

City of Merced
Summary of Streets and Highway Standards *

ROAD CLASSIFICATION	RIGHT-OF-WAY	# OF LANES	DRIVEWAY ACCESS RESTRICTIONS	STREET INTERSECTION SPACING	PARKING	TRAFFIC INDEX
Expressway	150 ft.	6-8	Full	1 mile	No	9.0
Major Arterial	128 ft.	4-6	Full	1/4 - 1/2 mile	No	8.5
Arterial	128 ft.	4-6	¹ Partial	1/4 - 1/2 mile	No	8.5
Divided Arterial	118 ft.	4-6	¹ Partial	1/4 - 1/2 mile	No	8.5
Minor Arterial	94 ft.	2-4	¹ Partial	1/8 - 1/4 mile	Generally Not Permitted	7.0
Major Collector	² 68-74 ft.	2-4	³ Partial	As needed	³ Permitted in Selected Areas	7.0
Collector	68 ft.	2	⁴ Partial	As needed	⁴ Permitted in Selected Areas	6.5
Local	49-60 ft.	2	No	As needed	Permitted	See ST-1
Transitway	⁵ Varies	2-6	⁵ Varies	⁵ Varies	⁵ Varies	8.5

¹ Generally no direct access to adjacent property. Right-turn-in/right-turn-out local streets or combined access driveways may be permitted at the City's discretion at $\frac{1}{8}$ mile points.

² Less (68 feet) right-of-way (ROW) may be permitted where supported by traffic analysis to assure that the narrower street would not be overloaded. Analysis would include trip generation and distribution based on existing and future land use and circulation system. Additional width may be necessary at intersections where analysis shows need for turn lane(s).

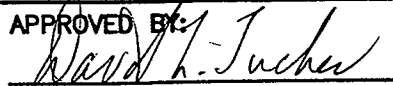
³ Generally no direct access (fronting lots and residential driveways) allowed.

⁴ Fronting lots would be permitted on Collectors where a traffic analysis shows daily traffic volumes will not exceed 1,500 vehicles under ultimate conditions. Driveways or other direct access and parking are to be avoided if feasible within 300 feet of existing signalized intersection or an intersection with realistic prospects for future signalization.

⁵ There are different kinds of transitways, depending on their function. Some segments will allow buses only (refer to Bellevue Ranch Master Development Plan) while others will function as normal arterials except they will offer exclusive "High-Occupancy Vehicle" lanes.

NOTE: These are general standards appropriate for most situations. Higher standards may be required based on detailed design studies. Expanded ROW's may be required at intersections to accommodate turn lanes. On-street parking may be deleted if adequate, convenient off-street parking is provided in a subdivision design. A subdivision design deleting on-street bicycle lanes may be permitted if an adequate, convenient Class I bicycle path(s) is available (subject to possible reimbursement and/or maintenance costs for existing system).

* Table 4.3, page 4-86 of the 2015 GENERAL PLAN

ENGINEERING DEPARTMENT			CITY OF MERCED, CA.		
SUMMARY OF STREET STANDARDS					ST-2E
DRAWN: KGE	APPROVED BY: 		DATE: 01/22/02		
DATE:	CITY ENGINEER				
REVISED: 11/01					
					SHEET OF