

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: Greater Bakersfield Separation of Grade District

Road/Highway	Morning Drive (State Route 184)
CPUC Crossing ID No.	001B-317.50
DOT ID No.	757413M
Railroad(s)	Union Pacific Railroad

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

Agency Name	Greater Bakersfield Separation of Grade District (District)					
Contact Name	Title	Street Address	City	Zip Code	Telephone	E-mail
Steven M. Ruettgers	President	1518 Mill Rock Wy Suite 100	Bakersfield	93311	(661) 616-5900	sruett@yahoo.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	Morning Drive (State Route 184)
CPUC ID NO.	001B-317.50
DOT ID NO.	757413M
City / County / ZIP Code	Bakersfield / Kern / 93306
Railroad(s)	Union Pacific Railroad
Project Type	Underpass [X] Overpass []
Is project part of a consolidation?	Yes [] No [X]

C. Average Daily Vehicle and Train Volumes (see attachments)

Autos	14,656	Freight Trains	30 ¹
School Buses	27	Passenger Trains	0
Passenger Buses	9	Light Rail Trains	0
Hazmat Trucks	8		
TOTAL VEHICLE COUNT	14,700 ¹	TOTAL TRAIN COUNT	30
Date of Count(s): 04/09/2025 ²		Date of Count(s): 04/09/2025	

¹Latest published data (2023 Caltrans) is considered representative of current traffic conditions

²School buses, passenger buses and hazmat trucks

³Based on train count and latest FRA crossing inventory report

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

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

Morning Dr/UPRR Underpass

Right-of-Way Allowance	\$9,100,000
Preliminary Engineering	\$2,999,000
Construction Engineering	\$2,999,000
Total Engineering	\$5,998,000
Bridge Construction	\$3,508,000
Railroad Work	\$5,400,000
Highway Approaches & Connections	\$21,870,000
Utility Relocation	\$5,400,000
Contingencies	\$4,614,000
Removing Existing Crossings	\$50,000
Total Construction Costs	\$40,842,000

TOTAL PROJECT COST \$55,940,000

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

Contributions

City	\$0
County	\$10,000,000
Railroad	\$1,500,000
Other: State (CHSRA)	\$19,720,000
Other: State (Caltrans)	\$19,720,000

E. Accident History Data

Total Number of Trains vs. Vehicle and Pedestrian Accidents*			
Source: FRA	Date: 05/17/2025	Killed: 1	Injured: 0
Source: FRA	Date: 08/14/2022	Killed: 0	Injured: 0
Source: FRA	Date: 06/20/2016	Killed: 0	Injured: 0

* 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**F. Blocking Delay and Speed Limits** (see attachments)

Total Blocking Delay	78 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 (see attachments)

Track Skewed Angle = 17°	Is there a road parallel to the track within 200 ft? Yes [X] No []
Number of Tracks = 2	Are there traffic signals within 200 ft? Yes [X] No []
Elevated Surface Profile Direction: North Height: 10 in	Is there an entrance/exit within 100 ft? Yes [] No [X]
Direction: South Height: 24 in	Is there a raised median on each approach? Yes [] No [X]
	Is there curvature on the road or track? Yes [] No [X]

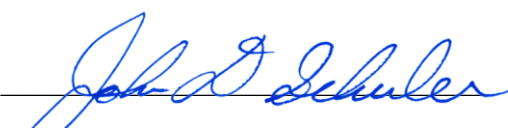
H. Other Information / Attachments

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 []

Morning Dr/UPRR Underpass

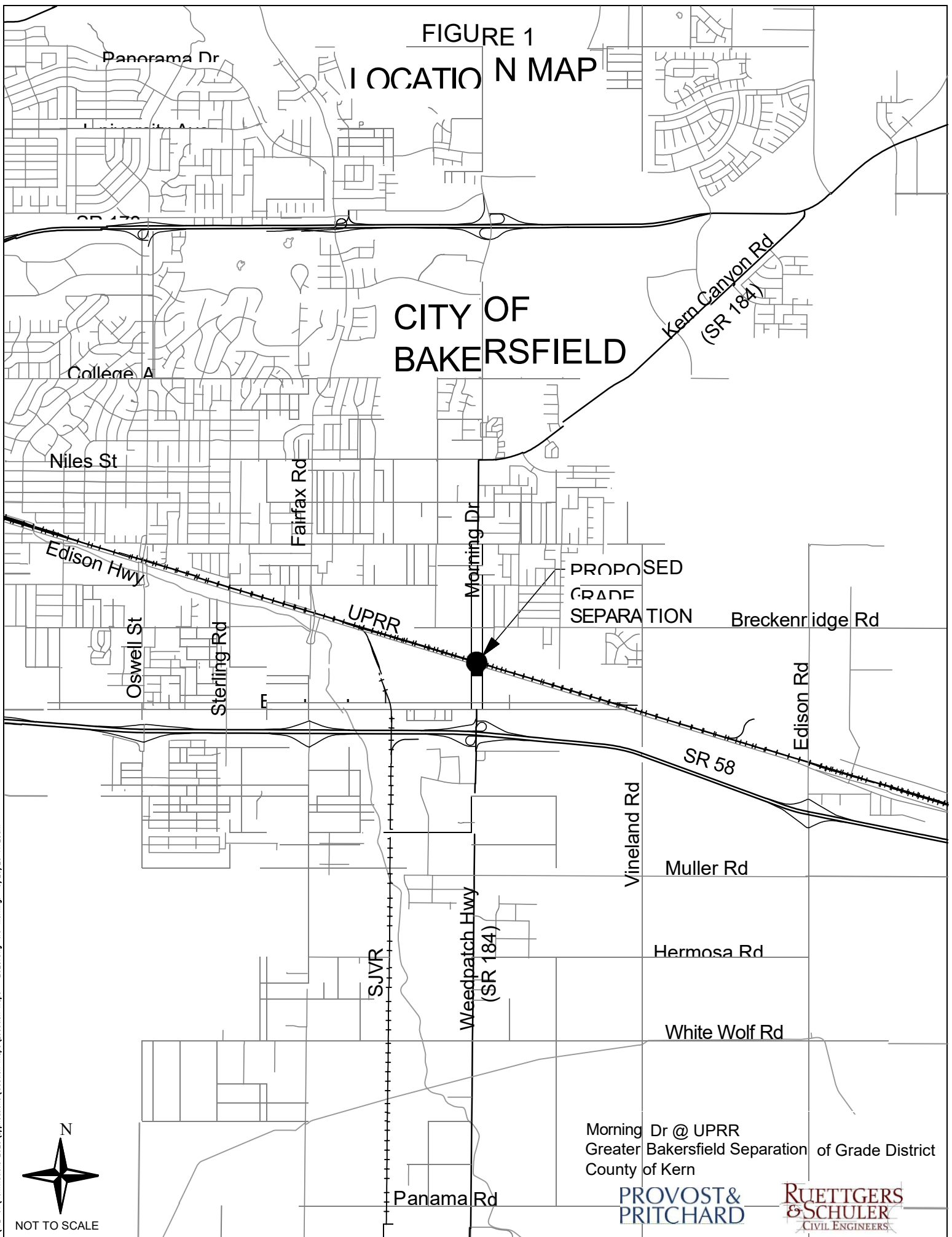
I. Declaration

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





Morning Drive @ UPRR
1B-317.5, Looking North



Morning Drive @ UPRR
1B-317.5, Looking South

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

Morning Drive (SR 184) at UPRR
County of Kern

This project is located in an SB 535 Disadvantaged Community (as designated by CalEPA) and involves replacing the existing Morning Drive grade crossing of the UPRR double-track mainline with an underpass. The proposed grade separation would eliminate delays to motorists and emergency vehicles caused by passing and waiting trains. In addition, the underpass would remove safety hazards associated with the crossing skew angle and proximity of the crossing to the intersection of Morning Drive (SR 184) and Edison Highway.

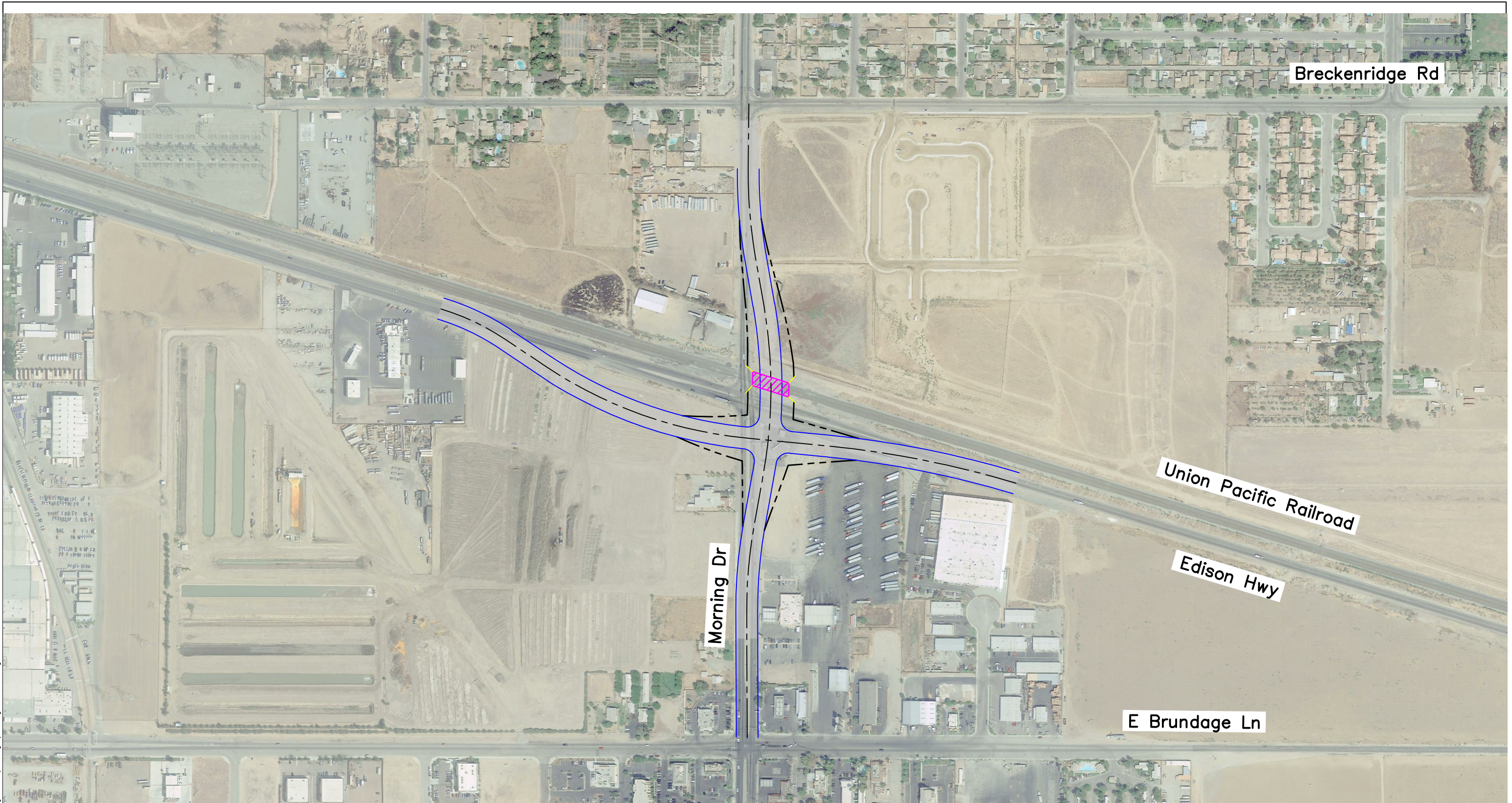
SR 184 is a conventional highway that extends approximately 14 miles from its southerly terminus at SR 223 to its northerly terminus at SR 178. SR 184 provides an interchange connection to SR 58 and connects eastern metropolitan Bakersfield and the communities of Weedpatch and Lamont to the south. SR 184 exists as Morning Drive from Edison Highway to Niles Street where it turns northeasterly onto Kern Canyon Road. Morning Drive continues north of Niles Street and interchanges with SR 178.

The Morning Drive crossing is located along a section of joint trackage that carries all UPRR and BNSF train movements between California's Central Valley, the Los Angeles Basin, and the southwestern United States. Consequently, train movements along this section of rail are among the heaviest in the state. Eastbound trains move relatively slowly as they leave UPRR and BNSF rail yards located west of the crossing. Conversely, westbound trains may slow down and occasionally hold on the approach trackage, blocking the grade crossing at Morning Drive to await clearance before proceeding either to the UPRR yard or to the diverging turnouts that access BNSF's independent trackage through downtown Bakersfield.

Both the crossing skew angle (17 degrees) and proximity of the crossing to the intersection of Morning Drive and Edison Highway (approximately 45 feet to the south) are potential sources of confusion and distraction to motorists. In addition, left-turn movements from southbound Morning Drive to eastbound Edison Highway are made from a shared left-turn and through movement lane. Oftentimes, motorists in this lane wait in a queue that extends across the tracks. Moreover, the clear storage distance between the southbound Morning Drive limit line at Edison Highway and the railroad tracks is not sufficient to accommodate a California legal truck tractor (overall length up to 75 feet).

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. Grade separating this crossing is also included in Caltrans's SR 184 *Transportation Concept Report* (December 2013). In addition, the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the high-speed rail line between Bakersfield and Palmdale (approved August 2021) calls for a grade separation at Morning Drive.

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NOT TO SCALE

Legend



Proposed grade separation

Morning Drive Underpass

Union Pacific Railroad
Mainline at Morning Drive (SR 184)
PUC Crossing ID No. 001B-317.50
County of Kern

Figure 2
Layout
Greater Bakersfield
Separation of Grade
District