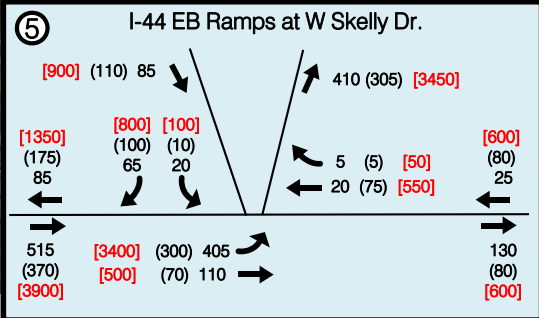
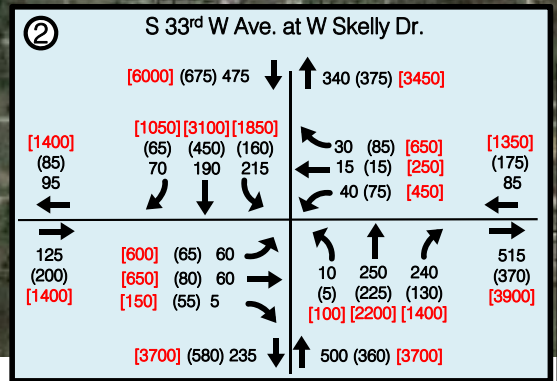
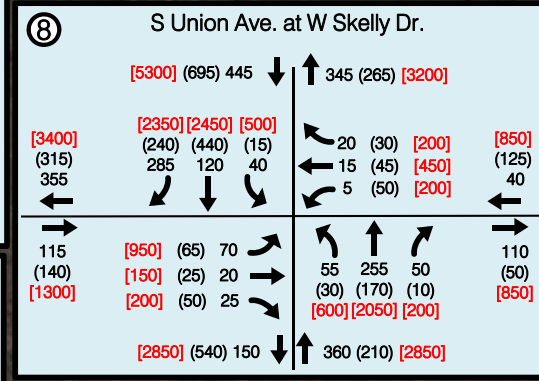
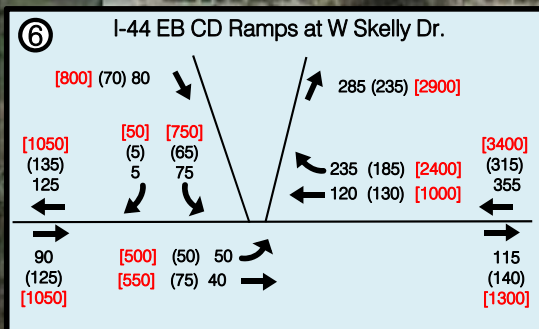
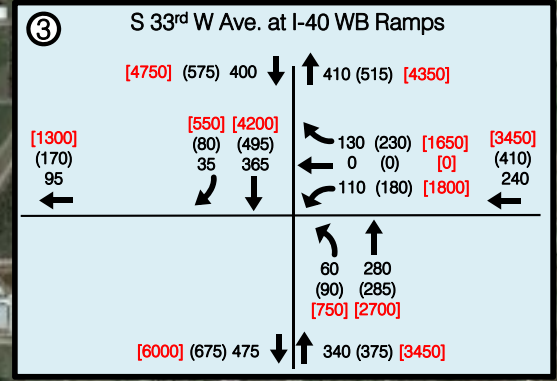
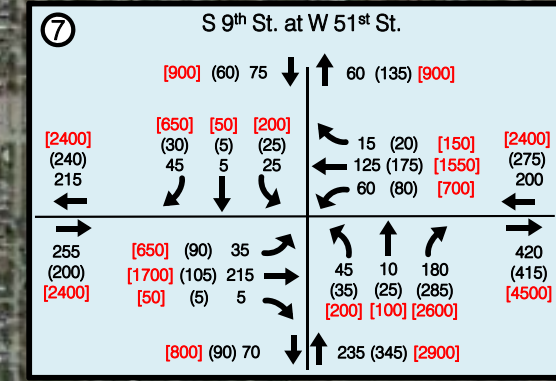
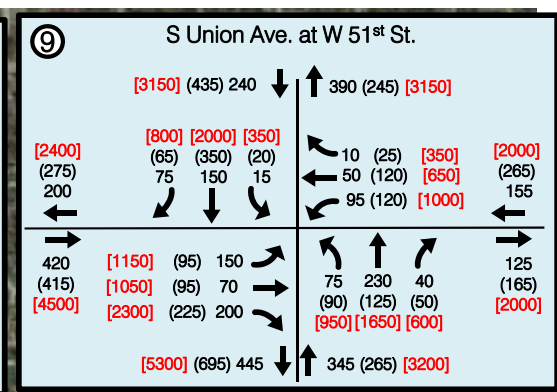
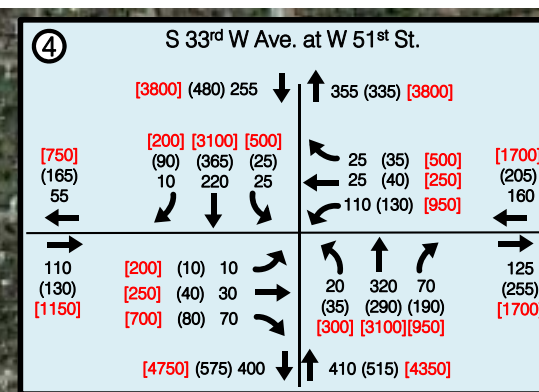
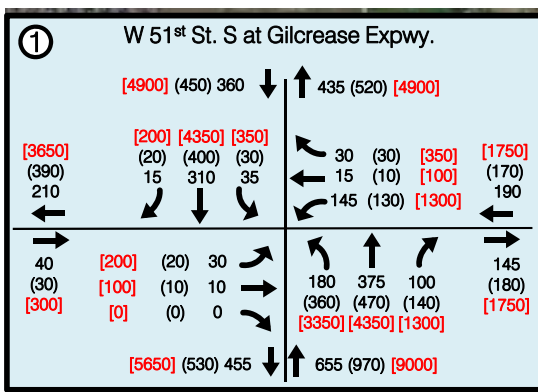
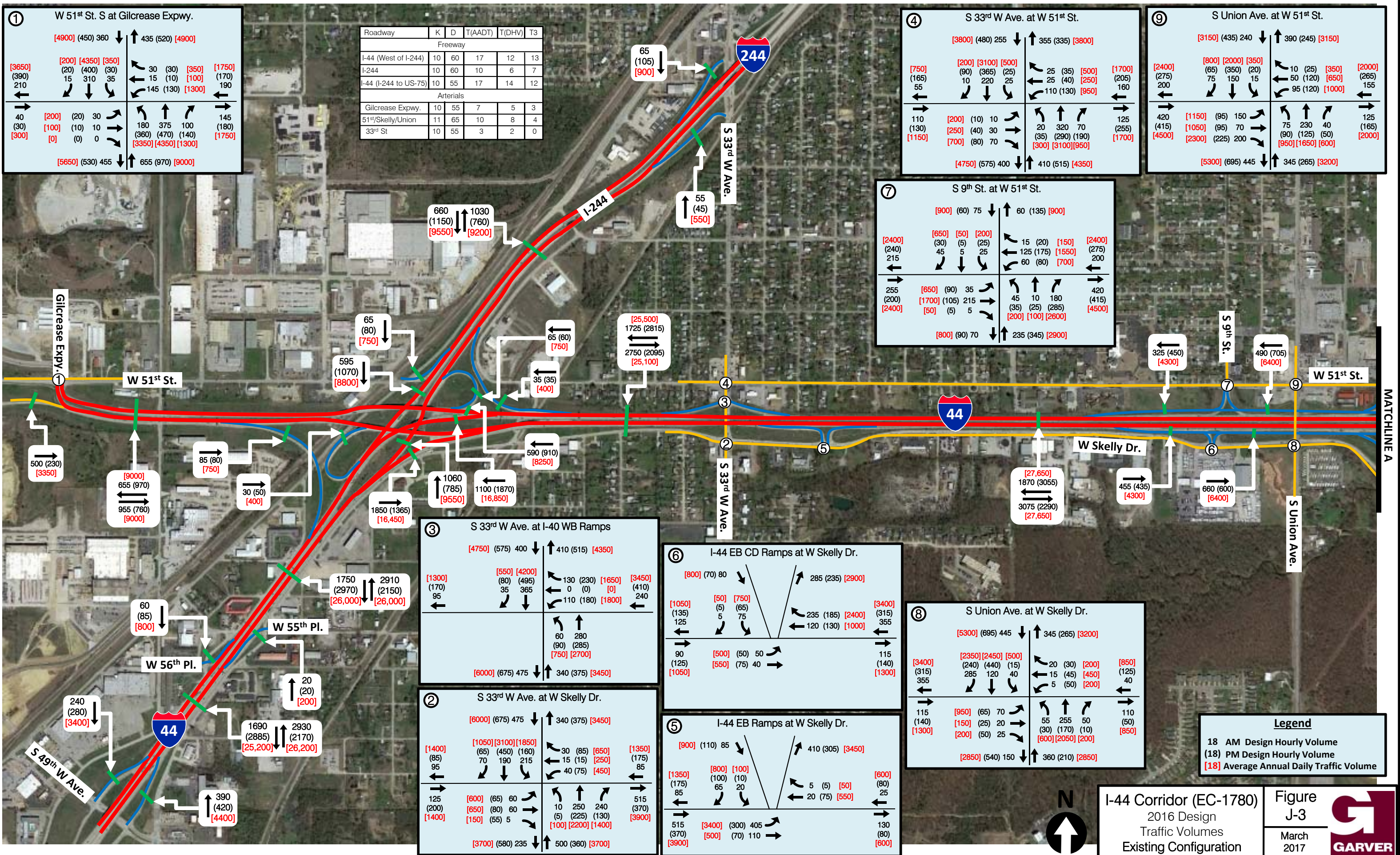


Roadway	K	D	T(AADT)	T(DHV)	T3
Freeway					
I-44 (West of I-244)	10	60	17	12	13
I-244	10	60	10	6	7
I-44 (I-244 to US-75)	10	55	17	14	12
Arterials					
Gilcrease Expy.	10	55	7	5	3
51st/Skelly/Union	11	65	10	8	4
33rd St	10	55	3	2	0

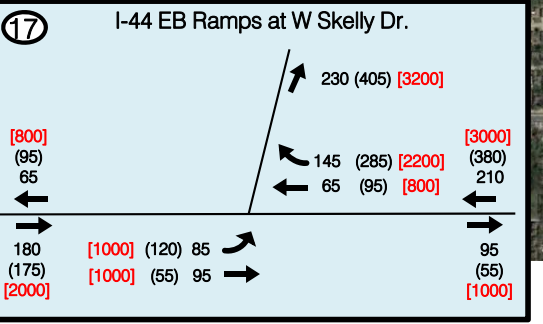
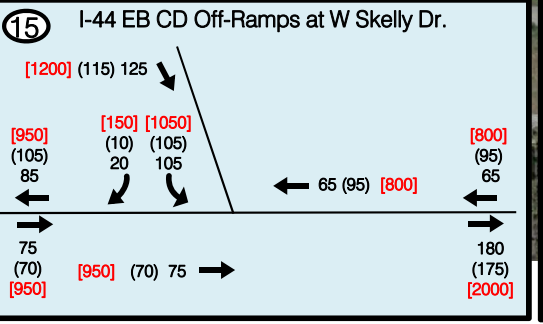
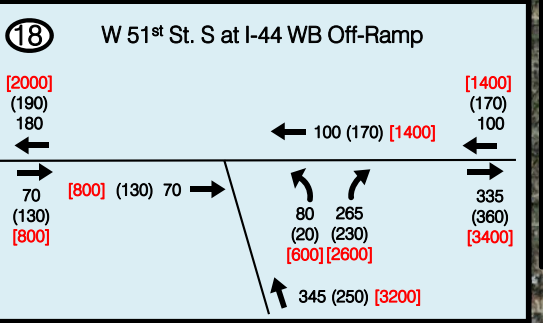
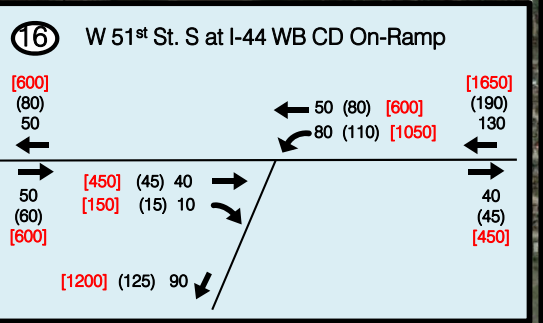
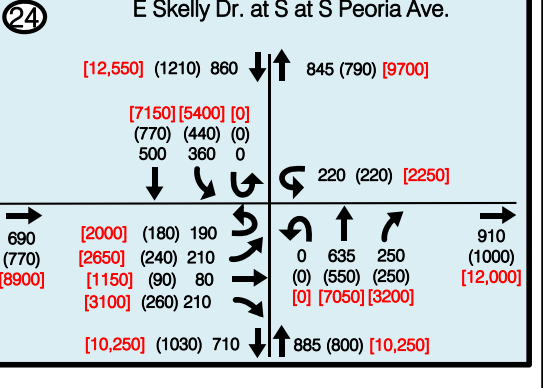
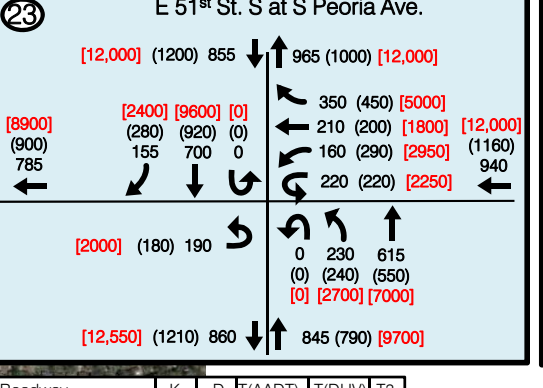
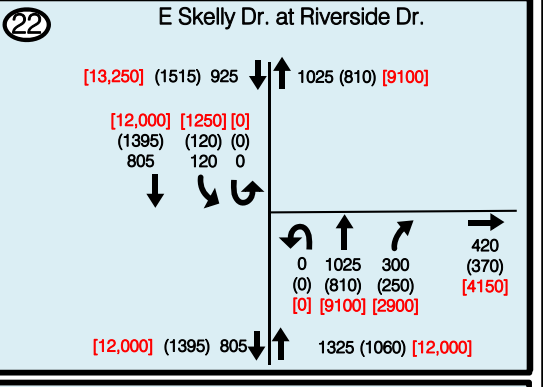
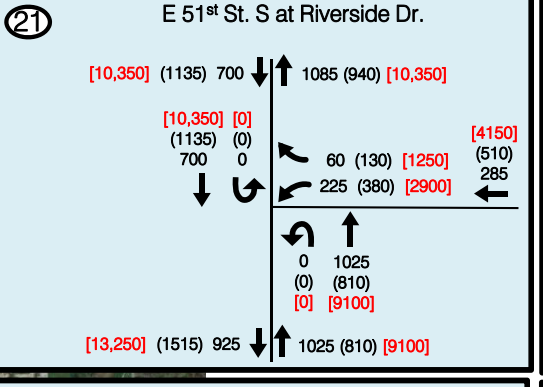
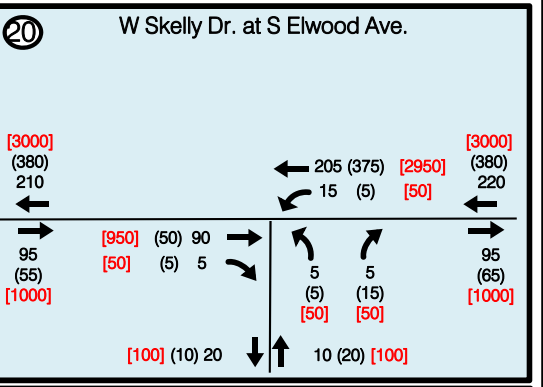
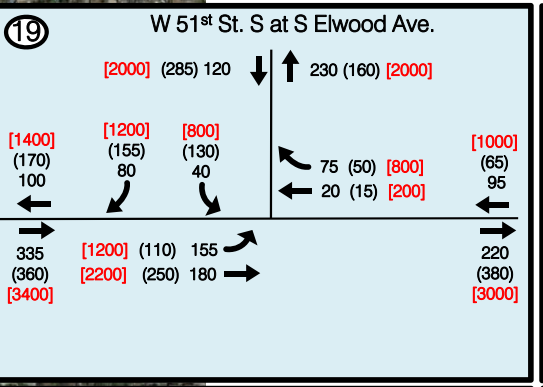
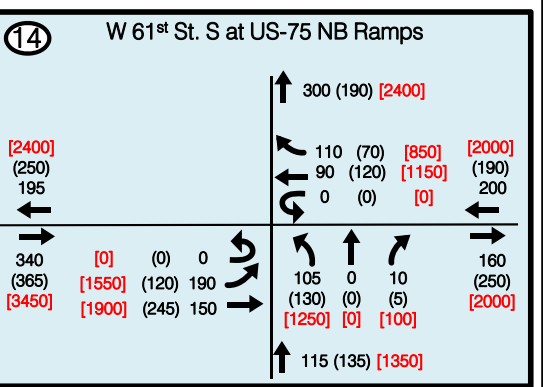
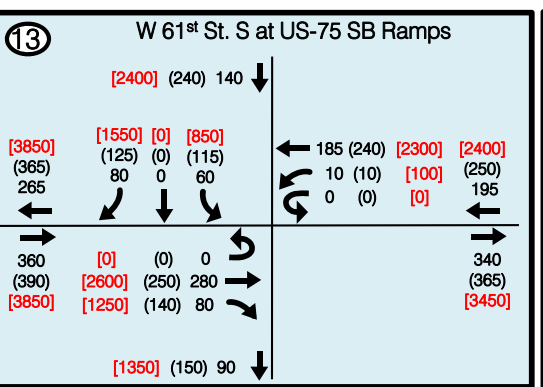
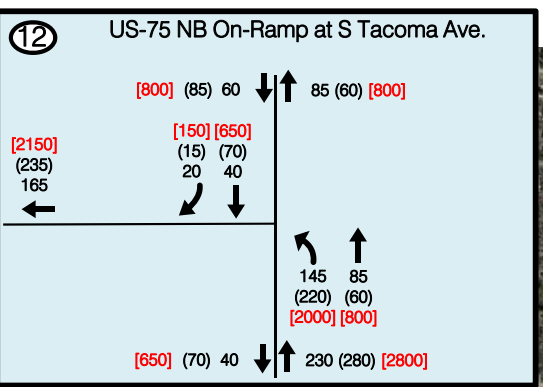
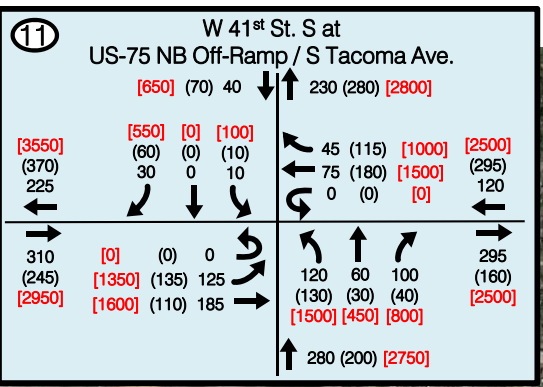
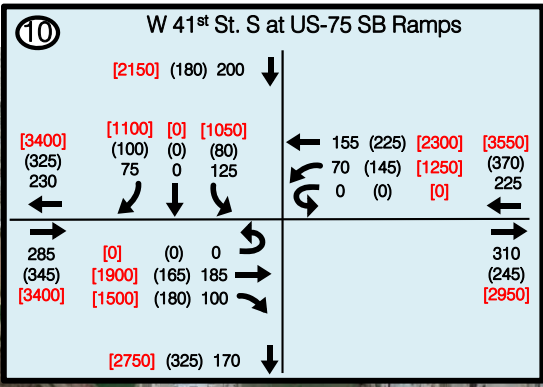
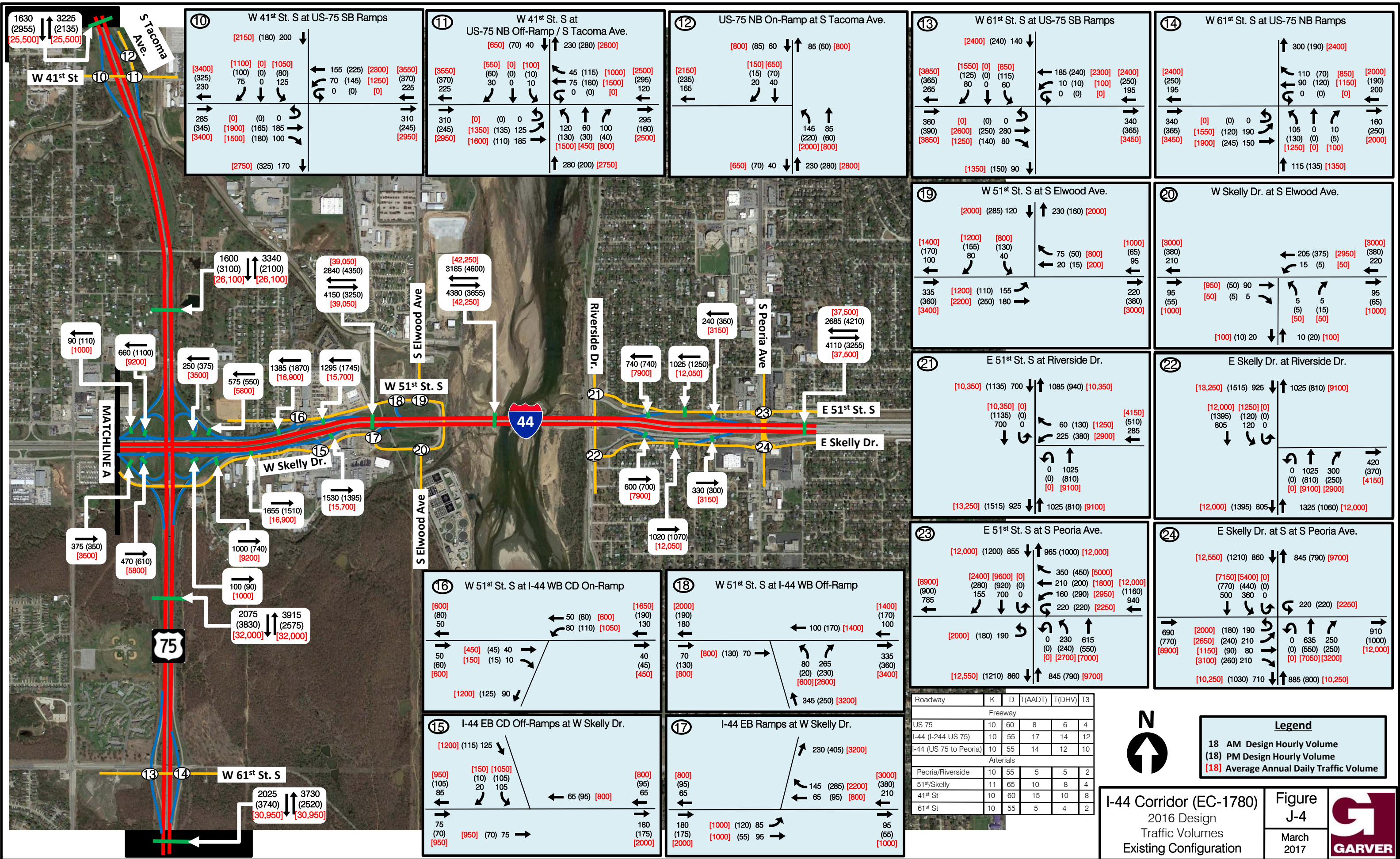


**Legend**

- 18 AM Design Hourly Volume
- (18) PM Design Hourly Volume
- [18] Average Annual Daily Traffic Volume





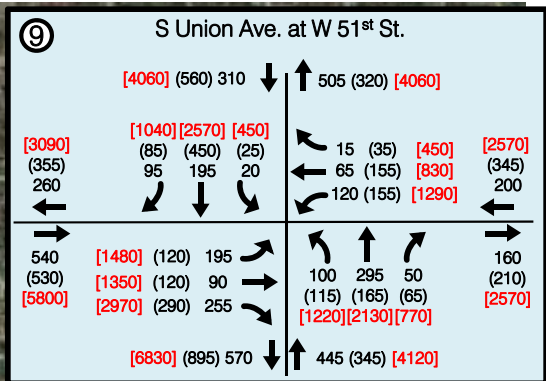
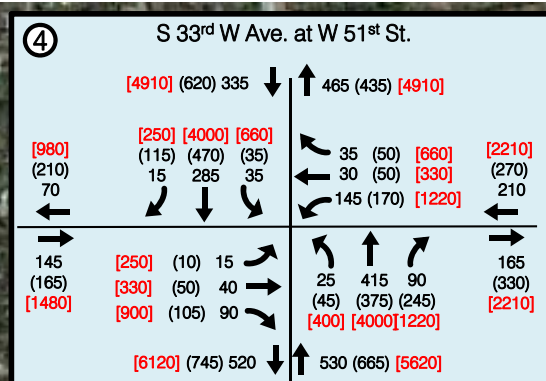
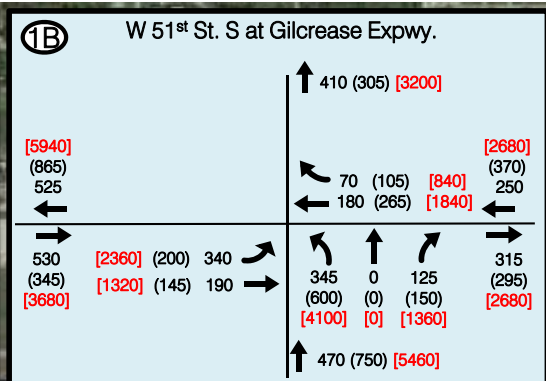
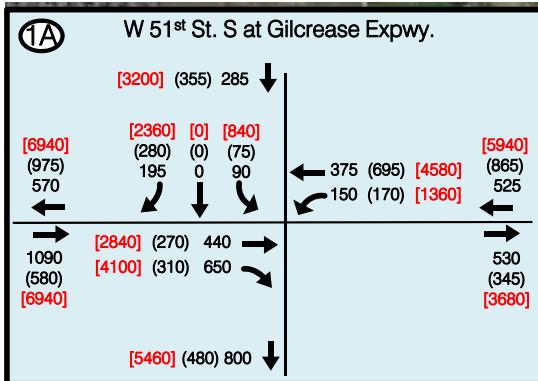
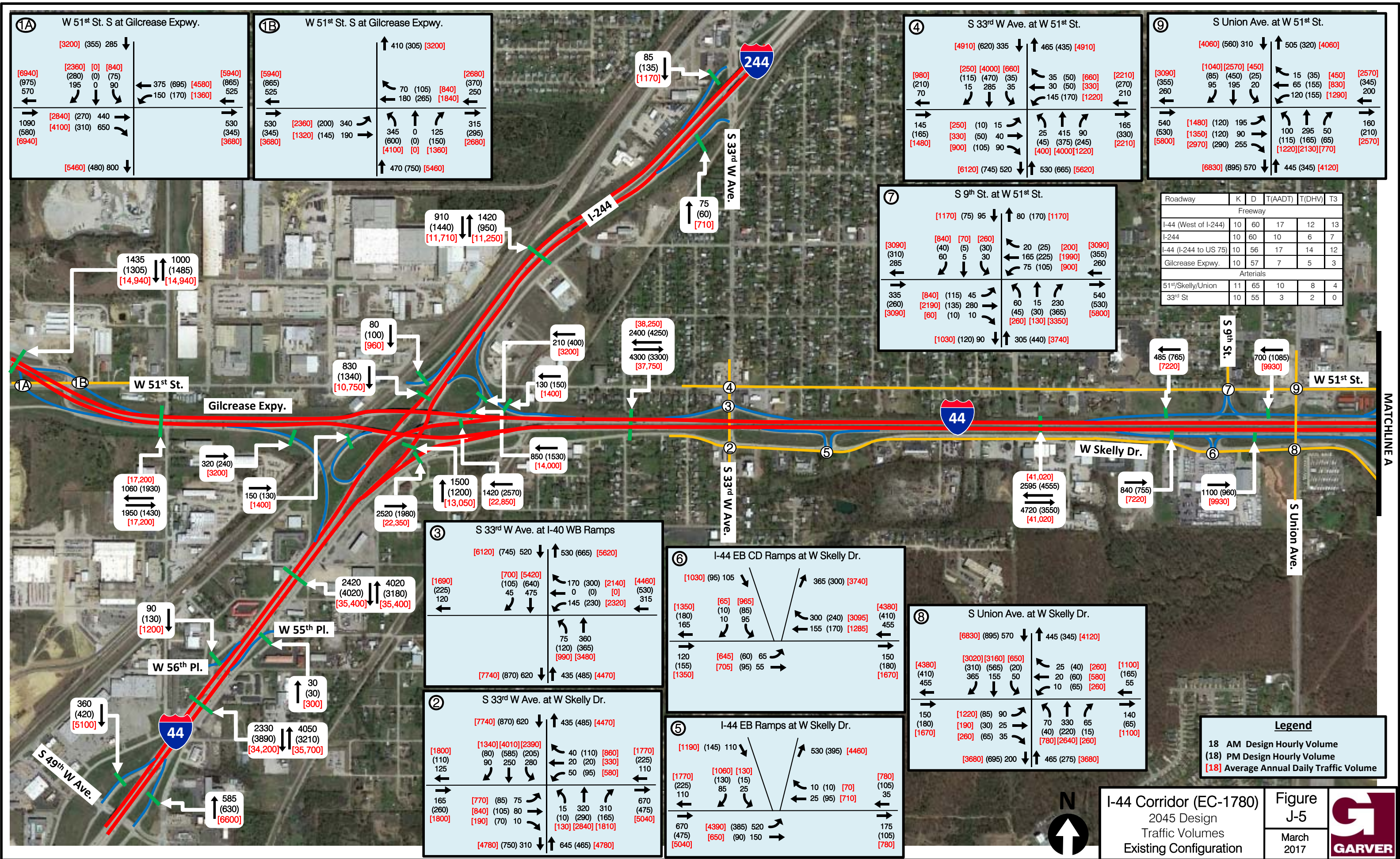


Roadway	K	D	T(AADT)	T(DHV)	T3
Freeway					
US 75	10	60	8	6	4
I-44 (I-244 US 75)	10	55	17	14	12
I-44 (US 75 to Peoria)	10	55	14	12	10
Arterials					
Peoria/Riverside	10	55	5	5	2
51 <sup>st</sup> /Skelly	11	65	10	8	4
41 <sup>st</sup> St	10	60	15	10	8
61 <sup>st</sup> St	10	55	5	4	2

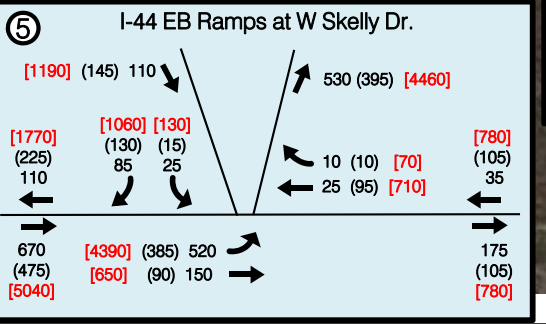
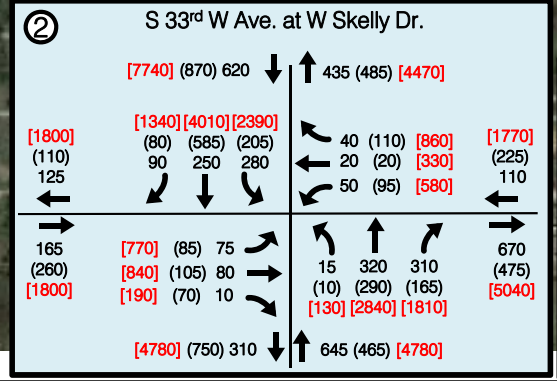
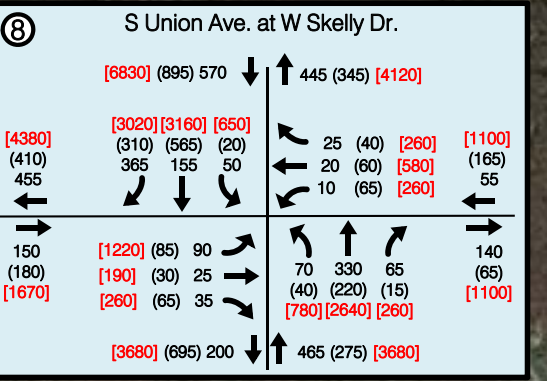
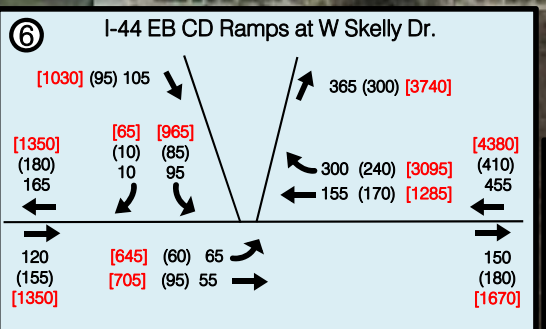
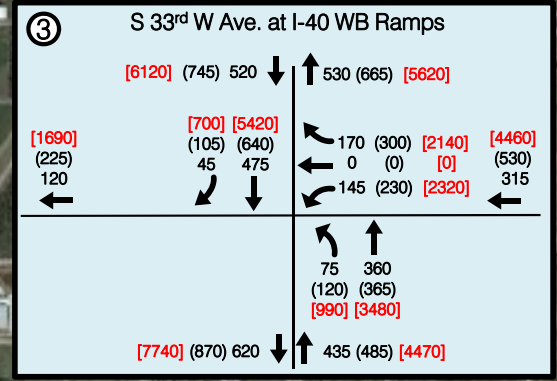
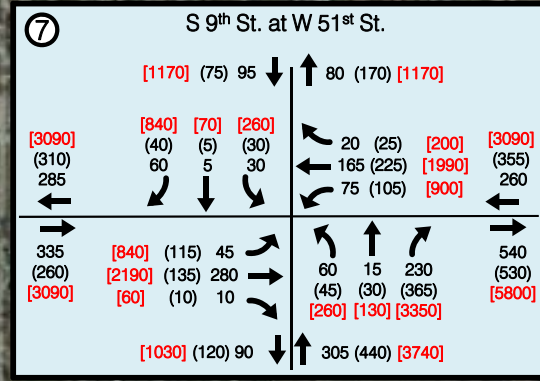


**Legend**  
 18 AM Design Hourly Volume  
 18 PM Design Hourly Volume  
 [18] Average Annual Daily Traffic Volume





Roadway	K	D	T(AADT)	T(DHV)	T3
Freeway					
I-44 (West of I-244)	10	60	17	12	13
I-244	10	60	10	6	7
I-44 (I-244 to US 75)	10	56	17	14	12
Gilcrease Expwy.	10	57	7	5	3
Arterials					
51 <sup>st</sup> /Skelly/Union	11	65	10	8	4
33 <sup>rd</sup> St	10	55	3	2	0

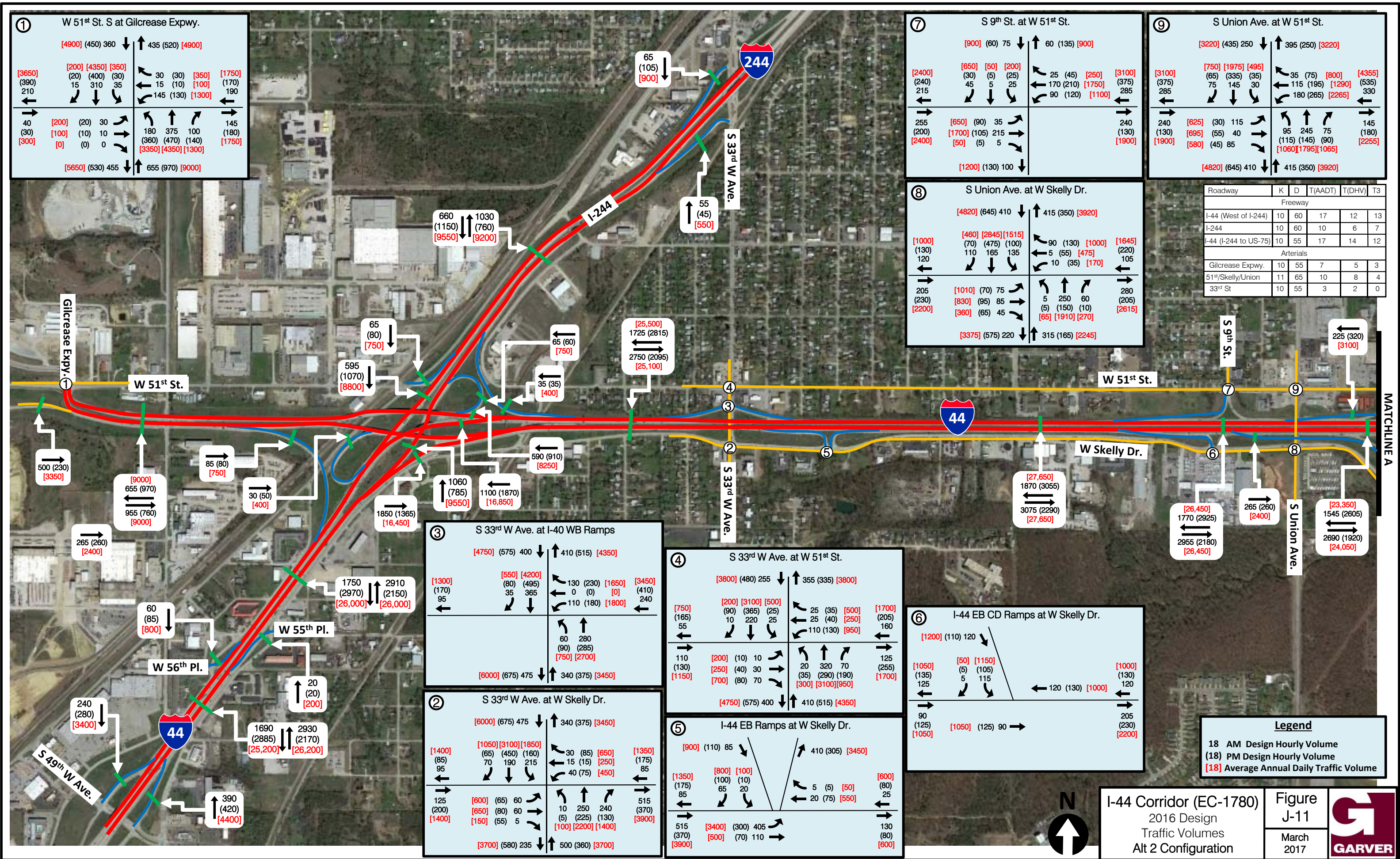


**Legend**  
 18 AM Design Hourly Volume  
 (18) PM Design Hourly Volume  
 [18] Average Annual Daily Traffic Volume









**1 W 51st St. S at Gilcrease Expwy.**

[4900] (450) 360 ↓		↑ 435 (520) [4900]	
[3650] (390) 210	[200] (20) 15	[4350] (400) 310	[350] (30) 35
←	↙	↘	→
30 (30) [350]	15 (10) [100]	145 (130) [1300]	1750 (170) 190
↖	↗	↘	↙
40 (30) [300]	[200] (10) 0	180 (360) [3350]	375 (470) [4350]
↖	↗	↘	↙
145 (180) [1750]	655 (970) [9000]	↑	
[5650] (530) 455 ↓			

**7 S 9th St. at W 51st St.**

[900] (60) 75 ↓		↑ 60 (135) [900]	
[2400] (240) 215	[650] (30) 45	[50] (5) 5	[200] (25) 25
←	↙	↘	→
25 (45) [250]	170 (210) [1750]	90 (120) [1100]	[3100] (375) 285
↖	↗	↘	↙
255 (200) [2400]	[650] (90) 35	[1700] (105) 215	240 (130) [1900]
↖	↗	↘	↙
[1200] (130) 100 ↓	↑		

**9 S Union Ave. at W 51st St.**

[3220] (435) 250 ↓		↑ 395 (250) [3220]	
[3100] (375) 285	[750] (65) 75	[1975] (335) 145	[495] (35) 30
←	↙	↘	→
35 (75) [800]	115 (195) [1290]	180 (265) [2265]	[4355] (535) 330
↖	↗	↘	↙
240 (130) [1900]	[625] (30) 115	[695] (55) 40	95 (115) [1060]
↖	↗	↘	↙
[4820] (645) 410 ↓	↑ 415 (350) [3920]		

Roadway	K	D	T(AADT)	T(DHV)	T3
Freeway					
I-44 (West of I-244)	10	60	17	12	13
I-244	10	60	10	6	7
I-44 (I-244 to US-75)	10	55	17	14	12
Arterials					
Gilcrease Expwy.	10	55	7	5	3
51st/Skelly/Union	11	65	10	8	4
33rd St	10	55	3	2	0

**8 S Union Ave. at W Skelly Dr.**

[4820] (645) 410 ↓		↑ 415 (350) [3920]	
[1000] (130) 120	[460] (70) 110	[2845] (475) 165	[1515] (100) 135
←	↙	↘	→
90 (130) [1000]	5 (55) [475]	10 (35) [170]	[1645] (220) 105
↖	↗	↘	↙
205 (230) [2200]	[1010] (70) 75	[830] (95) 85	5 (5) [65]
↖	↗	↘	↙
[3375] (575) 220 ↓	↑ 315 (165) [2245]		

**3 S 33rd W Ave. at I-40 WB Ramps**

[4750] (575) 400 ↓		↑ 410 (515) [4350]	
[1300] (170) 95	[550] (80) 35	[4200] (495) 365	130 (230) [1650]
←	↙	↘	→
0 (0) [0]	110 (180) [1800]	60 (90) [750]	280 (285) [2700]
↖	↗	↘	↙
[6000] (675) 475 ↓	↑ 340 (375) [3450]		

**4 S 33rd W Ave. at W 51st St.**

[3800] (480) 255 ↓		↑ 355 (335) [3800]	
[750] (165) 55	[200] (90) 10	[3100] (365) 220	[500] (25) 25
←	↙	↘	→
25 (35) [500]	25 (40) [250]	110 (130) [950]	[1700] (205) 160
↖	↗	↘	↙
110 (130) [1150]	[200] (10) 10	[250] (40) 30	20 (35) [300]
↖	↗	↘	↙
[4750] (575) 400 ↓	↑ 410 (515) [4350]		

**6 I-44 EB CD Ramps at W Skelly Dr.**

[1200] (110) 120 ↓		↑	
[1050] (135) 125	[50] (5) 5	[1150] (105) 115	[1000] (130) 120
←	↙	↘	→
120 (130) [1000]	120 (130) [1000]	205 (230) [2200]	
↖	↗	↘	↙
90 (125) [1050]	↑ 120 (130) [1000]		

**2 S 33rd W Ave. at W Skelly Dr.**

[6000] (675) 475 ↓		↑ 340 (375) [3450]	
[1400] (85) 95	[1050] (65) 70	[3100] (450) 190	[1850] (160) 215
←	↙	↘	→
30 (85) [650]	15 (15) [250]	40 (75) [450]	515 (370) [3900]
↖	↗	↘	↙
125 (200) [1400]	[600] (65) 60	[650] (80) 60	10 (5) [100]
↖	↗	↘	↙
[3700] (580) 235 ↓	↑ 500 (360) [3700]		

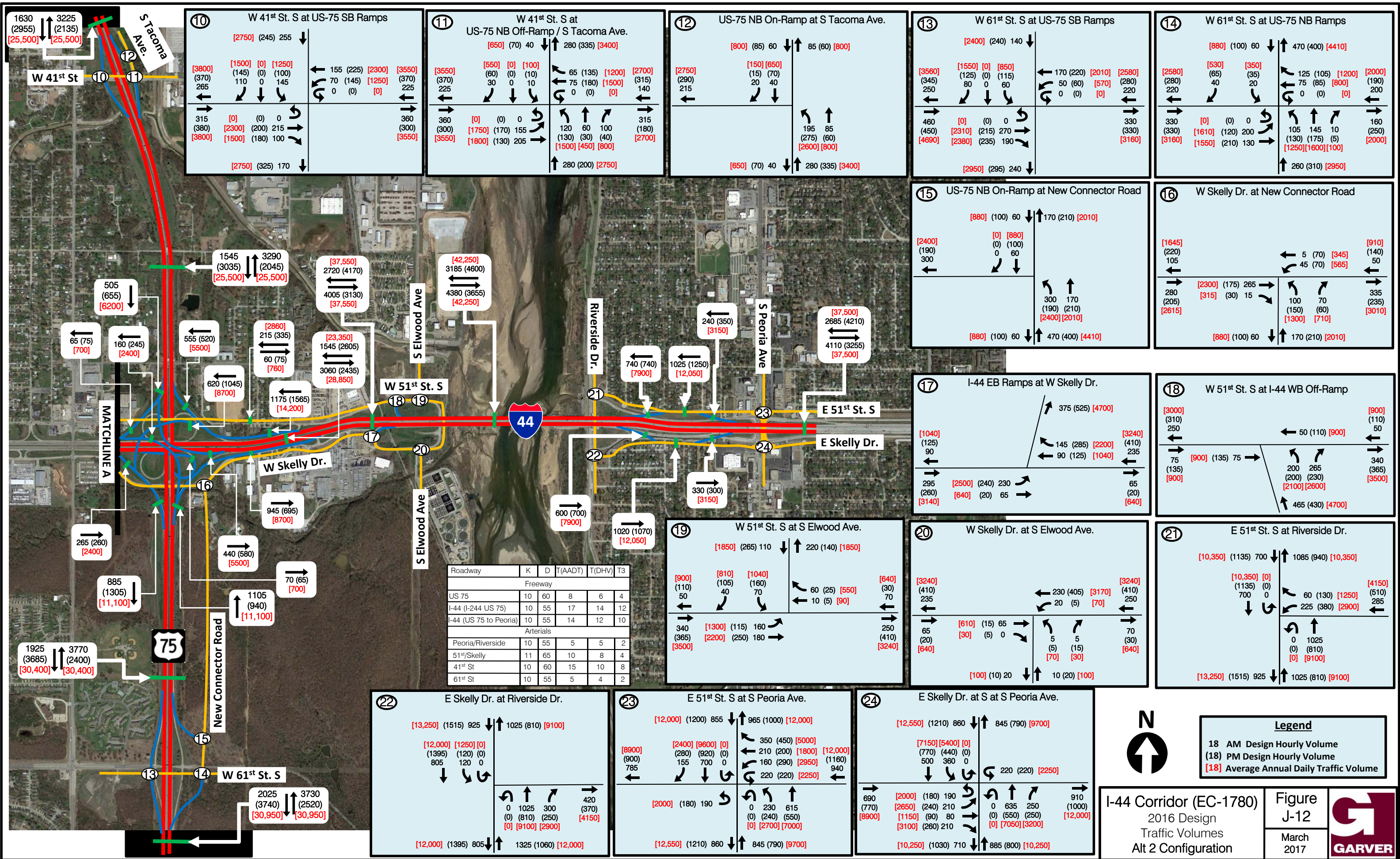
**5 I-44 EB Ramps at W Skelly Dr.**

[900] (110) 85 ↓		↑ 410 (305) [3450]	
[1350] (175) 85	[800] (100) 65	[100] (10) 20	[600] (80) 25
←	↙	↘	→
5 (5) [50]	20 (75) [550]	130 (80) [600]	
↖	↗	↘	↙
515 (370) [3900]	[3400] (300) 405	[500] (70) 110	
↖	↗	↘	↙

**Legend**

- 18 AM Design Hourly Volume
- 18 PM Design Hourly Volume
- [18] Average Annual Daily Traffic Volume





**10** W 41<sup>st</sup> St. S at US-75 SB Ramps

[2750] (245) 255 ↓

[3800] [1500] [0] [1250] ↑

[370] (145) (0) (100) ↓

265 110 0 145

155 (225) [2300] [3550] ↑

70 (145) [1250] (370) ↓

0 (0) [0] 225

315 [0] (0) 0 ↓

[3800] [2300] (200) 215 ↓

[3800] [1500] (180) 100 ↓

[2750] (325) 170 ↓

**11** W 41<sup>st</sup> St. S at US-75 NB Off-Ramp / S Tacoma Ave.

[650] (70) 40 ↓

[3550] [550] [0] [100] ↑

[370] (60) (0) (10) ↓

225 30 0 10

65 (135) [1200] [2700] ↑

75 (180) [1500] (315) ↓

0 (0) [0] 140

360 [0] (0) 0 ↓

[3550] [1750] (170) 155 ↓

[3550] [1800] (130) 205 ↓

[1500] [450] [800] ↑

120 60 100 ↓

(130) (30) (40) ↓

[1500] [450] [800] ↑

280 (200) [2750] ↑

**12** US-75 NB On-Ramp at S Tacoma Ave.

[800] (85) 60 ↓

[2750] [150] [650] ↑

(290) (15) (70) ↓

215 20 40

85 (60) [800] ↑

195 85 ↓

(275) (60) ↓

[2800] [800] ↑

[650] (70) 40 ↓

280 (335) [3400] ↑

**13** W 61<sup>st</sup> St. S at US-75 SB Ramps

[2400] (240) 140 ↓

[3560] [1550] [0] [850] ↑

(345) (125) (0) (115) ↓

250 80 0 60

170 (220) [2010] [2580] ↑

50 (60) [570] (280) ↓

0 (0) [0] 220

460 [0] (0) 0 ↓

[450] [2310] (215) 270 ↓

[4690] [2380] (235) 190 ↓

[2950] (295) 240 ↓

330 (330) [3160] ↑

**14** W 61<sup>st</sup> St. S at US-75 NB Ramps

[880] (100) 60 ↓

[2580] [530] [350] ↑

(280) (65) (35) ↓

220 40 20

125 (105) [1200] [2000] ↑

75 (85) [800] (190) ↓

0 (0) [0] 200

330 [0] (0) 0 ↓

[3160] [1610] (120) 200 ↓

[3160] [1550] (210) 130 ↓

[1250] [1600] [100] ↑

105 145 10 ↓

(130) (175) (5) ↓

[1250] [1600] [100] ↑

260 (310) [2950] ↑

**15** US-75 NB On-Ramp at New Connector Road

[880] (100) 60 ↓

[2400] [0] [880] ↑

(190) (0) (100) ↓

300 0 60

170 (210) [2010] ↑

300 170 ↓

(190) (210) ↓

[2400] [2010] ↑

[880] (100) 60 ↓

470 (400) [4410] ↑

**16** W Skelly Dr. at New Connector Road

[1645] [910] ↑

(220) (140) ↓

105 50

5 (70) [345] ↓

45 (70) [565] ↓

280 [2300] (175) 265 ↓

(205) [315] (30) 15 ↓

[2615] [1300] [710] ↑

100 70 ↓

(150) (60) ↓

[1300] [710] ↑

335 (235) [3010] ↑

[880] (100) 60 ↓

170 (210) [2010] ↑

**17** I-44 EB Ramps at W Skelly Dr.

[1040] [3240] ↑

(125) (125) [2200] (410) ↓

90 90 235

145 (285) [2200] (410) ↓

90 (125) [1040] (235) ↓

295 [2500] (240) 230 ↓

(260) [640] (20) 65 ↓

[3140] [640] (20) 65 ↓

65 (20) [640] ↑

375 (525) [4700] ↑

**18** W 51<sup>st</sup> St. S at I-44 WB Off-Ramp

[3000] [900] ↑

(310) (110) ↓

250 50

50 (110) [900] ↓

75 [900] (135) 75 ↓

[900] (135) 75 ↓

200 265 ↓

(200) (230) ↓

[2100] [2600] ↑

340 (365) [3500] ↑

465 (430) [4700] ↑

**19** W 51<sup>st</sup> St. S at S Elwood Ave.

[1850] (265) 110 ↓

[900] [810] [1040] ↑

(110) (105) (160) ↓

50 40 70

60 (25) [550] (30) ↓

10 (5) [90] 70 ↓

340 [1300] (115) 160 ↓

(365) [2200] (250) 180 ↓

[3500] [3240] (250) 180 ↓

250 (410) [3240] ↑

**20** W Skelly Dr. at S Elwood Ave.

[3240] [3240] ↑

(410) (1135) [3170] (410) ↓

235 250

230 (405) [3170] (410) ↓

20 (5) [70] 250 ↓

65 [610] (15) 65 ↓

(20) [30] (5) 0 ↓

[640] [70] (5) (15) ↓

[640] [70] (5) (15) ↓

[100] (10) 20 ↓

10 (20) [100] ↑

**21** E 51<sup>st</sup> St. S at Riverside Dr.

[10,350] (1135) 700 ↓

[10,350] [0] [4150] ↑

(1135) (0) ↓

700 0

60 (130) [1250] (510) ↓

225 (380) [2900] (285) ↓

0 1025 ↓

(0) (810) ↓

[0] [9100] ↑

[13,250] (1515) 925 ↓

1025 (810) [9100] ↑

**22** E Skelly Dr. at Riverside Dr.

[13,250] (1515) 925 ↓

[12,000] [1250] [0] ↑

(1395) (120) (0) ↓

805 120 0

0 1025 300 ↓

(0) (810) (250) ↓

[0] [9100] [2900] ↑

[12,000] (1395) 805 ↓

1325 (1060) [12,000] ↑

**23** E 51<sup>st</sup> St. S at S Peoria Ave.

[12,000] (1200) 855 ↓

[8900] [2400] [9600] [0] ↑

(900) (280) (920) (0) ↓

785 155 700 0

350 (450) [5000] [12,000] ↑

210 (200) [1800] [12,000] ↑

160 (290) [2950] (1160) ↓

220 (220) [2250] 940 ↓

[2000] (180) 190 ↓

[12,550] (1210) 860 ↓

845 (790) [9700] ↑

**24** E Skelly Dr. at S Peoria Ave.

[12,550] (1210) 860 ↓

[7150] [5400] [0] ↑

(770) (440) (0) ↓

500 360 0

220 (220) [2250] ↑

690 [2000] (180) 190 ↓

(770) [2650] (240) 210 ↓

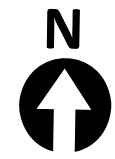
[8900] [3100] (260) 210 ↓

[10,250] (1030) 710 ↓

885 (800) [10,250] ↑

910 (1000) [12,000] ↑

Roadway	K	D	T(AADT)	T(DHV)	T3
Freeway					
US 75	10	60	8	6	4
I-44 (I-244 US 75)	10	55	17	14	12
I-44 (US 75 to Peoria)	10	55	14	12	10
Arterials					
Peoria/Riverside	10	55	5	5	2
51 <sup>st</sup> /Skelly	11	65	10	8	4
41 <sup>st</sup> St	10	60	15	10	8
61 <sup>st</sup> St	10	55	5	4	2



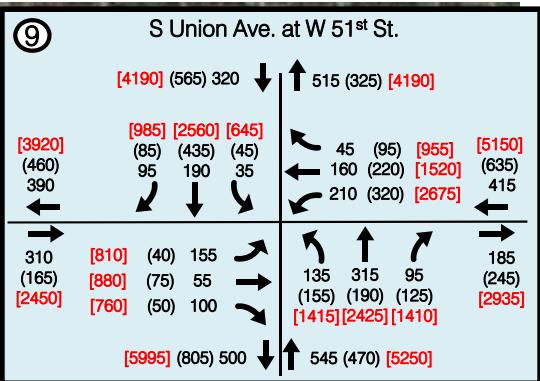
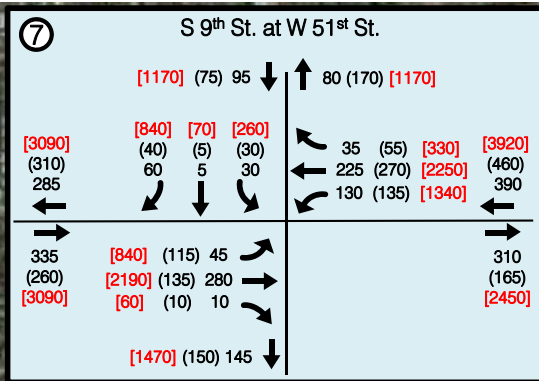
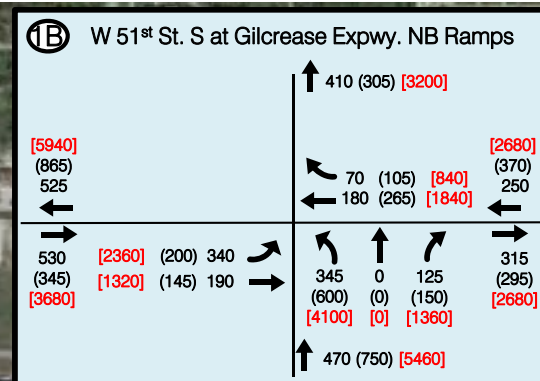
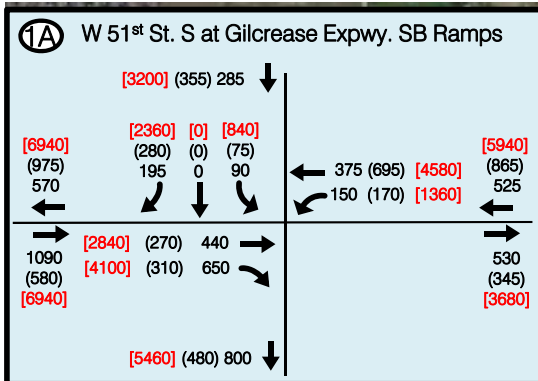
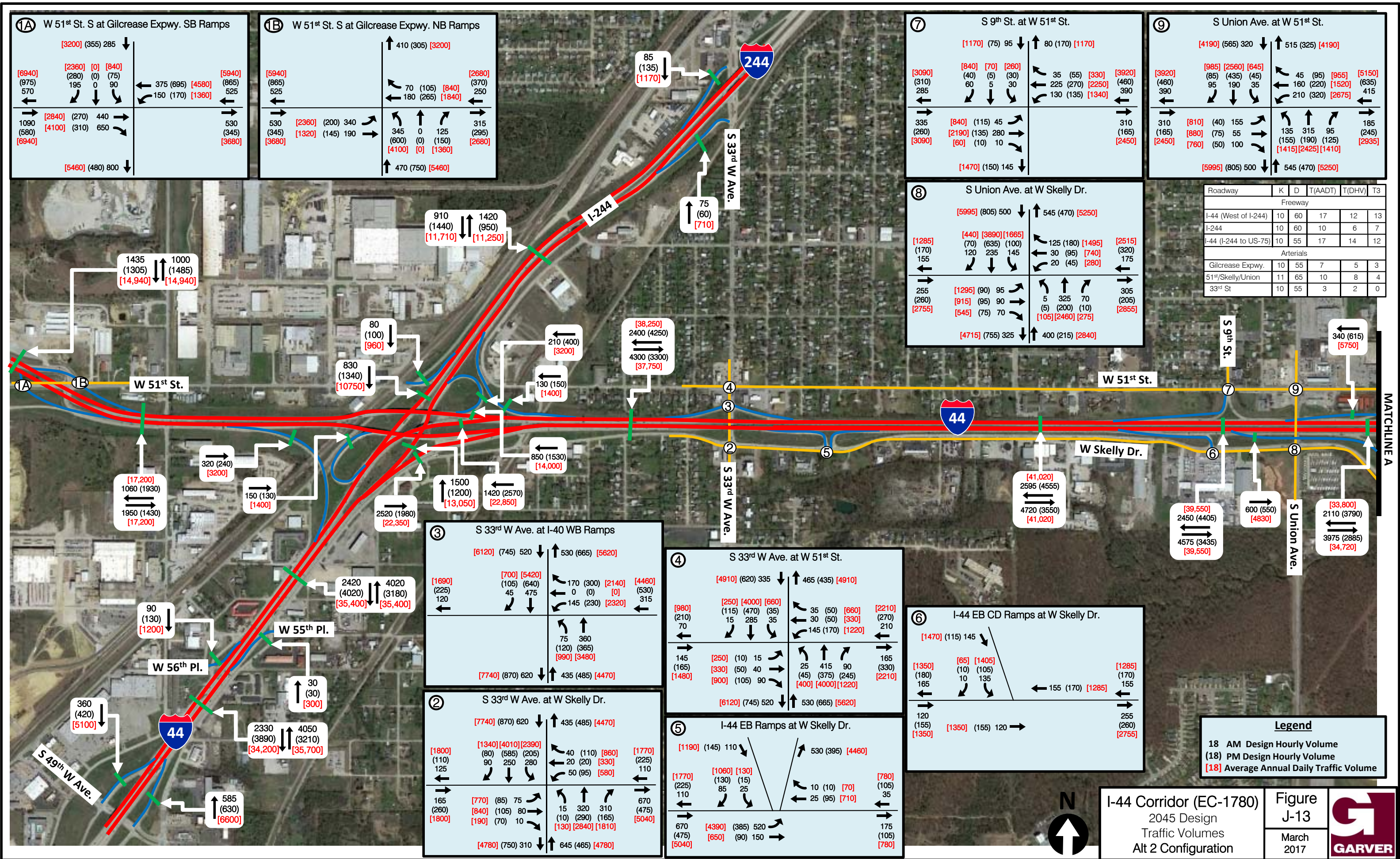
**Legend**

18 AM Design Hourly Volume

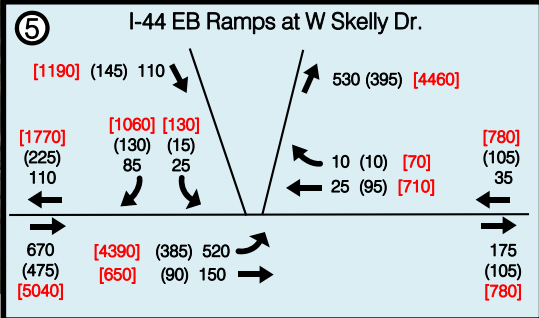
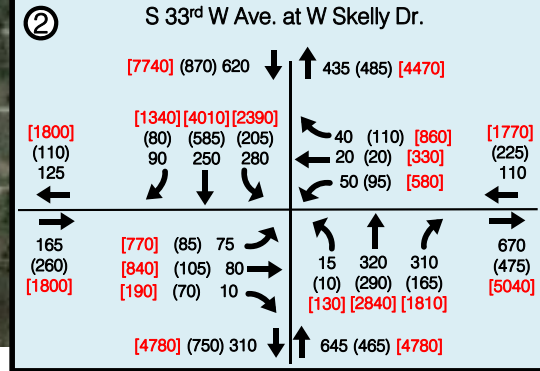
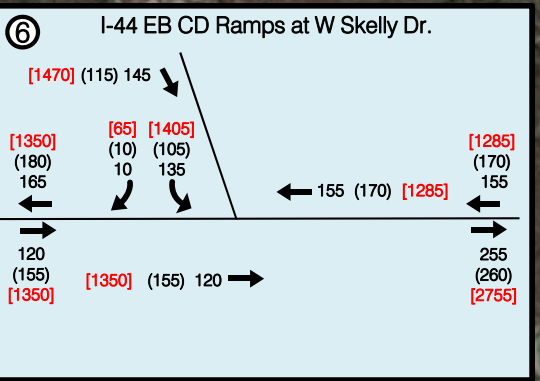
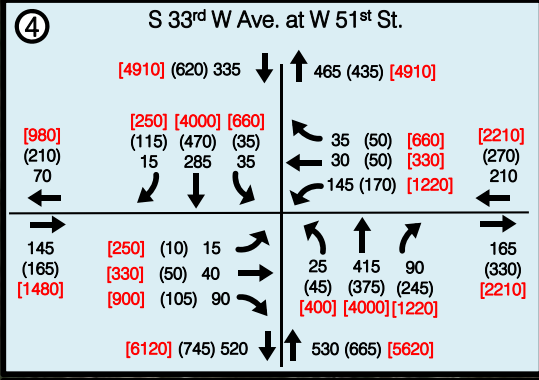
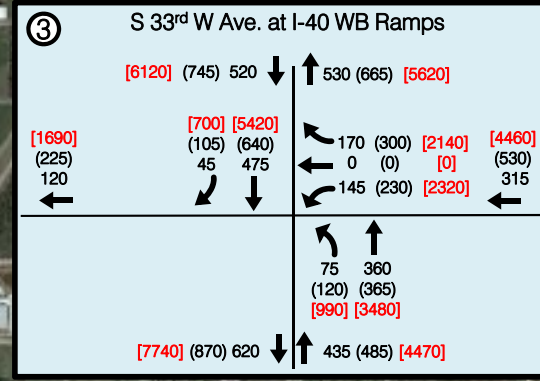
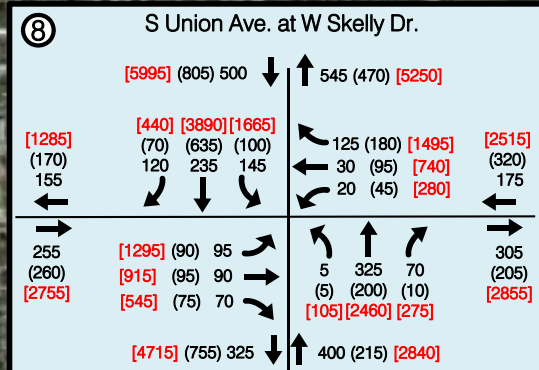
(18) PM Design Hourly Volume

[18] Average Annual Daily Traffic Volume





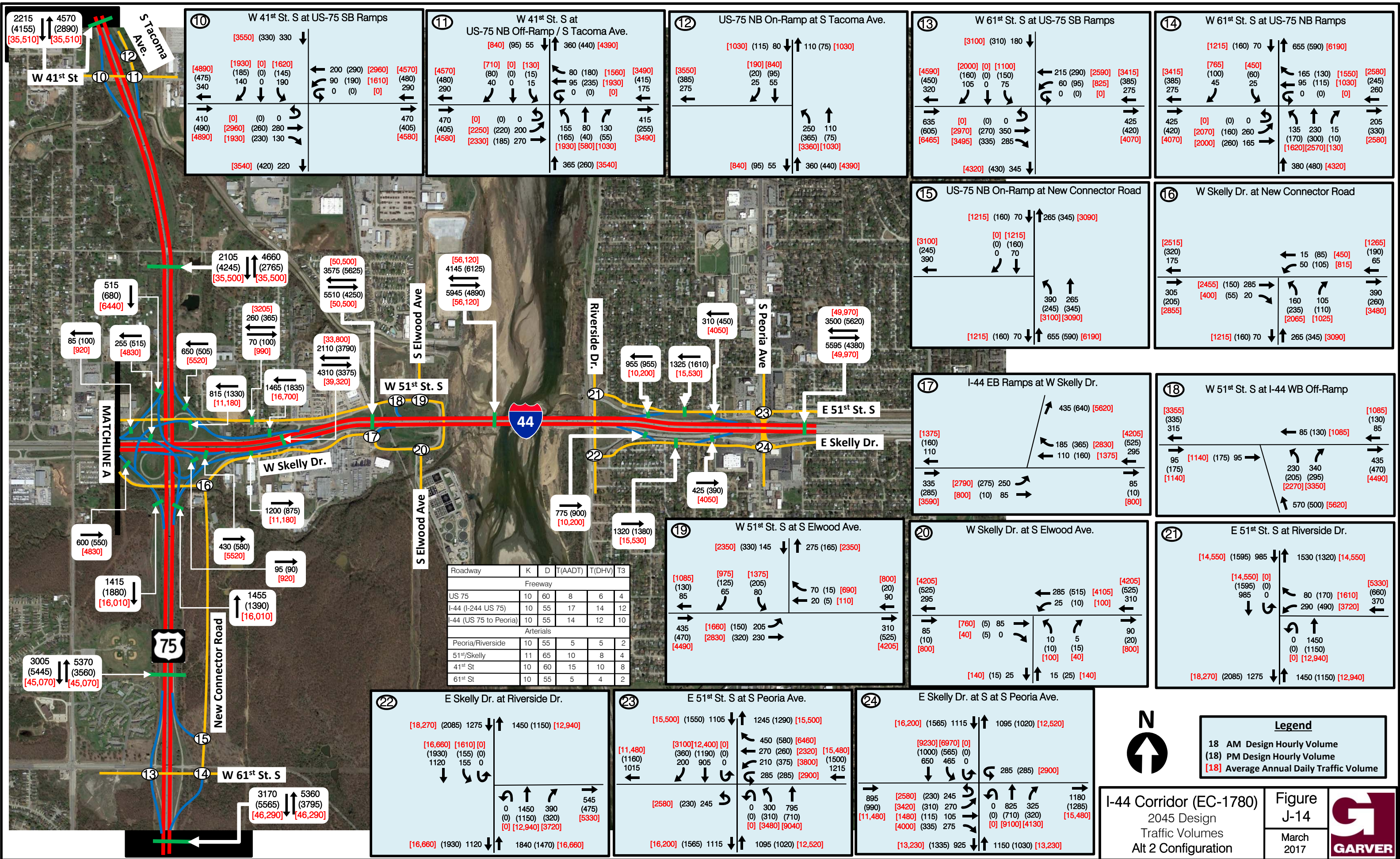
Roadway	K	D	T(AADT)	T(DHV)	T3
Freeway					
I-44 (West of I-244)	10	60	17	12	13
I-244	10	60	10	6	7
I-44 (I-244 to US-75)	10	55	17	14	12
Arterials					
Gilcrease Expwy.	10	55	7	5	3
51st/Skelly/Union	11	65	10	8	4
33rd St	10	55	3	2	0



**Legend**

- 18 AM Design Hourly Volume
- (18) PM Design Hourly Volume
- [18] Average Annual Daily Traffic Volume





Roadway	K	D	T(AADT)	T(DHV)	T3
Freeway					
US 75	10	60	8	6	4
I-44 (I-244 US 75)	10	55	17	14	12
I-44 (US 75 to Peoria)	10	55	14	12	10
Arterials					
Peoria/Riverside	10	55	5	5	2
51 <sup>st</sup> /Skelly	11	65	10	8	4
41 <sup>st</sup> St	10	60	15	10	8
61 <sup>st</sup> St	10	55	5	4	2

**Legend**

- 18 AM Design Hourly Volume
- (18) PM Design Hourly Volume
- [18] Average Annual Daily Traffic Volume

I-44 Corridor (EC-1780)  
2045 Design  
Traffic Volumes  
Alt 2 Configuration

Figure  
J-14  
March  
2017