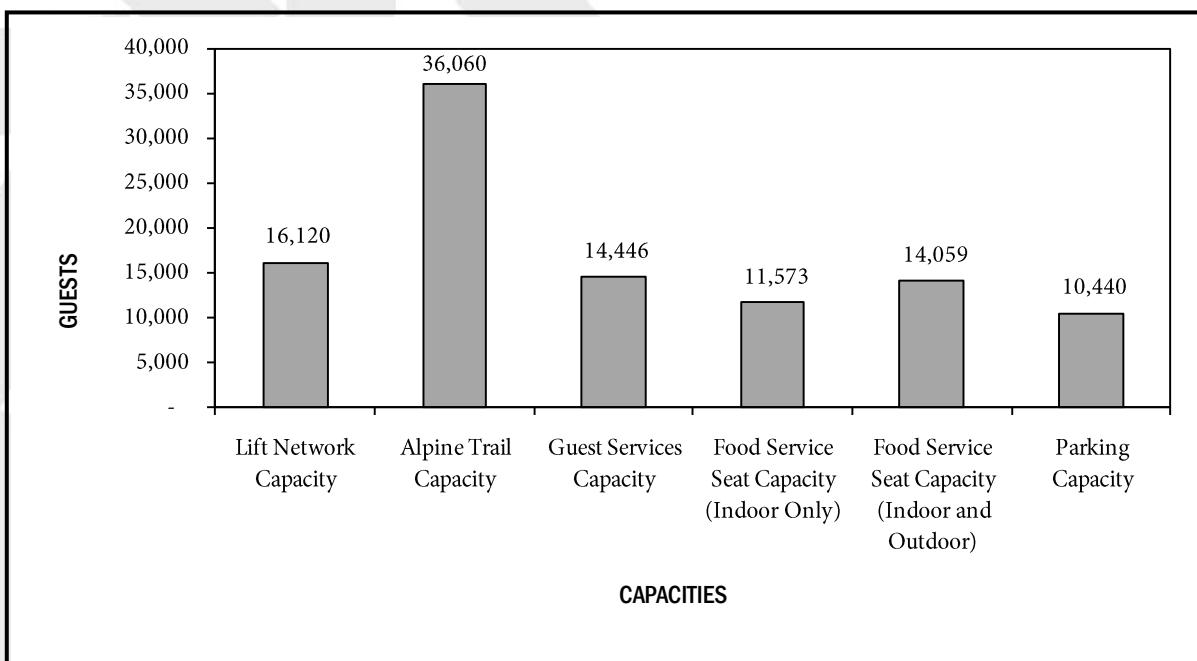


Chart 5-3:
Resort Balance – Upgrading Plan



As the above chart indicates, the upgrading plan has addressed some of the imbalances of support facilities, i.e., guest services and restaurant seating, although the capacities are still below the CCC. It is assumed that third party vendors in the River Run and Mountain House developments will alleviate the shortages in resort-operated guest services and restaurant seating.

P. OPERATIONS & INFRASTRUCTURE

Proposed changes to mountain infrastructure are depicted on Figures 5.8, 5.9 and 5.10.

1. Ski Patrol/First Aid

In order to accommodate development of Independence, Bergman and Erickson bowls, a lift operations/ski patrol facility will be located at the top of the proposed Bergman detachable quad. At such time that the Summit House facility is relocated, ski patrol functions provided therein would be transferred, as well.

Emergency access along the alignment of the Outpost gondola is difficult due to vegetation growth along the gondola construction access. In the event of an evacuation scenario, the ski patrol would have problems accessing the gondola and evacuating within the required timeframe. Keystone proposes limited tree removal and spot grading along the gondola construction access. This proposal would improve the access to the gondola alignment.

2. Maintenance Facilities

a. Maintenance Shop Relocation

Vail Resorts Development Company (VRDC) has plans to relocate the existing maintenance shop that is located on private land at the Mountain House base area. The tracked vehicle maintenance portion of the shop will be relocated to the top of Dercum Mountain, between (and south of) the Outpost Gondola and Adventure Ridge (refer to Figure 5.3). Relocating the tracked vehicle maintenance shop to this area will lead to time as well as fuel savings, and will avoid the instances of groomers driving through the night skiing area.

A conceptual plan for the new tracked vehicle maintenance shop includes up to six drive-through bays, tracked vehicle maintenance areas, vehicle parking, fuel tanks, parts storage, employee lockers and a break room, administrative offices, and restrooms.

The rubber tire vehicle maintenance program will be relocated to another new shop located on a private parcel within the Keystone Valley.

Until construction of the new on-mountain tracked vehicle shop occurs, Keystone will develop a snowcat access route connecting the shop to Keystone Gulch road. Currently, snowcats are encountered on Dercum Mountain trails and Mountain House beginner slopes. This access route will accommodate inbound/outbound snowcats between the shop and The Outback.

The snowcats are escorted by snowmobiles along trails on the frontside of Dercum Mountain, to *Haywood*, and then through the busy beginner area. The proposed snowcat access route will allow snowcats to avoid the interface with skiers by accessing Keystone Gulch Road and continuing on to the North Peak and The Outback terrain. For the most part the access will be constructed out of snow and will follow the alignment of *Granny's Trail* (mountain bike trail). Some light grading in select locations will be needed along with some selective tree removal.

b. CB 2 Maintenance Shop Upgrade

The existing maintenance shop located adjacent to CB 2 will be upgraded, with increased fuel storage capacity (from 14,000 gallons to 25,000 gallons). Fire suppression water storage will need to be relocated, and an additional loading dock is needed. The reader is referred to Figure 5.7.

3. Utilities

a. Fuel Storage

No changes are proposed to existing fuel storage and Keystone will maintain the 27 existing fuel storage tanks across public and private lands. Details for the proposed additional storage mentioned



above, for the proposed maintenance shop at the top of Dercum Mountain and at CB 2, will be developed when detailed plans for these improvements are completed.

b. Power

The existing power line servicing the Outback Express will be upgraded, with a spur installed from the top of the Outback Express to supply the proposed Outback surface lift.

A new power line will be installed from the Outpost Restaurant, along proposed Trail 16-10, to the top terminals of the proposed Bergman and Independence lifts. This line will continue on proposed Trail 17-1 to the Independence lift's bottom terminal.

Finally, a power line will be constructed on lower *Sante Fe* to supply the proposed Ski Tip lift.

c. Sewer & Water

The capacity of the water storage tank that currently serves the Summit House will be increased in capacity from 50,000 gallons to 100,000 gallons. In addition, a sewer line will be installed from CB-2 to the Summit House. In conjunction with this, the sewage lagoon that currently serves the Summit House will be decommissioned.

Q. SUMMER RECREATIONAL ACTIVITIES

In the future, the demand for, and diversity of, summer recreational opportunities is expected to increase. Keystone will continue to offer a variety of activities, including golf, mountain biking, hiking, fishing, horseback and wagon rides, tennis, boating, festivals and shows and conferences and retreats.

In conjunction with the reconfiguration of Adventure Point into the hub of Keystone's summer operations, Keystone will continue to explore ways of providing a wide, diverse range of summer activities. As guest expectations and innovations for summer-based recreation evolve, Keystone's approach for providing these opportunities will remain dynamic. In addition to traditional summer-based activities that are expected to remain the staple of Keystone's offerings (e.g., hiking, biking and sightseeing), additional "non-traditional" activities may be explored at Adventure Point, including summer snow tubing at the existing winter tubing location.

1. Mountain Biking Trails

Seven new mountain bike trails are proposed on the front side of Dercum Mountain, totaling approximately 8.4 miles. The goal of the new trails is to eliminate bike traffic from specific portions of Keystone's summer road network. Existing and proposed mountain bike trails are depicted on Figure 5.11.

- Proposed Trail # 1

This proposed beginner (Green) trail will be constructed with two segments (13,150 feet and 4,750 in length) – connecting to and from an existing section of access road. This would be constructed to be Americans with Disabilities (ADA) compliant, and would keep uphill riders off the summer road. In

summer 2008, Keystone met with representatives from the Keystone Adaptive Center and Breckenridge Outdoor Education Center (BOEC) to discuss the design and use of this trail. Trail #1 will be constructed with a Sweco machine and would wide enough for an AVT (Ranger) to navigate.

- Proposed Trail # 2

Trail #2 will provide a roughly 4,100-foot long intermediate (Blue) route off the summit of Dercum Mountain. This trail will be constructed by hand through the forest, and with a Sweco machine on ski trails.

- Proposed Trail # 3

Trail #3 is a proposed 2,000-foot long intermediate (Blue) extension of an existing advanced (Black) trail. This trail is designed to separate beginners from advanced riders. It will be constructed with hand tools.

- Proposed Trail # 4

Proposed Trail #4 will be roughly 3,200-foot long expert (Black) level and will provide a key link to keep expert riders off the road. This trail will be constructed by hand through the forest, and with a Sweco machine on ski trails.

- Proposed Trail # 5



Proposed Trail #5 will be a roughly 11,350-foot long intermediate (Blue) east-west connector trail, allowing riders that are above their ability level to reach gentler terrain. The entirety of this proposed trail will be constructed with a Sweco machine.

- Proposed Trail # 6

Proposed Trail #6 will be a roughly 1,300-foot long intermediate (Blue) continuation of east to west, providing access to *Helter*. The entire trail will be constructed with hand tools.

- Proposed Trail #7

Trail #7 is a roughly 4,850-foot long intermediate (Blue) trail proposed to take pressure off an existing intermediate trail in the same area. This trail will be constructed by hand through the forest, and with a Sweco machine on ski trails.

Proposed Projects Overview

Figure 5.1

Facilities Improvements

- 1 River Run guest service facility reconfiguration in conjunction with gondola replacement
- 2 Mountain House redevelopment
- 3 Ski Tip Portal development
- 4 Ski School Learning Center; 2 carpets, yurt with deck and pit toilets
- 5 A-51 Decks with terrain park information and safety signage
- 6 Summit House relocation with new construction
- 7 On mountain tracked vehicle maintenance shop
- 8 Permanent Facility for tubing and summer operations - Add 2-4 tubing lanes - Increase water storage tank capacity
- 9 Upgrade CB-2 Maintenance Shop adjacent to the Ruby bottom terminal
- 10 Outpost restaurant seating capacity increase and kitchen upgrades
- 11 Ski Patrol / Lift Ops Building
- 12 Outback deck with restroom facilities and public BBQ area

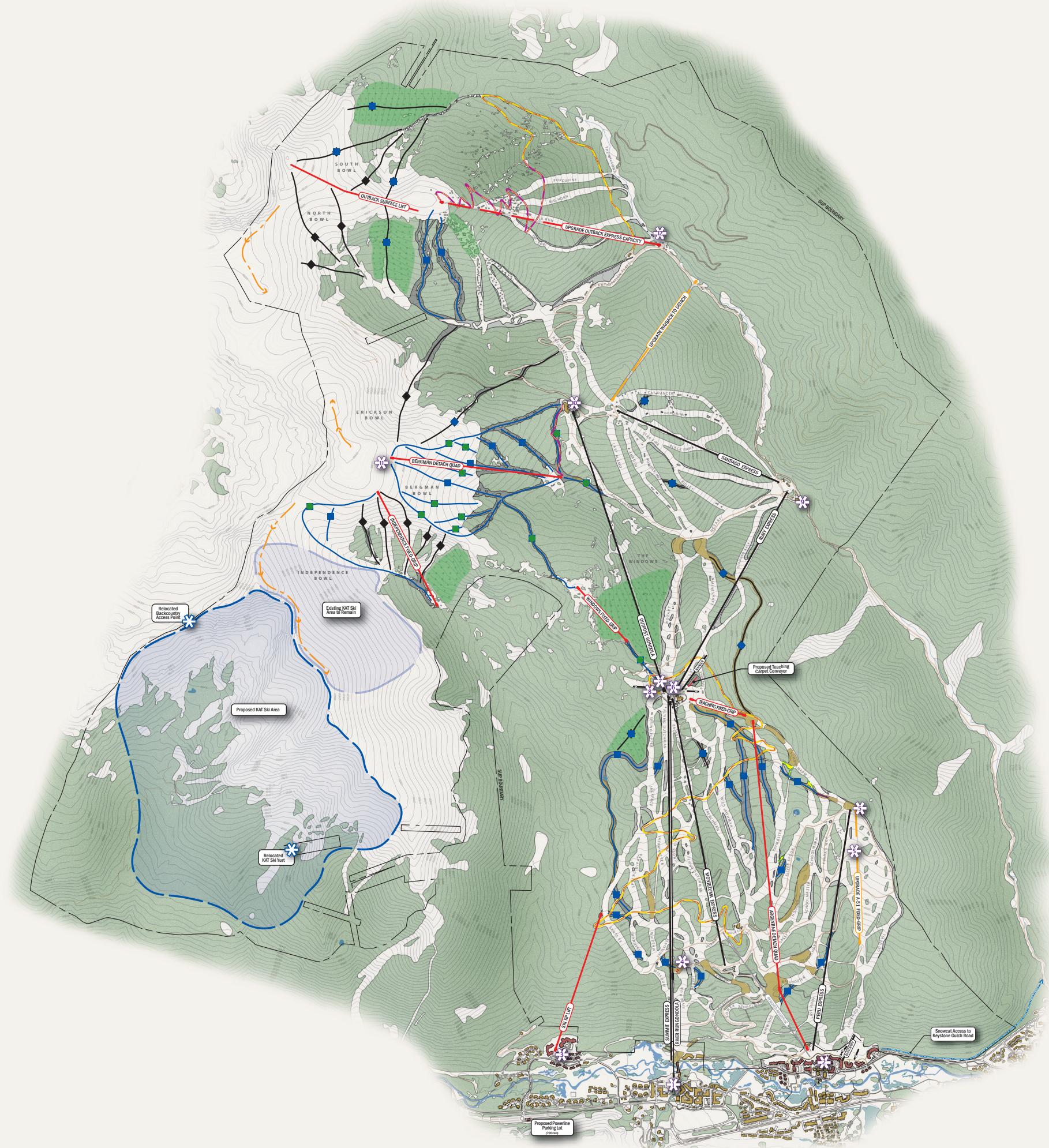
Existing KAT Ski Area
227 acres

Proposed KAT Ski Area
900 acres

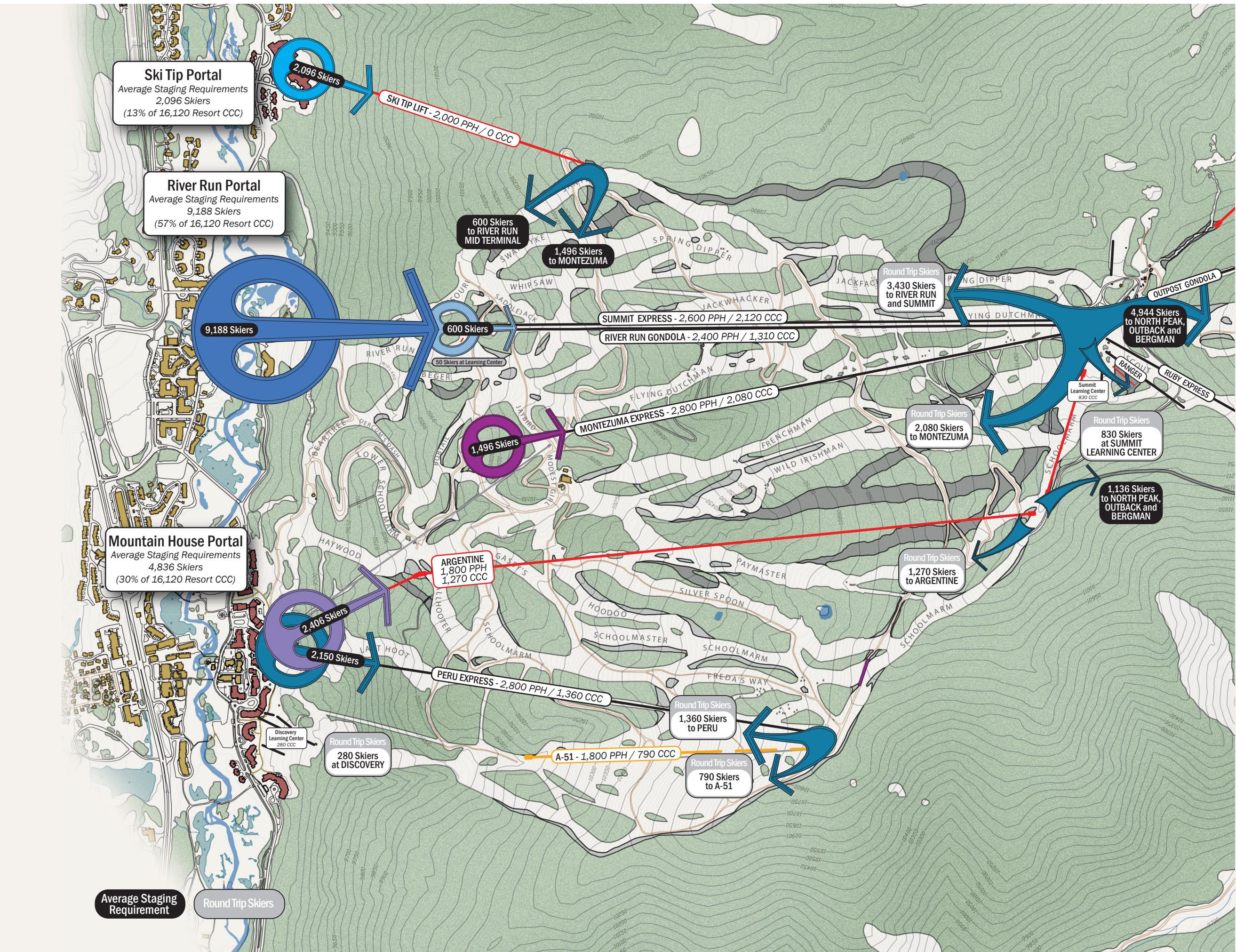
Trail Grading Projects
55.7 acres

Trail Glading Projects
215 acres

- Existing Lifts
- Removed Lifts
- Proposed Lifts
- Previously Approved Lifts
- Lift Upgrade
- Hiking Routes
- Proposed Trail
- Trail Widening
- Mtn Road Improvements
- Proposed Mtn Road
- Trail Reveg



Prepared By:

**Portal Staging Capacity
Proposed Conditions**
Figure 5.2


Prepared By:



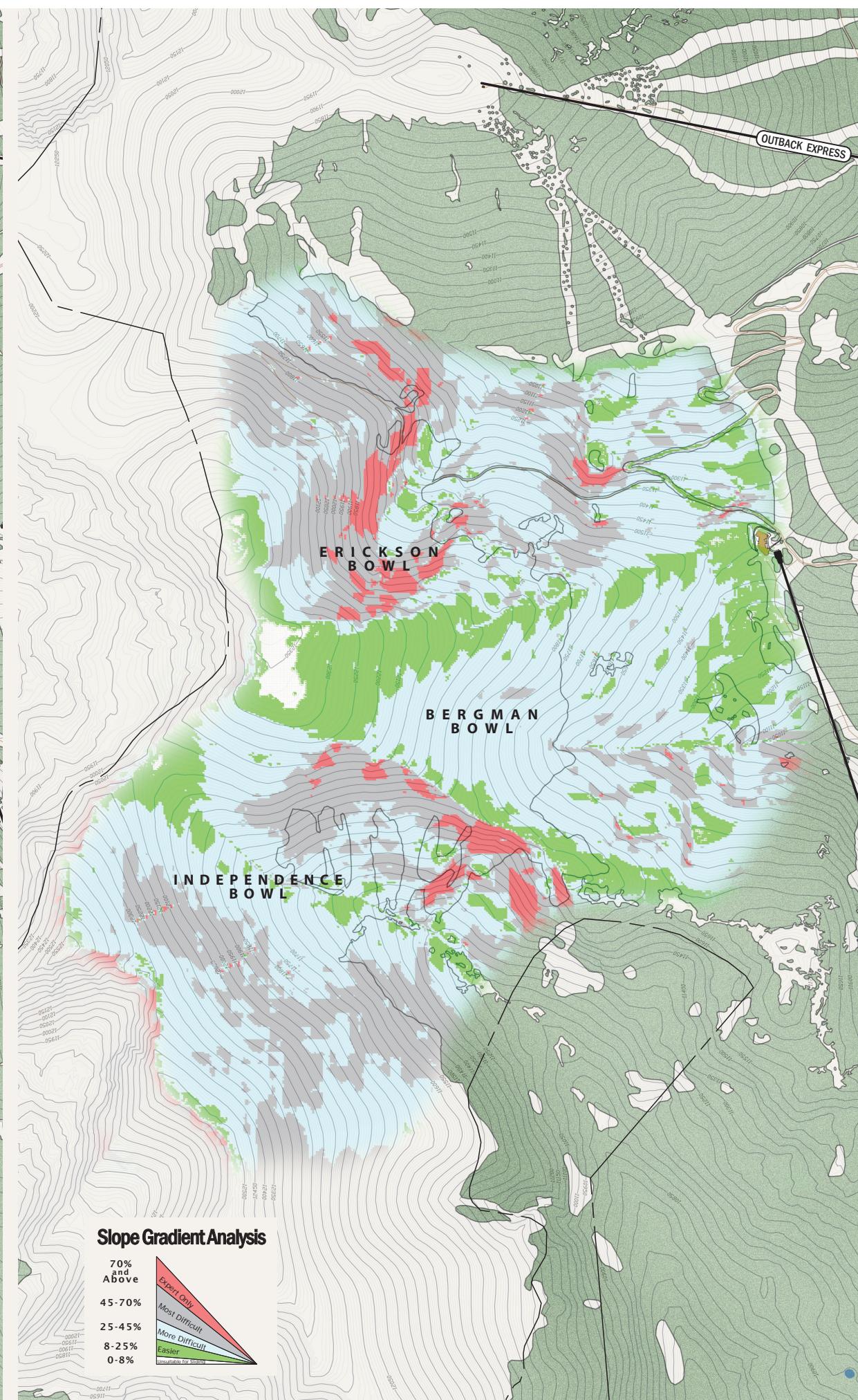
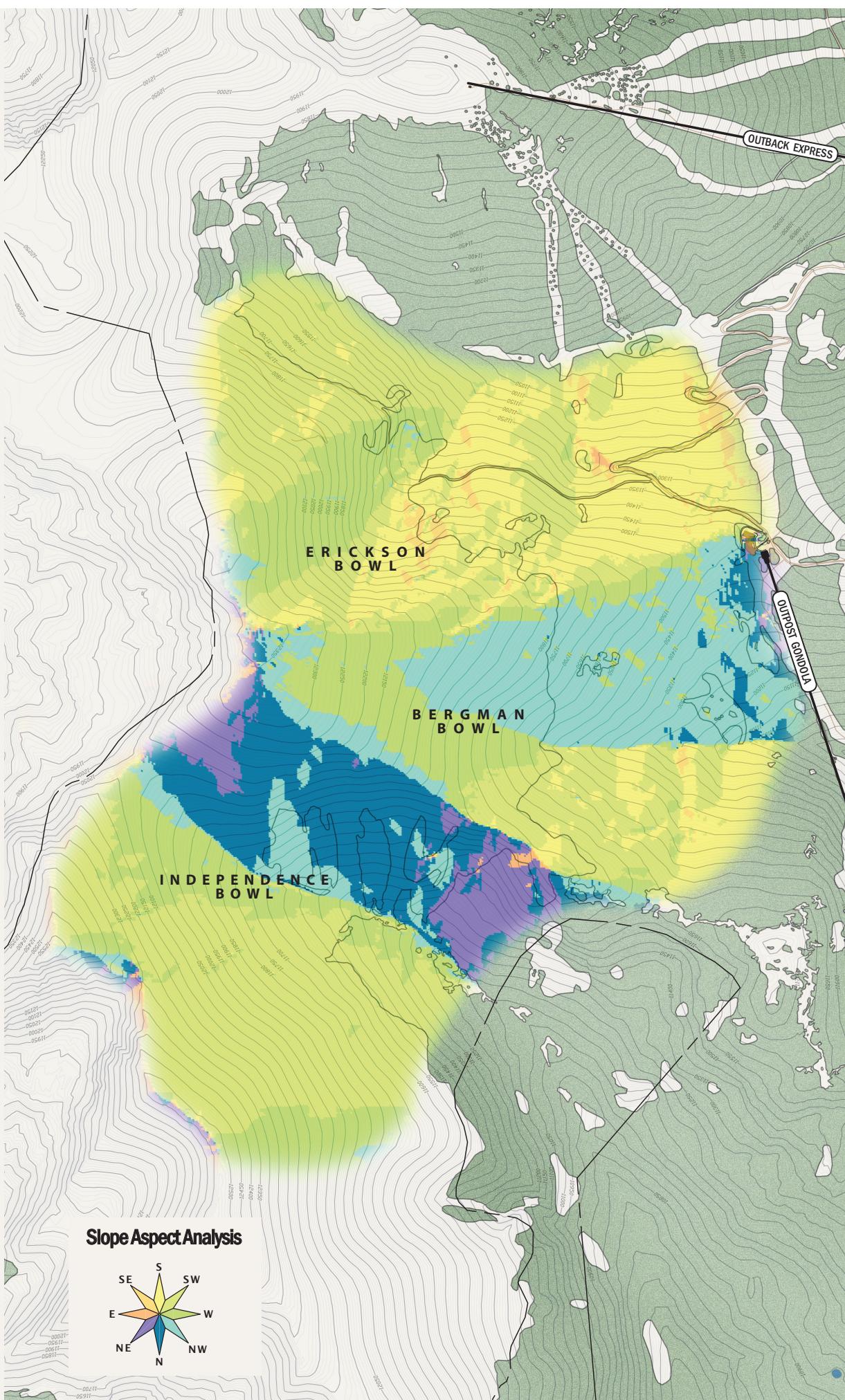
**Dercum Mountain - Frontside
Proposed Projects**
Figure 5.3




2009
MDP

Bergman, Independence, and Erickson Bowls Terrain Analysis

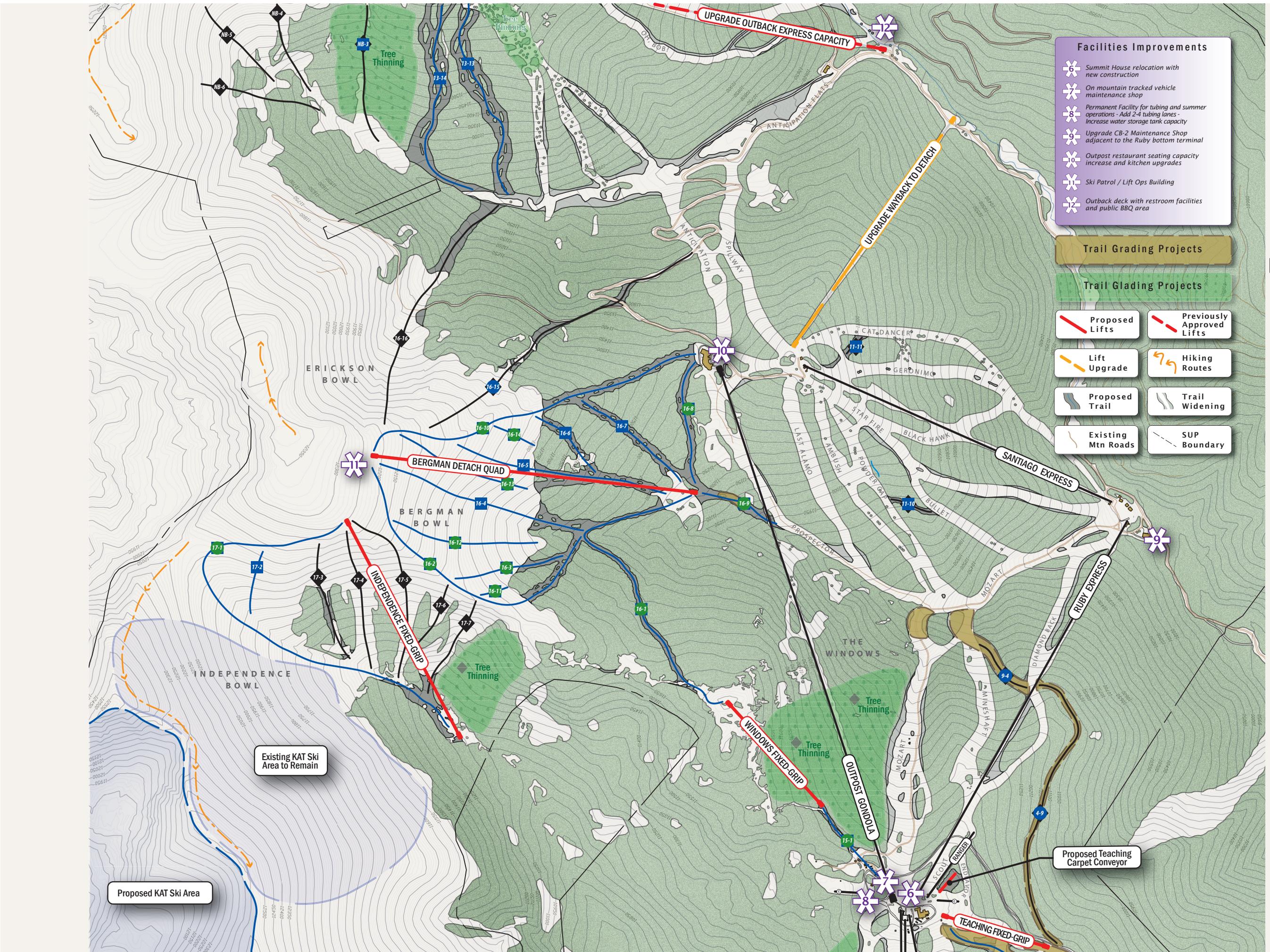
Figure 5.4



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Dercum Mountain - Southside, North Peak, and Upper Bowls Proposed Projects

Figure 5.5

Figure 5.5

Prepared By:



THE OUTBACK
Proposed Projects
Figure 5.6

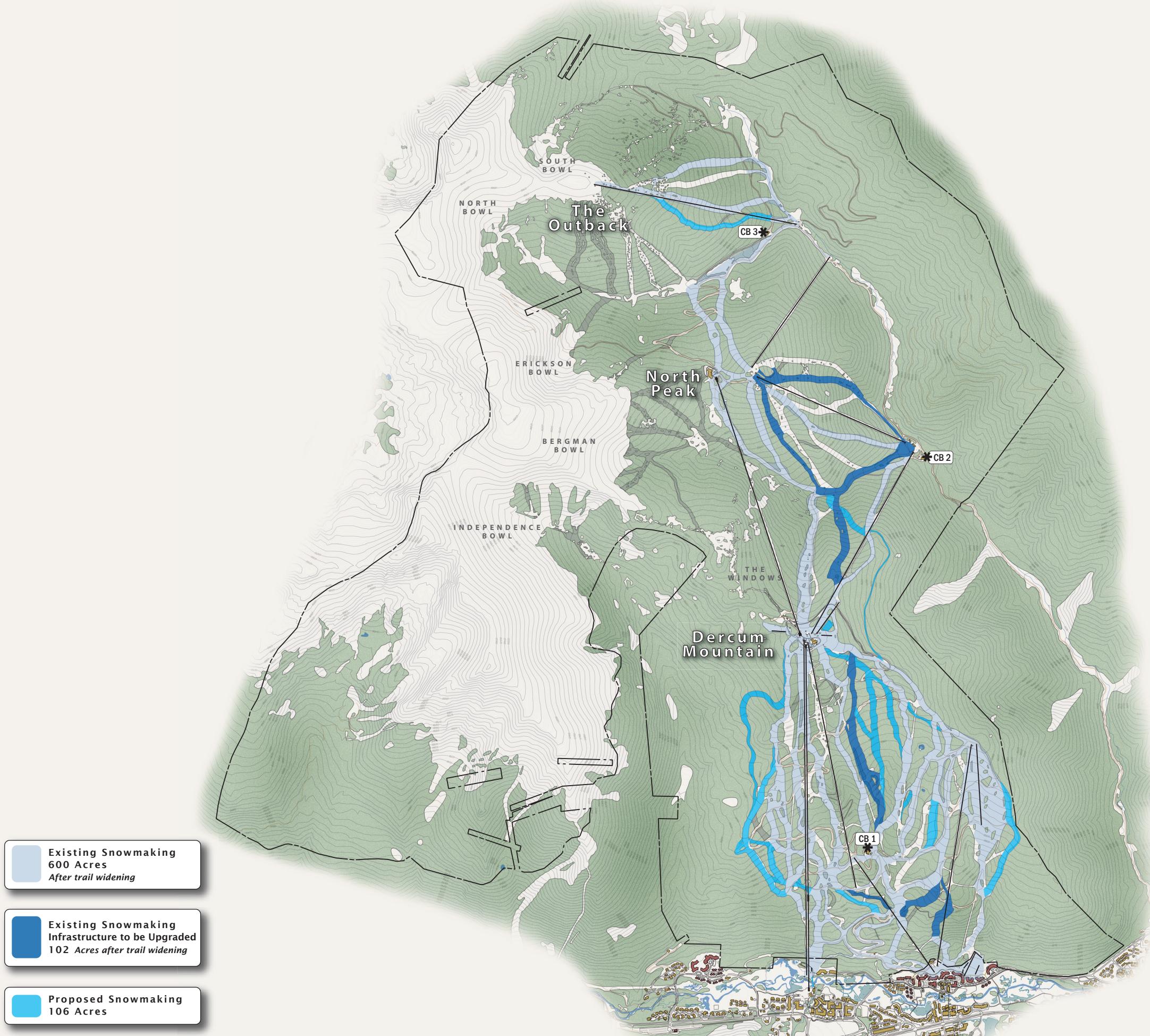


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 **SEG GROUP**



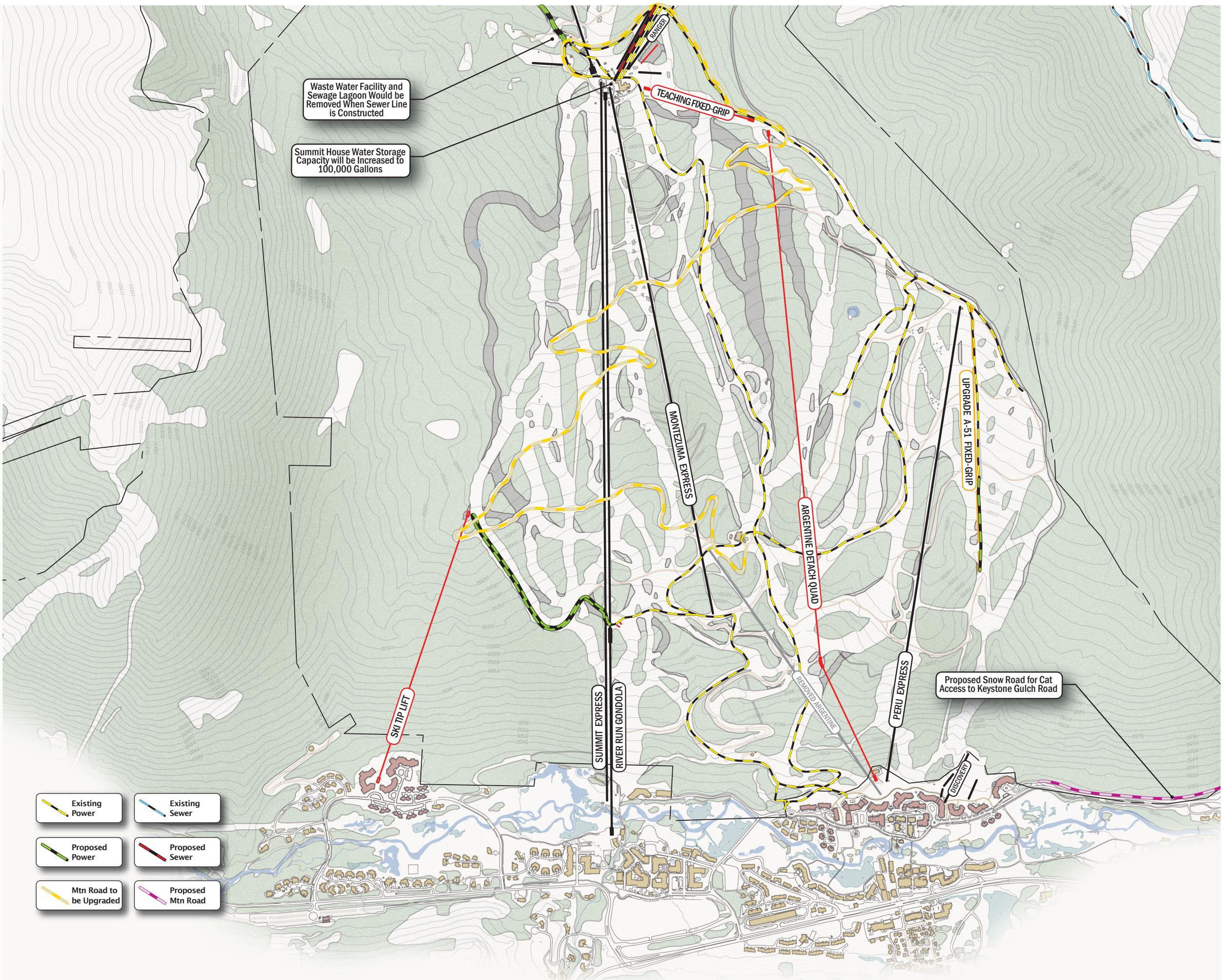
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**Proposed
Snowmaking Coverage**
Figure 5.7


Prepared By:



**Dercum Mountain - Frontside
Proposed Infrastructure**
Figure 5.8

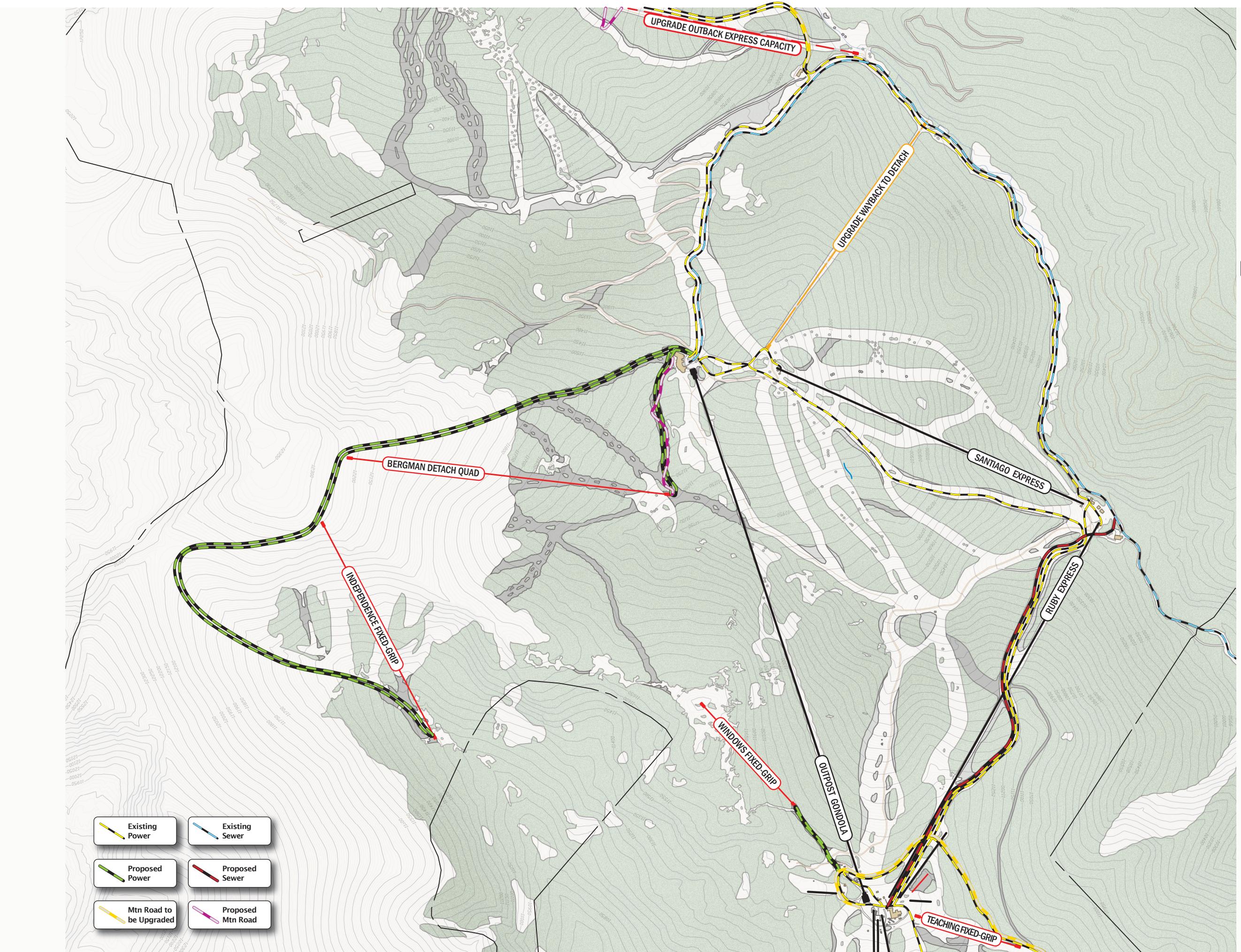


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Dercum Mountain - Southside, North Peak, and Upper Bowls Proposed Infrastructure

Figure 5.9



Prepared By:



THE OUTBACK
Proposed
Infrastructure
Figure 5.10

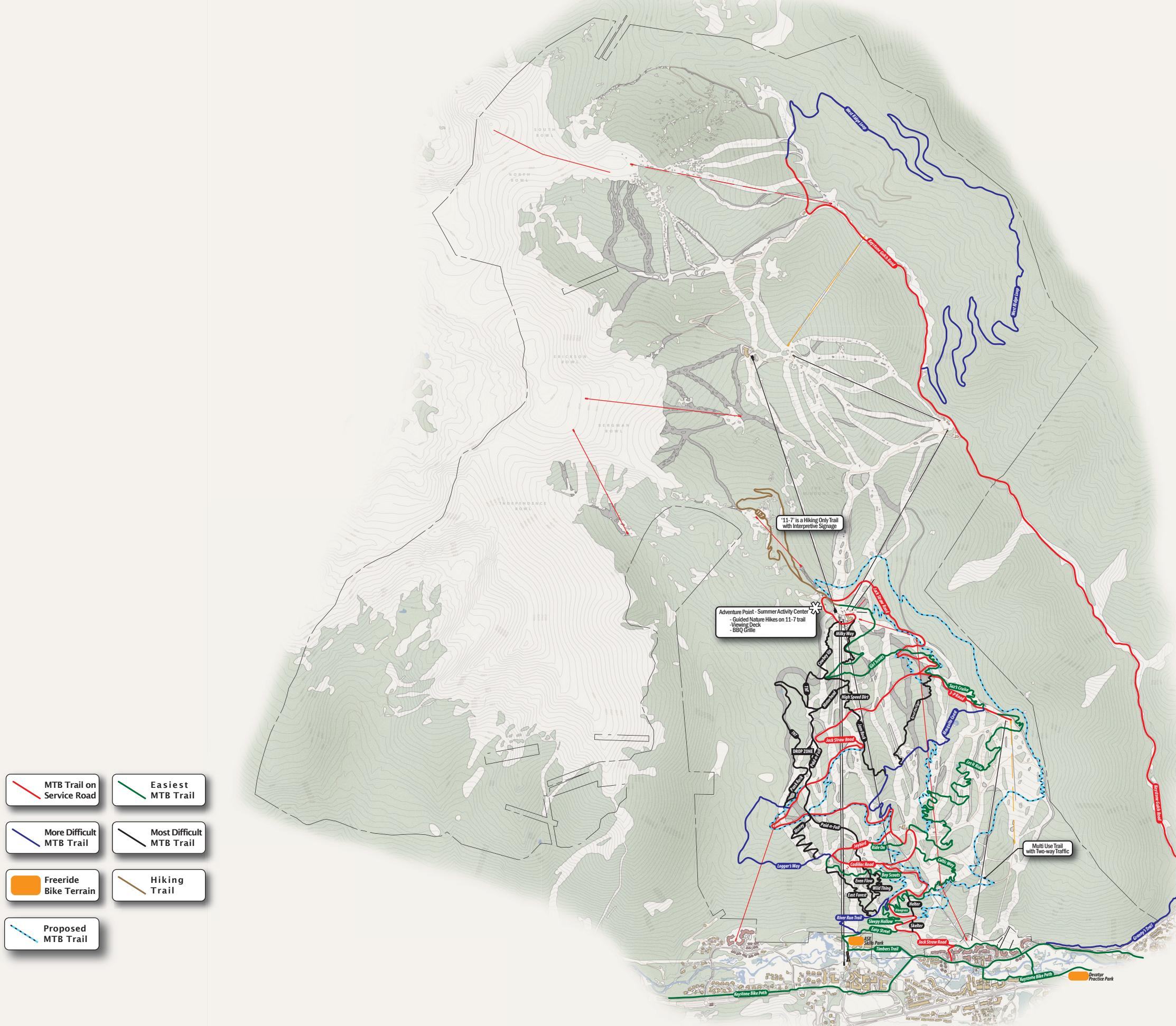


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**MTN BIKE TRAIL LAYOUT
AND SUMMER ACTIVITIES**

Figure 5.11



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CHAPTER 6: GLOSSARY

6. GLOSSARY

Ability Level: The relative rank of a skier or snowboarder, or the relative rank given to alpine terrain. The ten ability levels relied upon by SE GROUP are as follows: first-time beginner, beginner, advanced beginner, novice, low intermediate, intermediate, advanced intermediate, expert, advanced expert, and extreme.

Acceptable Trail Density: The maximum number of skiers and snowboarders that can slide on an acre of trail at any given time without causing uncomfortable crowding on the trail. Acceptable trail density is measured in skiers and snowboarders per acre. As a general rule, the difficulty of the trail and acceptable trail density share an inverse relationship.

Acre-Foot: The amount of water, or snow, necessary to cover one acre to a depth of one foot.

Active Skiers and Snowboarders: Skiers and snowboarders are considered active if they are: (1) waiting in a lift line, (2) riding a lift, or (3) enjoying a downhill descent. Depending primarily upon weather and snow conditions, 70 to 85 percent of a resort's skiers and snowboarders are active. The remaining 15 to 30 percent of a resort's skiers and snowboarders are either using a resort's support facilities and amenities or are circulating in a resort's various staging and milling areas. These guests are considered non-active.

Best Management Practices (BMPs): Methods, measures, and practices specifically adopted for local conditions that deal effectively and practically with a given problem. BMPs include, but are not limited to, construction practices, structural and nonstructural controls, operations protocol, and maintenance procedures.

Cabin: An enclosed or semi-enclosed compartment used for transporting skiers and snowboarders. The term cabin is commonly used in aerial tramway discussions, whereas the term chair is used to reference the carrier relied upon by fixed-grip and detachable grip chairlifts.

Comfortable Carrying Capacity (CCC): Comfortable Carrying Capacity is a planning tool used to determine the optimum level of utilization that facilitates a pleasant recreational experience. This is a planning figure only and does not represent a regulatory cap on visitation. CCC is used to ensure that different aspects of a resort's facilities are designed to work in harmony, that capacities are equivalent across facilities, and sufficient to meet anticipated demand. CCC is based on factors such as vertical transport and trail capacities.

Cubic Foot Per Second (cfs): The unit used to measure stream flow or similar discharge. One cfs is equivalent to 449 gallons per minute, or approximately two acre-feet per day.

Day-Use Skier/Snowboarder: Generally speaking, a skier or snowboarder that lives within the resort's day-use skier/snowboarder market. Given normal road and weather conditions, the day skier/snowboarder market is defined as the geographic area found within a 100-mile radius, or two-hour drive, of the resort. Day-use skiers and snowboarders drive to the resort and park in day-use lots.

Destination Skier/Snowboarder: Generally speaking, a skier or snowboarder that resides beyond a 250-mile, or five-hour, drive from the resort. On average, destination skiers and snowboarders stay at a resort for longer periods of time (i.e., ranging from three to seven days) and commonly comprise a majority of a resort's mid-week visitation. Destination skiers/snowboarders typically rely upon air travel and shuttle service for transport to the resort, and obligate overnight lodging and numerous other resort amenities.

Detachable Grip Chairlift: An aerial tramway system on which chairs circulate around the system – alternately attaching and detaching from a moving haul rope. Chairlift detachment occurs at the lower and upper terminals for ease of lift loading and unloading.

Fall-Line: The path an object would naturally take as it descends a slope under the influence of gravity. Fall-line paths indicate the natural flow of potential trails, from the top of ridges to the elevations below. Fall-line terrain allows skiers and snowboarders to make equally weighted, left and right turns.

Fixed-Grip Chairlift: An aerial tramway system on which chairs remain attached to a haul rope.

Food Service Seat Turnover Rate: The turnover rate is used to evaluate a resort's aggregate food service seating capacity. The turnover rate is the estimated number of times a food service seat is used during a resort's peak food service operations. Sit-down dining at a resort lodge typically has a turnover rate of 3, while cafeteria-style dining is characterized by a turnover rate in the range of 4 to 5. In addition to the type of food service, a resort's climate also impacts turnover rate (i.e., cold and snowy climates have lower turnover rates).



Formal Trail Network: The trails and other named terrain delineated on a resort's trail map. In addition to traditional trail corridors, the network might include named and patrolled bowls, glades, chutes, couloirs, hike-to areas, and tree skiing/snowboarding areas.

Glading: The removal of up to one-third of a slope's trees, which enables a tree stand to be skied or rode by a larger percentage of a resort's guests.

Gradient: The vertical distance divided by the horizontal distance (i.e., commonly known as "rise over run"), which is measured as a percent, or a degree. Slope gradient is used to determine the ability level distribution of a resort's alpine terrain.

Guest Services Facilities or Guest Services: Facilities or services that are supplied by a resort to accommodate guests and enhance the quality of the recreational experience. Examples of guest services facilities include: restaurants, warming huts, general information desks, resort lost and found departments, restrooms and lounges, ski school, daycare, public lockers and ski-check facilities, ski patrol, first aid clinics, etc.

Halfpipe: A channel constructed in the snow, ranging from 75 to 400 feet long, with consistent six- to 12-foot walls on both sides. The walls of the channel are contoured from horizontal to vertical and the bottom of the channel is generally flat.

Maze: A waiting area used to line up skiers and snowboarders just prior to lift loading (i.e., the corral area immediately adjacent to the loading point of the lift).

Mitigation: Actions taken to avoid, minimize, or compensate for adverse environmental impacts.

Morning Access Capacity: The resort's capacity to carry skiers and snowboarders to other, up-mountain lifts within an acceptable time frame. By comparing the aggregate staging requirement for each access lift to the access lift's uphill access capacity, the length of the access period for each access lift can be determined. Per industry standards, a destination resort should have dedicated access lifts (with sufficient hourly capacities) that supply the resort's up-mountain lifts with guests (numbers commensurate with lift hourly capacities) within an access period ranging from 90 to 120 minutes.

Mountain Work Roads: On-mountain primary and secondary roads that provide summertime access (for rubber tire vehicles) to all mountain buildings and lift terminal locations.

National Environmental Policy Act of 1970 (NEPA): The federal act which requires federal agencies to prepare detailed reports on the environmental effects of proposed actions on public lands.

Off Fall-Line: The path an object takes as it crosses the fall-line slope. Off fall-line terrain compels skiers and snowboarders to make alternating long and short turns (turns that are not equally weighted) in order to accommodate the off fall-line condition. In some instances, and if properly designed, off fall-line terrain can be enjoyable to snowboarders.

Off-Piste: Alpine terrain not associated with a named and maintained ski trail.

Pod: A delineated parcel of land that, due to its favorable terrain characteristics, is suitable for lift and trail development. Pods are areas of relatively consistent terrain (both slope gradient and fall-line) that may be serviced by one or more lifts and may be easily integrated into the existing skier and snowboarder circulation patterns.

Quad: A common abbreviation for a four-passenger chairlift.

Quarterpipe: A channel constructed in the snow the same as a halfpipe, but consisting of one wall instead of two. It may be shorter in length than a halfpipe and may face downhill or across the fall-line.

Rider: A commonly used term for a snowboarding guest.

Round-Trip Interval (RTI): The round-trip interval represents the aggregate time spent waiting in the lift line, riding the lift, and skiing or riding a particular trail of the lift. The RTI is used to calculate the number of runs an average skier/snowboarder is expected to take on a particular lift over the course of a day. Ultimately, the RTI is used to calculate the daily vertical demand of an average skier/snowboarder.

Shoulder Seasons: Generally speaking, the spring and fall seasons.

Side-country: Terrain that is within the SUP boundary but is not actively managed by the resort.

Ski-In/Ski-Out Lodging: Overnight accommodations that are so close to the slopes that guests can conveniently ski, ride, or walk to the resort. Also referred to as slopeside lodging, the prevalence of this type of lodging is considered when a resort's parking and guest drop-off areas are sized.



Skier/Snowboarder Circulation

Analysis: An on-slope survey in which skier and snowboarder circulation characteristics are recorded for the full spectrum of ability levels. The on-slope survey is performed for each lift, yielding an accurate determination of the lift's average RTI and Alpine CCC.

Skiway: A trail that allows skiers and snowboarders to traverse the mountain and avoid additional chairlift rides. Skiways, or traverses, are also used in pods of intermediate, advanced intermediate, and expert terrain to provide an appropriate descent for guests of beginner and novice ability levels. A skiway is typically designed to maintain an average slope gradient of ten percent.

Staging: An area, or zone, where guests assemble and are prepared for a particular recreational pursuit. Examples of staging areas include milling and maze areas, check-in and guest drop-off areas, plazas, etc.

Surface Lift: A lift on which passengers are propelled by means of a circulating overhead wire rope while remaining in contact with the snow surface. Connection between the overhead wire and the passenger is by means of a towing device (e.g., T-bar, J-bar, platter, etc.) attached and circulating with the lift's haul rope. (Note: For definitional purposes, conveyor and belt lifts are considered surface lifts.)

Table Top: A mound of snow on the slope that is cut flat on the top providing a place for snowboarders to land on top or jump over.

Terrain Park: An area dedicated to the development and maintenance of a collection of alternative terrain features, which may include, but is not limited to, elements like halfpipes, quarterpipes, big air hits, ollies, spines, jibbing elements, barrel bonks, table tops, etc.

Trail Density Per Acre: The number of skiers and snowboarders that occupy an acre of trail at any one given time. Trail density is reported in a persons-per-acre ratio.

Uphill Hourly Capacity: A calculation of the number of skiers and snowboarders transported – per hour – from the lower to the upper terminal of the lift. A resort's combined uphill hourly capacity is the aggregation of the resort's individual lift capacities.

Vertical Demand: The vertical demand of a lift is the by-product of the lift's vertical rise, the average round-trip interval (i.e., number of runs per hour), and the number of hours the lift is used by an average skier or snowboarder. In short, vertical demand is the product of the lift's vertical rise and the number of runs skied/rode in a day of typical operation.

Vertical Transport Feet per Hour (VTF/hr.) (000): The number of persons a lift is able to transport 1,000 vertical feet in one hour. VTF/hour is derived by multiplying a lift's uphill capacity (measured in persons per hour) by the lift's vertical rise (measured in feet) and dividing by 1,000.





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APPENDIX A: ADDITIONAL TABLES

Table 1:

Lift Specifications - Existing Conditions

Table 1: Lift Specifications - Existing Conditions

Map Ref.	Lift Name, Lift Type	Top Elevation	Bottom Elevation	Vertical Rise	Plan Length	Slope Length	Average Grade	Actual Design Capacity	Rope Speed	Carrier Spacing
		(ft.)	(ft.)	(ft.)	(ft.)	(ft.)	(%)	(pers./hr.)	(fpm)	(ft.)
1a	River Run Gondola G	11,639	9,342	2,297	9,477	9,831	24	600	1,000	800
1b	River Run Gondola – Midload G	11,634	10,016	1,618	6,936	7,164	23	1,800	1,000	267
2	Summit Express DC-4	11,645	9,339	2,306	9,153	9,510	25	2,600	1,100	102
3	Montezuma Express DC-4	11,640	9,982	1,658	6,818	7,066	24	2,800	1,000	86
4	Argentine C-2	10,190	9,290	900	3,802	3,989	24	1,090	454	50
5	Peru Express DC-4	10,863	9,282	1,581	6,101	6,373	26	2,800	1,000	86
6	Discovery C-2	9,384	9,281	103	666	676	16	900	350	47
7	A-51 C-2	10,874	10,405	468	2,170	2,222	22	1,090	454	50
8	Outpost Gondola G	11,634	11,450	184	7,412	7,577	2	1,500	1,000	240
9	Ruby Express DC-6	11,640	10,054	1,586	5,673	5,940	28	3,200	1,100	124
10	Ranger C-3	11,630	11,444	186	1,039	1,060	18	1,800	400	40
11	Santiago Express DC-4	11,645	10,047	1,598	4,441	4,747	36	2,400	1,000	100
12	Wayback C-4	11,652	10,351	1,301	3,674	3,915	35	2,000	450	54
13	Outback Express DC-4	11,938	10,456	1,483	5,606	5,824	26	1,800	1,000	133
C-1	Magic Carpet I	9,285	9,281	7	89	89	8	400	120	18
C-2a	Magic Carpet II a	9,317	9,285	32	256	258	12	400	120	18
C-2b	Magic Carpet II b	9,317	9,285	32	256	258	12	400	120	18
C-3	Magic Carpet III	9,308	9,289	19	188	189	10	400	120	18
C-4	Kokomo (Carpet IV)	11,619	11,583	36	272	274	13	400	120	18
C-5	Sunkid I	9,358	9,351	7	87	88	8	400	120	18

Source: SE GROUP

Table 2: Lift Specifications - Upgrading Plan

Map Ref.	Lift Name, Lift Type	Top Elevation	Bottom Elevation	Vertical Rise	Plan Length	Slope Length	Average Grade	Actual Design Capacity	Rope Speed	Carrier Spacing
		(ft.)	(ft.)	(ft.)	(ft.)	(ft.)	(%)	(pers./hr.)	(fpm)	(ft.)
1a	River Run Gondola G	11,634	9,342	2,292	9,477	9,831	24%	600	1,000	800
1b	River Run Gondola - Midload G	11,634	10,016	1,618	6,936	7,164	23%	1,800	1,000	267
2	Summit Express DC-4	11,645	9,339	2,306	9,153	9,510	25%	2,600	1,100	102
3	Montezuma Express DC-4	11,640	9,982	1,658	6,818	7,066	24%	2,800	1,000	86
Pro 4a	Argentine DC-4	11,347	9,292	2,055	8,499	8,847	24%	600	1,000	400
Pro 4b	Argentine - Midload DC-4	11,347	9,901	1,445	6,832	7,031	21%	1,800	1,000	133
5	Peru Express DC-4	10,863	9,282	1,581	6,101	6,373	26%	2,800	1,000	86
6	Discovery C-2	9,384	9,281	103	666	676	16%	900	350	47
7	A-51 - Realigned C-3	10,876	10,069	807	3,388	3,491	24%	1,800	500	50
8	Outpost Gondola G	11,634	11,450	184	7,412	7,577	2%	1,500	1,000	240
9	Ruby Express DC-6	11,640	10,054	1,586	5,673	5,940	28%	3,200	1,100	124
10	Ranger C-3	11,630	11,444	186	1,039	1,060	18%	1,800	400	40
11	Santiago Express DC-4	11,645	10,047	1,598	4,441	4,747	36%	2,400	1,000	100
12	Wayback - upgrade to DC-4	11,652	10,351	1,301	3,674	3,915	35%	2,400	1,000	100
13	Outback Express - upgrade capacity DC-4	11,938	10,456	1,483	5,606	5,824	26%	2,400	1,000	100
C-1	Magic Carpet I	9,285	9,281	7	89	89	8%	400	120	18
C-2a	Magic Carpet IIa	9,317	9,285	32	256	258	12%	400	120	18
C-2b	Magic Carpet IIb	9,317	9,285	32	256	258	12%	400	120	18
C-3	Magic Carpet III	9,308	9,289	19	188	189	10%	400	120	18
C-4	Kokomo (Carpet IV)	11,619	11,583	36	272	274	13%	400	120	18
C-5	Sunkid I - Relocated to Learning Center	10,044	10,041	3	40	40	8%	400	120	18
Pro 14	Schoolmarm C-3	11,604	11,349	255	1,653	1,678	15%	1,000	350	63
Pro 15	Windows C-3	11,810	11,508	302	1,858	1,888	16%	1,800	500	50
Pro 16	Bergman DC-4	12,226	11,209	1,017	4,325	4,448	24%	2,400	1,000	100
Pro 17	Independence Lift C-3	12,251	11,154	1,096	3,256	3,474	34%	1,800	500	50
Pro 18	Outback Surface Lift	12,323	11,929	394	3,426	3,463	12%	1,200	700	70
Pro 19	Ski Tip Lift (G or Cab)	10,591	9,437	1,154	3,637	3,860	32%	2,000	1,000	120
Pro C-6	Learning Center Carpet 2	10,045	10,042	3	40	40	6%	400	120	18
Pro C-7	Ranger Carpet	11,597	11,560	37	312	318	12%	400	120	18

Legend:

New, Proposed Lifts
Existing, Upgraded/Modified Lifts
Previously Approved Lifts

Source: SE GROUP

Table 3: Terrain Specifications - Existing Conditions

Map Ref.	Trail Area/Name	Top Elevation	Bottom Elevation	Vertical Rise	Plan Length	Slope Length	Average Width	Slope Area	Average Grade	Max Grade	Ability Level
		(ft.)	(ft.)	(ft.)	(ft.)	(ft.)	(ft.)	(acres)	(%)	(%)	
1-01	Spring Dipper	11,604	10,020	1,584	8,392	8,699	179	35.6	19%	36%	Intermediate
1-02	Flying Dutchman	11,595	10,150	1,445	6,401	6,777	226	35.2	23%	42%	Intermediate
1-03	Bachelor	11,613	10,842	771	3,341	3,507	167	13.5	23%	48%	Advanced Intermediate
1-04	Jackface	11,125	11,038	88	946	1,103	307	7.8	9%	44%	Intermediate
1-05	Jackwhacker	11,038	10,146	892	3,352	3,709	244	20.7	27%	37%	Intermediate
1-06	Sante Fe	10,936	10,061	875	4,343	4,478	153	15.7	20%	45%	Intermediate
1-07	Upper Whipsaw	10,732	10,328	404	1,732	1,791	191	7.9	23%	33%	Intermediate
1-08	Cross-cut	10,839	10,647	192	1,034	1,064	160	3.9	19%	33%	Intermediate
1-09	Swandyke	10,432	10,108	324	1,246	1,293	145	4.3	26%	43%	Intermediate
1-10	Lower Whipsaw	10,288	10,136	152	628	655	144	2.2	24%	40%	Intermediate
1-11	Saddlejack	10,226	10,073	153	990	1,006	212	4.9	15%	32%	Intermediate
1-12	Missouri	10,065	9,853	212	937	963	158	3.5	23%	31%	Intermediate
1-13	River Run	10,068	9,318	750	2,645	2,777	267	17.0	28%	40%	Intermediate
1-14	Beger	10,020	9,643	377	1,465	1,566	133	4.8	26%	35%	Intermediate
1-15	Midland	9,797	9,756	41	261	265	104	0.6	16%	17%	Intermediate
1-16	Bear Tree	9,635	9,527	108	646	657	112	1.7	17%	24%	Novice
1-17	Ina's Way	9,514	9,391	123	1,181	1,222	66	1.8	10%	20%	Novice
3-01	Upper Schoolmarm	11,611	10,832	779	5,645	5,811	163	21.8	14%	23%	Novice
3-02	Frenchman	11,612	10,121	1,491	6,276	6,530	170	25.4	24%	47%	Advanced Intermediate
3-03	Wild Irishman	11,440	10,253	1,187	5,093	5,260	187	22.6	23%	42%	Intermediate
3-04	Paymaster	11,359	10,123	1,236	5,893	6,100	207	28.9	21%	36%	Intermediate
3-05	Ida Belle	11,142	10,870	272	1,109	1,160	83	2.2	24%	46%	Advanced Intermediate
3-06	Silver Spoon	11,023	10,178	845	4,084	4,250	215	21.0	21%	26%	Low Intermediate
3-07	SilverMaster	10,617	10,563	53	227	236	77	0.4	24%	29%	Low Intermediate
3-08	Zuma Highway - West	10,057	9,971	86	838	894	109	2.2	10%	12%	Novice
3-09	Zuma Highway - East	9,985	9,971	14	398	400	80	0.7	4%	7%	Novice
3-10	SnoSkate Park	10,932	10,855	77	751	756	185	3.2	10%	13%	Novice
4-01	Jaybird	10,185	9,986	200	1,253	1,278	209	6.1	16%	26%	Low Intermediate
4-02	Modest Girl	10,184	10,104	80	588	594	139	1.9	14%	19%	Novice
4-03	Bobtail	10,002	9,780	221	1,325	1,358	110	3.4	17%	31%	Low Intermediate
4-04	Upper Jackstraw	9,972	9,918	54	523	532	41	0.5	10%	18%	Novice
4-05	Lower Jackstraw	9,908	9,841	67	786	808	56	1.0	9%	16%	Novice
4-06	Orfint Boy	9,978	9,916	63	256	270	105	0.7	25%	35%	Low Intermediate
4-07U	Upper Dercum's Dash	9,857	9,650	206	1,688	1,710	90	3.5	12%	22%	Novice
4-07L	Lower Dercum's Dash	9,650	9,594	56	646	652	68	1.0	9%	14%	Intermediate
4-08	Lower Schoolmarm	9,833	9,361	472	4,892	4,994	112	12.8	10%	19%	Novice