

ENTRY NO. 01087255

03/01/2018 12:42:18 PM B: 2452 P: 0649

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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

[Lower Village 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"), Summit County, a political subdivision of the State of Utah ("County"), and The Canyons Resort Village Association, Inc., a Utah non-profit corporation doing business as The Canyons Village Management Association ("CVMA"), which is joining this Amendment for the limited purposes set forth in Section 5(d)below (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. As confirmed by that certain letter agreement, dated December 5, 2014 ("Confirmation Letter"), executed by the County, CVMA, and other parties, the Term of the SPA Development Agreement has been extended pursuant to Section 5.9.2 of the SPA Development Agreement through a date after the Effective Date and is in full force and effect as of the Effective Date.

C. Pursuant to Section 5.13 of the SPA Development Agreement, TCFC 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 Section 5.9.2.** Section 5.9.2 of the SPA Development Agreement is amended in its entirety to read as follows:

Renewal. Notwithstanding anything set forth in the SPA Development Agreement or the Confirmation Letter to the contrary, effective as of the Effective Date, this SPA Development Agreement is renewed upon identical terms and conditions as set forth in the SPA Development Agreement for a period beginning on the Effective Date and ending at midnight on the date that is 25 years after the Effective Date. Thereafter, the Developers or RVMA, without any consent or action of the Developers, will be entitled to renew this SPA Development Agreement for up to three additional five-year terms. This SPA Development Agreement will automatically continue unless all of the Developers and RVMA notify the County in writing to the contrary at least one year prior to the commencement of the continuation term. Without the prior written consent of RVMA, the Master Developer will not give any notice described in the preceding sentence, or oppose, or otherwise take any action contrary to or inconsistent with, the automatic continuation of this SPA Development Agreement for either of the additional 5-year terms. Notwithstanding the foregoing, if, at the time of a renewal the County has taken action to enforce this SPA Development Agreement in connection with pursing the remedies or enforcement rights provided to the County in this SPA Development Agreement, this SPA Development Agreement will continue on upon identical terms and conditions as set forth in the SPA Development Agreement for a period sufficient to (i) allow the County to pursue its remedies or enforcement rights provided in this SPA Development Agreement, whereupon this SPA Development Agreement will continue or not continue based upon the final determination of the County's remedies or enforcement rights; or (ii) allow the party seeking to cure the Alleged Breach to complete that cure, whereupon this SPA Development Agreement will continue for the full term of the renewal.

2. **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 LV Project Sites (defined below). This Land Use & Zoning Chart will be referred to as "**Exhibit B-A (Amended Land Use & Zoning Chart)**" for the LV Project Sites on and after the Effective Date. Project Sites referenced on **Schedule 1** that are not LV 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 Lower Village Development Area that are not included within the LV 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 LV 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 as LV1-A and LV1-B, which Project Sites are owned by TCFC as of the Effective Date ("LV Project Sites"). This Land Use Zoning Map will be referred to as "**Exhibit B.1-A (Amended Land Use Zoning Map)**" for the LV Project Sites on and after the Effective Date. The legal description for the LV Project Sites is set forth on **Exhibit A** to this Amendment. All Project Sites in the Lower Village Development Area that are not included within the LV 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.

(c) **Exhibit B.3-A (Amended Building Heights Map).** As to, but only as to, the LV 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 LV Project Sites on and after the Effective Date. All Project Sites that are not included within the LV Project Sites in the Lower Village Development Area 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 LV 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 LV Project Sites. The Illustrative Plan Map will be referred to as "**Exhibit B.4-A (Amended Illustrative Plan Map)**" for the LV Project Sites on and after the Effective Date. All Project Sites that are not included within the LV Project Sites in the Lower Village Development Area 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-A (Amended Illustrative Plan Map) is for illustrative purposes only.

(e) **Exhibit B.5.6-A (Amended Lower Village Design Conditions and Planning Area Map).** Exhibit B.5.6 (Lower Village – Development Area Illustrative Plan: Design Conditions) is replaced in its entirety with **Schedule 5** to this Amendment as to, but only as to, the LV Project Sites. The Lower Village – Development Area Illustrative Plan: Design Conditions will be referred to as "**Exhibit B.5.6-A (Amended Lower Village Design Conditions and Planning Area Map)**" for the LV Project Sites on and after the Effective Date. All Project

Sites that are not included within the LV Project Sites in the Lower Village Development Area will continue to be controlled by the version of Exhibit B.5.6 (Lower Village – Development Area Illustrative Plan: Design Conditions) attached to the SPA Development Agreement prior to the Effective Date.

3. **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 Lower Village 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.

4. **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, 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 LV 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.

5. **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 LV Project Sites. From and after the Effective Date, all references to the SPA Development Agreement as to the LV 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) and the amendment set forth in paragraph 1 will remain valid and enforceable. The amendments set forth in paragraphs 2 through 5 of this Amendment affect only the LV Project Sites of TCFC and its respective successors and assigns. The properties of other Developers which are not parties to this Amendment are not the subject of this Amendment, and paragraphs 2 through 5 of 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.

(d) **Rights of CVMA as a Joining Party.** CVMA was not an original signatory to the SPA Development Agreement and is joining in this Amendment solely in its capacity as a master association in the Canyons SPA, for purposes of becoming a party to the amendments set forth in paragraph 1 and this paragraph 5(d) of this Amendment and receiving the rights granted, and undertaking any obligations set forth, therein and herein, and agreeing to be bound by such amendments, but for no other purposes. The Parties agree that CVMA, which is referred to as the "RVMA" in paragraph 1 of this Amendment, shall have all of the rights granted to CVMA under Section 5.9.2 of the SPA Development Agreement as amended pursuant to paragraph 1 of this Amendment ("**Amended Section 5.9.2**"). Notwithstanding anything set forth in this Amendment to the contrary, CVMA will not be deemed to have been granted, and will not have, any right to enforce the SPA Development Agreement except, as a joining party, CVMA is hereby granted, and will be entitled to enforce, the rights granted to CVMA under such Amended Section 5.9.2 of the SPA Development Agreement.

The undersigned 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

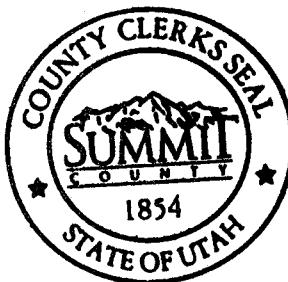
Kim Carson

Kim Carson
Chair

ATTEST:

Kent Jones
Kent Jones
County Clerk

[seal]



APPROVED AS TO FORM:

David L. Thomas
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: Lawrence J. White
Print Name: Lawrence J. White
Title: Authorised Signatory

STATE OF Utah)
COUNTY OF Summit : ss.

The foregoing instrument was acknowledged before me this 27th day of February, 2018, by Lawrence J. White, the (Authorised Signatory) 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: 1840 Sun Peak Drive 89093

My Commission Expires:

06/13/2020



[CVMA Signature Page]

CVMA:

The Canyons Resort Village Association, Inc.,
a Utah non-profit corporation

By: Brian
Its: EXECUTIVE DIRECTOR

STATE OF Utah) : ss.
COUNTY OF Summit)

The foregoing instrument was acknowledged before me this 27th day of
February, 2018, by Brian Madsen Executive Director of
The Canyons Resort Village Association, Inc., a Utah non-profit corporation.

Tara Linda Mifflin
NOTARY PUBLIC
Residing at: 1840 Sun Peak Drive 89098

My Commission Expires:

06/13/2020



EXHIBIT A
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

Legal Description of LV Project Sites

LV1-A

A parcel of land located in the southwest quarter of Section 31, Township 1 South, Range 4 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 1010.29 feet coincident with the section line and East 294.75 feet from a GLO brass cap at the southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said point being on the easterly boundary of the Lower Village Development Area Master Plat, LV3 Amended plat, recorded August 7, 2013, as Entry No. 976614 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the easterly boundary of said LV3 Amended the following four (4) courses: 1) North 00°11'36" West 75.20 feet; thence 2) East 8.85 feet to a point on a non tangent curve to the right having a radius of 330.00 feet, of which the radius point bears North 81°17'40" East; thence 3) northerly along the arc of said curve 66.79 feet through a central angle of 11°35'49"; thence 4) North 02°53'29" East 46.44 feet to a point on Lower Village Parcel 1 Amended Plat, recorded August 7, 2013, as Entry No. 976613 in the Office of the Recorder, Summit County, Utah; thence coincident with said Parcel 1 Amended Plat the following three (3) courses: 1) continuing North 02°53'29" East 181.40 feet to a point on a curve to the left having a radius of 150.00 feet, of which the radius point bears North 87°06'31" West; thence 2) northerly along the arc of said curve 116.08 feet through a central angle of 44°20'26"; thence 3) North 41°26'57" West 46.22 feet to a point on the boundary of Lower Village Development Area Master Plat, recorded July 28, 2011, as Entry No. 927089 in the Office of the Recorder, Summit County, Utah, and on a non tangent curve to the left having a radius of 90.00 feet, of which the radius point bears North 09°39'05" East; thence along the boundary of said Master Plat the following six (6) courses: 1) easterly along the arc of said curve 38.33 feet through a central angle of 24°24'10" to a point of reverse curve to the right having a radius of 35.00 feet, of which the radius point bears South 14°45'05" East; thence 2) easterly along the arc of said curve 38.09 feet through a central angle of 62°20'49"; thence 3) South 42°24'16" East 352.95 feet to a point on a curve to the right having a radius of 270.00 feet, of which the radius point bears South 47°35'44" West; thence 4) along the arc of said curve 199.83 feet through a central angle of 42°24'21"; thence 5) South 00°00'05" West 59.61 feet; thence 6) West 330.13 feet to the point of beginning.

Description contains 2.53 acres.

LV1B

A parcel of land located in the southwest quarter of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is North 00°00'29" East 1014.83 feet coincident with the section line and East 684.88 feet from a GLO brass cap at the southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake Base and Meridian, said point being on the eastern boundary of LV11 (Lower Village Road), Lower Village Development Area Master Plat, recorded July 28, 2011, as Entry No. 927089 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said eastern boundary the following three (3) courses: 1) North 00°00'05" East 55.07 feet to a point on a curve to the left having a radius of 330.00 feet, of which the radius point bears North 89°59'55" West; thence 2) along the arc of said curve 244.24 feet through a central angle of 42°24'21"; thence 3) North 42°24'16" West 174.88 feet to a point on that certain Special Warranty Deed, recorded September 29, 2014, as Entry No. 1003970 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed the following eleven (11) courses: 1) North 23°39'56" West 8.57 feet to a point on a curve to the left having a radius of 115.50 feet, of which the radius point bears South 66°20'04" West; thence 2) along the arc of said curve 38.58 feet through a central angle of 19°08'12" to a point of reverse curve to the right having a radius of 271.50 feet, of which the radius point bears North 47°11'52" East; thence 3) northwesterly along the arc of said curve 59.84 feet through a central angle of 12°37'39" to a point of reverse curve to the left having a radius of 162.50 feet, of which the radius point bears South 59°49'31" West; thence 4) northwesterly along the arc of said curve 40.03 feet through a central angle of 14°06'51" to a point of reverse curve to the right having a radius of 91.50 feet, of which the radius point bears North 45°42'40" East; thence 5) northerly along the arc of said curve 116.95 feet through a central angle of 73°13'49"; thence 6) North 28°56'29" East 27.33 feet; thence 7) North 47°40'33" East 14.60 feet to a point on a curve to the right having a radius of 358.00 feet, of which the radius point bears South 42°19'27" East; thence 8) along the arc of said curve 110.62 feet through a central angle of 17°42'17"; thence 9) North 65°22'50" East 94.92 feet to a point on a non tangent curve to the right having a radius of 1877.29 feet, of which the radius point bears South 21°43'21" East; thence 10) easterly along the arc of said curve 48.69 feet through a central angle of 01°29'10"; thence 11) North 71°06'52" East 109.64 feet to a point on that certain Quit Claim Deed, recorded October 21, 2009, as Entry No. 884812 in the Office of the Recorder, Summit County, Utah, said point also being on a non tangent curve to the right having a radius of 900.00 feet, of which the radius point bears South 12°14'12" East; thence coincident with said Quit Claim Deed easterly along the arc of said curve 176.01 feet through a central angle of 11°12'18" to a point on a non tangent curve to the right having a radius of 196.93 feet, of which the radius point bears South 00°46'13" East; thence along the arc of said curve 81.76 feet through a central angle of 23°47'17" to a point on the westerly boundary of LV2A of said Lower Village Development Area Master Plat; thence South 270.19 feet; thence South 33°07'08" East 32.27 feet; thence West 295.23 feet; thence South 151.33 feet; thence West 30.00 feet; thence South 138.54 feet; thence East 169.96 feet; thence South 239.22 feet; thence West 165.00 feet to the point of beginning

Less and excepting the following:

Beginning at a point on the West line of Lot 13, Park City West, Plat No. 1, said point being North along the section line 1836.89 feet and East 957.35 feet from the Southwest corner of Section 31, Township 1 South, Range 4 East, Salt Lake base and Meridian; and running thence South 144.0

feet; thence West 100.00 feet; thence North 144.00 feet; thence East 100.00 feet to the point of beginning.

Description contains 5.49 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	ACCOMMODATION AREA	COMMERCIAL/ RETAIL SUPPORT	PRINCIPLE USE
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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	ACCOMMODATION AREA	COMMERCIAL/ RETAIL SUPPORT	PRINCIPLE USE
RESORT CORE						
RC. 1	3-9		360,405	244,000	116,405	<i>Hotel/Lodging Units</i>
RC. 2		6,966	14,000		14,000	<i>Commercial/Retail/Support/Skier Services</i>
RC. 5		6,973	48,089	27,525	20,564	<i>Residential Multi-Family/Commercial/Retail/Support/Skier Services</i>
RC. 6		6,966	25,000		25,000	<i>Commercial/Retail/Support/Skier Services</i>
RC. 7/WWD6 - Building A		7,067	202,937	165,312	37,625	<i>Hotel/Lodging Units/Commercial/Retail/Support</i>
Building B - Conference Center		6,950	48,171	-	48,171	<i>Conference Center/Commercial/Retail/Support</i>
Building C		7,016	304,378	254,503	49,875	<i>Hotel/Lodging Units/Commercial/Retail/Support</i>
RC. 8	5.5		114,523	94,025	20,498	<i>Hotel/Lodging Units</i>
RC. 9	4.5		82,880	68,883	13,997	<i>Hotel/Lodging Units</i>
RC. 10	3.5		64,234	53,429	10,805	<i>Hotel/Lodging Units</i>
RC. 11a/b	3.5		99,451	93,331	6,120	<i>Hotel/Lodging Units</i>
RC. 14		6,925	73,554	73,554		<i>Hotel/Lodging Units</i>
RC. 15		6,931	166,941	166,941		<i>Hotel/Lodging Units</i>
RC. 16A - Building A		6,991	159,588	149,588	10,000	<i>Hotel/Lodging Units/Commercial/Retail/Support</i>
Building B		6,977	102,941	92,941	10,000	<i>Hotel/Lodging Units/Commercial/Retail/Support</i>
Building C		6,964	77,506	77,506	-	<i>Hotel/Lodging Units</i>
RC. 16B	2-3		106,000	106,000		<i>Residential-Multi Family</i>
RC. 17* - Building A		6,998	72,054	59,436	12,618	<i>Hotel/Lodging/Commercial/Retail/Support/Skier Services</i>
Building B		6,998	110,102	94,405	15,697	<i>Hotel/Lodging/Commercial/Retail/Support/Skier Services</i>
Building C		6,998	84,959	74,834	10,125	<i>Hotel/Lodging/Commercial/Retail/Support/Skier Services</i>
RC. 19	5.5		255,607	243,407	12,200	<i>Hotel/Lodging Units</i>
RC. 20A - Building A		6,931	75,623	70,623	5,000	<i>Hotel/Lodging/Commercial/Retail/Support</i>
Building B		6,931	96,054	91,054	5,000	<i>Hotel/Lodging/Commercial/Retail/Support</i>
RC. 20B	6,913-6,920		32,398	32,398	-	<i>Residential-Multi Family</i>
RC. 21 - Building A		6,875	47,900	47,900	-	<i>Hotel/Lodging Units</i>
Building B		6,886	69,400	69,400	-	<i>Hotel/Lodging Units</i>
Building C		6,881	58,700	58,700	-	<i>Hotel/Lodging Units</i>
RC. 22	3-6		114,000	114,000	-	<i>Hotel/Lodging Units</i>
RC. 24A	3		24,000	24,000	-	<i>Residential-Multi Family</i>
RC. 24B	3		26,000	26,000	-	<i>Residential-Multi Family, TDR Site</i>
RC. 25	2.5		161,000	161,000	-	<i>Residential-Multi Family</i>
Forum Retail	1		24,000	-	24,000	<i>Retail/Skier Services</i>
T1	1.5		3,629	-	3,629	<i>Service</i>
T2	1.5		2,625	-	2,625	<i>Service</i>
Escala/E1	3-5		285,467	202,200	83,267	<i>Hotel/Lodging Units/Commercial/Retail</i>
Friedman 1/F1	2-3		67,200	67,200	-	<i>Residential-Multi Family</i>
Friedman 2/F2	2-3		52,800	52,800	-	<i>Hotel/Lodging Units</i>
Silverado/J1	4.5		66,770	59,325	7,445	<i>Hotel/Lodging Units</i>
Silverado/J2	2-4.5		63,230	63,230	-	<i>Hotel/Lodging Units</i>
Sunrise/E2	2-5		177,000	139,000	38,000	<i>Hotel/Lodging Units</i>
			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	ACCOMMODATION AREA	COMMERCIAL/ RETAIL SUPPORT	PRINCIPLE USE
RED PINE VILLAGE						
R.P. 1	2.5		106,000	80,664	25,336	<i>Hotel/Lodging Units</i>
R.P. 2	2		70,050	35,991	34,059	<i>Hotel/Lodging Units/Amphitheater</i>
R.P. 3	3		272,875	207,654	65,221	<i>Hotel/Lodging Units</i>
R.P. 4	1.5-2.75		66,500	-	66,500	<i>Skier services</i>
R.P. 5	3		109,950	72,065	37,885	<i>Hotel/Lodging Units</i>
R.P. 6	3		147,600	123,373	24,227	<i>Hotel/Lodging Units</i>
R.P. 7	3		105,975	80,646	25,329	<i>Hotel/Lodging Units</i>
R.P. 8	1		6,000	-	6,000	<i>Chapel</i>
R.P. 9	2.5		193,000	146,870	46,130	<i>Hotel/Lodging Units</i>
R.P. 10	2-3		232,250	176,737	55,513	<i>Hotel/Lodging Units</i>
R.P. LAKE a/b	2		60,000	60,000	-	<i>Hotel/Lodging Units</i>
			1,370,200	984,000	386,200	
TOMBSTONE						
Tmb. 1	2		15,000	-	15,000	<i>Commercial</i>
Tmb. Osg. 1	3		74,500	67,500	7,000	<i>Hotel/Lodging Units/retail</i>
Tmb. Osg. 2 *	2		30,500	30,500	-	<i>Residential-Multi Family</i>
Tmb. Osg. 3	-		-	-	-	<i>Hotel/Lodging Units</i>
			120,000	98,000	22,000	
ON MOUNTAIN						
SILVER KING MINES						
-	-		26,000	26,000	-	<i>Hotel/Lodging Units</i>
MINES VENTURE						
See note 3.7.5	-		n/a	n/a	-	<i>Residential-Single Family Detached</i>
			26,000	26,000	-	
THE COLONY	240 Lots					<i>Residential-Single Family Detached</i>
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]

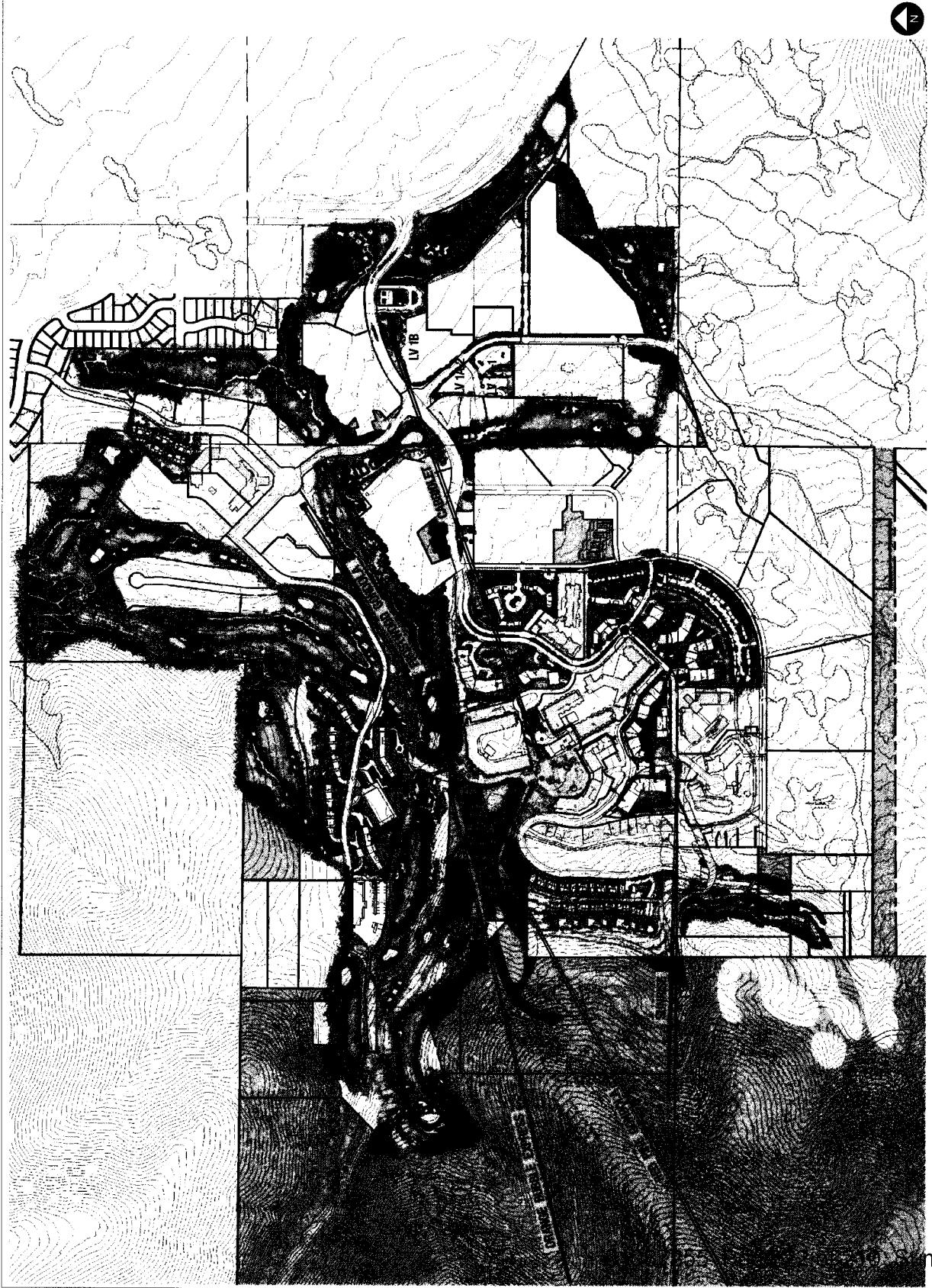


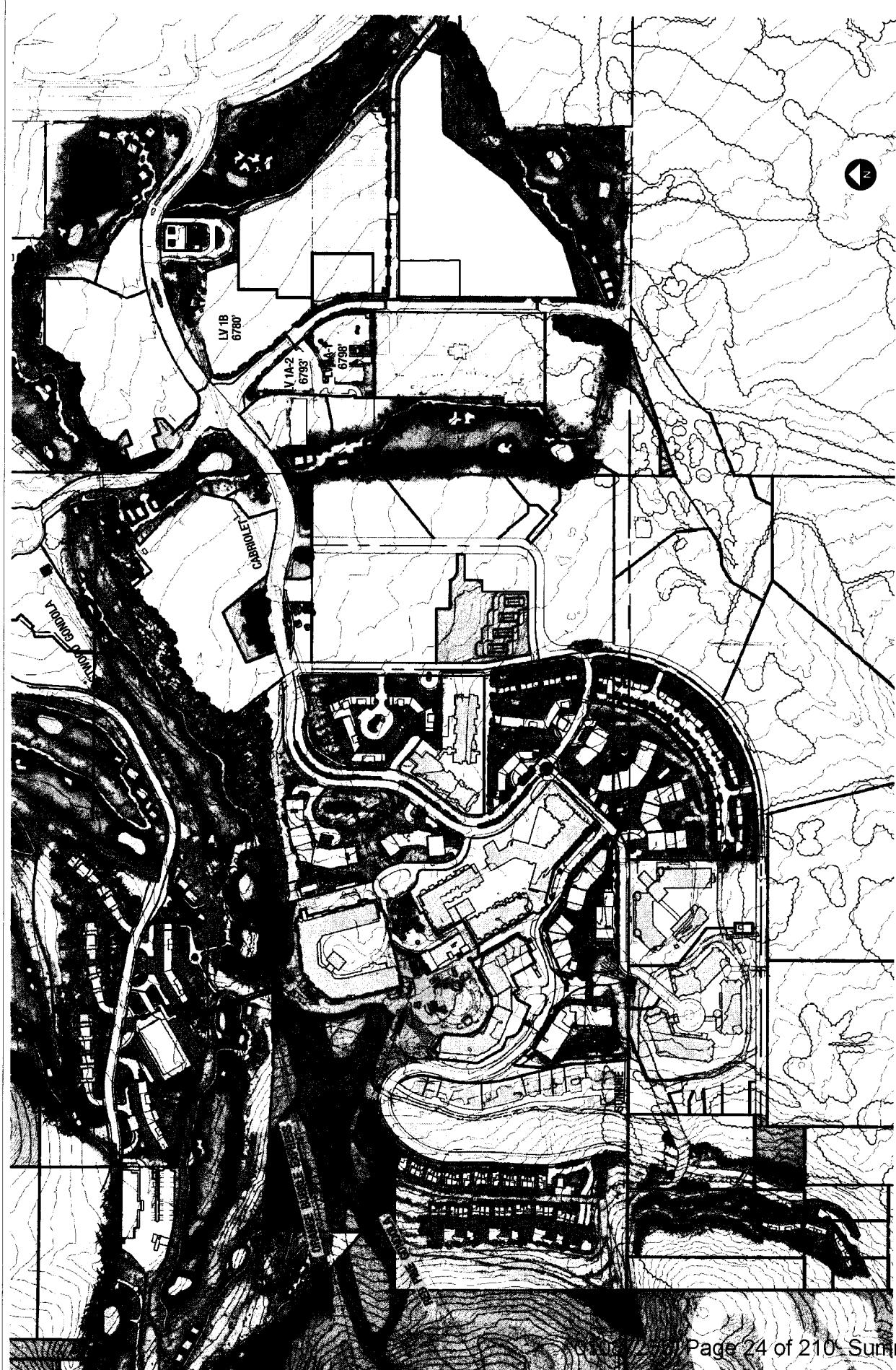
EXHIBIT # B1-A
SPACEMANAGEMENT // LAND USE ZONING MAP // DECEMBER 13, 2017

Summit County

SCHEDULE 3
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT

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

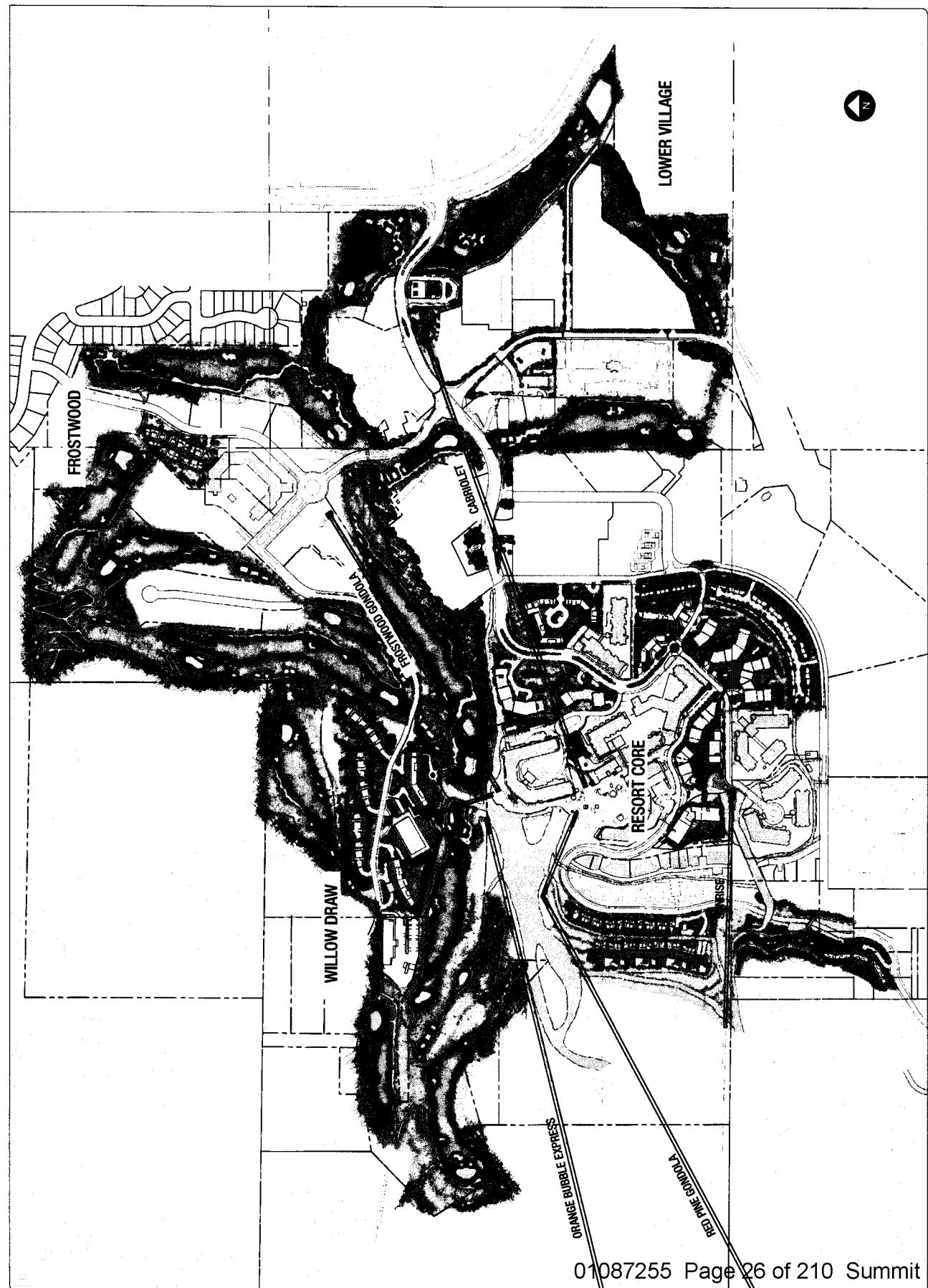
[See Attached]



**SCHEDULE 4
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT**

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

[See Attached]



**SCHEDULE 5
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT**

Exhibit B.5.6-A

Exhibit B.5.6-A (Amended Lower Village 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 final approval.

1. As a condition of plat or site plan approval, the Developer shall convey to the 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. At time of the development of a fire station on the designated site, the site and architectural plans are subject to design review of the Village Management Association Design Review Board. If the property is transferred prior to such time, a deed restriction (or similar condition) providing for this condition shall be incorporated in the transfer documents



EXHIBIT # B.5.6-A

SPA AMENDMENT // LOWER VILLAGE PLANNING AREA // DECEMBER 13, 2017

01087255 Page 28 of 210 Summit County

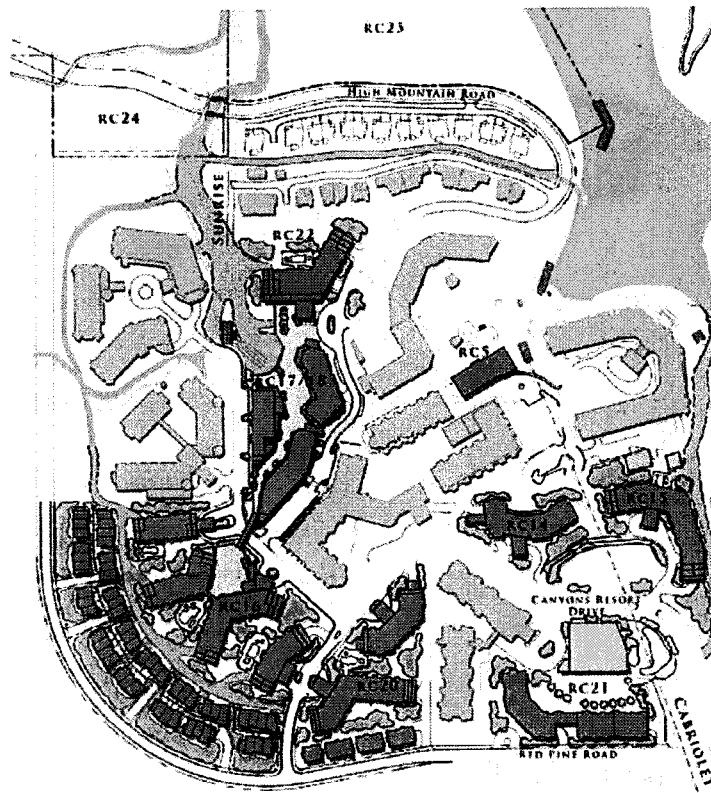
**EXHIBIT B
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT**

[Traffic Study]

HALES  **ENGINEERING**
innovative transportation solutions

The Canyons

Traffic Study



Summit County, Utah
November 2017

UT16-878





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	Existing 2017 Plus Project	Future 2030 Background	Future 2030 Plus Project	Existing 2017 Plus Project Alternate	Future 2030 Plus Project Alternate
	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)
SR-224 / Canyons Resort Drive	D (35.4) NB C (26.3), SB C (29.2), EB D (54.9), WB D (48.0)	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), NB E (69.3), SB F (>80.0), EB D (52.6), WB E (57.1)	F (>80.0) NB F (>80.0), 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 (47.2), 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 A (1.8) / EB, D (27.1) / WB		A (9.1) / 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 A (5.5) / EB, B (12.7) / WB		B (10.8) / SB A (3.6) / EB, A (0.9) / WB	F (>50.0) / SB A (4.5) / EB, C (36.8) / WB	F (>50.0) / SB A (1.5) / EB, C (36.8) / WB	F (>50.0) / SB B (13.2) / EB, A (12) / 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 (>80.0), 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 (12) / 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)
		Overall Intersection
	Signalized Intersections	
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	$0 \leq 10.0$
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	$> 10.0 \text{ and } \leq 20.0$
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.	$>20.0 \text{ and } \leq 35.0$
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	$> 35.0 \text{ and } \leq 55.0$
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	$> 55.0 \text{ and } \leq 80.0$
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
	Unsignalized Intersections	Worst Approach
A	Free Flow / Insignificant Delay	$0 \leq 10.0$
B	Stable Operations / Minimum Delays	$>10.0 \text{ and } \leq 15.0$
C	Stable Operations / Acceptable Delays	$>15.0 \text{ and } \leq 25.0$
D	Approaching Unstable Flows / Tolerable Delays	$>25.0 \text{ and } \leq 35.0$
E	Unstable Operations / Significant Delays	$>35.0 \text{ and } \leq 50.0$
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	Mixed-Use	Internal Capture	%	CVMA	Net Trips	Total Sat Pk Hr	Exiting	Entering	Exiting	Net Trips	Total Sat Pk Hr
	Grand Summit Hotel (G30)	183	Occupied Rooms	102	55%	41%	60	42	0%	16%	51	35	86								
	Specialty Retail Center (S26)	116,405	1,000 Sq. Ft. GLA	462	50%	50%	231	231	95%	16%	10	10	20								
	Sundial Lodge	128	Occupied Rooms	72	55%	41%	42	30	0%	16%	36	25	60								
	Resort Hotel (G30)	44,373	1,000 Sq. Ft. GLA	176	55%	50%	88	88	95%	16%	4	4	8								
	Specialty Retail Center (S26)	247	Occupied Rooms	136	55%	41%	80	56	0%	16%	67	47	114								
	Westgate Resort	33,216	1,000 Sq. Ft. GLA	132	50%	50%	66	66	95%	16%	3	3	6								
	Escala	158	Occupied Rooms	88	55%	41%	52	36	0%	16%	44	30	74								
	Resort Hotel (G30)	18,079	1,000 Sq. Ft. GLA	72	50%	50%	36	36	95%	16%	2	2	4								
	Sumrise at Escala	71	Occupied Rooms	40	55%	41%	24	16	0%	16%	20	14	34								
	Specialty Retail Center (S26)	3.5	1,000 Sq. Ft. GLA	14	50%	50%	7	7	95%	16%	0	0	0								
	Silverado	83	Occupied Rooms	46	55%	41%	27	19	0%	16%	23	16	39								
	Resort Hotel (G30)	7,005	1,000 Sq. Ft. GLA	28	50%	50%	14	14	95%	16%	1	1	2								
	Specialty Retail Center (S26)	15	Occ. Dwelling Units	48	54%	46%	26	22	0%	0%	26	22	48								
	Vintage	21	Occ. Dwelling Units	28	54%	46%	15	13	0%	0%	15	13	28								
	Red Pine Road										769	675									
	Project Total Saturday Peak Hour Trips										301	222	523								

1. Land Use Order from the Institute of Transportation Engineers, the Convention Manual 9th Edition - 2012

SOURCE: Hales Engineering, August 1 2017

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

Intersection Description	Control	Worst Approach			Overall Intersection	
		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	D
					NB C (28.3), SB C (29.2), EB D (54.9), WB D (46.0)	
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

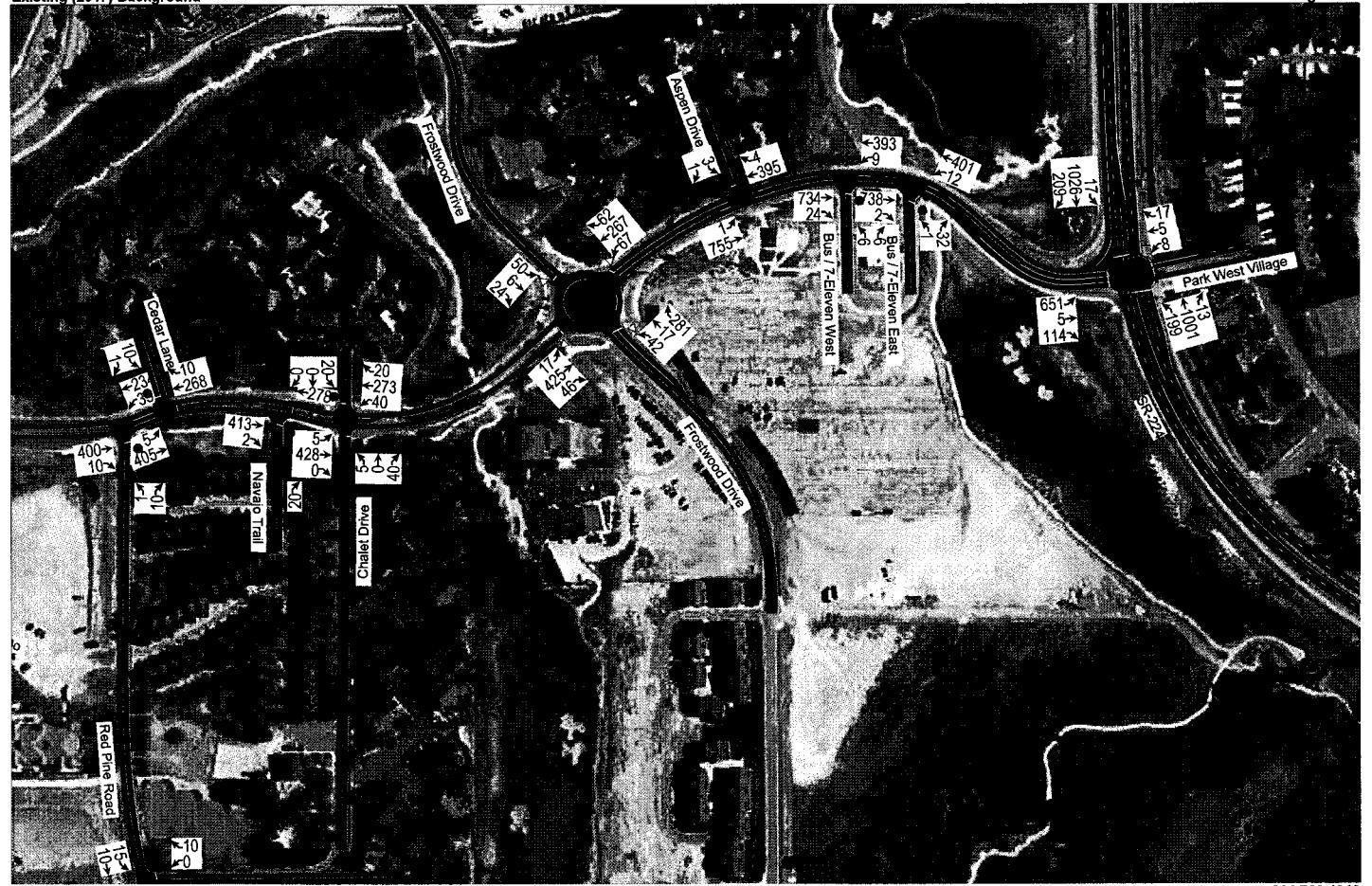
The queuing at the SR-224 / Canyons Resort Drive intersection can be attributed to the high number of vehicles turning left (eastbound) from Canyons Resort Drive onto northbound SR-224,



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



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		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
	Land Use:												
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%	28	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											549	429	978
Saturday Peak Hour (with future reductions)		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
	Land Use:												
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											489	389	878

¹ Land Use Odds from the Institute of Transportation Engineers Trip Generation Manual (5th 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



Hales Engineering
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11/03/2017

Summit County - The Canyons TS
Trip Assignment (2017)

Saturday Peak
Figure 3a



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08/28/2017

Summit County - The Canyons TS
Trip Assignment (Future)

Saturday Peak
Figure 4a



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11/03/2017

Summit County - The Canyons TS
Trip Assignment (Future)

Saturday Peak
Figure 4b



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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

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



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11/03/2017

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

Description	Intersection	Control	Worst Approach			Overall Intersection	
			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	E
						NB D (38.3), SB E (77.5), EB D (52.6), WB E (57.1)	
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 /



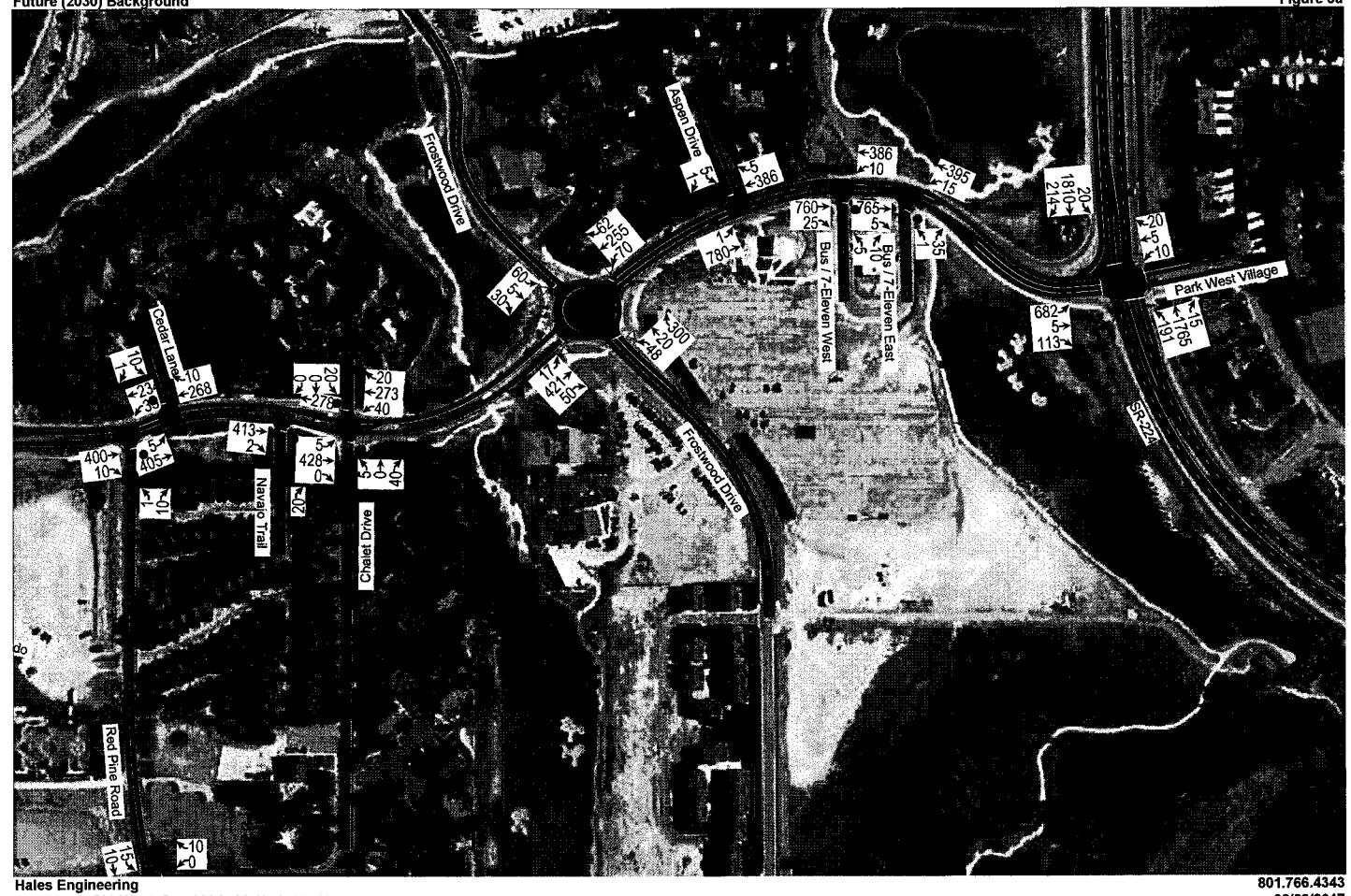
Canyons Resort Drive intersection are anticipated to extend for over 400 feet on the north-, south-, and eastbound approaches. No additional significant queueing is anticipated.

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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08/29/2017

Summit County - The Canyons TS
Future (2030) Background

Saturday Peak
Figure 6b



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801.766.4343
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 Description	Control	Worst Approach			Overall Intersection	
		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	F
					NB E (68.3), SB F (>80.0), EB D (49.5), WB E (66.7)	
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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Summit County - The Canyons TS
Future (2030) Plus Project

Saturday Peak
Figure 7b



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

801.766.4343
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 Trail, 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.

Table 8

Summit County - The Canyons Resort TS

Trip Generation (Future Development Including Red Pine Village)

Saturday Peak Hour	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
Land Use¹												
Red Pine Village	935	Occupied Rooms	514	59%	41%	303	211	0%	16%	255	177	432
RC 25	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	16%	27	24	51
RC 24	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	16%	23	19	42
RC 22	52	Occupied Rooms	30	59%	41%	18	12	0%	16%	15	10	25
RC 5	7,65	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 5	20,564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	16%	2	2	4
RC 17/18	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	16%	3	3	6
RC 17/18	88	Occupied Rooms	50	59%	41%	30	21	0%	16%	25	17	42
RC 16 A	142	Occupied Rooms	78	59%	41%	46	32	0%	16%	39	27	66
RC 16 A	142	Occupied Rooms	72	59%	41%	42	30	0%	16%	36	25	60
RC 16 B	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	16%	24	21	45
RC 16 A	15	1,000 Sq. Ft. GLA	60	50%	50%	30	30	95%	16%	1	1	2
RC 20 A	119	Occupied Rooms	68	59%	41%	39	27	0%	16%	33	23	55
RC 20 A	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	16%	1	1	2
RC 20 B	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	39
RC 14	128	Occupied Rooms	72	59%	41%	42	30	0%	16%	23	16	39
RC 15	81	Occupied Rooms	46	59%	41%	27	19	0%	16%	24	17	40
RC 21	85	Occupied Rooms	48	59%	41%	28	20	0%	16%	25	22	47
W37	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	16%	1	1	2
RC 2	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	16%	2	2	4
RC6	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	16%	28	19	47
RC 7	102	Occupied Rooms	56	59%	41%	33	23	0%	16%	16	14	30
RC 7	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	16%	3	3	6
RC 7	119	Occupied Rooms	66	59%	41%	39	27	0%	16%	33	23	55
RC 7	50	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	16%	4	4	8
W35	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	16%	22	15	37
LV 10	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	16%	24	20	44
LV 4	82	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	39
LV 6	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)	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
Land Use¹												
Red Pine Village	935	Occupied Rooms	514	59%	41%	303	211	0%	27%	221	154	375
RC 25	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	27%	23	20	43
RC 24	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	27%	20	17	37
RC 22	52	Occupied Rooms	30	59%	41%	18	12	0%	27%	13	8	22
RC 5	8	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 5	20,564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	27%	1	1	2
RC 17/18	38.44	1,000 Sq. Ft. GLA	152	50%	50%	76	76	95%	27%	3	3	6
RC 17/18	88	Occupied Rooms	50	59%	41%	30	21	0%	27%	22	15	37
RC 16 A	142	Occupied Rooms	78	59%	41%	46	32	0%	27%	34	23	57
RC 16 B	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	27%	21	18	39
RC 16 A	15	1,000 Sq. Ft. GLA	60	50%	50%	30	30	95%	27%	1	1	2
RC 20 A	119	Occupied Rooms	66	59%	41%	39	27	0%	27%	28	20	48
RC 20 A	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	27%	1	1	2
RC 20 B	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33
RC 14	128	Occupied Rooms	72	59%	41%	42	30	0%	27%	31	22	53
RC 15	81	Occupied Rooms	46	59%	41%	27	19	0%	27%	20	14	34
RC 21	85	Occupied Rooms	48	59%	41%	28	20	0%	27%	21	14	35
W37	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	27%	22	19	41
RC 2	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	27%	1	1	2
RC6	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	27%	2	2	4
RC 7	102	Occupied Rooms	56	59%	41%	33	23	0%	27%	24	17	41
RC 7	37.6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	27%	3	3	5
RC 7	119	Occupied Rooms	66	59%	41%	39	27	0%	27%	28	20	48
RC 7	50	1,000 Sq. Ft. GLA	198	50%	50%	99	99	85%	27%	4	4	7
RC 7	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	27%	14	12	26
LV 10	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	27%	20	18	38
LV 4	82	Occupied Rooms	46	59%	41%	27	19	0%	27%	20	14	34
LV 6	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 5th Edition - 2013

SOURCE: Hales Engineering, November 2017

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

Description	Control	Intersection	Worst Approach			Overall Intersection	
			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	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	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	-	-	-

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



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

Saturday Peak
Figure 8b



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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. The 7-Eleven East, Aspen Drive, and Navajo Trail 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 Description	Control	Worst Approach			Overall Intersection	
		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	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	-	-

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

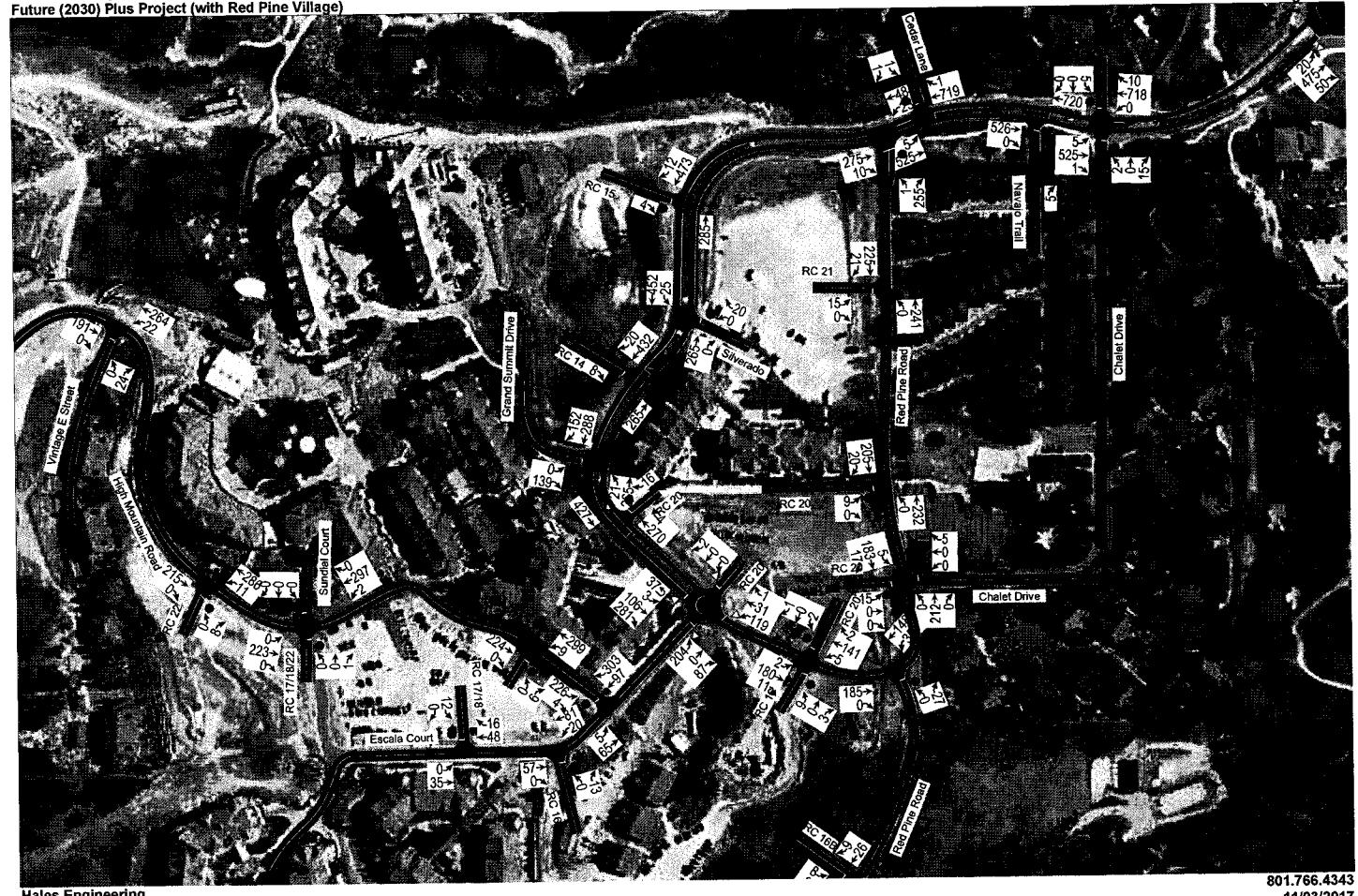


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Summit County - The Canyons TS
Future (2030) Plus Project (with Red Pine Village)

Saturday Peak
Figure 9b



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11/03/2017

APPENDIX A

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

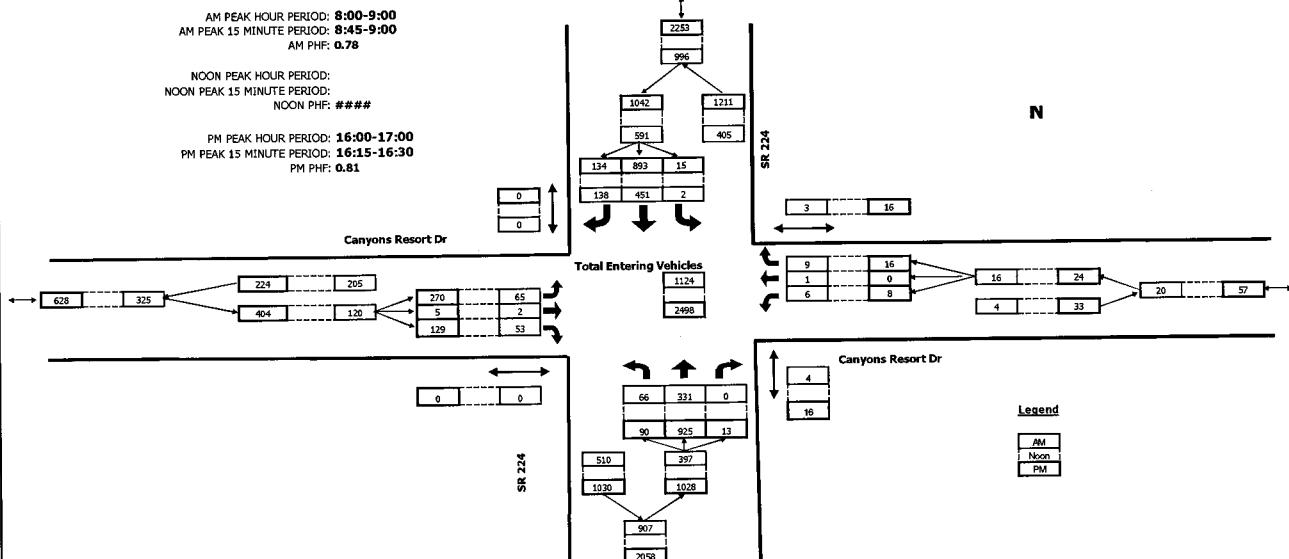
Intersection: SR 224 / Canyons Resort Dr
North/South: SR 224
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-676
Weather:

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

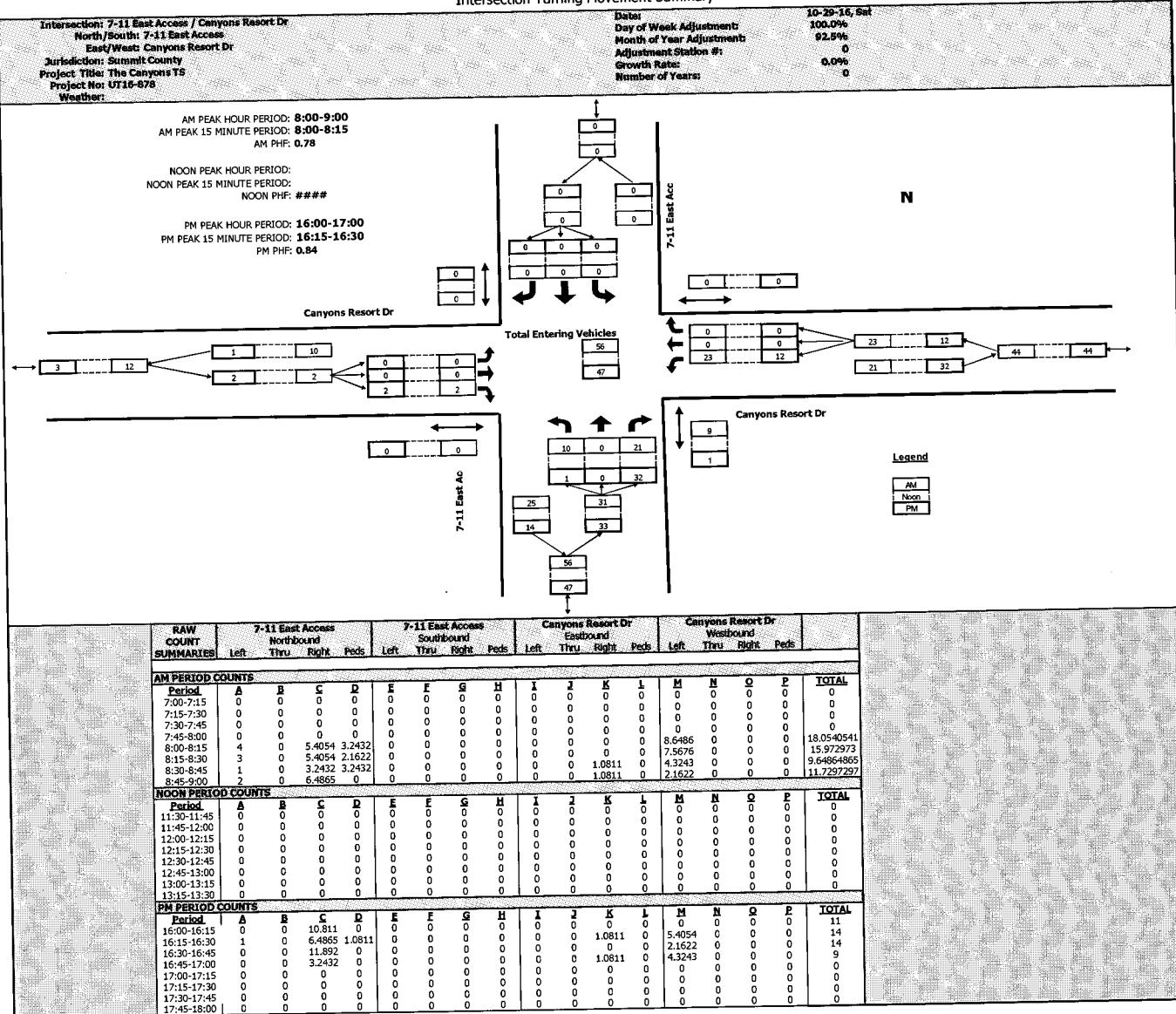


RAW COUNT SUMMARIES	SR 224 Northbound			SR 224 Southbound			Canyons Resort Dr Eastbound			Canyons Resort Dr Westbound			TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS													
Period	A	B	C	D	E	F	G	H	I	J	K	L	M
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	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
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
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
8:30-8:45	15	88,6496	0	1,0811	0	102.7	41,081	0	18,378	0	14,054	0	1,0811
8:45-9:00	21	116,757	0	0	0	151.35	30,27	0	18,378	0	17,297	0	1,0811
													358,297297
NOON PERIOD COUNTS													
Period	A	B	C	D	E	F	G	H	I	J	K	L	M
11:30-11:45	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
12:00-12:15	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
12:30-12:45	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
13:00-13:15	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
PM PERIOD COUNTS													
Period	A	B	C	D	E	F	G	H	I	J	K	L	M
16:00-16:15	17	187,027	1,0811	5,4054	3,2432	245.41	28,108	0	36,757	2,1622	17,297	0	2,1622
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
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	5,4054
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	5,4054
17:00-17:15	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
17:30-17:45	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

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary



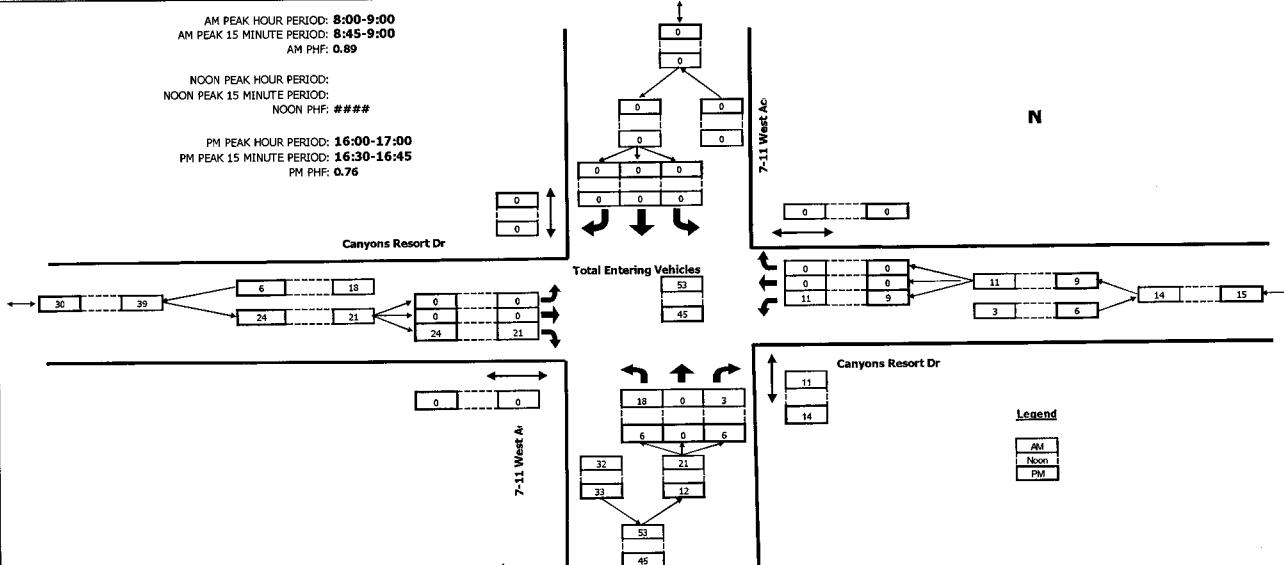
TrafficCounts

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: UT16-678
Weather:

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



RAW COUNT SUMMARIES	7-11 West Access Northbound				7-11 West 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	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	14,4894885
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	14,8918919
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	16
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

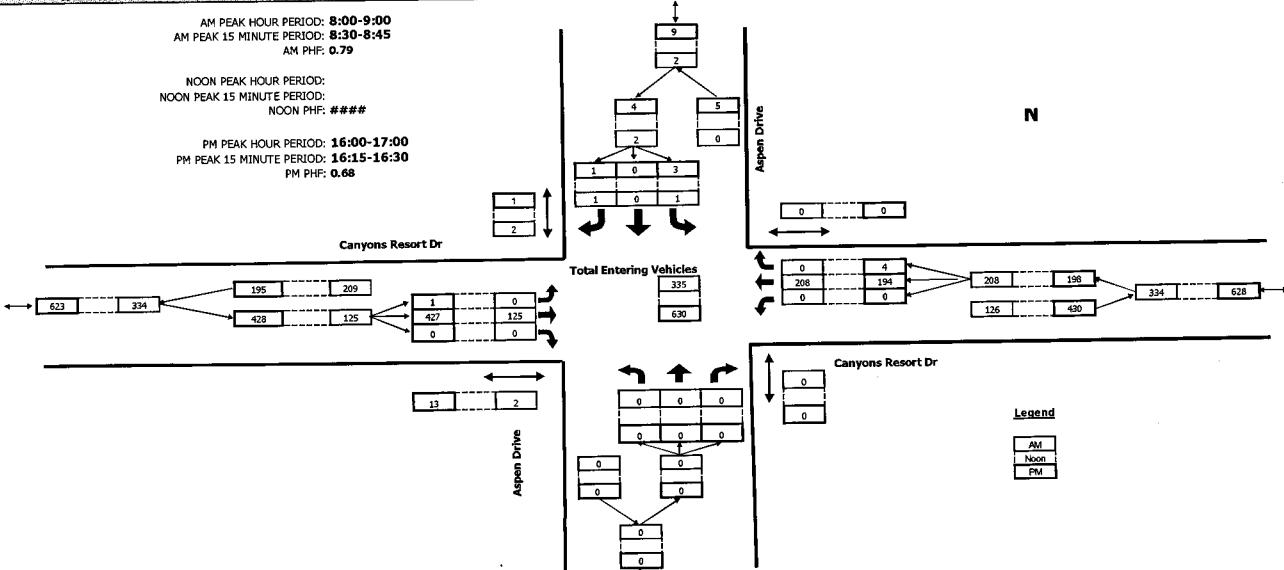
TrafficCounts

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



RAW COUNT SUMMARIES	Aspen Drive Northbound			Aspen Drive Southbound			Canyons Resort Dr Eastbound			Canyons Resort Dr Westbound		
	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
7:00-7:15	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
7:30-7:45	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
8:00-8:15	0	0	0	0	0	1,0811	0	0	19,459	0	2,1622	0
8:15-8:30	0	0	0	0	0	0	0	0	34,595	0	0	45,405
8:30-8:45	0	0	0	0	0	0	0	0	33,514	0	0	0
8:45-9:00	0	0	0	0	1,0811	0	0	0	0	37,838	0	42,162
												80
NOON PERIOD COUNTS												
Period	A	B	C	D	E	F	G	H	I	J	K	L
11:30-11:45	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
12:00-12:15	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
12:30-12:45	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
13:00-13:15	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
PM PERIOD COUNTS												
Period	A	B	C	D	E	F	G	H	I	J	K	L
16:00-16:15	0	0	0	0	1,0811	0	1,0811	1,0811	55,135	0	3,2432	0
16:15-16:30	0	0	0	0	1,0811	0	0	0	188,11	0	2,1622	0
16:30-16:45	0	0	0	0	1,0811	0	0	0	114,59	0	2,1622	0
16:45-17:00	0	0	0	0	1,0811	0	0	0	69,189	0	5,4054	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	42,162	1,0811
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	230
17:30-17:45	0	0	0	0	0	0	0	0	0	0	52,973	2,1622
17:45-18:00	0	0	0	0	0	0	0	0	0	0	58,378	0

Traffic Counts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

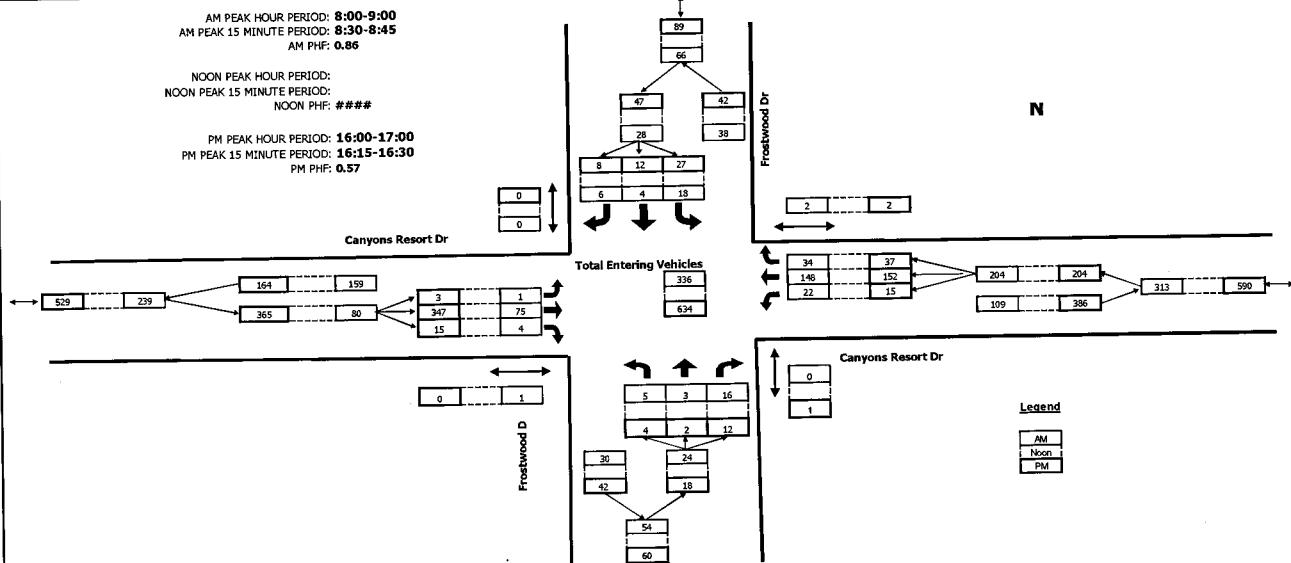
Intersection: Frostwood Drive / Canyons Resort Dr
North/South: Frostwood Drive
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project: Title: The Canyons TS
Project No: UT16-878
Weather:

Date: 10-30-16, Sat
Day of Week Adjustment: 100.00%
Month of Year Adjustment: 92.50%
Adjustment Station #: 0
Growth Rate: 0.00%
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				Frostwood Drive				Canyons Resort Dr				Canyons Resort Dr							
	Left	Northbound	Thru	Right	Peds	Left	Southbound	Thru	Right	Peds	Left	Eastbound	Thru	Right	Peds	Left	Westbound	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	0	0	0
7:15-7:30	0	0	0	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	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	2,162	1,081	0	2,162	1,081	2,162	0	0	20,541	2,162	0	4,3243	28,108	11,892	1,0811	0	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	0	0	0
11:45-12:00	0	0	0	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	0	0	0
12:15-12:30	0	0	0	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	0	0	0
12:45-13:00	0	0	0	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	0	0	0
13:15-13:30	0	0	0	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	2,1622	36,757	2,1622	0	2,1622	34,595	5,4054	1,0811	0	98			
16:15-16:30	3	0	1,0811	0	14,054	2,1622	3,2432	0	0	20,324	5,4865	0	4,3243	34,595	7,5676	1,0811	0	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	0	0	
17:15-17:30	0	0	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	0	0	
17:45-18:00	0	0	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

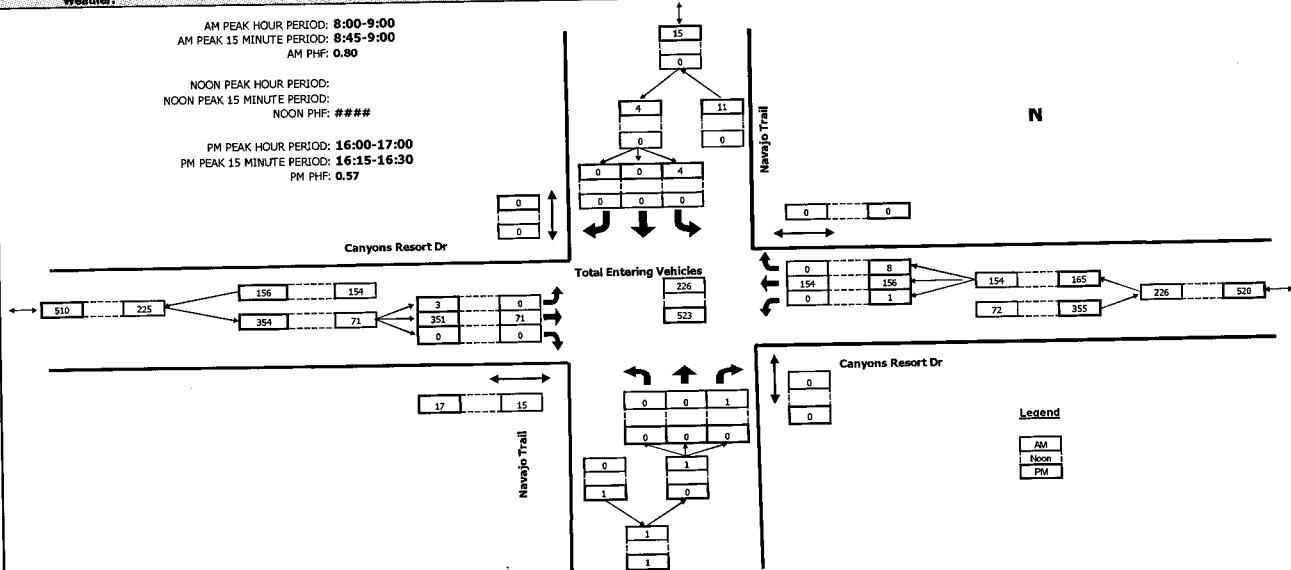
Intersection: Navajo Trail / Canyons Resort Dr
North/South: Navajo Trail
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TE
Project No: UT16-878
Weather:

Date: 10-29-16, Sat
Day of Week Adjustment: 100.000
Month of Year Adjustment: 92.500
Adjustment Station #: 0
Growth Rate: 0.000
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			Navajo Trail			Canyons Resort Dr			Canyons Resort Dr			
	Left	Northbound	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
7:00-7:15	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
7:30-7:45	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
8:00-8:15	0	0	0	0	0	0	0	0	18.378	0	1.0811	0	29.189
8:15-8:30	0	0	0	0	0	0	0	0	10.811	0	4.3243	0	36.757
8:30-8:45	0	0	0	0	0	0	0	0	0	16.216	0	4.3243	0
8:45-9:00	0	0	0	0	0	0	0	0	0	25.946	0	5.4054	0
					1.0811	0	0	0					70.2702703
NOON PERIOD COUNTS													
Period	A	B	C	D	E	F	G	H	I	J	K	L	M
11:30-11:45	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
12:00-12:15	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
12:30-12:45	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
13:00-13:15	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
PM PERIOD COUNTS													
Period	A	B	C	D	E	F	G	H	I	J	K	L	M
16:00-16:15	0	0	0	0	0	0	0	0	2,152	77,838	0	1,0911	0
16:15-16:30	0	0	0	0	0	0	0	0	187.03	0	8,6486	1,0811	38,919
16:30-16:45	0	0	0	0	0	0	0	0	1,0811	45,405	0	5,4054	0
16:45-17:00	0	0	0	0	0	0	0	0	0	41,081	0	2,1522	0
17:00-17:15	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
17:30-17:45	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

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

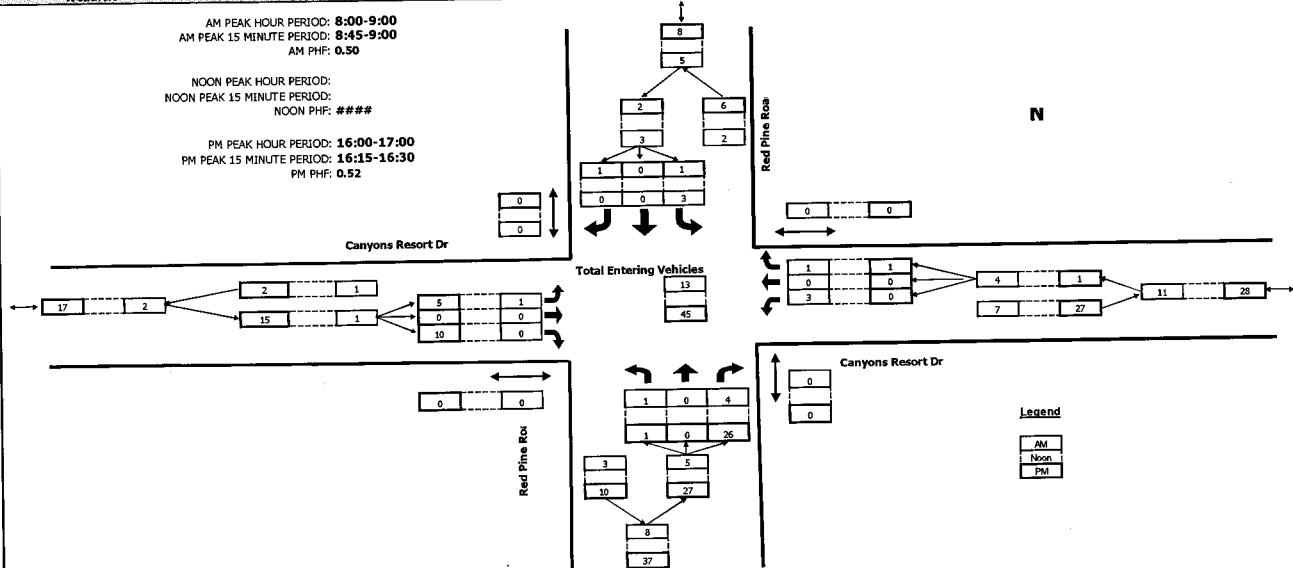
Intersection: Red Pine Road / Canyons Resort Dr
North/South: Red Pine Road
East/West: Canyons Resort Dr
Jurisdiction: Summit County
Project Title: The Canyons TS
Project No: UT16-878
Weather:

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			Red Pine Road			Canyons Resort Dr			Canyons Resort Dr			
	Left	Northbound	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
7:00-7:15	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
7:30-7:45	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
8:00-8:15	0	0	1.0811	0	1.0811	0	0	0	0	0	1.0811	0	0
8:15-8:30	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	2.1622	0
8:45-9:00	0	0	1.0811	0	0	0	0	0	0	0	1.0811	0	6.48648649
NOON PERIOD COUNTS													
Period	A	B	C	D	E	F	G	H	I	J	K	L	M
11:30-11:45	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
12:00-12:15	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
12:30-12:45	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
13:00-13:15	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
PM PERIOD COUNTS													
Period	A	B	C	D	E	F	G	H	I	J	K	L	M
16:00-16:15	1	0	1.0811	0	0	0	0	0	2.1622	0	4.3243	0	0
16:15-16:30	0	0	17.297	0	0	0	0	0	0	3.2432	0	0	1.0811
16:30-16:45	0	0	4.3243	0	0	0	0	0	1.0811	0	2.1622	0	0
16:45-17:00	0	0	3.2432	0	1.0811	0	1.0811	0	2.1622	0	0	0	0
17:00-17:15	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
17:30-17:45	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

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

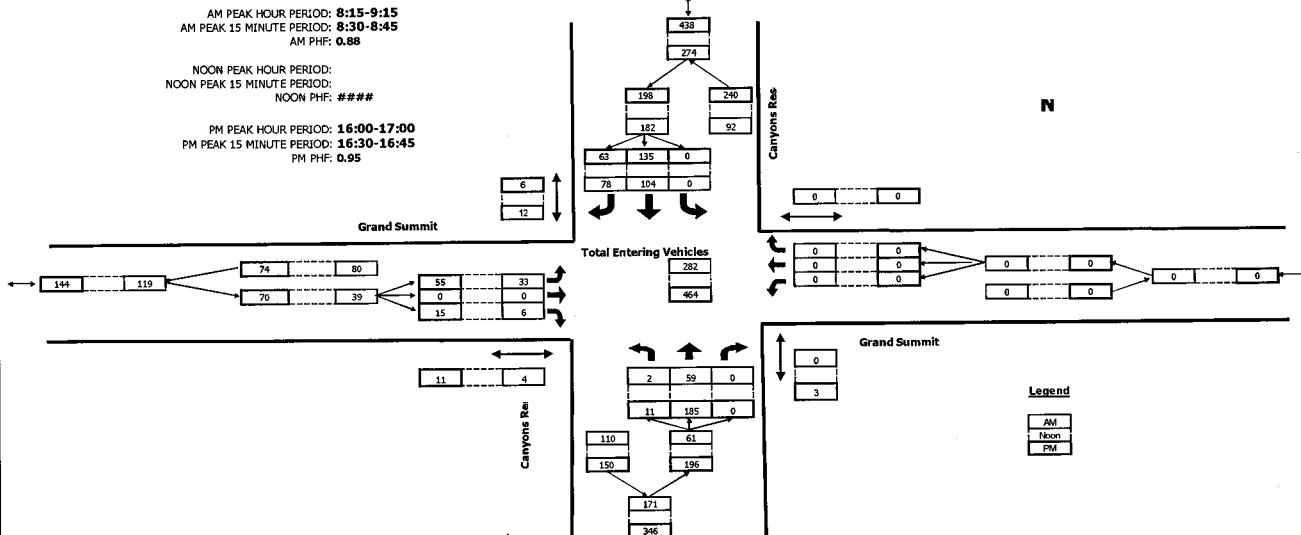
Intersection: Canyons Resort Drive / Grand Summit
North/South: Canyons Resort Drive
East/West: Grand Summit
Jurisdiction: Summit County
Project Title: Summit County - The Canyons TS
Project No: UT16-878
Weather:

Date: 4-2-16, Sat
Day of Week Adjustment: 100.00%
Month of Year Adjustment: 108.20%
Adjustment Station #: 605
Traffic Rate: 0.00%
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				Canyons Resort Drive Southbound				Grand Summit Eastbound				Grand Summit 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	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	10,939	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	80,4824359
8:45-9:00	1	7,93972	0	0	0	16,636	24,07	0,9242	11,091	0	1,8484	3,9699	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	68,1946520
9:15-9:30	2	11,0906	0	0	0	0	17,56	12,939	1,8484	12,939	0	2,7726	0	0	0	0	58,3012939
9:30-9:45	3	21,2569	0	0	0	30,499	5,5453	4,6211	1,8484	0	3,6969	1,8484	0	0	0	0	68,6192237
9:45-10:00	1	21,2569	0	0	0	22,161	8,3179	2,7726	11,091	0	0	0	0	0	0	0	65,8465504
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	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	0	21,257	20,333	8,3179	16,636	0	2,7726	0	0	0	0	95
15:30-15:45	1	32,3475	0	0	0	0	18,484	13,863	0	9,2421	0	4,6211	0,9242	0	0	0	80
15:45-16:00	2	36,9666	0	0	0	0	31,423	18,484	0	9,2421	0	4,6211	2,7726	0	0	0	103
16:00-16:15	2	34,1959	0	0	0	0	36,044	20,333	4,6211	21,257	0	2,7726	0,9242	0	0	0	117
16:15-16:30	1	49,9076	0	1,8484	0	0	28,261	18,484	14,787	0	1,8484	0	0	0	0	115	
16:30-16:45	2	48,9834	0	0	0	0	45,267	12,939	0,9242	9,2421	0	3,6969	10,166	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

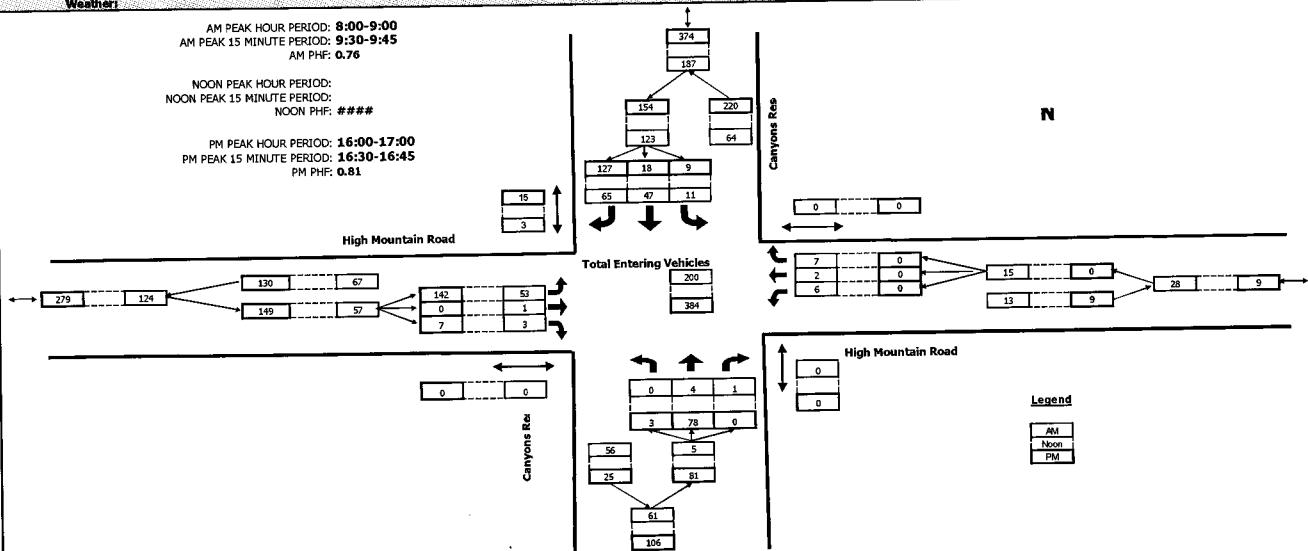
Intersection: Canyons Resort Drive / High Mountain Road
North/South: Canyons Resort Drive
East/West: High Mountain Road
Jurisdiction: Summit County
Project Title: Summit County - The Canyons TS
Project No: UT16-678
Weather:

Date: 4-2-16, Sat
Day of Week Adjustment: 100.00%
Month of Year Adjustment: 108.20%
Adjustment Station #: 605
Growth Rate: 0.00%
Number of Years: 0

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

NOON PEAK HOUR PERIOD:
NOON 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				TOTAL
	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	
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	51,756074
8:15-8:30	0	1,64943	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	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	37,89278911
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	32,0000000
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	37,0443523
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	49,9075785
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
11:30-12:45	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
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	
15:00-15:15	0	2,40264	0	0	5,5453	2,7726	25,978	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	25,978	0	0	0	0	0	0	0	67
15:30-15:45	1	14,7674	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	118
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	93
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

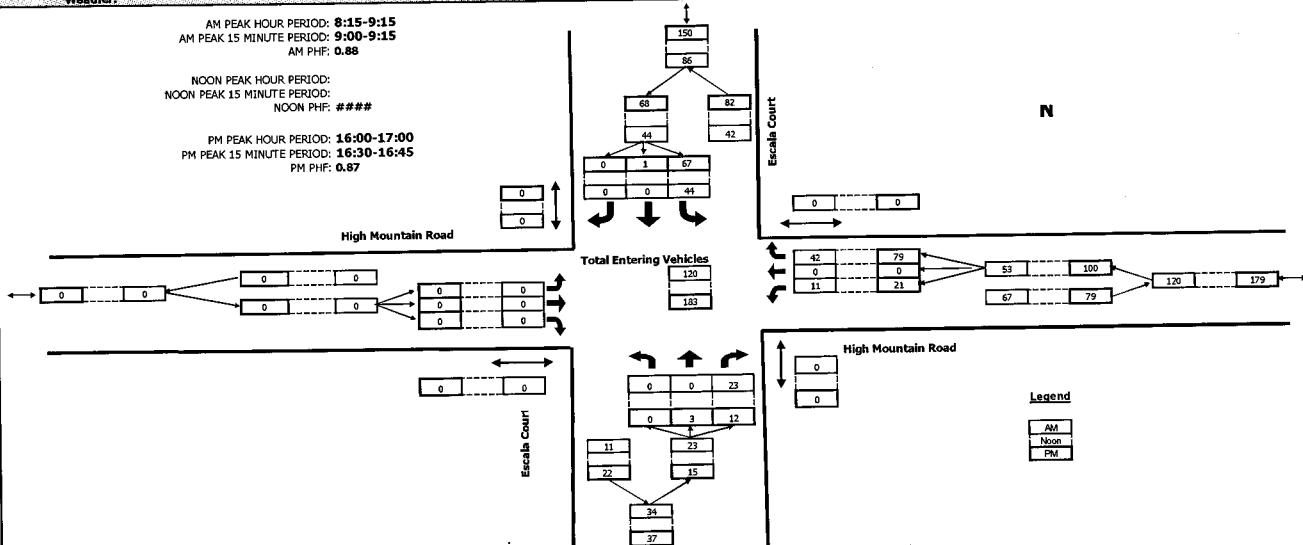
Intersection: Escala Court / High Mountain Road
North/South: Escala Court
East/West: High Mountain Road
Jurisdiction: Summit County
Project Title: Summit County - The Canyons TS
Project No: UT16-678
Weather:

Date: 4-2-15, Sat
Day of Week Adjustment: 100.00%
Month of Year Adjustment: 100.20%
Adjustment Station #: 606
Growth Rate: 0.00%
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 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			Escala Court Southbound			High Mountain Road Eastbound			High Mountain Road Westbound		
	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
8:00-8:15	0	0	3,469	0	8,079	0	0	0	1,8484	0	0	0
8:15-8:30	0	0	4,6211	0	11,091	0	0	0	0	0	0	0
8:30-8:45	0	0	7,3937	0	15,712	0	0	0	0	0	0	0
8:45-9:00	0	0	4,6211	0	6,4695	0	0	0	0	0	0	0
9:00-9:15	0	0	6,4695	0	11,091	0	0	0	0	0	0	0
9:15-9:30	0	0	3,6969	0	6,4695	0	0	0	0	0	0	0
9:30-9:45	0	0	3,6969	0	5,5453	0	0	0	0	0	0	0
9:45-10:00	0	0	1,8484	0	15,712	0	0	0	0	0	0	0
	M	N	O	P	TOTAL							
	2,7726	0	7,3937	0	24,0295749							
	2,7726	0	12,939	0	31,4232902							
	2,7726	0	6,4695	0	32,3475046							
	1,8484	0	9,4241	0	22,181146							
	3,6969	0	12,939	0	34,1959335							
	2,7726	0	7,3937	0	20,333							
	4,6211	0	17,55	0	31,4232902							
	1,8484	0	11,091	0	30,4990758							
NOON PERIOD COUNTS												
Period	A	B	C	D	E	F	G	H	I	J	K	L
11:30-11:45	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
12:00-12:15	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
12:30-12:45	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
13:00-13:15	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
	M	N	O	P	TOTAL							
	0	0	0	0	0							
PM PERIOD COUNTS												
Period	A	B	C	D	E	F	G	H	I	J	K	L
15:00-15:15	0	0.92421	0.9242	0	14,787	0.9242	0	0	0	0	0	0
15:15-15:30	0	0.92421	4,6211	0	16,636	0.9242	0	0	0	0	0	0
15:30-15:45	0	1,84843	1,8484	0	15,712	0	1,8484	0.9242	0	0	0	0
15:45-16:00	0	2,77264	4,6211	0	20,333	1,8484	0	0	0	0	0	0
16:00-16:15	0	0.92421	0.9242	0	11,091	0	0	0	0	0	0	0
16:15-16:30	0	0	0.9242	0	27,726	0	0	0	0	0	0	0
16:30-16:45	0	0.92421	5,5453	0	15,712	0	0	0	0	0	0	0
16:45-17:00	0	0.92421	4,6211	0	12,939	0.9242	0	0	0	0	0	0
	M	N	O	P	TOTAL							
	4,6211	0	12,015	0	34							
	0.9242	0	7,3937	0	31							
	1,8484	0	7,3937	0	30							
	2,7726	0	12,015	0	44							
	2,7726	0	16,538	0	52							
	0.9242	0	20,333	0	53							
	0.9242	0	22,181	0	53							
	7,3937	0	20,333	0	47							

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801 636 0891

Intersection Turning Movement Summary

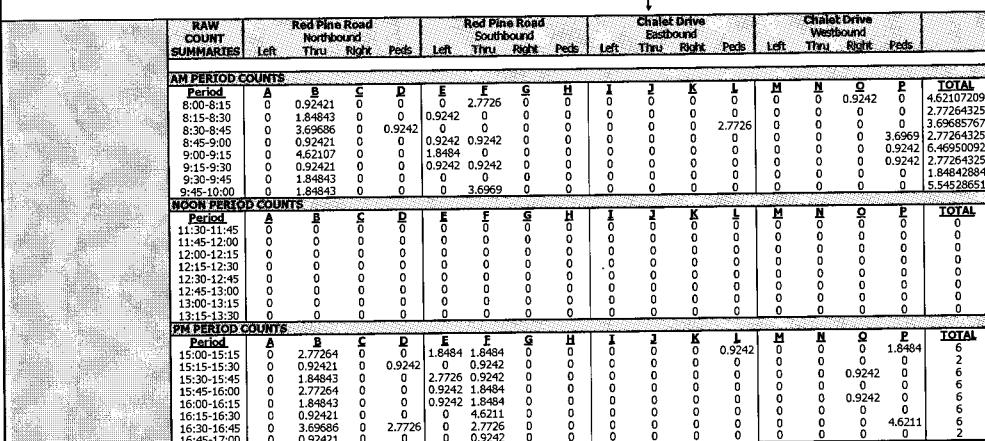
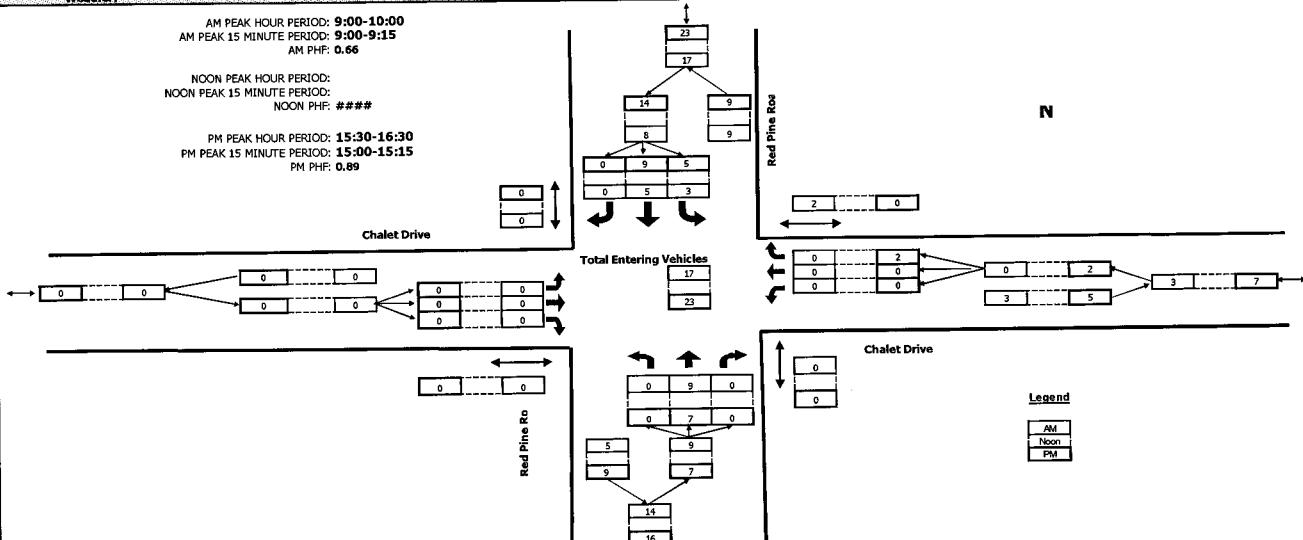
Intersection: Red Pine Road / Chalet Drive
North/South: Red Pine Road
East/West: Chalet Drive
Jurisdiction: Summit County
Project Title: Summit County - The Canyons TS
Project No: UT16-878
Weather:

Date:	4-2-16, Sat
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	108.2%
Adjustment Station #:	605
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 PHE: **0.66**

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

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



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					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Start Time																					
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

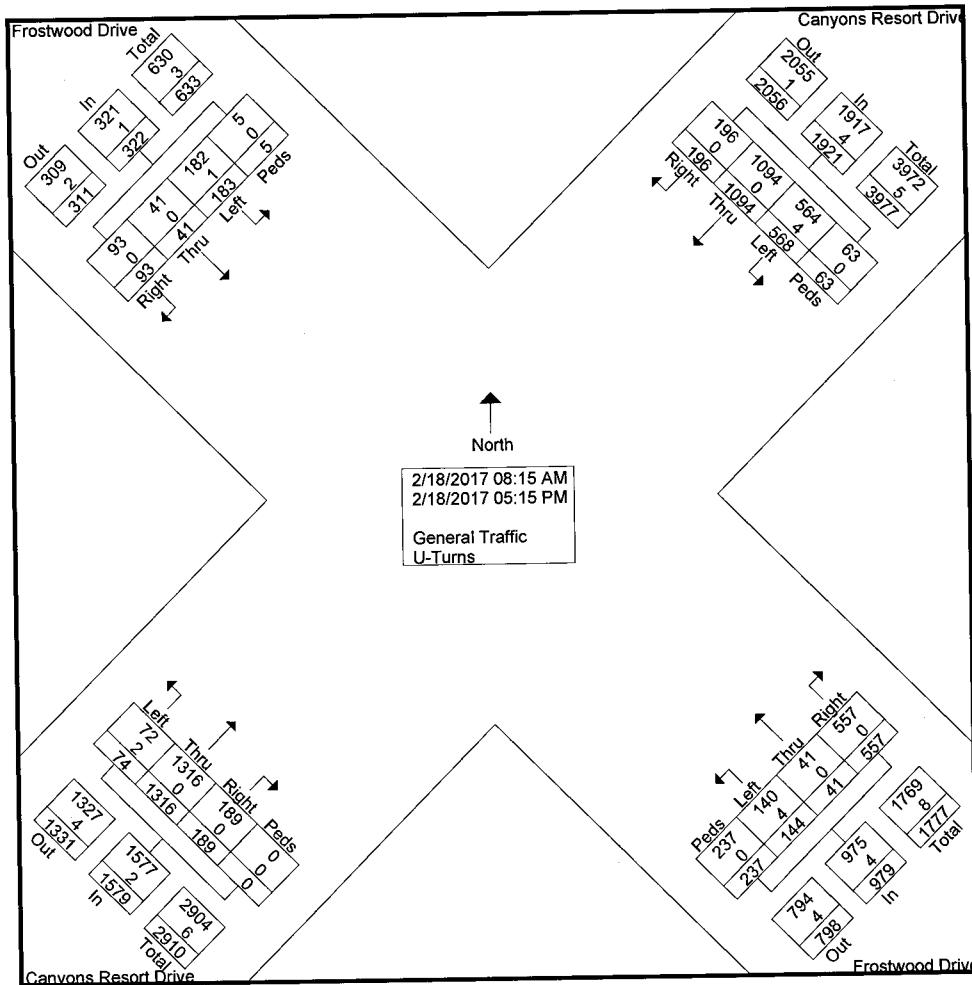
03:30 PM	8	4	11	0	23	11	71	17	2	101	57	1	12	11	81	12	105	4	0	121	326
03:45 PM	8	2	11	0	21	17	67	13	4	101	54	2	10	14	80	12	102	5	0	119	321
Total	16	6	22	0	44	28	138	30	6	202	111	3	22	25	161	24	207	9	0	240	647
04:00 PM	7	0	9	0	16	20	74	21	6	121	74	5	14	20	113	16	83	4	0	103	353
04:15 PM	5	3	15	2	25	13	74	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	
% 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	

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

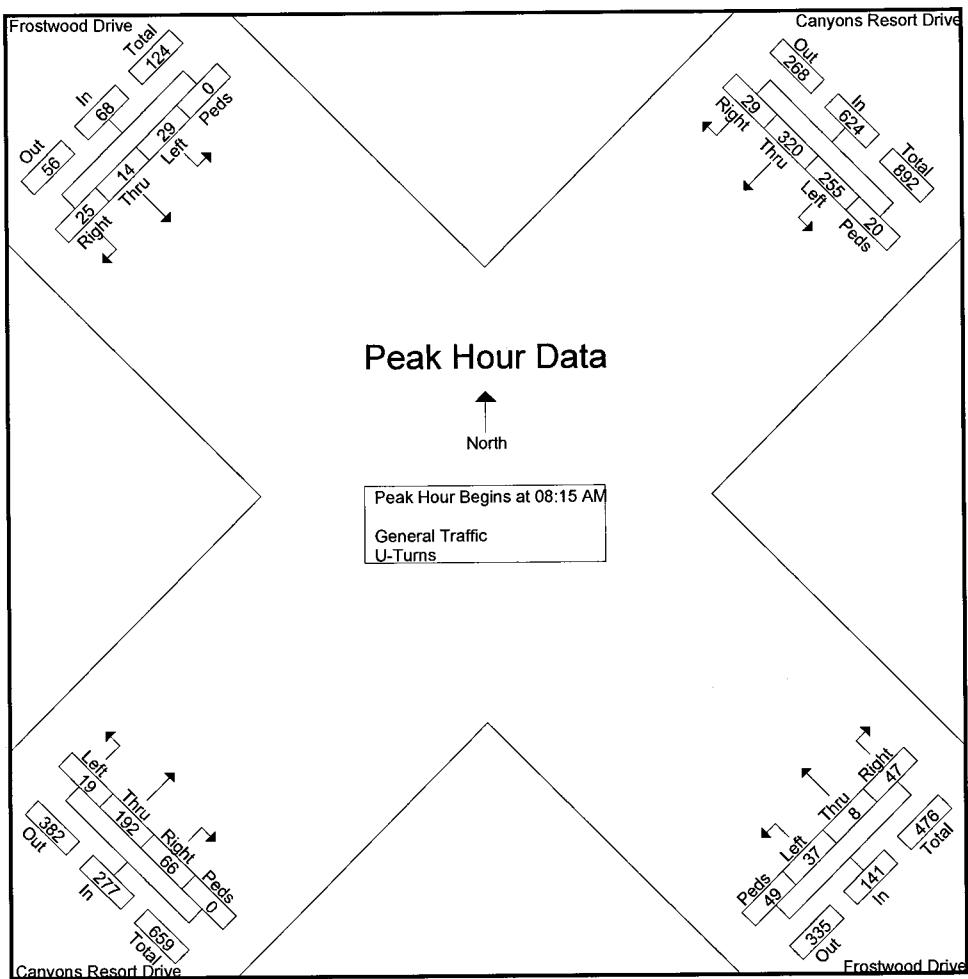
Intersection: Canyons Resort / Frostwood

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					
	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
Start Time																					
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

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Study: CANY0003A

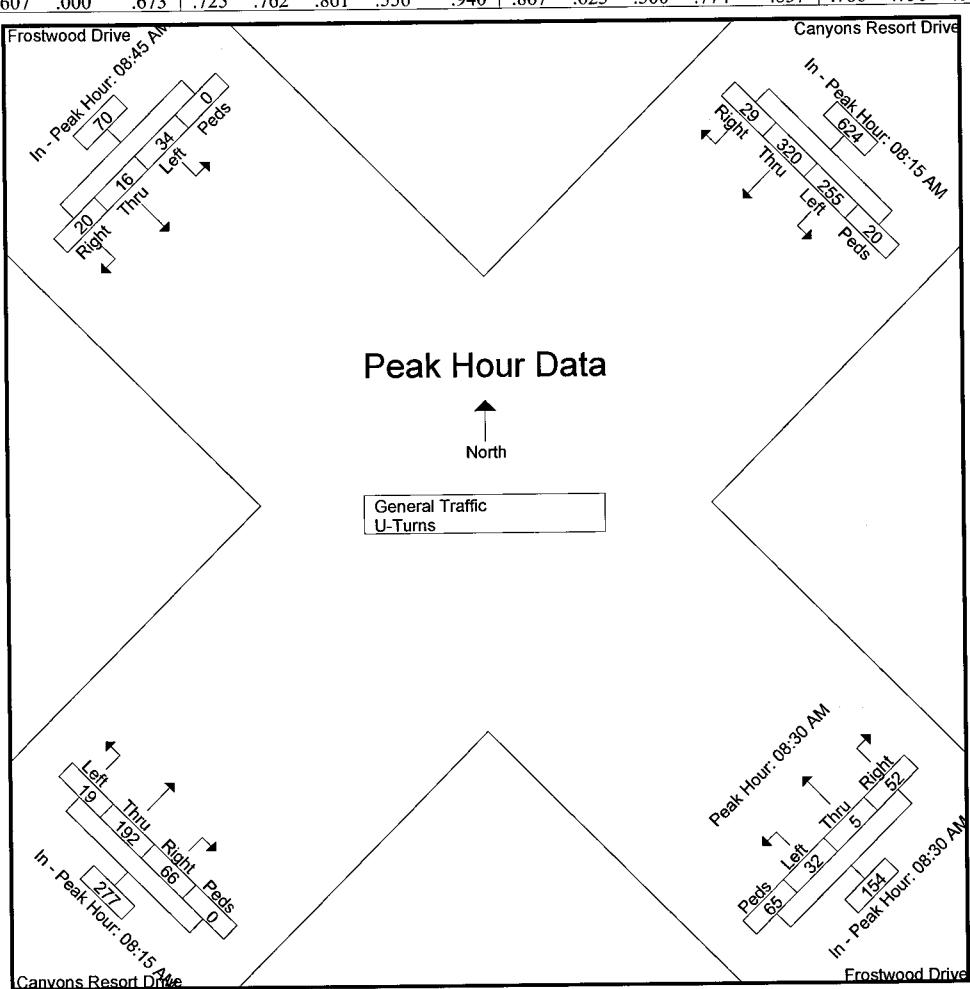
Intersection: Canyons Resort / Frostwood

City: Canyons, Utah

Control: Yields - RDBT

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

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



L2 Data Collection

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Study: CANY0003A

Intersection: Canyons Resort / Frostwood

City: Canyons, Utah

Control: Yields - RDBT

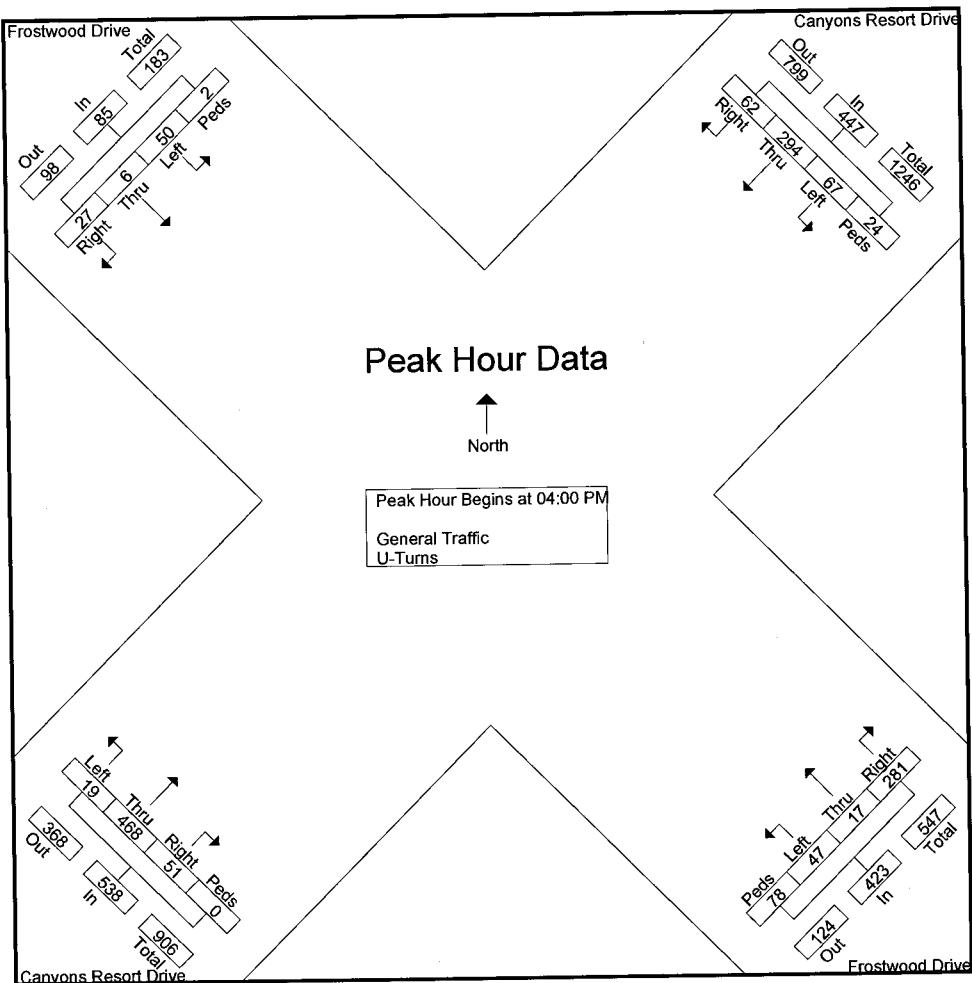
File Name : Canyons Resort & Frostwood

Site Code : 00000000

Start Date : 2/18/2017

Page No : 5

Start Time	Frostwood Drive From Northwest				Canyons Resort Drive From Northeast				Frostwood Drive From Southeast				Canyons Resort Drive From Southwest								
	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

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

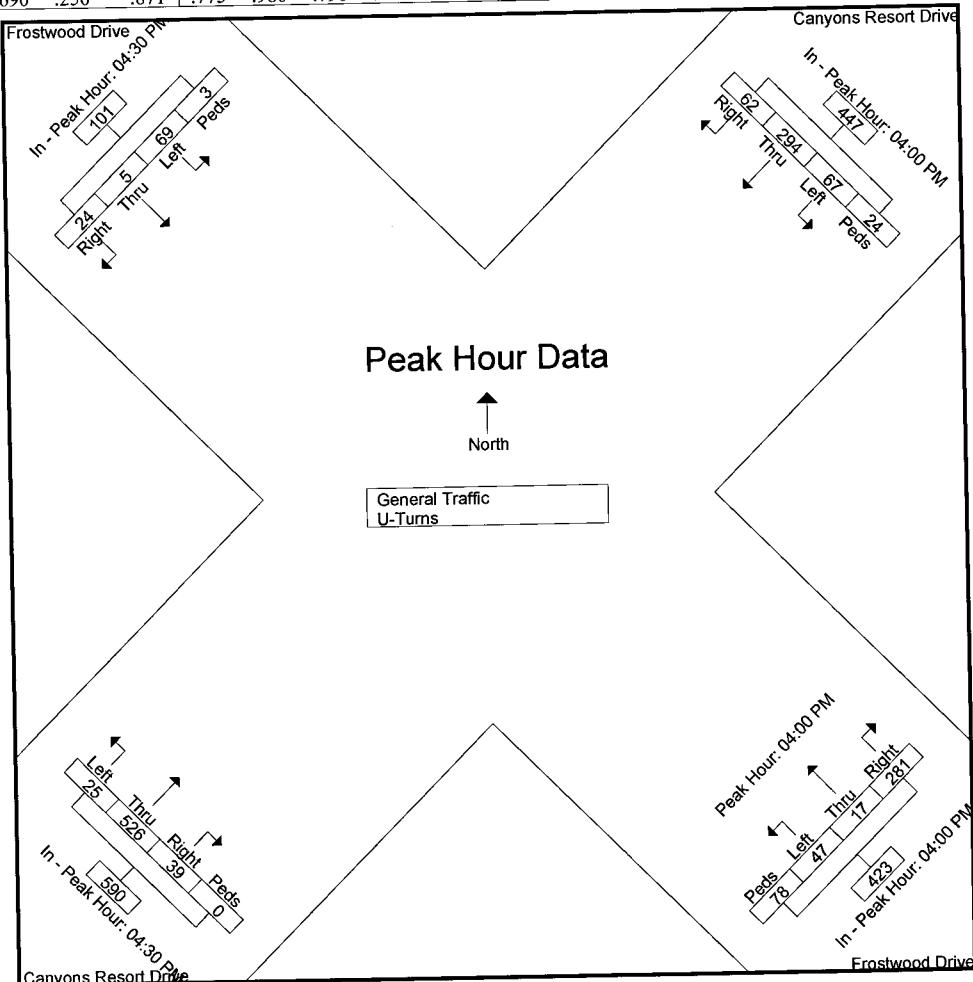
File Name : Canyons Resort & Frostwood
Site Code : 00000000
Start Date : 2/18/2017
Page No : 6

Start Time	Frostwood Drive From Northwest					Canyons Resort Drive From Northeast					Frostwood Drive From Southeast					Canyons Resort Drive From Southwest				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. 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



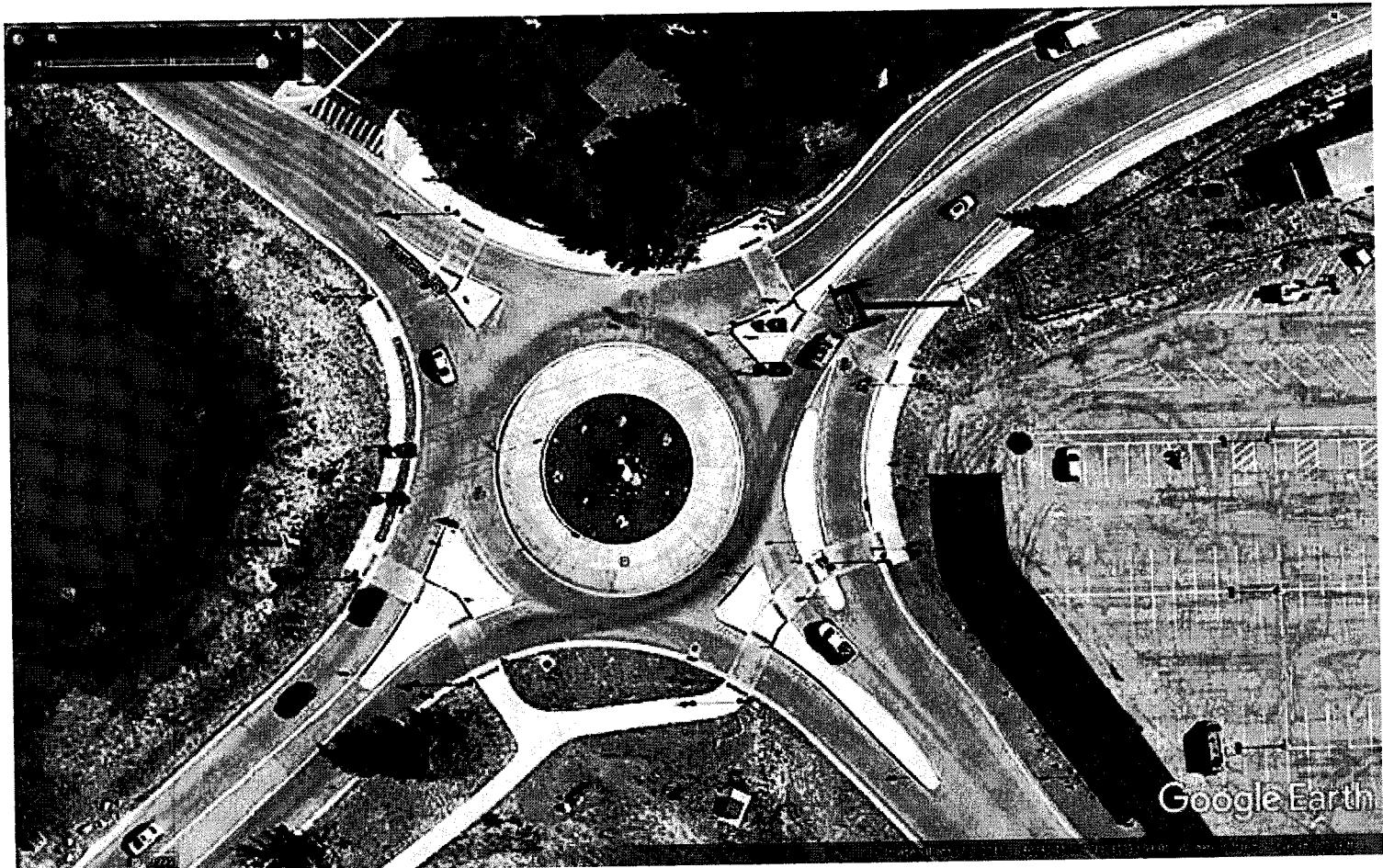
L2 Data Collection

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



APPENDIX B

Level of Service Results

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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	1.8	A
	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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
WB	Subtotal	415	419	101	0.6	A
	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		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	10	10	98	8.8	A
	R	1	1	100	3.7	A
EB	Subtotal	11	11	100	8.3	A
	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	241	248	103	0.6	A
	Subtotal	241	248	103	0.6	A
	L	25	24	96	2.6	A
SB	T	260	261	100	1.4	A
	Subtotal	285	285	100	1.5	A
	R	20	18	91	3.1	A
WB	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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 Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	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 Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

SimTraffic LOS Report

Project:
Analysis Period:
Time Period:

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

Project #: UT16-878

Intersection:
Type:

Canyons Resort Drive & Frostwood Drive
Roundabout

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

Intersection:
Type:

Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive
Unsignalized

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

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		Delay/Veh (sec)	
			Avg	%	Avg	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
WB	Subtotal	436	422	97	0.6	A
	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0	0.6	A
	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
		Avg	%	Avg	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		Delay/Veh (sec)	
		Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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 Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
NB	T	176	169	96	0.1	A
	Subtotal	176	169	96	0.1	A
	L	25	25	100	1.5	A
SB	T	224	216	96	0.5	A
	Subtotal	249	241	97	0.6	A
	R	20	20	101	2.6	A
WB	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 Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	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
	T	199	194	97	0.3	A
SW	R	24	21	88	0.3	A
	Subtotal	223	215	96	0.3	A
Total		408	393	96	0.3	A

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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 Served		Delay/Veh (sec)	
		Volume	Avg	%		Avg	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 Served		Delay/Veh (sec)	
		Volume	Avg	%		Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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
Total		172	169	98	0.2	A

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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	1.8	A
	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

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	%	Delay/Veh (sec) Avg	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	%	Delay/Veh (sec) Avg	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

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 Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	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
WB	Subtotal	415	417	100	0.6	A
	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 Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	LOS
SB	L	10	9	88	8.7	A
	R	1	2	200	2.7	A
EB	Subtotal	11	11	100	7.6	A
	L	5	4	76	1.9	A
WB	T	406	409	101	0.3	A
	Subtotal	411	413	100	0.3	A
	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
NB	T	241	243	101	0.5	A
	Subtotal	241	243	101	0.5	A
	L	25	23	92	2.3	A
SB	T	260	254	98	1.4	A
	Subtotal	285	277	97	1.5	A
	R	20	20	101	3.3	A
WB	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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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	%	Delay/Veh (sec) Avg	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	%	Delay/Veh (sec) Avg	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

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		Delay/Veh (sec)	
		Avg	%	Avg	%	Avg	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		Delay/Veh (sec)	
		Avg	%	Avg	%	Avg	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	

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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

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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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
Total		150	144	96	0.1	A

SimTraffic LOS Report

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

Intersection: RC 22 & High Mountain Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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
	L	22	19	87	0.6	A
WB	T	44	40	92	0.2	A
	Subtotal	66	59	89	0.3	A
Total		126	123	97	0.7	A

SimTraffic LOS Report

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

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

SimTraffic LOS Report

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

Intersection: Canyons Resort Drive & Frostwood Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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
WB	Subtotal	613	573	93	4.4	A
	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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	LOS
			Avg	%	Avg	
SB	L	10	8	82	17.5	C
	R	1	1	100	7.3	A
EB	Subtotal	11	9	82	16.4	C
	L	5	4	76	2.7	A
WB	T	604	566	94	0.6	A
	Subtotal	609	570	94	0.6	A
	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

SimTraffic LOS Report

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

Intersection: Red Pine Road & RC 20
Type: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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: Unsigned

Approach	Movement	Demand	Volume Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	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 Served		Delay/Veh (sec)	
		Volume	Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

SimTraffic LOS Report

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

Intersection: RC 16 & Escala Court
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	
			Avg	%	Avg	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
	R	7	6	83	3.6	A
NE	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		Delay/Veh (sec)	
			Avg	%	Avg	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
	L	2	2	100	1.7	A
WB	T	343	292	85	0.5	A
	Subtotal	345	294	85	0.5	A
Total		603	549	91	0.5	A

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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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
SE	Subtotal	344	293	85	0.7	A
	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: Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
NB	L	1	0	0	0.6	A
	T	3	3	100	10.8	B
	R	255	252	99	10.7	B
	Subtotal	259	255	98		
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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
WB	Subtotal	477	460	96	1.0	A
	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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

SimTraffic LOS Report

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

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

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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		Delay/Veh (sec)	
			Avg	%	Avg	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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

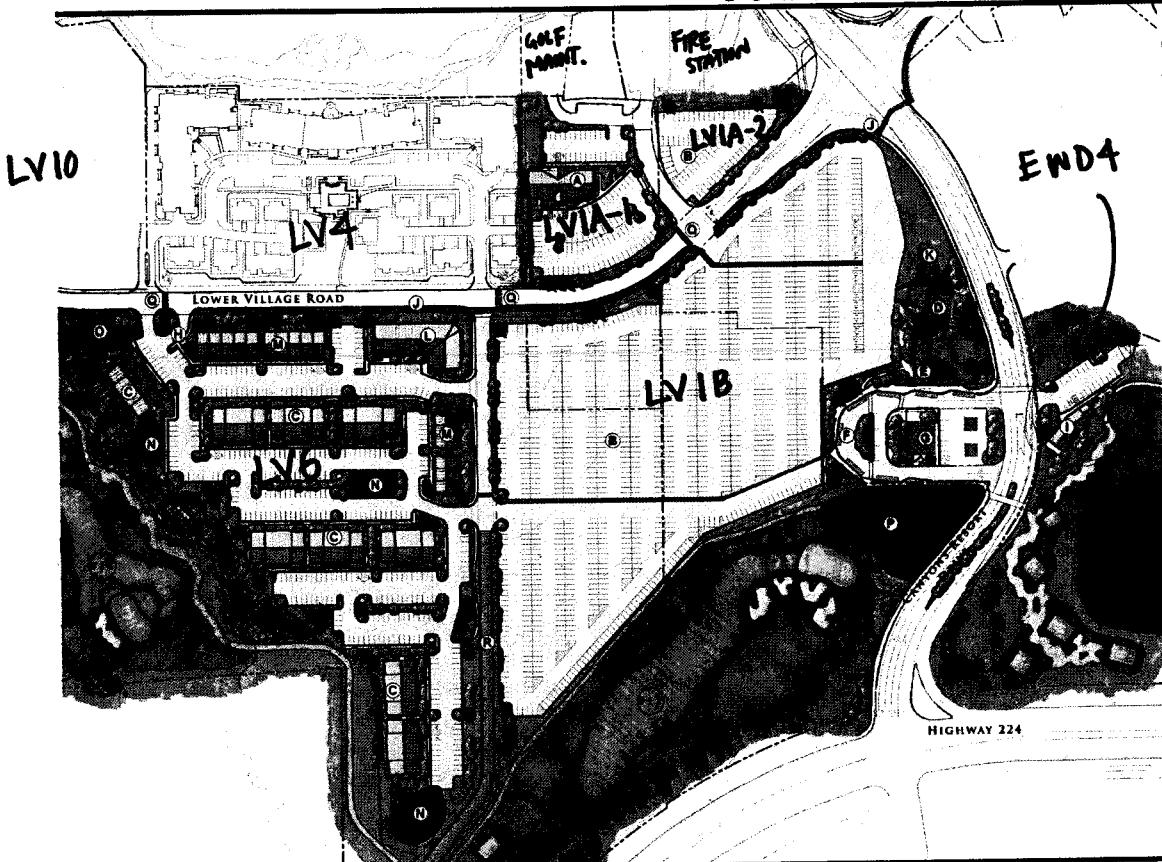
Intersection:

RC 17/18/22/ Sundial Court & High Mountain Road

Type: *Unsignalized*

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	LOS
			Avg	%	Avg	
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

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

SCALE 1:6000

JUNE 20, 2016

TCFC - CANYONS
MASTER PLAN



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		Delay/Veh (sec)	
			Avg	%	Avg	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
SE	Subtotal	297	289	97	0.6	A
	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

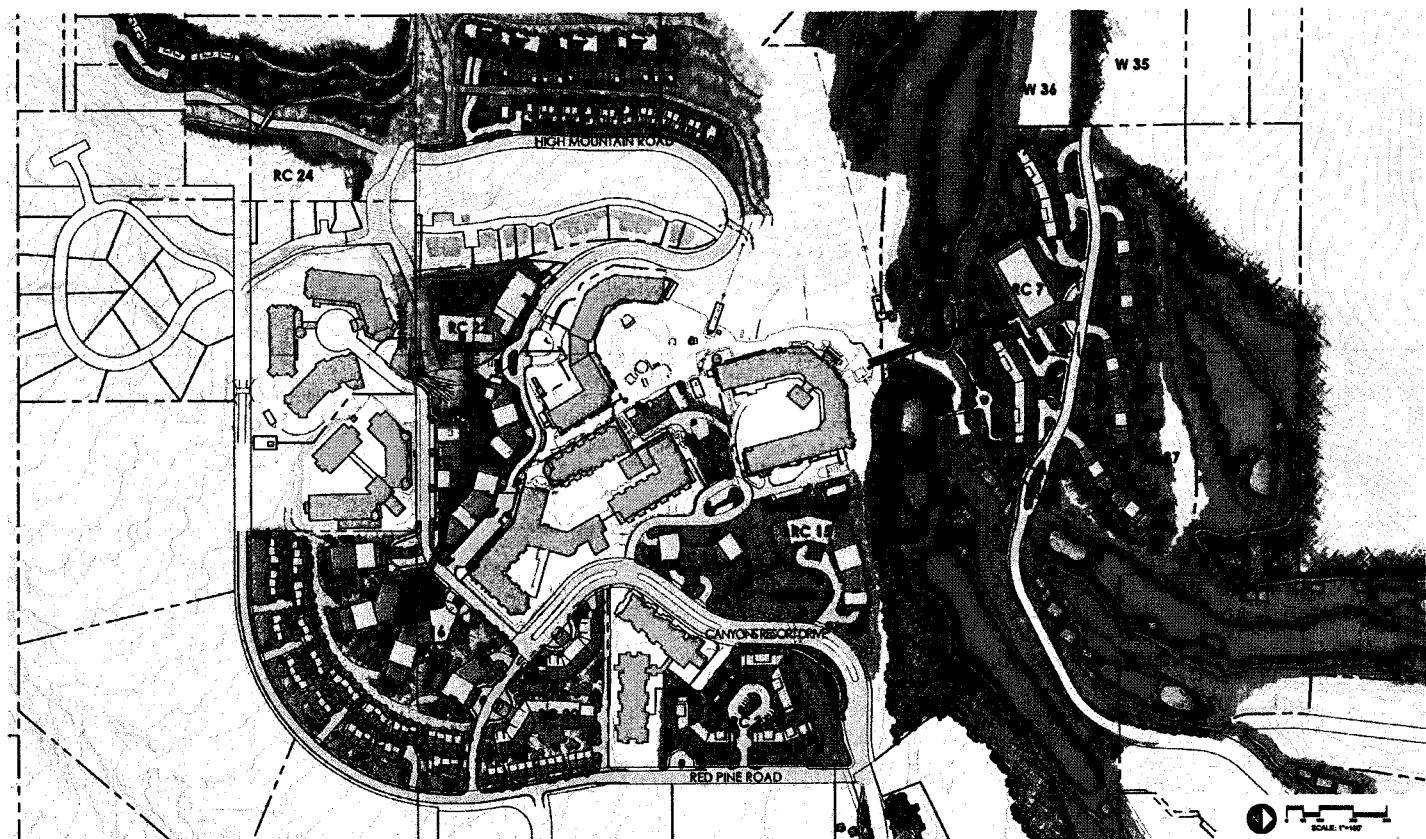
Type:

Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	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

APPENDIX C

Site Plan



Canyons Masterplan | 04.11.2017

Overall Site Plan

Pg. 5

TCFC

DESIGN GROUP

re:play CZ

ARCHITECTURE
URBAN DESIGN
INTERIOR DESIGN

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report
 Project: Summit County - The Canyons TS
 Time Period: Saturday Peak Hour
 90th Percentile Queue Length (feet)

HALES ENGINEERING

Project #: UT16-079

Intersection	Time Period	EB						NB						ME						NW						SE						SW						WB						
		L	LR	LT	LTR	T	TR	L	LR	LT	LTR	R	T	L	LR	LT	LTR	LT	R	L	LR	LT	LTR	R	T	TR	LR	LTR	TR	LT	LR	T	TR	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	--	2	--							
Canyons Resort Drive & Cedar Lane	Existing (2017) Background	-	--	--	--	14	--	--	--	--	--	--	--	--	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
Canyons Resort Drive & Grandwood 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	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--	--	7						
Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive	Existing (2017) Background	-	--	--	24	--	--	--	--	54	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7	--	--				
Escala Court & High Mountain Road & Canyons Resort Drive	Existing (2017) Background	-	--	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11	--	--	9				
High Mountain Road & Canyons Resort Drive	Existing (2017) Background	-	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	--	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
Navajo Trail & Canyons Resort Drive	Existing (2017) Background	-	--	--	--	--	--	--	16	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	38	--	--	--				
Red Pine Road & Canyons Resort Drive	Existing (2017) Background	-	--	--	--	--	--	--	12	--	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	29	--	--	--				
Red Pine Road & Chalet Drive	Existing (2017) Background	-	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--	38				
SR-224 & Canyons Resort Drive/Park West Village	Existing (2017) Background	398	--	--	--	--	--	192	292	--	--	59	323	--	--	--	--	--	79	--	--	--	12	445	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Summit County - The Canyons T

Time Period: Saturday Peak Hour

Project: Summit County - The Canyons TS
Time Period: Saturday Peak Hour

9.3 Performance Queue length (ceil)

RAED ENGINEERING

Project #: UT16-876

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

HALES ENGINEERING

Project #: UT14-312

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	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	--	
Canyons Resort Drive & Cedar Lane	Future (2030) Background	-	-	17	-	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	--	
Canyons Resort Drive & Frostwood Drive	Future (2030) Background	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	--	
Canyons Resort Drive & Grand Summit Drive	Future (2030) Background	-	70	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	--	
Canyons Resort Drive & Silverado	Future (2030) Background	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	--	
Chase Court & Canyons & Canyons Resort Drive	Future (2030) Background	-	-	-	-	23	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	--	
East Court & High Mountain Road & Canyons Resort Drive	Future (2030) Background	-	-	-	-	-	-	-	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	--	
High Mountain Road & Canyons Resort Drive	Future (2030) Background	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	10	-	-	-	-	-	-	-	-	-	-	-	-	-	--
Neveps Trail & Canyons Resort Drive	Future (2030) Background	-	-	-	-	-	-	-	4	-	-	-	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	--	
Red Pine Road & Canyons Resort Drive	Future (2030) Background	-	-	-	-	-	-	-	22	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	--	
Red Pine Road & Chalet Drive	Future (2030) Background	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	--	
SR-224 & Canyons Resort Drive/Park West Village	Future (2030) Background	385	-	-	-	134	398	-	-	61	762	-	-	-	-	-	-	122	-	-	938	1,051	-	-	-	-	-	-	-	54	--		

SimTraffic Queueing Report

Project: Summit County - The Canyons TS
Time Period: Saturday Peak Hour

Time Period: Saturday, February 25, 2006

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HALCO ENGINEERING

Project #: UT16-878

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

HALBER ENGINEERING
 Project: UT1637A

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	L	LR	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR	L	LR	LT	LTR	R	T	TR							
Bus 1 / Elmwood East & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	103	--	263	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	865	--	--	--	--	--	117
Bus 7 / Eleven West & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	174	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	215					
Canyons Resort Drive & Aspen Drive	Existing (2017) Plus Project (with Red Pine Village)	7	--	--	--	166	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	102						
Canyons Resort Drive & Cedar Lane	Existing (2017) Plus Project (with Red Pine Village)	--	--	34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
Canyons Resort Drive & Frostwood Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	58	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
Canyons Resort Drive & Grand Summit Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
Canyons Resort Drive & Redwood Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
Canyons Resort Drive & RC 15	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	22	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34						
Canyons Resort Drive & Silverado	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2					
Chalet Drive/Parking/Cedar Lane & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	95	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3						
Escalante Court & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
Escalante Court & RC 17/18	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	116						
High Mountain Road/RC 20 & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3						
Navajo Trail & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	151	--	--	48	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	16							
RC 16 & Escalante Court	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	14							
RC 18 & 20 & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11							
RC 17/18 & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	9	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8						
RC 17/18/22/ Sundial Court & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51					
RC 22 & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	31						
Red Pine Road & Canyons Resort Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	79	154	50	--	109	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30							
Red Pine Road & RC 20	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	30						
Red Pine Road & RC 20/Chalet Drive	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	24						
Red Pine Road & RC 21	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	40	--	--	--	51	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	27						
SR 224 & Canyons Resort Drive/Park West Village	Existing (2017) Plus Project (with Red Pine Village)	510	--	--	--	--	--	--	424	365	--	43	1574	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51							
Vintage E Street & High Mountain Road	Existing (2017) Plus Project (with Red Pine Village)	--	--	--	--	--	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	34						

APPENDIX E

Trip Generation Tables

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

Saturday Peak Hour		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
	Land Use												
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 (23C)	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

Land Use Data from the Institute of Transportation Engineers Trip Generation Manual (6th Edition, 2012).

SOURCE: Hales Engineering, August 2017

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

Saturday Peak Hour	Number of Land Use ¹	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%	27	19	45
RC 17/18 Resort Hotel (330)	88	Occupied Rooms	54	59%	41%	32	22	0%	16%	44	30	74
RC 16 A Resort Hotel (330)	142	Occupied Rooms	88	59%	41%	52	36	0%	16%	24	21	45
RC 16 B Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	16%	2	2	4
RC 16 A Specialty Retail Center (826)	20	1,000 Sq. Ft. GLA	80	50%	50%	40	40	95%	16%	37	25	62
RC 20 A Resort Hotel (330)	119	Occupied Rooms	74	59%	41%	44	30	0%	16%	25	22	47
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	28	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												
Saturday Peak Hour (with future reductions)												
Saturday Peak Hour	Number of Land Use ¹	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)	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	64
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 Land Use Code from the Institute of Transportation Engineers Trip Generation Methodology, 2012.

SOURCE: Hayes 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	CVMA	Net Trips	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%	265	177	88	432
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	16%	27	24	3	51
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	16%	23	19	4	42
RC 22	Resort Hotel (330)	52	Occupied Rooms	30	59%	41%	18	12	0%	16%	15	10	5	25
RC 5	Residential Condominium/Townhouse (230)	7,65	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	3	39
RC 5	Specialty Retail Center (826)	20,564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	16%	2	2	4	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	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	50	59%	41%	30	21	0%	16%	25	17	8	42
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	78	59%	41%	46	32	0%	16%	39	27	12	66
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	16%	24	21	3	46
RC 16 A	Specialty Retail Center (826)	15	1,000 Sq. Ft. GLA	60	50%	50%	30	30	95%	16%	1	1	2	2
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	16%	33	23	10	55
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	16%	1	1	2	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	16%	21	18	3	39
RC 14	Resort Hotel (330)	128	Occupied Rooms	72	59%	41%	42	30	0%	16%	36	25	11	60
RC 15	Resort Hotel (330)	81	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	7	33
RC 21	Resort Hotel (330)	85	Occupied Rooms	48	59%	41%	28	20	0%	16%	24	17	4	40
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	16%	25	22	3	47
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	16%	1	1	2	2
RC 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	16%	2	2	4	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	56	59%	41%	33	23	0%	16%	28	19	9	47
RC 7	Specialty Retail Center (826)	37,6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	16%	3	3	6	6
RC 7	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	16%	33	23	10	55
RC 7	Specialty Retail Center (826)	50	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	16%	4	4	8	8
W35	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	38	54%	46%	19	17	0%	16%	16	14	3	30
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	16%	24	20	4	44
LV 4	Resort Hotel (330)	82	Occupied Rooms	46	59%	41%	27	19	0%	16%	23	16	3	39
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	16%	42	42	8	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	Transit	Net Trips	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	375
RC 25	Residential Condominium/Townhouse (230)	54	Occ. Dwelling Units	60	54%	46%	32	28	0%	27%	23	20	43	43
RC 24	Residential Condominium/Townhouse (230)	21	Occ. Dwelling Units	50	54%	46%	27	23	0%	27%	20	17	37	37
RC 22	Resort Hotel (330)	52	Occupied Rooms	30	59%	41%	18	12	0%	27%	13	9	22	22
RC 5	Residential Condominium/Townhouse (230)	8	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33	33
RC 5	Specialty Retail Center (826)	20,564	1,000 Sq. Ft. GLA	82	50%	50%	41	41	95%	27%	1	1	2	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	6
RC 17/18	Resort Hotel (330)	88	Occupied Rooms	50	59%	41%	30	21	0%	27%	22	15	37	37
RC 16 A	Resort Hotel (330)	142	Occupied Rooms	78	59%	41%	46	32	0%	27%	34	23	57	57
RC 16 B	Residential Condominium/Townhouse (230)	39	Occ. Dwelling Units	54	54%	46%	29	25	0%	27%	21	18	39	39
RC 18 A	Specialty Retail Center (826)	15	1,000 Sq. Ft. GLA	60	50%	50%	30	30	95%	27%	1	1	2	2
RC 20 A	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	27%	28	20	48	48
RC 20 A	Specialty Retail Center (826)	10	1,000 Sq. Ft. GLA	40	50%	50%	20	20	95%	27%	1	1	2	2
RC 20 B	Residential Condominium/Townhouse (230)	11	Occ. Dwelling Units	46	54%	46%	25	21	0%	27%	18	15	33	33
RC 14	Resort Hotel (330)	128	Occupied Rooms	72	59%	41%	42	30	0%	27%	31	22	53	53
RC 15	Resort Hotel (330)	81	Occupied Rooms	46	59%	41%	27	19	0%	27%	20	14	34	34
RC 21	Resort Hotel (330)	85	Occupied Rooms	48	59%	41%	28	20	0%	27%	21	14	35	35
W37	Residential Condominium/Townhouse (230)	41	Occ. Dwelling Units	56	54%	46%	30	26	0%	27%	22	19	41	41
RC 2	Specialty Retail Center (826)	14	1,000 Sq. Ft. GLA	56	50%	50%	28	28	95%	27%	1	1	2	2
RC 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	95%	27%	2	2	4	4
RC 7	Resort Hotel (330)	102	Occupied Rooms	56	59%	41%	33	23	0%	27%	24	17	41	41
RC 7	Specialty Retail Center (826)	37,6	1,000 Sq. Ft. GLA	150	50%	50%	75	75	95%	27%	3	3	5	5
RC 7	Resort Hotel (330)	119	Occupied Rooms	66	59%	41%	39	27	0%	27%	28	20	48	48
RC 7	Specialty Retail Center (826)	50	1,000 Sq. Ft. GLA	198	50%	50%	99	99	95%	27%	4	4	7	7
RC 7	Single-Family Detached Housing (210)	30	Occ. Dwelling Units	36	54%	46%	19	17	0%	27%	14	12	26	26
LV 10	Residential Condominium/Townhouse (230)	26	Occ. Dwelling Units	52	54%	46%	28	24	0%	27%	20	18	38	38
LV 4	Resort Hotel (330)	82	Occupied Rooms	46	59%	41%	27	19	0%	27%	20	14	34	34
LV 6	Specialty Retail Center (826)	25	1,000 Sq. Ft. GLA	100	50%	50%	50	50	0%	27%	37	37	74	74
Project Total Saturday Peak Hour Trips				1,317	1,093						670	507		1,177

¹ Land Use Code for the Institute of Transportation Engineers Trip Generation Manual, 2015

SOURCE: Hales Engineering, November 2017

**EXHIBIT C
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT**

[Site Specific Guidelines]

Canyons Master Plan Amendment

Proposed Lower Village Site Specific Guidelines for Parcel LV1A-1

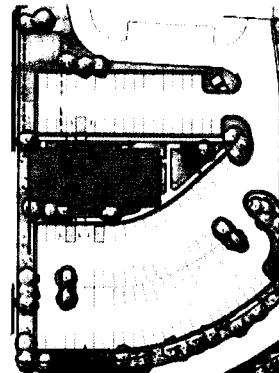
Site:	LV1A-1
Parcel Use:	Resort Operations with Associated Storage and Surface Parking/Skier Services
Site Area:	77,536 SF
Gross Building Area (SF):	12,932 (Exempt)
Commercial Area (SF):	12,932 (Exempt)
Maximum Building Height (ASL):	6,798'

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. This proposed building should serve as the employee hub for the resort's operations staff. The intent is to capture the employees at the entrance to the resort to better manage resort vehicular circulation.
2. Current operations are housed in four separate buildings on RC16 in the Resort Core. The proposed building will replace those temporary structures.
3. The new building will consolidate employees into one central location with easy access to parking, transit, the Cabriolet Lift and the proposed Employee Housing.

Setbacks, Buffers:

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

Building Heights and Massing:

1. The proposed building should be designed to be limited in scale and profile and reflect the local agricultural vernacular for working barns and outbuildings found throughout the Snyderville Basin. It should be similar in design, form, and color to the existing golf maintenance building.

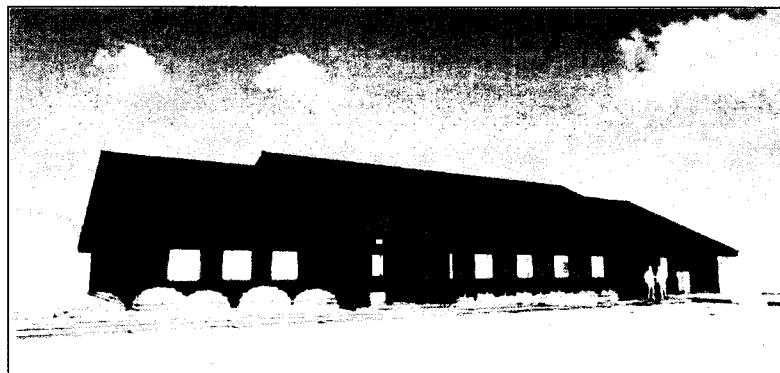
The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.

Linkages:

Ski Trail	1. Via the Cabriolet Lift located next to the transit center.
Pedestrian	1. Sidewalks along the building and parking area to connect to the Millennium Trail and the Cabriolet Lift. 2. A future sidewalk along LV13 road to connect to the Employee Housing Parcel.
Vehicular	1. Access to the parcel is from Lower Village Road.
Public Transit	1. The transit center is located across the street with direct pedestrian access.

Other Design Criteria:

1. Conceptual perspectives below:



The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.

Canyons Master Plan Amendment

Proposed Lower Village Site Specific Guidelines for Parcel LV1A-2

Site: LV1A-2
Parcel Use: Parking/Commercial/Retail/Support
Site Area: 32,670 SF

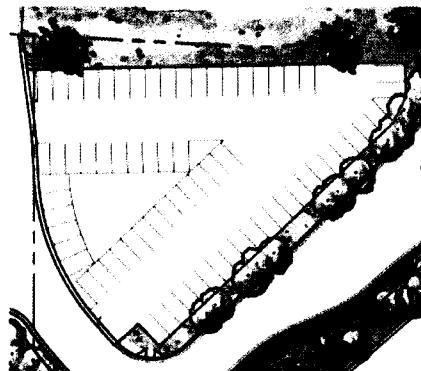
Gross Building Area (SF): 25,000
Commercial Area (SF): 25,000
Maximum Building Height (ASL): 6,793'

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. Should be comprised of one or more buildings that are at a visually significant corner of Canyons Resort Drive and Lower Village Road.
2. Other uses include surface parking to support resort operations.
3. It is important that 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 boundaries.

Building Heights and Massing:

1. The proposed building should be designed to be limited in scale and profile and sit within the context of the Fire Station, Golf Maintenance and proposed Operations building on the adjacent parcel.
2. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines.

The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.

Linkages:

Ski Trail	1. Via the Cabriolet Lift located next to the transit center.
Pedestrian	1. Sidewalks along the building and parking area to connect to the Millennium Trail and the Cabriolet Lift across Lower Village Road. 2. Provide direct connection to the existing sidewalk along Canyons Resort Drive.
Vehicular	1. Access to the parcel is from Lower Village Road.
Public Transit	1. The transit center is located across the street with direct pedestrian access.

Other Design Criteria:

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

The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.

Canyons Master Plan Amendment

Proposed Lower Village Site Specific Guidelines for Parcel LV1B

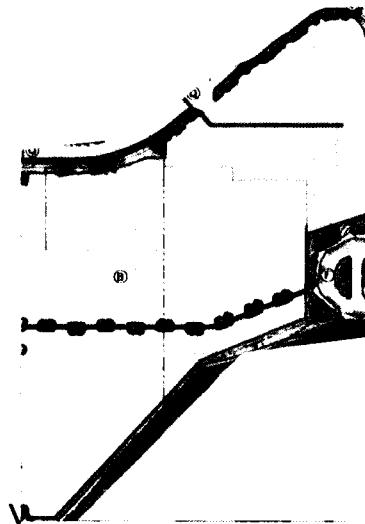
Site:	LV1B
Parcel Use:	Parking/Parking Garage/Commercial/Retail/Support/ Skier Services
Site Area:	200,000 SF
Gross Building Area (SF):	100,000
Commercial Area (SF):	100,000
Maximum Building Height (ASL):	6,780'

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. This parcel's proposed concept is to provide day skier parking adjacent to the Cabriolet.
2. The intent is to capture vehicles at the entrance to the Resort, thus reducing traffic on Canyons Resort Drive into the Resort Core.

Setbacks, Buffers:

1. The minimum building setback shall be 5 ft. from all boundaries.

Building Heights and Massing:

1. Buildings should not exceed 3-levels in height or elevation 6,780' ASL.
2. Building forms should be modulated and facades articulated through the use of materials, color, plane changes and varied roof lines.

The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.

Linkages:

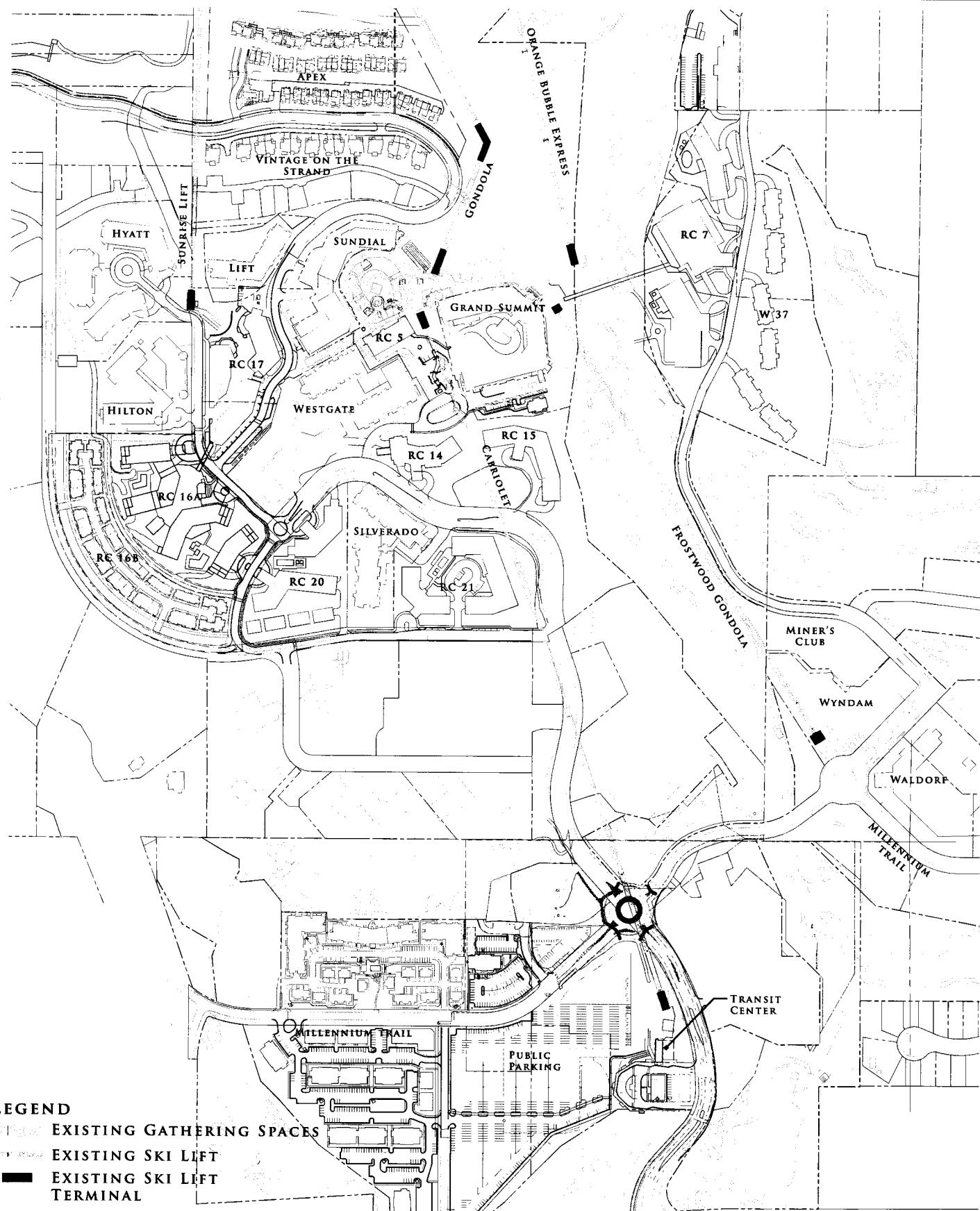
Ski Trail	1. The transit center is located at the north end of the parcel.
Pedestrian	1. Located adjacent to the transit center. 2. Millennium Trail is on the west edge of the parcel. 3. Existing sidewalk along Canyons Resort Drive.
Vehicular	1. Access to the parcel is from Lower Village Road and LV13 Road.
Public Transit	1. The transit center is located at the north end of the parcel.

The Canyons Village Master Plan sets forth the overarching design principals and parcel by parcel site plans intended to generate the finest possible four season experiences for the residents and guests of Canyons Village as a whole. The parcel specific design goals outlined in these guidelines are intended to generate clarity and a more consistent interpretation of the Canyons Village Master Plan for the benefit of developers, architects, the CVMA / DRC and Snyderville Basin Planning Commission. These guidelines are intended to positively influence, but not dictate the final design result.

**EXHIBIT D
TO
AMENDMENT TO AMENDED AND RESTATED
DEVELOPMENT AGREEMENT**

[Connectivity Study]

EXISTING GATHERING SPACES

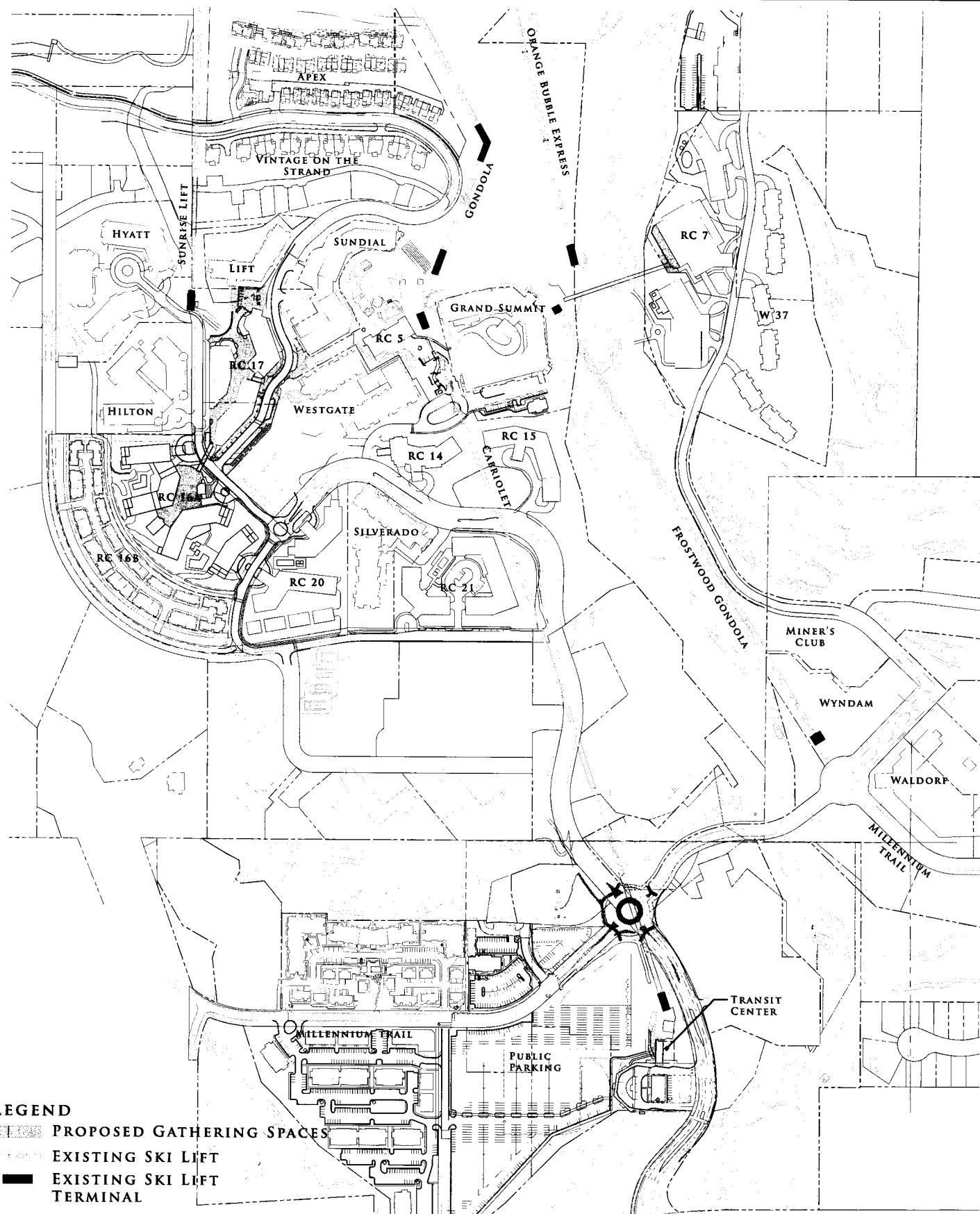


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PROPOSED GATHERING SPACES



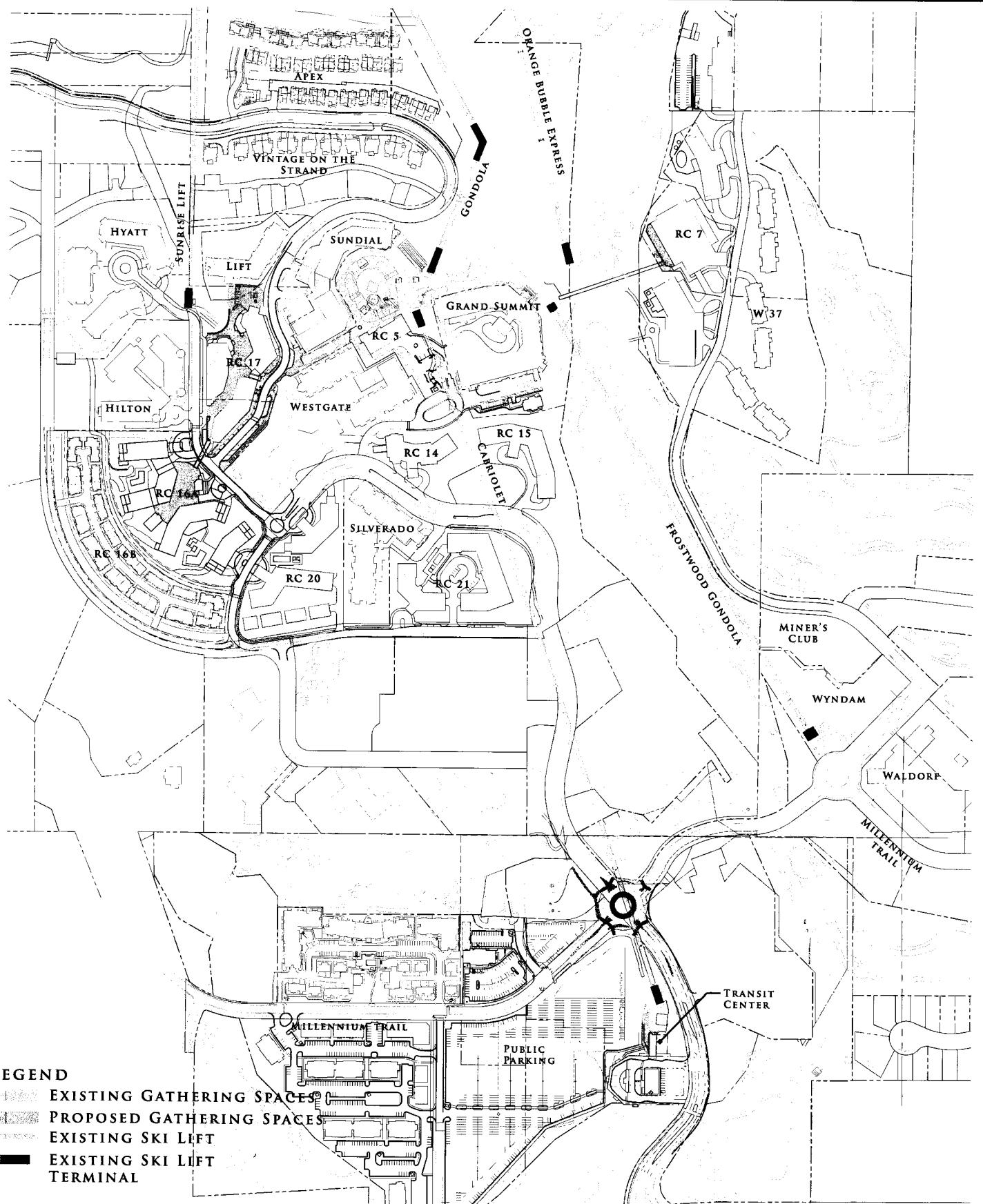
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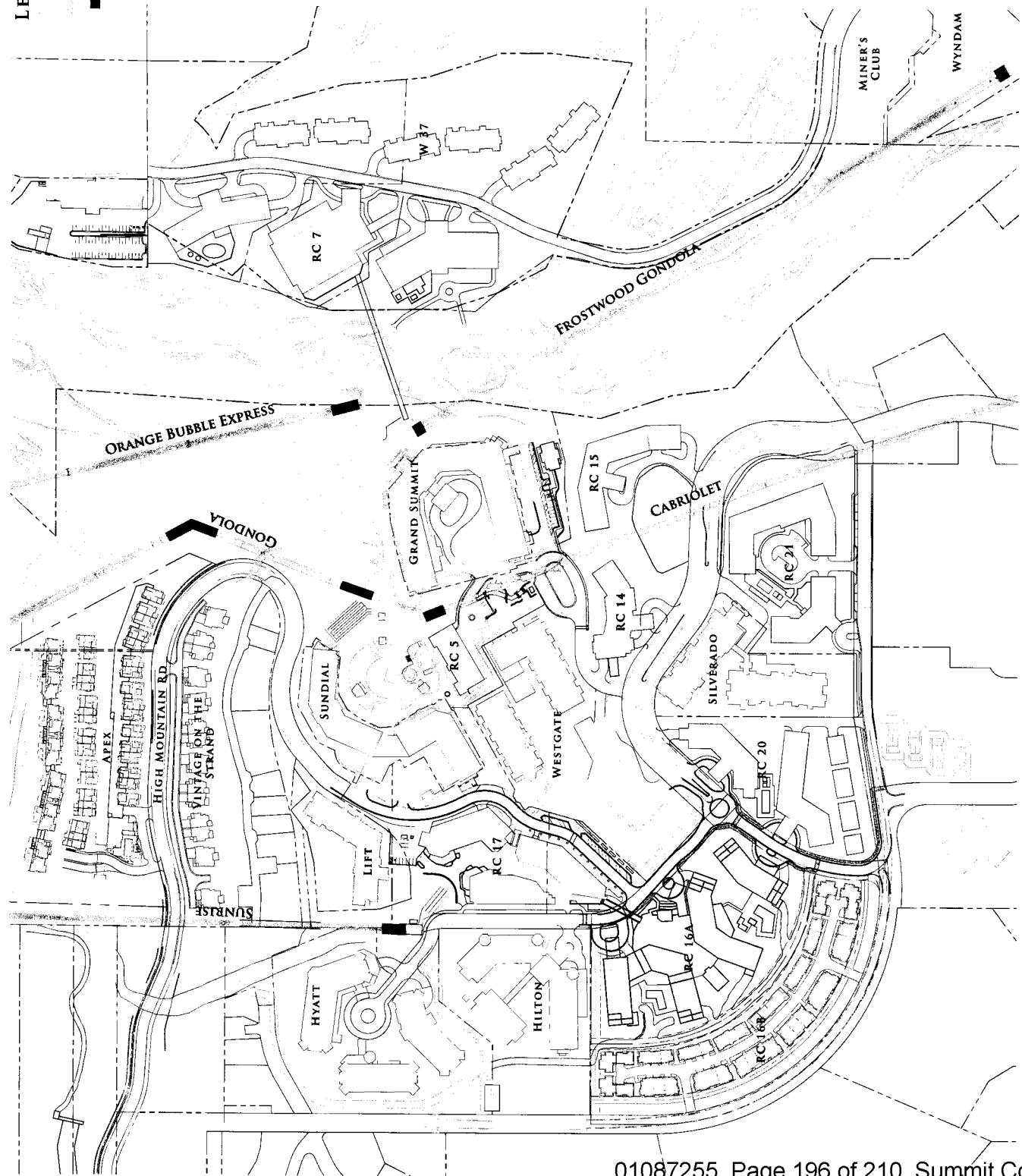
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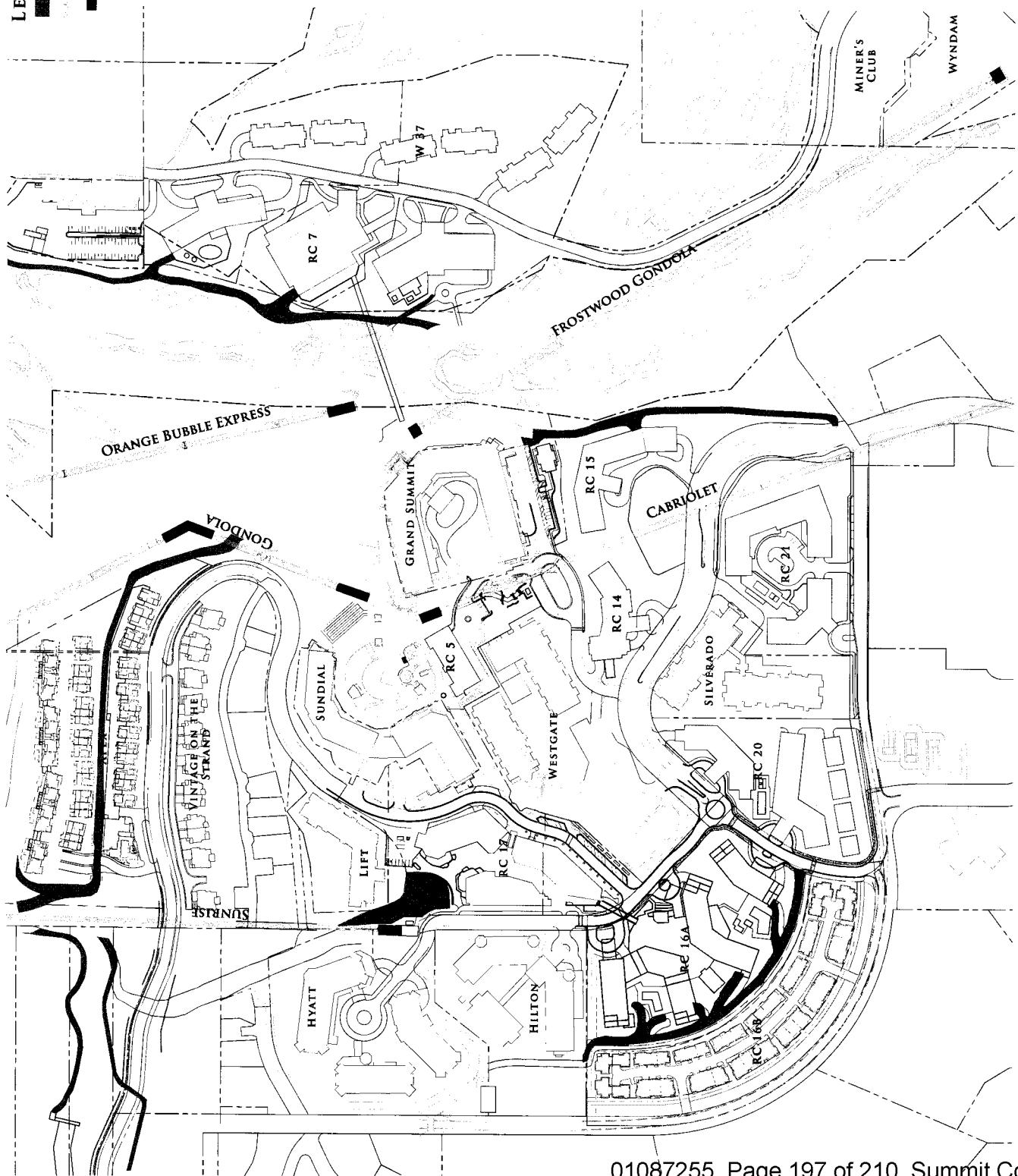
LEGEND

- EXISTING SKI ACCESS
- EXISTING SKI LIFT
- EXISTING SKI LIFT TERMINAL



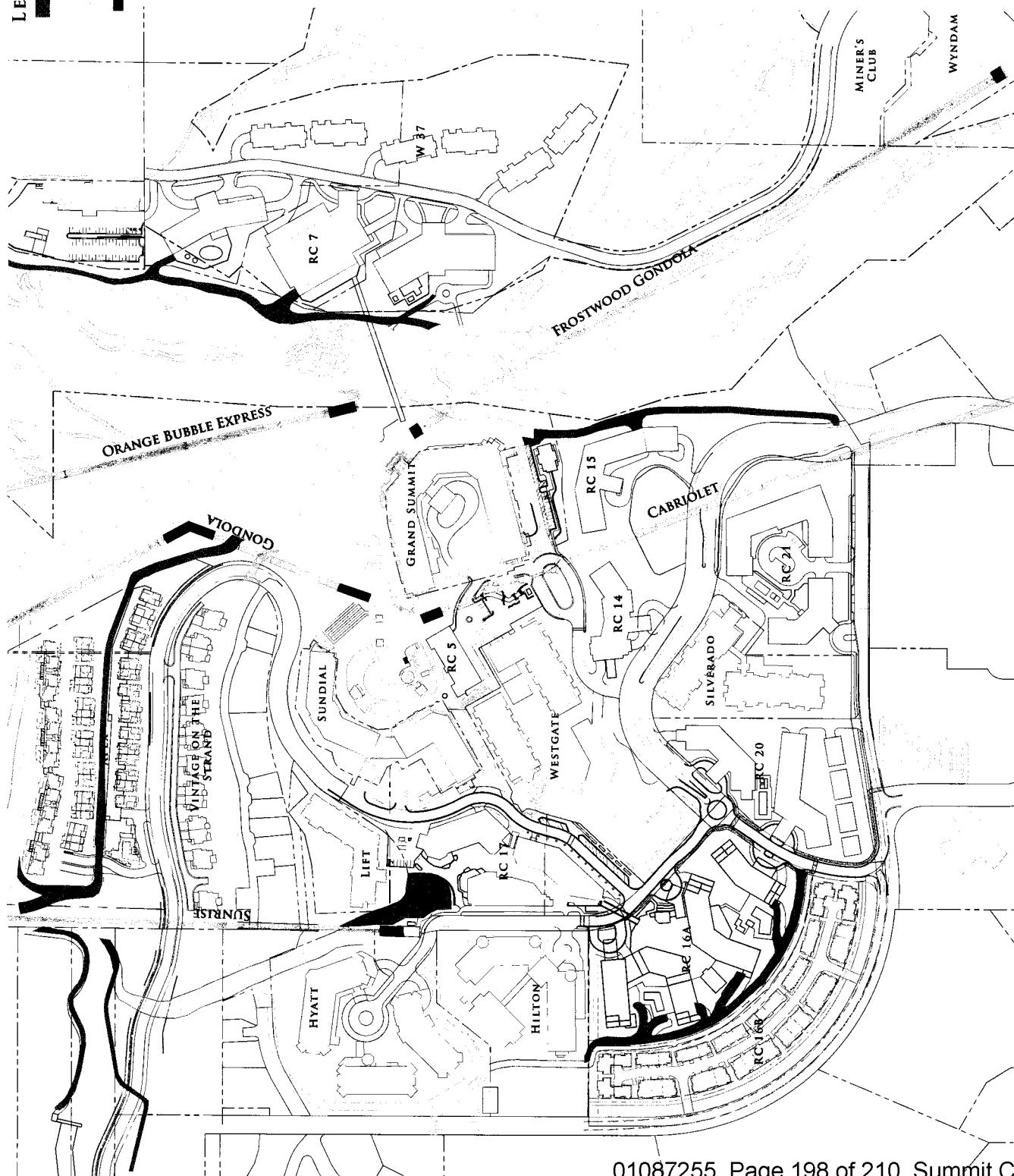
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- EXISTING SKI LIFT TERMINAL

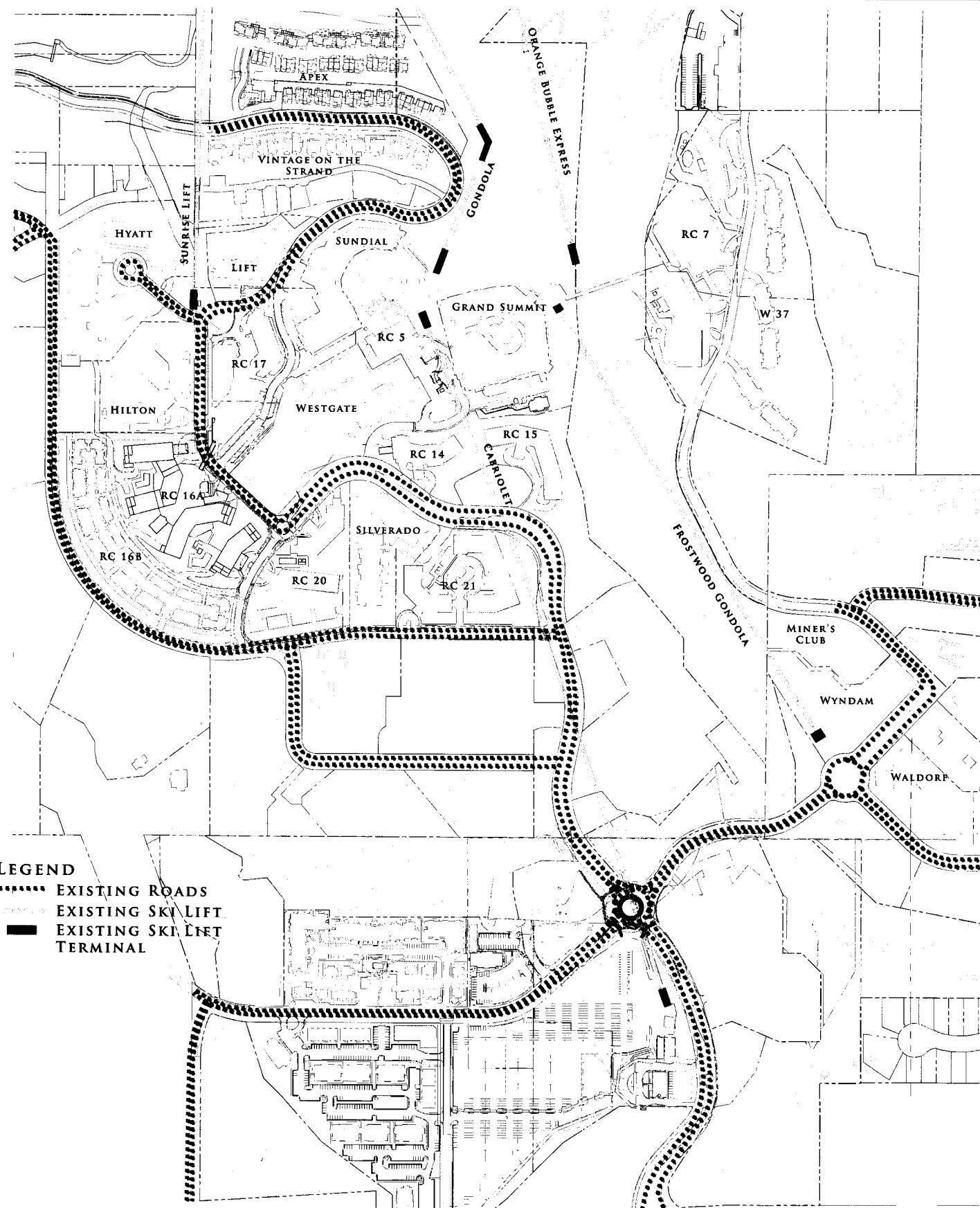


LEGEND

- PROPOSED SKI ACCESS
- EXISTING SKI ACCESS
- EXISTING SKI LIFT
- EXISTING SKI LIFT TERMINAL



EXISTING ROADS

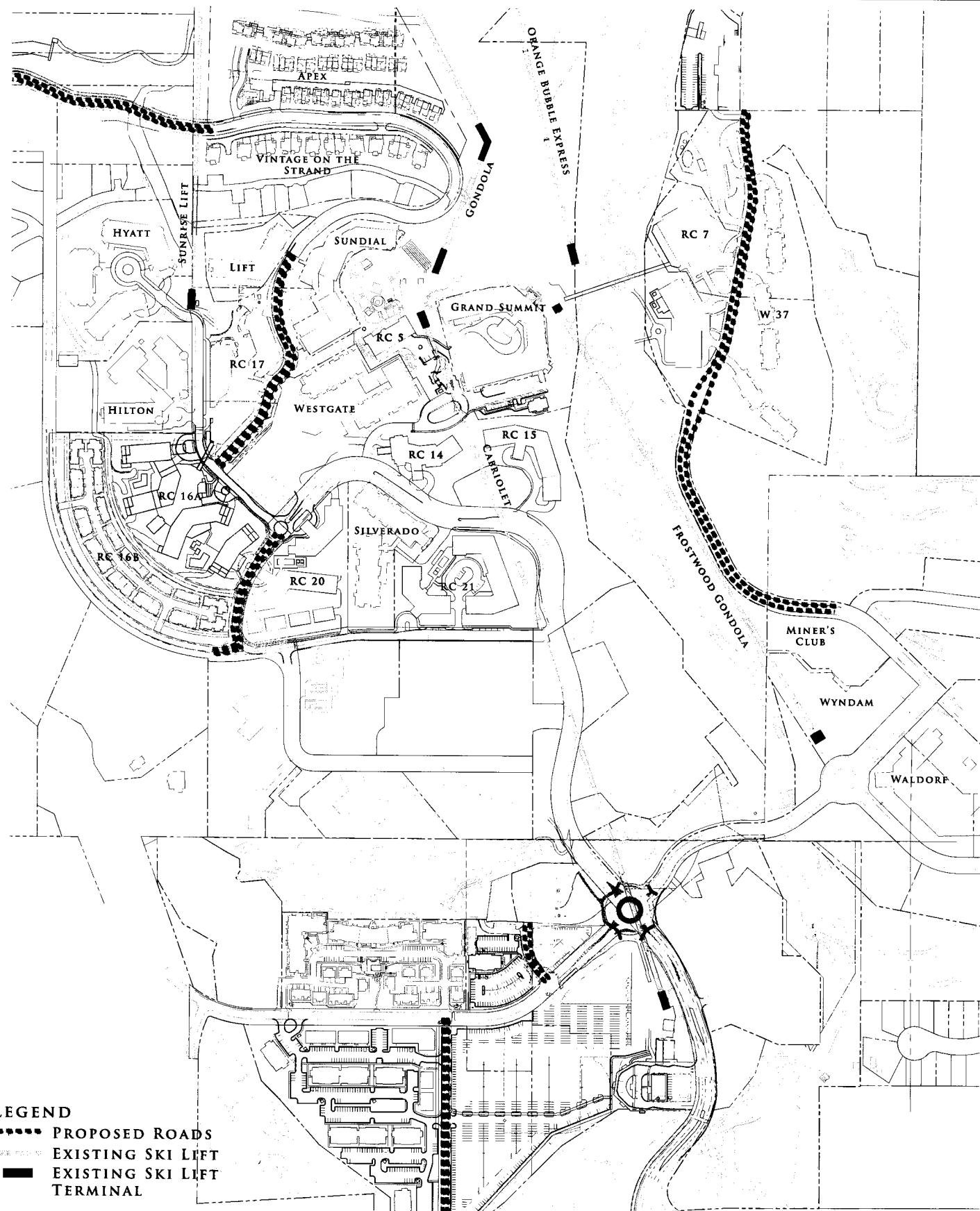


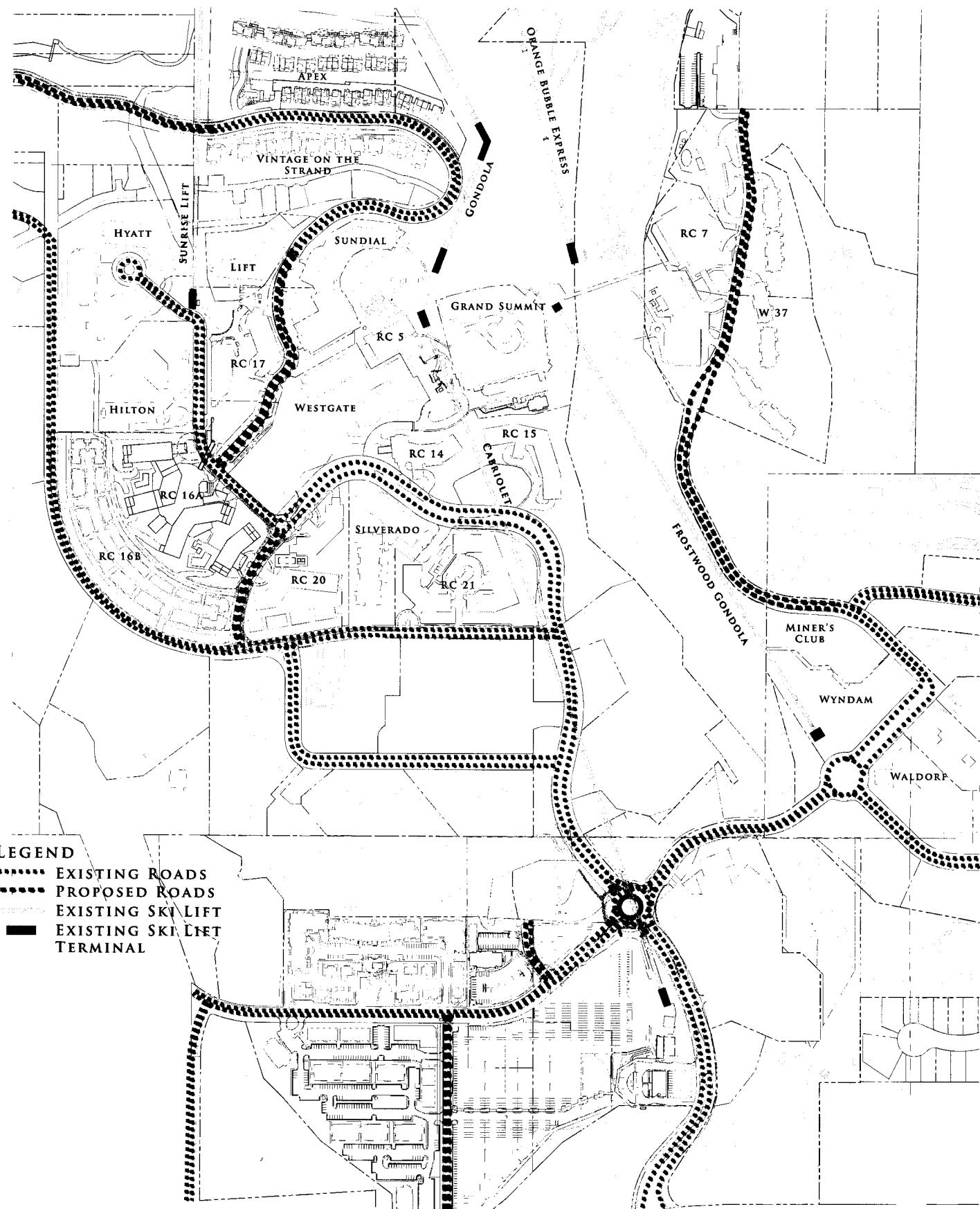
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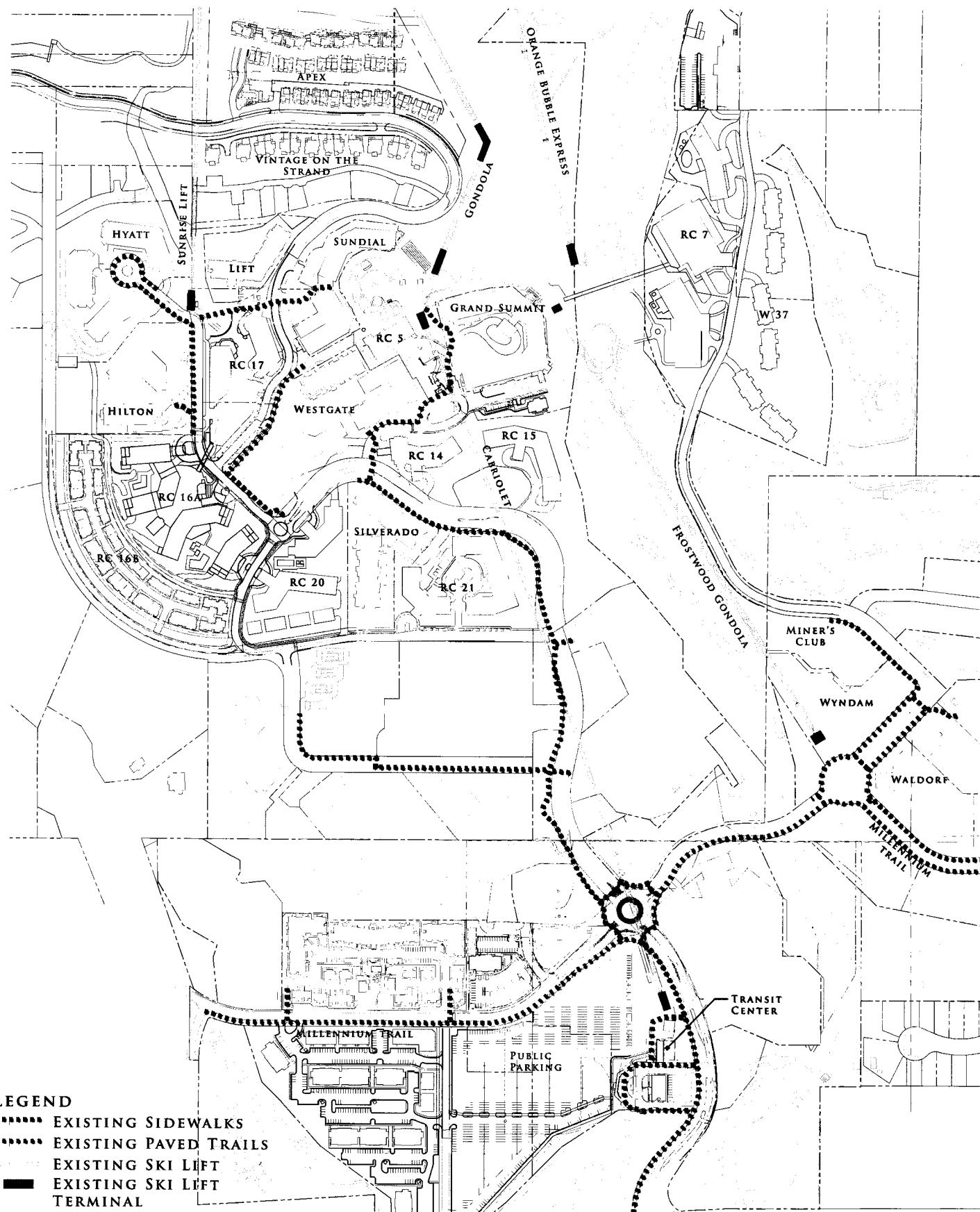


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EXISTING SIDEWALKS & TRAILS



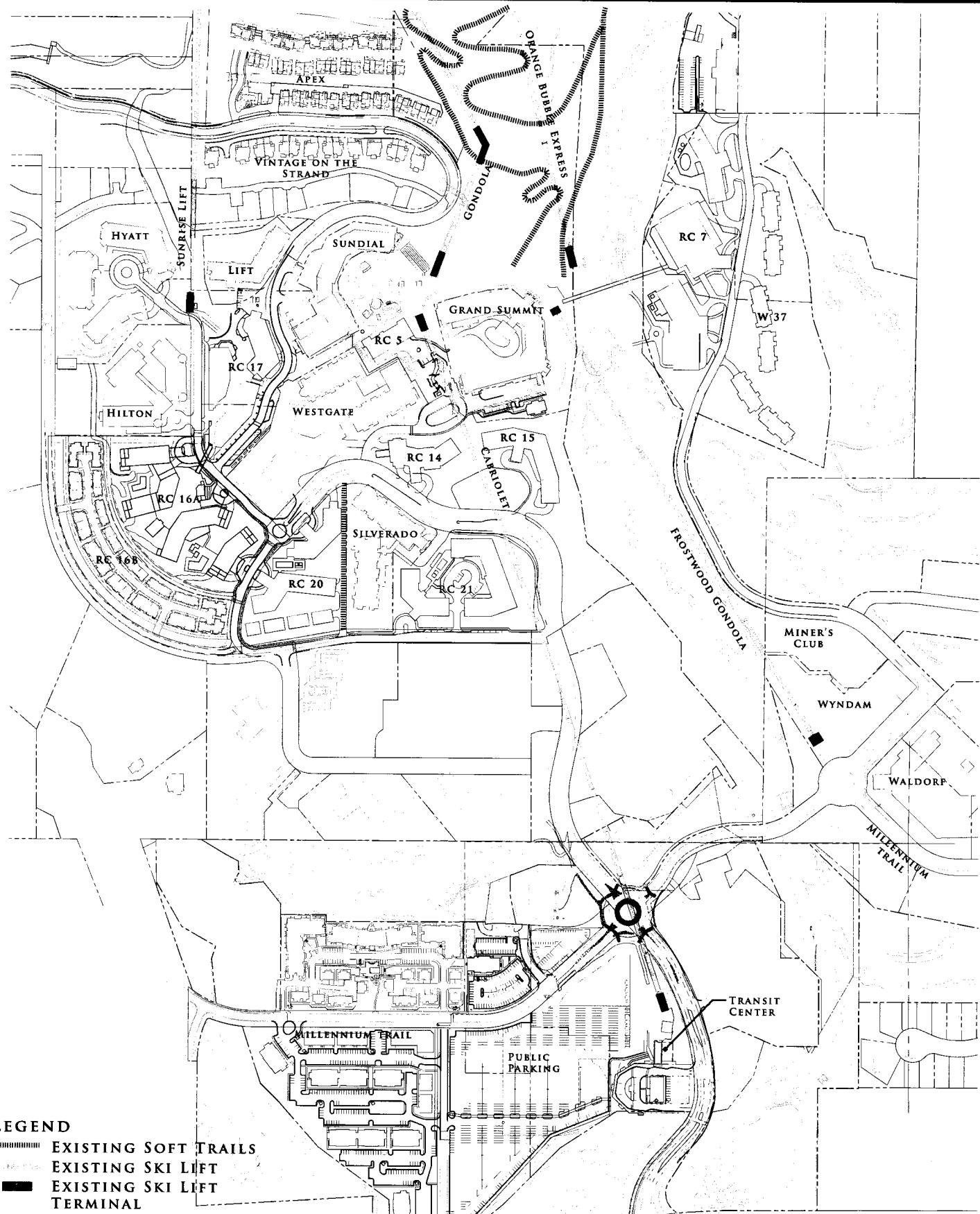
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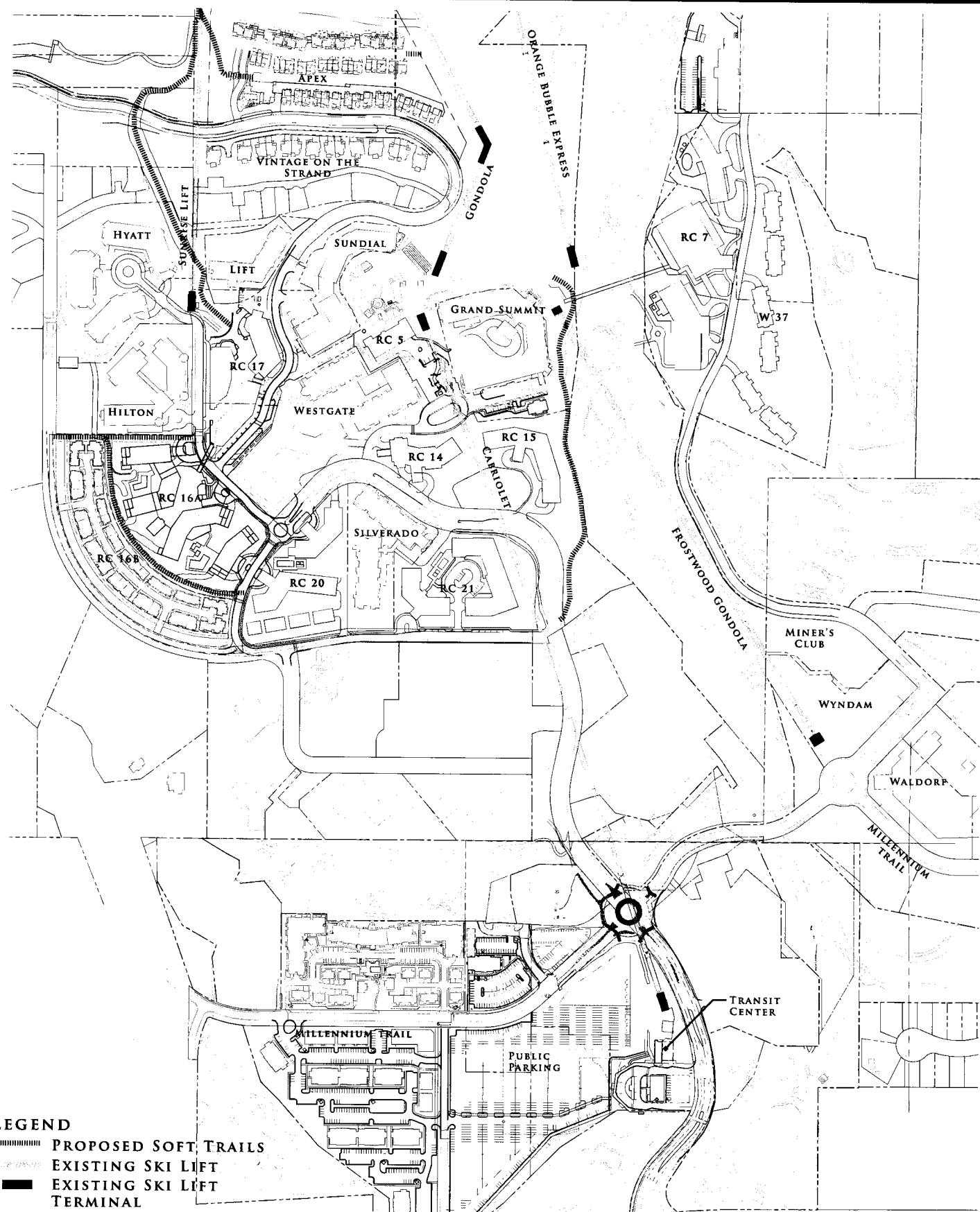
EXISTING SOFT TRAILS



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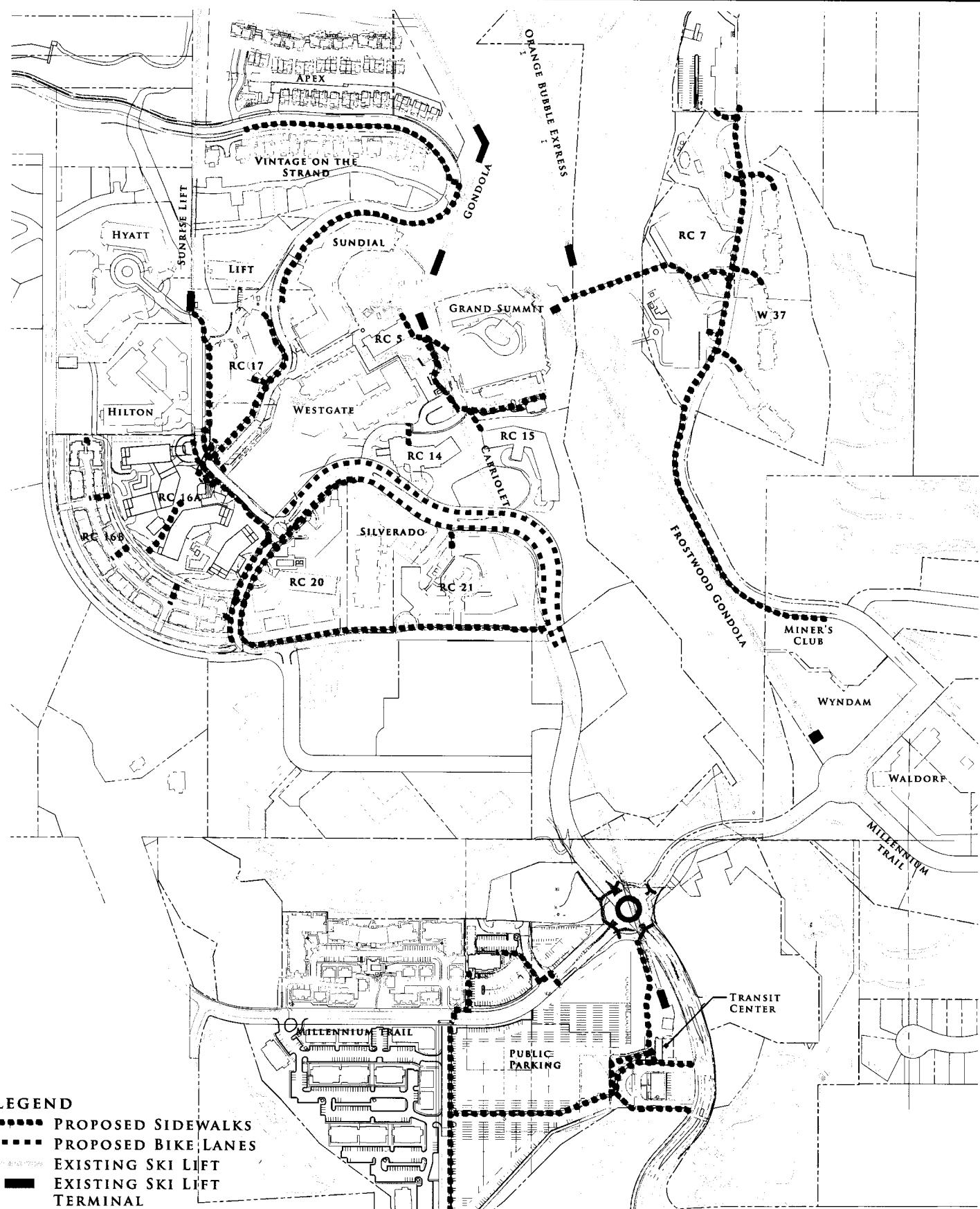
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PROPOSED SIDEWALKS & BIKE LANES

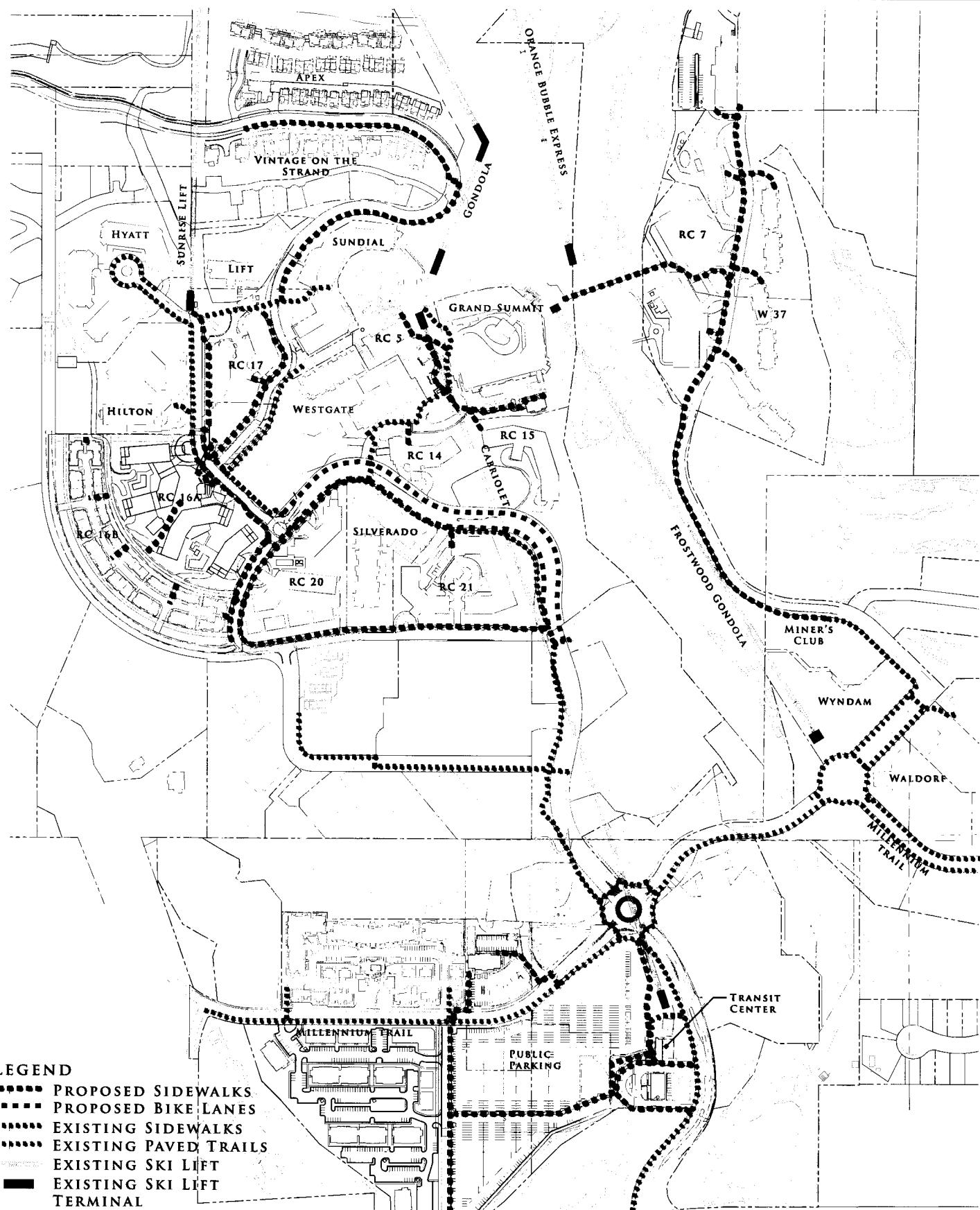


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C O M B I N E D S I D E W A L K S & T R A I L S

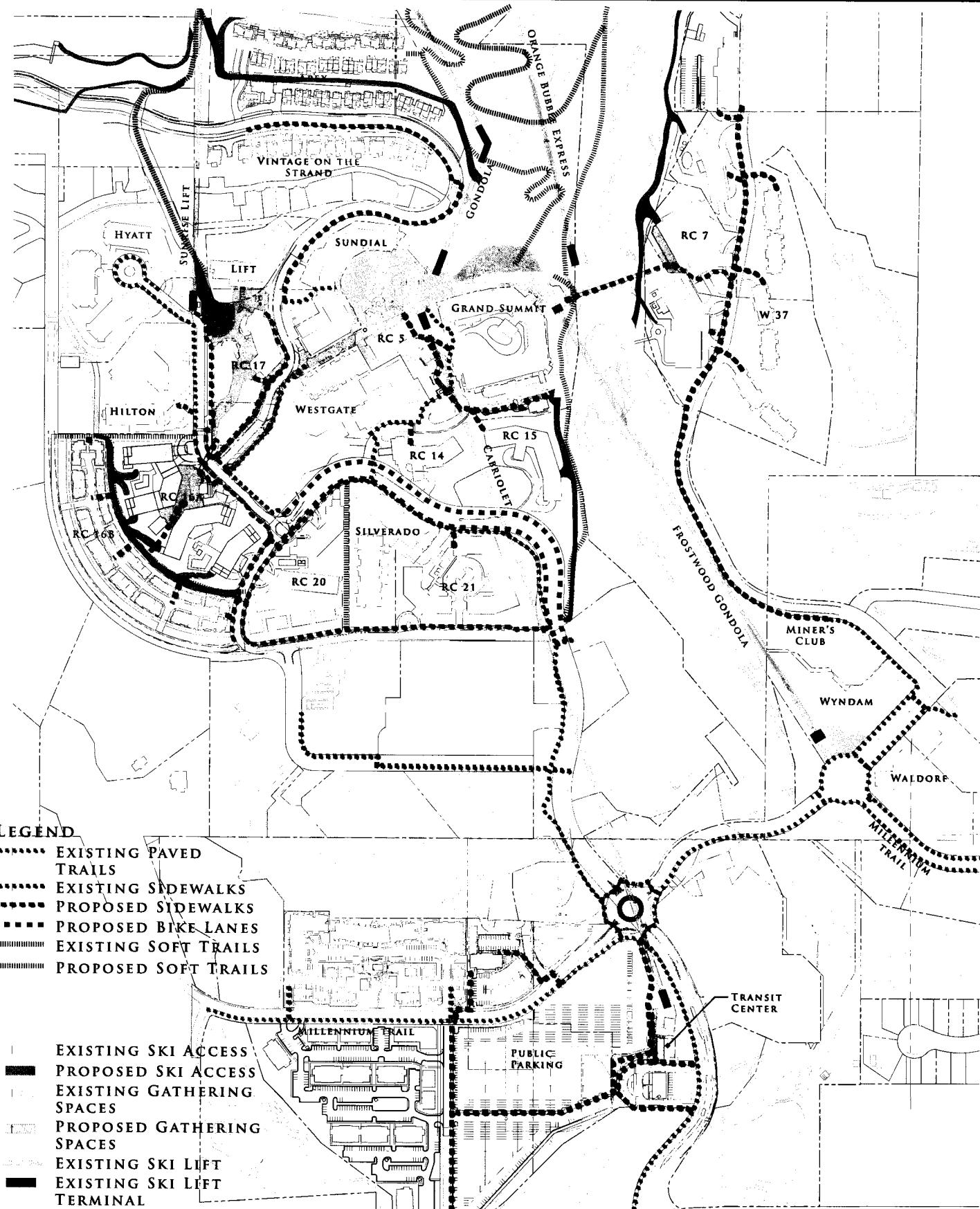


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COMBINED GATHERING, SKI, SIDEWALK & TRAILS

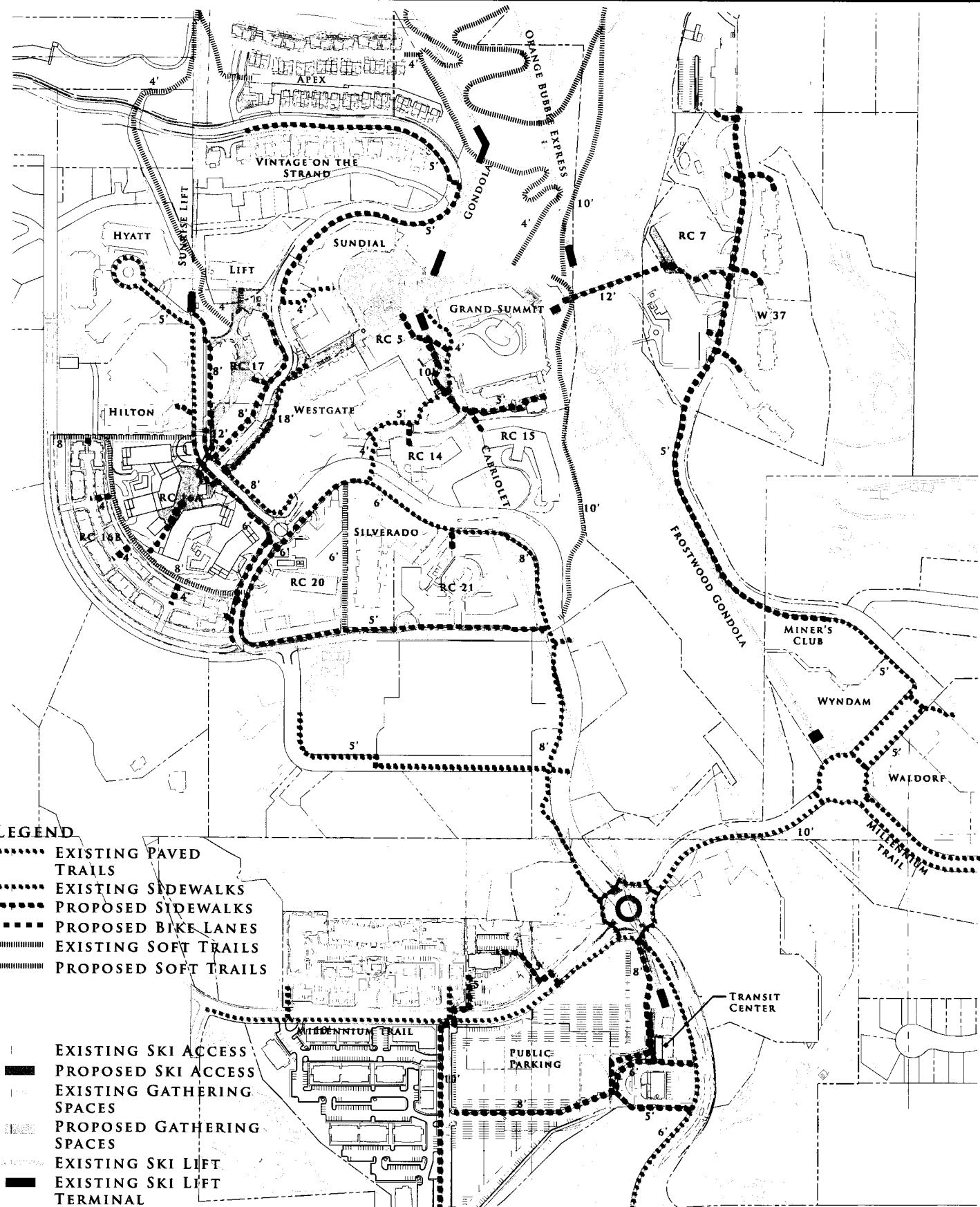


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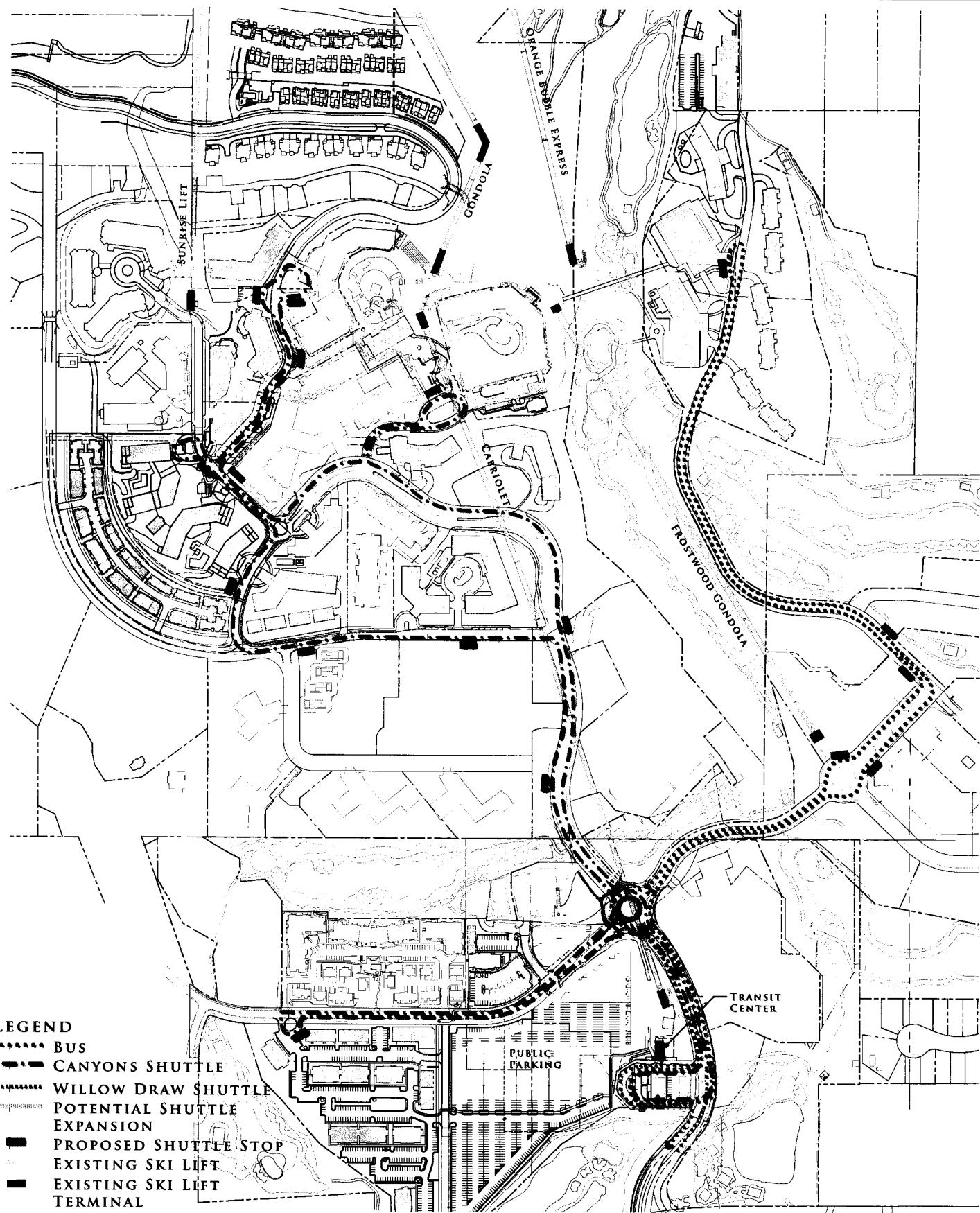
C O M B I N E D P E D E S T R I A N W I D T H S



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M A S T E R P L A N

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