

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
BOARD ACTION SUMMARY

DEPT: Public Works

BOARD AGENDA #: C-2

AGENDA DATE: July 18, 2017

**SUBJECT:**

Approval to Adopt and Recommend to Caltrans Alternative 2 as the Locally Preferred Alternative for the State Route 132 West Expressway Project

**BOARD ACTION AS FOLLOWS:**

No. 2017-400

On motion of Supervisor Withrow, Seconded by Supervisor DeMartini  
and approved by the following vote,

Ayes: Supervisors: Olsen, Withrow, Monteith, DeMartini, and Chairman Chiesa

Noes: Supervisors: None

Excused or Absent: Supervisors: None

Abstaining: Supervisor: None

1)  Approved as recommended

2)  Denied

3)  Approved as amended

4)  Other:

MOTION:

ATTEST: Elizabeth A. King  
ELIZABETH A. KING, Clerk of the Board of Supervisors

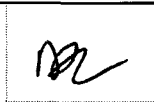
File No.

**THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
AGENDA ITEM**

DEPT: Public Works  
Urgent  Routine

BOARD AGENDA #: C-2

AGENDA DATE: July 18, 2017



CEO CONCURRENCE:

4/5 Vote Required: Yes  No

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**SUBJECT:**

Approval to Adopt and Recommend to Caltrans Alternative 2 as the Locally Preferred Alternative for the State Route 132 West Expressway Project

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**STAFF RECOMMENDATIONS:**

1. Adopt and recommend to Caltrans Alternative 2 as the locally preferred alternative for State Route 132 West Expressway Project.

**DISCUSSION:**

The State Route (SR) 132 West Expressway Project involves the construction of a four-lane freeway south of Kansas Avenue from Dakota Avenue to east of SR 99 at Needham Street. The purpose of the project is to improve regional and interregional circulation, relieve traffic congestion along existing SR 132 (Maze Boulevard), and enhance operations for the existing and proposed transportation network.

The proposed project plan provides a new alignment for SR 132 between Dakota Avenue and Needham Street, and would also include improvements on SR 99. These elements would improve system connectivity between SR 132 and SR 99 and would be constructed in two phases. Additionally the freeway would cross under North Rosemore Avenue and North Carpenter Road and cross over North Emerald Avenue. This will improve traffic flow on adjacent local roads.

The proposed project involves the phased construction of one of the 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) to construct a four-lane freeway/expressway on a new alignment. The proposed project would begin at the intersection of existing SR 132 (Maze Boulevard) and Dakota Avenue and would extend north along North Dakota Avenue for roughly half a mile. At the proposed intersection with North Dakota Avenue, the new alignment would extend east to SR 99 at the Needham Street Overcrossing Bridge. The proposed project would also involve improvements to the 5th and 6th street connections to SR 99. The major differences between Alternative 1 and Alternative 2 involve the construction of a southbound SR 99 Needham Street off-ramp (Alternative 1) compared to reconstruction of a southbound SR 99 Kansas Avenue off-ramp (Alternative 2). Under the No-Build Alternative, existing SR 132 (Maze Boulevard) would remain a two-lane, conventional highway.

## Approval to Adopt and Recommend to Caltrans Alternative 2 as the Locally Preferred Alternative for the State Route 132 West Expressway Project

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In early 2017, the Draft Environmental Impact Report/Environmental Assessment for the project was circulated. Caltrans is the environmental lead and will make the final decision on the selected alternative. The draft Environmental Impact Report/Environmental Assessment is available on the StanCOG website ([www.stancog.org](http://www.stancog.org)). The report provided analysis of the impacts of two build alternatives and the No Build Alternative. During the April 25, 2017 Project Development Team meeting, the Team (Caltrans, StanCOG, Stanislaus County, City of Modesto, and consultant staff) reviewed comments provided by the public and various agencies and selected Alternative 2 as the preferred alternative.

The decision to select Alternative 2 as the preferred alternative was based upon the following:

- Alternative 2 will result in fewer impacts relative to land use, business relocations, visual quality and tree removal in comparison to Alternative 1;
- Alternative 2 would maintain the southbound SR 99 off-ramp to Kansas Avenue; and
- Numerous comments were received from the public in support of Alternative 2, largely due to the maintenance of the southbound SR 99 off-ramp at Kansas Avenue.

It is recommended that the Board of Supervisors select and recommend to Caltrans Alternative 2 as the locally preferred alternative. Attached is an exhibit showing the unique features of each build alternative.

### **POLICY ISSUE:**

Stanislaus County as a local participating agency is being requested by Caltrans to recommend a preferred project alternative.

### **FISCAL IMPACT:**

Phase 1 is estimated to cost approximately \$82 million. Phase 2 is estimated to cost up to \$132 million. The total project cost is estimated up to \$214 million. Project funding comes from a combination of local, State, and Federal sources. Funding for Phase 1 of the project is currently programmed in the Federal Fiscal Year 2018/2019. Phase 1 funding sources include the Regional Improvement Program (RIP), Transportation Congestion Relief Program (TCRP), Federal Demonstration Program (DEMO), Stanislaus County's share of the Regional Surface Transportation Program (RSTP) and other local funds from the City of Modesto and Stanislaus County.

### **BOARD OF SUPERVISORS' PRIORITY:**

The recommended action is consistent with the Board's priorities of providing A Safe Community and A Well Planned Infrastructure System by improving regional and interregional circulation and relieving traffic congestion.

### **STAFFING IMPACT:**

Existing Public Works staff will oversee the project.

Approval to Adopt and Recommend to Caltrans Alternative 2 as the Locally Preferred Alternative for the State Route 132 West Expressway Project

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**CONTACT PERSON:**

Matt Machado, Director of Public Works

Phone: (209) 525-4153

**ATTACHMENT(S):**

1. Attachment A – Unique Features of the Build Alternatives

## ATTACHMENT 1

### Attachment A – Unique Features of the Build Alternatives

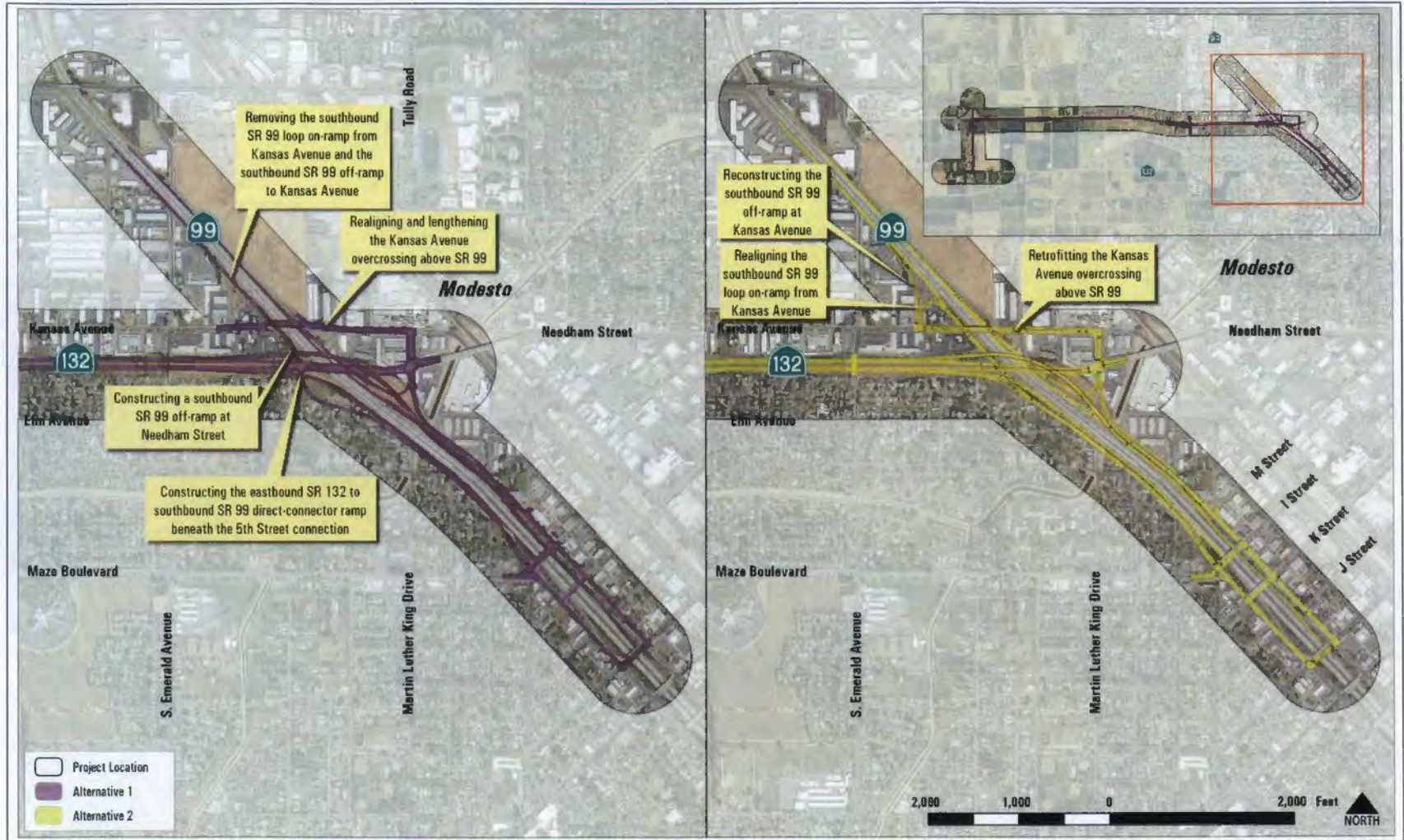


Figure 1-8: Unique Features of the Build Alternatives

Item C-2

Submitted at  
7-18-17 Board  
Meeting

Hello Supervisors,

7/18/17

Overall, we are against the entire 132 West Bypass Project as we don't believe there is an actual need for the bypass and the cost of this project will be exorbitant. The project itself is critically flawed and will create more traffic congestion and bottlenecks than we currently have. Any time the number of lanes change, the flow of traffic slows and traffic jams occur.

We live on Dakota Road and greatly object to the plan to widen Dakota to 4 lanes, connecting 132 to the new Bypass. We are concerned that widening Dakota will reduce the value of our property, force us to sell part of our land, and turn Dakota Road into a parking lot. We also have safety concerns about entering/exiting our property. At an informational meeting hosted by Caltrans, Supervisor Withrow and Matt Machado told Bonnie the bypass through Dakota Road would probably only be 2 lanes not 4 lanes and the road would be temporary until funds were obtained to continue the bypass further west and then connect it to 132. This temporary road will cost more money and create hardships for those of us who currently live on Dakota and nearby residents.

It would be more efficient and cost less to actually widen 132 itself and continue it to 99. Otherwise, the better alternative is to skip Dakota altogether and start working on a permanent plan to connect the bypass to 132.

Please do not approve the widening of Dakota Road to 4 lanes and consider an alternative plan to bypass Dakota entirely.

Thank you.

Brian and Bonnie Weese

# State Route 132 West Expressway

Approval to Adopt and Recommend to Caltrans  
Alternative 2 as the Locally Preferred Alternative

Board of Supervisors  
July 18, 2017



# Project Approval and Environmental Documentation

- Notice of Availability was January 12, 2017
- Public Hearing was February 22, 2017
- Public Circulation was from January 18, 2017 through March 4, 2017
- Responses to comments are being drafted
- Local agencies are weighing in on local preferences

# Project Location



Figure 1-2: Project Location Map

# Project History

- In 1956, the proposed freeway corridor for SR 132 was adopted by the State of California with resolutions of support from Stanislaus County and Modesto
- In 1958, the State of California proceeded with property acquisition. To date, 79 acres in the project area are right-of-way owned by Caltrans.
- The two build alternatives under consideration in this Environmental Impact Report/Environmental Assessment are consistent with the adopted freeway corridor

# Project Purpose

- Improve regional and interregional circulation within Modesto and Stanislaus County
- Relieve traffic congestion along existing SR 132 (Maze Boulevard)
- Improve operations for the existing and proposed transportation network

# Project Description

- The proposed project involves the ultimate construction of a four-lane freeway south of Kansas Avenue from Dakota Avenue to east of SR 99 at Needham Street
- The proposed project would include improvements on SR 99 from PM 15.7 to PM 17.5. These elements would improve system connectivity between SR 132 and SR 99

# Project Overview



Figure 1-4: Project Overview Map

# Project Phasing

- Phase 1 estimated at \$82 million - Both build alternatives (Alternative 1 and Alternative 2) would be the same under Phase 1 and would include construction of a two-lane expressway on the proposed alignment from Dakota Avenue on the west end of the project to the Needham Street Overcrossing Bridge on the east end of the project
- Phase 1 would have full access control (no street connections) and grade separations at intersections from SR 99 to North Dakota Avenue

# Project Phasing

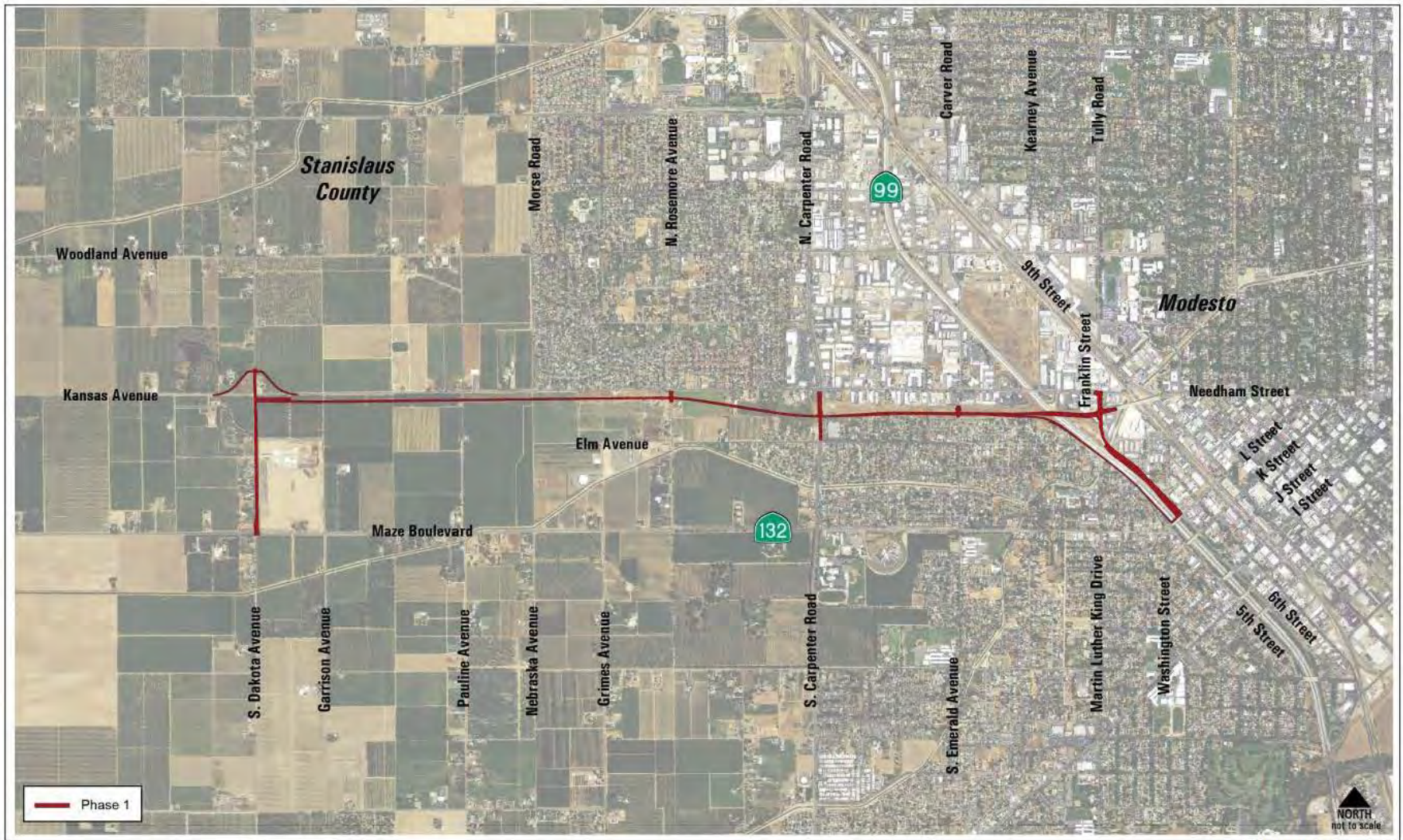


Figure 1-5: Phase 1



# Project Phasing

- Phase 2 is expected to begin construction in 2026 and be completed by 2028. Phase 2 would be constructed when funding becomes available.
- Phase 2 would result in a 4 lane expressway
- Phase 2 would improve SR 132 and SR 99 system connectivity by adding auxiliary lanes and a direct-connector ramp from SR 132 to SR 99

# Alternative 1

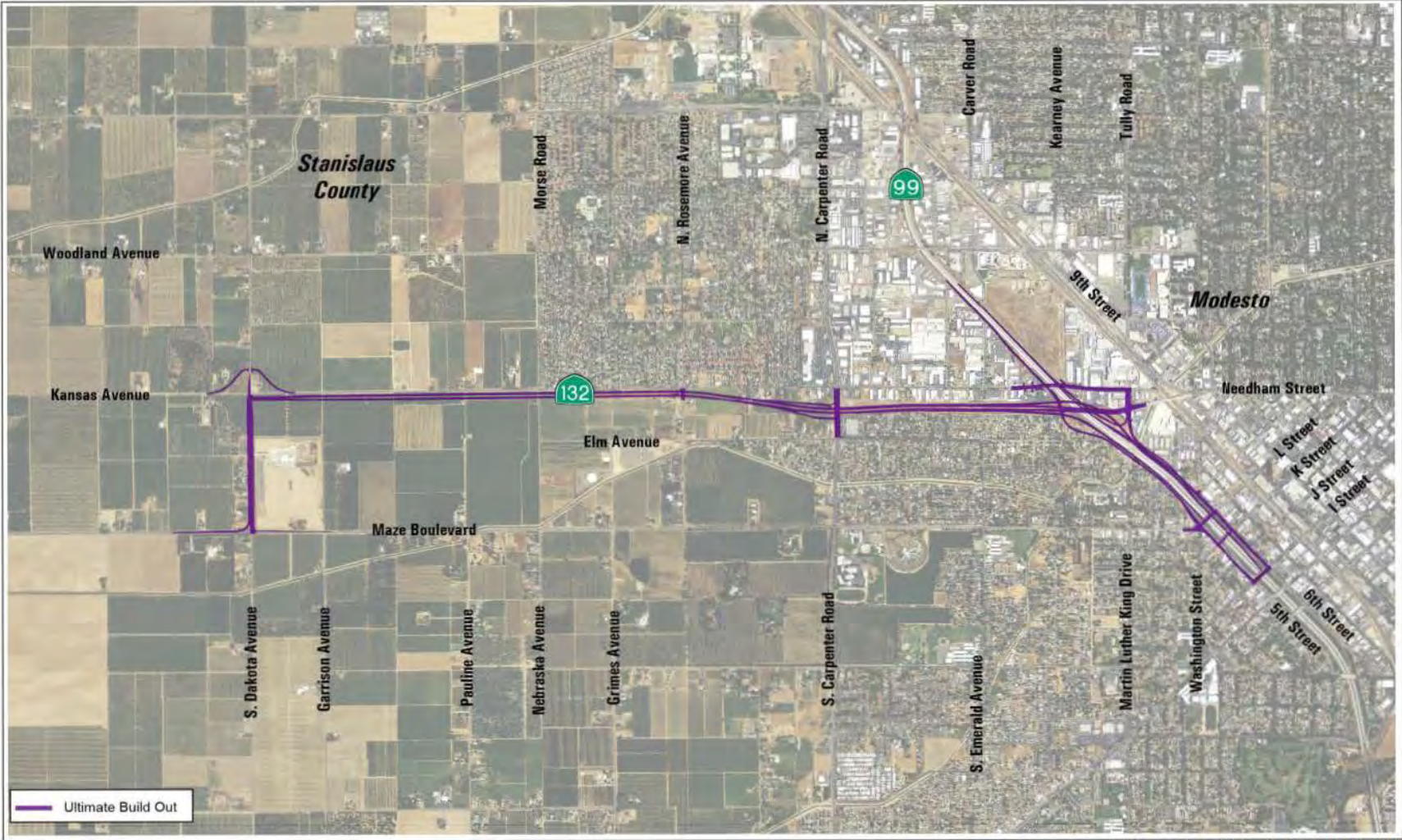


Figure 1-6: Phase 2 (Alternative 1)

# Alternative 2

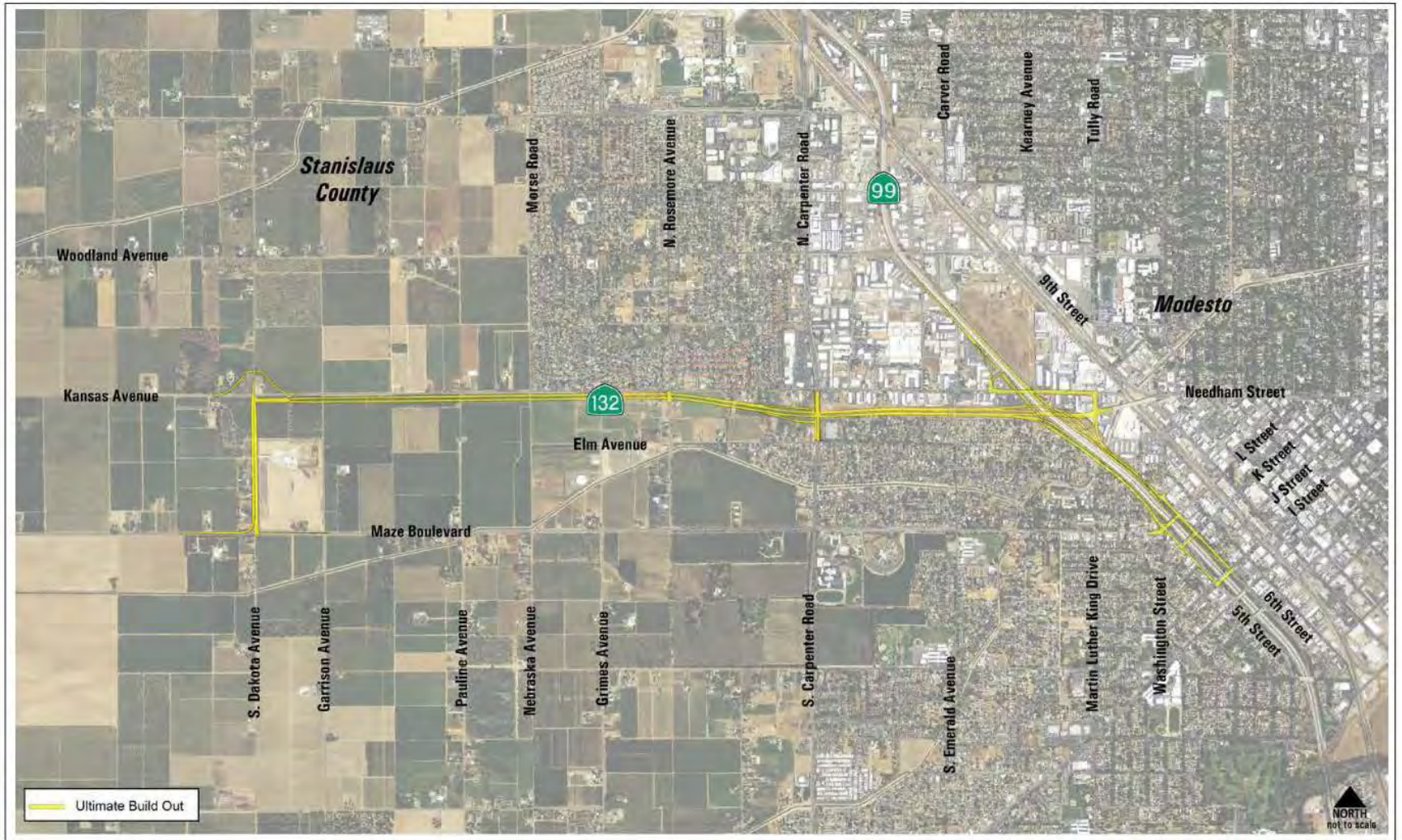


Figure 1-7: Phase 2 (Alternative 2)

# Alternative Comparisons

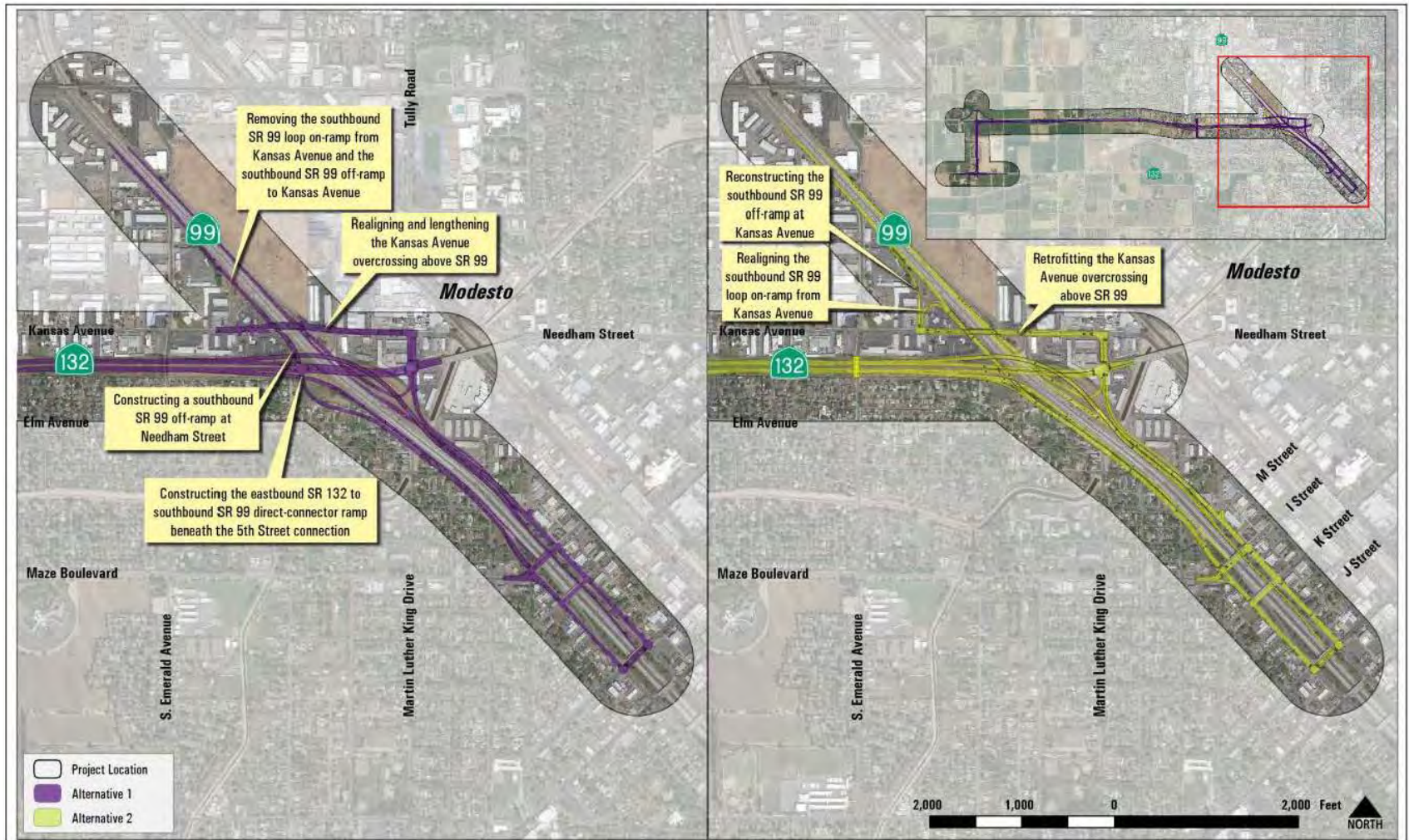


Figure 1-8: Unique Features of the Build Alternatives

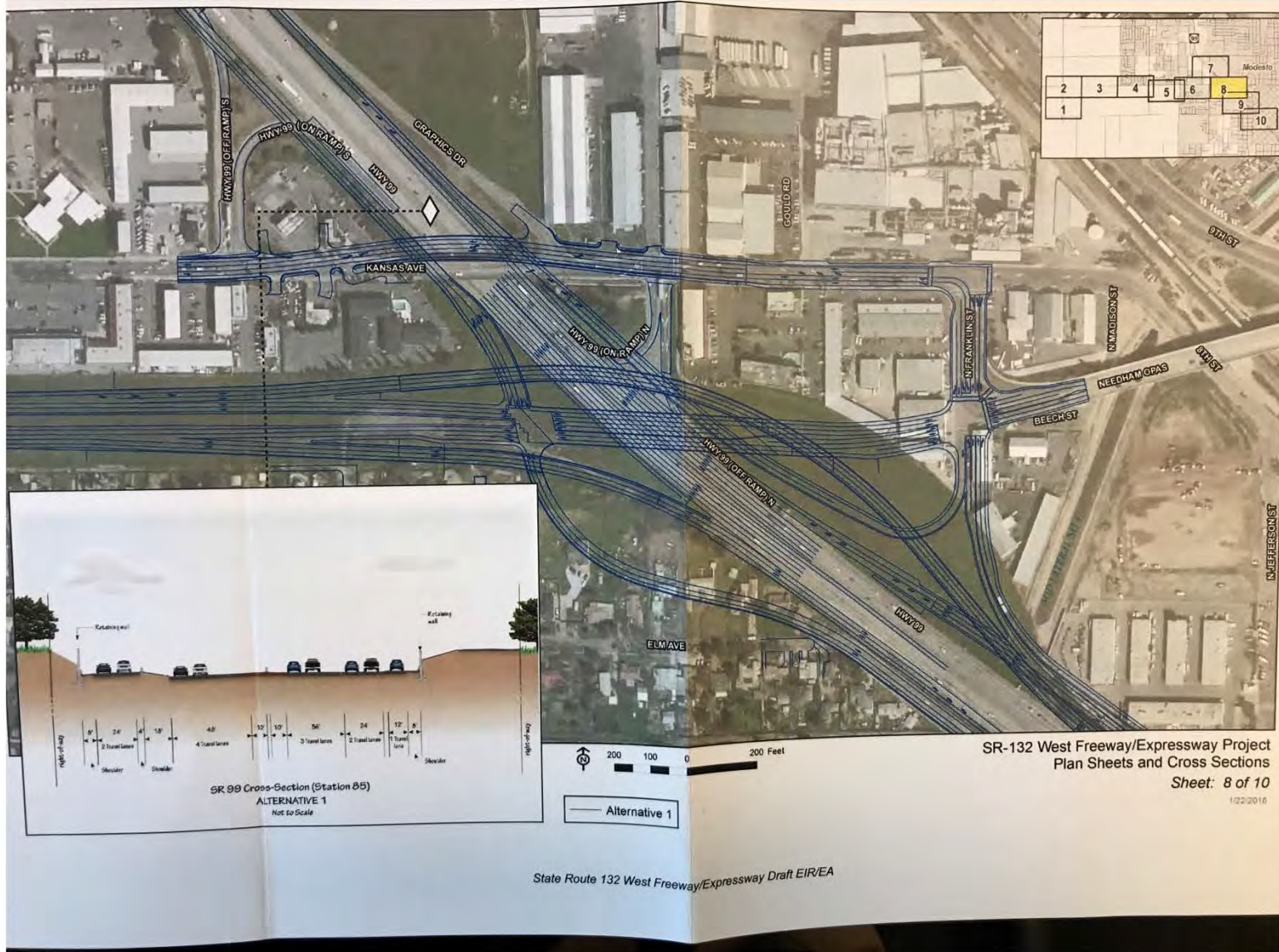
# Alternative 1

- Alternative 1 would **realign**, lengthen, and raise the Kansas Avenue overcrossing (Bridge Number 38 0086) at SR 99 and would **remove the existing southbound SR 99 off-ramp to Kansas Avenue and the southbound SR 99 loop on-ramp from Kansas Avenue**
- Alternative 1 would also construct a 1,900-foot off-ramp from southbound SR 99 to Needham Street, which would serve as an off-ramp from southbound SR 99 to the 5th Street connector at Needham Street. The eastbound SR 132 to southbound SR 99 direct-connector ramp would cross beneath the 5th Street connection.

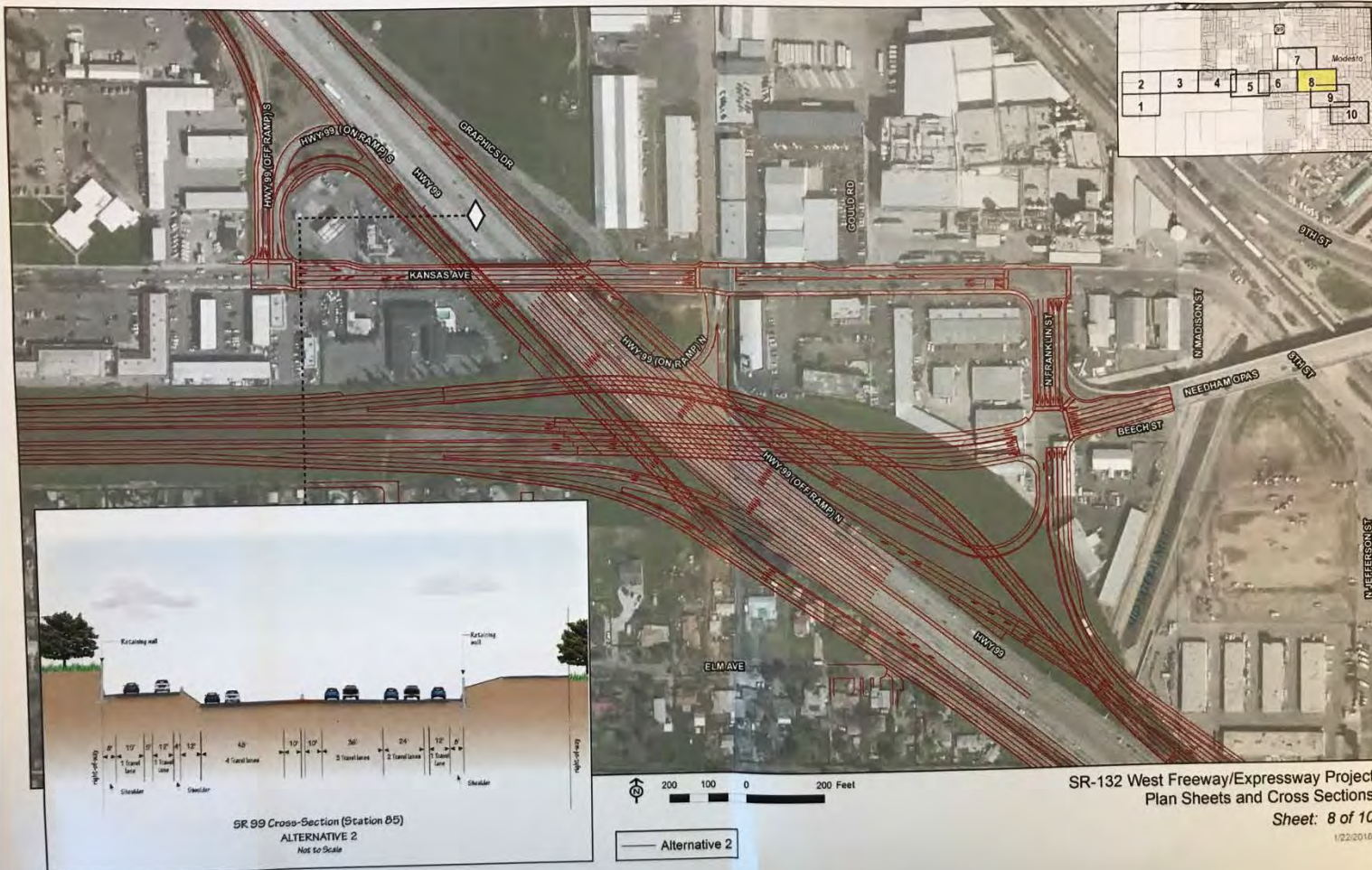
# Alternative 2

- Alternative 2 would retrofit and reconstruct the Kansas Avenue overpass above SR 99. **The existing southbound SR 99 on- and off-ramps at Kansas Avenue would remain open with some design adjustments**
- Alternative 2 would also realign the southbound off-ramp under Kansas Avenue to the 5th Street two-lane, collector-distributor roadway on the west side of SR 99.

# Alternative 1 Design



# Alternative 2 Design





# Cost Differences

- Alternative 1 is estimated at \$211 million
- Alternative 2 is estimated at \$214 million
- **Less than 1.5% Cost Difference**

# Staff Recommendation

Adopt and Recommend to Caltrans Alternative 2 as the Locally Preferred Alternative for State Route 132 West Expressway Project

Questions?