

State Route 46 Antelope Grade Corridor Improvements Project Fact Sheet



PROJECT OVERVIEW

The SR 46 Antelope Grade Corridor Improvements Project will complete a portion of the final segment of the overall SR 46 expressway conversion. The overall project has been a decades long effort to convert a two-lane conventional highway to a four-lane divided expressway along a 63-mile corridor connecting US 101 on the Central Coast to Interstate 5 in the Central Valley.

PROJECT NEED

The improvement will address increasing freight demands associated with the highway's role in connecting two of the state's largest and most productive agricultural regions. As of 2020, heavy trucks comprised 28.8 percent of the traffic volumes within the project limits. By converting to an expressway, the proposed project will reduce vehicle congestion with a focus on removing a bottleneck and improving freight efficiency and safety by addressing speed differentials between passenger vehicles and freight trucks.

LOCATION

SR 46 Antelope Grade is in eastern San Luis Obispo County near the Kern County line, located between two major freight corridors: US 101 and Interstate 5.



NOMINATING AGENCY:

- California Department of Transportation

PROJECT COST:

- \$36,000,000
- Benefit-Cost ratio of 6.9

PROJECT SCHEDULE:

- Final Environmental Document: 2005
- Plans, Specifications & Estimates: scheduled for completion by winter 2024
- Construction: scheduled to start 5/2025.



Key Project Benefits



System Efficiency



Truck Safety



Wildlife Crossing



EV Technology



Natural Preservation



SCOPE OF WORK

Convert 1.3 miles of two-lane conventional highway into a four-lane expressway including improvements to the nearby Shandon Safety Roadside Rest Area.

ENGINEERING FEATURES

- Separation of eastbound and westbound traffic with 62-foot-wide center median, reducing instances and severity of cross-centerline collision
- Partial access control limiting conflict points
- Left and right edge rumble strips
- Improved shoulders with safety edge technology
- Channelized turn-lanes
- ZEV charging infrastructure for passenger and commercial vehicles
- Truck Stop Electrification to reduce idling during truck driver rest periods
- 10,600 sq. ft. of structures and wildlife crossings
- 1,500 ft of culverts to provide wildlife connectivity for the California Tiger Salamander and local fauna.
- Wetland restoration and avoidance
- Continuously Reinforced Concrete Pavement (CRCP) for resiliency to extreme temperatures and climate change
- Avoidance of utilities within the right-of-way

GUIDING PRINCIPLES

- Reducing fatalities and severe injuries of all users towards zero on our roadways by focusing on context-appropriate speeds and implementing a safe systems approach.
- Designing roadways to accommodate for potential human error, injury tolerances, and wildlife-vehicle collisions.
- Enhancing statewide system resiliency and interregional connectivity between the Central Coast and the Central Valley.
- Building towards a zero-emission freight transportation system by reducing criteria and toxic air pollutants and improving freight's economic competitiveness and efficiency to support future technology innovations.
- Promoting equity and economic prosperity by supporting jobs in multiple industries relating to goods movement, including jobs in and near disadvantaged communities throughout the Central Coast and Central Valley regions.
- Strong support from communities throughout the region, interregional travelers, the freight sector, elected officials, and our transportation partners.