

# Clay County Heartland Trail

## Update

March 2020

The purpose of this update is to keep interested persons, the public, and property owners apprised of the planning efforts of the proposed Heartland State Trail through Clay County. It is the intent to continue to provide such updates as planning efforts continue with the Clay County Heartland Trail.

For starters, below is a brief overview of the history of the Clay County Heartland Trail:

- **1976** – The Heartland Trail is constructed from Park Rapids to Walker
- **2006** – The Minnesota Legislature authorizes the extension of the Heartland Trail from Park Rapids to Moorhead
- **2011** – The Minnesota DNR completed the Heartland Trail Extension Master Plan (Park Rapids to Moorhead)
- **2014** – The Clay County Heartland Trail Task Force is created to help guide planning efforts of the trail
- **2015** – Public involvement meetings were held to get public and property owner feedback on the proposed trail in Clay County
- **2014, 2017, 2018** – Proponents of the Clay County Heartland Trail work with local MN state legislators in including Heartland Trail funding in the bonding bills, however no funding is received for the Clay County portion of the Heartland Trail



Below are updates of trail planning efforts since 2018:

- In 2019 reconstruction of Parke Avenue (County Rd 19) in Glyndon began with project completion planned for the summer of 2020. As part of this roadway reconstruction project a shared use path is being installed on the east side of the roadway. In addition to providing a benefit to local pedestrians and students, this path is also planned to be part of the Heartland Trail.
- As part of the 2020 Minnesota legislative session, a request for bonding funding is being made for preliminary engineering, final design, land acquisition, and construction of the Heartland Trail between Park Rapids and Moorhead. There are several segments of the trail concurrently being planned. The segment from Detroit Lakes to Frazee has seen the most progress with construction currently underway. The Clay County Heartland Trail is in the planning stages with

funding being requested for preliminary engineering, final design, and, if applicable, land acquisition.

- The Clay County Heartland Trail Task Force is currently evaluating an alternate trail alignment between Glyndon and Dilworth. The alternate route being evaluated would follow US Hwy 10 (north side of roadway). The Task Force will look at the pros and cons of such an alignment.
  - Some advantages to routing the trail along US Hwy 10 include:
    - Less trail length as compared to current proposed route
    - Trail would enter Dilworth at the core of the community
    - Likely more public right-of-way available along Hwy 10 as compared to the current proposed route
    - MnDOT will be reconstructing the westbound Hwy 10 bridge over the Buffalo River between Glyndon and Dilworth in approximately 5 years. This could present an opportunity for a trail crossing over the Buffalo River as part of the new bridge.
  - Some disadvantages to routing the trail along US Hwy 10 include:
    - High vehicle speeds and high vehicles volumes and other characteristics of a highway could make a trail adjacent to Hwy 10 less appealing, less comfortable, and less inviting for trail users
  - **If you have any comments / preferences on the proposed routes between Glyndon and Dilworth, please let us know by contacting Dan Farnsworth at: [farnsworth@fmmetro.org](mailto:farnsworth@fmmetro.org) or 701-532 5106.** To view the current proposed route between Glyndon and Dilworth, please refer to the '2018 Proposed Trail Alignment' map at the following link: <http://www.fmmetrocog.org/projects-rfps/HeartlandTrailExtension>

For more information on the Clay County Heartland Trail, please refer to the following website:  
<http://www.fmmetrocog.org/projects-rfps/HeartlandTrailExtension>

If you have any questions or comments, feel free to reach out to Dan Farnsworth at [farnsworth@fmmetrocog.org](mailto:farnsworth@fmmetrocog.org) or 701-532-5106.

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