Mankato Alternative M-2

[THIS PAGE INTENTIONALLY LEFT BLANK]

Post-Construction Delays
Mankato Bypass- Alternative M-2
20 MNT
Train Length = 6,400 Feet

State	County	Street	City	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)
Mankato Alternative M-2														
MN	BLUE EARTH	TH 332		2	55	45.0	6400	11	0.5	2.1	1.4	0.9	0.1	2.6
MN	BLUE EARTH	CSAH 27		2	970	45.0	6400	11	0.5	2.1	1.4	15.7	2.1	2.6
MN	BLUE EARTH	TH 450		2	55	45.0	6400	11	0.5	2.1	1.4	0.9	0.1	2.6
MN	BLUE EARTH	TH 83		2	3200	45.0	6400	11	0.5	2.1	1.4	51.7	6.8	2.6
MN	BLUE EARTH	TH 343		2	55	45.0	6400	11	0.5	2.1	1.4	0.9	0.1	2.6
MN	BLUE EARTH	CSAH 41		2	590	45.0	6400	11	0.5	2.1	1.4	9.5	1.2	2.6
MN	BLUE EARTH	TH 194		2	630	45.0	6400	11	0.5	2.1	1.4	10.2	1.3	2.6
MN	BLUE EARTH	TH 22		2	5900	45.0	6400	11	0.5	2.1	1.4	95.4	12.5	2.6
MN	BLUE EARTH	TH 447 (Pohl Rd)		2	630	45.0	6400	11	0.5	2.1	1.4	10.2	1.3	2.6
MN	BLUE EARTH	TH 167		2	630	45.0	6400	11	0.5	2.1	1.4	10.2	1.3	2.6
MN	BLUE EARTH	CSAH 8		2	590	45.0	6400	11	0.5	2.1	1.4	9.5	1.2	2.6
MN	BLUE EARTH	TH 190		2	55	45.0	6400	11	0.5	2.1	1.4	0.9	0.1	2.6
MN	BLUE EARTH	TH 174		2	1400	45.0	6400	11	0.5	2.1	1.4	22.6	3.0	2.6
MN	BLUE EARTH	CR 69		2	385	45.0	6400	11	0.5	2.1	1.4	6.2	0.8	2.6

Post-Construction Delays
Mankato Bypass- Alternative M-2
20 MNT
Train Length = 7,400 Feet

State	County	Street	City	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)
Mankato Alternative M-2														
MN	BLUE EARTH	TH 332		2	55	45.0	7400	11	0.5	2.4	1.5	1.0	0.1	3.2
MN	BLUE EARTH	CSAH 27		2	970	45.0	7400	11	0.5	2.4	1.5	17.6	2.3	3.2
MN	BLUE EARTH	TH 450		2	55	45.0	7400	11	0.5	2.4	1.5	1.0	0.1	3.2
MN	BLUE EARTH	TH 83		2	3200	45.0	7400	11	0.5	2.4	1.5	57.9	7.6	3.2
MN	BLUE EARTH	TH 343		2	55	45.0	7400	11	0.5	2.4	1.5	1.0	0.1	3.2
MN	BLUE EARTH	CSAH 41		2	590	45.0	7400	11	0.5	2.4	1.5	10.7	1.4	3.2
MN	BLUE EARTH	TH 194		2	630	45.0	7400	11	0.5	2.4	1.5	11.4	1.5	3.2
MN	BLUE EARTH	TH 22		2	5900	45.0	7400	11	0.5	2.4	1.5	106.8	14.0	3.2
MN	BLUE EARTH	TH 447 (Pohl Rd)		2	630	45.0	7400	11	0.5	2.4	1.5	11.4	1.5	3.2
MN	BLUE EARTH	TH 167		2	630	45.0	7400	11	0.5	2.4	1.5	11.4	1.5	3.2
MN	BLUE EARTH	CSAH 8		2	590	45.0	7400	11	0.5	2.4	1.5	10.7	1.4	3.2
MN	BLUE EARTH	TH 190		2	55	45.0	7400	11	0.5	2.4	1.5	1.0	0.1	3.2
MN	BLUE EARTH	TH 174		2	1400	45.0	7400	11	0.5	2.4	1.5	25.3	3.3	3.2
MN	BLUE EARTH	CR 69		2	385	45.0	7400	11	0.5	2.4	1.5	7.0	0.9	3.2

Post-Construction Delays
Mankato Bypass-Alternative M-2
50 MNT
Train Length = 6,400 Feet

State	County	Street	City	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)
Mankato Alternative M-2 MP 121.0 to 142.4														
MN	BLUE EARTH	TH 332		2	55	45.0	6400	21	0.9	2.1	1.4	1.7	0.1	5.0
MN	BLUE EARTH	CSAH 27		2	970	45.0	6400	21	0.9	2.1	1.4	29.9	2.1	5.0
MN	BLUE EARTH	TH 450		2	55	45.0	6400	21	0.9	2.1	1.4	1.7	0.1	5.0
MN	BLUE EARTH	TH 83		2	3200	45.0	6400	21	0.9	2.1	1.4	98.8	6.8	5.0
MN	BLUE EARTH	TH 343		2	55	45.0	6400	21	0.9	2.1	1.4	1.7	0.1	5.0
MN	BLUE EARTH	CSAH 41		2	590	45.0	6400	21	0.9	2.1	1.4	18.2	1.2	5.0
MN	BLUE EARTH	TH 194		2	630	45.0	6400	21	0.9	2.1	1.4	19.4	1.3	5.0
MN	BLUE EARTH	TH 22		2	5900	45.0	6400	21	0.9	2.1	1.4	182.1	12.5	5.0
MN	BLUE EARTH	TH 447 (Pohl Rd)		2	630	45.0	6400	21	0.9	2.1	1.4	19.4	1.3	5.0
MN	BLUE EARTH	TH 167		2	630	45.0	6400	21	0.9	2.1	1.4	19.4	1.3	5.0
MN	BLUE EARTH	CSAH 8		2	590	45.0	6400	21	0.9	2.1	1.4	18.2	1.2	5.0
MN	BLUE EARTH	TH 190		2	55	45.0	6400	21	0.9	2.1	1.4	1.7	0.1	5.0
MN	BLUE EARTH	TH 174		2	1400	45.0	6400	21	0.9	2.1	1.4	43.2	3.0	5.0
MN	BLUE EARTH	CR 69		2	385	45.0	6400	21	0.9	2.1	1.4	11.9	0.8	5.0

Post-Construction Delays
Mankato Bypass-Alternative M-2
50 MNT
Train Length = 7,400 Feet

State	County	Street	City	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)
Mankato Alternative M-2														
MN	BLUE EARTH	TH 332		2	55	45.0	7400	21	0.9	2.4	1.5	1.9	0.1	6.2
MN	BLUE EARTH	CSAH 27		2	970	45.0	7400	21	0.9	2.4	1.5	33.5	2.3	6.2
MN	BLUE EARTH	TH 450		2	55	45.0	7400	21	0.9	2.4	1.5	1.9	0.1	6.2
MN	BLUE EARTH	TH 83		2	3200	45.0	7400	21	0.9	2.4	1.5	110.5	7.6	6.2
MN	BLUE EARTH	TH 343		2	55	45.0	7400	21	0.9	2.4	1.5	1.9	0.1	6.2
MN	BLUE EARTH	CSAH 41		2	590	45.0	7400	21	0.9	2.4	1.5	20.4	1.4	6.2
MN	BLUE EARTH	TH 194		2	630	45.0	7400	21	0.9	2.4	1.5	21.8	1.5	6.2
MN	BLUE EARTH	TH 22		2	5900	45.0	7400	21	0.9	2.4	1.5	203.8	14.0	6.2
MN	BLUE EARTH	TH 447 (Pohl Rd)		2	630	45.0	7400	21	0.9	2.4	1.5	21.8	1.5	6.2
MN	BLUE EARTH	TH 167		2	630	45.0	7400	21	0.9	2.4	1.5	21.8	1.5	6.2
MN	BLUE EARTH	CSAH 8		2	590	45.0	7400	21	0.9	2.4	1.5	20.4	1.4	6.2
MN	BLUE EARTH	TH 190		2	55	45.0	7400	21	0.9	2.4	1.5	1.9	0.1	6.2
MN	BLUE EARTH	TH 174		2	1400	45.0	7400	21	0.9	2.4	1.5	48.4	3.3	6.2
MN	BLUE EARTH	CR 69		2	385	45.0	7400	21	0.9	2.4	1.5	13.3	0.9	6.2

Post-Construction Delays
Mankato Bypass-Alternative M-2
100 MNT
Train Length = 6,400 Feet

State	County	Street	City	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)
Mankato Alternative M-2														
MN	BLUE EARTH	TH 332		2	55	45.0	6400	37	1.5	2.1	1.4	3.0	0.1	8.9
MN	BLUE EARTH	CSAH 27		2	970	45.0	6400	37	1.5	2.1	1.4	52.7	2.1	8.9
MN	BLUE EARTH	TH 450		2	55	45.0	6400	37	1.5	2.1	1.4	3.0	0.1	8.9
MN	BLUE EARTH	TH 83		2	3200	45.0	6400	37	1.5	2.1	1.4	174.0	6.8	8.9
MN	BLUE EARTH	TH 343		2	55	45.0	6400	37	1.5	2.1	1.4	3.0	0.1	8.9
MN	BLUE EARTH	CSAH 41		2	590	45.0	6400	37	1.5	2.1	1.4	32.1	1.2	8.9
MN	BLUE EARTH	TH 194		2	630	45.0	6400	37	1.5	2.1	1.4	34.3	1.3	8.9
MN	BLUE EARTH	TH 22		2	5900	45.0	6400	37	1.5	2.1	1.4	320.8	12.5	8.9
MN	BLUE EARTH	TH 447 (Pohl Rd)		2	630	45.0	6400	37	1.5	2.1	1.4	34.3	1.3	8.9
MN	BLUE EARTH	TH 167		2	630	45.0	6400	37	1.5	2.1	1.4	34.3	1.3	8.9
MN	BLUE EARTH	CSAH 8		2	590	45.0	6400	37	1.5	2.1	1.4	32.1	1.2	8.9
MN	BLUE EARTH	TH 190		2	55	45.0	6400	37	1.5	2.1	1.4	3.0	0.1	8.9
MN	BLUE EARTH	TH 174		2	1400	45.0	6400	37	1.5	2.1	1.4	76.1	3.0	8.9
MN	BLUE EARTH	CR 69		2	385	45.0	6400	37	1.5	2.1	1.4	20.9	0.8	8.9

Post-Construction Delays
Mankato Bypass-Alternative M-2
100 MNT
Train Length = 7,400 Feet

State	County	Street	City	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)
Mankato Preferred Route														
MN	BLUE EARTH	TH 332		2	55	45.0	7400	37	1.5	2.4	1.5	3.3	0.1	10.8
MN	BLUE EARTH	CSAH 27		2	970	45.0	7400	37	1.5	2.4	1.5	59.0	2.3	10.8
MN	BLUE EARTH	TH 450		2	55	45.0	7400	37	1.5	2.4	1.5	3.3	0.1	10.8
MN	BLUE EARTH	TH 83		2	3200	45.0	7400	37	1.5	2.4	1.5	194.8	7.6	10.8
MN	BLUE EARTH	TH 343		2	55	45.0	7400	37	1.5	2.4	1.5	3.3	0.1	10.8
MN	BLUE EARTH	CSAH 41		2	590	45.0	7400	37	1.5	2.4	1.5	35.9	1.4	10.8
MN	BLUE EARTH	TH 194		2	630	45.0	7400	37	1.5	2.4	1.5	38.3	1.5	10.8
MN	BLUE EARTH	TH 22		2	5900	45.0	7400	37	1.5	2.4	1.5	359.1	14.0	10.8
MN	BLUE EARTH	TH 447 (Pohl Rd)		2	630	45.0	7400	37	1.5	2.4	1.5	38.3	1.5	10.8
MN	BLUE EARTH	TH 167		2	630	45.0	7400	37	1.5	2.4	1.5	38.3	1.5	10.8
MN	BLUE EARTH	CSAH 8		2	590	45.0	7400	37	1.5	2.4	1.5	35.9	1.4	10.8
MN	BLUE EARTH	TH 190		2	55	45.0	7400	37	1.5	2.4	1.5	3.3	0.1	10.8
MN	BLUE EARTH	TH 174		2	1400	45.0	7400	37	1.5	2.4	1.5	85.2	3.3	10.8
MN	BLUE EARTH	CR 69		2	385	45.0	7400	37	1.5	2.4	1.5	23.4	0.9	10.8

Rochester Existing Rail Line

[THIS PAGE INTENTIONALLY LEFT BLANK]

Pre/Post-Construction Delays
Rochester Existing Alignment
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)		
Rochester Existing Alignment-Alternative R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	11	0.5	2.1	1.4	37.2	2.4	2.6	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	11	0.5	2.1	1.4	42.0	5.5	2.6	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	11	0.5	2.1	1.4	0.8	0.1	2.6	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	11	0.5	2.1	1.4	7.1	0.9	2.6	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.4	0.2	2.6	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	11	0.5	2.1	1.4	19.4	2.5	2.6	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	11	0.5	2.1	1.4	51.7	6.8	2.6	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	11	0.5	2.1	1.4	121.2	15.9	2.6	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	11	0.5	2.1	1.4	15.4	2.0	2.6	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	11	0.5	2.1	1.4	174.6	22.9	2.6	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	11	0.5	2.1	1.4	7.0	0.9	2.6	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	11	0.5	2.1	1.4	143.1	9.4	2.6	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	11	0.5	2.1	1.4	310.4	20.3	2.6	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	11	0.5	2.1	1.4	76.4	5.0	2.6	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	11	0.5	2.1	1.4	116.4	7.6	2.6	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	11	0.5	2.1	1.4	61.4	4.0	2.6	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	11	0.5	2.1	1.4	13.3	1.7	2.6	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	11	0.5	2.1	1.4	200.4	13.1	2.6	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	11	0.5	2.1	1.4	111.5	14.6	2.6	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	11	0.5	2.1	1.4	36.4	4.8	2.6	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	11	0.5	2.1	1.4	12.1	1.6	2.6	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	11	0.5	2.1	1.4	49.5	3.2	2.6	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	11	0.5	2.1	1.4	71.1	4.7	2.6	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	11	0.5	2.1	1.4	4.0	0.5	2.6	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment-
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	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)		
Rochester Existing Alignment-Alternative R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	11	0.5	2.4	1.5	41.6	2.7	3.2	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	11	0.5	2.4	1.5	47.0	6.2	3.2	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	11	0.5	2.4	1.5	0.9	0.1	3.2	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	11	0.5	2.4	1.5	8.0	1.0	3.2	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.6	0.2	3.2	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	11	0.5	2.4	1.5	21.7	2.8	3.2	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	11	0.5	2.4	1.5	57.9	7.6	3.2	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	11	0.5	2.4	1.5	135.7	17.8	3.2	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	11	0.5	2.4	1.5	17.3	2.3	3.2	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	11	0.5	2.4	1.5	195.4	25.6	3.2	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	11	0.5	2.4	1.5	7.9	1.0	3.2	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	11	0.5	2.4	1.5	160.1	10.5	3.2	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	11	0.5	2.4	1.5	347.4	22.7	3.2	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	11	0.5	2.4	1.5	85.5	5.6	3.2	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	11	0.5	2.4	1.5	130.3	8.5	3.2	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	11	0.5	2.4	1.5	68.8	4.5	3.2	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	11	0.5	2.4	1.5	14.8	1.9	3.2	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	11	0.5	2.4	1.5	224.4	14.7	3.2	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	11	0.5	2.4	1.5	124.8	16.3	3.2	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	11	0.5	2.4	1.5	40.7	5.3	3.2	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	11	0.5	2.4	1.5	13.6	1.8	3.2	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	11	0.5	2.4	1.5	55.4	3.6	3.2	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	11	0.5	2.4	1.5	79.6	5.2	3.2	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	11	0.5	2.4	1.5	4.5	0.6	3.2	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
20 NMT
Train Length = 6,400 Feet
ADT >5,000

				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)	Level of Service	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)	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	11	0.5	2.1	1.4	121.2	15.9	2.6	A	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	6400	11	0.5	2.1	1.4	174.6	22.9	2.6	A	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	11	0.5	2.1	1.4	143.1	9.4	2.6	A	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	11	0.5	2.1	1.4	310.4	20.3	2.6	A	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	11	0.5	2.1	1.4	116.4	7.6	2.6	A	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	6400	11	0.5	2.1	1.4	200.4	13.1	2.6	A	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	11	0.5	2.1	1.4	111.5	14.6	2.6	A	-1.0	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment - Alternative R-2
20 NMT
Train Length = 7,400 Feet
ADT > 5,000

				Pre-Construction										Post-Construction											
						Trains Per										Trains Per								Difference Average Delay/ Veh. (min.)	Trip Threshold
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)	Level of Service	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)	Level of Service		
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	11	0.5	2.4	1.5	135.7	17.8	3.2	A	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	11	0.5	2.4	1.5	195.4	25.6	3.2	A	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	7400	11	0.5	2.4	1.5	160.1	10.5	3.2	A	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	11	0.5	2.4	1.5	347.4	22.7	3.2	A	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	11	0.5	2.4	1.5	130.3	8.5	3.2	A	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	11	0.5	2.4	1.5	224.4	14.7	3.2	A	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	11	0.5	2.4	1.5	124.8	16.3	3.2	A	-0.9	NO

Pre/Post-Construction Delays
Rochester Existing Alignment- Alternative R-2
20 NMT
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)		
Rochester Existing Alignment-Alternative R-2 MP 37.5 to 61.1																						
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	11	0.5	2.1	1.4	37.2	2.4	2.6	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	11	0.5	2.1	1.4	42.0	5.5	2.6	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	11	0.5	2.1	1.4	0.8	0.1	2.6	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	11	0.5	2.1	1.4	7.1	0.9	2.6	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.4	0.2	2.6	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	11	0.5	2.1	1.4	19.4	2.5	2.6	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	11	0.5	2.1	1.4	51.7	6.8	2.6	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	11	0.5	2.1	1.4	121.2	15.9	2.6	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	11	0.5	2.1	1.4	15.4	2.0	2.6	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	11	0.5	2.1	1.4	174.6	22.9	2.6	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	11	0.5	2.1	1.4	7.0	0.9	2.6	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	11	0.5	2.1	1.4	143.1	9.4	2.6	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	11	0.5	2.1	1.4	310.4	20.3	2.6	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	11	0.5	2.1	1.4	76.4	5.0	2.6	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	11	0.5	2.1	1.4	116.4	7.6	2.6	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	11	0.5	2.1	1.4	61.4	4.0	2.6	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	11	0.5	2.1	1.4	13.3	1.7	2.6	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	11	0.5	2.1	1.4	200.4	13.1	2.6	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	11	0.5	2.1	1.4	111.5	14.6	2.6	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	11	0.5	2.1	1.4	36.4	4.8	2.6	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	11	0.5	2.1	1.4	12.1	1.6	2.6	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	11	0.5	2.1	1.4	49.5	3.2	2.6	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	11	0.5	2.1	1.4	71.1	4.7	2.6	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	11	0.5	2.1	1.4	4.0	0.5	2.6	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment- Alternative R-2
20 NMT
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	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
Rochester Existing Alignment-Alternative R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	11	0.5	2.4	1.5	41.6	2.7	3.2	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	11	0.5	2.4	1.5	47.0	6.2	3.2	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	11	0.5	2.4	1.5	0.9	0.1	3.2	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	11	0.5	2.4	1.5	8.0	1.0	3.2	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.6	0.2	3.2	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	11	0.5	2.4	1.5	21.7	2.8	3.2	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	11	0.5	2.4	1.5	57.9	7.6	3.2	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	11	0.5	2.4	1.5	135.7	17.8	3.2	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	11	0.5	2.4	1.5	17.3	2.3	3.2	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	11	0.5	2.4	1.5	195.4	25.6	3.2	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	11	0.5	2.4	1.5	7.9	1.0	3.2	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	11	0.5	2.4	1.5	160.1	10.5	3.2	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	11	0.5	2.4	1.5	347.4	22.7	3.2	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	11	0.5	2.4	1.5	85.5	5.6	3.2	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	11	0.5	2.4	1.5	130.3	8.5	3.2	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	11	0.5	2.4	1.5	68.8	4.5	3.2	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	11	0.5	2.4	1.5	14.8	1.9	3.2	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	11	0.5	2.4	1.5	224.4	14.7	3.2	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	11	0.5	2.4	1.5	124.8	16.3	3.2	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	11	0.5	2.4	1.5	40.7	5.3	3.2	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	11	0.5	2.4	1.5	13.6	1.8	3.2	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	11	0.5	2.4	1.5	55.4	3.6	3.2	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	11	0.5	2.4	1.5	79.6	5.2	3.2	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	11	0.5	2.4	1.5	4.5	0.6	3.2	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
20 NMT
Train Length = 6,400 Feet
ADT >5,000

				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)	Level of Service	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)	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	11	0.5	2.1	1.4	121.2	15.9	2.6	A	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	6400	11	0.5	2.1	1.4	174.6	22.9	2.6	A	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	11	0.5	2.1	1.4	143.1	9.4	2.6	A	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	11	0.5	2.1	1.4	310.4	20.3	2.6	A	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	11	0.5	2.1	1.4	116.4	7.6	2.6	A	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	6400	11	0.5	2.1	1.4	200.4	13.1	2.6	A	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	11	0.5	2.1	1.4	111.5	14.6	2.6	A	-1.0	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment - Alternative R-2
20 NMT
Train Length = 7,400 Feet
ADT > 5,000

				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)	Level of Service	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)	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	11	0.5	2.4	1.5	135.7	17.8	3.2	A	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	11	0.5	2.4	1.5	195.4	25.6	3.2	A	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	7400	11	0.5	2.4	1.5	160.1	10.5	3.2	A	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	11	0.5	2.4	1.5	347.4	22.7	3.2	A	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	11	0.5	2.4	1.5	130.3	8.5	3.2	A	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	11	0.5	2.4	1.5	224.4	14.7	3.2	A	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	11	0.5	2.4	1.5	124.8	16.3	3.2	A	-0.9	NO

Pre/Post-Construction Delays
Rochester Existing Alignment- Alternative R-2
20 NMT
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)		
Rochester Existing Alignment-Alternative R-2 MP 37.5 to 61.1																						
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	11	0.5	2.1	1.4	37.2	2.4	2.6	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	11	0.5	2.1	1.4	42.0	5.5	2.6	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	11	0.5	2.1	1.4	0.8	0.1	2.6	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	11	0.5	2.1	1.4	7.1	0.9	2.6	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.4	0.2	2.6	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	11	0.5	2.1	1.4	19.4	2.5	2.6	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	11	0.5	2.1	1.4	51.7	6.8	2.6	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	11	0.5	2.1	1.4	121.2	15.9	2.6	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	11	0.5	2.1	1.4	15.4	2.0	2.6	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	11	0.5	2.1	1.4	174.6	22.9	2.6	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	11	0.5	2.1	1.4	7.0	0.9	2.6	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	11	0.5	2.1	1.4	143.1	9.4	2.6	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	11	0.5	2.1	1.4	310.4	20.3	2.6	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	11	0.5	2.1	1.4	76.4	5.0	2.6	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	11	0.5	2.1	1.4	116.4	7.6	2.6	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	11	0.5	2.1	1.4	61.4	4.0	2.6	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	11	0.5	2.1	1.4	13.3	1.7	2.6	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	11	0.5	2.1	1.4	200.4	13.1	2.6	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	11	0.5	2.1	1.4	111.5	14.6	2.6	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	11	0.5	2.1	1.4	36.4	4.8	2.6	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	11	0.5	2.1	1.4	12.1	1.6	2.6	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	11	0.5	2.1	1.4	49.5	3.2	2.6	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	11	0.5	2.1	1.4	71.1	4.7	2.6	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	11	0.5	2.1	1.4	4.0	0.5	2.6	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	11	0.5	2.1	1.4	1.6	0.2	2.6	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment- Alternative R-2
20 NMT
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	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)		
Rochester Existing Alignment-Alternative R-2 MP 37.5 to 61.1																						
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	11	0.5	2.4	1.5	41.6	2.7	3.2	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	11	0.5	2.4	1.5	47.0	6.2	3.2	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	11	0.5	2.4	1.5	0.9	0.1	3.2	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	11	0.5	2.4	1.5	8.0	1.0	3.2	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.6	0.2	3.2	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	11	0.5	2.4	1.5	21.7	2.8	3.2	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	11	0.5	2.4	1.5	57.9	7.6	3.2	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	11	0.5	2.4	1.5	135.7	17.8	3.2	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	11	0.5	2.4	1.5	17.3	2.3	3.2	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	11	0.5	2.4	1.5	195.4	25.6	3.2	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	11	0.5	2.4	1.5	7.9	1.0	3.2	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	11	0.5	2.4	1.5	160.1	10.5	3.2	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	11	0.5	2.4	1.5	347.4	22.7	3.2	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	11	0.5	2.4	1.5	85.5	5.6	3.2	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	11	0.5	2.4	1.5	130.3	8.5	3.2	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	11	0.5	2.4	1.5	68.8	4.5	3.2	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	11	0.5	2.4	1.5	14.8	1.9	3.2	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	11	0.5	2.4	1.5	224.4	14.7	3.2	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	11	0.5	2.4	1.5	124.8	16.3	3.2	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	11	0.5	2.4	1.5	40.7	5.3	3.2	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	11	0.5	2.4	1.5	13.6	1.8	3.2	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	11	0.5	2.4	1.5	55.4	3.6	3.2	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	11	0.5	2.4	1.5	79.6	5.2	3.2	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	11	0.5	2.4	1.5	4.5	0.6	3.2	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	11	0.5	2.4	1.5	1.8	0.2	3.2	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
20 NMT
Train Length = 6,400 Feet
ADT >5,000
Alternative D

				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)	Level of Service	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)	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	11	0.5	2.1	1.4	121.2	15.9	2.6	A	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	6400	11	0.5	2.1	1.4	174.6	22.9	2.6	A	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	11	0.5	2.1	1.4	143.1	9.4	2.6	A	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	11	0.5	2.1	1.4	310.4	20.3	2.6	A	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	11	0.5	2.1	1.4	116.4	7.6	2.6	A	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	6400	11	0.5	2.1	1.4	200.4	13.1	2.6	A	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	11	0.5	2.1	1.4	111.5	14.6	2.6	A	-1.0	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment - Alternative R-2
20 NMT
Train Length = 7,400 Feet
ADT > 5,000

				Pre-Construction										Post-Construction											
						Trains Per										Trains Per								Difference Average Delay/ Veh. (min.)	Trip Threshold
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)	Level of Service	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)	Level of Service		
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	11	0.5	2.4	1.5	135.7	17.8	3.2	A	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	11	0.5	2.4	1.5	195.4	25.6	3.2	A	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	7400	11	0.5	2.4	1.5	160.1	10.5	3.2	A	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	11	0.5	2.4	1.5	347.4	22.7	3.2	A	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	11	0.5	2.4	1.5	130.3	8.5	3.2	A	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	11	0.5	2.4	1.5	224.4	14.7	3.2	A	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	11	0.5	2.4	1.5	124.8	16.3	3.2	A	-0.9	NO

Pre/Post-Construction Delays
Rochester Existing Alignment
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	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)		
Rochester Existing Alignment- Alternate R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	21	0.9	2.1	1.4	71.0	2.4	5.0	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	21	0.9	2.1	1.4	80.2	5.5	5.0	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	21	0.9	2.1	1.4	1.5	0.1	5.0	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	21	0.9	2.1	1.4	13.6	0.9	5.0	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	2.7	0.2	5.0	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	21	0.9	2.1	1.4	37.0	2.5	5.0	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	21	0.9	2.1	1.4	98.8	6.8	5.0	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	21	0.9	2.1	1.4	231.5	15.9	5.0	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	21	0.9	2.1	1.4	29.5	2.0	5.0	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	21	0.9	2.1	1.4	333.3	22.9	5.0	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	21	0.9	2.1	1.4	13.5	0.9	5.0	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	21	0.9	2.1	1.4	273.1	9.4	5.0	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	21	0.9	2.1	1.4	592.5	20.3	5.0	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	21	0.9	2.1	1.4	145.8	5.0	5.0	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	21	0.9	2.1	1.4	222.2	7.6	5.0	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	21	0.9	2.1	1.4	117.3	4.0	5.0	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	21	0.9	2.1	1.4	25.3	1.7	5.0	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	21	0.9	2.1	1.4	382.7	13.1	5.0	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	21	0.9	2.1	1.4	212.9	14.6	5.0	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	21	0.9	2.1	1.4	69.4	4.8	5.0	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	21	0.9	2.1	1.4	23.1	1.6	5.0	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	21	0.9	2.1	1.4	94.6	3.2	5.0	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	21	0.9	2.1	1.4	135.8	4.7	5.0	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	21	0.9	2.1	1.4	7.7	0.5	5.0	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment-
50 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	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)		
Rochester Existing Alignment MP 37.5 to 61.1																						
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	21	0.9	2.4	1.5	79.4	2.7	6.2	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	21	0.9	2.4	1.5	89.8	6.2	6.2	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	21	0.9	2.4	1.5	1.7	0.1	6.2	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	21	0.9	2.4	1.5	15.2	1.0	6.2	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.0	0.2	6.2	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	21	0.9	2.4	1.5	41.5	2.8	6.2	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	21	0.9	2.4	1.5	110.5	7.6	6.2	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	21	0.9	2.4	1.5	259.1	17.8	6.2	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	21	0.9	2.4	1.5	33.0	2.3	6.2	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	21	0.9	2.4	1.5	373.1	25.6	6.2	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	21	0.9	2.4	1.5	15.1	1.0	6.2	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	21	0.9	2.4	1.5	305.7	10.5	6.2	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	21	0.9	2.4	1.5	663.2	22.7	6.2	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	21	0.9	2.4	1.5	163.3	5.6	6.2	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	21	0.9	2.4	1.5	248.7	8.5	6.2	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	21	0.9	2.4	1.5	131.3	4.5	6.2	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	21	0.9	2.4	1.5	28.3	1.9	6.2	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	21	0.9	2.4	1.5	428.3	14.7	6.2	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	21	0.9	2.4	1.5	238.3	16.3	6.2	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	21	0.9	2.4	1.5	77.7	5.3	6.2	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	21	0.9	2.4	1.5	25.9	1.8	6.2	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	21	0.9	2.4	1.5	105.8	3.6	6.2	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	21	0.9	2.4	1.5	152.0	5.2	6.2	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	21	0.9	2.4	1.5	8.6	0.6	6.2	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
Train Length = 6,400 Feet
ADT >5,000

				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	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Level of Service	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)	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	21	0.9	2.1	1.4	231.5	15.9	5.0	A	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	21	0.9	2.1	1.4	273.1	9.4	5.0	A	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	21	0.9	2.1	1.4	592.5	20.3	5.0	A	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	21	0.9	2.1	1.4	222.2	7.6	5.0	A	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	21	0.9	2.1	1.4	212.9	14.6	5.0	A	-1.0	NO

L-101

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
Train Length = 7,400 Feet
ADT > 5,000

				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	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Level of Service	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)	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	21	0.9	2.4	1.5	259.1	17.8	6.2	A	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	21	0.9	2.4	1.5	373.1	25.6	6.2	B	-0.9	NO
193276W	004900	4	8850	20	6400	12	0.5	4.1	2.4	305.1	18.3	9.8	B	45.0	7400	21	0.9	2.4	1.5	305.7	10.5	6.2	B	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	21	0.9	2.4	1.5	663.2	22.7	6.2	B	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	21	0.9	2.4	1.5	248.7	8.5	6.2	B	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	21	0.9	2.4	1.5	428.3	14.7	6.2	B	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	21	0.9	2.4	1.5	238.3	16.3	6.2	B	-0.9	NO

Pre/Post-Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
Train Length = 6,400 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	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
Rochester Existing Alignment- Alternate R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	21	0.9	2.1	1.4	71.0	2.4	5.0	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	21	0.9	2.1	1.4	80.2	5.5	5.0	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	21	0.9	2.1	1.4	1.5	0.1	5.0	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	21	0.9	2.1	1.4	13.6	0.9	5.0	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	2.7	0.2	5.0	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	21	0.9	2.1	1.4	37.0	2.5	5.0	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	21	0.9	2.1	1.4	98.8	6.8	5.0	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	21	0.9	2.1	1.4	231.5	15.9	5.0	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	21	0.9	2.1	1.4	29.5	2.0	5.0	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	21	0.9	2.1	1.4	333.3	22.9	5.0	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	21	0.9	2.1	1.4	13.5	0.9	5.0	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	21	0.9	2.1	1.4	273.1	9.4	5.0	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	21	0.9	2.1	1.4	592.5	20.3	5.0	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	21	0.9	2.1	1.4	145.8	5.0	5.0	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	21	0.9	2.1	1.4	222.2	7.6	5.0	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	21	0.9	2.1	1.4	117.3	4.0	5.0	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	21	0.9	2.1	1.4	25.3	1.7	5.0	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	21	0.9	2.1	1.4	382.7	13.1	5.0	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	21	0.9	2.1	1.4	212.9	14.6	5.0	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	21	0.9	2.1	1.4	69.4	4.8	5.0	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	21	0.9	2.1	1.4	23.1	1.6	5.0	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	21	0.9	2.1	1.4	94.6	3.2	5.0	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	21	0.9	2.1	1.4	135.8	4.7	5.0	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	21	0.9	2.1	1.4	7.7	0.5	5.0	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
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	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)		
Rochester Existing Alignment- Alternate R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	21	0.9	2.4	1.5	79.4	2.7	6.2	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	21	0.9	2.4	1.5	89.8	6.2	6.2	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	21	0.9	2.4	1.5	1.7	0.1	6.2	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	21	0.9	2.4	1.5	15.2	1.0	6.2	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.0	0.2	6.2	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	21	0.9	2.4	1.5	41.5	2.8	6.2	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	21	0.9	2.4	1.5	110.5	7.6	6.2	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	21	0.9	2.4	1.5	259.1	17.8	6.2	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	21	0.9	2.4	1.5	33.0	2.3	6.2	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	21	0.9	2.4	1.5	373.1	25.6	6.2	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	21	0.9	2.4	1.5	15.1	1.0	6.2	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	21	0.9	2.4	1.5	305.7	10.5	6.2	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	21	0.9	2.4	1.5	663.2	22.7	6.2	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	21	0.9	2.4	1.5	163.3	5.6	6.2	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	21	0.9	2.4	1.5	248.7	8.5	6.2	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	21	0.9	2.4	1.5	131.3	4.5	6.2	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	21	0.9	2.4	1.5	28.3	1.9	6.2	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	21	0.9	2.4	1.5	428.3	14.7	6.2	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	21	0.9	2.4	1.5	238.3	16.3	6.2	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	21	0.9	2.4	1.5	77.7	5.3	6.2	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	21	0.9	2.4	1.5	25.9	1.8	6.2	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	21	0.9	2.4	1.5	105.8	3.6	6.2	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	21	0.9	2.4	1.5	152.0	5.2	6.2	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	21	0.9	2.4	1.5	8.6	0.6	6.2	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
Train Length = 6,400 Feet
ADT >5,000

				Pre-Construction										Post-Construction											
						Trains Per										Trains Per								Difference Average Delay/ Veh. (min.)	Trip Threshold
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	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)	Level of Service	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)	Level of Service		
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	21	0.9	2.1	1.4	231.5	15.9	5.0	A	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	21	0.9	2.1	1.4	273.1	9.4	5.0	A	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	21	0.9	2.1	1.4	592.5	20.3	5.0	A	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	21	0.9	2.1	1.4	222.2	7.6	5.0	A	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	21	0.9	2.1	1.4	212.9	14.6	5.0	A	-1.0	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
Train Length = 7,400 Feet
ADT > 5,000

				Pre-Construction										Post-Construction											
						Trains Per										Trains Per								Difference Average Delay/ Veh. (min.)	Trip Threshold
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	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)	Level of Service	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)	Level of Service		
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	21	0.9	2.4	1.5	259.1	17.8	6.2	A	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	21	0.9	2.4	1.5	373.1	25.6	6.2	B	-0.9	NO
193276W	004900	4	8850	20	6400	12	0.5	4.1	2.4	305.1	18.3	9.8	B	45.0	7400	21	0.9	2.4	1.5	305.7	10.5	6.2	B	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	21	0.9	2.4	1.5	663.2	22.7	6.2	B	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	21	0.9	2.4	1.5	248.7	8.5	6.2	B	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	21	0.9	2.4	1.5	428.3	14.7	6.2	B	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	21	0.9	2.4	1.5	238.3	16.3	6.2	B	-0.9	NO

Pre/Post-Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
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	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)		
Rochester Existing Alignment- Alternate R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	21	0.9	2.1	1.4	71.0	2.4	5.0	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	21	0.9	2.1	1.4	80.2	5.5	5.0	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	21	0.9	2.1	1.4	1.5	0.1	5.0	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	21	0.9	2.1	1.4	13.6	0.9	5.0	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	2.7	0.2	5.0	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	21	0.9	2.1	1.4	37.0	2.5	5.0	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	21	0.9	2.1	1.4	98.8	6.8	5.0	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	21	0.9	2.1	1.4	231.5	15.9	5.0	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	21	0.9	2.1	1.4	29.5	2.0	5.0	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	21	0.9	2.1	1.4	333.3	22.9	5.0	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	21	0.9	2.1	1.4	13.5	0.9	5.0	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	21	0.9	2.1	1.4	273.1	9.4	5.0	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	21	0.9	2.1	1.4	592.5	20.3	5.0	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	21	0.9	2.1	1.4	145.8	5.0	5.0	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	21	0.9	2.1	1.4	222.2	7.6	5.0	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	21	0.9	2.1	1.4	117.3	4.0	5.0	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	21	0.9	2.1	1.4	25.3	1.7	5.0	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	21	0.9	2.1	1.4	382.7	13.1	5.0	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	21	0.9	2.1	1.4	212.9	14.6	5.0	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	21	0.9	2.1	1.4	69.4	4.8	5.0	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	21	0.9	2.1	1.4	23.1	1.6	5.0	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	21	0.9	2.1	1.4	94.6	3.2	5.0	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	21	0.9	2.1	1.4	135.8	4.7	5.0	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	21	0.9	2.1	1.4	7.7	0.5	5.0	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	21	0.9	2.1	1.4	3.1	0.2	5.0	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
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	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
Rochester Existing Alignment- Alternate R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	21	0.9	2.4	1.5	79.4	2.7	6.2	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	21	0.9	2.4	1.5	89.8	6.2	6.2	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	21	0.9	2.4	1.5	1.7	0.1	6.2	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	21	0.9	2.4	1.5	15.2	1.0	6.2	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.0	0.2	6.2	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	21	0.9	2.4	1.5	41.5	2.8	6.2	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	21	0.9	2.4	1.5	110.5	7.6	6.2	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	21	0.9	2.4	1.5	259.1	17.8	6.2	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	21	0.9	2.4	1.5	33.0	2.3	6.2	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	21	0.9	2.4	1.5	373.1	25.6	6.2	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	21	0.9	2.4	1.5	15.1	1.0	6.2	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	21	0.9	2.4	1.5	305.7	10.5	6.2	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	21	0.9	2.4	1.5	663.2	22.7	6.2	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	21	0.9	2.4	1.5	163.3	5.6	6.2	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	21	0.9	2.4	1.5	248.7	8.5	6.2	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	21	0.9	2.4	1.5	131.3	4.5	6.2	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	21	0.9	2.4	1.5	28.3	1.9	6.2	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	21	0.9	2.4	1.5	428.3	14.7	6.2	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	21	0.9	2.4	1.5	238.3	16.3	6.2	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	21	0.9	2.4	1.5	77.7	5.3	6.2	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	21	0.9	2.4	1.5	25.9	1.8	6.2	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	21	0.9	2.4	1.5	105.8	3.6	6.2	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	21	0.9	2.4	1.5	152.0	5.2	6.2	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	21	0.9	2.4	1.5	8.6	0.6	6.2	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	21	0.9	2.4	1.5	3.5	0.2	6.2	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
Train Length = 6,400 Feet
ADT >5,000

				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	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Level of Service	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)	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	21	0.9	2.1	1.4	231.5	15.9	5.0	A	-1.0	NO
193273B	004850	2	10800	20	6400	12	0.5	4.1	2.4	372.3	44.7	9.8	B	45.0	6400	21	0.9	2.1	1.4	333.3	22.9	5.0	A	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	21	0.9	2.1	1.4	273.1	9.4	5.0	A	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	21	0.9	2.1	1.4	592.5	20.3	5.0	A	-1.0	NO
193280L	004940	4	7200	20	6400	12	0.5	4.1	2.4	248.2	14.9	9.8	B	45.0	6400	21	0.9	2.1	1.4	222.2	7.6	5.0	A	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	21	0.9	2.1	1.4	222.2	7.6	5.0	A	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	21	0.9	2.1	1.4	212.9	14.6	5.0	A	-1.0	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
50 NMT
Train Length = 7,400 Feet
ADT > 5,000

				Pre-Construction										Post-Construction											
						Trains Per										Trains Per								Difference Average Delay/ Veh. (min.)	Trip Threshold
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	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)	Level of Service	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)	Level of Service		
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	21	0.9	2.4	1.5	259.1	17.8	6.2	B	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	21	0.9	2.4	1.5	373.1	25.6	6.2	B	-0.9	NO
193276W	004900	4	8850	20	6400	12	0.5	4.1	2.4	305.1	18.3	9.8	B	45.0	7400	21	0.9	2.4	1.5	305.7	10.5	6.2	B	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	21	0.9	2.4	1.5	663.2	22.7	6.2	B	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	21	0.9	2.4	1.5	248.7	8.5	6.2	B	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	21	0.9	2.4	1.5	428.3	14.7	6.2	B	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	21	0.9	2.4	1.5	238.3	16.3	6.2	B	-0.9	NO

Pre/Post-Construction Delays
Rochester Existing Alignment
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	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)		
Rochester Existing Alignment- Alternative R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	37	1.5	2.1	1.4	125.1	2.4	8.9	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	37	1.5	2.1	1.4	141.4	5.5	8.9	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	37	1.5	2.1	1.4	2.7	0.1	8.9	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	37	1.5	2.1	1.4	23.9	0.9	8.9	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	4.7	0.2	8.9	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	37	1.5	2.1	1.4	65.2	2.5	8.9	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	37	1.5	2.1	1.4	174.0	6.8	8.9	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	37	1.5	2.1	1.4	407.8	15.9	8.9	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	37	1.5	2.1	1.4	51.9	2.0	8.9	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	37	1.5	2.1	1.4	587.2	22.9	8.9	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	37	1.5	2.1	1.4	23.7	0.9	8.9	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	37	1.5	2.1	1.4	481.2	9.4	8.9	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	37	1.5	2.1	1.4	1044.0	20.3	8.9	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	37	1.5	2.1	1.4	257.0	5.0	8.9	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	37	1.5	2.1	1.4	391.5	7.6	8.9	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	37	1.5	2.1	1.4	206.6	4.0	8.9	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	37	1.5	2.1	1.4	44.6	1.7	8.9	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	37	1.5	2.1	1.4	674.2	13.1	8.9	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	37	1.5	2.1	1.4	375.2	14.6	8.9	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	37	1.5	2.1	1.4	122.3	4.8	8.9	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	37	1.5	2.1	1.4	40.8	1.6	8.9	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	37	1.5	2.1	1.4	166.6	3.2	8.9	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	37	1.5	2.1	1.4	239.2	4.7	8.9	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	37	1.5	2.1	1.4	13.6	0.5	8.9	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment
100 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	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)		
Rochester Existing Alignment MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	37	1.5	2.4	1.5	140.0	2.7	10.8	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	37	1.5	2.4	1.5	158.2	6.2	10.8	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	37	1.5	2.4	1.5	3.0	0.1	10.8	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	37	1.5	2.4	1.5	26.8	1.0	10.8	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	5.2	0.2	10.8	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	37	1.5	2.4	1.5	73.0	2.8	10.8	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	37	1.5	2.4	1.5	194.8	7.6	10.8	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	37	1.5	2.4	1.5	456.5	17.8	10.8	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	37	1.5	2.4	1.5	58.1	2.3	10.8	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	37	1.5	2.4	1.5	657.3	25.6	10.8	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	37	1.5	2.4	1.5	26.5	1.0	10.8	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	37	1.5	2.4	1.5	538.6	10.5	10.8	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	37	1.5	2.4	1.5	1168.6	22.7	10.8	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	37	1.5	2.4	1.5	287.6	5.6	10.8	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	37	1.5	2.4	1.5	438.2	8.5	10.8	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	37	1.5	2.4	1.5	231.3	4.5	10.8	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	37	1.5	2.4	1.5	49.9	1.9	10.8	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	37	1.5	2.4	1.5	754.7	14.7	10.8	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	37	1.5	2.4	1.5	419.9	16.3	10.8	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	37	1.5	2.4	1.5	136.9	5.3	10.8	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	37	1.5	2.4	1.5	45.6	1.8	10.8	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	37	1.5	2.4	1.5	186.5	3.6	10.8	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	37	1.5	2.4	1.5	267.8	5.2	10.8	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	37	1.5	2.4	1.5	15.2	0.6	10.8	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
100 NMT
Train Length = 6,400 Feet
ADT > 5,000

				Pre-Construction										Post-Construction											
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed	Maximum Vehicle Queue	Average Delay for all Vehicles	Level of Service	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed	Maximum Vehicle Queue	Average Delay for all Vehicles	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	37	1.5	2.1	1.4	407.8	15.9	8.9	B	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	6400	37	1.5	2.1	1.4	587.2	22.9	8.9	B	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	37	1.5	2.1	1.4	481.2	9.4	8.9	B	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	37	1.5	2.1	1.4	1044.0	20.3	8.9	B	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	37	1.5	2.1	1.4	391.5	7.6	8.9	B	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	6400	37	1.5	2.1	1.4	674.2	13.1	8.9	B	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	37	1.5	2.1	1.4	375.2	14.6	8.9	B	-1.0	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
100 NMT
Train Length = 7,400 Feet
ADT>5,000

				Pre-Construction										Post-Construction											
						Trains Per										Trains Per								Difference Average Delay/ Veh. (min.)	Trip Threshold
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	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)	Level of Service	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)	Level of Service		
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	37	1.5	2.4	1.5	456.5	17.8	10.8	A	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	37	1.5	2.4	1.5	657.3	25.6	10.8	C	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	37	1.5	2.4	1.5	1168.6	22.7	10.8	C	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	37	1.5	2.4	1.5	438.2	8.5	10.8	C	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	37	1.5	2.4	1.5	754.7	14.7	10.8	C	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	37	1.5	2.4	1.5	419.9	16.3	10.8	C	-0.9	NO

Pre/Post-Construction Delays
Rochester Existing Alignment-Alternative R-2
100 NMT
Train Length = 6,400 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	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
Rochester Existing Alignment- Alternative R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	37	1.5	2.1	1.4	125.1	2.4	8.9	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	37	1.5	2.1	1.4	141.4	5.5	8.9	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	37	1.5	2.1	1.4	2.7	0.1	8.9	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	37	1.5	2.1	1.4	23.9	0.9	8.9	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	4.7	0.2	8.9	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	37	1.5	2.1	1.4	65.2	2.5	8.9	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	37	1.5	2.1	1.4	174.0	6.8	8.9	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	37	1.5	2.1	1.4	407.8	15.9	8.9	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	37	1.5	2.1	1.4	51.9	2.0	8.9	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	37	1.5	2.1	1.4	587.2	22.9	8.9	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	37	1.5	2.1	1.4	23.7	0.9	8.9	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	37	1.5	2.1	1.4	481.2	9.4	8.9	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	37	1.5	2.1	1.4	1044.0	20.3	8.9	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	37	1.5	2.1	1.4	257.0	5.0	8.9	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	37	1.5	2.1	1.4	391.5	7.6	8.9	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	37	1.5	2.1	1.4	206.6	4.0	8.9	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	37	1.5	2.1	1.4	44.6	1.7	8.9	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	37	1.5	2.1	1.4	674.2	13.1	8.9	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	37	1.5	2.1	1.4	375.2	14.6	8.9	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	37	1.5	2.1	1.4	122.3	4.8	8.9	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	37	1.5	2.1	1.4	40.8	1.6	8.9	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	37	1.5	2.1	1.4	166.6	3.2	8.9	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	37	1.5	2.1	1.4	239.2	4.7	8.9	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	37	1.5	2.1	1.4	13.6	0.5	8.9	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment-Alternative R-2
100 NMT
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	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
Rochester Existing Alignment MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	37	1.5	2.4	1.5	140.0	2.7	10.8	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	37	1.5	2.4	1.5	158.2	6.2	10.8	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	37	1.5	2.4	1.5	3.0	0.1	10.8	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	37	1.5	2.4	1.5	26.8	1.0	10.8	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	5.2	0.2	10.8	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	37	1.5	2.4	1.5	73.0	2.8	10.8	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	37	1.5	2.4	1.5	194.8	7.6	10.8	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	37	1.5	2.4	1.5	456.5	17.8	10.8	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	37	1.5	2.4	1.5	58.1	2.3	10.8	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	37	1.5	2.4	1.5	657.3	25.6	10.8	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	37	1.5	2.4	1.5	26.5	1.0	10.8	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	37	1.5	2.4	1.5	538.6	10.5	10.8	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	37	1.5	2.4	1.5	1168.6	22.7	10.8	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	37	1.5	2.4	1.5	287.6	5.6	10.8	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	37	1.5	2.4	1.5	438.2	8.5	10.8	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	37	1.5	2.4	1.5	231.3	4.5	10.8	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	37	1.5	2.4	1.5	49.9	1.9	10.8	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	37	1.5	2.4	1.5	754.7	14.7	10.8	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	37	1.5	2.4	1.5	419.9	16.3	10.8	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	37	1.5	2.4	1.5	136.9	5.3	10.8	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	37	1.5	2.4	1.5	45.6	1.8	10.8	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	37	1.5	2.4	1.5	186.5	3.6	10.8	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	37	1.5	2.4	1.5	267.8	5.2	10.8	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	37	1.5	2.4	1.5	15.2	0.6	10.8	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
100 NMT
Train Length = 6,400 Feet
ADT > 5,000

				Pre-Construction										Post-Construction											
						Trains Per										Trains Per								Difference	
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Train Speed (mph)	Train Length (feet)	Day	Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed	Maximum Vehicle Queue	Average Delay for all Vehicles	Level of Service	Train Speed (mph)	Train Length (feet)	Day	Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed	Maximum Vehicle Queue	Average Delay for all Vehicles	Level of Service	Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	37	1.5	2.1	1.4	407.8	15.9	8.9	B	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	6400	37	1.5	2.1	1.4	587.2	22.9	8.9	B	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	37	1.5	2.1	1.4	481.2	9.4	8.9	B	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	37	1.5	2.1	1.4	1044.0	20.3	8.9	B	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	37	1.5	2.1	1.4	391.5	7.6	8.9	B	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	6400	37	1.5	2.1	1.4	674.2	13.1	8.9	B	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	37	1.5	2.1	1.4	375.2	14.6	8.9	B	-1.0	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
100 NMT
Train Length = 7,400 Feet
ADT>5,000

				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	Average Delay/ Veh. (min)	Number of Vehicles Delayed Per Day	Maximum Vehicle Queue	Average Delay for all Vehicles (sec/veh)	Level of Service	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)	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	37	1.5	2.4	1.5	456.5	17.8	10.8	A	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	37	1.5	2.4	1.5	657.3	25.6	10.8	C	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	37	1.5	2.4	1.5	1168.6	22.7	10.8	C	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	37	1.5	2.4	1.5	438.2	8.5	10.8	C	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	37	1.5	2.4	1.5	754.7	14.7	10.8	C	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	37	1.5	2.4	1.5	419.9	16.3	10.8	C	-0.9	NO

Pre/Post-Construction Delays
Rochester Existing Alignment-Alternative R-2
100 NMT
Train Length = 6,400 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	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
Rochester Existing Alignment- Alternative R-2 MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	6400	37	1.5	2.1	1.4	125.1	2.4	8.9	-1.0	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	6400	37	1.5	2.1	1.4	141.4	5.5	8.9	-1.0	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	6400	37	1.5	2.1	1.4	2.7	0.1	8.9	-1.0	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	37	1.5	2.1	1.4	23.9	0.9	8.9	-1.0	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	4.7	0.2	8.9	-1.0	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	6400	37	1.5	2.1	1.4	65.2	2.5	8.9	-1.0	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	6400	37	1.5	2.1	1.4	174.0	6.8	8.9	-1.0	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	6400	37	1.5	2.1	1.4	407.8	15.9	8.9	-1.0	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	6400	37	1.5	2.1	1.4	51.9	2.0	8.9	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	6400	37	1.5	2.1	1.4	587.2	22.9	8.9	-1.0	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	6400	37	1.5	2.1	1.4	23.7	0.9	8.9	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	6400	37	1.5	2.1	1.4	481.2	9.4	8.9	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	6400	37	1.5	2.1	1.4	1044.0	20.3	8.9	-1.0	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	6400	37	1.5	2.1	1.4	257.0	5.0	8.9	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	6400	37	1.5	2.1	1.4	391.5	7.6	8.9	-1.0	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	6400	37	1.5	2.1	1.4	206.6	4.0	8.9	-1.0	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	6400	37	1.5	2.1	1.4	44.6	1.7	8.9	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	6400	37	1.5	2.1	1.4	674.2	13.1	8.9	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	6400	37	1.5	2.1	1.4	375.2	14.6	8.9	-1.0	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	6400	37	1.5	2.1	1.4	122.3	4.8	8.9	-1.0	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	6400	37	1.5	2.1	1.4	40.8	1.6	8.9	-1.0	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	6400	37	1.5	2.1	1.4	166.6	3.2	8.9	-1.0	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	6400	37	1.5	2.1	1.4	239.2	4.7	8.9	-1.0	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	6400	37	1.5	2.1	1.4	13.6	0.5	8.9	-1.0	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	6400	37	1.5	2.1	1.4	5.4	0.2	8.9	-1.0	NO

Pre/Post-Construction Delays
Rochester Existing Alignment-Alternative R-2
100 NMT
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	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
Rochester Existing Alignment MP 37.5 to 61.1																							
193264C	003740	4	2300	20	6400	3	0.1	4.1	2.4	19.8	4.8	2.4	45.0	7400	37	1.5	2.4	1.5	140.0	2.7	10.8	-0.9	NO
193216M	003860	2	2600	20	6400	3	0.1	4.1	2.4	22.4	10.8	2.4	45.0	7400	37	1.5	2.4	1.5	158.2	6.2	10.8	-0.9	NO
193219H	003940	2	50	20	6400	3	0.1	4.1	2.4	0.4	0.2	2.4	45.0	7400	37	1.5	2.4	1.5	3.0	0.1	10.8	-0.9	NO
193220C	004030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO
193266R	004270	2	440	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	37	1.5	2.4	1.5	26.8	1.0	10.8	-0.9	NO
193267X	004340	2	86	20	6400	3	0.1	4.1	2.4	0.7	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	5.2	0.2	10.8	-0.9	NO
193269L	004450	2	1200	20	6400	3	0.1	4.1	2.4	10.3	5.0	2.4	45.0	7400	37	1.5	2.4	1.5	73.0	2.8	10.8	-0.9	NO
193270F	004540	2	3200	20	6400	3	0.1	4.1	2.4	27.6	13.2	2.4	45.0	7400	37	1.5	2.4	1.5	194.8	7.6	10.8	-0.9	NO
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	45.0	7400	37	1.5	2.4	1.5	456.5	17.8	10.8	-0.9	NO
193272U	004820	2	955	20	6400	3	0.1	4.1	2.4	8.2	4.0	2.4	45.0	7400	37	1.5	2.4	1.5	58.1	2.3	10.8	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	45.0	7400	37	1.5	2.4	1.5	657.3	25.6	10.8	-0.9	NO
193275P	004870	2	436	20	6400	3	0.1	4.1	2.4	3.8	1.8	2.4	45.0	7400	37	1.5	2.4	1.5	26.5	1.0	10.8	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	45.0	7400	37	1.5	2.4	1.5	538.6	10.5	10.8	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	45.0	7400	37	1.5	2.4	1.5	1168.6	22.7	10.8	-0.9	NO
193278K	004920	4	4726	20	6400	3	0.1	4.1	2.4	40.7	9.8	2.4	45.0	7400	37	1.5	2.4	1.5	287.6	5.6	10.8	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	45.0	7400	37	1.5	2.4	1.5	438.2	8.5	10.8	-0.9	NO
193281T	004960	4	3800	20	6400	3	0.1	4.1	2.4	32.7	7.9	2.4	45.0	7400	37	1.5	2.4	1.5	231.3	4.5	10.8	-0.9	NO
193274H	4850	2	820	20	6400	3	0.1	4.1	2.4	7.1	3.4	2.4	45.0	7400	37	1.5	2.4	1.5	49.9	1.9	10.8	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	45.0	7400	37	1.5	2.4	1.5	754.7	14.7	10.8	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	45.0	7400	37	1.5	2.4	1.5	419.9	16.3	10.8	-0.9	NO
193235S	005420	2	2250	20	6400	3	0.1	4.1	2.4	19.4	9.3	2.4	45.0	7400	37	1.5	2.4	1.5	136.9	5.3	10.8	-0.9	NO
193285V	005680	2	750	20	6400	3	0.1	4.1	2.4	6.5	3.1	2.4	45.0	7400	37	1.5	2.4	1.5	45.6	1.8	10.8	-0.9	NO
193236Y	005780	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO
193286C	005870	4	3064	20	6400	3	0.1	4.1	2.4	26.4	6.3	2.4	45.0	7400	37	1.5	2.4	1.5	186.5	3.6	10.8	-0.9	NO
193287J	005890	4	4400	20	6400	3	0.1	4.1	2.4	37.9	9.1	2.4	45.0	7400	37	1.5	2.4	1.5	267.8	5.2	10.8	-0.9	NO
911209L	5910	2	250	20	6400	3	0.1	4.1	2.4	2.2	1.0	2.4	45.0	7400	37	1.5	2.4	1.5	15.2	0.6	10.8	-0.9	NO
193288R	006030	2	100	20	6400	3	0.1	4.1	2.4	0.9	0.4	2.4	45.0	7400	37	1.5	2.4	1.5	6.1	0.2	10.8	-0.9	NO

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
100 NMT
Train Length = 6,400 Feet
ADT > 5,000

				Pre-Construction										Post-Construction											
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed	Maximum Vehicle Queue	Average Delay for all Vehicles	Level of Service	Train Speed (mph)	Train Length (feet)	Trains Per Day	Trains Per Hour	Total Blocked Time/ Train	Average Delay/ Veh. (min)	Number of Vehicles Delayed	Maximum Vehicle Queue	Average Delay for all Vehicles	Level of Service	Difference Average Delay/ Veh. (min.)	Trip Threshold
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	6400	37	1.5	2.1	1.4	407.8	15.9	8.9	B	-1.0	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	6400	37	1.5	2.1	1.4	587.2	22.9	8.9	B	-1.0	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	6400	37	1.5	2.1	1.4	481.2	9.4	8.9	B	-1.0	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	6400	37	1.5	2.1	1.4	1044.0	20.3	8.9	B	-1.0	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	6400	37	1.5	2.1	1.4	391.5	7.6	8.9	B	-1.0	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	6400	37	1.5	2.1	1.4	674.2	13.1	8.9	B	-1.0	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	6400	37	1.5	2.1	1.4	375.2	14.6	8.9	B	-1.0	NO

L-121

Summary Pre/Post Construction Delays
Rochester Existing Alignment- Alternative R-2
100 NMT
Train Length = 7,400 Feet
ADT>5,000

				Pre-Construction										Post-Construction										Difference Average Delay/ Veh. (min.)	Trip Threshold
						Trains Per										Trains Per											
FRA ID	MILEPOST	Number of Roadway Lanes	ADT	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)	Level of Service	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)	Level of Service		
911202N	004710	2	7500	20	6400	3	0.1	4.1	2.4	64.6	31.0	2.4	B	45.0	7400	37	1.5	2.4	1.5	456.5	17.8	10.8	C	-0.9	NO
193273B	004850	2	10800	20	6400	3	0.1	4.1	2.4	93.1	44.7	2.4	B	45.0	7400	37	1.5	2.4	1.5	657.3	25.6	10.8	C	-0.9	NO
193276W	004900	4	8850	20	6400	3	0.1	4.1	2.4	76.3	18.3	2.4	B	45.0	7400	37	1.5	2.4	1.5	538.6	10.5	10.8	C	-0.9	NO
193277D	004910	4	19200	20	6400	3	0.1	4.1	2.4	165.5	39.7	2.4	B	45.0	7400	37	1.5	2.4	1.5	1168.6	22.7	10.8	C	-0.9	NO
193280L	004940	4	7200	20	6400	3	0.1	4.1	2.4	62.0	14.9	2.4	B	45.0	7400	37	1.5	2.4	1.5	438.2	8.5	10.8	C	-0.9	NO
193282A	005000	4	12400	20	6400	3	0.1	4.1	2.4	106.9	25.6	2.4	B	45.0	7400	37	1.5	2.4	1.5	754.7	14.7	10.8	C	-0.9	NO
193232W	005130	2	6900	20	6400	3	0.1	4.1	2.4	59.5	28.5	2.4	B	45.0	7400	37	1.5	2.4	1.5	419.9	16.3	10.8	C	-0.9	NO