

The SR-58 concept is currently being updated and this report should be used for historical purposes only.

California Department of Transportation

Route Concept Fact Sheet
DISTRICT 8

STATE ROUTE 58



8-SBd-58
KP R0.0/52.9
PM R0.0/R32.9

Division of Planning
August 1999

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ROUTE CONCEPT FACT SHEET
STATE ROUTE 58

I approve this Route Concept Fact Sheet, as the guide toward which today's decisions and/or recommendations for highway capacity improvements should be directed.

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STAN LISIEWICZ
DISTRICT DIRECTOR
DISTRICT 8

8/27/99

DATE

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1999 ROUTE CONCEPT REPORT
08-SBd-58
KP R0.0/52.9
PM R0.0/R32.9

ROUTE DESCRIPTION

State Route (SR) 58 begins as a conventional highway at its junction with SR-101 near Santa Margarita in San Luis Obispo County and traverses Kern County and terminates at Interstate Route 15 (I-15) near Barstow in San Bernardino County. Within Kern County, between its junction with SR-99 and the Kern/San Bernardino County Line, the route is constructed to expressway/ freeway standards except for a short segment passing through the City of Mojave.

The District 8 portion begins as a two-lane conventional highway at the Kern/San Bernardino County Line. After traversing 19.3 kilometers (12 miles), it transitions to expressway for 16.1 kilometers (10 miles), then it converts to a conventional highway for 14.5 kilometers (9 miles) and ends at I-15 near Barstow with the last 3.2 kilometers (2 miles) as expressway. It is approximately 53 kilometers (33 miles) in length within the district.

ROUTE PURPOSE AND CLASSIFICATION

The primary purpose of SR-58 is to provide for interregional and interstate travel. The route accommodates significant volumes of heavy trucks traveling between central and southern California and other states. SR-58 acts as a major extension of the Interstate System by connecting I-5 in Bakersfield to I-15 and I-40 in Barstow. SR-58 is classified as part of the Statewide Freeway and Expressway System (FES) between these points.

SR-58 is part of the Strategic Highway Corridor Network (STRAHNET) between SR-99 and I-15. Route 58 has been designated for oversized trucks under the Surface Transportation Assistance Act of 1982 (STAA) from I-5 in Kern County to I-15 near the City of Barstow. It is also included as a High Emphasis, Focus route under the Interregional Road System (IRRS). It is designated as part of the National Highway System. It is also included in the State Scenic Highway System from its junction with I-14 in Kern County to the I-15 junction in Barstow, though none of SR-58 is officially designated as a scenic highway. Within District 8, it is functionally classified as a Rural Principal Arterial (PA), KP R0.0/47.3 (PM R0.0/29.4) and as a Rural Major Collector (C1), KP 47.3/R52.9 (PM 29.4/32.9).

ROUTE CONCEPT/CONCEPT RATIONALE

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The route concept for SR-58 is level of service (LOS) “C” through the year 2015. SR-58 carries interstate and interregional travelers and a high volume of interstate truck traffic transporting agricultural and commercial commodities significant to the state and regional economy. The route is part of the IRRS and classified as a High Emphasis, Focus route with a minimum facility standard of four-lane expressway. There are no alternative parallel routes for travel.

IMPROVEMENTS NECESSARY TO ATTAIN THE ROUTE CONCEPT

| Segment | Kilometer Post | Post Miles | Existing | | Concept | | Additional | |
|---------|----------------|------------|----------|--------------|---------|------------|------------|-------|
| | | | Lanes | Facility | Lanes | Facility | LOS | Lanes |
| 1 | R0.0/8.7 | R0.0/5.4 | 2 | Conventional | 4 | Expressway | C | 2 |
| 2 | 8.7/20.8 | 5.4/12.9 | 2 | Conventional | 4 | Expressway | C | 2 |
| 3 | 20.8/36.6 | 12.9/22.7 | 4 | Expressway | 4 | Expressway | C | 0 |
| 4* | 36.6/R52.9 | 22.7/R32.9 | 2/4 | Expressway | 4 | Expressway | C | 2/0 |

* Projects programmed in the 1992 and 1998 STIPs realign/construct a 4-lane expressway, KP 49.7/R52.9 (PM R30.9/R32.9). The existing facility, KP 46.6/63.6 (PM 29.0/39.5), will be relinquished to the County of San Bernardino.

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

The UTC for KP R0.0/38.4 (PM R0.0/24.0) is a six-lane freeway. Between KP 38.4 near Hidden River Road and its junction with I-15, urbanization will require an eight-lane controlled access facility.

FUNDING

SR-58 is an IRRS Focus route. Most Caltrans investments will be on High Emphasis, Focus and Gateway routes. The State may partner with regional agencies on other routes for selected route improvements.

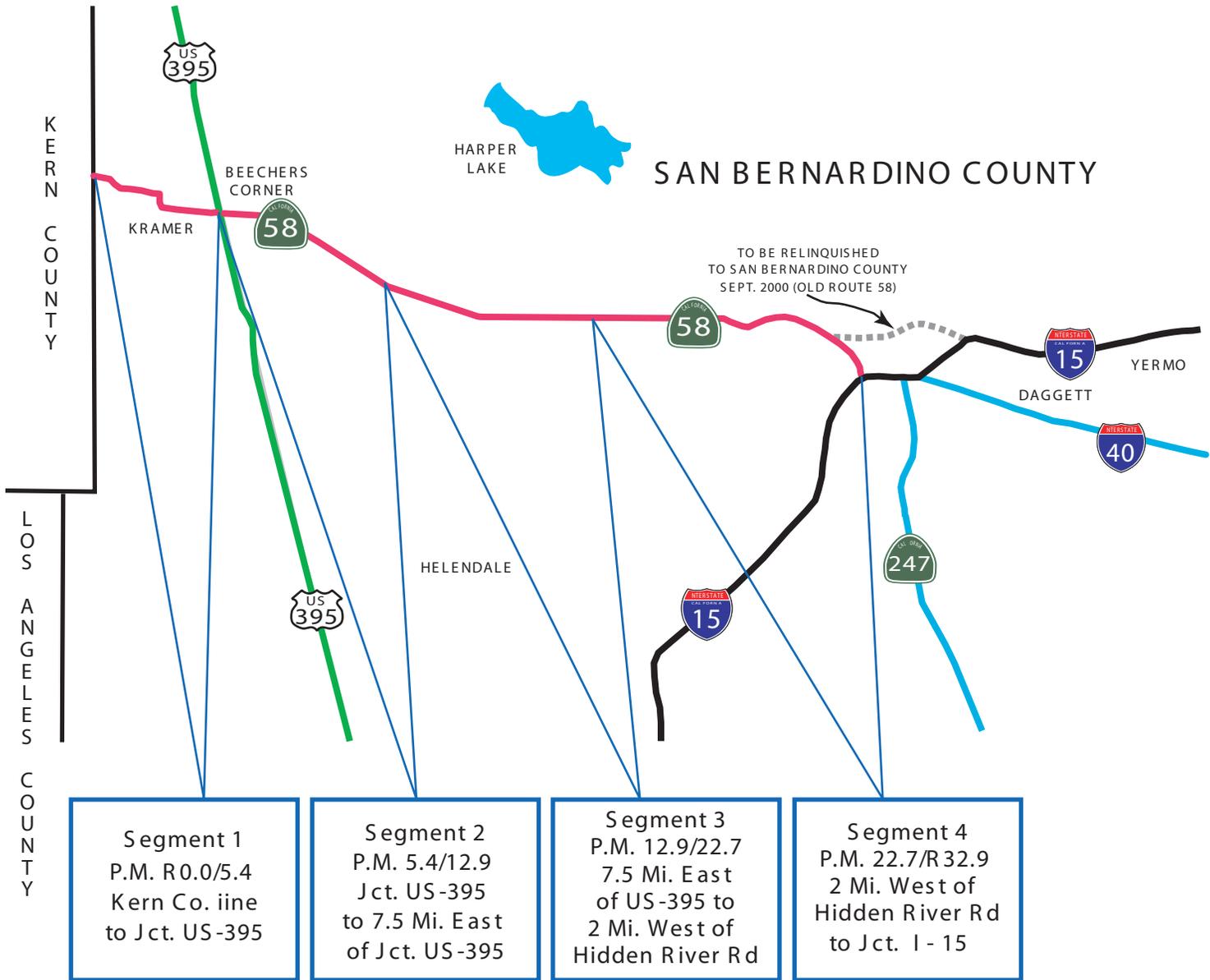
Safety improvements are to be considered for funding through the SHOPP (State Highway Operation and Protection Plan). Should capacity improvements be needed as a result of local development, local government or private sector funding would be necessary.



DISTRICT 8

STATE ROUTE 58

Segment Map



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STATE ROUTE 58 DATA

4/16/99

1996 EXISTING FACILITY

| Seg | Limits | Kilometer | | Existin g Facility | R/U UB | 1996 | Pk | Peak Hr | Trk | Dir | V/C | 1996 |
|-----|----------------------------------|------------|------------|--------------------------|-----------|--------|---------|---------|------|-----------|-------|------|
| | | Post | Post Mile | | | ADT | Hr % | Volume | % | Spli t | Ratio | LOS |
| 1 | Kern Co.Line/US395 | R0.0/8.7 | R0.0/5.4 | 2C | R | 10,000 | 10 | 1,000 | 38.7 | 70 | 0.57 | D |
| 2 | US395/7.5 mi east of US395 | 8.7/20.8 | 5.4/12.9 | 2C | R | 7,700 | 10 | 770 | 36 | 70 | 0.42 | D |
| 3 | 7.5 mi. E./2 mi W of Hidden Riv. | 20.8/36.6 | 12.9/22.7 | 4E | R | 7,900 | 10 | 790 | 36 | 70 | 0.28 | A |
| 4 | 2 mi W of Hidden Riv. Rd./I-15 | 36.6/R52.9 | 22.7/R32.9 | 2/4E* | R | 8,200 | 10 | 820 | 36 | 70 | 0.45 | D |

2015 NO BUILD

CONCEPT

| Seg | Limits | Kilometer | | 2015 | Pk | Peak Hr | Trk | Dir | V/C | 2015 | Concept | Lanes | Concept |
|-----|----------------------------------|------------|------------|--------|---------|---------|-----|-----------|-------|------|----------|-------|---------|
| | | Post | Post Mile | ADT | Hr % | Volume | % | Spli t | Ratio | LOS | Facility | Added | LOS |
| 1 | Kern Co.Line/US395 | R0.0/8.7 | R0.0/5.4 | 16,000 | 10 | 1,600 | 39 | 70 | 0.85 | E | 4E | 2 | C |
| 2 | US395/7.5 mi east of US395 | 8.7/20.8 | 5.4/12.9 | 14,000 | 10 | 1,400 | 36 | 70 | 0.63 | E | 4E | 2 | C |
| 3 | 7.5 mi. E./2 mi W of Hidden Riv. | 20.8/36.6 | 12.9/22.7 | 14,000 | 10 | 1,400 | 36 | 70 | 0.39 | B | 4E | 0 | C |
| 4 | 2 mi W of Hidden Riv. Rd./I-15 | 36.6/R52.9 | 22.7/R32.9 | 15,000 | 10 | 1500 | 36 | 70 | 0.63 | D/A* | 4E | 2 | C |

Seg = Segment

R = Rural

U = Urban

UB = Urbanized

Pk Hr = Peak Hour

Trk % = Truck percent as part of

ADT

Dir = Directional

V/C = Volume to Capacity Ratio

LOS = Level of Service

ADT = Average Daily Traffic

* = KP 49.7/R52.9 (PM R30.9/R32.9) is constructed to 4-lane

expressway

1996 LOS = Level of Service in

1996

2015 LOS = Level of Service in 2015 with no capacity

improvements

Concept Facility = Type of facility needed to meet or exceed route concept level of service

Lanes Added = Number of additional lanes needed to bring route to concept level of service

Concept LOS = Minimum acceptable level of service