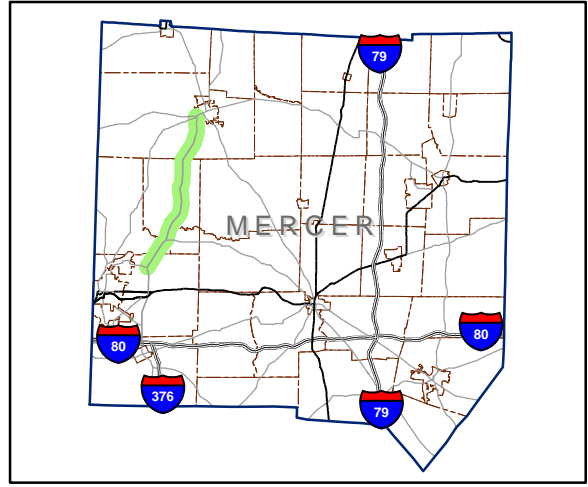
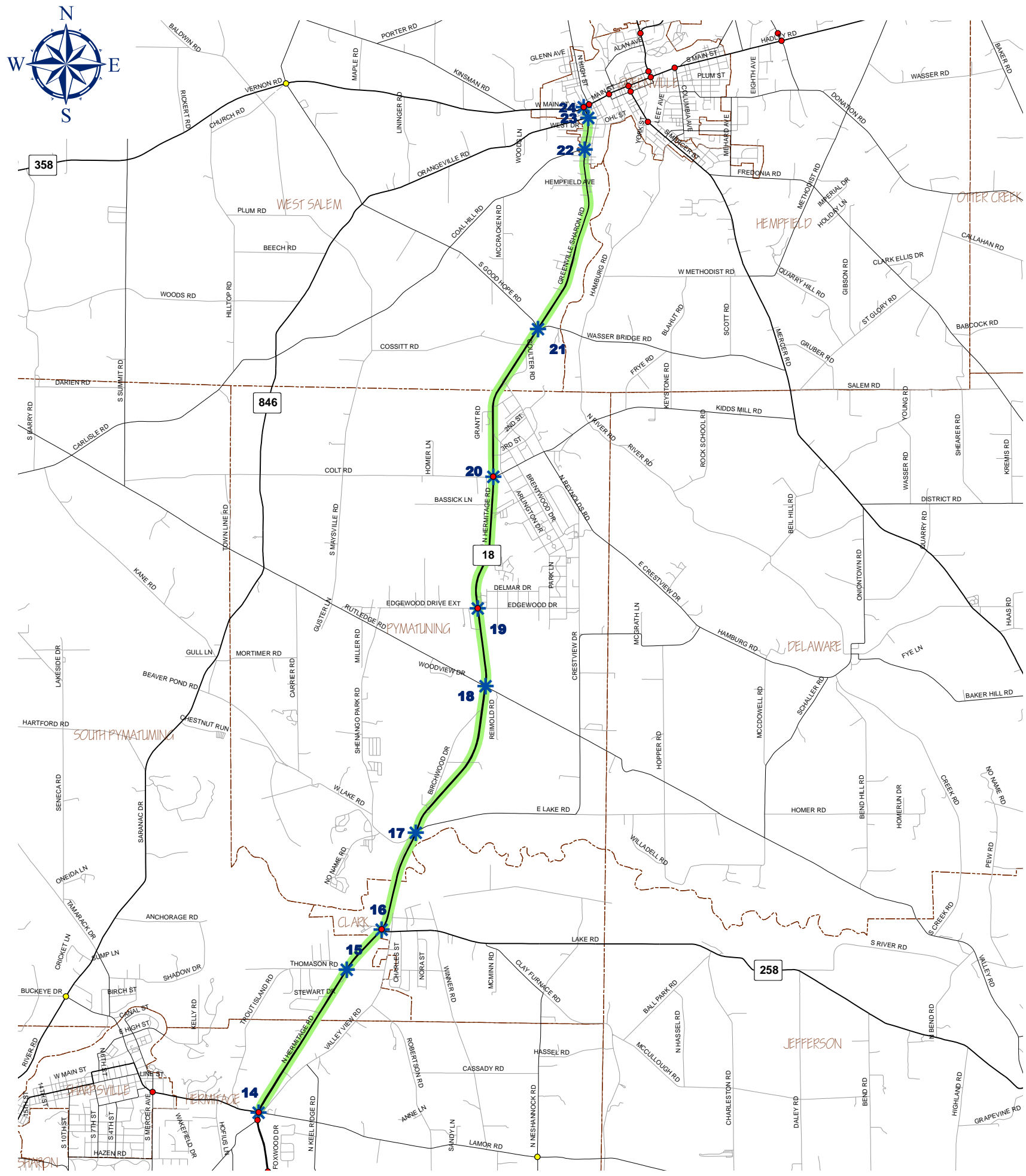




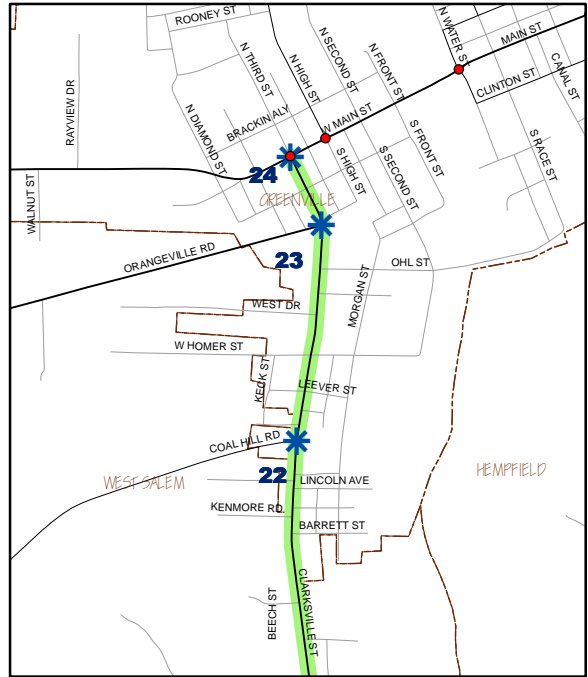
PERFORMANCE MONITORING DETAILS

CMP Corridor #204

- Corridor / Node Map
- Field Reconnaissance Worksheet
- Travel Time Summary (Corridor Overview)
- Travel Time Summary (Average Data / Direction 1 at Peak)
- Travel Time Summary (Average Data / Direction 2 at Peak)



Detail 1 - County Location (N.T.S.)



Detail 2 - Greenville (N.T.S.)

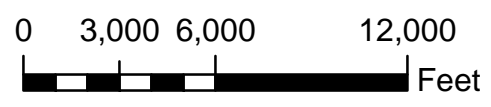
LEGEND

- Interstate
- US Route
- PA Route
- Other State Route
- Local Road
- Municipal Boundary
- Traffic Signal
- Traffic Beacon
- CMP Monitoring Corridor

Corridor Nodes, PA 18 @:

- * 24, PA 358, W Main St
- * 23, PA 846, Orangeville St
- * 22, Coal Hill Rd (SR 4002)
- * 21, S Good Hope Rd (SR 4003)
- * 20, Colt Rd, Reynolds Ind Pk Rd
- * 19, Edgewood Dr
- * 18, Rutledge Rd (SR 3022)
- * 17, W Lake Rd, E Lake Rd
- * 16, PA 258, Lake Rd
- * 15, Thomason Rd
- * 14, PA 518, Lamor Rd (SR 3020)

Note: Nodes 14-24 are numbered intentionally as a continuation of nodes 1-14 that are listed separately under Corridor #203, PA 18 (Through Hermitage).



Mercer County CMP

PA 18 (Hermitage to Greenville)
CMP Corridor / Node Map

Mercer County Regional Planning Commission
Planning for Livable Communities

Corridor #204

Revised 04/27/10



SECTION 1: ROUTE IDENTIFICATION

A	CMP Identification #:	#204
B	Route (General Area):	PA 18 (Hermitage to Greenville)
C	Specific Limit 1 (South / West):	PA 518 & SR 3020 (Lamor Rd) (Hermitage)
D	Specific Limit 2 (North / East):	PA 358 / Main St (Greenville Boro)
E	Affected Municipalities:	(Hermitage, S Pymatuning, Clark, Pymatuning, West Salem, Greenville)
F	Total Corridor Length (Miles):	10.9 Miles
G	Federal Functional Class:	Principal Arterial
H	PennDOT Traffic Pattern Group:	TPG 3 (Urban - Other Principal Arterials) and TPG 4 (Rural - Other Principal Arterials)
I	Typical # of Travel Lanes:	2 Lanes each direction from nodes #14 to #21; 1 Lane from # 21 to #24
J	Typical Posted Speed Limit(s):	40-55 through rural areas; 25-35 through residential areas

SECTION 2: SPECIAL USES OR CONSIDERATIONS

A	Transit	<input type="checkbox"/>	
B	Pedestrian / Bicycle	<input type="checkbox"/>	
C	Heavy Freight (Truck / Rail)	<input checked="" type="checkbox"/>	Trucking access to surrounding areas (approximately 6-8% trucks per PennDOT iTMS data)
D	Emergency Detour	<input type="checkbox"/>	
E	Tourism / Recreation / Special Events	<input checked="" type="checkbox"/>	Primary north-south corridor; access to Shenango River Lake
F	Community Concerns	<input type="checkbox"/>	
G	Growth Corridor	<input checked="" type="checkbox"/>	Rural corridor w/ several vacant parcels for sale
H	Other:	<input type="checkbox"/>	
I	Other:	<input type="checkbox"/>	



SECTION 3: ISSUES OR CONCERNS (RECURRING CONGESTION)

A	Roadway Capacity	<input type="checkbox"/>	
B	Roadway Bottlenecks	<input type="checkbox"/>	
C	Signalized Intersection Operations	<input type="checkbox"/>	
D	Unsignalized Intersection Operations	<input type="checkbox"/>	
E	Access or Access Control	<input type="checkbox"/>	
F	Existing or Future Development	<input type="checkbox"/>	
G	Other:	<input type="checkbox"/>	
H	Other:	<input type="checkbox"/>	

SECTION 4: ISSUES OR CONCERNS (NON-RECURRING CONGESTION)

A	Crashes and Related Delays	<input type="checkbox"/>	
B	Incident Management	<input type="checkbox"/>	
C	Special Events	<input type="checkbox"/>	
D	Construction Activities	<input type="checkbox"/>	
E	Weather or Environmental Factors	<input type="checkbox"/>	
F	Other:	<input type="checkbox"/>	
G	Other:	<input type="checkbox"/>	

SECTION 5: ISSUES OR CONCERNS (SAFETY-RELATED OR ISOLATED "HOT-SPOT" ISSUES)

A	Other: Safety / Community Concerns	<input checked="" type="checkbox"/>	Non-specific community concerns previously cited for PA 18 exit to East Lake Road
B	Other:	<input type="checkbox"/>	
C	Other:	<input type="checkbox"/>	



SECTION 6: SEGMENT INVENTORY

Segment Breakpoints			Segment Data					Multimodal Uses				Adjacent Land Uses						Land Use Context ¹	Transportation Context ²			
ID	Intersection / Location	Type of Control	Length (Mi)	Speed Limit (MPH)	# Lanes ↓	# Lanes ↑	Turn Lane(s)	Parking	Transit	% Sidewalk ↓	% Sidewalk ↑	Residential	Commercial	Industrial	Educational	Religious	Health / EMS			Government		
24	PA 358 (W Main St)	Pretimed																				
			0.1	25	1	1	☒	☒	☐	100%	100%	☒	☒	☐	☐	☒	☐	☐			5	2
23	PA 846 (Orangeville St)	SSSC																				
			0.5	35	1	1	☐	☐	☐	0%	50%	☒	☐	☒	☐	☐	☐	☐			3	2
22	Coal Hill Rd (SR 4002)	SSSC																				
			0.4	40	1-2	1-2	☐	☐	☐	0%	0%	☒	☒	☐	☐	☐	☐	☐			1	2
21	S Good Hope Rd (SR 4003)	Free																				
			0.5	45-55	2	2	☐	☐	☐	0%	0%	☒	☒	☒	☐	☐	☐	☐			1	2
20	Colt Rd / Reynolds Ind Pk Rd	Actuated																				
			0.2	55	2	2	☐	☐	☐	0%	0%	☒	☒	☒	☐	☐	☐	☐			1	2
19	Edgewood Dr	Semi-Act																				
			0.1	45-55	2	2	☐	☐	☐	0%	0%	☒	☒	☐	☐	☐	☐	☐			1	2
18	Rutledge Rd (SR 3022)	Free																				

¹ Land Use Context: 1 (Rural Places), 2 (Suburban Neighborhood), 3 (Suburban Corridor), 4 (Suburban Center), 5 (Town / Village Neighborhood), 6 (Town Center), 7 (Urban Core)

² Transportation Context: 1 (Interstate), 2 (Regional Arterial), 3 (Community Arterial), 4 (Community Collector), 5 (Neighborhood Collector), 6 (Local Road / Street)



SECTION 6: SEGMENT INVENTORY (CONTINUED)

Segment Breakpoints			Segment Data					Multimodal Uses				Adjacent Land Uses						Land Use Context ¹	Transportation Context ²			
ID	Intersection / Location	Type of Control	Length (Mi)	Speed Limit (MPH)	# Lanes ↓	# Lanes ↑	Turn Lane(s)	Parking	Transit	% Sidewalk ↓	% Sidewalk ↑	Residential	Commercial	Industrial	Educational	Religious	Health / EMS			Government		
18	Rutledge Rd (SR 3022)	Free																				
			0.1	55	2	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		1	2	
17	W Lake Rd / E Lake Rd	Free																				
			0.3	55	2	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	2	
16	PA 258 (Lake Rd)	Semi-Act																				
			1.7	45-55	2	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	2	
15	Thomason Rd	Free																				
			0.1	55	2	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	2	
14	PA 518 & SR 3020 (Lamor Rd)	Actuated																				
							<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	--	--	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		--	--	
		--																				
							<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	--	--	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		--	--	
		--																				

¹ Land Use Context: 1 (Rural Places), 2 (Suburban Neighborhood), 3 (Suburban Corridor), 4 (Suburban Center), 5 (Town / Village Neighborhood), 6 (Town Center), 7 (Urban Core)

² Transportation Context: 1 (Interstate), 2 (Regional Arterial), 3 (Community Arterial), 4 (Community Collector), 5 (Neighborhood Collector), 6 (Local Road / Street)



SECTION 7: ADDITIONAL FIELD OBSERVATIONS, COMMENTS, OR CONCERNS

Where applicable, reference notes by segment (1-2, 2-1, etc.):

- No observed congestion.
- Most of the corridor utilized "jug-handles" for turn access.
- Simple two phase operations at most signalized intersections w/ adequate traffic signal progression



SECTION 7: ADDITIONAL FIELD OBSERVATIONS, COMMENTS, OR CONCERNS (CONTINUED)

Where applicable, reference notes by segment (1-2, 2-1, etc.):

A large empty rectangular box with a black border, intended for field observations, comments, or concerns.



SECTION 8: PHOTO LOG (CORRIDOR "TYPICAL" SEGMENTS, CRITICAL INTERSECTIONS, "HOT-SPOT" CONCERNS, ETC.)

Photo # / Description:
NB approach just past #14



Photo # / Description:
NB approach typical "jug-handle"



Photo # / Description:
NB approach segment 16-17



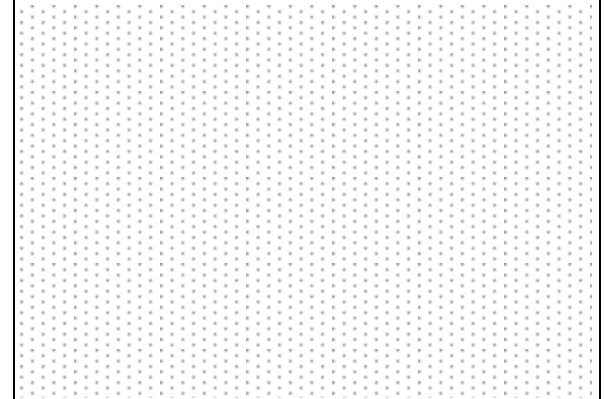
Photo # / Description:
NB approach segment 21-22



Photo # / Description:
SB approach segment 16-15



Photo # / Description:





SECTION 8: PHOTO LOG (CONTINUED)

<i>Photo # / Description:</i>

<i>Photo # / Description:</i>

<i>Photo # / Description:</i>

<i>Photo # / Description:</i>

<i>Photo # / Description:</i>

<i>Photo # / Description:</i>



CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Corridor Overview)

Corridor: #204 / PA 18 (Hermitage to Greenville)
Direction: Both
Scenario: Fall / Winter 2009

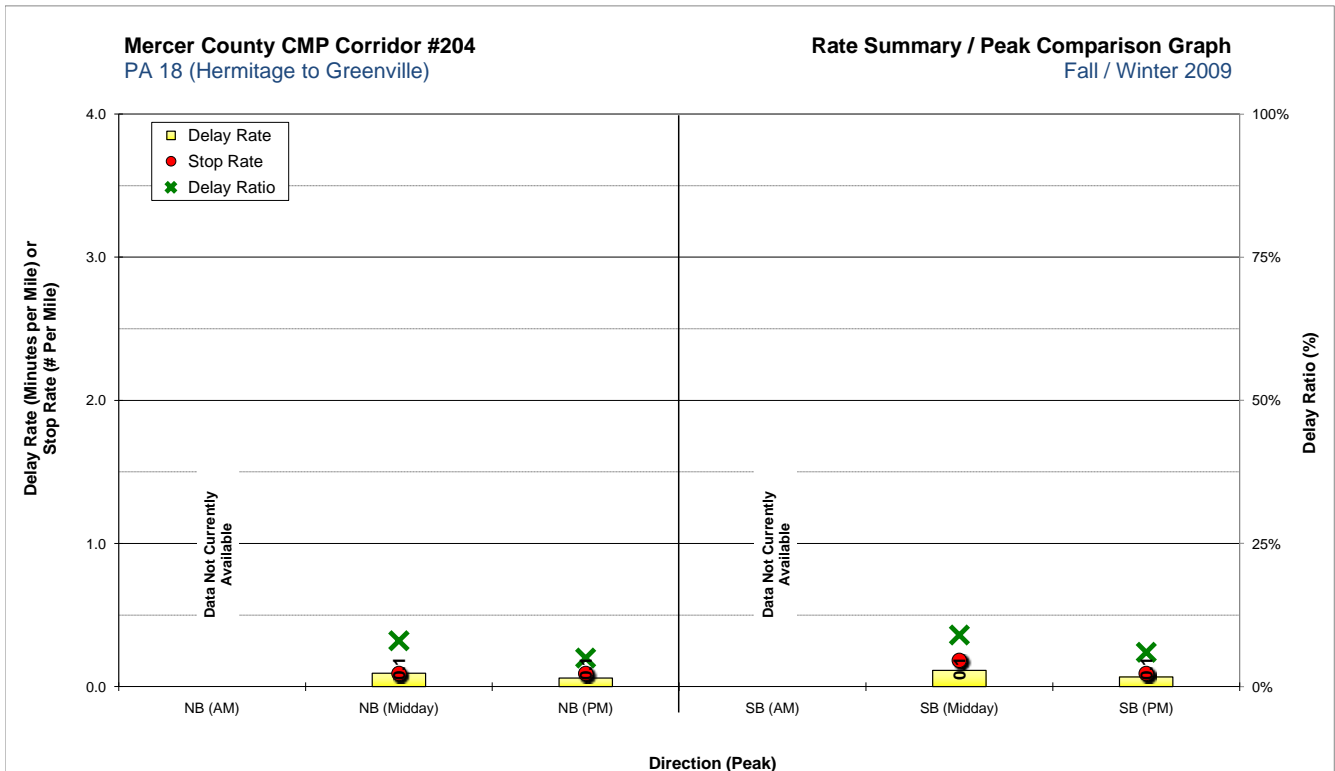
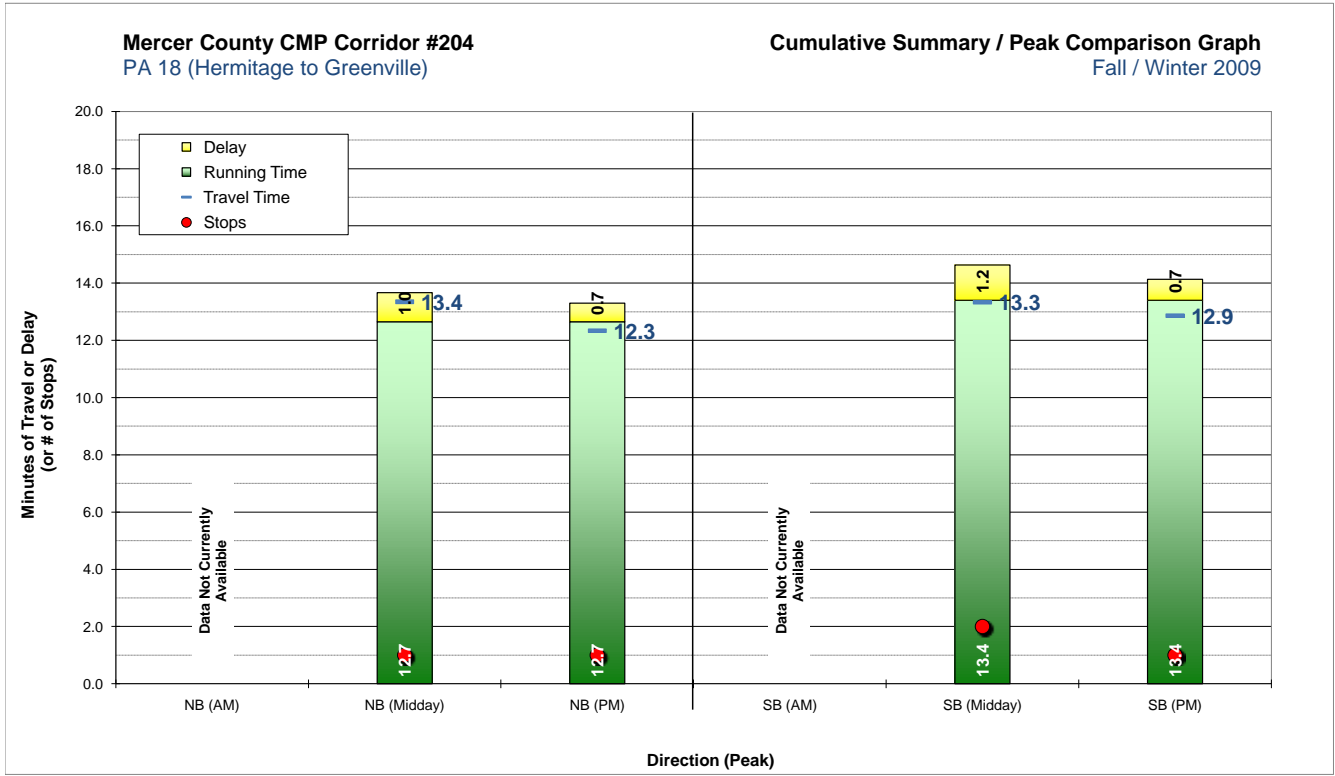
Corridor Summary by Peak / by Direction:

Corridor Description				Travel Time & Delay					Speed & Stops		
Roadway	Direction	Length	Running Time	Travel Time	Delay	Delay Rate	Delay Ratio	Total Delay	Avg Speed	Stops	Stop Rate
	(Peak)	(Miles)	(Min)	(Min)	(Min)	(Min / Mile)	(%)	(veh-hr)	(mph)	(#)	(# / Mile)
PA 18	NB (AM)										
	NB (Midday)	10.9	12.7	13.4	1.0	0.1	8%	8	49	1.0	0.1
	NB (PM)	10.9	12.7	12.3	0.7	0.1	5%	5	53	1.0	0.1
PA 18	SB (AM)										
	SB (Midday)	10.9	13.4	13.3	1.2	0.1	9%	12	49	2.0	0.2
	SB (PM)	10.9	13.4	12.9	0.7	0.1	6%	8	51	1.0	0.1

Bi-Directional Segment Summary for "Typical" Peak Period:

"Typical" Peak Period = Weekday PM Peak
 Segment ADT Estimates = 7,300 to 12,900 (veh / day; bi-directional total)
 Segment Peak Hour Volume Estimates = 730 to 1,240 (veh / hr; bi-directional total)

Segment Description				Travel Time & Delay					Speed & Stops		
GIS Segment ID	Limit 1	Limit 2	Length	Travel Time	Delay	Delay Rate	Delay Ratio	Total Delay	Avg Speed	Posted Speed	Stops
			(Min)	(Min)	(Min)	(Min / Mile)	(%)	(veh-hr)	(mph)	(mph)	(#)
204,014,015	Lamor	Thomason	1.66	2.4	0.6	0.4	25%	7	41	45	1.0
204,015,016	Thomason	PA 258	0.53	0.6	0.0	0.0	3%	0	59	50	0.0
204,016,017	PA 258	Lake	1.02	1.1	0.1	0.0	5%	0	57	50	0.0
204,017,018	Lake	Rutledge	1.66	1.7	0.0	0.0	0%	0	59	50	0.0
204,018,019	Rutledge	Edgewood	0.78	1.0	0.1	0.2	14%	1	48	50	0.0
204,019,020	Edgewood	Colt	1.33	1.6	0.1	0.1	8%	2	51	50	0.0
204,020,021	Colt	Good Hope	1.60	1.7	0.0	0.0	0%	0	57	40	0.0
204,021,022	Good Hope	Coal Hill	1.88	2.4	0.0	0.0	0%	0	48	35	0.0
204,022,023	Coal Hill	PA 846	0.32	0.5	0.0	0.1	3%	0	37	25	0.0
204,023,024	PA 846	PA 358	0.11	0.5	0.3	2.8	59%	3	13	25	1.0
Corridor Summary	Lamor	PA 358	10.9	12.9	0.7	0.1	6%	13	51	50	1.0





CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #204 / PA 18 (Hermitage to Greenville)

Direction NB

Scenario: Weekday PM Peak, Fall / Winter 2009

Notes / Definitions / Abbreviations

- * Units vary as indicated in tables below
- * Summary Table 1 indicates feet, seconds
- * Summary Table 2 indicates miles, minutes

- * BLUE = Input Data via manual direct entry
- * RED = Input Data via formula or worksheet reference updates
- * BLACK = Data automatically calculated

- NID = Node ID Number
- Dir = Direction of Travel
- TT_{avg} = Average Field-measured Travel Time (from Previous Node)
- CTT_{avg} = Average Field-measured Travel Time (Cumulative)
- TL = Travel Length (from Previous Node)
- CTL = Travel Length (Cumulative)
- Delay = Travel Delay (from Previous Node) = TT - RT_{DS}
- CD = Travel Delay (Cumulative)
- DPM = Equivalent Travel Delay Rate per Mile (from Previous Node)
- CDPM = Equivalent Travel Delay Rate per Mile (Cumulative)
- RT_{PLS} = "No Stop" Running Time @ Posted Speed (from Previous Node)
- CRT_{PLS} = "No Stop" Running Time @ Posted Speed (Cumulative)
- RT_{DS} = "No Stop" Running Time @ Design Speed (from Previous Node)
- CRT_{DS} = "No Stop" Running Time @ Design Speed (Cumulative)
- AS = Actual Average Speed (from Previous Node)
- CAS = Actual Average Speed (Cumulative)
- DS = Design Speed (or assumed Free-Flow Speed)
- PLS = Posted Speed Limit
- Stops = Number of Stops below 5 mph (from Previous Node)
- Cstops = Number of Stops below 5 mph (Cumulative)

Summary Table: Average Travel Time Data / Calculations (feet, seconds, mph)

Intersection / Link Data			Travel Time (sec)		Travel Length (feet)		Travel Delay (sec)		Delay Rate (sec / mile)		Running Time (sec @ DS)		Running Time (sec @ PLS)		Travel Speeds (mph)		Speed Limits (mph)		Stops (# of)	
Node	NID	Dir	TT _{avg}	CTT _{avg}	TL	CTL	Delay	CD	DPM	CDPM	RT _{DS}	CRT _{DS}	RT _{PLS}	CRT _{PLS}	AS	CAS	DS	PLS	Stops	CStops
Lamor Rd (#14)	14	NB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to Thomason Rd (#15)	15	NB	108	108	8,753	8,753	-11	-11	-7	-7	120	120	133	133	55	55	50	45	0	0
to PA 258 (Lake Rd) (#16)	16	NB	32	140	2,819	11,572	-3	-14	-6	-6	35	155	38	171	59	56	55	50	0	0
to W Lake Rd / E Lake Rd (#17)	17	NB	64	204	5,380	16,952	3	-11	3	-3	61	216	67	238	57	57	60	55	0	0
to SR 3022 (Rutledge Rd) (#18)	18	NB	101	305	8,747	25,699	-7	-18	-4	-4	108	324	119	357	59	57	55	50	0	0
to Edgewood Dr (#19)	19	NB	59	364	4,104	29,803	8	-10	10	-2	51	375	56	413	48	56	55	50	0	0
to Colt Rd / Reynolds Ind Park Rd (#20)	20	NB	95	459	7,015	36,818	8	-2	6	0	87	462	96	509	51	55	55	50	0	0
to SR 4003 (S Good Hope Rd) (#21)	21	NB	94	553	8,417	45,235	-10	-12	-6	-1	104	566	115	623	61	56	55	50	0	0
to SR 4002 (Coal Hill Rd) (#22)	22	NB	125	678	9,934	55,169	-25	-37	-13	-4	150	716	169	793	54	56	45	40	0	0
to PA 846 (Orangeville St) (#23)	23	NB	30	708	1,698	56,867	1	-36	3	-3	29	745	33	826	39	55	40	35	0	0
to PA 358 (W Main St) (#24)	24	NB	32	740	599	57,466	19	-17	167	-2	14	759	16	842	13	53	30	25	1	1
Corridor Average			740		57,466		-17		-2		759		842		52.9		Varies		1.0	

Summary Table: Average Travel Time Data / Calculations (miles, minutes, mph)

Intersection / Link Data			Travel Time (min)		Travel Length (mile)		Travel Delay (min)		Delay Rate (min / mile)		Running Time (min @ DS)		Running Time (min @ PLS)		Travel Speeds (mph)		Speed Limits (mph)		Stops (# of)	
Node	NID	Dir	TT _{avg}	CTT _{avg}	TL	CTL	Delay	CD	DPM	CDPM	RT	CRT	RT _{PLS}	CRT _{PLS}	AS	CAS	DS	PLS	Stops	CStops
Lamor Rd (#14)	14	NB	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0	0
to Thomason Rd (#15)	15	NB	1.8	1.8	1.7	1.7	0.0	0.0	0.0	0.0	2.0	2.0	2.2	2.2	55	55	50	45	0	0
to PA 258 (Lake Rd) (#16)	16	NB	0.5	2.3	0.5	2.2	0.0	0.0	0.0	0.0	0.6	2.6	0.6	2.9	59	56	55	50	0	0
to W Lake Rd / E Lake Rd (#17)	17	NB	1.1	3.4	1.0	3.2	0.1	0.1	0.0	0.0	1.0	3.6	1.1	4.0	57	57	60	55	0	0
to SR 3022 (Rutledge Rd) (#18)	18	NB	1.7	5.1	1.7	4.9	0.0	0.1	0.0	0.0	1.8	5.4	2.0	6.0	59	57	55	50	0	0
to Edgewood Dr (#19)	19	NB	1.0	6.1	0.8	5.6	0.1	0.2	0.2	0.0	0.9	6.3	0.9	6.9	48	56	55	50	0	0
to Colt Rd / Reynolds Ind Park Rd (#20)	20	NB	1.6	7.7	1.3	7.0	0.1	0.3	0.1	0.0	1.5	7.7	1.6	8.5	51	55	55	50	0	0
to SR 4003 (S Good Hope Rd) (#21)	21	NB	1.6	9.2	1.6	8.6	0.0	0.3	0.0	0.0	1.7	9.4	1.9	10.4	61	56	55	50	0	0
to SR 4002 (Coal Hill Rd) (#22)	22	NB	2.1	11.3	1.9	10.4	0.0	0.3	0.0	0.0	2.5	11.9	2.8	13.2	54	56	45	40	0	0
to PA 846 (Orangeville St) (#23)	23	NB	0.5	11.8	0.3	10.8	0.0	0.3	0.1	0.0	0.5	12.4	0.6	13.8	39	55	40	35	0	0
to PA 358 (W Main St) (#24)	24	NB	0.5	12.3	0.1	10.9	0.3	0.7	2.8	0.1	0.2	12.7	0.3	14.0	13	53	30	25	1	1
Corridor Average			12.3		10.9		0.7		0.1		12.7		14.0		52.9		Varies		1.0	

0.1 (stops/mi)

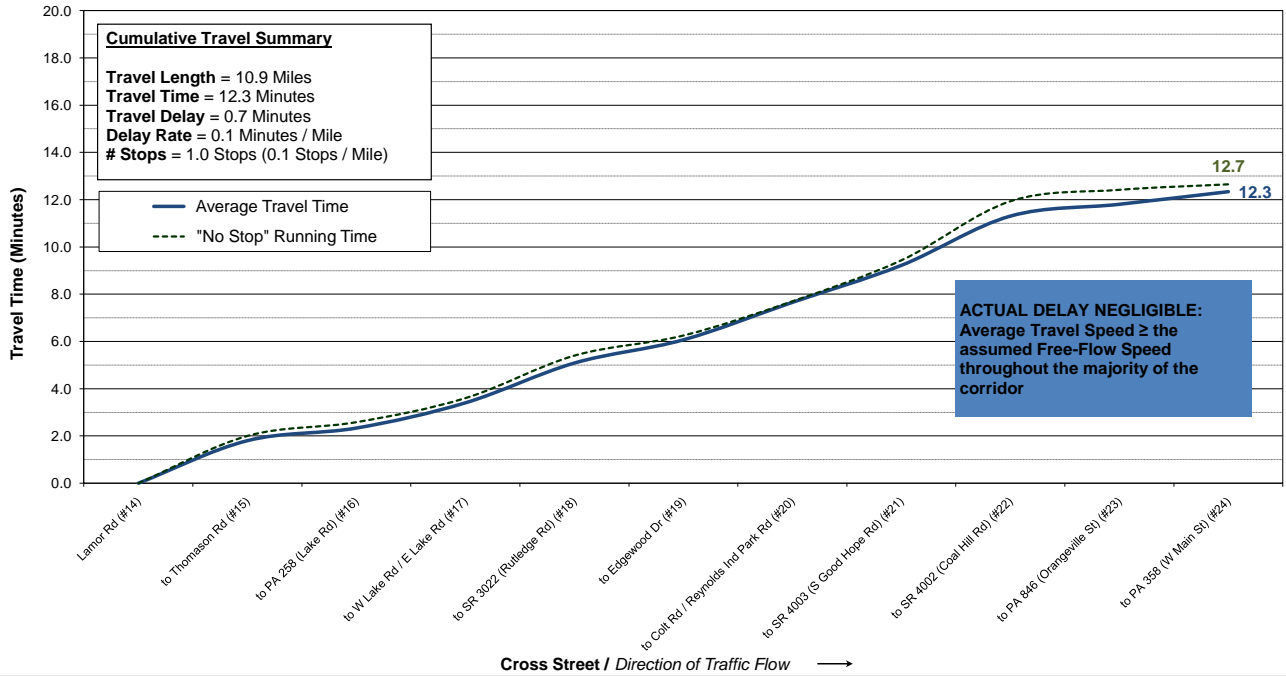


CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Average Data)

Corridor: #204 / PA 18 (Hermitage to Greenville)
Direction: NB
Scenario: Weekday PM Peak, Fall / Winter 2009

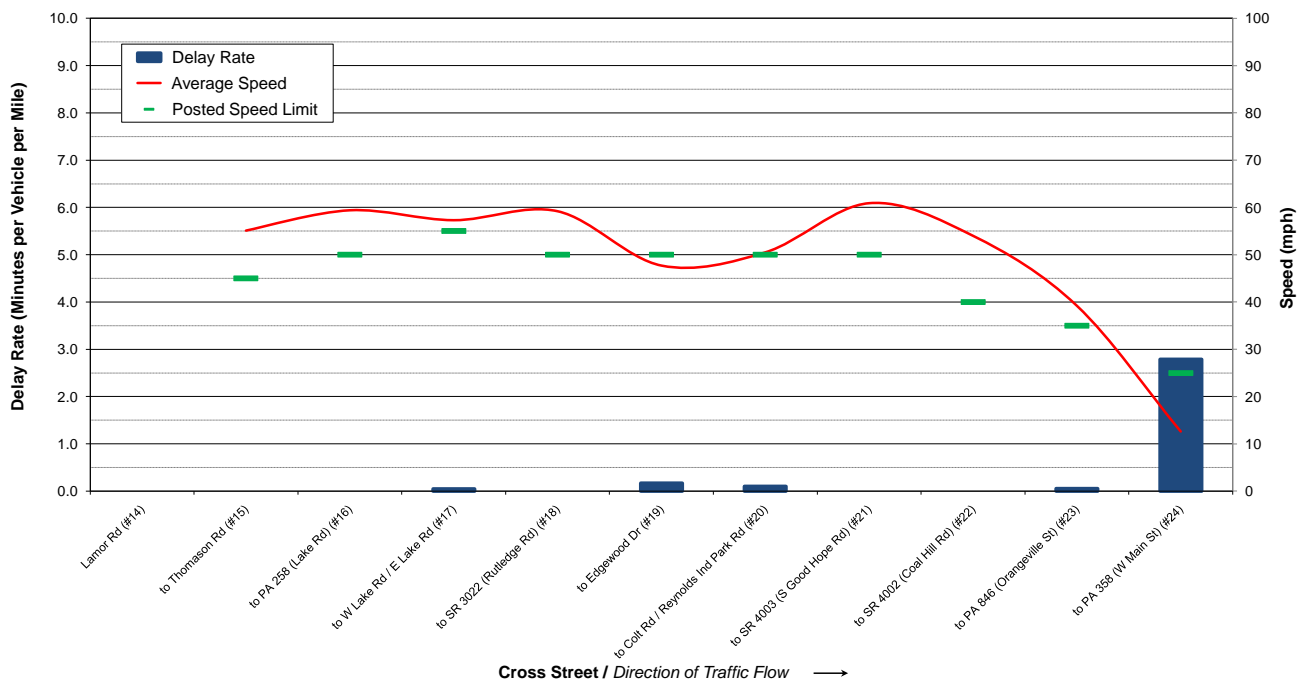
Mercer County CMP Corridor #204
PA 18 (Hermitage to Greenville)

Cumulative Travel Time Graph
Fall / Winter 2009 - Weekday PM Peak (NB)



Mercer County CMP Corridor #204
PA 18 (Hermitage to Greenville)

Segment Speed & Delay Graph
Fall / Winter 2009 - Weekday PM Peak (NB)





CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #204 / PA 18 (Hermitage to Greenville)

Direction SB

Scenario: Weekday PM Peak, Fall / Winter 2009

Notes / Definitions / Abbreviations

- * Units vary as indicated in tables below
- * Summary Table 1 indicates feet, seconds
- * Summary Table 2 indicates miles, minutes

* BLUE = Input Data via manual direct entry

* RED = Input Data via formula or worksheet reference updates

* BLACK = Data automatically calculated

NID = Node ID Number

Dir = Direction of Travel

TT_{avg} = Average Field-measured Travel Time (from Previous Node)

CTT_{avg} = Average Field-measured Travel Time (Cumulative)

TL = Travel Length (from Previous Node)

CTL = Travel Length (Cumulative)

Delay = Travel Delay (from Previous Node) = TT - RT_{DS}

CD = Travel Delay (Cumulative)

DPM = Equivalent Travel Delay Rate per Mile (from Previous Node)

CDPM = Equivalent Travel Delay Rate per Mile (Cumulative)

RT_{PLS} = "No Stop" Running Time @ Posted Speed (from Previous Node)

CRT_{PLS} = "No Stop" Running Time @ Posted Speed (Cumulative)

RT_{DS} = "No Stop" Running Time @ Design Speed (from Previous Node)

CRT_{DS} = "No Stop" Running Time @ Design Speed (Cumulative)

AS = Actual Average Speed (from Previous Node)

CAS = Actual Average Speed (Cumulative)

DS = Design Speed (or assumed Free-Flow Speed)

PLS = Posted Speed Limit

Stops = Number of Stops below 5 mph (from Previous Node)

Cstops = Number of Stops below 5 mph (Cumulative)

Summary Table: Average Travel Time Data / Calculations (feet, seconds, mph)

Intersection / Link Data			Travel Time (sec)		Travel Length (feet)		Travel Delay (sec)		Delay Rate (sec / mile)		Running Time (sec @ DS)		Running Time (sec @ PLS)		Travel Speeds (mph)		Speed Limits (mph)		Stops (# of)	
Node	NID	Dir	TT _{avg}	CTT _{avg}	TL	CTL	Delay	CD	DPM	CDPM	RT _{DS}	CRT _{DS}	RT _{PLS}	CRT _{PLS}	AS	CAS	DS	PLS	Stops	CStops
PA 358 (#24)	24	SB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to PA 846 (Orangeville St) (#23)	23	SB	15	15	594	594	1	1	9	9	14	14	16	16	28	28	30	25	0	0
to SR 4002 (Coal Hill Rd) (#22)	22	SB	32	47	1,699	2,293	-7	-6	-22	-14	39	53	46	63	37	34	30	25	0	0
to SR 4003 (S Good Hope Rd) (#21)	21	SB	142	189	9,918	12,211	-28	-34	-15	-15	169	222	193	256	48	44	40	35	0	0
to Colt Rd / Reynolds Ind Park Rd (#20)	20	SB	102	291	8,434	20,645	-26	-60	-16	-15	128	350	144	400	57	49	45	40	0	0
to Edgewood Dr (#19)	19	SB	92	383	7,023	27,668	5	-55	4	-10	87	437	96	495	52	49	55	50	0	0
to SR 3022 (Rutledge Rd) (#18)	18	SB	52	435	4,095	31,763	1	-54	1	-9	51	488	56	551	54	50	55	50	0	0
to W Lake Rd / E Lake Rd (#17)	17	SB	97	532	8,716	40,479	-11	-65	-7	-8	108	596	119	670	61	52	55	50	0	0
to PA 258 (Lake Rd) (#16)	16	SB	62	594	5,370	45,849	-5	-70	-5	-8	67	663	73	743	59	53	55	50	0	0
to Thomason Rd (#15)	15	SB	33	627	2,822	48,671	1	-69	2	-7	32	695	35	778	59	53	60	55	0	0
to PA 518 / SR 3020 (Lamor Rd) (#14)	14	SB	145	772	8,779	57,450	36	-33	22	-3	109	804	120	898	41	51	55	50	1	1
Corridor Average			772		57,450		-33		-3		804		898		50.8		Varies		1.0	

Summary Table: Average Travel Time Data / Calculations (miles, minutes, mph)

Intersection / Link Data			Travel Time (min)		Travel Length (mile)		Travel Delay (min)		Delay Rate (min / mile)		Running Time (min @ DS)		Running Time (min @ PLS)		Travel Speeds (mph)		Speed Limits (mph)		Stops (# of)	
Node	NID	Dir	TT _{avg}	CTT _{avg}	TL	CTL	Delay	CD	DPM	CDPM	RT	CRT	RT _{PLS}	CRT _{PLS}	AS	CAS	DS	PLS	Stops	CStops
PA 358 (#24)	24	SB	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0	0
to PA 846 (Orangeville St) (#23)	23	SB	0.3	0.3	0.1	0.1	0.0	0.0	0.1	0.1	0.2	0.2	0.3	0.3	28	28	30	25	0	0
to SR 4002 (Coal Hill Rd) (#22)	22	SB	0.5	0.8	0.3	0.4	0.0	0.0	0.0	0.0	0.7	0.9	0.8	1.0	37	34	30	25	0	0
to SR 4003 (S Good Hope Rd) (#21)	21	SB	2.4	3.2	1.9	2.3	0.0	0.0	0.0	0.0	2.8	3.7	3.2	4.3	48	44	40	35	0	0
to Colt Rd / Reynolds Ind Park Rd (#20)	20	SB	1.7	4.9	1.6	3.9	0.0	0.0	0.0	0.0	2.1	5.8	2.4	6.7	57	49	45	40	0	0
to Edgewood Dr (#19)	19	SB	1.5	6.4	1.3	5.2	0.1	0.1	0.1	0.0	1.5	7.3	1.6	8.3	52	49	55	50	0	0
to SR 3022 (Rutledge Rd) (#18)	18	SB	0.9	7.3	0.8	6.0	0.0	0.1	0.0	0.0	0.9	8.1	0.9	9.2	54	50	55	50	0	0
to W Lake Rd / E Lake Rd (#17)	17	SB	1.6	8.9	1.7	7.7	0.0	0.1	0.0	0.0	1.8	9.9	2.0	11.2	61	52	55	50	0	0
to PA 258 (Lake Rd) (#16)	16	SB	1.0	9.9	1.0	8.7	0.0	0.1	0.0	0.0	1.1	11.1	1.2	12.4	59	53	55	50	0	0
to Thomason Rd (#15)	15	SB	0.6	10.5	0.5	9.2	0.0	0.1	0.0	0.0	0.5	11.6	0.6	13.0	59	53	60	55	0	0
to PA 518 / SR 3020 (Lamor Rd) (#14)	14	SB	2.4	12.9	1.7	10.9	0.6	0.7	0.4	0.1	1.8	13.4	2.0	15.0	41	51	55	50	1	1
Corridor Average			12.9		10.9		0.7		0.1		13.4		15.0		50.8		Varies		1.0	

0.1 (stops/mi)

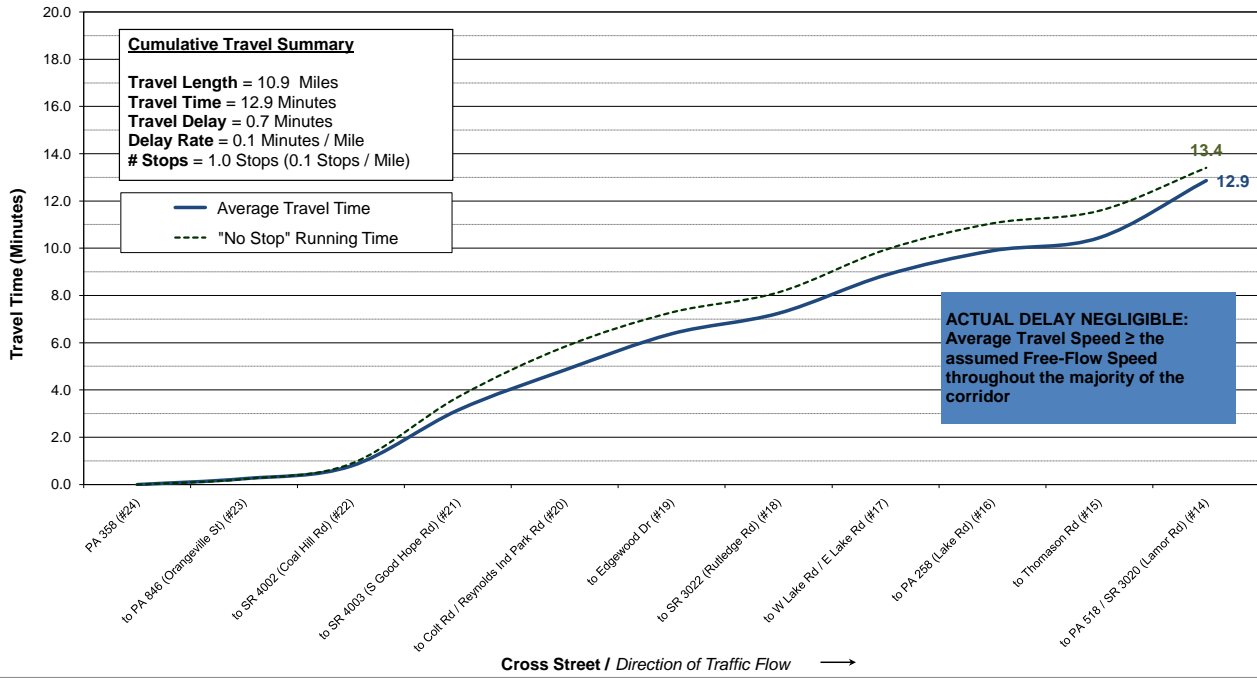


CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Average Data)

Corridor: #204 / PA 18 (Hermitage to Greenville)
Direction: SB
Scenario: Weekday PM Peak, Fall / Winter 2009

Mercer County CMP Corridor #204
PA 18 (Hermitage to Greenville)

Cumulative Travel Time Graph
Fall / Winter 2009 - Weekday PM Peak (SB)



Mercer County CMP Corridor #204
PA 18 (Hermitage to Greenville)

Segment Speed & Delay Graph
Fall / Winter 2009 - Weekday PM Peak (SB)

