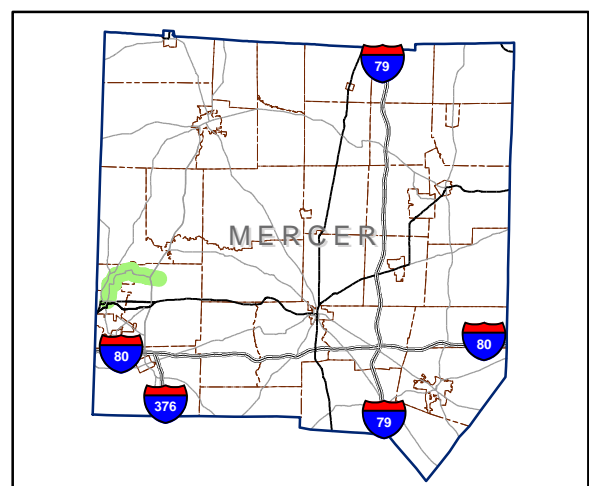
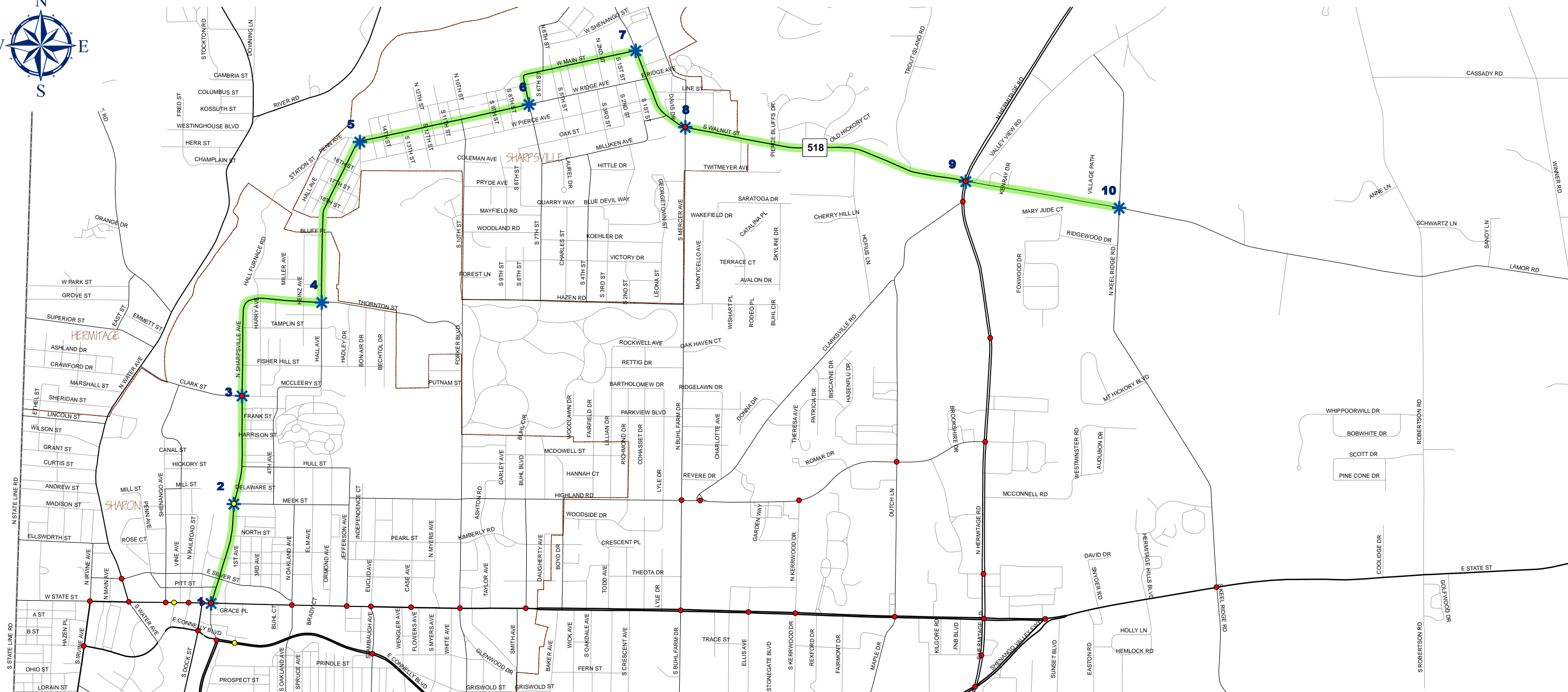


PERFORMANCE MONITORING DETAILS**CMP Corridor #403**

- 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)



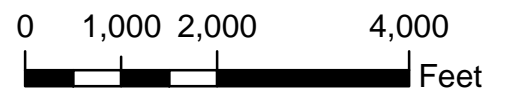
Detail 1 - County Location (N.T.S.)

LEGEND

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

Corridor Nodes, PA 518 / SR 3020 @:

- 1, E State St (SR 3008)
- 2, Meek St
- 3, Clark St (SR 3012)
- 4, Hall Ave, Thornton St
- 5, Penn Ave, 15th St
- 6, 7th St (SR 3023)
- 7, Walnut St (SR 3018)
- 8, Mercer Ave (SR 3025)
- 9, PA 18, N Hermitage Rd
- 10, N Keel Ridge Rd (SR 3011)



Mercer County CMP

PA 518 & SR 3020 (Lamor Rd)
CMP Corridor / Node Map

Mercer County Regional Planning Commission
Planning for Livable Communities

Corridor #403
Revised 04/27/10



SECTION 1: ROUTE IDENTIFICATION

A	CMP Identification #:	#403
B	Route (General Area):	PA 518 & SR 3020 (Sharpsville Ave / Lamor Rd) (Through Sharpsville)
C	Specific Limit 1 (South / West):	SR 3008 / E State St (City of Sharon)
D	Specific Limit 2 (North / East):	SR 3011 / N Keel Ridge Rd (City of Hermitage)
E	Affected Municipalities:	Sharon, Sharpsville, Hermitage
F	Total Corridor Length (Miles):	5.3
G	Federal Functional Class:	Minor Arterial
H	PennDOT Traffic Pattern Group:	TPG 5 (Urban - Minor Arterials, Collectors, Local Roads)
I	Typical # of Travel Lanes:	2-Lane (1 NB + 1 SB)
J	Typical Posted Speed Limit(s):	25 mph through Sharon; 35-45 mph through Sharpsville & Hermitage

SECTION 2: SPECIAL USES OR CONSIDERATIONS

A	Transit	<input checked="" type="checkbox"/>	SVSS Northern Route
B	Pedestrian / Bicycle	<input checked="" type="checkbox"/>	Residential activities through Sharpsville
C	Heavy Freight (Truck / Rail)	<input checked="" type="checkbox"/>	Railroad parallels PA 518; Winner Steel, Wheatland Tube, and other industrial / trucking access
D	Emergency Detour	<input type="checkbox"/>	
E	Tourism / Recreation / Special Events	<input type="checkbox"/>	
F	Community Concerns	<input checked="" type="checkbox"/>	Residential areas through portions of Sharon and Sharpsville
G	Growth Corridor	<input type="checkbox"/>	
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 at Node 9 (PA 18 / Lamor Rd)
B	Roadway Bottlenecks	<input type="checkbox"/>	
C	Signalized Intersection Operations	<input checked="" type="checkbox"/>	Permissive left-turn delays without dedicated turn lanes at Node 8 (Mercer Ave)
D	Unsignalized Intersection Operations	<input type="checkbox"/>	
E	Access or Access Control	<input type="checkbox"/>	
F	Existing or Future Development	<input checked="" type="checkbox"/>	Heavy truck access to industrial sites through Sharon and at Joy Cone Factory east of PA 18
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 checked="" type="checkbox"/>	Public comments for improved winter maintenance
F	Other: Grade / Winding Road	<input checked="" type="checkbox"/>	NB upgrade and winding sections of road could introduce truck delays
G	Other:	<input type="checkbox"/>	

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

A	Other: Residential Activities	<input checked="" type="checkbox"/>	Public concerns with mail truck and school bus blockages, jogging access, and winter maintenance
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		
10	N Keel Ridge Rd (SR 3011)	Free																				
			0.6	45	1	1	<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"/>	<input type="checkbox"/>	1	3	
9	PA 18, N Hermitage Rd	Actuated																				
			1.1	35-45	1	1	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	4	
8	Mercer Ave (SR 3025)	Semi-Act																				
			0.4	35	1	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	50%	100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	4	
7	Walnut St (SR 3018)	Free																				
			0.5	35	1	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	100%	100%	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6	4	
6	7th St (SR 3023)	Free																				
			0.6	35	1	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	100%	100%	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	4	
5	Penn Ave / 15th St	Free																				
			0.6	25-35	1	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	100%	100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	4	
4	Hall Ave / Thornton St	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	
4	Hall Ave / Thornton St	AWSC																			
			0.6	25	1	1	☒	☒	☐	100%	100%	☒	☒	☒	☐	☒	☐	☐		5	4
3	Clark St (SR 3012)	Semi-Act																			
			0.4	25	1	1	☒	☒	☐	100%	100%	☒	☒	☒	☐	☐	☒	☐		6	4
2	Meek St	Beacon																			
			0.4	25	1	1	☒	☒	☐	100%	100%	☒	☒	☒	☒	☒	☐	☐		6	4
1	E State St (SR 3008)	Pretimed																			
							☐	☐	☐	--	--	☐	☐	☐	☐	☐	☐	☐		--	--
		--																			
							☐	☐	☐	--	--	☐	☐	☐	☐	☐	☐	☐		--	--
		--																			
							☐	☐	☐	--	--	☐	☐	☐	☐	☐	☐	☐		--	--
		--																			

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 apparent or significant delays were observed; some isolated issues as noted below, but otherwise travel along the corridor is through a mostly residential or town/village environment. Peaks may be impacted more heavily during periods of school congestion.
- The PA 518 route follows several turns (i.e, not a continuous "through" movement) with signed trailblazing throughout.
- On-street parking is common throughout the corridor.
- Long queues and cycle failures observed at Node #9 (PA 18 / Lamor Rd), especially for the NB approach.
- Traffic signals "bagged" and not operational at Pitt St and Silver St; replaced by all-way stop control; no apparent congestion.
- Some queuing and delay observed at Node 8 (Mercer Ave) due to permissive left-turns from the shared through lane.



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:

Rural WB / SB segment 10-9, Lamor Rd east of PA 18



Photo # / Description:

WB / SB Approach to Node #9 (PA 18)



Photo # / Description:

WB / SB Approach segment 8-7 entering Sharpsville



Photo # / Description:

SB segment near Wheatland Tube



Photo # / Description:

SB segment 3-2 near Winner Steel



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: #403 / PA 518 & SR 3020 (Through Sharpsville)
Direction: Both
Scenario: Fall / Winter 2009

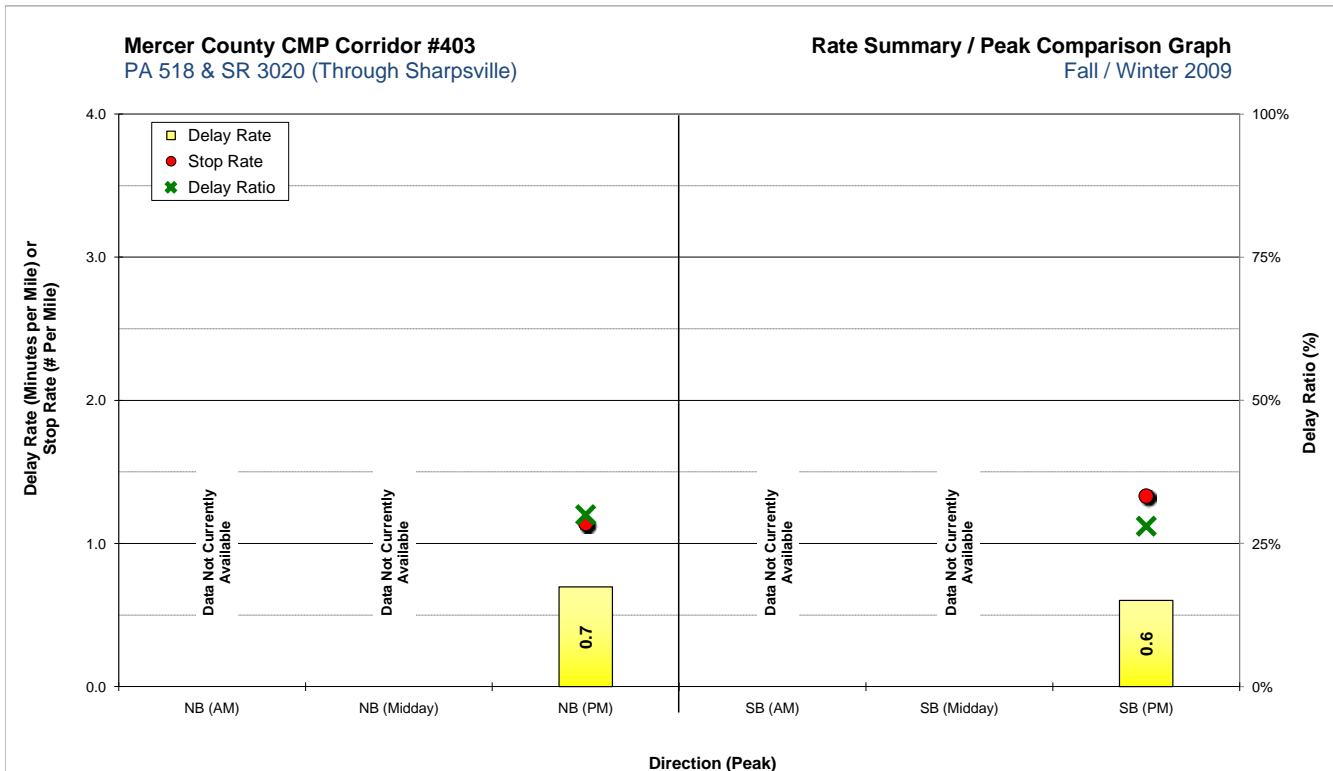
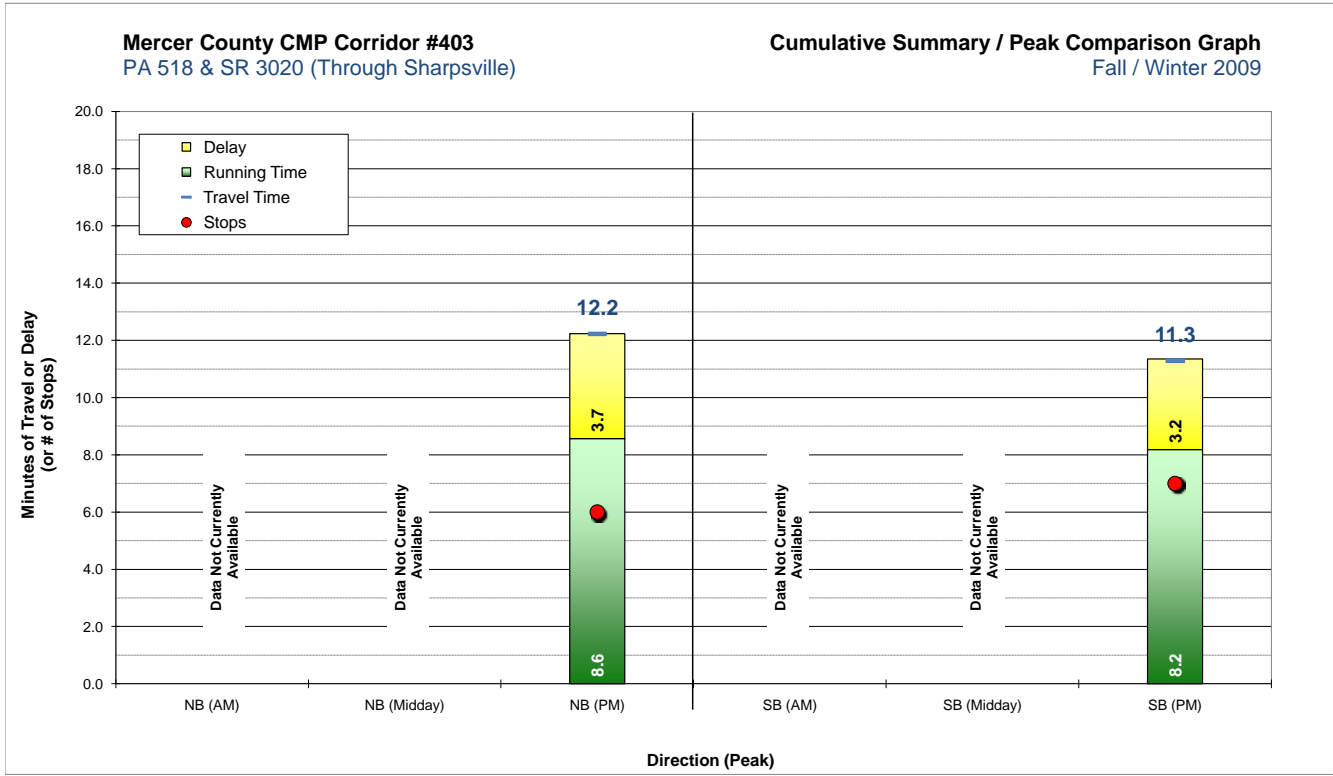
Corridor Summary by Peak / by Direction:

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 518 & SR 3020	NB (AM)										
	NB (Midday)										
	NB (PM)	5.3	8.6	12.2	3.7	0.7	30%	23	26	6.0	1.1
PA 518 & SR 3020	SB (AM)										
	SB (Midday)										
	SB (PM)	5.3	8.2	11.3	3.2	0.6	28%	13	28	7.0	1.3

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

"Typical" Peak Period = Weekday PM Peak
 Segment ADT Estimates = 2,700 to 10,200 (veh / day; bi-directional total)
 Segment Peak Hour Volume Estimates = 270 to 1,020 (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 (#)
403,001,002	State	Meek	0.38	1.0	0.3	0.7	27%	2	22	25	2.0
403,002,003	Meek	Clark	0.40	0.8	0.0	0.0	0%	0	30	25	0.0
403,003,004	Clark	Hall	0.64	1.8	0.7	1.0	37%	2	22	25	1.0
403,004,005	Hall	Penn	0.64	1.2	0.3	0.4	22%	1	31	30	1.0
403,005,006	Penn	7th	0.65	1.2	0.2	0.4	19%	1	32	35	1.0
403,006,007	7th	Walnut	0.53	1.3	0.5	0.9	38%	3	25	35	1.0
403,007,008	Walnut	Mercer	0.36	1.0	0.6	1.6	54%	7	21	35	1.0
403,008,009	Mercer	PA 18	1.08	3.6	2.2	2.0	60%	17	18	35	1.5
403,009,010	PA 18	Keel Ridge	0.58	1.1	0.4	0.6	35%	2	33	35	0.5
Corridor Summary	State	Keel Ridge	5.3	12.2	3.7	0.7	30%	36	26	35	7.0





CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #403 / PA 518 & SR 3020 (Through Sharpville)

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
E State St (SR 3008) (#1)	1	NB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to Meek St (#2)	2	NB	61	61	1,995	1,995	15	15	40	40	46	46	54	54	23	23	30	25	1	1
to Clark St (SR 3012) (#3)	3	NB	48	109	2,132	4,127	-1	15	-1	19	48	94	58	113	30	26	30	25	0	1
to Hall Ave / Thornton St (#4)	4	NB	83	191	3,395	7,522	6	20	9	14	77	171	93	205	28	27	30	25	1	2
to Penn Ave / 15th St (#5)	5	NB	70	261	3,356	10,877	5	25	8	12	65	236	76	281	33	28	35	30	0	2
to 7th St (SR 3023) (#6)	6	NB	73	334	3,422	14,299	14	39	22	14	58	294	67	348	32	29	40	35	1	3
to Walnut St (SR 3018) (#7)	7	NB	77	410	2,819	17,117	29	68	53	21	48	342	55	403	25	28	40	35	1	4
to Mercer Ave (SR 3025) (#8)	8	NB	49	459	1,870	18,987	17	85	48	23	32	374	36	439	26	28	40	35	1	5
to PA 18 / N Hermitage Rd (#9)	9	NB	219	678	5,728	24,715	132	216	121	46	87	461	98	537	18	25	45	40	2	6
to N Keel Ridge Rd (SR 3011) (#10)	10	NB	56	734	3,081	27,796	4	220	6	42	53	514	60	597	38	26	40	35	0	6
Corridor Average			734		27,796		220		42		514		597		25.8		Varies		6.0	

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
E State St (SR 3008) (#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 Meek St (#2)	2	NB	1.0	1.0	0.4	0.4	0.3	0.3	0.7	0.7	0.8	0.8	0.9	0.9	23	23	30	25	1	1
to Clark St (SR 3012) (#3)	3	NB	0.8	1.8	0.4	0.8	0.0	0.3	0.0	0.3	0.8	1.6	1.0	1.9	30	26	30	25	0	1
to Hall Ave / Thornton St (#4)	4	NB	1.4	3.2	0.6	1.4	0.1	0.3	0.1	0.2	1.3	2.9	1.5	3.4	28	27	30	25	1	2
to Penn Ave / 15th St (#5)	5	NB	1.2	4.4	0.6	2.1	0.1	0.4	0.1	0.2	1.1	3.9	1.3	4.7	33	28	35	30	0	2
to 7th St (SR 3023) (#6)	6	NB	1.2	5.6	0.6	2.7	0.2	0.7	0.4	0.2	1.0	4.9	1.1	5.8	32	29	40	35	1	3
to Walnut St (SR 3018) (#7)	7	NB	1.3	6.8	0.5	3.2	0.5	1.1	0.9	0.3	0.8	5.7	0.9	6.7	25	28	40	35	1	4
to Mercer Ave (SR 3025) (#8)	8	NB	0.8	7.7	0.4	3.6	0.3	1.4	0.8	0.4	0.5	6.2	0.6	7.3	26	28	40	35	1	5
to PA 18 / N Hermitage Rd (#9)	9	NB	3.6	11.3	1.1	4.7	2.2	3.6	2.0	0.8	1.5	7.7	1.6	9.0	18	25	45	40	2	6
to N Keel Ridge Rd (SR 3011) (#10)	10	NB	0.9	12.2	0.6	5.3	0.1	3.7	0.1	0.7	0.9	8.6	1.0	10.0	38	26	40	35	0	6
Corridor Average			12.2		5.3		3.7		0.7		8.6		10.0		25.8		Varies		6.0	

1.1 (stops/mi)

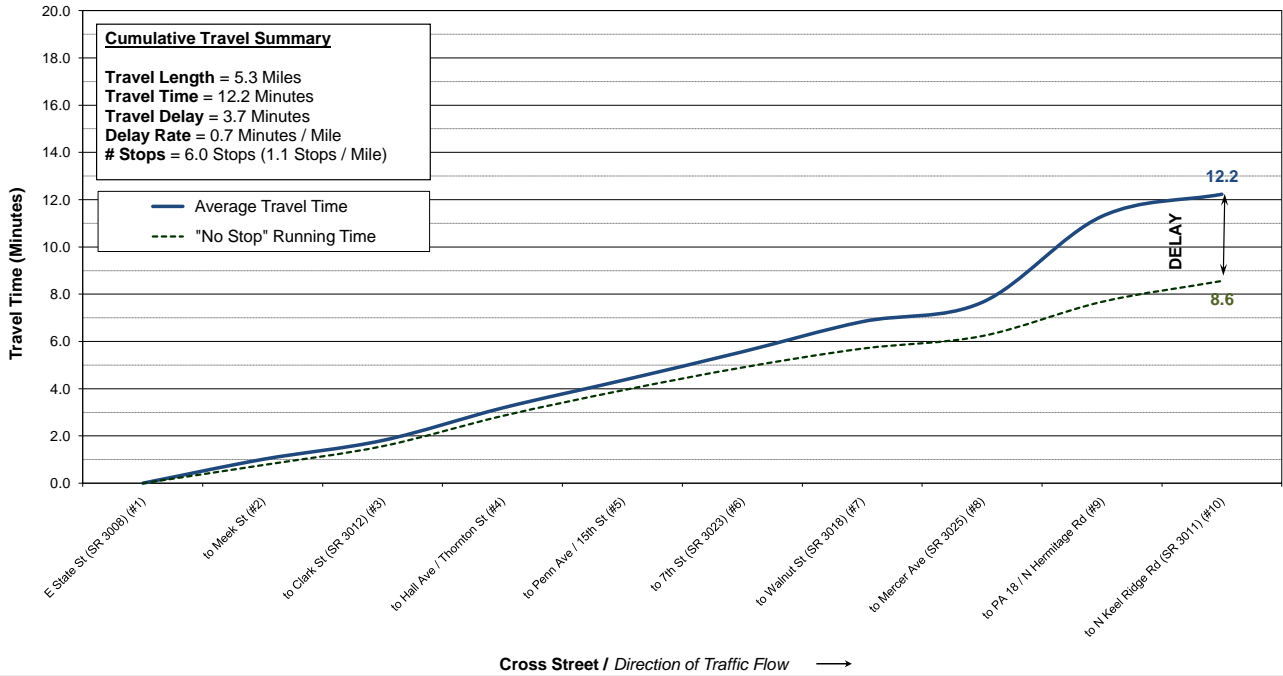


CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Average Data)

Corridor: #403 / PA 518 & SR 3020 (Through Sharpsville)
Direction: NB
Scenario: Weekday PM Peak, Fall / Winter 2009

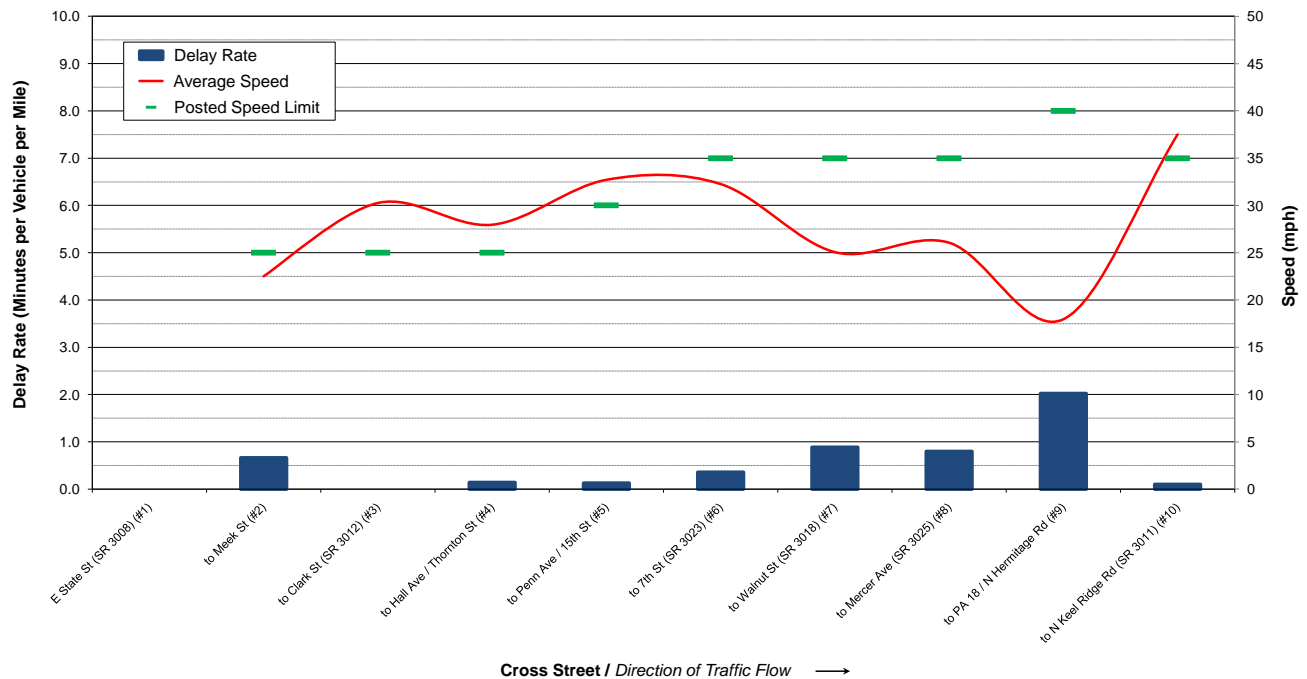
Mercer County CMP Corridor #403
PA 518 & SR 3020 (Through Sharpsville)

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



Mercer County CMP Corridor #403
PA 518 & SR 3020 (Through Sharpsville)

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





CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #403 / PA 518 & SR 3020 (Through Sharpsville)

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 (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
N Keel Ridge Rd (SR 3011) #10	10	SB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to PA 18 / N Hermitage Rd (#9)	9	SB	65	65	3,083	3,083	23	23	39	39	42	42	47	47	33	33	50	45	1	1
to Mercer Ave (SR 3025) (#8)	8	SB	121	185	5,701	8,784	23	45	21	27	97	139	111	158	33	32	40	35	1	1
to Walnut St (SR 3018) (#7)	7	SB	62	247	1,894	10,677	34	79	93	39	29	168	32	190	21	30	45	40	1	2
to 7th St (SR 3023) (#6)	6	SB	77	324	2,820	13,497	29	108	54	42	48	216	55	245	25	29	40	35	1	3
to Penn Ave / 15th St (#5)	5	SB	69	393	3,414	16,911	11	118	16	37	58	274	67	311	34	29	40	35	0	3
to Hall Ave / Thornton St (#4)	4	SB	74	466	3,336	20,246	17	135	26	35	57	331	65	376	31	30	40	35	1	4
to Clark St (SR 3012) (#3)	3	SB	106	572	3,383	23,629	39	174	61	39	66	397	77	453	22	28	35	30	1	5
to Meek St (#2)	2	SB	44	616	2,131	25,760	-5	169	-11	35	48	445	58	511	33	29	30	25	0	5
to E State St (SR 3008) (#1)	1	SB	62	678	2,013	27,773	17	186	43	35	46	491	55	566	22	28	30	25	2	7
Corridor Average			678		27,773		186		35		491		566		28.0		Varies		7.0	

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
N Keel Ridge Rd (SR 3011) #10	10	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 18 / N Hermitage Rd (#9)	9	SB	1.1	1.1	0.6	0.6	0.4	0.4	0.6	0.6	0.7	0.7	0.8	0.8	33	33	50	45	1	1
to Mercer Ave (SR 3025) (#8)	8	SB	2.0	3.1	1.1	1.7	0.4	0.8	0.3	0.5	1.6	2.3	1.9	2.6	33	32	40	35	1	1
to Walnut St (SR 3018) (#7)	7	SB	1.0	4.1	0.4	2.0	0.6	1.3	1.6	0.6	0.5	2.8	0.5	3.2	21	30	45	40	1	2
to 7th St (SR 3023) (#6)	6	SB	1.3	5.4	0.5	2.6	0.5	1.8	0.9	0.7	0.8	3.6	0.9	4.1	25	29	40	35	1	3
to Penn Ave / 15th St (#5)	5	SB	1.1	6.5	0.6	3.2	0.2	2.0	0.3	0.6	1.0	4.6	1.1	5.2	34	29	40	35	0	3
to Hall Ave / Thornton St (#4)	4	SB	1.2	7.8	0.6	3.8	0.3	2.2	0.4	0.6	1.0	5.5	1.1	6.3	31	30	40	35	1	4
to Clark St (SR 3012) (#3)	3	SB	1.8	9.5	0.6	4.5	0.7	2.9	1.0	0.6	1.1	6.6	1.3	7.6	22	28	35	30	1	5
to Meek St (#2)	2	SB	0.7	10.3	0.4	4.9	0.0	2.9	0.0	0.6	0.8	7.4	1.0	8.5	33	29	30	25	0	5
to E State St (SR 3008) (#1)	1	SB	1.0	11.3	0.4	5.3	0.3	3.2	0.7	0.6	0.8	8.2	0.9	9.4	22	28	30	25	2	7
Corridor Average			11.3		5.3		3.2		0.6		8.2		9.4		28.0		Varies		7.0	

1.3 (stops/mi)

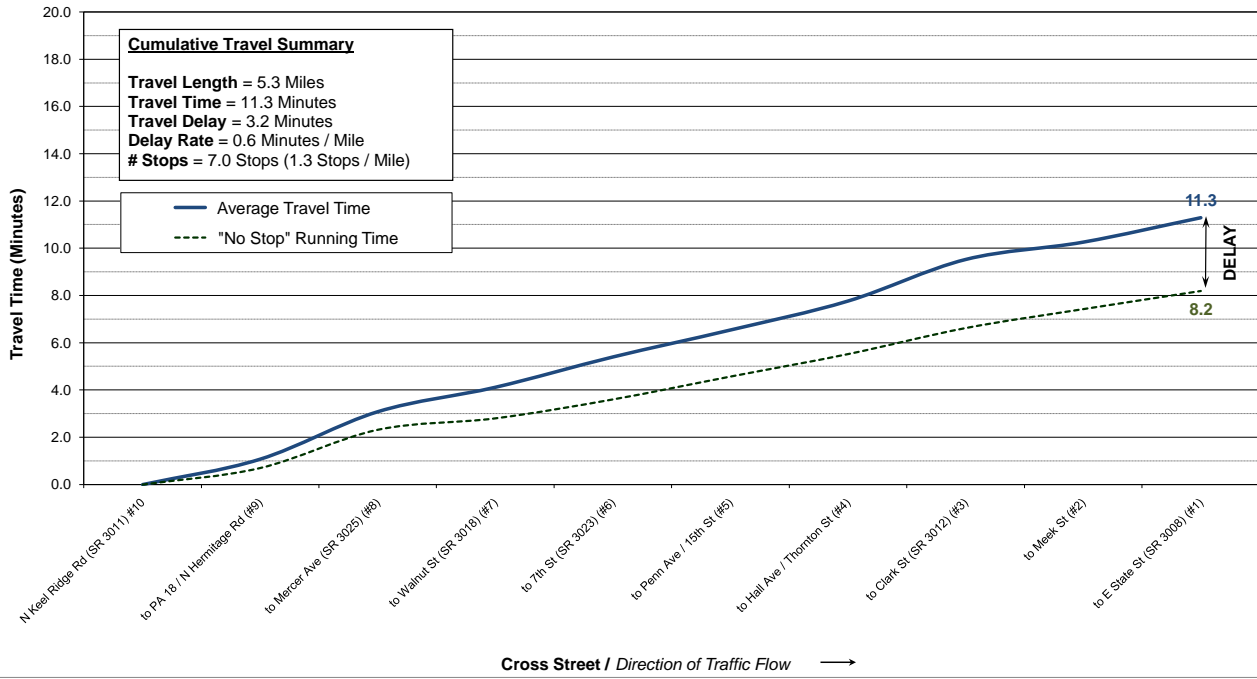


CONGESTION MANAGEMENT PROCESSES
Travel Time Summary (Average Data)

Corridor: #403 / PA 518 & SR 3020 (Through Sharpsville)
Direction: SB
Scenario: Weekday PM Peak, Fall / Winter 2009

Mercer County CMP Corridor #403
PA 518 & SR 3020 (Through Sharpsville)

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



Mercer County CMP Corridor #403
PA 518 & SR 3020 (Through Sharpsville)

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

