

GSN-1 FORM**BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

Order Instituting Investigation for the purpose of establishing a list for the fiscal years 2026-2027 and 2027-2028 of existing crossings at grade of city streets, county roads or state highways in need of separation, or existing separations in need of alterations or reconstruction in accordance with Section 2452 of the California Streets and Highways Code.

FILED
PUBLIC UTILITIES COMMISSION
JUNE 12, 2025
SACRAMENTO, CALIFORNIA
INVESTIGATION 25-06-010

Nomination for Separation of Existing At-Grade Crossing

Nomination by: County of Kern

Road/Highway	Olive Drive
CPUC Crossing ID No.	001B-308.90
DOT ID No.	756945M
Railroad(s)	Union Pacific Railroad

GSN-1 FORM**A. Nominating Party** (please include two contacts)

Agency Name	County of Kern					
Contact Name	Title	Street Address	City	Zip Code	Telephone	E-mail
Joshua Champlin	Public Works Director	2700 M St Suite 400	Bakersfield	93301	(661) 862-8844	ChamplinJ@kerncounty.com
Alternate						
John D. Schuler	Engineer, Provost & Pritchard*	1518 Mill Rock Wy Suite 100	Bakersfield	93311	(661) 616-5900	jschuler@ppeng.com

*Engineer to the Greater Bakersfield Separation of Grade District (District)

B. Crossing Location and Project Type (list all crossings for a consolidation project)

Road/Highway Name	Olive Drive
CPUC ID NO.	001B-308.90
DOT ID NO.	756945M
City / County / ZIP Code	Bakersfield / Kern / 93308
Railroad(s)	Union Pacific Railroad
Project Type	Underpass [☐] Overpass [☒]
Is project part of a consolidation?	Yes [☐] No [☒]

C. Average Daily Vehicle and Train Volumes

Autos	17,570	Freight Trains	27 ³
School Buses	55	Passenger Trains	0
Passenger Buses	47	Light Rail Trains	0
Hazmat Trucks	21		
TOTAL VEHICLE COUNT	17,693 ¹	TOTAL TRAIN COUNT	27
Date of Count(s): 04/09/2025 ²		Date of Count(s): 04/09/2025	

¹Latest published data (2024 KernCOG)

²School buses, passenger buses and hazmat trucks

³Based on railroad traffic signal preemption data provided by the County

GSN-1 FORM**D. Costs and Contributions**

Please fill in the following worksheet to determine the total project costs.

Olive Dr/UPRR Overpass

Right-of-Way Allowance	\$3,000,000
Preliminary Engineering	\$4,038,500
Construction Engineering	\$4,038,500
Total Engineering	\$8,077,000
Bridge Construction	\$16,564,000
Railroad Work	\$540,000
Highway Approaches & Connections	\$17,608,000
Utility Relocation	\$3,200,000
Contingencies	\$6,213,000
Removing Existing Crossing	\$50,000
Total Construction Costs	\$44,175,000
TOTAL PROJECT COST	\$55,252,000

ALLOCATED SHARE FROM STATE FUND \$5,000,000

Contributions

City	\$0
County	\$48,752,000
Railroad	\$1,500,000
Other (specify)	\$0

E. Accident History Data

Total Number of Trains vs. Vehicle and Pedestrian Accidents*			
Source: FRA	Date: 06/04/2023	Killed: 0	Injured: 1
Source: CPUC/KCSO	Date: 03/07/2020	Killed: 1	Injured: 0
Source	Date	Killed	Injured
Source	Date	Killed	Injured
Source	Date	Killed	Injured

* List all accidents separately in the 10-year period prior to the nomination due date of Friday, October 24, 2025 (from October 18, 2015 to October 24, 2025).
For each accident, specify the accident date, the number of fatalities and injuries.

GSN-1 FORM**Blocking Delay and Speed Limits**

Total Blocking Delay	71 min
Number of Observed Delays	8
Information provided by:	Railroad [] Observation [X]
Date Delays Verified	04/09/2025
Posted Vehicle Speed Limit	45 mph
Train Speed Limit at Crossing	70 mph

G. Crossing Geometrics

Track Skewed Angle = 45°	Is there a road parallel to the track within 200 ft? Yes [] No [X]
Number of Tracks = 2	Are there traffic signals within 200 ft? Yes [X] No []
Elevated Surface Profile Direction: East Height: 2 in	Is there an entrance/exit within 100 ft? Yes [X] No []
Direction: West Height: 2 in	Is there a raised median on each approach? Yes [X] No []
	Is there curvature on the road or track? Yes [X] No []

H. Other Information / Attachments

Did you enclose a letter size (8 1/2" x 11") location map?	Yes [X] No []
Did you enclose an 8" x 10" photo of each crossing approach?	Yes [X] No []
Did you attach a brief Community Impact evaluation?	Yes [X] No []

Olive Dr/UPRR Overpass

I. Declaration

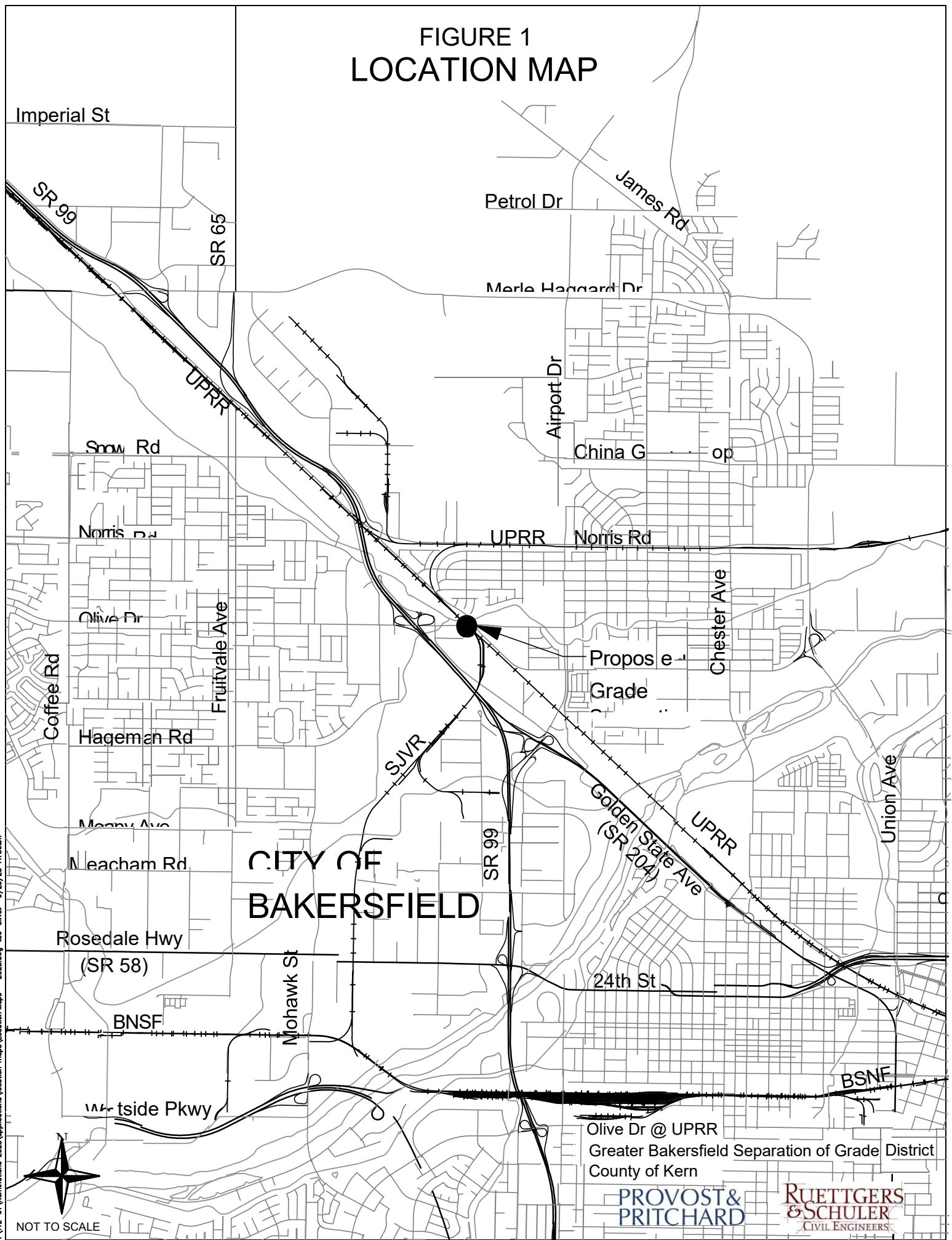
I, John D. Schuler, declare under penalty of perjury that the information on this form is true and correct to the best of my knowledge. The information has been verified by me or under my supervision and is the most current information available.

Signature:


Title: Engineer to the District

Date: 10/22/2025

FIGURE 1 LOCATION MAP





Olive Drive @ UPRR
1B-308.9, Looking East

A wide-angle photograph of a street intersection with railroad crossing barriers. The sky is clear blue. In the background, there are trees and a building with a large billboard that says "...switch to Sprint". A yellow sign on the left says "DMS 6-96". Several cars are visible on the road. The foreground shows a concrete curb and a paved road.

Olive Drive @ UPRR
1B-308.9, Looking West

GSN-1 FORM: NOMINATION FOR GRADE SEPARATION
COMMUNITY IMPACT STATEMENT

Olive Drive at UPRR
County of Kern

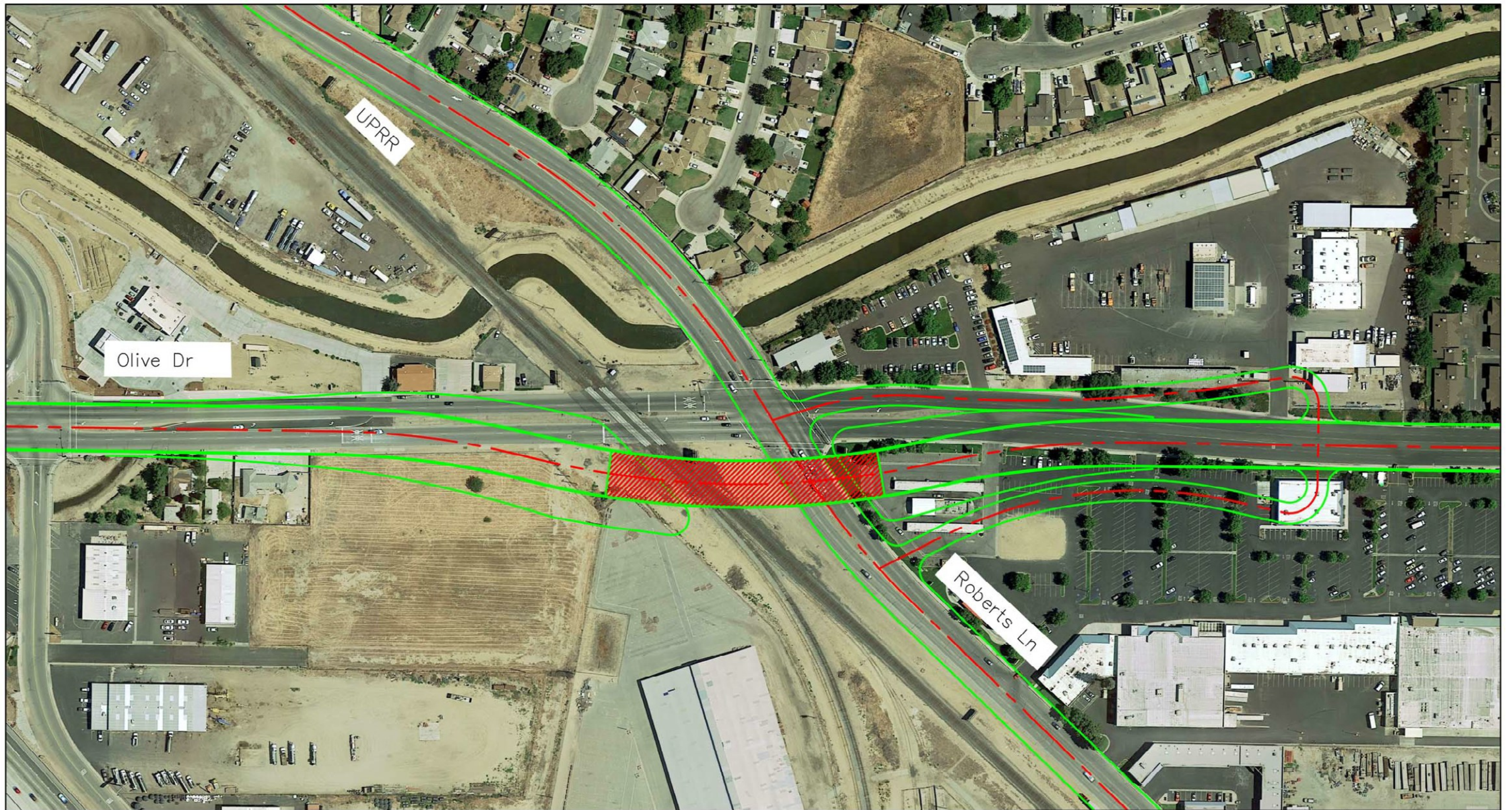
This project is located in an SB 535 Disadvantaged Community (as designated by CalEPA) and involves replacing the existing Olive Drive grade crossing of the UPRR double-track mainline with an overpass. The proposed grade separation would relieve congestion and eliminate delays to motorists and emergency vehicles caused by passing, switching and waiting trains, and remove safety hazards associated with the crossing skew angle and proximity of the crossing to the intersection of Olive Drive and Roberts Lane.

Olive Drive is an east-west arterial in northern metropolitan Bakersfield with an interchange connection to SR 99. It is a major access route for traffic between the freeway and residential and commercial areas to the west and the community of Oildale to the east. The *Metropolitan Bakersfield General Plan* identifies congestion as a problem for Olive Drive in the vicinity of SR 99. A grade separation at this crossing is included in the Phase IV Regional Transportation Impact Fee (RTIF) Program, which was adopted by the City of Bakersfield and the County of Kern.

The UPRR mainline at the crossing consists of two tracks with a turnout connection to the north (Oil City Branch) and a turnout connection to the south (Landco Spur). In addition to UPRR freight traffic, SJVR switching movements also occur at this crossing. SJVR trains operate between the BNSF yard in Bakersfield and the Oil City Branch and Famosa-Porterville Branch lines by way of the Landco Spur.

A total of 10 emergency vehicles were observed at this crossing during an 8-hour count conducted in April 2025. It is noted that Good Samaritan Hospital is located approximately 0.5 miles east of the crossing on the southwest corner of Olive Drive and Airport Drive. For emergency vehicles traveling east on Olive Drive, the closest alternative crossing is located on Airport Drive, over one mile away via a circuitous route. Westbound vehicles can take Roberts Lane as a detour to Airport Drive, but this route would increase response time significantly.

Both the crossing skew angle (45 degrees) and proximity of the crossing to the signalized intersection of Olive Drive and Roberts Lane (approximately 160 feet to the east) are potential sources of confusion and distraction to motorists. Oftentimes, eastbound vehicles on Olive Drive stop on the tracks while waiting at the red light at the adjacent intersection with Roberts Lane.



Olive Dr

Roberts Ln

UPRR

Olive Drive Overpass



NOT TO SCALE

Union Pacific Railroad
Mainline at Olive Drive
PUC Crossing ID No. 001B-308.90
County of Kern

Figure 2
Layout
Greater Bakersfield
Separation of Grade
District