

GENERAL NOTES:
 1. CONTRACTOR TO VERIFY LOCATIONS OF ALL UTILITIES ON SITE AND AROUND ADJACENT PROPERTIES. CALL ALL UTILITIES TO BE DELETED AND TO BE PRESERVED TO THE DEPT. OF TRANSPORTATION, TOLL TENSISSEE. A CONTRACTOR RESPONSIBLE FOR COMPLIANCE WITH OSHA REGULATIONS SHALL BE RESPONSIBLE FOR OBTAINING A LICENSE TO EXCAVATE FROM THE TOLLS TENSISSEE DEPARTMENT OF TRANSPORTATION, TOLL TENSISSEE. A CONTRACTOR RESPONSIBLE FOR COMPLIANCE WITH OSHA REGULATIONS SHALL BE RESPONSIBLE FOR OBTAINING A LICENSE TO EXCAVATE FROM THE TOLLS TENSISSEE DEPARTMENT OF TRANSPORTATION, TOLL TENSISSEE. A CONTRACTOR RESPONSIBLE FOR COMPLIANCE WITH OSHA REGULATIONS SHALL BE RESPONSIBLE FOR OBTAINING A LICENSE TO EXCAVATE FROM THE TOLLS TENSISSEE DEPARTMENT OF TRANSPORTATION, TOLL TENSISSEE. A CONTRACTOR RESPONSIBLE FOR COMPLIANCE WITH OSHA REGULATIONS SHALL BE RESPONSIBLE FOR OBTAINING A LICENSE TO EXCAVATE FROM THE TOLLS TENSISSEE DEPARTMENT OF TRANSPORTATION, TOLL TENSISSEE.

6-56-14-C
6-6-14-UR
 A B

REVISIONS:
 1. TOTAL AREA = 0.252 ACRES
 2. EXISTING 31 PLATTED RESIDENTIAL LOTS
 3. PROPOSED 26 RESIDENTIAL LOTS
 4. CITY BLOCK 4420
 5. EXISTING ZONING: R-1

REVISOR: **6-11-14**

DATE: **11 JUN 2014**

PROJECT: **REVISOR SHEET ONE**

LOCATION: **PLANTATION OAKS
 Knoxville, Tennessee**

Prepared For:
**Plantation Oaks Land Partners, LLC
 P.O. Box 22792
 Knoxville, Tennessee 37933
 (865) 335-4486**

Planning Agency:
**Knoxville-Knox County MPC
 400 Main Street, Suite 403
 Knoxville, Tennessee 37902
 (865) 215-2500**

IDEAL ENGINEERING SOLUTIONS, INC.
 Ideal Engineering Solutions, Inc.
 325 Wooded Lane
 Knoxville, Tennessee 37922
 (865) 755-3575

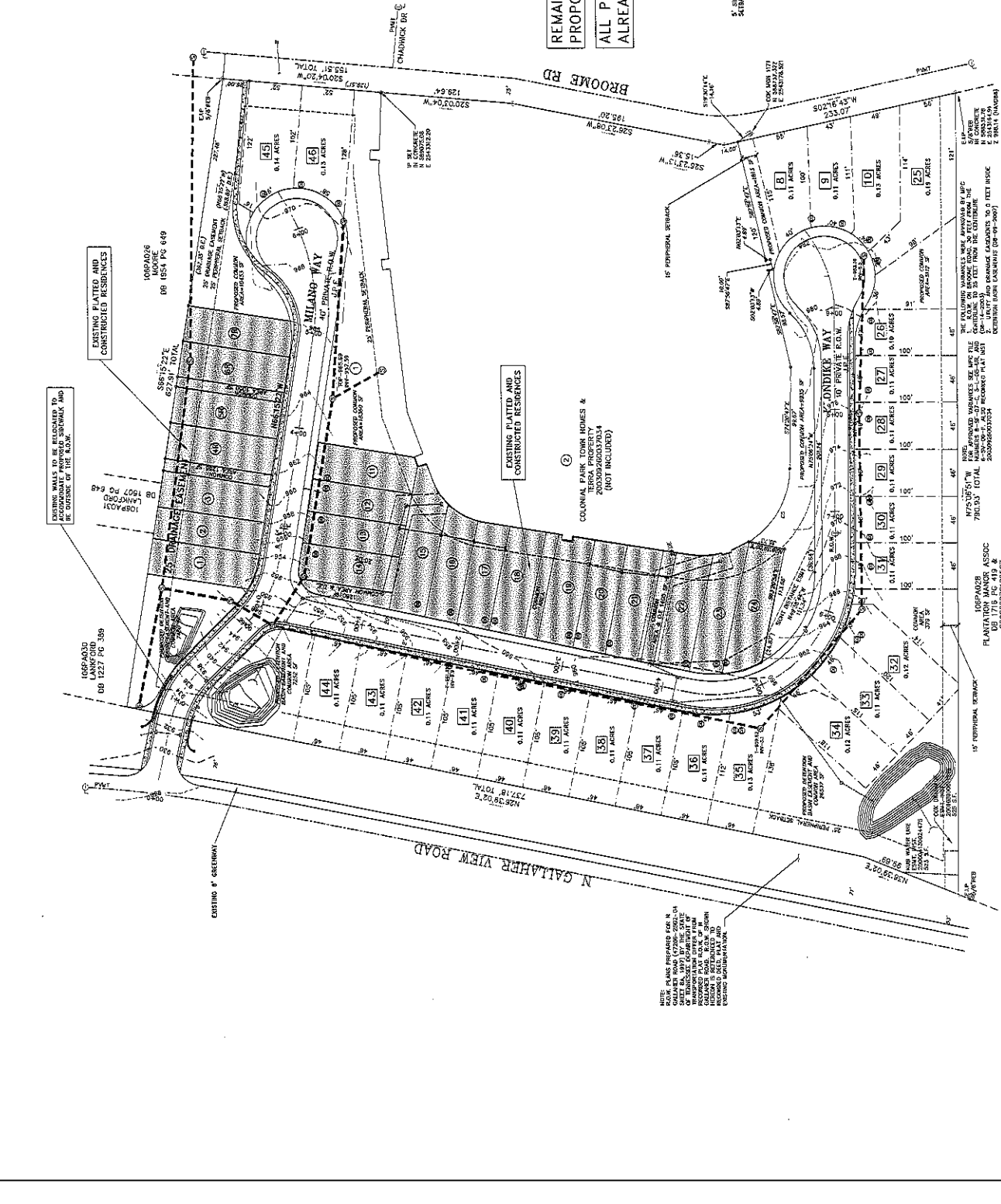
DATE: 6/11/14

VARIANCES REQUESTED:
 1. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 2. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 3. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 4. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 5. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 6. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 7. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 8. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 9. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.
 10. VARIANCE TO RELOCATE EXISTING 26 WALLS TO BE RELOCATED TO ACCORDANCE WITH THE 25' PERIPHERAL STRIP OF THE BLOCK.

**REMAINING 30 CONDO LOTS
 PROPOSED AS 25 LOTS SINGLE FAMILY
 ALL PROPOSED ROADS AND DRAINAGE
 ALREADY CONSTRUCTED**

**TYPICAL LOT LAYOUT
 NOT TO SCALE**

**STOP
 CALL ENGINEER BEFORE
 ANY EXCAVATION BEGINS**



CERTIFICATION OF CONCEPT PLAN:
 I, the undersigned, Engineer, Licensed in the State of Tennessee, have reviewed the site plan and all applicable provisions of the Knoxville-Knox County Metropolitan Planning Commission Code and have found that the same are in accordance with the applicable provisions of the Knoxville-Knox County Metropolitan Planning Commission Code. The plan is hereby certified as being in accordance with the applicable provisions of the Knoxville-Knox County Metropolitan Planning Commission Code.
D. J. Campbell TN PE 22540

DATE: 6/11/14

VARIANCES REQUESTED:

1. VERTICAL CURVE ON STA 0+23 MILANO WAY WAS ACCEPTED AT 15.3 IN THE ORIGINAL CONCEPT PLAN AND WAS ACCEPTED AT 15.3 IN THE REVISIONS. NO VARIANCE FROM THE APPROVED CONCEPT PLAN IS PRESENT.
2. ENTRANCE GRADE ON KLONBIKE WAY AT MILANO WAY FROM 35 TO 47% HANDSHEP, NECESSITATED BY TOPOGRAPHIC CONDITIONS ON THE EXISTING ROAD. THIS GRADE IS IN ACCORDANCE WITH THE DESIGN REFERENCE STANDARDS, ASHTO GUIDELINES "DISCOURAGE ENTRANCE GRADES GREATER THAN 3%, BUT WHEN CONDITIONS MAKE SUCH DESIGNS PROHIBITIVE, GRADES SHOULD NOT EXCEED ABOUT 6%". THE GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, CHAPTER 5, "PROFILES".
3. VERTICAL CURVE ON STA 0+128 MILANO WAY FROM 25 TO 15.2. HANDSHEP, BECAUSE THE ORIGINAL DEVELOPER OF RECORD AND RESULTING TRANSITIONS IN OWNERSHIP. ASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, (EXHIBIT 3-75) INDICATES THAT CREST VERTICAL CURVES IN A 25 MPH ZONE ARE PERMISSIBLE DESIGN ELEMENTS AT K VALUES AS LOW AS 12.
4. VERTICAL CURVE ON STA 0+113 KLONBIKE WAY FROM 25 TO 15.16. HANDSHEP, BECAUSE THE ORIGINAL DEVELOPER OF RECORD AND RESULTING TRANSITIONS IN OWNERSHIP. ASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, (EXHIBIT 3-75) INDICATES THAT CREST VERTICAL CURVES IN A 25 MPH ZONE ARE PERMISSIBLE DESIGN ELEMENTS AT K VALUES AS LOW AS 12.
5. VERTICAL CURVE ON STA 0+62.5 KLONBIKE WAY FROM 25 TO 10. HANDSHEP, BECAUSE THE ORIGINAL DEVELOPER OF RECORD AND RESULTING TRANSITIONS IN OWNERSHIP. ASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, (EXHIBIT 3-75) INDICATES THAT CREST VERTICAL CURVES IN A 25 MPH ZONE ARE PERMISSIBLE DESIGN ELEMENTS AT K VALUES AS LOW AS 12.
6. VERTICAL CURVE ON STA 1+55 KLONBIKE WAY FROM 25 TO 19.2. HANDSHEP, BECAUSE THE ORIGINAL DEVELOPER OF RECORD AND RESULTING TRANSITIONS IN OWNERSHIP. ASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, (EXHIBIT 3-75) INDICATES THAT CREST VERTICAL CURVES IN A 25 MPH ZONE ARE PERMISSIBLE DESIGN ELEMENTS AT K VALUES AS LOW AS 12.
7. REDUCTION IN TANGENT FROM 50' TO 3' AT STA 0+63 KLONBIKE WAY. HANDSHEP, BECAUSE THE ORIGINAL DEVELOPER OF RECORD AND RESULTING TRANSITIONS IN OWNERSHIP. ASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, (EXHIBIT 3-75) INDICATES THAT CREST VERTICAL CURVES IN THE SAME DIRECTION SEPARATED BY A SHORT SECTION OF TANGENT GRADE SHOULD BE AVOIDED BUT WHERE THE ALGEBRAIC DIFFERENCES IN THE CURVES ARE MINOR AND SIGHT LINE DISTANCE IS NOT AFFECTED, THEY ARE PERMISSIBLE DESIGN ELEMENTS.
8. REDUCTION IN TANGENT FROM 50' TO 20' AT STA 1+35 ON KLONBIKE WAY. HANDSHEP, BECAUSE THE ORIGINAL DEVELOPER OF RECORD AND RESULTING TRANSITIONS IN OWNERSHIP. ASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, (EXHIBIT 3-75) INDICATES THAT CREST VERTICAL CURVES IN THE SAME DIRECTION SEPARATED BY A SHORT SECTION OF TANGENT GRADE SHOULD BE AVOIDED BUT WHERE THE ALGEBRAIC DIFFERENCES IN THE CURVES ARE MINOR AND SIGHT LINE DISTANCE IS NOT AFFECTED, THEY ARE PERMISSIBLE DESIGN ELEMENTS.

6-SG-H-L / 6-G-Y-UR
 REVISION
 6-11-14

11-JUNE-2014
 SHEET TWO

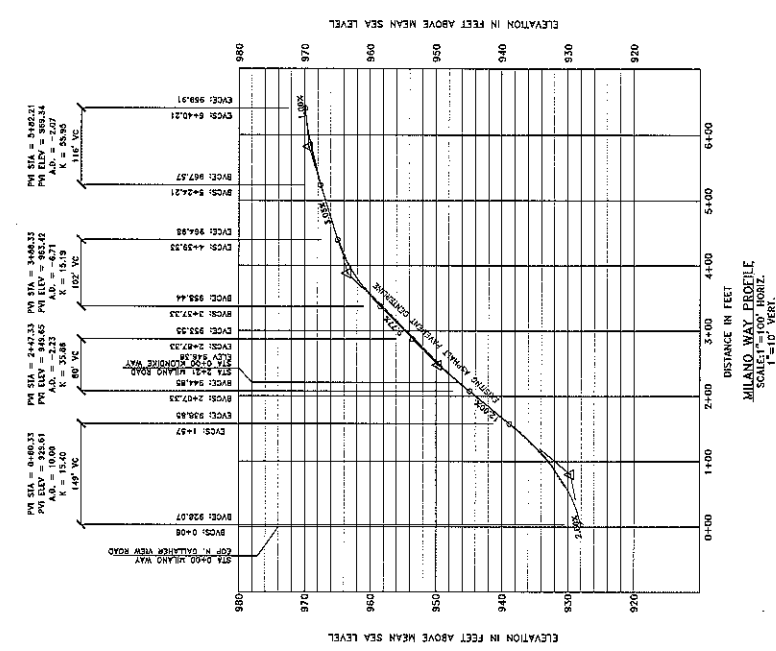
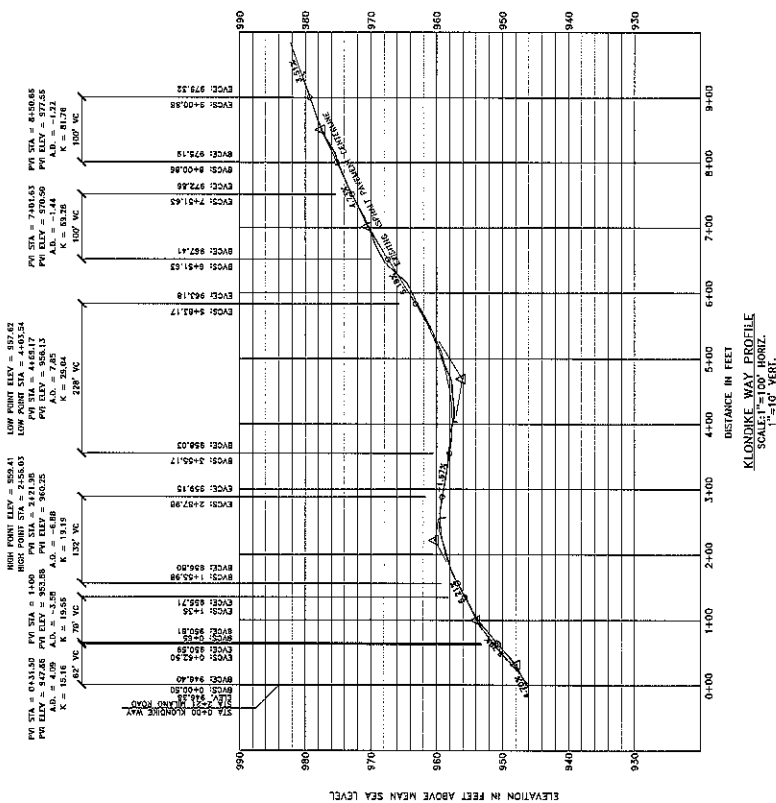
ROAD PROFILES

PLANTATION OAKS
 Knox County, Tennessee

Prepared For:
 Plantation Oaks Land Partners, LLC
 P.O. Box 22792
 Knoxville, Tennessee 37933
 (865) 335-4486

Planning Agency:
 Knoxville-Knox County MPC
 400 Main Street, Suite 403
 Knoxville, Tennessee 37902
 (865) 215-2500

IDEAL ENGINEERING SOLUTIONS INCORPORATED
 Ideal Engineering Solutions, Inc.
 325 Wooded Lane
 Knoxville, Tennessee 37922
 (865) 755-3575



NOTE:
 CONTRACTOR IS RESPONSIBLE FOR ALL TRUCKS, TRAILERS, AND EQUIPMENT. ALL TRUCKS, TRAILERS, AND EQUIPMENT MUST BE OPERATED AT ALL TIMES BY A LICENSED OPERATOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES.