



SR 99 Kern Centennial Corridor Freeway Connector Ramp: SB 99 to WB 58

Project Scope of Work – Caltrans, in partnership with Kern Council of Governments (COG) and City of Bakersfield, with support from Congress, California Transportation Commission (CTC), and Kern County, propose the last missing ramp movement for the interchange at State Route (SR) 99 and SR 58 (Project). Project connects SR 99 and SR 58 on a curved, partially elevated, alignment in the northwest quadrant of the interchange. Planned goods movement, complete streets, and transit enhancements are enabled by this project.

Project Need – Project completes the interchange connecting the West Coast's busiest north-south and east-west truck routes (SR 99 & SR 58). SR 58 is the only year-round, all-weather trans-Sierra route connecting Interstate (I)-40 to I-5, handling 24% more trucks than I-80 Donner Pass. Project completes a resiliency route for these national freight corridors, enhancing access to three planned inland ports that could divert up to 5,000 trucks per day to rail from Southern California's highways headed to/from the Ports of Los Angeles/Long Beach. Project provides an important resiliency route for the Wonderful Industrial Park inland port in Shafter scheduled to begin service in 2025. Project improves ontime transit performance by providing a route around an at-grade railroad crossing. Stop-and-go traffic and emissions on local arterials will be reduced, making facilities friendlier to active transportation. Project benefits access to the new WattEV solar-electric truck stop.

Project Location – Located at the central crossroads of California, in the State's 9th largest city, the Bakersfield interchange connects SR 99 and SR 58, at Post Mile (PM) 23.6 on SR 99, and PM 52.2 on SR 58.

Innovative Partnership – Project is the last piece of the long-planned Centennial Corridor, enabled by the congressionally directed spending (CDS) of the Thomas Roads Improvement Program (TRIP), a unique partnership between Caltrans, Bakersfield, Kern County, and Kern COG. The 7th movement from EB SR 58 to NB SR 99 was funded by \$30M in Regional Improvement Program (RIP) and local funds. This 8th movement is funded by an additional \$29M in RIP and \$9M in TCEP funds for design and right-of-way. As of October 2024, the 8th movement has \$25.5M pending in CDS and federal competitive grant program funds and needs up to \$39.9M in TCEP funding for construction.

Connecting National Freight Routes & Inland Ports



Project Benefits –

- ❖ Connects one of the SB 671 CTC Clean Freight Corridor Efficiency Assessment, Top Six Corridors (SR 99) with one of the Assessment's Key Connecting Routes (SR 58).
- ❖ Completes a nationally significant freeway interchange: improving freight, transit, and passenger travel time reliability.
- ❖ Serves multimodal freight transportation facilities (air/rail), and three planned inland ports.
- ❖ Creates safer roadways in local disadvantaged communities by shifting through traffic onto a direct freeway-to-freeway connector.
- ❖ Reduces greenhouse gas emissions over the project life with no projected increase in Vehicle Miles Travelled (VMT).
- ❖ Protects local disadvantaged neighborhoods from heavy truck traffic and harmful criteria air pollutants on local roadways.

Supports the nation's first off-grid, solar-electric truck charging stop opened in 2024 by WatEV (40 stalls)



Project Cost, Schedule, & Outputs –

COST

PHASE	AMOUNT
Project Approval and Environmental Document (PA&ED)	\$450,000
Preliminary Specifications and Engineering (PS&E)	\$6,300,000
Right Of Way (R/W)	\$4,970,000
Construction	\$64,900,000
TOTAL PROJECT COST	\$76,620,000

SCHEDULE

MILESTONE	DATE
PA&ED Certification	October 2023
PS&E Completion	September 2026
R/W Completion	September 2026
Begin Construction	May 2027
OPEN TO TRAFFIC	August 2029

OUTPUTS

- ✓ Construct 0.55 miles of a direct, elevated freeway-to-freeway connector on SR 99 to SR 58.

Aligning with the California Action Plan for Transportation Infrastructure (CAPTI)

INFRASTRUCTURE, ECONOMY, AND SAFETY

Project ensures travel-time reliability and access between two freeways on the National Highway Freight Network, connecting the primary California north-south interstate (I-5) with a primary national east-west interstate (I-40). Project expands access to three planned SoCal inland port facilities and zero-emission truck infrastructure in Kern County.

Project improves safety by moving traffic from local roadways to a dedicated freeway connector, removing possibilities of collisions at local road intersections and at-grade railroad crossings. For active transportation users, Project reduces the number of vehicles on local roadways, creating a safer environment for multimodal transportation.

TRANSPORTATION EQUITY AND ACCESSIBILITY

Project would remove heavy duty truck and vehicle traffic off local streets, protecting disadvantaged community neighbors from exposure to harmful air criteria pollutants.

By removing heavy-duty truck and vehicle traffic, Project provides for complete street improvements to be made on Rosedale Highway in Bakersfield, providing multimodal options for non-motorized travel. Project development is underway.

ENVIRONMENT AND CLIMATE

Project does not generate additional Vehicle Miles Traveled (VMT) and is shown to reduce criteria air pollutant and greenhouse gas emissions over the 20-year project life compared to a no-build scenario.

QUALITY OF LIFE AND PUBLIC HEALTH

Project will create better transit reliability, safer active transportation on local roadways, and reduce the exposure of residents to pollutants. Project leads to more efficient mobility which increases quality of life by better connecting people with places of interest and jobs.

CONTACTS

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