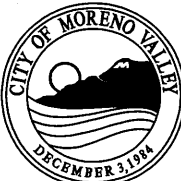

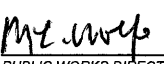


GRAHAM STREET TO HEACOCK STREET AND INDIAN STREET TO PERRIS BOULEVARD

NOTES:

- 1.) ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED WHEN AN ARTERIAL HIGHWAY COINCIDES WITH AN ADOPTED ROUTE FOR AN ADDITIONAL PUBLIC FACILITY (I.E., PEDESTRIAN, BICYCLE, OR EQUESTRIAN TRAIL), OR FOR A SCENIC HIGHWAY.
- 2.) THICKNESS OF PAVEMENT SECTION TO BE DETERMINED BY R VALUE TESTING PER CALTRANS DESIGN METHOD TEST 301 WITH RECOMMENDED SAFETY FACTOR, MINIMUM 0.50' AC / 1.50' CAB. AC SHALL BE PLACED IN LIFTS, AND THICKNESS OF EACH LIFT SHALL NOT EXCEED 3".
- 3.) MINIMUM T.I. = 10.
- 4.) PCC PAVEMENT DESIGN IS TO BE BASED ON SOIL SUBGRADE STRENGTH PARAMETERS WITH A MINIMUM PCC FLEXURAL STRENGTH OF 600 PSI AT 28 DAYS UTILIZING CONCRETE COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS.
- 5.) MEDIANNOT IS AN INTEGRAL COLOR PCC TURN LANE. EXISTING COLOR IS ANTIQUE CORK BY L.M. SCOFIELD COMPANY.

NOT TO SCALE

	RECOMMENDED: <div style="text-align: center;">  DIVISION MANAGER </div>	8/29/18 DATE	<h2 style="margin: 0;">CITY OF MORENO VALLEY</h2> <p style="margin: 0;">PUBLIC WORKS DEPARTMENT - TRANSPORTATION ENGINEERING DIVISION</p>	
	APPROVED: <div style="text-align: center;">  PUBLIC WORKS DIRECTOR / DATE CITY ENGINEER </div>		<h3 style="margin: 0;">SUNNYMEAD BOULEVARD</h3> <p style="margin: 0;">(GRAHAM STREET TO HEACOCK STREET) (INDIAN STREET TO PERRIS BOULEVARD)</p>	
			STANDARD PLAN <h3 style="margin: 0;">MVSI-104D-0</h3> <p style="margin: 0;">SHEET 4 OF 5</p>	