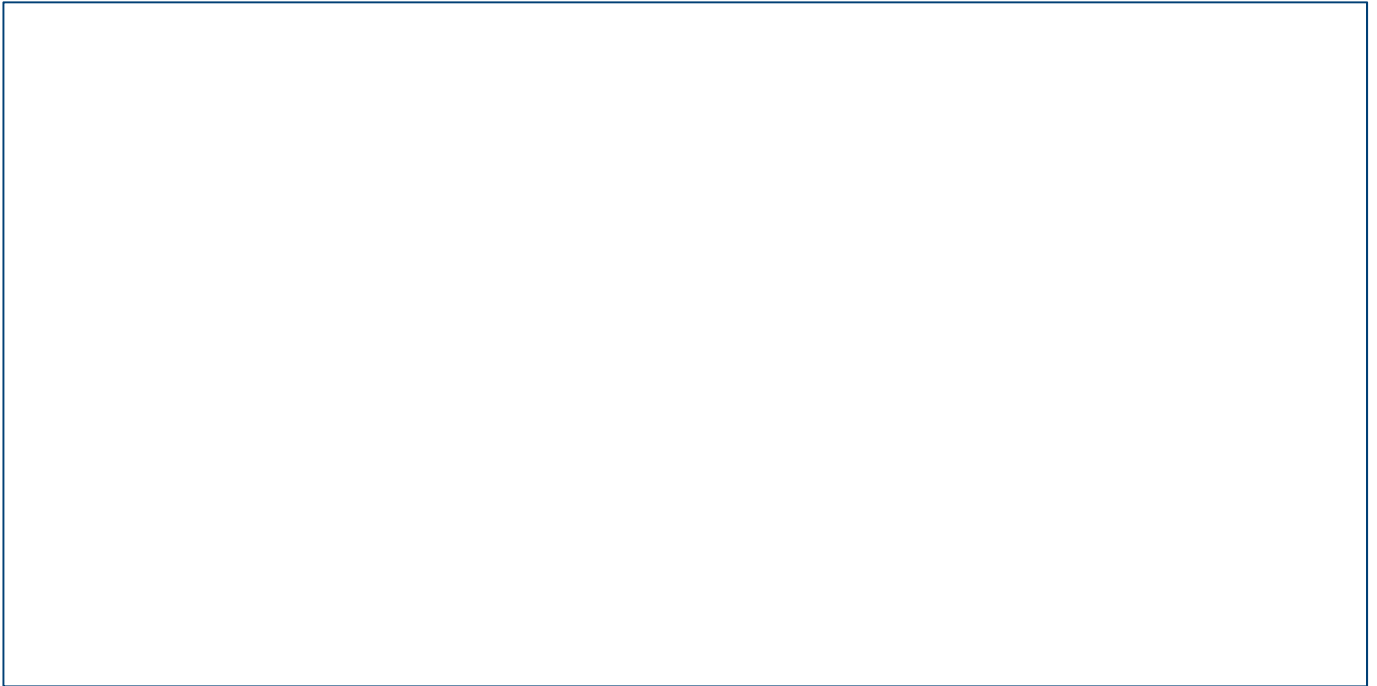


Capital District Gondola Feasibility Study

ALBANY/RENSSELAER – NEW YORK

"



Conclusion/Next Steps

Introduction

Background & Purpose of Study
In the late 1960's Union Station in downtown Alba

Development Costs

Depending on the alignment and phase/option chosen, the budgeted cost for planning, design, fabrication, construction, and inspection ranges from approximately \$17M to \$30M, as detailed below:

Operations & Maintenance (O&M)

It is anticipated that the CDG would operate approximately 16 hours per day, seven days a week throughout the year. The CDG would operate in most weather conditions.

Based on the experience at other existing gondola lo

Figure 6: CDG Alignments & Stations

Figure 6: All Alignments

Gondola Details

CDG Cabins

Functional level cabins would feature level-step boarding for ADA accessibility, as well as flip up seats to make room for handicap mobility devices and bicycles. Cabin doors operate using automatic opening and closing mechanisms in each station, and feature doorway spotlights to be used during night operations. Windows provide UV protection, as well as passive ventilation designs and kick panel ventilation that continue to ma

The CDG system would improve the conditions for walking and biking in the two cities by providing connections between areas that have traditionally re

dense urban areas, historic dist

Permitting

Potential permits that would be needed before construction could start include the following:

NYS Department of Environmental Conservation (DEC) - erosion and sediment control plan and a storm water pollution prevention plan (SWPPP) will be required if more than an acre of land is being disturbed. A protection of waters permit would be required for work in or adjacent to the river.

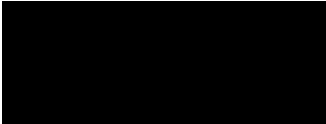
NYS Department of Transportation (DOT) Right-of-Way Work Permit - needed for work within and over State Highway ROWs.

State Historic Preservation Office (SHPO) - archeological and historic preservation review.

South Pearl Street in the vicinity of the Times Union Center and Key Bank Building. The system can be built in one or two phases depending on seque

Appendix A: Capital District Gondola Visuals

Appendix C: Team Overview



McLaren Engineering Group



Appendix D: Preliminary Impact Assessment

