TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN

Trail Name	Top Elev. (ft)	Bottom Elev. (ft)	Vert Drop (ft)	Horiz. Length (ft)	Slope Length (ft)	Avg Width (ft)	Area (acre)	Avg. Grade (%)	Max Grade (%)	Ability Level
05 Sundown Catwalk	9,992	9,394	597.8	3,471	3,522.0	130	10.5	17%	24%	Exp Bowl
05 The Slot	11,110	10,138	971.5	3,077	3,226.9	356	26.4	30%	42%	Exp Bowl
05 Turkey Yard	10,130	9,430	700.0	1,141	1,338.6	394	12.1	52%	75%	Glade
05 Widge's Ridge	10,757	10,059	697.9	1,892	2,016.2	616	28.5	35%	48%	Exp Bowl
05 Windows	10,934	10,110	824.0	1,942	2,109.9	1,002	48.5	39%	74%	Exp Bowl
05 Windows Trees	11,110	10,550	560.0	3,713	3,755.0	288	24.8	15%	65%	Glade
05 Wow	11,201	9,762	1,439.3	3,713	3,982.2	748	68.3	36%	54%	Exp Bowl
06 Aspen Alley	8,811	8,631	180.6	757	777.8	57	1.0	23%	39%	Intermediate
06 Brisk Walk	9,279	8,770	509.4	6,760	6,779.6	50	7.7	8%	21%	Novice
06 Chair 6 Lift Line	9,399	9,243	156.3	759	774.6	992	17.6	20%	30%	Low Intermediate
06 Follow Me Road	9,059	8,944	115.0	1,568	1,572.2	30	1.1	7%	11%	Beginner
06 Golden Peak Race	9,351	8,300	1,051.3	3,970	4,107.0	41	3.9	26%	49%	Advanced Intermediate
06 Grand Junction Catwalk	9,399	9,273	126.1	2,368	2,371.4	35	1.9	5%	10%	Beginner
06 Mule Skinner	9,177	8,947	229.3	1,133	1,156.3	145	3.8	20%	28%	Low Intermediate
06 Pony Express	9,240	9,008	232.5	1,168	1,191.2	61	1.7	20%	41%	Intermediate
06 Ruder's Route	9,399	8,233	1,166.5	5,125	5,256.2	420	50.7	22%	33%	Low Intermediate
06 Whipper-snapper	9,399	8,842	556.8	2,589	2,648.0	130	7.9	21%	36%	Intermediate
06 Windish Way	8,401	8,344	57.2	764	765.7	79	1.4	7%	11%	Beginner
07 Baccarat	10,439	10,216	223.1	787	818.1	206	3.9	27%	44%	Intermediate
07 Dealer's Choice	10,562	9,837	724.3	2,577	2,676.4	324	19.9	27%	40%	Intermediate
07 Dueces Wild	10,880	10,301	579.5	1,634	1,733.7	653	26.0	33%	50%	Advanced Intermediate
07 Faro	10,755	10,189	566.4	1,475	1,580.0	568	20.6	36%	56%	Expert
07 Faro Glade	10,716	10,110	606.1	1,670	1,776.7	698	28.5	34%	54%	Glade
07 Game Trail	10,323	9,970	352.8	3,888	3,904.0	28	2.5	9%	12%	Beginner
07 Lost Boy	10,983	9,803	1,180.1	7,421	7,514.7	179	30.9	16%	34%	Low Intermediate
07 Ouzo	10,690	9,943	747.3	2,009	2,143.1	250	12.3	35%	56%	Expert
07 Ouzo Glade	10,652	9,887	765.0	2,096	2,231.1	1,205	61.7	34%	61%	Glade
07 Showboat	10,973	9,855	1,118.4	4,303	4,446.0	240	24.5	25%	47%	Advanced Intermediate
07 The Woods	10,840	10,000	840.0	2,498	2,635.5	221	13.4	32%	50%	Advanced Intermediate
07 Wild Card	10,891	9,803	1,087.8	4,083	4,225.0	299	29.0	26%	50%	Advanced Intermediate
08 Bwana Loop	8,695	8,505	189.9	1,781	1,791.5	37	1.5	11%	14%	Novice

TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN

Trail Name	Top Elev. (ft)	Bottom Elev. (ft)	Vert Drop (ft)	Horiz. Length (ft)	Slope Length (ft)	Avg Width (ft)	Area (acre)	Avg. Grade (%)	Max Grade (%)	Ability Level
08 Cheetah	8,950	8,650	300.0	1,587	1,615.1	41	1.5	19%	22%	Novice
08 Cheetah Gully	9,170	8,300	870.0	2,824	2,955.0	459	31.2	29%	64%	Glade
08 Lionshead Catwalk	8,485	8,335	150.1	2,698	2,701.7	59	3.7	6%	15%	Novice
08 Old 9 Lift Line	9,610	9,090	520.0	1,334	1,431.8	159	5.2	36%	54%	Advanced Intermediate
08 Old Midway Catwalk	9,050	9,000	50.0	667	668.9	33	0.5	7%	11%	Beginner
08 The Preserve	9,287	8,329	957.5	3,593	3,718.5	199	17.0	26%	47%	Intermediate
09 Columbine	9,957	9,338	618.8	3,031	3,093.5	16	1.1	20%	41%	Intermediate
09 Coyote Crossing	10,220	10,050	170.0	1,550	1,559.3	35	1.3	11%	12%	Beginner
09 Ledges Lower	9,599	9,171	427.6	1,181	1,256.0	839	24.2	34%	48%	Advanced Intermediate
09 Ledges Upper	10,467	9,599	867.8	4,283	4,370.0	3	0.3	20%	40%	Intermediate
09 Minni Ha Ha	9,834	9,659	175.5	850	867.6	259	5.2	20%	27%	Low Intermediate
09 Minnie's Cutoff	9,825	9,727	97.7	863	869.0	922	18.4	11%	19%	Novice
09 Minnie's Mile Lower	9,642	9,103	539.2	1,594	1,682.8	149	5.8	32%	53%	Advanced Intermediate
09 Minnie's Mile Upper	9,927	9,642	284.6	1,871	1,892.2	35	1.5	15%	31%	Low Intermediate
09 Minnies Mile Upper Face	10,209	9,927	281.9	895	938.6	318	6.8	30%	45%	Intermediate
09 Practice Pkwy	10,210	9,880	329.6	3,475	3,490.6	50	4.0	9%	14%	Novice
10 Blue Ox	10,959	9,565	1,394.8	4,982	5,173.4	158	18.8	27%	49%	Advanced Intermediate
10 Ch 10 Access	11,052	11,027	24.1	1,038	1,038.3	80	1.9	2%	7%	Beginner
10 Choker Cutoff	9,738	9,565	172.7	1,816	1,824.2	82	3.4	9%	14%	Novice
10 Highline	11,022	9,273	1,749.4	6,813	7,034.0	188	30.4	25%	59%	Expert
10 Klickity Klack	9,607	9,355	252.0	626	674.4	157	2.4	37%	45%	Advanced Intermediate
10 Log Chute	9,630	9,297	333.2	774	842.7	164	3.2	40%	48%	Advanced Intermediate
10 Roger's Glade	10,156	9,672	483.9	2,080	2,135.9	286	14.0	23%	47%	Glade
10 Roger's Run	10,692	9,727	964.5	3,183	3,326.3	151	11.6	29%	51%	Advanced Intermediate
11 First Step	11,069	10,632	436.4	1,713	1,767.8	313	12.7	25%	55%	Expert
11 Flapjack	11,022	9,720	1,301.9	7,139	7,256.4	245	40.8	18%	35%	Intermediate
11 Gandy Dancer	10,986	10,007	979.4	3,269	3,412.9	247	19.4	29%	50%	Advanced Intermediate
11 Hairbag Alley	10,510	9,785	725.0	3,110	3,193.4	89	6.5	23%	43%	Glade
11 Lift Line	10,372	9,742	629.0	2,028	2,123.7	64	3.1	30%	42%	Glade
11 North Rim	11,143	10,870	272.7	686	738.2	315	5.3	37%	72%	Expert

TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN

Trail Name	Top Elev. (ft)	Bottom Elev. (ft)	Vert Drop (ft)	Horiz. Length (ft)	Slope Length (ft)	Avg Width (ft)	Area (acre)	Avg. Grade (%)	Max Grade (%)	Ability Level
11 Northface Catwalk	9,706	9,150	556.1	5,100	5,130.2	38	4.5	11%	17%	Novice
11 Northstar	10,219	9,793	425.5	1,825	1,874.3	457	19.6	23%	49%	Advanced Intermediate
11 Northwoods	10,977	10,333	643.6	2,014	2,114.6	391	19.0	30%	47%	Advanced Intermediate
11 Prima Cornice	10,781	9,977	803.6	1,716	1,895.1	247	10.7	42%	86%	Glade
11 Prima Lower	9,510	9,129	381.0	1,213	1,270.9	301	8.8	30%	40%	Intermediate
11 Prima Upper	10,791	9,510	1,280.7	3,414	3,645.8	282	23.6	35%	59%	Expert
11 Pronto	10,000	9,729	271.1	694	745.2	164	2.8	36%	55%	Expert
11 Riva Glade	10,757	9,980	776.6	2,262	2,391.5	320	17.6	32%	50%	Glade
11 Riva Ridge Lower	9,382	8,240	1,142.6	6,295	6,397.4	149	21.9	18%	40%	Intermediate
11 Riva Ridge Upper	10,777	9,686	1,090.4	3,640	3,800.1	210	18.3	29%	50%	Advanced Intermediate
11 Skid Road	9,667	9,280	386.9	4,124	4,142.1	50	4.8	9%	12%	Beginner
11 Smokey's	10,770	10,150	620.0	1,955	2,051.0	406	19.1	30%	80%	Glade
11 Snag Park	10,914	10,402	511.1	2,052	2,115.1	325	15.8	24%	44%	Intermediate
11 Snag Park Lower	10,840	10,525	315.0	1,593	1,623.8	1,200	44.7	19%	39%	Glade
11 Snag Park Upper	11,050	10,840	210.0	671	703.1	2,131	34.4	30%	65%	Glade
11 South Rim	11,236	10,645	591.0	2,016	2,100.7	198	9.5	28%	63%	Expert
11 Timberline Catwalk.	11,245	10,720	524.6	5,588	5,612.6	35	4.5	9%	14%	Novice
11 Timberline Face	11,235	11,100	135.0	531	547.9	314	4.0	25%	39%	Intermediate
11 Tourist Trap	9,685	9,380	305.0	666	732.5	364	6.1	42%	58%	Expert
11 Transmontane	9,964	9,708	256.8	4,018	4,026.2	35	3.2	6%	9%	Beginner
12 Gopher Hill	8,369	8,238	131.9	1,031	1,039.0	336	8.0	13%	18%	Novice
14 Boomer	11,218	10,720	498.0	2,474	2,523.5	271	15.7	20%	35%	Intermediate
14 Sourdough	11,230	10,762	468.1	2,062	2,114.6	283	13.8	22%	34%	Low Intermediate
14 Tin Pants	11,207	10,799	408.3	2,637	2,668.4	201	12.3	15%	22%	Novice
14 Tin Pants Catwalk	11,023	10,971	51.3	680	681.6	38	0.6	8%	10%	Beginner
14 Whiskey Jack	11,239	10,735	504.3	2,594	2,642.8	182	11.1	19%	35%	Low Intermediate
14 Whiskey Jack Catwalk	11,230	10,917	312.6	3,093	3,108.5	35	2.5	10%	14%	Novice
15 Teaching Area	10,335	10,223	112.2	928	934.8	652	14.0	12%	17%	Novice
16 Bear Tree	8,962	8,341	620.9	2,541	2,615.3	290	17.4	24%	40%	Intermediate
16 Compromise	9,595	9,390	205.0	938	960.1	46	1.0	21%	21%	Novice
16 Front Side Chutes	9,200	8,600	600.0	1,717	1,818.8	817	34.1	33%	70%	Glade

TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN

Trail Name	Top Elev. (ft)	Bottom Elev. (ft)	Vert Drop (ft)	Horiz. Length (ft)	Slope Length (ft)	Avg Width (ft)	Area (acre)	Avg. Grade (%)	Max Grade (%)	Ability Level
16 Giant Steps	9,337	8,210	1,127.2	3,808	3,971.5	299	27.3	28%	56%	Expert
16 Gitalong Road	10,152	8,364	1,788.6	21,990	22,062.6	61	30.8	8%	18%	Novice
16 Hairbag Alley Lower	9,685	9,300	385.0	1,476	1,525.4	73	2.6	25%	42%	Glade
16 Head First	8,449	8,211	237.6	504	557.2	322	4.1	43%	62%	Expert
16 International	9,338	8,196	1,142.4	3,640	3,815.4	235	20.6	30%	60%	Expert
16 Lionsway Cutoff	9,070	9,000	70.0	311	318.8	118	0.9	22%	23%	Novice
16 Lower Lionsway	9,335	9,040	295.0	1,967	1,989.0	78	3.5	15%	17%	Novice
16 Mid-Vail Milling Area	10,174	10,155	19.1	463	463.4	265	2.8	4%	12%	Beginner
16 Mill Creek Road	8,760	8,568	191.8	2,834	2,840.5	31	2.0	7%	14%	Novice
16 Mud Slide Chutes	9,430	8,700	730.0	1,407	1,585.1	1,474	53.6	46%	70%	Glade
16 Pump House Chutes	9,770	8,850	920.0	2,845	2,990.1	601	41.2	31%	65%	Glade
16 Spruce Face	10,103	9,867	236.0	929	958.1	273	6.0	25%	32%	Low Intermediate
16 Upper Lionsway	10,140	9,800	340.0	3,434	3,450.8	63	5.0	10%	12%	Beginner
16 Vail Village Catwalk	8,465	8,241	223.9	2,553	2,562.8	38	2.2	9%	16%	Novice
16 Villages Catwalk	8,685	8,525	159.8	1,521	1,529.4	40	1.4	10%	18%	Novice
16 Vista Bahn Line Upper	10,200	10,000	200.0	735	761.7	87	1.5	26%	30%	Low Intermediate
17 Over Yonder	10,529	10,009	519.3	1,547	1,631.8	1,093	40.9	32%	40%	Intermediate
17 Way Over Yonder	10,423	9,718	705.1	1,779	1,913.6	1,629	71.6	37%	59%	Glade
17 Yonder	11,218	10,050	1,168.0	4,311	4,466.4	1,029	105.5	26%	48%	Advanced Intermediate
17 Yonder Gully	11,091	10,165	925.6	2,926	3,068.9	401	28.2	30%	53%	Advanced Intermediate
19 Born Free	10,283	8,130	2,152.9	10,003	10,232.5	264	62.1	21%	46%	Advanced Intermediate
19 Gondola Lift Line	9,920	9,569	351.6	1,734	1,769.1	144	5.8	20%	38%	Intermediate
19 Post Road	9,713	8,946	766.9	8,455	8,489.7	30	5.9	9%	25%	Novice
19 Simba Face	8,955	8,672	283.0	640	699.9	396	6.4	40%	57%	Expert
19 Simba Lower	8,672	8,279	393.0	1,768	1,811.6	231	9.6	22%	37%	Low Intermediate
19 Simba Racer	10,291	10,003	287.9	920	964.1	197	4.4	30%	44%	Intermediate
19 Simba Upper	10,326	8,955	1,370.6	6,746	6,883.7	286	45.2	20%	36%	Low Intermediate
20 Cascade Way	8,493	8,060	432.5	3,213	3,242.0	41	3.0	13%	24%	Novice

TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN

Trail Name	Top Elev. (ft)	Bottom Elev. (ft)	Vert Drop (ft)	Horiz. Length (ft)	Slope Length (ft)	Avg Width (ft)	Area (acre)	Avg. Grade (%)	Max Grade (%)	Ability Level
21 Bolshoi Ballroom	11,166	10,186	979.8	3,496	3,630.7	625	52.1	27%	49%	Advanced Intermediate
21 China Bowl Egress	10,277	9,820	456.9	3,860	3,886.9	268	23.9	12%	30%	Intermediate
21 China Wall	11,440	11,250	190.0	596	625.6	1,080	15.5	30%	60%	Exp Bowl
21 Chopstix	11,343	10,668	674.3	2,783	2,863.5	733	48.2	24%	32%	intermediate
21 Dragon's Teeth	11,221	10,524	697.3	2,291	2,394.8	851	46.8	29%	65%	Exp Bowl
21 Genghis Khan	11,117	10,222	894.3	1,855	2,059.3	646	30.6	43%	61%	Exp Bowl
21 Gorky Park	11,248	10,751	496.4	1,305	1,396.1	1,018	32.6	36%	53%	Exp Bowl
21 Jade Glade	11,230	10,473	756.4	1,727	1,885.4	918	39.7	40%	55%	Exp Bowl
21 Orient Express	11,019	10,054	965.1	1,985	2,207.2	1,344	68.1	44%	72%	Exp Bowl
21 Poppyfields East	11,350	10,251	1,098.9	4,688	4,814.7	735	81.3	23%	33%	Low Intermediate
21 Poppyfields West	11,219	10,277	941.9	3,790	3,905.5	639	57.3	24%	41%	Intermediate
21 Rasputin's Revenge	11,066	10,129	936.5	2,391	2,568.0	500	29.5	36%	58%	Exp Bowl
21 Red Square	11,121	10,448	673.2	1,742	1,867.7	729	31.3	36%	53%	Exp Bowl
21 Shangri-La	11,265	10,032	1,232.7	5,039	5,187.8	1,267	150.9	24%	45%	Intermediate
21 Shangri-La Glades	10,826	9,878	947.9	3,190	3,327.5	816	62.3	28%	44%	Intermediate
21 Shangri-la Glades E	10,620	9,898	722.6	2,196	2,312.0	474	25.2	31%	58%	Glade
21 Silk Road	10,455	9,788	666.7	8,227	8,254.2	148	28.0	8%	20%	Low Intermediate
21 Sleepy Time	11,085	9,520	1,565.0	16,452	16,526.3	30	11.4	9%	20%	Low Intermediate
21 to Two Elk	11,375	11,200	175.0	2,793	2,798.5	114	7.3	6%	15%	Low Intermediate
21 West Wall	10,900	9,900	1,000.2	3,023	3,184.4	1,271	92.9	31%	58%	Exp Bowl
22 Inner Mongolia Bowl	11,495	10,226	1,269.1	3,664	3,877.6	2,187	194.6	33%	58%	Advanced Intermediate
22 Outer Mongolia Bowl	11,380	10,348	1,031.8	3,863	3,998.0	2,596	238.3	26%	50%	Advanced Intermediate
22 Upper Mongolia bowl	11,492	11,201	291.7	1,065	1,104.2	3,816	96.7	26%	40%	Advanced Intermediate
26 Bwama-Simba Collector	9,770	9,735	35.0	395	396.5	172	1.6	9%	12%	Beginner
26 Bwana	10,043	8,275	1,768.2	6,516	6,751.7	232	35.9	26%	51%	Advanced Intermediate
26 Bwana Upper	10,254	10,104	150.3	150	212.6	643	3.1	71%	44%	Intermediate
26 Cubs Way Upper	9,975	9,920	55.0	369	373.1	137	1.2	15%	18%	Novice
26 Cubs Way	9,690	9,370	320.0	3,739	3,752.7	41	3.5	9%	12%	Beginner

TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN

Trail Name	Top Elev. (ft)	Bottom Elev. (ft)	Vert Drop (ft)	Horiz. Length (ft)	Slope Length (ft)	Avg Width (ft)	Area (acre)	Avg. Grade (%)	Max Grade (%)	Ability Level
26 Pride Lower	9,381	9,222	158.5	580	601.0	167	2.3	26%	32%	Low Intermediate
26 Pride Upper	10,008	9,703	305.1	1,496	1,527.0	231	8.1	20%	37%	Low Intermediate
26 Pride Upper Face	10,088	10,008	79.5	209	224.0	139	0.7	35%	46%	Advanced Intermediate
26 Safari	9,762	8,366	1,396.2	4,734	4,935.2	275	31.1	28%	53%	Advanced Intermediate
27 Black Forest Milling Area	9,320	9,300	20.0	195	196.0	206	0.9	10%	12%	Beginner
27 Nastar	9,713	9,410	303.6	1,459	1,489.8	274	9.4	20%	33%	Low Intermediate
27 Pay-to-Race	9,668	9,327	341.6	1,661	1,695.8	252	9.8	20%	40%	Intermediate
29 Ranger Racoon	8,260	8,230	30.0	432	433.0	187	1.9	7%	8%	Beginner
36 East Tea Cup	10,587	10,000	587.3	2,342	2,414.5	683	37.8	24%	56%	Exp Bowl
36 Emperor's Choice	11,239	10,076	1,163.3	4,309	4,463.4	557	57.1	26%	49%	Exp Bowl
36 Marmot Valley	10,087	9,588	499.4	2,264	2,318.6	728	38.7	22%	36%	Exp Bowl
36 Morning Thunder	10,512	10,130	381.9	1,677	1,719.9	1,460	57.7	22%	52%	Exp Bowl
36 Red Zinger	10,847	10,098	749.1	2,293	2,412.3	608	33.7	31%	46%	Exp Bowl
36 Tea Cup Glades	10,330	9,629	701.4	3,157	3,234.0	957	71.1	22%	57%	Glade
36 to Two Elk	11,240	11,215	25.3	1,744	1,744.2	107	4.3	1%	5%	Beginner
37 Big Rock Park	10,961	10,012	949.2	5,043	5,131.2	258	30.4	18%	32%	Low Intermediate
37 Cloud 9	11,480	9,572	1,908.4	18,297	18,396.0	57	24.1	10%	30%	Low Intermediate
37 Encore	10,793	9,618	1,175.0	3,739	3,919.7	191	17.2	30%	77%	Expert
37 Heavy Metal	10,895	10,029	866.7	3,115	3,233.6	261	19.4	27%	56%	Expert
37 Iron Mask	11,096	10,183	912.7	2,657	2,809.2	515	33.2	32%	66%	Expert
37 Little Ollie	10,962	10,081	881.7	2,713	2,852.6	450	29.4	31%	48%	Advanced Intermediate
37 Lovers Leap	11,299	10,318	980.3	3,390	3,529.0	430	34.9	28%	70%	Expert
37 Skree Field	11,254	10,499	755.4	2,677	2,781.2	513	32.7	27%	66%	Expert
37 Steep and Deep	11,479	10,609	869.7	2,788	2,920.9	309	20.7	30%	72%	Expert
37 The Divide	11,476	9,613	1,863.4	8,134	8,345.1	222	42.5	22%	63%	Expert
38 Champagne Glade	11,475	10,150	1,324.6	4,582	4,769.9	657	71.9	28%	52%	Advanced Intermediate
38 In The Wuides	11,263	10,128	1,134.7	3,427	3,609.8	767	63.5	31%	46%	Advanced Intermediate
38 Kellys Toll Road	10,136	9,580	556.0	6,361	6,385.2	80	11.7	9%	17%	Low Intermediate
38 Montane Glade	10,981	10,149	831.3	2,380	2,520.8	1,067	61.8	33%	47%	Advanced Intermediate

TABLE 6-2:
TERRAIN SPECIFICATIONS – UPGRADING PLAN

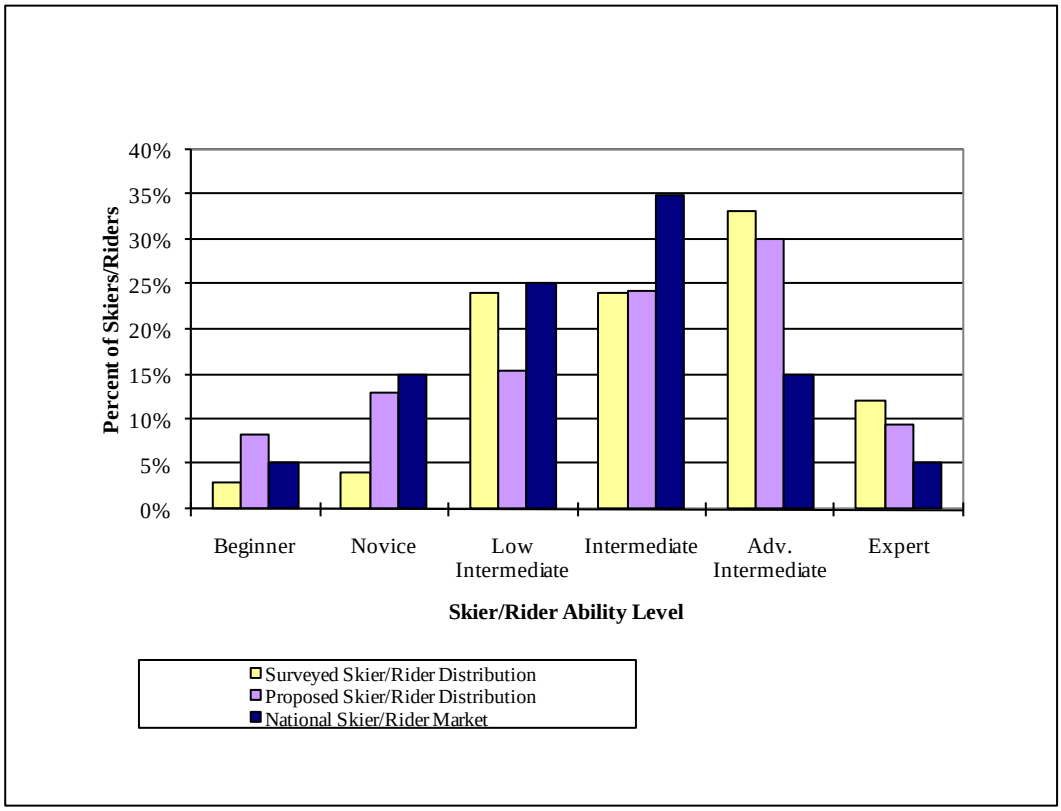
Trail Name	Top Elev. (ft)	Bottom Elev. (ft)	Vert Drop (ft)	Horiz. Length (ft)	Slope Length (ft)	Avg Width (ft)	Area (acre)	Avg. Grade (%)	Max Grade (%)	Ability Level
39 China Spur	10,121	9,977	144.5	1,506	1,512.8	35	1.2	10%	20%	Low Intermediate
39 Grand Review	11,563	10,083	1,480.1	6,279	6,451.3	243	36.0	23%	51%	Advanced Intermediate
39 Hornsilver	11,555	10,573	981.7	3,416	3,554.6	379	30.9	28%	51%	Advanced Intermediate
39 Petes Lift Line	10,809	10,041	768.6	2,366	2,488.0	173	9.9	31%	45%	Advanced Intermediate
39 Resolultion Upper	11,512	10,628	884.2	4,055	4,150.4	312	29.7	21%	53%	Advanced Intermediate
39 Resolution Lower	10,436	10,169	267.4	796	839.6	203	3.9	32%	47%	Advanced Intermediate
39 The Star	11,136	10,104	1,031.7	3,439	3,590.0	438	36.1	29%	49%	Advanced Intermediate
8 Cheetah Connector	**8,960**	**8,900**	**60.0**	**620**	**622.9**	**42**	**0.6**	**10%**	**10%**	**Beginner**
37 Inter-mediate Additions	**10,800**	**9,600**	**1,200.0**	**3,000**	**3,231.1**	**363**	**26.9**	**37%**	**44%**	**Intermediate**
37 Advanced Additions	**11,100**	**9,600**	**1,500.0**	**3,400**	**3,716.2**	**320**	**27.3**	**40%**	**55%**	**Exp Bowl**
38 West Earl's Access	**11,400**	**11,150**	**250.0**	**4,500**	**4,506.9**	**23**	**2.4**	**6%**	**12%**	**Advanced Intermediate**
38 Advanced Additions	**11,150**	**10,150**	**1,000.0**	**4,266**	**4,381.6**	**225**	**22.6**	**23%**	**55%**	**Advanced Intermediate**
39 Inter-mediate Additions	**11,000**	**9,950**	**1,050.0**	**2,900**	**3,084.2**	**451**	**31.9**	**34%**	**40%**	**Intermediate**
39 Advanced Additions	**11,000**	**9,950**	**1,050.0**	**2,900**	**3,084.2**	**451**	**31.9**	**34%**	**50%**	**Advanced Intermediate**
43 Race Expansion Trails	**10,045**	**9,355**	**690.0**	**2,100**	**2,210.5**	**809**	**41.1**	**31%**	**48%**	**Advanced Intermediate**
TOTAL					**696,810**		**5,756**			

The following table and charts illustrate the distribution of terrain by skier ability level for the proposed trail network, as well as the distribution of the active skier population at Vail. The terrain distribution is compared to both Vail's actual market and to the industry norm. These exhibits show that the upgraded trail network at Vail accommodates a range of skier ability levels – from beginner to expert. It is one of the goals of this MDP to balance the terrain offered at the resort with the skier distribution unique to Vail. The terrain distribution for the upgrading plan at Vail is illustrated in Table 6-3; showing that this goal has been accomplished, with terrain ability level distribution near balance with Vail's skier market (guests surveyed). However, expert terrain remains primarily at the lower range of the expert ability level gradient.

TABLE 6-3:
TERRAIN CAPACITY DISTRIBUTION BY ABILITY LEVEL – UPGRADING PLAN

Skier/Rider Ability Level	Trail Area	Skier/Rider Capacity	Ability Level Distribution (Terrain)	Ability Level Distribution (Guests Surveyed)	Industry Norm Market
	(acres)	(guests)	(%)	(%)	(%)
Beginner	129.8	3,245.3	8%	10%	5%
Novice	279.4	5,028.8	13%	12%	15%
Low Intermediate	429.8	6,016.7	15%	15%	25%
Intermediate	942.8	9,428.0	24%	22%	35%
Adv. Intermediate	1,955.9	11,735.6	30%	28%	15%
Expert	1,205.3	3,616.0	9%	13%	5%
Glade	812.7	203.2	n/a	n/a	n/a
TOTAL	**4,943.0**	**39,070**	**100%**	**100%**	

CHART 6-1:
TERRAIN CAPACITY DISTRIBUTION BY ABILITY LEVEL – UPGRADING PLAN



C. TERRAIN PARKS

Vail's terrain parks will evolve with the sport, modifying features to respond to ever changing market demand. As opportunities present themselves in appropriate locations, Vail will convert feature construction from snow to partial 'dirt', in an effort to reduce snowmaking needs.

Any permanent terrain park improvements/additions will occur in Zone 5 (Winter Events).

D. MANAGE-TO PROCESS

While Vail is not proposing to change the Manage-To number, changing conditions in the future may warrant a change.

TOV, the Forest Service, and Vail Associates agreed to recognize that the threshold limits of 19,900 skiers (as based on parking and traffic circulation issues in the TOV), as well as perceived limits to carrying capacity - particularly traffic, parking, and on-mountain ingress and egress - can be altered by a variety of important factors. Decisions to expand mass transit, improve parking, improve roadways and intersections, and change basic land use patterns, improved technologies that allow for better distribution of skiers, or other measures that may have a positive effect of better managing growth and hence, allow an opportunity to reevaluate a possible increase over 19,900 skiers. Thus, any future improvements (structural, operational, or otherwise) may change aspects of this peak management agreement and therefore affect the need for certain mitigation measures. TOV and Vail Associates recognize that the program outlined in the Peak Management Program must be periodically reassessed and modified where necessary. TOV, the U.S. Forest Service, and Vail Associates shall jointly review recommendations and determine where amendments are appropriate.

E. COMFORTABLE CARRYING CAPACITY (CCC)

The calculation of Vail's CCC under this MDP is described in the following table. As shown, the upgrading program increases the CCC of the lift at Vail to roughly 26,450 guests per day, an increase of 2,980 guests, or 12 percent. Again, Vail desires to preserve a CCC in excess of the existing Manage-To threshold in order to ensure terrain variety that provides a challenge for the majority of the ski/snowboard market, and a consistently great guest experience for all guests. This is consistent with the resort's goal of remaining the industry leader in quality.

TABLE 6-4:
CALCULATION OF COMFORTABLE CARRYING CAPACITY – UPGRADING PLAN

Lift Name	Slope Length	Vert. Rise	Hourly Capacity	Oper. Hours	Transport Reduction Factor	Misload. Stopping	Adjusted Hourly Capacity	VTF/ Day	Vert. Demand	CCC
	(ft.)	(ft.)	(pers/hr)	(hrs)	(%)	(%)	(pers/hr)	(000)	(ft./day)	(guests)
Avanti Express	6,588	1,465	2,800	7.50	0	5	2,240	24,612	12,099	2,030
Wildwood Express	3,470	833	2,400	7.50	0	5	1,920	11,995	13,266	900
Mountain Top Express	4,257	1,101	2,800	7.50	0	5	2,240	18,497	12,054	1,530
High Noon	5,502	1,857	2,400	6.50	0	5	2,040	24,624	12,872	1,910
Riva Bahn	9,031	1,530	2,400	7.50	15	5	1,200	13,770	12,478	1,100
Game Creek Express	4,358	1,180	2,800	6.50	0	5	2,240	17,181	12,739	1,350
Born Free Express	6,076	1,593	2,800	7.50	20	5	840	10,036	20,553	490
Minnie's	3,743	778	1,333	7.50	0	10	933	5,445	9,531	570
Highline	6,804	1,762	2,600	7.50	0	5	1,560	20,615	21,850	940
Northwoods Express	5,783	1,544	2,400	7.50	0	5	1,920	22,234	13,934	1,600
Gopher Hill	930	146	1,440	7.50	0	10	1,296	1,419	3,087	460
Sourdough	2,375	516	2,400	7.50	0	10	1,920	7,430	8,663	860
Little Eagle	829	111	1,440	7.50	0	10	1,296	1,079	1,817	590
Vista Bahn Express	9,115	1,997	3,400	7.50	20	5	1,190	17,823	18,485	960
Sun Up	3,894	1,100	1,445	7.50	0	5	1,228	10,133	11,097	910
Lightning Coyote	360	36	1,500	7.50	0	5	1,350	365	864	420
Eagle Bahn	9,135	2,204	2,000	7.50	15	10	360	5,951	17,384	340
Cascade Village	3,486	1,278	1,800	7.50	90	5	-	0	19,909	-
Orient Express	7,658	1,565	2,400	7.00	0	5	2,040	22,348	11,616	1,920
Mongolia	1,611	312	503	7.50	0	5	402	942	8,149	120
Wapiti	710	17	701	7.50	0	5	-	0	316	-
Elvis Bahn	395	55	1,500	7.50	0	5	1,350	557	1,252	440
Pride Express	5,399	1,202	2,400	7.50	0	5	1,200	10,818	18,691	580
Black Forest	1,919	401	650	7.50	0	5	455	1,368	10,761	130
Pinos del Norte	301	24	450	7.50	0	5	360	65	987	70
Golden Peak Carpet	201	20	600	7.50	0	5	480	72	714	100
Lionshead Carpet	100	10	600	7.50	0	5	480	36	524	70
Thunder Cat Carpet	100	10	600	7.50	0	5	480	36	524	70
Teacup Express	6,704	1,664	2,400	6.50	0	5	1,920	20,767	17,385	1,190
Skyline Express	8,391	1,924	2,400	6.50	0	5	2,040	25,512	14,395	1,770
Earl's Express	4,834	1,357	1,200	6.50	0	5	1,080	9,526	18,292	520
Pete's Express	6,677	1,582	1,800	6.50	0	5	1,620	16,658	16,582	1,000
Sundown Lift	6,177	1,608	2,400	7.50	0	5	1,680	20,261	16,220	1,250
West Lionshead Lift	3,887	1,155	2,000	7.50	90	5	-	0	19,368	-
GP Race 1	2,956	885	600	7.50	0	5	450	2,987	19,357	150
GP Race 2	2,040	690	600	7.50	0	5	450	2,329	20,381	110
TOTAL	**145,793**		**63,762**				**42,261**	**347,491**		**26,450**

F. RESORT DENSITY ANALYSIS

At any one time, the aggregate skier population is dispersed throughout the resort, either at guest services buildings and milling areas, waiting in lift mazes, riding lifts, or skiing on the trails. The proportion of skiers that will be using the trail network at any given time, based upon the CCC calculation, is illustrated in Table 4-5 below. The total number of skiers using the trail network at any one time can be compared to the estimated *capacity* of the ski terrain (as determined in Table 4-3) to determine if a sufficient amount of terrain has been proposed to balance trail capacity with the overall CCC.

Of the total skier population, 15 to 40 percent of each lift's capacity will be using guest service facilities or milling areas at any one time (i.e., over the course of the day, skiers will be actively skiing 60 to 85 percent of the time – the equivalent of 4 to 6 hours). This 15 to 40 percent of the skier population is the resort's inactive population.

The remaining 60 to 85 percent of visitors at the resort make up the active skier population who are either in lift lines, on lifts, or on trails. Typically, 25 to 60 percent of the resort's active skier population will be on the slopes while the remaining skiers will be riding the lifts or waiting in lift lines. The number of skiers waiting in line at each lift is a function of the uphill hourly capacity of the lift and the assumed length of wait time at each lift. (For purposes of master planning, lift lines at Vail have been estimated to range from two to ten minutes.) The number of guests riding on each lift is the product of the number of carriers on the uphill line and the capacity of the lift's carriers. The remainder of the skier/snowboarder population (i.e., the CCC minus the number of guests using guest facilities, milling in areas near the resort portals, waiting in lift mazes, and actually riding lifts) is assumed to be enjoying downhill descents.

Based upon an estimated CCC of 26,450 guests, the estimated disbursement of Vail's skiers is illustrated in the following table and chart.

TABLE 6-5:
DISTRIBUTION OF SKIER POPULATION – UPGRADING PLAN

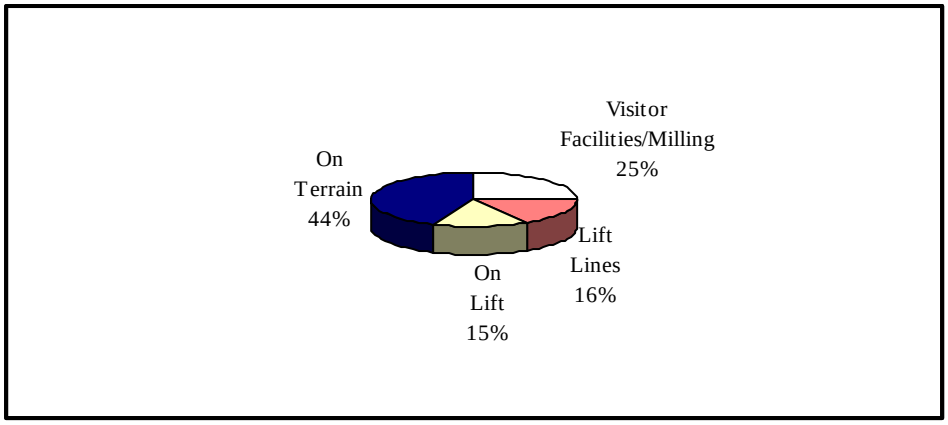
Lift Name	Daily Capacity	Disbursement of Skier/Rider Population			
		Support Fac./Milling	Lift Lines	On Lift	Skiers on Trails
	(CCC)	(Skiers)	(Skiers)	(Skiers)	
Avanti Express	2,030	508	373	246	903
Wildwood Express	900	225	160	111	404
Mountain Top Express	1,530	383	373	159	615
High Noon	1,910	478	680	187	565
Riva Bahn	1,100	275	40	181	604
Game Creek Express	1,350	338	373	163	476
Born Free Express	490	123	0	85	282
Minnie's	570	143	0	129	298
Highline	940	235	0	177	528
Northwoods Express	1,600	400	320	185	695

TABLE 6-5:
DISTRIBUTION OF SKIER POPULATION – UPGRADING PLAN

Lift Name	Daily Capacity	Disbursement of Skier/Rider Population			
		Support Fac./Milling	Lift Lines	On Lift	Skiers on Trails
	(CCC)	(Skiers)	(Skiers)	(Skiers)	
Gopher Hill	460	115	108	57	180
Sourdough	860	215	160	76	709
Little Eagle	590	148	108	51	283
Vista Bahn Express	960	240	0	181	539
Sun Up	910	228	205	168	309
Lightning Coyote	420	105	113	52	150
Eagle Bahn	340	85	30	55	170
Cascade Village	0	0	0	0	0
Orient Express	1,920	480	340	260	840
Mongolia	120	30	13	26	51
Wapiti	0	0	0	0	0
Elvis Bahn	440	110	113	57	160
Pride Express	580	145	0	110	325
Black Forest	130	33	15	29	53
Pinos del Norte	70	18	12	8	32
Golden Peak Carpet	100	25	16	27	32
Lionshead Carpet	70	18	16	13	23
Thunder Cat Carpet	70	18	16	13	23
Teacup Express	1,190	298	160	195	537
Skyline Express	1,770	443	340	259	728
Earl's Express	520	130	90	79	221
Pete's Express	1,000	250	135	164	451
Sundown Lift	1,250	313	0	247	690
West Lionshead Lift	0	0	0	130	-130[a]
GP Race 1	150	38	0	49	63
GP Race 2	110	28	0	34	48
TOTAL	**26,450**	**6,621**	**4,309**	**3,963**	**11,557**

a - As the West Lionshead Lift is purely out-of-base access (i.e., it has no round-trip skiing associated with it), it does not contribute to Vail's skier capacities.

CHART 6-2:
DISTRIBUTION OF SKIER POPULATION – UPGRADING PLANS



The table and chart show that of the total 26,450 CCC, 11,557 skiers (44%) are anticipated to be on the ski trails at one time (a proportion that falls within the typical 25 to 60 percent range). However, higher densities of skiers can be expected at other areas such as lift mazes, merge zones, egress routes, and areas in the vicinity of special events. As calculated in Table 6-3, the existing trail network has an estimated skier capacity of 39,070. This illustrates that the trail capacity will continue to exceed the CCC, resulting in maintained lower terrain density. This is in keeping with Vail's goal to provide a high quality recreational experience.

G. MAINTENANCE FACILITIES, UTILITIES, SNOWMAKING COVERAGE, AND GROOMING

1. Gondola Storage and Maintenance

A gondola cabin storage and maintenance facility at the top of the West Lionshead Lift was approved in the 2006 Decision Notice and Finding of No Significant Impact for the Proposed West Lionshead Lift Environmental Assessment.

The gondola storage facility and associated lift maintenance building are located in Zone 4 (Mountain Operations Centers).

2. Vehicle Maintenance

As part of Vail's continuing efforts to keep its fleet of snowcats on the mountain and out of Vail Village, the Snow Summit Cat Garage is proposed to be enlarged.

The enlarged Snow Summit Cat Garage is located in Zone 4 (Mountain Operations Centers).

3. Cascade Cat Route

This cat route is located entirely on private property and will provide an alternative up mountain access route to Vail Mountain for the snow cat fleet. Currently the fleet utilizes West Forest Road, a public right of way, to access the mountain. This is not planned as a ski route.

4. Minturn Mile Bypass

The existing Minturn Mile access road is on an approximate 22% slope near the top, which makes it difficult to maintain, is a source of excess sedimentation, and in wet or icy weather is challenging to navigate. Therefore, an approximate 1,800 foot segment of the Minturn Mile access road will be closed and revegetated west of the top terminal of Lift 5. A new segment of road will be constructed, bypassing the revegetated segment of road, and crossing under Lift 5. Constructed at a more reasonable slope (approximately 12%), this will improve summer access for trucks, and better enable snowcat deliveries to the Patrol Headquarters restaurant, Two Elks Restaurant, and the proposed 500 seat restaurant at the top of Vail Mountain.

5. Lift Maintenance Building

A lift maintenance facility is proposed in this MDP in the Snow Summit area, near Vehicle Maintenance. This is located in Zone 4 (Mountain Operations Centers) as per Figure 5-1.

6. Utilities

Domestic Water

The Two Elk domestic water is supplied by Plow Springs located on lower Highline. Water is pumped from this spring to the lodge and into storage tanks. Patrol HQ and the western portion of the front side of the mountain is supplied by a combination of the Tourist Trap spring and, for redundancy, by the municipal water system supplied by the Eagle River Water and Sanitation District. A new water line between Patrol HQ and Two Elk Lodge will provide a redundant supply in Two Elk's supply in the event that the lodge's less reliable primary source fails.

Snowmaking

No changes to the existing diversion points or diversion rates are proposed or necessary as part of this plan.

Vail Associates, Inc. currently holds water rights that are more than adequate for this proposed upgrade plan. The court approved decrees for these rights include operating constraints and requirements for augmentation that assure the protection of the minimum stream flow water rights that have been established by the Colorado Water Conservation Board for Gore Creek and the Eagle River. Stream flow augmentation sources in which Vail Associates, Inc. holds Water rights include Black Lakes, Homestake Reservoir and Eagle Park Reservoir.

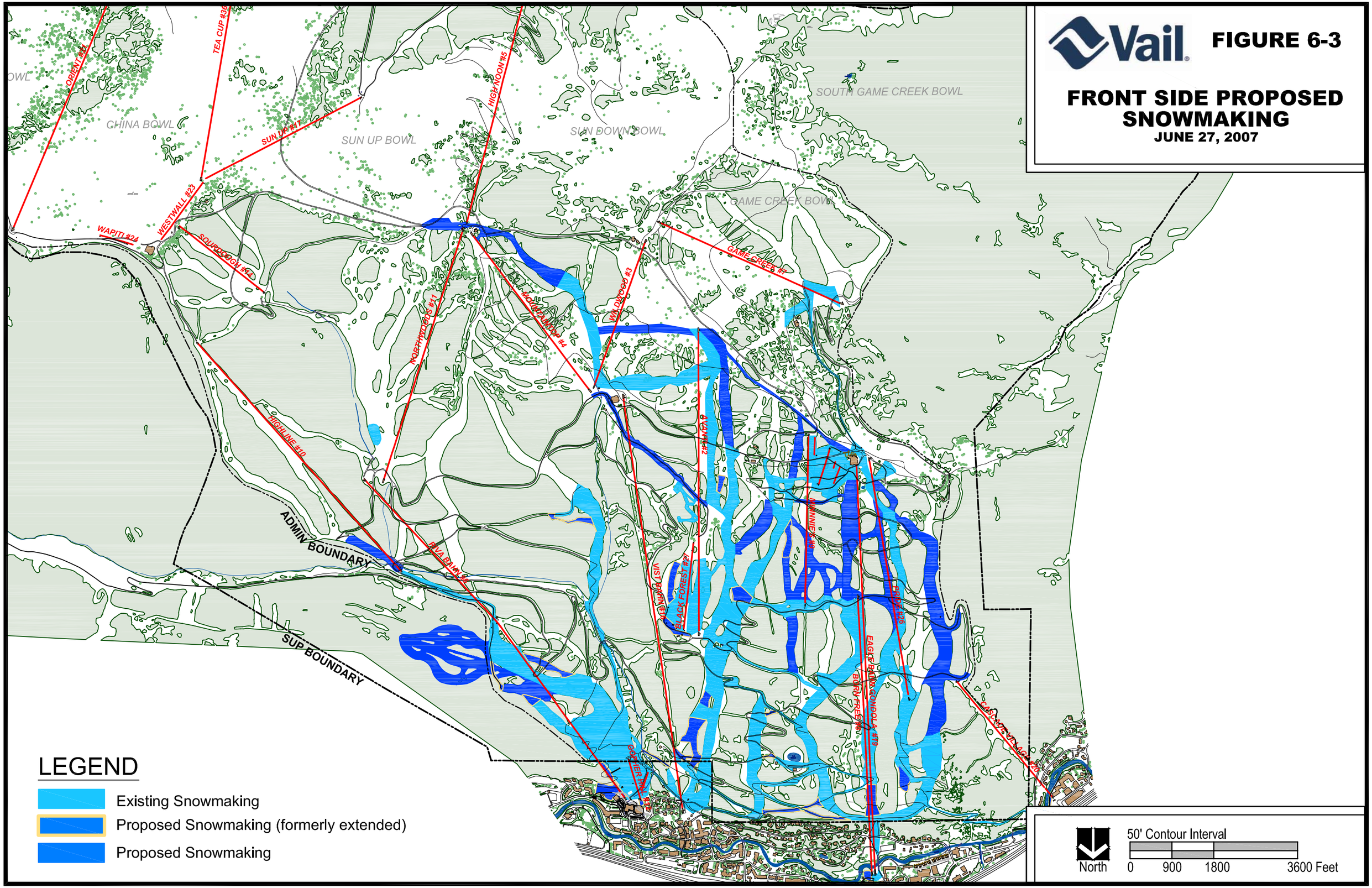
The snowmaking upgrading plan is intended to enhance the reliability and consistency of the skiing surface in response to site specific operational concerns, including but not limited to:

- below average natural snowfall,
- high snow wear areas,
- critical circulation routes, and
- areas with high wind and or solar exposure.

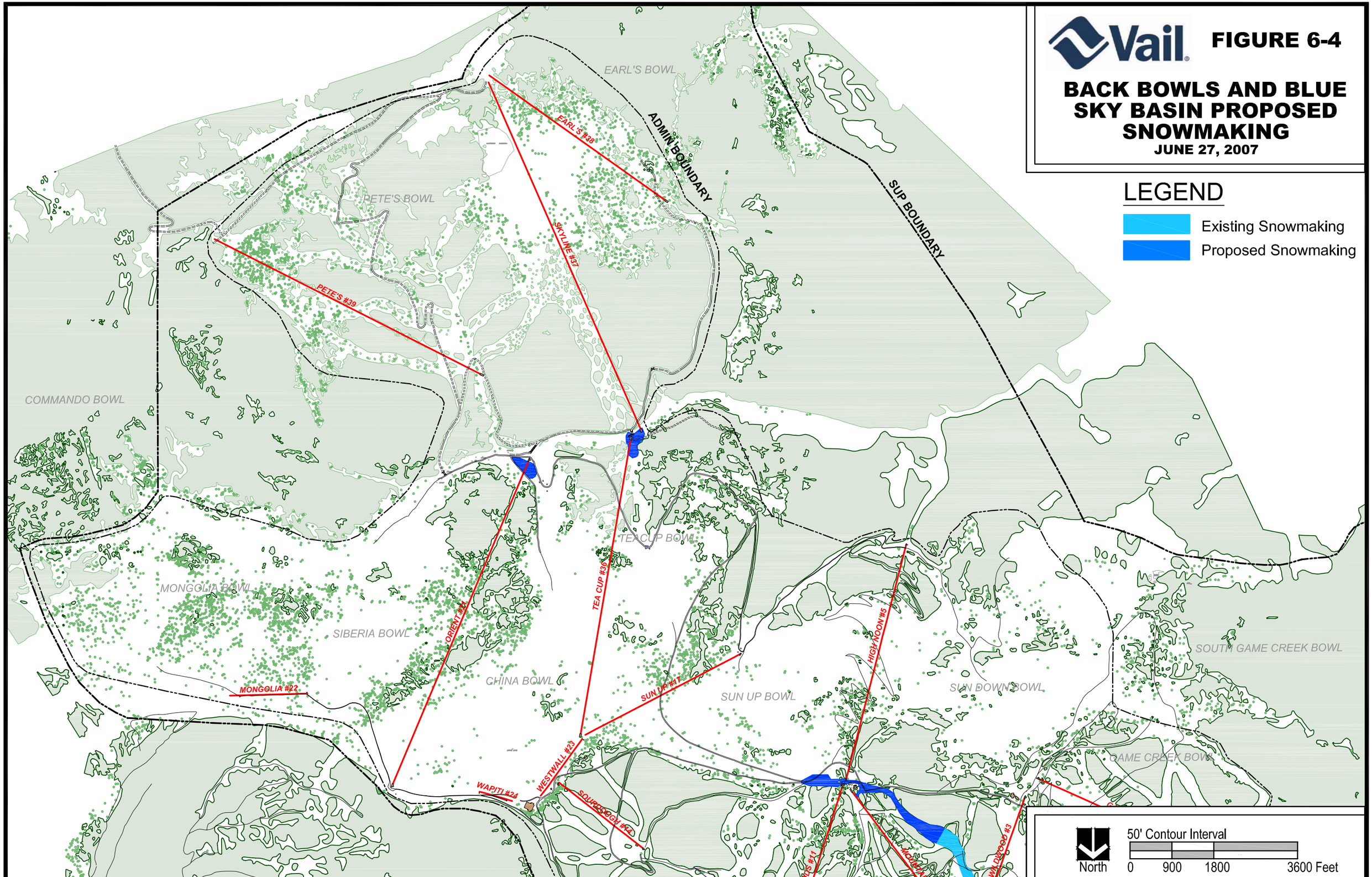
Refer to Figure 6-3 Front Side Proposed Snowmaking and Figure 6-4 Back Bowls and Blue Sky Basin Proposed Snowmaking. The additional snowmaking coverage illustrated on the proposed snowmaking plans increases Vail's coverage by 189.5 acres, for a total of approximately 647 acres. The additional coverage includes installation of snowmaking infrastructure to areas that are currently covered by stretching hoses from hydrants in other areas or by pushing man-made snow to the areas with snow cats.

Site specific locations of future pipes, valves, vaults, pumps, pressure controls, air compressor equipment and associated structures on Forest Service lands will be detailed in subsequent site specific proposals.

Additional snowmaking infrastructure and coverage is located in Zones 1 (Winter Recreation), 2 (Four Season Recreation), 3 (Guest Service Centers), 5 (Winter Events), and 6 (Alternative Experience).



Vail
FIGURE 6-3
FRONT SIDE PROPOSED SNOWMAKING
JUNE 27, 2007
CHINA BOWL
SUN UP BOWL
SUN DOWN BOWL
SOUTH GAME CREEK BOWL
GAME CREEK BOWL
ORIENT #1
TEA CUP #36
SUN UP #17
HIGH NOON #5
WESTWALL #23
WAPITI #24
SOURDOUGH #14
NORTHWOODS #11
MOUNTAINTOP #4
WILDWOOD #3
GAME CREEK #7
HIGHLINE #10
RIVA BAHN #6
ADMIN BOUNDARY
SUP BOUNDARY
VISTAWIN #10
BLACK FOREST #21
BURN FREE #9
EAGLE PARK GONDOLA #79
LEGEND
Existing Snowmaking
Proposed Snowmaking (formerly extended)
Proposed Snowmaking
North
50' Contour Interval
0
900
1800
3600 Feet



Vail
FIGURE 6-4
BACK BOWLS AND BLUE SKY BASIN PROPOSED SNOWMAKING
JUNE 27, 2007
LEGEND
Existing Snowmaking
Proposed Snowmaking
EARL'S BOWL
PETE'S BOWL
COMMANDO BOWL
MONGOLIA BOWL
SIBERIA BOWL
CHINA BOWL
TEACUP BOWL
SUN UP BOWL
SUN DOWN BOWL
SOUTH GAME CREEK BOWL
GAME CREEK BOWL
ADMIN BOUNDARY
SUP BOUNDARY
EARL'S #38
SKYLINE #37
PETE'S #39
ORIENT #41
TEA CUP #36
SUN UP #17
HIGH NOON #5
MONGOLIA #22
WESTWALL #23
WAPITI #24
SOURDOUGH #14
WILDWOOD #3
North
50' Contour Interval
0
900
1800
3600 Feet

H. ALTERNATIVE EXPERIENCE AREA UPGRADE PLAN

1. Adventure Ridge

Alpine Coaster

In order to augment existing year-round recreational opportunities at its Adventure Ridge mountaintop activity center, and as an innovative way to motivate people (and children in particular) to move away from the television, Vail proposes to construct an Alpine Coaster.

The Adventure Ridge Alpine Coaster will be located just west of Chair 26 (Pride Express). While no final plans have been assembled, the elevated track will be on the order of 3,100 feet in length, with numerous turns, twists, loops and jumps at it descends roughly 300 vertical feet through the forest from start to finish. The elevation of the track will be dictated by features such as topography, vegetation and the need to cross access roads or trails.

Individual sleds, which can accommodate one or two riders, roll smoothly and silently downhill along the elevated track assembly. Riders remain in control of their velocity for the entire descent by applying pressure on a brake handle through straights and curves in the track (if the brake handle is released entirely, the sled will stop in approximately 125 feet).

Because snow and rain do not affect the operation and safety of an Alpine Coaster, it can be operated throughout the year, and at night. Low-wattage taillights can be fitted to each sled, heightening the thrill of the descent for the user while eliminating the visibility of the coaster from across the valley. Illuminating the track with low-level lighting is also an option. Low-level lighting on elevated posts is proposed at both the start and finish areas. However; there will be no net increase in lighting at Adventure Ridge as existing lights are proposed to be relocated from the Chair 15 area to the top and bottom locations of the Alpine Coaster. An approximate 640 square foot storage building will be constructed at the top, with a small operator shelter at the bottom.

The design and construction of an Alpine Coaster incorporates low-impact design techniques, and because only a 10-foot wide corridor is required for the coaster to be installed and safely operated through the forest, proposed vegetation removal is minimal – less than 0.75 acre. Furthermore, foundations for start and finish areas are small in size, requiring minimal ground disturbance. Likewise, the elevated track between the start and finish area is anchored into the ground with minimal footings (as compared to a chairlift tower foundation). No road construction would be necessary for installation and operation of this facility.

In addition to receiving high use throughout the day and night, the Adventure Ridge area is well suited for this project because an Alpine Coaster is gravity powered, and relies on natural topography to provide an exciting descent. As with all activities at Adventure Ridge, the Alpine Coaster is based on keeping the Forest visitor engaged with the alpine environment in a fun and unique way. Adventure Ridge is a logical location for an Alpine Coaster as infrastructure and guest service facilities are already in place to support this use.

The Alpine Coaster is located in Zone 6 (Alternative Experience).

Tubing Hill

The existing tubing area is very popular and is not currently meeting the demand for facility use. While detailed plans for the upgrading of the tubing area have not been prepared, it is contemplated that the existing short lanes will be lengthened. The run-out area will need to be expanded, as well. In order to expand the tubing lanes to the west, retaining walls, some clearing, and grading will be necessary. The tubing lifts may be converted to conveyor-type lifts.

The expanded tubing hill is located in Zone 6 (Alternative Experience).

2. Summer Trails

In order to more fully meet the expectation of our summer guests, Vail is proposing additional biking trails, conversion of some biking trails to hiking trails, and the rebuilding of some trails. The new trails will provide new alternatives for descending the mountain in the summer, will create the opportunity to better separate user groups (i.e., bikers and hikers), as well as get bikers and hikers off of summer access roads, thereby avoiding interaction with maintenance vehicles. New trails are as follows:

- Biking: 6 additional trails, approximately 21.2 miles
- Hiking: 2 additional trails, approximately 6.5 miles
- Trail work (conversion to hiking or removal of trail): 5 trails, approximately 6.6 miles

Existing and proposed summer trails on the front side of Vail Mountain are located primarily in Zone 2 (Four Season Recreation), with some trails extending into Zones 3 (Guest Service Centers), 4 (Mountain Operations Centers), 5 (Winter Events), and 6 (Alternative Experience).

Please refer to Figure 6-6 the locations of proposed trails.

Vail

FIGURE 6-5

ADVENTURE RIDGE UPGRADES

JUNE 27, 2007

FREERIDE MTN BIKE PARK

OBSERVATION DECK

ICE RINK

ASPHALT SUMMER PATH

WEDDING DECK

TUBING HILL

EAGLE'S NEST

UPGRADED CHAIR #15

CARPET

CARPET

SNOWCAT AND SNOWMOBILE ROUTE

KID'S SNOWMOBILE TRACK

EXISTING MTN ROAD

TASTE OF VAIL SPECIAL EVENT SNOW DECK

PROPOSED ALPINE COASTER

TELEPHONE MICROWAVE TOWER

DISC GOLF COURSE

CHAIR #9

EAGLE BAHN GONDOLA #19

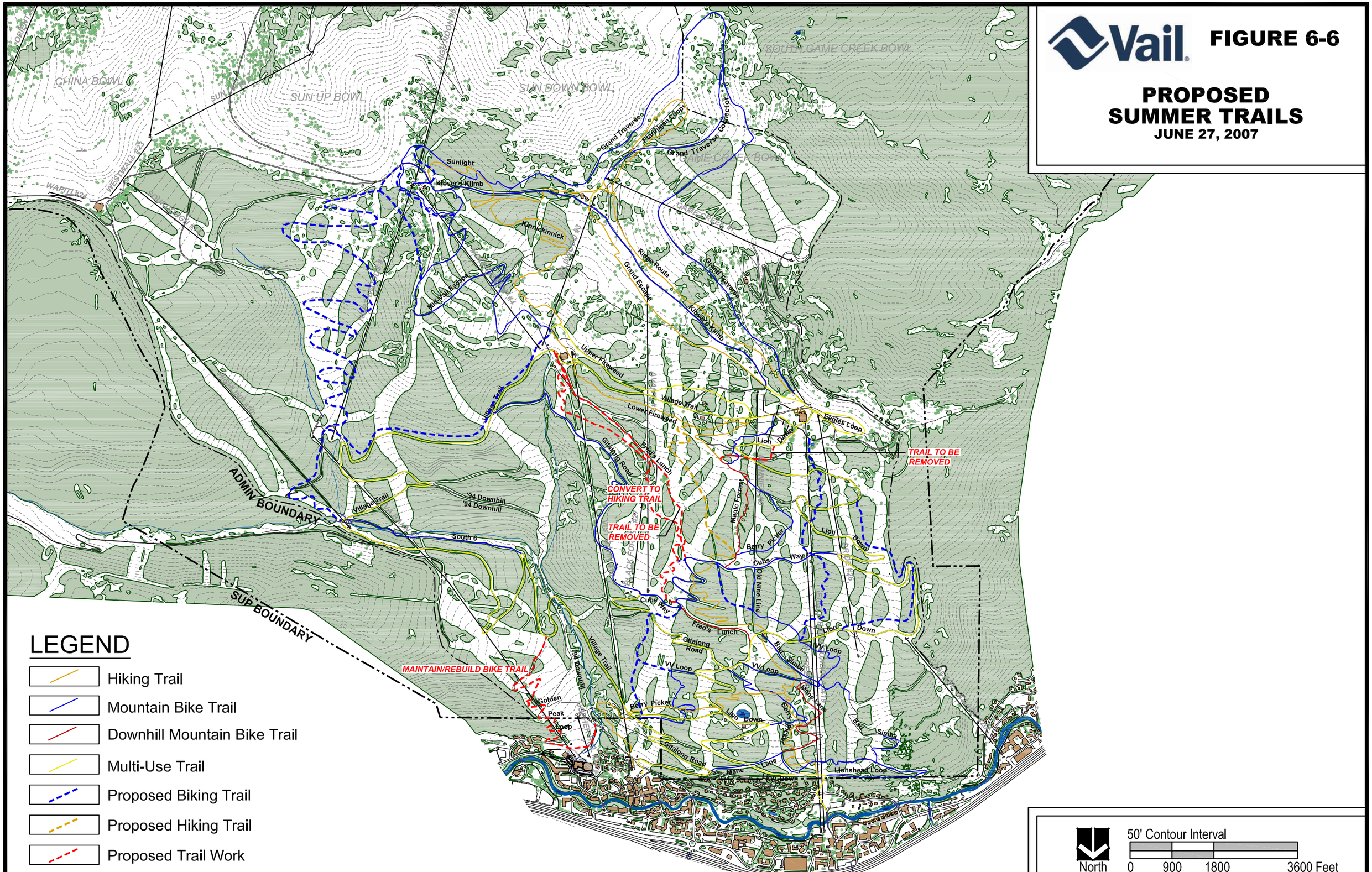
CHAIR #26

SKI/BIKE ROUTE

North

10' Contour Interval

0 150 300 600 Feet



Vail
FIGURE 6-6
PROPOSED SUMMER TRAILS
JUNE 27, 2007
CHINA BOWL
SUN UP BOWL
SUN DOWN BOWL
SOUTH GAME CREEK BOWL
GAME CREEK BOWL
ADMIN BOUNDARY
SUP BOUNDARY
Sunlight
Kloser's Klimb
Kinnickinnick
Grand Traverse
Grand Traverse Connector
Ridge Route
Grand Escape
Mid-Vail Escape
Upper Fireweed
Lower Fireweed
Village Trail
Eagles Loop
Lion Down
Fred's Lunch
Gitalong Road
Magic Forest
Berry Picker
Cubs Way
Old Nine Line
Bad Simba
Mane Lane
Lionshead Loop
Golden Peak Loop
'94 Downhill
South 6
TRAIL TO BE REMOVED
CONVERT TO HIKING TRAIL
TRAIL TO BE REMOVED
MAINTAIN/REBUILD BIKE TRAIL
LEGEND
Hiking Trail
Mountain Bike Trail
Downhill Mountain Bike Trail
Multi-Use Trail
Proposed Biking Trail
Proposed Hiking Trail
Proposed Trail Work
North
50' Contour Interval
0
900
1800
3600 Feet

I. SKIER SERVICES UPGRADE PLAN

All upgrades to skier services are located in Zone 3 (Guest Service Centers).

1. Blue Sky Basin Restaurant

A 20,000-square foot restaurant to be built along Two Elk Creek was approved in the 1996 ROD for the Vail Category III Ski Area Development but has yet to be implemented. The restaurant would require installation of a new domestic water system and a sewage system to pump back to the front side of the mountain. These installations will require separate review with Eagle County. Vail has no plans to construct this restaurant during the life of this MDP, but may in the future.

2. Mid-Vail Redevelopment

The Mid-Vail lodge was constructed in the early 1960's and has been remodeled numerous times to date. In many cases it is functionally obsolete and should ideally be replaced. Further study is required to determine the details of how this facility would be redeveloped. The construction schedule for any redevelopment scenario would have to consider a strategy for on-going operations, since Mid-Vail is a critical component of Vail's food services.

3. Patrol HQ – 500 Seat Fine Dining Restaurant

It is contemplated that the existing food service will be expanded in the future to include a 500 seat 'fine dining' restaurant. This upgrading and expansion will likely occur in concert with the upgrading of Chair 5 and the resulting re-contouring of the surrounding terrain. Detailed plans for the upgrading of food services at Patrol HQ have not yet been completed.

The following table summarizes the proposed guest service facilities at Vail.

TABLE 6-6:
PROPOSED GUEST SERVICE FACILITIES

Service Function	Base Area				On-mountain						
	Golden Peak	Vail Village	Lionshead	Cascade Village	Eagle's Nest	Mid-Vail	Patrol HQ	Wildwood	Two Elk Lodge	Belle's Camp	500 Seat Fine Dining
Ticket Sales/Guest Services	X	X	X								
Public Lockers	X			O	X						
Rentals/Repair	X	O	O	O							
Retail Sales	X	O	O	O	X	X	X		X		X
Bar/lounge	X	O	O	O	X	X	X		X		X
Adult Ski School	X										
Kid's Ski School	X										
Restaurant Seating - Indoor	X	O	O	O	X	X	X	X	X	X	X
Kitchen/Scramble	X	O	O	O	X	X	X	X	X		X
Restrooms	X				X	X	X	X	X	X	X
Ski Patrol	X				X	X	X	X	X	X	
Administration	X		X								
Employee Lockers/Lounge	X	X	X		X						

X = operated by Vail Resorts
O = operated by others

J. RESTAURANT SEATING

Indoor restaurant seating will continue to be provided at Golden Peak, Vail Village, Lionshead and Cascade Village. Additional food service is provided in several village locations by third party entities. In addition to the on-mountain indoor seating currently provided at Eagle's Nest, Mid-Vail, Patrol Headquarters (HQ), Two Elk Lodge, Wildwood and Belle's Camp, a 500 seat fine dining restaurant is proposed at the Patrol HQ location.

The following table summarizes the proposed seating at Vail.

TABLE 6-7:
UPGRADED RESTAURANT SEATING RECOMMENDATIONS

Restaurant	Indoor Seating	Outdoor Seating	Total Seating	Average Seat Turnover	Nice Day Capacity	Adverse Day Capacity
Market Place	415	40	455	3.0	1,365.0	1,245.0
Blue Moon	120	120	240	3.0	720.0	360.0
Wildwood	280	220	500	4.0	2,000.0	1,120.0
Buffalo's	60	120	180	4.0	720.0	240.0
Mountain Top Fine Dining (proposed)	**500**		**500**	**2.0**	**1,000.0**	**1,000.0**
Two Elk	1,100	600	1,700	3.5	5,950.0	3,850.0
Belle's Camp	50	120	170	3.5	595.0	175.0
Dawg House	0	48	48	3.0	144.0	0.0
Mid-Vail	700	260	960	4.0	3,840.0	2,800.0
Gondoli's Pizza	50	0	50	10.0	500.0	500.0
Chaos Canyon	170		170	4.0	680.0	680.0
Black Forest	80	280	360	4.0	1,440.0	320.0
Game Creek Club	194		194	2.5	485.0	485.0
Golden Peak Grill	160		160	3.0	480.0	480.0
Golden Peak bakery	25	0	25	5.0	125.0	125.0
TOTAL	**3,904**	**1,808**	**5,712**		**20,044**	**13,380**

Table 6-7 illustrates that on nice days Vail will have a restaurant seating capacity for 20,044 guests while on an adverse weather day the restaurant seating capacity will be 13,380. Given the Manage-To capacity of 19,900 guests, there is adequate seating on busy days when the outdoor decks can be utilized. Combined with restaurant seating in Vail Village, the additional seats provided by the proposed 500 seat fine dining restaurant will improve the seat shortage on adverse weather days.

K. PARKING UPGRADE

There are currently two proposals that could result in additional parking capacity for Vail. The first proposal that is being discussed within the town of Vail is the redevelopment of the Lionshead parking structure. As part of this proposed redevelopment there could be an additional 200 spaces added to the Lionshead parking structure, increasing the capacity of the structure to 1,400.

The second proposal is the development of the Ever Vail area. This proposed development has just completed the master planning process with Town of Vail, and land planning for the development is currently underway. The resulting plan could create an additional 750 spaces of structured parking in West Lionshead adjacent to the previously approved West Lionshead Lift. These spaces are contingent on the future redevelopment of the area.

As stated in Section 4, there is an existing demand for additional parking on busy days. As a result, parking capacity is planned to be increased to meet these current and future demands. The proposed upgrade to the Lionshead structure and the proposed Ever Vail structure will provide additional

parking capacity to accommodate the 19,900 mountain guests, the mountain's 2,600 employees as well as the village's non-mountain employees, as well as village shoppers and construction workers.

Assuming that both development proposals are implemented, the future parking lots and their capacities are summarized in Table 6-8.

TABLE 6-8:
PARKING LOTS AND CAPACITIES – EXISTING CONDITIONS[a]

	Public Vehicles	Employee Vehicles	TOTAL
Town of Vail	--	--	--
Village Structure	1,150	--	1,150
Lionshead Structure	1,200	--	1,200
Ford Park	90	--	90
East Vail Interchange	12	--	12
Stephens Park	15	--	15
North Frontage Rd F-S	180	--	180
North Trailhead	6	--	6
Vail Resorts, Inc.	--	--	--
North Day Lot	--	102	102
Holy Cross Lot	--	194	194
Children's Center (drop off)	2	--	2
SUB-TOTAL	*2,653*	*296*	*2,949*
Upgraded Lionshead Structure	200	--	--
Proposed Structure	750	--	--
TOTAL	**3,603**	**296**	**3,899**

a - Based on 2.8 people/vehicle.
Source: SE GROUP

L. RESORT BALANCE AND LIMITING FACTORS

The overall balance of the ski area is evaluated by calculating the capacities of the resort's various facilities, as compared to the resort's Manage-To planning number. The capacities discussed above are shown in Chart 6-3.