



Our vision of Coeur d'Alene is of a beautiful safe city
that promotes a high quality of life and sound economy
through excellence in government

GENERAL SERVICES COMMITTEE
with
Council Members Evans, English, & Wood
August 10, 2026, 12:00 p.m.
Library Community Room
702 Front Avenue

AGENDA

*****ITEMS LISTED BELOW ARE CONSIDERED TO BE ACTION ITEMS**

Item 1 Approval of ITD-prepared resolution and State/Local Agreement for the construction of the Ramsey Road traffic signal upgrades.

STAFF REPORT BY: Chris Bosley, City Engineer

Item 2 Approval of the updated and new Standard Drawings for public works construction

STAFF REPORT BY: Chris Bosley, City Engineer

Item 3 Approval of replacement of outdated and unsupported access control system for the secured parking area of the 3rd Street Parking Garage in an amount not to exceed \$32,300.00

STAFF REPORT BY: Adam Korytko, Building Maintenance Superintendent

Item 4 Approval of replacement of three (3) failing building boilers at the Police Station in an amount not to exceed \$70,000.00

STAFF REPORT BY: Adam Korytko, Building Maintenance Superintendent

ADJOURNMENT

**This meeting is aired live on CDA TV Spectrum Cable Channel 1301, TDS Channel 5,
and on Facebook live through the City's Facebook page.**

The City of Coeur d'Alene will make reasonable accommodations for anyone attending this meeting who requires special assistance for hearing, physical or other impairments. Please contact Juanita Knight, Senior Legal Assistant, at (208) 769-2348 at least 72 hours in advance of the meeting date and time.

**GENERAL SERVICES COMMITTEE
STAFF REPORT**

DATE: AUGUST 10, 2026
FROM: CHRIS BOSLEY – CITY ENGINEER
SUBJECT: RAMSEY RD SIGNAL UPGRADES CONSTRUCTION STATE/LOCAL AGREEMENT RESOLUTION

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DECISION POINT: Should Council approve an ITD-prepared resolution and State/Local Agreement for construction of the Ramsey Road traffic signal upgrades?

HISTORY: In September of 2023, the City was awarded a \$1,235,158 grant to upgrade traffic signals on Ramsey Road and construct a new traffic signal at Wilbur Avenue. Upgrades will include detection, ADA improvements, and coordination between signals to improve traffic flow. The grant is being administered by the Local Highway Technical Assistance Council (LHTAC). This Professional Services Agreement is needed for LHTAC to advertise bidding. Construction is anticipated for spring of 2026.

FINANCIAL ANALYSIS: The City’s estimated match requirement for construction is \$116,626. This project will be funded by out of the existing project budget.

PERFORMANCE ANALYSIS: Approval of the ITD resolution and State/Local Agreement will allow the LHTAC to advertise for bids and begin construction.

DECISION POINT/RECOMMENDATION: Council should approve the ITD-prepared resolution and State/Local Agreement for construction of the Ramsey Road traffic signal upgrades.

Ramsey Road Signal Upgrades

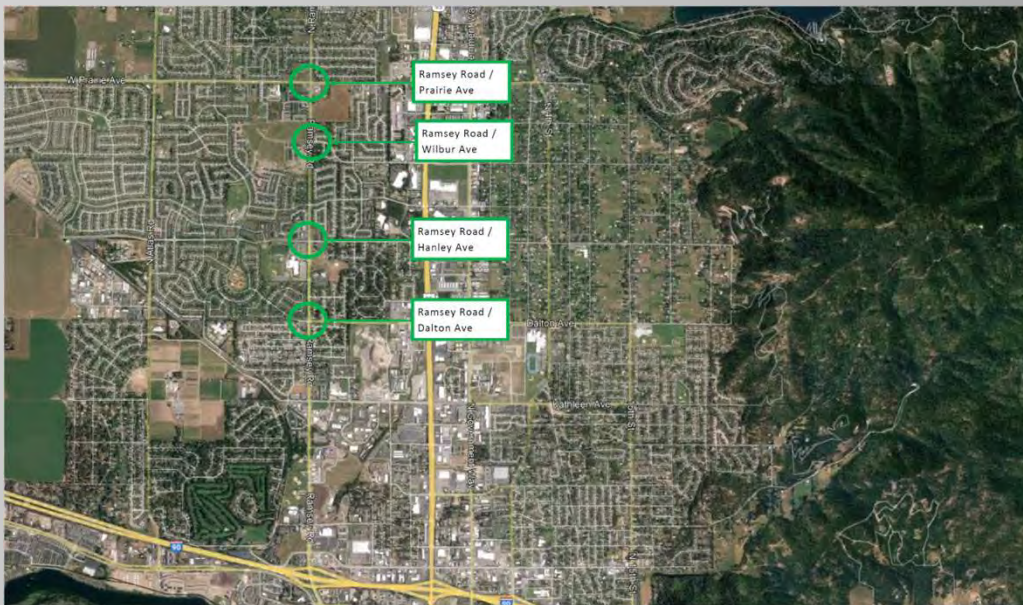


City of
Coeur d'Alene
IDAHO

August 10, 2026

1

Ramsey Road Signal Upgrades



2

Ramsey Road Signal Upgrades Utility Hearing

Council should approve the ITD-prepared resolution and State/Local Agreement for construction of the Ramsey Road traffic signal upgrades.

**STATE/LOCAL AGREEMENT
(CONSTRUCTION)
PROJECT NO. A024(276)
RAMSEY RD SIGNAL UPGRADES
KOOTENAI COUNTY
KEY NO. 24276**

PARTIES

THIS AGREEMENT is made and entered into this _____ day of _____, _____, by and between the **IDAHO TRANSPORTATION BOARD** by and through the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the State, and **CITY OF COUER D'ALENE**, acting by and through its Mayor and Council, hereafter called the Sponsor.

PURPOSE

The Sponsor has requested federal participation in the costs of Ramsey Rd Signal Upgrades. which has been designated as Project No. A024(276). This Agreement sets out the responsibilities of the parties in the construction and maintenance of the project.

Authority for this Agreement is established by Section 40-317 of the Idaho Code.

The Parties agree as follows:

SECTION I. GENERAL

1. This Agreement is entered into for the purpose of complying with certain provisions of the Federal-Aid Highway Act in obtaining federal participation in the construction of the project.
2. Federal participation in the costs of the project will be governed by the applicable sections of Title 23, U.S. Code (Highways) and rules and regulations prescribed or promulgated by the Federal Highway Administration, including, but not limited to, the requirements of 23 U.S.C. §313.23 and CFR §635.410.
3. Funds owed by the Sponsor shall be remitted to the State through the ITD payment portal at:

<https://apps.itd.idaho.gov/PayITD> .

4. All information, regulatory and warning signs, pavement or other markings, and traffic signals, the cost of which is not provided for in the plans and estimates, must be erected at the sole expense of the Sponsor upon the completion of the project.
5. The location, form and character of all signs, markings and signals installed on the project, initially or in the future, shall be in conformity with the Manual of Uniform Traffic Control Devices as adopted by the State.
6. This State/Local Agreement (Construction) upon its execution by both Parties, supplements the State/Local Agreement (Project Development) by and between the same parties, dated December 8, 2023.
7. Sufficient Appropriation. It is understood and agreed that the State is a governmental agency, and this Agreement shall in no way be construed so as to bind or obligate the State beyond the term of any particular appropriation of funds by the Federal Government or the State Legislature as may exist from time to time. The State reserves the right to terminate this Agreement if, in its sole judgment, the Federal Government or the legislature of the State of Idaho fails, neglects or refuses to appropriate sufficient funds as may be required for the State to continue payments. Any such termination shall take effect immediately upon notice and be otherwise effective as provided in this Agreement.

SECTION II. That the State shall:

1. Enter into an Agreement with the Federal Highway Administration covering the federal government's pro rata share of construction costs.
2. Advertise, open bids, prepare a contract estimate of cost based on the successful low bid and notify the Sponsor thereof.
3. Award a contract for construction of the project, based

on the successful low bid, if it does not exceed the State's estimate of cost of construction by more than ten (10) percent. If the low bid exceeds the estimate by more than 10%, the bid will be evaluated, and if justified, the contract will be awarded and the Sponsor will be notified.

4. Obtain concurrence of the Sponsor before awarding the contract if the Sponsor's share of the low bid amount exceeds the amount set forth in Section III, Paragraph 1 by more than ten (10) percent.
5. Provide to the Sponsor sufficient copies of the Contract Proposal, Notice to Contractors, and approved construction plans.
6. Designate a resident engineer and other personnel, as the State deems necessary, to supervise and inspect construction of the project in accordance with the plans and specifications in the manner required by applicable state and federal regulations. This engineer, or his authorized representatives, will prepare all monthly and final contract estimates and change orders, and submit all change orders to the Sponsor for their concurrence. If the Sponsor's share of any change order exceeds \$1,000.00, the State will submit a statement to the Sponsor indicating the amount owed by the Sponsor.
7. Appoint the Local Highway Technical Assistance Council as the contract administrator for the State.
8. Notify the Sponsor when construction engineering and inspection (CE&I) costs have reached approximately 85% of the estimated cost for CE&I.
9. Maintain complete accounts of all project funds received and disbursed, which accounting will determine the final project costs.
10. Upon completion of the project, after all costs have been accumulated and the final voucher paid by the Federal Highway Administration, provide a statement to the Sponsor summarizing the estimated and actual costs, indicating an adjustment for or against the Sponsor. Any excess funds transmitted by the Sponsor and not

required for the project will be applied to any outstanding balance the Sponsor may have on a previously completed project. If no such outstanding balance exists, the excess funds will be returned to the Sponsor.

SECTION III. That the Sponsor shall:

1. Pay to the State before the advertisement for bids, the amount of **ONE HUNDRED SIXTEEN THOUSAND SIX HUNDRED TWENTY-SIX DOLLARS (\$116,626)**, which is the Sponsor's estimated share of the cost for construction, plus preliminary engineering, and construction engineering & inspection (CE&I). These costs and the Sponsor's match are detailed in the attached *Worksheet for State/Local Construction Agreements* marked Exhibit A. The actual cost to the Sponsor will be determined from the total quantities obtained by measurement plus the actual cost of engineering and contingencies required to complete the work. Construction engineering, inspection and contingencies will be approximately 22% of the total construction cost.
2. Upon approval of the lowest qualified bid received, if the Sponsor's share exceeds the amount set forth in Section III, Paragraph 1, transmit to the State the Sponsor's portion of such excess cost.
3. Authorize the State to administer the project and make any necessary changes and decisions within the general scope of the plans and specifications. Prior approval of the Sponsor will be obtained if it is necessary, during the life of the construction contract, to deviate from the plans and specifications to such a degree that the costs will be increased or the nature of the completed work will be significantly changed.
4. Designate an authorized representative to act on the Sponsor's behalf regarding action on change orders. That authorized representative's name is _____, Phone No. _____.
5. When change orders are submitted by the State for approval pursuant to Section II, Paragraph 6, the

Sponsor or its authorized representative shall give approval of same as soon as possible, but no later than ten (10) calendar days after receipt of the change order. If approval is delayed, any claims due to that delay shall be the responsibility of the Sponsor.

6. Upon receipt of any statement referred to in Section II, Paragraphs 6 and 10, indicating an adjustment in cost against the Sponsor, promptly remit to the State a check or warrant in that amount.
7. Maintain the project upon completion to the satisfaction of the State. Such maintenance includes, but is not limited to, preservation of the entire roadway surface, shoulders, roadside cut and fill slopes, drainage structures, and such traffic control devices as are necessary for its safe and efficient utilization. Failure to maintain the project in a satisfactory manner will jeopardize the future allotment of federal-aid highway funds for projects within the Sponsor's jurisdiction.
8. To the extent permitted by Idaho law and as provided by the Idaho Tort Claims Act, indemnify, save harmless the State, regardless of outcome, from the expenses of and against suits, actions, claims or losses of every kind, nature and description, including costs, expenses and attorney fees that may be incurred by reason of any act or omission, neglect or misconduct of the Sponsor or its consultant in the design, construction and maintenance of the work which is the subject of this Agreement, or Sponsor's failure to comply with any state or federal statute, law, regulation or rule. Nothing contained herein shall be deemed to constitute a waiver of the State's sovereign immunity, which immunity is hereby expressly reserved.

EXECUTION

This Agreement is executed for the State by its Division Administrator and executed for the Sponsor by the Board of Commissioners, attested to by the City Clerk, with the imprinted corporate seal of the City of Couer d'Alene.

IDAHO TRANSPORTATION DEPARTMENT

Division Administrator

ATTEST:

CITY OF COUER D'ALENE

City Clerk

Mayor

(SEAL)

By regular/special meeting
on _____.

cr:24276 SLA CN

RESOLUTION

WHEREAS, the Idaho Transportation Department, hereafter called the **STATE**, has submitted an Agreement stating obligations of the **STATE** and the **CITY OF COEUR D'ALENE**, hereafter called the **CITY**, for construction of Ramsey Rd Signal Upgrades; and

WHEREAS, the **STATE** is responsible for obtaining compliance with laws, standards and procedural policies in the development, construction and maintenance of improvements made to the Federal-aid Highway System when there is federal participation in the costs; and

WHEREAS, certain functions to be performed by the **STATE** involve the expenditure of funds as set forth in the Agreement; and

WHEREAS, The **STATE** can only pay for work associated with the State Highway system; and

WHEREAS, the **CITY** is fully responsible for its share of project costs; and

NOW, THEREFORE, BE IT RESOLVED:

1. That the Agreement for Federal Aid Highway Project A024(276) is hereby approved.
2. That the Mayor and the City Clerk are hereby authorized to execute the Agreement on behalf of the **CITY**.
3. That duly certified copies of the Resolution shall be furnished to the Idaho Transportation Department.

CERTIFICATION

I hereby certify that the above is a true copy of a Resolution passed at a *regular, duly* called special (X-out non-applicable term) meeting of the City Council, City of Coeur d'Alene, held on _____, _____.

(Seal)

City Clerk

WORKSHEET FOR STATE / LOCAL CONSTRUCTION AGREEMENTS

Key No: 24276

Project No: A024(276)

Project Name: Ramsey Rd Signal Upgrades

Sponsor: City of Coeur d'Alene, Kootenai County

Description of work: For the work to install and upgrade traffic signal operations with new equipment, pushbuttons and upgrade vehicle detection at four intersections along the Ramsey Road corridor to improve safety for all users.

Date of State/Local Agreement for Project Development: 12/8/2023

TOTAL ESTIMATED COST OF CONSTRUCTION <i>Includes E&C</i>	\$1,617,525
APPROVED FORCE ACCOUNT WORK	\$0
PLUS PE BY STATE (from 2101)	\$500
PLUS PL BY LHTAC (from 2101)	\$39,000
PLUS PC (from PC Agreements)	\$182,171
PLUS ROW (from 2101)	\$0
PLUS LP (from 2101)	\$0
MINUS ALL NON-PARTICIPATING	\$0
PARTICIPATING TOTAL	\$1,839,196
MATCH PERCENTAGES	
PERCENTAGE AMOUNTS	
MINUS FEDERAL MAXIMUM	\$0
ADD OVERAGE (If Any To Local)	
LOCAL SHARE OF CONSTRUCTION AMOUNT	

FEDERAL

LOCAL

92.66%

7.34%

\$1,704,199.01

\$134,996.99

\$0

1,704,199



\$0

\$134,997

ADJUSTMENTS

PLUS ALL NON-PARTICIPATING (From above if work by contract)	\$0
MINUS FUNDS ADVANCED BY THE SPONSOR FOR LP	\$0
MINUS FUNDS ADVANCED BY THE SPONSOR FOR STATE PE (from PD Agreement)	\$5,000
MINUS APPROVED FORCE ACCOUNT WORK (From above)	\$0
MINUS PRELIMINARY ENGINEERING PAID BY LOCAL	\$13,371

(If LPA has not rec'd reimbursement, use actual PC dollars paid by LPA)

(If LPA has rec'd reimbursement, use local match % of actual PC dollars paid by LPA)

(Amounts must be supported by District Records Inspector Audit)

CONSTRUCTION AMOUNT REQUIRED FROM SPONSOR AFTER ADJUSTMENTS \$116,626

Construction Estimate (CN):	\$1,318,616.00	Program Funds	
Non-Bid Items :	\$10,000.00	CE:	\$7,000.00
Contingencies (5.00%):	\$65,931.00	CL:	\$47,000.00
Const Engineering (CE&I) (13.65%):	\$179,991.00	CC:	\$203,000.00
Const Admin (CL) (3.03%):	\$39,954.00	Contingency:	\$0.00
Const Admin (CE) (0.23%):	\$3,033.00	CN:	\$1,087,000.00
Utilities:	\$0.00	Utilities:	\$0.00
TOTAL CN ESTIMATED COST:	\$1,617,525.00	CN & CEI OTIS:	\$1,344,000.00

Difference: (\$273,525.00)**Comments:**

Design Agreement Administrator - Brian Wright, P.E.

Resident Engineer - Kevin Kuther, P.E.

rd 8/06

PREPARED BY: Craig Herndon & Ryan Rush

Date: 7/20/2026



Cost Estimate Summary Report

Cost Estimate Name:	24276	Improvement Type:	
Description:	RAMSEY ROAD SIGNAL UPGRADES	Work Type:	
Spec Book:	25	Estimated By:	
Unit System:	English	Estimate Phase:	05
Construction Year:	2026	Estimate Type:	

Total Construction Budget:	\$1,328,616.00
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Base Cost Estimate

Total Cost Estimate Items:	\$1,328,616.00
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Total Construction Contingency:	\$0.00
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Total Non-Bid Items:	\$0.00
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Total Allowances:	\$0.00
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Name	Description	Cost
Name	Description	Amount

Contingency & Risk

Total Market Contingency:	\$0.00
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Cost Estimate Summary Report

Cost Category Breakdown

Catg Name		Catg Description				Total Cost			
001		ROADWAY WORK BY CONTRACT				\$1,318,616.00			
003		NON-BID ITEM WORK BY CONTRACT				\$10,000.00			
Cat	Line #	Item #	Item Description	Unit	Quantity	Price	Item Total	Price Source	
001	5	203-006A	REMOVAL OF SIGN	EACH	2.000	\$200.00	\$400.00	Ad Hoc	
001	10	203-015A	REMOVAL OF BITUMINOUS SURFACE	SY	370.500	\$10.00	\$3,705.00	Ad Hoc	
001	15	203-060A	REMOVAL OF CONCRETE SIDEWALK	SY	430.500	\$20.00	\$8,610.00	Ad Hoc	
001	20	203-070A	REMOVAL OF CURB & GUTTER	FT	567.600	\$7.85	\$4,455.66	Ad Hoc	
001	25	303-022A	3/4" AGGREGATE TYPE B FOR BASE	TON	266.400	\$33.00	\$8,791.20	Ad Hoc	
001	30	405-240A	MISCELLANEOUS PAVEMENT	SY	372.300	\$8.00	\$2,978.40	Ad Hoc	
001	35	405-435A	SUPERPAVE HMA PAVEMENT INCLUDING ASPHALT & ADDITIVES CLASS SP-3	TON	124.200	\$168.00	\$20,865.60	Ad Hoc	
001	40	614-015A	SIDEWALK	SY	446.300	\$120.00	\$53,556.00	Ad Hoc	
001	45	614-025A	CURB RAMP	SY	229.900	\$200.00	\$45,980.00	Ad Hoc	

Cost Estimate: 24276



Cost Estimate Summary Report

001	50	615-492A	CURB & GUTTER TYPE 2 MODIFIED	FT	580.000	\$74.00	\$42,920.00	Ad Hoc
001	55	626-010A	TEMPORARY TRAFFIC CONTROL SIGNS	SF	462.000	\$17.00	\$7,854.00	Ad Hoc
001	60	626-040A	BARRICADE TYPE 3	EACH	55.000	\$95.00	\$5,225.00	Ad Hoc
001	65	626-050A	DRUMS	EACH	387.000	\$30.00	\$11,610.00	Ad Hoc
001	70	626-065A	ARROW BOARD	HR	168.000	\$35.00	\$5,880.00	Ad Hoc
001	75	626-092A	TEMPORARY PAVEMENT MARKING TAPE	FT	1,066.000	\$3.50	\$3,731.00	Ad Hoc
001	80	626-105A	TEMPORARY TRAFFIC CONTROL MAINTENANCE	HR	1,728.000	\$65.00	\$112,320.00	Ad Hoc
001	85	626-120A	FLAGGER CONTROL	HR	168.000	\$65.00	\$10,920.00	Ad Hoc
001	90	626-135A	WEIGHTED BASE TUBULAR MARKERS	EACH	159.000	\$10.00	\$1,590.00	Ad Hoc
001	95	630-010A	TRANSVERSE, WORD, SYMBOL, AND ARROW PAVEMENT MARKINGS - PREFORMED THERMOPLASTIC	SF	4,737.000	\$12.00	\$56,844.00	Ad Hoc
001	100	630-025A	LONGITUDINAL PAVEMENT MARKING - WATERBORNE	FT	16,759.000	\$0.50	\$8,379.50	Ad Hoc

Cost Estimate: 24276



Cost Estimate Summary Report

001	105	656-010A	SIGNAL HOUSING	EACH	4.000	\$2,500.00	\$10,000.00	Ad Hoc
001	110	656-015A	INTERSECTION PREEMPTION DETECTION SYSTEM	EACH	4.000	\$9,500.00	\$38,000.00	Ad Hoc
001	115	656-020C	INTERSECTION DETECTION SYSTEM - VIDEO	EACH	4.000	\$41,000.00	\$164,000.00	Ad Hoc
001	120	656-025A	ELECTRICAL SERVICE PEDESTAL TYPE 1	EACH	2.000	\$8,000.00	\$16,000.00	Ad Hoc
001	125	656-030A	INTERSECTION SIGNAL STRUCTURE	EACH	1.000	\$84,000.00	\$84,000.00	Ad Hoc
001	130	656-035A	INTERSECTION PEDESTRIAN SYSTEM	EACH	4.000	\$18,000.00	\$72,000.00	Ad Hoc
001	135	656-040A	SIGNAL CABINET	EACH	4.000	\$33,000.00	\$132,000.00	Ad Hoc
001	140	656-045A	SIGNAL CONTROLLER	EACH	4.000	\$16,500.00	\$66,000.00	Ad Hoc
001	145	656-065A	COMBINED CABINET & SERVICE PEDESTAL FOUNDATION	EACH	1.000	\$8,000.00	\$8,000.00	Ad Hoc
001	150	656-070A	ADDITIONAL ELECTRICAL ITEMS	LS	1.000	\$65,000.00	\$65,000.00	Ad Hoc
001	155	675-005A	SURVEY	LS	1.000	\$45,000.00	\$45,000.00	Ad Hoc

Cost Estimate: 24276



Cost Estimate Summary Report

001	160	677-005A	RECORD DRAWINGS	LS	1.000	\$15,000.00	\$15,000.00	Ad Hoc
001	165	S900-50A	CONTINGENCY AMOUNT MISCELLANEOUS WORK	CA	5,000.000	\$1.00	\$5,000.00	Ad Hoc
001	170	S900-50B	CONTINGENCY AMOUNT DIRECTED LANDSCAPING	CA	8,000.000	\$1.00	\$8,000.00	Ad Hoc
001	175	S901-05A	SP EXISTING FOUNDATION MODIFICATION	EACH	1.000	\$4,000.00	\$4,000.00	Ad Hoc
001	180	S904-05A	SP REMOVAL OF PAVEMENT MARKINGS	LS	1.000	\$8,000.00	\$8,000.00	Ad Hoc
001	185	Z629-05A	MOBILIZATION	LS	1.000	\$162,000.64	\$162,000.64	Ad Hoc
003	190	A100-70A	FUEL ADJUSTMENT	CA	5,000.000	\$1.00	\$5,000.00	Ad Hoc
003	195	A100-80A	ASPHALT ADJUSTMENT	CA	5,000.000	\$1.00	\$5,000.00	Ad Hoc

**GENERAL SERVICES COMMITTEE
STAFF REPORT**

DATE: August 10, 2026
FROM: Chris Bosley – City Engineer
SUBJECT: Standard Drawing Updates

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DECISION POINT:

Should Council approve updated and new Standard Drawings for public works construction?

HISTORY:

The City has a library of Standard Drawings to guide public works construction projects to meet our requirements. These Standard Drawings are important to ensure that construction projects are completed in a way that is satisfactory to the City, meet Federal, State, and local requirements, provide longevity, and are serviceable by our departments. The last update to the Standard Drawings was made in 2024 and approved by City Council. Input for this update was gathered from City inspectors, contractors, and City departments that deal with public works construction. These updates will replace the current Standard Drawings found on our website.

FINANCIAL ANALYSIS:

All work on the Standard Drawing updates was performed by City staff. There is no financial requirement from the City.

DECISION POINT/RECOMMENDATION:

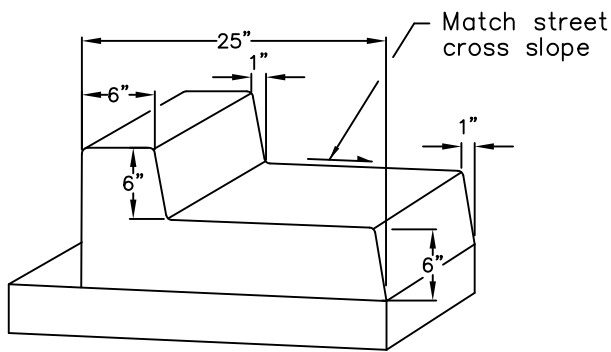
Council should approve the updates to the Standard Drawings.

GENERAL DESCRIPTION OF 2026 CHANGES TO STANDARD DRAWINGS

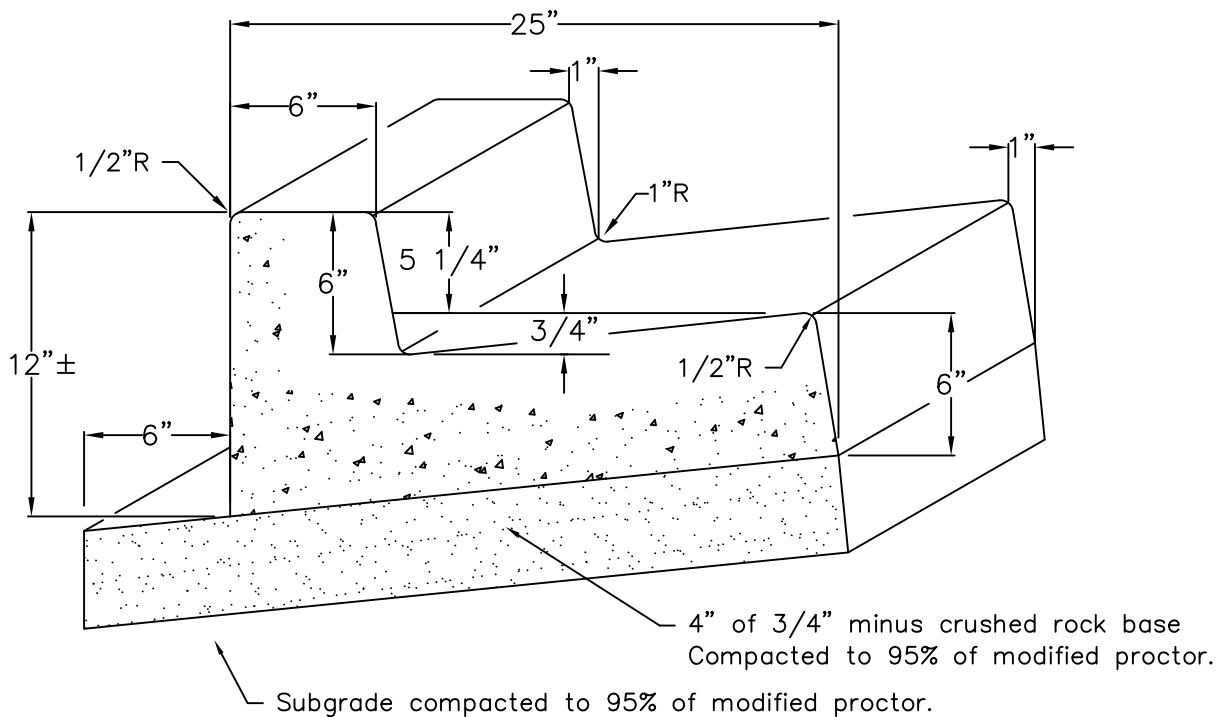
STANDARD DRAWING NUMBER	REVISION
C-1	CLARIFIED COMPACTION IS MODIFIED PROCTOR FOR SUBGRADE, ADDED REFERENCE TO M-12
C-2	CLARIFIED COMPACTION IS MODIFIED PROCTOR FOR SUBGRADE, ADDED REFERENCE TO M-13
C-3	CLARIFIED COMPACTION IS MODIFIED PROCTOR FOR SUBGRADE, ADDED REFERENCE TO M-14
C-4	CLARIFIED COMPACTION IS MODIFIED PROCTOR FOR SUBGRADE, ADDED REFERENCE TO M-15
C-5	NOTED 4' LANDING AREA FOR ADA COMPLIANCE
C-6	ADDED NOTES FOR CLARIFICATION, ADDED EXPANSION JOINT LOCATIONS
C-7	ADDED 4' MINIMUM PEDESTRIAN CLEARANCE NOTE, ADDED EXPANSION JOINT LOCATIONS
C-8	CHANGE C-20 REFERENCE TO C-10, ADDED TOOLED JOINT LOCATIONS
C-9	ADDED TOOLED JOINT LOCATIONS
C-10	ADDED NOTES FOR COMMERCIAL APPROACHES
C-11	ADDED TRUNCATED DOME NOTE
C-12	ADDED TRUNCATED DOME NOTE
C-13	ADDED NOTE FOR MAX. DRIVEWAY SLOPE AND REFERENCE TO PATCHING STANDARD
C-14	ADDED MORE ADA REQUIREMENT NOTES FOR CLARIFICATION
C-17	ADDED 2" MINIMUM DROP NOTE
C-18	ADDED EXPANSION JOINTS
C-19	ADDED EXPANSION JOINTS
C-20	NEW STANDARD DRAWING
M-3	NEW STANDARD DRAWING
M-11	ADDED REQUIREMENT TO CHIPSEAL PREVIOUSLY CHIPSEALED STREETS
M-12	RENUMBERED FROM M-41
M-18	ADDED CLARIFYING NOTE REGARDING LENGTH REQUIREMENT
M-22	ADDED CLARIFYING NOTES
M-23	ADDED CLARIFYING NOTES
M-27	REMOVED
M-33	CLARIFIED ELECTRONIC SUBMITTAL REQUIREMENT
M-40	ADDED PAVED ALLEY DETAIL
M-41	RENUMBERED TO M-12. CHANGED M-41 TO PARKING REQUIREMENTS
SD-7	CLARIFIED GRASS REQUIREMENT
SD-11	REMOVED FABRIC FROM AROUND DRAIN
SS-12	NEW STANDARD DRAWING
W-1	ADDED STOP AND WASTE VALVE
W-4	SHOWED SEPARATION BETWEEN HYDRANT AND SIDEWALK
W-6	DEFINE MAX DISTANCE FOR PIPING BELOW GRADE ON FROST FREE BLOW OFF ASSEMBLY
W-14	SHOW STOP AND WASTE ON DISCHARGE PIPING OF 2" METER SETTING FOR IRRIGATION SERVICES
W-15	CHANGE WORDING TO ALLOW ULTRASONIC METERS, CHANGE MXU TO ENDPOINT
W-16	CHANGE WORDING TO ALLOW ULTRASONIC METERS, CHANGE MXU TO ENDPOINT
W-17	CHANGE LID SIZE ON METER VAULT FROM 24" TO 30"
W-18	ADDED PRESSURE GAUGES TO PIPE ON INLET AND DISCHARGE SIDE OF VALVE PIPING
W-20	CHANGE WORDING TO CLARIFY NO UPSTREAM TEES ON INLET SIDE OF BACKFLOW ASSEMBLY
W-21	ADDED WORDING FOR NO UPSTREAM TEES ON INLET SIDE OF BACKFLOW ASSEMBLY
W-22	CHANGE "DEVICE" TO "ASSEMBLY", CHANGE WORDING ON ELEVATION REQUIREMENT
W-23	ADDED NOTE "NO TEES ON INLET SIDE OF PIPING", ADDED LANGUAGE FOR HIGH REQUIREMENT
W-24	ADDED LANGUAGE "ALL BY-PASS ARRANGEMENTS SHALL BE PROTECTED"
W-25	REMOVE BOX SIZE REQUIREMENT AND ADDED FREEZE PROTECTION REQUIREMENT
W-26	ADDED LANGUAGE STATING THAT DCVA'S ARE NO LONGER PERMITTED TO BE INSTALLED
W-30	CHANGE LID SIZE ON METER VAULT FROM 24" TO 30"
W-31	CHANGE MINIMUM DISTANCE TO FOR CLEARANCES FROM 24" TO 12", DRAW IN STOP AND DRAIN
W-32	CHANGE MINIMUM DISTANCE TO FOR CLEARANCES FROM 24" TO 12",
W-37	ADDED "APPROVED ORIENTATION ONLY" LANGUAGE
W-38	ADDED "APPROVED ORIENTATION ONLY" LANGUAGE
W-39	REVISED ABANDONMENT METHOD
W-42	ADDED WATER SENSOR W/AUTOMATIC SHUT OFF VALVE TO REQUIREMENTS, ADDED "APPROVED C
W-43	ADDED "APPROVED ORIENTATION ONLY" LANGUAGE
W-44	ADDED "APPROVED ORIENTATION ONLY" LANGUAGE

GENERAL DESCRIPTION OF 2026 CHANGES TO STANDARD DRAWINGS

STANDARD DRAWING NUMBER	REVISION
W-45	ADDED "APPROVED ORIENTATION ONLY" LANGUAGE
W-46	ADDED "APPROVED ORIENTATION ONLY" LANGUAGE
W-47	ADDED "APPROVED ORIENTATION ONLY" LANGUAGE
W-49	SPECIFY KUPFERLE #88-SS SAMPLE STATION ONLY
W-52	ADDED "NO SIZE ON SIZE HOT TAPS WILL BE ALLOWED" LANGUAGE.



"Dump" Curb Option



NOTES:

Not to Scale

1. Weakened plane joints shall be installed every ten (10) feet with expansion joint filler at curb returns and every one hundred (100) feet per Standard Drawing C-5.
2. Machine-placed curb does not require expansion material.
3. When existing curb is removed care shall be taken not to disturb existing asphalt pavement. Refer to Standard Drawings M-11 and M-12 for asphalt street repair.
4. Joints between existing and new curb shall be sawed.
5. A light broom finish is required.
6. Compressive Strength of Concrete shall be 4000 PSI minimum.
7. Ensure that grade breaks at pedestrian ramps are less than 13%.



CITY OF COEUR D'ALENE STANDARD DRAWING

**STANDARD
CURB AND GUTTER**

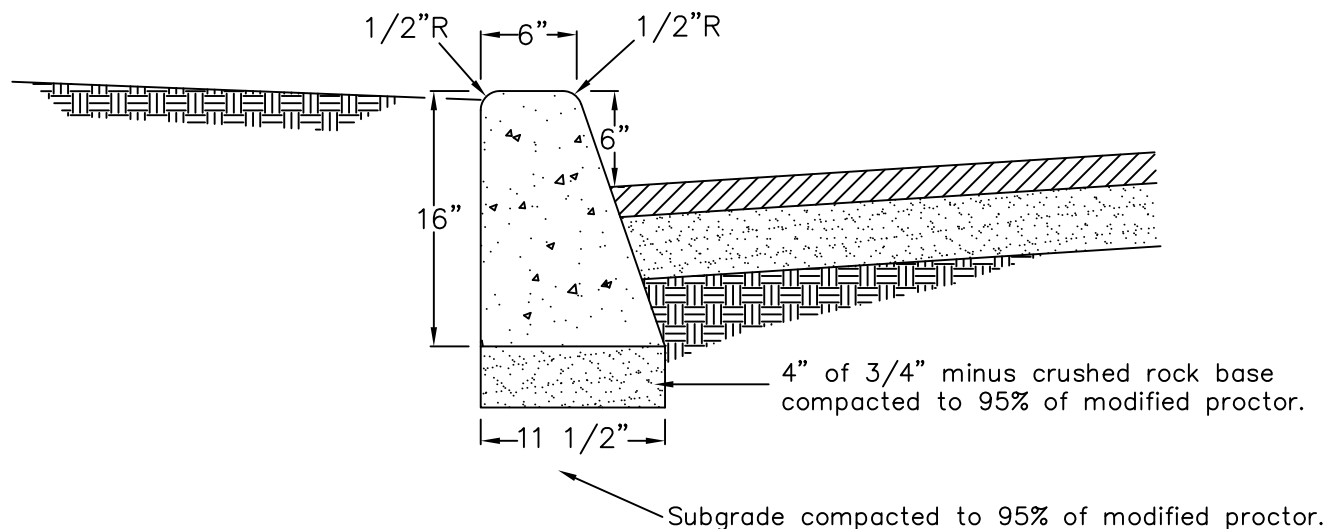
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

4/16/26
DATE:

DWG NO.

C-1



Not to Scale

NOTES:

1. Weakened plane joints shall be installed every ten (10) feet with expansion joint filler at curb returns and every one hundred (100) feet. per Standard Drawing **C-5**.
2. When existing curb is removed care shall be taken not to disturb existing asphalt pavement. Refer to Standard Drawings M-11 and M-12 for asphalt street repair.
3. Joints between existing and new curb shall be sawed.
4. A light broom finish is required.
5. Compressive Strength of Concrete shall be 4000 PSI minimum.
6. Machine-placed curb does not require expansion material.
7. Match curb height and reveal to existing curb when present.



CITY OF COEUR D'ALENE STANDARD DRAWING

**STANDARD
CURB**

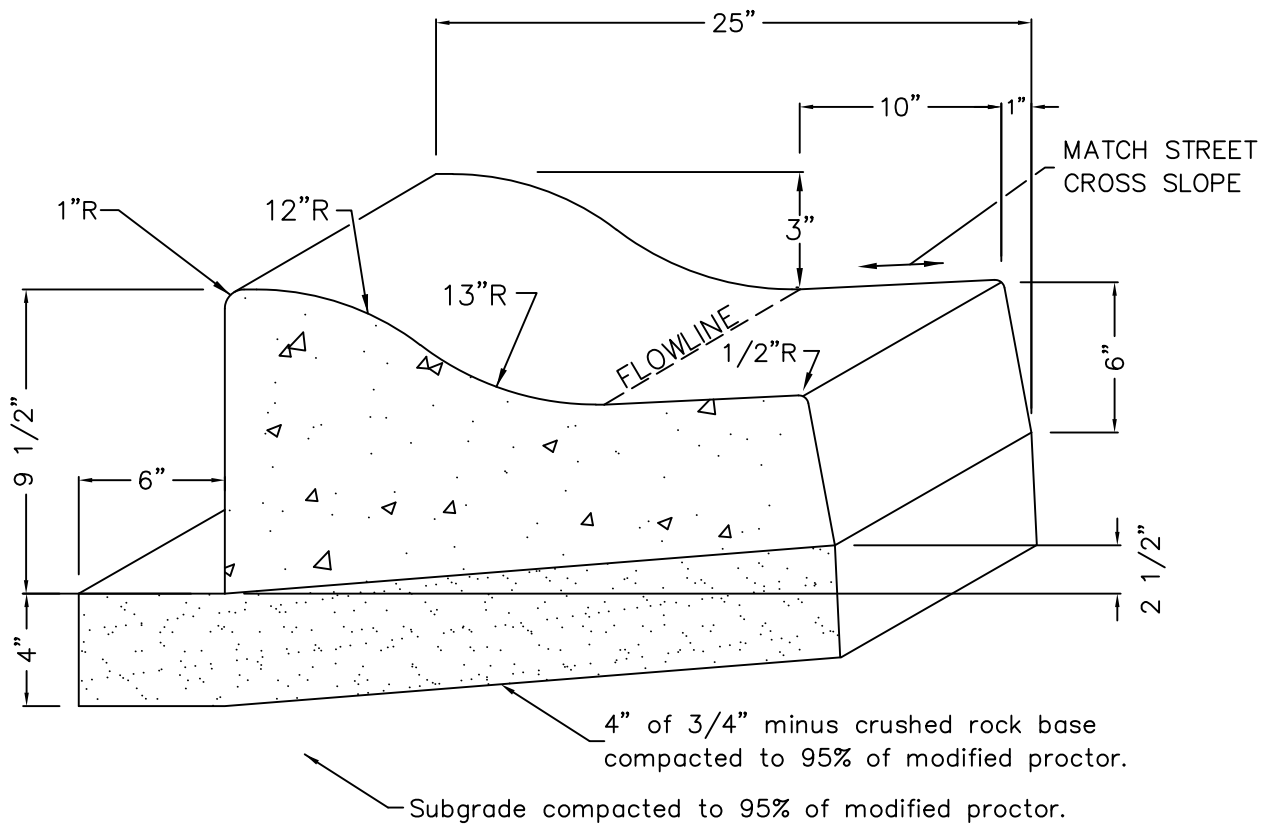
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

4/16/26
DATE:

DWG NO.

C-2



Not to Scale

NOTES:

1. Weakened plane joints shall be installed every ten (10) feet with expansion joint filler at curb returns and every one hundred (100) feet. per Standard Drawing **C-5**.
2. When existing curb is removed care shall be taken not to disturb existing asphalt pavement. Refer to Standard Drawings M-11 and M-12 for asphalt street repair.
3. Joints between existing and new curb shall be sawed.
4. A light broom finish is required.
5. Compressive Strength of Concrete shall be 4000 PSI minimum.
6. Ensure that grade breaks at pedestrian ramps are less than 13%.
7. **Installation of rolled curb and gutter must be approved in writing by the City Engineer.**
8. Machine-placed curb and gutter does not require expansion material.



CITY OF COEUR D'ALENE STANDARD DRAWING

**ROLLED
CURB AND GUTTER**

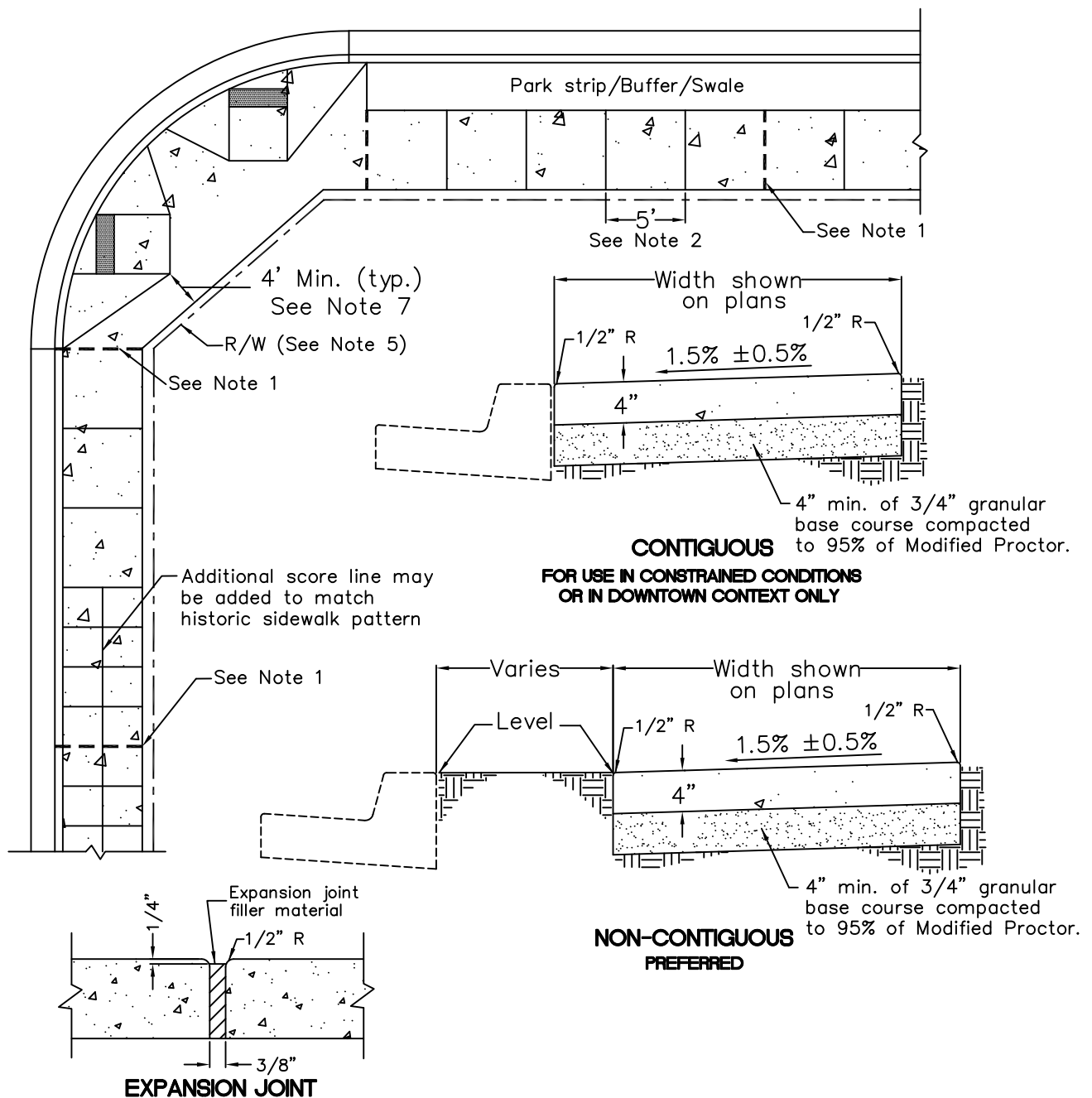
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

4/16/26
DATE:

DWG NO.

C-3



NOTES:

1. - - - - Expansion joints at curb returns, adjacent to structures, at 25' intervals, and between new and existing sidewalk.
2. ——— 3/4" grooves with 1/2" radius edges at 5' intervals.
3. Concrete shall be Portland Concrete Cement with a minimum 28 day compressive strength of 4000 PSI.
4. Non-contiguous sidewalk shall be used where feasible to provide a buffer from the roadway and space for snow storage, drainage swales, and utilities.
5. Public sidewalk must be within City right-of-way or dedicated easement.
6. Concrete surface must be finished with a light broom finish.
7. See Standard Drawing C-14 for Pedestrian Ramp design details.
8. Sidewalk must meet ADA requirements along entire property frontage.



CITY OF COEUR D'ALENE STANDARD DRAWING

SIDEWALK JOINTS AND SECTIONS

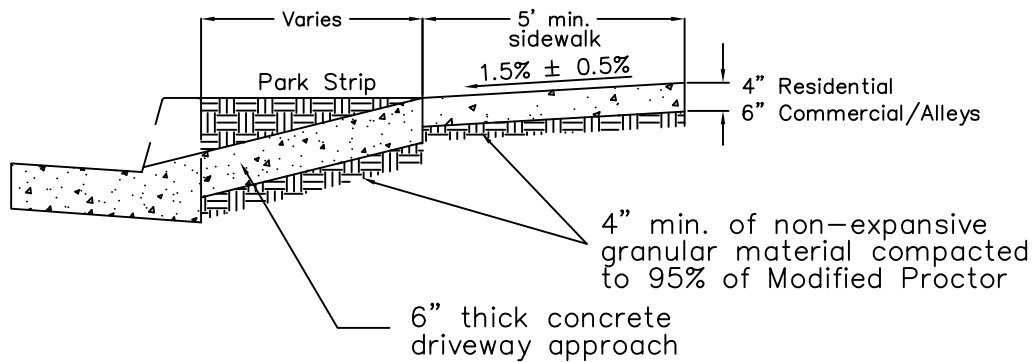
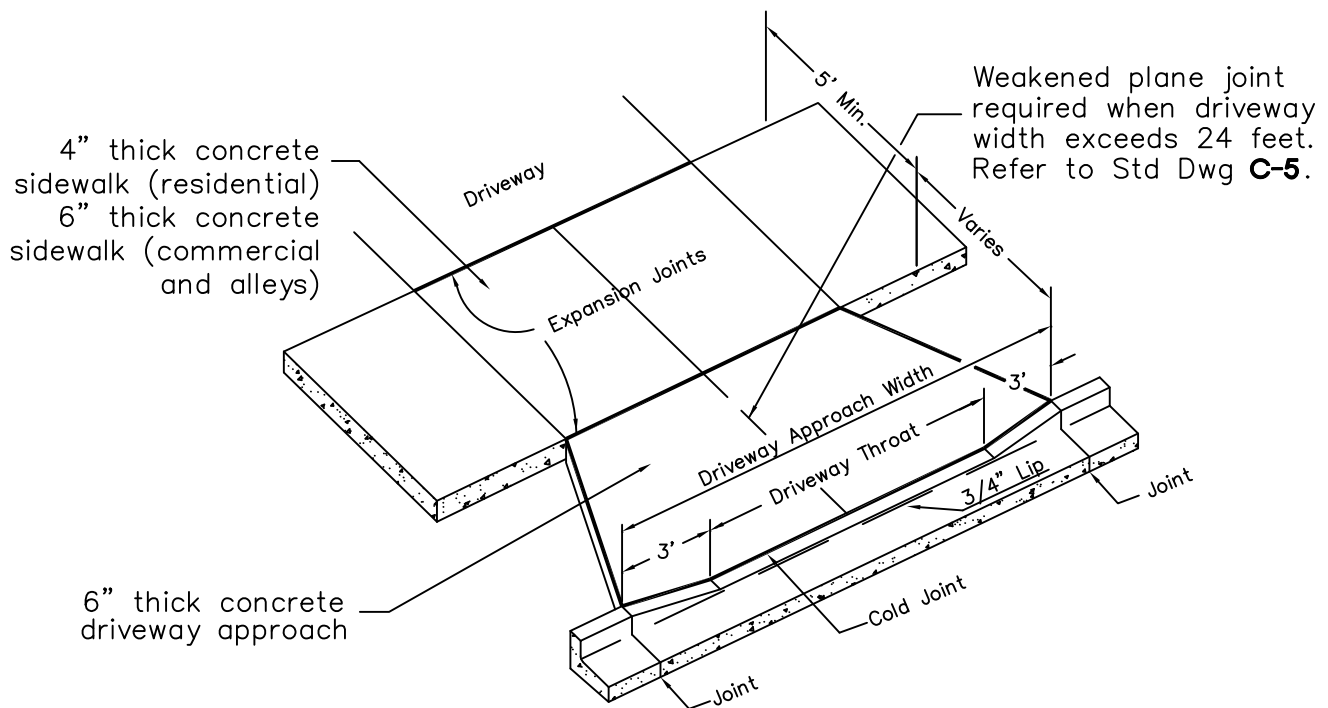
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

7/24/26
DATE:

DWG NO.

C-5



Not to Scale

NOTES

1. Residential approach width: 16' Min. – 36' Max.
2. Commercial approach width: 18' Min. – 40' Max.
3. See Std. Dwg. **C-13** for Driveway Approach Locations.
4. Concrete shall be a minimum 28 day compressive strength of 4000 PSI.
5. See Std. Dwg. **C-9** for culverts, if needed.
6. High volume commercial approaches require truncated domes.
7. Tooled sidewalk joints shall be 3/4" grooves with 1/2" radius edges at 5' intervals.



CITY OF COEUR D'ALENE STANDARD DRAWING

STANDARD DRIVEWAY APPROACH w/ PARK STRIP

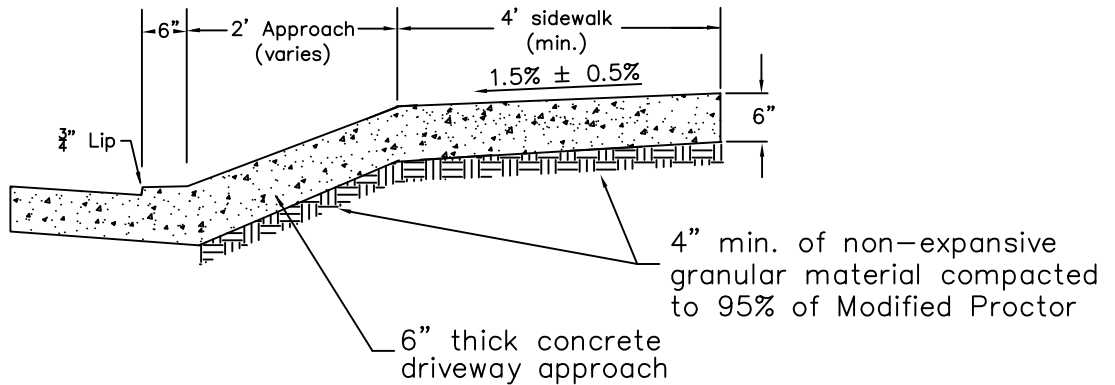
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

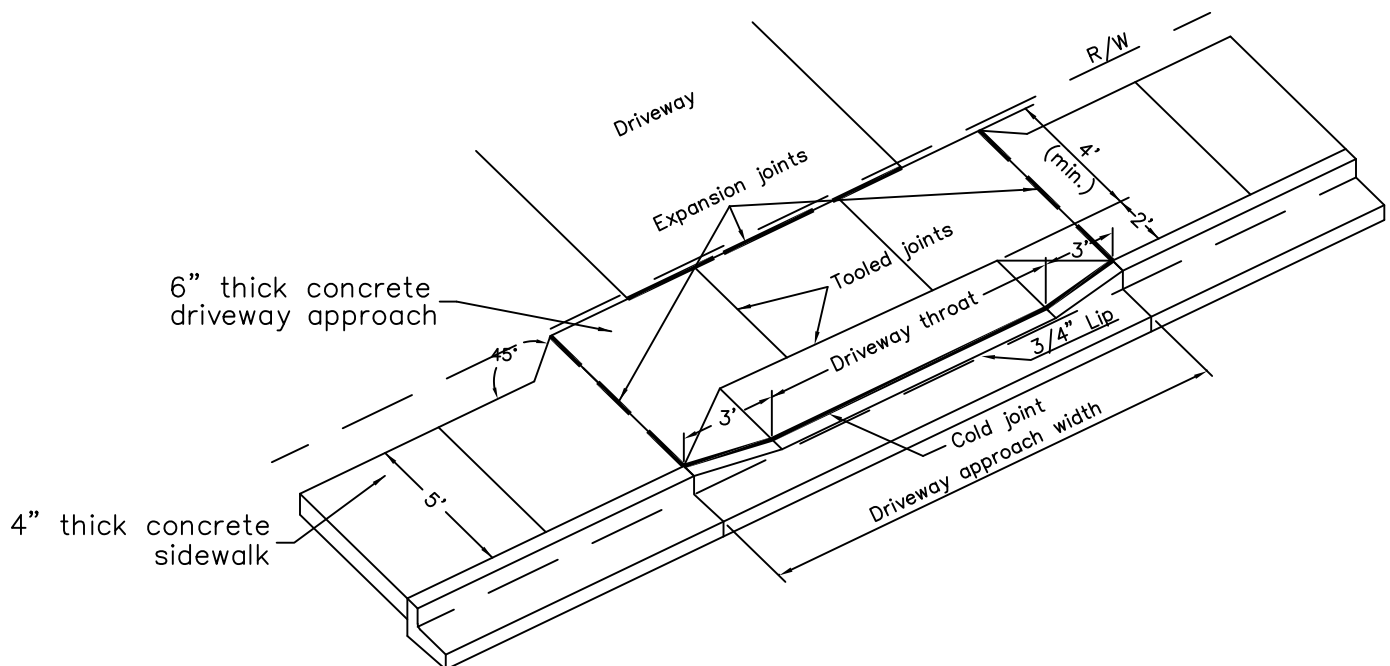
6/16/16
DATE:

DWG NO.

C-6



APPROACH SECTION



Not to Scale

NOTES:

1. Residential approach width: 16' Min. – 36' Max.
2. Commercial approach width: 18' Min. – 40' Max.
3. See Std. Dwg. **C-13** for driveway locations.
4. Concrete shall be a minimum 28 day compressive strength of 4000 PSI.
5. If the sidewalk and/or approach do not fit within the right-of-way or easement, a Depressed Driveway Approach should be used. See Std. Dwg. **C-10**
6. The required minimum pedestrian route width at any point is 4'.
7. Maintain 5' panel joint spacing in sidewalk through approach.
8. Tooled joints shall be 3/4" grooves with 1/2" radius edges.



CITY OF COEUR D'ALENE STANDARD DRAWING

**STANDARD DRIVEWAY
APPROACH w/o PARK STRIP
(LIMITED RIGHT-OF-WAY)**

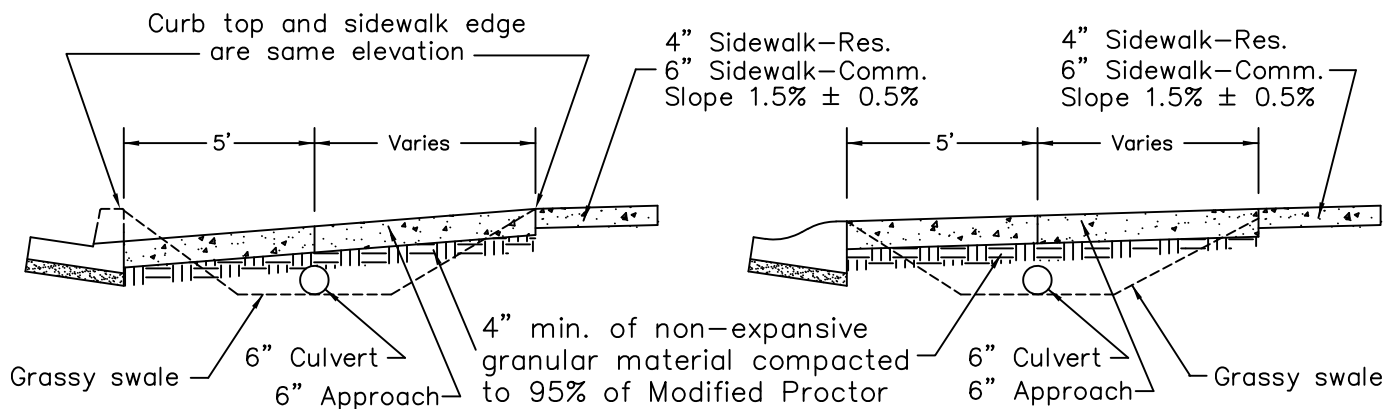
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

6/8/26
DATE:

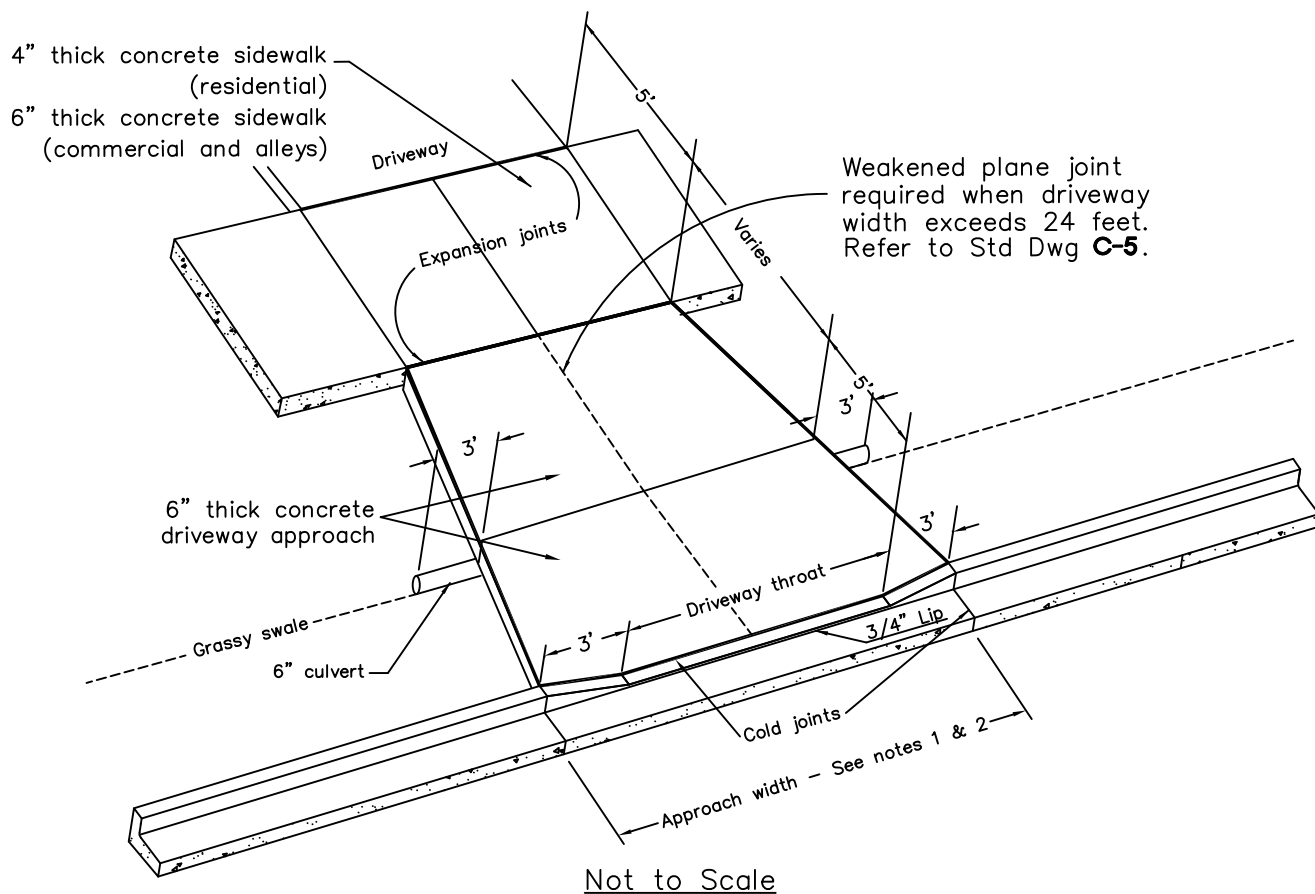
DWG NO.

C-8



STANDARD CURB AND GUTTER SECTION

ROLLED CURB AND GUTTER SECTION



NOTES:

1. Residential approach width: 16' min - 36' max.
2. Commercial approach width: 18' min - 40' max.
3. See Standard Drawing **C-13** for driveway approach locations.
4. See Standard Drawing **SD-7** for grassy swale detail.
5. Concrete shall be a minimum 28 day compressive strength of 4000 PSI.
6. Culvert material shall be Schedule 40 or equal, with smooth interior wall.
7. Maintain 5' sidewalk joint spacing through approach.



CITY OF COEUR D'ALENE STANDARD DRAWING

**DRIVEWAY APPROACH
WITH CULVERT**

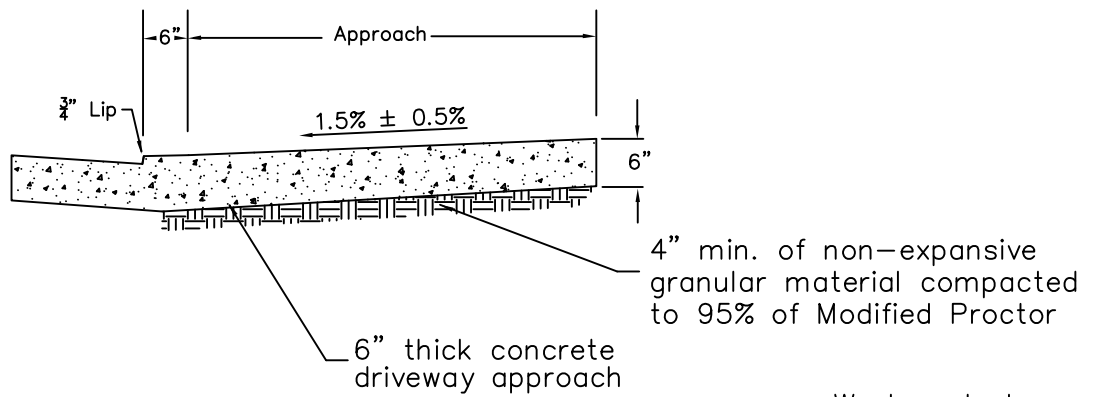
APPROVED BY:

Chris Busby
CITY ENGINEER, PE 10804

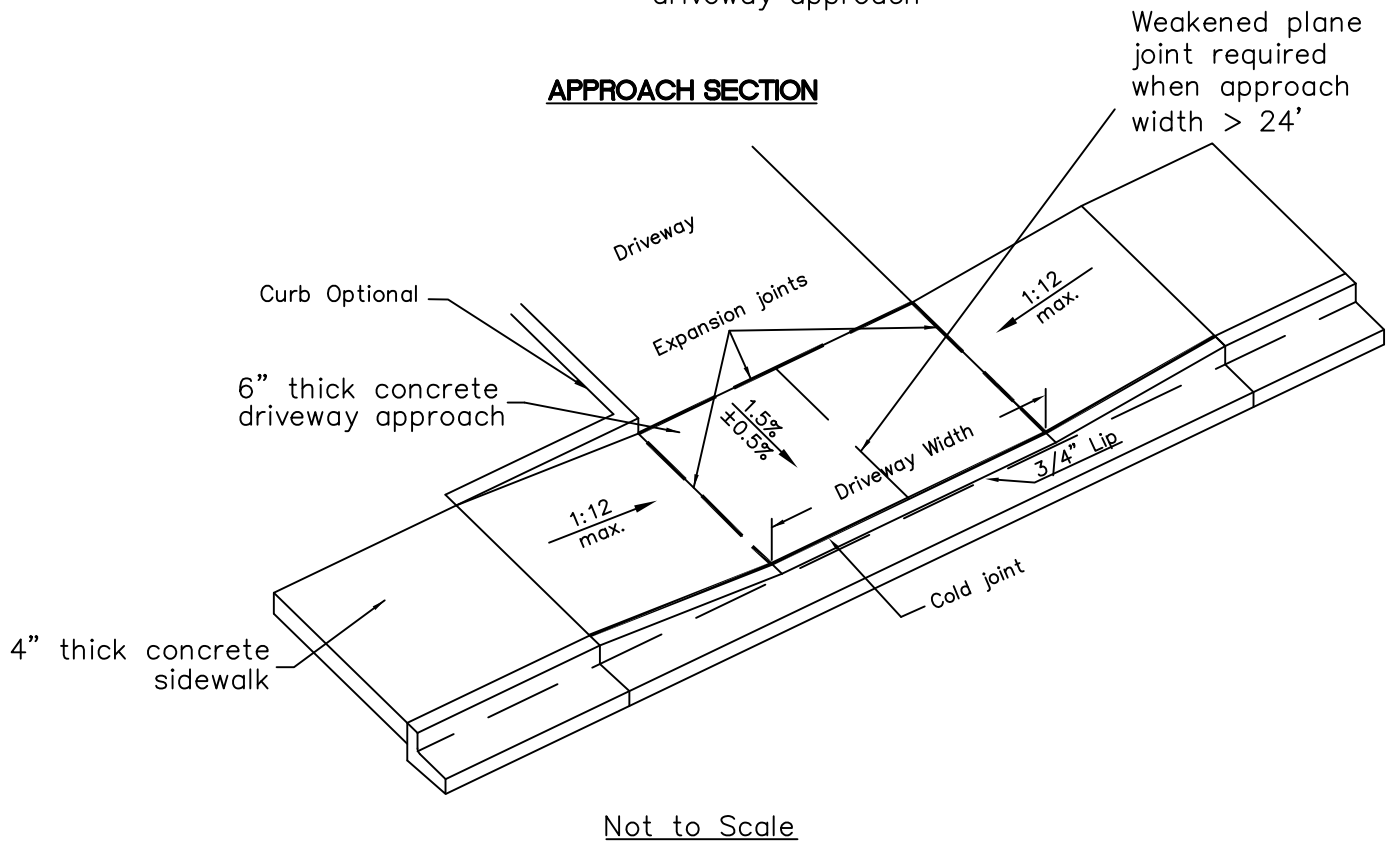
6/8/26
DATE:

DWG NO.

C-9



APPROACH SECTION



NOTES:

1. Residential approach width: 16' Min. – 36' Max.
2. Commercial approach width: 18' Min. – 40' Max.
3. See Std. Dwg. **C-13** for driveway locations.
4. Concrete shall be a minimum 28 day compressive strength of 4000 PSI.
5. Maintain 5' panel joint spacing in sidewalk through approach.
6. City Engineer approval required for Depressed Driveway Approaches.
7. High volume commercial approaches require truncated domes.



CITY OF COEUR D'ALENE STANDARD DRAWING

DEPRESSED DRIVEWAY APPROACH

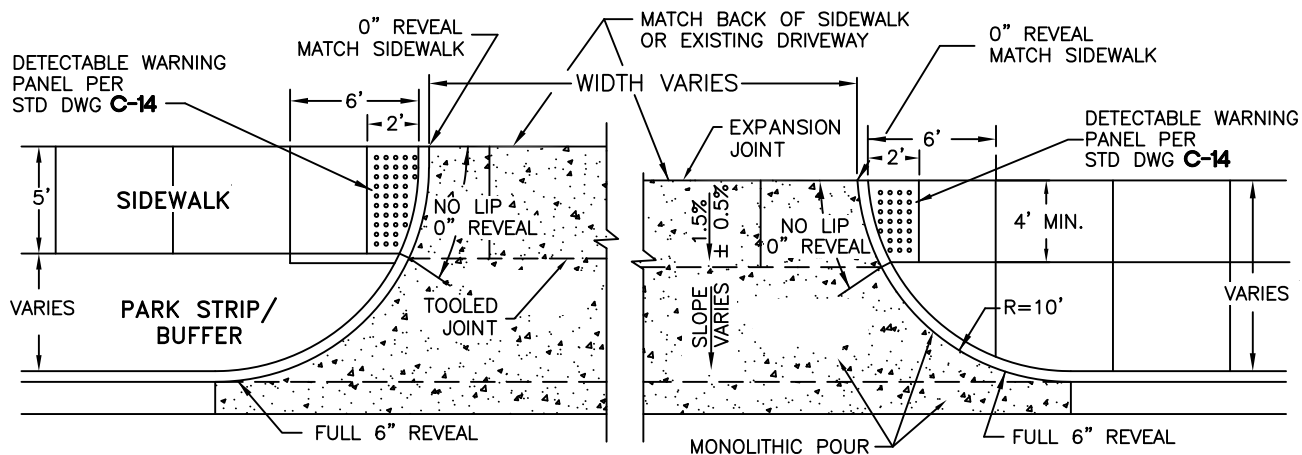
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

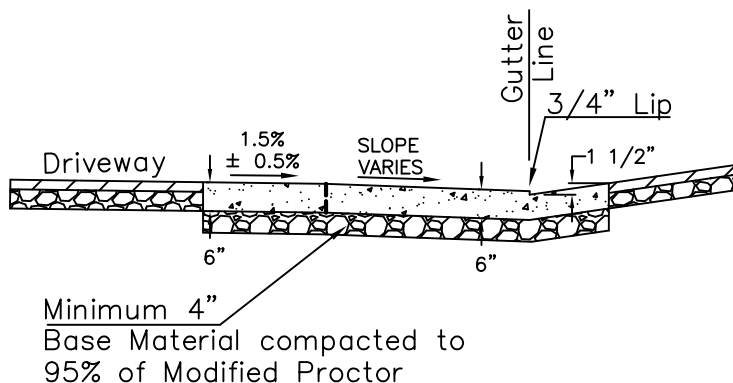
6/8/26
DATE:

DWG NO.

C-10



PLAN



PROFILE

RADIUS APPROACH

NOT TO SCALE

NOTES:

1. Truncated domes shall be installed on high volume approaches.
2. Commercial approach width: 18' Min. – 40' Max.
3. See Std. Dwg. **C-13** for driveway approach locations.
4. Radius shall be 10 feet minimum, 20 feet maximum unless otherwise approved.
5. Concrete shall be a minimum 28 day compressive strength of 4000 PSI.
6. Maintain 5' panel joint spacing in sidewalk through approach.
7. Approach may be poured separate from sidewalk.



CITY OF COEUR D'ALENE STANDARD DRAWING

**COMMERCIAL
APPROACH**

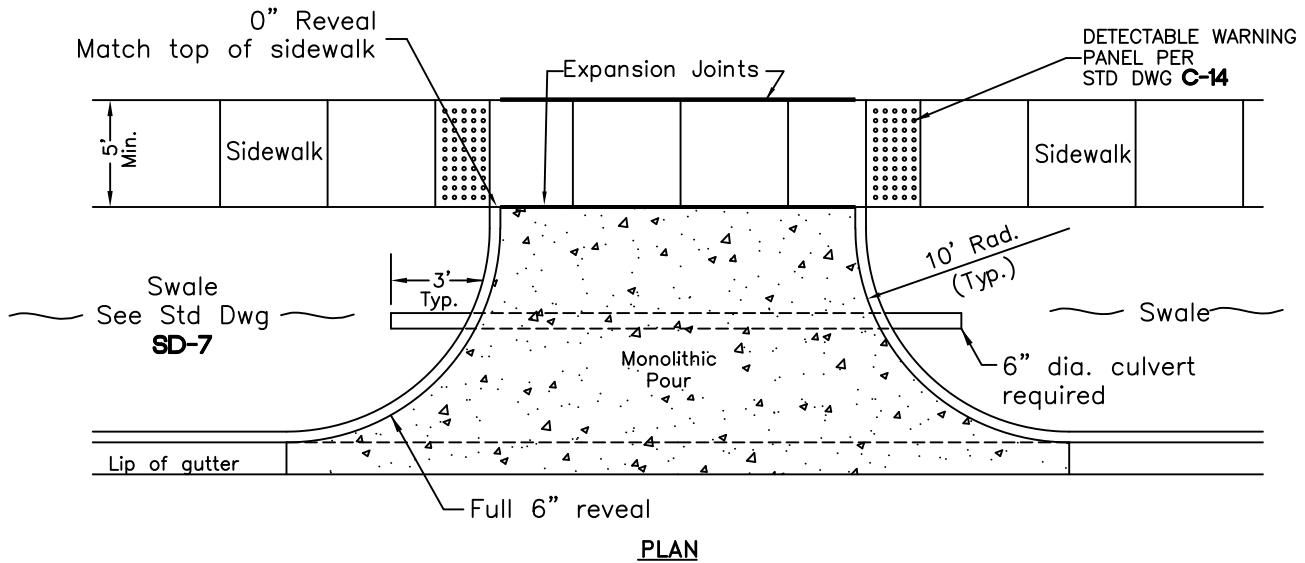
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

7/24/26
DATE:

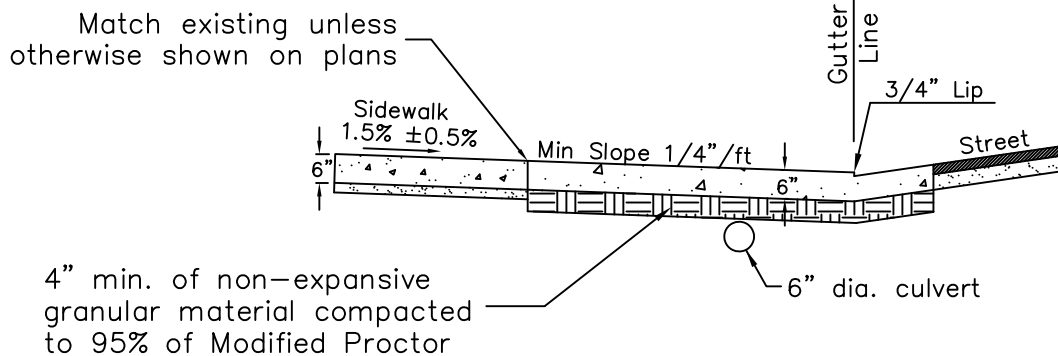
DWG NO.

C-11



RADIUS APPROACH

NOT TO SCALE



NOTES:

1. Radius shall be a minimum of 10 feet, maximum of 20 feet.
2. Concrete shall have a 28 day compressive strength of 4000 PSI.
2. Commercial approach width: 18' Min. – 40' Max.
3. Commercial/multi-family sidewalk shall be 6" thick through approach.
4. See Standard Drawing **C-13** for driveway approach locations.
5. See Standard Drawing **C-9** for grassy swale detail.
6. Culvert material shall be Schedule 40 or equal, with smooth interior wall.
7. Truncated domes shall be installed on high volume approaches.
8. Maintain 5' sidewalk joint spacing through approach.



CITY OF COEUR D'ALENE STANDARD DRAWING

COMMERCIAL APPROACH WITH GRASSY SWALE

APPROVED BY:

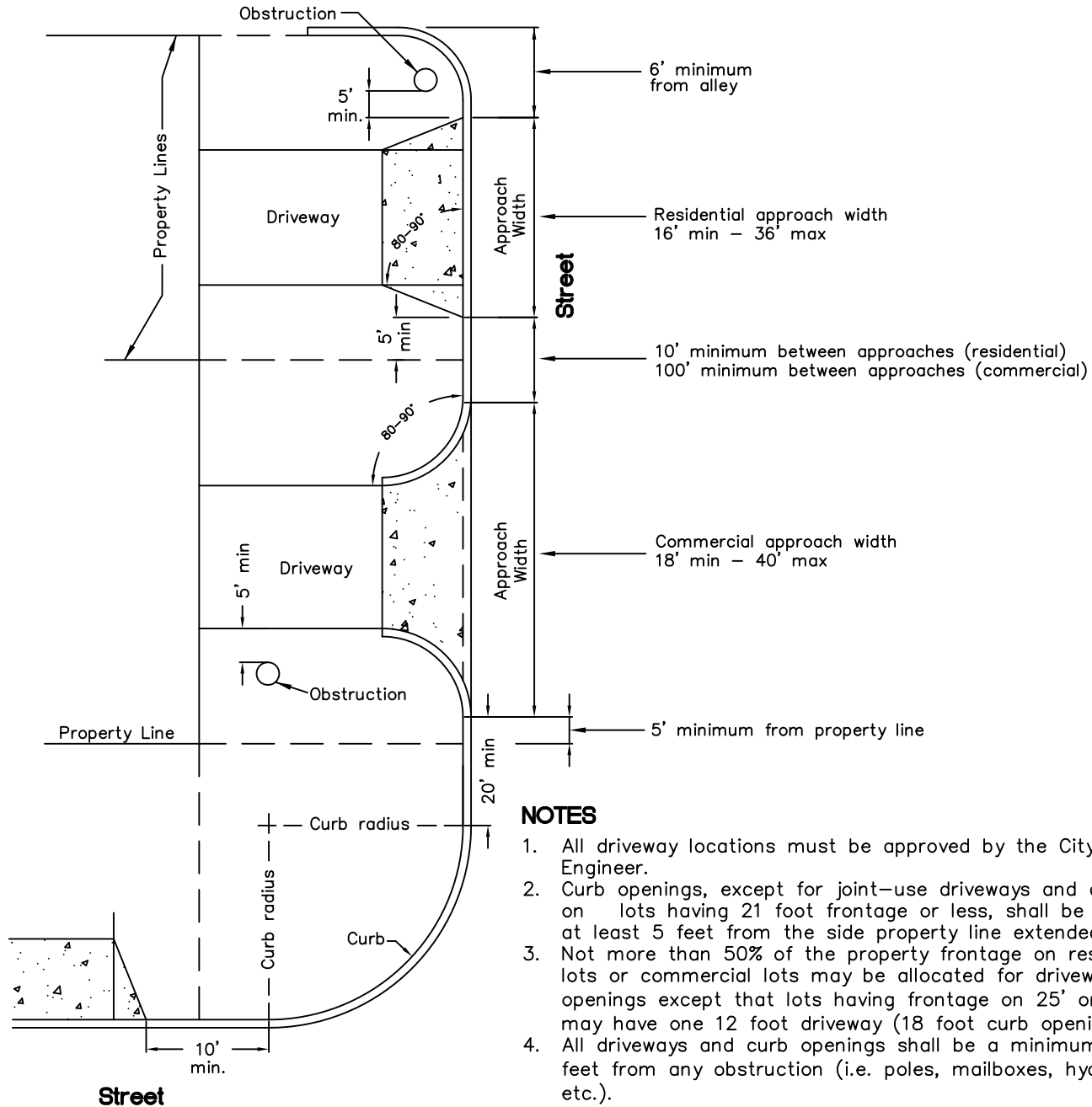
Chris Bosley
CITY ENGINEER, PE 10804

6/8/26
DATE:

DWG NO.

C-12

Alley



Not to Scale

NOTES

1. All driveway locations must be approved by the City Engineer.
2. Curb openings, except for joint-use driveways and driveways on lots having 21 foot frontage or less, shall be located at least 5 feet from the side property line extended.
3. Not more than 50% of the property frontage on residential lots or commercial lots may be allocated for driveway curb openings except that lots having frontage on 25' or less may have one 12 foot driveway (18 foot curb opening).
4. All driveways and curb openings shall be a minimum of 5 feet from any obstruction (i.e. poles, mailboxes, hydrants, etc.).
5. No portion of any driveway shall be allowed across a property line extended normal to the roadway from the front corner of the property, except that joint-use driveways may be permitted in special instances where written approval of both property owners is filed with the City.
6. Driveways shall not be placed within the functional area of a signalized intersection.
7. For new approaches with curb removed see Standard Drawings M-11 and M-12 for pavement removal and patching.
8. The maximum driveway slope is 10% unless approved by the Fire Department.



CITY OF COEUR D'ALENE STANDARD DRAWING

DRIVEWAY APPROACH LOCATIONS AND WIDTHS

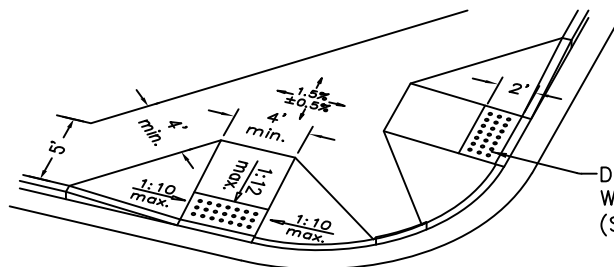
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

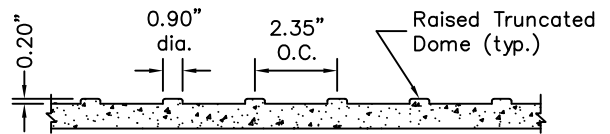
6/10/26
DATE:

DWG NO.

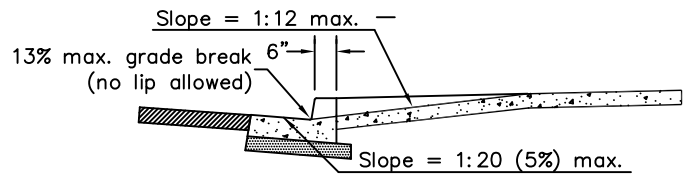
C-13



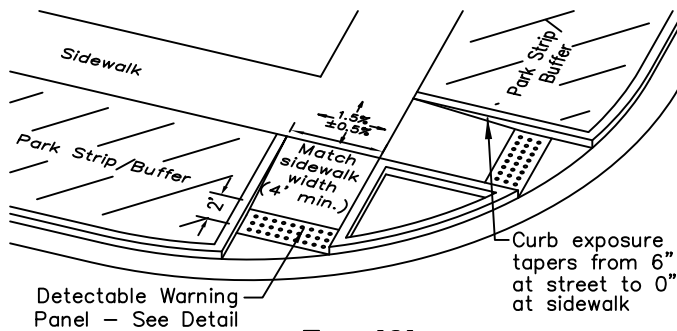
Type 'B'
Double Ramp, Contiguous Sidewalk



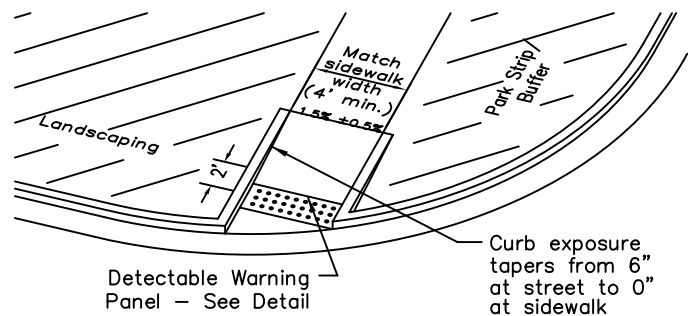
Detectable Warning Panel
"Equaltile" or Approved Equal
Cast Iron Preferred (Required Downtown)



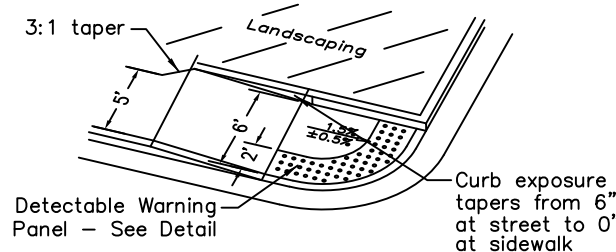
Section View



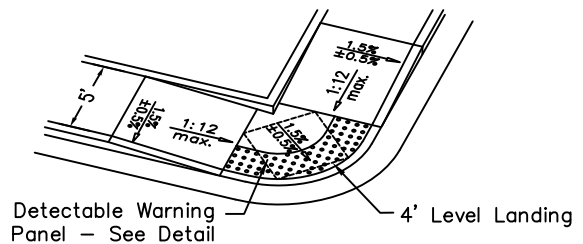
Type 'C'
Double Ramp, Detached Sidewalk



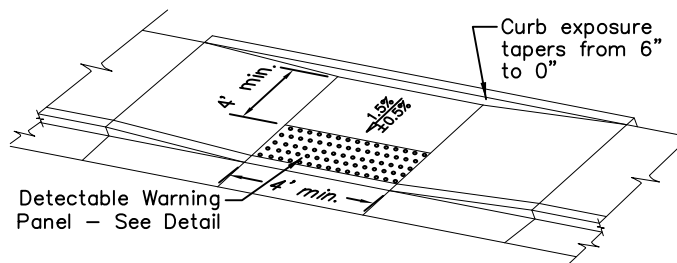
Type 'D'
Single Ramp, Detached Sidewalk



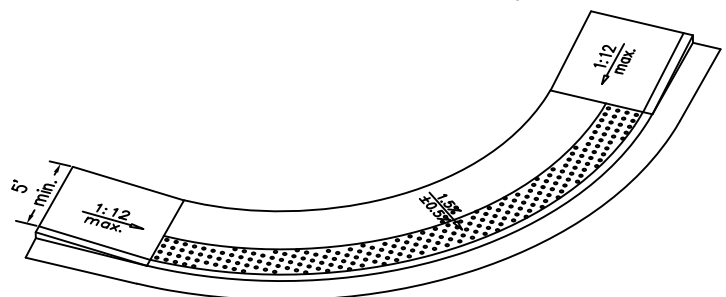
Type 'E'
Small Radius, Single Ramp, Sidewalk in One Direction



Type 'F'
Small Radius Blended Transition
Constrained Conditions Only



Type 'G'
Parallel Type, Constrained Conditions



Type 'H'
Large Radius Blended Transition

NOTES:

1. Two ramps per corner are required unless approved by the City Engineer.
2. Ramps shall not conflict with catch basins or curb inlets.
3. Maximum ramp running slope = 8.3% (15' max.)
4. Maximum ramp cross slope = 2.0%
5. Combinations of ramp types may be required at some intersections.
6. Ramp must be flush with gutter/pavement (no lip allowed).
7. Maximum ramp length is 15' if 8.3% slope cannot be achieved.



CITY OF COEUR D'ALENE STANDARD DRAWING

**PEDESTRIAN
RAMP**

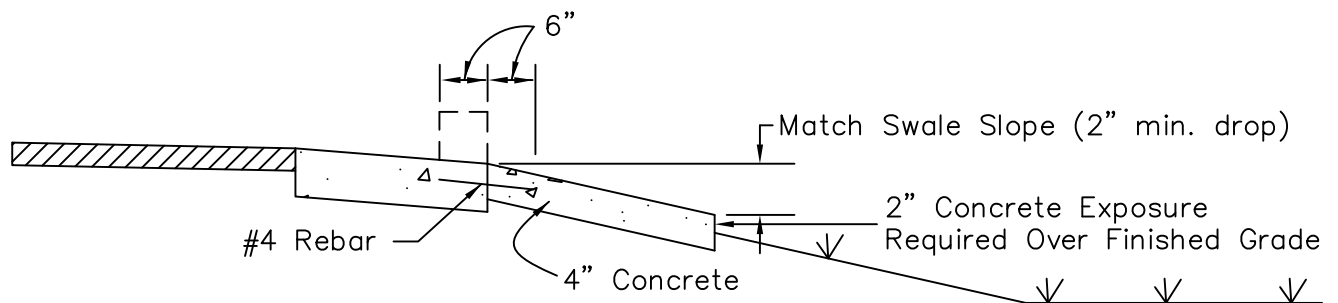
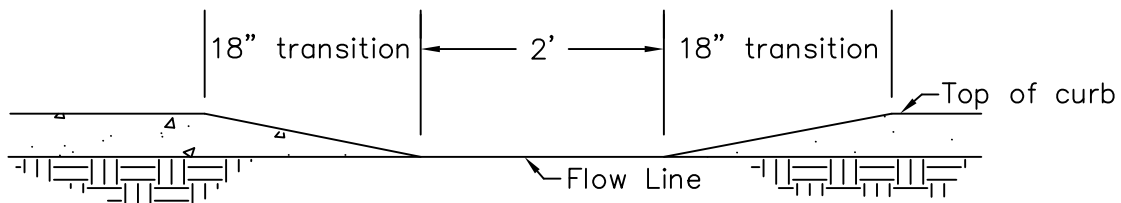
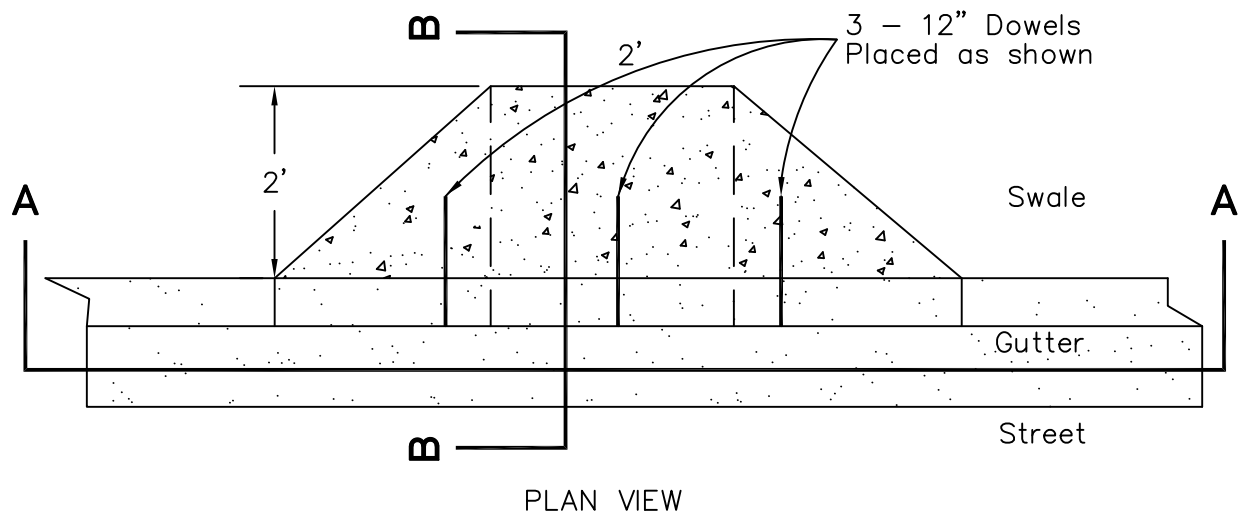
APPROVED BY:

Chris Boddy
CITY ENGINEER, PE 10804

6/26/26
DATE:

DWG NO.

C-14



Not to Scale



CITY OF COEUR D'ALENE STANDARD DRAWING

**INLET
APRON**

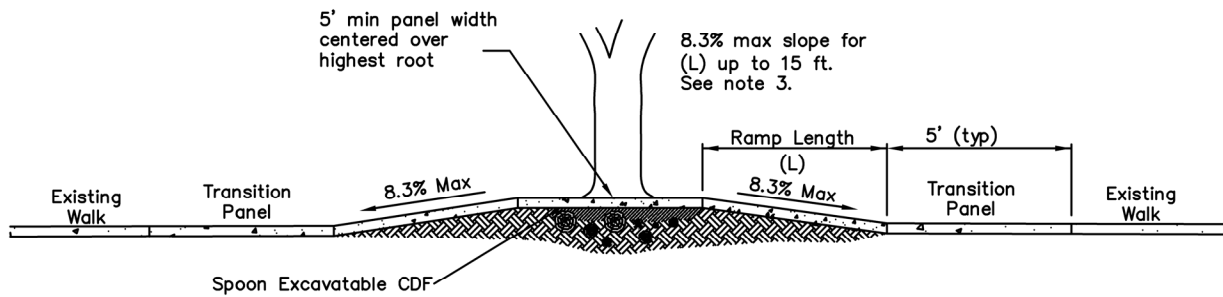
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

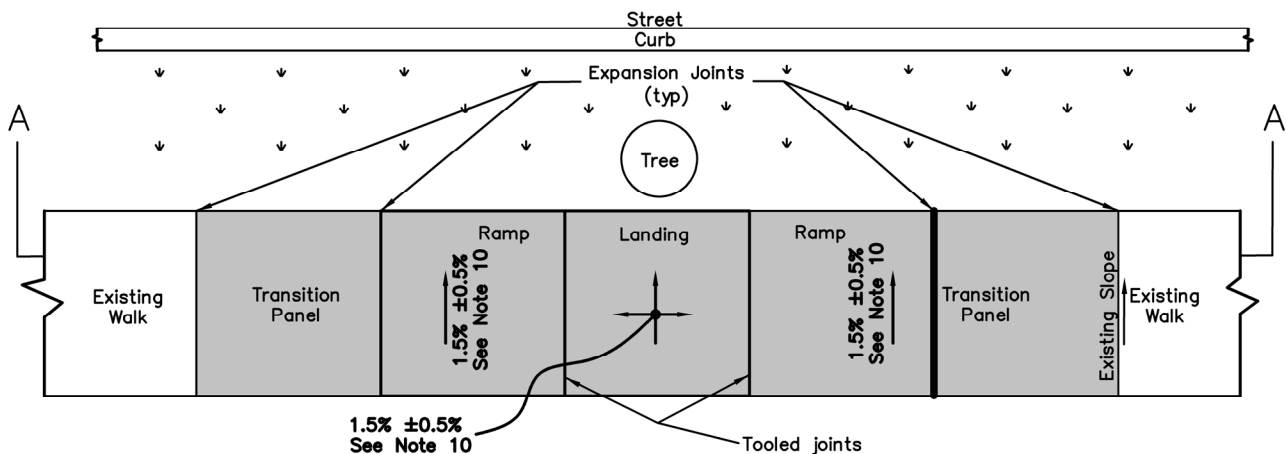
4/16/26
DATE:

DWG NO.

C-17



Section A-A



Plan View

Notes:

1. Allowable only with approval from the City's Urban Forester.
2. This plan does not apply for new sidewalk construction in undeveloped areas.
3. A 5-ft transition panel is required when cross slope of adjacent existing walk exceeds 2.0%
4. The maximum ramp running slope shall not require the ramp length (L) to exceed 15 ft to avoid chasing the slope indefinitely; increase the maximum running slope as directed by the Engineer. No additional construction tolerance is allowed.
5. Root areas shall be undisturbed as much as practical. Loose soil shall be lightly hand tamped. If root trimming is necessary contact the City Urban Forestry department.
6. Fill voids around roots to provide sidewalk support w/ layer of spoon excavatable Controlled Density Fill (CDF). A 1-inch minimum cover over the highest root is required.
7. See Std Dwg C-5 for general sidewalk requirements.
8. Place topsoil and hydroseed or sod to match existing conditions.
9. Raise, relocate, or replace existing sprinkler system as needed.
10. 1.0% minimum cross slope and 2.0% maximum cross slope. No additional construction tolerance is allowed.



CITY OF COEUR D'ALENE STANDARD DRAWING

**SIDEWALK REPAIR
RAMPING AT TREES**

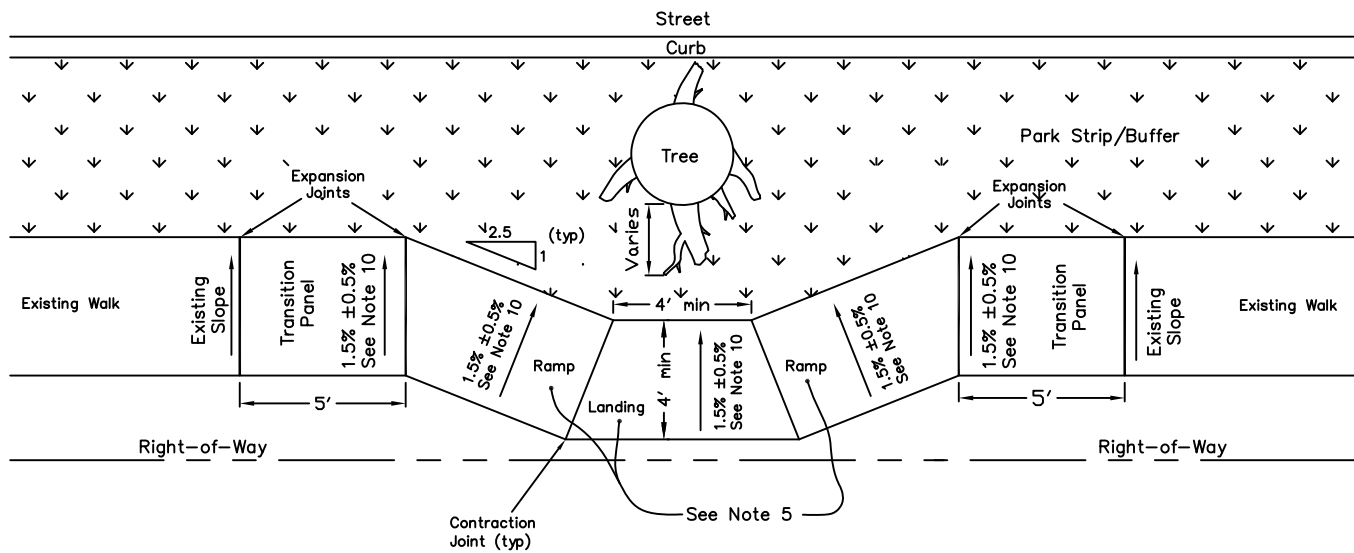
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

6/26/26
DATE:

DWG NO.

C-18



NOTES:

1. Allowable only with approval from the City's Urban Forester.
2. This plan does not apply for new sidewalk construction in undeveloped areas.
3. 5-ft transition panels are required when cross slope of adjacent existing walk exceeds 2.0%.
4. Root areas shall be undisturbed as much as practical. Loose soil shall be lightly hand tamped. If root trimming is necessary, contact the City Urban Forestry department.
5. Typical sidewalk diversion angle shall be 2.5 to 1. The diversion angle may be increased to 1 to 1 as directed by the Engineer.
6. Use in conjunction w/ Std Dwg C-18 when ramping over and diverting around tree roots is required.
7. See Std Dwg C-5 for general sidewalk requirements. Provide additional expansion joints as shown.
8. Place topsoil and hydroseed or sod to match existing conditions.
9. Relocate or replace existing sprinkler systems as needed.
10. 1.0% minimum cross slope and 2.0% maximum cross slope. No additional construction tolerance is allowed.



CITY OF COEUR D'ALENE STANDARD DRAWING

SIDEWALK REPAIR DIVERSION AT TREES

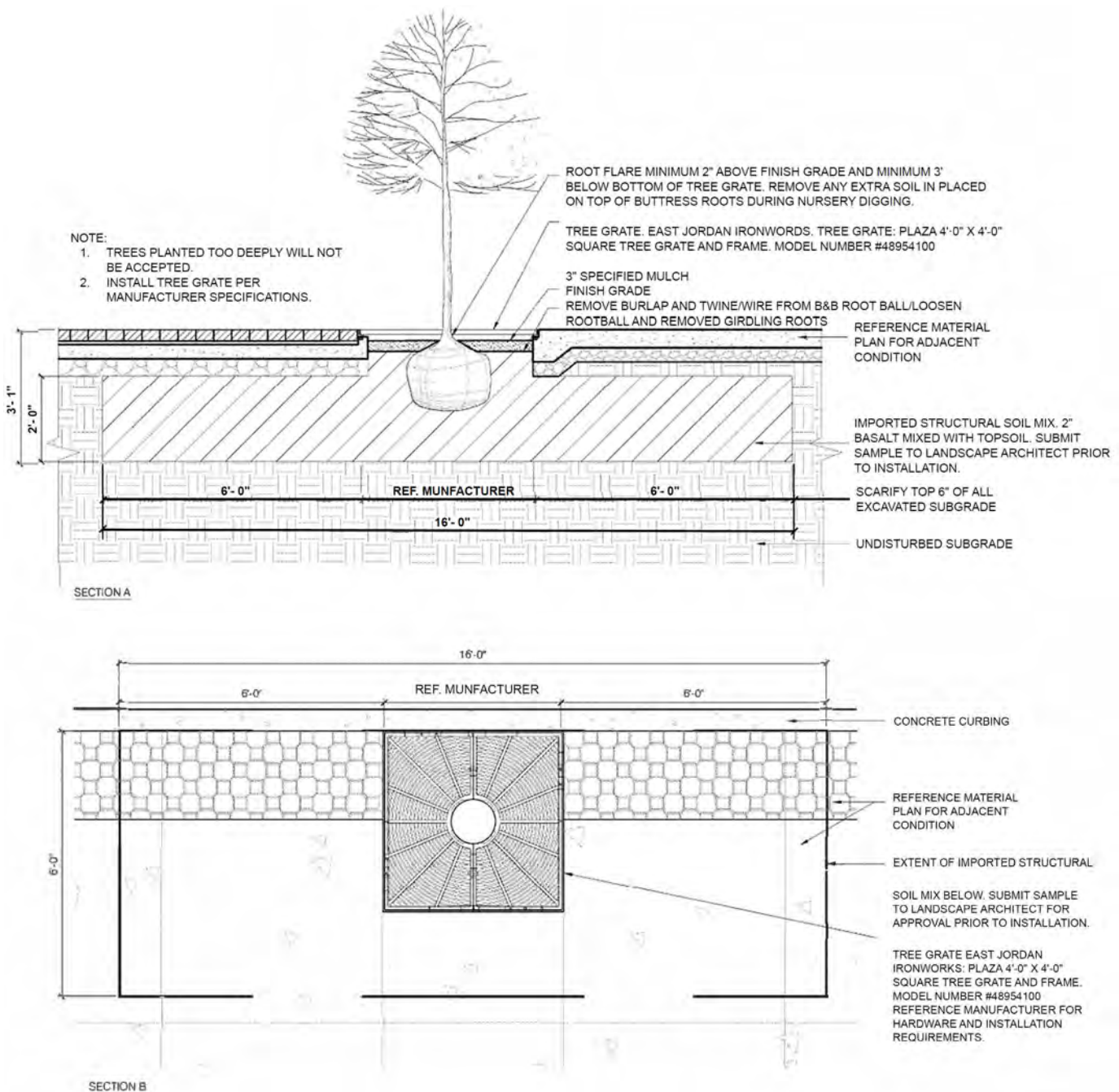
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

6/26/26
DATE:

DWG NO.

C-19



NOTES:

1. Tree Wells are to be used to plant street trees in sidewalk within City rights-of-way.
2. Place on compacted subgrade.
3. Compressive strength of concrete shall be 4000 PSI minimum.
4. Loose soil shall be lightly hand tamped. If root trimming is necessary, contact the City Urban Forestry department.
5. See Std Dwg C-5 for general sidewalk requirements.
6. Relocate or replace existing sprinkler systems as needed.
9. 1.0% minimum cross slope and 2.0% maximum cross slope for tree wells placed within the ADA route.



CITY OF COEUR D'ALENE STANDARD DRAWING

TREE WELL

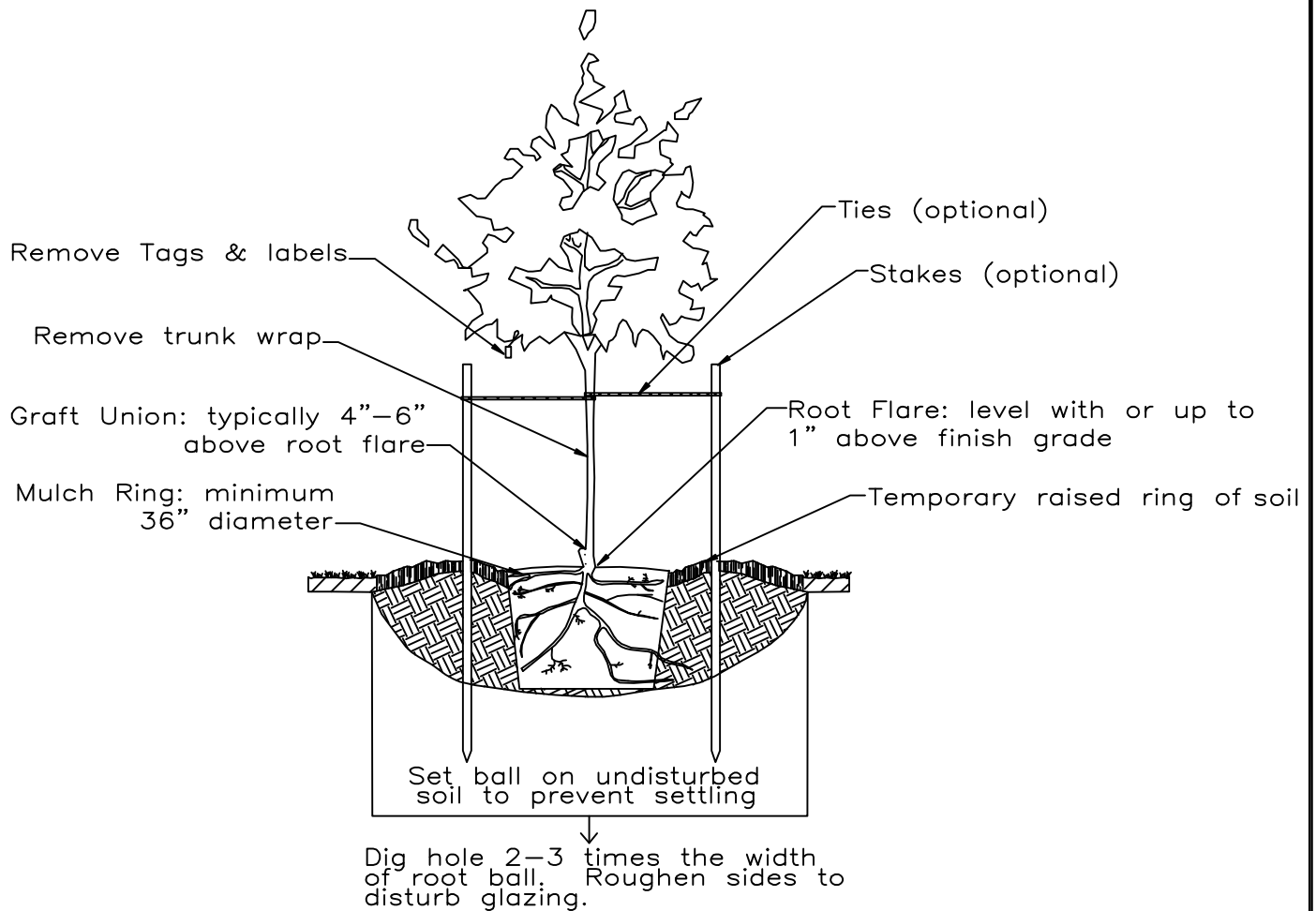
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

5/15/26
DATE:

DWG NO.

C-20



Planting Notes:

1. Plant materials must meet the minimum acceptable standard set by the American Association of Nurserymen's American Standard for Nursery Stock, ANSI 260.1. Broken, damaged, diseased, or substandard stock are prohibited from being planted in the public rights-of-way and will be rejected.
2. Only Class I (small growing) trees are permitted to be planted under or within fifteen feet (15') of overhead utility lines.
3. Prune only broken or damaged branches.
4. Do not apply fertilizer at time of planting.
5. The root flare is the point where the topmost structural root emerges from the trunk. The depth of the root ball shall be measured from the root flare to the bottom of the ball.
6. Remove any excess soil from top of root ball to expose the root flare. Plant with root flare level with or up to 1" above finish grade.
7. Remove container from root ball.
8. Straighten or cut and remove any circling roots and scarify the edge of the root ball.
9. Backfill planting hole 2/3 full with existing soil, settle with water, continue to fill with soil, water again. Water thoroughly after installation to eliminate air pockets.
10. Construct a temporary raised ring of soil at edge of root ball to contain water. Remove or breach before winter.
11. Construct mulch ring with minimum 36" diameter of aged woody material to a depth of 2–4"; leave 3" bare ground between mulch and tree trunk.
12. Stakes and ties are optional. Use only if necessary for stability. Set stakes parallel to prevailing wind and outside of root ball. Ties must be wide (minimum 1 ") flexible belt-like strapping. Do not use rope or wire. Do not over-tighten around tree. Ties should be tight enough to support the tree while allowing it to sway. Remove stakes and ties within one year.
13. Trees benefit when irrigated separately from turf. Water new trees during summer months to a depth of 12"–18" once per week (about 5 gallons of water per caliper inch) for the first 3 growing seasons. During periods of drought, new trees may need more frequent watering.
14. Trees shall be planted a minimum of 10 feet from all utilities and stormwater curb inlets and drywells.



CITY OF COEUR D'ALENE STANDARD DRAWING

TREE PLANTING

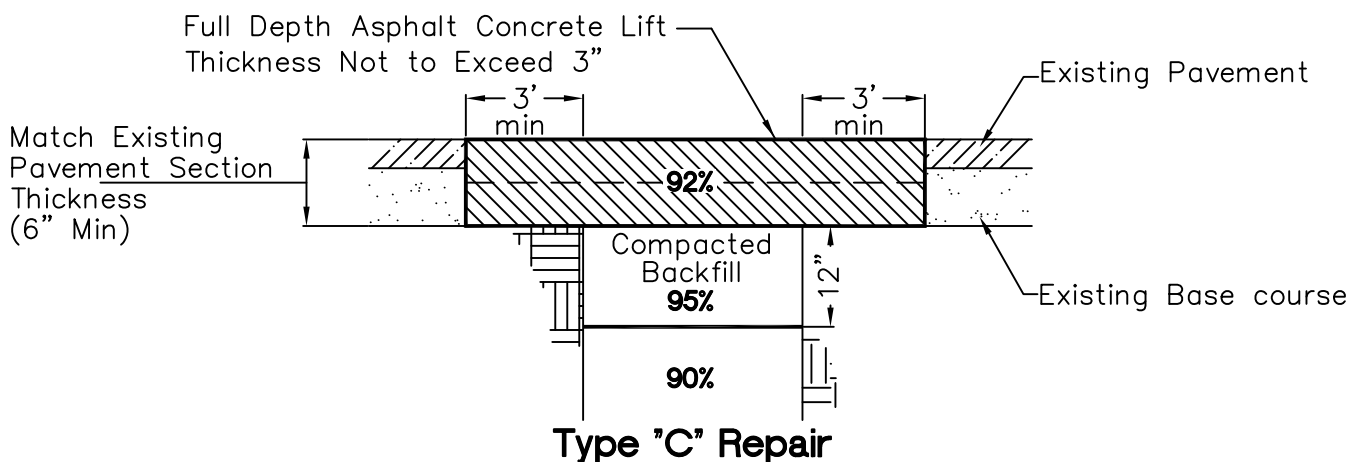
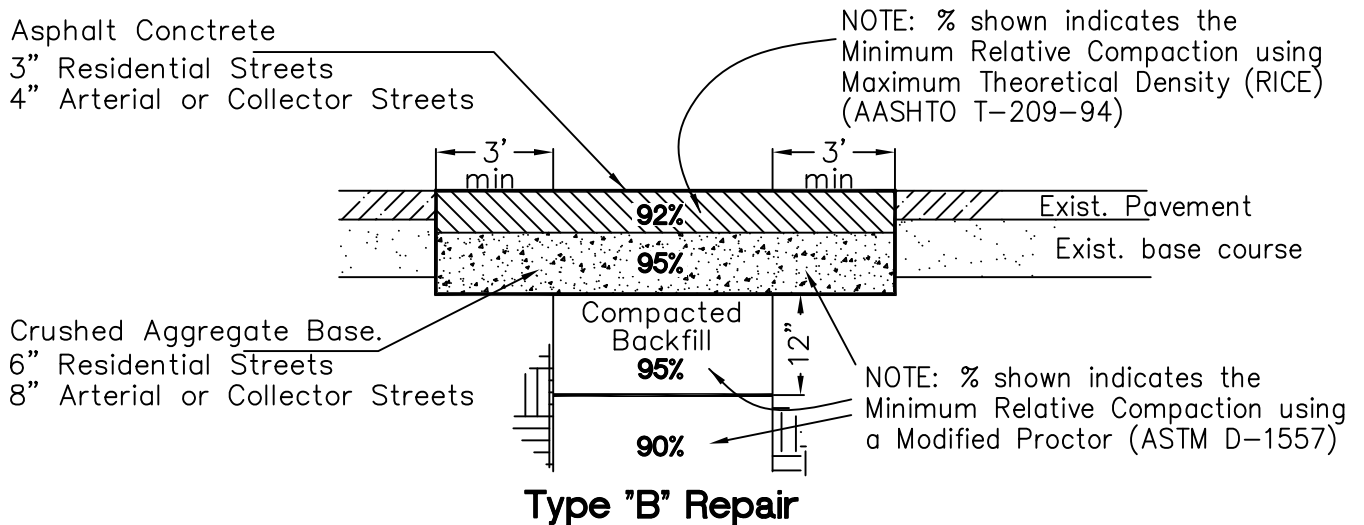
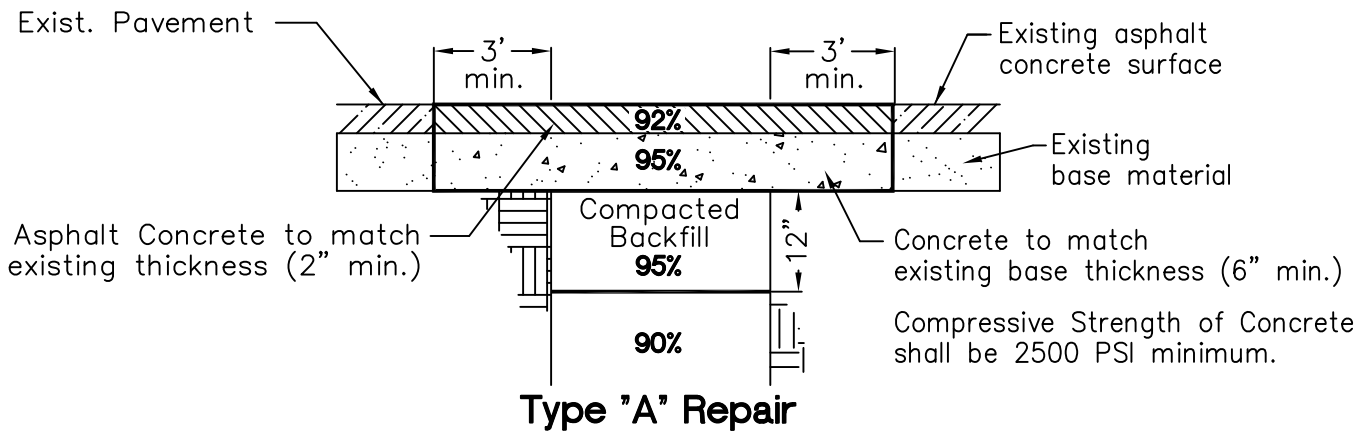
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

5/27/26
DATE:

DWG NO.

M-3



Notes:

1. All street cuts must follow City of Coeur d'Alene Pavement Cut Policy.
2. Trench must be approved by public works inspection prior to crushed rock placement.
3. Repairs on streets chipsealed within past 5 years must also be chipsealed.



CITY OF COEUR D'ALENE STANDARD DRAWING

**TRENCH CUT
PAVEMENT REPAIR**

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

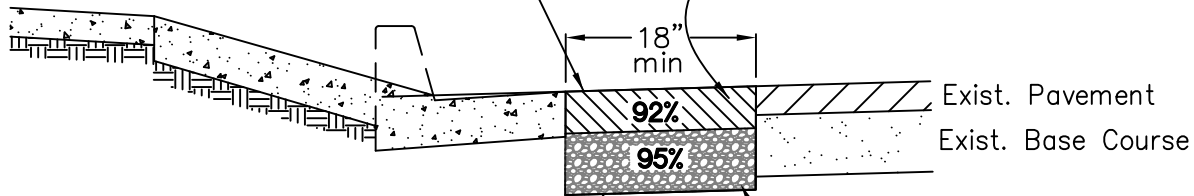
4/16/26
DATE:

DWG NO.

M-11

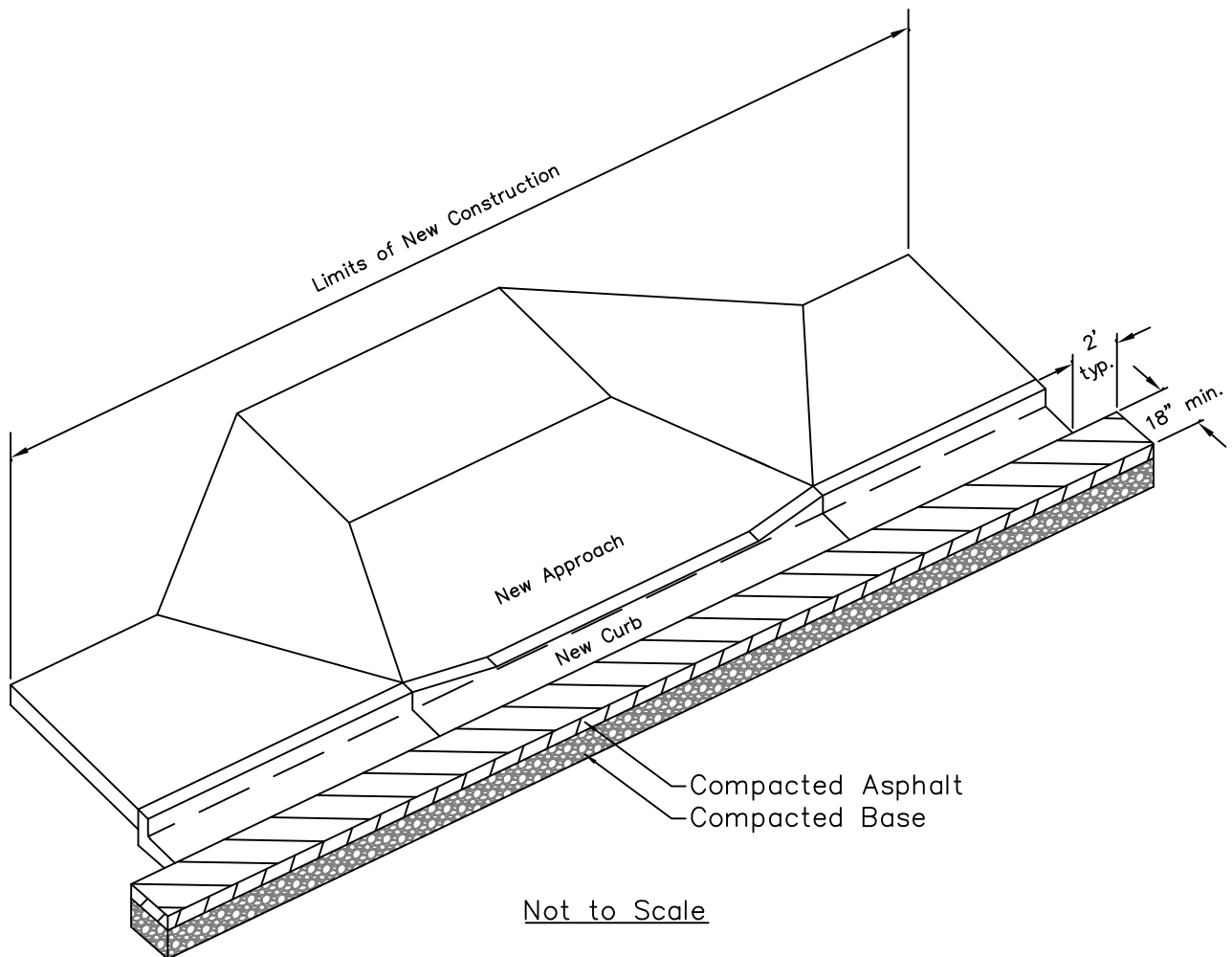
Asphalt Concrete
3" Residential Streets
4" Arterial/Collector Streets

NOTE: % shown indicates the Minimum Relative Compaction using Maximum Theoretical Density (RICE) (AASHTO T-209-94)



Crushed Aggregate Base.
6" Residential Streets
8" Arterial or Collector Streets

NOTE: % shown indicates the Minimum Relative Compaction using a Modified Proctor (ASTM D-1557)



CITY OF COEUR D'ALENE STANDARD DRAWING

CURB INSTALLATION PAVEMENT REPAIR

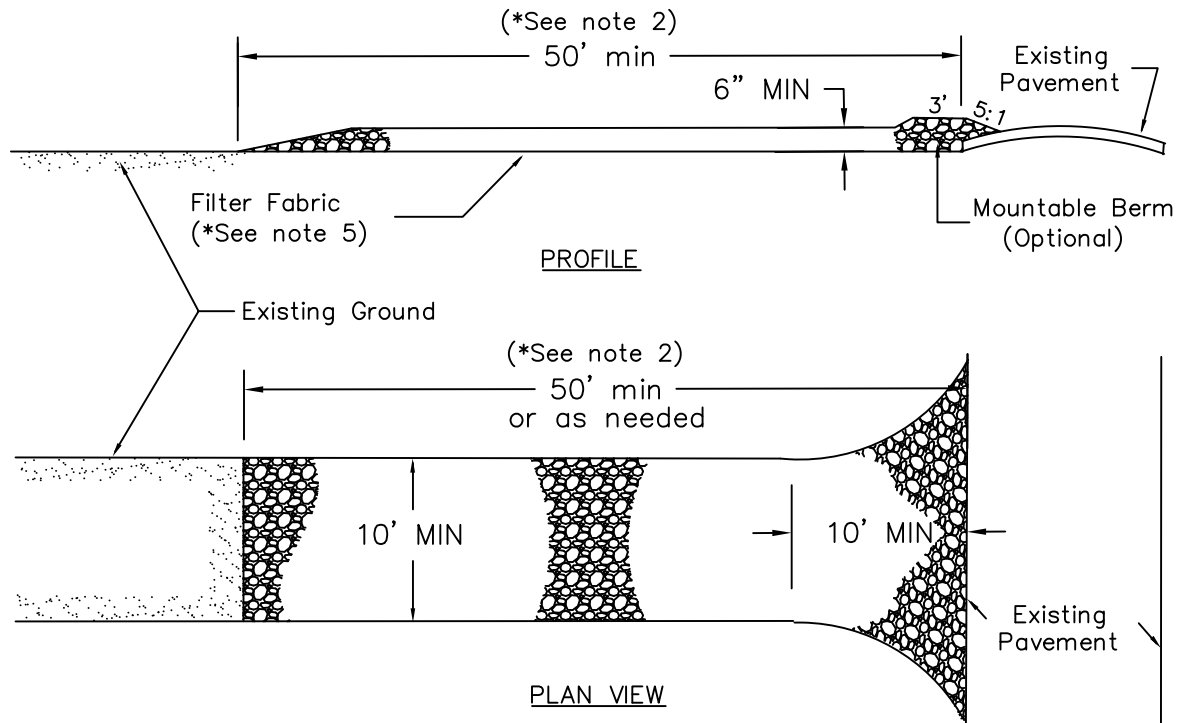
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

4/16/26
DATE:

DWG NO.

M-12



CONSTRUCTION SPECIFICATIONS

1. Stone size: 2" stone or reclaimed or recycled concrete equivalent.
2. Length: as required to prevent dirt tracking from site, but not less than 50 feet (except 20 foot minimum on a single family residence).
3. Thickness: not less than 6 inches.
4. Width: 10 foot minimum, but not less than the full width of ingress and egress locations.
5. Filter fabric shall be placed over the entire area prior to placing of stone. Filter cloth will not be required on a single family residence lot.
6. Surface water: all surface water flowing or diverted toward construction entrances shall be piped across the entrance. If piping is impractical, a mountable berm with 5:1 slopes will be required.
7. Maintenance: the entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public right-of-way. This may require periodic top dressing with additional stone as conditions demand and repair and/or cleanout of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public right-of-way must be removed immediately.
8. Washing: wheels shall be cleaned to remove sediment prior to entrance onto public right-of-way. When washing is required, it shall be done in an area stabilized with stone and which drains into an approved sediment trapping device.
9. Periodic inspection and needed maintenance shall be provided after each rain.



CITY OF COEUR D'ALENE STANDARD DRAWING

STABILIZED CONSTRUCTION ENTRANCE

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

6/8/16
DATE:

DWG NO.

M-18

1. All work shall conform to the "Idaho Standards for Public Works Construction" and the City of Coeur d'Alene Standard Drawings and Specifications. In the case of a conflict, City of Coeur d'Alene Standards shall prevail.
2. The contractor shall notify the appropriate utility company prior to starting work near any facilities and shall coordinate his work with company representatives. All utility services shall be installed underground, for existing utility locations, contact *811 at least 48 hours prior to starting any excavations.
3. Work shall not begin until a notice to proceed is issued by the City.
4. The contractor shall notify the City of Coeur d'Alene Streets & Engineering Inspector 48 hours prior to starting work.
5. An encroachment permit shall be obtained from the City Streets & Engineering Department for work within existing City right-of-way.
6. The contractor shall have an approved set of improvement plans on the job site at all times.
7. Construction expansion joints are required in curb and gutter at returns and at driveway intersections per City Standards, 100' max. spacing. Weakened plane joints are required every ten (10) feet per City Standards.
8. All underground utility laterals shall be installed before construction of curbs, cross gutters, or surfacing of the streets.
9. Where trenches are within public easements, compaction test results shall be submitted to the Engineer of Record and the City Engineer by a qualified geotechnical engineer certifying that trench backfill was compacted as required in accordance with ISPWC and City of Coeur d'Alene Specifications.
10. All testing required by the City of Coeur d'Alene shall be at no cost to the City.
11. Construction sites greater of one (1) acre or greater may require a Storm Water Pollution Prevention Plan (SWPPP) through the Idaho Department of Environmental Quality.



CITY OF COEUR D'ALENE STANDARD DRAWING

GENERAL NOTES
PAGE 1

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

7/24/16
DATE:

DWG NO.

M-22

12. All operations conducted on the premises, including the warming up, repair, arrival, departure or running of trucks, earthmoving equipment, construction equipment and any other associated equipment shall be limited to the period between 7:00 A.M. and 5:00 P.M. everyday unless otherwise approved by the City of Coeur d'Alene.

13. All existing improvements including curb and gutter, sidewalks, asphaltic concrete or Portland Cement Concrete paving, which are being joined or matched in connection with this project shall be joined or matched in a manner satisfactory to the City Engineer, including necessary sawcutting, removal, and replacement.

14. No revisions shall be made to these plans without the approval of the City Engineer.

15. Compaction testing shall be performed on the following:

- | | | |
|-----------------|---|--|
| Embankment | - | 1 per 50 cy |
| Trench | - | 1 per 50 cy located in pipe zone, mid-depth, surface, and around manholes and valves. |
| Subgrade | | |
| Road base | - | 1 per 750-1000 sf |
| Asphalt paving | | |
| Curb and gutter | - | 1 per 75-100 lf |
| Sidewalk | | |

The City may require additional testing if deemed necessary.

16. The Contractor shall provide a copy of the percolation test results and a letter from the design professional stating that the swales were constructed in accordance with their recommendations.



CITY OF COEUR D'ALENE STANDARD DRAWING

GENERAL NOTES

PAGE 2

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

7/24/26
DATE:

DWG NO.

M-23

1. All work shall conform to the requirements of Section 600 of the "Idaho Standards for Public Works Construction" (ISPWC) and the City of Coeur d'Alene Standard Drawings and Specifications. In the case of conflict, City of Coeur d'Alene Standards shall prevail.

2. Location and elevation of existing facilities should be confirmed by field measurements and excavation exploration by the contractor, prior to beginning of new work.

3. Stormwater Division does not respond to "One-Call" notification. They must be called separately for locates on Storm Drain at (208)769-2235.

4. The contractor must secure approval from the City of Coeur d'Alene Streets & Engineering Inspector prior to backfill over Storm Drain mainline.

5. The City of Coeur d'Alene Streets & Engineering Inspector shall be notified at least forty-eight (48) hours prior to commencing work on Storm Drains.

6. All public storm drain lines shall be CCTV and submitted electronically in a usable formatted template using "POSM" or another pre-approved equivalent program to the City Streets and Engineering Department for review and approval prior to pavement. Please allow 48 hours for review. Call (208)769-2285 for inspection scheduling.

7. Manholes and pipes shall be identified using City provided Asset ID numbers. Call (208)769-2285 for Asset ID numbers when appropriate.

8. All manholes, drywells, and catch basins shall be inspected twice by the City of Coeur d'Alene Streets & Engineering Inspector - prior to backfill and prior to acceptance of improvements. Call (208)769-2285 for inspection scheduling.



CITY OF COEUR D'ALENE STANDARD DRAWING

STORM SYSTEM NOTES

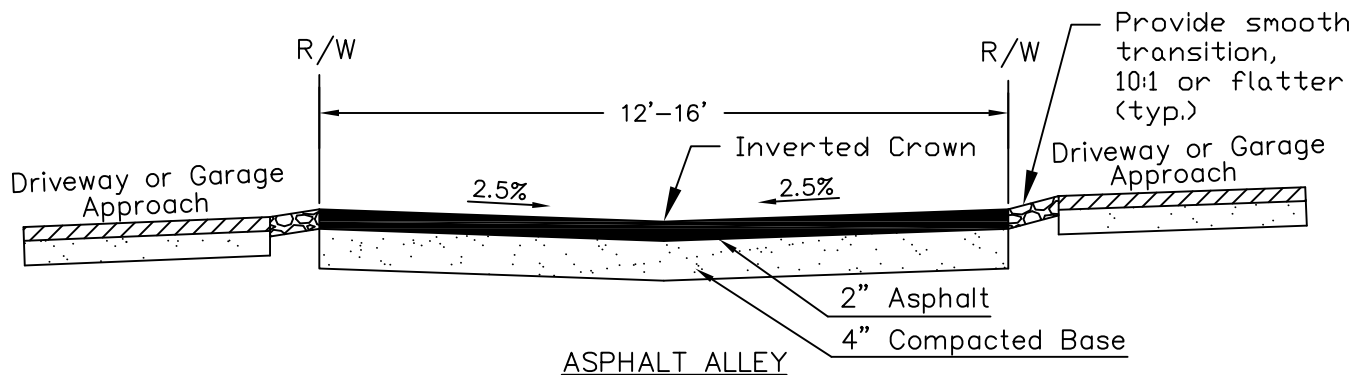
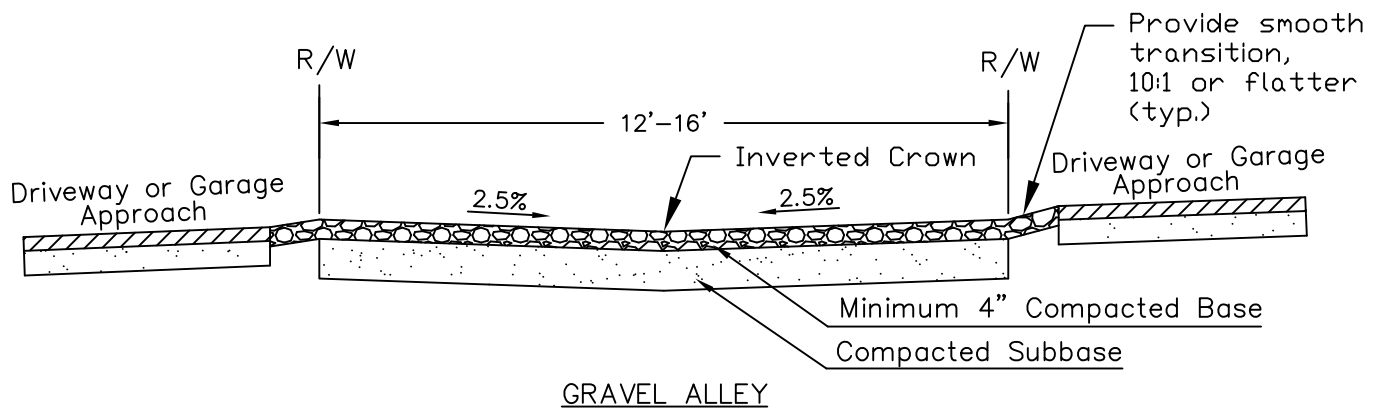
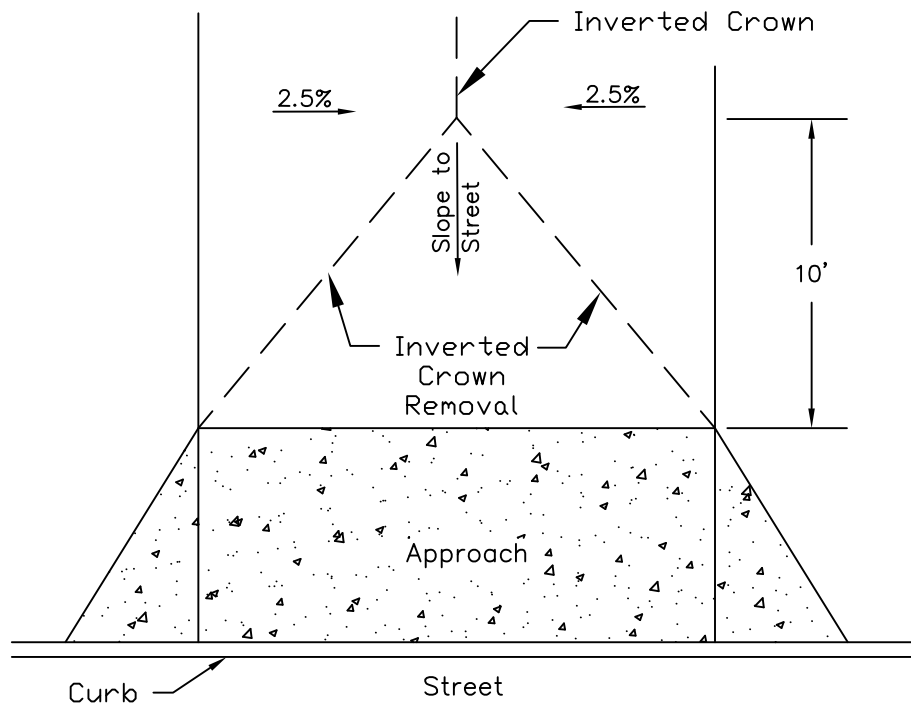
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

6/8/26
DATE:

DWG NO.

M-33



NOTES:

1. Ensure that drainage flows uninterrupted to nearest street or catchbasin/drywell.
2. Ensure that all alley drainage is contained in the alley and does not discharge onto adjacent properties.



CITY OF COEUR D'ALENE STANDARD DRAWING

ALLEY DETAIL

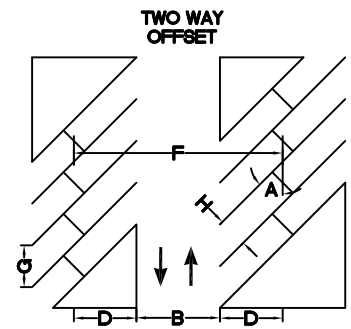
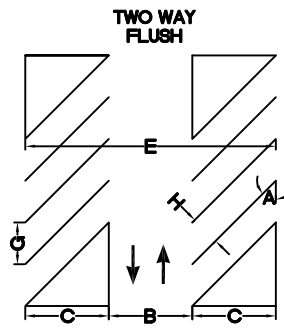
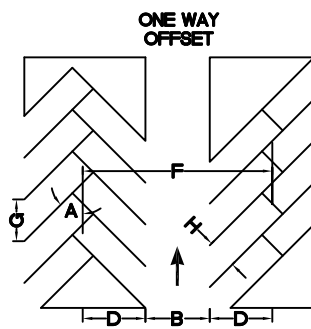
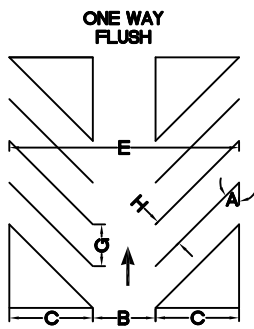
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

7/24/26
DATE:

DWG NO.

M-40



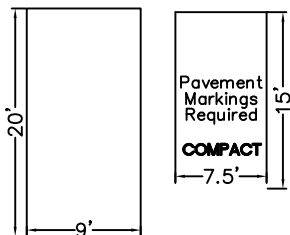
ONE WAY TRAFFIC

A	B	C	D	E	F	G	H
ANGLE DEGREES	TRAFFIC AISLE WIDTH	BANK WIDTH (FLUSH)	BANK WIDTH (OFFSET)	SECTION WIDTH (FLUSH)	SECTION WIDTH (OFFSET)	LENGTH PER CAR	WIDTH PER CAR
0°	12'	8'	—	28'	—	23'	8'
40°	12'	19'	15'	50'	42'	13'	9'
50°	12'	20'	17'	52'	46'	11'	9'
60°	15'	20'	18'	55'	51'	10'	9'
70°	19'	20'	19'	59'	57'	10'	9'

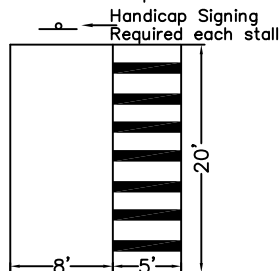
TWO WAY TRAFFIC

A	B	C	D	E	F	G	H
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0°	24'	8'	—	40'	—	23'	8'
40°	24'	19'	15'	62'	54'	13'	9'
50°	24'	20'	17'	64'	58'	11'	9'
60°	24'	20'	18'	64'	60'	10'	9'
70°	24'	20'	19'	64'	62'	10'	9'
90°	24'	20'	—	64'	—	9'	9'

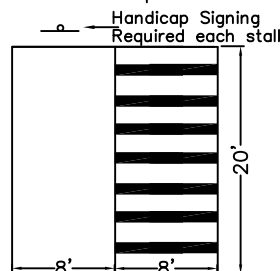
Standard Compact



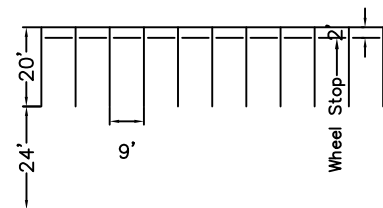
Standard Handicap



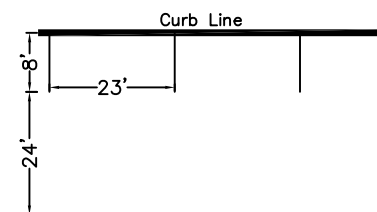
Van Accessible Handicap Stall



90°



PARALLEL 0°



NOTES:

1. Off-street parking spaces shall be a minimum of nine feet wide and twenty feet long. Cd'A Municipal Code 17.44.360A1
2. Parking spaces designated for Compact cars, when allowed, may be reduced to 7 1/2 feet wide by 15 feet long. Cd'A Municipal Code 17.44.430
3. Traffic aisles shall be a minimum of 24 feet wide for 2-way traffic. Cd'A Municipal Code 17.44.370B
4. Parking spaces shall be set back a minimum of 20 feet from the street curb at the driveways. Cd'A Municipal Code 17.44.440C
5. 60" height from finished grade to base of Handicap Sign.



CITY OF COEUR D'ALENE STANDARD DRAWING

PARKING STALL REQUIREMENTS

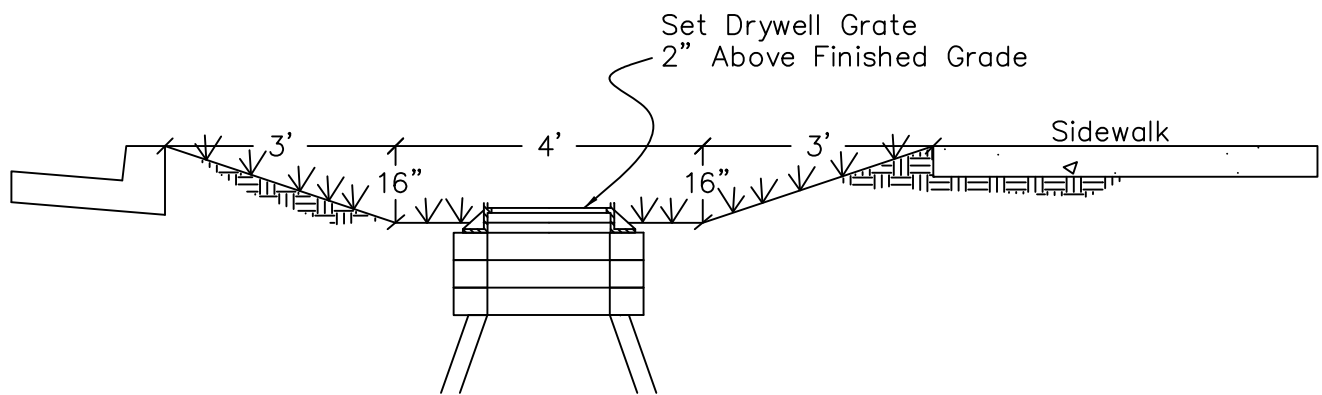
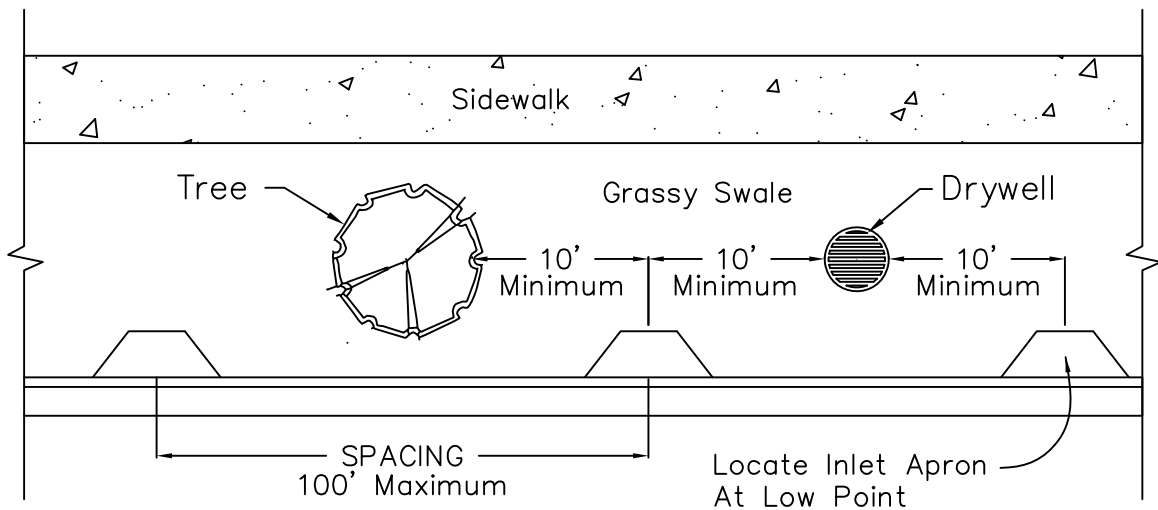
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

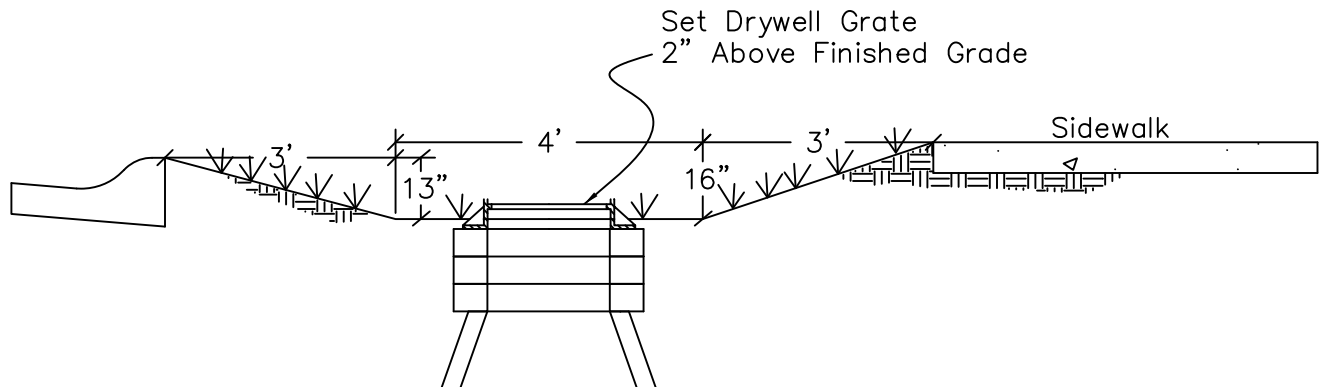
5/4/26
DATE:

DWG NO.

M-41



STANDARD CURB AND GUTTER SECTION



ROLLED CURB AND GUTTER SECTION

NOTES:

1. Swales infiltration rate shall meet or exceed the approved design rate.
2. See Standard Drawing **SD-6A** and **SD-6B** for drywell details.
3. See Standard Drawing **C-17** for Inlet Apron detail.
4. Infiltration testing required after final grading.
5. Grass is required for swales; no artificial turf, rocks, or hardscaping allowed.



CITY OF COEUR D'ALENE STANDARD DRAWING

**STREET-SIDE GRASSY
INFILTRATION SWALE**

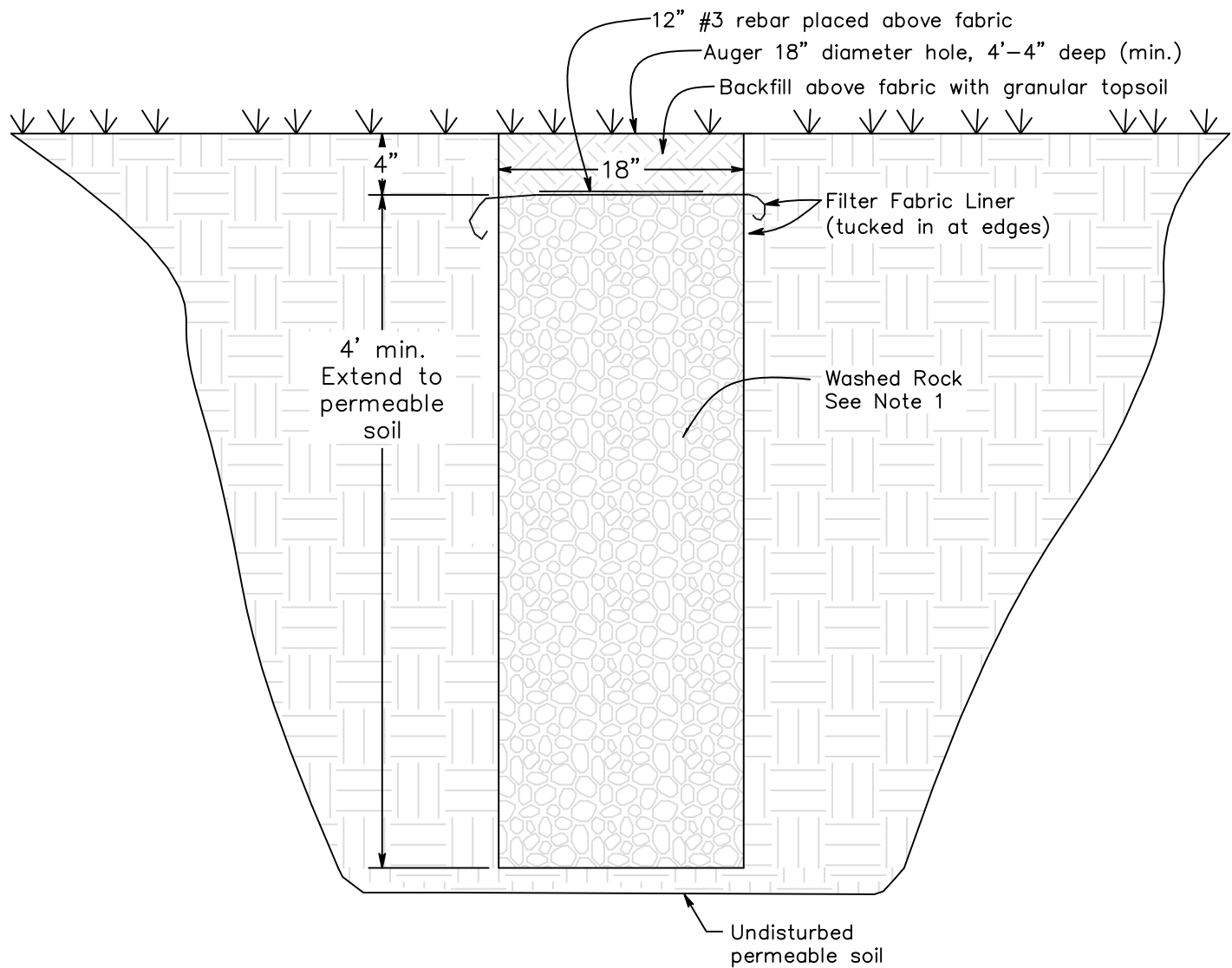
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

6/16/16
DATE:

DWG NO.

SD-7



Not to Scale

GENERAL NOTES

1. Special backfill material for wells shall consist of washed gravel graded from 1" to 3" with a maximum of 5% passing the No. 200 screen, as measured by weight.
2. Space multiple drains 10' apart and 10' from driveways and curb inlet aprons.



CITY OF COEUR D'ALENE STANDARD DRAWING

SWALE DRAIN

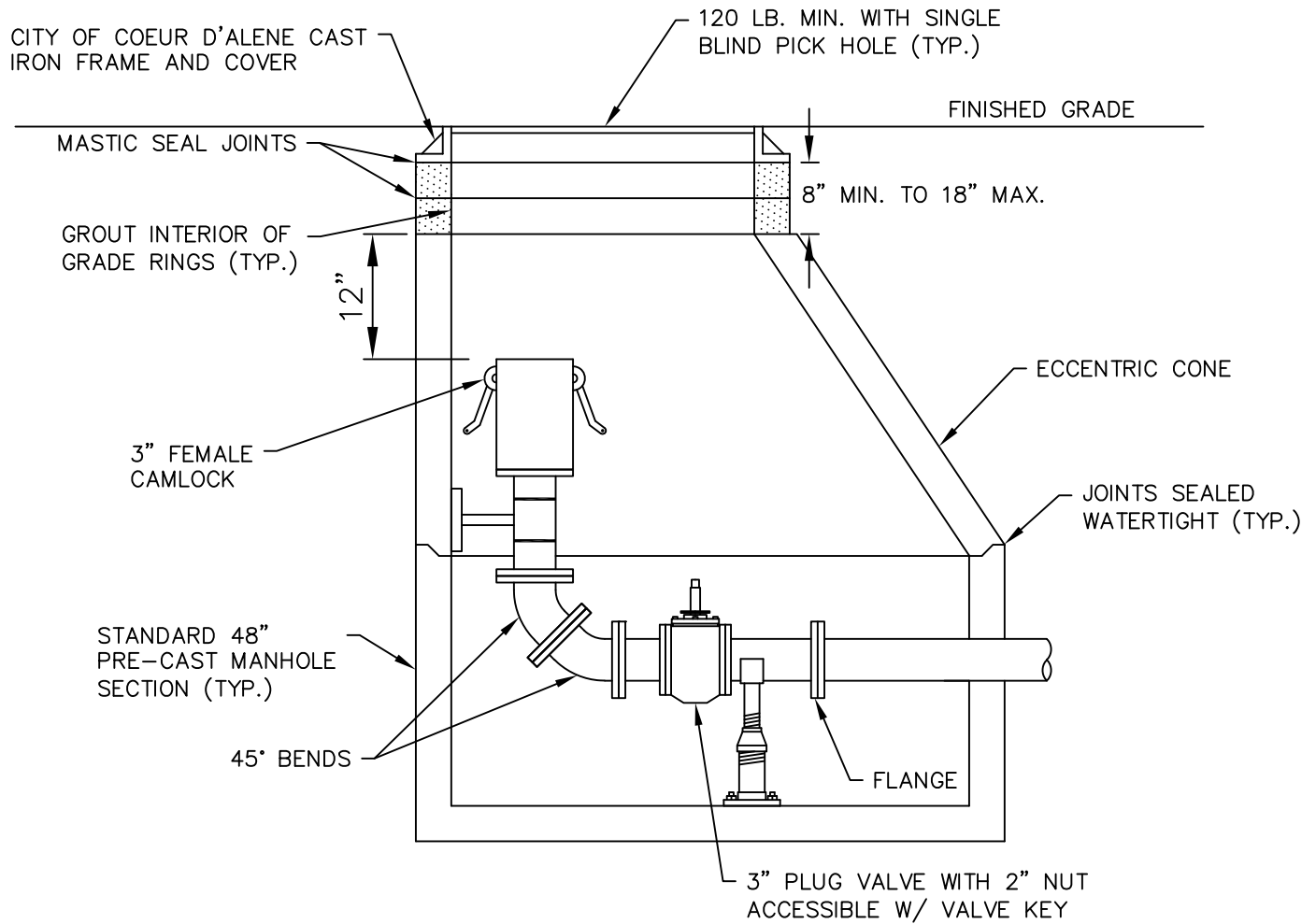
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

7/14/16
DATE:

DWG NO.

SD-11



NOTE: ALL PIPING AND WALL SUPPORTS MUST BE STAINLESS STEEL



CITY OF COEUR D'ALENE STANDARD DRAWING

PRESSURE SEWER CLEANOUT

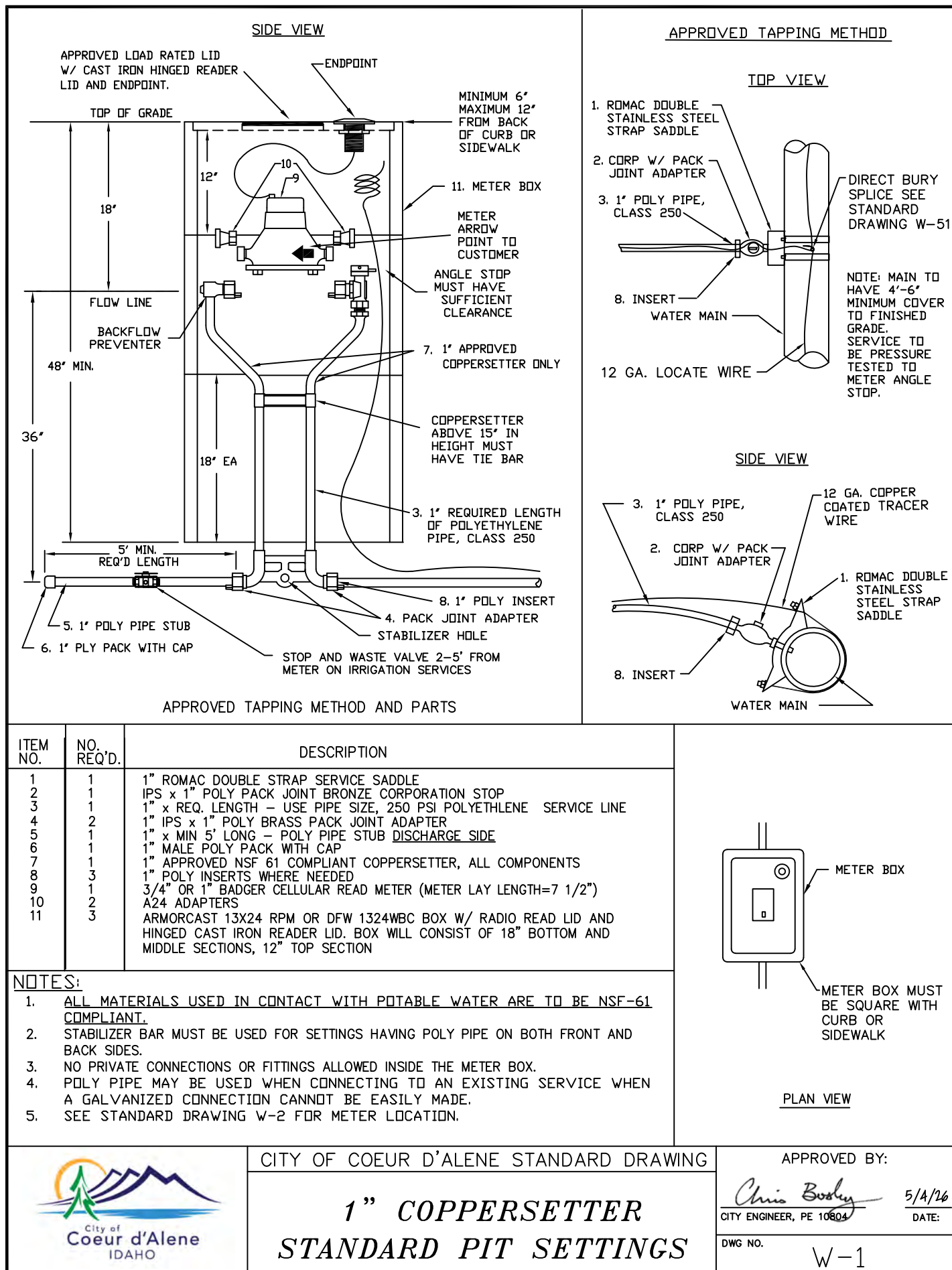
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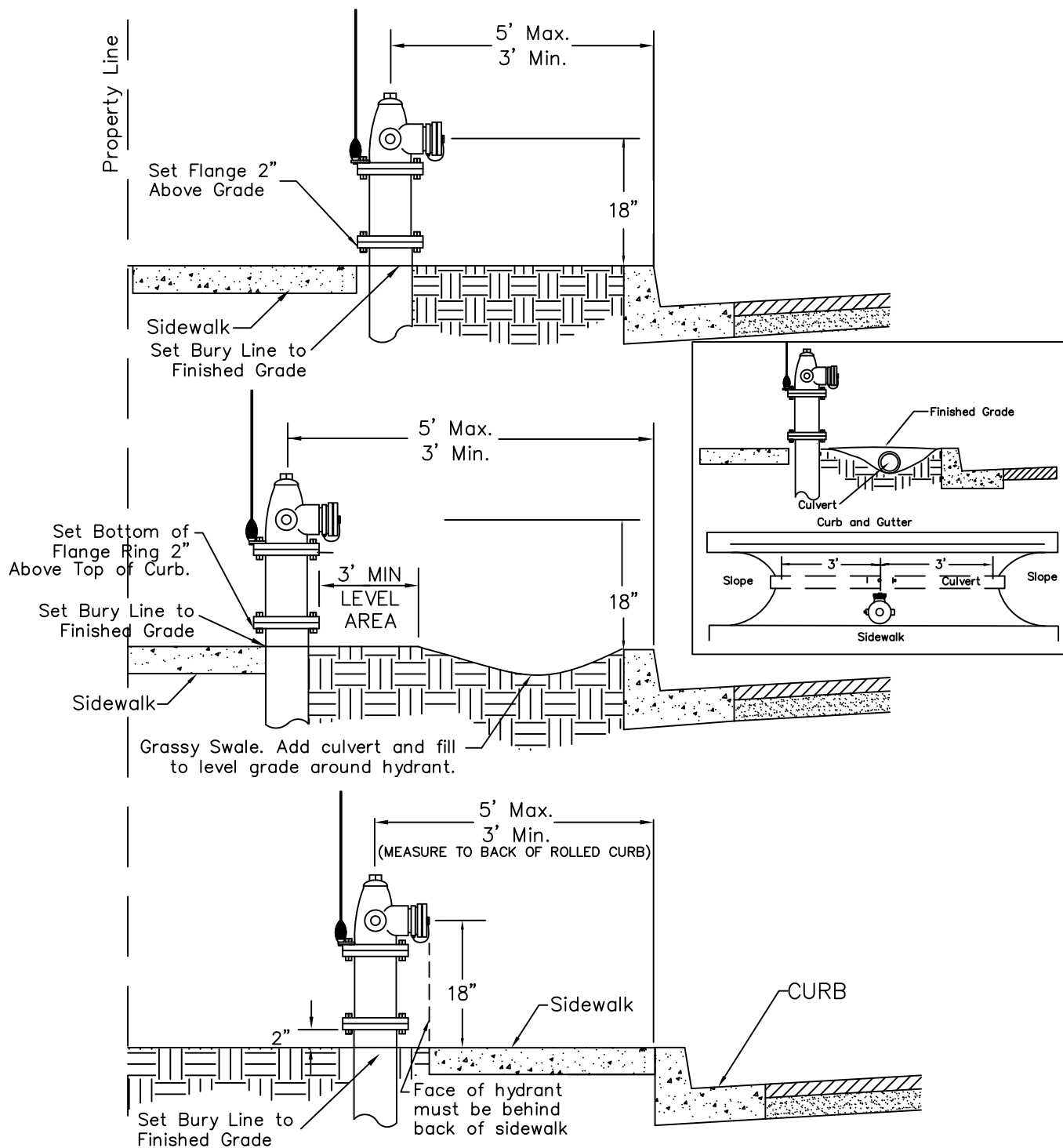
Chris Bosley
CITY ENGINEER, PE 10804

5/27/26
DATE:

DWG NO.

SS-12





NOTES

1. When distance from hydrant to the top or toe of slope is less than 2 feet, special installation will be required by the City Engineer.
2. Where hydrant is not protected by a vertical face of curb protective posts are required. See standard drawing w-53
3. The centerline of the hydrant shall be located 5' minimum from curb return and 5' minimum from a driveway or any fixed obstruction.



CITY OF COEUR D'ALENE STANDARD DRAWING

FIRE HYDRANT LOCATIONS

APPROVED BY:

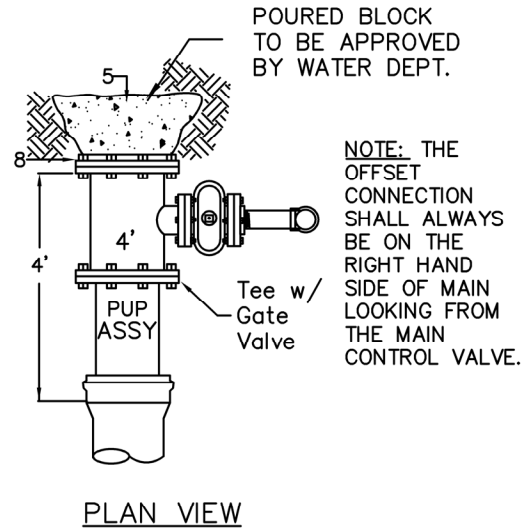
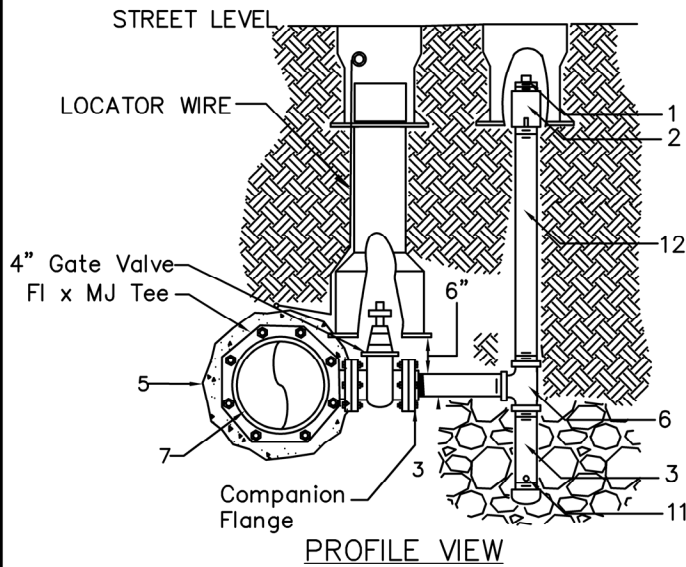
Chris Bushy
CITY ENGINEER, PE 10604

3/12/26
DATE:

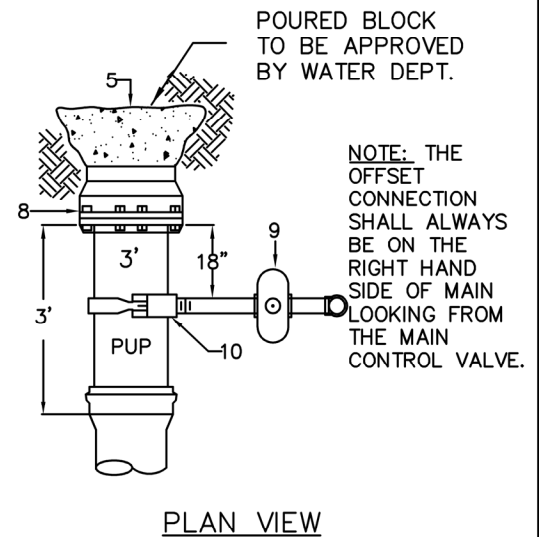
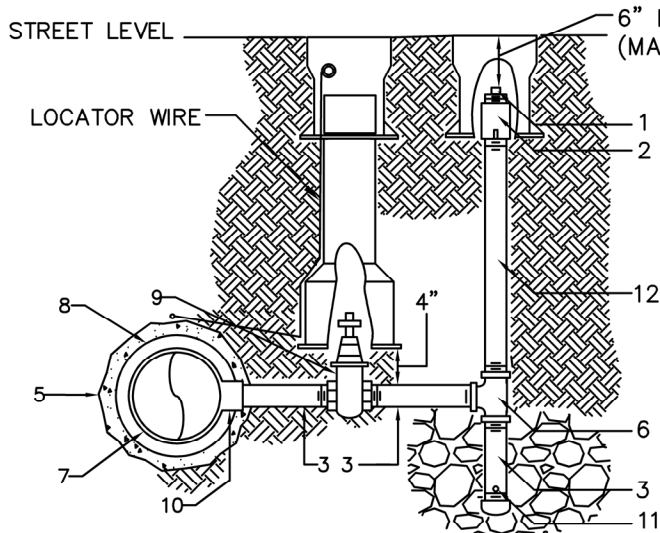
DWG NO.

W-4

OFFSET CONNECTION/SIDE TAP – 12" AND LARGER C905 MAIN



OFFSET CONNECTION/SIDE TAP FOR 6" & 8" C900



ITEM NO.	NO. REQD.	DESCRIPTION
1	2	APP. PIPE DIA THREADED PLUG
2	1	THREAD IRON PIPE COUPLING
3	3	APP. PIPE DIA x 8" LONG GALVANIZED PIPE NIPPLE
4	2	TYLER CAST IRON VALVE BOX W/16" TOP SECTION & LID. SERIES 6855-HD OR APPROVED EQUAL.
5	1	CONCRETE BLOCKING – PER DRAWING W-9 & W-10
6	1	APP PIPE DIA THREADED IRON PIPE TEE -- GALVANIZED
7	1	WATER MAIN, MINIMUM 3' PUP AT END
8	1	MAIN SIZE MJ CAP (6-8") OR BLIND FLANGE/MJ PLUG.
9	1	APP DIA IPxIP THREADED GATE VALVE W/ 2" OPER. NUT
10	1	MAIN SIZE x APP. TAP SIZE DOUBLE STRAP SADDLE.
11	4	DRILL 1/8" HOLE OR CUT 1/2" SLOT WITH CHOP SAW
12	1	APP DIA X REQUIRED LENGTH GALV. PIPE NIPPLE

NOTE: STANDARD 2" BLOW OFF ASSY. IS ADEQUATE FOR 8" AND SMALLER MAINS TO ACHIEVE 2.5 FT/SEC VELOCITY. REFERENCE WATER DEPT. STANDARD DRAWING W-35 "MAIN FLUSHING CHART", TO DETERMINE PROPER SIZE OF ASSEMBLY FOR 12" AND LARGER MAINS.



CITY OF COEUR D'ALENE STANDARD DRAWING

**TYP. FROST FREE
BLOWOFF ASSEMBLY**

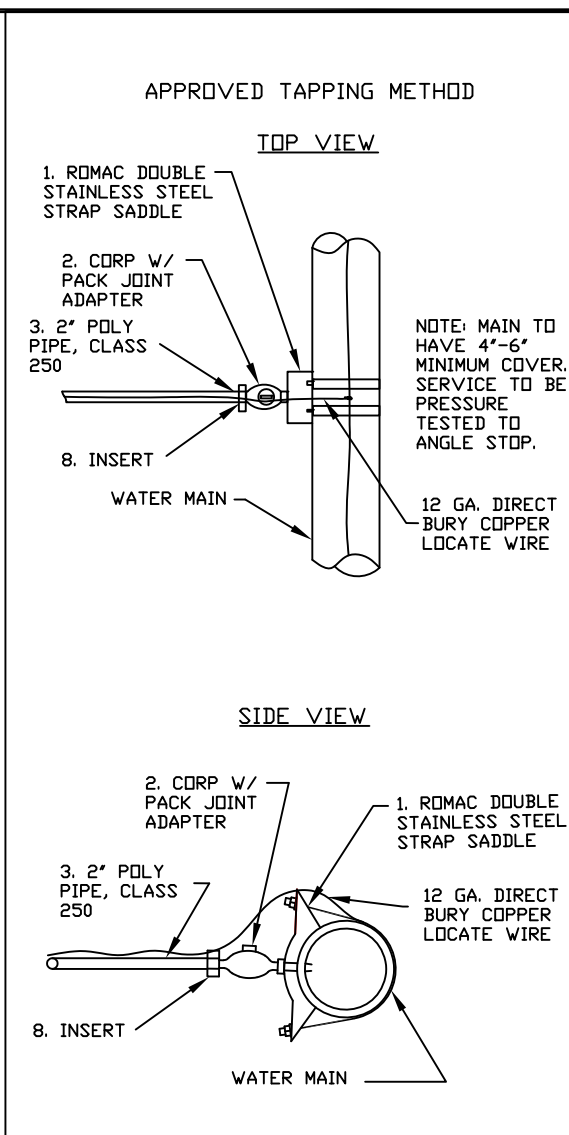
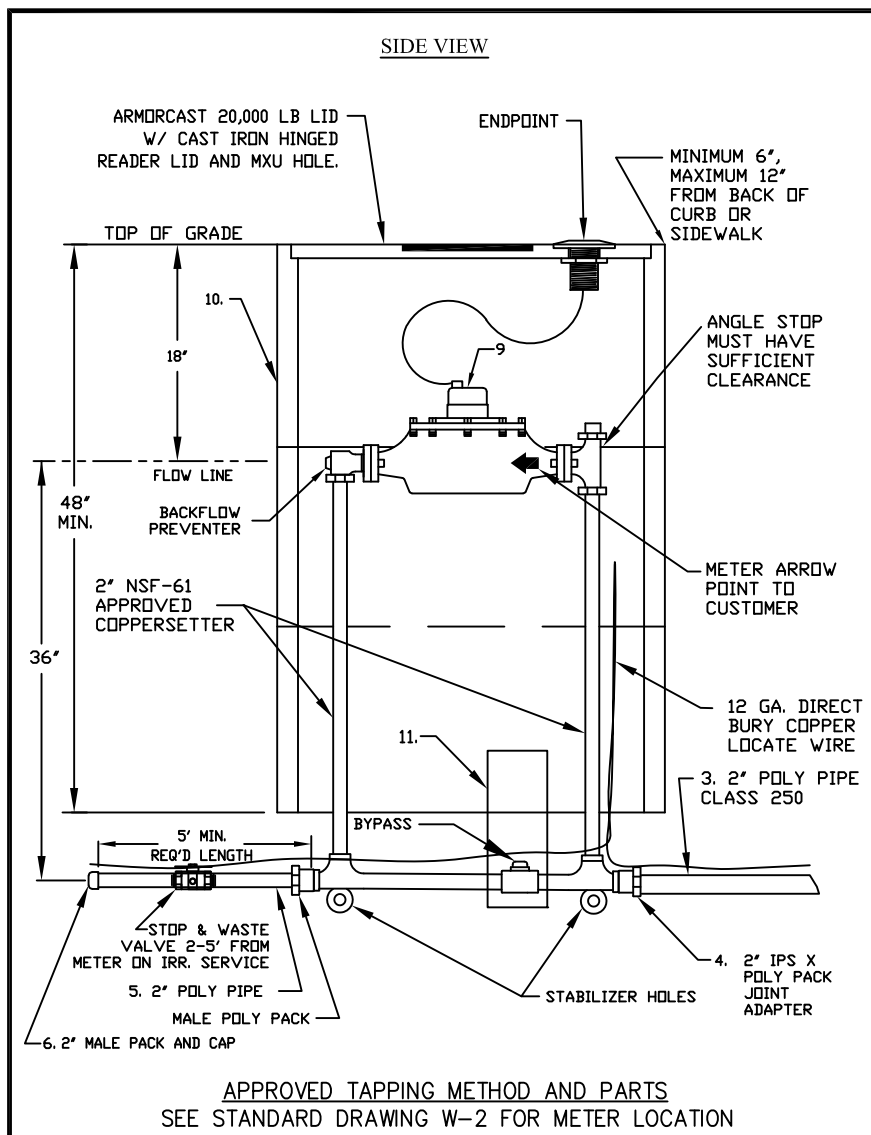
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

3/12/26
DATE:

DWG NO.

W-6

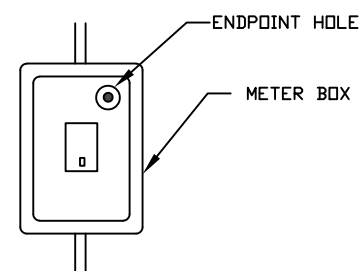


APPROVED TAPPING METHOD AND PARTS
SEE STANDARD DRAWING W-2 FOR METER LOCATION

ITEM NO.	NO. REQ'D.	DESCRIPTION
1	1	2" ROMAC DOUBLE STRAP SERVICE SADDLE
2	1	IPS x 2" POLY PACK JOINT BRONZE CORPORATION STOP.
3	1	2" x REQ. LENGTH - USE PIPE SIZE, 250 PSI POLYETHYLENE SERVICE LINE
4	1	2" IPS x 2" POLY BRASS PACK JOINT ADAPTER
5	1	2" x MIN 5' LONG - POLY AND MALE PACK JOINT BACK SIDE OF BOX
6	1	2" GALVANIZED CAP.
7	1	2" NSF-61 APPROVED COPPERSETTER, ALL COMPONENTS
8	2	2" POLY INSERTS WHERE NEEDED.
9	1	2" BADGER DISC TYPE CELLULAR READ METER (METER LENGTH=17")
10	4	ARMORCAST OR DFW 1324WBC METER BOX SECTIONS W/ CELLULAR READ LID - 17" X 30"
11	1	6" x 8" PVC SLEEVE SADDLE NOTCHED OVER BYPASS VALVE.

NOTES:

- ALL MATERIALS USED IN CONTACT WITH POTABLE WATER ARE TO BE NSF-61 COMPLIANT.
- STABILIZER BAR MUST BE USED FOR SETTINGS HAVING POLYPIPE ON BOTH FRONT AND BACK SIDES.
- NO PRIVATE CONNECTIONS OR FITTINGS ALLOWED INSIDE THE METER BOX.**
- POLY PIPE MAY BE USED WHEN CONNECTING TO AN EXISTING SERVICE IN THE EVENT THAT A GALVANIZED CONNECTION CANNOT BE EASILY MADE.
- OBSERVE MINIMUM UTILITY SEPARATION (WATER DEPARTMENT CONSTRUCTION STANDARDS - SUBSECTION 1.5.02)



PLAN VIEW

METER BOX SHALL BE SQUARE
TO CURB OR SIDEWALK



CITY OF COEUR D'ALENE STANDARD DRAWING

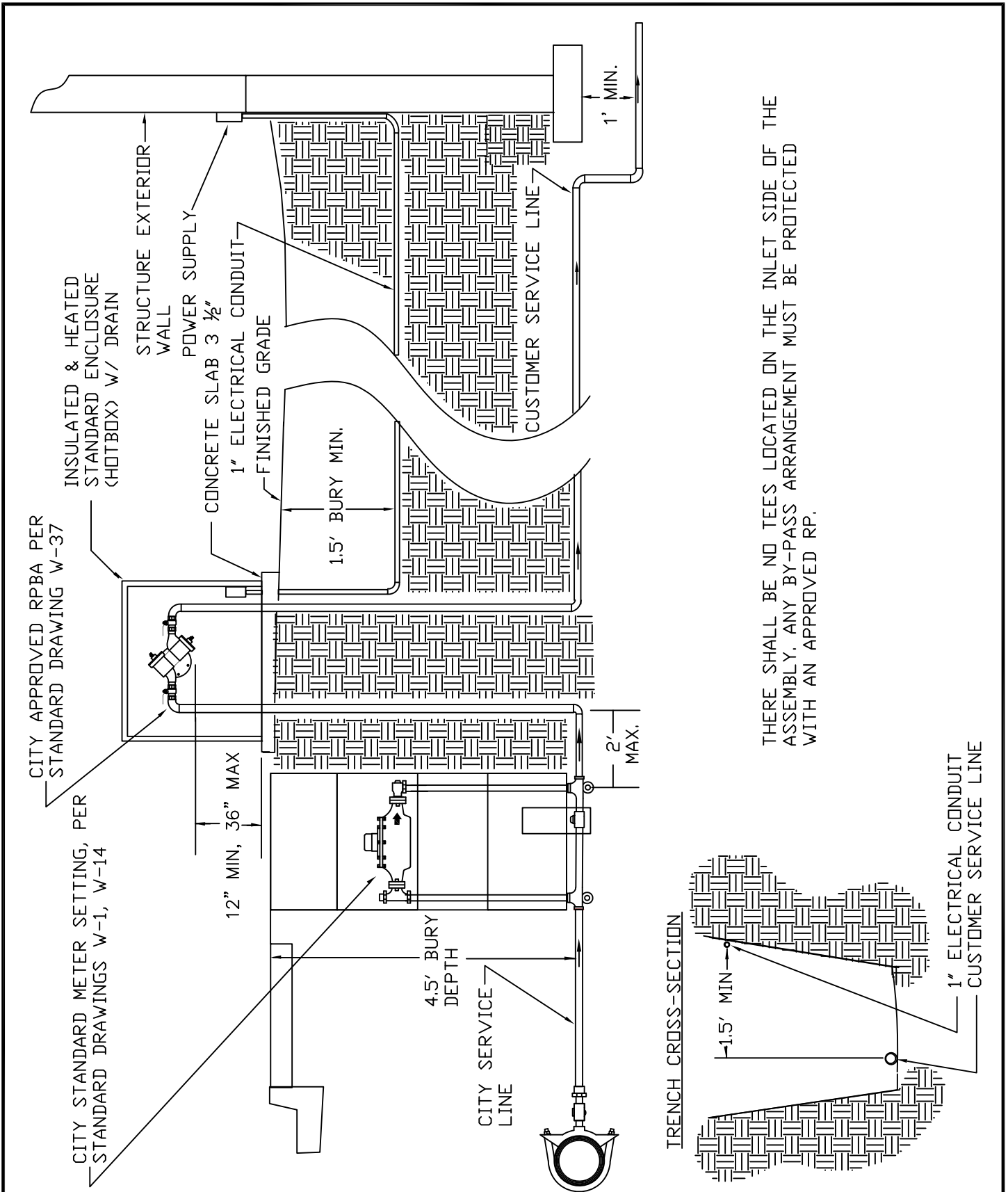
2" COPPERSETTER STANDARD PIT SETTING

APPROVED BY:

Chris Bosley 5/4/26
CITY ENGINEER, PE 10804 DATE:

DWG NO.

W-14



CITY OF COEUR D'ALENE STANDARD DRAWING

RPBA PREMISE ISOLATION STANDARD METHOD

APPROVED BY:

Chris Bushy
CITY ENGINEER, PE 10604

3/1/26
DATE:

DWG NO.

W-20



CITY OF COEUR D'ALENE STANDARD DRAWING

RPBA PREMISE ISOLATION ALTERNATE METHOD

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10604

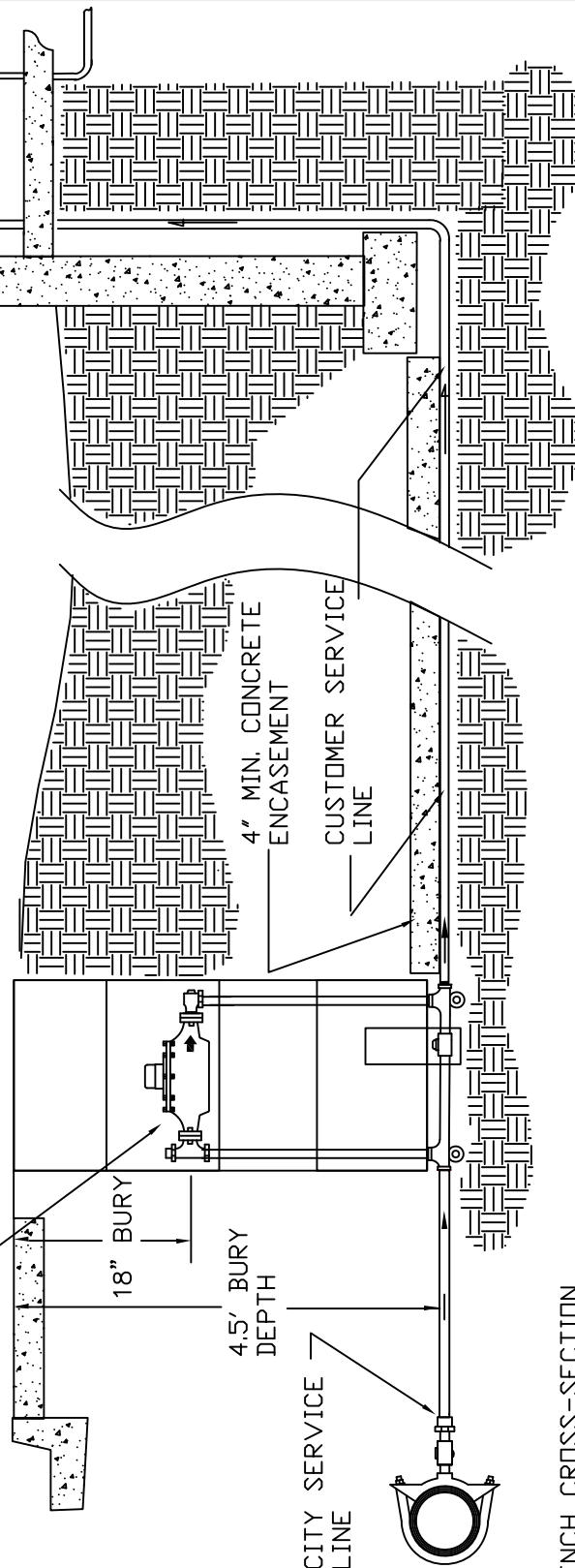
3/18/26
DATE:

DWG NO.

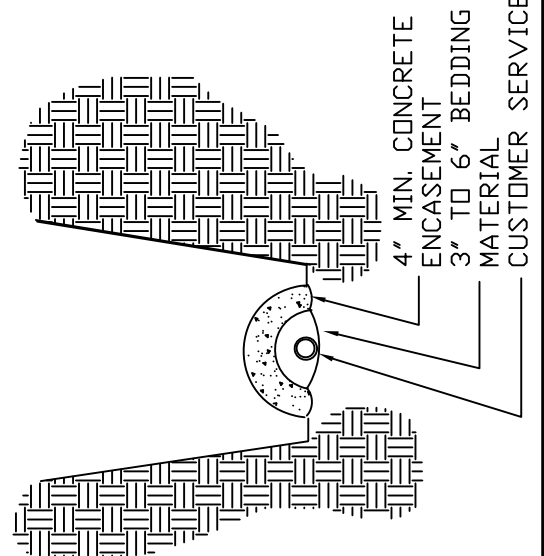
W-21

CITY STANDARD METER
SETTING, PER STANDARD
DRAWINGS W-1, W-14

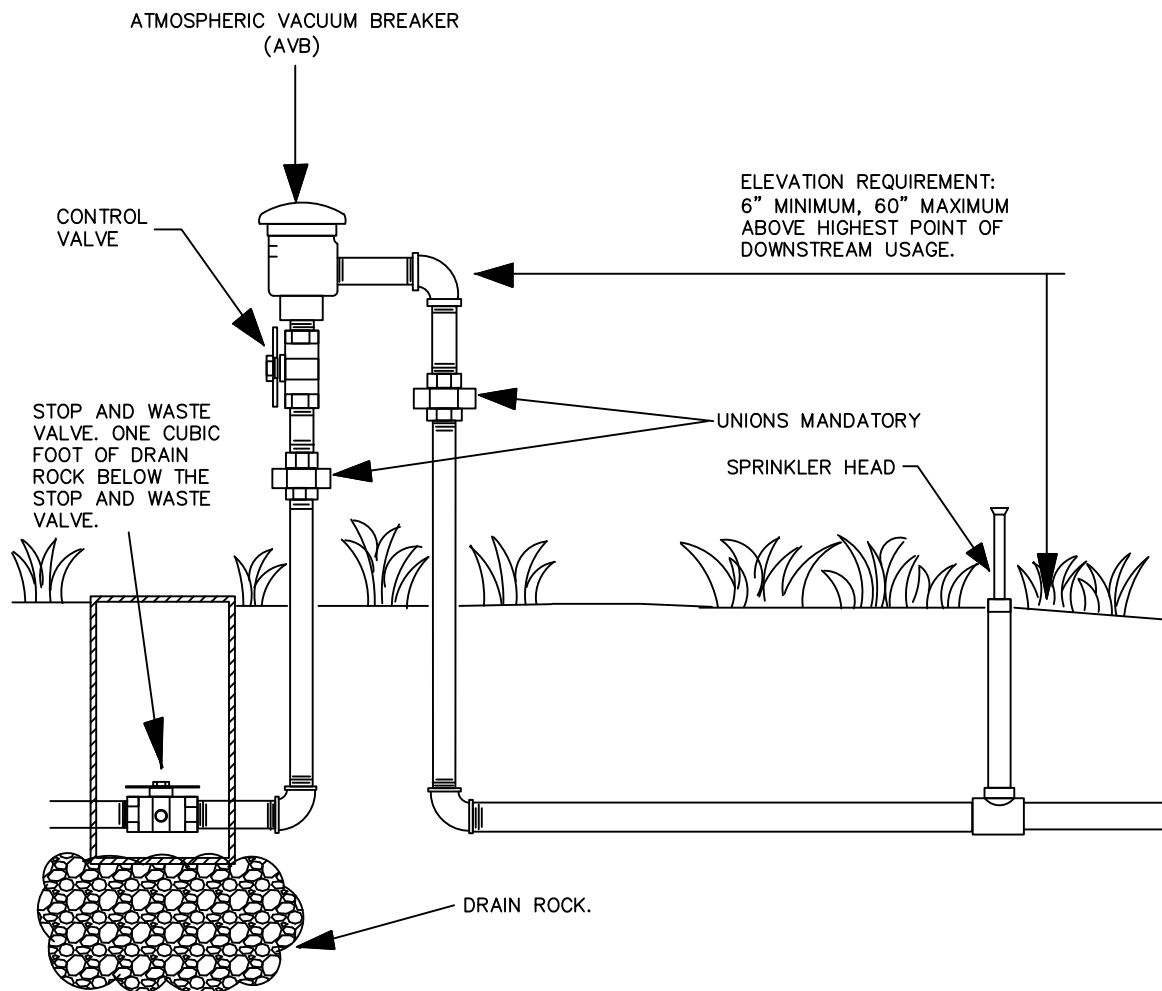
CITY APPROVED RPBA PER
STANDARD DRAWING W-32



TRENCH CROSS-SECTION



1. THE PROPERTY OWNER, AS A CONDITION OF ALLOWING THE RPBA TO BE INSTALLED INSIDE THE STRUCTURE, SHALL COVER THE CUSTOMER SERVICE LINE FROM THE BASE OF THE METER BOX TO THE BASE OF THE INLET RISER AT THE RPBA WITH A MINIMUM OF 4" OF CONCRETE OVER 3 TO 6" OF FINE BEDDING MATERIAL AS ILLUSTRATED.
2. THE PROPERTY OWNER SHALL SIGN A RECORDABLE EASEMENT PROHIBITING CONNECTIONS INTO THE SERVICE LINE BETWEEN THE METER AND THE RPBA. NO TEES ON THE INLET SIDE OF THE ASSEMBLY.
3. THIS METHOD SHALL BE UTILIZED WHERE AUXILIARY SOURCES OF WATER EXIST ON THE PROPERTY TO BE SERVED PER SPECIAL APPROVAL OF THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY.



NOTE:

1. NO BLOW OFF PORTS ARE ALLOWED UPSTREAM OR DOWNSTREAM OF THE AVB. THE ASSEMBLY MUST BE REMOVED FROM THE SYSTEM PRIOR TO BLOWING OUT THE IRRIGATION SYSTEM.
2. NO MANUAL OR AUTOMATIC VALVES ALLOWED DOWNSTREAM OF AVB.
3. AVB CANNOT BE PRESSURIZED MORE THAN 12 HOURS IN A 24 HOUR PERIOD.



CITY OF COEUR D'ALENE STANDARD DRAWING

***APPROVED ATMOSPHERIC
VACUUM BREAKER INSTALL***

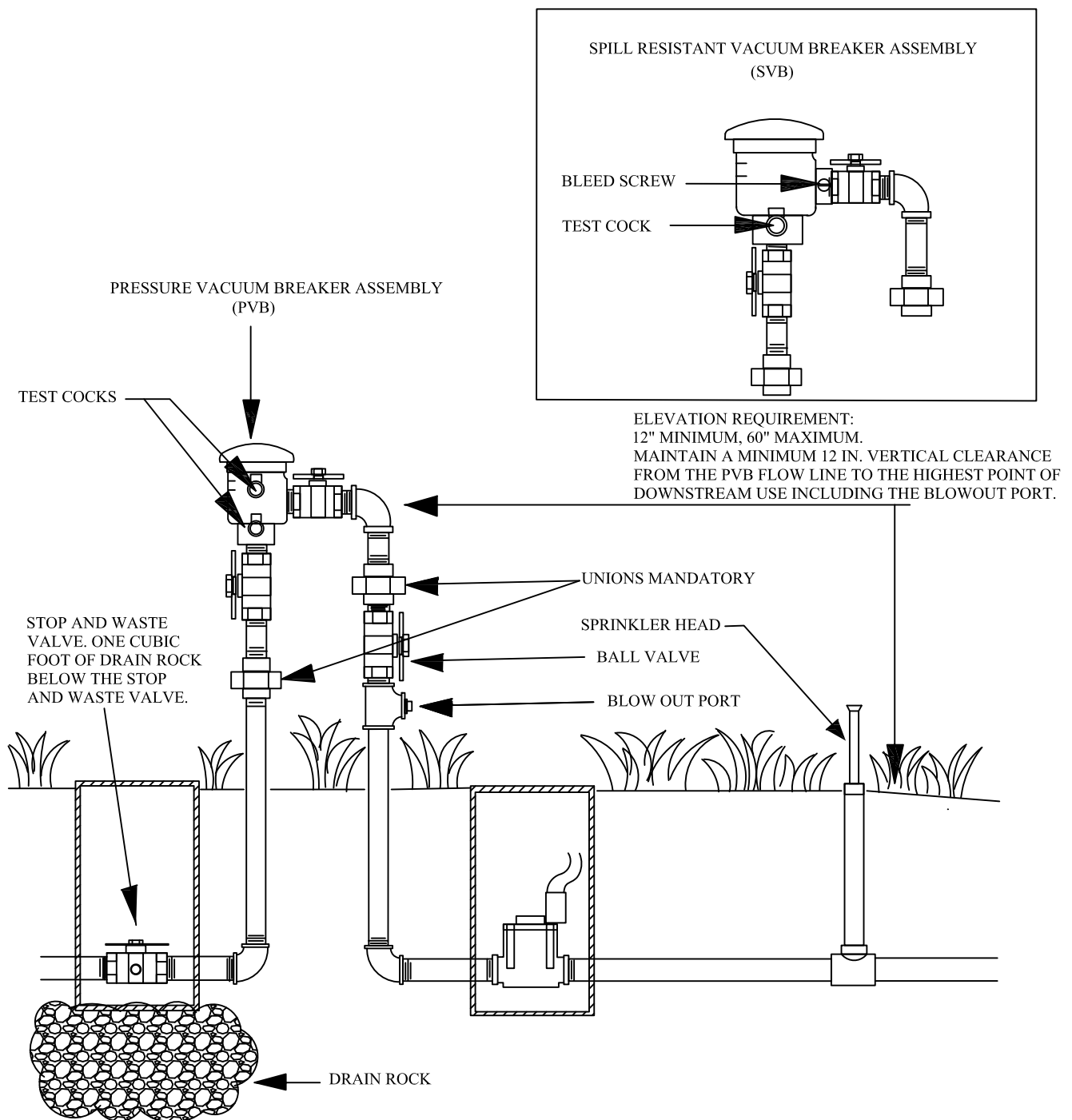
APPROVED BY:

Chris Busby
CITY ENGINEER, PE 10604

3/18/26
DATE:

DWG NO.

W-22



NOTE:

1. THERE SHALL BE NO TEES ON THE INLET SIDE OF THE PVB.
2. NO BLOW OFF PORTS ARE ALLOWED UPSTREAM OR DOWNSTREAM OF THE PVB ASSEMBLY. THE ASSEMBLY MUST BE REMOVED FROM THE SYSTEM PRIOR TO BLOWING OUT THE IRRIGATION SYSTEM.
3. MANUAL OR AUTOMATIC VALVES ALLOWED DOWNSTREAM OF PVB.
4. MAY BE PRESSURIZED FOR MORE THAN 12 HOURS IN A 24 HOUR PERIOD.



CITY OF COEUR D'ALENE STANDARD DRAWING

**APPROVED PRESSURE
VACUUM BREAKER ASSY.**

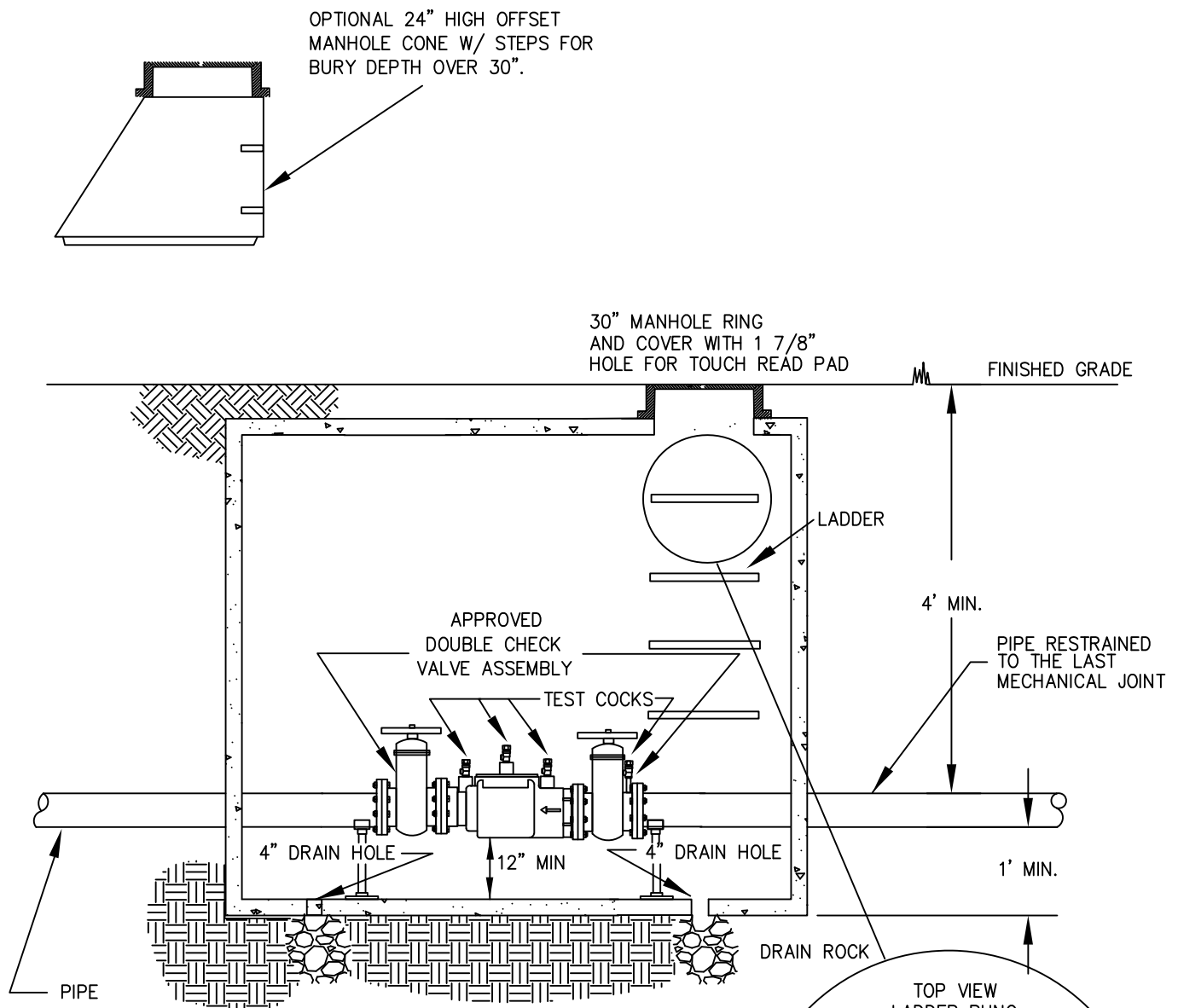
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10604

3/18/26
DATE:

DWG NO.

W-23



NOTES:

1. VAULT CONSTRUCTION TO BE DESIGNED BASED ON POTENTIAL TRAFFIC LOAD. WILBERT 1900 SERIES OR APPROVED EQUAL.
2. LENGTH AND WIDTH OF VAULT SHALL ACCOMMODATE EQUIPMENT WITH ADEQUATE OR VENDORS RECOMMENDED CLEARANCE FROM WALLS TO REMOVE OR MAINTAIN EQUIPMENT. MUST HAVE ACCESS LADDER.
3. MUST PROVIDE ADEQUATE CLEARANCE FOR TESTING AND MAINTENANCE OF THE ASSEMBLY - 12" MINIMUM FOR THE NON TEST SIDE, 24" MINIMUM FOR THE TEST SIDE.
4. THERE SHALL BE NO UPSTREAM CONNECTIONS OR TEES INSTALLED BETWEEN THE METER VAULT AND THE BACKFLOW ASSEMBLY EXCEPT FOR PARALLEL ASSEMBLY INSTALLATION. ALL BY-PASS ARRANGEMENTS SHALL BE PROTECTED.



CITY OF COEUR D'ALENE STANDARD DRAWING

**4" OR LARGER
DC IN VAULT**

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

3/19/26
DATE:

DWG NO.

W-24

2" MIN. RIGID FOAM PANEL OR
SPRAY FOAM INSULATION
(ADEQUATE FREEZE PROTECTED
ENCLOSURE REQUIRED)

APPROVED
COMPACT STYLE DCVA

18"

FLOW LINE

4' 6"

UNIONS
REQUIRED

GALVANIZED PIPE OR TYPE
"K" COPPER PIPE TO
SUPPORT THE D.C.V.A.

MINIMUM 46" OF OPEN AIR
SPACE FROM BOTTOM BOX
TO LID TO PROVIDE
NATURAL WARMTH

MAXIMUM OF
24" FROM END
OF METER BOX
TO D.C.V.A.
BOX

TO THE
BUILDING



CITY OF COEUR D'ALENE STANDARD DRAWING

***APPROVED 1" & 2" DC
FOR PREMISE ISOLATION***

APPROVED BY:

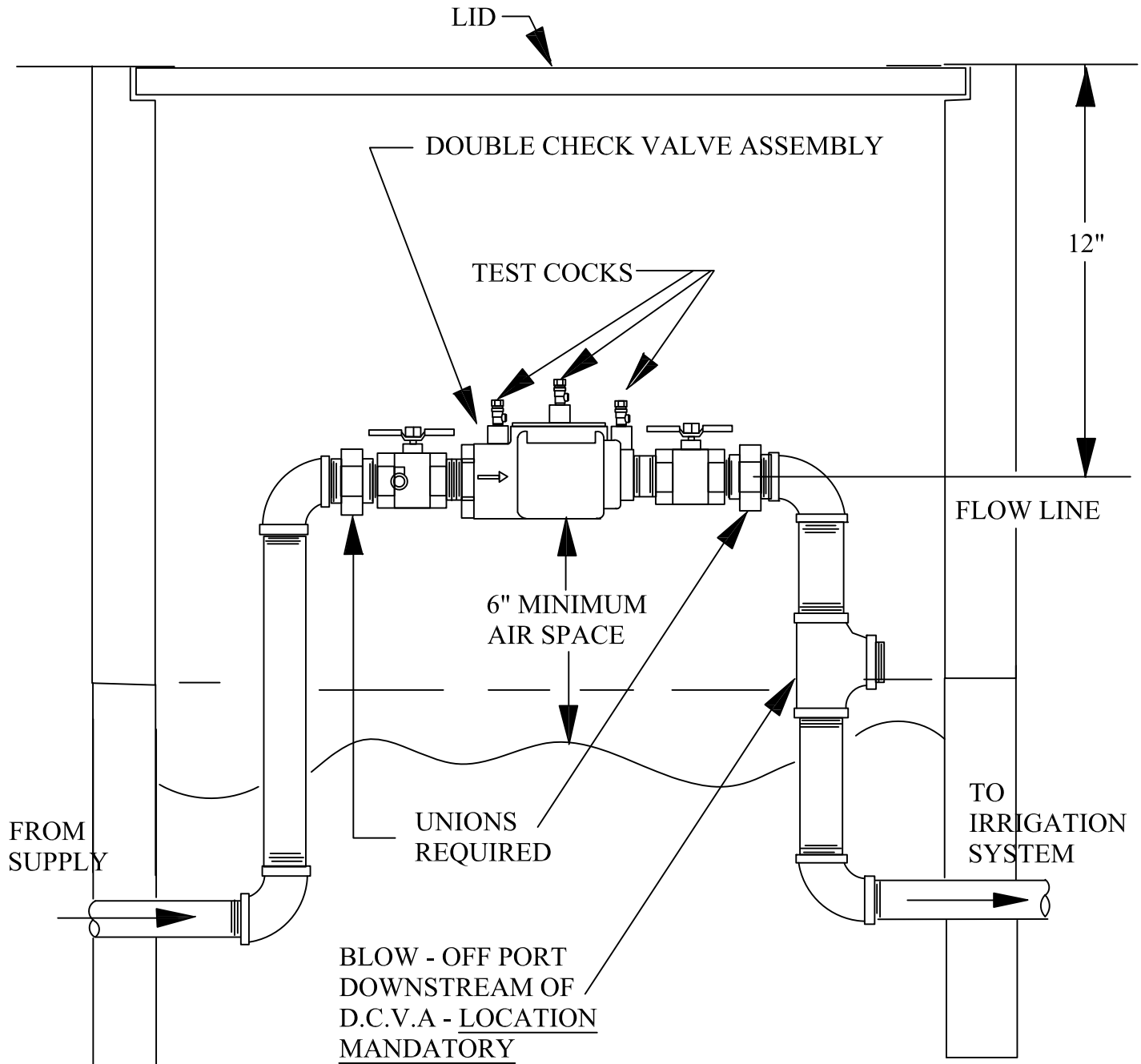
Chris Boddy
CITY ENGINEER, PE 10804

5/4/26
DATE:

DWG NO.

W-25

Effective July 1, 2025, the City of Coeur d'Alene no longer permits the installation of new Double Check Valve Assembly (DCVA) backflow assemblies on landscape irrigation. Existing DCVA assemblies may be repaired in place. If the assembly cannot be repaired in place, a plumbing permit shall be obtained and an appropriate and approved backflow prevention assembly shall be installed. This standard drawing is provided for informational purposes only.



Note: There shall be no tees on the inside of the assembly.



CITY OF COEUR D'ALENE STANDARD DRAWING

**APPROVED DC FOR
IRRIGATION INSTALLATION**

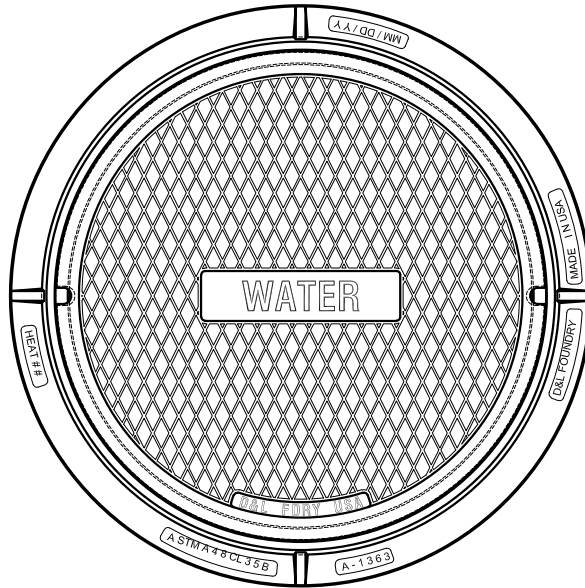
APPROVED BY:

Chris Boshy
CITY ENGINEER, PE 10804

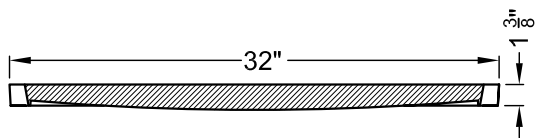
3/19/26
DATE:

DWG NO.

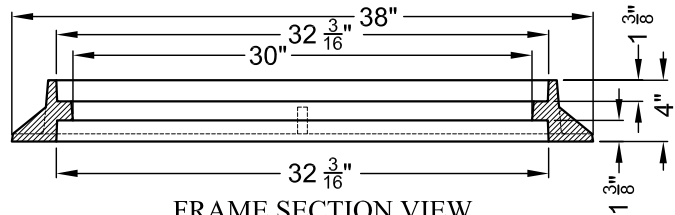
W-26



WATER VAULT MANHOLE COVER



COVER SECTION VIEW



FRAME SECTION VIEW

NOTES:

1. ALL LETTERING & ARTWORK SHALL BE FLUSH WITH FRAME RIM/LIP MOLDED INTO THE TOP OF THE COVER.
2. FRAME SHALL BE GRAY IRON CONFORMING TO A.S.T.M. A48-90, GRADE 30. COVER SHALL BE DUCTILE IRON CONFORMING TO A.S.T.M. A536-84, CLASS 80-50-06.
3. FIT TOLERANCES SHALL BE $< 1/8" \pm$.
4. WELDED FRAME AND COVERS ARE NOT ACCEPTABLE.



CITY OF COEUR D'ALENE STANDARD DRAWING

**30" MANHOLE COVER
FOR METER VAULT**

APPROVED BY:

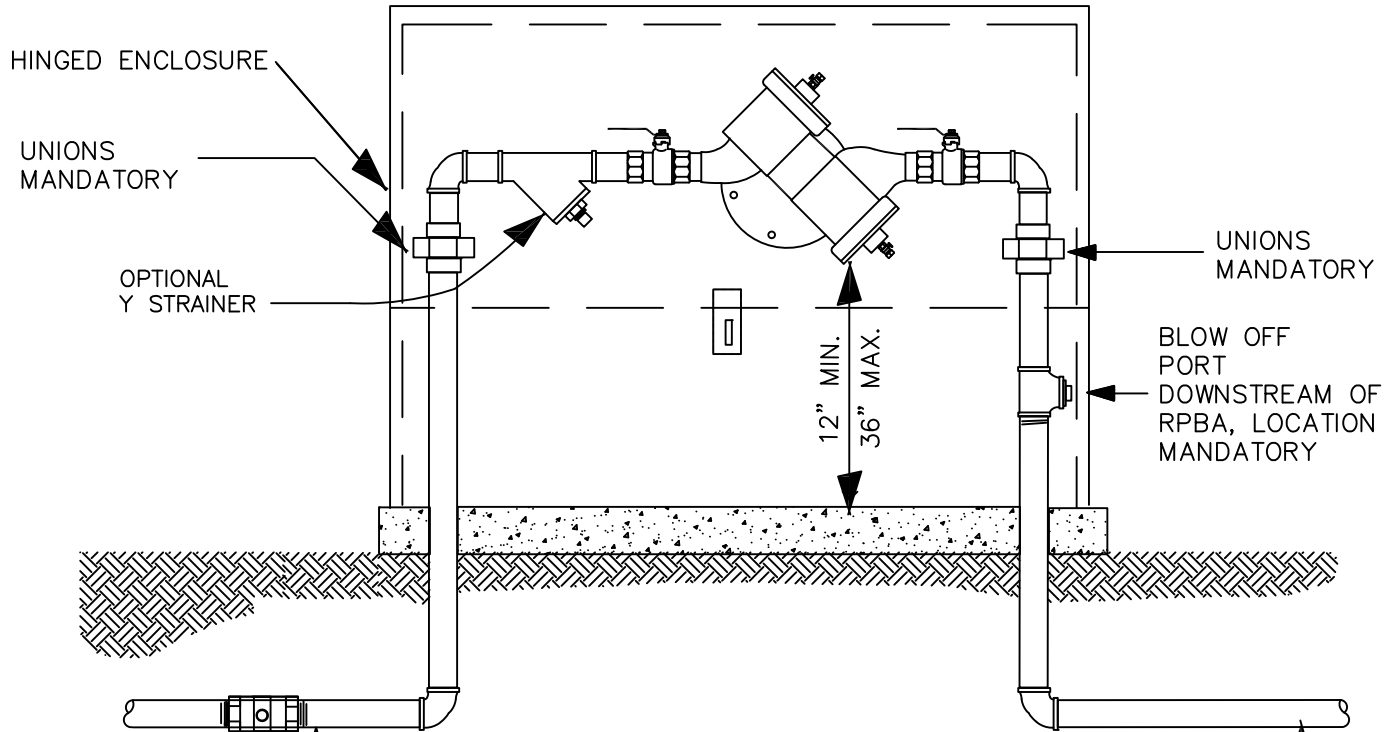
Chris Bosley
CITY ENGINEER, PE 10604

5/1/26
DATE:

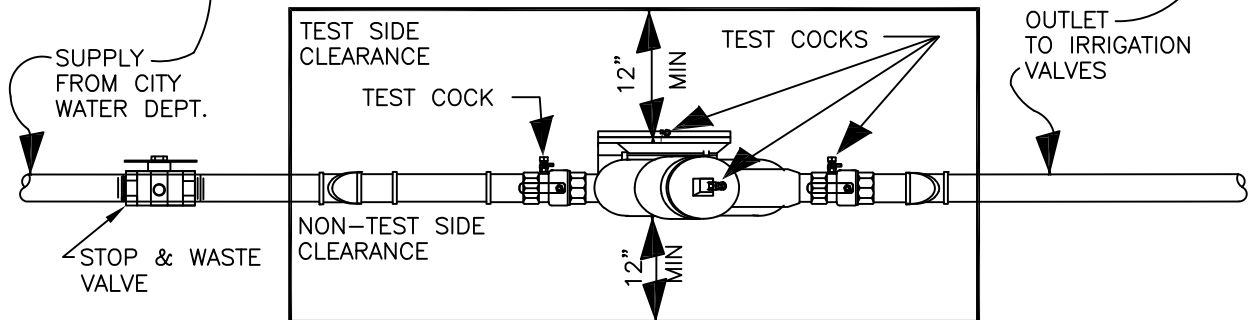
DWG NO.

W-30

SIDE VIEW



TOP VIEW



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED ABOVE GRADE IN THEIR APPROVED ORIENTATION ONLY.
3. ENCLOSURE FOR OUTDOOR PROTECTION OF THE ASSEMBLY IS ALLOWED, BUT MUST PROVIDE IMMEDIATE TOP ACCESS OF 12" FOR TESTING AND MAINTENANCE.
4. TEST COCKS ARE REQUIRED TO FACE AWAY FROM WALLS AND NEAREST STATIONARY OBJECT, AND AT NO TIME BE LESS THAN 12" CLEARANCE.
5. IF A DEDICATED IRRIGATION SERVICE, THERE MUST BE NO BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY.
6. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
7. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
8. ADEQUATE DRAINAGE FROM THE ASSEMBLY MUST BE PROVIDED.
9. NO ASSEMBLIES OR ENCLOSURES ARE TO BE INSTALLED OVER THE WATER METER VAULT.
10. BLOW OFF PORT MUST BE DOWNSTREAM OF ASSEMBLY.
11. RP MUST BE INSTALLED WITH 2-5' OF DISCHARGE SIDE OF WATER METER.



CITY OF COEUR D'ALENE STANDARD DRAWING

TYPICAL APPROVED RP FOR IRRIGATION SYSTEM

APPROVED BY:

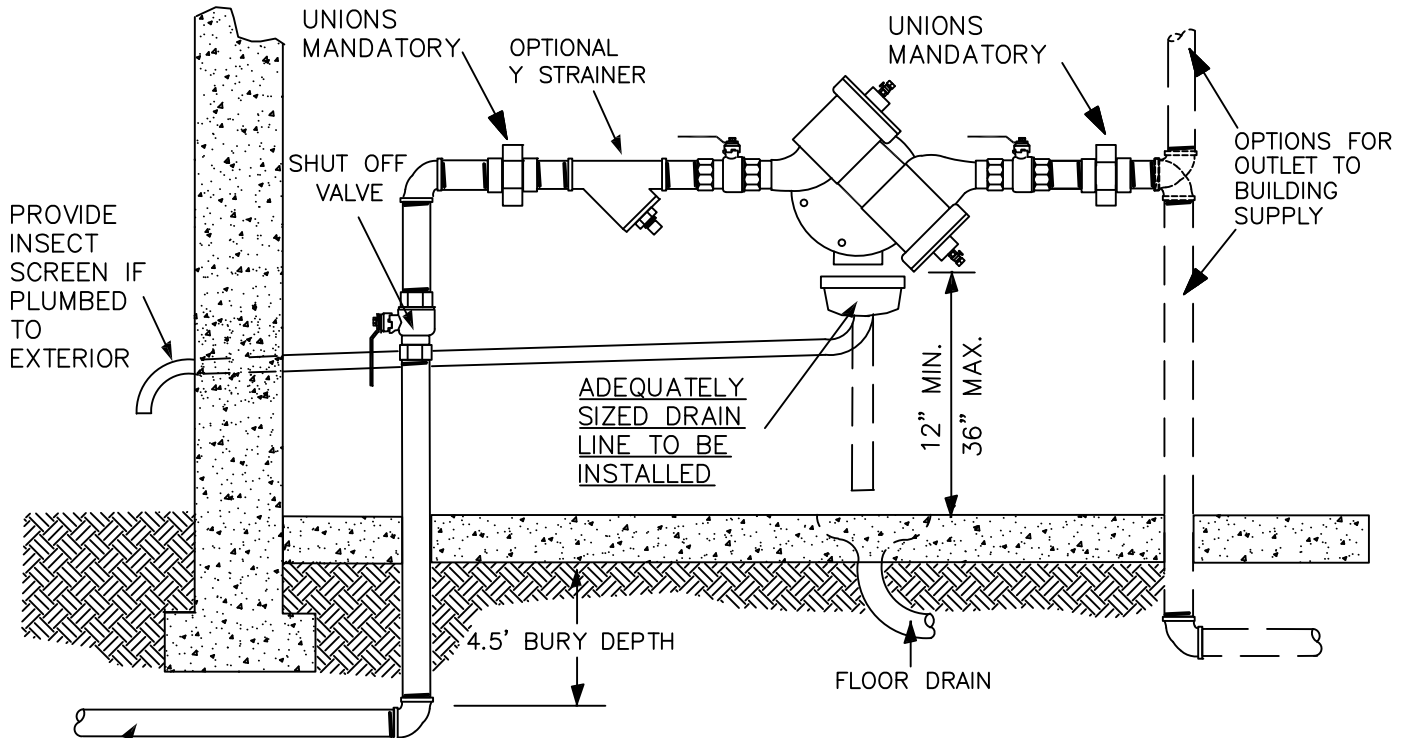
Chris Bosley
CITY ENGINEER, PE 10804

3/19/26
DATE:

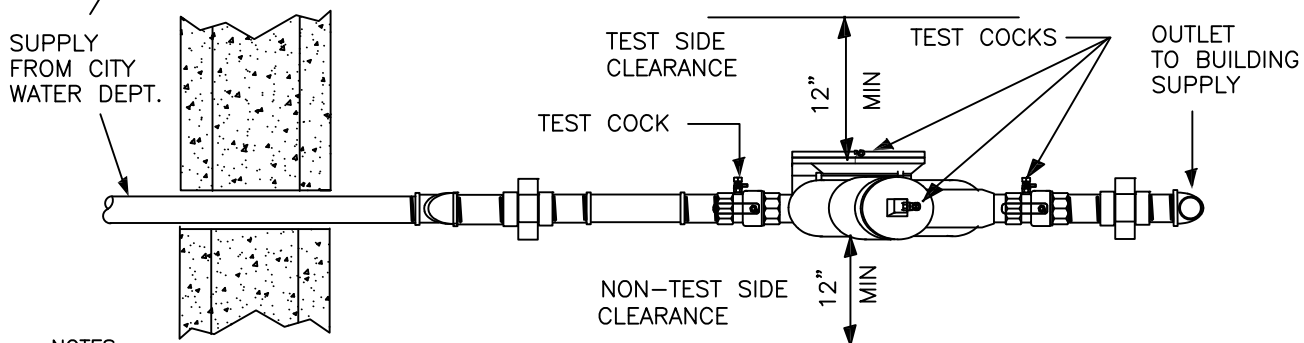
DWG NO.

W-31

SIDE VIEW



TOP VIEW



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED ABOVE GRADE OR HIGHEST FLOOD PLAIN IN THEIR APPROVED ORIENTATION ONLY.
3. ADEQUATE CLEARANCE MUST BE PROVIDED FOR TESTING AND MAINTENANCE OF ASSEMBLY, MINIMUM 12" FOR NON-TEST SIDE, MINIMUM 12" FOR THE TEST SIDE, FACING AWAY FROM WALLS AND NEAREST STATIONARY OBJECTS.
4. THERE MUST BE NO UNPROTECTED BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY.
5. IF AUXILIARY WATER SOURCE IS PRESENT AND THE RP HAS NOT BEEN INSTALLED IMMEDIATELY DOWNSTREAM OF THE METER BOX, THE ENTIRE LENGTH OF THE WATER SERVICE FROM METER BOX TO THE BACKFLOW ASSEMBLY SHALL BE ENCASED IN MINIMUM 4" OF CONCRETE PER STANDARD DRAWING W-21.
6. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
7. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
8. ADEQUATE DRAINAGE FROM THE ASSEMBLY MUST BE PROVIDED PER THE PNWS/AWWA RP DISCHARGE RATE CHART.
9. BACKFLOW ASSEMBLY MUST BE INSTALLED WITHIN 2' OF FLOOR OR WALL SERVICE PENETRATION.



CITY OF COEUR D'ALENE STANDARD DRAWING

**APPROVED RP FOR
BUILDING ISOLATION**

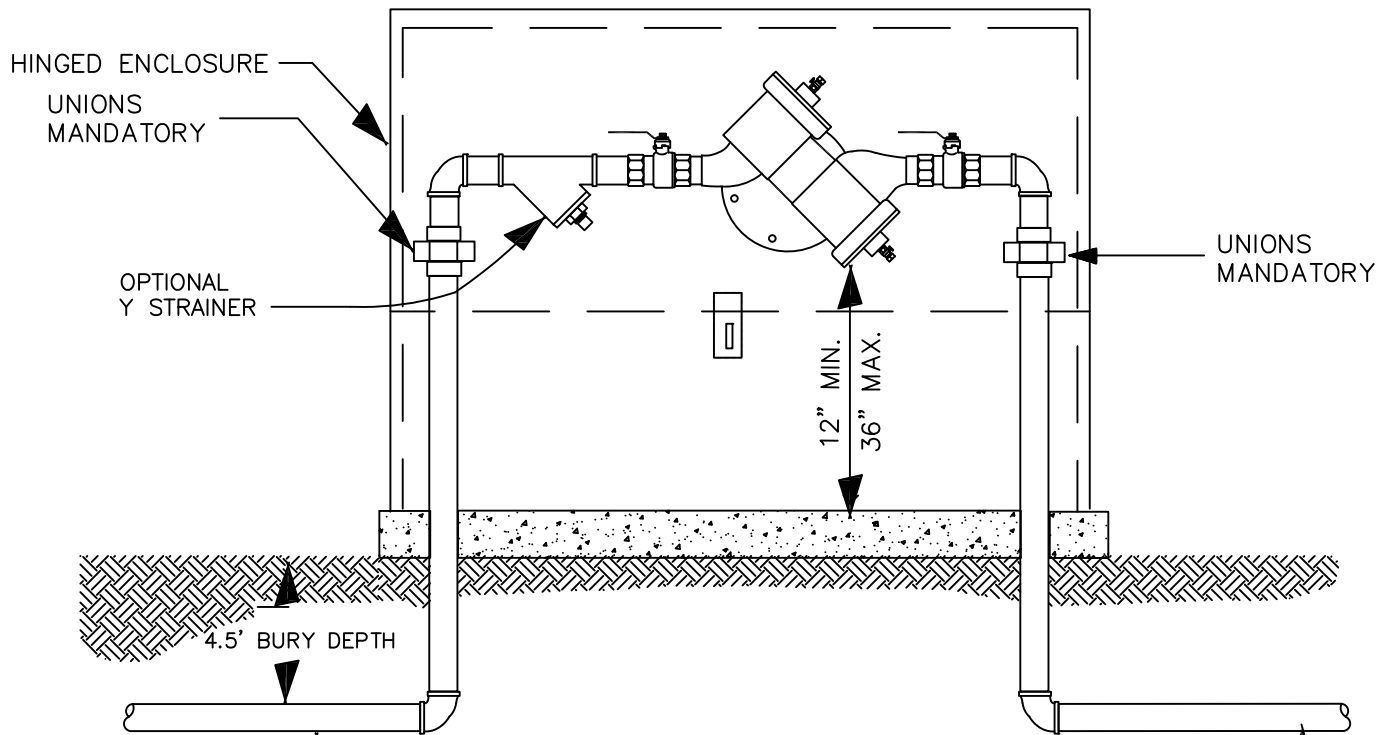
APPROVED BY:

Chris Bosley 3/10/26
CITY ENGINEER, PE 10804 DATE:

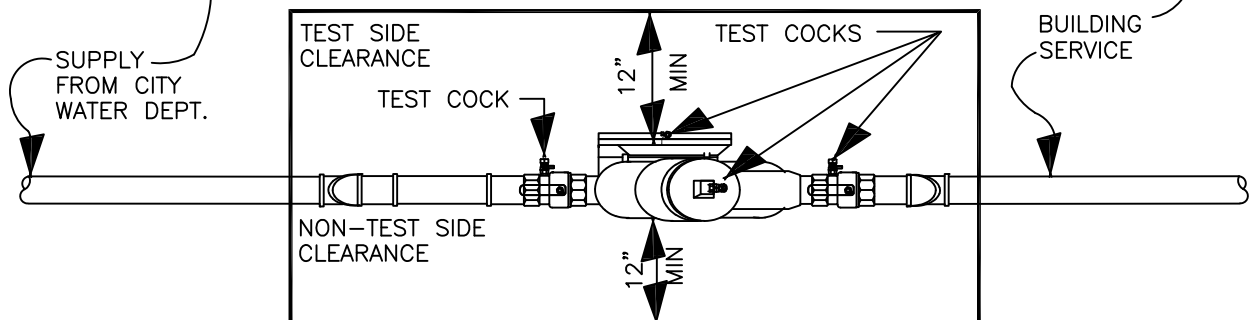
DWG NO.

W-32

SIDE VIEW



TOP VIEW



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED ABOVE GRADE IN THEIR APPROVED ORIENTATION ONLY.
3. ENCLOSURE FOR OUTDOOR PROTECTION OF THE ASSEMBLY IS ALLOWED, BUT MUST PROVIDE IMMEDIATE TOP ACCESS OF 12" FOR TESTING AND MAINTENANCE.
4. TEST COCKS ARE REQUIRED TO FACE AWAY FROM WALLS AND NEAREST STATIONARY OBJECT, AND AT NO TIME BE LESS THAN 12" CLEARANCE.
5. THERE MUST BE NO BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY.
6. IF A BACKFLOW ASSEMBLY IS REQUIRED FOR PREMISE ISOLATION DUE TO AN AUXILIARY SOURCE AND HAS NOT BEEN INSTALLED IMMEDIATELY DOWNSTREAM OF THE WATER METER BOX, THE ENTIRE LENGTH OF THE WATER SERVICE FROM THAT POINT TO THE BACKFLOW ASSEMBLY SHALL BE ENCASED IN MINIMUM 4" OF CONCRETE.
7. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
8. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
9. ADEQUATE DRAINAGE FROM THE ASSEMBLY MUST BE PROVIDED.
10. NO ASSEMBLIES OR ENCLOSURES ARE TO BE INSTALLED OVER THE WATER METER VAULT TO ALLOW ACCESS FOR MAINTENANCE OF WATER METER.



CITY OF COEUR D'ALENE STANDARD DRAWING

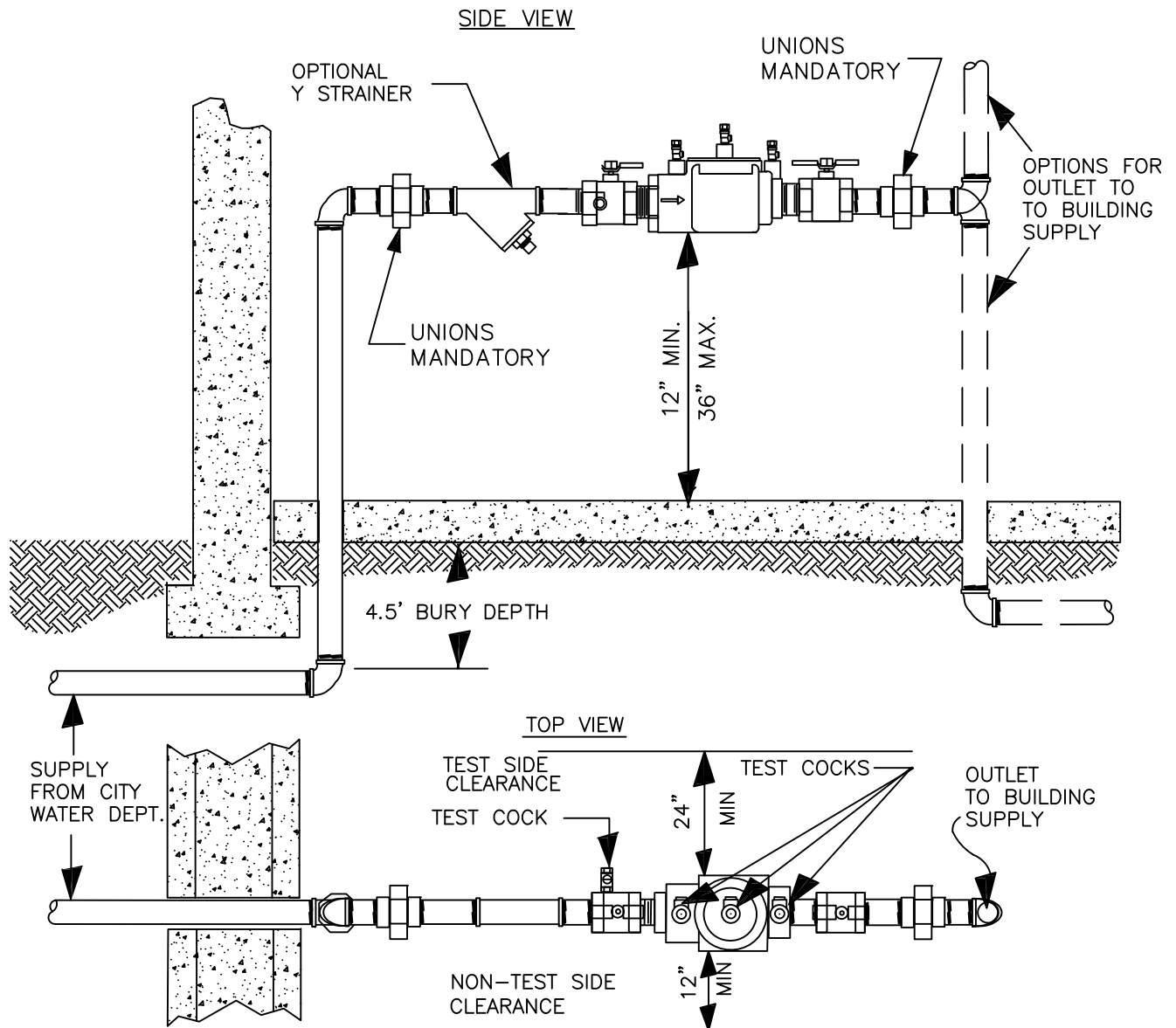
**APPROVED RP FOR
PREMISE ISOLATION**

APPROVED BY:

Chris Booley 3/20/26
CITY ENGINEER, PE 10604 DATE:

DWG NO.

W-37



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED IN THEIR APPROVED ORIENTATION ONLY.
3. THE ASSEMBLY SHALL HAVE THE MINIMUM PERIMETER OF SPACE AROUND THE ASSEMBLY AT ALL TIMES AND MUST HAVE ADEQUATE ACCESS AT ALL TIMES FOR TESTING AND MAINTENANCE OF ASSEMBLY, MIN. 12" FOR NON TEST SIDE, 24" FOR THE TEST SIDE.
4. TEST COCKS ARE REQUIRED TO FACE AWAY FROM WALLS AND NEAREST STATIONARY OBJECT, AND AT NO TIME BE LESS THAN 24" CLEARANCE.
5. THERE MUST BE NO UNPROTECTED BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY IF USED FOR BUILDING ISOLATION.
6. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
7. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
8. BACKFLOW ASSEMBLY MUST BE INSTALLED WITHIN 2' OF FLOOR OR WALL SERVICE PENETRATION.



CITY OF COEUR D'ALENE STANDARD DRAWING

**TYPICAL APPROVED DC
FOR BUILDING ISOLATION**

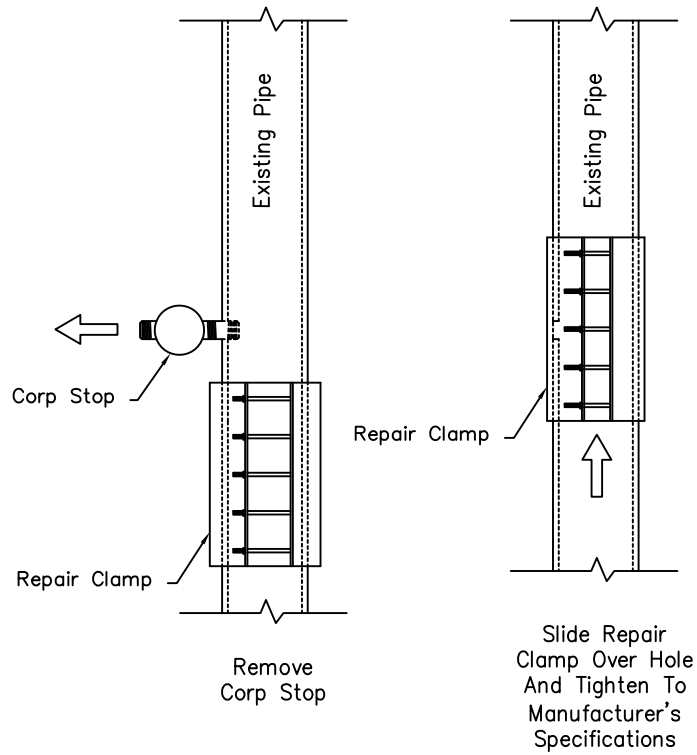
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

3/13/16
DATE:

DWG NO.

W-38



Notes:

1. All abandonments must be coordinated with Water Department staff a minimum of 48 hours in advance, unless otherwise directed.
2. Approved Romac or equivalent repair band of appropriate size shall be used.
3. Repair band shall extend a minimum of four inches (4") on either side of the tap (for 0.75–2" taps) or as recommended by the manufacturer.
4. Taps three inches (3") and larger shall require a section of water main to be removed and a new piece spliced in its place. This will be determined by the Water Department field staff and approved by the Water Department Director.
5. Work may involve existing tapping saddles or direct taps.
6. No backfilling shall occur until the abandonment has been inspected and approved by Water Department personnel.



CITY OF COEUR D'ALENE STANDARD DRAWING

***CORP STOP/VALVE
ABANDONMENT***

APPROVED BY:

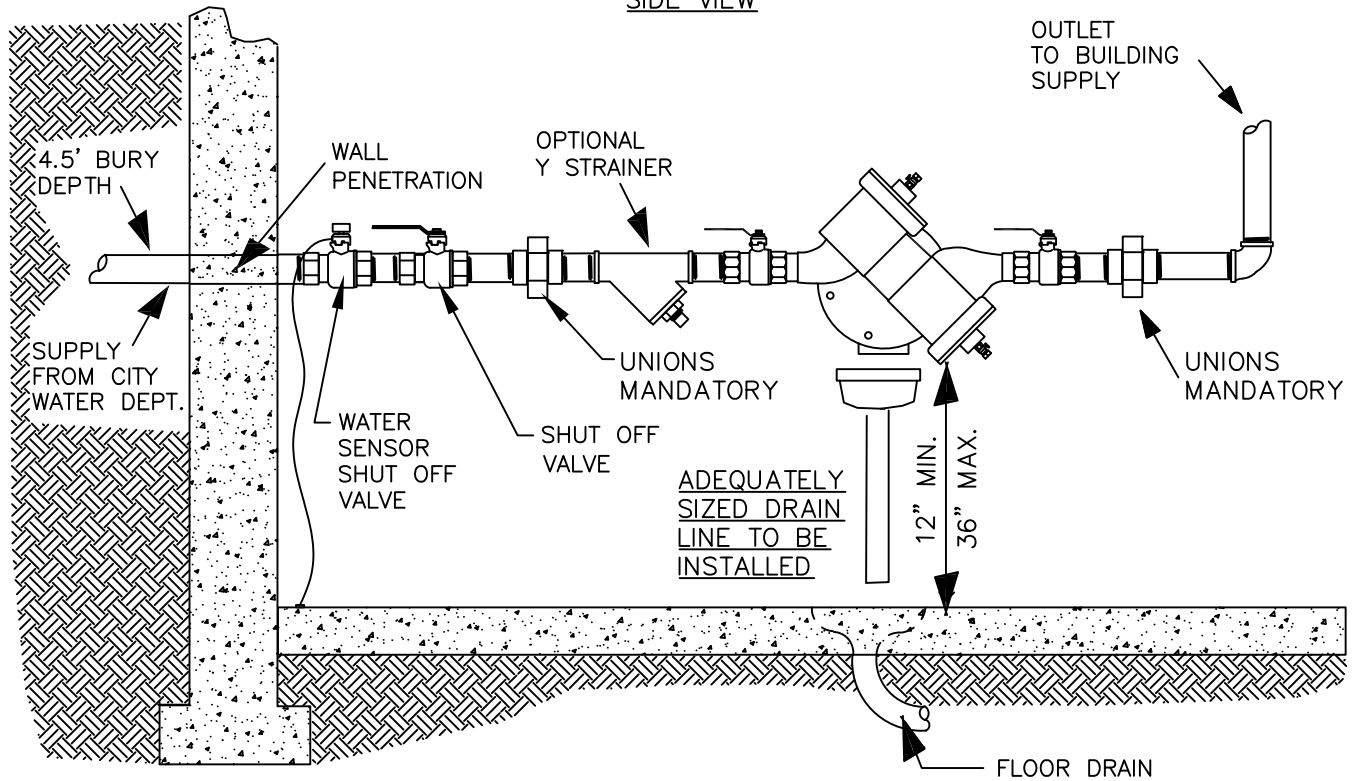
Chris Bosley
CITY ENGINEER, PE 10804

5/1/26
DATE:

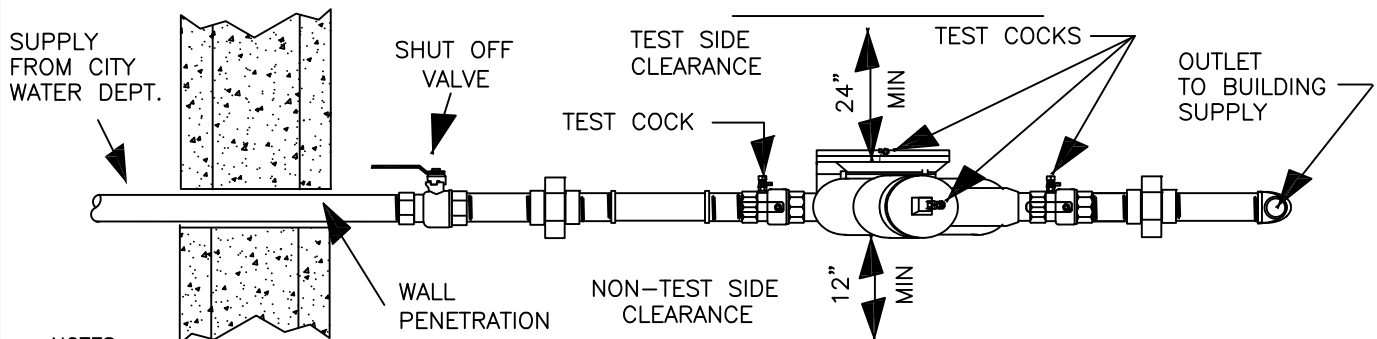
DWG NO.

W-39

SIDE VIEW



TOP VIEW



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED IN THEIR APPROVED ORIENTATION ONLY.
3. ADEQUATE CLEARANCE MUST BE PROVIDED FOR TESTING AND MAINTENANCE OF ASSEMBLY, MINIMUM 12" FOR NON-TEST SIDE, MINIMUM 24" FOR THE TEST SIDE, FACING AWAY FROM WALLS AND NEAREST STATIONARY OBJECTS.
4. THERE SHALL BE NO TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY.
5. IF AUXILIARY WATER SOURCE IS PRESENT AND THE RP HAS NOT BEEN INSTALLED IMMEDIATELY DOWNSTREAM OF THE METER BOX, THE ENTIRE LENGTH OF THE WATER SERVICE FROM METER BOX TO THE BACKFLOW ASSEMBLY SHALL BE ENCASED IN MINIMUM 4" OF CONCRETE PER STANDARD DRAWING W-21.
6. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
7. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
8. ADEQUATE DRAINAGE FROM THE ASSEMBLY MUST BE PROVIDED PER THE PNWS/AWWA RP DISCHARGE RATE CHART.
9. BACKFLOW ASSEMBLY MUST BE INSTALLED WITHIN 2' OF FLOOR OR WALL SERVICE PENETRATION.



CITY OF COEUR D'ALENE STANDARD DRAWING

**APPROVED RP FOR
BASEMENT ISOLATION**

APPROVED BY:

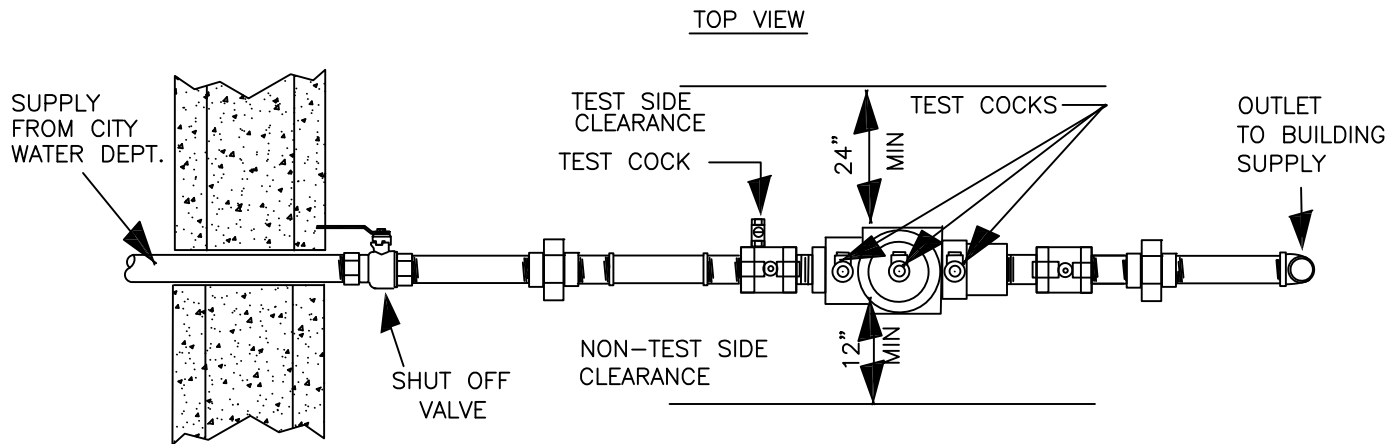
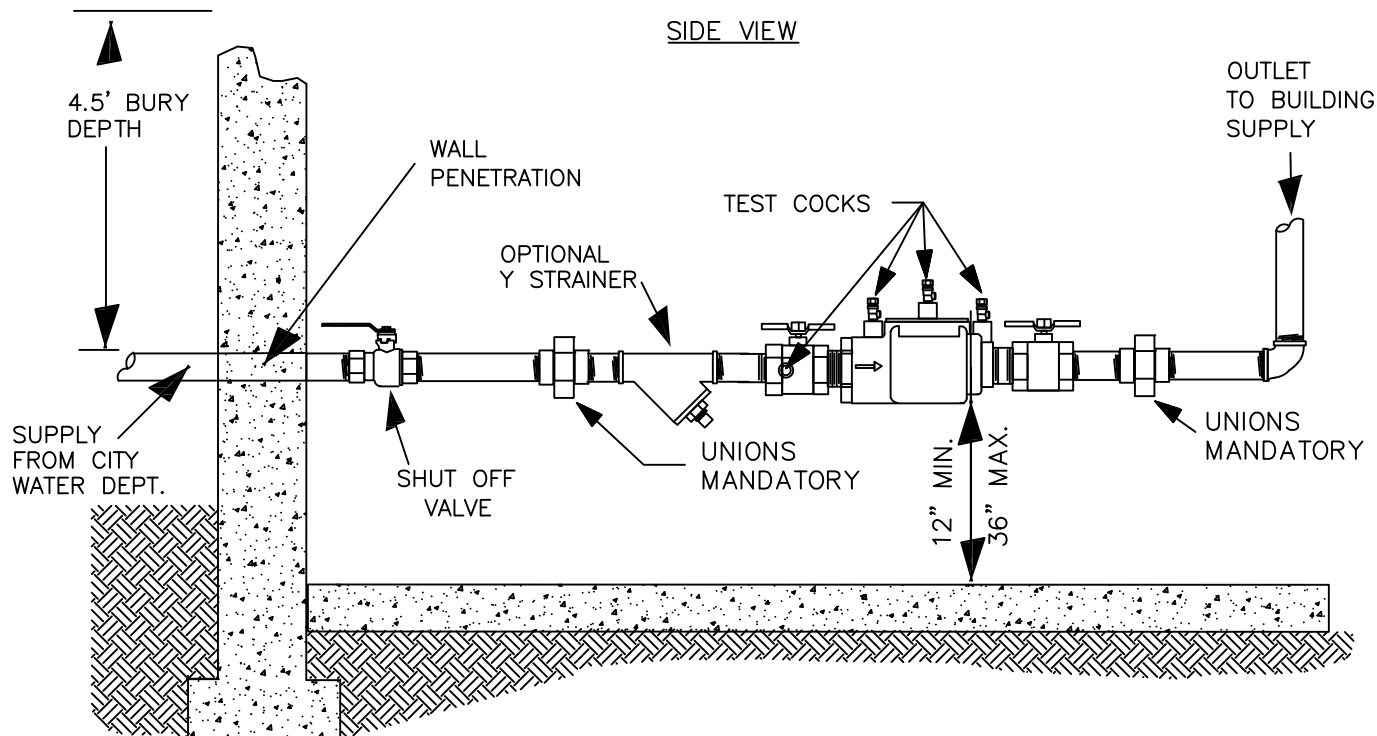
Chris Bosley
CITY ENGINEER, PE 10804

5/4/26

DATE:

DWG NO.

W-42



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED IN THEIR APPROVED ORIENTATION ONLY.
3. ADEQUATE CLEARANCE MUST BE PROVIDED FOR TESTING AND MAINTENANCE OF ASSEMBLY, MINIMUM 12" FOR NON-TEST SIDE, MINIMUM 24" FOR THE TEST SIDE, FACING AWAY FROM WALLS AND NEAREST STATIONARY OBJECTS.
4. TEST COCKS ARE REQUIRED TO FACE AWAY FROM WALLS AND NEAREST STATIONARY OBJECT, AND AT NO TIME BE LESS THAN 24" CLEARANCE.
5. THERE SHALL BE NO UNPROTECTED BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY IF USED FOR BUILDING ISOLATION.
6. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
7. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
8. BACKFLOW ASSEMBLY MUST BE INSTALLED WITHIN 2' OF FLOOR OR WALL SERVICE PENETRATION.



CITY OF COEUR D'ALENE STANDARD DRAWING

***APPROVED DC FOR
BASEMENT ISOLATION***

APPROVED BY:

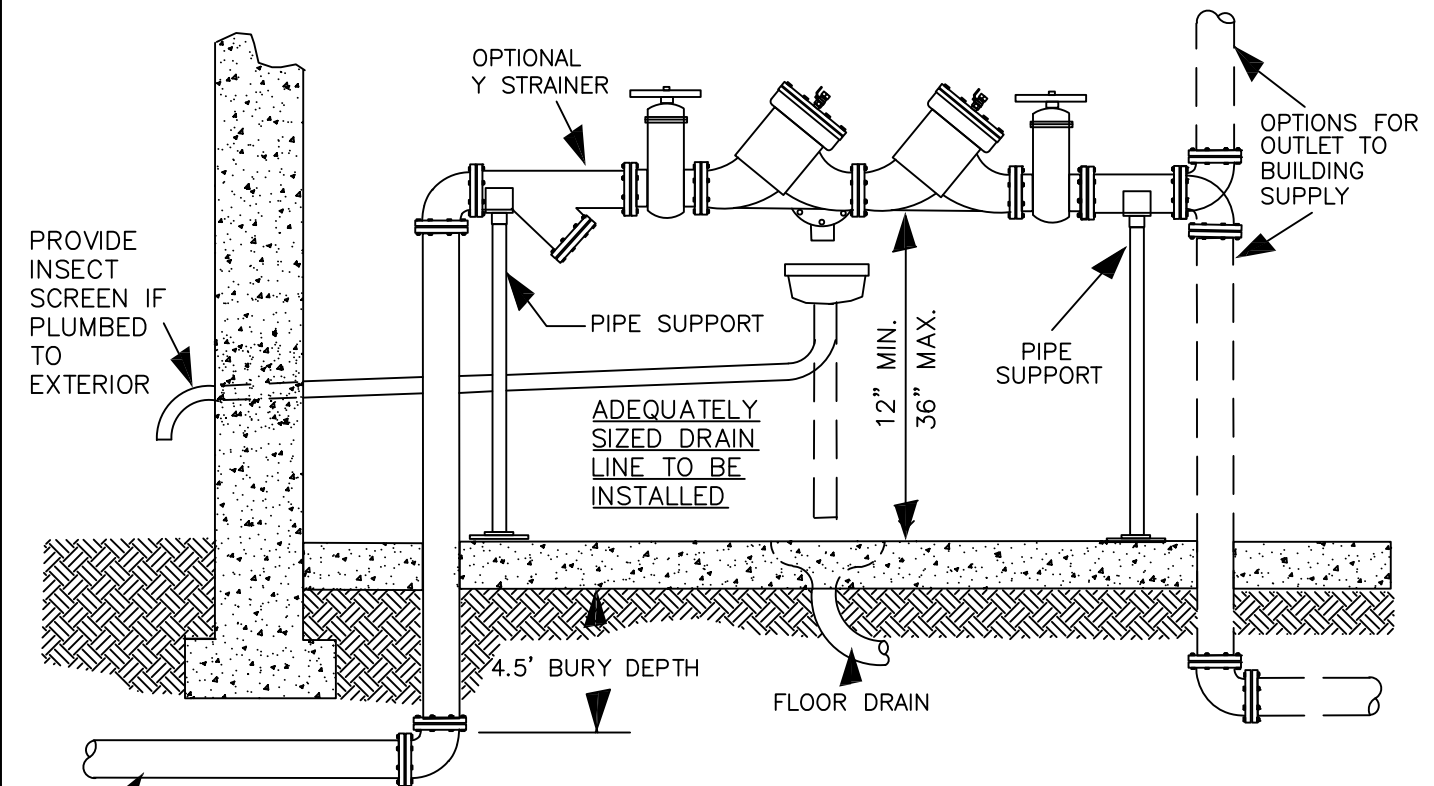
Chris Bosley
CITY ENGINEER, PE 10804

3/23/26
DATE:

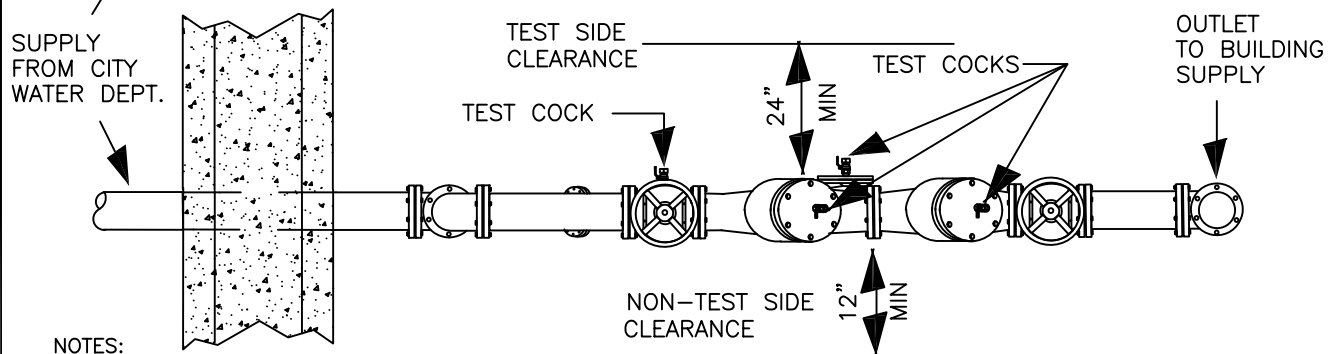
DWG NO.

W-43

SIDE VIEW



TOP VIEW



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED IN THEIR APPROVED ORIENTATION ONLY.
3. ADEQUATE CLEARANCE MUST BE PROVIDED FOR TESTING AND MAINTENANCE OF ASSEMBLY, MINIMUM 12" FOR NON-TEST SIDE, MINIMUM 24" FOR THE TEST SIDE, FACING AWAY FROM WALLS AND NEAREST STATIONARY OBJECTS.
4. THERE MUST BE NO BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY.
5. IF AUXILIARY WATER SOURCE IS PRESENT AND THE RP HAS NOT BEEN INSTALLED IMMEDIATELY DOWNSTREAM OF THE METER BOX, THE ENTIRE LENGTH OF THE WATER SERVICE FROM METER BOX TO THE BACKFLOW ASSEMBLY SHALL BE ENCASED IN MINIMUM 4" OF CONCRETE PER STANDARD DRAWING W-21.
6. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
7. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
8. ADEQUATE DRAINAGE FROM THE ASSEMBLY MUST BE PROVIDED PER THE PNWS/AWWA RP DISCHARGE RATE CHART PER STANDARD DRAWING W-48.
9. BACKFLOW ASSEMBLY MUST BE INSTALLED WITHIN 2' OF FLOOR OR WALL SERVICE PENETRATION.



CITY OF COEUR D'ALENE STANDARD DRAWING

**APPROVED LARGE RP FOR
BUILDING ISOLATION**

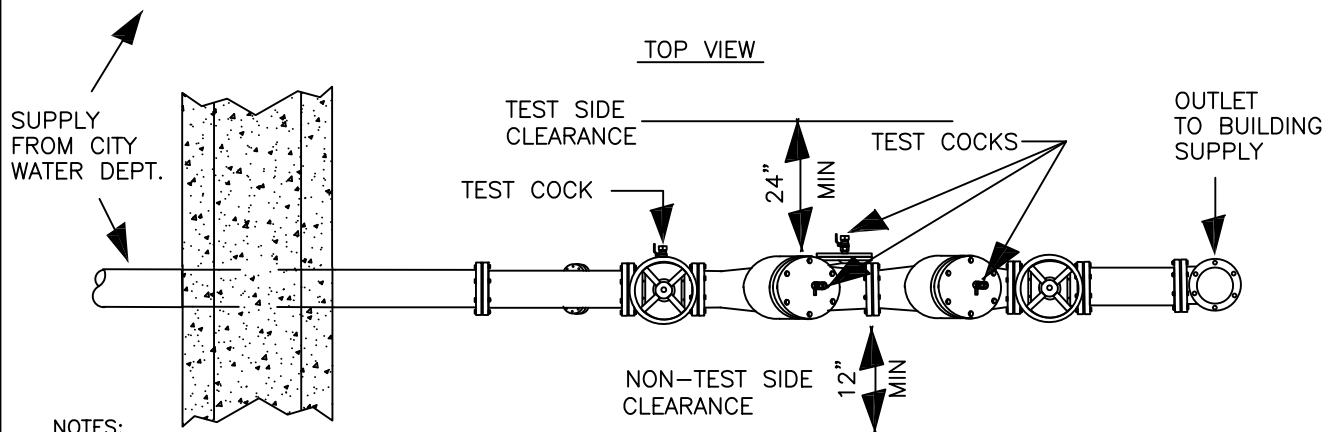
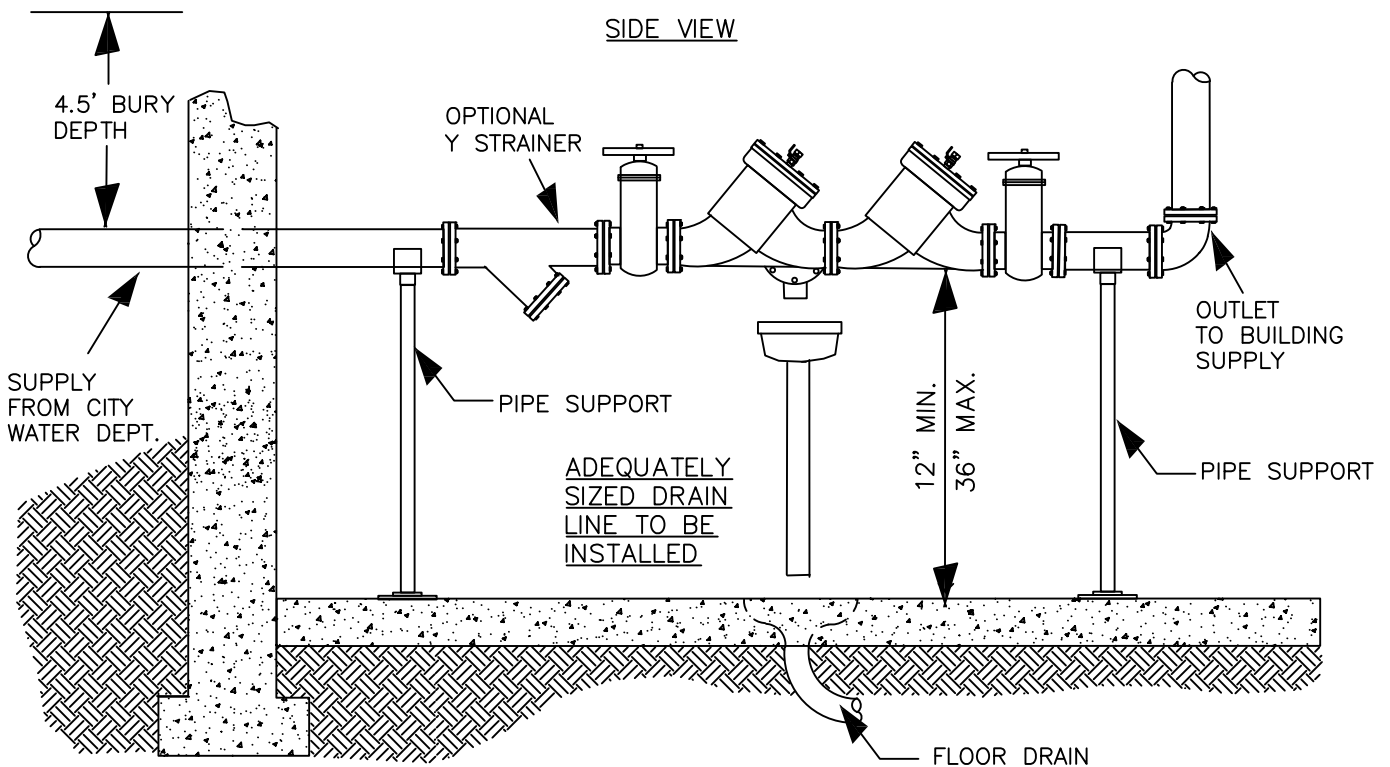
APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10604

3/23/26
DATE:

DWG NO.

W-44



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED IN THEIR APPROVED DIRECTION ONLY.
3. ADEQUATE CLEARANCE MUST BE PROVIDED FOR TESTING AND MAINTENANCE OF ASSEMBLY, MINIMUM 12" FOR NON-TEST SIDE, MINIMUM 24" FOR THE TEST SIDE, FACING AWAY FROM WALLS AND NEAREST STATIONARY OBJECTS.
4. THERE MUST BE NO UNPROTECTED BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY.
5. IF AUXILIARY WATER SOURCE IS PRESENT AND THE RP HAS NOT BEEN INSTALLED IMMEDIATELY DOWNSTREAM OF THE METER BOX, THE ENTIRE LENGTH OF THE WATER SERVICE FROM METER BOX TO THE BACKFLOW ASSEMBLY SHALL BE ENCASED IN MINIMUM 4" OF CONCRETE PER STANDARD DRAWING W-21.
6. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
7. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
8. ADEQUATE DRAINAGE FROM THE ASSEMBLY MUST BE PROVIDED PER THE PNWS/AWWA RP DISCHARGE RATE CHART.
9. BACKFLOW ASSEMBLY MUST BE INSTALLED WITHIN 2' OF FLOOR OR WALL SERVICE PENETRATION.



CITY OF COEUR D'ALENE STANDARD DRAWING

***APPROVED LARGE RP FOR
BASEMENT ISOLATION***

APPROVED BY:

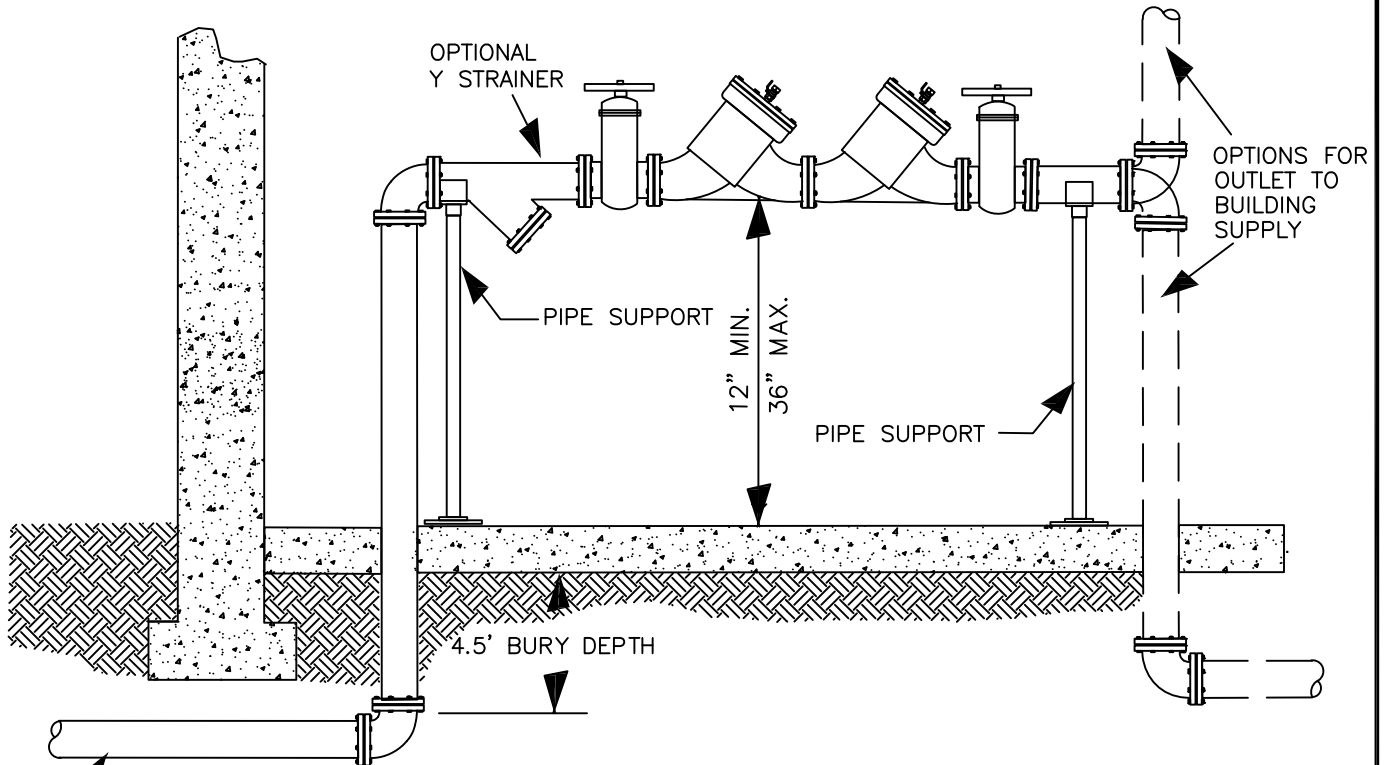
Chris Bodley
CITY ENGINEER, PE 10804

3/23/26
DATE:

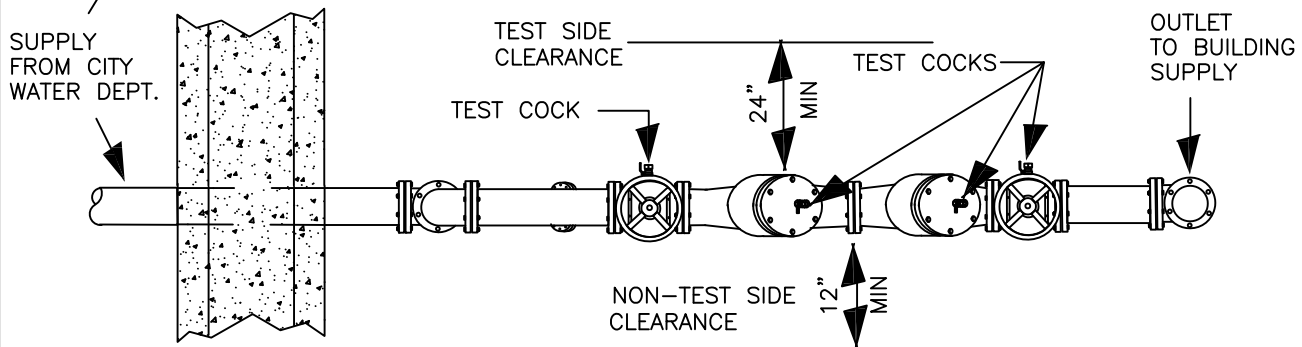
DWG NO.

W-45

SIDE VIEW



TOP VIEW



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED IN THEIR APPROVED ORIENTATION ONLY.
3. ADEQUATE CLEARANCE MUST BE PROVIDED FOR TESTING AND MAINTENANCE OF ASSEMBLY, MINIMUM 12" FOR NON-TEST SIDE, MINIMUM 24" FOR THE TEST SIDE, FACING AWAY FROM WALLS AND NEAREST STATIONARY OBJECTS.
4. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
5. THERE MUST BE NO UNPROTECTED BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY.
6. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
7. BACKFLOW ASSEMBLY MUST BE INSTALLED WITHIN 2' OF FLOOR OR WALL SERVICE PENETRATION.



CITY OF COEUR D'ALENE STANDARD DRAWING

**APPROVED LARGE DC FOR
BUILDING ISOLATION**

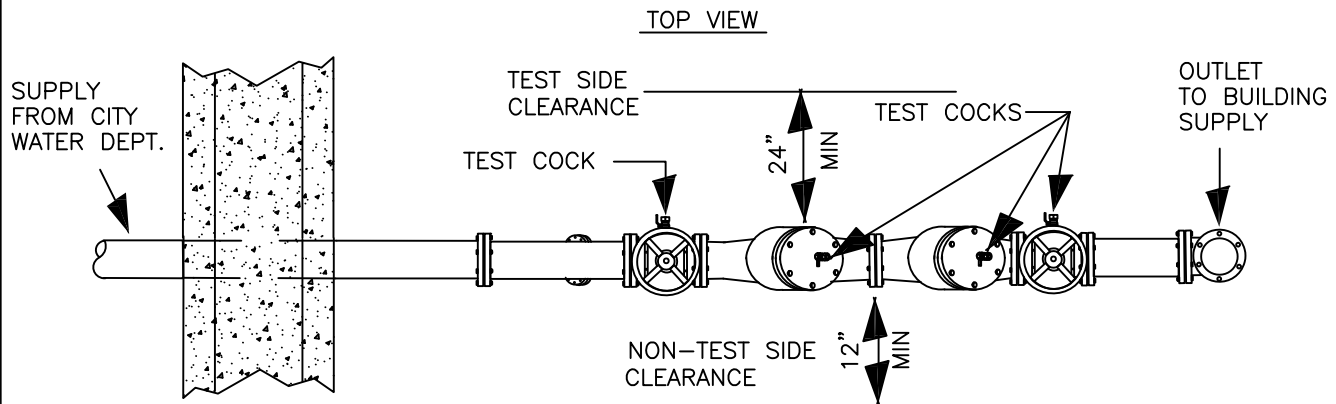
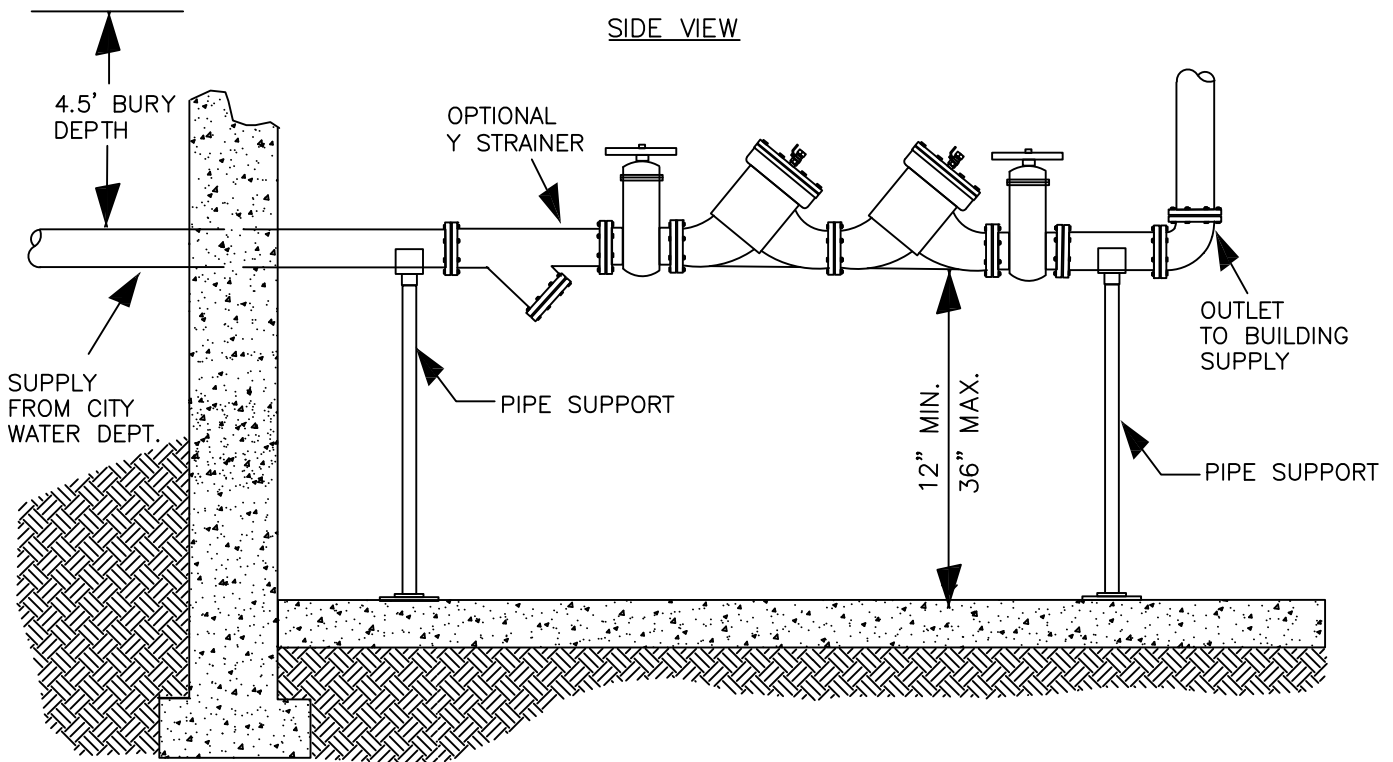
APPROVED BY:

Chris Busby
CITY ENGINEER, PE 10604

3/23/26
DATE:

DWG NO.

W-46



NOTES:

1. BACKFLOW ASSEMBLY MUST MEET U.S.C./IDAPA STANDARDS AND SPECIFICATIONS.
2. ASSEMBLIES MUST BE INSTALLED IN THEIR APPROVED ORIENTATION ONLY.
3. ADEQUATE CLEARANCE MUST BE PROVIDED FOR TESTING AND MAINTENANCE OF ASSEMBLY, MINIMUM 12" FOR NON-TEST SIDE, MINIMUM 24" FOR THE TEST SIDE, FACING AWAY FROM WALLS AND NEAREST STATIONARY OBJECTS.
4. ALL MEASUREMENTS ARE FROM THE LOWEST OR WIDEST PART OF THE ASSEMBLY.
5. THERE MUST BE NO UNPROTECTED BRANCH PIPING OR TEES CONNECTED TO THE SUPPLY PIPE BETWEEN THE CITY SERVICE SUPPLY LINE AND THE ASSEMBLY.
6. ALL ASSEMBLIES ARE SUSCEPTIBLE TO FREEZING AND SHALL BE ADEQUATELY FREEZE PROTECTED.
7. BACKFLOW ASSEMBLY MUST BE INSTALLED WITHIN 2' OF FLOOR OR WALL SERVICE PENETRATION.



CITY OF COEUR D'ALENE STANDARD DRAWING

***APPROVED LARGE DC FOR
BASEMENT ISOLATION***

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

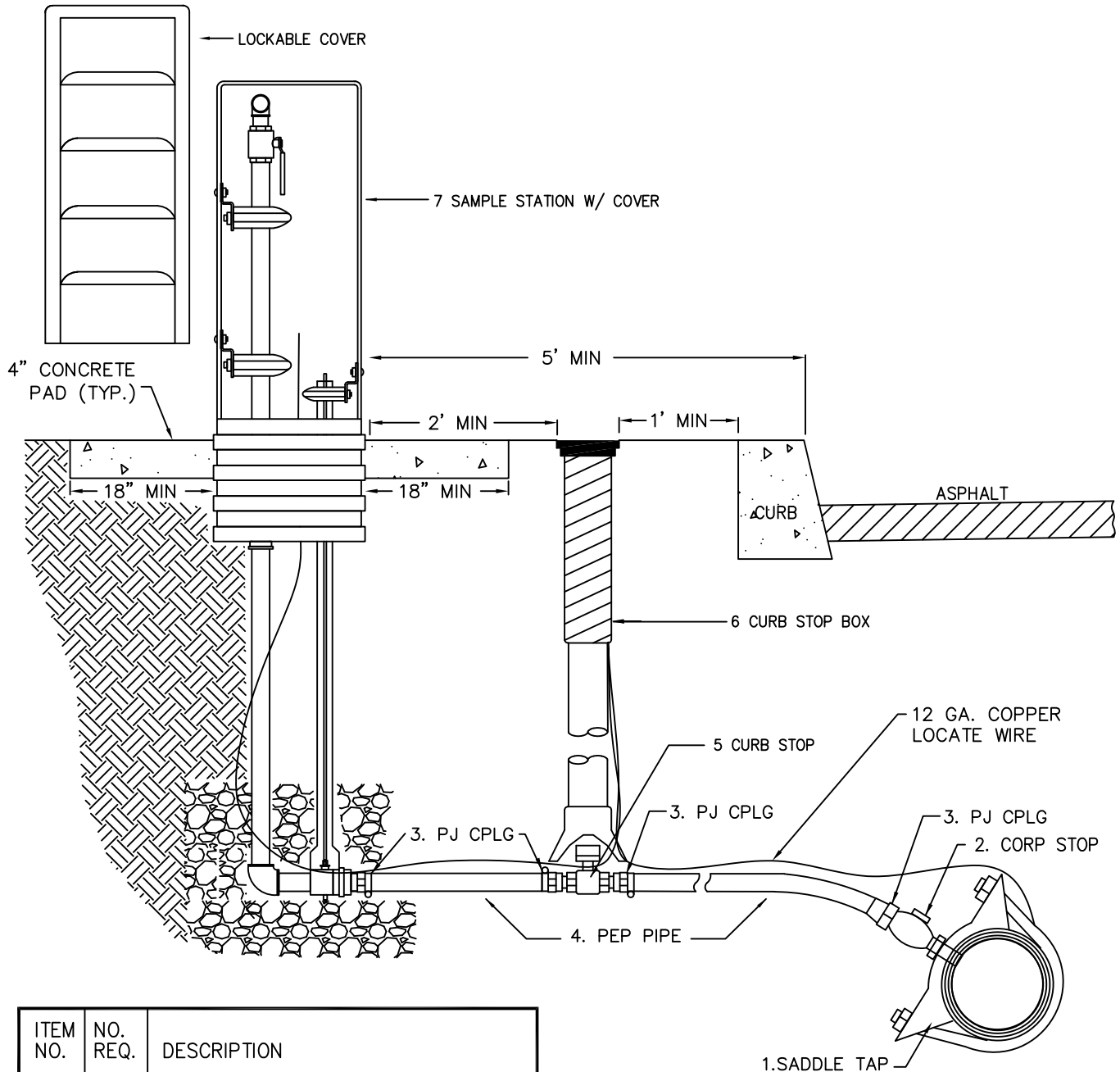
3/23/26

DATE:

DWG NO.

W-47

APPROVED SAMPLE STATION INSTALLATION



ITEM NO.	NO. REQ.	DESCRIPTION
1	1	ROMAC DOUBLE STRAP TAPPING SADDLE
2	1	1" BRONZE CORPORATION STOP
3	4	1" PACK JOINT AS REQUIRED
4	2	1" IPS POLYETHELENE PIPE
5	1	1" CURB STOP
6	1	APPROVED CURB STOP BOX
7	1	KUPFERLE #88-SS
8	1	WASHED DRAIN ROCK AS NEEDED

UNLESS OTHERWISE SPECIFIED, THESE APPURTENANCES SHALL BE OF THE MATERIAL SPECIFIED OR SHOWN ON THE PLANS AND SHALL MEET PRESSURE REQUIREMENTS EQUAL TO OR EXCEEDING THE MAIN INSTALLATION AND SHALL BE NSF-61 CERTIFIED.



CITY OF COEUR D'ALENE STANDARD DRAWING

1" SAMPLE STATION ASSEMBLY

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10604

3/27/26
DATE:

DWG NO.

W-49

4" AND GREATER HOT TAP FOR FIRE SERVICE,
FIRE HYDRANTS, AND NEW WATER MAINS
(NO SIZE-ON-SIZE TAPS WILL BE ALLOWED)

TIE LOCATE WIRE INTO EXISTING
LOCATE WIRE ON WATER MAIN. IF NO
EXISTING WIRE EXISTS, WRAP WIRE
AROUND EXISTING MAIN THEN UP
VALVE CAN INTO NEW MAIN

SEE STANDARD DRAWING
W-13 FOR VALVE
BOX INSTALLATION

PLUG INSTALLED ON TOP.
PERFORM AIR TEST BEFORE
PERFORMING HOT TAP.
REPLACE PLUG AFTER AIR TEST.

TIGHT NUTS TO PRODUCT
SPECIFICATIONS

THRUST BLOCK
SEE STANDARD DRAWING
W-9 FOR DETAILS

DIRECT BURY SPLICE
SEE STANDARD DRAWING
W-51 FOR DETAILS

NOTES:

1. CLEAN EXISTING WATER MAIN, TAPPING SADDLE, AND NEW GATE VALVE WITH SODIUM HYPOCHLORITE SOLUTION OR EQUIVALENT.
2. ALL HOT TAPS 4" AND GREATER SHALL HAVE AN AIR TEST PERFORMED BY THE CONTRACTOR PRIOR TO PERFORMING THE HOT TAP.
3. AIR TEST SHALL HOLD 50 PSI FOR A MINIMUM OF 5 MINUTES OR AS LONG AS DIRECTED BY FIELD INSPECTOR.
4. THRUST BLOCK SHALL BE INSTALLED PER STANDARD DRAWING W-9.
5. 12 GAUGE BURY LOCATE WIRE SHALL BE INSTALLED TO THE EXISTING MAINS THAT DO NOT HAVE LOCATE WIRE. LOCATE WIRE THEN SHALL BE WRAPPED AROUND EXISTING WATER MAIN AND RAN UP VALVE CAN AND OUT TO NEW WATER MAIN.
6. NO SIZE-ON-SIZE TAPS ALLOWED.



CITY OF COEUR D'ALENE STANDARD DRAWING

**4" AND GREATER
HOT TAP**

APPROVED BY:

Chris Bosley
CITY ENGINEER, PE 10804

5/1/26
DATE:

DWG NO.

W-52

GENERAL SERVICES STAFF REPORT

Date: August 10, 2026

From: Adam Korytko
Superintendent, Building Maintenance Division
Parks & Recreation Department

SUBJECT: Approval to Update Access Control at the 3rd St. Secured Parking Garage
(Council Action Required)

DECISION POINT:

Should General Services recommend that Council authorize the replacement of the outdated and unsupported access control system for the secured parking area of the 3rd Street Parking Garage at a cost of \$32,300.00?

HISTORY:

The secured parking area of the Coeur d'Alene Parking Garage uses an access control system to provide authorized access for patrons who pay a monthly fee for secure parking. The existing system was installed as part of the original garage construction in 2017 and has reached the end of its supported life. Because the system is no longer supported by the manufacturer, it experiences frequent failures that prevent patrons from accessing the garage and their vehicles. When these failures occur, the system requires a complete on-site reset by Building Maintenance personnel to restore operation, resulting in service interruptions and inconvenience for paying customers.

FINANCIAL ANALYSIS:

The total cost to replace the access control system is \$32,300.00, which includes all materials and labor. The new system will also require an ongoing monthly subscription fee of \$1,258.39. Funding for the installation will be provided through the Parking Fund. Under the City's agreement with Diamond Parking, the recurring monthly subscription fee will be paid by Diamond Parking.

PERFORMANCE ANALYSIS:

The existing access control system is outdated, unsupported by the vendor Flash Parking, and no longer meets the operational needs of the facility. Frequent internet connectivity interruptions within the parking garage cause the current system to lose communication, resulting in paying patrons being locked out of the secured parking area and unable to access their vehicles. Each outage requires Building Maintenance staff to manually reset each access terminal on-site before the system can resume normal operation. The proposed replacement system utilizes current software and firmware, supports ongoing updates, and includes a standalone operating mode that allows the system to continue functioning during internet outages. Once connectivity is restored, the system automatically reconnects without requiring manual intervention. These improvements will provide more reliable service, minimize operational disruptions, reduce maintenance response time, and ensure uninterrupted access for paying patrons to the secured parking area and their vehicles.

DECISION POINT / RECOMMENDATION:

The General Services Committee should recommend that Council authorize the replacement of the access control system for the secured parking area of the Coeur d'Alene Parking Garage in the amount of \$32,300.00 and the monthly subscription fee of \$1,258.39 to be paid by Diamond Parking per the agreement.

GENERAL SERVICES STAFF REPORT

Date: August 10, 2026

From: Adam Korytko
Superintendent, Building Maintenance Division
Parks & Recreation Department

SUBJECT: Approval to Replace Boilers at the Police Station
(Council Action Required)

DECISION POINT:

Should General Services recommend that Council authorize the replacement of three (3) failing building boilers at the Police Station at a cost of \$70,000.

HISTORY:

The Police Station heating system relies on three building boilers installed around 2010. These existing units have reached the end of their operational reliability. As of November 3rd of 2025, Tri Angle Tube, the equipment manufacturer, has ceased all operations including the availability of new replacement parts. The existing boiler models are listed as part of safety recall bulletins, but, as the company has gone defunct, no remedies are available. Currently, two of the three boilers are operational but at limited capacity and without the ability to modulate or communicate due to the boiler's control boards interfering with the building automation. Sourcing replacement parts for the boilers has been difficult as local suppliers are no longer able to procure from the manufacturer, and stocks are limited to only as supplies last.

FINANCIAL ANALYSIS:

The total estimated cost to replace all six boiler units is \$70,000. The Police Department takes precedence to ensure operational heating over the upcoming winter months. An increase of \$70,000 to this year's routine maintenance mechanical budget line.

PERFORMANCE ANALYSIS:

Replacing the obsolete boilers will provide significant operational improvements by increasing system reliability and safety, improving energy efficiency, and enhancing long-term maintainability. The new boilers will eliminate the growing risk of heating system failures during critical winter months, ensuring dependable operation for this essential public safety facility. In addition, modern high-efficiency equipment will reduce energy consumption and lower monthly utility costs. The replacement system will also provide long-term maintenance benefits by utilizing readily available replacement parts, current manufacturer support, and standard warranty coverage, reducing future repair costs and minimizing service disruptions.

DECISION POINT / RECOMMENDATION:

The General Services Committee should recommend that Council authorize staff to replace three failing boilers at the Police Station for an estimated total cost of \$70,000.