

The Board of Public Works and Safety of Plymouth, Indiana, met in Regular Session at 6:00 p.m. on September 23, 2024. 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 Microsoft Teams.

Board member Morrow suggested the following correction for the minutes of September 9, 2024 as follows:

Morrow commented that they could potentially lose their license if they did not fill out the proper paperwork. He added that ~~their~~ **our** job was just for the road closure and said the rest was the applicant's responsibility.

Board members Culp and Milner moved and seconded to approve the minutes of the regular session of the Board of Public Works and Safety meeting of September 9, 2024 as amended by Morrow. The motion carried.

Utility Superintendent Donnie Davidson stated that the first project was the detention basin across from the Neighborhood Center at Plum and Garro Streets. He listed that it had been excavated, seeded, outlet pipe installed, and the erosion netting had been placed. He stated they had worked with the Street Department, and they had installed curbs and sidewalks around the entire property. He stated he had a meeting with Luke Felde and Jodie Overmyer of the Urban Forest and Flower Committee the following day to install the trees as they like to see them. He stated that Troyer Group had placed some where they believed they should go but they would like some input locally and they were hoping to group it with the Street Department's annual tree planting program to save costs of delivery and so on.

He stated the next project was the painting project at the water tower on Pidco Drive with O&J Coatings as the contractor. He stated the inside was sand blasting, the outside modifications are complete, the inside handrails/ladders per OSHA are welded in, and all holes are repaired. He stated it was all primed and the exterior had been painted up to the catwalk. He stated on the outside they must prime it as soon as they finish sandblasting to avoid rust, and weather-permitted, they are hoping to rest of the tower sand blasted, primed, two topcoats, and lettering put back on in the next couple of weeks.

He stated the next project was the water main installation and TGB Unlimited was the contractor for that project. He stated the connection was complete on Douglas Street and the line had been filled and they are hoping to test it that week so they can make the taps, connect it to the homes, and abandon the old line. He stated they were also out on E. Jefferson Street doing horizontal drilling and they already had 500 feet installed and are hoping to have another 500 feet installed that week. He stated they were also in front of Bowen Printing, with it complete, aside from the asphalt which they hope to have installed that week. He stated there was one other area by the Center Street viaduct that they had to apply for a permit from IDEM, as they did not waive it, so the city had to submit a bond and were waiting for it to be processed. He stated for the bore underneath the railroad crossing, they are hoping that would take place sometime around October. He explained they had received two change orders and Change Order no. 2 was a request for some additional materials and the cost to install the materials in the amount of \$3,903.02. He stated the reason for the change was that the water main was in a different location from where they thought it was. He stated once it was excavated, they noted that and they had to move further to the west so when they made the tap, they then had to realign the water mains. He stated he agreed that it was a justified change order and Midwestern Engineers had also agreed to that. He stated the next item was Change Order no. 1 and there was some discussion on that one as TGB Unlimited interpreted some of the addendums different than what was intended. He stated the bid set of plans had all the construction on that bid set and there was an addendum that went out that included the railroad permit they applied for back in 2021, and within that permit, a site map that did not include the crossing of West LaPorte Street. He explained it was understood by TGB Unlimited that the line was eliminated as it was an addendum, but it was never intended to be that way. He stated that Gene Mann from TGB Unlimited and Mark Sullivan from Midwestern Engineers were there to discuss their disagreement.

Mann stated he had received an email on Friday, and they were then in agreement. He stated they may have had the cart in front of the horse here. He stated in discussions with Sullivan, it was understood that the deeper excavation was removed via the addendum due to the discrepancy of what the intent was as no matter what the intent was, it was still an addendum with a new drawing issued, so it removed the LaPorte Street crossing deep excavation, so they took that out of their proposal. He stated at the preconstruction meeting, they released they were working off different drawings from what Davidson had. He stated the

email on Friday stated they agreed that he understood the compensation was just for the deep excavation, and not additional materials, material price changing, or any unit pricing change, but rather just the compensation deep excavation of the LaPorte Street crossing. He stated he had all the documentation there supporting what he believed was valid. He stated there was a bid set, two addendums came out, and Addendum no. 2 came out with an encroachment agreement. He stated as for why that encroachment agreement was put into Addendum no. 2, he did not know why, as he did not request it. He stated the page indicated, within the agreement, that the LaPorte Street crossing was eliminated. He stated the two pages did not even match with gate valves so they could not justify the pay items matching on either page. He stated it could be argued that Addendum no. 2 may be more accurate as it better depicted a detail but without getting too long winded, he felt there was a disagreement, and they now had an agreement, but they just wished to iron out the hours, which he did respond on the additional time required. He clarified again that it was not any more materials, but the added time of the deeper excavation that they now had an agreement on.

Ecker asked how many more hours were expected.

Mann replied that Change Order no. 1 would be for \$14,250 which would cover 2 ½ days for a 3-man crew. That included the excavator, trench box, dump truck, and saw truck. He stated it would be a 1.14% increase to the project cost.

Ecker asked for Sullivan's opinion.

Sullivan replied that the heartburn he had was in addendum to when they issued the railroad permit, it did have a preliminary drawing number, and that drawing was a year and a half prior to the final plans being completed, so when they applied for the railroad permit, they sent a preliminary sheet that was stamped preliminary with no engineering stamp on it. He stated it was for the purpose of the location of the railroad permit and that was the sole purpose. He explained that Mann said they issued the railroad agreement, which they did and thought they were being helpful, and the railroad opted to attach that sheet just as a location for the railroad permit. He stated he believed the misunderstanding was they never intended for that sheet to be a replacement for the actual plan sheet. He stated historically, when they had issued a revised plan sheet, that it would say "plan sheet 4 replaced by new plan sheet 4." He stated if someone were to look at the addendum that it said the item was strictly issuing the railroad permit. He explained Mann even questioned if some of the quantities were accurate, and the quantities for that sewer are included in the bid schedule, so he had bid the quantities.

He stated the only reason they were there that night was the disagreement over was if they went with the premise that the sewer was eliminated as Mann couldn't account for the depth to get down and under the sewer. He stated his argument was they never changed the plan sheet so that should have been accounted for in the bid. He questioned to get down four foot deeper, if that was worth two more days and \$14,250, or should that have been in the original bid. He stated all the other quantities are in the bid, so the only question was the depth of that sewer.

Morrow asked how many bids were received on that project. Davidson replied by stating two. Morrow asked if the other bid was based on the deeper bore.

Sullivan replied that he did not reach out to the other bidder after they were unsuccessful with their bid. He stated the whole issue comes down to if they issued a revised plan sheet or not and his opinion was that they did not. He stated they issued a railroad permit that had a location drawing attached. He stated that Mann's point of view was that the drawing was different than the original plan sheet, so since it was issued with the railroad permit at the end that it replaced the drawing.

Davidson replied that it was difficult to compare one contractor's bid with another as there was \$210,000 between each bid. He stated on some items, one contractor may be higher, and they would never get an apples-to-apples comparison because one contractor may be able to complete the work cheaper than the other contractor.

Ecker stated he was wrestling with the issue as he felt when a quote was issued, and it was based upon the pre-bid meeting that it was one that should be honored, but it sounded like there was some miscommunication on both sides. He stated he had a problem with the \$14,250 figure as he was not aware how many hours it would take to do that work. He stated he was more in favor of splitting the difference.

Sullivan stated they have an inspector on site and in that deep area where Mann stated it was not considered that they work to keep track of the time of how long it would take to do that extra deep section that was around 50 feet long, that they could measure the time it would take to do that. He stated he understood missing items, so he did not want to fault him solely on that reason. He stated if it was less than 2 ½ days that it would be more savings to the city.

Ecker stated he always agreed that you should pay what you agreed to pay, so he was not there trying to short anyone, but at the same time he would like a better understanding of the numbers.

Sullivan stated it sounded like the two issues at hand were why it was missed and the timeframe of the 2 ½ days. He stated there was no way to tell without seeing the time it takes.

Mayor Listenberger commented that between the bids, this was also \$200,000 less than the other bidder.

Culp believed it should be honored as there was a \$200,000 difference, for an extra \$14,250, so he did not see why it was not just approved.

Mann stated he did not like how it was explained as missed as a new drawing was issued. He stated in the specifications, addendums govern over drawings, plans, and specifications.

Culp asked for clarification if they ran into something that was unexpected on the project, they would have to do a change order for more money. Mann agreed.

Sullivan stated another way to interpret this was had that not been issued, would their bid have been the same price. He stated the disagreement was over the sheet issuance and not the actual work. He stated his point was that he issued the railroad permit and not a revised sheet.

Mann stated if that sheet was entered with the agreement, they would not have been there that day.

Morrow asked if the revised sheet came directly from the railroad to the contractor.

Sullivan replied that it was the attachment to the railroad permit. He stated they had thought they were being helpful issuing the railroad permit as the sheet was solely there to show where the railroad crossing was. He stated they had supplied it to the railroad. He stated he could see Mann's point, but he did not agree that it was issued as a revised sheet.

Morrow stated when there was a disagreement, there had to be a compromise. He stated he would like a reasonable compromise that all parties consider fair. He stated it was a matter of being fair to the taxpayers, the contractor, and he did not want anyone to take a beating but on the other hand, a bid was a bid. He stated a disagreement was also a disagreement but there was a dollar difference. He believed we should come up with a dollar figure everyone can agree upon.

Mann agreed with Morrow that a bid was a bid, but this was a separate scenario. He stated he would never come and ask for a price difference in their piping, as that was part of a bid being a bid, but this was a difference in drawings.

Longanecker asked how it was stated whether this was for reference only or drawings to replace.

Sullivan stated it was issued as Item no. 3, "Railroad Encroachment Agreement." He stated the explanation was, "the executed facility encroachment agreement between the City of Plymouth Water and CSX Transportation is attached." He stated permit had been returned to them and signed by all parties.

Mann stated that one was the agreement, and one was the plan sheet drawing.

Sullivan stated on the drawing, as part of the permit, the railroad had labeled it as Exhibit "B," so it was an exhibit to the railroad permit. He stated their role was to represent the city and to at least be a reviewer to say they agree or disagree. He explained he had heartburn over saying that was a replaced plan sheet and if they get beyond that, they can then get into the topic of the costs.

Board member Culp moved to pay the addendum as presented. The motion died due to lack of second.

Morrow did not believe this needed to be settled that night.

Board members Morrow and Ecker moved and seconded to table the request and have the parties involved come back with a compromise. The motion carried with Culp opposed.

Sullivan stated he would get with Mann and see what they could work out. He stated he believed it was best to be fair to a contractor, but the only reason he objected was because he knew how plan sheets were revised and issued, and there was never any intent as it was a railroad permit that was issued and not a revised plan sheet.

Ecker stated he wished to echo what Morrow said that it was important for them to figure that out and come back with a number they could agree upon. He stated he doesn't want to short anyone, but they must be responsible. He stated with this only coming to their attention a few days ago that it would require more review and a better understanding of what needed to be done. He encouraged more discussion so they could come to a better understanding.

Mann stated they had come to an agreement of what was said on Friday so they could continue to work on that.

Ecker stated that was encouraging and had confidence they would work more from that.

Davidson stated he wished to forewarn them that a project of this scope that they would find a lot of unknowns that they do not expect, like Change Order no. 2, so there would be things they would encounter. He stated there was only a set number of contingency monies set aside but there were some items that must be addressed or else the project would not be a quality project.

City Attorney Houin explained he was too late to get the item onto the agenda, but it was distributed to the board on Friday. He introduced a Memorandum of Understanding (MOU) between the Plymouth Board of Public Works and Safety and the Plymouth Community School Corporation Regarding School Crossing Guards. He stated this would designate two school employees as Crossing Guards. He listed those appointments would be Kim Olivarez and Ward Byers to serve at Webster Elementary School as may be necessary. He stated the reason for this was that under Indiana Code, the Board of Public Works and Safety had to designate Crossing Guards, and they do have several that are employees of the city that are provided at various locations throughout the city to assist children getting to school. He stated what the school corporation was asking would be to designate those two employees as Crossing Guards, so they have full authority to act as Crossing Guards. He stated they are not asking the city to provide any more paid employees, as the school corporation would continue to pay those individuals as employees of the school corporation but with the agreement, act as Crossing Guards to direct traffic to ensure safety for the students.

Board members Ecker and Milner moved and seconded to approve the Memorandum of Understanding Between the Plymouth Board of Public Works and Safety and the Plymouth Community School Corporation Regarding School Crossing Guards as presented. The motion carried.

Clerk-Treasurer Gorski introduced Resolution No. 2024-1119, A Resolution of the Plymouth Board of Public Works and Safety Establishing the Date and Time for Halloween 2024.

Ecker asked if there would be a rain date.

Gorski replied that there was not.

Board members Morrow and Ecker moved and seconded to approve introduced Resolution No. 2024-1119, A Resolution of the Plymouth Board of Public Works and Safety Establishing the Date and Time for Halloween 2024 as presented. The motion carried.

RESOLUTION NO. 2024-1119

RESOLUTION OF THE PLYMOUTH BOARD OF PUBLIC WORKS AND SAFETY
ESTABLISHING THE DATE AND TIME FOR HALLOWEEN 2024

WHEREAS, the month of October is drawing near, bringing with it crisp Fall nights, colorful leaves, and thoughts of winter; and,

WHEREAS, the end of said month historically bring with it a host of younger citizens parading along the streets of the City of Plymouth dressed as ghosts, goblins, witches, clowns and other frightful creatures; and,

WHEREAS, said practice is long established in the City of Plymouth and should be continued;

NOW, THEREFORE, BE IT RESOLVED by the Board of Public Works and Safety of the City of Plymouth, Indiana that the hours of 5:00 p.m. to 7:00 p.m. on the 31st day of October, be and the same hereby are declared to be the official Halloween hours in and for the City of Plymouth, Indiana for the year 2024.

PASSED AND ADOPTED this 23rd day of September, 2024.


Robert Listengerger, Mayor

Attest:


Lynn M. Gorski
Clerk-Treasurer

Clerk-Treasurer Gorski introduced a request to install a flashing pedestrian sign on Baker Street from Ward Byers of Plymouth Community School Corporation. Ward Byers was present to speak on behalf of the request.

Byers stated this would be to bring attention to the crossing for the Soccerplex on the north side of the high school. He stated it had been a long-debated crossing, along with the crossing on Randolph Street where the Greenways Trail come out as it had a curve in the road. He stated in working with the Complete Streets Committee and Michiana Area Council of Governments (MACOG), they had been able to purchase four solar powered LED Pedestrian signs with MACOG paying 80% and the School Corporation paying 20%. He stated that evening, they would be asking for the street department to place those within the right-of-way in hopes of bringing more attention to those crossings.

Morrow asked if MACOG covered 80% because it was a school crossing or if they would do that for other crossings as well.

Byers replied that he could not speak for MACOG, and he did not believe it was specifically due to the school.

Houin stated there are a lot of different grant opportunities like that and MACOG does a really great job of tracking those grants and helping them identify what grants are appropriate for what projects. He believed that was what happened there as MACOG was aware of the issue, identified the grant, and helped the school apply for it.

Board members Ecker and Morrow moved and seconded to approve to install a flashing pedestrian signs on Baker Street and Randolph Street as presented. The motion carried.

REQUEST FORM
CITY OF PLYMOUTH

Date: 9/19/2024

Notice to BOARD OF PUBLIC WORKS AND SAFETY, CITY OF PLYMOUTH, INDIANA

Kindly review of the following request:

On behalf of the Plymouth Community School Corporation I would like to be added to the agenda for an upcoming meeting. The purpose is to seek permission for the installation of solar powered flashing pedestrian signs on Baker St. at the Soccerplex and Randolph St. in front of Plymouth High School at the entrance to the Greenway Trail.

Signed Ward S. Byers Phone Number 574 542 3426

Ward S. Byers Address 611 Hickory St Plymouth, IN 46563

Print Name _____ Address _____

In Office Only:
Determination of Request

Approved by the Board of Public Works & Safety for the Street Department to install the flashing pedestrian signs provided by the School Corporation on 9/20/2024

Return original form to Clerk-Treasurer's office after determination is complete.

Signed Gorski Title Clerk-Treasurer

On behalf of the Plymouth Community School Corporation, I would like to be added to the agenda for an upcoming meeting. The purpose is to seek permission for the installation of solar powered flashing pedestrian signs on Baker St. at the Soccerplex and Randolph St. in front of Plymouth High School at the entrance to the Greenway Trail.

Clerk-Treasurer Gorski introduced a request to close Center Street on October 12th from Fire Chief Steve Holm of the Plymouth Fire Department. Holm was present to speak on behalf of the request.

Holm stated they would be hosting an open house for fire prevention week. He listed that the ladder truck would be out with numerous other things. He stated he would like them out in front of the station, and they would also be doing a pancake breakfast at that time for anyone who comes up to the open house. He stated it would mainly for the children and the public to show them what they have.

Ecker stated the South Bend Medical Foundation would be having a blood drive that day and asked if that would be at River Park or by the Fire Department.

Mayor Listenberger replied they had been by River Park recently.

Milner added that would be the last Farmer's Market Day.

Ecker commented that it would most likely still be at River Park then.

Holm added that he had nothing else on his calendar for that day.

Ecker stated it would be important to know for sure as a lot of the public utilized Center Street to get to the blood drive.

Board members Ecker and Morrow moved and seconded to close Center Street on October 12th as presented. The motion carried.

REGULAR SESSION, BOARD OF PUBLIC WORKS AND SAFETY, September 23, 2024

REQUEST FORM
CITY OF PLYMOUTH

Date: 9-18-24

Notice to BOARD OF PUBLIC WORKS AND SAFETY, CITY OF PLYMOUTH, INDIANA

Kindly review of the following request:

THE FIRE DEPT WOULD LIKE TO CLOSE
N CENTER ST FROM LAUREL TO GARRO
ON 10/12/24 FROM 8:30am UNTIL 12:30pm
FOR AN OPEN HOUSE

Signed [Signature] Phone Number 574-936-2156
Print Name STEVE HOLM Address 111 N CENTER ST

In-Office Only:
Determination of Request
Approved by Board of Public Works & Safety, September 23, 2024

Return original form to Clerk-Treasurer's office after determination is complete.

Signed [Signature] Title Clerk-Treasurer

Board members Morrow and Ecker moved and seconded to allow the payroll for September 13, 2024, and the claims for September 23, 2024, as entered in Claim Register #2024-18. The motion carried.

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

- September 23, 2024, Docket
- September 10, 2024, Technical Review Committee Minutes
- Water Department Activity Report – August 2024
- Wastewater Department Activity Report – August 2024

The motion carried.

There being no further business, Board members Milner and Ecker moved and seconded to adjourn. Listenberger declared the meeting adjourned at 6:45 p.m.

APPROVED:

[Signature]
Robert Listenberger, Mayor

[Signature]
Lynn M. Gorski, Clerk-Treasurer

CITY OF PLYMOUTH WASTEWATER DEPARTMENT
Board of Public Works and Safety
August 2024 Monthly Report

PLANT OPERATIONS:

1. Total flow in gallons	53,409,530
2. Average daily flow in gallons	1,722,888
3. Rainfall	2.27"
4. Monthly average in BOD removal	99.2%
5. Monthly average in TSS removal	97.8%
6. Monthly average in Ammonia removal	98.3%
7. Monthly average in Phosphorus removal	72.3%
8. General plant maintenance	
9. Work orders completed:	

280- Wastewater Treatment Plant

- Exercised 23 plant valves.
- Completed infrared inspection on all electrical equipment at the WWTP and lift stations.
- Completed repairs on all identified hot spots.
- Installed vertical bracing and a sleeve to prevent collapse on center support of the south primary clarifier.
- Flushed and installed new acid for the sleeves/bulbs on the ultraviolet disinfection system.
- Removed duckweed from final clarifiers and post aeration areas.
- Rebuilt primary pump #2.
- Repacked sludge circulating pump.
- Rotated from north primary clarifier to the south clarifier.
- Installed new rain gauge at the WWTP.
- Replaced the micro switch on the south final clarifier.

70- Vehicle/Mobile Equipment

- Replaced fuse plug on T-20.
- Replaced the shocks on the John Deere Gator.

60 - Lift Stations

- Adjusted impeller clearance on Centennial Park lift station.
- Replaced the check valve on the south pump at the Plymouth Goshen Tr. Lift station.
- Replaced the communication radio at the Ferndale lift station.
- Installed a bypass connection and structure, new check valves and two new plug valves on the industrial park lift station.
- Cummins serviced both stationary generators at Pioneer Dr. and Plymouth Goshen Tr. lift stations.

9 - Collection System

- 0 - Eliminated structures
 - a.
- 0 - Replaced structures
 - a.
- 0 - Repaired structure
 - a.
- 3- Replaced / adjusted castings.
 - a. Adjusted three casting (J6C119), H7M114) AND H7C127).
- 0 - GIS data collection points.
 - a.
- 3 - New structure
 - a. (3) Broadway St. & Pideo Dr. storm sewer project.
- 0 - Point Repairs
 - a.
- 3 - Miscellaneous
 - a. Recorded all lift station SCADA antenna direction.
 - b. Installed seven hundred' of 12" storm sewer at Broadway St. and Pideo Dr.
 - c. Cleaned ditch line on Jim Neu Dr. by M.C. Jail.

COLLECTION SYSTEM GENERAL:

1. Cleaned 21,171 feet of sewer lines:
 - 0 feet during service calls
 - 21,171 feet during preventive maintenance
2. Televised 7,798 feet of sewer lines.
3. Mechanically removed roots from 1,016 feet of sewer lines.
4. Removed approximately 10.59 tons of silt and debris during cleaning and inspections of sewers lines.
5. Used approximately 49,337 gallons of potable water during sewer cleaning.
6. Performed routine maintenance on 10 CSO's and 17 pumping stations.

MISCELLANEOUS

- Continuing work on the wastewater's asset management plan.
- Completed annual industrial pretreatment inspection at Indiana Wheel and Divert.
- Completed safety training for "Ten Rules to Save Your Ten Fingers" on 8/28/24.

CITY OF PLYMOUTH WATER DEPARTMENT
Board of Public Works and Safety
August 2024 Monthly Report

PLANT OPERATIONS

Water Treated - Ledyard Water Treatment Plant	30,183,194 gallons
Water Treated - Pine Water Treatment Plant	<u>22,133,929 gallons</u>
Water Treated - Total	52,317,123 gallons
Water Treated - Daily Average - Ledyard Water Treatment Plant	973,651 gallons.
Water Treated - Daily Average - Pine Water Treatment Plant	<u>713,998 gallons</u>
Water Treated - Daily Average - Combined	1,687,649 gallons

- Backwashed filters at Ledyard Water Treatment Plant 9 times for a total of 756,000 gallons.
- Backwashed filters at Pine Water Treatment Plant 13 times for a total of 1,248,000 gallons.
- Total backwash usage for the month was 2,004,000 gallons.

MAINTENANCE WORK ORDERS COMPLETED

- 12- Ledyard Water Treatment Plant Maintenance
 - Completed auxiliary generator test.
 - Completed temperature checks on high service pumps.
 - Cleaned and inspected chlorine injectors and analyzer.
 - Inspected both water towers.
 - Repaired backwash control panel.
 - Infrared inspection on all electrical panels, motors, disconnects and variable frequency drives was completed on 8-6-24.
- 10- Pine Water Treatment Plant Maintenance
 - Completed auxiliary generator test.
 - Completed temperature checks on high service pumps.
 - Cleaned and calibrated chlorine analyzer.
 - Cleaned chlorine injector.
 - Infrared inspection on all electrical panels, motors, disconnects and variable frequency drives was completed on 8-6-24.
 - Completed repairs to the SCADA system (assumed lightning damage), which allowed the plant to function in hand only – no automatic controls.
- 16- Mobile Equipment
 - W-3, W-7, W-10, W-15, W-23, W-24, W-28, W-29, W-30 and E-59.

WATER SAMPLING

- 10 Distribution system bacteria samples, IDEM required.
- 62 Distribution system chlorine residual samples, IDEM required.
- 4 Fluoride samples, ISDH required.
- 380 Process control samples and analysis at the Ledyard Water Treatment Plant include Ferrous Iron, Total Iron, Manganese, and Chlorine
- 371 Process control samples and analysis at the Pine Water Treatment Plant Samples Includes Ferrous Iron, Total Iron, Manganese and Chlorine
- 2 THM's Sets.
- 0 HAA5's Sets
- 0 VOC's sets
- 0 SOC/2nd Annual 1 for each plant sets
- 0 Radionuclide
- 0 IOC- Metals-Radon
- 28 Lead & Copper Samples
- 0 Nitrate/Sampling for each Plant (sets)
- 2 Extra Sampling
- 0 Hardness/Corrosion
- 0 Set IDEM required PFAS sampling on all 6 wells.

SERVICE

Utility Locates	274
Total Number of Work Orders	376
Service Disconnects	21
Service Disconnects for non-pay	49
Service Reconnects for non-pay	51
Blue Tags "Service Notice" left on door	30
Pink Tags "Insufficient Funds Notice" left on door	15
New Radio Read / Meter Installations	21
Accuracy Checks	187
After Hours Call Outs	2
Meters New/Repaired	4
Consumer Confidence Report Requested Hand Delivery	8

CONSTRUCTION ACTIVITIES

- (2) **Curb Stops Repaired / Replaced / Installed**
08-02-2024 919 N. Center St.- Replaced curb stop.
08-05-2024 820 Miner St.- Replaced curb stop.
- (0) **Curb Stops Located / Capped Off at Valves**
- (1) **New Taps Installed**
08-01-2024 1223 W. Harrison St. – New 1" tap, service line and meter pit.
- (2) **New Mains Completed**
08-12-2024 New fire training center at Marshall County Jail- Installed 340' of 6" DI main with fire hydrant.

08-12-2024 1018 Ferndale St.- Bored in a new 6" HDPE main 300' down easement, from Pennsylvania St. to new fire hydrant on Ferndale St. Installed a 6" tap from 12" main.
- (5) **Valves / Valve Boxes / Repaired / Replaced / Installed**
08-07-2024 Conger St. & Pearl St.- Replaced 4" valve (J7V057).
08-08-2024 Gibson St. & Roy St.- Replaced water main valve box.
08-09-2024 Gibson St. & N. Liberty St.- Repaired water main valve box.
08-19-2024 Gibson St. & Roy St.- Replaced 2 water main valve boxes.
08-20-2024 1018 Ferndale St. Easement – Installed a new 4" interconnect valve from new 6" main to old 4" main.
- (1) **Hydrants Repaired / Replaced / Installed / Serviced / Painted**
08-06-2024 N. Michigan St. & North St.- Replaced fire hydrant (HYD232) damaged by car.
- (0) **Valve Exercised**
- (0) **Main Breaks and Leaks Repaired**
- (0) **Service Lines / New/ Repaired**

MISCELLANEOUS

- GPS data collection.
- Continuing to work with Commonwealth Engineers and Baker Tilley on certifying the department's asset management plan.
- Setup for providing water supply for the Blueberry Festival.
- Completed safety training for "Ten Rules to Save Your Ten Fingers" on 8/23/24.
- Prepared the west tower (Pidco Dr.) for safety modifications, sand blasting, painting and other structural repairs.
- Water Improvement Projects pre-construction meeting and contract signing.