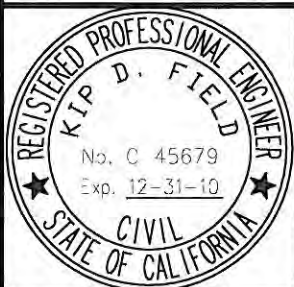


ACCESS ALLOWED	PARKING	A	B	C
ONE SIDE	NONE	24'	12'	12'
ONE SIDE	ONE SIDE	30'	12'	18'
ONE SIDE	BOTH SIDES	36'	18'	18'
BOTH SIDES	NONE	26'	13'	13'
BOTH SIDES	ONE SIDE	32'	14'	18'
BOTH SIDES	BOTH SIDES	36'	18'	18'

DESIGN CRITERIA

1. THE DESIGN SPEED SHALL BE 20 MPH.
2. A MINIMUM DISTANCE OF 90 FEET SHALL BE PROVIDED BETWEEN THE CENTERLINES OF PRIVATE WAYS.
3. "W" IS MEASURED FROM BACK OF CURB TO BACK OF CURB.
4. THE MINIMUM WIDTH OF "A" SHALL BE 28 FEET IN VERY HIGH FIRE HAZARD SEVERITY ZONES.
5. SEE STANDARD PLAN 142 FOR SIDEWALK REQUIREMENTS AND DETAIL IF REQUIRED.
6. STRUCTURAL SECTION TO BE DETERMINED BY SOILS TEST AND APPROVED BY THE CITY ENGINEER. MINIMUM SECTION SHALL BE 0.25 FEET A.C. OVER 0.50 FEET A.B. FOR STREETS USING ONE LIFT OF 1/2 INCH DIAMETER AR4000 MEDIUM A.C., OR 0.35 FEET A.C. OVER 0.5 FEET A.B. FOR STREETS USING BASE COURSE OF 0.25 FEET A.C. WITH A FINISH COURSE OF 0.1 FEET A.C. THE FINAL LIFT SHALL CONSIST OF 1/2 INCH DIAMETER AR4000 MEDIUM. ALL LIFTS EXCEPT THE FINAL LIFT SHALL CONSIST OF 3/4 INCH DIAMETER AR4000 A.C.
7. THE MINIMUM GRADE SHALL BE 1.0% AT THE CENTERLINE UNLESS OTHERWISE APPROVED BY CITY ENGINEER.
8. SEE STANDARD PLAN NUMBER 135 FOR CURB AND GUTTER DETAIL.
9. THE MAXIMUM DEAD-END LENGTH WITH TURN-AROUND SHALL BE 1000 FEET MEASURED FROM THE CENTERLINE OF AN INTERSECTING PRIVATE WAY OR STREET.



APPROVED BY:
Kip D. Field 11/23/09
CITY ENGINEER DATE
KIP D. FIELD

CITY OF CORONA

PRIVATE WAY

REVISION	DESCRIPTION	BY	DATE

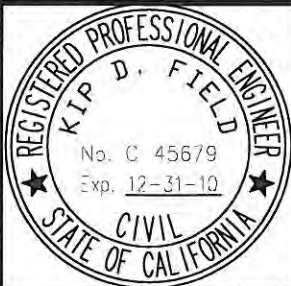
STANDARD PLAN NUMBER: **111**


DEFINITION

A PRIVATE WAY IS A LOW - SPEED ROADWAY FOR GENERAL CIRCULATION IN RESIDENTIAL NEIGHBORHOODS TO ACCESS RESIDENTIAL UNITS, GARAGES AND PARKING AREAS. THE MAXIMUM AVERAGE DAILY TRAFFIC ON A PRIVATE WAY SHALL NOT EXCEED 850 TRIPS.

NOTES

1. WHEN THE AVERAGE DAILY TRAFFIC ON THE PRIVATE WAY EXCEEDS 850 TRIPS THE ENTIRE PRIVATE WAY SHALL BE DESIGNATED A PRIVATE RESIDENTIAL STREET AND SHALL BE DESIGNED IN ACCORDANCE WITH CITY STANDARD PLAN 110 FOR RESIDENTIAL LOCAL STREETS.
2. THE LATEST EDITION OF THE ITE MANUAL SHALL BE USED IN DETERMINING AVERAGE DAILY TRAFFIC ON A PRIVATE WAY.
3. AN EASEMENT FOR SIDEWALK PURPOSES SHALL BE DEDICATED TO THE HOME OWNERS ASSOCIATION ON THE PRIVATE WAY IN AREAS WHERE ON STREET PARKING IS PROPOSED AND IN AREAS REQUIRED TO MAINTAIN CONTINUITY IN THE PEDESTRIAN CIRCULATION NETWORK.
4. DRIVEWAYS SERVING ONE RESIDENTIAL UNIT SHALL BE CONSTRUCTED IN CONFORMANCE WITH STANDARD PLAN 128.
5. DRIVEWAYS SERVING A PRIVATE COURT SHALL BE CONSTRUCTED IN CONFORMANCE WITH STANDARD PLAN 128.
6. ALL PEDESTRIAN ACCESS LOCATIONS SHALL CONFORM TO THE LATEST TITLE 24 AND AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS.
7. WHEN A PRIVATE WAY INTERSECTS WITH A PRIVATE OR PUBLIC STREET NO PARKING SHALL BE PERMITTED WITHIN 20' OF ECR OR BCR ON THE PRIVATE WAY.
8. NO LANDSCAPING OR STRUCTURES WITHIN THE LIMITED USE AREA SHALL EXCEED 30 INCHES IN HEIGHT ABOVE THE ADJACENT TOP OF CURB (SEE STANDARD PLAN 119 & 120 FOR DETERMINATION OF LIMITED USE AREA).
9. TOE OF SLOPES SHALL NOT ENCROACH INTO THE LIMITED USE AREA.
10. PRIVATE WAY TO PRIVATE WAY OR LOCAL STREET INTERSECTION SHALL HAVE A MINIMUM RADIUS OF 20 FEET.



APPROVED BY:

 11/23/09
 CITY ENGINEER DATE
 KIP D. FIELD

CITY OF CORONA

PRIVATE WAY

REVISION	DESCRIPTION	BY	DATE

STANDARD PLAN NUMBER: **111** SHT 2 OF 2