

Village board, DOT officials meet Monday on Rte 3 & 30 reconstruction

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dismissed: doing nothing and merely resurfacing the existing routes.

A third alternative, reconstructing Mill Street, would require acquisition of four residential buildings with garages, as well as the liquor store at the corner of Mill and Park Streets. One of the buildings that would have to be acquired, 58 Lake Street, is considered to be an historic structure and thus needs to be avoided if there are "reasonable and prudent alternatives." This alternative has also been dismissed.

The next alternative, using existing streets, is considered viable. Under this alternative, Mill Street would be reconstructed to existing width. Lake Street from Mill Street to Wawbeek Avenue and Wawbeek from Lake Street to Park Street would either be reconstructed as a village share or would be improved by DOT to be utilized as a detour if the final design alternative were to be selected. In addition, Wawbeek Avenue would be reconstructed from the previous Route 30 project to Park Street.

The final alternative is creation of a new alignment

of Routes 3 and 30, either through construction of a T intersection or a roundabout. This new alignment would extend Demars Boulevard to Park Street, reconstruct Wawbeek Avenue as mentioned previously and reconstruct Park Street to McLaughlin Avenue. Either alignment would have significant impacts, but the T intersection would require the acquisition of more real estate than the roundabout.

The reconstruction of Wawbeek Avenue also involves some design alternatives. The existing curve at the intersection with Broad Street could be maintained or the intersection of Wawbeek, Broad and Front Streets could be reconfigured. The grade of Wawbeek Avenue from Don Smith's Apartments to St. Alphonsus could be reduced in order to provide a clear line of sight to the intersection with Park Street. In addition, reconstruction of the intersection of Wawbeek and Park will necessitate the demolition of the old Tip Top Sport Shop in order to provide adequate turning radii for trucks.

Mr. Curtis said that the new alignment alternative is best from an engineering

point of view, but steep grades would not be eliminated. Much of the truck traffic would be rerouted from Lake Street. A major impact on the village, however, would be that Day Wholesale would have to relocate. The business would lose a large chunk of its property and would no longer be able to accommodate 53-foot trucks. The state would pay fair market value for the property and assist with moving expenses.

Mayor Mickey Desmarais worried about the loss of the property on the tax rolls and the loss of jobs should the business move out of the village. DOT representatives had no answers to his questions on how to keep the business local.

A comparison of the alternatives shows that using existing streets would not alleviate problems for trucks, would lead to a greater degree of congestion, but would have less of an impact on local businesses.

The new alignment, on the other hand, would improve traffic flow through the village but would have a major impact on business through the possible relocation of Day Wholesale and the loss of onstreet parking for the Free Press and Little Italy.

Mr. Frechette said remediation of the loss of parking could be remediated by DOT through the creation of parking lots as part of the project.

A cost comparison of the two alternatives shows that using existing streets would cost DOT and estimated \$7.875 million in construction costs and \$300,000 in property acquisition, for a total of \$8.175 million.

The new alignment, either a T intersection of a roundabout, would cost an estimated \$9.2 million in construction and \$1.55 million in real estate acquisition, for a total of \$10.75 million.

Village costs for the existing streets alternative would be an estimated \$650,000 for water and sewer improvements and the same amount for road reconstruction, for a total of \$1.3 million. The new alignment would cost an estimated \$340,000 in water and sewer improvements and no road reconstruction costs, for a total of \$340,000.

Total cost for the existing street alternative, counting both state and village costs, would be \$9.475 million. Total cost for the new alignment would be \$11.09 million.

The above costs do not include engineering costs.

Mr. Curtis said that the new alignment would be easier to maintain and would solve transportation problems through the business district. It would not, however, increase traffic on Park Street. He said he personally favors using existing streets, in part because he does not want to see DOT responsible for Day Wholesale moving from Tupper Lake.

Mr. Frechette added, "We don't want to do anything that will create a major problem for Tupper Lake. We need the village to participate in the decision-making process."

Trustee Tom Snyder said, "There's not only the money to consider, but the way the village is going." He asked if the cost of either alternative would influence DOT's design decision.

Mr. Frechette responded, "Getting \$9 million versus getting \$11 million is equally challenging."

Mr. Curtis added, "We need to know what the community wants. In the long run, we'd be hard pressed to build anything the people weren't in agreement with."

Mr. Frechette concluded by saying, "We're not leaning toward either design. The public hearing will make us lean."

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Santa wasn't exactly the laptop Mike Hutchins asked for... for Christmas! LOL



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Beard rides again

Local motorcycle enthusiast Beard Sutcliffe took advantage of last week's spring-like weather to get in one last ride for 2010.



Scouts enjoy Gentlemen's Dinner at Pine Grove

Boy Scout Troop 23 posed for this shot at their annual Gentlemen's Dinner at the Pine Grove Restaurant. The scouts were required to wear a shirt and tie, and be on their best behavior. They spent the meeting before the dinner learning how to tie ties. From back to front Jacob Hubbard, DJ Shaheen, Nathan Yamerick, Thomas Barton, Mitchell Harriman, Lucas Smetanick, Elliot Fletcher, Max Smetanick, John Bouck, and Brandon Picerno.

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IT'S A GIRL
Sarah Hutchins
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Dr. Waguhi Kirollos

Big Tupper commemorative skis still available

Several pairs of the limited edition Big Tupper commemorative skis created by Avant Skis are still available. The high performance skis have a vertically laminated poplar wood core and high carbon steel edges. The skis sell for \$950 and have a five-year season's pass to Big Tupper embedded in them. They are available for purchase at Big Tupper and at www.skibigtupper.org.

Avant Skis also crafted a very special one-of-a-kind pair of skis that were auctioned on eBay in December. The skis feature full carbon composite construction, custom wood veneer inlays, a vertically laminated poplar wood core and high carbon steel edges. They are embedded with a lifetime ski pass to Big Tupper. The winning bid was \$3100 and was made by a local person. The winning bidder will be revealed when the skis are delivered, which should be in about a week.

Coaching program offered for endurance athletes and active people

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