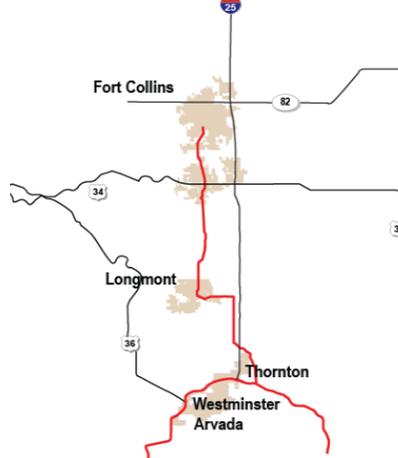
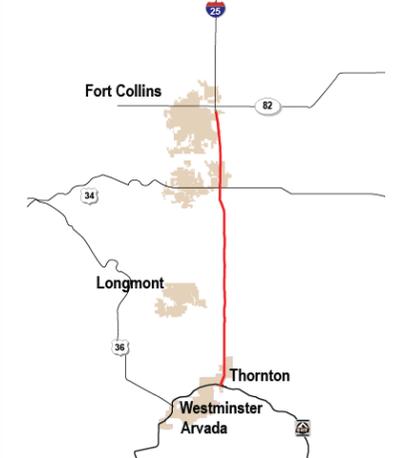
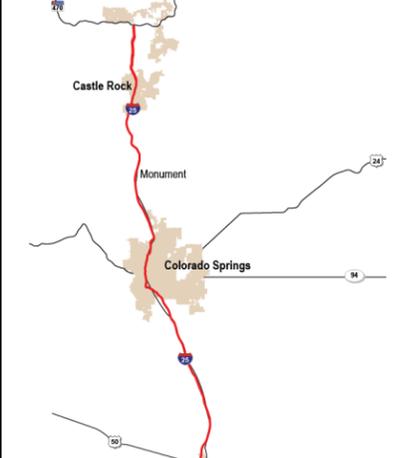


<p style="text-align: center;">North/South Through Denver and North to Ft Collins and South to Pueblo</p>	 <p style="font-size: small;">North/South Through Denver: Brush Line → CML → Joint Line → C-470</p>	 <p style="font-size: small;">North/South Around Denver: North I-25 → E-470 → DIA → E-470 → I-25 → Castle Rock</p>			
Segment Name	<p style="text-align: center;">N/S Through Denver: Railroads</p>	<p style="text-align: center;">N/S Around Denver: Beltways</p>	<p style="text-align: center;">North to Fort Collins: N-1 (EIS)</p>	<p style="text-align: center;">North to Fort Collins: N-2 (I-25)</p>	<p style="text-align: center;">South to Pueblo: (New for L-2)</p>
Travel Time	27 Min	31 Min	33 to 41 Min	19 Min	To COS 27 Min To Pueblo 61 Min
Average Speed	111 MPH	110 MPH	77 to 99 MPH	147 MPH	128 MPH
Top Speed	185 MPH	160 MPH	110 to 160 MPH	195 MPH	180 MPH
Cost	\$3.36 Billion	\$2.88 Billion	\$2.87 to \$5.9 Billion	\$1.68 Billion	\$6.88 Billion
Environmental Concerns	Limited availability of right-of-way along freight railroads ROW requirements will result in heavy community impacts	E-470 ROW reduces impacts and costs	Supported as commuter rail alignment in EIS/ROD May not be compatible with community development (high speeds/elevated)	Uses CDOT ROW and away from developed communities (few impacts) Alignment is located away from community centers and is not widely supported by the communities	Community impacts through Castle Rock and Colorado Springs Wetland, stream, floodplain impacts