



STATE ROUTE 132 WEST



WHAT IS SR 132 WEST (PHASES 2A & 3A)?

- Returns Maze Boulevard back to the neighborhood
- Relocates and upgrades state highway for goods movement
- Fixes Highway 99/SR 132 freeway-to-freeway connections
- Builds 11 miles of 2-lane freeway from Highway 99 to Gates Road
- Grade separations at Dakota Avenue and Hart Road
- Roundabout at SR 132/Russell Road

WHY IS SR 132 WEST NEEDED?

- Improve mobility throughout western Stanislaus County, the heart of California's Central Valley
- Improve interregional movement of traffic and goods
- Safer and more efficient east-west connection between Highway 99 and I-5

WHEN WILL IT BE READY?

Final Design & ROW	Ongoing
Start of Construction	End of 2025 (if funding is secured)

PROJECT BENEFITS



SAFETY: Significantly reduce number of collisions at Highway 99/SR 132 Interchange and along Maze Boulevard which is in the center of a Disadvantaged Community.



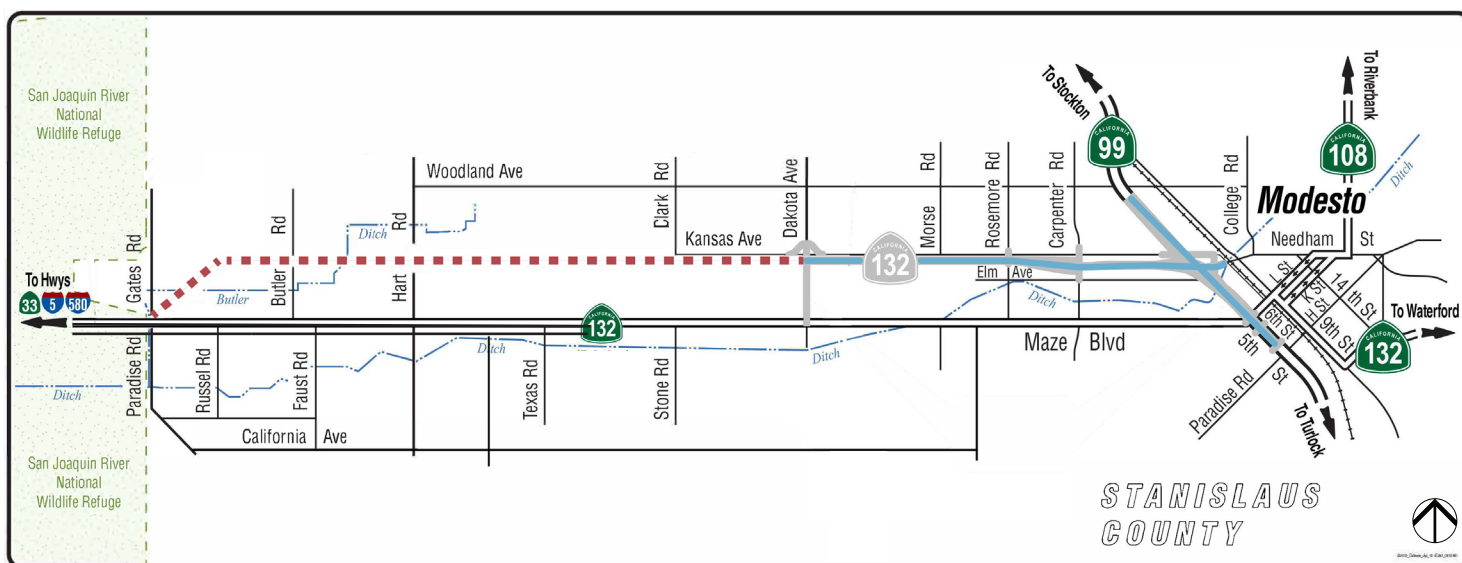
GOODS MOVEMENT: Trucks make up 22% of traffic, going to and from Port of Oakland with 8.2 million tons of freight per year. This would get them off local roads passing homes, local businesses, schools, and churches.



HEALTH & AIR: Grade separations, intersection and driveway elimination, truck idling time reduction, and sidewalks and bicycle lanes construction are expected to result in air quality improvement. It will also reduce the number and severity of traffic collisions, improve safety for cyclists and pedestrians, and improve quality of life for residents.



FIX IT FIRST: The 1930s facility was not designed for heavy truck traffic. Frequent night work for repairs impacts the Disadvantaged Community.



THE REGION'S PRIORITY

Stanislaus Council of Governments (StanCOG), in cooperation with Caltrans, City of Modesto, and County of Stanislaus, is committed to delivering this project. Phase 1 was completed in 2022. Phases 2 and 3 CEQA and NEPA are cleared, and preconstruction is fully funded through a combination of federal, state, and local funding including Measure L sales tax approved by county voters in 2016. **The project needs \$350 million for Construction.**

MISSED CONNECTION

In the early 1900s California added the county road Maze Boulevard to the State Highway System as a 2-lane conventional highway and named it State Route 132 (SR 132). The surrounding highway system and agricultural sector have grown up, but this segment of SR 132 has not. The solution to relocate and upgrade SR 132 dates to the 1950s.

State Route 132 West Project Phases 2A and 3A Fact Sheet

Stanislaus Council of Governments (StanCOG)

What is SR 132 West (Phases 2A & 3A)?

The State Route (SR) 132 West Project Phases 2A and 3A (Project) are part of a major realignment project to relocate and upgrade the existing SR 132 for goods movement. The Project consists of eleven (11) miles of two-lane freeway from Highway 99 to Gates Road. Grade separations will be constructed at Dakota Avenue and Hart Road. A roundabout will also be constructed at SR 132 and Russell Road. This Project will return Maze Boulevard in Modesto back to the neighborhood and will fix Highway 99/SR 132 freeway-to-freeway connections.

Why is SR 132 West Needed?

The Project is needed to improve mobility throughout western Stanislaus County. It will improve the interregional movement of traffic and goods. It will provide a safer and more efficient east-west connection between Highway 99 and Interstate 5.

Final Design and Right-of-Way: Ongoing

Start of Construction: End of 2025 (if funding is secured)

Project Benefits

Safety

The Project will significantly reduce the number of collisions at the Highway 99/SR 132 Interchange and along Maze Boulevard, which is in the center of a Disadvantaged Community.

Goods Movement

Trucks make up 22% of traffic going to and from the Port of Oakland with 8.2 million tons of freight carried per year. This Project will relocate traffic off local roads passing homes, local businesses, schools, and churches.

Health and Air

Improvements including grade separations, intersection and driveway elimination, truck idling time reduction, and sidewalks and bicycle lane construction are expected to result in air quality improvement. The Project will also reduce the number and severity of traffic collisions, improve safety for cyclists and pedestrians, and improve quality of life for residents.

Fix It First

This 1930s facility was not designed for heavy truck traffic. Frequent night work for repairs impacts the Disadvantaged Community.

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