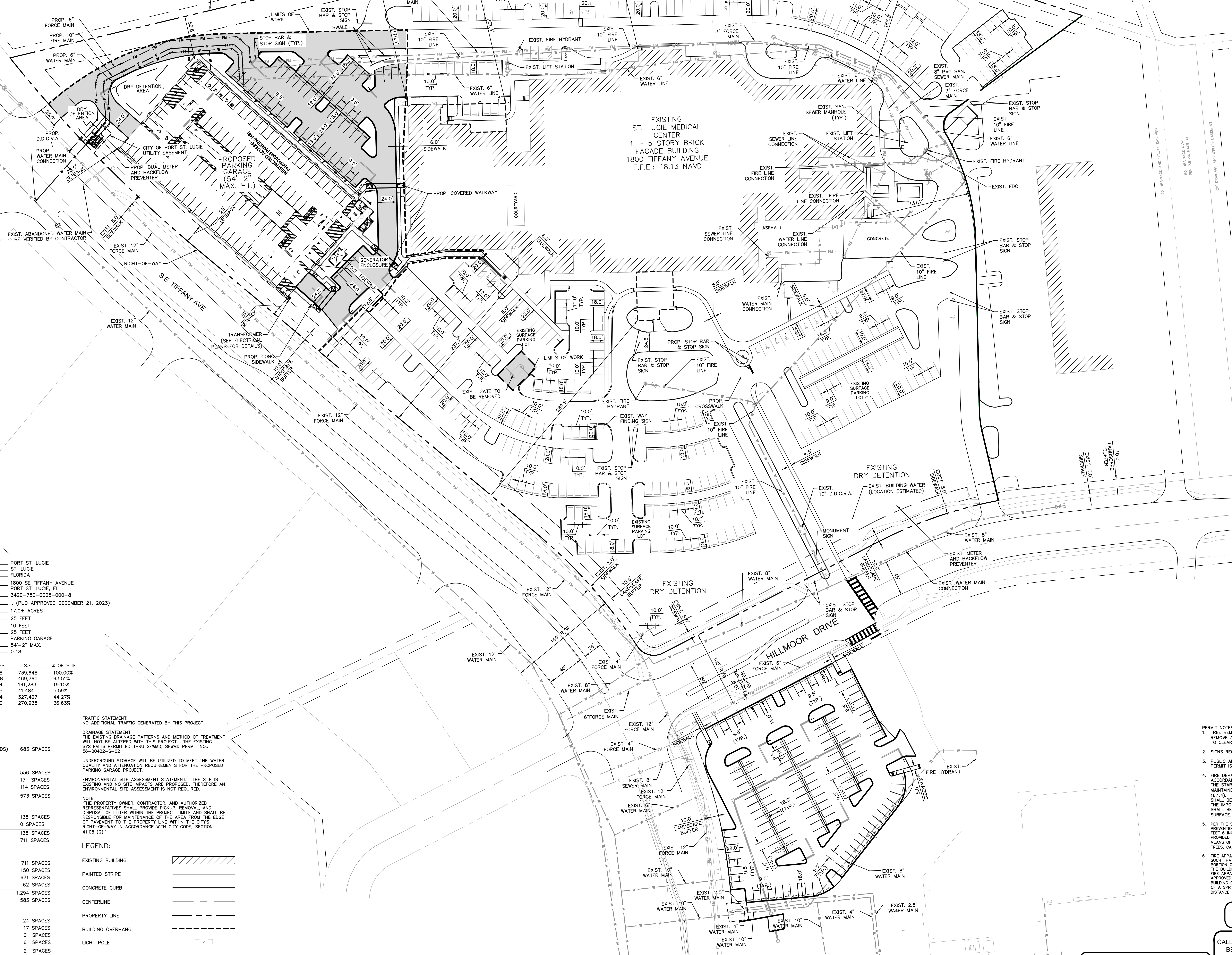
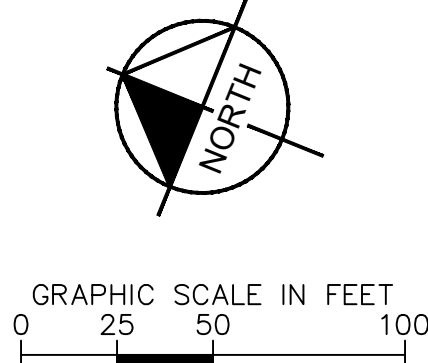


LOCATION MAP
N.T.S.



SITE DATA:			
CITY:	PORT ST. LUCIE		
COUNTY:	ST. LUCIE		
STATE:	FLORIDA		
SITE LOCATION:	1800 SE TIFFANY AVENUE		
	PORT ST. LUCIE, FL		
PCN:	3420-750-0005-000-8		
PROPERTY ZONING:	I. (PUD APPROVED DECEMBER 21, 2023)		
ACREAGE OF PROJECT SITE:	17.0± ACRES		
MINIMUM FRONT YARD (HILLMOOR DRIVE):	25 FEET		
MINIMUM REAR YARD:	10 FEET		
MINIMUM SIDE YARD (SE TIFFANY AVE):	25 FEET		
PROJECT PHASE:	PARKING GARAGE		
BUILDING HEIGHT:	54'-2" MAX.		
FLOOR AREA RATIO:	0.48		

AREA USE:	ACRES	S.F.	% OF SITE
GROSS SITE AREA	16.98	739,648	100.00%
IMPERVIOUS AREA	10.78	469,760	63.51%
BUILDING COVERAGE	3.24	141,283	19.10%
NEW PARKING GARAGE	0.95	41,484	5.59%
PARKING/SIDEWALKS	7.54	327,427	44.27%
PERVIOUS AREA	6.20	270,838	36.63%

PARKING	
REQUIRED PARKING:	
2 SPACES PER BED (283 EX. LICENSED BEDS)	683 SPACES
EXISTING ON-SITE PARKING	
EXISTING STANDARD PARKING	556 SPACES
EXISTING ACCESSIBLE PARKING	17 SPACES
DEMOLISHED PARKING	114 SPACES
TOTAL EXISTING ON-SITE PARKING	573 SPACES
EXISTING OFF-SITE PARKING	
REGULAR PARKING SPACES	138 SPACES
ADA SPACES	0 SPACES
TOTAL OFF-SITE PARKING	138 SPACES
TOTAL EXISTING PARKING	711 SPACES

PROVIDED PARKING:	
EXISTING PARKING SPACES	711 SPACES
DEMOLISHED PARKING	150 SPACES
PROPOSED PARKING GARAGE	671 SPACES
PROPOSED SURFACE PARKING	62 SPACES
TOTAL PROVIDED PARKING	1,294 SPACES
NET PROVIDED PARKING	583 SPACES

ADA PARKING:	
REQUIRED ADA PARKING	24 SPACES
EXISTING ADA PARKING	17 SPACES
DEMOLISHED ADA PARKING	0 SPACES
PROPOSED ADA (IN PARKING GARAGE)	6 SPACES
PROPOSED VAN ACCESSIBLE ADA (IN PARKING GARAGE)	2 SPACES
TOTAL PROVIDED ADA	25 SPACES
TOTAL REQUIRED ADA	24 SPACES

ELECTRIC VEHICLE PARKING:	
PROPOSED EV (IN PARKING GARAGE)	10 SPACES

TRAFFIC STATEMENT:
NO ADDITIONAL TRAFFIC GENERATED BY THIS PROJECT

DRAINAGE STATEMENT:
THE EXISTING DRAINAGE PATTERNS AND METHOD OF TREATMENT WILL NOT BE ALTERED WITH THIS PROJECT. THE EXISTING SYSTEM IS PERMITTED THRU SFWMO, SFWMO PERMIT NO.: 56-00422-S-02

UNDERGROUND STORAGE WILL BE UTILIZED TO MEET THE WATER QUALITY AND ATTENUATION REQUIREMENTS FOR THE PROPOSED PARKING GARAGE PROJECT.

ENVIRONMENTAL SITE ASSESSMENT STATEMENT: THE SITE IS EXISTING AND NO SITE IMPACTS ARE PROPOSED, THEREFORE AN ENVIRONMENTAL SITE ASSESSMENT IS NOT REQUIRED.

NOTE:
THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE CITY'S RIGHT-OF-WAY IN ACCORDANCE WITH CITY CODE, SECTION 41.08 (G).

LEGEND:

EXISTING BUILDING	
PAINTED STRIPE	
CONCRETE CURB	
CENTERLINE	
PROPERTY LINE	
BUILDING OVERHANG	
LIGHT POLE	

- PERMIT NOTES:
1. TREE REMOVAL PERMIT MUST BE OBTAINED TO REMOVE ANY TREES GREATER THAN 12" DBH PRIOR TO CLEARING AND BUILDING PERMIT.
 2. SIGNS REQUIRE A SEPARATE PERMIT.
 3. PUBLIC ART FEES MUST BE PAID PRIOR TO BUILDING PERMIT ISSUANCE.
 4. FIRE DEPARTMENT ACCESS ROADS PROVIDED IN ACCORDANCE WITH 18-2.3 SHALL BE PROVIDED AT THE START OF A PROJECT AND SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. (NFPA 1 151.1.4). SURFACE FIRE DEPARTMENT ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS AND SHALL BE PROVIDED WITH AN ALL-WEATHER DRIVING SURFACE. (NFPA 118.2.3.5.2).
 5. PER THE ST. LUCIE COUNTY FIRE DISTRICT FIRE PREVENTION CODE RESOLUTION 740-23, AT LEAST 13 FEET 6 INCHES NOMINAL VERTICAL CLEARANCE SHALL BE PROVIDED AND MAINTAINED OVER THE FULL WIDTH OF ALL MEANS OF ACCESS (INCLUDING, BUT NOT LIMITED TO TREES, CANOPIES, ETC.).
 6. FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED SUCH THAT ANY PORTION OF THE FACILITY OR ANY PORTION OF AN EXTERIOR WALL OF THE FIRST STORY OF THE BUILDING IS LOCATED NOT MORE THAN 150 FT FROM FIRE APPARATUS ACCESS ROADS AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY. NFPA 1 18.2.3.2.2 (INSTALLATION OF A SPRINKLER SYSTEM WILL BE REQUIRED IF THIS DISTANCE REQUIREMENT IS NOT MET).

CITY OF PORT ST. LUCIE PROJECT #
P23-169-A1
PLSU/SD PROJECT #
5006-03

CALL 2 WORKING DAYS
BEFORE YOU DIG

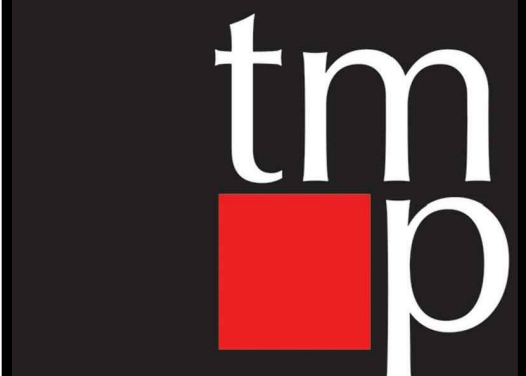
IT'S THE LAW!
DIAL 811

Know what's below.
Call before you dig.

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

ELEVATIONS SHOWN HEREON ARE
RELATIVE TO THE NORTH AMERICAN
VERTICAL DATUM OF 1988 (NAVD88)

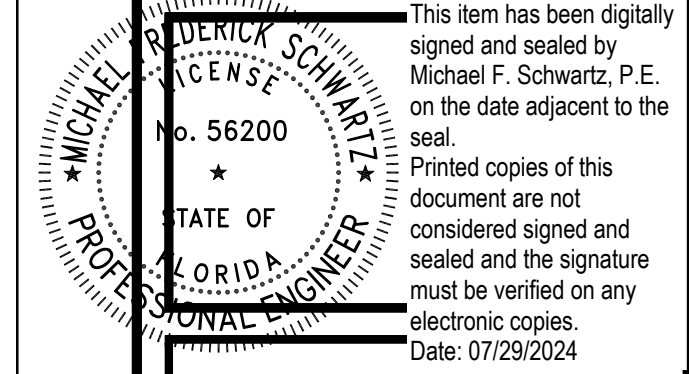
THE PRESENCE OF GROUNDWATER SHOULD BE
ANTICIPATED. CONTRACTOR'S BID SHALL
INCLUDE CONSIDERATION FOR DEWATERING AND
OBTAINING ALL NECESSARY PERMITS.



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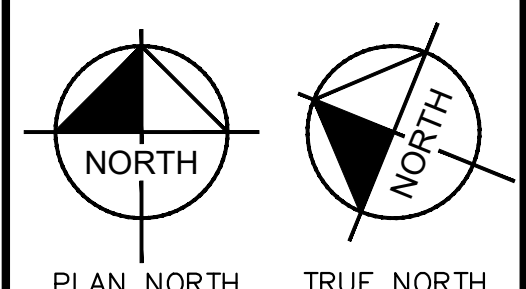
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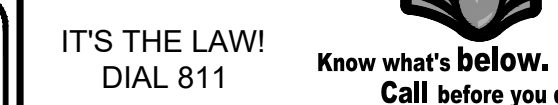


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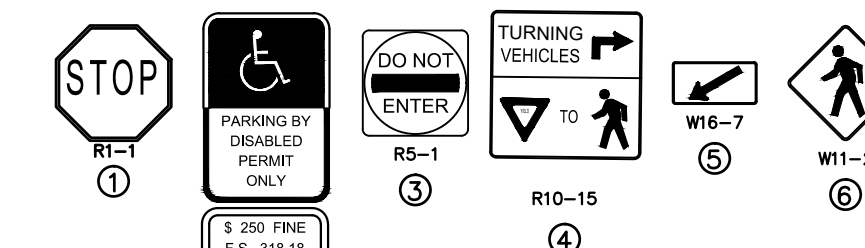
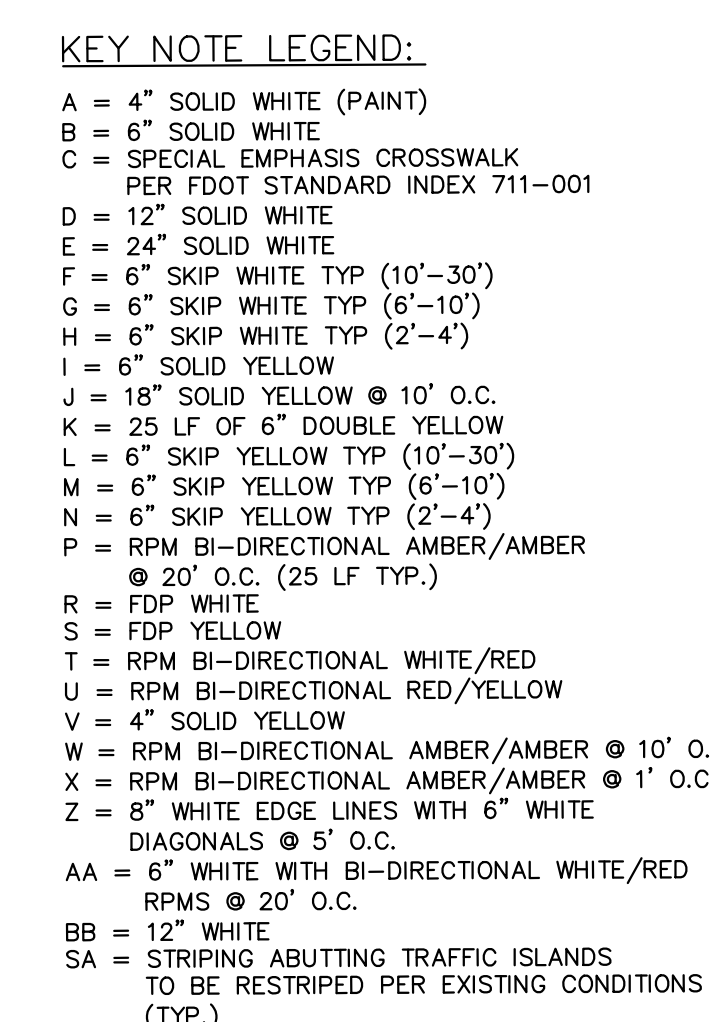
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CK. BY	MFS
PROJ. NO.	148471005
DATE	JULY 2024

**MAIN CAMPUS
SITE PLAN**

C001

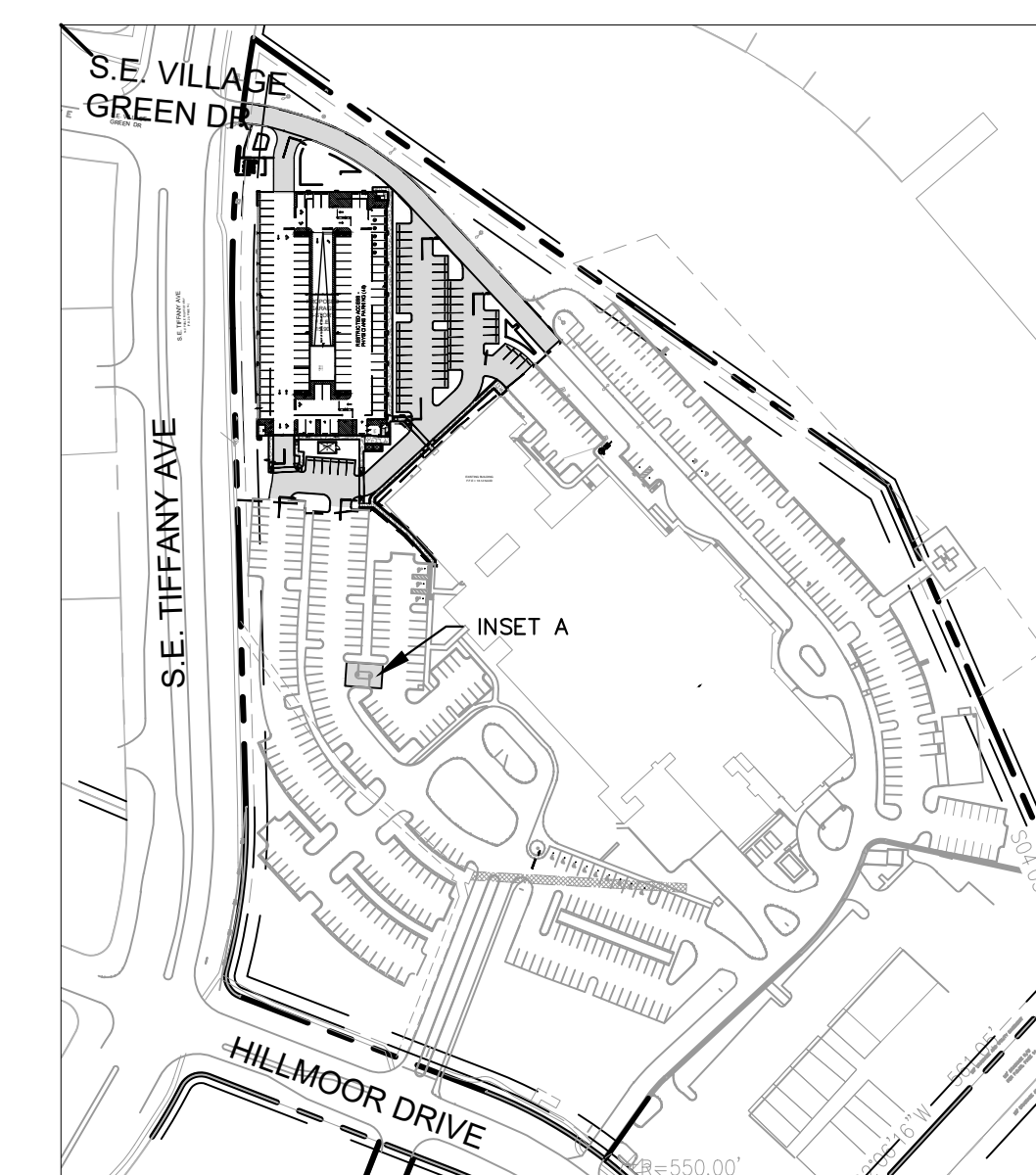






NOTES:

1. ALL PROPOSED VEHICULAR AND PEDESTRIAN TRAFFIC RELATED PAVEMENT MARKINGS AND SIGNAGE MUST COMPLY WITH COUNTY TRAFFIC ENGINEERING DIVISION.



KEY MAP

CITY OF PORT ST. LUCIE PROJECT
P23-169-A1
PSLUSD PROJECT #
5006-03

CALL 2 WORKING DAYS
BEFORE YOU DIG **811**

IT'S THE LAW!
DIAL 811

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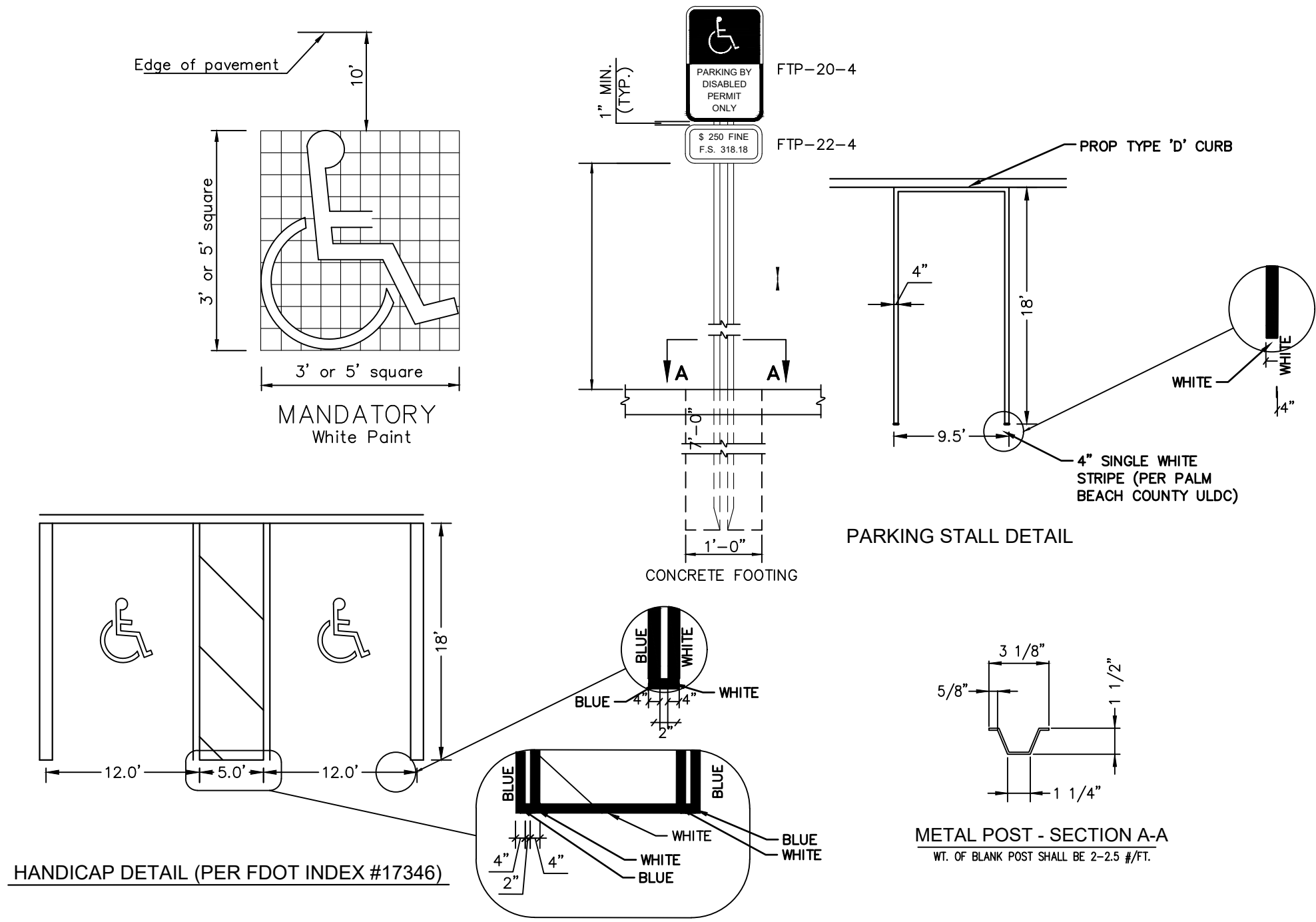
ELEVATIONS SHOWN HEREON ARE
RELATIVE TO THE NORTH AMERICAN
VERTICAL DATUM OF 1988 (NAVD83)



Printed By: Martinez, Mariana Sheet: Set-ST- LUCIE GARAGE - SITE PLAN SET Layout: C310 PAVEMENT MARKING AND SIGNAGE NOTES AND DETAILS JULY 29, 2024 09:13:37pm K:\WPB_Dev\services\14847\005 - HCA ST. Lucie Medical Parking Garage\CADD\PlanSheet\Site Plan Package\C310 PAVEMENT MARKING AND SIGNAGE NOTES AND DETAILS.dwg This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kinley-Horn and Associates, Inc. shall be deemed liability to Kinley-Horn and Associates, Inc.

NOTES:

- ALL PROPOSED VEHICULAR AND PEDESTRIAN TRAFFIC RELATED PAVEMENT MARKINGS AND SIGNAGE MUST COMPLY WITH PORT SAINT LUCIE PW STANDARDS AND MUTCD STANDARDS AS ADOPTED BY THE CITY CODE OF ORDINANCES. ACCORDINGLY, REVISIT THE PROPOSED PAVEMENT MARKINGS AS DEPICTED ON THE PLAN AND DENOTE IN THE "LEGEND" TO COMPLY WITH THE TYPICAL SELECTED STANDARDS AS REFLECTED ON THE SELECTED "PAVEMENT MARKINGS AND SIGNS DETAILS" SHEET. APPLICABLE RPMs MUST BE DEPICTED ON THE PLAN WHEN THE PROPOSED PAVEMENT MARKINGS AND NOTED FOR EACH APPLICABLE PAVEMENT MARKING IN THE "LEGEND" FOR EACH APPLICABLE PAVEMENT MARKING ITEM.
- ALL MARKINGS SHALL BE THERMOPLASTIC MATERIAL MEETING THE SELECTED AND FDOT STANDARDS, EXCEPT FOR THE PARKING SPACE MARKINGS WHICH MAY BE REFLECTORIZED PAINT MEETING THE SELECTED STANDARDS AND FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) SPECIFICATIONS FOR 'STANDARD PAINT'.
- ALL DOUBLE YELLOW PAVEMENT MARKINGS ASSOCIATED WITH 'STOP BARS' ARE TO HAVE YELLOW/YELLOW RPM's AT 20' O.C.
- REFLECTIVE PAVEMENT MARKERS (RPM's) SHALL BE CLASS "B" OR EQUIVALENT APPLIED WITH EXPOXY OR BITUMINOUS ADHESIVE PER FDOT'S 'APPROVED PRODUCTS LIST' (APL). PLACEMENT OF RPM's SHALL BE IN ACCORDANCE WITH FDOT'S STANDARD PLANS' INDEX NO. 706-001. PROVIDE THE FOLLOWING REFLECTIVE PAVEMENT MARKERS (RPM's) IN THE CENTER OF THE NEAREST TRAVEL/STREET LANE:
A. BLUE (FIRE HYDRANTS)
- PAVEMENT MARKINGS AND SIGNAGE FOR ALL ACCESSIBLE PARKING SPACES SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) 'STANDARDS PLANS', INDEX NOS. 711-001 AND 700-102 AND LATEST CITY STANDARD DETAIL R-32, 'ACCESSIBLE PARKING SPACE DETAILS'.
- WIDTH MEASUREMENTS OF PARKING SPACES AND ACCESS AISLES SHALL BE MEASURED FROM THE CENTERLINE OF THE WHITE MARKINGS, EXCEPT WHEN PARKING SPACES OR ACCESS AISLES ARE ADJACENT TO A CURB OR EDGE OF PAVEMENT AND NOT ADJACENT TO ANOTHER PARKING SPACE, THEN THE WIDTH MEASUREMENTS MAY INCLUDE THE FULL WIDTH OF THE LAST SPACE MARKING.
- ALL PARKING SPACES MUST HAVE A PAVEMENT MARKING ON EACH SIDE OF EACH SPACE TO IDENTIFY THE LIMITS OF THE SPACE.
- ALL SIDEWALK CURB RAMPS 5' OUTSIDE AND BEYOND THE BUILDING ENVELOPE SHALL BE PER FDOT 'STANDARD PLANS', INDEX NO. 522-002.
- ALL PEDESTRIAN/ACCESSIBLE CROSSINGS SHALL COMPLY WITH FDOT AND MUTCD STANDARDS. 'MID-BLOCK' TYPE PEDESTRIAN/ACCESSIBLE CROSSINGS SHALL BE 10' IN WIDTH AND HAVE "SPECIAL EMPHASIS" PAVEMENT MARKINGS AND PEDESTRIAN/ACCESSIBLE CROSSING SIGNAGE AND PEDESTRIAN/ACCESSIBLE CROSSING ADVANCE WARNING SIGNAGE PER FDOT 'DESIGN MANUAL', SECTION 230 AND MUTCD STANDARDS. IF A 'CROSSING' STRICTLY SERVES OR IS DESIGNATED FOR ACCESS TO ACCESSIBLE PARKING SPACES, THE USE OF ACCESSIBLE CROSSING (W11-9) SIGNAGE IS RECOMMENDED IN INSTEAD OF THE TYPICAL PEDESTRIAN CROSSING (W11-2) SIGNAGE. THERMOPLASTIC MATERIAL FOR "SPECIAL EMPHASIS" PAVEMENT MARKINGS (CROSSWALKS) SHALL BE 'PREFORMED OR HIGH FRICTION THERMOPLASTIC' COMPLYING WITH FDOT 'STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION', SECTION 711.
- ALL ACCESSIBLE PARKING SPACES, ACCESSIBLE PARKING ACCESS AISLES, SIDEWALK CURB RAMPS, ACCESSIBLE ROUTES AND RAMPS MUST BE ADA COMPLIANT PER FLORIDA BUILDING CODE, SIXTH EDITION, 'ACCESSIBILITY'.
- ALL ACCESSIBLE PARKING SPACES, ACCESSIBLE PARKING ACCESS AISLES, SIDEWALK CURB RAMPS, ACCESSIBLE ROUTES AND RAMPS SHALL BE FIELD CHECKED AT THE TIME OF FINAL INSPECTION TO CONFIRM COMPLIANCE WITH ADA STANDARDS/REQUIREMENTS, INCLUDING SLOPING. NON-CONFORMING ACCESSIBLE PARKING SPACES, ACCESSIBLE PARKING ACCESS AISLES, ACCESSIBLE ROUTES AND RAMPS WILL BE REQUIRED TO BE CORRECTED FOR ACCEPTANCE OF THE PERMITTED WORK AND CLOSE-OUT OF THE ENGINEERING CONSTRUCTION PERMIT.
- ALL VEHICULAR TRAFFIC/PEDESTRIAN PAVEMENT MARKINGS AND SIGNAGE WITHIN THE PROJECT LIMITS SHALL BE FIELD CHECKED AT THE TIME OF FINAL INSPECTION TO CONFIRM COMPLIANCE WITH SELECTED STANDARDS/REQUIREMENTS. ALL NON-CONFORMING PAVEMENT MARKINGS AND SIGNAGE, INCLUDING THE SUPPORT POSTS, WILL BE REQUIRED TO BE REPLACED FOR ACCEPTANCE OF THE PERMITTED WORK AND CLOSE-OUT OF THE ENGINEERING CONSTRUCTION PERMIT.
- A FINAL INSPECTION OF THE COMPLETED SITE ENGINEERING IMPROVEMENTS/WORK MUST BE SCHEDULED THROUGH THE CITY PUBLIC WORKS DIVISION, PLANNING & ZONING, AND UTILITIES, FOR ACCEPTANCE OF THE WORK.



NOTES:

- STRIPING IS TO BE PAINT, CONFORMING WITH LATEST FLORIDA ACCESSIBILITY CODE.
- DIMENSIONS SHOWN ARE TO THE CENTERLINE OF THE STRIPE.
- EACH SPACE SHALL HAVE FTP-20-4 AND FTP-22-4 SIGNS AS SHOWN, FABRICATED WITH REFLECTIVE COATING IN THE SYMBOL, MESSAGE, AND BORDER, APPLIED TO A SHEET ALUMINUM BACKING 0.080 IN THICKNESS. MESSAGE LETTERING SHALL BE PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- CONCRETE FOOTING SHALL BE PORTLAND CEMENT CONCRETE AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS.
- METAL POST SHALL BE GALVANIZED AND ALL BOLTS, NUTS, WASHERS, AND SCREWS SHALL BE RUSTPROOF. POST SHALL BE PLACED A MINIMUM OF 2'-6\"/>

ADA STRIPING AND SIGNAGE
NOT TO SCALE

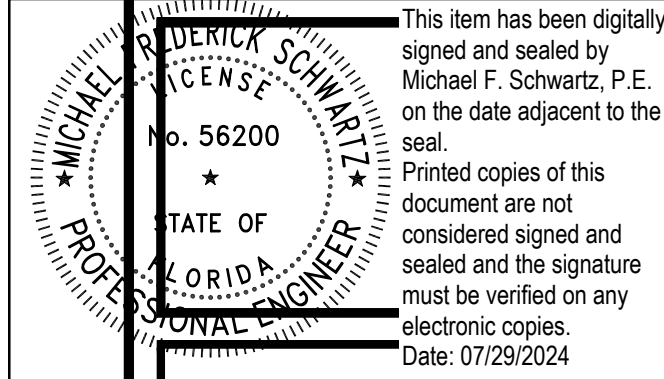
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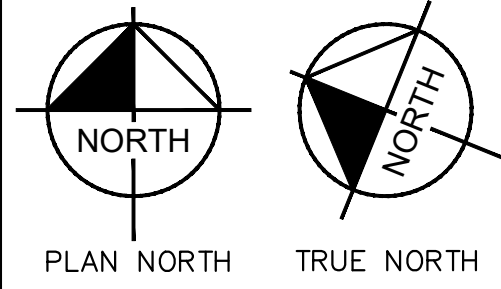
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CK. BY	RT
PROJ. NO.	148471005
DATE	JULY 2024

PAVEMENT MARKING AND SIGNAGE NOTES AND DETAILS

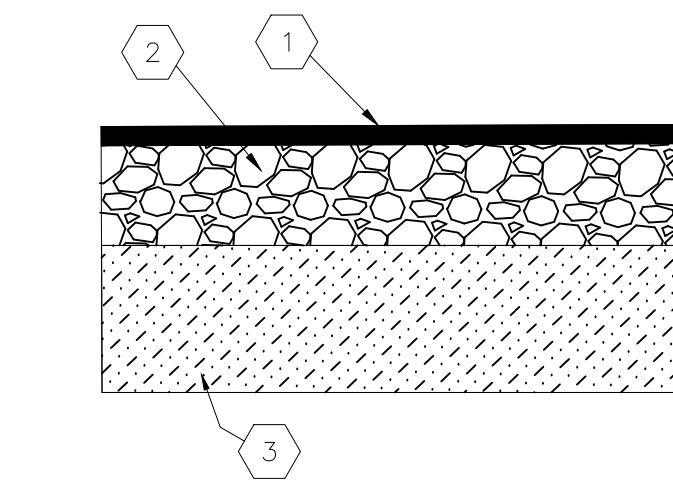
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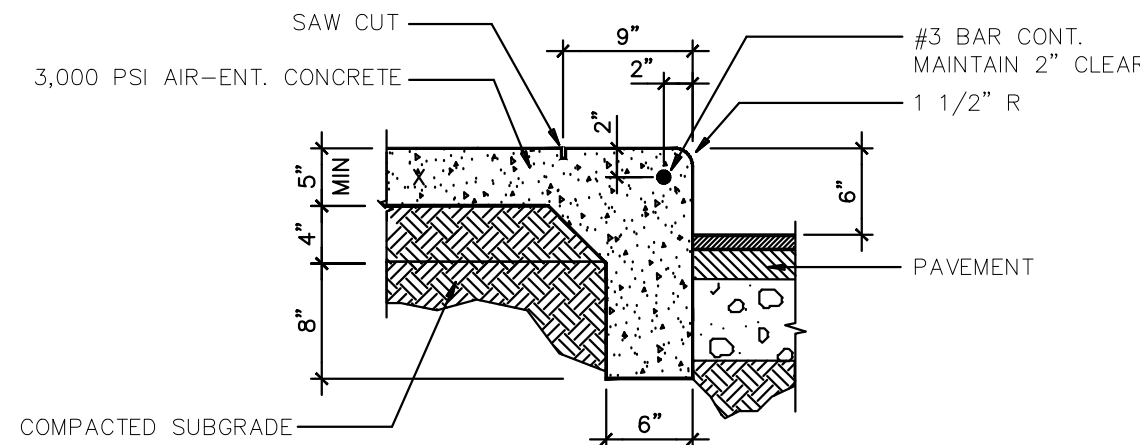


PAVING LEGEND:

- 2" ASPHALT SURFACE TYPE SP-9.5 OR APPROVED EQUAL, PLACED IN TWO 1" LIFTS WITH 2ND LIFT PLACED ONLY AFTER THE COMPLETION OF ALL LANDSCAPING AND IRRIGATION AND OTHER UNDERGROUND PUBLIC UTILITY SERVICE/LINE INSTALLATIONS
- 8" LIMEROCK BASE TO BE COMPACTED COMPACTED TO 98% OF MAXIMUM DRY DENSITY PER AASHTO T-180
- 12" THICK SUBGRADE COMPACTED AND STABILIZED WITH MINIMUM DESIGN LBR OF 40 COMPACTED TO AT LEAST 98% OF MAXIMUM DRY DENSITY (AASHTO T-180)

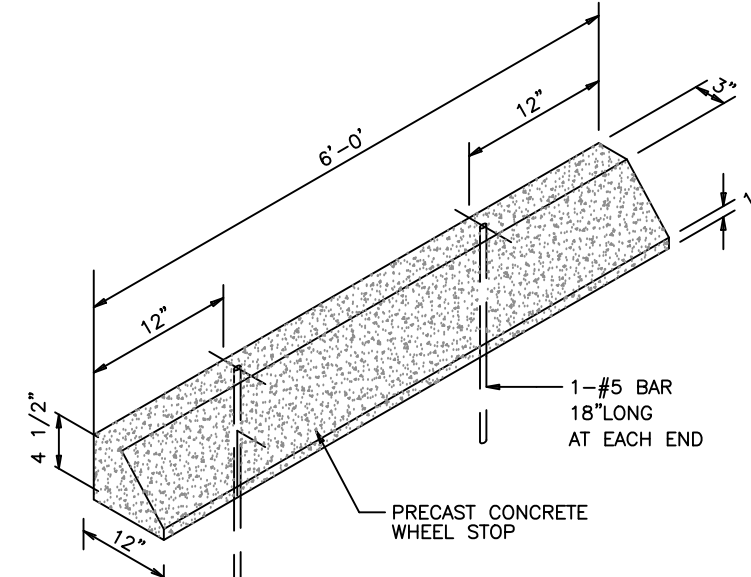
PAVEMENT CROSS-SECTION
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INTEGRAL CURB AND WALK
N.T.S.

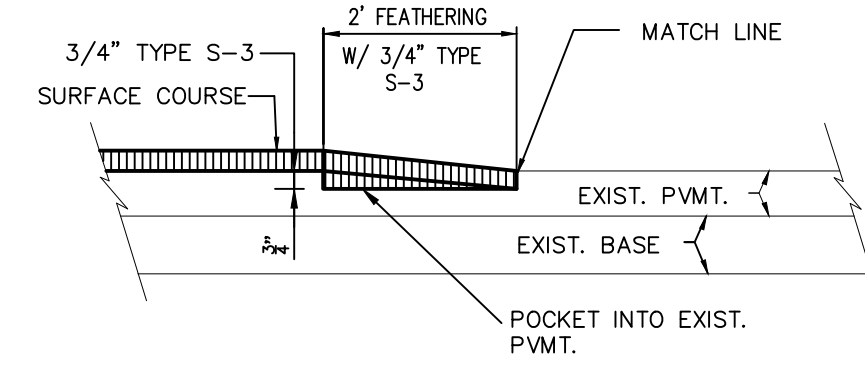
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- NOTES:
1. CONCRETE STRENGTH SHALL BE 3,500 P.S.I.
 2. MAXIMUM HEIGHT OF WHEEL STOP NOT EXCEED 5"

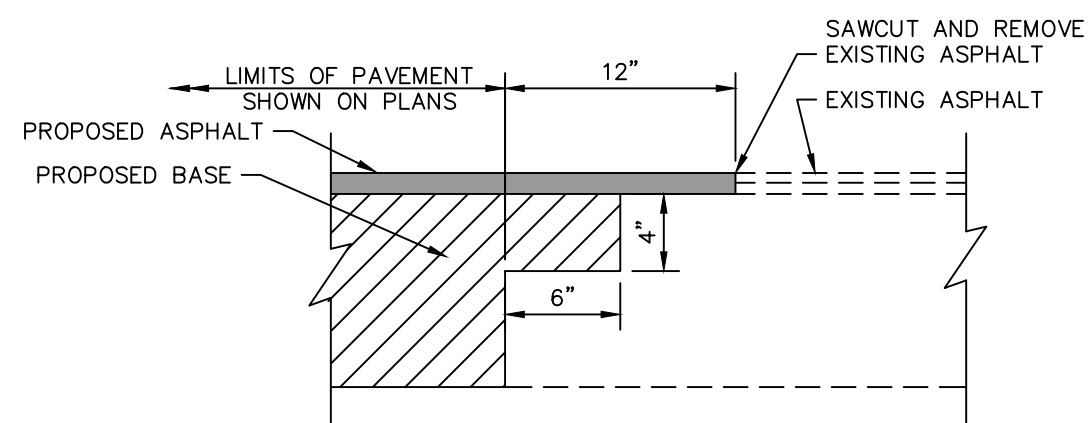
WHEEL STOP DETAIL
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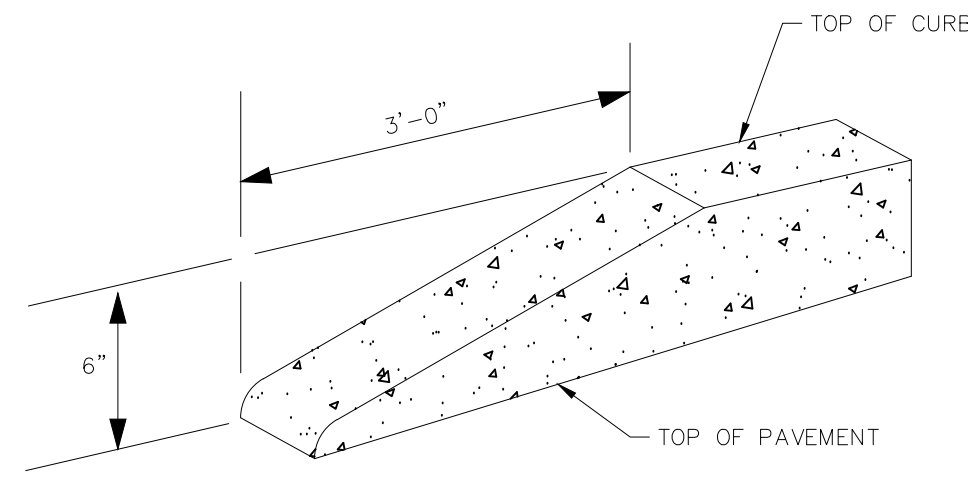
ASPHALT TRANSITION DETAIL AT BEGINNING
OR ENDING OF ASPHALT LIFT OR NEW CONSTRUCTION
N.T.S.

KHA



LAP JOINT DETAIL
NOT TO SCALE

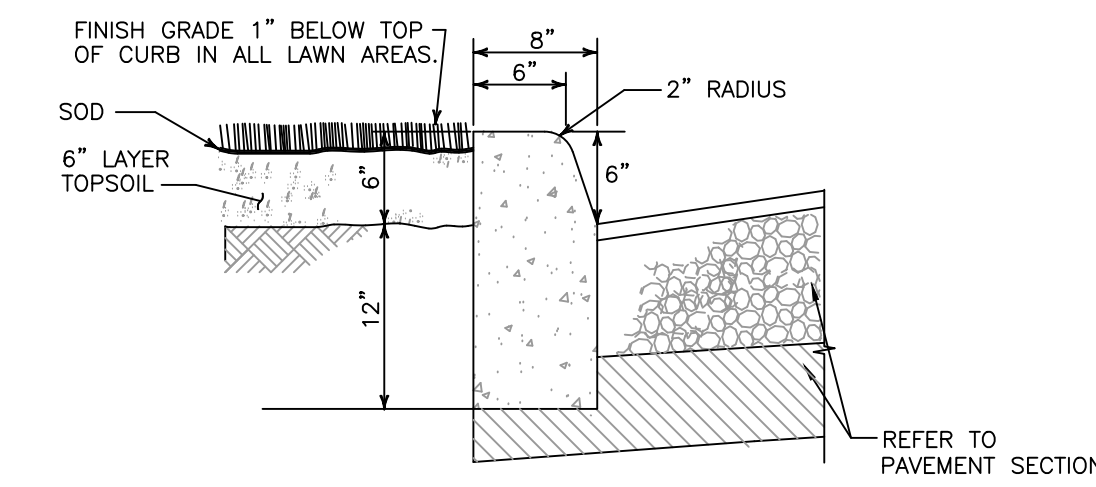
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ALL CURBS TO HAVE STANDARD 3" TRANSITION FROM 6" HEIGHT TO FLUSH (0" HEIGHT). A STANDARD TEMPLATE SHALL BE USED AT ALL LOCATIONS TO PROVIDE UNIFORM CURB TRANSITIONS THROUGHOUT THE PROJECT.

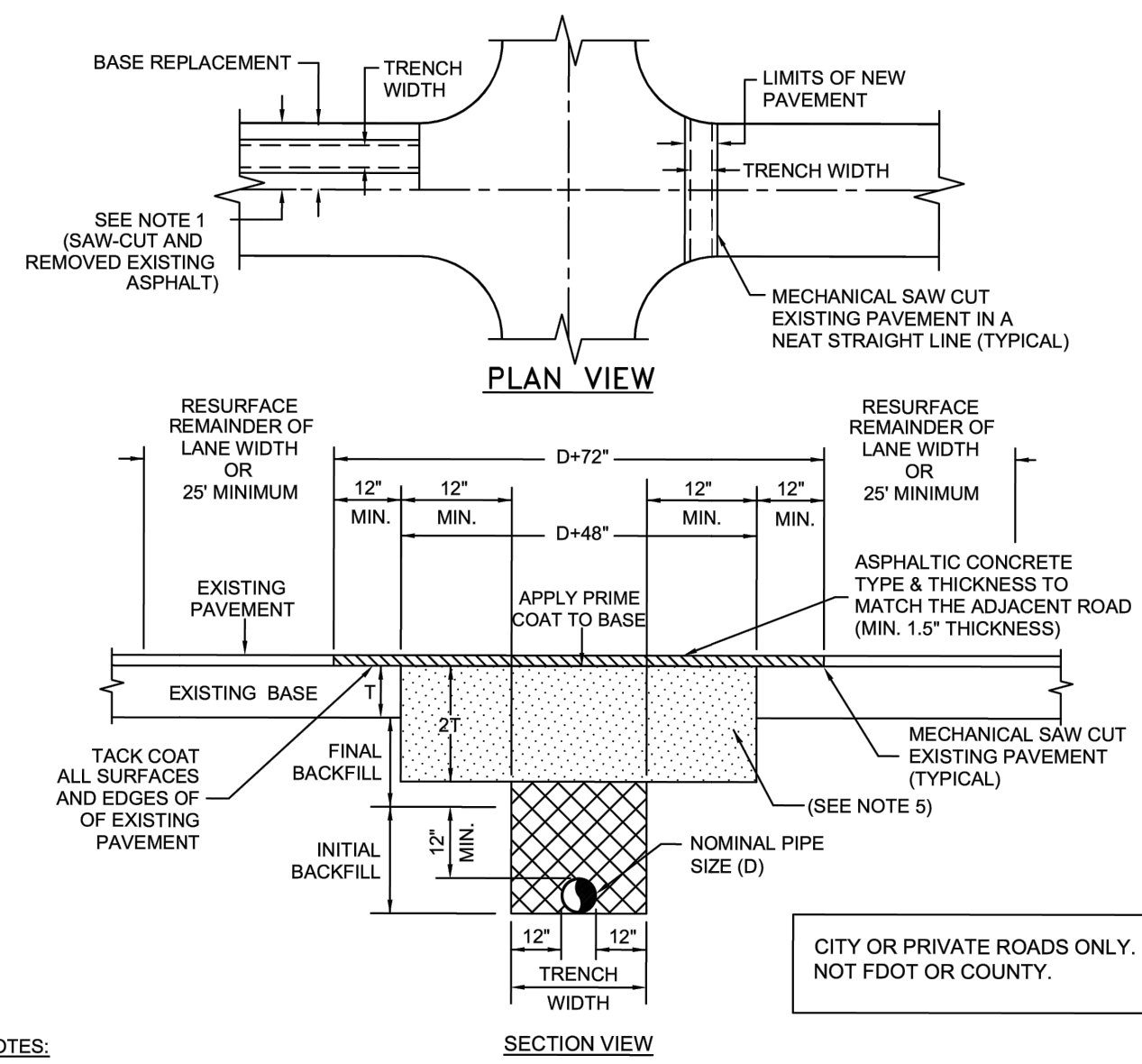
STANDARD CURB TRANSITIONS
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KHA



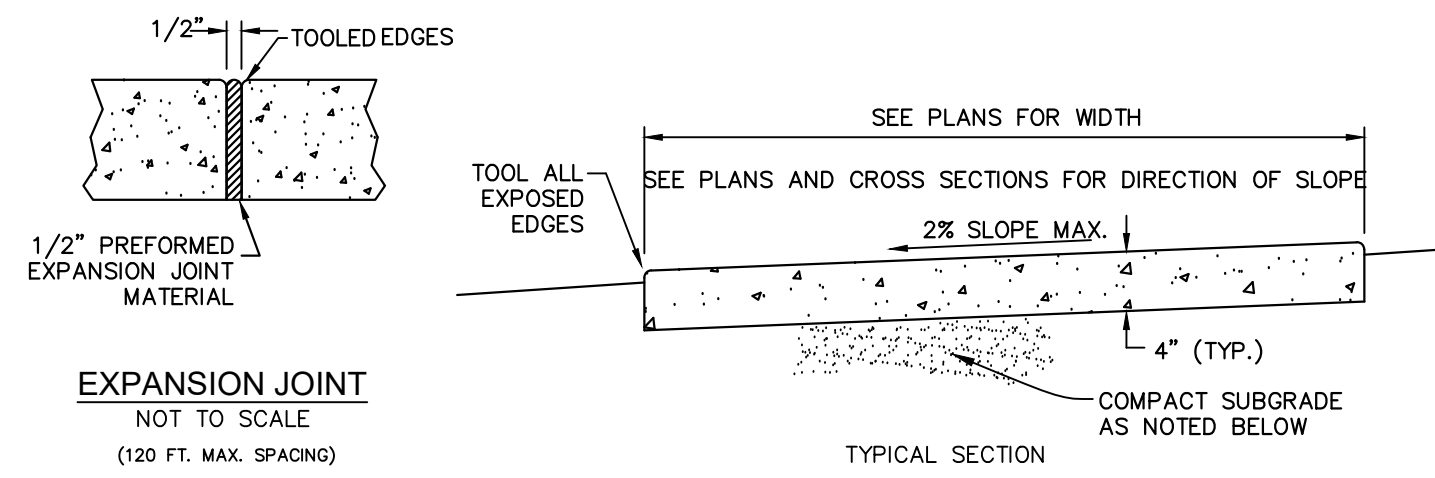
TYPE "D" CURB
NOT TO SCALE

KHA



- NOTES:
1. LONGITUDINAL CUTS SHALL HAVE A MINIMUM OF 25' BEYOND THE SAW CUT RESURFACED PERPENDICULAR CUTS SHALL HAVE FULL LANE WIDTH RESURFACING
 2. WHEN AN ARTERIAL OR MAJOR COLLECTOR STREET IS OPEN CUT WITHIN THE LIMITS OF THE ROADWAY INTERSECTION, THE ENTIRE INTERSECTION SHALL BE OVERLAD WITH ASPHALTIC CONCRETE.
 3. WHEN STREETS OTHER THAN ARTERIALS OR MAJOR COLLECTORS ARE OPEN CUT MORE THAN TWO TIMES AT THE INTERSECTION, THE ENTIRE INTERSECTION SHALL BE OVERLAD WITH ASPHALTIC CONCRETE. TWO OPEN CUTS OR LESS AT THE INTERSECTION WILL REQUIRE OVERLAYING WITH ASPHALT ONLY IN THE OPEN CUT AREA
 4. THE CONTRACTOR SHALL BE REQUIRED TO DOCUMENT ALL PAVEMENT MARKINGS AND RPM'S PRIOR TO OVERLAY. THE CONTRACTOR SHALL THEN PLACE NEW PAVEMENT MARKINGS AT THE SAME LOCATIONS. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE TO F.O.D.T. STANDARDS
 5. COQUINA OR LIMEROCK (18" MIN.) LBR=100
 6. EARTHWORK, EXCAVATION, BACKFILL, AND COMPACTION SHALL BE IN ACCORDANCE WITH PSLUSD STANDARDS. ALL BACKFILL SHALL MEET DENSITY REQUIREMENTS OF 100% AASHTO T-180
 7. ASPHALT SHALL BE MIN. 1.5" SP-9.5 ON LOCAL STREETS, MIN. 2.5" SP-9.5 ON COLLECTOR ROADWAYS, AND MIN. 3.0" SP-9.5 ON ARTERIAL ROADWAYS
 8. SUBGRADE SHALL BE GRANULAR AND ANGULAR AND SHALL HAVE A MINIMUM LBR OF 40
 9. ASPHALT PAVING OF TRENCH TO BE COMPLETED 30 DAYS PRIOR TO FULL RESURFACING OF LIMITS TO ALLOW FOR SETTLEMENT

	MINIMUM CONSTRUCTION STANDARDS FOR CITY OF PORT ST. LUCIE 800 S.E. OGDEN LANE PORT ST. LUCIE, FL 34983 PHONE (772) 873-6400 FAX (772) 873-6433	UTILITY ROAD CUT PAVEMENT RESTORATION	DETAIL: G-05 DATE: 2021 SCALE: N.T.S. SHEET: 1 OF 1
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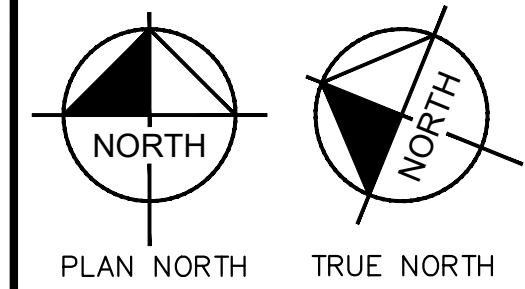


- NOTES:
1. PROVIDE EXPANSION JOINTS BETWEEN SIDEWALK AND CURB, SIDEWALK, OR AT ANY OTHER RIGID STRUCTURE.
 2. EXPANSION JOINTS SHALL BE PROVIDED AT 120 FT. MAXIMUM SPACING.
 3. ULTIMATE COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 3,000 P.S.I. (MIN.) @ 28 DAYS FOR SIDEWALKS.
 4. MINIMUM THICKNESS OF SIDEWALK SHALL BE AS NOTED ABOVE.
 5. FOR SIDEWALKS OR DRIVEWAYS WITHIN R.O.W., COMPACT SUBGRADE TO 98% OF MAXIMUM DENSITY AS DETERMINED BY ASTM1557. COMPACTION OUTSIDE R.O.W. MAY BE 95% OF MAXIMUM DENSITY.

CONCRETE SIDEWALK DETAIL
NOT TO SCALE

K-H

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HCA Project No. 3099800023



REVISIONS

NO.	DESCRIPTION	DATE

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PROJ. NO.	148471005
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PAVING GRADING
AND DRAINAGE
NOTES AND
DETAILS

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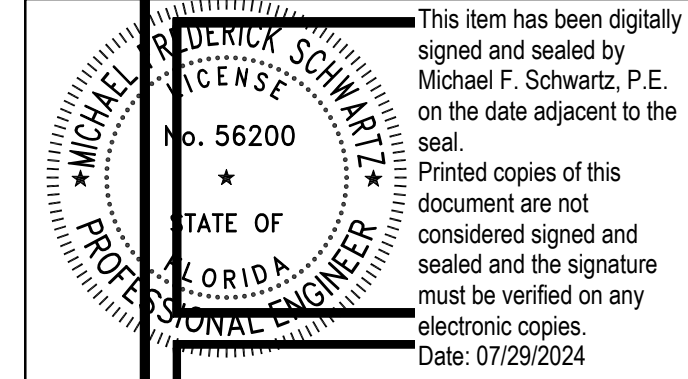
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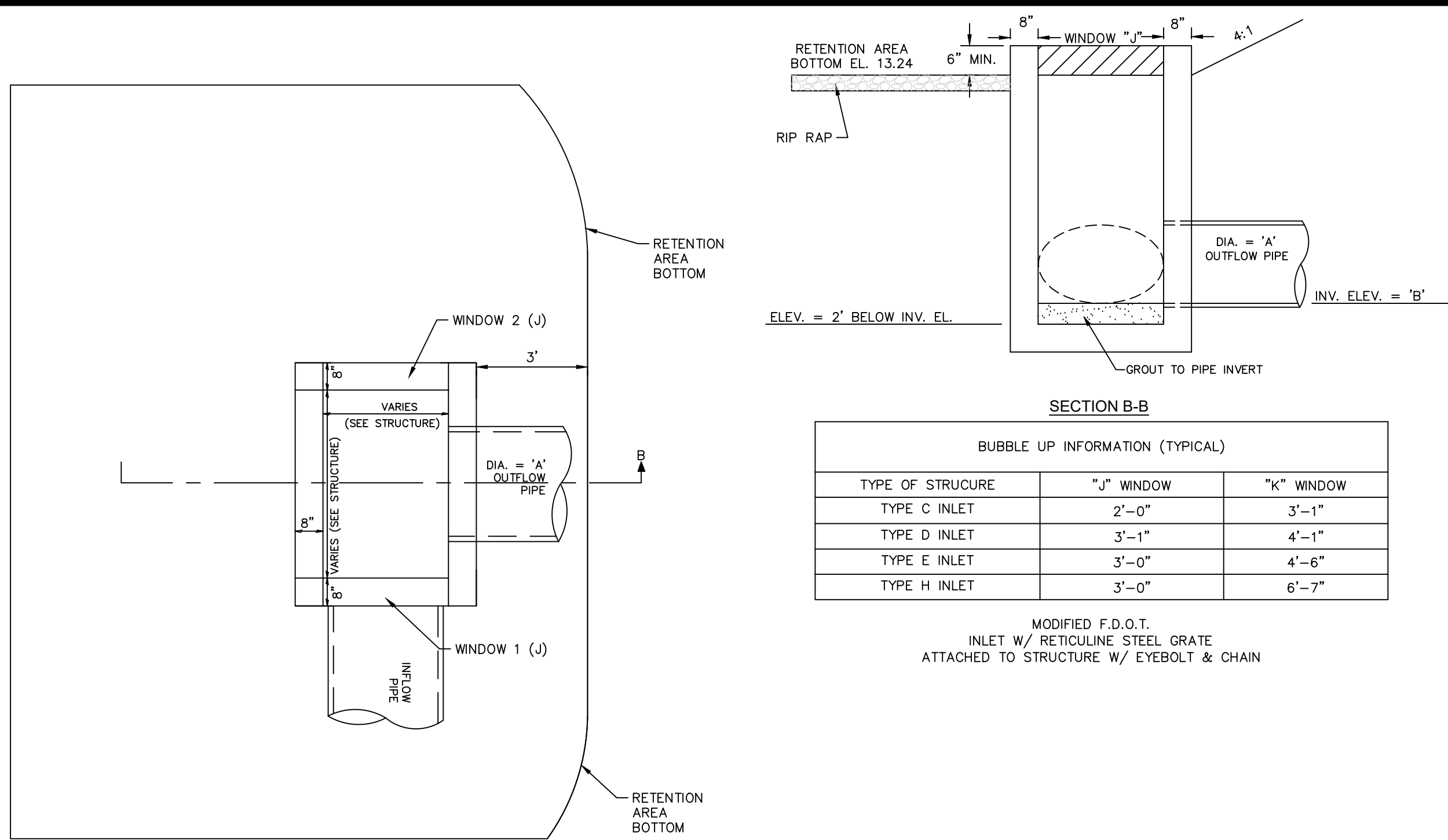
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Michael F. Schwartz, P.E.
on the date adjacent to the
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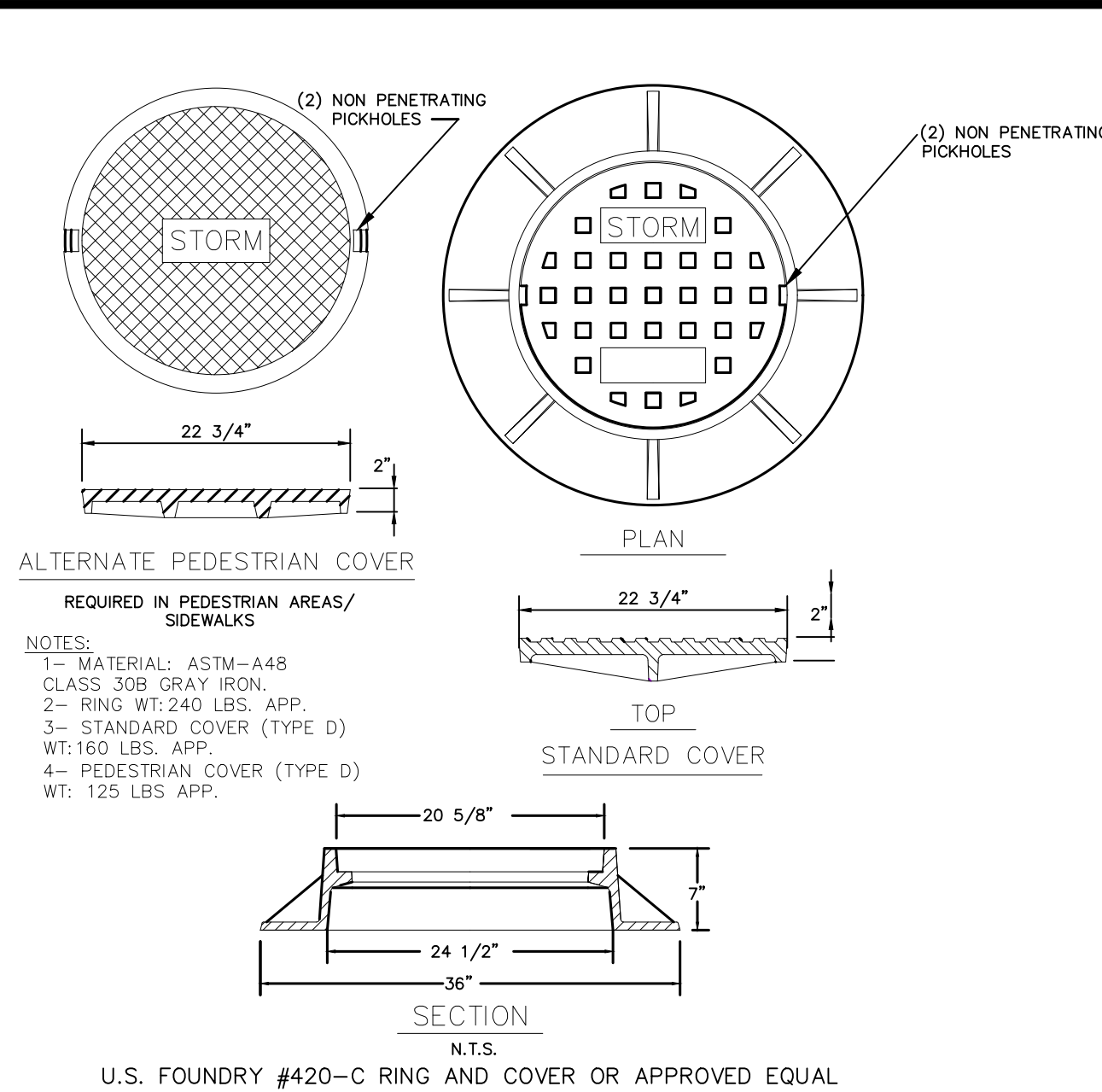
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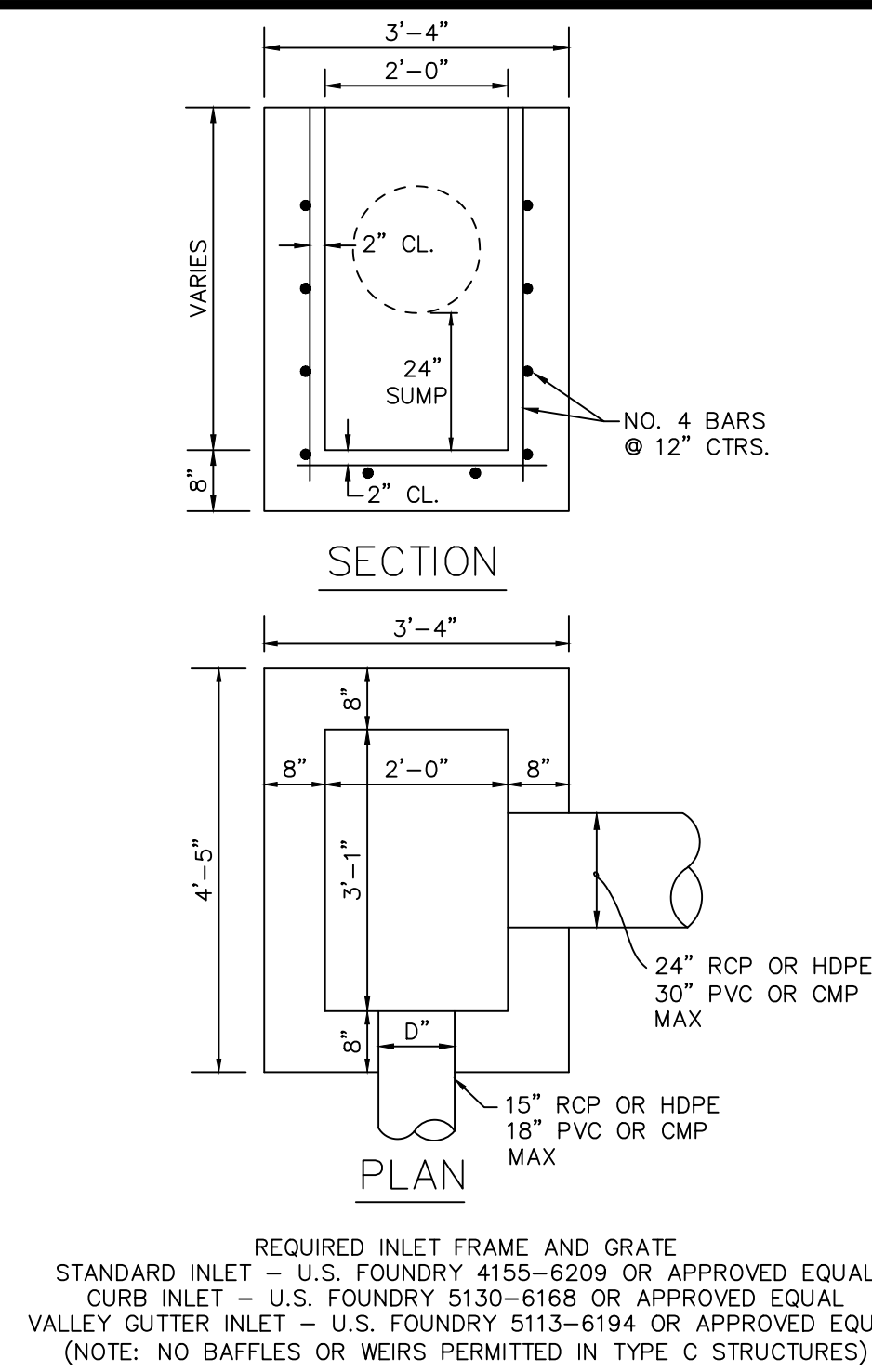
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NOT TO SCALE

KHA



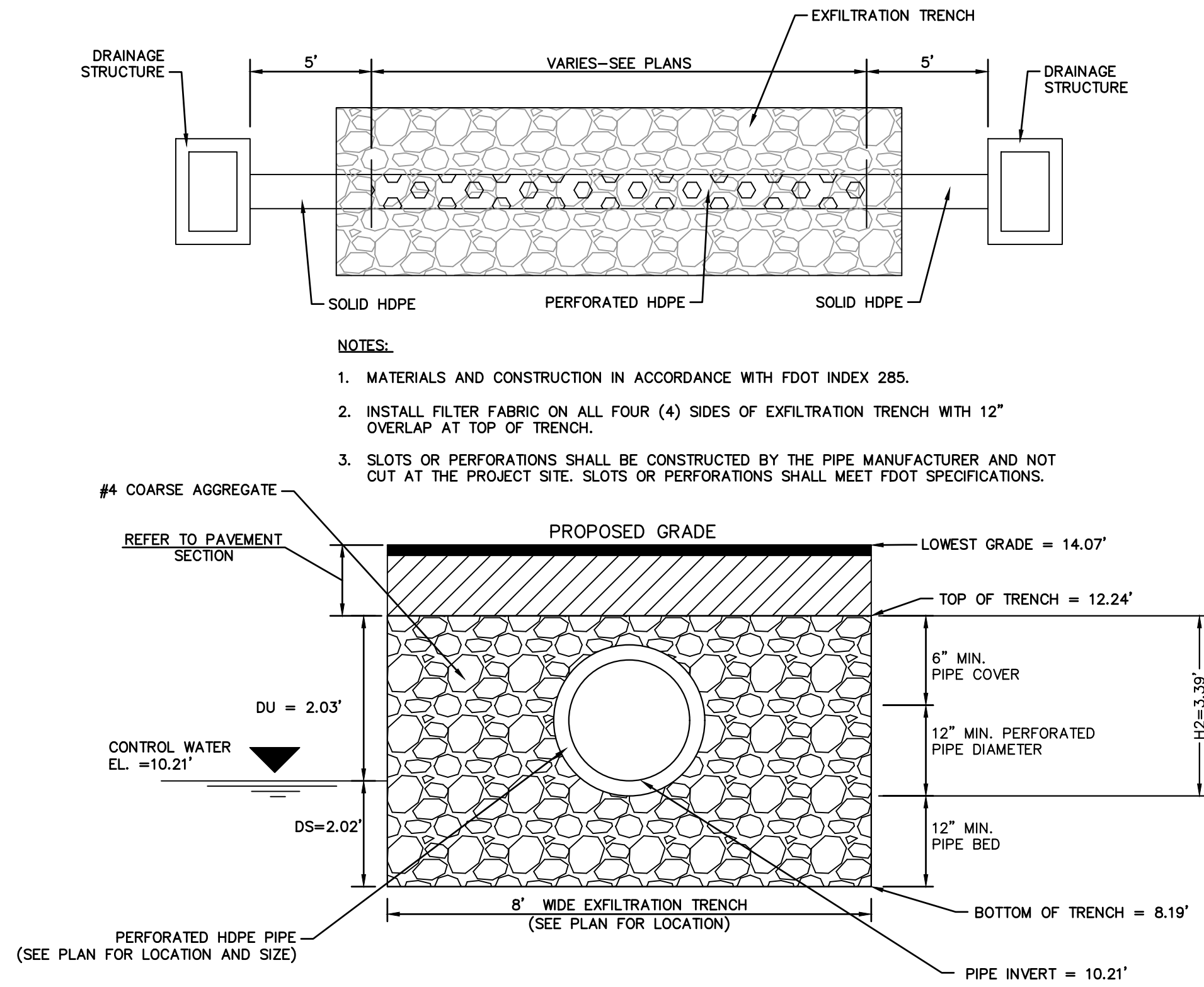
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NOT TO SCALE

KHA

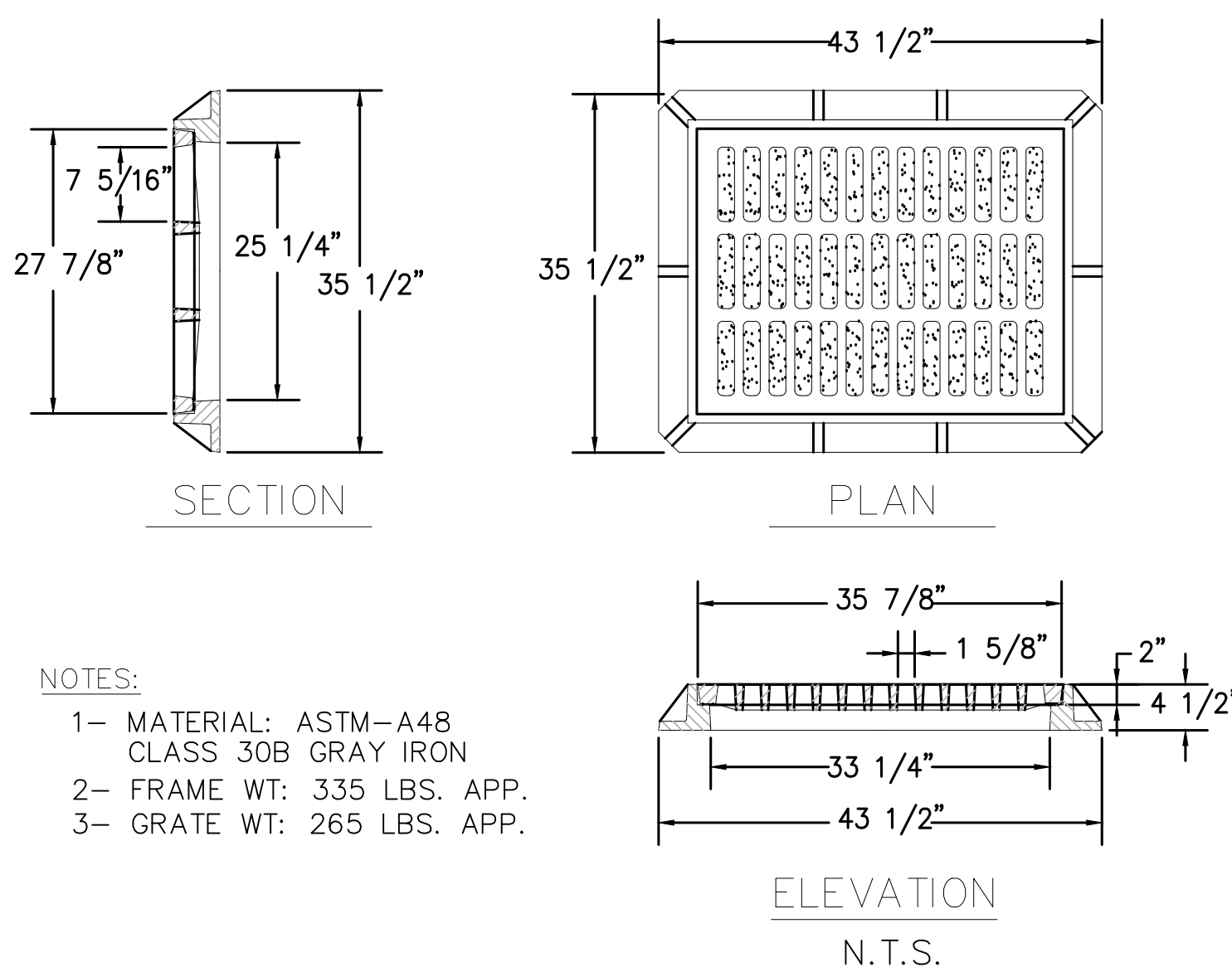


TYPE "C" - DRAINAGE INLET
NOT TO SCALE

KHA



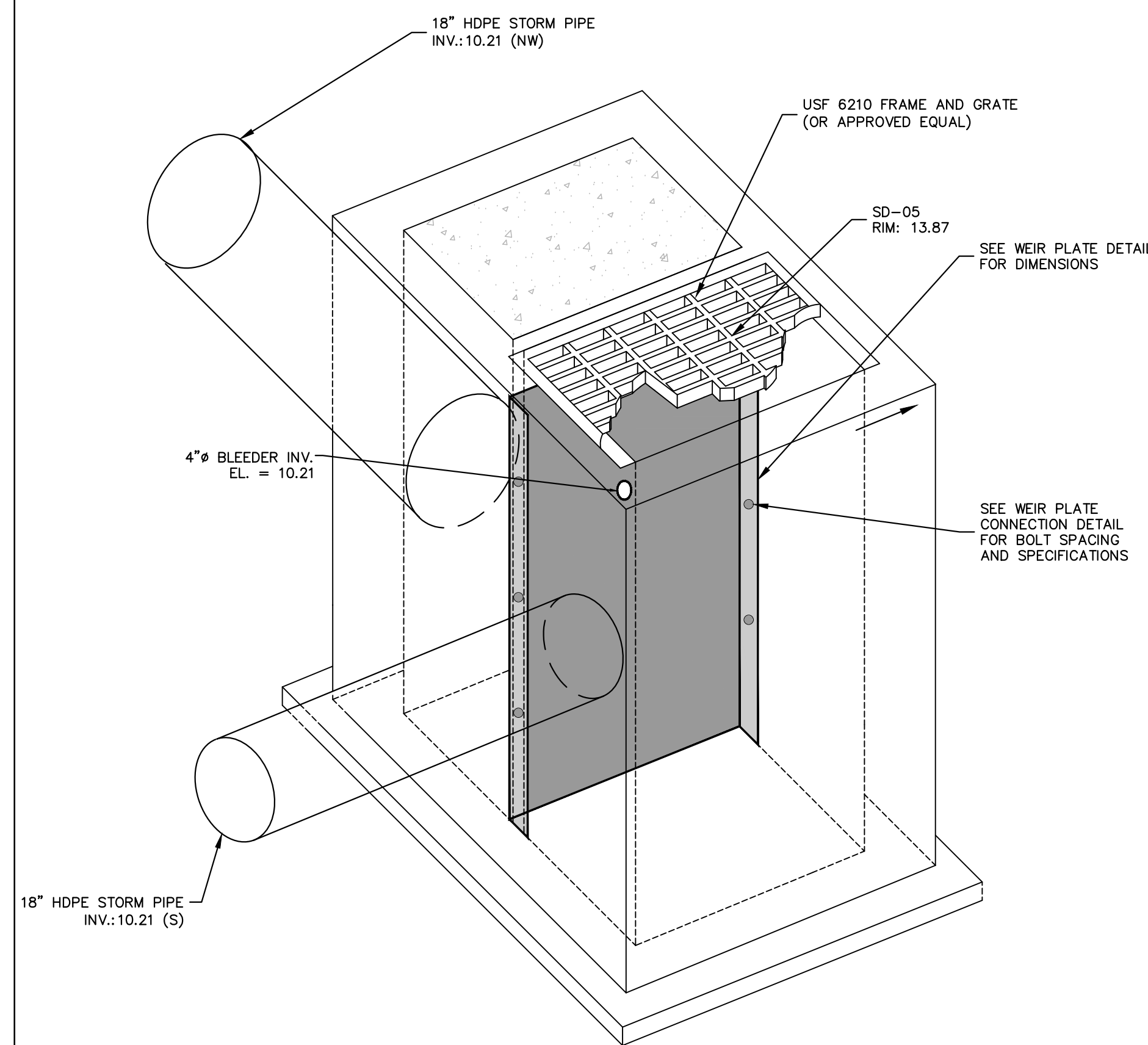
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U.S. FOUNDRY #4155-6209
FRAME AND GRATE OR APPROVED EQUAL
PEDESTRIAN & BICYCLE COMPATIBLE

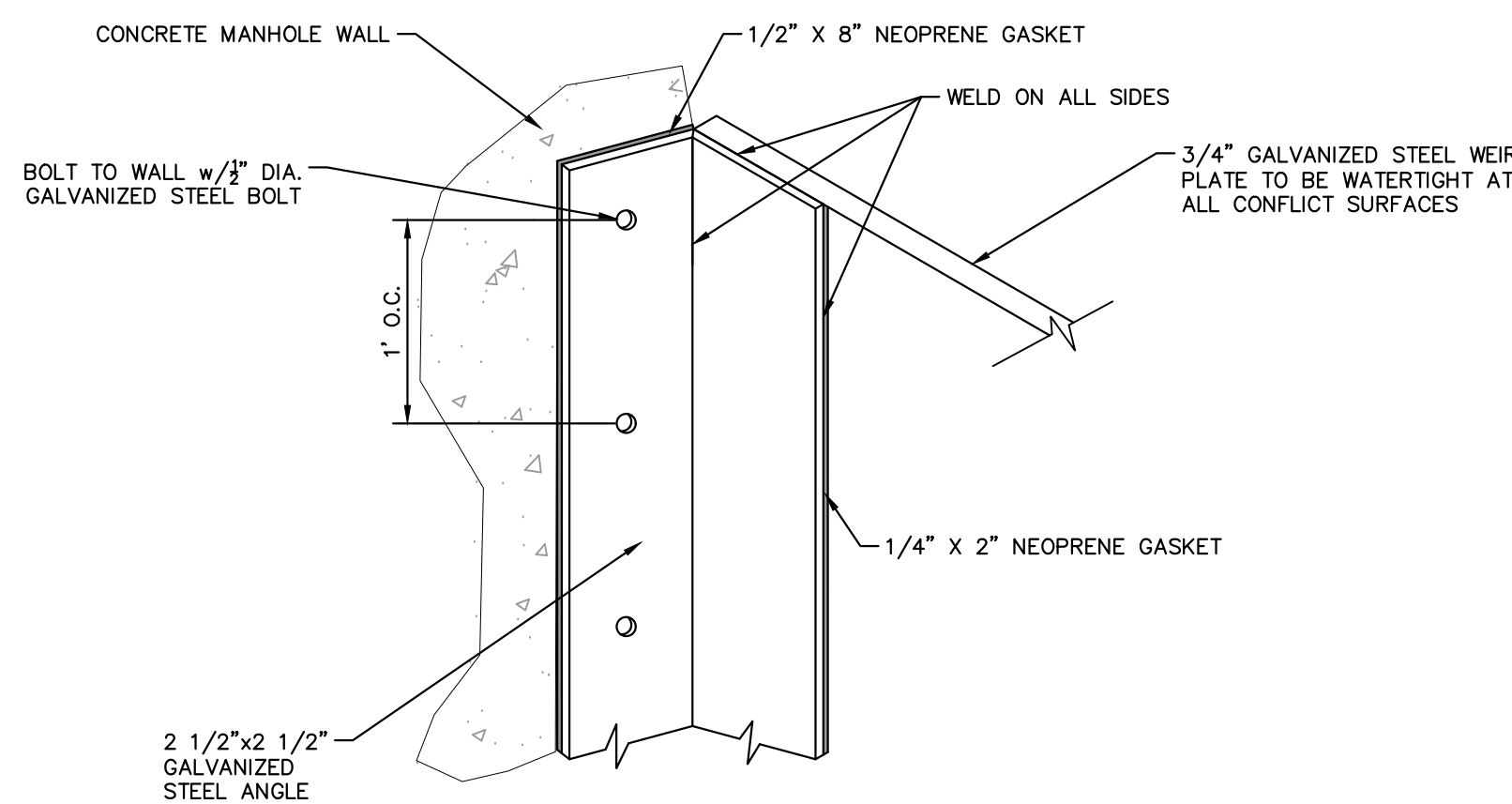
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KHA



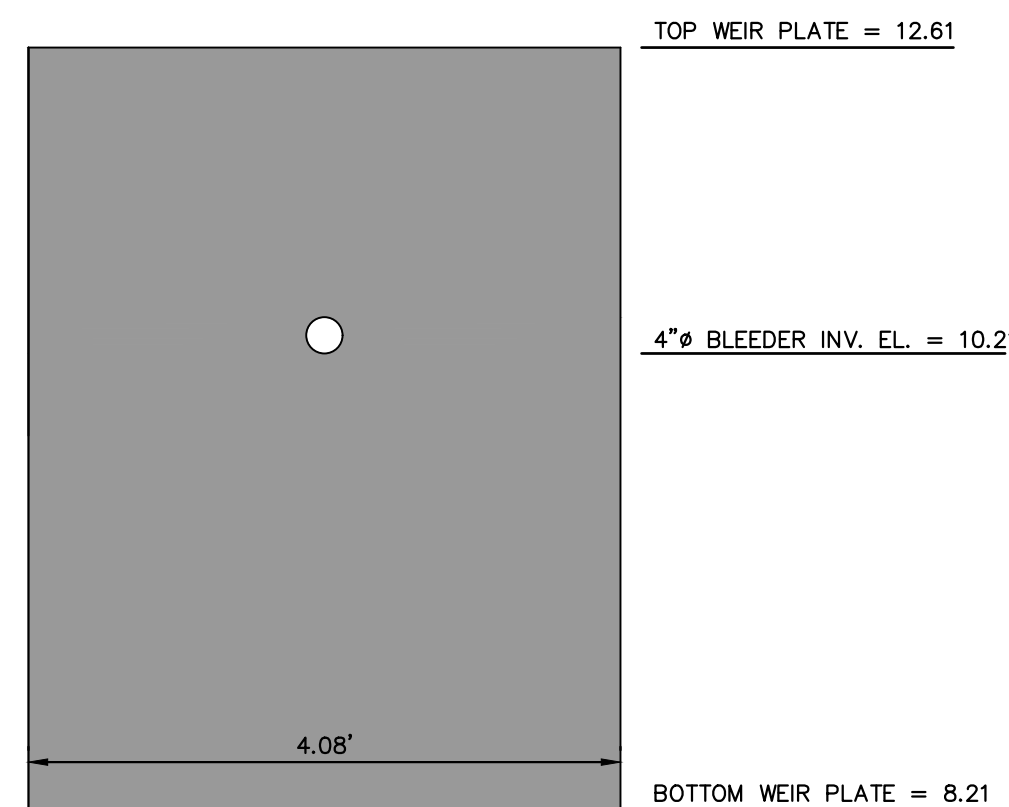
CONTROL STRUCTURE SD-05 DETAIL
NOT TO SCALE

KHA



WEIR PLATE CONNECTION
NOT TO SCALE

KHA



WEIR PLATE
NOT TO SCALE

KHA

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DETAIL

KHA

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P23-169-A1
PLUSD PROJECT #
5006-03

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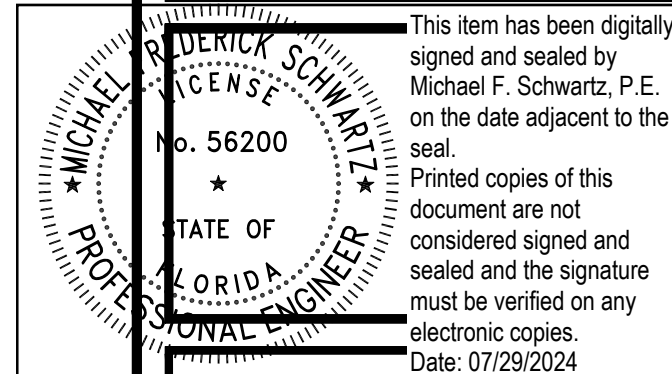
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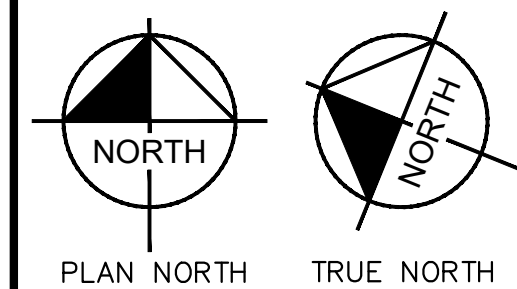
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PARKING GARAGE
1800 SE TIFFANY AVE, PORT ST. LUCIE, FL 34952
HCA Project No. 3099800023



REVISIONS

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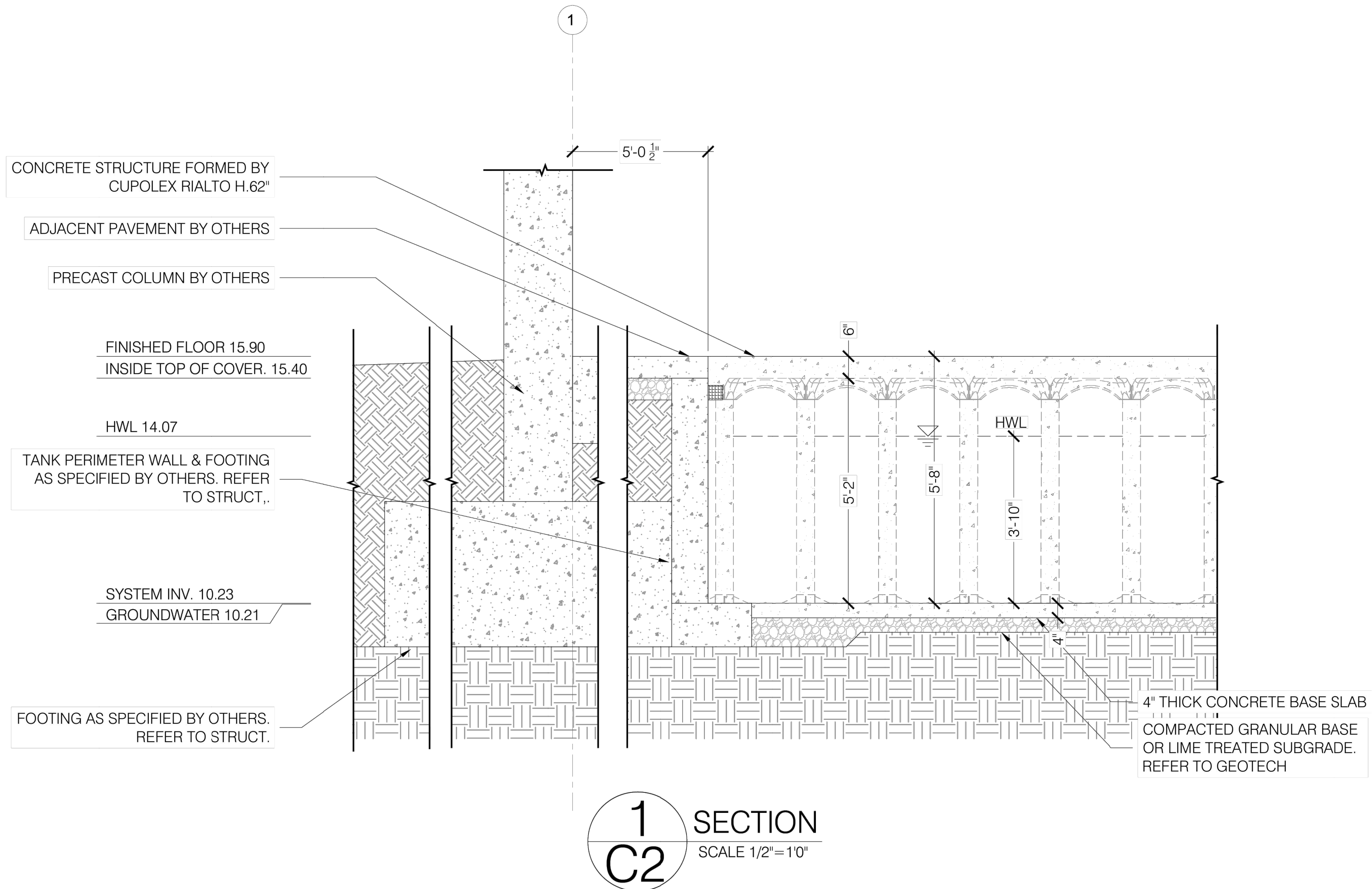
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CK. BY	MFS
PROJ. NO.	148471005
DATE	JULY 2024

**PAVING GRADING
AND DRAINAGE
NOTES AND
DETAILS**

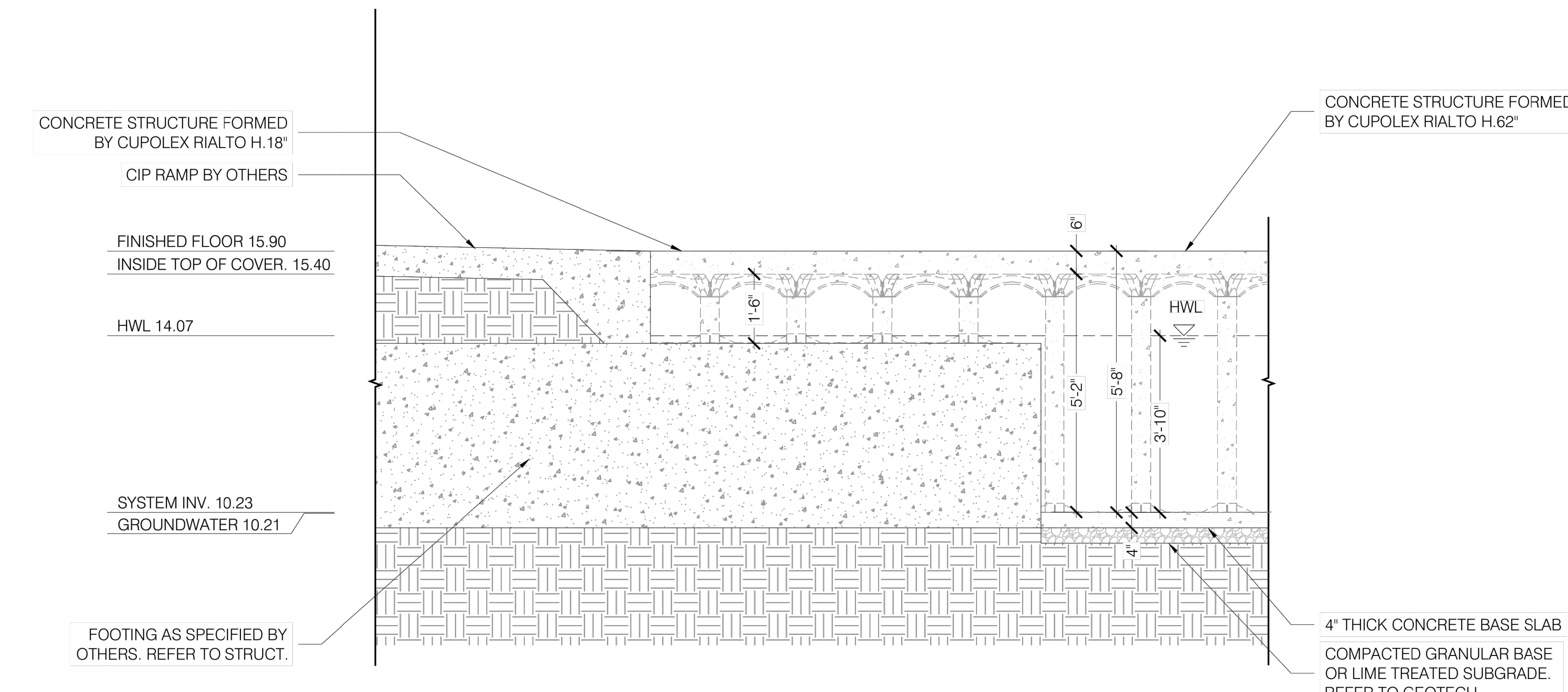
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Plotted By: Martinez, Moises Sheet: Set-ST-1 LUCIE GARAGE SITE PLAN SET Layout-C422 PAVING GRADING AND DRAINAGE NOTES AND DETAILS HCA ST. LUCIE Medical Parking Garage\CA22\PlanSheets\Site Plan Package\CA22 PAVING GRADING AND DRAINAGE NOTES AND DETAILS.dwg

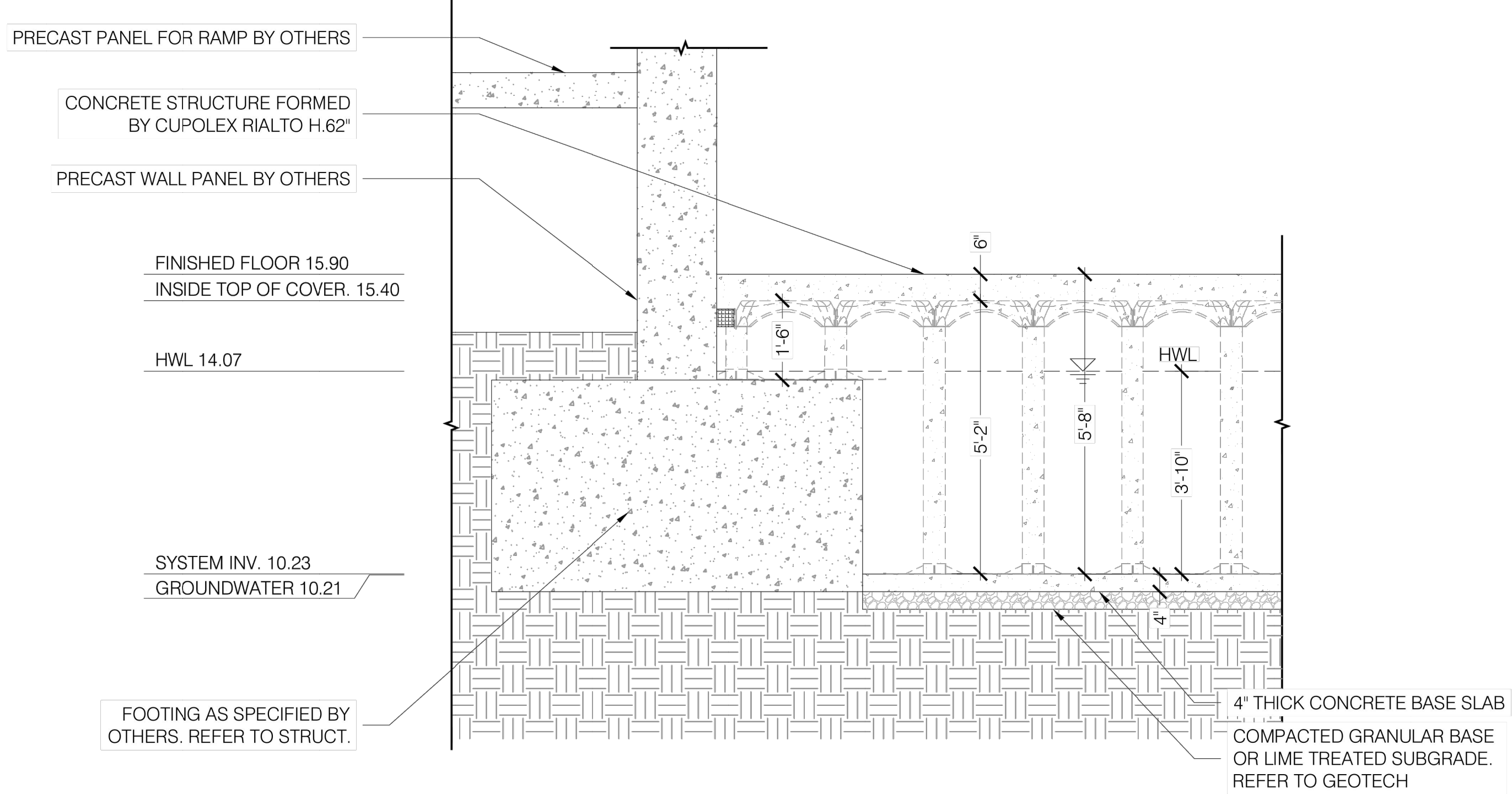
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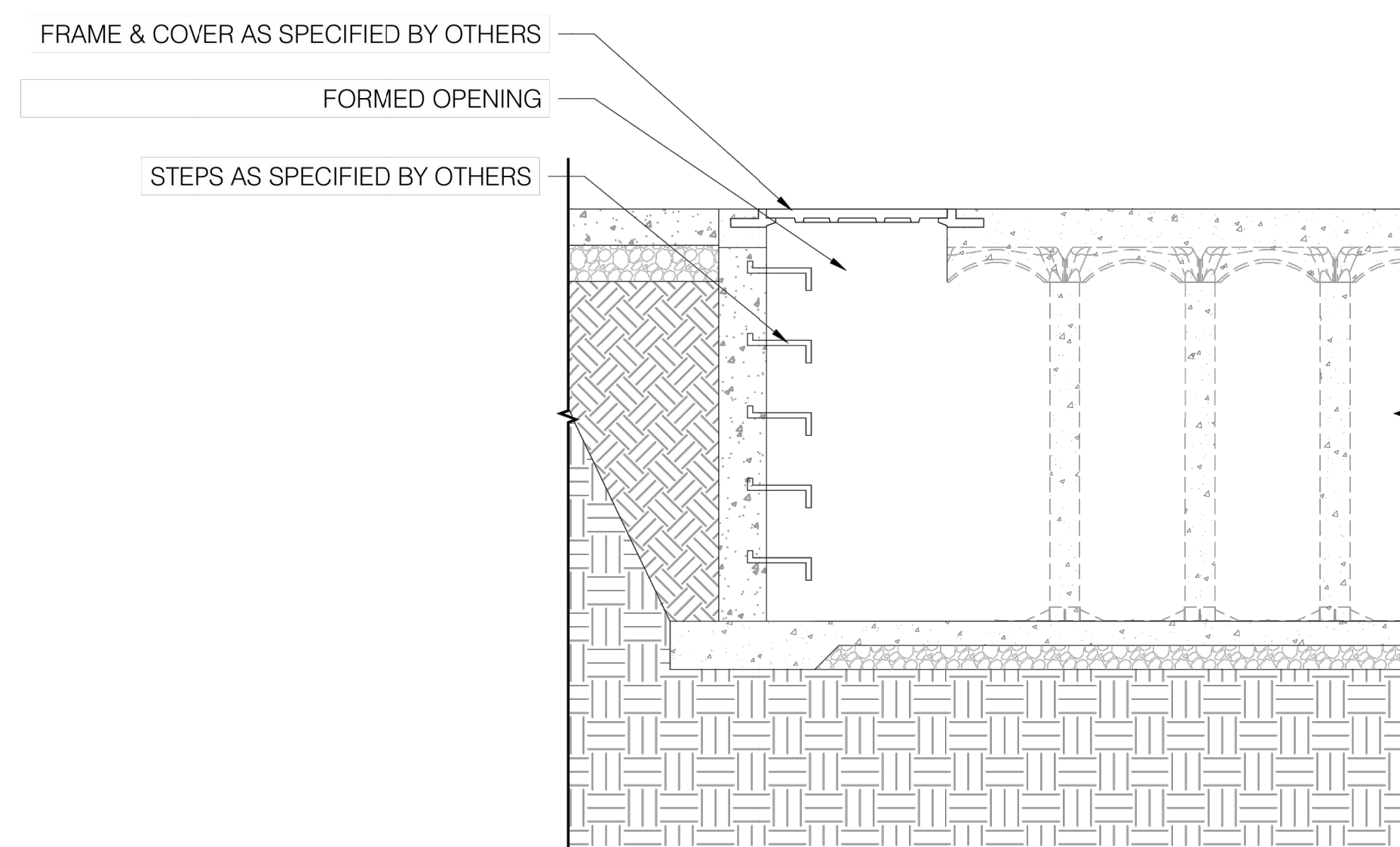
1
C2
SECTION
SCALE 1/2"=10"



3
C2
SECTION
SCALE 1/2"=10"



2
C2
SECTION
SCALE 1/2"=10"



4
C2
TYPICAL ACCESS OPENING
SCALE 1/2"=10"

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www.cupolex.ca

HCA FLORIDA ST LUCIE HOSPITAL PORT ST LUCIE, FL

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1	04/01/24	CONCEPTUAL DESIGN	AD	WC
2	05/17/24	CONCEPTUAL DESIGN	IT	AD
3	06/24/24	ISSUED FOR PRICING	IT	AD
4	07/23/24	ISSUED FOR COORDINATION	AD	WC

DATE: April 1, 2024
DRAWN BY: AD
CHECKED BY: WC
SCALE: 1/2" = 1'-0"
PROJECT No.: 24-71799

SECTIONS
C2

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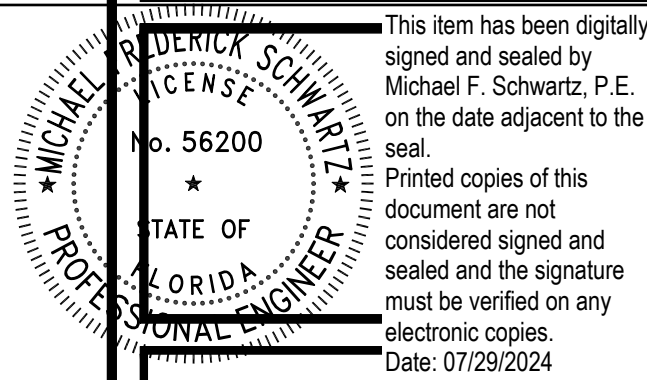
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CITY OF PORT ST. LUCIE PROJECT # P23-169-A1
PSLUSD PROJECT # 5006-03

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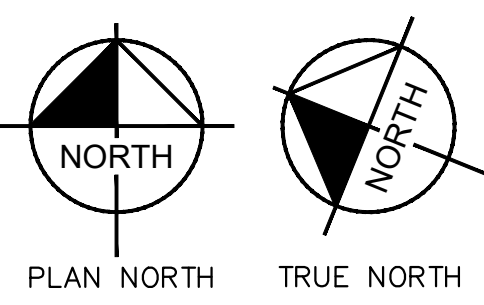
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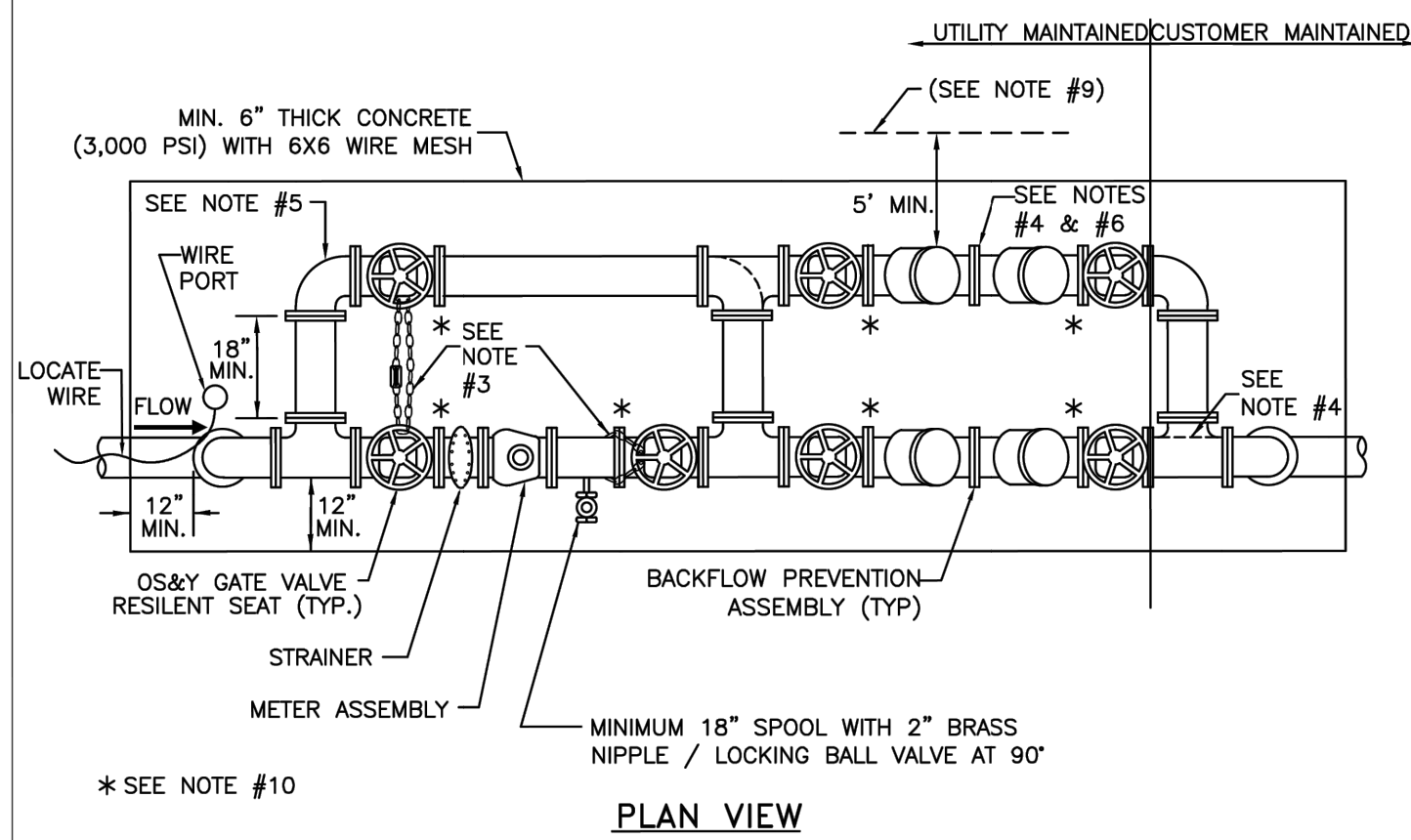
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PROJ. NO.	148471005
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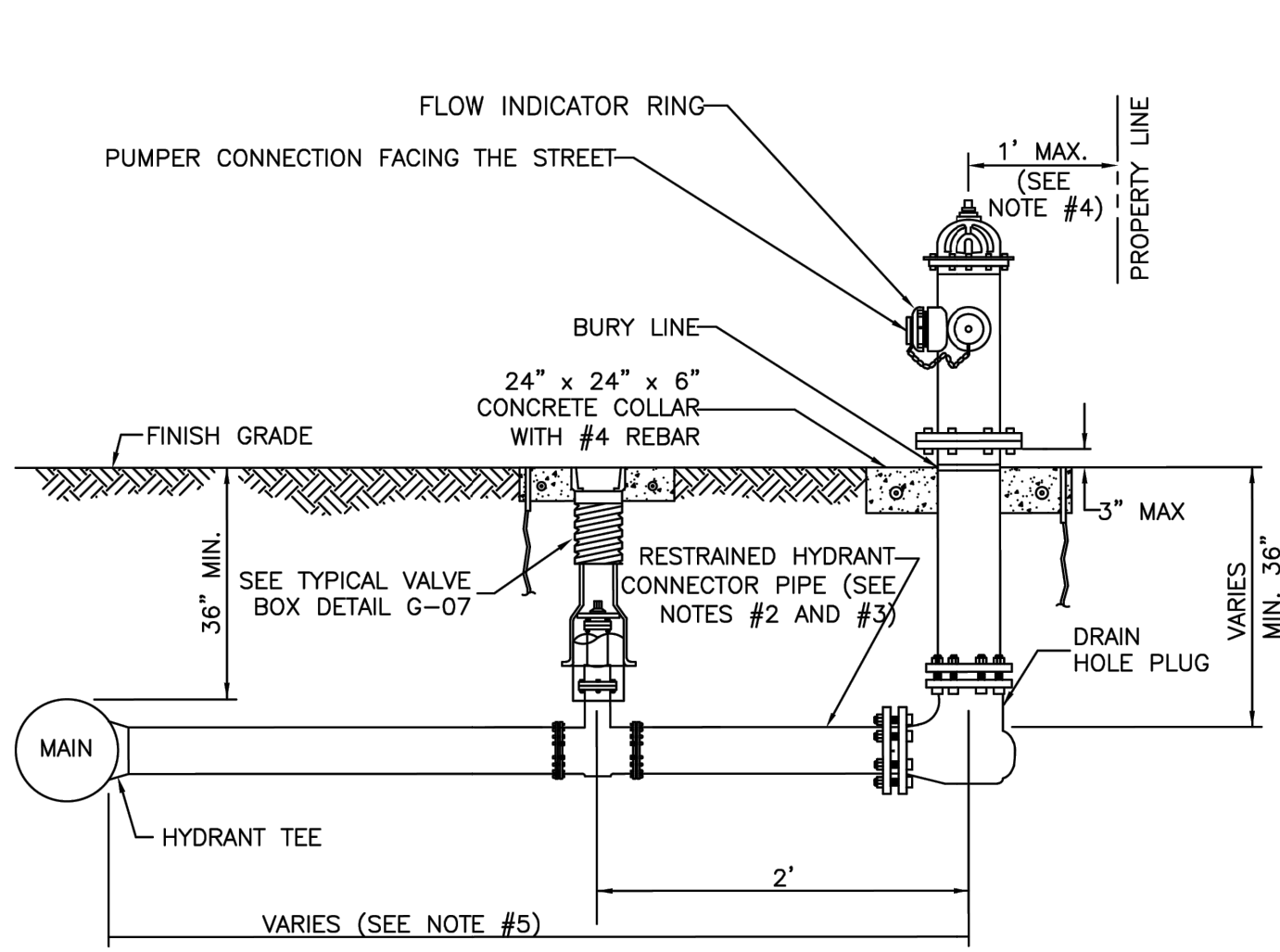
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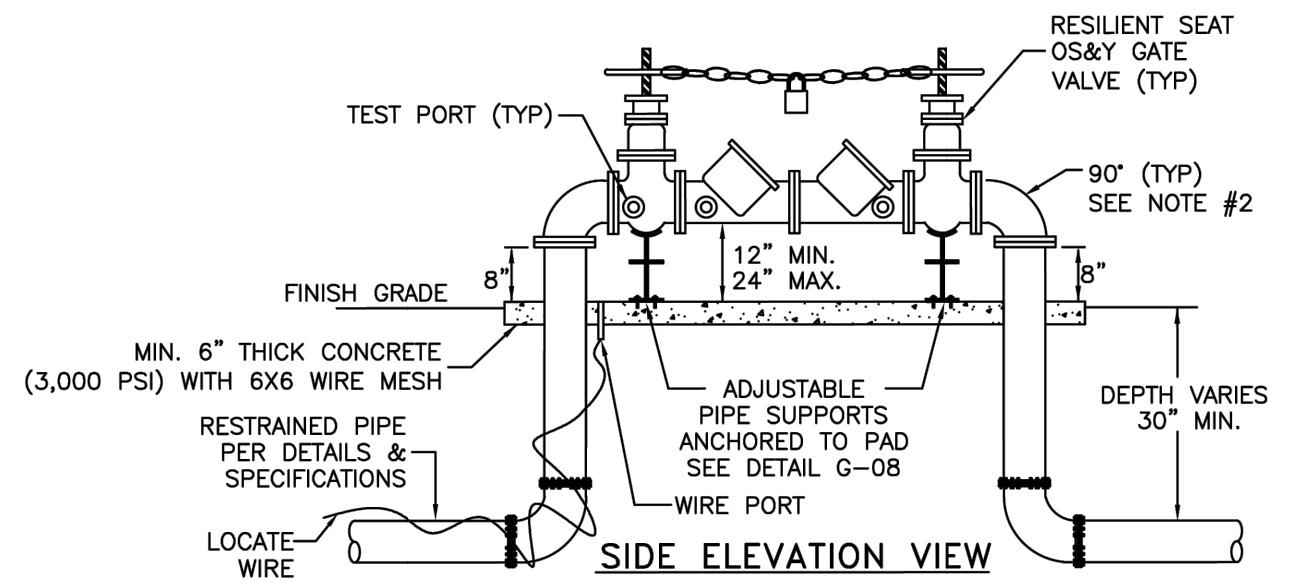
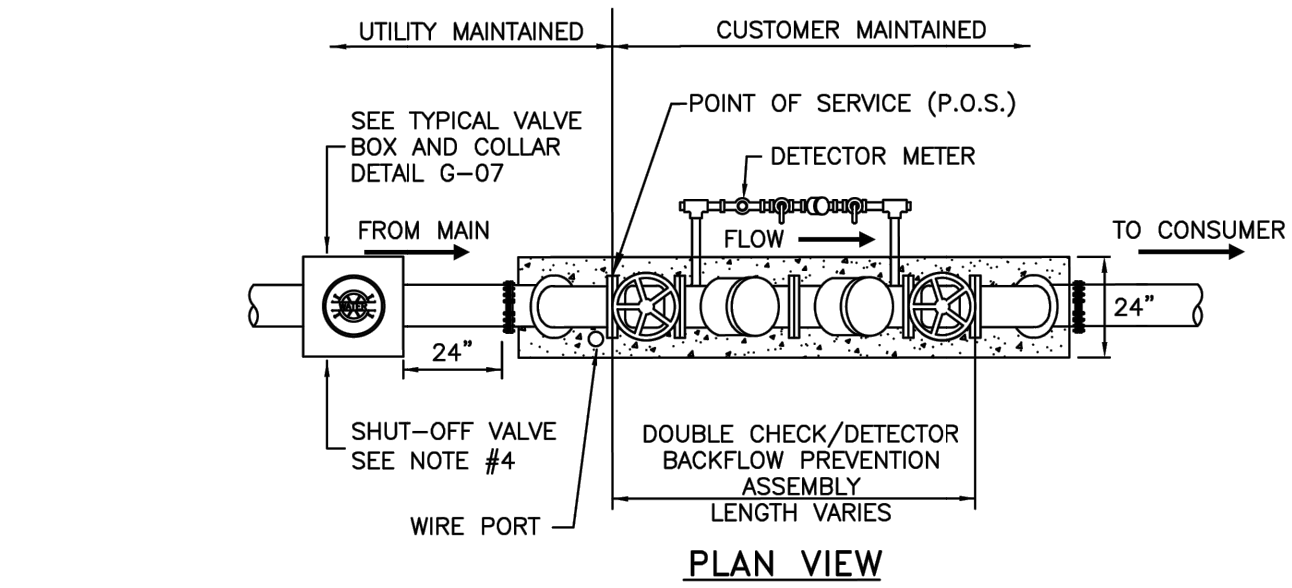
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- NOTES:
1. ALL PIPE AND FITTINGS SHALL BE CLASS 53 DUCTILE IRON.
 2. ALL UNDERGROUND FITTINGS SHALL BE RESTRAINED MECHANICAL JOINT TYPE & ALL ABOVE GROUND FITTINGS SHALL BE FLANGE JOINTS, FULL FACE NEOPRENE GASKETS WITH STAINLESS STEEL BOLTS.
 3. STAINLESS STEEL CHAINS (1/4" MIN.) & LOCKS FOR THE VALVES SHALL BE PROVIDED AS REQUIRED BY THE PSLUSD.
 4. A BACKFLOW PREVENTION ASSEMBLY MAY NOT BE REQUIRED ON THE BY-PASS LINE IF THE CUSTOMER SUBMITS A WRITTEN REQUEST TO THE PSLUSD FOR APPROVAL. IF APPROVED, AN ELBOW SHALL BE USED INSTEAD OF THE TEE AND A REVISED DETAIL SHALL BE SUBMITTED TO THE PSLUSD.
 5. METER BY-PASS LINE SHALL BE THE SAME SIZE AS SUPPLY TO METER.
 6. BACKFLOW PREVENTION ASSEMBLY ON THE BY-PASS LINE SHALL BE SAME SIZE AND TYPE AS THE MAIN BACKFLOW PREVENTION ASSEMBLY.
 7. THE ENGINEER-OF-RECORD SHALL SIZE METER AND BACKFLOW PREVENTION ASSEMBLY, TAKING INTO CONSIDERATION THE TYPICAL HEAD LOSS FOR EACH.
 8. 12" MIN. / 24" MAX. CLEARANCE IS REQUIRED FROM THE TOP OF THE CONCRETE PAD TO THE BOTTOM OF THE RELIEF VALVE.
 9. A 5' MIN. CLEAR ZONE SHALL BE LOCATED ON ALL SIDES OF THE BACKFLOW PREVENTION ASSEMBLIES.
 10. STAINLESS STEEL ADJUSTABLE PIPE SUPPORTS SHALL BE PROVIDED FOR SUPPORT UNDER EACH GATE VALVE AND ANCHORED IN THE CONCRETE PAD.
 11. AT THE DIRECTION OF THE PSLUSD, BOLLARDS MAY BE REQUIRED TO PREVENT DAMAGE FROM ACCIDENTS. REFER TO DETAIL G-15 FOR BOLLARD INSTALLATION.
 12. A BRASS PLUG SHALL BE INSTALLED IN ALL TEST PORTS.



- NOTES:
1. HYDRANTS SHALL BE INSTALLED IN ACCORDANCE WITH ANSI/AWWA C600. THE HYDRANTS SHALL BE PAINTED BY THE MANUFACTURER WITH 2 COATS (MIN.).
 2. VERTICAL BENDS MAY BE NECESSARY TO OBTAIN COVER UNDER SNALES OR AT HYDRANT LOCATION. VERTICAL BENDS OR OFFSETS ARE INCLUDED IN HYDRANT ASSEMBLY. ALL BENDS MUST BE RESTRAINED.
 3. CONNECTOR PIPE AND ANY REQUIRED VERTICAL BENDS SHALL HAVE AN ANCHORING FEATURE ON BOTH ENDS SO THAT WHEN USED WITH M.J. SPLIT GLANDS, A RESTRAINED JOINT IS PROVIDED.
 4. WHEN INSTALLED WITH SIDEWALK OR CURB, PROVIDE MIN. 2 FOOT CLEARANCE TO ANY PORTION OF THE HYDRANT, UTILIZING THE SIDE LOT EASEMENT IF NECESSARY.
 5. A GATE VALVE SHALL BE INSTALLED WITHIN 2 FEET OF THE FIRE HYDRANT. IF DISTANCE FROM THE WATER MAIN TO THE FIRE HYDRANT IS GREATER THAN 20 FEET, A SECOND GATE VALVE SHALL BE INSTALLED WITHIN 2 FEET OF THE MAIN.
 6. ANY DEVIATIONS FROM THE CRITERIA ABOVE REQUIRE A WRITTEN RECOMMENDATION FROM THE ENGINEER-OF-RECORD AND WRITTEN APPROVAL BY PSLUSD.



- NOTES:
1. ALL PIPE AND FITTINGS SHALL BE CLASS 53 DUCTILE IRON INCLUDING AND IN BETWEEN BURIED ELBOWS.
 2. ALL UNDERGROUND FITTINGS SHALL BE RESTRAINED MECHANICAL JOINT TYPE & ALL ABOVE GROUND FITTINGS SHALL BE FLANGE JOINTS WITH FULL FACE NEOPRENE GASKETS, WITH STAINLESS STEEL BOLTS.
 3. A 3/8" STAINLESS STEEL CHAIN & LOCK SHALL BE PROVIDED BY CONTRACTOR FOR THE VALVES AS REQUIRED BY THE PSLUSD. VALVES TO BE LOCKED IN OPEN POSITION.
 4. TO MAINTAIN CONTINUITY OF SERVICE DURING REPAIRS TO THE ASSEMBLY, AN ISOLATION VALVE SHALL BE PROVIDED ON THE UTILITY'S MAIN AS SHOWN.
 5. AT THE DIRECTION OF THE PSLUSD, BOLLARDS MAY BE REQUIRED TO PREVENT DAMAGE FROM ACCIDENTS. REFER TO DETAIL G-15 FOR BOLLARD INSTALLATION.
 6. A BRASS PLUG SHALL BE INSTALLED IN ALL TEST PORTS.

- NOTES:
1. MARKER COLOR IS BLUE. PLACE IN CENTER OF THE LANE CLOSEST TO THE HYDRANT.
 2. IF HYDRANT IS LOCATED WITHIN THE RADIUS OF AN INTERSECTION PLACE A MARKER ON EACH ROADWAY IN THE CENTER LANES CLOSEST TO THE HYDRANT.
 3. MARKER IS PLACED PERPENDICULAR (90 DEGREES) TO THE HYDRANT.



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METER AND BACKFLOW PREVENTION ASSEMBLY FOR 3" AND LARGER SERVICES

DETAIL: W-03
DATE: 2019
SCALE: N.T.S.
SHEET: 1 OF 1



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FIRE HYDRANT ASSEMBLY

DETAIL: W-06
DATE: 2019
SCALE: N.T.S.
SHEET: 1 OF 1



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FIRE SERVICE BACKFLOW ASSEMBLY

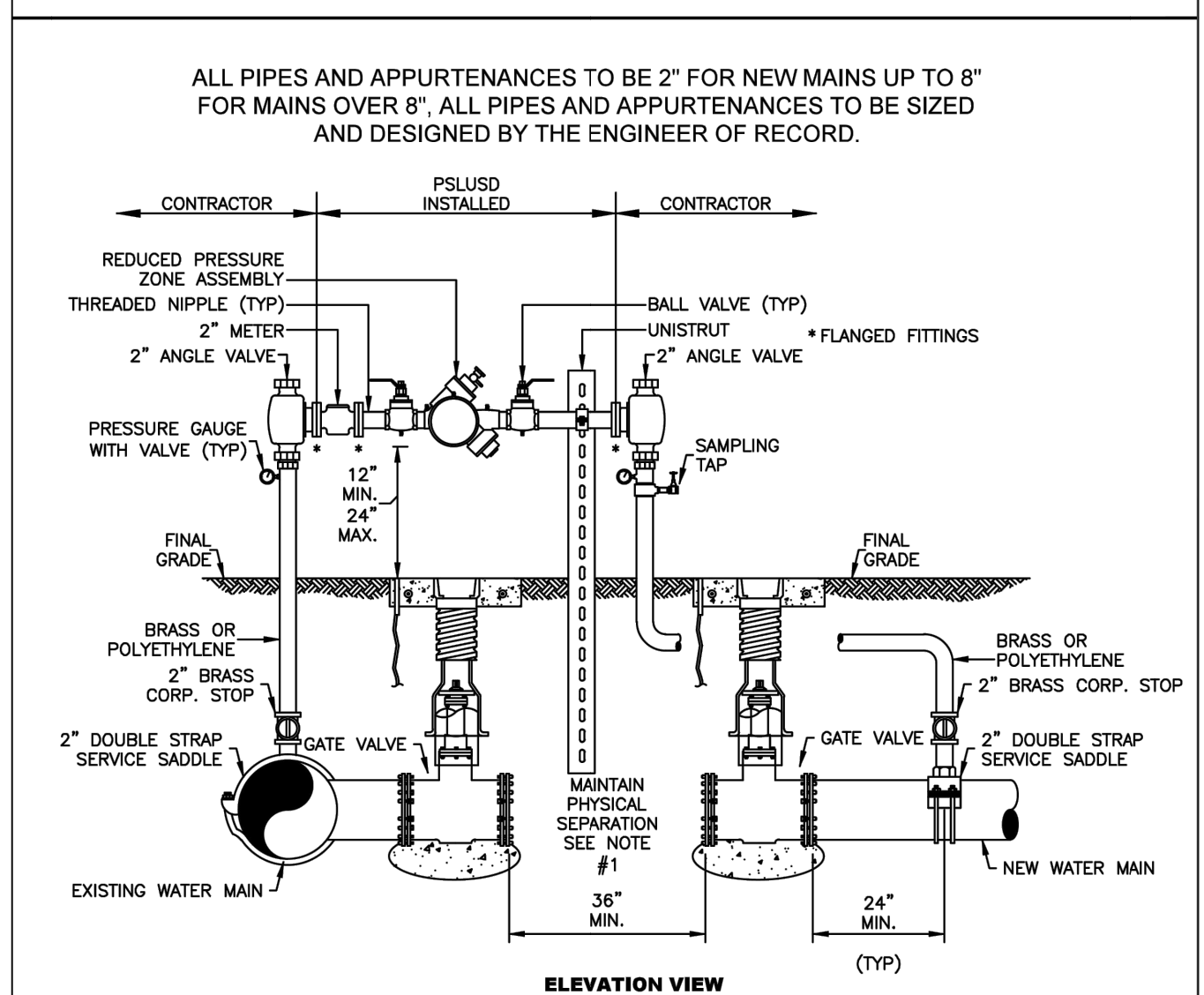
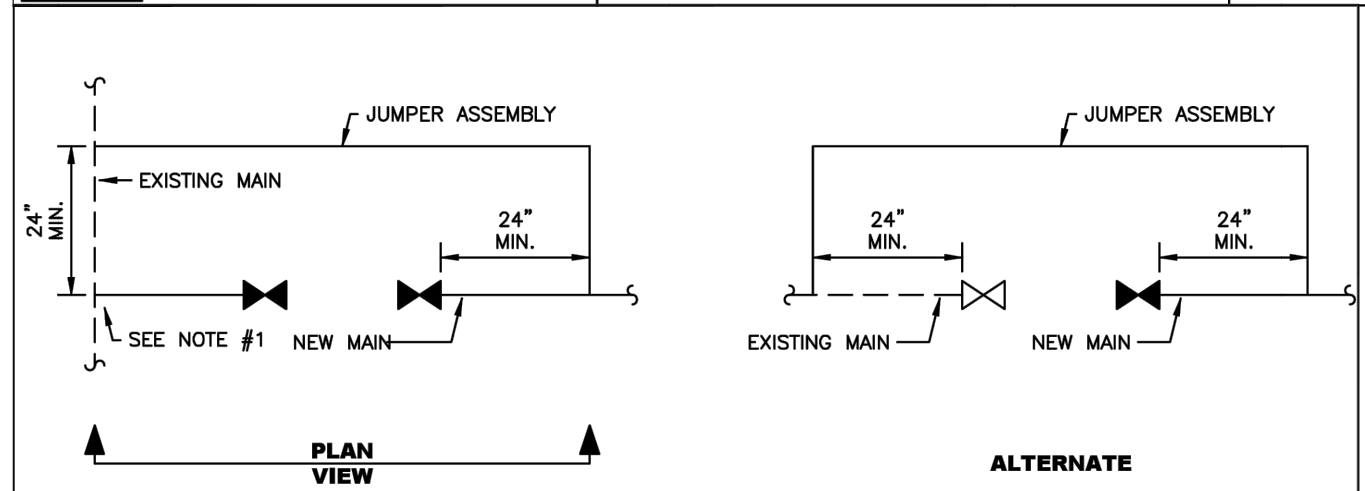
DETAIL: W-07
DATE: 2019
SCALE: N.T.S.
SHEET: 1 OF 1



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FIRE HYDRANT REFLECTIVE PAVEMENT MARKER PLACEMENT GUIDELINE

DETAIL: W-08
DATE: 2019
SCALE: N.T.S.
SHEET: 1 OF 1



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TEMPORARY JUMPER CONNECTION (UP TO 8" PIPE)

DETAIL: W-09
DATE: 2019
SCALE: N.T.S.
SHEET: 1 OF 2



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TEMPORARY JUMPER CONNECTION

DETAIL: W-09
DATE: 2019
SCALE: N.T.S.
SHEET: 2 OF 2

- NOTES:
1. A TEMPORARY JUMPER CONNECTION IS REQUIRED AT ALL CONNECTIONS BETWEEN EXISTING ACTIVE PSLUSD WATER MAINS AND PROPOSED NEW WATER MAINS. A PHYSICAL SEPARATION SHALL BE MAINTAINED, EXCEPT AS NOTED IN #5 BELOW. THE PROCEDURES ARE APPLICABLE WHEN CONNECTING TO AN EXISTING PSLUSD WATER MAIN, WHETHER BY TAPPING THE MAIN AND VALVE OR BY CONTINUATION OF A PLUGGED STUB OUT WITH AN EXISTING GATE VALVE.
 2. THE CONTRACTOR SHALL CONTACT THE PSLUSD REGARDING SCHEDULING OF REQUIRED INSPECTIONS RELATING TO THE CONNECTION. PSLUSD INSPECTIONS ARE SPECIFICALLY REQUIRED FOR TIE-INS OR WET TAPS TO EXISTING WATER MAINS, JUMPER INSTALLATION, FLUSHING, PRESSURE TESTING, DISINFECTION, SAMPLING, PLUGGING OF SAMPLING POINTS AND PERMANENT CONNECTION OF THE NEW WATER MAIN. THE CONTRACTOR SHALL FOLLOW ALL PROCEDURES STRICTLY IN ACCORDANCE WITH THE PSLUSD UTILITY STANDARDS MANUAL.
 3. THE TEMPORARY JUMPER ASSEMBLY (FLANGE TO FLANGE) WILL BE SUPPLIED, INSTALLED AND TESTED BY THE PSLUSD, IN COORDINATION WITH THE ENGINEER OF RECORD AND CONTRACTOR. OTHER MATERIALS AND INSTALLATION REQUIRED FOR THE CONNECTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE UNDERGROUND FITTINGS SHALL BE RESTRAINED MECHANICAL JOINT TYPE. ALL MATERIALS SHALL BE PER THE PSLUSD APPROVED QUALIFIED PRODUCTS LIST. THE JUMPER CONNECTION SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE ASSEMBLY IS REMOVED BY THE PSLUSD.
 4. ALL NEW WATER MAINS SHALL BE DOUBLE-PIGGED, FLUSHED, PRESSURE TESTED AND DISINFECTED. NEW MAIN SHALL NOT BE PLACED INTO SERVICE UNTIL THE BACTERIOLOGICAL TEST RESULTS ARE SATISFACTORY AND A WRITTEN APPROVAL HAS BEEN OBTAINED FROM THE PSLUSD.
 5. A PHYSICAL SEPARATION SHALL BE MAINTAINED BETWEEN THE EXISTING MAIN AND NEW MAIN, EXCEPT AS NOTED HEREIN. IF THE NEW MAIN IS OF A SIZE OR LENGTH THAT PIGGING/FLUSHING CANNOT BE EFFECTIVELY ACCOMPLISHED WITH THE JUMPER CONNECTION, MORE THAN ONE JUMPER MAY BE USED AS DETERMINED BY THE EOR OR, THE PSLUSD MAY ALLOW A PHYSICAL CONNECTION UNDER CONTROLLED CONDITIONS AS FOLLOWS:
 - a. THE PROCEDURE WILL BE CONDUCTED BY THE CONTRACTOR IN THE PRESENCE OF A PSLUSD INSPECTOR AND THE ENGINEER-OF-RECORD (EOR) OR REPRESENTATIVE.
 - b. THE NEW VALVE(S) SHOWN IN THIS DETAIL SHALL BE PRESSURE/LEAKAGE TESTED AND REPLACED IF LEAKAGE IS OBSERVED. THE VALVES WILL BE KEPT CLOSED BY THE PSLUSD AND SHALL NOT BE OPERATED BY ANY ONE OTHER THAN PSLUSD PERSONNEL.
 - c. THE JUMPER CONNECTION SHALL BE USED TO FILL THE NEW MAIN.
 - d. THE CONTRACTOR SHALL DISINSECT THE PIPE AND FITTINGS USED TO MAKE THE CONNECTION BY SPRAYING AND SWABING WITH CHLORINE.
 - e. ALL VALVES IN THE NEW SYSTEM DOWNSTREAM OF THE JUMPER SHALL BE OPENED BY THE CONTRACTOR PRIOR TO FLUSHING. THE VALVES SHOWN IN THIS DETAIL SHALL BE OPENED BY PSLUSD PERSONNEL ONLY.
 - f. THE PIGGING AND FLUSHING SHALL BE PERFORMED BY THE CONTRACTOR IN THE PRESENCE OF A PSLUSD INSPECTOR. THE VALVES WILL BE CLOSED BY PSLUSD PERSONNEL AFTER THE MAIN HAS BEEN FLUSHED.
 6. THE WATER MAINS SHALL BE PRESSURE TESTED AFTER FLUSHING AND PRIOR TO DISINFECTION. ALL VALVES SHALL REMAIN CLOSED DURING THE PRESSURE TEST AND WILL NOT BE OPENED UNTIL THE RESULTS OF PRESSURE TESTING AND BACTERIOLOGICAL TESTING ARE SATISFACTORY AND THE SYSTEM HAS BEEN ACCEPTED FOR OPERATION BY THE PSLUSD.
 7. DISINFECTION SHALL BE CONDUCTED IN ACCORDANCE WITH AWWA C651. A MINIMUM PRESSURE OF 20 PSI SHALL BE MAINTAINED IN THE NEW MAIN AFTER DISINFECTION.
 8. CONNECTION TO EXISTING MAINS SHALL NOT BE MADE PRIOR TO BACTERIOLOGICAL CLEARANCE AND UNTIL APPROVED BY THE PSLUSD.
 9. UPON WRITTEN ACCEPTANCE OF BACTERIOLOGICAL CLEARANCE BY THE PSLUSD, THE SAMPLING POINTS CAN BE REMOVED AND PLUGGED BY THE CONTRACTOR. THE CONTRACTOR SHALL MAKE THE PERMANENT CONNECTION IN THE PRESENCE OF A PSLUSD INSPECTOR, UNLESS THE CONNECTION WAS PREVIOUSLY MADE AS INDICATED IN NOTE 5D. THE PIPE AND FITTINGS FOR CONNECTION SHALL BE DISINFECTED BY SPRAYING AND SWABING WITH CHLORINE. ONCE APPROVAL TO PLACE THE WATER SYSTEM INTO OPERATION HAS BEEN RECEIVED, THE JUMPER ASSEMBLY (FLANGE TO FLANGE) WILL BE REMOVED BY THE PSLUSD IN COORDINATION WITH THE CONTRACTOR. THE CONTRACTOR SHALL REMOVE THE REST OF THE JUMPER CONNECTION PIPING AND PLUG THE CORPORATION STOP VALVES.
 10. ABANDONED TAP LOCATIONS TO BE SHOWN ON THE AS-BUILTS.



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STANDARD SEPARATION REQUIREMENTS

DETAIL: S-01
DATE: 2019
SCALE: N.T.S.
SHEET: 1 OF 1

OTHER PIPE	HORIZONTAL SEPARATION	CROSSINGS (1)	JOINT SPACING @ CROSSINGS (FULL JOINT CENTERED)
GRAVITY OR PRESSURE SANITARY SEWER, SANITARY SEWER FORCE MAIN, RECLAIMED WATER (2), (3), VACUUM SANITARY SERVICE, STORM SEWER, STORM SEWER FORCE MAIN	WATER MAIN 10' MINIMUM	WATER MAIN 18" MINIMUM	WATER MAIN 6' MINIMUM
ALL OTHER FACILITIES, INCLUDING BUT NOT LIMITED TO: TELEPHONE, CABLE TV, POWER, ETC.	PSLUSD FACILITY (4) 6' MINIMUM	PSLUSD FACILITY (4) 18" MINIMUM	WATER MAIN 6' MINIMUM
ON-SITE SEWAGE TREATMENT AND DISPOSAL SYSTEM	10' MINIMUM	-----	-----

- (1) WATER MAIN SHOULD CROSS OVER OTHER PIPE. WHEN WATER MAIN MUST BE BELOW OTHER PIPE, THE MINIMUM SEPARATION IS 18".
- (2) RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
- (3) RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
- (4) A PSLUSD FACILITY INCLUDES MAINS AND STRUCTURES FOR POTABLE WATER, WASTEWATER AND RECLAIMED WATER.

ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR DEWATERING AND OBTAINING ALL NECESSARY PERMITS.

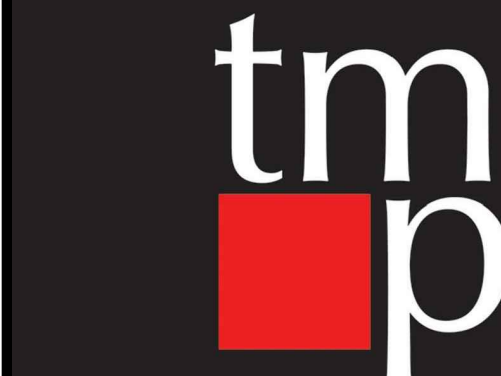
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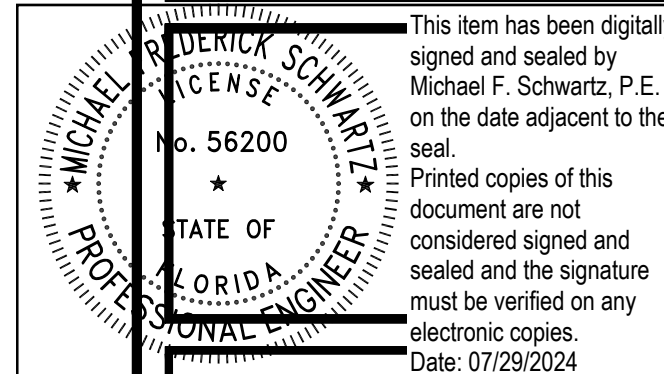
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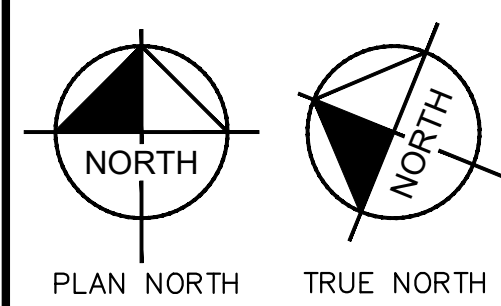
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PROJ. NO.	148471005
DATE	JULY 2024

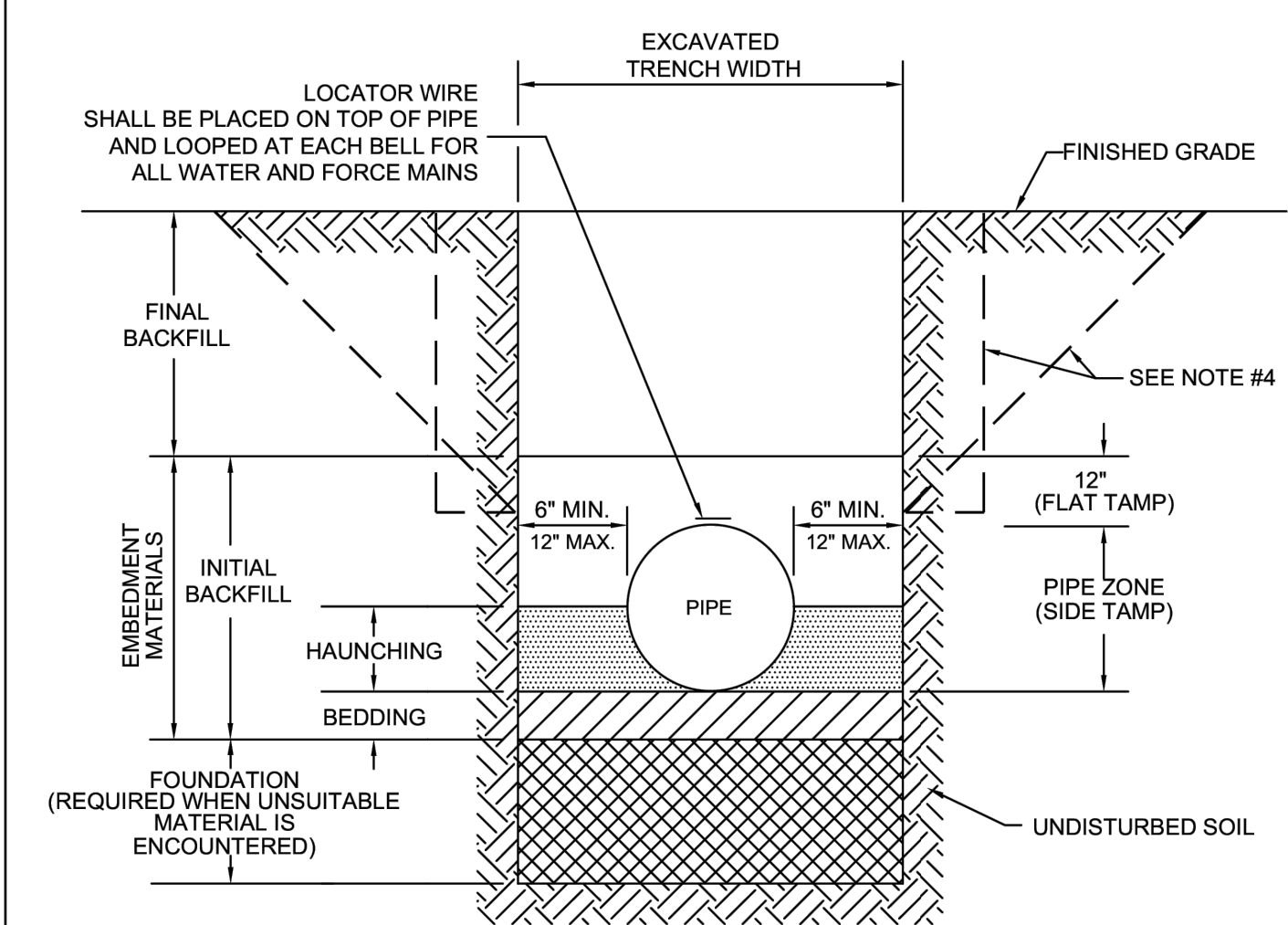
CITY OF PORT ST. LUCIE UTILITY DETAILS

C521

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Printed By: Martinez, Mariana Sheet: Set-ST. LUCIE UTILITY DETAILS SITE PLAN SET Layout: C522 CITY OF PORT ST. LUCIE UTILITY DETAILS July 29, 2024 09:15:54am K:\VPL_DWG\Service\148471005 - HCA ST. Lucie Medical Parking Garage\CADD\Plan\Sheet\Site Plan\Set-ST. LUCIE UTILITY DETAILS.dwg

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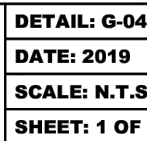


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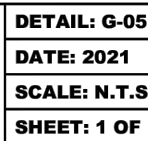
- FOR TRENCHES REQUIRING SHEETING, SHORING, STAY BRACING, TRENCH JACKS OR TRENCH BOX, DIMENSIONS SHALL BE TAKEN FROM THE INSIDE FACE OF THE SUPPORTS.
- IF THE MAXIMUM TRENCH WIDTH MUST BE EXCEEDED, THE AREA OUTSIDE OF THE MAXIMUM EMBEDMENT SHALL BE COMPACTED TO FINAL BACKFILL REQUIREMENTS. IF THE PIPE IS INSTALLED IN A COMPACTED EMBANKMENT, THE EMBANKMENT SHALL BE IN PLACE AND COMPACTED TO 12\"/>
- IF BEDDING IS REQUIRED TO BRING TRENCH BOTTOM UP TO GRADE AND PROVIDE UNIFORM AND ADEQUATE LONGITUDINAL SUPPORT UNDER THE PIPE, THEN A MINIMUM COMPACTED DEPTH OF 4 TO 6 INCHES OF SELECT EMBEDMENT MATERIAL IS REQUIRED.
- THE CONTRACTOR SHALL COMPLY WITH REQUIREMENTS OF THE FLORIDA TRENCH SAFETY ACT.
- AN APPROVED LOCATOR WIRE SHALL BE USED.
- EARTHWORK, EXCAVATION, BACKFILL AND COMPACTION SHALL BE IN ACCORDANCE WITH PSLUSD STANDARDS.



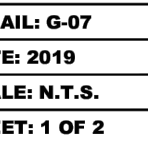
STANDARD PIPE TRENCH CROSS SECTION



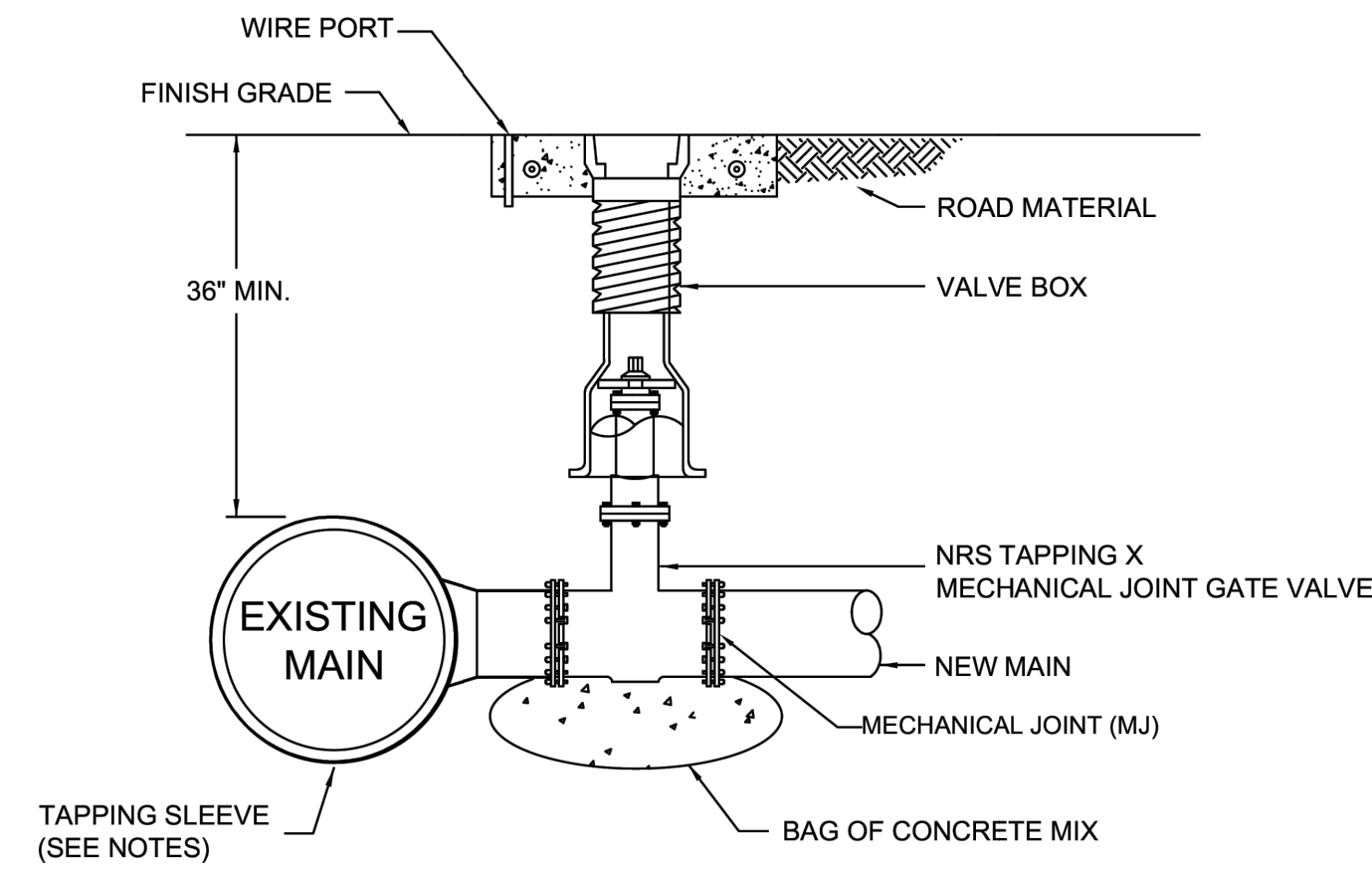
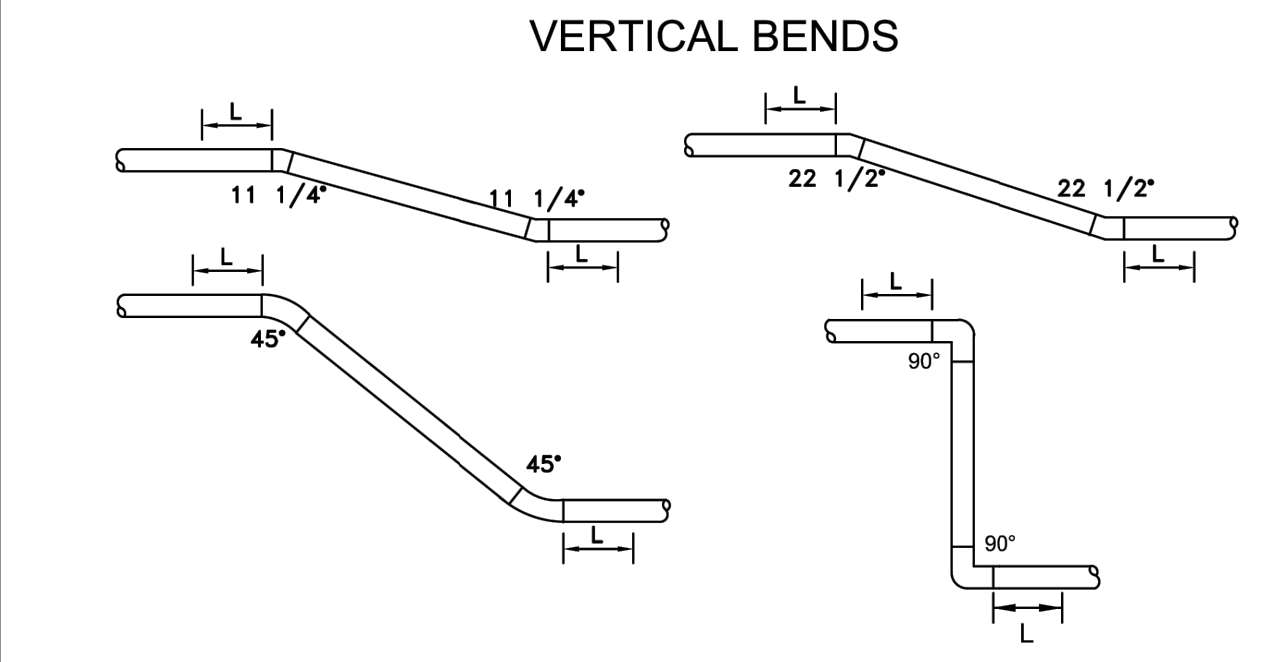
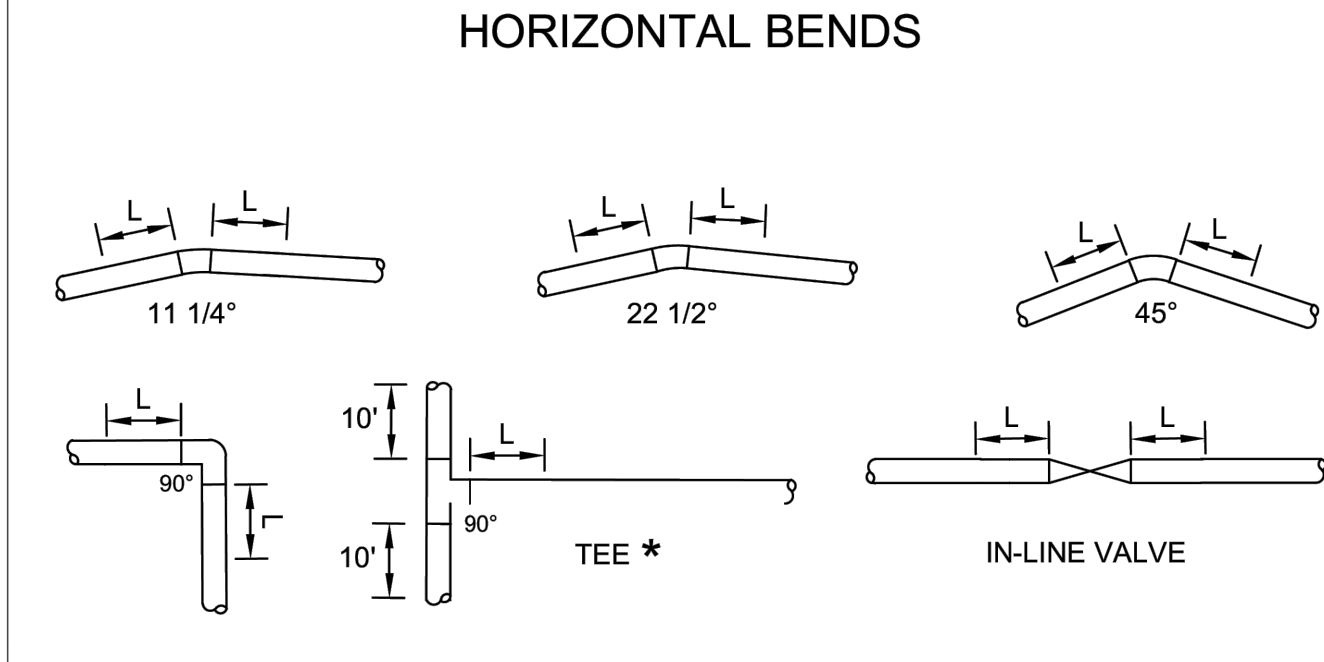
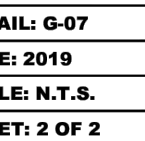
UTILITY ROAD CUT PAVEMENT RESTORATION



TYPICAL VALVE BOX AND COLLAR IN UN-PAVED AREA

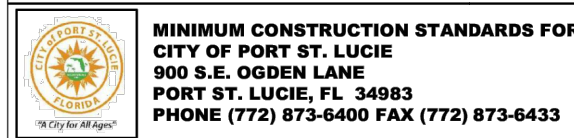


TYPICAL VALVE BOX IN PAVED AREA



NOTES:

- THE VALVE BOX SHALL BE IN ACCORDANCE WITH STANDARD DETAIL G-07.
- THRUST BLOCKS MAY BE REQUIRED AT THE UTILITY'S DIRECTION, (CASE BY CASE)
- NO TAP WILL BE ALLOWED CLOSER THAN 5 FEET FROM ANY JOINT, FITTING OR EXISTING TAP ALONG THE MAIN.
- ALL COUPONS MUST BE PROVIDED TO PSLUSD WITH DATE, LOCATION AND PIPE SIZE DOCUMENTED.
- SIZE ON SIZE TAPS ARE NOT ALLOWED UNLESS APPROVED IN WRITING BY PSLUSD.
- SEE NOTES ON DETAIL G-07.



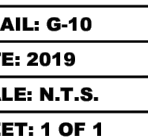
PIPELINE RESTRAINT REQUIREMENTS (HORIZONTAL)



PIPELINE RESTRAINT REQUIREMENTS (VERTICAL)



TAPPING SLEEVE AND VALVE ASSEMBLY



HORIZONTAL - L (FEET)						
DIAMETER	11-1/4"	22-1/2"	45"	90"	TEE* (BRANCH)	VALVES OR DEAD END
4"	2	4	8	18	20	39
6"	3	5	11	25	36	55
8"	4	7	14	33	52	72
10"	4	8	16	39	65	87
12"	5	9	19	45	80	102
14"	5	11	21	51	93	116
16"	6	12	24	57	107	131
18"	7	13	26	63	120	145
20"	7	14	29	68	133	159
24"	8	16	33	79	157	195
30"	10	19	39	93	192	222
36"	11	21	44	106	225	257
42"	12	24	49	117	254	289
48"	13	26	53	126	283	321

NOTES:

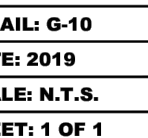
- THE REQUIREMENTS SET FORTH ABOVE WERE CALCULATED FOR PVC PIPE BASED UPON THE FOLLOWING ASSUMPTIONS:
 - SOIL CONDITIONS: SILTY SAND (SM)
 - TRENCH TYPE: 3 (PIPE BEDDED IN 4\"/>
- IF FIELD CONDITIONS DIFFER FROM THE ABOVE, THE ENGINEER-OF-RECORD (EOR) SHALL SUBMIT CALCULATIONS BASED ON THE FIELD CONDITION FOR REVIEW AND APPROVAL OF PSLUSD.

NOTES:

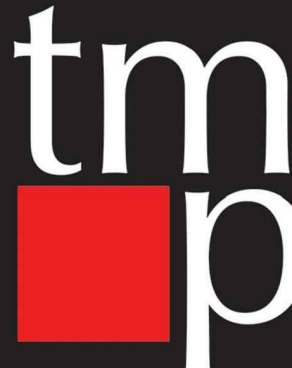
- THE REQUIREMENTS SET FORTH ABOVE WERE CALCULATED FOR PVC PIPE BASED UPON THE FOLLOWING ASSUMPTIONS:
 - SOIL CONDITIONS: SILTY SAND (SM)
 - TRENCH TYPE: 3 (PIPE BEDDED IN 4\"/>
- WHEN CONDITIONS DIFFER FROM THE ABOVE, THE ENGINEER-OF-RECORD (EOR) SHALL SUBMIT CALCULATIONS FOR REVIEW AND APPROVAL OF PSLUSD.
- ALL JOINTS BETWEEN UPPER AND LOWER BENDS SHALL BE RESTRAINED.



TAPPING SLEEVE AND VALVE ASSEMBLY



SCALE: 3\"/>

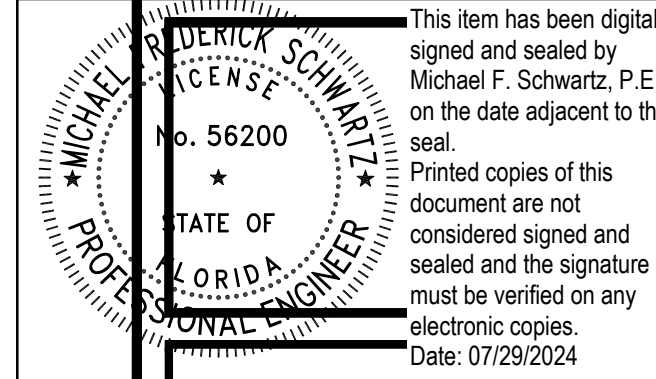


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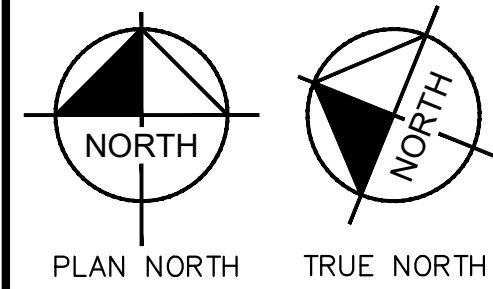
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Kimley-Horn

REGISTRY No. 35106

HCA Healthcare
HCA FLORIDA ST. LUCIE HOSPITAL
PARKING GARAGE
1800 SE TIFFANY AVE, PORT ST. LUCIE, FL 34952
HCA Project No. 3099800023



REVISIONS

NO.	DESCRIPTION	DATE

DR. BY	RT
CK. BY	MFS
PROJ. NO.	148471005
DATE	JULY 2024

CITY OF PORT ST. LUCIE UTILITY DETAILS

C522

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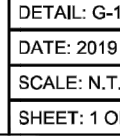
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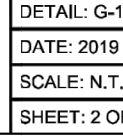
MINIMUM CONSTRUCTION STANDARDS FOR
CITY OF PORT ST. LUCIE
800 S.E. OCEAN BLVD.
PORT ST. LUCIE, FL 34983
PHONE: (772) 873-6400 FAX: (772) 873-6433

TEMPORARY JUMPER CONNECTION

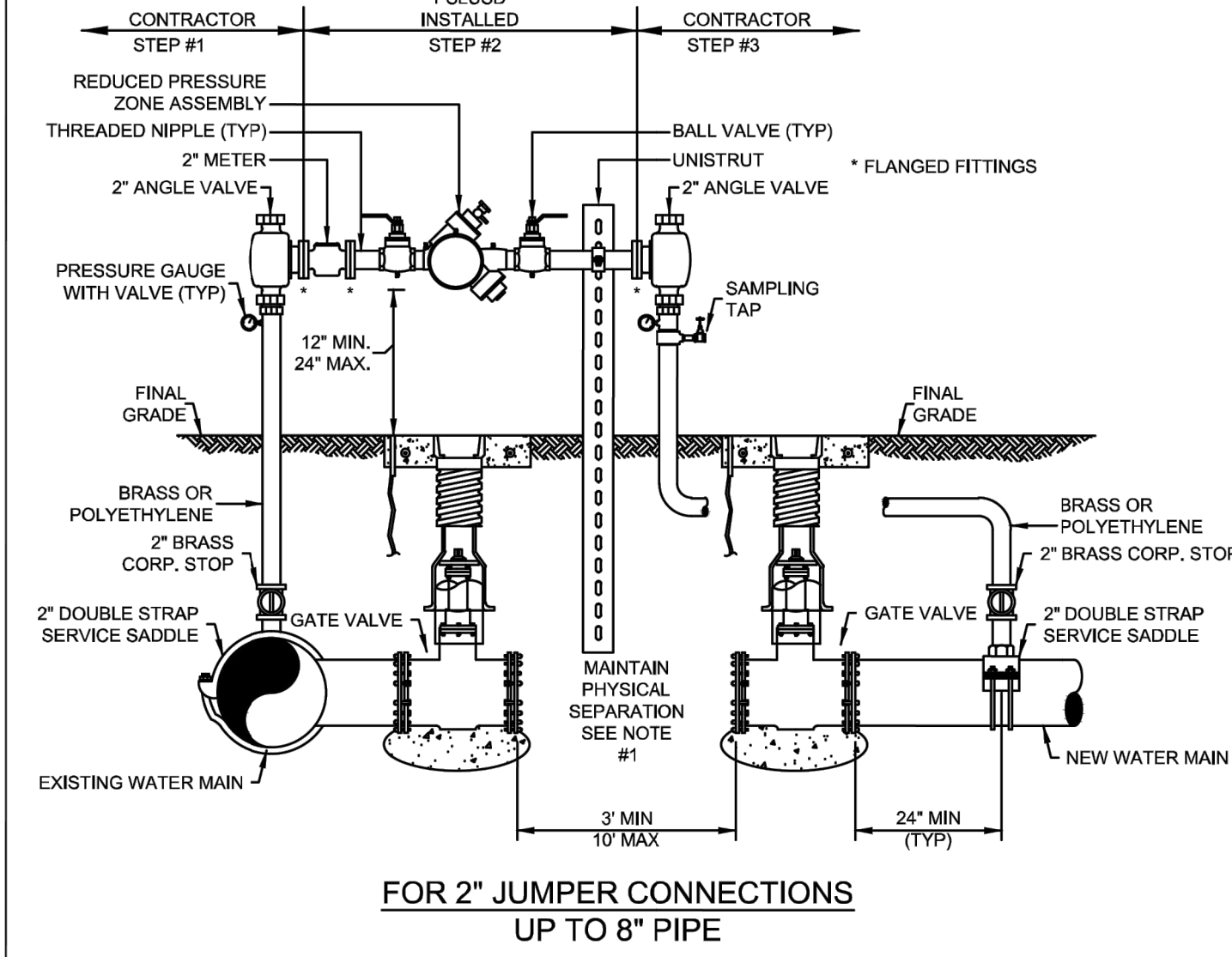


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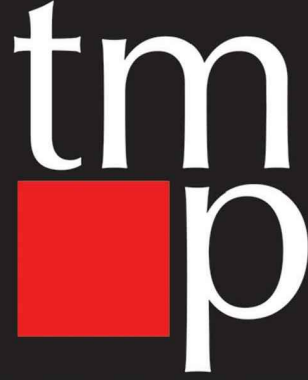


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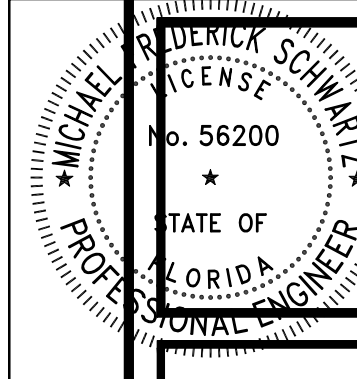
1. A TEMPORARY JUMPER CONNECTION SHALL BE PROVIDED IN ACCORDANCE WITH THIS DETAIL WHEN AN EXISTING PSLUSD WATER MAIN WILL BE USED FOR FILLING, FLUSHING OR PIGGING A NEWLY CONSTRUCTED POTABLE WATER, WASTEWATER FORCE MAIN OR RECLAIMED WATER MAIN. A DIRECT CONNECTION SHALL NOT BE MADE UNDER ANY CIRCUMSTANCES. THE SIZE OF THE JUMPER CONNECTION SHALL BE SPECIFIED BY THE ENGINEER-OF-RECORD (EOR) BASED ON VELOCITY REQUIRED TO FLUSH THE MAIN.
2. THE CONTRACTOR SHALL CONTACT THE PSLUSD REGARDING SCHEDULING OF REQUIRED INSPECTIONS RELATING TO THE CONNECTION. PSLUSD INSPECTIONS ARE SPECIFICALLY REQUIRED FOR TIE-INS OR WET TAPS TO EXISTING MAINS, JUMPER INSTALLATION, FLUSHING, PIGGING, PRESSURE TESTING, DISINFECTION, SAMPLING, PLUGGING OF SAMPLING POINTS AND PERMANENT CONNECTION OF THE NEW MAIN. THE CONTRACTOR SHALL FOLLOW ALL PROCEDURES STRICTLY IN ACCORDANCE WITH THE PSLUSD UTILITY STANDARDS MANUAL.
3. THE TEMPORARY JUMPER ASSEMBLY (FLANGE TO FLANGE) WILL BE SUPPLIED, INSTALLED AND TESTED BY THE PSLUSD. IN COORDINATION WITH THE EOR AND CONTRACTOR, OTHER MATERIALS AND INSTALLATION REQUIRED FOR THE CONNECTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL DISINFECT THE PIPE AND FITTINGS USED TO MAKE THE CONNECTION BY SPRAYING AND SWABBING WITH CHLORINE AS NECESSARY. A SUPPORT SHALL BE PROVIDED FOR THE ASSEMBLY AS NECESSARY. THE UNDERGROUND FITTINGS SHALL BE RESTRAINED MECHANICAL JOINT TYPE. ALL MATERIALS SHALL BE PER THE PSLUSD APPROVED QUALIFIED PRODUCTS LIST. THE JUMPER CONNECTION SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE ASSEMBLY IS REMOVED BY THE PSLUSD. THE VALVES SHALL BE OPERATED BY PSLUSD PERSONNEL ONLY.
4. ALL NEW WATER MAINS SHALL BE DOUBLE-PIGGED, FLUSHED, PRESSURE TESTED AND DISINFECTED. NEW MAIN SHALL NOT BE PLACED INTO SERVICE UNTIL THE BACTERIOLOGICAL TEST RESULTS ARE SATISFACTORY AND A WRITTEN APPROVAL HAS BEEN OBTAINED FROM THE PSLUSD.
5. PIGGING AND FLUSHING SHALL BE PERFORMED BY THE CONTRACTOR IN THE PRESENCE OF A PSLUSD INSPECTOR. WATER MAINS SHALL BE PRESSURE TESTED AFTER FLUSHING AND PRIOR TO DISINFECTION. ALL VALVES SHALL REMAIN CLOSED DURING THE PRESSURE TEST AND WILL NOT BE OPENED UNTIL THE RESULTS OF PRESSURE TESTING AND BACTERIOLOGICAL TESTING ARE SATISFACTORY AND THE SYSTEM HAS BEEN ACCEPTED FOR OPERATION BY THE PSLUSD. ALL VALVES SHALL BE CLOSED BY PSLUSD PERSONNEL AFTER FLUSHING AND SHALL REMAIN CLOSED DURING THE PRESSURE TEST.
6. DISINFECTION OF POTABLE WATER MAINS SHALL BE CONDUCTED IN ACCORDANCE WITH AWWA C651. A MINIMUM PRESSURE OF 20 PSI SHALL BE MAINTAINED IN THE NEW MAIN AFTER DISINFECTION.
7. CONNECTION TO EXISTING WATER MAINS SHALL NOT BE MADE PRIOR TO BACTERIOLOGICAL CLEARANCE.
8. UPON WRITTEN APPROVAL, THE SAMPLING POINTS SHALL BE REMOVED AND PLUGGED BY THE CONTRACTOR. THE CONTRACTOR SHALL MAKE THE PERMANENT CONNECTION IN THE PRESENCE OF A PSLUSD INSPECTOR. THE PIPE AND FITTINGS FOR CONNECTION SHALL BE DISINFECTED BY SPRAYING AND SWABBING WITH CHLORINE.
9. THE JUMPER ASSEMBLY (FLANGE TO FLANGE) WILL BE REMOVED BY THE PSLUSD IN COORDINATION WITH THE CONTRACTOR. THE CONTRACTOR SHALL REMOVE THE REST OF THE JUMPER CONNECTION PIPING AND PLUG THE CORPORATION STOP VALVES.



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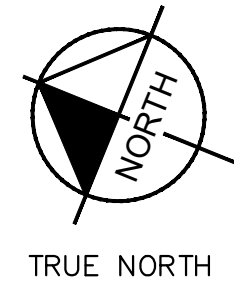
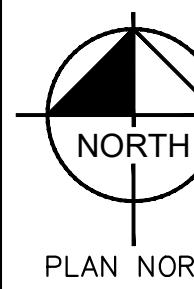
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**HCA FLORIDA ST. LUCIE HOSPITAL
PARKING GARAGE**
1800 SE TIFFANY AVE, PORT ST. LUCIE, FL 34952

HCA Project No. 3099800023



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NO.	DESCRIPTION	DATE

DR. BY	RT
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C523