



**Mercer County Regional Planning Commission**

*Mercer County  
Congestion Management Processes*

**PERFORMANCE MONITORING SUMMARY**

# **CMP Corridor #304**

*PA 208 (Springfield Township to Grove City)*

Data Date: Fall / Winter 2009

## PERFORMANCE MONITORING SUMMARY FOR:

<b>CORRIDOR #304</b>	<b>Data Date:</b>	<b>Fall / Winter 2009</b>
<b>PA 208</b>	<b>Limits:</b>	US 19 (Springfield Twp) to PA 58 / Main St. (Grove City Boro)
	<b>Length:</b>	7.5 Miles
	<b>Volume:</b>	Daily = 5,200-14,000 veh/day; Hourly = 470-1,540 veh/hr

### Applicable Type(s) of Congestion (✓)

✓	Commuter / Commercial Congestion	✓	Non-recurring Incident Congestion
✓	Town Center / Main Street Congestion	✓	Non-recurring Special Event Congestion
	School Congestion		Isolated Issues / Hot-Spots

### Performance Measures (per travel time data or field recon)

---	<b>PREVIOUS UPDATE</b> (none) Total Delay (veh-hr) and ( <i>County Rank</i> )	---	<b>PREVIOUS UPDATE</b> (none) Delay Rate (min / mi) and ( <i>County Rank</i> )
(n/a)		(n/a)	
<b>14</b>	<b>CURRENT UPDATE</b> (2009) Total Delay (veh-hr) and ( <i>County Rank</i> )	<b>0.2</b>	<b>CURRENT UPDATE</b> (2009) Delay Rate (min / mi) and ( <i>County Rank</i> )
<b>(17)</b>		<b>(18)</b>	
<b>11.4</b>	Travel Time (minutes)	<b>2.0</b>	Stops (#)
<b>1.5</b>	Delay (minutes)	<b>0.3</b>	Stop Rate (# / mi)
<b>14</b>	Delay Ratio (%)	<b>6</b>	Total Flagged Considerations (#)
<b>40</b>	Average Speed (mph)	<b>14</b>	Estimated Sidewalk Completion (%)

### Flagged Considerations (✓)

	National Highway System	✓	Tourism / Recreation / Special Events
	Transit		Community Concerns / Quality of Life
	Pedestrian	✓	Growth / Land Use / Economic Impacts
	Bicycle	✓	Roadway Infrastructure (or related)
✓	Truck Freight	✓	Traffic Operations (or related)
	Rail Freight		Access / Access Control
✓	Incident Management		Safety or Crash Activity

### Adjacent Land Uses (% of corridor length based on segment-level occurrences)

<b>93%</b>	Residential	<b>44%</b>	Religious / Church / Cemetery
<b>27%</b>	Business / Commercial	<b>8%</b>	Health / Medical / Emergency Services
<b>48%</b>	Industrial / Manufacturing	<b>13%</b>	Government / Institutional
	Educational		Other:

### Context Description

PA 208 is a mostly 2-lane “community arterial” (1-lane in each direction) with the exception of a 4-6 lane section (2-lanes in each direction, plus turn-lanes) in the vicinity of the I-79 interchange and Prime Outlets site. Its context varies and includes “rural places” west and east of the interchange, “suburban corridor” near the outlets and the interchange, and “town / village neighborhood” and “town center” as it approaches Grove City. Speed limits also vary from 45 mph in the rural section, to 35 mph near the interchange, to 25 mph near Grove City.

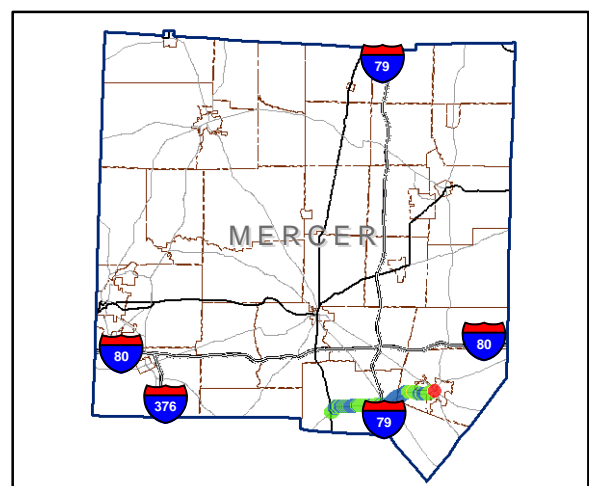
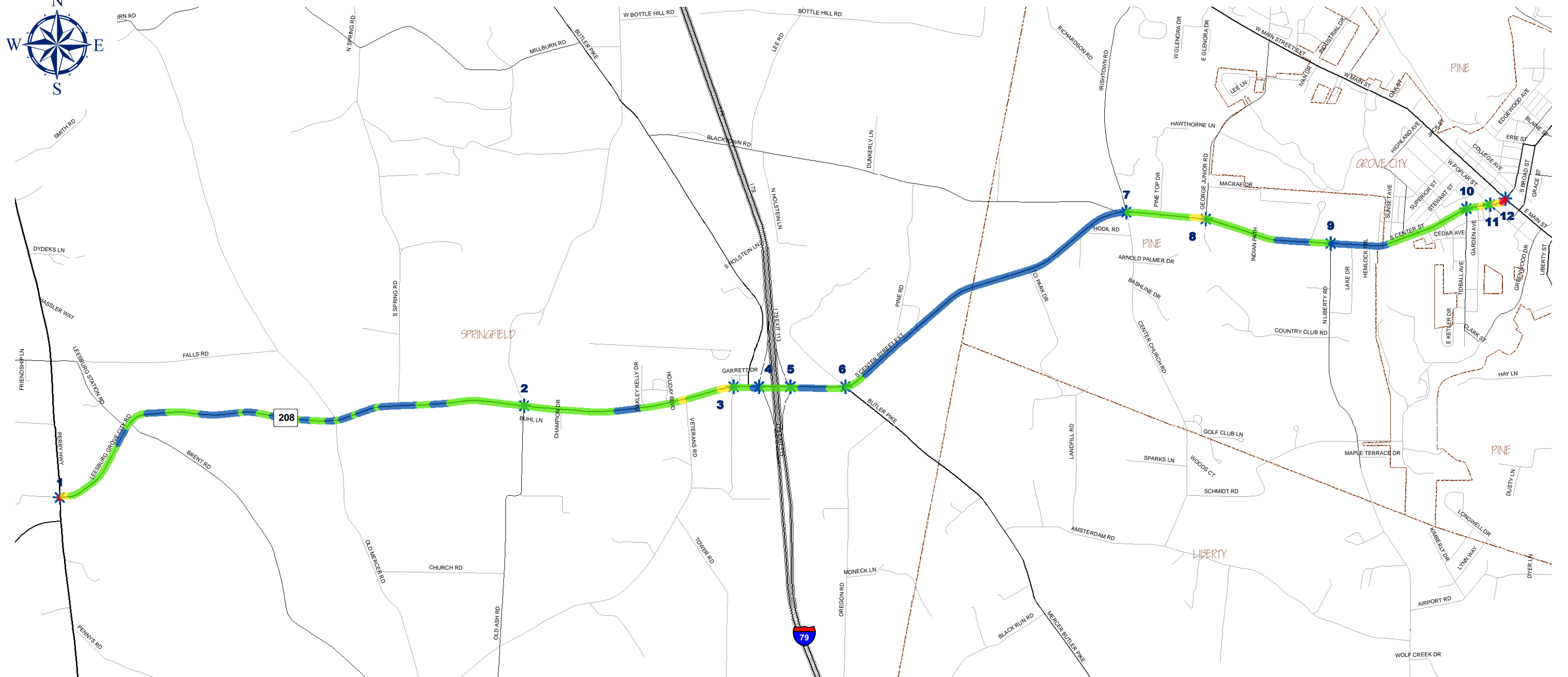
Recurring congestion is minimal throughout most of the corridor, except for pockets of activity near the outlets and the interchange, as well as the east end of the corridor within Grove City. The busiest travel periods likely coincide with a typical weekday PM peak, although various “special event” peaks may also occur due to shopping at the Prime Outlets site and possibly due to school activities nearer Grove City College.

### Other Highlights

- Special event peaks due to Prime Outlets or Grove City College.
- PA 208 serves as multiple detour routes for I-79 and I-80.
- Potential truck traffic increase if a TCI landfill site is re-opened between I-79 and Grove City.
- Possible isolated hot-spots:
  - Congestion, queues, & cycle failures at the corridor’s east limit at PA 58.

### Change Since Previous

- No change – data contained herein represents baseline conditions for Fall/Winter 2009 as defined during the CMP’s initial corridor assessments.
- Strategy Potential – An initial “Wish List” of Congestion Management Strategies has yet to be determined for this corridor.



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

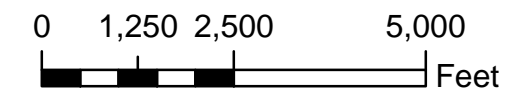
**LEGEND**

**Speed-Based Congestion Estimate**

- Slowed / Stopped (Significant Congestion)
- Slowed (Moderate Congestion)
- Free-Flowing (Minimal Congestion)
- Free-Flowing (No Congestion)

**Corridor Nodes, PA 208 @:**

- \* 1, US 19, Perry Hwy
- \* 2, Old Ash Rd (SR 2003)
- \* 3, Garrett Dr, Prime Outlets
- \* 4, I-79 SB Ramps (SR 8001)
- \* 5, I-79 NB Ramps (SR 8001)
- \* 6, PA 258, Butler Pk
- \* 7, Irishtown Rd (SR 2005)
- \* 8, George Jr Rd, Old Barmore Ln
- \* 9, N Liberty Rd
- \* 10, Tidball Ave
- \* 11, W Poplar St
- \* 12, PA 58, W Main St



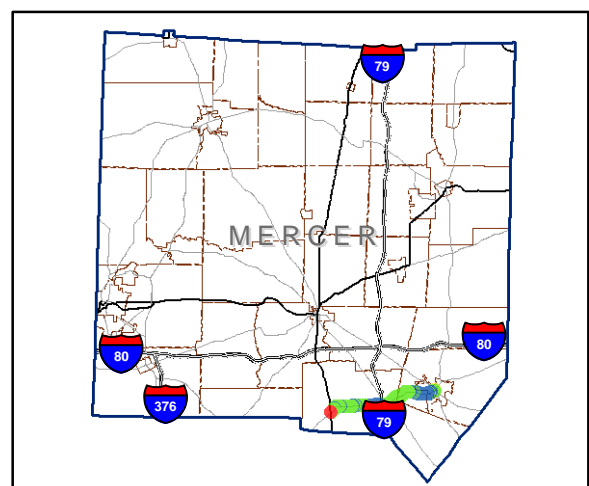
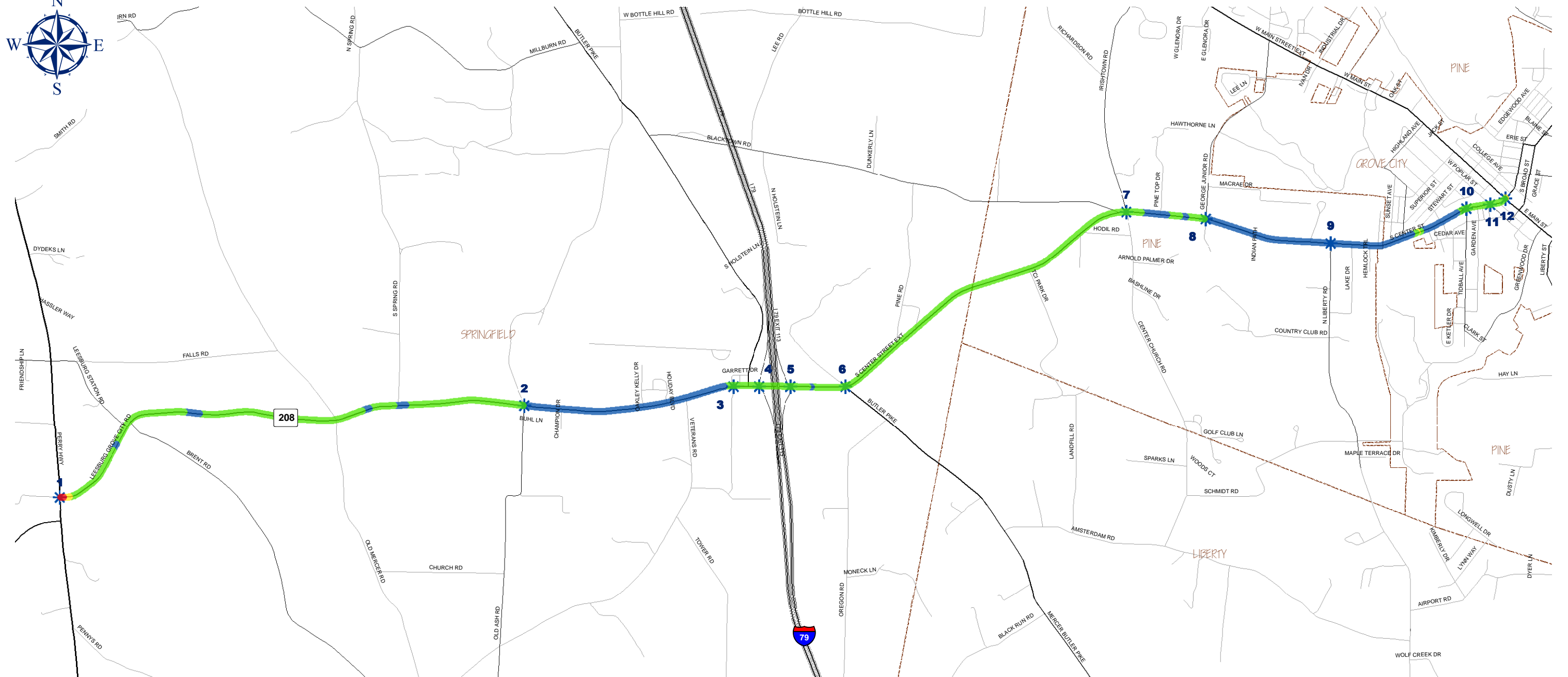
**Mercer County CMP**

**PA 208 (Springfield Twp to Grove City)**

Speed Display Diagram for  
Typical Weekday PM Peak (EB)

Mercer County Regional Planning Commission  
MCRPC *Planning for Livable Communities*

Corridor #304  
Revised 04/27/10



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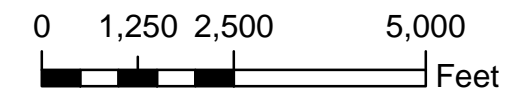
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