2052 O'Neil Rd.
Macedon, NY 14502
(315) 986-1937

May 15, 2026

To: Planning Board
Town of Skaneateles
24 Jordan Street
Skaneateles, NY 13152

RE: Huber Tram Proposal – Narrative Report

1. The tram will be consistent with the purposes of the land use district (RF)

2. The request will not adversely affect the surrounding land uses by creating excessive traffic, noise, dust, odors, glare, pollution or other nuisances.

3. The request is consistent with the Comprehensive Plan.

4. All relevant site planning criteria in 148-10-6 are satisfied.

Rob

Rob Bills
FLX Tram
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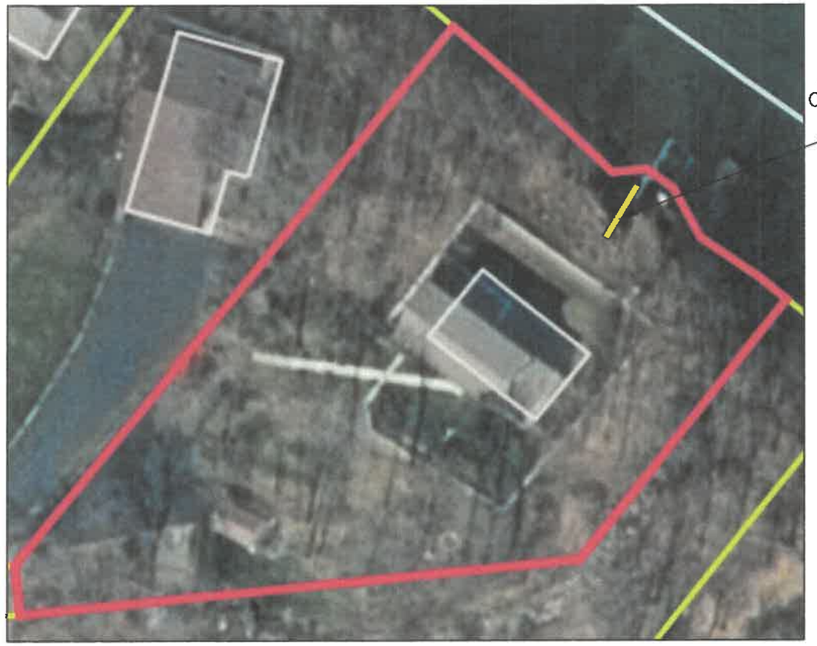
585-317-5292 (cell)
315-986-1931 (office)

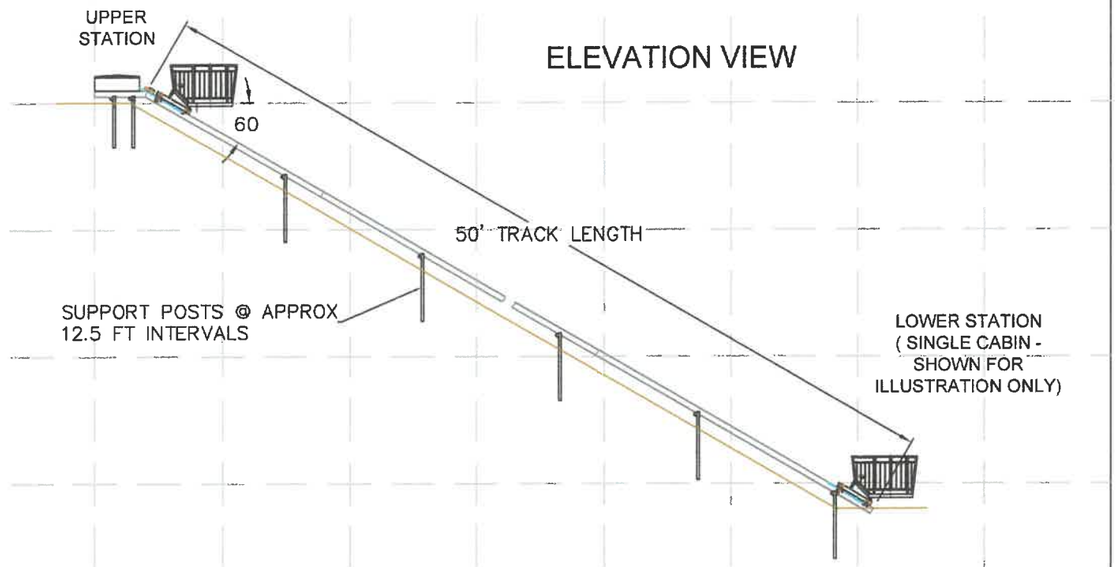
HUBER SITE LOCATION



C) PLAN NOTES

1. OWNER: DAN HUBER
   1813 FIRE LANE 50
   SKANEATELES NY, 13152
   TAX ID: #063.-03-13.0
2. TRAM DESIGNER AND INSTALLER:
   FINGER LAKES TRAM, 2052 O'NEIL RD.
   MACEDON, NY
3. TRACK DESIGN:
   APPROXIMATELY 50', 60 DEGREES
   FROM HORIZONTAL
4. TRACK CONSTRUCTION:
   PILING FOUNDATION DESIGN—2"D SCH
   40 AL PIPE DRIVEN TO REFUSAL.
   TOTAL PILINGS 30-40
5. SOIL:
   TYPE—STRATIFIED SHALE AND ROCK,
   MOST SUITABLE FOR DRIVEN
   SUPPORT POSTS
6. TRAM DESIGN DETAILS:
   REFER TO GENERAL ARRANGEMENT
   DRAWING GA001-CANTILEVER

ELEVATION VIEW



A) CONSTRUCTION & EROSION CONTROL SEQUENCE

1. MINIMAL EXCAVATION REQUIRED ON SITE (LESS THAN 1 CY)
2. TREE AND VEGETATIVE BRUSH REMOVAL AS REQUIRED
3. INSTALL TRAM PILINGS (35-40) DRIVEN TO 42"DEPTH – REFUSAL
4. INSTALL CROSS PIPE
5. INSTALL 25'TRACK SECTION(S) AND SECURE TO CROSS PIPE
6. INSTALL HOIST STATION, CARRIAGE AND CABIN
7. SEED ANY EXPOSED SOIL
8. MODIFY/INSTALL UPPER AND LOWER LANDING STATIONS IF REQ'D
9. INSTALL & FINALIZE CONTROLS
10. INSTALL SAFETY EGRESS STAIRS (SITE/CUSTOMER DEPENDANT)
11. CONSTRUCTION WILL TAKE APPROXIMATELY 2 WEEKS

B) CONSTRUCTION NOTES

1. EROSION CONTROL AND SOIL STABILIZATION—THE FIRST STEP IN THE CONSTRUCTION SEQUENCE IS TO INSTALL SILT FENCE ACROSS ANY AREAS WHERE THE SOIL WILL BE DISTURBED.
2. FOUNDATION NOTES—THE PILING DESIGN APPROACH ELIMINATES THE NEED TO EXCAVATE VIRGIN SOIL AND THE POURING OF CONCRETE. THE NATURE OF THE PILINGS WILL NOT ONLY SUPPORT THE TRAM RAILS BUT ADD INCREASED SUPPORT TO THE SOIL ON THE SLOPE.
3. LANDINGS—UPPER, AND LOWER LANDINGS TO BE MODIFIED/INSTALLED TO ALLOW FOR SAFE INGRESS AND EGRESS FROM TRAM. CONSTRUCTION TO ADHERE TO LOCAL AND NYS BUILDING CODE.
4. SAFETY EGRESS STAIRS– INSTALLED AT REQUEST OF CUSTOMER TOO ALLOW FOR SAFE EGRESS OF TRAM IN CASE OF EMERGENCY
5. RESTORATION AND LANDSCAPING – CONTRACTOR SHALL INSTALL THE TRAM TO LIMIT THE REMOVAL OF VEGETATION, RESTORE/RELOCATED ANY ON-SITE VEGETATION WHICH HAS BEEN DISTURBED.

MARATHON ENGINEERING REVIEW IS LIMITED TO THE STRUCTURAL DESIGN OF THE TRACK AND FOUNDATIONS TO SUPPORT THE INTENDED DESIGN LOADS FOR THIS APPLICATION AT 1813 FIRE LANE 50, SKANEATELES, NY 13152

HUBER - SITE PLAN

FLX TRAM

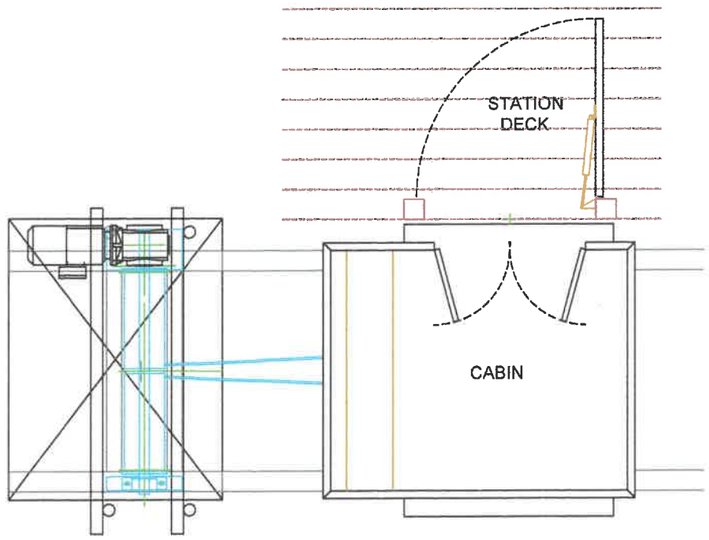
MACEDON, NY

SIZE	FSCM NO.	DWG NO.	REV

SCALE NONE	5/19/26	SHEET 1 OF 2

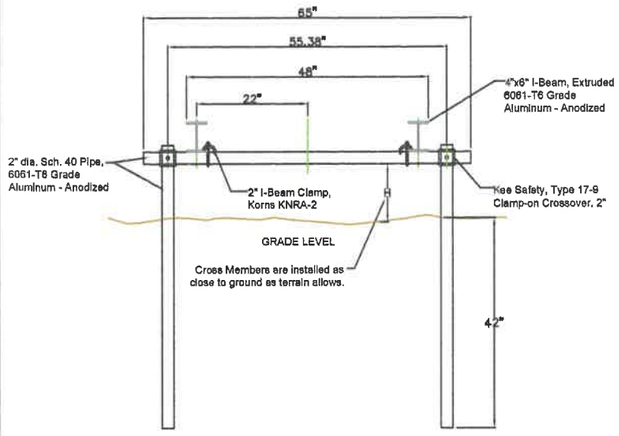
REVISIONS				
ZONE	REV	DESCRIPTION	DATE	APPROVED

PLAN VIEW



CONTROLS

> Soft Start/Stop
> Reverse Acting Brake
> Failsafe Mechanical Brake
> Cable Slack Detection
> Interlocked Station Gates Top and Bottom

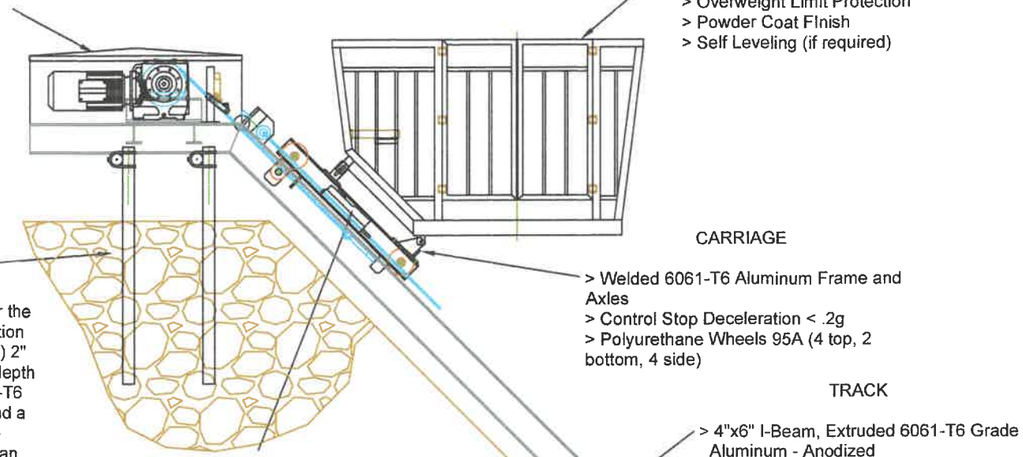


UPHILL VIEW OF TRACK SYSTEM

HOIST STATION

> 3 HP SEW Eurodrive GearMotor VFD
> Run Speed 80 fpm
> 230 V Single Phase Service
> 3/8" Galvanized Steel Cable (17:9) (Safety and Pull Cables)
> Single or Dual Pull Cable Design (Slope Dependent) 10x / 20x Safety Factor

ELEVATION VIEW



CABIN

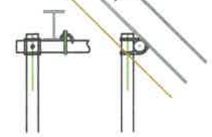
> Welded 6061-T6 Aluminum Construction
> Wireless Controlled Start/Stop/Reverse
> Overweight Limit Protection
> Powder Coat FInish
> Self Leveling (if required)

CARRIAGE

> Welded 6061-T6 Aluminum Frame and Axles
> Control Stop Deceleration < .2g
> Polyurethane Wheels 95A (4 top, 2 bottom, 4 side)

TRACK

> 4"x6" I-Beam, Extruded 6061-T6 Grade Aluminum - Anodized
> Track I-Beam installed in 25ft lengths. Sections joined using 0.375" thick 6061-T6 Aluminum side and bottom plates connected by (10) 3/8" stainless steel bolts.
> Vertical and horizontal support posts installed at approximately 12.5 ft intervals and connected to each other using a Kee Safety, Type 17-9 Clamp-on Crossover, 2".
> Horizontal support post to I-Beam connection made using a malliable iron clamp with steel hardware providing an estimated holding force of 1750 lbs per clamp.



UPHILL VIEW

FOUNDATION

A pillar Foundation design has been developed for the hoist station which eliminates the need for excavation and pouring of concrete. The design consists of (4) 2" dia. Sch. 40 Foundation pilings driven to a target depth of 42" or refusal. The pilings are made from 6061-T6 aluminum which has an ultimate stress of 45ksi and a yield strength of 40ksi. With a projection of 12" the horizontal load strength of each piling is greater than 1880 lbs. In shale and gravel type soil conditions the pilings provide sufficient bearing area on the soil to stay within acceptable design limits.

In cases where the Foundation pilings cannot be driven into the ground or the refusal depth is less than 30", an alternate anchoring method will be employed. A 2' length of #4 (0.5" dia.) rebar is cemented into a 1" diameter drilled hole 12" deep. The piling is then inserted over the rebar and cemented in place using CGM Super Por-Rok Exterior Anchoring Cement (or equivalent). The working bond strength is approximately 3800 lbs.

The hoist frame is secured to the entire track system and becomes one integrated unit. A typical 100' long track system with hoist is secured by a total of 20 pilings. This produces a combined foundation load strength of 37,600 bs. This Foundation design provides a 37 times safety factor of the design load of the tram. This approach eliminates excavation of virgin soil and the pouring of concrete. The pilings also support the soil on the hillside and help prevent erosion.

BRAKE SYSTEM

> Independent Safety Cable
> Emergency Brake Automatically Actuated
> Overspeed Governor / Maintenance Free
> Sky Lock TM Overspeed Braking System

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GENERAL ARRANGEMENT DRAWING
HUBER

FLX TRAM

MACEDON, NY

SIZE	FSCM NO.	DWG NO.	REV
B		GA 001 Cantilever	A
SCALE NONE	DATE 5/19/26	SHEET 2 OF 2	