

The accompanying table (*Table 4.2*) and representative cross-sections which follow summarize the characteristics of roadway categories. (*More detailed design standards and additional cross-sections are described*

*in Section 4.8.1.*) Specific design requirements are found in the City of Merced’s Standard Designs of Common Engineering Structures, which are amended on a regular basis.

**Table 4.2  
City of Merced  
Summary of Street and Highway Standards**

| <b>Road Classification</b>                   | <b>Right-of-Way</b>   | <b># of Lanes</b> | <b>Driveway Access Restrictions</b> | <b>Street Intersection Spacing</b> | <b>Parking</b>                           |
|--|-----------------------|-------------------|-------------------------------------|------------------------------------|--|
| Expressway (Atwater-Merced & Campus Parkway) | 150                   | 4-6               | Full                                | 1/2 – 1 mile                       | No                                       |
| Major Arterial                               | 128 feet              | 4-6               | Full                                | 1/4 - 1/2 mile                     | No                                       |
| Arterial                                     | 128 feet              | 4-6               | <sup>1</sup> Partial                | 1/4 - 1/2 mile                     | No                                       |
| Divided Arterial                             | 118 feet              | 4-6               | <sup>1</sup> Partial                | 1/4 - 1/2 mile                     | No                                       |
| Minor Arterial                               | 94 feet               | 2-4               | <sup>1</sup> Partial                | 1/8 - 1/4 mile                     | Generally Not Permitted                  |
| Major Collector                              | <sup>2</sup> 68-74 ft | 2-4               | <sup>3</sup> Partial                | As needed                          | <sup>3</sup> Permitted in Selected Areas |
| Collector                                    | 68 ft                 | 2                 | <sup>4</sup> Partial                | As needed                          | <sup>4</sup> Permitted in Selected Areas |
| Local  | <sup>5</sup> 51-62 ft | 2                 | No                                  | As needed                          | Permitted                                |
| Transitway                                   | <sup>6</sup> Varies   | 2-6               | <sup>6</sup> Varies                 | <sup>6</sup> Varies                | <sup>6</sup> Varies                      |

<sup>1</sup> 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 1/8 mile points.

<sup>2</sup> Less (68 feet) right-of-way (ROW) may be permitted where supported by a 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).

<sup>3</sup> Generally no direct access (fronting lots and residential driveways) allowed.

<sup>4</sup> 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

<sup>5</sup> 36 foot minimum distance required from curb to curb

<sup>6</sup> 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 or less standards may be permitted 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).

Currently adopted standards are contained in the City of Merced Standard Designs of Common Engineering Structures.