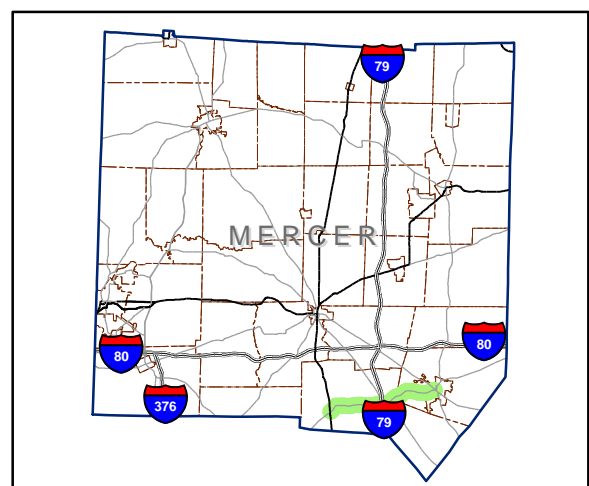
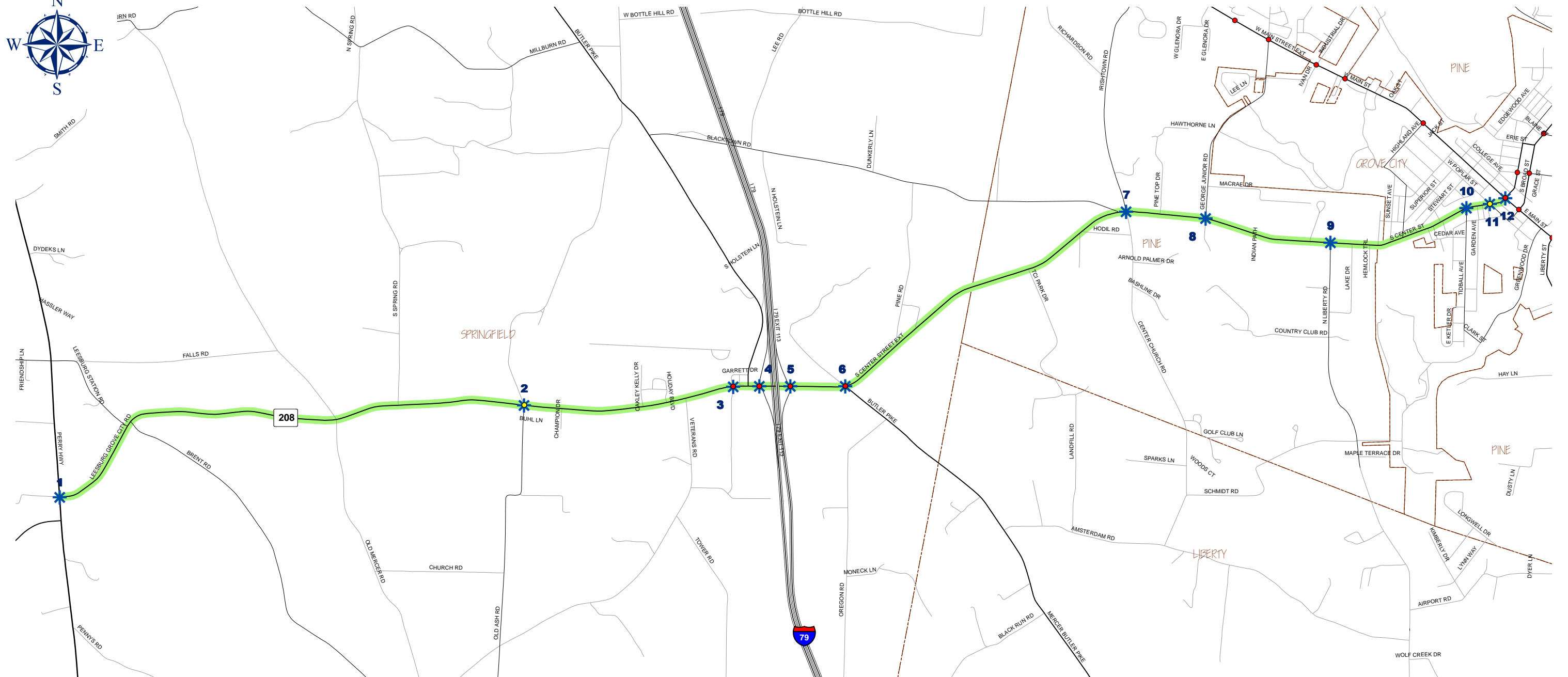




PERFORMANCE MONITORING DETAILS

CMP Corridor #304

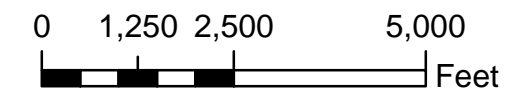
- Corridor / Node Map
- Field Reconnaissance Worksheet
- Travel Time Summary (Corridor Overview)
- Travel Time Summary (Average Data / Direction 1 at Peak)
- Travel Time Summary (Average Data / Direction 2 at Peak)



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

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

- 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)
CMP Corridor / Node Map

Mercer County Regional Planning Commission *Planning for Livable Communities*

Corridor #304
Revised 04/27/10



SECTION 1: ROUTE IDENTIFICATION

A	CMP Identification #:	#304
B	Route (General Area):	PA 208 (Springfield Twp to Grove City)
C	Specific Limit 1 (South / West):	US 19 (Springfield Twp)
D	Specific Limit 2 (North / East):	PA 58 / Main St (Grove City)
E	Affected Municipalities:	Springfield, Pine, Grove City
F	Total Corridor Length (Miles):	7.5
G	Federal Functional Class:	Minor Arterial
H	PennDOT Traffic Pattern Group:	TPG 5 (Urban - Minor Arterials, Collectors, Local Roads) and TPG 7 - (Central Rural Minor Arterials)
I	Typical # of Travel Lanes:	Typically 2-Lanes (1 EB + 1 WB) with a 5/6-Lane section near the I-79 interchange & Prime Outlets
J	Typical Posted Speed Limit(s):	35-45 mph Springfield to Pine; 25-35 mph through Grove City

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"/>	Pending TCI Landfill proposal (see Section 7 for details)
D	Emergency Detour	<input checked="" type="checkbox"/>	I-80 Orange Detour (Mercer to Grove City); I-79 Blue Detour (Slippery Rock to Grove City); I-79 Red Detour (Grove City to I-80); I-79 / I-80 Black Detour (I-79 / I-80 Interchange)
E	Tourism / Recreation / Special Events	<input checked="" type="checkbox"/>	Shopping at Prime Outlets; access to/from I-79 for Grove City College
F	Community Concerns	<input type="checkbox"/>	
G	Growth Corridor	<input checked="" type="checkbox"/>	Several vacant parcels located throughout corridor, particularly between US 19 and I-79.
H	Other:	<input type="checkbox"/>	
I	Other:	<input type="checkbox"/>	



SECTION 3: ISSUES OR CONCERNS (RECURRING CONGESTION)

A	Roadway Capacity	<input checked="" type="checkbox"/>	Potential for peak hour congestion in vicinity of Grove City.
B	Roadway Bottlenecks	<input checked="" type="checkbox"/>	Narrow lanes and tight turning radii at Node #12 (PA 58) where one-way pair begins
C	Signalized Intersection Operations	<input checked="" type="checkbox"/>	Cycle failures noted at Node #12 (PA 58) for PA 208 approaches
D	Unsignalized Intersection Operations	<input type="checkbox"/>	
E	Access or Access Control	<input type="checkbox"/>	
F	Existing or Future Development	<input checked="" type="checkbox"/>	Regular traffic to/from Prime Outlets (Node #3)
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 checked="" type="checkbox"/>	Emergency detour route for I-79 and I-80
C	Special Events	<input checked="" type="checkbox"/>	Shopping events for Prime Outlets; Special events / sporting events for Grove City College
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:	<input type="checkbox"/>	
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		
1	US 19, Perry Hwy	SSSC																				
			2.4	45	1	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	3	
2	Old Ash Rd (SR 2003)	SSSC																				
			1.0	45	1	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	3	
3	Garrett Dr / Prime Outlets	Actuated																				
			0.1	35	2	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		3	3	
4	SR 8001 (I-79 SB Ramps)	Actuated																				
			0.1	35	2	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		3	3	
5	SR 8001 (I-79 NB Ramps)	Actuated																				
			0.3	35	2	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		3	3	
6	PA 258 (Butler Pk)	Actuated																				
			1.6	35-45	1	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	3	
7	Irishtown Rd (SR 2005)	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)



SECTION 7: ADDITIONAL FIELD OBSERVATIONS, COMMENTS, OR CONCERNS

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

- Access to Grove City Airport near Prime Outlets.
- Congestion in downtown Grove City area with moderate queuing at Node #'s 11 & 12, and observed cycle failures at Node #12 .
- Heavy vehicles observed in the corridor caused travel-friction and slow downs for nearby vehicles.
- A few passing zones on the rural parts of the corridor.
- As of November 2009, there is a pending proposal from Tri-County Industries (TCI) to Springfield Twp to potentially re-open a landfill located between Nodes 6 and 7 with access to PA 208 via TCI Park Drive. Preliminary reports claim 600 new truck trips per day if the site is approved.



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

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

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



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

Photo # / Description:

EB segment 1-2; typical rural 2-lane corridor

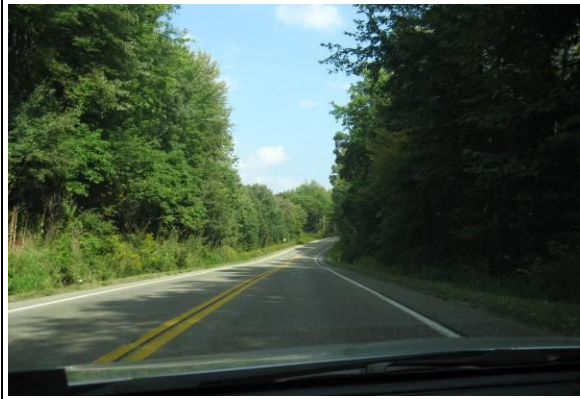


Photo # / Description:

EB approach to Node 3, Prime Outlets area



Photo # / Description:

EB Approach segment 5-6, east of I-79



Photo # / Description:

WB segment 10-9, west of Grove City



Photo # / Description:

WB segment 8-7, west of Grove City



Photo # / Description:

WB segment 5-4 over I-79





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: #304 / PA 208 (Springfield Twp to Grove City)
Direction: Both
Scenario: Fall / Winter 2009

Corridor Summary by Peak / by Direction:

Corridor Description				Travel Time & Delay					Speed & Stops		
Roadway	Direction (Peak)	Length (Miles)	Running Time (Min)	Travel Time (Min)	Delay (Min)	Delay Rate (Min / Mile)	Delay Ratio (%)	Total Delay (veh-hr)	Avg Speed (mph)	Stops (#)	Stop Rate (# / Mile)
PA 208	EB (AM)										
	EB (Midday)										
	EB (PM)	7.5	9.9	11.4	1.5	0.2	14%	11	40	2.0	0.3
PA 208	WB (AM)										
	WB (Midday)										
	WB (PM)	7.5	10.5	10.6	0.8	0.1	7%	4	43	1.0	0.1

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

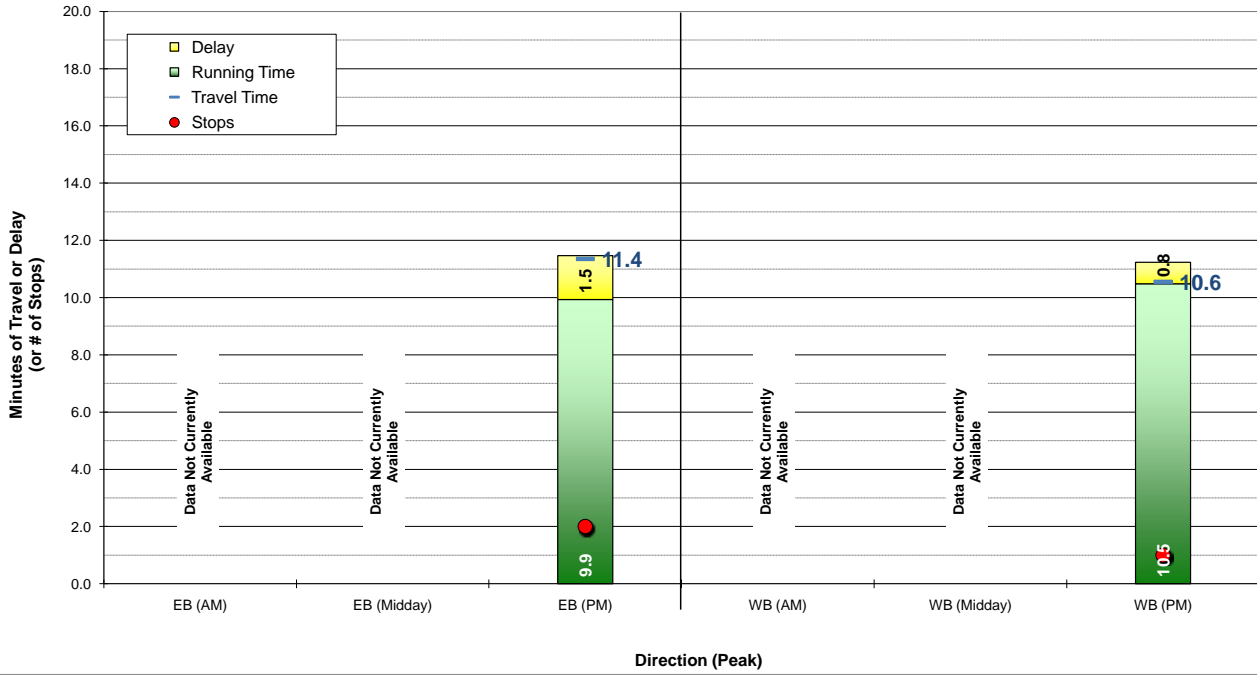
"Typical" Peak Period = Weekday PM Peak
 Segment ADT Estimates = 5,200 to 14,000 (veh / day; bi-directional total)
 Segment Peak Hour Volume Estimates = 470 to 1,540 (veh / hr; bi-directional total)

Segment Description				Travel Time & Delay					Speed & Stops		
GIS Segment ID	Limit 1	Limit 2	Length (Min)	Travel Time (Min)	Delay (Min)	Delay Rate (Min / Mile)	Delay Ratio (%)	Total Delay (veh-hr)	Avg Speed (mph)	Posted Speed (mph)	Stops (#)
304,001,002	US 19	Old Ash	2.44	3.4	0.4	0.2	13%	2	43	45	1.0
304,002,003	Old Ash	Outlets	1.02	1.6	0.4	0.4	23%	2	39	35	0.5
304,003,004	Outlets	I-79 SB	0.13	0.2	0.0	0.1	8%	0	37	35	0.0
304,004,005	I-79 SB	I-79 NB	0.14	0.3	0.1	0.3	19%	1	34	35	0.0
304,005,006	I-79 NB	PA 258	0.27	0.4	0.0	0.1	7%	0	40	35	0.0
304,006,007	PA 258	Irishtown	1.61	2.1	0.2	0.1	10%	2	45	40	0.0
304,007,008	Irishtown	George Jr	0.38	0.6	0.2	0.5	28%	2	38	40	0.5
304,008,009	George Jr	Liberty	0.61	0.9	0.0	0.1	5%	0	43	30	0.0
304,009,010	Liberty	Tidball	0.68	1.2	0.0	0.0	1%	0	34	25	0.0
304,010,011	Tidball	Poplar	0.12	0.3	0.1	0.9	32%	1	23	25	0.0
304,011,012	Poplar	PA 58	0.08	0.8	0.6	7.9	81%	5	6	25	1.0
Corridor Summary	US 19	PA 58	7.5	11.4	1.5	0.2	14%	14	40	45	2.0



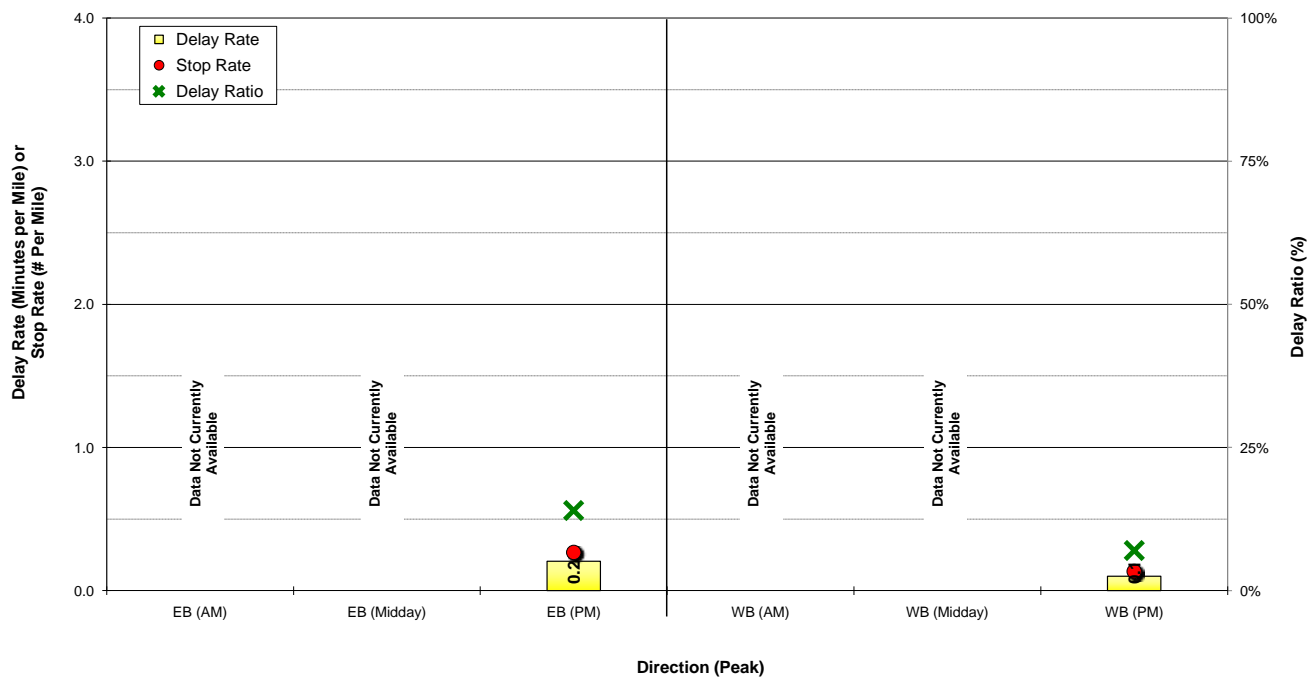
Mercer County CMP Corridor #304
PA 208 (Springfield Twp to Grove City)

Cumulative Summary / Peak Comparison Graph
Fall / Winter 2009



Mercer County CMP Corridor #304
PA 208 (Springfield Twp to Grove City)

Rate Summary / Peak Comparison Graph
Fall / Winter 2009





CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #304 / PA 208 (Springfield Twp to Grove City)
Direction: EB
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
US 19 (Perry Hwy) (#1)	1	EB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to SR 2003 (Old Ash Rd) (#2)	2	EB	183	183	12,855	12,855	8	8	3	3	175	175	195	195	48	48	50	45	0	0
to Garret Dr / Prime Outlets (#3)	3	EB	95	278	5,382	18,236	22	30	22	9	73	248	82	276	39	45	50	45	1	1
to SR 8001 (I-79 SB Ramps) (#4)	4	EB	13	291	675	18,911	1	31	4	9	12	260	13	289	38	44	40	35	0	1
to SR 8001 (I-79 NB Ramps) (#5)	5	EB	16	307	760	19,670	3	34	21	9	13	273	15	304	34	44	40	35	0	1
to PA 258 (Butler Pk) (#6)	6	EB	25	331	1,422	21,092	1	34	2	9	24	297	28	332	40	44	40	35	0	1
to SR 2005 (Irishtown Rd) (#7)	7	EB	122	453	8,494	29,586	-8	27	-5	5	129	426	145	477	48	45	45	40	0	1
to George Jr Rd / Old Barmore Ln (#8)	8	EB	38	491	2,016	31,602	11	37	28	6	27	453	31	507	38	44	50	45	1	1
to N Liberty Rd (#9)	9	EB	52	542	3,246	34,847	3	40	4	6	49	502	55	563	43	44	45	40	0	1
to Tidball Ave (#10)	10	EB	72	614	3,616	38,463	1	41	1	6	70	572	82	645	34	43	35	30	0	1
to W Poplar St (#11)	11	EB	21	635	611	39,074	7	47	56	6	14	586	17	661	23	42	30	25	0	1
to PA 58 (#12)	12	EB	47	681	420	39,494	38	85	471	11	10	596	11	673	6	40	30	25	1	2
Corridor Average			681		39,494		85		11		596		673		39.7		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 19 (Perry Hwy) (#1)	1	EB	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 SR 2003 (Old Ash Rd) (#2)	2	EB	3.1	3.1	2.4	2.4	0.1	0.1	0.1	0.1	2.9	2.9	3.2	3.2	48	48	50	45	0	0
to Garret Dr / Prime Outlets (#3)	3	EB	1.6	4.6	1.0	3.5	0.4	0.5	0.4	0.1	1.2	4.1	1.4	4.6	39	45	50	45	1	1
to SR 8001 (I-79 SB Ramps) (#4)	4	EB	0.2	4.8	0.1	3.6	0.0	0.5	0.1	0.1	0.2	4.3	0.2	4.8	38	44	40	35	0	1
to SR 8001 (I-79 NB Ramps) (#5)	5	EB	0.3	5.1	0.1	3.7	0.1	0.6	0.3	0.1	0.2	4.6	0.2	5.1	34	44	40	35	0	1
to PA 258 (Butler Pk) (#6)	6	EB	0.4	5.5	0.3	4.0	0.0	0.6	0.0	0.1	0.4	5.0	0.5	5.5	40	44	40	35	0	1
to SR 2005 (Irishtown Rd) (#7)	7	EB	2.0	7.5	1.6	5.6	0.0	0.6	0.0	0.1	2.2	7.1	2.4	7.9	48	45	45	40	0	1
to George Jr Rd / Old Barmore Ln (#8)	8	EB	0.6	8.2	0.4	6.0	0.2	0.7	0.5	0.1	0.5	7.6	0.5	8.5	38	44	50	45	1	1
to N Liberty Rd (#9)	9	EB	0.9	9.0	0.6	6.6	0.0	0.8	0.1	0.1	0.8	8.4	0.9	9.4	43	44	45	40	0	1
to Tidball Ave (#10)	10	EB	1.2	10.2	0.7	7.3	0.0	0.8	0.0	0.1	1.2	9.5	1.4	10.7	34	43	35	30	0	1
to W Poplar St (#11)	11	EB	0.3	10.6	0.1	7.4	0.1	0.9	0.9	0.1	0.2	9.8	0.3	11.0	23	42	30	25	0	1
to PA 58 (#12)	12	EB	0.8	11.4	0.1	7.5	0.6	1.5	7.9	0.2	0.2	9.9	0.2	11.2	6	40	30	25	1	2
Corridor Average			11.4		7.5		1.5		0.2		9.9		11.2		39.7		Varies		2.0	

0.3 (stops/mi)

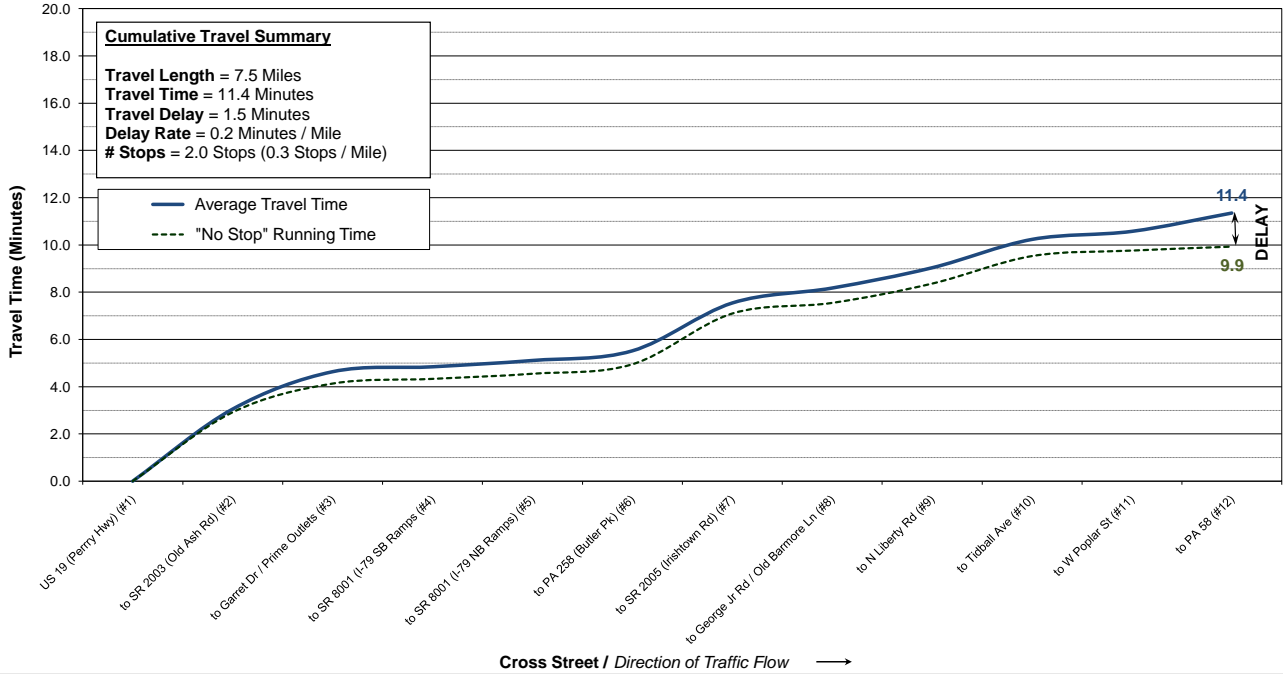


CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Average Data)

Corridor: #304 / PA 208 (Springfield Twp to Grove City)
Direction: EB
Scenario: Weekday PM Peak, Fall / Winter 2009

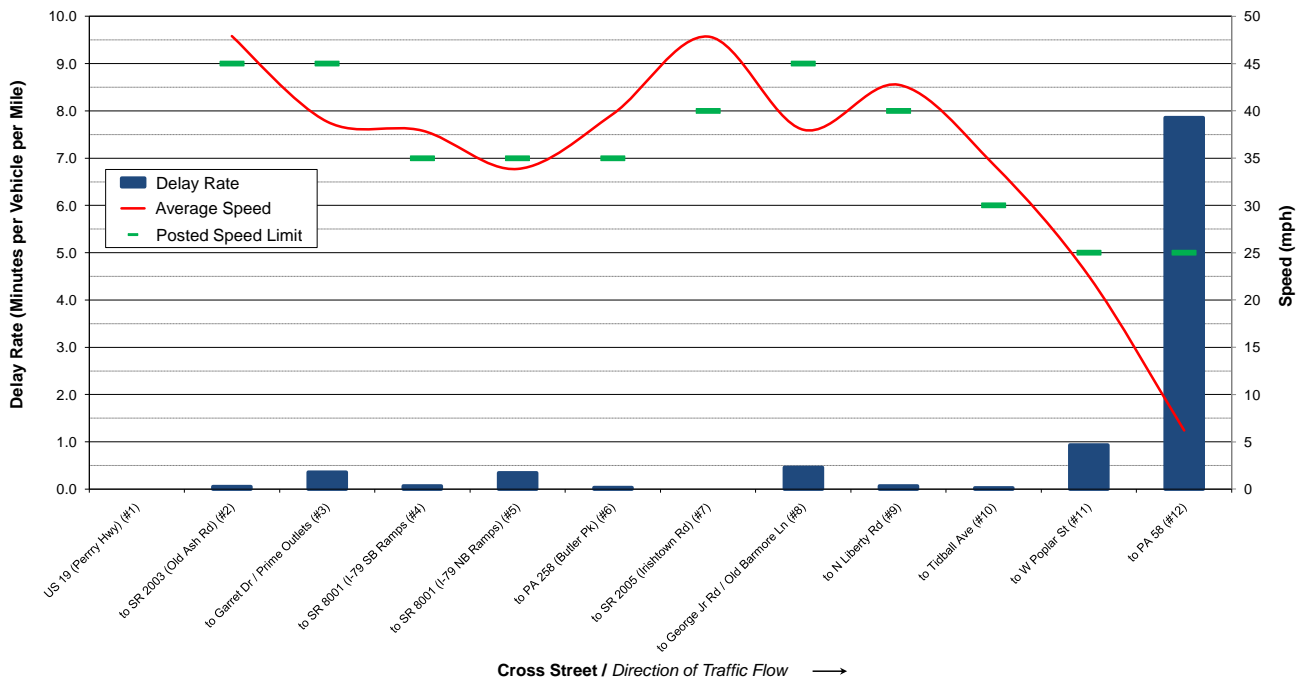
Mercer County CMP Corridor #304
PA 208 (Springfield Twp to Grove City)

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



Mercer County CMP Corridor #304
PA 208 (Springfield Twp to Grove City)

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





CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #304 / PA 208 (Springfield Twp to Grove City)

Direction WB

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 58 (#12)	12	WB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to W Poplar St (#11)	11	WB	12	12	432	432	2	2	24	24	10	10	12	12	25	25	30	25	0	0
to Tidball Ave (#10)	10	WB	15	27	612	1,044	1	3	9	15	14	24	17	28	28	27	30	25	0	0
to N Liberty Rd (#9)	9	WB	69	95	3,610	4,654	-14	-11	-20	-12	82	106	98	127	36	33	30	25	0	0
to George Jr Rd / Old Barmore Ln (#8)	8	WB	47	142	3,245	7,899	-17	-27	-27	-18	63	169	74	201	48	38	35	30	0	0
to SR 2005 (Irishtown Rd) (#7)	7	WB	31	173	2,011	9,909	0	-27	0	-14	31	200	34	235	45	39	45	40	0	0
to PA 258 (Butler Pk) (#6)	6	WB	129	301	8,486	18,395	13	-15	8	-4	116	316	129	364	45	42	50	45	0	0
to SR 8001 (I-79 NB Ramps) (#5)	5	WB	23	324	1,414	19,809	2	-13	6	-3	21	337	24	388	42	42	45	40	0	0
to SR 8001 (I-79 SB Ramps) (#4)	4	WB	14	338	759	20,567	1	-12	7	-3	13	350	15	402	37	42	40	35	0	0
to Garret Dr / Prime Outlets (#3)	3	WB	13	351	677	21,244	1	-11	8	-3	12	362	13	416	37	41	40	35	0	0
to SR 2003 (Old Ash Rd) (#2)	2	WB	81	431	5,358	26,602	-11	-22	-10	-4	92	454	104	520	45	42	40	35	0	0
to US 19 (Perry Highway) (#1)	1	WB	202	633	12,862	39,463	26	5	11	1	175	629	195	715	43	43	50	45	1	1
Corridor Average			633		39,463		5		1		629		715		42.5		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 58 (#12)	12	WB	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 W Poplar St (#11)	11	WB	0.2	0.2	0.1	0.1	0.0	0.0	0.4	0.4	0.2	0.2	0.2	0.2	25	25	30	25	0	0
to Tidball Ave (#10)	10	WB	0.3	0.4	0.1	0.2	0.0	0.1	0.1	0.3	0.2	0.4	0.3	0.5	28	27	30	25	0	0
to N Liberty Rd (#9)	9	WB	1.1	1.6	0.7	0.9	0.0	0.1	0.0	0.1	1.4	1.8	1.6	2.1	36	33	30	25	0	0
to George Jr Rd / Old Barmore Ln (#8)	8	WB	0.8	2.4	0.6	1.5	0.0	0.1	0.0	0.0	1.1	2.8	1.2	3.3	48	38	35	30	0	0
to SR 2005 (Irishtown Rd) (#7)	7	WB	0.5	2.9	0.4	1.9	0.0	0.1	0.0	0.0	0.5	3.3	0.6	3.9	45	39	45	40	0	0
to PA 258 (Butler Pk) (#6)	6	WB	2.1	5.0	1.6	3.5	0.2	0.3	0.1	0.1	1.9	5.3	2.1	6.1	45	42	50	45	0	0
to SR 8001 (I-79 NB Ramps) (#5)	5	WB	0.4	5.4	0.3	3.8	0.0	0.3	0.1	0.1	0.4	5.6	0.4	6.5	42	42	45	40	0	0
to SR 8001 (I-79 SB Ramps) (#4)	4	WB	0.2	5.6	0.1	3.9	0.0	0.3	0.1	0.1	0.2	5.8	0.2	6.7	37	42	40	35	0	0
to Garret Dr / Prime Outlets (#3)	3	WB	0.2	5.8	0.1	4.0	0.0	0.3	0.1	0.1	0.2	6.0	0.2	6.9	37	41	40	35	0	0
to SR 2003 (Old Ash Rd) (#2)	2	WB	1.3	7.2	1.0	5.0	0.0	0.3	0.0	0.1	1.5	7.6	1.7	8.7	45	42	40	35	0	0
to US 19 (Perry Highway) (#1)	1	WB	3.4	10.6	2.4	7.5	0.4	0.8	0.2	0.1	2.9	10.5	3.2	11.9	43	43	50	45	1	1
Corridor Average			10.6		7.5		0.8		0.1		10.5		11.9		42.5		Varies		1.0	

0.1 (stops/mi)

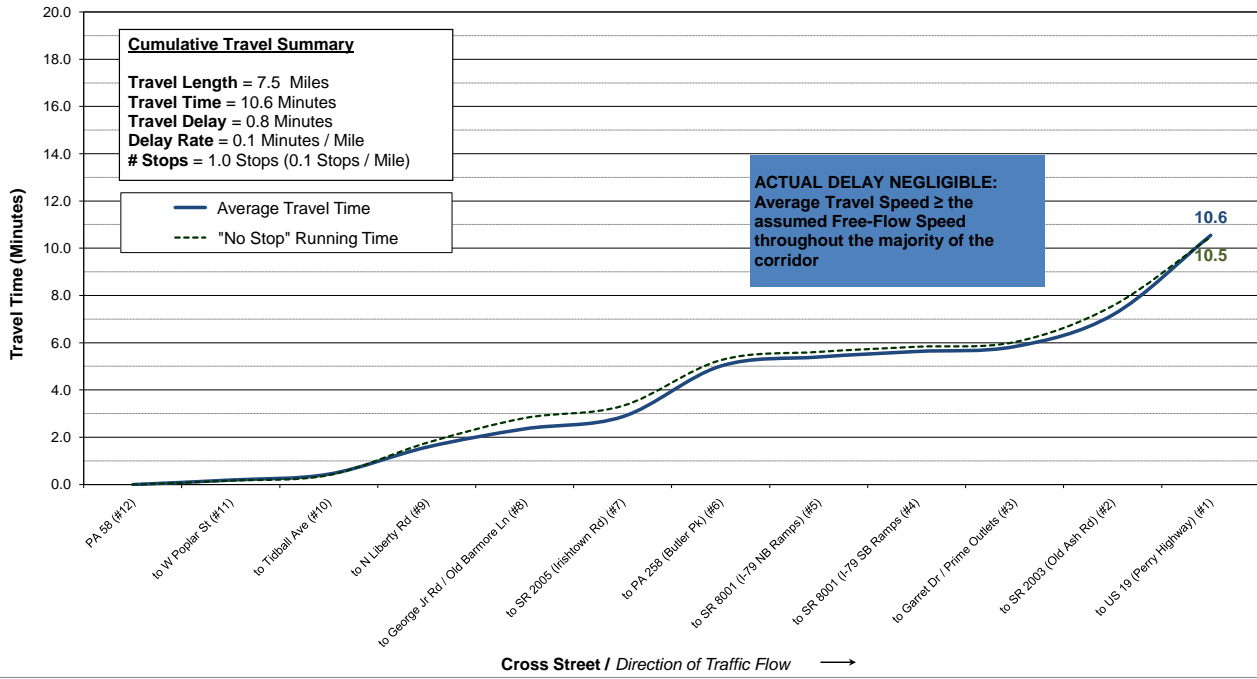


CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Average Data)

Corridor: #304 / PA 208 (Springfield Twp to Grove City)
Direction: WB
Scenario: Weekday PM Peak, Fall / Winter 2009

Mercer County CMP Corridor #304
PA 208 (Springfield Twp to Grove City)

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



Mercer County CMP Corridor #304
PA 208 (Springfield Twp to Grove City)

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

