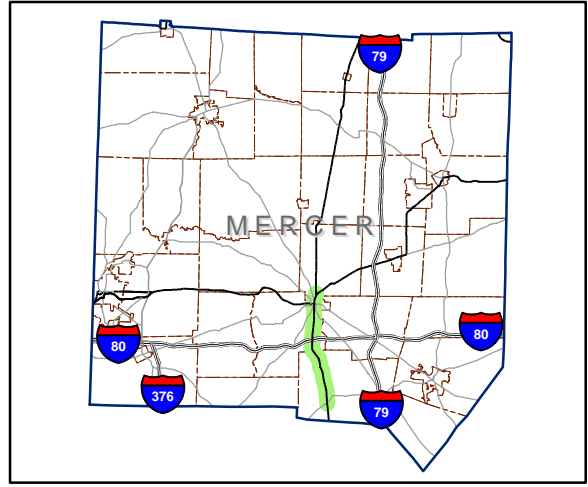


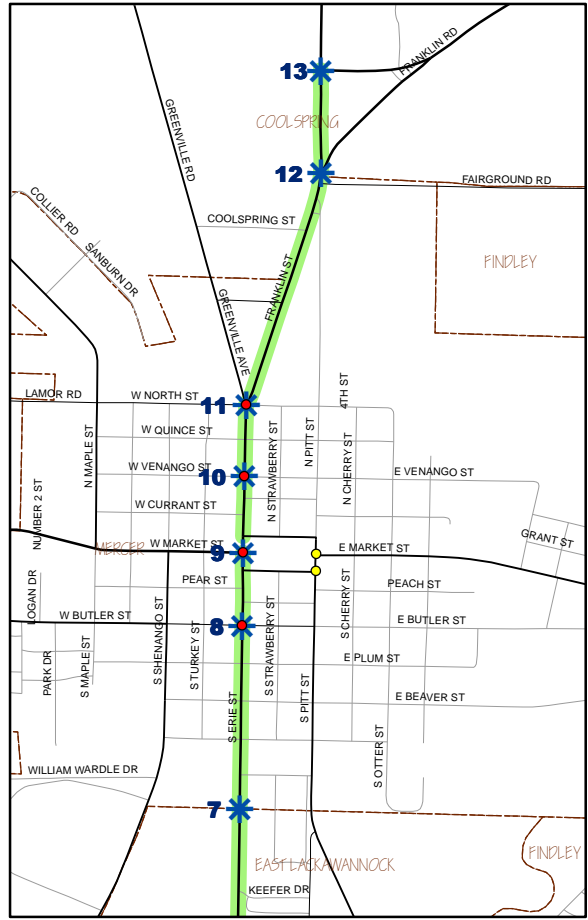
PERFORMANCE MONITORING DETAILS

CMP Corridor #206

- 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.)

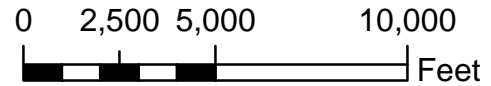


Detail 2 - Mercer (N.T.S.)

LEGEND

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

- Corridor Nodes, US 19 @:**
- * 13, US 62 WB, E Franklin Rd
 - * 12, US 62 EB, Franklin Rd
 - * 11, PA 58 / Greenville Rd, North St (SR 3020)
 - * 10, W Venango St, E Venango St
 - * 9, US 62 / PA 258, W Market St
 - * 8, Butler St (SR 2008)
 - * 7, Mercer Boro Limit
 - * 6, I-80
 - * 5, New Castle Mercer Rd (SR 2001)
 - * 4, Cannery / Millburn Rd (SR 2004)
 - * 3, Leesburg Station Rd (SR 2002)
 - * 2, PA 208, Leesburg Grove City Rd
 - * 1, PA 208, Leesburg Volant Rd



Mercer County CMP

US 19 (Springfield Twp to Mercer)
CMP Corridor / Node Map

Mercer County Regional Planning Commission

Planning for Livable Communities

Corridor #206

Revised 04/27/10



SECTION 1: ROUTE IDENTIFICATION

A	CMP Identification #:	#206
B	Route (General Area):	US 19 (Springfield Twp to Mercer)
C	Specific Limit 1 (South / West):	PA 208 / Leesburg-Volant Rd (Springfield Twp)
D	Specific Limit 2 (North / East):	US 62 WB / E Franklin Rd (Mercer Boro)
E	Affected Municipalities:	Springfield, East Lackawannock, Mercer, Cool Spring
F	Total Corridor Length (Miles):	7.5
G	Federal Functional Class:	Minor Arterial
H	PennDOT Traffic Pattern Group:	TPG 7 (Central Rural - Minor Arterials)
I	Typical # of Travel Lanes:	2-Lane (1 NB + 1 SB) w/turn lanes at major intersections
J	Typical Posted Speed Limit(s):	45-55 mph through rural Springfield; 35 mph through Mercer

SECTION 2: SPECIAL USES OR CONSIDERATIONS

A	Transit	<input type="checkbox"/>	
B	Pedestrian / Bicycle	<input checked="" type="checkbox"/>	Official Bicycle PA Route "A"; "Town Square" environment thru parts of Mercer; Local school access
C	Heavy Freight (Truck / Rail)	<input checked="" type="checkbox"/>	Industrial plants located along US 19; heavy truck presence noted; 6-11% trucks per PennDOT iTMS
D	Emergency Detour	<input checked="" type="checkbox"/>	I-79 Blue Detour (Slippery Rock to Grove City); I-79 Red Detour (Grove City to I-80); I-80 Blue Detour (Hermitage to Mercer); I-80 Orange Detour (Mercer to I-79); I-80 Black Detour (I-79/I-80 Interchange)
E	Tourism / Recreation / Special Events	<input type="checkbox"/>	
F	Community Concerns	<input checked="" type="checkbox"/>	Pedestrian / school access throughout Mercer Borough
G	Growth Corridor	<input checked="" type="checkbox"/>	Development potential north of I-80; Year 2010 "Land Use & Transportation Study" anticipated
H	Other: Historic Properties	<input checked="" type="checkbox"/>	Historic cemetery & properties in Mercer
I	Other:	<input type="checkbox"/>	



SECTION 3: ISSUES OR CONCERNS (RECURRING CONGESTION)

A	Roadway Capacity	<input checked="" type="checkbox"/>	Potential for peak hour congestion at five-legged intersection; Node # 11
B	Roadway Bottlenecks	<input checked="" type="checkbox"/>	Long queues noticed at five-legged intersection; Node # 11
C	Signalized Intersection Operations	<input checked="" type="checkbox"/>	Outdated signal equipment & timings contribute to less efficient progression through Mercer
D	Unsignalized Intersection Operations	<input type="checkbox"/>	
E	Access or Access Control	<input checked="" type="checkbox"/>	Tight/narrow intersections cause travel friction and slow downs, especially w/trucks
F	Existing or Future Development	<input checked="" type="checkbox"/>	Development potential north of I-80
G	Other: Signage	<input checked="" type="checkbox"/>	Trailblazing requirements create possible sign clutter / distraction to motorists
H	Other:	<input type="checkbox"/>	

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

A	Crashes and Related Delays	<input checked="" type="checkbox"/>	Tractor trailer damage at Node #9 temporarily replaced signal w/ AWSC during travel runs
B	Incident Management	<input checked="" type="checkbox"/>	Impacted by multiple emergency detour routes for I-79 and I-80
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-SPOTS")

A	Other: Sidewalks	<input checked="" type="checkbox"/>	Many sidewalk segments are in a state of disrepair / ADA non-compliant
B	Other: School / Pedestrian Traffic	<input checked="" type="checkbox"/>	School / pedestrian access through "Town Center" environment of downtown Mercer
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	
13	US 62 WB (E Franklin Rd)	SSSC																			
			0.2	45-55	1	1	☒	☐	☐	0%	0%	☒	☒	☐	☐	☒	☐	☐		5	3
12	US 62 EB (Franklin Rd)	SSSC																			
			0.4	35-45	1	1	☒	☐	☐	0%	0%	☒	☒	☐	☐	☒	☐	☐		5	3
11	PA 58 (Greenville Rd) / North St (SR 3020)	Semi-Act																			
			0.1	35	1	1	☒	☒	☐	100%	100%	☒	☒	☐	☐	☒	☐	☒		6	3
10	W Venango St / E Venango St	Semi-Act																			
			0.1	35	1	1	☒	☒	☐	100%	100%	☒	☒	☐	☐	☒	☐	☒		6	3
9	US 62 / PA 258 (Market St)	Semi-Act																			
			0.1	35	1	1	☒	☐	☐	100%	100%	☐	☒	☐	☐	☒	☒	☒		6	3
8	Butler St (SR 2008)	Semi-Act																			
			0.3	35-45	1	1	☒	☐	☐	25%	0%	☒	☒	☐	☐	☐	☐	☐		5	3
7	Mercer Boro Limit	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		
7	Mercer Boro Limit	Free																				
			2.0	45-55	2-1	2-1	☒	☐	☐	0%	0%	☒	☒	☒	☐	☐	☐	☐		3	3	
6	I-80	Free																				
			0.5	45-55	1-2	1-2	☐	☐	☐	0%	0%	☒	☒	☒	☐	☐	☐	☐		3	3	
5	New Castle Mercer Rd (SR 2001)	SSSC																				
			1.3	55	1	1	☐	☐	☐	0%	0%	☒	☒	☒	☐	☐	☐	☐		1	3	
4	Cannery / Millburn Rd (SR 2004)	SSSC																				
			1.8	45-55	1	1	☐	☐	☐	0%	0%	☒	☒	☐	☐	☐	☐	☐		1	3	
3	Leesburg Station Rd (SR 2002)	SSSC																				
			0.7	35-55	1	1	☐	☐	☐	0%	25%	☒	☒	☐	☐	☐	☐	☐		1	3	
2	PA 208 (Leesburg Grove City Rd)	SSSC																				
			0.1	35	1	1	☐	☐	☐	0%	0%	☒	☒	☐	☐	☒	☐	☐		1	3	
1	PA 208 (Leesburg Volant Rd)	SSSC																				
							☐	☐	☐	--	--	☐	☐	☐	☐	☐	☐	☐		--	--	

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.):

- Passing zones on US 19 south of Mercer.
- Node #11, the intersection where Routes 58/19/62 split, can queue up and become congested.
- The convergence of many state routes through Mercer, along with a typical "town center" environment, creates roadside friction and distractions.
- Traffic signal at Node # 9 was temporarily replaced w/ all-way stop control during September 2009 travel time runs due to tractor trailer damage.
- A corridor-specific "Route 19 Land Use & Transportation Study" is under contract as of late 2009 and is anticipated to continue through 2010, including an investigation of issues within downtown Mercer as well as development potential north of I-80.



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

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

Empty rectangular box for field observations, comments, or concerns.



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

Photo # / Description:

Rural segment of US 19; typical of Segments 1-5 through Springfield Twp



Photo # / Description:

NB approaching Node #6, I-80 Interchange



Photo # / Description:

Segment 6-7 (NB) w/ adjacent commercial uses approaching Mercer Borough



Photo # / Description:

Node #9; typical trailblazing signs in Mercer



Photo # / Description:

Segment 9-10 (NB) approaching Venango St



Photo # / Description:

Segment 10-11 (NB) approaching North St





SECTION 8: PHOTO LOG (CONTINUED)

Photo # / Description:

SB upgrade thru Node #11; multiple left-turn restrictions



Photo # / Description:

SB midday queuing on approach to Node #11



Photo # / Description:

Segment 11-12 (NB) approaching US 62 / US 19 split



Photo # / Description:

Sidewalk conditions in disrepair (this location on NB right-side, Segment 10-11)



Photo # / Description:

Bicycle PA Route "A" along US 19



Photo # / Description:

Historic "Old Mercer Graveyard" @ Node #11





CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Corridor Overview)

Corridor: #206 / US 19 (Springfield Twp to Mercer)
Direction: Both
Scenario: Fall / Winter 2009 Summary

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)
US 19	NB (AM)										
	NB (Midday)	7.5	8.7	10.8	2.2	0.3	20%	9	41	1.0	0.1
	NB (PM)	7.5	8.7	9.9	1.3	0.2	13%	9	45	2.5	0.3
US 19	SB (AM)										
	SB (Midday)	7.5	9.0	11.3	2.6	0.3	23%	15	40	2.0	0.3
	SB (PM)	7.5	9.0	10.8	2.2	0.3	20%	16	41	4.0	0.5

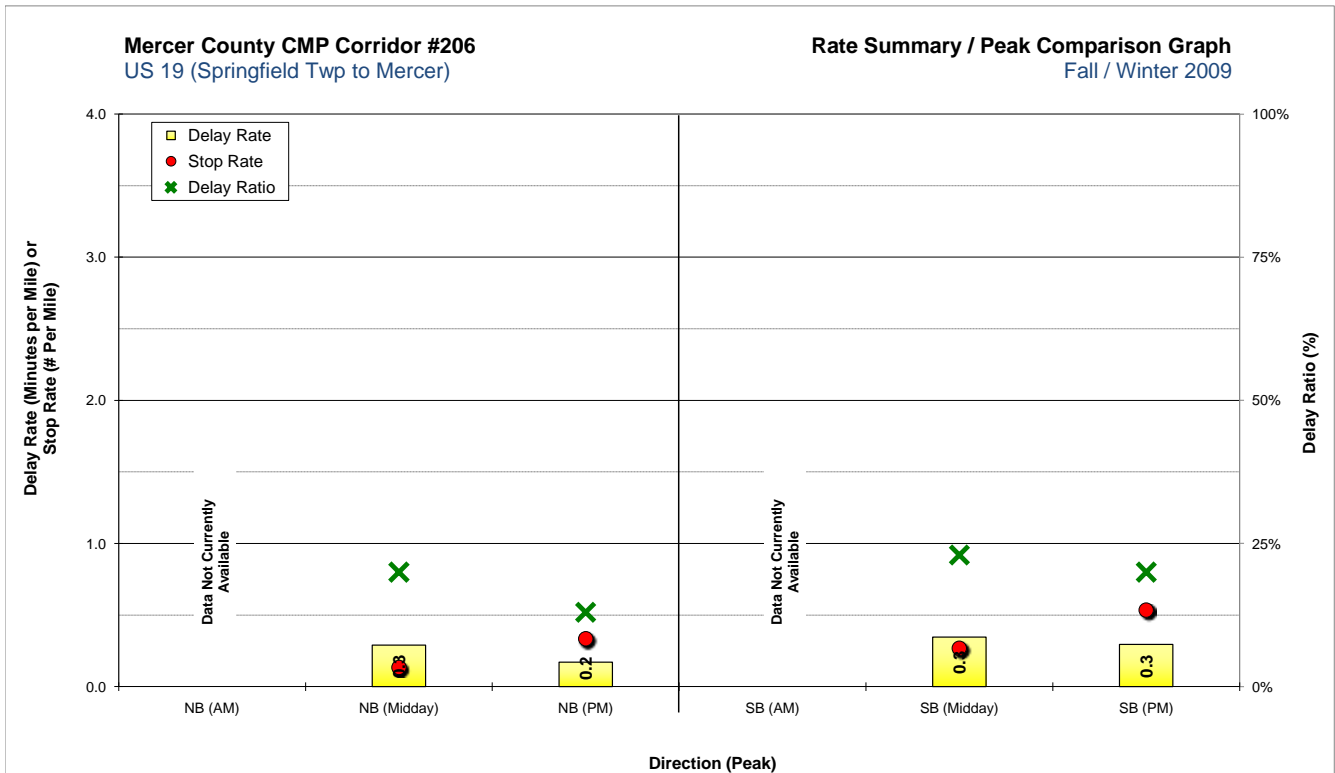
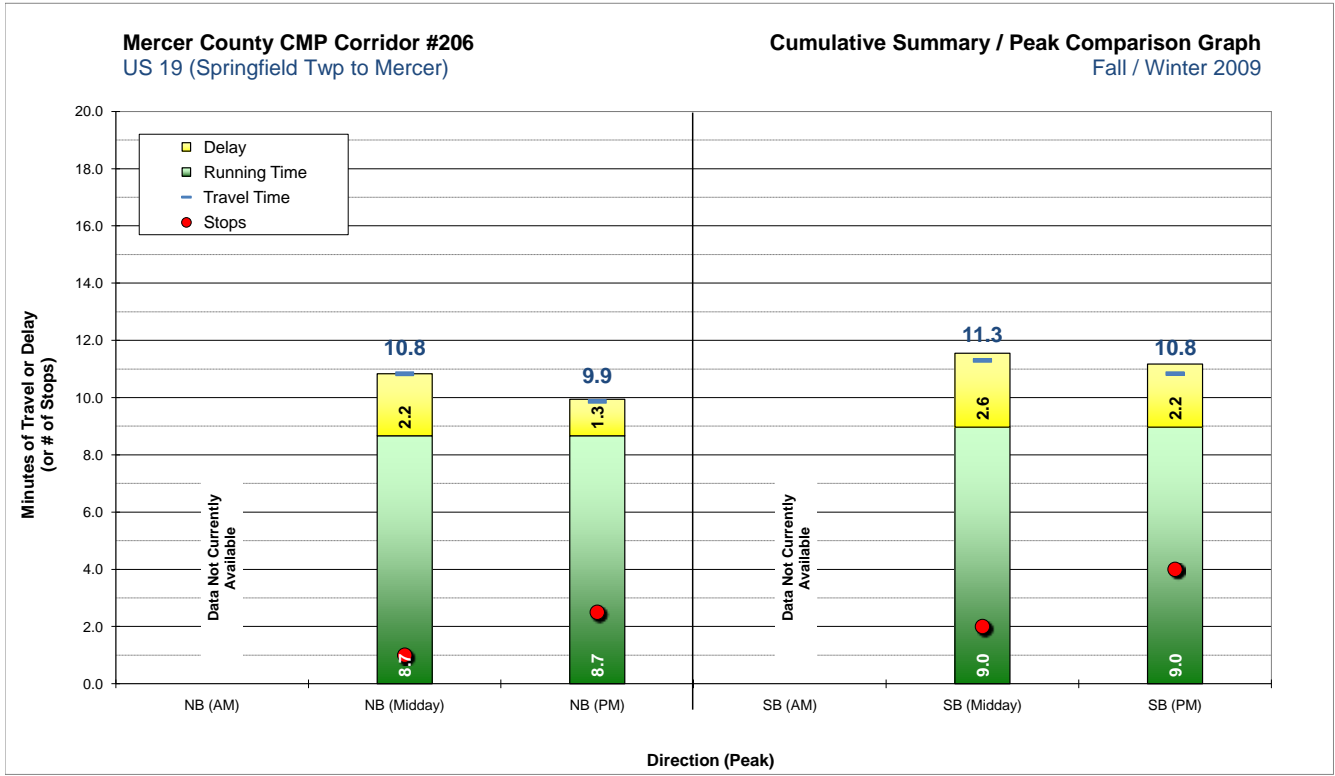
Bi-Directional Segment Summary for "Typical" Peak Period:

"Typical" Peak Period = Weekday Midday / Early PM Peak

Segment ADT Estimates = 2,800 to 11,800 (veh / day; bi-directional total)

Segment Peak Hour Volume Estimates = 310 to 1,180 (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)	(#)
206,001,002	PA 208W	PA 208E	0.11	0.3	0.1	0.9	38%	0	26	35	0.0
206,002,003	PA 208E	Leesburg Sta	0.65	1.0	0.2	0.4	23%	1	39	45	0.0
206,003,004	Leesburg Sta	Cannery	1.78	2.2	0.3	0.2	13%	1	48	50	0.0
206,004,005	Cannery	New Castle	1.30	1.5	0.1	0.1	7%	1	51	50	0.0
206,005,006	New Castle	I-80	0.54	0.8	0.2	0.3	22%	1	43	50	0.0
206,006,007	I-80	Mercer Boro	1.97	2.4	0.3	0.1	10%	1	49	40	0.0
206,007,008	Mercer Boro	Butler	0.28	0.9	0.5	1.8	58%	3	19	35	1.0
206,008,009	Butler	Market	0.11	0.3	0.1	1.1	41%	1	23	35	0.0
206,009,010	Market	Venango	0.11	0.4	0.2	1.9	57%	3	18	35	1.0
206,010,011	Venango	PA 58	0.11	0.4	0.3	2.7	65%	3	15	35	0.0
206,011,012	PA 58	Franklin Rd	0.37	2.0	1.5	4.1	75%	9	11	35	1.0
206,012,013	Franklin Rd	US 62	0.15	0.3	0.1	0.3	23%	0	36	40	0.0
Corridor Summary	PA 208W	US 62	7.5	11.3	2.6	0.3	23%	24	40	50	2.0





CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #206 / US 19 (Springfield Twp to Mercer)

Direction NB

Scenario: Weekday Midday 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 (feet)
- 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 208 (Leesburg Volant Rd) (#1)	1	NB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to PA 208 (Leesburg Grove City Rd) (#2)	2	NB	16	16	600	600	6	6	53	53	10	10	12	12	26	26	40	35	0	0
to Leesburg Station Rd (SR 2002) (#3)	3	NB	61	77	3,438	4,038	14	20	22	26	47	57	52	64	39	36	50	45	0	0
to Cannery / Millburn Rd (SR 2004) (#4)	4	NB	134	211	9,410	13,448	18	38	10	15	117	174	128	192	48	43	55	50	0	0
to New Castle Mercer Rd (SR 2001) (#5)	5	NB	91	302	6,859	20,307	6	44	5	11	85	259	94	286	51	46	55	50	0	0
to I-80 Overpass (#6)	6	NB	41	343	2,871	23,178	5	49	9	11	36	295	39	325	48	46	55	50	0	0
to Mercer Boro Limit (#7)	7	NB	144	487	10,409	33,587	15	64	8	10	129	424	142	467	49	47	55	50	0	0
to Butler St (SR 2008) (#8)	8	NB	52	539	1,455	35,042	30	94	109	14	22	446	25	492	19	44	45	40	1	1
to US 62 / PA 258 (Market St) (#9)	9	NB	17	556	579	35,621	7	101	64	15	10	456	11	503	23	44	40	35	0	1
to W Venango St / E Venango St (#10)	10	NB	15	571	588	36,209	4	105	36	15	10	466	11	514	27	43	40	35	0	1
to PA 58 (Greenville Ave) / SR 3020 (North St) (#11)	11	NB	26	597	550	36,759	17	122	163	18	9	475	11	525	15	42	40	35	0	1
to US 62 EB (Franklin Rd) (#12)	12	NB	38	635	1,902	38,661	5	127	14	17	33	508	37	562	34	42	40	35	0	1
to US 62 WB (Franklin St) (#13)	13	NB	15	650	811	39,472	3	130	20	17	12	520	14	576	36	42	45	40	0	1
Corridor Average			650		39,472		130		17		520		576		41.5		Varies		1.0	

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

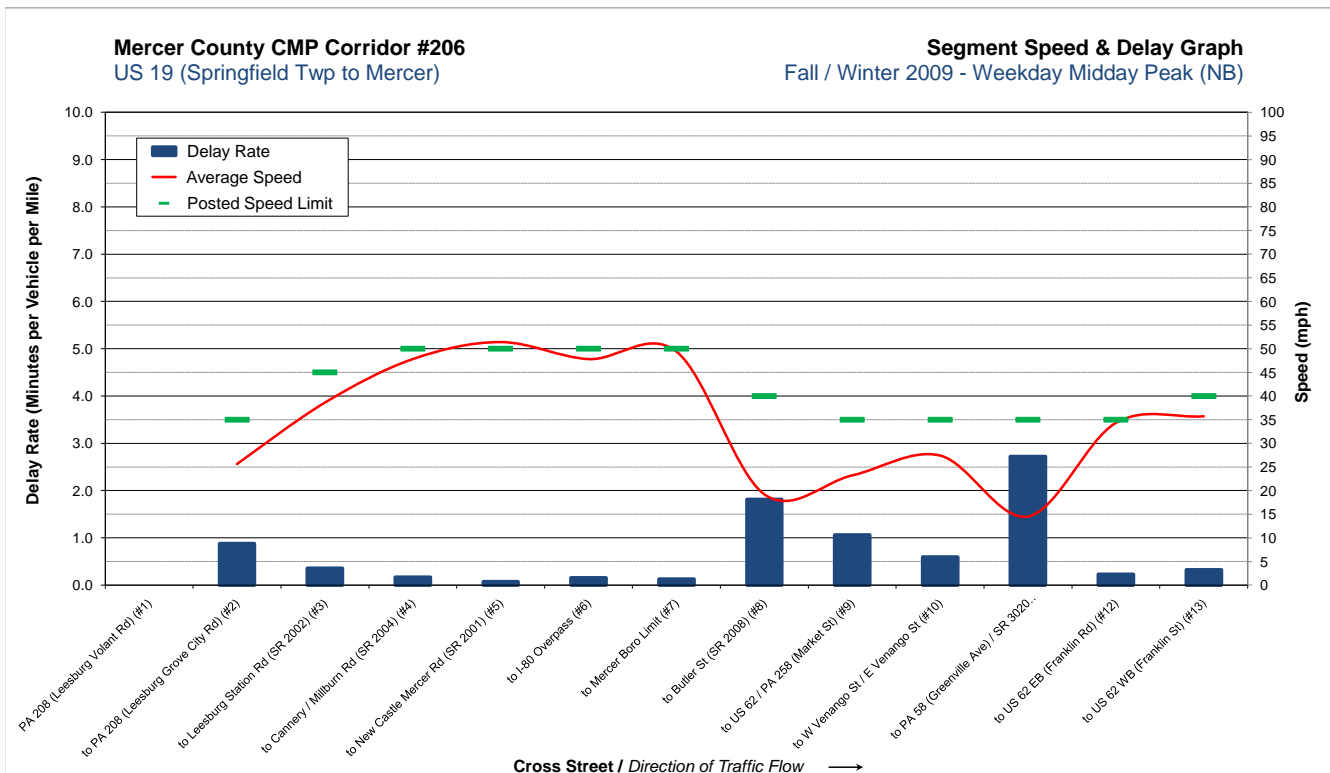
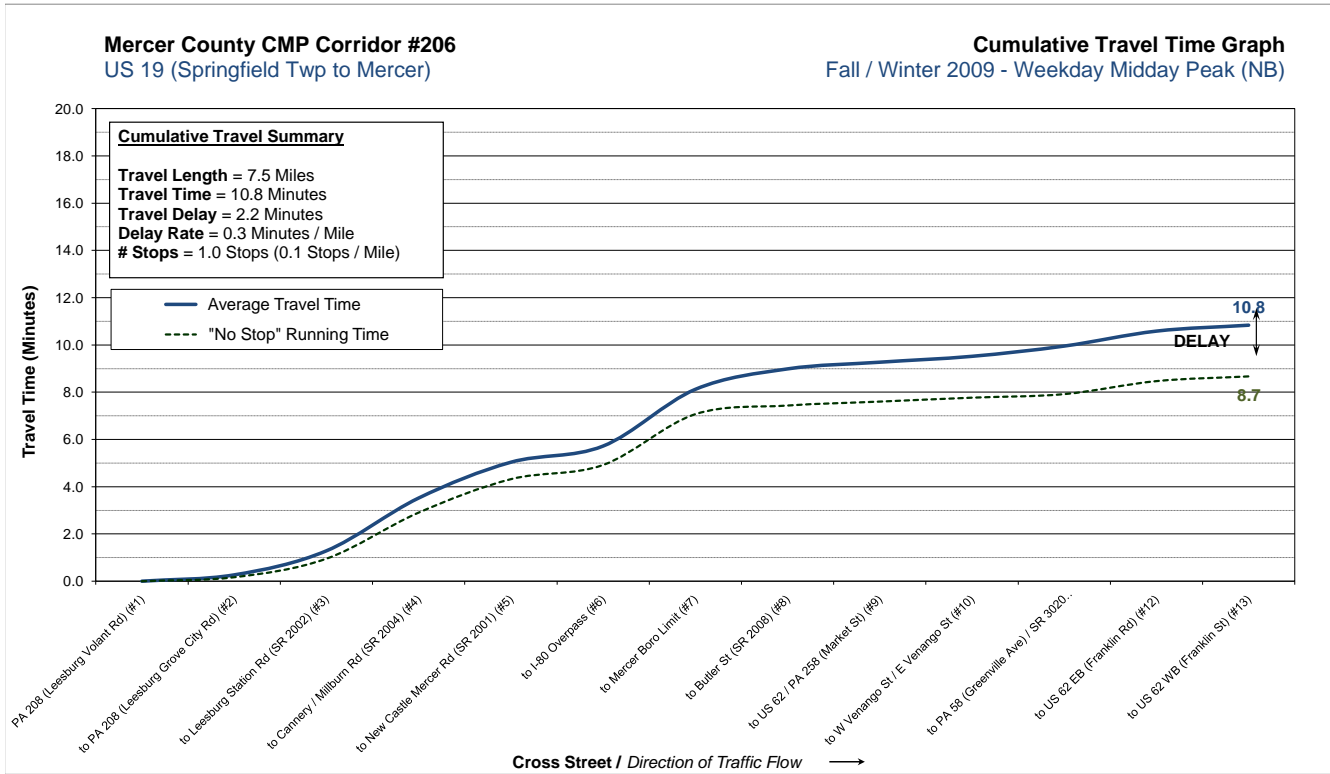
Intersection / Link Data			Travel Time (min)		Travel Length (mile)		Travel Delay (min)		Delay Rate (min / mile)		Running Time (min @ DS)		Running Time (min @ PLS)		Travel Speeds (mph)		Speed Limits (mph)		Stops (# of)	
Node	NID	Dir	TT _{avg}	CTT _{avg}	TL	CTL	Delay	CD	DPM	CDPM	RT	CRT	RT _{PLS}	CRT _{PLS}	AS	CAS	DS	PLS	Stops	CStops
PA 208 (Leesburg Volant Rd) (#1)	1	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 PA 208 (Leesburg Grove City Rd) (#2)	2	NB	0.3	0.3	0.1	0.1	0.1	0.1	0.9	0.9	0.2	0.2	0.2	0.2	26	26	40	35	0	0
to Leesburg Station Rd (SR 2002) (#3)	3	NB	1.0	1.3	0.7	0.8	0.2	0.3	0.4	0.4	0.8	1.0	0.9	1.1	39	36	50	45	0	0
to Cannery / Millburn Rd (SR 2004) (#4)	4	NB	2.2	3.5	1.8	2.5	0.3	0.6	0.2	0.2	2.0	2.9	2.1	3.2	48	43	55	50	0	0
to New Castle Mercer Rd (SR 2001) (#5)	5	NB	1.5	5.0	1.3	3.8	0.1	0.7	0.1	0.2	1.4	4.3	1.6	4.8	51	46	55	50	0	0
to I-80 Overpass (#6)	6	NB	0.7	5.7	0.5	4.4	0.1	0.8	0.2	0.2	0.6	4.9	0.7	5.4	48	46	55	50	0	0
to Mercer Boro Limit (#7)	7	NB	2.4	8.1	2.0	6.4	0.3	1.1	0.1	0.2	2.2	7.1	2.4	7.8	49	47	55	50	0	0
to Butler St (SR 2008) (#8)	8	NB	0.9	9.0	0.3	6.6	0.5	1.6	1.8	0.2	0.4	7.4	0.4	8.2	19	44	45	40	1	1
to US 62 / PA 258 (Market St) (#9)	9	NB	0.3	9.3	0.1	6.7	0.1	1.7	1.1	0.2	0.2	7.6	0.2	8.4	23	44	40	35	0	1
to W Venango St / E Venango St (#10)	10	NB	0.3	9.5	0.1	6.9	0.1	1.8	0.6	0.3	0.2	7.8	0.2	8.6	27	43	40	35	0	1
to PA 58 (Greenville Ave) / SR 3020 (North St) (#11)	11	NB	0.4	10.0	0.1	7.0	0.3	2.0	2.7	0.3	0.2	7.9	0.2	8.7	15	42	40	35	0	1
to US 62 EB (Franklin Rd) (#12)	12	NB	0.6	10.6	0.4	7.3	0.1	2.1	0.2	0.3	0.6	8.5	0.6	9.4	34	42	40	35	0	1
to US 62 WB (Franklin St) (#13)	13	NB	0.3	10.8	0.2	7.5	0.1	2.2	0.3	0.3	0.2	8.7	0.2	9.6	36	42	45	40	0	1
Corridor Average			10.8		7.5		2.2		0.3		8.7		9.6		41.5		Varies		1.0	

0.1 (stops/mi)



CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Average Data)

Corridor: #206 / US 19 (Springfield Twp to Mercer)
Direction: NB
Scenario: Weekday Midday Peak, Fall / Winter 2009





CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #206 / US 19 (Springfield Twp to Mercer)

Direction SB

Scenario: Weekday Midday 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 (feet)
- 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
US 62 WB (Franklin St) (#13)	13	SB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to US 62 EB (Franklin Rd) (#12)	12	SB	13	13	807	807	3	3	20	20	10	10	11	11	44	44	55	50	0	0
to PA 58 (Greenville Ave) / SR 3020 (North St) (#11)	11	SB	120	133	1,940	2,747	90	93	245	179	29	39	33	44	11	14	45	40	1	1
to W Venango St / E Venango St (#10)	10	SB	14	147	557	3,304	6	99	57	158	8	47	9	54	27	15	45	40	0	1
to US 62 / PA 258 (Market St) (#9)	9	SB	23	170	592	3,896	13	112	116	152	10	57	12	65	18	16	40	35	1	2
to Butler St (SR 2008) (#8)	8	SB	15	185	572	4,468	6	118	55	139	10	67	11	76	25	17	40	35	0	2
to Mercer Boro Limit (#7)	7	SB	31	216	1,427	5,895	7	125	26	112	24	91	28	104	31	19	40	35	0	2
to I-80 Overpass (#6)	6	SB	146	362	10,408	16,303	-12	113	-6	37	158	249	177	281	49	31	45	40	0	2
to New Castle Mercer Rd (SR 2001) (#5)	5	SB	45	407	2,870	19,173	10	123	18	34	36	285	39	321	43	32	55	50	0	2
to Cannery / Millburn Rd (SR 2004) (#4)	4	SB	91	498	6,849	26,022	6	129	5	26	85	370	93	414	52	36	55	50	0	2
to Leesburg Station Rd (SR 2002) (#3)	3	SB	121	619	9,385	35,407	5	134	3	20	117	487	128	542	53	39	55	50	0	2
to PA 208 (Leesburg Grove City Rd) (#2)	2	SB	49	668	3,438	38,845	7	141	11	19	43	530	47	589	48	40	55	50	0	2
to PA 208 (Leesburg Volant Rd) (#1)	1	SB	10	678	591	39,436	2	143	18	19	8	538	9	598	39	40	50	45	0	2
Corridor Average			678		39,436		143		19		538		598		39.6		Varies		2.0	

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
US 62 WB (Franklin St) (#13)	13	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 US 62 EB (Franklin Rd) (#12)	12	SB	0.2	0.2	0.2	0.2	0.1	0.1	0.3	0.3	0.2	0.2	0.2	0.2	44	44	55	50	0	0
to PA 58 (Greenville Ave) / SR 3020 (North St) (#11)	11	SB	2.0	2.2	0.4	0.5	1.5	1.6	4.1	3.0	0.5	0.7	0.6	0.7	11	14	45	40	1	1
to W Venango St / E Venango St (#10)	10	SB	0.2	2.5	0.1	0.6	0.1	1.7	0.9	2.6	0.1	0.8	0.2	0.9	27	15	45	40	0	1
to US 62 / PA 258 (Market St) (#9)	9	SB	0.4	2.8	0.1	0.7	0.2	1.9	1.9	2.5	0.2	1.0	0.2	1.1	18	16	40	35	1	2
to Butler St (SR 2008) (#8)	8	SB	0.3	3.1	0.1	0.8	0.1	2.0	0.9	2.3	0.2	1.1	0.2	1.3	25	17	40	35	0	2
to Mercer Boro Limit (#7)	7	SB	0.5	3.6	0.3	1.1	0.1	2.1	0.4	1.9	0.4	1.5	0.5	1.7	31	19	40	35	0	2
to I-80 Overpass (#6)	6	SB	2.4	6.0	2.0	3.1	0.0	2.1	0.0	0.7	2.6	4.2	3.0	4.7	49	31	45	40	0	2
to New Castle Mercer Rd (SR 2001) (#5)	5	SB	0.8	6.8	0.5	3.6	0.2	2.3	0.3	0.6	0.6	4.8	0.7	5.3	43	32	55	50	0	2
to Cannery / Millburn Rd (SR 2004) (#4)	4	SB	1.5	8.3	1.3	4.9	0.1	2.4	0.1	0.5	1.4	6.2	1.6	6.9	52	36	55	50	0	2
to Leesburg Station Rd (SR 2002) (#3)	3	SB	2.0	10.3	1.8	6.7	0.1	2.4	0.0	0.4	2.0	8.1	2.1	9.0	53	39	55	50	0	2
to PA 208 (Leesburg Grove City Rd) (#2)	2	SB	0.8	11.1	0.7	7.4	0.1	2.6	0.2	0.3	0.7	8.8	0.8	9.8	48	40	55	50	0	2
to PA 208 (Leesburg Volant Rd) (#1)	1	SB	0.2	11.3	0.1	7.5	0.0	2.6	0.3	0.3	0.1	9.0	0.1	10.0	39	40	50	45	0	2
Corridor Average			11.3		7.5		2.6		0.3		9.0		10.0		39.6		Varies		2.0	

0.3 (stops/mi)

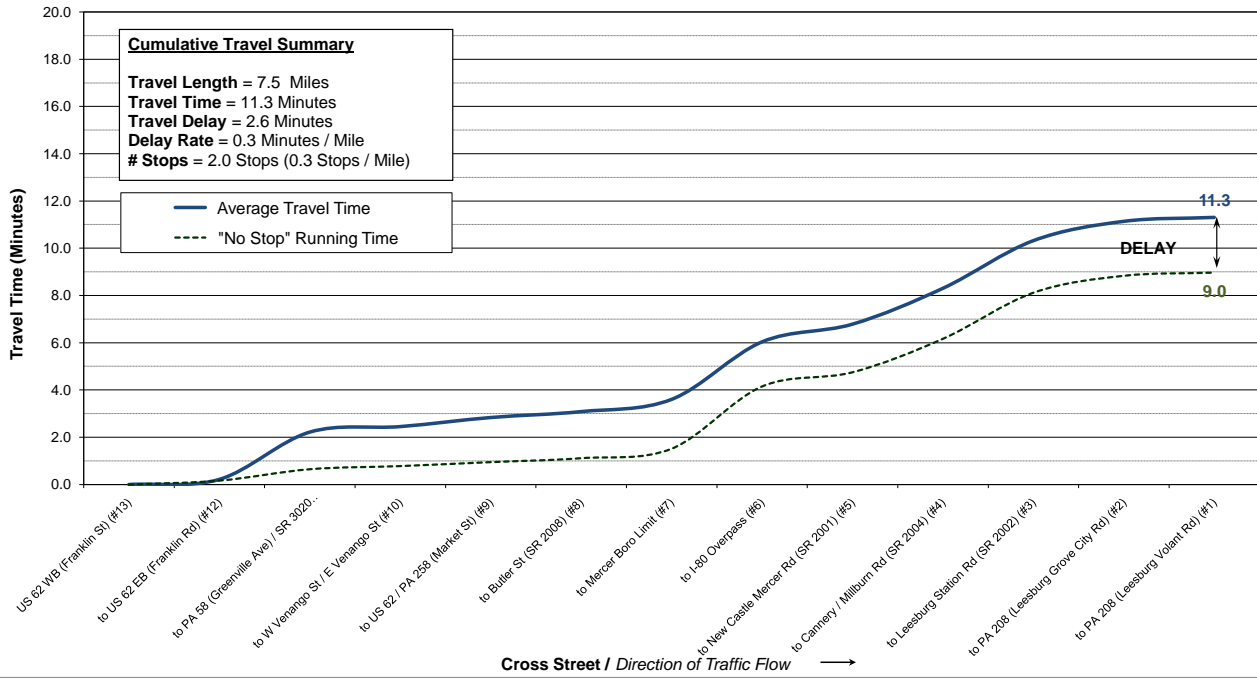


CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Average Data)

Corridor: #206 / US 19 (Springfield Twp to Mercer)
Direction: SB
Scenario: Weekday Midday Peak, Fall / Winter 2009

Mercer County CMP Corridor #206
US 19 (Springfield Twp to Mercer)

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



Mercer County CMP Corridor #206
US 19 (Springfield Twp to Mercer)

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

