MORE TOWN AND COUNTRY NEWS: THE EARLY EMAILS ABOUT STOPPING THE MASON ROAD SIDEWALK PROJECT: In 2018 when Town and Country and its contractors began to tear up the sidewalks along Mason Road for part of an ill-conceived project to replace existing concrete sidewalks with wider asphalt sidewalks, they forget one big thing. The sidewalks getting demolished were part of the Mason Rd. roadway and belonged to the St. Louis County Highway Department which never gave the city permission to destroy their property or build something on it without their permission.

The County ordered the work stopped in October 2018. Approval was not given until November of 2019, but the city is still waiting for permits from the County.

I wanted to see and possibly post the emails on file with Town and Country since the October 2018 stop order was issued.

Last week I found out there are over 600 pages of emails reference the Mason Road boondoggle. More than I had time to read. More than I had computer space to post and more than I cared to pay for copy costs and staff hourly salary to prepare.

But I did get the first few emails after the County issued the stop work order. Here is how things played out with the staff, Tim Randick, the project manager and Craig Wilde the City’s planner and public works director who announced his resignation two months later. The first one is the “AW SHIT” email.

OCTOBER 9, 2018

From: Randick, Tim <randickt@town-and-country.org>
Sent: Tuesday, October 09, 2018 11:50 AM
To: Davis, Kelley <kelley.davis@woodplc.com>; Loomis, Brad <brad.loomis@woodplc.com>
Subject: Mason Trail
Importance: High

Kelley or Brad,
We need a call back asap, as St. Louis County has shut down the project as no final plans were submitted.

Tim Randick
Project Manager
City of Town & Country
From: Loomis, Brad <brad.loomis@woodplc.com>
Sent: Wednesday, October 10, 2018 12:35 PM
To: Wilde, Craig; Randick, Tim
Cc: Rogers, Kendra K.; Davis, Kelley
Subject: Mason Road - St. Louis County Comments
Attachments: 2017-12-21 Mason Road Path Concept_ Review_Disposition of Comments.docx

Craig and Tim,

Before we send to the County, we would like you review two comment responses on our disposition list.

See #9 and #22.

I don’t see an issue with adding a note to the plans for #9, although we don’t show any signage along Mason Road at this time for the crossing.

For #22, I don’t see why the City would need to make a deposit, there are no Mason Road improvements, only the new path work.

Let me know that you are good with this approach and we will submit to the County ASAP.

Thanks,

Brad Loomis, PE, PTOE, CFM
Branch Manager
Environment & Infrastructure Solutions

The attachments:

St. Louis County
Mason Road Shared Use Path
Concept Review 2017-12-21
Disposition of Comments

Concept Plan Comments:
Comment #1:
Add the following note to the plans: “If the City of Town & Country, in the future, submits plans to extend the Mason Road multi-use path to Queeny Park, the City of Town & Country will be required to incorporate in that plan, at their expense, the design and construction of a pedestrian traffic signal at all locations where the path crosses, or is proposed to cross, Mason Road. Additionally, if the City of Town & Country, in the future, requests a pedestrian signal across Mason Road, the Saint Louis County Department of Transportation would conduct an investigation. If it is determined that a pedestrian signal is warranted, payment for the design and installation of the signal would be the sole responsibility of the City of Town & Country.”

The note has been added under GENERAL NOTES #11 on Sheet No. 3.
Comment #2:
In the area of stations 22, 23, 24 move the trail to follow the existing path alignment.

The trail has been adjusted to follow the existing sidewalk alignment. See PLAN AND PROFILE SHEET 5 OF 7 (Sheet No. 8).

Comment #3:
Provide a minimum 4’ setback from the trail and guardrail at all locations (guardrail can deflect up to 4’).

There is a 5-foot buffer between the edge of trail and all guardrail and crashworthy end terminals. See PLAN AND PROFILE SHEETS 2 AND 3 (Sheet No. 5 and 6).

Comment #4:
The plan calls for the guardrail crashworthy section and wooden rail are to be flush with no gap. Provide a solid connection between the w-beam and the wood rail to ensure when hit they do not separate. The crashworthy ends systems are also 25 feet long, so a vehicle could theoretically travel along the guardrail extruding 25 feet of rail making it to the wooden section if only a crashworthy section is used. A standard piece of w-beam between the crashworthy end section and the wooden rail should be included. Once again the connections need to be solidly tied together.

A callout is located on PLAN AND PROFILE SHEETS 2 AND 3 at the guardrail and crashworthy end terminals stating “SEE DETAIL ON SHEET NO. 28”.
A guardrail note has been added to the DETAIL SHEET stating, “A STANDARD PIECE OF W-BEAM SHALL BE INCLUDED BETWEEN THE CRASHWORTHY END SECTION AND THE WOODEN RAIL. CONTRACTOR SHALL PROVIDE A SOLID CONNECTION BETWEEN THE W-BEAM OF THE CRASHWORTHY SECTION AND THE WOOD BEAM OF THE GUARDRAIL TO ENSURE WHEN HIT THEY DO NOT SEPARATE.”

Comment #5:
The trail is still shown as connecting to the Mason Road crossing in a sweeping manner. Revise the trail alignment to connect at a tighter 90-degree angle to force bicyclists to slow down and ultimately stop.

The trail has been adjusted to connect to Mason Road at a tighter 90-degree angle. See PLAN AND PROFILE SHEET 3 OF 7 (Sheet No. 6).
Striping will also be added to the trail surface just before the Mason Road crossing that reads “STOP AHEAD” as well as stop bars and stop signs. See SIGNAGE AND STRIPING SHEET 2 OF 4 (Sheet No. 24).

Comment #6:
Straighten the trail alignment as much as possible at the Clayton Road connection.

The trail alignment could not be straightened anymore due to an existing wooden pole, CMP flared end, and grate manhole. The trail follows the existing sidewalk alignment as close as possible. See PLAN AND PROFILE SHEET 7 OF 7 (Sheet No. 10).
Comment #7:
If possible remove the retaining wall at the end of pipe near the crossing.

The retaining wall between STA 13+00 and STA 14+00 at the existing area inlet has been removed. A proposed modular wall has been designed beginning at STA 13+25 and ending at STA 14+65 due to the failure of the existing slope between the area inlet and the sidewalk. See PLAN AND PROFILE SHEET 3 OF 7 for location of the proposed wall and see RETAINING WALL PROFILES (Sheet No. 14) for the profile of Wall RW-1-RT.

Comment #8:
Trail sized "Stop" signs need to be installed at the Mason Road crossing facing trail users. Add note to the plan in the area of the signs that the signs shall be maintained by the City of Town & Country.

Trail sized stop signs (RI-1; 18" x 18") have been added to the signage plan sheets at all crossings including the Mason Road crossing. See SIGNAGE AND STRIPPING SHEET 2 OF 4 (Sheet No. 24). A note was added to all four sheets of the signage and striping plans that states, "TRAIL SIGNS SHALL BE MAINTAINED BY THE CITY OF TOWN & COUNTRY".

Comment #9:
Add a note to the plans that St. Louis County DOT will install and maintain the Mason Road warning signs for the trail crossing. St. Louis County DOT will need to be provided two weeks of notice prior to when the signs need to be installed.

This note was not added. We will add to the plan. What distance from the crosswalk should these signs be shown on the plan?

Comment #10:
Note that MSD may have water quality requirements related to the project and recommend that you initiate conversation with MSD.

An initial meeting with Jason Peterkin at MSD took place on Thursday 1/18/18. Preliminary plans were submitted to MSD in March 2018. Final plans were submitted to MSD in May 2018. Final MSD comments were addressed and resubmitted plans in October 2018.

Comment #11:
Incorporate standard concept notes (attached) into the plans.

See standard concept note responses below.

Comment #12:
Incorporate the comments and forward a pdf of the revised concept plan. Note that when the concept issues are addressed you will need to submit a detailed construction plan for review.

Revised concept plan with addressed comments and the detailed construction plan will be a single plan set.
Standard Concept Notes:

Comment #13:
All proposed improvements shall be constructed to St. Louis County Standards.

Note has been added to GENERAL NOTES #12. See Sheet No. 3.

Comment #14:
No slopes within St. Louis County right-of-way shall exceed 3 (horizontal) to 1 (vertical).

Note has been added to GENERAL NOTES #13. See Sheet No. 3.

Comment #15:
Stormwater shall be discharged at an adequate natural discharge point. Sinkholes are not adequate discharge points.

Note has been added to GENERAL NOTES #14. See Sheet No. 3.

Comment #16:
All proposed access to St. Louis County roads shall meet minimum St. Louis County sight distance requirements.

Note has been added to GENERAL NOTES #15. See Sheet No. 3.

Comment #17:
All sidewalks and associated accessibility improvements within right-of-way shall be constructed to St. Louis County ADA Standards.

Note has been added to GENERAL NOTES #16. See Sheet No. 3.

Comment #18:
A signed/sealed note shall be added to the Construction Plans indicating that the unimproved existing sidewalk/pedestrian path along the project frontage meets current St. Louis County ADA standards.

All existing sidewalk along the project frontage is called out To Be Removed (TBR). The proposed shared path shall meet St. Louis County ADA Standards.

Comment #19:
All grading and drainage shall be in conformance with St. Louis County and MSD Standards.

Note has been added to GENERAL NOTES #17. See Sheet No. 3.
Comment #20:

All hydrants, power poles or other potential obstructions within the St. Louis County road right-of-way shall have a minimum two (2) foot setback from face of curb or edge of pavement, as directed by the St. Louis County Department of Highways and Traffic.

Note has been added to INTERFERING STRUCTURES #11. See Sheet No. 3.

Comment #21:

Any entity that performs work on St. Louis County maintained property shall provide the County with a Certificate of Insurance evidencing general liability coverage (bodily injury and property damage) in the amounts specified as the limits of liability set by the State for public entities. Such certificate shall include "St. Louis County" as an additional insured and shall be provided prior to the issuance of any permit. Certificate shall provide for a 30 day policy cancellation notice to St. Louis County. Upon request, the County will provide the specific amounts for both per person and per occurrence limits.

Note has been added to GENERAL NOTES #18. See Sheet No. 3.

Comment #22:

Prior to “Special Use Permit” issuance by the St. Louis County Department of Highways and Traffic, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, may be required to be established with the St. Louis County Department of Highways and Traffic to guarantee completion of the required roadway improvements.

There are no improvements to the roadway, this requirement should be waived. This project is fully funded by the City of Town and Country.

Comment #23:

Continuous pedestrian access shall be provided during the construction process. Prior to the start of construction, adequate pedestrian access around the site shall be provided and verified. No existing sidewalk shall be removed without providing adequate pedestrian facilities and routes during construction activities.

Note has been added to GENERAL NOTES #19. See Sheet No. 3.

OCTOBER 15, 2018
From: Rogers, Kendra K. <kendra.rogers@woodplc.com>
Sent: Monday, October 15, 2018 10:39 AM
To: Wilde, Craig
Cc: Loomis, Brad; Davis, Kelley
Subject: Mason Road Path - STL Co Comments
Attachments: 2018-10-15 STL Co Review #3_Concept Comments.docx; 2017-07-28_Mason Path-Stl Co Concept Submittal REVIEWED 09-14-17.pdf

Craig,

We have received comments back from Jim Knoll after submitting our final plan set that incorporates all of the concept comments we received on 12/21/2017. Please see the attached additional comments from both the County and their traffic design group. All of the comments except for one are new requests.

I’ve also attached a marked up concept plan set that was reviewed by the traffic design group on 8/14/17. These marked up plans were not provided to us until today.

We are available for a call if you would like to discuss.

Thank you,

Kendra Rogers, EIT
Civil Technical Professional
Environment & Infrastructure Solutions
Direct: +1 (636) 200-5175
www.woodplc.com

ATTACHMENT:

Mason Road Shared Path
STL County Concept Review #3
15 October 2018

Concept Comments:

- Show right-of-way in a heavier line weight and provide callout arrows so that right-of-way is clearly visible, all sheets, all plan sets.
- Add note to cover sheet of all plans: “The City shall enter into a maintenance agreement with St. Louis County for perpetual maintenance of all non-standard items in County right-of-way.”
- Add note to all plans: “St. Louis County Transportation Department will install and maintain the Mason Road warning signs for the trail crossing. Two weeks prior notice shall be provided to St. Louis County for sign installation.”
- Identify the quantity of land disturbance on the cover sheet of all plans.
- County is reviewing the issue of retaining walls in right-of-way. Further comments will be forthcoming regarding the retaining walls.
- Show intersection detail at the Clayton Road connection. Straighten alignment, remove/adjust wooden pole, flared end, etc. as necessary.
- Incorporate comments and forward a pdf of the revised plans.
Traffic Signal Design Group Comments

Email sent to Jim Knoll:

“It appears they did not address the signal comments from the 8/14/17 review. They do indicate the existing pedestrian signal (push-button and heads) are to be removed and replaced from the revised dropbox file you indicated below, but they do not indicate where the new location will be located, wiring details, signal equipment needed, bases, nor does it address using APS buttons for the crossing, new controller, etc. I have attached the 8/14/17 comments.

At the construction stage a separate signal sheet would be required with pertinent details as it would become part of the county’s record set for the intersection. As detailed it does not meet any standards.”

OCTOBER 17, 2018 “AW SHIT” EMAIL TO Board of Aldermen

From: Shelton, Bob
Sent: Wednesday, October 17, 2018 9:15 AM
To: City Council
Cc: Wilde, Craig
Subject: FW: Mason Road South Trail Project

Dear Board and Mayor:

Please see below from Craig.

Bob
Bob,

As I told you earlier, we have experienced a setback regarding the Mason Road Trail Project which commenced a few weeks ago. Over the past few days, we found that our Engineer for the project had started, but failed to complete a series of submittals to St. Louis County Highways and Traffic. Due to this, the project was forced to be paused while this portion of the permitting process is being completed. The exact timing of a restart for the project is uncertain. The Engineer has since made the submittal and we are working with St. Louis County to develop a strategy to move forward. I will continue to update you as progress develops.

Craig J. Wilde, P.E.
Director of Planning & Public Works
City of Town and Country, MO