Pierre Existing Rail Line

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Pre/Post-Construction Delays
South Dakota 20 MNT
Train Length = 6,400 Feet
Alternative P-2

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction								Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Alternative P-2 Pierre/Fort Pierre Existing Alignment MP 447.90 to 485.90																						
189839P	47790	2	80	30	6400	4	0.2	2.9	1.8	0.6	0.2	1.7	45.0	6400	11	0.5	2.1	1.4	1.3	0.2	2.6	-0.4	NO
189840J	47840	2	30	30	6400	4	0.2	2.9	1.8	0.2	0.1	1.7	45.0	6400	11	0.5	2.1	1.4	0.5	0.1	2.6	-0.4	NO
189841R	47890	2	213	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	6400	11	0.5	2.3	1.5	3.8	0.5	3.1	-0.3	NO
189842X	47950	2	2131	30	6400	4	0.2	2.9	1.8	17.3	6.2	1.7	40.0	6400	11	0.5	2.3	1.5	37.7	4.9	3.1	-0.3	NO
189844L	48050	2	7005	30	6400	4	0.2	2.9	1.8	56.9	20.5	1.7	40.0	6400	11	0.5	2.3	1.5	124.0	16.2	3.1	-0.3	NO
189845T	48070	2	1560	30	6400	4	0.2	2.9	1.8	12.7	4.6	1.7	40.0	6400	11	0.5	2.3	1.5	27.6	3.6	3.1	-0.3	NO
189846A	48110	4	19755	30	6400	4	0.2	2.9	1.8	160.5	28.9	1.7	40.0	6400	11	0.5	2.3	1.5	349.8	22.9	3.1	-0.3	NO
189847G	48140	2	1935	30	6400	4	0.2	2.9	1.8	15.7	5.7	1.7	40.0	6400	11	0.5	2.3	1.5	34.3	4.5	3.1	-0.3	NO
189848N	48160	2	7015	30	6400	4	0.2	2.9	1.8	57.0	20.5	1.7	40.0	6400	11	0.5	2.3	1.5	124.2	16.3	3.1	-0.3	NO
189850P	48190	2	6365	30	6400	4	0.2	2.9	1.8	51.7	18.6	1.7	40.0	6400	11	0.5	2.3	1.5	112.7	14.8	3.1	-0.3	NO
189851W	48220	2	4360	30	6400	4	0.2	2.9	1.8	35.4	12.7	1.7	40.0	6400	11	0.5	2.3	1.5	77.2	10.1	3.1	-0.3	NO
189856F	48350	2	3500	30	6400	4	0.2	2.9	1.8	28.4	10.2	1.7	40.0	6400	11	0.5	2.3	1.5	62.0	8.1	3.1	-0.3	NO
189857M	48370	2	50	30	6400	4	0.2	2.9	1.8	0.4	0.1	1.7	40.0	6400	11	0.5	2.3	1.5	0.9	0.1	3.1	-0.3	NO
189858U	048410	2	750	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	6400	11	0.5	2.3	1.5	13.3	1.7	3.1	-0.3	NO
189859B	48430	2	211	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	6400	11	0.5	2.3	1.5	3.7	0.5	3.1	-0.3	NO
189860V	48450	2	756	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	6400	11	0.5	2.3	1.5	13.4	1.8	3.1	-0.3	NO
189861C	048460	2	3136	30	6400	4	0.2	2.9	1.8	25.5	9.2	1.7	40.0	6400	11	0.5	2.3	1.5	55.5	7.3	3.1	-0.3	NO
189862J	48490	2	695	30	6400	4	0.2	2.9	1.8	5.6	2.0	1.7	40.0	6400	11	0.5	2.3	1.5	12.3	1.6	3.1	-0.3	NO
189864X	48590	2	385	30	6400	4	0.2	2.9	1.8	3.1	1.1	1.7	45.0	6400	11	0.5	2.1	1.4	6.2	0.8	2.6	-0.4	NO

Pre/Post-Construction Delays
South Dakota 20 MNT
Train Length = 7,400 Feet
Alternative P-2

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction								Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Alternative P-2 Pierre/Fort Pierre Existing Alignment MP 447.90 to 466.90																						
189839P	47790	2	80	30	6400	4	0.2	2.9	1.8	0.6	0.2	1.7	45.0	7400	11	0.5	2.4	1.5	1.4	0.2	3.2	-0.3	NO
189840J	47840	2	30	30	6400	4	0.2	2.9	1.8	0.2	0.1	1.7	45.0	7400	11	0.5	2.4	1.5	0.5	0.1	3.2	-0.3	NO
189841R	47890	2	213	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	7400	11	0.5	2.6	1.6	4.2	0.6	3.8	-0.2	NO
189842X	47950	2	2131	30	6400	4	0.2	2.9	1.8	17.3	6.2	1.7	40.0	7400	11	0.5	2.6	1.6	42.4	5.5	3.8	-0.2	NO
189844L	48050	2	7005	30	6400	4	0.2	2.9	1.8	56.9	20.5	1.7	40.0	7400	11	0.5	2.6	1.6	139.2	18.2	3.8	-0.2	NO
189845T	48070	2	1560	30	6400	4	0.2	2.9	1.8	12.7	4.6	1.7	40.0	7400	11	0.5	2.6	1.6	31.0	4.1	3.8	-0.2	NO
189846A	48110	4	19755	30	6400	4	0.2	2.9	1.8	160.5	28.9	1.7	40.0	7400	11	0.5	2.6	1.6	392.7	25.7	3.8	-0.2	NO
189847G	48140	2	1935	30	6400	4	0.2	2.9	1.8	15.7	5.7	1.7	40.0	7400	11	0.5	2.6	1.6	38.5	5.0	3.8	-0.2	NO
189848N	48160	2	7015	30	6400	4	0.2	2.9	1.8	57.0	20.5	1.7	40.0	7400	11	0.5	2.6	1.6	139.4	18.3	3.8	-0.2	NO
189850P	48190	2	6365	30	6400	4	0.2	2.9	1.8	51.7	18.6	1.7	40.0	7400	11	0.5	2.6	1.6	126.5	16.6	3.8	-0.2	NO
189841R	48220	2	4360	30	6400	4	0.2	2.9	1.8	35.4	12.7	1.7	40.0	7400	11	0.5	2.6	1.6	86.7	11.3	3.8	-0.2	NO
189856F	48350	2	3500	30	6400	4	0.2	2.9	1.8	28.4	10.2	1.7	40.0	7400	11	0.5	2.6	1.6	69.6	9.1	3.8	-0.2	NO
189857M	48370	2	50	30	6400	4	0.2	2.9	1.8	0.4	0.1	1.7	40.0	7400	11	0.5	2.6	1.6	1.0	0.1	3.8	-0.2	NO
189858U	048410	2	750	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	7400	11	0.5	2.6	1.6	14.9	2.0	3.8	-0.2	NO
189859B	48430	2	211	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	7400	11	0.5	2.6	1.6	4.2	0.5	3.8	-0.2	NO
189860V	48450	2	756	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	7400	11	0.5	2.6	1.6	15.0	2.0	3.8	-0.2	NO
189861C	048460	2	3136	30	6400	4	0.2	2.9	1.8	25.5	9.2	1.7	40.0	7400	11	0.5	2.6	1.6	62.3	8.2	3.8	-0.2	NO
189862J	48490	2	695	30	6400	4	0.2	2.9	1.8	5.6	2.0	1.7	40.0	7400	11	0.5	2.6	1.6	13.8	1.8	3.8	-0.2	NO
189864X	48590	2	385	30	6400	4	0.2	2.9	1.8	3.1	1.1	1.7	45.0	7400	11	0.5	2.4	1.5	7.0	0.9	3.2	-0.3	NO

Pre/Post-Construction Delays
South Dakota 50 MNT
Train Length = 6,400 Feet
Alternative P-2

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction								Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Alternative P-2 Pierre/Fort Pierre Existing Alignment MP 447.90 to 465.90																						
189839P	47790	2	80	30	6400	4	0.2	2.9	1.8	0.6	0.2	1.7	45.0	6400	21	0.9	2.1	1.4	2.5	0.2	5.0	-0.4	NO
189840J	47840	2	30	30	6400	4	0.2	2.9	1.8	0.2	0.1	1.7	45.0	6400	21	0.9	2.1	1.4	0.9	0.1	5.0	-0.4	NO
189841R	47890	2	213	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	6400	21	0.9	2.3	1.5	7.2	0.5	5.9	-0.3	NO
189842X	47950	2	2131	30	6400	4	0.2	2.9	1.8	17.3	6.2	1.7	40.0	6400	21	0.9	2.3	1.5	72.0	4.9	5.9	-0.3	NO
189844L	48050	2	7005	30	6400	4	0.2	2.9	1.8	56.9	20.5	1.7	40.0	6400	21	0.9	2.3	1.5	236.8	16.2	5.9	-0.3	NO
189845T	48070	2	1560	30	6400	4	0.2	2.9	1.8	12.7	4.6	1.7	40.0	6400	21	0.9	2.3	1.5	52.7	3.6	5.9	-0.3	NO
189846A	48110	4	19755	30	6400	4	0.2	2.9	1.8	160.5	28.9	1.7	40.0	6400	21	0.9	2.3	1.5	667.9	22.9	5.9	-0.3	NO
189847G	48140	2	1935	30	6400	4	0.2	2.9	1.8	15.7	5.7	1.7	40.0	6400	21	0.9	2.3	1.5	65.4	4.5	5.9	-0.3	NO
189848N	48160	2	7015	30	6400	4	0.2	2.9	1.8	57.0	20.5	1.7	40.0	6400	21	0.9	2.3	1.5	237.2	16.3	5.9	-0.3	NO
189850P	48190	2	6365	30	6400	4	0.2	2.9	1.8	51.7	18.6	1.7	40.0	6400	21	0.9	2.3	1.5	215.2	14.8	5.9	-0.3	NO
189851W	48220	2	4360	30	6400	4	0.2	2.9	1.8	35.4	12.7	1.7	40.0	6400	21	0.9	2.3	1.5	147.4	10.1	5.9	-0.3	NO
189856F	48350	2	3500	30	6400	4	0.2	2.9	1.8	28.4	10.2	1.7	40.0	6400	21	0.9	2.3	1.5	118.3	8.1	5.9	-0.3	NO
189857M	48370	2	50	30	6400	4	0.2	2.9	1.8	0.4	0.1	1.7	40.0	6400	21	0.9	2.3	1.5	1.7	0.1	5.9	-0.3	NO
189858U	048410	2	750	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	6400	21	0.9	2.3	1.5	25.4	1.7	5.9	-0.3	NO
189859B	48430	2	211	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	6400	21	0.9	2.3	1.5	7.1	0.5	5.9	-0.3	NO
189860V	48450	2	756	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	6400	21	0.9	2.3	1.5	25.6	1.8	5.9	-0.3	NO
189861C	048460	2	3136	30	6400	4	0.2	2.9	1.8	25.5	9.2	1.7	40.0	6400	21	0.9	2.3	1.5	106.0	7.3	5.9	-0.3	NO
189862J	48490	2	695	30	6400	4	0.2	2.9	1.8	5.6	2.0	1.7	40.0	6400	21	0.9	2.3	1.5	23.5	1.6	5.9	-0.3	NO
189864X	48590	2	385	30	6400	4	0.2	2.9	1.8	3.1	1.1	1.7	45.0	6400	21	0.9	2.1	1.4	11.9	0.8	5.0	-0.4	NO

Pre/Post-Construction Delays
South Dakota 50 MNT
Train Length = 7,400 Feet
Alternative P-2

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction								Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Alternative P-2 Pierre/Fort Pierre Existing Alignment MP 447.90 to 465.90																						
189839P	47790	2	80	30	6400	4	0.2	2.9	1.8	0.6	0.2	1.7	45.0	7400	21	0.9	2.4	1.5	2.8	0.2	6.2	-0.3	NO
189840J	47840	2	30	30	6400	4	0.2	2.9	1.8	0.2	0.1	1.7	45.0	7400	21	0.9	2.4	1.5	1.0	0.1	6.2	-0.3	NO
189841R	47890	2	213	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	7400	21	0.9	2.6	1.6	8.1	0.6	7.3	-0.2	NO
189842X	47950	2	2131	30	6400	4	0.2	2.9	1.8	17.3	6.2	1.7	40.0	7400	21	0.9	2.6	1.6	80.9	5.5	7.3	-0.2	NO
189844L	48050	2	7005	30	6400	4	0.2	2.9	1.8	56.9	20.5	1.7	40.0	7400	21	0.9	2.6	1.6	265.8	18.2	7.3	-0.2	NO
189845T	48070	2	1560	30	6400	4	0.2	2.9	1.8	12.7	4.6	1.7	40.0	7400	21	0.9	2.6	1.6	59.2	4.1	7.3	-0.2	NO
189846A	48110	4	19755	30	6400	4	0.2	2.9	1.8	160.5	28.9	1.7	40.0	7400	21	0.9	2.6	1.6	749.7	25.7	7.3	-0.2	NO
189847G	48140	2	1935	30	6400	4	0.2	2.9	1.8	15.7	5.7	1.7	40.0	7400	21	0.9	2.6	1.6	73.4	5.0	7.3	-0.2	NO
189848N	48160	2	7015	30	6400	4	0.2	2.9	1.8	57.0	20.5	1.7	40.0	7400	21	0.9	2.6	1.6	266.2	18.3	7.3	-0.2	NO
189850P	48190	2	6365	30	6400	4	0.2	2.9	1.8	51.7	18.6	1.7	40.0	7400	21	0.9	2.6	1.6	241.6	16.6	7.3	-0.2	NO
189841R	48220	2	4360	30	6400	4	0.2	2.9	1.8	35.4	12.7	1.7	40.0	7400	21	0.9	2.6	1.6	165.5	11.3	7.3	-0.2	NO
189856F	48350	2	3500	30	6400	4	0.2	2.9	1.8	28.4	10.2	1.7	40.0	7400	21	0.9	2.6	1.6	132.8	9.1	7.3	-0.2	NO
189857M	48370	2	50	30	6400	4	0.2	2.9	1.8	0.4	0.1	1.7	40.0	7400	21	0.9	2.6	1.6	1.9	0.1	7.3	-0.2	NO
189858U	048410	2	750	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	7400	21	0.9	2.6	1.6	28.5	2.0	7.3	-0.2	NO
189859B	48430	2	211	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	7400	21	0.9	2.6	1.6	8.0	0.5	7.3	-0.2	NO
189860V	48450	2	756	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	7400	21	0.9	2.6	1.6	28.7	2.0	7.3	-0.2	NO
189861C	048460	2	3136	30	6400	4	0.2	2.9	1.8	25.5	9.2	1.7	40.0	7400	21	0.9	2.6	1.6	119.0	8.2	7.3	-0.2	NO
189862J	48490	2	695	30	6400	4	0.2	2.9	1.8	5.6	2.0	1.7	40.0	7400	21	0.9	2.6	1.6	26.4	1.8	7.3	-0.2	NO
189864X	48590	2	385	30	6400	4	0.2	2.9	1.8	3.1	1.1	1.7	45.0	7400	21	0.9	2.4	1.5	13.3	0.9	6.2	-0.3	NO

Pre/Post-Construction Delays
South Dakota 100 MNT
Train Length = 6,400 Feet
Alternative P-2

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction								Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Alternative P-2 Pierre/Fort Pierre Existing Alignment MP 447.90 to 485.70																						
189839P	47790	2	80	30	6400	4	0.2	2.9	1.8	0.6	0.2	1.7	45.0	6400	37	1.5	2.1	1.4	4.3	0.2	8.9	-0.4	NO
189840J	47840	2	30	30	6400	4	0.2	2.9	1.8	0.2	0.1	1.7	45.0	6400	37	1.5	2.1	1.4	1.6	0.1	8.9	-0.4	NO
189841R	47890	2	213	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	6400	37	1.5	2.3	1.5	12.7	0.5	10.4	-0.3	NO
189842X	47950	2	2131	30	6400	4	0.2	2.9	1.8	17.3	6.2	1.7	40.0	6400	37	1.5	2.3	1.5	126.9	4.9	10.4	-0.3	NO
189844L	48050	2	7005	30	6400	4	0.2	2.9	1.8	56.9	20.5	1.7	40.0	6400	37	1.5	2.3	1.5	417.2	16.2	10.4	-0.3	NO
189845T	48070	2	1560	30	6400	4	0.2	2.9	1.8	12.7	4.6	1.7	40.0	6400	37	1.5	2.3	1.5	92.9	3.6	10.4	-0.3	NO
189846A	48110	4	19755	30	6400	4	0.2	2.9	1.8	160.5	28.9	1.7	40.0	6400	37	1.5	2.3	1.5	1176.7	22.9	10.4	-0.3	NO
189847G	48140	2	1935	30	6400	4	0.2	2.9	1.8	15.7	5.7	1.7	40.0	6400	37	1.5	2.3	1.5	115.3	4.5	10.4	-0.3	NO
189848N	48160	2	7015	30	6400	4	0.2	2.9	1.8	57.0	20.5	1.7	40.0	6400	37	1.5	2.3	1.5	417.8	16.3	10.4	-0.3	NO
189850P	48190	2	6365	30	6400	4	0.2	2.9	1.8	51.7	18.6	1.7	40.0	6400	37	1.5	2.3	1.5	379.1	14.8	10.4	-0.3	NO
189851W	48220	2	4360	30	6400	4	0.2	2.9	1.8	35.4	12.7	1.7	40.0	6400	37	1.5	2.3	1.5	259.7	10.1	10.4	-0.3	NO
189856F	48350	2	3500	30	6400	4	0.2	2.9	1.8	28.4	10.2	1.7	40.0	6400	37	1.5	2.3	1.5	208.5	8.1	10.4	-0.3	NO
189857M	48370	2	50	30	6400	4	0.2	2.9	1.8	0.4	0.1	1.7	40.0	6400	37	1.5	2.3	1.5	3.0	0.1	10.4	-0.3	NO
189858U	048410	2	750	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	6400	37	1.5	2.3	1.5	44.7	1.7	10.4	-0.3	NO
189859B	48430	2	211	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	6400	37	1.5	2.3	1.5	12.6	0.5	10.4	-0.3	NO
189860V	48450	2	756	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	6400	37	1.5	2.3	1.5	45.0	1.8	10.4	-0.3	NO
189861C	048460	2	3136	30	6400	4	0.2	2.9	1.8	25.5	9.2	1.7	40.0	6400	37	1.5	2.3	1.5	186.8	7.3	10.4	-0.3	NO
189862J	48490	2	695	30	6400	4	0.2	2.9	1.8	5.6	2.0	1.7	40.0	6400	37	1.5	2.3	1.5	41.4	1.6	10.4	-0.3	NO
189864X	48590	2	385	30	6400	4	0.2	2.9	1.8	3.1	1.1	1.7	45.0	6400	37	1.5	2.1	1.4	20.9	0.8	8.9	-0.4	NO

Pre/Post-Construction Delays
South Dakota 100 MNT
Train Length = 7,400 Feet
Alternative P-2

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction								Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Alternative P-2 Pierre/Fort Pierre Existing Alignment MP 447.90 to 485.90																						
189839P	47790	2	80	30	6400	4	0.2	2.9	1.8	0.6	0.2	1.7	45.0	7400	37	1.5	2.4	1.5	4.9	0.2	10.8	-0.3	NO
189840J	47840	2	30	30	6400	4	0.2	2.9	1.8	0.2	0.1	1.7	45.0	7400	37	1.5	2.4	1.5	1.8	0.1	10.8	-0.3	NO
189841R	47890	2	213	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	7400	37	1.5	2.6	1.6	14.2	0.6	12.8	-0.2	NO
189842X	47950	2	2131	30	6400	4	0.2	2.9	1.8	17.3	6.2	1.7	40.0	7400	37	1.5	2.6	1.6	142.5	5.5	12.8	-0.2	NO
189844L	48050	2	7005	30	6400	4	0.2	2.9	1.8	56.9	20.5	1.7	40.0	7400	37	1.5	2.6	1.6	468.4	18.2	12.8	-0.2	NO
189845T	48070	2	1560	30	6400	4	0.2	2.9	1.8	12.7	4.6	1.7	40.0	7400	37	1.5	2.6	1.6	104.3	4.1	12.8	-0.2	NO
189846A	48110	4	19755	30	6400	4	0.2	2.9	1.8	160.5	28.9	1.7	40.0	7400	37	1.5	2.6	1.6	1320.9	25.7	12.8	-0.2	NO
189847G	48140	2	1935	30	6400	4	0.2	2.9	1.8	15.7	5.7	1.7	40.0	7400	37	1.5	2.6	1.6	129.4	5.0	12.8	-0.2	NO
189848N	48160	2	7015	30	6400	4	0.2	2.9	1.8	57.0	20.5	1.7	40.0	7400	37	1.5	2.6	1.6	469.1	18.3	12.8	-0.2	NO
189850P	48190	2	6365	30	6400	4	0.2	2.9	1.8	51.7	18.6	1.7	40.0	7400	37	1.5	2.6	1.6	425.6	16.6	12.8	-0.2	NO
189841R	48220	2	4360	30	6400	4	0.2	2.9	1.8	35.4	12.7	1.7	40.0	7400	37	1.5	2.6	1.6	291.5	11.3	12.8	-0.2	NO
189856F	48350	2	3500	30	6400	4	0.2	2.9	1.8	28.4	10.2	1.7	40.0	7400	37	1.5	2.6	1.6	234.0	9.1	12.8	-0.2	NO
189857M	48370	2	50	30	6400	4	0.2	2.9	1.8	0.4	0.1	1.7	40.0	7400	37	1.5	2.6	1.6	3.3	0.1	12.8	-0.2	NO
189858U	048410	2	750	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	7400	37	1.5	2.6	1.6	50.1	2.0	12.8	-0.2	NO
189859B	48430	2	211	30	6400	4	0.2	2.9	1.8	1.7	0.6	1.7	40.0	7400	37	1.5	2.6	1.6	14.1	0.5	12.8	-0.2	NO
189860V	48450	2	756	30	6400	4	0.2	2.9	1.8	6.1	2.2	1.7	40.0	7400	37	1.5	2.6	1.6	50.5	2.0	12.8	-0.2	NO
189861C	048460	2	3136	30	6400	4	0.2	2.9	1.8	25.5	9.2	1.7	40.0	7400	37	1.5	2.6	1.6	209.7	8.2	12.8	-0.2	NO
189862J	48490	2	695	30	6400	4	0.2	2.9	1.8	5.6	2.0	1.7	40.0	7400	37	1.5	2.6	1.6	46.5	1.8	12.8	-0.2	NO
189864X	48590	2	385	30	6400	4	0.2	2.9	1.8	3.1	1.1	1.7	45.0	7400	37	1.5	2.4	1.5	23.4	0.9	10.8	-0.3	NO

Pierre Bypass

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Pre/Post-Construction Delays
Pierre Bypass- 20 MNT
Train Length = 6,400 Feet
Alternative P-3

Street	MILEPOST	Number of Roadway Lanes	ADT	Post-Construction								
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)
Alternative P-3 Pierre/Fort Pierre Bypass												
US-83		2	2555	49.0	6400	11	0.5	2.0	1.3	38.7	5.1	2.3
HWY 1806		2	205	49.0	6400	11	0.5	2.0	1.3	3.1	0.4	2.3
USCOE Acess Road		2	100	49.0	6400	11	0.5	2.0	1.3	1.5	0.2	2.3

Pre/Post-Construction Delays
Pierre Bypass- 20 MNT
Train Length = 7,400 Feet
Alternative P-3

Street	MILEPOST	Number of Roadway Lanes	ADT	Post-Construction								
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)
Alternative P-3 Pierre/Fort Pierre Bypass												
US-83		2	2555	49.0	7400	11	0.5	2.2	1.4	43.3	5.7	2.9
HWY 1806		2	205	49.0	7400	11	0.5	2.2	1.4	3.5	0.5	2.9
USCOE Acess Road		2	100	49.0	7400	11	0.5	2.2	1.4	1.7	0.2	2.9

Pre/Post-Construction Delays
Pierre Bypass- 50 MNT
Train Length = 6,400 Feet
Alternative P-3

Street	MILEPOST	Number of Roadway Lanes	ADT	Post-Construction								
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)
Alternative P-3 Pierre/Fort Pierre Bypass												
US-83		2	2555	49.0	6400	21	0.9	2.0	1.3	73.9	5.1	4.5
HWY 1806		2	205	49.0	6400	21	0.9	2.0	1.3	5.9	0.4	4.5
USCOE Acess Road		2	100	49.0	6400	21	0.9	2.0	1.3	2.9	0.2	4.5

Pre/Post-Construction Delays
Pierre Bypass- 50 MNT
Train Length = 7,400 Feet
Alternative P-3

Street	MILEPOST	Number of Roadway Lanes	ADT	Post-Construction								
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)
Alternative P-3 Pierre/Fort Pierre Bypass												
US-83		2	2555	49.0	7400	21	0.9	2.2	1.4	82.6	5.7	5.5
HWY 1806		2	205	49.0	7400	21	0.9	2.2	1.4	6.6	0.5	5.5
USCOE Acess Road		2	100	49.0	7400	21	0.9	2.2	1.4	3.2	0.2	5.5

Pre/Post-Construction Delays
Pierre Bypass- 100 MNT
Train Length = 6,400 Feet
Alternative P-3

Street	MILEPOST	Number of Roadway Lanes	ADT	Post-Construction								
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)
Alternative P-3 Pierre/Fort Pierre Bypass												
US-83		2	2555	49.0	6400	37	1.5	2.0	1.3	130.3	5.1	7.9
HWY 1806		2	205	49.0	6400	37	1.5	2.0	1.3	10.5	0.4	7.9
USCOE Acess Road		2	100	49.0	6400	37	1.5	2.0	1.3	5.1	0.2	7.9

Pre/Post-Construction Delays
Pierre Bypass- 100 MNT
Train Length = 7,400 Feet
Alternative P-3

Street	MILEPOST	Number of Roadway Lanes	ADT	Post-Construction								
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)
Alternative P-3 Pierre/Fort Pierre Bypass												
US-83		2	2555	49.0	7400	37	1.5	2.2	1.4	145.5	5.7	9.6
HWY 1806		2	205	49.0	7400	37	1.5	2.2	1.4	11.7	0.5	9.6
USCOE Acess Road		2	100	49.0	7400	37	1.5	2.2	1.4	5.7	0.2	9.6

Brookings (Rail-Co) Bypass

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Pre/Post-Construction Delays
Brookings Bypass-20 MNT
Train Length = 6,400 Feet

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction									Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Brookings Existing Alignment																							
New Crossing		2	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	0.3	0.0	2.3	N/A	N/A
New Crossing		2	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	0.7	0.1	2.3	N/A	N/A
New Crossing		2	2800	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	42.4	5.6	2.3	N/A	N/A
New Crossing		2	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	0.8	0.1	2.3	N/A	N/A
New Crossing		2	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	1.2	0.2	2.3	N/A	N/A
New Crossing		2	540	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	8.2	1.1	2.3	N/A	N/A
New Crossing		2	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	0.1	0.0	2.3	N/A	N/A
New Crossing		2	2345	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	35.5	4.7	2.3	N/A	N/A
New Crossing		2	181	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	2.7	0.4	2.3	N/A	N/A
New Crossing		2	750	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	11	0.5	2.0	1.3	11.4	1.5	2.3	N/A	N/A
197485T	029350	2	62	20	6400	8	0.3	4.1	2.4	1.4	0.3	6.5	45.0	6400	11	0.5	2.1	1.4	1.0	0.1	2.6	-1.0	NO
197487G	029460	2	35	20	6400	8	0.3	4.1	2.4	0.8	0.1	6.5	45.0	6400	11	0.5	2.1	1.4	0.6	0.1	2.6	-1.0	NO
197440L	029620	2	460	20	6400	8	0.3	4.1	2.4	10.6	1.9	6.5	45.0	6400	11	0.5	2.1	1.4	7.4	1.0	2.6	-1.0	NO
197441T	029720	2	1787	20	6400	8	0.3	4.1	2.4	41.1	7.4	6.5	45.0	6400	11	0.5	2.1	1.4	28.9	3.8	2.6	-1.0	NO
197442A	029730	2	2180	20	6400	8	0.3	4.1	2.4	50.1	9.0	6.5	45.0	6400	11	0.5	2.1	1.4	35.2	4.6	2.6	-1.0	NO
197443G	029740	2	950	20	6400	8	0.3	4.1	2.4	21.8	3.9	6.5	45.0	6400	11	0.5	2.1	1.4	15.4	2.0	2.6	-1.0	NO
197445V	029840	2	20	20	6400	8	0.3	4.1	2.4	0.5	0.1	6.5	45.0	6400	11	0.5	2.1	1.4	0.3	0.0	2.6	-1.0	NO
197493K	029870	2	3650	20	6400	8	0.3	4.1	2.4	83.9	15.1	6.5	45.0	6400	11	0.5	2.1	1.4	59.0	7.7	2.6	-1.0	NO

Pre/Post-Construction Delays
Brookings Bypass-20 MNT
Train Length = 7,400 Feet

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction								Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Brookings Existing Alignment																						
New Crossing		2	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	0.3	0.0	2.9	N/A	N/A
New Crossing		2	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	0.8	0.1	2.9	N/A	N/A
New Crossing		2	2800	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	47.4	6.2	2.9	N/A	N/A
New Crossing		2	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	0.9	0.1	2.9	N/A	N/A
New Crossing		2	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	1.3	0.2	2.9	N/A	N/A
New Crossing		2	540	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	9.1	1.2	2.9	N/A	N/A
New Crossing		2	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	0.1	0.0	2.9	N/A	N/A
New Crossing		2	2345	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	39.7	5.2	2.9	N/A	N/A
New Crossing		2	181	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	3.1	0.4	2.9	N/A	N/A
New Crossing		2	750	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	11	0.5	2.2	1.4	12.7	1.7	2.9	N/A	N/A
197485T	029350	2	62	20	6400	8	0.3	4.1	2.4	1.4	0.3	6.5	45.0	7400	11	0.5	2.4	1.5	1.1	0.1	3.2	-0.9	NO
197487G	029460	2	35	20	6400	8	0.3	4.1	2.4	0.8	0.1	6.5	45.0	7400	11	0.5	2.4	1.5	0.6	0.1	3.2	-0.9	NO
197440L	029620	2	460	20	6400	8	0.3	4.1	2.4	10.6	1.9	6.5	45.0	7400	11	0.5	2.4	1.5	8.3	1.1	3.2	-0.9	NO
197441T	029720	2	1787	20	6400	8	0.3	4.1	2.4	41.1	7.4	6.5	45.0	7400	11	0.5	2.4	1.5	32.3	4.2	3.2	-0.9	NO
197442A	029730	2	2180	20	6400	8	0.3	4.1	2.4	50.1	9.0	6.5	45.0	7400	11	0.5	2.4	1.5	39.4	5.2	3.2	-0.9	NO
197443G	029740	2	950	20	6400	8	0.3	4.1	2.4	21.8	3.9	6.5	45.0	7400	11	0.5	2.4	1.5	17.2	2.3	3.2	-0.9	NO
197445V	029840	2	20	20	6400	8	0.3	4.1	2.4	0.5	0.1	6.5	45.0	7400	11	0.5	2.4	1.5	0.4	0.0	3.2	-0.9	NO
197493K	029870	2	3650	20	6400	8	0.3	4.1	2.4	83.9	15.1	6.5	45.0	7400	11	0.5	2.4	1.5	66.0	8.6	3.2	-0.9	NO

Pre/Post-Construction Delays
Brookings Bypass-50 MNT
Train Length = 6,400 Feet

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction								Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Brookings Existing Alignment																						
New Crossing		2	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	0.6	0.0	4.5	N/A	N/A
New Crossing		2	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	1.4	0.1	4.5	N/A	N/A
New Crossing		2	2800	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	81.0	5.6	4.5	N/A	N/A
New Crossing		2	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	1.6	0.1	4.5	N/A	N/A
New Crossing		2	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	2.2	0.2	4.5	N/A	N/A
New Crossing		2	540	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	15.6	1.1	4.5	N/A	N/A
New Crossing		2	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	0.1	0.0	4.5	N/A	N/A
New Crossing		2	2345	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	67.9	4.7	4.5	N/A	N/A
New Crossing		2	181	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	5.2	0.4	4.5	N/A	N/A
New Crossing		2	750	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	21	0.9	2.0	1.3	21.7	1.5	4.5	N/A	N/A
197485T	029350	2	62	20	6400	8	0.3	4.1	2.4	1.4	0.3	6.5	45.0	6400	21	0.9	2.1	1.4	1.9	0.1	5.0	-1.0	NO
197487G	029460	2	35	20	6400	8	0.3	4.1	2.4	0.8	0.1	6.5	45.0	6400	21	0.9	2.1	1.4	1.1	0.1	5.0	-1.0	NO
197440L	029620	2	460	20	6400	8	0.3	4.1	2.4	10.6	1.9	6.5	45.0	6400	21	0.9	2.1	1.4	14.2	1.0	5.0	-1.0	NO
197441T	029720	2	1787	20	6400	8	0.3	4.1	2.4	41.1	7.4	6.5	45.0	6400	21	0.9	2.1	1.4	55.1	3.8	5.0	-1.0	NO
197442A	029730	2	2180	20	6400	8	0.3	4.1	2.4	50.1	9.0	6.5	45.0	6400	21	0.9	2.1	1.4	67.3	4.6	5.0	-1.0	NO
197443G	029740	2	950	20	6400	8	0.3	4.1	2.4	21.8	3.9	6.5	45.0	6400	21	0.9	2.1	1.4	29.3	2.0	5.0	-1.0	NO
197445V	029840	2	20	20	6400	8	0.3	4.1	2.4	0.5	0.1	6.5	45.0	6400	21	0.9	2.1	1.4	0.6	0.0	5.0	-1.0	NO
197493K	029870	2	3650	20	6400	8	0.3	4.1	2.4	83.9	15.1	6.5	45.0	6400	21	0.9	2.1	1.4	112.6	7.7	5.0	-1.0	NO

Pre/Post-Construction Delays
Brookings Bypass-50 MNT
Train Length = 7,400 Feet

				Pre-Construction									Post-Construction										
						Trains Per									Trains Per								
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Train Speed (mph)	Train Length (feet)	Day	Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Day	Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Difference Average Delay/ Veh. (min.)	Trip Threshold
Brookings Existing Alignment																							
New Crossing		2	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	0.6	0.0	5.5	N/A	N/A
New Crossing		2	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	1.5	0.1	5.5	N/A	N/A
New Crossing		2	2800	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	90.5	6.2	5.5	N/A	N/A
New Crossing		2	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	1.8	0.1	5.5	N/A	N/A
New Crossing		2	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	2.5	0.2	5.5	N/A	N/A
New Crossing		2	540	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	17.5	1.2	5.5	N/A	N/A
New Crossing		2	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	0.2	0.0	5.5	N/A	N/A
New Crossing		2	2345	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	75.8	5.2	5.5	N/A	N/A
New Crossing		2	181	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	5.8	0.4	5.5	N/A	N/A
New Crossing		2	750	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	21	0.9	2.2	1.4	24.2	1.7	5.5	N/A	N/A
197485T	029350	2	62	20	6400	8	0.3	4.1	2.4	1.4	0.3	6.5	45.0	7400	21	0.9	2.4	1.5	2.1	0.1	6.2	-0.9	NO
197487G	029460	2	35	20	6400	8	0.3	4.1	2.4	0.8	0.1	6.5	45.0	7400	21	0.9	2.4	1.5	1.2	0.1	6.2	-0.9	NO
197440L	029620	2	460	20	6400	8	0.3	4.1	2.4	10.6	1.9	6.5	45.0	7400	21	0.9	2.4	1.5	15.9	1.1	6.2	-0.9	NO
197441T	029720	2	1787	20	6400	8	0.3	4.1	2.4	41.1	7.4	6.5	45.0	7400	21	0.9	2.4	1.5	61.7	4.2	6.2	-0.9	NO
197442A	029730	2	2180	20	6400	8	0.3	4.1	2.4	50.1	9.0	6.5	45.0	7400	21	0.9	2.4	1.5	75.3	5.2	6.2	-0.9	NO
197443G	029740	2	950	20	6400	8	0.3	4.1	2.4	21.8	3.9	6.5	45.0	7400	21	0.9	2.4	1.5	32.8	2.3	6.2	-0.9	NO
197445V	029840	2	20	20	6400	8	0.3	4.1	2.4	0.5	0.1	6.5	45.0	7400	21	0.9	2.4	1.5	0.7	0.0	6.2	-0.9	NO
197493K	029870	2	3650	20	6400	8	0.3	4.1	2.4	83.9	15.1	6.5	45.0	7400	21	0.9	2.4	1.5	126.1	8.6	6.2	-0.9	NO

Pre/Post-Construction Delays
Brookings Bypass-100 MNT
Train Length = 6,400 Feet

FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Pre-Construction									Post-Construction									Difference Average Delay/ Veh. (min.)	Trip Threshold
				Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)		
Brookings Existing Alignment																							
New Crossing		2	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	1.0	0.0	7.9	N/A	N/A
New Crossing		2	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	2.4	0.1	7.9	N/A	N/A
New Crossing		2	2800	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	142.8	5.6	7.9	N/A	N/A
New Crossing		2	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	2.8	0.1	7.9	N/A	N/A
New Crossing		2	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	3.9	0.2	7.9	N/A	N/A
New Crossing		2	540	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	27.5	1.1	7.9	N/A	N/A
New Crossing		2	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	0.3	0.0	7.9	N/A	N/A
New Crossing		2	2345	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	119.6	4.7	7.9	N/A	N/A
New Crossing		2	181	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	9.2	0.4	7.9	N/A	N/A
New Crossing		2	750	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	6400	37	1.5	2.0	1.3	38.2	1.5	7.9	N/A	N/A
197485T	029350	2	62	20	6400	8	0.3	4.1	2.4	1.4	0.3	6.5	45.0	6400	37	1.5	2.1	1.4	3.4	0.1	8.9	-1.0	NO
197487G	029460	2	35	20	6400	8	0.3	4.1	2.4	0.8	0.1	6.5	45.0	6400	37	1.5	2.1	1.4	1.9	0.1	8.9	-1.0	NO
197440L	029620	2	460	20	6400	8	0.3	4.1	2.4	10.6	1.9	6.5	45.0	6400	37	1.5	2.1	1.4	25.0	1.0	8.9	-1.0	NO
197441T	029720	2	1787	20	6400	8	0.3	4.1	2.4	41.1	7.4	6.5	45.0	6400	37	1.5	2.1	1.4	97.2	3.8	8.9	-1.0	NO
197442A	029730	2	2180	20	6400	8	0.3	4.1	2.4	50.1	9.0	6.5	45.0	6400	37	1.5	2.1	1.4	118.5	4.6	8.9	-1.0	NO
197443G	029740	2	950	20	6400	8	0.3	4.1	2.4	21.8	3.9	6.5	45.0	6400	37	1.5	2.1	1.4	51.7	2.0	8.9	-1.0	NO
197445V	029840	2	20	20	6400	8	0.3	4.1	2.4	0.5	0.1	6.5	45.0	6400	37	1.5	2.1	1.4	1.1	0.0	8.9	-1.0	NO
197493K	029870	2	3650	20	6400	8	0.3	4.1	2.4	83.9	15.1	6.5	45.0	6400	37	1.5	2.1	1.4	198.5	7.7	8.9	-1.0	NO

Pre/Post-Construction Delays
Brookings Bypass-100 MNT
Train Length = 7,400 Feet

				Pre-Construction									Post-Construction										
						Trains Per									Trains Per								
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Train Speed (mph)	Train Length (feet)	Day	Hour	Total Blocked Time/ Train (min.)	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Train Speed (mph)	Train Length (feet)	Day	Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Difference Average Delay/ Veh. (min.)	Trip Threshold
Brookings Existing Alignment																							
New Crossing		2	20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	1.1	0.0	9.6	N/A	N/A
New Crossing		2	47	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	2.7	0.1	9.6	N/A	N/A
New Crossing		2	2800	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	159.4	6.2	9.6	N/A	N/A
New Crossing		2	55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	3.1	0.1	9.6	N/A	N/A
New Crossing		2	76	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	4.3	0.2	9.6	N/A	N/A
New Crossing		2	540	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	30.7	1.2	9.6	N/A	N/A
New Crossing		2	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	0.3	0.0	9.6	N/A	N/A
New Crossing		2	2345	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	133.5	5.2	9.6	N/A	N/A
New Crossing		2	181	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	10.3	0.4	9.6	N/A	N/A
New Crossing		2	750	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49	7400	37	1.5	2.2	1.4	42.7	1.7	9.6	N/A	N/A
197485T	029350	2	62	20	6400	8	0.3	4.1	2.4	1.4	0.3	6.5	45.0	7400	37	1.5	2.4	1.5	3.8	0.1	10.8	-0.9	NO
197487G	029460	2	35	20	6400	8	0.3	4.1	2.4	0.8	0.1	6.5	45.0	7400	37	1.5	2.4	1.5	2.1	0.1	10.8	-0.9	NO
197440L	029620	2	460	20	6400	8	0.3	4.1	2.4	10.6	1.9	6.5	45.0	7400	37	1.5	2.4	1.5	28.0	1.1	10.8	-0.9	NO
197441T	029720	2	1787	20	6400	8	0.3	4.1	2.4	41.1	7.4	6.5	45.0	7400	37	1.5	2.4	1.5	108.8	4.2	10.8	-0.9	NO
197442A	029730	2	2180	20	6400	8	0.3	4.1	2.4	50.1	9.0	6.5	45.0	7400	37	1.5	2.4	1.5	132.7	5.2	10.8	-0.9	NO
197443G	029740	2	950	20	6400	8	0.3	4.1	2.4	21.8	3.9	6.5	45.0	7400	37	1.5	2.4	1.5	57.8	2.3	10.8	-0.9	NO
197445V	029840	2	20	20	6400	8	0.3	4.1	2.4	0.5	0.1	6.5	45.0	7400	37	1.5	2.4	1.5	1.2	0.0	10.8	-0.9	NO
197493K	029870	2	3650	20	6400	8	0.3	4.1	2.4	83.9	15.1	6.5	45.0	7400	37	1.5	2.4	1.5	222.1	8.6	10.8	-0.9	NO