



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:



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CDM SMITH  
1100 MARION STREET  
SUITE 300  
KNOXVILLE, TN 37921  
KASSIE HOLMES, 106.583

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN3
TITLE SHEET .....	1

YEAR	PROJECT NO.	SHEET NO.
2026	STP/M-35(62)	ROADWAY-SIGN3

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**Ronald Jeff Mize**  
**2025.11.03 12:47:01-05'00'**

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SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN2
INDEX & STANDARD DRAWINGS.....	1A
ESTIMATED ROADWAY AND SIGNAL QUANTITIES .....	2A

YEAR	PROJECT NO.	SHEET NO.
2025	STP/M-35(62)	ROADWAY-SIGN2

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE  
SHEET**

7/22/2025 3:36:12 PM C:\WSA\_PROJECTS\Sevierville\SR35\_SR449\Sheets\pdf\_Const\Final Construction Submittal 2025-07-22\SEVET\_00\_Signature Sheet.sht



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**Ronald Jeff Mize**  
**2025.07.22 16:09:04-04'00'**

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SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN1
TITLE SHEET .....	1
INDEX & STANDARD DRAWINGS .....	1A
ESTIMATED ROADWAY AND SIGNAL QUANTITIES .....	2A
TYPICAL SECTIONS, PAVEMENT SCHEDULE .....	2B, 2B1-2B2
GENERAL NOTES .....	2C-2C1
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RIGHT-OF-WAY NOTES, UTILITY NOTES & UTILITY OWNERS .....	3
RIGHT-OF-WAY ACQUISITION TABLE .....	3A
PROPERTY MAP .....	3B
PRESENT LAYOUT SHEETS .....	4-6
RIGHT OF WAY DETAIL SHEETS .....	4A-6A
PROPOSED LAYOUT SHEETS .....	4B-6B
PROFILE – MAINLINE .....	4C-6C
PROFILES – DRIVEWAYS .....	7-7A
DRAINAGE MAPS .....	8
EPSC SHEETS .....	9-11B
TRAFFIC CONTROL SHEETS .....	12-12C
SIGNING AND PAVEMENT MARKINGS .....	13-13B
SIGNAL PLANS .....	SIG-1-SIG-2

YEAR	PROJECT NO.	SHEET NO.
2025	STP/M-35(62)	ROADWAY-SIGN1

**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**

**SIGNATURE SHEET**

Index Of Sheets  
SEE SHEET NO. 1A

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	<input checked="" type="radio"/> NO
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	<input checked="" type="radio"/> NO

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	STP/M-35(62)	
STATE PROJ. NO.	78LPLM-F2-019	

REV. 12-12-2025: Revised year to 2026 (Applies to the entire plan set).

THIS PROJECT TO BE BRACKETED WITH SEVIER CO. SR-449 PIN: 124788.00

PROJECT WAS A LOCALLY MANAGED PROJECT AND WILL BE LET BY TDOT. PROJECT YEAR UPDATED TO 2025 AND APPLIES TO ENTIRE PLAN SET.

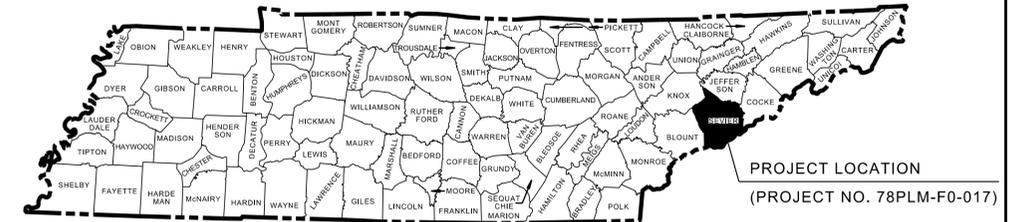
**SEVIER COUNTY**

S.R. 35-U.S. 411 (DOLLY PARTON PARKWAY)  
FROM SR-448 (NORTH PARKWAY) TO EASTGATE ROAD  
(INCLUDES SR-449 INTERSECTION) IN SEVIERVILLE

PS&E

GRADE, DRAIN, BASE, PAVE, SIGNALS, PAVEMENT MARKINGS

STATE HIGHWAY NO. 35 F.A.H.S. NO. 411



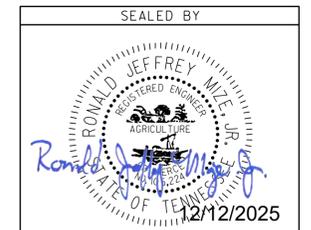
NO R.O.W. ACQUISITION

NO EXCLUSIONS

ADJACENT PROJECT: 78449-3206-14  
END PROJECT NO. STP-449(11) CONST.  
STA. 126+36.03 S.R. 449  
N 568,762.6594 E 2,697,425.4956

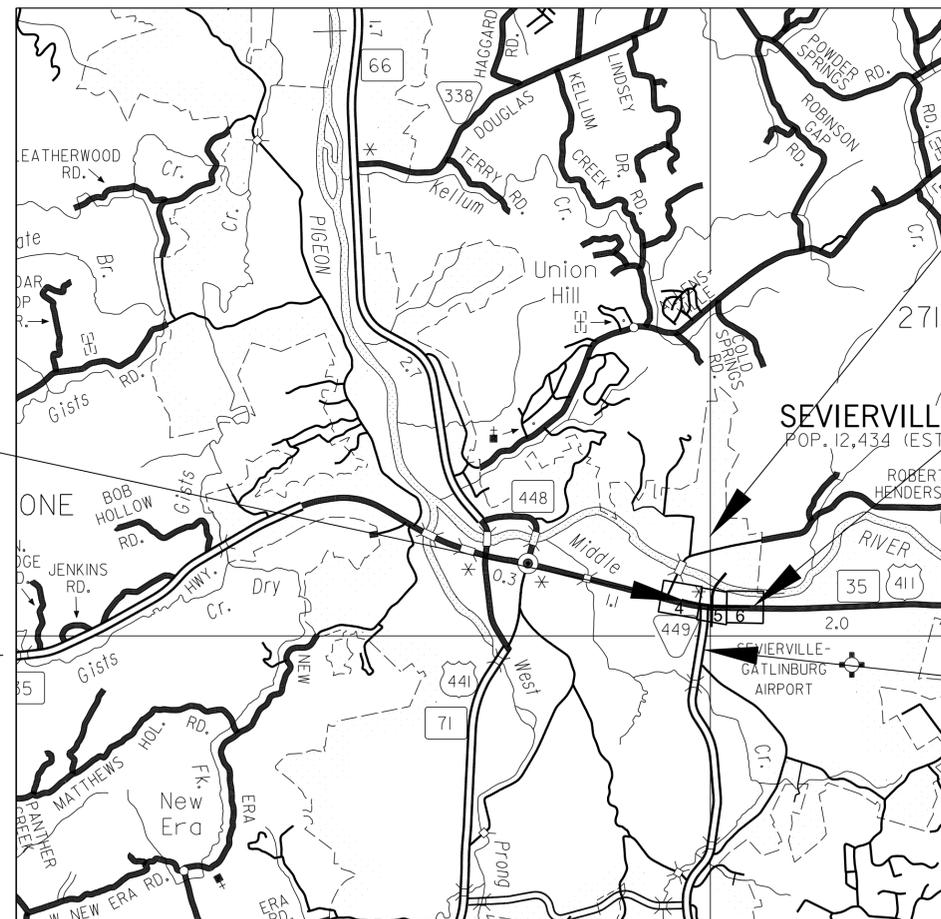
78LPLM-F2-019  
END PROJECT STP/M-35(62) (CONST.)  
STA. 29+12.00 (S.R. 35/U.S. 411 - DOLLY PARTON PKWY.)  
N 566,340.4529 E 2,697,460.8975

ADJACENT PROJECT: 78449-3206-14  
BEGIN PROJECT STP-449(11) CONST.  
STA. 89+23.00 S.R. 449  
N 565,303.1600 E 2,696,479.3551



APPROVED:   
WILL REID, CHIEF ENGINEER

DATE: \_\_\_\_\_  
APPROVED:   
WILL REID, COMMISSIONER



SCALE: 1" = 3000'



R.O.W. LENGTH	0.419 MILES
ROADWAY LENGTH	0.419 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.419 MILES

TRAFFIC DATA	
ADT (2025)	30,279
ADT (2045)	36,946
DHV (2045)	2,934
D	47 - 53
V	35 MPH

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00009593 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

Field Survey Completed JULY, 2017

78LPLM-F2-019  
BEGIN PROJECT STP/M-35(62) (CONST.)  
STA. 7+00.00 (S.R. 35/U.S. 411 - DOLLY PARTON PKWY.)  
N 566,637.8490 E 2,695,278.6099

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: JOHN SHERK, P.E.

DESIGNED BY: CDM SMITH

DESIGNER: BOB HALL CHECKED BY: CHRIS KIRBY, P.E., PMP

P.E. NO. 78LPLM-F2-019

PIN NO. 121620.00

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	1A
CONST.	2025	STP/M-35(62)	1A

78LPLM-F0-017  
SR 35 / SR 449  
REV. 05-24-2025: Added sheet 2G to index.  
REV. 11-03-2025: Added note for Multimodal Standard Drawings to be printed with plans.

# INDEX

DESCRIPTION	SHEET
TITLE SHEET	1
INDEX & STANDARD DRAWINGS	1A
ESTIMATED ROADWAY AND SIGNAL QUANTITIES	2A
TYPICAL SECTIONS, PAVEMENT SCHEDULE	2B, 2B1-2B2
GENERAL NOTES	2C-2C1
ENVIRONMENTAL NOTES	2E
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TRAFFIC CONTROL SHEETS	12-12C
SIGNING AND PAVEMENT MARKINGS	13-13B
SIGNAL PLANS	SIG-1-SIG-2
CROSS SECTIONS	14-38

\*SEE STANDARD DRAWINGS PRINTED WITH PLANS

# STANDARD ROADWAY DRAWINGS

## STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

DWG.	REV.	DESCRIPTION
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	02-20-20	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

## ROADWAY DESIGN STANDARDS

RD11-TS-6A		TYPICAL CURB & GUTTER SECTIONS WITHOUT SHOULDERS AND WITH GRASS STRIPS
RD11-TS-7A	07-17-20	DESIGN STANDARDS 2-LANE CURB & GUTTER WITH CONTINUOUS 2-WAY LEFT-TURN LANE WITH GRASS STRIPS
RD-UD-3	01-09-24	UNDERDRAIN DETAILS

## PIPE CULVERTS AND ENDWALLS

### PIPE CULVERTS AND ENDWALLS

DWG.	REV.	DESCRIPTION
D-PE-18A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)

### CATCH BASINS AND MANHOLES

D-CB-12LP	02-20-20	LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 12LP CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-12RA	01-28-22	STANDARD PRECAST 48" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-12RC	02-20-20	STANDARD PRECAST 84" THRU 120" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-42S	02-20-20	STANDARD 32" X 32" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SB	02-20-20	STANDARD 4' X 4' SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-42SD	02-20-20	STANDARD 7' X 7' SQUARE CONCRETE NO. 42 CATCH BASIN
D-MH-2	02-20-20	STANDARD PRECAST NO. 3 MANHOLE

### ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

RP-D-15	06-15-21	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	10-29-21	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-R-1	10-16-20	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
RP-SC-1	05-04-22	SLOPING CONCRETE CURB AND CURB AND GUTTER
RP-VC-10	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 8" TO 12" GUTTER DEPTH)

### MULTIMODAL

*MM-CR-1	01-07-19	DETECTABLE WARNING SURFACE PLACEMENT ON CURB RAMPS
*MM-CR-2	01-07-19	PERPENDICULAR CURB RAMP
*MM-CR-3	01-07-19	PARALLEL CURB RAMP
*MM-CR-5	06-28-19	SINGLE CROSSING CURB RAMP IN CURVE
*MM-CR-6	01-07-19	DUAL CROSSING CURB RAMP PLACED OUTSIDE CURVE
*MM-CR-7	01-07-19	CURB RAMPS IN CURVE BI-DIRECTIONAL DUAL CROSSING
*MM-CR-8	01-07-19	MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS

### DESIGN - TRAFFIC CONTROL

T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-09-24	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-16	03-04-21	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD

### EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-8	06-10-14	FILTER SOCK
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1

## STANDARD TRAFFIC OPERATIONS DRAWINGS

EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4

### SIGNALS

DWG.	REV.	DESCRIPTION
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-3A	06-27-16	ALTERNATE DETECTION DETAILS
T-SG-5	06-27-16	CONTROLLER CABINET DETAILS
T-SG-6	10-21-19	PEDESTRIAN SIGNAL DETAILS
T-SG-7	10-21-19	SIGNAL HEAD ASSEMBLIES
T-SG-7C		TYPICAL SIGNAL HEAD PLACEMENT ONE-LANE AND TWO-LANE APPROACHES
T-SG-7D	09-12-23	TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES
T-SG-7E		TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-7F	07-13-17	TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-7K	11-17-20	TYPICAL SIGNAL HEAD PLACEMENT FOUR-LANE APPROACHES
T-SG-7R		TYPICAL SIGNAL HEAD PLACEMENT SIX-LANE APPROACHES
T-SG-9	10-21-19	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	07-12-17	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	09-12-23	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	12-20-19	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS

# STANDARD STRUCTURE DRAWINGS

## NEW STRUCTURES

STD-8-4		SIGN, LUMINAIRE, AND TRAFFIC SIGNAL SUPPORTS
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CITY OF SEVIERVILLE

INDEX &  
STANDARD  
DRAWINGS

**CDM  
Smith**  
KNOXVILLE, TENNESSEE

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ESTIMATED ROADWAY QUANTITIES				
Footnotes	Item No.	Description	Total	Unit
25	105-01	CONSTRUCTION STAKES, LINES AND GRADES	0.2	L.S.
25	201-01	CLEARING AND GRUBBING	0.2	L.S.
21	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	L.S.
12	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	3,321	C.Y.
3,20	203-03	BORROW EXCAVATION (UNCLASSIFIED)	1,980	C.Y.
13	203-06	WATER	92	M.G.
	203-07	FURNISHING AND SPREADING TOPSOIL	228	C.Y.
10	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	100	C.Y.
1,2,3	209-03.21	FILTER SOCK 12")	172	LF
1,2,3	209-05	SEDIMENT REMOVAL	125	C.Y.
1,2,3	209-09.43	CURB INLET PROTECTION (TYPE 4)	34	EACH
1,2,3	209-40.33	CATCH BASIN PROTECTION (TYPE D)	58	EACH
4	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	5,751	TON
1,2,3	303-10.01	MINERAL AGGREGATE (SIZE 57)	46	TON
17	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	236	TON
	307-01.21	ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S	678	TON
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	1,406	TON
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	596	TON
15	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	12	TON
3,14	402-02	AGGREGATE FOR COVER MATERIAL (PC)	47	TON
16	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	14	TON
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	4,935	L.F.
17	411-01.10	ACS MIX (PG64-22) GRADING D	190	TON
6	411-02.10	ACS MIX (PG70-22) GRADING D	1,585	TON
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	1,224	TON
	604-01.01	CLASS A CONCRETE (ROADWAY)	17	C.Y.
24	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	1,710	L.F.
24	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	223	L.F.
	611-01.02	MANHOLES, > 4' - 8' DEPTH	2	EACH
18	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	5	C.Y.
18	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	474	LB.
	611-07.31	18IN ENDWALL (SIDE DRAIN)	7	EACH
	611-09.02	REWORK CATCHBASIN	26	EACH
	611-09.03	CAPPING EXISTING CATCHBASIN	20	EACH
	611-12.01	CATCH BASIN, TYPE 12, 0' - 4' DEPTH	5	EACH
	611-12.02	CATCH BASIN, TYPE 12, > 4' - 8' DEPTH	12	EACH
	611-12.03	CATCH BASIN, TYPE 12, > 8' - 12' DEPTH	5	EACH
	611-42.01	CATCH BASIN, TYPE 42, 0' - 4' DEPTH	1	EACH
	611-42.02	CATCH BASIN, TYPE 42, > 4' - 8' DEPTH	2	EACH
	701-01.01	CONCRETE SIDEWALK (4 ")	17,794	S.F.
	701-02	CONCRETE DRIVEWAY	6,757	S.F.
	701-02.03	CONCRETE CURB RAMP	3,220	S.F.
	701-03	CONCRETE MEDIAN PAVEMENT	17	C.Y.
5	702-01	CONCRETE CURB	84	C.Y.
	702-03	CONCRETE COMBINED CURB & GUTTER	254	C.Y.
1,2,3	709-05.06	MACHINED RIP-RAP (CLASS A-1)	55	TON
	710-02	AGGREGATE UNDERDRAIN (WITH PIPE)	3,797	L.F.
25	712-01	TRAFFIC CONTROL	0.2	L.S.
19	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	103	EACH
7,19	712-05.01	WARNING LIGHTS (TYPE A)	20	EACH
8,19	712-06	SIGNS (CONSTRUCTION)	260	S.F.
19	712-07.03	TEMPORARY BARRICADES (TYPE III)	288	L.F.
19	712-08.03	ARROW BOARD (TYPE C)	2	EACH
19	712-08.10	MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	2	EACH
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	55	LB
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.10" THICK)	13	SF
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	95	EACH
	716-01.22	SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR) (1 COLOR)	300	EACH
9	716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	30	S.Y.
9	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	281	L.F.
9	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	29	EACH
9	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	3	EACH
9	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	1,600	L.F.
19	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	3.8	L.M.
19	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	331	L.F.
19	716-05.06	PAINTED PAVEMENT MARKING (TURN LANE ARROW)	40	EACH
	716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	0.9	L.M.
	717-01	MOBILIZATION	0.2	L.S.
1,2,3	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	330	S.Y.
1,2,3	740-11.01	TEMPORARY SEDIMENT TUBE 8 INCH	4,558	LF
22	801-02	SEEDING (WITHOUT MULCH)	31	UNIT
23	801-03	WATER (SEEDING & SODDING)	22	MG
	801-07	SEED (SUPPLEMENTAL APPLICATION)	7	LBS
	801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	1	TON
	803-01	SODDING (NEW SOD)	1,325	S.Y.
	805-12.01	EROSION CONTROL BLANKET (TYPE I)	2,729	S.Y.
11	806-02.03	PROJECT MOWING	3	CYCL.

ESTIMATED SIGNAL QUANTITIES				
FOOTNOTES	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	713-14.21	STREET NAME SIGN (RIGID 0.100 IN THICK)	S.F.	60
	713-16.21	SIGNS (REMOVAL OF LEFT TURN YIELD ON FLASHING ARROW ON MAST ARM)	EACH	1
	713-16.22	SIGNS (NEW STREET BACKLIT BOX SIGNAGE ON MAST ARM MIDDLECREEK AT SR 35)	EACH	2
	713-16.23	SIGNS (ADJUST AND RELOCATE STREET BACKLIT BOX SIGNAGE ON MAST ARM VET AT SR 35 )	EACH	1
	730-01.03	MODIFICATION OF EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
	730-02.03	SIGNAL HEAD ASSEMBLY (130 A3 WITH BACKPLATE)	EACH	6
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	13
	730-02.14	SIGNAL HEAD ASSEMBLY (140 A1 WITH BACKPLATE)	EACH	1
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	2
	730-02.41	SIGNAL HEAD MODIFICATION (RELOCATION)	EACH	1
	730-02.42	SIGNAL HEAD MODIFICATION (CHANGE BLACK BACKPLATE TO YELLOW)	EACH	10
	730-02.59	SIGNAL HEAD ASSEMBLY (140 A4F WITH BACKPLATE)	EACH	2
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	5
	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	2525
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	300
	730-08.04	SIGNAL CABLE - 9 CONDUCTOR	L.F.	1355
	730-08.05	SIGNAL CABLE - 12 CONDUCTOR	L.F.	945
	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	100
	730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	1490
26	730-13.14	VEHICLE DETECTOR (360-DEGREE CAMERA)	EACH	2
	730-15.07	CABINET (16 PHASE ATC)	EACH	1
	730-16.04	CONTROLLER (ATC)	EACH	1
	730-23.30	PEDESTAL POLE (10FT PEDESTRIAN TYPE A)	EACH	4
	730-23.29	PEDESTAL POLE (20FT PEDESTRIAN TYPE B)	EACH	2
	730-23.31	PEDESTAL POLE (RELOCATE EXISTING PUSHBUTTONS, PED HEADS & SIGNS NEW FOUNDATIONS)	EACH	3
	730-25.11	CANTILEVER SIGNAL SUPPORT (1 ARM @ 60')	EACH	1
	730-25.14	CANTILEVER SIGNAL SUPPORT (1 ARM @ 70')	EACH	1
	730-25.16	CANTILEVER SIGNAL SUPPORT (1 ARM @ 80')	EACH	1
	730-25.17	CANTILEVER SIGNAL SUPPORT (1 ARM @ 85')	EACH	1
	730-26.11	COUNTDOWN PED SGNL HEAD W/AUDIBLE PUSH BUTTON & 15IN SIGN	EACH	8
	730-35.06	BATTERY BACK-UP SYSTEM	EACH	1

### FOOTNOTES

- TO BE USED FOR EROSION CONTROL.
- SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
- TO BE USED AS DIRECTED BY THE ENGINEER.
- INCLUDES 3616 TONS FOR ROADWAY WIDENING, 935 TONS FOR DRIVEWAYS, AND 1200 TONS FOR TRAFFIC CONTROL.
- INCLUDES 31 CY FOR VERTICAL CONCRETE CURB AT DRIVEWAYS AND 53 CY FOR SLOPING CURB AT MEDIAN PAVEMENT.
- INCLUDES 349 TONS FOR ROADWAY WIDENING AND 1236 TONS FOR PAVEMENT RESURFACING.
- FOR USE WITH TYPE III BARRICADES.
- COST TO INCLUDE THE FURNISHING AND INSTALLING OF SIGN, SUPPORT AND HARDWARE.
- THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- FOR PLUGGING EXISTING PIPES AS DIRECTED BY THE ENGINEER.
- ITEM INCLUDES LITTER AND TRASH REMOVAL. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE COST OF ITEM NO. 806-02.03, PROJECT MOWING, CYCL.
- INCLUDES 3256 CY FOR ROADWAY EXCAVATION AND 65 CY FOR EROSION CONTROL.
- INCLUDES 5 M.G. FOR EMBANKMENT AND 84 M.G. FOR MINERAL AGGREGATE.
- INCLUDES 32 TONS FOR ROADWAY PAVEMENT AND 15 TONS FOR DRIVEWAYS.
- INCLUDES 8 TONS FOR ROADWAY PAVEMENT AND 4 TONS FOR DRIVEWAYS.
- INCLUDES 4 TONS FOR ROADWAY WIDENING, 9 TONS FOR PAVEMENT RESURFACING AND 1 TON FOR DRIVEWAYS.
- FOR DRIVEWAY PAVEMENT
- TO BE USED FOR STORM DRAINAGE ENDWALLS
- FOR TRAFFIC CONTROL
- ASSUMES NO SUITABLE EXCAVATION
- INCLUDES ENDWALL STA 12+50, 55' LT.
- THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- INCLUDES 5 M.G. FOR EROSION PREVENTION AND SEDIMENT CONTROL.
- PAYMENT FOR CLASS "B" BEDDING MATERIAL, UNCLASSIFIED BACKFILL TO THE LIMIT LINE, AND/OR IF REQUIRED EXCAVATABLE FLOWABLE FILL AND BEDDING MATERIAL WILL BE INCLUDED IN THE UNIT PRICE OF THE PIPE
- THIS PROJECT TO BE BRACKETED WITH: SEVIER CO. SR-449 PIN 124788.00
- INSTALL GRDISMART DETECTION CAMERAS AT SR-35 / MIDDLE CREEK ROAD SIGNAL. SEE SHEET SIG-1 AND TDOT STANDARD DRAWING T-05G-3A FOR DETAILS.

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	1B
CONST.	2025	STP/M-35(62)	2A

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REV. 04-14-2025: Revised Item 611-12.03

REV. 05-24-2025: Revised Item 701-02, 701-02.03, 701-03 & 702-01.

REV. 11-03-2025: Removed items 713-16.20 & 730-13.15. Added items 713-16.23 & 730-13.14. Added footnote 26.



CITY OF SEVIERVILLE

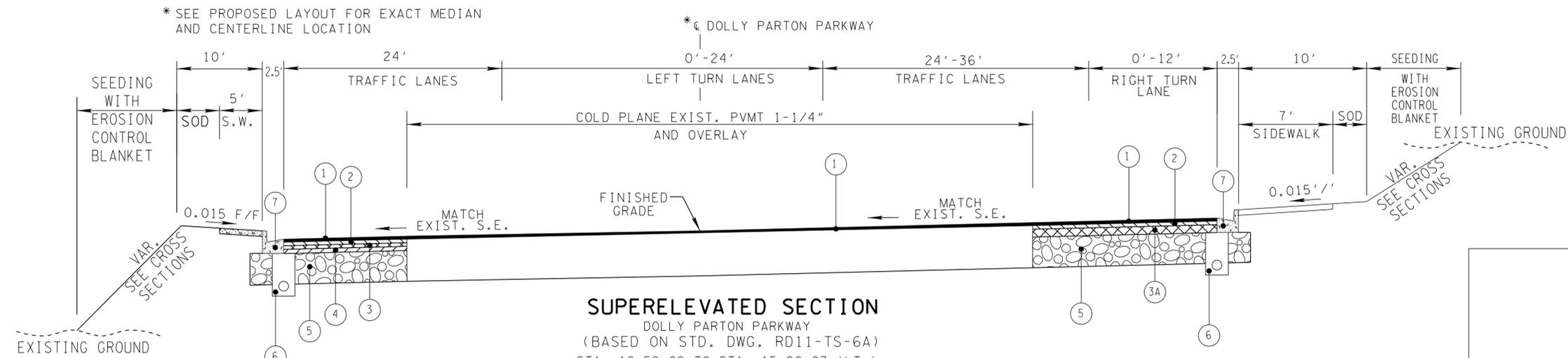
ESTIMATED  
ROADWAY & SIGNAL  
QUANTITIES



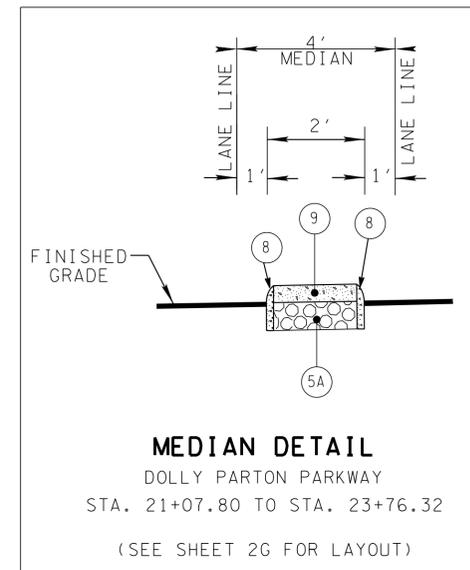
TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	2
CONST.	2025	STP/M-35(62)	2B

78LPLM-F0-017  
SR 35 / SR 449

REV. 05-24-25: Added median detail.



**SUPERELEVATED SECTION**  
DOLLY PARTON PARKWAY  
(BASED ON STD. DWG. RD11-TS-6A)  
STA. 10+59.02 TO STA. 15+20.07 (LT.)  
STA. 19+20.48 TO STA. 24+89.24 LT.  
STA. 12+66.65 (MEET EXIST.) TO STA. 15+20.07 (RT.)  
STA. 19+20.48 TO STA. 26+00.00 (RT.)



**PROPOSED PAVEMENT SCHEDULE**

<p>① ASPHALTIC CONCRETE SURFACE (HOT MIX) (ROADWAY) @ 1-1/4" THICK (APPROX. 132.5 LBS/Sq Yd)</p> <p>411-02.10 ASPHALT CONCRETE MIX (PG70-22) GRADING D</p> <p>403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (GENERAL USE; 0.05-0.1 Gal / Sq Yd) (MILL - COLD PLANE; 0.08-0.12 Gal/Sq Yd) SEE SECTION 403.05 OF THE DESIGN GUIDELINES FOR DETERMINING APPLICATION RATE IN THE FIELD.</p>	<p>④ ASPHALTIC CONCRETE MIX (ROADWAY) @ 4" THICK (APPROX. 360 LBS/Sq Yd)</p> <p>307-01.21 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING A-S</p> <p>402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (0.30 - 0.35 Gal / Sq Yd)</p> <p>402-02 AGGREGATE FOR COVER MATERIAL (PC) (8-12 Lbs. / Sq Yd)</p>	<p>⑧ CONCRETE CURB</p> <p>702-01 CONCRETE 6" SLOPING DETACHED CONCRETE CURB (STD DWG RP-SC-1)</p>
<p>② ASPHALTIC CONCRETE MIX (ROADWAY) @ 2" THICK (APPROX. 226 LBS/Sq Yd)</p> <p>307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2</p> <p>403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.05-0.1 Gal / Sq Yd) SEE SECTION 403.05 OF THE DESIGN GUIDELINES FOR DETERMINING APPLICATION RATE IN THE FIELD.</p>	<p>⑤ MINERAL AGGREGATE BASE - 8" DEPTH (ROADWAY) (FULL DEPTH UNDER SHOULDERS)</p> <p>303-01 MINERAL AGGREGATE, TYPE "A" BASE GRADING "D"</p>	<p>⑨ CLASS 'A' CONCRETE @ 4" THICK</p> <p>604-01.01 CLASS A CONCRETE (ROADWAY)</p>
<p>③ ASPHALTIC CONCRETE MIX (ROADWAY) @ 3 1/2" THICK (APPROX. 460 LBS/Sq Yd)</p> <p>307-02.01 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING A</p>	<p>⑤A MINERAL AGGREGATE BASE - 6" DEPTH (CONCRETE MEDIAN)</p> <p>303-01 MINERAL AGGREGATE, TYPE "A" BASE GRADING "D"</p>	
<p>③A ASPHALTIC CONCRETE MIX (ROADWAY) @ 7 1/2" THICK (APPROX. 862.5 LBS/Sq Yd) (2 EQUAL LIFTS)</p> <p>307-02.01 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING A</p> <p>402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) (0.30 - 0.35 Gal / Sq Yd)</p> <p>402-02 AGGREGATE FOR COVER MATERIAL (PC) (8-12 Lbs. /Sq Yd)</p>	<p>⑥ UNDERDRAIN</p> <p>710-02 AGGREGATE UNDERDRAIN (WITH PIPE) DETAIL "A" (CURB &amp; GUTTER) STD. DWG. RD-UD-3</p>	
	<p>⑦ TYPE 6-30 NONMOUNTABLE CONCRETE COMBINED CURB AND GUTTER</p> <p>702-03 CONCRETE COMBINED CURB &amp; GUTTER (D=11") SEE STD. DWG. RP-VC-10</p>	



CITY OF SEVIERVILLE

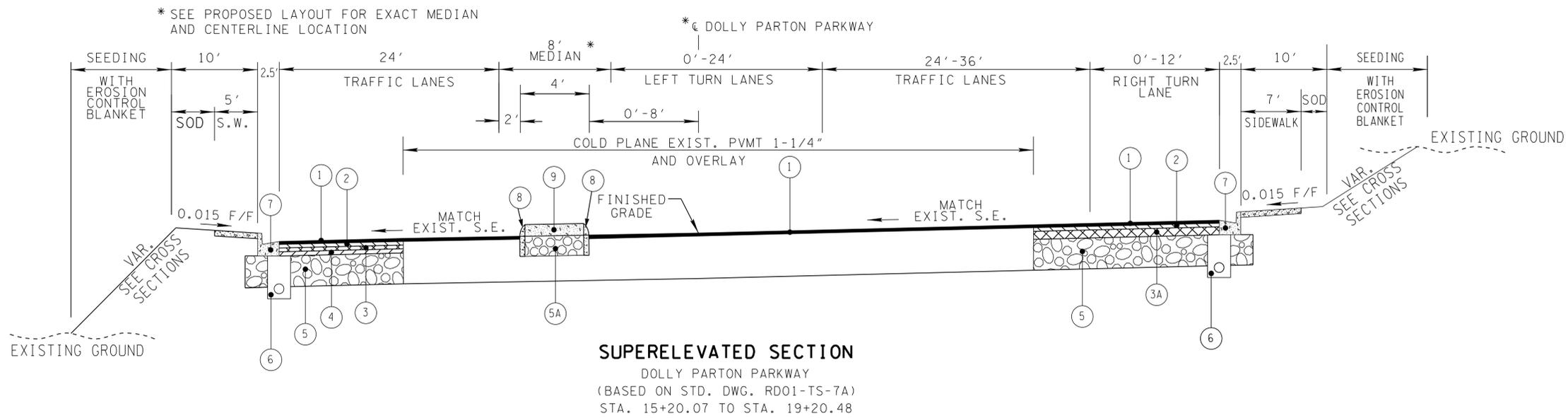
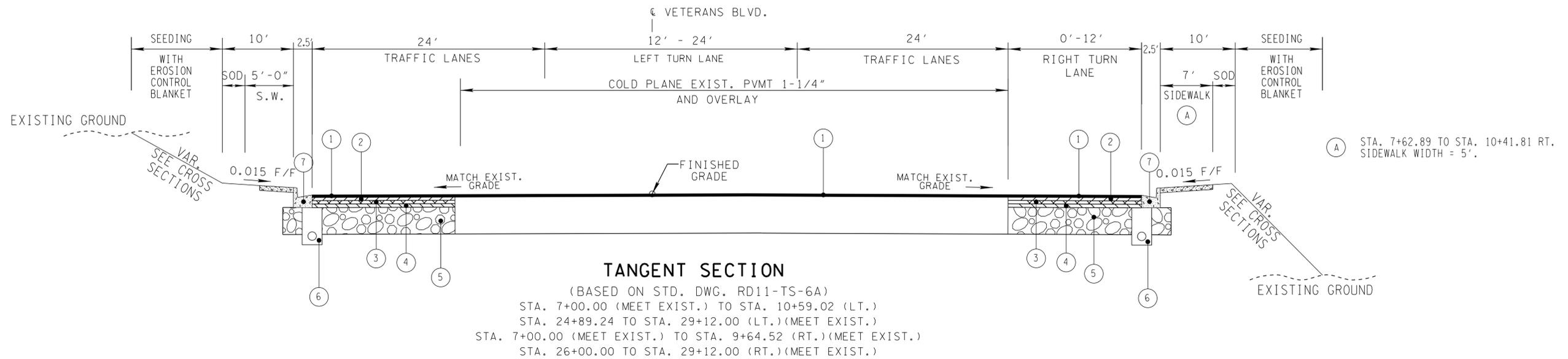
TYPICAL SECTIONS AND PAVEMENT SCHEDULE  
S.R. 35 (DOLLY PARTON PARKWAY)  
SCALE: N.T.S.



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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	2B1
CONST.	2025	STP/M-35(62)	2B1

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CITY OF SEVIERVILLE

TYPICAL SECTIONS

S.R. 35 (DOLLY PARTON PARKWAY)

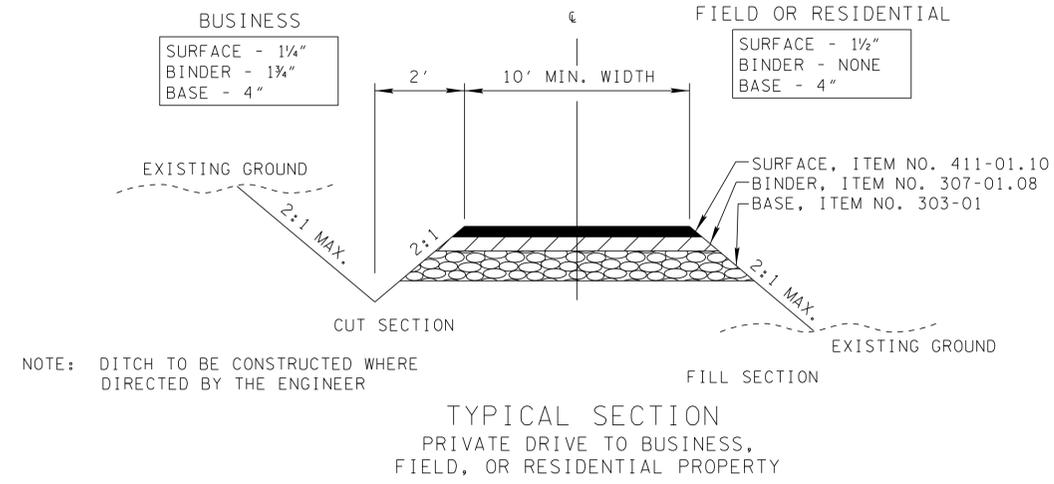
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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	2B2
CONST.	2025	STP/M-35(62)	2B2

78LPLM-F0-017  
SR 35 / SR 449



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CITY OF SEVIERVILLE
TYPICAL SECTIONS
S.R. 35 (DOLLY PARTON PARKWAY)
SCALE: N.T.S.
<b>CDM Smith</b> KNOXVILLE, TENNESSEE

# GENERAL NOTES

## GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

## SEEDING AND SODDING

- (1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801-02.
- (2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.
- (5) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND EROSION CONTROL BLANKET, SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE ENGINEER.

## DRAINAGE

- (1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (2) EXCAVATION FOR PIPE CULVERTS AND STORM SEWERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.
- (4) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).
- (5) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.
- (6) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.
- (7) ALL EXISTING PIPES AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER THAT ARE TO BE LEFT IN PLACE AND ABANDONED MUST BE BACKFILLED AND PLUGGED. ALL COST FOR THIS WORK SHALL BE INCLUDED IN ITEM NO. 204-08.01, BACKFILL MATERIAL (FLOWABLE FILL), C.Y.

## MISCELLANEOUS

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

## PAVEMENT MARKINGS

### TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

### FINAL PAVEMENT MARKING

- (5) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
  - b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (7) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

### DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (16) THE PAVEMENT MARKING FOR THE LANE SHIFT FOR PHASE I AND PHASE II TRAFFIC CONTROL WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, L.M.

### SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

## PAVEMENT

### PAVING

- (1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- (3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

### RESURFACING

- (4) WHERE DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING

PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY ENGINEER.

### SIGNING

- (3) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE ENGINEER. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.
- (4) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (5) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE ENGINEER.
- (7) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (8) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (11) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS,
- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY ENGINEER PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	
CONST.	2025	STP/M-35(62)	2C

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CITY OF SEVIERVILLE

GENERAL  
NOTES

**CDM  
Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	
CONST.	2025	STP/M-35(62)	2C1

78LPLM-F0-017  
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## SIGNALIZATION

- (1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
- (6) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE CITY OF SEVIERVILLE AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE CITY OF SEVIERVILLE.
- (8) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.
- (10) THE CONTRACTOR SHALL CONTACT JOSEPH DODGEN (CITY OF SEVIERVILLE TRAFFIC OPERATIONS MANAGER, 865.429.4567) A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.



CITY OF SEVIERVILLE

GENERAL  
NOTES

**CDM  
Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	2E
CONST.	2025	STP/M-35(62)	2E

78LPLM-F0-017  
SR 35 / SR 449

# ENVIRONMENTAL NOTES

## ENVIRONMENTAL GENERAL NOTES

### NATURAL RESOURCES

- (1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- (2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (3) INSTREAM EPSC DEVICES REQUIRE A REVIEW BY DOUG TARWATER (CITY OF SEVIERVILLE) TO DETERMINE IF WATER QUALITY PERMITS SHOULD BE OBTAINED.
- (4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.
- (6) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.
- (8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.
- (9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR PROJECT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT DOUG TARWATER (CITY OF SEVIERVILLE) IMMEDIATELY.

### SPECIES

- (10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE LOCAL U.S. FISH & WILDLIFE SERVICE OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR

DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

- (12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE ENGINEER SHALL CONTACT THE LOCAL U.S. FISH & WILDLIFE SERVICE OFFICE IMMEDIATELY.

### PERMITS, PLANS & RECORDS

- (13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR

CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE ENGINEER PRIOR TO THE USE OF THE PERMITTED AREA(S).

- (14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. DOUG TARWATER (CITY OF SEVIERVILLE) SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, DOUG TARWATER (CITY OF SEVIERVILLE) SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ENGINEER SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT DOUG TARWATER (CITY OF SEVIERVILLE) TO COMMENCE PERMIT RENEWAL PROCESS.
- (17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

### SUPPORT ACTIVITIES

- (18) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT DOUG TARWATER (CITY OF SEVIERVILLE) TO COMMENCE PERMIT RENEWAL PROCESS.

### ENVIRONMENTAL

- (20) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE

## ENVIRONMENTAL SPECIAL NOTES

### ENVIRONMENTAL

- (1) DOUG TARWATER (CITY OF SEVIERVILLE) SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

### ECOLOGY

- (2) DOUG TARWATER (CITY OF SEVIERVILLE) OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN DOUG TARWATER (CITY OF SEVIERVILLE) OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) DOUG TARWATER (CITY OF SEVIERVILLE) OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

### SCOPE OF WORK

ROADWAY IMPROVEMENTS AND WIDENING ON S.R. 35 – U.S. 411 (DOLLY PARTON PARKWAY) FROM S.R. 448 (NORTH PARKWAY) TO EASTGATE ROAD IN THE CITY OF SEVIERVILLE, SEVIER COUNTY, TENNESSEE. THIS INCLUDES THE INTERSECTION OF S.R. 449. THIS PROJECT INCLUDES PAVING, CURB AND GUTTER, SIDEWALK, DRAINAGE, PAVEMENT MARKINGS, TRAFFIC CONTROL AND SIGNAL IMPROVEMENTS.



CITY OF SEVIERVILLE

ENVIRONMENTAL  
NOTES

**CDM  
Smith**  
KNOXVILLE, TENNESSEE

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**CATCH BASINS AND MANHOLES**

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/TOP ELEV.	STRUCTURE TYPE	INSIDE DIMENSION	DEPTH (FT.)	STANDARD DRAWINGS	TYPE 3	TYPE 12	TYPE 12	TYPE 12	TYPE 42	TYPE 42	REWORK CATCH BASIN	REMARKS
										M.H. 611-01.02 4' - 8'	C.B. 611-12.01 0' - 4'	C.B. 611-12.02 4' - 8'	C.B. 611-12.03 8' - 12'	C.B. 611-42.01 0' - 4'	C.B. 611-42.02 4' - 8'		
4B	MAINLINE	7+77.42	-43.49	1	912.79	#12	96" DIA	10.28	D-CB-12RC								
4B	MAINLINE	7+76.18	-29.33	X2	CAP	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	7+42.41	46.18	3	912.81	#12	96" DIA	9.69	D-CB-12RC					1			
4B	MAINLINE	7+45.53	33.16	X4	CAP	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	8+89.82	44.39	5	913.57	#12	4' DIA	3.89	D-CB-12RA		1						
4B	MAINLINE	8+89.76	40.76	X6	CAP	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	9+32.76	-44.57	7	913.38	#12	4' DIA	10.13	D-CB-12RA				1				
4B	MAINLINE	10+75.00	-45.65	7A	913.9	#12	4' DIA	9.95	D-CB-12RA				1				
4B	MAINLINE	9+32.65	-30.73	X8	CAP	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	12+35.94	68.99	9	914.50	#42	4' X 4'	7.63	D-CB-42SB						1		
4B	MAINLINE	12+42.57	-74	10	912.00	HW	NA	NA	NA								
4B	MAINLINE	12+63.00	-74	11	913.00	MH	6' DIA	7.01	D-MH-2	1							
4B	MAINLINE	13+24.94	-82.4	X11A	ADJUST	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	12+63.66	-54.31	12	913.36	#12	4' DIA	8.49	D-CB-12RA				1				
4B	MAINLINE	12+65.43	-32.2	X12	CAP	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	14+93.22	-62.27	13	912.17	#12	4' DIA	6.18	D-CB-12RA			1					
4B	MAINLINE	14+95.27	-31.84	X14	CAP	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	15+20.10	34.99	X16	CAP	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	12+15.01	69.08	X17	CAP	EXIST CB	NA	NA	NA							1	
4B	MAINLINE	15+21.48	41.16	15	914.13	#12	4' DIA	4.22	D-CB-12RA			1					
5B	MAINLINE	16+40.86	-60.87	18	911.71	#12	4' DIA	4.83	D-CB-12RA			1					
5B	MAINLINE	16+40.05	-31.78	X19	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	17+40.23	-58.62	20	911.31	#12LP	32" X 32"	3.95	D-CB-12LP		1						
5B	MAINLINE	17+39.75	-31.78	X21	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	17+64.52	44.63	22	913	#12	4' DIA	4.01	D-CB-12RA			1					
5B	MAINLINE	17+64.58	40.35	X23	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	18+50.08	-57.19	24	911.62	#12LP	32" X 32"	3.77	D-CB-12LP		1						
5B	MAINLINE	18+50.37	-52.51	X25	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	18+97.74	-58.93	X25A	ADJUST	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	19+37.15	47.93	26	912.35	#12	4' DIA	4.57	D-CB-12RA			1					
5B	MAINLINE	19+34.11	42.56	X58	CAP	EXIST CB	NA	NA	NA							1	
5B	VETERANS	99+06.34	-51.27	X59	EXIST	EXIST CB	NA	NA	NA								
5B	VETERANS	99+04.85	51.99	X60	EXIST	EXIST CB	NA	NA	NA								
5B	VETERANS	99+04.85	44.95	X61	EXIST	EXIST MH	NA	NA	NA								
5B	MAINLINE	21+40.47	-75.41	29	909.35	#42	7' X 7'	5.35	D-CB-42SD					1			
5B	MAINLINE	21+64.77	-62.48	30	910.63	#12	4' DIA	6.25	D-CB-12RA			1					
5B	MAINLINE	21+64.81	-31.7	X31	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	21+65.65	34.25	27	912.39	#12	4' DIA	4.95	D-CB-12RA			1					
5B	MAINLINE	22+40.01	-31.64	X34	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	22+69.47	-73.41	32	908.5	HW	NA	NA	NA								
5B	MAINLINE	22+69.51	-60	33	911.05	#12	4' DIA	5.46	D-CB-12RA			1					
5B	MAINLINE	23+39.95	-31.65	X36	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	23+65.64	34	38	913.6	#12	4' DIA	4.16	D-CB-12RA			1					
5B	MAINLINE	23+65.64	30.09	X39	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	23+63.99	-60.67	35	911.44	#12	4' DIA	4.76	D-CB-12RA			1					
5B	MAINLINE	23+64.06	-72.04	65	909.5	HW	NA	NA	NA								
5B	MAINLINE	24+49.18	-61.24	43	912.15	#12	4' DIA	4.47	D-CB-12RA			1					
5B	MAINLINE	24+49.55	-72	44	911	HW	NA	NA	NA								
5B	MAINLINE	24+64.36	-31.8	X45	CAP	EXIST CB	NA	NA	NA							1	
5B	MAINLINE	24+28.67	54.87	62	910.88	HW	NA	NA	NA								
5B	MAINLINE	24+41.33	54.43	40	910.94	EW	NA	NA	NA								
5B	MAINLINE	23+62.13	52.23	X51	ADJUST	EXIST AD	NA	NA	NA							1	
6B	MAINLINE	24+99.78	50.36	63	911.24	HW	NA	NA	NA								
6B	MAINLINE	25+21.17	50.52	41	911.34	EW	NA	NA	NA								
6B	MAINLINE	25+69.47	52.64	42	911.58	HW	NA	NA	NA								
6B	MAINLINE	25+67.72	-61	47	913.82	#12LP	32" X 32"	4.95	D-CB-12LP			1					
6B	MAINLINE	25+65.28	-31.77	X48	CAP	EXIST CB	NA	NA	NA							1	
6B	MAINLINE	26+12.01	-73.51	46	912.47	#42	32" X 32"	2.94	D-CB-42S					1			
6B	MAINLINE	26+69.75	-73.35	64	910.50	HW	NA	NA	NA								
6B	MAINLINE	27+15.41	-31.83	X53	CAP	EXIST CB	NA	NA	NA							1	
6B	MAINLINE	27+16.03	-36.38	52	915.06	#12LP	32" X 32"	3.77	D-CB-12LP		1						
6B	MAINLINE	27+18.24	-67.79	54	911.00	EW	NA	NA	NA								
6B	MAINLINE	27+67.71	-61.23	55	912.30	HW	NA	NA	NA								
6B	MAINLINE	26+23.93	52.75	49	914.10	#12LP	32" X 32"	3.77	D-CB-12LP			1					
6B	MAINLINE	26+50.64	21.36	50	915.04	MH	6' DIA	5.05	D-MH-2	1							
6B	MAINLINE	27+02.41	64.94	X66	ADJUST	EXIST CB	NA	NA	NA							1	
6B	MAINLINE	28+41.97	31.48	X56	ADJUST	EXIST CB	NA	NA	NA							1	
6B	MAINLINE	28+52.04	-31.8	X57	ADJUST	EXIST CB	NA	NA	NA							1	
<b>TOTALS</b>										<b>2</b>	<b>5</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>26</b>	

**STORM DRAINAGE PIPES**

SHEET NO.	FROM		TO		% GRADE	RCP CLASS III 607-03.02 18" (L.F.)
	CODE	OUTLET ELEV.	CODE	INLET ELEV.		
4B	5	909.68	X6	909.65	1.50	2
4B	7	903.25	1	902.51	0.50	149
4B	12	904.87	7A	903.95	0.50	184
4B	7A	903.95	7	903.25	0.50	140
4B	13	905.99	12	904.87	0.50	223
4B	10	912.50	11	908.32	22.00	19
4B	X11A	908.95	11	908.32	1.00	63
4B	11	908.32	12	907.92	2.00	20
4B	15	909.91	X16	909.89	0.80	3
5B	20	907.36	18	906.88	0.52	92
5B	18	906.68	13	905.99	0.50	138
5B	22	909.02	X23	908.99	1.50	2
5B	24	907.85	X25A	907.18	1.60	42
5B	30	904.38	29	904.11	1.17	23
5B	33	905.59	30	904.55	1.05	99
5B	32	908.50	33	905.76	21.08	13
5B	35	906.68	33	905.76	0.99	93
5B	65	909.50	35	906.85	24.09	11
5B	43	907.68	35	906.85	0.98	85
5B	44	911.00	43	907.76	32.40	10
5B	38	909.44	X39	909.21	11.50	2
5B	47	908.87	43	907.76	1.02	109
6B	46	909.53	47	909.04	1.09	45
6B	64	910.50	46	909.70	1.43	56
6B	49	910.33	50	909.99	0.97	35
6B	52	911.29	X53	911.11	9.00	2
6B	55	912.30	54	911.00	2.60	50
<b>TOTALS</b>						<b>1710</b>

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	2F
CONST.	2025	STP/M-35(62)	2F

78LPLM-F0-017  
 SR 35 / SR 449  
 REV. 04-14-2025: Added CB#7A. Revised drainage structures 10, 11 & 47.



CITY OF SEVIERVILLE

**DRAINAGE STRUCTURE & DRAINAGE PIPE TABULATION**

KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	2F1
CONST.	2025	STP/M-35(62)	2F1

78LPLM-F0-017  
SR 35 / SR 449

SIDE DRAIN TABULATION																				
STATION	LOCATION		DESCRIPTION	SURFACE WIDTH (L.F.)	PIPE CULVERT 18" 607-39.02 18" PIPE CULVERT (SIDE DRAIN)	ENDWALL 18" 611-07.31 18" ENDWALL (SIDE DRAIN)	DRIVEWAY			PAVEMENT				END TREATMENT					REMARKS	
	LT	RT					TYPE	AREA SF	CONC. APRON AREA SF	303-01 MIN. AGG. 4" (TON)	307-01.08 BM-2 1-3/4" (TON)	411-01.10 ASPHALT D MIX 1-1/2" (TON)	701-02 CONCRETE DRIVEWAY 6" (SF)	TYPE	DRAWING NO.	CLASS A CONC 611-07.02 (CY)	REINF STEEL 611-07.02 (LB.)	STRUC. STEEL 611-07.03 (LB.)		
8+15.50		X	BUSINESS ENTRANCE	46'			Asphalt	1248	340	31.3	13.8	11.1	340							
9+33.09		X	BUSINESS ENTRANCE	46'			Asphalt	1131	327	28.4	12.5	10	327							
11+56.71	X		BUSINESS ENTRANCE	39'			Asphalt	1113		27.9	12.3	9.9	0							
13+45.30	X		BUSINESS ENTRANCE	28'			Asphalt	817		20.5	9	7.3	0							
13+62.77		X	BUSINESS ENTRANCE	44'			Asphalt	1069	403	26.8	11.8	9.5	403							
14+78.19		X	BUSINESS ENTRANCE	45'			Asphalt	1076	429	27	11.9	9.6	429							
15+58.09		X	BUSINESS ENTRANCE	43'			Asphalt	1059	412	26.6	11.7	9.4	412							
15+87.73	x		BUSINESS ENTRANCE	38'			Asphalt	464	281	11.7	5.1	4.1	281							
16+02.82		X	BUSINESS ENTRANCE	25'			Asphalt	281	239	7.1	3.1	2.5	239							
16+67.01		X	BUSINESS ENTRANCE	22'			Asphalt	392	205	9.9	4.4	3.5	205							
17+93.76		X	BUSINESS ENTRANCE	27'			Asphalt	579	257	14.6	6.4	5.2	257							
18+62.20		X	BUSINESS ENTRANCE	16'			Asphalt	329	149	8.3	3.7	3	149							
21+30.17		X	BUSINESS ENTRANCE	34'			Asphalt	1110	345	27.9	12.2	9.9	345							
22+03.25		X	BUSINESS ENTRANCE	35'			Asphalt	1072	341	26.9	11.8	9.5	341							
22+07.12	X		BUSINESS ENTRANCE	25'			Asphalt	912	201	22.9	10.1	8.1	201							
22+61.73		X	BUSINESS ENTRANCE	28'			Asphalt	837	270	21	9.2	7.4	270							
24+07.93		X	BUSINESS ENTRANCE	31'	65	1	Asphalt	885	309	22.2	9.8	7.9	309	U	D-SEW-1A					
24+71.56		X	BUSINESS ENTRANCE	42'	59	2	Asphalt	1424	390	35.7	15.7	12.6	390	U	D-SEW-1A					
25+06.96	X		BUSINESS ENTRANCE	24'			Asphalt	232	180	5.9	2.6	2.1	180							
25+27.29		X	BUSINESS ENTRANCE	36'	49	2	Asphalt	1079	343	27.1	11.9	9.6	343	U	D-SEW-1A					
26+83.35		X	BUSINESS ENTRANCE	43'			Asphalt	1400	401	35.1	15.4	12.4	401							
27+43.88	X		BUSINESS ENTRANCE	30'	50	2	Asphalt	968	280	24.3	10.7	8.6	280	U	D-SEW-1A					
28+19.85	X		BUSINESS ENTRANCE	33'			Asphalt	605	311	15.2	6.7	5.4	311							
28+85.80		X	BUSINESS ENTRANCE	36'			Asphalt	1288	344	32.3	14.2	11.4	344							
TOTALS					223	7		21370	6757	536.6	236	190	6757							

ESTIMATED GRADING QUANTITIES						
DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY		
	EXC.	EMB.	EXC.	SHRINK =	% SWELL =	
MAINLINE	3256	1650	0	20	0	
SIDE ROADS	0	0				
ENTRANCES	0	0		EXC.	EMB.	
INDEPENDENT DITCHES	0	0		0	VS.	1650
TEMPORARY CONSTRUCTION EXITS	0	0				
OTHER	0	0				
PAVEMENT	0			AVAILABLE	=	-1650
TOPSOIL (EMB.)						
TOPSOIL (EXC.)						
TOPSOIL (TO REPLACE STRIPPED TOPSOIL)				BORROW MATERIAL =		1980
<b>ROCK (C.Y.)</b>	<b>TOTALS (C.Y.)</b>					
EXC. EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC. (COMMO EXC. (AVAIL.)	EXC. (ADJ.)		
0	0	3256	1650	3256	0	0

NOTE: ALL EXCAVATED MATERIAL IS UNSUITABLE FOR EMBANKMENT.

STORM DRAINAGE ENDWALLS									
SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	STRUCTURE TYPE	STANDARD DRAWING	CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	STRUC. STEEL 611-07.03 (LB.)
4B	MAINLINE	12+42.57	68.3 L	10	"U" TYPE ENDWALL (18")	D-PE-18A	0.87	79	
5B	MAINLINE	22+69.47	73.41 L	32	"U" TYPE ENDWALL (18")	D-PE-18A	0.87	79	
5B	MAINLINE	23+64.06	72.04 L	65	"U" TYPE ENDWALL (18")	D-PE-18A	0.87	79	
5B	MAINLINE	24+49.55	72 L	44	"U" TYPE ENDWALL (18")	D-PE-18A	0.87	79	
5B	MAINLINE	24+28.67	54.87 L	62	"U" TYPE ENDWALL (18")	D-PE-18A	0.87	79	
6B	MAINLINE	26+69.75	73.35 L	64	"U" TYPE ENDWALL (18")	D-PE-18A	0.87	79	
TOTALS							5	474	0



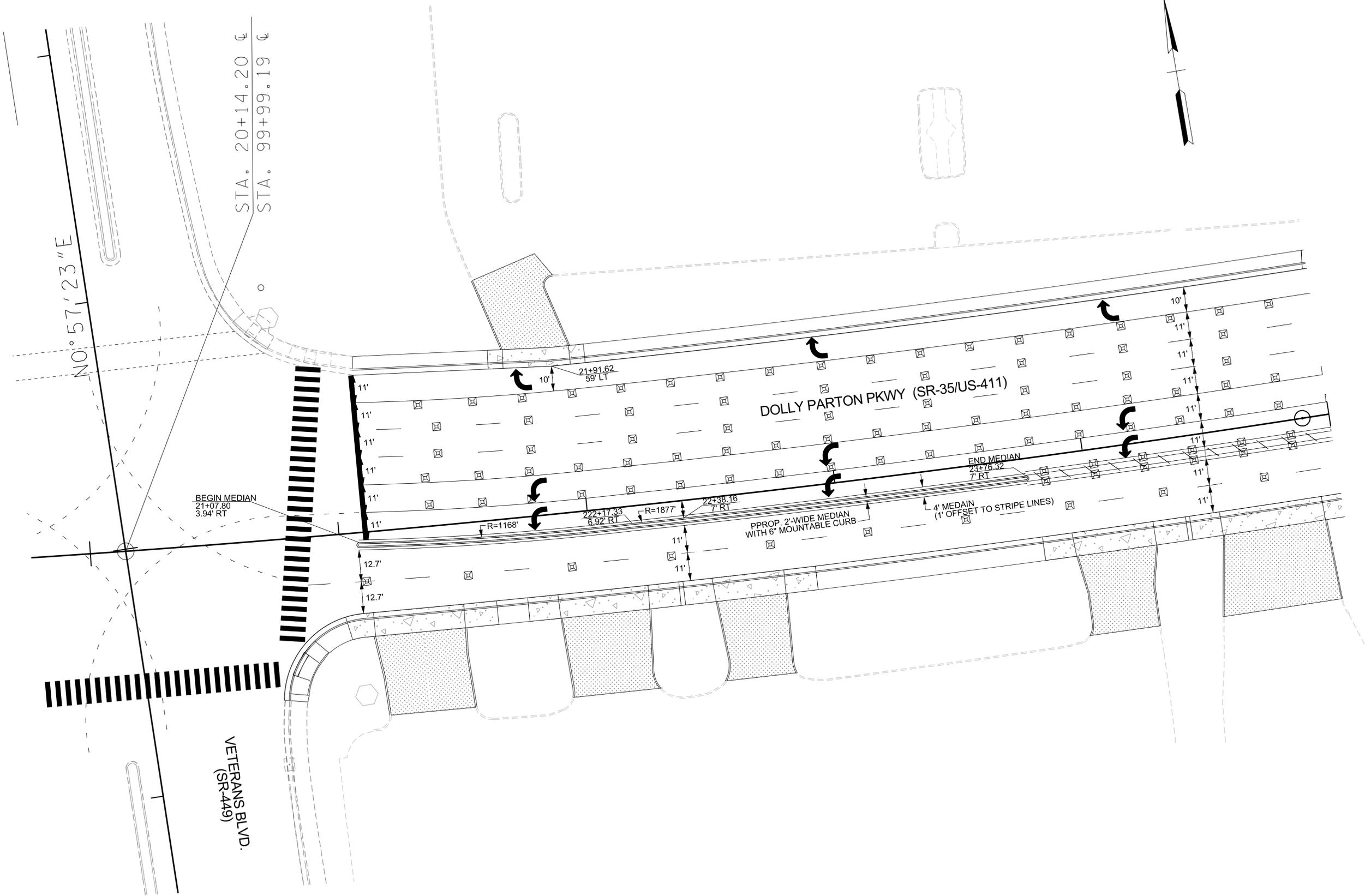
CITY OF SEVIERVILLE

TABULATED QUANTITIES



TYPE	YEAR	PROJECT	SHEET NO.
CONST.	2025	STP/IM-35(62)	2G

78LPLM-F0-017  
SR 35 / SR 449  
REV. 05-24-2025: Added this sheet to plans.



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COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOD MODEL 12B.

CITY OF SEVIERVILLE

DETAIL SHEET

S.R. 35 (DOLLY PARTON PARKWAY)

SCALE: 1" = 20'

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	3
CONST.	2025	STP/M-35(62)	3

78LPLM-F0-017  
SR 35 / SR 449

## RIGHT – OF - WAY

- (2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- (3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (4) WHERE THE EXISTING DRIVEWAY IS UNPAVED, THE PROPOSED DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT.
- (6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL HAVE A DRIVEWAY CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.
- (10) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE CONTRACTOR WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (11) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

## UTILITY

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

## UTILITY OWNERS

### CABLE:

#### XFINITY (COMCAST)

5720 ASHEVILLE HWY  
KNOXVILLE, TN 37924

CONTACT: MICHAEL BAILEY, DREW McCAWLEY, JEFF PETREE, JASON KELLY

OFFICE PHONE: 865 862 5061

CELL PHONE: 865 320 2675

Email: michael\_bailey2@cable.comcast.com  
james\_mccawley@cable.comcast.com;  
jeff\_petree@cable.comcast.com;  
jason\_kelly@cable.comcast.com

### ELECTRIC:

#### SEVIER COUNTY ELECTRIC SYSTEM

P.O. BOX 4870  
315 E. MAIN STREET

SEVIERVILLE, TN 37862

CONTACT: JEFF HEDRICK

OFFICE PHONE: 865 774 6217

CELL PHONE: 865 604 5821

Email: jhedrick@sces.net

### GAS:

#### SEVIER COUNTY UTILITY DISTRICT

420 ROBERT HENDERSON ROAD

SEVIERVILLE, TN 37864-4398

CONTACT: JOEY HENRY

OFFICE PHONE: 865 453 3272

CELL PHONE: 865 654 4213

Email: JOEY.HENRY@SCUDGAS.ORG

### TELEPHONE:

#### AT&T

307 DR. MARTIN LUTHER KING JR. PARKWAY

MORRISTOWN, TN 37813

CONTACT: JAY FRAZIER

OFFICE PHONE:

CELL PHONE:

Email: jf092g@att.com

### COMMUNICATIONS:

#### WINDSTREAM

102 HILLVIEW DRIVE

LINDEN, TN 37096

CONTACT: TOMMY RAYFIELD

OFFICE PHONE: 931 994 1249

CELL PHONE: 931 994 1249

Email: tommy.rayfield@windstream.com

### CABLE:

#### CHARTER COMMUNICATIONS

1774 HENRY G. LANE ST  
MARYVILLE, TN 37801

CONTACT: PATRICK MCCLUSKEY

OFFICE PHONE: 865 273 2773

CELL PHONE:

Email: patrick.mccluskey@charter.com

### WATER

#### CITY OF SEVIERVILLE

2295 McCROSKEY ISLAND ROAD

SEVIERVILLE, TN 37876

CONTACT: KEITH MALONE

OFFICE PHONE: 865 868 1527

CELL PHONE: 865 804 2901

Email: Kmalone@seviervilletn.org

### SEWER:

#### CITY OF SEVIERVILLE

2295 McCROSKEY ISLAND ROAD

SEVIERVILLE, TN 37876

CONTACT: KEITH MALONE

OFFICE PHONE: 865 868 1527

CELL PHONE: 865 804 2901

Email: Kmalone@seviervilletn.org

### COMMUNICATIONS:

#### EXTENET

CONTACT: PETER GAGILO

OFFICE PHONE:

CELL PHONE:

Email: pgagilo@extentsystems.com

## ANTICIPATED UTILITY RELOCATIONS

**ELECTRIC:** MOVE PRIOR. TWO ELECTRIC POLES HAVE BEEN MOVED PRIOR TO THE LETTING.

**GAS:** MOVE IN CONJUNCTION. FOUR (4) WEEKS NOTICE ANTICIPATED TO RELOCATE APPROXIMATELY 575-FT OF GAS ON THE NORTH SIDE OF SR-449 BETWEEN STA 21+25 AND STA 27+00.

**WATER:** NO ANTICIPATED CONFLICTS.

**SEWER:** NO ANTICIPATED CONFLICTS.



CITY OF SEVIERVILLE

RIGHT-OF-WAY  
NOTES,  
UTILITY NOTES  
AND  
UTILITY OWNERS

**CDM  
Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
CONST.	2025	STP/IM-35(62)	3A

78LPLM-F0-017  
SR 35 / SR 449

### R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS			TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
				BK./PG. - INST. NO.											
1	J.S. AND IVA ELEDGE	49MC	4	358 / 922		2.571	2.571				2.571				
2	K-VA-T FOOD STORES INC.	49MD	12	580 / 260	18.871		18.871				18.871				
3	JACK J. DELOZIER	49MC	7	547 / 542		0.896	0.896				0.896				
4	JONIJON, LLC	49MC	8	2904 / 175		0.790	0.790				0.790				
5	DAVID JONES ET AL	49MC	9	636 / 672		0.389	0.389				0.389				
6	DAVID JONES ET AL	49MC	10	636 / 672		0.466	0.466				0.466				
7	CITY OF SEVIERVILLE	49MD	20	2315 / 221	0.433		0.433				0.433				
8	REX McCARTER	49MD	21	534 / 237	0.430		0.430				0.430				
9	CITY OF SEVIERVILLE	49MD	22		0.430		0.430				0.430				
10	CITY OF SEVIERVILLE	49MD	23		0.428		0.428				0.428				
11	CITY OF SEVIERVILLE	49MD	24		0.420		0.420				0.420				
12	SANDY TERRY	49MC	12	600 / 216		0.674	0.674				0.674				
13	JOHN AND HELEN CAPTAIN	49MD	55	606 / 303	6.477		6.477				6.477				
14	BUCKINGHAM, L.P.	49MC	17	609 / 357		0.804	0.804				0.804				

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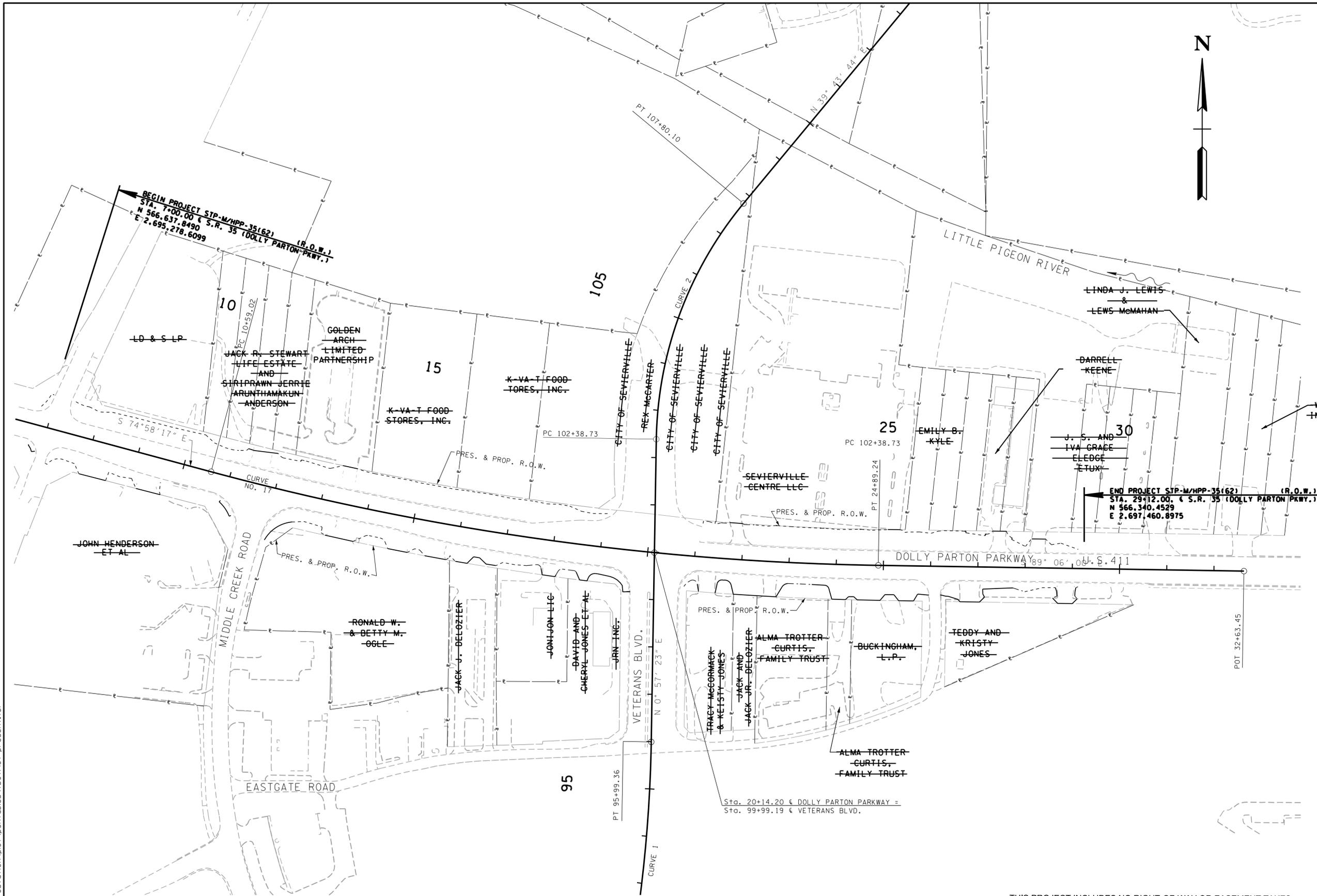
CITY OF SEVIERVILLE

RIGHT-OF-WAY  
ACQUISITION  
TABLE

KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	3A
CONST.	2025	STP/M-35(62)	3B

78LPLM-F0-017  
SR 35 / SR 449



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,095.93 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

PROPERTY MAP  
STA. 7+00.00 TO STA. 29+12.00

S.R. 35 (DOLLY PARTON PARKWAY)  
SCALE: 1" = 100'



THIS PROJECT INCLUDES NO RIGHT-OF-WAY OR EASEMENT TAKES.

DISTURBED AREA	

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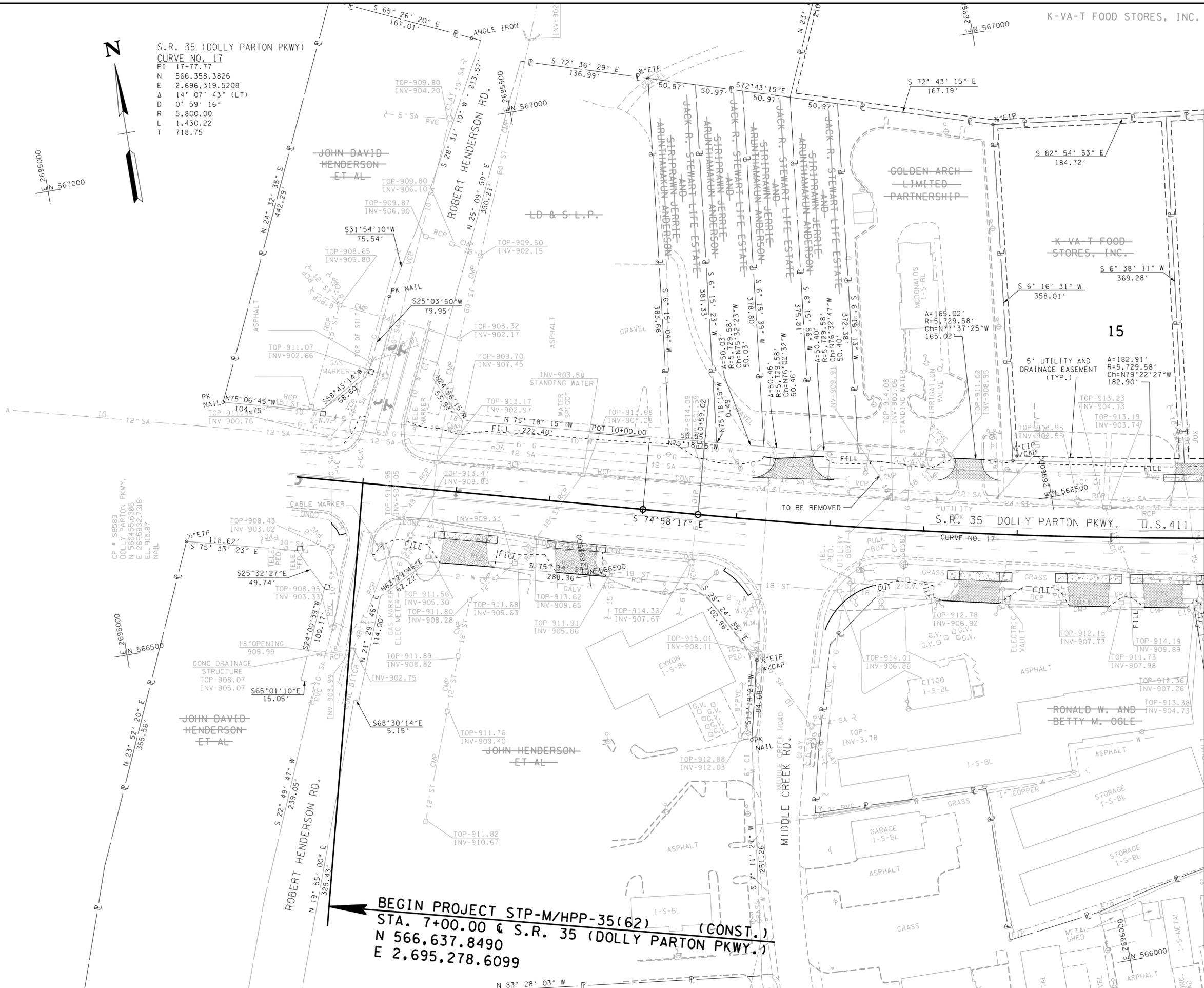
TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	4
CONST.	2025	STP/M-35(62)	4

78PLM-F0-017  
SR 35/SR 449

S.R. 35 (DOLLY PARTON PKWY)  
CURVE NO. 17  
PI 17+77.77  
N 566,358.3826  
E 2,696,319.5208  
A 14° 07' 43" (LT)  
D 0° 59' 16"  
R 5,800.00  
L 1,430.22  
T 718.75



E 2695000  
N 567000



MATCH LINE STA. 16+00.00 SEE SHEET NO. 5



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL I2B.

CITY OF SEVIERVILLE

**PRESENT LAYOUT**

S.R. 35 (DOLLY PARTON PARKWAY)  
STA. 7+00.00 TO STA. 16+00.00

SCALE: 1" = 50'



**BEGIN PROJECT STP-M/HPP-35(62)**  
**STA. 7+00.00 @ S.R. 35 (DOLLY PARTON PKWY.) (CONST.)**  
**N 566,637.8490**  
**E 2,695,278.6099**

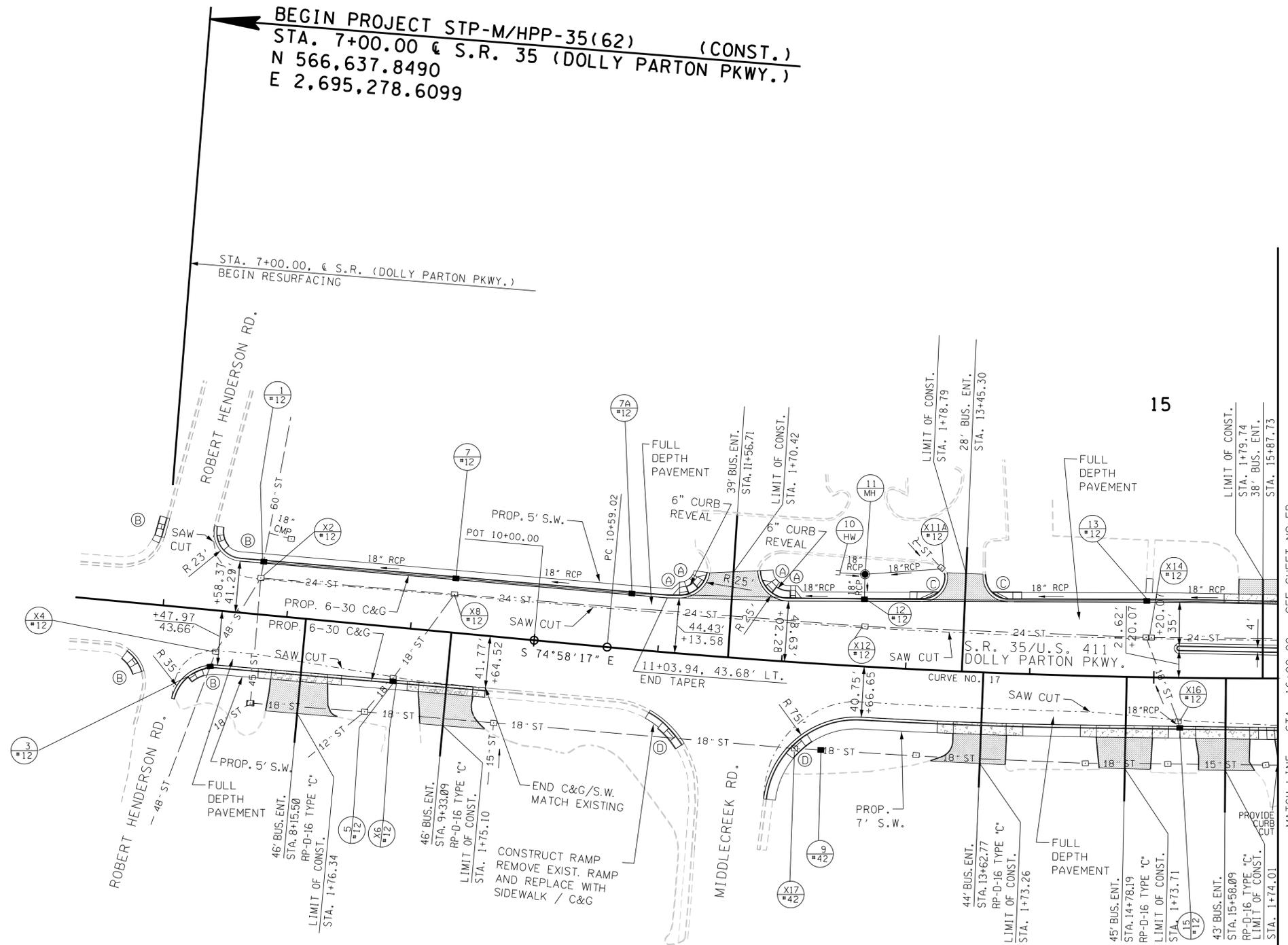
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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	4B
CONST.	2025	STP/M-35(62)	4B

78LPLM-F0-017  
SR 35 / SR 449

REV. 04-14-2025: Added CB 7A. Revised drainage structures 10 & 11. Revised curb ramp at Robert Henderson Rd. Added driveway Sta 15+87.73 LT.



MATCH LINE STA. 16+00.00 SEE SHEET NO. 5B



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

- (A) PERPENDICULAR CURB RAMP (MM-CR-2)(MM-CR-5)
- (B) PARALLEL CURB RAMP (MM-CR-3)(MM-CR-5)
- (C) MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP (MM-CR-8)
- (D) PARALLEL CURB RAMP (MM-CR-3)(MM-CR-7)

STRUCTURE LOCATION			ROAD NAME	TOP OR GRATE ELEV.
NO.	STATION	OFFSET		
1	7+77.42	-43.49	MAINLINE	912.79
X2	7+76.18	-29.33	MAINLINE	CAP
3	7+42.41	46.18	MAINLINE	912.81
X4	7+45.53	33.16	MAINLINE	CAP
5	8+89.82	44.39	MAINLINE	913.57
X6	8+89.76	40.76	MAINLINE	CAP
7	9+32.76	-44.57	MAINLINE	913.38
7A	10+75.00	-45.65	MAINLINE	913.9
X8	9+32.65	-30.73	MAINLINE	CAP
9	12+35.94	68.99	MAINLINE	914.5
10	12+42.57	-74	MAINLINE	912
11	12+63.00	-74	MAINLINE	913
X11A	13+24.94	-82.4	MAINLINE	ADJUST
12	12+63.66	-54.31	MAINLINE	913.36
X12	12+65.43	-32.2	MAINLINE	CAP
13	14+93.22	-62.27	MAINLINE	912.17
X14	14+95.27	-31.84	MAINLINE	CAP
X16	15+20.10	34.99	MAINLINE	CAP
X17	12+15.01	69.08	MAINLINE	CAP
15	15+21.48	41.16	MAINLINE	914.13

PIPE CULVERTS			
FROM		TO	
NO.	ELEV.	NO.	ELEV.
5	909.68	X6	909.65
7	903.25	1	902.51
12	904.87	7A	903.95
7A	903.95	7	903.25
13	905.99	12	904.87
10	912.50	11	908.32
X11A	908.95	11	908.32
11	908.32	12	907.92
15	909.91	X16	909.89



PAVEMENT SCARIFICATION

CITY OF SEVIERVILLE

PROPOSED LAYOUT

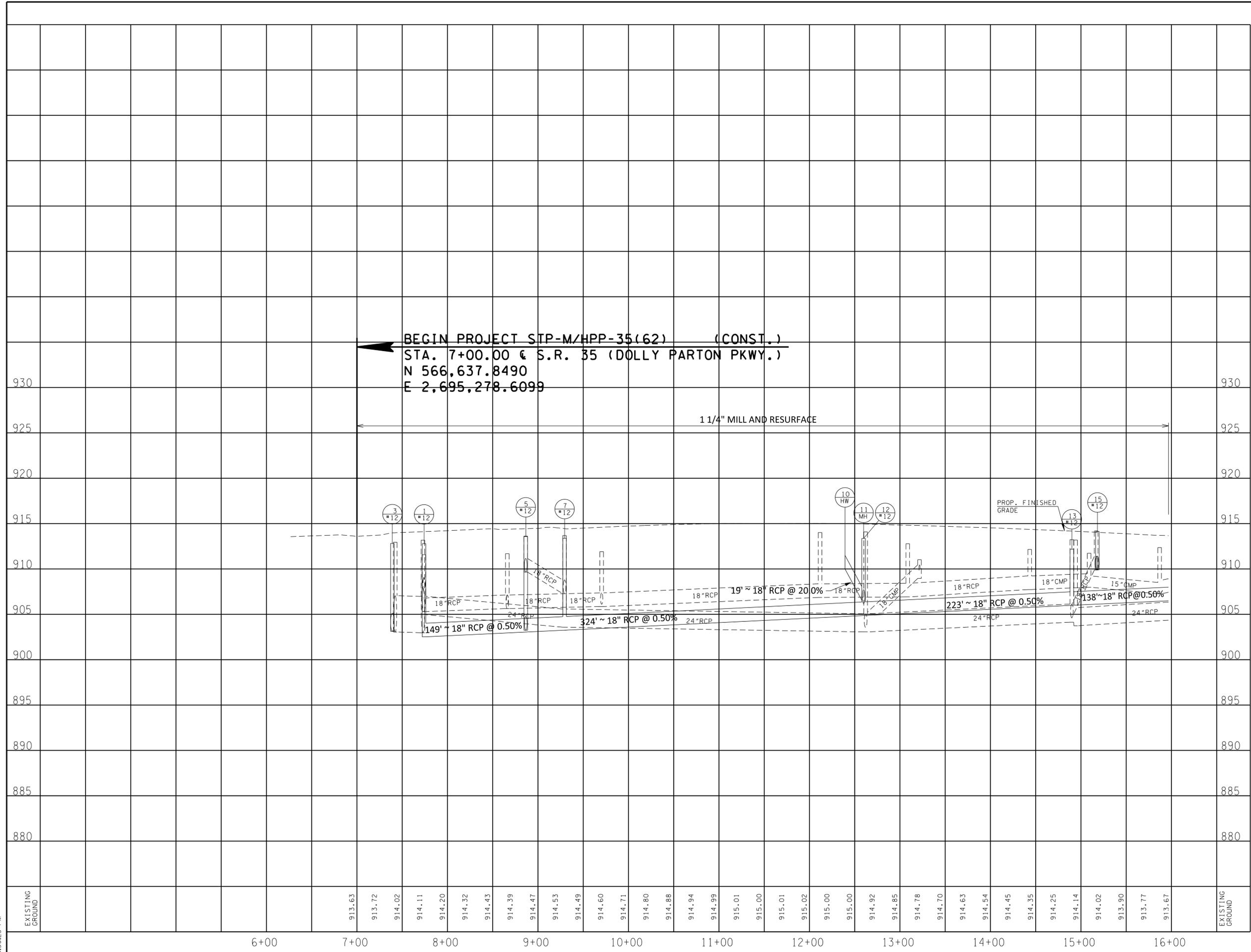
S.R. 35 (DOLLY PARTON PARKWAY)  
STA. 7+00.00 TO STA. 16+00.00  
SCALE: 1" = 50'



7/22/2025 3:00PM \\SAMP\PROJECTS\Sevierville\SR35\_SRA49\Sheets\SESR35\_04B.sht  
3:07:07 PM i:\cadd\micr\station\plot\pentables\TDOT\plot-present.tbl

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	4C
CONST.	2025	STP/M-35(62)	4C

78LPLM-F0-017  
SR 35 / SR 449



7/22/2025 3:56:23 PM WSA\_PROJECTS\Sevierville\SR35\_SR449\Sheets\ESR35\_04C.sht



CITY OF SEVIERVILLE

**PROFILE**

S.R. 35 (DOLLY PARTON PARKWAY)  
STA. 7+00.00 TO STA. 16+00.00

SCALE: 1" = 50' HORIZ.  
1" = 10' VERT.

7/22/2025 2:30:55 PM PROJECTS\Sevierville\SR35\_SRA49\Sheets\SESR35\_05.sht  
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VETERANS BOULEVARD  
 CURVE NO. 2  
 PI 105+20.24  
 N 566,894.9665  
 E 2,696,572.7424  
 Δ 38° 46' 21" (RT)  
 D 7' 09' 43"  
 R 800.00  
 L 541.37  
 T 281.51  
 SE 0.076 FT/FT  
 DESIGN SPEED 45 MPH  
 TRANS. LENGTH ENTRY 480

S.R. 35 (DOLLY PARTON PKWY)  
 CURVE NO. 17  
 PI 17+77.77  
 N 566,358.3826  
 E 2,696,319.5208  
 Δ 14° 07' 43" (LT)  
 D 0' 59' 16"  
 R 5,800.00  
 L 1,430.22  
 T 718.75

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	5
CONST.	2025	STP/M-35(62)	5

78LPLM-F0-17  
 SR 35 / SR 449  
 REV. 05-24-2025: Added driveway  
 Sta. 22+07.12 LT. & Sta. 21+30.17 RT.



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL I2B.

CITY OF SEVIERVILLE

PRESENT LAYOUT  
 S.R. 35 (DOLLY PARTON PARKWAY)  
 STA. 16+00.00 TO STA. 25+00.00  
 SCALE: 1" = 50'



VETERANS BOULEVARD  
 CURVE NO. 1  
 PI 93+85.94  
 N 565,760.0731  
 E 2,696,553.7968  
 Δ 8° 17' 50" (LT)  
 D 1' 56' 26"  
 R 2,952.75  
 L 427.60  
 T 214.17

CP 2364  
 NOT ABLE TO LOCATE  
 OLDER CONTROL IN FIELD

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	5A
CONST.	2025	STP/M-35(62)	5A

78LPLM-F0-017  
SR 35 / SR 449



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COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOD MODEL 12B.

**CITY OF SEVIERVILLE**

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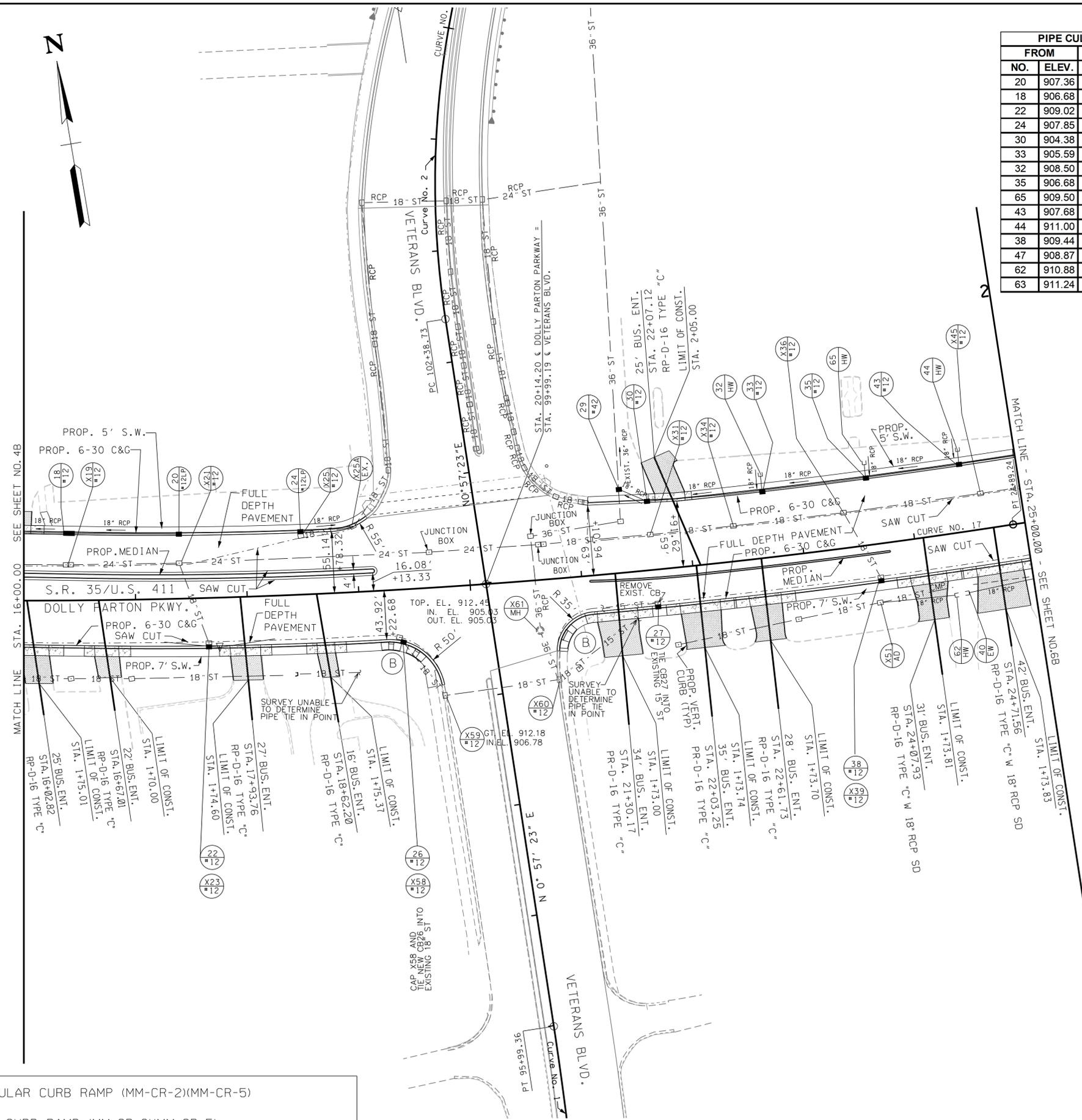
**R.O.W.  
DETAILS**

S.R. 35 (DOLLY PARTON PARKWAY)  
STA. 16+00.00 TO STA. 25+00.00

SCALE: 1" = 50'

KNOXVILLE, TENNESSEE

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STRUCTURE LOCATION			ROAD NAME	TOP OR GRATE ELEV.
NO.	STATION	OFFSET		
18	16+40.86	-60.87	MAINLINE	911.71
X19	16+40.05	-31.78	MAINLINE	CAP
20	17+40.23	-58.62	MAINLINE	911.31
X21	17+39.75	-31.78	MAINLINE	CAP
22	17+64.52	44.63	MAINLINE	913
X23	17+64.58	40.35	MAINLINE	CAP
24	18+50.08	-57.19	MAINLINE	911.62
X25	18+50.37	-52.51	MAINLINE	CAP
X25A	18+97.74	-58.93	MAINLINE	ADJUST
26	19+37.15	47.93	MAINLINE	912.35
X58	19+34.11	42.56	MAINLINE	CAP
X59	99+06.34	-51.27	VETERANS	EXIST
X60	99+04.85	51.99	VETERANS	EXIST
X61	99+04.85	44.95	VETERANS	EXIST
29	21+40.47	-75.41	MAINLINE	909.35
30	21+64.77	-62.48	MAINLINE	910.63
X31	21+64.81	-31.7	MAINLINE	CAP
27	21+65.65	34.25	MAINLINE	912.39
X34	22+40.01	-31.64	MAINLINE	CAP
32	22+69.47	-73.41	MAINLINE	908.5
33	22+69.51	-60	MAINLINE	911.05
X36	23+39.95	-31.65	MAINLINE	CAP
38	23+65.64	34	MAINLINE	913.6
X39	23+65.64	30.09	MAINLINE	CAP
35	23+63.99	-60.67	MAINLINE	911.44
65	23+64.06	-72.04	MAINLINE	909.5
43	24+49.18	-61.24	MAINLINE	912.15
44	24+49.55	-72	MAINLINE	911
X45	24+64.36	-31.8	MAINLINE	CAP
62	24+28.67	54.87	MAINLINE	910.88
40	24+41.33	54.43	MAINLINE	910.94
X51	23+62.13	52.23	MAINLINE	ADJUST

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	5B
CONST.	2025	STP/M-35(62)	5B

78LPLM-F0-17  
SR 35 / SR 449  
REV. 05-24-2025: Added driveway Sta. 22+07.12 LT. & Sta. 21+30.17 RT.

SEE SHEET 2G FOR MEDIAN AND STRIPING LAYOUT

- (A) PERPENDICULAR CURB RAMP (MM-CR-2)(MM-CR-5)
- (B) PARALLEL CURB RAMP (MM-CR-3)(MM-CR-5)
- (C) MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP (MM-CR-8)

PAVEMENT SCARIFICATION  
SEE GENERAL NOTES - SHEET 2C  
SEEDING AND SODDING NOTE 1



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**PROPOSED LAYOUT**

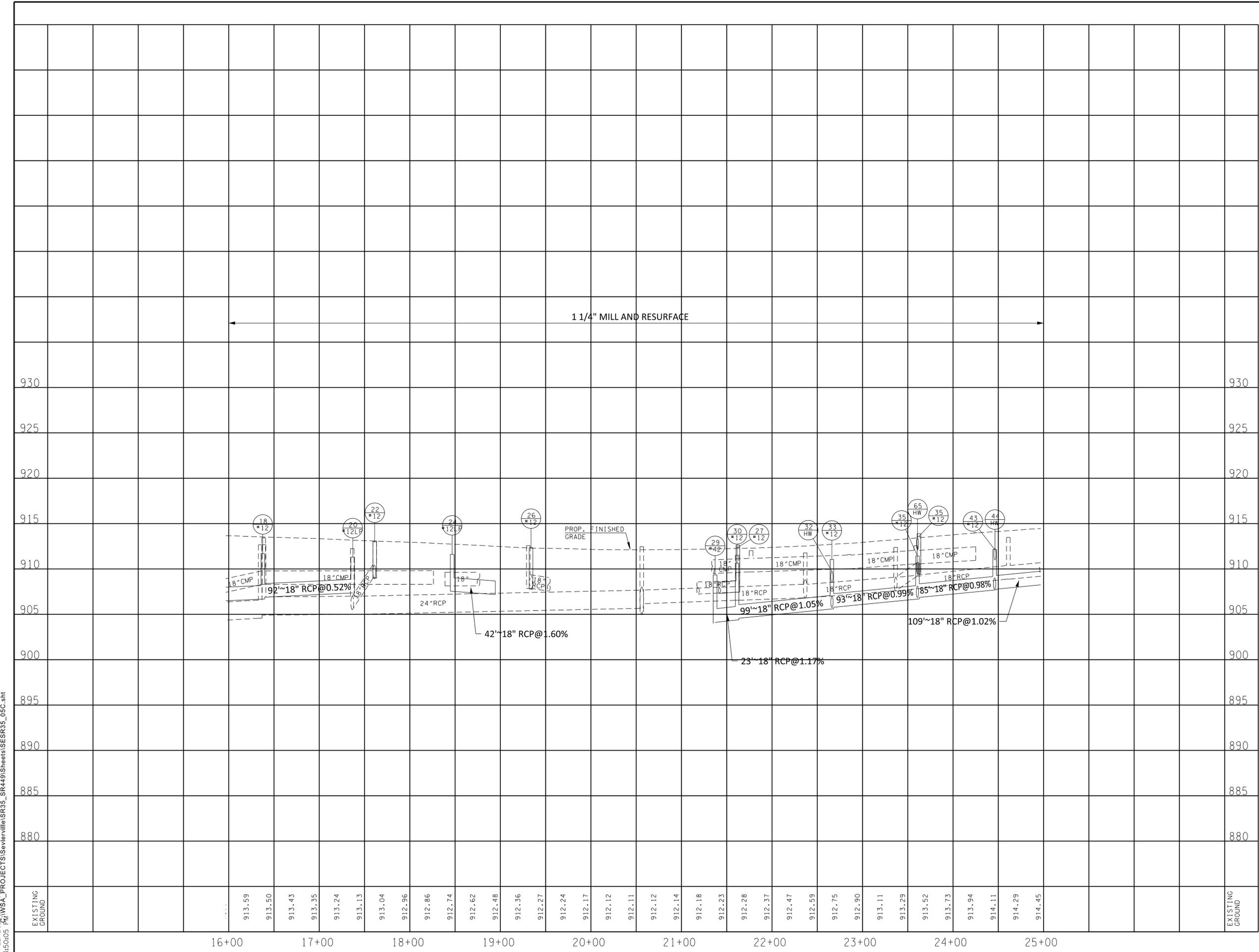
S.R. 35 (DOLLY PARTON PARKWAY)  
STA. 16+00.00 TO STA. 25+00.00

SCALE: 1" = 50'

**CDM Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	5C
CONST.	2025	STP/M-35(62)	5C

78LPLM-F0-017  
SR 35 / SR 449



CITY OF SEVIERVILLE

**PROFILE**

S.R. 35 (DOLLY PARTON PARKWAY)  
STA. 16+00.00 TO STA. 25+00.00

SCALE: 1" = 50' HORIZ.  
1" = 10' VERT.

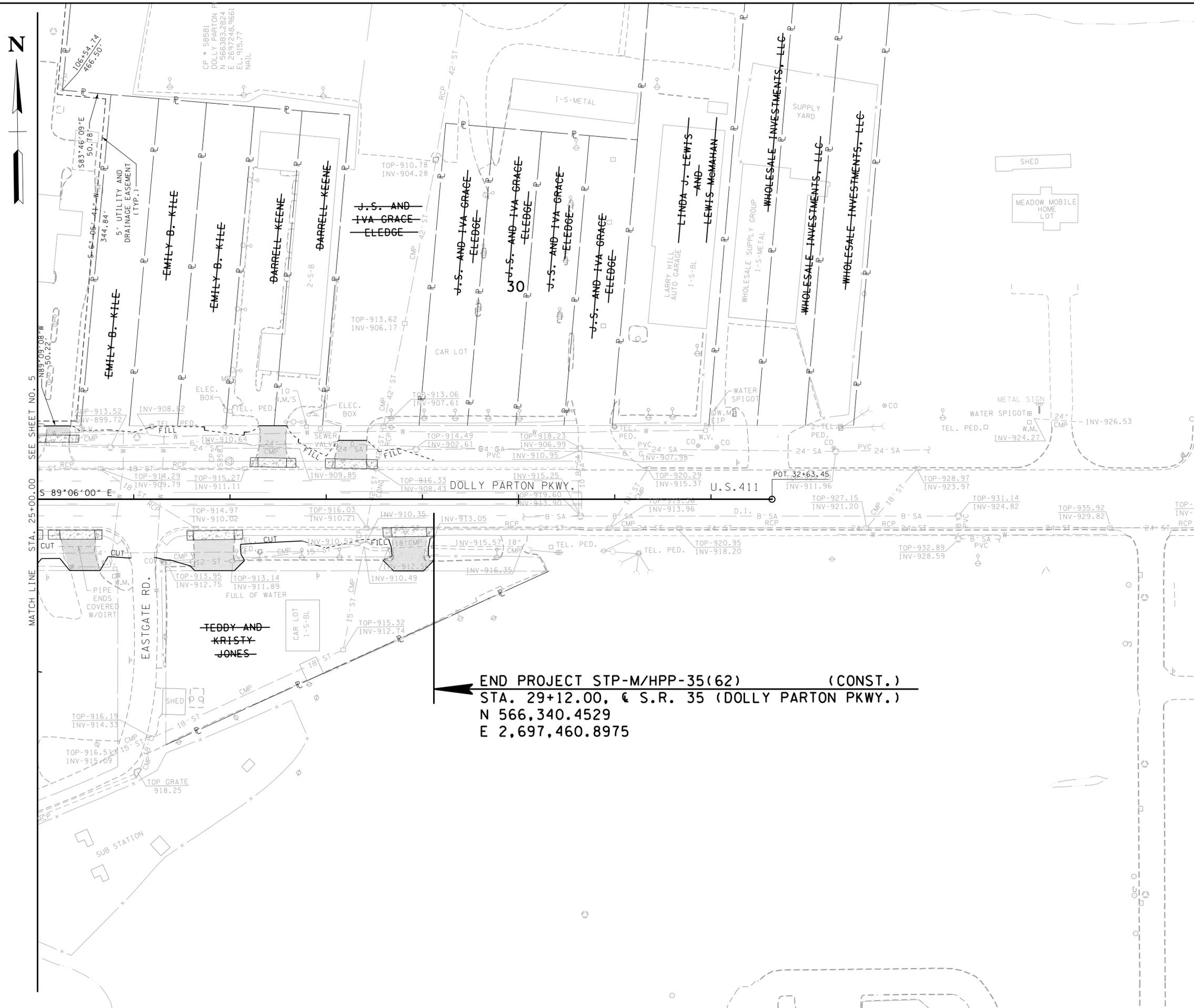


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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	6
CONST.	2025	STP/M-35(62)	6

78LPLM-F0-017  
SR 35 / SR 449

REV. 04-29-2025: Revised existing waterline location at Eastgate Road intersection per field located potholes.



END PROJECT STP-M/HPP-35(62) (CONST.)  
 STA. 29+12.00, @ S.R. 35 (DOLLY PARTON PKWY.)  
 N 566,340.4529  
 E 2,697,460.8975



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**PRESENT LAYOUT**

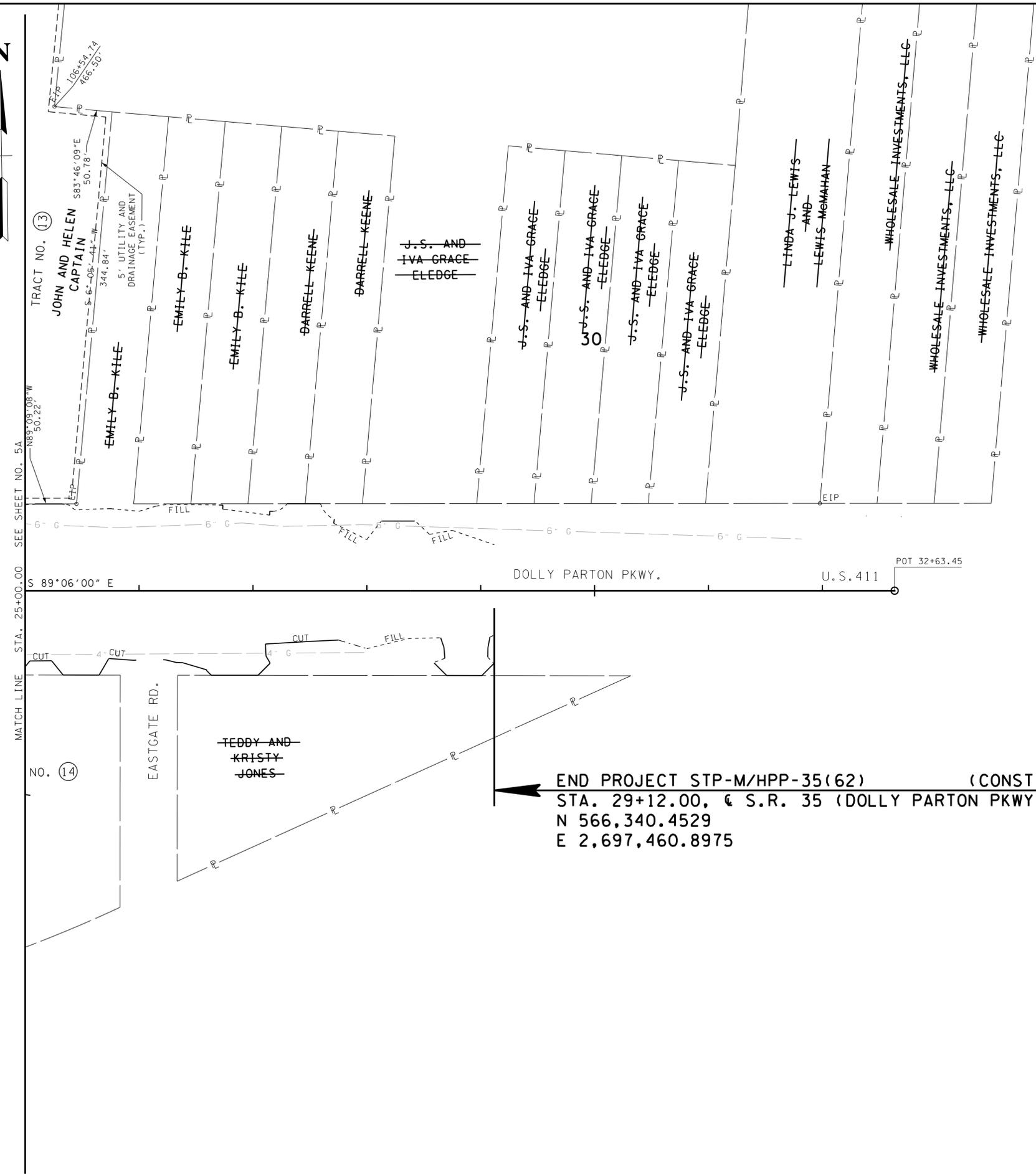
S.R. 35 (DOLLY PARTON PARKWAY)  
 STA. 25+00.00 TO STA. 29+12.00

SCALE: 1" = 50'

**CDM Smith**  
 KNOXVILLE, TENNESSEE

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← END PROJECT STP-M/HPP-35(62) (CONST.)  
 STA. 29+12.00, @ S.R. 35 (DOLLY PARTON PKWY.)  
 N 566,340.4529  
 E 2,697,460.8975

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	6A
CONST.	2025	STP/M-35(62)	6A

78LPLM-F0-017  
 SR 35 / SR 449



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,095.93 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEIOD MODEL 12B.

CITY OF SEVIERVILLE

R.O.W.  
 DETAILS

S.R. 35 (DOLLY PARTON PARKWAY)  
 STA. 25+00.00 STA. 29+12.00

SCALE: 1" = 50'

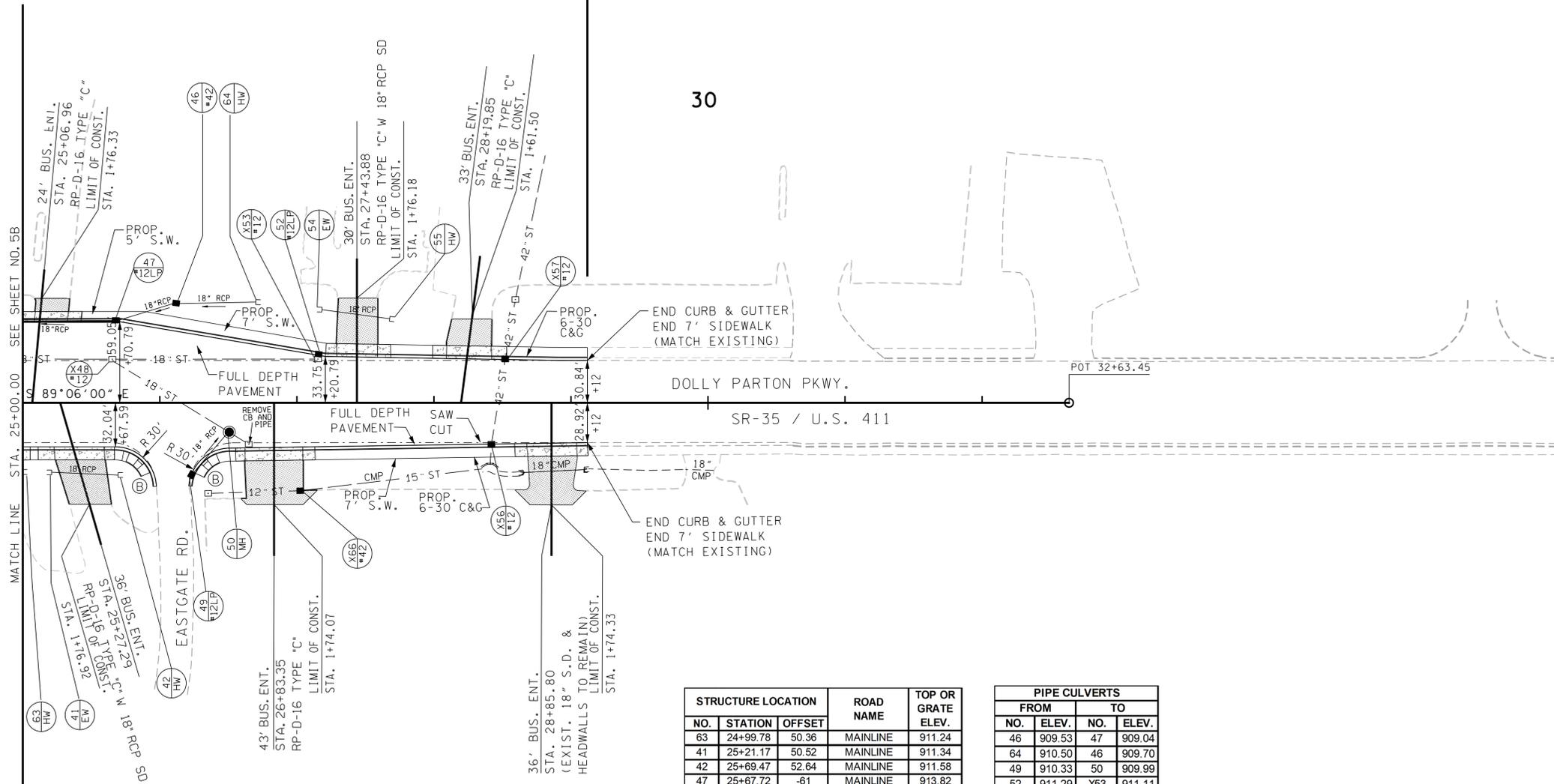
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	6B
CONST.	2025	STP/M-35(62)	6B

78LPLM-F0-017  
SR 35 / SR 449  
REV. 04-14-2025: Revised begin taper, Sta. 25+70.79.  
Revised CB # 47.



END PROJECT STP-M/HPP-35(62) (CONST.)  
STA. 29+12.00, @ S.R. 35 (DOLLY PARTON PKWY.)  
N 566,340.4529  
E 2,697,460.8975



STRUCTURE LOCATION			ROAD NAME	TOP OR GRATE ELEV.
NO.	STATION	OFFSET		
63	24+99.78	50.36	MAINLINE	911.24
41	25+21.17	50.52	MAINLINE	911.34
42	25+89.47	52.64	MAINLINE	911.58
47	25+67.72	-61	MAINLINE	913.82
X48	25+65.28	-31.77	MAINLINE	CAP
46	26+12.01	-73.51	MAINLINE	912.47
64	26+89.75	-73.35	MAINLINE	910.5
X53	27+15.41	-31.83	MAINLINE	CAP
52	27+16.03	-36.38	MAINLINE	915.06
54	27+18.24	-67.79	MAINLINE	911
55	27+67.71	-61.23	MAINLINE	912.3
49	26+23.93	52.75	MAINLINE	914.1
50	26+50.64	21.36	MAINLINE	915.04
X66	27+02.41	64.94	MAINLINE	ADJUST
X56	28+41.97	31.48	MAINLINE	ADJUST
X57	28+52.04	-31.8	MAINLINE	ADJUST

PIPE CULVERTS			
FROM		TO	
NO.	ELEV.	NO.	ELEV.
46	909.53	47	909.04
64	910.50	46	909.70
49	910.33	50	909.99
52	911.29	X53	911.11
55	912.30	54	911.00
42	911.58	41	911.34

- (A) PERPENDICULAR CURB RAMP (MM-CR-2)(MM-CR-5)
- (B) PARALLEL CURB RAMP (MM-CR-3)(MM-CR-5)
- (C) MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP (MM-CR-8)

 PAVEMENT SCARIFICATION



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL I2B.

CITY OF SEVIERVILLE

PROPOSED LAYOUT

DOLLY PARTON PARKWAY  
STA. 25+00.00 TO STA. 29+12.00

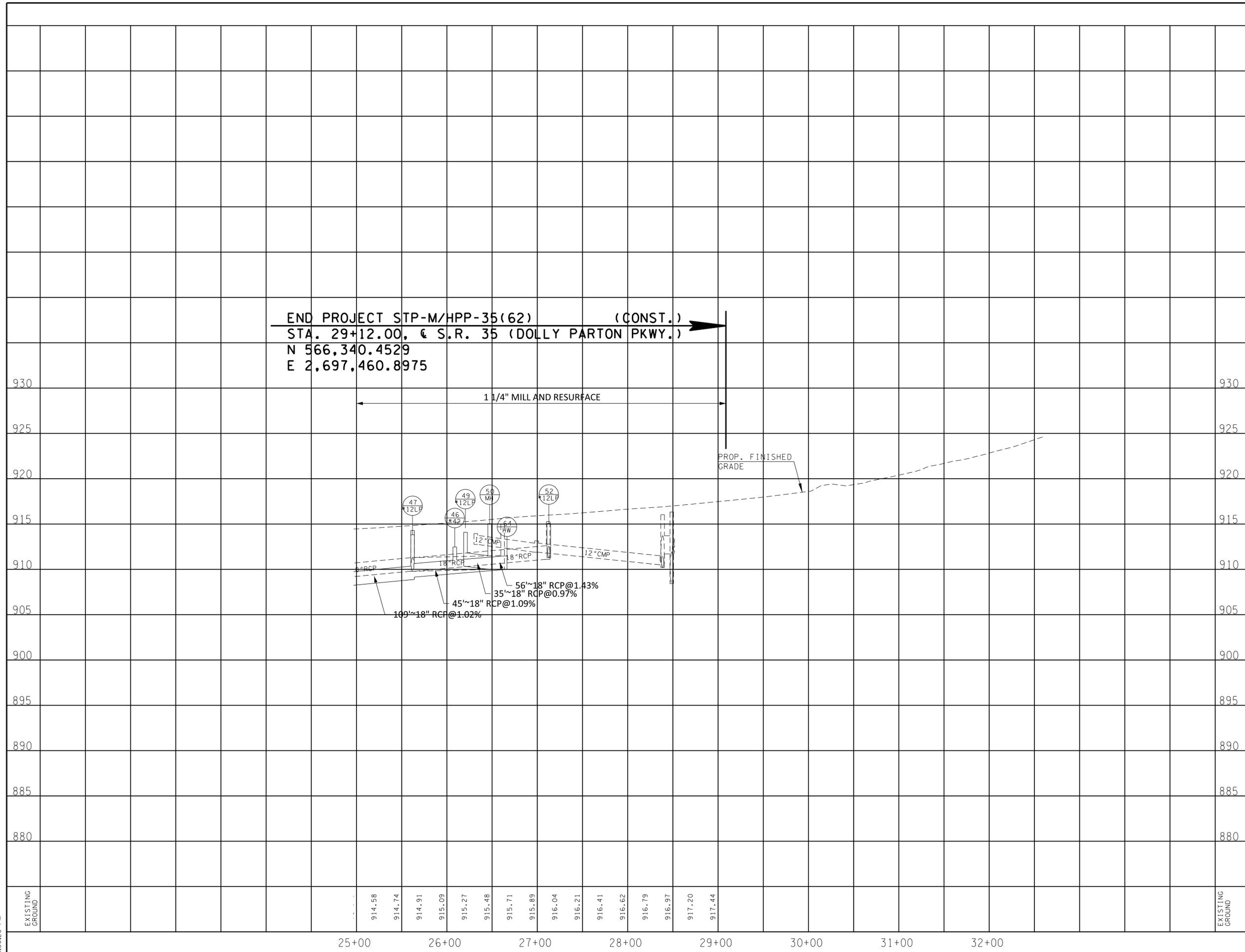
SCALE: 1" = 50'



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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	6C
CONST.	2025	STP/M-35(62)	6C

78LPLM-F0-017  
SR 35 / SR 449



END PROJECT STP-M/HPP-35(62) (CONST.)  
 STA. 29+12.00, C S.R. 35 (DOLLY PARTON PKWY.)  
 N 566,340.4529  
 E 2,697,460.8975

1 1/4" MILL AND RESURFACE

PROP. FINISHED GRADE

47  
12LF  
46  
42  
49  
42  
50  
MH  
64  
HW  
52  
12LF  
12" CMP  
18" RCP  
18" RCP  
18" RCP  
109'~18" RCP@1.02%  
45'~18" RCP@1.09%  
35'~18" RCP@0.97%  
56'~18" RCP@1.43%

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COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**PROFILE**

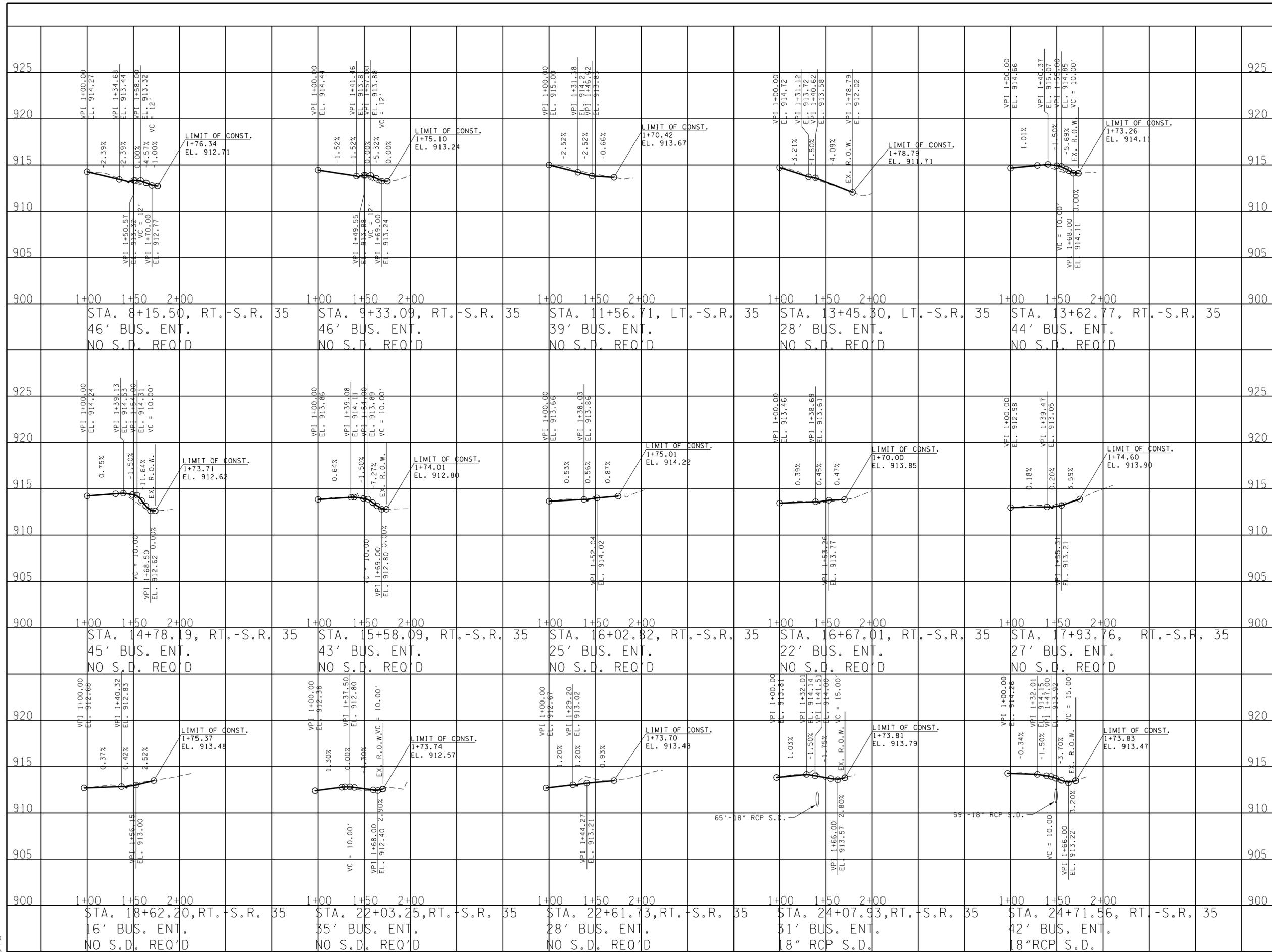
S.R. 35 (DOLLY PARTON PARKWAY)  
 STA. 25+00.00 TO STA. 29+12.00

SCALE: 1" = 50' HORIZ.  
 1" = 10' VERT.

KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	7
CONST.	2025	STP/M-35(62)	7

78PLM-F0-017  
SR 35 / SR 449



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CITY OF SEVIERVILLE

DRIVEWAY PROFILE

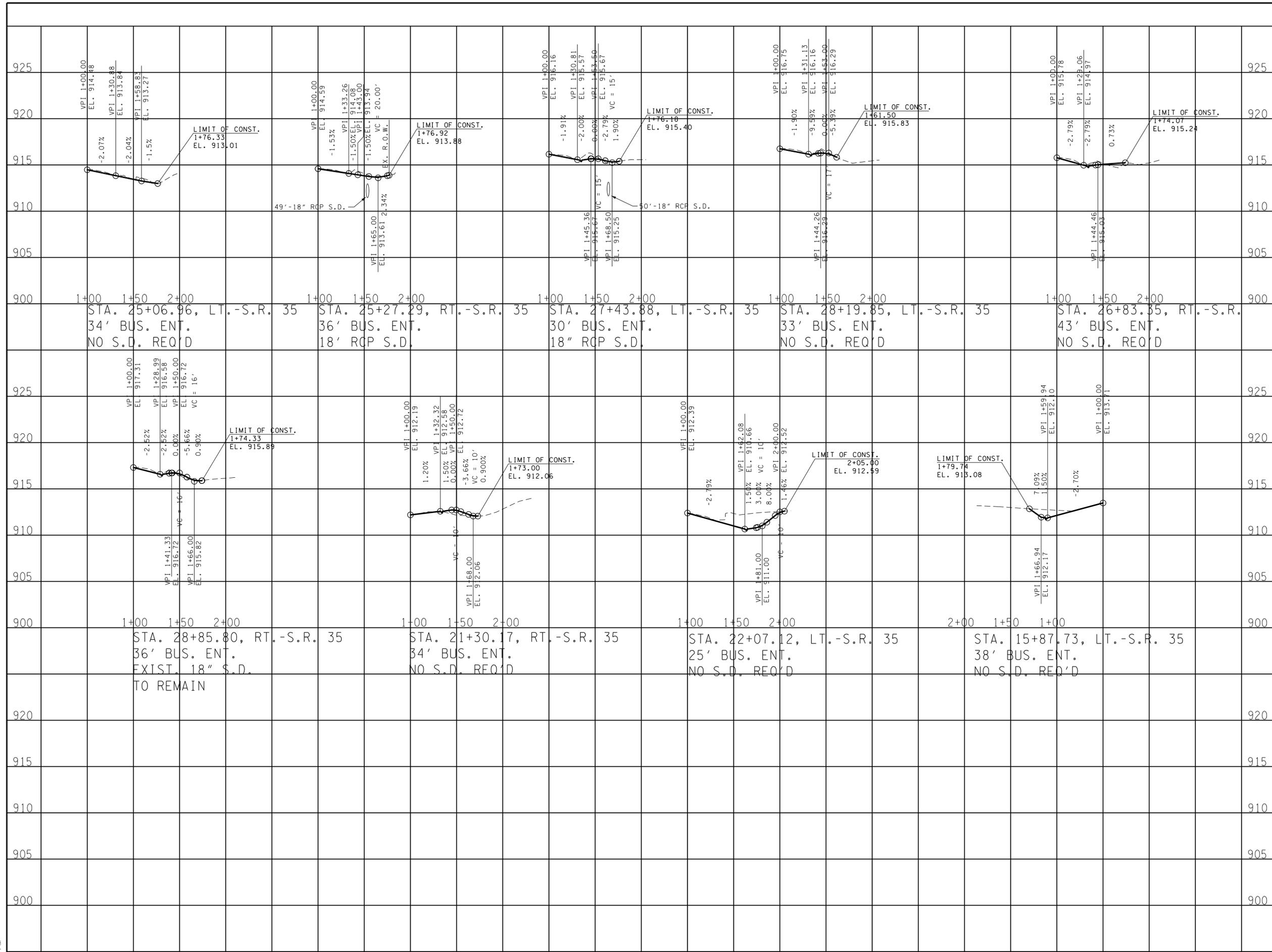
S.R. 35 (DOLLY PARTON PARKWAY)

SCALE: 1" = 50' HORIZ.  
1" = 10' VERT.

KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	7A
CONST.	2025	STP/M-35(62)	7A

78PLM-F0-017  
SR 35 / SR 449  
REV. 05-24-2025: Added driveway  
Sta. 22+07.12 LT.; Sta. 21+30.17 RT. &  
Sta. 15+87.73 LT.



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CITY OF SEVIERVILLE

DRIVEWAY PROFILE

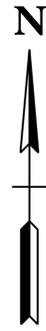
S.R. 35 (DOLLY PARTON PARKWAY)

SCALE: 1" = 50' HORIZ.  
1" = 10' VERT.

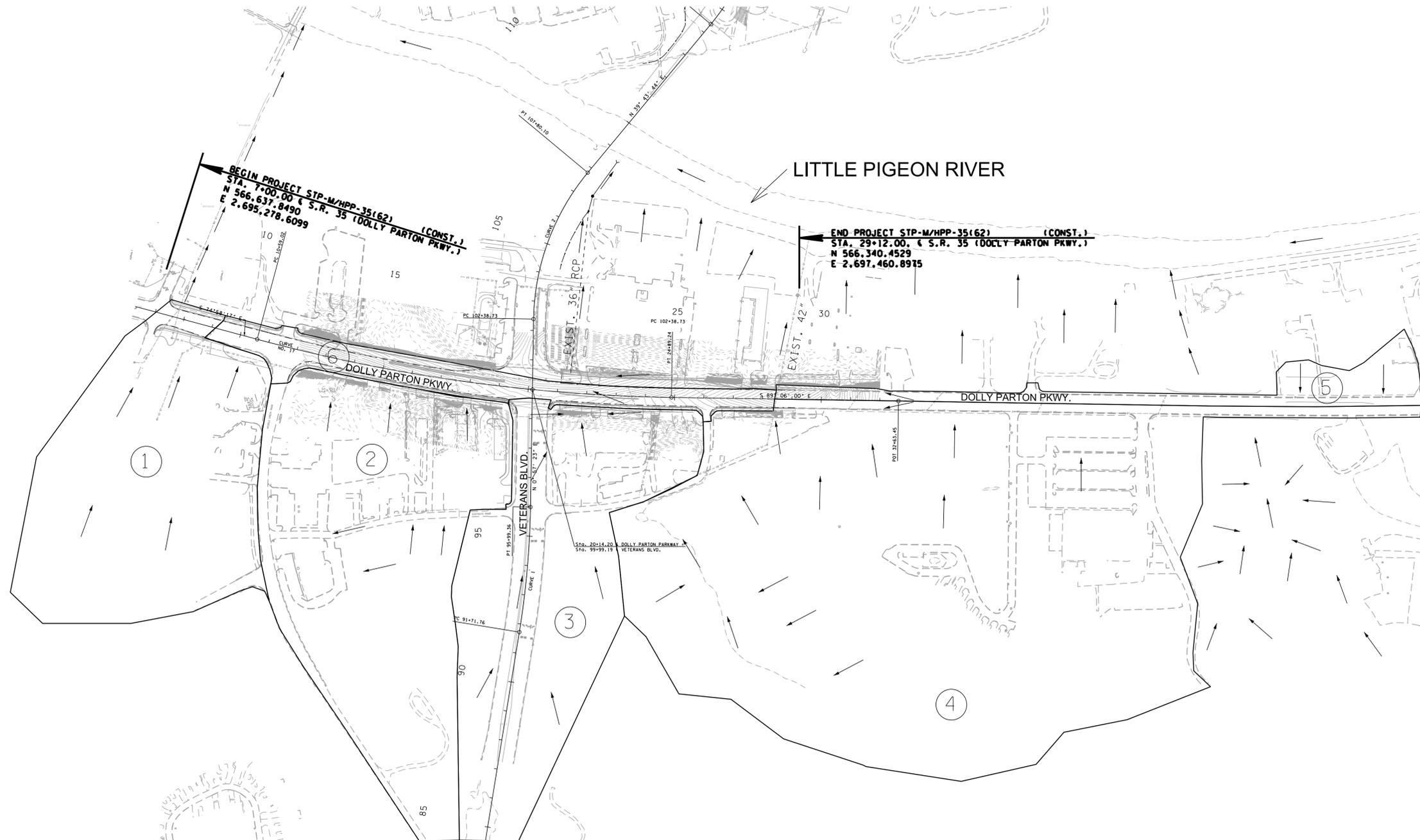
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	8
CONST.	2025	STP/M-35(62)	8

78LPLM-F0-017  
SR 35 / SR 449



DRAINAGE TABLE					
DRAINAGE AREA	AREA (ACRES)	Q50 (CFS)	Q100 (CFS)	C	Tc (MIN.)
1	16.24	98	110	0.75	8.5
2	20.55	100	112	0.67	11.2
3	16.21	82	90	0.65	9.0
4	49.00	190	209	0.61	14.7
5	3.42	26	29	0.82	6.1
6	4.25	36	40	0.90	5.0



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**DRAINAGE MAP**

STA. 7+00.00 TO STA. 29+12

SCALE: 1"= 200'

KNOXVILLE, TENNESSEE

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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	9
CONST.	2025	STP/M-35(62)	9

78LPLM-F0-017  
SR 35 / SR 449

Outfall	Stage 1		Stage 2	
	Drainage Area (Acres)	Slope (%)	Drainage Area (Acres)	Slope (%)
31	0.09		0.10	
32	0.11		-	-
32A	-	-	0.15	
33	0.15		-	-
33A	-	-	0.21	
34	0.20		-	-
34A	-	-	0.28	
35	0.23		-	-
35A	-	-	0.31	
36	0.88		0.85	
37	-	-	0.29	
38	0.35		0.41	
39	1.09		0.77	
40	0.45		0.44	
41	0.05		-	-
41A	-	-	0.05	
42	0.06		-	-
42A	-	-	0.09	
43	1.37		1.34	
44	0.15		-	-
44A	-	-	0.20	
45	0.15		-	-
45A	-	-	0.15	
46	0.37		-	-
46A	-	-	0.37	
47	0.35		0.35	
48	0.18		-	-
48A	-	-	0.20	
49	0.23		0.23	
50	19.57		19.56	
51	0.20		-	-
51A	-	-	0.19	

### EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

#### INSPECTION, MAINTENANCE & REPAIR

(11) REFER TO THE STORM WATER POLLUTION AND PREVENTION PLAN SHEET

#### GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.

- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
** TUBE **	SEDIMENT TUBE	EC-STR-37
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A
** SOCK 12" W **	12 INCH FILTER SOCK	EC-STR-8

EROSION CONTROL QUANTITIES				
Footnotes	Item No.	Description	Total	Unit
	1,3	203-01 ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	65	CY
	3	209-03.21 FILTER SOCK (12")	172	LF
	3	209-05 SEDIMENT REMOVAL	125	CY
	3	209-09.43 CURB INLET PROTECTION (TYPE 4)	34	EACH
	3	209-40.33 CATCH BASIN PROTECTION (TYPE D)	58	EACH
	2,3	303-10.01 MINERAL AGGREGATE (SIZE 57)	46	TON
	2,3	709-05.06 MACHINED RIP-RAP (CLASS A-1)	55	TON
	2,3	740-10.03 GEOTEXTILE (TYPE III) (EROSION CONTROL)	330	SY
	3	740-11.01 TEMPORARY SEDIMENT TUBE 8 INCH	4558	LF

- 1) OVERALL QUANTITY FOR PROJECT IS 3,321 CY  
2) FOR CULVERT PROTECTION TY 1  
3) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

CITY OF SEVIERVILLE

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) NOTES



TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	10
CONST.	2025	STP/M-35(62)	10

78LPLM-F0-017  
SR 35 / SR 449



MATCH LINE STA. 16+00.00 SEE SHEET NO. 10A



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,095.93 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS**

**STAGE 1**

STA. 7+00.00 TO STA. 16+00.00

SCALE: 1" = 50'

7/22/2025 2:46:30 PM PROJECTS\Sevierville\SR35\_SRA49\Sheets\SESR35\_10\_EPSC-stage1.sht  
i:\cadd\microstation\plot\pentables\TDOTPlot-present.tbl

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	10A
CONST.	2025	STP/M-35(62)	10A

78LPLM-F0-017  
SR 35 / SR 449



7/22/2025 2:42:06 PM I:\cadd\microstation\plot\pentables\TD0TPlot-present.tbl



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS**

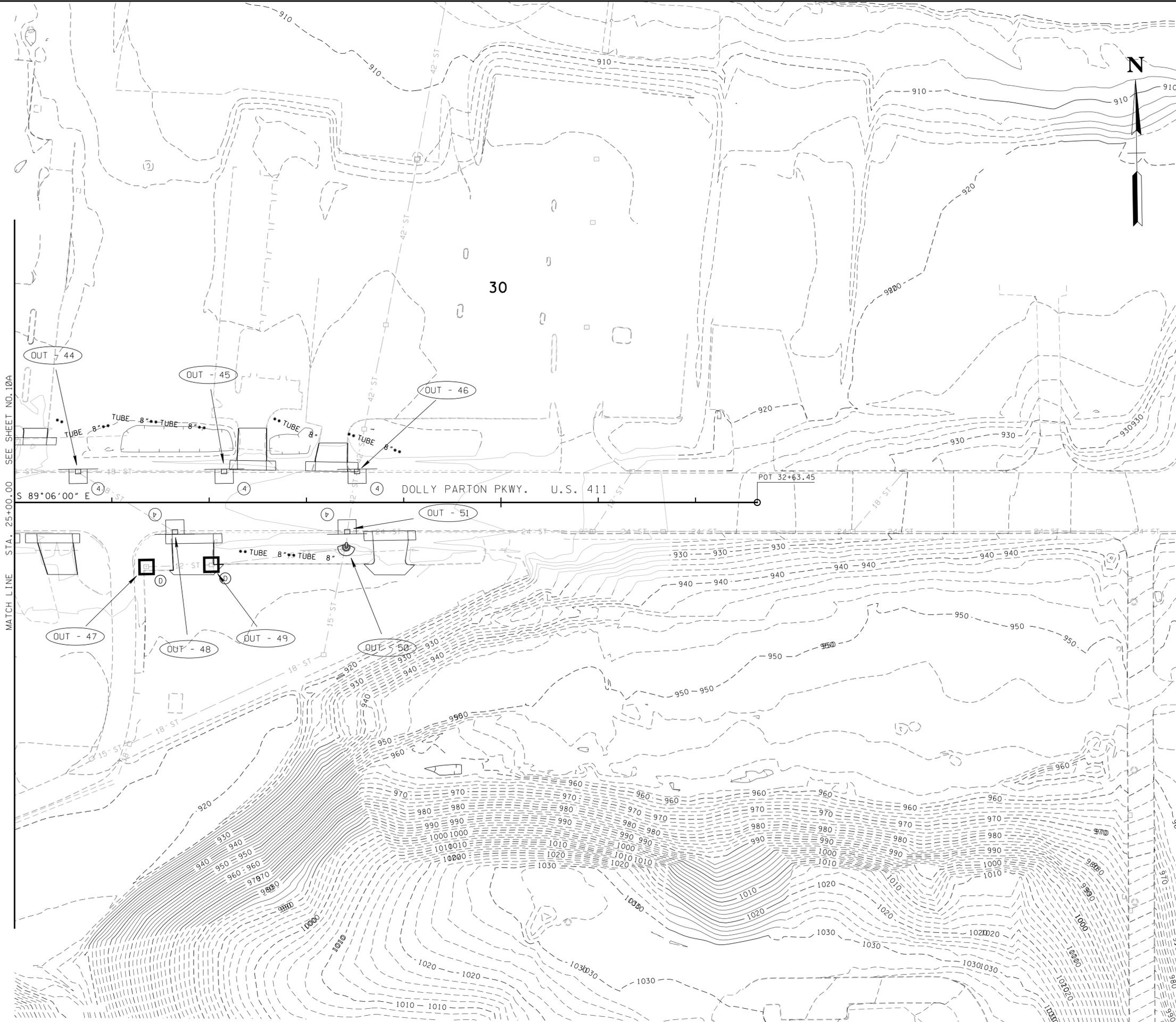
**STAGE 1**

STA. 16+00.00 TO STA. 25+00.00  
SCALE: 1" = 50'

**CDM Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	10B
CONST.	2025	STP/M-35(62)	10B

78LPLM-F0-017  
SR 35 / SR 449



MATCH LINE STA. 25+00.00 SEE SHEET NO. 10A

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COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL I2B.

**CITY OF SEVIERVILLE**

**EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS**

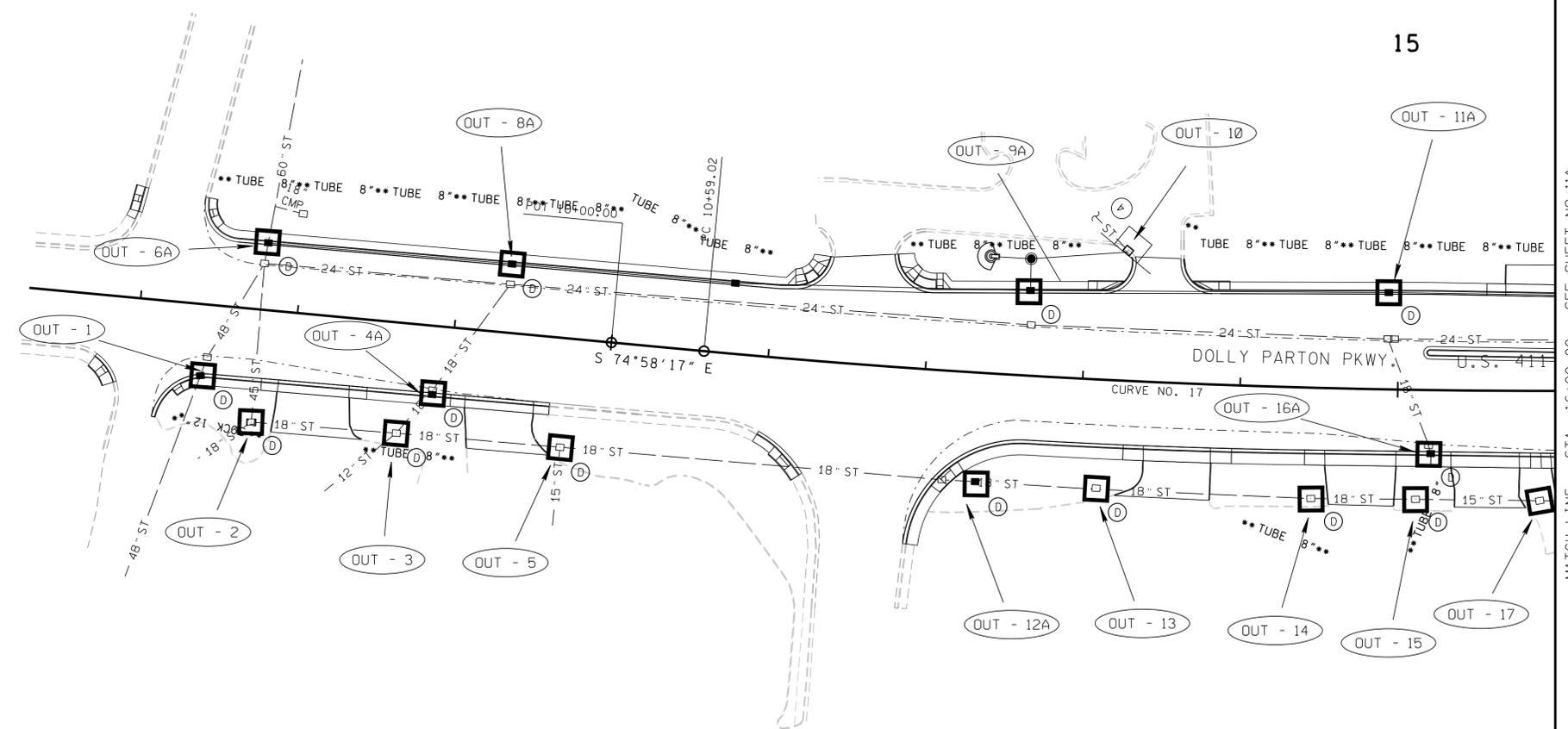
**STAGE 1**

STA. 25+00.00 TO STA. 29+12.00  
SCALE: 1" = 50'

**CDM Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	11
CONST.	2025	STP/M-35(62)	11

78LPLM-F0-017  
SR 35 / SR 449



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STAGE 2

STA. 7+00.00 TO STA. 16+00.00

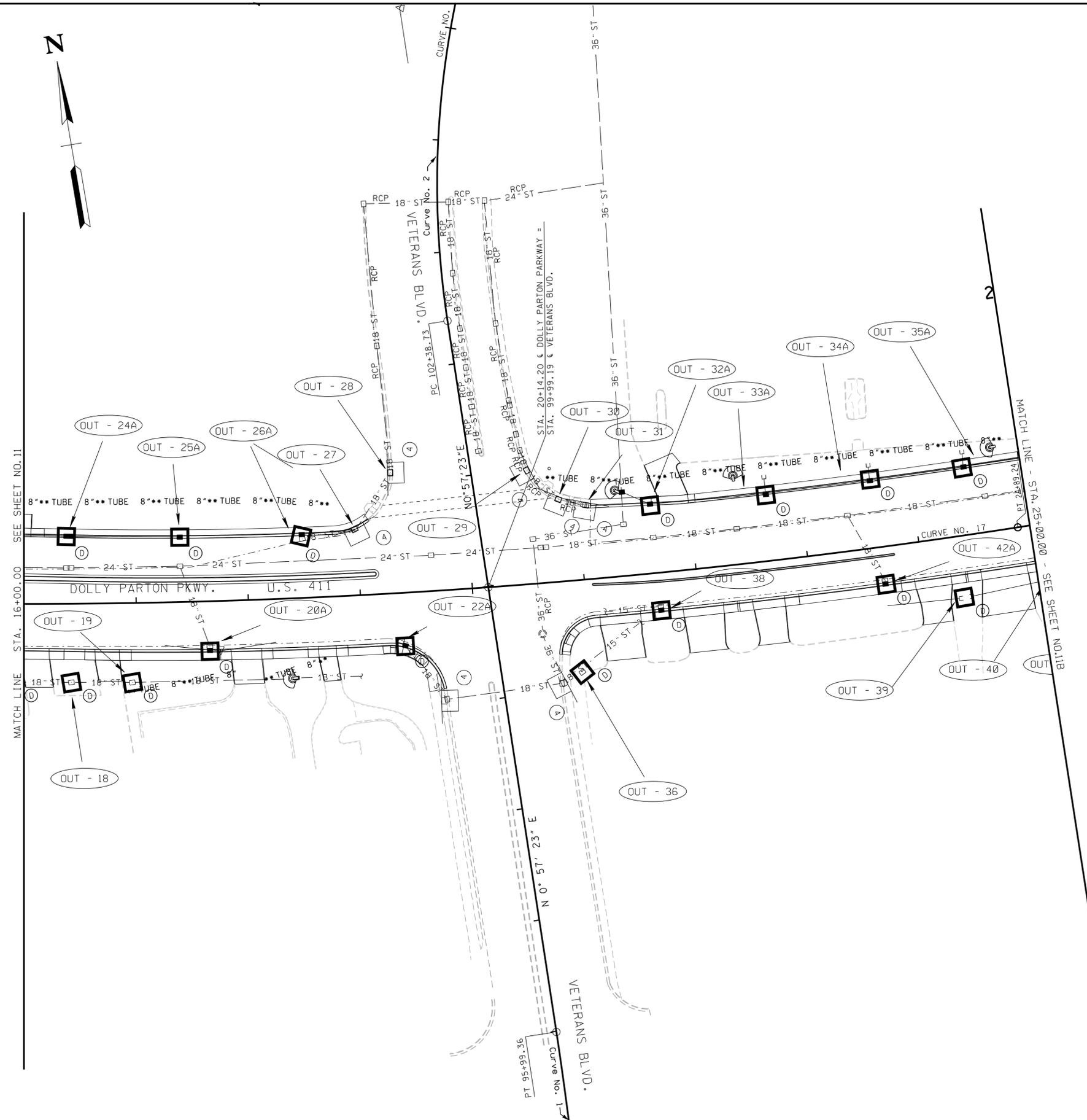
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KNOXVILLE, TENNESSEE

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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	11A
CONST.	2025	STP/M-35(62)	11A

78LPLM-F0-017  
SR 35 / SR 449



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COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS**

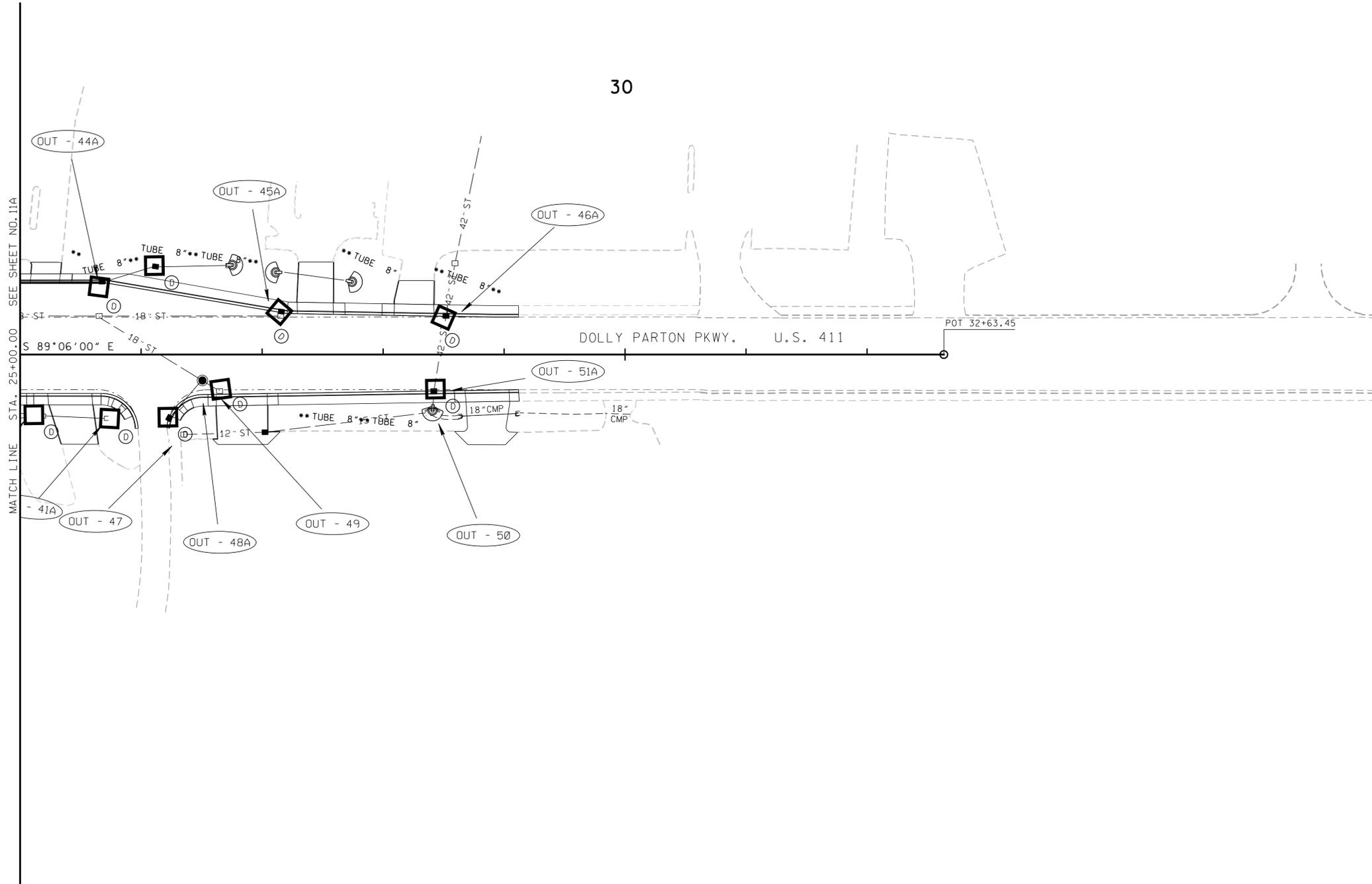
**STAGE 2**

STA. 16+00.00 TO STA. 25+00.00  
SCALE: 1" = 50'

**CDM Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	11B
CONST.	2025	STP/M-35(62)	11B

78LPLM-F0-017  
SR 35 / SR 449



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COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**EROSION PREVENTION &  
SEDIMENT CONTROL  
(EPSC) PLANS  
STAGE 2**

STA. 25+00.00 TO STA. 29+12.00  
SCALE: 1" = 50'

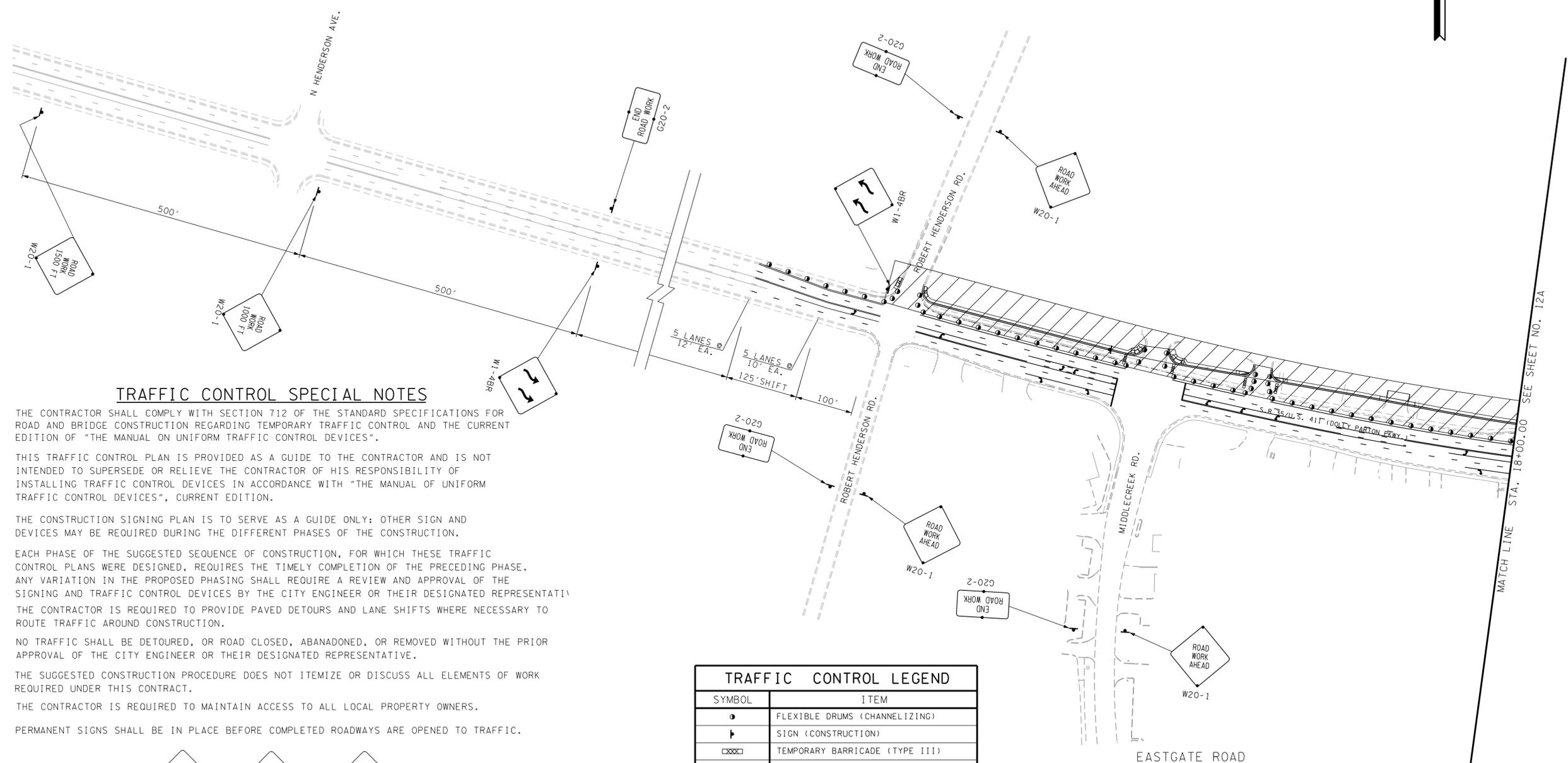
**CDM  
Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	12
CONST.	2025	STP/M-35(62)	12

78LPLM-F0-017  
SR 35 / SR 449

### SUGGESTED CONSTRUCTION PROCEDURE

1. INSTALL EROSION CONTROL DEVICES PER EPSC PLAN.
2. INSTALL ADVANCE TRAFFIC CONTROL SIGNS AND DEVICES PER PLAN AND MUTCD.
3. INSTALL PHASE I LANE SHIFT INCLUDING ALL PAVEMENT MARKINGS, SIGNS, SIGNAL MODIFICATIONS AND TRAFFIC CONTROL DEVICES AS SHOWN IN PLANS.
4. CONSTRUCT WEST BOUND WIDENING INCLUDING PAVEMENT WIDENING, DRAINAGE, CURB AND GUTTER, SIDEWALK AND GRADING AS SHOWN IN PLANS.



### TRAFFIC CONTROL SPECIAL NOTES

THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF "THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

THIS TRAFFIC CONTROL PLAN IS PROVIDED AS A GUIDE TO THE CONTRACTOR AND IS NOT INTENDED TO SUPERSEDE OR RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH "THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION.

THE CONSTRUCTION SIGNING PLAN IS TO SERVE AS A GUIDE ONLY; OTHER SIGN AND DEVICES MAY BE REQUIRED DURING THE DIFFERENT PHASES OF THE CONSTRUCTION.

EACH PHASE OF THE SUGGESTED SEQUENCE OF CONSTRUCTION, FOR WHICH THESE TRAFFIC CONTROL PLANS WERE DESIGNED, REQUIRES THE TIMELY COMPLETION OF THE PRECEDING PHASE. ANY VARIATION IN THE PROPOSED PHASING SHALL REQUIRE A REVIEW AND APPROVAL OF THE SIGNING AND TRAFFIC CONTROL DEVICES BY THE CITY ENGINEER OR THEIR DESIGNATED REPRESENTATIVE. THE CONTRACTOR IS REQUIRED TO PROVIDE PAVED DETOURS AND LANE SHIFTS WHERE NECESSARY TO ROUTE TRAFFIC AROUND CONSTRUCTION.

NO TRAFFIC SHALL BE DETOURED, OR ROAD CLOSED, ABANDONED, OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE CITY ENGINEER OR THEIR DESIGNATED REPRESENTATIVE.

THE SUGGESTED CONSTRUCTION PROCEDURE DOES NOT ITEMIZE OR DISCUSS ALL ELEMENTS OF WORK REQUIRED UNDER THIS CONTRACT.

THE CONTRACTOR IS REQUIRED TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.

PERMANENT SIGNS SHALL BE IN PLACE BEFORE COMPLETED ROADWAYS ARE OPENED TO TRAFFIC.



NOTES: SHOULDER DROP-OFF, UNEVEN LANES, FLAGGER AHEAD SIGNS, AND ONE LANE ROAD AHEAD SIGNS TO BE USED WHEN CONSTRUCTION OPERATIONS WARRANT. TO BE LOCATED AS DIRECTED BY THE ENGINEER.

WHEN TRAFFIC IS RESTRICTED TO ONE LANE, THE CONTRACTOR IS TO HAVE TWO FLAGGERS ON THE PROJECT. TRAFFIC CONTROL SIGNING FOR THIS OPERATION TO BE INSTALLED IN ACCORDANCE WITH STD. DWG. T-WZ-36. COST OF THE FLAGGER IS TO BE INCLUDED IN ITEM NO. 712-01.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
●	FLEXIBLE DRUMS (CHANNELIZING)
⬇	SIGN (CONSTRUCTION)
⊠	TEMPORARY BARRICADE (TYPE III)
* HVF * HVF	HIGH VISIBILITY CONSTRUCTION FENCE
⊠	CHANGEABLE MESSAGE SIGN
⋮	ARROW BOARD TYPE C
▨	WORK ZONE

\* ADVANCE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AS DIRECTED BY THE CITY ENGINEER OR THEIR DESIGNATED REPRESENTATIVE. ADVANCE MESSAGE SIGNS SHALL BECOME PROPERTY OF THE CITY OF SEVIERVILLE.



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEIOD MODEL 12B.

CITY OF SEVIERVILLE

### TRAFFIC CONTROL

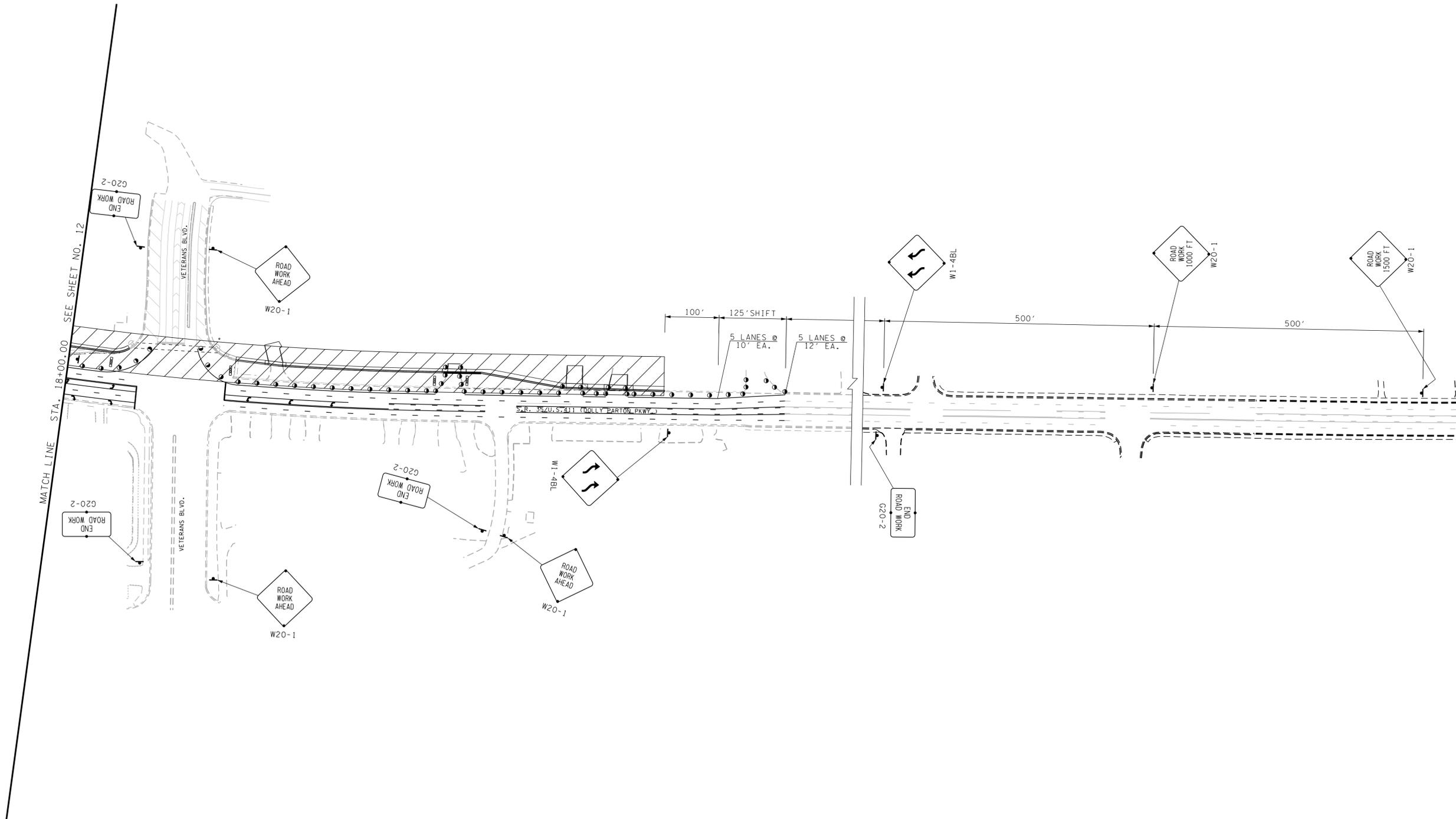
PHASE I  
S.R. 35 (DOLLY PARTON PARKWAY)

SCALE: 1"=100'



TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	12A
CONST.	2025	STP/M-35(62)	12A

78LPLM-F0-017  
SR 35 / SR 449



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COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEIOD MODEL 12B.

CITY OF SEVIERVILLE

**TRAFFIC CONTROL**

PHASE I  
S.R. 35 (DOLLY PARTON PARKWAY)

SCALE: 1" = 100'

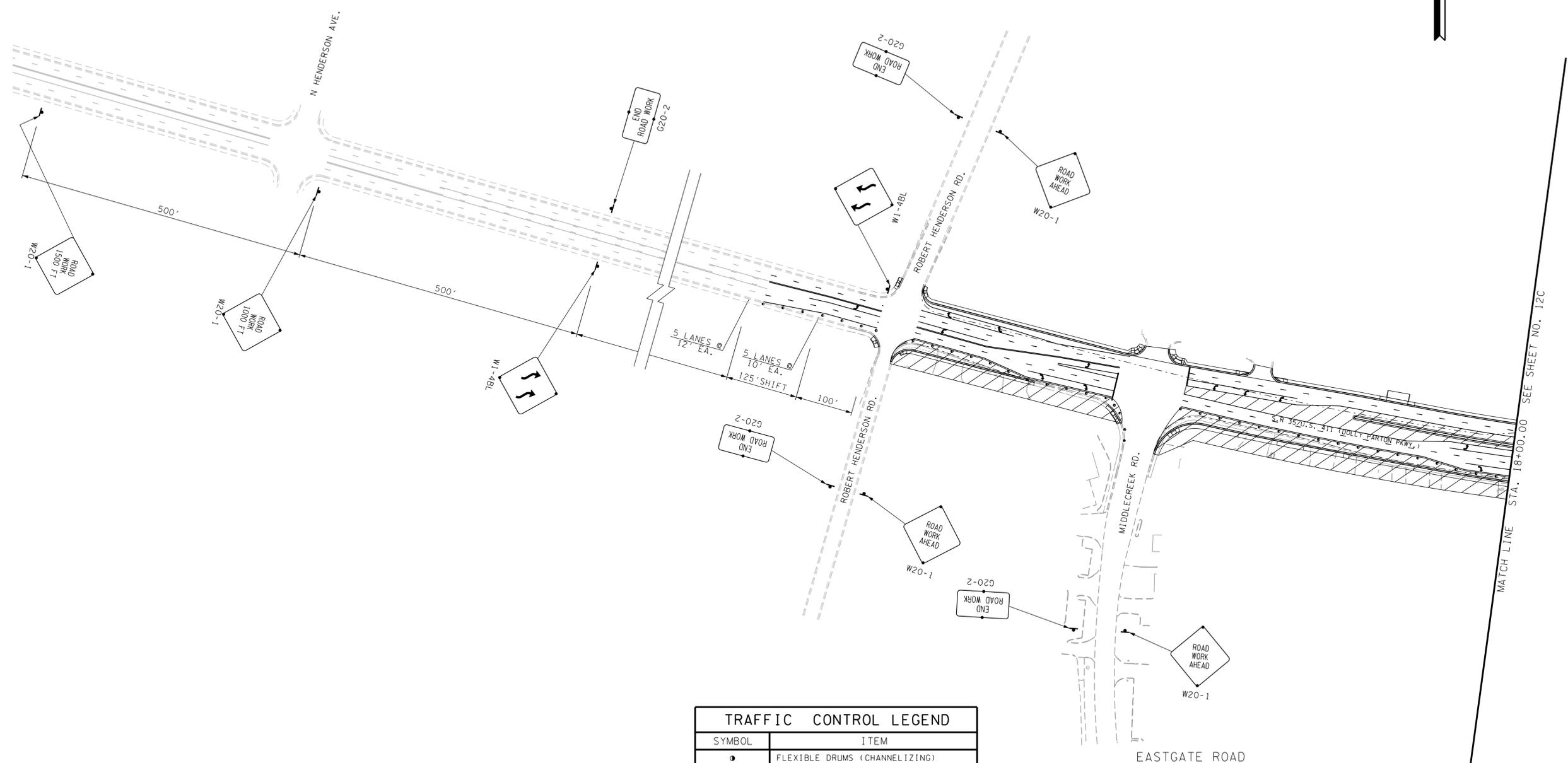
**CDM Smith**  
KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	12B
CONST.	2025	STP/M-35(62)	12B

78LPLM-F0-017  
SR 35 / SR 449

### SUGGESTED CONSTRUCTION PROCEDURE

1. INSTALL EROSION CONTROL DEVICES PER EPSC PLAN.
2. INSTALL ADVANCE TRAFFIC CONTROL SIGNS AND DEVICES PER PLAN AND MUTCD.
3. INSTALL PHASE II LANE SHIFT INCLUDING ALL PAVEMENT MARKINGS, SIGNS, SIGNAL MODIFICATIONS AND TRAFFIC CONTROL DEVICES AS SHOWN IN PLANS.
4. CONSTRUCT EAST BOUND WIDENING INCLUDING PAVEMENT WIDENING, DRAINAGE, CURB AND GUTTER, SIDEWALK AND GRADING AS SHOWN IN PLANS.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
○	FLEXIBLE DRUMS (CHANNELIZING)
▬	SIGN (CONSTRUCTION)
⊠	TEMPORARY BARRICADE (TYPE III)
* HVF * HVF	HIGH VISIBILITY CONSTRUCTION FENCE
⊠	CHANGEABLE MESSAGE SIGN
⋮	ARROW BOARD TYPE C
▨	WORK ZONE

\* ADVANCE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AS DIRECTED BY THE CITY ENGINEER OR THEIR DESIGNATED REPRESENTATIVE.  
ADVANCE MESSAGE SIGNS SHALL BECOME PROPERTY OF THE CITY OF SEVIERVILLE.



CITY OF SEVIERVILLE

**TRAFFIC CONTROL**

PHASE II  
S.R. 35 (DOLLY PARTON PARKWAY)

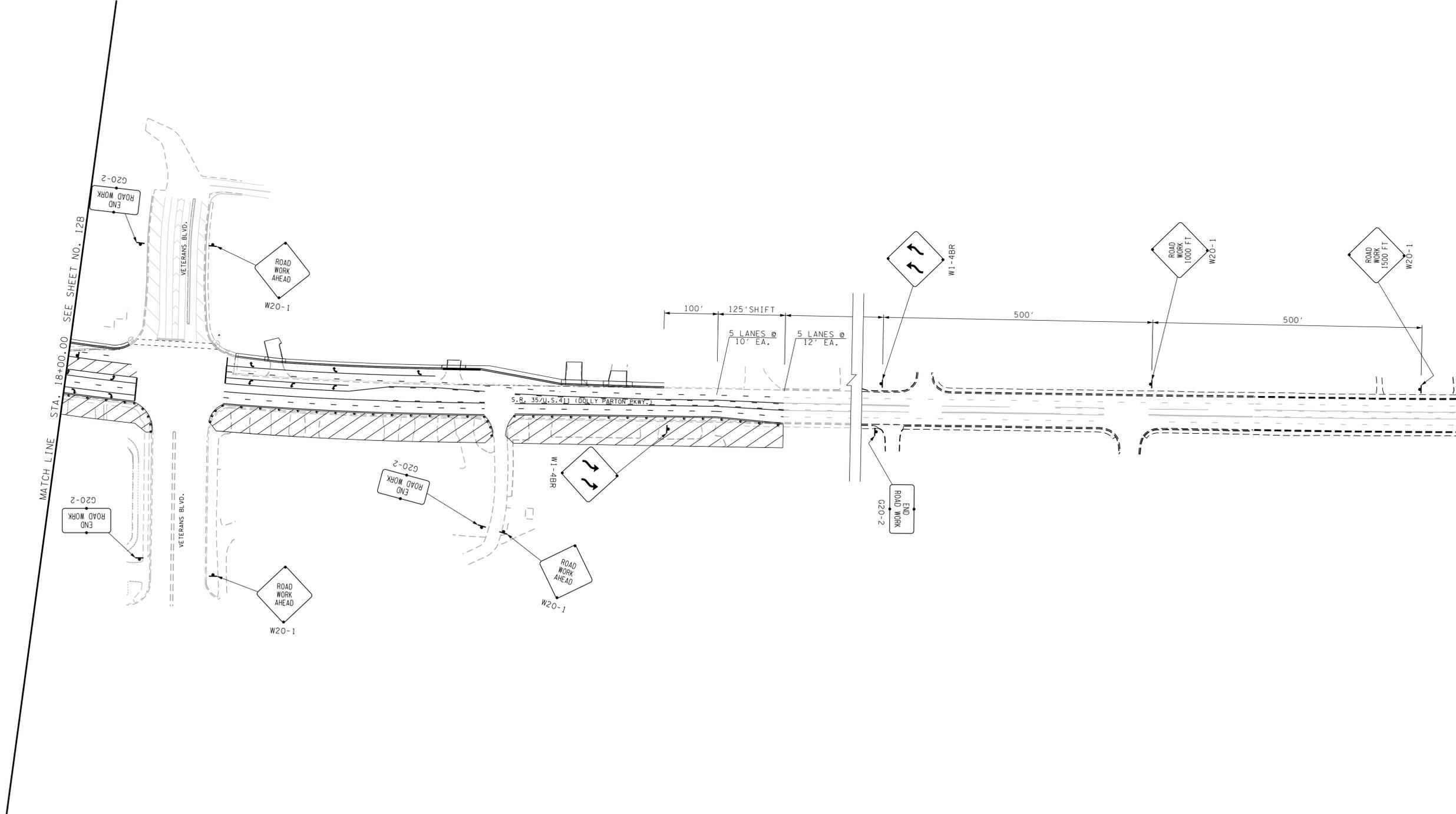
SCALE: 1"=100'

KNOXVILLE, TENNESSEE

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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	12C
CONST.	2025	STP/M-35(62)	12C

78LPLM-F0-017  
SR 35 / SR 449



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CITY OF SEVIERVILLE

**TRAFFIC CONTROL**

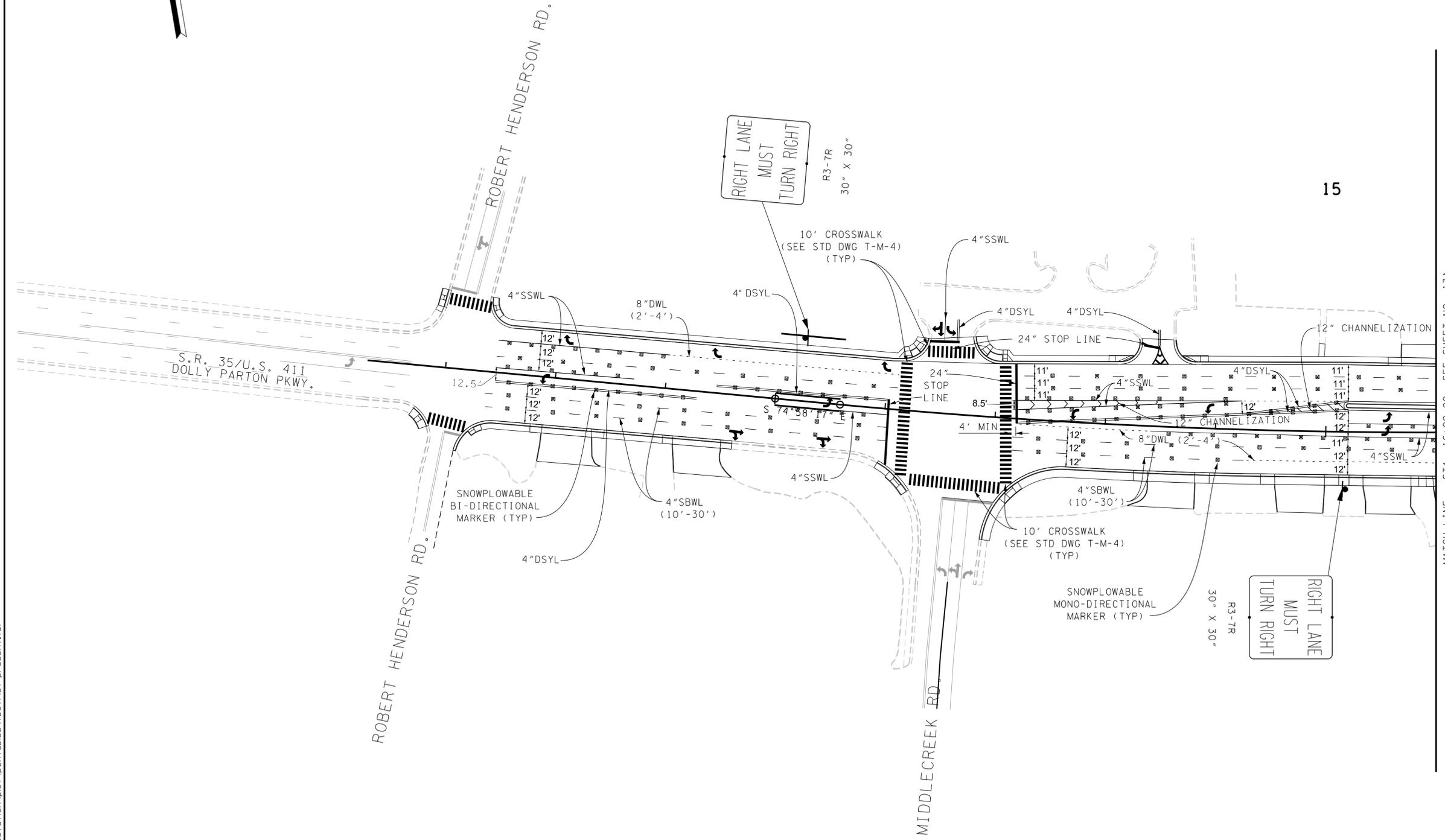
PHASE II  
S.R. 35 (DOLLY PARTON PARKWAY)

SCALE: 1"=100'

KNOXVILLE, TENNESSEE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	13
CONST.	2025	STP/M-35(62)	13

78LPLM-F0-017  
SR 35 / SR 449  
REV. 05-24-2025: Added driveway Sta 15+87.73 LT.



MATCH LINE STA. 16+00.00 SEE SHEET NO. 13A

15



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,095.93 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**SIGNING AND PAVEMENT MARKING PLANS**

SCALE: 1" = 50'



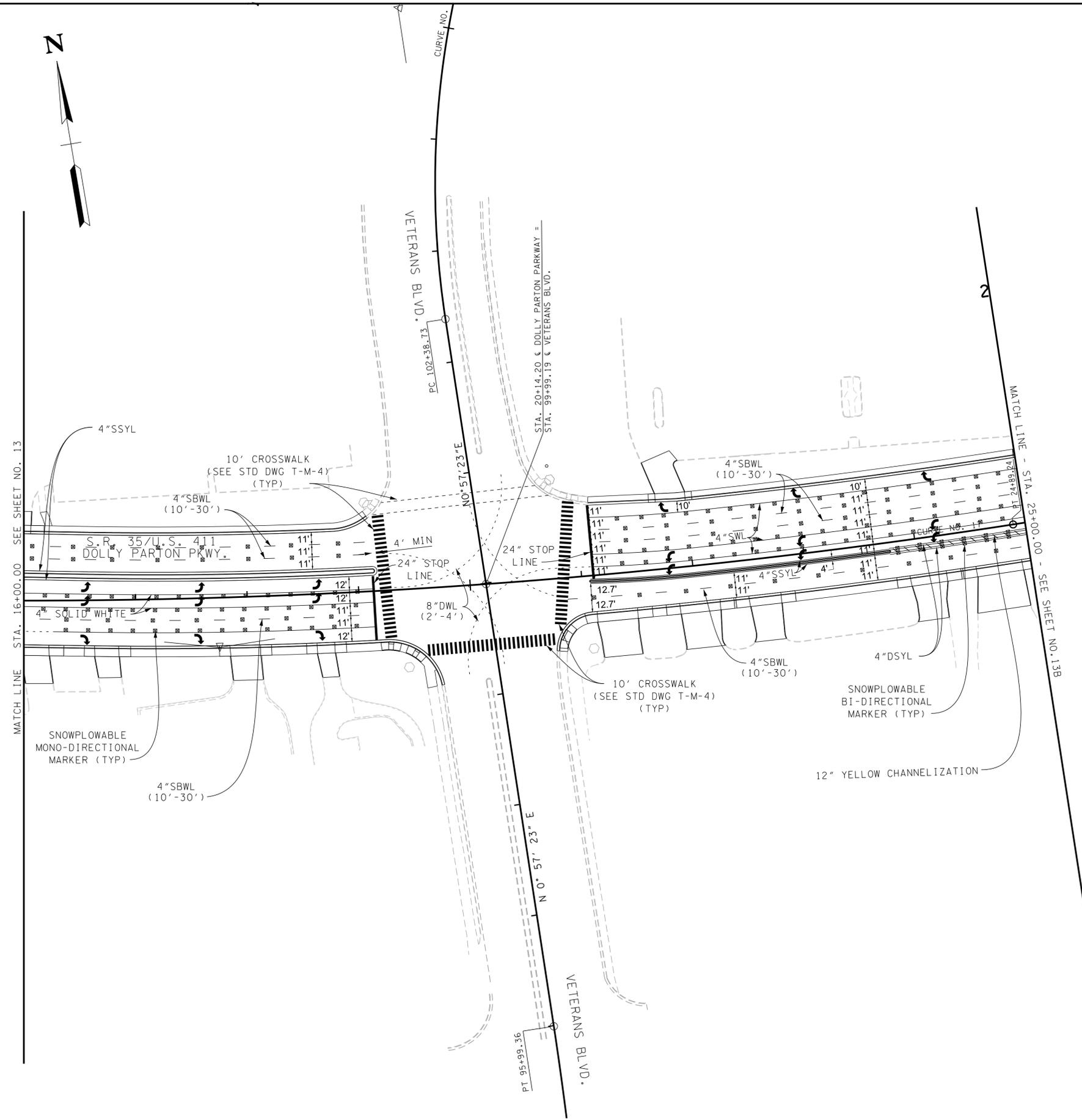
- SSWL = SINGLE SOLID WHITE LINE
- SSYL = SINGLE SOLID YELLOW LINE
- SBYL = SINGLE BROKEN YELLOW LINE
- DSYL = DOUBLE SOLID YELLOW LINE
- SBWL = SINGLE BROKEN WHITE LINE
- DWL = DOTTED WHITE LINE

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TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	13A
CONST.	2025	STP/M-35(62)	13A

78LPLM-F0-017  
SR 35 / SR 449

REV. 05-24-2025: Added median to SR-35 east of SR+449 intersection. Added driveway Sta. 22+07.12 LT & Sta. 21+30.17 RT.



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COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOD MODEL 12B.

CITY OF SEVIERVILLE

**SIGNING AND PAVEMENT MARKING PLANS**

SCALE: 1" = 50'

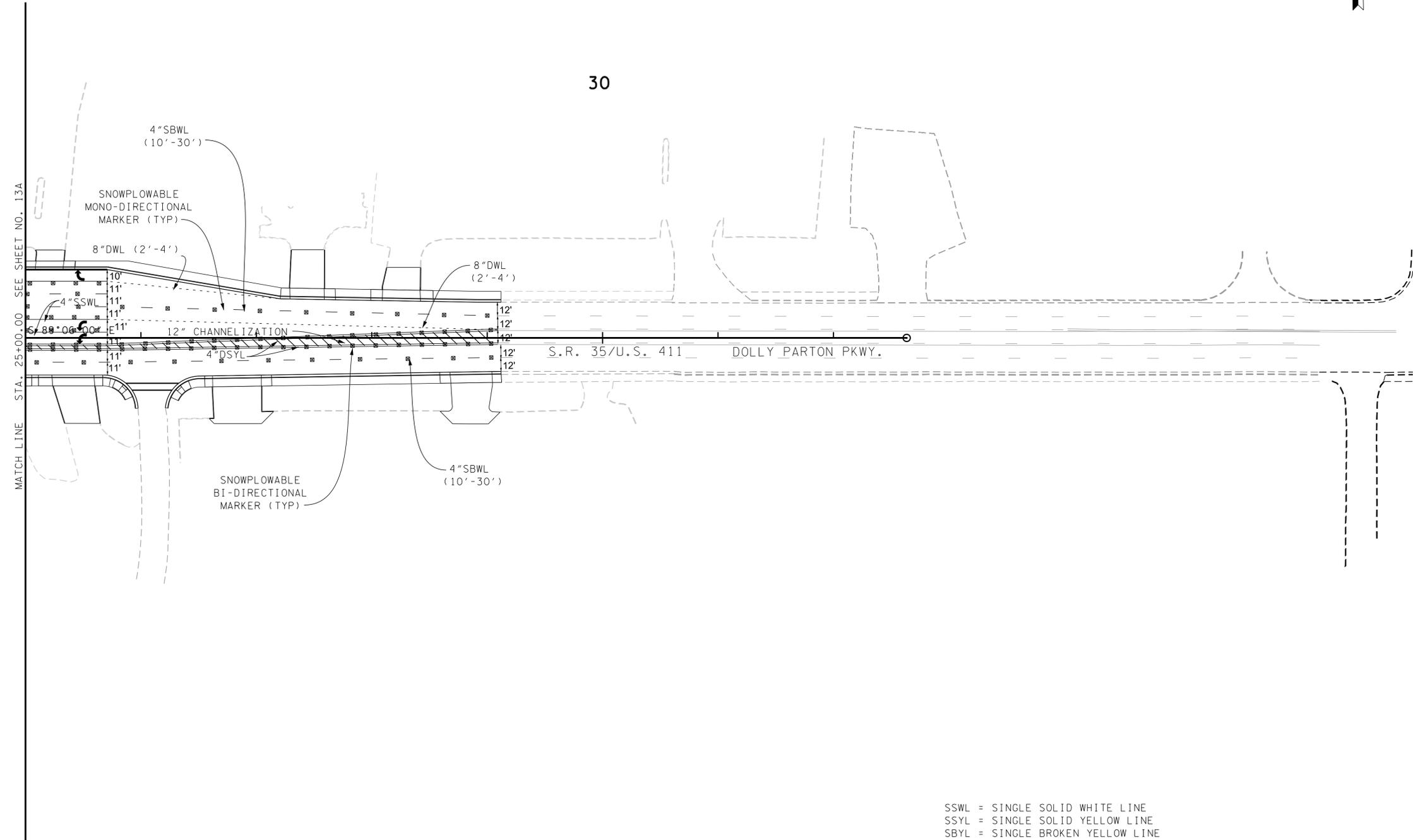


SSWL = SINGLE SOLID WHITE LINE  
SSYL = SINGLE SOLID YELLOW LINE  
SBYL = SINGLE BROKEN YELLOW LINE  
DSYL = DOUBLE SOLID YELLOW LINE  
SBWL = SINGLE BROKEN WHITE LINE  
DWL = DOTTED WHITE LINE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	13B
CONST.	2025	STP/M-35(62)	13B

78LPLM-F0-017  
SR 35 / SR 449

REV. 05-24-2025: Revised lane widths.



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

**SIGNING AND  
PAVEMENT  
MARKING  
PLANS**

SCALE: 1" = 50'



SSWL = SINGLE SOLID WHITE LINE  
SSYL = SINGLE SOLID YELLOW LINE  
SBYL = SINGLE BROKEN YELLOW LINE  
DSYL = DOUBLE SOLID YELLOW LINE  
SBWL = SINGLE BROKEN WHITE LINE  
DWL = DOTTED WHITE LINE

TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	SIG-1
CONST.	2025	STP/M-35(62)	SIG-1

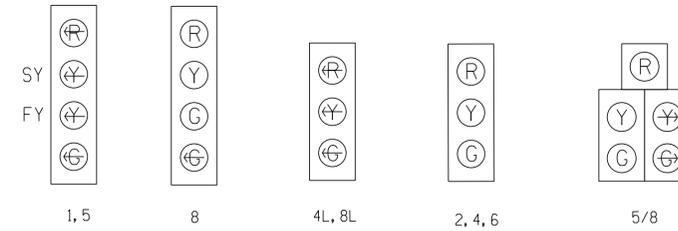
78LPLM-F0-017  
SR 35 / SR 449

### CONSTRUCTION NOTES:

- All construction to be in accordance with T.D.O.T. Standard Specifications No.730SV.
- Refer to T.D.O.T. Standard Drawings No. T-SG-2,5,6, 7,7D,7E,7F, 7K,9,9A,10 and 12.
- The location of the utilities shown within these plans are approximate. Exact locations shall be determined in the field. Contractor is responsible for coordination with Tennessee One Call and location of utilities. Cost of any damage to facilities to be borne by contractor.
- Pedestrian poles are approximate locations and may be adjusted in the field with City approval.
- Signal Timing shall be provided by Joseph Dodgen (865) 868-1793 the City of Sevierville.
- Design of poles and foundations are the responsibility of the contractor or pole manufacturer.
- Contractor shall be responsible for modifying detection zones for proper vehicle detection and signal operation.

PROPOSED CONTROLLER/ CABINET/ BATTERY BACKUP AND CONC. PAD  
CONTRACTOR SHALL PROVIDE MCCAIN 353 AND CABINET WITH BATTERY BACKUP INTERNAL TO CABINET.

### PROPOSED SIGNAL HEADS



ALL MAST ARM POLES, PEDESTRIAN POLES, AND SIGNAL CABINET SHALL BE POWDER COATED BLACK.

ALL SIGNAL HEADS SHALL BE 12" LED WITH YELLOW BACKPLATES AND BLACK HOUSING.

LED'S SHALL BE GELCORE, DURALIGHT, OR APPROVED EQUAL WITH INCANDESCENT LOOK.

BACKPLATES SHALL BE VACUUMED FORMED PLATES WITH LOUVERS.

PEDESTRIAN SIGNALS SHALL BE FULLY POPULATED SYMBOLS WITH RAISED ARROWS ON PUSH BUTTONS AND SIGNS R10-3E.

PUSH BUTTONS SHALL BE ADA COMPLIANT, AND BLACK WITH BLACK HOUSING. ALL BLACK AESTHETICS.



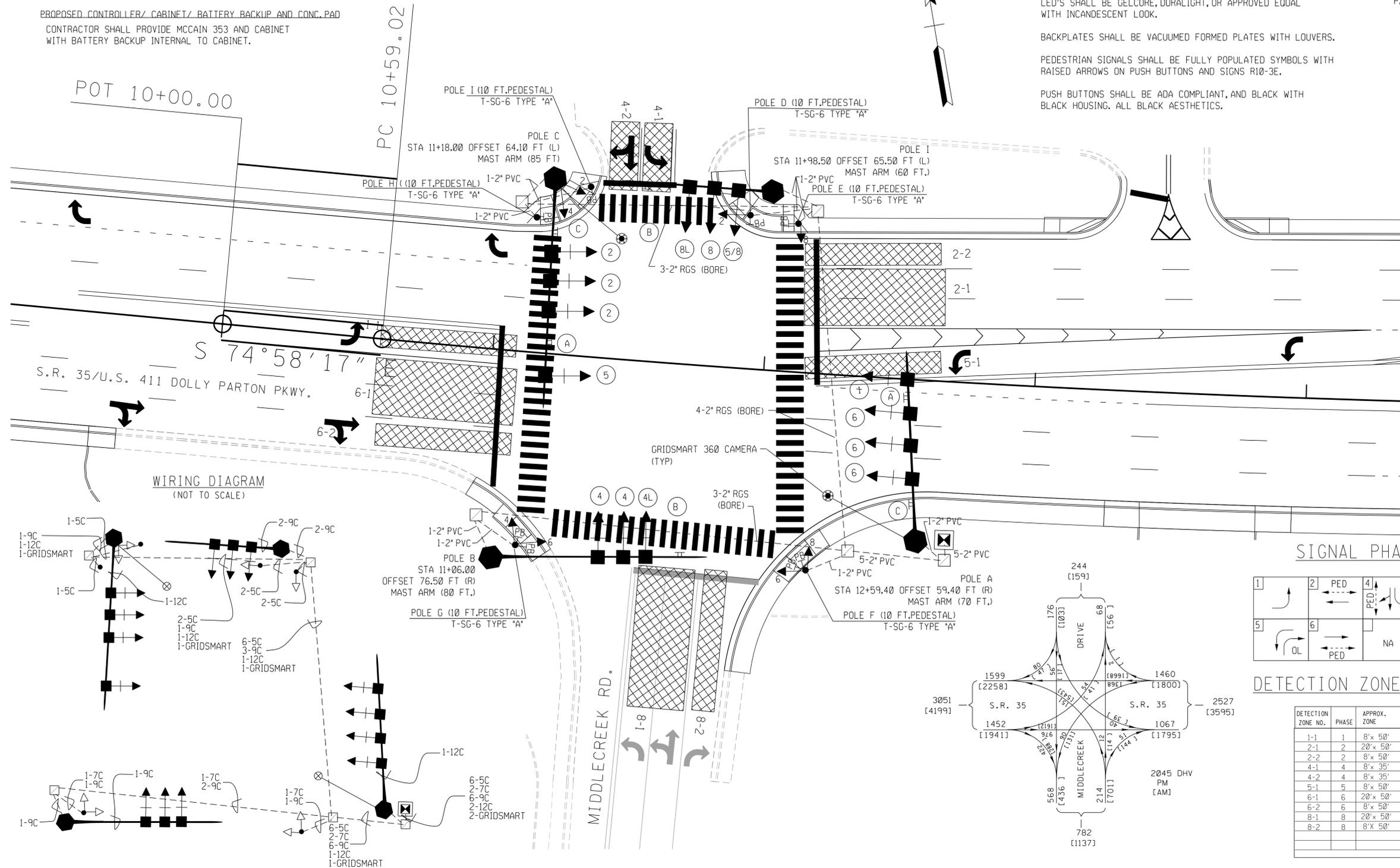
P2, P4, P6, P8

24 INCHES x 7 FEET  
Middle Creek Rd

24 INCHES x 8 FEET  
Dolly Parton Pkwy

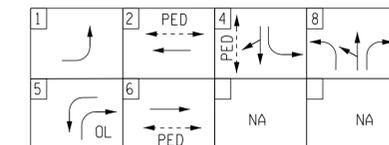
CITY LOGO  
16.9

CONTRACTOR SHALL COORDINATE WITH CITY OF SEVIERVILLE FOR DIMENSIONS AND SPECIFICATIONS OF STREET SIGNAGE AND INTERSECTION NUMBER SIGN. SIGN 'C' SHALL INCLUDE CITY OF SEVIERVILLE LOGO.



WIRING DIAGRAM  
(NOT TO SCALE)

SIGNAL PHASING



DETECTION ZONE SCHEDULE

DETECTION ZONE NO.	PHASE	APPROX. ZONE	MODE	MEMORY
1-1	1	8' x 50'	DEL(3s)	L
2-1	2	20' x 50'	PRES.	N/L
2-2	2	8' x 50'	DEL(8s)	L
4-1	4	8' x 35'	DEL(3s)	L
4-2	4	8' x 35'	DEL(8s)	L
5-1	5	8' x 50'	DEL(3s)	L
6-1	6	20' x 50'	PRES.	N/L
6-2	6	8' x 50'	DEL(8s)	L
8-1	8	20' x 50'	PRES.	N/L
8-2	8	8' x 50'	DEL(12s)	L



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL 12B.

CITY OF SEVIERVILLE

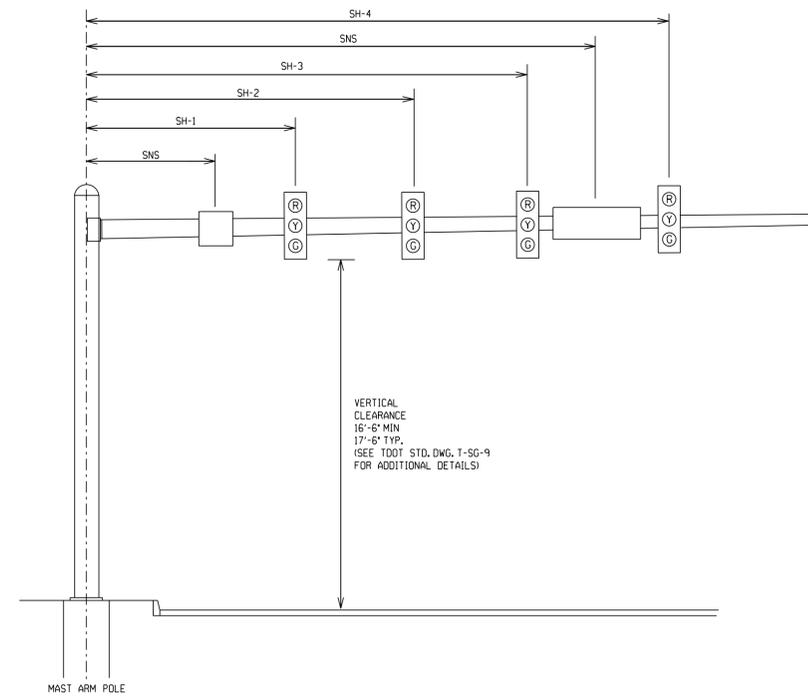
SIGNAL PLANS

SCALE: 1"=20'

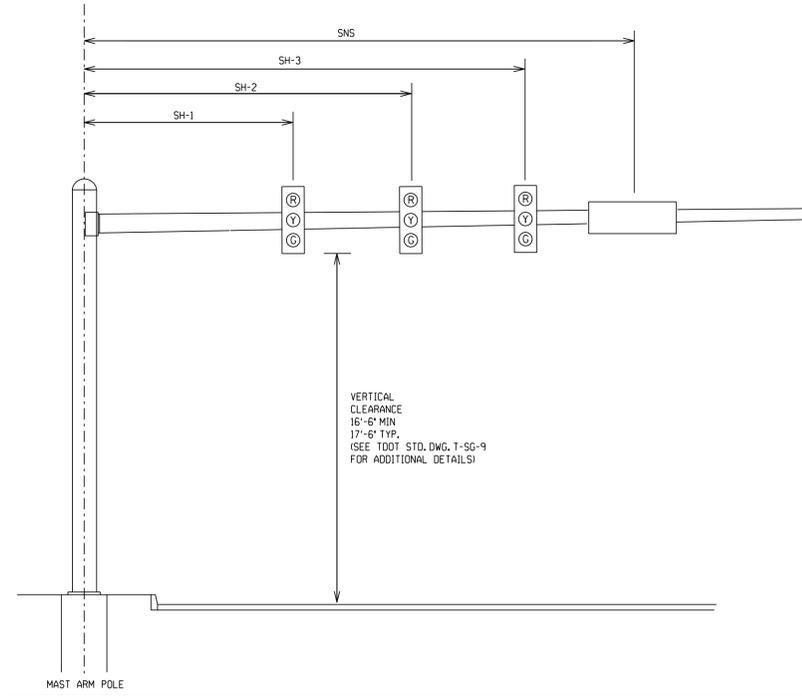


TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	SIG-1A
CONST.	2025	STP/M-35(62)	SIG-1A

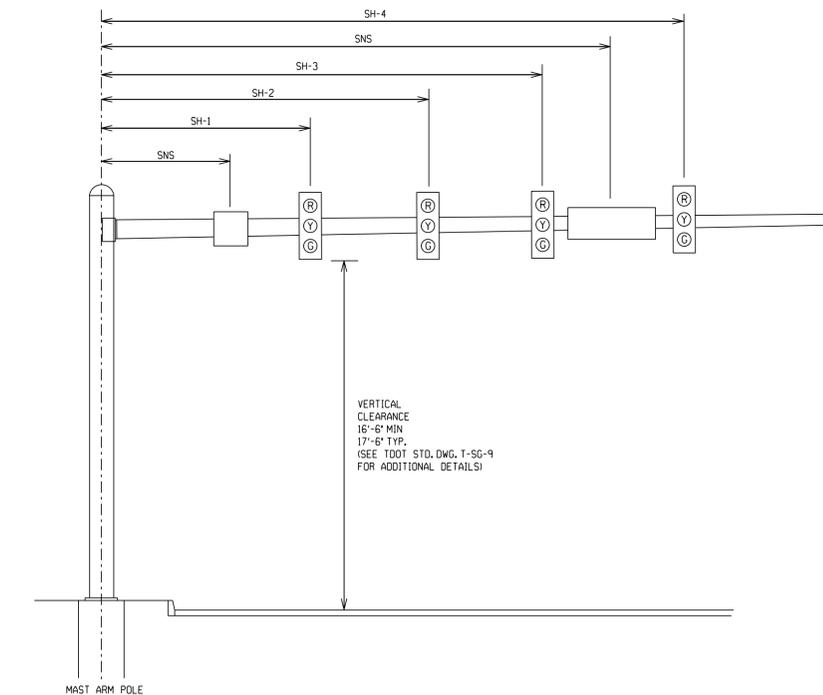
78LPLM-F0-017  
SR 35 / SR 449



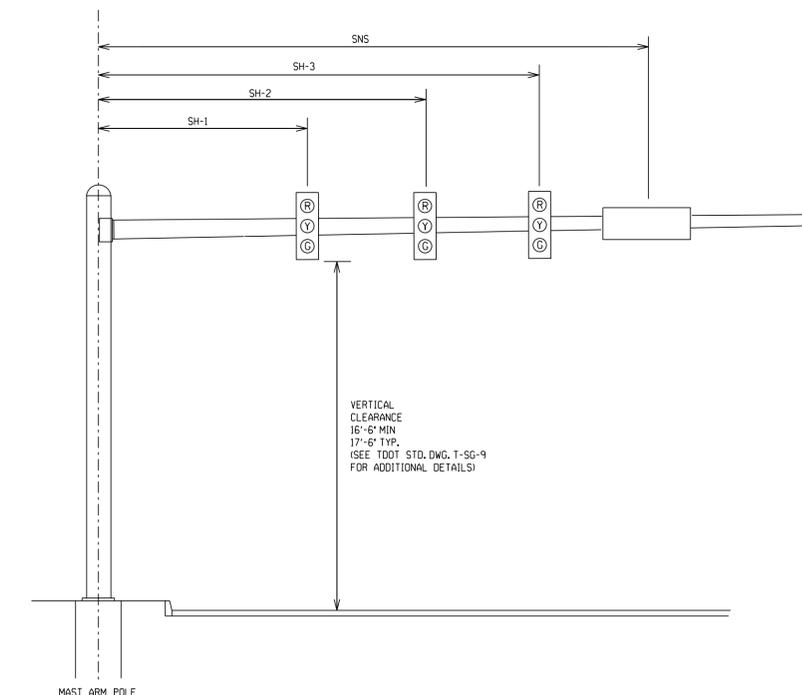
POLE	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SNS	SH-1	SH-2	SH-3	SNS	SH-4	GROUND ELEVATION AT POLE
A	12+59.40	59.4 FT (R)	566438.50	2695806.40	1	70 FT	13.5 FT	13.5 FT	23.0 FT	35.5 FT	52.8 FT	59.5 FT	915.70



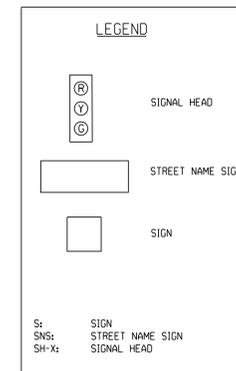
POLE	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SNS	SH-1	SH-2	SH-3	SNS	SH-4	GROUND ELEVATION AT POLE
B	11+06.00	76.5 FT (R)	566458.85	2695651.26	1	80 FT	40.0 FT	49.0 FT	57.0 FT	70.0 FT			915.40



POLE	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SNS	SH-1	SH-2	SH-3	SNS	SH-4	GROUND ELEVATION AT POLE
C	11+18.00	64.1 FT (L)	566591.99	2695698.10	1	85 FT	18.5 FT	27.0 FT	37.2 FT	49.0 FT	60.5 FT	73.0 FT	915.00



POLE	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SNS	SH-1	SH-2	SH-3	SNS	SH-4	GROUND ELEVATION AT POLE
I	11+98.50	65.5 FT (L)	566573.91	2695776.24	1	60 FT	12.5 FT	21.5 FT	30.5 FT	46.5 FT			913.00



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,959.3 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOD MODEL 12B.

CITY OF SEVIERVILLE

SIGNAL POLE TABLES

SCALE: 1"=20'



7/22/2025 2:40:41W5M\PROJECTS\Sevierville\SR35\_SR449\Sheets\SESR35\_SIG-Pole Data.sht  
2:47:43 PM i:\cadd\micr\station\plot\pentables\TDOT\plot+present.tbl

**CONSTRUCTION NOTES:**

- ① All construction to be in accordance with T.D.O.T. Standard Specifications No.730SV.
- ② Refer to T.D.O.T. Standard Drawings No. T-SG-2,5,6,7,7C,7E,9,9A,10 and 12.
- ③ The location of the utilities shown within these plans are approximate. Exact locations shall be determined in the field. Contractor is responsible for coordination with Tennessee One Call and location of utilities. Cost of any damage to facilities to be borne by contractor.
- ④ Pedestrian poles are approximate locations and may be adjusted in the field with City approval.
- ⑤ Signal Timing shall be provided by Joseph Dodgen (865) 868-1793 the City of Sevierville.
- ⑥ Design of pedestrian poles and foundations are the responsibility of the contractor or pole manufacturer.
- ⑦ Contractor shall be responsible for modifying detection zones for proper vehicle detection and signal operation.
- ⑧ All pedestrian poles shall be powder coated black.
- ⑨ All new signal heads shall be 12" LED with yellow backplates and black housing. All existing black backplates shall be modified to yellow for existing signal heads that are remaining.
- ⑩ LED's shall be Gelcore, Duralight, or approved equal with incandescent look.
- ⑪ Backplates shall be vacuum formed plates with louvers.
- ⑫ Pedestrian signals shall be fully populated symbols with raised arrows on push buttons and signs R10-3E.
- ⑬ Push buttons shall be ADA compliant, and black with black housing. All black aesthetics.
- ⑭ Signal construction to be coordinated with SR-449 Extension Project (PIN: 124788.00).

**EXISTING SIGNAL HEADS**

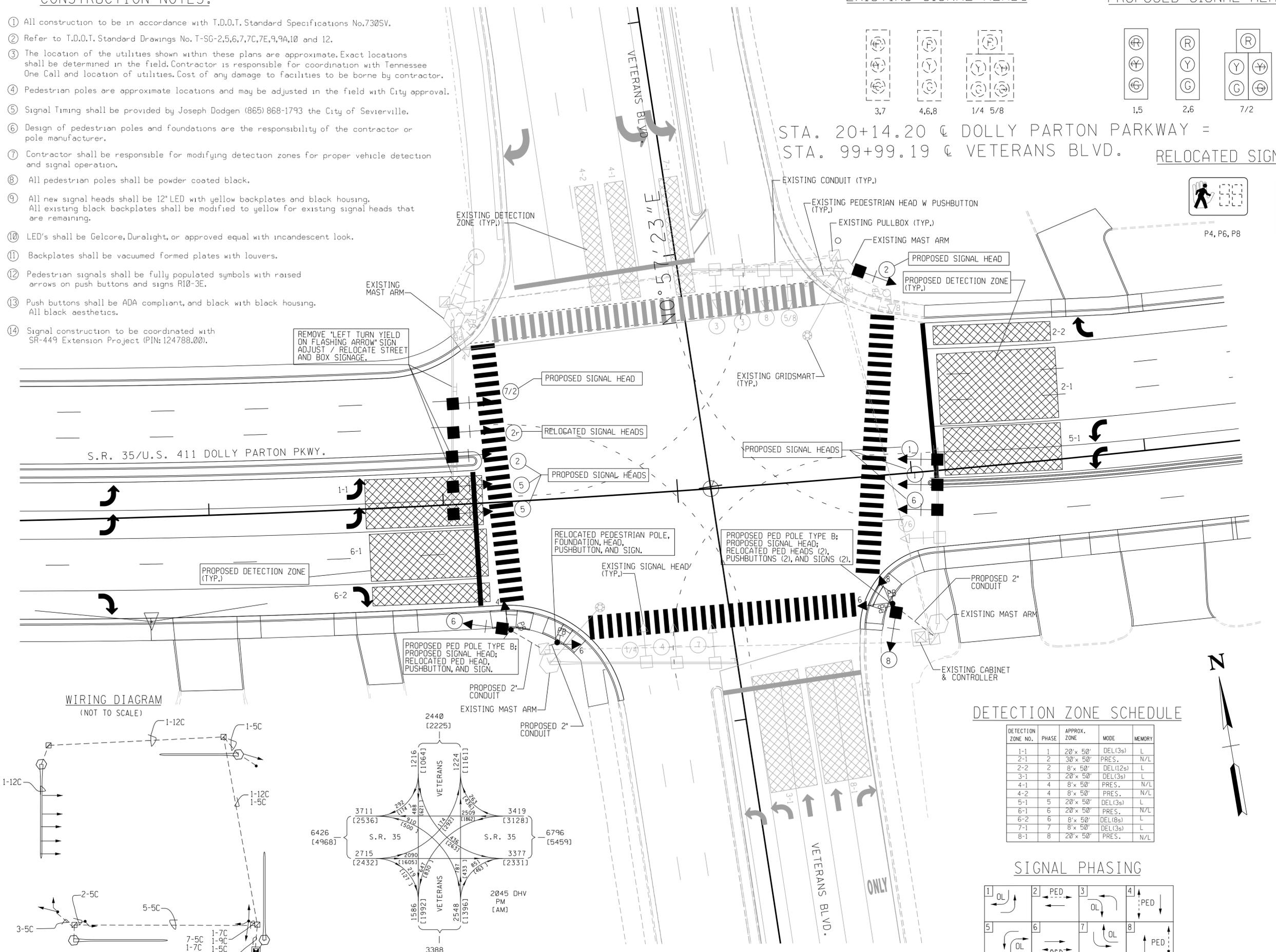
**PROPOSED SIGNAL HEADS**



TYPE	YEAR	PROJECT	SHEET NO.
R.O.W.	2023	STP/M-35(62)	SIG-2
CONST.	2025	STP/M-35(62)	SIG-2

78LPLM-F0-017  
SR 35 / SR 449

STA. 20+14.20 @ DOLLY PARTON PARKWAY =  
STA. 99+99.19 @ VETERANS BLVD. **RELOCATED SIGNAL HEADS**



REMOVE "LEFT TURN YIELD ON FLASHING ARROW" SIGN  
ADJUST / RELOCATE STREET AND BOX SIGNAGE.

PROPOSED SIGNAL HEAD

RELOCATED SIGNAL HEADS

PROPOSED SIGNAL HEADS

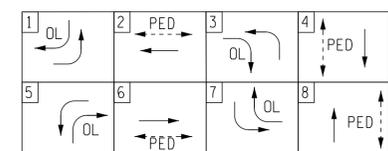
RELOCATED PEDESTRIAN POLE, FOUNDATION, HEAD, PUSHBUTTON, AND SIGN.

PROPOSED PED POLE TYPE B; PROPOSED SIGNAL HEAD; RELOCATED PED HEADS (2), PUSHBUTTONS (2), AND SIGNS (2).

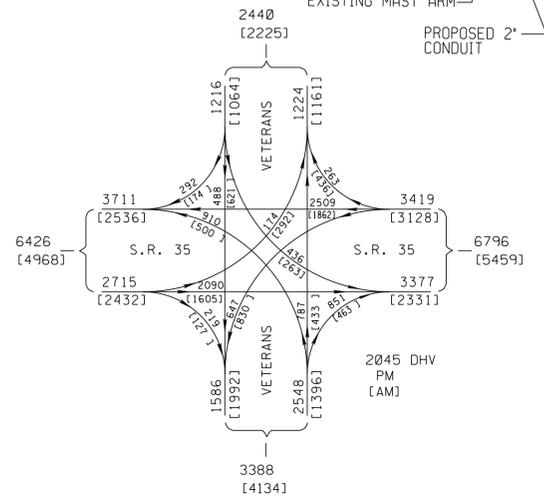
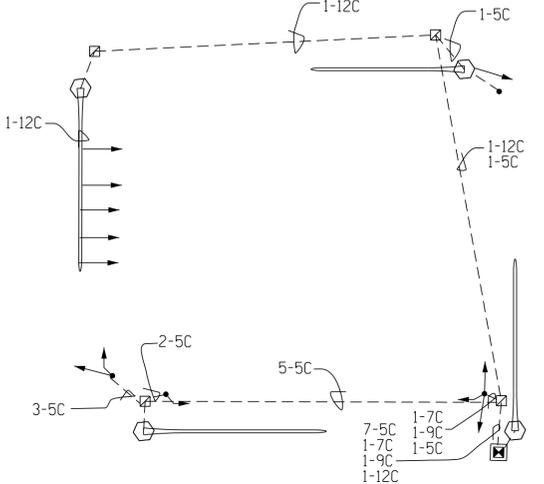
**DETECTION ZONE SCHEDULE**

DETECTION ZONE NO.	PHASE	APPROX. ZONE	MODE	MEMORY
1-1	1	20' x 50'	DEL(3s)	L
2-1	2	30' x 50'	PRES.	N/L
2-2	2	8' x 50'	DEL(12s)	L
3-1	3	20' x 50'	DEL(3s)	L
4-1	4	8' x 50'	PRES.	N/L
4-2	4	8' x 50'	PRES.	N/L
5-1	5	20' x 50'	DEL(3s)	L
6-1	6	20' x 50'	PRES.	N/L
6-2	6	8' x 50'	DEL(8s)	L
7-1	7	8' x 50'	DEL(3s)	L
8-1	8	20' x 50'	PRES.	N/L

**SIGNAL PHASING**



**WIRING DIAGRAM (NOT TO SCALE)**



COORDINATE VALUES WERE ESTABLISHED USING RTK GPS FROM TDOT'S CORS REFERENCE NETWORK NAD83 (2011) AND HAVE BEEN DATUM ADJUSTED BY 1,000,095.93 FOR GROUND DISTANCES. THE VERTICAL DATUM IS NAVD88 USING GEOID MODEL I2B.

CITY OF SEVIERVILLE

**SIGNAL PLANS**

SCALE: 1"=20'



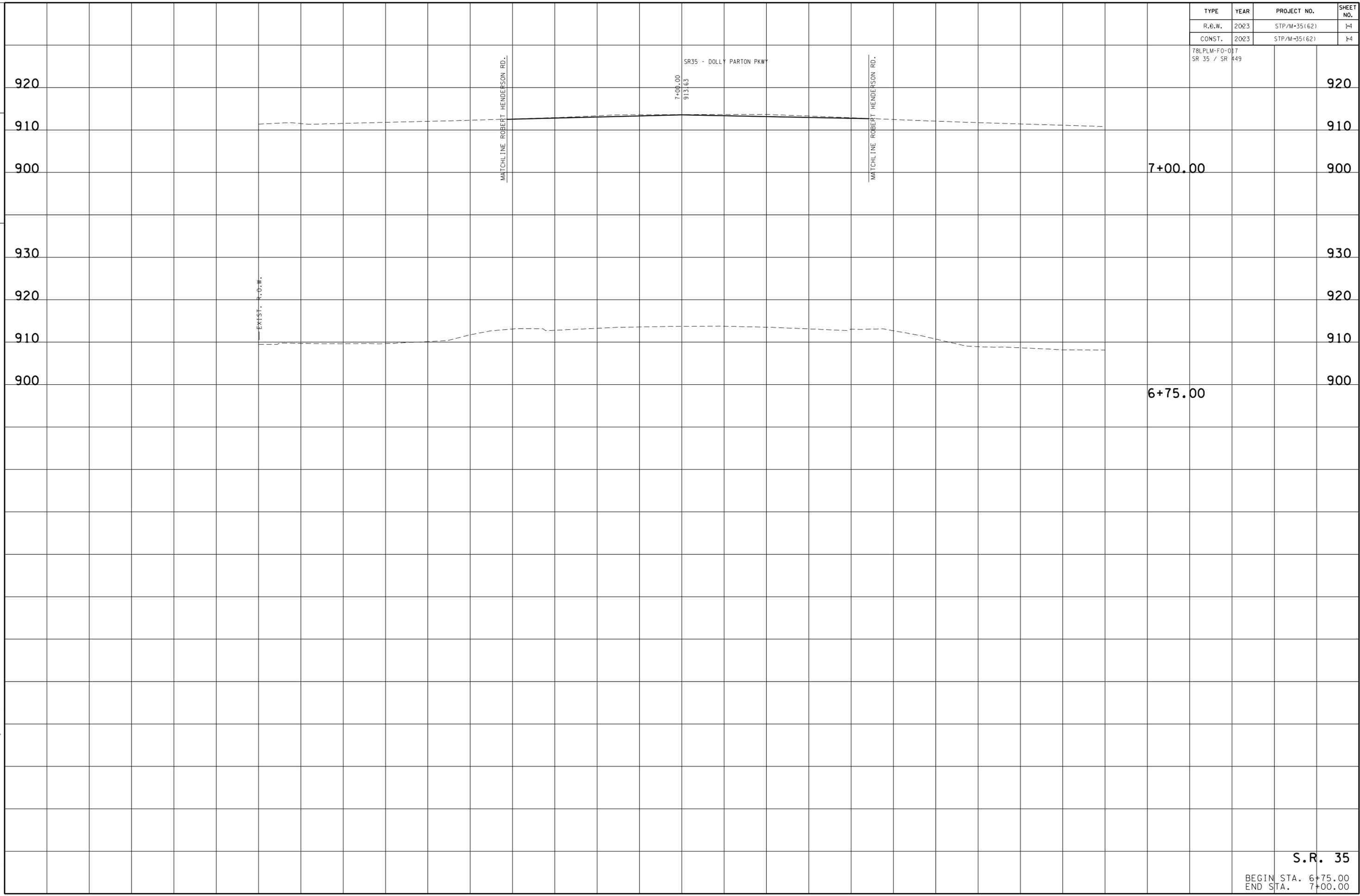
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TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	I-4
CONST.	2023	STP/M-35(62)	I-4

78LPLM-F0-017  
SR 35 / SR 449



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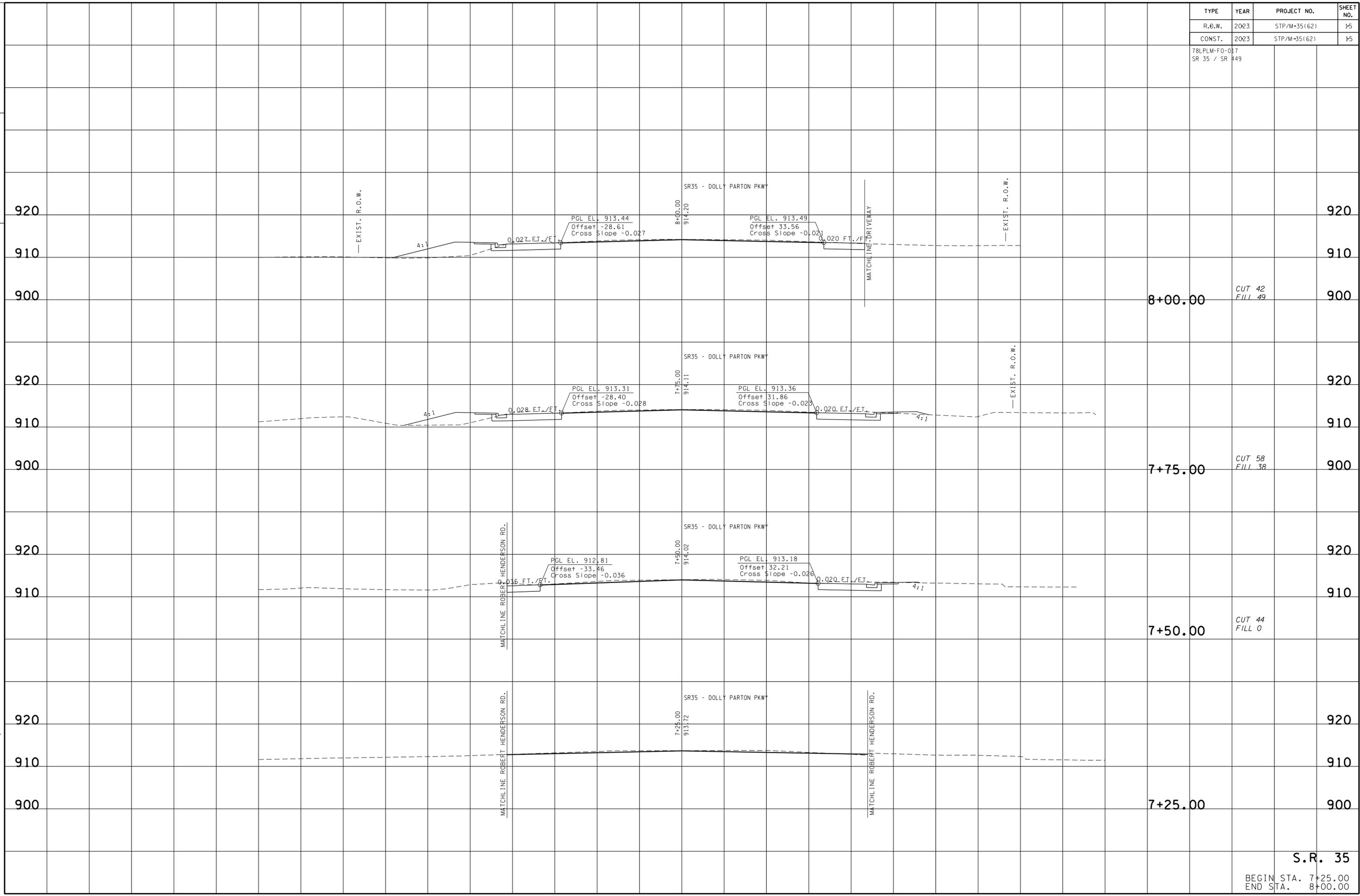
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END STA. 7+00.00

TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	15
CONST.	2023	STP/M-35(62)	15

78LPLM-F0-017  
SR 35 / SR 449



**S.R. 35**  
BEGIN STA. 7+25.00  
END STA. 8+00.00

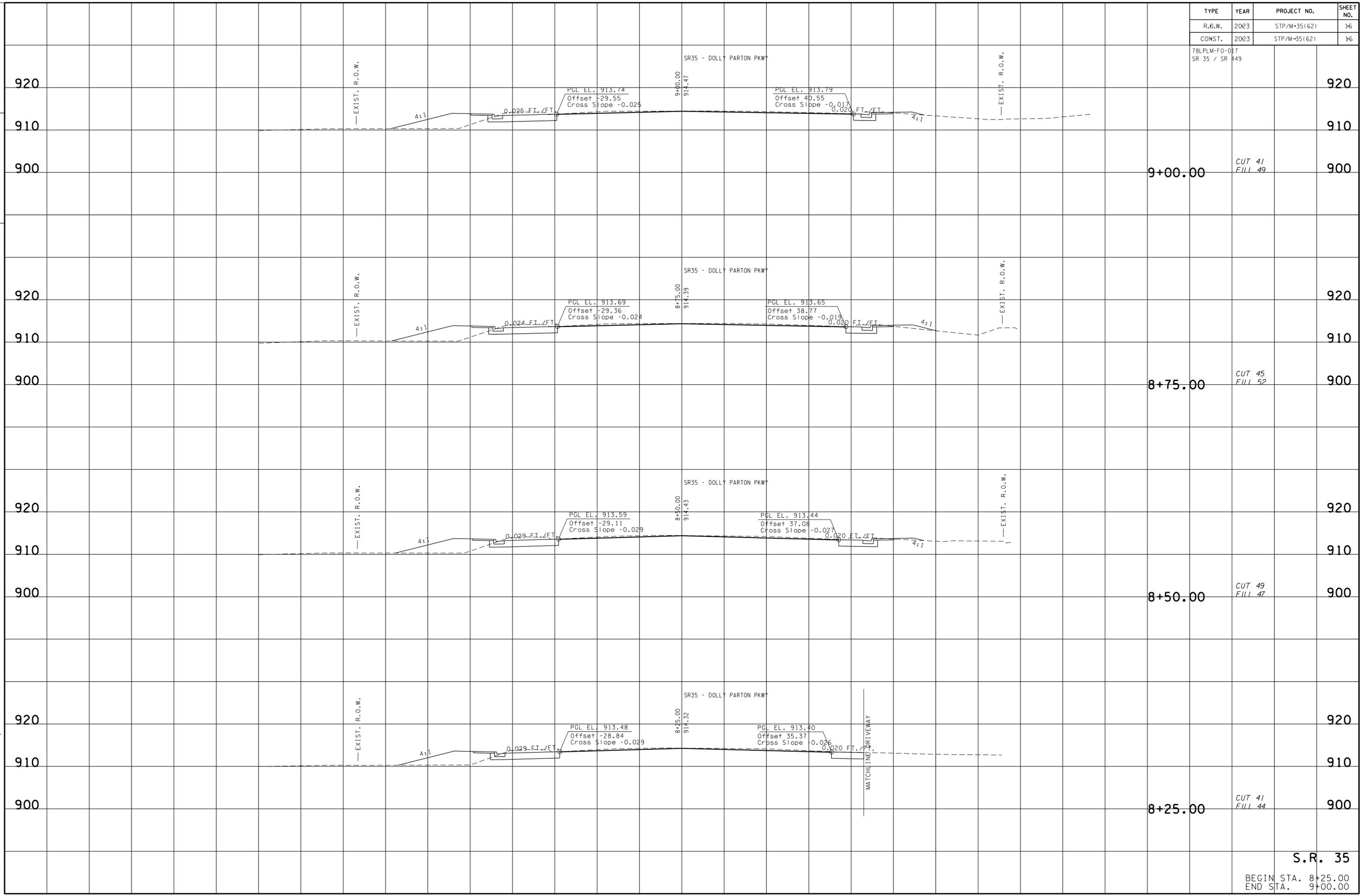
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TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	16
CONST.	2023	STP/M-35(62)	16

78LPLM-F0-017  
SR 35 / SR 449

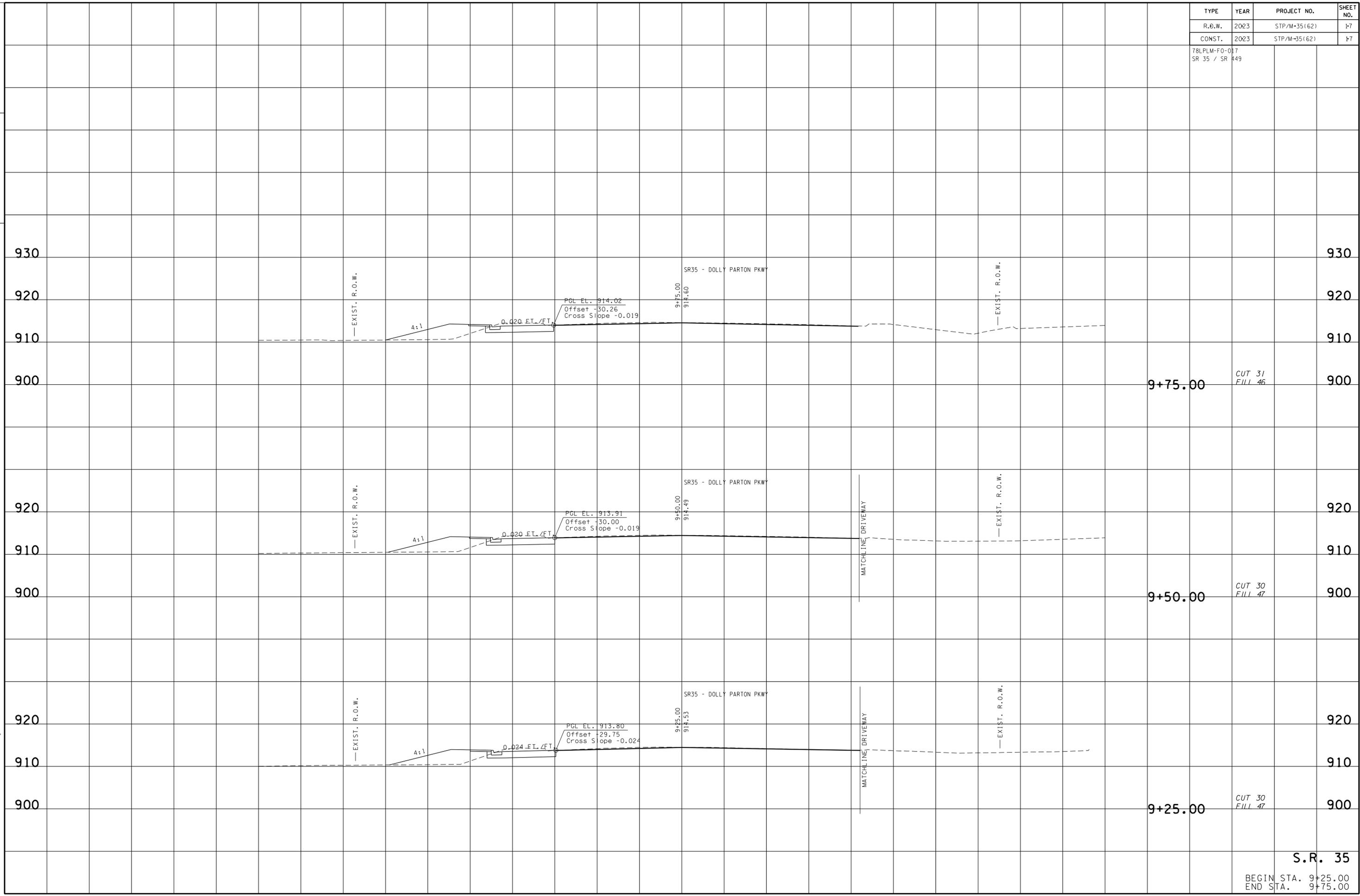


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**S.R. 35**  
BEGIN STA. 8+25.00  
END STA. 9+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	I-7
CONST.	2023	STP/M-35(62)	I-7

78LPLM-F0-017  
SR 35 / SR 449



**S.R. 35**  
BEGIN STA. 9+25.00  
END STA. 9+75.00

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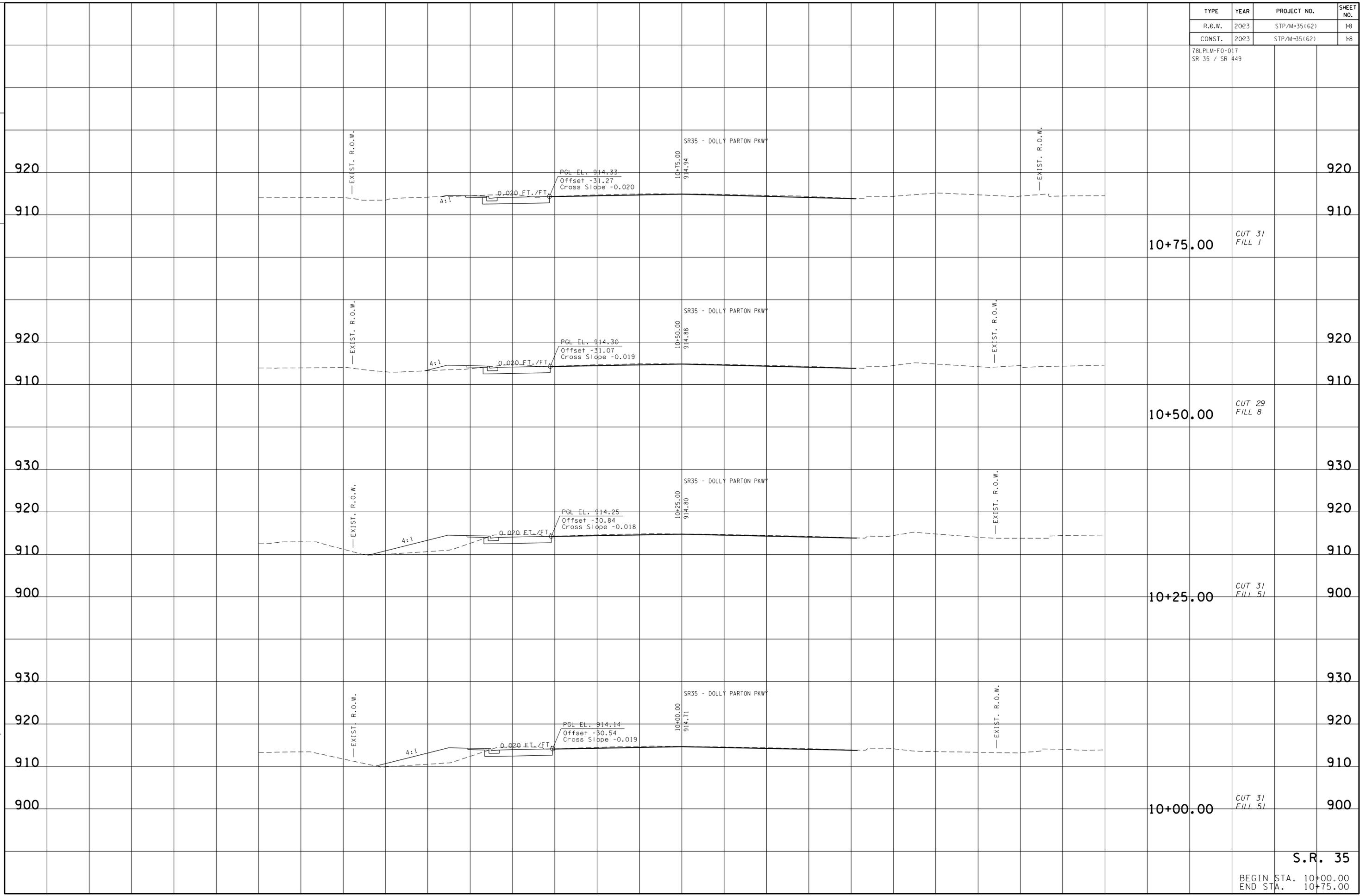
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TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	I-8
CONST.	2023	STP/M-35(62)	I-8

78LPLM-F0-017  
SR 35 / SR 449



10+75.00  
CUT 31  
FILL 1

10+50.00  
CUT 29  
FILL 8

10+25.00  
CUT 31  
FILL 51

10+00.00  
CUT 31  
FILL 51

S.R. 35

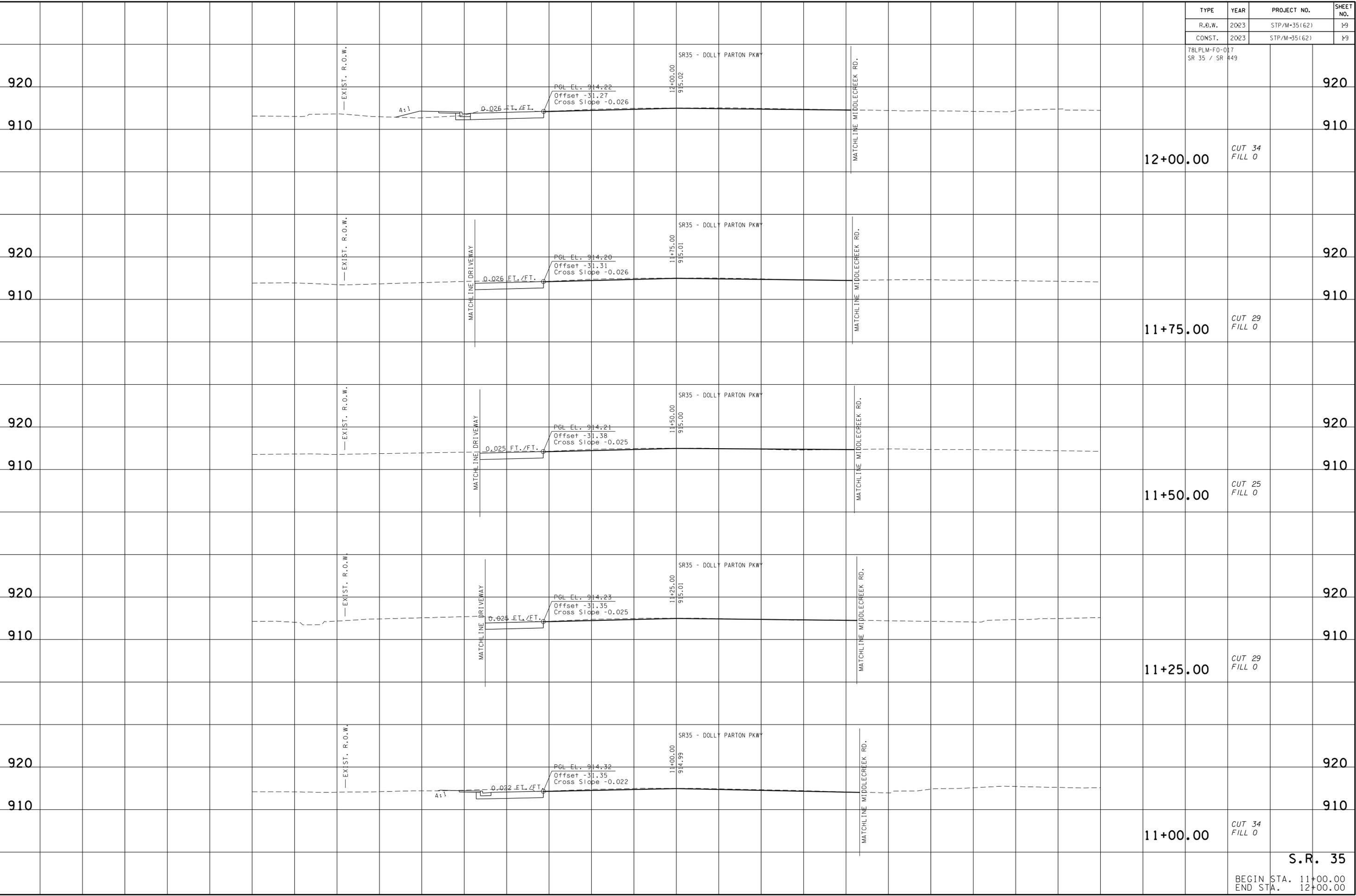
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TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	19
CONST.	2023	STP/M-35(62)	19

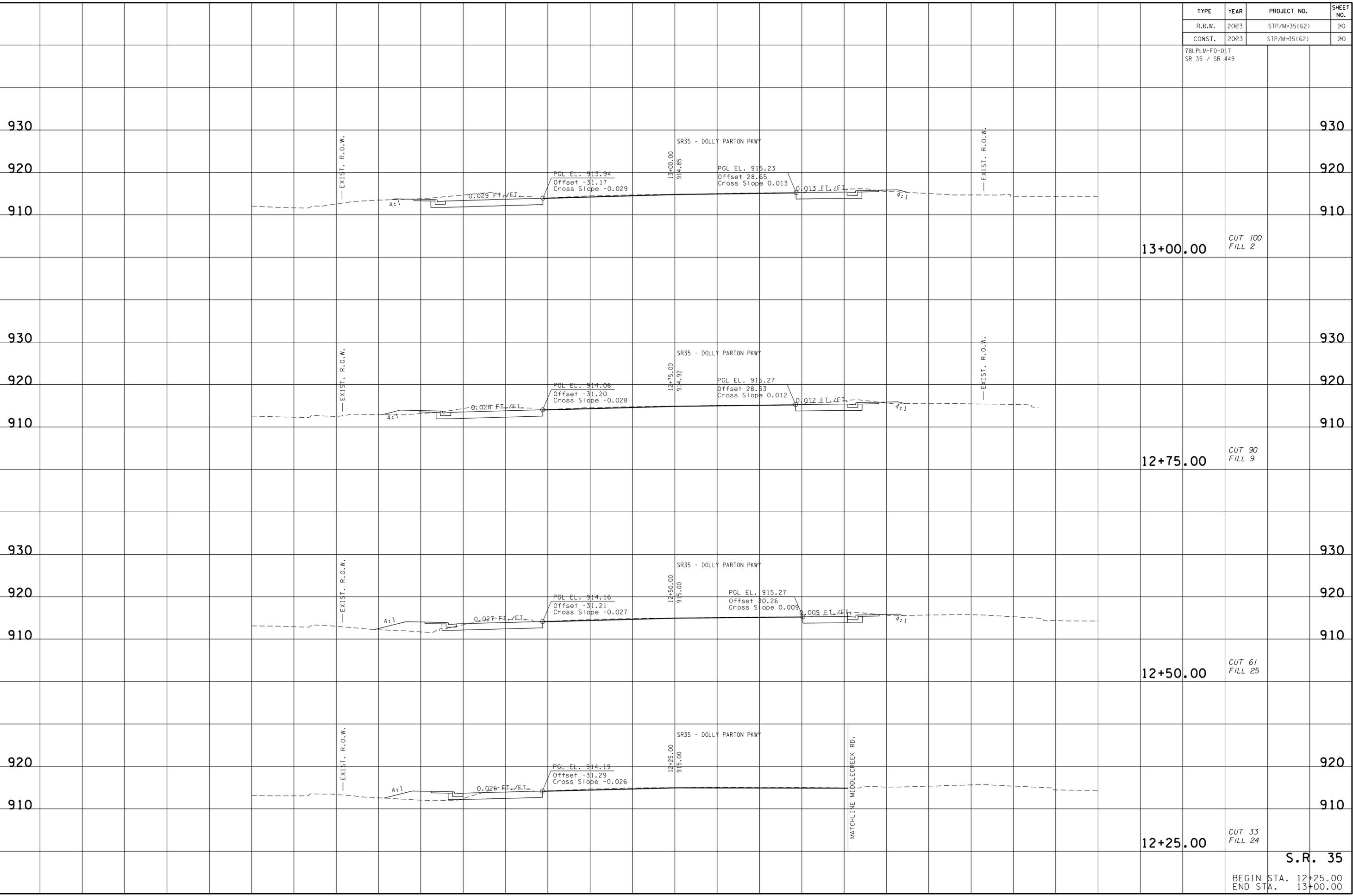
78LPLM-F0-017  
SR 35 / SR 449

S.R. 35

BEGIN STA. 11+00.00  
END STA. 12+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	20
CONST.	2023	STP/M-35(62)	20

78LPLM-F0-017  
SR 35 / SR 449



13+00.00  
CUT 100  
FILL 2

12+75.00  
CUT 90  
FILL 9

12+50.00  
CUT 61  
FILL 25

12+25.00  
CUT 33  
FILL 24

S.R. 35

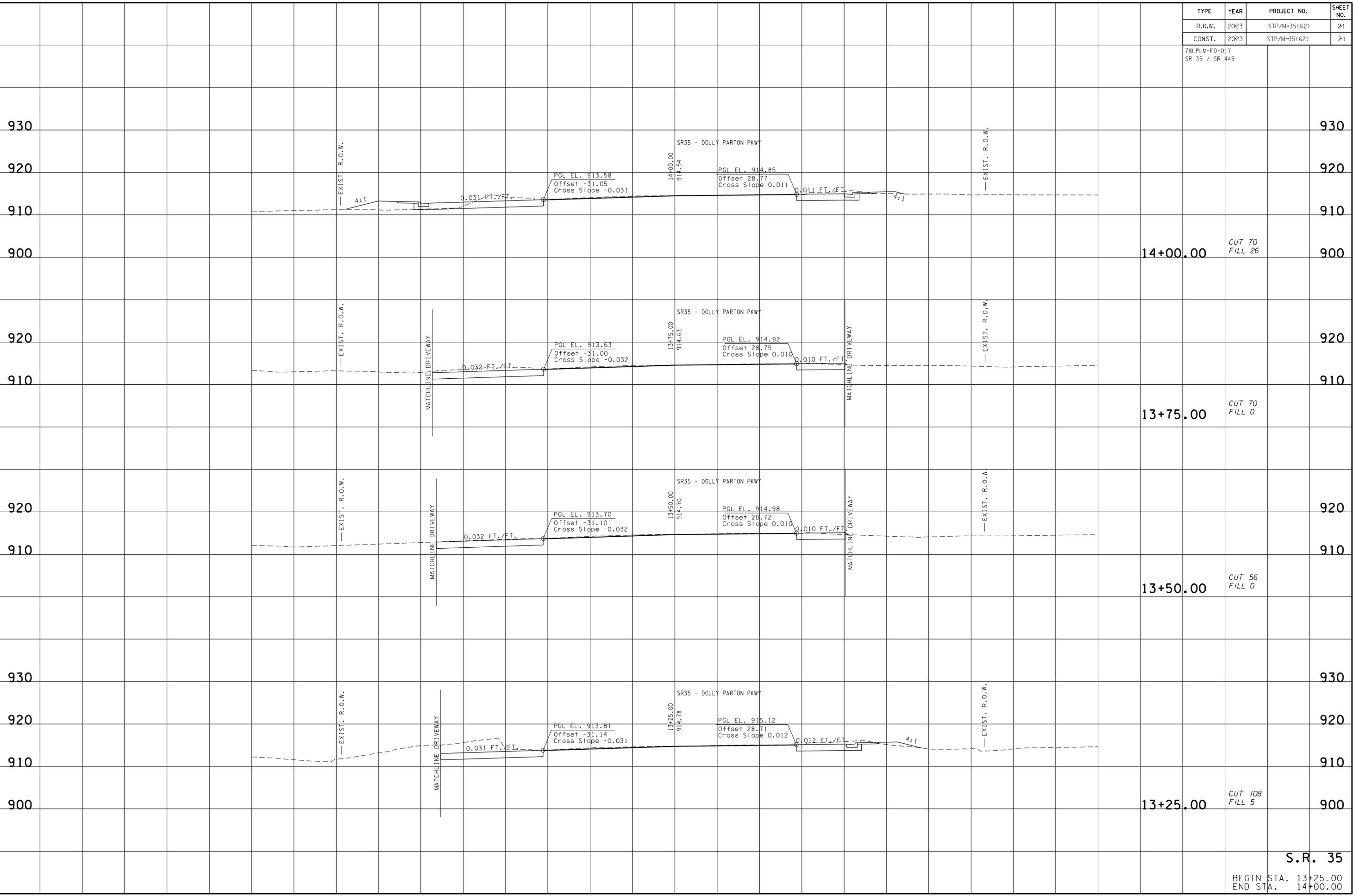
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TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.



14+00.00 CUT 70 FILL 26

13+75.00 CUT 70 FILL 0

13+50.00 CUT 56 FILL 0

13+25.00 CUT 108 FILL 5

S.R. 35

BEGIN STA. 13+25.00  
END STA. 14+00.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	21
CONST.	2023	STP/M-35(62)	21

78LPLM-F0-017  
SR 35 / SR 449

930

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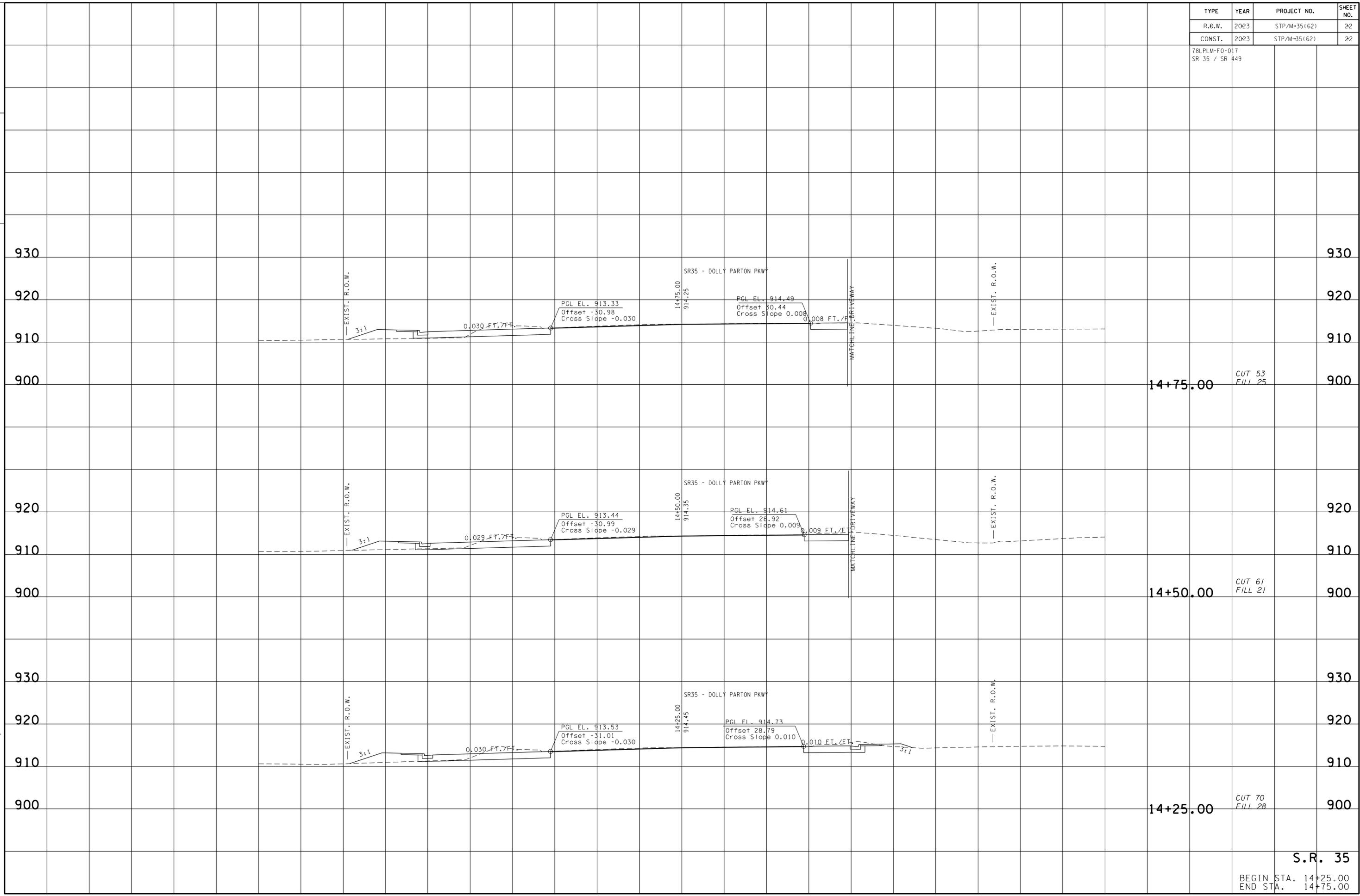
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910

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	22
CONST.	2023	STP/M-35(62)	22

78LPLM-F0-017  
SR 35 / SR 449



S.R. 35

BEGIN STA. 14+25.00  
END STA. 14+75.00

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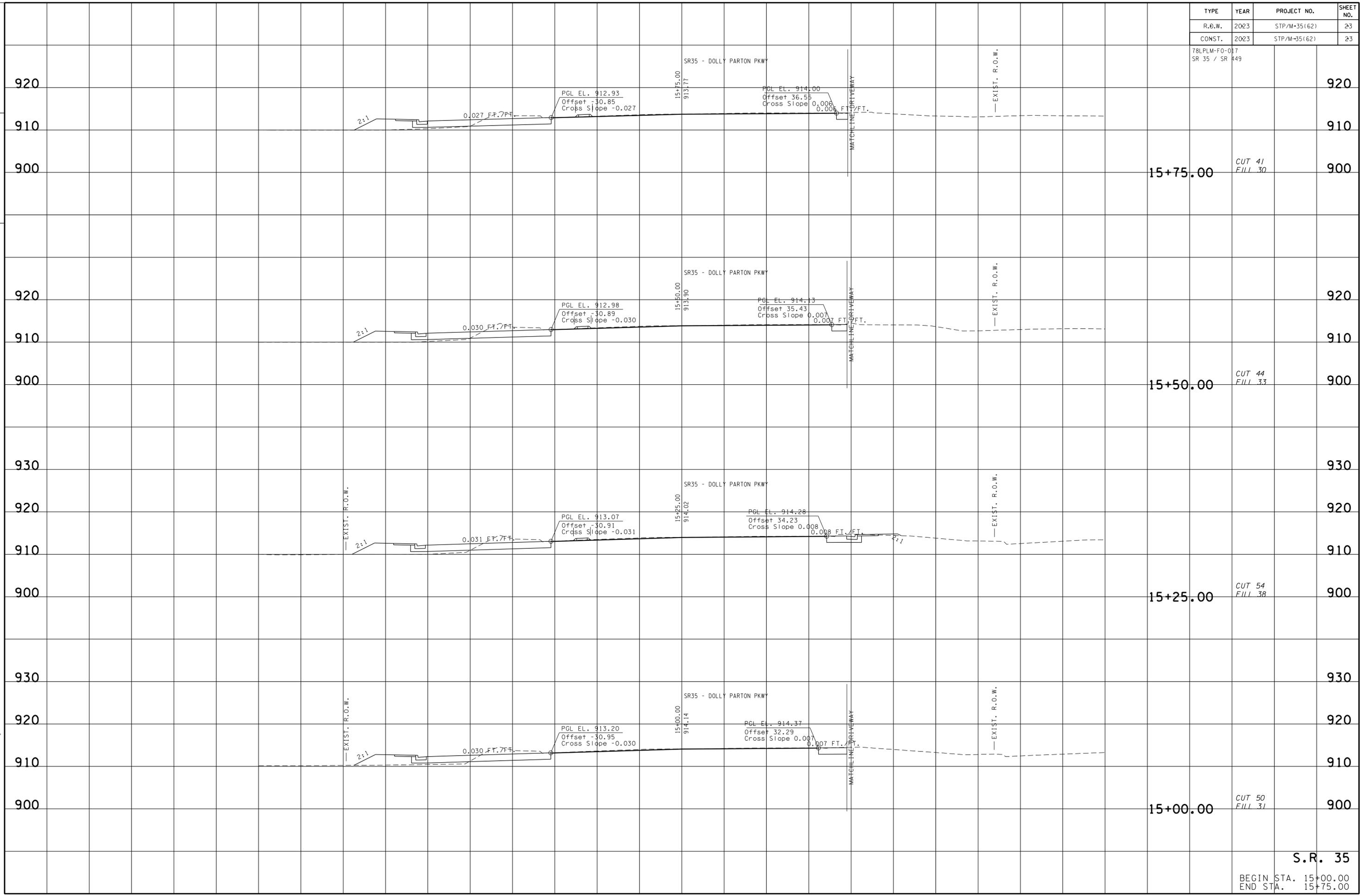
140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	23
CONST.	2023	STP/M-35(62)	23

78LPLM-F0-017  
SR 35 / SR 449



**S.R. 35**

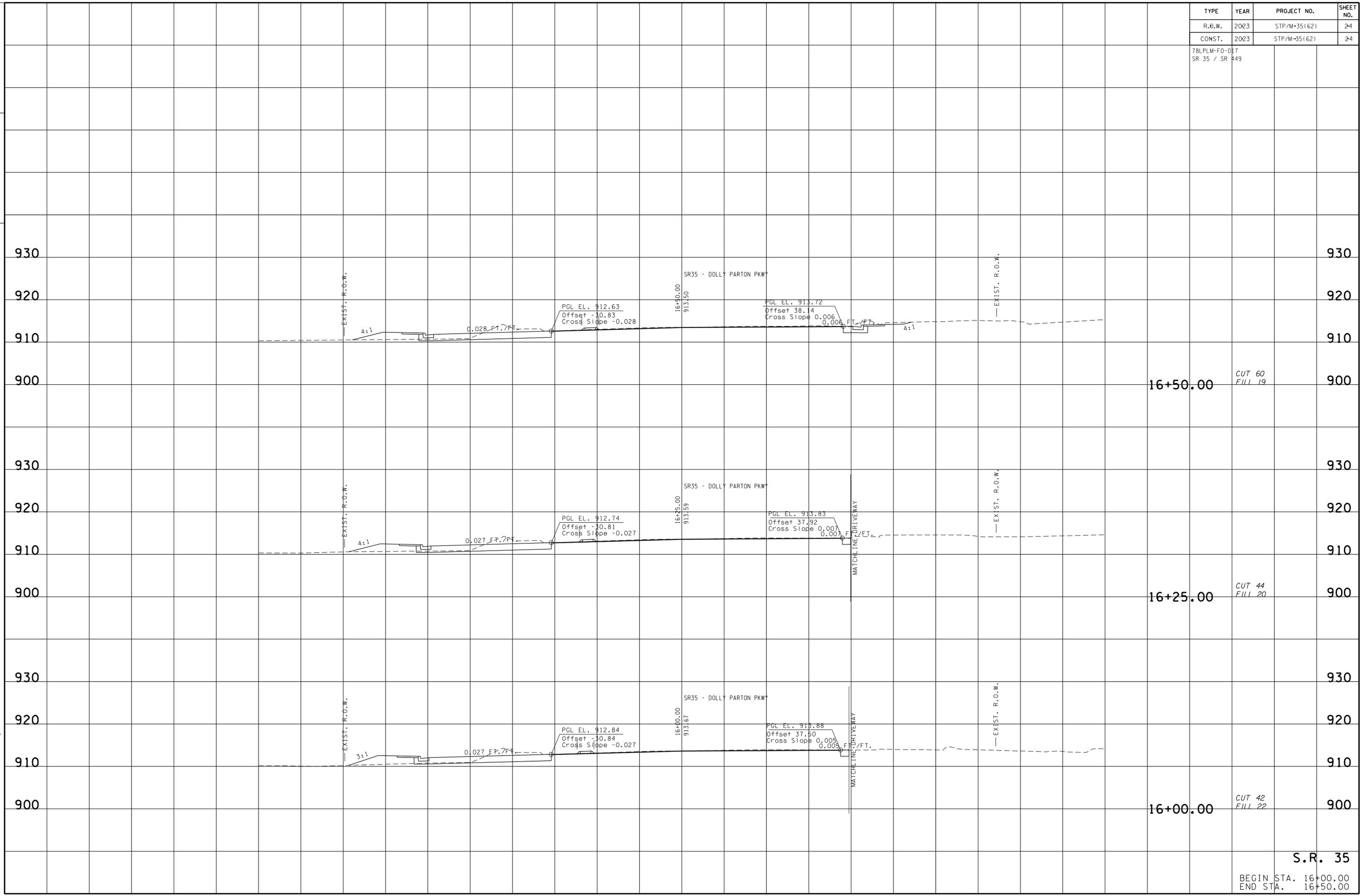
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140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	24
CONST.	2023	STP/M-35(62)	24

78LPLM-F0-017  
SR 35 / SR 449



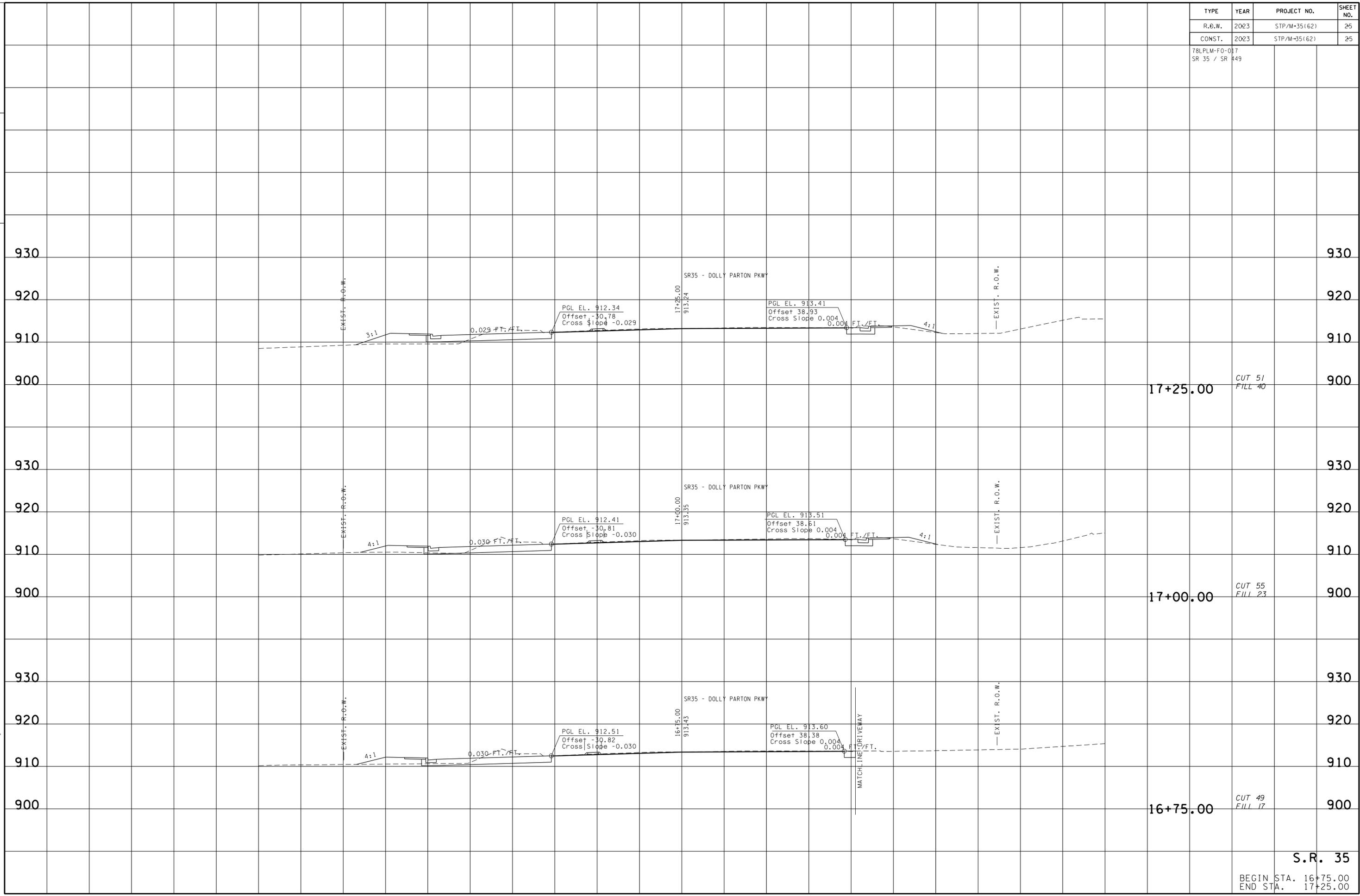
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S.R. 35

BEGIN STA. 16+00.00  
END STA. 16+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	25
CONST.	2023	STP/M-35(62)	25

78LPLM-F0-017  
SR 35 / SR 449



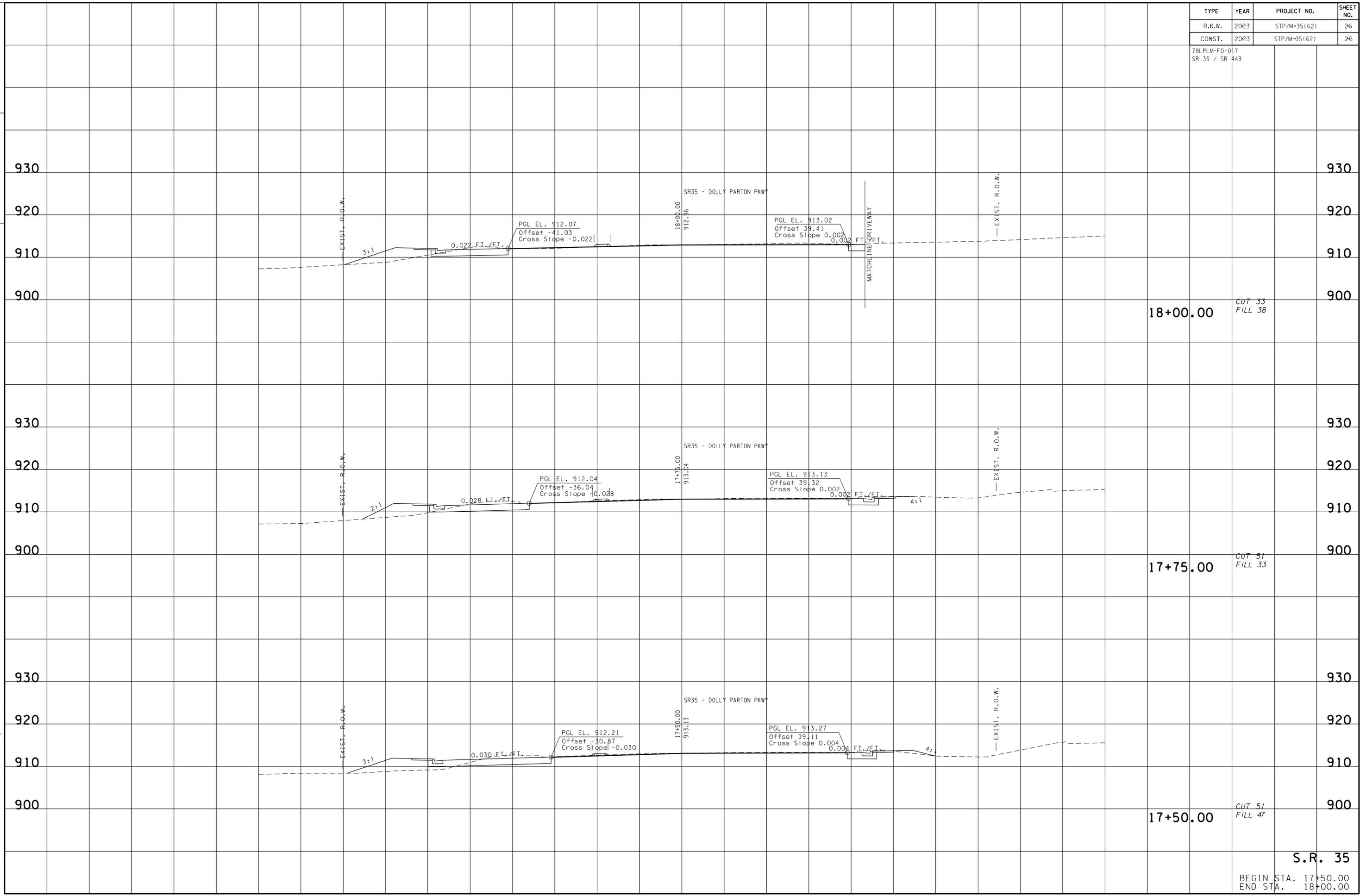
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S.R. 35

BEGIN STA. 16+75.00  
END STA. 17+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	26
CONST.	2023	STP/M-35(62)	26

78LPLM-F0-017  
SR 35 / SR 449



18+00.00 CUT 33  
FILL 38

17+75.00 CUT 51  
FILL 33

17+50.00 CUT 51  
FILL 47

S.R. 35

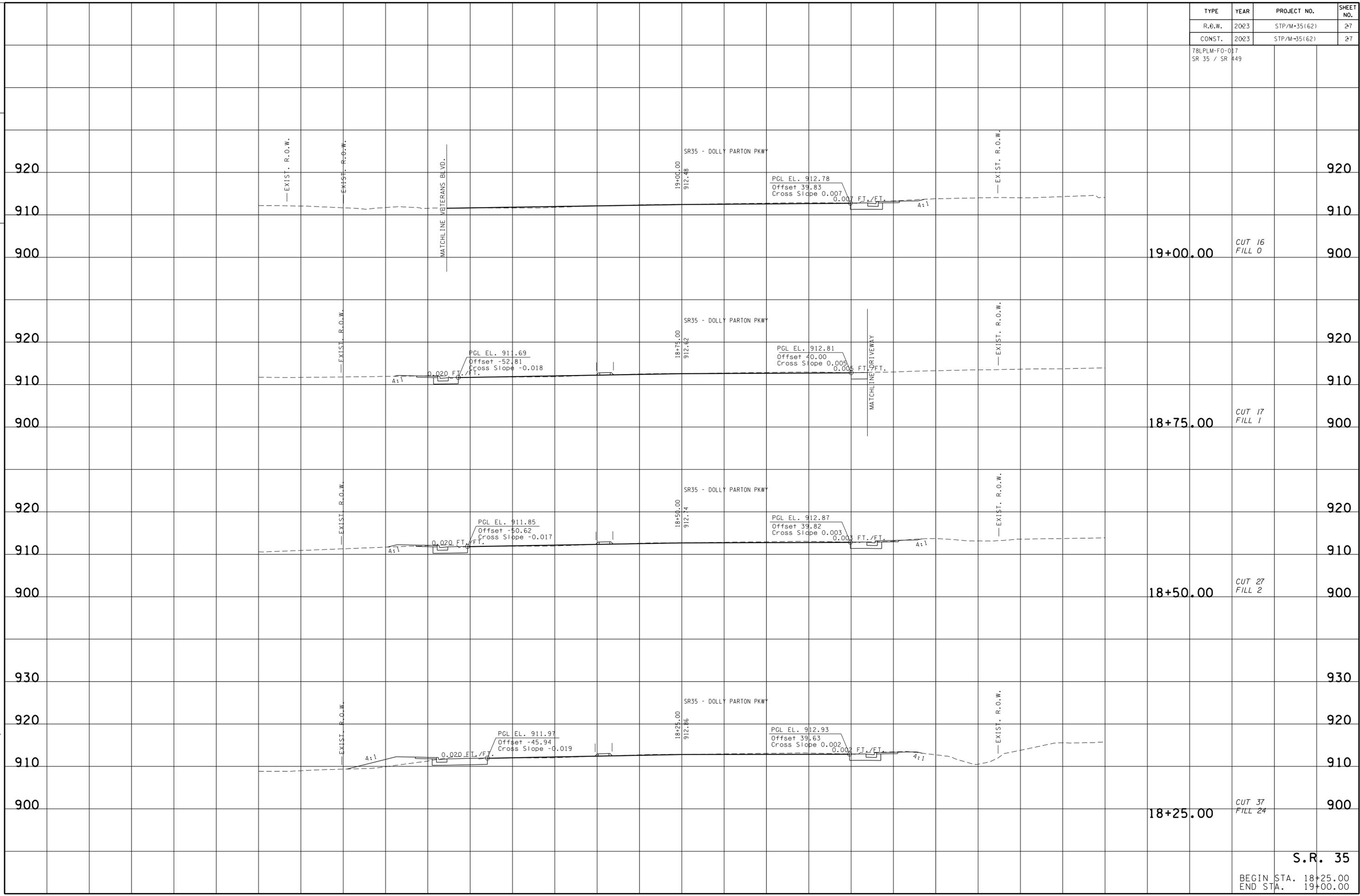
BEGIN STA. 17+50.00  
END STA. 18+00.00

TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	27
CONST.	2023	STP/M-35(62)	27

78LPLM-F0-017  
SR 35 / SR 449



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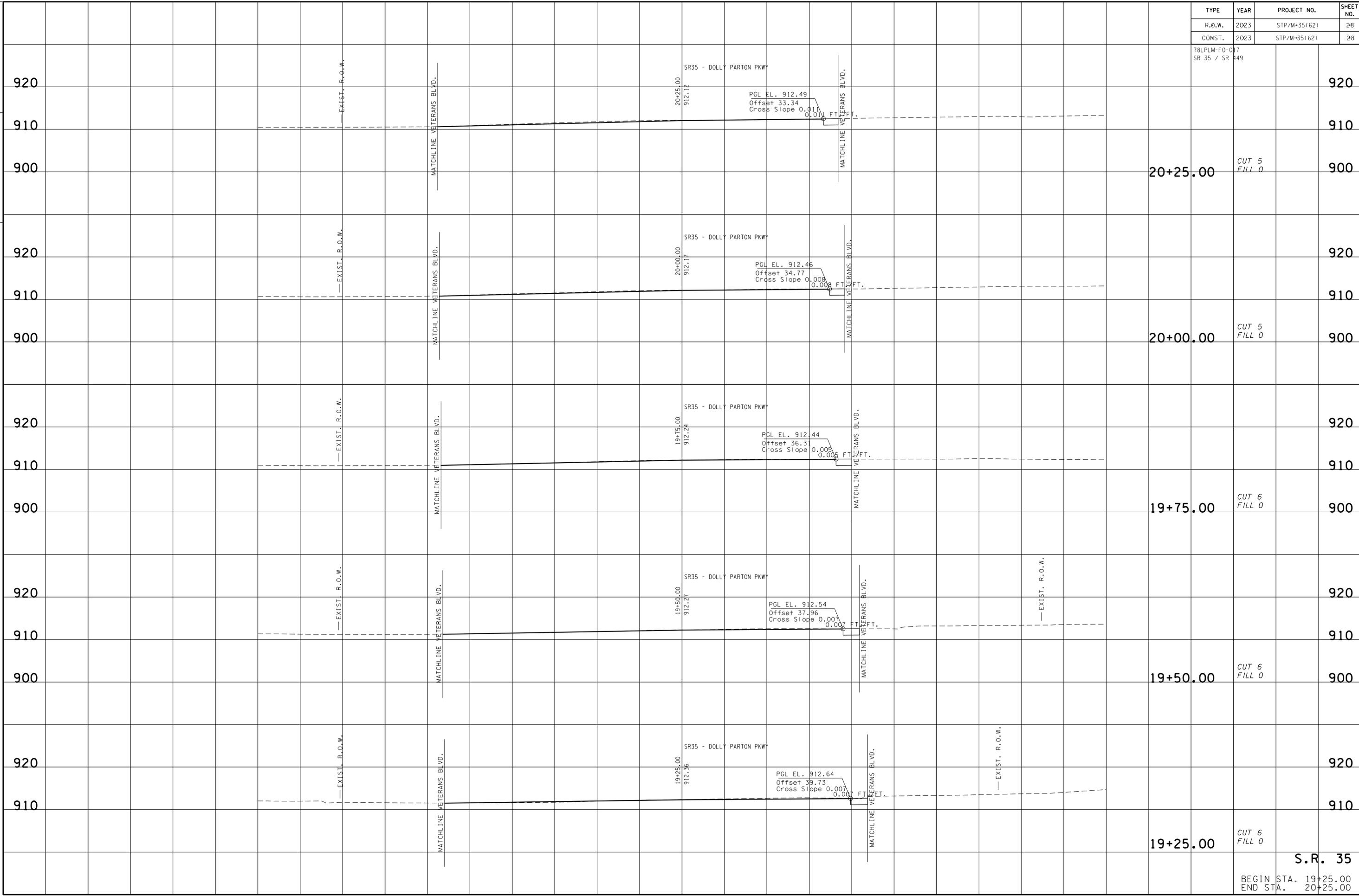
**S.R. 35**  
BEGIN STA. 18+25.00  
END STA. 19+00.00

3/16/2025 9:52:55 PM

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TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	28
CONST.	2023	STP/M-35(62)	28

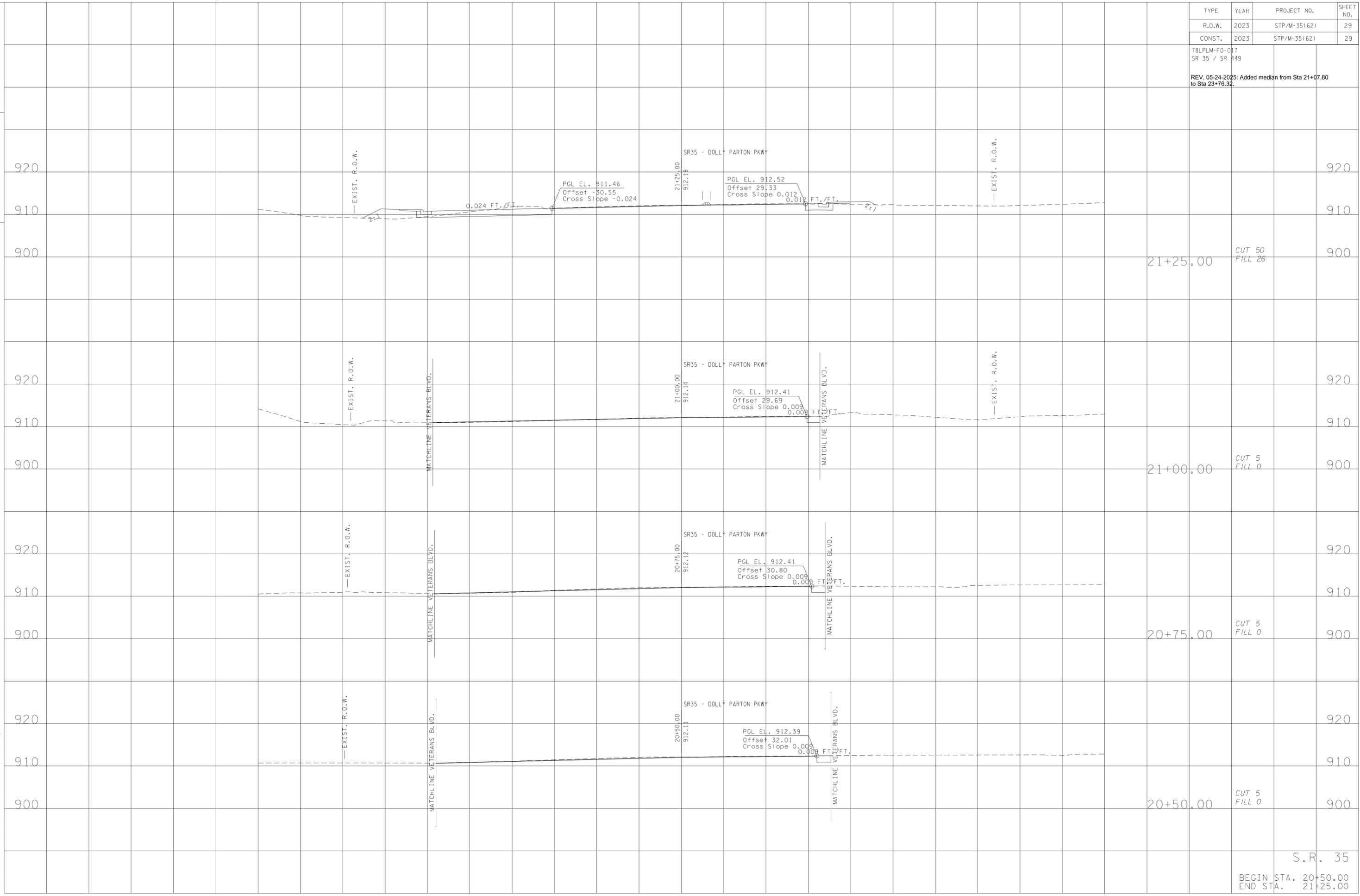
Station	CUT	FILL	Notes
19+25.00	CUT 6	FILL 0	
19+50.00	CUT 6	FILL 0	
19+75.00	CUT 6	FILL 0	
20+00.00	CUT 5	FILL 0	
20+25.00	CUT 5	FILL 0	

S.R. 35

BEGIN STA. 19+25.00  
END STA. 20+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	29
CONST.	2023	STP/M-35(62)	29

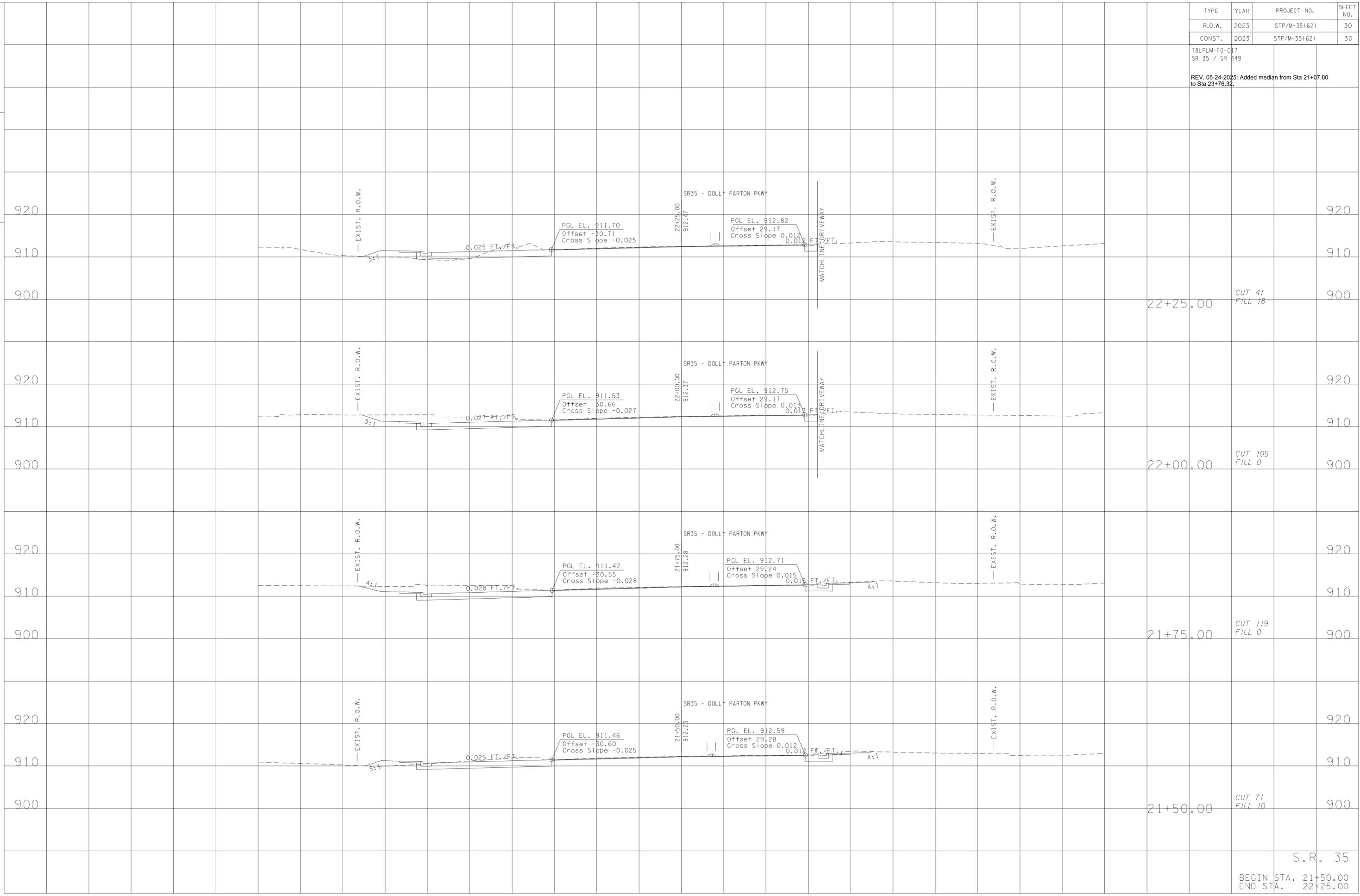
78LPLM-F0-017  
SR 35 / SR 449  
REV. 05-24-2025: Added median from Sta 21+07.80 to Sta 23+76.32.



S.R. 35  
BEGIN STA. 20+50.00  
END STA. 21+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	30
CONST.	2023	STP/M-35(62)	30

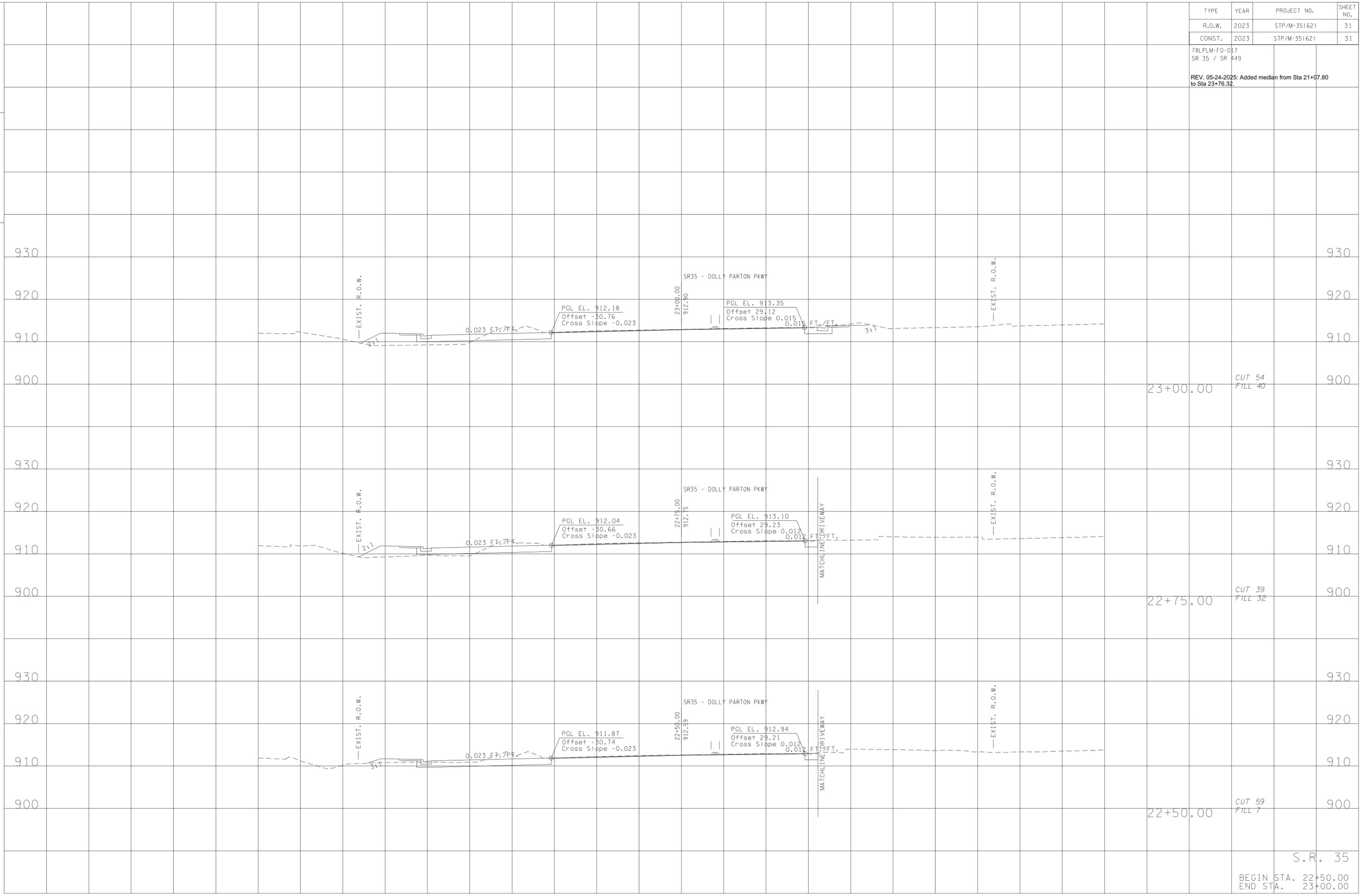
78LPLM-F0-017  
SR 35 / SR 449  
REV. 05-24-2025: Added median from Sta 21+07.80 to Sta 23+76.32.



S.R. 35  
BEGIN STA. 21+50.00  
END STA. 22+25.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	31
CONST.	2023	STP/M-35(62)	31

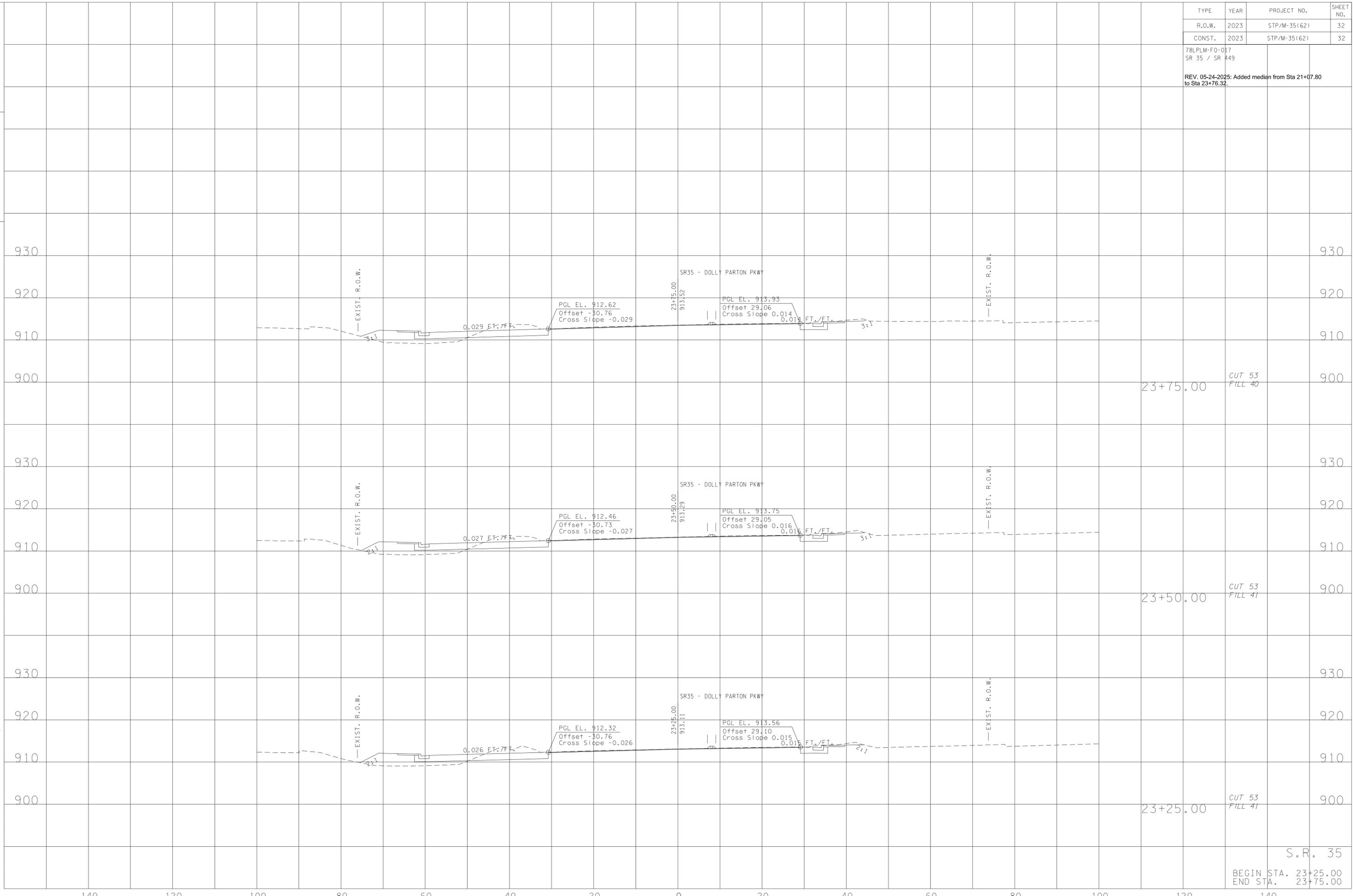
78LPLM-F0-017  
SR 35 / SR 449  
REV. 05-24-2025: Added median from Sta 21+07.80 to Sta 23+76.32.



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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	32
CONST.	2023	STP/M-35(62)	32

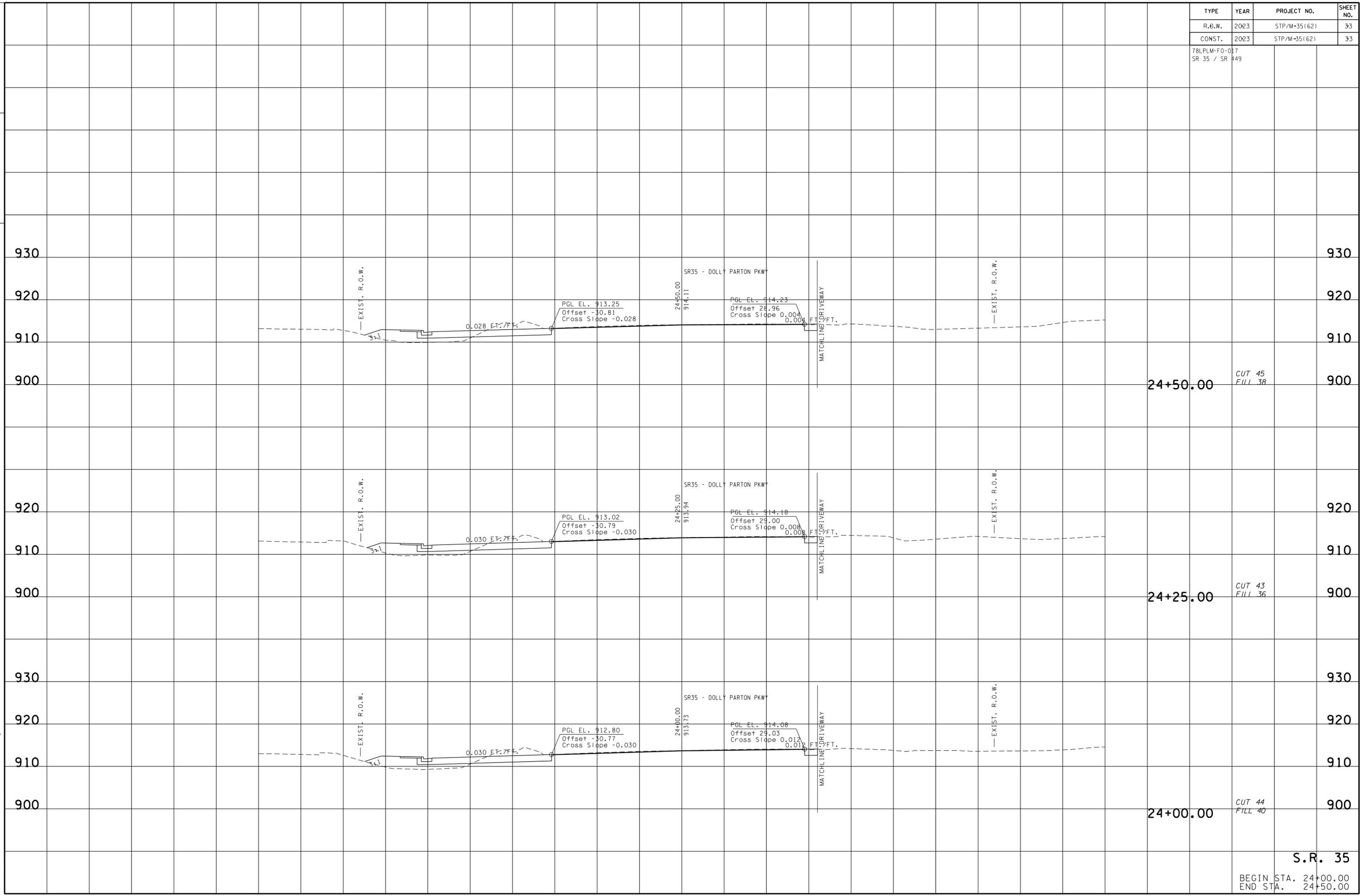
78LPLM-F0-017  
SR 35 / SR 449  
REV. 05-24-2025: Added median from Sta 21+07.80 to Sta 23+76.32.



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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	33
CONST.	2023	STP/M-35(62)	33

78LPLM-F0-017  
SR 35 / SR 449

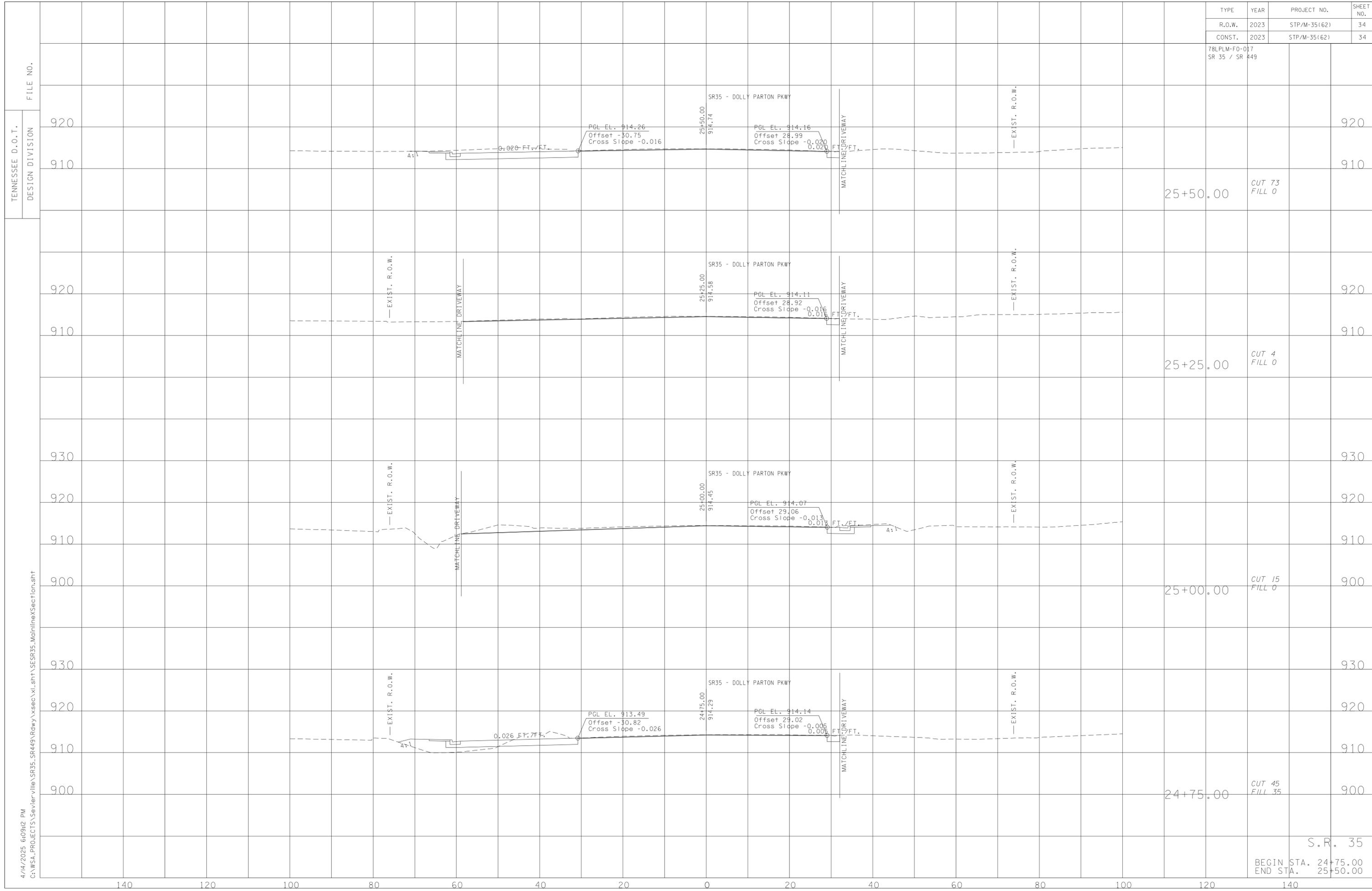


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**S.R. 35**  
BEGIN STA. 24+00.00  
END STA. 24+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	34
CONST.	2023	STP/M-35(62)	34

78LPLM-F0-017  
SR 35 / SR 449



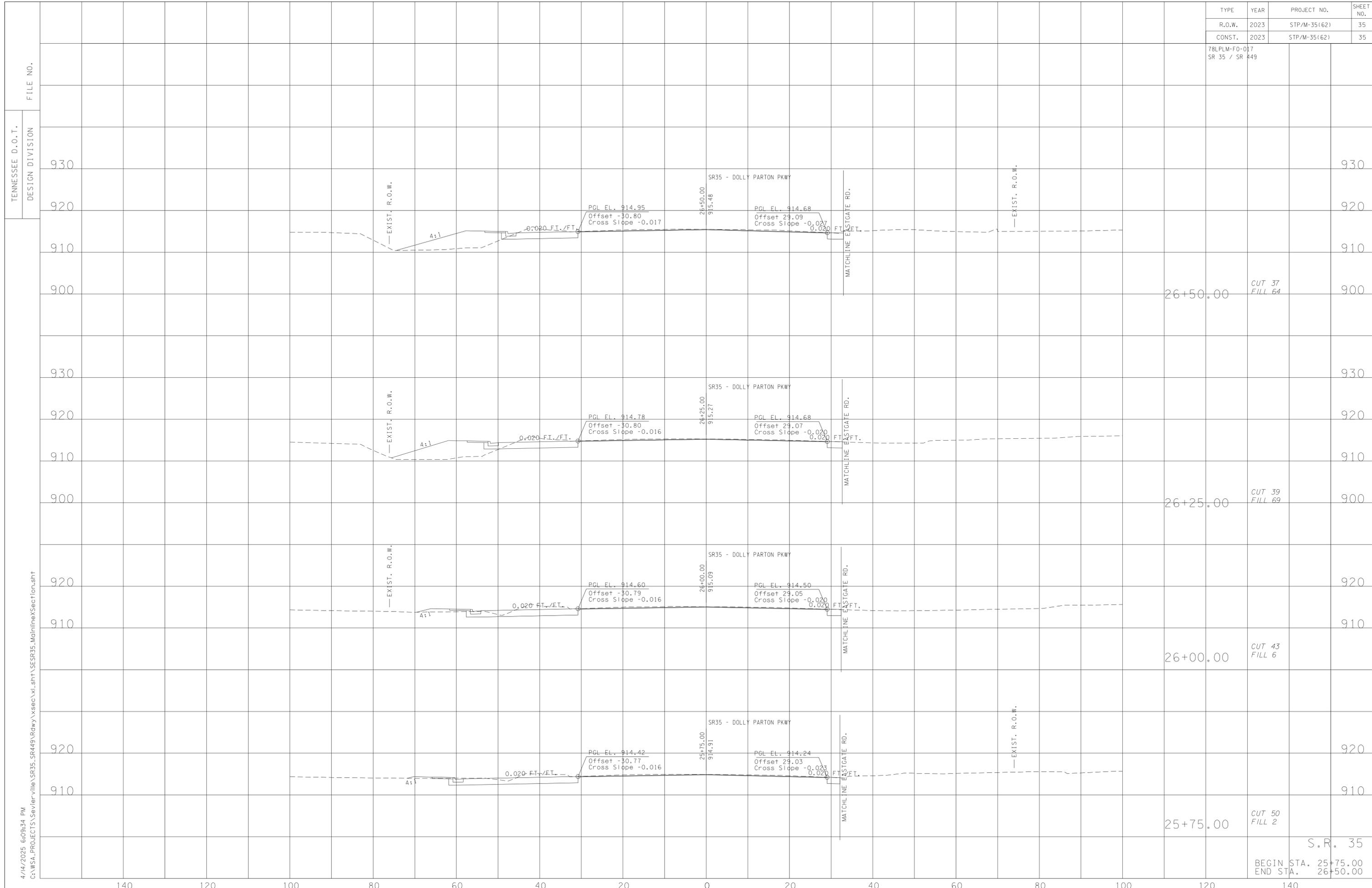
FILE NO.  
DESIGN DIVISION

TENNESSEE D.O.T.  
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S.R. 35  
BEGIN STA. 24+75.00  
END STA. 25+50.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	35
CONST.	2023	STP/M-35(62)	35

78LPLM-F0-017  
SR 35 / SR 449



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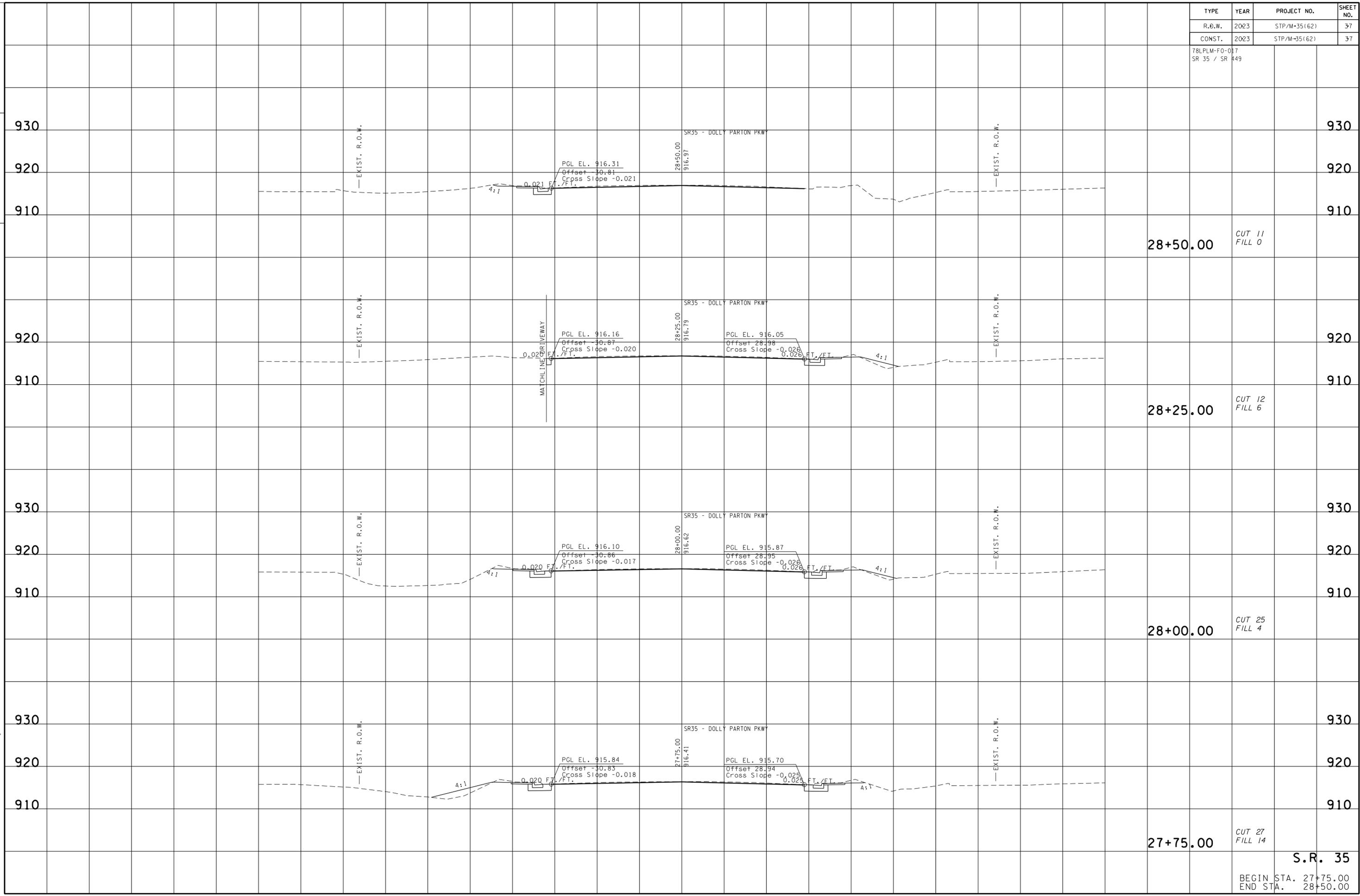
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S.R. 35  
BEGIN STA. 25+75.00  
END STA. 26+50.00



TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	37
CONST.	2023	STP/M-35(62)	37

78LPLM-F0-017  
SR 35 / SR 449



28+50.00  
CUT 11  
FILL 0

28+25.00  
CUT 12  
FILL 6

28+00.00  
CUT 25  
FILL 4

27+75.00  
CUT 27  
FILL 14

S.R. 35

BEGIN STA. 27+75.00  
END STA. 28+50.00

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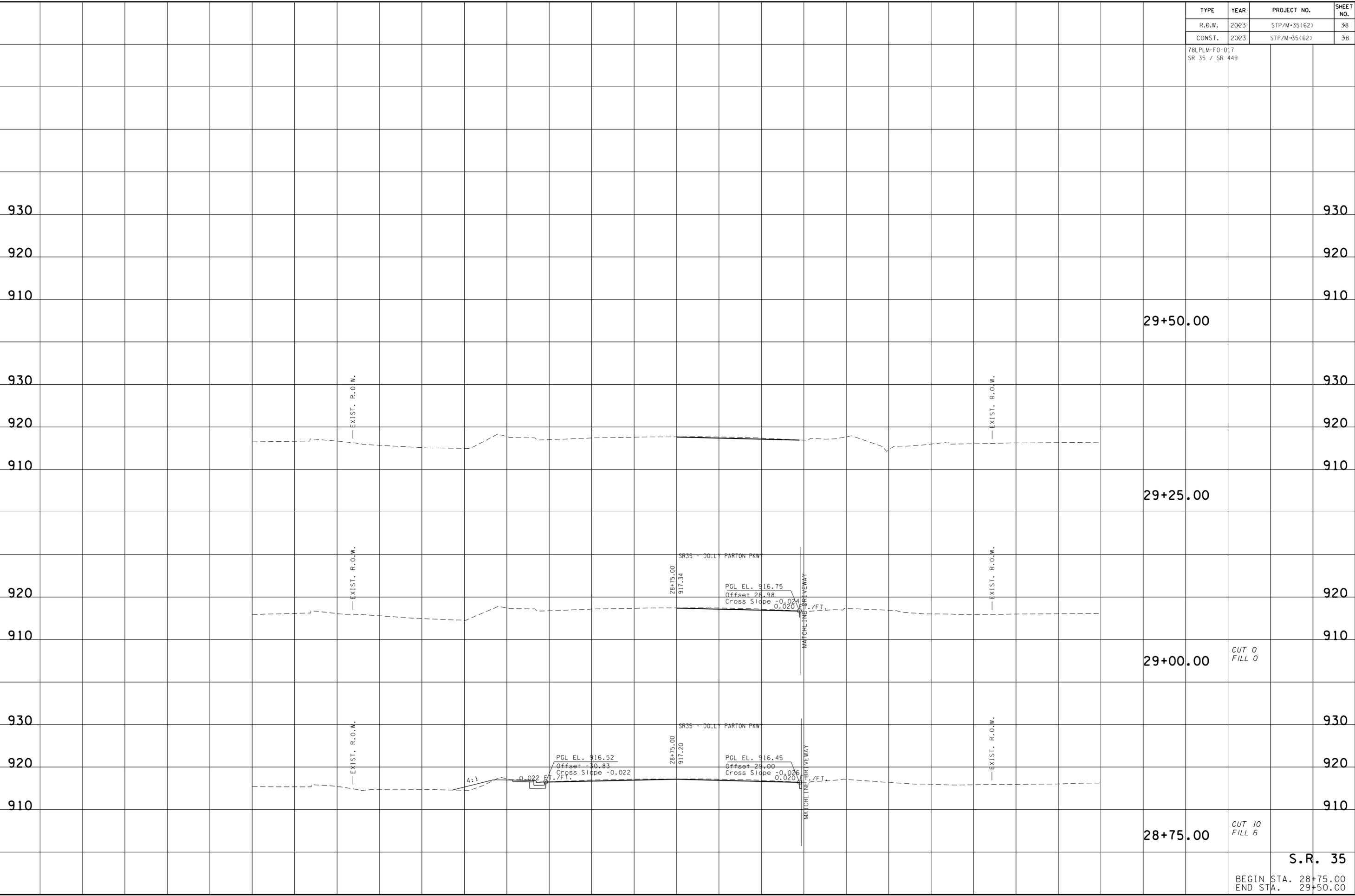
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TENNESSEE D.O.T.  
DESIGN DIVISION

FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2023	STP/M-35(62)	38
CONST.	2023	STP/M-35(62)	38

78LPLM-F0-017  
SR 35 / SR 449



140

120

100

80

60

40

20

0

20

40

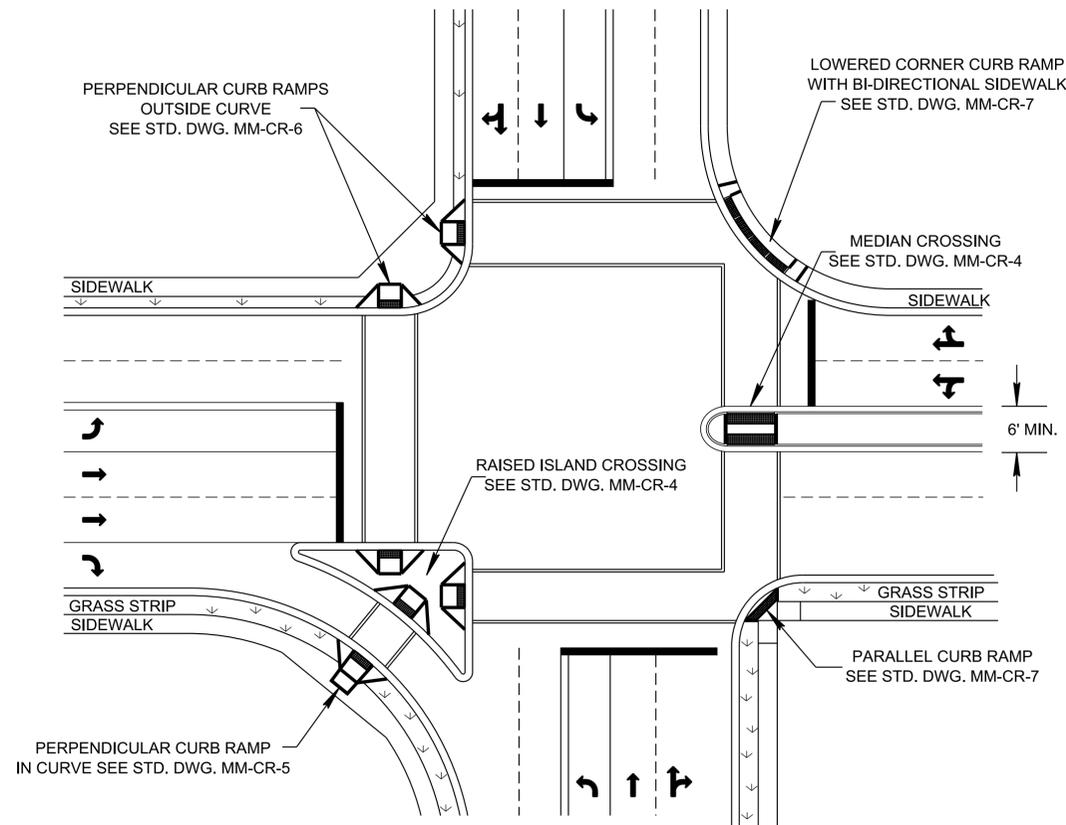
60

80

100

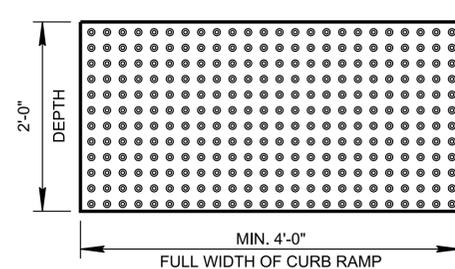
120

140

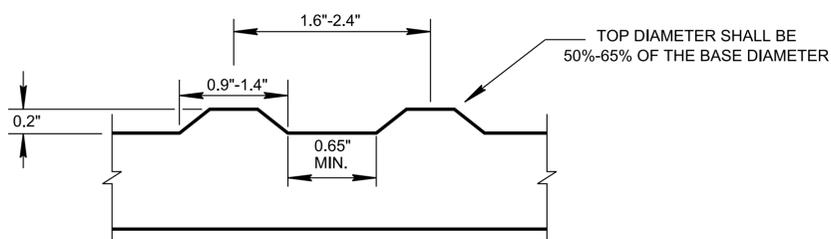


**PLAN VIEW**

(EXAMPLE LAYOUT SHOWING EACH RAMP TYPE; SEE REFERENCED STANDARD DRAWINGS FOR SPECIFIC ALIGNMENT INFORMATION)



**DETECTABLE WARNING SURFACE DETAIL**

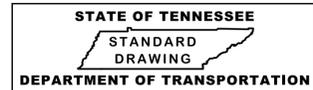


**DETECTABLE WARNING SURFACE ELEVATION VIEW (TYP.)**

**GENERAL NOTES**

- (A) DETAILS SHOWN ON THIS STANDARD DRAWING APPLY TO THE CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS.
  - (B) NEW CURB RAMPS INSTALLATION SHALL HAVE COMPOSITE DETECTABLE WARNING SURFACE. ONLY PRODUCTS LISTED ON THE DEPARTMENT'S QPL SHALL BE USED.
  - (C) THE DETECTABLE WARNING SURFACES SHALL BE YELLOW. THE COLOR YELLOW IS USED BECAUSE YELLOW IS THE LAST COLOR A VISUALLY IMPAIRED PERSON CAN DETECT PRIOR TO TOTAL LOSS OF VISION. DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED USING PRODUCTS APPROVED ON THE TDOT QPL NO. 37.
  - (D) THE DEPTH OF DETECTABLE WARNING SURFACES SHALL BE 2 FEET IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITION, OR TURNING SPACE.
  - (E) THE DETECTABLE WARNING SURFACE SHALL NOT BE EXTENDED BEYOND CROSSWALK BOUNDARIES AT LOCATIONS LACKING PROPER CURB HEIGHT.
  - (F) CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS.
  - (G) CURB RAMPS SHALL BE PROVIDED AT ALL CORNERS OF STREET INTERSECTIONS WHERE THERE IS EXISTING OR PROPOSED SIDEWALK AND CURB. CURB RAMPS SHALL ALSO BE PROVIDED AT MIDBLOCK CROSSWALK LOCATIONS AND ACROSS FROM CORNER RAMPS AT T-INTERSECTIONS.
  - (H) CARE SHALL BE TAKEN TO ENSURE A UNIFORM GRADE ON THE RAMP. THE GRADE SHALL BE FREE OF SAGS AND SHORT GRADE CHANGES.
  - (I) 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) CROSSWALK MARKINGS, IF USED, SHALL BE LOCATED AS SHOWN ON THE APPLICABLE CURB RAMP STANDARD DRAWING. FOR CROSSWALK MARKING DETAILS, SEE STD. DWG. T-M-4.
  - (K) FOR PERPENDICULAR CURB RAMP DESIGN DETAILS, SEE STD. DWG. MM-CR-2. FOR PARALLEL CURB RAMP DESIGN DETAILS, SEE STD. DWG. MM-CR-3.
  - (L) PAYMENT:  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN NEWLY CONSTRUCTED SIDEWALK AREAS, SHALL BE PAID BY ITEM NO. 701-02.03, CONCRETE CURB RAMP, PER S.F.
  - (M) FOR SIGNALIZED INTERSECTIONS THAT REQUIRE PEDESTRIAN SIGNAL PUSHBUTTONS, SEE TDOT TRAFFIC DESIGN MANUAL FOR PLACEMENT DETAILS.
- PROJECTS ON EXISTING ROADWAYS**
- (N) LOCATIONS WHERE THE EXISTING CURB RAMP IS COMPLIANT WITH TDOT STANDARDS BUT THE DETECTABLE WARNING SURFACE IS NOT, ITEM NO. 701-02.06, DETECTABLE WARNING SURFACE (REHABILITATION), S.F., SHALL BE USED FOR THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
  - (O) ONLY PRODUCTS FROM TDOT QPL SHALL BE USED (MAX. 1/4" THICK) AND INSTALLED USING APPROPRIATE MECHANICAL ATTACHMENT (MIN. 4 EACH) IN ADDITION TO BOUNDING CHEMICAL AS INSTRUCTED BY THE MANUFACTURE INSTALLATION MANUAL.

(Replaced Std Dwg RP-H-3)

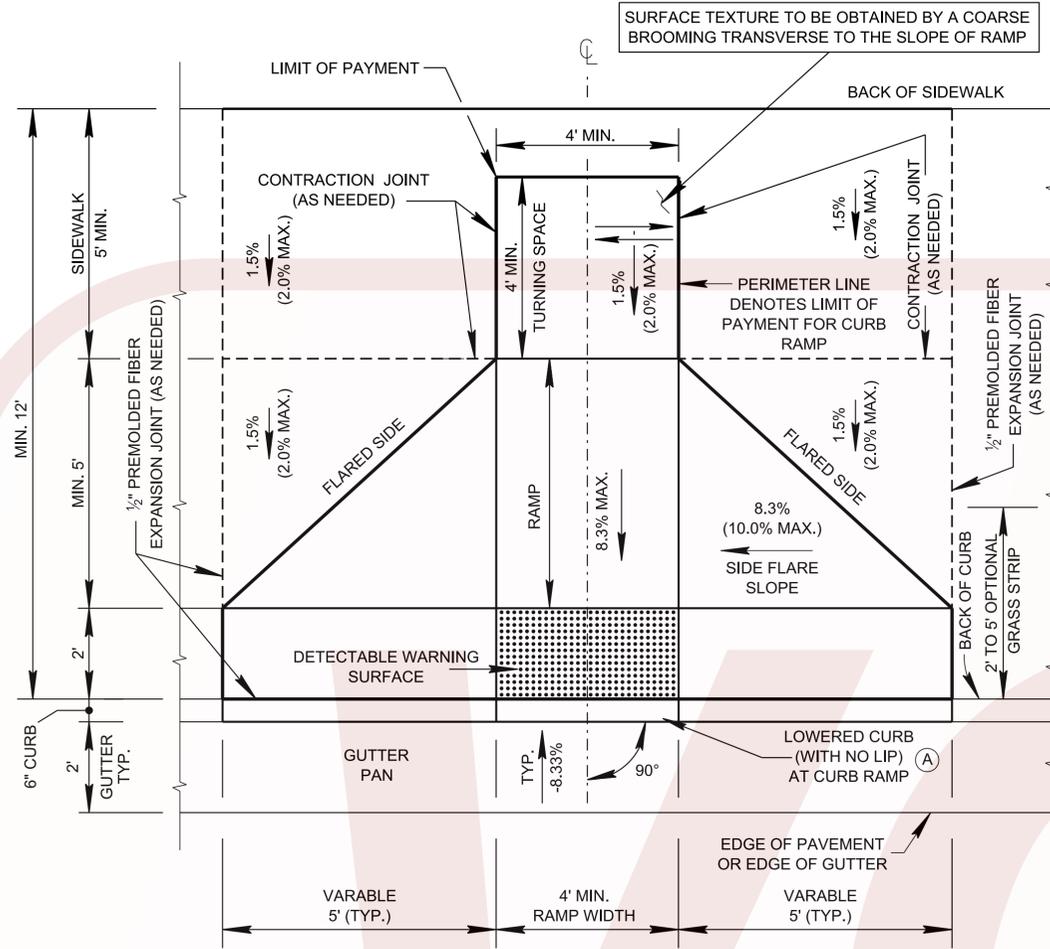


**DETECTABLE WARNING SURFACE PLACEMENT ON CURB RAMPS**

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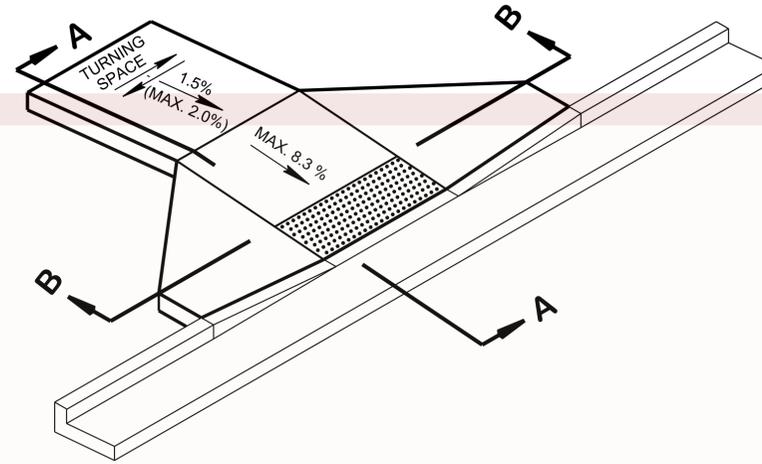
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NOT TO SCALE

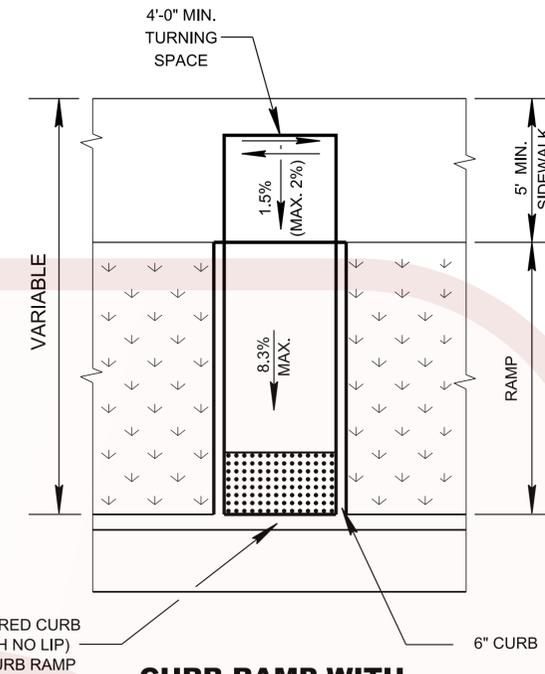


**PERPENDICULAR CURB RAMP  
PLAN VIEW**

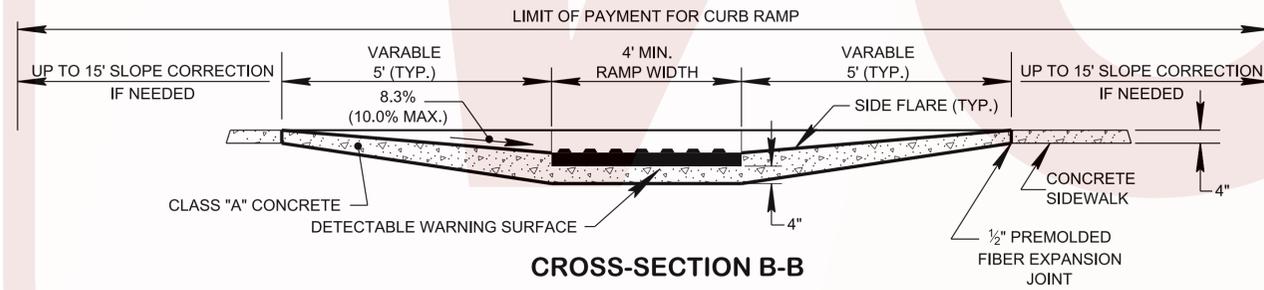
SURFACE TEXTURE TO BE OBTAINED BY A COARSE BROOMING TRANSVERSE TO THE SLOPE OF RAMP



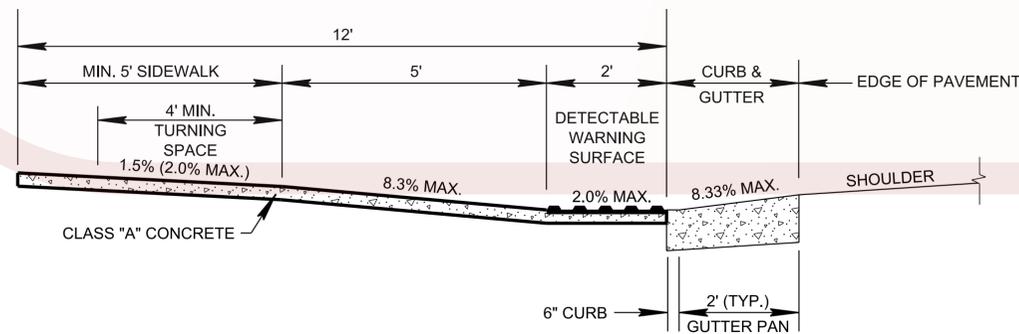
**ISOMETRIC VIEW  
CURB RAMP WITH GUTTER DETAIL**



**CURB RAMP WITH  
RETURNED CURB**



**CROSS-SECTION B-B**



**CROSS SECTION A-A**

(SHOWN 30° CURB AND GUTTER TRANSITION)

AT LOCATIONS WHERE THE GUTTER PAN DOES NOT EXIST AND 2 FEET OF FLAT SURFACE MAY BE ELIMINATED, THE ALGEBRAIC DIFFERENCE IN GRADE AT THE CURB RAMP/STREET INTERFACE SHALL NOT EXCEED 11%.

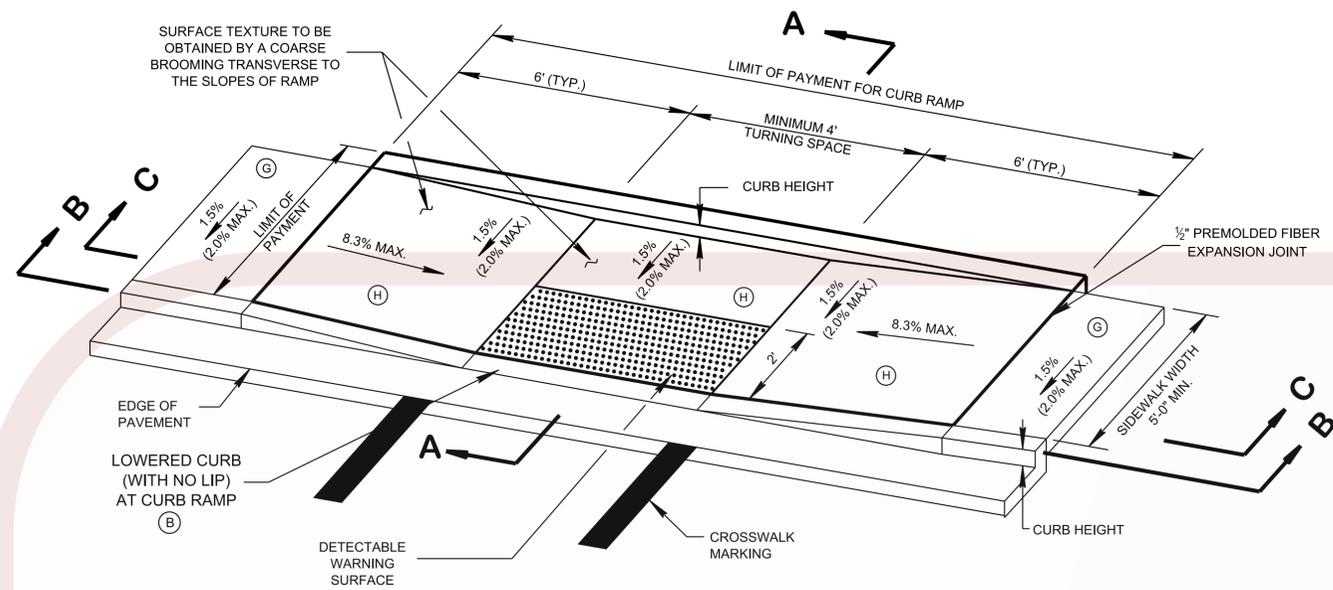
**GENERAL NOTES**

- (A) PERPENDICULAR CURB RAMPS TO BE USED WHEN TOTAL SIDEWALK OR SIDEWALK AND GRASS STRIP WIDTH IS 12' OR GREATER, SEE STD. DWG. MM-CR-5 FOR PERPENDICULAR CURB RAMP IN CURVE, AND SEE STD. DWG. MM-CR-6 FOR PERPENDICULAR CURB RAMP PLACED OUTSIDE CURVE. PERPENDICULAR CURB RAMP MINIMUM DIMENSION SHOWN FOR 6" VERTICAL CURB.
- (B) CURB SHALL BE FLUSH ACROSS ENTIRE WIDTH OF CURB RAMP. DETECTABLE WARNING SURFACES SHALL EXTEND 2' IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITION, OR TURNING SPACE. SEE STD. DWG. MM-CR-1 FOR DETECTABLE WARNING SURFACE DETAILS.
- (C) DESIGN / CONSTRUCTION MODIFICATIONS MAY BE REQUIRED FOR CURB RAMPS TO BE INSTALLED ALONG A ROADWAY WITH LONGITUDINAL GRADES EXCEEDING 5%. ENGINEER SHOULD BE NOTIFIED FOR ASSESSMENT IF THE CURB RAMP SIDE FLARES EXCEED 10' IN LENGTH DUE TO THE LONGITUDINAL GRADE.
- (D) PAYMENT:
  - NEW:  
ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN NEWLY CONSTRUCTED SIDEWALK AREAS, SHALL BE PAID BY ITEM NO. 701-02.03, CONCRETE CURB RAMP, PER SQUARE FOOT.
  - PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).
  - RETROFIT:  
ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN EXISTING SIDEWALK AREAS, REMOVAL OF THE EXISTING SIDEWALK, AND ADJUSTMENT OF GUTTER PAN SLOPE, SHALL BE PAID BY ITEM NO. 701-02.01, CONCRETE CURB RAMP (RETROFIT), PER SQUARE FOOT.
  - PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INSTALLATION OF CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).
  - COST OF CURB AND GUTTER TO BE INCLUDED IN THE PRICE OF ITEM NO. 702-01, CONCRETE CURB, PER C. Y. OR ITEM NO. 702-03, CONCRETE COMBINED CURB & GUTTER, PER C. Y.
- (E) WHERE NEW CURB RAMP CONDITIONS DO NOT MEET EXISTING SIDEWALK, THE DESIGNER SHALL ADD ADDITIONAL QUANTITY FOR 15 FEET OF SIDEWALK MODIFICATION TO TIE TO THE EXISTING GRADE.
- (F) SIGNALIZED INTERSECTIONS WITH SIDEWALK SHALL HAVE PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS. ALL ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSHBUTTONS SHALL BE ALIGNED WITH THE DIRECTION OF THE RAMP. SEE TDOT TRAFFIC DESIGN MANUAL FOR DETAILS.
- (G) FOR ADDITIONAL SIDEWALK DETAILS AND IF MAILBOXES ARE REMOVED DURING INSTALLATION OF THE CURB RAMP, PROVIDE A 12" X 12" OPENING BEHIND THE CURB. SEE STD. DWG. MM-SW-1.
- (H) IF GRASS STRIP IS INSTALLED, THE SIDE FLARES MAY BE OMITTED AND A RETURNED CURB OPTION MAY BE USED.
- (I) DESIRABLE SIDEWALK CROSS SLOPE IS 1.5 %, ABSOLUTE MAXIMUM IS 2.0 %.
- (J) SURFACE TEXTURE TO BE OBTAINED BY A COARSE BROOMING TRANSVERSE TO THE SLOPE OF CURB RAMP.
- (K) SEE STD. DWG. T-M-4 FOR CROSSWALK MARKING DETAILS.

(Replaced Std Dwg RP-H-4)

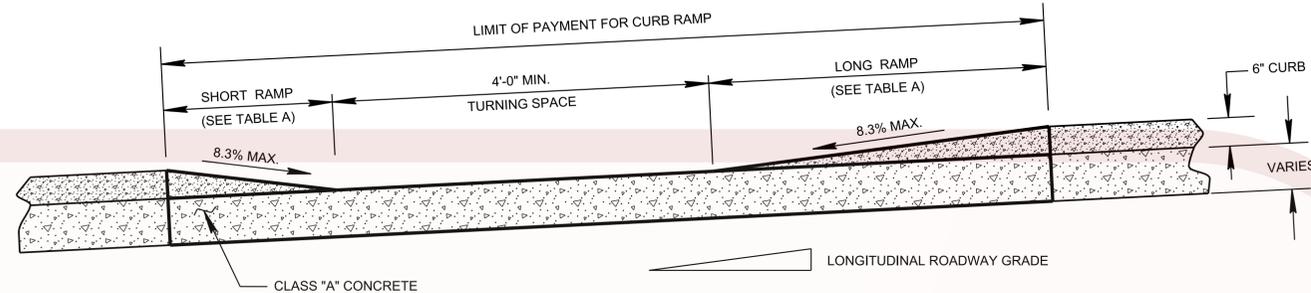
STATE OF TENNESSEE  
STANDARD  
DRAWING  
DEPARTMENT OF TRANSPORTATION

PERPENDICULAR  
CURB RAMP



**PARALLEL CURB RAMP DETAIL**

DIMENSIONS SHOWN ABOVE FOR 0% LONGITUDINAL ROADWAY GRADE



**ALTERNATE SECTION B-B**

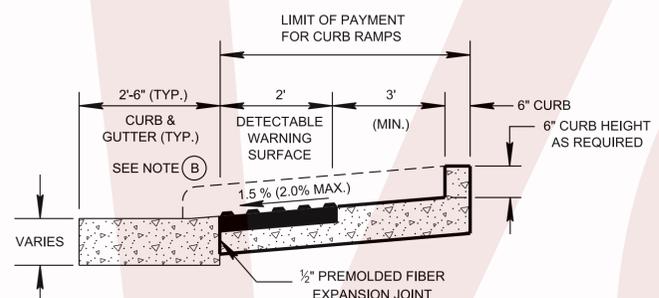
**PARALLEL CURB RAMP DETAIL SHOWN WITH LONGITUDINAL ROADWAY GRADE**

NOTE: MODIFICATIONS MAY BE REQUIRED FOR LONGITUDINAL ROADWAY GRADES STEEPER THAN 5%. ENGINEER SHOULD BE NOTIFIED FOR ASSESSMENT IF THE CURB RAMP RUN EXCEEDS 15' IN LENGTH DUE TO THE LONGITUDINAL ROADWAY GRADE.

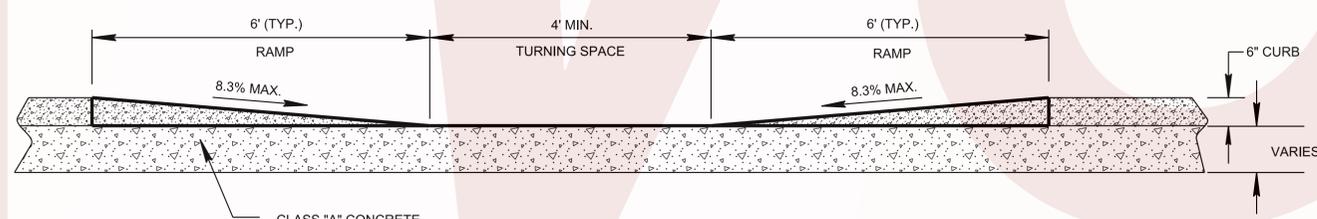
**TABLE A**

LONGITUDINAL ROADWAY GRADE	LONG RAMP	SHORT RAMP	PAY AREA S.F.
5 %	15'-0"	3'-9"	114
4 %	11'-6"	4'-1"	98
3 %	9'-5"	4'-5"	90
2 %	7'-11"	4'-10"	84
1 %	6'-10"	5'-5"	92
0 %	6'-0"	6'-0"	80

BASED ON 5' SIDEWALK WIDTH (EXCLUDING BACK CURB)

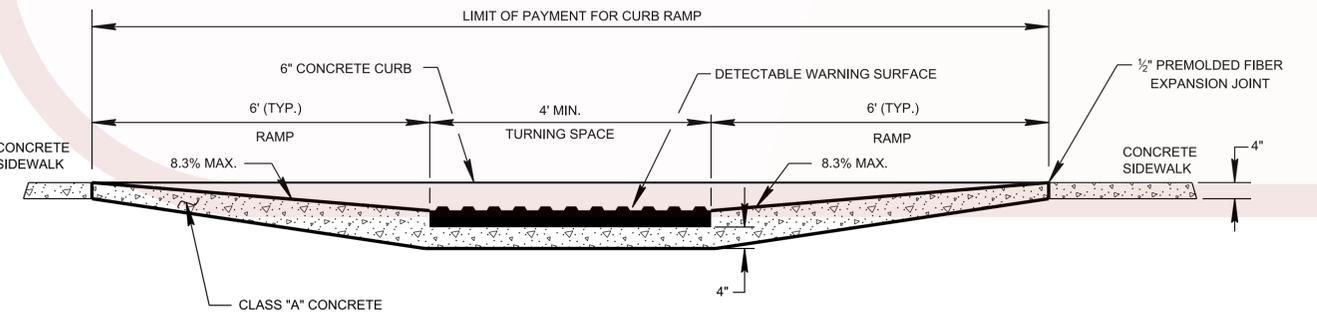


**SECTION A-A**



**SECTION B-B**

DIMENSIONS SHOWN ABOVE FOR 0% LONGITUDINAL ROADWAY GRADE



**SECTION C-C**

DIMENSIONS SHOWN ABOVE FOR 0% LONGITUDINAL ROADWAY GRADE

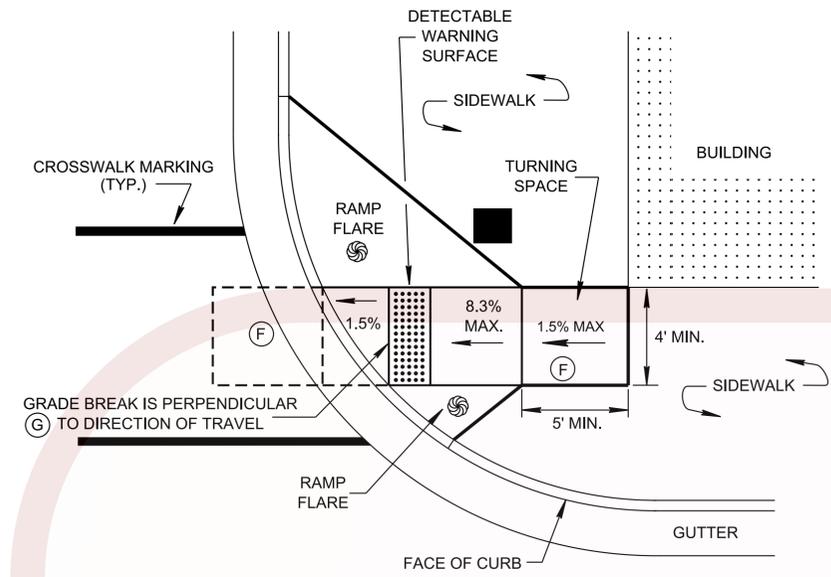
**GENERAL NOTES**

- (A) PARALLEL CURB RAMPS MAY BE USE WHEN SIDEWALK WIDTH IS LESS THAN 12' AND CURB RAMP IS LOCATED ALONG TANGENT SIDEWALK SECTION OF ROADWAY. FOR PARALLEL CURB RAMPS INSTALLED IN CURVE SEE STD. DWG. MM-CR-7.
- (B) CURB SHALL BE FLUSH ACROSS ENTIRE WIDTH OF CURB RAMP. DETECTABLE WARNING SURFACES SHALL EXTEND 2' IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITION, OR TURNING SPACE. SEE STD. DWG. MM-CR-1 FOR DETECTABLE WARNING SURFACE DETAILS.
- (C) DESIGN / CONSTRUCTION MODIFICATIONS MAY BE REQUIRED FOR CURB RAMPS TO BE INSTALLED ALONG A ROADWAY WITH LONGITUDINAL GRADES EXCEEDING 5%. ENGINEER SHOULD BE NOTIFIED FOR ASSESSMENT IF THE CURB RAMP SIDE FLARES EXCEED 15' IN LENGTH DUE TO THE LONGITUDINAL GRADE.
- (D) PAYMENT:  
 NEW:  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN NEWLY CONSTRUCTED SIDEWALK AREAS, SHALL BE PAID BY ITEM NO. 701-02.03, CONCRETE CURB RAMP, PER SQUARE FOOT.  
  
 PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).  
  
 RETROFIT:  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN EXISTING SIDEWALK AREAS, REMOVAL OF THE EXISTING SIDEWALK, AND ADJUSTMENT OF GUTTER PAN SLOPE, SHALL BE PAID BY ITEM NO. 701-02.01, CONCRETE CURB RAMP (RETROFIT), PER SQUARE FOOT.  
  
 PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INSTALLATION OF CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).  
  
 COST OF CURB AND GUTTER TO BE INCLUDED IN THE PRICE OF ITEM NO. 702-01, CONCRETE CURB, PER C. Y. OR ITEM NO. 702-03, CONCRETE COMBINED CURB & GUTTER, PER C. Y.
- (E) FOR SIGNALIZED INTERSECTIONS THAT REQUIRE PEDESTRIAN SIGNAL PUSHBUTTONS, SEE TDOT TRAFFIC DESIGN MANUAL FOR PLACEMENT DETAILS.
- (F) FOR ADDITIONAL SIDEWALK DETAILS AND IF MAILBOXES ARE REMOVED DURING INSTALLATION OF THE CURB RAMP, PROVIDE A 12" X 12" OPENING BEHIND THE CURB. SEE STD. DWG. MM-SW-1.
- (G) WHERE NEW CURB RAMP CONDITIONS DO NOT MEET EXISTING SIDEWALK, THE DESIGNER SHALL ADD ADDITIONAL QUANTITY FOR UP TO 15 FEET IN EACH DIRECTION OF SIDEWALK MODIFICATION TO TIE TO THE EXISTING GRADE.
- (H) SURFACE TEXTURE TO BE OBTAINED BY A COARSE BROOMING TRANSVERSE TO THE SLOPE OF CURB RAMP.
- (I) SEE STD. DWG. T-M-4 FOR CROSSWALK MARKING DETAILS.

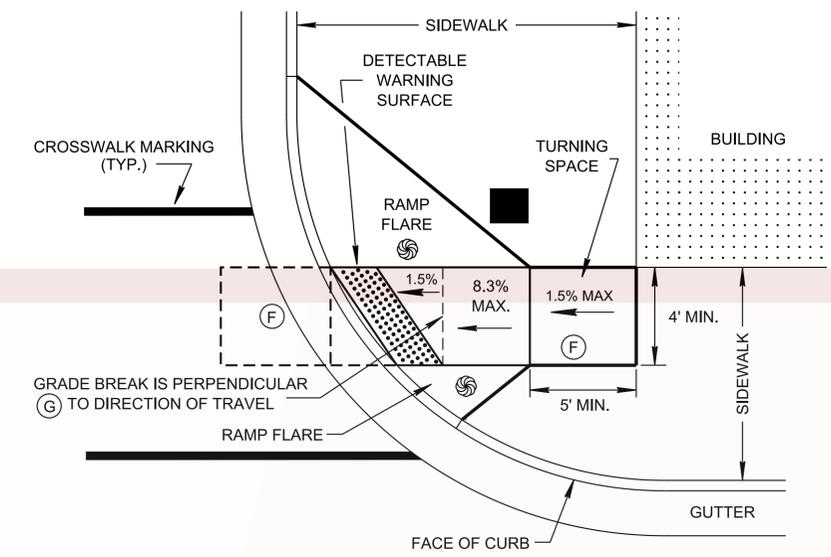
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STATE OF TENNESSEE  
STANDARD  
DRAWING  
DEPARTMENT OF TRANSPORTATION

**PARALLEL CURB RAMP**

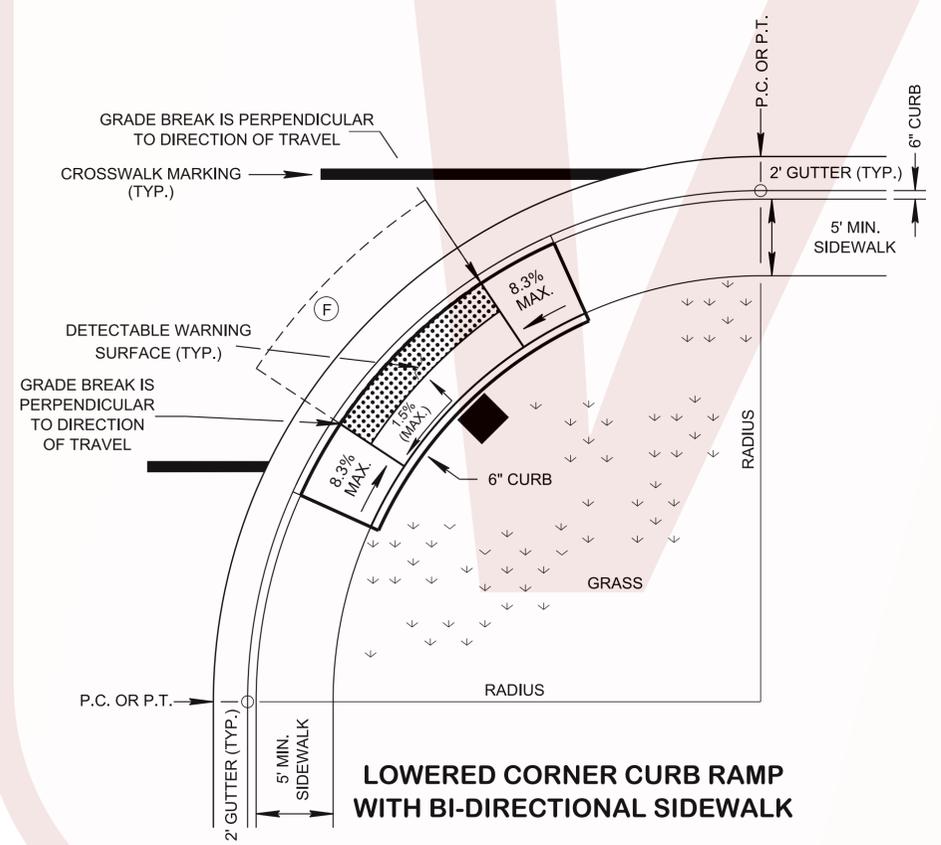


**BI-DIRECTIONAL SIDEWALK  
 PREFERRED**

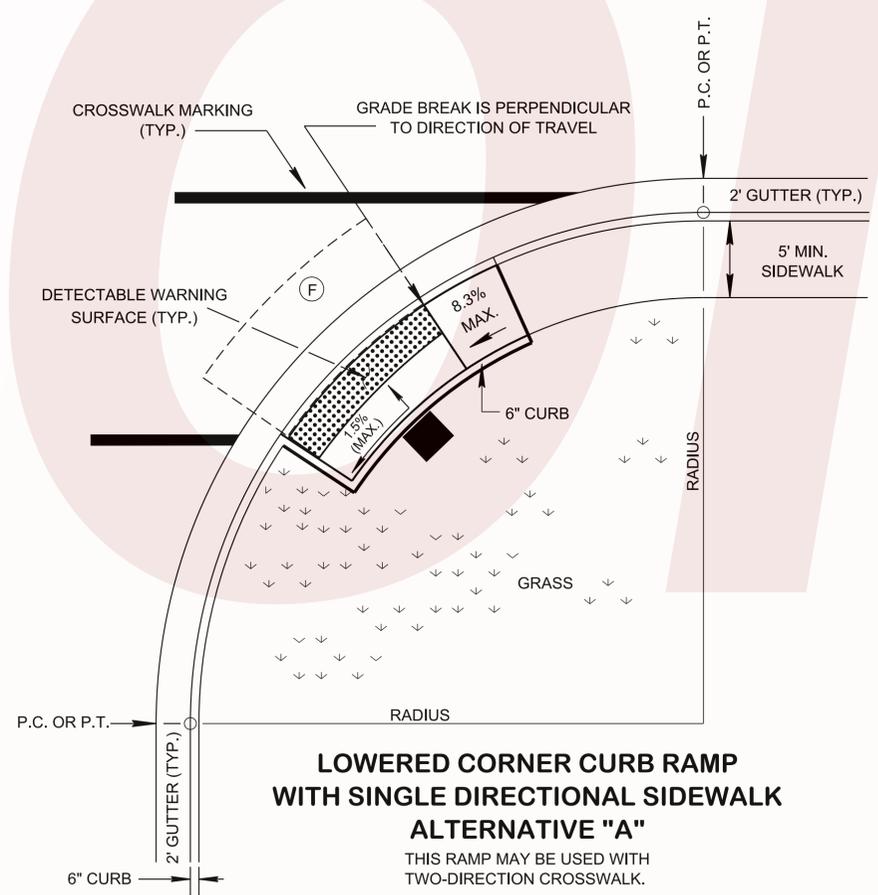


**BI-DIRECTIONAL SIDEWALK  
 ALTERNATIVE PLACEMENT**

**PERPENDICULAR CURB RAMPS  
 FOR SINGLE CROSSING**



**LOWERED CORNER CURB RAMP  
 WITH BI-DIRECTIONAL SIDEWALK**



**LOWERED CORNER CURB RAMP  
 WITH SINGLE DIRECTIONAL SIDEWALK  
 ALTERNATIVE "A"**

THIS RAMP MAY BE USED WITH  
 TWO-DIRECTION CROSSWALK.

**PARALLEL CURB RAMPS  
 FOR SINGLE CROSSING**

**LEGEND**

- DIMENSION VARIES RELATIVE TO LONGITUDINAL ROADWAY GRADE, 8.3% DESIRABLE (10.0% MAX.)
- DENOTES: APPROXIMATE PEDESTRIAN POLE/PUSHBUTTON LOCATION FOR SIGNALIZED INTERSECTIONS

**GENERAL NOTES**

(A) FOR DETECTABLE WARNING SURFACE DETAILS SEE STD. DWG. MM-CR-1. FOR ADDITIONAL DETAILS AND OTHER INFORMATION FOR PERPENDICULAR CURB RAMPS NOT SHOWN ON THIS DRAWING SEE STD. DWG. MM-CR-2 AND FOR PARALLEL CURB RAMPS SEE STD. DWG. MM-CR-3. FOR CROSSWALK MARKING DETAILS SEE STD. DWG. T-M-4.

(B) IF PERPENDICULAR CURB RAMPS AND TURNING SPACE CANNOT BE CONSTRUCTED DUE TO LIMITED RIGHT-OF-WAY, USE PARALLEL CURB RAMP INSTEAD.

(C) CARE SHALL BE TAKEN ON ALL ROADWAY CURB RAMPS AT INTERSECTIONS WITH SIDEWALK AND CURB RAMPS TO ENSURE A UNIFORM GRADE AROUND THEM. THE ROADWAY CURB RAMP GRADE SHALL BE FREE OF SAGS AND SHORT GRADE CHANGES.

(D) SIDEWALK WIDTH SHALL NOT INCLUDE 6" CONCRETE CURB. THE MAXIMUM SIDEWALK CROSS SLOPE IS 1.5 %.

(E) DRAINAGE STRUCTURES SHALL NOT BE PLACED IN THE CROSSWALK OR IN FRONT OF THE CURB RAMP.

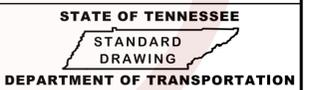
(F) TURNING SPACE \ CLEAR SPACE:  
 CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK IS REQUIRED, A CLEAR SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.  
 TURNING SPACE MUST BE PROVIDED AT THE TOP OF PERPENDICULAR CURB RAMPS. THE TURNING SPACE MUST BE 4' (MIN.) BY 4' (MIN.), AND IS PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF THE SIDEWALK, THE TURNING SPACE MUST BE 4' (MIN.) BY 5' (MIN.), WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF THE RAMP RUN.  
 FOR PARALLEL CURB RAMPS, A TURNING SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED AT THE BOTTOM OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED ON 2 OR MORE SIDES, THE TURNING SPACE SHALL 4' (MIN.) BY 5' (MIN.), THE 5' DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

(G) GRADE BREAKS:  
 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.  
 WHERE THE END OF BOTTOM GRADE BREAK IS BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE CURB RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK.

(H) PEDESTRIAN SIGNAL PUSHBUTTON:  
 WHERE PEDESTRIAN SIGNALS ARE PROVIDED AT PEDESTRIAN STREET CROSSINGS, THEY SHALL INCLUDE ACCESSIBLE PEDESTRIAN SIGNALS AND POLE/PEDESTRIAN PUSHBUTTONS COMPLYING WITH SECTIONS 4E.08 THROUGH 4E.13 OF THE MUTCD.  
 WHEN TWO PEDESTRIAN PUSHBUTTONS ARE ON ONE CORNER THEY WILL BE SEPARATED BY 10 FEET.

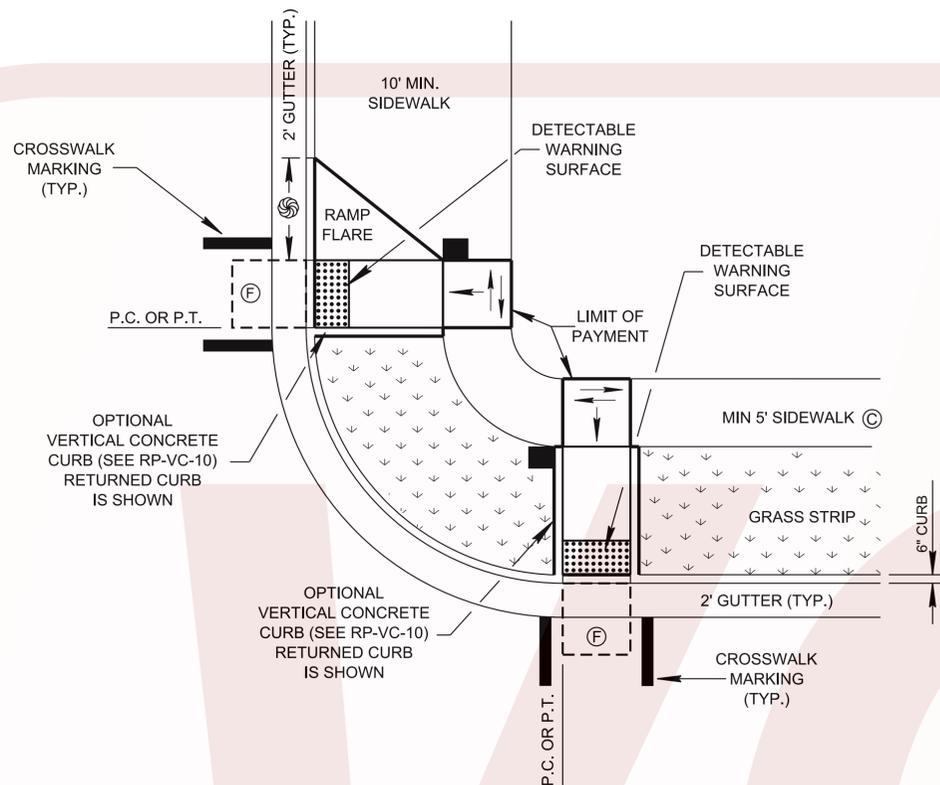
(I) PAYMENT:  
 COST OF CURB AND GUTTER TO BE INCLUDED IN THE PRICE OF ITEM NO. 702-01, CONCRETE CURB, PER C. Y. OR ITEM NO. 702-03, CONCRETE COMBINED CURB & GUTTER, PER C. Y.  
 NEW CURB RAMPS:  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN NEWLY CONSTRUCTED SIDEWALK AREAS, SHALL BE PAID BY ITEM NO. 701-02.03, CONCRETE CURB RAMP, PER S.F.  
 PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).  
 CURB RAMPS (RETROFIT):  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN EXISTING SIDEWALK AREAS, REMOVAL OF THE EXISTING SIDEWALK, AND ADJUSTMENT OF GUTTER PAN SLOPE, SHALL BE PAID BY ITEM NO. 701-02.01, CONCRETE CURB RAMP (RETROFIT), PER S.F.  
 PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).

(Replaced Std Dwg RP-H-7)

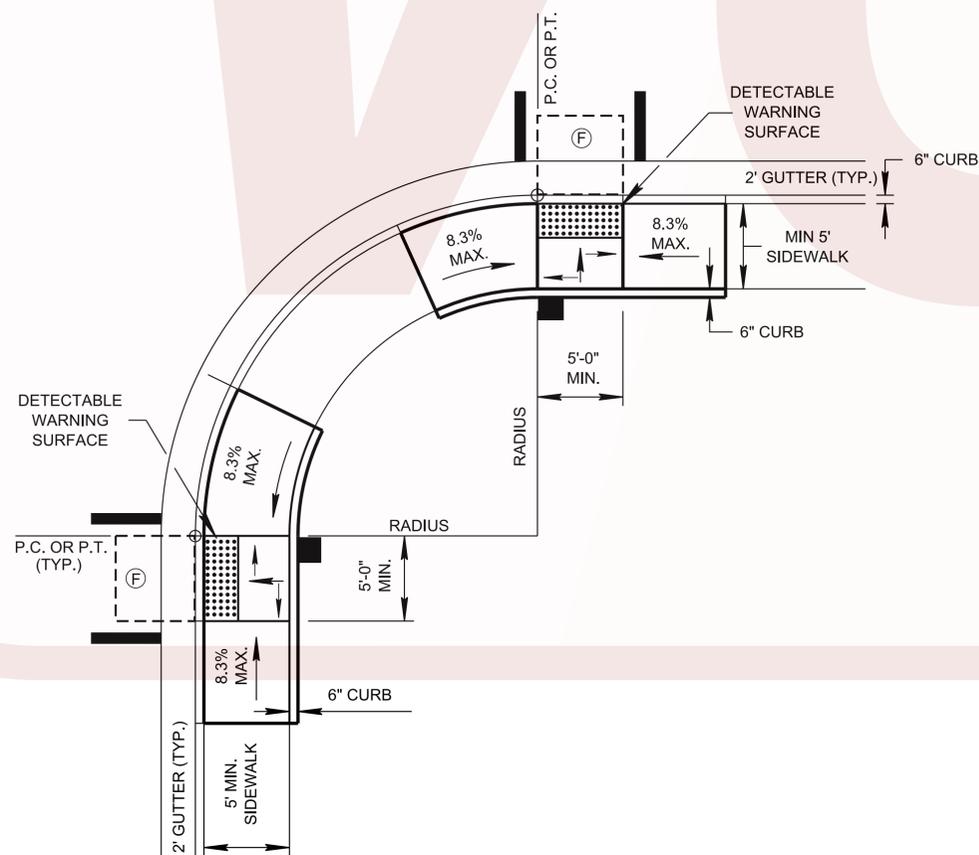


**SINGLE CROSSING  
 CURB RAMP  
 IN CURVE**

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**PERPENDICULAR CURB RAMP OUTSIDE RADIUS  
(WITH GRASS STRIP OR WIDE SIDEWALK)**



**PARALLEL CURB RAMPS  
OUTSIDE RADIUS**

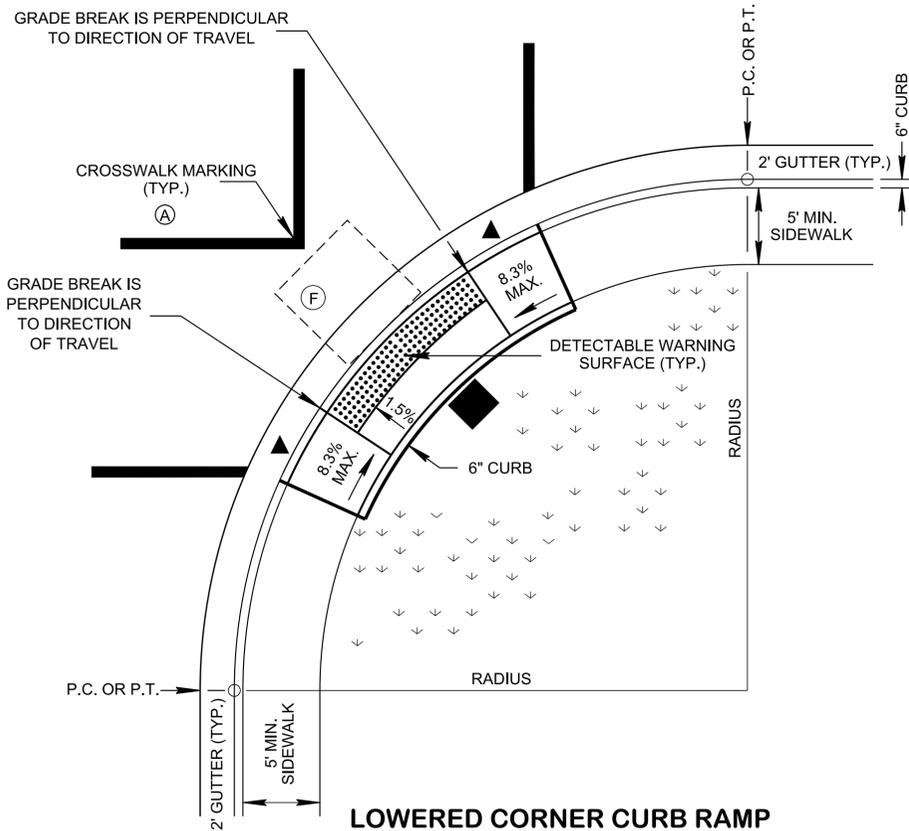
LEGEND	
	DIMENSION VARIES RELATIVE TO LONGITUDINAL ROADWAY GRADE, 8.3% DESIRABLE (10.0% MAX.)
	DENOTES: APPROXIMATE PEDESTRIAN POLE/PUSHBUTTON LOCATION FOR SIGNALIZED INTERSECTIONS
	1.5% (2.0% MAX.)

GENERAL NOTES	
(A)	FOR DETECTABLE WARNING SURFACE DETAILS SEE STD. DWG. MM-CR-1. FOR ADDITIONAL DETAILS AND OTHER INFORMATION FOR PERPENDICULAR CURB RAMPS NOT SHOWN ON THIS DRAWING SEE STD. DWG. MM-CR-2 AND FOR PARALLEL CURB RAMPS SEE STD. DWG. MM-CR-3. FOR CROSSWALK MARKING DETAILS SEE STD. DWG. T-M-4.
(B)	IF PERPENDICULAR CURB RAMPS AND TURNING SPACE CANNOT BE CONSTRUCTED DUE TO LIMITED RIGHT-OF-WAY, USE PARALLEL CURB RAMP INSTEAD.
(C)	CARE SHALL BE TAKEN ON ALL ROADWAY CURB RAMPS AT INTERSECTIONS WITH SIDEWALK AND CURB RAMPS TO ENSURE A UNIFORM GRADE AROUND THEM. THE ROADWAY CURB RAMP GRADE SHALL BE FREE OF SAGS AND SHORT GRADE CHANGES.
(D)	SIDEWALK WIDTH SHALL NOT INCLUDE 6" CONCRETE CURB. THE DESIRABLE SIDEWALK CROSS SLOPE IS 1.5 %, ABSOLUTE MAXIMUM IS 2.0%.
(E)	DRAINAGE STRUCTURES SHALL NOT BE PLACED IN THE CROSSWALK OR IN FRONT OF THE CURB RAMP.
(F)	TURNING SPACE \ CLEAR SPACE:  CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK. A CLEAR SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.  TURNING SPACE MUST BE PROVIDED AT THE TOP OF PERPENDICULAR CURB RAMPS. THE TURNING SPACE MUST BE 4' (MIN.) BY 4' (MIN.), AND IS PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF THE SIDEWALK, THE TURNING SPACE MUST BE 4' (MIN.) BY 5' (MIN.), WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF THE RAMP RUN.  FOR PARALLEL CURB RAMPS, A TURNING SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED AT THE BOTTOM OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED ON 2 OR MORE SIDES, THE TURNING SPACE SHALL 4' (MIN.) BY 5' (MIN.), THE 5' DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
(G)	GRADE BREAKS:  GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.  WHERE THE END OF BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE CURB RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK.
(H)	PEDESTRIAN SIGNAL PUSHBUTTON:  WHERE PEDESTRIAN SIGNALS ARE PROVIDED AT PEDESTRIAN STREET CROSSINGS, THEY SHALL INCLUDE ACCESSIBLE PEDESTRIAN SIGNALS AND POLE/PEDESTRIAN PUSHBUTTONS COMPLYING WITH SECTIONS 4E.08 THROUGH 4E.13 OF THE MUTCD. FOR DETAILS OF THE PLACING OF PEDESTRIAN SIGNAL PUSHBUTTONS SEE TDOT TRAFFIC DESIGN MANUAL.  WHEN TWO PEDESTRIAN PUSHBUTTONS ARE ON ONE CORNER THEY WILL BE SEPARATED BY 10 FEET.
(I)	PAYMENT:  COST OF CURB AND GUTTER TO BE INCLUDED IN THE PRICE OF ITEM NO. 702-01, CONCRETE CURB, PER C. Y. OR ITEM NO. 702-03, CONCRETE COMBINED CURB & GUTTER, PER C. Y.  NEW CURB RAMPS: ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN NEWLY CONSTRUCTED SIDEWALK AREAS, SHALL BE PAID BY ITEM NO. 701-02.03, CONCRETE CURB RAMP, PER SQUARE FOOT.  PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).  CURB RAMPS (RETROFIT): ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN EXISTING SIDEWALK AREAS, REMOVAL OF THE EXISTING SIDEWALK, AND ADJUSTMENT OF GUTTER PAN SLOPE, SHALL BE PAID BY ITEM NO. 701-02.01, CONCRETE CURB RAMP (RETROFIT), PER SQUARE FOOT.  PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INSTALLATION OF CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).

(Replaced Std Dwg RP-H-8)

STATE OF TENNESSEE  
STANDARD  
DRAWING  
DEPARTMENT OF TRANSPORTATION

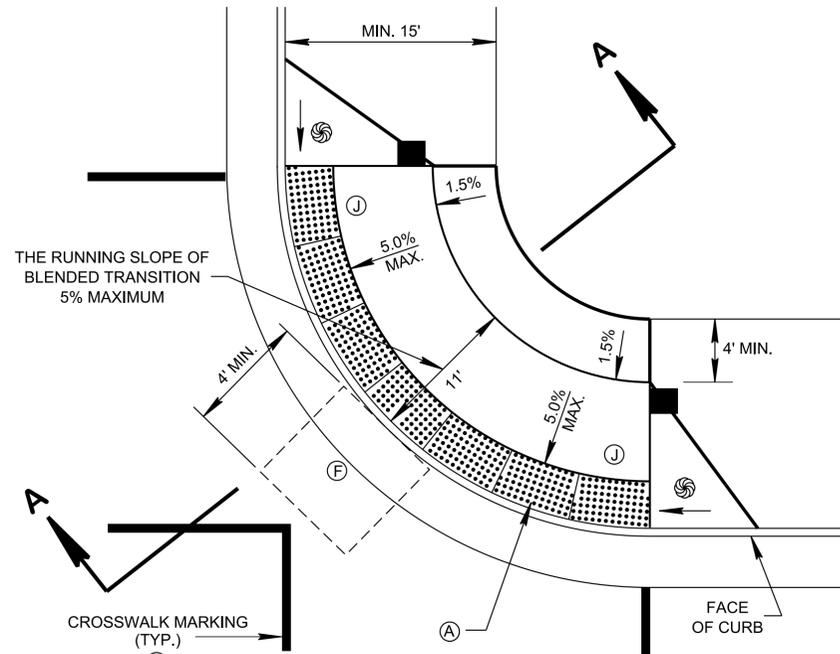
DUAL CROSSING  
CURB RAMP  
PLACED  
OUTSIDE CURVE



**LOWERED CORNER CURB RAMP WITH BI-DIRECTIONAL SIDEWALK**

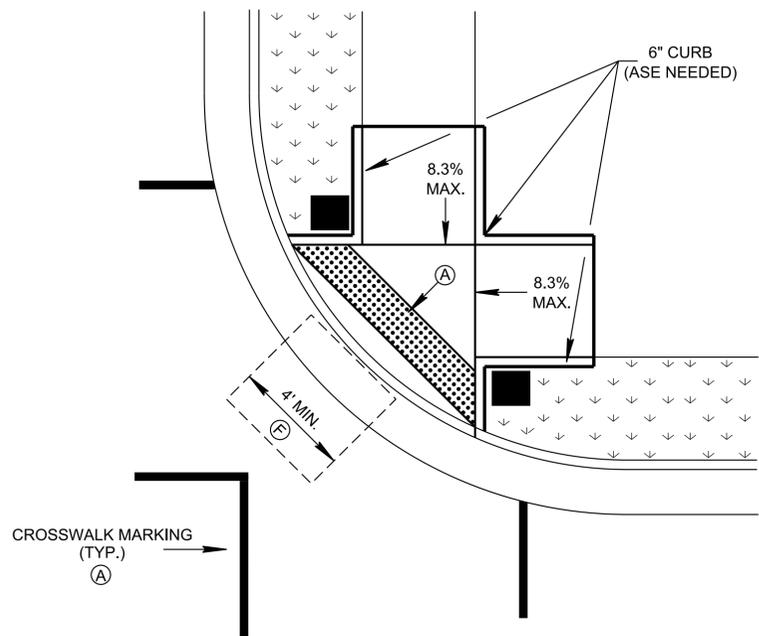
LOWERED CORNER CURB RAMP TO BE USED AS AN ALTERNATE TO BLENDED TRANSITION WHEN REQUIRED DUE TO GEOMETRIC LIMITATIONS.

THIS DETAIL MAY BE USED WHERE SIDEWALK WIDTHS ARE LESS THAN 10" WIDE AND CURB RAMP IS LOCATED ANYWHERE WITHIN A CURVED SECTION OF SIDEWALK.

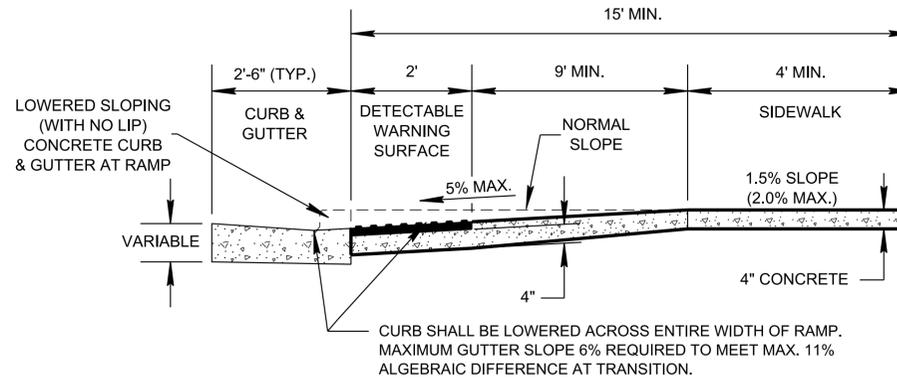


**BLENDED TRANSITION**

BLENDED TRANSITIONS ARE ALTERNATIVE ONLY WHEN PARALLEL, PERPENDICULAR AND COMBINATION CURB RAMP WILL NOT WORK DUE TO GEOMETRIC CONSTRAINTS. BLENDED TRANSITIONS ARE RAISED PEDESTRIAN STREET CROSSINGS, DEPRESSED CORNERS, OR SIMILAR CONNECTIONS BETWEEN PEDESTRIAN ACCESS ROUTES AT THE LEVEL OF THE SIDEWALK AND THE LEVEL OF THE PEDESTRIAN STREET CROSSING THAT HAVE A GRADE OF 5% OR LESS. BLENDED TRANSITIONS ARE SUITABLE FOR A RANGE OF SIDEWALK CONDITIONS.



**PARALLEL CURB RAMP**



**SECTION A-A**

**LEGEND**

- DIMENSION VARIES RELATIVE TO LONGITUDINAL ROADWAY GRADE, 8.3% DESIRABLE (10.0% MAX.)
- DENOTES: APPROXIMATE PEDESTRIAN POLE/PUSHBUTTON LOCATION FOR SIGNALIZED INTERSECTIONS
- CLEARLY MAINTAIN THE DEFINED PERIMETER OF THE RAMP AT LOCATIONS WHERE THE GRADE OF THE ROADWAY MAY MATCH THE SLOPE OF THE RAMP.

**GENERAL NOTES**

- (A) FOR DETECTABLE WARNING SURFACE DETAILS SEE STD. DWG. MM-CR-1. FOR ADDITIONAL DETAILS AND OTHER INFORMATION FOR PERPENDICULAR CURB RAMP NOT SHOWN ON THIS DRAWING SEE STD. DWG. MM-CR-2 AND FOR PARALLEL CURB RAMP SEE STD. DWG. MM-CR-3. FOR CROSSWALK MARKING DETAILS SEE STD. DWG. T-M-4.
- (B) IF PERPENDICULAR CURB RAMP AND TURNING SPACE CANNOT BE CONSTRUCTED DUE TO LIMITED RIGHT-OF-WAY, USE PARALLEL CURB RAMP INSTEAD.
- (C) CARE SHALL BE TAKEN ON ALL ROADWAY CURB RAMP AT INTERSECTIONS WITH SIDEWALK AND CURB RAMP TO ENSURE A UNIFORM GRADE AROUND THEM. THE ROADWAY CURB RAMP GRADE SHALL BE FREE OF SAGS AND SHORT GRADE CHANGES.
- (D) SIDEWALK WIDTH SHALL NOT INCLUDE 6" CONCRETE CURB. THE DESIRABLE SIDEWALK CROSS SLOPE IS 1.5 %, ABSOLUTE MAXIMUM IS 2.0%.
- (E) DRAINAGE STRUCTURES SHALL NOT BE PLACED IN THE CROSSWALK OR IN FRONT OF THE CURB RAMP.
- (F) TURNING SPACE \ CLEAR SPACE:  
 CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.  
 TURNING SPACE MUST BE PROVIDED AT THE TOP OF PERPENDICULAR CURB RAMP. THE TURNING SPACE MUST BE 4' (MIN.) BY 4' (MIN.), AND IS PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF THE SIDEWALK, THE TURNING SPACE MUST BE 4' (MIN.) BY 5' (MIN.), WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF THE RAMP RUN.  
 FOR PARALLEL CURB RAMP, A TURNING SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED AT THE BOTTOM OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED ON 2 OR MORE SIDES, THE TURNING SPACE SHALL 4' (MIN.) BY 5' (MIN.). THE 5' DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
- (G) GRADE BREAKS:  
 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.  
 WHERE THE END OF BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE CURB RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK.
- (H) PEDESTRIAN SIGNAL PUSHBUTTON:  
 WHERE PEDESTRIAN SIGNALS ARE PROVIDED AT PEDESTRIAN STREET CROSSINGS, THEY SHALL INCLUDE ACCESSIBLE PEDESTRIAN SIGNALS AND POLE/PEDESTRIAN PUSHBUTTONS COMPLYING WITH SECTIONS 4E.08 THROUGH 4E.13 OF THE MUTCD. FOR DETAILS OF THE PLACING OF PEDESTRIAN SIGNAL PUSHBUTTONS SEE TDOT TRAFFIC DESIGN MANUAL.  
 WHEN TWO PEDESTRIAN PUSHBUTTONS ARE ON ONE CORNER THEY WILL BE SEPARATED BY 10 FEET.
- (I) PAYMENT:  
 COST OF CURB AND GUTTER TO BE INCLUDED IN THE PRICE OF ITEM NO. 702-01, CONCRETE CURB, PER C. Y. OR ITEM NO. 702-03, CONCRETE COMBINED CURB & GUTTER, PER C. Y.  
 NEW CURB RAMP(S):  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN NEWLY CONSTRUCTED SIDEWALK AREAS, SHALL BE PAID BY ITEM NO. 701-02.03, CONCRETE CURB RAMP, PER SQUARE FOOT.  
 PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).  
 CURB RAMP(S) (RETROFIT):  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN EXISTING SIDEWALK AREAS, REMOVAL OF THE EXISTING SIDEWALK, AND ADJUSTMENT OF GUTTER PAN SLOPE, SHALL BE PAID BY ITEM NO. 701-02.01, CONCRETE CURB RAMP (RETROFIT), PER SQUARE FOOT.  
 PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INSTALLATION OF CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).
- (J) DETECTABLE WARNING SURFACE(S) SHALL COVER ENTIRE RADIUS WITHIN RAMP AND SHALL EXTEND TO THE CROSSWALK PAVEMENT MARKINGS ON EITHER SIDE.

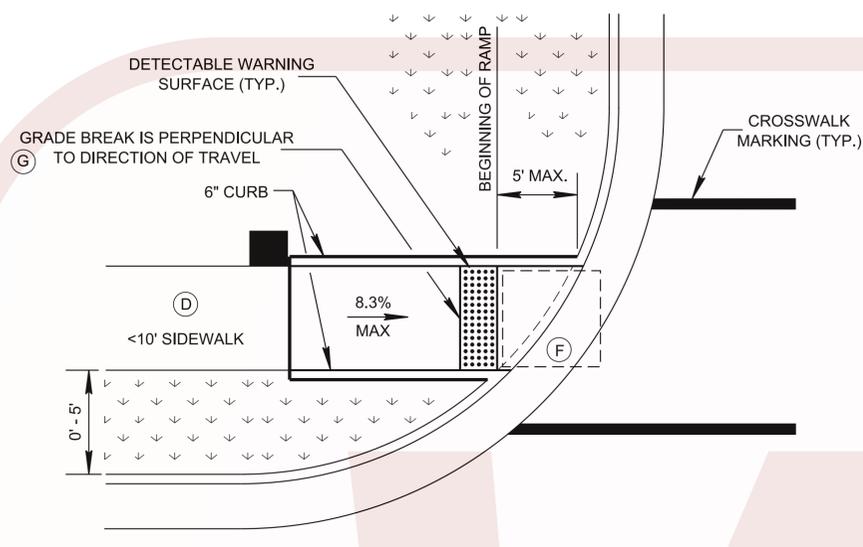
(Replaced Std Dwg RP-H-9)

STATE OF TENNESSEE  
STANDARD  
DRAWING  
DEPARTMENT OF TRANSPORTATION

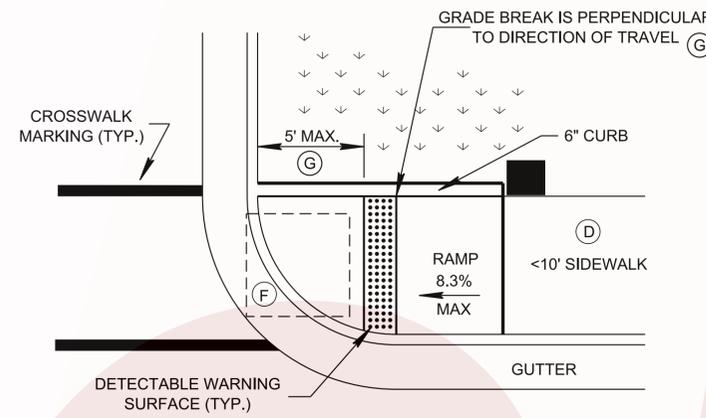
**CURB RAMP  
IN CURVE  
BI-DIRECTIONAL  
DUAL CROSSING**

2/14/2019 9:51:27 AM  
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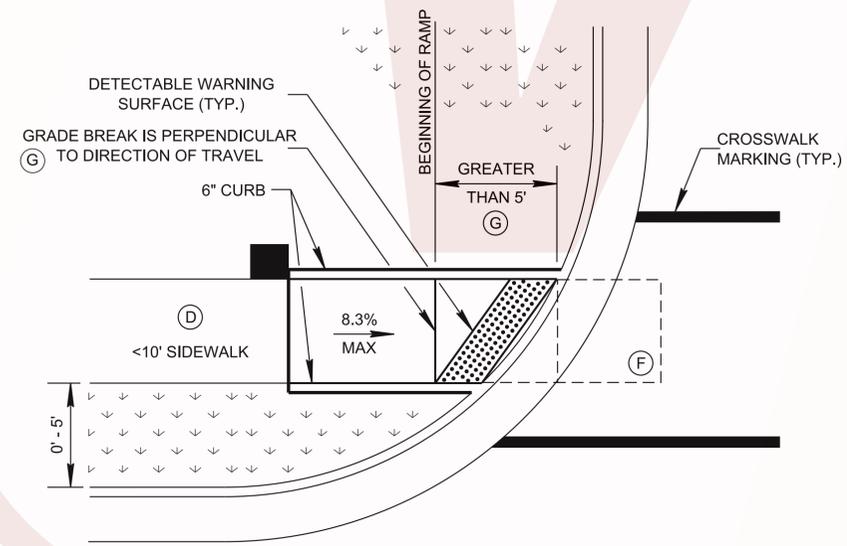
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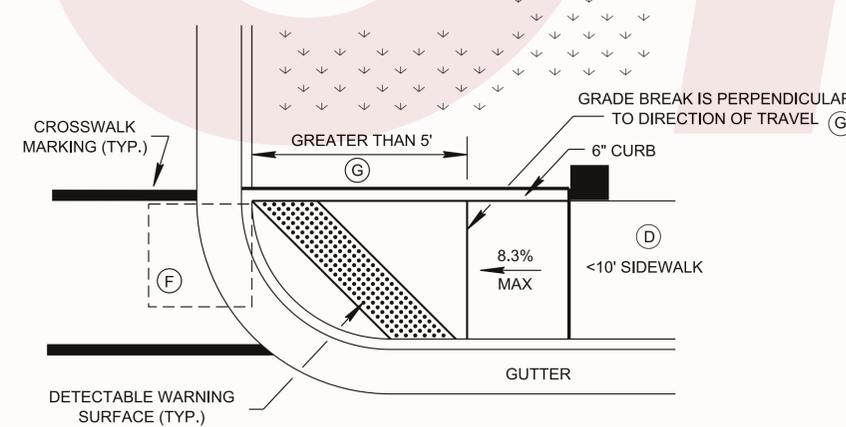
**DETAIL A**  
**MONO-DIRECTIONAL PERPENDICULAR CURB RAMP**  
**WITH GRASS STRIP**



**DETAIL B**  
**MONO-DIRECTIONAL PERPENDICULAR CURB RAMP**  
**WITHOUT GRASS STRIP**



**DETAIL C**  
**MONO-DIRECTIONAL PERPENDICULAR CURB RAMP**  
**WITH GRASS STRIP AND GRADE BREAK > 5'**



**DETAIL D**  
**MONO-DIRECTIONAL PERPENDICULAR CURB RAMP**  
**WITH GRASS STRIP AND GRADE BREAK > 5'**

**LEGEND**

■ DENOTES: APPROXIMATE PEDESTRIAN POLE/PUSHBUTTON LOCATION FOR SIGNALIZED INTERSECTIONS

**GENERAL NOTES**

- (A) FOR DETECTABLE WARNING SURFACE DETAILS SEE STD. DWG. MM-CR-1. FOR ADDITIONAL DETAILS AND OTHER INFORMATION FOR PERPENDICULAR CURB RAMP NOT SHOWN ON THIS DRAWING SEE STD. DWG. MM-CR-2 AND FOR PARALLEL CURB RAMP SEE STD. DWG. MM-CR-3. FOR CROSSWALK MARKING DETAILS SEE STD. DWG. T-M-4.
- (B) IF PERPENDICULAR CURB RAMP AND TURNING SPACE CANNOT BE CONSTRUCTED DUE TO LIMITED RIGHT-OF-WAY, USE PARALLEL CURB RAMP INSTEAD.
- (C) CARE SHALL BE TAKEN ON ALL ROADWAY CURB RAMP AT INTERSECTIONS WITH SIDEWALK AND CURB RAMP TO ENSURE A UNIFORM GRADE AROUND THEM. THE ROADWAY CURB RAMP GRADE SHALL BE FREE OF SAGS AND SHORT GRADE CHANGES.
- (D) SIDEWALK WIDTH SHALL NOT INCLUDE 6" CONCRETE CURB. THE DESIRABLE SIDEWALK CROSS SLOPE IS 1.5 %, ABSOLUTE MAXIMUM IS 2.0%.
- (E) DRAINAGE STRUCTURES SHALL NOT BE PLACED IN THE CROSSWALK OR IN FRONT OF THE CURB RAMP.
- (F) TURNING SPACE \ CLEAR SPACE:  
 CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.  
 TURNING SPACE MUST BE PROVIDED AT THE TOP OF PERPENDICULAR CURB RAMP. THE TURNING SPACE MUST BE 4' (MIN.) BY 4' (MIN.), AND IS PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF THE SIDEWALK, THE TURNING SPACE MUST BE 4' (MIN.) BY 5' (MIN.), WITH THE 5' DIMENSION PROVIDED IN THE DIRECTION OF THE RAMP RUN.  
 FOR PARALLEL CURB RAMP, A TURNING SPACE 4' (MIN.) BY 4' (MIN.) SHALL BE PROVIDED AT THE BOTTOM OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. IF THE TURNING SPACE IS CONSTRAINED ON 2 OR MORE SIDES, THE TURNING SPACE SHALL 4' (MIN.) BY 5' (MIN.), THE 5' DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.
- (G) GRADE BREAKS:  
 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.  
 WHERE THE END OF BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK TO THE BACK OF CURB IS 5' OR LESS, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE CURB RAMP RUN WITHIN ONE DOME SPACING OF THE BOTTOM GRADE BREAK.
- (H) PEDESTRIAN SIGNAL PUSHBUTTON:  
 WHERE PEDESTRIAN SIGNALS ARE PROVIDED AT PEDESTRIAN STREET CROSSINGS, THEY SHALL INCLUDE ACCESSIBLE PEDESTRIAN SIGNALS AND POLE/PEDESTRIAN PUSHBUTTONS COMPLYING WITH SECTIONS 4E.08 THROUGH 4E.13 OF THE MUTCD. FOR DETAILS OF THE PLACING OF PEDESTRIAN SIGNAL PUSHBUTTONS SEE TDOT TRAFFIC DESIGN MANUAL.  
 WHEN TWO PEDESTRIAN PUSHBUTTONS ARE ON ONE CORNER THEY WILL BE SEPARATED BY 10 FEET.
- (I) PAYMENT:  
 COST OF CURB AND GUTTER TO BE INCLUDED IN THE PRICE OF ITEM NO. 702-01, CONCRETE CURB, PER C. Y. OR ITEM NO. 702-03, CONCRETE COMBINED CURB & GUTTER, PER C. Y.  
 NEW CURB RAMP(S):  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN NEWLY CONSTRUCTED SIDEWALK AREAS, SHALL BE PAID BY ITEM NO. 701-02.03, CONCRETE CURB RAMP, PER SQUARE FOOT.  
 PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR CONSTRUCTION OF THE CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).  
 CURB RAMP(S) (RETROFIT):  
 ALL COSTS OF INSTALLING CURB RAMP(S), INCLUDING DETECTABLE WARNING SURFACE(S) IN EXISTING SIDEWALK AREAS, REMOVAL OF THE EXISTING SIDEWALK, AND ADJUSTMENT OF GUTTER PAN SLOPE, SHALL BE PAID BY ITEM NO. 701-02.01, CONCRETE CURB RAMP (RETROFIT), PER SQUARE FOOT.  
 PAYMENT SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INSTALLATION OF CURB RAMP(S), INCLUDING INSTALLATION OF DETECTABLE WARNING SURFACE(S).
- (J) THIS DRAWING CAN BE USED WHERE SIDEWALK WIDTHS ARE LESS THAN 10' WIDE AND RAMP IS LOCATED ANYWHERE WITHIN A CURVED SECTION OF SIDEWALK.

(Replaced Std Dwg RP-H-10)

STATE OF TENNESSEE  
 STANDARD DRAWING  
 DEPARTMENT OF TRANSPORTATION  
**MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS**