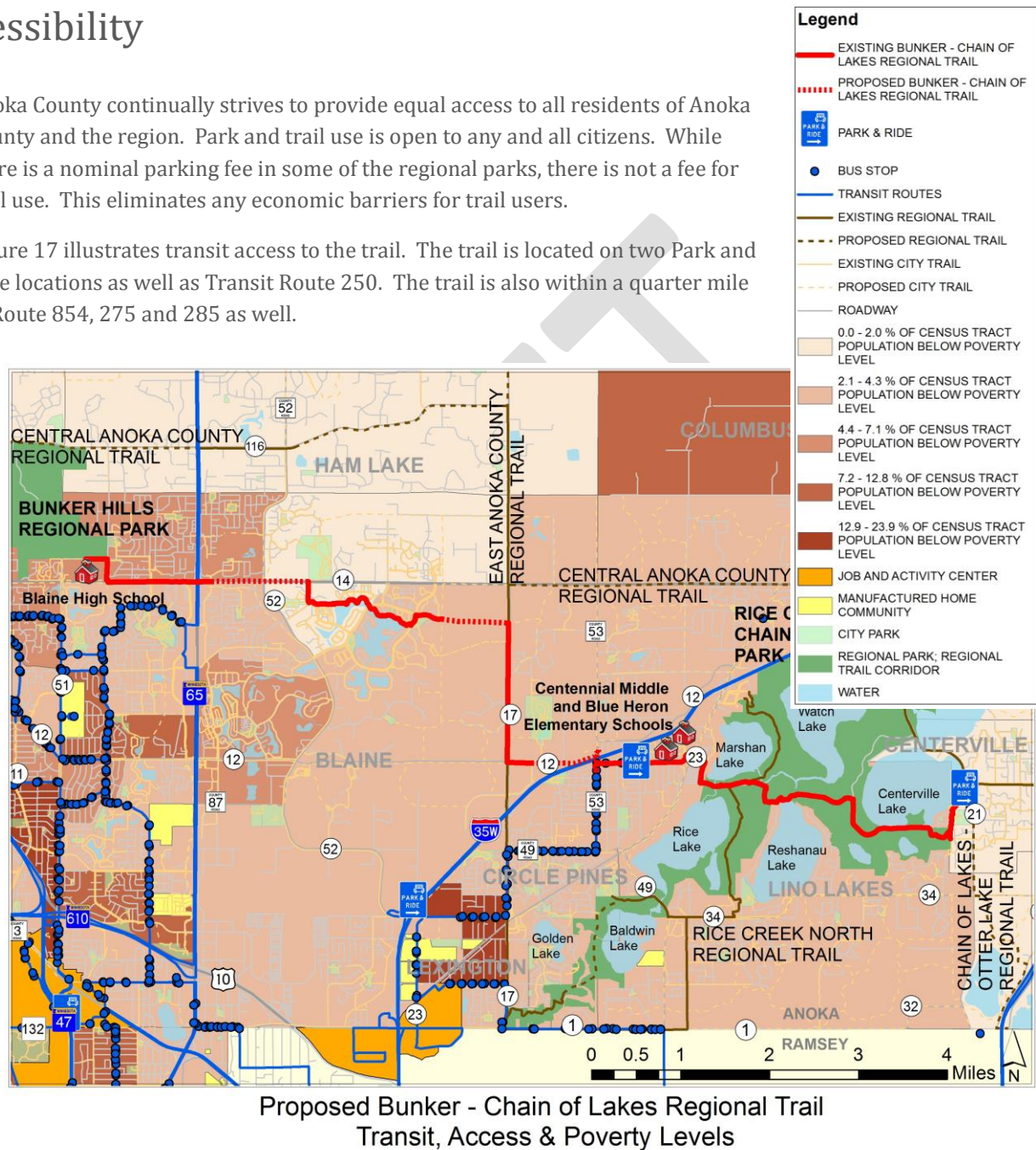


Figure 16

## Accessibility

Anoka County continually strives to provide equal access to all residents of Anoka County and the region. Park and trail use is open to any and all citizens. While there is a nominal parking fee in some of the regional parks, there is not a fee for trail use. This eliminates any economic barriers for trail users.

Figure 17 illustrates transit access to the trail. The trail is located on two Park and Ride locations as well as Transit Route 250. The trail is also within a quarter mile of Route 854, 275 and 285 as well.



**Figure 17**

# ACCESSIBILITY

The proposed trail is located in an area where poverty levels vary from 0 – 24% of the population being below the poverty level. The majority the service area consists of 2.1 to 4.3% of the population being below the poverty level. This is based on the 2006-2010 American Community Survey 5-Year Estimates, as shown in Figure 17.

In addition, the Anoka County Traveler Transit Link, as shown in Figure 20 and Metro Mobility dial-a-ride services provide transportation for a minimal fee. Transit Link will pick up and drop off passengers anywhere there is an address or cross street, or anywhere along the regional trail as long as the vehicle does not have to back up. Currently all of the vehicles are equipped with bike racks so passengers wishing to bike on the trail could use Transit Link to preschedule a trip to/from anywhere along the trail that a large vehicle can access.

Once built, the trail will provide a no cost alternative transportation option to residents in the area.

The trail and any facilities and amenities along the trail will conform to the standards mandated by the Americans with Disabilities Act.



**Figure 18**



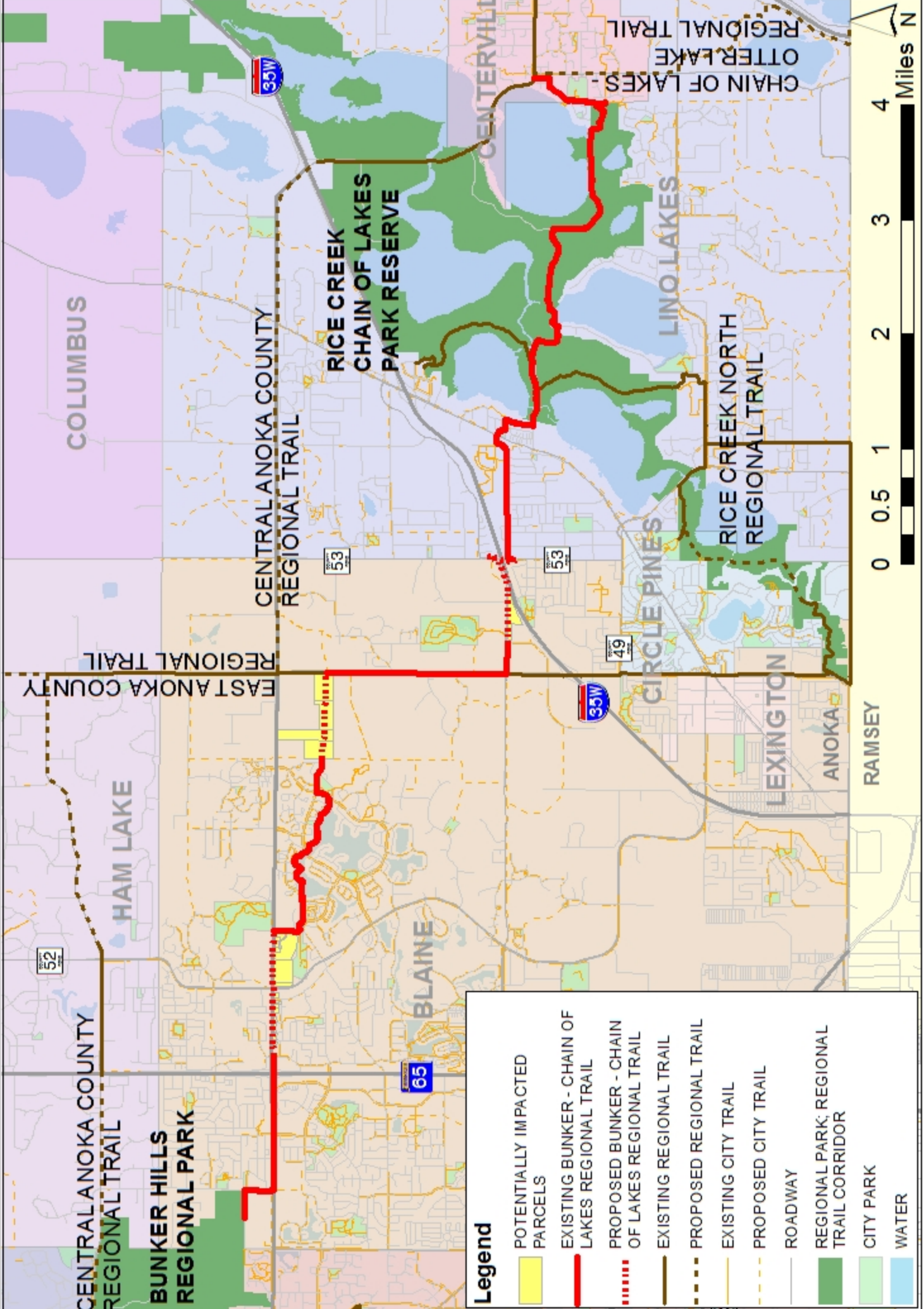
## Appendix

DRAFT

#	PIN	ADDRESS	CITY	STATE	ZIP CODE	ACRES	2016 ASSESSED VALUE	ASSESSED VALUE/ACRE	POTENTIAL IMPACT (ACRES)	POTENTIAL ASSESSED VALUE OF IMPACTS
1	08-31-23-11-0031	12486 GOODHUE CT NE	BLAINE	MN	55449	0.5000	\$213,700	\$427,400	0.04927827942	\$21,061.54
2	08-31-23-11-0023	12492 FERGUS CT NE	BLAINE	MN	55449	0.3700	\$204,300	\$552,162	0.05692852217	\$31,433.78
3	08-31-23-11-0022	12484 FERGUS CT NE	BLAINE	MN	55449	0.5600	\$237,000	\$423,214	0.02524067313	\$10,682.21
4	08-31-23-11-0033	12483 GOODHUE CT NE	BLAINE	MN	55449	0.8300	\$220,100	\$265,181	0.05627303329	\$14,922.52
5	08-31-23-11-0014	12494 DAVENPORT ST NE	BLAINE	MN	55449	0.4000	\$211,300	\$528,250	0.05354289353	\$28,284.03
6	09-31-23-22-0002	1850 125TH AVE NE	BLAINE	MN	55449	0.9100	\$193,500	\$212,637	0.05697794901	\$12,115.64
7	09-31-23-22-0030	12488 RADISSON RD NE	BLAINE	MN	55449	0.3400	\$180,100	\$529,706	0.06245198293	\$33,081.18
8	09-31-23-22-0017	12490 HASTINGS ST NE	BLAINE	MN	55449	0.2800	\$181,500	\$648,214	0.04996133006	\$32,385.65
9	09-31-23-22-0009	12431 RADISSON RD NE	BLAINE	MN	55449	1.2300	\$207,500	\$168,699	0.16176996273	\$27,290.46
10	08-31-23-11-0032	12491 GOODHUE CT NE	BLAINE	MN	55449	0.3700	\$214,000	\$578,378	0.06198629102	\$35,851.53
11	08-31-23-11-0024	12485 FERGUS CT NE	BLAINE	MN	55449	0.5000	\$223,000	\$446,000	0.04790009152	\$21,363.44
12	08-31-23-11-0015	12481 DAVENPORT ST NE	BLAINE	MN	55449	0.5600	\$222,800	\$397,857	0.03683169386	\$14,653.75
13	09-31-23-12-0007	2345 124TH CT NE	BLAINE	MN	55449	1.3900	\$935,600	\$673,094	0.00255156381	\$1,717.44
14	09-31-23-12-0008	2321 124TH CT NE	BLAINE	MN	55449	1.5000	\$393,700	\$262,467	0.06862865343	\$18,012.73
15	09-31-23-12-0009	2303 124TH CT NE	BLAINE	MN	55449	1.7600	\$1,592,100	\$904,602	0.09573972830	\$86,606.38
16	09-31-23-21-0001		BLAINE	MN	55449	23.0100	\$144,000	\$6,258	0.57296506831	\$3,585.70
17	09-31-23-11-0004	12325 CLOUD DR NE	BLAINE	MN	55449	4.1300	\$814,300	\$197,167	0.00024414451	\$48.14
18	09-31-23-22-0016	1820 125TH AVE NE	BLAINE	MN	55449	1.2400	\$215,900	\$174,113	0.07747117244	\$13,488.73
19	09-31-23-22-0047	1897 124TH LN NE	BLAINE	MN	55449	0.6600	\$248,000	\$375,758	0.02594200258	\$9,747.90
20	08-31-23-11-0013	12482 DAVENPORT ST NE	BLAINE	MN	55449	0.6900	\$237,900	\$344,783	0.04213560464	\$14,527.62
21	09-31-23-12-0010	2350 124TH CT NE	BLAINE	MN	55449	20.0100	\$9,456,200	\$472,574	0.11374780355	\$53,754.22
22	09-31-23-21-0007		BLAINE	MN	55449	3.3500	\$94,200	\$28,119	0.15410760294	\$4,333.41
23	09-31-23-12-0015	12450 CLOUD DR NE	BLAINE	MN	55449	3.4800	\$3,468,000	\$996,552	0.00152328151	\$1,518.03
24	11-31-23-13-0002		BLAINE	MN	55449	20.9800	\$243,100	\$11,587	0.91624621237	\$10,616.75
25	11-31-23-24-0002	3700 125TH AVE NE	BLAINE	MN	55449	29.3800	\$648,600	\$22,076	0.33813507038	\$7,464.75
26	11-31-23-23-0002		BLAINE	MN	55449	7.0700	\$6,100	\$863	0.00591760426	\$5.11
27	11-31-23-24-0003		BLAINE	MN	55449	25.8400	\$281,400	\$10,890	0.58355752592	\$6,355.00
28	11-31-23-14-0001	12200 LEXINGTON AVE NE	BLAINE	MN	55449	25.4200	\$298,500	\$11,743	0.88776103332	\$10,424.73
29	18-31-22-33-0048		LINO LAKE	MN	55014	0.2700	\$2,600	\$9,630	0.01112288203	\$107.11
30	18-31-22-33-0049	5 ELM ST	LINO LAKE	MN	55014	0.3700	\$186,500	\$504,054	0.00001940981	\$9.78
31	19-31-22-22-0024	7156 SUNSET AVE	LINO LAKE	MN	55014	0.7900	\$134,500	\$170,253	0.01577834322	\$2,686.31

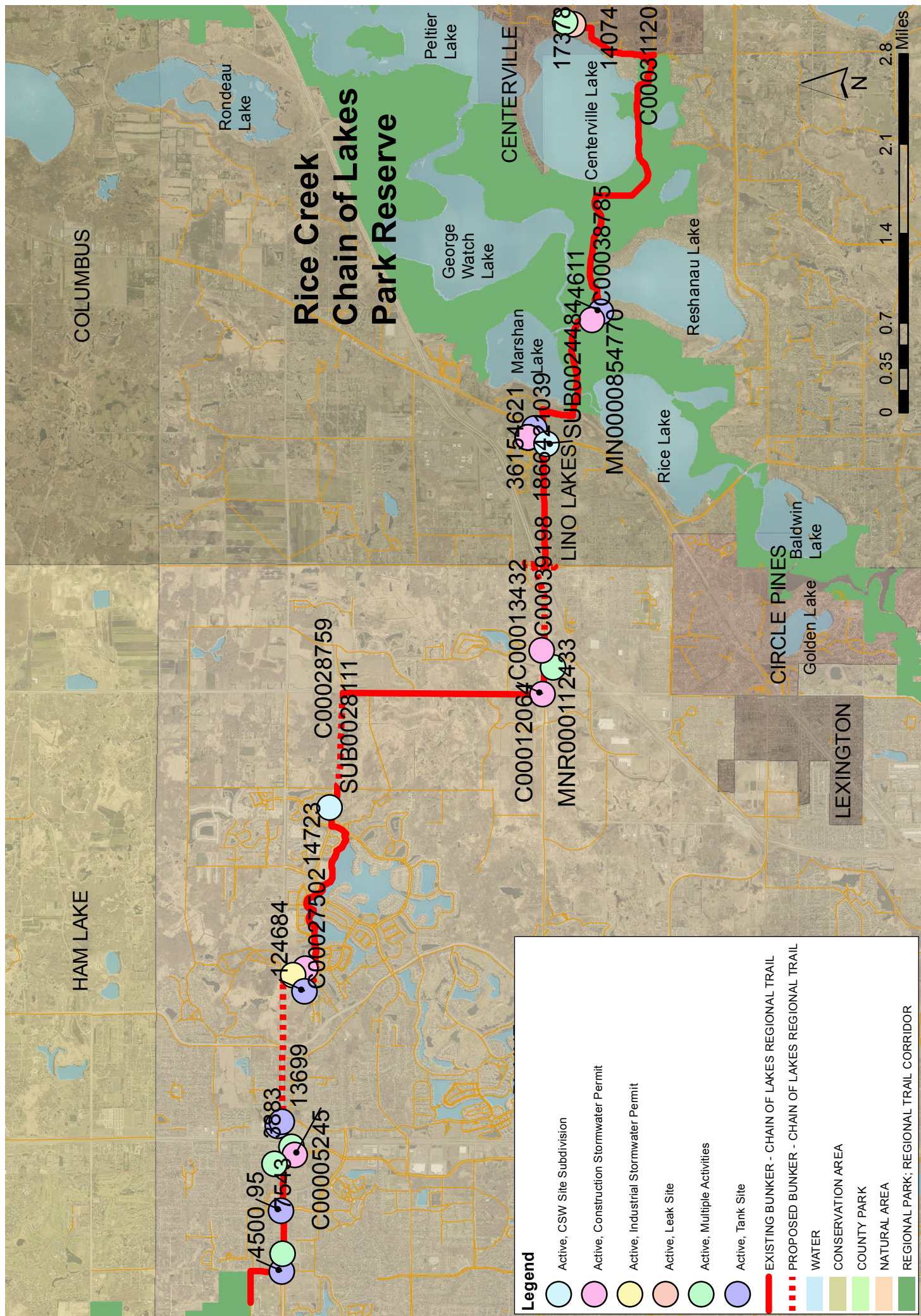
32	19-31-22-22-0022	7172 SUNSET AVE	LINO LAK MN	55014	0.7700	\$106,900	\$138,831	0.07707585403	\$10,700.53
33	19-31-22-22-0021	7180 SUNSET AVE	LINO LAK MN	55014	0.7700	\$125,400	\$162,857	0.08018745972	\$13,059.10
34	19-31-22-22-0023	7164 SUNSET AVE	LINO LAK MN	55014	0.7700	\$112,900	\$146,623	0.07571180401	\$11,101.12
35	24-31-23-21-0011		BLAINE MN	55449	2.8300	\$2,600	\$919	0.05267494208	\$48.39
36	24-31-23-11-0044	10829 STUTZ ST NE	BLAINE MN	55014	0.2300	\$168,400	\$732,174	0.00139287480	\$1,019.83
37	24-31-23-11-0045	10823 STUTZ ST NE	BLAINE MN	55014	0.2800	\$183,000	\$653,571	0.00242421730	\$1,584.40
38	13-31-23-44-0001	11008 SUNSET AVE	BLAINE MN	55014	30.3800	\$606,900	\$19,977	0.62071104565	\$12,399.92
39	24-31-23-12-0016		BLAINE MN	55449	12.5600	\$946,300	\$75,342	0.89388631817	\$67,347.50
40	24-31-23-21-0010		BLAINE MN	55449	4.4200	\$100	\$23	0.01572352185	\$0.36
									\$645,396.74





Proposed Bunker - Chain of Lakes Regional Trail  
Potentially Impacted Parcels





Bunker - Chain of Lakes Regional Trail Alignment  
MPCA Site Information

**MPCA SITE INFORMATION ALONG TRAIL ALIGNMENT**

NO	MPCA_ID	NAME	ADDRESS	CITY	ZIP	COUNTY	DIST	LEG	ACTIVITY	MAJOR WATERSHED	LATITUDE	LONGITUDE	STATUS
1	95	Johnsville Elementary School	991 125th Ave NE	Blaine	55434	Anoka	37B		Tank Site	Mississippi River - Twin Cities	45.19726789	-93.24566869	Active
2	4500	Blaine Quick Stop	601 125th Ave NE	Blaine	55434	Anoka	37B		Tank Site	Mississippi River - Twin Cities	45.19715287	-93.25543265	Active
3	4611	Chomonix Golf Course	646 Sand Piper Dr	Lino Lakes	55014	Anoka	38A		Tank Site	Mississippi River - Twin Cities	45.16095894	-93.10223538	Active
4	13699	Dsk Inc dba Cigo Mart Northgate	1500 125th Ave NE	Blaine	55449	Anoka	37B		Tank Site	Mississippi River - Twin Cities	45.19711566	-93.23150402	Active
5	17236	Anoka County Property	1695 Main St	Centerville	55038	Anoka	38A		Leak Site	Mississippi River - Twin Cities	45.16407878	-93.05620206	Active
6	19493	SuperAmerica #4311	12504 Central Ave NE	Blaine	55434	Anoka	51A		Tank Site	Mississippi River - Twin Cities	45.19764380	-93.23193535	Active
7	124684	North Point Elementary School	2350 124th Ct	Blaine	55449	Anoka	51A		Tank Site	Mississippi River - Twin Cities	45.19457638	-93.21050947	Active
8	125599	Centennial Middle School	399 Elm St	Lino Lakes	55014	Anoka	38A		Tank Site	Mississippi River - Twin Cities	45.16848299	-93.12082832	Active
9	125974	Kwik Trip #206	3405 Lake Dr	Blaine	55014	Anoka	38A		Tank Site	Mississippi River - Twin Cities	45.16921700	-93.12227300	Active
10	MND000085477	Chomonix Golf Course	646 Sandpiper Dr	Lino Lakes	55014	Anoka	38A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.16095894	-93.10223538	Active
11	MND9857017	Drs Rensch Becker Carloon & Ackermann D	800 Main St NE	Blaine	55434	Anoka	37B		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.19710541	-93.24904633	Active
12	MND9857054	Dr Richard H Barr Dental Office	631 125th Ave NE	Blaine	55434	Anoka	37B		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.19715287	-93.25493914	Active
13	MND9857221	Northgate Dental Care	1566 125th Ave NE	Blaine	55449	Anoka	37B		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.19712287	-93.22887679	Active
14	MNNONGNE9	Kenko Inc	Sunrise Dr	Lino Lakes	55014	Anoka	38A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.16921700	-93.12227300	Active
15	MNR0000073	Carlson Systems - Blaine	1578 Main St NE	Blaine	55449	Anoka	37B		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.19713211	-93.23020935	Active
16	MNR0001124	Home Depot 2828	4550 Pheasant Ridge Dr	Blaine	55449	Anoka	38A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.16646511	-93.15580767	Active
17	MNR053768	Adolph's Converters & Cores Inc	12325 Cloud Dr NE	Blaine	55449	Anoka	51A		Industrial Stormwater Permit	Mississippi River - Twin Cities	45.19583186	-93.20794741	Active
18	MNS00010605	O'Reilly Auto Parts - 3472	9175 Lake Dr	Circle Pines	55014	Anoka	38A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.16921700	-93.12227300	Active
19	MNS00011085	Walgreens 7218	12480 Aberdeen St NE	Blaine	55449	Anoka	51A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.19656520	-93.23221549	Active
20	MNS00011282	JW Moore Inc	9100 Lake Dr	Lexington	55014	Anoka	38A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.16921700	-93.12227300	Active
21	MNS00012875	Droel Family Dentistry Inc	6776 Lake Dr Ste 240	Lino Lakes	55014	Anoka	38A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.16921700	-93.12227300	Active
22	MNS00016705	Blaine Tire & Auto	901 125th Ave NE	Blaine	55434	Anoka	37B		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.19725387	-93.24738600	Active
23	MNS00018203	Former Kim Automation	4501 103rd Ct NE Ste 120	Circle Pines	55014	Anoka	38A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.16921700	-93.12227300	Active
24	MNS0001861	Taylor Machine Inc	4520 103rd Ct NE	Circle Pines	55014	Anoka	38A		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.16921700	-93.12227300	Active
25	MNS00019838	Edgewood Senior Living	12450 Cloud Dr NE	Blaine	55449	Anoka	37B		Hazardous Waste, Small to Minimal	Mississippi River - Twin Cities	45.19709931	-93.20905457	Active
26	Multiple Activi	Jiffy Lube 2710	12403 Ulysses St NE	Blaine	55434	Anoka	51A		Multiple Activities	Mississippi River - Twin Cities	45.19607389	-93.23536505	Active
27	Multiple Activi	Wal-Mart Store 3498	4405 Pheasant Ridge Dr N	Blaine	55449	Anoka	38A		Multiple Activities	Mississippi River - Twin Cities	45.16651047	-93.15885598	Active
28	Multiple Activi	Oasis Market Store 519	12530 Ulysses St NE	Blaine	55434	Anoka	51A		Multiple Activities	Mississippi River - Twin Cities	45.19794589	-93.23803564	Active
29	Multiple Activi	Roosevelt Jr High School	650 NE Main St	Blaine	55434	Anoka	37B		Multiple Activities	Mississippi River - Twin Cities	45.19707489	-93.25261688	Active
30	Multiple Activi	Centerville Elementary School	1721 Westview	Centerville	55038	Anoka	38A		Multiple Activities	Mississippi River - Twin Cities	45.16496956	-93.05596248	Active