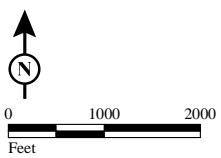


- | Intersections Alt6B  | % non-white  |
|--|--|
| <span style="color: green;">●</span> 3 peak period delay reduced       | <span style="background-color: #ffffcc;">■</span> 0 - 25   |
| <span style="color: cyan;">●</span> 2 of 3 peak period delay reduced   | <span style="background-color: #ffcc99;">■</span> 25 - 50  |
| <span style="color: blue;">●</span> No net change in peak delay        | <span style="background-color: #ff9966;">■</span> 50 - 75  |
| <span style="color: pink;">●</span> 2 of 3 peak period delay increased | <span style="background-color: #ff6633;">■</span> 75 - 95  |
| <span style="color: red;">●</span> 3 peak period delay increased       | <span style="background-color: #cc3300;">■</span> 95 - 100 |



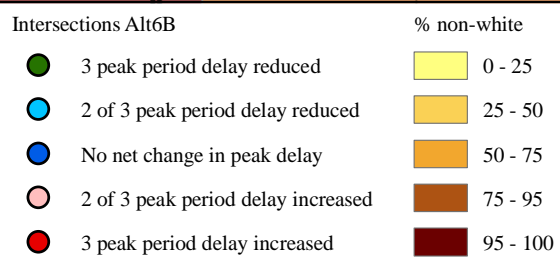
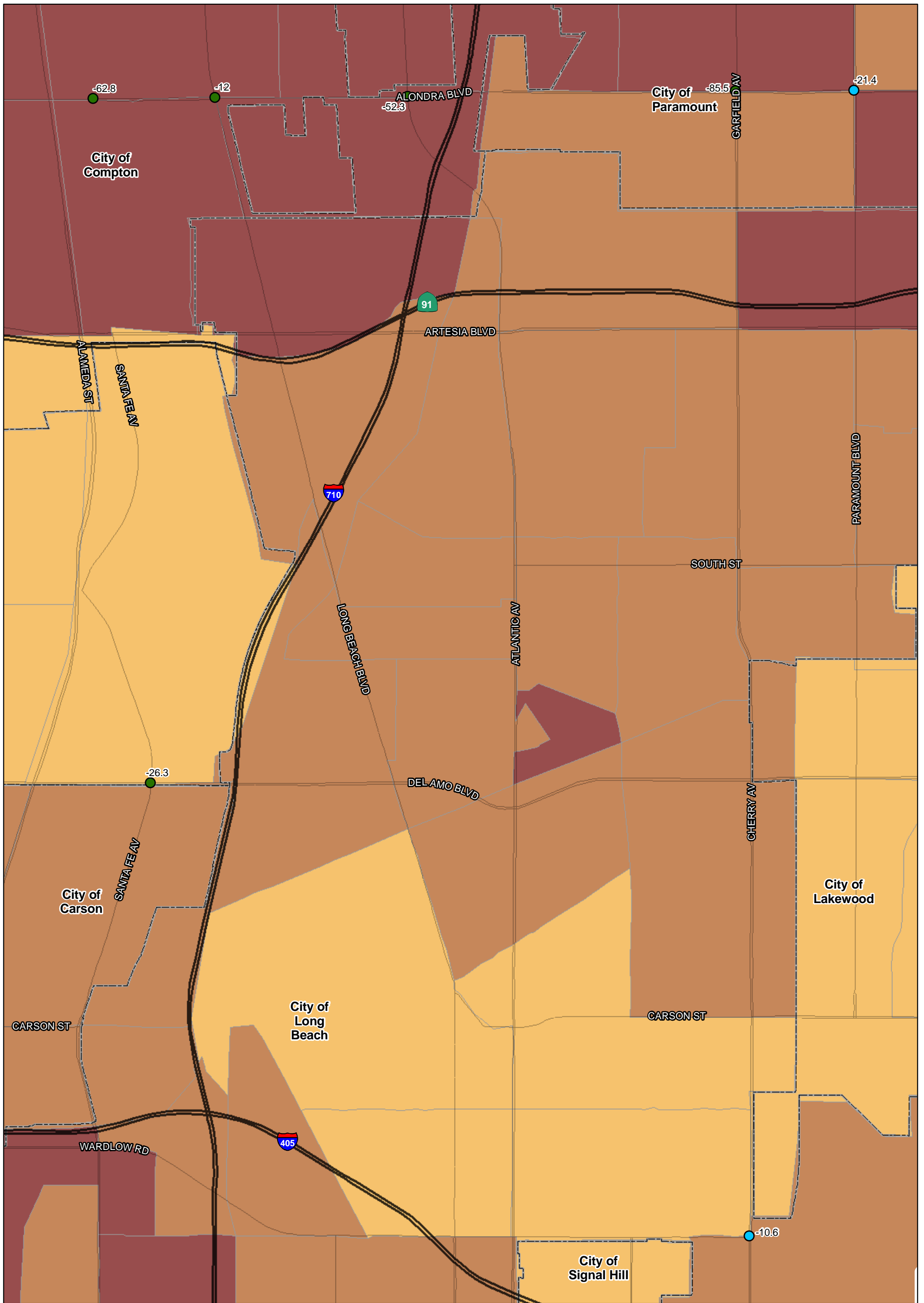
SOURCE: TBM (2007); SCAG (2008)

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FIGURE  
Sheet 1 of 4

I-710 Corridor Project

Percent non-white - 2035



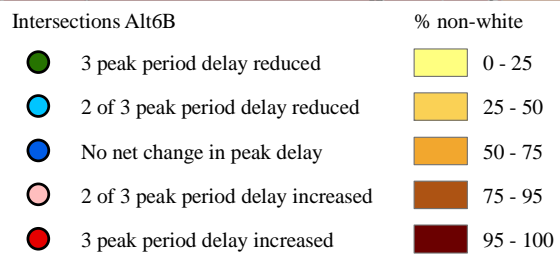
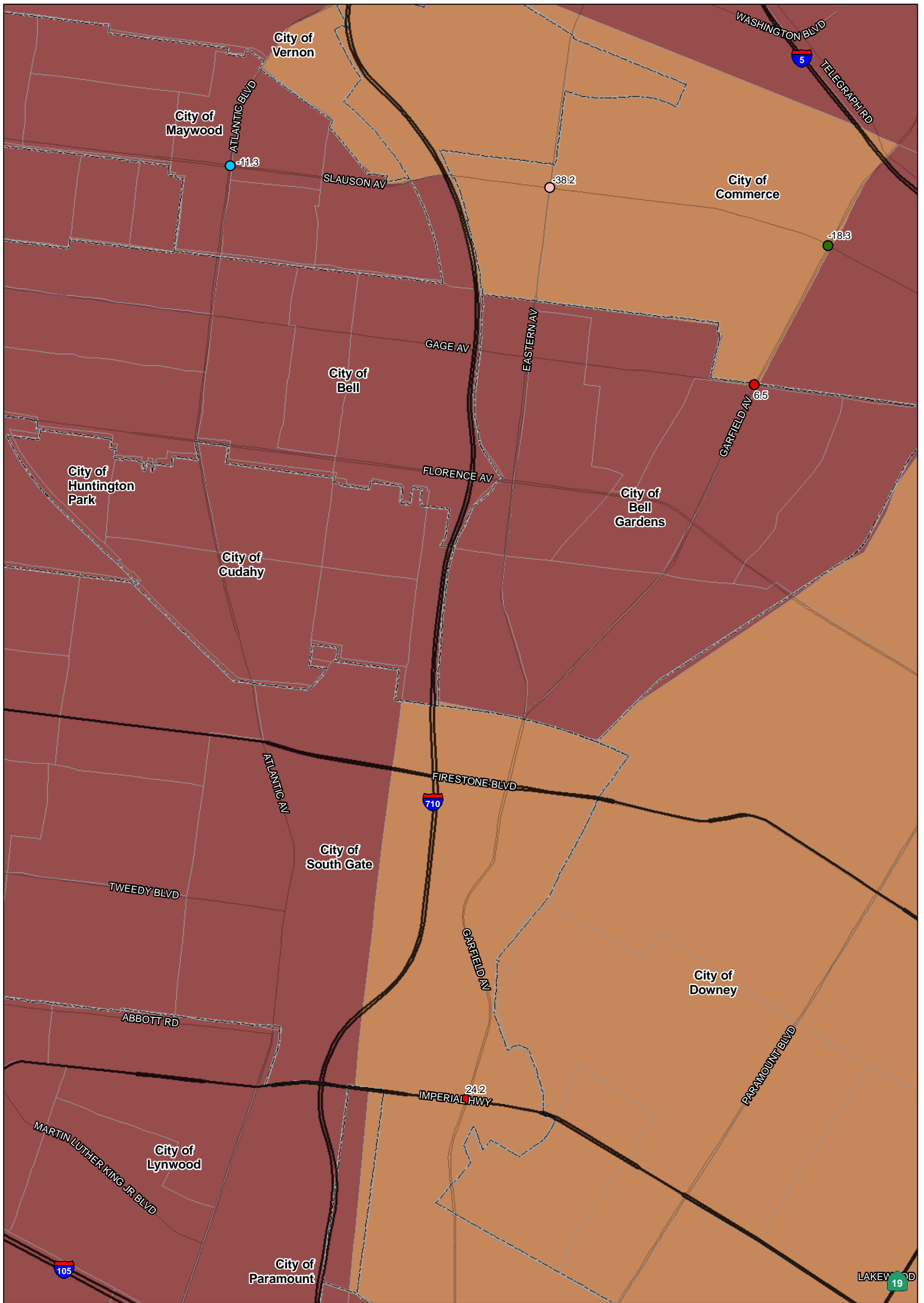
SOURCE: TBM (2007); SCAG (2008)

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FIGURE  
Sheet 2 of 4

I-710 Corridor Project

Percent non-white - 2035



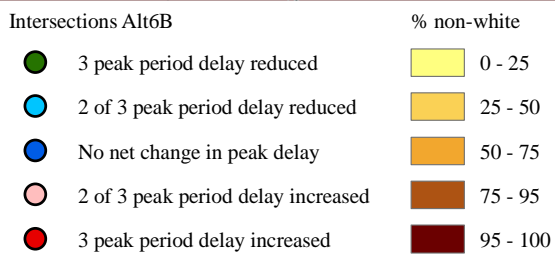
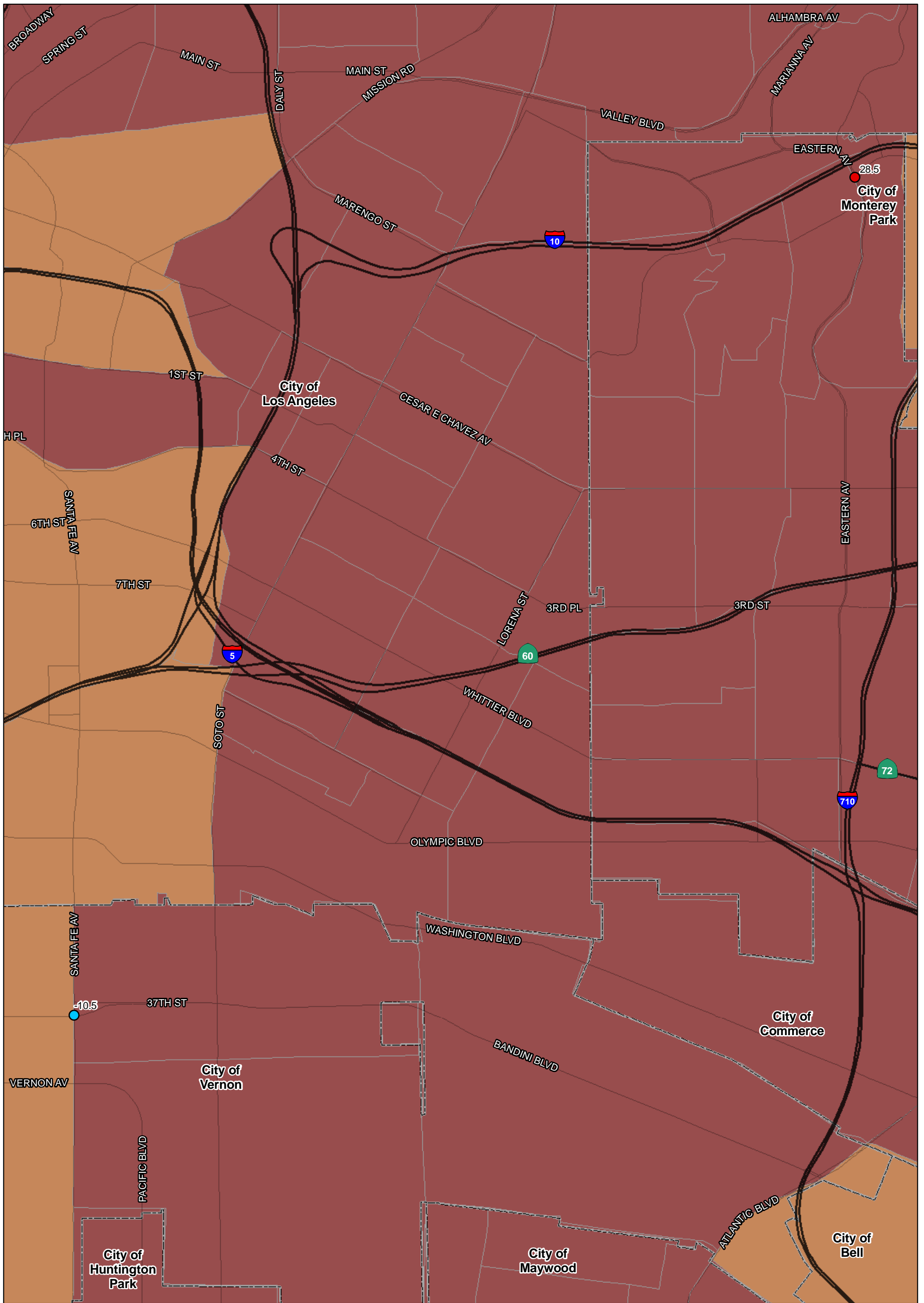
SOURCE: TBM (2007); SCAG (2008)

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FIGURE  
Sheet 3 of 4

I-710 Corridor Project

Percent non-white - 2035



SOURCE: TBM (2007); SCAG (2008)

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FIGURE  
Sheet 4 of 4

I-710 Corridor Project

Percent non-white - 2035