ENTRY NO. 01087254
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MARY ANN TRUSSELL, SUMMIT COUNTY RECORDER
FEE 0.00 BY SUMMIT COUNTY

WHEN RECORDED RETURN TO:

Summit County Clerk
Summit County Courthouse
60 North Main
Coalville, Utah 84017

Tax Parcel ID Nos. _____

AMENDMENT
TO
AMENDED AND RESTATED DEVELOPMENT AGREEMENT
FOR THE CANYONS SPECIALLY PLANNED AREA

SNYDERVILLE BASIN, SUMMIT COUNTY, UTAH

[Resort Core Development Area]

THIS AMENDMENT TO AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR THE CANYONS SPECIALLY PLANNED AREA ("**Amendment**"), dated 28 February, 2018 ("**Effective Date**"), is between TCFC PropCo LLC, a Delaware limited liability company ("**TCFC**"), and Summit County, a political subdivision of the State of Utah (the "**County**") (TCFC and the County are referred to individually as a "**Party**" and collectively as the "**Parties**"), with reference to the following:

A. The Parties (or their predecessors-in-interest) and certain other individuals and entities are parties to an Amended and Restated Development Agreement for The Canyons Specially Planned Area, dated November 15, 1999, and recorded with the Summit County, Utah Recorder's Office on July 29, 1998, as Entry No. 513500, in Book 1168, Beginning at Page 82, as amended (collectively, the "**SPA Development Agreement**"). Capitalized terms used but not defined in this Amendment have the meanings assigned in the SPA Development Agreement.

B. Pursuant to Section 5.13 of the SPA Development Agreement, TCFC, in its capacity as the fee owner of the Resort Core Project Sites (defined below), and the County desire to amend the SPA Development Agreement as set forth in this Amendment.

FOR GOOD AND VALUABLE CONSIDERATION, the Parties agree as follows:

1. **Amendment to Exhibits.** The following Exhibits to the SPA Development Agreement are replaced in the manner described below:

(a) **Exhibit B-A (Amended Land Use & Zoning Chart); Reference Corrections.** Exhibit B (Land Use & Zoning Chart, consisting of a three-page chart entitled "Land Use & Zoning" and two additional pages entitled "The Canyons Resort – Land Use and Zoning / Notes to Density and Use Charts: Pages 1-3") (collectively, "**Exhibit B (Land Use &**

Zoning Chart") is replaced in its entirety with **Schedule 1** to this Amendment as to, but only as to, the Resort Core Project Sites (defined below). This Land Use & Zoning Chart will be referred to as **"Exhibit B-A (Amended Land Use & Zoning Chart)"** for the Resort Core Project Sites on and after the Effective Date. Project Sites referenced on **Schedule 1** that are not Resort Core Project Sites are not affected by this Amendment and the version of Exhibit B (Land Use & Zoning Chart) attached to the SPA Development Agreement prior to the Effective Date will continue to apply to all Project Sites in the Resort Core that are not included within the Resort Core Project Sites. For ease in administering the SPA Development Agreement, Exhibit B-A (Amended Land Use & Zoning Chart) lists all Project Sites and includes the amendments to Exhibit B (Land Use & Zoning Chart) made as to the Resort Core Project Sites pursuant to this Amendment.

The Parties acknowledge that the Land Use & Zoning Chart attached to the SPA Development Agreement prior to the Effective Date is labeled as "Exhibit B" even though the body of the SPA Development Agreement at times references the Land Use & Zoning Chart as "Exhibit B.2" (see the definition of "Density" in Article 1, Definitions; the definition of "Residential Unit(s)" in Article 1, Definitions; and Section 2.5.3). The Parties acknowledge and agree that, solely as to the Resort Core Project Sites on and after the Effective Date, (a) any reference to the Land Use & Zoning Chart in the SPA Development Agreement will be deemed a reference to Exhibit B-A (Amended Land Use & Zoning Chart) attached as **Schedule 1**, and (b) any reference to "Exhibit B.2" in the definition of "Density" in Article 1, Definitions; the definition of "Residential Unit(s)" in Article 1, Definitions; and Section 2.5.3 of the SPA Development Agreement will be deemed a reference to Exhibit B-A (Amended Land Use & Zoning Chart) attached as **Schedule 1**.

(b) **Exhibit B.1-A (Amended Land Use Zoning Map)**. Exhibit B.1 (Land Use Zoning Map) is replaced in its entirety with **Schedule 2** to this Amendment as to, but only as to, the Project Sites referenced on **Schedule 1** to this Amendment as RC2, RC5, RC6, RC7, RC14, RC15, RC16-A, RC16-B, RC17, RC20-A, RC20-B, RC21, and W37, which Project Sites are owned by TCFC as of the Effective Date ("**Resort Core Project Sites**"). This Land Use Zoning Map will be referred to as "**Exhibit B.1-A (Amended Land Use Zoning Map)**" for the Resort Core Project Sites on and after the Effective Date. The legal descriptions for the Resort Core Project Sites are set forth on **Exhibit A** to this Amendment. All Project Sites in the Resort Core Development Area that are not included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.1 (Land Use Zoning Map) attached to the SPA Development Agreement prior to the Effective Date.

Note that RC2 and RC6 have density as shown on Exhibit B-A (Amended Land Use & Zoning Chart), but because specific locations have not yet been determined, they are not shown on Exhibit B.1-A (Amended Land Use Zoning Map). In addition, Site Specific Guidelines have not yet been designated for these parcels.

(c) **Exhibit B.3-A (Amended Building Heights Map)**. As to, but only as to, the Resort Core Project Sites, Exhibit B.3 (Building Heights Map) is deleted in its entirety and replaced with **Schedule 3** to this Amendment. The Building Heights Map will be referred to as "**Exhibit B.3-A (Amended Building Heights Map)**" for the Resort Core Project Sites on and after the Effective Date. All Project Sites in the Resort Core Development Area that are not

included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.3 (Building Heights Map) attached to the SPA Development Agreement prior to the Effective Date. To the extent that there is any conflict between the Exhibit B.3-A (Amended Building Heights Map) and Exhibit B-A (Amended Land Use & Zoning Chart) as to the Resort Core Project Sites, Exhibit B-A (Amended Land Use & Zoning Chart) will control Maximum Building Height.

(d) **Exhibit B.4-A (Amended Illustrative Plan Map).** Exhibit B.4 (Illustrative Plan Map) is replaced in its entirety with **Schedule 4** to this Amendment as to, but only as to, the Resort Core Project Sites. The Illustrative Plan Map will be referred to as "**Exhibit B.4-A (Amended Illustrative Plan Map)**" for the Resort Core Project Sites on and after the Effective Date. All Project Sites in the Resort Core Development Area that are not included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.4 (Illustrative Plan Map) attached to the SPA Development Agreement prior to the Effective Date. Exhibit B.4 (Illustrative Plan Map) is not referenced in the body of the SPA Development Agreement, and the Parties acknowledge that Exhibit B.4 (Amended Illustrative Plan Map) is for illustrative purposes only.

(e) **Exhibit B.5.1-A (Amended Resort Core Design Conditions and Planning Area Map).** Exhibit B.5.1, comprised of the "Resort Core – Development Area Illustrative Plan: Design Conditions" and a "Resort Core Planning Area" map, is replaced in its entirety with **Schedule 5** to this Amendment and will be referred to as "**Exhibit B.5.1-A (Amended Resort Core Design Conditions and Planning Area Map)**" for the Resort Core Project Sites on and after the Effective Date. All Project Sites in the Resort Core Development Area that are not included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.5.1 attached to the SPA Development Agreement prior to the Effective Date.

(f) **Exhibit B.5.2-A (Amended Willow Draw Planning Area Map).** Exhibit B.5.2 (Willow Draw Planning Area Map (map only) is replaced in its entirety by **Schedule 6** to this Amendment and will be referred to as "**Exhibit B.5.2-A (Amended Willow Draw Planning Area Map)**" for the Resort Core Project Sites" on and after the Effective Date. All Project Sites in the Resort Core Development Area that are not included within the Resort Core Project Sites will continue to be controlled by the version of Exhibit B.5.2 attached to the SPA Development Agreement prior to the Effective Date.

2. **Submittals**. As part of the entitlement review of this Amendment, TCFC submitted to the County for review The Canyons Traffic Study attached as **Exhibit B**, the Canyons Master Plan Amendment Proposed Resort Core Site Specific Guidelines attached as **Exhibit C**, and the Connectivity Studies titled TCFC – Canyons Master Plan November, 2017 attached as **Exhibit D** (**"TCFC Submittals"**). The TCFC Submittals were used in the review and approval process for this Amendment in order to evaluate TCFC's amendment application and are attached to this Amendment to provide context to the approval of this Amendment and to be used by CVMA and the County as guidelines for evaluating future development applications under the SPA Development Agreement. The TCFC Submittals may be updated or revised with the consent of the County, CVMA, and the Master Developer, with or without public hearing, and no other consents to such updates or revisions shall be required.

3. **TCFC Development**. In connection with the approval of this Amendment by the County, TCFC agreed with the County as to the following matters:

(a) **Parking and Transportation**. In furtherance of TCFC's contribution to the County to acquire property for and develop park and ride transportation facilities outside of the SPA Development Area, TCFC will continue to collaborate with the County, The Canyons Resort Village Association, Inc., a Utah non-profit corporation doing business as The Canyons Village Management Association) ("**CVMA**"), and VR CPC Holdings, Inc. to seek parking and transportation solutions, and will coordinate with the CVMA to provide information about the availability of those facilities to, and encourage the use of those facilities by, all CVMA members, guests, and employees within the SPA Development Area.

(b) **Sustainability**. One year after the issuance of an occupancy permit for a building in excess of 25,000 square feet developed on any TCFC owned Resort Core Project Sites, the developer will submit to the County's Sustainability Department and the CVMA a report of that building's energy consumption calculated on an annual basis. The report will be prepared based upon the EPA's Energy Star Portfolio Manager software or other criteria reasonably acceptable to TCFC, CVMA and Summit County Staff.

4. **Miscellaneous**.

(a) **Effect of Amendment on Agreement**. The amendments to the SPA Development Agreement contemplated by this Amendment are limited precisely as written and will not be deemed to be an amendment to any other provision of the SPA Development Agreement. The SPA Development Agreement will continue in full force and effect as amended by this Amendment with respect to the Resort Core Project Sites. From and after the Effective Date, all references to the SPA Development Agreement as to the Resort Core Project Sites will be deemed to mean the SPA Development Agreement as amended by this Amendment. If any amendment to the SPA Development Agreement set forth in this Amendment is found to be unenforceable, the original provision of the SPA Development Agreement will automatically be reinstated; provided, however, in all instances the use, height, and density approved on the replacement Exhibit B-A (Amended Land Use & Zoning Chart) will remain valid and enforceable. The amendments set forth in this Amendment affect only the Resort Core Project Sites of TCFC and its successors and assigns. The properties of other Developers which are not parties to this Amendment are not the subject of this Amendment, and this Amendment will not be construed to impact the properties of those other Developers.

(b) **Headings**. The section headings in this Amendment are intended solely for convenience and will be given no effect in its construction and interpretation.

(c) **Counterparts**. This Amendment may be executed in counterparts.

The Parties have executed this Amendment as of the Effective Date.

[Signature Pages and Notary Certificates Follow]

[Summit County Signature Page]

COUNTY:

Summit County,
a political subdivision of the State of Utah

Kim Carson
Chair

ATTEST:

Kent Jones
County Clerk

[seal]

APPROVED AS TO FORM:

David L. Thomas
Chief Civil Deputy

[TCFC Signature Page]

TCFC:

TCFC PropCo LLC,
a Delaware limited liability Company

By: TCFC Finance Co LLC,
a Delaware limited liability Company
Its: Sole Member

By: _____
Print Name: Lawrence J. White
Title: Authorized Signatory

STATE OF Utah)
: ss.
COUNTY OF Summit)

The foregoing instrument was acknowledged before me this 27th day of February, 2018, by Lawrence J. White the Authorized Signatory of TCFC Finance Co LLC, a Delaware limited liability company, the Sole Member of TCFC PropCo LLC, a Delaware limited liability company.

_____
NOTARY PUBLIC
Residing at: 1940 Sun Peak Drive 84098

My Commission Expires:

06/13/2020

TARA LINDA MIFFLIN
NOTARY PUBLIC - STATE OF UTAH
My Comm. Exp. 06/13/2020
Commission # 688997

EXHIBIT A
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

Legal Description of Resort Core Project Sites

PARCEL RC7
Consisting of the following:

Building A

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:

Beginning at a point that is North 00°00'29" East 1688.25 feet coincident with the section line and West 2277.12 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the southerly boundary of Exception Parcel 2, West Willow Draw Development Area Master Plat, recorded December 30, 2010, as Entry No. 914098 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said Exception Parcel 2 the following eleven (11) courses: 1) North 72°25'33" West 40.63 feet; thence 2) North 51°33'19" West 125.97 feet; thence 3) South 46°38'46" West 44.83 feet; thence 4) North 58°49'24" West 230.87 feet; thence 5) North 00°13'26" West 52.08 feet; thence 6) East 201.51 feet to a point on a curve to the left having a radius of 225.00 feet, of which the radius point bears North; thence 7) along the arc of said curve 68.98 feet through a central angle of 17°33'57"; thence 8) North 72°26'03" East 35.47 feet to a point on a curve to the right having a radius of 175.00 feet, of which the radius point bears South 17°33'57" East; thence 9) along the arc of said curve 108.63 feet through a central angle of 35°33'57"; thence 10) South 72°00'00" East 20.84 feet to a point on a curve to the left having a radius of 525.00 feet, of which the radius point bears North 18°00'00" East; thence 11) along the arc of said curve 43.97 feet through a central angle of 04°47'55"; thence South 24°05'00" West 256.25 feet to the point of beginning. (Within all or portions of PP-74-D, PP-74-G, WWDDAM-WWD2, WWDDAM-WWD8)

Description contains 1.61 acres.

Building B

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 1659.12 feet coincident with the section line and West 2056.53 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the south boundary of

Exception Parcel 2, West Willow Draw Development Area Master Plat, recorded December 30, 2010, as Entry No. 914098 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the south boundary of said Exception Parcel 2 the following (2) courses: 1) South 88°58'01" West 121.73 feet; thence 2) North 72°25'33" West 103.72 feet; thence North 24°05'00" East 256.25 feet to a point on a non tangent curve to the left, said point being on the north boundary of Exception Parcel 2 and having a radius of 525.00 feet, of which the radius point bears North 13°12'04" East; thence coincident with the north boundary of said Exception Parcel 2 the following (2) courses: 1) easterly along the arc of said curve 20.17 feet through a central angle of 02°12'05"; thence 2) South 79°00'00" East 198.70 feet; thence South 24°05'00" West 241.99 feet to the point of beginning. (Within all or portions of PP-74-D, PP-74-G, WWDDAM-WWD2, WWDDAM-WWD8)

Description contains 1.27 acres.

Building C

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:

Beginning at a point that is North 00°00'29" East 1807.82 feet coincident with the section line and West 1586.22 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the easternmost corner of Exception Parcel 2, West Willow Draw Development Area Master Plat, recorded December 30, 2010, as Entry No. 914098 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said Exception Parcel 2 the following four (4) courses: 1) South 29°04'15" West 39.83 feet; thence 2) South 62°43'34" West 147.77 feet; thence 3) South 71°58'23" West 138.22 feet; thence 4) South 88°58'01" West 188.23 feet; thence North 24°05'00" East 241.99 feet to a point on the north boundary of said Exception Parcel 2; thence coincident with the north boundary of said Exception Parcel 2 South 79°00'00" East 378.54 feet to the point of beginning. (Within all or portions of PP-74-D, PP-74-G, WWDDAM-WWD2, WWDDAM-WWD8)

Description contains 1.45 acres.

PARCEL RC14

A parcel of land located in the south half of the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 879.29 feet coincident with the section line and West 1245.93 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point also being on the northerly line of that portion of the Access Road known as "Canyons Resort Drive" as described in that certain Nonexclusive Access Easement Roadway Access and Utilities, recorded October 25, 2004, as Entry No. 714878 in Book 1655 at Page 1 in the Office of the Recorder, Summit County, Utah, said point also being on a curve to the right having a radius of 230.00 feet, of which the radius point bears North 60°04'53" West; and running thence coincident with said northerly line of

Canyons Resort Drive the following three (3) courses: 1) Southwesterly along the arc of said curve 28.09 feet through a central angle of 06°59'52"; thence 2) South 36°54'59" West 147.38 feet to a point on a curve to the left having a radius of 220.00 feet, of which the radius point bears South 53°05'01" East; thence 3) along the arc of said curve 94.19 feet through a central angle of 24°31'50"; thence North 81°34'44" West 32.29 feet to a point on a curve to the right having a radius of 85.00 feet, of which the radius point bears North 08°25'16" East; thence along the arc of said curve 121.04 feet through a central angle of 81°35'31"; thence North 00°00'48" East 126.34 feet to a point on a curve to the left having a radius of 190.00 feet, of which the radius point bears North 89°59'12" West; thence along the arc of said curve 103.03 feet through a central angle of 31°04'06"; thence North 31°03'19" West 18.58 feet to a point on a curve to the left having a radius of 60.00 feet, of which the radius point bears South 58°56'41" West; thence along the arc of said curve 12.25 feet through a central angle of 11°41'52"; thence North 68°15'00" East 193.39 feet; thence South 21°15'59" East 165.86 feet; thence South 60°05'53" East 59.78 feet to the point of beginning.

The basis of bearing for the above description is North 00°00'29" East 2639.24 feet between the southeast corner and the east quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-75-A-1-A, PP-75-A-4, PP-75-F-2, PP-75-K-A)

Description contains 1.53 acres.

PARCEL RC15

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 1326.62 feet coincident with the section line and West 1107.20 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point also being on the northerly boundary of that portion of the Access Road known as "Canyons Resort Drive" as described in that certain Nonexclusive Access Easement Roadway Access and Utilities, recorded October 25, 2004, as Entry No. 714878 in Book 1655 at Page 1 in the Office of the Recorder, Summit County, Utah, said point also being on a curve to the right having a radius of 225.00 feet, of which the radius point bears South 32°39'16" East; and running thence southwesterly along the arc of said curve 173.68 feet through a central angle of 44°13'35"; thence North 48°40'56" West 66.25 feet to a point on a curve to the left having a radius of 53.00 feet, of which the radius point bears South 41°19'04" West; thence along the arc of said curve 72.83 feet through a central angle of 78°43'41"; thence South 52°35'24" West 26.42 feet to a point on a curve to the left having a radius of 50.00 feet, of which the radius point bears South 37°24'36" East; thence along the arc of said curve 40.15 feet through a central angle of 46°00'45"; thence South 06°34'38" West 85.31 feet; thence South 21°15'59" East 38.45 feet; thence South 68°15'00" West 193.39 feet to a point on a non tangent curve to the left having a radius of 60.00 feet, of which the radius point bears South 47°14'49" West; thence northwesterly along the arc of said curve 31.23 feet through a central angle of 29°49'23"; thence North 14°50'26" West 24.50 feet; thence North 65°07'29" East 37.50 feet; thence North 07°13'56" West 130.18 feet; thence North 00°24'48" East 76.16 feet;

thence North 14°45'24" West 105.90; thence North 83°31'15" East 121.47 feet to a point on the southerly boundary of West Willow Draw Development Area Master Plat, recorded December 30, 2010, as Entry No. 914098 in the Office of the Recorder, Summit County, Utah; thence coincident with said West Willow Draw Master Plat the following two (2) courses: 1) North 72°00'15" East 201.17 feet; thence 2) North 82°01'24" East 85.565 feet; thence South 32°37'51" East 138.70 feet to the point of beginning.

The basis of bearing for the above description is North 00°00'29" East 2639.24 feet between the southeast corner and the east quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-74-E, PP-74-H, PP-74-G-1, PP-75-A-4, PP-75-F-2)

Description contains 2.52 acres.

PARCEL RC16-A

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, and the northeast quarter of Section 1, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 89°59'45" West 886.07 feet coincident with the section line and North 154.76 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian; and running
thence South 15°01'00" West 148.19 feet to a point on a curve to the right having a radius of 410.00 feet, of which the radius point bears North 74°59'00" West; thence along the arc of said curve 444.00 feet through a central angle of 62°02'50" to a point of compound curve to the right having a radius of 807.26 feet, of which the radius point bears North 12°56'11" West; thence westerly along the arc of said curve 182.26 feet through a central angle of 12°56'11"; thence West 68.17 feet to a point on the easterly boundary of Escala Lodges Condominiums Amended & Restated, recorded January 28, 2009, as Entry No. 863831 in the Office of the Recorder, Summit County, Utah; thence coincident with the easterly boundary of said Escala Lodges North 303.36 feet; thence South 89°59'45" East 17.58 feet to a point on a curve to the left having a radius of 155.00 feet, of which the radius point bears North 00°00'15" East; thence along the arc of said curve 128.57 feet through a central angle of 47°31'31"; thence North 42°28'44" East 132.59 feet to a point on a curve to the right having a radius of 1000.00 feet, of which the radius point bears South 47°31'16" East; thence along the arc of said curve 91.82 feet through a central angle of 05°15'39"; thence North 47°44'23" East 66.79 feet to a point on a curve to the right having a radius of 30.00 feet, of which the radius point bears South 42°15'37" East; thence along the arc of said curve 37.17 feet through a central angle of 70°59'15"; thence South 61°16'22" East 143.04 feet to a point on a curve to the left having a radius of 475.00 feet, of which the radius point bears North 28°43'38" East; thence along the arc of said curve 103.62 feet through a central angle of 12°29'58" to the point of beginning.

The basis of bearing for the above description is North 89°59'45" West 2667.02 feet between the southeast corner and the south quarter corner of Section 36, Township 1 South, Range 3 East,

Salt Lake Base and Meridian. (Within all or portions of PP-2-H, PP-2-K, PP-75-K, PP-75-L, PP-75-5)

Description contains 4.99 acres.

PARCEL RC16-B

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, and the northeast quarter of Section 1, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 89°59'45" West 744.11 feet coincident with the section line and North 134.92 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point also being on a curve to the right having a radius of 571.62 feet, of which the radius point bears South 87°43'32" West; and running thence southerly along the arc of said curve 68.57 feet through a central angle of 06°52'24" to a point of compound curve to the right having a radius of 571.43 feet, of which the radius point bears North 85°24'04" West; thence southwesterly along the arc of said curve 851.74 feet through a central angle of 85°24'04"; thence West 162.48 feet to a point on the easterly boundary of Escala Lodges Condominiums Amended & Restated, recorded January 28, 2009, as Entry No. 863831 in the Office of the Recorder, Summit County, Utah; thence coincident with the easterly boundary of said Escala Lodges North 156.99 feet; thence East 68.17 feet to a point on a curve to the left having a radius of 807.26 feet, of which the radius point bears North; thence along the arc of said curve 182.26 feet through a central angle of 12°56'11" to a point of compound curve to the left having a radius of 410.00 feet, of which the radius point bears North 12°56'11" West; thence northeasterly along the arc of said curve 444.00 feet through a central angle of 62°02'50"; thence North 15°01'00" East 148.19 feet to a point on a non tangent curve to the left having a radius of 475.00 feet, of which the radius point bears North 16°13'41" East; thence Easterly along the arc of said curve 112.77 feet through a central angle of 13°36'10"; thence South 87°22'29" East 31.01 feet to the point of beginning.

The basis of bearing for the above description is North 89°59'45" West 2667.02 feet between the southeast corner and the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-2-H, PP-2-K, PP-75-L)

Description contains 3.64 acres.

PARCEL RC17

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 89°59'45" West 1459.98 feet coincident with the section line and North 41.09 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, and running thence North 89°59'45" West 406.93 feet to a point on a curve to the left having a radius of 272.10 feet, of which the radius point bears South 00°00'15" West; thence along the arc of said curve 23.37 feet through a central angle of

04°55'15" to a point of reverse curve to the right having a radius of 26.14 feet, of which the radius point bears North 04°55'00" West; thence Westerly along the arc of said curve 12.52 feet through a central angle of 27°26'14"; thence North 14°14'22" West 27.45 feet to a point on a curve to the right having a radius of 125.00 feet, of which the radius point bears North 75°45'38" East; thence along the arc of said curve 31.06 feet through a central angle of 14°14'16"; thence North 00°00'06" West 27.91 feet to a point on a curve to the left having a radius of 225.00 feet, of which the radius point bears South 89°59'54" West; thence along the arc of said curve 98.31 feet through a central angle of 25°02'02" to a point of reverse curve to the right having a radius of 42.00 feet, of which the radius point bears North 64°57'52" East; thence Northeasterly along the arc of said curve 72.47 feet through a central angle of 98°51'44" to a point of reverse curve to the left having a radius of 199.21 feet, of which the radius point bears North 16°10'24" West; thence Easterly along the arc of said curve 24.28 feet through a central angle of 06°59'07"; thence North 66°50'30" East 91.06 feet to a point on a curve to the right having a radius of 74.82 feet, of which the radius point bears South 23°09'30" East; thence along the arc of said curve 89.17 feet through a central angle of 68°17'12"; thence South 44°52'18" East 32.41 feet to a point on a curve to the left having a radius of 51.13 feet, of which the radius point bears North 45°07'42" East; thence along the arc of said curve 28.14 feet through a central angle of 31°31'55"; thence South 76°24'13" East 107.37 feet to a point on a curve to the right having a radius of 82.50 feet, of which the radius point bears South 13°35'47" West; thence along the arc of said curve 41.63 feet through a central angle of 28°54'35"; thence South 47°29'38" East 188.21 feet to a point on a curve to the right having a radius of 25.00 feet, of which the radius point bears South 42°30'22" West; thence along the arc of said curve 45.01 feet through a central angle of 103°09'13" to a point of compound curve to the right having a radius of 115.00 feet, of which the radius point bears North 34°20'25" West; thence Westerly along the arc of said curve 68.93 feet through a central angle of 34°20'40" to the point of beginning.

The basis of bearing for the above description is North 89°59'45" West 2667.02 feet between the southeast corner and the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-75-K, PP-75-4, PP-75-5)

Description contains 2.58 acres.

PARCEL RC20-A

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is South 89°59'45" East 1361.20 feet coincident with the section line and North 572.35 feet from an aluminum pipe and cap at the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the southerly boundary of Silverado Lodge Condominium Amended, recorded January 5, 2006, as Entry No. 764172 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said southerly boundary of Silverado Lodge Condominium Amended East 418.77 feet; thence South 10°00'00" East 386.92 feet to a point on a non tangent curve to the right having a radius of 425.00 feet, of which the radius point bears North 09°06'34" East; thence westerly along the arc of said curve 133.68 feet through a central angle of 18°01'18" to a point of compound curve to

the right having a radius of 450.00 feet, of which the radius point bears North 27°07'52" East; thence northwesterly along the arc of said curve 120.54 feet through a central angle of 15°20'52"; thence North 47°31'16" West 42.07 feet to a point on a non tangent curve to the left having a radius of 59.00 feet, of which the radius point bears South 86°11'52" West; thence northwesterly along the arc of said curve 90.04 feet through a central angle of 87°26'16"; thence North 47°31'16" West 172.10 feet to a point on a curve to the right having a radius of 145.04 feet, of which the radius point bears North 42°28'44" East; thence along the arc of said curve 84.29 feet through a central angle of 33°17'52" to the point of beginning.

The basis of bearing for the above description is South 89°59'45" East 2667.02 feet between the south quarter corner and the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-75-K, PP-75-L)

Description contains 2.34 acres.

PARCEL RC20-B

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 89°59'45" West 887.05 feet coincident with the section line and North 572.38 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point being on the southerly boundary of Silverado Lodge Condominium Amended, recorded January 5, 2006, as Entry No. 764172 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said southerly boundary of Silverado Lodge Condominium Amended East 112.08 feet; thence South 2.19 feet; thence South 10°00'00" East 354.32 feet to a point on a non tangent curve to the right having a radius of 50.52 feet, of which the radius point bears North 72°18'31" West; thence southwesterly along the arc of said curve 64.97 feet through a central angle of 73°41'05" to a point of compound curve to the right having a radius of 425.00 feet, of which the radius point bears North 01°22'34" East; thence westerly along the arc of said curve 57.36 feet through a central angle of 07°43'59"; thence North 10°00'00" West 386.92 feet to the point of beginning.

The basis of bearing for the above description is North 89°59'45" West 2667.02 feet between the southeast corner and the south quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-75-L)

Description contains 0.98 acres.

PARCEL RC21

A parcel of land located in the southeast quarter of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 742.45 feet coincident with the section line and West 780.08 feet from a GLO brass cap at the southeast corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian, said point also being on Silverado Lodge

Condominium Amended, recorded January 5, 2006, as Entry No. 764172 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said Silverado Lodge the following four (4) courses: 1) West 278.90 feet; thence 2) North 36°54'59" East 83.08 feet; thence 3) North 50°00'00" West 142.43 feet to a point on a curve to the left having a radius of 19.00 feet, of which the radius point bears South 40°00'00" West; thence 4) along the arc of said curve 36.83 feet through a central angle of 111°03'12" to a point on a non tangent curve to the left having a radius of 224.60 feet, of which the radius point bears North 71°03'12" West; thence northerly along the arc of said curve 67.47 feet through a central angle of 17°12'41"; thence North 01°44'07" East 26.46 feet to a point on the easterly boundary of that portion of the Access Road known as "Canyons Resort Drive" as described in that certain Nonexclusive Access Easement Roadway Access and Utilities, recorded October 25, 2004, as Entry No. 714878 in Book 1655 at Page 1 in the Office of the Recorder, Summit County, Utah; thence coincident with said easterly boundary of Canyons Resort Drive the following two (2) courses: 1) continuing North 01°44'07" East 157.02 feet to a point on a curve to the right having a radius of 145.00 feet, of which the radius point bears South 88°15'53" East; thence 2) along the arc of said curve 247.83 feet through a central angle of 97°55'43"; thence South 80°20'10" East 19.56 feet to a point on a curve to the left having a radius of 188.00 feet, of which the radius point bears North 09°39'50" East; thence along the arc of said curve 91.66 feet through a central angle of 27°56'08"; thence North 71°43'42" East 56.19 feet to a point on a curve to the right having a radius of 13.89 feet, of which the radius point bears South 18°16'18" East; thence along the arc of said curve 26.25 feet through a central angle of 108°16'18"; thence South 545.61 feet to the point of beginning.

The basis of bearing for the above description is North 00°00'29" East 2639.24 feet between the southeast corner and the east quarter corner of Section 36, Township 1 South, Range 3 East, Salt Lake Base and Meridian. (Within all or portions of PP-74-H, PP-75-A-4)

Description contains 3.98 acres.

PARCEL W37

Commencing at the west quarter corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian; thence along the west line of said Section 31 South 00°00'31" West a distance of 782.82 feet; thence leaving said section line North 89°59'29" West a distance of 1575.68 feet to the POINT OF BEGINNING; thence North 79°00'00" West a distance of 578.27 feet to a point on a 475.00 foot radius curve to the right, center bears North 11°00'00" East; thence along the arc of said curve through a central angle of 7°00'00", a distance of 58.03 feet; thence North 72°00'00" West a distance of 20.84 feet to a point on a 225.00 foot radius curve to the left, center bears South 18°00'00" West; thence along the arc of said curve through a central angle of 35°33'57", a distance of 139.67 feet; thence South 72°26'03" West a distance of 35.47 feet; to a point on a 175.00 foot radius curve to the right, center bears North 17°33'57" West; thence along the arc of said curve through a central angle of 5°45'19", a distance of 17.58 feet to a point on a 57.00 foot radius curve to the right, center bears North 11°48'39" West; thence along the arc of said curve through a central angle of 91°48'39", a distance of 91.34 feet; thence North 10°00'00" West a distance of 34.53 feet to a point on a 175.00 foot radius curve to the left, center bears South 80°00'00" West; thence along the arc of said curve through a central angle of

11°31'49", a distance of 35.22 feet; thence North 26°00'00" East a distance of 104.99 feet; thence North 74°30'52" East a distance of 306.99 feet; thence North 85°02'48" East a distance of 224.36 feet; thence North 71°36'34" East a distance of 207.92 feet; thence North 89°37'40" East a distance of 136.72 feet; thence South 83°26'14" East a distance of 217.29 feet; thence South 23°09'22" West a distance of 508.74 feet to said point of beginning. (Within all or portions of PP-74-G, PP-75-A-2, WWDDAM-WWD1)

Contains 8.07 acres.

SCHEDULE 1
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

Exhibit B-A (Amended Land Use & Zoning Chart)

[See Attached]

The Canyons SPA Development Agreement
Land Use & Zoning (12/13/2017) Before LV6 Acquisition

PARCEL REF #	MAXIMUM BUILDING HEIGHT (STORIES) (8)	MAXIMUM BUILDING HEIGHT (ELEVATION) (8)	MAX GROSS BUILDING AREA	ACCOM-MODATION AREA	COMMERCIAL/ RETAIL SUPPORT	PRINCIPLE USE
RESORT CENTER						
FROST WOOD						
A	-		-	-	-	*Golf Course Uses/Open Space*
B	-		-	-	-	*Golf Course Uses/Open Space*
C	-		-	-	-	*Golf Course Uses/Open Space*
F1	3 to 4		210,000	200,000	10,000	*Hotel/Lodging/Retail*
F2A	3 to 3.5		82,500	72,500	10,000	*Hotel/Lodging/Retail*
F2B	3 to 3.5		72,000	72,000	-	*Hotel/Lodging*
F2C	3 to 3.5		75,000	75,000	-	*Hotel/Lodging*
F3A	3		104,000	104,000		*Residential-Multi Family/Hotel/Lodging*
F3B	3		108,500	88,500	20,000	*Residential-Multi Family/Hotel/Lodging/Retail*
F4	2.5		38,000	38,000	-	*Residential-Multi Family*
F5	2.5		87,500	87,500	-	*Residential-Multi Family*
F6	2.5		50,000	50,000	-	*Residential-Multi Family*
F7	2.5		20,000	20,000	-	*Residential-Multi Family*
F8	2.5		10,000	10,000	-	*Residential-Multi Family*
			857,500	817,500	40,000	
THE COVE						
Osguthorpe 1	2		32,000	32,000	-	*Hotel/Lodging Units*
Osguthorpe 2	2-3		75,200	75,200	-	*Residential-Multi Family*
Osguthorpe 3	2-3		109,000	104,000	5,000	*Hotel/Lodging Units*
			216,200	211,200	5,000	
RED PINE ROAD						
Baker	2.5		87,500	87,500	-	*Residential-Single Family Detached*
Spoor	2.5		22,500	22,500	-	*Residential-Single Family Detached*
			110,000	110,000	-	
WILLOW DRAW						
WWD1	-		-	-	-	*Golf Course Uses/Open Space*
WWD2	-		-	-	-	*Golf Course Uses/Open Space*
W 1-35/WWD3	2.5		227,500	227,500	-	*Residential-Single Family Detached*
W. 36/WWD4	3.5		-	-	-	*Resort Operations and Maintenance Facility with Associated Storage and Surface Parking*
W. 37/WWD5	3		159,000	159,000		*Residential-Multi Family*
WWD7	-		-	-	-	*Open Space*
EWD1	-		-	-	-	*Golf Course Uses/Open Space*
EWD2	-		-	-	-	*Golf Course Uses/Open Space*
EWD4	-		-	-	-	*Resort Amenity*
EWD5	-		-	-	-	*Open Space*
EWD6	-		-	-	-	*Frostwood Drive ROW*
EWD7	-		-	-	-	*Canyons Resort Drive ROW*
EWD8	-		-	-	-	*Open Space*
			386,500	386,500		
LOWER VILLAGE						
LV1A-1	-	6,798	-	-	-	*Resort Operations with Associated Storage and Surface Parking*
LV1A-2	-	6,793	25,000	-	25,000	*Parking/Commercial/Retail/Support*
LV1B	-	6,780	100,000	-	100,000	*Parking/Parking Garage/Commercial/Retail/Support/Skier Services*
LV2A & LV2B	0		-	-	-	*Golf Course Uses/Open Space*
LV3	0		-	-	-	*Golf Course Uses/Open Space*
LV4	3		185,000	185,000	-	*Hotel/Lodging/Retail/ResMulti-Family/Commercial*
LV5	2.5		128,700	128,700	-	*Employee Housing-Multi Family*
LV6	2.5 to 3 (see note 3.4)		405,000	377,550	27,450	*Hotel/Lodging/Retail/Office/Medical/Employee Housing*
LV7	0		-	-	-	*Open Space*
LV8	2.5		25,000	-	25,000	*Commercial/Retail/Office*
LV10	2.5		80,000	80,000	-	*Residential-Multi Family*
LV11	0		-	-	-	*Lower Village Road R.O.W*
LV12	0		7,284	7,284	-	*Residential-Single Family Detached*
LV13	0		-	-	-	*Private Road ROW*
LV Parcel 1	2.5		11,000	-	11,000	*Fire Station*
LV14, (Osg. 1)	2.5		93,300	83,300	10,000	*Hotel/Lodging*
L.V. Osg. 2	1.5		43,716	43,716	-	*Residential-Single Family Detached*
			1,104,000	905,550	198,450	

The Canyons SPA Development Agreement
Land Use & Zoning (12/13/2017) Before LV6 Acquisition

PARCEL REF #	MAXIMUM BUILDING HEIGHT (STORIES) (8)	MAXIMUM BUILDING HEIGHT (ELEVATION) (8)	MAX GROSS BUILDING AREA	ACCOM-MODATION AREA	COMMERCIAL/ RETAIL SUPPORT	PRINCIPLE USE
RESORT CORE						
RC. 1	3-9		360,405	244,000	116,405	*Hotel/Lodging Units*
RC. 2		6,966	14,000		14,000	*Commercial/Retail/Support/Skier Services*
RC. 5		6,973	48,089	27,525	20,564	*Residential Multi-Family/Commercial/Retail/Support/Skier Services*
RC. 6		6,966	25,000		25,000	*Commercial/Retail/Support/Skier Services*
RC. 7/WWD6 - Building A		7,067	202,937	165,312	37,625	*Hotel/Lodging Units/Commercial/Retail/Support*
Building B - Conference Center		6,950	48,171	-	48,171	*Conference Center/Commercial/Retail/Support*
Building C		7,016	304,378	254,503	49,875	*Hotel/Lodging Units/Commercial/Retail/Support*
RC. 8	5.5		114,523	94,025	20,498	*Hotel/Lodging Units*
RC. 9	4.5		82,880	68,883	13,997	*Hotel/Lodging Units*
RC. 10	3.5		64,234	53,429	10,805	*Hotel/Lodging Units*
RC. 11a/b	3.5		99,451	93,331	6,120	*Hotel/Lodging Units*
RC. 14		6,925	73,554	73,554		*Hotel/Lodging Units*
RC. 15		6,931	166,941	166,941		*Hotel/Lodging Units*
RC. 16A - Building A		6,991	159,588	149,588	10,000	*Hotel/Lodging Units/Commercial/Retail/Support*
Building B		6,977	102,941	92,941	10,000	*Hotel/Lodging Units/Commercial/Retail/Support*
Building C		6,964	77,506	77,506	-	*Hotel/Lodging Units*
RC. 16B	2-3		106,000	106,000		*Residential-Multi Family*
RC. 17* - Building A		6,998	72,054	59,436	12,618	*Hotel/Lodging/Commercial/Retail/Support/Skier Services*
Building B		6,998	110,102	94,405	15,697	*Hotel/Lodging/Commercial/Retail/Support/Skier Services*
Building C		6,998	84,959	74,834	10,125	*Hotel/Lodging/Commercial/Retail/Support/Skier Services*
RC. 19	5.5		255,607	243,407	12,200	*Hotel/Lodging Units*
RC. 20A - Building A		6,931	75,623	70,623	5,000	*Hotel/Lodging/Commercial/Retail/Support*
Building B		6,931	96,054	91,054	5,000	*Hotel/Lodging/Commercial/Retail/Support*
RC. 20B		6,913-6,920	32,398	32,398	-	*Residential-Multi Family*
RC. 21 - Building A		6,875	47,900	47,900	-	*Hotel/Lodging Units*
Building B		6,886	69,400	69,400	-	*Hotel/Lodging Units*
Building C		6,881	58,700	58,700	-	*Hotel/Lodging Units*
RC. 22	3-6		114,000	114,000	-	*Hotel/Lodging Units*
RC. 24A	3		24,000	24,000	-	*Residential-Multi Family*
RC. 24B	3		26,000	26,000	-	*Residential-Multi Family,TDR Site*
RC. 25	2.5		161,000	161,000	-	*Residential-Multi Family*
Forum Retail	1		24,000	-	24,000	*Retail/Skier Services*
T1	1.5		3,629	-	3,629	*Service*
T2	1.5		2,625	-	2,625	*Service*
Escala/E1	3-5		285,467	202,200	83,267	*Hotel/Lodging Units/Commercial/Retail*
Friedman 1/F1	2-3		67,200	67,200	-	*Residential-Multi Family*
Friedman 2/F2	2-3		52,800	52,800	-	*Hotel/Lodging Units*
Silverado/J1	4.5		66,770	59,325	7,445	*Hotel/Lodging Units*
Silverado/J2	2-4.5		63,230	63,230	-	*Hotel/Lodging Units*
Sunrise/E2	2-5		177,000	139,000	38,000	*Hotel/Lodging Units*
			4,021,116	3,418,450	602,666	

*RC17 combines the density of RC17 & RC18 into one Parcel Ref # - to now be identified as RC17

The Canyons SPA Development Agreement
Land Use & Zoning (12/13/2017) Before LV6 Acquisition

PARCEL REF #	MAXIMUM BUILDING HEIGHT (STORIES) (8)	MAXIMUM BUILDING HEIGHT (ELEVATION) (8)	MAX GROSS BUILDING AREA	ACCOM-MODATION AREA	COMMERCIAL/ RETAIL SUPPORT	PRINCIPLE USE
RED PINE VILLAGE						
R.P. 1	2.5		106,000	80,664	25,336	*Hotel/Lodging Units*
R.P. 2	2		70,050	35,991	34,059	*Hotel/Lodging Units/Amphitheater*
R.P. 3	3		272,875	207,654	65,221	*Hotel/Lodging Units*
R.P. 4	1.5-2.75		66,500	-	66,500	*Skier services*
R.P. 5	3		109,950	72,065	37,885	*Hotel/Lodging Units*
R.P. 6	3		147,600	123,373	24,227	*Hotel/Lodging Units*
R.P. 7	3		105,975	80,646	25,329	*Hotel/Lodging Units*
R.P. 8	1		6,000	-	6,000	*Chapel*
R.P. 9	2.5		193,000	146,870	46,130	*Hotel/Lodging Units*
R.P. 10	2-3		232,250	176,737	55,513	*Hotel/Lodging Units*
R.P. LAKE a/b	2		60,000	60,000	-	*Hotel/Lodging Units*
			1,370,200	984,000	386,200	
TOMBSTONE						
Tmb. 1	2		15,000	-	15,000	*Commercial*
Tmb. Osg. 1	3		74,500	67,500	7,000	*Hotel/Lodging Units/retail*
Tmb. Osg. 2 *	2		30,500	30,500	-	*Residential-Multi Family*
Tmb. Osg. 3	-		-	-	-	*Hotel/Lodging Units*
			120,000	98,000	22,000	
ON MOUNTAIN						
SILVER KING MINES						
-	-		26,000	26,000	-	*Hotel/Lodging Units*
MINES VENTURE						
See note 3.7.5	-		n/a	n/a	-	*Residential-Single Family Detached*
			26,000	26,000	-	
THE COLONY	240 Lots					*Residential-Single Family Detached*

Totals

						Net Change From 04-23-2009 Entitlements	
RESORT CORE			4,021,116	3,418,450	602,666	81,429	(4) (5)
FROSTWOOD			857,500	817,500	40,000	-	
THE COVE			216,200	211,200	5,000	-	
RED PINE ROAD			110,000	110,000	-	-	(6)
WILLOW DRAW			386,500	386,500	-	(210,900)	
LOWER VILLAGE			1,104,000	905,550	198,450	(84,200)	(1)
RED PINE VILLAGE			1,370,200	984,000	386,200	-	
TOMBSTONE			120,000	98,000	22,000	-	
ON MOUNTAIN			26,000	26,000	-	-	
TOTAL			8,211,516	6,957,200	1,254,316	(213,671)	(7)

Notes:

(1) Lower Village increase is 59,700 for new TDR site + 3,500 increase at fire station site (from 7,500 to 11,000) - 15,000 transferred to WWD4.

(4) 25,000 sq ft added to Escala and Weight from Fogg density transfer.

(5) 11,000 sq ft added to RC24B to supplement County TDR site.

(6) Reduction of 12,500 sq ft due to change in use of Baker parcel from Residential Multi-Family to Single Family + 7,500 to correct density for Spoor Parcel (3 sites *7,500 each)

(7) To the extent there is any conflict between pages 1 to 8 of this Land Use and Zoning Chart and the other pages of Exhibit B, including maps, illustrative plans and tables, pages 1 to 8 of this Land Use and Zoning Chart control.

(8) To the extent there is any conflict between the calculations in the Maximum Building Height (Stories) Column and the Maximum Building Height (Elevation) Column, the Maximum Building Height (Elevation) Column controls.

04-23-2009 Original Entitlements

MGBA	Res	Comm
3,939,687	3,252,435	687,252
857,500	817,500	40,000
216,200	211,200	5,000
110,000	110,000	
597,400	597,400	
1,188,200	1,034,750	153,450
1,370,200	984,000	386,200
120,000	98,000	22,000
26,000	26,000	
8,425,187	7,131,285	1,293,902

THE CANYONS RESORT – LAND USE AND ZONING
Notes to Density and Use Charts: Pages 4-8
[Before LV6 Acquisition]

1.0 DEFINITIONS SUMMARY (refer to Development Agreement for additional details)

1.1 **Building Height:** Building Height is established as either Maximum Building Height (Stories) or Maximum Building Height (Elevation - ASL) and which criteria applies is determined by the applicable designation on Pages 1 to 3 of this Land Use and Zoning Chart. If no Maximum Building Height (Elevation - ASL) is designated for a Parcel, then Maximum Building Height (Stories) will be used to determine Building Height.

a) Maximum Building Height (Stories) means the maximum number of stories allowed to be built above grade measured from the finished grade at any building façade.

b) Maximum Building Height (Elevation - ASL) means the maximum elevation above sea level (ASL) specified on Pages 1, 2, or 3.

1. The following exceptions to Maximum Building Height (Elevation - ASL) are allowed:

(i) Antennas, chimneys, flues, vents and similar Structures may extend up to five feet (5'-0") above the allowed Maximum Building Height to comply with requirements of the International Building Code (IBC).

(ii) Appurtenances for mechanical equipment and associated screening, when enclosed or screened, may extend up to eight feet (8'-0") above the allowed maximum Building Height.

(iii) An Elevator Penthouse may extend up to eight feet (8'-0") above the allowed Maximum Building Height to comply with requirements of the International Building Code (IBC).

(iv) Roof top equipment for the purposes of 'Green Initiatives' such as solar panels, rain water harvesting tanks, etc. may extend beyond the allowed Maximum Building Height if approved by the CVMA Design Review Committee. Equipment locations that exceed the allowed Maximum Building Height shall respect a 2:1 setback from the Building's outer edges and shall not exceed 30% of the overall roof area.

1.2 **Maximum Gross Building Area:** The maximum total area measured in square feet constructed above finished grade - no exclusions except restricted employee housing (as defined by and restricted elsewhere in this Amended Agreement) may be included in and

for a Parcel provided that the employee housing does not compromise the open space as generally described in Exhibit C.

1.3 **Accommodation Area:** Means that portion of the Gross Building Area located on a Parcel that may be used for hotel, lodging and residential uses, together with additional space constructed above finished grade that is used for corridors, lobbies, services and support uses associated with the primary Accommodation Area.

1.4 **Commercial/Retail/Support/Skier Services Area:** Means the area located in a building and primarily designed for the following Principle Uses:

a) Commercial:
   - Office, maintenance, storage and similar uses

b) Retail:
   - Shops and stores (including, but not limited to, the sale of grocery, personal, household, soft goods, and hardware items, and fresh, processed, and prepared food for onsite and offsite consumption), cafes, restaurants, and similar uses

c) Support:
   - Kitchen, meeting, conference and related uses; health, Spa, fitness and similar uses

d) Skier Services:
   - Lockers, storage, equipment maintenance, lifts and transportation, training, gathering, warming, and similar uses related to servicing skiers, boarders, and resort owners and guests

All Commercial/Retail/Support/Skier Services Area located below finished grade will not be included in the calculation of Maximum Gross Building Area for that Parcel.

1.5 **Residential Single Family - Detached:** Means building lots upon which Residential Single Family – Detached accommodations will be developed. See Note 3.5 for further detail.

1.6 **Principle Use(s):** Means the primary use or uses allowed on a Parcel. For ancillary allowed uses refer to the Architectural Guidelines.

1.7 **Residential Multi-Family:** Means attached (including attachment along a horizontal plain (wall-to-wall) or along a vertical plain (ceiling-to-floor)) dwelling units located in one or more buildings designed primarily for a Principle Use of providing housing to more than one individual, family or group of unrelated individuals. Subject to design review and site plan review, allowed parking for a Residential Multi-Family development may include up to one attached Parking Garage per unit not to exceed 600 square feet or one or more shared Parking Garages for some or all of the units. When allowed, the Parking Garage area is in addition to, and will not be calculated as part of, the Accommodation Area.

1.8 **Resort Operations:** Means all operations and activities reasonably necessary for or related to the operation, development, management or maintenance of an all-season

resort, including Commercial, Retail, Support, Skier Services and amenities provided by, for, or at the direction of the CVMA.

1.9 **Parking Garage(s)**: Means an above ground or below ground, attached, detached or integrated structure that is designed primarily for a Principle Use of parking, access, circulation, and related uses.

1.10 **Employee Housing**: Means dwelling units located in one or more buildings and primarily designed for employees and workers, together with additional space used to provide amenities and services for employees and workers, and space used for administrative, office and support functions related to the operation of the Employee Housing. There is no density allocated for Employee Housing.

1.11 **Hotel Lodging Unit**: Means attached dwelling units located in one or more buildings primarily designed for a Principle Use of hotel, lodging, and accommodation.

2.0 GENERAL NOTES

2.1 All densities indicated are maximums, and development on each site including use is subject to this Land Use and Zoning Chart and the approval process outlined in the SPA Development Agreement.

2.2 Conversion of Commercial Uses to Accommodation Uses is prohibited. Conversion of Gross Building Area designated Hotel Lodging Uses may be converted to Gross Building Area for Commercial/Retail/Support Uses.

2.3 Surface parking is allowed as a temporary use on vacant lots, subject to appropriate buffering and a Low Impact Permit.

3.0 SITE SPECIFIC NOTES

3.1 Groutage/Jaffa Parcels 1 and 2: - Refer to Development Agreement and Exhibit C2.1 Resort Core - Development Area Illustrative Plan & Design Conditions for the site planning requirements. Maximum density is 120,000 square feet, except an additional 10,000 square feet may be allowed for this site subject to a recommendation from the Architectural Review Committee, and review and discretionary approval of the Director and the Planning Commission.

3.2 Parcel RC16-B must meet the following criteria to provide an adequate buffer to Red Pine Road:

a) A 50-foot setback from the Red Pine Road right-of-way, within which no building may occur. It is required that this buffer be extensively landscaped and the landscaping must continue into the right-of-way to the back of curb or sidewalk of the existing (and/or improved) Red Pine Road. Landscaping immediately adjacent to Red Pine Road must be low profile and accommodate snow storage.

b) A further setback of 50 feet within which buildings cannot exceed a maximum height of two stories.

c) A further setback of 95 feet within which buildings cannot exceed a maximum height of three stories.

d) No more than two entrances directly from the Red Pine Road right-of-way are permitted.

3.3 A Parking Garage is an allowed use on Parcels LV1-B and LV5. On these Parcels building height is measured as Maximum Building Height (Elevation – ASL).

3.4 IHC: A medical facility of up to 45,000 gross square feet providing the following uses is allowed: out-patient surgery/diagnostic and treatment/clinic, and including services complementary to the resort.

3.5(A) On lots where Residential Single-Family – Detached uses are permitted, the following conditions apply with respect to density and all square footage numbers shown below are gross square footages per home including a garage and basement for each.

1. Spoor: 3 Lots, 7,500 square foot / home.
2. Osguthorpe: 6 Lots, 8,500 square foot / home.
3. W-35: 35 Lots, 6,500 square foot / home.
4. Mines Ventures: 9 Lots (including one (1) TDR lot for the County, house size and design subject to Colony Guidelines.

3.5(B) On lots within the Aspen Creek Crossing Subdivision (Baker Parcel), the following conditions apply with respect to density and all square footage numbers. The following areas are exempt from Floor Area calculations:

a. Garage area up to 600 square feet.
b. Entire room areas with floor levels that are six (6) feet or more below Final Grade and do not have a doorway to the outside.

3.6 Tombstone - Osguthorpe 2 Parcel: In addition to the permitted 26,500 square feet, two (2) single family detached dwellings are permitted with up to a maximum of 2,000 gross square feet for each dwelling unit.

3.7 The Colony Lot distribution by owner:

IMA LLC	164
Ski Land LLC	45
TDR Owners	
Summit County	5
Hansen LC	16
Babcock	6
Barnard	1
Dean	1
Parkway	1
DVM	1
TOTAL	**240**

The transfer of Lot 11 in White Pine Ranches shall satisfy the Hansen/Snyderville West TDR transfer obligation in Phase 1. Hansen has reserved the right to change this arrangement and select a Homestead in The Colony instead of Lot 11. If the Homestead in The Colony is selected, the development rights shall be deemed stripped from Lot 11. If Lot 11 is selected, IMA shall be entitled to one less Homestead in The Colony, bringing the total to 239 instead of 240. (See Exhibit G of the TDR Agreement.)

SCHEDULE 2
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

Exhibit B.1-A (Amended Land Use Zoning Map)

[See Attached]

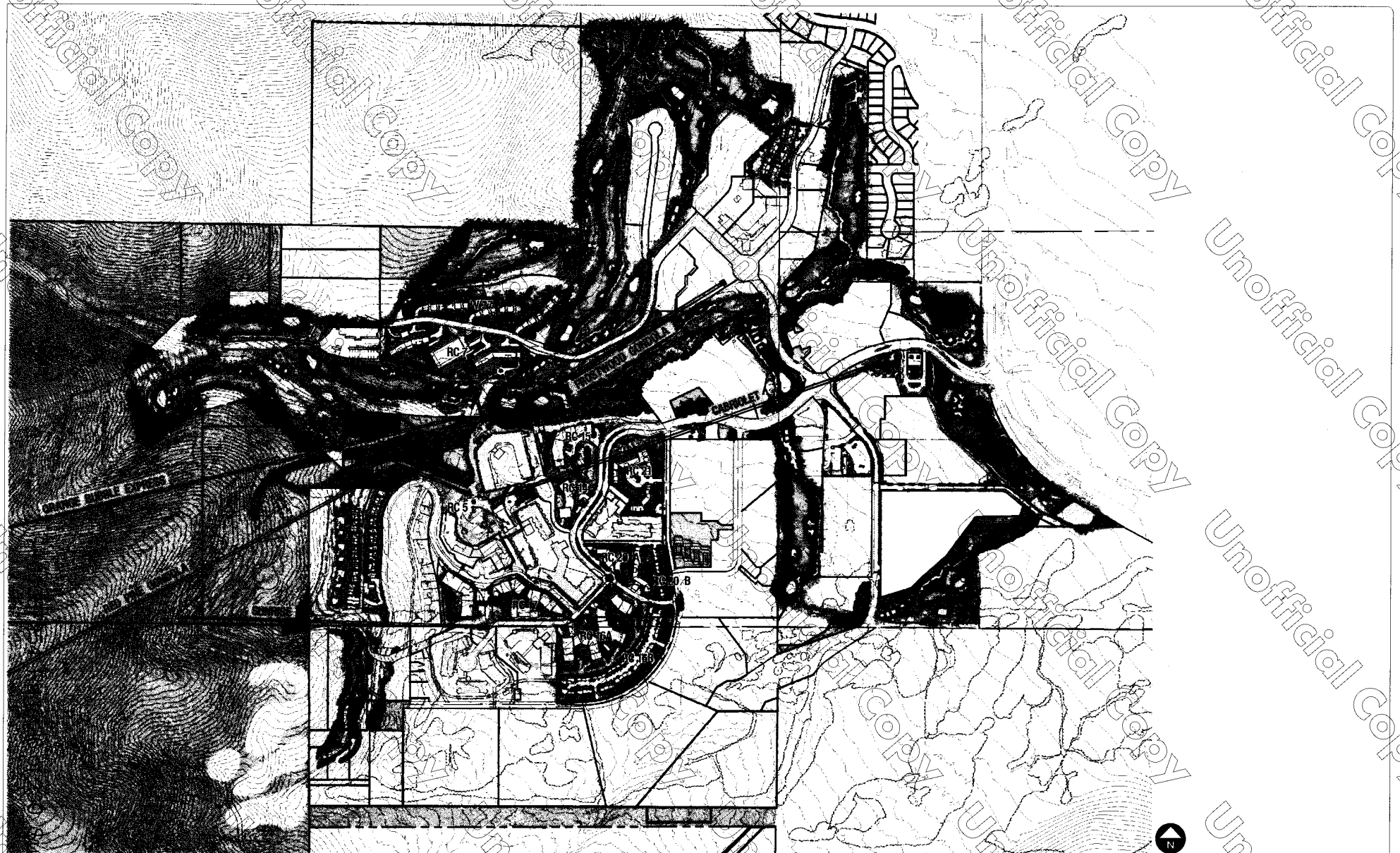


EXHIBIT # B.1-A

SPA AMENDMENT // **LAND USE ZONING MAP // DECEMBER 13, 2017**

LANGVARDT DESIGN GROUP

SCHEDULE 3
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

Exhibit B.3-A (Amended Building Heights Map)

[See Attached]

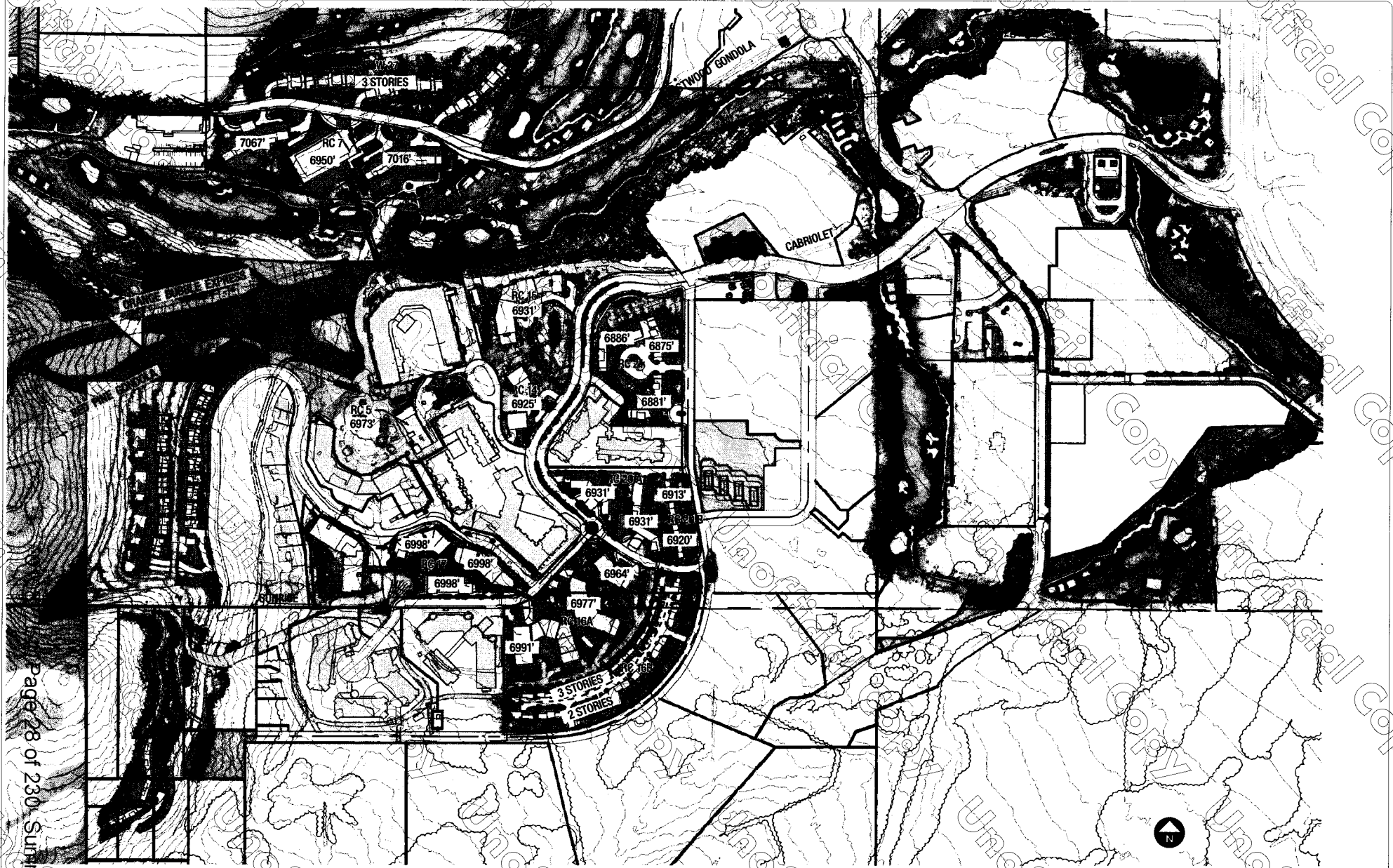


EXHIBIT # B.3-A

SPA AMENDMENT // **BUILDING HEIGHTS MAP // DECEMBER 13, 2017**

LANGVARDT DESIGN GROUP

SCHEDULE 4
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

Exhibit B.4-A (Amended Illustrative Plan Map)

[See Attached]

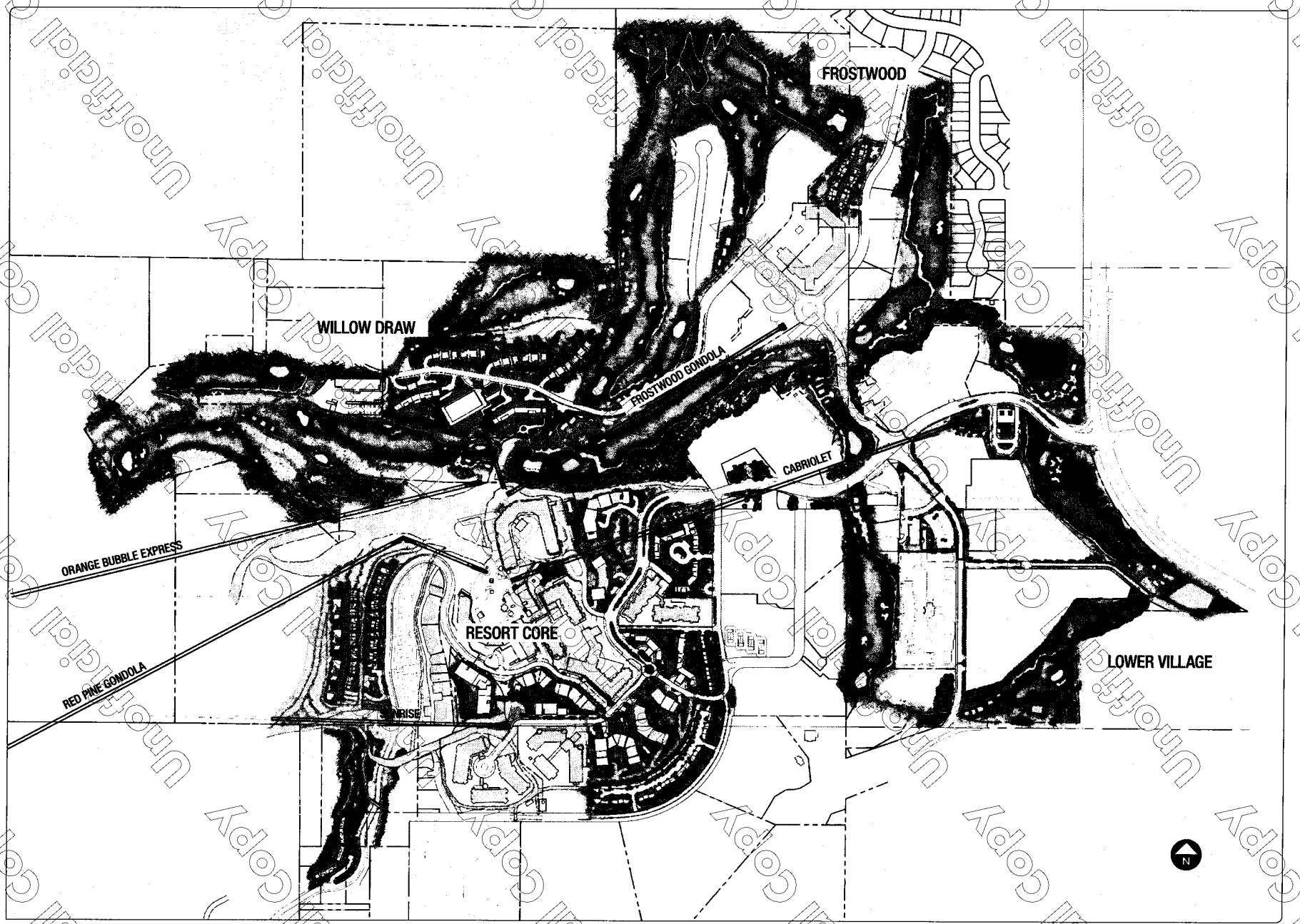


EXHIBIT # B.4-A

SPA AMENDMENT // **ILLUSTRATIVE PLAN MAP // DECEMBER 13, 2017**

LANGVARDT DESIGN GROUP

SCHEDULE 5
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

Exhibit B.5.1-A (Amended Resort Core Design Conditions and Planning Area Map)

These notes reference and further describe the drawing. The drawing is for illustrative purposes and intended to be used to guide site planning and plat design for Project Sites. It does not constitute approval.

1. As a condition of plat or site plan approval, the Developer shall convey to the Resort Village Management Association or its designee all easements and other rights necessary for the approval, development, construction, and use of a golf course to be located within the Resort Center.

2. Generally, density and height should be greatest in the heart of the Core, with reductions of height and density as development moves out toward the edges. Design standards for the Resort Core transition along Red Pine Road are specified in an addendum to the Design Guidelines.

[*See attached map*]

SCHEDULE 6
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

Exhibit B.5.2-A (Amended Willow Draw Planning Area Map)

[*See attached map*]

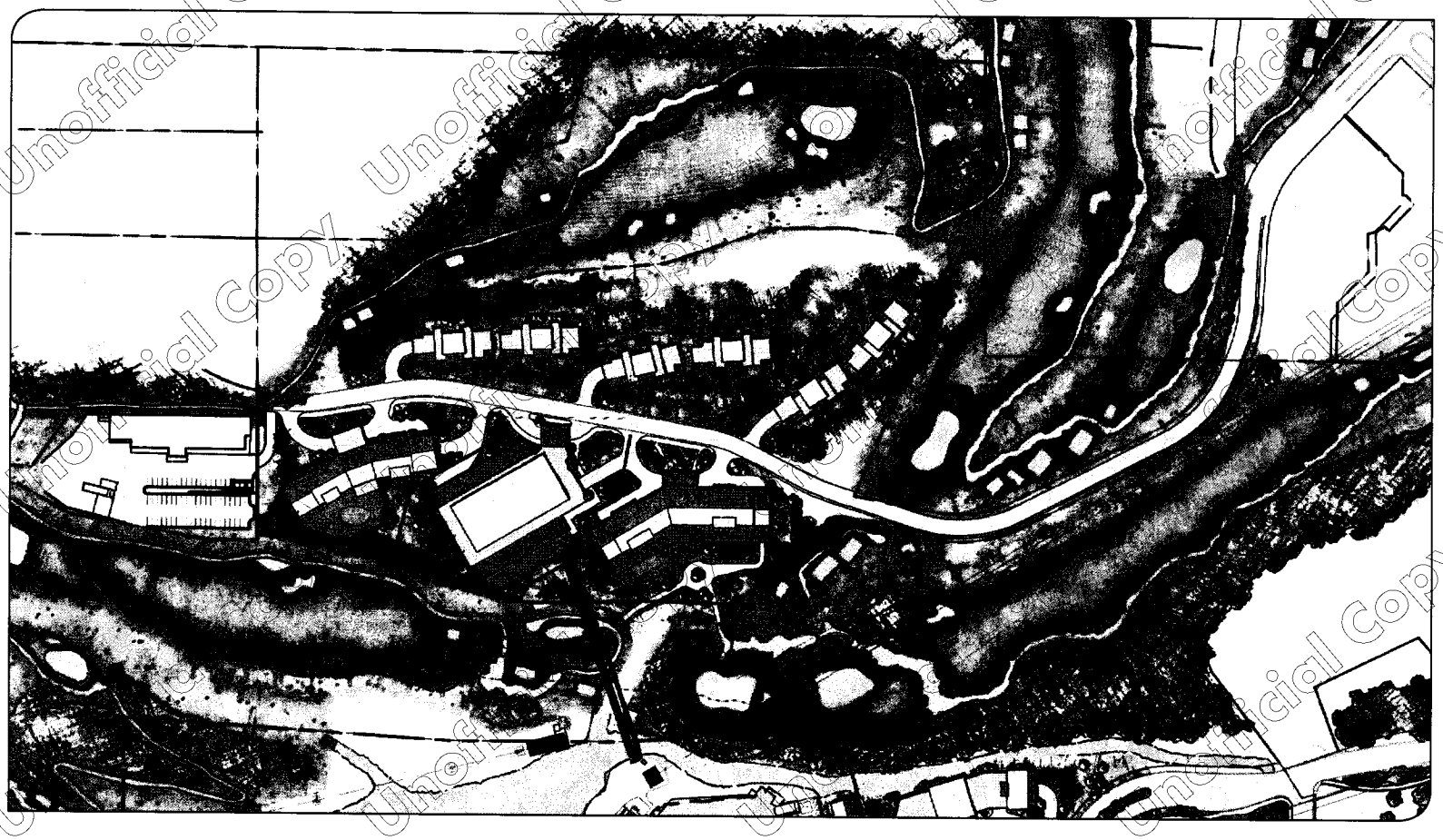


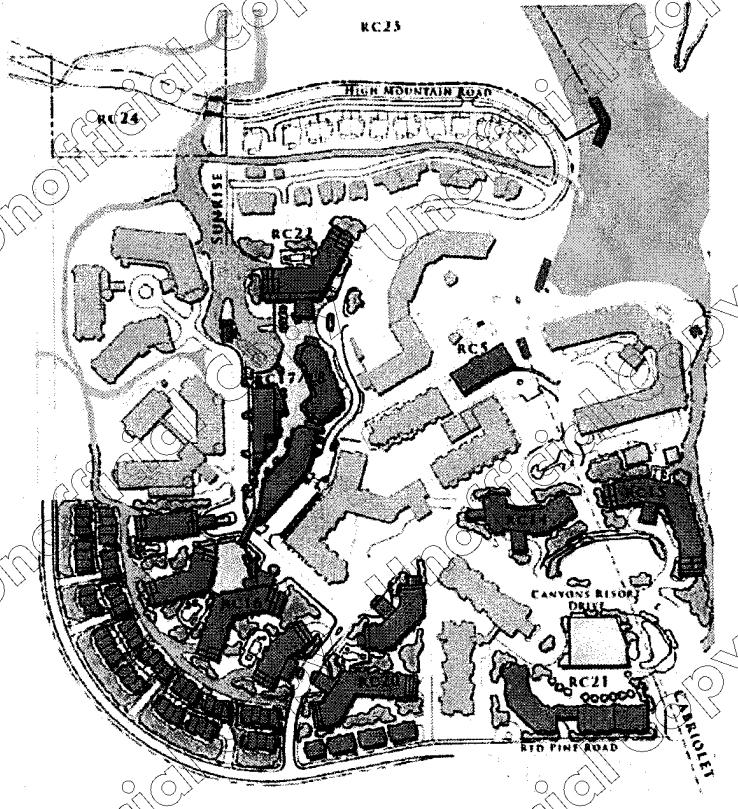
EXHIBIT B
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

[Traffic Study]

HALES ENGINEERING
innovative transportation solutions

The Canyons

Traffic Study



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Summit County, Utah

November 2017

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. Future development at The Canyons will occur adjacent to the existing hotels and lodges currently at the resort, as well as around the Cabriolet parking lot adjacent to SR-224.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2030 conditions are also analyzed. *In addition, two alternate plus project scenarios were analyzed (2017 and 2030) including trips generated by the Red Pine Village resort hotel consisting of 1,100 rooms.*

TRAFFIC ANALYSIS

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology, the Saturday peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table ES-1 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of each intersection. Where the LOS was calculated to be C or lower, the calculated delay for all approaches is included.

TABLE ES-1
Saturday Peak Hour
Summit County - The Canyons TS

Intersection Description	Existing 2017 Background LOS (Sec/Veh[1])	Existing 2017 Plus Project LOS (Sec/Veh[1])	Future 2030 Background LOS (Sec/Veh[1])	Future 2030 Plus Project LOS (Sec/Veh[1])	Existing 2017 Plus Project Alternate LOS (Sec/Veh[1])	Future 2030 Plus Project Alternate LOS (Sec/Veh[1])
SR-224 / Canyons Resort Drive	**D (35.4)** NB C (28.3), SB C (29.2), EB D (54.9), WB D (46.0)	**D (54.2)** NB E (55.2), SB D (49.9), EB E (57.1), WB D (52.9)	**E (57.1)** NB D (38.3), SB E (77.5), EB D (52.6), WB E (57.1)	**F (>80.0)** NB E (68.3), SB F (>80.0), EB D (49.5), WB E (66.7)	**F (>80.0)** NB F (>80.0), SB F (>80.0), EB D (49.7), WB D (53.0)	**E (69.5)** NB D (47.2), SB E (64.6), EB F (>80.0), WB D (43.1)
7-Eleven East / Canyons Resort Drive	**A (9.8) / NB**	**F (>50.0) / NB** A (1.8) / EB, D (27.1) / WB	**A (9.1) / NB**	**C (15.5) / NB** A (1.2) / EB, A (6.5) / WB	**F (>50.0) / NB** A (1.5) / EB, F (>50.0) / WB	**F (>50.0) / NB** A (8.4) / EB, A (7.0) / WB
7-Eleven West / Canyons Resort Drive	**B (13.2) / NB**	**A (5.6) / WB**	**A (10.0) / NB**	**A (2.1) / EB**	**A (9.0) / WB**	**B (13.1) / WB**
Aspen Drive / Canyons Resort Drive	**B (14.2) / SB**	**F (>50.0) / SB** A (5.5) / EB, B (12.7) / WB	**B (10.8) / SB**	**F (>50.0) / SB** A (3.6) / EB, A (0.9) / WB	**F (>50.0) / SB** A (4.5) / EB, C (19.6) / WB	**F (>50.0) / SB** B (13.2) / EB, A (1.2) / WB
Frostwood Drive / Canyons Resort Drive	**A (4.8)**	**C (19.0)**	**A (4.6)**	**A (7.1)**	**D (29.4)** NW A (5.6), SE A (7.1), NE F (>50.0), SW D (34.1)	**B (12.3)**
Chalet Drive / Canyons Resort Drive	**A (10.0) / SB**	**C (15.2) / SB**	**B (10.5) / SB**	**B (12.8) / SB**	**F (>50.0) / SB** A (2.9) / EB, A (2.2) / WB	**E (38.6) / SB** C (20.2) / NB, A (1.7) / EB, A (2.1) / WB
Navajo Trail / Canyons Resort Drive	**A (4.8) / NB**	**A (5.6) / NB**	**A (4.5) / NB**	**A (4.7) / NB**	**D (26.1) / NB** A (4.4) / EB, A (0.1) / WB	**F (>50.0) / NB**
Cedar Lane / Canyons Resort Drive	**A (8.3) / SB**	**A (9.3) / SB**	**A (7.6) / SB**	**A (6.0) / SB**	**C (16.4) / SB** A (0.6) / EB, A (1.2) / WB	**A (9.6) / SB**
Red Pine Road / Canyons Resort Drive	**A (2.3) / NB**	**A (5.8) / NB**	**A (2.9) / NB**	**A (5.3) / NB**	**C (16.6) / NB** A (2.2) / EB, A (0.9) / WB	**B (10.7) / NB**
RC 21 / Red Pine Road[2]	-	**A (4.3) / EB**	-	**A (4.0) / EB**	**A (7.5) / EB** A (2.1) / NB, A (0.3) / SB	**A (6.4) / EB**
RC 20 / Red Pine Road[2]	-	**A (5.0) / EB**	-	**A (3.8) / EB**	**A (4.9) / EB** A (0.3) / NB, A (0.4) / SB	**A (4.8) / EB**
RC 20 / Chalet Drive / Red Pine Road	**A (1.9) / WB**	**A (4.3) / EB**	**A (2.1) / WB**	**A (4.2) / EB**	**A (4.8) / EB** A (0.2) / NB, A (0.5) / SB, A (2.9) / WB	**A (4.5) / EB**
Canyons Resort Drive / Red Pine Road[2]	-	**A (2.6) / NB**	-	**A (2.5) / NB**	**A (2.7) / NB**	**A (8.2) / NB**
RC 15 / Canyons Resort Drive[2]	-	**A (3.5) / EB**	-	**A (3.2) / EB**	**A (3.1) / EB**	**A (5.8) / EB**
Silverado / Canyons Resort Drive	**A (3.1) / WB**	**A (2.6) / WB**	**A (3.3) / WB**	**A (2.6) / WB**	**A (3.4) / WB**	**A (3.0) / WB**
RC 14 / Canyons Resort Drive[2]	-	**A (2.6) / EB**	-	**A (2.3) / EB**	**A (3.8) / EB**	**A (4.6) / EB**
Grand Summit Drive / Canyons Resort Drive	**A (5.2) / EB**	**A (3.5) / EB**	**A (5.3) / EB**	**A (3.4) / EB**	**A (4.5) / EB**	**A (4.8) / EB**
High Mountain Road / Canyons Resort Drive	**A (4.0) / NE**	**A (2.0)**	**A (4.0) / NE**	**A (1.7)**	**A (3.4)**	**A (3.4)**
RC 16 / 20 / Canyons Resort Drive[2]	-	**A (3.7) / SB**	-	**A (3.4) / NB**	**A (4.7) / NB**	**A (4.3) / NB**
Escala Court / High Mountain Road	**A (2.5) / NB**	**A (4.4) / SE**	**A (2.5) / NB**	**A (3.6) / SE**	**A (6.3) / SE**	**A (5.9) / SE**
RC 16 / Escala Court[2]	-	**A (2.3) / NB**	-	**A (2.2) / NB**	**A (2.4) / NB**	**A (2.2) / NB**
RC 17 / 18 / Escala Court[2]	-	**A (3.0) / SB**	-	**A (2.9) / SB**	**A (3.0) / SB**	**A (3.2) / SB**
RC 17 / 18 / High Mountain Road[2]	-	**A (2.4) / NE**	-	**A (2.2) / NE**	**A (3.6) / NE**	**A (2.4) / NE**
RC 17 / 18 / 22 / Sundial / High Mountain Road[2]	-	**A (2.6) / NB**	-	**A (1.4) / NB**	**A (3.7) / NB**	**A (1.6) / SB**
RC 22 / High Mountain Road[2]	-	**A (2.4) / NB**	-	**A (2.3) / NB**	**A (3.4) / NB**	**A (3.2) / NB**
Vintage E Street / High Mountain Road[2]	-	**A (2.5) / NB**	-	**A (2.5) / NB**	**A (3.1) / NB**	**A (3.0) / NB**

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.
2. This intersection is a project access and was only analyzed in "plus project" scenarios.

Source: Hales Engineering, November 2017

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- Hales Engineering collected turning movement count data on Saturday, April 2, 2016, and on Saturday, October 29, 2016. The CVMA collected turning movement count data at the Frostwood Drive / Canyons Resort Drive intersection on February 18, 2017.
  - The CVMA data, as well as data from a UDOT-maintained ATR on SR-224 were used to scale the data collected in 2016 to represent peak ski season conditions.
  - This data was also used to derive a Saturday peak-hour trip generation rate for the resort hotel land uses.
- Each analysis was performed assuming an 85% occupancy rate for the hotel, townhome, and single-family home land uses (see body of report for further explanation).
- The SR-224 / Canyons Resort Drive intersection is currently operating at LOS D. With projected background growth on SR-224, the intersection is anticipated to deteriorate to LOS E by 2030. With project traffic added, the intersection is anticipated to operate at LOS D and LOS F in 2017 and 2030, respectively.
  - Additional capacity for left-turning vehicles, especially eastbound left-turning vehicles, is needed at the SR-224 / Canyons Resort Drive intersection.
    - This could be accomplished with adding an additional left-turn lane, using an innovative intersection design, or creating grade-separated left-turn movements.
      - Additional left-turn lanes are recommended, as cost and required right-of-way for the other options is prohibitive. It is recommended that additional left-turn lanes be added to the east- and northbound approaches. This improvement will require that an additional northbound lane be added to SR-224 north of Canyons Resort Drive for approximately 550 feet. A reconfiguration of the westbound approach may also be necessary.
    - It is recommended that left-turn queue storage be maximized on the eastbound approach, allowing more vehicles to queue onsite. It is also recommended that guide signs (white on green) be added along the southside of Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.
    - It is anticipated that with future (2030) plus project traffic conditions that dual left-turn lanes will be warranted on the northbound approach. It is recommended that this be implemented when warrants are met. This

will prevent left-turn queues from obstructing northbound through traffic. This improvement will also require that an additional westbound lane be added to Canyons Resort Drive to receive two lanes of left-turning traffic from the northbound approach. A second westbound lane on Canyons Resort Drive could also be used to receive a combination of a single northbound left-turn lane and a single southbound right-turn lane.

- The Frostwood Drive / Canyons Resort Drive intersection is anticipated to continue to operate at an acceptable level of service with project traffic added.
- It is anticipated that some intersections and accesses on Canyons Resort Drive in the vicinity of the SR-224 and Frostwood Drive intersections will operate at substandard levels of service during the Saturday peak hour. This can be attributed to queueing at downstream intersections, and the generally expected difficulty of executing a left-turn movement from a stop controlled approach onto a busy roadway. It is recommended that an additional lane be added to the roundabout at the Frostwood Drive / Canyons Resort Drive intersection to mitigate queueing when queues at the intersection are determined to be excessive.

The following is a summary of key findings and recommendations based on the alternate plus project analyses (including the Red Pine Village):

- *The alternate plus project analyses examine the impacts of the traffic generated by the proposed projects at The Canyons resort, as well as the construction of the 1,100 room Red Pine Village resort hotel.*
- *With 2017 alternate plus project conditions, the SR-224, 7-Eleven East, Aspen Drive, Chalet Drive, and Navajo Trail intersections on Canyons Resort Drive are anticipated to operate at unacceptable LOS with project traffic added. The Frostwood Drive and Navajo Trail intersections with Canyons Resort Drive are anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at LOS C or better with project traffic added.*
    - *It is recommended that additional left-turn lanes be added to the north- and eastbound approaches.*
        - *These improvements will require that an additional lane be added to westbound Canyons Resort Drive and northbound SR-224. This will result in three northbound lanes on SR-224 for a distance of approximately 550 feet, after which traffic would merge back into the existing two northbound lanes.*
    - *It is recommended that Canyons Resort Drive be widened to five lanes between SR-224 and Frostwood Drive.*
        - *This improvement will allow for additional queue storage on the eastbound approach to the SR-224 / Canyons Resort Drive*

intersection, provide an additional receiving lane to accommodate the recommended dual left-turn lanes on the northbound approach to the SR-224 / Canyons Resort Drive intersection, and accommodate the recommended improvements at the Frostwood Drive roundabout.

- *It is recommended that the roundabout at the Frostwood Drive / Canyons Resort Drive intersection be upgraded by converting the existing one-lane roundabout to a two-lane roundabout, including two approach lanes on the eastbound approach. It is anticipated that these improvements will provide the capacity necessary to accommodate the projected traffic.*

- *Future 2030 alternate plus project traffic was analyzed assuming that the previously recommended mitigation measures had been implemented.*
- *With future 2030 alternate plus project conditions, the SR-224 and Chalet Drive intersections with Canyons Resort Drive are anticipated to operate at LOS E. The 7-Eleven East and Aspen Drive intersections with Canyons Resort Drive are anticipated to operate at LOS F. All remaining study intersections are anticipated to operate at LOS B or better*
  - *It is anticipated that additional capacity will be needed at the SR-224 / Canyons Resort Drive intersection. It is possible that fine tuning of the signal timing at the intersection could mitigate the anticipated poor level of service.*

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. Future development at The Canyons will occur adjacent to the existing hotels and lodges currently at the resort, as well as around the Cabriolet parking lot adjacent to SR-224. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2030 conditions with and without the proposed development are also analyzed.

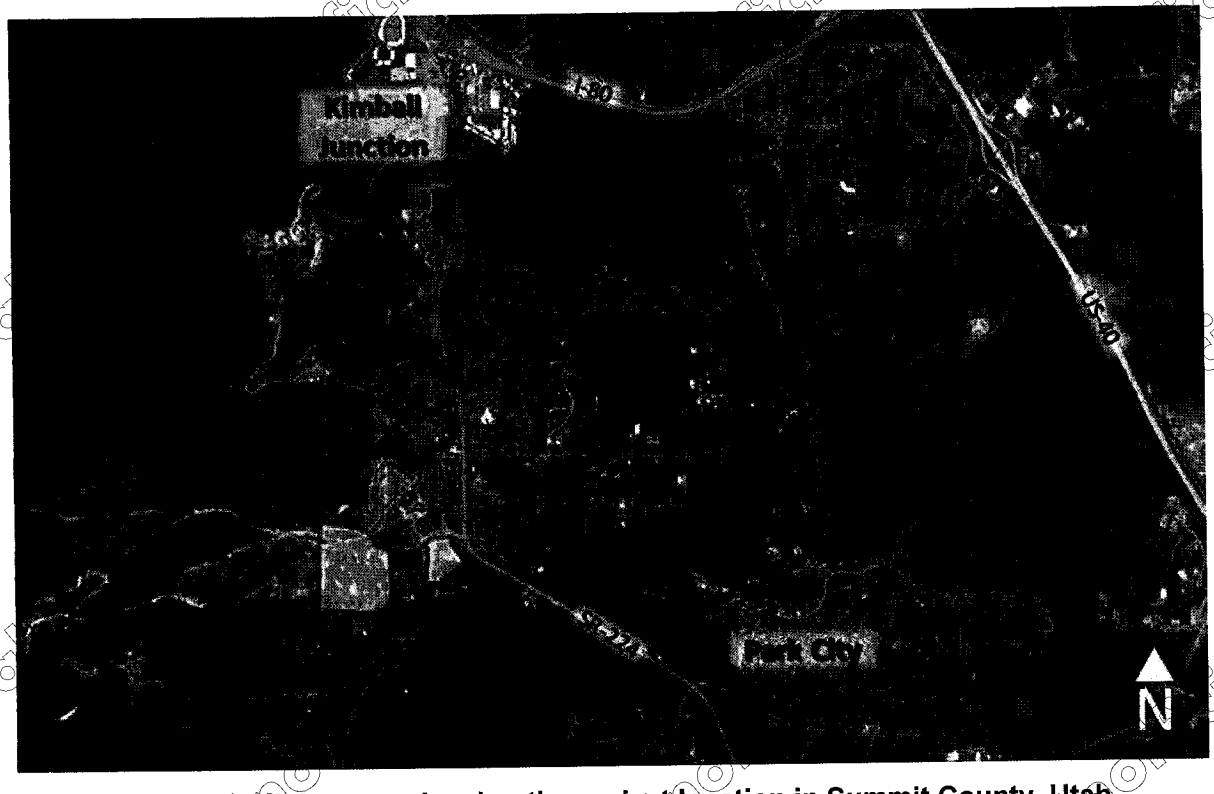


Figure 1 Vicinity map showing the project location in Summit County, Utah

B. Scope

The study area was defined based on conversations with the development team, following general guidelines for traffic impact studies. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Escala Court / High Mountain Road
- High Mountain Road / Canyons Resort Drive
- Grand Summit Drive / Canyons Resort Drive
- Red Pine Road / Canyons Resort Drive
- Chalet Drive / Red Pine Road
- Cedar Lane / Canyons Resort Drive
- Navajo Trail / Canyons Resort Drive
- Chalet Drive / Canyons Resort Drive
- Frostwood Drive / Canyons Resort Drive
- Aspen Drive / Canyons Resort Drive
- Bus Loop / 7-Eleven Access / Canyons Resort Drive
- SR-224 / Canyons Resort Drive

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The Highway Capacity Manual (HCM) 2016 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections LOS is reported based on the worst approach.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS C. However, if LOS D, E, or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas. The current Snyderville Basin

Transportation Master Plan (2009) has established a LOS C threshold for County roads, and LOS D for State roads.

Table 1 Level of Service Descriptions

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
	Signalized Intersections	**Overall Intersection**
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	0 ≤ 10.0
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
	Unsignalized Intersections	**Worst Approach**
A	Free Flow / Insignificant Delay	0 ≤ 10.0
B	Stable Operations / Minimum Delays	>10.0 and ≤ 15.0
C	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0
D	Approaching Unstable Flows / Tolerable Delays	>25.0 and ≤ 35.0
E	Unstable Operations / Significant Delays	>35.0 and ≤ 50.0
F	Forced Flows / Unpredictable Flows / Excessive Delays	> 50.0

Source: Hales Engineering Descriptions, based on Highway Capacity Manual, 2010 Methodology (Transportation Research Board, 2010)

II. EXISTING (2017) BACKGROUND CONDITIONS

A. Purpose

The purpose of the existing (2017) background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis will provide a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Canyons Resort Drive – is a two-lane roadway connecting The Canyons resort to SR-224. This roadway has a landscaped center median with openings at major accesses and intersections west of the Frostwood Drive roundabout, and the posted speed limit on this segment is 15 mph. Between the Frostwood Drive roundabout and SR-224 the roadway consists of one travel lane in each direction and a center two-way left-turn lane (TWLTL). The posted speed limit on this segment is 25 mph. Canyons Resort Drive serves as the primary access for The Canyons Resort.

Cooper Lane – connects Frostwood Drive to Sun Peak Drive. There is no lane striping on this roadway, but the pavement width is sufficient to accommodate one lane of traffic in both directions. The posted speed limit on this segment is 25 mph. Cooper Lane, via Sun Peak Drive, serves as a secondary access for The Canyons resort.

Red Pine Road – is a two-lane roadway, providing access to various residential communities adjacent to The Canyons resort. The posted speed limit on this roadway is 15 mph.

C. Traffic Volumes

Hales Engineering performed Saturday morning (8:00 to 10:00 a.m.) and afternoon (3:00 to 5:00 p.m.) peak period traffic counts at the following intersections:

- Escala Court / High Mountain Road
- High Mountain Road / Canyons Resort Drive
- Grand Summit Drive / Canyons Resort Drive
- Red Pine Road / Canyons Resort Drive
- Chalet Drive / Red Pine Road
- Cedar Lane / Canyons Resort Drive

- Navajo Trail / Canyons Resort Drive
- Chalet Drive / Canyons Resort Drive
- Frostwood Drive / Canyons Resort Drive
- Aspen Drive / Canyons Resort Drive
- Bus Loop / 7-Eleven Access / Canyons Resort Drive
- SR-224 / Canyons Resort Drive

These counts were performed on Saturday, April 2, 2016 and Saturday, October 29, 2016. The CVMA also collected peak hour count data at the Frostwood Drive / Canyons Resort Drive intersection on Saturday, February 18, 2017. Detailed count data are included in Appendix A. The a.m. peak hour was determined to be between the hours of 8:15 and 9:15 a.m. and the p.m. peak hour was determined to be between the hours of 4:00 and 5:00 p.m. The data collected in February, as well as hourly data from a UDOT maintained automatic traffic recorder (ATR) on SR-224, were used to scale the data collected in April and October to estimate peak hour traffic conditions on a peak season ski day. The traffic volumes in the study area were significantly higher during the p.m. peak hour than during the a.m. peak hour. Therefore, the p.m. peak hour was chosen for detailed analysis as this represents the worst-case scenario.

Trip generation rates published in the Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012, were used to calculate the number of trips generated by retail, townhomes, and single-family homes portion of each development. Since there is no Saturday Peak Hour ITE Trip Generation rate for Specialty Retail Center (826) land use, a ratio of Saturday Peak Hour trips to Daily Saturday trips was estimated based on ITE Trip Generation rates for a related land use, Shopping Center (820). It was estimated that approximately 0.094 of all Saturday trips would occur during the peak hour. This ratio was used to estimate the Saturday Peak Hour Trip Generation rate for the Specialty Retail Center (826) land use. *The Canyons Specially Planned Area (SPA) Transportation Master Plan (TMP)* Report (December 2015) reports that 95% of patrons at the retail establishments at each of the resort hotels are guests/tenant at the resort, especially during the winter months. Therefore, a 95% internal capture reduction was assumed for each of these land uses.

Hales Engineering utilized the data collected on February 18, 2017, to calculate a trip generation rate for the resort hotel land use. This was done by taking the known volume on Canyons Resort Drive west of the Frostwood Drive Roundabout, subtracting the traffic generated (using ITE Trip Generation Rates) by the retail portion of the resort, adjacent residential communities, and traffic generated by the day skier/employee parking lots in the upper village, and using the remaining trips to calculate trips per occupied hotel room as shown below. Based on information provided to Hales Engineering by TCFC and the CVMA, and after discussions with Summit County Engineering staff, it was assumed that an 85% occupancy rate would accurately represent the resort hotel land use during the peak ski season.

Total Trips Generated in Upper Village
- Trips Generated by Retail
- Trips Generated by Single-Family Homes and Townhomes/Condos
- Trips Generated by Day Skiers
- Trips Generated by Employees
Trips Generated by Hotels

The Canyons SPA TMP Report (December 2015) estimates that the number of trips currently generated by The Canyons has been reduced by approximately 16% due to various trip reduction efforts. These trip reduction efforts include (see *The Canyons SPA TMP* Report for further details):

- Cooperation and creation of a regional transportation system
- Linkages to the Salt Lake City area, including the airport via various forms of transit for employees and guests
- Internal transportation system within the Resort and Resort Community, including valet service, shuttle buses, and a people mover
- Comprehensive pedestrian trail system
- Incentives to encourage the implementation of these policies

These trips were distributed and assigned to the transportation network based on the turning movement counts that were previously discussed. Existing land uses in the upper village, along with their corresponding trip generation calculations, are shown in Table 2. Table 2, is also included in Appendix E.

A majority of day skiers (ski resort patrons driving to the resort, but not staying overnight) will park in the Cabriolet parking lot, just south of Canyons Resort Drive and west of SR-224. This parking lot currently consists of 1,283 parking stalls, and is generally filled to capacity on Saturdays during peak ski season. Traffic generated by this parking lot is reflected in the data collected by the CVMA on February 18, 2017.

Figure 2 shows the existing Saturday peak hour volumes during the peak season as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for the study intersection. The results of this analysis are reported in Table 3 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the intersection. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2017) conditions. As shown in Table 3, the SR-224 / Canyons Resort Drive intersection is estimated to operate at LOS D during the Saturday peak hour. It is estimated that the all other study intersections currently operate at LOS A or B during the peak hour.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for more than 300 feet on the north-, south-, and eastbound approaches. No other significant queues were calculated at any of the study intersections.

Table 2
Summit County - The Canyons TS
Trip Generation (Existing Development)

Saturday Peak Hour	Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	CVMA Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
Grand Summit Hotel	Resort Hotel (330)	183	Occupied Rooms	102	59%	41%	60	42	0%	16%	51	35	86
	Specialty Retail Center (826)	116.405	1,000 Sq. Ft. GLA	462	50%	50%	231	231	95%	16%	10	10	20
Sundial Lodge	Resort Hotel (330)	128	Occupied Rooms	72	59%	41%	42	30	0%	16%	36	25	60
	Specialty Retail Center (826)	44.373	1,000 Sq. Ft. GLA	176	50%	50%	88	88	96%	16%	4	4	8
Westgate Resort	Resort Hotel (330)	247	Occupied Rooms	136	59%	41%	80	56	0%	16%	67	47	114
	Specialty Retail Center (826)	33.216	1,000 Sq. Ft. GLA	132	50%	50%	66	66	95%	16%	3	3	6
Escala	Resort Hotel (330)	158	Occupied Rooms	88	59%	41%	52	36	0%	16%	44	30	74
	Specialty Retail Center (826)	18.078	1,000 Sq. Ft. GLA	72	50%	50%	36	36	95%	16%	2	2	4
Sunrise at Escala	Resort Hotel (330)	71	Occupied Rooms	40	59%	41%	24	16	0%	16%	20	14	34
	Specialty Retail Center (826)	3.5	1,000 Sq. Ft. GLA	14	50%	50%	7	7	95%	16%	0	0	0
Silverado	Resort Hotel (330)	83	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	39
	Specialty Retail Center (826)	7.005	1,000 Sq. Ft. GLA	28	50%	50%	14	14	95%	16%	1	1	2
Vintage	Residential Condominium/Townhouse (23	15	Occ. Dwelling Units	48	54%	46%	26	22	0%	0%	26	22	48
Red Pine Road	Single-Family Detached Housing (210)	21	Occ. Dwelling Units	28	54%	46%	15	13	0%	0%	15	13	28
	Project Total Saturday Peak Hour Trips						769	675			301	222	523

1. Land Use Code from the Institute of Transportation Engineers, Trip Generation Manual (9th Edition - 2012)

SOURCE: Hales Engineering, August 2017

Table 3 Existing (2017) Background Saturday Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
SR-224 / Canyons Resort Drive	Signal	-	-	-	35.4 NB C (28.3), SB C (29.2), EB D (54.9), WB D (46.0)	D
7-Eleven East / Canyons Resort Drive	NB Stop	NB	9.8	A	-	-
7-Eleven West / Canyons Resort Drive	NB Stop	NB	13.2	B	-	-
Aspen Drive / Canyons Resort Drive	SB Stop	SB	14.2	B	-	-
Frostwood Drive / Canyons Resort Drive	Round-about	-	-	-	4.8	A
Chalet Drive / Canyons Resort Drive	NB/SB Stop	SB	10.0	A	-	-
Navajo Trail / Canyons Resort Drive	NB Stop	NB	4.8	A	-	-
Cedar Lane / Canyons Resort Drive	SB Stop	SB	8.3	A	-	-
Red Pine Road / Canyons Resort Drive	NB Stop	NB	2.3	A	-	-
Chalet Drive / Red Pine Road	WB Stop	WB	1.9	A	-	-
Silverado / Canyons Resort Drive	WB Stop	WB	3.1	A	-	-
Grand Summit Drive / Canyons Resort Drive	EB Stop	EB	5.2	A	-	-
High Mountain Road / Canyons Resort Drive	NE Stop	NE	4.0	A	-	-
Escala Court / High Mountain Road	NB Stop	NB	2.5	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, August 2017

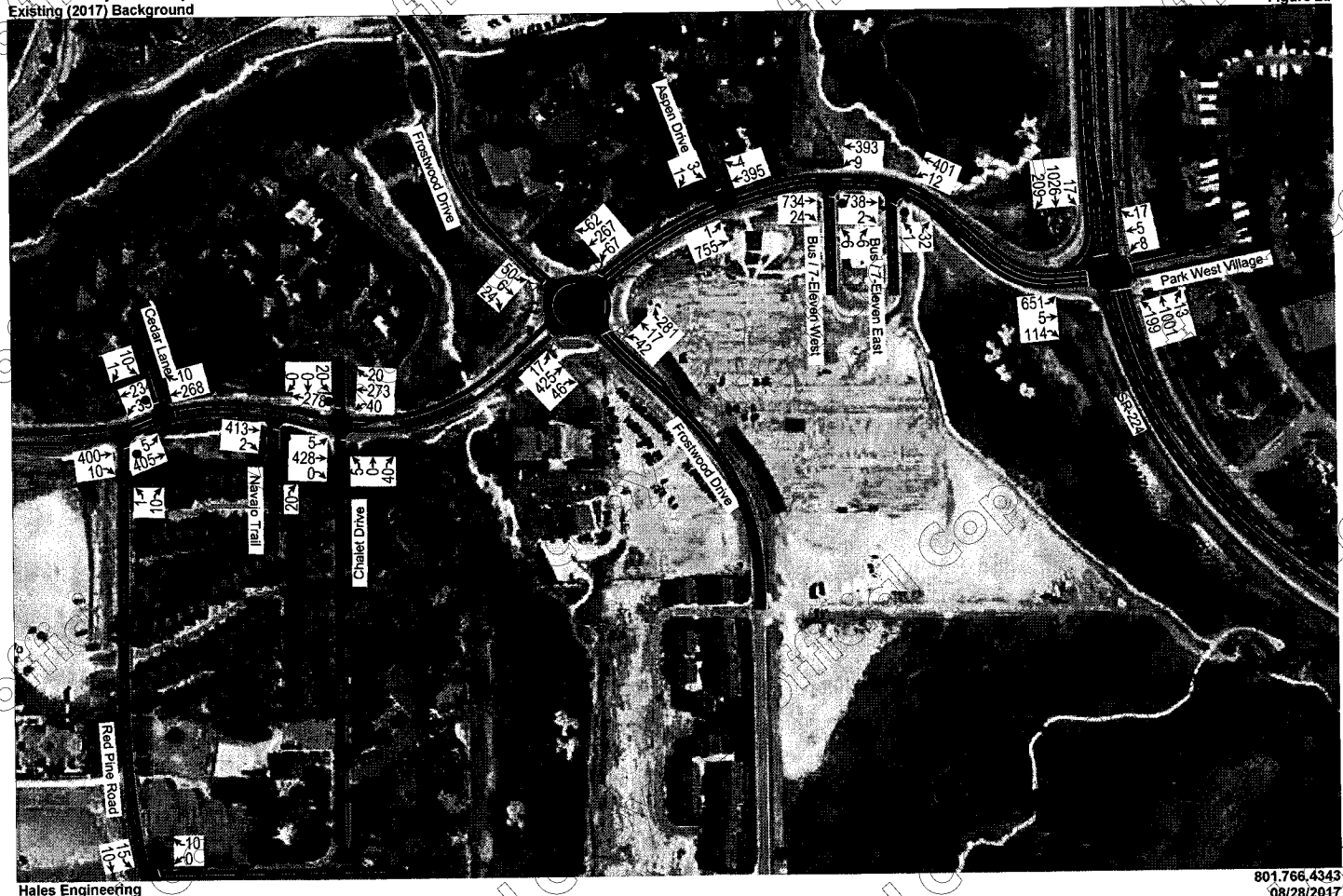
F. Mitigation Measures

The queuing at the SR-224 / Canyons Resort Drive intersection can be attributed to the high number of vehicles turning left (eastbound) from Canyons Resort Drive onto northbound SR-224,

as well as the high volume of vehicles traveling north and south on SR-224. Adding additional capacity to these movements would likely mitigate the queueing at this intersection. However, an additional left-turn lane on the eastbound approach would require that an additional receiving lane be added to northbound SR-224 for approximately 550 feet north of Canyons Resort Drive.

Summit County - The Canyons TS
Existing (2017) Background

Saturday Peak
Figure 2a



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Summit County - The Canyons TS
Existing (2017) Background

Saturday Peak
Figure 2b

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III. PROJECT CONDITIONS

A. Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction.

B. Project Description

This study addresses the traffic impacts associated with the proposed future development of The Canyons resort in Summit County, Utah. This future development will include 12 new resort hotels, as well as residential townhomes, single-family homes, and retail space in the upper and lower villages. High Mountain Road will be realigned as part of this project, and Canyons Resort Drive will extend to connect to Red Pine Road. The development will also include workforce housing in the lower village, near the Cabriolet parking lot. A site plan for the proposed development can be found in Appendix C.

The proposed land use for the development has been identified as follows:

- Resort Hotel — 1,173 Rooms
- Residential Condominium/Townhouse — 234 Dwelling Units
- Single-Family Homes — 35 Dwelling Units
- Retail Space — 240,504 sq. ft. GLA

The Cabriolet parking lot will be reconfigured, reducing the number of parking spaces from the existing 1,283 spaces to 1,100 spaces. The Bus/7-Eleven Accesses will also be reconfigured such that the west access will be ingress only and the east access will be egress only.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (9th Edition, 2012),* as well as the methods discussed in Chapter II of this report. Trip Generation for the proposed project is included in Table 4. Table 4, is also included in Appendix E.

As discussed in Chapter II, *The Canyons SPA TMP* Report, prepared in December 2015, indicates that the current trips generated onsite are reduced by 16% due to various trip reduction efforts. As shown in Table 4, this 16% trip reduction was assumed for the 2017 trip generation

calculations. In the same report, a 27% trip reduction is projected by 2030. These trip reduction efforts include (see *The Canyons SPA TMP* Report for further details):

- Participate in Transportation Management Association
- Enhance Park City Transit
- Parking Management
- Guest Transportation Info Initiative
- Increase Ridership of PC – SLC Connect
- Car Share Program
- Bike Share Program
- Expanded Employee Shuttle

Therefore, a 27% trip reduction was assumed for the future trip generation scenario. Based on information provided to Hales Engineering by TCFC and the CVMA, as well as discussions with Summit County Engineering staff, it was assumed that an 85% occupancy rate would accurately represent the resort hotel, townhomes, and detached single-family home land uses during the peak ski season.

In discussions with Summit County Engineering staff, it was determined that trips from the workforce housing portion of the project would be minimal, as it is anticipated that a majority of the residents of these facilities will be employed at The Canyons, and will either walk to work, or utilize alternative transportation modes (i.e., shuttles, public transportation, etc.) to commute to and from work, and will commute to or from work during off-peak traffic periods. In all plus project scenarios analyzed in this report, trips from the upper village that were generated by the employee parking in the upper village were relocated to the Cabriolet parking lot and/or employee housing.

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trips and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially in close proximity to the site.

These trip distribution assumptions and the prevailing movements at each intersection were used to assign the Saturday peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development with 2017 trip reductions is shown in Figure 3, and trip assignment for the development with future 2030 trip reductions is shown in Figure 4.

Table 4
Summit County - The Canyons Resort TS
Trip Generation (Future Development)

Saturday Peak Hour	Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	CVMA Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	16%	27	24	51
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	16%	23	19	42
RC 22	Resort Hotel (330)	52	Occupied Rooms	32	59%	41%	19	13	0%	16%	16	11	27
RC 5	Residential Condominium/Townhouse (230)	8	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 5	Specialty Retail Center (826)	20.564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	16%	2	2	4
RC 17/18	Specialty Retail Center (826)	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	16%	3	3	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	54	59%	41%	32	22	0%	16%	27	19	45
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	88	59%	41%	52	36	0%	16%	44	30	74
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	16%	24	21	45
RC 16 A	Specialty Retail Center (826)	20	1,000 Sq. Ft. GLA	80	50%	50%	40	40	95%	16%	2	2	4
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	16%	37	25	62
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	16%	1	1	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 14	Resort Hotel (330)	128	Occupied Rooms	80	59%	41%	47	33	0%	16%	40	28	67
RC 15	Resort Hotel (330)	81	Occupied Rooms	50	59%	41%	30	21	0%	16%	25	17	42
RC 21	Resort Hotel (330)	85	Occupied Rooms	52	59%	41%	31	21	0%	16%	26	18	44
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	16%	25	22	47
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	16%	1	1	2
RC 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	16%	2	2	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	64	59%	41%	38	26	0%	16%	32	22	54
RC 7	Specialty Retail Center (826)	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	16%	3	3	6
RC 7	Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	16%	37	25	62
RC 7	Specialty Retail Center (826)	49.8	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	16%	4	4	8
W35	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	16%	16	14	30
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	16%	24	20	44
LV 4	Resort Hotel (330)	82	Occupied Rooms	52	59%	41%	31	21	0%	16%	26	18	44
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	16%	42	42	84
	Project Total Saturday Peak Hour Trips						1,060	918			549	429	978

Saturday Peak Hour (with future reductions)	Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	CVMA Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	27%	23	20	43
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	27%	20	17	37
RC 22	Resort Hotel (330)	52	Occupied Rooms	32	59%	41%	19	13	0%	27%	14	10	23
RC 5	Residential Condominium/Townhouse (230)	8	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 5	Specialty Retail Center (826)	20.564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	27%	1	1	2
RC 17/18	Specialty Retail Center (826)	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	27%	3	3	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	54	59%	41%	32	22	0%	27%	23	16	39
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	88	59%	41%	52	36	0%	27%	38	26	64
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	27%	21	18	39
RC 16 A	Specialty Retail Center (826)	20	1,000 Sq. Ft. GLA	80	50%	50%	40	40	95%	27%	1	1	2
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	27%	32	22	54
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	27%	1	1	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 14	Resort Hotel (330)	128	Occupied Rooms	80	59%	41%	47	33	0%	27%	34	24	58
RC 15	Resort Hotel (330)	81	Occupied Rooms	50	59%	41%	30	21	0%	27%	22	15	37
RC 21	Resort Hotel (330)	85	Occupied Rooms	52	59%	41%	31	21	0%	27%	22	16	38
W37	Residential Condominium/Townhouse (230)	40.8	Occ. Dwelling Units	56	54%	46%	30	26	95%	27%	1	1	2
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	27%	1	1	2
RC 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	27%	37	37	74
RC 7	Resort Hotel (330)	102	Occupied Rooms	64	59%	41%	38	26	0%	27%	28	19	47
RC 7	Specialty Retail Center (826)	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	27%	3	3	5
RC 7	Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	27%	32	22	54
RC 7	Specialty Retail Center (826)	49.8	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	27%	4	4	7
W35	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	27%	14	12	26
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	27%	20	18	38
LV 4	Resort Hotel (330)	82	Occupied Rooms	52	59%	41%	31	21	0%	27%	22	16	38
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	27%	37	37	74
	Project Total Saturday Peak Hour Trips						1,060	918			489	389	878

1. Land Use Codes from the Institute of Transportation Engineers, Trip Generation Manual, (9th Edition - 2012)

SOURCE: Hales Engineering, November 2017

E. Access

Access for the proposed development will be gained at various locations on existing or newly realigned roadways (see also site plan in Appendix C).

Summit County - The Canyons TS
Trip Assignment (2017)

Saturday Peak
Figure 3a

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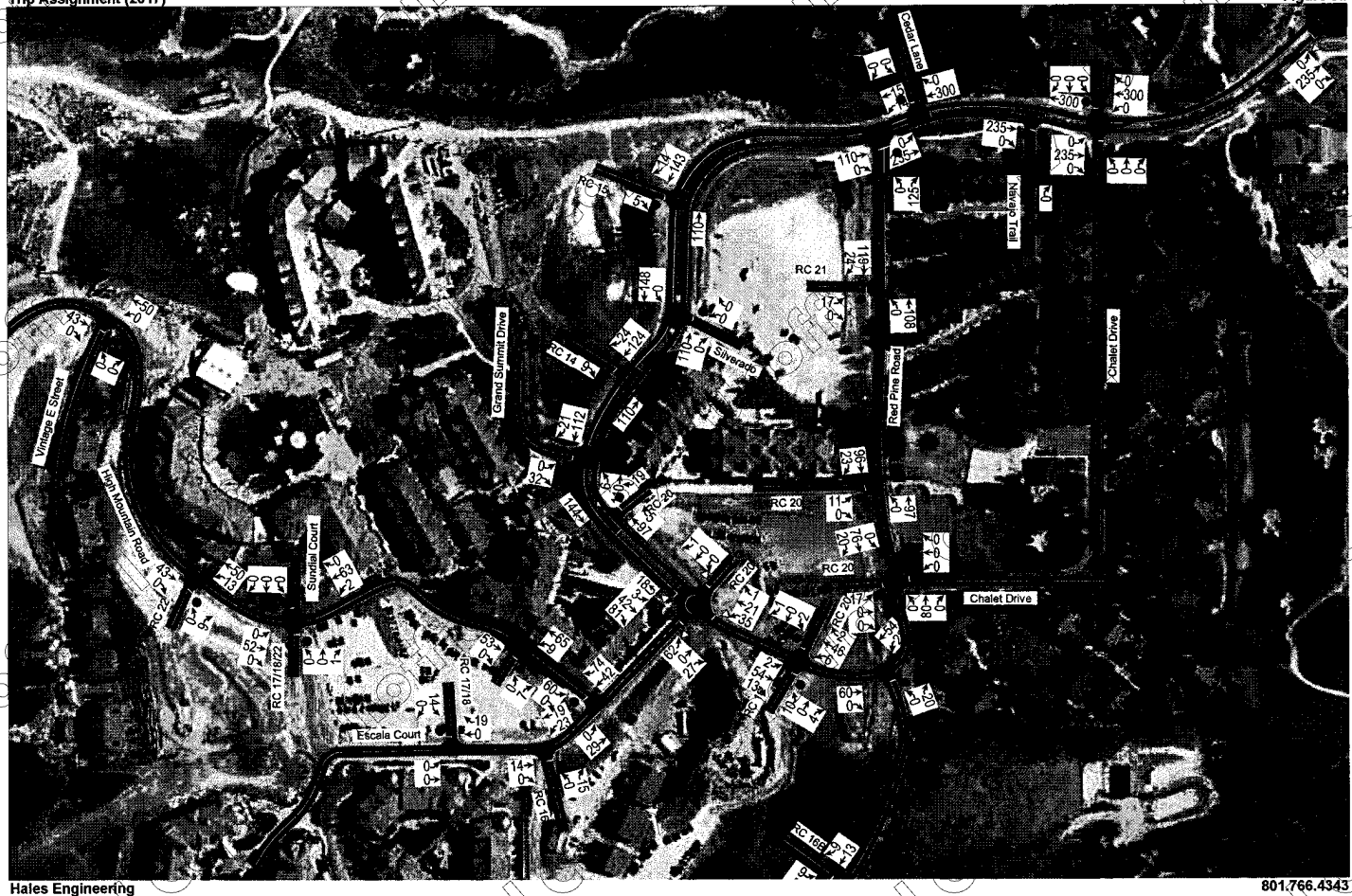
11/03/2017

Summit County - The Canyons TS
Trip Assignment (2017)

Saturday Peak
Figure 3a



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801.766.4343
08/28/2017

Summit County - The Canyons TS
Trip Assignment (Future)

Saturday Peak
Figure 4a

Hales Engineering
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Summit County - The Canyons TS
Trip Assignment (Future)

Saturday Peak
Figure 4b

Hales Engineering
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11/03/2017

IV. EXISTING (2017) PLUS PROJECT CONDITIONS

A. Purpose

This section of the report examines the traffic impacts of the proposed project at each of the study intersections. The net trips generated by the proposed development were combined with the existing background traffic volumes to create the existing plus project conditions. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Existing traffic volumes were reassigned to the study intersections based on the new roadway alignments. Project trips were assigned to the study intersections based on the trip distribution methods discussed in Chapter III and permitted intersection turning movements. The existing (2017) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 5.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 5 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 5, the 7-Eleven East / Canyons Resort Drive and Aspen Drive / Canyons Resort Drive intersections are anticipated to operate at LOS F during the peak hour with project traffic added. The SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at acceptable levels of service.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. The queues on the northeast- and southwest bound approaches to the Frostwood Drive / Canyons Resort Drive intersection are also anticipated to extend for approximately 265 feet and 365 feet, respectively. No other significant queuing is anticipated.

Table 5 Existing (2017) Plus Project p.m. Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
SR-224 / Canyons Resort Drive	Signal	-	-	-	54.2 NB E (55.2), SB D (49.9), EB E (57.1), WB D (52.9)	D
7-Eleven East / Canyons Resort Drive	NB Stop	NB	>50.0 A (1.8) / EB, D (27.1) / WB	F	-	-
7-Eleven West / Canyons Resort Drive	N/A	WB	5.6	A	-	-
Aspen Drive / Canyons Resort Drive	SB Stop	SB	>50.0 A (5.5) / EB, B (12.7) / WB	F	-	-
Frostwood Drive / Canyons Resort Drive	Round-about	-	-	-	19.0	C
Chalet Drive / Canyons Resort Drive	NB/SB Stop	SB	15.2	C	-	-
Navajo Trail / Canyons Resort Drive	NB Stop	NB	5.6	A	-	-
Cedar Lane / Canyons Resort Drive	SB Stop	SB	9.3	A	-	-
Red Pine Road / Canyons Resort Drive	NB Stop	NB	5.8	A	-	-
RC 21 / Red Pine Road	EB Stop	EB	5.2	A	-	-
RC 20 / Red Pine Road	EB Stop	EB	5.0	A	-	-
RC 20 / Chalet Drive / Red Pine Road	EB/WB Stop	EB	4.3	A	-	-
Canyons Resort Drive / Red Pine Road	NB Stop	NB	2.6	A	-	-
RC15 / Canyons Resort Drive	EB Stop	EB	3.5	A	-	-
Silverado / Canyons Resort Drive	WB Stop	WB	2.6	A	-	-
RC 14 / Canyons Resort Drive	EB Stop	EB	2.6	A	-	-
Grand Summit Drive / Canyons Resort Drive	EB Stop	EB	3.5	A	-	-
High Mountain Road / Canyons Resort Drive	Round-about	-	-	-	2.0	A
RC 16 / 20 / Canyons Resort Drive	NB/SB Stop	SB	3.7	A	-	-
Escala Court / High Mountain Road	SE Stop	SE	4.4	A	-	-

RC 16 / Escala Court	NB Stop	NB	2.3	A	-	-
RC 17/18 / Escala Court	SB Stop	SB	3.0	A	-	-
RC 17/18 / High Mountain Road	NE Stop	NE	2.4	A	-	-
RC 17/18/22 / Sundial / High Mountain Road	NB/SB Stop	NB	2.6	A	-	-
RC 22 / High Mountain Road	NB Stop	NB	2.4	A	-	-
Vintage E Street / High Mountain Road	NB Stop	NB	2.5	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

E. Mitigation Measures

It is recommended that the length of the left-turn lanes on the eastbound approach to the SR-224 / Canyons Resort Drive intersection be maximized to increase queuing capacity, allowing more vehicles to queue onsite. With the restriction of left-turn ingress movements at the 7-Eleven East access, more space will be available for eastbound left-turn lanes at SR-224. It is also recommended that guide signs (white on green) be added along the southside of Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.

Although the overall delay at the Frostwood Drive / Canyons Resort Drive intersection is not anticipated to be significant, some queuing on the northeast- and southwest bound approaches is anticipated. Adding an additional lane to the roundabout is likely to help mitigate this anticipated queuing. It is recommended that this improvement be implemented when queues at the intersection are determined to be excessive.

Although the 7-Eleven East / Canyons Resort Drive intersection is anticipated to operate at a poor level of service, no mitigation measures are recommended. The delay at this intersection can be attributed to the difficulty of executing a left-turn movement from a stop-controlled approach onto a busy congested roadway, as well as queueing from downstream intersections.

Summit County - The Canyons TS
Existing (2017) Plus Project

Saturday Peak
Figure 5a

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Summit County - The Canyons TS
Existing (2017) Plus Project

Saturday Peak
Figure 5b

Hales Engineering
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V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. The current Snyderville Basin Transportation Master Plan (2009) uses a planning horizon year of 2030. Therefore, 2030 was chosen as the future horizon year for this analysis to be consistent with County planning efforts.

The future (2030) background analysis assumes no future development or improvements at The Canyons or on Canyons Resort Drive, but does account for the anticipated background growth. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Traffic Volumes

Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future 2030 Saturday peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 6 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions. As shown in Table 6, the SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS E during the Saturday peak hour. All other study intersections are anticipated to operate at LOS A or B.

Table 6 Future (2030) Background Saturday Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
SR-224 / Canyons Resort Drive	Signal	-	-	-	57.1 NB D (38.3), SB E (77.5), EB D (52.6), WB E (57.1)	E
7-Eleven East / Canyons Resort Drive	NB Stop	NB	9.1	A	-	-
7-Eleven West / Canyons Resort Drive	NB Stop	NB	10.0	A	-	-
Aspen Drive / Canyons Resort Drive	SB Stop	SB	10.8	B	-	-
Frostwood Drive / Canyons Resort Drive	Round-about	-	-	-	4.6	A
Chalet Drive / Canyons Resort Drive	NB/SB Stop	SB	10.5	B	-	-
Navajo Trail / Canyons Resort Drive	NB Stop	NB	4.5	A	-	-
Cedar Lane / Canyons Resort Drive	SB Stop	SB	7.6	A	-	-
Red Pine Road / Canyons Resort Drive	NB Stop	NB	2.9	A	-	-
Chalet Drive / Red Pine Road	WB Stop	WB	2.1	A	-	-
Silverado / Canyons Resort Drive	WB Stop	WB	3.3	A	-	-
Grand Summit Drive / Canyons Resort Drive	EB Stop	EB	5.3	A	-	-
High Mountain Road / Canyons Resort Drive	NE Stop	NE	4.0	A	-	-
Escala Court / High Mountain Road	NB Stop	NB	2.5	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2017

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues at the SR-224 /

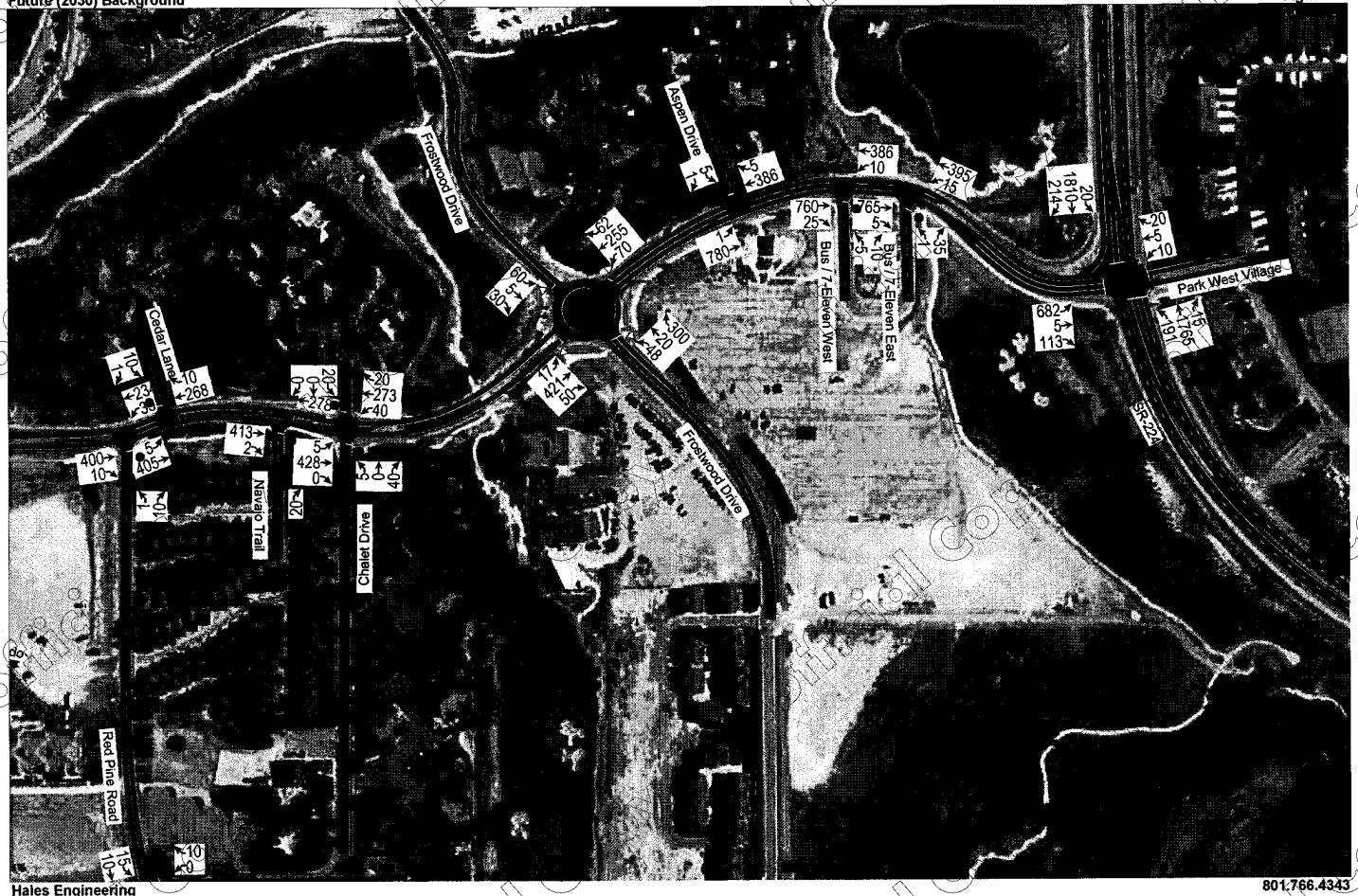
Canyons Resort Drive intersection are anticipated to extend for over 400 feet on the north-, south-, and eastbound approaches. No additional significant queueing is anticipated.

E. Mitigation Measures

Much of the delay at the SR-224 / Canyons Resort Drive intersection can be attributed to the left-turn movements. This can be mitigated by increasing the number of left-turn lanes, using an innovative intersection design, or constructing grade separated movements. Hales Engineering recommends that a third left-turn lane be added to the eastbound approach. This mitigation measure is preferred to the innovative intersection and grade separated movements because the construction costs and right-of-way requirements are much smaller. This improvement would require that an additional northbound lane be added to SR-224 for approximately 550 feet north of Canyons Resort Drive to receive three lanes of left-turning vehicles, before transitioning back to the existing two-lane configuration. The westbound approach to this intersection would also need to be reconfigured to ensure safe turning movements from this approach.

Summit County - The Canyons TS
Future (2030) Background

Saturday Peak
Figure 6a



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Summit County - The Canyons TS
Future (2030) Background

Saturday Peak
Figure 6b

Hales Engineering
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08/29/2017

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2030) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development, as well as the proposed improvements to the roadway network. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Roadway Network

It was assumed that no changes or improvements had been made to the roadway network within the study area for the future (2030) plus project analysis.

C. Traffic Volumes

Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The future (2030) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 7.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 7 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 7, the SR-224 / Canyons Resort Drive intersection is anticipated to operate at LOS F with project traffic added, and the Aspen Drive / Canyons Resort Drive intersection is anticipated to operate at LOS E. The remaining study intersections are anticipated to operate at acceptable levels of service.

Table 7 Future (2030) Plus Project Saturday Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
SR-224 / Canyons Resort Drive	Signal	-	-	-	>80.0 NB E (68.3), SB F (>80.0), EB D (49.5), WB E (66.7)	F
7-Eleven East / Canyons Resort Drive	NB Stop	NB	15.5 A (1.2) / EB, A (6.5) / WB	C	-	-
7-Eleven West / Canyons Resort Drive	N/A	EB	2.1	A	-	-
Aspen Drive / Canyons Resort Drive	SB Stop	SB	>50.0 A (3.6) / EB, A (0.9) / WB	F	-	-
Frostwood Drive / Canyons Resort Drive	Round-about	-	-	-	7.1	A
Chalet Drive / Canyons Resort Drive	NB/SB Stop	SB	12.8	B	-	-
Navajo Trail / Canyons Resort Drive	NB Stop	NB	4.7	A	-	-
Cedar Lane / Canyons Resort Drive	SB Stop	SB	6.0	A	-	-
Red Pine Road / Canyons Resort Drive	NB Stop	NB	5.3	A	-	-
RC 21 / Red Pine Road	EB Stop	EB	4.0	A	-	-
RC 20 / Red Pine Road	EB Stop	EB	3.8	A	-	-
RC 20 / Chalet Drive / Red Pine Road	EB/WB Stop	EB	4.2	A	-	-
Canyons Resort Drive / Red Pine Road	NB Stop	NB	2.5	A	-	-
RC 15 / Canyons Resort Drive	EB Stop	EB	3.2	A	-	-
Silverado / Canyons Resort Drive	WB Stop	WB	2.6	A	-	-
RC 14 / Canyons Resort Drive	EB Stop	EB	2.3	A	-	-
Grand Summit Drive / Canyons Resort Drive	EB Stop	EB	3.4	A	-	-
High Mountain Road / Canyons Resort Drive	Round-about	-	-	-	1.7	A
RC 16 / 20 / Canyons Resort Drive	NB/SB Stop	NB	3.4	A	-	-
Escala Court / High Mountain Road	SE Stop	SE	3.6	A	-	-

RC 16 / Escala Court	NB Stop	NB	2.2	A	-	-
RC 17/18 / Escala Court	SB Stop	SB	2.9	A	-	-
RC 17/18 / High Mountain Road	NE Stop	NE	2.2	A	-	-
RC 17/18/22 / Sundial / High Mountain Road	NB/SB Stop	NB	1.4	A	-	-
RC 22 / High Mountain Road	NB Stop	NB	2.3	A	-	-
Vintage E Street / High Mountain Road	NB Stop	NB	2.5	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. No additional significant queuing is anticipated.

F. Mitigation Measures

It is anticipated that conditions at the SR-224 / Canyons Resort Drive intersection will meet the minimum UDOT criteria for dual northbound left-turn lanes. This improvement will help to reduce queuing and delay at the intersection, while preventing left-turn queues from obstructing northbound through traffic. However, this improvement will necessitate that an additional westbound lane be added to Canyons Resort Drive to receive two lanes of left-turning traffic.

Summit County - The Canyons TS
Future (2030) Plus Project

Saturday Peak
Figure 7a

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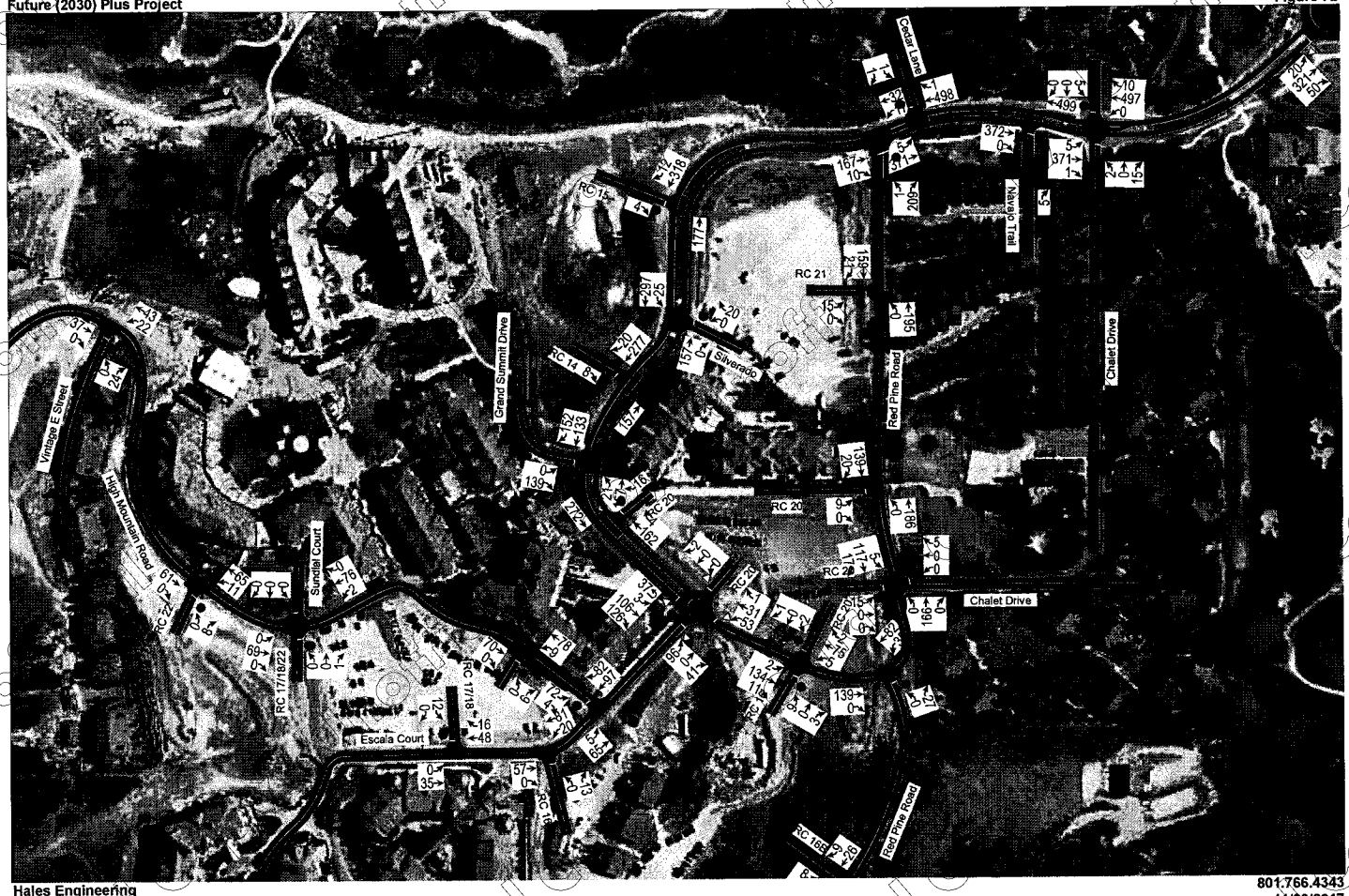
11/03/2017

Summit County - The Canyons TS
Future (2030) Plus Project

Saturday Peak
Figure 7b



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11/03/2017

VII. EXISTING (2017) ALTERNATE PLUS PROJECT CONDITIONS

A. Purpose

This section of the report examines the traffic impacts of the proposed project at each of the study intersections, including the traffic generated by the Red Pine Village resort hotel. The net trips generated by the proposed development were combined with the existing background traffic volumes to create the existing plus project conditions. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Existing traffic volumes were reassigned to the study intersections based on the new roadway alignments. Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012), as well as the methods discussed in Chapter II of this report. Trip Generation for the proposed project, including Red Pine Village, is included in Table 8. Table 8, is also included in Appendix E. Project trips were assigned to the study intersections based on the trip distribution methods discussed in Chapter III and permitted intersection turning movements. The existing (2017) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 8.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 9 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 9, the SR-224, 7-Eleven East, Aspen Drive, and Chalet Drive intersections on Canyons Resort Drive are anticipated to operate at LOS F with project traffic added. The Frostwood Drive, Navajo Trial, and Red Pine Road intersections on Canyons Resort Drive are anticipated to operate at LOS D. All remaining study intersections are anticipated to operate at LOS C or better with project traffic added.

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Table 8
Summit County - The Canyons Resort TS
Trip Generation (Future Development Including Red Pine Village)

Saturday Peak Hour	Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	CVMA Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
Red Pine Village	Resort Hotel (330)	935	Occupied Rooms	514	59%	41%	303	211	0%	16%	255	177	432
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	16%	27	24	51
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	16%	23	19	42
RC 22	Resort Hotel (330)	52	Occupied Rooms	30	59%	41%	18	12	0%	16%	15	10	25
RC 5	Residential Condominium/Townhouse (230)	7.65	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 5	Specialty Retail Center (826)	20.564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	16%	2	2	4
RC 17/18	Specialty Retail Center (826)	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	16%	3	3	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	50	59%	41%	30	21	0%	16%	25	17	42
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	78	59%	41%	46	32	0%	16%	39	27	66
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	16%	24	21	45
RC 16 A	Specialty Retail Center (826)	15	1,000 Sq. Ft. GLA	60	50%	50%	30	30	95%	16%	1	1	2
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	16%	33	23	55
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	16%	1	1	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 14	Resort Hotel (330)	128	Occupied Rooms	72	59%	41%	42	30	0%	16%	36	25	60
RC 15	Resort Hotel (330)	81	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	39
RC 21	Resort Hotel (330)	85	Occupied Rooms	48	59%	41%	28	20	0%	16%	24	17	40
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	16%	25	22	47
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	16%	1	1	2
RC6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	16%	2	2	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	56	59%	41%	33	23	0%	16%	28	19	47
RC 7	Specialty Retail Center (826)	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	16%	3	3	6
RC 7	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	16%	33	23	55
RC 7	Specialty Retail Center (826)	50	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	16%	4	4	8
W35	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	16%	16	14	30
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	16%	24	20	44
LV 4	Resort Hotel (330)	82	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	39
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	16%	42	42	84
	Project Total Saturday Peak Hour Trips						1,317	1,093			772	584	1,356

Saturday Peak Hour (with future reductions)	Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
Red Pine Village	Resort Hotel (330)	935	Occupied Rooms	514	59%	41%	303	211	0%	27%	221	154	375
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	27%	23	20	43
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	27%	20	17	37
RC 22	Resort Hotel (330)	52	Occupied Rooms	30	59%	41%	18	12	0%	27%	13	9	22
RC 5	Residential Condominium/Townhouse (230)	8	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 5	Specialty Retail Center (826)	20.564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	27%	1	1	2
RC 17/18	Specialty Retail Center (826)	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	27%	3	3	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	50	59%	41%	30	21	0%	27%	22	15	37
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	78	59%	41%	46	32	0%	27%	34	23	57
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	27%	21	18	39
RC 16 A	Specialty Retail Center (826)	15	1,000 Sq. Ft. GLA	60	50%	50%	30	30	95%	27%	1	1	2
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	27%	28	20	48
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	27%	1	1	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 14	Resort Hotel (330)	128	Occupied Rooms	72	59%	41%	42	30	0%	27%	31	22	53
RC 15	Resort Hotel (330)	81	Occupied Rooms	46	59%	41%	27	19	0%	27%	20	14	34
RC 21	Resort Hotel (330)	85	Occupied Rooms	48	59%	41%	28	20	0%	27%	21	14	35
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	27%	22	19	41
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	27%	1	1	2
RC6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	27%	2	2	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	56	59%	41%	33	23	0%	27%	24	17	41
RC 7	Specialty Retail Center (826)	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	27%	3	3	5
RC 7	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	27%	28	20	48
RC 7	Specialty Retail Center (826)	50	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	27%	4	4	7
RC 7	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	27%	14	12	26
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	27%	20	18	38
LV 4	Resort Hotel (330)	82	Occupied Rooms	46	59%	41%	27	19	0%	27%	20	14	34
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	27%	37	37	74
	Project Total Saturday Peak Hour Trips						1,317	1,093			670	507	1,177

1. Land Use Code from the Institute of Transportation Engineers Trip Generation Manual, 9th Edition - 2012.

SOURCE: Hales Engineering, November 2017

Table 9 Existing (2017) Plus Project p.m. Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
SR-224 / Canyons Resort Drive	Signal	-	-	-	>80.0 NB F (>80.0), SB F (>80.0), EB D (49.7), WB D (53.0)	F
7-Eleven East / Canyons Resort Drive	NB Stop	NB	>50.0 A (1.5) / EB, F (>50) / WB	F	-	-
7-Eleven West / Canyons Resort Drive	N/A	WB	9.0	A	-	-
Aspen Drive / Canyons Resort Drive	SB Stop	SB	>50.0 A (4.5) / EB, C (19.6) / WB	F	-	-
Frostwood Drive / Canyons Resort Drive	Round-about	-	-	-	29.4 NW A (5.6), SE A (7.1), NE F (>50.0), SW D (34.1)	D
Chalet Drive / Canyons Resort Drive	NB/SB Stop	SB	>50.0 A (2.9) / EB, A (2.2) / WB	F	-	-
Navajo Trail / Canyons Resort Drive	NB Stop	NB	26.1 A (4.4) / EB, A (0.1) / WB	D	-	-
Cedar Lane / Canyons Resort Drive	SB Stop	SB	16.4 A (0.6) / EB, A (1.2) / WB	C	-	-
Red Pine Road / Canyons Resort Drive	NB Stop	NB	16.6 A (2.2) / EB, A (0.9) / WB	C	-	-
RC 21 / Red Pine Road	EB Stop	EB	7.5 A (2.1) / NB, A (0.3) / SB	A	-	-
RC 20 / Red Pine Road	EB Stop	EB	4.9 A (0.3) / NB, A (0.4) / SB	A	-	-
RC 20 / Chalet Drive / Red Pine Road	EB/WB Stop	WB	4.8 A (0.2) / NB, A (0.5) / SB, A (2.9) / WB	A	-	-
Canyons Resort Drive / Red Pine Road	NB Stop	NB	2.7	A	-	-
RC15 / Canyons Resort Drive	EB Stop	EB	3.1	A	-	-
Silverado / Canyons Resort Drive	WB Stop	WB	3.4	A	-	-
RC 14 / Canyons Resort Drive	EB Stop	EB	3.8	A	-	-
Grand Summit Drive / Canyons Resort Drive	EB Stop	EB	4.5	A	-	-
High Mountain Road / Canyons Resort Drive	Round-about	-	-	-	3.4	A
RC 16 / 20 / Canyons Resort Drive	NB/SB Stop	NB	4.7	A	-	-

Escala Court / High Mountain Road	SE Stop	SE	6.3	A	-	-
RC 16 / Escala Court	NB Stop	NB	2.4	A	-	-
RC 17/18 / Escala Court	SB Stop	SB	3.0	A	-	-
RC 17/18 / High Mountain Road	NE Stop	NE	3.6	A	-	-
RC 17/18/22 / Sundial / High Mountain Road	NB/SB Stop	NB	3.7	A	-	-
RC 22 / High Mountain Road	NB Stop	NB	3.4	A	-	-
Vintage E Street / High Mountain Road	NB Stop	NB	3.1	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. The queues on the eastbound approach are anticipated to extend past Aspen Drive. The queues on the northeast- and southwest bound approaches to the Frostwood Drive / Canyons Resort Drive intersection are also anticipated to extend for several hundred feet. No other significant queuing is anticipated.

E. Mitigation Measures

It is anticipated that dual left-turn lanes will be warranted on the northbound approach to the SR-224 / Canyons Resort Drive intersection. It is recommended that this improvement be implemented to increase capacity and reduce queueing at the intersection, and to prevent left-turn queues from obstructing northbound through traffic. It is also recommended that an additional left-turn lane be added to the eastbound approach to the SR-224 / Canyons Resort Drive intersection. Both of these improvements will require that an additional receiving lane be added to northbound SR-224 and westbound Canyons Resort Drive. The additional lane on SR-224 would result in three northbound lanes for approximately 550 feet north of the Canyons Resort Drive intersection. It is recommended that the queueing space for eastbound left-turning vehicles be maximized at the SR-224 / Canyons Resort Drive intersection by restriping the existing asphalt. It is also recommended that guide signs (white on green) be added along the southside of

Canyons Resort Drive to guide drivers to the correct lanes on the eastbound approach. This will improve lane utilization on the approach allowing more vehicles to queue efficiently.

It is also recommended that Canyons Resort Drive be widened to five lanes between SR-224 and Frostwood Drive. This will increase capacity on the roadway, allow for additional left-turn storage at the SR-224 / Canyons Resort Drive intersection, as well as accommodate the recommended improvements to the roundabout at the Frostwood Drive / Canyons Resort Drive intersection.

The northeast bound approach to the Frostwood Drive / Canyons Resort Drive is anticipated to experience significant delay and queuing. It is recommended that the capacity of this intersection be increased by converting the existing roundabout from a one-lane to a two-lane roundabout.

Although several intersections on Canyons Resort Drive are anticipated to operate at substandard levels of service, no mitigation measures are recommended. The delay at these intersections can be attributed to the difficulty of executing a left-turn movement from a stop-controlled approach onto a busy congested roadway, as well as queueing from downstream intersections.

Summit County - The Canyons TS
Existing (2017) Plus Project (with Red Pine Village)

Saturday Peak
Figure 8a

Hales Engineering
1220 North 500 West, Ste. 202 Lehi, Utah 84043

801.766.4343
11/03/2017

Summit County - The Canyons TS
Existing (2017) Plus Project (with Red Pine Village)

Saturday Peak
Figure 8b

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11/03/2017

VIII. FUTURE (2030) ALTERNATE PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2030) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development, including the traffic generated by the Red Pine Village resort hotel, as well as the proposed improvements to the roadway network. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Roadway Network

It was assumed that the previously recommended mitigation measures, including capacity improvements to the SR-224 / Canyons Resort Drive and Frostwood Drive / Canyons Resort Drive intersections, as well as improvements to Canyons Resort Drive between these two intersections, had been completed by 2030.

C. Traffic Volumes

Hales Engineering used future (2030) forecasted volumes from the Snyderville Basin Transportation Master Plan (2009). Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The future (2030) plus project p.m. peak hour volumes were generated for the study intersections and are shown in Figure 9.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2016 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 10 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 10, the SR-224 and Chalet Drive intersections with Canyons Resort Drive are anticipated to operate at LOS E with project traffic added. The7-Eleven East, Aspen Drive, and Navajo Trial intersections with Canyons Resort Drive are anticipated to operate at LOS F. All remaining study intersections are anticipated to operate at LOS B or better.

Table 10 Future (2030) Plus Project Saturday Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
SR-224 / Canyons Resort Drive	Signal	-	-	-	69.5 NB D (47.2), SB E (64.6), EB F (>80.0), WB D (43.1)	E
7-Eleven East / Canyons Resort Drive	NB Stop	NB	>50.0 A (8.4) / EB, A (7.0) / WB	F	-	-
7-Eleven West / Canyons Resort Drive	N/A	EB	13.1	B	-	-
Aspen Drive / Canyons Resort Drive	SB Stop	SB	>50.0 B (13.2) / EB, A (1.2) / WB	F	-	-
Frostwood Drive / Canyons Resort Drive	Round-about	-	-	-	12.3	B
Chalet Drive / Canyons Resort Drive	NB/SB Stop	SB	38.6 C (20.2) / NB, A (1.7) / EB, A (2.1) / WB	E	-	-
Navajo Trail / Canyons Resort Drive	NB Stop	NB	>50.0	F	-	-
Cedar Lane / Canyons Resort Drive	SB Stop	SB	9.6	A	-	-
Red Pine Road / Canyons Resort Drive	NB Stop	NB	10.7	B	-	-
RC 21 / Red Pine Road	EB Stop	EB	6.4	A	-	-
RC 20 / Red Pine Road	EB Stop	EB	4.8	A	-	-
RC 20 / Chalet Drive / Red Pine Road	EB/WB Stop	EB	4.5	A	-	-
Canyons Resort Drive / Red Pine Road	NB Stop	NB	2.8	A	-	-
RC 15 / Canyons Resort Drive	EB Stop	EB	5.8	A	-	-
Silverado / Canyons Resort Drive	WB Stop	WB	3.0	A	-	-
RC 14 / Canyons Resort Drive	EB Stop	EB	4.6	A	-	-
Grand Summit Drive / Canyons Resort Drive	EB Stop	EB	4.8	A	-	-
High Mountain Road / Canyons Resort Drive	Round-about	-	-	-	3.4	A
RC 16 / 20 / Canyons Resort Drive	NB/SB Stop	NB	4.3	A	-	-
Escala Court / High Mountain Road	SE Stop	SE	6.2	A	-	-

RC 16 / Escala Court	NB Stop	NB	2.2	A	-	-
RC 17/18 / Escala Court	SB Stop	SB	3.2	A	-	-
RC 17/18 / High Mountain Road	NE Stop	NE	2.4	A	-	-
RC 17/18/22 / Sundial / High Mountain Road	NB/SB Stop	NB	1.6	A	-	-
RC 22 / High Mountain Road	NB Stop	NB	3.2	A	-	-
Vintage E Street / High Mountain Road	NB Stop	NB	3.0	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop, roundabout, and signalized intersections.
3. Southbound = Southbound approach, etc.

Source: Hales Engineering, November 2017

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues at the SR-224 / Canyons Resort Drive intersection are estimated to extend for several hundred feet on the north-, south-, and eastbound approaches. No additional significant queuing is anticipated.

F. Mitigation Measures

It is possible that delays at the SR-224 / Canyons Resort Drive could be further reduced with fine tuning the signal timing plan. The poor levels of service anticipated at the 7-Eleven East Access and Aspen Drive intersections on Canyons Resort Drive can be attributed to queueing at downstream intersections (SR-224 / Canyons Resort Drive and Frostwood Drive / Canyons Resort Drive). Delays are generally expected during peak traffic periods at these types of intersections, and therefore no mitigations measures are recommended.

Summit County - The Canyons TS
Future (2030) Plus Project (with Red Pine Village)

Saturday Peak
Figure 9a

Hales Engineering
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11/03/2017

Summit County - The Canyons TS
Future (2030) Plus Project (with Red Pine Village)

Saturday Peak
Figure 9b

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801.766.4343
11/03/2017

HALES ENGINEERING
innovative transportation solutions

APPENDIX A

Turning Movement Counts

TrafficCounts
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

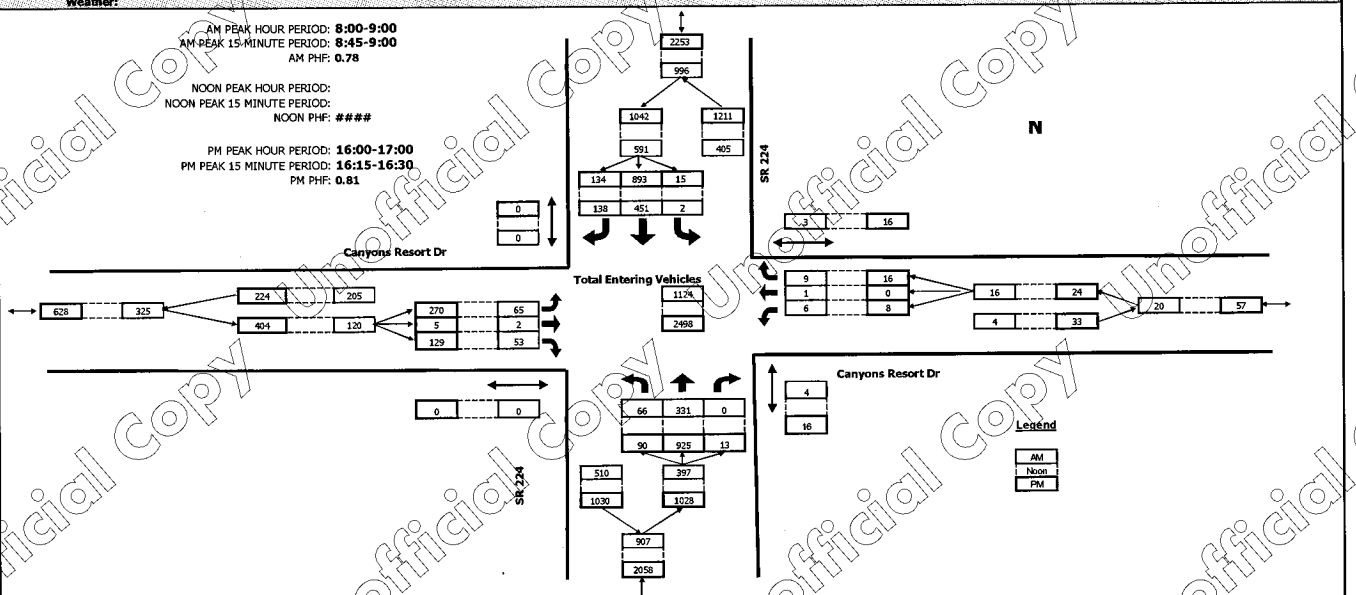
Intersection: SR 224 / Canyons Resort Dr
North/South: SR 224
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-878
Weather:

Date: 10-29-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 92.5%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15-MINUTE PERIOD: **8:45-9:00**
AM PHF: **0.78**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
PM PHF: **0.81**



RAW COUNT SUMMARIES	SR 224 Northbound Left	Thru	Right	Peds	SR 224 Southbound Left	Thru	Right	Peds	Canyons Resort Dr Eastbound Left	Thru	Right	Peds	Canyons Resort Dr Westbound Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	17	57.2973	0	2.1622	1.0811	103.78	32.432	0	15.135	2.1622	16.216	0	2.1622	0	2.1622	1.0811	249.432432
8:15-8:30	13	68.1081	0	1.0811	1.0811	92.973	34.595	0	12.973	0	5.4054	0	2.1622	0	1.0811	0	231.378378
8:30-8:45	15	88.6486	0	1.0811	0	102.7	41.081	0	18.378	0	14.054	0	1.0811	1.0811	3.2432	2.1622	285.27027
8:45-9:00	21	116.757	0	0	0	151.35	30.27	0	18.378	0	17.297	0	1.0811	0	2.1622	0	358.297297
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00-16:15	17	187.027	1.0811	5.4054	4.3243	245.41	28.108	0	36.757	2.1622	17.297	0	2.1622	0	3.2432	5.4054	545
16:15-16:30	26	270.27	0	3.2432	2.1622	222.7	34.595	0	129.73	1.0811	75.676	0	3.2432	0	2.1622	4.3243	768
16:30-16:45	21	254.054	1.0811	2.1622	3.2432	235.68	30.27	0	51.892	1.0811	23.784	0	0	0	5.4054	3.2432	627
16:45-17:00	26	214.054	10.811	5.4054	5.4054	189.19	41.081	0	51.892	1.0811	11.892	0	2.1622	0	5.4054	3.2432	559
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

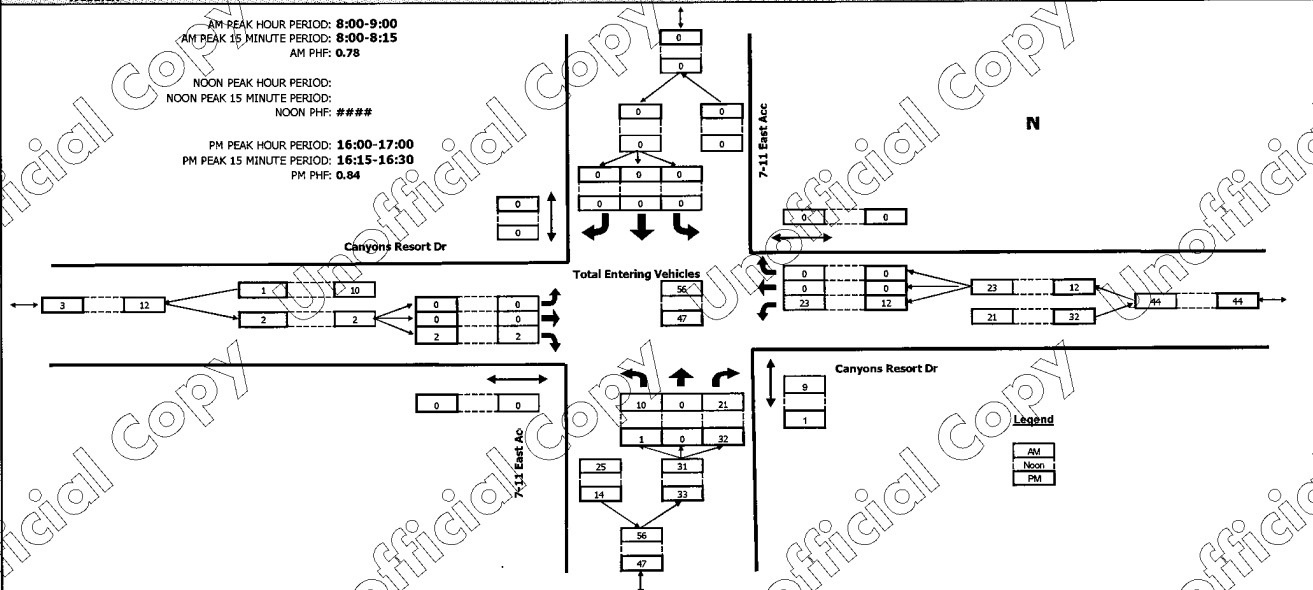
Intersection: 7-11 East Access / Canyons Resort Dr
North/South: 7-11 East Access
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-878
Weather:

Date: 10-29-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 92.5%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
AM PHF: **0.78**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
PM PHF: **0.84**



RAW COUNT SUMMARIES	7-11 East Access Northbound				7-11 East Access Southbound				Canyons Resort Dr Eastbound				Canyons Resort Dr Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	4	0	5.4054	3.2432	0	0	0	0	0	0	0	0	8.6486	0	0	0	18.0540541
8:15-8:30	3	0	5.4054	2.1622	0	0	0	0	0	0	0	0	7.5676	0	0	0	15.972973
8:30-8:45	1	0	3.2432	3.2432	0	0	0	0	0	0	1.0811	0	4.3243	0	0	0	9.64864865
8:45-9:00	2	0	6.4865	0	0	0	0	0	0	0	1.0811	0	2.1622	0	0	0	11.7297297
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00-16:15	0	0	10.811	0	0	0	0	0	0	0	0	0	0	0	0	0	11
16:15-16:30	1	0	6.4865	1.0811	0	0	0	0	0	0	1.0811	0	5.4054	0	0	0	14
16:30-16:45	0	0	11.892	0	0	0	0	0	0	0	0	0	2.1622	0	0	0	14
16:45-17:00	0	0	3.2432	0	0	0	0	0	0	0	1.0811	0	4.3243	0	0	0	9
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

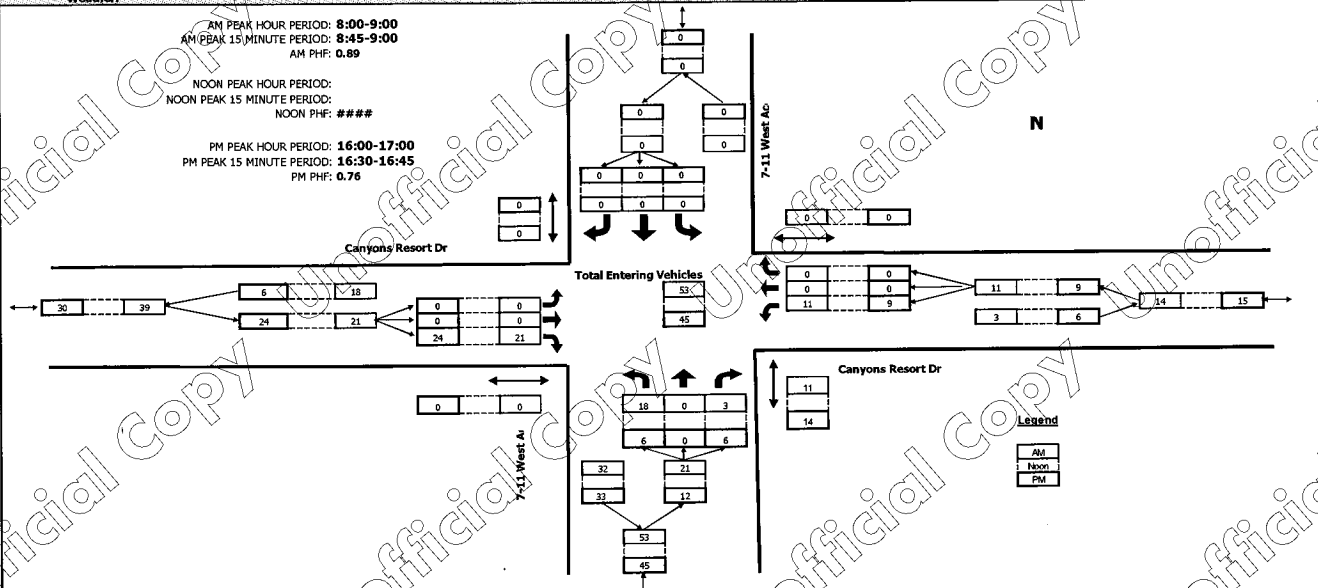
Intersection: 7-11 West Access / Canyons Resort Dr
North/South: 7-11 West Access
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-878
Weather:

Date: 10-29-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 92.5%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
AM PHF: **0.89**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
PM PHF: **0.76**



RAW COUNT SUMMARIES	7-11 West Access Northbound Left	Thru	Right	Peds	7-11 West Access Southbound Left	Thru	Right	Peds	Canyons Resort Dr Eastbound Left	Thru	Right	Peds	Canyons Resort Dr Westbound Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	3	0	1.0811	3.2432	0	0	0	0	0	0	7.5676	0	2.1622	0	0	0	13.8108108
8:15-8:30	8	0	0	1.0811	0	0	0	0	0	0	5.4054	0	1.0811	0	0	0	14.4864865
8:30-8:45	4	0	1.0811	4.3243	0	0	0	0	0	0	4.3243	0	0	0	0	0	9.40540541
8:45-9:00	3	0	1.0811	2.1622	0	0	0	0	0	0	3.2432	0	7.5676	0	0	0	14.6918919

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	0	0	0	2.1622	0	0	0	0	0	0	6.4865	0	1.0811	0	0	0	8
16:15-16:30	2	0	1.0811	2.1622	0	0	0	0	0	0	6.4865	0	3.2432	0	0	0	13
16:30-16:45	3	0	4.3243	4.3243	0	0	0	0	0	0	4.3243	0	3.2432	0	0	0	15
16:45-17:00	1	0	1.0811	5.4054	0	0	0	0	0	0	6.4865	0	1.0811	0	0	0	10
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

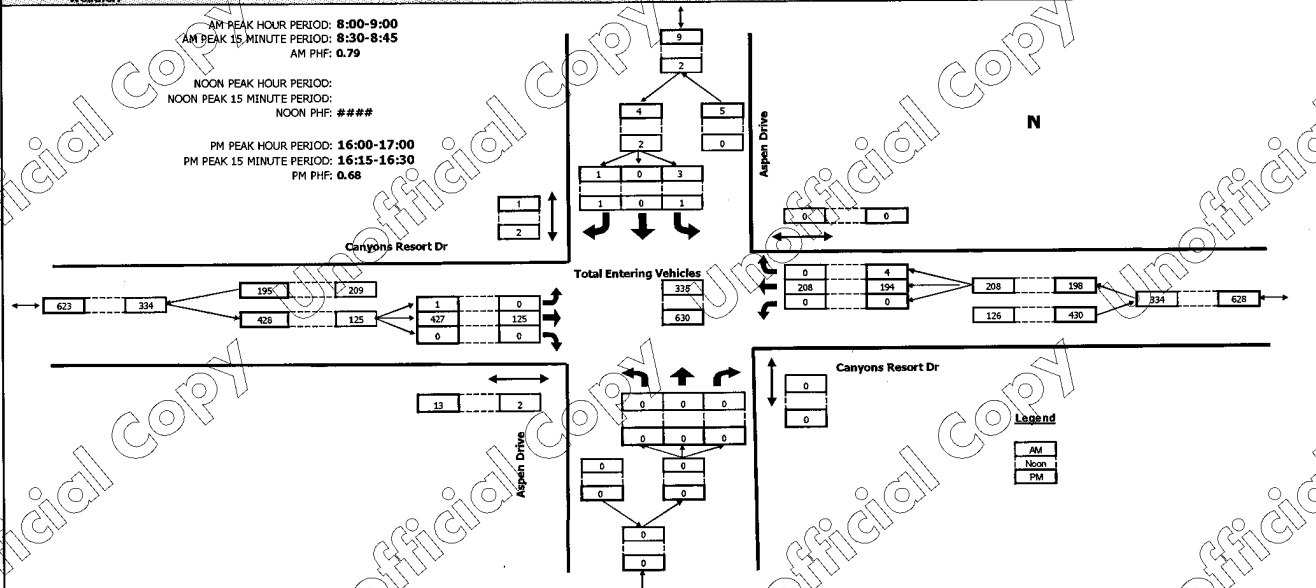
Intersection: Aspen Drive / Canyons Resort Dr
North/South: Aspen Drive
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-878
Weather:

Date: 10-29-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 92.5%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
AM PHF: **0.79**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
PM PHF: **0.68**



RAW COUNT SUMMARIES	Aspen Drive Northbound Left	Thru	Right	Peds	Aspen Drive Southbound Left	Thru	Right	Peds	Canyons Resort Dr Eastbound Left	Thru	Right	Peds	Canyons Resort Dr Westbound Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	1.0811	0	0	19.459	0	2.1622	0	45.405	0	0	65.9459459
8:15-8:30	0	0	0	0	0	0	0	2.1622	0	34.595	0	0	0	48.649	0	0	83.2432432
8:30-8:45	0	0	0	0	1.0811	0	0	0	0	33.514	0	0	0	71.351	0	0	105.9459459
8:45-9:00	0	0	0	0	0	0	0	0	0	37.838	0	0	0	42.162	0	0	80
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00-16:15	0	0	0	0	0	0	1.0811	1.0811	1.0811	55.135	0	3.2432	0	42.162	1.0811	0	101
16:15-16:30	0	0	0	0	1.0811	0	0	0	0	188.11	0	2.1622	0	40	1.0811	0	230
16:30-16:45	0	0	0	0	1.0811	0	0	0	0	114.59	0	2.1622	0	52.973	2.1622	0	171
16:45-17:00	0	0	0	0	1.0811	0	0	0	0	69.189	0	5.4054	0	58.378	0	0	129
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

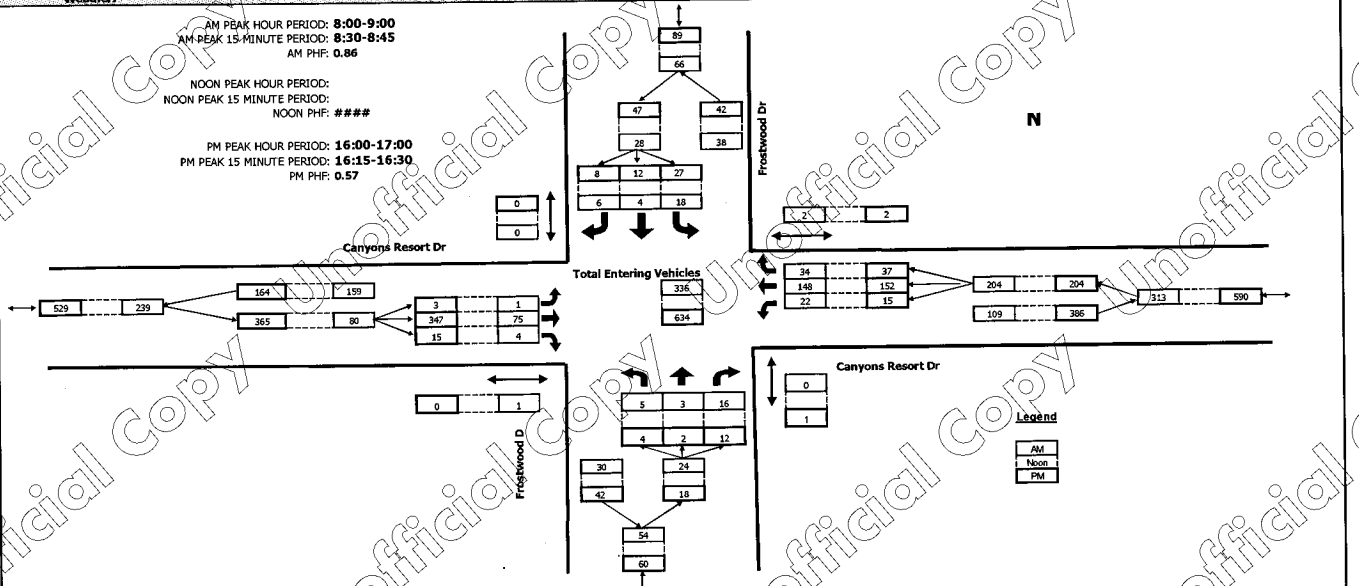
Intersection: Frostwood Drive / Canyons Resort Dr
North/South: Frostwood Drive
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-878
Weather:

Date: 10-29-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 92.5%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15-MINUTE PERIOD: **8:30-8:45**
AM PHF: **0.86**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
PM PHF: **0.57**



RAW COUNT SUMMARIES	Frostwood Drive Northbound				Frostwood Drive Southbound				Canyons Resort Dr Eastbound				Canyons Resort Dr Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	2.16216	1.0811	0	2.1622	1.0811	2.1622	0	0	20.541	2.1622	0	4.3243	28.108	11.892	1.0811	75.6756757
8:15-8:30	1	0	3.2432	0	4.3243	0	1.0811	0	0	10.811	0	0	6.4865	37.838	7.5676	0	72.3513514
8:30-8:45	0	0	6.4865	0	6.4865	2.1622	2.1622	0	0	18.378	0	1.0811	4.3243	47.568	9.7297	1.0811	97.2972973
8:45-9:00	4	1.08108	5.4054	0	5.4054	1.0811	1.0811	0	1.0811	24.865	2.1622	0	6.4865	34.595	4.3243	0	91.5675676

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	1	1.08108	5.4054	0	3.2432	4.3243	0	0	2.1622	36.757	2.1622	0	2.1622	34.595	5.4054	1.0811	98
16:15-16:30	3	0	1.0811	0	14.054	2.1622	3.2432	0	0	203.24	6.4865	0	4.3243	34.595	7.5676	1.0811	280
16:30-16:45	0	0	1.0811	0	3.2432	0	1.0811	0	1.0811	57.297	2.1622	0	3.2432	43.243	7.5676	0	120
16:45-17:00	0	1.08108	4.3243	1.0811	6.4865	5.4054	3.2432	0	0	49.73	4.3243	0	5.4054	40	16.216	0	136
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

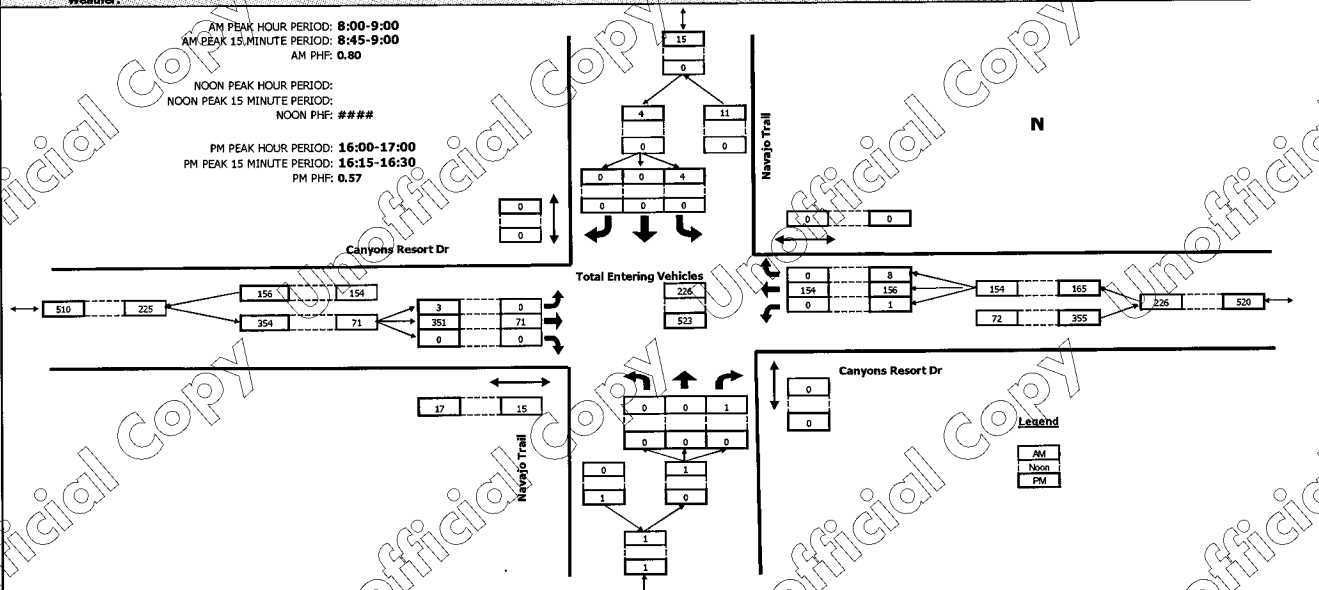
Intersection: Navajo Trail / Canyons Resort Dr
North/South: Navajo Trail
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-878
Weather:

Date: 10-29-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 92.5%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
AM PHF: **0.80**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
PM PHF: **0.57**



RAW COUNT SUMMARIES	Navajo Trail Northbound Left	Thru	Right	Peds	Navajo Trail Southbound Left	Thru	Right	Peds	Canyons Resort Dr Eastbound Left	Thru	Right	Peds	Canyons Resort Dr Westbound Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	18.378	0	1.0811	0	29.189	0	0	47.5675676
8:15-8:30	0	0	0	0	0	0	0	0	0	10.811	0	4.3243	0	36.757	0	0	47.5675676
8:30-8:45	0	0	0	0	0	0	0	0	0	16.216	0	4.3243	0	44.324	0	0	60.5405405
8:45-9:00	0	0	1.0811	0	0	0	0	0	0	25.946	0	5.4054	0	43.243	0	0	70.2702703
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00-16:15	0	0	0	0	0	0	0	0	2.1622	77.838	0	1.0811	0	36.757	1.0811	0	118
16:15-16:30	0	0	0	0	0	0	0	0	0	187.03	0	8.6486	1.0811	38.919	1.0811	0	228
16:30-16:45	0	0	0	0	4.3243	0	0	0	1.0811	45.405	0	5.4054	0	32.432	3.2432	0	86
16:45-17:00	0	0	0	0	0	0	0	0	0	41.081	0	2.1622	0	47.568	2.1622	0	91
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

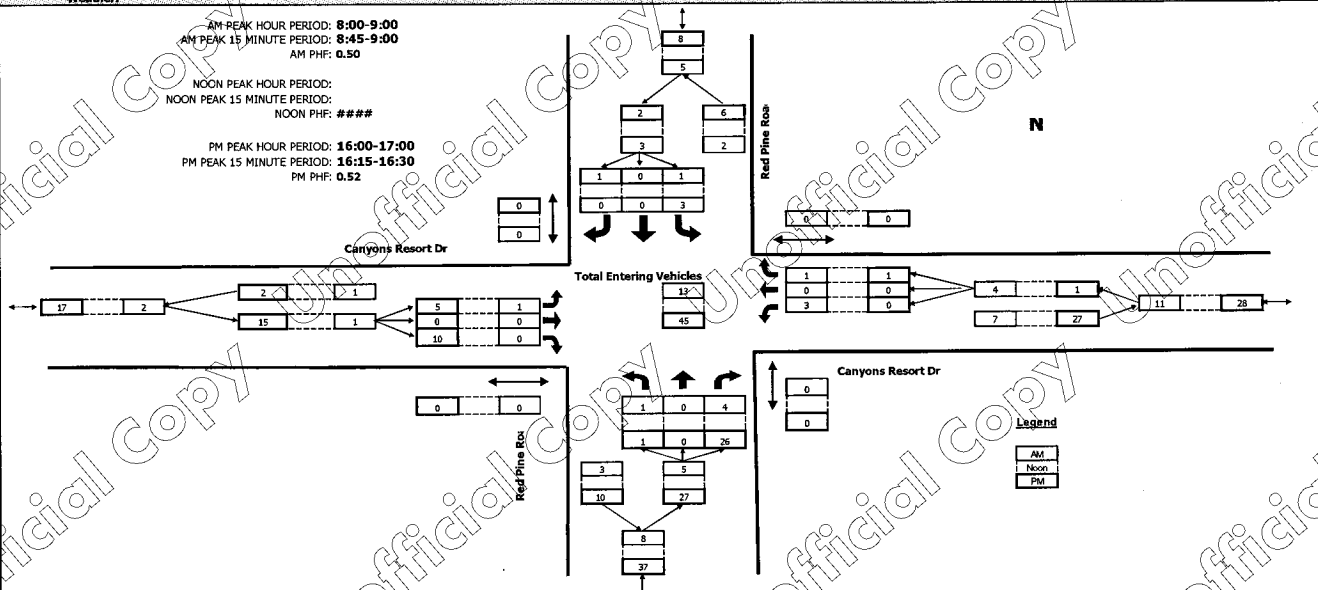
Intersection: Red Pine Road / Canyons Resort Dr
North/South: Red Pine Road
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-878
Weather:

Date: 10-29-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 92.5%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
AM PHF: **0.50**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
PM PHF: **0.52**



RAW COUNT SUMMARIES	Red Pine Road Northbound				Red Pine Road Southbound				Canyons Resort Dr Eastbound				Canyons Resort Dr Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	1.0811	0	1.0811	0	0	0	0	0	0	0	1.0811	0	0	0	3.24324324
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30-8:45	1	0	2.1622	0	1.0811	0	0	0	0	0	0	0	0	0	0	0	4.24324324
8:45-9:00	0	0	1.0811	0	1.0811	0	0	0	1.0811	0	0	0	2.1622	0	1.0811	0	6.48648649

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	1	0	1.0811	0	0	0	0	0	2.1622	0	4.3243	0	0	0	0	0	9
16:15-16:30	0	0	17.297	0	0	0	0	0	0	0	3.2432	0	0	0	1.0811	0	22
16:30-16:45	0	0	4.3243	0	0	0	0	0	1.0811	0	2.1622	0	0	0	0	0	8
16:45-17:00	0	0	3.2432	0	1.0811	0	1.0811	0	2.1622	0	0	0	0	0	0	0	8
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

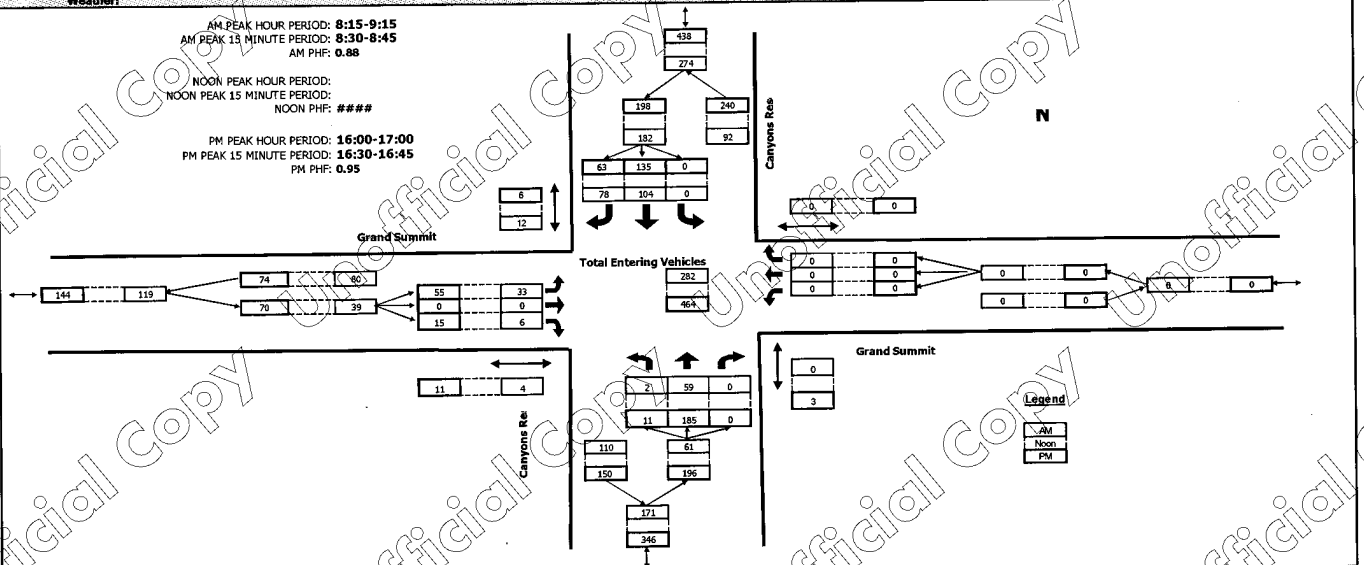
Intersection: Canyons Resort Drive / Grand Summit
North/South: Canyons Resort Drive
East/West: Grand Summit
Jurisdiction: Summit County
Project Title: Summit County - The Canyons TS
Project No: UT16-878
Weather:

Date: 4-2-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 109.2%
Adjustment Station #: 605
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:15-9:15**
AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
AM PHF: **0.88**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
PM PHF: **0.95**



RAW COUNT SUMMARIES	Canyons Resort Drive Northbound Left	Thru	Right	Peds	Canyons Resort Drive Southbound Left	Thru	Right	Peds	Grand Summit Eastbound Left	Thru	Right	Peds	Grand Summit Westbound Left	Thru	Right	Peds
AM PERIOD COUNTS																
8:00-8:15	1	10.1664	0	0	0	34.196	8.3179	0	5.5453	0	2.7726	0	0	0	0	0
8:15-8:30	0	12.939	0	0	0	39.741	13.863	5.5453	2.7726	0	1.8484	0	0	0	0	0
8:30-8:45	1	14.7874	0	0	0	31.423	18.484	1.8484	14.787	0	0	0	0	0	0	0
8:45-9:00	1	7.39372	0	0	0	16.636	24.03	0.9242	11.091	0	1.8484	3.6969	0	0	0	0
9:00-9:15	0	24.0296	0	0	0	16.636	21.257	3.6969	4.6211	0	1.8484	0	0	0	0	0
9:15-9:30	2	11.0906	0	0	0	17.56	12.939	1.8484	12.939	0	2.7726	0	0	0	0	0
9:30-9:45	3	21.2569	0	0	0	30.499	5.5453	4.6211	4.6211	0	3.6969	1.8484	0	0	0	0
9:45-10:00	3	21.2569	0	0	0	22.181	8.3179	2.7726	11.091	0	0	0	0	0	0	0

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	1	10.1664	0	0	0	34.196	8.3179	0	5.5453	0	2.7726	0	0	0	0	0	61.9981516
8:15-8:30	0	12.939	0	0	0	39.741	13.863	5.5453	2.7726	0	1.8484	0	0	0	0	0	71.1645102
8:30-8:45	1	14.7874	0	0	0	31.423	18.484	1.8484	14.787	0	0	0	0	0	0	0	80.4824399
8:45-9:00	1	7.39372	0	0	0	16.636	24.03	0.9242	11.091	0	1.8484	3.6969	0	0	0	0	61.9981516
9:00-9:15	0	24.0296	0	0	0	16.636	21.257	3.6969	4.6211	0	1.8484	0	0	0	0	0	68.3918669
9:15-9:30	2	11.0906	0	0	0	17.56	12.939	1.8484	12.939	0	2.7726	0	0	0	0	0	59.3012939
9:30-9:45	3	21.2569	0	0	0	30.499	5.5453	4.6211	4.6211	0	3.6969	1.8484	0	0	0	0	68.6192237
9:45-10:00	3	21.2569	0	0	0	22.181	8.3179	2.7726	11.091	0	0	0	0	0	0	0	65.8465804
NOON PERIOD COUNTS																	
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
15:00-15:15	1	20.3327	0	0	0	21.257	20.333	1.8484	18.484	0	3.6969	0.9242	0	0	0	0	85
15:15-15:30	5	28.6506	0	0	0	21.257	20.333	8.3179	16.636	0	2.7726	0	0	0	0	0	95
15:30-15:45	1	32.3475	0	0	0	18.484	13.863	0	9.2421	0	4.6211	0.9242	0	0	0	0	80
15:45-16:00	2	36.9686	0	0	0	31.423	18.484	0	9.2421	0	4.6211	2.7726	0	0	0	0	103
16:00-16:15	2	34.1959	0	0	0	36.044	20.333	4.6211	21.257	0	2.7726	0.9242	0	0	0	0	117
16:15-16:30	1	49.9076	0	1.8484	0	28.651	18.484	0	14.787	0	1.8484	0	0	0	0	0	115
16:30-16:45	2	48.9814	0	0	0	45.287	12.939	0.9242	9.2421	0	3.6969	10.166	0	0	0	0	122
16:45-17:00	6	51.756	0	0.9242	0	24.954	11.091	0	10.166	0	6.4695	0	0	0	0	0	110

TrafficCounts
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

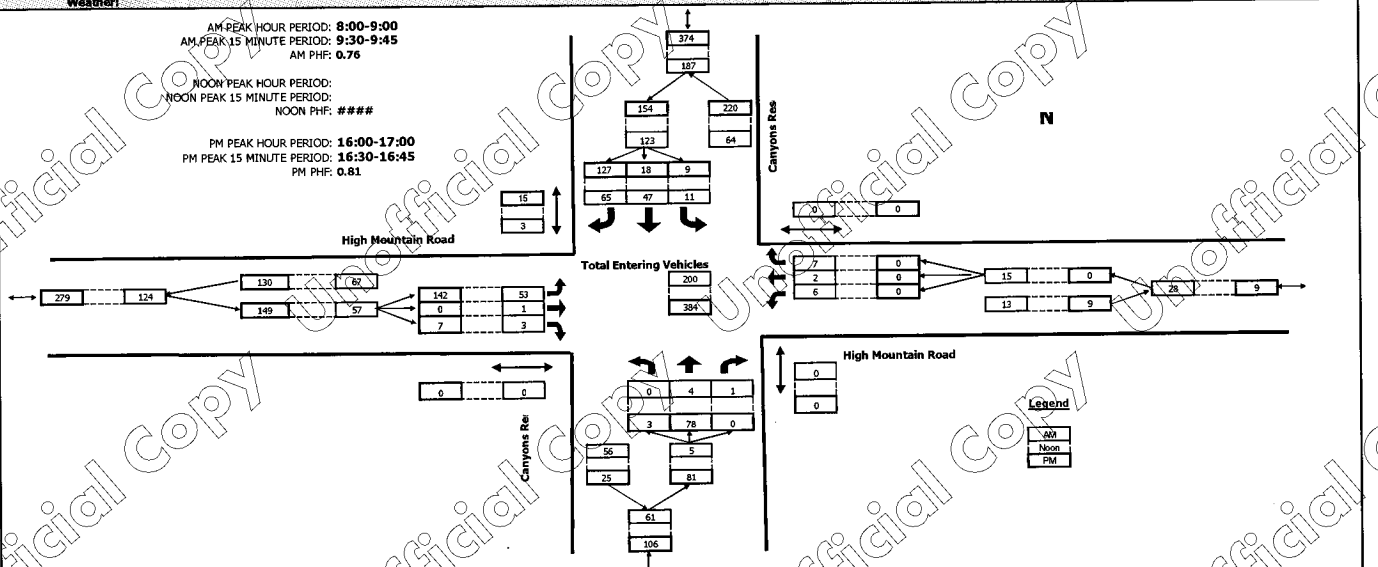
Intersection: Canyons Resort Drive / High Mountain Road
North/South: Canyons Resort Drive
East/West: High Mountain Road
Jurisdiction: Summit County
Project Title: Summit County - The Canyons TS
Project No: UT16-878
Weather:

Date: 4-2-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 108.2%
Adjustment Station #: 605
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **9:30-9:45**
AM PHF: **0.76**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
PM PHF: **0.81**



RAW COUNT SUMMARIES	Canyons Resort Drive Northbound				Canyons Resort Drive Southbound				High Mountain Road Eastbound				High Mountain Road Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	0	0	5.5453	7.3937	10.166	0	11.091	0.9242	1.8484	0	5.5453	1.8484	7.3937	0	51.7560074
8:15-8:30	0	1.84843	0.9242	0	2.7726	22.181	20.333	0	14.787	0	0.9242	0	0	0	0	0	63.7707948
8:30-8:45	0	0.92421	0	0	1.8484	10.166	19.409	1.8484	12.939	0	0	0	0	0	0	0	45.2865065
8:45-9:00	0	0.92421	0	0	0.9242	7.3937	14.787	0.9242	13.863	0	0	0	0	0	0	0	37.8927911
9:00-9:15	0	0.92421	0	0	0.9242	0.9242	16.636	0	20.333	0	0	0	0	0	0	0	39.74122
9:15-9:30	1	2.77264	0	0	1.8484	5.5453	11.091	3.6969	12.939	0	1.8484	0	0	0	0	0	37.0443623
9:30-9:45	2	3.69686	2.7726	0	3.6969	7.3937	24.954	1.8484	20.333	0	0.9242	0	0	0	0	0	65.7707948
9:45-10:00	0	3.69686	0	0	3.6969	3.6969	16.636	1.8484	20.333	0.9242	0.9242	0	0	0	0	0	49.9075786

NOON PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00-15:15	0	2.77264	0	0	5.5453	2.7726	25.878	0	22.181	0	0	0	0	0	0	0	59
15:15-15:30	1	6.4695	0	0	7.3937	5.5453	20.333	5.5453	25.878	0	0	0	0	0	0	0	67
15:30-15:45	1	14.7874	0	0	0.9242	5.5453	16.636	0	24.954	0	0.9242	0	0	0	0	0	65
15:45-16:00	0	12.939	0	0	0.9242	6.4695	29.575	2.7726	21.257	0	1.8484	0	0	0	0	0	73
16:00-16:15	1	9.24214	0	0	2.7726	3.6969	33.272	1.8484	27.726	0	0.9242	0	0	0	0	0	79
16:15-16:30	1	16.6359	0	0	3.6969	8.3179	23.105	0.9242	37.893	0	2.7726	0	0	0	0	0	93
16:30-16:45	1	27.7264	0	0	0.9242	3.6969	43.438	5.5453	39.741	0	1.8484	0	0	0	0	0	118
16:45-17:00	0	24.0296	0	0	1.8484	2.7726	26.802	6.4695	36.969	0	1.8484	0	0	0	0	0	94

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

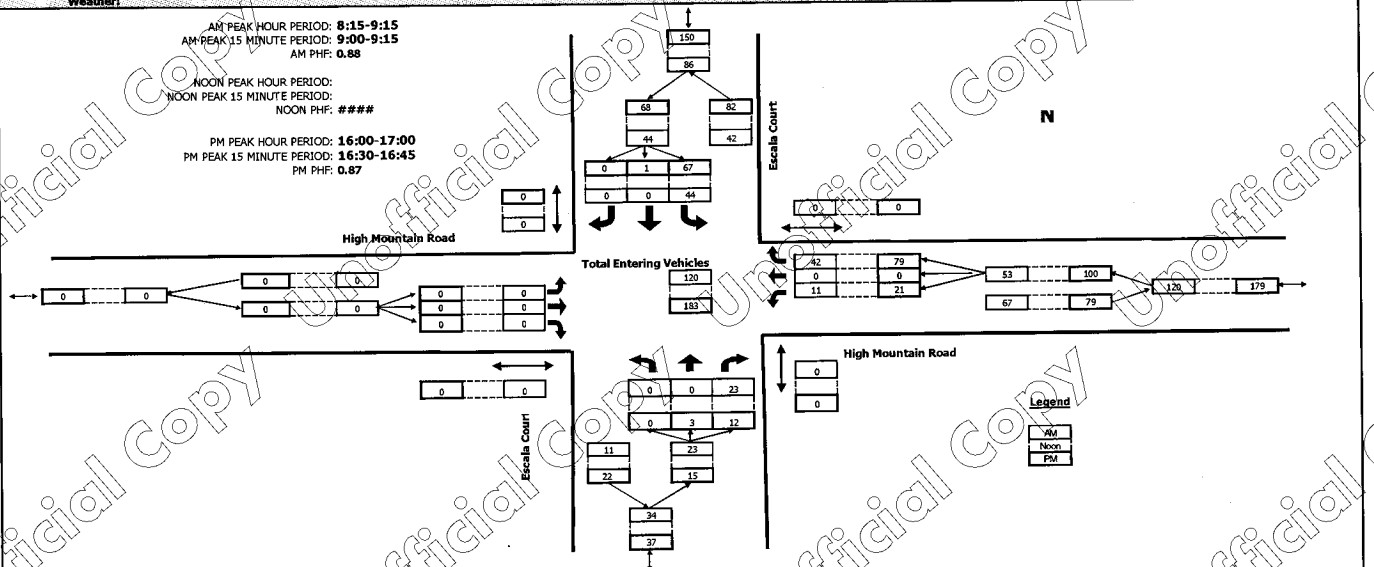
Intersection: Escala Court / High Mountain Road
North/South: Escala Court
East/West: High Mountain Road
Jurisdiction: Summit County
Project Title: Summit County - The Canyons TS
Project No: UT16-878
Weather:

Date: 4-2-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 108.2%
Adjustment Station #: 605
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:15-9:15**
AM PEAK 15 MINUTE PERIOD: **9:00-9:15**
AM PHF: **0.88**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
PM PHF: **0.87**



RAW COUNT SUMMARIES	Escala Court Northbound Left	Thru	Right	Peds	Escala Court Southbound Left	Thru	Right	Peds	High Mountain Road Eastbound Left	Thru	Right	Peds	High Mountain Road Westbound Left	Thru	Right	Peds
AM PERIOD COUNTS																
8:00-8:15	0	0	3.6969	0	8.3179	0	0	0	1.8484	0	0	0	2.7726	0	7.3937	0
8:15-8:30	0	0	4.6211	0	11.091	0	0	0	0	0	0	0	2.7726	0	12.939	0
8:30-8:45	0	0	7.3937	0	15.712	0	0	0	0	0	0	0	2.7726	0	6.4695	0
8:45-9:00	0	0	4.6211	0	6.4695	0	0	0	0	0	0	0	1.8484	0	9.2421	0
9:00-9:15	0	0	6.4695	0	11.091	0	0	0	0	0	0	0	3.6969	0	12.939	0
9:15-9:30	0	0	3.6969	0	6.4695	0	0	0	0	0	0	0	2.7726	0	7.3937	0
9:30-9:45	0	0	3.6969	0	5.5453	0	0	0	0	0	0	0	4.6211	0	17.56	0
9:45-10:00	0	0	1.8484	0	15.712	0	0	0	0	0	0	0	1.8484	0	11.091	0

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	3.6969	0	8.3179	0	0	0	1.8484	0	0	0	2.7726	0	7.3937	0	24.0295749
8:15-8:30	0	0	4.6211	0	11.091	0	0	0	0	0	0	0	2.7726	0	12.939	0	31.4232902
8:30-8:45	0	0	7.3937	0	15.712	0	0	0	0	0	0	0	2.7726	0	6.4695	0	32.3475046
8:45-9:00	0	0	4.6211	0	6.4695	0	0	0	0	0	0	0	1.8484	0	9.2421	0	22.181146
9:00-9:15	0	0	6.4695	0	11.091	0	0	0	0	0	0	0	3.6969	0	12.939	0	34.1959335
9:15-9:30	0	0	3.6969	0	6.4695	0	0	0	0	0	0	0	2.7726	0	7.3937	0	20.3327172
9:30-9:45	0	0	3.6969	0	5.5453	0	0	0	0	0	0	0	4.6211	0	17.56	0	31.4232902
9:45-10:00	0	0	1.8484	0	15.712	0	0	0	0	0	0	0	1.8484	0	11.091	0	30.4990758
NOON PERIOD COUNTS																	
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
15:00-15:15	0	0.92421	0.9242	0	14.787	0.9242	0	0	0	0	0	0	4.6211	0	12.015	0	34
15:15-15:30	0	0.92421	4.6211	0	16.636	0.9242	0	0	0	0	0	0	0.9242	0	7.3937	0	31
15:30-15:45	0	1.84843	1.8484	0	15.712	0	0	1.8484	0.9242	0	0	0	1.8484	0	7.3937	0	30
15:45-16:00	0	2.77264	4.6211	0	20.333	1.8484	0	0	0	0	0	0	2.7726	0	12.015	0	44
16:00-16:15	0	0.92421	0.9242	0	11.091	0	0	0	0	0	0	0	2.7726	0	16.636	0	32
16:15-16:30	0	0	0.9242	0	27.726	0	0	0	0	0	0	0	2.7726	0	20.333	0	52
16:30-16:45	0	0.92421	5.5453	0	15.712	0	0	0	0	0	0	0	8.3179	0	22.181	0	53
16:45-17:00	0	0.92421	4.6211	0	12.939	0.9242	0	0	0	0	0	0	7.3937	0	20.333	0	47

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

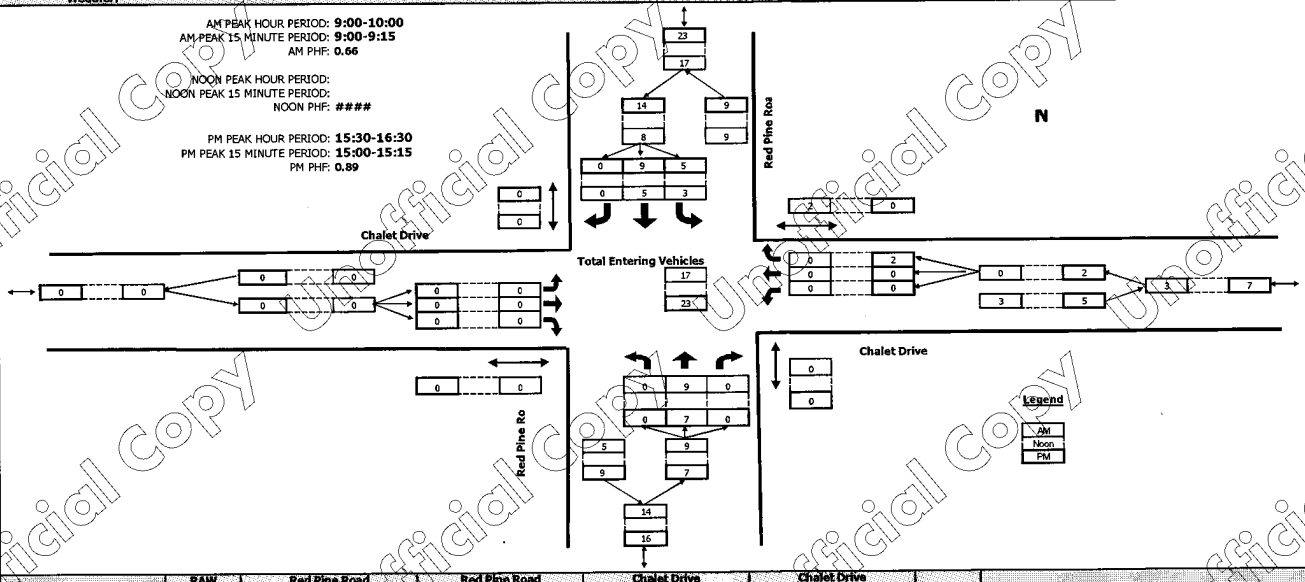
Intersection: Red Pine Road / Chalet Drive
North/South: Red Pine Road
East/West: Chalet Drive
Jurisdiction: Summit County
Project Title: Summit County - The Canyons TS
Project No: UT16-878
Weather:

Date: 4-2-16, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 108.2%
Adjustment Station #: 805
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **9:00-10:00**
AM PEAK 15 MINUTE PERIOD: **9:00-9:15**
AM PHF: **0.66**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **15:30-16:30**
PM PEAK 15 MINUTE PERIOD: **15:00-15:15**
PM PHF: **0.89**



RAW COUNT SUMMARIES	Red Pine Road Northbound Left	Thru	Right	Peds	Red Pine Road Southbound Left	Thru	Right	Peds	Chalet Drive Eastbound Left	Thru	Right	Peds	Chalet Drive Westbound Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
8:00-8:15	0	0.92421	0	0	0	2.7726	0	0	0	0	0	0	0	0	0.9242	0	4.62107209
8:15-8:30	0	1.84843	0	0	0.9242	0	0	0	0	0	0	0	0	0	0	0	2.77264325
8:30-8:45	0	3.69686	0	0.9242	0	0	0	0	0	0	0	2.7726	0	0	0	0	3.69685767
8:45-9:00	0	0.92421	0	0	0.9242	0.9242	0	0	0	0	0	0	0	0	0	3.6969	2.77264325
9:00-9:15	0	4.62107	0	0	1.8484	0	0	0	0	0	0	0	0	0	0	0.9242	6.46950092
9:15-9:30	0	0.92421	0	0	0.9242	0.9242	0	0	0	0	0	0	0	0	0	0.9242	2.77264325
9:30-9:45	0	1.84843	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.84842884
9:45-10:00	0	1.84843	0	0	0	3.6969	0	0	0	0	0	0	0	0	0	0	5.54528651
NOON PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
15:00-15:15	0	2.77264	0	0	1.8484	1.8484	0	0	0	0	0	0.9242	0	0	0	1.8484	6
15:15-15:30	0	0.92421	0	0.9242	0	0.9242	0	0	0	0	0	0	0	0	0	0	2
15:30-15:45	0	1.84843	0	0	2.7726	0.9242	0	0	0	0	0	0	0	0	0.9242	0	6
15:45-16:00	0	2.77264	0	0	0.9242	1.8484	0	0	0	0	0	0	0	0	0	0	6
16:00-16:15	0	1.84843	0	0	0.9242	1.8484	0	0	0	0	0	0	0	0	0.9242	0	6
16:15-16:30	0	0.92421	0	0	0	4.6211	0	0	0	0	0	0	0	0	0	0	6
16:30-16:45	0	3.69686	0	2.7726	0	2.7726	0	0	0	0	0	0	0	0	0	4.6211	6
16:45-17:00	0	0.92421	0	0	0	0.9242	0	0	0	0	0	0	0	0	0	0	2

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A
Intersection: Canyons Resort / Frostwood
City: Canyons, Utah
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood
Site Code : 00000000
Start Date : 2/18/2017
Page No : 1

Groups Printed- General Traffic - Turns

	Frostwood Drive From Northwest					Canyons Resort Drive From Northeast					Frostwood Drive From Southeast					Canyons Resort Drive From Southwest					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:15 AM	5	2	9	0	16	7	105	46	8	166	6	3	6	3	18	20	31	3	0	54	254
08:30 AM	10	4	6	0	20	10	67	69	2	148	12	2	11	21	46	21	64	3	0	88	302
08:45 AM	5	3	5	0	13	4	86	74	1	165	14	2	16	12	44	12	34	6	0	52	274
Total	20	9	20	0	49	21	258	189	11	479	32	7	33	36	108	53	129	12	0	194	830
09:00 AM	5	5	9	0	19	8	62	66	9	145	15	1	4	13	33	13	63	7	0	83	280
09:15 AM	4	2	6	0	12	13	45	42	3	103	11	0	1	19	31	8	44	2	0	54	200
09:30 AM	6	6	14	0	26	14	55	53	0	122	10	3	6	11	30	9	46	4	0	59	237
09:45 AM	1	2	9	0	12	14	39	54	3	110	16	1	7	21	45	7	51	4	0	62	229
Total	16	15	38	0	69	49	201	215	15	480	52	5	18	64	139	37	204	17	0	258	946
10:00 AM	5	3	10	0	18	7	56	48	3	114	16	5	9	11	41	10	53	3	0	66	239

Total	5	3	10	0	18	7	56	48	3	114	16	5	9	11	41	10	53	3	0	66	239

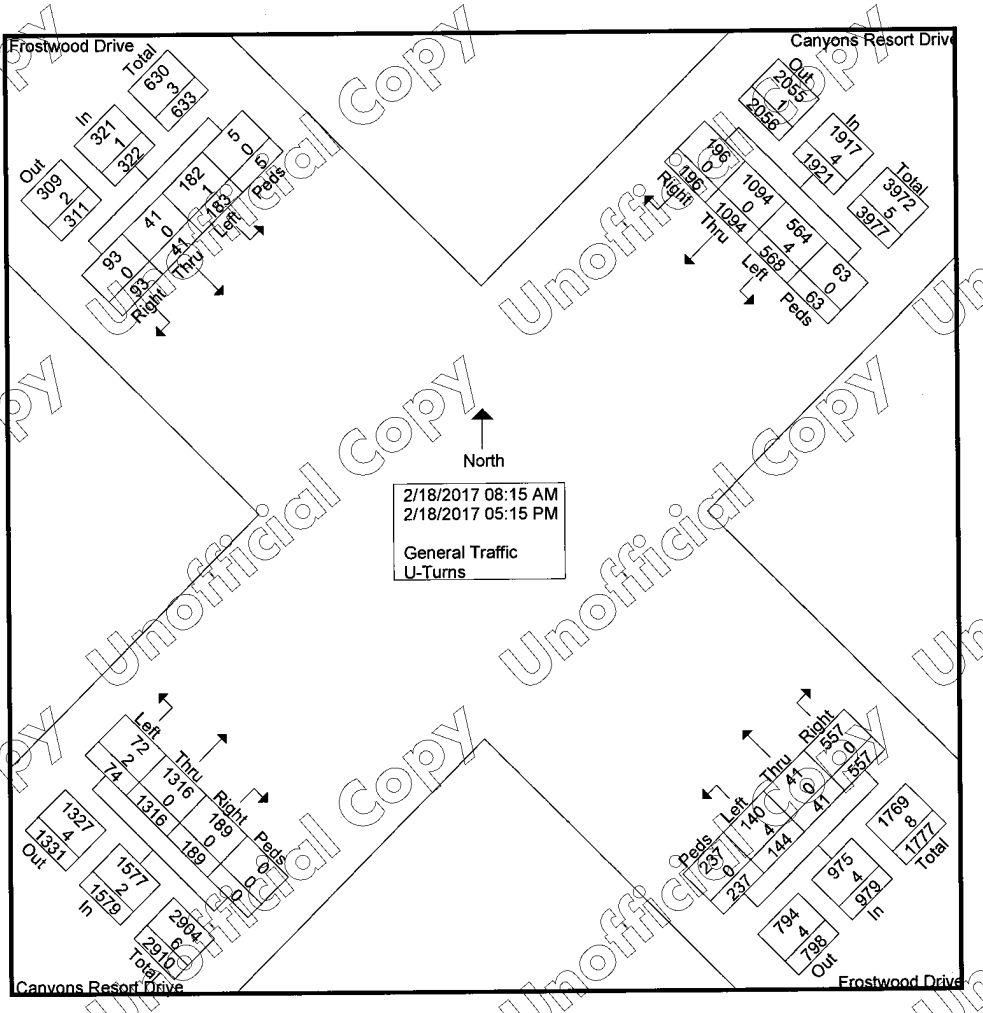
03:30 PM	8	4	11	0	23	11	71	17	2	101	57	1	12	11	81	12	105	4	0	121	326
03:45 PM	8	2	11	0	21	17	67	13	4	101	54	2	10	14	80	12	102	5	0	119	321
Total	16	6	22	0	44	28	138	30	6	202	111	3	22	25	161	24	207	9	0	240	647
04:00 PM	7	0	9	0	16	20	74	21	6	121	74	5	14	20	113	16	83	4	0	103	353
04:15 PM	5	3	15	2	25	13	74	17	7	111	65	3	15	11	94	10	114	4	0	128	358
04:30 PM	7	2	16	0	25	13	75	14	6	108	83	6	13	28	130	13	137	4	0	154	417
04:45 PM	8	1	10	0	19	16	71	15	5	107	59	3	5	19	86	12	134	7	0	153	365
Total	27	6	50	2	85	62	294	67	24	447	281	17	47	78	423	51	468	19	0	538	1493
05:00 PM	6	2	18	3	29	10	86	10	3	109	32	1	10	11	54	8	129	4	0	141	333
05:15 PM	3	0	25	0	28	19	61	9	1	90	33	3	5	12	53	6	126	10	0	142	313
Grand Total	93	41	183	5	322	196	1094	568	63	1921	557	41	144	237	979	189	1316	74	0	1579	4801
Apprch %	28.9	12.7	56.8	1.6		10.2	56.9	29.6	3.3		56.9	4.2	14.7	24.2		12	83.3	4.7	0		
Total %	1.9	0.9	3.8	0.1	6.7	4.1	22.8	11.8	1.3	40	11.6	0.9	3	4.9	20.4	3.9	27.4	1.5	0	32.9	
General Traffic	93	41	182	5	321	196	1094	564	63	1917	557	41	140	237	975	189	1316	72	0	1577	4790
% General Traffic	100	100	99.5	100	99.7	100	100	99.3	100	99.8	100	100	97.2	100	99.6	100	100	97.3	0	99.9	99.8
U-Turns	0	0	1	0	1	0	0	4	0	4	0	0	4	0	4	0	0	2	0	2	11
% U-Turns	0	0	0.5	0	0.3	0	0	0.7	0	0.2	0	0	2.8	0	0.4	0	0	2.7	0	0.1	0.2

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A
Intersection: Canyons Resort / Frostwood
City: Canyons, Utah
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood
Site Code : 00000000
Start Date : 2/18/2017
Page No : 2



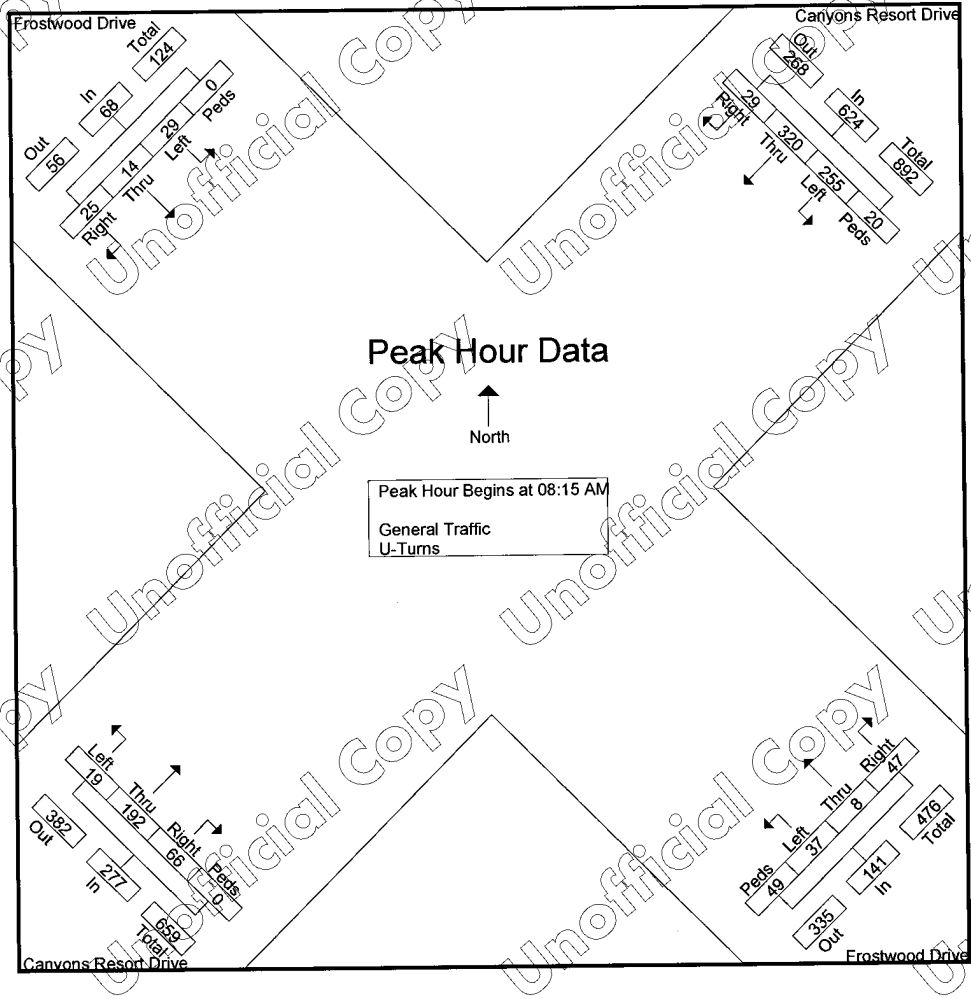
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A
Intersection: Canyons Resort / Frostwood
City: Canyons, Utah
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood
Site Code : 00000000
Start Date : 2/18/2017
Page No : 3

	Frostwood Drive From Northwest					Canyons Resort Drive From Northeast					Frostwood Drive From Southeast					Canyons Resort Drive From Southwest					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	5	2	**9**	0	16	7	**105**	46	8	**166**	6	**3**	6	3	18	20	31	3	0	54	254
08:30 AM	**10**	4	6	0	**20**	**10**	67	69	2	148	12	2	11	**21**	**46**	**21**	**64**	3	0	**88**	**302**
08:45 AM	5	3	5	0	13	4	86	**74**	**1**	165	14	2	**16**	12	44	12	34	6	0	52	274
09:00 AM	5	**5**	9	0	19	8	62	66	**9**	145	**15**	1	4	13	33	13	63	7	0	83	280
Total Volume	25	14	29	0	68	29	320	255	20	624	47	8	37	49	141	66	192	19	0	277	1110
% App. Total	36.8	20.6	42.6	0		4.6	51.3	40.9	3.2		33.3	5.7	26.2	34.8		23.8	69.3	6.9	0		
PHF	.625	.700	.806	.000	.850	.725	.762	.861	.556	.940	.783	.667	.578	.583	.766	.786	.750	.679	.000	.787	.919



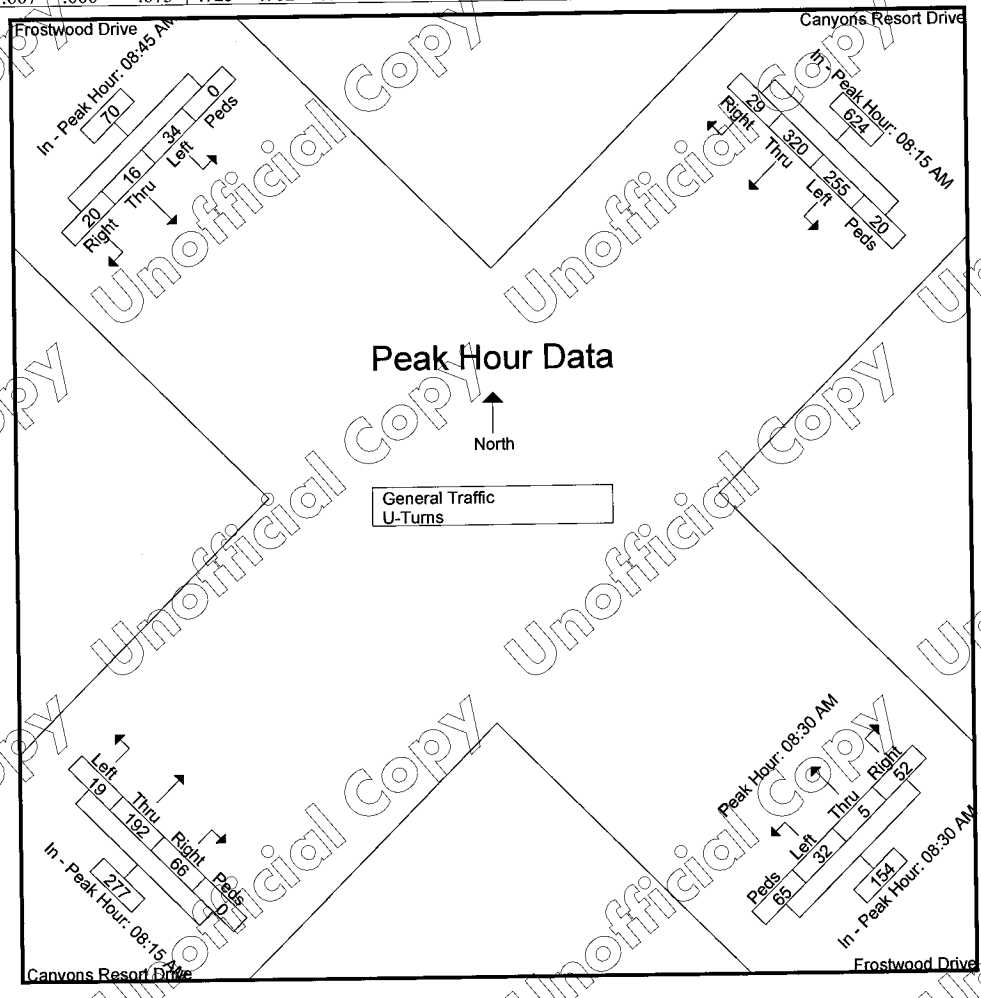
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A
Intersection: Canyons Resort / Frostwood
City: Canyons, Utah
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood
Site Code : 00000000
Start Date : 2/18/2017
Page No : 4

	Frostwood Drive From Northwest					Canyons Resort Drive From Northeast					Frostwood Drive From Southeast					Canyons Resort Drive From Southwest					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:	08:45 AM					08:15 AM					08:30 AM					08:15 AM					
+0 mins.	5	3	5	0	13	7	**105**	46	8	**166**	12	**2**	11	**21**	**46**	20	31	3	0	54	
+15 mins.	5	5	9	0	19	**10**	67	69	2	148	14	**2**	**16**	12	44	**21**	**64**	3	0	**88**	
+30 mins.	4	2	6	0	12	4	86	**74**	1	165	**15**	1	4	13	33	12	34	6	0	52	
+45 mins.	**6**	**6**	**14**	0	**26**	8	62	66	**9**	145	11	0	1	19	31	13	63	7	0	83	
Total Volume	20	16	34	0	70	29	320	255	20	624	52	5	32	65	154	66	192	19	0	277	
% App. Total	28.6	22.9	48.6	0		4.6	51.3	40.9	3.2		33.8	3.2	20.8	42.2		23.8	69.3	6.9	0		
PHF	.833	.667	.607	.000	.673	.725	.762	.861	.556	.940	.867	.625	.500	.774	.837	.786	.750	.679	.000	.787	



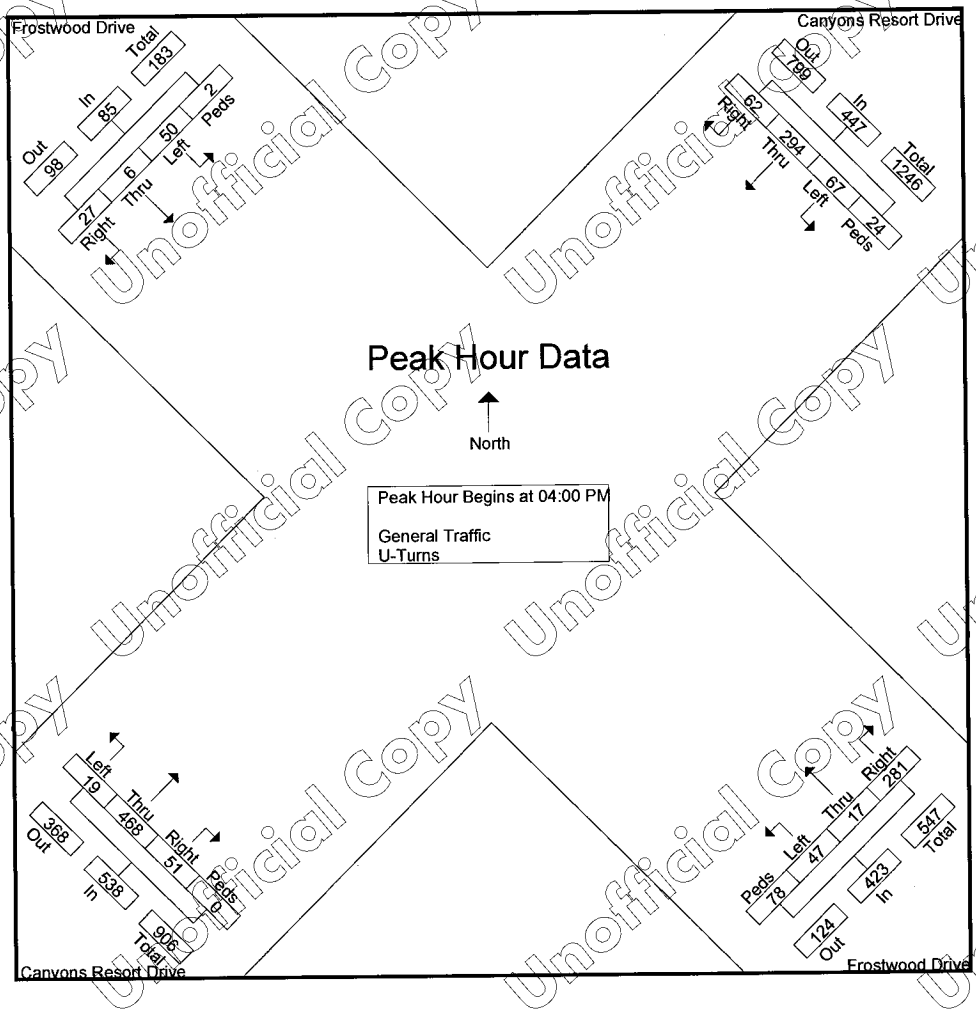
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A
Intersection: Canyons Resort / Frostwood
City: Canyons, Utah
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood
Site Code : 00000000
Start Date : 2/18/2017
Page No : 5

	Frostwood Drive From Northwest					Canyons Resort Drive From Northeast					Frostwood Drive From Southeast					Canyons Resort Drive From Southwest					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	7	0	9	0	16	**20**	74	**21**	6	**121**	74	5	14	20	113	**16**	83	4	0	103	353
04:15 PM	5	**3**	15	**2**	**25**	13	74	17	**7**	111	65	3	**15**	11	94	10	114	4	0	128	358
04:30 PM	7	2	**16**	0	25	13	**75**	14	6	108	**83**	**6**	13	**28**	**130**	13	**137**	4	0	**154**	**417**
04:45 PM	**8**	1	10	0	19	16	71	15	5	107	59	3	5	19	86	12	134	7	0	153	365
Total Volume	27	6	50	2	85	62	294	67	24	447	281	17	47	78	423	51	468	19	0	538	1493
% App. Total	31.8	7.1	58.8	2.4		13.9	65.8	15	5.4		66.4	4	11.1	18.4		9.5	87	3.5	0		
PHF	.844	.500	.781	.250	.850	.775	.980	.798	.857	.924	.846	.708	.783	.696	.813	.797	.854	.679	.000	.873	.895



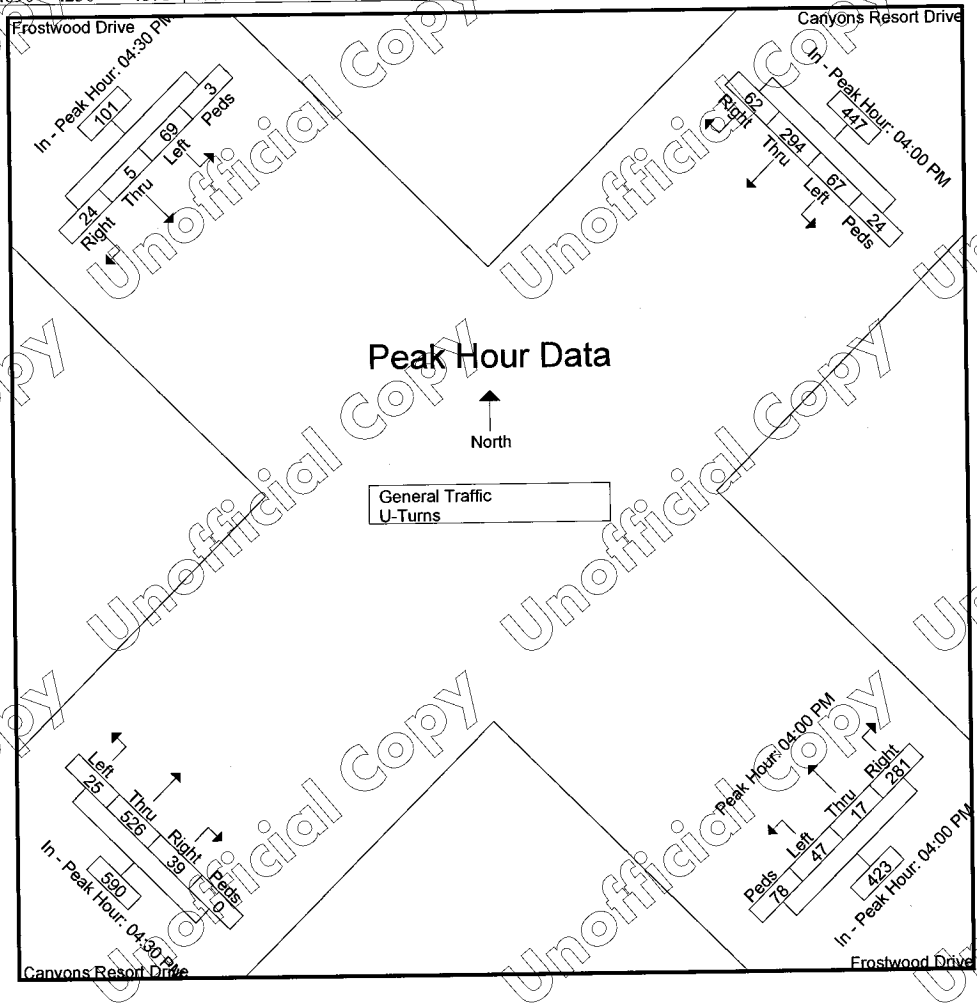
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A
Intersection: Canyons Resort / Frostwood
City: Canyons, Utah
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood
Site Code : 00000000
Start Date : 2/18/2017
Page No : 6

	Frostwood Drive From Northwest					Canyons Resort Drive From Northeast					Frostwood Drive From Southeast					Canyons Resort Drive From Southwest					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:00 PM					04:30 PM					
+0 mins.	7	**2**	16	0	25	**20**	74	**21**	6	**121**	74	5	14	20	113	**13**	**137**	4	0	**154**	
+15 mins.	**8**	1	10	0	19	13	74	17	7	111	65	3	**15**	11	94	12	134	7	0	153	
+30 mins.	6	2	18	**3**	**29**	13	**75**	14	6	108	**83**	**6**	13	**28**	**130**	8	129	4	0	141	
+45 mins.	3	0	**25**	0	28	16	71	15	5	107	59	3	5	19	86	6	126	**10**	0	142	
Total Volume	24	5	69	3	101	62	294	67	24	447	281	17	47	78	423	39	526	25	0	590	
% App. Total	23.8	5	68.3	3		13.9	65.8	15	5.4		66.4	4	11.1	18.4		6.6	89.2	4.2	0		
PHF	.750	.625	.690	.250	.871	.775	.980	.798	.857	.924	.846	.708	.783	.696	.813	.750	.960	.625	.000	.958	



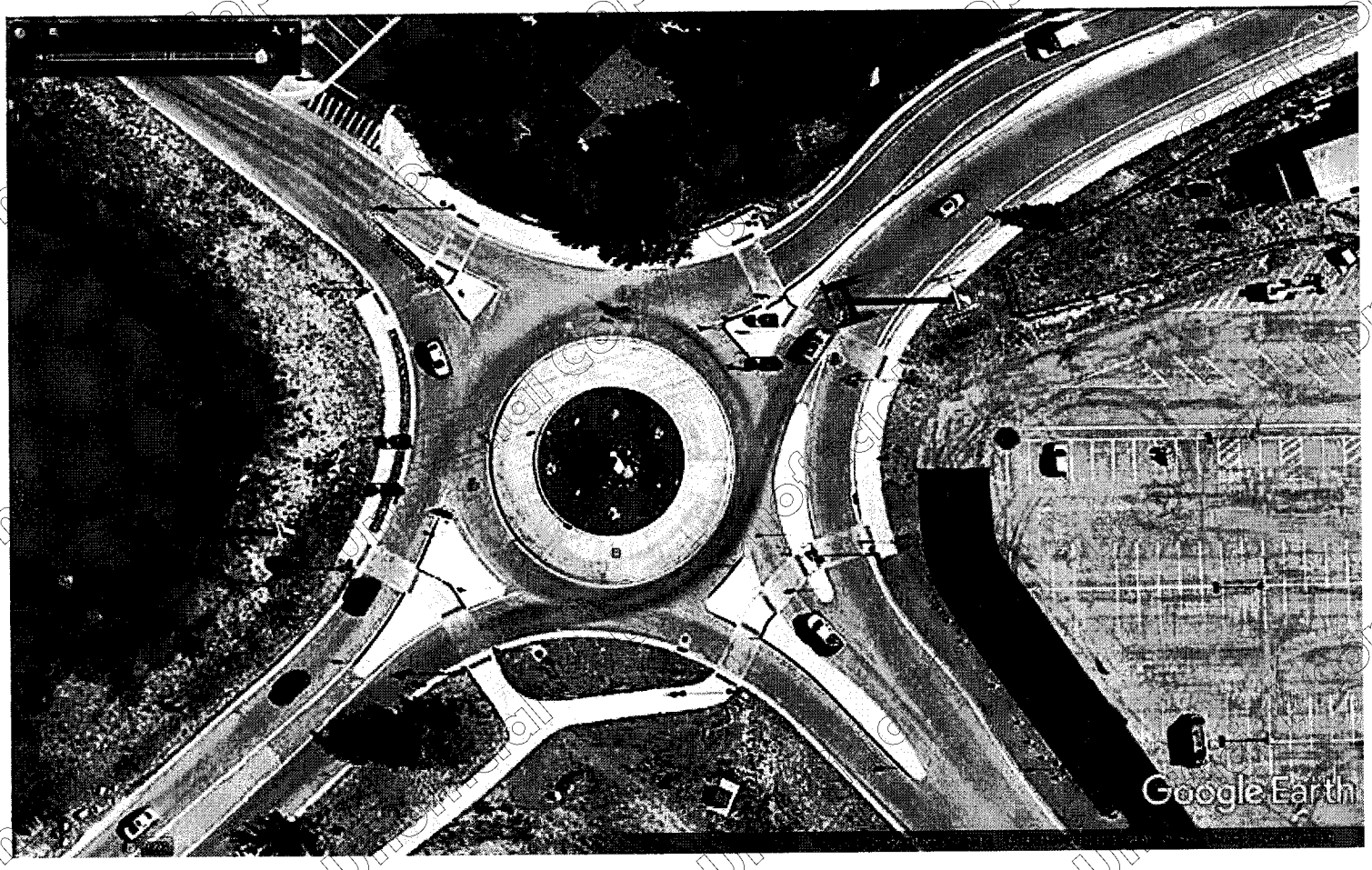
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: CANY0003A
Intersection: Canyons Resort / Frostwood
City: Canyons, Utah
Control: Yields - RDBT

File Name : Canyons Resort & Frostwood
Site Code : 00000000
Start Date : 2/18/2017
Page No : 7

Image 1



HALES ENGINEERING
innovative transportation solutions

APPENDIX B

Level of Service Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: SR-224 & Canyons Resort Drive/Park West Village
Type: Signalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	199	201	101	74.3	*E*
	T	1,001	989	99	19.3	*B*
	R	13	13	102	6.2	*A*
	Subtotal	1,213	1,203	99	28.3	*C*
SB	L	17	17	101	85.2	*F*
	T	1,026	1,017	99	33.4	*C*
	R	209	207	99	4.2	*A*
	Subtotal	1,252	1,241	99	29.2	*C*
EB	L	651	659	101	62.2	*E*
	T	6	7	117	41.5	*D*
	R	114	116	102	14.5	*B*
	Subtotal	771	782	101	54.9	*D*
WB	L	8	8	97	84.9	*F*
	T	5	4	76	63.9	*E*
	R	17	15	90	20.5	*C*
	Subtotal	30	27	90	46.0	*D*
Total		3,266	3,253	100	35.4	*D*

Intersection: Bus / 7-Eleven East & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	1	0	0		
	R	32	34	105	9.8	*A*
	Subtotal	***33***	***34***	***103***	***9.8***	***A***
EB	T	738	752	102	0.6	*A*
	R	2	2	100	0.1	*A*
	Subtotal	740	754	102	0.6	*A*
WB	L	12	10	82	8.9	*A*
	T	401	404	101	4.6	*A*
	Subtotal	413	414	100	4.7	*A*
Total		1,187	1,202	101	2.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Bus / 7-Eleven West & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	6	6	96	17.5	C
	R	6	7	112	9.5	A
	Subtotal	***12***	***13***	***108***	***13.2***	***B***
EB	T	734	747	102	0.8	A
	R	24	24	100	0.3	A
	Subtotal	758	771	102	0.8	A
WB	L	9	9	97	4.8	A
	T	393	396	101	0.4	A
	Subtotal	402	405	101	0.5	A
Total		1,173	1,189	101	0.8	A

Intersection: Canyons Resort Drive & Aspen Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	3	3	100	17.8	C
	R	1	1	100	3.4	A
	Subtotal	***4***	***4***	***100***	***14.2***	***B***
EB	L	1	0	0		
	T	755	769	102	1.8	A
	Subtotal	756	769	102	1.8	A
WB	T	396	399	101	0.5	A
	R	4	5	125	0.2	A
	Subtotal	400	404	101	0.5	A
Total		1,160	1,177	101	1.4	A

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Canyons Resort Drive & Frostwood Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	42	39	93	6.5	A
	T	17	15	90	7.5	A
	R	281	288	103	3.6	A
	Subtotal	340	342	101	4.1	A
SE	L	50	50	100	3.3	A
	T	6	6	96	4.0	A
	R	24	26	108	3.1	A
	Subtotal	80	82	103	3.3	A
NE	L	17	16	96	5.2	A
	T	425	430	101	5.2	A
	R	46	46	100	4.8	A
	Subtotal	488	492	101	5.2	A
SW	L	67	66	99	4.9	A
	T	268	274	102	5.2	A
	R	62	62	100	4.6	A
	Subtotal	397	402	101	5.1	A
Total		1,303	1,318	101	4.8	A

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	5	5	95	11.7	B
	R	40	41	103	5.9	A
	Subtotal	45	46	102	6.5	A
SB	L	20	22	111	10.0	A
	Subtotal	***20***	***22***	***110***	***10.0***	***A***
EB	L	5	4	76	2.8	A
	T	428	430	101	0.4	A
	Subtotal	433	434	100	0.4	A
WB	L	40	39	98	4.8	A
	T	274	279	102	1.3	A
	R	20	22	111	0.8	A
	Subtotal	334	340	102	1.7	A
Total		831	842	101	1.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Navajo Trail & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	20	19	96	4.8	A
	Subtotal	***20***	***19***	***95***	***4.8***	***A***
EB	T	413	416	101	0.6	A
	R	2	3	150	0.6	A
	Subtotal	415	419	101	0.6	A
WB	T	278	284	102	0.1	A
	Subtotal	278	284	102	0.1	A
Total		713	722	101	0.5	A

Intersection: Canyons Resort Drive & Cedar Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	10	10	98	8.8	A
	R	1	1	100	3.7	A
	Subtotal	***11***	***11***	***100***	***8.3***	***A***
EB	L	5	5	95	1.5	A
	T	406	410	101	0.2	A
	Subtotal	411	415	101	0.2	A
WB	T	268	272	101	0.4	A
	R	10	12	117	0.2	A
	Subtotal	278	284	102	0.4	A
Total		700	710	101	0.4	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Background*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	1	1	100	3.1	A
	T	9	11	119	0.0	A
	R	10	11	107	4.5	A
	Subtotal	***20***	***23***	***115***	***2.3***	***A***
EB	T	400	404	101	1.0	A
	R	10	11	107	0.7	A
	Subtotal	410	415	101	1.0	A
WB	L	35	37	105	2.2	A
	T	234	236	101	0.2	A
	Subtotal	269	273	101	0.5	A
Total		700	711	102	0.8	A

Intersection: Red Pine Road & Chalet Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	10	11	107	0.1	A
	Subtotal	10	11	110	0.1	A
SB	L	15	13	88	0.4	A
	T	31	34	111	0.1	A
	Subtotal	46	47	102	0.2	A
WB	R	10	12	117	1.9	A
	Subtotal	***10***	***12***	***120***	***1.9***	***A***
Total		66	70	106	0.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Canyons Resort Drive & Silverado
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	241	248	103	0.6	A
	Subtotal	241	248	103	0.6	A
SB	L	25	24	96	2.6	A
	T	260	261	100	1.4	A
	Subtotal	285	285	100	1.5	A
WB	R	20	18	91	3.1	A
	Subtotal	***20***	***18***	***90***	***3.1***	***A***
Total		546	551	101	1.1	A

Intersection: Canyons Resort Drive & Grand Summit Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	20	19	96	2.7	A
	T	166	173	104	0.8	A
	Subtotal	186	192	103	1.0	A
SB	T	145	139	96	1.1	A
	R	115	120	105	0.9	A
	Subtotal	260	259	100	1.0	A
EB	L	75	76	101	5.6	A
	R	20	20	101	3.8	A
	Subtotal	***95***	***96***	***101***	***5.2***	***A***
Total		540	547	101	1.7	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: High Mountain Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	5	6	114	1.2	A
	T	50	54	108	0.0	A
	Subtotal	55	60	109	0.1	A
SE	T	20	18	91	1.1	A
	R	145	142	98	0.8	A
	Subtotal	165	160	97	0.8	A
NE	L	135	137	102	4.1	A
	R	10	11	107	2.7	A
	Subtotal	***145***	***148***	***102***	***4.0***	***A***
Total		365	368	101	2.0	A

Intersection: Escala Court & High Mountain Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	5	4	76	4.0	A
	R	30	30	99	2.3	A
	Subtotal	***35***	***34***	***97***	***2.5***	***A***
WB	L	45	42	93	1.4	A
	T	40	46	114	0.6	A
	R	65	61	94	0.9	A
	Subtotal	150	149	99	0.9	A
SE	L	50	49	98	0.1	A
	R	5	6	114	0.1	A
	Subtotal	55	55	100	0.1	A
Total		241	238	99	1.0	A

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: SR-224 & Canyons Resort Drive/Park West Village
Type: Signalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	403	385	96	132.8	*F*
	T	1,001	984	98	25.5	*C*
	R	13	14	110	9.5	*A*
	Subtotal	1,417	1,383	98	55.2	*E*
SB	L	17	16	94	130.2	*F*
	T	1,026	1,038	101	65.6	*E*
	R	514	534	104	16.9	*B*
	Subtotal	1,557	1,588	102	49.9	*D*
EB	L	931	915	98	67.0	*E*
	T	6	6	100	41.1	*D*
	R	234	235	101	18.8	*B*
	Subtotal	1,171	1,156	99	57.1	*E*
WB	L	8	8	97	84.4	*F*
	T	5	5	95	89.8	*F*
	R	17	18	106	28.6	*C*
	Subtotal	30	31	103	52.9	*D*
Total		4,175	4,158	100	54.2	*D*

Intersection: Bus / 7-Eleven East & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	7	6	83	304.3	*F*
	R	38	34	89	175.4	*F*
	Subtotal	***45***	***40***	***89***	***194.7***	***F***
EB	T	1,132	1,121	99	1.8	*A*
	Subtotal	1,132	1,121	99	1.8	*A*
WB	T	923	922	100	27.1	*D*
	Subtotal	923	922	100	27.1	*D*
Total		2,100	2,083	99	17.3	*C*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Bus / 7-Eleven West & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
EB	T	1,132	1,121	99	3.3	A
	R	26	26	99	2.0	A
	Subtotal	1,158	1,147	99	3.3	A
WB	L	21	20	95	26.7	D
	T	908	906	100	5.1	A
	Subtotal	***929***	***926***	***100***	***5.6***	***A***
Total		2,088	2,073	99	4.3	A

Intersection: Canyons Resort Drive & Aspen Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	3	3	100	193.1	F
	R	1	2	200	125.9	F
	Subtotal	***4***	***5***	***125***	***166.2***	***F***
EB	L	1	1	100	8.7	A
	T	1,156	1,146	99	5.5	A
	Subtotal	1,157	1,147	99	5.5	A
WB	T	904	899	99	12.7	B
	R	4	4	94	11.4	B
	Subtotal	908	903	99	12.7	B
Total		2,069	2,055	99	9.1	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Canyons Resort Drive & Frostwood Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	42	45	107	14.2	*B*
	T	17	18	106	13.1	*B*
	R	633	636	100	6.9	*A*
	Subtotal	692	699	101	7.5	*A*
SE	L	117	115	98	5.9	*A*
	T	6	6	96	5.6	*A*
	R	24	26	107	6.0	*A*
	Subtotal	147	147	100	5.9	*A*
NE	L	17	15	88	26.9	*D*
	T	406	397	98	25.2	*D*
	R	46	46	99	19.7	*C*
	Subtotal	469	458	98	24.7	*C*
SW	L	347	350	101	27.1	*D*
	T	399	388	97	27.3	*D*
	R	160	158	99	26.6	*D*
	Subtotal	906	896	99	27.1	*D*
Total		2,215	2,200	99	19.0	*C*

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	20	19	95	15.2	*C*
	Subtotal	***20***	***19***	***95***	***15.2***	***C***
EB	L	5	4	76	3.4	*A*
	T	449	440	98	0.7	*A*
	Subtotal	454	444	98	0.7	*A*
WB	T	464	458	99	1.9	*A*
	Subtotal	464	458	99	1.9	*A*
Total		939	921	98	1.6	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Navajo Trail & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	20	24	120	5.6	*A*
	Subtotal	***20***	***24***	***120***	***5.6***	***A***
EB	T	434	420	97	0.6	*A*
	R	2	2	100	1.3	*A*
	Subtotal	436	422	97	0.6	*A*
WB	T	464	457	98	0.1	*A*
	Subtotal	464	457	98	0.1	*A*
Total		920	903	98	0.5	*A*

Intersection: Canyons Resort Drive & Cedar Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	10	8	82	9.1	*A*
	R	1	1	100	10.6	*B*
	Subtotal	***11***	***9***	***82***	***9.3***	***A***
EB	L	5	4	76	2.0	*A*
	T	427	416	97	0.4	*A*
	Subtotal	432	420	97	0.4	*A*
WB	T	454	447	98	0.9	*A*
	R	10	10	103	0.4	*A*
	Subtotal	464	457	98	0.9	*A*
Total		907	886	98	0.7	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	1	0	0		
	T	4	4	107	0.6	*A*
	R	245	242	99	5.9	*A*
	Subtotal	***250***	***246***	***98***	***5.8***	***A***
EB	T	189	181	96	1.1	*A*
	R	10	10	103	0.7	*A*
	Subtotal	199	191	96	1.1	*A*
WB	L	199	198	100	1.3	*A*
	T	256	249	97	0.1	*A*
	Subtotal	455	447	98	0.6	*A*
Total		904	884	98	2.2	*A*

Intersection: Red Pine Road & RC 21
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	229	229	100	0.6	*A*
	Subtotal	229	229	100	0.6	*A*
SB	T	188	188	100	0.2	*A*
	R	24	22	92	0.2	*A*
	Subtotal	212	210	99	0.2	*A*
EB	L	17	13	78	5.2	*A*
	Subtotal	***17***	***13***	***76***	***5.2***	***A***
Total		458	452	99	0.5	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Red Pine Road & RC 20
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	218	216	99	0.2	A
	Subtotal	218	216	99	0.2	A
SB	T	163	162	99	0.4	A
	R	23	23	100	0.4	A
	Subtotal	186	185	99	0.4	A
EB	L	11	12	107	5.0	A
	Subtotal	***11***	***12***	***109***	***5.0***	***A***
Total		416	413	99	0.5	A

Intersection: Red Pine Road & RC 20/Chalet Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	191	190	99	0.2	A
	Subtotal	191	190	99	0.2	A
SB	L	15	15	102	1.5	A
	T	128	126	99	0.3	A
	R	20	21	106	0.3	A
	Subtotal	163	162	99	0.4	A
EB	L	17	17	101	4.3	A
	Subtotal	***17***	***17***	***100***	***4.3***	***A***
WB	R	10	10	98	2.7	A
	Subtotal	10	10	100	2.7	A
Total		380	379	100	0.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	1	2	200	0.0	*A*
	R	30	29	97	2.8	*A*
	Subtotal	***31***	***31***	***100***	***2.6***	***A***
EB	T	161	161	100	0.1	*A*
	Subtotal	161	161	100	0.1	*A*
WB	L	32	31	96	1.1	*A*
	T	96	94	98	0.2	*A*
	Subtotal	128	125	98	0.4	*A*
Total		320	317	99	0.5	*A*

Intersection: Canyons Resort Drive & RC 15
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	196	189	96	0.3	*A*
	Subtotal	196	189	96	0.3	*A*
SB	T	246	238	97	0.6	*A*
	R	14	14	102	0.4	*A*
	Subtotal	260	252	97	0.6	*A*
EB	R	5	5	95	3.5	*A*
	Subtotal	***5***	***5***	***100***	***3.5***	***A***
Total		462	446	97	0.5	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Canyons Resort Drive & Silverado
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	176	169	96	0.1	A
	Subtotal	176	169	96	0.1	A
SB	L	25	25	100	1.5	A
	T	224	216	96	0.5	A
	Subtotal	249	241	97	0.6	A
WB	R	20	20	101	2.6	A
	Subtotal	***20***	***20***	***100***	***2.6***	***A***
Total		445	430	97	0.5	A

Intersection: Canyons Resort Drive & RC 14
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
EB	R	9	9	97	2.6	A
	Subtotal	***9***	***9***	***100***	***2.6***	***A***
NE	T	176	169	96	0.1	A
	Subtotal	176	169	96	0.1	A
SW	T	199	194	97	0.3	A
	R	24	21	88	0.3	A
	Subtotal	223	215	96	0.3	A
Total		408	393	96	0.3	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Canyons Resort Drive & Grand Summit Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	26	25	96	1.5	A
	T	176	169	96	0.2	A
	Subtotal	202	194	96	0.4	A
SB	T	167	162	97	0.5	A
	R	42	41	98	0.4	A
	Subtotal	209	203	97	0.5	A
EB	R	146	146	100	3.5	A
	Subtotal	***146***	***146***	***100***	***3.5***	***A***
Total		557	543	98	1.2	A

Intersection: High Mountain Road/RC 20 & Canyons Resort Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	63	61	96	2.0	A
	T	34	32	93	2.1	A
	R	1	2	200	2.0	A
	Subtotal	98	95	97	2.0	A
SE	L	3	3	100	1.3	A
	T	122	118	97	2.0	A
	R	143	141	98	1.8	A
	Subtotal	268	262	98	1.9	A
NE	L	109	105	96	2.3	A
	T	0	0	0		
	R	48	49	103	2.2	A
	Subtotal	157	154	98	2.3	A
SW	R	1	0	0		
	Subtotal	1				
Total		568	554	97	2.0	A

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: RC 16/RC 20 & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	10	10	98	3.9	A
	R	4	5	125	2.5	A
	Subtotal	14	15	107	3.4	A
SB	L	2	2	100	5.0	A
	R	1	2	200	2.3	A
	Subtotal	***3***	***4***	***133***	***3.7***	***A***
EB	L	2	2	100	1.1	A
	T	155	154	99	0.3	A
	R	13	12	91	0.2	A
	Subtotal	170	168	99	0.3	A
WB	L	6	7	112	1.6	A
	T	87	84	96	0.2	A
	R	2	3	150	0.2	A
	Subtotal	95	94	99	0.3	A
Total		283	281	99	0.5	A

Intersection: Escala Court & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SE	L	83	80	96	4.5	A
	R	5	6	114	3.3	A
	Subtotal	***88***	***86***	***98***	***4.4***	***A***
NE	L	5	5	95	1.5	A
	T	74	74	100	0.1	A
	Subtotal	79	79	100	0.2	A
SW	T	112	110	98	0.3	A
	R	94	92	98	0.3	A
	Subtotal	206	202	98	0.3	A
Total		374	367	98	1.2	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: RC 16 & Escala Court
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	16	18	114	2.3	A
	Subtotal	***16***	***18***	***113***	***2.3***	***A***
EB	T	63	60	95	0.1	A
	Subtotal	63	60	95	0.1	A
WB	L	24	26	108	0.6	A
	T	94	90	96	0.1	A
	Subtotal	118	116	98	0.2	A
Total		196	194	99	0.4	A

Intersection: Escala Court & RC 17/18
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	14	13	95	3.0	A
	Subtotal	***14***	***13***	***93***	***3.0***	***A***
EB	T	37	37	99	0.0	A
	Subtotal	37	37	100	0.0	A
WB	T	74	72	97	0.0	A
	R	19	18	96	0.0	A
	Subtotal	93	90	97	0.0	A
Total		144	140	97	0.3	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: RC 17/18 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	9	8	86	0.7	A
	T	90	88	98	0.1	A
	Subtotal	99	96	97	0.2	A
SE	T	81	79	98	0.2	A
	Subtotal	81	79	98	0.2	A
NE	R	7	6	83	2.4	A
	Subtotal	***7***	***6***	***86***	***2.4***	***A***
Total		188	181	96	0.2	A

Intersection: RC 17/18/22/ Sundial Court & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	1	1	100	2.6	A
	Subtotal	***1***	***1***	***100***	***2.6***	***A***
EB	T	81	79	98	0.1	A
	Subtotal	81	79	98	0.1	A
WB	L	2	1	50	0.8	A
	T	88	88	100	0.2	A
	Subtotal	90	89	99	0.2	A
Total		172	169	98	0.2	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: RC 22 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	9	9	97	2.4	A
	Subtotal	***9***	***9***	***100***	***2.4***	***A***
NW	L	13	12	91	0.7	A
	T	76	76	100	0.2	A
	Subtotal	89	88	99	0.3	A
SE	T	72	70	98	0.2	A
	Subtotal	72	70	97	0.2	A
Total		170	167	98	0.3	A

Intersection: Vintage E Street & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	28	26	93	2.5	A
	Subtotal	***28***	***26***	***93***	***2.5***	***A***
EB	T	43	44	103	0.1	A
	Subtotal	43	44	102	0.1	A
WB	L	25	25	100	0.6	A
	T	50	51	102	0.3	A
	Subtotal	75	76	101	0.4	A
Total		146	146	100	0.7	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Background*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: SR-224 & Canyons Resort Drive/Park West Village
Type: Signalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	191	183	96	87.2	*F*
	T	1,765	1,770	100	33.4	*C*
	R	15	15	102	20.7	*C*
	Subtotal	1,971	1,968	100	38.3	*D*
SB	L	20	18	91	130.3	*F*
	T	1,810	1,721	95	83.9	*F*
	R	214	195	91	16.1	*B*
	Subtotal	2,044	1,934	95	77.5	*E*
EB	L	682	674	99	56.5	*E*
	T	6	6	100	35.9	*D*
	R	113	110	98	29.9	*C*
	Subtotal	801	790	99	52.6	*D*
WB	L	10	9	88	72.7	*E*
	T	5	5	95	82.3	*F*
	R	20	21	106	44.4	*D*
	Subtotal	35	35	100	57.1	*E*
Total		4,850	4,727	97	57.1	*E*

Intersection: Bus / 7-Eleven East & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	1	1	100	17.0	*C*
	R	35	37	105	8.9	*A*
	Subtotal	***36***	***38***	***106***	***9.1***	***A***
EB	T	766	757	99	0.5	*A*
	R	5	5	95	0.1	*A*
	Subtotal	771	762	99	0.5	*A*
WB	L	15	13	88	9.7	*A*
	T	395	371	94	4.5	*A*
	Subtotal	410	384	94	4.7	*A*
Total		1,217	1,184	97	2.1	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Background*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Bus / 7-Eleven West & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	5	5	95	12.4	B
	R	10	9	88	8.7	A
	Subtotal	***15***	***14***	***93***	***10.0***	***A***
EB	T	760	752	99	0.8	A
	R	25	25	100	0.3	A
	Subtotal	785	777	99	0.8	A
WB	L	10	11	107	7.4	A
	T	387	363	94	0.5	A
	Subtotal	397	374	94	0.7	A
Total		1,198	1,165	97	0.9	A

Intersection: Canyons Resort Drive & Aspen Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	5	5	95	12.1	B
	R	1	1	100	4.4	A
	Subtotal	***6***	***6***	***100***	***10.8***	***B***
EB	L	1	0	0		
	T	781	774	99	1.8	A
	Subtotal	782	774	99	1.8	A
WB	T	386	363	94	0.5	A
	R	5	5	95	0.3	A
	Subtotal	391	368	94	0.5	A
Total		1,180	1,148	97	1.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Background*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Canyons Resort Drive & Frostwood Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	48	49	102	7.2	A
	T	20	17	86	8.1	A
	R	300	298	99	3.8	A
	Subtotal	368	364	99	4.5	A
SE	L	60	56	93	3.5	A
	T	5	7	133	3.5	A
	R	30	31	102	3.0	A
	Subtotal	95	94	99	3.3	A
NE	L	17	17	101	4.3	A
	T	422	421	100	4.8	A
	R	50	50	100	4.7	A
	Subtotal	489	488	100	4.8	A
SW	L	70	64	91	4.2	A
	T	256	243	95	5.0	A
	R	62	59	96	4.6	A
	Subtotal	388	366	94	4.8	A
Total		1,339	1,312	98	4.6	A

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	5	4	76	13.0	B
	R	40	40	101	6.0	A
	Subtotal	45	44	98	6.6	A
SB	L	20	19	96	10.5	B
	Subtotal	***20***	***19***	***95***	***10.5***	***B***
EB	L	5	5	95	2.2	A
	T	428	429	100	0.4	A
	Subtotal	433	434	100	0.4	A
WB	L	40	40	101	4.4	A
	T	274	263	96	1.3	A
	R	20	20	101	0.7	A
	Subtotal	334	323	97	1.6	A
Total		832	820	99	1.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Navajo Trail & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	20	20	101	4.5	A
	Subtotal	***20***	***20***	***100***	***4.5***	***A***
EB	T	413	415	100	0.6	A
	R	2	2	100	0.7	A
	Subtotal	415	417	100	0.6	A
WB	T	278	266	96	0.1	A
	Subtotal	278	266	96	0.1	A
Total		713	703	99	0.5	A

Intersection: Canyons Resort Drive & Cedar Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	10	9	88	8.7	A
	R	1	2	200	2.7	A
	Subtotal	***11***	***11***	***100***	***7.6***	***A***
EB	L	5	4	76	1.9	A
	T	406	409	101	0.3	A
	Subtotal	411	413	100	0.3	A
WB	T	268	256	96	0.3	A
	R	10	10	98	0.4	A
	Subtotal	278	266	96	0.3	A
Total		700	690	99	0.4	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	1	1	100	6.3	*A*
	T	9	10	108	0.0	*A*
	R	10	10	98	5.5	*A*
	Subtotal	***20***	***21***	***105***	***2.9***	***A***
EB	T	400	403	101	1.1	*A*
	R	10	10	98	0.9	*A*
	Subtotal	410	413	101	1.1	*A*
WB	L	35	30	85	2.7	*A*
	T	234	228	98	0.1	*A*
	Subtotal	269	258	96	0.4	*A*
Total		700	692	99	0.9	*A*

Intersection: Red Pine Road & Chalet Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	10	10	98	0.0	*A*
	Subtotal	10	10	100	0.0	*A*
SB	L	15	14	95	0.4	*A*
	T	31	26	85	0.1	*A*
	Subtotal	46	40	87	0.2	*A*
WB	R	10	11	107	2.1	*A*
	Subtotal	***10***	***11***	***110***	***2.1***	***A***
Total		66	61	92	0.5	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: Canyons Resort Drive & Silverado
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	241	243	101	0.5	A
	Subtotal	241	243	101	0.5	A
SB	L	25	23	92	2.3	A
	T	260	254	98	1.4	A
	Subtotal	285	277	97	1.5	A
WB	R	20	20	101	3.3	A
	Subtotal	***20***	***20***	***100***	***3.3***	***A***
Total		546	540	99	1.1	A

Intersection: Canyons Resort Drive & Grand Summit Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	20	18	91	2.5	A
	T	166	165	100	0.8	A
	Subtotal	186	183	98	1.0	A
SB	T	145	145	100	1.1	A
	R	115	108	94	1.0	A
	Subtotal	260	253	97	1.1	A
EB	L	75	77	103	5.6	A
	R	20	18	91	3.9	A
	Subtotal	***95***	***95***	***100***	***5.3***	***A***
Total		540	531	98	1.8	A

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Background*
Time Period: *Saturday Peak Hour*
Project #: *UT16-878*

Intersection: High Mountain Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	5	5	95	0.9	A
	T	50	54	108	0.0	A
	Subtotal	55	59	107	0.1	A
SE	T	20	20	101	1.0	A
	R	145	143	99	0.8	A
	Subtotal	165	163	99	0.8	A
NE	L	135	128	95	4.0	A
	R	10	9	88	3.4	A
	Subtotal	***145***	***137***	***94***	***4.0***	***A***
Total		365	359	98	1.9	A

Intersection: Escala Court & High Mountain Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	5	5	95	4.2	A
	R	30	28	93	2.2	A
	Subtotal	***35***	***33***	***94***	***2.5***	***A***
WB	L	45	43	96	1.4	A
	T	40	42	104	0.6	A
	R	65	65	100	0.9	A
	Subtotal	150	150	100	1.0	A
SE	L	50	48	96	0.1	A
	R	5	6	114	0.0	A
	Subtotal	55	54	98	0.1	A
Total		241	237	98	1.0	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: SR-224 & Canyons Resort Drive/Park West Village
Type: Signalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	367	360	98	113.6	*F*
	T	1,765	1,721	98	59.1	*E*
	R	15	14	95	35.7	*D*
	Subtotal	2,147	2,095	98	68.3	*E*
SB	L	20	13	65	206.2	*F*
	T	1,810	1,199	66	161.4	*F*
	R	478	316	66	29.5	*C*
	Subtotal	2,308	1,528	66	134.5	*F*
EB	L	924	932	101	56.6	*E*
	T	6	7	112	39.5	*D*
	R	217	211	97	18.4	*B*
	Subtotal	1,147	1,150	100	49.5	*D*
WB	L	10	10	103	74.5	*E*
	T	5	5	95	84.1	*F*
	R	20	24	120	59.8	*E*
	Subtotal	35	39	111	66.7	*E*
Total		5,637	4,812	85	85.5	*F*

Intersection: Bus / 7-Eleven East & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	6	5	80	67.4	*F*
	R	45	48	106	10.1	*B*
	Subtotal	***51***	***53***	***104***	***15.5***	***C***
EB	T	1,101	1,093	99	1.2	*A*
	Subtotal	1,101	1,093	99	1.2	*A*
WB	T	850	683	80	6.5	*A*
	Subtotal	850	683	80	6.5	*A*
Total		2,002	1,829	91	3.6	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Bus / 7-Eleven West & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
EB	T	1,102	1,096	99	2.1	A
	R	30	31	104	1.4	A
	Subtotal	***1,132***	***1,127***	***100***	***2.1***	***A***
WB	L	25	20	79	19.0	C
	T	831	669	81	0.6	A
	Subtotal	856	689	80	1.1	A
Total		1,988	1,816	91	1.7	A

Intersection: Canyons Resort Drive & Aspen Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	5	5	95	117.4	F
	R	1	1	100	42.8	E
	Subtotal	***6***	***6***	***100***	***105.0***	***F***
EB	L	1	1	100	5.8	A
	T	1,127	1,122	100	3.6	A
	Subtotal	1,128	1,123	100	3.6	A
WB	T	826	667	81	0.9	A
	R	5	4	76	0.5	A
	Subtotal	831	671	81	0.9	A
Total		1,965	1,800	92	2.9	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Canyons Resort Drive & Frostwood Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	50	45	90	9.3	A
	T	20	20	100	9.8	A
	R	688	689	100	6.2	A
	Subtotal	758	754	99	6.5	A
SE	L	118	125	106	5.5	A
	T	5	5	95	5.2	A
	R	30	31	104	5.2	A
	Subtotal	153	161	105	5.4	A
NE	L	20	19	95	6.8	A
	T	322	309	96	7.7	A
	R	50	50	101	7.8	A
	Subtotal	392	378	96	7.7	A
SW	L	253	209	83	7.6	A
	T	427	343	80	8.0	A
	R	147	121	82	7.5	A
	Subtotal	827	673	81	7.8	A
Total		2,130	1,966	92	7.1	A

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	2	2	100	10.9	B
	R	15	17	115	4.2	A
	Subtotal	17	19	112	4.9	A
SB	L	5	5	95	12.8	B
	Subtotal	***5***	***5***	***100***	***12.8***	***B***
EB	L	5	5	95	1.7	A
	T	371	356	96	0.3	A
	R	1	1	100	0.0	A
	Subtotal	377	362	96	0.3	A
WB	T	498	411	83	1.4	A
	R	10	9	92	1.0	A
	Subtotal	508	420	83	1.4	A
Total		907	806	89	1.1	A

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Navajo Trail & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	5	5	95	4.7	A
	Subtotal	***5***	***5***	***100***	***4.7***	***A***
EB	T	372	357	96	0.3	A
	Subtotal	372	357	96	0.3	A
WB	T	499	412	83	0.1	A
	Subtotal	499	412	83	0.1	A
Total		876	774	88	0.2	A

Intersection: Canyons Resort Drive & Cedar Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	1	1	100	5.1	A
	R	1	1	100	6.8	A
	Subtotal	***2***	***2***	***100***	***6.0***	***A***
EB	L	5	4	76	3.3	A
	T	371	356	96	0.3	A
	Subtotal	376	360	96	0.3	A
WB	T	498	410	82	0.8	A
	R	1	1	100	0.6	A
	Subtotal	499	411	82	0.8	A
Total		877	773	88	0.6	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	1	1	100	6.3	*A*
	T	2	2	89	0.2	*A*
	R	209	202	97	5.3	*A*
	Subtotal	***212***	***205***	***97***	***5.3***	***A***
EB	T	169	160	95	1.0	*A*
	R	10	8	82	0.6	*A*
	Subtotal	179	168	94	1.0	*A*
WB	L	170	136	80	1.3	*A*
	T	329	275	84	0.2	*A*
	Subtotal	499	411	82	0.6	*A*
Total		891	784	88	1.9	*A*

Intersection: Red Pine Road & RC 21
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	195	188	96	0.5	*A*
	Subtotal	195	188	96	0.5	*A*
SB	T	162	131	81	0.2	*A*
	R	21	16	77	0.2	*A*
	Subtotal	183	147	80	0.2	*A*
EB	L	15	15	102	4.0	*A*
	Subtotal	***15***	***15***	***100***	***4.0***	***A***
Total		392	350	89	0.5	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Red Pine Road & RC 20
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	187	179	96	0.2	A
	Subtotal	187	179	96	0.2	A
SB	T	139	112	80	0.4	A
	R	20	17	86	0.2	A
	Subtotal	159	129	81	0.4	A
EB	L	9	9	97	3.8	A
	Subtotal	***9***	***9***	***100***	***3.8***	***A***
Total		355	317	89	0.4	A

Intersection: Red Pine Road & RC 20/Chalet Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	167	158	95	0.1	A
	Subtotal	167	158	95	0.1	A
SB	L	5	3	57	1.2	A
	T	118	96	81	0.3	A
	R	17	14	84	0.1	A
	Subtotal	140	113	81	0.3	A
EB	L	15	15	102	4.2	A
	Subtotal	***15***	***15***	***100***	***4.2***	***A***
WB	R	5	6	114	2.9	A
	Subtotal	5	6	120	2.9	A
Total		327	292	89	0.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	1	2	200	0.0	*A*
	R	27	25	93	2.7	*A*
	Subtotal	***28***	***27***	***96***	***2.5***	***A***
EB	T	139	132	95	0.1	*A*
	Subtotal	139	132	95	0.1	*A*
WB	L	35	28	79	1.0	*A*
	T	83	68	82	0.2	*A*
	Subtotal	118	96	81	0.4	*A*
Total		285	255	89	0.5	*A*

Intersection: Canyons Resort Drive & RC 15
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	177	165	93	0.2	*A*
	Subtotal	177	165	93	0.2	*A*
SB	T	322	267	83	0.7	*A*
	R	12	11	90	0.8	*A*
	Subtotal	334	278	83	0.7	*A*
EB	R	4	5	125	3.2	*A*
	Subtotal	***4***	***5***	***125***	***3.2***	***A***
Total		515	448	87	0.6	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Canyons Resort Drive & Silverado
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	157	143	91	0.1	A
	Subtotal	157	143	91	0.1	A
SB	L	25	20	80	1.3	A
	T	297	249	84	0.5	A
	Subtotal	322	269	84	0.6	A
WB	R	20	22	111	2.6	A
	Subtotal	***20***	***22***	***110***	***2.6***	***A***
Total		498	434	87	0.5	A

Intersection: Canyons Resort Drive & RC 14
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
EB	R	8	8	97	2.3	A
	Subtotal	***8***	***8***	***100***	***2.3***	***A***
NE	T	157	143	91	0.1	A
	Subtotal	157	143	91	0.1	A
SW	T	278	230	83	0.4	A
	R	20	20	101	0.3	A
	Subtotal	298	250	84	0.4	A
Total		463	401	87	0.3	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Canyons Resort Drive & Grand Summit Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	21	19	92	1.7	A
	T	157	143	91	0.2	A
	Subtotal	178	162	91	0.4	A
SB	T	134	108	80	0.7	A
	R	152	130	86	0.5	A
	Subtotal	286	238	83	0.6	A
EB	R	139	137	99	3.4	A
	Subtotal	***139***	***137***	***99***	***3.4***	***A***
Total		603	537	89	1.2	A

Intersection: High Mountain Road/RC 20 & Canyons Resort Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	53	42	79	1.7	A
	T	32	28	88	2.1	A
	R	1	1	100	0.9	A
	Subtotal	86	71	83	1.8	A
SE	L	3	3	100	1.6	A
	T	106	95	90	1.8	A
	R	126	113	90	1.5	A
	Subtotal	235	211	90	1.6	A
NE	L	96	89	93	2.0	A
	T	2	1	67	0.7	A
	R	41	43	106	1.7	A
	Subtotal	139	133	96	1.9	A
SW	R	2	2	100	1.4	A
	Subtotal	2	2	100	1.4	A
Total		498	451	91	1.7	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: RC 16/RC 20 & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	9	9	97	3.8	*A*
	R	3	4	133	2.6	*A*
	Subtotal	***12***	***13***	***108***	***3.4***	***A***
SB	L	2	2	100	2.6	*A*
	R	1	1	100	2.8	*A*
	Subtotal	3	3	100	2.7	*A*
EB	L	2	2	100	0.5	*A*
	T	134	126	94	0.2	*A*
	R	11	11	98	0.2	*A*
	Subtotal	147	139	95	0.2	*A*
WB	L	5	4	76	0.7	*A*
	T	76	62	82	0.1	*A*
	R	2	2	100	0.1	*A*
	Subtotal	83	68	82	0.1	*A*
Total		246	223	91	0.4	*A*

Intersection: Escala Court & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SE	L	72	72	100	3.7	*A*
	T	0	0	0		
	R	4	5	125	2.6	*A*
	Subtotal	***76***	***77***	***101***	***3.6***	***A***
NE	L	5	5	95	1.1	*A*
	T	65	61	93	0.1	*A*
	Subtotal	70	66	94	0.2	*A*
SW	T	98	84	86	0.3	*A*
	R	82	73	89	0.2	*A*
	Subtotal	180	157	87	0.3	*A*
Total		326	300	92	1.1	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: RC 16 & Escala Court
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	13	11	83	2.2	*A*
	Subtotal	***13***	***11***	***85***	***2.2***	***A***
EB	T	57	55	96	0.2	*A*
	Subtotal	57	55	96	0.2	*A*
WB	L	20	18	91	0.5	*A*
	T	81	69	85	0.1	*A*
	Subtotal	101	87	86	0.2	*A*
Total		171	153	89	0.3	*A*

Intersection: Escala Court & RC 17/18
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	12	13	106	2.9	*A*
	Subtotal	***12***	***13***	***108***	***2.9***	***A***
EB	T	35	34	96	0.0	*A*
	Subtotal	35	34	97	0.0	*A*
WB	T	65	55	84	0.1	*A*
	R	16	14	89	0.1	*A*
	Subtotal	81	69	85	0.1	*A*
Total		128	116	90	0.4	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: RC 17/18 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	9	8	86	0.5	A
	T	78	70	90	0.1	A
	Subtotal	87	78	90	0.1	A
SE	T	70	71	102	0.1	A
	Subtotal	70	71	101	0.1	A
NE	R	6	6	96	2.2	A
	Subtotal	***6***	***6***	***100***	***2.2***	***A***
Total		163	155	95	0.2	A

Intersection: RC 17/18/22/ Sundial Court & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	1	1	100	1.4	A
	Subtotal	***1***	***1***	***100***	***1.4***	***A***
EB	T	70	72	103	0.1	A
	Subtotal	70	72	103	0.1	A
WB	L	2	1	50	0.5	A
	T	77	70	91	0.1	A
	Subtotal	79	71	90	0.1	A
Total		150	144	96	0.1	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: RC 22 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	8	8	97	2.3	A
	Subtotal	***8***	***8***	***100***	***2.3***	***A***
NW	L	11	9	80	1.0	A
	T	66	60	92	0.1	A
	Subtotal	77	69	90	0.2	A
SE	T	62	64	104	0.1	A
	Subtotal	62	64	103	0.1	A
Total		146	141	96	0.3	A

Intersection: Vintage E Street & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	24	25	104	2.5	A
	Subtotal	***24***	***25***	***104***	***2.5***	***A***
EB	T	37	39	105	0.1	A
	Subtotal	37	39	105	0.1	A
WB	L	22	19	87	0.6	A
	T	44	40	92	0.2	A
	Subtotal	66	59	89	0.3	A
Total		126	123	97	0.7	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: SR-224 & Canyons Resort Drive/Park West Village
Type: Signalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	515	298	58	486.7	*F*
	T	1,001	616	62	36.1	*D*
	R	13	7	55	11.4	*B*
	Subtotal	1,529	921	60	181.7	*F*
SB	L	17	16	94	178.7	*F*
	T	1,026	998	97	125.3	*F*
	R	657	634	97	63.6	*E*
	Subtotal	1,700	1,648	97	102.1	*F*
EB	L	1,073	1,021	95	57.8	*E*
	T	6	6	100	46.1	*D*
	R	269	252	94	16.8	*B*
	Subtotal	1,348	1,279	95	49.7	*D*
WB	L	8	7	85	74.7	*E*
	T	5	5	95	106.9	*F*
	R	17	19	112	30.8	*C*
	Subtotal	30	31	103	53.0	*D*
Total		4,607	3,879	84	108.4	*F*

Intersection: Bus / 7-Eleven East & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	7	3	41	1635.4	*F*
	R	38	11	29	1014.7	*F*
	Subtotal	***45***	***14***	***31***	***1147.7***	***F***
EB	T	1,309	1,264	97	1.5	*A*
	Subtotal	1,309	1,264	97	1.5	*A*
WB	T	1,177	937	80	53.3	*F*
	Subtotal	1,177	937	80	53.3	*F*
Total		2,531	2,215	88	35.3	*E*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Bus / 7-Eleven West & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
EB	T	1,310	1,265	97	2.5	A
	R	26	28	107	1.7	A
	Subtotal	1,336	1,293	97	2.5	A
WB	L	21	18	86	32.9	D
	T	1,163	922	79	8.5	A
	Subtotal	***1,184***	***940***	***79***	***9.0***	***A***
Total		2,520	2,233	89	5.2	A

Intersection: Canyons Resort Drive & Aspen Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	3	2	67	195.0	F
	R	1	1	100	307.2	F
	Subtotal	***4***	***3***	***75***	***232.4***	***F***
EB	L	1	1	100	5.1	A
	T	1,332	1,292	97	4.5	A
	Subtotal	1,333	1,293	97	4.5	A
WB	T	1,159	918	79	19.6	C
	R	4	4	94	16.5	C
	Subtotal	1,163	922	79	19.6	C
Total		2,501	2,218	89	11.0	B

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Canyons Resort Drive & Frostwood Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	42	45	107	12.7	*B*
	T	17	19	112	14.3	*B*
	R	633	641	101	4.8	*A*
	Subtotal	692	705	102	5.6	*A*
SE	L	117	117	100	7.1	*A*
	T	6	6	96	7.8	*A*
	R	24	22	91	6.7	*A*
	Subtotal	147	145	99	7.1	*A*
NE	L	17	15	88	49.2	*E*
	T	583	539	92	55.4	*F*
	R	46	49	106	53.3	*F*
	Subtotal	646	603	93	55.1	*F*
SW	L	347	277	80	33.4	*D*
	T	654	510	78	34.5	*D*
	R	160	130	81	33.7	*D*
	Subtotal	1,161	917	79	34.1	*D*
Total		2,646	2,370	90	29.4	*D*

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	20	19	95	87.8	*F*
	Subtotal	***20***	***19***	***95***	***87.8***	***F***
EB	L	5	4	76	5.4	*A*
	T	626	587	94	2.9	*A*
	Subtotal	631	591	94	2.9	*A*
WB	T	720	579	80	2.2	*A*
	Subtotal	720	579	80	2.2	*A*
Total		1,372	1,189	87	4.0	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Navajo Trail & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	20	22	110	26.1	D
	Subtotal	***20***	***22***	***110***	***26.1***	***D***
EB	T	611	571	93	4.4	A
	R	2	2	100	0.6	A
	Subtotal	613	573	93	4.4	A
WB	T	719	577	80	0.1	A
	Subtotal	719	577	80	0.1	A
Total		1,352	1,172	87	2.7	A

Intersection: Canyons Resort Drive & Cedar Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	10	8	82	17.5	C
	R	1	1	100	7.3	A
	Subtotal	***11***	***9***	***82***	***16.4***	***C***
EB	L	5	4	76	2.7	A
	T	604	566	94	0.6	A
	Subtotal	609	570	94	0.6	A
WB	T	710	570	80	1.2	A
	R	10	8	82	0.8	A
	Subtotal	720	578	80	1.2	A
Total		1,340	1,157	86	1.0	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	1	1	100	9.3	*A*
	T	4	5	111	0.4	*A*
	R	298	270	91	16.9	*C*
	Subtotal	***303***	***276***	***91***	***16.6***	***C***
EB	T	314	304	97	2.2	*A*
	R	10	10	103	1.1	*A*
	Subtotal	324	314	97	2.2	*A*
WB	L	275	219	80	1.9	*A*
	T	436	352	81	0.2	*A*
	Subtotal	711	571	80	0.9	*A*
Total		1,338	1,161	87	5.0	*A*

Intersection: Red Pine Road & RC 21
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	282	254	90	2.1	*A*
	Subtotal	282	254	90	2.1	*A*
SB	T	265	210	79	0.3	*A*
	R	24	21	88	0.2	*A*
	Subtotal	289	231	80	0.3	*A*
EB	L	17	17	101	7.5	*A*
	Subtotal	***17***	***17***	***100***	***7.5***	***A***
Total		588	502	85	1.5	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Red Pine Road & RC 20
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	271	245	90	0.3	A
	Subtotal	271	245	90	0.3	A
SB	T	238	187	79	0.4	A
	R	23	21	91	0.5	A
	Subtotal	261	208	80	0.4	A
EB	L	11	10	89	4.9	A
	Subtotal	***11***	***10***	***91***	***4.9***	***A***
Total		543	463	85	0.4	A

Intersection: Red Pine Road & RC 20/Chalet Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	244	220	90	0.2	A
	Subtotal	244	220	90	0.2	A
SB	L	15	11	75	1.7	A
	T	204	160	79	0.3	A
	R	20	16	81	0.2	A
	Subtotal	239	187	78	0.4	A
EB	L	17	16	96	4.8	A
	Subtotal	***17***	***16***	***94***	***4.8***	***A***
WB	R	10	11	107	2.9	A
	Subtotal	10	11	110	2.9	A
Total		509	434	85	0.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	1	2	200	0.0	A
	R	30	28	93	2.9	A
	Subtotal	***31***	***30***	***97***	***2.7***	***A***
EB	T	214	192	90	0.1	A
	Subtotal	214	192	90	0.1	A
WB	L	32	24	74	1.3	A
	T	171	136	79	0.3	A
	Subtotal	203	160	79	0.5	A
Total		448	382	85	0.4	A

Intersection: Canyons Resort Drive & RC 15
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	320	311	97	0.5	A
	Subtotal	320	311	97	0.5	A
SB	T	427	345	81	0.8	A
	R	14	12	87	0.6	A
	Subtotal	441	357	81	0.8	A
EB	R	5	5	95	3.1	A
	Subtotal	***5***	***5***	***100***	***3.1***	***A***
Total		766	673	88	0.6	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Canyons Resort Drive & Silverado
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	300	289	96	0.2	A
	Subtotal	300	289	96	0.2	A
SB	L	25	20	80	2.3	A
	T	402	326	81	0.7	A
	Subtotal	427	346	81	0.8	A
WB	R	20	21	106	3.4	A
	Subtotal	***20***	***21***	***105***	***3.4***	***A***
Total		747	656	88	0.6	A

Intersection: Canyons Resort Drive & RC 14
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
EB	R	9	8	86	3.8	A
	Subtotal	***9***	***8***	***89***	***3.8***	***A***
NE	T	300	289	96	0.2	A
	Subtotal	300	289	96	0.2	A
SW	T	379	306	81	0.4	A
	R	24	20	83	0.3	A
	Subtotal	403	326	81	0.4	A
Total		712	623	88	0.4	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Canyons Resort Drive & Grand Summit Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	26	24	92	2.3	A
	T	301	291	97	0.3	A
	Subtotal	327	315	96	0.5	A
SB	T	346	284	82	0.6	A
	R	42	31	74	0.5	A
	Subtotal	388	315	81	0.6	A
EB	R	146	146	100	4.5	A
	Subtotal	***146***	***146***	***100***	***4.5***	***A***
Total		862	776	90	1.3	A

Intersection: High Mountain Road/RC 20 & Canyons Resort Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	139	112	81	3.8	A
	T	35	29	83	4.1	A
	R	1	1	100	3.4	A
	Subtotal	175	142	81	3.9	A
SE	L	3	2	67	2.9	A
	T	122	106	87	3.4	A
	R	322	283	88	2.9	A
	Subtotal	447	391	87	3.0	A
NE	L	233	233	100	3.5	A
	T	0	0	0		
	R	101	96	95	3.8	A
	Subtotal	334	329	99	3.6	A
SW	R	1	1	100	2.0	A
	Subtotal	1	1	100	2.0	A
Total		1,001	901	90	3.4	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: RC 16/RC 20 & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	10	10	98	5.3	*A*
	R	4	3	75	2.8	*A*
	Subtotal	***14***	***13***	***93***	***4.7***	***A***
SB	L	2	2	100	2.7	*A*
	R	1	1	100	3.4	*A*
	Subtotal	3	3	100	2.9	*A*
EB	L	2	1	50	0.9	*A*
	T	208	187	90	0.4	*A*
	R	13	14	106	0.3	*A*
	Subtotal	223	202	91	0.4	*A*
WB	L	6	6	96	1.5	*A*
	T	163	129	79	0.2	*A*
	R	2	2	100	0.2	*A*
	Subtotal	171	137	80	0.3	*A*
Total		412	355	86	0.5	*A*

Intersection: Escala Court & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SE	L	260	254	98	6.3	*A*
	R	5	6	114	5.4	*A*
	Subtotal	***265***	***260***	***98***	***6.3***	***A***
NE	L	5	4	76	2.8	*A*
	T	74	76	103	0.1	*A*
	Subtotal	79	80	101	0.2	*A*
SW	T	112	95	85	0.7	*A*
	R	349	299	86	0.6	*A*
	Subtotal	461	394	85	0.6	*A*
Total		805	734	91	2.6	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: RC 16 & Escala Court
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	16	16	102	2.4	A
	Subtotal	***16***	***16***	***100***	***2.4***	***A***
EB	T	63	63	100	0.2	A
	Subtotal	63	63	100	0.2	A
WB	L	24	21	88	0.7	A
	T	94	81	87	0.2	A
	Subtotal	118	102	86	0.3	A
Total		196	181	92	0.4	A

Intersection: Escala Court & RC 17/18
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	14	13	95	3.0	A
	Subtotal	***14***	***13***	***93***	***3.0***	***A***
EB	T	37	38	102	0.0	A
	Subtotal	37	38	103	0.0	A
WB	T	74	65	87	0.1	A
	R	19	16	85	0.1	A
	Subtotal	93	81	87	0.1	A
Total		144	132	92	0.4	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: RC 17/18 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	9	9	97	1.6	*A*
	T	345	293	85	0.2	*A*
	Subtotal	354	302	85	0.2	*A*
SE	T	258	253	98	0.7	*A*
	Subtotal	258	253	98	0.7	*A*
NE	R	7	6	83	3.6	*A*
	Subtotal	***7***	***6***	***86***	***3.6***	***A***
Total		619	561	91	0.5	*A*

Intersection: RC 17/18/22/ Sundial Court & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	1	1	100	3.7	*A*
	Subtotal	***1***	***1***	***100***	***3.7***	***A***
EB	T	258	254	99	0.5	*A*
	Subtotal	258	254	98	0.5	*A*
WB	L	2	2	100	1.7	*A*
	T	343	292	85	0.5	*A*
	Subtotal	345	294	85	0.5	*A*
Total		603	549	91	0.5	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Existing (2017) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: RC 22 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	9	8	86	3.4	A
	Subtotal	***9***	***8***	***89***	***3.4***	***A***
NW	L	13	10	75	2.4	A
	T	331	283	85	0.6	A
	Subtotal	344	293	85	0.7	A
SE	T	248	245	99	0.7	A
	Subtotal	248	245	99	0.7	A
Total		602	546	91	0.7	A

Intersection: Vintage E Street & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	28	29	104	3.1	A
	Subtotal	***28***	***29***	***104***	***3.1***	***A***
EB	T	220	216	98	0.5	A
	Subtotal	220	216	98	0.5	A
WB	L	25	21	84	1.6	A
	T	306	261	85	0.8	A
	Subtotal	331	282	85	0.9	A
Total		578	527	91	0.9	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: SR-224 & Canyons Resort Drive/Park West Village
Type: Signalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	463	451	97	116.3	*F*
	T	1,765	1,773	100	29.8	*C*
	R	15	14	95	17.9	*B*
	Subtotal	2,243	2,238	100	47.2	*D*
SB	L	20	18	90	163.0	*F*
	T	1,810	1,698	94	78.5	*E*
	R	603	574	95	20.2	*C*
	Subtotal	2,433	2,290	94	64.6	*E*
EB	L	1,047	999	95	134.9	*F*
	T	5	5	95	61.0	*E*
	R	248	246	99	44.3	*D*
	Subtotal	1,300	1,250	96	116.8	*F*
WB	L	10	9	92	74.7	*E*
	T	5	5	95	99.0	*F*
	R	20	22	110	17.5	*B*
	Subtotal	35	36	103	43.1	*D*
Total		6,011	5,814	97	69.5	*E*

Intersection: Bus / 7-Eleven East & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	6	5	80	222.1	*F*
	R	45	40	88	181.5	*F*
	Subtotal	***51***	***45***	***88***	***186.0***	***F***
EB	T	1,255	1,238	99	8.4	*A*
	Subtotal	1,255	1,238	99	8.4	*A*
WB	T	1,071	1,029	96	7.0	*A*
	Subtotal	1,071	1,029	96	7.0	*A*
Total		2,378	2,312	97	11.7	*B*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Bus / 7-Eleven West & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
EB	T	1,256	1,243	99	13.1	B
	R	30	33	111	11.4	B
	Subtotal	***1,286***	***1,276***	***99***	***13.1***	***B***
WB	L	25	22	87	17.6	C
	T	1,052	1,013	96	0.8	A
	Subtotal	1,077	1,035	96	1.2	A
Total		2,364	2,311	98	7.7	A

Intersection: Canyons Resort Drive & Aspen Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	5	5	95	454.6	F
	R	1	1	100	197.1	F
	Subtotal	***6***	***6***	***100***	***411.7***	***F***
EB	L	1	1	100	48.0	E
	T	1,280	1,275	100	13.2	B
	Subtotal	1,281	1,276	100	13.2	B
WB	T	1,047	1,009	96	1.2	A
	R	5	5	95	1.0	A
	Subtotal	1,052	1,014	96	1.2	A
Total		2,340	2,296	98	9.2	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Canyons Resort Drive & Frostwood Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	50	50	101	14.6	*B*
	T	20	21	105	13.5	*B*
	R	688	687	100	12.8	*B*
	Subtotal	758	758	100	12.9	*B*
SE	L	118	124	105	10.1	*B*
	T	5	4	76	12.8	*B*
	R	30	32	108	10.0	*A*
	Subtotal	153	160	105	10.1	*B*
NE	L	20	19	95	22.2	*C*
	T	476	467	98	26.1	*D*
	R	50	48	96	22.6	*C*
	Subtotal	546	534	98	25.6	*D*
SW	L	253	237	94	3.4	*A*
	T	648	629	97	5.7	*A*
	R	147	144	98	5.4	*A*
	Subtotal	1,048	1,010	96	5.1	*A*
Total		2,504	2,462	98	12.3	*B*

Intersection: Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	2	2	100	16.1	*C*
	R	15	14	95	20.8	*C*
	Subtotal	17	16	94	20.2	*C*
SB	L	5	6	114	38.6	*E*
	Subtotal	***5***	***6***	***120***	***38.6***	***E***
EB	L	5	6	114	11.8	*B*
	T	526	518	99	1.6	*A*
	R	1	1	100	0.5	*A*
	Subtotal	532	525	99	1.7	*A*
WB	T	718	700	97	2.1	*A*
	R	10	10	103	1.3	*A*
	Subtotal	728	710	98	2.1	*A*
Total		1,282	1,257	98	2.3	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: Navajo Trail & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	5	5	95	57.9	F
	Subtotal	***5***	***5***	***100***	***57.9***	***F***
EB	T	526	522	99	1.9	A
	Subtotal	526	522	99	1.9	A
WB	T	720	702	98	0.4	A
	Subtotal	720	702	98	0.4	A
Total		1,252	1,229	98	1.2	A

Intersection: Canyons Resort Drive & Cedar Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	1	1	100	6.3	A
	R	1	1	100	12.9	B
	Subtotal	***2***	***2***	***100***	***9.6***	***A***
EB	L	5	4	76	5.2	A
	T	526	520	99	0.5	A
	Subtotal	531	524	99	0.5	A
WB	T	719	699	97	2.4	A
	R	1	2	200	2.6	A
	Subtotal	720	701	97	2.4	A
Total		1,253	1,227	98	1.6	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	1	0	0		
	T	3	3	100	0.6	*A*
	R	255	252	99	10.8	*B*
	Subtotal	***259***	***255***	***98***	***10.7***	***B***
EB	T	279	276	99	1.9	*A*
	R	10	10	103	0.8	*A*
	Subtotal	289	286	99	1.9	*A*
WB	L	236	230	98	1.9	*A*
	T	485	471	97	0.2	*A*
	Subtotal	721	701	97	0.8	*A*
Total		1,268	1,242	98	3.1	*A*

Intersection: Red Pine Road & RC 21
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	242	240	99	0.7	*A*
	Subtotal	242	240	99	0.7	*A*
SB	T	228	224	98	0.3	*A*
	R	21	20	96	0.2	*A*
	Subtotal	249	244	98	0.3	*A*
EB	L	15	14	95	6.4	*A*
	Subtotal	***15***	***14***	***93***	***6.4***	***A***
Total		506	498	98	0.7	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Red Pine Road & RC 20
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	232	232	100	0.2	A
	Subtotal	232	232	100	0.2	A
SB	T	206	201	98	0.5	A
	R	20	19	96	0.3	A
	Subtotal	226	220	97	0.5	A
EB	L	9	9	97	4.8	A
	Subtotal	***9***	***9***	***100***	***4.8***	***A***
Total		466	461	99	0.4	A

Intersection: Red Pine Road & RC 20/Chalet Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	213	213	100	0.2	A
	Subtotal	213	213	100	0.2	A
SB	L	5	5	95	1.5	A
	T	183	179	98	0.4	A
	R	17	16	96	0.2	A
	Subtotal	205	200	98	0.4	A
EB	L	15	14	95	4.5	A
	Subtotal	***15***	***14***	***93***	***4.5***	***A***
WB	R	5	6	114	3.2	A
	Subtotal	5	6	120	3.2	A
Total		438	433	99	0.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Red Pine Road & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	1	2	200	0.2	A
	R	27	27	100	3.0	A
	Subtotal	***28***	***29***	***104***	***2.8***	***A***
EB	T	186	187	101	0.1	A
	Subtotal	186	187	101	0.1	A
WB	L	35	35	99	1.2	A
	T	148	144	97	0.4	A
	Subtotal	183	179	98	0.6	A
Total		397	395	99	0.5	A

Intersection: Canyons Resort Drive & RC 15
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	285	283	99	0.5	A
	Subtotal	285	283	99	0.5	A
SB	T	479	464	97	1.1	A
	R	12	13	106	1.1	A
	Subtotal	491	477	97	1.1	A
EB	R	4	3	75	5.8	A
	Subtotal	***4***	***3***	***75***	***5.8***	***A***
Total		780	763	98	0.9	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Canyons Resort Drive & Silverado
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	T	265	264	100	0.2	A
	Subtotal	265	264	100	0.2	A
SB	L	25	23	92	2.5	A
	T	452	437	97	0.9	A
	Subtotal	477	460	96	1.0	A
WB	R	20	19	96	3.0	A
	Subtotal	***20***	***19***	***95***	***3.0***	***A***
Total		761	743	98	0.8	A

Intersection: Canyons Resort Drive & RC 14
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
EB	R	8	7	85	4.6	A
	Subtotal	***8***	***7***	***88***	***4.6***	***A***
NE	T	265	264	100	0.2	A
	Subtotal	265	264	100	0.2	A
SW	T	433	417	96	0.6	A
	R	20	21	106	0.4	A
	Subtotal	453	438	97	0.6	A
Total		726	709	98	0.5	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: Canyons Resort Drive & Grand Summit Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	21	21	101	3.3	A
	T	265	266	100	0.3	A
	Subtotal	286	287	100	0.5	A
SB	T	290	281	97	1.0	A
	R	152	143	94	0.9	A
	Subtotal	442	424	96	1.0	A
EB	R	139	143	103	4.8	A
	Subtotal	***139***	***143***	***103***	***4.8***	***A***
Total		866	854	99	1.5	A

Intersection: High Mountain Road/RC 20 & Canyons Resort Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	119	114	96	3.6	A
	T	32	33	105	3.6	A
	R	1	1	100	6.1	A
	Subtotal	152	148	97	3.6	A
SE	L	3	3	100	3.3	A
	T	106	107	101	3.6	A
	R	281	274	97	3.3	A
	Subtotal	390	384	98	3.4	A
NE	L	204	206	101	3.3	A
	T	2	1	67	0.7	A
	R	87	86	99	3.5	A
	Subtotal	293	293	100	3.3	A
SW	R	2	2	100	3.1	A
	Subtotal	2	2	100	3.1	A
Total		874	863	99	3.4	A

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* **Project #:** *UT16-878*

Intersection: RC 16/RC 20 & Canyons Resort Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	L	9	9	97	4.8	A
	R	3	3	100	2.8	A
	Subtotal	***12***	***12***	***100***	***4.3***	***A***
SB	L	2	2	100	2.9	A
	R	1	1	100	3.4	A
	Subtotal	3	3	100	3.1	A
EB	L	2	1	50	1.1	A
	T	181	183	101	0.4	A
	R	11	11	98	0.3	A
	Subtotal	194	195	101	0.4	A
WB	L	5	4	76	0.9	A
	T	141	138	98	0.3	A
	R	2	2	100	0.1	A
	Subtotal	148	144	97	0.3	A
Total		358	354	99	0.5	A

Intersection: Escala Court & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SE	L	226	227	100	6.2	A
	T	0	0	0		
	R	4	4	100	5.2	A
	Subtotal	***230***	***231***	***100***	***6.2***	***A***
NE	L	5	4	76	4.4	A
	T	65	65	100	0.1	A
	Subtotal	70	69	99	0.3	A
SW	T	98	95	97	0.8	A
	R	303	294	97	0.6	A
	Subtotal	401	389	97	0.6	A
Total		702	689	98	2.5	A

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: RC 16 & Escala Court
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	13	13	98	2.2	*A*
	Subtotal	***13***	***13***	***100***	***2.2***	***A***
EB	T	57	56	98	0.2	*A*
	Subtotal	57	56	98	0.2	*A*
WB	L	20	20	101	0.7	*A*
	T	81	77	95	0.2	*A*
	Subtotal	101	97	96	0.3	*A*
Total		171	166	97	0.4	*A*

Intersection: Escala Court & RC 17/18
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
SB	L	12	13	106	3.2	*A*
	Subtotal	***12***	***13***	***108***	***3.2***	***A***
EB	T	35	33	94	0.0	*A*
	Subtotal	35	33	94	0.0	*A*
WB	T	65	61	93	0.1	*A*
	R	16	16	102	0.0	*A*
	Subtotal	81	77	95	0.1	*A*
Total		128	123	96	0.4	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: RC 17/18 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NW	L	9	9	97	1.1	*A*
	T	299	289	97	0.2	*A*
	Subtotal	308	298	97	0.2	*A*
SE	T	224	226	101	0.7	*A*
	Subtotal	224	226	101	0.7	*A*
NE	R	6	5	80	2.4	*A*
	Subtotal	***6***	***5***	***83***	***2.4***	***A***
Total		539	529	98	0.4	*A*

Intersection: RC 17/18/22/ Sundial Court & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	1	1	100	1.6	*A*
	Subtotal	***1***	***1***	***100***	***1.6***	***A***
EB	T	223	226	101	0.5	*A*
	Subtotal	223	226	101	0.5	*A*
WB	L	2	1	50	1.4	*A*
	T	297	288	97	0.5	*A*
	Subtotal	299	289	97	0.5	*A*
Total		523	516	99	0.5	*A*

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SimTraffic LOS Report

Project: Summit County - The Canyons TS
Analysis Period: *Future (2030) Plus Project (with Red Pine Village)*
Time Period: *Saturday Peak Hour* Project #: *UT16-878*

Intersection: RC 22 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	8	8	97	3.2	A
	Subtotal	***8***	***8***	***100***	***3.2***	***A***
NW	L	11	9	80	1.9	A
	T	286	280	98	0.6	A
	Subtotal	297	289	97	0.6	A
SE	T	215	218	101	0.6	A
	Subtotal	215	218	101	0.6	A
Total		520	515	99	0.7	A

Intersection: Vintage E Street & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served Avg	Volume Served %	Delay/Veh (sec) Avg	Delay/Veh (sec) LOS
NB	R	24	25	104	3.0	A
	Subtotal	***24***	***25***	***104***	***3.0***	***A***
EB	T	191	193	101	0.5	A
	Subtotal	191	193	101	0.5	A
WB	L	22	21	97	1.6	A
	T	265	260	98	0.8	A
	Subtotal	287	281	98	0.9	A
Total		502	499	100	0.8	A

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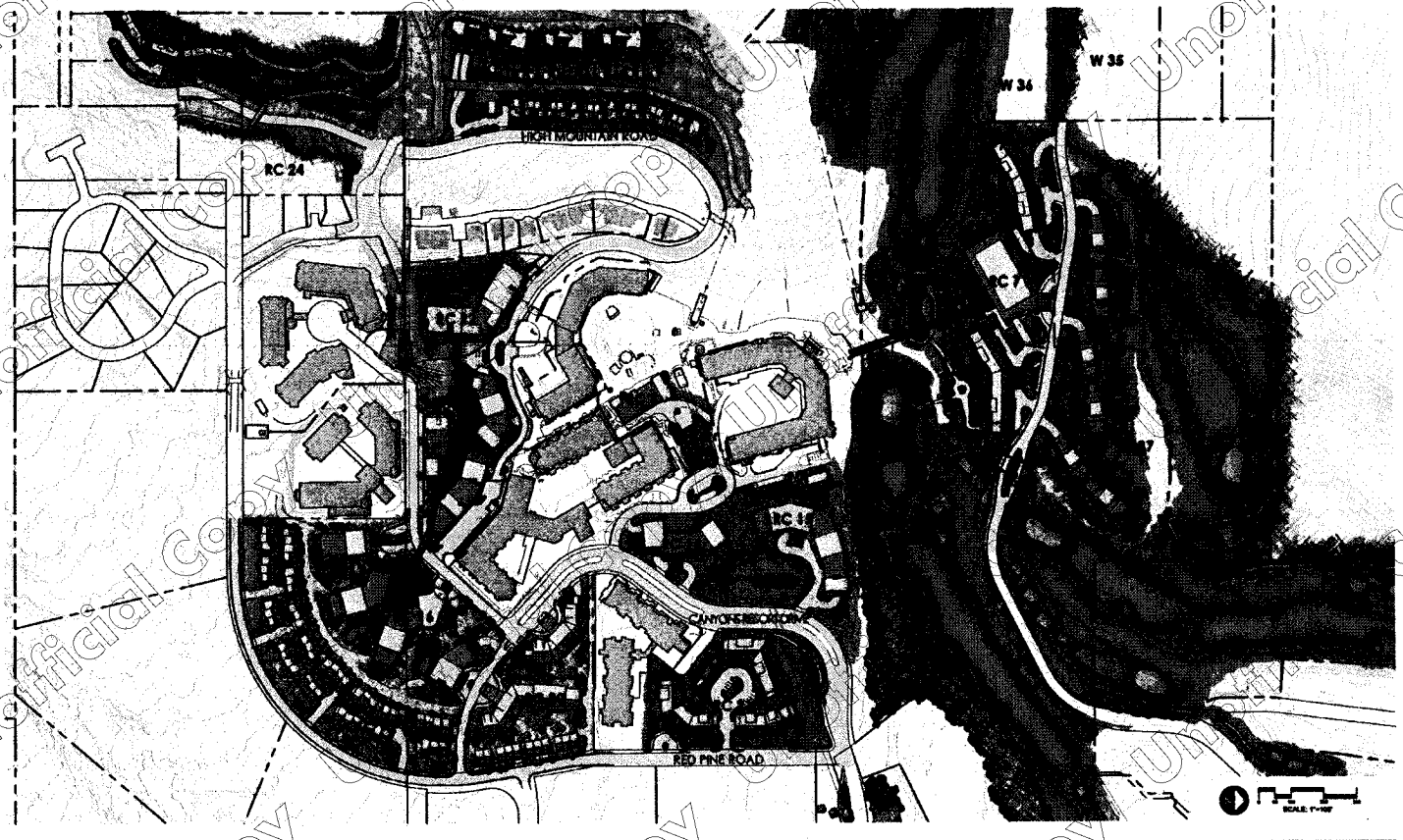
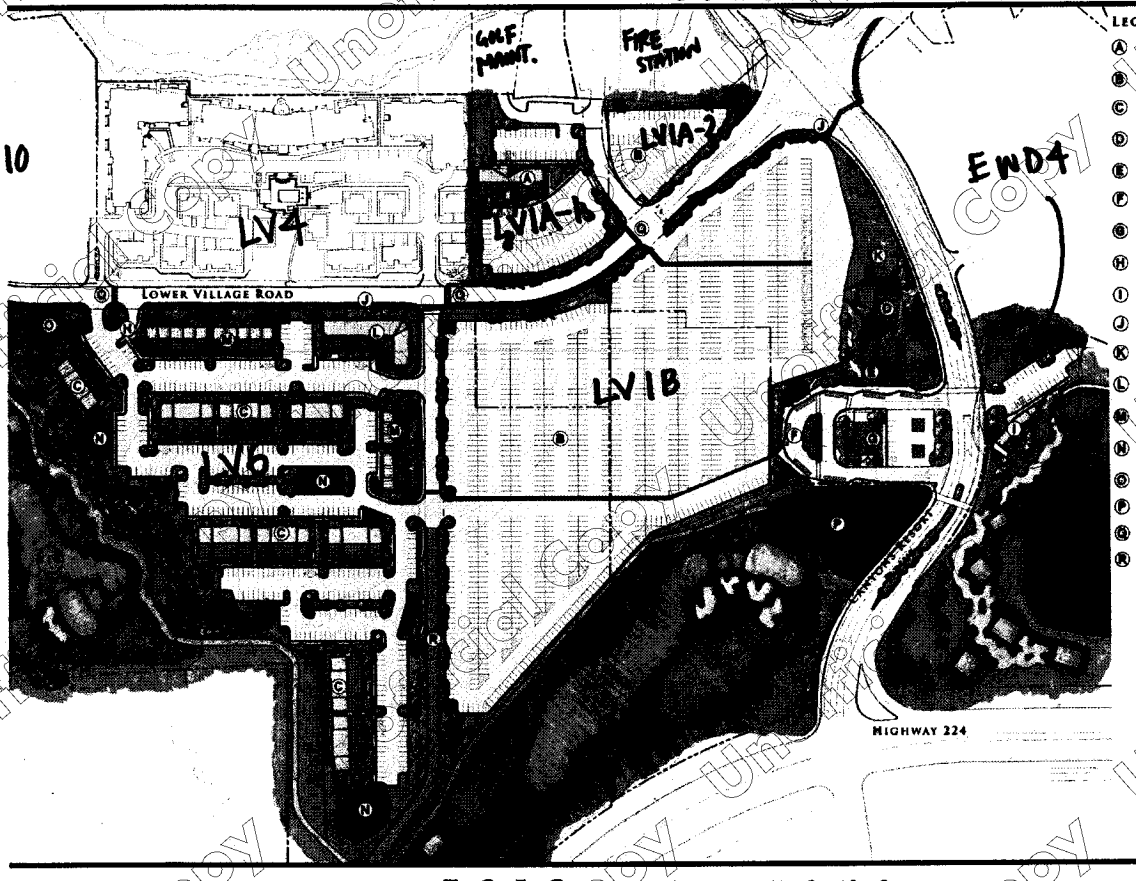
APPENDIX C

Site Plan



TCFC DESIGNGROUP re:play ARCHITECTURE URBAN DESIGN INTERIOR DESIGN

LOWER VILLAGE MASTER PLAN



LEGEND

- (A) CANYONS VILLAGE TEAM BUILDING
- (B) PARKING LOT WITH LIGHTING
- (C) WORKFORCE HOUSING
- (D) EXISTING BASECAMP TICKET OFFICE
- (E) TRANSIT CENTER
- (F) BUS/SHUTTLE LOOP
- (G) EXISTING 7-11 BUILDING
- (H) TRANSIT STOP
- (I) CVMA OFFICES & WELCOME CENTER
- (J) MILLENNIUM TRAIL
- (K) CABRIOLET LIFT TO RESORT CENTER
- (L) COMMERCIAL BUILDING
- (M) WORKFORCE TOWNHOMES
- (N) WORKFORCE VILLAGE GREEN
- (O) NEIGHBORHOOD PARK
- (P) ENHANCED LANDSCAPE
- (Q) PEDESTRIAN CROSSING
- (R) GRAVEL LV13 ROAD - MAY BE PAVED IN FUTURE

JUNE 20, 2016

TCFC - CANYONS
MASTER PLAN

TCFC re:play LDG OZ

HALES ENGINEERING
innovative transportation solutions

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report
Project: Summit County - The Canyons TS
Time Period: Saturday Peak Hour
95th Percentile Queue Length (feet)

HALES ENGINEERING
Project #: UT16-873

Intersection	Time Period	EB						NB						NE		NW		SB						SE		SW		WB			
		L	LR	LT	LTR	T	TR	L	LR	LT	LTR	R	T	LR	LTR	LT	R	L	LR	LT	LTR	R	T	TR	LR	LTR	TR	LTR	L	LR	T	TR
Bus / 7-Eleven East & Canyons Resort Drive	Existing (2017) Background	--	--	--	--	--	41	--	48	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	25	--	24	--
Bus / 7-Eleven West & Canyons Resort Drive	Existing (2017) Background	--	--	--	--	--	58	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	24	--	33	--
Canyons Resort Drive & Aspen Drive	Existing (2017) Background	3	--	--	--	23	--	--	--	--	--	--	--	--	--	--	--	--	21	--	--	--	--	--	--	--	--	--	--	--	--	6
Canyons Resort Drive & Cedar Lane	Existing (2017) Background	--	--	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--	--	--	--	2
Canyons Resort Drive & Frostwood Drive	Existing (2017) Background	--	--	--	--	--	--	--	--	--	--	--	--	--	121	44	77	--	--	--	--	--	--	--	--	49	--	127	--	--	--	--
Canyons Resort Drive & Grand Summit Drive	Existing (2017) Background	--	67	--	--	--	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	20	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & Silverado	Existing (2017) Background	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	43	--	--	--	--	--	--	--	--	--	40	--	--
Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive	Existing (2017) Background	--	--	--	24	--	--	--	--	--	54	--	--	--	--	--	--	--	--	--	44	--	--	--	--	--	--	40	--	--	--	7
Escala Court & High Mountain Road & Canyons Resort Drive	Existing (2017) Background	--	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11	--	--	--	--	--	7	--	--
High Mountain Road & Canyons Resort Drive	Existing (2017) Background	--	--	--	--	--	--	--	--	--	--	--	--	67	--	12	--	--	--	--	--	--	--	--	--	9	--	--	--	--	--	--
Navajo Trail & Canyons Resort Drive	Existing (2017) Background	--	--	--	--	--	16	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & Canyons Resort Drive	Existing (2017) Background	--	--	--	--	--	12	--	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	39	--	--	--	--
Red Pine Road & Chalet Drive	Existing (2017) Background	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	29	--	--	--
SR-224 & Canyons Resort Drive/Park West Village	Existing (2017) Background	398	--	--	--	--	192	292	--	--	--	59	323	--	--	--	--	79	--	--	12	445	--	--	--	--	--	30	--	--	--	38

SimTraffic Queueing Report
Project: Summit County - The Canyons TS
Time Period: Saturday Peak Hour
95th Percentile Queue Length (feet)

HALES ENGINEERING
Project #: UT16-878

Intersection	Time Period	EB							NB							NE			NW			SB							SE			SW		WB				
		L	LR	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR	LR	LT	LTR	LT	LTR	R	L	LR	LT	LTR	R	T	TR	LR	LTR	ULTR	LTR	TR	L	LR	LT	LTR	T	TR
Bus / 7-Eleven East & Canyons Resort Drive	Existing (2017) Plus Project	--	--	--	--	--	108	--	--	187	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	642	--
Bus / 7-Eleven West & Canyons Resort Drive	Existing (2017) Plus Project	--	--	--	--	--	--	192	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	--	--	--	--	137
Canyons Resort Drive & Aspen Drive	Existing (2017) Plus Project	6	--	--	--	--	242	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	264
Canyons Resort Drive & Cedar Lane	Existing (2017) Plus Project	--	--	19	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	74
Canyons Resort Drive & Frostwood Drive	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	341	209	--	146	--	--	--	--	--	--	--	--	72	--	382	--	--	--	--	--	--
Canyons Resort Drive & Grand Summit Drive	Existing (2017) Plus Project	--	70	--	--	--	--	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	15	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & RC 14	Existing (2017) Plus Project	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & RC 15	Existing (2017) Plus Project	--	--	--	--	23	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & Silverado	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--	--	35	--	--	--	--
Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive	Existing (2017) Plus Project	--	--	--	41	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	43	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Escala Court & High Mountain Road	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	13	--	--	--	--	--	--	--	--	--	--	--	66	--	--	--	2	--	--	--	--	--
Escala Court & RC 17/18	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
High Mountain Road/RC 20 & Canyons Resort Drive	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	--	53	--	--	--	--	--	--	--	--	--	79	--	--	--	--	--	--	--	--
Navajo Trail & Canyons Resort Drive	Existing (2017) Plus Project	--	--	--	--	--	--	30	--	--	--	42	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RC 16 & Escala Court	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	15	--	--	--
RC 16/RC 20 & Canyons Resort Drive	Existing (2017) Plus Project	--	--	--	6	--	--	--	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--	20	--	--	--	--	--	--	--	--	--	--	--	18	--	--
RC 17/18 & High Mountain Road	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RC 17/18/22/ Sundial Court & High Mountain Road	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6	--	--
RC 22 & High Mountain Road	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	28	--	--	--	--	--	--	--	--	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & Canyons Resort Drive	Existing (2017) Plus Project	--	--	--	--	--	--	51	37	50	--	--	94	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	--	28	--	--	--
Red Pine Road & RC 20	Existing (2017) Plus Project	--	32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & RC 20/Chalet Drive	Existing (2017) Plus Project	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	--	--	--	--	--	--	--	--	29	--	--
Red Pine Road & RC 21	Existing (2017) Plus Project	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR-224 & Canyons Resort Drive/Park West Village	Existing (2017) Plus Project	508	--	--	--	--	--	418	431	--	--	--	73	1,047	--	--	--	--	--	--	--	157	--	--	--	461	696	--	--	--	--	--	--	29	--	--	--	44
Vintage E Street & High Mountain Road	Existing (2017) Plus Project	--	--	--	--	--	--	--	--	43	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	14	--	--	--

SimTraffic Queueing Report
Project: Summit County - The Canyons TS
Time Period: Saturday Peak Hour
95th Percentile Queue Length (feet)

HALES ENGINEERING
Project #: UT16-878

Intersection	Time Period	EB						NB						NE		NW		SB						SE			SW		WB		
		L	LR	LT	LTR	T	TR	L	LR	LT	LTR	R	T	LR	LTR	LT	R	L	LR	LT	LTR	R	T	TR	LR	LTR	TR	LTR	L	LR	T	TR
Bus / 7-Eleven East & Canyons Resort Drive	Future (2030) Background	--	--	--	--	--	26	--	50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	36	--
Bus / 7-Eleven West & Canyons Resort Drive	Future (2030) Background	--	--	--	--	--	58	--	37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	28	--	46	--
Canyons Resort Drive & Aspen Drive	Future (2030) Background	4	--	--	--	20	--	--	--	--	--	--	--	--	--	--	--	--	26	--	--	--	--	--	--	--	--	--	--	--	--	14
Canyons Resort Drive & Cedar Lane	Future (2030) Background	--	--	17	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--	--	--	--	6
Canyons Resort Drive & Frostwood Drive	Future (2030) Background	--	--	--	--	--	--	--	--	--	--	--	--	--	103	53	85	--	--	--	--	--	--	--	--	50	--	112	--	--	--	--
Canyons Resort Drive & Grand Summit Drive	Future (2030) Background	--	70	--	--	--	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	15	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & Silverado	Future (2030) Background	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	42	--	--
Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive	Future (2030) Background	--	--	--	23	--	--	--	--	--	55	--	--	--	--	--	--	--	--	--	42	--	--	--	--	--	--	--	37	--	--	0
Escala Court & High Mountain Road & Canyons Resort Drive	Future (2030) Background	--	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7	--	--	--	--	--	12	--	--
High Mountain Road & Canyons Resort Drive	Future (2030) Background	--	--	--	--	--	--	--	--	--	--	--	--	66	--	10	--	--	--	--	--	--	--	--	--	11	--	--	--	--	--	--
Navajo Trail & Canyons Resort Drive	Future (2030) Background	--	--	--	--	--	4	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & Canyons Resort Drive	Future (2030) Background	--	--	--	--	--	22	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	38	--	--	--
Red Pine Road & Chalet Drive	Future (2030) Background	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--	--	--	--	--	--	--	--	--	28	--	--
SR-224 & Canyons Resort Drive/Park West Village	Future (2030) Background	385	--	--	--	--	134	398	--	--	--	81	762	--	--	--	9	122	--	--	938	1,051	--	--	--	--	--	--	29	--	--	54

SimTraffic Queueing Report
Project: Summit County - The Canyons TS
Time Period: Saturday Peak Hour
95th Percentile Queue Length (feet)

HALES ENGINEERING
Project #: UT16-878

Intersection	Time Period	EB							NB							NE			NW			SB							SE			SW			WB					
		L	LR	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR	LR	LT	LTR	LT	LTR	R	L	LR	LT	LTR	R	T	TR	LR	LTR	ULTR	LTR	TR	L	LR	LT	LTR	T	TR
Bus / 7-Eleven East & Canyons Resort Drive	Future (2030) Plus Project	--	--	--	--	--	86	--	--	59	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	29	--
Bus / 7-Eleven West & Canyons Resort Drive	Future (2030) Plus Project	--	--	--	--	--	--	147	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	38	--	--	--	--	52
Canyons Resort Drive & Aspen Drive	Future (2030) Plus Project	6	--	--	--	--	137	--	--	--	--	--	--	--	--	--	--	--	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	42
Canyons Resort Drive & Cedar Lane	Future (2030) Plus Project	--	--	15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68
Canyons Resort Drive & Frostwood Drive	Future (2030) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	138	199	--	139	--	--	--	--	--	--	--	--	--	76	--	238	--	--	--	--	--	--	--
Canyons Resort Drive & Grand Summit Drive	Future (2030) Plus Project	--	70	--	--	--	--	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & RC 14	Future (2030) Plus Project	--	--	--	--	28	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & RC 15	Future (2030) Plus Project	--	--	--	--	22	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & Silverado	Future (2030) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	26	--	--	--	--	--	--	--	--	--	--	35	--	--	--	--
Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive	Future (2030) Plus Project	--	--	--	23	--	--	--	--	--	--	40	--	--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Escala Court & High Mountain Road	Future (2030) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11	--	--	--	--	--	--	--	--	--	--	--	56	--	--	--	2	--	--	--	--	--	--
Escala Court & RC 17/18	Future (2030) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
High Mountain Road/RC 20 & Canyons Resort Drive	Future (2030) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	--	45	--	--	--	--	--	--	--	--	--	--	--	71	7	--	--	--	--	--	--	--
Navajo Trail & Canyons Resort Drive	Future (2030) Plus Project	--	--	--	--	--	9	--	--	--	--	--	23	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RC 16 & Escala Court	Future (2030) Plus Project	--	--	--	--	--	--	--	--	33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	9	--	--	--	--
RC 16/RC 20 & Canyons Resort Drive	Future (2030) Plus Project	--	--	--	3	--	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--	--	--	--	17	--	--	--	--	--	--	--	--	--	--	7	--	--	--
RC 17/18 & High Mountain Road	Future (2030) Plus Project	--	--	--	--	--	--	--	--	--	--	--	--	--	--	24	--	--	6	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RC 17/18/22, Sundial Court & High Mountain Road	Future (2030) Plus Project	--	--	--	--	--	--	--	--	--	--	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RC 22 & High Mountain Road	Future (2030) Plus Project	--	--	--	--	--	--	--	--	25	--	--	--	--	--	--	--	--	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & Canyons Resort Drive	Future (2030) Plus Project	--	--	--	--	--	--	25	32	46	--	--	86	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	--	23	--	--	--
Red Pine Road & RC 20	Future (2030) Plus Project	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & RC 20/Chalet Drive	Future (2030) Plus Project	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--	--	--	--	25	--	--
Red Pine Road & RC 21	Future (2030) Plus Project	--	37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR-224 & Canyons Resort Drive/Park West Village	Future (2030) Plus Project	485	--	--	--	--	--	329	433	--	--	--	74	1,368	--	--	--	--	--	--	--	121	--	--	--	986	881	--	--	--	--	--	--	33	--	--	--	62	--
Vintage E Street & High Mountain Road	Future (2030) Plus Project	--	--	--	--	--	--	--	--	41	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11	--	--	--	--

SimTraffic Queuing Report
Project: Summit County - The Canyons TS
Time Period: Saturday Peak Hour
95th Percentile Queue Length (feet)

HALES ENGINEERING
Project #: UT16-973

Intersection	Time Period	EB						NB						NE			NW			SB						SE				SW				WB			
		L	LR	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR	LR	LT	LTR	LT	LTR	R	L	LR	LT	LTR	R	T	TR	LR	LTR	TR	ULTR	LTR	TR	L	LR	LT	LTR	T	TR
Bus / 7-Eleven East & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	103	--	--	263	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	680	--
Bus / 7-Eleven West & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	174	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	117
Canyons Resort Drive & Aspen Drive	Existing (2017) Plus Project (with Red Pine Village)	7	--	--	--	--	166	--	--	--	--	--	--	--	--	--	--	--	--	--	--	28	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	215
Canyons Resort Drive & Cedar Lane	Existing (2017) Plus Project (with Red Pine Village)	--	--	34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	102
Canyons Resort Drive & Frostwood Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	594	64	--	125	--	--	--	--	--	--	--	--	83	--	--	306	--	--	--	--	--	--	--
Canyons Resort Drive & Grand Summit Drive	Existing (2017) Plus Project (with Red Pine Village)	--	75	--	--	--	--	--	--	--	58	--	--	--	--	--	--	--	--	--	--	--	--	--	--	93	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & RC 14	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & RC 15	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	22	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & Silverado	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	4	--	--	--	--	--	2	--	--	--	--	--	--	--	49	3	--	--	--	--	--	--	--	--	34	--	--	--	--	--	--
Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	96	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2
Escala Court & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	16	--	--	--	--	--	--	--	--	--	--	--	119	--	--	--	3	--	--	--	--	--	--
Escala Court & RC 17/18	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
High Mountain Road/RC 20 & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	97	--	78	--	--	--	--	--	--	--	--	--	--	--	116	8	--	--	--	--	--	3	--
Navajo Trail & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	151	--	--	--	48	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RC 16 & Escala Court	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
RC 16/RC 20 & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	3	--	--	--	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	16	--	--	--	--	--	--	--	--	--	--	--	--	--	14	--
RC 17/18 & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	25	--	--	26	--	--	--	--	--	--	--	14	--	--	--	--	--	--	--	--	--	--	--	--
RC 17/18/22/ Sundial Court & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	9	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8	--
RC 22 & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	28	--	--	--	--	--	--	--	33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	79	154	50	--	--	109	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	--	31	--	--	--
Red Pine Road & RC 20	Existing (2017) Plus Project (with Red Pine Village)	--	28	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & RC 20/Chalet Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	24	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--
Red Pine Road & RC 21	Existing (2017) Plus Project (with Red Pine Village)	--	40	--	--	--	--	--	--	--	51	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR-224 & Canyons Resort Drive/Park West Village	Existing (2017) Plus Project (with Red Pine Village)	516	--	--	--	--	--	424	385	--	--	43	1,574	--	--	--	--	--	--	--	160	--	--	--	868	996	--	--	--	--	--	--	--	27	--	--	--	51	--
Village & Street & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34	--	--	--

SimTraffic Queuing Report
Project: Summit County - The Canyons TS
Time Period: 2nd PM Peak Hour
95th Percentile Queue Length (feet)

Intersection	Time Period	EB						WB						NB						SB						SE						SW					
		T	L	LR	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR	LR	LT	LTR	L	LT	LTR	R	T	TR	LR	LTR	TR	ULTR	L	LTR	TR	L	LR	LT	LTR	T	TR
Bus./7-Eleven: East & Canyons Resort Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	149	--	--	186	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--
Bus./7-Eleven: West & Canyons Resort Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	267	264	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	67
Canyons Resort Drive & Aspen Drive	Future (2030) Plus Project (with Red Pine Village)	--	7	--	--	--	--	365	--	--	--	--	--	--	--	--	--	--	--	--	78	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30	47
Canyons Resort Drive & Cedar Lane	Future (2030) Plus Project (with Red Pine Village)	--	--	--	23	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	181
Canyons Resort Drive & Frankwood Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	406	406	--	181	--	--	--	--	--	94	--	--	86	--	184	--	--	--	--	--	--
Canyons Resort Drive & Grand Summit Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	76	--	--	--	--	--	--	55	--	--	--	--	--	--	--	--	--	--	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & RC 14	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	27	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & RC 15	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	16	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8	--	--	--	--	--	--	--	--	--	--	--	--	--
Canyons Resort Drive & Silverado	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	5	--	--	--	--	--	--	54	--	--	--	--	--	--	--	--	--	--	--	34	--	--	--	--	--
Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	71	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47
Escala Court & High Mountain Road	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	17	--	--	--	--	--	--	--	--	115	--	--	--	8	--	--	--	--	--	--	--	--
Escala Court & RC 17/18	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
High Mountain Road/RC 20 & Canyons Resort Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	94	82	--	--	--	--	--	--	--	--	123	11	--	--	--	--	--	--	--	--	--
Navajo Trail & Canyons Resort Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	82	--	--	--	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	--
RC 16 & Escala Court	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	56	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	13	--	--	--	--
RC 16/RC 20 & Canyons Resort Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--	17	--	--	--	--	--	--	--	--	--	--	--	--	--	10	--
RC 17/18 & High Mountain Road	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	7	--	--	--	--	77	--	--	17	--	--	--	--	--	--	--	13	--	--	--	--	--	--	--	--	--	--
RC 17/18/20 Sunset Court & High Mountain Road	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	--
RC 22 & High Mountain Road	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	25	--	--	--	--	--	--	--	33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & Canyons Resort Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	4	39	98	49	--	--	105	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	--	35	--	0	--
Red Pine Road & RC 20	Future (2030) Plus Project (with Red Pine Village)	--	--	--	26	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Red Pine Road & RC 20/Outlet Drive	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	55	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	16	--	--	--	--	--	--	--	--	--	--	--	--	--	52	--	--
Red Pine Road & SR-224	Future (2030) Plus Project (with Red Pine Village)	--	--	36	--	--	--	--	--	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR-224 & Canyons Resort Drive/Park West Village	Future (2030) Plus Project (with Red Pine Village)	374	517	--	--	--	--	524	466	--	--	80	892	--	--	--	--	--	--	143	--	--	2	975	1,029	--	--	--	--	--	--	--	37	--	--	56	--	56
Village E Street & High Mountain Road	Future (2030) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	43	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34	--	--	--	--	--

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APPENDIX E

Trip Generation Tables

Table 2
Summit County - The Canyons TS
Trip Generation (Existing Development)

Saturday Peak Hour	Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	CVMA Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
Grand Summit Hotel	Resort Hotel (330)	183	Occupied Rooms	102	59%	41%	60	42	0%	16%	51	35	**86**
	Specialty Retail Center (826)	116.405	1,000 Sq. Ft. GLA	462	50%	50%	231	231	95%	16%	10	10	**20**
Sundial Lodge	Resort Hotel (330)	128	Occupied Rooms	72	59%	41%	42	30	0%	16%	36	25	**60**
	Specialty Retail Center (826)	44.373	1,000 Sq. Ft. GLA	176	50%	50%	88	88	95%	16%	4	4	**8**
Westgate Resort	Resort Hotel (330)	247	Occupied Rooms	136	59%	41%	80	56	0%	16%	67	47	**114**
	Specialty Retail Center (826)	33.216	1,000 Sq. Ft. GLA	132	50%	50%	66	66	95%	16%	3	3	**6**
Escala	Resort Hotel (330)	158	Occupied Rooms	88	59%	41%	52	36	0%	16%	44	30	**74**
	Specialty Retail Center (826)	18.079	1,000 Sq. Ft. GLA	72	50%	50%	36	36	95%	16%	2	2	**4**
Sunrise at Escala	Resort Hotel (330)	71	Occupied Rooms	40	59%	41%	24	16	0%	16%	20	14	**34**
	Specialty Retail Center (826)	3.5	1,000 Sq. Ft. GLA	14	50%	50%	7	7	95%	16%	0	0	**0**
Silverado	Resort Hotel (330)	83	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	**39**
	Specialty Retail Center (826)	7.005	1,000 Sq. Ft. GLA	28	50%	50%	14	14	95%	16%	1	1	**2**
Vintage	Residential Condominium/Townhouse (230	15	Occ. Dwelling Units	48	54%	46%	26	22	0%	0%	26	22	**48**
Red Pine Road	Single-Family Detached Housing (210)	21	Occ. Dwelling Units	28	54%	46%	15	13	0%	0%	15	13	**28**
	Project Total Saturday Peak Hour Trips						**769**	**675**			**301**	**222**	**523**

[1] Land Use Code from the Institute of Transportation Engineers Trip Generation Manual, 9th Edition - 2012.

SOURCE: Hales Engineering August 2017

Table 4
Summit County - The Canyons Resort TS
Trip Generation (Future Development)

Saturday Peak Hour		Number of	Unit	Trip	%	%	Trips	Trips	Mixed-Use	CVMA	Net Trips	Net Trips	Total Sat Pk Hr
Land Use[1]		Units	Type	Generation	Entering	Exiting	Entering	Exiting	Internal Capture	Reduction	Entering	Exiting	Trips
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	16%	27	24	51
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	16%	23	19	42
RC 22	Resort Hotel (330)	52	Occupied Rooms	32	59%	41%	19	13	0%	16%	16	11	27
RC 5	Residential Condominium/Townhouse (230)	8	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 5	Specialty Retail Center (826)	20.564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	16%	2	2	4
RC 17/18	Specialty Retail Center (826)	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	16%	3	3	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	54	59%	41%	32	22	0%	16%	27	19	45
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	88	59%	41%	52	36	0%	16%	44	30	74
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	16%	24	21	45
RC 16 A	Specialty Retail Center (826)	20	1,000 Sq. Ft. GLA	80	50%	50%	40	40	95%	16%	2	2	4
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	16%	37	25	62
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	16%	1	1	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 14	Resort Hotel (330)	128	Occupied Rooms	80	59%	41%	47	33	0%	16%	40	28	67
RC 15	Resort Hotel (330)	81	Occupied Rooms	50	59%	41%	30	21	0%	16%	25	17	42
RC 21	Resort Hotel (330)	85	Occupied Rooms	52	59%	41%	31	21	0%	16%	26	18	44
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	16%	25	22	47
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	16%	1	1	2
RC 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	16%	2	2	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	64	59%	41%	38	26	0%	16%	32	22	54
RC 7	Specialty Retail Center (826)	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	16%	3	3	6
RC 7	Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	16%	37	25	62
RC 7	Specialty Retail Center (826)	49.8	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	16%	4	4	8
W35	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	16%	16	14	30
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	16%	24	20	44
LV 4	Resort Hotel (330)	82	Occupied Rooms	52	59%	41%	31	21	0%	16%	26	18	44
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	16%	42	42	84
	Project Total Saturday Peak Hour Trips						1,060	918			549	429	978

Saturday Peak Hour (with future reductions)		Number of	Unit	Trip	%	%	Trips	Trips	Mixed-Use	CVMA	Net Trips	Net Trips	Total Sat Pk Hr
Land Use[1]		Units	Type	Generation	Entering	Exiting	Entering	Exiting	Internal Capture	Reduction	Entering	Exiting	Trips
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	27%	23	20	43
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	27%	20	17	37
RC 22	Resort Hotel (330)	52	Occupied Rooms	32	59%	41%	19	13	0%	27%	14	10	23
RC 5	Residential Condominium/Townhouse (230)	8	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 5	Specialty Retail Center (826)	20.564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	27%	1	1	2
RC 17/18	Specialty Retail Center (826)	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	27%	3	3	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	54	59%	41%	32	22	0%	27%	23	16	39
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	88	59%	41%	52	36	0%	27%	38	26	64
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	27%	21	18	39
RC 16 A	Specialty Retail Center (826)	20	1,000 Sq. Ft. GLA	80	50%	50%	40	40	95%	27%	1	1	2
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	27%	32	22	54
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	27%	1	1	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 14	Resort Hotel (330)	128	Occupied Rooms	80	59%	41%	47	33	0%	27%	34	24	58
RC 15	Resort Hotel (330)	81	Occupied Rooms	50	59%	41%	30	21	0%	27%	22	15	37
RC 21	Resort Hotel (330)	85	Occupied Rooms	52	59%	41%	31	21	0%	27%	22	16	38
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	27%	22	19	41
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	27%	1	1	2
RC 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	27%	2	2	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	64	59%	41%	38	26	0%	27%	28	19	47
RC 7	Specialty Retail Center (826)	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	27%	3	3	6
RC 7	Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	27%	32	22	54
RC 7	Specialty Retail Center (826)	49.8	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	27%	4	4	7
W35	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	27%	14	12	26
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	27%	20	18	38
LV 4	Resort Hotel (330)	82	Occupied Rooms	52	59%	41%	31	21	0%	27%	22	16	38
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	27%	37	37	74
	Project Total Saturday Peak Hour Trips						1,060	918			475	372	847

1 - Land Use Code from the Institute of Transportation Engineers Trip Generation Manual, 9th Edition - 2012

SOURCE: Hales Engineering, November 2017

Table 8
Summit County - The Canyons Resort TS
Trip Generation (Future Development Including Red Pine Village)

Saturday Peak Hour	Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	CVMA Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
Red Pine Village	Resort Hotel (330)	935	Occupied Rooms	514	59%	41%	303	211	0%	16%	255	177	432
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	16%	27	24	51
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	16%	23	19	42
RC 22	Resort Hotel (330)	52	Occupied Rooms	30	59%	41%	18	12	0%	16%	15	10	25
RC 5	Residential Condominium/Townhouse (230)	7.65	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 5	Specialty Retail Center (826)	20.564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	16%	2	2	4
RC 17/18	Specialty Retail Center (826)	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	16%	3	3	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	50	59%	41%	30	21	0%	16%	25	17	42
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	78	59%	41%	46	32	0%	16%	39	27	66
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	16%	24	21	45
RC 16 A	Specialty Retail Center (826)	15	1,000 Sq. Ft. GLA	60	50%	50%	30	30	95%	16%	1	1	2
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	16%	33	23	56
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	16%	1	1	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 14	Resort Hotel (330)	128	Occupied Rooms	72	59%	41%	42	30	0%	16%	36	25	60
RC 15	Resort Hotel (330)	81	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	39
RC 21	Resort Hotel (330)	85	Occupied Rooms	48	59%	41%	28	20	0%	16%	24	17	40
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	16%	25	22	47
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	16%	1	1	2
RC6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	16%	2	2	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	56	59%	41%	33	23	0%	16%	28	19	47
RC 7	Specialty Retail Center (826)	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	16%	3	3	6
RC 7	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	16%	33	23	56
RC 7	Specialty Retail Center (826)	50	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	16%	4	4	8
W35	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	16%	16	14	30
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	16%	24	20	44
LV 4	Resort Hotel (330)	82	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	39
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	16%	42	42	84
	Project Total Saturday Peak Hour Trips						1,317	1,093			772	584	1,356

Saturday Peak Hour (with future reductions)	Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Mixed-Use Internal Capture	Transit Reduction	Net Trips Entering	Net Trips Exiting	Total Sat Pk Hr Trips
Red Pine Village	Resort Hotel (330)	935	Occupied Rooms	514	59%	41%	303	211	0%	27%	221	154	375
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	27%	23	20	43
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	27%	20	17	37
RC 22	Resort Hotel (330)	52	Occupied Rooms	30	59%	41%	18	12	0%	27%	13	9	22
RC 5	Residential Condominium/Townhouse (230)	8	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 5	Specialty Retail Center (826)	20.564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	27%	1	1	2
RC 17/18	Specialty Retail Center (826)	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	27%	3	3	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	50	59%	41%	30	21	0%	27%	22	15	37
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	78	59%	41%	46	32	0%	27%	34	23	57
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	27%	21	18	39
RC 16 A	Specialty Retail Center (826)	15	1,000 Sq. Ft. GLA	60	50%	50%	30	30	95%	27%	1	1	2
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	27%	28	20	48
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	27%	1	1	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 14	Resort Hotel (330)	128	Occupied Rooms	72	59%	41%	42	30	0%	27%	31	22	53
RC 15	Resort Hotel (330)	81	Occupied Rooms	46	59%	41%	27	19	0%	27%	20	14	34
RC 21	Resort Hotel (330)	85	Occupied Rooms	48	59%	41%	28	20	0%	27%	21	14	35
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	27%	22	19	41
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	27%	1	1	2
RC6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	27%	2	2	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	56	59%	41%	33	23	0%	27%	24	17	41
RC 7	Specialty Retail Center (826)	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	27%	3	3	5
RC 7	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	27%	28	20	48
RC 7	Specialty Retail Center (826)	50	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	27%	4	4	7
RC 7	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	27%	14	12	26
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	27%	20	18	38
LV 4	Resort Hotel (330)	82	Occupied Rooms	46	59%	41%	27	19	0%	27%	20	14	34
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	27%	37	37	74
	Project Total Saturday Peak Hour Trips						1,317	1,093			670	507	1,177

1. Land Use Code from the Institute of Transportation Engineers Trip Generation Manual (9th Edition - 2012).

SOURCE: Mpine Engineering, November 2017

EXHIBIT C
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

[Site Specific Guidelines]

Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC5

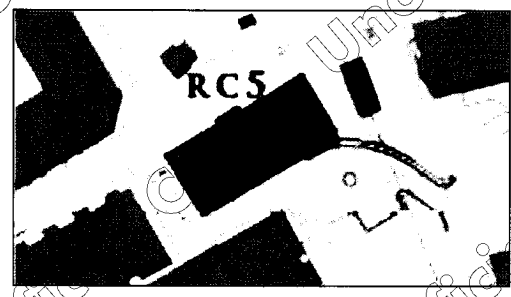
Site:	**RC5**
Parcel Use:	**Residential Multi-Family/Commercial/Retail/Support/ Skier Services**
Site Area:	**11,000 SF**
Gross Building Area (SF):	**48,089**
Commercial Area (SF):	**20,564**
Residential/Multi-Family Area (SF):	**27,525 R/MF**
Maximum Building Height (ASL):	**6,973'**

Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



General Intent:

1. Parcel RC5 is conceptually comprised of one building that when developed will serve as a significant entry portal to the Forum. This development is situated centrally within the Resort Core and will fill the void between the existing Westgate, Cabriolet Terminal and Grand Summit Lodge projects. The building is proposed to be serviced from an access road on the downhill side, off the road to the Grand Summit Lodge. For connectivity, the building is conceptually planned to include weather-protected escalators to move the public between the transit drop off below and the Forum (offsetting the 22'± elevation change) above.
2. The parking level is designed to supply parking for the building and short-term public parking to support the resort ski operations (such as ski school). The concept is to allow a portion of the front row spaces to be drive-through spaces eliminating the need to back out of the spaces into the structure's drive aisle when exiting the structure (efficient loading and unloading). This accommodation will support the much needed drop-off for guests bringing their children to ski school.
3. On the Forum Level, assumed to be Level 3, the use is limited to commercial/retail/support/skier services and/or ski operations functions extending the 'Village' experience. The upper levels are intended to be residential multi-family.
4. It is important the developer/architect is familiar with the Canyons Master Plan and Design Guidelines.

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Setbacks, Buffers:

1. The minimum building setback is 20' from the centerline of the Forum Road/Walkway.
2. The minimum distance between RC5 and Westgate buildings is 20'.
3. The minimum distance between RC5 and the Cabriolet terminal is 40' from the centerline of the lift easement.

Building Heights and Massing:

1. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines. This encourages 'village' variety and intimacy and reduces effective mass and scale.
2. Upper residential multi-family floors should be set back over retail and public areas so as to buffer privacy and provide for snow management as per the Design Guidelines.
3. On this site because of topography and steep slopes, the downhill and sides of the parking level will be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building. This parking level is designed as a pull-through.

Linkages:

Ski Trail	1. As located on the Forum Plaza, this is a ski-in and walk out property. The Gondola and Orange Bubble Express are steps away.
Pedestrian	1. As located on the Forum Plaza, the pedestrian linkage is conveniently outside of the front door of this development. 2. Public access by way of a potential weather-protected escalator attached to the future building would serve as a key portal from the transit drop-off to the Forum. See illustrations below.
Vehicular	1. Access to the parcel is from Grand Summit Drive. 2. Public parking spaces for short-term drop-off to ski school within the garage should be accommodated in the development of RC5.
Public Transit	1. The bus/shuttle stop located on Grand Summit Drive is the closest stop to RC5.

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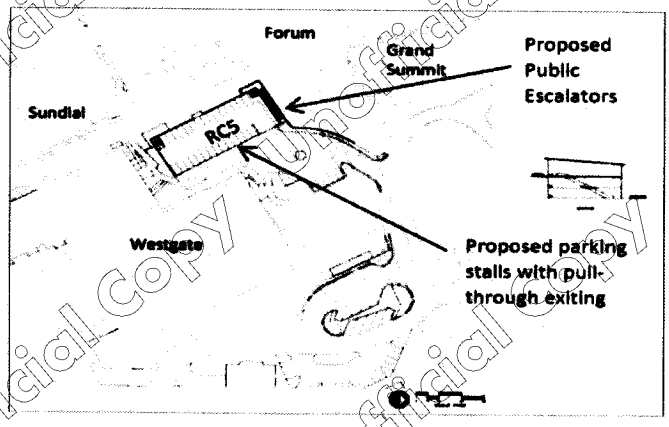

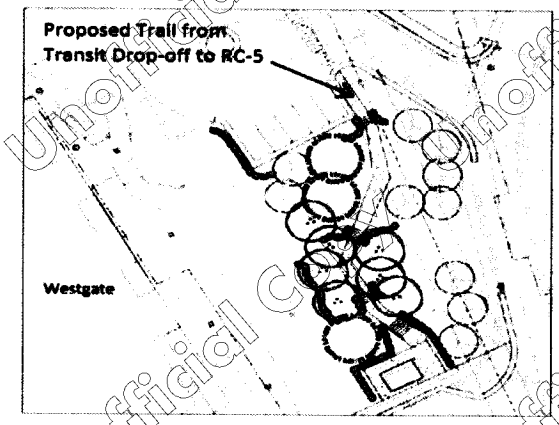

Other Design Criteria:

1. Commercial frontage should be varied, include overhangs, and should animate the pedestrian plaza.
    a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
    b. Streetscape elements should consider seating opportunities along the Forum edge.

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Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC7

Site:	**RC7**		
Parcel Use:	**Hotel/Lodging/Commercial/Retail/Support/Conference Center**		
Site Area:	**272,250 SF**		
	Building A	**Building B**	**Building C**
Gross Building Area (SF):	**202,937**	**48,171**	**304,378**
Commercial Area (SF):	**37,625**	**48,171**	**49,875**
Accommodation Area (SF):	**165,312 H/L**	**--**	**254,503 H/L**
Maximum Building Height (ASL):	**7,067'**	**6,950'**	**7,016'**

Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission

General Intent:

1. Parcel RC7 conceptually contains three projects, two major hotel/lodging sites and a site reserved for a future conference/community center use. The conference/community site can accommodate up to 48,171 square feet of meeting space and approximately 250 underground parking spaces. With the natural grade differences across the parcel, the conference/community center creates an open buffer between the two hotel/lodging buildings. Its location will greatly assist in the creation of a successful (and perhaps branded) hospitality product. Both of the hotel/lodging buildings could be connected directly to the conference/community center or the conference center could be combined into the hotel(s). The conference/community center is a SPA obligation and as such, must be integrated into the development.
2. The lower of the buildings (RC7-C) is immediately adjacent to the first and eighteenth holes of the Canyons Golf Course and represents a unique opportunity to support the golf course with food and beverage, golf shop, and parking. This location could also create the arrival point for the golf course.
3. It is important the developer/architect is familiar with the Canyons Master Plan and Design Guidelines.

Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all plat boundaries but cannot encroach 150' from the centerline of the adjacent golf hole.

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Building Heights and Massing:

1. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines.
2. Upper hotel/lodging floors should be set back over retail and public areas so as to buffer privacy and provide for snow management as per the Design Guidelines.
3. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

Linkages:

Ski Trail	1. A ski back trail should be added that will run along the northern edge of Hole #1 of the Canyons Resort Golf Course serving the entire RC7 site.
Pedestrian	1. A proposed pedestrian bridge should link the site to the Forum. The site's natural grade is elevation-challenged so the linkage should be determined from the Forum's landing elevation holding a maximum 3% slope for comfortable walkability to the future landing elevation on RC7. 2. A 5' sidewalk along the future extension of Willow Draw Road should service the site.
Vehicular	1. Access to the parcel is from the future extension of Willow Draw Road.
Public Transit	1. A bus/shuttle stop should be installed along Willow Draw Road.

Other Design Criteria:

1. Commercial/Retail/Support frontage should be varied, include overhangs, and should animate the pedestrian plaza.
    a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
    b. Streetscape elements should consider seating opportunities.

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TCFC

Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC14

Site:	**RC14**
Parcel Use:	**Hotel/Lodging**
Site Area:	**66,650 SF**
Gross Building Area (SF):	**73,554**
Commercial Area (SF):	**--**
Accommodation Area (SF):	**73,554 H/L**
Maximum Building Height (ASL):	**6,925'**

Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

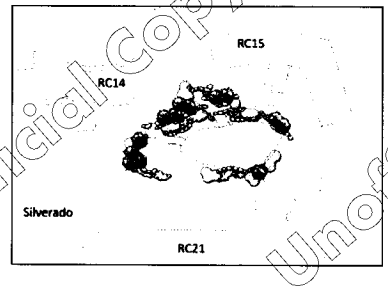
Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission

General Intent:

1. RC14 and the adjacent RC15 are important sites as they form the entrance to the Resort Core. The primary goal for these two sites is to create a strong sense of arrival for the Canyons Village. By locating the major access points directly off Canyons Resort Drive, the lobby, porte-cochere/arrival court and the type of landscaping that is usually associated with building entries will create a much better sense of arrival to the resort generally and to the property specifically.
2. In the foreground of the parcel is a detention basin with a steep slope as its backdrop. This slope is very visible from Canyons Resort Drive and the bottom of the basin is visible from the Cabriolet and from the properties that will be built on RC14 and RC15.

   Conceptual improvements to this detention basin should include stepping the slope and adding landscape and trees so the visual impact of the detention basin's slope can be reduced. The bottom of the basin should be modified to hold some water with landscaped edges to resemble a small alpine pond.



3. As the building on RC14 sits on a sloped site, the uphill side is exposed to pedestrians walking to/from the Village and the downhill side is the visual arrival by car. Two entrances are proposed to access a parking garage from different levels.

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Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all plat boundaries.
2. There is a building setback from the Cabriolet along the north property line of 43.75' as depicted on the RC14 & RC15 Subdivision Plat.

Building Heights and Massing:

1. Orientation to arrival from Canyons Resort Drive is important and using the slope to hide the below grade parking structure are the two key principals when laying out this building.
2. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the CVMA Design Review Committee. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

Linkages:

Ski Trail	1. A ski back trail currently exists on the north side of RC15. 2. The closest ski portal is walkable via the proposed trail and escalators at RC5 at the western boundary along Grand Summit Drive.
Pedestrian	1. Existing sidewalks along Grand Summit Drive shall be maintained. 2. New sidewalks will connect RC14 and RC15 to the Forum.
Vehicular	1. Primary access to the parcel is from Canyons Resort Drive. 2. Secondary access should be from Grand Summit Drive.
Public Transit	1. A bus/shuttle stop should be installed along the west side of Canyons Resort Drive with an existing stop on Grand Summit Drive.

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TCFC

Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC15

Site:	**RC15**
Parcel Use:	**Hotel/Lodging**
Site Area:	**109,770 SF**
Gross Building Area (SF):	**166,941**
Commercial Area (SF):	**--**
Accommodation Area (SF):	**166,941 H/L**
Maximum Building Height (ASL):	**6,931'**

Applicable Guidelines:

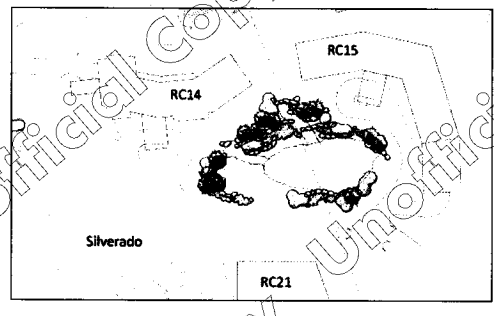
- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission

General Intent:

1. RC15 and the adjacent RC14 are important sites as they form the entrance to the Resort Core. The primary goal for these two sites is to create a strong sense of arrival for the Canyons Village. By locating the access points directly off Canyons Resort Drive, the lobby, porte-cochere arrival court and the type of landscaping that is usually associated the building entries will create a much better sense of arrival to the resort generally and to the property specifically.
2. In the foreground of the parcel is a detention basin with a steep bank as its backdrop. This bank is very visible from Canyons Resort Drive and the bottom of the basin is visible from the Cabriolet and from the properties that will be built on RC15 and RC14. Conceptual improvements to this detention basin should include stepping the banks and adding landscape and trees so the visual impact of the detention basin's bank can be reduced. The bottom of the basin should be modified to hold some water with landscaped edges to resemble a small alpine pond.
3. As the building on RC15 sits on a sloped site, the uphill side is exposed to pedestrians walking to/from the Village and the downhill side is where best to address the arrival by car. This entrance is a great opportunity to welcome guests and architecturally create a sense of a more walkable and inviting experience.
4. This parcel's upper (west) boundary is common to the resort's Ski Patrol and Clinic Operations.



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Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all plat boundaries.
2. There is a building setback from the Cabriolet along the south property line of 43.75' as depicted on the RC14 & RC15 Subdivision Plat.

Building Heights and Massing:

1. Orientation to arrival from Canyons Resort Drive is important and using the slope to bury the below grade parking are the two key principals when laying out this building.
2. Building should step up from Canyons Resort Drive to the access road to Grand Summit Lodge.
3. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the CVMA Design Review Committee. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

Linkages:

Ski Trail	1. A ski back trail currently exists on the north side of the property. 2. The closest ski portal is walkable via the proposed trail and escalators at RC5 at the western boundary along Grand Summit Drive.
Pedestrian	1. Existing sidewalks along Grand Summit Drive shall be maintained. 2. New sidewalks should connect RC14 and RC15 to the Forum.
Vehicular	1. Access to the parcel is from Canyons Resort Drive. 2. Driveway access should be from Canyons Resort Drive.
Public Transit	1. A bus/shuttle stop should be installed along the west side of Canyons Resort Drive with an existing stop on Grand Summit Drive.

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Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC16-A

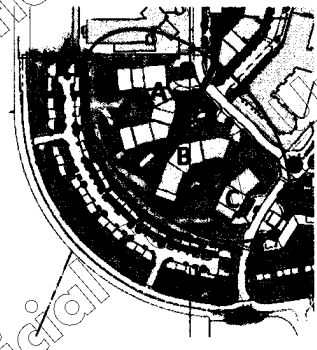
Site:	**RC16-A**		
Parcel Use:	**Hotel/Lodging/Commercial/Retail/Support**		
Site Area:	**223,000 SF**		
	Building A	**Building B**	**Building C**
Gross Building Area (SF):	**159,588**	**102,941**	**77,506**
Commercial Area (SF):	**10,000**	**10,000**	**-**
Accommodation Area (SF):	**149,588 H/L**	**92,941 H/L**	**77,506 H/L**
Maximum Building Height (ASL):	**6,991'**	**6,977'**	**6,964'**

Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



General Intent:

1. As the largest development parcel in the Resort Core, RC16 offers a unique opportunity to create a variety of product types and sizes. The parcel size also allows for a transition of scale between the existing residential to the south and the taller buildings in the Resort Core. A public plaza is formed on the junction of the two buildings that form RC16 A and has been sized such that it can be an events plaza with limited commercial/retail/support store fronts on the plaza. This plaza is at approximately an elevation of 6,914' and the skier plaza described in RC17 is at approximately an elevation of 6,923. RC16 A is connected to the new shopping street formed by RC17 by a pedestrian bridge crossing over the road that services the Hilton and Hyatt properties. This creates an almost level (2-3%) 650 foot walk from RC16 A to the Sunrise Lift at the west end of RC17. In order to facilitate better vehicular and pedestrian circulation within the Resort Core, Canyons Resort Drive should be extended to Red Pine Road. One building on RC16 A and on RC20 will front this street extension helping to complete the streetscape within the Resort Core.

Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. from all plat boundaries.

Building Heights and Massing:

1. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines. This encourages 'village' variety and intimacy and reduces effective mass and scale.

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2. Upper Hotel/Lodging floors should be set back over retail and public areas so as to buffer privacy and provide for snow management as per the guidelines.
3. The plaza level shall have a commercial/retail/support precinct with a variety of retail shops, entertainment venues and/or anchor restaurants, all open to the public. This retail environment will serve as a key resort attraction and shall link to the future retail plaza on RC17 via the pedestrian bridge.
4. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

Linkages:

Ski Trail	1. A ski back trail currently exists behind the Hilton and Hyatt properties. The trail will be extended to the bottom of RC16 A & B allowing guests to ski back to their units. This 24' wide ski trail and 8' wide soft trail will be designed for winter and summer use. a. The property is ski-back with easy access to the ski lift via the new commercial plaza located on RC17. b. Connection to the plaza for RC16 B from the shared ski trail should be incorporated for easy plaza access. This trail will be used as a pedestrian trail outside of ski season and will be maintained as a connection to the plaza and new village retail.
Pedestrian	1. The plaza level should hold the following height at pedestrian bridge crossing (across High Mountain Road) at approximately 6,914'. 2. Sidewalk widths along High Mountain Road should be a minimum of 6'.
Vehicular	1. Access to the parcel is from High Mountain Road and the future extension of Canyons Resort Drive.
Public Transit	1. A bus/shuttle stop should be installed along High Mountain Road.

Other Design Criteria:

1. Retail frontage should be varied, include overhangs, and should animate the pedestrian plaza.
   a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
   b. Streetscape elements should consider seating opportunities along the plaza.

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Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC16-B

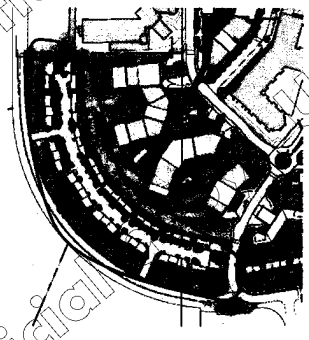
Site:	**RC16-B**
Parcel Use:	**Residential Multi-Family**
Site Area:	**155,500 SF**
Gross Building Area (SF):	**106,000**
Commercial Area (SF):	**--**
Accommodation Area (SF):	**106,000 R/MF**
Maximum Building Height (ASL):	**Varied (2 stories for 50' setback-3 stories for 95'setback)**

Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



General Intent:

1. As the largest development parcel in the Resort Core, RC16 A & B offers a unique opportunity to create a variety of product types and sizes. The parcel size also allows for a transition of scale between the existing low-rise residential to the south and east, and the taller buildings in the Resort Core. RC16 B is designated as the portion of the site for residential/multi-family. Access to the future public plaza located on RC16 A should be coordinated with the development planning between A & B parcels of RC16.

Setbacks, Buffers:

1. A 50-ft. setback from the Red Pine Road right-of-way, within which no building may occur. This buffer should be landscaped and its design may include additional storm water detention. The landscaping should continue into the right-of-way to the back of the curb of the existing Red Pine Road. Landscaping adjacent to Red Pine Road should be low profile and be able to accommodate snow storage.
2. A further setback of 50-ft. within which buildings cannot exceed a maximum height of two stories.
3. A further setback of 95-ft within which buildings cannot exceed a maximum of height of three stories.
4. All other setbacks shall be 10 ft. from the plat boundaries.
5. No more than two entrances directly from the Red Pine Road right-of-way are permitted.

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Building Heights and Massing:

Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines. This encourages 'village' variety and intimacy and reduces effective mass and scale and will create a buffer between the higher density parcels of the Resort Core from the rural neighborhoods to the east.

Linkages:

Ski Trail	1. A 24' ski back trail should be extended along the boundary of RC16 A & B and should terminate at the extension of Canyons Resort Drive. 2. The closest ski portal is walkable via the proposed public plaza to be built on RC-16 A and connecting to RC 17 where the new Sunrise Lift will be located. Walking distance is approximately 850' ±.
Pedestrian	1. A new trail connection linking RC16 B to RC16 A's retail plaza would support pedestrian circulation all the way to the Forum at a consistent elevation change of less than 3% (retail plaza to Forum). 2. Sidewalk widths along the future extension of Canyons Resort Drive should be 6'.
Vehicular	1. Access to the parcel is from Canyons Resort Drive and Red Pine Road. 2. Driveway access should be from Canyons Resort Drive or Red Pine Road.
Public Transit	1. A bus/shuttle stop should be installed along the south side of Canyons Resort Drive at the intersection with Red Pine Road.

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Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC17

Site:	**RC17**
Parcel Use:	**Hotel/Lodging/Commercial/Retail/Support/Skier Services**
Site Area:	**91,500 SF**

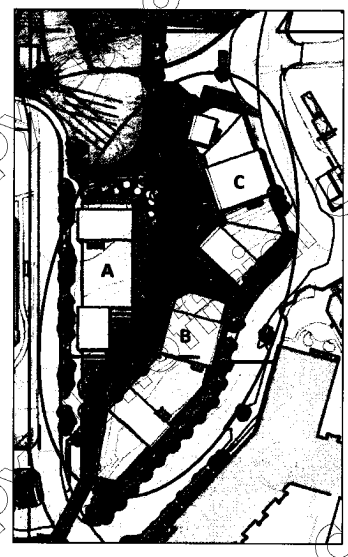
	Building A	Building B	Building C
Gross Building Area (SF):	72,054	110,102	84,959
Commercial Area (SF):	12,618	15,697	10,125
Accommodation Area (SF):	59,436 H/L	94,405 H/L	74,834 H/L
Maximum Building Height (ASL):	6,998'	6,998'	6,998'

Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



General Intent:

1. Parcel RC17 is conceptually comprised of three buildings that may form a single development. This development is situated centrally within the Resort Core and completes the link between the existing southern edge and the northern edge of the Resort Core. Additionally, it has been designed to link the future development of the eastern edge making this parcel's development vital to success of the overall resort core experience. As conceptually designed, RC17's buildings form an extended Resort Core featuring a skier plaza, added retail and restaurant opportunities, a new vehicular drop-off, and 133+ parking stalls reserved for public parking. As a natural people magnet, the skier lift and the commercial plaza provide an engaging setting for day and evening attractions. It's the festive neighborhood where events and traditions will be celebrated. It is important the developer/architect is familiar with the Canyons Master Plan and Design Guidelines.
2. This development is planned as a significant extension of the commercial village and plaza network for the resort.

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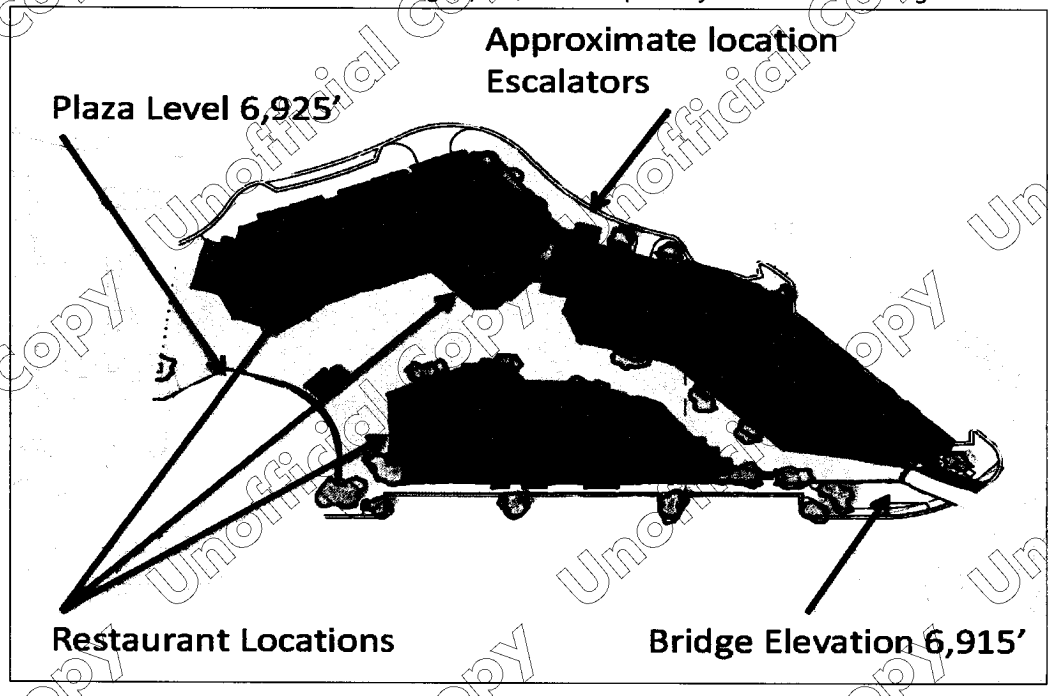
Setbacks, Buffers:

1. The minimum building setback shall be 10 ft. along the existing High Mountain Road (south side) and 5 ft. from all other plat boundaries.

Building Heights and Massing:

1. The plaza level should maintain finish elevations at the ski lift of approximately 6,925' and at the pedestrian bridge crossing (High Mountain Road) of approximately 6,915'.
2. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines. This encourages 'village' variety and intimacy and reduces effective mass and scale.
3. Upper hotel/lodging floors should be set back over retail and public areas so as to buffer privacy and provide for snow management as per the CVMA Design Guidelines.
4. The plaza level should have a retail precinct with a variety of retail shops and anchor restaurants, all open to the public. This retail environment would serve as a key resort attraction. Specific programming within the site are as follows:
   a. Anchor restaurants should be located in three primary locations as illustrated below. Solar orientation for winter outdoor dining (après) was the primary driver for selecting the locations.



   b. The opening between the proposed buildings of A & C should be maintained in such a way that allows for solar penetration as deep into the plaza as possible.
5. The skier plaza at western edge is designed to support a new Sunrise Ski Lift and its operation.

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6. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

Linkages:

The site is characterized by various public/pedestrian key routes and backbone linkages that impact the development. As noted, the Master Plan has created pedestrian, vehicular, bike and trail links that impact this development. It is important that RC17 facilitate these links and turn them into featured streetscape and commercial opportunities.

Ski Trail	1. The retreat ski trail is via the skier plaza along the southern boundary. 2. Located at the western edge, the Sunrise Lift will provide easy access to/from RC17.
Pedestrian	1. As a significant extension of the commercial village and plaza network for the resort, the elevated plaza should hold these two key grades: 1) 6915' at the pedestrian bridge landing across High Mountain Road and 2) 6925' at the plaza edge closest to the Sunrise Lift. 2. The Forum link is via a proposed public escalator from RC17's retail plaza to align with the village opening between Westgate and Sundial. 3. Pedestrian circulation through the Sundial Porte-cochere is at grade. 4. RC16 should be linked via a pedestrian bridge crossing over High Mountain Rd. to/from RC17. 5. A minimum of **133 public** parking spaces must be incorporated into the development.
Vehicular	1. Access to the parcel is from the future location of High Mountain Road. 2. The development shares a vehicular drop-off common with the building located on RC22.
Public Transit	1. A bus/shuttle stop should be at the drop-off between RC17 and RC22.

Other Design Criteria:

1. A prominent building feature signaling the new retail plaza access is proposed to be located across the opening from Westgate and Sundial. From the Forum, pedestrians should be drawn to this portal by a prominent feature like a clock tower or architectural elements. This circulation is critical to the success of the overall village experience.
2. Retail frontage should be varied, include overhangs, and should animate the pedestrian plaza.
    a. Special attention should be paid to storefronts, terraces, signage, lighting, landscape and hardscape.
    b. Streetscape elements should consider seating opportunities along the plaza.

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TCFC

Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC20A & RC20B

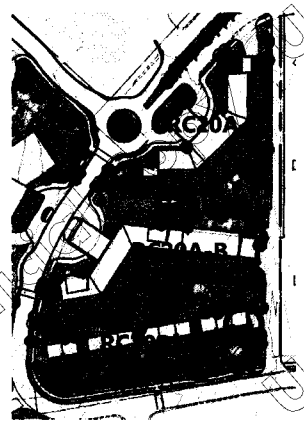
Site:	**RC20A & RC20B**		
Parcel Use:	**Hotel/Lodging/Residential Multi-Family/ Commercial/Retail/Support**		
Site Area:	**180,000 SF**		
	RC20A Building A	**RC20A Building B**	**RC20B**
Gross Building Area (SF):	**75,623**	**96,054**	**32,398**
Commercial Area (SF):	**5,000**	**5,000**	**--**
Accommodation Area (SF):	**70,623 H/L**	**91,054 H/L**	**32,398 R/MF**
Maximum Building Height (ASL):	**6,931'**	**6,931'**	**6,920' - 6,913'**

Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



General Intent:

1. The development proposed on RC20 has been separated into three development sites. Two of the conceptual buildings are planned as hotel/lodging buildings while the development on the lower portion of the site (RC20B) is reserved for multi-family residential development with lower heights to complement the adjacent residential to the east.

Setbacks, Buffers:

1. The minimum setback from Red Pine Road shall be 35' from road right-of-way. This buffer is for separation between the higher density of the Resort Core and its neighboring rural developments and may include landscaping designed to include additional storm water detention.
2. All other setbacks shall be 10 ft. from the remaining plat boundaries.

Building Heights and Massing:

1. The residential multi-family development identified as 'RC20B' should have two limits on building height. The portion of the project that is limited to 6,913' ASL should be limited to the first building closest to the northern boundary. See circled area above. It then rises to 6,920' ASL moving toward the south end.

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2. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

Linkages:

Ski Trail	1. The Retreat Ski Trail located at the mid-point of RC16 should be extended terminating across the street from RC-20. Access should be coordinated. 2. The closest ski portal is the Sunrise Lift.
Pedestrian	1. Sidewalk currently existing along Canyons Resort Drive should be maintained as well as the future extension of Canyons Resort Drive.
Vehicular	1. Access to the parcel is from Canyons Resort Drive and Red Pine Road. 2. Driveway access should be from Canyons Resort Drive for RC20A and Red Pine Road for RC20B.
Public Transit	1. A bus/shuttle stop should be installed along Canyons Resort Drive with a possible secondary stop on Red Pine Road.

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Canyons Master Plan Amendment
Proposed Resort Core Site Specific Guidelines for Parcel RC21

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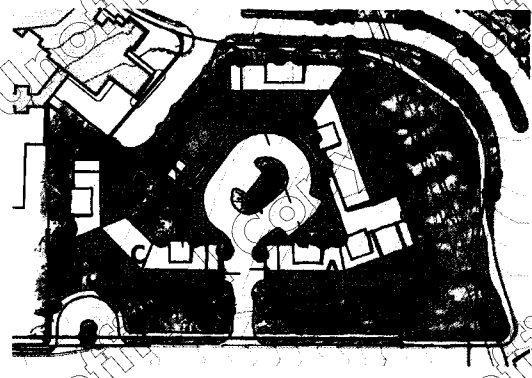
Site:	**RC21**		
Parcel Use:	**Hotel/Lodging**		
Site Area:	**239,000 SF**		
	Building A	**Building B**	**Building C**
Gross Building Area (SF):	**47,900**	**69,400**	**58,700**
Commercial Area (SF):	**--**	**--**	**--**
Accommodation Area (SF):	**47,900 H/L**	**69,400 H/L**	**58,700 H/L**
Maximum Building Height (ASL):	**6,875'**	**6,886'**	**6,881'**

Applicable Guidelines:

- The Canyons SPA
- The Canyons Village Management Association's (CVMA) Design Guidelines

Design Approvals Required:

- CVMA Design Review Committee
- Summit County Planning Department
- Snyderville Basin Planning Commission



General Intent:

1. RC21 is located at the entrance to the Resort Core. A primary sidewalk linking Lower Village with Resort Core along Canyons Resort Drive is to be improved when RC21 is developed to include new landscaping and trees to signal the transition to the Resort Core. These improvements should extend along the northwestern boundary of the parcel. The concept master plan shows the hotel/lodge's primary drive access off of Red Pine Road which allows access to the "front door" and the parking structure to be at grade if elected by the developer of the parcel. Access could also be provided from Canyons Resort Drive through the common entry way with Silverado.

Setbacks, Buffers:

1. The minimum setback is from Red Pine Road shall be 50' from the road right-of-way.
2. The cabriolet travels across the northern edge of the parcel. Minimum height clearances are 5' from the bottom of the cabriolet car to the nearest obstacle. Pools and amenity space can be located within the cabriolet easement as long as the clearances and other miscellaneous requirements are met. All related easements, clearances and requirements should be verified with a ski lift expert or UDOT at the time of development as adjustments to these stated measurements may occur from time to time. There is a building setback from the Cabriolet as depicted on the RC 21 Subdivision Plat.
3. All other setbacks shall be 10 ft. from the remaining plat boundaries.

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4. Parking must be placed underground where possible, with the exception of drop off and short term parking at entrances. On this site because of topography and steep slopes, the downhill and sides of the parking levels may be exposed and/or above grade. When exposed these areas must be treated with the same style and materials as the rest of the building as approved by the DRC. Any portion of the above grade parking area, because of topography and steep slope, is treated as if it were underground - meaning square footage for parking, elevator core, mechanical, storage, back of house and service areas do not count against Max Gross Building area.

Linkages:

Ski Trail	1. The closest ski portal is via the proposed escalators at RC5 along Grand Summit Drive. 2. The ski back trail north of RC15 should be extended to Canyons Resort Drive across from RC21.
Pedestrian	1. Sidewalk currently existing along Canyons Resort Drive should be maintained.
Vehicular	1. Access to the parcel is from Red Pine Road and potentially from Canyons Resort Drive. 2. Driveway access should be from Canyons Resort Drive or Red Pine Road.
Public Transit	1. A bus/shuttle stop should be installed along the west side of Canyons Resort Drive with a secondary stop on Red Pine Road.

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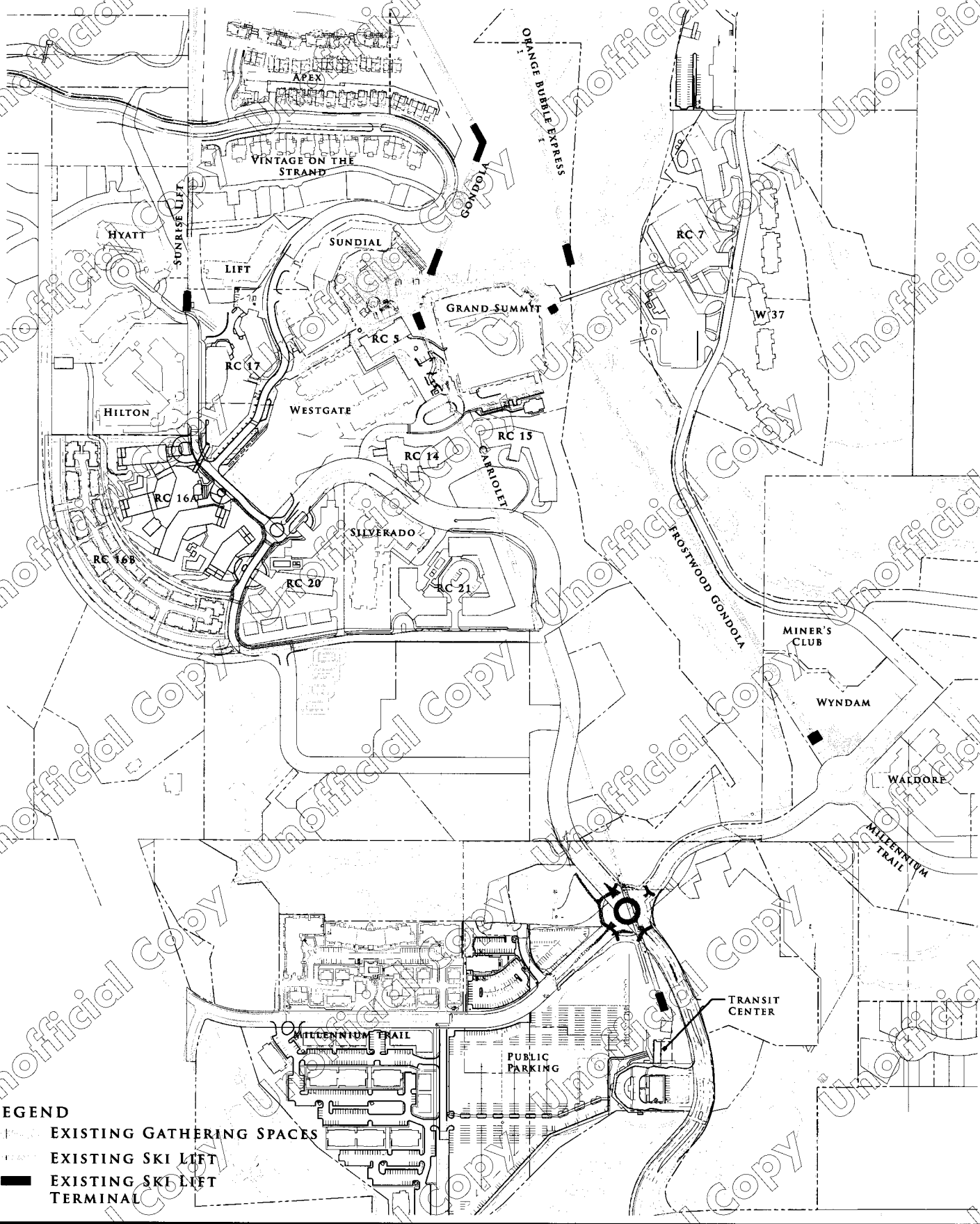
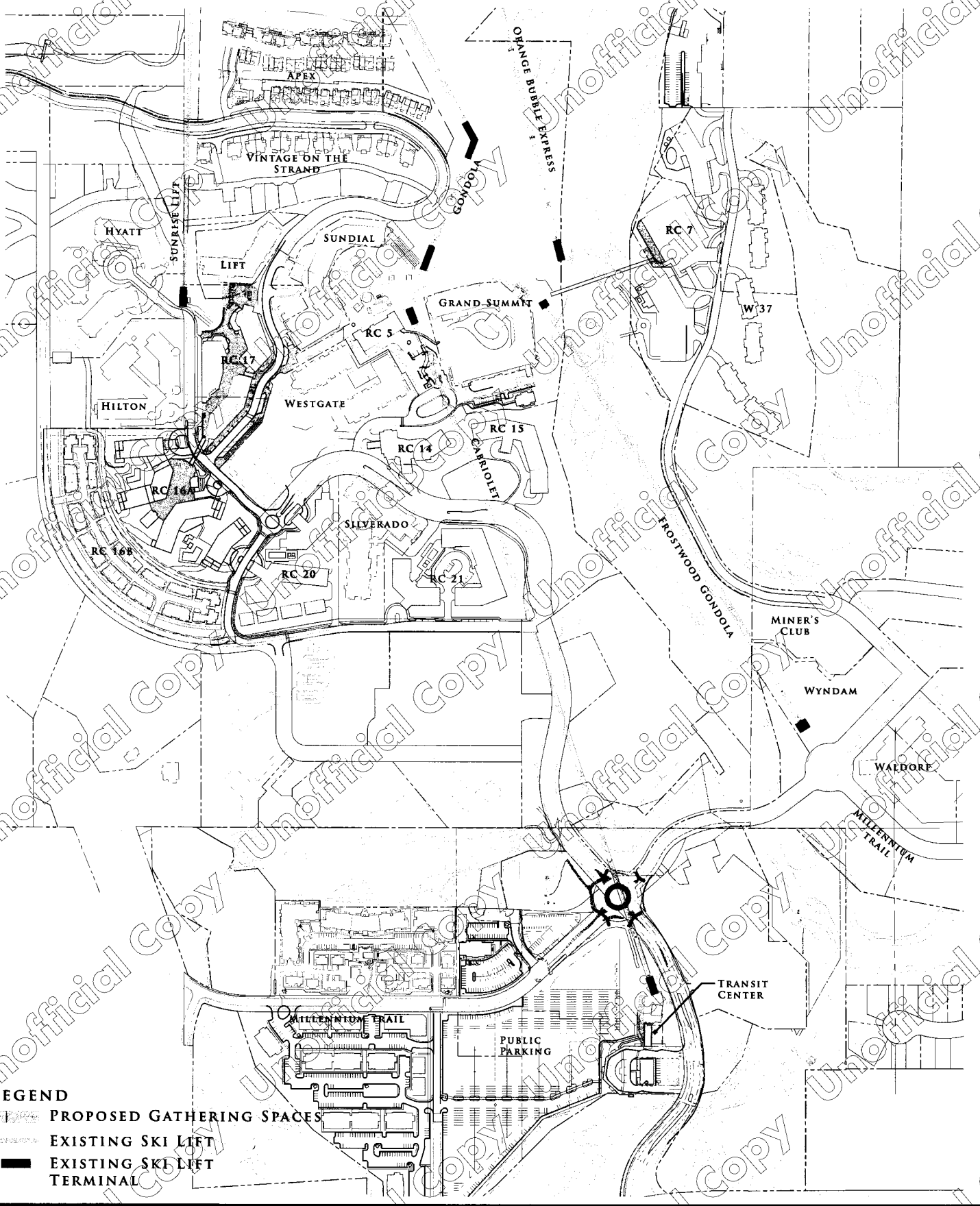
EXHIBIT D
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

[Connectivity Study]





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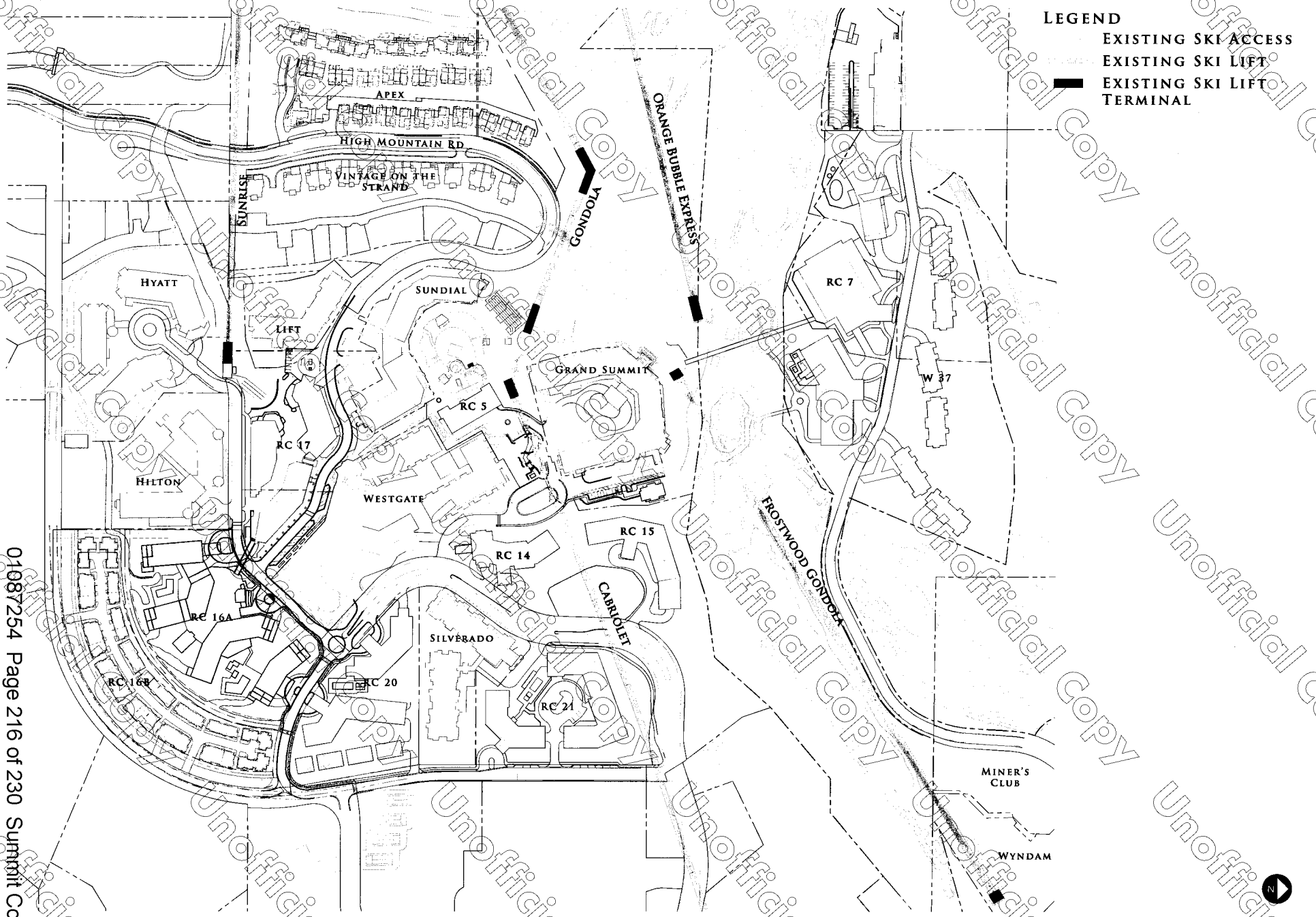

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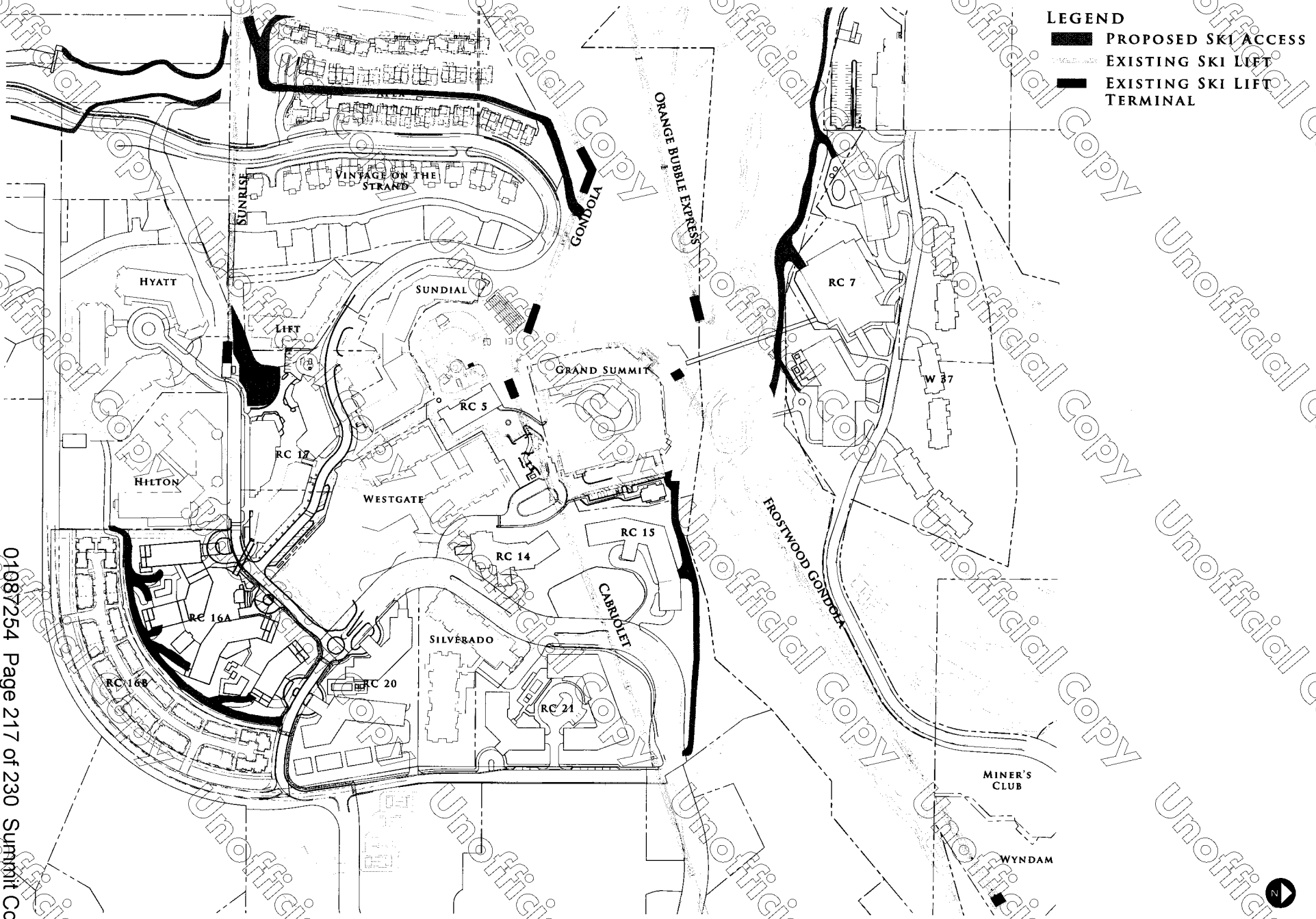

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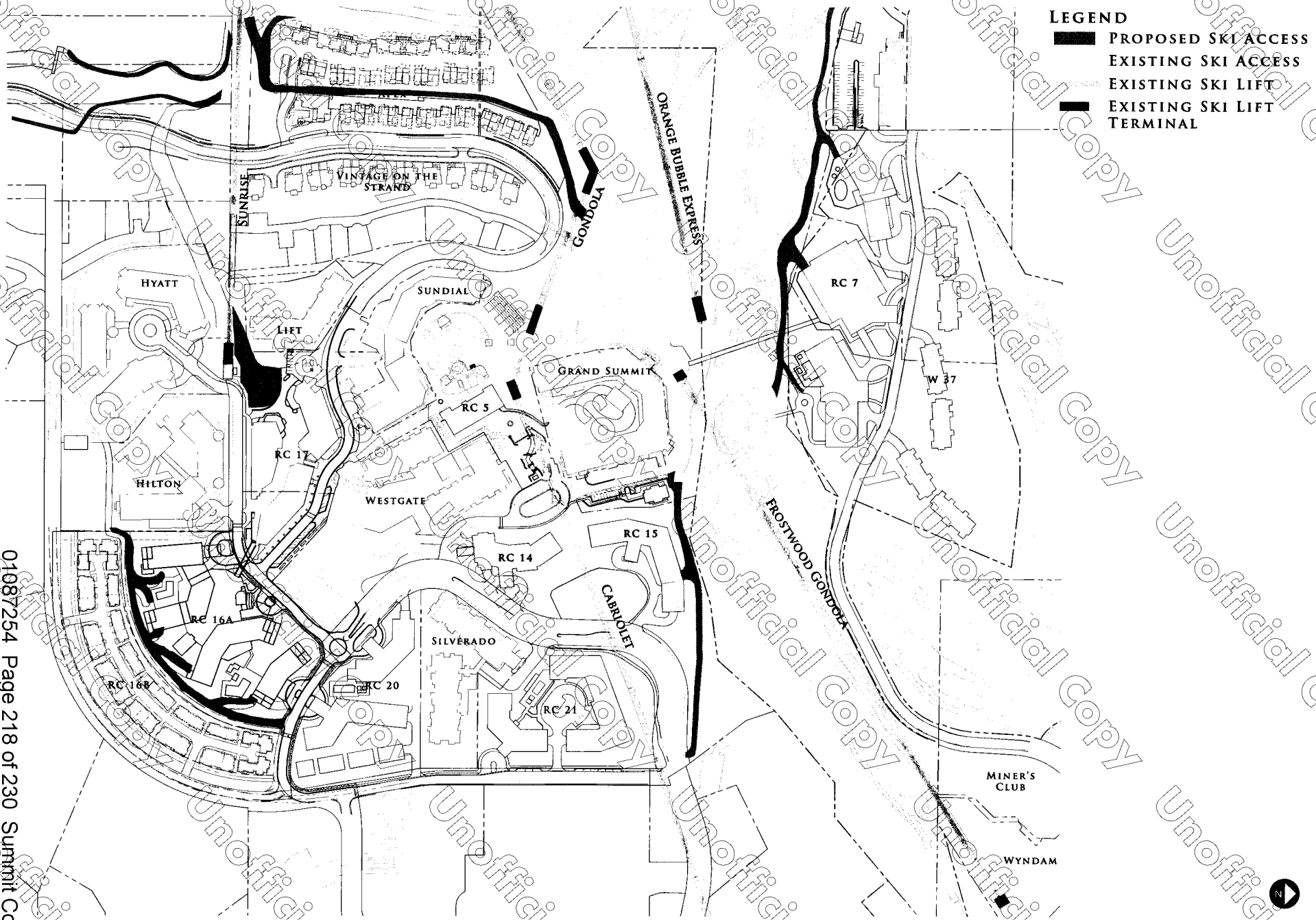

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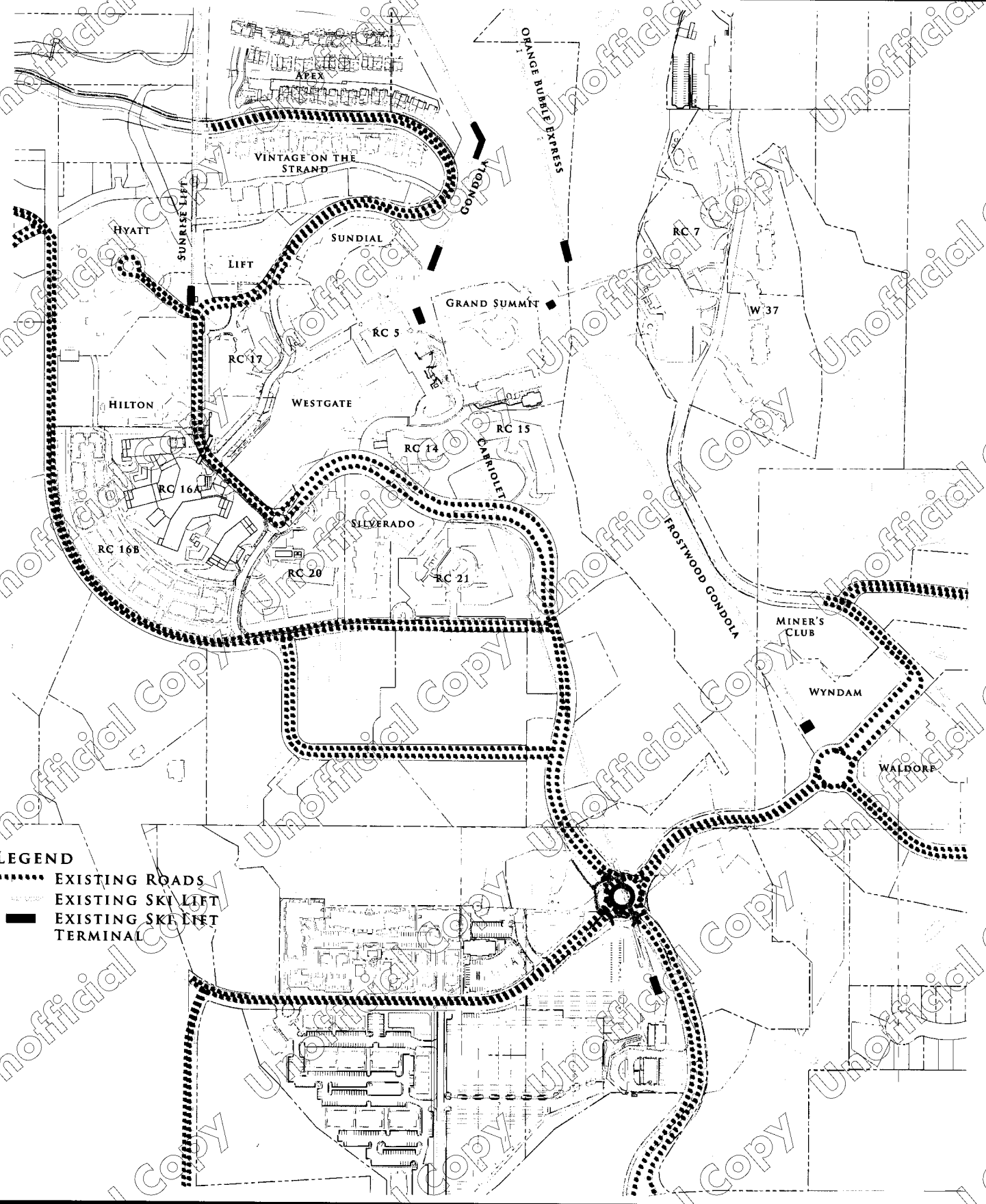

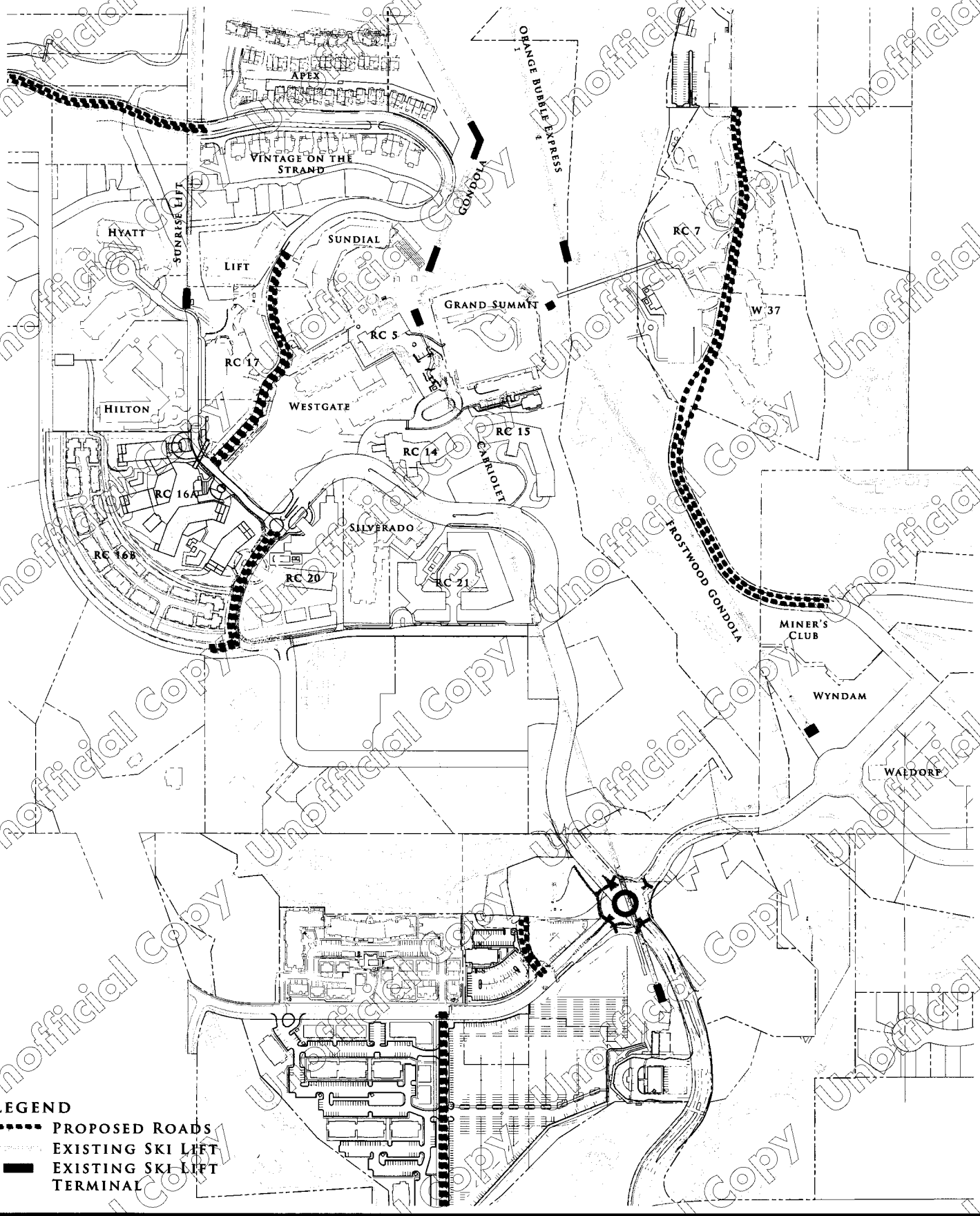

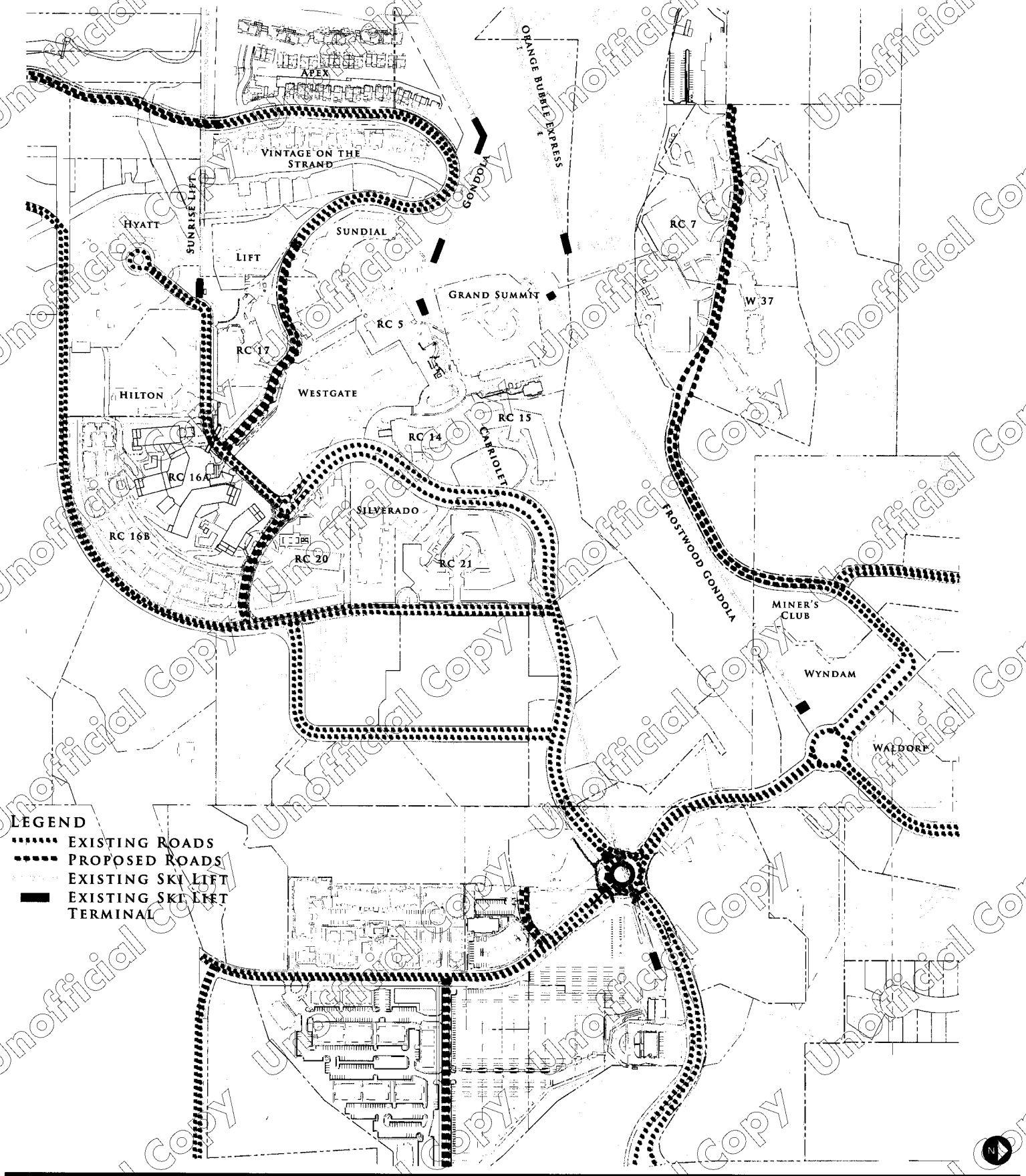

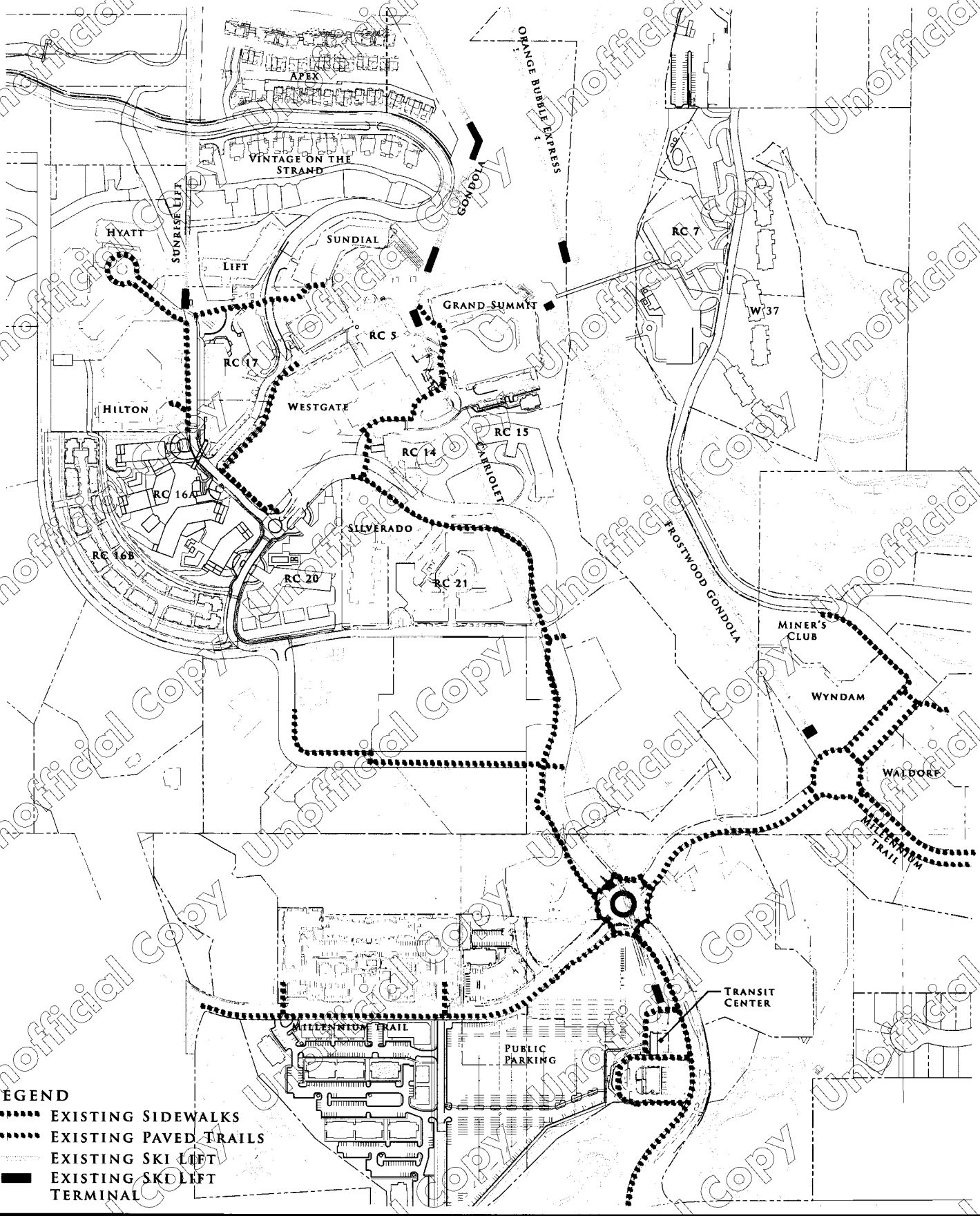

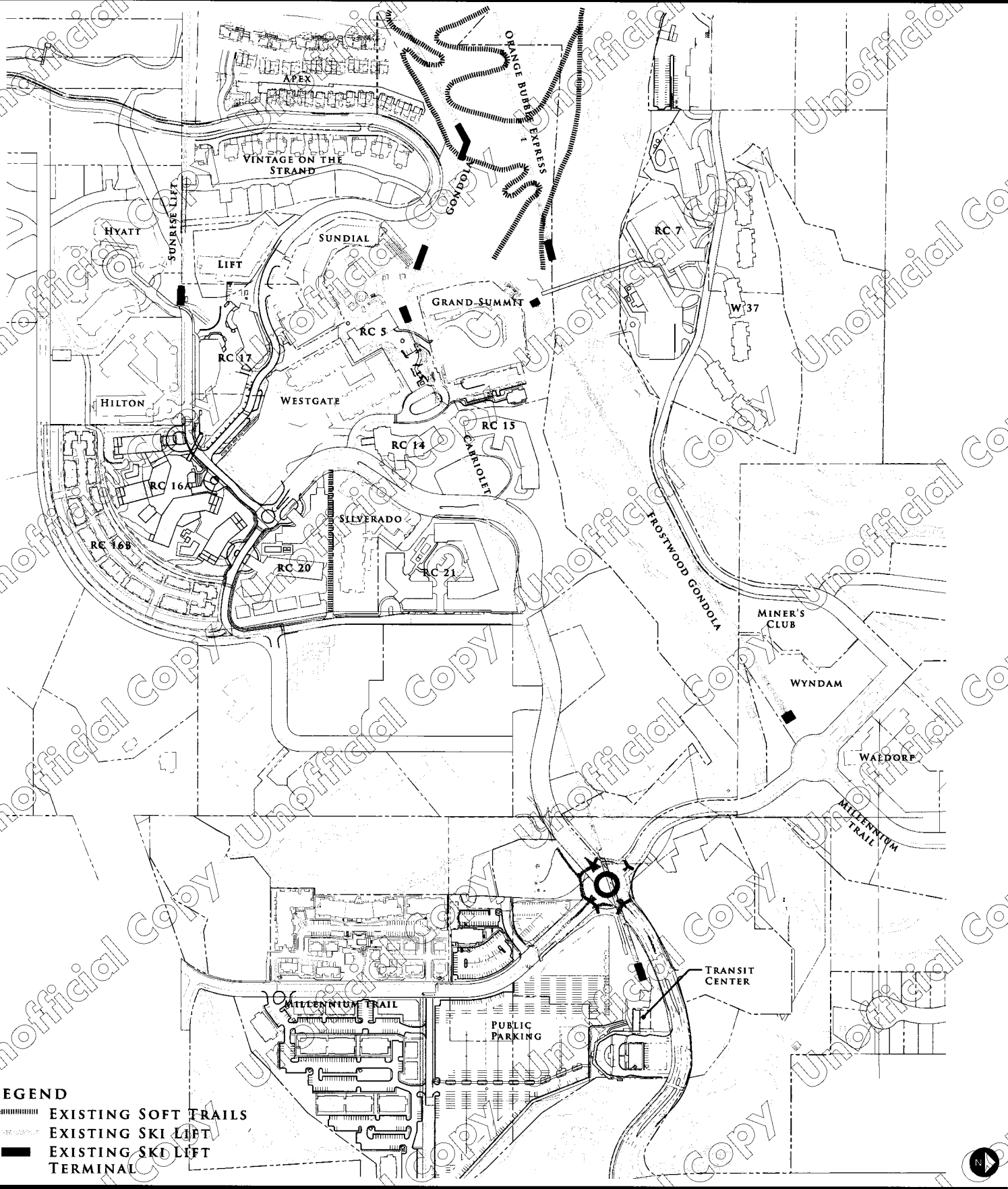

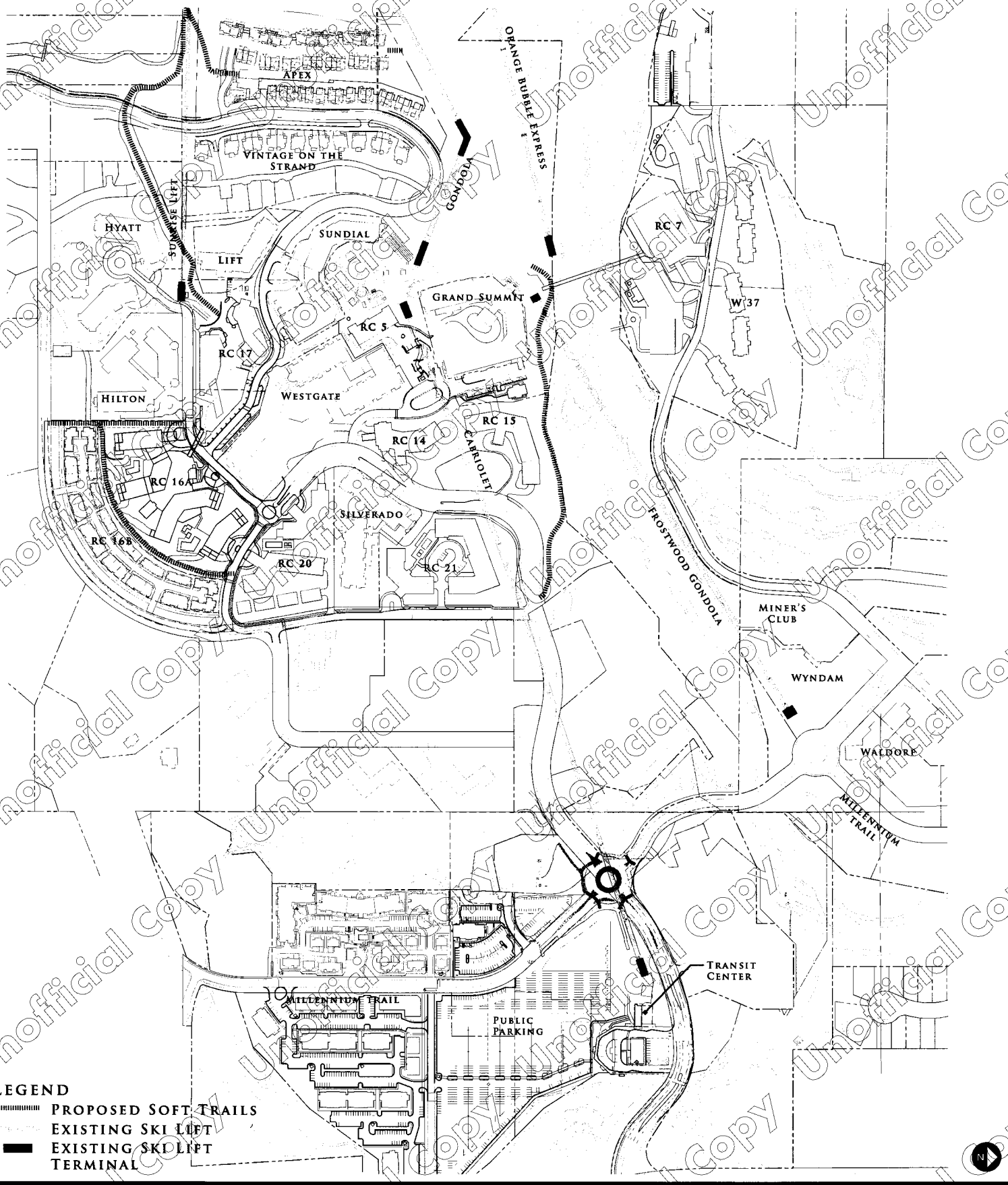

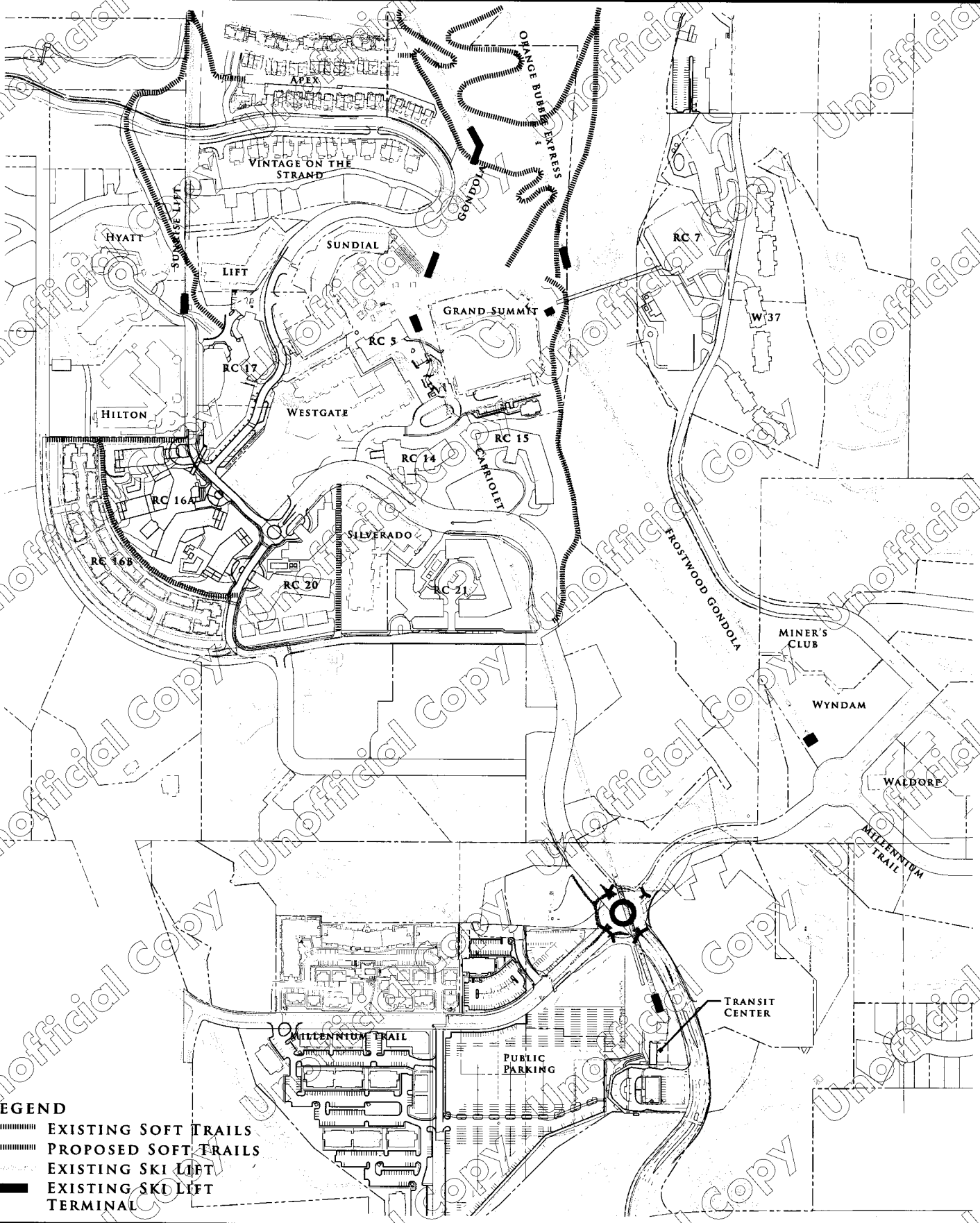

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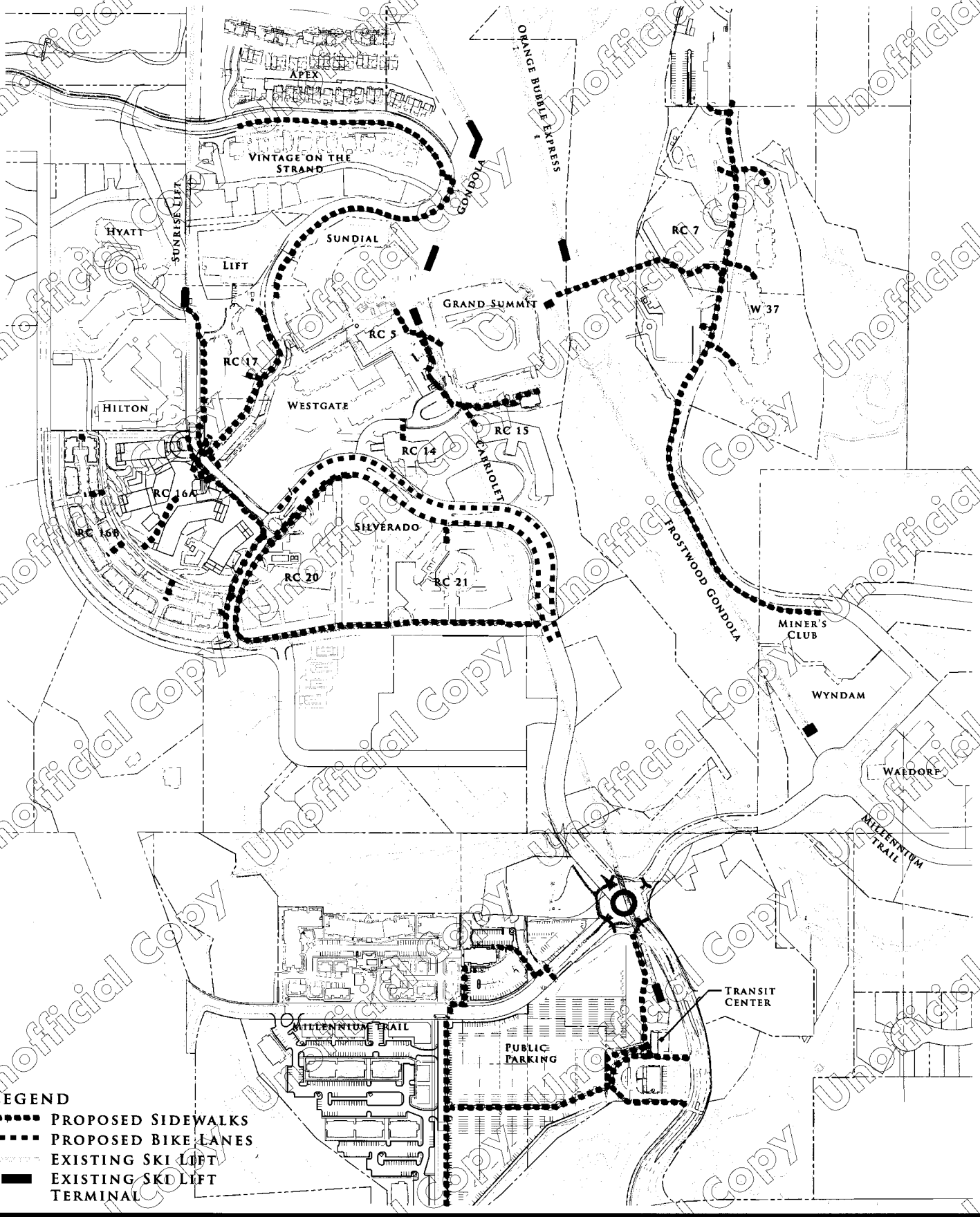

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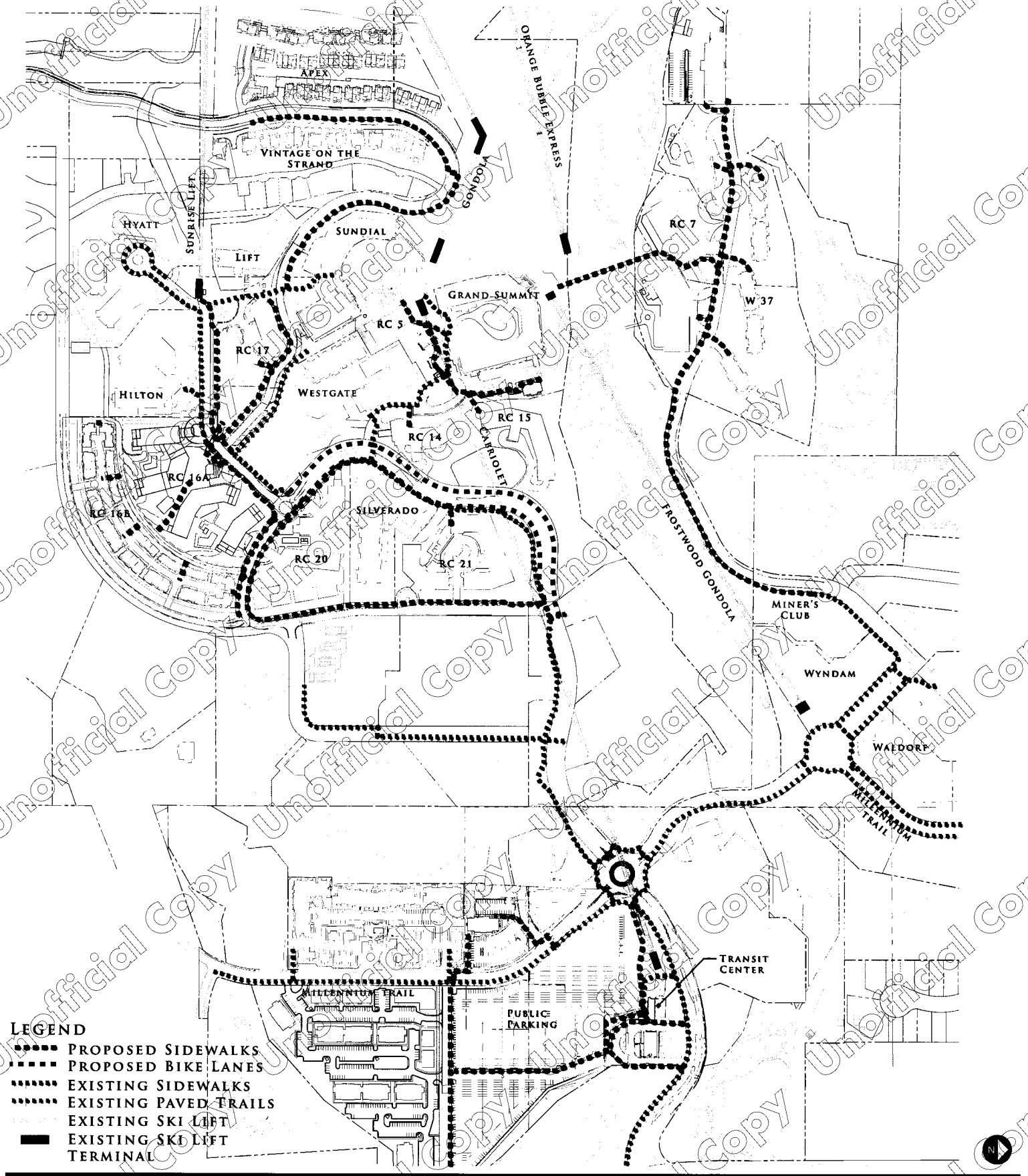

COMBINED GATHERING, SKI, SIDEWALK & TRAILS