

**Meeting Minutes-FINAL**  
**Louisville – Cincinnati (US 42)**  
**Oldham County Item No. 5-441.01**  
**Joint Inspection**

A Joint Inspection Meeting on the US 42 Oldham County roadway improvement project was held at 9:00 a.m. on Friday, February 17, 2012 at the KYTC District 5 Office. The following persons were in attendance:

<b>Name</b>	<b>Representing</b>	<b>Telephone</b>	<b>Email</b>
<b>KYTC REPRESENTATIVES</b>			
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<b>DESIGN CONSULTANTS</b>			
Larry Harmon	HHE	859-269-3150	larry.harmon@hhenet.com
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Albert Zimmerman	QK4	502-585-2222	azimmerman@qk4.com

Items discussed were as follows:

1. The consultant gave a brief review of the project's history and described that the selected alternate was to construct a 3 lane urban typical section with a design speed of 35 MPH. A 10' multi-use path will be constructed on the right hand side through the entire length of the project. A 5' wide sidewalk will be constructed on the left hand side from River Bluff Road to the end of the project (Ridgemoor Drive).
2. Jeff Schaffer updated the project team about concerns that Riverfields has regarding the trees and view shed on the Wallace property. He noted that the Environmental Document expires in March 2012, and that a re-evaluation is required.
3. The FY 2012 – FY 2018 Recommended Highway Plan shows SLO funding in 2012 for the Right of Way and Utility phases and 2014 for the Construction phase.
4. The design speed is 35 MPH. In the signing plans HHE proposed 35 MPH speed limit signs. The KYTC directed the consultant to change the proposed speed limit signs to 45 MPH. KYTC provided the following explanations:

*“Our design speed is 35 mph but the current posted is 45 mph. I just spoke with our Traffic Section and the posted speed will stay at 45 mph, but when the project is built, they will do a traffic study of how the traffic flows and make a determination if the speed has to be lowered or remain as it is. As you mentioned, there are several curves that are substandard for 45 mph. Our design improves the sight distance a little. The addition of the middle turn lane will also help with the traffic flow.”*

*“That is correct. The posted speed limit in this area is set by Official Order based upon engineering study of the existing road. Once it has been reconstructed, we can conduct a new study to determine if a lower speed limit is justified, but it will have to open with a posted 45 mph posted speed limit as it currently is. In the event that a lower speed limit is not justified, appropriate warning signage with advisory speed plaques will then be installed as necessary. It is not unusual to have a posted speed limit greater than the design speed.”*

5. The proposed design includes replacing all existing right turn lanes.
6. The proposed design includes reconstructing commercial entrances flush with the roadway, and reconstructing residential entrances as shown in the standard drawing “Concrete Entrance Pavement and Sidewalk - Condition No. 2.”
7. Set up a quantity for 1 inch of “Asphalt Pavement Milling and Texturing” to be used as needed to correct cross slopes and rough pavement. Show this on the typical section, or add a note to explain that it is expected to be used mostly from the beginning of the project up to Hunters Ridge.
8. When less than 1 inch of asphalt material is needed for leveling, bid it as “Leveling and Wedging”; when greater than 1 inch is needed, bid it as “Asphalt Binder, 0.75 mix”.
9. The consultant will complete and submit the pavement design after receiving the geotechnical report. The consultant has submitted the required project information to the Geotechnical Branch.
10. The pavement design shown in the Joint Inspection Plans included a Drainage Blanket-Type II-Asphalt. If it remains as part of the final pavement design, it will need to be drained to the inlets via pavement under-drains since there is curb and gutter along the roadway.
11. The existing traffic lights at US 42/River Bluff Road and US 42/Hayfield Way are to be reconstructed, unless the KYTC advises differently in the future. KYTC will provide Signal Design.
12. KYTC will send the consultant a revised drawing of the “Sidewalk Ramps” to be included in the plans.
13. Include construction notes or tables that quantify the amount of “sodding” to be used per Parcel No. Use sod in mowable yards, use seed and protect in non-yard locations.

14. The consultant is to inspect the two existing box culverts to determine their structural integrity. After the inspection is complete, the decision will be made if the culverts can be extended or if replacement is needed. If replacement is needed, the new pipe will be bored and jacked under the existing road and the existing culvert will be safeloaded.
15. The project team discussed the drainage associated with the existing 3' X 3' RCBC. The discussion included addressing a letter that the KYTC received from local property owners expressing their concerns about the hydraulic performance of the existing culvert and their concerns over tree cutting associated with the project. After investigating the existing conditions of the drainage way that leads to the 3' X 3' RCBC, and after completing the hydraulic analysis, it was determined that the yard flooding mentioned in the property owner's letter, is not caused by the existing culvert. The yard flooding appears to be caused by a storm sewer pipe that is not ditched across the property and by poor grading of the drainage path across the adjoining property that leads to the culvert. KYTC will respond to the owners and inform them of these findings.
16. The consultant presented two alternate locations for a proposed retaining wall between US 42 and Old US 42. The consultant will also look at a third option of using a barrier wall behind the back of curb. If DBI type 13's are used in association with any wall, then double grates shall be used. The KYTC will provide a form liner note for the retaining walls.
17. The utility impacts are still being determined and any changes that need to be made to the plans will be provided to the consultant.
18. The design team will schedule the "Right of Way Information Meeting" after revisions due to Utility impacts and review comments have been made to the plans. This will be held before submittal of Right of Way plans.
19. The construction cost estimate shall be done using "Estimator".
20. For the construction cost estimate use \$30,000 for each Traffic Signal Modification (one total); and \$70,000 for each Traffic Signal Reconstruction (two total).
21. The project costs reflective of the Joint Inspection plans are:

Right of Way	\$2,333,000
Utilities	\$1,330,000
<u>Construction</u>	<u>\$2,990,000 (using Estimator)</u>
Total	\$6,653,000
22. Comments on the Roadway Plan Sheets, R1 – R33:
  - R1:
    - a. The Item No. shall be changed to 5-441.01 throughout the plan set.
    - b. Fill out the Level of Service and Percent Truck Traffic.
    - c. Verify and add note that "This project is off the NH System".
    - d. The project team decided that the small amount of proposed work in Jefferson County did not justify listing both counties and separating quantities by county.
  - R2:

- a. Remove the note about Proposed RW.
- b. Do not show proposed RW on any typical section.
- c. On the note “See cross sections for slopes outside the limits of the berms”; change the shape that encircles the number 1 to a unique shape.
- d. On the “Asphalt Surface Overlay Taper” detail, remove the references to high speed and low speed facilities.

R2A:

- a. Once the retaining wall is selected, edit the typical section to reflect the selected wall. Correct the dimensioning on the left hand side if this typical section.

R2D:

- a. Bid permanent and temporary signs separately.
- b. Correct the spelling of “overlay”.
- c. Spell out “ditches”.

R2J:

- a. The District will provide updated “Utility Contact Information” as it becomes available.

R5:

- a. Reconstruct the entrance right of 105+52 with 25’ radii, using asphalt as the surface and place channel lining at the outlet end of the entrance pipe.
- b. Eliminate the multi-use path from the entrance right 105+52 to the next commercial entrance, approximate station 107+55. Construct only the ramp on the west side of the commercial entrance (so that the multi-use path may be extended by a future project).

R11:

- a. For the existing 18” storm sewer that runs south from US 42 to an existing DBI in the parking lot (right of 120+50) determine if there is an existing permanent easement. If not, then change the proposed TE to a PE.
- b. Skew the entrance pipe left of 122+65 so that the outlet end is pointing away from the existing utility pole.

R13:

- a. Guardrail is to be installed on the north side of US 42 to protect the 2:1 fill slopes in the vicinity of the 3’X3’ RCBC. The guardrail shall be installed so that the face of guardrail is flush with the face of curb.
- b. Add a note that states that “Clearing on Parcel 27 shall be coordinated with the engineer.”
- c. Change the TE to RW across Parcels 26 and 33.
- d. Show the proposed header curb, right of 130+50 in the cross-sections.

R15:

- a. The entire traffic signal system at the intersection of US 42 and River Bluff Road will need to be reconstructed.
- b. Combine the two entrances (right 133+33 and right 133+54) into a single shared entrance. RW will be needed to keep the entrances from crossing private property.

R17:

- a. To avoid trenching across the Hayfield Way on the north side of US 42, look at tying the proposed 18” storm sewer into the existing DBI that is near the northeast corner of the intersection.

- b. The consultant shall look at using an “S” curve to realign the tie-in of Old US 42 to Hayfield Way. It is desirable to move the intersection farther away from US 42, doing so will require a median cut-through on Hayfield Way.

R19:

- a. On Parcel 53, keep the proposed TE out of the existing parking lot when possible.

R21:

- b. Mill and resurface the entire intersection at US 42 and Ridgemoor Drive. Stop short of the existing traffic loops on the east side of US 42.

23. Comments on the Temporary Traffic Control Plans, R34 – R53:

R34:

- a. Remove the note “The speed limit shall be reduced to 25 MPH throughout the construction zone for all phases”. And add note “The speed limit may be reduced by 10 MPH during construction at the discretion of the engineer.”
- b. Remove the verbiage from all notes that says, “lane width is 12’ desirable”.
- c. To the note about Pavement Drop-offs greater than 4 inches, add “bridge panels” as an option for separating the traffic from the work area.
- d. Add a note that says removal of all pavement markings and markers are incidental to traffic control.
- e. DGA wedges shall be in place at the end of each work session if the drainage blanket is eliminated from the pavement design. If the drainage blanket remains, then further discussion is needed to determine if the drop-off can remain without being wedged. A note shall be added accordingly.
- f. In order to minimize the use of DGA wedges, add a note that when working near the travel lane, the contractor is restricted to excavating only the area that can reasonably be worked in one working day.
- g. Add a note about maintaining access to entrances. Use DGA to maintain access to residential entrances. Use DGA to maintain access to commercial entrances that are disturbed for less than 7 days. Use Temporary asphalt to maintain access to commercial entrances that are disturbed for 7 days or more.
- h. Add a note that Traffic signal must be operational and shifted during construction.
- i. “Temporary traffic signals” shall be a bid item.
- j. Add note that the contractor is to construct temporary striping.

General:

- k. Show the construction phasing, including barrels and slopes, on the cross sections.
- l. The plans shall include more detail on how to construct the entrances, approaches and drainage features.
- m. Determine if any temporary drainage is needed.

24. Comments on the Striping and Signing Plans. R64 – R74: KYTC provided the consultant with a set of plans that had red-line revisions to the Striping and Signing Plans. The revisions include:

R64:

- a. The detail for “Median Island Separating Traffic in Opposing Directions” shall be revised so that the spacing on the 45 deg cross striping is 45’.

- b. For all marked crossing, use Standard Crosswalk Markings, 6" White Thermo Transverse Lines 10' apart instead of using crosswalk bars. Remove the "school zone crossing" detail.
- c. Add "2009 Edition" to the note referencing the MUTCD.
- d. Use sign "W3-5" instead of "R2-5A"
- e. The speed limit sign shall be changed to 45 MPH. (See Item No. 3, Page 1)
- f. The school speed limit sign shall be changed to 35 MPH.
- g. Check the quantity of pavement markers.

R65:

- a. Lane drop pavement arrows, Figure 3b-24 (2009 MUTCD), shall be installed at stations 91+70, 94+20, 96+70 and 99+20.
- b. The skip stripe shall end at 94+20.
- c. Use sign "W4-2L" instead of "W4-2R" and move it to station 92+25.
- d. Remove all the straight arrow pavement markings.

R66:

- a. Remove all the straight arrow pavement markings.
- b. Label the 45 degree cross striping in the median as "12" yellow thermoplastic".
- c. The speed limit sign shall be changed to 45 MPH. (See Item No. 3, Page 1)

R68:

- a. The speed limit signs shall be changed to 45 MPH. (See Item No. 3, Page 1)

R69:

- a. Remove the sign "W2-2R".
- b. Do not place crosswalk pavement marking across Hunters Ridge, it is an un-signalized intersection.

R70:

- a. The speed limit signs shall be changed to 45 MPH. (See Item No. 3, Page 1)

R71:

- a. Eliminate the "S1-1" signs.
- b. Install sign "W3-3" on both sides of the road at about station 137+00.

R72:

- c. Eliminate the two "S1-1" signs.
- d. Add a "speed limit 45 MPH" sign to the "end school zone " sign and move it to left station 142+60.
- e. Move the "school speed limit 25 when flashing" sign to right station 142+60. Then change the speed limit to read 35, add signs "S1-1" and "W16-P9" and add overhead flashers.
- f. On Hayfield Way West, move the stop bar to the end of the return.
- g. On Hayfield Way East, move the stop bar to the return on the south side of Old US 42.
- h. Add a landing to the return formed between US 42 and Old US 42 to provide a path to direct pedestrians to continue onto Old US 42.
- i. A sign will be needed to inform the users of the multiuse path that the path ends and they are to utilize Old US 42 to continue to the next portion of the multi-use path. KYTC will provide the consultant with guidance to develop this sign.

R73:

- a. Eliminate the speed limit signs.
- b. Install sign "W3-3" (size 36 inch) on the left at station 144+65.

- c. Right Station 146+80 install a sign that is 40" X 20" with white letters on a green sign that reads" GOSHEN ELEMENTARY ←".

R74:

- a. Eliminate the "speed limit 35" sign, the "end 35 MPH" sign and sign "S1-1"
- b. Construct landings on both sides of US 42 on the east side of the intersection of US 42 and Ridgemoor Drive.
- c. Stripe the crosswalks using standard crosswalk markings, match existing.

25. No comments were made on the Erosion Control Sheets, Coordinate Control Sheet, Pipe Sheets, or the Drainage Folder.

These meeting minutes represents our understanding of items discussed during the meeting. A draft copy of the minutes was distributed to all attendees for their review and comment. All received comments were addressed and any necessary revisions were made to this Final set.