

Information to be used for the letter to SHPO for effects. This is supplementary information to support the letter as appropriate.

Description of the Proposed Action: The proposed Interstate 70 Eastbound Peak Period Shoulder Lane project (PPSL) would convert an existing eastbound shoulder of Interstate 70 between the I-70/US 40 interchange and east Idaho Springs into a managed travel lane during peak traffic periods. This 10-mile long managed lane would be used only during peak periods—defined as Saturdays, Sundays, and holidays—to improve travel times and enhance travel reliability and operations. The lane would be created primarily from the existing shoulders, with the existing mainline roadway restriped from two lanes to three lanes. Improvements associated with the PPSL include: some areas of new pavement where the existing lanes and shoulders are not wide enough presently for three lanes; two emergency pull outs; ten retaining walls; one interchange reconfiguration; one overpass replacement; and signage and traffic cameras along the corridor to safely manage the PPSL. The project location is entirely within Clear Creek County. Attachment A contains maps with the locations of historic properties and improvements associated with PPSL. Including signs, the proposed 13 mile project extends from milepost (MP) 229 to MP 243, with improvements proposed as follows:

- MP 229 to MP 232: signage improvements only. Signage would notify motorists of the status of the managed lane, entrance and exit points, and cost.
- MP 232 to MP 242: roadway improvements, including up to 3.5 feet of widening at select areas to accommodate the managed lane, up to 14 feet of widening at the SH 103 on-ramp and 4 feet to 8 feet of widening at all other on-ramps in the corridor; replacement of the existing SH 103 bridge with a new bridge, and replacement of the bridge at the East Idaho Springs interchange with a new roundabout just east of the bridge; construction of two pull-outs for emergency refuge purposes; pavement replacement on a two block section of SH 103 north of I-70 to Colorado Boulevard in Idaho Springs; improvements to Water Wheel Park; signage to notify motorists and manage traffic flow and speed; water quality treatment measures; and construction of ten retaining walls (includes rehabilitation of one existing retaining wall).
- MP 242 to MP 243: signage improvements only.

The managed lane, which would be tolled, would operate up to, but not exceed, 20 percent of the annual days or 7.5 percent of the time, and connect to the three-lane section provided by the Twin Tunnels project, east of Idaho Springs, thereby capitalizing on that transportation investment. The lane would also be available during emergency closures of general purpose lanes during non-peak traffic times. It would not be open if weather conditions indicate travel would be unsafe.

See Figure 1 for additional information regarding PPSL improvements. Along most of the corridor, the addition of new pavement is not required as the existing paved shoulders would be utilized. Between MP 233 and 234, up to 3.5 feet of new pavement would be added to the south shoulder. Retaining walls would be constructed at this and nine other locations to support the roadway and ramps. The 10 retaining walls range in length from 210 feet to 850 feet, and would be low, ranging from 2.4 to 5.8 feet tall. At the Water Wheel Park in Idaho Springs, a retaining wall will be complemented by improvements to the park itself in order to improve visitor experience and use, by lowering the level of the park for enhanced buffer from the interstate. The overpass at the State Highway 103 interchange in Idaho Springs would be replaced. The new overpass would result in a small shift (two to four feet) to the north from the present path of the interstate, improve the interchange ramps, and add pedestrian and bicycle improvements.

The signs would include several types: cantilever mounted over the roadway from the median and variable speed limit signs placed in the median or south side of the eastbound lanes. Signs mounted on cantilever posts would include: Toll Lane Entrance/Exit signs, Active Traffic Management (ATM) signs, and signs displaying toll rates. CCTV cameras would be placed atop 50-foot tall poles and be located in the median or on the north side of the westbound lanes. The State Highway 103 overpass would be replaced as part of the project, and the East Idaho Springs interchange would be reconfigured as a roundabout. For detailed locations, descriptions, and graphics showing the various sign types and locations, refer to Attachment B.

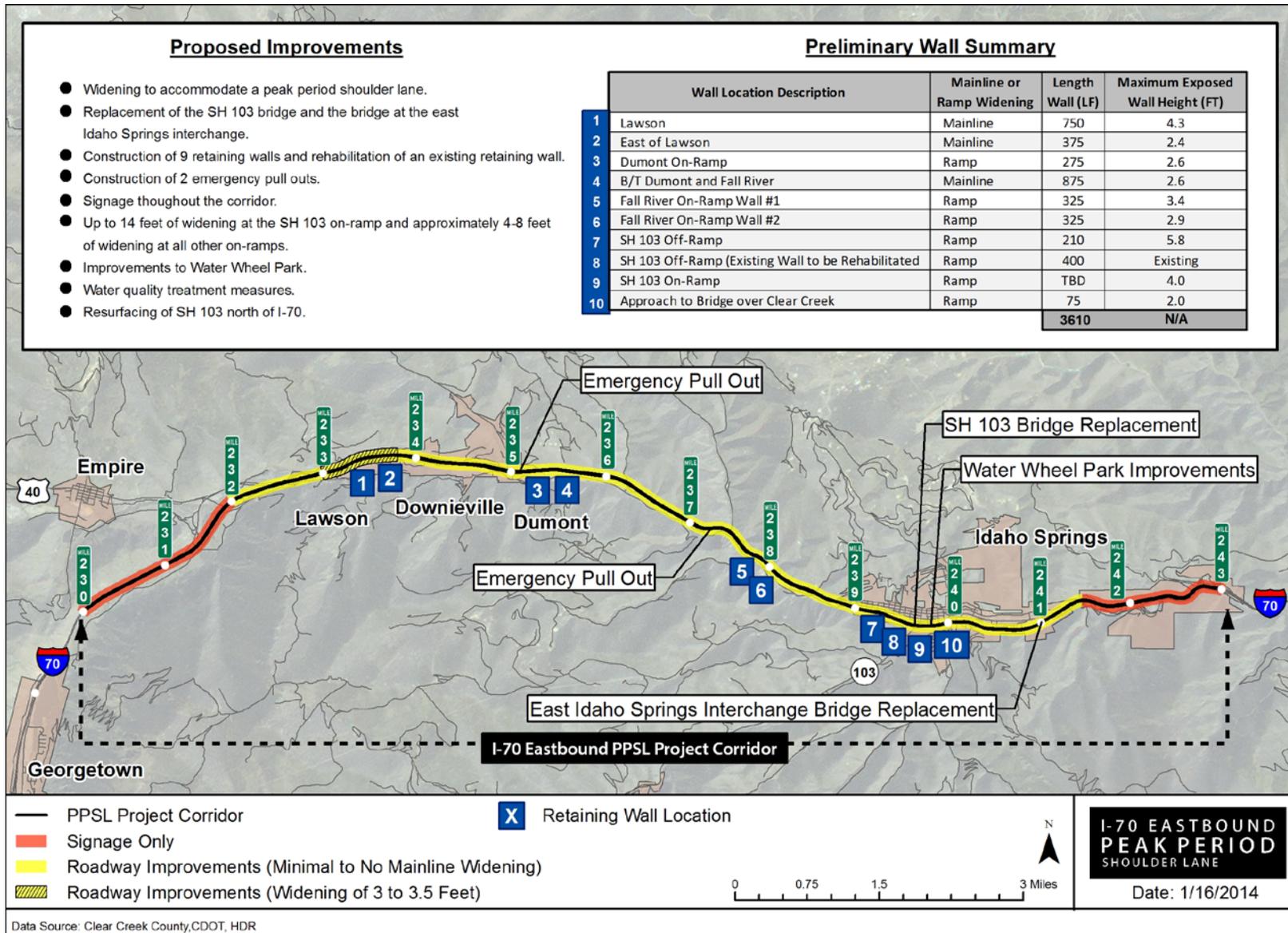


Figure 1. Proposed Improvements for the PPSL Project.

1. PROJECT DETERMINATION OF EFFECTS

CDOT has determined the proposed Eastbound Interstate-70 PPSL project would have overall *No Adverse Effect* on historic properties. Table 1 summarizes the anticipated effects to each historic property within or intersecting the APE. Sections 2.1 through 2.5 describe the anticipated effects for each historic property, organized from the west end of the project to the east end and by milepost (MP) groupings. Attachment A contains maps depicting the Area of Potential Effects (APE) used for the project, the locations of historic properties, and the locations of the various improvements associated with PPSL.

Table 1. Table of Historic Properties Within or Intersecting the Area of Potential Effects.

Site No.	Name/Address	Resource Type	Previous & New NRHP Determination/ NRHP Criteria	Effect Determination
MP 229-233: Empire Junction to Lawson				
5CC.3	Georgetown-Sliver Plume Historic District	District	NHL Listed	No Effect (No Historic Properties Affected)
MP 233-234: Lawson				
5CC.427.14	Central Colorado Railroad Grade, Lawson	1877	Does Support Linear Resource Eligibility	No Effect (No Historic Properties Affected)
5CC.2157	Lawson Historic District	District	2013 – Recommended NRHP eligible; Contains 19 contributing and 13 non-contributing elements	No Adverse Effect
5CC.2146	W. E. Anderson Store, County Road 308, Lawson	Building	2013 –NR eligible on individual basis and contributing to Lawson Historic District	No Adverse Effect
5CC.181	Lawson School	Building	Officially Eligible on individual basis/2013 –NR eligible on individual basis and contributing to Lawson Historic District	No Adverse Effect
MP 235-238.5: Dumont to Idaho Springs				
5CC.2156	Dumont Train Depot, W Dumont Road	Building	2013- NR eligible under C for architecture	No Effect (No Historic Properties Affected)
5CC.313	Mill City House, 247 Co. Rd. 308, Dumont	Building	NRHP Listed	No Effect (No Historic Properties Affected)
5CC.427.13	Central Colorado Railroad Grade, North Spring Gulch Road	1877	Does Support Linear Resource Eligibility	No Effect (No Historic Properties Affected)
5CC.339	Maude Munroe Mine/Dona Juanita	Includes standing structures	2013-NR eligible under C for Mining- Architecture/ Engineering	No Effect (No Historic Properties Affected)
MP 238.5-242: Idaho Springs				
5CC.328	Big Five Mine	Archaeology Site/	Officially Eligible. Re-evaluated in 2013 with revised boundaries	Boundaries revised to north side of I-70; No Effect (No Historic Properties Affected)
5CC.1151.1/ 5CC.1151.2	Mt. Evans Road, State Highway 103	Linear	Officially Eligible; Portion within APE re-evaluated as Does Not Support	No Effect (No Historic Properties Affected)

Table 1. Table of Historic Properties Within or Intersecting the Area of Potential Effects.

Site No.	Name/Address	Resource Type	Previous & New NRHP Determination/ NRHP Criteria	Effect Determination
5CC.201	Idaho Springs Downtown Commercial District	District	NRHP Listed	No Adverse Effect
5CC.229	Charlie Tayler Waterwheel	Object	Officially Not Eligible/Re-Evaluated in 2013 - NR eligible under A and F for Community Development as a commemorative property of Idaho Springs' mining heritage	No Adverse Effect
5CC.427.15	Central Colorado Railroad Grade, Idaho Springs	1877	Does Support Linear Resource Eligibility	No Effect (No Historic Properties Affected)
MPs 242-243: Twin Tunnels Vicinity				
5CC.1189.3	Twin Tunnels, Interstate 70	Structure	Officially Eligible	No Effect (No Historic Properties Affected)

1.1. Mileposts 229-233: Empire Junction to Lawson

From MP 229 to MP 232, improvements would be signage only. The additional lane would begin at MP 232, and improvements between MPs 232 and 233 would include signage and restriped roadway within the current mainline. Only one historic property is in the APE between MPs 229 and 233, the Georgetown-Silver Plume Historic District.

1.1.1. Georgetown-Silver Plume Historic District (5CC.3)

Determination of Effect: No Effect (No Historic Properties Affected)

The north district boundaries of the Georgetown-Silver Plume Historic District, which is a National Historic Landmark (NHL), extend into the PPSL APE, placing the APE within the very northeast corner of the Historic District. Downtown Georgetown is south of and outside the APE. Figure 2 shows the overlap of the PPSL APE with the Historic District boundaries. The north boundary of the historic district is at approximately MP 229.1.

. The first roadway sign on the west end of the project area is proposed at MP 229.7, about a half mile east of the historic district boundary. Since there are no contributing properties or properties meeting the age threshold, the installation of the sign at MP 229.7 (the closest project element to the district) would not constitute a visual intrusion to the Historic District, and there are no contributing properties to be damaged or destroyed by their installation. On this basis, CDOT has determined the PPSL project would have No Effect on the Georgetown-Silver Plume Historic District.

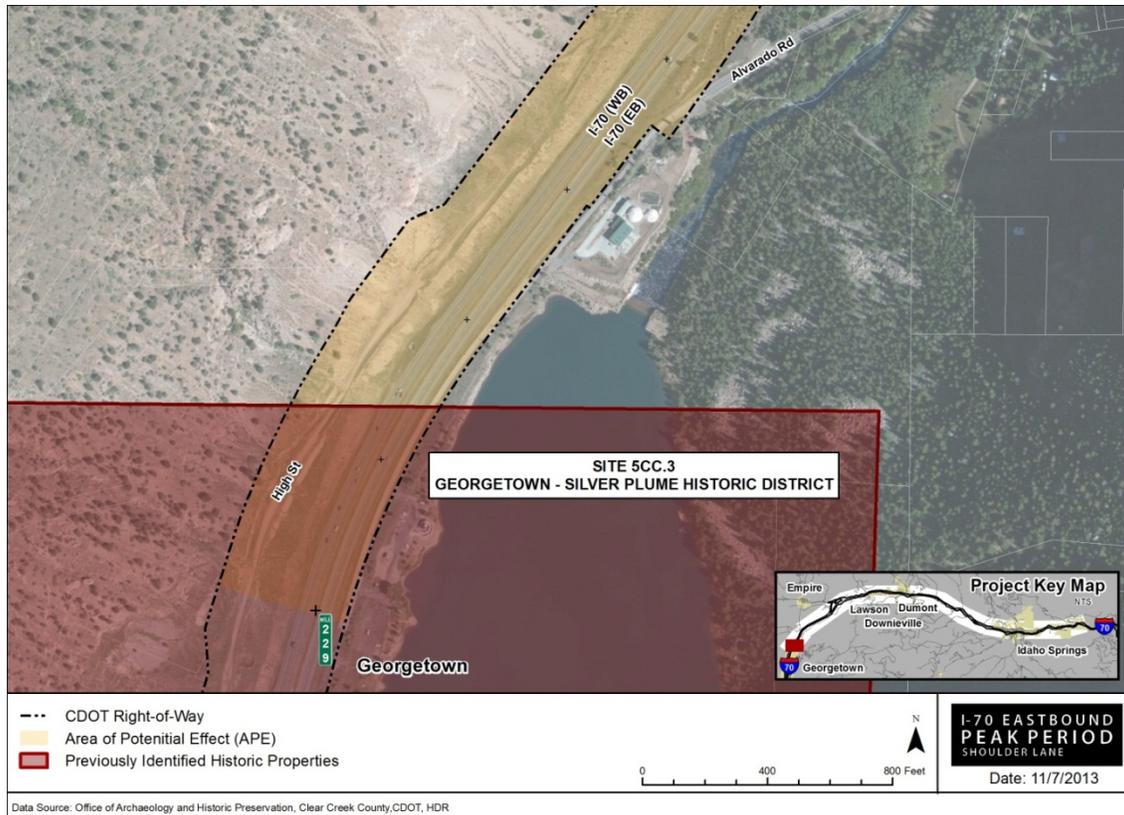


Figure 2. Overlap of PPSL APE and Georgetown-Silver Plume Historic District (5CC.3).

1.2. Mileposts 233-234: Lawson

Improvements between MPs 233 and 234 would include signage; roadway widening of up to 3.5 feet; the construction of a 750-foot long retaining wall west of the County Road 308 underpass; a 375-foot long retaining wall east of the County Road 308 underpass; and a roadway water diversion and retention pond.

1.2.1. Lawson Historic District (5CC.2157)

Determination of Effect: No Adverse Effect

Effects analysis for Lawson properties is on a historic district basis and considers the Lawson School (5CC.181) and W.E. Anderson Store (5CC.2146), both contributing to the historic district and also individually NRHP eligible. Figure 3 shows the Lawson Historic District and the two individually eligible properties.

The PPSL project would run traffic slightly (2 to 3.5 feet) closer to the Lawson Historic District due to the addition of up to 3.5 feet of pavement between MPs 233 and 234 to provide a safe operating roadway width. It also will include a proposed retaining wall that would run approximately 750 feet in length from about the middle of Lawson to the east end of Lawson, e.g., from 1967 County Road 308 to 1845 County Road 308. It would be built into the current slope on the south side of Interstate 70, with an exposed retaining wall edge approximately 4.3 feet in height. It would be textured and colored to complement the

surrounding soils and rocks (Figure 4). Two ATM signs are proposed for Lawson, one at the west end at MP 233.1 and one at the east end at MP233.5.

The proposed project would cause incremental visual effects to the Lawson Historic District but these effects would not be adverse, given the existing presence of the interstate, local topography, relative grades of Interstate 70 and Lawson, and intervening development that would serve as buffers. The primary elements contributing the visual effects would be the wall and proximity of traffic to the new lane edge. Effects would be greater at the east end of the Historic District, much reduced at the middle of the Historic District, and negligible to non-existent at the west end of the Historic District. Properties on the south side of County Road 308 would see the road edge less, except at the very east end of Lawson. Proposed signs in the vicinity of Lawson include two ATM signs at MM 233.1 and 233.5, essentially on the west and east ends of Lawson. The proposed ATM sign on the west end would be north of the small knoll that marks that end of the community and screens the west side properties from the interstate. Therefore, the ATM sign on the west end would not be visible from Lawson. This proposed sign would add one to the existing five signs on the west side of Lawson from Exit 233 to the western boundary of the historic district. They are: the Exit 233 sign, an Adopt-A-Highway sign, a Food/Attractions sign, and an Exit 234: Weigh Station sign. The first three are clustered at the Exit 233 Off-Ramp. The proposed ATM sign and the Exit 234 sign would be behind the knoll and screened from the view to and from Lawson. The second ATM sign on the east end would be east of the County Road 308 underpass, east of the district's eastern boundary, and outside of the viewshed of and viewsapes that include Lawson.

The existing auditory environment at the Lawson Historic District is dominated by traffic noise from Interstate 70. Monitored noise levels at this location range from 63 to 71 decibels (Noise Technical Memorandum (HDR, 2014), depending on the location of Interstate 70 relative to the residence being monitored. Although the PPSL lane would be slightly closer to residences, there would be little additional noise anticipated since it would only be in operation during peak periods when the traffic is quite congested and noise levels are therefore lower. The low wall to be added and the existing topography of the historic district buildings relative to the interstate would shield these buildings from highway noise. This is anticipated to reduce noise levels by 2 to 4 decibels (Noise Technical Memorandum (HDR, 2014). Because of this reduction in noise and minimal visual impacts, CDOT has determined that the PPSL project would result in No Adverse Effect on the Lawson Historic District as a whole and on the Lawson School and the W.E. Anderson Store.

1.2.2. Central Colorado Railroad Grade, Lawson (5CC.427.14)

Determination of Effect: No Effect (No Historic Properties Affected)

This segment of the CCRR grade was surveyed and evaluated as supporting the NRHP eligibility of the overall CCRR linear resource. No effects to the CCRR grade in Lawson are anticipated from the project. The railroad grade is approximately 500 feet south of Interstate 70 on the north bank of Clear Creek, with two intervening rows of developed parcels with heavy vegetation. The railroad grade would not incur direct construction impacts, visual impacts, or any additional noise impacts. For these reasons, CDOT has determined that the PPSL project would not affect the CCRR grade at Lawson.

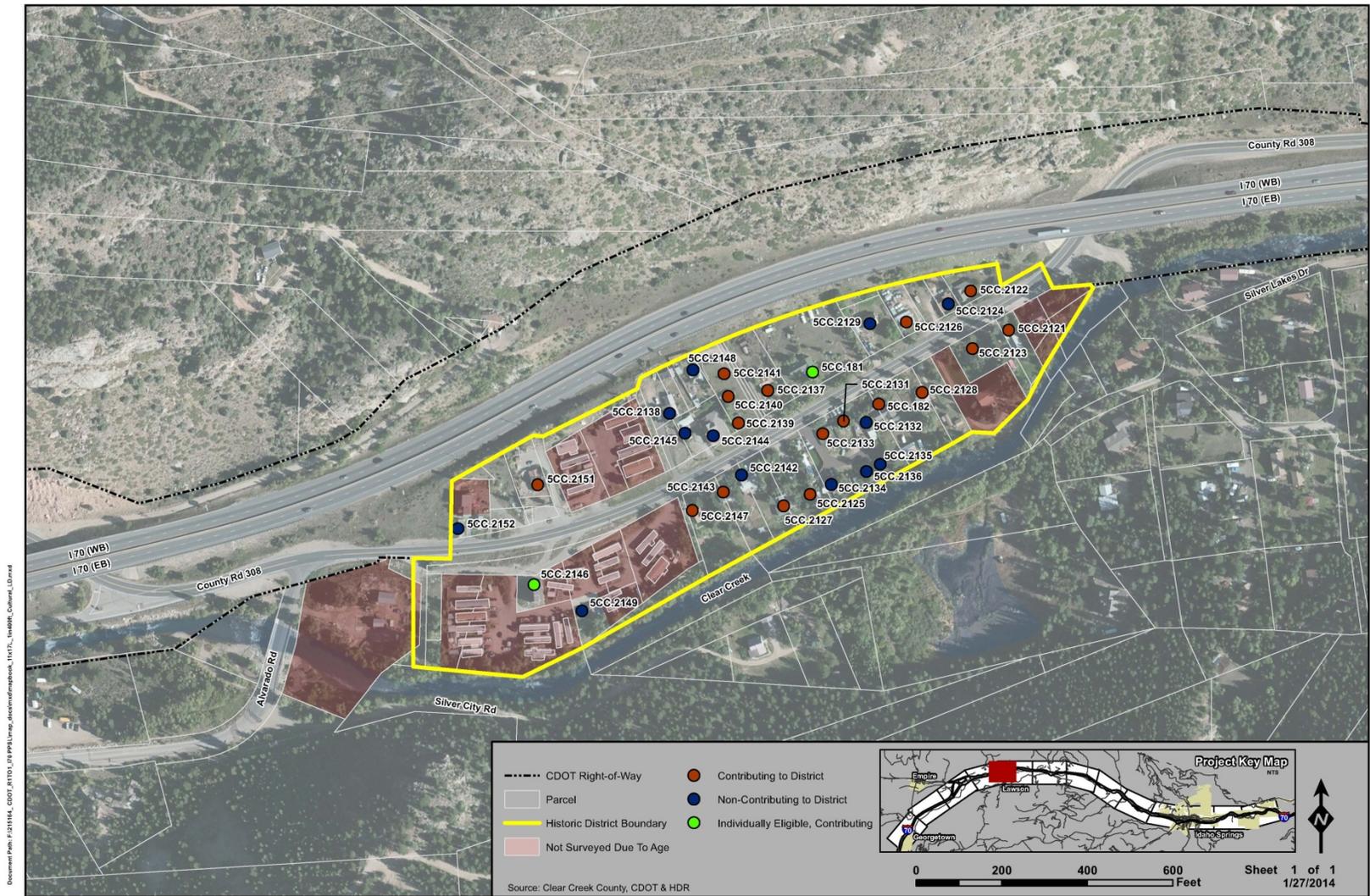


Figure 3. Proposed Boundaries and Contributing Elements of the Lawson Historic District (5CC.2157).

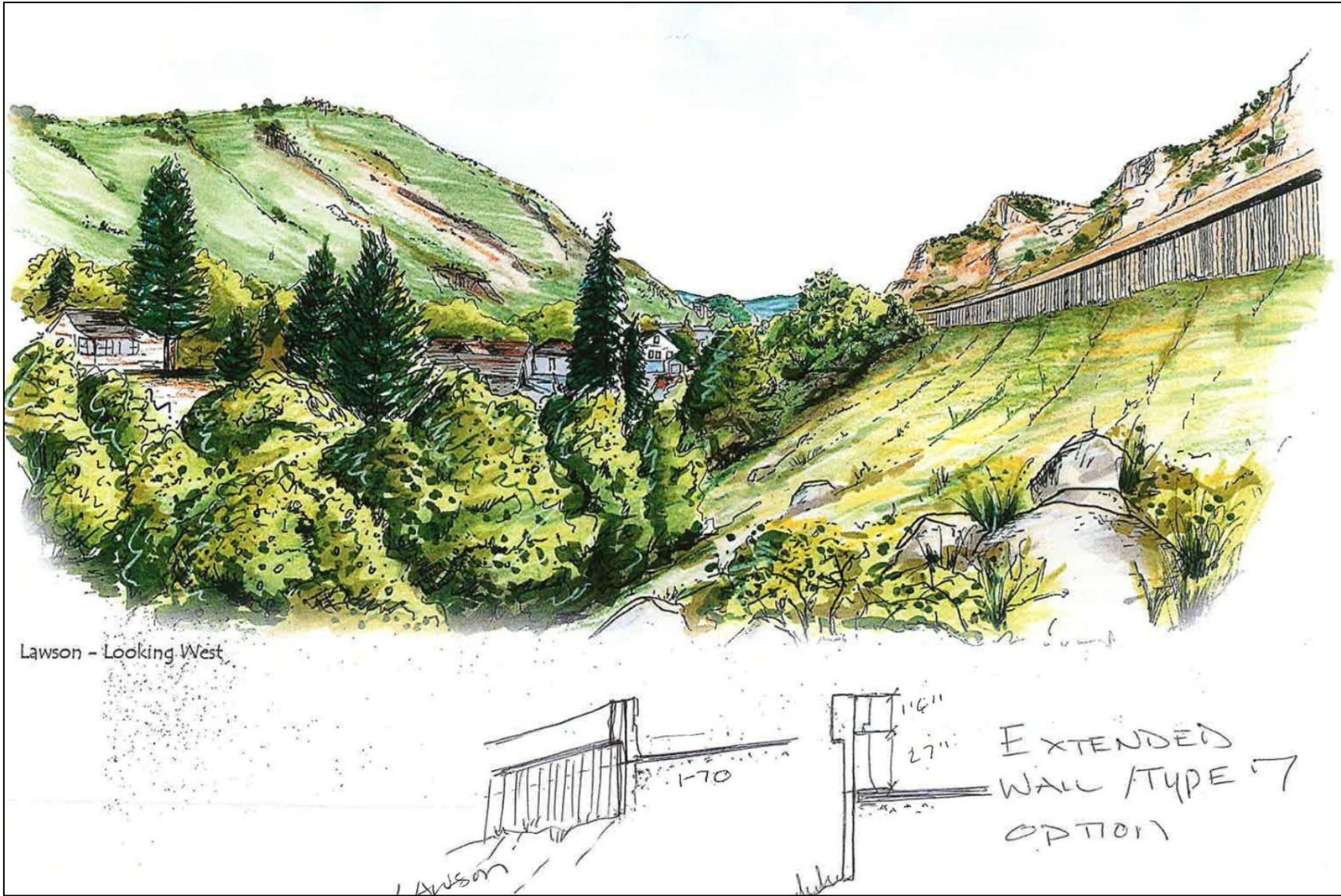


Figure 4. Rendering of Proposed Retaining Wall at Lawson.

1.3. Mileposts 234-238.5: Dumont to Idaho Springs

Improvements from MP 234 to MP 238.5 include: minimal roadway widening and restriping of the mainline; emergency pull outs just east of MP 235 and between MPs 237 and 238; signage; and retaining walls at the Dumont On-Ramp (MP 235) between Dumont and Fall River, and at the Fall River On-Ramp (MP 238). Historic properties between MPs 234 and 238.5 are: the Dumont Train Depot and Mill City House in Dumont; the CCRR grade near N. Spring Gulch Road; and the Maude Munroe Mine Site.

1.3.1. Dumont Train Depot, W Dumont Road (5CC.2156)

Determination of Effect: No Effect (No Historic Properties Affected)

The Dumont Train Depot is eligible for the NRHP for its Queen Anne architectural significance under Criterion C. It was relocated to its current site on the south side of Interstate 70, and is no longer in a context or setting associated with the railroad (although still near its original location in the Dumont area). It is not occupied, so any additional noise from the PPSL project would not affect it or its use.. The depot is over 400 feet south of Interstate 70, and PPSL construction would not damage or destroy the property. The overpass at MP 235 would have an overhead ATM sign and a variable speed limit sign added. No wall is proposed in its vicinity, and there would be little change from current conditions. Given its location relative to the interstate, no visual effects to viewscape or viewshed are expected. For these reasons, CDOT has determined that the PPSL project would not affect the Dumont Train Depot.

1.3.2. Mill City House, 247 Co. Rd. 308, Dumont (5CC.313)

Determination of Effect: No Effect (No Historic Properties Affected)

The Mill City House is the only property in Dumont on the north side of Interstate 70 in the APE, and is across from the Interstate 70 overpass bridge at MP 235. Because the property is on the north side of the interstate, PPSL project improvements or additional traffic would not be visible from it. An overhead sign is proposed over the eastbound lanes at MP 235, and one for MP 235.5, but due to the grade difference between the interstate and the Mill City House, the signs would not be visible to or from the historic property. No additional noise impacts from the PPSL project would occur to this property. For these reasons, CDOT has determined that the PPSL project would not affect the Mill City House.

1.3.3. Central Colorado Railroad Grade, North Spring Gulch Road (5CC.427.13)

Determination of Effect: No Effect (No Historic Properties Affected)

The segment of the Central Colorado Railroad (CCR) grade near the intersection of N. Spring Gulch Road and Stanley Road was determined to support the NRHP eligibility of the overall CCR linear resource. However, the railroad grade is outside of the CDOT right-of-way where construction would occur. No retaining walls or additional pavement is planned for this area. Two ATM signs are proposed, one at MP 236 and the other at MP 236.5, which would be in addition to the one existing sign at the MP 236 marker. The CCR grade is at a distance of approximately 220 feet from Interstate 70 on the east end and approximately 380 feet distant at the west end. All PPSL construction and the two additional signs would be sufficiently distant from the railroad grade and buffered by Clear Creek to the north and dense tree stands as to not be visible. For these reasons, CDOT has determined that the PPSL project would not affect the CCR Grade, N. Spring Gulch Road segment.

1.3.4. Maude Munroe Mine/Dona Juanita (5CC.339)

Determination of Effect: No Effect (No Historic Properties Affected)

. Two retaining walls are planned to the east of the site near MP 238, but these are at a distance of 0.2 miles (>1000 feet) from the historic property. The retaining walls would not be visible due to intervening vegetation and the topography of the area near the creek. Two ATM signs are proposed, one at approximately MP 238 and the other at 238.6. They would augment the existing three signs: an “Idaho Springs, Next 3 Exits” sign, a small “Engine Brake Mufflers Required” sign, and an exit sign for 239, all clustered between MP 237.8 and 238.2. Collectively, the existing and proposed signs would not affect the viewshed or viewscapes of the Maude Munroe Mine Site. The setting of structures on the north side would not change substantially since Interstate 70 is already adjacent. The structures are not occupied and so would not be affected by any additional noise. Since Interstate 70 now runs adjacent to and north of the site, it is probable that any subsurface remains such as mine shafts and tunnels or trash deposits once associated with the site within the APE were destroyed during interstate construction. For these reasons, CDOT has determined that the PPSL project would not affect the Maude Munroe Mine Site.

1.4. Mileposts 238.5-242: Idaho Springs

Improvements between MPs 238.5 and 242 include: minimal widening and restriping of the mainline; retaining walls at the State Highway 103 off-ramp and on-ramp (one to be rehabilitated); replacement of the State Highway 103 bridge; improvements to the Water Wheel Park; and replacement of the east Idaho Springs interchange bridge with a new roundabout just east of the bridge. Signage-only improvements begin at MP 241.5.

1.4.1. Big Five Mine (5CC.328)

Determination of Effect: No Effect (No Historic Properties Affected)

. All of the Big Five Mine elements are on the north side of I-70 and north of an existing noise wall that stands approximately 12 feet tall. The noise wall has impacted the view of features on the north side from the interstate, and the present project would not augment or increase any existing impacts to the Big Five Mine site. For these reasons, CDOT has determined that the PPSL project would not affect the Big Five Mine.

1.4.2. Mt. Evans Road (State Highway 103) (5CC.1151.1/5CC.1151.2)

Determination of Effect: No Effect (No Historic Property Affected)

Changes to SH 103 from the PPSL project would not affect the characteristics for which State Highway 103 is significant and NRHP eligible. For this reason, CDOT has determined that the PPSL project would not affect the Mt. Evans Road.

1.4.3. Idaho Springs Downtown Commercial District (5CC.201)

Determination of Effect: No Adverse Effect

The very southeast edge of the NRHP-listed Idaho Springs Downtown Commercial District overlaps with the PPSL APE for about two blocks as shown in Figure 5. The south side of Idaho Street at 17th Avenue and to the west within the APE consists of parking lots. At the intersection of Idaho Street and 17th Avenue is a small park. There are historic buildings on the north side of Idaho Street beyond the parking

lots and west of 17th Avenue. These historic buildings face across the parking lots to Interstate 70 and already experience substantial traffic noise and the visual effects of the interstate. The only components of the PPSL project that may be visible from the Historic District are additional signage.

The replacement of the State Highway 103 (SH 103) overpass bridge may be accompanied by a slight shift of the interstate roadway lanes to the north (westbound) and south (eastbound) to accommodate support piers in the median. The new overpass would be very similar to the existing one but may be slightly higher, e.g., less than a foot. The interstate roadway is depressed and is lower than the buildings above. The new overpass would not be appreciably more visible to the historic district buildings or cause additional noise. For these reasons, CDOT has determined that the PPSL project would have No Adverse Effect on the Idaho Springs Downtown Commercial Historic District.

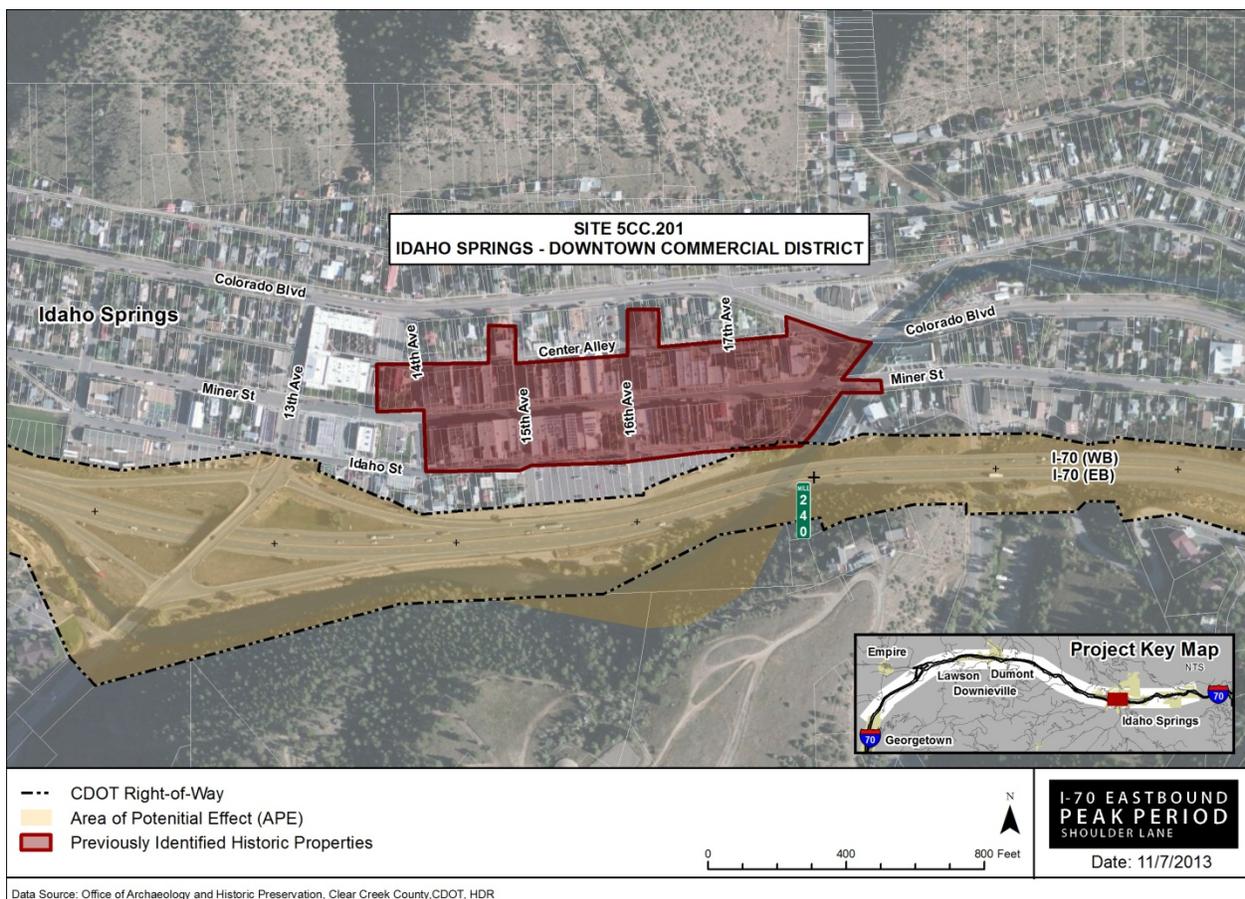


Figure 5. PPSL APE and the Idaho Springs-Downtown Commercial District (5CC.201).

1.4.4. Charlie Tayler Waterwheel (5CC.229)

Determination of Effect: No Adverse Effect

The PPSL project would not damage or destroy the waterwheel. It would continue to serve as a commemorative object, and be visible in its rugged mountain context from Interstate 70 or close-up after

completion of the PPSL. The park visitor would continue facing toward the waterwheel to the south, away from the interstate. Since the PPSL project includes improvements to the waterwheel park that would depress it lower relative to Interstate 70, a visitor to the park would be less affected by noise and the interstate would be less visually apparent than present. Improvements to the park would affect the setting and surroundings of the waterwheel, but the park is not historic. These effects would not be adverse, but rather beneficial to improving the visitor's experience of the resource. An overhead sign is proposed to be installed on the median of the eastbound lanes of the interstate at MP 239.5, just west of the State Highway 103 interchange, and another at MP 241.1, east of the waterwheel and park. Neither would be visible from the viewshed of the waterwheel nor affect the viewscales that include the waterwheel. From the State Highway 103 interchange to the waterwheel, there are three existing signs—one merging lane sign and two no parking signs. The two new signs would be placed so as to not pose additional visual effects to the waterwheel. On these bases, CDOT has determined the proposed PPSL project would not adversely affect the Charlie Taylor Waterwheel.



Figure 6. Plan View of Improvements to the Water Wheel Park.

1.4.5. Central Colorado Railroad Grade, Idaho Springs (5CC.427.15)

Determination of Effect: No Effect (No Historic Properties Affected)

The Idaho Springs segment of the CCRR linear resource is approximately 88 feet north of the westbound lanes of Interstate 70 so there would be no direct construction impacts to the railroad grade. Interstate 70 is elevated above the CCRR grade location and PPSL project elements would be viewed across the median and the south side of the interstate, and across the eastbound traffic lanes. The PPSL

improvements also would not be visible from the railroad grade. For this reason, CDOT has determined that the PPSL project would not affect the CCRR Grade Idaho Springs segment.

1.5. Mileposts 242-243: Twin Tunnels Vicinity

Project improvements from MPs 242 to 243 are signage only.

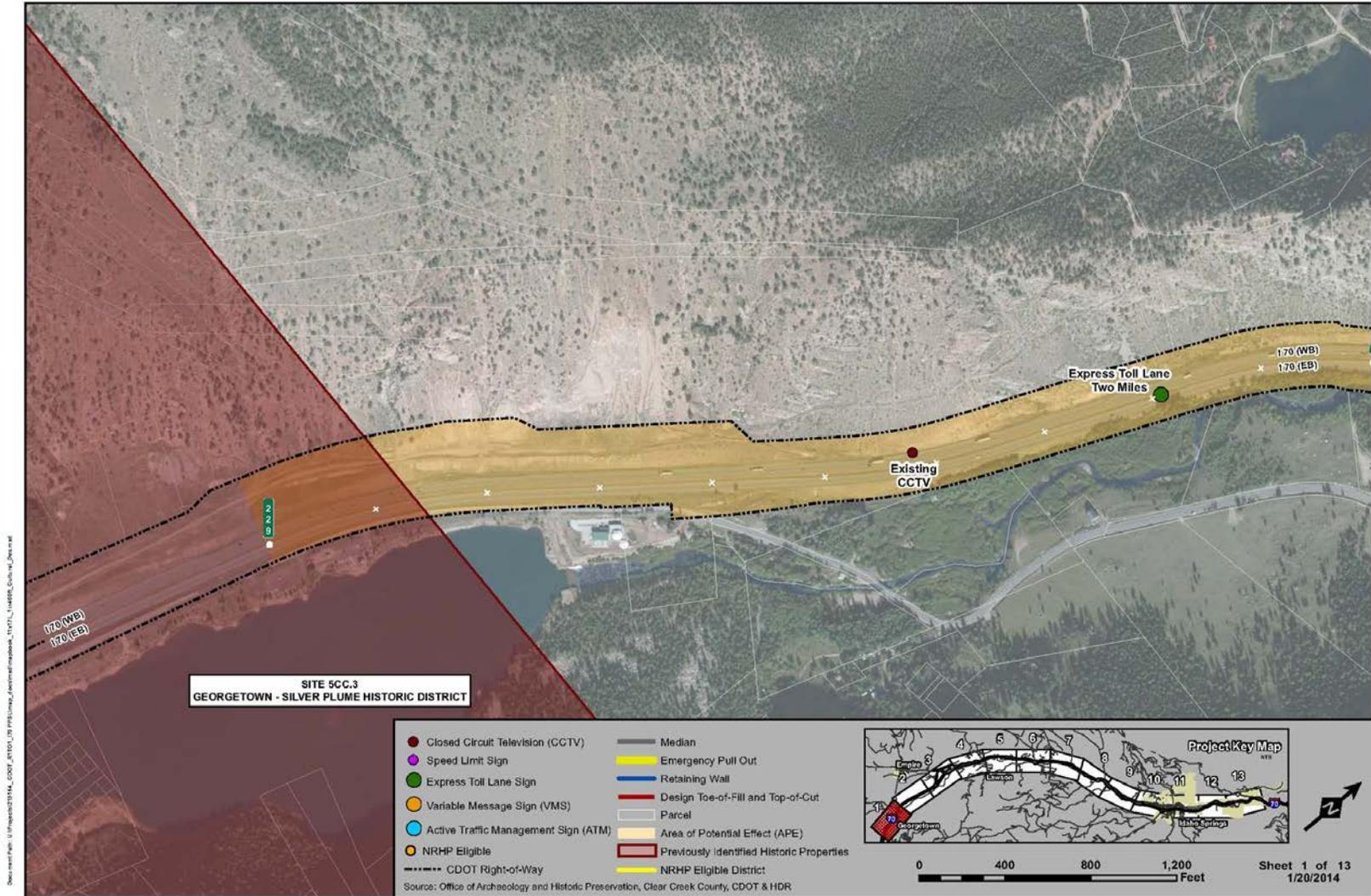
1.5.1. Twin Tunnels/Interstate 70 (5CC.1189.3)

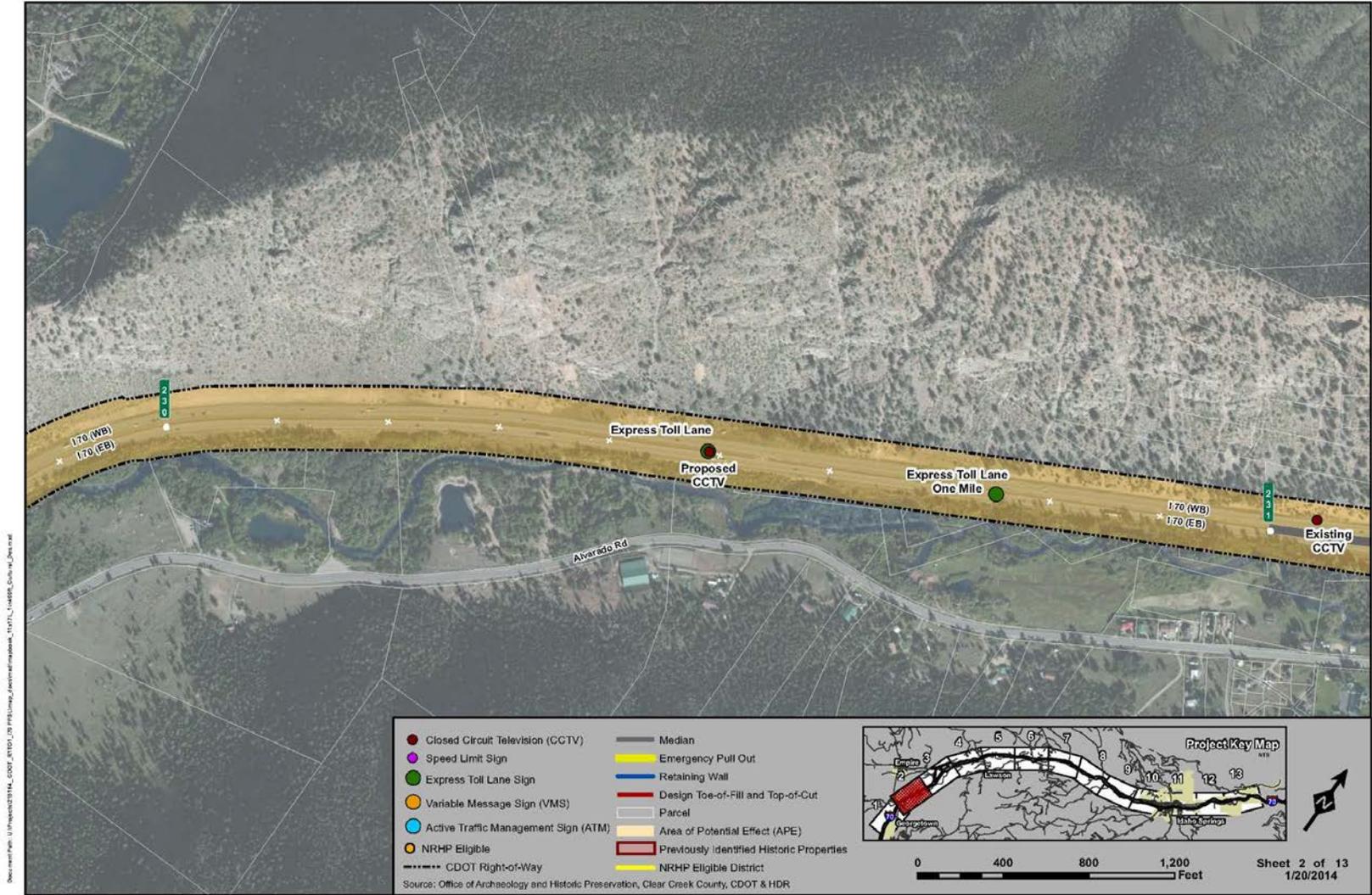
Determination of Effect: No Effect (No Historic Properties Affected)

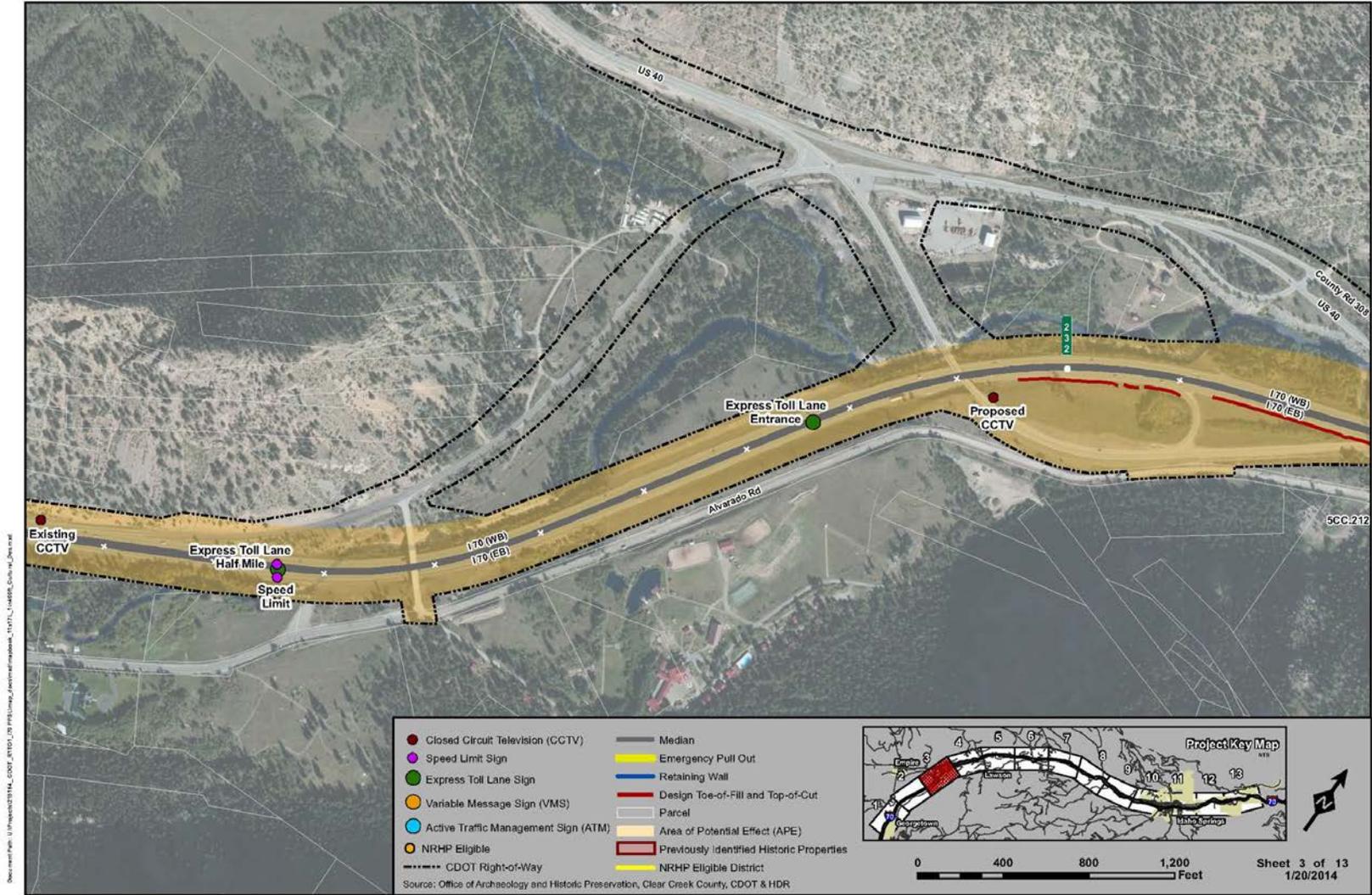
. The only PPSL project elements proposed in the vicinity of the Twin Tunnels would be the installation of signage. An “Express Only” overhead sign is planned for MM 242, just to the west of the Twin Tunnels. There currently are a number of signs in the vicinity of the Twin Tunnels. The additional sign would not present an appreciable effect on the Twin Tunnels. For this reason, CDOT has determined that the PPSL project would have no effect to the Twin Tunnels.

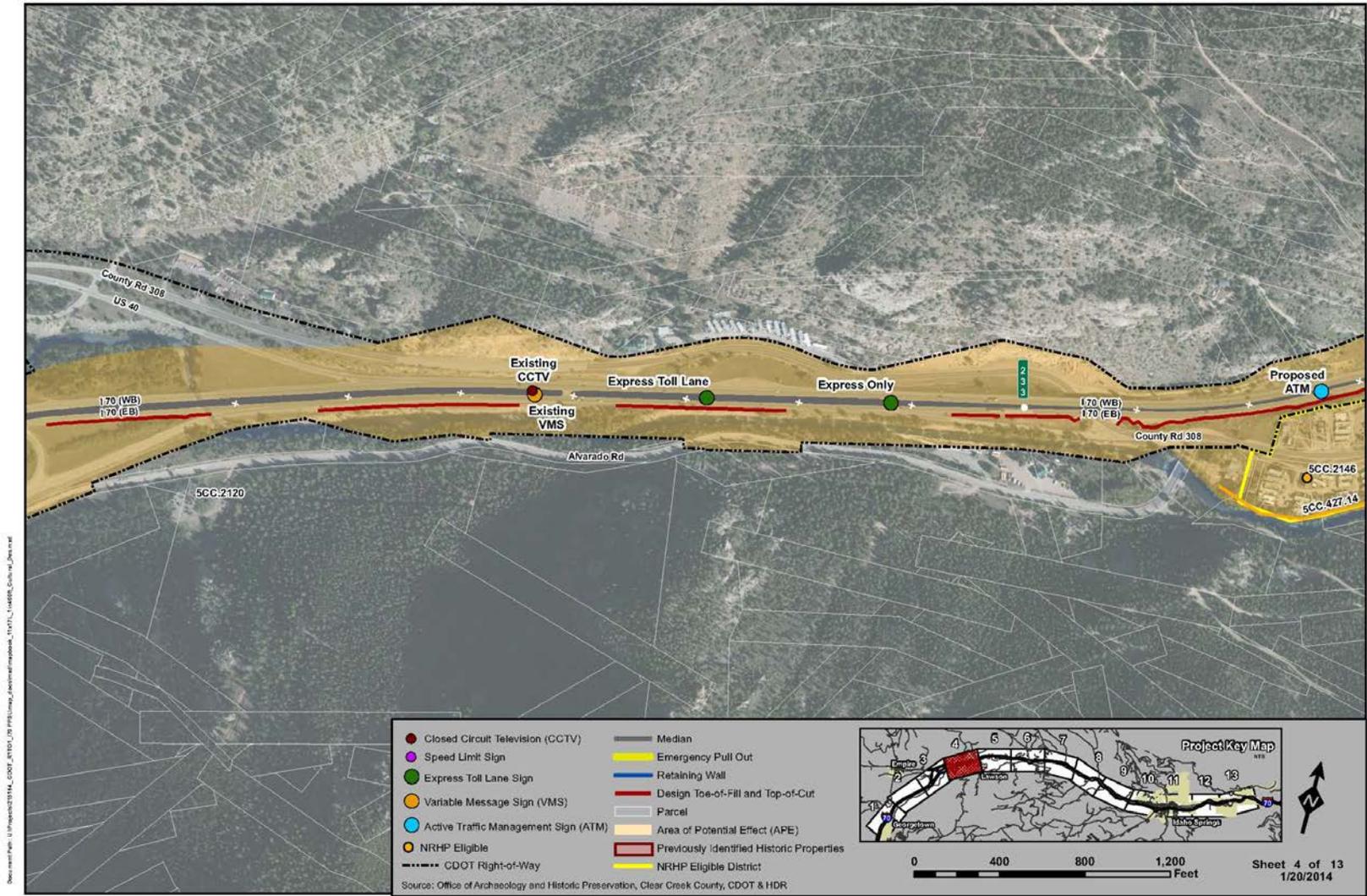
This page intentionally left blank.

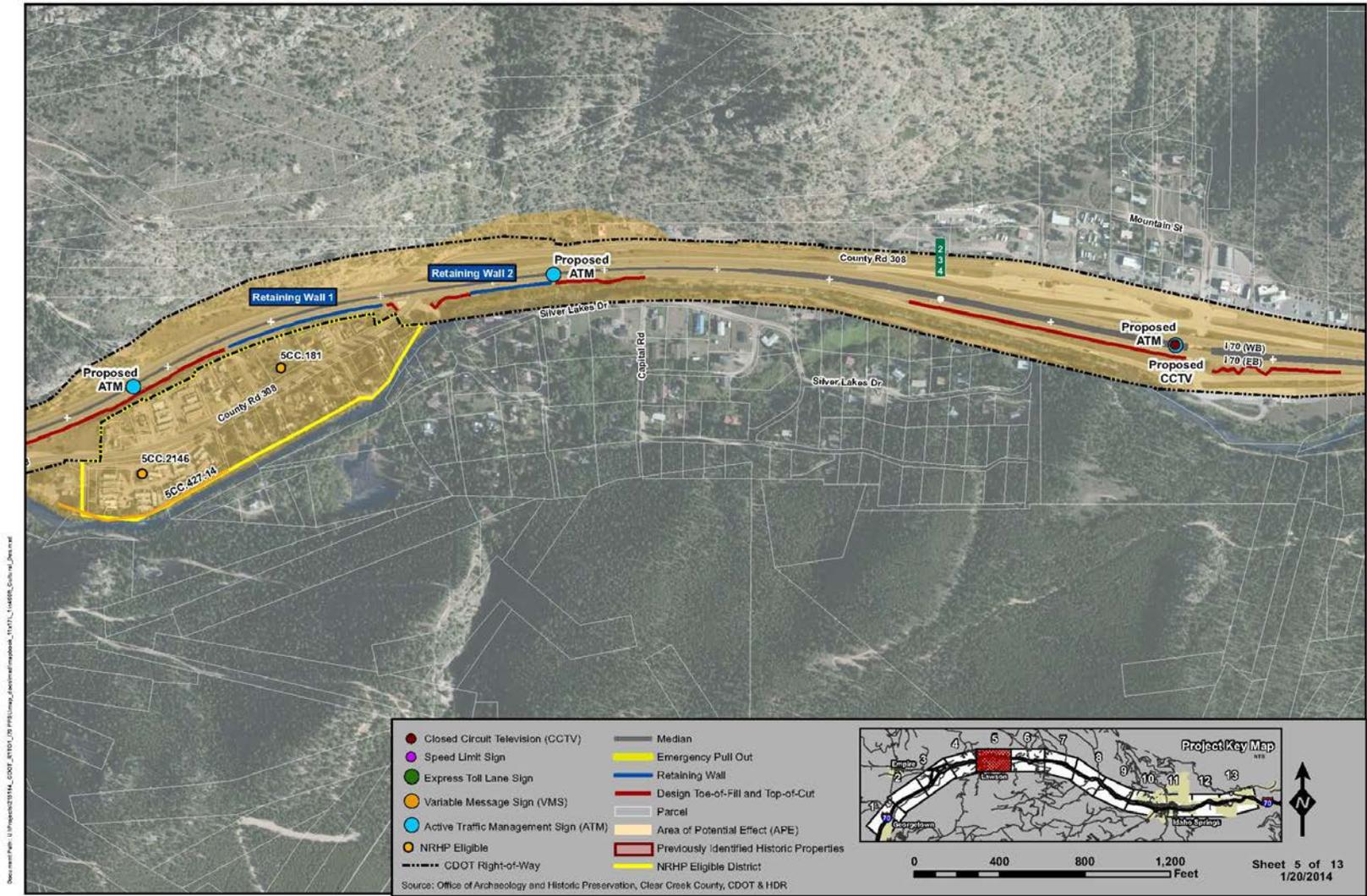
Attachment A: Determination of Effects Maps

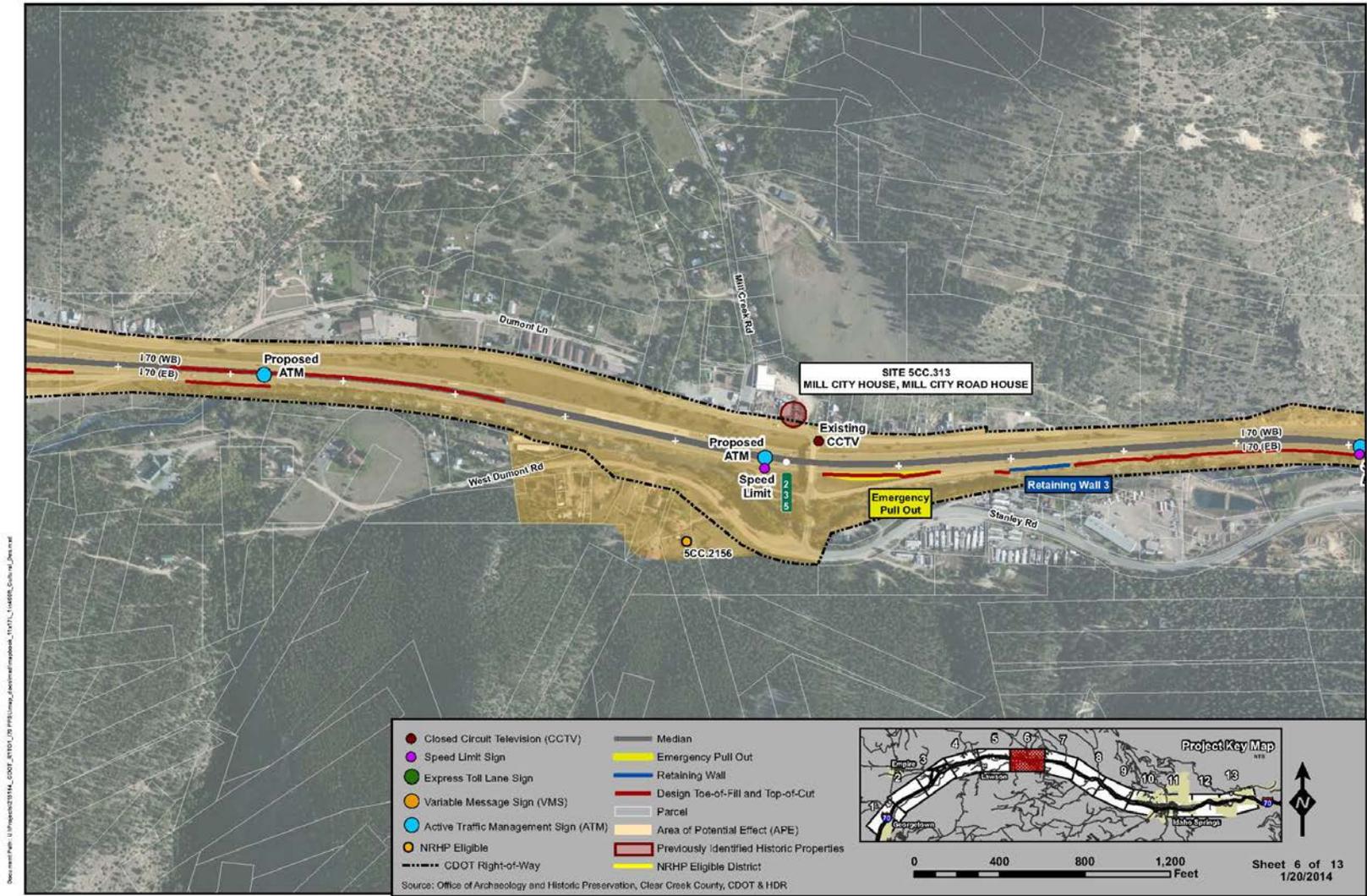


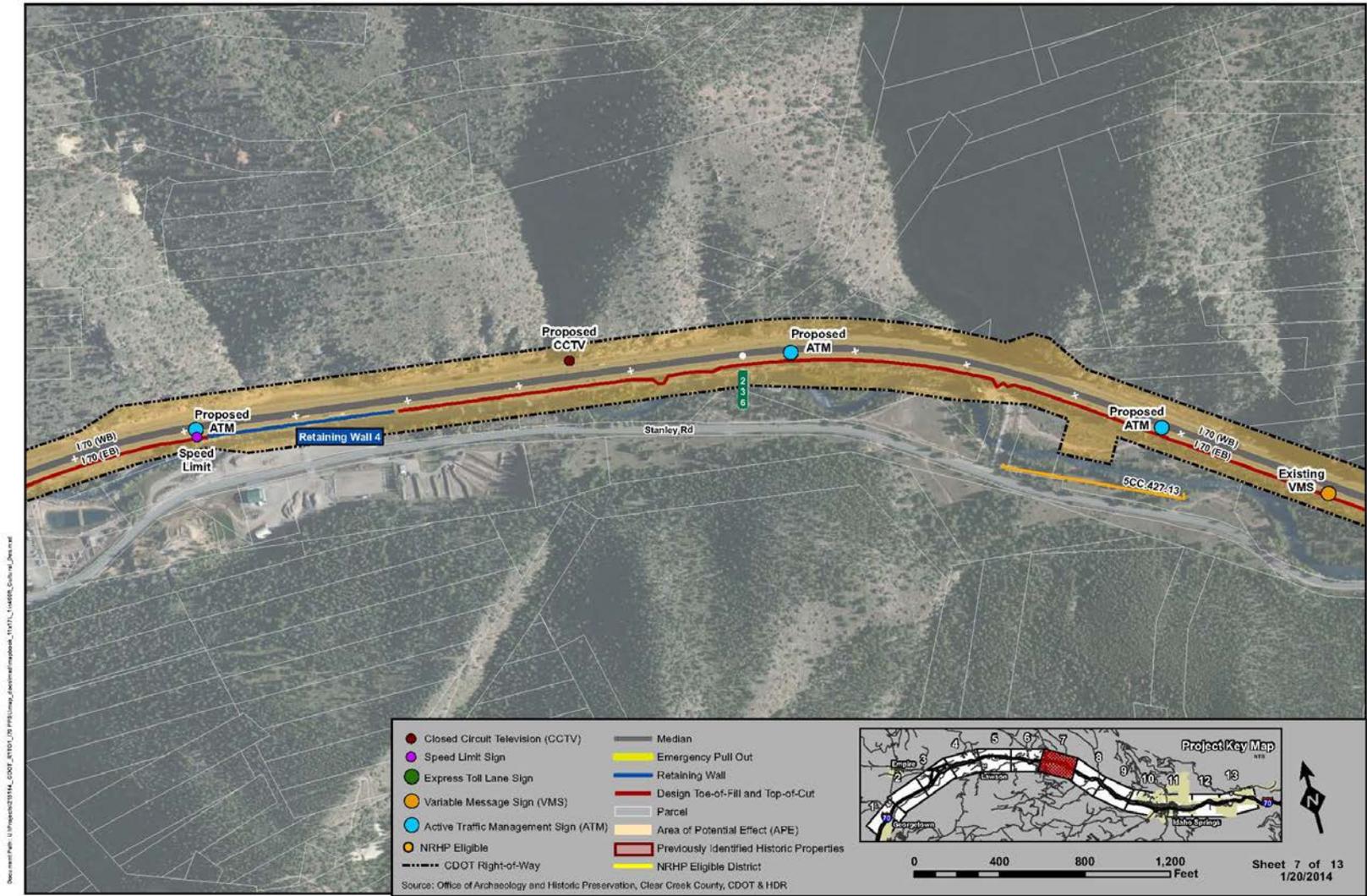


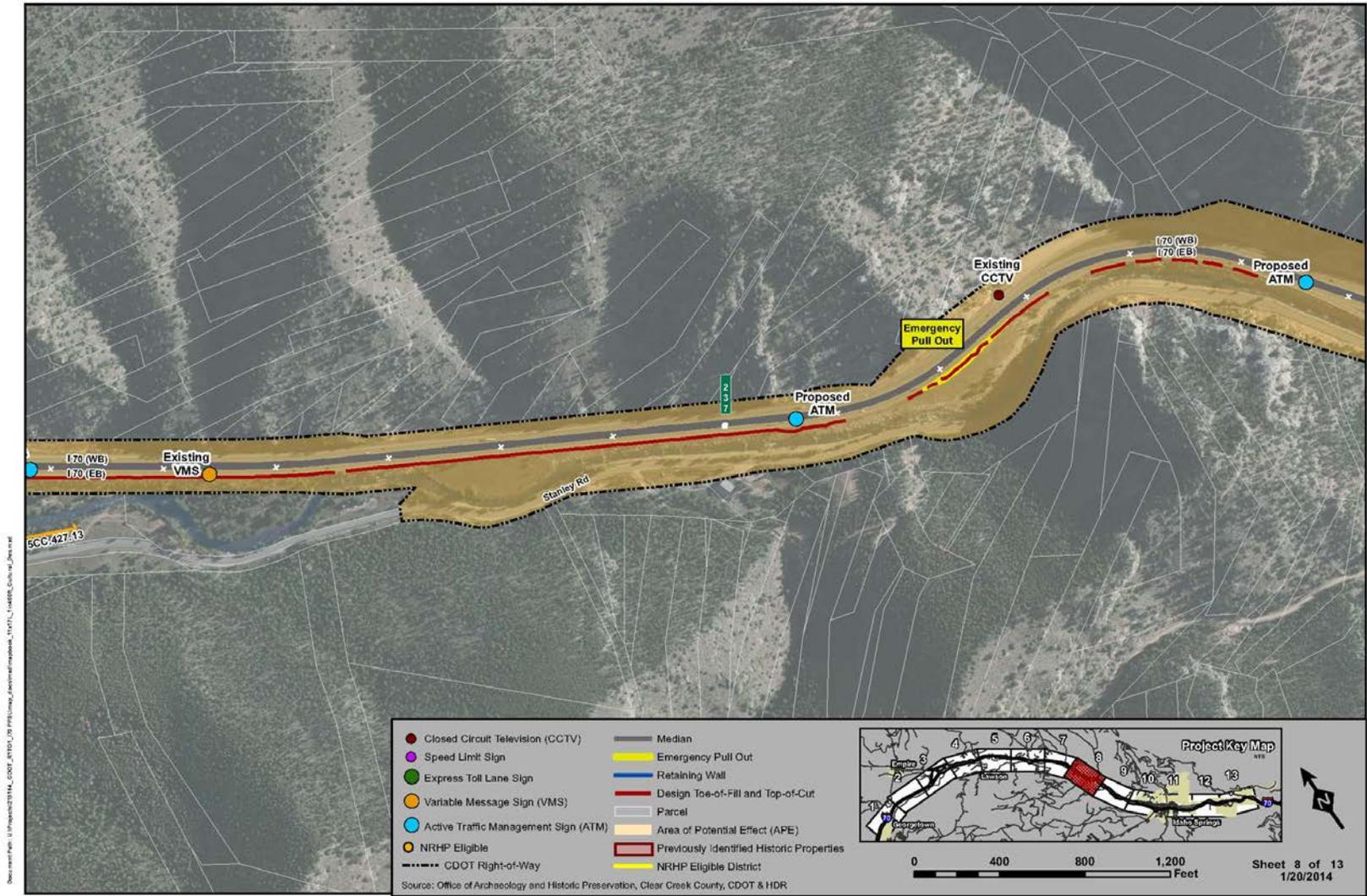


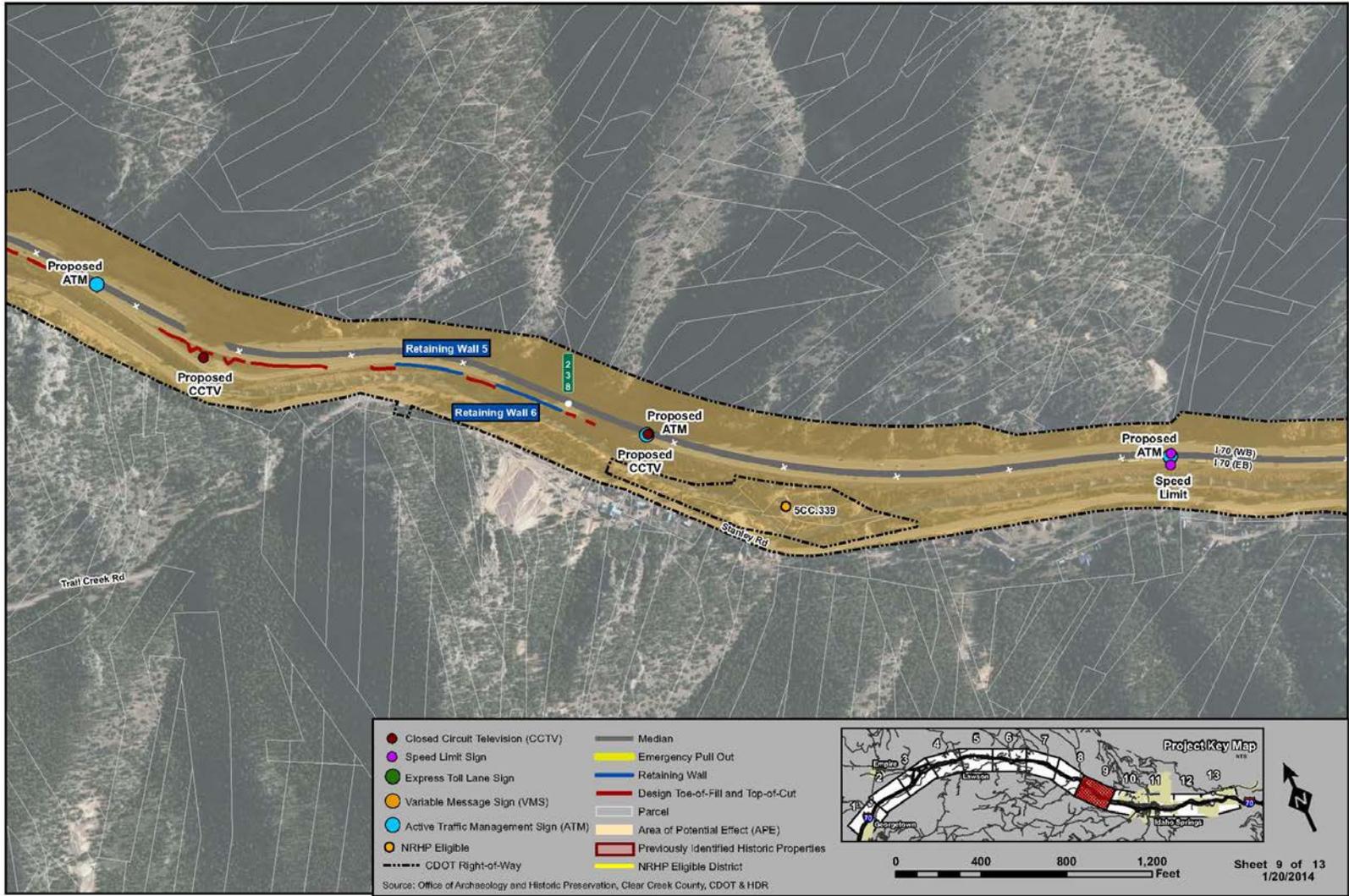


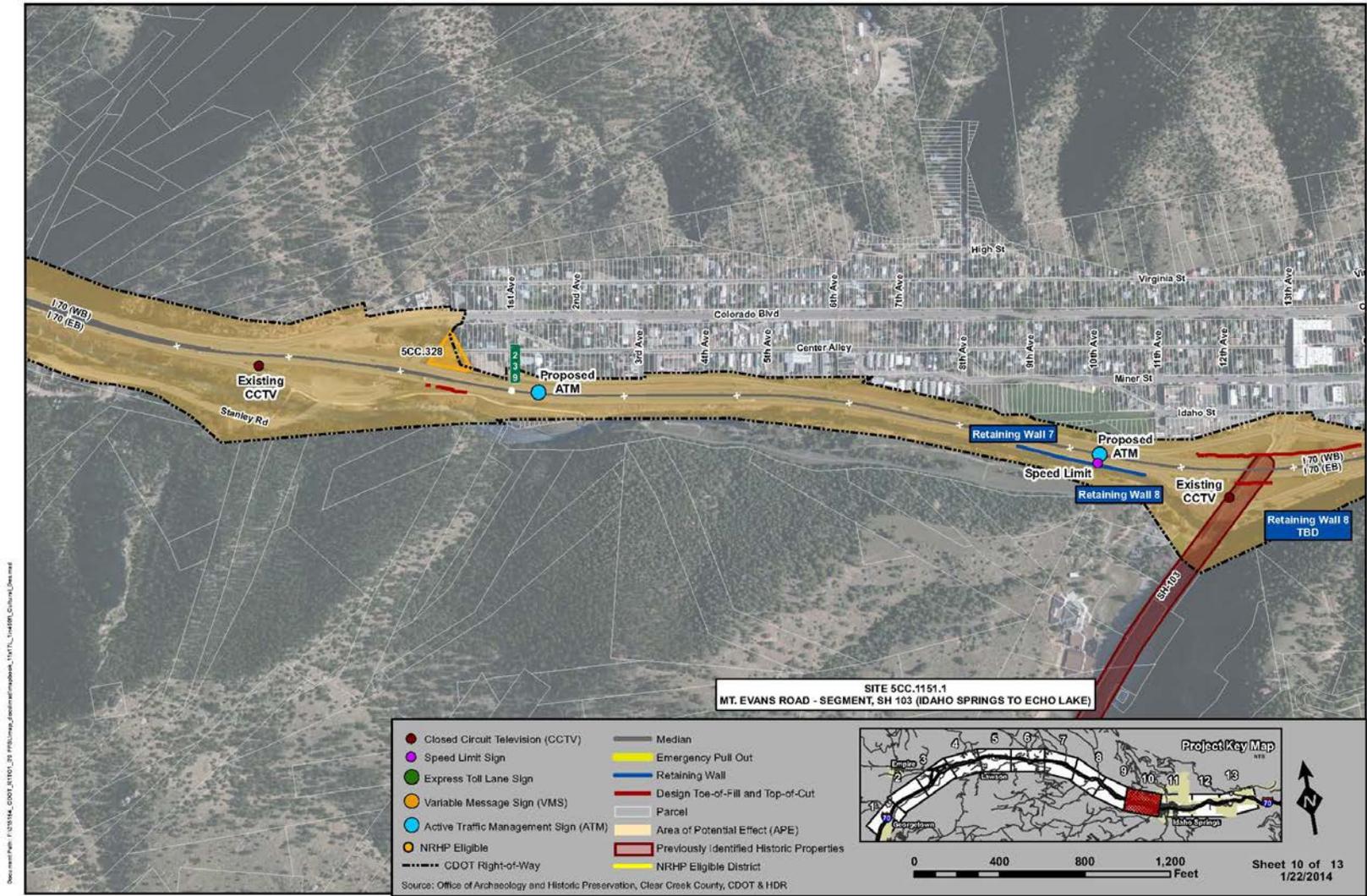


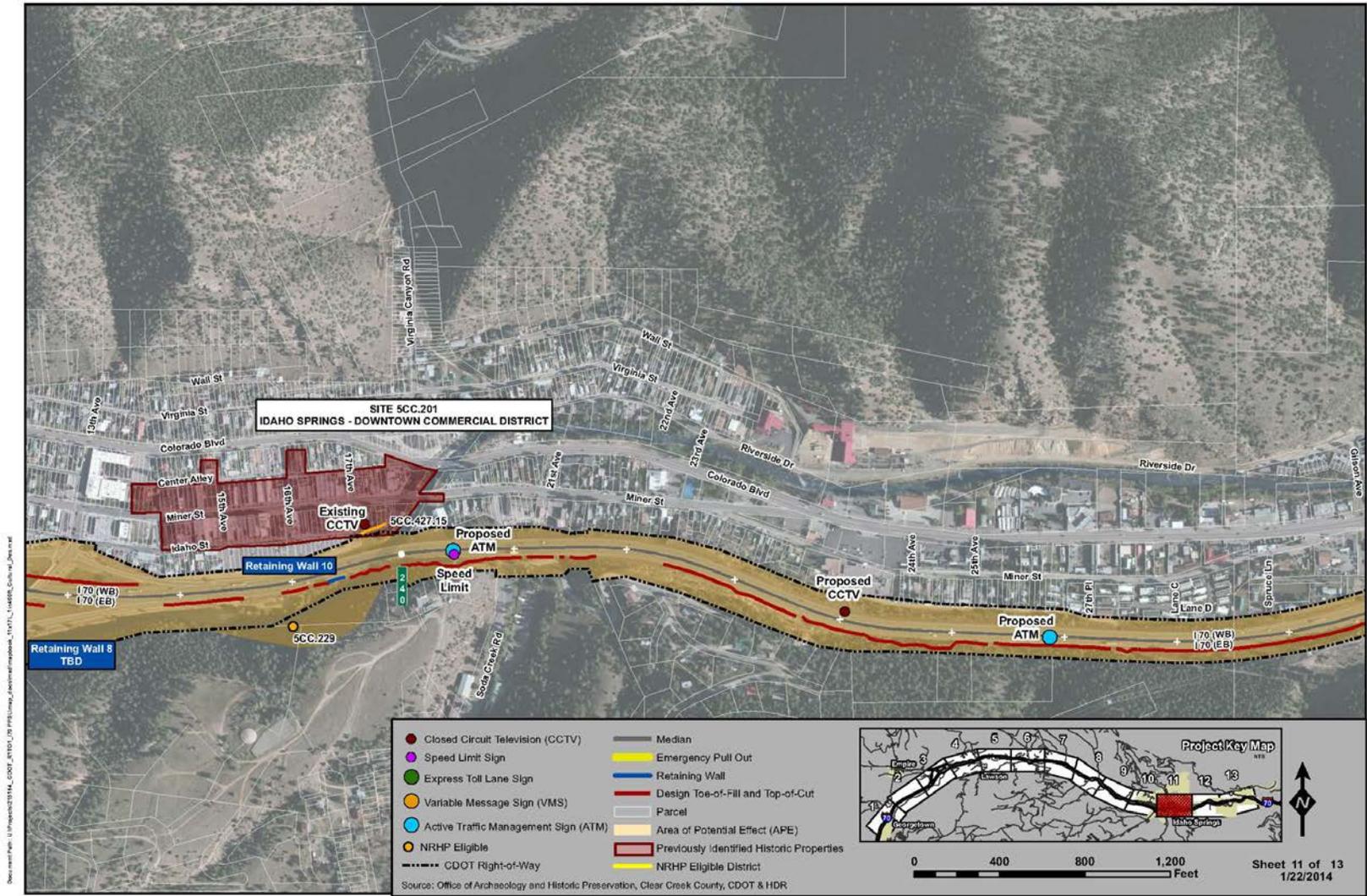


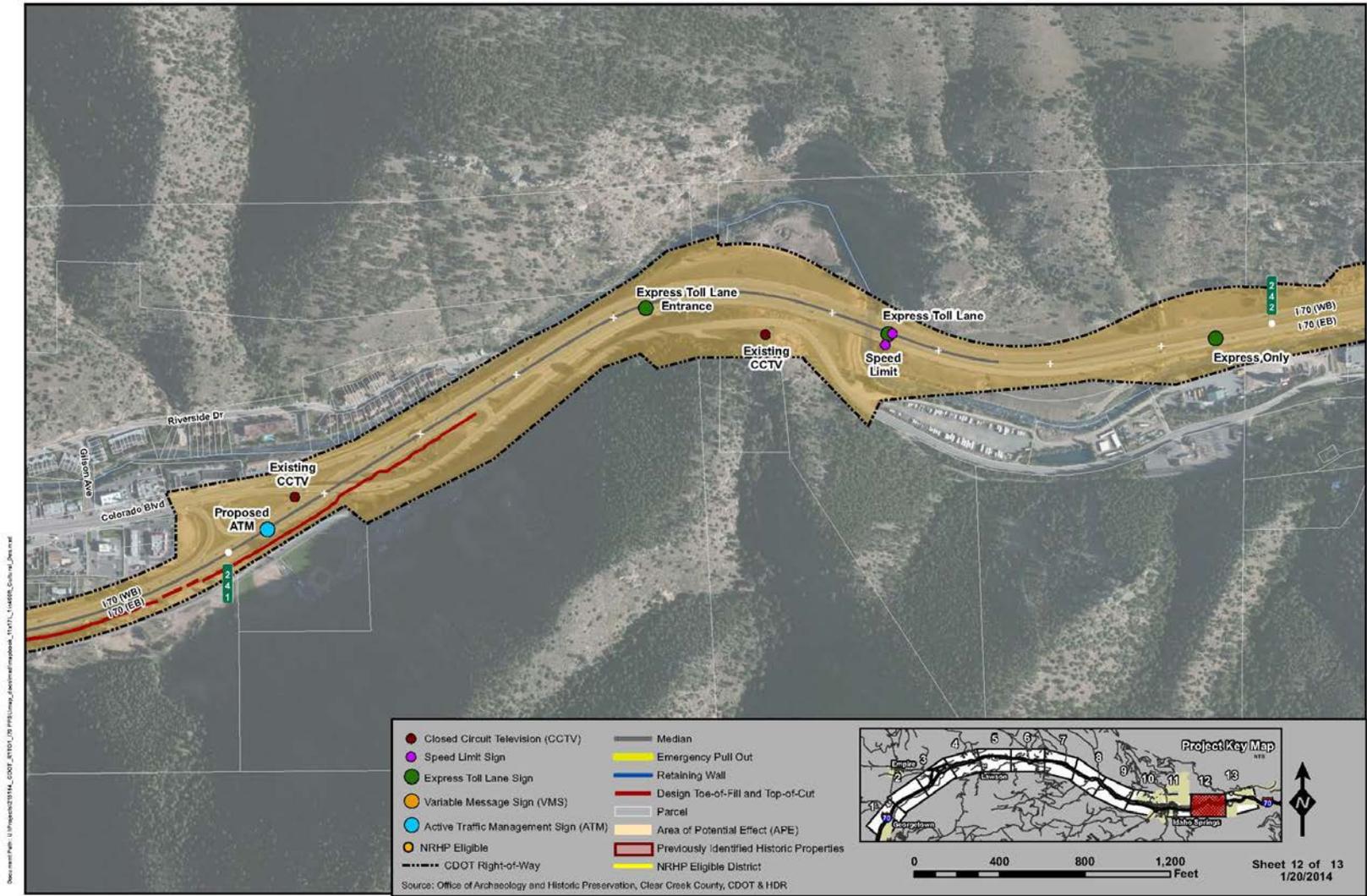


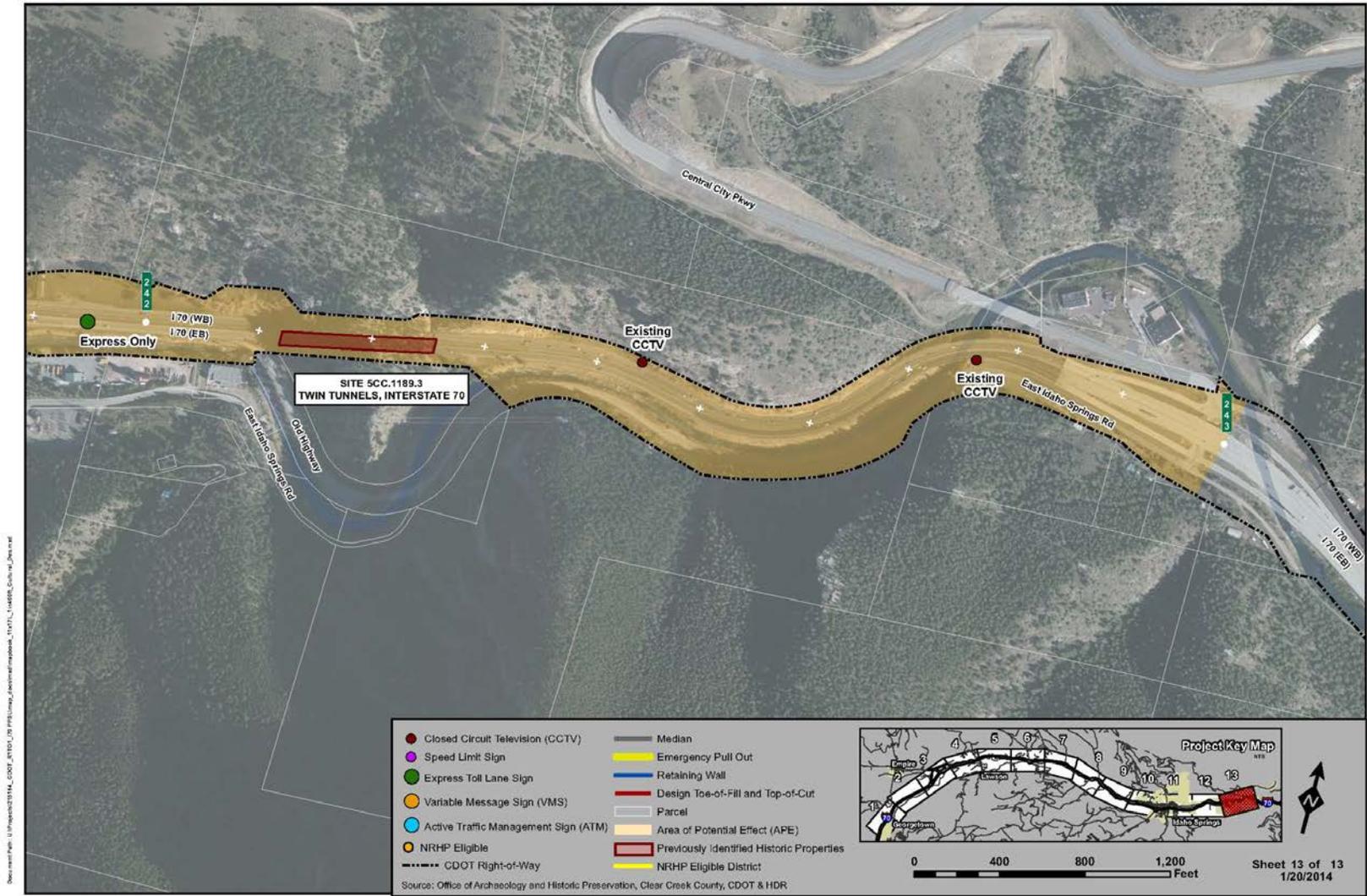






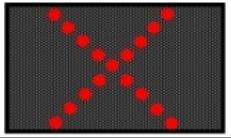


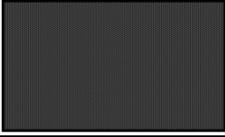


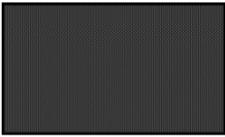
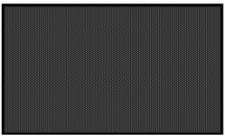


Attachment B: Tables of Proposed Signage and CCTV Cameras

Sign/Device	Mile Post	Side	Station Number	Picture	Mount	MUTCD Required Sign	Sign Dimensions (Feet)
Toll/Express Lane Entrance 2 Miles	MP 229.7	Median	164+40		24-inch diameter cantilever	Yes	LEFT Plaque = 6' X 2'-6" Sign = 14' X 13'-6"
VTMS	MP 230.3	Median	191+90		24-inch diameter cantilever	Yes	17'-6" X 10'
Toll/Express Lane Entrance 1 Mile	MP 230.7	Median	217+20		24-inch diameter cantilever	Yes	LEFT Plaque = 6' X 2'-6" Sign = 14' X 13'-6"
Toll/Express Lane Entrance 1/2 Mile	MP 231.25	Median	243+60		24-inch diameter cantilever	Yes	LEFT Plaque = 6' X 2'-6" Sign = 14' X 13'-6"
Toll/Express Lane Entrance	MP 231.75	Median	270+00		24-inch diameter cantilever	Yes	LEFT Plaque = 6' X 2'-6" Sign = 14' X 11'-6"

Sign/Device	Mile Post	Side	Station Number	Picture	Mount	MUTCD Required Sign	Sign Dimensions (Feet)
VTMS	MP 232.4	Median	303+20		24-inch diameter cantilever	Yes	17'-6" X 10'
Express Lane Sign	MP 232.9	Median	327+50		24-inch diameter cantilever	Yes	13' X 9'-6"
Proposed ATM Sign	MP 233.15	Median	342+50		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 233.55	Median	365+20		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 234	Median	385+50		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 234.55	Median	416+50		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 234.95	Median	439+00		24-inch diameter cantilever	No	13' X 9'-6"

Sign/Device	Mile Post	Side	Station Number	Picture	Mount	MUTCD Required Sign	Sign Dimensions (Feet)
Proposed ATM Sign	MP 235.5	Median	468+20		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 236.1	Median	495+30		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 236.4	Median	515+00		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 237.1	Median	548+80		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 237.5	Median	576+00		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 238.1	Median	602+00		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 238.5	Median	631+00		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 239	Median	653+30		24-inch diameter cantilever	No	13' X 9'-6"

Sign/Device	Mile Post	Side	Station Number	Picture	Mount	MUTCD Required Sign	Sign Dimensions (Feet)
Proposed ATM Sign	MP 239.5	Median	679+50		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 240.1	Median	709+80		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 240.6	Median	735+00		24-inch diameter cantilever	No	13' X 9'-6"
Proposed ATM Sign	MP 241.1	Median	758+80		24-inch diameter cantilever	No	13' X 9'-6"
Toll/Express Lane Entrance	MP 241.4	Median	780+00		24-inch diameter cantilever	Yes	Left Plaque = 6' X 2'-6" Sign -14' X 11'-6"
VTMS	MP 241.7	Median	792+70		24-inch diameter cantilever	Yes	17'-6" X 10'
Express Lane Sign	MP 242	Median	808+00		24-inch diameter cantilever	Yes	7'-6" X 6'-6"

Sign/Device	Mile Post	Side	Station Number	Picture	Mount	Sign Dimensions (Feet)	Notes
Proposed VSL	MP 231.25	Median	243+60		Co-located with 1/2 Mile Express Lane sign - mounted on cantilever	4' X 5'	Double post speed limit to reduce speed in advance of PPSL
Proposed VSL	MP 231.25	Right	243+60		W6x15 Steel Post - 7' to bottom of sign	4' X 5'	Double post speed limit to reduce speed in advance of PPSL
Proposed VSL	MP 235	Right	441+00		W6x15 Steel Post - 7' to bottom of sign	4' X 5'	To replace existing 65 MPH sign at Sta 430
Proposed VSL	MP 235.5	Right	468+20		W6x15 Steel Post - 7' to bottom of sign	4' X 5'	To replace existing 65 MPH sign at Sta 470+50

Sign/Device	Mile Post	Side	Station Number	Picture	Mount	Sign Dimensions (Feet)	Notes
Proposed VSL	MP 238.5	Median	631+00		Co-located with 1/2 ATM sign - mounted on cantilever	4' X 5'	Speed Limit change - Double post speed limit to replace existing 60 mph signs near Sta 619+50
Proposed VSL	MP 238.5	Right	631+00		W6x15 Steel Post - 7' to bottom of sign	4' X 5'	Speed Limit change - Double post speed limit to replace existing 60 mph signs near Sta 619+50
Proposed VSL	MP 239.5	Right	679+50		W6x15 Steel Post - 7' to bottom of sign	4' X 5'	To replace Existing 60 mph sign at Sta 656+00
Proposed VSL	MP 240.1	Right	709+80		W6x15 Steel Post - 7' to bottom of sign	4' X 5'	To replace existing 60 mph at Sta 713+00
Proposed VSL	MP 241.7	Median	792+70		Co-located with VTMS sign - mounted on cantilever	4' X 5'	Speed Limit change - Double post speed limit to replace existing 55 mph signs near Sta 800+00

Sign/Device	Mile Post	Side	Station Number	Picture	Mount	Sign Dimensions (Feet)	Notes
Proposed VSL	MP 241.7	Right	792+70		W6x15 Steel Post - 7' to bottom of sign	4' X 5'	Speed Limit change - Double post speed limit to replace existing 55 mph signs near Sta 800+00

Sign/Device	Mile Post	Side	Station Number	Picture	Mount
Proposed CCTV Camera	MP 230.3	North	191+90		50 foot lowering pole
Proposed CCTV Camera	MP 231.9	North	278+00		50 foot lowering pole
Proposed CCTV Camera	MP 233.3	North	351+00		50 foot lowering pole
Proposed CCTV Camera	MP 234.25	Median	401+00		50 foot lowering pole
Proposed CCTV Camera	MP 235.8	North	485+00		50 foot lowering pole
Proposed CCTV Camera	MP 236.5	Median	523+00		50 foot lowering pole
Proposed CCTV Camera	MP 237.7	Median	582+50		50 foot lowering pole

Sign/Device	Mile Post	Side	Station Number	Picture	Mount
Proposed CCTV Camera	MP 238.2	Median	607+00		50 foot lowering pole
Proposed CCTV Camera	MP 240.4	North	726+80		50 foot lowering pole