

2020

## Mondovi Regional Connectivity Project



BUILD REQUEST: \$6,912,803.46

LOCAL MATCH: \$1,728,200.86

City of Mondovi, WI & Buffalo County, WI

5/15/2020





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## EXECUTIVE SUMMARY

The City of Mondovi and Buffalo County, WI request \$6.9 million in U.S. Department of Transportation (DOT) Better Utilizing Investments to Leverage Development (BUILD) grant funding for the Mondovi Regional Connectivity Project. This project will repair deteriorating roads to ensure continued access to the regional agriculture economy and industrial zones, while providing safe connectivity for pedestrians between local work force housing, industrial, and business zones.

Mondovi is a community of about 2,777 people, located 22 miles southwest of Eau Claire, WI and 80 miles east of Minneapolis/St. Paul, MN. The community boasts many retail and professional service businesses, an industrial park, and 5 city parks. The City's economy is driven by a number of local, national, and international businesses, including a refrigerated trucking company and a strong agricultural economy.

Project components will include:

- Reconstruction of Buffalo County Highway H from the north county line south to County Highway HH, excluding the portion of the highway that joins with State Highway 37.
- Reconstruction and resurfacing of N. Washington Street from US Highway 10/E. Main Street to State Highway 37.
- Replacement of sidewalks along County Highway H and N. Washington Street.
- Construction of shared use trails (SUT) along County Highway H where the existing sidewalk terminates to the project limits, along N. Washington Street, and along several other streets to connect pedestrians to downtown businesses and the Buffalo River State Trail.

N. Washington Street is the only access point for traffic going to and from Mondovi's industrial park, including semi-trucks from Marten Transport. It is also widely used by Mondovi residents who live on the east side of the city to travel to the businesses, jobs, and school on the west side of the city. County Highway H runs through the heart of Mondovi and includes access to and parking for the city's downtown businesses. Many people who come into Mondovi from other areas use County Highway H to get to area businesses and jobs; County Highway H is utilized by farmers driving tractors and other farm implements.

Both County Highway H and N. Washington Street are in poor condition. County Highway H and portions of N. Washington Street are so irreparably damaged that they will need to be completely reconstructed. Without repair these roads will continue to deteriorate, cause vehicle damage, and potentially be avoided by farmers and drivers. There is currently no safe access for pedestrians along most of N. Washington Street, to any of the businesses on State Highway 37 between N. Washington Street



and US Highway 10/E. Main Street, or to any of the businesses along US Highway 10/E. Main Street. This causes area residents with limited or no access to vehicle transportation to walk alongside of dangerously busy roads, or to avoid going to these businesses. The sidewalks that currently exist along N. Washington Street and County Highway H are irreparably damaged and avoided by many pedestrians, including those who use mobility devices.

Repairs to County Highway H and N. Washington Street will ensure continued access to local businesses, the City's industrial park, and the local agricultural economy. Farmers will be able to utilize County Highway H to drive their farm equipment between fields, and Marten Transport trucks and other industrial park traffic will be able to continue to use N. Washington Street to enter and leave the industrial park. Replacement of existing sidewalks will allow continued pedestrian use. The construction of shared use trails will allow pedestrians to safely walk or bike to many businesses that are currently not safely accessible, to all the City's parks, and to the Buffalo River State Trail.

## PROJECT DESCRIPTION

County Highway H and N. Washington Street provide access to many local businesses that are vital to Mondovi's economy. Trucks from Marten Transport, an international refrigerated trucking company and one of the area's largest employers, use N. Washington Street to reach the business park. People coming to Mondovi from other areas use County Highway H to access downtown businesses and other destinations. These roads are in poor condition and people may avoid driving on them or even coming to Mondovi if they become too difficult to drive on. Farmers hauling commodities in grain boxes having to navigate torn up roadways, who normally travel County Highway H, may be forced to take alternative routes or suffer equipment damage. Mondovi's many pedestrians and bicyclists currently have no safe access to many areas of the city, and some avoid going to local businesses.



County Highway H/S. Eau Claire Street will be resurfaced from County Highway HH north to where it joins with State Highway 37. County Highway H/N. Eau Claire Street will be reconstructed including curb and gutter, sidewalks, sanitary sewer replacement, water main replacement, and stormwater improvements, from US Highway 10/Main Street north to the northern boundary of the county. This road is currently in extremely poor condition, with potholes, patches, cracks, and other pavement degradation. The northern portion of the road is widely used by farmers driving farm implements even within city limits. Many of the City's downtown businesses line County Highway H through the center of the city. Repairs to County Highway H will ensure continued access for the City's businesses and agricultural economy. During the County Highway H reconstruction, local internet company Nelson Communications Cooperative (branded as NTEC), from Durand, Wisconsin, will lay fiber optic broadband internet cables north and south of the city to reach rural residents who currently have limited internet access.

N. Washington Street will be reconstructed from US Highway 10/E. Main Street to about the 600 block, then resurfaced by removing and replacing the asphalt from the 600 block to State Highway 37. This road is widely used between Industrial Drive and State Highway 37 by industrial park employees and customers, including trucks from Marten Transport. Area residents use the road to access key areas of the city, including the downtown area and the school. The pavement on N. Washington Street is in poor condition, creating difficulty for the trucks and other traffic that utilize it every day.

The City of Mondovi will be adding three LED streetlights to N. Washington Street in areas that are currently very dark at night. The City will also replace over thirty mercury vapor high pressure street lights along County Highway H with new, energy-efficient LED street lights on matching light poles. Several wayfinding signs will also be installed, including signs for the boat ramp, downtown, school, arboretum, softball fields, Tourist Park, Historical Society, and others.

An arched sign will be installed above the end of the Buffalo River State Trail welcoming trail users to Mondovi.

The sidewalks along County Highway H and part of N. Washington Street are in extremely poor condition. They are uneven, broken, narrow, and in some places contain large bumps that can present a tripping hazard for pedestrians. Some of the curb ramps at intersections are broken or bumpy. These sidewalks will be replaced with 6' wide concrete sidewalks. Sidewalk replacement will be done along County Highway H/S. Eau Claire Street from the sidewalk end at Tourist Park north to where County Highway H joins with State Highway 37; along County Highway H/N. Eau Claire Street from US Highway 10/Main Street north to Lambeau Court; and along the 100-300 block of N. Washington Street.

The average daily pedestrian traffic is 120 along County Highway H, and 80 along N. Washington Street. There is currently no safe pedestrian access to the majority of N. Washington Street, the businesses along State Highway 37 between N. Washington Street and US Highway 10, the Buffalo River State Trail, or north of the city limits. The bridge on N. Washington Street near the State Highway 37 intersection is especially concerning because it is narrow and there is no room for pedestrians to walk or ride their bikes next to the cars and trucks crossing the bridge. An 8-10' wide asphalt shared use trail (SUT) will be constructed in the following areas:

- Along N. Washington Street/Peeso Creek from just north of Oak Street to the opposite end of N. Washington Street (also concrete 6' sidewalk from Oak Street to beginning of trail);
- Along State Highway 37 from N. Washington Street to US Highway 10;
- Along Marten Street from US Highway 10 to the Buffalo River State Trail;
- Along S. Washington Street from E. Water Street to E. Riverside Avenue;
- Along the north side of E. Riverside Avenue to Madison Street;
- From Madison Street along the north side of the access road through permanent easement from Poeschel Transport property to the Buffalo River State Trail;
- Along County Highway H from Lambeau Court north to the county line;
- Along County Highway H from Parkview Avenue south and east to County Highway HH.

Crushed asphalt will be used for these SUTs, as base course material, and in some circumstances as the trail portion. The crushed asphalt will be obtained from previous and current road repair projects. Crosswalks and solar powered touchless/motion activated crossing signals will be installed at the following intersections:

- N. Washington Street at E. Main Street
- N. Washington Street at State Highway 37
- Oak Street at State Highway 37
- US Highway 10 at State Highway 37

This network of shared use trails will connect to existing sidewalks to provide safe pedestrian access to the city's downtown area, industrial park, schools, city parks, and the Buffalo River

State Trail. Pedestrian access will also be provided north and south of the city to connect to nearby commercial and agricultural economies.

### ***Project History***

Planning for Mondovi Regional Connectivity Project components began in 2017 with the development of the 2017 Capital Improvement Plan (CIP), continued with the completion of the Mondovi 2018 Comprehensive Outdoor Recreation Plan (CORP) and amended the 2017 CIP in 2019. In late 2019, the City of Mondovi and Buffalo County joined together to plan reconstruction of County Highway H and construction of the County Highway H trail. The City of Mondovi and Buffalo County have communicated with the Mondovi Common Council, Buffalo County Board of Supervisors, local community members, Wisconsin Department of Natural Resources (WDNR), Wisconsin Department of Transportation (WDOT), and numerous local businesses about Mondovi Regional Connectivity Project components.

### ***Broader Context***

The City of Mondovi has completed and is planning several other projects that will connect to and enhance this Mondovi Regional Connectivity Project. Connecting projects include:

- 2019: Repairs on Hudson Street, Howard Street, Joel Street, N. State Street, and W. Mill Street; all provide connectivity to County Highway H.
- 2020: Sidewalk constructed along 100-200 block of Oak Street; will connect to N. Washington Street trail to the rest of the City's trail system.
- 2020: Dredging of Mirror Lake; construction of a new pavilion at Mirror Lake Park; Sharp's Point Park redevelopment including a new boat ramp, ADA dock and kayak launch, ADA restroom, and sidewalks throughout the park. Mondovi Regional Connectivity Project trails will connect with these parks. The dredging material from Mirror Lake will be used in trail construction and to generate revenue for maintenance.
- 2021: Repairs to County Highway A and construction of a new road to be named "Schmidtkecht Road;" the site of Mondovi's future second industrial park will be along these roads. A trail will also be constructed from State Highway 37 to County Highway A.
- 2021: The City of Mondovi and WDOT are planning to add a turn lane from southbound State Highway 37 to westbound N. Washington and Oak Streets.
- 2022: Construction of a 6' sidewalk along N. Harrison Street from W. Mill Street to W. Main Street, and a 8-10' SUT from W. Main Street to connect with County Highway A; these will provide pedestrian connectivity between the school, fair grounds, future industrial park, and the rest of the city.
- 2025: Replace existing sidewalk along 100-300 block of S. Eau Claire Street/State Highway 37, and add an 8-10' concrete SUT along the southern edge of W. Riverside Avenue/State Highway 37; this will provide continued pedestrian access to downtown businesses and as of May 12, 2020, the Common Council agreed to partner with WDOT on this project.

- 2028-2029: Construction of an 8-10' wide SUT from 500-1000 block of E. Main Street/US Highway 10; this will connect to the project trail system to provide pedestrian access to the businesses along E. Main Street and is in the planning stages with WDOT.
- Pepin County has expressed interested in extending the County Highway H trail one mile north of the county line to reach the Northside Bar and Grill as well as numerous farms, but they are not able to commit to the project at this time due to the transition of current leadership.

The Mondovi Regional Connectivity Project is just one part of the network of other projects listed above. By repairing County Highway H and N. Washington Street and sidewalks and constructing the project's shared use trails, the City of Mondovi will lay the groundwork for even greater connectivity and economic mobility in the future.

***Expected Users***

A number of populations will be served by the Mondovi Regional Connectivity Project, including:

- Semi-trucks from Marten Transport and other companies
- Motorists, such as employees and customers of local businesses
- Pedestrians walking to work, school, parks, local businesses, and other destinations
- Bicyclists and cross-country skiers
- Farmers driving tractors and other farm implements between fields
- Emergency vehicles
- Recreational vehicles, such as, but not limited to ATVs and UTVs

***Benefits to Rural Communities***

Buffalo County is largely an agricultural economy. 71% of the county's land is farmland, and agriculture accounts for \$724 million in economic activity.<sup>1</sup> Employees of Mondovi area businesses come to work from all over Buffalo County. Repairs to County Highway H and N. Washington Street will ensure continued access to jobs for county residents, encourage traffic to travel to and from the city's businesses, allow accessibility for freight transportation, and ensure continued ability for farmers to move efficiently between fields. Replaced sidewalks and construction of new shared use trails will provide access for pedestrians and bicyclists both within Mondovi and in Buffalo County as a whole. Connecting these trails to the Buffalo River State Trail will connect Mondovi with several other cities, including Eleva, Strum, Osseo, and Fairchild.



<sup>1</sup> [https://anre.uwex.edu/files/2015/01/Buffalo\\_2014.pdf](https://anre.uwex.edu/files/2015/01/Buffalo_2014.pdf)

**PROJECT LOCATION**

The Mondovi Regional Connectivity Project is located in Mondovi, Wisconsin. The population is under 200,000, per U.S. Census Bureau 2010, therefore designated as rural. Mondovi is 22 miles southwest of Eau Claire, WI, population 68,866. The City of Mondovi is located near existing infrastructure including:

- County Highway H: goes directly through Mondovi, leaving north and south from the City, reaching north to Interstate 94 and south to State Highway 121
- State Highway 10: access east to west across the state, connecting to the east with Interstate 94 and to the west with Interstate 39 in Minnesota
- State Highway 37: access north to south, connecting north with Interstate 94 and south with State Highway 35 at the Wisconsin/Minnesota border
- State Highway 93: runs just east of the City of Mondovi, connects north to Interstate 94 and Highway 53 and then south again to State Highway 53 or State Highway 35 going west into Minnesota
- Interstate 94: the major Interstate in the state for northwest Wisconsin to connect west to Minnesota and south to Interstate 90 towards Madison/Milwaukee and into Illinois

Buffalo County has a population of 13,031, with 20.2 people per square mile.<sup>2</sup> Between 2014 and 2018, the median income was \$57,134 and 9.4% of residents lived below the poverty line. The average commute time to work was 24.9 minutes and 78.2% of workers drove alone to work.<sup>3</sup>

*Geospatial Coordinates*

**ROAD CONSTRUCTION**

<p><b>County Highway H/N. Eau Claire Street:</b>                  County Line                  Lat: 44° 35' 48.157"                  Long: -91° 40' 3.9099"</p>	<p>County Highway HH                  Lat: 44° 33' 11.7272"                  Long: -91° 39' 39.2013"</p>
<p>County Highway H/US Highway 10                  Intersection                  Lat: 44° 34' 4.5895"                  Long: -91° 40' 14.1851"</p>	<p><b>N. Washington Street:</b>                  US Highway 10                  Lat: 44° 34' 4.4519"                  Long: -91° 39' 56.3080"</p>
<p>County Highway H/State Highway 37                  Intersection                  Lat: 44° 33' 51.6109"                  Long: -91° 40' 14.1893"</p>	<p>State Highway 37                  Lat: 44° 34' 42.2456"                  Long: -91° 39' 9.2549"</p>

<sup>2</sup> <https://www.census.gov/quickfacts/buffalocountywisconsin>

<sup>3</sup> <https://www.census.gov/acs/www/data/data-tables-and-tools/narrative-profiles/2018/report.php?geotype=county&state=55&county=011>

**TRAIL CONSTRUCTION**

**County Highway H (NORTH):**

Begin:

Lat: 44° 34' 4.5895"

Long: -91° 40' 14.1851"

End:

Lat: 44° 36' 17"

Long: -91° 40' 07"

**County Highway H (SOUTH):**

Begin:

Lat: 44° 33' 51.6109"

Long: -91° 40' 14.1893"

End:

Lat: 44° 33' 11.7272"

Long: -91° 39' 39.2013"

**Oak Street by Mirror Lake:**

Lat: 44° 34' 17.0275"

Long: -91° 40' 5.1949"

**Along US Highway 10 to connect to existing:**

Lat: 44° 34' 3.8739"

Long: -91° 39' 50.8874"

**Buffalo State Trail-Trailhead:**

Lat: 44° 34' 1.7303"

Long: -91° 39' 21.6906"

**Buffalo State Trail Connection from Poeschel Property:**

Lat: 44° 33' 57.2161"

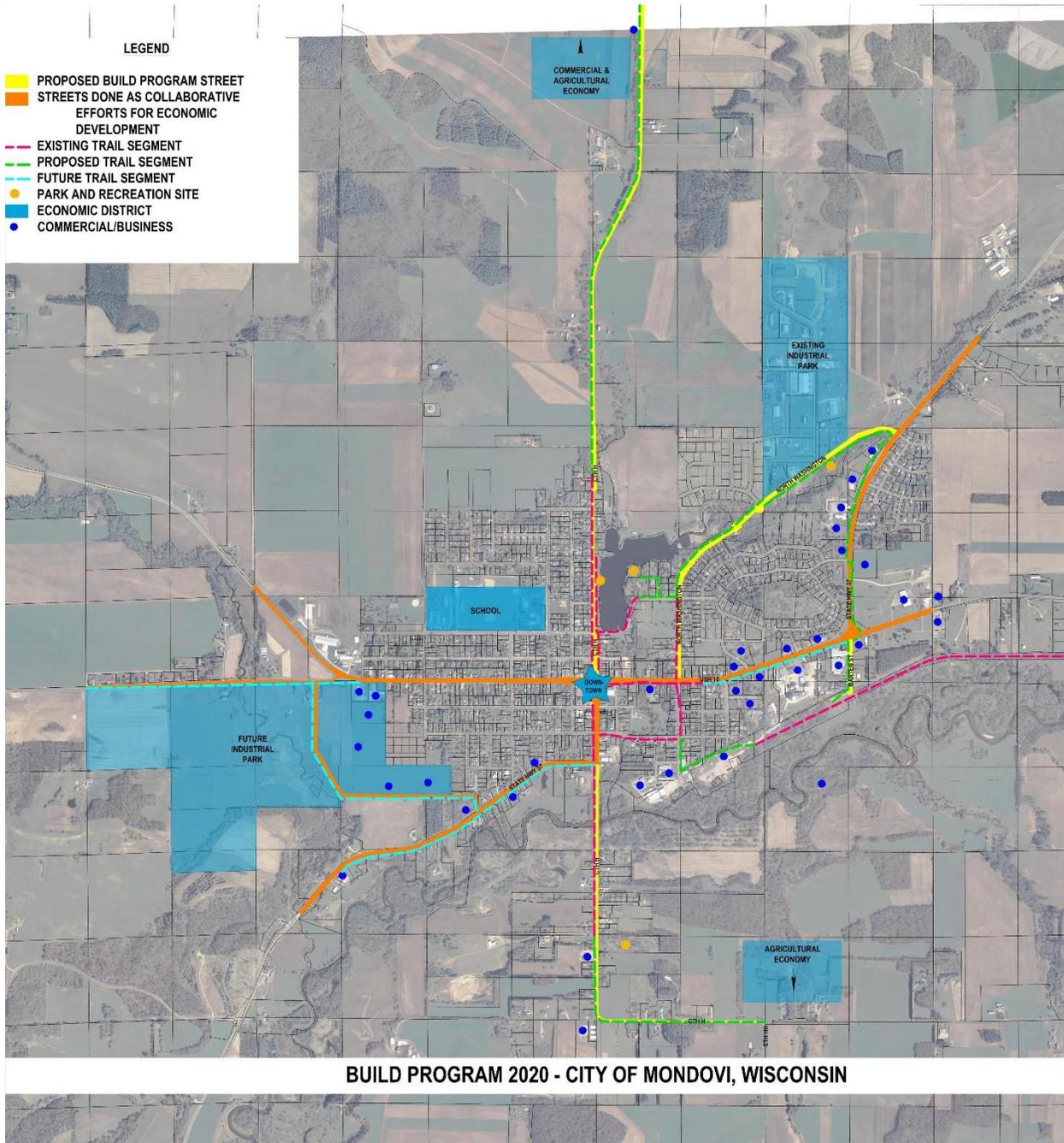
Long: -91° 39' 34.5006"

**S. Washington-Water Street Intersection:**

Lat: 44° 33' 55.3950"

Long: -91° 39' 56.6498"

Mondovi Regional Connectivity Project Area Map



**GRANT FUNDS, SOURCES AND USES OF ALL PROJECT FUNDING**

The Mondovi Regional Connectivity Project will cost \$8,641,004.32. The City of Mondovi and Buffalo County will together pay 20% of that cost, or \$1,728,200.86, and the City and County are requesting \$6,912,803.46 in BUILD grant funds. Working with local banks, the City of Mondovi has acquired a \$1,000,000.00 line of credit through Alliance Bank to pay its cost share due to its financial stability. Table 1 shows the project budget.

Description	Cost (%)	BUILD Request (%)	Other Federal Funding	Non-Federal Match	Matching Source	
					City of Mondovi	Buffalo County
N Washington St	\$ 1,205,004.06 14%	\$ 964,003.25 11%	\$ - 0%	\$ 241,000.81 3%	\$ 241,000.81 100%	0 0%
County HWY H	\$ 4,113,655.65 48%	\$ 3,290,924.52 38%	\$ - 0%	\$ 822,731.13 10%	\$ 350,154.66 43%	\$ 472,576.47 57%
Marten St	\$ 255,407.82 3%	\$ 204,326.26 2%	\$ - 0%	\$ 51,081.56 1%	\$ 51,081.56 100%	0 0%
Trail System	\$ 1,773,573.84 21%	\$ 1,418,859.07 16%	\$ - 0%	\$ 354,714.77 4%	\$ 221,717.92 63%	\$ 132,996.85 37%
Pedestrian Safety Crossing Signals	\$ 40,000.00 0%	\$ 32,000.00 0%	\$ - 0%	\$ 8,000.00 0%	\$ 8,000.00 100%	0 0%
Contingency (20%)	\$ 1,253,362.94 15%	\$ 1,002,690.36 12%	\$ - 0%	\$ 250,672.59 3%	\$ 175,470.81 70%	\$ 75,201.78 30%
<b>Total</b>	<b>\$ 8,641,004.32 100%</b>	<b>\$ 6,912,803.46 80%</b>	<b>\$ - 0%</b>	<b>\$ 1,728,200.86 20%</b>	<b>\$ 1,047,425.76 12%</b>	<b>\$ 680,775.10 8%</b>

## SELECTION CRITERIA

### *Safety*

The deteriorating conditions of County Highway H, N. Washington Street, and their sidewalks, as well as the lack of safe pedestrian access to many areas of the city and county, pose some serious safety risks. The large potholes found on County Highway H may cause vehicle damage, and some



motorists swerve into the other lane to avoid driving over them. According to local motorcyclists, County Highway H is painful to ride on and could cause damage to motorcycles or even cause accidents if riders are not aware of or able to avoid the potholes or other large bumps. The average daily traffic on County Highway H is 2,300 and on N. Washington Street is 1,100. The Mondovi Police Department reports routine problems with traffic concerns on N. Washington Street, requiring police to patrol the street at least 10 times per shift.

Pedestrians and bicyclists do not have safe access to many areas of the city. County Highway H is traveled by approximately 200 pedestrians daily. The sidewalks along this road are narrow and in poor condition. Many areas are uneven and broken, posing trip hazards for pedestrians. In some areas, large dips in the sidewalk form deep puddles that obscure visibility of the pavement. When the temperature dips below freezing, these puddles form large ice sheets. The uneven and broken pavement also causes difficulty in effectively clearing snow and ice, leaving this sidewalk constantly slippery and dangerous during the winter months for pedestrians and inaccessible to people who use mobility devices. Some of the curb ramps along this sidewalk are broken or steep, posing safety risks for people with mobility devices, bicycles, and strollers.

N. Washington Street is traveled by 80 pedestrians per day. The sidewalk along the 100-300 block of N. Washington Street contains several large bumps caused by grossly uneven pavement. Some pedestrians, especially wheelchair users, avoid using this sidewalk and instead travel along the side of the road due to the hazards posed by the large bumps. There is no sidewalk or any other form of safe pedestrian access along N. Washington Street from Oak Street to State Highway 37. Pedestrians in this area have to walk on the side of the road, and local residents have reported ankle injuries due to walking on the broken pavement. The majority of the road is only wide enough for two vehicles to travel, leaving no room for pedestrians. The bridge between Industrial Drive and State Highway 37 poses the largest safety hazard for pedestrians, as it is not wide enough for both vehicles and pedestrians to pass and there is nowhere else for pedestrians to cross the creek in that area. Construction of a trail along N. Washington Street with its own pedestrian bridge will eliminate these safety concerns.



There is no safe access for pedestrians and bicyclists along County Highway H north or south of the city, along Highway 37 between N. Washington Street and US Highway 10/E. Main Street or

connecting to the Buffalo River State Trail. Construction of trails in these areas will provide safe access to the businesses and residential areas along these routes. The reconstructed sidewalks and new trail system will attract more pedestrians and bicyclists, leading to fewer vehicles traveling the roads and an overall reduction in risk of crashes and injuries.

Some areas of N. Washington Street are currently very dark at night even with existing street lighting. Three additional streetlights will be installed along N. Washington Street at about the 600, 700, and 900 blocks. Crosswalks and solar powered, touchless/motion activated, flashing crossing signals will be installed at the intersections of N. Washington Street at E. Main Street, N. Washington Street at State Highway 37, Oak Street at State Highway 37, and US Highway 10 at State Highway 37. The crosswalks and flashing signals will provide pedestrians with additional visibility to motorists as they cross these roads. Eliminating the need to push a button to activate the signals is more hygienic and eliminates a possible source of contamination during the COVID-19 crisis.

### *State of Good Repair*

Portions of County Highway H and N. Washington Street have not been repaired in decades. The pavement on County Highway H is broken, cracked, and riddled with potholes. The pavement on N. Washington Street is severely cracked and broken in many areas. According to the WisDOT 2019 Wisconsin Information System for Local Roads (WISLR) report, County Highway H received a pavement rating of 4; the majority of N. Washington Street also received a pavement rating of 4, with a pavement rating of 6 for a short distance between Mirror Lake Drive and Industrial Drive. Leaving these roads unrepaired will cause continued decay, additional vehicle damage due to the severe road condition, possible loss of jobs and reduction in economic development, and avoidance of coming to Mondovi using County Highway H. Repairing these roads before they deteriorate any further is essential to the well-being of many Mondovi area residents and businesses.



Due to its poor condition, County Highway H will need to be reconstructed including curb and gutter and stormwater within City limits. N. Washington Street will be reconstructed from US Highway 10/E. Main Street to about the 600 block and resurfaced from the 600 block to State Highway 37. The deteriorating road surfaces lead drivers to selecting other longer routes, adding vehicle operating costs. The reconstruction and repair of County Highway H and N. Washington Street will allow drivers to select the shortest, most direct route possible, and may draw additional users from alternate routes.

The sidewalks along County Highway H and N. Washington Street have not been repaired since their development back in the 1960s to 1970s. Leaving these sidewalks unrepaired will cause further deterioration, increased safety hazards for pedestrians, and a possible reduction of

pedestrians utilizing the sidewalks. These narrow, broken sidewalks will be replaced with new 6' wide concrete sidewalks that will enhance pedestrian access for many years to come.

Water and wastewater pipes under County Highway H and N. Washington Street were last replaced during the 1950s and 1960s, respectively. Some pipes may be even older. The water and wastewater main lines will be replaced along with their respective lateral lines up to the curb line. Stormwater concrete pipes will also be replaced as part of the construction process. The new main and lateral lines will be incorporated into the City's new GIS coordinate system, thereby enhancing the City's ability to respond to future repair needs.

The City of Mondovi is currently working to implement a road maintenance plan and will be presenting a draft before the Mondovi Common Council in the near future. Funds for road maintenance will come from the City's General fund and from the State of Wisconsin's State Maintenance Allotment for the city. Plans to repair and reconstruct city roads and construct a trail system were included in the City of Mondovi's 2019 Capital Improvement Plan (CIP),<sup>4</sup> and the construction of bicycle and pedestrian trails was included in the City of Mondovi's 2018 Comprehensive Outdoor Recreation Plan (CORP).<sup>5</sup>

### *Economic Competitiveness*

Mondovi is a small city with a booming economy. There is no vacant building in Mondovi's Downtown. The industrial park is almost at capacity, with only two 1.5-acre lots remaining. The Peeso Creek Terrace neighborhood, adjacent to the industrial park, has available lots poised for workforce housing. Plans are underway for another industrial park to be built on the southwest end of the city, with adjacent additional workforce housing. A manufacturing business will be relocating from its current location in Mondovi (2022), aiding the City to retain 20 jobs and add another 20 jobs with its relocation to the City's new planned Industrial Park on the western edge of the City. Three new contractors will be coming to the existing industrial park in 2020 (1) and 2021 (2); an engineering firm made the decision to move to Mondovi after they expressed concern about the condition of the roads and were told of the plans for the Mondovi Regional Connectivity Project and improved trail system. This engineering firm will bring 10 jobs to Mondovi in the fall of 2020 and has plans to expand with an additional 15 jobs in the near future. Marten Transport, one of the country's largest refrigerated trucking companies,<sup>6</sup> is in Mondovi. Its corporate offices are located on US Highway 10/E. Main Street in Mondovi, with a maintenance facility located in the Industrial Park. Mondovi's economy was booming before, has been during, and will recover after the COVID-19 crisis. To keep this going the Common Council has discussed the basis of a good economy and how to appeal to residents and



<sup>4</sup> [https://www.mondovi.com/vertical/sites/%7B4CEADC60-C19E-4768-9524-2A0AA809F39C%7D/uploads/2019\\_Capital\\_Improvement\\_Plan.pdf](https://www.mondovi.com/vertical/sites/%7B4CEADC60-C19E-4768-9524-2A0AA809F39C%7D/uploads/2019_Capital_Improvement_Plan.pdf)

<sup>5</sup> [https://www.mondovi.com/vertical/sites/%7B4CEADC60-C19E-4768-9524-2A0AA809F39C%7D/uploads/2018\\_0515\\_Comp\\_Outdoor\\_Rec\\_Plan\\_\(CORP\).pdf](https://www.mondovi.com/vertical/sites/%7B4CEADC60-C19E-4768-9524-2A0AA809F39C%7D/uploads/2018_0515_Comp_Outdoor_Rec_Plan_(CORP).pdf)

<sup>6</sup> <https://www.ttnews.com/top100/refrigerated/2019>

businesses alike, including Mirror Lake and other recreational opportunities, multi-modal transportation, and economic development.

By repairing and reconstructing two main roads, partnering with a local internet provider, NTEC, to expand broadband access, and constructing a trail system, the City of Mondovi and Buffalo County are working together to ensure the area's continued economic development. County Highway H connects the heavy traffic flow through Mondovi along major Highways 10 and 37. The area which County Highway H serves as a travel route covers over 14,000 acres and is occupied by 50 rural residents. County Highway H provides access for 250 school employees and at least 100 additional employees going to and from work at the City of Mondovi's Industrial Park, Downtown businesses, local Bar and Grills, the Buffalo County Recycling Center, churches, the area's regional emergency services, Buffalo County Highway Department, and 40 local farms, all of which totals approximately 2,300 local individuals daily using this roadway. This road also acts as the only access point into the seasonal Tourist Park at the south end of town for campers. Many motorcyclists travel through Mondovi during the summer as part of scenic drives through the beautiful country surrounding the Mondovi area. Local motorcyclists report that County Highway H is painful to ride on because of its poor condition, and that they often avoid taking that route. A reconstructed road and better pedestrian and bicycle facilities will provide improved and increased access to downtown businesses for motorists, pedestrians, motorcyclists, and bicyclists alike.

N. Washington Street serves as the only access point for the industrial park, as well as an important school bus route and a main route used by regional residents to get from one side of the city to the other. Marten Transport reports that 75-100 trucks enter and leave the industrial park daily.



Combined with truck traffic from other industrial park businesses, the average daily truck traffic on N. Washington Street is 150 near Industrial Drive and State Highway 37. 500 new trucks are delivered annually to the Marten Transport maintenance facility inside the industrial park. Marten Transport owner Randy Marten specifically tells truck drivers not to go west on N. Washington Street due to the current condition of the road. Reconstruction of N. Washington Street will include upgrades to the pavement thickness to withstand the weight of heavy vehicles, allowing for the first time, Marten Transport trucks and other freight vehicles to go west on N. Washington Street. This will create improved efficiency of movement for these companies.

In a 2018 survey, 63-73% of Buffalo County residents felt that the availability of safe bike routes to school or work was fair/poor. 20-36% felt that their ability to pay for their own vehicle was fair/poor.<sup>7</sup> Goal 1.2.5 of the 2018 Mondovi Comprehensive Outdoor Recreation Plan (CORP) is

<sup>7</sup> [https://www.greatriversunitedway.org/wp-content/uploads/2012/07/compass-now-2018-buffalo-county\\_final.pdf](https://www.greatriversunitedway.org/wp-content/uploads/2012/07/compass-now-2018-buffalo-county_final.pdf)

to “promote bicycle and pedestrian facilities throughout Mondovi.”<sup>8</sup> The USDOT Federal Highway Administration says, “This is the vision—to create a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options so that they are real choices that meet the needs of individuals and society as a whole. Making this vision a reality must begin now.”<sup>9</sup> Studies show that trails increase the value of nearby properties, boost spending at local businesses, make communities more attractive places to live, influence business location and relocation decisions, and provide many other benefits to the communities in which they are located.<sup>10</sup> By constructing shared use trails throughout the city and county, the City of Mondovi and Buffalo County will create additional transportation choices, provide safe bike and pedestrian routes to school and work, and make the community a more attractive place to live and work.

### *Environmental Sustainability*

Construction of a trail system and replacement of deteriorating sidewalks will boost pedestrian activity. Mondovi area residents who choose to walk or bike to their destinations will leave their cars at home, generating a reduction in air pollutants. Rural residents with unreliable, slow, or no internet access who need to work from home have been driving into the city during the COVID-19 crisis; installation of broadband fiber cables north and south of the city will provide reliable internet service for many of these individuals, allowing them to stay home and off the roads and further reducing emissions. The crossing signals to be installed are solar powered, using as little electricity as possible. The City of Mondovi is also replacing over 30 high pressure mercury vapor street lights with LED street lights, which are significantly more energy efficient, along County Highway H.

### *Quality of Life*

The City of Mondovi is committed to improving its residents’ quality of life. The road repairs and reconstruction in the Mondovi Regional Connectivity Project will ensure continued access to work and other destinations, and decrease vehicle maintenance costs.<sup>11</sup> The reconstructed sidewalks and new trail system will create more opportunities for people to walk or bike to work, school, area businesses, parks, and recreation. For many cities around the world,<sup>12</sup> including Mondovi, the COVID-19 situation has caused increased pedestrian and bicycle traffic. Increased pedestrian access will help to keep pedestrians and bicyclists safe, lower transportation costs, and expand access to essential services. The Buffalo River State Trail currently comes to a dead end at the



<sup>8</sup> [https://www.mondovi.com/vertical/sites/%7B4CEADC60-C19E-4768-9524-2A0AA809F39C%7D/uploads/2018\\_0515\\_Comp\\_Outdoor\\_Rec\\_Plan\\_\(CORP\).pdf](https://www.mondovi.com/vertical/sites/%7B4CEADC60-C19E-4768-9524-2A0AA809F39C%7D/uploads/2018_0515_Comp_Outdoor_Rec_Plan_(CORP).pdf)

<sup>9</sup> <https://www.americantrails.org/resources/the-business-of-trails-a-compilation-of-economic-benefits>

<sup>10</sup> <https://conservationtools.org/guides/97-economic-benefits-of-trails>

<sup>11</sup> <https://www.wsaw.com/content/news/Report-poor-road-conditions-cost-Wisconsin-drivers-637-each-year-483747791.html>

<sup>12</sup> <http://njbikeped.org/bicycle-pedestrian-covid-19-policy-changes-across-the-world/>

eastern edge of the City of Mondovi. The new trail system will connect to the Buffalo River State Trail, connecting Mondovi and Buffalo County residents to a 33-mile trail that goes through Fairchild, WI, and then connects to ATV/UTV trails at the Black River State Forest.

Along with planning the Mondovi Regional Connectivity Project, the City of Mondovi is working to improve its parks and recreational opportunities. In 2020, a new pavilion with ADA restrooms, a kitchenette, and a deck will be built at Mirror Lake Park. Sharp's Point Park is undergoing a number of renovations in 2020, including a new parking lot, a boat ramp, an ADA dock with a kayak/canoe launch, a gangway to its accessible fishing pier, ADA picnic tables, renovations to make a restroom ADA accessible, and concrete walkways. The City is working to place park benches along walkable routes throughout the city, providing places for pedestrians to rest or just sit and enjoy the scenery. Plans are underway to install exercise stations along the city's new trails and in city parks. A new pocket park will be constructed on N. Washington Street by the end of 2020. The new trail system and reconstructed sidewalks will improve, or provide for the first time, pedestrian access to many of the city's parks and other recreational opportunities.

The City of Mondovi and Buffalo County are partnering with NTEC, a local internet company, to expand broadband access north and south of the city to areas which do not currently have access to reliable internet service. NTEC will take the opportunity to lay fiber optic cables under County Highway H during the reconstruction process. Many rural Mondovi area and Buffalo County residents do not have reliable internet access or even phone service; in 2014-2018, only 78.5% of Buffalo County households had a broadband internet subscription.<sup>13</sup> Marten Transport reports difficulty in allowing employees to work from home during the COVID-19 crisis, as many employees' internet service is not sufficient to allow working from home. Installation of broadband fiber cables north and south of the city will allow NTEC to bring broadband internet service to many additional rural households. This broadband improvement partnership is also under consideration with the reconstruction of future roads within Buffalo County, including State Highway 37 and US Highway 10.

### ***Innovative Technology***

As part of the new trail system, the City of Mondovi will be installing four crosswalks and crossing signals. The crossing signals will be solar powered and touch-free. The touch-free technology is not widely used but is essential for those who cannot use their arms to press a button. It is also more hygienic and one less source of possible contamination for people to touch during the COVID-19 crisis.

Construction of this transportation project will also allow concurrent installation of fiber broadband internet cables, giving access to community members located in all directions outside the City limits who currently do not have this option. There have been many discussions by the City regarding the importance of access to broadband for those outside of the City limits, especially as they have seen how essential it can be during times like COVID-19. The City has a partner source willing to provide services; however currently their network is only captured within the City limits. This resource of innovative technology will greatly impact the quality of life for this rural community and allow those members the needed access to complete both

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<sup>13</sup> <https://www.census.gov/quickfacts/buffalocountywisconsin>

personal and business duties, which have been amplified during Safer at Home orders. Fiber broadband will allow these rural community members the same opportunity that those within the City currently have. Having the broadband within County Highway H right of way will provide a link to future expansion for NTEC and their future users.

***Innovative Project Delivery***

Crushed asphalt from previous and current road construction projects will be used in the construction of the new shared use trails, cutting down on waste and on costs. Dredging material from Mirror Lake will also be used in trail construction, both as fill under low lying areas and to restore the areas next to the trails.

***Innovative Financing***

Several local businesses are interested in contributing to the Mondovi Regional Connectivity Project financially and are currently in talks with the City of Mondovi about the amount that they will be contributing. The City of Mondovi will also be selling extra dredging material from Mirror Lake, and money from the dredging material sales will be used to finance maintenance of project roads and trails. Reuse of crushed asphalt from road construction projects will lower the costs of trail construction.

***Partnership***

The City of Mondovi has worked with several partners to organize the Mondovi Regional Connectivity Project. Table 2 shows the project partners and roles.

<b>Organization</b>	<b>Project Roles</b>
City of Mondovi	The City of Mondovi is one of the applicants for the 2021 BUILD Grant program and will be responsible for construction of the project within city limits. A match of \$1,047,425.76 is contributed by the City of Mondovi. After project completion, the City will maintain city roads and shared use trails.
Buffalo County	Buffalo County is the co-applicant for BUILD funds and will be responsible for construction of the project outside of city limits, as well as the center 22’ of County Highway H within city limits. A match of \$680,775.10 is contributed by Buffalo County. After project completion, the County will maintain county roads and shared use trails.
Marten Transport	Marten Transport will officially support the City of Mondovi and Buffalo County in implementing the Mondovi Regional Connectivity Project and will discuss financial assistance in the near for the project at their next internal committee meeting.

Diana Pet Food/SPF	SPF will officially support the City of Mondovi and Buffalo County in construction of the new trail system, including financial contribution, amount to be determined.
NTEC	NTEC will concurrently install fiber broadband cables during the road construction project.
Oakridge Engineering	Oakridge Engineering will be moving their business to Mondovi and will offer public support to the project.

The project also has received support from several elected officials, including Ron Kind and Tammy Baldwin.<sup>14</sup>

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<sup>14</sup> [https://www.mondovi.com/index.asp?SEC=DD57EA56-C496-459D-BD5E-D16B1CAF0333&Type=B\\_BASIC](https://www.mondovi.com/index.asp?SEC=DD57EA56-C496-459D-BD5E-D16B1CAF0333&Type=B_BASIC)

**PROJECT SCHEDULE**

The City of Mondovi intends to begin construction quickly upon award of a BUILD grant and funds will be utilized efficiently and effectively in doing so. Design and engineering are underway and will be completed by early 2021. A NEPA review is completed for the area within the City limits, a NEPA review for the areas outside of these limits is beginning, and **NO ACQUISITION IS REQUIRED**. All federal funds will be ready to obligate upon award, and there is no risk of unexpected delays. Construction activities are estimated to last one year, and the project will be complete by the fall of 2022. Table 3 provides the project schedule.

Project Schedule	2020			2021				2022			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Preliminary Design &amp; Environmental</b>											
<b>Final Design</b>											
<b>Bidding</b>											
<b>Construction</b>											

**REQUIRED APPROVALS**

The City of Mondovi has completed and obtained approval for their NEPA review for project components within the City limits. See City of Mondovi NEPA Review titled “2019\_1119\_Environmental\_Report\_C\_Mondovi\_Limits\_Approved.pdf”<sup>15</sup>. Buffalo County has started the review on project areas outside of Mondovi’s city limits and a Categorical Exclusion is expected, as the proposed improvements are less than 20% change to land use from the previously disturbed roadway system. No other permits are needed for any project components.

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<sup>15</sup> [https://www.mondovi.com/index.asp?SEC=DD57EA56-C496-459D-BD5E-D16B1CAF0333&Type=B\\_BASIC](https://www.mondovi.com/index.asp?SEC=DD57EA56-C496-459D-BD5E-D16B1CAF0333&Type=B_BASIC)

## **PROJECT RISKS AND MITIGATION STRATEGIES**

The City of Mondovi's BUILD project is low risk and timeline is appropriate and able to begin after award. The project will be at 40% design level when awarded and all project locations are within existing right-of-way. NEPA is completed for portions of project components and a Categorical Exclusion is expected for the remaining components. Construction is able to begin as documented in the Project Schedule and the project will be completed well in advance of the completion deadline.

Potential risks include any cost overruns, which will be mitigated by the 20% contingency built into the project budget. An additional risk would be any delays with NEPA; however, a large portion has already been completed and approved, which mitigates some of that risk. The project areas are within existing rights-of-way and because of the expected Categorical Exclusion expectation, risk should be minimal, and approval should be completed by early 2021. The City is currently in the process of obtaining one remaining easement, which will be completed well in advance of the award date.

**BENEFIT COST ANALYSIS**

**Benefit Summary Matrix Table**

<b>Current Status / No Build &amp; Problem to Be Addressed</b>	<b>Change to No Build / Alternatives</b>	<b>Type of Impacts</b>	<b>Population Affected by Impacts</b>
<p><b><i>Travel Time Savings:</i></b>                      Accessibility and mobility is limited in the area for modes of transportation other than vehicular driving.                      Reconstruction of highways and addition of trail system to minimize gaps and add safe crossings will lead to travel time reduction through corridor.                      City also plans to extend rural broadband connectivity to users who currently do not have access, which is an additional benefit in time travel savings.</p>	<p>Project will reconstruct N. Washington Street and a section of CTH H and construct trails to fill gaps in system to better accommodate access along the corridor, to the school, businesses, work force housing, and the industrial park.</p>	<p>Improve travel time for users along the corridor by implementing improvements that attract users to utilize the trail system.</p>	<p>Public (motorists, bicyclists, pedestrians, and those who use the system for commuting) will benefit by the reduction in travel time.</p>
<p><b><i>Vehicle Occupancy:</i></b>                      Accessibility and mobility is limited in the area for modes of transportation other than vehicular driving.                      Reconstructing the road and adding trail connections will reduce the number of vehicle delays in the</p>	<p>Project will reconstruct N. Washington Street and a section of CTH H and construct trails to fill gaps in system to better accommodate access along the corridor, to the school, businesses, work force housing, and the industrial park.</p>	<p>Reduce vehicle occupancy in the project area by implementing improvements that attract users to utilize the trail system.</p>	<p>Public (motorists, bicyclists, pedestrians, and those who use the system for commuting) will benefit from the reduction in vehicle occupancy in the project area.</p>

proposed improvement area.			
<p><b>Vehicle Operating Costs:</b> Reconstruction of the project area, including the addition of trails, will lead to a savings in operating costs for vehicle miles traveled.</p>	<p>Project will reconstruct N. Washington Street and CTH H. These roads currently have deteriorating pavement conditions which lead to costly maintenance. The deteriorating surface leads to drivers selecting other longer routes, which add vehicle operating costs.</p>	<p>Operating cost savings for vehicular and truck traffic in the project area.</p>	<p>The vehicular users of the system will benefit from reconstruction in the project area leading to operating cost savings.</p>
<p><b>Safety Benefit:</b> Accessibility and mobility is limited due to gaps in the system for pedestrians and bicyclists on the existing system. Connecting to the state trail system will create a safe corridor for pedestrians and cyclists.</p>	<p>Project is accommodating bicyclists and pedestrians by adding a trail system and safe crossings with flashers to improve safety.</p>	<p>Improve safety for bicyclists and pedestrians and attract more people to walk and bike on the corridor.</p>	<p>The public (motorists, bicyclists, pedestrians, and those who use the system) will benefit by the increased mobility and safety.</p>
<p><b>Safety Benefit (crash reduction):</b> Accessibility and mobility is limited in the area for modes of transportation other than vehicular driving. Reconstructing the road and adding trail connections will reduce the number of</p>	<p>Project is accommodating bicyclists and pedestrians by adding a trail system and safe crossings with flashers to improve safety. The added safety features and less vehicles will reduce the number of crashes in the project area.</p>	<p>Crash reduction for users in the project area due to added improvements.</p>	<p>The public (motorists, bicyclists, pedestrians, and those who use the system) will benefit by the increased mobility and safety.</p>

<p>vehicular crashes in the project area.</p>			
<p><b><i>Benefits to existing and additional users:</i></b>                  Accessibility and mobility in the area is limited. Reconstructing the project area and adding trails and safe crossings will benefit users of the project area by allowing a more comfortable user experience. Also, improving facilities will generally lead to new business and expansion in the project area.</p>	<p>Project will reconstruct N. Washington Street and CTH H. These roads currently have deteriorating pavement conditions which lead to costly maintenance. Users of the project area will benefit from the improvements and additional users will be attracted to the area.</p>	<p>Improve roadway features for users of the system and nearby residences, businesses, and the school.</p>	<p>The public (motorists, bicyclists, pedestrians, and those who use the system) and residents of the city and improvement area, as well as new businesses will benefit from the improvement project.</p>
<p><b><i>Emissions Reduction:</i></b>                  Accessibility and mobility in the area is limited. Reconstructing the project area and adding trails and safe crossings will reduce emissions in the city limits and project area.</p>	<p>Project is reconstructing the roadway and adding to the existing trail system to create a safe corridor for bicyclists and pedestrians to reduce vehicles on the roadway, which leads to a reduction in emissions.</p>	<p>Improve roadway features and connect trail systems to encourage more users to bike and walk, leading to emissions reduction.</p>	<p>The public (motorists, bicyclists, pedestrians, and those who use the system) and residents of the city and improvement area will benefit from the emissions reduction.</p>
<p><b><i>Quality of life:</i></b>                  Accessibility and mobility in the area is limited. The improvement project will improve quality of life by filling gaps in the existing trail system and providing additional modes of</p>	<p>Project includes reconstruction of N. Washington Street and CTH H and adding to the existing trail system to create a safe corridor for bicyclists and pedestrians.</p>	<p>Increase in quality of life for the city and the public (bicyclists, pedestrians, and those who use the system).</p>	<p>The public (motorists, bicyclists, pedestrians, and those who use the system) and the residents of the city and improvement area will benefit from the improvement project.</p>

<p>mobility in the area. Connecting to the state trail system will create a safe corridor for pedestrians, students, and cyclists, as well as attract more users.</p>			
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