

Street Design Criteria

PROPOSED SECTION – FANITA DEVELOPMENT PLAN		ADT RANGE (Santee Mobility Element Equivalent)	Estimated ADT	DESIGN SPEED MPH	TRAVEL LANES	BIKE LANE	PARKING	MEDIAN WIDTH (FT)	CURB TO CURB (FT)	ROW (FT)	MAX GRADE % (f)	MAX GRADE % THROUGH INTERSECTION	MAX CENL INTERSECTION ANGLE (DEG)	MIN. CENL (e) RADIUS (FT) STD. CROWN/FULL SUPER	MIN. TRAFFIC INDEX	STOPPING SIGHT DISTANCE
NO.	NAME															
1	FANITA PARKWAY 4 LANE PARKWAY	15,000-40,000 4-Lane Parkway/ Major Arterial City Std. Optn. 2	15,460	50 ^(a)	4-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14 ^(b) RAISED	68', 76'	89', 97'	7	5	10	1400/850	8.5	430'
1a	FANITA PARKWAY 3 LANE PARKWAY	15,000-40,000 4-Lane Parkway/ Major Arterial City Std. Optn. 2	15,130	50 ^(a)	2-12' + 1-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14 ^(b) RAISED	57', 65'	89'-97'	7	5	10	1400/850	8.5	430'
2 Offsite	CUYAMACA STREET 4 LANE MAJOR ARTERIAL	15,000-40,000 4-Lane Major Arterial	18,630	50	4-12'	CLASS II	EMERGENCY, BOTH SIDES	14' RAISED	82'	102'	7	5	10	1400/850	8.5	430'
3 On & Offsite	CUYAMACA STREET 2 LANE PARKWAY TYPE I	5,000-15,000 2-Lane Parkway w/ TWLTL	13,920	40 ^(d)	2-12'	CLASS II	EMERGENCY, BOTH SIDES	10 ^(b) RAISED	52', 56'	70', 74'	12	5	10	800/550	8.0	300'
4	FANITA PARKWAY 2 LANE PARKWAY TYPE II	5,000-15,000 2-Lane Parkway w/ TWLTL	12,350	40 ^(d)	2-12'	CLASS I & II	EMERGENCY, BOTH SIDES	14 ^(b) RAISED	48', 56'	69', 77'	12	5	10	800/550	8.0	300'
5	FANITA PARKWAY 2 LANE PARKWAY TYPE III	5,000-15,000 2-Lane Parkway w/ TWLTL	9,730	40 ^(d)	2-12'	CLASS I & II	YES ONE SIDE, EMERGENCY ONE SIDE	10' RAISED	57'	83'	10	5	10	800/550	8.0	300'
6	RESIDENTIAL COLLECTOR TYPE I	4,000-10,000 Residential Collector/ 2-Lane Parkway	7,400	35 ^(d)	2-12'	CLASS II	YES ONE SIDE	10' PAINTED	53'	59', 69'	13	5	10	610/400	7.5	250'
7	RESIDENTIAL COLLECTOR TYPE II	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,480	35 ^(a)	2-12'	CLASS II	EMERGENCY, BOTH SIDES	6' RAISED	48'	62'	15	5	10	610/400	7.5	250'
8	RESIDENTIAL COLLECTOR TYPE III	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,480	35 ^(d)	2-12'	CLASS II	EMERGENCY, BOTH SIDES	14' RAISED	56'	78', 83'	12 ^(a)	5	10	610/400	7.5	250'
9 Offsite	MAGNOLIA AVENUE COLLECTOR TYPE IV	4,000-10,000 Collector/ 2-Lane Parkway	6,310	35 ^{(a)(b)}	2-13'	CLASS II	YES, BOTH SIDES	12' PAINTED	52'	67'	12	5	10	610/400	7.5	250'
10	CUYAMACA STREET RESIDENTIAL COLLECTOR TYPE V	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,180	35 ^{(a)(b)}	2-12'	CLASS II	EMERGENCY, BOTH SIDES	10' RAISED	52'	75'	15 ^(a)	5	10	610/400	7.5	250'
11	VILLAGE COLLECTOR	4,000-10,000 Residential Collector/ 2-Lane Parkway	6,180	35 ^(d)	2-12.5'	N/A	YES, BOTH SIDES ^(c)	N/A	64'	88'	10	5	10	610/400	7.5	250'
12	RESIDENTIAL COLLECTOR TYPE VII	4,000-10,000 Residential Collector/ 2-Lane Parkway	4,300	25 ^(d)	2-12'	N/A	YES, BOTH SIDES	N/A	40'	62', 63'	12 ^(a)	5	10	200	7.5	160'
13	VILLAGE STREET TYPE I	2,200 (LOCAL)		25	2-12'	N/A	YES, BOTH SIDES	20' RAISED	60'	80'	12	5	10	200	5.0	160'
14	VILLAGE STREET TYPE II	2,200 (LOCAL)		25	1-12.5'+ 1-10'	N/A	YES, BOTH SIDES	N/A	50'	70'	12	5	10	200	5.0	160'
15	VILLAGE STREET TYPE III	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES	N/A	36'	56'	12	5	10	200	5.0	160'
16	RESIDENTIAL STREET	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES ^(c)	N/A	36'	57', 58', 62'	15 ^(a)	5	10	200	5.0	160'
17	RESIDENTIAL STREET	2,200 (LOCAL)		25	2-10'	N/A	YES, BOTH SIDES ^(c)	N/A	42'	VARIES PER PLAN	15 ^(a)	5	10	200	5.0	160'
18	PRIVATE RESIDENTIAL STREET	2,200 (LOCAL)		25	2-12'	N/A	YES, ONE SIDE	N/A	32'	70 ^(b)	12	5	10	200	5.0	160'
19	PRIVATE RESIDENTIAL STREET	1,100 (PRIVATE)		15	2	N/A	SEE PLAN	N/A	VARIES PER PLAN	VARIES PER PLAN	12	5	10	35	5.0	100'
20	PRIVATE RESIDENTIAL DRIVEWAY	1,100 (PRIVATE)		15	2	N/A	N/A	N/A	VARIES PER PLAN	VARIES PER PLAN	12	5	10	35	5.0	100'

NOTES:

- A. THE STREETS WITH A GRADIENT EXCEEDING 12% SHALL BE PCC IN ACCORDANCE WITH PUBLIC WORKS STANDARDS, CITY OF SANTEE.
- B. MEDIAN WIDTH MAY BE REDUCED TO 6' IN THE VICINITY OF WETLAND AND/OR BIOLOGICAL IMPACTS PROVIDED THE REQUIRED TURN POCKETS FUNCTION PROPERLY. PARKWAY AND MEDIAN MAY HAVE UP TO A 4:1 SLOPE WHERE SHOWN ON PLANS.
- C. PARKING MAY BE ELIMINATED ON ONE SIDE WHERE SHOWN ON PLANS.
- D. ENTRY DESIGN SPEED OF A ROUNDABOUT SHALL BE 20 MPH.
- E. CURVE RADII SHOWN ARE PER CALTRANS TABLE 202.2 ASSUMING STANDARD CROWN SECTION. MINIMUM CENTERLINE RADIUS ON SUPER ELEVATED STREETS SHALL BE PER CITY OF SANTEE PUBLIC WORKS STANDARDS TABLE A.
- F. LIGHTED SAG VERTICAL CURVES CALCULATED AS $L=0.0215AV^2$ MAY BE USED ON ANY STREET PROVIDED THAT STREET LIGHTS ARE INSTALLED TO THE SATISFACTION OF THE DIRECTOR OF DEVELOPMENT SERVICES.
- G. PARKWAY – PARKWAY IS DEFINED BY THE CITY OF SANTEE MOBILITY ELEMENT AS “ROADWAYS REQUIRING UNIQUE DESIGN APPLICATIONS WHERE STANDARD DESIGNS CANNOT BE UTILIZED BECAUSE OF STEEP TERRAIN, RIGHT-OF-WAY CONSTRAINTS, SPECIAL DEVELOPMENT NEEDS AND/OR OTHER SPECIAL CONDITIONS. DUE TO SIGNIFICANT VARIATION ALONG PARKWAY CROSS-SECTIONS, A TYPICAL CROSS-SECTION IS NOT PROVIDED.”
- H. THE FANITA RANCH DEVELOPMENT PLAN USES CALTRANS STANDARDS FOR HORIZONTAL AND VERTICAL DESIGN GEOMETRY BASED ON THE ASSIGNED DESIGN SPEED FOR EACH ROADWAY TYPE. UNLESS OTHERWISE NOTED STREET DESIGN SHALL CONFORM TO CITY OF SANTEE STANDARDS.
- I. EXISTING 70' ROADWAY EASEMENT.
- J. THE DESIGN SPEED OF MAGNOLIA AVENUE BETWEEN PRINCESS JOANN ROAD AND CUYAMACA STREET IS 40 MPH; HOWEVER, THE VERTICAL GRADE DOES NOT MEET THE 40 MPH DESIGN SPEED DUE TO CONDITIONS (TERRAIN CONSTRAINTS) FOR WHICH A DESIGN VARIANCE IS PROVIDED ON THE VESTING TENTATIVE MAP.

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