

BEST OF
2007
AWARDS

Route 67 Improvements

AWARD OF MERIT: Highway/Roadway

While the 1.3-mi stretch of road covering the Route 67 reconstruction project in Malta, N.Y., may not have been long, the list of goals for the \$18 million project was. Not only did the town plan to improve safety and traffic flow along the roadway, it wanted to create a pedestrian- and bicycle-friendly downtown area.

To accomplish the goals, the project team created five modern roundabouts at the five signalized intersections involved in the project and replaced a bridge that had become structurally deficient and functionally obsolete. Other improvements included a raised median, landscaping, sidewalks, pedestrian and bicycle paths and historic lighting.

The project was started in August 2005 and completed in November 2006.

As a result of the project, which was completed 12 months ahead of schedule, travel times were reduced by 67% during peak hours. Since project completion, there have been no accidents resulting in personal injuries. Prior to the improvements, 43% of all accidents at the five intersections resulted in personal injury. At the Route 9/Route 67 intersection alone, there used to be an average of 3.7 accidents per year or about one every three months.

The high volume of traffic, the desire to minimize traffic diversion during construction and the physical tightness of the project site required that the project be completed accurately and on time. This was accomplished through the early development of a project management schedule, strict monitoring of the schedule and real-time evaluation.

Robert Hansen, regional program and project manager for the New York State Department of Transportation Region 1, credits the close coordination between the town; consultant; contractor; NYSDOT;



M.J. Engineering Land Surveying, PC of New York City, and Rifenburg Construction of Troy, N.Y. with the swift completion of the job.

“Due to the innovative nature of the design, this could have been a complicated project to construct,” he says.. “The constant communication from all team members allowed for construction to be completed effectively and efficiently.”

Adding to the complexity of the project was the identification during the design phase of contaminated soils at an abandoned fueling station just east of the Interstate 87 Northway along the north side of Route 67. The soils were removed, stored and treated during the project.

Other major aspects of the project were to preserve green space, minimize property acquisition and avoid impacts to surrounding wetlands. The roundabout interchange design was the alternative that had the least amount of wetland impact and minimized land taking by 35% compared to other alternatives.

Key Players

Owner: New York State Department of Transportation

General Contractor: Rifenburg Construction, Inc., Troy, N.Y.

Engineering Consultant: M.J. Engineering and Land Surveying P.C., Clifton Park, N.Y.

Stormwater pollution prevention was another component of the project. Extensive stormwater analysis and design-including determination of water quality, channel protection, overbank flood control and extreme flood control volumes-were performed. A full Stormwater Pollution Prevention Plan was prepared that included design for stormwater treatment and erosion control.

Three community outreach meetings were held to explain the sequence of construction, detours, impact on local businesses and the use of the roundabouts.

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