

**Subject:** WA 30 - Project Clarifications

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- 1) Parking - The contractor has prioritized getting the Greig Street business district available for patron parking and access. Parking adjacent to the tourist info center was also prioritized. Business owners should free up as much private parking that they have and ask employees to park off premise. The contractor staging areas were provided to them to reduce cost to the village. The parking east of the ballfield is reserved for contractor staging throughout the project.
- 2) The contractor schedule allows them to work as necessary throughout the summer. Ideally the project would have been completed at best by mid-summer. Agency permitting and value engineering resulted in delayed awarding the bids. This is one of the largest and most aggressive REDI projects and was one of the first to be bid. The award of 7.4 million dollars was only made possible by the tireless work of Mayor McDowell and Mark Costich. Planning began over two and a half years ago with no promise of funding of this project. Beyond the much needed flood/storm systems, new sidewalks, parking curbs, gutters, sidewalk and walls were carefully designed within the budget to get the most for the village from the REDI award. None of the work was ever planned by NYSDOT Capital Improvement Program and would not be done without the Mayor's efforts.
- 3) The project is being constructed to NYSDOT standards per approved plans under the supervision of a licensed Professional Engineer, Tom Arrington, P.E. and a NICET III Inspector Bob Dunn. Thomas, Bob or both are always present on the project site. In addition to construction observation/inspection, they measure all quantities for accurate payment of the contractor. They are available in the field wearing white Costich Engineering hard hats and messages can be left at:  
  
[tarrington@costich.com](mailto:tarrington@costich.com) 601-325-4269 (Thomas)  
[bdunn@costich.com](mailto:bdunn@costich.com) 585-405-4590 (Bob)  
[mritchie@costich.com](mailto:mritchie@costich.com) 585-730-3290 (Mike)
- 4) Construction has been challenging and complicated with summer traffic, numerous private construction projects impacting the R.O.W and all efforts to stay in budget. Total reconstruction including closing the road would have eliminated the need to patch and rework trench excavations and would have been a preferred approval by the design team and contractor. This would have eliminated parking and only local traffic would be permitted in the project area. Instead the contractor worked all winter in very difficult conditions to allow as much access and parking as possible in the summer season. The contractor, mayor and inspectors should be applauded for their efforts.

- 5) The sitting/floodwall is a constant height above the centerline of the road, therefore, is not level, otherwise it would vary from 1 1/2' tall to 4' tall and look foolish.
- 6) Availability of concrete does have a significant impact on construction schedules.

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