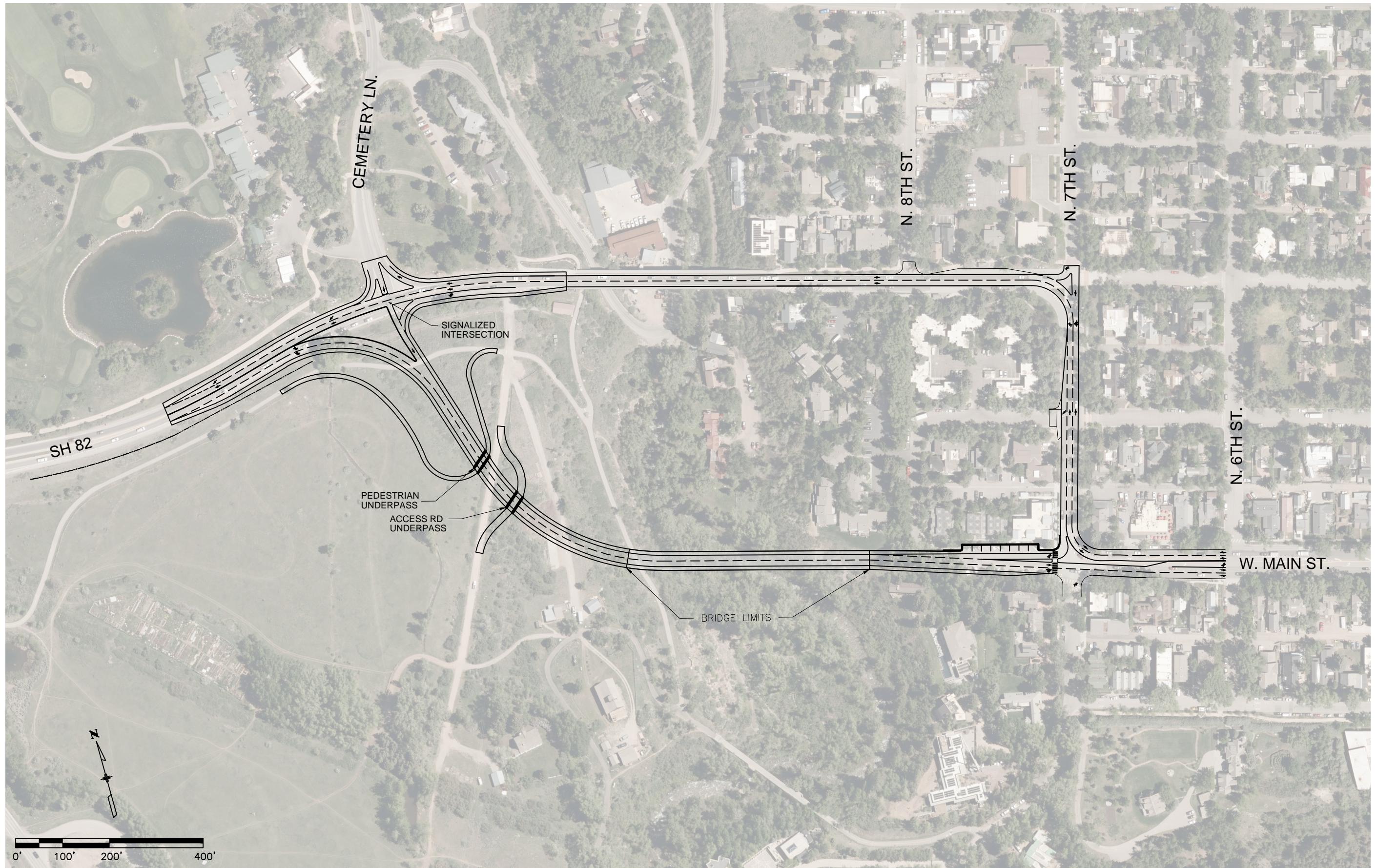


Information Requested by Council:

In December 2024, a majority of City Council agreed to direct staff to complete a conceptual drawing of the modified split shot. Jacobs Engineering produced the attached drawing, which is subject to revision and needs additional engineering detail. Here are some considerations that accompany the drawing:

- Inbound lanes would include one lane for general traffic and one lane for bus traffic following the current alignment of Highway 82 until Cemetery Lane, turning south at the Cemetery Lane light and then crossing onto a new two-lane bridge over Castle Creek that connects with Main Street.
- Outbound traffic would include one lane for general traffic and one lane for bus traffic using the existing alignment.
- No traffic light at the 7th and Main Street intersection. The Cemetery Lane traffic light would remain.
- Cemetery Lane traffic can turn down valley from the traffic light or continue into town on the inbound alignment through the Marolt Open Space (i.e. eastbound 82). In order to accommodate this, the following is necessary for the alignment to operate:
 - The westbound left onto N. 7th Street would be removed and travelers wanting to turn north (left) into the neighborhood would turn at 6th Street.
 - The access from northbound S 7th street would be restricted to a right-turn only
 - The S Curves between Main Street and Hallam would be one-way traffic.
 - The access road and ped/bike trail in Marolt would be rerouted through underpasses below the inbound alignment.
 - The inbound alignment would be a maximum grade of 6 percent to rise above the underpasses.
 - The neighborhood on the W side of the S-curves would use the West End or potentially the new inbound 82 lanes to travel E-bound (toward Aspen).



MODIFIED SPLIT SHOT – Note: Layout for Modified Split Shot is conceptual in design and subject to future revision.