

# Manuel Padron & Associates

Suite 414, 1175 Peachtree Street, NE  
Atlanta, Georgia 30361  
Ph. (404) 873-3206 Fax (404) 888-0418

---

**Date:** January 31, 2005  
**To:** Chris Primus  
**From:** Jim Baker  
**Subject:** Updated N. I-25 Level 2B Operating Plan Concepts

This memo presents proposed operating plan concepts for the North I-25 Level 2B screening effort. Operating plans were originally presented in my January 25 memo to you. This memo reflects updated operating plans, based on comments received from yourself, Julie Morrison and Craig Gaskill.

## **Alternative 1 – Western Alignment**

### Line-Haul Service

The alignment assumed for Level 2B screening purposes follows the BNSF alignment from Denver Union Station to Wellington, with stops at the following locations:

- Denver Union Station
- Boulder (Pearl/30<sup>th</sup>)
- SH 119 (Longmont)
- SH 56 (Berthoud)
- SH 34 (Loveland)
- SH 14 (Fort Collins)
- SH 1 (Wellington)

For purposes of this screening effort, travel times assume a commuter rail operation, with 60 mph maximum speeds between stations. An average 25 mph speed was assumed through local communities, with one-minute station dwells. The estimated distance from DUS to Wellington is approximately 80 miles, and the estimated travel time is 2 hours and 8 minutes. This equates to an average 37.4 mph average speed. A station-to-station run time table is provided at the end of this memo.

Proposed service frequencies for the line-haul service is 20-minutes in the peak period (both directions) and 60-minutes in the midday.

### Supporting Bus Network

The base background bus network in the travel demand model reflects 2001 transit conditions in Ft. Collins, Loveland and Greeley. Proposed changes from this background network are as follows:

- *Fox Trot* – Extend from Loveland to downtown Longmont. Modify service frequencies to 30-minutes peak periods and 60-minutes midday. This route would have connections to the proposed line haul service at Ft. Collins, Loveland, Berthoud and Longmont.
- *Jitter* – This route’s present coding in the transit network reflects it beginning/ending at I-25 and SH 34. This route’s alignment is extended north along the I-25 frontage road to the I-25 and Crossroads Boulevard interchange. Service frequencies remain at 60-minutes peak and 60-minutes midday. This route would have connections to the proposed line haul service at Loveland.
- *Greeley-Windsor-Ft. Collins*. This is a proposed new route that operates from the Greeley transit center to the Ft. Collins transit center via Highway 34, Highway 257 and Highway 14. Proposed frequencies are 60-minutes in the peak and midday periods. This route would have connections to the proposed line haul service at Ft. Collins.
- *US 34* – This is a proposed new route that operates from the Greeley transit center to west Loveland (Wilson Avenue). Proposed service frequencies are 30-minutes in the peak periods and 60-minutes midday. This route has connections to the proposed line haul service at Loveland.
- *Greeley-Milliken-Berthoud* – This is a proposed new route that operates from Greeley to Milliken to Berthoud via Highway 34, Highway 257, Highway 60, County Road 13 and SH 56. Proposed frequencies are 60-minutes in the peak periods and midday. This route has connections to the proposed line haul service at Berthoud.
- *Firestone-Frederick-Longmont* – This is a proposed new route that begins in Frederick at SH 52 and County Road 13. The route goes north on County Road 13 and west on SH 119 into downtown Longmont. Proposed frequencies are 60-minutes in the peak periods and midday. This route has connections to the proposed line haul service at Longmont.
- *SH 52* – This is a proposed new route that operates from Ft. Lupton to Boulder (Pearl/30<sup>th</sup>) via SH 52 and SH 119. Proposed frequencies are 30-minutes in the peak periods and 60-minutes in the midday. This route has connections to the proposed line haul service at Boulder (Pearl/30<sup>th</sup>).

In addition to the route modifications noted above, it is important to note that there will also be these other local route connections.

- All local Ft. Collins routes that presently operate through the Ft. Collins downtown transit center will have a connection to the proposed line haul service. No changes are proposed to service frequencies on any of these routes.
- All local Loveland routes that presently operate to the downtown Loveland transit center will have a connection to the proposed line haul service. No changes are proposed to service frequencies on any of these routes.
- Existing RTD routes that presently operate in the vicinity of the Longmont and Boulder (Pearl/30<sup>th</sup>) stations would also have connections to the proposed line haul service. No changes are proposed to service frequencies on these routes.

## **Alternative 2 – Western-Central Alignment**

### Line-Haul Service

The alignment assumed for Level 2B screening purposes follows I-25 from Denver Union Station to SH 119. It then follows SH 119 to Longmont, US 287 to Ft. Collins and SH 14 and I-25 to Wellington. Stops are assumed at the following locations:

- Denver Union Station
- I-25/SH 7 (Thornton)
- I-25/SH 52 (Frederick/Firestone)
- US 287/SH 119 (Longmont)
- US 287/SH 56 (Berthoud)
- US 287/SH 34 (Loveland)
- US 287/SH 14 (Fort Collins)
- I-25/SH 1 (Wellington)

For purposes of this screening effort, travel times assume a bus operation, with 60 mph maximum speeds between stations. An average 25 mph speed was assumed through local communities, with one-minute station dwells. The estimated distance from DUS to Wellington is approximately 74.8 miles, and the estimated travel time is 2 hours and 3 minutes. This equates to an average 36.4 mph average speed. A station-to-station run time table is provided at the end of this memo.

Proposed service frequencies for the line-haul service is 20-minutes in the peak period (both directions) and 60-minutes in the midday.

### Supporting Bus Network

The base background bus network in the travel demand model reflects 2001 transit conditions in Ft. Collins, Loveland and Greeley. Proposed changes from this background network are similar to those just described for Alternative 1, and are as follows:

- *Fox Trot* – Extend from Loveland to downtown Longmont. Modify service frequencies to 30-minutes peak periods and 60-minutes midday. This route has connections to the proposed line haul service at Ft. Collins, Loveland, Berthoud and Longmont.
- *Jitter* – This route's present coding in the transit network reflects it beginning/ending at I-25 and SH 34. This route's alignment is extended north along the I-25 frontage road to the I-25 and Crossroads Boulevard interchange. Service frequencies remain at 60-minutes peak and 60-minutes midday. This route would have connections to the proposed line haul service at Loveland.
- *Greeley-Windsor-Ft. Collins*. This is a proposed new route that operates from the Greeley transit center to the Ft. Collins transit center via Highway 34, Highway 257 and Highway 14. Proposed frequencies are 60-minutes in the peak and midday periods. This route would have connections to the proposed line haul service at Ft. Collins.
- *US 34* – This is a proposed new route that operates from the Greeley transit center to west Loveland (Wilson Avenue). Proposed service frequencies are 30-minutes in the peak periods and 60-minutes midday. This route has connections to the proposed line haul service at Loveland.

- *Greeley-Milliken-Berthoud* – This is a proposed new route that operates from Greeley to Milliken to Berthoud via Highway 34, Highway 257, Highway 60, County Road 13 and SH 56. Proposed frequencies are 60-minutes in the peak periods and midday. This route has connections to the proposed line haul service at Berthoud.
- *Firestone-Frederick-Longmont* – This is a proposed new route that begins in Frederick at the I-25/ SH 52 station. The route travels east on SH 52, north on County Road 13 and west on SH 119 into downtown Longmont. Proposed frequencies are 60-minutes in the peak periods and midday. This route has connections to the proposed line haul service at Frederick (I-25/SH 52) and Longmont.
- *SH 52* – This is a proposed new route that operates from Ft. Lupton to Boulder (Pearl/30<sup>th</sup>) via SH 52 and SH 119. Proposed frequencies are 30-minutes in the peak periods and 60-minutes in the midday. This route has connections to the proposed line haul service at the Frederick station (I-25/SH 52).

In addition to the route modifications noted above, it is important to note that there will also be these other local route connections.

- All local Ft. Collins routes that presently operate through the Ft. Collins downtown transit center will have a connection to the proposed line haul service. No changes are proposed to service frequencies on any of these routes.
- All local Loveland routes that presently operate to the downtown Loveland transit center will have a connection to the proposed line haul service. No changes are proposed to service frequencies on any of these routes.
- Existing RTD routes that presently operate in the vicinity of the Longmont station and the I-25/SH 7 station would also have connections to the proposed line haul service. No changes are proposed to service frequencies on these routes.

### **Alternative 3 – Central Alignment**

#### *Line-Haul Service*

The alignment assumed for Level 2B screening purposes follows I-25 from Denver Union Station to Wellington. Stops are assumed at the following locations:

- Denver Union Station
- I-25/SH 7 (Thornton)
- I-25/SH 52 (Frederick/Firestone)
- SH 66 (Mead)
- I-25/SH 34 (Loveland)
- I-25/SH 14 (Fort Collins)
- I-25/SH 1 (Wellington)

For purposes of this screening effort, travel times assume a bus operation, with 60 mph maximum speeds between stations, with one-minute station dwells. The estimated distance from DUS to Wellington is approximately 66 miles, and the estimated travel time is 1 hour and 25 minutes. This equates to an average 46.5 mph average speed. A station-to-station run time table is provided at the end of this memo.

Proposed service frequencies for the line-haul service is 20-minutes in the peak period (both directions) and 60-minutes in the midday.

### Supporting Bus Network

The base background bus network in the travel demand model reflects 2001 transit conditions in Ft. Collins, Loveland and Greeley. Proposed changes from this background network are similar to those just described for Alternatives 1 and 2, and are as follows:

- *Fox Trot* – Extend from Loveland to downtown Longmont. Modify service frequencies to 30-minutes peak periods and 60-minutes midday. This route has no direct connections to the proposed line haul service.
- *Jitter* – This route’s present coding in the transit network reflects it beginning/ending at I-25 and SH 34. This route’s alignment is extended north along the I-25 frontage road to the I-25 and Crossroads Boulevard interchange. Service frequencies remain at 60-minutes peak and 60-minutes midday. This route would have connections to the proposed line haul service at I-25 and SH 34.
- *Greeley-Windsor-Ft. Collins*. This is a proposed new route that operates from the Greeley transit center to the Ft. Collins transit center via Highway 34, Highway 257 and Highway 14. Proposed frequencies are 60-minutes in the peak and midday periods. This route would have connections to the proposed line haul service at the I-25 and SH 14 station.
- *US 34* – This is a proposed new route that operates from the Greeley transit center to west Loveland (Wilson Avenue). Proposed service frequencies are 30-minutes in the peak periods and 60-minutes midday. This route has connections to the proposed line haul service at I-25/SH 34.
- *Greeley-Milliken-Berthoud/Mead* – This route, previously proposed in Alternatives 1 and 2, is modified into separate east and west routes. The east route would operate from Greeley to Milliken and to the Mead station via Highway 34, Highway 257, Highway 60 and I-25. The west route would operate from Berthoud to the Mead station via Highway 56 and I-25. Proposed frequencies on both routes are 60-minutes in the peak periods and midday. These routes have connections to the proposed line haul service at Mead (I-25/SH 66).
- *Firestone-Frederick-Longmont* – This is a proposed new route that begins at the Frederick station at I-25 and SH 52. The route travels east on SH 52, north on County Road 13 and west on SH 119 into downtown Longmont. Proposed frequencies are 60-minutes in the peak periods and midday. This route has connections to the proposed line haul service at the SH 52 station.
- *SH 52* – This is a proposed new route that operates from Ft. Lupton to Boulder (Pearl/30<sup>th</sup>) via SH 52 and SH 119. Proposed frequencies are 30-minutes in the peak periods and 60-minutes in the midday. This route has connections to the proposed line haul service at the SH 52 station.

In addition to the route modifications noted above, it is important to note that there will also be these other local route connections.

- Ft. Collins’ Route 14 has a connection to the proposed line haul service at I-25/SH 14. It is proposed that frequencies on this route be modified to 30 peak/60 midday. This route connects to several other Transfort routes at the Ft. Collins downtown transit center.
- Existing RTD routes that presently operate in the vicinity of I-25/SH 7 would also have connections to the proposed line haul service. No changes are proposed to service frequencies on these routes.

## Alternative 4 – Mid-Eastern Alignment

### Line-Haul Service

The alignment assumed for Level 2B screening purposes follows I-25 from Denver Union Station to Wellington. Stops are assumed at the following locations:

- Denver Union Station
- Dent Line/SH 7 (Thornton)
- Dent Line/SH 52 (Frederick/Firestone)
- UPRR/SH 60 (Milliken)
- UPRR/SH 34 (Loveland)
- UPRR/SH 14 (Fort Collins)

For purposes of this screening effort, travel times assume a commuter rail operation, with 60 mph maximum speeds between stations. An average 25 mph speed was assumed through local communities, with one-minute station dwells. The estimated distance from DUS to Ft. Collins is approximately 71 miles, and the estimated travel time is 1 hour and 47 minutes. This equates to an average 39.8 mph average speed. A station-to-station run time table is provided at the end of this memo.

Proposed service frequencies for the line-haul service is 20-minutes in the peak period (both directions) and 60-minutes in the midday.

### Supporting Bus Network

The base background bus network in the travel demand model reflects 2001 transit conditions in Ft. Collins, Loveland and Greeley. Proposed changes from this background network are similar to those just described for Alternatives 1, 2 and 3, and are as follows:

- *Fox Trot* – Extend from Loveland to downtown Longmont. Modify service frequencies to 30-minutes peak periods and 60-minutes midday. This route connects to the proposed line haul service at the Ft. Collins station.
- *Jitter* – This route’s present coding in the transit network reflects it beginning/ending at I-25 and SH 34. This route’s alignment is first extended east to the Highway 34/UPRR station. The route then returns west on Highway 34, and north along the I-25 frontage road to the I-25 and Crossroads Boulevard interchange. Service frequencies remain at 60-minutes peak and 60-minutes midday.
- *Greeley-Windsor-Ft. Collins*. This is a proposed new route that operates from the Greeley transit center to the Ft. Collins transit center via Highway 34, Highway 257 and Highway 14. Proposed frequencies are 60-minutes in the peak and midday periods. This route would have connections to the proposed line haul service at the Ft. Collins station.
- *US 34* – This is a proposed new route that operates from the Greeley transit center to west Loveland (Wilson Avenue). Proposed service frequencies are 30-minutes in the peak periods and 60-minutes midday. This route has connections to the proposed line haul service at UPRR/SH 34.
- *Greeley-Milliken-Berthoud* – This is a proposed new route that operates from Greeley to Milliken to Berthoud via Highway 34, Highway 257, Highway 60, County Road 13 and SH 56. Proposed frequencies are 60-minutes in the peak periods and midday. This route has connections to the proposed line haul service at Milliken.

- *Firestone-Frederick-Longmont* – This is a proposed new route that begins in Frederick at the SH 52/Dent Line station. The route travels west on SH 52, north on County Road 13 and west on SH 119 into downtown Longmont. Proposed frequencies are 60-minutes in the peak periods and midday. This route has connections to the proposed line haul service at the Frederick station (SH 52/Dent Line).
- *SH 52* – This is a proposed new route that operates from Ft. Lupton to Boulder (Pearl/30<sup>th</sup>) via SH 52 and SH 119. Proposed frequencies are 30-minutes in the peak periods and 60-minutes in the midday. This route has connections to the proposed line haul service at the Frederick station (SH 52/Dent Line).
- *Wellington* – This is a proposed new route that operates from Wellington (SH 1) to the Ft. Collins downtown station. This route would operate via I-25 and SH 14. Proposed frequencies are 60-minutes in the peak and midday periods.

In addition to the route modifications noted above, it is important to note that there will also be these other local route connections.

- All local Ft. Collins routes that presently operate through the Ft. Collins downtown transit center will have a connection to the proposed line haul service. No changes are proposed to service frequencies on any of these routes.
- Existing RTD routes that presently operate in the vicinity of Dent Line/SH 7 would also have connections to the proposed line haul service. No changes are proposed to service frequencies on these routes.

**DENVER I-25 NORTH EIS**  
**ALIGNMENT #1 - Western**  
**COMMUTER RAIL SOUTHBOUND TRAVEL TIME ESTIMATES**  
*Wellington to DUS via Boulder*

Station	Max Spd . (mph)	Distance (miles)		Run Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
		Incr.	Total			
<b>Wellington (SH 1)</b>			<b>0.00</b>		<b>0:00:00</b>	<b>0:00:00</b>
<i>Fort Collins Slow Zone</i>	60	7.40		0:08:06		
			<b>7.40</b>		<b>0:00:00</b>	<b>0:08:06</b>
	25	2.90		0:07:06		
<b>Fort Collins (SH 14)</b>			<b>10.30</b>		<b>0:01:00</b>	<b>0:16:12</b>
<i>End Fort Collins Slow Zone</i>	25	3.80		0:09:20		
			<b>14.10</b>		<b>0:00:00</b>	<b>0:25:32</b>
<i>Loveland Slow Zone</i>	60	6.30		0:06:40		
	25	2.30		0:05:40		
<b>Loveland (SH 34)</b>			<b>22.70</b>		<b>0:01:00</b>	<b>0:38:52</b>
<i>End Loveland Slow Zone</i>	25	1.20		0:03:05		
			<b>23.90</b>		<b>0:00:00</b>	<b>0:41:57</b>
<i>Berthoud Slow Zone</i>	60	3.80		0:04:10		
	25	1.50		0:03:44		
<b>Berthoud (SH 56)</b>			<b>29.20</b>		<b>0:01:00</b>	<b>0:50:51</b>
<i>End Berthoud Slow Zone</i>	25	1.50		0:03:48		
			<b>30.70</b>		<b>0:00:00</b>	<b>0:54:39</b>
<i>Longmont Slow Zone</i>	60	5.10		0:05:28		
	60	3.30		0:03:38		
<b>Longmont (SH 119)</b>			<b>39.10</b>		<b>0:01:00</b>	<b>1:04:45</b>
<i>End Longmont Slow Zone</i>	25	1.70		0:04:17		
			<b>40.80</b>		<b>0:00:00</b>	<b>1:09:02</b>
<i>Boulder Slow Zone</i>	60	9.40		0:09:46		
	25	2.20		0:05:25		
<b>Boulder (Pearl/30th)</b>			<b>52.40</b>		<b>0:01:00</b>	<b>1:25:13</b>
	40	27.50		0:41:49		
<b>Denver Union Station</b>			<b>79.90</b>		<b>0:01:00</b>	<b>2:08:02</b>
<b>TOTALS</b>			<b>79.90</b>	<b>2:02:02</b>	<b>0:06:00</b>	<b>2:08:02</b>
				<b>Avg Speed =</b>		<b>37.44</b>

**DENVER I-25 NORTH EIS**  
**ALIGNMENT #2 - West/Central**  
**BUS RAPID TRANSIT SOUTHBOUND TRAVEL TIME ESTIMATES**  
*Wellington to DUS via US 287/I-25*

Station	Max Spd . (mph)	Distance (miles) Incr. Total	Run Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
<b>Wellington (I-25/SH 1)</b>		<b>0.00</b>		<b>0:00:00</b>	<b>0:00:00</b>
	60	8.00	0:08:39		
<i>Fort Collins Slow Zone</i>		<b>8.00</b>		<b>0:00:00</b>	<b>0:08:39</b>
	25	2.90	0:07:03		
<b>Fort Collins (US 287/SH 14)</b>		<b>10.90</b>		<b>0:01:00</b>	<b>0:16:42</b>
	25	3.80	0:09:16		
<i>End Fort Collins Slow Zone</i>		<b>14.70</b>		<b>0:00:00</b>	<b>0:25:58</b>
<i>Loveland Slow Zone</i>	60	6.30	0:06:44		
	25	2.30	0:05:37		
<b>Loveland (US 287/SH 34)</b>		<b>23.30</b>		<b>0:01:00</b>	<b>0:39:19</b>
	25	1.20	0:03:01		
<i>End Loveland Slow Zone</i>		<b>24.50</b>		<b>0:00:00</b>	<b>0:42:20</b>
<i>Berthoud Slow Zone</i>	60	3.80	0:04:14		
	25	1.50	0:03:42		
<b>Berthoud (US 287/SH 45)</b>		<b>29.80</b>		<b>0:01:00</b>	<b>0:51:16</b>
	25	1.50	0:03:44		
<i>End Berthoud Slow Zone</i>		<b>31.30</b>		<b>0:00:00</b>	<b>0:55:00</b>
<i>Longmont Slow Zone</i>	60	5.10	0:05:32		
	25	3.30	0:08:01		
<b>Longmont (I-25/SH 119)</b>		<b>39.70</b>		<b>0:01:00</b>	<b>1:09:33</b>
	25	2.50	0:06:08		
<i>End Longmont Slow Zone</i>		<b>42.20</b>		<b>0:00:00</b>	<b>1:15:41</b>
<i>Turn onto I-25</i>	50	4.00	0:05:12		
	60	5.00	0:05:47		
<b>Frederick/Firestone (I-25/SH 52)</b>		<b>51.20</b>		<b>0:01:00</b>	<b>1:27:40</b>
	60	6.00	0:06:47		
<b>Thornton (I-25/SH 7)</b>		<b>57.20</b>		<b>0:01:00</b>	<b>1:35:27</b>
	40	17.60	0:26:49		
<b>Denver Union Station</b>		<b>74.80</b>		<b>0:01:00</b>	<b>2:03:16</b>
<b>TOTAL</b>		<b>74.80</b>	<b>1:56:16</b>	<b>0:07:00</b>	<b>2:03:16</b>
				<b>Avg Speed =</b>	<b>36.41</b>

**DENVER I-25 NORTH EIS**  
**ALIGNMENT #3 - Central/I-25**  
**BUS RAPID TRANSIT SOUTHBOUND TRAVEL TIME ESTIMATES**  
*Wellington to DUS via I-25*

Station	Max Spd . (mph)	Distance (miles)		Run Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
		Incr.	Total			
<b>Wellington (I-25/SH 1)</b>			<b>0.00</b>		<b>0:00:00</b>	<b>0:00:00</b>
	60	8.00		0:08:47		
<b>Ft. Collins (I-25/SH 14)</b>			<b>8.00</b>		<b>0:01:00</b>	<b>0:09:47</b>
	60	11.80		0:12:35		
<b>Loveland (I-25/SH 34)</b>			<b>19.80</b>		<b>0:01:00</b>	<b>0:23:22</b>
	60	14.50		0:15:17		
<b>Mead (I-25/SH 66)</b>			<b>34.30</b>		<b>0:01:00</b>	<b>0:39:39</b>
	60	8.00		0:08:47		
<b>Frederick/Firestone (I-25/SH 52)</b>			<b>42.30</b>		<b>0:01:00</b>	<b>0:49:26</b>
	60	6.00		0:06:47		
<b>Thornton (I-25/SH 7)</b>			<b>48.30</b>		<b>0:01:00</b>	<b>0:57:13</b>
	40	17.60		0:26:49		
<b>Denver Union Station</b>			<b>65.90</b>		<b>0:01:00</b>	<b>1:25:02</b>
<b>TOTAL</b>			<b>65.90</b>	<b>1:19:02</b>	<b>0:06:00</b>	<b>1:25:02</b>
					<b>Avg Speed =</b>	<b>46.50</b>

**DENVER I-25 NORTH EIS**  
**ALIGNMENT #4 - Mid-Eastern**  
**COMMUTER RAIL SOUTHBOUND TRAVEL TIME ESTIMATES**  
*Fort Collins to DUS*

Station	Max Spd . (mph)	Distance (miles) Incr. Total	Run Time (hr:min:sec)	Dwell Time (hr:min:sec)	Total Time (hr:min:sec)
<b>Ft. Collins (SH 14)</b>		<b>0.00</b>		<b>0:00:00</b>	<b>0:00:00</b>
	25	6.30	0:15:20		
<i>End Fort Collins Slow Zone</i>		<b>6.30</b>		<b>0:00:00</b>	<b>0:15:20</b>
	60	8.20	0:08:34		
<i>SH 52 Slow Zone</i>		<b>14.50</b>		<b>0:00:00</b>	<b>0:23:54</b>
	25	1.00	0:02:32		
<b>Loveland (I-25/SH 52)</b>		<b>15.50</b>		<b>0:01:00</b>	<b>0:27:26</b>
	25	1.00	0:02:36		
<i>End SH 52 Slow Zone</i>		<b>16.50</b>		<b>0:00:00</b>	<b>0:30:02</b>
	60	7.10	0:07:28		
<i>Fort Milliken Slow Zone</i>		<b>23.60</b>		<b>0:00:00</b>	<b>0:37:30</b>
	25	1.00	0:02:32		
<b>Ft. Milliken (SH 66)</b>		<b>24.60</b>		<b>0:01:00</b>	<b>0:41:02</b>
	25	1.00	0:01:48		
<i>End Ft. Milliken Slow Zone</i>		<b>25.60</b>		<b>0:00:00</b>	<b>0:42:50</b>
	60	15.70	0:15:49		
<i>Fred./Firestone Slow Zone</i>		<b>41.30</b>		<b>0:00:00</b>	<b>0:58:39</b>
	25	1.00	0:02:32		
<b>Frederick/Firestone (SH 52)</b>		<b>42.30</b>		<b>0:01:00</b>	<b>1:02:11</b>
	25	1.00	0:02:36		
<i>End Frederic/Firestone Slow Zone</i>		<b>43.30</b>		<b>0:00:00</b>	<b>1:04:47</b>
	60	6.40	0:06:46		
<i>Thornton Slow Zone</i>		<b>49.70</b>		<b>0:00:00</b>	<b>1:11:33</b>
	25	1.00	0:02:32		
<b>Thornton (SH 7)</b>		<b>50.70</b>		<b>0:01:00</b>	<b>1:15:05</b>
	40	20.45	0:31:14		
<b>Denver Union Station</b>		<b>71.15</b>		<b>0:01:00</b>	<b>1:47:19</b>
<b>TOTALS</b>		<b>71.15</b>	<b>1:42:19</b>	<b>0:05:00</b>	<b>1:47:19</b>
				<b>Avg Speed =</b>	<b>39.78</b>