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December 4, 2012

Yancy Nichol
502 Main Street, Suite A3
Carbondale, CO 81623

**RE: Village at Crystal River
SH 133 Access Control Plan
Summary of One-on-One Meeting**

Dear Mr. Nichol:

On behalf of the entire project team, including the Town of Carbondale, Garfield County, and the Colorado Department of Transportation (CDOT), I would like to thank you for participating in the on-going SH 133 Access Control Plan Study. The success of the study depends on public involvement and input. On July 18, 2012, you participated in a one-on-one meeting with representatives from the project team to discuss access in the area where you own property or represent an interest in future development of the VCR Property. The following individuals were present at this meeting:

- Yancy Nichol, Sopris Engineering
- Daniel Roussin, CDOT
- Briston Peterson, Sopris Engineering
- Alisa Babler, CDOT
- Richard Shierburg, Peregrine Group
Development LLC
- David Sprague, Atkins
- Larry Ballenger, Town of Carbondale

At your meeting, you were provided the opportunity to listen as the project team described the purpose of the study and provided details regarding the current and future access conditions that may have a direct impact to the property that you were representing. During the meeting, you provided valuable input, which will be taken into consideration as final recommendations are made and the study is completed. The following is a brief summary of the key discussion items and/or decisions that occurred during your meeting:

1. The property of interest is located west of SH 133 and is north of Main Street (See Existing Condition Figure 1). The southern portion of the property is not directly adjacent to SH 133 (it is situated behind other properties), while the northern portion of the property is directly adjacent to SH 133 in the area west of access #17. The property currently has two full movement accesses (#23 and #25) with SH 133.
2. The access control plan (see Final Access Control Plan Figure) recommends closing both of the existing accesses, which is consistent with the existing property redevelopment plans (see Final Access Control Plan Figure 1 and 2). The access control plan also recommends the construction of two new full movement accesses (#85 and #86), which have already been permitted by CDOT during the development review process and are consistent with the development plans.
3. The property representatives indicated they agreed with the new accesses (#85 and #86) as shown on the plan, but would like to have an additional access at the northern boundary of the property.

The property representatives indicated they were flexible and could make the property development work with a right-in, right-out or right-in only at the northern edge of the property.

4. This additional access was permitted by CDOT during the development review process and was shown as a right-in, right-out access in the development plans.
5. The project team agreed to show the additional access at location #84. The project team explained that access #84 would be shown as a right-in only under the ultimate conditions, but the access may be allowed to function as a right-in, right-out in the interim time period. The access would be restricted when the completion of a traffic study identifies operational and/or safety issues between this location and the full movement access to the south (#85).
6. The project team explained how the access control plan recommends a 3/4 movement access (#88) that will provide access to other properties and would be a shared access with their property. The property representatives indicated they were fine with the plan showing the shared access (#88) and they were fine with this access being a 3/4 movement in the ultimate conditions.

Subsequent to the meeting, the project team completed additional analysis and sought input from the public, stakeholders, and elected officials before making the final recommendations for access along SH 133. Based on this additional work, the following is a summary of the recommendations of the access control plan as they relate to the Village at Crystal River property.

Access #23:

- Access will be restricted if the property redevelops, if a signal or roundabout is constructed at #20/86, or if operational and/or safety issues are identified.
- Access to be closed with the construction of access #86 and/or access #88 and property has adequate access.

Access #25:

- Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified.
- Access will be closed with the construction of access #88 and/or #86.

Access #84:

- The location may be constructed as a right-in, right-out access.
- Access will be restricted to right-in only movement once operational and/or safety issues are identified or when a roundabout is constructed at access #18/85.

Access #85:

- Access to be a full movement location.
- Access #19 to closed if a signal or roundabout is constructed at this location.

Access #86:

- Access to be a full movement location.
- Access #23 to be closed if a signal or roundabout is constructed at this location.

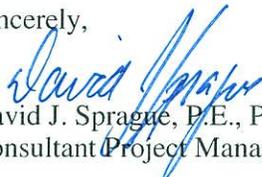
Access #88:

- Access may be constructed as a full movement location.
- Access will be restricted to 3/4-movement if the property redevelops or if operational and/or safety issues are identified.
- Access #23 and #25 to be closed once this access is constructed and provides shared access between adjacent properties.

The project team hopes that you agree with our summary of your meeting and the key discussion points. Should you have any questions regarding this letter, please contact me by phone at 303-221-7275 (or by email at david.sprague@atkinsglobal.com).

You may also learn more about the project at <http://www.coloradodot/projects/sh133carbondale>. Once again, I would like to thank you for participating in the project and please do not hesitate to contact the project team if you have any questions or comments.

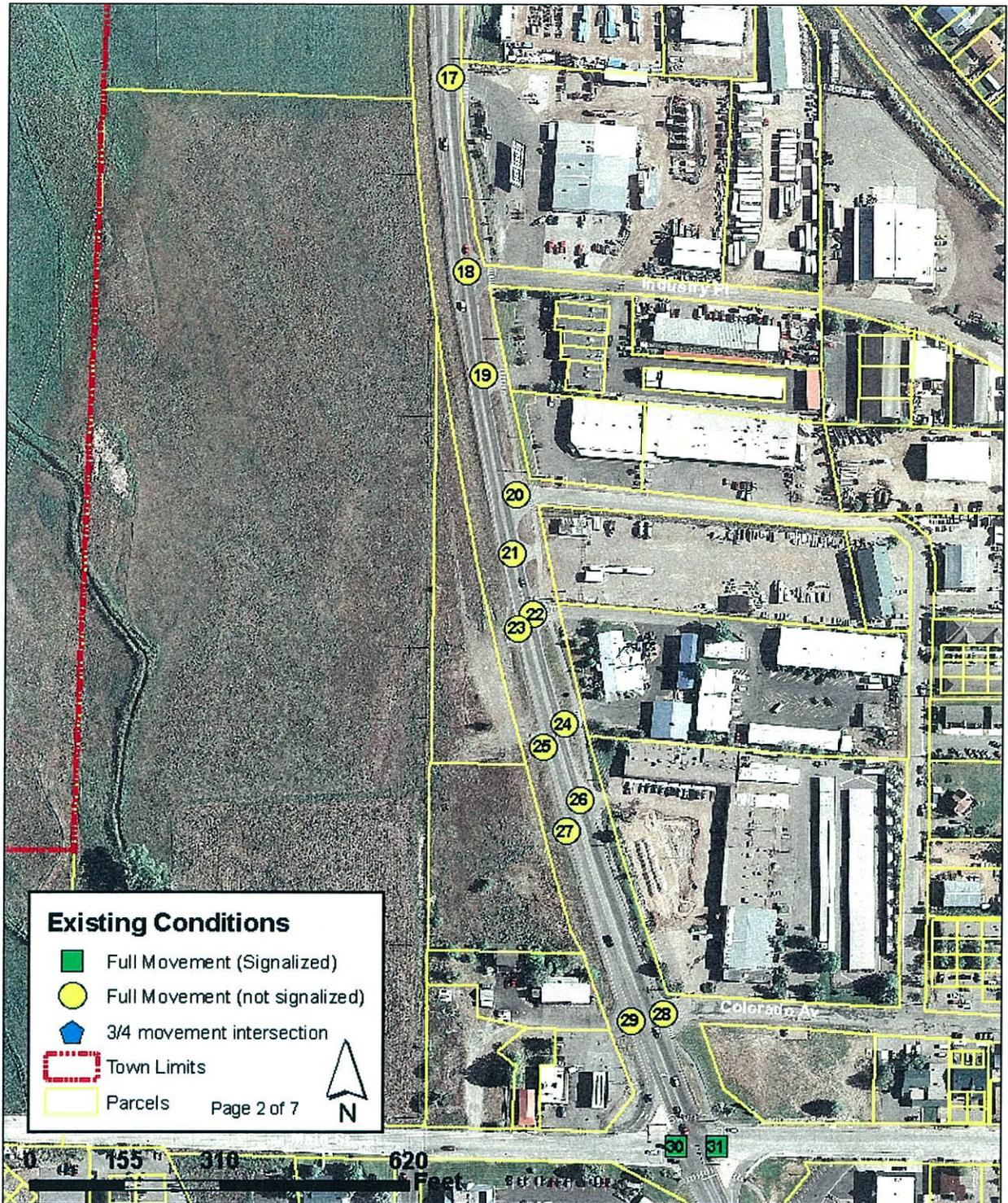
Sincerely,



David J. Sprague, P.E., PTOE
Consultant Project Manager

CC: Larry Ballenger, Town of Carbondale
Alisa Babler, CDOT
Dan Roussin, CDOT
Tamra Allen, Garfield County
Project (100026042) files

Existing Conditions Figure



Final Access Control Plan Figure

