

PROJECTED TRAFFIC VOLUMES ON THE FAR NORTH ALTERNATIVE IN 2030

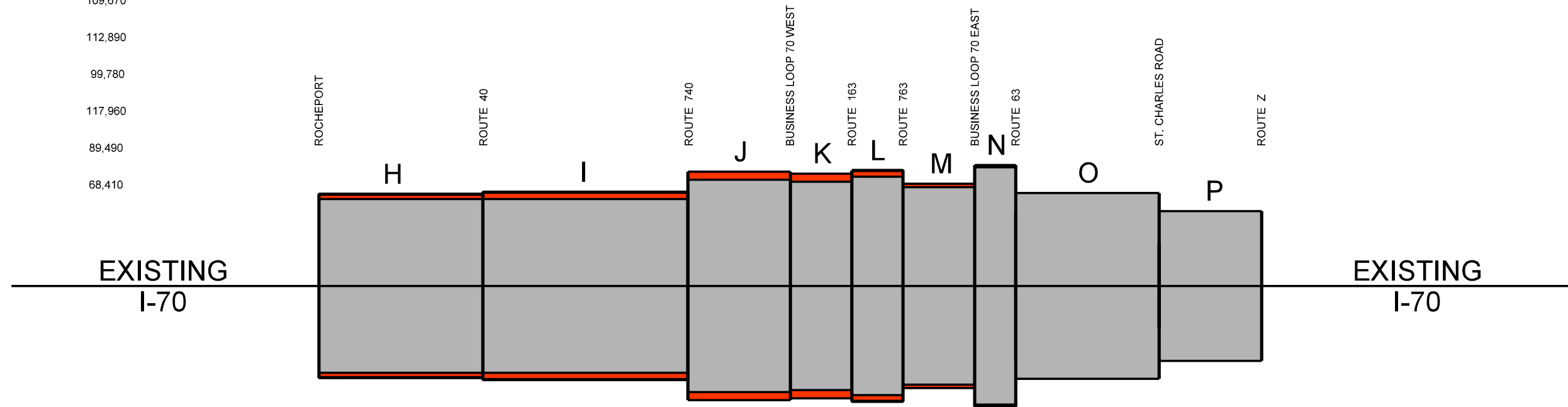
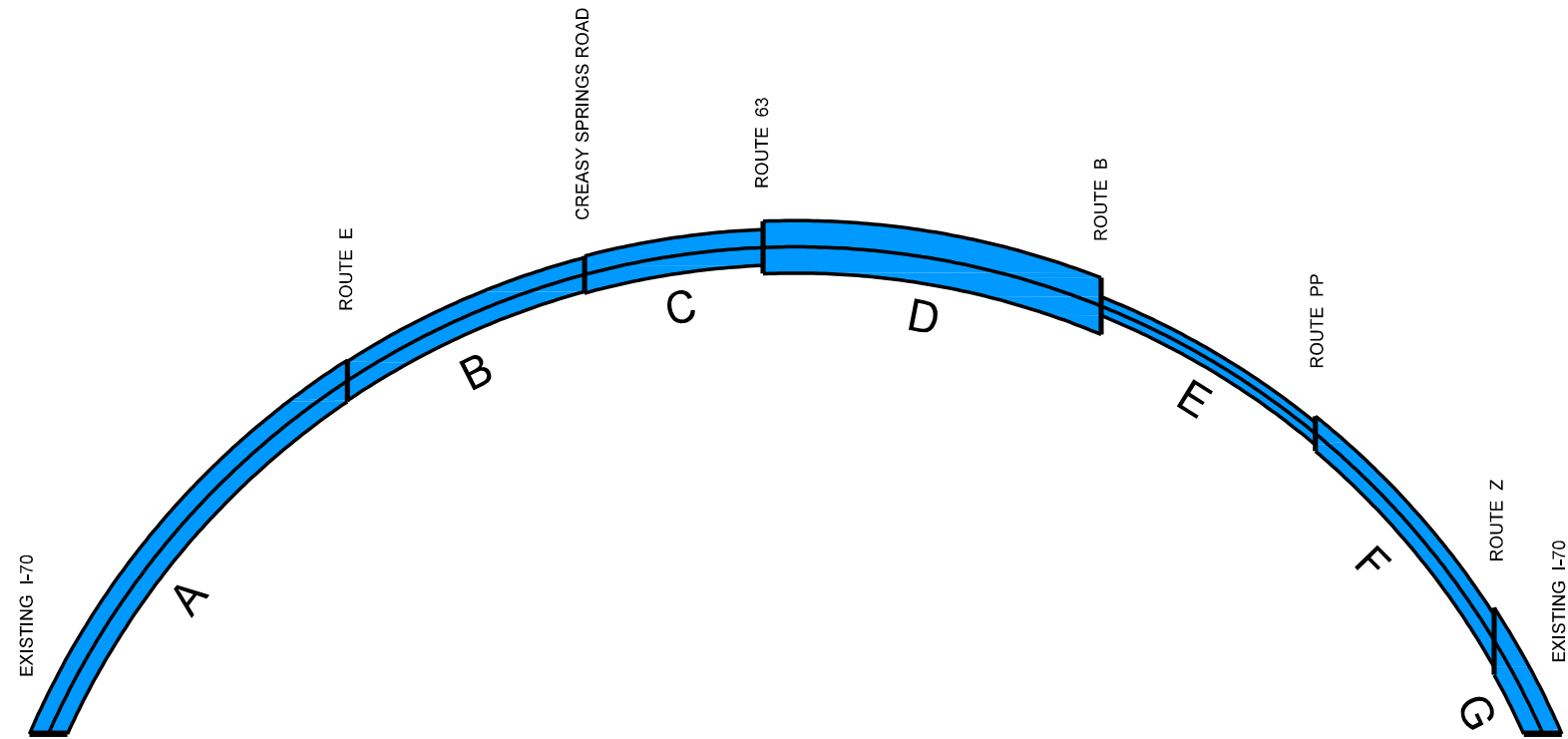
- A 10,680
- B 10,130
- C 11,050
- D 16,170
- E 5,320
- F 8,320
- G 13,220

IMPACT TO EXISTING I-70 TRAFFIC VOLUMES DUE TO FAR NORTH ALTERNATIVE IN 2030

- H 4,820
- I 6,890
- J 7,960
- K 8,000
- L 6,220
- M 3,290
- N 2,030
- O 1,270
- P (4,700)

PROJECTED TRAFFIC VOLUMES ON EXISTING I-70 IN 2030

- 89,580
- 91,640
- 111,570
- 109,670
- 112,890
- 99,780
- 117,960
- 89,490
- 68,410



SECTION 4  
Rocheport to Route Z



PROJECTED TRAFFIC VOLUMES ON EXISTING I-70 IN 2030



IMPACT TO EXISTING I-70 TRAFFIC DUE TO FAR NORTH ALTERNATIVE IN 2030



PROJECTED TRAFFIC VOLUMES ON THE FAR NORTH ALTERNATIVE IN 2030

TRAFFIC VOLUMES ON I-70 AND THE FAR NORTH BYPASS (2030)

EXHIBIT II-1

PROJECTED TRAFFIC VOLUMES ON THE NEAR NORTH ALTERNATIVE IN 2030

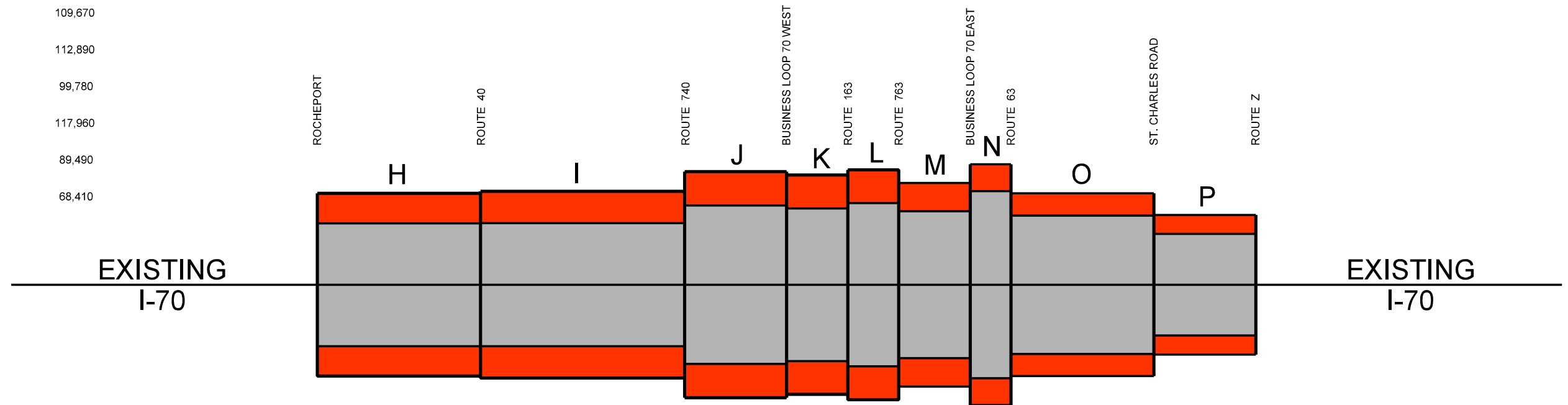
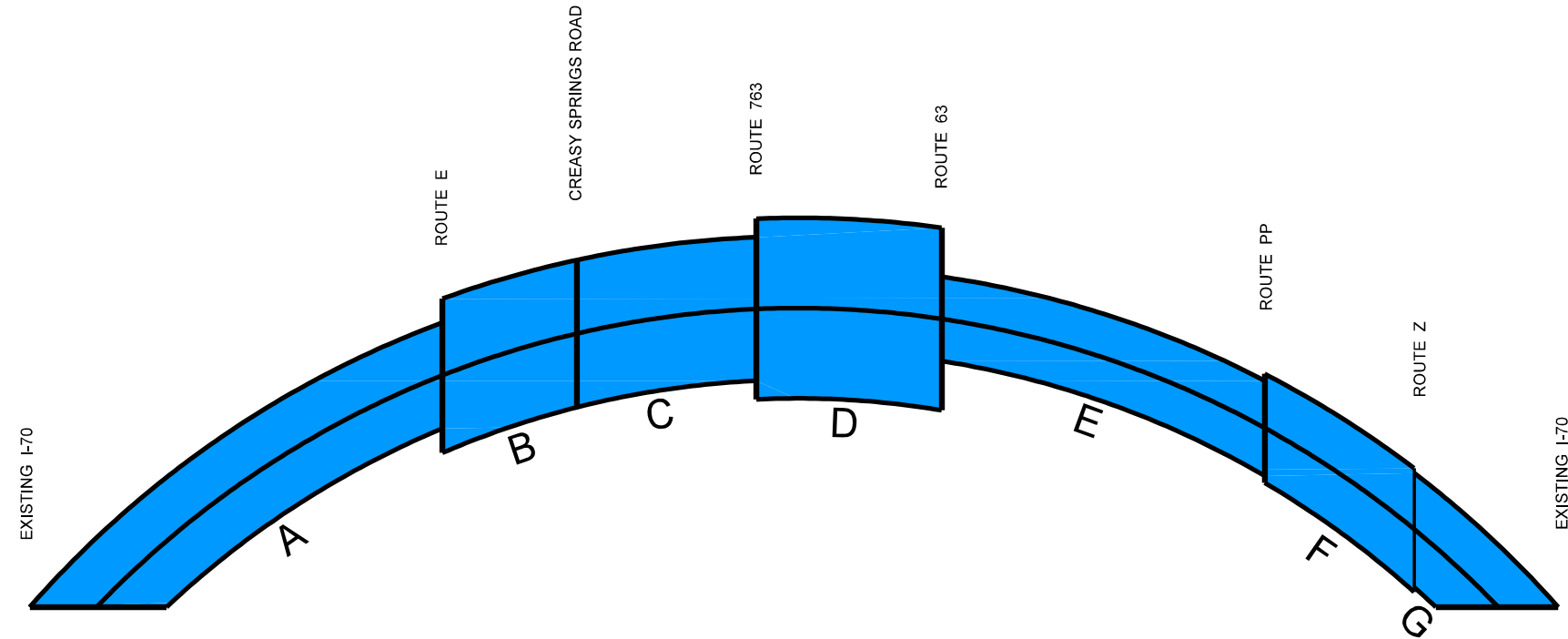
- A 32,930
- B 47,950
- C 47,950
- D 60,370
- E 27,880
- F 31,920
- G 29,480

IMPACT TO EXISTING I-70 TRAFFIC VOLUMES DUE TO NEAR NORTH ALTERNATIVE IN 2030

- H 29,360
- I 31,390
- J 33,910
- K 34,820
- L 32,930
- M 27,760
- N 26,270
- O 21,670
- P 18,610

PROJECTED TRAFFIC VOLUMES ON EXISTING I-70 IN 2030

- 89,580
- 91,640
- 111,570
- 109,670
- 112,890
- 99,780
- 117,960
- 89,490
- 68,410



SECTION  
4  
Rocheport  
to  
Route Z



PROJECTED TRAFFIC VOLUMES ON EXISTING I-70 IN 2030



IMPACT TO EXISTING I-70 TRAFFIC DUE TO NEAR NORTH ALTERNATIVE IN 2030



PROJECTED TRAFFIC VOLUMES ON THE NEAR NORTH ALTERNATIVE IN 2030

TRAFFIC VOLUMES ON I-70 AND THE NEAR NORTH BYPASS (2030)

EXHIBIT II-2