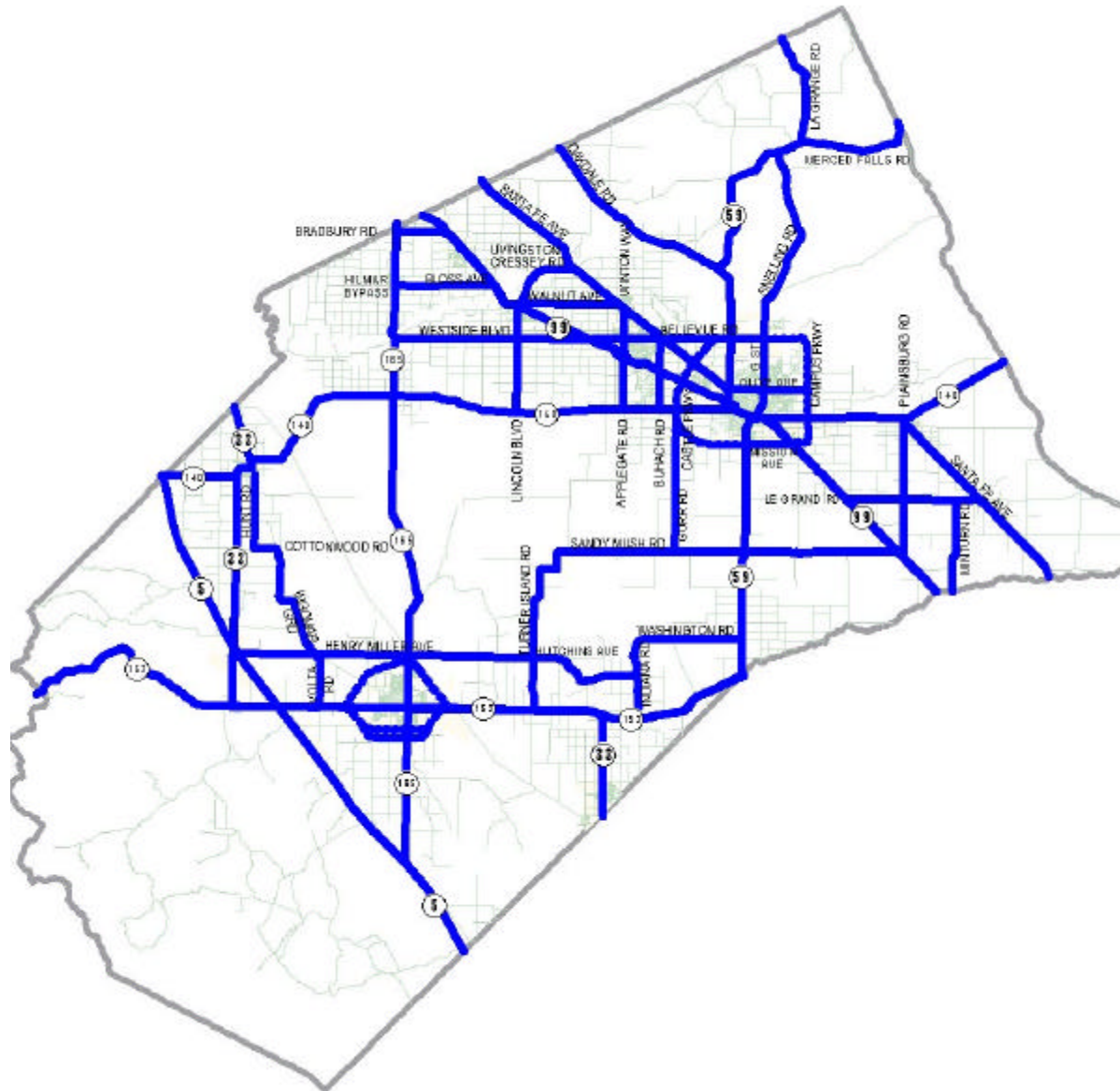


Figure 8: Regional Road Network



The Regional Road Network consists of the following roadways:

- All **State Highways** and Interstates.
 - Interstate 5, Highways 33, 59, 99, 140, 152, and 165
 - including any *future* realignments and bypasses
 - Highway 152 Los Banos Bypass
 - Highway 59 realignment between Atwater and Merced (aka Atwater-Merced Expressway)
 - Highway 59 realignment extension southwest of Merced
 - Highway 140 Gustine Truck Route / Bypass
 - Highway 165 Hilmar Bypass

- **Santa Fe Drive** – from Stanislaus County to Highway 59 – is an arterial, which connects Stanislaus to Winton, Atwater, Castle, and Merced.
- **Olive Avenue** – in Merced and the County, from Highway 59 / Santa Fe Drive to the future Campus Parkway – is an arterial serving large amounts of traffic from other jurisdictions such as the County and Atwater.
- **Lincoln Boulevard** – in the County, from Hwy. 165 to Peach Ave. – is a major collector, which connects westside jurisdictions to Livingston via Hwys 165 and 140.
- **Main St.** – in Livingston, from Peach Ave. to Hwy. 99 – is an arterial serving through traffic connecting westside jurisdictions and the county to Hwy. 99 and Livingston.
- **Livingston-Cressey Road** – in Livingston and the County, from Hwy. 99 to Santa Fe Drive – is an arterial and major collector, which connects northern Merced County to Livingston and Hwy. 99.
- **Applegate Rd.** – in the County and Atwater, from Hwy 140 to Bellevue Rd. – is a major collector and arterial connecting the westside to Atwater and Winton.
- **Winton Way** – in Atwater and the County, from Bellevue Rd. to Santa Fe Drive – is a major collector connecting Atwater to Winton.
- **Buhach Rd.** – in the County and Atwater, from Hwy 140 to Santa Fe Drive – is a major collector and an arterial connecting the westside to Atwater and Castle.
- **Walnut Ave.** – in the County, from Livingston to Santa Fe Drive – is a major collector connecting Livingston to Winton, north Atwater, and Castle.
- **Westside Boulevard** – in the County, from Hwy 165 to Hwy 99 – is a major collector connecting the westside to the eastside and Atwater and Merced.
- **Bloss Avenue** – in the County, from Hwy 165 to Hwy 99 – is a major collector connecting Hilmar and the westside to Livingston and Delhi.
- **Bellevue Road** – from Hwy 99 west of Atwater to Lake Rd. or Campus Parkway, including “gaps” which may be connected in the future – is a major collector and an arterial, which connects Atwater, Winton, Castle, Merced, and UC Merced.
- **G Street** – in Merced and the County, from Hwy 99 to Hwy. 59 – is an arterial and major collector, which serves through traffic and connects to UC Merced and the north.
- **Mission Ave.** – south of Merced, from Hwy. 59 to Hwy. 99 – is a major collector and future arterial, which will serve heavy interregional movements connecting these highways.
- **Santa Fe Avenue** from Plainsburg Rd. in Planada to the Madera County line – connects Le Grand to the rest of the network.
- **Plainsburg Road** – in the County, from Hwy. 99 to Hwy. 140 – is a major collector, which connects Planada and points east to Hwy. 99
- **Le Grand Road** – in the County, from Hwy. 99 to Santa Fe Ave. – is a major collector, which connects Le Grand and eastern Merced County to Hwy. 99.
- **Minturn Road** – in the County, from Le Grand Rd. to the Madera County line – is a major collector, which connects to Hwy. 99 and serves interregional movements.
- **Oakdale Road** – in the County, from Highway 59 to the Stanislaus County line – is a major collector, which connects to Stanislaus County and Oakdale.
- **La Grange Road** – in the County, from Highway 59’s termination in Snelling to the Stanislaus County line – is a major collector, which connects to the foothills and eventually Sonora.

- **Merced Falls Road** – in the County, from Highway 59’s termination in Snelling to the Mariposa County line – is a major collector, which connects to Lake McClure and Mariposa County.
- the future **Campus Parkway** from Highway 99 to end of route at Yosemite Ave. or UC Merced
- **Henry Miller Avenue** - east from Interstate 5 in Santa Nella, across State Route 165 to Turner Island Road (an important farm-to-market route and informal bypass of Los Banos).
- Los Banos to Gustine Route - an important route that connects farms to several packing plants from State Route 152 north along **Volta Road, Ingomar Grade, Cottonwood Road** and **Hunt Road** to Gustine.
- **Sandy Mush Road/Turner Island Road** - west from State Route 99, across State Route 59 to Turner Island Road and south to State Route 152. This is an important farm-to-market road and alternate route from Highway 99 to Los Banos.
- **Bradbury Road** - from its interchange with State Route 99 west to Highway 165.
- **Gurr Road** - from State Route 140 near the McSwain area to Sandy Mush Road.
- **Washington Road** - from Indiana Avenue to Highway 59.
- **Hutchins Road** – from Carlucci Road to Indiana Avenue.
- **Indiana Ave.** - from Highway 152 to Washington Road.
- **Merced Falls Road** – in the County, from Highway 59’s termination in Snelling to the Mariposa County line – is a major collector, which connects to Lake McClure and Mariposa County.
- Future extension of **Pioneer Road** to Volta Road.

HIGHWAYS, STREETS, AND ROADS

Most of the identified needs relate either directly or indirectly to the system of highways, streets, and roads. The passenger automobile is the method by which most travel occurs, however it is measured: time, cost, mileage, or trips. However, other modes – including transit, goods movement, and bicycle – are also dependent on the road system. Preserving the viability and capacity of this system is vital to the region’s economy and quality of life.

Maintenance of Existing System

There are approximately 435 miles of roadways on the Regional Road system in Merced County and approximately 330 of those miles are State Highways. Caltrans has set aside funds for maintenance of their system. The responsibility for maintenance on the remaining 105 miles of Regional Road system and the more than 2300 miles of off-system roads rest with the seven local jurisdictions.

A typical local two lane roadway costs approximately \$550,000 per mile to construct. The expected life of that facility is around 30 years, if no preventative maintenance is applied during the life of that road.