

# Freeway/Expressway Project Overview

September 2017



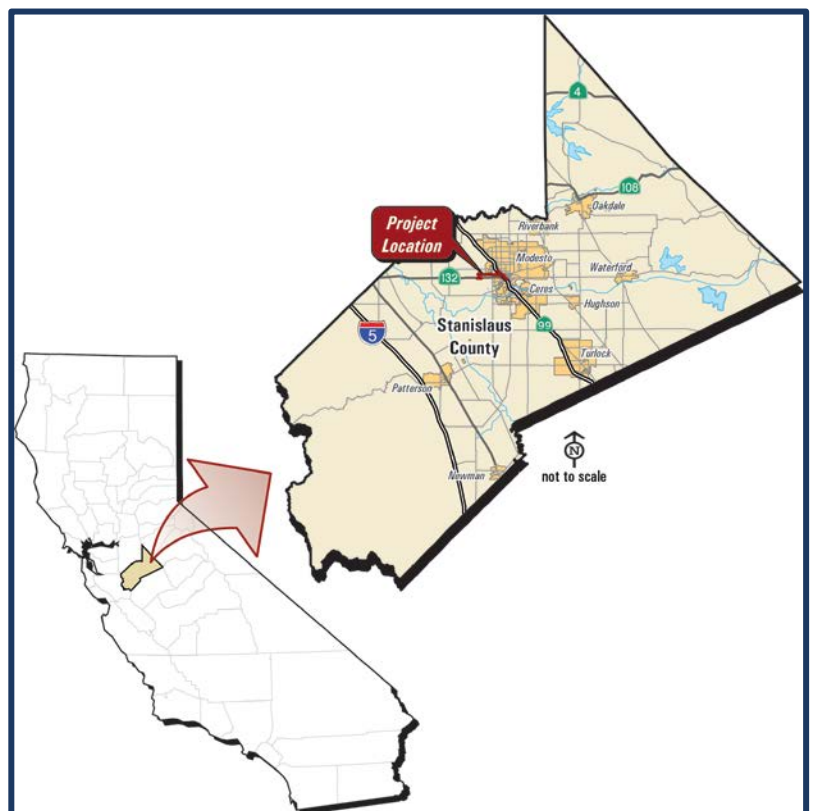
## STATE ROUTE 132 WEST

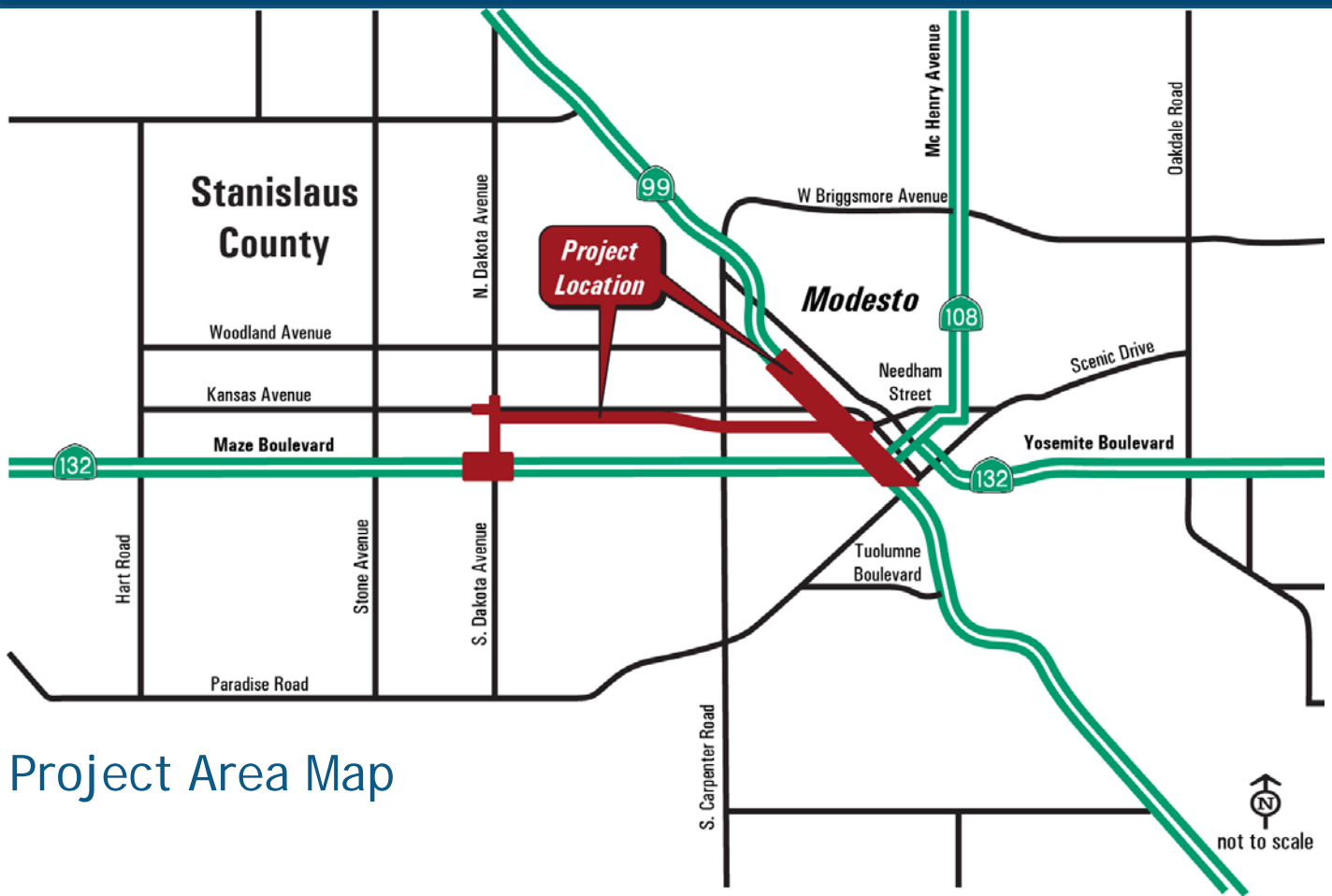


### Project Description

The purpose of the project is to improve regional and interregional circulation, relieve traffic congestion along existing State Route 132 (SR-132)/Maze Boulevard, and improve operations by creating a four-lane freeway/expressway on a new alignment connecting SR-132 with the City of Modesto.

The project would be built in two phases. It would begin at the intersection of existing SR-132/Maze Boulevard and North Dakota Avenue and extend north along North Dakota Avenue for roughly a half mile. South of Kansas Avenue, at the proposed intersection with North Dakota Avenue, the new alignment would extend east to State Route 99 (SR-99) at the proposed Needham Street overcrossing. The project would also make improvements to the 5th Street and 6th Street connections to SR-99 including restriping and the reduction of conflict points between SR-99 and 5th and 6th streets.





## Project Area Map

This project is a collaborative effort managed by the Stanislaus Council of Governments (StanCOG). Because State highways are involved, Caltrans serves as the lead agency under the California Environmental Quality Act and National Environmental Policy Act. Caltrans and StanCOG are working in cooperation with the City of Modesto, Stanislaus County, the California Department of Toxic Substances Control, and the Central Valley Regional Water Quality Control Board.

### Why is this project being considered?

The existing route is a flat, rural, two-lane, undivided conventional highway with shoulders and isolated left turn and right turn lanes. It passes through residential, commercial, and agricultural areas with posted speeds ranging between 25 mph and 50 mph. The proximity to schools, churches, businesses, and residences along Maze Boulevard make for slow-moving traffic, congestion during peak hours, potential conflicts with pedestrians and bikes, and a non-compatible truck route. The upgraded route will result in more efficient travel in the area.



## Caltrans Modesto Soil Stockpiles

The project area includes approximately 160,000 cubic yards of contaminated soil near the SR-132/SR-99 interchange. Soil sampling was conducted in 2012, and annual groundwater monitoring of ten wells within and adjacent to the soil stockpiles has been ongoing since 2012. Monitoring and sampling reports, as well as other reports associated with the soil stockpiles, are available on the project website; and a Draft Final Remedial Action Plan was circulated with the Draft Environmental Impact Report/Environmental Assessment for the proposed SR-132 West Freeway/Expressway Project.

### Alternatives and Project Phasing

The proposed project involves the phased construction of one of two build alternatives (Alternative 1 or Alternative 2) or the decision to implement a No-Build Alternative. Both build alternatives would include two phases (Phase 1: Expressway and Phase 2: Freeway). In Phase 1, slated for completion in 2020, a two-lane expressway would be constructed with full access control and grade separations at intersections between North Dakota Avenue to SR-99. A traffic signal and a second left turn lane will be added from eastbound Maze Boulevard to North Dakota Avenue. North of Maze Boulevard, the expressway would allow access from private driveways along North Dakota Avenue. The scope of Phase 1 is the same for both Alternatives 1 and 2.

Phase 2, slated for completion in 2028, would include the construction of a four-lane freeway from North Dakota Avenue to SR-99, with a partial interchange at North Carpenter Road. In Phase 2, the difference between Alternatives 1 and 2 is related to the SR-99 off-ramp configuration near Kansas Avenue. Alternative 1 would construct a southbound SR-99/Needham Street off-ramp. Alternative 2 would reconstruct the southbound SR-99/Kansas Avenue off-ramp.

Under the No-Build Alternative, SR-132/Maze Boulevard would remain a two-lane, conventional highway, as it is today.



## Current Schedule

Circulate Draft Environmental Impact Report/Environmental Assessment with Remedial Action Plan	Early 2017
Project Approval and Final Environmental Document	Early 2018
Phase 1 - Begin Construction	2019
Phase 1 - Open to Traffic	2020
Phase 2 - Begin Construction	2026
Phase 2 - Open to Traffic	2028



## Project Costs

Project funding comes from local, state, and federal sources. The construction cost estimate for Phase 1 is approximately \$82 million. The construction cost estimate for Phase 2 is approximately \$132 million. The total project cost is estimated at up to \$214 million. Escalated capital outlay support costs are estimated at approximately \$43 million. This would be in addition to the construction cost of \$214 million.

## Contact Information

For questions related to the environmental process or corresponding documents, please contact:

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