DESIGN POLICY

ANY CHANGES TO THE FOLLOWING REQUIRES PRIOR APPROVAL BY THE CITY ENGINEER:

STREET DESIGN

- GRADES: 1% TO 9% FOR ARTERIALS, 12 % MAXIMUM FOR LOCALS AND COLLECTORS (SEE ROADWAY DESIGN STANDARD PLAN MVSI-160C); EXCEPT AT INTERSECTIONS, WHERE GRADES SHALL NOT EXCEED 4% ON THROUGH STREETS FOR 100 FEET BEFORE THE CURB RETURNS, AND 2% ON SIDE (CONNECTING) STREETS FOR 50 FEET BEFORE THE CURB RETURNS.
- MINIMUM GRADES: 1% MINIMUM UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. HOWEVER, ABSOLUTE MINIMUM GRADE SHALL BE NO LESS THAN 0.65%.
- GRADE BREAKS: 0.5% MAXIMUM, EXCESS OF 0.5% REQUIRES 100' MINIMUM VC. 50' MINIMUM BETWEEN GRADE BREAKS. GRADE BREAKS SHALL NOT EXCEED 0.5% TOTAL IN 200'.
- PROFILE MAXIMUM GRADIENT ADJACENT TO CROSS GUTTER: 2.50%.
- CHANGE IN PROFILE GRADES SHOULD NOT EXCEED 6% THROUGH VERTICAL CURVE.
- STREET STRUCTURAL SECTION SHALL BE PER CITY STANDARD OR SOIL ENGINEERS RECOMMENDATION, WHICHEVER IS GREATER.
- NO CROSS GUTTER AT INTERSECTION OF ARTERIAL STREETS WHERE CATCH BASINS CAN BE INSTALLED UPSTREAM.
- THE PAVEMENT CROSS SLOPE/GRADE ALONG THE ALIGNMENT OF ALL PEDESTRIAN CROSSWALKS MUST NOT EXCEED 1.5% OR PER LATEST ADA REQUIREMENTS.
- ALL PAVEMENT REPAIR SURFACE COURSE SHALL BE PG 64-16 ASPHALT RUBBER HOT MIX (ARHM-GG-C) OR AS APPROVED BY THE CITY ENGINEER. SEE CITY STANDARDS No MVSI-132, A THROUGH F.

STREET CROSS SLOPE

- GRADES: 1.7% MINIMUM, 2% STANDARD (ALL NEW STREETS), 3.5% MAXIMUM.
- WIDENING OR JOINING EXISTING STREET REQUIRES COPY OF WORK SHEET SHOWING PROPOSED AND EXISTING X-SLOPES, ELEVATIONS, ETC., CROSS SECTIONS TO BE TAKEN EVERY 50 FEET.

STREET ALIGNMENT

- CENTERLINE RADIUS: SEE STANDARD No MVSI-160C.
- STREET INTERSECTIONS AND STREET/DRIVEWAY INTERSECTIONS: 90° ± 5°.
- 0+00: TO BE GOOD, KNOWN POINT, PREFER CENTERLINE INTERSECTION.
- STATIONING: WEST TO EAST AND NORTH TO SOUTH, PREFER LEFT TO RIGHT ON DRAWING.
- 100 FEET TANGENT BETWEEN HORIZONTAL CURVES.

STORM DRAINS (REFER TO RIVERSIDE COUNTY FLOOD CONTROL DISTRICT DESIGN MANUAL FOR ALL OTHER CRITERIA)

- MATERIAL: RCP, OR AS APPROVED BY THE CITY ENGINEER.
- SIZE: 24" MINIMUM MAINLINE, 24" MINIMUM CATCH BASIN LATERAL.
- SLOPE: 0.003 MINIMUM MAINLINE , 0.005 MIN ALL OTHERS AND SHOW HGL.
- SUBMIT ANY CALCULATIONS USED (CATCH BASIN SIZING, HYDROLOGY, ETC.).
- ALL STORM DRAIN SYSTEMS (AND LATERALS) SHALL BE DESIGNED TO A 100-YEAR STORM EVENT, UNLESS PRIOR APPROVAL BY THE CITY ENGINEER IS GIVEN.
- CATCH BASINS SHALL HAVE A MINIMUM OF 1.0' OF FREEBOARD AT THE CURB OPENING ABOVE THE HGL.

STREET CAPACITY

- ALL DEPTHS OF WATER ARE NOT TO EXCEED ROW ELEVATION FOR 100YR FLOOD AND DEPTHS OF WATER FOR 10YR FLOOD ARE NOT TO EXCEED TOP OF CURB ELEVATION. HOWEVER, ONE LANE OF TRAFFIC FLOW IN EACH DIRECTION OF TRAVEL MUST REMAIN OPEN ALONG ARTERIAL STREETS AND ABOVE AND 12' TRAVEL PATH ON LOCAL AND COLLECTOR STREETS DURING THE 100 YR FLOOD EVENT. ALL EXCESS FLOWS THAT DO NOT MEET THIS CRITERIA MUST BE CAPTURED IN A STORM DRAIN SYSTEM.

MONUMENTATION

- ALL MONUMENTS SHALL BE INSTALLED PER STANDARD PLANS MVSI-170-0 SERIES.
- NAIL AND TAG ON TOP OF CURB AT ALL PROPERTY LINE PROLONGATIONS.
- CENTERLINE TIE SHEETS REQUIRED AT COMPLETION OF WORK (8 1/2" x 11" MYLAR) TRACTS AND COMMERCIAL PARCEL MAPS AND/OR WHEN NEW INTERSECTION STREETS ARE CREATED.

CURB RETURN / HEIGHTS

- RADIUS: 25 FEET MINIMUM FOR LOCAL STREETS, 35' FOR INDUSTRIAL AND ABOVE, 50' AT INTERSECTION OF 2 TRUCK ROUTES.
- ELEVATIONS: SHOW BCR, 1/4, 1/2, 3/4, DELTAS , AND ECR.
- DIFFERENCE IN BCR ELEVATION AND ECR ELEVATION SHOULD NOT EXCEED 2 FEET, PREFER 1.5 FOOT, MAXIMUM.
- 6 INCH CURB FACE IN RESIDENTIAL.
- 8 INCH CURB FACE ON INDUSTRIAL COLLECTORS AND ABOVE.
- GUTTER HIKEUP AND ADJACENT ROADWAY PAVEMENT AT CURB RAMP MUST MEET ADA REQUIREMENTS.

NOT TO SCALE

CITY OF MORENO VALLEY DECEMBER 1, 1984	RECOMMENDED: MDL DIVISION MANAGER 10/13/20 DATE APPROVED: PUBLIC WORKS DIRECTOR / CITY ENGINEER 10/29/20 DATE	CITY OF MORENO VALLEY PUBLIC WORKS DEPARTMENT - LAND DEVELOPMENT DIVISION DESIGN POLICY	STANDARD PLAN MVSI-160A-2 SHEET 1 OF 3