The Board of Public Works and Safety of Plymouth, Indiana, met in Regular Session at 6:00 p.m. on February 23, 2026. The meeting was held in the Council Chambers on the second floor of the City Building, 124 N. Michigan St., Plymouth, Indiana.

Mayor Robert Listenberger called the meeting to order. Listenberger presided for Board members Duane Culp, Don Ecker Jr., Shiloh Milner, and Dave Morrow, who were physically present. City Attorney Jeff Houin and Clerk-Treasurer Lynn Gorski were also present. The public was able to see and hear the meeting through Zoom and streamed live at https://www.youtube.com/@CityofPlymouth.

Board members Morrow and Culp moved and seconded to approve the minutes of the regular session of the Board of Public Works and Safety meeting of February 9, 2026, as presented. The motion carried.

Ecker thanked the Street Department for keeping the streets clear after snow events.

Utility Superintendent Donnie Davidson provided a summary of quotes as seen below:

The Water Department requested quotes for 1 - 5500 Series / F-550 with Dump Bed from 4 dealers:

1. Oliver Ford Lincoln-Mercury - 1001 E. Jefferson St. Plymouth, IN 46563
2. Auto Park Chrysler, Jeep, Dodge Ram - 205 N. Michigan St. Plymouth, IN 46563
3. Lochmandy Motors Chrysler, Jeep, Dodge Ram – 920 Nappanee St. Elkhart, IN 46514
4. McCormick Motors GMC, Chevrolet – 1255 W. Market St. Nappanee, IN 46550

Oliver Ford	
Base Bid (Ford)	$104,580.00
Trade In – 1993 F-Super Duty Dump Truck	$ 1,800.00
Total after trade in	$102,780.00
Auto Park	
Base Bid (Dodge Ram)	$101,077.25
Trade In 1997 F-350 Dump Truck	$ 3,500.00
Total After Trade In	$ 97,577.25
Lochmandy Motors	
Base Bid (Dodge Ram)	$112,776.00
Trade In 1997 F-350 Dump Truck	$ 3,000.00
Total After Trade In	$ 109,776.00
McCormick Motors	
Base Bid (Chevrolet)	$ 62,400.00
Trade In 1997 F-350 Dump Truck	$ 1,500.00
Total After Trade In	$ 60,900.00

Oliver Ford - quote was complete and met all specifications.
Auto Park - quote was incomplete, did not submit the compliance specification form.
Lochmandy Motors - quote was complete, did not meet all specifications and did not provide alternatives.
McCormick Motors - quote was incomplete, did not submit the compliance specification form.

Davidson recommended awarding to Oliver Ford for $102,780.

Ecker asked if it was in the budget. Davidson agreed. Ecker asked if we follow up and ask for a complete quote, or do we expect it to be done at the time of the quote.

Davidson replied that all the specifications are gone over with the person we handed the quote request off to that this was how we've done it. He explained that the last time we let it slide, and even after aftermarket equipment that we purchased ourselves, we were

approaching the quoted price. He stated that, in his opinion, aftermarket equipment was not as good as factory equipment.

Board members Morrow and Ecker moved and seconded to award the quote to Oliver Ford as presented. The motion carried.

City Engineer Dan Sellers provided a summary of quotes as seen below:

The Engineering Department requested quotes for (1) – SUV 4 Ton Pick-up Truck from 3 local dealers:

1. Auto Park Chrysler Dodge Jeep Ram 2705 N. Michigan St. Plymouth, IN (Ram)
2. Oliver Ford Lincoln-Mercury 1001 E. Jefferson St. Plymouth, IN (Ford)
3. Lochmandy Cheverolet, Bremen (Chevy)

We received two bids:

Auto Park Chrysler Dodge Jeep Ram	
Base Quote (Dodge Durango)	$36,538.00
Trade in Value	($ 5,000.00)
Total Quote Less Trade in	$31,538.00

Oliver Ford	
Base Quote (Ford Explorer)	$36,911.00
Trade in Value	($ 6,500.00)
Total Quote Less Trade Ins	$30,411.00

After reviewing the quotes, the following was noted:

Auto Park Chrysler Dodge Jeep GMC
- Durango:
  1. V6 engine 17-24 mpg
  2. 265/50/R20 tires
  3. 85 cft cargo space
  4. 4x4

Oliver Ford
- Explorer:
  1. 4 cyl engine 20-27 mpg
  2. 255/65/R18 tires
  3. 87.8 cft cargo space
  4. 4x4

Sellers stated that, for the price of the trade-in value, he recommended keeping the vehicle as a spare. He explained that when the Engineering Technician was out on call, and he had a meeting or whatever, it's been difficult getting him to the construction sites. He stated that he would leave the base price as the deciding factor and, with the price difference, he went by fuel economy alone, and Oliver Ford's fuel savings would pay for itself in about 15,000-20,000 miles. He recommended awarding the bid to Oliver Ford for the Ford Explorer for $36,911.

Ecker asked if we had this option with the difference in price.

Houin replied that because it was under $50,000, we do not have to follow the statutory quote requirements. He stated that Sellers did also specify fuel economy in the specifications, so that consideration would be in response to the specifications in the quote request.

Ecker stated his concern was the process because he understood the amount, but it was the question of lowest price quoted.

Houin replied that in a statutory procurement process, whether it was quotes or bids, we're required to award the lowest responsive and responsible bidder unless the purchase was

under $50,000, and then we can follow whatever procedures we deem appropriate. He stated even if it was over $50,000, Sellers did include fuel economy in the quote specifications, so that was an item that can be considered when awarding the quote.

Board members Culp and Milner moved and seconded to award the quote to Oliver Ford as presented. The motion carried.

Sellers stated last Fall we put in an application for a pedestrian facility project down Oak Drive from Lake Avenue to US 30. He stated that last week INDOT awarded Plymouth $2,615,120 for construction and construction engineering. He stated that with that hurdle passed, we now need to meet with the district director for an early coordination meeting, which he had scheduled for Wednesday. He stated that from there we're going to put out some Requests for Proposals (RFPs) to get an engineer for the preliminary engineering and right-of-way services.

Mayor Listenberger stated that this work would occur around the second half of 2030 and the first half of 2031 for construction to begin. Sellers agreed. Mayor Listenberger stated it was a way out, but you apply today for five years from now with this grant.

Fire Chief Steve Holm wished to commend his staff today, as there was an explosion at US Granules that they were able to handle and worked well with the company themselves. He explained that they had a lot of volatile elements out there that their staff knows how to handle better than our staff. He stated they worked well with US Granules staff and were able to mitigate that easily. He stated that, even from home, he listened to the radio traffic, and everything went well there. He stated that with the accidents this morning, we had a county police vehicle get hit out on the highway during an accident that caused some minor injuries. He reminded everyone that all our guys are out there too on that same road handling accidents and looking out for people, so it could happen to us as well. He asked everyone to keep them in their thoughts on days like this when it is snowy and icy out.

Holm stated they had also gone through their application process, and he had a candidate that he would like to offer conditional employment to with their permission. He stated her name was Taylor McVoy, and she came through our Career and Technical Education (CTE) program and received her Indiana State Fire certifications as well as her EMT basic certification through our program we started with the school. He stated it had now come full circle, and she's applied to our department for a full-time position. He stated she was also in school, currently taking her prerequisites to get into paramedic school. He stated

that she completed the agility test, probably harder than most people, as she did the test on a snowy and icy parking lot outside in about 15-degree weather conditions, and without any adjustment, she was able to complete the whole test. He added that she also did well in her interview and fire aptitude test. He recommended conditional employment based upon her successfully being allowed into the state pension after her medical and psychological examinations.

Board members Ecker and Milner moved and seconded to extend a conditional offer of employment to Taylor McVoy. The motion carried.

Police Chief John Weir stated he was going to be posting applications for another officer tomorrow, as we've had an officer advise us last week that he would be moving to Florida as soon as his house sells. He stated that he was scheduled for the Florida Academy on June 5th, so he was hoping to have his house sold and be out of here within a month.

Street Superintendent Jim Marquardt stated that when we advertised our truck quotes, we advertised an F-450, with the option of going up to an F-550, which allowed for more weight capabilities. He stated that after reviewing, it was about a $500 difference to go from F-450 to F-550, so we would recommend doing that. He stated the quote from Auto Park in Bremen with trade-in was $56,912, and the quote from Oliver Ford in Plymouth with trade-in was $50,465. He recommended moving forward with Oliver Ford.

Board members Ecker and Morrow moved and seconded to award the quote to Oliver Ford as presented. The motion carried.

City Attorney Houin introduced a proposed Historic Firehouse Lease with Heartland Artists. He explained this was sent out as a late addition, but we had been talking to Heartland for some time as they were getting ready to start the renovation project and were looking for a temporary space. He stated that the Mayor had a committee that had been meeting for over a year now, working on potential future use, renovation, and restoration of the historic firehouse, primarily the exterior. He explained that the interior was in good shape, but it was the exterior that needed some help before it deteriorated too far. He stated we continue to work on those plans to secure grant funding to do the restoration work, but in the meantime, Heartland had looked at the space and determined that the interior was sufficient as a temporary location during the renovation project. He stated that, given the fire they had last week, it had become much more critical for them, so we put together this proposed lease. He stated the one drawback was that there are a few items that the Building Commissioner had

identified that would need to be repaired before he can allow occupancy of the building. He stated we were actively working on getting those items repaired. He explained that none of them were significant, but they add up to some concerns that we want to ensure are taken care of. He stated that once that was done and Heartland was able to move into the building, the way the lease was set up was that Heartland would be responsible for all the expenses like utilities, and they were tax-exempt, so there wouldn't be any property taxes going forward. He also listed that any maintenance and repairs to the interior of the building would all be Heartland's responsibility, so the city would go from paying all those expenses under the previous tenant to having no expenses for the interior use of the building as we continue to look for options for the exterior renovation. He stated the lease was set to begin April 1st, but if we can get approval from the Building Commissioner, then we would allow them to start using the building earlier, but we want to work to ensure that everything was safe and compliant before they moved in. He stated there are some contingencies in the lease because we know there are problems with the building, and if they become too severe and we can't allow occupancy anymore, we have the option to terminate the lease. He stated the hope that they could limp the building along until we could find funds to do the restoration. He stated there was some discussion about maybe being a long-term use after their building renovation was completed, but we have 16-18 months to see if there was an option for that and discuss that before we enter into any long-term agreement. He stated it was set up as a one-year period with contingencies, so if we must shorten it or extend it, we can work that out.

Board members Ecker and Milner moved and seconded to approve the Historic Firehouse Lease with Heartland Artists as presented. The motion carried.

Clerk-Treasurer Gorski presented the tabled request from Brent Martin on behalf of Heartland Art Center. Brent Martin and Anna Kietzman were in attendance to speak on behalf of this request.

Board members Culp and Milner moved and seconded to take the request off the table. The motion carried.

Plan Director Ty Adley presented a memo as seen below:

Ty Adley, AICP
Planning Director
124 N Michigan Street
Plymouth, IN 46563
574-936-6717
plandirector@plymouthin.com

Heartland Art Center Brickwork
(Alley Traffic Construction Analysis)

Date: 2/23/26

Name: Plymouth Board of Works

Summary

The Heartland Art Center Brickwork project was presented to the Board of Works at their first February meeting and was partially continued to the second meeting in February. Two options were proposed/discussed, but no final determination was reached which is why the matter was continued. Between the development team, staff and the Administration, there are 4 options available. All of which have their advantages and disadvantages.

Analysis

The Heartland as it currently sits is getting ready to undergo significant renovations including brick and masonry work. This maintenance is not uncommon in a downtown area and is not a first for Plymouth, but nor will it be the last to come before the Board of Works. This is one of only a handful of buildings that will have traffic options nearly all of the residual buildings would call for entire or substantial shutdowns of the downtown alley. For this project there is an adjacent parking lot owned by the Redevelopment Commission that will flow through the alley. The parking lot will have grown in capacity from pre to post construction of the Water Street Townhomes (30 to 48 spaces). The below options propose a variety of impacts on not only the reduction of available spaces, but the flow of alley traffic as well. All options include 4 spaces that have already been approved by the Redevelopment Commission (Owner of the parking lot) to be used as stagging area for construction.

Option 1

To install a 3'6" scaffolding for the length of the building and place 4' concrete jersey barriers on either end to protect the scaffolding. The residual distance for traffic flow would be approximately 9'9" which is about the same size as a fire engine.

Advantage: This would allow for continued use of the alley in full as originally designed in comparison to the other alternatives.

Disadvantage: The safety of construction would be in question as vehicles would be maneuvering and driving within 1' of the scaffolding as individuals work on the brick and masonry.

Option 2

To use a scissor lift or similar lift rather than the use of constructed scaffolding during the period of construction. It would also need to reverse the Northern most section of alley to a Northbound exit and not an entrance.

Advantage: This would allow for the greatest amount of flexibility and use of the alley outside of the working timeframe (ie. after hours of the Masons/Bricklayers).

Disadvantage: The main drawback is the predictability and flow of alley traffic. This would also likely require the whole alley section behind the Heartland to be shut down while workers are present.

Option 3

Would permit scaffolding of desired width because the entire width of the alley behind Heartland would be shut down. This would be coupled with a need to reverse the Northern most section of alley to a Northbound exit and not an entrance.

Option 3a

This sub option would require 6 additional parking spaces to be used for traffic flow to the alley allowing individuals to exit South from Heartland back to Garro Street for the residual of the lot to exit North from Heartland construction to Washington Street.

Advantage: This would allow for the least amount of impact to parking and to maintain the Southbound alley traffic to the majority of the parking spaces. It would also create a safer working environment and greater predictability for direction of flow for traffic during construction.

Disadvantage: This would take out a few additional spaces and be apart of a full alley shut down for the length of the Heartland working area.

Option 3b

This sub option would require 9 additional parking spaces to be blocked, and all traffic would exit Northbound to Washington Street

Advantage: It would also create a safer working environment and a simpler direction of flow for traffic making it easier for residents to use.

Disadvantage: This would be a part of a full alley shut down for the length of the Heartland working area. It would also impact more parking (than 3a) and would not maintain the Southbound alley traffic to the majority of the parking spaces.

Option 4

The entire parking lot is restricted and only used for construction similar to that of while the townhomes were under construction.

Advantage: This is the most simple option and safest for the work to be done.

Disadvantage: This is the most impactful to tenants and users of the parking lot, but only the new tenants would feel the adjusted impact. All other users have become familiar with the shut down. The only difference would be the access to utilities and services that use the alley.

Conclusion

In review of the proposed alternatives there a couple factors that are key to determining which will be the best alternative;

1. Availability of Parking (how many spaces are available from 0 to 48.)
2. Traffic Flow Predictability (if/will traffic patterns change during the construction period.)
3. Safety of Construction Workers

Immediately option 1, 2 and 4 come out as the most conflicted based on the above factors. Option 1 reduces the driving width significantly and creates an unsafe turning maneuver at the scaffolding's North side. Option 2 creates an unpredictable flow that is not advantageous to the traveling public. Option 4 is clean cut for predictability, but the reduction of parking is significant and can be better addressed under option 3a and 3b.

This would leave us with the two best options balancing the various factors as 3a and 3 b. The only defining factor between the two would be a 3 parking space difference and the simplicity/complexity of traffic flow.

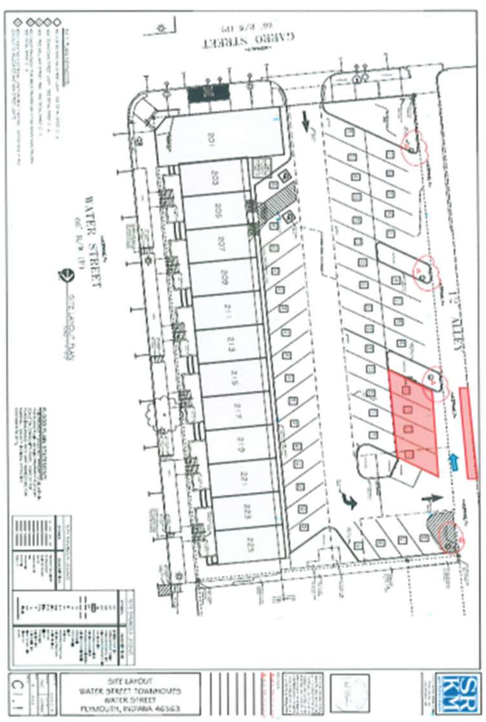


What is before the Board of Works is one of the best case scenarios in downtown for access management. Many of the other blocks in downtown are identified as red (full shutdown) or yellow (3rd party owner coordination required) because there is just over one block length that is either owned by the City of Plymouth or Redevelopment Commission (Green). This instance of building maintenance will be back as more investment and growth comes to downtown.

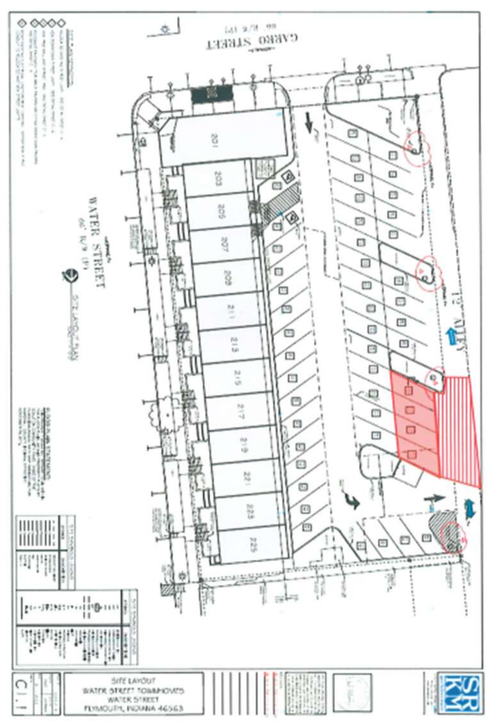
Recommendation

For this proposal it would be recommended that either option 3a or 3b be approved by the Board of Works and Redevelopment Commission for construction within the alley behind the Heartland Art Center. Temporary transportation measures including but not limited to concrete jersey barriers, plastic bollards/barrels, painted arrow/striping, gravel or other appropriate driving surface fill, and any signage in or at the entrance/exit of the alley be installed/maintained be the responsibility of the contracting authority on behalf of the developer. The temporary construction measures should also not hinder the work of the Water Street Development to complete its project within its required timeframes.

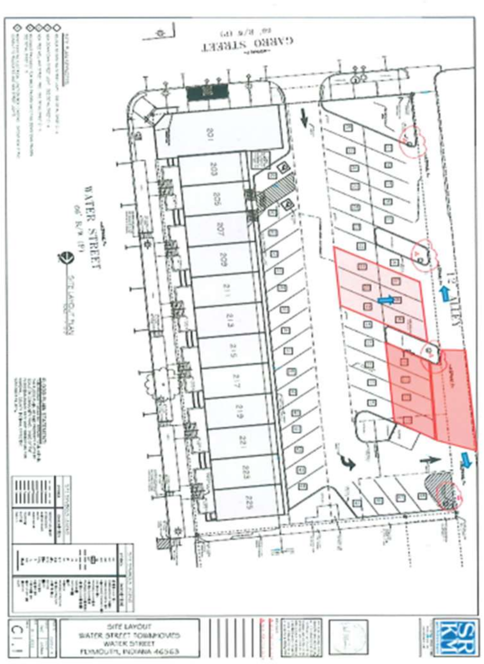
Option 1



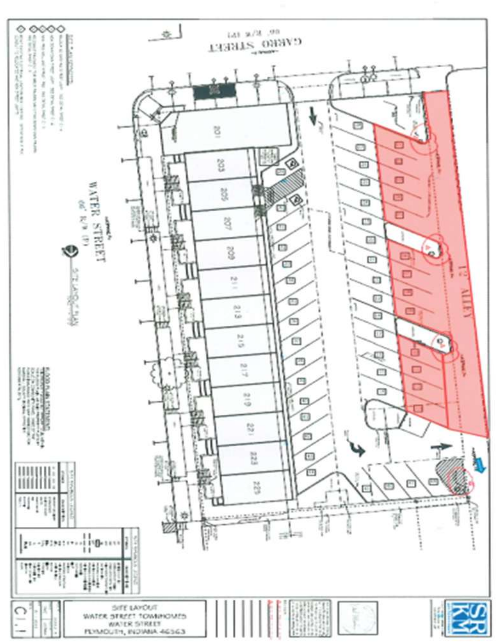
Option 2



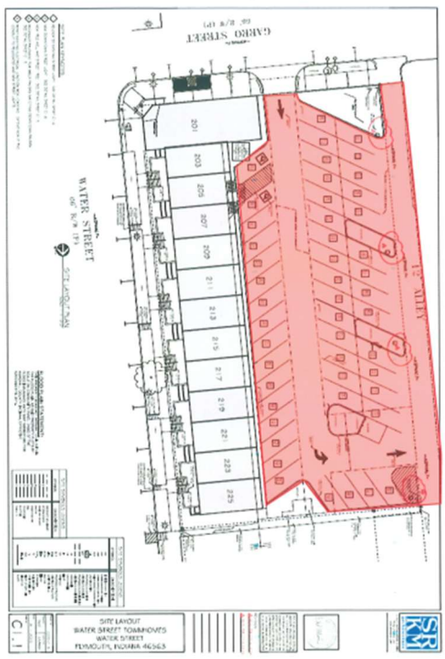
Option 3a



Option 3b



Option 4



There was a fair amount of discussion clarifying the options.

Morrow asked if the building owners with parking spaces in the alley would have access using those same routes to park their cars for themselves and employees.

Adley replied in agreement and stated that the only locations with that would be Pilot News and the building north of that. He stated they would still function by coming in from the south, pulling into their current spaces, and then heading north onto Washington Street. He stated the locations south of Heartland and the grocery store currently have spaces, and those would be accessed from the parking lot itself and then coming out.

Morrow asked who the recommendation was coming from. Adley replied that the recommendation was coming from him. Morrow asked if he spoke to the building owners. Adley replied that he did not.

Mayor Listenberger stated this was not unique and that this won't be the only time we see this kind of request as more people renovate their buildings; this was going to occur from time to time.

Adley stated there was a diagram provided that displayed what locations were within our control where we would be able to provide some level of alternative, and there are many portions of blocks that we do not have that ability where it would either be opened or closed.

Ecker stated with option two, which was a scissor lift, it mentioned that it gave a greater amount of flexibility, but he asked if that would shorten the eight-week timeframe expected on the scaffolding. He asked how many weeks it would shorten the timeframe.

Adley replied that, based upon discussions with Brent Martin, it would extend the construction window.

Ecker asked if there had been conversation with the scissor lift provider to confirm. He stated that he got the impression from the last meeting that the scissor lift would be a very positive alternative.

Martin replied that the issue there was that there were two, maybe three, trash providers in the back-alley area based on the trash totes. He stated he did not have any idea how to close or open the alley for days when there was trash pickup, as it would vary between providers. He stated the second issue was that they would have to mobilize every morning, get your material on the lift, take the lift out into the alley, put the barricades up, close the alley for a timeframe, and that would create a lot more hazard because people would not understand that the alley was closed at set time frames but open at other times. He stated from what he heard was that it would also extend the timeframe by 50% so it would be for 12 weeks instead of 8 weeks.

Culp asked if dump trucks can get through or would it be too tight.

Martin replied that the alley itself would be closed right behind the Heartland Arts Center, so people would pull into the parking lot, and they can exit to the north. He stated if they go with option 3A, then you could sweep around the parking lot in some closed spaces and park facing south and get out. He stated that for eight weeks you're going to lose some parking spaces, but it leaves some options open to the backs of all those buildings for the adjoining properties, and it still leaves you with 38 spots instead of 48 spots. He stated he did not know the Mayor was a traffic engineer because option 3A was his idea.

Culp asked if it would hurt to notify the business owners, so they know what's going on. Adley replied that you could provide the notice.

Morrow believed that they should have been part of the discussion and notified. He understood that it was not a variance where they would have been notified. He believed that the building owner should have an opportunity to hear it and throw their two cents in.

Adley asked if they wanted the owner or the occupant notified.

Morrow replied that he would say it was the building owner's responsibility, but he would like both notified.

Mayor Listenberger believed that we should send a letter to them and offer a meeting with them if they want that.

Martin stated that notifying the owners made sense, but the work did not start until this Summer. He explained that two weeks before the work starts, the contractor was required to go around and notify everybody, so they knew the exact timeframe. He stated that at this moment he did not know the exact timeframe.

Ecker stated he was going to side with Morrow on this, as the earlier we communicated these things to the building owners, the less obstructions we would run into. He did not believe that two weeks was enough time, and he wanted to be proactive.

Adley stated that two weeks was the standard notice period under State Statute.

Culp agreed with Ecker and stated that way they don't feel blindsided with two weeks. He stated that this way they would have more time and the ability to voice their concerns.

Adley stated that they could certainly do that, especially if a decision was made and if they wanted to hold off, we could have those conversations.

Houin stated they could make that a condition of the approval that the Heartland notifies the adjacent building owners along the alley as soon as possible.

Morrow asked if it was necessary for them to approve this portion of it tonight if it was not taking place until Summer.

Martin replied that it was hard to predict a date because it was the General Contractor who set the construction schedule. He stated they had anticipated sending bids out next month, but that was on hiatus with the fire and insurance. He believed bids may be going out in April, but they had damage and a settlement that needed to be addressed first, so it came down to insurance.

Mayor Listenberger asked the board if they would rather have some input from them in this decision or just notifying them as good neighbors.

Culp stated he wanted them to have the knowledge of what was going on.

Morrow stated that they were going to do one of these options, but he believed that the building owners should have been invited to hear what we're doing before we do it and not after that fact.

Mayor Listenberger stated that he had thought the scissor lift was the best option after the last couple of meetings, but the unpredictability of it changed his mind.

Martin stated that if they wanted to defer the decision, that it was fine because they are waiting on insurance anyway.

Councilman Randy Longanecker reiterated that it was said that the contractor would be responsible for the schedule. He asked if it would be in the specifications that they had eight weeks. Martin agreed. Longanecker asked if penalties would be assessed if they did not complete the work.

Martin replied that there was a general penalty for the time of completion. He said he did not have a specific penalty, but he did have a lot of things about protecting the pavement, as the pavement would be new by the time this starts, but he did not have a per diem penalty on that one item yet.

Longanecker stated that this was something he saw often on projects, especially if the projects have phases. He said if projects are not complete within the “x” amount of calendar days, it could be a $1,500/day penalty.

Martin stated that he could add that, but if he made it too expensive and the time too short, it just gets added to the bid.

Culp asked if the options outside of 3A and 3B would extend further than 8 weeks.

Martin replied that all options would fit within that 8-week timeframe except option 2 with the scissor lift. He stated they had to mobilize every morning and demobilize every night.

Longanecker pointed out that they would have to mobilize every morning for the scaffolding and demobilize every night off the scaffolding. He stated he thought it was a wash other than the mobilization to the scaffold to site.

Martin stated he was going off what Masons had told him.

Adley stated whenever you do make the recommendation, you’re not only choosing an option, but you’re also considering conditions. He stated that he did not know how it worked for the Board of Works, but based on the Board of Zoning Appeals (BZA), if your conditions aren’t included in the motion, then they do not matter for anything.

Morrow believed a meeting like this with the property owners would be a benefit instead of doing it all individually. He believed a forum with options would be best.

Culp believed that the motion should include contact to be made with the business owners, have a meeting, and get feedback back so we can make a common-sense decision.

Mayor Listenberger asked who’s going to make the contact. He asked if it would be the city or Heartland.

Adley asked if the idea was to notify or have an input session, as those were two different notices.

Mayor Listenberger replied that Morrow was seeking input. Morrow agreed.

Board members Morrow and Ecker moved and seconded to table the fourth request as presented. The motion carried.

Board members Ecker and Milner moved and seconded to allow the payroll for February 13, 2026, and the claims for February 23, 2026, as entered in Claim Register #2026-04. The motion carried.

Board members Morrow and Ecker moved and seconded to accept the following communications:

- February 23, 2026 Docket
- February 10, 2026 Technical Review Committee Minutes
- Water Department Activity Report – January 2026
- Wastewater Department Activity Report – January 2026

The motion carried.

There being no further business, Board members Ecker and Morrow moved and seconded to adjourn. Listenberger declared the meeting adjourned at 6:53 p.m.

/s/ Lynn M. Gorski
Clerk-Treasurer

APPROVED:

/s/ Robert Listenberger
Mayor

CITY OF PLYMOUTH WATER DEPARTMENT
Board of Public Works and Safety
January 2026 Monthly Report

PLANT OPERATIONS

Water Treated – Ledyard Water Treatment Plant	24,177,139 gallons
Water Treated – Pine Water Treatment Plant	19,752,612 gallons
Water Treated - Total	43,929,751 gallons
Water Treated – Daily Average – Ledyard Water Treatment Plant	779,908gallons
Water Treated – Daily Average – Pine Water Treatment Plant	637,181 gallons
Water Treated – Daily Average – Combined	1,417,089 gallons

- Backwashed filters at Ledyard Water Treatment Plant 9 times for a total of 756,000 gallons.
- Backwashed filters at Pine Water Treatment Plant 12 times for a total of 1,152,000 gallons.
- Total backwash usage for the month was 1,908,000 gallons.

MAINTENANCE WORK ORDERS COMPLETED

- 22- Ledyard Water Treatment Plant Maintenance
  - Completed auxiliary generator test.
  - Completed temperature checks on high service pumps.
  - Cleaned and inspected chlorine injectors and analyzer.
  - Inspected the north and west water towers.
  - Completed repairs to the overhead door on the maintenance building.
  - Repaired the plant's cutting torches.
  - M.E. Simpson completed test of plant water meter.

- 20 – Pine Water Treatment Plant Maintenance
  - Completed auxiliary generator test.
  - Completed temperature checks on high service pumps.
  - Cleaned and calibrated chlorine analyzer.
  - Cleaned chlorine injector.
  - Completed repairs/adjustments to the security system.
  - M.E. Simpson completed test of plant's water meter.
  - Issues with the aerators freezing several manhours dedicated to thawing lines – nighttime and weekend.

- 19 – Mobile Equipment
  - W-3, W-5, W-6, W-7, W-11, W-16, W-22, and W-24.
  - Engine replaced in W-6.

WATER SAMPLING

- 10 Distribution system bacteria samples, IDEM required.
- 62 Distribution system chlorine residual samples, IDEM required.
- 9 Fluoride samples, ISDH required.
- 323 Process control samples and analysis at the Ledyard Water Treatment Plant include Ferrous Iron, Total Iron, Manganese, and Chlorine
- 347 Process control samples and analysis at the Pine Water Treatment Plant Samples Includes Ferrous Iron, Total Iron, Manganese and Chlorine
- 0 THM's Sets.
- 0 HAA5's Sets
- 0 VOC's sets
- 0 SOC/2nd Annual 1 for each plant set
- 0 Radionuclide
- 0 IOC- Metals-Radon
- 0 Lead & Copper Samples
- 0 Nitrate/Sampling for each Plant (sets)
- 0 Extra Sampling
- 0 Hardness/Corrosion
- 0 Set IDEM required PFAS sampling on both points of entry.

SERVICE

Utility Locates	96
Total Number of Work Orders	505
Service Disconnects	20
Service Disconnects for non-pay	56
Service Reconnects for non-pay	48
Blue Tags "Service Notice" left on door	2
Pink Tags "Insufficient Funds Notice" left on door	8
New Radio Read / Meter Installations	168
Accuracy Checks	196
After Hours Call Outs	4
Meter Repaired	0
Consumer Confidence Report Requested Hand Delivery	0

CONSTRUCTION ACTIVITIES

(0) Curb Stops Repaired / Replaced / Installed

(1) Curb Stops Located / Capped Off at Valves
01-02-2026 LWE & E. Jefferson St. - Cut & capped off old 4" main.

(0) New Taps Installed

(0) New Mains Completed

(0) Valves / Valve Boxes / Repaired / Replaced / Installed

(0) Hydrants Repaired / Replaced / Installed / Serviced / Painted

(0) Valve Exercised

(4) Main Breaks and Leaks Repaired
01-20-2026 1326 W. Madison. - Repaired a 6" main break.
01-28-2026 Nutmeg & Oakhill Ave. - Repaired a 6" main break.
01-05-2026 822 W. Garro St. - Repaired a 4" main break.
01-05-2026 Beerenbrook St. & W. Adams St. - Repaired 4" main break.

(0) Service Lines / New/ Repaired

MISCELLANEOUS

- Water Improvement Projects continuing, Division 1 – TGB Unlimited water main improvements Project.
- Continuing with the city water meter replacement program.
- Testing and certifying water meter accuracy.
- Sampling schools and daycares for potential excessive lead related to service lines.
- Completed safety Training:
  1. 1-6-26 Safety Meeting – Excavator Damage Prevention & Pipeline Safety Program at Swan Lake Resort.
  2. 1-27-26 and 1-30-26 Safety Meeting – 1) First Responder 2) CPR Training 3) AED Training by Andy Metsker, Gibson Ins.
  3. 1-30-26 Safety Meeting Forklift Training by Andy Matsker, Gibson Ins.

CITY OF PLYMOUTH WASTEWATER DEPARTMENT
Board of Public Works and Safety
January 2026 Monthly Report

PLANT OPERATIONS:

1. Total flow in gallons 50,365,380
2. Average daily flow in gallons 1,624,690
3. Rainfall 0.94"
4. Monthly average in BOD removal 99.5%
5. Monthly average in TSS removal 98.2%
6. Monthly average in Ammonia removal 98.9%
7. Monthly average in Phosphorus removal 83.4%
8. General plant maintenance
9. Work orders completed:

294– Wastewater Treatment Plant

- Maintenance exercised 44 plant valves.
- Rebuilt #3 intermediate pump and #2 return sludge pump.
- Replaced pressure gauge on the methane mixing system on the primary anaerobic digester.
- Repaired the chlorine feed to the return sludge pumps.
- Replaced circulating pump for the plant's boiler system.
- Repaired the SCADA system for the HVAC unit in the pretreatment building.
- Completed test run with different polymer (Polydyne) in the centrifuge.
- Toric Engineering continues set up new SCADA computers.
- Replaced the solenoid valve on grit concentrator.
- Completed inspecting plant pumps and adjusting impeller clearances.
- Adjusted drive belt on east bio-roughing tower.
- Completed repairs to west overhead door in the centrifuge building.
- Completed repairs to polymer feed pump in the thickener building.
- Completed painting walls and refinish floors in maintenance room.
- Completed IDEM/EPA required biomonitoring on plant effluent – passed.

88– Vehicle/Mobile Equipment

- Replaced fuse block on semi tractor.
- Completed numerous manufacturers' recalls on several vehicles.

31– Lift Stations

-

0- Collection System

- 0 - Eliminated structures
  a.
- 0 – Replaced structures
  a.
- 0 – Repaired structure
  a.
- 0 - Replaced / Repaired / Adjusted castings.
  a.
- 0 – GIS data collection points.
  a.
- 0 – New structure
  a.
- 0 – Point Repairs
  a.
- 0 – Miscellaneous
  a.

COLLECTION SYSTEM GENERAL:

1. Cleaned 7,384 feet of sewer lines:
   - 0 feet during service calls
   - 7,384 feet during preventive maintenance
2. Televised 0 feet of sewer lines.
3. Mechanically removed roots from 0 feet of sewer lines.
4. Removed approximately 3.69 tons of silt and debris during cleaning and inspections of sewers lines.
5. Used approximately 22,650 gallons of potable water during sewer cleaning.
6. Performed routine maintenance on 10 CSO's and 17 pumping stations.

MISCELLANEOUS

- Commonwealth Engineers collecting plant provided data for the Asset Management Plan for the wastewater department as required by IDEM with a deadline on 1-1-2027.
- 1-6-26 Safety Meeting – Excavator Damage Prevention & Pipeline Safety Program at Swan Lake Resort.
- 1-7-26 Safety Meeting – 1) Slips, Trips and Falls 2) Cold Weather 3) Lifting Safely.
- 1-14-26 Safety Meeting – 1) Forklift Operations 2) Aerial Lift Safety 3) Vehicle Lift Safety.
- 1-27-26 and 1-30-26 Safety Meeting – 1) First Responder 2) CPR Training 3) AED Training by Andy Metsker, Gibson Ins.
- 1-30-26 Safety Meeting Forklift Training by Andy Matsker, Gibson Ins.