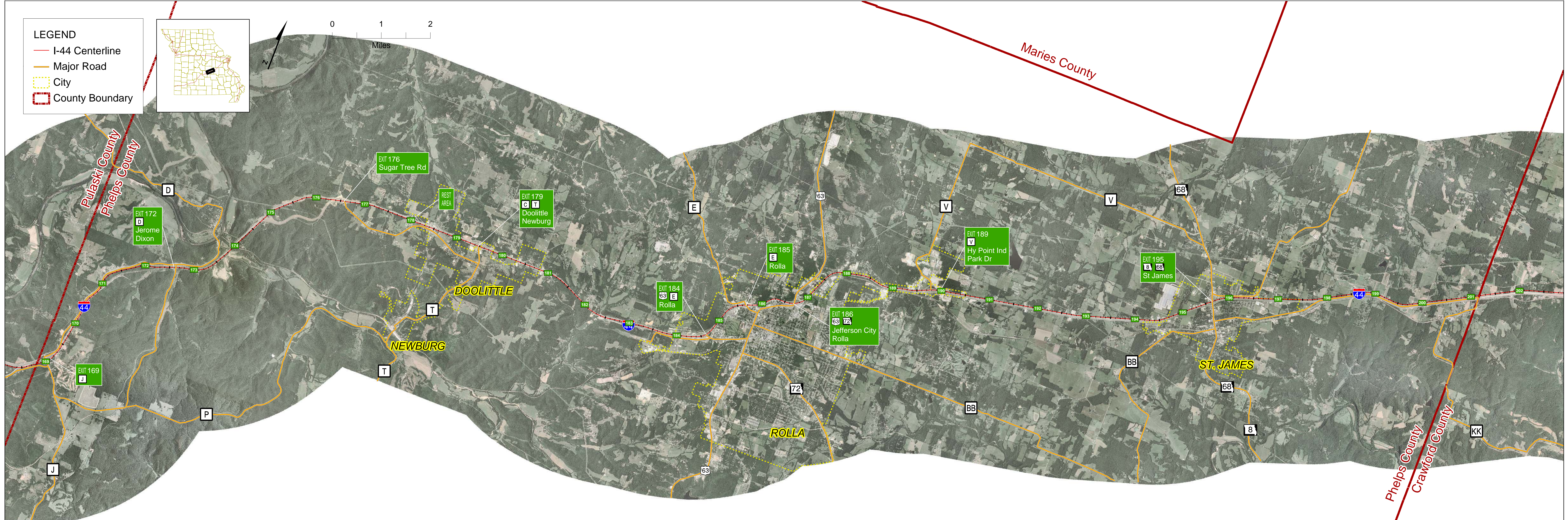
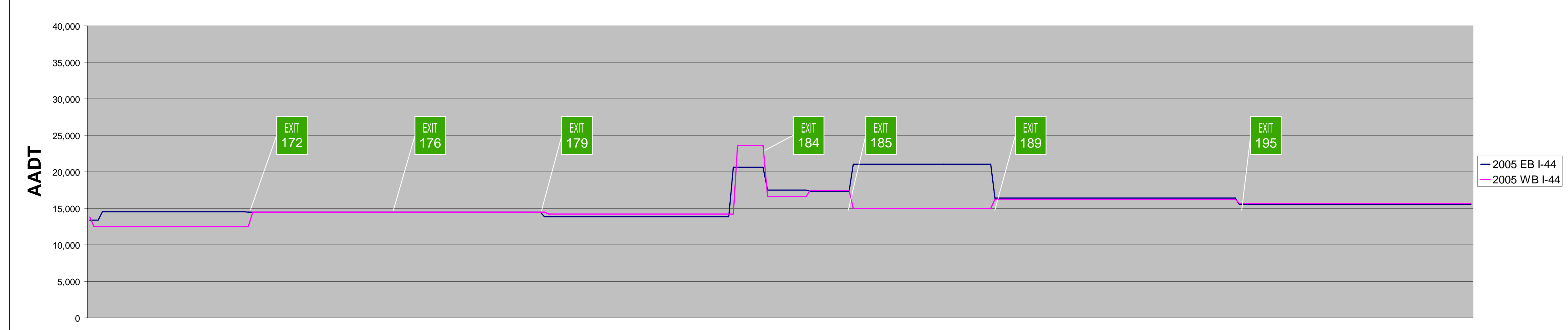


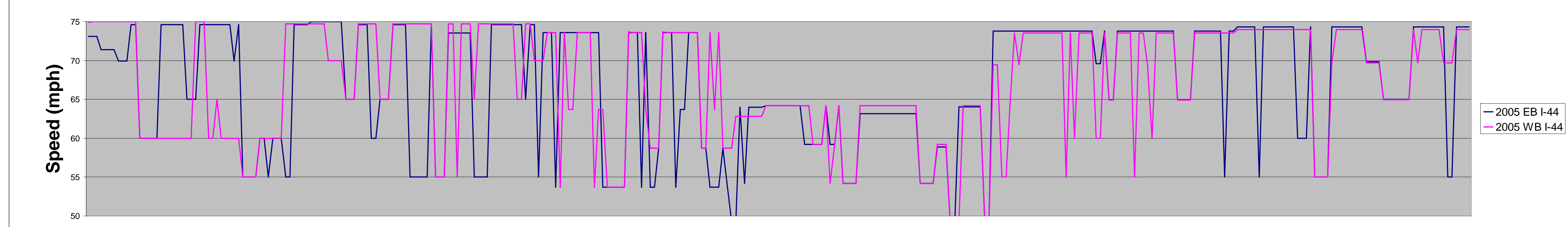
Phelps County Traffic Data



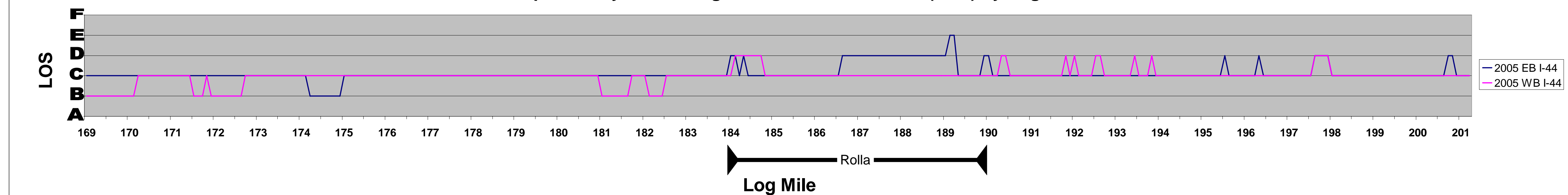
Phelps County 2005 Annual Average Daily Traffic (AADT) by Log Mile



Phelps County 2005 Average Passenger Car Speed by Log Mile



Phelps County 2005 Design Hour Level of Service (LOS) by Log Mile



2005 Analysis

Between St. Robert/Fort Leonardwood and Rolla

Operations are generally good to fair with all sections operating at level of service B or C. Commercial vehicles make up 29% of the total traffic in the eastbound direction and 24% of the total traffic in the westbound direction.

Through Rolla

Operations are generally fair to somewhat congested with almost all sections operating at level of service C or D. There is one section containing a horizontal curve that was analyzed with a lower speed and a 4% grade that resulted in level of service E in the eastbound direction. Commercial vehicles make up 24%-32% of the total traffic in the eastbound direction and 26%-30% of the total traffic in the westbound direction.

Between Rolla and Sullivan

Operations are generally fair, with most sections operating at level of service C. There are several sections with horizontal and/or vertical curves that were analyzed with a lower speed which resulted in level of service D. Commercial vehicles make up 24% of the total traffic in the eastbound direction and 30% of the total traffic in the westbound direction.

Quality of Operations	Level of Service	Evaluation Thresholds
Good	LOS A, LOS B	Suitable for rural
		Suitable for urban
Fair	LOS C	Suitable for rural
		Suitable for urban
Somewhat Congested	LOS D	Not desirable for rural
		Suitable for urban
Congested	LOS E	Not desirable for rural
		Not desirable for urban
Poor	LOS F	Not desirable for rural
		Not desirable for urban

Please see Level of Service board for definitions of LOS A, B, C, D, E, and F.