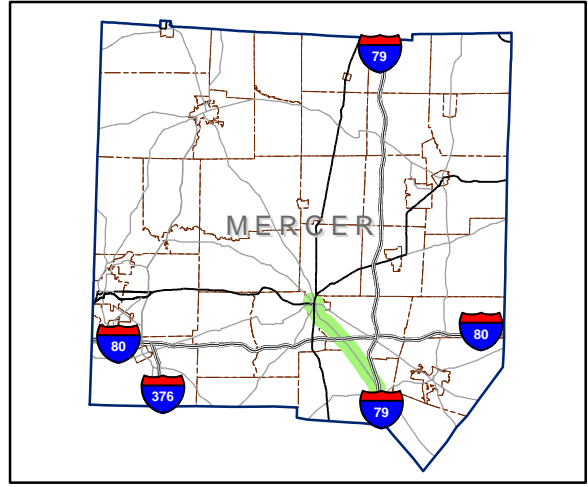
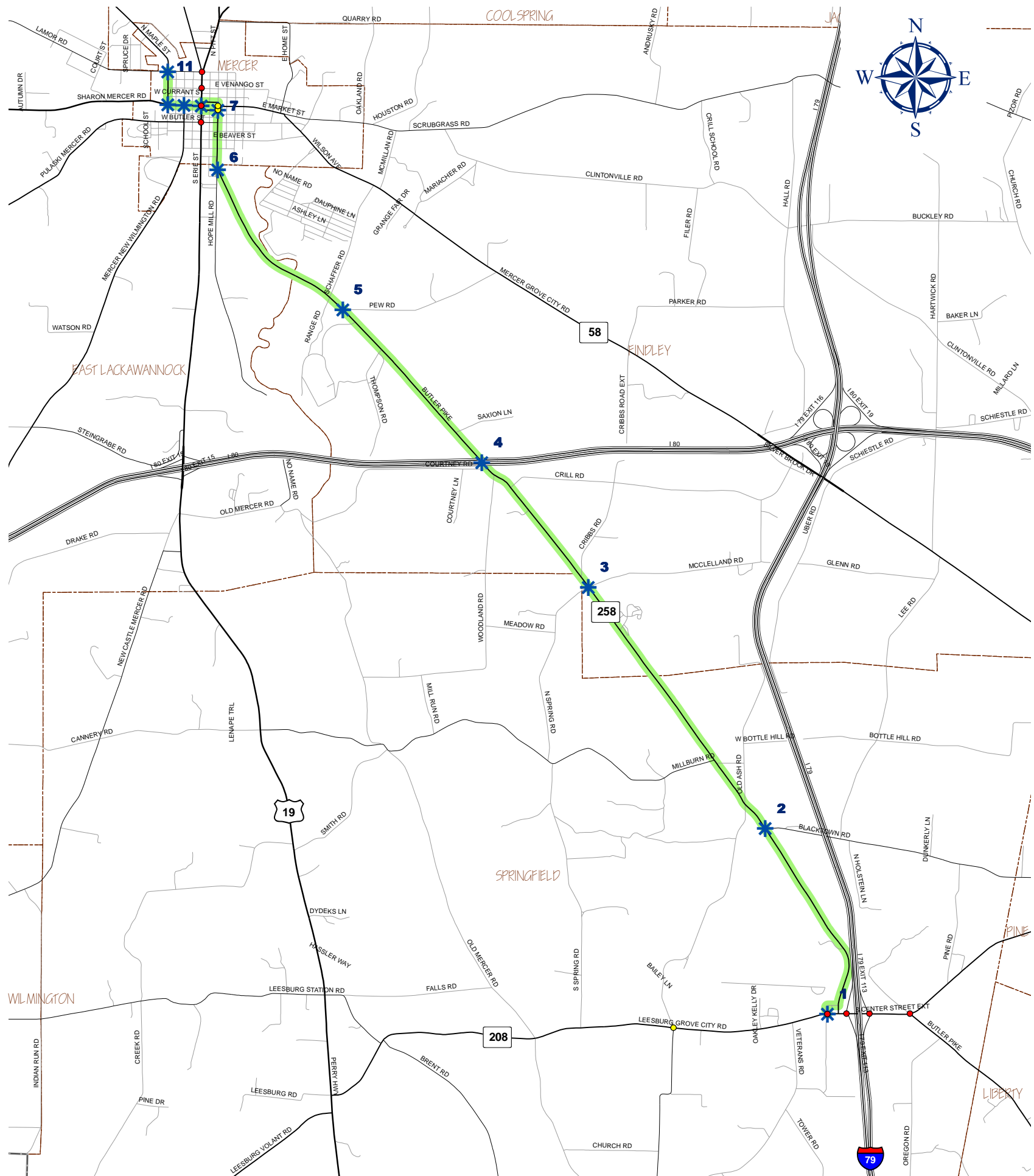


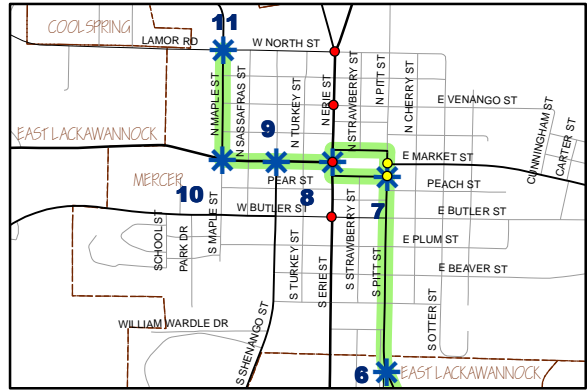
## PERFORMANCE MONITORING DETAILS

# CMP Corridor #407

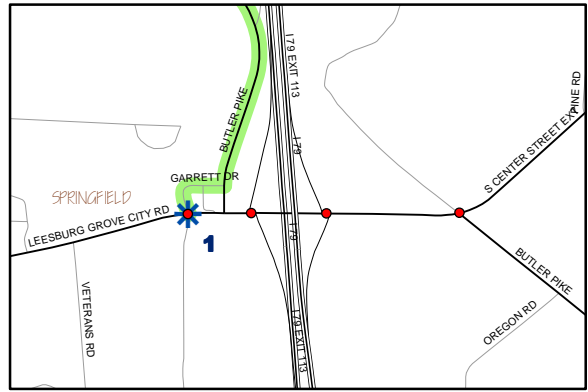
- Corridor / Node Map
- Field Reconnaissance Worksheet
- Travel Time Summary (Corridor Overview)
- Travel Time Summary (Average Data / Direction 1 at Peak)
- Travel Time Summary (Average Data / Direction 2 at Peak)



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



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



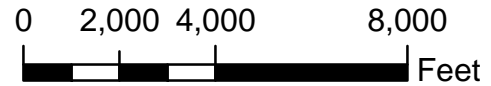
Detail 3 - Prime Outlets (N.T.S.)

**LEGEND**

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

**Corridor Nodes, PA 258 @:**

- \* 11, Lamor Rd / W North St (SR 3020)
- \* 10, US 62, Market St / N Maple St
- \* 9, PA 158, S Shenango St
- \* 8, US 19, Erie St / W Market St
- \* 7, PA 58, Pitt St / S Diamond St
- \* 6, Hope Mill Rd (SR 2011)
- \* 5, Pew Rd
- \* 4, I-80
- \* 3, N Spring Rd, McClelland Rd
- \* 2, Blacktown Rd (SR 2006)
- \* 1, PA 208, Leesburg-Grove City Rd



**Mercer County CMP**

**PA 258 (Prime Outlets to Mercer)**  
CMP Corridor / Node Map

Mercer County Regional Planning Commission

Planning for Livable Communities™

Corridor #407

Revised 04/27/10



### SECTION 1: ROUTE IDENTIFICATION

<b>A</b>	<b>CMP Identification #:</b>	#407
<b>B</b>	<b>Route (General Area):</b>	PA 258 (Prime Outlets to Mercer)
<b>C</b>	<b>Specific Limit 1 (South / West):</b>	PA 208 / Leesburg-Grove City Rd (Springfield Twp)
<b>D</b>	<b>Specific Limit 2 (North / East):</b>	SR 3020 / Lamor Rd / W North St (Mercer Boro)
<b>E</b>	<b>Affected Municipalities:</b>	Springfield, Findley, East Lackawannock, Mercer
<b>F</b>	<b>Total Corridor Length (Miles):</b>	8.1
<b>G</b>	<b>Federal Functional Class:</b>	Urban Collector or Rural Major Collector
<b>H</b>	<b>PennDOT Traffic Pattern Group:</b>	TPG 9 (Central Rural - Collectors and Local Roads)
<b>I</b>	<b>Typical # of Travel Lanes:</b>	2-lane (1 NB + 1 SB); Some intersection turn lanes through Mercer Boro
<b>J</b>	<b>Typical Posted Speed Limit(s):</b>	25-55 mph (25 mph @ PA 208; 35 mph through Mercer & Blacktown; 45-55 typical free-flow segments)

### SECTION 2: SPECIAL USES OR CONSIDERATIONS

<b>A</b>	<b>Transit</b>	<input checked="" type="checkbox"/>	School Bus yard south of Mercer
<b>B</b>	<b>Pedestrian / Bicycle</b>	<input checked="" type="checkbox"/>	Pedestrian, parking, and "town square" activities through Mercer Boro
<b>C</b>	<b>Heavy Freight (Truck / Rail)</b>	<input type="checkbox"/>	
<b>D</b>	<b>Emergency Detour</b>	<input type="checkbox"/>	
<b>E</b>	<b>Tourism / Recreation / Special Events</b>	<input checked="" type="checkbox"/>	KOA Campground (north of Blacktown)
<b>F</b>	<b>Community Concerns</b>	<input type="checkbox"/>	
<b>G</b>	<b>Growth Corridor</b>	<input checked="" type="checkbox"/>	Access to Prime Outlets and retail areas; open rural spaces along corridor
<b>H</b>	<b>Other: Institutional</b>	<input checked="" type="checkbox"/>	Mercer County Jail; State Correctional Institution at Mercer
<b>I</b>	<b>Other:</b>	<input type="checkbox"/>	



**SECTION 3: ISSUES OR CONCERNS (RECURRING CONGESTION)**

<b>A</b>	<b>Roadway Capacity</b>	<input type="checkbox"/>	
<b>B</b>	<b>Roadway Bottlenecks</b>	<input type="checkbox"/>	
<b>C</b>	<b>Signalized Intersection Operations</b>	<input type="checkbox"/>	
<b>D</b>	<b>Unsignalized Intersection Operations</b>	<input checked="" type="checkbox"/>	Potential delays through Mercer Boro only
<b>E</b>	<b>Access or Access Control</b>	<input type="checkbox"/>	
<b>F</b>	<b>Existing or Future Development</b>	<input type="checkbox"/>	
<b>G</b>	<b>Other:</b>	<input type="checkbox"/>	
<b>H</b>	<b>Other:</b>	<input type="checkbox"/>	

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

<b>A</b>	<b>Crashes and Related Delays</b>	<input type="checkbox"/>	
<b>B</b>	<b>Incident Management</b>	<input type="checkbox"/>	
<b>C</b>	<b>Special Events</b>	<input type="checkbox"/>	
<b>D</b>	<b>Construction Activities</b>	<input checked="" type="checkbox"/>	Bridge closure / detour at time of field view (pending completion October 2009)
<b>E</b>	<b>Weather or Environmental Factors</b>	<input type="checkbox"/>	
<b>F</b>	<b>Other:</b>	<input type="checkbox"/>	
<b>G</b>	<b>Other:</b>	<input type="checkbox"/>	

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

<b>A</b>	<b>Other: Sight Distance</b>	<input checked="" type="checkbox"/>	PA 258 southbound @ US 62 / W Market St; potential sight-distance limitation looking right
<b>B</b>	<b>Other:</b>	<input type="checkbox"/>	
<b>C</b>	<b>Other:</b>	<input type="checkbox"/>	



### SECTION 6: SEGMENT INVENTORY

Segment Breakpoints			Segment Data					Multimodal Uses				Adjacent Land Uses						Land Use Context <sup>1</sup>	Transportation Context <sup>2</sup>			
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		
11	SR 3020 / Lamor Rd / W North St	AWSC																				
			0.22	35	1	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	100%	0%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	4	
10	US 62 / W Market St / N Maple St	SSSC																				
			0.11	35	1	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	75%	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	
9	PA 158 / S Shenango St	SSSC																				
			0.11	35	1	1	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	4	
8	US 19 / Erie St / W Market St	Semi-Act																				
			0.19	35	1	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	100%	100%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6	4	
7	PA 58 / Pitt St / S Diamond St	Beacon																				
			0.39	35	1	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	50%	50%	<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	
6	SR 2011 / Hope Mill Rd	SSSC																				
			1.29	55	1	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0%	0%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	4	
5	Pew Rd	SSSC																				

<sup>1</sup> 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)

<sup>2</sup> 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 <sup>1</sup>	Transportation Context <sup>2</sup>		
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	
5	Pew Rd	SSSC																			
			1.34	55	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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1	4
4	I-80	Free																			
			1.07	55	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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	4
3	N Spring Rd / McClelland Rd	SSSC																			
			1.94	35-55	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"/>	<input type="checkbox"/>	1	4
2	SR 2006 / Blacktown Rd	SSSC																			
			1.45	25-45	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	4
1	PA 208 / Leesburg-Grove City 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"/>	<input type="checkbox"/>	<input type="checkbox"/>	--	--
		--																			

<sup>1</sup> 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)

<sup>2</sup> 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.):

- Typically rolling terrain
- Road surface appears to be in good condition, possibly recently re-surfaced (as of September 2009)
- 10-ton weight limit throughout most of the corridor
- Passing zones vary; availability of passing opportunities appears to be ample
- Multiple changes in speed limit (25-55 mph) throughout much of the corridor
- Horse & buggy warning signs located on segments between I-80 and PA 208
- Vibrant pedestrian, parking, small retail and "town square" activities surrounding Mercer County Courthouse (North / South Diamond Streets)
- Only segments through Mercer Boro appear to have a potential for any notable congestion as a result of overlapped traffic from US 62, US 19, PA 58, etc.



**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:  
Segment 8-9 (WB) west of US 19



Photo # / Description:  
Segment 8-7 (EB) 1-way on S Diamond St



Photo # / Description:  
Segment 7-8 (WB) 1-way on N Diamond St



Photo # / Description:  
Segment 7-8 (NB) crossing E Market St



Photo # / Description:  
Segment 6-7 (NB) south of courthouse area



Photo # / Description:  
Segment 5-4 (SB) near State / County prisons





**SECTION 8: PHOTO LOG (CONTINUED)**

Photo # / Description:

Segment 5-4 (SB) approaching I-80



Photo # / Description:

Segment 2-3 (NB) through Blacktown



Photo # / Description:

Segment 1-2 (NB) north of PA 208



Photo # / Description:

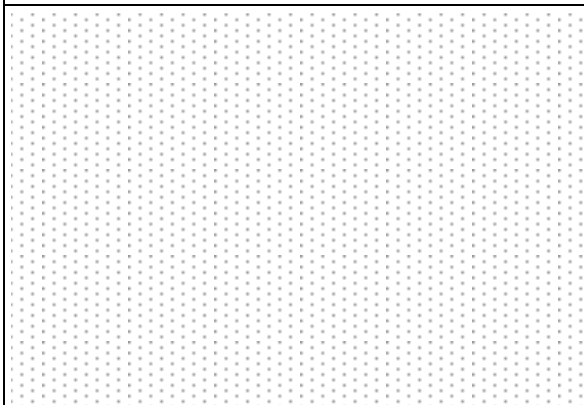


Photo # / Description:

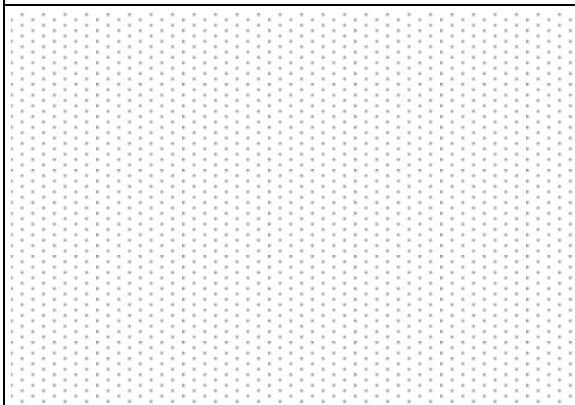
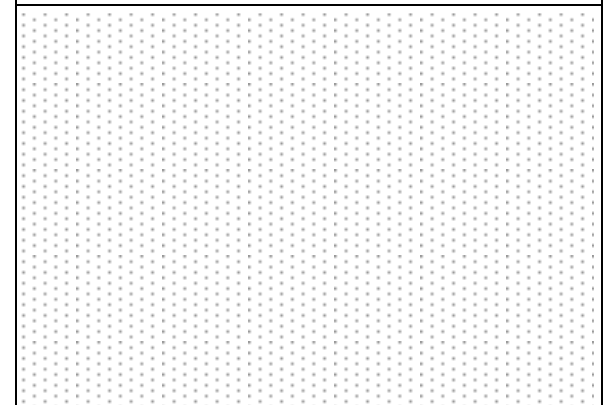


Photo # / Description:





**CONGESTION MANAGEMENT PROCESSES**  
**Travel Time Summary (Corridor Overview)**

**Corridor:** #407 / PA 258 (Prime Outlets to Mercer)  
**Direction:** Both  
**Scenario:** Fall / Winter 2009

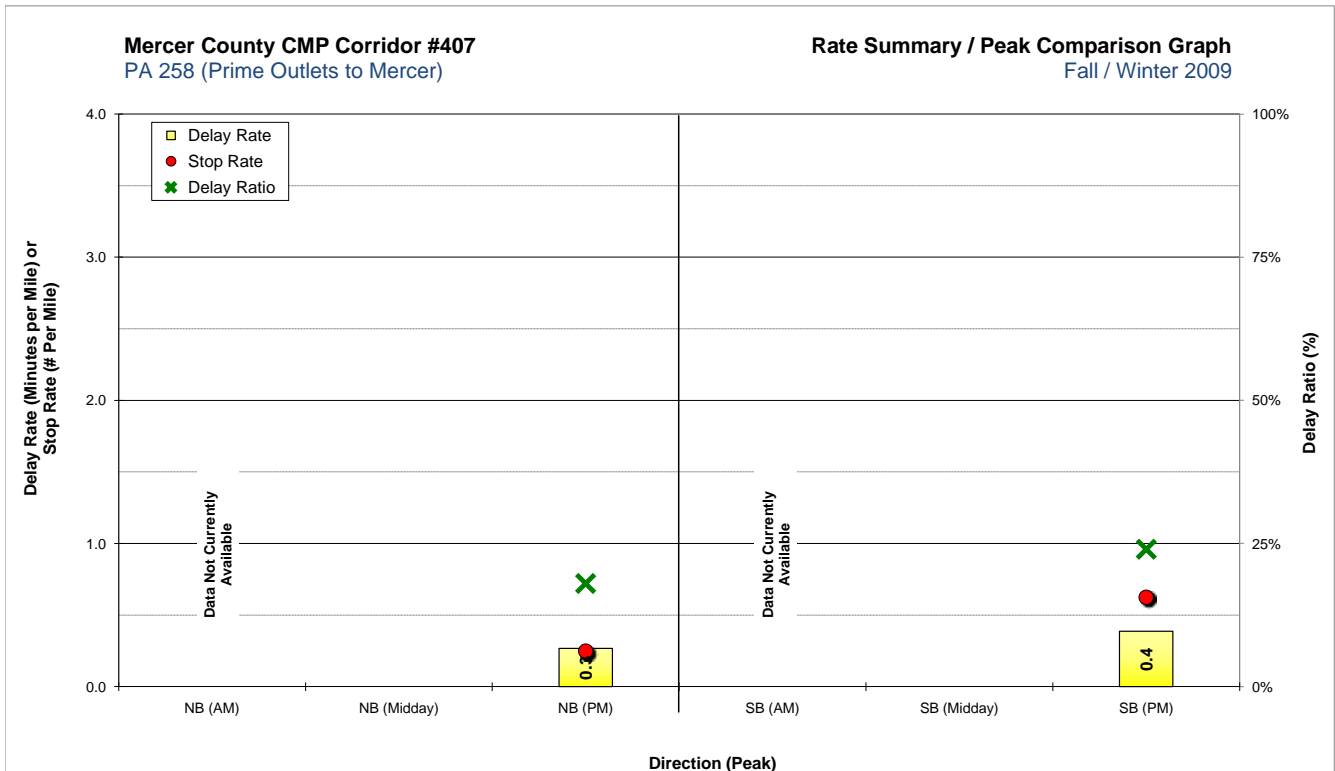
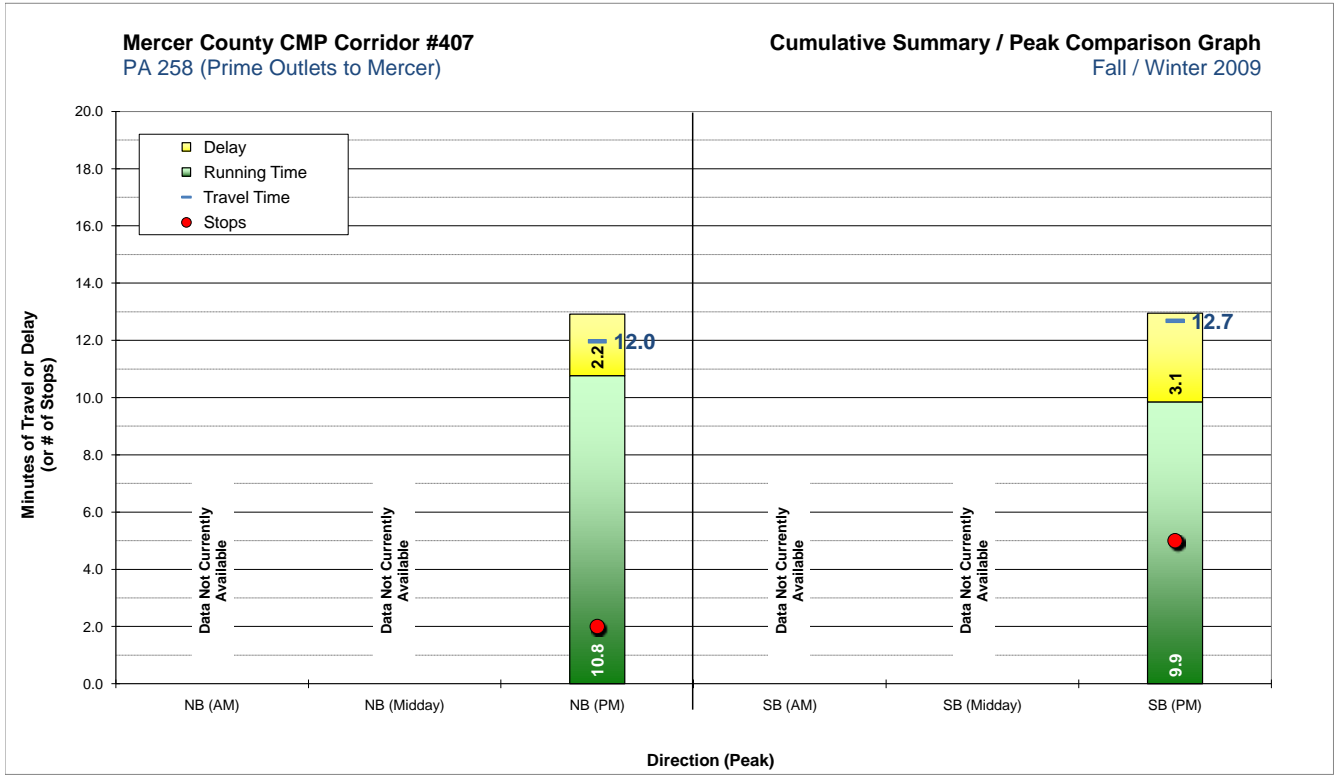
**Corridor Summary by Peak / by Direction:**

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 258	NB (AM)										
	NB (Midday)										
	NB (PM)	8.1	10.8	12.0	2.2	0.3	18%	9	40	2.0	0.2
PA 258	SB (AM)										
	SB (Midday)										
	SB (PM)	8.0	9.9	12.7	3.1	0.4	24%	7	38	5.0	0.6

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

"Typical" Peak Period = Weekday PM Peak  
 Segment ADT Estimates = 1,800 to 8,700 (veh / day; bi-directional total)  
 Segment Peak Hour Volume Estimates = 180 to 870 (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)	(#)
407,001,002	PA 208	Blacktown	1.45	2.8	1.1	0.7	38%	1	31	25	1.0
407,002,003	Blacktown	McClelland	1.94	2.4	0.3	0.2	13%	1	48	45	0.0
407,003,004	McClelland	I-80	1.09	1.5	0.3	0.3	19%	1	45	55	0.0
407,004,005	I-80	Pew	1.32	1.9	0.4	0.3	23%	2	43	55	0.0
407,005,006	Pew	Hope Mill	1.26	1.5	0.1	0.1	5%	0	52	45	0.0
407,006,007	Hope Mill	PA 58	0.39	0.7	0.2	0.4	23%	1	34	35	0.0
407,007,008	PA 58	US 19	0.20	1.6	1.4	6.8	83%	8	7	35	2.0
407,008,009	US 19	PA 158	0.11	0.3	0.1	0.8	31%	1	25	35	1.0
407,009,010	PA 158	US 62	0.11	0.3	0.1	0.6	27%	1	27	35	0.0
407,010,011	US 62	Lamor	0.21	0.5	0.2	0.9	34%	1	23	35	1.0
<b>Corridor Summary</b>	<b>PA 208</b>	<b>Lamor</b>	<b>8.1</b>	<b>12.7</b>	<b>3.1</b>	<b>0.4</b>	<b>24%</b>	<b>15</b>	<b>38</b>	<b>55</b>	<b>5.0</b>





### CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #407 / PA 258 (Prime Outlets to Mercer)

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<sub>avg</sub> = Average Field-measured Travel Time (from Previous Node)
- CTT<sub>avg</sub> = Average Field-measured Travel Time (Cumulative)
- TL = Travel Length (from Previous Node)
- CTL = Travel Length (Cumulative)
- Delay = Travel Delay (from Previous Node) = TT - RT<sub>DS</sub>
- CD = Travel Delay (Cumulative)
- DPM = Equivalent Travel Delay Rate per Mile (from Previous Node)
- CDPM = Equivalent Travel Delay Rate per Mile (Cumulative)
- RT<sub>PLS</sub> = "No Stop" Running Time @ Posted Speed (from Previous Node)
- CRT<sub>PLS</sub> = "No Stop" Running Time @ Posted Speed (Cumulative)
- RT<sub>DS</sub> = "No Stop" Running Time @ Design Speed (from Previous Node)
- CRT<sub>DS</sub> = "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 <sub>avg</sub>	CTT <sub>avg</sub>	TL	CTL	Delay	CD	DPM	CDPM	RT <sub>DS</sub>	CRT <sub>DS</sub>	RT <sub>PLS</sub>	CRT <sub>PLS</sub>	AS	CAS	DS	PLS	Stops	CStops
PA 208 (#1)	1	NB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to Blacktown Rd (SR 2006) (#2)	2	NB	117	117	7,576	7,576	-56	-56	-39	-39	173	173	207	207	44	44	30	25	0	0
to N Spring Rd / McClelland Rd (#3)	3	NB	144	261	10,238	17,814	4	-52	2	-15	140	313	155	362	49	47	50	45	0	0
to I-80 (#4)	4	NB	73	334	5,747	23,561	2	-50	2	-11	71	384	71	433	53	48	55	55	0	0
to Pew Rd (#5)	5	NB	106	440	6,985	30,546	19	-31	14	-5	87	471	87	520	45	47	55	55	0	0
to Hope Mill Rd (SR 2011) (#6)	6	NB	87	527	6,675	37,221	4	-27	3	-4	83	554	83	602	52	48	55	55	0	0
to PA 58 (Pitt St / S Diamond St) (#7)	7	NB	40	567	2,041	39,262	9	-18	23	-2	31	585	31	633	35	47	45	45	0	0
to US 19 (Erie St / W Market St) (#8)	8	NB	98	665	1,041	40,303	81	63	411	8	17	602	20	654	7	41	35	35	2	2
to PA 158 (S Shenango St) (#9)	9	NB	14	679	558	40,861	3	66	28	9	11	613	11	664	27	41	35	35	0	2
to US 62 (Market St / N Maple St) (#10)	10	NB	12	691	559	41,420	1	67	9	9	11	624	11	675	32	41	35	35	0	2
to Lamor Rd / W North St (SR 3020) (#11)	11	NB	27	718	1,115	42,535	6	73	28	9	22	646	22	697	28	40	35	35	0	2
<b>Corridor Average</b>			<b>718</b>		<b>42,535</b>		<b>73</b>		<b>9</b>		<b>646</b>		<b>697</b>		<b>40.3</b>		<b>Varies</b>		<b>2.0</b>	

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 <sub>avg</sub>	CTT <sub>avg</sub>	TL	CTL	Delay	CD	DPM	CDPM	RT	CRT	RT <sub>PLS</sub>	CRT <sub>PLS</sub>	AS	CAS	DS	PLS	Stops	CStops
PA 208 (#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 Blacktown Rd (SR 2006) (#2)	2	NB	2.0	2.0	1.4	1.4	0.0	0.0	0.0	0.0	2.9	2.9	3.4	3.4	44	44	30	25	0	0
to N Spring Rd / McClelland Rd (#3)	3	NB	2.4	4.4	1.9	3.4	0.1	0.1	0.0	0.0	2.3	5.2	2.6	6.0	49	47	50	45	0	0
to I-80 (#4)	4	NB	1.2	5.6	1.1	4.5	0.0	0.1	0.0	0.0	1.2	6.4	1.2	7.2	53	48	55	55	0	0
to Pew Rd (#5)	5	NB	1.8	7.3	1.3	5.8	0.3	0.4	0.2	0.1	1.5	7.9	1.4	8.7	45	47	55	55	0	0
to Hope Mill Rd (SR 2011) (#6)	6	NB	1.5	8.8	1.3	7.0	0.1	0.5	0.1	0.1	1.4	9.2	1.4	10.0	52	48	55	55	0	0
to PA 58 (Pitt St / S Diamond St) (#7)	7	NB	0.7	9.5	0.4	7.4	0.2	0.6	0.4	0.1	0.5	9.8	0.5	10.6	35	47	45	45	0	0
to US 19 (Erie St / W Market St) (#8)	8	NB	1.6	11.1	0.2	7.6	1.4	2.0	6.8	0.3	0.3	10.0	0.3	10.9	7	41	35	35	2	2
to PA 158 (S Shenango St) (#9)	9	NB	0.2	11.3	0.1	7.7	0.1	2.0	0.5	0.3	0.2	10.2	0.2	11.1	27	41	35	35	0	2
to US 62 (Market St / N Maple St) (#10)	10	NB	0.2	11.5	0.1	7.8	0.0	2.1	0.2	0.3	0.2	10.4	0.2	11.3	32	41	35	35	0	2
to Lamor Rd / W North St (SR 3020) (#11)	11	NB	0.5	12.0	0.2	8.1	0.1	2.2	0.5	0.3	0.4	10.8	0.4	11.6	28	40	35	35	0	2
<b>Corridor Average</b>			<b>12.0</b>		<b>8.1</b>		<b>2.2</b>		<b>0.3</b>		<b>10.8</b>		<b>11.6</b>		<b>40.3</b>		<b>Varies</b>		<b>2.0</b>	

0.2 (stops/mi)

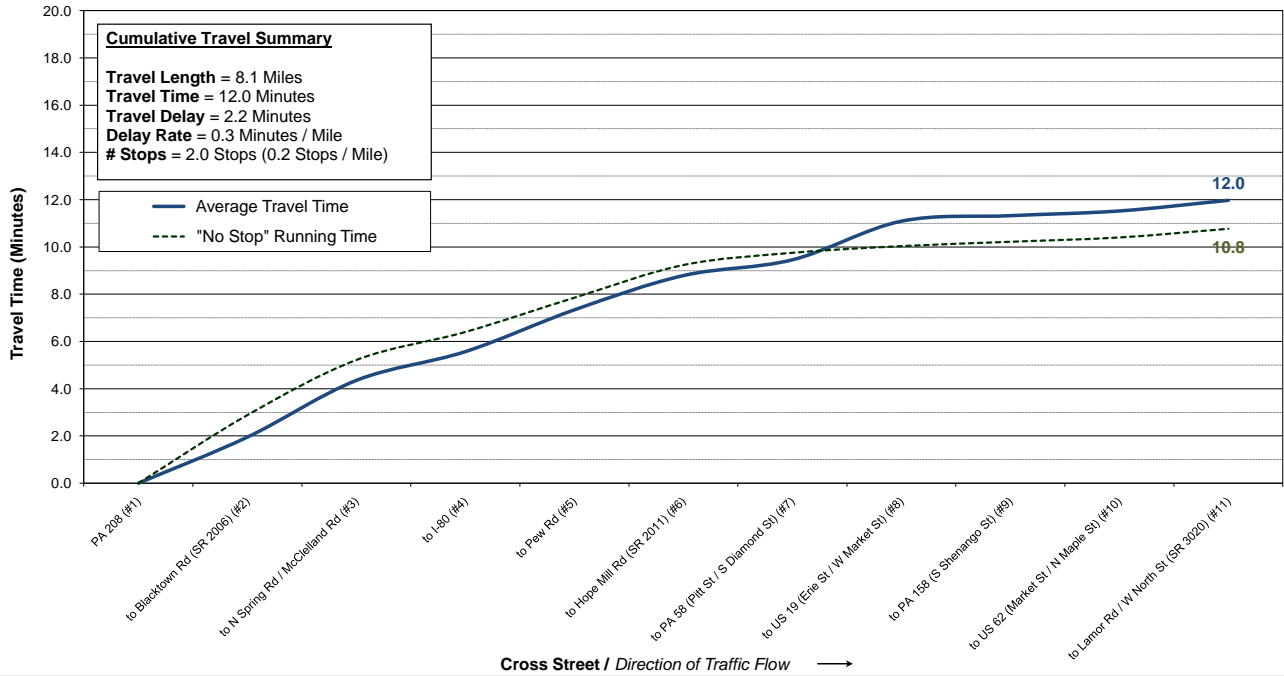


**CONGESTION MANAGEMENT PROCESSES**  
Travel Time Summary (Average Data)

**Corridor:** #407 / PA 258 (Prime Outlets to Mercer)  
**Direction:** NB  
**Scenario:** Weekday PM Peak, Fall / Winter 2009

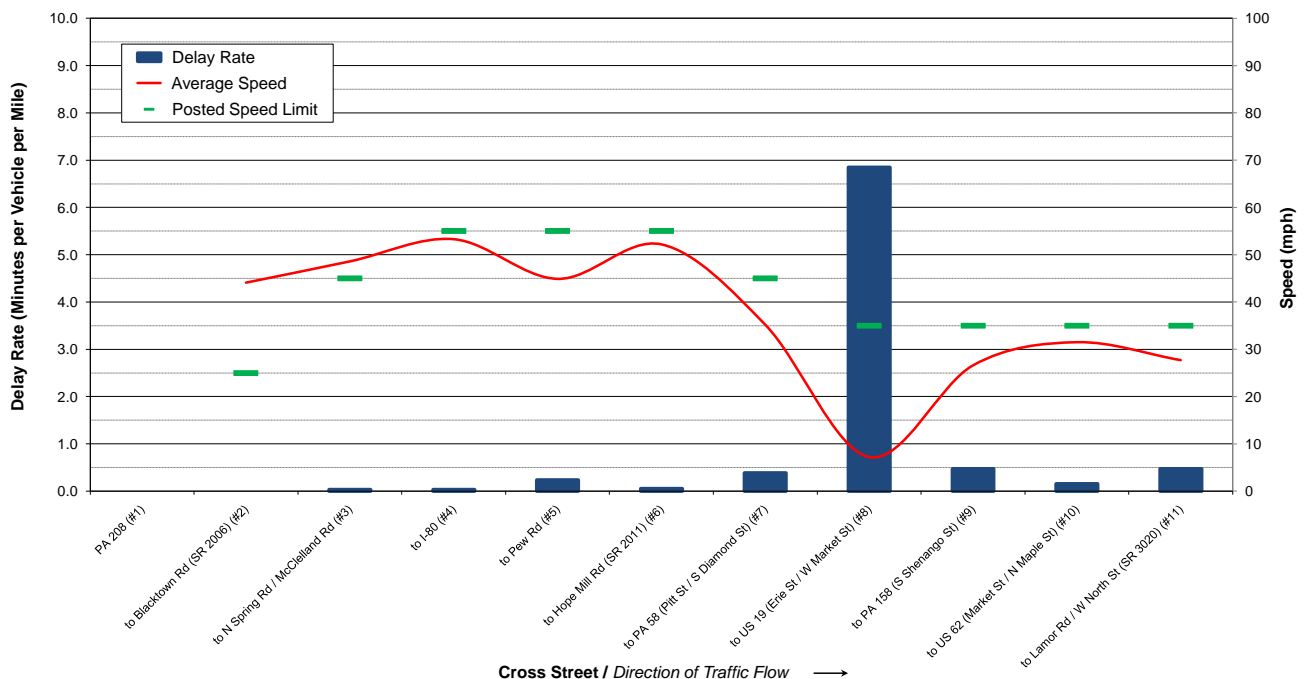
**Mercer County CMP Corridor #407**  
PA 258 (Prime Outlets to Mercer)

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



**Mercer County CMP Corridor #407**  
PA 258 (Prime Outlets to Mercer)

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





### CONGESTION MANAGEMENT PROCESSES

Travel Time Summary (Average Data)

Corridor: #407 / PA 258 (Prime Outlets to Mercer)

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<sub>avg</sub> = Average Field-measured Travel Time (from Previous Node)
- CTT<sub>avg</sub> = Average Field-measured Travel Time (Cumulative)
- TL = Travel Length (from Previous Node)
- CTL = Travel Length (Cumulative)
- Delay = Travel Delay (from Previous Node) = TT - RT<sub>DS</sub>
- CD = Travel Delay (Cumulative)
- DPM = Equivalent Travel Delay Rate per Mile (from Previous Node)
- CDPM = Equivalent Travel Delay Rate per Mile (Cumulative)
- RT<sub>PLS</sub> = "No Stop" Running Time @ Posted Speed (from Previous Node)
- CRT<sub>PLS</sub> = "No Stop" Running Time @ Posted Speed (Cumulative)
- RT<sub>DS</sub> = "No Stop" Running Time @ Design Speed (from Previous Node)
- CRT<sub>DS</sub> = "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 <sub>avg</sub>	CTT <sub>avg</sub>	TL	CTL	Delay	CD	DPM	CDPM	RT <sub>DS</sub>	CRT <sub>DS</sub>	RT <sub>PLS</sub>	CRT <sub>PLS</sub>	AS	CAS	DS	PLS	Stops	CStops
Lamor Rd / W North St (#11)	11	SB	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	0	0
to US 62 (Market St / N Maple St) (#10)	10	SB	32	32	1,107	1,107	11	11	52	52	22	22	22	22	23	23	35	35	1	1
to PA 158 (S Shenango St) (#9)	9	SB	15	47	572	1,679	4	15	37	47	11	33	11	33	27	24	35	35	0	1
to US 19 (Erie St / W Market St) (#8)	8	SB	16	63	582	2,261	5	20	45	47	11	44	11	44	25	25	35	35	1	2
to PA 58 (Pitt St / S Diamond St) (#7)	7	SB	57	120	742	3,003	40	60	285	105	17	61	14	59	9	17	35	35	2	4
to Hope Mill Rd (SR 2011) (#6)	6	SB	41	161	2,043	5,046	1	61	3	64	40	101	40	98	34	21	35	35	0	4
to Pew Rd (#5)	5	SB	87	248	6,678	11,724	-14	47	-11	21	101	202	101	199	52	32	45	45	0	4
to I-80 (#4)	4	SB	111	359	6,984	18,708	25	72	19	20	87	289	87	286	43	36	55	55	0	4
to N Spring Rd / McClelland Rd (#3)	3	SB	88	447	5,748	24,456	17	89	16	19	71	360	71	357	45	37	55	55	0	4
to Blacktown Rd (SR 2006) (#2)	2	SB	146	593	10,233	34,689	19	108	10	16	127	487	127	484	48	40	55	55	0	4
to PA 208 (Leesburg-Grove City Rd) (#1)	1	SB	168	761	7,641	42,330	64	172	44	21	104	591	116	600	31	38	50	45	1	5
<b>Corridor Average</b>			<b>761</b>		<b>42,330</b>		<b>172</b>		<b>21</b>		<b>591</b>		<b>600</b>		<b>37.9</b>		<b>Varies</b>		<b>5.0</b>	

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 <sub>avg</sub>	CTT <sub>avg</sub>	TL	CTL	Delay	CD	DPM	CDPM	RT	CRT	RT <sub>PLS</sub>	CRT <sub>PLS</sub>	AS	CAS	DS	PLS	Stops	CStops
Lamor Rd / W North St (#11)	11	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 (Market St / N Maple St) (#10)	10	SB	0.5	0.5	0.2	0.2	0.2	0.2	0.9	0.9	0.4	0.4	0.4	0.4	23	23	35	35	1	1
to PA 158 (S Shenango St) (#9)	9	SB	0.3	0.8	0.1	0.3	0.1	0.3	0.6	0.8	0.2	0.6	0.2	0.5	27	24	35	35	0	1
to US 19 (Erie St / W Market St) (#8)	8	SB	0.3	1.1	0.1	0.4	0.1	0.3	0.8	0.8	0.2	0.7	0.2	0.7	25	25	35	35	1	2
to PA 58 (Pitt St / S Diamond St) (#7)	7	SB	1.0	2.0	0.1	0.6	0.7	1.0	4.7	1.8	0.3	1.0	0.2	1.0	9	17	35	35	2	4
to Hope Mill Rd (SR 2011) (#6)	6	SB	0.7	2.7	0.4	1.0	0.0	1.0	0.0	1.1	0.7	1.7	0.7	1.6	34	21	35	35	0	4
to Pew Rd (#5)	5	SB	1.5	4.1	1.3	2.2	0.0	1.0	0.0	0.5	1.7	3.4	1.7	3.3	52	32	45	45	0	4
to I-80 (#4)	4	SB	1.9	6.0	1.3	3.5	0.4	1.4	0.3	0.4	1.5	4.8	1.4	4.8	43	36	55	55	0	4
to N Spring Rd / McClelland Rd (#3)	3	SB	1.5	7.5	1.1	4.6	0.3	1.7	0.3	0.4	1.2	6.0	1.2	6.0	45	37	55	55	0	4
to Blacktown Rd (SR 2006) (#2)	2	SB	2.4	9.9	1.9	6.6	0.3	2.0	0.2	0.3	2.1	8.1	2.1	8.1	48	40	55	55	0	4
to PA 208 (Leesburg-Grove City Rd) (#1)	1	SB	2.8	12.7	1.4	8.0	1.1	3.1	0.7	0.4	1.7	9.9	1.9	10.0	31	38	50	45	1	5
<b>Corridor Average</b>			<b>12.7</b>		<b>8.0</b>		<b>3.1</b>		<b>0.4</b>		<b>9.9</b>		<b>10.0</b>		<b>37.9</b>		<b>Varies</b>		<b>5.0</b>	

0.6 (stops/mi)

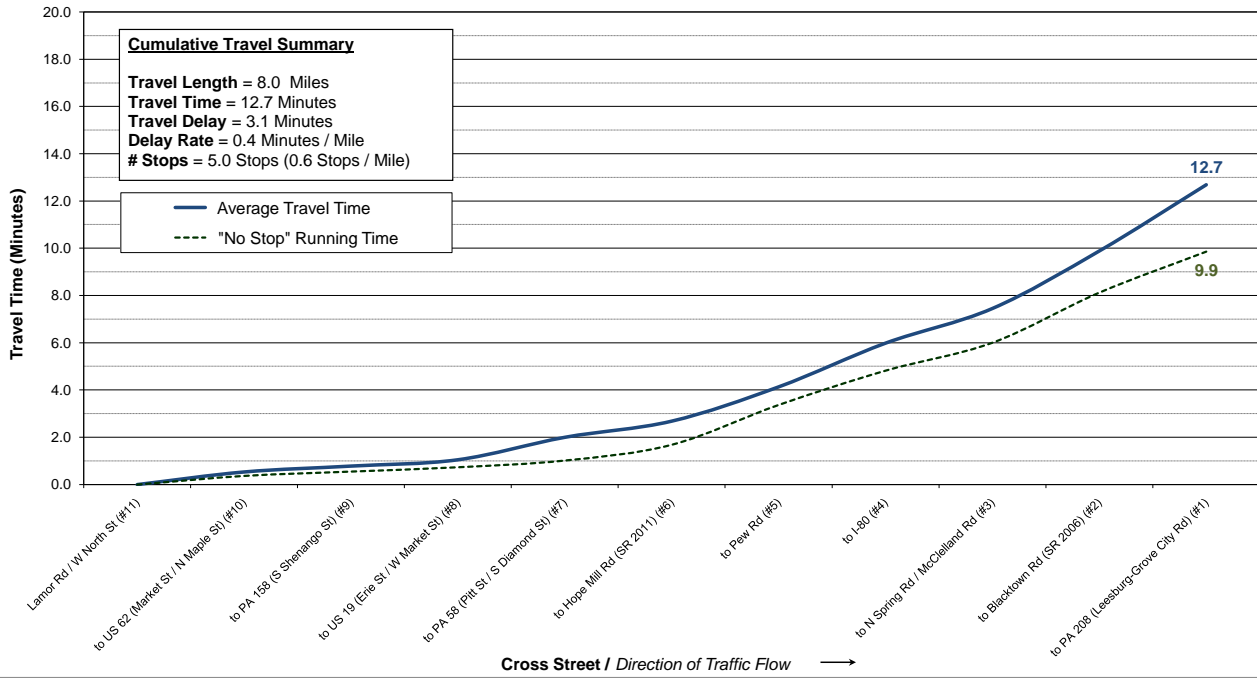


**CONGESTION MANAGEMENT PROCESSES**  
Travel Time Summary (Average Data)

Corridor: #407 / PA 258 (Prime Outlets to Mercer)  
Direction: SB  
Scenario: Weekday PM Peak, Fall / Winter 2009

**Mercer County CMP Corridor #407**  
PA 258 (Prime Outlets to Mercer)

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



**Mercer County CMP Corridor #407**  
PA 258 (Prime Outlets to Mercer)

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

