The Board of Public Works and Safety of Plymouth, Indiana, met in Regular Session at 6:00 p.m. on February 9, 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 and Don Ecker Jr., who were physically present. Board member Dave Morrow attended virtually. Board member Shiloh Milner was absent. 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 Culp and Ecker moved and seconded to approve the minutes of the regular session of the Board of Public Works and Safety meeting of January 26, 2026, as presented. The motion passed by roll call vote with all in favor.

Utility Superintendent Donnie Davidson and City Attorney Houin made a last call for quotes for a new dump truck. The quotes were opened as follows:

CITY OF PLYMOUTH, INDIANA
2026 WATER DUMP TRUCK QUOTES
QUOTES RECEIVED: FEBRUARY 9, 2026

	OLIVER FORD PLYMOUTH 1001 E JEFFERSON STREET PLYMOUTH, IN 46563	LOCHMANDY MOTORS 920 N. NAPPANEE STREET ELKHART, IN 46514	AUTO PARK PLYMOUTH 2705 N. MICHIGAN STREET PLYMOUTH, IN 46563	McCORMICK MOTORS, INC. 1255 WEST MARKET STREET NAPPANEE, IN 46550
BASE QUOTE	$104,580.00	$112,776.00	$101,327.25	$65,000.00
TRADE-IN ALLOWANCE	$1,800.00	$3,000.00	$3,500.00	$4,100.00
TOTAL AFTER TRADE-IN	$102,780.00	$109,776.00	$97,827.25	$60,900.00
MODELS	2026 FORD F-550	2026 Ram 5500	2026 Ram 5500	2026 Chevrolet Silverado

Board members Ecker and Morrow moved and seconded to take the quotes under advisement. The motion passed by roll call vote with all in favor.

City Engineer Dan Sellers and City Attorney Houin made a last call for quotes for a new vehicle. The quotes were opened as follows:

CITY OF PLYMOUTH, INDIANA
2026 ENGINEERING VEHICLE QUOTES
QUOTES RECEIVED: FEBRUARY 9, 2026

	OLIVER FORD PLYMOUTH 1001 E JEFFERSON STREET PLYMOUTH, IN 46563	AUTO PARK PLYMOUTH 2705 N. MICHIGAN STREET PLYMOUTH, IN 46563
VEHICLE	$36,911.00	$36,288.00
TRADE-IN ALLOWANCE	$6,500.00	$5,000.00
TOTAL AFTER TRADE-IN	$30,411.00	$31,538.00
MODELS	2026 FORD EXPLORER	2026 DODGE DURANGO

Board members Ecker and Morrow moved and seconded to take the quotes under advisement. The motion passed by roll call vote with all in favor.

Building Commissioner Dennis Manuwal Jr. wished to award the quote for a 2026 Ford Ranger Crew Cab to Oliver Ford in the amount of $28,919.

Board members Culp and Ecker moved and seconded to award the quote as presented. The motion passed by roll call vote with all in favor.

Fire Chief Steve Holm introduced a Memorandum of Understanding (MOU) between Plymouth Community School Corporation (PCSC) and Plymouth Fire Department (PFD). He explained this MOU was for Ward Byers, Director of Safety and Security for PCSC, as an Emergency Medical Responder (EMR) under the authority of the Plymouth Fire Department. He stated that Byers needed to be affiliated with a fire department to maintain training and keep current on his certification. He stated the school would allow him and pay him for those trainings, so it would be no financial burden to the city.

Ecker stated he had no problem with this agreement but asked why it had to specifically name Ward Byers. He asked what would happen if he were to leave or retire. He asked if this agreement needed to be written specifically with the name in place.

Houin replied that by naming him, it ensured that if there was a change of personnel, then we must go through the process again and verify that the individual was certified. He believed by naming the individual that it protected all parties from a lapse in the future where someone may not be paying attention.

Holm added that obtaining an EMR certification was not a requirement of his job.

Board members Culp and Ecker moved and seconded to approve the MOU as presented. The motion passed by roll call vote with all in favor.

Police Chief John Weir stated that the EcoBoost was not available and when he spoke with Steve Keiser at Oliver Ford about why there was no quote for a hybrid, he was told that the hybrid and the standard were the same price now. He stated that, with that knowledge, he planned on getting all three hybrids with ballistic doors, which would be a price of $46,401/each for a total price of $139,203 for three of them.

Ecker asked if there was any feedback on the hybrid that Officer West used.

Weir replied that he had no issues with it and it was averaging 22 miles per gallon, whereas the rest of the fleet was averaging 12 miles per gallon.

Ecker asked if there was any variation with the winter months.

Weir replied that he was still averaging 22 miles per gallon even in the winter months.

Board members Ecker and Morrow moved and seconded to award the quote to Oliver Ford as presented. The motion passed by roll call vote with all in favor.

Street Superintendent Jim Marquardt and City Attorney Houin made a last call for quotes for a new dump truck. The quotes were opened as follows:

CITY OF PLYMOUTH, INDIANA
2026 STREET DUMP TRUCK QUOTES
QUOTES RECEIVED: FEBRUARY 9, 2026

	OLIVER FORD PLYMOUTH 1001 E JEFFERSON STREET PLYMOUTH, IN 46563	AUTO PARK BREMEN 1203 W. PLYMOUTH STREET BREMEN, IN 46506
FORD F-450	$54,955.00	$58,886.00
FORD F-550	$55,465.00	$59,192.00
TRADE-IN ALLOWANCE	$5,000.00	$3,000.00
TOTALS AFTER TRADE-IN	$49,955.00 / $50,465.00	$55,886.00 / $56,192.00
OPTIONAL PAYLOAD FOR F-550	-	$996.00

Board members Ecker and Morrow moved and seconded to take the quotes under advisement. The motion passed by roll call vote with all in favor.

Clerk-Treasurer Gorski presented multiple requests from Brent Martin on behalf of Heartland Art Center. Each request was read aloud and voted upon one at a time. Brent Martin and Anna Kietzman were in attendance to speak on behalf of this request.

Request 1:

- Locate a dumpster in the angled parking places on Michigan Street from April 1, 2026, through June 30, 2026. Dumpster will take up to four (4) parking spaces. (INDOT permit in process)

Martin added that there would be a second request to the Redevelopment Commission, which owned the parking lot behind the building. He stated the dumpster would be in front of the building for the demolition, which would be the bulk of the debris, and then we plan to move it to the parking/dumpster area behind the building, so they don't have a dumpster sitting on Michigan Street for 16 months.

Board members Ecker and Culp moved and seconded to approve the first request as presented. The motion passed by roll call vote with all in favor.

Request 2:

- Install an 8-foot-tall temporary construction fence of wood studs and oriented strand board (OSB) 10 feet to the west of the building wall on Michigan Street, leaving not less than 5 feet width of pedestrian walkway across the entire front of the Heartland building at 214 N. Michigan Street from June 1, 2026, through September 30, 2027.

Martin stated the walking path would be like what they did over at City Center.

Board members Culp and Morrow moved and seconded to approve the second request as presented. The motion passed by roll call vote with all in favor.

Request 3:

- Install four (4) 6 inch diameter steel bollards on the east (alley) side of the building 6" from the building wall to protect the roof downspouts, electrical CT cabinet and meter base, and a concrete step into the rear door of the building. Note: As a result of the Water Street Townhomes project, the alley pavement width and power pole locations are increased from 12 feet to 15 feet behind the Heartland building.

Martin stated there was an east alley door that swings out, which it must, into the alley. He stated to give that door just a little space so you can look up and down the alley, but also to protect that entrance, downspouts, and electrical CT cabinet and meter; they are asking to install four (4) six-inch diameter steel bollards on the back of the building. He stated that, because of the Water Street Townhomes Project, the alley pavement width and power pole locations are over three feet, so he believed the alley was 3 feet wider than it used to be. He stated there should be enough room there and asked for approval to install those bollards.

Culp asked if that was something that we should have our inspectors look at to see if there's going to be enough room for those.

Martin stated the alley was 12 feet wide, but at that location it was about 15 feet wide with the poles moved over.

Marquardt stated that for the first two requests, he did not believe they were bad, but for the third request, if we're looking at something more permanent, then that would be directed to the Board of Zoning Appeals (BZA) or Plan Commission. He stated this would be changing the alley that Martin had designed to a certain width for all the new parking at the townhomes.

Mayor Listenberger believed it was the authority of the Board of Works.

Martin did not believe this would be a BZA request, as it would be getting put in the public right-of-way, as the building was hard against the alley. He stated if you wanted to protect the downspouts or the electric meter or anything back there, then you would have to have a bollard.

Adley stated if the structure goes all the way up to the right-of-way, then that would be a Board of Works request, but if it was inside of the developable lot on either side of the alley, then it would get into lot development standards. He stated it would either go through the zoning ordinance or subdivision control standards, but with it being in the alley right-of-way

itself, it fell to the Board of Works, as they were wanting to do something on the public right-of-way within the city's jurisdiction.

Ecker asked if these were permanent.

Martin replied that they would be, and if they drove down other alleys, they would see others, as it would prevent trucks from hitting infrastructure.

Ecker asked if the bollards would be right up against the building.

Martin replied in agreement and said that it would leave a 14-foot-wide alley.

Adley asked if the right-of-way of the alley was increased for that project.

Martin replied there was the right-of-way and then there was a 5-foot utility easement, and the poles were pulled back by three feet to be within that easement, so the driving lane should be three feet wider.

Adley asked for clarification that it was not dedicated in terms of right-of-way.

Martin replied it was only dedicated as a utility easement.

Adley stated it was not uncommon to have a lot of utilities come off the rear structures, specifically in downtown spaces, as in other alleys you would find meter boxes and several other items. He stated the tighter you're able to make it, the better. He stated there was the added benefit that there was a parking lot there to help in giving those additional wide berths.

Morrow stated we were not in a crunch to do this tonight and asked if we should have Manuwal or Adley go out there and do some measurements to make sure we're okay with this.

Martin stated they have a series of six variances they're asking for from the State of Indiana because it was a historic building, and one of them involved the landing at the back of the building. He stated that, as always, if this does not get approved tonight, he can't turn things into the State of Indiana until it was approved. He stated if we did not approve it, he would have to completely tear out the back stairway to create additional landing room and then rebuild the back stairway.

Culp asked if they could approve this tonight, pending Plan Director Adley to review it tomorrow.

Gorski stated she was still confused as to how the alley got wider.

Mayor Listenberger stated the poles were moved.

Gorski stated that it was a utility easement and not the alley, as the alley was still only 12 feet wide.

Martin agreed and added that the Redevelopment Commission owns the parking lot.

Houin stated that the utility easement and right-of-way are not mutually exclusive. He stated the utility easement runs across the property and that it just meant that if the utility company needed to do any maintenance or make changes, then they are guaranteed access to that easement area. He stated the drivable portion of the alley owned by the city was wider because those poles were moved. He stated you could not drive through a pole, so you must stay between the buildings and the poles, and because the poles were three feet, that gives three more feet of space between the buildings and the poles to use for drivable alley. He stated that it was still within the city-owned right-of-way.

Board members Ecker and Culp moved and seconded to approve the third request pending Plan Director Adley's inspection and review that following day. The motion passed by roll call vote with all in favor.

Request 4:

- Close the alley for masonry restoration for a period not to exceed eight (8) weeks, tentatively scheduled between the months of May 2026 and October 2027. Not less than two weeks notice given before the alley is closed. Heartland will require the contractor to provide protection of the alley pavement and to repair any damage to the alley asphalt.

Martin stated this would only be for the portion of the alley that was behind the Heartland building. He stated the northern part of the parking lot was the Heartland Building and the southern two-thirds of the parking lot was not.

Gorski asked how people were going to get in and out of the parking lot.

Martin replied that it would have to be marked with drums and cones.

Culp asked if it would affect deliveries if the alley was closed.

Martin replied that it would affect deliveries to the north of Heartland so the truck would have to park in the alley and back up or park on Washington Street.

Ecker asked about trash pickup.

Marquardt replied that when they did trash pickup for the pavement of the alley, it was nothing but a mess on the street.

Martin stated it was going to be a mess for eight weeks, as they would have to scaffold that and restore the masonry, and there's no other way to do it.

Marquardt stated that behind the red store there are four or five bins fully packed and a bunch of trash, but nobody seemed to move the totes from the building on trash days. He asked if there was a way to allow them to not have the alley blocked on trash days because we all know how much of a mess it was when it was just in the alley.

Mayor Listenberger stated that with scaffolding, they could not get that down one day a week. Martin agreed but said he was open to suggestions.

Marquardt stated the alley still needed to be paved.

Martin said it would be an eight-week timeframe, but they just didn't know the exact dates.

Marquardt asked if the parking lot was designed for one flow, where would the apartment traffic go?

Martin replied that you would have to cone and drum it. He stated you would have to loop it to make it work for two months.

Marquardt stated this would affect this development, and with trash, we received a lot of complaints about that.

Tuvia Polishkin of T2 Architecture was in the audience and suggested if scaffolding was an issue, they could use a lift. He stated that it would be on the mason, because a lift was easier for them as they could move horizontally and have more control. He stated the lift was great as it helped bring material up and down and could be parked and moved to another location when not in use. He stated that would eliminate the permanent scaffolding, but it was ultimately a matter of economics.

Martin added it was also a matter of the mason asking periodically for permission to use the lift on said days. He stated the alley would still be closed when the lift was against the building.

Ecker stated it was better, as you would not be closing it off permanently for eight weeks.

Marquardt stated we'd have to find out what day the trash goes down there.

Martin stated he could specify it that way, but it may increase the construction cost.

Ecker stated he could not favor this request as is. He did not believe they could tie up to eight weeks' worth, but he did like the idea of the lift. Because of that, he would like to table this request as he would like to see an alternative.

Board members Ecker and Morrow moved and seconded to table the fourth request as presented. The motion passed by roll call vote with all in favor.

Request 5:

- Close the alley for HVAC equipment placed on the roof with a crane for a period not to exceed two (2) days, tentatively scheduled between the months of April and June 2027. Not less than two weeks notice given before the alley is closed.

Martin stated this request was similar but only for two days, and they'll avoid trash day.

Morrow asked, since this would be using a crane, why they couldn't just come in from the front.

Martin replied that the steel frame that held the cooling tower sits only about six feet from the alley, so you would need to have a huge crane to go 130 feet across.

Board members Ecker and Culp moved and seconded to approve the fifth request with the stipulation to avoid trash day. The motion passed by roll call vote with all in favor.

Request 6:

- Install a small canopy (6 feet long x 3 foot projection) above the east (alley) exit door not less than 14'-6" above alley pavement

City Attorney Houin stated on the last request he consulted with Plan Director Adley and we're of the opinion that permission was not required because it was in the Downtown Overlay District where buildings typically had a zero setback. He stated that canopies are allowed to extend up to four feet into the city right-of-way at a minimum height of eight feet.

Martin stated they were going to set it up at 14'6" to ensure that it clears everything.

Board members Culp and Ecker moved and seconded to allow the payroll for January 30, 2026, and the claims for February 9, 2026, as entered in Claim Register #2026-03. The motion passed by roll call vote with all in favor.

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

- February 9, 2026 Docket
- January 27, 2026 Technical Review Committee Minutes

The motion passed by roll call vote with all in favor.

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

/s/ Lynn M. Gorski
Clerk-Treasurer

APPROVED:

/s/ Robert Listenberger
Mayor