

**MO 163 Speed Study  
From Mick Deaver to Southampton**

**Boone County  
City of Columbia**



**1. MO 163 SB, South of Carrie Francke Dr.**

a. 85 <sup>th</sup> Percentile	54	53
b. Mean	49	48
c. Mode	52	46
d. Median	48	47
e. High Speed	59	59
f. Low Speed	38	33
g. Pace	45 to 54	45 to 54

**2. MO 163 NB, 1200ft North of Mick Deaver**

a. 85 <sup>th</sup> Percentile	52	56
b. Mean	48	52
c. Mode	48	49
d. Median	47	51
e. High Speed	72	62
f. Low Speed	37	40
g. Pace	42 to 51	47 to 56

**3. MO 163 SB, 2500ft South of Mick Deaver**

a. 85 <sup>th</sup> Percentile	58	56
b. Mean	53	52
c. Mode	53	52
d. Median	52	51
e. High Speed	66	60
f. Low Speed	42	45
g. Pace	49 to 58	48 to 57

**4. MO 163 NB, 2500ft North of Green Meadows**

a. 85 <sup>th</sup> Percentile	56	55
b. Mean	52	50
c. Mode	51	46
d. Median	51	50
e. High Speed	61	59
f. Low Speed	41	43
g. Pace	46 to 55	46 to 55

**5. MO 163 SB, 1000ft South of Green Meadows**

a. 85 <sup>th</sup> Percentile	51	52
b. Mean	47	47
c. Mode	46	46
d. Median	46	46
e. High Speed	59	60
f. Low Speed	37	37
g. Pace	42 to 51	42 to 51

**6. MO 163 NB, 1000ft North of RT AC**

a. 85 <sup>th</sup> Percentile	51	47
b. Mean	45	43
c. Mode	39	41
d. Median	44	41
e. High Speed	62	51
f. Low Speed	34	33
g. Pace	39 to 48	38 to 47

**7. MO 163 SB, South of Peachtree Crossover**

a. 85 <sup>th</sup> Percentile	57	51
b. Mean	51	47
c. Mode	49	46
d. Median	50	46
e. High Speed	70	54
f. Low Speed	37	40
g. Pace	48 to 57	43 to 52

**8. MO 163 NB, South of Peachtree Crossover**

a. 85 <sup>th</sup> Percentile	58	52
b. Mean	53	49
c. Mode	55	49
d. Median	53	48
e. High Speed	63	62
f. Low Speed	41	39
g. Pace	48 to 57	44 to 53

**9. MO 163 SB, at Southampton**

a. 85 <sup>th</sup> Percentile	50	50
b. Mean	47	46
c. Mode	49	46
d. Median	45	45
e. High Speed	56	46
f. Low Speed	35	41
g. Pace	43 to 52	41 to 50

**10. MO 163 NB, South of Southampton**

a. 85 <sup>th</sup> Percentile	50	52
b. Mean	47	47
c. Mode	48	46
d. Median	46	46
e. High Speed	65	55
f. Low Speed	39	39
g. Pace	42 to 51	42 to 51

## Accidents

2 Fatal  
7 Disabling Injury  
57 Minor Injury  
167 PDO  
233 Total

226.12 Total 5-yr Accident Rate  
169.68 Statewide 5-yr Accident Rate  
381.40 District 5-yr Accident Rate

## **Crash Rate Analysis (Urban Expressway)**

- Fatal Rate = 1.94, Statewide Fatality Rate = 1.48; Fatal Rate = 1.31 < 1.5 SWAR ■
- Disabling Injury Crash Rate = 6.79, Statewide DI Crash Rate = 6.89; DI Rate < 1.5 SWAR ■
- Total Crash Rate = 226.12, Statewide Crash Rate = 169.68; Total Crash Rate = 1.33 SWAR < 1.5 SWAR ■

## Pedestrian Traffic

We did not specifically count pedestrians. There are no sidewalks along MO 163. There are wide shoulders and there was a presence of pedestrians and bicyclist, but they did not meet the requirement of 10 per hour for 3 hours of any 8-hour period. There are also bus stops located near several of the signalized intersections but there was not an obvious presence of pedestrians in high volumes. There is a Shared Use Path for 1.66 miles of the 2.186 mile corridor.

## Parking

There is no parking along MO 163. The shoulders are wide for the majority of MO 163 through the study area. This is an access controlled route through the majority of the area.

## Adjacent Development

Mick Deaver to Southampton  
0 Private Driveways (1)  
1 Minor Commercial Entrances (5; 1 for State Farm)  
14 Major Commercial Entrances & Public Streets (10)

Score =  $[(0 \times 1) + (1 \times 5) + (14 \times 10)] / (2.186) = 66.33$  Conflicts per mile (Up to 10% reduction, see notes below)

5-yr Accident Rate = 226.12

Statewide Accident Rate = 169.68

Percent Reduction =  $100 * [(226.12 - 169.68) / (226.12)] = 24.9$

24.9% Reduction by calculation. There were 36 accidents in 2015. The chart in Figure 949.2.2.5 indicates for 36 accidents, there should be approximately 26% to 28% Change. In this case, the calculated reduction of 24.9% < 26%. For this reason, the Driveway Conflict Number cannot be considered. ■

**Speed Limit Recommendation**

50 MPH from Mick Deaver to Route K/Old Plank Rd.