Galbraith School Adaptive Re-Use



Overview & Proposed Use

The old Galbraith Elementary School currently sits empty at 4333 Galbraith School Road. Built in 1930, the school building quietly sits on the top of a hill within a short and accessible distance of Baker Creek Park, James White Parkway, and so much of South Knoxville.

This site has previously been reviewed for a PD overlay multiple times. However, it recently underwent a change of ownership and the old Planned Development is no longer feasible for this site. A new application for PD on the property was submitted in August 2025 and this is the second submission of this plan for final site plan approval.

This 2.6 acre site is currently under RN-1 zoning, which doesn't allow for many uses that would be appropriate for the site and building. Due to the location and relationship to other properties though, a complete zoning change doesn't make much sense here.

That's where the Planned Development (PD) overlay comes in. The Planned Development we are requesting would create a number of community benefits and limit zoning exceptions to a small number of items that are specific to this plan. The proposed development will provide 33 dwelling units composed of One-Bedroom, Two-Bedroom, and Three-Bedroom Units spread throughout the existing building. This would be built with 54 parking spaces. It will utilize and preserve the historical existing construction of the Galbraith School to create unique residences.

The 2025 submission was for 36 units and 8 townhomes. Phase 1 will be the renovation of the school building (now 33 units). In the future, phase 2 will be the addition of the townhomes and additional parking.

Per comments from the initial Planned Development review, the drawings in this package now meet the 3 conditions provided by planning in August 2025:
1. Accessible parking spaces are paved.
2. The crosswalk across the parking to the mailboxes/future townhomes is paved.
3. 10 feet minimum of pavement at entry/exit points of the site where driveways meet the R.O.W. are provided.

Community Benefits

We believe adapting the Galbraith School to multi-family housing would create multiple benefits to the community including:

01) The preservation and adaptive re-use of a historic building in dire need of restoration.

02) The addition of public art and murals to enhance the community surroundings, to be enjoyed by both residents and neighbors

Public art concept: The Classroom Collective: An affordable housing and arts driven transformation of the Galbraith School

Concept Overview: The Classroom Collective is a reimagining of the historic Galbraith School into an affordable housing development that preserves the site's educational legacy while fostering creativity, education, and connection. The project draws inspiration from the symbolism of school, where lives begin to take shape, where collaboration and learning are foundation and translate that spirit into a modern community built for growth. This isn't just adaptive reuse, it is a revitial of purpose.

Artistic vision: at the heart of the Classroom Collective is a vision to make art an everyday part of life for its residents and neighbors. One of the key features will be a classroom-inspired mural on a portion of the school's exterior, transforming it into an open-air gallery.

Mural concept ideas: Historic moments from Galbraith's school days, imagery of learning and play, handwritten quotes that look like notes if passed in class. Symbols of growth - open books, climbing plants, paper airplanes, chalk drawings, etc. This turns the central outdoor space into more than just a courtyard, it becomes a living exhibition and gathering place for storytelling, memory, and community connections.

Core themes: Heritage and Transformation: Honoring the original school structure and spirit. Learning and Growth: providing not just shelter, but opportunity. Art as Identity: using creativity to define the space and unite its residents. Collective Belonging: emphasiszing that community is a shared, evolving classroom.

Community Benefits

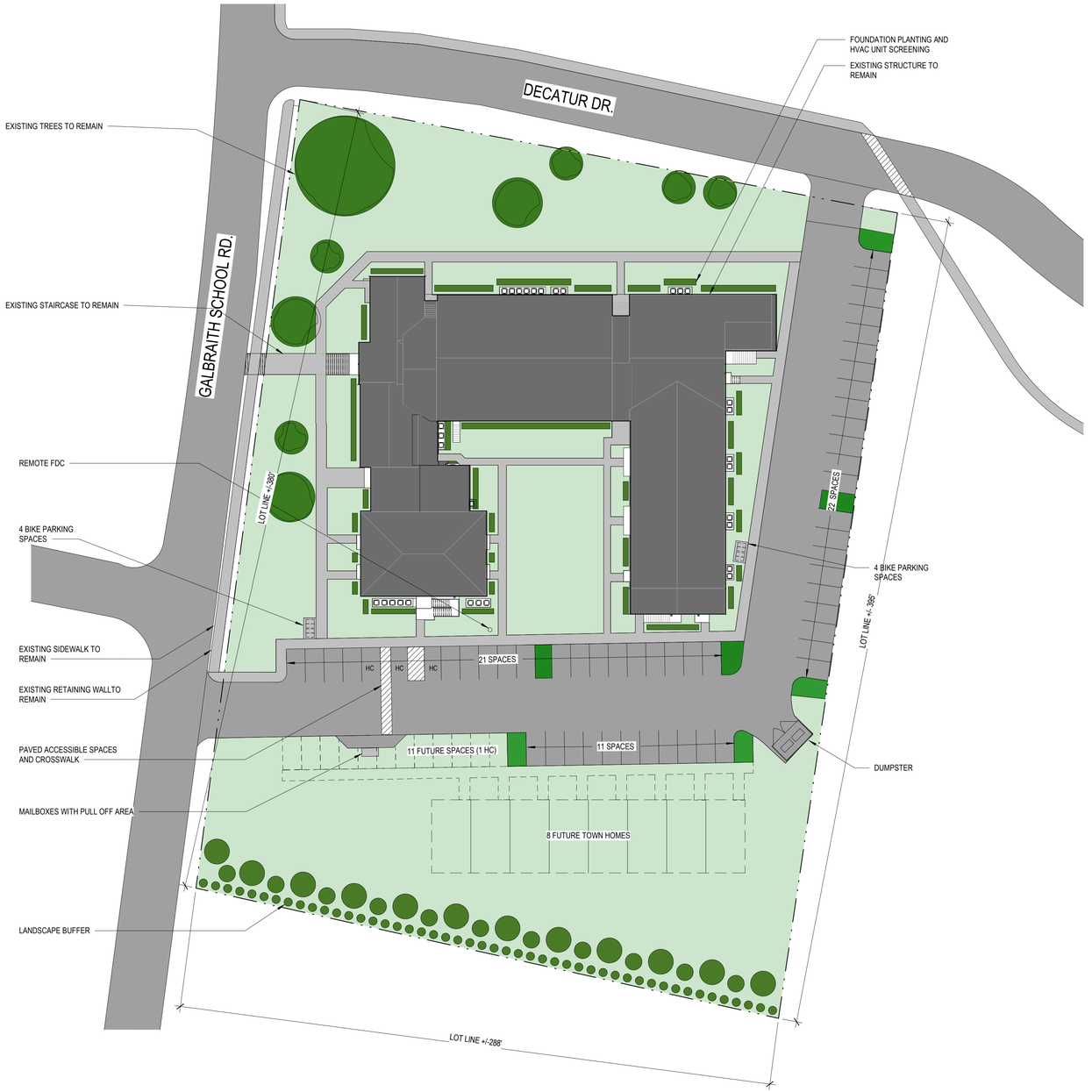
The current zoning for 4333 Galbraith School Rd is RN-1.
Requested Exceptions

1. Impervious Surface - Appendix B, section 4.1 - dimensional standards
   A. Allowed in RN-1: 40%
   B. Proposed: 51%
   C. The addition of parking, sidewalks, and future townhome development require a larger percentage of impervious than allowed by the code.
2. Multifamily / Townhouse use - Appendix B, article 4. 1B RN-1 single family residential neighborhood zoning district
   A. Allowed in RN-1: 1 and 2-family dwellings
   B. Proposed: Multifamily
   C. An exception to the 1 or 2 family dwelling rule is requested to provide the most housing opportunities to members of the community. Additionally, a 1 or 2 family dwelling on a lot this size or within a building of this size is not an efficient use of space or fitting with the existing lot characteristics of the surrounding neighborhood.
3. Multiple Buildings on Site - Appendix B 9.2.D - general use regulations
   A. Allowed in RN-1: 1 primary structure
   B. Proposed: 2 structures (existing school + future townhomes)
   C. An exception to the singular structure/singular principal use rule is requested to use the property to its fullest advantage. The large lot size allows for a distance between structures that is in line with the existing lot characteristics of the surrounding neighborhood.

PARKING INFORMATION

PARKING: SCHOOL APARTMENTS		MIN
STUDIO (4 UNITS)	1/DU + GUEST	5
1-2 BEDROOM (27 UNITS)	1.25/DU + GUEST	20
3 BEDROOM (3 UNITS)	1.5/DU + GUEST	21
GUEST	.2/DU	6
TOTAL		52 (54 PROVIDED)
TOTAL ACCESSIBLE SPACES		3 (1 VAN)
BICYCLE SPACES(50-100 SPACES)		8 SPACES REQUIRED (PROVIDED)

PARKING: SCHOOL + PHASE 2	
CAR PARKING	65
TOTAL ACCESSIBLE SPACES	2 VAN, 4 TOTAL
BICYCLE SPACES(50-100 SPACES)	8 SPACES REQUIRED (PROVIDED)



SITE PLAN
1" = 30'-0"

NORTH

0 30' 60' 90'

benefield ▪ richters
architecture & planning

LANDSCAPED AREA SITE PLAN A01

PROJECT NO: 25022 ISSUE DATE: 05/12/2026

GENERAL NOTES

1. EXISTING CONDITIONS AS DEPICTED ON THESE PLANS ARE GENERAL AND ILLUSTRATIVE IN NATURE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXAMINE THE SITE AND BE FAMILIAR WITH EXISTING CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. IF CONDITIONS ENCOUNTERED DURING EXAMINATION ARE SIGNIFICANTLY DIFFERENT FROM THOSE SHOWN, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
2. SITE BOUNDARY & TOPOGRAPHIC INFORMATION OBTAINED FROM SURVEY BY TRUELINE LAND SURVEYING DATED 12/28/22. SPRINKLE ENGINEERING IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION.
3. THE CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL EXISTING UTILITIES (INCLUDING THOSE LABELED PER RECORD DATA) PRIOR TO THE BEGINNING OF CONSTRUCTION OR EARTH MOVING OPERATIONS. INFORM ENGINEER OF ANY CONFLICTS DETRIMENTAL TO THE DESIGN INTENT.
4. 72 HOURS BEFORE DIGGING IS TO COMMENCE, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AGENCIES: THE TENNESSEE UTILITY PROTECTION SERVICES, AND ALL OTHER AGENCIES THAT MAY HAVE UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NON-MEMBERS OF TENNESSEE UNDERGROUND PROTECTION, INC.
5. THE CONTRACTOR AND SUBCONTRACTORS SHALL BE RESPONSIBLE FOR COMPLYING WITH APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND SUBCONTRACTORS TO INITIATE, MAINTAIN AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK.
6. THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE OWNER AND OWNER'S REPRESENTATIVE FOR ANY AND ALL INJURIES AND/OR DAMAGES TO PERSONNEL, EQUIPMENT AND/OR EXISTING FACILITIES OCCURRING IN THE COURSE OF THE DEMOLITION AND CONSTRUCTION DESCRIBED IN THE PLANS AND SPECIFICATIONS.
7. CONTRACTOR SHALL OBTAIN A PERMIT FOR ALL CONSTRUCTION ACTIVITIES IN ACCORDANCE WITH LOCAL, STATE, & FEDERAL REGULATIONS.
8. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL CODES, OBTAIN ALL APPLICABLE PERMITS, AND PAY ALL REQUIRED FEES PRIOR TO BEGINNING WORK.
9. ANY WORK PERFORMED IN THE STATE RIGHT OF WAYS SHALL BE IN ACCORDANCE WITH THE APPLICABLE STATE REQUIREMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS FOR THE WORK, SCHEDULE NECESSARY INSPECTIONS, AND PROVIDE THE NECESSARY TRAFFIC CONTROL MEASURES AND DEVICES, ETC., FOR WORK PERFORMED IN THE RIGHT OF WAYS.
10. THE CONTRACTOR IS TO PERFORM ALL INSPECTIONS AS REQUIRED BY TDEC FOR THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT AND FURNISH OWNERS REPRESENTATIVE WITH WRITTEN REPORTS.
11. CONTRACTOR SHALL IMPLEMENT ALL SOIL AND EROSION CONTROL, PRACTICES REQUIRED BY THE CITY OF KNOXVILLE AND TDEC.
12. ALL GROUND SURFACE AREAS THAT HAVE BEEN EXPOSED OR LEFT BARE AS A RESULT OF CONSTRUCTION AND ARE TO FINAL GRADE AND ARE TO REMAIN SO, SHALL BE SEEDED AND MULCHED AS SOON AS PRACTICAL IN ACCORDANCE WITH SPECIFICATIONS.
13. THE CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION. IT IS NOT THE ENGINEER'S INTENT THAT ANY SINGLE PLAN SHEET IN THIS SET OF DOCUMENTS FULLY DEPICT ALL WORK ASSOCIATED WITH THE PROJECT.
14. BEFORE INSTALLATION OF STORM OR SANITARY SEWER, OR OTHER UTILITY, THE CONTRACTOR SHALL VERIFY ALL CROSSINGS, BY EXCAVATION WHERE NECESSARY, AND INFORM THE OWNER AND THE ENGINEER OF ANY CONFLICTS. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT HE IS NOT NOTIFIED OF DESIGN CONFLICTS PRIOR TO CONSTRUCTION.
15. ADJUST/RECONSTRUCT ALL EXISTING CASTINGS, CLEANOUTS, ETC. WITHIN PROJECT AREA TO GRADE AS REQUIRED.
16. CONTRACTOR TO REMOVE & REPLACE PAVEMENT AS SPECIFIED.

DEMOLITION NOTES

1. ALL EXISTING ABOVE AND BELOW GROUND STRUCTURES WITHIN THE LIMITS OF CONSTRUCTION SHALL BE REMOVED UNLESS NOTED OTHERWISE WITHIN THIS CONSTRUCTION SET AND/OR PROJECT SPECIFICATIONS. THIS INCLUDES FOUNDATION SLABS, WALLS AND FOOTINGS. CAVITIES LEFT BY STRUCTURE REMOVAL SHALL BE BACKFILLED WITH SATISFACTORY MATERIALS AND COMPACTED TO THE GEOTECHNICAL ENGINEER'S RECOMMENDATION.
2. CLEARING LIMITS SHALL BE PHYSICALLY MARKED IN THE FIELD BY THE CONTRACTOR.
3. NO TREES SHALL BE REMOVED, NOR VEGETATION DISTURBED BEYOND THE LIMITS OF CONSTRUCTION WITHOUT THE EXPRESS WRITTEN APPROVAL OF THE OWNER'S REPRESENTATIVE.
4. TREE PROTECTION FENCING SHALL BE IN ACCORDANCE WITH CITY OF KNOXVILLE STANDARDS - OR - IN ACCORDANCE WITH THE DETAILED DRAWINGS. DO NOT OPERATE OR STORE EQUIPMENT, NOR HANDLE OR STORE MATERIALS WITHIN THE DRIP LINES OF THE TREES SHOWN TO REMAIN.
5. PROTECTION OF EXISTING TREES AND VEGETATION: PROTECT EXISTING TREES AND OTHER VEGETATION INDICATED TO REMAIN IN PLACE AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, SKINNING OR BRUISING OF BARK, SMOTHERING OF TREES BY STOCKPILING CONSTRUCTION MATERIALS OR EXCAVATED MATERIALS WITHIN DRIP LINE, EXCESS FOOT OR VEHICULAR TRAFFIC, OR PARKING OF VEHICLES WITHIN DRIP LINE. PROVIDE TEMPORARY GUARDS TO PROTECT TREES AND VEGETATION TO BE LEFT STANDING.
6. ALL DEMOLITION WASTE AND CONSTRUCTION DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED AND SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF OFFSITE IN A STATE APPROVED WASTE SITE AND IN ACCORDANCE WITH ALL LOCAL AND STATE CODES AND PERMIT REQUIREMENTS. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. REPAIR DAMAGE ACCORDING TO THE APPROPRIATE UTILITY COMPANY STANDARDS AND AT THE CONTRACTOR'S EXPENSE.
7. ALL UTILITY DISCONNECTION, REMOVAL, RELOCATION, CUTTING, CAPPING AND/OR ABANDONMENT SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY / AGENCY. UTILITY CONTACTS ARE LISTED ON THE COVER SHEET.
8. THE BURNING OF CLEARED MATERIAL AND DEBRIS SHALL NOT BE ALLOWED UNLESS CONTRACTOR OBTAINS PRIOR WRITTEN AUTHORIZATION FROM THE LOCAL AUTHORITIES.
9. EROSION & SEDIMENT CONTROL MEASURES AROUND AREAS OF DEMOLITION SHALL BE PROPERLY INSTALLED AND FUNCTION PROPERLY PRIOR TO INITIALIZATION OF DEMOLITION ACTIVITIES.
10. ASBESTOS OR HAZARDOUS MATERIALS ARE NOT EXPECTED, IF FOUND ON SITE, SUCH MATERIALS SHALL BE REMOVED BY A LICENSED HAZARDOUS MATERIALS CONTRACTOR. CONTRACTOR SHALL NOTIFY OWNER IMMEDIATELY IF HAZARDOUS MATERIALS ARE ENCOUNTERED.
11. CONTRACTOR SHALL ADHERE TO ALL LOCAL, STATE, FEDERAL AND OSHA REGULATIONS DURING ALL DEMOLITION ACTIVITIES.
12. CONTRACTOR SHALL PROTECT ALL CORNER PINS, MONUMENTS, PROPERTY CORNERS AND BENCHMARKS DURING DEMOLITION ACTIVITIES. IF DISTURBED, CONTRACTOR SHALL HAVE DISTURBED ITEMS RESET BY A LICENSED SURVEYOR AT NO ADDITIONAL COST TO THE OWNER.
13. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, STRUCTURES, AND FEATURES TO REMAIN. ANY ITEMS TO REMAIN THAT HAVE BEEN DISTURBED OR DAMAGED AS A RESULT OF CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.
14. CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC CONTROL MEASURES IN ACCORDANCE WITH STATE DEPARTMENT OF TRANSPORTATION REGULATIONS AND AS REQUIRED BY LOCAL AGENCIES WHEN WORKING IN AND/OR ALONG STREETS, ROADS, HIGHWAYS, ETC.. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN APPROVAL AND COORDINATE WITH LOCAL AND/OR STATE AGENCIES REGARDING THE NEED, EXTENT AND LIMITATIONS ASSOCIATED WITH INSTALLING AND MAINTAINING TRAFFIC CONTROL MEASURES.
15. PROVIDE NEAT, STRAIGHT, FULL DEPTH, SAW CUTS OF EXISTING PAVEMENT WHERE INDICATED ALONG LIMITS OF PAVEMENT DEMOLITION.
16. ALL UTILITY AND STRUCTURE REMOVAL, RELOCATION, CUTTING, CAPPING AND/OR ABANDONMENT SHALL BE COORDINATED AND PROPERLY DOCUMENTED BY A CERTIFIED PROFESSIONAL, WHEN APPLICABLE, WITH THE APPROPRIATE UTILITY COMPANY, MUNICIPALITY AND/OR AGENCY. DEMOLITION OF REGULATED ITEMS MAY INCLUDE, BUT ARE NOT LIMITED TO WELLS, ASBESTOS, UNDER GROUND STORAGE TANKS, SEPTIC TANKS AND ELECTRIC TRANSFORMERS. DEMOLITION CONTRACTOR SHALL REFER TO ANY ENVIRONMENTAL STUDIES FOR DEMOLITION RECOMMENDATIONS AND GUIDANCE. AVAILABLE ENVIRONMENTAL STUDIES MAY INCLUDE, BUT ARE NOT LIMITED TO PHASE I ESA, PHASE II, WETLAND AND STREAM DELINEATION AND ASBESTOS SURVEY. ALL APPLICABLE ENVIRONMENTAL STUDIES SHALL BE MADE AVAILABLE UPON REQUEST.
17. ALL PAVEMENT, BASE COURSES, SIDEWALKS, CURBS, BUILDINGS, FOUNDATIONS, ETC., WITHIN THE AREA TO BE DEMOLISHED SHALL BE REMOVED TO FULL DEPTH. EXISTING BASE COURSE MATERIALS MAY BE WORKED INTO THE NEW PAVEMENT OR BUILDING SUBGRADE IF THE GRADATION, CONSISTENCY, COMPACTION, SUBGRADE CONDITION, ETC., ARE IN ACCORDANCE WITH THE SPECIFICATIONS AND RECOMMENDATIONS OF THE REPORT OF GEOTECHNICAL INVESTIGATION. BASE COURSE MATERIALS SHALL NOT BE WORKED INTO THE SUBGRADE AREAS TO RECEIVE LANDSCAPING.
18. THE CONTRACTOR SHALL USE SUITABLE METHODS TO CONTROL DUST AND DIRT CAUSED BY THE DEMOLITION ACTIVITIES.

GRADING NOTES

1. ALL PROPOSED GRADES SHOWN ARE FINAL GRADES, TOP OF GROUND LEVEL, OR TOP OF PAVEMENT, OR GRATE ELEVATION AT THE DRAWDOWN POINT, UNLESS INDICATED OTHERWISE.
2. ALL ELEVATIONS SHOWN ARE FINISHED GRADE ELEVATIONS.
3. CONTRACTOR SHALL STRICTLY ADHERE TO THE EROSION & SEDIMENT CONTROL PLAN PREPARED FOR THIS PROJECT.
4. EARTHWORK SHALL INCLUDE CLEARING AND GRUBBING, STRIPPING AND STOCKPILING TOPSOIL, MASS GRADING, EXCAVATION, FILLING, UNDER CUT AND REPLACEMENT, IF REQUIRED, AND COMPACTION.
5. CONTRACTOR TO REFILL UNDERCUT AREAS WITH SUITABLE MATERIAL AND COMPACT AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.
6. PLACE TOPSOIL OVER THE SUBGRADE OF UNPAVED, DISTURBED AREAS TO A DEPTH INDICATED ON THE LANDSCAPE PLANS (6" MINIMUM).
7. ALL AREAS NOT PAVED SHALL BE STABILIZED IN ACCORDANCE WITH THE EROSION & SEDIMENT CONTROL PLAN, UNLESS NOTED OTHERWISE.
8. ALL EXCESS SOIL MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF OFFSITE AT NO ADDITIONAL COST TO THE OWNER IN ACCORDANCE WITH ALL LOCAL AND STATE CODES AND PERMIT REQUIREMENTS.
9. THE CONTRACTOR IS RESPONSIBLE FOR BALANCING THE SITE EARTHWORK BY IMPORTING OR EXPORTING AS NECESSARY TO ACHIEVE DESIGN GRADES AND SPECIFICATIONS.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES:

1. A SPECIFIC INDIVIDUAL SHALL BE DESIGNATED TO BE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS ON PROJECT SITE. THIS INDIVIDUAL MUST HAVE COMPLETED THE "FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL" COURSE OR AN EQUIVALENT COURSE.
2. REFER TO THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK FOR DESIGN CRITERIA AND GUIDELINES FOR EROSION CONTROL MEASURES.
3. CLEARING AND GRUBBING MUST BE HELD TO THE MINIMUM NECESSARY FOR GRADING AND EQUIPMENT OPERATION.
4. CONSTRUCTION MUST BE SEQUENCED TO MINIMIZE THE EXPOSURE TIME OF CLEARED SURFACE AREA.
5. CONSTRUCTION STAGING AND PHASING IS CRITICAL TO REDUCING SEDIMENT RUNOFF FROM SITE.
6. EROSION CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATIONS BEGIN, AND MUST BE PROPERLY CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
7. ALL EROSION CONTROL MEASURES SHALL BE CHECKED TWICE WEEKLY AND AFTER EACH RAINFALL. CHECK DAILY DURING PROLONGED RAINFALL.
8. CONSTRUCTION DEBRIS MUST BE KEPT FROM ENTERING THE STORM MANAGEMENT SYSTEM.
9. STOCKPILED SOIL SHALL BE PROTECTED AND LOCATED FAR ENOUGH FROM STREAMS AND DRAINAGEWAYS SO THAT RUNOFF CANNOT CARRY SEDIMENT DOWNSTREAM.
10. VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 10 CALENDAR DAYS PRIOR TO GRADING.
11. TEMPORARY SOIL STABILIZATION WITH APPROPRIATE ANNUAL VEGETATION SHALL BE APPLIED ON AREAS THAT WILL REMAIN UNFINISHED FOR MORE THAN 14 CALENDAR DAYS.
12. PERMANENT SOIL STABILIZATION WITH PERENNIAL VEGETATION SHALL BE APPLIED AS SOON AS PRACTICAL AFTER FINAL GRADING. CONTRACTOR SHALL INSPECT THE SITE PERIODICALLY TO REPAIR AND RE-ESTABLISH VEGETATION TO DAMAGED AREAS.
13. STAKED AND ENTRENCHED SILT FENCE MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDES OF STOCKPILED SOIL, AND ALONG STREAM BANKS IN CLEARED AREAS TO PREVENT EROSION INTO STREAMS. SILT FENCE MAY BE REMOVED AT THE BEGINNING OF THE WORK DAY, BUT MUST BE REPLACED AT THE END OF THE WORK DAY OR PRIOR TO FORECASTING RAIN EVENTS.
14. WHERE APPROPRIATE, SURFACE WATER FLOWING TOWARD CONSTRUCTION AREA SHALL BE DIVERTED AROUND THE CONSTRUCTION AREA USING DIKES, TO REDUCE EROSION POTENTIAL.
15. PLACEMENT AND MAINTENANCE OF CHECK DAMS SHALL BE AS SPECIFIED ON PLANS AND AS REQUIRED IN THE TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK.
16. ALL ROCK SHALL BE CLEAN, HARD ROCK CONTAINING NO SAND, DUST, OR ORGANIC MATERIAL.
17. REFER TO THE TENNESSEE EROSION CONTROL HANDBOOK FOR MAINTENANCE REQUIREMENTS OF EROSION AND SEDIMENT CONTROL MEASURES.
18. CONTRACTOR SHALL MAINTAIN SILT FENCES AND OTHER EROSION CONTROL DEVICES FOR THE DURATION OF THE PROJECT, TO ENSURE EFFECTIVENESS, UNTIL ACCEPTED BY THE OWNER, AT NO ADDITIONAL EXPENSE TO THE OWNER. IF CONSTRUCTION ACTIVITIES CEASE DUE TO WEATHER RELATED CAUSES, THEN THE CONTRACTOR WILL ENSURE THAT THE SITE IS PROPERLY STABILIZED AND ALL EROSION CONTROL DEVICES ARE MAINTAINED AND FUNCTIONAL DURING THOSE PERIODS OF INACTIVITY.
19. CONSTRUCTION EXIT - CONTRACTOR SHALL INSTALL TEMPORARY CONSTRUCTION EXIT PRIOR TO ANY EARTHWORK OPERATIONS, CONSTRUCTION EXIT SHALL BE LOCATED AS SHOWN. CONSTRUCTION EXIT SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD TO PUBLIC RIGHTS-OF-WAYS. ALL MATERIAL SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES OR SITE ONTO ADJACENT ROADWAYS SHALL BE REMOVED IMMEDIATELY FROM THE ROADWAY.
20. CONTRACTOR IS RESPONSIBLE FOR CLEANING OUT AND PROPER DISPOSAL OF ALL DEBRIS WITHIN THE STORM DRAINAGE STRUCTURES, INCLUDING SILT FROM FLUMES, PIPES, ETC., PRIOR TO COMPLETION OF THE PROJECT.
21. ADDITIONAL PROTECTION IN ADDITION TO THE ABOVE, SHALL BE PROVIDED THAT WILL PREVENT SILT FROM LEAVING THE SITE DUE TO UNFORESEEN CONDITIONS OR ACCIDENTS.
22. MEASURES SHOWN FOR SEDIMENT AND EROSION CONTROL REPRESENT THE MINIMUM ANTICIPATED. ADDITIONAL PROTECTION SHALL BE PROVIDED AS NECESSARY THAT WILL PREVENT SEDIMENT FROM LEAVING THE SITE DUE TO UNFORESEEN CONDITIONS OR ACCIDENTS.
23. THE GRADING CONTRACTOR AND BUILDING CONTRACTOR WILL REFRAIN FROM DOING ANY WORK OUTSIDE OF THE DELINEATED LIMITS OF DISTURBANCE.
24. ALL SILT FENCE IS TO BE TYPE A EXCEPT WHERE SPECIFIED DIFFERENTLY.
25. EROSION CONTROL MATTING TO BE JUTE MESH(OR APPROVED EQUAL) AND INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.

STORM DRAINAGE NOTES

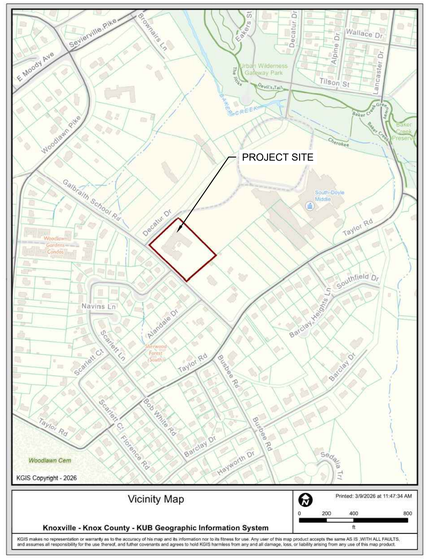
1. DISTANCES SHOWN ON PIPING ARE HORIZONTAL DISTANCES FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE, UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE INSTALLATION, INSPECTION, TESTING AND FINAL ACCEPTANCE(INCLUDING AS-BUILT SURVEY PLANS, IF REQUIRED) OF ALL NEW STORMWATER MANAGEMENT FACILITIES CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH ALL APPLICABLE REGULATING AGENCIES CONCERNING INSTALLATION, INSPECTION AND APPROVAL OF THE STORM DRAINAGE SYSTEM CONSTRUCTION.
3. ALL STORMWATER MANAGEMENT FACILITIES, INCLUDING COLLECTION AND CONVEYANCE STRUCTURES SHALL BE INSTALLED IN ACCORDANCE WITH ALL APPLICABLE LOCAL AND STATE CODES AND REGULATIONS.
4. ANY FIELD TILE CUT IN EXCAVATION, WHICH DRAINS AN OFFSITE AREA, MUST BE TIED INTO THE STORM DRAINAGE SYSTEM.
5. ALL PROPOSED STORM SEWERS, SURFACE OR OTHER DRAINAGE FACILITIES ARE TO BE PRIVATE AND MAINTAINED BY THE OWNER.
6. ALL STORM STRUCTURES ARE TDOT TYPES UNLESS OTHERWISE INDICATED.
7. ALL CATCH BASINS AND MANHOLES WITH A DEPTH GREATER THAN 4' SHALL BE PROVIDED WITH STEPS.

UTILITY NOTES

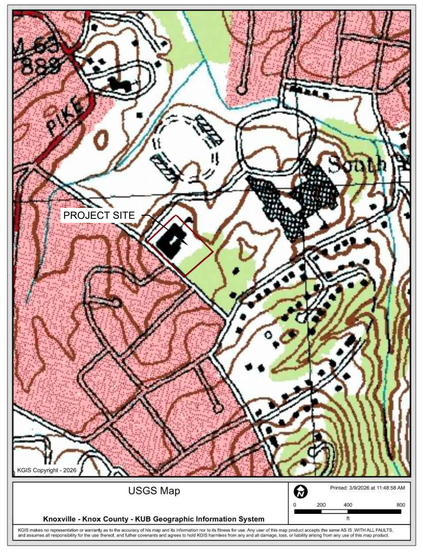
1. ALL PROPOSED UTILITY LINES AND EXTENSIONS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL UTILITY SPECIFICATIONS. CONTRACTOR SHALL COORDINATE UTILITY DISCONNECTIONS WITH THE APPROPRIATE AGENCY.
2. THE CONTRACTOR IS PARTICULARLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF THE EXISTING UTILITIES SHOWN HEREON IS BASED ON TOPOGRAPHIC SURVEYS AND RECORD DRAWINGS. THE CONTRACTOR SHALL NOT RELY UPON THIS INFORMATION AS BEING EXACT OR COMPLETE. SHOULD UNCHARTED UTILITIES BE ENCOUNTERED DURING EXCAVATION OPERATIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AS SOON AS POSSIBLE FOR INSTRUCTIONS. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION AND REQUEST FIELD VERIFICATION OF UTILITY LOCATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO RELOCATE EXISTING UTILITIES CONFLICTING WITH IMPROVEMENTS SHOWN HEREON IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
3. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SEQUENCING OF CONSTRUCTION FOR ALL UTILITY LINES SO THAT WATER LINES, GAS LINES, AND UNDERGROUND ELECTRIC DO NOT CONFLICT WITH SANITARY SEWERS OR STORM SEWERS. INSTALL UTILITIES PRIOR TO PAVEMENT CONSTRUCTION.
5. ALL TRENCH SPOILS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE DESIGNATED SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF OFFSITE AT NO ADDITIONAL COST TO THE OWNER IN ACCORDANCE WITH ALL LOCAL AND STATE CODES AND PERMIT REQUIREMENTS.
6. ROOF DRAINS, FOUNDATION DRAINS AND ALL OTHER CLEAR WATER CONNECTIONS TO THE SANITARY SEWER SYSTEMS ARE PROHIBITED.
7. ADJUST ALL EXISTING UTILITY SURFACE FEATURES INCLUDING BUT NOT LIMITED TO CASTINGS, VALVE BOXES, PEDESTALS, CLEANOUTS, ETC. TO MATCH PROPOSED FINISHED GRADES, UNLESS OTHERWISE INDICATED.

LAYOUT NOTES

1. THE CONTRACTOR SHALL CHECK EXISTING GRADES, DIMENSIONS, AND INVERTS IN THE FIELD AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
2. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES, INCLUDING IRRIGATION LINES. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. RELOCATE EXISTING UTILITIES AS INDICATED, OR AS NECESSARY FOR CONSTRUCTION.
3. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES, INCLUDING IRRIGATION SLEEVING, PRIOR TO INSTALLATION OF PAVED SURFACES.
4. THE CONTRACTOR SHALL PROTECT ALL TREES TO REMAIN IN ACCORDANCE WITH THE SPECIFICATIONS.
5. ALL DAMAGE TO EXISTING PAVEMENT TO REMAIN, WHICH RESULTS FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH LIKE MATERIALS AT THE CONTRACTOR'S EXPENSE.
6. SITE DIMENSIONS SHOWN ARE TO THE FACE OF CURB, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
7. COORDINATES ARE FOR BUILDING COLUMNS, EXTERIOR BUILDING WALL, CENTER OF DRIVEWAYS, CENTER OF SANITARY SEWER MANHOLES, AND CENTER OF STRUCTURE PLACED SIX INCHES INSIDE FACE OF CURB FOR DRAIN INLETS, UNLESS OTHERWISE NOTED.
8. CONTRACTOR SHALL MAINTAIN ONE SET OF AS-BUILT / RECORD DRAWINGS ON-SITE DURING CONSTRUCTION FOR DISTRIBUTION TO THE OWNER AND/OR OWNER'S REPRESENTATIVE UPON COMPLETION.
9. REFER TO THE ARCHITECTURAL, PLUMBING & ELECTRICAL DRAWINGS FOR EXACT DIMENSIONS AND LOCATIONS OF UTILITY SERVICE ENTRY LOCATIONS AND PRECISE BUILDING DIMENSIONS.
10. THIS SITE LAYOUT IS SPECIFIC TO THE APPROVALS NECESSARY FOR THE CONSTRUCTION IN ACCORDANCE WITH THE CITY OF KNOXVILLE. NO CHANGES TO THE SITE LAYOUT ARE ALLOWED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER. CHANGES MADE TO THE SITE LAYOUT WITHOUT APPROVAL IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR. CHANGES INCLUDE BUT ARE NOT LIMITED TO, INCREASED IMPERVIOUS PAVEMENT, ADDITION / DELETION OF PARKING SPACES, MOVEMENT OF CURB LINES, CHANGES TO DRAINAGE STRUCTURES AND PATTERNS, LANDSCAPING, ETC.



VICINITY MAP



USGS TOPO QUAD

811 Know what's below. Call before you dig

LEGEND

- PROPERTY BOUNDARY
- EXISTING PAVEMENT
- EXISTING SANITARY MANHOLE
- EXISTING UTILITY POLE
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING CATCH BASIN
- EXISTING ELECTRICAL BOX
- 890 EXISTING CONTOUR INDEX
- 887 EXISTING CONTOUR INTERMEDIATE
- EXISTING WATER LINE
- OHW EXISTING OVERHEAD LINE
- UG-E EXISTING UNDERGROUND LINE
- 890 PROPOSED CONTOUR INDEX
- 887 PROPOSED CONTOUR INTERMEDIATE
- PROPOSED STORM LINE
- PROPOSED STORM STRUCTURE
- PROPOSED LIMITS OF DISTURBANCE
- SF PROPOSED SILT FENCE

0 20 40 Feet

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MARYVILLE, TN 37802

SPRINKLE ENGINEERING

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GALBRAITH SCHOOL REDEVELOPMENT

4333 GALBRAITH SCHOOL RI KNOXVILLE, TN 37920

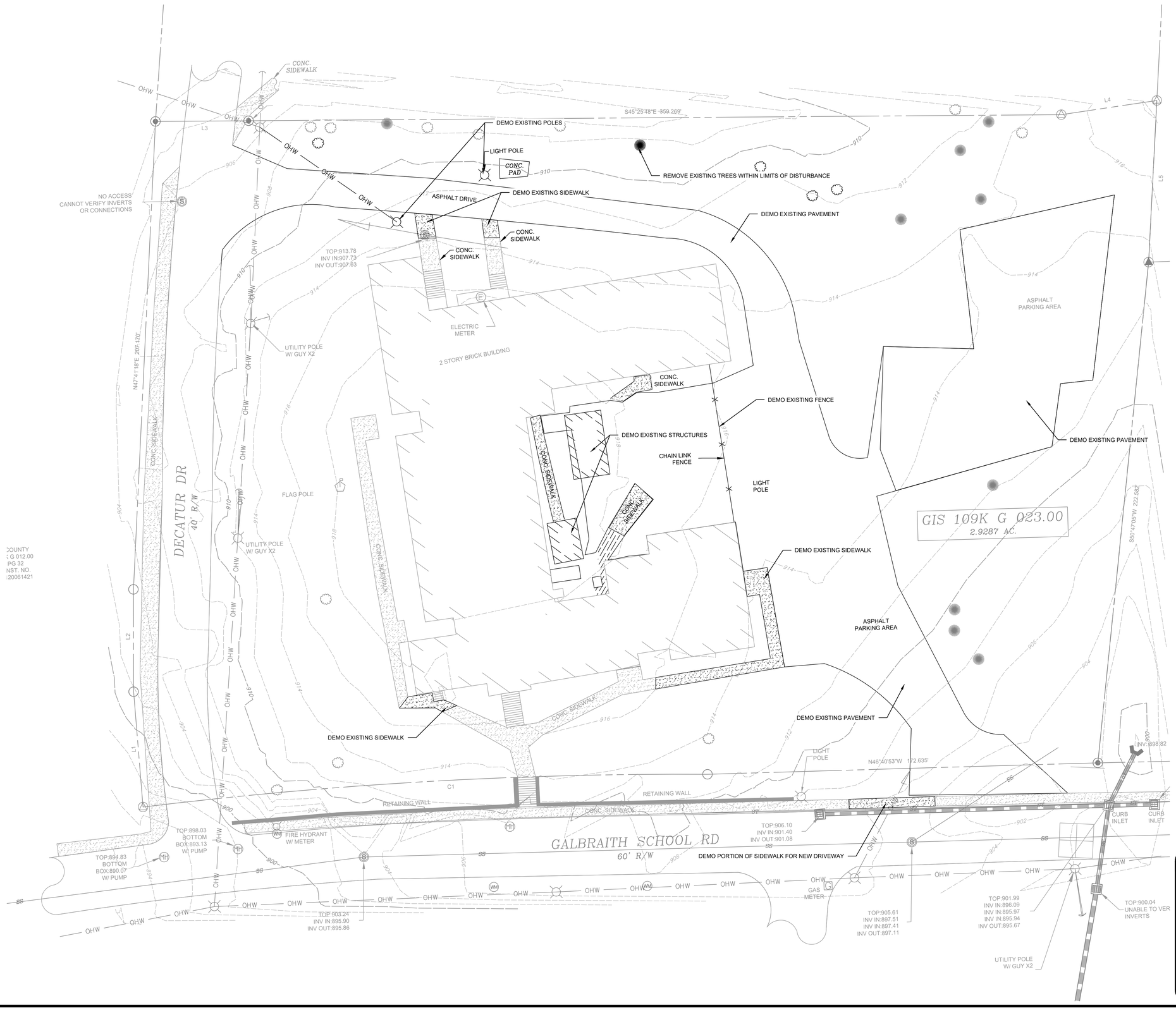
GENERAL NOTES AND LEGEND

issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26

MATTHEW S. SPRINKLE — REGISTERED ENGINEER — No. 121579 — STATE OF TENNESSEE — 7/8/26

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NST. NO.
20061421

BASIS OR BEARING

EXISTING BOUNDARY & TOPOGRAPHIC INFORMATION FROM SURVEY BY TRUELINE LAND SURVEYING DATED 12/28/2022.

FLOOD NOTE

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA, PER THE FEMA FLOOD INSURANCE RATE MAP NO.47093C0291F EFFECTIVE MAY 2, 2007.

UTILITY NOTE

AVAILABLE PLANS AND OBSERVED EVIDENCE USED TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. UTILITIES MAY EXIST THAT ARE NOT SHOWN. FIELD VERIFY SIZE, LOCATION AND TYPE PRIOR TO CONSTRUCTION.

0 20 40 Feet

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EXISTING CONDITIONS AND DEMOLITION PLAN

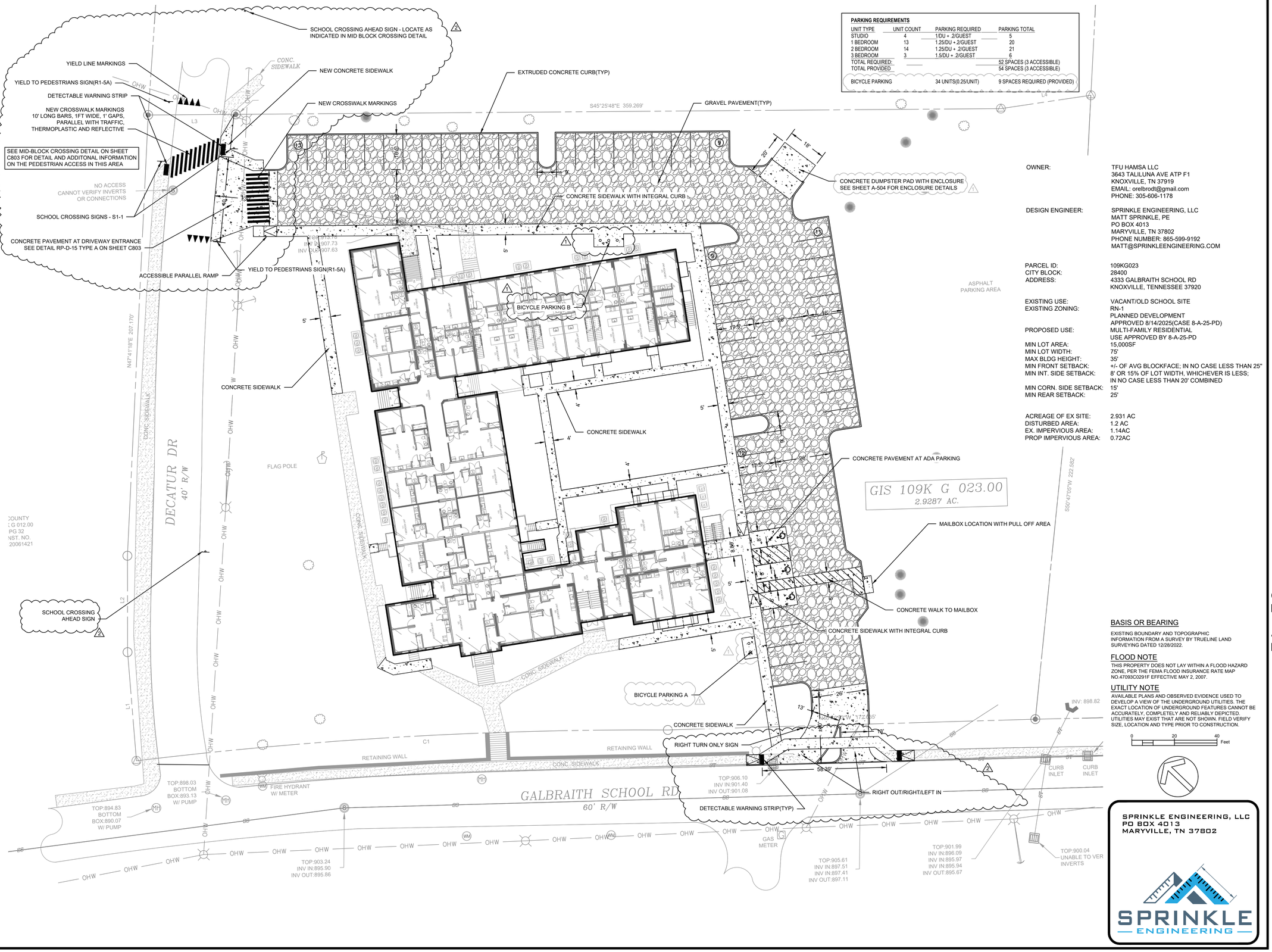
issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26

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REGISTERED ENGINEER
STATE OF TENNESSEE
7/8/26

sheet

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PARKING REQUIREMENTS

UNIT TYPE	UNIT COUNT	PARKING REQUIRED	PARKING TOTAL
STUDIO	4	1/DU + .2/GUEST	5
1 BEDROOM	13	1.25/DU + .2/GUEST	20
2 BEDROOM	14	1.25/DU + .2/GUEST	21
3 BEDROOM	3	1.5/DU + .2/GUEST	6
TOTAL REQUIRED:			52 SPACES (3 ACCESSIBLE)
TOTAL PROVIDED			54 SPACES (3 ACCESSIBLE)
BICYCLE PARKING		34 UNITS(0.25/UNIT)	9 SPACES REQUIRED (PROVIDED)

OWNER: TFU HAMSA LLC
3643 TALILUNA AVE ATP F1
KNOXVILLE, TN 37919
EMAIL: orelbrodt@gmail.com
PHONE: 305-606-1178

DESIGN ENGINEER: SPRINKLE ENGINEERING, LLC
MATT SPRINKLE, PE
PO BOX 4013
MARYVILLE, TN 37802
PHONE NUMBER: 865-599-9192
MATT@SPRINKLEENGINEERING.COM

PARCEL ID: 109KG023
CITY BLOCK: 28400
ADDRESS: 4333 GALBRAITH SCHOOL RD
KNOXVILLE, TENNESSEE 37920

EXISTING USE: VACANT/OLD SCHOOL SITE
EXISTING ZONING: RN-1
PLANNED DEVELOPMENT
APPROVED 8/14/2025(CASE 8-A-25-PD)
PROPOSED USE: MULTI-FAMILY RESIDENTIAL
USE APPROVED BY 8-A-25-PD

MIN LOT AREA: 15,000SF
MIN LOT WIDTH: 75'
MAX BLDG HEIGHT: 35'
MIN FRONT SETBACK: +/- OF AVG BLOCKFACE: IN NO CASE LESS THAN 25"
MIN INT. SIDE SETBACK: 8' OR 15% OF LOT WIDTH, WHICHEVER IS LESS; IN NO CASE LESS THAN 20' COMBINED
MIN CORN. SIDE SETBACK: 15'
MIN REAR SETBACK: 25'

ACREAGE OF EX SITE: 2.931 AC
DISTURBED AREA: 1.2 AC
EX. IMPERVIOUS AREA: 1.14AC
PROP IMPERVIOUS AREA: 0.72AC

BASIS OR BEARING

EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION FROM A SURVEY BY TRUELINE LAND SURVEYING DATED 12/28/2022.

FLOOD NOTE

THIS PROPERTY DOES NOT LAY WITHIN A FLOOD HAZARD ZONE, PER THE FEMA FLOOD INSURANCE RATE MAP NO.47093C0291F EFFECTIVE MAY 2, 2007.

UTILITY NOTE

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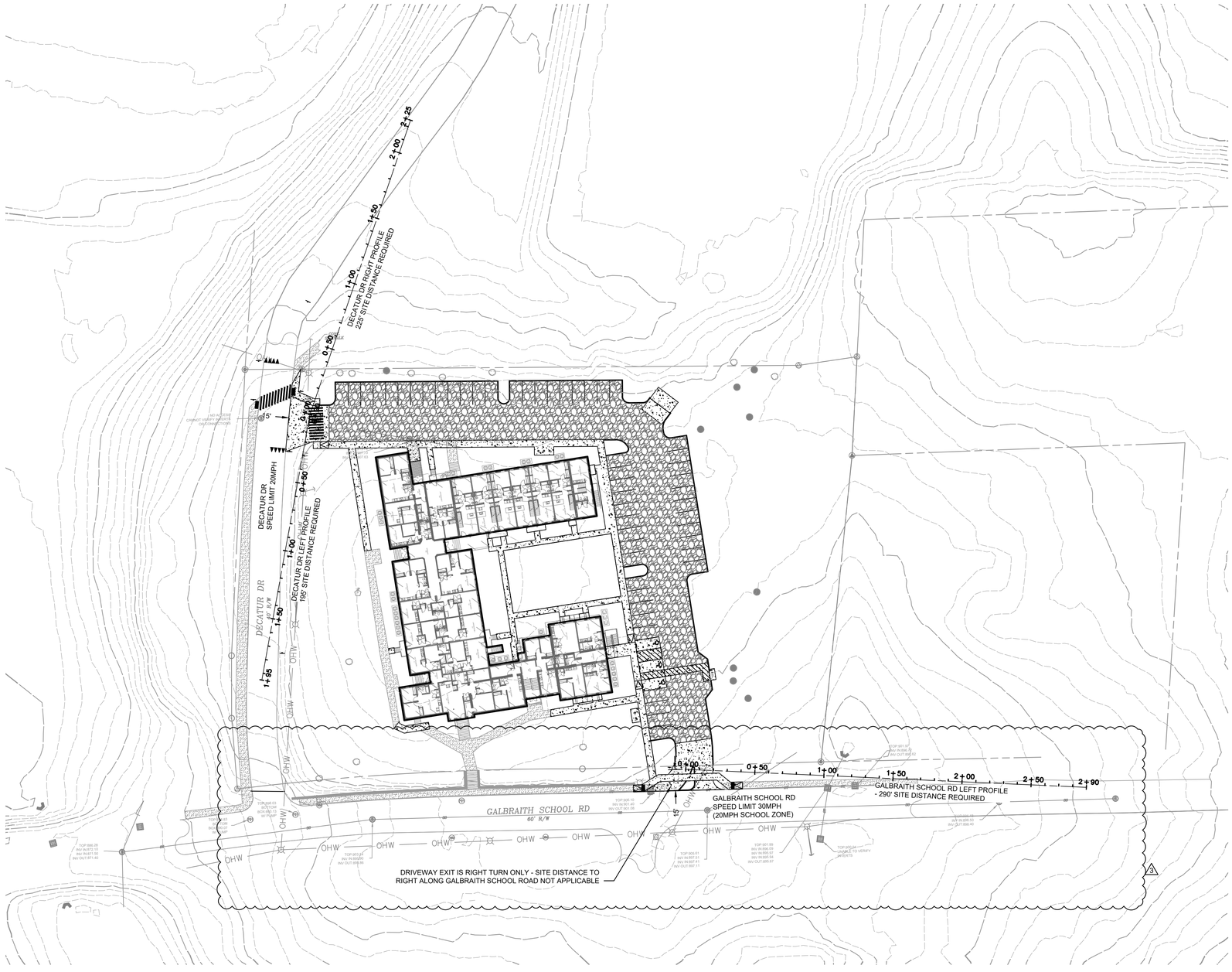
SITE LAYOUT PLAN

issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26
City of Knoxville Review Comments	MSS	MSS	8/20/26
City of Knoxville Review Comments	MSS	MSS	10/26/26

MATTHEW S. SPRINKLE REGISTERED PROFESSIONAL ENGINEER COMMISSION NO. 128328 STATE OF TENNESSEE
10/26/26

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GALBRAITH SCHOOL REDEVELOPMENT

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SIGHT DISTANCE ANALYSIS

issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26
City of Knoxville Review Comments	MSS	MSS	8/20/26
Planning Review Comments	MSS	MSS	10/19/26
Planning Review Comments	MSS	MSS	10/26/26

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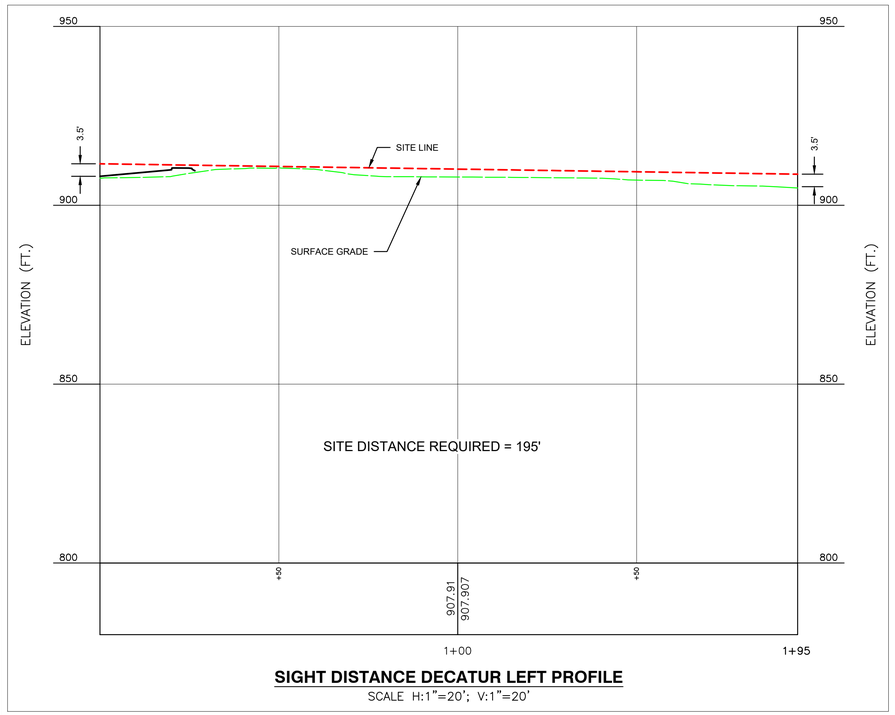
MATTHEW S. SPRINKLE
REGISTERED ENGINEER
No. 119139
STATE OF TENNESSEE

10/26/26

sheet

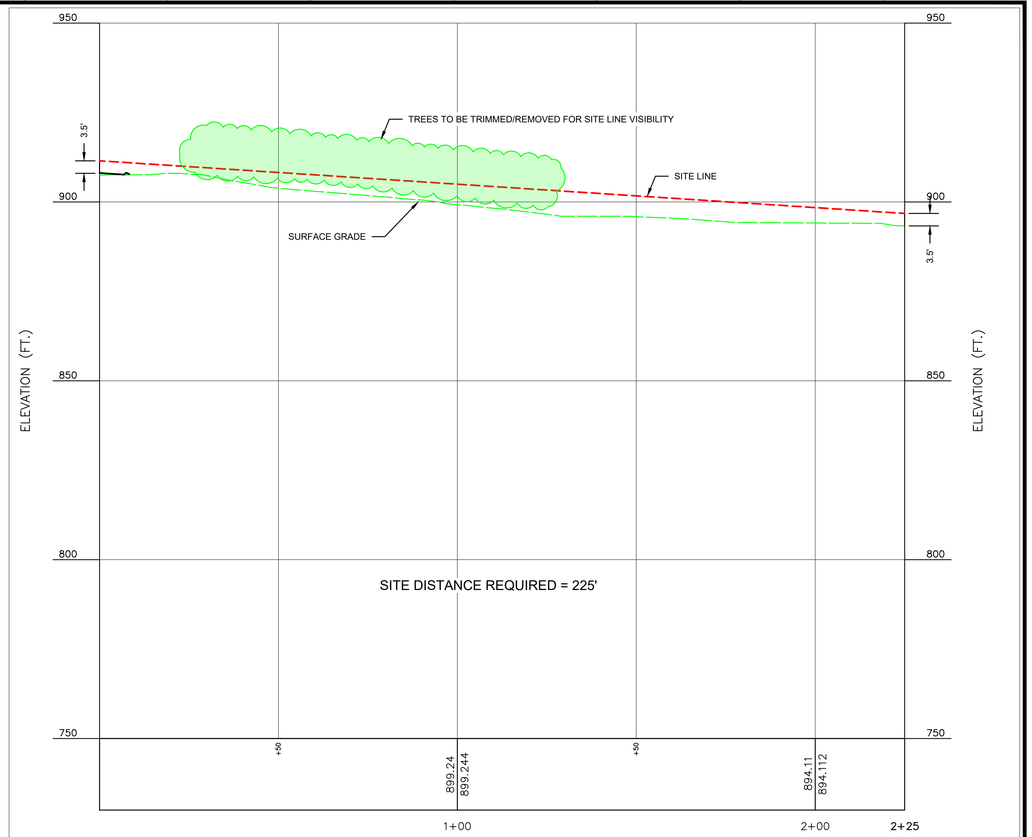
C-202

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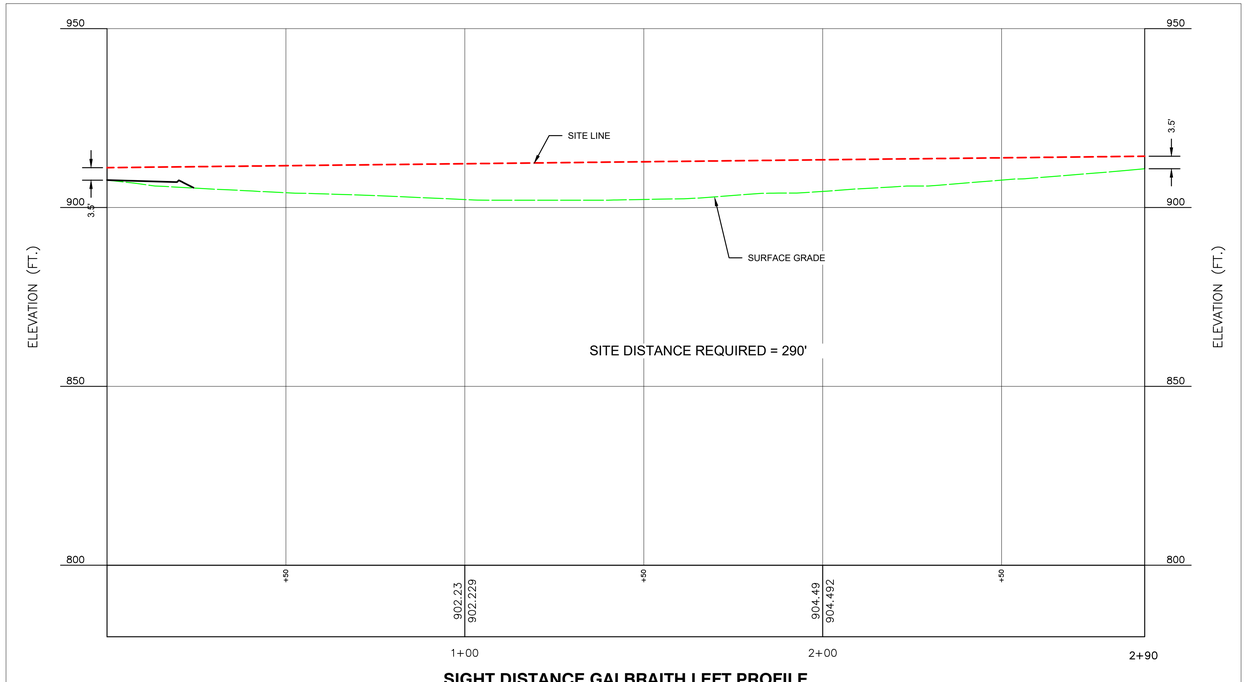
SIGHT DISTANCE DECATUR LEFT PROFILE

SCALE H:1"=20'; V:1"=20'



SIGHT DISTANCE DECATUR RIGHT PROFILE

SCALE H:1"=20'; V:1"=20'



SIGHT DISTANCE GALBRAITH LEFT PROFILE

SCALE H:1"=20'; V:1"=20'

INTERSECTION SIGHT DISTANCE		
MOVEMENT	SIGHT DISTANCE REQUIRED	SIGHT DISTANCE PROVIDED
RIGHT TURN FROM GALBRAITH DRIVEWAY	290'–0"	MORE THAN 290'
RIGHT TURN FROM DECATUR	195'–0"	MORE THAN 195'
LEFT TURN FROM DECATUR	225'–0"	MORE THAN 225'

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GALBRAITH SCHOOL REDEVELOPMENT

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SIGHT DISTANCE PROFILES

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Release for Construction	MSS	MSS	7/8/26

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PROVIDE 6" PERFORATED UNDERDRAIN - ROUTE TO STORM SYSTEM

CB3 CURB INLET
RIM=909.56
INV. OUT (15"S)=906.00

CONNECT ROOF DRAIN COLLECTOR PIPES TO PERFORATED UNDERDRAINS(TYP)

8" SCH40 PVC ROOF DRAIN LEADER
MIN SLOPE = 1.0%
MIN COVER = 2.0'

AREA DRAIN
RIM=915.25
INV. OUT (15"SE)=909.14
CB7

71.5 LF 15" HDPE PIPE @ 6.7%

CB6 CURB INLET
RIM=913.93
INV. IN (15"NW)=904.33
INV. IN (15"N)=904.33
INV. OUT (15"SW)=904.33

138.7 LF 15" HDPE PIPE @ 1.0%

CB5 CURB INLET
RIM=907.97
INV. IN (15"NE)=902.94
INV. OUT (18"SE)=902.94

52.7 LF 18" HDPE PIPE @ 1.4%

HW2 HEADWALL
INV. (18")=902.19

CONTRACTOR SHALL VERIFY FFE OF EXISTING BUILDING PRIOR TO CONSTRUCTION

DECATUR DR
40' R/W

GALBRAITH SCHOOL RD
60' R/W

CONC. SIDEWALK

PARKING AREA

RETAINING WALL

UTILITY POLE W/ GUY X2

FLAG POLE

FIRE HYDRANT W/ METER

GAS METER

ELECTRIC METER

CURB INLET

TOP:906.10
INV IN:901.40
INV OUT:901.08

TOP:901.99
INV IN:896.09
INV IN:895.97
INV IN:895.94
INV OUT:895.67

INV:898.00

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P.G 32
NST. NO.
20061421

BASIS OR BEARING

EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION FROM A SURVEY BY TRUELINE LAND SURVEYING DATED 12/28/2022.

FLOOD NOTE

THIS PROPERTY DOES NOT LAY WITHIN A FLOOD HAZARD ZONE, PER THE FEMA FLOOD INSURANCE RATE MAP NO.47093C0291F EFFECTIVE MAY 2, 2007.

UTILITY NOTE

AVAILABLE PLANS AND OBSERVED EVIDENCE USED TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. UTILITIES MAY EXIST THAT ARE NOT SHOWN. FIELD VERIFY SIZE, LOCATION AND TYPE PRIOR TO CONSTRUCTION.

0 20 40 Feet

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GALBRAITH SCHOOL REDEVELOPMENT

4333 GALBRAITH SCHOOL RD KNOXVILLE, TN 37920

SITE GRADING AND DRAINAGE PLAN

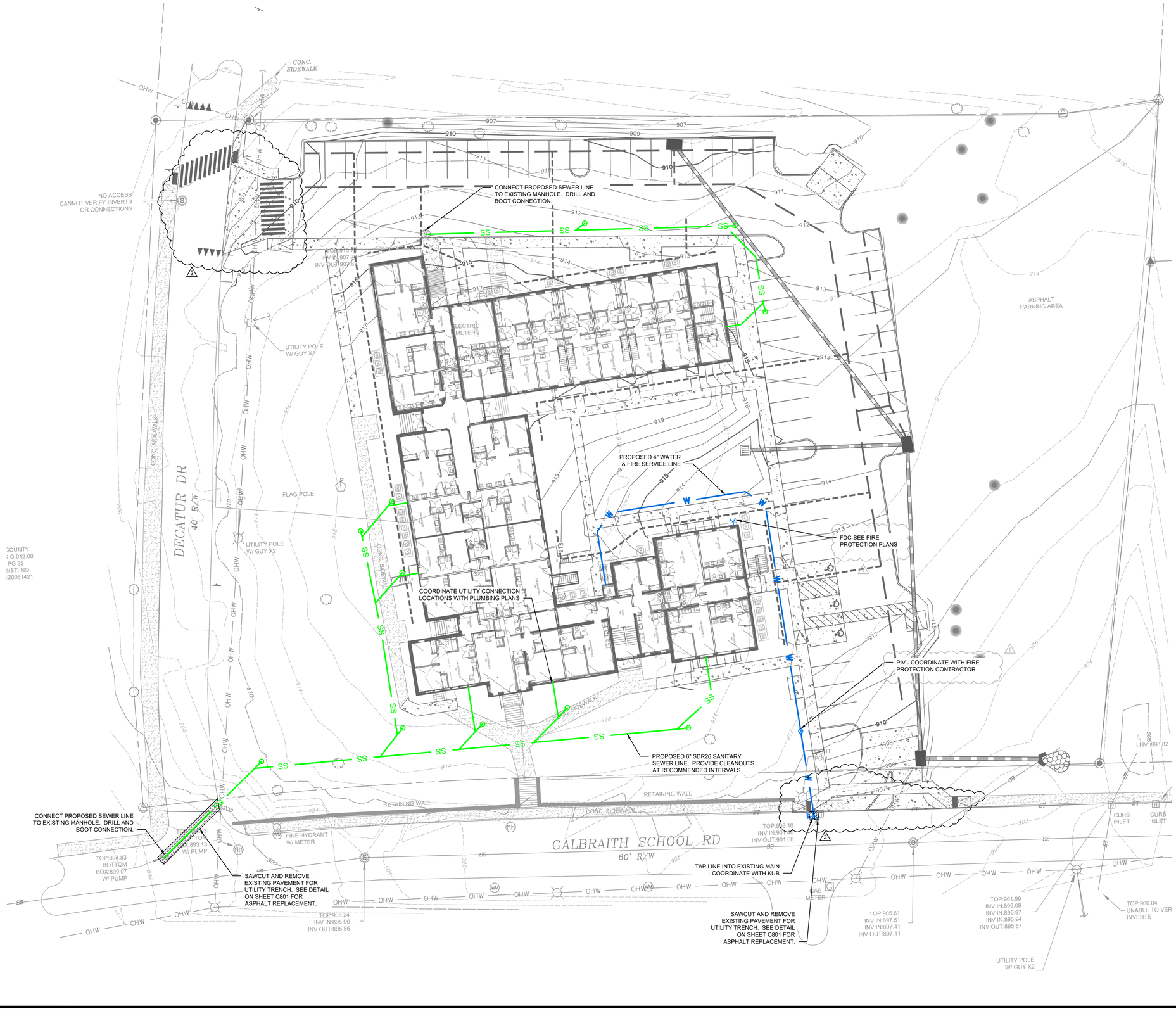
issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26
City of Knoxville Review Comments	MSS	MSS	8/20/26
City of Knoxville Review Comments	MSS	MSS	10/26/26

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AGRICULTURE
COMMERCE
RESIDENTIAL
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BASIS OR BEARING

EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION FROM A SURVEY BY TRUELINE LAND SURVEYING DATED 12/28/2022.

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SITE UTILITY PLAN

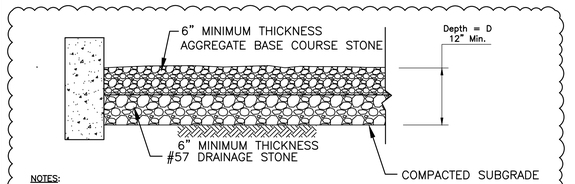
issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26
City of Knoxville Review Comments	MSS	MSS	8/20/26
City of Knoxville Review Comments	MSS	MSS	10/26/26

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REGISTERED ENGINEER
No. 119911
STATE OF TENNESSEE
10/26/26

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NOTES:

1. THE PAVEMENT SUBGRADE SHALL BEPREPARED AS FOLLOWS:

   A. PAVEMENT SUBGRADE SHALL BE PROOFROLLED AND COMPACTED TO AT LEAST 100% OF ITS MAXIMUM DRY DENSITY AND WITHIN ± 3% OF ITS OPTIMUM MOISTURE CONTENT, AS DETERMINED BY ASTM D1557 (MODIFIED PROCTOR). ANY SOFT AREAS SHALL BE OVEREXCAVATED TO A FIRM AND COMPETENT MATERIAL AND BACKFILLED AS DESCRIBED IN 1B.

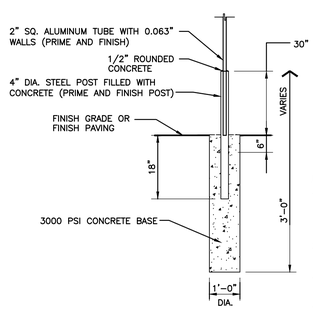
   B. ALL APPROVED FILL SHALL BE PLACED IN MAXIMUM 8" THICK, LOOSE LIFTS AND COMPACTED TO 100% OF ITS MAXIMUM DRY DENSITY AND WITHIN ±3% OF ITS OPTIMUM MOISTURE CONTENT. THE FILL MATERIAL'S MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE CONTENT SHALL BE DETERMINED BY ASTM D1557 (MODIFIED PROCTOR).

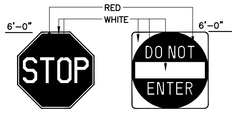
   C. AFTER COMPACTION, THE PAVEMENT SUBGRADE SHALL PROVIDE A FIRM UNYIELDING FOUNDATION WITH NO SUDDEN, SHARP OR ABRUPT CHANGES OR BREAKS IN GRADES. NO STANDING WATER OR EXCESS MOISTURE SHALL BE PRESENT. ALL SOFT AND YIELDING AREAS SHALL BE REWORKED BY OVEREXCAVATING TO A FIRM AND COMPETENT MATERIAL, AND BACKFILLED AS DESCRIBED IN 1B.

   D. THE SUBGRADE SHALL BE GRADED AND SHAPED AS REQUIRED TO CONSTRUCT THE AGGREGATE BASE COURSE IN CONFORMANCE WITH THE GRADES, LINES AND THICKNESSES SHOWN ON THE DRAWINGS.

GRAVEL PAVEMENT SECTION

NOT TO SCALE



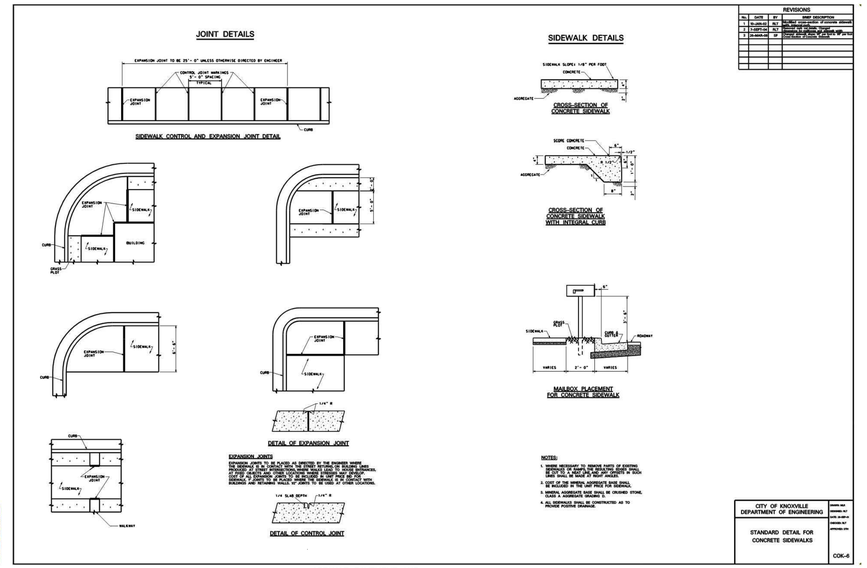


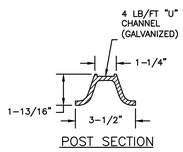
NOTES:

1. SET POSTS IN CONCRETE TO A MINIMUM DEPTH OF 18". USE A 2" SQUARE ALUMINUM TUBE FOR SIGN POSTS. SIGN PANELS SHALL BE 0.100 ALUMINUM WITH RAISED OR SILKSCREEN COPY.
2. FOR POST MOUNTING, USE NON-CORROSIVE 3/8" MACHINE BOLTS W/ WASHERS, 2 PER SIGN.
3. FOR WALL MOUNTING, USE NON-CORROSIVE 3/8" LAG BOLTS W/ LEAD EXPANSION SHIELD, 4 PER SIGN.
4. ALL ACCESSIBLE PARKING SIGNAGE IS TO BE INSTALLED WITH THE BOTTOM EDGE OF THE LOWEST SIGN AT LEAST 60" ABOVE FINISHED GRADE.

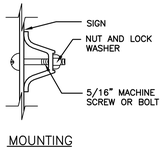
SIGNAGE

NOT TO SCALE

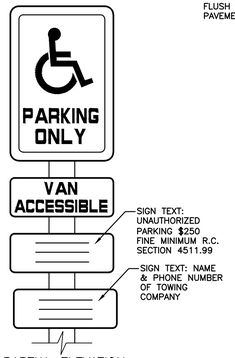




POST SECTION



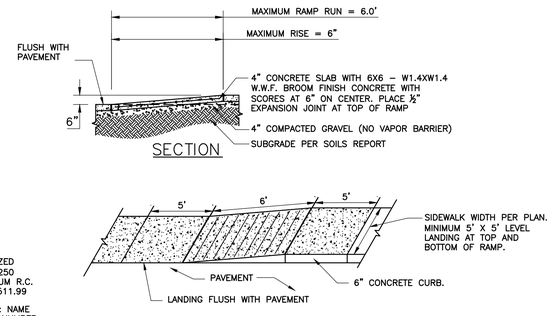
MOUNTING



PARTIAL ELEVATION

ACCESSIBLE PARKING SIGNS

NOT TO SCALE

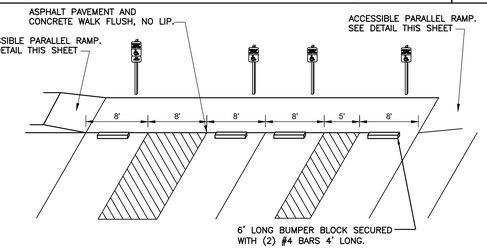


NOTES:

A. IN-LINE RAMP SHOWN WITH CURB AT SIDES SHALL HAVE A MAXIMUM ELEVATION CHANGE OF 6".
B. PROVIDE MINIMUM 5' X 5' LEVEL (<2% SLOPE IN ALL DIRECTIONS) LANDING AT TOP AND BOTTOM OF RAMP.
C. VERIFY SIZE AND STYLE OF RAMP WITH SITE IMPROVEMENT PLAN.

ACCESSIBLE PARALLEL RAMP

NOT TO SCALE

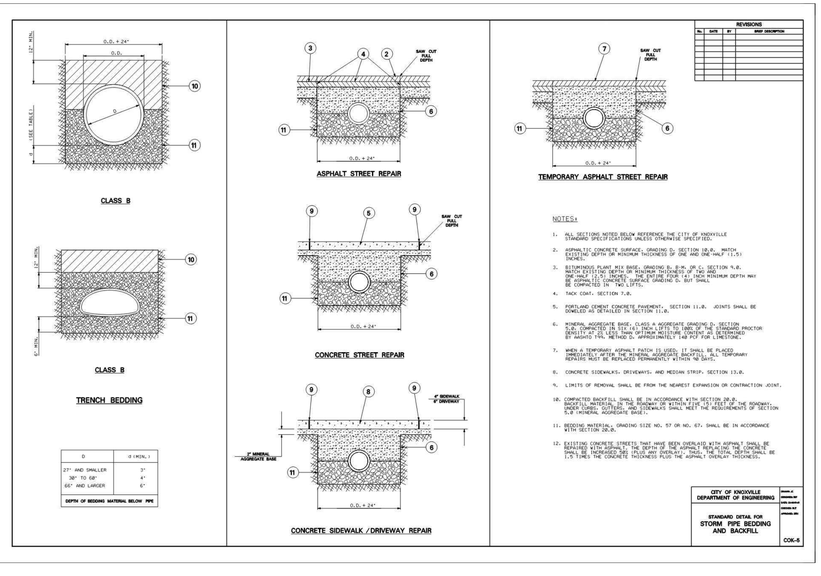


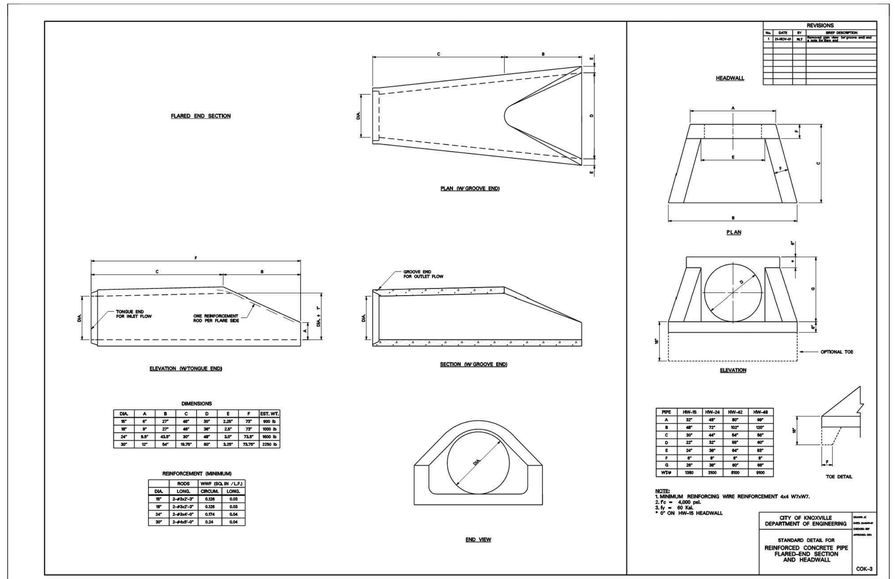
NOTES:

1. ACCESSIBLE SPACE / LOADING AREA: MAXIMUM 2.0% (1:50) SLOPE IN ANY DIRECTION.
2. ASPHALT TO CONCRETE BLENDED TRANSITION TO BE COMPLETELY FLUSH, NO LIP.
3. PLACEMENT AND STRIPING SHOWN IN DETAIL IS SCHEMATIC, SEE SITE PLAN FOR CONFIGURATION.
4. PASSENGER LOADING AREAS SHALL BE PAINT STRIPED AT 45° ANGLE , EACH 6" WIDE STRIPE AT 24" ON CENTER.

ACCESSIBLE PARKING

NOT TO SCALE





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GALBRAITH SCHOOL REDEVELOPMENT

4333 GALBRAITH SCHOOL RD KNOXVILLE, TN 37920

SITE DETAILS

issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26
City of Knoxville Review Comments	MSS	MSS	8/25/26

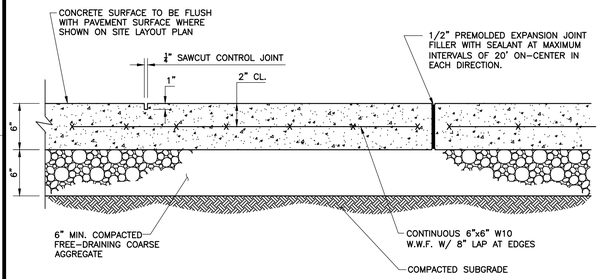
SPRINKLE ENGINEERING, LLC
PO BOX 4013
MARYVILLE, TN 37802



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C-801

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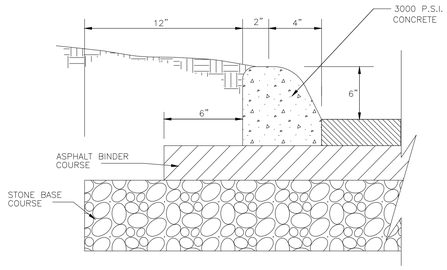


NOTES:

1. PROVIDE 1/2" EXPANSION JOINT FILLER WITH SEALANT WHERE THE CONCRETE SIDEWALK ABUTS THE BUILDING.
2. REFER TO THE PROJECT SPECIFICATIONS FOR SPECIAL FINISHES, AGGREGATETREATMENT, COLORS, PATTERN FINISHES, ETC.
3. SEE C200 FOR LOCATIONS AND WIDTHS.

CONCRETE PAVEMENT

NOT TO SCALE

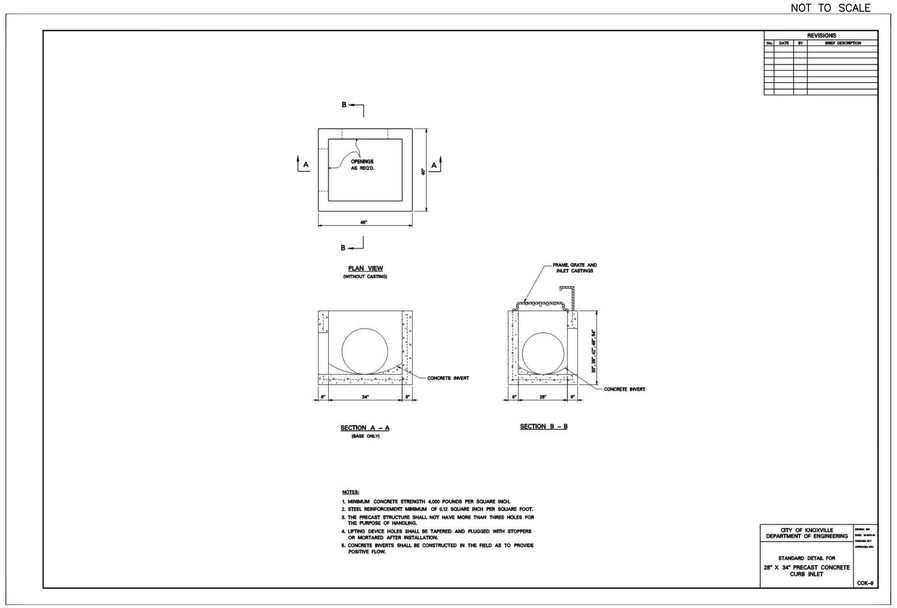


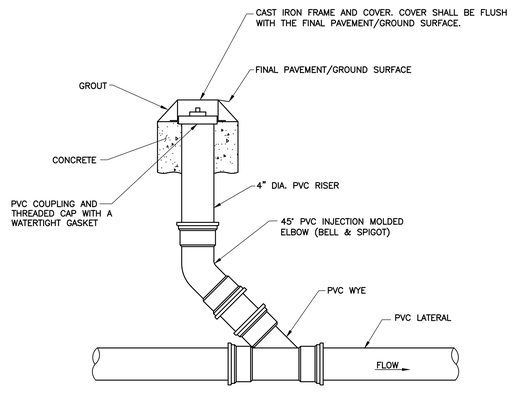
NOTES:

1. PREFORMED 1/2" EXPANSION JOINTS SHALL BE EQUALLY SPACED AT 20' MAX. CENTERS, WITH 1/4" CONTRACTION JOINTS EQUALLY SPACED AT 5' MAX. CENTERS BETWEEN EXPANSION JOINTS.
2. EXPANSION JOINT MATERIAL REQUIRED FOR GRASS MEDIANS.
3. EXACT CURB DIMENSIONS MAY BE ALTERED SLIGHTLY TO FIT STANDARD EXTRUDED CURB MACHINES, BUT SUCH VARIANCES MUST BE APPROVED BY THE ENGINEER.

TYPICAL EXTRUDED CURB DETAIL

NOT TO SCALE





NOTES:

1. THIS DETAIL APPLIES TO STORM AND SANITARY SEWER CLEANOUTS WITH APPROPRIATE CHANGES TO WYE AND PIPE SIZES.
2. ALL PVC PIPE AND FITTINGS SHALL BE SDR 35 WITH RUBBER GASKETED JOINTS.

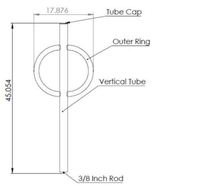
SANITARY SEWER CLEANOUT

NOT TO SCALE

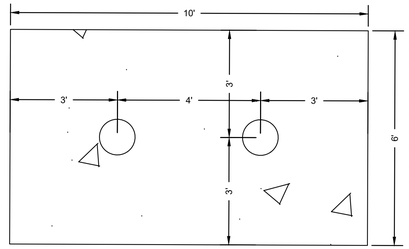
thepark AND FACILITIES CATALOG

Spec Sheet

Motion Bike Rack - In-Ground Mount
536-1426







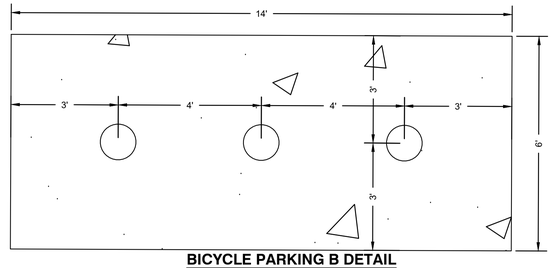
BICYCLE PARKING A DETAIL

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The Park Catalog
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BICYCLE PARKING MOUNT DETAIL

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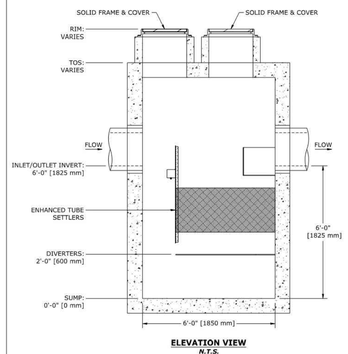


BICYCLE PARKING B DETAIL

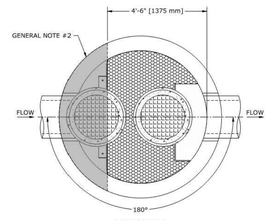
NOT TO SCALE

Distributed by
Superior Drainage Products, Inc.
(865) 637-0069

SITE SPECIFIC DATA			
STRUCTURE ID			WQU1
WATER QUALITY FLOW RATE (CFS)			1.54
PEAK FLOW RATE (CFS)			4.84
SEDIMENT STORAGE CAPACITY (CF)			33.0
CATCH BASIN INLET REQUIRED			NO
RIM ELEVATION			934.00'
PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE	926.25'	RCP	18"
OUTLET PIPE	926.25'	RCP	18"



ELEVATION VIEW
N.T.S.



PLAN VIEW
N.T.S.

DESIGN NOTES:

1. DESIGN LOADING
   a. LOAD RATING: AASHTO HS-20
   b. ALLOWABLE COVER: 0.50' [152 mm] TO 5.00' [1524 mm]. CONTACT STORMTRAP FOR ADDITIONAL COVER OPTIONS.
   c. WATER TABLE AT OR BELOW OUTLET PIPE INVERT ELEVATION.
   d. NO LATERAL SURCHARGE FROM ADJACENT STRUCTURES SUCH AS VEGETATION, BUILDINGS, WALLS, OR FOUNDATIONS.
2. ENGINEER OF RECORD TO CONFIRM THE DESIGN LOADINGS MEET PROJECT REQUIREMENTS. CONTACT STORMTRAP FOR ALTERNATIVE DESIGN LOAD OPTIONS.

GENERAL NOTES:

1. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS, WEIGHTS, AND ACCESSORIES, PLEASE CONTACT YOUR STORMTRAP REPRESENTATIVE.
2. CATCH BASIN, MULTI-PIPE, & HORSESHOE CONFIGURATIONS MAY BE AVAILABLE DEPENDING ON LOCAL REGULATIONS. ALL INLET PIPES MUST ENTER THE MANHOLE COMPLETELY FROM THE SHADED REGION.
3. MAXIMUM WATER QUALITY FLOW RATE:
   a. SPAP 3.17 CFS PER NJDEP CERTIFICATION (50%)
   b. FF - 1.90 CFS PER CoK-POLICY 25 (80%)
4. STORMSETTLER DOES NOT REQUIRE A DROP BETWEEN THE INLET AND OUTLET PIPE INVERT ELEVATIONS. A DROP BETWEEN 0.00' AND 0.33' (0" AND 4") IS PREFERRED.
5. CONCRETE COMPONENTS SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C478.
6. CONTRACTOR TO INSTALL THE STRUCTURE IN ACCORDANCE WITH ASTM C1821.
7. CONTRACTOR TO PROVIDE ALL LABOR AND EQUIPMENT REQUIRED TO OFFLOAD AND INSTALL UNIT.
8. CONTRACTOR TO PROVIDE AND INSTALL ALL PIPES, FRAMES, COVERS, HATCHES, AND RISERS UNLESS SPECIFIED OTHERWISE.
9. CONTRACTOR TO ADD JOINT SEALANT (PROVIDED BY STORMTRAP) BETWEEN ALL STRUCTURE SECTIONS.

DRAWINGS ARE FOR REFERENCE ONLY AND SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.

StormSettler™ StormTrap®
PATENTS LISTED AT: WWW.STORMTRAP.COM/PATENTS

STORMSETTLER 6 STANDARD DETAIL

1287 WINDHAM PARKWAY
ROMEOVILLE, IL 60446
P:815-941-4549
F:331-318-5347

DRAWN BY:	DATE:	SCALE:		
CWN	4/1/2026	N.T.S.	V1	SHEET 1 OF 1

SPRINKLE ENGINEERING, LLC
PO BOX 4013
MARYVILLE, TN 37802

SPRINKLE ENGINEERING

benefield ▪ richters

planning ▪
architecture ▪
▪
▪
902 North Central Street ▪
Knoxville, TN 37917 ▪
(865) 637-7009 ▪
▪

GALBRAITH SCHOOL REDEVELOPMENT

4333 GALBRAITH SCHOOL RD KNOXVILLE, TN 37920

SITE DETAILS

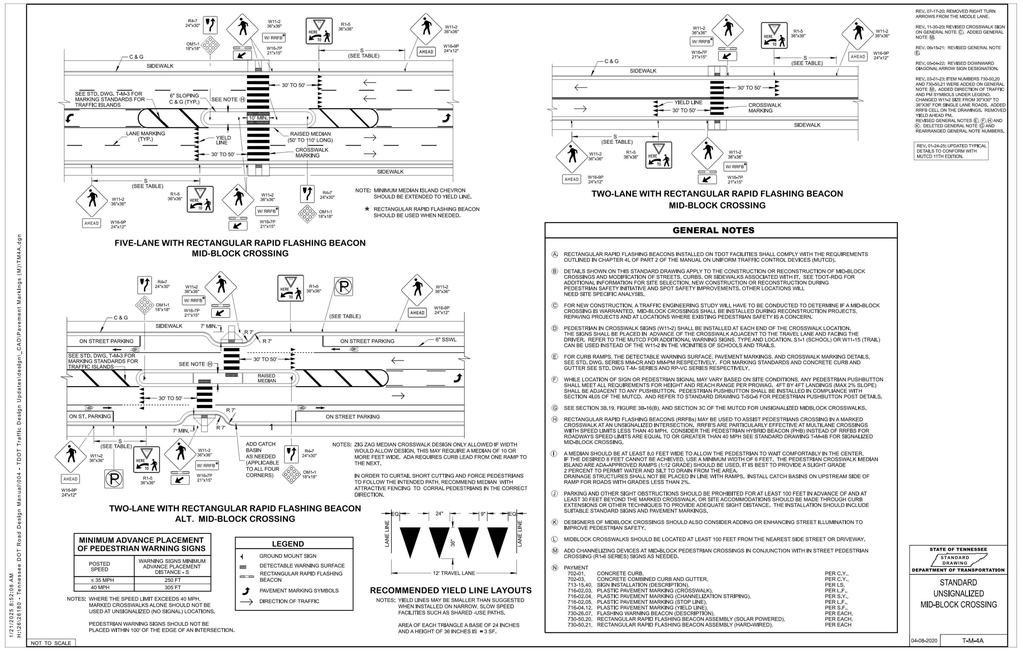
issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26
City of Knoxville Review Comments	MSS	MSS	8/20/26



sheet

C-802

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MINIMUM ADVANCE PLACEMENT OF PEDESTRIAN WARNING SIGNS	
POSTED SPEED	WARNING SIGNS MINIMUM ADVANCE PLACEMENT DISTANCE-S
≤ 35 MPH	250 FT
40 MPH	305 FT

NOTES: WHERE THE SPEED LIMIT EXCEEDS 40 MPH, MARKED CROSSWALKS ALONE SHOULD NOT BE USED AT UNSIGNALIZED (NO SIGNAL) LOCATIONS.
PEDESTRIAN WARNING SIGNS SHOULD NOT BE PLACED WITHIN 100' OF THE EDGE OF AN INTERSECTION.

LEGEND
- GROUND MOUNT SIGN
- DETECTABLE WARNING SURFACE
- RECTANGULAR RAPID FLASHING BEACON
- PAVEMENT MARKING SYMBOLS
- DIRECTION OF TRAFFIC

RECOMMENDED YIELD LINE LAYOUTS

NOTES: YIELD LINES MAY BE SMALLER THAN SUGGESTED WHEN INSTALLED ON NARROW, SLOW SPEED FACILITIES SUCH AS SHARED -USE PATHS.

AREA OF EACH TRIANGLE A BASE OF 24 INCHES AND A HEIGHT OF 36 INCHES IS ★ 3 SF.

REV. 07-17-20: REMOVED RIGHT TURN ARROWS FROM THE MIDDLE LANE.
REV. 11-30-20: REVISED CROSSWALK SIGN ON GENERAL NOTE Ⓒ. ADDED GENERAL NOTE Ⓢ.
REV. 09-15-21: REVISED GENERAL NOTE Ⓢ.
REV. 05-04-22: REVISED DOWNWARD DIAGONAL ARROW SIGN DESIGNATION.
REV. 03-01-23 ITEM NUMBERS 730-03.20 AND 730-03.21 WERE ADDED ON GENERAL NOTE (N). ADDED GENERAL NOTE (O). ADDED GENERAL NOTE (P). DELETED GENERAL NOTE (O) AND CHANGED W1N-2 SIZE FROM 30"X30" TO 30"X36" FOR SINGLE LANE ROADS. ADDED W1-2 SIZE TO THE DRAWINGS. REMOVED YIELD AHEAD PAV.
REVISED GENERAL NOTES (E), (F), (G) AND (Q). DELETED GENERAL NOTE (E) AND REARRANGED GENERAL NOTE NUMBERS.
REV. 03-26-25 UPDATED TYPICAL TO COMPLY WITH MUTCD 11TH EDITION

GENERAL NOTES

(A) RECTANGULAR RAPID FLASHING BEACONS INSTALLED ON TDOT FACILITIES SHALL COMPLY WITH THE REQUIREMENTS OUTLINED IN CHAPTER 4L OF PART 2 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

(B) DETAILS SHOWN ON THIS STANDARD DRAWING APPLY TO THE CONSTRUCTION OR RECONSTRUCTION OF MID-BLOCK CROSSINGS AND MODIFICATION OF STREETS, CURBS, OR SIDEWALKS ASSOCIATED WITH IT. SEE TDOT-RDG FOR ADDITIONAL INFORMATION FOR SITE SELECTION. NEW CONSTRUCTION OR RECONSTRUCTION DURING PEDESTRIAN SAFETY INITIATIVE AND SPOT SAFETY IMPROVEMENTS, OTHER LOCATIONS WILL NEED SITE SPECIFIC ANALYSIS.

(C) FOR NEW CONSTRUCTION, A TRAFFIC ENGINEERING STUDY WILL HAVE TO BE CONDUCTED TO DETERMINE IF A MID-BLOCK CROSSING IS WARRANTED. MID-BLOCK CROSSINGS SHALL BE INSTALLED DURING RECONSTRUCTION PROJECTS, REPAVING PROJECTS AND AT LOCATIONS WHERE EXISTING PEDESTRIAN SAFETY IS A CONCERN.

(D) PEDESTRIAN IN CROSSWALK SIGNS (W11-2) SHALL BE INSTALLED AT EACH END OF THE CROSSWALK LOCATION. THE SIGN SHALL BE PLACED ON THE RIGHT SIDE OF THE ROADWAY FOR EACH TRAVEL LANE AND FACING THE DRIVER. REFER TO THE MUTCD FOR ADDITIONAL WARNING SIGNS, TYPE AND LOCATION. S1-1 (SCHOOL) OR W11-15 (TRAIL) CAN BE USED INSTEAD OF THE W11-2 IN THE VICINITIES OF SCHOOLS AND TRAILS.

(E) FOR CURB RAMPS, THE DETECTABLE WARNING SURFACE, PAVEMENT MARKINGS, AND CROSSWALK MARKING DETAILS, SEE STD. DWG. T-MA-1 SERIES AND RP-AC SERIES RESPECTIVELY. FOR PAVING STANDARDS AND CONCRETE CURB AND GUTTER, SEE STD. DWG T-MA -SERIES AND RP-AC SERIES RESPECTIVELY.

(F) WHILE LOCATION OF SIGN OR PEDESTRIAN SIGNAL MAY VARY BASED ON SITE CONDITIONS, ANY PEDESTRIAN PUSHBUTTON SHALL MEET ALL REQUIREMENTS FOR HEIGHT AND REACH RANGE PER PROWAG. 4FT BY 4FT LANDINGS (MAX 2% SLOPE) SHALL BE ADJACENT TO ANY PUSHBUTTON. PEDESTRIAN PUSHBUTTON SHALL BE INSTALLED IN COMPLIANCE WITH MUTCD SECTION 4E.05 OF THE MUTCD, AND REFER TO STANDARD DRAWING T-SG-4 FOR PEDESTRIAN PUSHBUTTON POST DETAILS.

(G) SEE SECTION 3B.16, FIGURE 3B-16(B), AND SECTION 3C OF THE MUTCD FOR UNSIGNALIZED MIDBLOCK CROSSINGS.

(H) RECTANGULAR RAPID FLASHING BEACONS (RRFBs) MAY BE USED TO ASSIST PEDESTRIANS CROSSING IN A MARKED CROSSWALK AT AN UNSIGNALIZED INTERSECTION. RRFB'S ARE PARTICULARLY EFFECTIVE AT MULTILANE CROSSINGS WITH SPEED LIMITS LESS THAN 45 MPH. CONSIDER THE PEDESTRIAN HYBRID BEACON (PHB) INSTEAD OF RRFBS FOR ROADWAYS SPEED LIMITS ARE EQUAL TO OR GREATER THAN 45 MPH SEE STANDARD DRAWING TA-648 FOR SIGNALIZED MID-BLOCK CROSSING.

(I) A MEDIAN SHOULD BE AT LEAST 6.0 FEET WIDE TO ALLOW THE PEDESTRIAN TO WAIT COMFORTABLY IN THE CENTER. IF THE DESIRED 6 FEET CANNOT BE ACHIEVED, USE A MINIMUM WIDTH OF 5 FEET. THE PEDESTRIAN CROSSWALK MEDIAN ISLAND ARE ADA-APPROVED RAMPS (1:12 GRADE) SHOULD BE USED, IT IS BEST TO PROVIDE A SLIGHT GRADE 2 PERCENT TO PERMIT WATER AND SILT TO DRAIN FROM THE AREA.
DRAINAGE STRUCTURES SHALL NOT BE PLACED IN LINE WITH RAMPS. INSTALL CATCH BASINS ON UPSTREAM SIDE OF RAMP FOR ROADS WITH GRADES LESS THAN 2%.

(J) PARKING AND OTHER SIGHT OBSTRUCTIONS SHOULD BE PROHIBITED FOR AT LEAST 100 FEET IN ADVANCE OF AND AT LEAST 30 FEET BEYOND THE MARKED CROSSWALK, OR SITE ACCOMMODATIONS SHOULD BE MADE THROUGH CURB EXTENSIONS OR OTHER TECHNIQUES TO PROVIDE ADEQUATE SIGHT DISTANCE. THE INSTALLATION SHOULD INCLUDE SUITABLE STANDARD SIGNS AND PAVEMENT MARKINGS.

(K) DESIGNERS OF MIDBLOCK CROSSINGS SHOULD ALSO CONSIDER ADDING OR ENHANCING STREET ILLUMINATION TO IMPROVE PEDESTRIAN SAFETY.

(L) MIDBLOCK CROSSWALKS SHOULD BE LOCATED AT LEAST 100 FEET FROM THE NEAREST SIDE STREET OR DRIVEWAY.

(M) ADD CHANNELIZING DEVICES AT MIDBLOCK PEDESTRIAN CROSSINGS IN CONJUNCTION WITH IN STREET PEDESTRIAN CROSSING (R1-6/ SERIES) SIGNS AS NEEDED.

(N) PAYMENT
703-01, CONCRETE CURB, PER C.Y.,
703-04, CONCRETE COMBINED CURB AND GUTTER, PER C.Y.,
713-15.40, SIGN INSTALLATION (DESCRIPTION), PER LS.,
716-02.03, PLASTIC PAVEMENT MARKING (CROSSWALK), PER L.F.,
716-02.04, PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING), PER S.Y.,
716-02.05, PLASTIC PAVEMENT MARKING (STOP LINE), PER L.F.,
716-04.12, PLASTIC PAVEMENT MARKING (YIELD LINE), PER S.F.,
730-50.10, RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (SOLAR POWERED), PER EACH,
730-50.20, RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (SOLAR POWERED), PER EACH,
730-50.21, RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (HARDWIRED), PER EACH

(O) DELETED.

(P) ADD CHANNELIZING DEVICES AT MIDBLOCK PEDESTRIAN CROSSINGS IN CONJUNCTION WITH IN STREET PEDESTRIAN CROSSING (R1-6/ SERIES) SIGNS AS NEEDED.

(Q) PAYMENT
703-01, CONCRETE CURB,
703-04, CONCRETE COMBINED CURB AND GUTTER,
713-15.40, SIGN INSTALLATION (DESCRIPTION),
716-02.03, PLASTIC PAVEMENT MARKING (CROSSWALK),
716-02.04, PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING),
716-02.05, PLASTIC PAVEMENT MARKING (STOP LINE),
716-04.12, PLASTIC PAVEMENT MARKING (YIELD LINE),
730-50.10, RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (SOLAR POWERED),
730-50.20, RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (SOLAR POWERED),
730-50.21, RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (HARDWIRED),

(R) DELETED.

(S) COPY OF DETECTABLE WARNING AREA SHALL BE A MINIMUM OF 4 FEET AND VARY WIDTH OF RAMP.

(T) TACTILE WARNING SYSTEMS SHALL BE LOCATED AT THE BACK OF CURB.

(U) DETECTABLE WARNING DOMES SHALL BE ALIGNED RELA TIVE TO THE DIRECTION OF PEDESTRIAN FLOW OF TRAVEL TO PROMOTE APPLES TO TO FALL BETWEEN DOMES.

(V) DETECTABLE WARNING AREA SHALL BE COLORED YELLOW (FS 33538).

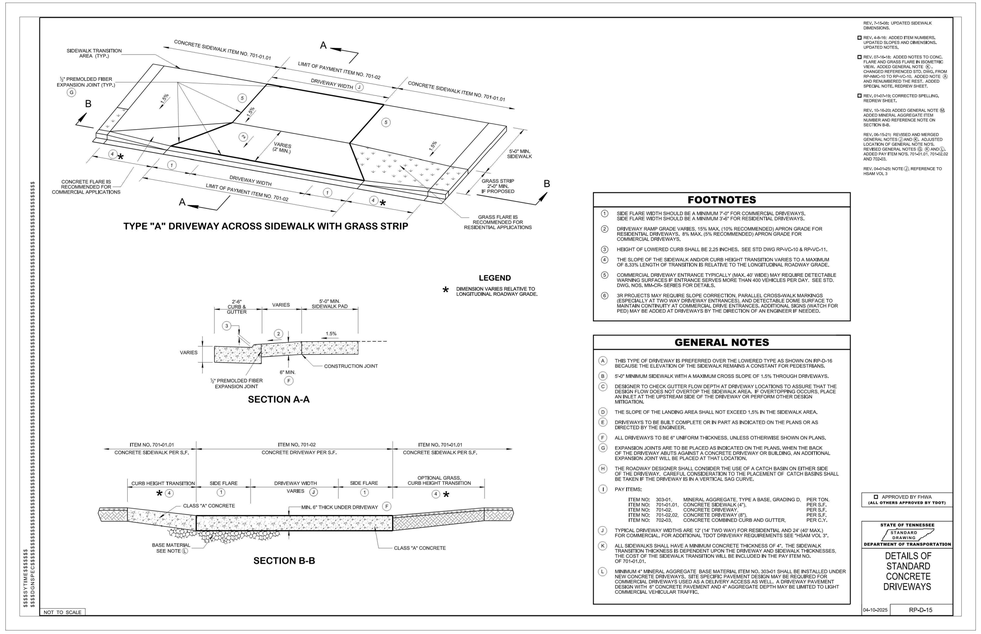
(W) ADHESIVE IS NON-SOLUTIONS, OR DOES NOT ALTER THE SURFACE APPEARANCE OF THE PAVEMENT SYSTEM OR AN EQUIVALENT SHALL BE POURED IN PLACE PANELS.

(X) CHAMFER APPLIED EDGES SHALL HAVE BEVELED EDGES TO ENHANCE TRIP HAZARDS.

(Y) ADHESIVE TILE, NON-SOLUTIONS, OR DOES NOTE TACTILE WARNING SURFACE APPEARANCE OF THE PAVEMENT SYSTEM OR AN EQUIVALENT SHALL BE USED IN THE CHAMFERED WIDTH OF NEW CURB CUTS.

STATE OF TENNESSEE STANDARD DRAWING
DEPARTMENT OF TRANSPORTATION
STANDARD UNSIGNALIZED MID-BLOCK CROSSING
04-05-2020 T-M-4A

NOT TO SCALE



FOOTNOTES

1. SIDE FLARE WIDTH SHOULD BE A MINIMUM 7'-0" FOR COMMERCIAL DRIVEWAYS. SIDE FLARE WIDTH SHOULD BE A MINIMUM 3'-0" FOR RESIDENTIAL DRIVEWAYS.
2. DRIVEWAY RAMP GRADE VARIES, 15% MAX. (10% RECOMMENDED) APRON GRADE FOR RESIDENTIAL DRIVEWAYS, 8% MAX. (5% RECOMMENDED) APRON GRADE FOR COMMERCIAL DRIVEWAYS.
3. HEIGHT OF LOWERED CURB SHALL BE 2.25 INCHES. SEE STD DWG RP-VC-10 & RP-VC-11.
4. THE SLOPE OF THE SIDEWALK AND/OR CURB HEIGHT TRANSITION VARIES TO A MAXIMUM OF 8.33% LENGTH OF TRANSITION IS RELATIVE TO THE LONGITUDINAL ROADWAY GRADE.
5. COMMERCIAL DRIVEWAY ENTRANCE TYPICALLY (MAX. 40' WIDE) MAY REQUIRE DETECTABLE WARNING SURFACES IF ENTRANCE SERVES MORE THAN 400 VEHICLES PER DAY. SEE STD. DWG. NOS. MA-CPA- SERIES FOR DETAILS.
6. SR PROJECTS MAY REQUIRE SLOPE CORRECTION, PARALLEL CROSSWALK MARKINGS (ESPECIALLY AT TWO WAY DRIVEWAY ENTRANCES), AND DETECTABLE DOME SURFACE TO MAINTAIN CONTINUITY AT COMMERCIAL DRIVE ENTRANCES. ADDITIONAL SIGNS (WATCH FOR PED) MAY BE ADDED AT DRIVEWAYS BY THE DIRECTION OF AN ENGINEER IF NEEDED.
7. SIDE WIDTH SHOULD BE A MINIMUM 7'-0" FOR COMMERCIAL DRIVEWAYS. SIDE WIDTH SHOULD BE A MINIMUM 3'-0" FOR RESIDENTIAL DRIVEWAYS.

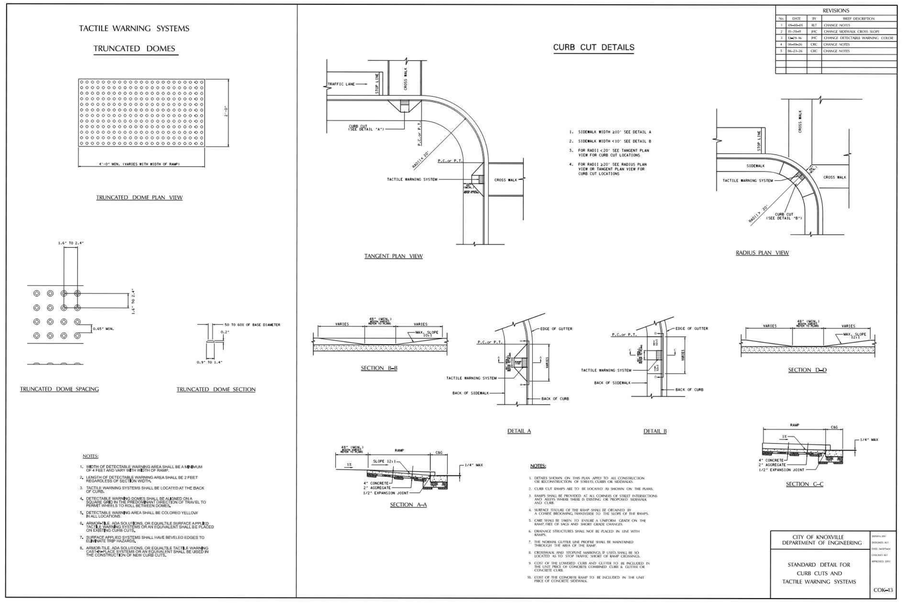
GENERAL NOTES

(A) THIS TYPE OF DRIVEWAY IS PREFERRED OVER THE LOWERED TYPE AS SHOWN ON RP-D-16 BECAUSE THE ELEVATION OF THE SIDEWALK REMAINS A CONSTANT FOR PEDESTRIANS.
(B) 5'-0" MINIMUM SIDEWALK WITH A MAXIMUM CROSS SLOPE OF 1.5% THROUGH DRIVEWAYS.
(C) DESIGNER TO CHECK GUTTER FLOW DEPTH AT DRIVEWAY LOCATIONS TO ASSURE THAT THE DESIGN FLOW DOES NOT OVERTOP THE SIDEWALK AREA. IF OVERTOPPING OCCURS, PLACE AN INLET AT THE UPSTREAM SIDE OF THE DRIVEWAY OR PERFORM OTHER DESIGN MODIFICATIONS.
(D) THE SLOPE OF THE LANDING AREA SHALL NOT EXCEED 1.5% IN THE SIDEWALK AREA.
(E) DRIVEWAYS TO BE BUILT COMPLETE ON IN PART AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
(F) ALL DRIVEWAYS TO BE 6" UNIFORM THICKNESS, UNLESS OTHERWISE SHOWN ON PLANS.
(G) EXPANSION JOINTS ARE TO BE PLACED AS INDICATED ON THE PLANS, WHEN THE BACK OF THE DRIVEWAY ABUTS AGAINST A CONCRETE DRIVEWAY OR BUILDING, AN ADDITIONAL EXPANSION JOINT WILL BE PLACED AT THAT LOCATION.
(H) THE ROADWAY DESIGNER SHALL CONSIDER THE USE OF A CATCH BASIN ON EITHER SIDE OF DRIVEWAY. CAREFUL CONSIDERATION TO THE PLACEMENT OF CATCH BASINS SHALL BE TAKEN IF THE DRIVEWAY IS IN A VERTICAL SAG CURVE.
(I) ALGEBRAIC DIFFERENCE NOT TO EXCEED 10.0%.
(J) PAY ITEMS:
ITEM NO: 303-01, MINERAL AGGREGATE, TYPE A BASE, GRADING D, PER TON,
ITEM NO: 701-01.01, CONCRETE SIDEWALK (4"), PER S.F.,
ITEM NO: 701-02, CONCRETE DRIVEWAY, PER S.F.,
ITEM NO: 701-02.02, CONCRETE DRIVEWAY (8"), PER S.F.,
ITEM NO: 702-03, CONCRETE COMBINED CURB & GUTTER, PER C.Y.
(K) WHEN MORE THAN 2 DRIVEWAYS ARE PROPOSED, USE TYPE "A" DRIVEWAY AS SHOWN ON STANDARD DRAWING RP-D-15 TO REDUCE ROLLER COASTER EFFECT FOR PEDESTRIANS.
(L) TYPICAL DRIVEWAY WIDTHS ARE 12' (14' TWO WAY) FOR RESIDENTIAL AND 24' (40' MAX.) FOR COMMERCIAL. FOR ADDITIONAL TDOT DRIVEWAY REQUIREMENTS SEE "HSMM VOL1".
(M) ALL SIDEWALKS SHALL HAVE A MINIMUM CONCRETE THICKNESS OF 4". THE SIDEWALK TRANSITION THICKNESS IS DEPEND ON THE DRIVEWAY AND THE SIDEWALK THICKNESSES, THE COST OF THE SIDEWALK TRANSITION WILL BE INCLUDED IN THE PAY ITEM NO. OF 701-01.01.
(N) MINIMUM 4" MINERAL AGGREGATE BASE MATERIAL ITEM NO. 303-01 SHALL BE INSTALLED UNDER NEW CONCRETE DRIVEWAYS. SITE SPECIFIC PAVEMENT DESIGN MAY BE REQUIRED FOR COMMERCIAL DRIVEWAYS USED AS A DELIVERY ACCESS AS WELL. A PROPOSED PAVEMENT DESIGN WITH 6" CONCRETE PAVEMENT AND 4" AGGREGATE DEPTH MAY BE LIMITED TO LIGHT COMMERCIAL VEHICULAR TRAFFIC.

REV. 7-15-09: UPDATED SIDEWALK DIMENSIONS.
REV. 4-8-16: ADDED ITEM NUMBERS, UPDATED SLOPES AND DIMENSIONS, UPDATED NOTES..
REV. 07-14-16: ADDED LIMITS FOR ITEM NO. 701-02, ADJUSTED LOCATION OF EXPANSION JOINT ON SECTION B-B.
REV. 10-19-20: ADDED GENERAL NOTE (Q) MINERAL AGGREGATE ITEM NUMBER AND BASE MATERIAL ON SECTIONS B-B AND D-D.
REV. 09-15-21: REVISED AND MERGED GENERAL NOTES (C) AND (E). ADJUSTED GENERAL NOTE (J) AND (K). ADDED REVISED GENERAL NOTES (Q) (R) AND (S). ADDED PAY ITEM NO. 701-02.01, 701-02.02 AND 702-03.
REV. 09-07-25 NOTE (J), REFERENCE TO HSMM VOL 3

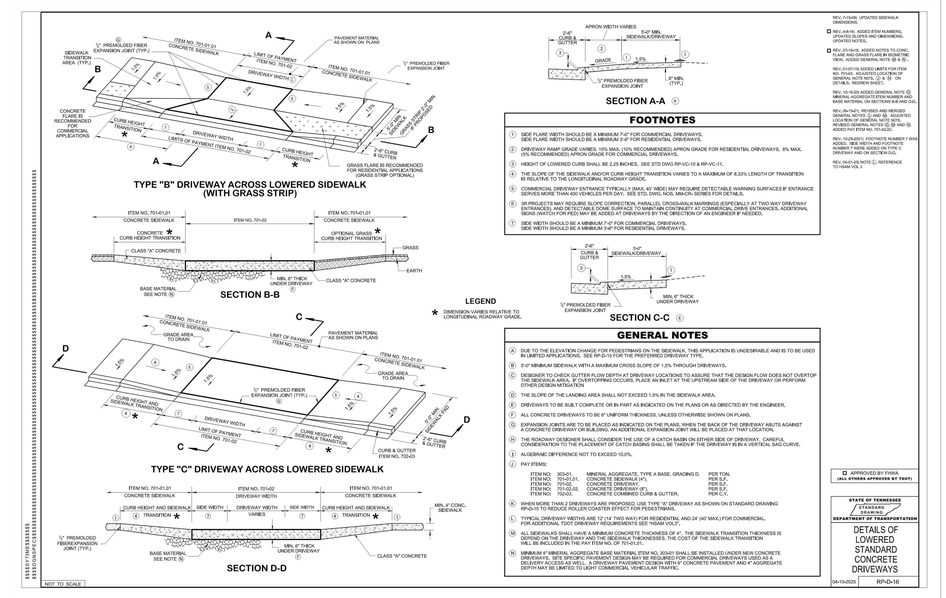
APPROVED BY FHWA (ALL OTHERS APPROVED BY TDOT)

STATE OF TENNESSEE STANDARD DRAWING
DEPARTMENT OF TRANSPORTATION
DETAILS OF STANDARD CONCRETE DRIVEWAYS
04-10-2025 RP-D-15



REVISIONS			
No.	DATE	BY	BRIEF DESCRIPTION
1	03xx0x20	AC	CHANGE NOTES
2	01-15-24	JHC	CHANGE VERTICAL CROSS SLOPE
3	04-01-24	JHC	CHANGE DETECTABLE WARNING COLOR
4	04xx0x25	CRC	CHANGE NOTES
5	09-17-25	CRC	CHANGE NOTES

CITY OF KNOXVILLE DEPARTMENT OF ENGINEERING
STANDARD DETAIL FOR CURB CUTS AND TACTILE WARNING SYSTEMS
ENGINEER
DATE
DEPUTY DIR.
DATE
APPROVED BY
CC0e43



FOOTNOTES

1. SIDE FLARE WIDTH SHOULD BE A MINIMUM 7'-0" FOR COMMERCIAL DRIVEWAYS. SIDE FLARE WIDTH SHOULD BE A MINIMUM 3'-0" FOR RESIDENTIAL DRIVEWAYS.
2. DRIVEWAY RAMP GRADE VARIES, 15% MAX. (10% RECOMMENDED) APRON GRADE FOR RESIDENTIAL DRIVEWAYS, 8% MAX. (5% RECOMMENDED) APRON GRADE FOR COMMERCIAL DRIVEWAYS.
3. HEIGHT OF LOWERED CURB SHALL BE 2.25 INCHES. SEE STD DWG RP-VC-10 & RP-VC-11.
4. THE SLOPE OF THE SIDEWALK AND/OR CURB HEIGHT TRANSITION VARIES TO A MAXIMUM OF 8.33% LENGTH OF TRANSITION IS RELATIVE TO THE LONGITUDINAL ROADWAY GRADE.
5. COMMERCIAL DRIVEWAY ENTRANCE TYPICALLY (MAX. 40' WIDE) MAY REQUIRE DETECTABLE WARNING SURFACES IF ENTRANCE SERVES MORE THAN 400 VEHICLES PER DAY. SEE STD. DWG. NOS. MA-CPA- SERIES FOR DETAILS.
6. SR PROJECTS MAY REQUIRE SLOPE CORRECTION, PARALLEL CROSSWALK MARKINGS (ESPECIALLY AT TWO WAY DRIVEWAY ENTRANCES), AND DETECTABLE DOME SURFACE TO MAINTAIN CONTINUITY AT COMMERCIAL DRIVE ENTRANCES. ADDITIONAL SIGNS (WATCH FOR PED) MAY BE ADDED AT DRIVEWAYS BY THE DIRECTION OF AN ENGINEER IF NEEDED.
7. SIDE WIDTH SHOULD BE A MINIMUM 7'-0" FOR COMMERCIAL DRIVEWAYS. SIDE WIDTH SHOULD BE A MINIMUM 3'-0" FOR RESIDENTIAL DRIVEWAYS.

GENERAL NOTES

(A) DUE TO THE ELEVATION CHANGE FOR PEDESTRIANS ON THE SIDEWALK, THIS APPLICATION IS UNDESIRABLE AND IS TO BE USED IN LIMITED APPLICATIONS. SEE RP-D-15 FOR THE PREFERRED DRIVEWAY TYPE.
(B) 5'-0" MINIMUM SIDEWALK WITH A MAXIMUM CROSS SLOPE OF 1.5% THROUGH DRIVEWAYS.
(C) DESIGNER TO CHECK GUTTER FLOW DEPTH AT DRIVEWAY LOCATIONS TO ASSURE THAT THE DESIGN FLOW DOES NOT OVERTOP THE SIDEWALK AREA. IF OVERTOPPING OCCURS, PLACE AN INLET AT THE UPSTREAM SIDE OF THE DRIVEWAY OR PERFORM OTHER DESIGN MODIFICATIONS.
(D) THE SLOPE OF THE LANDING AREA SHALL NOT EXCEED 1.5% IN THE SIDEWALK AREA.
(E) DRIVEWAYS TO BE BUILT COMPLETE ON IN PART AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
(F) ALL CONCRETE DRIVEWAYS TO BE 6" UNIFORM THICKNESS, UNLESS OTHERWISE SHOWN ON PLANS.
(G) EXPANSION JOINTS ARE TO BE PLACED AS INDICATED ON THE PLANS, WHEN THE BACK OF THE DRIVEWAY ABUTS AGAINST A CONCRETE DRIVEWAY OR BUILDING, AN ADDITIONAL EXPANSION JOINT WILL BE PLACED AT THAT LOCATION.
(H) THE ROADWAY DESIGNER SHALL CONSIDER THE USE OF A CATCH BASIN ON EITHER SIDE OF DRIVEWAY. CAREFUL CONSIDERATION TO THE PLACEMENT OF CATCH BASINS SHALL BE TAKEN IF THE DRIVEWAY IS IN A VERTICAL SAG CURVE.
(I) ALGEBRAIC DIFFERENCE NOT TO EXCEED 10.0%.
(J) PAY ITEMS:
ITEM NO: 303-01, MINERAL AGGREGATE, TYPE A BASE, GRADING D, PER TON,
ITEM NO: 701-01.01, CONCRETE SIDEWALK (4"), PER S.F.,
ITEM NO: 701-02, CONCRETE DRIVEWAY, PER S.F.,
ITEM NO: 701-02.02, CONCRETE DRIVEWAY (8"), PER S.F.,
ITEM NO: 702-03, CONCRETE COMBINED CURB & GUTTER, PER C.Y.
(K) WHEN MORE THAN 2 DRIVEWAYS ARE PROPOSED, USE TYPE "A" DRIVEWAY AS SHOWN ON STANDARD DRAWING RP-D-15 TO REDUCE ROLLER COASTER EFFECT FOR PEDESTRIANS.
(L) TYPICAL DRIVEWAY WIDTHS ARE 12' (14' TWO WAY) FOR RESIDENTIAL AND 24' (40' MAX.) FOR COMMERCIAL. FOR ADDITIONAL TDOT DRIVEWAY REQUIREMENTS SEE "HSMM VOL1".
(M) ALL SIDEWALKS SHALL HAVE A MINIMUM CONCRETE THICKNESS OF 4". THE SIDEWALK TRANSITION THICKNESS IS DEPEND ON THE DRIVEWAY AND THE SIDEWALK THICKNESSES, THE COST OF THE SIDEWALK TRANSITION WILL BE INCLUDED IN THE PAY ITEM NO. OF 701-01.01.
(N) MINIMUM 4" MINERAL AGGREGATE BASE MATERIAL ITEM NO. 303-01 SHALL BE INSTALLED UNDER NEW CONCRETE DRIVEWAYS. SITE SPECIFIC PAVEMENT DESIGN MAY BE REQUIRED FOR COMMERCIAL DRIVEWAYS USED AS A DELIVERY ACCESS AS WELL. A PROPOSED PAVEMENT DESIGN WITH 6" CONCRETE PAVEMENT AND 4" AGGREGATE DEPTH MAY BE LIMITED TO LIGHT COMMERCIAL VEHICULAR TRAFFIC.

REV. 7-15-09: UPDATED SIDEWALK DIMENSIONS.
REV. 4-8-16: ADDED ITEM NUMBERS, UPDATED SLOPES AND DIMENSIONS, UPDATED NOTES..
REV. 07-14-16: ADDED NOTES TO CONC. FLARE AND GRASS FLARE IN SIGNATURE VIEWS, ADDED GENERAL NOTE (B) & (S)..
REV. 07-07-16: ADDED LIMITS FOR ITEM NO. 701-02, ADJUSTED LOCATION OF EXPANSION JOINT ON SECTION B-B AND D-D.
REV. 10-19-20: ADDED GENERAL NOTE (Q) MINERAL AGGREGATE ITEM NUMBER AND BASE MATERIAL ON SECTIONS B-B AND D-D..
REV. 09-15-21: REVISED AND MERGED GENERAL NOTES (C) AND (E). ADJUSTED GENERAL NOTE (J) AND (K). ADDED REVISED GENERAL NOTES (Q) (R) AND (S). ADDED PAY ITEM NO. 701-01.01, 701-02.02 AND 702-03.
REV. 09-07-25 NOTE (J), REFERENCE TO HSMM VOL 3

APPROVED BY FHWA (ALL OTHERS APPROVED BY TDOT)

STATE OF TENNESSEE STANDARD DRAWING
DEPARTMENT OF TRANSPORTATION
DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
04-10-2025 RP-D-16

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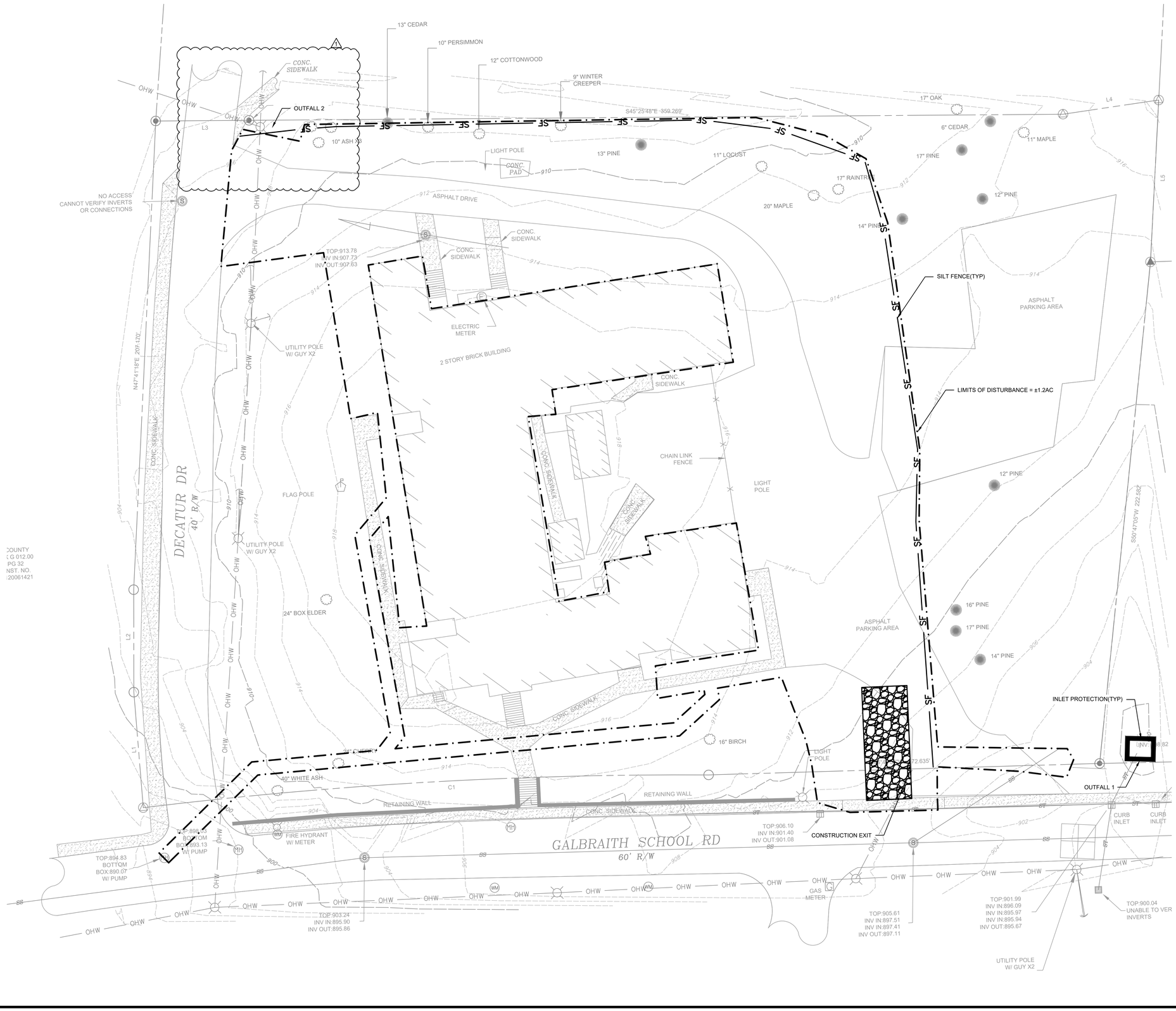
SITE DETAILS

issue	issued by	drawn by	date
Release for Construction	MSS	MSS	7/8/26
City of Knoxville Review Comments	MSS	MSS	8/20/26



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BASIS OR BEARING

EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION FROM A SURVEY BY TRUELINE LAND SURVEYING DATED 12/28/2022.

FLOOD NOTE

THIS PROPERTY DOES NOT LAY WITHIN A FLOOD HAZARD ZONE, PER THE FEMA FLOOD INSURANCE RATE MAP NO.47093C0291F EFFECTIVE MAY 2, 2007.

UTILITY NOTE

AVAILABLE PLANS AND OBSERVED EVIDENCE USED TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. UTILITIES MAY EXIST THAT ARE NOT SHOWN. FIELD VERIFY SIZE, LOCATION AND TYPE PRIOR TO CONSTRUCTION.

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INITIAL EROSION PREVENTION AND SEDIMENT CONTROL PLAN

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MATTHEW S. SPRINKLE
REGISTERED ENGINEER
AGRICULTURE
ENVIRONMENT
No. 119111
STATE OF TENNESSEE

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EROSION PREVENTION AND SEDIMENT CONTROL PLAN

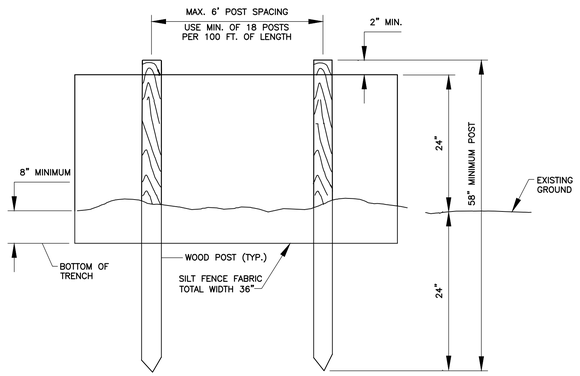
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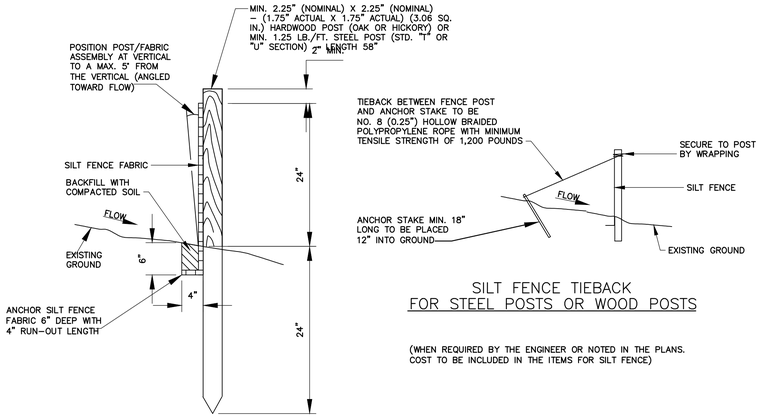
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10/26/26

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ELEVATION VIEW



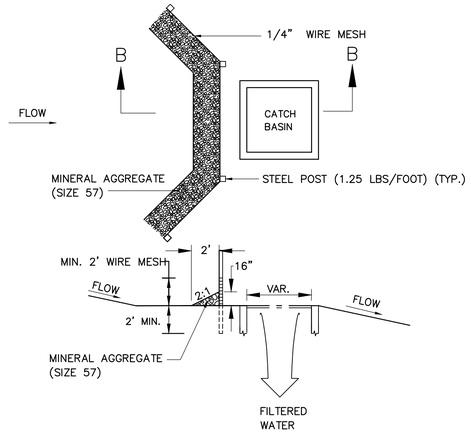
SECTIONAL VIEW

SILT FENCE TIEBACK
FOR STEEL POSTS OR WOOD POSTS

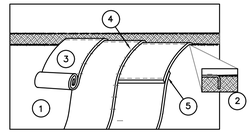
(WHEN REQUIRED BY THE ENGINEER OR NOTED IN THE PLANS. COST TO BE INCLUDED IN THE ITEMS FOR SILT FENCE)

EROSION CONTROL PLAN LEGEND: SILT FENCE

HARDWARE CLOTH AND GRAVEL INLET
PROTECTION (FLOW FROM ONE SIDE)



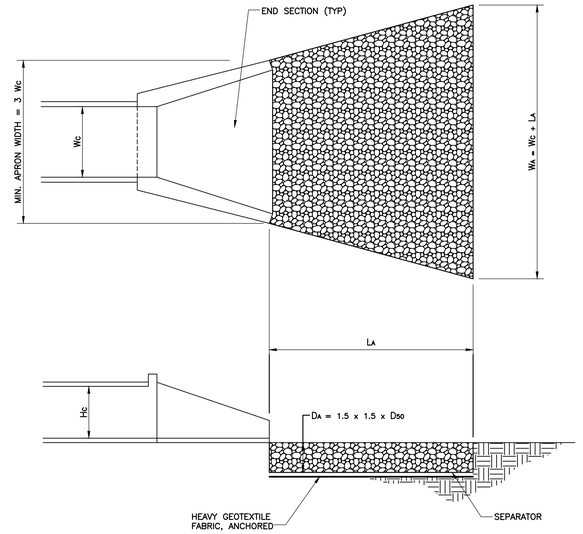
SECTION B–B



EROSION CONTROL BLANKET

NOT TO SCALE

1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF LIME, FERTILIZER AND SEED. SEE LANDSCAPING NOTES, M16190.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL THE BLANKETS DOWN THE SLOPE IN THE DIRECTION OF THE WATER FLOW.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2" OVERLAP.
5. WHEN BLANKETS MUST BE SPLICED DOWN THE SLOPE, PLACE BLANKETS END OVER END (SHINGLE STYLE) WITH APPROXIMATELY 6" OVERLAP. STAPLE THROUGH OVERLAPPED AREA APPROXIMATELY 12" APART. REFER TO GENERAL STAPLE PATTERN GUIDE FOR CORRECT STAPLE PATTERN RECOMMENDATIONS FOR SLOPE INSTALLATIONS.



TAILWATER < 0.5 Hc AND ASSUMING FULL
CULVERT FLOW (LOW TAILWATER CONDITIONS)

EROSION CONTROL PLAN LEGEND: OP

PERMANENT SEEDING MIXTURES		
SEEDING DATES	GRASS SEED	PERCENTAGES
FEBRUARY 1 TO JULY 1	KENTUCKY 31 FESCUE	88%
	ENGLISH RYE	12%
JUNE 1 TO AUGUST 15	KENTUCKY 31 FESCUE	60%
	ENGLISH RYE	25%
	GERMAN MILLET	15%
AUGUST 1 TO DECEMBER 1	KENTUCKY 31 FESCUE	70%
	ENGLISH RYE	20%
	WHITE CLOVER	10%
DECEMBER 1 TO FEBRUARY 1	KENTUCKY 31 FESCUE	83%
	ENGLISH RYE	17%

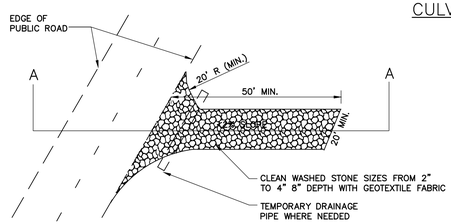
SOURCE TDOT STANDARDS SPECIFICATIONS

TEMPORARY SEEDING MIXTURES		
SEEDING DATES	GRASS SEED	PERCENTAGES
JANUARY 1 TO MAY 1	ITALIAN RYE	50%
	SUMMER OATS	50%
MAY 1 TO JULY 15	SUDAN–SORGHURM	100%
MAY 1 TO JULY 15	STARR MILLET	100%
JULY 15 TO JANUARY 1	BALBOA RYE	67%
	ITALIAN RYE	33%

SOURCE TDOT STANDARDS SPECIFICATIONS

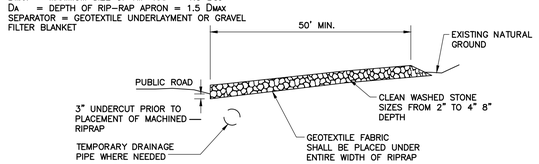
SEEDING SCHEDULE

NOT TO SCALE



PLAN VIEW OF TEMPORARY CONSTRUCTION ROAD

Hc = HEIGHT OF CULVERT
Wc = WIDTH OF CULVERT
LA = LENGTH OF RIP–RAP APRON
WA = WIDTH OF RIP–RAP APRON AT END
D50 = MEDIAN RIP–RAP SIZE
DMAX = MAXIMUM SIZE OF RIP–RAP = 1.5 D50
DA = DEPTH OF RIP–RAP APRON = 1.5 DMAX
SEPARATOR = GEOTEXTILE UNDERLAYMENT OR GRAVEL FILTER BLANKET



CONSTRUCTION EXIT

SECTION A–A

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