

Ameling Road Improvements

City of Maryland Heights, Missouri

This section of Ameling Road is an important 0.7-mile minor arterial serving several large subdivisions and a condominium complex, as well as an alternate route to Creve Coeur Park. The existing roadway section consisted of a two-lane asphalt roadway with open ditches and no continuous pedestrian facilities. The new alignment eliminated areas of poor stopping sight distance, reduced the grades to current standards, enclosed the drainage system, provided two and three-lane pavement sections, and provided on-street parking and continuous sidewalks. The project was partially funded with state stormwater grant funds.

While with another consulting firm, David Ellermann was the project manager and designer responsible for all aspects of the Ameling Road reconstruction project. The project included a stream crossing utilizing a double box culvert. Complicating this crossing was the close proximity of a 36" diameter water line running parallel with the roadway. An MSE retaining wall was designed to act as the culvert headwall, reducing the footing required, and providing the necessary clearance for the water line.

The reduction of substandard grades and widening of the roadway required that modular block retaining walls be used. Plantable or "green" walls were used in combination with a comprehensive planting plan. For the tree lawns, careful selection of tree species was required to accommodate project added lighting and overhead power lines. As an additional benefit, a pocket park was added through cooperation with a neighborhood association, the local alderman, and David.



Ameling Road looking east. Planted retaining wall at back of walk on right.



Ameling Road looking west at Pheasant Run. Pocket park on left.

The project was split into 3 separate construction projects to accommodate the budgetary allowances of the City. Detailed construction phasing and traffic control was required. By utilizing one-way traffic and detours, travelers experienced the least amount of traffic adjustments and were able to use those routes for the longest amount of time possible. David was also responsible for public involvement and construction observation throughout the three-year construction schedule. Calendar Years Worked on Project: 1997-2002.