City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date:	3-12-26	Staff Member/Dept:	Ben Whipple/Public Works

Agenda Item: Recommendation to adopt Resolution 26-009 - Right-Of-Way Standards

Recommended Motion:

"I move to approve Resolution 26-009, revised Right-Of-Way Standards"

Reasons for Recommendation:

- During the February 26 council meeting, staff reviewed key changes (attachment one) to the City's ROW standards, members expressed no significant concerns. Direction was to place on next Council agenda for public comment and adoption.
- Staff set out with the object of consolidating and simplifying City Code with respect to our City Right-Of-Way, while also improving the safety and durability of installations in the ROW by developments.
- Staff started development of the new "ROW Standards" document by consolidating all existing relevant codes associated with our right-of-way city standards from many different areas of code and removed conflicting or duplicate details.
- The current draft document was presented and distributed to 55+ local contractors, engineers, architects, and developers for feedback. A summary of the feedback will be briefed in Council presentation.

Sustainability Impact:

N/A

Financial Impact:

None OR Adequate funds exist in account:	None

Attachments:

1. Highlights on key changes from previous document
2. Resolution 26-009
3. ROW Standards

Substantive Changes / Additions to ROW Standards

1. Drainage
    a. Clarification of when a Drainage Report is required and what information is required
    b. Path for Drainage Report waiver request in the event drainage is unchanged
2. Thresholds for ROW Improvements (Table 1)
    a. Residential & Commercial: ≥ 1,200 sq ft (10% waiver available)
    b. Commercial: Change of use that generate an additional 50-percent vehicular trips per day (Institute of Transportation Engineers calculation)
    c. Residential: Projects adjacent to public amenities (i.e., easements to river, parks, trails) where cost of remodel exceeds 50% of current assessed
    residential value (excluding land value).
3. Site Triangle
    a. Figure 1 (Pg 14) illustrates a safe site triangle where no furnishings are to be installed. This will help to improve pedestrian and vehicular safety in downtown.
4. Sidewalk Furnishing Zone
    a. Clear designation of this zone (3' from back of curb towards building face) and its requirement to be made of pavers to allow for maintenance access (relocation of furnishings, irrigation, power)
5. Furnishings
    a. Clear direction on City ROW furnishings while allowing submissions for alternates of Benches, Bike Racks, Trash Receptacles, Planters, Tree Grates, Pedestrian lights)

RESOLUTION 26-009

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KETCHUM, IDAHO, TO ADOPT UPDATED PUBLIC RIGHT-OF-WAY STANDARDS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Mayor and City Council desire clear standards to effectively manage the administration of the public rights-of-way within the City of Ketchum limits.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KETCHUM, IDAHO:

To adopt the attached updated Public Right-of-Way Standards. This Resolution will be in full force and effect upon its adoption this 12th day of March, 2026.

CITY OF KETCHUM, IDAHO

_____

Peter Prekeges, Mayor

ATTEST:

_____

Trent Donat, Clerk

City of Ketchum

Right-Of-Way Standards

Updated 02/13/2026

Prepared by:

Ben Whipple & Robyn Mattison

TABLE OF CONTENTS

1.0 INTRODUCTION 1

1.1 Purpose of the Standards 1
1.2 Plan Requirements 1
1.3 Drainage Design Requirements 2
1.3.1 Drainage in the Right-of-Way 2
1.3.2 Drainage on Private Property 3
1.3.3 Drainage Report/Memo Requirements 3
1.3.4 Infiltration Facility Design Requirements 4
1.4 Snowmelt Systems Policy 5
1.4.1 New Snowmelt Systems 5
1.4.2 Existing Snowmelt Systems 5
1.4.3 Right-of-Way Usage Fee 6
1.4.4 Application and Enforcement 6

2.0 THRESHOLDS FOR RIGHT-OF-WAY IMPROVEMENTS 7

2.1 Exemptions 8
2.2 Appeals 8

3.0 RIGHT-OF-WAY PERMITTING REQUIREMENTS 9

3.1 Building Permits 10
3.2 Right-of-Way Encroachment Permits 10
3.3 Temporary Use of Right-of-way Permits (TURPs) 11
3.4 Dig Permits 12

4.0 ROAD AND ALLEY DESIGN STANDARDS 13

4.1 Typical Roadway Sections 15
4.1.1 20-ft and 30-ft Right-of-Ways (Alleys) 15
4.1.2 60-ft Right-of-Ways 16
4.1.3 80-ft Right-of-Ways 17
4.1.4 100-ft Rights-of-Ways 18
4.1.5 Other Rights-of-Way Widths 18

5.0 RESIDENTIAL CATEGORY STANDARDS 19

5.1 Right-of-Way Standards 19
5.1.1 Fire Hydrants 20
5.1.2 Utility Infrastructure Placement 20
5.1.3 Driveways 21
5.1.4 Hillside Lots 22

6.0 COMMERCIAL CATEGORY STANDARDS 23

6.1 Sidewalk Zones and Uses 23
6.1.1 Frontage Zone 24

6.1.2 Pedestrian Clear Zone 24
6.1.3 Furnishing and Planting Zone 25
6.2 Lighting Standards 26
6.2.1 Exterior Building Lighting Standards 26
6.2.2 Street Lights 26
6.2.3 Pedestrian Lights 27
6.3 Fire Hydrants 28
6.4 Street Trees 28
6.5 Utility Infrastructure Placement 29
6.6 Pavement & Curb Markings 29
6.7 Street Furnishings and Amenities Standards 30

LIST OF FIGURES

Figure 1 – Sight Triangle Illustration ..... **Error! Bookmark not defined.**
Figure 2 – Residential Right-of-Way Typical Section ..... **Error! Bookmark not defined.**
Figure 3 – Sidewalk Zones ..... **Error! Bookmark not defined.**
Figure 4 – Community Core Street Light Placement ..... **Error! Bookmark not defined.**
Figure 5 – Street Tree Species Map ..... **Error! Bookmark not defined.**
Figure 6 – Crosswalk Markings ..... **Error! Bookmark not defined.**
Figure 7 – Parking Space Markings ..... **Error! Bookmark not defined.**

LIST OF TABLES

Table 1- Right-of-Way Improvement Thresholds ..... **Error! Bookmark not defined.**
Table 2- Example Project ROW Permitting Requirements ..... **Error! Bookmark not defined.**
Table 3- ROW Encroachment Permits Requirement Examples ..... **Error! Bookmark not defined.**
Table 4- ROW Testing Requirements ..... **Error! Bookmark not defined.**
Table 5- Residential Category ROW Standards ..... **Error! Bookmark not defined.**
Table 6- Requirements for Private Driveways ..... **Error! Bookmark not defined.**
Table 7- Sidewalk Zones Uses ..... **Error! Bookmark not defined.**
Table 8- Street Tree Species List ..... **Error! Bookmark not defined.**
Table 9- Ketchum Furnishing and Amenities Standards ..... **Error! Bookmark not defined.**

APPENDICES

Appendix A Ketchum Standard Right of Way Sections 33
SD No. 1 60-Ft ROW Residential Road 34
SD No. 2 60-Ft ROW Community Core/Tourist Road 35
SD No. 3 60-Ft ROW 4th Street Heritage Corridor 36
SD No. 4 60-Ft ROW Light Industrial Road 37
SD No. 5 80-Ft ROW Road 38
SD No. 6 100-Ft ROW Road 39

Appendix B Ketchum Standard Drawings 40
SD No. 7 Typical Road Sections 41
SD No. 8 Bulb Out 42
SD No. 9 Paver Sidewalk 43
SD No. 10 Tree Well Detail – Plan View 44
SD No. 11 Tree Well Detail – Section View 45
SD No. 12 Typical Catch Basin 46
SD No. 13 Typical Drywell 47
SD No. 14 Bench Attachment 48
SD No. 15 Bike Rack Attachment 49
Appendix C Ketchum Revisions to ISPWC Standard Drawings 50
SD No. K-SD-301 Typical Trench 51
SD No. K-SD-701 Typical 6” Curb and Gutter – Non-Sidewalk Locations ..... **Error! Bookmark not defined.**
SD No. K-SD-704 Curb and Gutter – Sidewalk Locations .. **Error! Bookmark not defined.**
SD No. K-SD-707 Typical Curb Transition Detail ..... **Error! Bookmark not defined.**
SD No. K-SD-709 Concrete Sidewalk with Curb and Gutter 55
SD No. K-SD-712 Detectable Warning Plate 56
SD No. K-SD-712G Pedestrian Ramp With No Landing 57
SD No. K-SD-1130 Typical Sign Base 58

1.0 INTRODUCTION

A public right-of-way (ROW) is defined as improved or unimproved public property dedicated or deeded to the City for the purpose of providing vehicular, pedestrian, and/or other public uses.

In Ketchum, the public rights of way generally include roadways, alleys, curb, gutter, sidewalks, signage, and drainage facilities. The public rights of way are also used for public parking, wintertime snow storage, and conveyance of utilities, such as water, sewer, electricity, telephone, cable, etc.

1.1 Purpose of the Standards

The public right-of-way is a critical component of a city's transportation and utility infrastructure that support safe and efficient movement of people, goods, and services. As cities grow and evolve, consistent and well-defined right-of-way standards are essential to ensure that infrastructure keeps pace with development, supports multimodal access, and protects public health and safety.

This document establishes the city's official standards for the design, use, and improvement of public and private rights-of-way. It provides guidance for developers, engineers, and property owners to follow when planning new construction, redevelopment, or maintenance projects that impact public rights-of-way. These standards address elements such as street widths, sidewalk requirements, landscaping, drainage, signage, and accessibility, among others.

By applying these standards uniformly, the city aims to:

- Improve safety by creating sufficient width for emergency vehicles to travel on the streets
- Provide space for parking off the street
- Improve pedestrian access by creating accessible walking areas off the street and ensuring the accessibility of pedestrian routes in accordance with federal guidelines
- Provide adequate space for snow storage
- Eliminate safety hazards caused by trees, fences, bushes, and other obstructions that limit driver visibility and pedestrian accessibility
- Provide appropriate drainage within the right-of-way
- Provide consistent and predictable standards that apply to all properties
- Create space for elements such as bus stops, signage, lighting, and sidewalks

1.2 Plan Requirements

The city required construction plans shall include adequate general notes, technical and testing information in text format, and complete design details.

Site plan drawings for any proposed improvements in the right-of-way. At a minimum, site plans shall include the following:

a) A vicinity map or equivalent

b) Demarcation and dimensions of property lines, right-of-way, and easements

c) For community core developments: Existing grading and location of existing infrastructure, street furnishing, and parking striping, called out with descriptions and dimensions, on the entirety of the block.

d) For residential developments: Existing grading and location of existing infrastructure, including fire hydrants, called out with descriptions and dimensions, for the project site and the right-of-way in front of adjacent neighboring lots, so that existing drainage pattens can be determined.

e) Location of existing utilities and utility services

f) All proposed paving, curb/gutter, sidewalks, utilities, tree grates, trees, streetlights, street furnishings, regulatory signage, drainage improvements, curb markings, parking striping, and other improvements for the project and existing infrastructure (i.e. parking striping/drainage) of adjacent properties which are connected to the proposed improvements.

g) A north arrow and standard architectural or engineering scale

h) A legend indicating any symbols used in plans

i) Indicate adherence with any spacing requirements, existing spacing plans, or streetscape improvement (i.e. spacing indicated in Table 7). Indicate adherence to applicable sections of Ketchum Municipal Code, including but not limited to section 16.04.060.D Fences, hedges, and walls.

Per city code, construction plans for improvements in the public right-of-way shall be prepared by a professional engineer registered in the State of Idaho. Exception: Construction plans for improvements meeting Residential Category standards (see Section 5.0) that do not require a drainage report, new stormwater conveyance (excluding driveway culverts), and/or infiltration facilities may be prepared by a landscape architect licensed in the State of Idaho.

1.3 Drainage Design Requirements

1.3.1 Drainage in the Right-of-Way

All storm water from the public right-of-way shall be collected within roadside swales or gutters. In areas with sidewalks and curb/gutter, gutters shall be designed to have minimum 0.5% slope with catch basins at low points. Catch basins shall drain to city standard drywells, or approved alternative design. Drywells shall be located within the asphalt section of the roadway. In areas with no sidewalks, roadway drainage shall be collected in roadside swales. To prevent ponding, drywells, or catch basins leading to drywells, shall be located at low points. Alternative designs will be considered if utility or

other conflicts prevent drywells from being located at low points. See section 1.3.4 below for infiltration facility design requirements.

Drainage reports, prepared per section 1.3.3, are required for all new drywell installations in the public right-of-way. Given the high infiltration rates in various areas of Ketchum, the city engineer may waive the requirement for drainage reports for projects where Ketchum's typical drywell is installed in areas of well-draining soil, as determined by subsurface evaluation, and area draining to the new drywell is limited. Contact city engineer for drainage report waiver request prior to Design Review submittal, or building permit submittal if Design Review is not required for the development.

1.3.2 Drainage on Private Property

Per Ketchum Municipal Code (Section 16.04.060.A1), all storm water, including roof gutter discharge, generated on development projects shall be retained on site. Storm water shall not be discharged to adjacent properties or public right(s)-of-way, unless mutually agreed upon by all parties or at the discretion of the City Engineer.

All developments located in the mountain overlay zoning district (MO) and floodplain management overlay zoning district (FP) shall submit drainage reports (see Section 1.3.3) at Design Review to demonstrate compliance with these standards.

In areas where a defined pre-development discharge existed and the post-development discharges are permitted by downstream owners and operators off-site, pre-development discharge rates may be allowed if the downstream system has proven adequate capacity. A drainage report, per Section 1.3.3, shall be submitted at Design Review. For these project designs, the design storm frequency used for discharge and storage calculations shall be the 50-year event.

For developments in the MO zoning district, on-site infiltration testing performed at the bottom depth of the drywell prior to installation shall be included in the design plans to verify the design infiltration rate. The applicant shall submit results of field infiltration test to the City. If the field verified infiltration rate is less than the design rate applicant shall submit a Building Permit Modification with the revised drainage report and infiltration facility designs for city review and approval.

1.3.3 Drainage Report/Memo Requirements

Drainage reports shall be submitted to demonstrate compliance with drainage standards. Drainage reports shall be prepared by a professional engineer registered in the State of Idaho. Subsurface evaluations prepared by a professional engineer registered in the State of Idaho must accompany the drainage report.

Design Basis

The design infiltration rate should be equal to one-half the infiltration rate found from the soil textural and structural analysis or from an in-situ infiltration test conducted at the elevation of the bottom of the proposed facility. Infiltration facilities should be designed to completely drain stored runoff within 24 hours.

Calculation Methodology

The peak flow rate after development shall be determined for use in designing conveyance components (channels, pipelines, and gutters) of the drainage system. The computation of peak flows for each system shall be included in the Drainage Report. Design storm frequency shall be the 25-year event. The peak rate for areas up to 80 acres shall be calculated using the Rational Method or approved derivatives.

Calculating Runoff Volumes

The storm duration used for volume design shall be the duration that results in the largest storage volume requirement in a 24-hour period. Storm durations from time of concentration (10 minutes minimum) to 24 hours shall be checked and provided in the drainage report. The beneficial and reasonable contributions of offsite discharge and infiltration shall be included when determining peak storage volume requirements.

1.3.4 Infiltration Facility Design Requirements

Retention facilities which incorporate percolation beds for stormwater management (e.g. drywells) shall conform to Title 42, Chapter 39, Idaho Code, and to the Idaho Department of Water Resources Rules for Waste Disposal and Injection Wells and to the Idaho Department of Environmental Quality's Idaho Catalog of Storm Water Best Management Practices.

Facilities utilizing percolation designs shall not intercept the groundwater table. The bottom of the facility shall have a minimum 3-foot vertical separation from the seasonal high groundwater and/or bedrock.

The seasonal high groundwater table elevation shall be established and used for the facility design. The elevation of the seasonal high groundwater table shall be determined from a monitoring well established at the facility site and monitored during the high groundwater season. If available, the District Health Department groundwater records may be used to establish the probable highest groundwater elevation.

Alternatively, a site assessment of the area immediately around the proposed facility may be conducted by a licensed hydro-geologist or by a Professional Engineer, licensed in the State of Idaho. The site assessment shall include an evaluation of the soil strata at least three feet below the bottom of the proposed facility to determine if the probable maximum high groundwater elevation will encroach into the facility. A sealed site assessment report shall be submitted to the City for review and approval. This elevation

may be used as the groundwater elevation in lieu of data from monitoring wells monitored throughout a year.

If groundwater is encountered during construction of the facility at an elevation higher than that shown on the plans, the facility shall be re-designed to account for the higher elevation. Approval of the new design and construction drawings by the City Engineer is required.

1.4 Snowmelt Systems Policy

Ketchum Municipal Code Section 16.04.020.C15 establishes clear standards for the design, repair, and replacement of snowmelt systems that extend into the public right-of-way. The ordinance ensures that such systems operate safely, efficiently, and sustainably, while balancing private convenience with responsible public energy management.

1.4.1 New Snowmelt Systems

Under the ordinance, all new snowmelt systems that extend into the public right-of-way must meet specific design and operational requirements, including:

- Temperature and precipitation detection: Systems must accurately measure surface and air temperatures and detect snowfall, ice, or precipitation.
- Automatic shutoff controls: Systems must automatically shut off when:
- Insulation: Systems must be insulated below and along the perimeter with materials approved by the City Engineer.
- Drainage: Water must be retained and drained on-site to prevent standing water and icing on adjacent surfaces.
- Boiler efficiency: Boilers must meet high-efficiency standards.

1.4.2 Existing Snowmelt Systems

The ordinance distinguishes between repairs and replacements for pre-existing systems:

- Repairs that do not increase energy consumption are exempt from new standards, although any boiler replacement must meet current high-efficiency requirements.
- Replacements or expansions must comply fully with the new design and operational standards and obtain a right-of-way encroachment permit.
- If a snowmelt system already exists in the right-of-way but lacks an approved encroachment agreement, the property owner must obtain one before continuing operation.

1.4.3 Right-of-Way Usage Fee

To address public energy impacts, the ordinance establishes a one-time right-of-way usage fee for private snowmelt systems encroaching into the City's right-of-way. The fee is based on total system energy use.

Fee exemptions include:

- Community Core Zone projects where the City requires snowmelt for public safety or street maintenance.
- Residential projects where snowmelt is required by the Fire Department, Streets Department, or City Engineer.
- Systems powered by renewable energy that generate sufficient energy to operate the snowmelt system for one winter season.
- Partial renewable energy coverage: Owners pay a proportional fee for any portion of energy drawn from nonrenewable sources.

1.4.4 Application and Enforcement

To comply with the ordinance, property owners must submit:

- Snowmelt system specifications and design details.
- Engineering or installation plans showing system layout and right-of-way extension.
- Energy demand calculations and either payment of the right-of-way usage fee or proof of renewable energy coverage.

Failure to comply with the ordinance may result in revocation of the permit or removal of the system at the owner's expense. This ordinance promotes safety, energy efficiency, and environmental responsibility for snowmelt systems throughout the City.

2.0 THRESHOLDS FOR RIGHT-OF-WAY IMPROVEMENTS

This section outlines the specific condition, such as new development, redevelopment, remodeling, changes in land use, or increases in traffic volume, that necessitate privately constructed right-of-way improvements. By creating these standards, the city ensures that improvements to sidewalks, curb ramps, bike lanes, transit stops, and roadway geometry occur in a systematic and cost-effective manner, supporting long-term mobility and infrastructure resilience.

Thresholds for required right-of-way improvements vary depending on the type of project. Thresholds are listed below in Table 1.

Table 1- Right-of-Way Improvement Thresholds

Project Type	Right-of Way Improvements Threshold
New Construction	All new commercial or residential, or accessory structure greater than 1,200 square-feet.
Structure Additions	The square footage of the addition exceeds 1,200 net square-feet. This includes basements.
Interior Remodels	
Commercial	Projects that generate an additional 50-percent vehicular trips per day, as determined by the latest edition of the Institute of Transportation Engineers (ITE) manual, or significantly alters traffic circulation, must include right-of-way improvements. If the project increases pedestrian traffic by more than 50-percent, sidewalks, crosswalks, or multi-use paths may be required.
Residential	Projects adjacent to public amenities (i.e. easements to river, parks, trails) where cost of remodel exceeds 50% of current assessed residential value (excluding land value).
Landscaping	Changes to driveway locations or additional driveway points. Removal of existing non-standard elements in the ROW must be replaced with elements that meet current ROW standards.

The threshold for minor projects applies only to a single addition on a given piece of property. If cumulative additions on a property over a three-year period after the Certificate of Occupancy is issued increase the square footage by more than 1,200 square feet then right-of-way improvements are required. City engineer has the authority to waive requirements for cumulative additions that exceed 1,200 square feet by less than 10%.

2.1 Exemptions

The requirement for installation of right-of-way improvements may be waived or modified by the city engineer if:

- Such street right-of-way improvements already exist to City standards;
- Adjacent right-of-way improvements, such as sidewalks, are unlikely to be installed in the foreseeable future; or
  Installation of the required improvement would cause significant adverse environmental or safety impacts.
- New construction or remodels less that 1,200 square-ft are exempt.

2.2 Appeals

An appeal process for challenging City Engineer determinations is available and will follow the same procedure detailed within CHAPTER 17.144 – APPEALS of City Code. This process will be directed to the City Administrator in lieu of the code's reference to Planning & Zoning Administrator/ Commission.

3.0 RIGHT-OF-WAY PERMITTING REQUIREMENTS

The following section provides an overview of the various permits required for work performed within the City of Ketchum's public right-of-way. These permits ensure that all improvements, whether temporary or permanent, are reviewed for safety, are in compliance with city standards, and are in coordination with existing infrastructure and public access plans.

Depending on the type and scope of work, applicants may be required to obtain one or more permits, including but not limited to: Building Permits, Dig Permits, Temporary Use of Right-of-Way Permits (TURP), and Right-of-Way Encroachment Permits. Each permit type serves a specific purpose and includes distinct submittal, review, and approval requirements.

All permit applications must be submitted through the City's online permitting platform, CommunityConnect. Click here for link. This system allows applicants to track the status of their applications, upload required documents and communicate with city staff throughout the review process.

Table 2 provides examples of common activities performed within the public right-of-way and identifies the corresponding permits required for each type of work. This list is provided as a starting point but does not include all types of activities.

Table 2- Example Project ROW Permitting Requirements

Example Work Descriptions	ROW Encroachment Permit	TURP	Dig Permit
Commercial Examples			
Temporary placement of a crane, lift, or pumper in the ROW for work or materials delivery on an adjacent property		✓	
Closure of a sidewalk for cleaning or painting a building		✓	
Digging in the ROW to install or replace below ground water/sewer services, power lines, or telecommunication lines			✓
Digging in the ROW to install new at or above-grade power poles, transformers, or new vault/raiser/pedestal in the ROW.	✓		✓
Residential Examples			
Replacing existing asphalt driveway with new asphalt in same location			✓
Replacing existing asphalt driveway with new paver driveway in same location	✓		✓

Example Work Descriptions	ROW Encroachment Permit	TURP	Dig Permit
Expanding or moving driveway from current location	✓		
Placement of permanent pavers and/or snowmelt systems within the ROW	✓	✓	
Placement of new landscaping within the ROW	✓		

[1]When ROW encroachment installation is associated with a building permit, otherwise prior to construction.

3.1 Building Permits

Building permits are required for a wide range of projects, including but not limited to window and siding replacements, interior remodels, deck repairs, additions, and new construction. When a project triggers the need for right-of-way improvements (see Section 2.0 above), the building permit application must include detailed design plans that clearly illustrate all proposed right-of-way improvements in compliance with these standards. This ensures alignment with city requirements and facilitates coordinated review and approval of both private and public-facing infrastructure.

3.2 Right-of-Way Encroachment Permits

The City requires a right-of-way encroachment application and corresponding agreement for any proposed installation or construction within the public right-of-way that does not conform to established city standards. This includes any feature at or above ground level that extends into or occupies public space. The encroachment review process ensures that such improvements are safe, compatible with public infrastructure, and consistent with the City's maintenance and accessibility goals. Common examples include paver driveways in residential zones and heated sidewalk snowmelt systems in the Community Core. See Table 3 for additional examples when right-of-way encroachment permits are required.

Table 3- ROW Encroachment Permits Requirement Examples

Residential Examples	Commercial Examples
Paver driveways	Awnings that extend into the ROW
Driveway snowmelt systems	External light fixtures that extend into the ROW
New or existing trees	Sidewalk snowmelt systems
Retaining walls	Telecommunications vaults and pedestals
Driveway channel drain	Power Sector Boxes

Residential properties that improve adjacent right-of-way in conformance with Section 5.0 of these standards do not need to submit a right-of-way encroachment permit, unless the property owner chooses to install a paver driveway in the right-of-way in lieu of an asphalt or gravel driveway.

Right-of-way encroachment applications are reviewed by City staff and subject to approval or denial by the Ketchum City Council. If an encroachment is approved, the property owner is required to enter into a Right-of-Way Encroachment Agreement with the City prior to installation.

For projects associated with building permits, the encroachment agreement must be fully executed before the building permit can be issued. For all other projects, the agreement must be in place prior to installation of any encroaching elements.

The agreement outlines key responsibilities, including that the property owner is solely responsible for the installation, maintenance, and repair of the encroachment. It also specifies that all encroachments are revocable at the City's discretion, and the property owner must remove the encroachment at their own expense if directed to do so by the City.

Property owners may submit a right-of-way encroachment application for existing, non-permitted encroachments. These applications are subject to the same review process as newly proposed encroachments. If approved, the property owner must enter into a Right-of-Way Encroachment Agreement with the City, which authorizes the encroachment to remain in place and affirms the owner's responsibility for its ongoing maintenance and repair.

Note: Main Street right-of-way is owned by the Idaho Transportation Department (ITD). ITD has a separate encroachment application and process for encroachments in ITD right-of-way.

3.3 Temporary Use of Right-of-way Permits (TURPs)

Applicants are required to obtain a Temporary Use of Right-of-Way Permit (TURP) from the City of Ketchum for short-term activities that occupy or impact the public right-of-way. Temporary uses are defined as those that are not permanently affixed to the ground and are intended to remain in place for only a limited duration. Common examples include staging construction equipment or materials, placing dumpsters or storage containers in the street or sidewalk, installing scaffolding or fencing, and conducting utility work that temporarily disrupts public access. TURPs are also required for temporary signage or structures.

When a proposed use involves partial or full closure of streets, sidewalks, or other public access routes, applicants must notify adjacent neighbors and submit a detailed traffic control plan as part of their permit application. This plan must demonstrate how vehicle, bicycle, and pedestrian traffic will be safely managed throughout the duration of the temporary use. TURPs help ensure public safety, maintain essential access, and minimize disruptions to the normal operation of the right-of-way during the approved period of use.

TURP applications shall be submitted at least five (5) days before the anticipated use of the right-of-way. Applications are reviewed by city staff to ensure the proposed use is safe, compatible with surrounding public infrastructure, and compliant with city standards. As part of the review, staff evaluate factors such as the duration and location of the proposed use, potential impacts to traffic and pedestrian circulation, and the adequacy of the submitted traffic control plan, if

applicable. Depending on the scope and complexity of the request, additional coordination with other City departments (e.g., Planning & Building, Police, or Fire) may be required. Once all requirements are met and approvals obtained, the permit is issued with specific conditions to ensure public safety and minimize disruption throughout the duration of the use.

An approved TURP may be reactivated for repeat ROW use. The Reactivation of Temporary Use of Right-of-Way Permit (TURP) Application is on the city's Permits webpage under the Documents section. Click here for link to the application form.

3.4 Dig Permits

Street and Alley Digging, Excavation, and Trenching Permits, commonly referred to as "Dig Permits", are required prior to any below-grade construction or disturbance within the City of Ketchum's public right-of-way. These permits ensure that all underground work, such as utility installations, service connections, or infrastructure repairs, is performed safely, with minimal disruption to existing infrastructure, and in compliance with city standards.

Dig Permit applications shall be submitted at least five (5) days before construction. Applications are reviewed and approved by city staff. The Dig Permit process allows City staff to review proposed excavation activities, coordinate with affected utilities, review temporary traffic control plans, and verify restoration plans to maintain the integrity and functionality of streets, alleys, and sidewalks.

4.0 ROAD AND ALLEY DESIGN STANDARDS

The following standards apply to design of all roadways and alleys:

- All work shall conform to current version of ISPWC unless otherwise specified in this document or by the City Engineer.
- Grading:
    - Minimum slope for gutters, including valley gutters = 0.5%
    - Maximum slope = 10%, or as necessary to match slope of existing roadway or existing grade.
    - Vertical alignment shall be designed as consistent as reasonably possible and may not be altered for entrances to private property.
    - All roads shall be graded to keep stormwater within the right-of-way and to prevent ponding. Curb inlets and infiltration facilities shall be installed at low points. See Appendices for standard drawings.
- Sidewalks:
    - Sidewalk running grade should be no greater than 5% unless the public sidewalk is following a public street with a running grade greater than 5%, in which case the sidewalk can match the grade of the roadway.
    - Sidewalks slope towards the curb to allow for stormwater drainage. The cross slope shall conform to the current ISPWC standard.
    - Slope shall not be increased greater than ADA guidelines or greater than adjacent roadway to accommodate access to private property.
    - Sidewalks on Main Street, Sun Valley Road, and 4th Street Heritage Corridor shall be pavers. See Appendix B for paver standard drawing.
    - Sidewalks in the community core, but not on Main Street, Sun Valley Road or 4th Street shall be pavers within the furnishing zone at a minimum. See Appendix B for paver standard drawing and Appendix C for concrete sidewalk standard drawing.
- Cast-in-Place Concrete:
    - All concrete (e.g. curb & gutter, valley gutters, driveway aprons, sidewalks) in the right-of-way shall be Titan Mix or approved equal.
- Pavement Sections:
    - See Appendix A for Ketchum standard right-of-way sections.
    - See Appendix B for standard drawing SD-7 - Typical Road Sections.
- ADA parking spaces and ramps shall be placed as determined by the City Engineer.
- Intersection Line of Sight Requirements:
    - For all improvements at intersections, the design shall conform to the following sections of Ketchum Municipal Code, unless determined otherwise by the City Engineer;
        - 16.04.060.D4 - In all districts, fences, hedges and walls, or any other obstruction to clear vision, shall not be located within 75 feet of the centerline intersection of two streets.

- 12.04.030.D4 - Minimum clear sight distance at all intersections shall permit vehicles to be mutually visible when each is a minimum of 100 feet from the center of the intersection.

- The sight triangle created by 20-ft from the outside of the crosswalk on adjacent intersecting streets (depicted in Figure 1 below) shall be clear of all obstructions no higher than 24 inches in height in the community core, except for approved street infrastructure within the right-of-way. This condition is independent of intersections with bulbouts or without bulbouts.

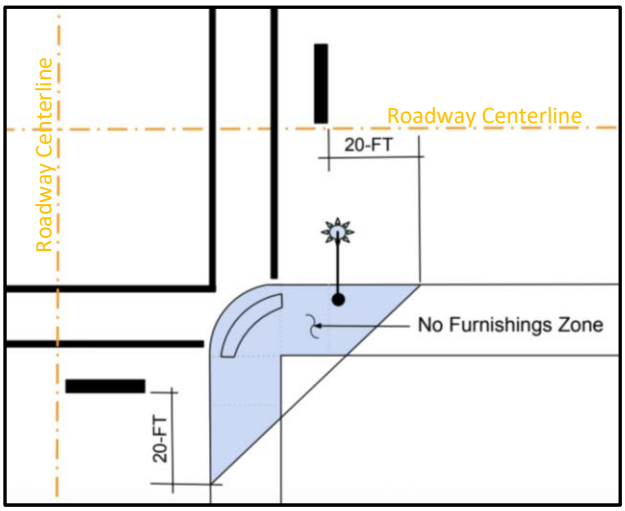


Figure 1 – Corner Sight Triangle Illustration

- Markings & Striping: Markings and striping shall be shown on plans and shall conform to the Manual on Uniform Traffic Control Devices (MUTCD). See section 6.6 for Ketchum standard markings.
- Testing Requirements: Plans shall state City of Ketchum ROW Testing Requirements. Minimum testing requirements per KMC 12.02.040 are shown below in Table 4. Requirements may be waived at the city engineer's discretion.

Table 4- ROW Testing Requirements

City Testing Requirements	
Subgrade Testing	1 Per 1000 Sq Yd
Concrete Testing	1 Test Per Project and 1 Additional Test For Each 25 Cubic Yards
Subbase Testing	1 Per 1000 Sq Yd
Base Testing	1 Per 1000 Sq Yd
Asphalt Test (per ISPWC)	1 per 100 Lf Ft
Trench Compaction Testing (per ISPWC)	Every 10 Lf in maximum 8" lifts

City Gradation Requirements	
Base Gradation Specification	1 Per 500 Ton
Concrete Mix Design Titan or approved equal	Per Project
Asphalt Gradation Specifications	Min 1 Per Project

City Wall Requests	
Wall Construction Observation Reports	1 Per Project

4.1 Typical Roadway Sections

Standard road sections serve as the foundational templates for the design and construction of public streets within the city's right-of-way. These cross-sectional layouts define the typical arrangement, dimensions, and functional elements of roadways, including travel lanes, sidewalks, bike lanes, curbs, medians, planting strips, and utility corridors, based on the roadway classification and surrounding land use context.

This section presents the city's approved standard road sections, which are intended to ensure consistency, safety, and efficiency across the transportation network. By using standardized designs, the city can streamline permitting, simplify construction and maintenance, and promote equitable access for all users, whether on foot, by bike, in a vehicle, or using transit.

The following sections describe each standard section, including dimensions and applicable design considerations, to guide engineers, developers, and city staff in the planning and construction of public streets. Refer to Appendix A for Standard Drawings of Typical Road Sections.

4.1.1 20-ft and 30-ft Right-of-Ways (Alleys)

Public alleys are an integral part of Ketchum's historic town layout and continue to serve a vital function in supporting the city's commitment to livability, walkability, and efficient infrastructure. Located primarily in the community core, alleys provide discreet and functional access for essential services while preserving the visual character and pedestrian orientation of Ketchum's streets.

In the City of Ketchum, public alleys serve several key purposes:

- Access Management: Provide secondary access to garages, parking areas, and service entrances, reducing driveway interruptions and improving safety along public streets
- Service and Utility Access: Support efficient placement and maintenance of utilities, refuse collection, and deliveries without impacting street frontage or pedestrian areas
- Preservation of Streetscape: Help maintain the scenic and small-town character of Ketchum by minimizing curb cuts, preserving continuous sidewalks, and limiting visual clutter along main thoroughfares
- Circulation and Emergency Access: Offer alternative routes for maintenance and emergency vehicles, improving overall system resilience and connectivity

Alleys in the City of Ketchum are typically 20 or 30 feet wide. All improved alleys shall be paved across their full width and include appropriate drainage facilities and grading to prevent standing water within the right-of-way and to avoid runoff onto adjacent private properties. Required improvements must extend along the entire length of a property's alley frontage, regardless of the location of any driveway access.

Unimproved, partially unimproved, radiant heated or paver alleys are not maintained by the city. Properties utilizing unimproved (gravel) alleys for access are responsible for maintenance and snow removal.

4.1.2 60-ft Right-of-Ways

The majority of public streets in the City of Ketchum are built within a 60-foot right-of-way. These corridors form the backbone of the city's transportation network, providing essential access to residential neighborhoods, commercial districts, and public amenities. The 60-foot width offers the flexibility to accommodate a balanced range of multimodal infrastructure, including vehicle travel lanes, on-street parking, sidewalks, landscaping, utilities, and snow storage, while supporting the city's goals for safety, connectivity, and walkability.

Standardizing road design within this right-of-way ensures consistency across the city, simplifies maintenance, and supports long-term planning efforts. This section outlines the typical elements and configurations found within Ketchum's 60-foot rights-of-way and provides guidance for new development, redevelopment, and public improvement projects that impact these corridors.

<u>Residential Roads & T-4000</u>

New development or redevelopment along 60-foot streets in residential zones shall include a minimum 26-ft wide asphalt section for two travel lanes with an 8-ft wide section of roadmix on each side for parallel parking, snow storage, and drainage facilities (See Appendix A Standard Drawing No. 1). Remaining ROW may be improved with landscaping with the approval of the city engineer.

Examples of 60-ft right-of-way residential roads are Wood River Drive, Canyon Run Blvd, and Edelweiss Avenue .

Community Core/Tourist Zones T & T-3000

New development or redevelopment along 60-foot streets in the CC and T zones shall include an 8-ft wide sidewalk, 2-ft wide curb & gutter with drainage facilities (i.e. curb inlets) as required, a 7-ft parallel parking lane (so that the parking lane is ~8.5-ft from back of curb to outside of striping), and a 13-ft wide travel lane (See Appendix A Standard Drawing No. 2). *City code currently states 7-ft sidewalks on Skiway Dr, Lloyd Dr, Gates Rd, Jane Ln, Ritchie Dr and Howard Dr. Sidewalks standards on these roads will be replaced with the above requirements.

Examples of 60-ft right-of-way roads are First through Tenth Street, Leadville Avenue, Washington Avenue, and Spruce Street.

4th Street Heritage Corridor

4th Street between Spruce Street and Second Avenue is a designated pedestrian corridor. New development or redevelopment projects on 4th Street will be designed with enhanced pedestrian facilities, including wider sidewalks and reduced vehicle travel lanes. On-street parking may be limited to one side of the roadway where necessary to accommodate these corridor standards. Specific design details will vary by location. See Appendix A Standard Drawing No. 3.

Light Industrial (LI) Zone

New development or redevelopment of 60-foot streets in Light Industrial Zones shall include a 6-ft wide sidewalk, 2-ft wide curb & gutter with drainage facilities (i.e. curb inlets and drywells) as required, a 7-ft parallel parking lane from gutter lip, and a 13-ft wide travel lane (wee Appendix A Standard Drawing No. 4).

Examples of 60-ft right-of-way roads are Lewis Street and Northwood Way.

In the LI zone where Lewis Street has an 80-foot right-of-way, the road shall be designed similarly to the 60-foot LI right-of-way section, with the exception of 30-degree angled parking in lieu of parallel parking.

4.1.3 80-ft Right-of-Ways

New development or redevelopment of 80-foot streets shall include an 8-ft wide sidewalk, 2-ft wide curb & gutter with drainage facilities (i.e. curb inlets and drywells) as required, 30-degree angled parking and 13-ft wide travel lanes (see Appendix A Standard Drawing No. 5).

Examples of 80-ft right-of-way roads are River Street, Walnut Avenue, 2nd Avenue, and 3rd Avenue.

4.1.4 100-ft Rights-of-Ways

New development or redevelopment of 100-foot streets shall include an 8-ft wide sidewalk, 2-ft wide curb & gutter with drainage facilities (i.e. curb inlets and drywells) as required, 30-degree angled parking, and 14-ft wide travel lanes with two lanes of 8-ft wide parallel parking between the travel lanes (see Appendix A Standard Drawing No. 6).

Bulb outs at intersections are required for new developments or redevelopment at corners of 100-ft right of way intersections. Bulb outs and adjacent curb and gutter are required to be snow melted. See Appendix B for Standard Drawing No. 8 for bulb-out dimensions.

Examples of 100-ft right-of-way roads are East Avenue and 1st Avenue.

4.1.5 Other Rights-of-Way Widths

New development or redevelopment along streets with right-of-way widths less than 60-ft shall be designed as close as feasible to residential road standards (Section 4.1.2) maintaining the 26-ft wide asphalt section first. The remaining portion of the right-of-way shall be designed to accommodate parking, snow storage and drainage for 8-ft off the edge of asphalt, or to the property line, whichever comes first.

5.0 RESIDENTIAL CATEGORY STANDARDS

Residential category standards apply to right of way improvements along all roads and alleys in the following zoning districts:

- Limited Residential zones (LR, LR-1, LR-2)
- General Residential zones (GR-L, GR-H)
- Short-Term Occupancy zones (STO-0.4, STO-1, STO-H)
- Recreational Use District (RU)
- Agricultural and Forestry (AF)

Arterial and collector roads within the above districts shall conform to the commercial category right of way standards. See Section 6.0 for list of arterial and collector roads.

5.1 Right-of-Way Standards

Standards are intended to provide for off street parking, drainage, and snow storage. The right-of-way consists of 26-ft min width of asphalt pavement with an 8-ft wide gravel Parking Zone on each side. Figure 2 shows the typical right of way section for the residential category areas. See Appendix A for 60-Ft ROW Typical Section – Residential.

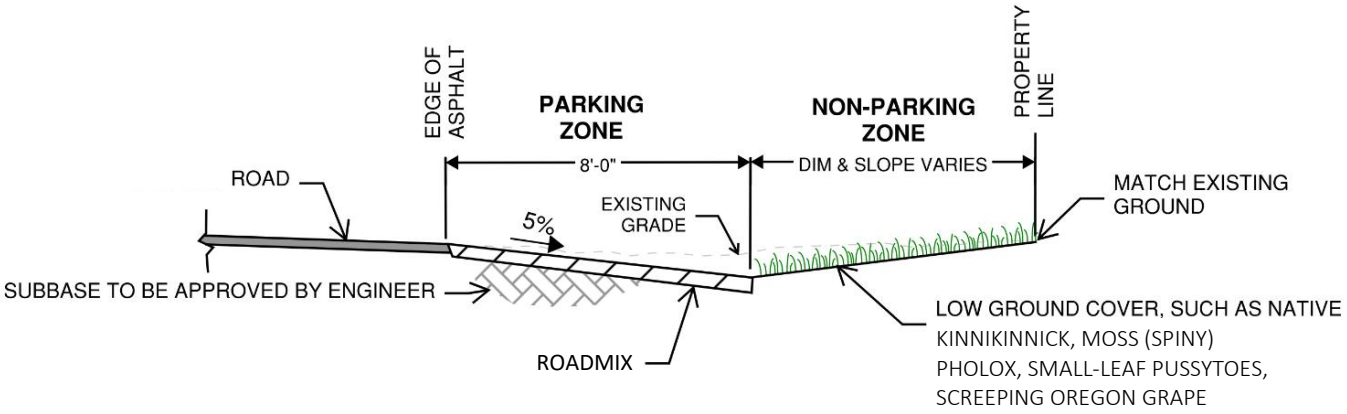


Figure 2 – Residential Right-of-Way Typical Section

Standards for the Parking Zone area, the first eight (8) feet from the edge of asphalt, are shown below in the first column of Table 5. Standards for the remaining portions of the right-of-way are shown in the second column of Table 5.

Table 5- Residential Category ROW Standards

	Parking Zone[1] First eight (8) feet from edge of asphalt	Non-Parking Zone Remainder to property line
Surface Material	• Consistent along the entire property frontage • Gravel material - ¾ Inch road-mix, decomposed granite, or grass pave systems • No live plant material • No obstructions, such as boulders or berms	• Low ground cover plant material, such as kinnikinnick, moss (spiny) phlox, small-leaf pussytoes, creeping Oregon grape, is permitted • Drought-tolerant species are required • Existing trees may remain if healthy, as determined by the city arborist, with an approved ROW Encroachment Agreement.
Grading	Min 5% slope away from the edge of asphalt and as required to achieve drainage control parallel to the roadway.	• Grading as required to achieve drainage control and to match back to existing grade at property line.
Irrigation	None allowed.	• Subsurface irrigation lines, such as drip lines, are permitted. • Pop-up heads are not permitted. • Ground cover may be spray irrigated from private property.

[1]Alternate surface material in low density residential zones (GR-L) may be submitted

5.1.1 Fire Hydrants

Fire hydrants shall be installed as required by the fire department. Final placement of fire hydrants is subject to city approval.

Fire hydrant placement standards:

- Hydrants shall be placed such that there is 36-inches of clear space surrounding all sides of the hydrant. This includes, but is not limited to: street trees, sign posts, and scrubs.
- Fire hydrants shall be placed a minimum of 8-ft off edge of asphalt if space allows within the right-of-way.
- In all areas, parking shall be prohibited within 15-ft, on either side, of a fire hydrant.
- In residential areas, mountain extensions shall be used on fire hydrants.

5.1.2 Utility Infrastructure Placement

Utility infrastructure, such as transformers, cable boxes/vaults, and pedestals for telecommunications equipment, shall be placed on private property. When placement in the right-of-way is unavoidable, a ROW encroachment agreement with the utility provider is required and the utility infrastructure shall be positioned as far from the edge of the

asphalt as feasible, and no closer than 8 feet from the edge of the asphalt. Placement of utility infrastructure shall not hinder driver sightlines at roadway and alley corners.

Utility infrastructure in residential areas is not required to be screened. If screening is installed, screening must meet utility provider requirements and requirements of Ketchum Municipal Code section 16.04.060.D.

5.1.3 Driveways

Driveways within residential category areas shall be designed to the following standards:

- Surface material shall be gravel or hard surfacing (asphalt, concrete, or pavers)
  - Concrete and/or paver driveways require an executed ROW Encroachment Agreement
- Private driveways shall be constructed to not impair the drainage within the public or private right-of-way, alter roadway subbase stability or damage adjacent roadway features
- Driveways must have a minimum 5% slope away from the edge of asphalt for the first eight (8) feet (See Figure 1) to prevent runoff from draining onto the asphalt portion of any public or private roadways
- Driveways must be designed for emergency vehicle access requirements per adopted fire code
  - If the driveway is required to meet apparatus access requirements, driveway must be designed for a 75,000 lbs load and have a clear height of 13'6" min. maintained free and clear year-round.
- Curb cuts and driveway entrances shall be no closer than 20 feet to the nearest intersection of two or more public or private streets, as measured along the property line adjacent to the right-of-way.

Table 6 below summarizes the width and grade requirements for private driveways. See Ketchum municipal code (Section 12.04.030.L) and International Fire Code for specifics.

Table 6- Requirements for Private Driveways

Structure Height	Minimum Width	Maximum Width	Maximum Deflection Angle over a 50-ft span	Maximum Grade
< 30-ft	12-ft[1]	35% of lot street frontage or 30-ft, whichever is less	8-degrees, or 14% slope change	7%[3]
=> 30-ft	26-ft[2]			

[1]A 20-ft wide access road is required to extend to within 150-ft of all ground floor exterior walls. If this can be accomplished from a city street, the driveway can be less than 20-ft wide. Otherwise, the minimum driveway width is 20-ft to serve as the access road.

[2] This condition shall be located within a minimum of 15-ft and a maximum of 30-ft from the building. See IFC Appendix D105 Aerial Fire Apparatus Access Roads.

[3]Grades greater than 7% require city council approval. See KMC 12.04.030.L4.

5.1.4 Hillside Lots

The City Engineer may consider alternative driveway and right-of-way improvement designs for developments on hillside lots where compliance with the grading requirements in this document would otherwise necessitate retaining walls or result in slopes exceeding 30%.

In all cases, snow storage and parking areas shall be preserved to the greatest extent practicable. Adjustments to dimensions or grading may be permitted, provided that the overall functionality, drainage performance, and safety requirements are maintained.

When necessary to preserve or create viability for snow storage/parking/sidewalks, and when on-site retaining wall exceeds 8-feet in height or is unviable, the city may consider additional retaining walls within the public right of way on a case-by-case basis.

Low retaining walls may also be considered in the right-of-way to reduce slope of a driveway to when slopes exceed 7%. In all cases, face of retaining walls must be located a minimum 23-feet from centerline of roadway and an ROW Encroachment agreement must be executed.

6.0 COMMERCIAL CATEGORY STANDARDS

Commercial category standards apply to right of way improvements to all roads and alleys within the following zoning districts:

- Tourist zones (T, T-3000, T-4000)
- Community Core (Retail Core/CC-1, Mixed Use/CC-2)
- Light Industrial zones (LI-1, LI-2, LI-3)

For interactive map of Ketchum zoning districts, pedestrian corridors and road classifications click here.

In addition, commercial category standards apply to designated pedestrian corridors and arterial and collector roads within all other zones.

See the GIS link above for designated as pedestrian corridors.

The following streets are classified as Major Collectors by ITD:

- Sun Valley Road beginning at Main Street and continuing through the City of Sun Valley. It provides access to local roads within Ketchum, Sun Valley and National Forest land.
- Warm Springs Road from Main Street to the west city limit and beyond connects several residential areas to downtown Ketchum as well as the Warm Springs Day Lodge and ski lifts.

The following streets are classified as Major Collectors by the City of Ketchum:

- 2nd Avenue from Serenade Lane to 8th Street
- 3rd Avenue from Serenade Lane to 8th Street, which includes a future connection from north of 4th Street south of 6th Street
- 3rd Street from 3rd Avenue to Main Street

The following streets are classified as Minor Collectors by the City of Ketchum:

- River Street from Wood River Drive to east of Leadville Avenue
- 1st Street from Wood River Drive to east of Alpine Lane at Lucy Loken Park
- 5th Street from 2nd Avenue to Spruce Avenue
- 7th Street from 2nd Avenue to Main Street
- 10th Street from Warm Springs Road to Main Street
- East Avenue from River Street to north of 6th Street at the Knob Hill Natural Area
- Lewis Street from Warm Springs Road to Saddle Road

6.1 Sidewalk Zones and Uses

Sidewalks should enable active public space and accessible pedestrian travel. Amenities such as landscaping, lighting, and signage work to activate the street. These amenities should be properly organized to ensure safe and accessible travel. To accomplish this balance, a sidewalk must simultaneously be viewed holistically and through the organizing logic of a set of zones.

There are three sidewalk zones in Ketchum, from property line to curb, which include the Frontage Zone, Pedestrian Clear Zone, and the Furnishing and Planting Zone. A figure depicting the sidewalk zones is shown in Figure 3. Descriptions of zone widths and uses are detailed below.

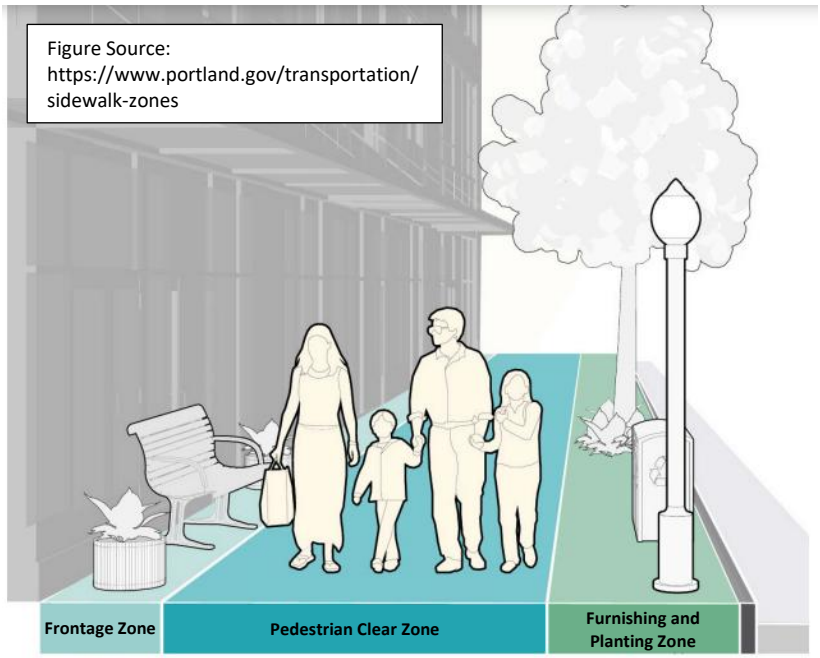


Figure 3 – Sidewalk Zones

6.1.1 Frontage Zone

Frontage Zone is the portion of the sidewalk immediately adjacent to the property line. Adjacent uses may occupy this zone for outdoor displays, café or restaurant seating, and plantings, with appropriate permits. Architectural elements that encroach into the street such as awnings, canopies, and marquees may also occupy this zone.

This zone is 18-inches from the property line in 8-ft wide sidewalks when offset with furnishings to maintain 6-ft pedestrian clearance. Frontage zone may be wider in 12-ft sidewalks. There is no Frontage Zone on sidewalks less than 8-ft wide.

6.1.2 Pedestrian Clear Zone

The pedestrian clear zone is intended for accessible pedestrian travel only and should be clear of obstacles, including driveway aprons or other changes to cross-slope. Where access is limited and a driveway apron is necessary, the apron shall be designed to be ADA-compliant. The minimum clear path of travel is 6 feet. ADA-compliant tree grates may be counted toward the minimum clear path of travel provided the tree grate is flush with the sidewalk.

Where adjacent frontage or furnishing zones are clear of obstacles, this width may be included in the minimum required clear width.

Pedestrian clear zone is the width of the sidewalk for sidewalks less than six (6) feet wide.

6.1.3 Furnishing and Planting Zone

The furnishing and planting zone acts as a buffer between the active pedestrian walking area and street traffic. Street trees and other landscaping, streetlights, pedestrian lights, benches, bike racks, site furnishings, traffic and parking poles and equipment, utility poles and boxes, fire hydrants, and other site furnishings should be consolidated in this zone.

This zone is the first 2-ft 6-in behind the back of the curb. There is no Furnishing and Planting Zone in sidewalks less than 8-ft wide.

No obstructions shall be placed in the furnishing and planting zone adjacent to parallel ADA parking spaces.

In the community core the furnishing and planting zone shall be pavers.

A table summarizing the use of each sidewalk zone is shown below in Table 7.

Table 7- Sidewalk Zones Uses

Zone	Use	Location
Furnishing and Planting Zone		
	Trees and tree wells	Approx. 30-ft spacing
	Regulatory signs	As determined by City
	Fire Hydrants	As determined by City
	Permanent Planters[1]	Bulbouts and streets >10% grade
	Streetlights	Intersections only
	Bike racks	Bulbouts and within outer 1/3rd of each block
	Pedestrian Lights	4th, Main St, and SV Rd. only Approx. 30-ft spacing between trees
	Trash cans	SE & NW intersection corners only
	Benches	Bulbouts and 1 in each 1/3rd of block
	Bus Stops	As determined by provider
Pedestrian Clear Zone		
	6-foot-wide accessible walking surface; Clear of obstacles Overhanging elements >80-Inches above sidewalk Tree grates flush with sidewalk	
Frontage Zone		
	Displays such as: sandwich boards, holiday decorations, additional furnishings	Where approved by City[2]

[1]When maintained by owner. Right-of-Way Encroachment Agreement required.

Zone	Use	Location

[2]Temporary Use of Right-of-Way Permit and/or Sign Permit required.

6.2 Lighting Standards

Street lighting in the City of Ketchum plays a vital role in promoting public safety, enhancing visibility, and supporting a walkable, vibrant community. The City's primary objective is to provide targeted illumination at crosswalks, intersections, and other key pedestrian areas to improve nighttime safety for all users, particularly those traveling on foot or by bicycle.

In addition, Ketchum takes great pride in our Dark Sky Reserve designation. Therefore, Ketchum's approach to street lighting is guided by a commitment to preserving the natural night environment and minimizing light pollution. All fixtures and installations are required to comply with dark sky standards, ensuring that lighting is directed only where needed and that glare and skyglow are minimized per the Ketchum Municipal Code (Section 16.04.090). This balance supports both public safety and the city's longstanding dedication to environmental stewardship and community character.

This section outlines the City's standards for streetlight placement, design, and performance, including requirements for fixture types, illumination levels, and integration with pedestrian infrastructure.

6.2.1 Exterior Building Lighting Standards

Consistent with the standards of the Dark Sky Society, the footcandles illuminating the sidewalk shall average 0.2 footcandles and shall not exceed 5 footcandles at any point of measurement. Projects with exterior lighting are required to submit an illumination analysis, performed by a lighting provider, to demonstrate that the footcandle standard is met. The illumination analysis shall include lumens from adjacent new and existing streetlights and proposed building exterior lighting. The illumination analysis shall show the average and maximum footcandles calculated on the sidewalk areas only. All fixtures shall have a luminaire with color temperature of no more than 2700 Kelvins.

Exterior lights mounted that encroach into the public right-of-way shall be included in the illumination analysis and require a ROW encroachment agreement to be executed prior to installation.

6.2.2 Street Lights

New street lights are required for new developments or redevelopment when improvements are required. Street lights shall be placed on intersection corners and mid-block at alleys, one per block as directed by the city engineer. Street lights shall be placed back of sidewalk where feasible. Where dimensions or building use don't allow back of sidewalk, street lights shall be placed at back of curb approximately 6-ft clearance from edge of truncated dome in order to preserve intersection sightlines. Street lights shall

face counter-clockwise looking at the intersection from birds' eye view with arms angled towards crosswalks as depicted below in Figure 4. Existing street lights may only be reused on a case-by-case basis.

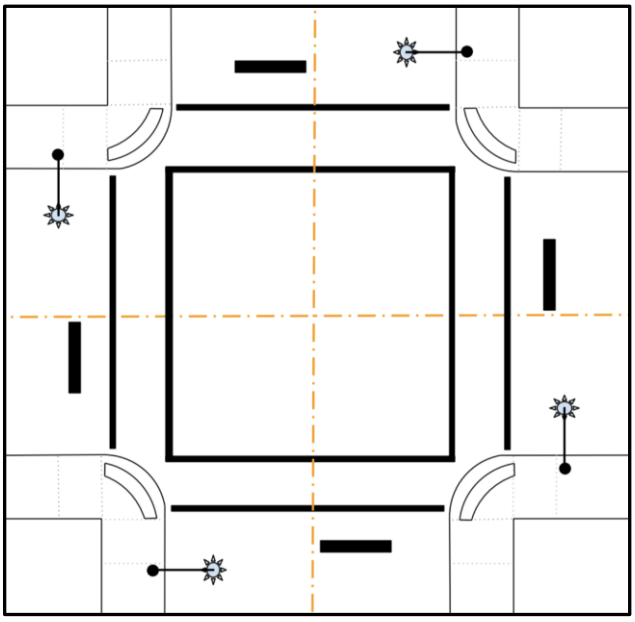


Figure 4 – Community Core Street Light Placement

Power supply to street lights shall be powered from Idaho Power from an installed dedicated meterbase for the city street light, or nearest available city source if feasible, in accordance with ISPWC and Idaho Power standards.

See Table 9 for pole and fixture standards.

6.2.3 Pedestrian Lights

Pedestrian lights are required in designated areas of Ketchum where foot traffic is concentrated. These lights are lower in height and scaled to the pedestrian experience, providing enhanced visibility and comfort for people walking during evening and nighttime hours. By focusing on areas with high pedestrian activity, the City supports safety, accessibility, and a welcoming public realm while complementing overall street lighting and maintaining dark sky compliance.

Pedestrian lights are required within the community core on the following streets:

- Main Street
- Sun Valley Road
- 4th Street

Pedestrian lights shall be placed within the Furnishing and Planting Zone, ensuring an equal distance between each light and the nearest street tree and 15-inches on-center from back of curb to be in-line with street trees.

See Table 9 for pedestrian light standards.

6.3 Fire Hydrants

Fire hydrants shall be installed as required by the fire department.

- Placement such that there is 36-inches of clear space surrounding all sides of the hydrant. This includes, but is not limited to; building walls, columns, street trees, sign posts, street lights, benches, trash bins, planter boxes, bollards, and scrubs.
- Fire hydrants shall be placed within the Furnishing and Planting zone 15-inches (center of hydrant) from back of curb out of intersection sight-line (see Figure 1).
- In all areas parking shall be prohibited within 15-ft, on either side, of a fire hydrant.

Final placement of fire hydrants is subject to city approval.

6.4 Street Trees

Street trees are required within the Community Core to enhance the urban environment, support walkability, and contribute to the city's aesthetic character. Trees shall be spaced approximately 30 feet apart, measured center-to-center, and must be located at least 30 feet from any streetlight to prevent conflicts with lighting and visibility. Trees shall not be planted within pedestrian ramps or bulbouts to maintain accessibility and clear sightlines.

All newly planted trees must have a minimum caliper of 3 inches. The selected species, as indicated on the approved landscape plan, must align with the designated planting zones referenced in Table 8 and illustrated in Figure 5. Existing healthy street trees may be retained and/or relocated on a case-by-case basis, subject to review and approval by the City Arborist.

Table 8- Street Tree Species List

Location	Common Name	Species Name
Main Street & Sun Valley Road	Sun Valley Maples	*Acer rubrum 'Sun Valley'*
Fourth Street	Exclamation!™ Planetree	*Platanus x acerifolia 'Morton Circle'*
Avenues (Spruce to 2nd Ave)	Heritage Oak	*Quercus x macdanielii 'Clemons'*
	Crimson Spire Oak	*Quercus x bimundorum 'Crimschmidt'*
	New Horizon Elm	*Ulmus japonica x pumila 'New Horizon'*
	Allee Elm	*Ulmus parvifolia 'Emer II'*
Streets (River to 7th Street)	Greenspire Linden	*Tilia cordata 'Greenspire'*
	Autum Gold Ginkgo	*Ginkgo biloba 'Autumn Gold'*

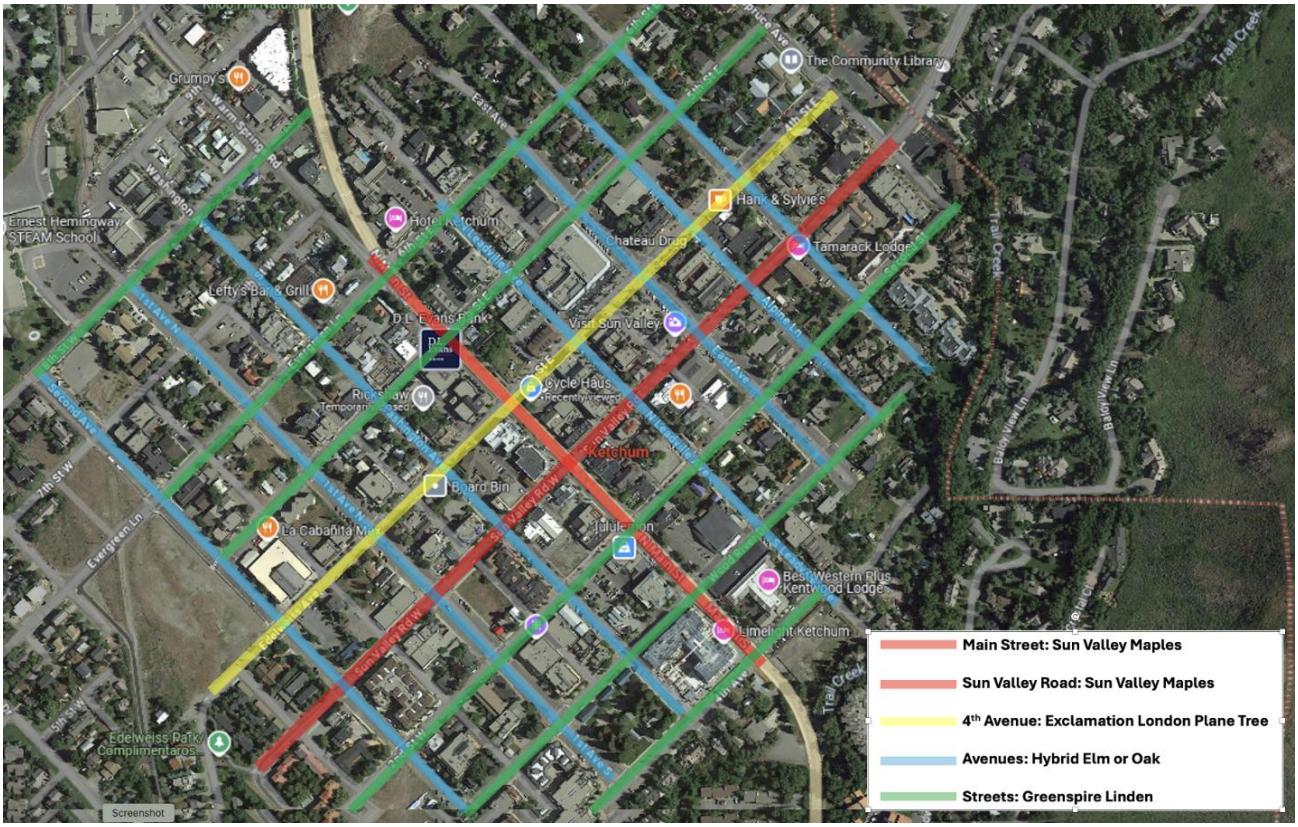


Figure 5 – Street Tree Species Map

See Table 9- Ketchum Furnishing and Amenities Standards for tree grate specifications and Appendix B for street tree well standard drawing. The modular suspended pavement system (Silva cell) requirement may be waived in certain situations, such as continuously planter beds. Electrical bollards shall be placed in-line with the center-line of the tree, 15-inch from back of curb.

6.5 Utility Infrastructure Placement

Utility infrastructure, such as transformers, cable boxes/vaults, and pedestals for telecommunications equipment, shall be placed on private property. When placement in the right-of-way is unavoidable, a ROW encroachment agreement with the utility provider is required and the utility infrastructure shall be positioned as close to the edge of the ROW as feasible. Placement of utility infrastructure shall not hinder driver sightlines at roadway and alley corners.

Utility infrastructure in the community core is required to be screened. Screening must meet utility provider requirements and requirements of Ketchum Municipal Code section 16.04.060.D.

6.6 Pavement & Curb Markings

Markings and striping shall be shown on plans and shall conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Ketchum standards are listed below:

- Crosswalk markings shall be traverse, as shown in the figure below and depicted in Figure 6. Figure reference: MUTCD, Dec. 2023 Figure 3C-1.

Figure 6 – Crosswalk Markings

- No parking areas - Curbs shall be painted red to identify no parking areas. For rolled curbs, only the top half of rolled curbs shall be painted red.
- Parking space markings shall be 4-inch yellow "T" lines as shown in the figure below. Figure modified from MUTCD, Dec. 2023 Figure 3B-23.

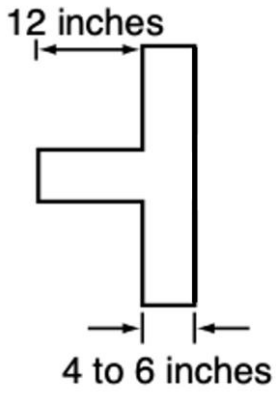


Figure 7 – Parking Space Markings

6.7 Street Furnishings and Amenities Standards

In the Community Core zone, street furnishings such as benches, trash receptacles, bicycle racks, and other approved amenities are required to enhance the comfort, usability, and visual appeal of the streetscape. These elements contribute to a vibrant, pedestrian-friendly environment.

All furnishings and amenities, including streetlights, trees, benches, bike racks, and planters, must be installed with a minimum spacing of six feet (6') from other streetscape features to ensure accessibility, visibility, and ease of maintenance. Refer to Table 9 for the City of Ketchum's standards and specifications for approved furnishings and amenities.

Table 9- Ketchum Furnishing and Amenities Standards

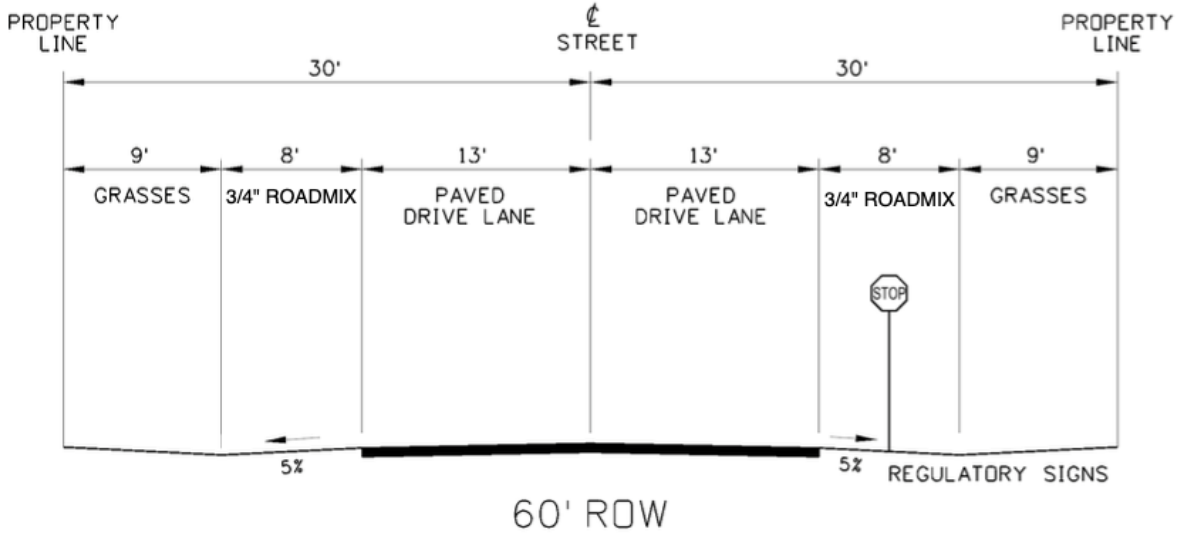
Furnishing	Manufacturer	Model	Details
Benches[1]	Landscape Forms	Generation 50	**Bench Style:** *Traditional* **Bench Length**: *72"* **Back Option**: *Backed* **Mounting**: *Surface Mount* **Arm Option**: *Angle Arms - End* **Face Board Style**: *Curved Face* **Seat Material**: *Ipe no finish* **Support Color**: *Onyx* **Arm Color**: *Onyx*
Bike Racks[1]	Landscape Forms	Multiplicity Bike Rack	**Top Material:** *Ipe no finish* **Mounting**: *Surface Mount* **Finish**: *Powder coated* **Frame Powdercoat Color:** *Onyx*
Mounting Sleeves	City of Ketchum	NA	Sleeves to be supplied by City of Ketchum. Request required at least 2 months prior to needed delivery
Trash Receptacles[1]	Landscape Forms	Generation 50	**Style**: *Side Opening* **Mounting**: *Freestanding / Surface* **Body Wood Infill**: *Ipe no finish* **Body Powdercoat Color**: *Onyx* **Lid Powdercoat Color**: *Onyx* **Base Color**: *Black*
Planters[1]	Landscape Forms	Sorella Planter	**Small** **Height**: *18in* **Size**: *45SQ x 18H* **Mounting**: *Freestanding* **Material**: *Powder coated Metal* **Drain Hole**: *2 - 0.50" Drain Holes* **Powder Coat Color**: *Onyx* **Large** **Height**: *18in* **Size**: *30SQ x 18H* **Mounting**: *Freestanding* **Material**: *Powder Coated Metal* **Drain Hole**: *2 - 0.50" Drain Holes* **Powder Coat Color**: *To Be Advised*
Tree-Grates[1]	Urban Accessories	Jamison	**Material:** Iron **Finish:** Rust Conditioner **Size:** 3" Square **Additional Notes:** City standard bollard mounted electrical receptacle required. Bollard supplied by City.
Tree Well Electrical Bollards	City of Ketchum	NA	Bollard to be supplied by City of Ketchum. Request required at least 2 months prior to needed delivery
Outlet	TayMag	ML450Z	Vertical/Horizontal 16-in-1 Flat Expandable Bronze

Furnishing	Manufacturer	Model	Details
Pedestrian Lights[1]	Landscape Forms	Northport Area Light	**Fixture** **Code**: DR999-06005-01 Single Post Top 2700K, 50% Output Type3, Frosted Lens Center element 20K, no twist lock **Powder Coat Color**: Matte Black **Pole** **Code**: DR999-06005 15' Lens Ht, 12'5" Pole Ht, 5" Diameter, GFCI w/ In-Use Cvr, 2 Upper & Lower Planter/Banner Arms (2) 1/2" Drip Irrigation Holes Include anchor kits and base cover **Powdercoat Color**: Matte Black
Street Lights	Pole: Valmont Fixture: Evolve OR Leotek		**Pole** Valmont Model Number: 240970108T4C - 24'9X7X10X250 RD STEP LTPOLE 1MA08XXH30X - 8X3.5 SGL MAST ARM 3.0 ID HUB 436RB410 - 1X36 4-BOLT 10" RD TEMP **Fixture Option A** EVOLVE LED Roadway ERLC luminaire Model Number: ERLC-0-03-C5-27-E-BLCK-B-L-V1 **Fixture Option B** Leotek ComfortView™ Neighborhood LED Streetlight (CV) Model Number: CV1-H-MV-27K-3R-BK-025-PCR7-WL-LLPC
Concrete Sidewalk Pavers (Main St/Sun Valley Road/4th St)	Belgard	Dimensions 6	**Color:** Victorian **Note:** Formerly Catalina Grana
Concrete Sidewalk Pavers (Community Core)	NA	4”x8”	**Color:** Charcoal 4”x8”

Foot Note 1: Alternative designs may be submitted for review

APPENDIX A

KETCHUM
STANDARD RIGHT-OF-WAY SECTIONS



60' ROW

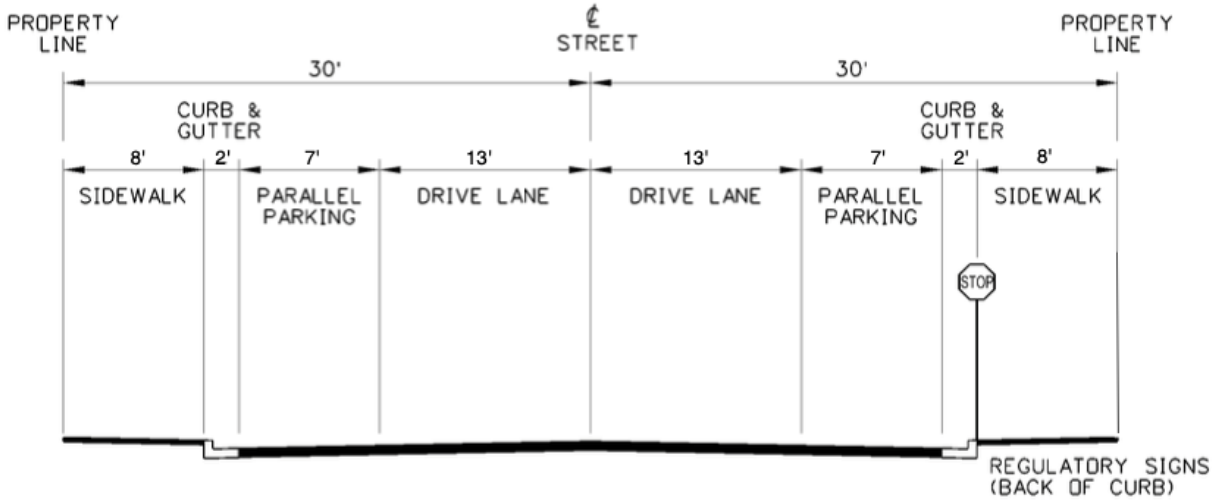
NOTES:

1. THE SCHEMATIC ABOVE SHOWS A CROSS SECTION OF AN 60-FOOT WIDE RIGHT-OF-WAY (ROW) FOR STREETS LOCATED IN RESIDENTIAL DISTRICTS.
2. SHOULDERS ARE REQUIRED TO ACCOMODATE DRAINAGE, PARKING, SNOW STORAGE, AND ACCESS FOR EMERGENCY VEHICLES WITHIN LOCAL RESIDENTIAL STREET ROWS AND PROVIDE MATERIALS THAT CAN REASONABLY BE MAINTAINED BY THE CITY.
3. EXAMPLES OF 60-FOOT ROW ROADS LOCATED IN RESIDENTIAL DISTRICTS ARE DOLLAR DRIVE, IRENE ST, BELMONT AND WANDERS WAY.
4. STOP AND STREET SIGNS ARE TO BE INSTALLED 2 FT FROM EDGE OF PAVEMENT
5. 8 FT 3/4 INCH ROADMIX AT 5% SLOPE FOR PARALLEL PARKING

REVISIONS			
NO.	DATE	BY	DESCRIPTION

CITY OF KETCHUM
60' ROW
RESIDENTIAL ROAD

STANDARD DRAWING NO.
1



60' ROW

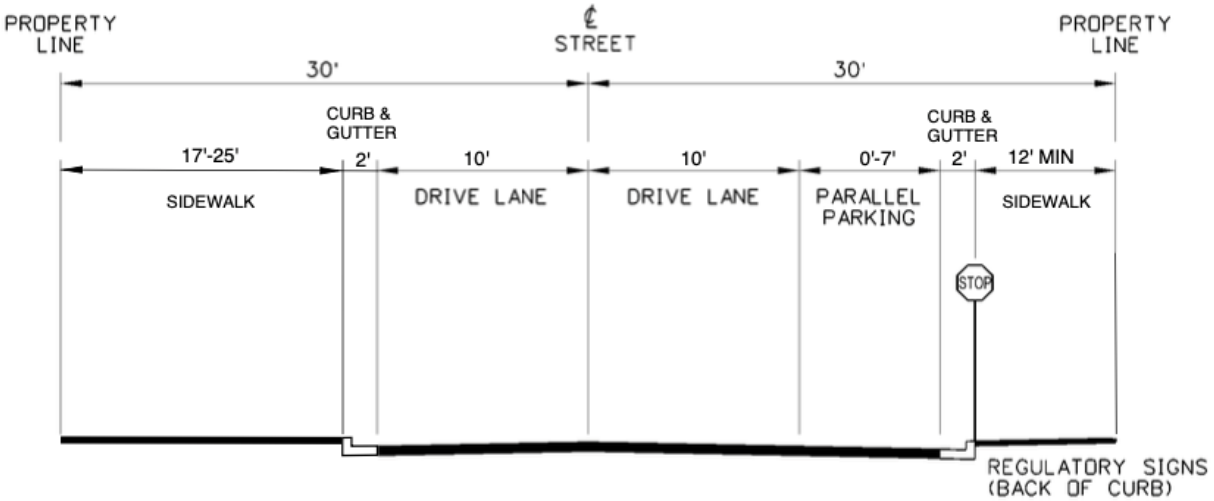
NOTES:

1. THE SCHEMATIC ABOVE SHOWS A CROSS SECTION OF AN 60-FOOT WIDE RIGHT-OF-WAY (ROW)
2. SIDEWALKS IN 60-FOOT ROW ARE 8 FT WIDE
3. EXAMPLES OF 60-FOOT ROW ROADS ARE FIRST THROUGH TENTH STREETS
4. STOP AND STREET SIGNS ARE TO BE INSTALLED AT BACK OF CURB
5. PARKING SIGNS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
6. STREET LIGHTS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
7. PARKING STALL ARE 8 FT WIDE BY 20 FT LONG PARALLEL STALLS. ADA PARKING STALLS PER PROWAG REQUIREMENTS
8. ROLLED CURBS
9. THE FURNISHING AND PLANTING ZONE IN SIDEWALKS IN THE COMMUNITY CORE SHALL BE PAVERS

REVISIONS			
NO.	DATE	BY	DESCRIPTION
2	01/16/2025	SN	UPDATES

CITY OF KETCHUM
60' ROW
COMMERCIAL (CC, T & T-3000 ZONES)

STANDARD DRAWING NO.
2



60' ROW

NOTES:

1. THE SCHEMATIC ABOVE SHOWS A CROSS SECTION OF AN 60-FOOT WIDE RIGHT-OF-WAY (ROW) ON FOURTH STREET HERITAGE CORRIDOR BETWEEN SPRUCE AVE AND SECOND AVE
2. DESIGN VARIES PER BLOCK. CONTACT CITY FOR SITE SPECIFIC REQUIREMENTS PRIOR TO DESIGN.
3. ROLLED CURBS
4. STOP AND STREET SIGNS ARE TO BE INSTALLED AT BACK OF CURB
5. PARKING SIGNS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
6. STREET LIGHTS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
7. PARKING STALL ARE 8 FT WIDE BY 20 FT LONG PARALLEL STALLS. ADA PARKING STALLS PER PROWAG REQUIREMENTS
8. THE FURNISHING AND PLANTING ZONE IN SIDEWALKS IN THE COMMUNITY CORE SHALL BE PAVERS

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	09/01/2019	SN	ROW DRAWINGS
2	01/16/2025	SN	UPDATES

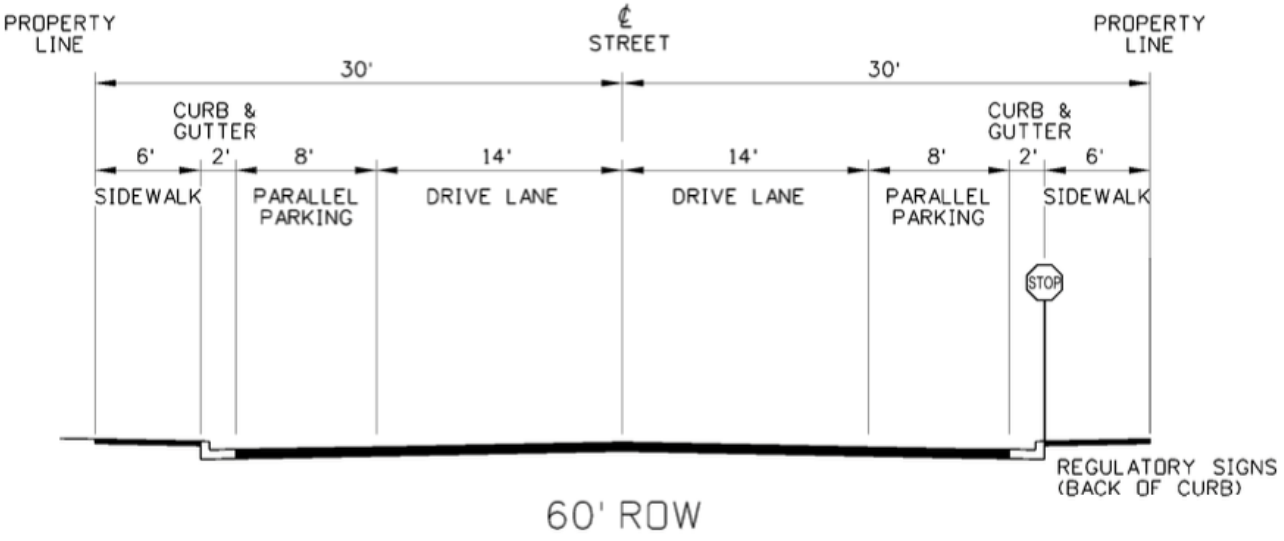
CITY OF KETCHUM

60' ROW

FOURTH STREET HERITAGE CORRIDOR

STANDARD DRAWING NO.

3



60' ROW

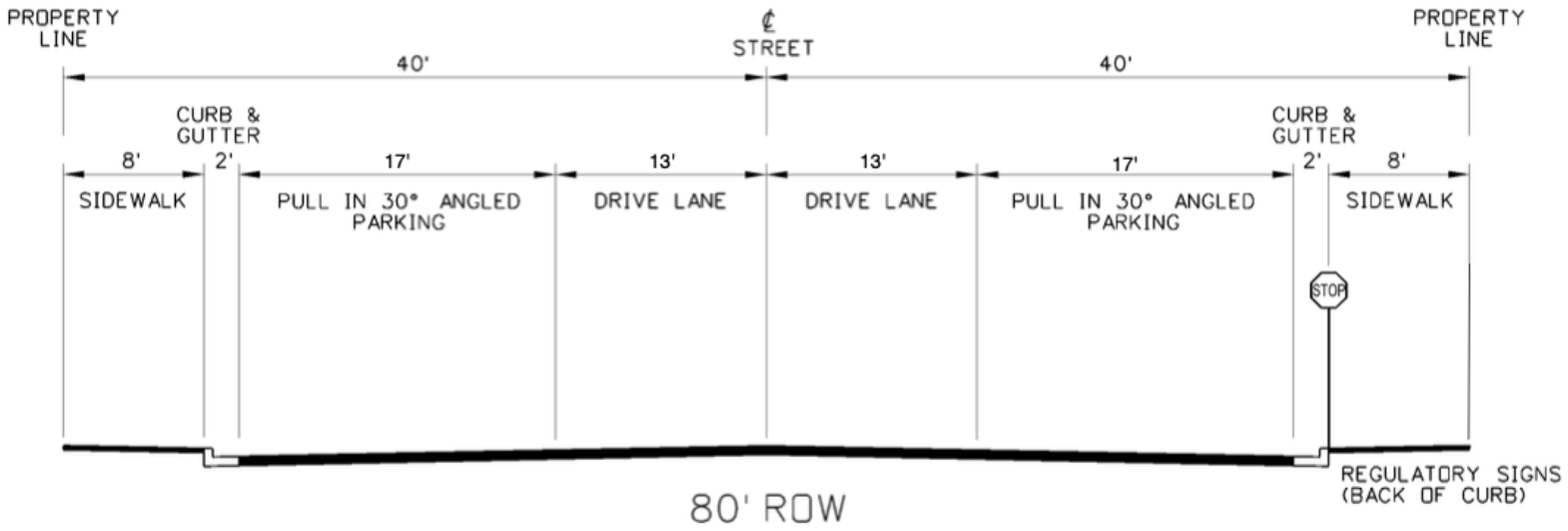
NOTES:

1. THE SCHEMATIC ABOVE SHOWS A CROSS SECTION OF AN 60-FOOT WIDE RIGHT-OF-WAY (ROW) IN THE LIGHT INDUSTRIAL (LI) DISTRICTS.
2. SIDEWALKS IN 60-FOOT ROW ARE 6 FT WIDE
3. EXAMPLES OF 60-FOOT ROW ROADS IN TEH LIGHT INDUSTRIAL (LI) DISTRICTS ARE LEWIS STREET AND NORTHWOOD WAY.
4. STOP AND STREET SIGNS ARE TO BE INSTALLED AT BACK OF CURB
5. PARKING SIGNS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
6. STREET LIGHTS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
7. PARKING STALL ARE 8 FT WIDE BY 20 FT LONG PARALLEL STALLS. ADA PARKING STALLS PER PROWAG REQUIREMENTS

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	09/01/2019	SN	ROW DRAWINGS
2	01/16/2025	SN	UPDATES

CITY OF KETCHUM
60' ROW
LIGHT INDUSTRIAL (LI) ROAD

STANDARD DRAWING NO.
4



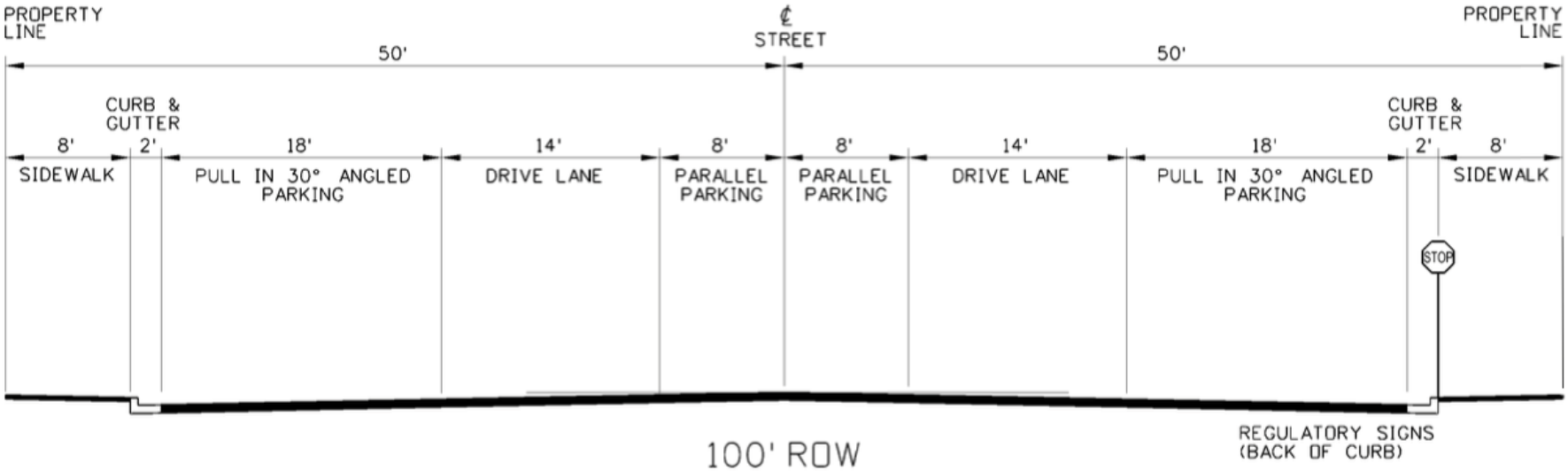
NOTES:

1. THE SCHEMATIC ABOVE SHOWS A CROSS SECTION OF AN 60-FOOT WIDE RIGHT-OF-WAY (ROW)
2. SIDEWALKS IN 60-FOOT ROW ARE 8 FT WIDE
3. EXAMPLES OF 60-FOOT ROW ROADS ARE FIRST THROUGH TENTH STREETS
4. STOP AND STREET SIGNS ARE TO BE INSTALLED AT BACK OF CURB
5. PARKING SIGNS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
6. STREET LIGHTS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
7. PARKING STALL ARE 9 FT WIDE BY 18 FT LONG 30 DEGREE ANGLED STALLS MEARSURED PERPENDICULAR TO CURB. ADA PARKING STALLS PER PROWAG REQUIREMENTS
8. THE FURNISHING AND PLANTING ZONE IN SIDEWALKS IN THE COMMUNITY CORE SHALL BE PAVERS

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	09/01/2019	SN	ROW DRAWINGS
2	01/16/2025	SN	UPDATES

CITY OF KETCHUM
80' ROW ROAD

STANDARD DRAWING NO.
5



NOTES:

1. THE SCHEMATIC ABOVE SHOWS A CROSS SECTION OF AN 60-FOOT WIDE RIGHT-OF-WAY (ROW) IN THE LIGHT INDUSTRIAL (LI) DISTRICTS.
2. SIDEWALKS IN 60-FOOT ROW ARE 6 FT WIDE
3. EXAMPLES OF 60-FOOT ROW ROADS IN TEH LIGHT INDUSTRIAL (LI) DISTRICTS ARE LEWIS STREET AND NORTHWOOD WAY.
4. STOP AND STREET SIGNS ARE TO BE INSTALLED AT BACK OF CURB
5. PARKING SIGNS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
6. STREET LIGHTS ARE TO BE INSTALLED IN FURNISHING AND PLANTING SIDEWALK ZONE
7. PARKING STALL ARE 9 FT WIDE BY 20 FT LONG 30 DEGREE ANGLED STALLS MEARSURED PERPENDICULAR TO CURB. CENTER ROW PARKING STALLS ARE 8 FT WIDE BY 20 FT LONG PARALLE STALLS. ADA PARKING STALLS PER PROWAG REQUIREMENTS.
8. THE FURNISHING AND PLANTING ZONE IN SIDEWALKS IN THE COMMUNITY CORE SHALL BE PAVERS

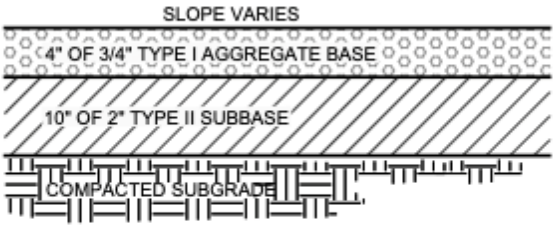
REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	09/01/2019	SN	ROW DRAWINGS
2	01/16/2025	SN	UPDATES

CITY OF KETCHUM
100' ROW ROAD

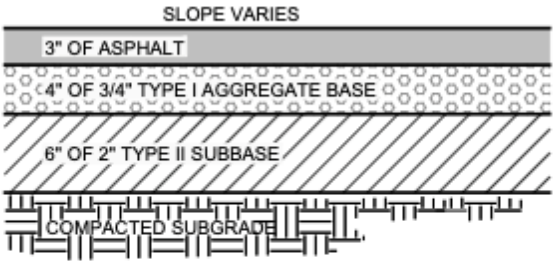
STANDARD DRAWING NO.
6

APPENDIX B

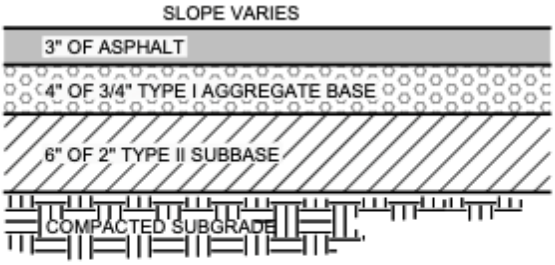
KETCHUM STANDARD DRAWINGS



TYPICAL GRAVEL SECTION



TYPICAL STREET ASPHALT SECTION

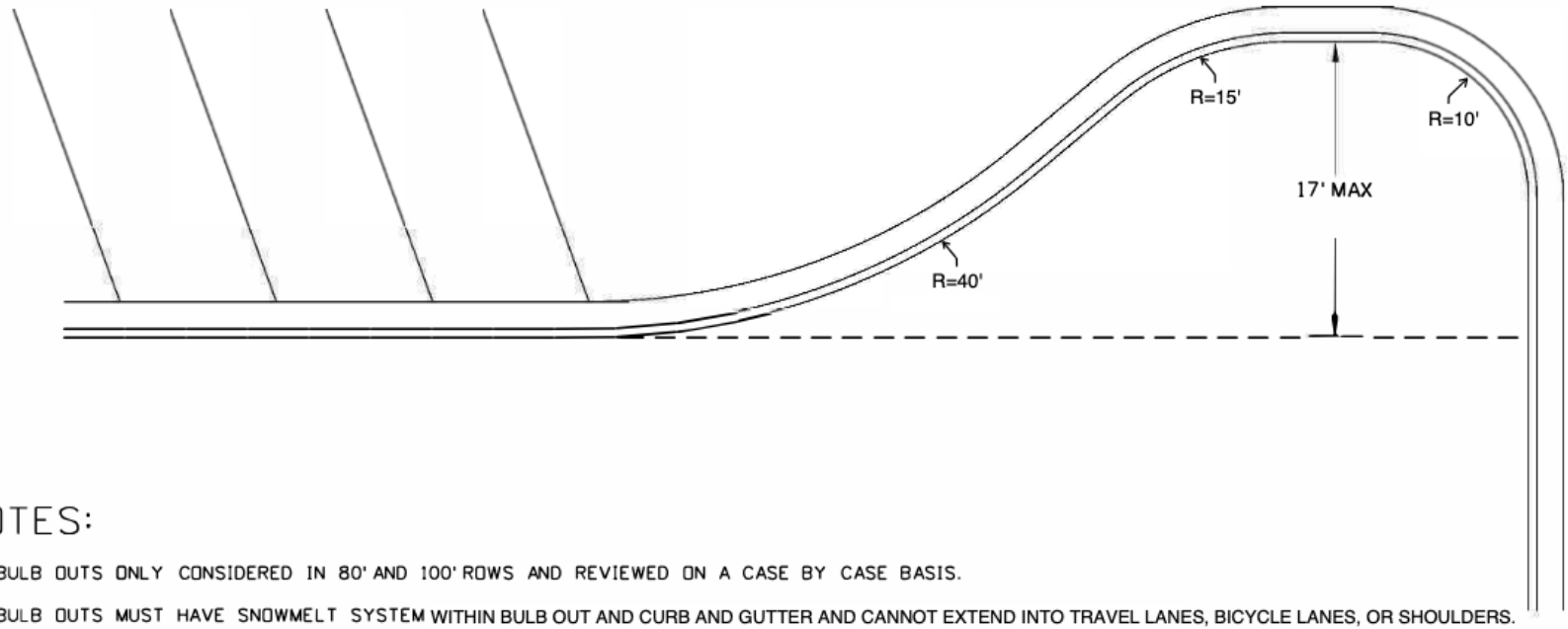


TYPICAL ALLEY ASPHALT SECTION

NOTES:

1. SUBBASE CAN BE 2" TYPE II OR ¾" TYPE I CRUSHED AGGREGATE BASE COURSE.
2. MATERIALS AND CONSTRUCTIN SHALL CONFORM WITH CURRENT ISPWC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
3. PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	TYPICAL ROAD SECTIONS	7



NOTES:

1. BULB OUTS ONLY CONSIDERED IN 80' AND 100' ROWS AND REVIEWED ON A CASE BY CASE BASIS.
2. BULB OUTS MUST HAVE SNOWMELT SYSTEM WITHIN BULB OUT AND CURB AND GUTTER AND CANNOT EXTEND INTO TRAVEL LANES, BICYCLE LANES, OR SHOULDERS.
3. BULB OUTS NOT PERMITTED ON CORNERS WITH FREQUENT RIGHT TURNS BY TRUCKS AND BUSES.
4. ITEMS MAY NOT BE PLACED IN BULB OUT THAT INHIBIT DRIVERS FIELD OF VISION.
5. PARKING PER CITY ROW STANDARDS.
6. MUST MEET ADA STANDARDS.

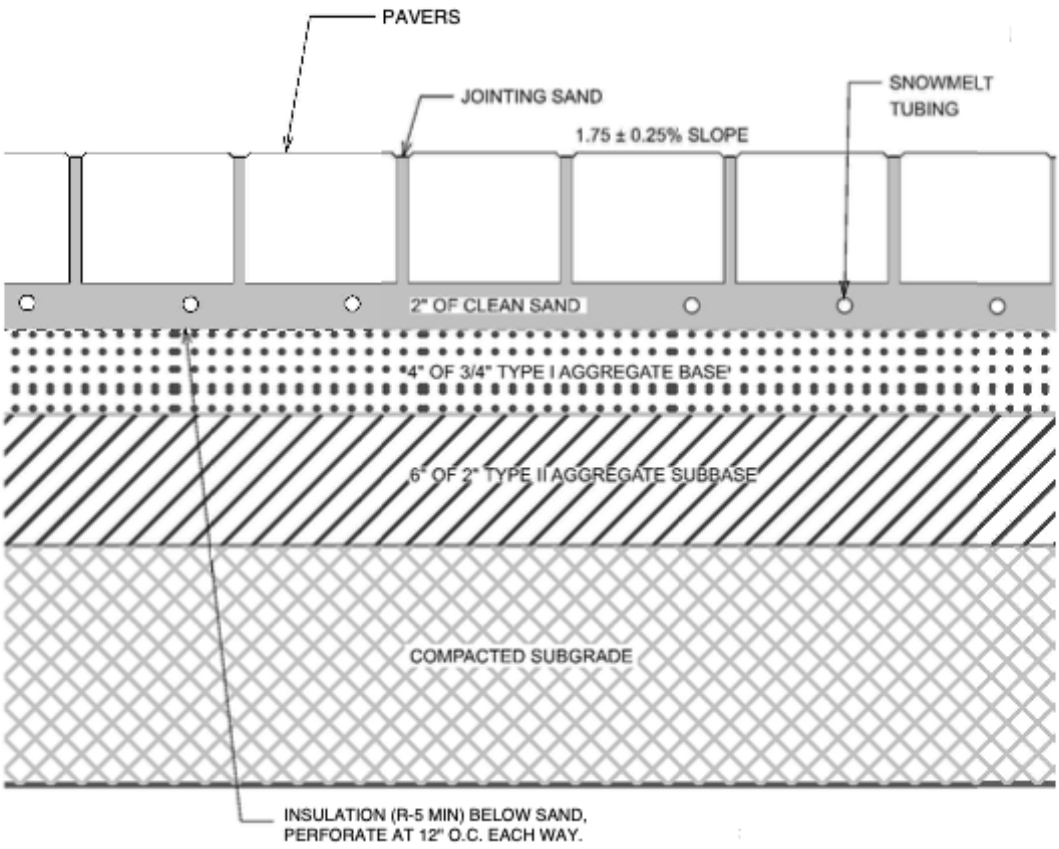
REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	09/01/2019	SN	ROW DRAWINGS
2	11/23/2022	CITY	STANDARD DRAWING
3	01/16/2025	SN	UPDATES

CITY OF KETCHUM STANDARD DRAWING

BULB OUT

STANDARD DRAWING NO.

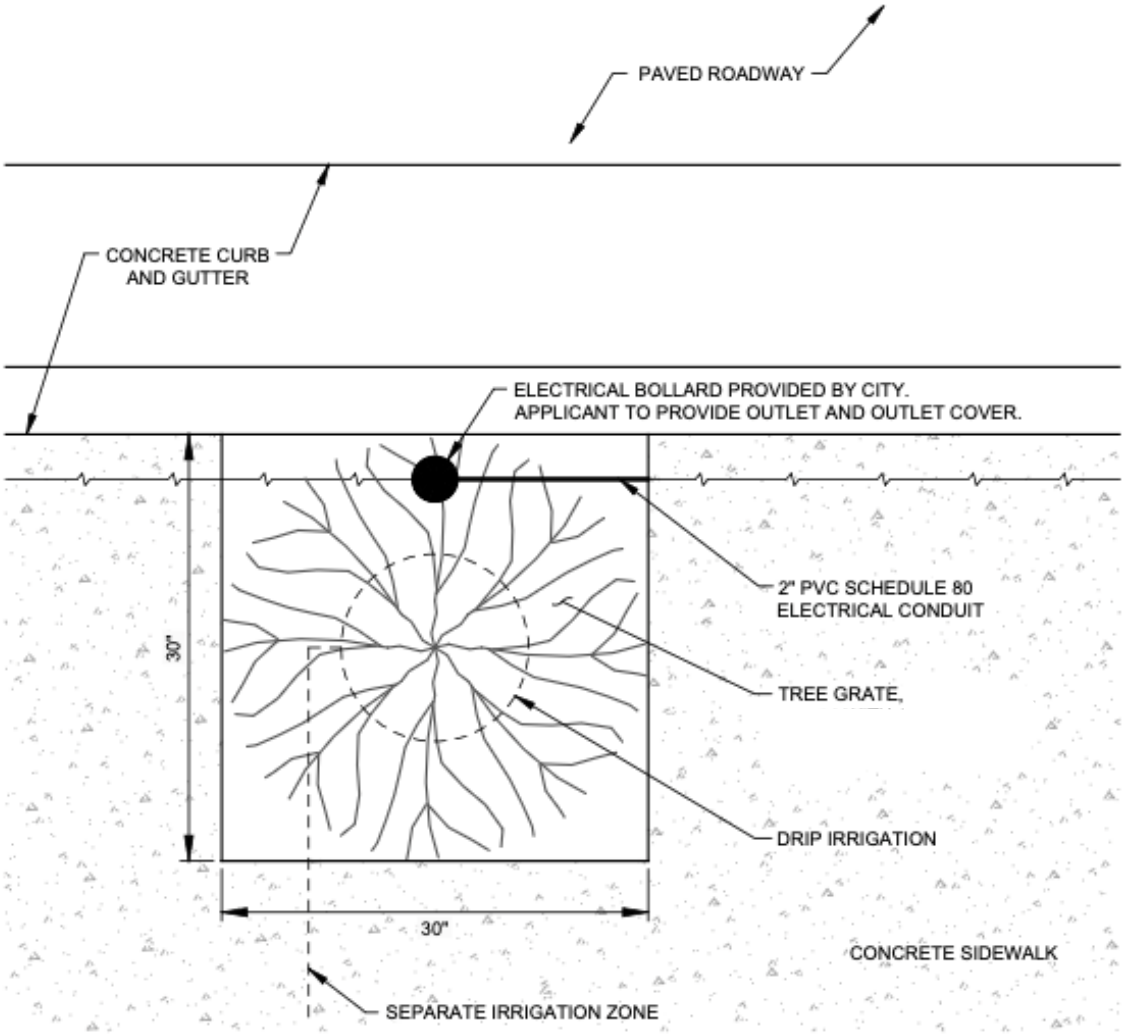
8



NOTES:

1. POLYMERIC SAND CAN BE USED AT EDGES TO PREVENT WEED, ANT INTERFERENCE.
2. MATERIALS SHALL CONFORM WITH CURRENT ISPWC AND CITY OF KETCHUM STANDARDS.
3. SNOWMELT TUBING RADII, FREQUENCY DEPENDS ON SNOW REMOVAL UPKEEP.
4. SEE RIGHT OF WAY STANDARDS DOCUMENT FOR PAVER SPECIFICATIONS.

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	03/2021	PAVER SIDEWALK	9

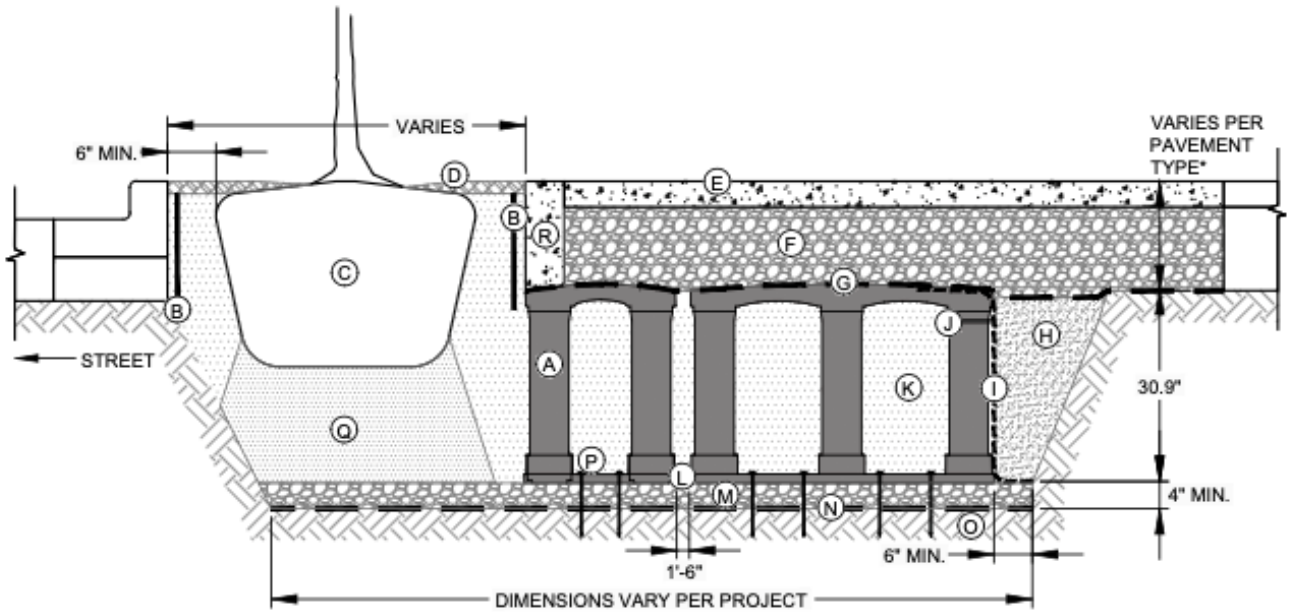


NOTES:

1. TREE TO BE 3' MINIMUM CALIPER. SEE ROW STANDARDS FOR TREE SPECIES.
2. CITY OF KETCHUM REQUIRES DRIP IRRIGATION TO BE ON A SEPERATE ZONE WITH HUNTER/RAINWISE SMART CLOCK, OR APPROVED EQUAL FOR REMOTE ACCESS BY CITY.
3. APPLICANT TO CONNECT AND PROVICE CONDUITS, WIRING, AND SPERATER CIRCUIT, OR TIE TO A CITY CIRCUIT FOR POWER
4. NO DIRECT BURIAL WIRE PERMITTED.
5. TREE INSTALLATION TO BE MODULAR SUSPENDED PAVEMENT SYSTEM. SEE TREE WELL SECTION VIEW, DETAIL 11.

PLAN VIEW

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	TREE WELL DETAIL	10
REV. 2	CITY	11/2022		



MODULAR SUSPENDED PAVEMENT SYSTEM

KEY PLAN:

A. SILVA CELL SYSTEM (DECK, BASE, AND POSTS) OR APPROVED EQUAL.

B. DEEPROOT ROOT BARRIER, 12" OR 18", DEPTH DETERMINED BY THICKNESS OF PAVEMENT SECTION, INSTALL DIRECTLY ADJACENT TO CONCRETE EDGE RESTRAINT. PREVENTS ROOTS FROM DISTURBING PAVEMENT.

C. TREE ROOT PACKAGE, SIZE VARIES

D. TREE OPENING TREATMENT, PER PROJECT SPECIFICATIONS

E. SURFACE TREATMENT, PER PROJECT

F. AGGREGATE BASE COURSE, DEPTH VARIES PER PROJECT

G. GEOTEXTILE TO KEEP AGGREGATE FROM MIGRATING DOWN THROUGH CELL DECK

H. BACKFILL, PER PROJECT SPECIFICATIONS

I. GEOGRID TO PROVIDE FOR VERTICAL SEPARATION BETWEEN PLANTING SOILS AND BACKFILL WHILE ALLOWING ROOT PENETRATION INTO ADJACENT SOILS. 6" (150 mm) TOE (OUTWARD FROM BASE) AND 12" (305 mm) EXCESS (OVER TOP OF DECK).

J. CABLE TIE, ATTACHING GEOGRID TO SILVA CELL AT BASE OF UPPER POST FLARE

K. PLANTING SOIL, PER PROJECT SPECIFICATIONS, COMPACTED TO 70-80% PROCTOR

L. SILVA CELL BASE SLOPE, 10% MAX

M. 4" (100 mm) MIN AGGREGATE SUB BASE, COMPACTED TO 95% PROCTOR

N. GEOTEXTILE, TO PROVIDE SEPARATION BETWEEN SUBGRADE AND AGGREGATE BASE

O. SUBGRADE, COMPACTED TO 95% PROCTOR

P. PIN, PER SILVA CELL SPECIFICATIONS, TO KEEP CELLS IN PLACE DURING CONSTRUCTION

Q. PLANTING SOIL BELOW TREE ROOT PACKAGE, COMPACTED TO 85-90% PROCTOR

R. CONCRETE EDGE RESTRAINT TO STABILIZE EDGE AND PREVENT AGGREGATE MIGRATION INTO TREE OPENING.

*MINIMUM PAVEMENT PROFILE OPTIONS TO MEET H-20 LOADING

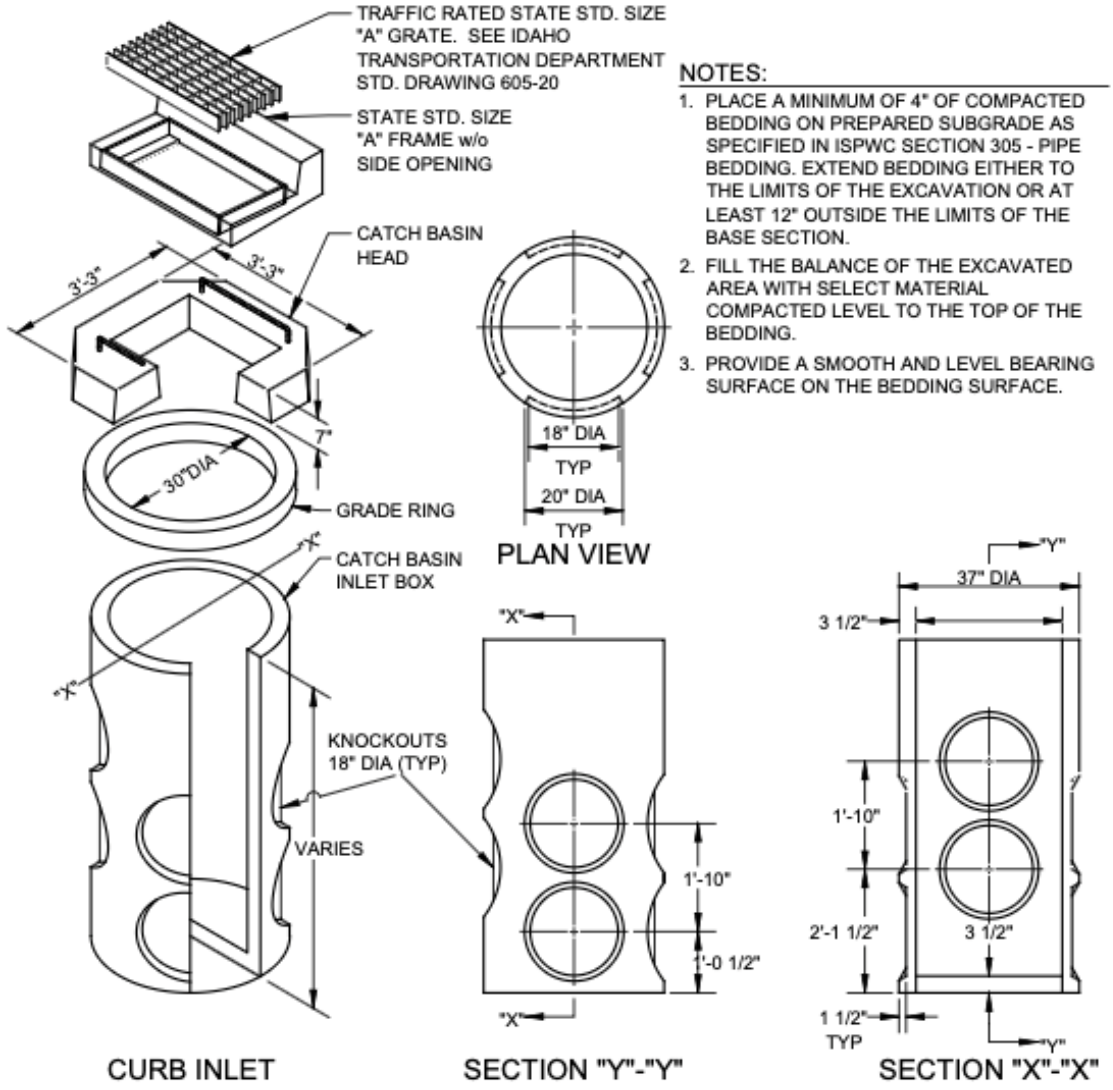
PAVEMENT	+ AGGREGATE BASE COURSE
4" CONCRETE	+ 4" AGGREGATE
3" PAVER	+ 12" AGGREGATE
4" ASPHALT	+ 12" AGGREGATE
2.6" PAVER	+ 5" CONCRETE

SECTION VIEW

NOTES:

1. EXCAVATION SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE HEALTH AND SAFETY REGULATIONS.
2. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
3. A PROJECT SPECIFIC DETAIL WILL NEED TO BE PROVIDED TO CITY FOR REVIEW AND APPROVAL.

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	TREE WELL DETAIL	11



NOTES:

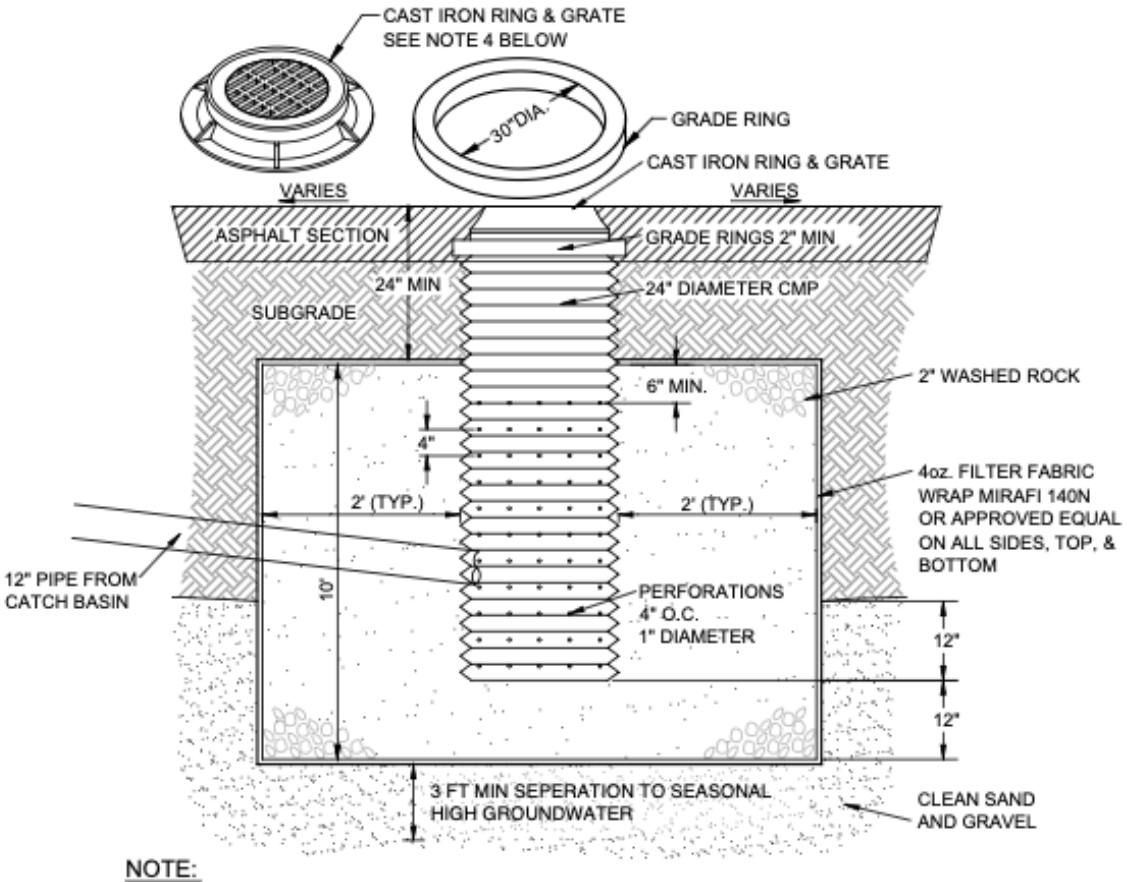
1. PLACE A MINIMUM OF 4" OF COMPACTED BEDDING ON PREPARED SUBGRADE AS SPECIFIED IN ISPWC SECTION 305 - PIPE BEDDING. EXTEND BEDDING EITHER TO THE LIMITS OF THE EXCAVATION OR AT LEAST 12" OUTSIDE THE LIMITS OF THE BASE SECTION.
2. FILL THE BALANCE OF THE EXCAVATED AREA WITH SELECT MATERIAL COMPACTED LEVEL TO THE TOP OF THE BEDDING.
3. PROVIDE A SMOOTH AND LEVEL BEARING SURFACE ON THE BEDDING SURFACE.

REVISION	APPROVED	DATE
REV. 1	CITY	10/2019
REV. 2	CITY	11/2022

CITY OF KETCHUM STANDARD DRAWING

TYPICAL CATCH BASIN

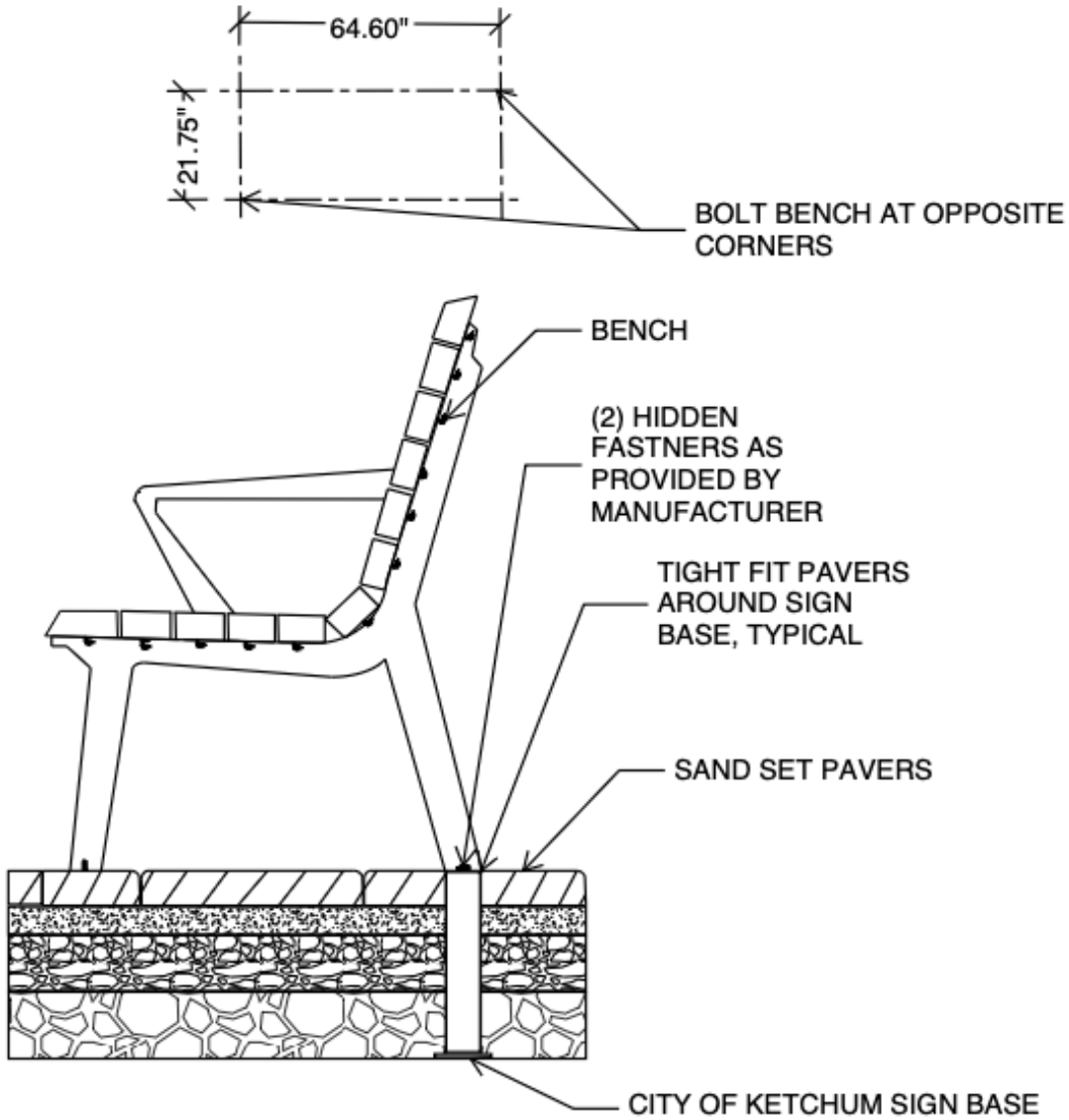
DRAWING NO. 12



NOTE:

1. THE BED SHALL BE EXCAVATED A MINIMUM OF 24" INTO CLEAN SAND AND GRAVEL.
2. MAXIMUM DEPTH SHALL NOT EXCEED 12 FEET.
3. IF CLEAN SAND AND GRAVEL IS NOT ENCOUNTERED WITHIN 12 FEET, THE CONTRACTOR SHALL CONTACT THE DESIGN ENGINEER.
4. GRATE OR SOLID LID AS APPROVED BY CITY OF KETCHUM.
5. STORMWATER PRETREATMENT REQUIRED BEFORE DISCHARGING TO A DRYWELL.
6. 25 FT MINIMUM SEPERATION DISTANCE BETWEEN DRYWELL AND MUNICIPAL WATER LINES.

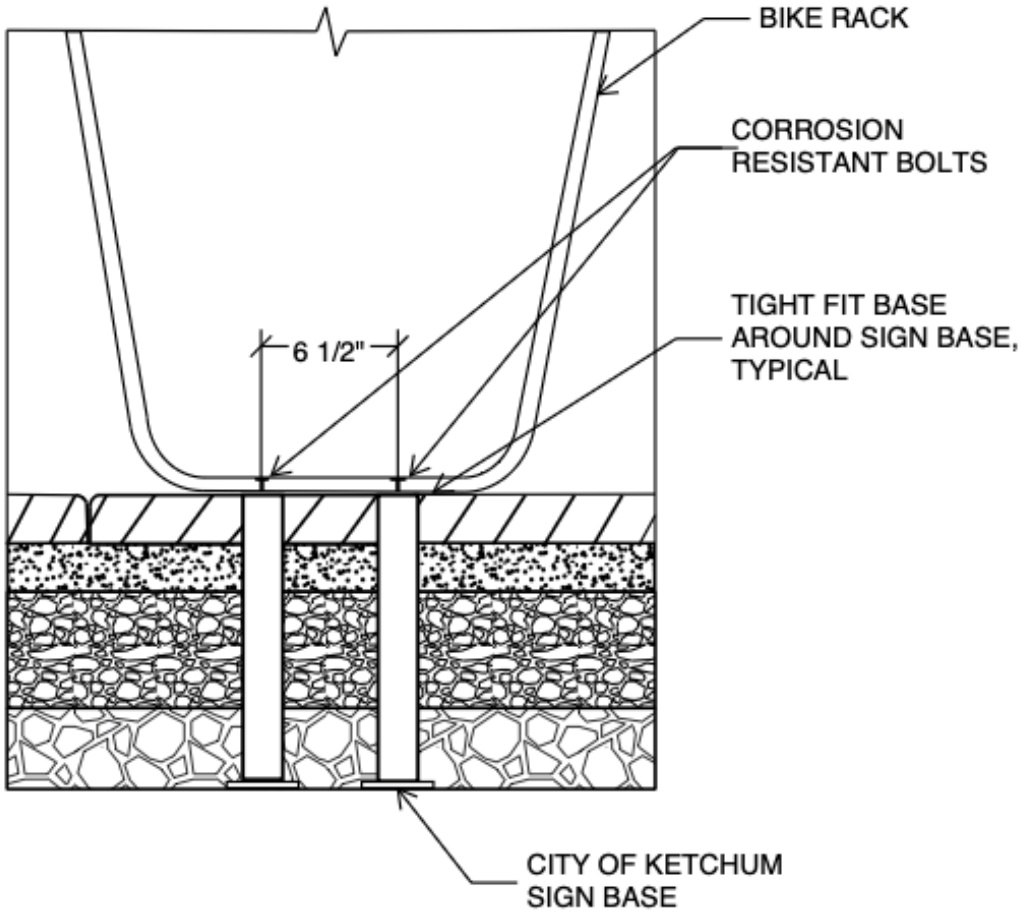
REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	TYPICAL DRYWELL	13



NOTES

1. SEE STANDARD DRAWING K-SD-1130 SIGN BASE DETAIL FOR SIGN BASE INSTALLATION.
2. SUBBASE AND BASE COMPACTION TO MEET ISPWC STANDARDS.

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	6/2025	BENCH ATTACHMENT	14
REV. 2	CITY	8/2025		



NOTES

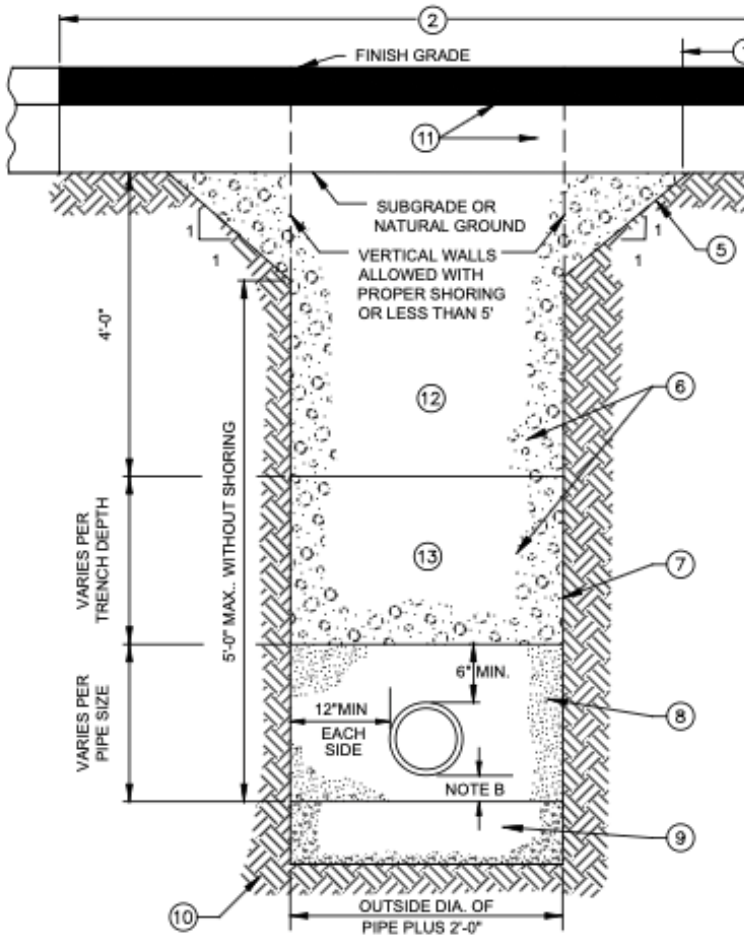
1. TOP SURFACE TO BE LEVELED AFTER INSTALATION
2. SEE STANDARD DRAWING K-SD-1130 - SIGN BASE DETAIL FOR SIGN BASE INSTALLATION.
3. SUBBASE AND BASE COMPACTION TO MEET ISPWC STANDARDS.

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO
REV. 1	CITY	6/2025	BIKE RACK ATTATCHMENT	15
REV. 2	CITY	8/2025		

APPENDIX C

KETCHUM
REVISIONS TO ISPWC
STANDARD DRAWINGS

IF NO MODIFICATIONS
USE CURRENT VERSION OF ISPWC



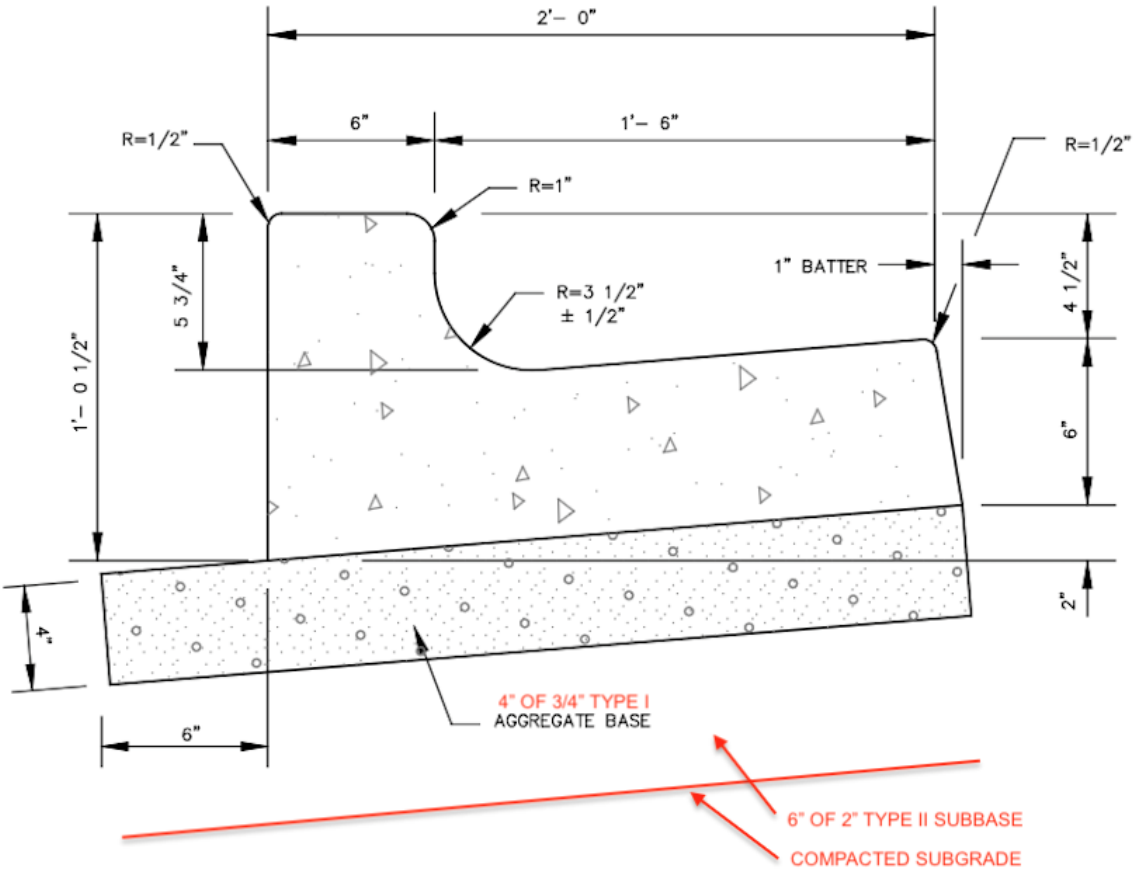
LEGEND

1. 2' REQUIRED BOTH SIDES, SAWCUT REQUIRED.
2. SURFACE REPAIR WIDTH, 4" MINIMUM. SEE NOTE 5.
3. EXISTING SURFACE
4. EXISTING BASE
5. TRENCH BACK SLOPE PER O.S.H.A. OR SUITABLE SHORING
6. TRENCH BACKFILL PER SECTION-306
7. VERTICAL TRENCH WALLS SHORING PER O.S.H.A..
8. PIPE BEDDING PER SECTION-305 (SEE SD-302).
9. FOUNDATION STABILIZATION MAY VARY PER SOIL TYPE AND STABILITY (PER SECTION-304).
10. UNDISTURBED SOIL (TYP)
11. REPAIRED SURFACE, SEE NOTE 5
12. UPPER COMPACTION ZONE
13. LOWER COMPACTION ZONE

NOTES:

1. TRENCH EXCAVATION PER SECTION 301.
2. PIPE BEDDING PER SECTION 305.
3. BACKFILL AND COMPACTION PER SECTION 306. TESTING FREQUENCY INCREASED TO EVERY 25-50 LINEAR FEET.
4. SURFACE REPAIR AND BASE PER DETAIL 7.
5. ASPHALT PAVEMENT FOR SURFACE REPAIR SHALL BE IN ACCORDANCE WITH PLANS AND ISPWC SECTIONS 805, 810, AND 811 FOR CLASS II PAVEMENT. ASPHALT AGGREGATE SHALL BE 1/2" (13MM) NOMINAL SIZE CONFORMING TO TABLE 803B IN ISPWC SECTION 803. ASPHALT BINDER SHALL BE PG 58-28 CONFIRMING TO TABLE A-1 IN ISPWC SECTION 805.
6. IF TRENCH IMPACTS CROWN OF ROADWAY, CROWN MUST BE MAINTAINED AND POSITIVE DRAINAGE PROVIDED.

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	TYPICAL TRENCH	K-SD-301



NOTES:

(A) GRADE AND ALIGNMENT TO BE ESTABLISHED OR APPROVED BY THE ENGINEER AND THE PUBLIC AGENCY HAVING JURISDICTION.

(B) BASE: 4–INCH COMPACTED DEPTH OF 3/4–INCH MINUS CRUSHED AGGREGATE BASE MATERIAL, PLACE AS SPECIFIED AND PAID UNDER SECTION–802 ISPWC; COMPACTED TO EXCEED 95% OF STANDARD PROCTOR.

(C) 1/2–INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.

(D) CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS AT 10–FEET MAXIMUM SPACING (OR CONSISTENT WITH 2X SIDEWALK WIDTH FOR SCORE SPACING).

(E) MATERIALS AND CONSTRUCTION IN COMPLIANCE WITH ISPWC SPECIFICATIONS. EXCEPT AS NOTED BELOW.

(F) BACKFILL AS PER SECTION–706.

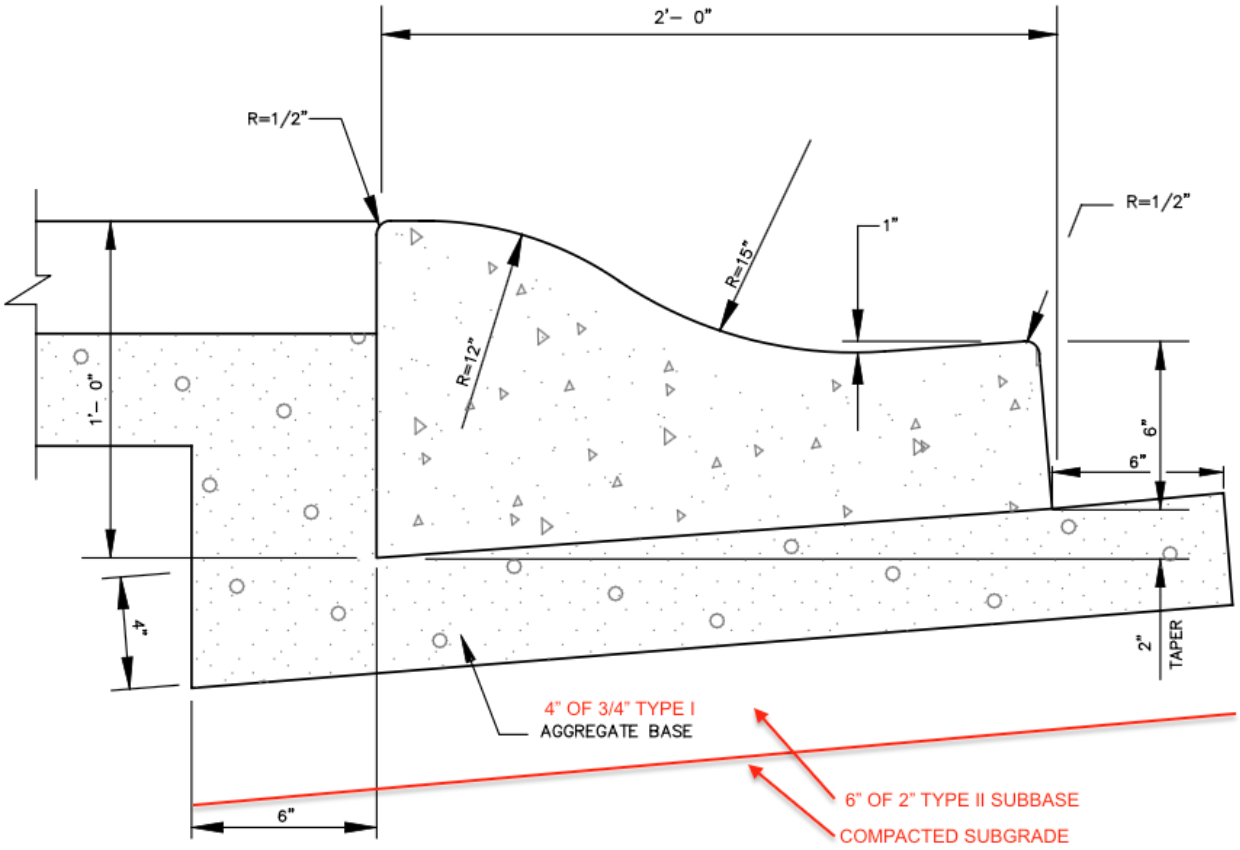
(G)

(H) NOT USED

(I) CONCRETE SHALL BE TITAN MIX OR APPROVED EQUAL.

2020

IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION CITY OF KETCHUM REVISION	6" VERTICAL CURB AND GUTTER	STANDARD DRAWING NO. K-SD-701



NOTES:

(A) GRADE AND ALIGNMENT TO BE ESTABLISHED OR APPROVED BY THE ENGINEER AND THE PUBLIC AGENCY HAVING JURISDICTION.

(B) BASE: 4–INCH COMPACTED DEPTH OF 3/4–INCH MINUS CRUSHED AGGREGATE BASE MATERIAL, PLACED AS SPECIFIED AND PAID UNDER SECTION–802 ISPWC; COMPACTED TO EXCEED 95% OF STANDARD PROCTOR; A MINIMUM WIDTH OF 3–FEET TO GRADE, PRIOR TO SETTING CURB FORMS.

(C) 1/2–INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.

(D) CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10–FEET MAXIMUM SPACING OR CONSISTENT WITH 2x SIDEWALK WIDTH FOR SCORE SPACING).

(E) MATERIALS AND CONSTRUCTION IN COMPLIANCE WITH ISPWC SPECIFICATIONS. EXCEPT AS NOTED BELOW.

(F) BACKFILL AS PER ISPWC SECTION–706.

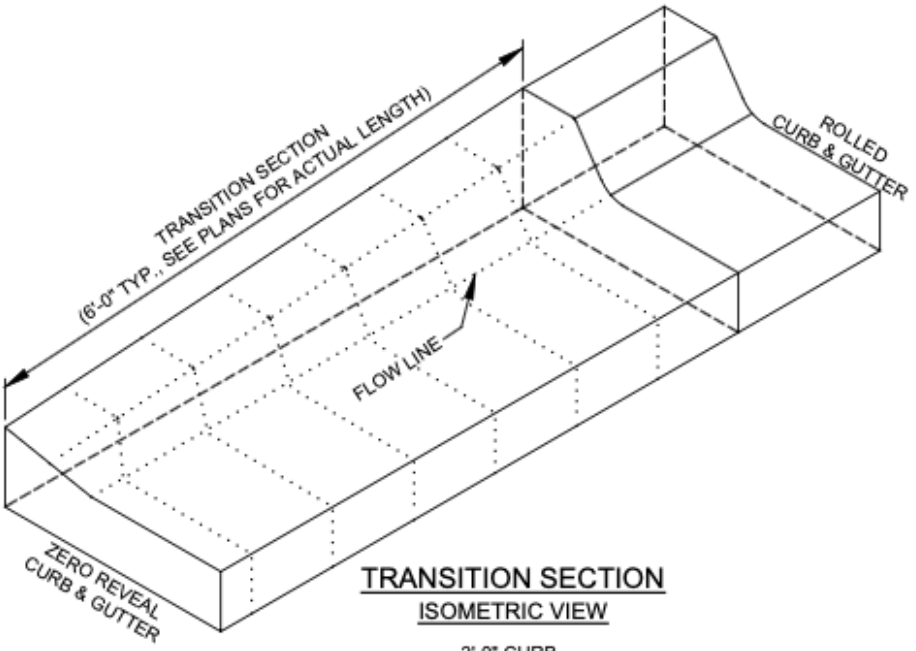
(G)

(H) NOT USED

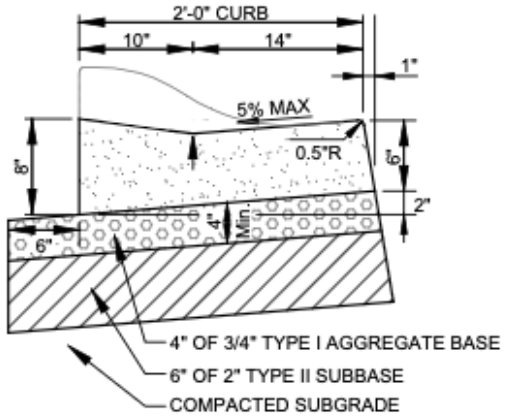
(I) CONCRETE SHALL BE TITAN MIX OR APPROVED EQUAL.

2020

IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION CITY OF KETCHUM REVISION	CURB AND GUTTER SIDEWALK LOCATIONS	STANDARD DRAWING NO. K-SD-704



TRANSITION SECTION
ISOMETRIC VIEW

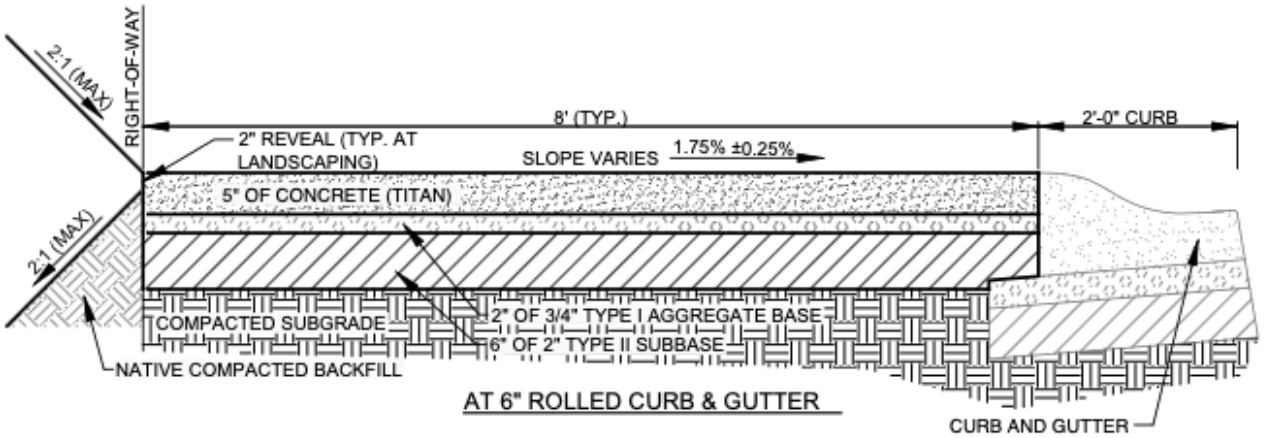


ZERO REVEAL CURB & GUTTER

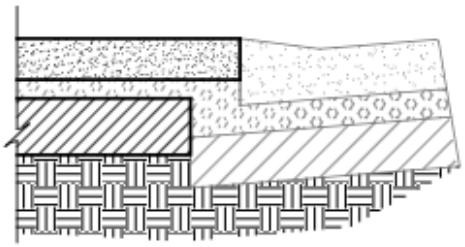
NOTES:

1. 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.
2. CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS TO MATCH SIDEWALK WITH 10-FEET MAXIMUM SPACING.
3. MATERIALS SHALL CONFORM WITH CURRENT ISPWC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
4. CONCRETE SHALL BE TITAN MIX. OR APPROVED EQUAL.

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	TYPICAL CURB TRANSITION DETAIL	K-SD-707
REV. 2	CITY	11/2022		



AT 6" ROLLED CURB & GUTTER



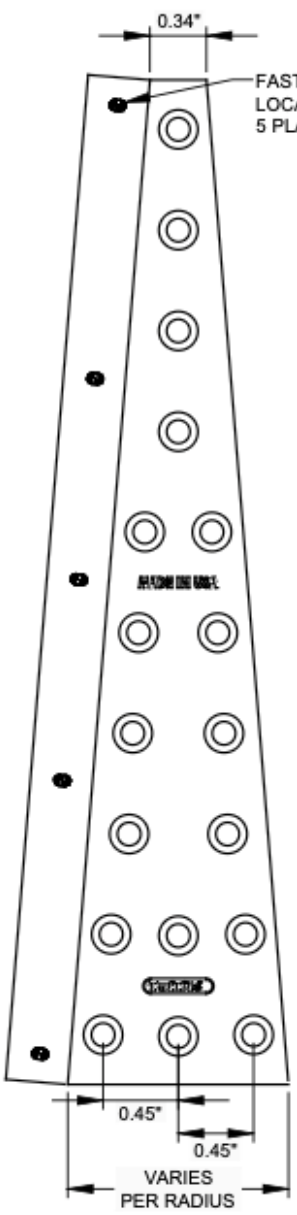
AT ZERO REVEAL CURB & GUTTER

CONCRETE SIDEWALK WITH CURB AND GUTTER

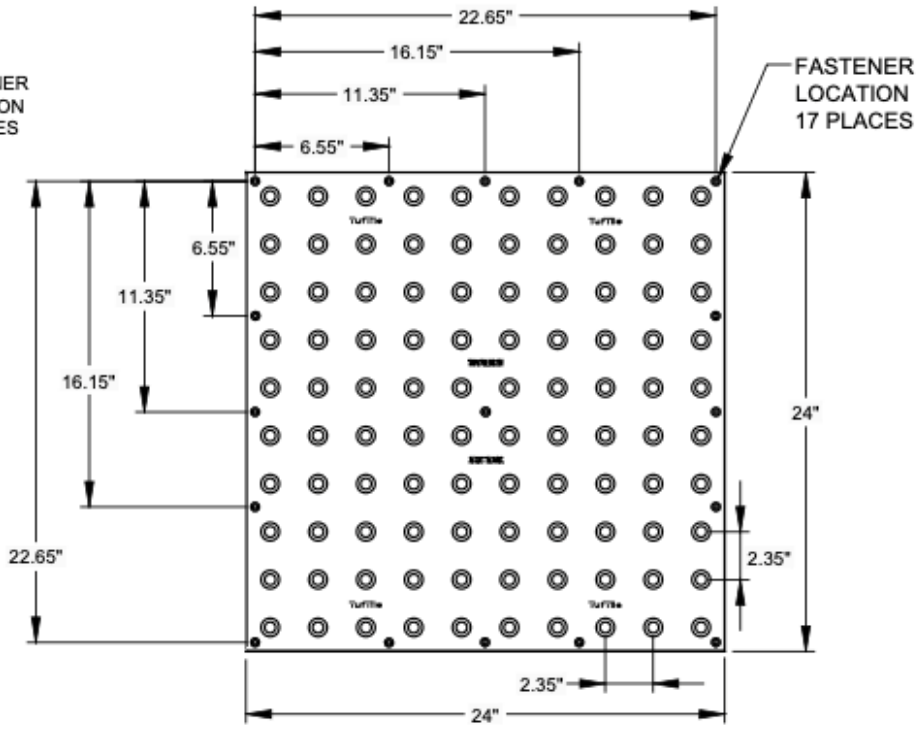
NOTES:

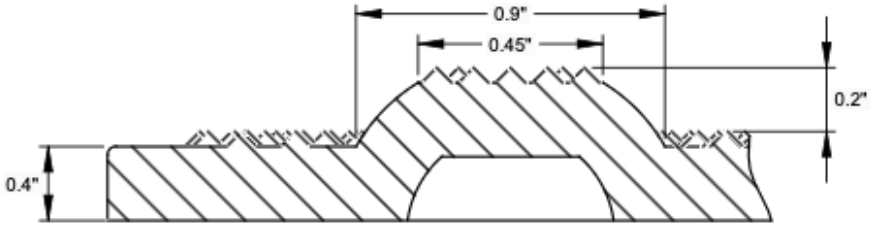
1. INSTALL SCORE JOINTS AT INTERVALS TO MATCH WIDTH OF WALK NOT TO EXCEED 5 FEET SPACING IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTION FOR SIDEWALK GREATER THAN 5 FEET IN WIDTH. INSTALL EXPANSION JOINTS EVERY 10 FEET IN LONGITUDINAL DIRECTION.
2. 1/2" TRANSVERSE PREFORMED BITUMINOUS JOINTS AT THE TERMINUS POINTS FOR CURVE AND WHERE SIDEWALK IS PLACED BETWEEN TWO PERMANENT FOUNDATIONS OR ADJACENT TO THE STRUCTURE, PLACE 1/2" EXPANSION JOINT MATERIAL ALONG THE BACK OF WALK THE FULL LENGTH.
3. SIDEWALK CONSTRUCTION JOINTS SHALL BE CONSTRUCTED APPROXIMATELY 1/8" WIDE, 3/4" IN DEPTH AND FINISHED AND EDGED SMOOTH. A PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED EVERY 40' FOR NEW SIDEWALK CONSTRUCTION.
4. WHEN TRANSITIONING NEW SIDEWALK TO EXISTING, A MINIMUM 5' TRANSITIONAL PANEL SHALL BE SEPARATED AND ISOLATED WITH EXPANSION MATERIAL.
5. SIDEWALK ALIGNMENT TRANSITIONS SHALL HAVE A MINIMUM RADIUS OF 30' TO THE FACE OF CURB.
6. MATERIALS SHALL CONFORM WITH CURRENT ISPWC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
7. CONCRETE SHALL BE TITAN MIX OR APPROVED EQUAL
8. SIDEWALK SHALL BE ADA COMPLIANT.
9. STEPS ARE NOT PERMITTED WITHIN THE ROW.

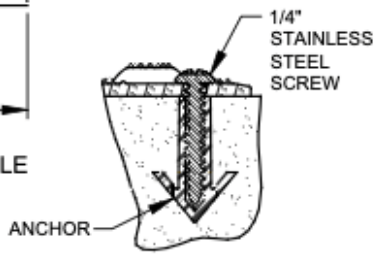
REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	CONCRETE SIDEWALK WITH CURB AND GUTTER	K-SD-709
REV. 2	CITY	11/2022		
REV. 4	CITY	08/2025		



RADIUS - WEDGE TILE





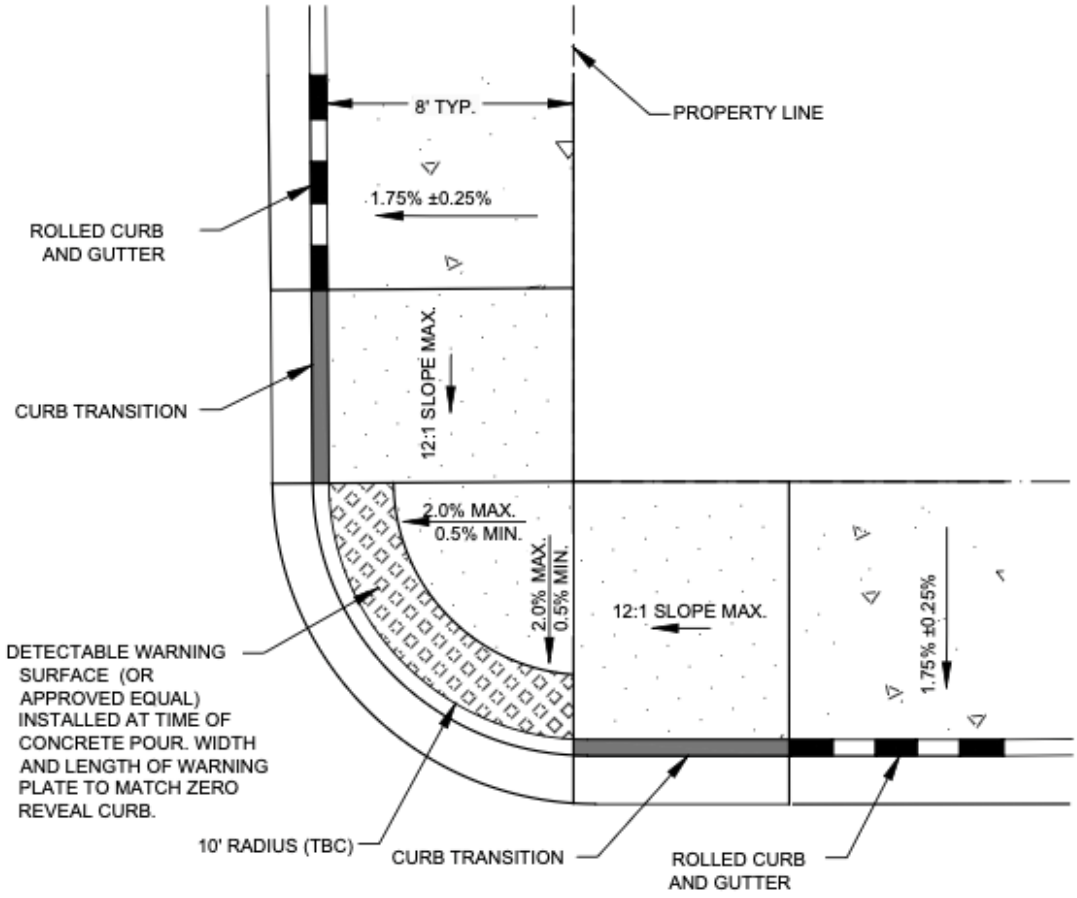


ANCHOR DETAIL

NOTES:

1. DETECTABLE WARNING TILES SHALL BE TUFTILE (CAST IRON & WET SET) OR APPROVED EQUAL.
2. COLOR TO BE PATINA (NO FINISH).

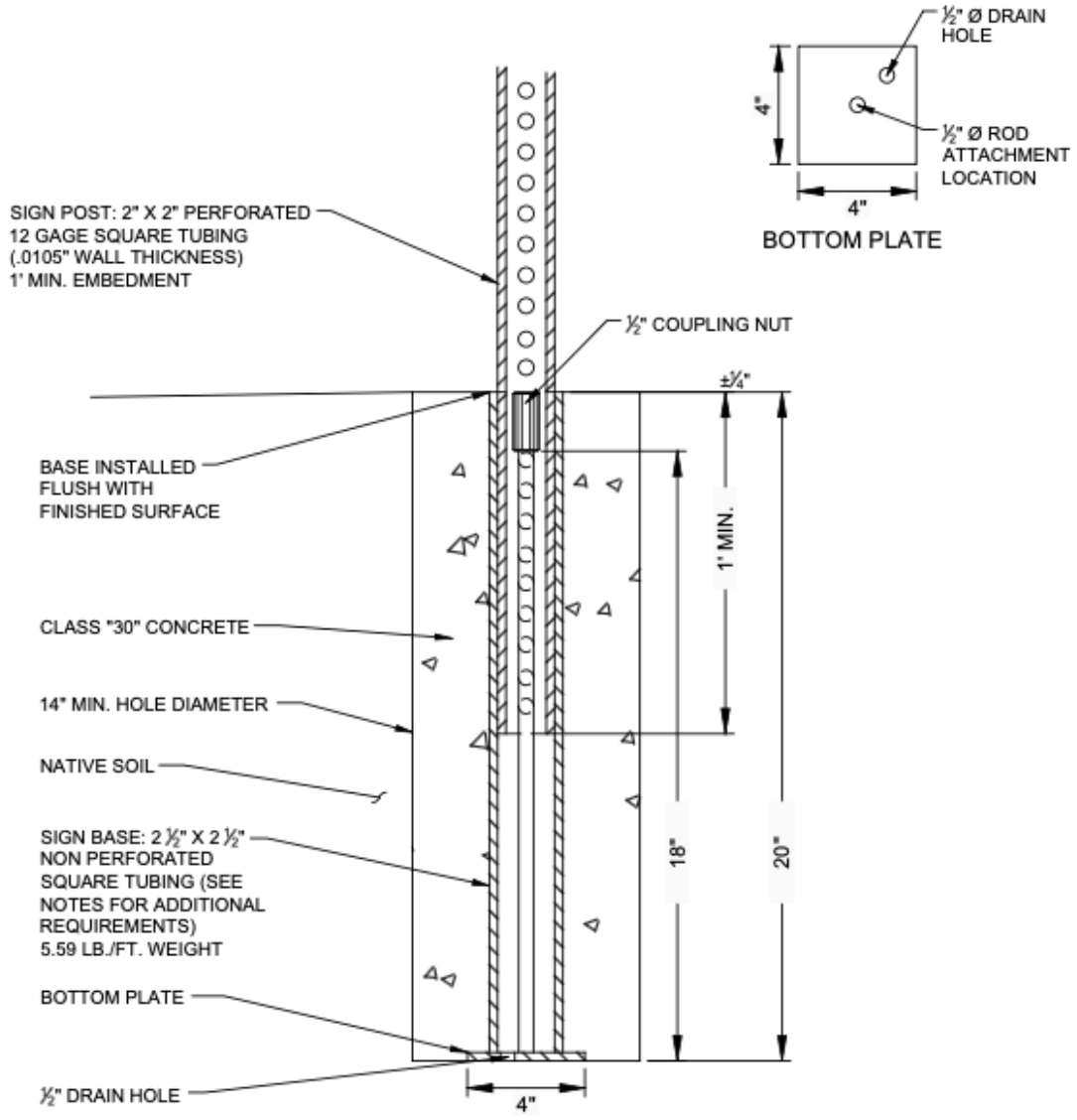
REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	DETECTABLE WARNING PLATE	K-SD-712



NOTES:

1. RAMP CONFIGURATION SHOWN HERON IS PREFERRED, CITY MAY APPROVE ALTERNATE CONFIGURATIONS IF SITE RESTICTIONS EXIST.
2. ALTERNATE RAMPS MUST CONFIRM WITH CURRENT ISPWC PEDESTRAIN RAMP STANDARDS DRAWING 712.
3. CONCRETE SHALL BE TITAN MIX OR APPROVED EQUAL.

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	PEDESTRIAN RAMP WITH NO LANDING	K-SD-712G
REV. 2	CITY	11/2022		



NOTES:

1. BASES SHALL BE INSTALLED TO BE FLUSH WITH SURFACE.
2. ALL INSTALLATIONS SHALL HAVE 14" Ø MINIMUM FOUNDATION OR GROUTED INTO SOLID ROCK.
3. ALL STREET SIGNS SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE MUTCD.
4. SIGN PLACEMENT SHALL BE APPROVED BY THE CITY OF KETCHUM.
5. CITY TO PROVIDE BASES.

SIGN BASE MATERIAL & DIMENSION REQUIREMENTS
2½" OUTSIDE TUBE STEEL (20" LENGTH)
2⅛" INSIDE TUBE STEEL
3/16" THICK
INTERNAL ROD MATERIAL & DIMENSION REQUIREMENTS
½" COLD ROLLED ROD (18" LENGTH)
½" COUPLING NUTS
BOTTOM PLATE MATERIAL & DIMENSION REQUIREMENTS
4" X 4" X ¼" STEEL STRAP

REVISION	APPROVED	DATE	CITY OF KETCHUM STANDARD DRAWING	DRAWING NO.
REV. 1	CITY	10/2019	TYPICAL SIGN BASE	K-SD-1130