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Since the successful efforts, by Lake Placid in the fall of 1974, to secure the 1980 Winter Olympic Games, a quiet, under the surface flurry of activity has been taking place.

Whiteface Mountain, 10 miles from Lake Placid and boasting the greatest vertical descent of any ski area in the east, nearly 1,000 meters (3,216'), will be the site for all Alpine Events of the Winter Games.

Operated by the Department of Environmental Conservation, the majority of the facilities needed for the races are already in existence, thus minimizing major changes that could lead to environmental problems. Maximum care is being given to producing only those changes that are absolutely needed, and those improvements which will provide permanent benefit to the winter recreation-oriented public, as well as the competing athletes.

Seven categories of improvements are proposed: lifts, trails, snowmaking, buildings, parking, equipment and utilities.

1. Lifts: Only two lifts are proposed. The main double chair lift from the base lodge will be replaced by a double tandem chair. The replaced double chair will be installed on Little Whiteface to service the Giant Slalom and Slalom Trails.
2. Trails: Existing trails have been approved for Downhill, Giant Slalom and Slalom races. However, these trails are approved only as to general conformation, length and descent. Specific alignment to meet Olympic standards will require widening at certain key curves, grooming, etc. A new Giant Slalom Trail will be cut and will parallel the present approved Giant Slalom Trail to meet requirements that the men's and women's courses must be separate.
3. Snowmaking: To assure adequate snow the present snowmaking system will be expanded to include all trails associated with the Olympics. Most of this new coverage will be on the upper mountain and Little Whiteface.
4. Buildings: Space limitations restrict the potential for internal expansion of the present base lodge structure. Therefore, external expansion to the existing facility, is proposed and will be designed to service spectators, press officials and use following the Olympics. Other appurtenances such as maintenance buildings will be enlarged. Starting and timing buildings will also be constructed on the designated courses.
5. Parking: Limited expansion of parking is proposed. Bus shuttle service will be the major means of transportation used during the Games.
- 6 & 7. Equipment and Utilities: Adequate expansion in these two areas will be necessary to meet the increased needs of the first four categories just mentioned.



The Master Plan calls for the completion of design work this year of the major portion of these improvements with actual construction on some phases beginning in 1976. All phases will be finished in 1979.

In line with this completion date and as required by International Olympic Committee regulations, pre-Olympic races will be held during the winter of 1979. This acts as a "shakedown cruise" for 1980 and allows for the correction of "bugs" that may develop. Also in line with this will be the possible holding of a World Cup race during the 1978 season.

Olympic costs are estimated at nine million dollars. A breakdown is as follows:

1. Lifts	\$1,500,000
2. Trails	600,000
3. Snowmaking	1,600,000
4. Buildings	2,730,000
5. Consulting	560,000
6. Utilities, Equipment, Parking Lots, etc.	2,010,000