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December 4, 2012

Tim Lucas  
401 South College Avenue  
Fort Collins, CO 80524

**RE: Wells Fargo Bank  
SH 133 Access Control Plan  
Summary of One-on-One Meeting**

Dear Mr. Lucas:

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 ongoing SH 133 Access Control Plan Study. The success of the study depends on public involvement and input. On August 23, 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:

- Tim Lucas, Wells Fargo
- Anna Ericson, Atkins
- Daniel Roussin, CDOT

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 directly west of SH 133 and north of Hendrick Road (see Existing Conditions Figure). The property currently has one full movement access (#41) onto SH 133. The property also has full movement access onto Hendrick Road.
2. The project team explained that the access control plan (see Final Access Control Plan Figure) recommends existing access (#41) would most likely be restricted to right-in, right-out when:
  - a. A raised median is added to SH 133;
  - b. The property redevelops; or
  - c. Operational and/or safety issues are identified through the completion of a traffic study.
3. The access control plan recommends closing the existing access (#41) and constructing a new access (#91) on the northern edge of the property, which would be a shared access with the property to the north.
4. The new access (#91) could be full movement in the interim, but would ultimately be restricted to right-in, right-out. The restriction to right-in, right-out would occur when:
  - a. A raised median is added to SH 133; or
  - b. Operational and/or safety issues are identified through the completion of a traffic study.

5. The project team acknowledged that the shared access would require an easement with the property to the north and would most likely not occur until:
  - a. Redevelopment of the Wells Fargo site that would create an easement;
  - b. The Town of Carbondale makes an improvement to the properties and purchases right-of-way that would allow for the construction of the shared driveway; or
  - c. The property to the north redevelops.
6. The project team explained the possible changes at Hendrick Road and SH 133. The intersection could be signalized or Hendrick Road could be realigned to form a new intersection with Sopris Avenue.
7. Mr. Lucas indicated he understood that there is a need to improve access on SH 133 and indicated that his staff sees conflicts all the time due to the number access locations within such a small area.
8. His main concern was the access on Hendrick Road. He indicated this access must remain full movement to avoid impacts to his property.
9. The project team indicated that improvements to the Hendrick Road and SH 133 intersection may result in restriction of movements from Hendrick Road, but this was not part of the current SH 133 Access Control Plan. The project team suggested that he work with the Town and/or CDOT to determine the potential impacts to his access when improvements to the Hendrick Road and SH 133 intersection were planned and designed.
10. Mr. Lucas indicated that if the changes did impact the bank access, they would most likely look to move to a new location.

At the end of the meeting, Mr. Lucas indicated he understood the reason for the recommendations shown in the plan and was in agreement.

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 Wells Fargo property.

Access #41:

- Access will be restricted if the property redevelops or if operational and/or safety issues are identified.
- Adjacent parcels may redevelop one at a time. Once #91 provides adequate access to the adjacent parcels, then access #41 will close.

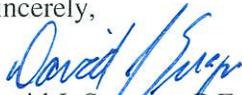
Access #91:

- New access to provide shared access to adjacent properties west of SH 133.
- Adjacent parcels may redevelop one at a time. Once #91 provides adequate access to the adjacent parcels, then access #41 will close.

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](mailto: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



