



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Environmental Programs Division

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DATE: February 16, 2021

TO: Jennifer Koscelny – Able Consulting

FROM: Alex Peta, E.I. – Noise Specialist

SUBJECT: Traffic Noise Study Determination, City of Moore, SH-37 from 0.15 Miles East of I-35, Extend East 0.30 Miles, [4th Street Railroad Underpass], Cleveland County, JP 33025(04).

Per your request dated 2/5/2021, the subject project has been reviewed in determining if a noise study would be required in accordance with the current ODOT Noise Policy. This review is based on the 90% Project Plans dated 12/11/2020.

The proposed project is to provide a grade separation for 4th Street and the BNSF Railroad in the City of Moore. The project extends from S. Broadway Street east approximately 1,584 feet to Tower Drive. The proposed roadway will consist of four through lanes with a center left turn bays which will transition to a raised median under the railroad bridge. In addition, a temporary shoofly paralleling the BNSF existing tracks to the west will be provided during the duration of construction of the new railroad bridge.

The existing 4th Street is currently 4-lanes. The proposed improvements will maintain as a 4-lane facility along existing alignment, but at a lower vertical grade to accommodate the new railroad bridge. Given that the new 4th Street extent will not remove any shielding between the roadway and the adjacent receivers, no substantial alteration of the vertical alignment will result. As planned, the subject project is defined as a Type III Project; therefore, a traffic noise study is not required.

With regards to the rail portion of the project, it is not recommended that a ground borne vibration screening analysis be assessed. The methodology outlined in the Federal Transit Administration (FTA) guidance manual “Transit Noise and Vibration Impact Assessment” (FTA Report No. 0123, Sept 2018) was used to assist in making this determination. The reasoning is as follows:

- The final rail configuration will remain on the same alignment, within existing railroad right-of-way. The permanent tracks will not be shifted closer to any noise/vibration

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sensitive receivers.

- No additional through railines are proposed as part of this proejct. The volume of trains passing through the area will not increase.
- The shoofly necessary to accommodate the construction of the underpass is strictly a temporary feature.
- Removing the at grade rail crossing on 4th Street will reduce the overall train noise in the area since passing trains will no longer need to use their horns as they cross the intersectin.

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