



April 15, 2019

Robert Tolomeo
Broken Arrow Public Schools
210 North Main
Broken Arrow, Oklahoma 74012

RE: Union Pacific concerns regarding the allowance of a school at the proposed site of Elementary #16
Wallace Project No. 1840205

Mr. Tolomeo:

We have read the letter sent from Union Pacific to the City of Broken Arrow listing their concerns regarding the construction of the proposed school. We believe most or all of those concerns can be alleviated based on the site-specific conditions for this property.

Below are our responses to each of their concerns. See the attached figures for reference.

Trespassing

Approval of the school will have limited impact on pedestrian traffic at the railroad right-of-way. The railroad is located along the north boundary of the school property. The playgrounds are all fenced and the closest one is over 600 feet from the railroad right-of-way. Due to the location of the school, walkers and bike riders are not anticipated from the north. There is one property to the north between Highway 51, the Creek Turnpike and the railroad. This property is industrial and pedestrian traffic from this property to the school is not anticipated. All other pedestrian traffic to the north would require crossing Highway 51 or the Creek Turnpike. All students are anticipated to be bus riders or car riders.

Increased Traffic Impact

The only road crossing the railroad right-of-way is Gary Street which extends from Highway 51 to the schools frontage. This road is gated at the eastern boundary of Events Park. It is our understanding all parents/vehicle traffic will come from the south at 101st street and up through the Events Park. The only access through the gate will be some of the buses. A maximum of 12 buses will serve the school and not all will go east and cross the railroad. There is an existing industrial park between the gate on Gary Street at the eastern boundary of Events Park and the railroad. The only access to the industrial park is off Highway 51 which requires crossing the railroad. As noted above, pedestrian traffic across the railroad as a result of the school is not anticipated.

Noise and Vibration Impact

The school is approximately 700 feet south of the edge of the railroad right-of-way. Both the school and the architect are aware of the proximity of the active rail line. As noted above, there will be no notable increase in traffic at the level crossing. The closest residential developments are a half mile away from the proposed school.

Wallace Engineering
Structural Consultants, Inc.
200 East Mathew Brady Street
Tulsa, Oklahoma 74103
918.584.5858, 800.364.5858
www.wallacesc.com

Robert Tolomeo
Union Pacific – Elementary 16
April 15, 2019
Page 2

Drainage and School Construction

There will be no grading activities within about 400 feet of the railroad right-of-way. All flow from the school will be carried southeast away from the rail at the north. The only proposed work near the railroad right-of-way will be the connection to a waterline within the right-of-way. We have been in contact with the railroad regarding the encroachment application process. All construction permitting will be in accordance with the Union Pacific regulations.

At-Grade Crossing and Sight Line Safety

The proposed school is 2,000 feet from the level crossing with several properties between the two. The only additional traffic across the level crossing as a result of school construction will be a few buses a couple times a day. A meeting with ODOT can be held if the school construction is approved. The bus drivers can be reminded of the safety information for the level crossing.

If you have any questions or need additional information, please do not hesitate to contact us.

Sincerely,

Jordan Rodich, P.E.
Associate

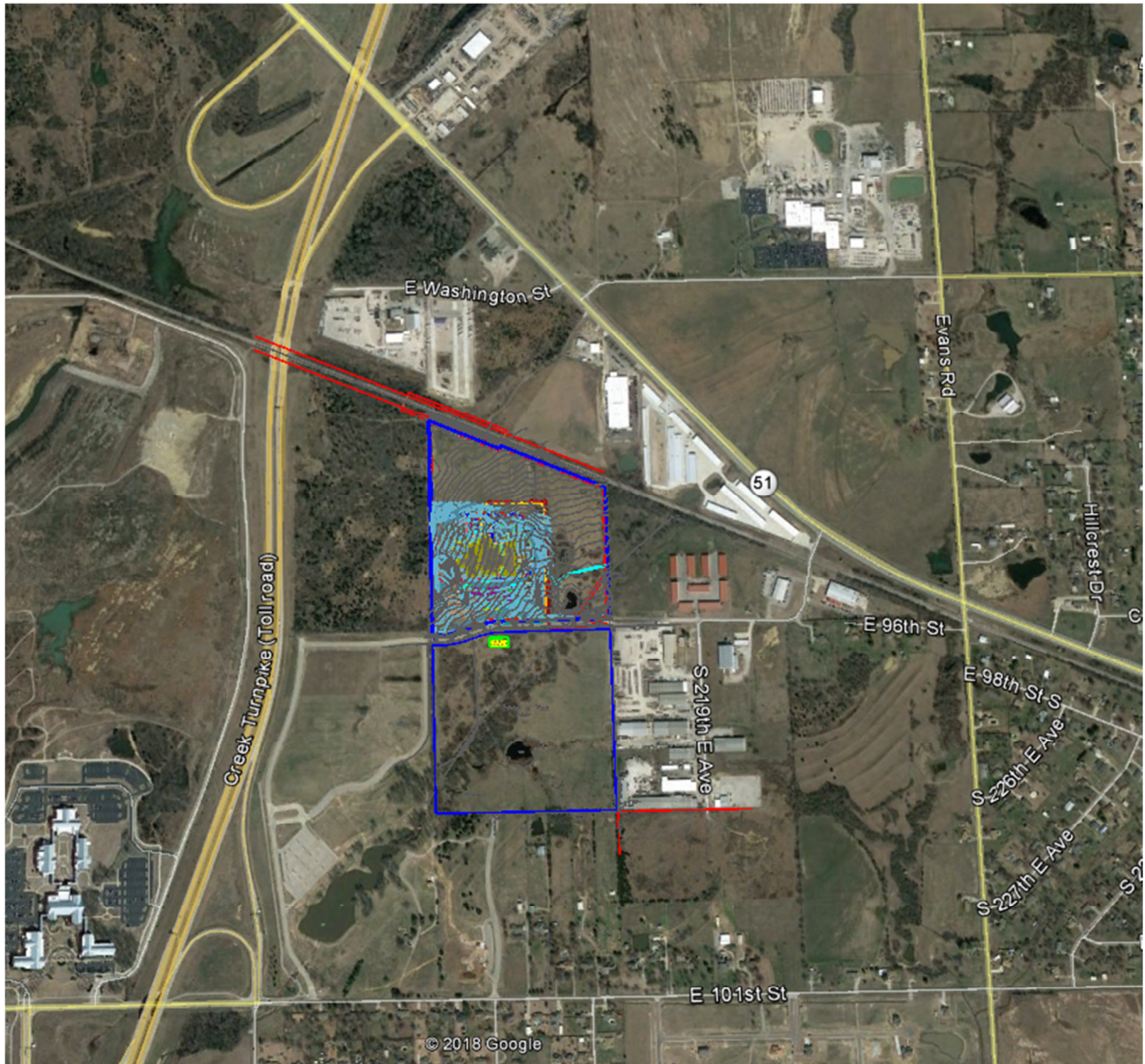


Figure 1: Proposed school plans overlaid on Google Earth to illustrate the distance from residential, the orientation of the highways, and the industrial park that uses the existing level crossing

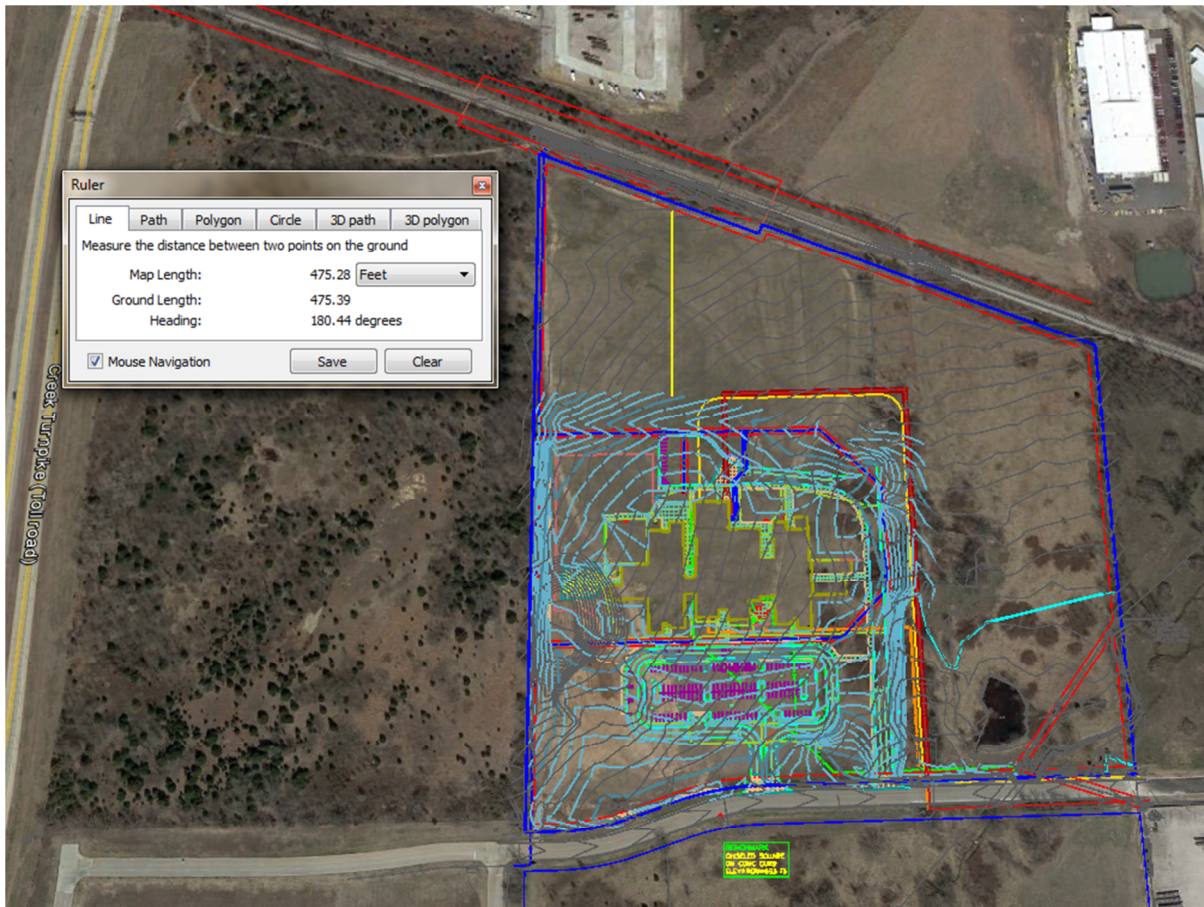


Figure 2: Proposed school plans overlaid on Google Earth to show distance from proposed grading activities to the railroad right-of-way (measured using yellow line between proposed contours and red dashed right-of-way)