



Project Engineering Consultants

February 24, 2006

Park City Planning Commission
Park City Municipal Corporation
PO Box 1480, 445 Marsac Avenue
Park City, Utah

RE: Treasure Hill – Response to Park City Planning Commission Questions

Dear Planning Commission;

PEC response to Planning Commission questions concerning Treasure Hill traffic are:

Planning Commission request #1 – The traffic study stated several things that need to make it work such as widen the road, add sidewalks, provide snow storage area, etc. Someone will need to show us we can do these things.

Response: There are some improvements that could improve peak hour traffic flow. These improvements are confined to the Park Ave./Deer Valley Dr. intersection and Empire Ave./Silver King Dr. intersection. Detailed response is discussed below. Other improvements have been mentioned but do not need to be added; however the road right-of-ways can accommodate these improvements if the City determines this is necessary.

From my understanding the Applicant is responsible for upgrading the pavement, road base, and repairs to curbs and gutters along Empire Ave. and Lowell Ave. from Manor Way. For the traffic to function efficiently snow removal needs to be improved as well as parking enforcement – these are a City function and, I believe, City Staff can best address snow removal and parking enforcement. These items and others will be discussed in greater detail in response to the specific question.

Planning Commission request # 2- We would like to see a scaled aerial photo showing the area with all the improvements talked about in the traffic study.

Response: Our detailed responses below will answer this question. In general a scaled aerial photo has been used to assist in describing potential improvements.

Planning Commission request # 3- Show the turning radius for the biggest truck that will be allowed on the street at each intersection.

Response: The attached Figures 1 through 5 demonstrate that the expected trucks during construction and after will have the ability to make the necessary turning movements.

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Planning Commission request # 4- Show how traffic will be handled at the Resort Center and if we need any easements and will they grant them to the City? (Response provided by Jenni Smith PCMR)

Response: PCMR's parking manager will coordinate closely with the Treasure Hill on-site traffic control manager. PCMR has requested that no deliveries occur during the hours of 8:30 a.m. and 10:30 a.m. and also no deliveries after 3:00 p.m. during the ski season, with further restrictions during the holidays and city-wide special events. More flexibility during the shoulder and summer seasons is possible. PCMR will work with the City and the potential developer of the Main Lot to grant easements that may be necessary to increase the turning radius capability on the Manor/Empire corner and the Manor/Lowell corner.

Planning Commission request # 5- Show if there is enough land in the right-of-way by Cole's and Jan's to widen the road. Since this road falls under UDOT can we change the roads?

Response: In response to this question it is important to note that the Park Ave/Deer Valley Dr. intersection functions adequately to service the traffic outside peak hours of the ski season and seasonal events. This is also the case for the Empire Ave./Silver King Dr. intersection. As displayed in Figure 6 the land is available, but Right-of-Way would need to be purchased to make the necessary improvements.

Figures 7 and 8 are two alternatives for improving the traffic condition at the Empire Ave./Silver King Dr. intersection. Figure 7 is a roundabout alternative while Figure 8 is a traffic signal. Park City currently does not maintain any traffic signals and therefore both alternatives were presented.

Planning Commission request # 6- Show how and where we would put walking traffic.

Response: The pedestrians could be accommodated on sidewalks. Appropriate street crossings would need to be provided as part of a new signal or roundabout. On Empire Ave. and Lowell Ave. pedestrian traffic could be accommodated and will be discussed in response to question # 7.

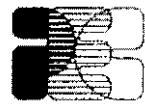
Planning Commission request # 7- If we widen Lowell and Empire what will this do to existing off street parking?

Response: Figures 9 through 13 present various alternatives for Lowell and Empire. Depending on which alternative is being looked at, existing parking can either be maintained, increased or decreased. Attached are aerial photos. Lowell/Empire Alternate 1 (Figure 9 and 11): Reduce travel lane widths and add sidewalk on one side of roadway. Lowell/Empire Alternate 2 (Figure 9 and 12): Widen road to add one parking lane. Lowell/Empire Alternate 3 (Figure 9 and 13): Widen road to add one parking lane as well as a sidewalk.

While these alternatives are presented it is my understanding the Applicant is responsible for upgrading the pavement, road base, and repairs to curbs and gutters along Empire Ave. and Lowell Ave. from Manor Way (Figure 9 and 10).

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Planning Commission request # 8- The study says that the City will need to step up snow removal and parking enforcement, can the City make this commitment?

Response: These are a City function and, I believe, City Staff are the best individuals to respond to these issues.

Planning Commission request # 9- The human impact part of the traffic issues has really not been talked about. We would like to know how we are impacting the traffic compared to what is on the streets today.

Response: This issue has been discussed and addressed at the Planning Commission Meetings of: January 12, 2005, January 26, 2005, September 14, 2005 and December 14, 2005.

The table below shows traffic count at various intersections at peak periods. The important point to note is that Treasure Hill traffic (during and after construction) will not degrade the level of service of Lowell Ave. or Empire Ave. or at any of the intersections listed in the table.

Roadway Summary							
Intersection	Project Generated		Existing (Counted February 19th)		Percent Increase		Average Percent Increase
	AM	PM	AM	PM	AM	PM	
Park Ave. / Deer Alley	87	122	2302	3503	3.78	3.48	3.63
Deer Alley Dr. / Silver King Dr.	113	156	314	438	35.99	35.62	35.80
Empire Ave. / Shadow Ridge	120	149	188	303	63.83	49.17	56.50
Empire Ave. / Manor Way	117	145	120	190	97.50	76.32	86.91*
Lowell Ave. / Shadow Ridge	17	19	82	101	20.73	18.81	19.77
Lowell Ave. / Manor Way	85	101	74	139	114.86	72.66	93.76*

Note: AM and PM refer to one peak hour of travel at the intersection between 7 AM and 9 AM or 4 PM and 6 PM.

**During these peak times the total traffic (including Treasure Hill's traffic) will utilize only 10% to 12% of traffic capacity along Lowell and Empire, therefore the intersections still maintain a Level of Service of A (the best condition possible).


Planning Commission request #10- If we are talking about a 10 year build out, what will the traffic be during this period? Will this add 3, 4, or more times the traffic to the streets?

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TREASURE HILL
AUTOTURN
OVERALL
Figure 4

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Note: No figure 5 in documents.

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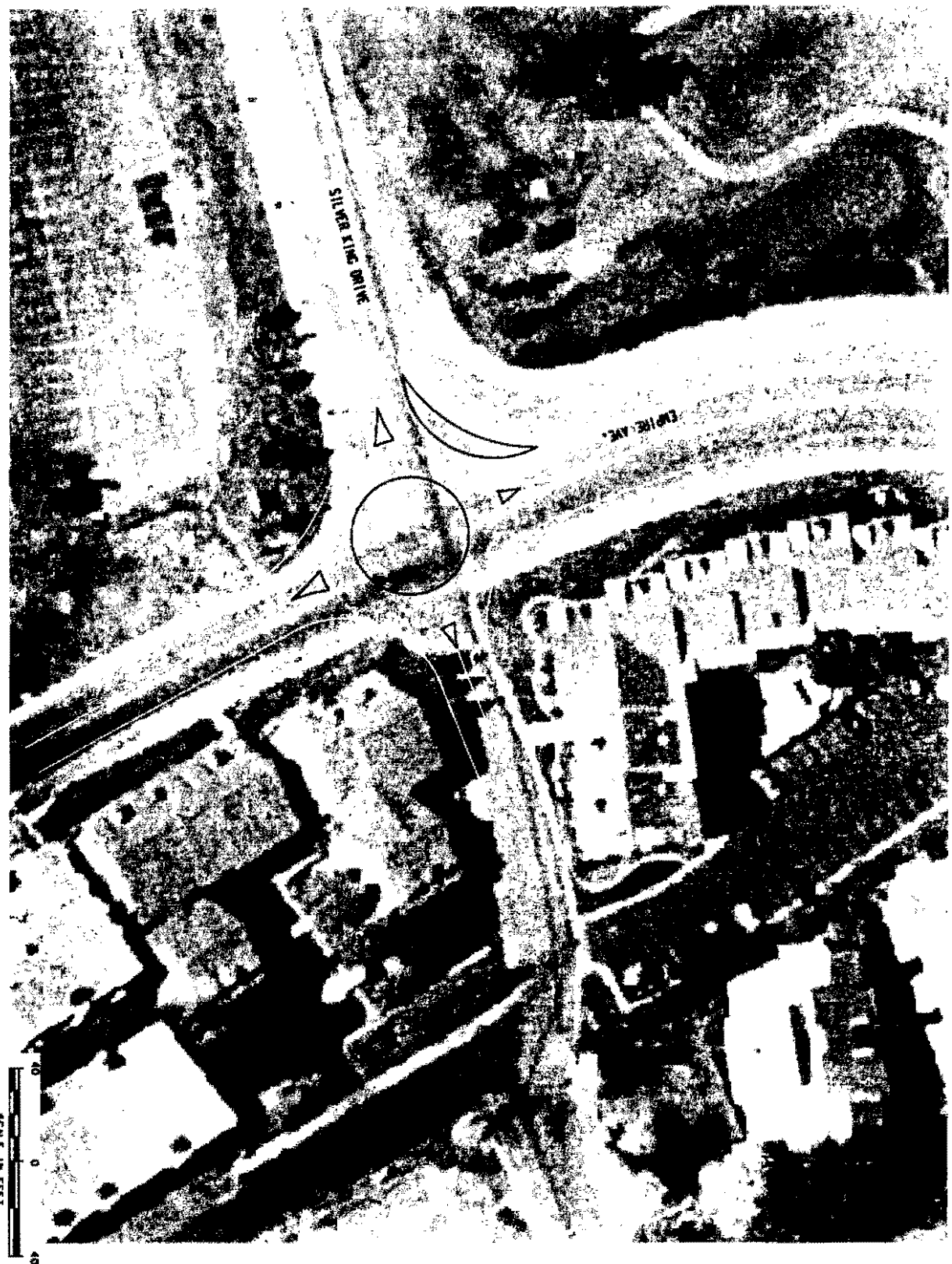


TREASURE HILL
DEER VALLEY DRIVE/ PARK AVENUE

FIGURE 6



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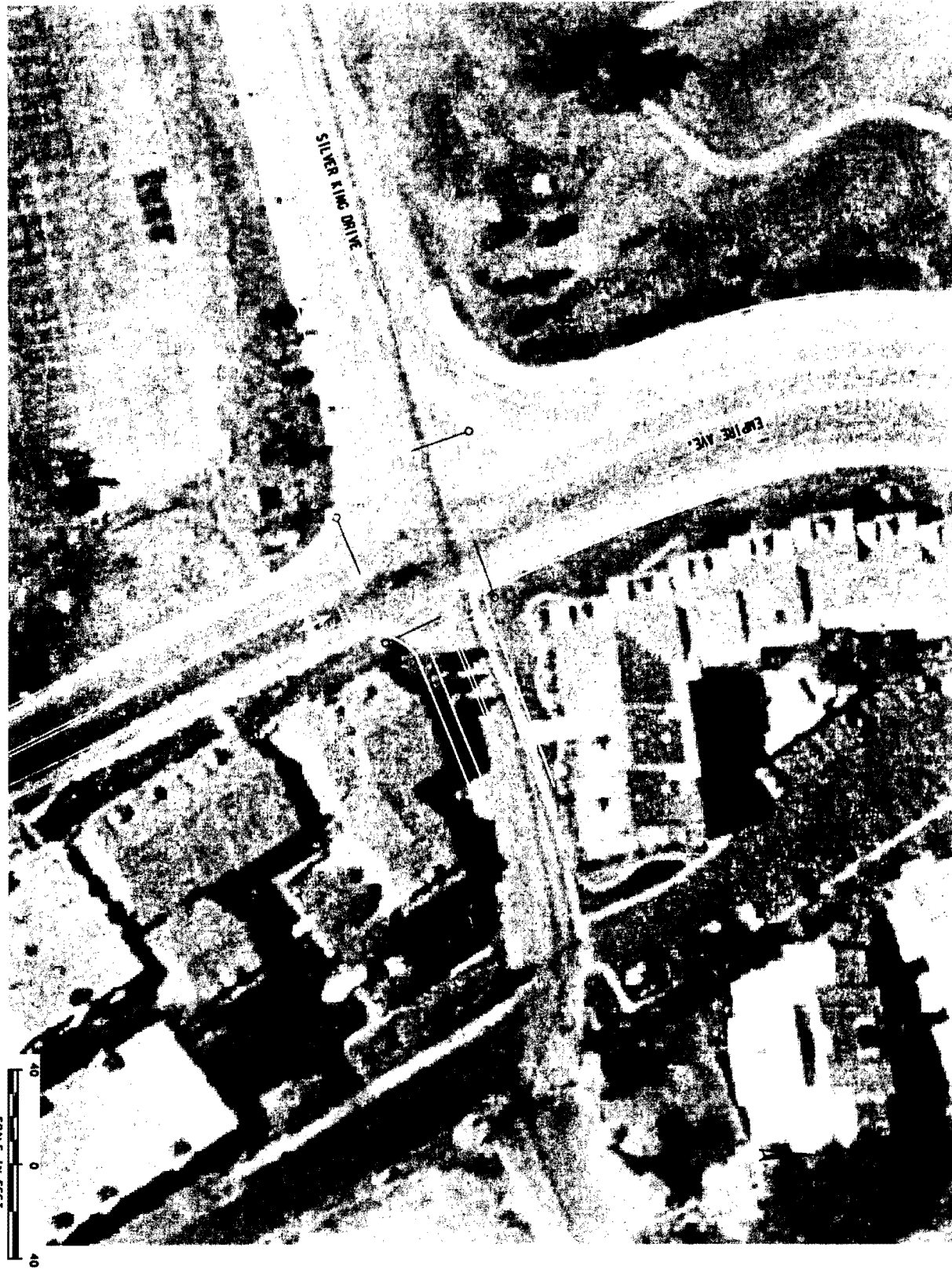


TREASURE HILL
EMPIRE AVENUE / SILVER KING DRIVE
ROUNDABOUT ALTERNATIVE
FIGURE 7



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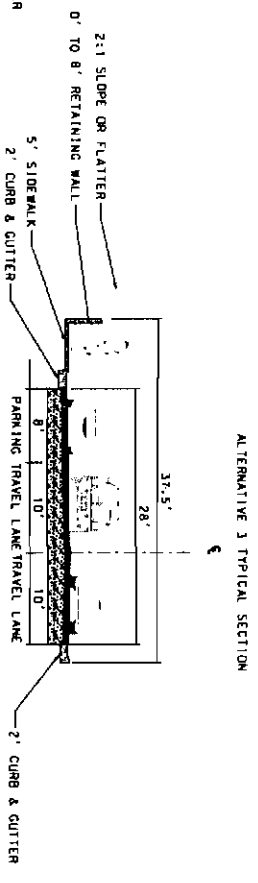
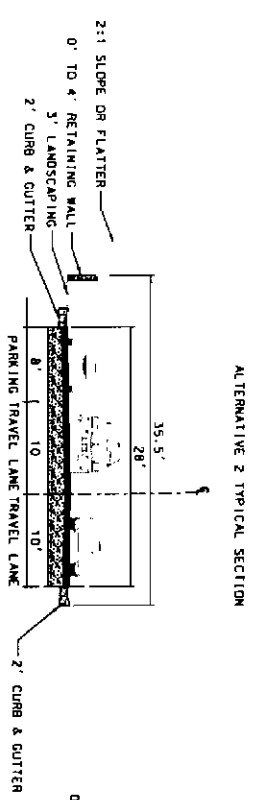
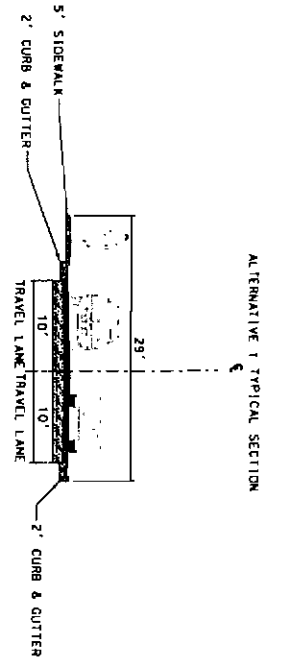
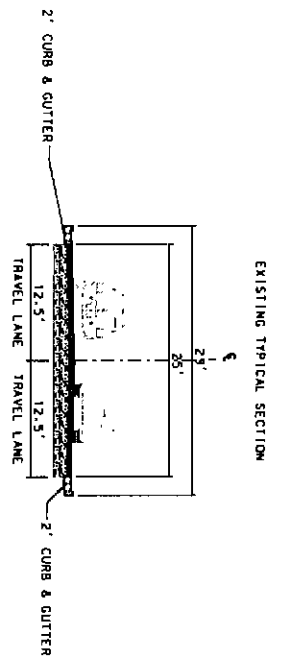


TREASURE HILL
SILVER KING DRIVE / EMPIRE AVE.
SIGNAL ALTERNATIVE
FIGURE 8



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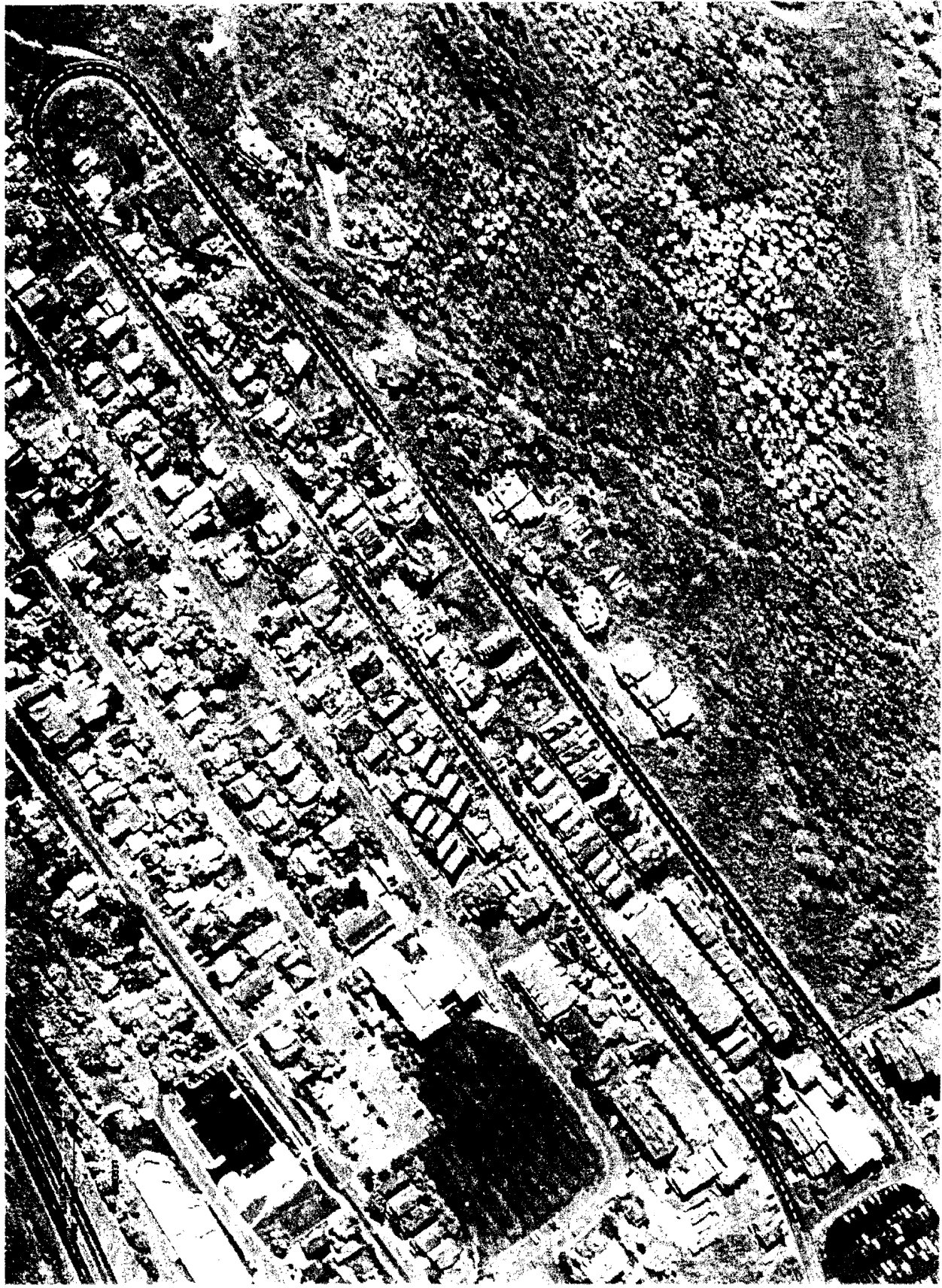


TREASURE HILL
 LOWELL AVE./EMPIRE AVE.
 TYPICAL SECTIONS
 FIGURE 9



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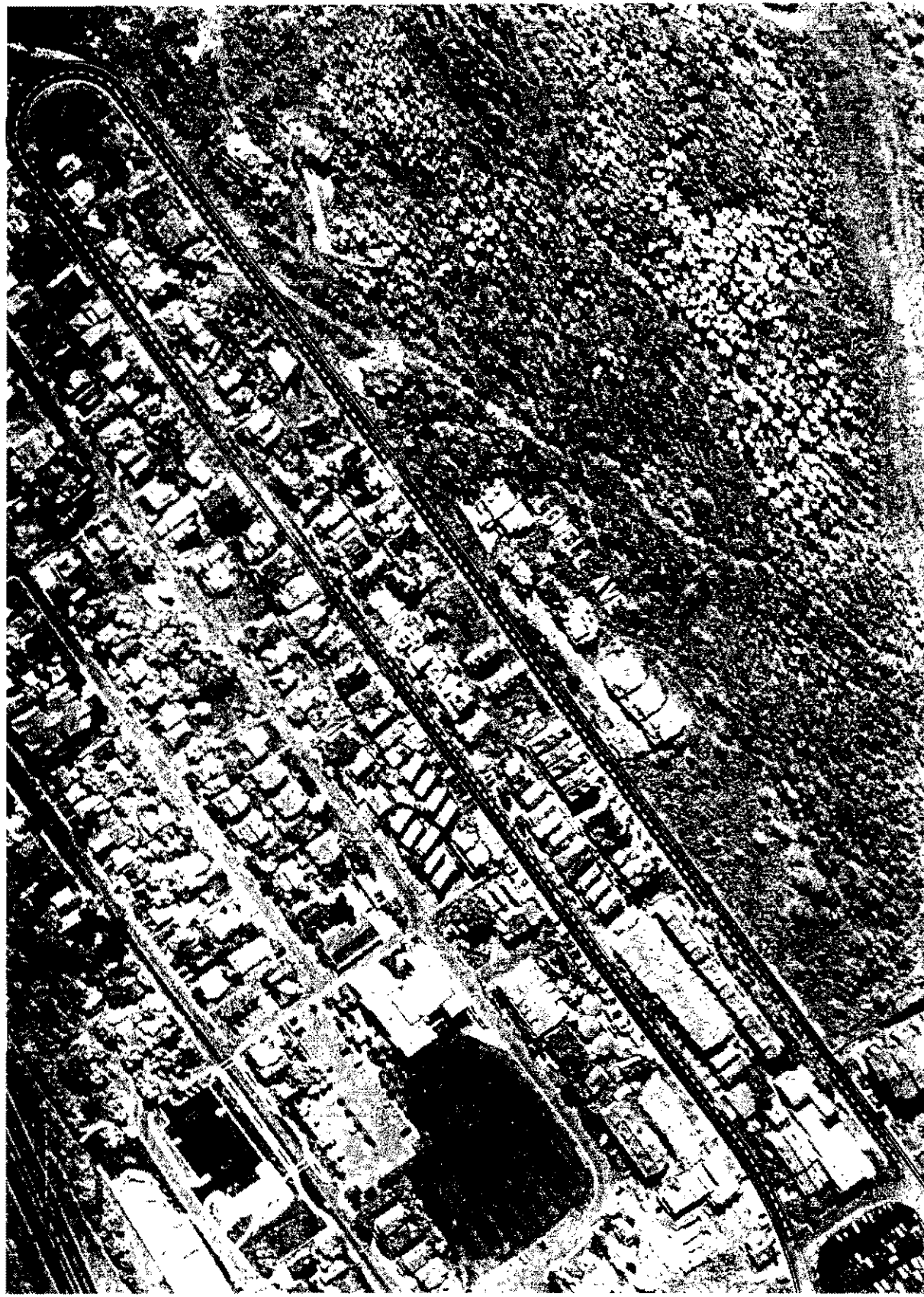


TREASURE HILL
LOWELL AVE./EMPIRE AVE.
EXISTING
FIGURE 10



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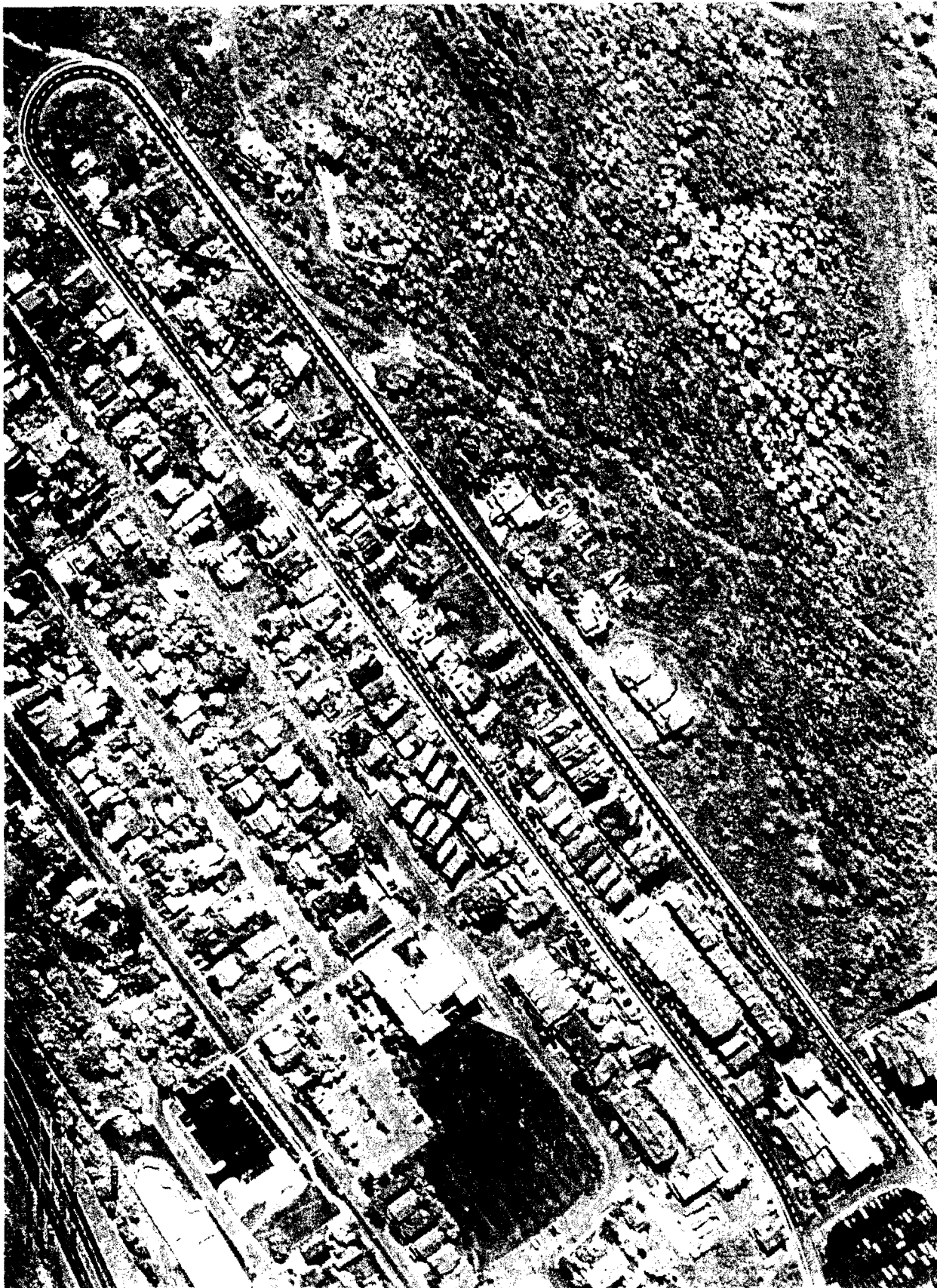
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TREASURE HILL
LOWELL AVE/EMPIRE
ALTERNATE 1
FIGURE 11



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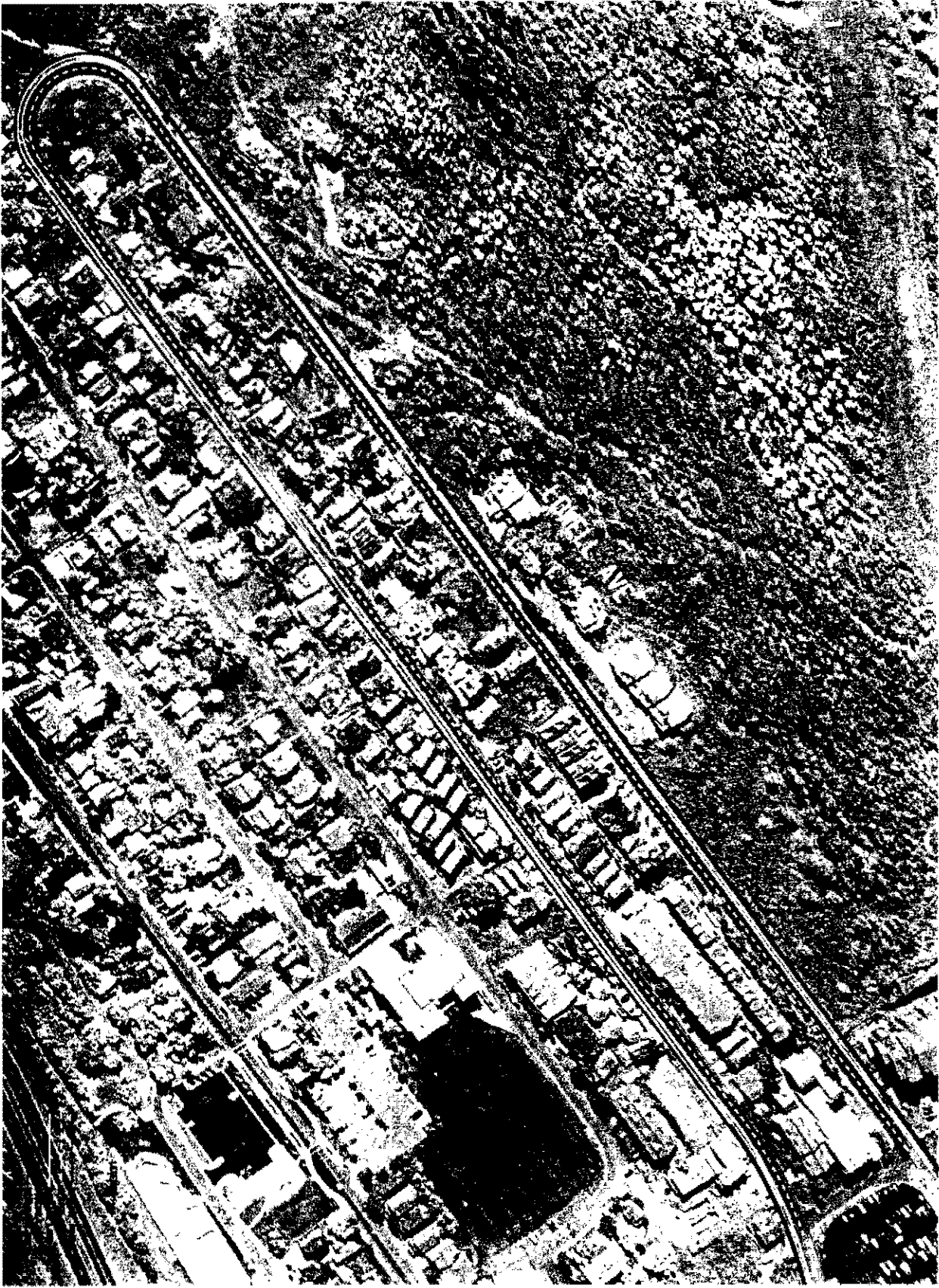


TREASURE HILL
LOWELL AVE/EMPIRE
ALTERNATE 2
FIGURE 12



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TREASURE HILL
LOWELL AVE/EMPIRE
ALTERNATE 3
FIGURE 13



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