

# State Route 46 Antelope Grade Corridor Improvements Project Fact Sheet



## PROJECT OVERVIEW

The SR 46 Antelope Grade Corridor Improvements Project will complete the final segment of the 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. These improvements will enhance the efficiency of goods movement throughout the corridor as well as reducing emissions by ensuring more reliable truck travel times and installing ZEV infrastructure.



## 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 2022, trucks represent 25.76 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.

## PROJECT COST:

- \$98,800,000

## PROJECT SCHEDULE:

- Subsequent Environmental Document: Dec 2023
- Plans, Specifications & Estimates: scheduled for completion by July 2026
- Construction: scheduled to start May 2027

## NOMINATING AGENCY:

- California Department of Transportation

## 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.





## SCOPE OF WORK

Convert 2.6 miles of two-lane conventional highway into a four-lane expressway and add two ZEV chargers 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 light and medium duty commercial vehicles
- 6,500 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
- Reduce grade from 6% to 3.75%

## 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 freight 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, including interregional travelers, the freight sector, elected officials, and our transportation partners.