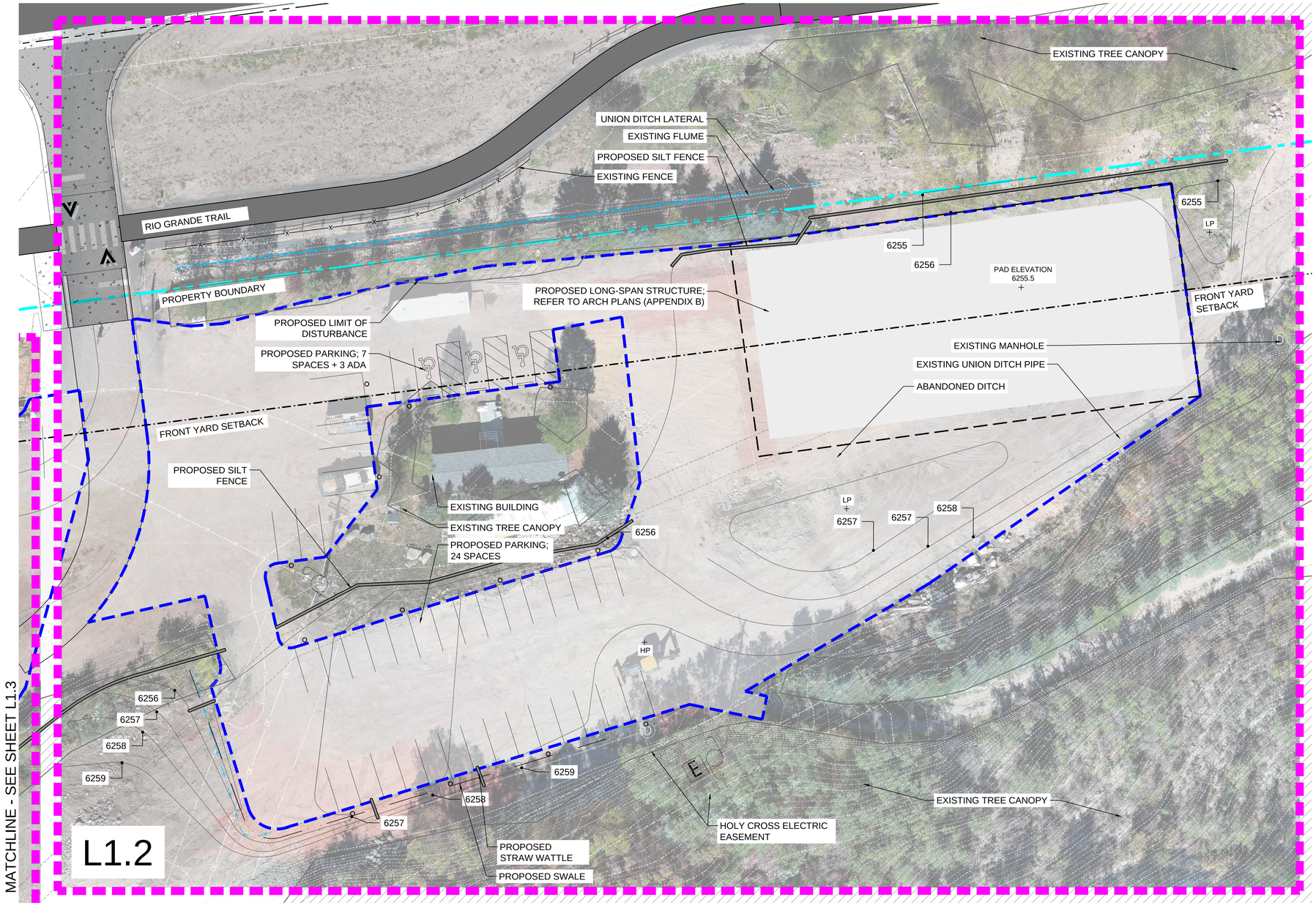

LEGEND

- PROPERTY BOUNDARY
- EXISTING SETBACK
- C.R. 100 RIGHT OF WAY
- RFTA RIGHT OF WAY
- PROJECT PERMIT AREA - PROPOSED LIMIT OF DISTURBANCE
- EXISTING DITCH ALIGNMENT
- EXISTING CONTOURS
- PROPOSED CONTOURS
- EXISTING STRUCTURES
- EXISTING VEGETATION CANOPY
- PROPOSED STRUCTURES
- PROPOSED GRAVEL PARKING
- PROPOSED SILT FENCE/ STRAW WATTLE
- PROPOSED DOWNCAST SPORTS LIGHTING
- PROPOSED BOLLARD LIGHTING FOR PARKING AREAS

0 5 10 20 40

SCALE: 1"=20'-0"

SITE LAYOUT NOTES

1. AERIAL IMAGE OF PROPERTY, COLLECTED OCTOBER 4, 2024, IS PROVIDED FOR INFORMATION ONLY AND HAS BEEN SCALED TO APPROXIMATELY ALIGN WITH THE SURVEY INFORMATION. PROJECT WORK AREAS, SITE PLAN, GRADING AND EROSION CONTROL ARE DESIGNED TO RESPOND TO THE SURVEY LINEWORK AND MAY NOT ALIGN WITH AERIAL INFORMATION IN ALL AREAS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING BOTH LINE AND GRADE. ANY DISCREPANCIES, ERRORS OR OMISSIONS ON THE CONSTRUCTION DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
3. THE CONTRACTOR SHALL STAKE ALL KEY AREAS AND SHALL RECEIVE APPROVAL FROM THE OWNER'S REPRESENTATIVE PRIOR TO PROCEEDING WITH CONSTRUCTION.
4. REFER TO SITE SURVEY FOR ADDITIONAL INFORMATION. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS PRIOR TO BIDDING OR PERFORMING ANY CONSTRUCTION OPERATIONS.
5. PROVIDE PROTECTIVE BARRIERS, FENCING, ETC., AS REQUIRED BY THE GARFIELD COUNTY PLANS AND SPECIFICATIONS.
6. BEFORE CONSTRUCTION, LOCATE ALL PUBLIC AND PRIVATE UNDERGROUND UTILITIES WITH RESPECTIVE UTILITY COMPANIES.
7. CONTRACTOR TO REPAIR ANY ASPHALT, CONCRETE AND OTHER SITE IMPROVEMENTS DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO OWNER.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY PERMITS OR LICENSES REQUIRED FOR THE PERFORMANCE OF THE WORK AS APPLICABLE TO THIS PROJECT.
9. ADDITIONAL LAYOUT INFORMATION WILL BE PROVIDED TO THE CONTRACTOR PRIOR TO CONSTRUCTION AS NEEDED. ELECTRONIC FILES MAY ALSO BE OBTAINED BY THE CONTRACTOR FOR LAYOUT PURPOSES.
10. DUE TO SCALE OF DRAWINGS, NOT ALL CONDITIONS/ITEMS CARRY A DETAIL CALLOUT ON THE PLAN. THIS DOES NOT EXCLUDE THIS CONDITION/ITEM FROM THE PROJECT.

GRADING NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING BOTH LINE AND GRADE. ANY DISCREPANCIES, ERRORS OR OMISSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
2. THE CONTRACTOR SHALL STAKE ALL KEY AREAS AND SHALL RECEIVE APPROVAL FROM THE OWNER'S REPRESENTATIVE PRIOR TO PROCEEDING WITH CONSTRUCTION.
3. THE CONTRACTOR SHALL REMOVE ALL SEDIMENT, MUD, AND CONSTRUCTION DEBRIS THAT MAY ACCUMULATE IN THE FLOW LINES AND PUBLIC RIGHT-OF-WAYS AS A RESULT OF THIS PROJECT. SAID REMOVAL SHALL BE CONDUCTED IN A TIMELY MANNER.
4. SPOT ELEVATIONS SHALL TAKE PRECEDENCE OVER CONTOURS. CONTRACTOR SHALL PROVIDE A SMOOTH FINISH GRADE THROUGHOUT THE ENTIRE PROJECT FREE OF RUTS, DEPRESSIONS AND IRREGULARITIES. POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES. ALL SWALES, DEPRESSIONS, ETC. NOT SHOWN ON THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE IMMEDIATELY IN WRITING.
5. THE CONTRACTOR SHALL INSURE THAT ALL LOADS OF CUT AND FILL MATERIAL IMPORTED TO OR EXPORTED FROM THIS SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF MATERIAL DURING TRANSPORT ON PUBLIC RIGHT-OF-WAYS.
6. LOAD TICKETS WILL BE REQUIRED. CONTRACTOR TO PROVIDE COPIES TO THE OWNER AND LANDSCAPE ARCHITECT.

DHM DESIGN
225 Main Street
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Carbondale, Co. 81623
970.963.6520
www.dhmdesign.com

COLORADO EXTREME

2340 100 COUNTY ROAD
CARBONDALE, COLORADO
GARFIELD COUNTY

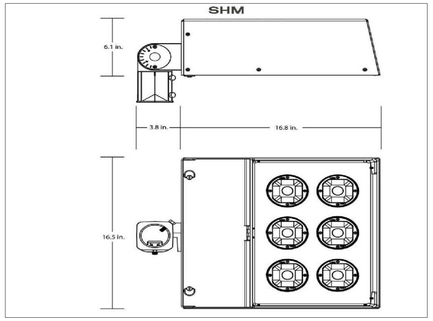
PROJECT NO. 24229.00

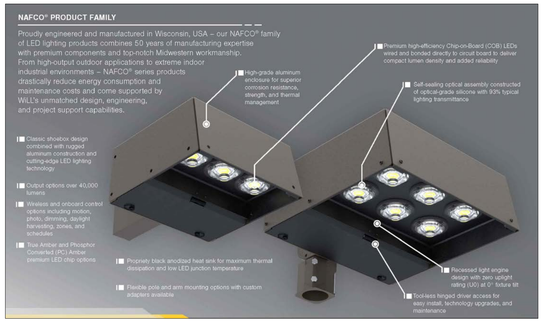
ISSUE:
2024.11.14 AMENDMENT TO TEMPORARY USE PERMIT

DRAWN BY: EH
CHECKED BY: JJ

SHEET TITLE:
GRADING AND EROSION CONTROL PLAN

SHEET NUMBER:
L1.3





1 L1.4 250 WATT NFCO MEDIUM SHX SHOEBOX LED LIGHT

SCALE: 1 1/2"=1'-0"

NOTES:

MANUFACTURER	CUSTOM AIR PRODUCTS AND SERVICES, INC.
CHILLER MODEL NUMBER	PCHH-22TC-ONNONN-5E5-0-PG2CEUP
SINGLE POINT POWER SUPPLY	460V/3PH/60HZ

EVAPORATOR FLOW

WATER VOLUME, GALS.	140
MAX WATER SIDE PRESSURE	150 PSIG
MAX REFRIGERANT SIDE PRESSURE	235 PSIG
MIN CHILLED WATER FLOW RATE	180 GPM
MAX CHILLED WATER FLOW RATE	800 GPM

CHILLER DIMENSIONS:

LENGTH CAGE	23'-11 1/4"
LENGTH BASE	24'-4"
WIDTH	10'
HEIGHT	8'-5 7/8"
UNIT WEIGHT	20,500 LBS

3 L1.4 230 TON PORTABLE AIR CHILLER

SCALE: 3/8"=1'-0"

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JASON M. JAYNES
240
01/01/2006
Original Date of Licensure
10/17/2024
LICENSED LANDSCAPE ARCHITECT
STATE OF COLORADO

DRAFT NOT FO
CONSTRUCTIO

COLORADO EXTREME
2340 100 COUNTY ROAD
CARBONDALE, COLORADO
GARFIELD COUNTY

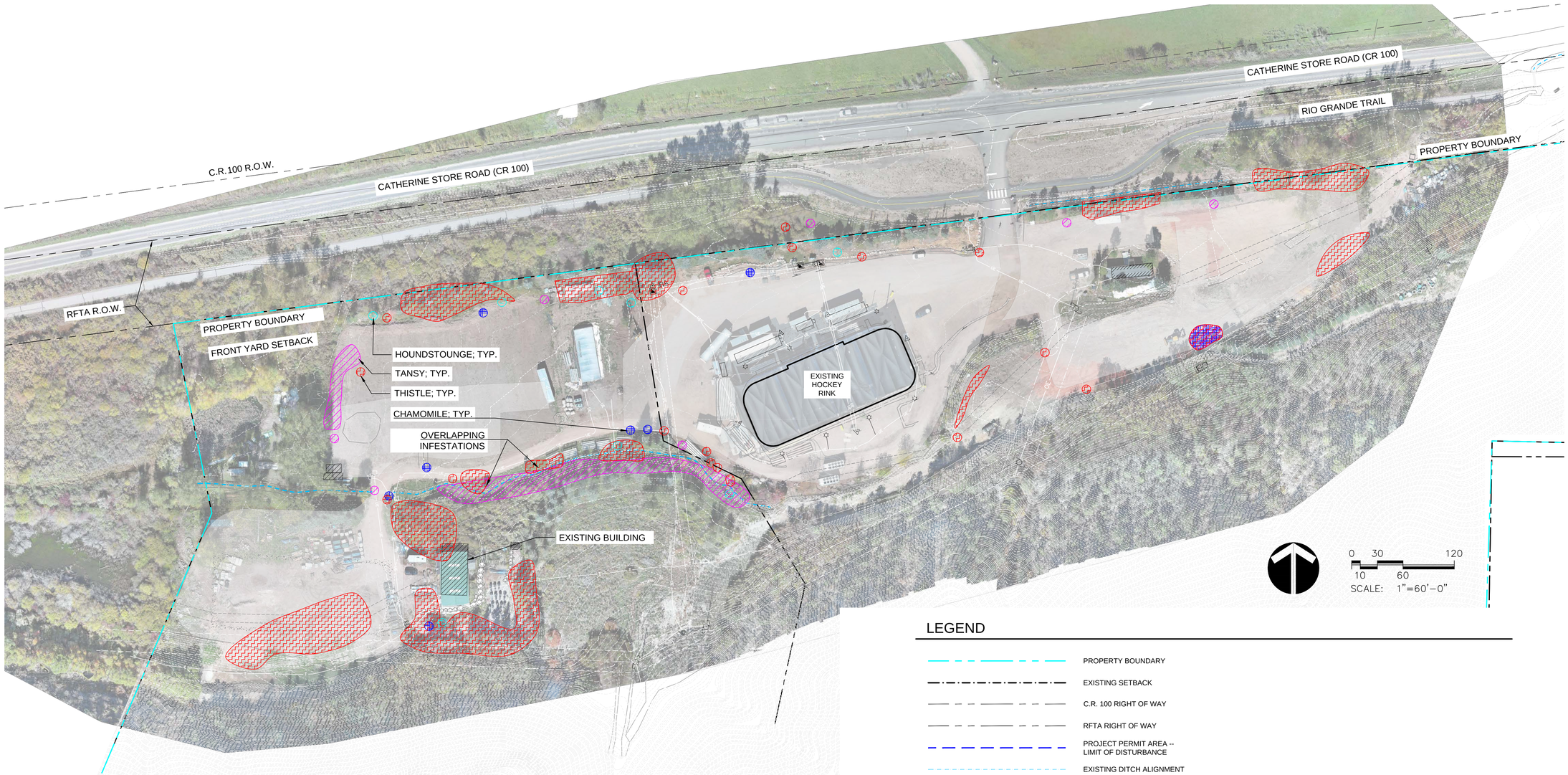
PROJECT NO: 24229.00
ISSUE:
2024.11.14 AMENDMENT TO TEMPORARY USE PERMIT

DESIGNED:
DRAWN:
CHECKED:

JOB DESCRIPTION:

DRAWN BY: EH
CHECKED BY: JJ
SHEET TITLE:
SITE DETAILS

SHEET NUMBER:
L1.4



Weed Management Plan

SPECIES	TREATMENT	TIME OF YEAR
BULL THISTLE, CANADA THISTLE, SCOTCH THISTLE	CHEMICALLY TREAT ROSETTES AFTER FIRST FROST	FALL 2024
	MECHANICALLY REMOVE ANY FLOWERING PLANTS THAT HAVE NOT GONE TO SEED. PLACE IN TRASH BAGS AND DISPSOSE OF PROPERLY.	SPRING 2025
COMMON TANSY	TREAT ALL PLANTS AT GROUND LEVEL THAT HAVE NOT GONE TO SEED. BE SURE TO USE A CHEMICAL THAT IS WATER SAFE AROUND DITCHES.	FALL 2024
	BAG ALL REMAINING SEED AND DISPOSE OF PROPERLY.	
	CHEMICALLY TREAT ALL PLANTS BEFORE SEED SET.	SPRING 2025
SCENTLESS CHAMOMILE	REMOVE ANY SEED HEADS OR FLOWERS THAT ARE STLL INTACT.	FALL 2024
	CHEMICALLY TREAT ONCE LEAVES EMERGE. CONSIDER MECHANICAL TREATMENT BY MOWING OR GOATS.	SPRING 2025
HOUNDSTONGUE	CHEMICALLY TREAT ALL EMERGING PLANTS TO ENSURE THEY DO NOT PRODUCE SEED.	FALL 2025
	CONSIDER USING GOATS OR HAND PULLING FOR MECHANICAL REMOVAL.	SPRING 2025

LEGEND

- PROPERTY BOUNDARY
- EXISTING SETBACK
- C.R. 100 RIGHT OF WAY
- RFTA RIGHT OF WAY
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- EXISTING DITCH ALIGNMENT
- EXISTING CONTOURS

NOXIOUS VEGETATION

- CHAMOMILE
- HOUNDSTOUNGUE
- TANSY
- THISTLE SPECIES

NOTES:

1. FULL SITE WEED MAPPING HAS BEEN PROVIDED.
2. ALL AREAS THAT ARE TREATED SHOULD BE SEEDED WITH AN APPROPRIATE SEED MIX THAT SUITS THE SITE AND WILL INTRODUCE VIGOROUS NATIVE VEGETATION THAT CAN OUTCOMPETE NONNATIVE AND NOXIOUS VEGETATION IN THE FUTURE. WHEN USING CHEMICAL TREATMENT, OBSERVE THE PLANT-BACK DATE SO THAT SEEDED AREAS ARE NOT AFFECTED BY THE RESIDUAL CHEMICALS IN THE SOIL PROFILE.
3. USE EXTRA CAUTION WHILE TREATING CHEMICALS AROUND DITCHES AND WATERWAYS. CHEMICALS SHOULD BE APPROVED FOR USE UP TO WATER'S EDGE AS TO AVOID NEGATIVELY IMPACTING AQUATIC FLORA AND FAUNA.
4. ANYONE IMPLEMENTING CHEMICAL TREATMENTS SHOULD ACQUIRE A CERTIFICATION FOR PESTICIDE APPLICATION, USING THE APPROPRIATE CHEMICAL AT CORRECT RATES AND PRECISE TIMING IS KEY TO SUCCESSFUL TREATMENT.

****THESE RECOMMENDATIONS ARE INTENDED TO ADDRESS NOXIOUS VEGETATION CONTROL ON THE PROPERTY. DHM ANTICIPATES DEVELOPING A COMPREHENSIVE NOXIOUS VEGETATION MANAGEMENT PLAN TO ADDRESS ONGOING WEED MANAGEMENT FOR FUTURE PHASES OF DEVELOPMENT.****

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COLORADO EXTREME
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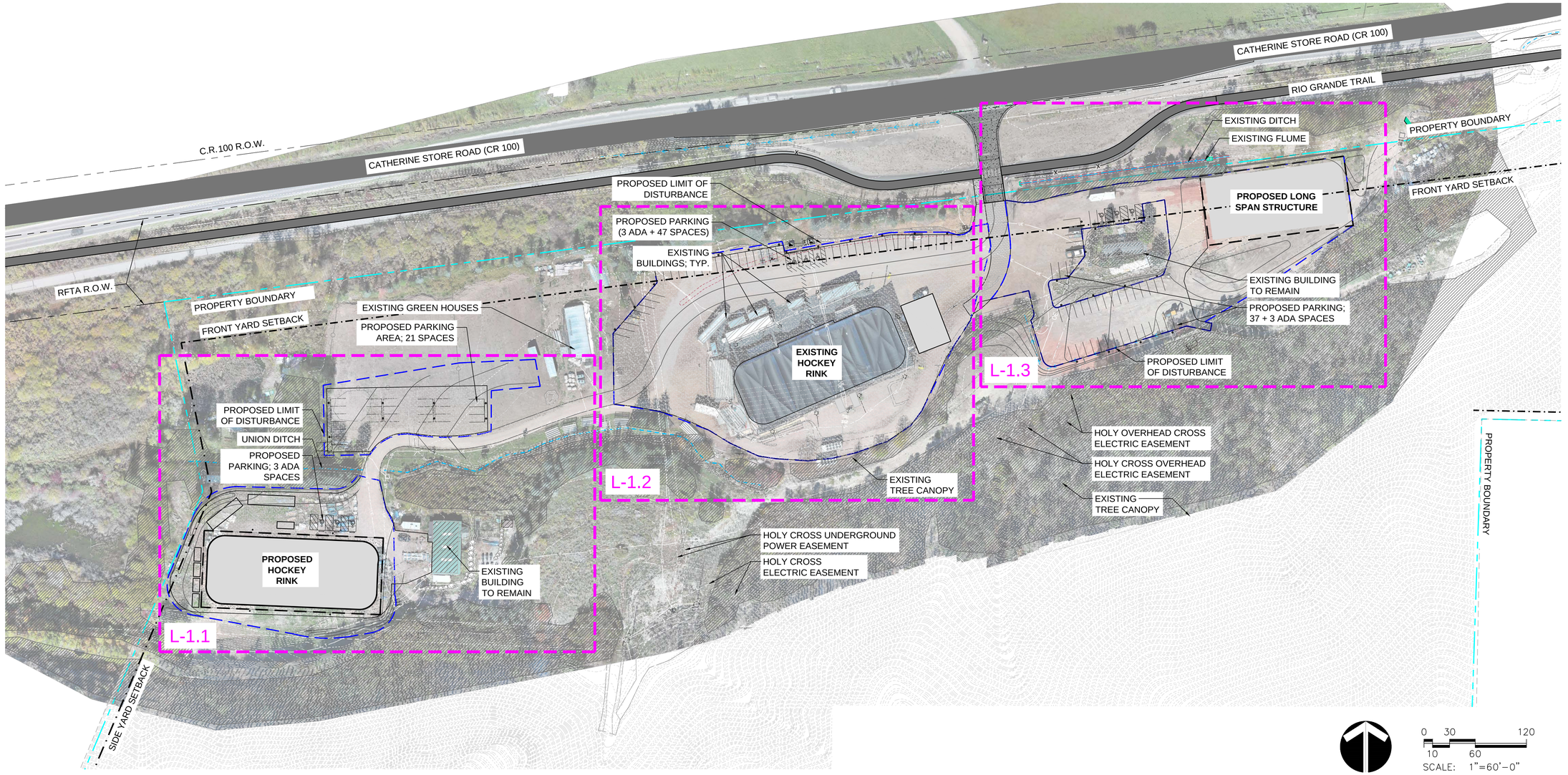
PROJECT NO. 24229.00
ISSUE:
2024.11.14 AMENDMENT TO TEMPORARY USE PERMIT

DRAWN BY: EH
CHECKED BY: JJ
SHEET TITLE:
WEED MANAGEMENT PLAN

SHEET NUMBER:
L1.5



GENERAL NOTES

1. AERIAL IMAGE OF PROPERTY, COLLECTED OCTOBER 4, 2024, IS PROVIDED FOR INFORMATION ONLY AND HAS BEEN SCALED TO APPROXIMATELY ALIGN WITH THE SURVEY INFORMATION. PROJECT WORK AREAS, SITE PLAN, GRADING, RESTORATION, AND EROSION CONTROL ARE DESIGNED TO RESPOND TO THE SURVEY LINEWORK AND MAY NOT ALIGN WITH AERIAL INFORMATION IN ALL AREAS.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH JURISDICTIONAL FIRE PROTECTION REQUIREMENTS, AND APPLICABLE STATE AND LOCAL STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL HAVE IN POSSESSION AT THE JOB SITE AT ALL TIMES ONE (1) SIGNED COPY OF APPROVED PLANS. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN EMERGENCY ACCESS ROUTES TO THE SITE AT ALL TIMES PER THE APPLICABLE JURISDICTIONAL FIRE PROTECTION DISTRICT REQUIREMENTS.
3. CONTRACTOR SHALL NOT WILLFULLY PROCEED WITH CONSTRUCTION AS DESIGNED WHEN IT IS OBVIOUS THAT UNKNOWN OBSTRUCTIONS, AREA DISCREPANCIES AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATIONS.
4. THE CONTRACTOR SHALL OBTAIN, AT HIS OWN EXPENSE, ALL APPLICABLE CODES, LICENSES, STANDARD SPECIFICATIONS, PERMITS, BONDS, ETC., WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK, INCLUDING, BUT NOT LIMITED TO COLORADO DEPARTMENT OF HEALTH AND ENVIRONMENT (CDPHE) STORM WATER DISCHARGE PERMIT ASSOCIATED WITH CONSTRUCTION ACTIVITY.
5. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING SECURITY AND SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL PROTECTIVE DEVICES AS NECESSARY OR REQUIRED TO PROTECT ALL PERSONS ON THE SITE THROUGHOUT THE DURATION OF THE PROJECT.
6. ALL EXISTING IMPROVEMENTS TO REMAIN SHALL BE PROPERLY AND ADEQUATELY PROTECTED FROM DAMAGE DURING CONSTRUCTION AND DEMOLITION OPERATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RESTORE TO THE ORIGINAL CONDITION ANY EXISTING ITEMS THAT ARE DAMAGED OR DISTURBED IN ANY WAY DUE TO CONSTRUCTION RELATED ACTIVITIES. ALL MATERIALS TO BE REUSED OR SALVAGED SHALL BE STORED IN AN AREA DESIGNATED BY THE OWNER FOR THAT PURPOSE. ALL SALVAGED MATERIALS SHALL REMAIN THE PROPERTY OF THE OWNER.
7. ALL MATERIALS SPECIFIED TO BE REMOVED SHALL BE DISPOSED OF OFF-SITE PER LOCAL CODES AND REGULATIONS.
8. EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS BASED ON INFORMATION BY OTHERS. NOT ALL UTILITIES MAY BE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES WHETHER SHOWN OR NOT BEFORE COMMENCING WORK. THE CONTRACTOR SHALL NOTIFY THE UTILITY NOTIFICATION CENTER OF COLORADO (1-800-922-1987, WWW.UNCC.ORG) TO LOCATE AND MARK PUBLIC UTILITIES. THE CONTRACTOR SHALL IMMEDIATELY CONTACT OWNER UPON DISCOVERY OF A UTILITY DISCREPANCY OR CONFLICT AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
9. SITE ACCESS, STAGING AND STORAGE AREAS, LOCATION OF VEHICLE TRACKING PADS, EROSION CONTROL MEASURES, AND CONSTRUCTION LIMITS SHALL BE VERIFIED DURING PRE-CONSTRUCTION MEETINGS WITH THE OWNER. CONSTRUCTION ACTIVITY SHALL BE RESTRICTED TO APPROVED AREAS. COORDINATE DEMOLITION REQUIREMENTS, LIMITS OF DEMOLITION, SALVAGE ITEMS, PROTECTION OF ITEMS TO REMAIN WITH OWNER DURING THE PRE-CONSTRUCTION MEETING.
10. DUE TO THE NATURE OF THE WORK IDENTIFIED IN THIS PERMIT APPLICATION, GROUNDWATER MANAGEMENT IS NOT EXPECTED TO BE NECESSARY. SHOULD GROUNDWATER BE ENCOUNTERED DURING GRADING OPERATIONS, A SPECIFIC GROUNDWATER MANAGEMENT PLAN SHALL BE DEVELOPED TO MITIGATE FOR WATER WITHIN THE CONSTRUCTION AREA AND TO ELIMINATE ANY FLOODING, EROSION, OR SEDIMENTATION OFF PROPERTY OR INTO WATERWAYS AND WETLANDS.
11. THE CONTRACTOR IS REQUIRED TO PROVIDE AND MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE LOCAL JURISDICTION, AND STATE OF COLORADO SWMP REQUIREMENTS
12. ANY DISCREPANCIES BETWEEN THE PLAN AND FIELD CONDITIONS SHALL BE REPORTED TO THE OWNER BEFORE PROCEEDING WITH WORK.
13. COMPLETE THE WORK USING SKILLED PERSONNEL, PROFICIENT IN THE TRADES REQUIRED IN A NEAT, ORDERLY AND RESPONSIBLE MANNER WITH RECOGNIZED STANDARDS OF WORKMANSHIP. INSTALLER SHALL HAVE NO LESS THAN FIVE YEARS SUCCESSFUL EXPERIENCE WITH INSTALLATION OF SIMILAR WORK.
14. PROTECT ALL TREES AND ALL VEGETATION DESIGNATED TO REMAIN. PLACE CONSTRUCTION FENCING AT DRIP LINE OF TREES AND PLANTS IN OR NEAR THE WORK ZONE. WATER TREES IN THE WORK ZONE WEEKLY. HAND EXCAVATION REQUIRED AT ROOT ZONES WHERE PROPOSED PAVING OR UTILITY WORK IS WITHIN DRIPLINE OF TREES.

LEGEND

- PROPERTY BOUNDARY
- EXISTING SETBACK
- C.R. 100 RIGHT OF WAY
- RFTA RIGHT OF WAY
- PROJECT PERMIT AREA -- LIMIT OF DISTURBANCE
- EXISTING DITCH ALIGNMENT
- EXISTING CONTOURS
- PROPOSED CONTOURS
- EXISTING STRUCTURES
- EXISTING TREE CANOPY
- PROPOSED STRUCTURES
- PROPOSED GRAVEL PARKING
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COLORADO EXTREME

2340 100 COUNTY ROAD
CARBONDALE, COLORADO
GARFIELD COUNTY

PROJECT NO. 24229.00

ISSUE:
2024.11.14 AMENDMENT TO TEMPORARY USE PERMIT

DRAWN BY: EH
CHECKED BY: JJ

SHEET TITLE:
Overall Site Plan

SHEET NUMBER:
L1.0

PROJECT NUMBER: 121350A

DEALER: THE AUTUMN BREEZE GROUP

CUSTOMER: COLORADO EXTREME

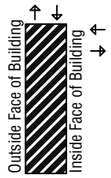
BUILDING LOCATION: 2340 COUNTY ROAD 100
CARBONDALE, CO 81623

BUILDING USE:

DESIGN CRITERIA

DESIGN LOADS IN ACCORDANCE TO INTERNATIONAL BUILDING CODE 2015 (IBC 2015)
ROOF SNOW LOAD: 37.8 PSF
GROUND SNOW LOAD: 50 PSF
DEAD LOAD: 2 PSF
WIND LOAD: 115 MPH
CONVEYOR LOAD: N/A
OCCUPANCY CATEGORY: II
EXPOSURE CATEGORY: C
ENCLOSURE CATEGORY: PARTIAL
SPAN-TECH BUILDING SERIES: 35115

S-2 LOW HAZARD STORAGE
CONSTRUCTION TYPE IIB
PER IBC TABLE 503



↑ VERTICAL LOAD (KIPS) ------ 3.6
↓ VERTICAL LOAD (KIPS) ------ 11.8
← HORIZONTAL LOAD (KIPS) --- 6.7
→ HORIZONTAL LOAD (KIPS) --- 3.0

ENCLOSED BUILDING - A BUILDING IN WHICH ALL SIDES AND ENDWALLS ARE COVERED WITH A MAXIMUM OF ONE DOOR OPENING (18' X 18') IN ANY GIVEN WALL.

PARTIALLY ENCLOSED BUILDING - A BUILDING IN WHICH ANY WALL IS PARTIALLY OR FULLY UNCOVERED OR FULL OF LARGE OPENINGS.

FRAMES ARE DESIGNED FOR BOTH CASES. THE REACTIONS TO THE FOUNDATIONS VARY.

COMMENT ON BUILDING LOADS

ALL BUILDINGS UNLESS OTHERWISE EXPLICITLY STATED ARE DESIGNED IN ACCORDANCE TO INTERNATIONAL BUILDING CODE 2012 (IBC 2012) SET TO THE DESIGN CRITERIA LISTED ABOVE OR ON THE SALES ORDER IF SUBMITTALS ARE NOT REQUIRED. SPAN-TECH HAS NO KNOWLEDGE OF WHAT THE ACTUAL ENVIRONMENTAL AND COLLATERAL LOADS MAY BE FOR ANY PARTICULAR AREA. IT IS THE RESPONSIBILITY OF THE DEALER AND/OR END CUSTOMER TO CHECK WITH THE LOCAL PLANNING/PERMITTING OFFICE FOR THE ACTUAL ENVIRONMENTAL AND COLLATERAL LOADS.

STEEL TUBE MEMBER

ALL CARBON STEEL TUBE HAS TRACE ELEMENTS CONTROLLED TO ASTM A385 SPECIFICATION TO MITIGATE FORMATION OF REACTIVE STEEL DURING THE HOT DIP GALVANIZATION PROCESS.

ALL TUBE UNLESS OTHERWISE NOTED MEETS ASTM A513 SPECIFICATION WITH THE FOLLOWING YIELDS:

1.000" O.D. ROUND TUBE FY = 50 KSI
1.500" O.D. ROUND TUBE FY = 50 KSI
1.900" O.D. ROUND TUBE FY = 50 KSI
2.375" O.D. ROUND TUBE FY = 50 KSI
3.000" O.D. ROUND TUBE FY = 50 KSI
3.500" O.D. ROUND TUBE FY = 50 KSI
2"X3" O.D. RECT. TUBE (GALV.) FY = 50 KSI
ALL OTHER SQUARE AND RECTANGULAR TUBE FY = 36 KSI

OTHER STRUCTURAL STEEL

STRUCTURAL STEEL FY = 50 KSI

STEEL TUBE WALL GAUGE (NOMINAL)

MINIMUM GAUGE THICKNESS IS 14 GA. (.084)
14 GA. = .084"
13 GA. = .095"
12 GA. = .109"
11 GA. = .120"
10 GA. = .134"
09 GA. = .148"
08 GA. = .165"

WELDED ASSEMBLIES - STEEL FINISH

HOT DIPPED GALVANIZED - IF APPLICABLE

ALL WELDED ASSEMBLIES ARE HOT DIPPED GALVANIZED AFTER FABRICATION TO ASTM A123 STANDARDS.

GATORSHIELD OR EQUIVALENT - IF APPLICABLE

ALL WELDED ASSEMBLIES USING GATORSHIELD OR EQUIVALENT FINISH, ARE ZINC COATED AFTER FABRICATION.

NON-WELDED ASSEMBLIES - STEEL FINISH

ALL NON-WELDED BUILDING COMPONENTS ARE FABRICATED USING GATORSHIELD OR EQUIVALENT MATERIALS UNLESS OTHERWISE NOTED.

FABRIC MATERIAL

MATERIAL: RU88X-6(FR), 400 NOVA SHIELD II TM MEMBRANE STRUCTURE FABRICS
WEAVE: WOVEN CLEAR HDPE SCRIM WITH UV TAPES
COATING: LDPE, 4 MIL AVERAGE EACH SIDE (95 G/M^2/SIDE)
WEIGHT: 12.4 OZ/YD^2 (407 G/M^2) +/-5%
THICKNESS: 23 MILS (0.59 MM) ASTM D5199
FIRE RATING: NFPA-701 (1989) LARGE SCALE; CAN/ULC S109-M87 (LARGE SCALE), AND ASTM E84-00A (CLASS 1)

PERFORMANCE

	WARP	WEFT	TESTING METHOD
GRAB TENSILE, LBS. (N)	370 (1664)	350 (1555)	ASTM D5034-09
STRIP TENSILE, LBS./INCH (N/5CM)	260 (2311)	240 (2100)	ASTM D5035-11
TRAPEZOIDAL TEAR, LBS. (N)	90 (400)	90 (400)	ASTM D4533-04 (2009)
TONGUE TEAR, LBS. (N)	115 (510)	110 (489)	ASTM D2261-07A
MULLEN BURST	670 PSI/ 4623 KPA		ASTM D3786-09
COLD RESISTANCE	-60 DEGREES C		ASTM D2136-02 (2007)
ACCELERATED UV WEATHERING	> 90% STRENGTH AFTER 2000 HRS.		G154-06

COMMENT ON LIFE SAFETY REQUIREMENTS

PLEASE NOTE THAT LIFE SAFETY REQUIREMENTS ARE THE RESPONSIBILITY OF THE DEALER AND/OR CUSTOMER. SPAN-TECH IS A MANUFACTURER OF PRE-ENGINEERED FABRIC BUILDINGS AND IS NOT AN ARCHITECTURAL, CIVIL, STRUCTURAL ENGINEERING FIRM OR THE LIKE. IF THE DEALER/CUSTOMER DOES NOT HAVE KNOWLEDGE OF THESE REQUIREMENTS, A PROFESSIONAL NEEDS TO BE CONSULTED. FAILURE TO DO SO CAN RESULT IN INJURY OR DEATH.

WARNING: CAREFULLY READ ALL INSTRUCTIONS BEFORE BEGINNING ERECTION. FAILURE TO DO SO CAN RESULT IN INJURY OR DAMAGE TO BUILDING AND WILL VOID ALL WARRANTIES.

Span-Tech Fabric Building Systems
P.O. Box 2000
Houghton, IA 52631 USA
Phone: 319-469-4141
Fax: 319-469-4402
Web: www.spantechbuildings.com

SERVINSKY ENGINEERING & ASSOCIATES
Consulting Structural Engineers
marks@servinskyeng.com
280 Douglas Ave
Holland, MI 49424-6515
(616) 738-1281
Fax (616) 738-6281

DEALER: THE AUTUMN BREEZE GROUP	This drawing is the property of Hawkeye Steel Products, Inc. Any reproduction of this drawing without the consent of Hawkeye Steel Products, Inc. is strictly prohibited.		1.
CUSTOMER: COLORADO EXTREME HOCKEY 72'A x 160' CARBONDALE, CO 81623	DRAWN BY: T.J.B.	CHECKED BY: J.R.B.W.	DATE: 10/31/2023
	PROJECT NUMBER: 121350A	SHEET NUMBER: B1.1 SPECIFICATIONS	3.

ANCHORING TO FOUNDATION

FOUNDATION ENGINEER TO DETERMINE ANCHORING TYPE, GRADE OF ANCHOR AND EMBEDMENT DEPTH. ANCHORS NEED TO BE DETERMINED FOR BASE TO WALL CONNECTION AND WINCH TO WALL CONNECTION SEPARATELY. ANCHORS ARE PROVIDED BY OTHERS.

COMMENTS ON SITE SUITABILITY, SITE PREPARATION, SIDE WALL DESIGN AND MATERIAL SUITABILITY

PLEASE NOTE THAT SITE SUITABILITY, SITE PREPARATION, SIDEWALL DESIGN AND SIDEWALL MATERIAL SUITABILITY ARE THE SOLE RESPONSIBILITY OF THE OWNER. SPAN-TECH IS A MANUFACTURER OF PRE-ENGINEERED FABRIC BUILDINGS AND IS NOT A CIVIL, SOIL, AND/OR STRUCTURAL ENGINEERING FIRM OR THE LIKE. ANY FOUNDATION RECOMMENDATION THAT SPAN-TECH GIVES THE OWNER/DEALER/CONTRACTOR/ERECTOR IS ONLY A REPRESENTATION OF WHAT MIGHT WORK AS THE FOUNDATION. THE FINAL DESIGN OF THE FOUNDATION NEEDS TO BE BASED ON A SITE SPECIFIC SOIL CAPACITY AND ENVIRONMENTAL CONDITIONS STUDY, AS WELL AS OTHER COLLATERAL LOAD REQUIREMENTS THAT INCREASE THE REACTIONS OF THE BUILDING AND/OR FOUNDATION. THESE LOAD REQUIREMENTS INCLUDE BUT ARE NOT LIMITED TO CONVEYORS, BULK STORAGE OF MATERIALS, SPRINKLER SYSTEMS AND THE LIKE. IF THE OWNER DOES NOT HAVE KNOWLEDGE OF THESE REQUIREMENTS, A PROFESSIONAL ENGINEER NEEDS TO BE CONSULTED. FAILURE TO DO SO CAN RESULT IN MORE MOVEMENT OF THE BUILDING, POSSIBLE FAILURE OF THE BUILDING AND/OR WILL REDUCE OR VOID THE WARRANTY COVERAGE OF THE BUILDING.

COMMENT ON PRE-CAST CONCRETE BLOCKS (JERSEY BARRIERS, K-RAILS, TRAFFIC DIVIDERS, LOCK BLOCKS, SILAGE PANELS AND THE LIKE)

MOST PRE-CAST CONCRETE BLOCKS WERE DESIGNED FOR ROAD CONSTRUCTION, BULK STORAGE CONTAINMENT AND OTHER USES. MOST WERE NEVER DESIGNED FOR USE AS A STRUCTURAL FOUNDATION. OFTEN LITTLE IS KNOWN ABOUT THE COMPRESSIVE STRENGTH OF THE CONCRETE AND/OR THE AMOUNT AND TYPE OF REBAR EMBEDDED IN THEM. EXTRA PRECAUTION SHOULD BE USED BY THE FOUNDATION ENGINEER AND OWNER TO ENSURE THAT:

1. THE CONCRETE BLOCKS ARE PROPERLY SECURED TO HANDLE BOTH THE BUILDING AND COLLATERAL LOADS.
2. THE CONCRETE BLOCKS WILL BE INSTALLED IN A WAY TO PREVENT BLOW OUT OF THE BUILDING'S ANCHOR BOLTS THROUGH THE CONCRETE WHEN THE BUILDING IS UNDER A LOAD.

PROCEDURE FOR CHECKING TIGHTNESS OF MAIN FABRIC CANVAS

THE TIGHTNESS OF THE MAIN FABRIC CANVAS SHOULD BE CHECKED TWICE THE FIRST YEAR AND AT LEAST ONCE A YEAR THEREAFTER. PICK A MODERATELY WARM DAY WITH A GOOD STIFF BREEZE (15 TO 30 M.P.H.). THE RANGE OF TEMPERATURE FOR CHECKING THE CANVAS SHOULD BE APPROXIMATELY 60 TO 70 DEGREES F. ON A VERY WARM DAY (IN EXCESS OF 90 DEGREES F), YOU MAY SEE THE CANVAS LOOSE BUT IT WILL TIGHTEN UPON COOLING.

WITH ALL DOORS AND OTHER ENCLOSURES OPEN, WALK THROUGH THE BUILDING TO SEE IF THE CANVAS IS LIFTING OFF THE TRUSSES. IF THE CANVAS IS LIFTING OFF THE TRUSSES, TIGHTEN EACH WINCH NO MORE THAN 3 CLICKS. WAIT ABOUT A WEEK AND CHECK YOUR CANVAS AGAIN. FOLLOW THE SAME PROCEDURE UNTIL THE CANVAS NO LONGER LIFTS OFF THE TRUSSES IN THE CONDITIONS NOTED ABOVE.

PROCEDURE FOR CHECKING CABLING

CABLES SHOULD BE TAUT AT ALL TIMES. TIGHTEN CABLES AT TURNBUCKLES. IF THE TURNBUCKLES HAVE NO MORE THREADS FOR TIGHTENING, THEN THE CABLE NEEDS TO BE ADJUSTED. THIS IS DONE BY LOOSENING THE TURNBUCKLE AS FAR AS IT WILL EXTEND, LOOSENING CABLE CLAMPS, AND THEN TAKING UP CABLE SLACK. RE-TIGHTEN CABLE CLAMPS AND TIGHTEN TURNBUCKLE BACK TO TAUT.

MISCELLANEOUS INFORMATION

ALL EXISTING CONDITIONS SHALL BE VERIFIED.

OWNER, DEALER, CONTRACTOR AND/OR ERECTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.

DETAILS DESIGNATED AS "TYPICAL DETAILS" (TYP.) APPLY GENERALLY TO THE DRAWINGS IN ALL AREAS WHERE CONDITIONS ARE SIMILAR.

ALL DRAWINGS ARE NOT TO SCALE, UNLESS OTHERWISE NOTED.

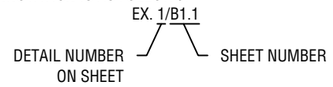
SPAN-TECH FABRIC BUILDINGS DO NOT COMPLY WITH LIFE SAFETY REQUIREMENTS AND ARE NOT TO BE USED FOR PUBLIC ASSEMBLY.

SPAN-TECH FABRIC BUILDINGS ARE CLASSIFIED AS A MEMBRANE-COVERED FRAME STRUCTURE IN THE SPECIAL CONSTRUCTION SECTION OF IBC 2015.

THESE PLANS AND CANVAS DIMENSION TAGS LOCATED ON THE CANVAS EXTERIOR COVER SHOULD BE GIVEN TO THE OWNER UPON COMPLETION OF THE BUILDING. THEY SHOULD BE RETAINED FOR FUTURE REPLACEMENT PARTS ORDERING.

BEFORE ERECTION BEGINS VERIFY THAT ALL COMPONENTS HAVE BEEN DELIVERED BY CHECKING PICK LIST SHIPPED WITH HARDWARE WITH THE COMPONENTS ON THE GROUND.

ANNOTATION IS AS FOLLOWS:



WARNING: CAREFULLY READ ALL INSTRUCTIONS BEFORE BEGINNING ERECTION. FAILURE TO DO SO CAN RESULT IN INJURY OR DAMAGE TO BUILDING AND WILL VOID ALL WARRANTIES.

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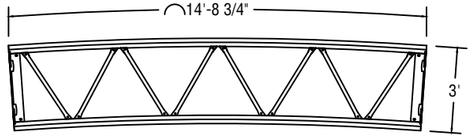
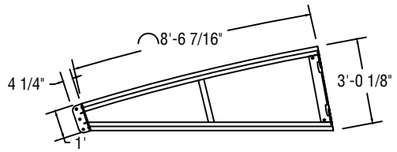
Fax (616) 738-6281

DEALER: THE AUTUMN BREEZE GROUP				1.
CUSTOMER: COLORADO EXTREME HOCKEY 72'A x 160' CARBONDALE, CO 81623	DRAWN BY: T.J.B.	CHECKED BY: J.R.B.W.	DATE: 10/31/2023	2.
	PROJECT NUMBER: 121350A	SHEET NUMBER: B1.2 GENERAL INFORMATION		3.

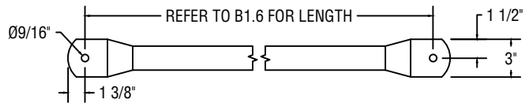
N.T.S.



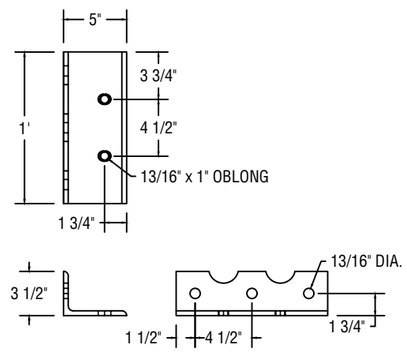
1	G72HCC DESIGN	72GA COMMON CENTER TRUSS SECTION-HDG
	G72HOC DESIGN	72GA OFFSET CENTER TRUSS SECTION-HDG
	REVIEW B1.5 FOR O.D. AND GAUGES	



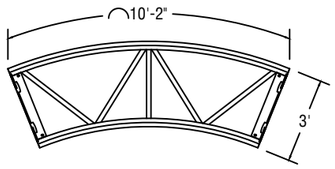
2	G72HCL DESIGN	72GA COMMON LEG TRUSS SECTION-HDG
	G72HLL DESIGN	72GA LEFT LEG TRUSS SECTION-HDG
	G72HRL DESIGN	72GA RIGHT LEG TRUSS SECTION-HDG
	REVIEW B1.5 FOR O.D. AND GAUGES	



4	SUB1720 SERIES	1.900" SH PURLIN, 14 GA.
		PFG - GATORSHIELD OR EQUIV.

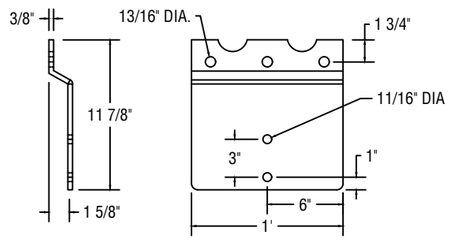


5	SUB0934	12" X 5" STANDARD BASE ANGLE
		MATERIAL: 3/8" HDG

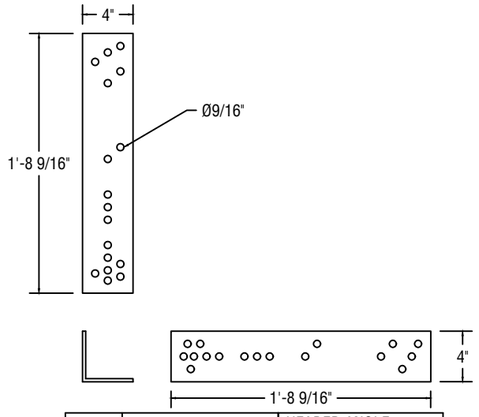


2.1	G72HCH DESIGN	72GA COMMON HAUNCH TRUSS SECTION-HDG
	G72HCO DESIGN	72GA OFFSET HAUNCH TRUSS SECTION-HDG
	REVIEW B1.5 FOR O.D. AND GAUGES	

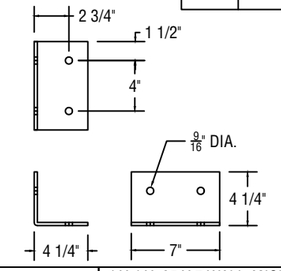
3	SUB0400 SERIES	MAIN COVER
		REVIEW SPECS ON B1.1 FOR PERFORMANCE



6	SUB0949.3	12" END PLATE, 3.500" CHORD
		MATERIAL: 3/8" HDG



45	SUB0826	HEADER ANGLE
		MATERIAL: 1/4" HDG



46	SUB0825	4 X 4 X .25 X 7 WALL ANGLE
		MATERIAL: 1/4" HDG

GENERAL HARDWARE		
7	FST-500-2500	1/2-13 X 2-1/2" HX BLT, YZN-GR8
8A	FST-500-1250	1/2-13 X 1-1/4" HX BLT, ZN-GR8
8B	FST-500-2000	1/2-13 X 2" HX BLT, ZN-GR8
9	OF550	1/2-13 NY NUT, YZN-GR8 SAE J429
10	FST-750-2500	3/4-10 X 2-1/2" HX BLT, YZN-GR8 SAE J429
11	OF575	3/4-10 NY NUT, YZN-GR8 SAE J429
12	AR1610	3/8" GALV. CABLE (7X19)
13	OF546	1/2-13 X 9" JAW/EYE TNBKLE, HDG
14	OF547	3/8" CROSBY FORGED CABLE CLAMP
15	SUB0840	CABLE TIE PLATE MATERIAL: 1/4" HDG
16	OF616	SHACKLE W/SCREW PIN, 3/8" DIA 4000# WORK LIMIT
17	OF617	3/8" DIA. THIMBLE
18	OF548	1/2-13 RH HX NUT, ZN
19	OF549	1/2"-13 LH HX NUT, ZN

COVER HARDWARE		
20	152600-9351	5 TON LASHING WINCH
21	SUB0801	2" POLYESTER WEBBING, UVP
22	SUB0802	1" POLYESTER WEBBING, UVP
23	DTSTS	DUCT TAPE
24	OF499	#14-3/4 SELF TAPPING SCREW
25	SUB0750	2 X 3 GALV. RECT. TUBE, 12 GA, 288" PFG - GATORSHIELD OR EQUIVALENT
26	SUB0806	2 X 3 RECT. TUBE CONNECTOR
27	SUB0321	1.000" GALV. TUBE, 14 GA, 300" PFG - GATORSHIELD OR EQUIVALENT
28	SUB0808	13/16" OD SWAGE JOINT
29	FST-VC-725-16	3/4" VINYL CAPLUG

KEDER HARDWARE		
30	SUB0460	TENSIONING BRACKET
31	SUB0463	3.000" KEDER/TENSION CHANNEL
32	SUB0473	3.000" KEDER CHANNEL
33	OF615	#12 X 1-1/4" SELF DRILLING SCREW
34	FST-375-4500	3/8-16 X 4 1/2" HX BOLT, ZN-GR8
35	OF458	3/8-16 NY NUT, ZN-GR8
36	SUB0459	1" GALV. TUBE, 14 GA., PUNCHED
37	FST-VC-985-16	1" VINYL CAPLUG
38	SUB0479	WINCH ASSIST CABLE PLATE

GROUND MOUNT HARDWARE		
39	OF597	1/2-13 U-BOLT (3 X 4-1/2)
40	SUB0485	H/T BRACKET FOR SUB0931
41	SUB0492	2.375"-3.000" H/T TUBE BRACKET
42	SUB0494	END/JOIN TUBE BRACKET
43	SUB0496	3.000" END/JOIN TUBE L-BRACKET
44	SUB0488	GROUND MOUNT CHUCK BRACKET

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DEALER: THE AUTUMN BREEZE GROUP

CUSTOMER: COLORADO EXTREME HOCKEY
72'A x 160'
CARBONDALE, CO 81623

DRAWN BY:	CHECKED BY:	DATE:
T.J.B.	J.R.B.W.	10/31/2023

PROJECT NUMBER: 121350A

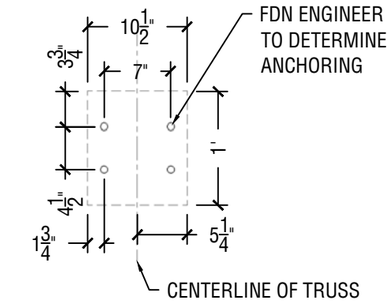
SHEET NUMBER: B1.3 TRUSS COMPONENTS

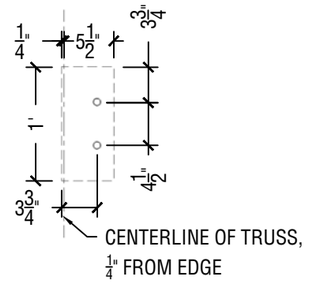
1.
2.
3.

TRUSS BEARING NOTES

A. FOLLOW ALL INSTRUCTIONS SET BY THE FOUNDATION ENGINEER.
B. FOUNDATION DESIGN AND BUILDING TO FOUNDATION CONNECTION TO BE DONE BY FOUNDATION ENGINEER.
C. SPAN-TECH HAS NO KNOWLEDGE OF THE FOUNDATION DESIGN. IF ANCHORS ARE SUPPLIED BY SPAN-TECH, THE FOUNDATION ENGINEER NEEDS TO DETERMINE IF THEY MEET THE FOUNDATION AND USAGE REQUIREMENTS.
D. TOLERANCES GREATER THAN 1" ON THE DIAGONAL MEASUREMENT OF THE FOUNDATION WILL CAUSE ERECTION ISSUES AND POTENTIALLY CAUSE DAMAGE TO TRUSSES.
E. OUTSIDE OF OFFSET TRUSS TO CENTER OF CENTER TRUSS (O-C TRUSS) = O/C DISTANCE + 1-3/4"
F. CENTER OF CENTER TRUSS TO CENTER OF CENTER TRUSS (C-C TRUSS) = O/C DISTANCE
G. 2" X 6" DECKING BOARD (RUB BOARD) TO BE ATTACHED TO PERIMETER OF BUILDING WHERE COVER IS WRAPPING AROUND TO FOUNDATION (PROVIDED BY OTHERS). INSTALL RUB BOARD 1-1/2" ABOVE WALL LEVEL.

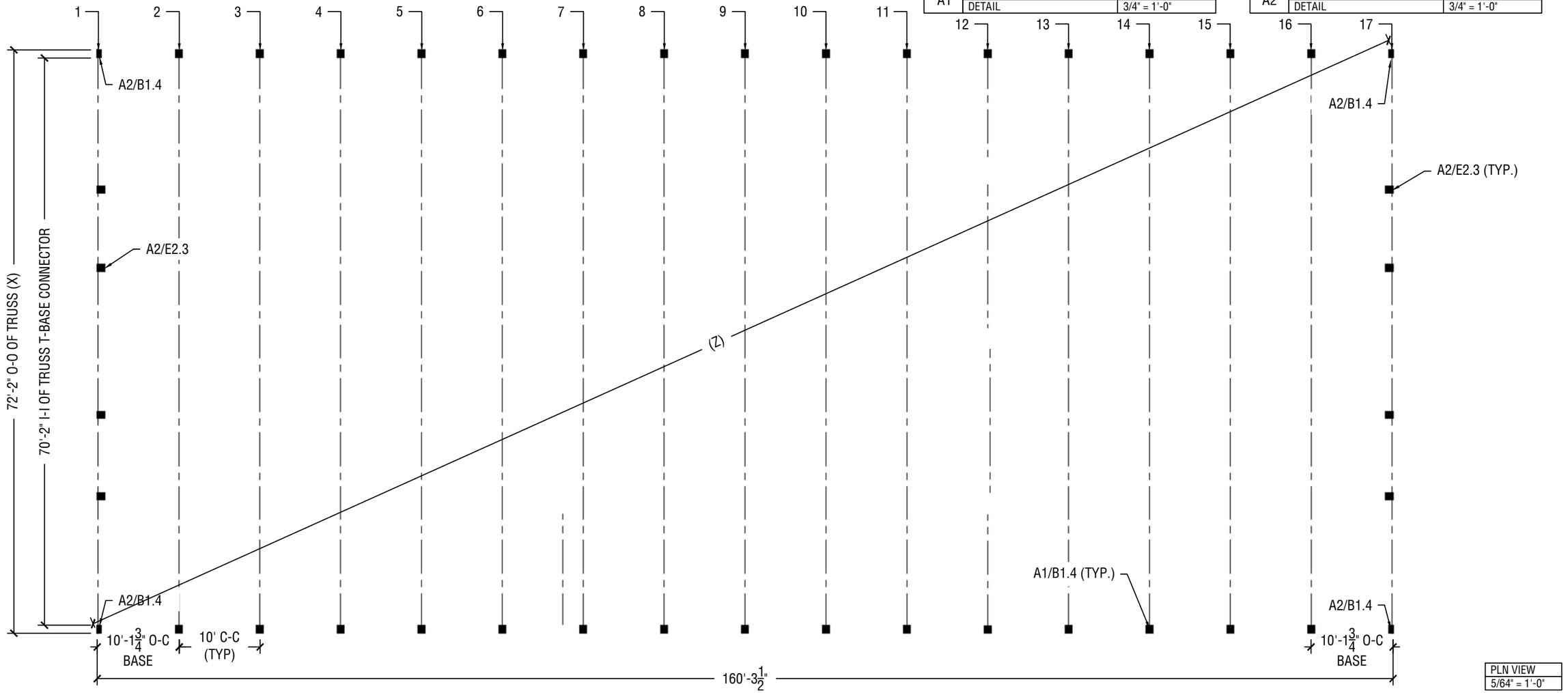
NOTE: SHOWN IS ONLY TRUSS FOOTPRINT, IT DOES NOT INDICATE EDGE DISTANCE FROM WALL.





A1	CENTER BASE TO WALL	PLN VIEW
	DETAIL	3/4" = 1'-0"

A2	OFFSET BASE TO WALL	PLN VIEW
	DETAIL	3/4" = 1'-0"



PLN VIEW
5/64" = 1'-0"

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DEALER: THE AUTUMN BREEZE GROUP	This drawing is the property of Hawkeye Steel Products, Inc. Any reproduction of this drawing without the consent of Hawkeye Steel Products, Inc. is strictly prohibited.		1.
CUSTOMER: COLORADO EXTREME HOCKEY 72'A x 160' CARBONDALE, CO 81623	DRAWN BY: T.J.B.	CHECKED BY: J.R.B.W.	DATE: 10/31/2023
	PROJECT NUMBER: 121350A	SHEET NUMBER: B1.4 TRUSS BEARING - ASSY & PLAN	3.

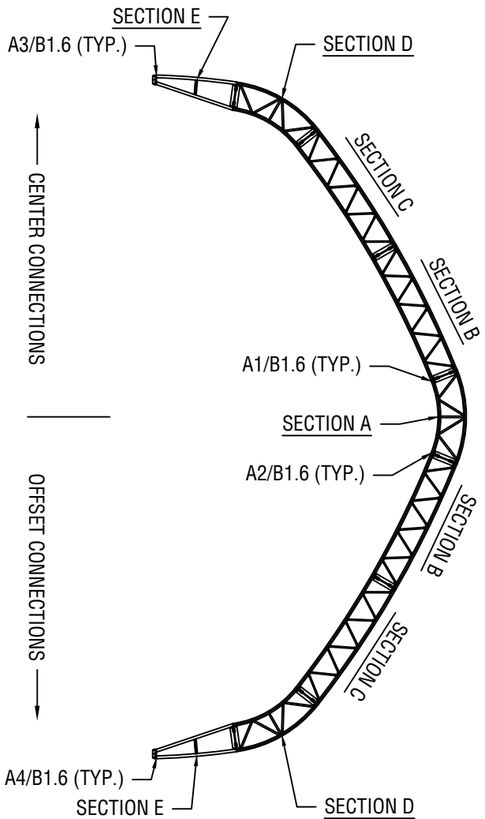
TRUSS CHARACTERISTICS			
ARCH CHARACTERISTICS		**STD.**	**METRIC**
WIDTH AT BASE			
OUTSIDE TO OUTSIDE		72'-2"	22.00
INSIDE TO INSIDE		70'-2"	21.39
HEIGHT AT CENTER			
OUTER HEIGHT		33'-1 9/16"	10.10
INNER HEIGHT		30'-2 9/16"	9.21
CHORD DEPTH - OUT TO OUT			
@ FULL		2'-11"	0.89
@ BASE		1'-0"	0.30
CIRC. ALONG TOP CHORD		96'-3 7/8"	29.36
SECTION CHARACTERISTICS	**QTY.**	**STD.**	**METRIC**
NUMBER OF SECTIONS/ARCH	9	--	--
SECTION LENGTH ALONG TOP			
	4	14'-8 3/4"	4.49
	3	10'-2"	3.10
	2	8'-6 7/16"	2.60
SECTION HEIGHT			
14'-8 3/4"		3'-2"	0.97
10'-2"		3'-8"	1.12
8'-6 7/16"		2'-11"	0.89

CHORD DIAMETERS AND GAUGES			
SECTION	**CHORD**	**O.D.**	**GAUGE**
A	OUTSIDE	Ø3.5"	11 GA
	INSIDE	Ø3.5"	12 GA
B	OUTSIDE	Ø3.5"	12 GA
	INSIDE	Ø3.5"	12 GA
C	OUTSIDE	Ø3.5"	12 GA
	INSIDE	Ø3.5"	12 GA
D	OUTSIDE	Ø3.5"	12 GA
	INSIDE	Ø3.5"	11 GA
E	OUTSIDE	Ø3.5"	12 GA
	INSIDE	Ø3.5"	12 GA
WEBS	TYP. UNLESS NOTED	Ø1.5"	14 GA

PLEASE REFER TO SHEET B1.1 FOR TUBE GRADE AND NOMINAL GAUGE EQUIVALENT.
THE STRUCTURAL DESIGN IS SOLELY BASE OFF THE DESIGN CRITERIA MADE ON SHEET B1.1. PLEASE REVIEW ALL DESIGN CRITERIA TO ENSURE THAT THE BUILDING USED MEETS THE REQUIREMENTS OF THE END USER.

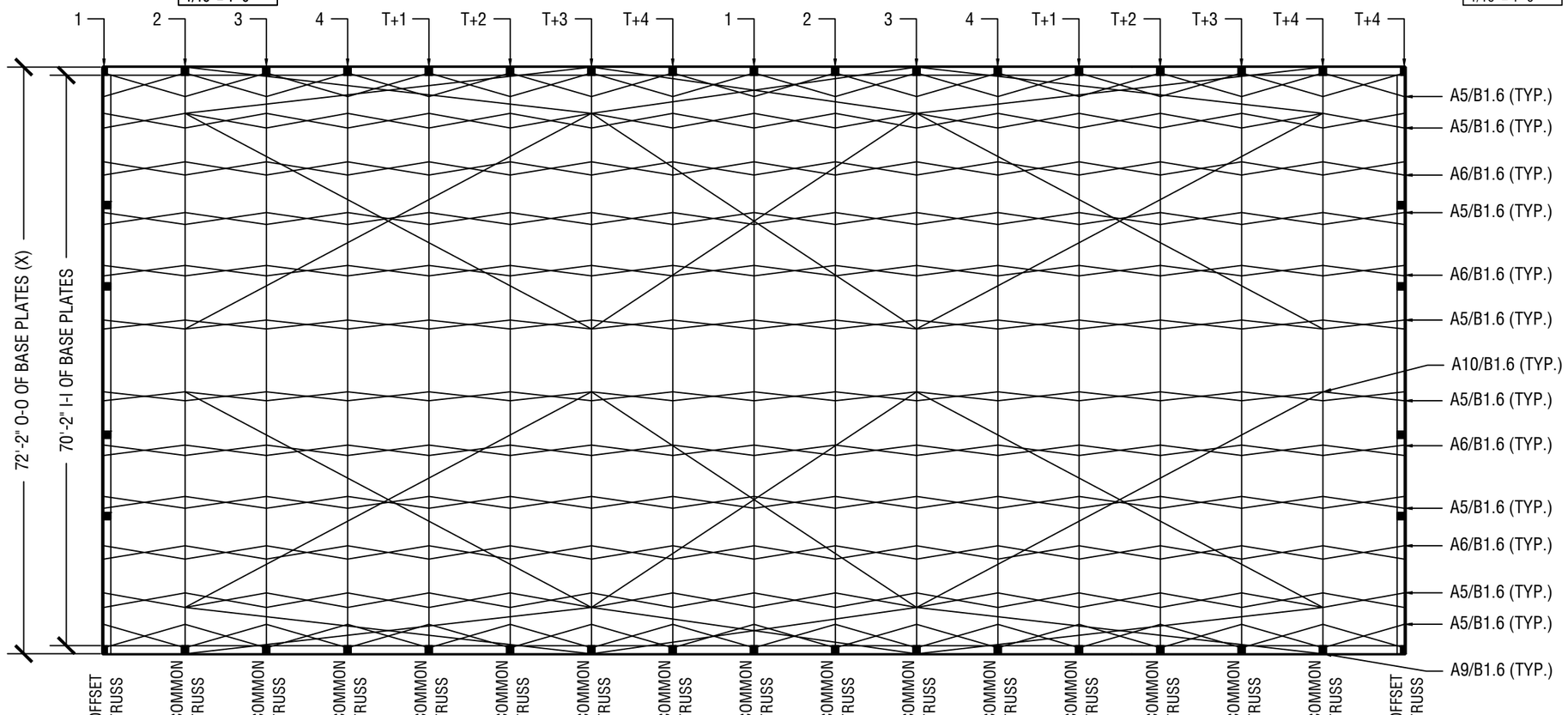
ASSEMBLY AND ERECTION NOTES

A. REVIEW ALL CONNECTIONS ON SHEET B1.6 BEFORE ERECTION.
B. DUE TO THE HOT DIP GALVANIZATION PROCESS ROUGH SPOTS CAN APPEAR ON THE TOP CHORD OF THE TRUSS. RUN A HAND ALONG THE TOP PART OF THE TRUSS TO LOCATE THESE SPOTS. GRIND ANY THAT ARE FOUND. GRIND TILL SMOOTH OR UNTIL THE AREA SPARKS.
C. TRUSS SHOULD BE LIFTED ON HINGE, IN TWO SECTIONS.
D. COMPLETE ALL CONNECTIONS BEFORE MOVING TO NEXT TRUSS.
E. AT CONNECTIONS A1/B1.6 AND A2/B1.6, USE 12/13/B1.2 DTSTS - DUCT TAPE AT THE TOP OF EACH CONNECTION. MINIMUM OF 3 PLY'S.
F. ALL CONNECTIONS SHOULD BE BELOW THE TOP OF THE RAFTER TO ENSURE SMOOTH INSTALLATION OF CANVAS.
G. THE END BAYS ARE THE ONLY BAYS THAT ARE NOT CABLED. CABLE UP TO 60' ALONG THE LENGTH OF THE BUILDING. CABLE IS RAN BETWEEN TRUSS CHORDS.
H. UNLESS STRUCTURAL DESIGN TABLE IS FILLED OUT COMPLETELY WITH GAUGES LISTED, BRIDGING DETAIL BELOW IS ONLY A REPRESENTATION OF ONE LOAD. ADDITIONAL CONNECTION POINTS MAY EXIST FOR DIFFERENT BUILDING LOADS. ALL PURLINS SHOULD BE USED, NO ADDITIONAL PURLINS ARE PROVIDED.



ELEV. VIEW
1/16" = 1'-0"

PLN VIEW
1/16" = 1'-0"



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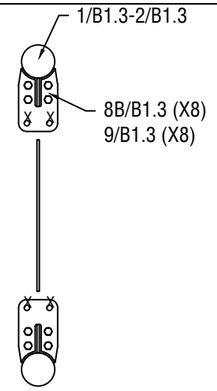
DRAWN BY:	CHECKED BY:	DATE:
T.J.B.	J.R.B.W.	10/31/2023

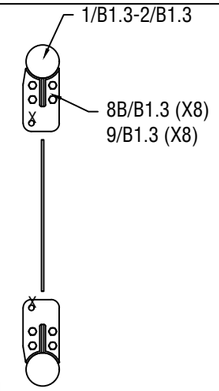
PROJECT NUMBER: 121350A
SHEET NUMBER: B1.5 TRUSS BRIDGING - ELEV. & PLAN VIEW

1.
2.
3.



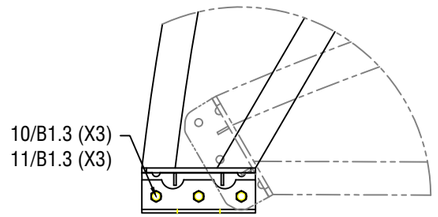
X = LEAVE OPEN

A1	CENTER SPLICE CONNECTION	ELEV VIEW
	DETAIL	1" = 1'-0"

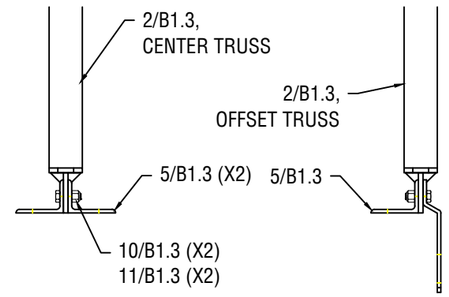


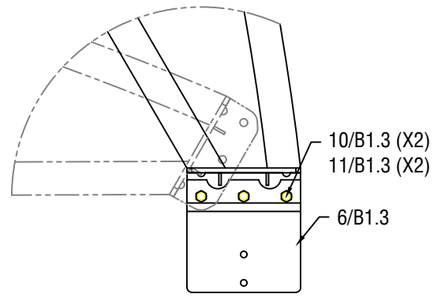
X = LEAVE OPEN

A2	OFFSET SPLICE CONNECTION	ELEV VIEW
	DETAIL	3/4" = 1'-0"



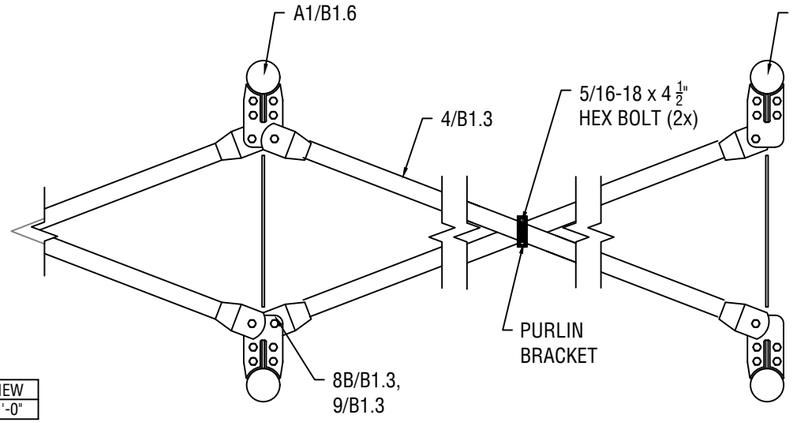
A3	CENTER BASE CONNECTION	ELEV VIEW
	DETAIL	3/4" = 1'-0"





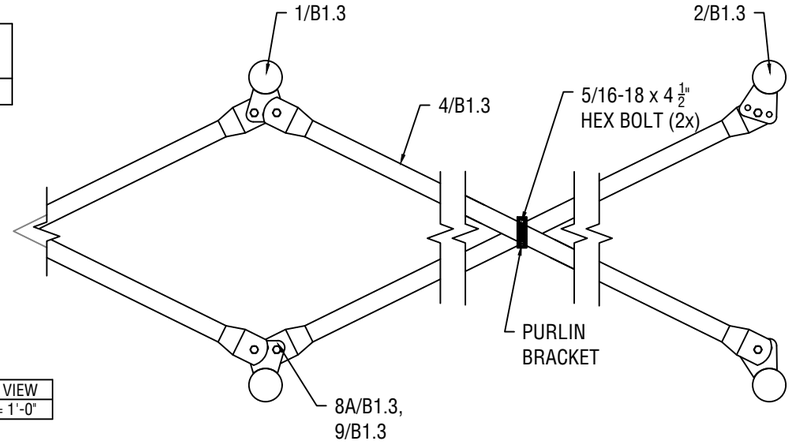
A4	OFFSET BASE CONNECTION	ELEV VIEW
	DETAIL	3/4" = 1'-0"

TRUSS O/C	PART NUMBER	CENTER TO CENTER (L)
10'-0"	SUB1836	119 1/4"

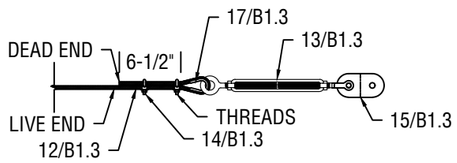


A5	PURLIN CONNECTION	ELEV VIEW
	DETAIL	3/4" = 1'-0"

TRUSS O/C	PART NUMBER	CENTER TO CENTER (L)
10'-0"	SUB1837	120 1/4"

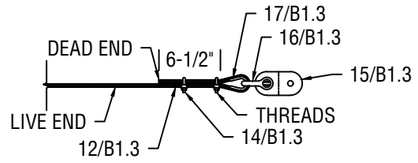


A6	STRINGER CONNECTION	ELEV VIEW
	DETAIL	3/4" = 1'-0"



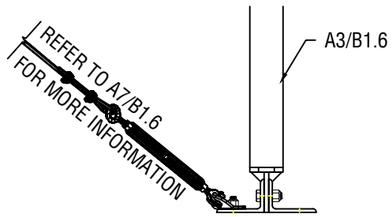
TIGHTEN CLAMPS TO 45 FT-LBS

A7	BASE CABLE ASSEMBLY	PLN VIEW
	DETAIL	3/4" = 1'-0"

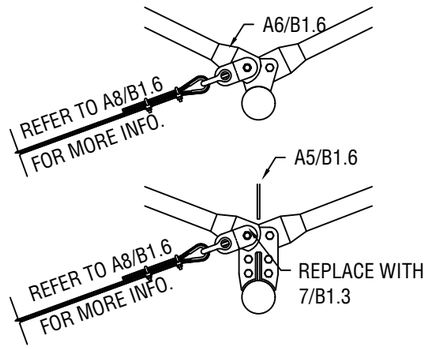


TIGHTEN CLAMPS TO 45 FT-LBS

A8	TRUSS CABLE ASSEMBLY	PLN VIEW
	DETAIL	3/4" = 1'-0"



A9	BASE CABLE CONNECTION	ELEV VIEW
	DETAIL	3/4" = 1'-0"



A10	TRUSS CABLE ASSEMBLY	ELEV VIEW
	DETAIL	3/4" = 1'-0"

NOTE: TRUSS CABLE CONNECTION SHOULD BE MADE TO THE CLOSEST CONNECTION TO THE TOP DEAD CENTER OF TRUSS ARCH. EITHER TO A PURLIN TAB OR CONNECTOR PLATE.

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DEALER: THE AUTUMN BREEZE GROUP

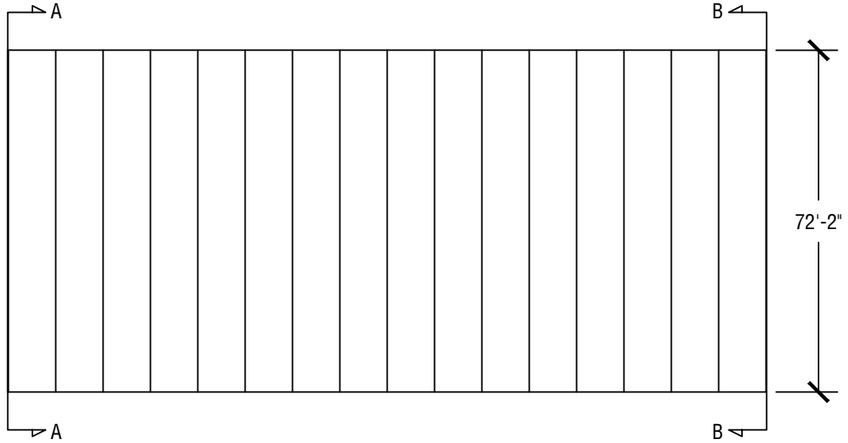
CUSTOMER: COLORADO EXTREME HOCKEY
72'A x 160'
CARBONDALE, CO 81623

DRAWN BY:	CHECKED BY:	DATE:
T.J.B.	J.R.B.W.	10/31/2023

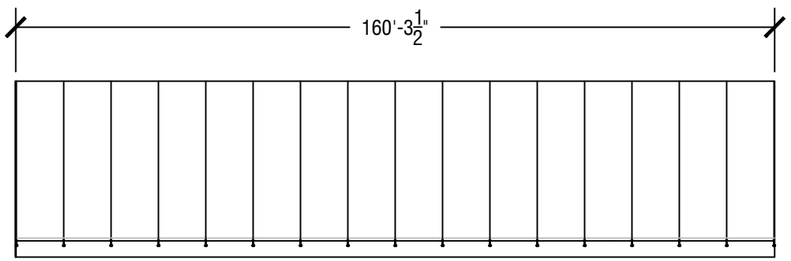
PROJECT NUMBER: 121350A

SHEET NUMBER: B1.6 TRUSS ASSEMBLIES

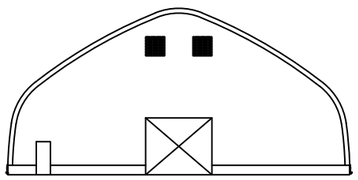
1.
2.
3.



1	PLAN	PLN VIEW
	DETAIL	1/32" = 1'-0"

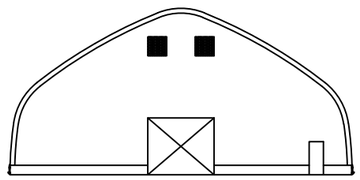


2	SIDE ELEVATION	ELEV VIEW
	DETAIL	1/32" = 1'-0"



A-A	END ELEVATION - FRONT	ELEV VIEW
	DETAIL	1/32" = 1'-0"

REVIEW SHEETS E2 FOR END LAYOUT AND ASSEMBLIES



B-B	END ELEVATION - REAR	ELEV VIEW
	DETAIL	1/32" = 1'-0"

REVIEW SHEETS E2 FOR END LAYOUT AND ASSEMBLIES

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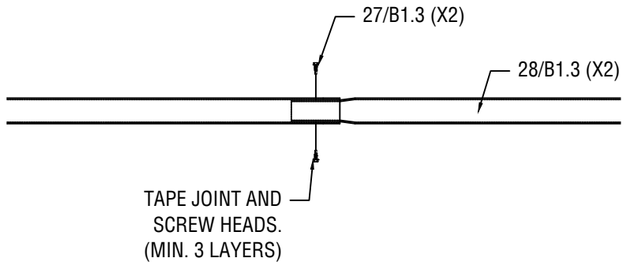
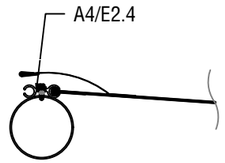
DRAWN BY:	CHECKED BY:	DATE:
T.J.B.	J.R.B.W.	10/31/2023

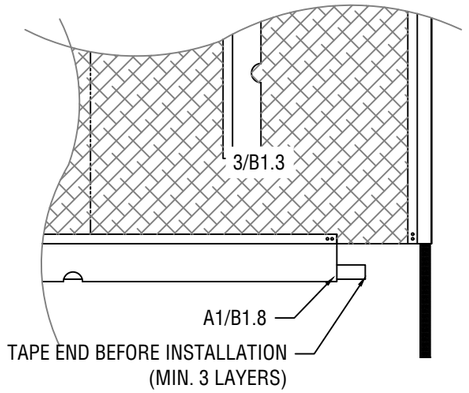
PROJECT NUMBER: 121350A
SHEET NUMBER: B1.7 BUILDING LAYOUT

1.
2.
3.

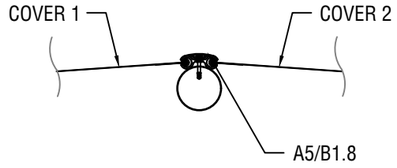


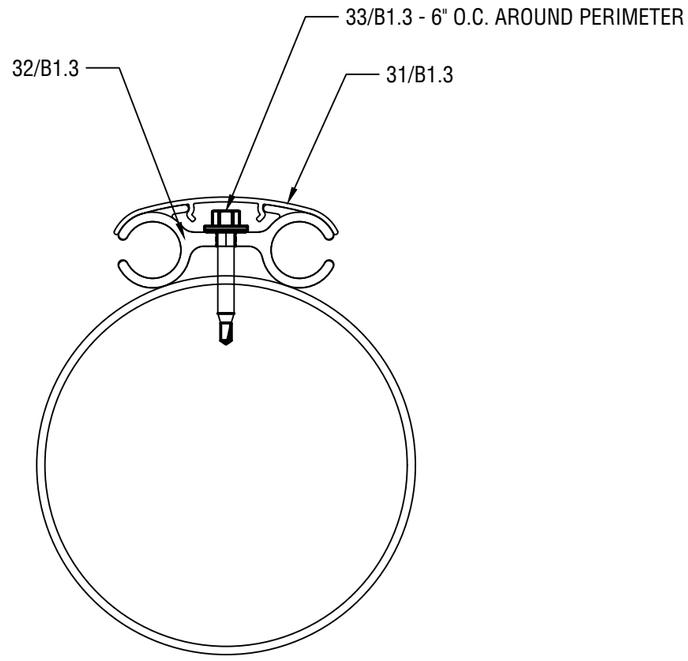
A1	MAIN TIE DOWN TUBE CONNECTION	PLN VIEW
	DETAIL	N.T.S.



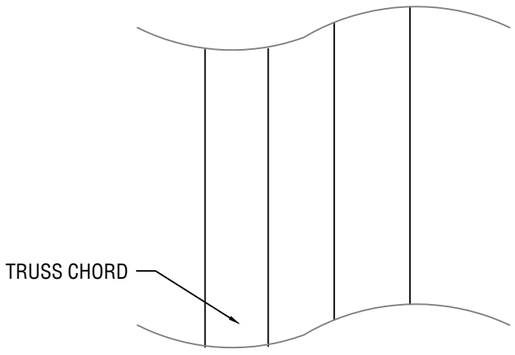


A2	MAIN TIE DOWN TO COVER CONNECTION	PLN VIEW
	DETAIL	N.T.S.

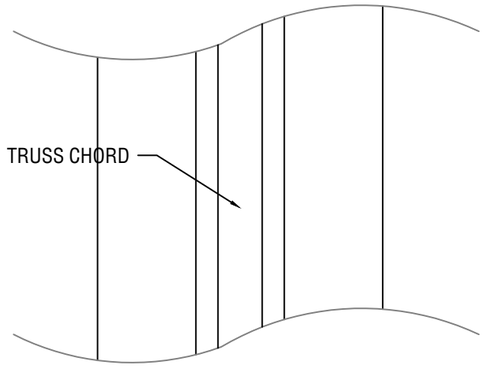




A5	KEDER ORIENTATION	PLAN VIEW
	DETAIL	N.T.S.



A3	KEDER/TENSION (KT) END TRUSS CONENCTION	PLN/ELEV VIEW
	TRUSS 1 AND 17	N.T.S.



A4	KEDER (KK) TRUSS CONNECTION	PLN/ELEV VIEW
	TRUSS 5, 9 AND 13	N.T.S.

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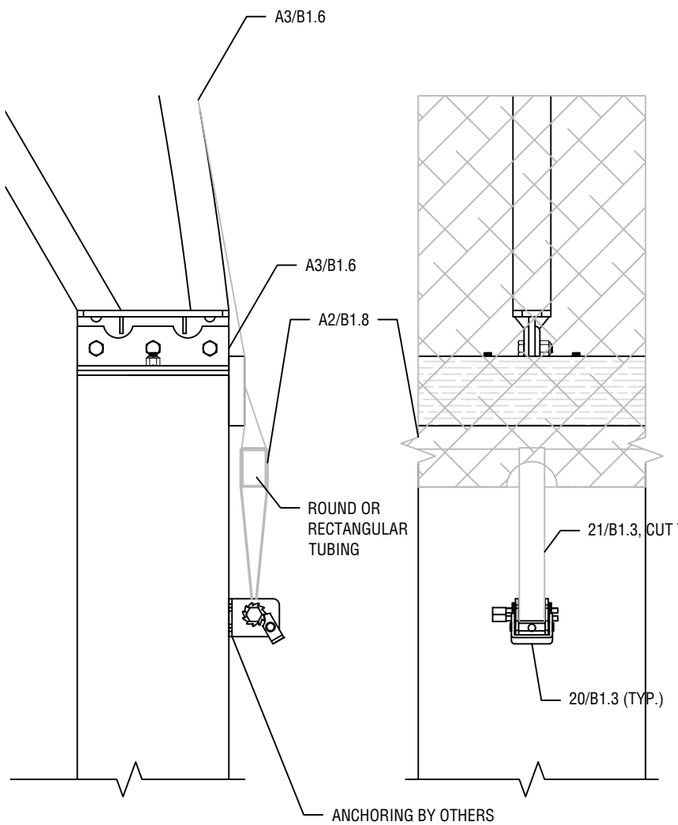
T.J.B.	J.R.B.W.	10/31/2023

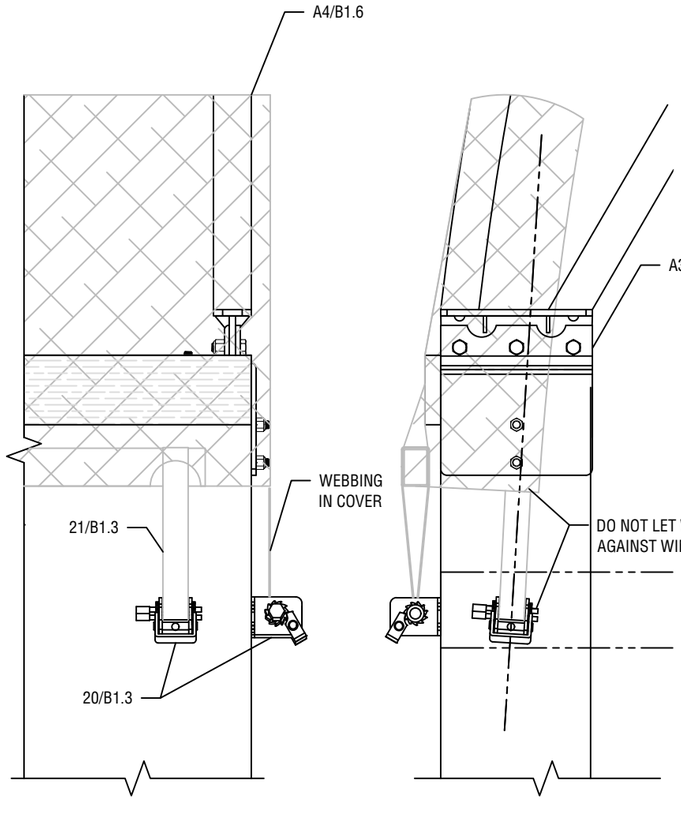
PROJECT NUMBER: 121350A

SHEET NUMBER: B1.8 LATERAL TIGHTENING ASSEMBLIES

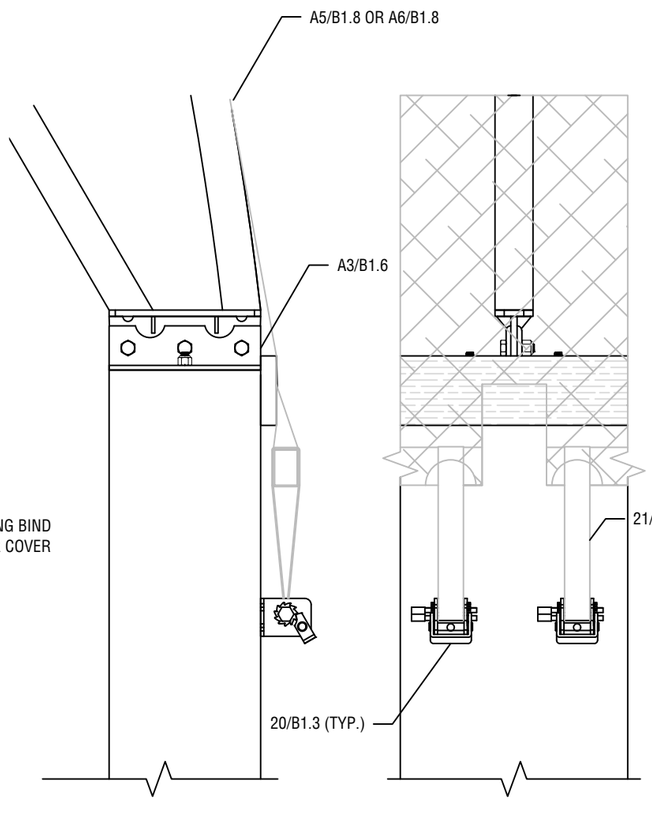
1.
2.
3.



A1	CENTER TIE DOWN	ELEV VIEW
	DETAIL	N.T.S.



A2	END TIE DOWN	ELEV VIEW
	DETAIL	N.T.S.



A3	COVER JOIN TIE DOWN	ELEV VIEW
	DETAIL	N.T.S.

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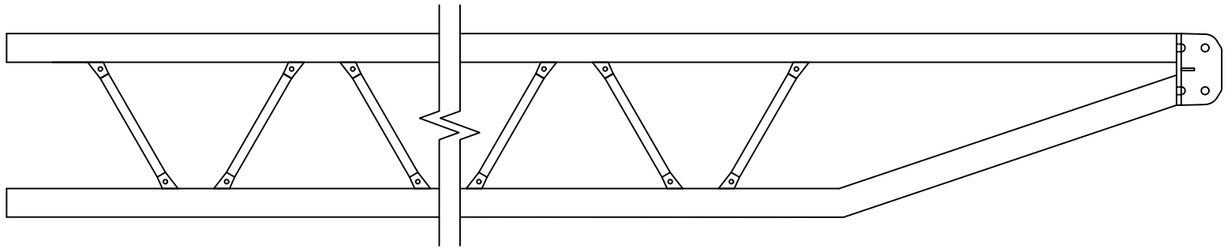
DRAWN BY:	CHECKED BY:	DATE:
T.J.B.	J.R.B.W.	10/31/2023

PROJECT NUMBER: 121350A

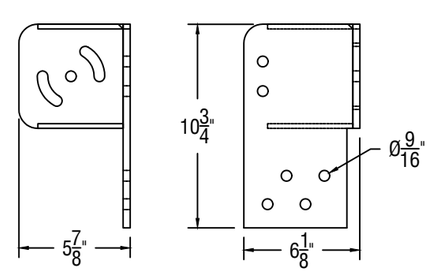
SHEET NUMBER: B1.9 MAIN TIE DOWN ASSEMBLIES

1.
2.
3.

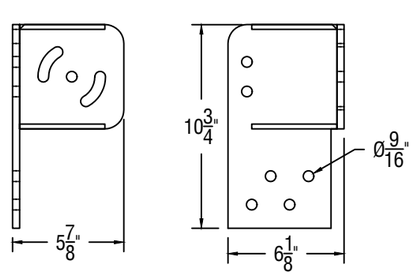


1	SUB0684 SERIES	3.000" x 19.25" OPEN WEB UPRIGHT COLUMN CHORDS: 12 GA. WEBS: 14 GA.

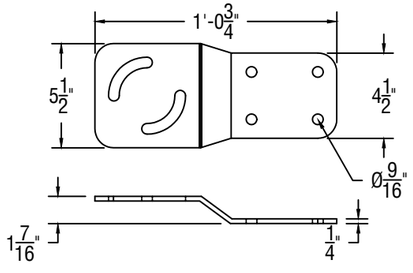
2	SUB0090 SERIES	END COVER, RU88X-6. 12 OZ., NOVA-SHIELD II AK REVIEW DRAWINGS ON COVER FOR LENGTH



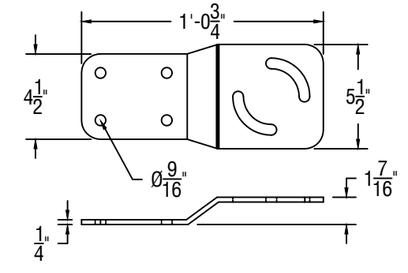
3	SUB0675.1	LEFT UPRIGHT MOUNT BRACKET MATERIAL: 3/8" HDG



4	SUB0675.2	RIGHT UPRIGHT MOUNT BRACKET MATERIAL: 3/8" HDG



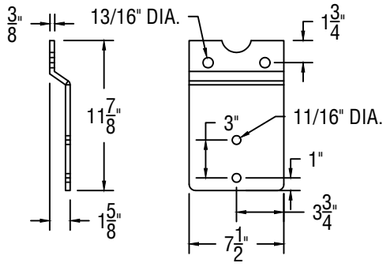
5	SUB0644.1	3.000" LEFT X-MEMBER PLATE MATERIAL: 1/4" HDG



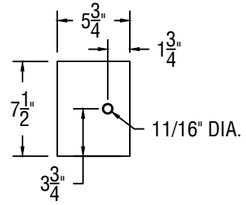
6	SUB0644.2	3.000" RIGHT X-MEMBER PLATE MATERIAL: 1/4" HDG

7	SUB0668	UPRIGHT COLUMN BRACKET MATERIAL: 3/8" HDG

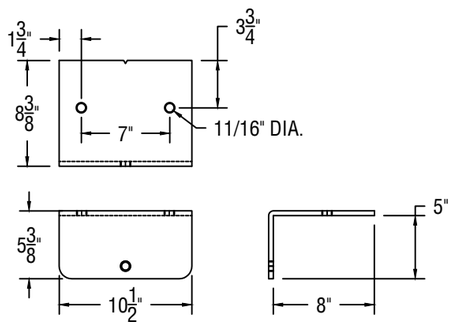
8	SUB0677	3.000" UC BACK PLATE MATERIAL: 3/8" HDG



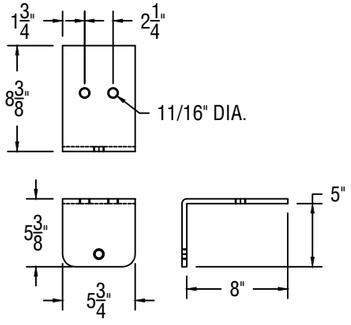
9	SUB0948.2	7.5" END PLATE, 3.000" CHORD MATERIAL: 3/8" HDG



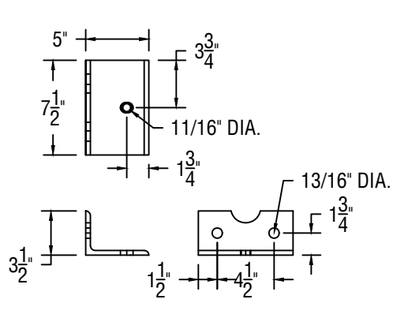
10	SUB0937.7	7.5" RISER PLATE - WRAP MATERIAL: 3/8" HDG



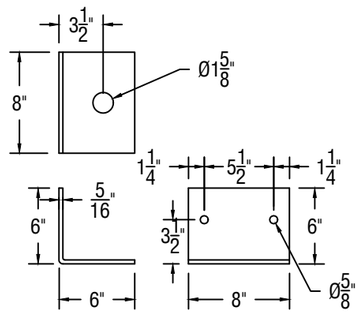
11	SUB0936	8" CENTER KICK PLATE MATERIAL: 3/8" HDG



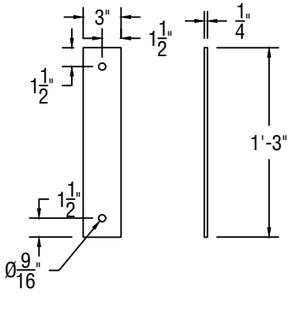
12	SUB0937	8" OFFSET KICK PLATE MATERIAL: 3/8" HDG



13	SUB0931	7-1/2" X 5" STANDARD BASE ANGLE MATERIAL: 3/8" HDG



36	PT0810	6 x 6 ANCHOR BRACKET MATERIAL: 5/16" HDG



14	PT0811	3 x 15 STRAP MATERIAL: 1/4" HDG

STRUCTURE HARDWARE		
14	OF597	1/2-13 U-BOLT, 3" CHORD
15	OF598	1/2-13 U-BOLT, 3.5" CHORD
16	FST-500-4500	1/2-13 X 4-1/2" HEX BLT, ZN-GR8 SAE J429
17	FST-500-3500	1/2-13 X 3-1/2" HEX BLT, ZN-GR8 SAE J429
18	OF551	1/2-13 X 1-3/4" HEX BOLT, ZN-GR8 SAE J429
19	OF550	1/2-13 NY NUT, ZN-GR8 SAE J429
20	OF586	1/2" FLAT WASHER, ZN
21	FST-750-2500	3/4-10 X 2-1/2" HEX BOLT, ZN-GR8 SAE J429
22	OF575	3/4-10 NY NUT, ZN-GR8 SAE J429
23	152600-9351	5 TON LASHING WINCH
24	SUB0630	ANGLE GIRT SUPPORT GALVANIZED
25	SUB0631	HORIZONTAL GIRT PLATE MATERIAL: 1/4" HDG
26	SUB0750	2" X 3" GALV. RECT. TUBE, 12 GA., 288" PFG - GATORSHIELD OR EQUIVALENT
27	SUB0806	RECT. TUBE CONNECTOR GALVANIZED

COVER HARDWARE		
28	OF499	#14-3/4" SELF DRILLING SREWM ZN
29	SUB0801	2" POLYESTER WEBBING, UVP
30	SUB0802	1" X 50 YD POLYESTER WEBBING, UVP
31	RTD2501	1" RATCHET ASSEMBLY, 78"
32	SUB0345	2.375" GALV. TUBE, 12 GA., 240" PFG - GATORSHIELD OR EQUIVALENT
33	SUB0811	2.375" SWAGE JOINT PFG - GATORSHIELD OR EQUIVALENT
34	SUB0320	.750" GALV. TUBE, 18 GA., 240" PFG - GATORSHIELD OR EQUIVALENT
35	SUB0807	.750" CONNECTOR, .625 OD

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T.J.B.	J.R.B.W.	10/31/2023

PROJECT NUMBER: 121350A

SHEET NUMBER: E2.1 END COMPONENTS

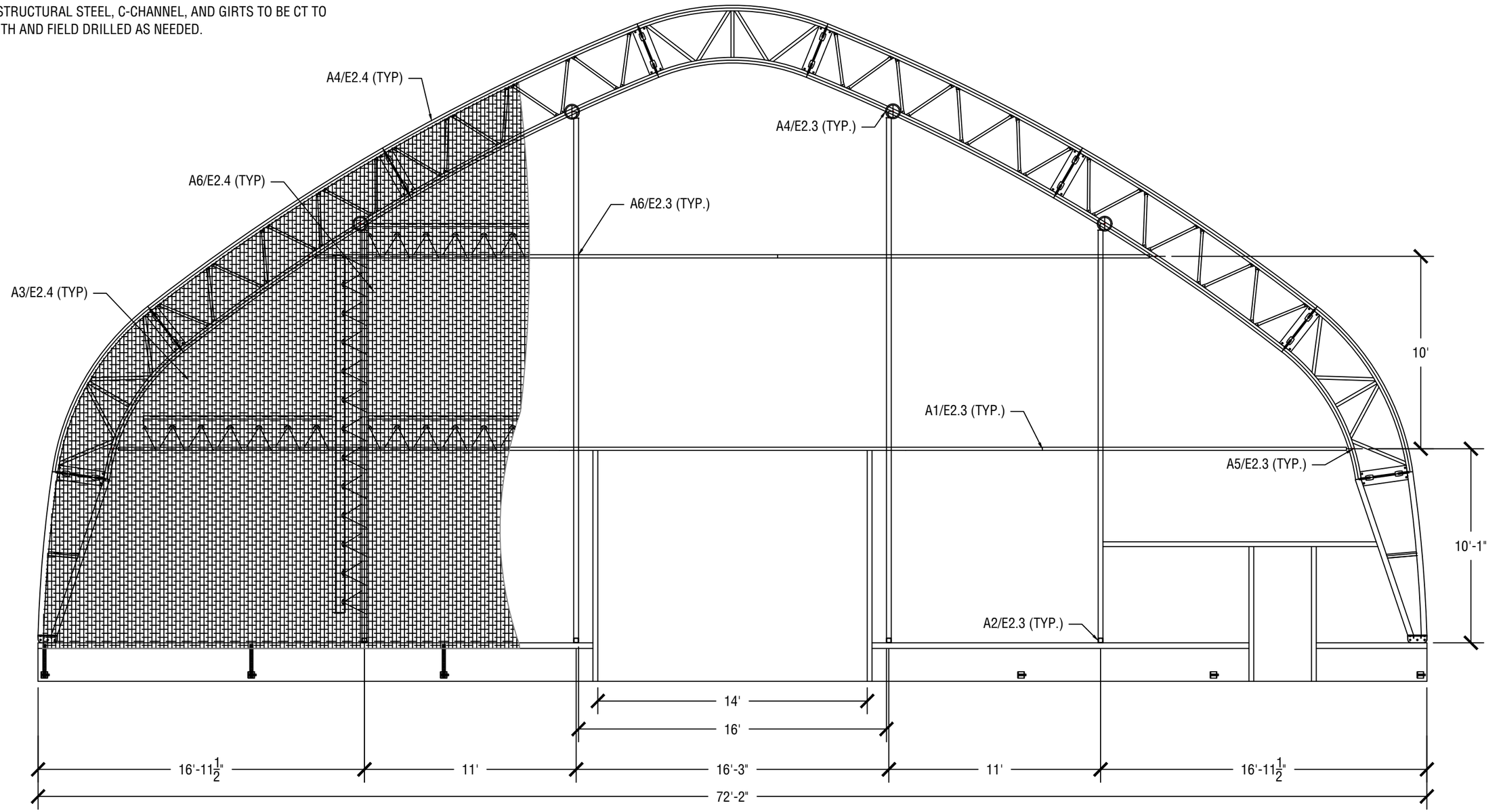
1.
2.
3.

END WALL NOTES:

A. CONNECTION DETAIL FROM B1 MAIN BUILDING SHEETS NOT SHOWN.

B. REVIEW DRAWING COVER DIAGRAMS PROVIDED WITH COVER FOR A6/E2.4 LOCATIONS.

C. ALL STRUCTURAL STEEL, C-CHANNEL, AND GIRTS TO BE CT TO LENGTH AND FIELD DRILLED AS NEEDED.



OUTSIDE ELEVATION VIEW
3/32" = 1'-0"

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DRAWN BY:	CHECKED BY:	DATE:
T.J.B.	J.R.B.W.	10/31/2023

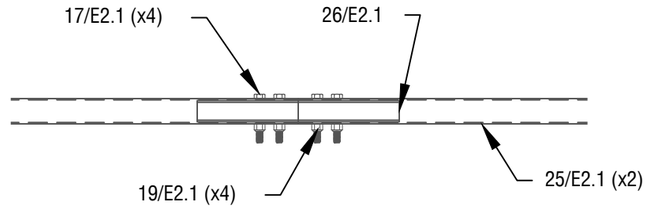
PROJECT NUMBER: 121350A

SHEET NUMBER: E2.2 END ELEVATION

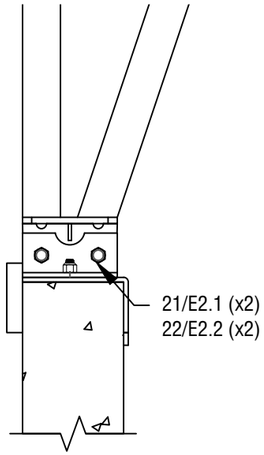
1.
2.
3.

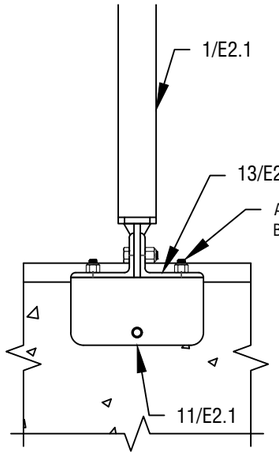
END WALL ASSEMBLY NOTES:

A. FOLLOW ALL INSTRUCTIONS SET BY THE FOUNDATION ENGINEER.
B. FOR CONNECTIONS A1/E2.3 AND A2/E2.3 KICKERS FOR BASE ANGLE TO BE INSTALLED TO THE OUTSIDE OF THE BUILDING.
C. ALL HARDWARE SUPPLIED IS FOR A CONCRETE FOUNDATION WITH EPOXY ANCHORS. FOR OTHER FOUNDATIONS TYPES, HARDWARE TO BE PROVIDED BY OTHERS.
D. 5/4 DECKING BOARD (RUB BOARD) TO BE ATTACHED TO PERIMETER OF BUILDING WHERE CANVAS IS BEING INSTALLED (PROVIDED BY OTHERS).
E. DRILLED IN FIELD HOLES GREATER THAN 1/16" CLEARANCE NEED TO HAVE A WASHER INSTALLED WITH THE NUT AND BOLT.
F. REVIEW E2.2 END WALL ELEVATION FOR LOCATION OF CONNECTIONS.
G. MAKE A5/E2.3 GIRT TUBE CONNECTION AS NEEDED TO CREATE NECESSARY GIRT LENGTH.

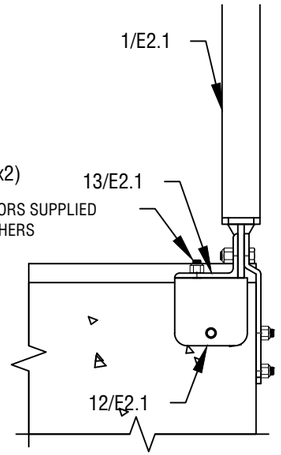


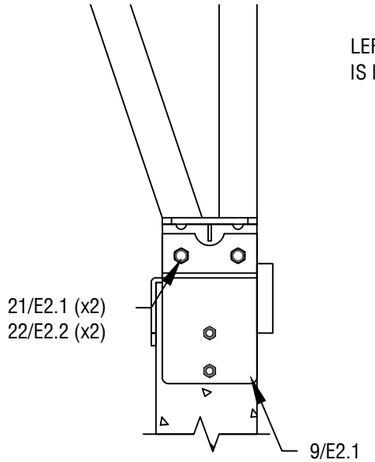
A1	GIRT TUBE CONNECTION	OUTSIDE ISO VIEW
	DETAIL	1" = 1'-0"





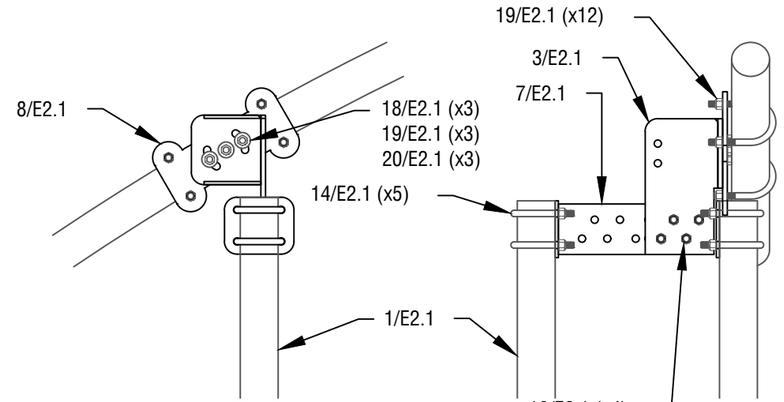
A2	CENTER BASE TO WALL	OUTSIDE ISO VIEW
	DETAIL	1" = 1'-0"





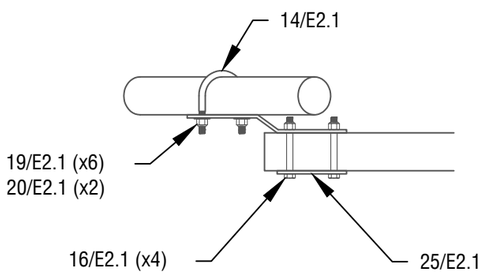
A3	DOOR/OPENING BASE TO WALL	OUTSIDE ISO VIEW
	DETAIL	1" = 1'-0"

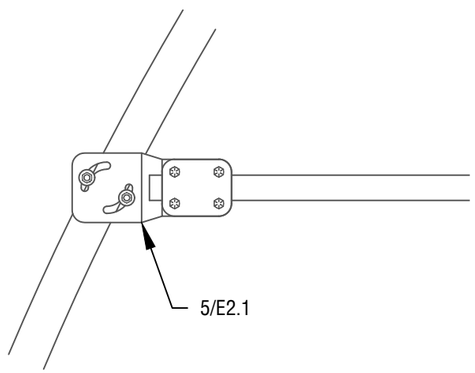
LEFT CONNECTION SHOWN RIGHT
IS MIRRORED



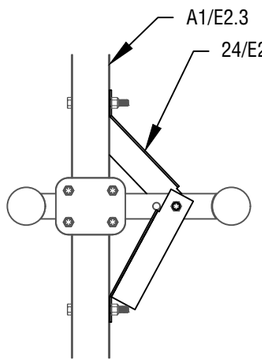
A4	UPRIGHT COLUMN TO TRUSS	OUTSIDE ISO VIEW
	DETAIL	1" = 1'-0"

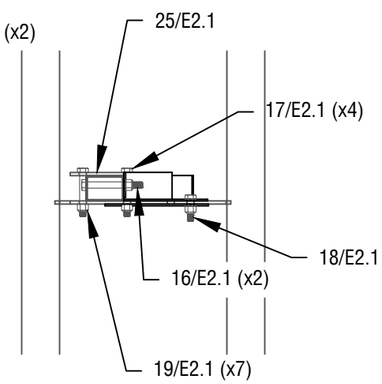
LEFT CONNECTION SHOWN RIGHT
IS MIRRORED





A5	GIRT TO TRUSS	OUTSIDE ISO VIEW
	DETAIL	1" = 1'-0"





A6	GIRT TO UPRIGHT COLUMN	OUTSIDE ISO VIEW
	DETAIL	1" = 1'-0"

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DEALER: THE AUTUMN BREEZE GROUP

CUSTOMER: COLORADO EXTREME HOCKEY
72'A x 160'
CARBONDALE, CO 81623

DRAWN BY: T.J.B.
CHECKED BY: C.L.S
DATE: 10/31/2023
PROJECT NUMBER: 121350A
SHEET NUMBER: E2.3 END ASSEMBLIES

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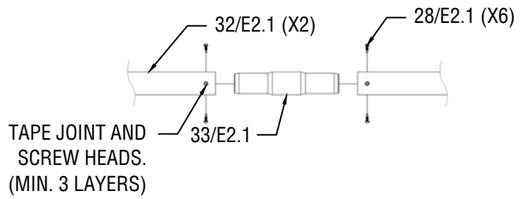
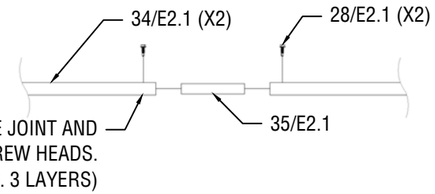
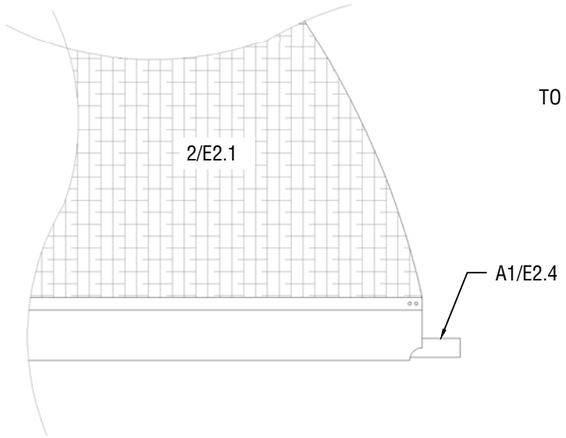
3.



A1	END TIE DOWN TUBE CONNECTION	PLN VIEW
	DETAIL	N.T.S.

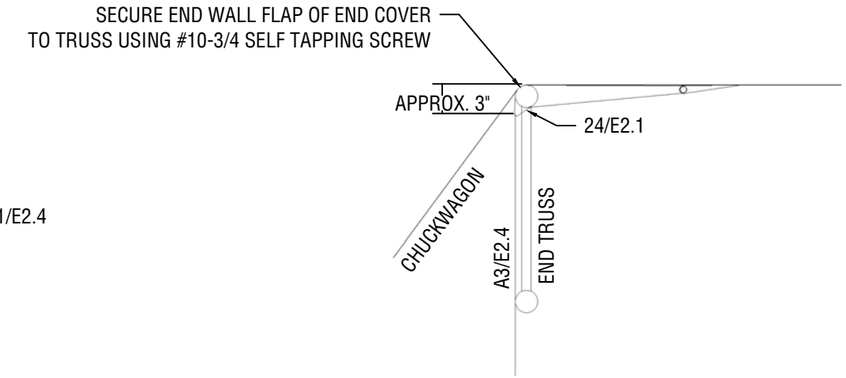


A2	LATERAL TIE DOWN TUBE CONNECTION	PLN VIEW
	DETAIL	N.T.S.



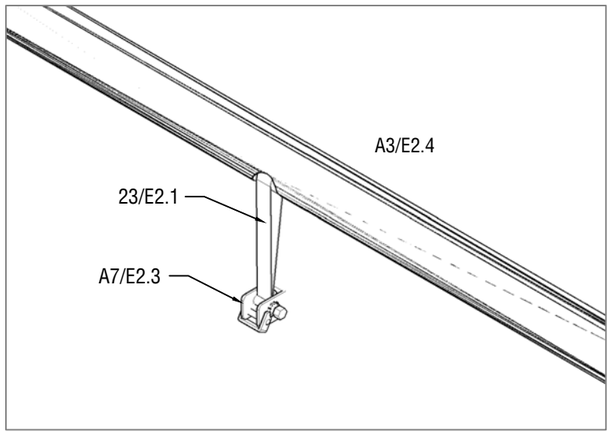
TIE DOWN NOTES: INSTALL A1/E2.4 INTO COVER SIMULTANEOUSLY WHILE ASSEMBLING. ONE PERSON NEEDS TO HELP GUIDE TUBE DURING INSTALLATION INTO COVER. DUCT TAPE END OF TUBE.

A3	END TUBE TIE DOWN CONNECTION	ELEV VIEW
	DETAIL	N.T.S.



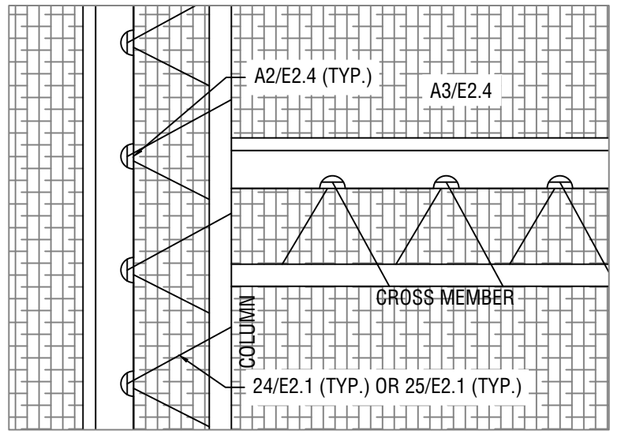
COVER NOTES: LOOSEN CHUCKWAGON ON MAIN BUILDING TO GAIN ACCESS TO TRUSS. END COVER SHOULD BE TIED OFF USING 24/E2.1 APPROXIMATELY 3" FROM TOP TRUSS.

A4	END COVER TO TRUSS	ELEV VIEW
	DETAIL	N.T.S.



A5	END COVER TO WINCH CONNECTION	ELEV VIEW
	DETAIL	N.T.S.

WINCH NOTES:
A. TORQUE TO 40-60 FOOT POUNDS.
B. KEEP SLACK TAUT DURING TIGHTENING.
C. IF TORQUE IS MET HALFWAY THROUGH A CLICK, CONTINUE TO TIGHTEN TO NEXT CLICK.



A6	END LATERAL TIGHTENING	ELEV VIEW
	DETAIL	N.T.S.

LATERAL TIGHTENING NOTES:
A. TIGHTEN 24/E2.1 ON EACH END OF COVER MIN. OF 2X. ALTERNATE TIGHTEN ON EACH END.
B. WEBBING MUST BE FINISHED AT END WITH A KNOT. IT IS RECOMMENDED USING A TWO-HALF HITCHES KNOT.
C. IF WINCHES ARE USED, TIGHTEN IN SAME TOP DOWN FASHION. TIGHTEN MIN. OF 2X.

END COVER ASSEMBLY NOTES:
A. WHEN PULLING COVER, ROPE SHOULD BE AT EVERY 16'-28' AROUND PERIMETER OF COVER. USE TRUSSES AS LEVERAGE TO RAISE END COVER.
B. DO NOT INSTALL COVER DURING A DAY IN WHICH GUST ARE ABOVE 10 MPH.
C. COVER IS VULNERABLE TO WIND UNTIL ALL CONNECTIONS HAVE BEEN TIGHTENED.
D. DO NOT INSTALL COVER IF ICE HAS FORMED ON THE END MEMBERS.
E. COVER SHOULD BE INSTALLED BY HAND IF AT ALL POSSIBLE.
F. MAKE ALL CONNECTIONS BEFORE INSTALLING A DOOR.

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DEALER: THE AUTUMN BREEZE GROUP
CUSTOMER: COLORADO EXTREME HOCKEY
72'A x 160'
CARBONDALE, CO 81623

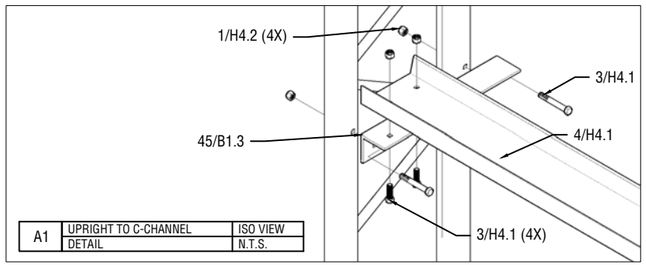
DRAWN BY: T.J.B. | CHECKED BY: J.R.B.W. | DATE: 10/31/2023
PROJECT NUMBER: 121350A
SHEET NUMBER: E2.4 END COVER ASSEMBLIES

1.
2.
3.

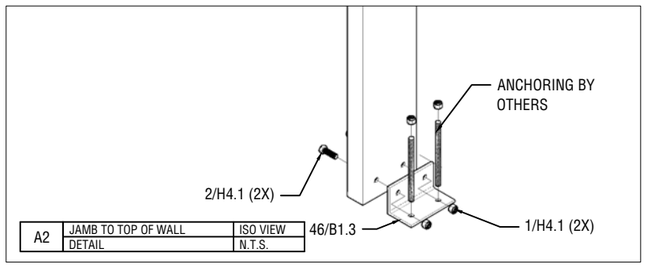
FRAMING NOTES:

A. COPE C-CHANNEL AS NEEDED.
B. FOLLOW FOUNDATION ENGINEER'S DIRECTIONS FOR ANCHORING.
C. KEEP ALL STRUCTURAL COMPONENTS FLUSH WITH OUTSIDE OF BUILDING COLUMNS.
D. GRIND ALL BURS AND TAPE (MIN. 3 LAYERS) ALL STEEL EDGES TOWARD END COVER.

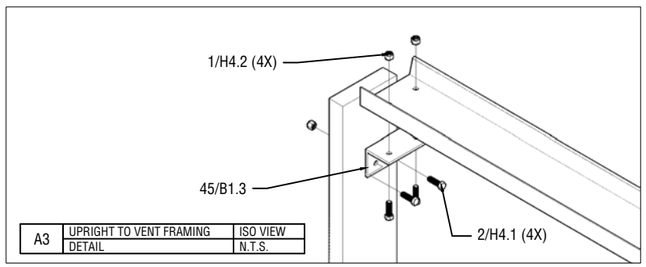
ENDWALL FRAMING HARDWARE		
1	OF550	1/2-13 HX NUT
2	OF551	1/2-13 X 1-3/4" HX BOLT
3	FST-500-5000	1/2-13 x 5" HX BLT
4	SUB0635	1000S300-97 CFC C-CHANNEL



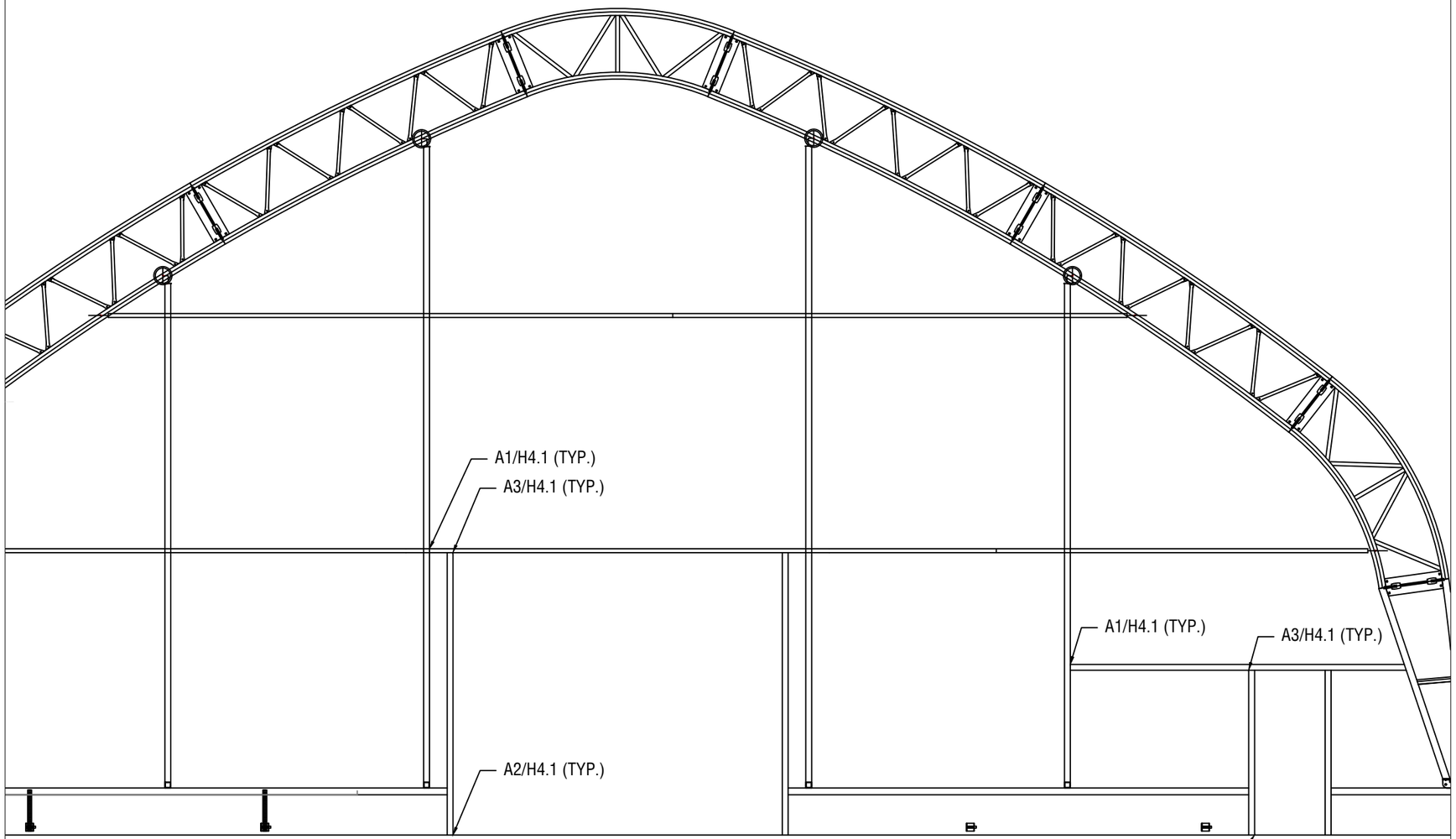
A1	UPRIGHT TO C-CHANNEL DETAIL	ISO VIEW N.T.S.



A2	JAMB TO TOP OF WALL DETAIL	ISO VIEW N.T.S.



A3	UPRIGHT TO VENT FRAMING DETAIL	ISO VIEW N.T.S.



5	ENDWALL DETAIL DETAIL	ELEV VIEW N.T.S.

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DRAWN BY: TJB.
CHECKED BY: J.R.B.W.
DATE: 10/31/2023
PROJECT NUMBER: 121350A
SHEET NUMBER: H4.1 FRAMING CONNECTIONS

1.
2.
3.

DHM DESIGN
LANDSCAPE ARCHITECTURE | LAND PLANNING | ECOLOGICAL PLANNING | URBAN DESIGN

To:	Mr. Glenn Hartmann / Garfield County
From:	Jason Jaynes, DHM Design; jjaynes@dhmdesign.com
Date:	11.06.2024
Project:	2340 County Road 100
Owner:	Blue Mind, LLC
Parcel #:	2393-364-00-278
Subject:	Land Use Application for Temporary Outdoor Recreation Facility – Traffic Analysis Update

Dear Glenn,

Fox Tuttle Transportation Group completed a detailed traffic analysis for the Colorado Extreme site in July of 2023. This study was based on programming for an existing full size hockey rink and a proposed second smaller hockey rink; this report evaluated access, road capacity and intersection performance during peak hours, and summarized traffic volumes and trips generated based on proposed improvements. In July of 2024 they provided a memo updating their analysis with current and projected traffic volumes associated with the facilities expansion of a second full-size hockey rink, viewing seats and a storage facility. Since that initial update, the program has expanded again to include phased occupancy of the long-span structure (previously identified as a storage facility), and parking has been added to accommodate this new use. In this first phase of occupancy, no new programmatic use will occur; this facility will only be available for use by athletes present on site under existing programs. Expanded use of this facility is intended in the second phase after a revised traffic study has been completed.

Since use of this facility will be limited to athletes already on site, no impacts to traffic will occur during this first phase of operation. As part of this application, we have included the original Traffic Study for the second rink and the memo prepared by Fox Tuttle that revises the traffic analysis for a full-size rink.

An updated traffic analysis is currently being undertaken to describe the changes that will occur with the addition of new programmatic use during the second phase of occupancy and to provide a full assessment of traffic impacts. We intend to submit an updated traffic report prepared by a qualified traffic engineer following the submittal of this application.

Sincerely,

Jason Jaynes
Principal

MEMORANDUM

To: Garfield County Planning and Engineering

From: Cassie Slade, PE, PTOE

Date: July 25, 2024

Project: Colorado Extreme Youth Hockey Facility, Carbondale, CO

Subject: Basic Traffic Analysis for Second Outdoor Ice Rink, Viewing Seats, and Storage

The Fox Tuttle Transportation Group has completed a transportation analysis for the proposed second temporary ice rink on the Colorado Extreme facility located in Carbondale, Garfield County, Colorado. Colorado Extreme provides a free youth hockey program and to continue the program, it is proposed that a permanent facility be constructed in the future for the athletes to practice hockey. The first phase was completed in Year 2022 with one (1) outdoor ice rink. The second phase included a smaller outdoor ice rink. This update is for the relocation of the second ice rink on site at a standard rink size, as well as installing viewing seats for spectators and a storage building. These ice rinks are *temporary* and will be fully replaced with the ultimate design of the indoor facility. The project site is located at 2340 County Road (CR) 100. A vicinity map is shown on **Figure 1.** This traffic memorandum summarizes the existing roadway conditions and anticipated trip generation for the current phase of this project.

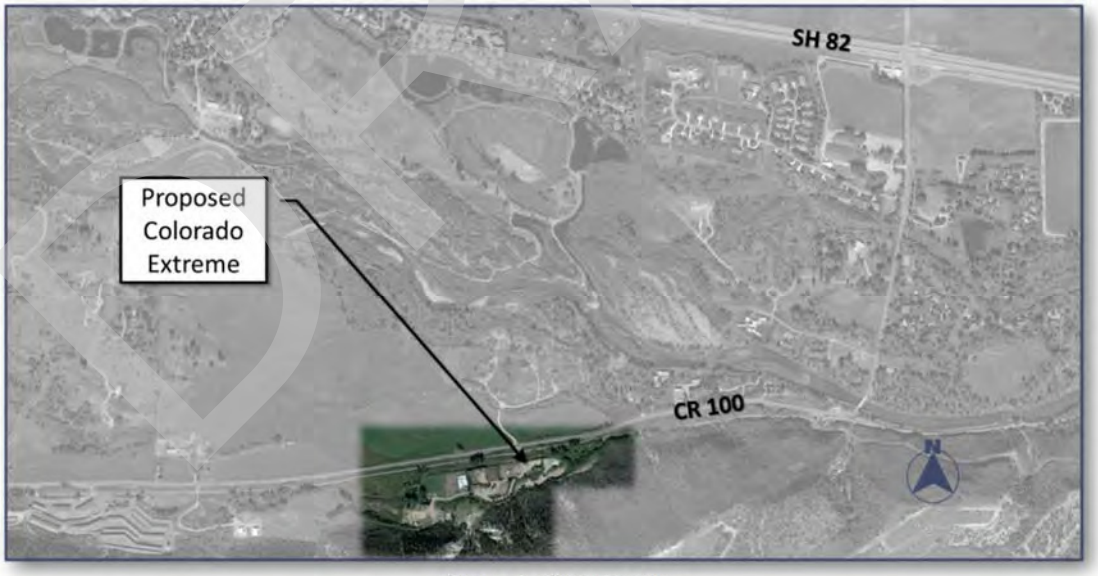


Figure 1. Vicinity Map

Existing Conditions

The subject property was converted from a small contractor's yard to a temporary outdoor ice rink for the Winter of 2022-2023 to serve the youth athletes interested in learning about and playing hockey. For Winter 2023-2024, a second temporary ice rink was approved and installed. The land located near County Road 100 is relatively flat with the remainder of the property having steep grades into the forested area. Within the last year, the gravel access on County Road 100 was upgraded to a paved driveway to meet the County roadway classification of Minor Collector. The improvements included constructing one eastbound right-turn deceleration lane, and eastbound acceleration lane, relocation of the Rio Grande Trail crossing, and a sidewalk into the site.

Per Garfield County's *Land Use and Development Code* (2013), the classification of "minor collector" has a design capacity between 401 and 2,500 vehicles per day (vpd) and a minimum right-of-way width of 60 feet. Based on the topography and roadway design, there is good sight distance in both directions to assist drivers to turn safely into and out of the driveway. The sight distance was measured by Radian Engineering (Year 2021) to be over 500 feet in both directions which is greater than the AASHTO standard of 390 feet for a posted speed limit of 35 mph.

Access Permits

Currently, there is a Garfield County access permit for the existing access from Year 2004. The permit number is #68 and filed under reception #6258627. The permit allows access for both properties with a maximum width of 20 feet. The Garfield County permit is attached to the **Appendix**. The subject property also has an access permit to cross the Rio Grande Trail, which was provided by the Denver and Rio Western Railroad Company (refer to the **Appendix** for a copy). An updated access permit with RFTA has been completed for the new owner.

Roadways

The primary public roadways that serve the project site are discussed in the following text:

State Highway 82 is a four-lane major regional arterial (classified by CDOT as an Expressway) that provides east-west access along the Roaring Fork Valley. It links Glenwood Springs (down valley) and the I-70 corridor to the Town of Aspen (up valley) and all the communities in between. SH 82 currently carries approximately 24,270 vehicles per day (vpd) in between County Road 133 and County Road 100 (CDOT, estimated for Year 2023). The posted speed limit is 65 miles per hour (mph) within the study area.

The intersection of SH 82 at Catherine Store Road/County Road 100 is controlled by a traffic signal and the intersection includes:

- Two through lanes in each direction of SH 82;

- Bus queue jump/right-turn lanes on SH 82 to allow the VelociRFTA BRT buses efficient service through the traffic signal;
- Left-turn deceleration lanes on SH 82;
- Right-turn deceleration and acceleration lanes on SH 82;

The intersection of SH 82 at County Road 133 is controlled by a traffic signal and the intersection includes:

- Two through lanes in each direction of SH 82;
- Left-turn deceleration lanes on SH 82 (Dual for WB);
- Right-turn deceleration and acceleration lanes for EB on SH 82;

County Road 100 is a two-lane roadway that leads to the rural residential area of east Carbondale. This roadway changes between north-south orientation near SH 82 to east-west orientation along the property frontage and links Carbondale's Main Street to SH 82. County Road 100 has a posted speed limit of 35 mph and is approximately 24 feet in width within the vicinity of the project. During the winter season, this roadway services roughly 4,270 vpd during the week and 3,450 vpd on Saturday (Year 2023) just south of SH 82. During the summer season, there were approximately 6,710 vpd during the week and 4,610 vpd on Saturday. These updated volumes are a significant reduction from the Year 2017 count that indicated there were 10,900 vpd.

County Road 133 is a two-lane roadway with a center turn lane that travels through the heart of Carbondale. This roadway travels north south between SH 82 to Hotchkiss. County Road 133 has a posted speed limit of 35 mph through Town and increases to 55 mph south of Meadowood Drive. This roadway services roughly 16,700 vpd during the week just south of SH 82 (CDOT, estimated for Year 2021).

Intersections

Peak hour data was collected on Thursday, February 23, 2023, and Saturday, February 25, 2023 at the following intersections:

1. State Highway 82 at Catherine Store Road (County Road 100)
2. Catherine Store Road (County Road 100) at Frontage Road
3. Catherine Store Road (County Road 100) at Colorado Extreme Driveway

The data indicated that the AM peak hour started at 7:30 AM and the start of the PM peak hour varied from 4:15 to 5:00 PM, depending on the intersection. The Saturday peak hour was shown to be 9:45 AM within the study area. While the traffic data was being collected, data related to the number of athletes was also collected to determine how many entering and exiting trips are generated per athlete. The

existing peak hour volumes are illustrated on **Figure 2A**. Additional summer counts were gathered on July 13, 2023 and July 15, 2023 for the purpose of understanding the shift in traffic per season and use of the Rio Grande trail. Summer volumes are shown on **Figure 2B**.

Pedestrian and Bicycle

The Rio Grande Trail connects Glenwood Springs to Aspen and parallels County Road 100, crossing the existing access. The Rio Grande Trail is a rail-to-trails project that provides multi-modal connectivity through the Roaring Fork Valley.

Transit

The Roaring Fork Transportation Authority (RFTA) provides public transportation service between communities adjacent to and within the Roaring Fork Valley. There are no routes or bus stops on County Road 100 near the project site, however, there are two (2) bus stops within three (3) miles of the site.

The Local Valley bus route travels between Glenwood Springs and Aspen with stops along SH 82 east of Catherine Store Road/County Road 100 to serve the local park-n-ride, as well as a stop at the Carbondale park-n-ride and along Main Street.

There is also a Carbondale Circulator that connects the citizens and visitors to destinations within the Town. This bus service travels between the Carbondale park-n-ride and locations along County Road 133 and Main Street.

The Bus Rapid Transit, named VelociRFTA, is an express transit service with parking available at the Carbondale park-n-ride (Village Road and Highway 133). Both bus routes provide connections to the other six RFTA bus routes between Rifle and Aspen. A snapshot of the RFTA bus map is shown to the right with the Catherine Store Road local bus stop circled.

Recent Upgrades

Over the past year, the Colorado Extreme site has constructed improvements for increased capacity and safer conditions at the access driveway. This included:

- **Upgraded access road classification** from Semi-Primitive to Minor Collector
- **Widened driveway** to 24 feet with one (1) travel lane per direction
- **Paved a 9.5-foot sidewalk** on the west side of the driveway from the Rio Grande trail into the site
- **Constructed one eastbound right-turn deceleration lane** on County Road 100
- **Constructed one eastbound right-turn acceleration lane** on County Road 100

- **Realigned the Rio Grande trail** to move the crossing approximately 38 feet south
- **Constructed a raised crosswalk** on the driveway for the Rio Grande Trail
- **Installed appropriate signs and pavement markings** on/along the auxiliary lanes, driveway, raised crosswalk, and Rio Grande trail

Proposed Conditions

The current proposal is to relocate the smaller second ice rink to another location on the Colorado Extreme site (west end) and increase the size to a standard ice rink. Additionally, the project proposes to install viewing seats for parents and spectators and a storage building for Colorado Extreme equipment and materials. Colorado Extreme will use both ice rinks as needed. It is understood that the second rink will be allowed to be rented by local organizations for hockey practice or games or events.

The viewing seats will be located at each of the ice rinks and the storage building is planned to be located on the east side of the property. It is not anticipated that these elements will generate any additional traffic since it is serving the people already coming to the site or for the employees to maintain the ice.

Trip Generation

To establish the volume of trips associated with the proposed second outdoor ice rink of Colorado Extreme, the existing count data and anticipated programming was utilized. There is limited data contained in the national guidelines (ITE *Trip Generation Manual*) with regards to trip generation of ice hockey rinks.

Based on the collected count data on the Colorado Extreme driveway and athlete sign-ins, it was calculated that there are approximately 1.7 trips per athlete in the afternoon peak hour with 59% entering and 41% exiting. The count data indicated that there were 145 daily trips on the driveway during a weekday on the driveway with one (1) ice rink. The gathered data for the Saturday peak hour and daily total was less than the weekday data due to reduced athlete participation. For conservative purposes, the PM peak hour rate was utilized for the Saturday peak hour and the daily volume was assumed to be 30% more than a weekday.

It is anticipated that the second ice rink will be utilized by the general public for recreational purposes (i.e. local hockey leagues) when not utilized by Colorado Extreme programs. The snapshots of athlete data indicated that sessions attracted between 5 and 22 athletes. For the purpose of estimating trip volume, it was assumed that there will be up to 40 Colorado Extreme athletes per rink per hour and up to 25 General Public athletes per rink per hour. The estimated daily trip generation is summarized on **Table 1**.

Table 1. Trip Generation Estimate for Two Rinks

		Colorado Extreme	General Public Recreation	Total
Proposed	Athletes per Hour per Rink	40	25	65
	Number of Rinks	1	1	2
	Total Athletes per Hour	40	25	65
AM Peak Hour	Trip Rate per Athlete	0	1.7	-
	Entering Rate	0%	59%	-
	Exiting Rate	0%	41%	-
	Total Trips	0	43	43
	Entering Trips	0	25	25
	Exiting Trips	0	18	18
PM / Sat. Peak Hour	Trip Rate per Athlete	1.7	1.7	-
	Entering Rate	59%	59%	-
	Exiting Rate	41%	41%	-
	Total Trips	68	43	111
	Entering Trips	40	25	65
	Exiting Trips	28	18	46
Daily (Weekday)	Total Volume per Rink	290	180	470
	Number of Rinks	1	1	-
	Entering Rate	50%	50%	-
	Exiting Rate	50%	50%	-
	Total Volume	290	180	470
	Entering Trips	145	90	235
	Exiting Trips	145	90	235
Daily (Weekend)	Total Volume per Rink	380	230	610
	Number of Rinks	1	1	-
	Entering Rate	50%	50%	-
	Exiting Rate	50%	50%	-
	Total Volume	380	230	610
	Entering Trips	190	115	305
	Exiting Trips	190	115	305

For the AM peak hour, it was assumed that local use will occur while the kids associated with Colorado Extreme are in school. It was estimated that there will be 25 entering trips and 18 exiting trips in the AM peak hour. During the PM and Saturday peak hours, it is anticipated that there will be 65 inbound trips and 46 outbound trips for both ice rinks. It was estimated that there will be approximately 470 vehicles per day (vpd) on weekdays and approximately 610 vpd on Saturdays.

Trip Assignment

The estimated trip volumes were distributed onto the study area street network based on addresses of the young athletes that was provided by Colorado Extreme. Based on the addresses, the trip distribution is as follows, as well as presented on **Figure 3:**

- 19% to/from Down Valley
- 45% to/from Up Valley
- 20% to/from Carbondale
- 8% to/from Frontage Road
- 5% to/from South County Road 133
- 3% to/from North Catherine Store

Note that all Carbondale addresses were mapped to determine which part of Town the students would be traveling from, to ensure the routing was accurate. The daily and peak hour trips are illustrated on **Figure 4**. The peak hour trips were added to the existing volumes and are shown on **Figure 5**.

Driveway Capacity

The driveway was upgraded to a Minor Collector with 12-foot travel lanes leading from County Road 100 into the site. The Garfield County *Land Use and Development Code* (2013), indicates that the design capacity of this classification is between 401 and 2,500 vpd. Based on the estimated trips for a typical weekday and Saturday, the daily trips were estimated to be 610 vpd which is below the upper capacity limit. It is estimated that the driveway has an available capacity of 1,890 vpd. The limiting factor would be the internal circulation to move vehicles away from the driveway as quickly as possible.

The existing eastbound right-turn deceleration and acceleration lanes reduce the impacts on County Road 100 as Colorado Extreme traffic turns into and out of the driveway. This allows through traffic on County Road 100 to continue with minimal disruption. The turn lanes also help drivers associated with Colorado Extreme to have safer conditions to merge into traffic and not take gaps that create unnecessary risk.

Events

It is understood that Colorado Extreme plans to host three (3) specific events during the winter season: (1) NHL Classic, (2) Paralympics Sled Hockey, and (3) Youth Outdoor Classic. The first event attracted approximately 1,000 to 1,200 people last season and visitors were directed to park at the rodeo grounds and utilize the shuttle for the event. The other two events were smaller and attracted approximately 500-600 people with parking on the Colorado Extreme site.

Based on national data for sporting events, it is typical for each vehicle to have 2.2 to 2.8 people, with an average of 2.5 people per vehicle. For the two smaller events, it is estimated that there were between 215 and 273 vehicles, with an average of 240 vehicles. This would equate to a maximum of 546 trips [273 x 2 = 546] on the driveway which is below the minor collector capacity threshold.

The limiting factor for events is anticipated to be on-site parking. Historically, Colorado Extreme has anticipated when additional parking is needed and therefore set up remote parking locations and shuttles. This approach will continue in the future to minimize impacts to County Road 100 near the Colorado Extreme driveway.

CDOT Access Permit

CDOT requires an access permit when the side-street volume increases the permitted volume by 20% or more. The new trips on County Road 100 accessing State Highway 82 will add approximately 21 vehicles in the AM peak hour and 53 vehicles in the PM peak hour. This equates to an approximate 4.0% increase in traffic over the permitted volumes in the AM peak hour and 9.6% of the PM peak hour. The additional volumes associated with Colorado Extreme do not require an updated access permit.

Conclusions

The Colorado Extreme project proposes to construct a second outdoor ice rink, viewing seats, and a storage building to continue to provide a free hockey program for young athletes within the area, as well as allowing local organizations to rent the ice. Both the existing and proposed outdoor ice rinks are *temporary* and anticipated to be utilized for approximately two (2) winter seasons and will be fully replaced by the ultimate design to have an indoor ice rink. A separate traffic study will be completed for the ultimate design of the Colorado Extreme project.

The improved access will remain in the same location and provide additional capacity and improved safety. Additional access is not anticipated to be needed at this time. It is anticipated that the improved access, existing roadway network, and existing intersections can accommodate the project trips without the need for additional analysis or mitigation measures.

Hopefully, the contents of this memorandum are helpful. If you have any questions, please give me a call.

Sincerely,

FOX TUTTLE TRANSPORTATION GROUP, LLC

Cassie Slade, P.E., PTOE
Principal

Attachments:

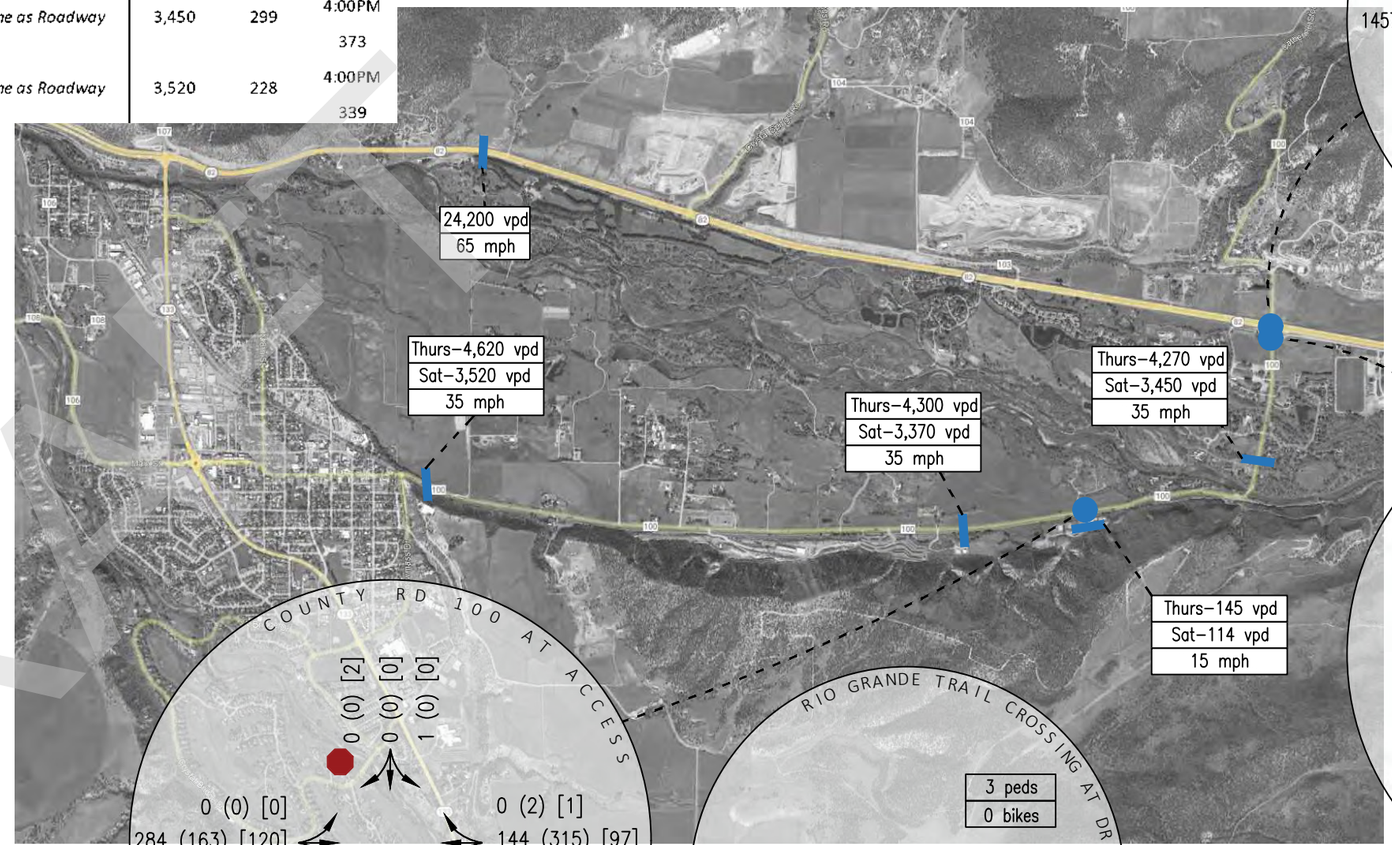
Figure 1. Vicinity Map *{IN REPORT}*
Figure 2A – Existing Volumes [Winter, February 2023]
Figure 2B – Existing Volumes [Summer, July 2023]
Figure 3 – Trip Distribution
Figure 4 – Site Generated Trips
Figure 5 – Existing + Hockey Traffic Volumes [Winter]

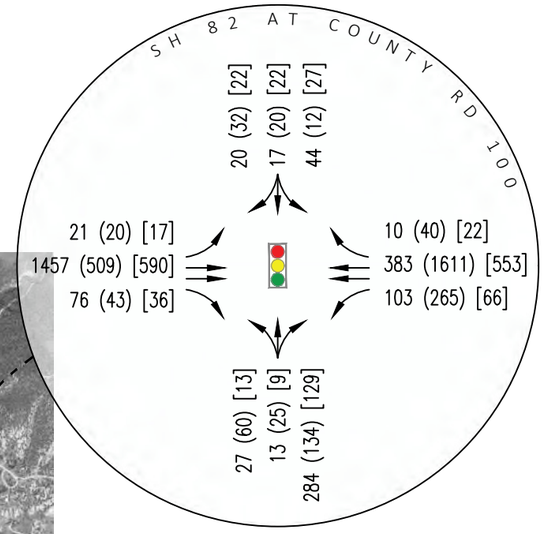
Appendix:

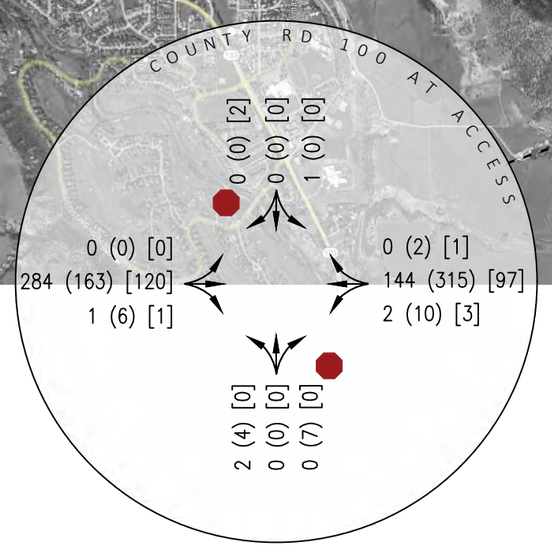
Existing Traffic Counts
Garfield County Access Permit
Denver and Rio Western Railroad Company

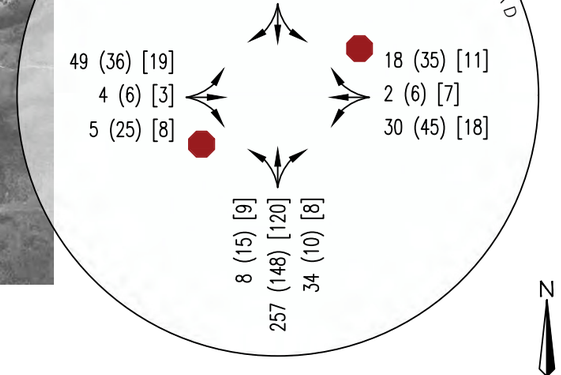
Figures

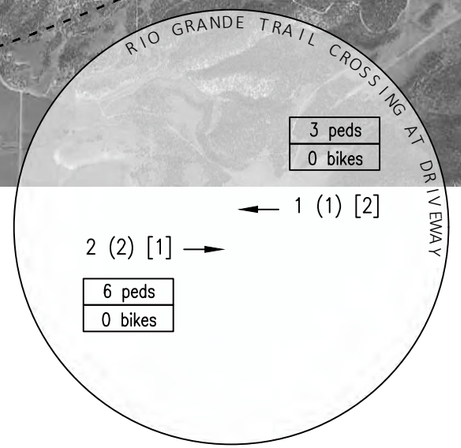
Location	Weekday Daily (24 hrs)	Weekday Study Area Peak Hours AM	Weekday Study Area Peak Hours PM	Weekday Location Peak Hours AM	Weekday Location Peak Hours PM	Saturday Daily (24 hrs)	Saturday Study Area Peak Hour	Saturday Location Peak Hour
Colorado Extreme Driveway S/O CR 100	145	7:30AM 5	4:45PM 28	8:00AM 8	5:45PM 34	114	9:45AM 4	2:45PM 32
CR 100 W/O Colorado Extreme	4,300	431	488	*Same as Roadway*		3,370	220	3:45PM 338
CR 100 N/O Roaring Fork Bridge	4,270	430	489	*Same as Roadway*		3,450	299	4:00PM 373
CR 100 E/O Snowmass Drive	4,620	439	514	*Same as Roadway*		3,520	228	4:00PM 339











LEGEND

- ← EXISTING LANE CONFIGURATION
- XX (XX) [XX] AM (PM) [SAT] PEAK HOUR TRAFFIC VOLUME
- X,XXX DAILY TRAFFIC VOLUME – WEEKDAY
- X,XXX DAILY TRAFFIC VOLUME – SATURDAY
- XX MPH POSTED SPEED LIMIT

FOX TUTTLE TRANSPORTATION GROUP

COLORADO EXTREME SECOND TEMPORARY ICE RINK - CARBONDALE, CO

EXISTING TRAFFIC VOLUMES [WINTER, FEBRUARY 2023]

FT Project #	22057	Original Scale	NTS	Date	03-16-2023	Drawn by	CRS	Figure #	2A