

**PLATTEVILLE COMMON COUNCIL PROCEEDINGS**  
**August 26, 2025**

The special meeting of the Common Council of the City of Platteville was called to order by Council President Barbara Daus at 4:00 PM in the Police Department Training Room at 165 North Fourth Street.

ROLL CALL

Present: Barbara Daus, Bob Gates, Kathy Kopp, Ken Kilian, Tony McFall, and Lynne Parrott

Excused: None

WORK SESSION

- A. *CIP Budgeting* – City Manager Clinton Langreck explained the CIP Planning, including looking at initial request versus budgeting goals, reviewing the tenets and financial impacts, handling the large item request in the budget, and prioritizing the future street projects.

INFORMATION AND DISCUSSION

- A. *Commitment to State Highway 80/81 Reconstruction Project* – Director of Public Works Howard Crofoot stated that WisDOT is proposing a project on State Highway 81 in two parts for construction in 2033. Part 1 – Reconstruction of Water Street from Business Highway 151 to Pine Street. This would rebuild the storm sewer under the street, not including the large storm culvert. It would rebuild street, curb, and gutter, and sidewalk. They will investigate whether the configuration needs to change or if other improvements need to be made. Part 2 – Mill and Overlay of State Highway 81 of the asphalt section from the intersection of Chestnut and Mineral Streets to the City Limits on Lancaster Street. This would grind out 2 inches of asphalt, then replace it with new asphalt. The design portion of the project needs to begin toward the end of 2025. WisDOT requires a local share for design accommodations for parking. The advantage would be State funding of about \$3.4 million to reconstruct State Highway 81 (Water Street) from Business 151 to Pine Street and mill overlay the asphalt portion from the intersection of Chestnut and Mineral Streets to Ridge Avenue. It will upgrade these sections of State Highways for over 15 years. The disadvantage would be a City cost of \$287,500 to over \$700,000, depending on the real estate upgrades. Water and Sewer costs of over \$2.28 million. If the City declines the funding, it may be over 10 years of City crews patching and re-patching the roads until the DOT returns the offer. Staff expects about \$5,000 local share for work in 2025 and an additional \$20,000 in 2026. Staff plans to include the full \$25,000 in the 2026 budget. CIP fund reserves will provide temporary funding for the \$5,000 in 2025. The largest year of spending for Water and Sewer would be in 2032. It would include over \$2 million in construction, plus engineering and real estate costs. The largest year of City spending would be in 2033, with construction costs. Staff recommend the Common Council approve a motion to approve the WisDOT proposal for 2033 State Highway 81 improvements with funding as proposed by staff.
- B. *Commitment to East Mineral Street Reconstruction Project* - Director of Public Works Howard Crofoot explained that WisDOT has opened a grant request period for the 2026 – 2031 Surface Transportation Program – Urban (STP-U) that closes on October 31, 2025. This funding is for streets designated as “collector” or above. These are major streets in the City, not including the State Highways. Staff is seeking consensus and guidance on which street or streets should be included in grant proposals. Staff propose East Mineral Street from Broadway to Business 151.

This is over 4,300 feet in length. The road is in fair condition. There have been multiple water main breaks and at least one sewer main collapse in the last few years. Staff propose that this project be approved for construction in 2030. This would mean the design will start in 2027 with real estate acquisition in 2029. Water and Sewer replacement would be necessary in 2029. This project would not include the East Mineral Street bridge, since it was done in 2001 and should have a life of at least 50 years. Other candidates could include: Camp Street from Lancaster Street to Hollman Avenue, and Business 151. This project would be an 80/20 project, but with additional City costs for real estate and potential design/construction costs over budget, the City overall share will be less. Staff believe the chances of a grant award are 50/50 at best. The costs are split 80/20 for engineering design and construction only. Real Estate is paid by the City. Staff included estimated costs in the CIP and the breakout by year. The State's construction costs are expected to be about \$3.2 million. Staff recommend the Common Council approve a Motion to direct Staff to prepare an STP-U grant request for East Mineral Street from Broadway to Business 151 for the upcoming cycle.

- C. *Determination on East Main Street Reconstruction Project* - Director of Public Works Howard Crofoot said that WisDOT has been continuing with the design of the East Main Street project. The project is scheduled to have a real estate acquisition in 2026. Water and Sewer reconstruction would be in late 2026, and street/storm reconstruction would be in 2027. The design and construction phases are 80/20 – up to a cap. Real estate is funded by the City. Option 1: Full culvert reconstruction, including acquisition of 250 E. Main Street and demolition. The advantage is that it reconstructs the street on the timeline. It allows for the installation of a new, larger culvert that would reduce ponding upstream. It mitigates against possible damage to 250 E. Main Street. The disadvantage is it is the second most expensive option. It takes a property off the tax roll. Until work is completed upstream to retain and slow water coming into the culvert or downstream to upsize the culverts, there is a possibility that in extreme rain events, water will bubble up at the grate in the SW corner of the Subway lot, and flow water down Water Street. Option 1A: Full culvert reconstruction to include seismic monitoring and mitigation in the design specifications. This option assumes normal construction vibrations and a possible need for emergency acquisition and demolition. The advantage is it reconstructs the street on the timeline. It allows for the installation of a new, larger culvert that would reduce ponding upstream. It reduces, but does not eliminate, the possibility of damage to 250 E. Main Street. The disadvantage is that the best-case scenario would be that the contractor charges more for seismic monitoring, but there is no damage to the building. Third most expensive option. The worst-case scenario would be that the contractor charges for seismic monitoring, but there is damage to the building. This would make this the most expensive option because the work stops until the building is acquired and all tenants have been relocated. If the acquisition is made quickly, then those costs will also escalate. Staff estimate at the best-case/worst-case is less than 50/50. Option 2: Termination of the project, with return of Wisconsin DOT funds and settlement with contractors. The advantage is that the City does not have real estate costs to consider or budget for. The City does not have a local match to budget for. 250 E. Main Street remains on the tax roll. Cost to terminate is \$130,612.10 as of August 1, 2025, billing. The disadvantage is that the City leaves over \$1.5 million in Federal/State funding on the table with the worst-case scenario of \$1 million of City funds – excluding water and sewer, plus real estate. The street does not get fixed and continues to deteriorate. The storm sewer continues as is, with backups into the lower

parking area in severe rainstorms. Due to the condition of the storm sewer, staff predicts that it will be less than 10 years before there is a problem. The first problem will occur when the storm sewer under the sidewalk in front of 250 E. Main Street develops sinkholes. This does not include issues where 250 E. Main Street is structurally compromised and possibly restricts the waterway under the building. Option 3: Proceed with resurfacing and include seismic monitoring and mitigation in the design specifications. This option assumes normal construction vibrations and defers culvert reconstruction to a future CIP cycle if failure conditions later materialize. The advantage is it reduces the project cost for City and State/Federal sources. The project resurfaces the roadway and provides a smooth driving surface for 20 years or more. 250 E. Main Street remains on the tax roll. The disadvantage is that it defers the storm sewer replacement. Staff estimates it to be less than 10 years before failure conditions materialize. Staff would be “patching” the storm sewer or digging up a new street to make replacement/repairs. It does not replace water or storm sewer under the street, which could lead to conditions similar to Pine Street. The costs for Option 1 would be federal funding of approximately \$1.5 million, City funding of approximately \$1.012 million spread over the years 2024 to 2027, with possible final payments in 2029 or 2030. By year, the payments are as follows: 2024: \$17,236.56, 2025: \$57,925.64 – plus up to \$85,000 in water and sewer design, 2026: \$600,000.00 estimated Real Estate costs under Option 1, plus the remaining \$540,000.00 estimated for water and sewer construction, 2027: \$336,520.00 estimated for construction. Staff recommend the Common Council approve a Motion to proceed with Option 1.

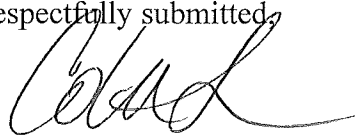
- D. *Recreation Trail Prioritization*- Director of Public Works Howard explained that WisDOT has opened a grant request period for the 2026 – 2030 Transportation Alternatives Program (TAP) that closes on October 31, 2025. This funding is for non-motorized transportation, such as trails. Staff is looking for consensus and guidance on which trail or trails should be submitted for grant proposals. The grant would be in 2029 or 2030. The logical proposals could include Moundview Trail Connector Phase 2 (Mitchell Hollow Road to Broadway – County B) or any of the other phases, or the Dog Park to Skate Park trail, or other trails and amenities such as trailhead parking or a trail from Valley Road to Eastside Road. Staff prefer Moundview Trail Connector Phase 2 as the next logical segment after the first trail segment goes in later this fall. It continues the work already in place, and it can receive points for helping connect a trail to the High School. It is wholly within Moundview Park and has no “Real Estate” cost. There will be some additional cost shared by the grants to dispose of the leaching mine tailings that stain the soil. The Community Safe Routes Committee voted to recommend the Dog Park to Skate Park trail. It is less costly than Phase 2. It would connect the Dog Park and Downtown, and it would help tie in the East Main Street project. Staff received an email that afternoon from the Platteville Community Arboretum (PCA) recommending Moundview Trail Connector Phase 2. The PCA is working on the land acquisition and may not be in a position to recommend grants at this time. Staff requests a decision regarding which project to put as our top priority grant. Costs are split 80/20 for engineering design and construction only. Staff would request a matching grant from the DNR to go along with the timeline to minimize City costs for either option. Staff recommend the Common Council approve a Motion to direct Staff to prepare a TAP grant request for the desired option. Paul Malischke, member of the Community Safe Routes Committee, submitted a request that the trail from Dog Park to the Skate Park be the top priority. Clay Shaffer, from PCA,

and Sue Oxenford, 1480 Jody Circle, spoke in favor of continuing the Phase 1, 2, 3 plan as the grant was originally submitted for.

ADJOURNMENT

Motion by Kopp, second by Parrott to adjourn. Motion carried 6-0 on a roll call vote. The meeting was adjourned at 5:55 P.M.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Colette Steffen', written in a cursive style.

Colette Steffen, City Clerk