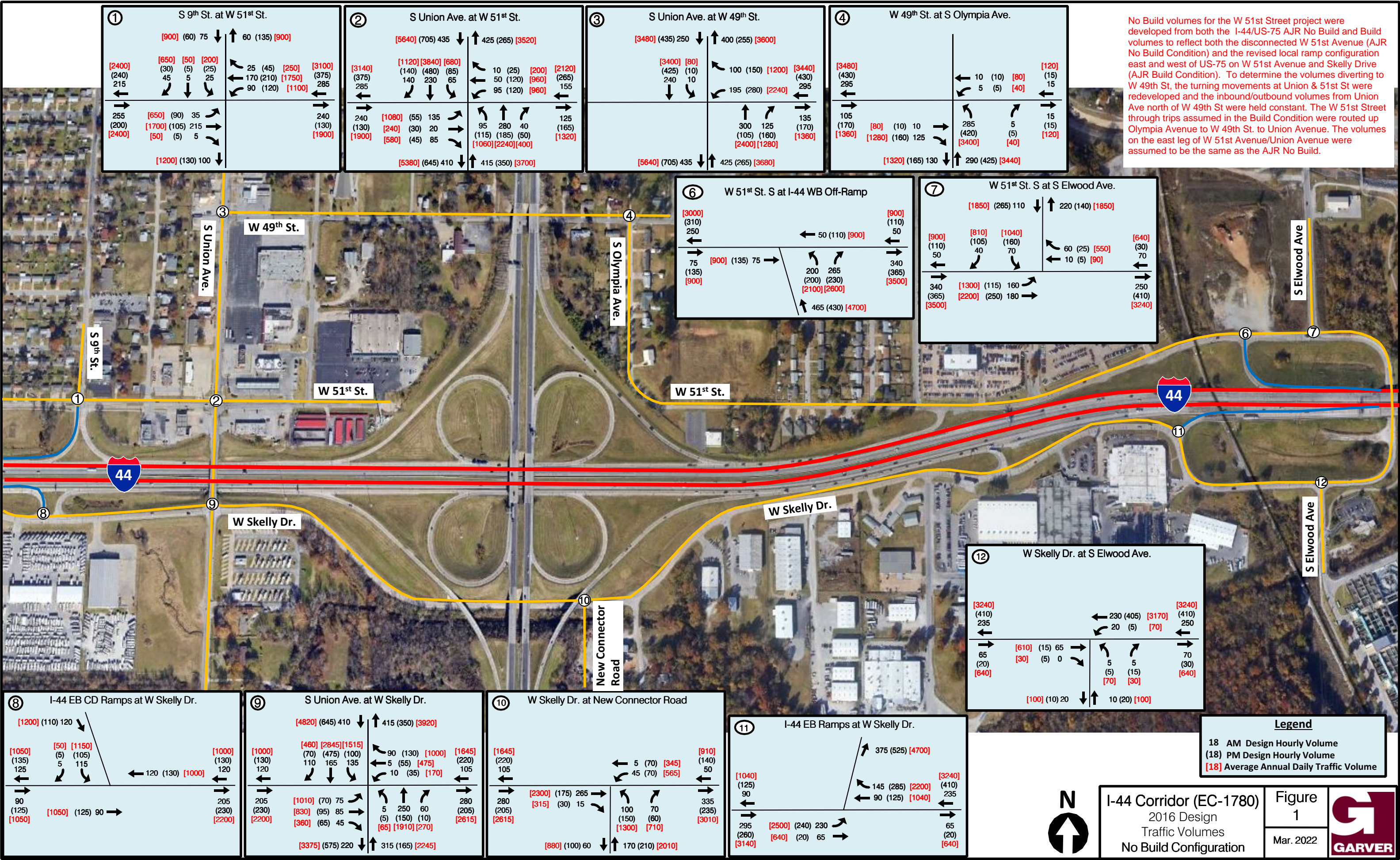
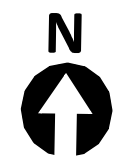


No Build volumes for the W 51st Street project were developed from both the I-44/US-75 AJR No Build and Build volumes to reflect both the disconnected W 51st Avenue (AJR No Build Condition) and the revised local ramp configuration east and west of US-75 on W 51st Avenue and Skelly Drive (AJR Build Condition). To determine the volumes diverting to W 49th St, the turning movements at Union & 51st St were redeveloped and the inbound/outbound volumes from Union Ave north of W 49th St were held constant. The W 51st Street through trips assumed in the Build Condition were routed up Olympia Avenue to W 49th St. to Union Avenue. The volumes on the east leg of W 51st Avenue/Union Avenue were assumed to be the same as the AJR No Build.



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

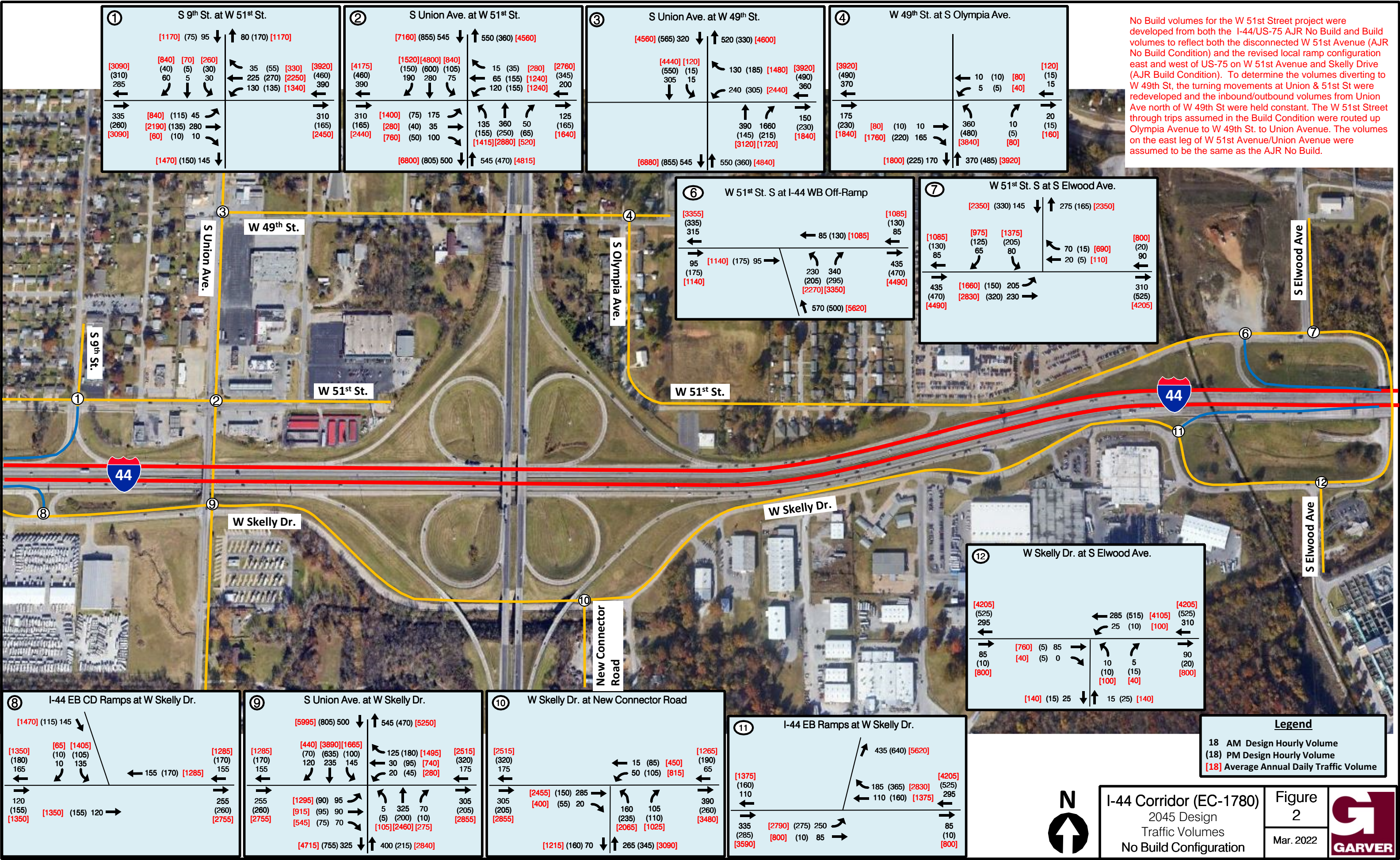


I-44 Corridor (EC-1780)
 2016 Design
 Traffic Volumes
 No Build Configuration

Figure
 1
 Mar. 2022



No Build volumes for the W 51st Street project were developed from both the I-44/US-75 AJR No Build and Build volumes to reflect both the disconnected W 51st Avenue (AJR No Build Condition) and the revised local ramp configuration east and west of US-75 on W 51st Avenue and Skelly Drive (AJR Build Condition). To determine the volumes diverting to W 49th St, the turning movements at Union & 51st St were redeveloped and the inbound/outbound volumes from Union Ave north of W 49th St were held constant. The W 51st Street through trips assumed in the Build Condition were routed up Olympia Avenue to W 49th St. to Union Avenue. The volumes on the east leg of W 51st Avenue/Union Avenue were assumed to be the same as the AJR No Build.



1 S 9th St. at W 51st St.

[1170] (75) 95 ↓	↑ 80 (170) [1170]
[3090] (310) 285 ←	→ [3920] (460) 390
[840] (40) 60 ↓	↑ [260] (5) 30
[260] (5) 30 ↓	↑ [330] (270) [2250]
35 (55) [330] (460) 390	130 (135) [1340]
335 (260) [3090]	[840] (115) 45
[2190] (135) 280	[60] (10) 10
[1470] (150) 145 ↓	↑ 310 (165) [2450]

2 S Union Ave. at W 51st St.

[7160] (855) 545 ↓	↑ 550 (360) [4560]
[4175] (460) 390 ←	→ [2760] (345) 200
[1520] [4800] [840] (150) (600) (105)	15 (35) [280] (345)
190 280 75	65 (155) [1240] (200)
120 (155) [1240]	135 360 50
310 [1400] (75) 175	(155) (250) (65)
[165] (165) [2440]	[1415] [2880] [520]
[760] (50) 100	125 (165) [1640]
[6800] (805) 500 ↓	↑ 545 (470) [4815]

3 S Union Ave. at W 49th St.

[4560] (565) 320 ↓	↑ 520 (330) [4600]
[4440] [120] (550) (15) 305 15	130 (185) [1480] [3920] (490) 360
240 (305) [2440]	390 1660 150
(145) (215) [1840]	[3120] [1720]
[6880] (855) 545 ↓	↑ 550 (360) [4840]

4 W 49th St. at S Olympia Ave.

[3920] (490) 370 ←	→ [120] (15) 15
10 (10) [80] (15) 15	5 (5) [40]
175 (230) [1840]	[80] (10) 10
[1760] (220) 165	360 (480) [3840]
[1800] (225) 170 ↓	↑ 370 (485) [3920]

6 W 51st St. S at I-44 WB Off-Ramp

[3355] (335) 315 ←	→ [1085] (130) 85
95 (175) [1140]	85 (130) [1085]
[1140] (175) 95	230 340 (205) (295)
[1140]	[2270] [3350]
[1140]	435 (470) [4490]
[1140]	570 (500) [5620]

7 W 51st St. S at S Elwood Ave.

[2350] (330) 145 ↓	↑ 275 (165) [2350]
[1085] (130) 85 ←	→ [800] (20) 90
[975] (125) 65 ↓	↑ [1375] (205) 80
[1375] (205) 80 ↓	70 (15) [690] (20) 90
20 (5) [110]	435 (470) [4490]
[1680] (150) 205	[2830] (320) 230
[1680] (150) 205	310 (525) [4205]

12 W Skelly Dr. at S Elwood Ave.

[4205] (525) 295 ←	→ [4205] (525) 310
285 (515) [4105] (525) 310	25 (10) [100]
85 (10) [800]	[760] (5) 85
[40] (5) 0	10 5 (10) (15) [100] [40]
[140] (15) 25 ↓	↑ 15 (25) [140]

8 I-44 EB CD Ramps at W Skelly Dr.

[1470] (115) 145 ↓	↑ [1285] (170) 155
[1350] (180) 165 ←	→ [1285] (170) 155
[65] (10) (105) 135	[1405] (10) 135
[1350] (155) 120	[1350] (155) 120
[1350] (155) 120 ↓	↑ 255 (260) [2755]

9 S Union Ave. at W Skelly Dr.

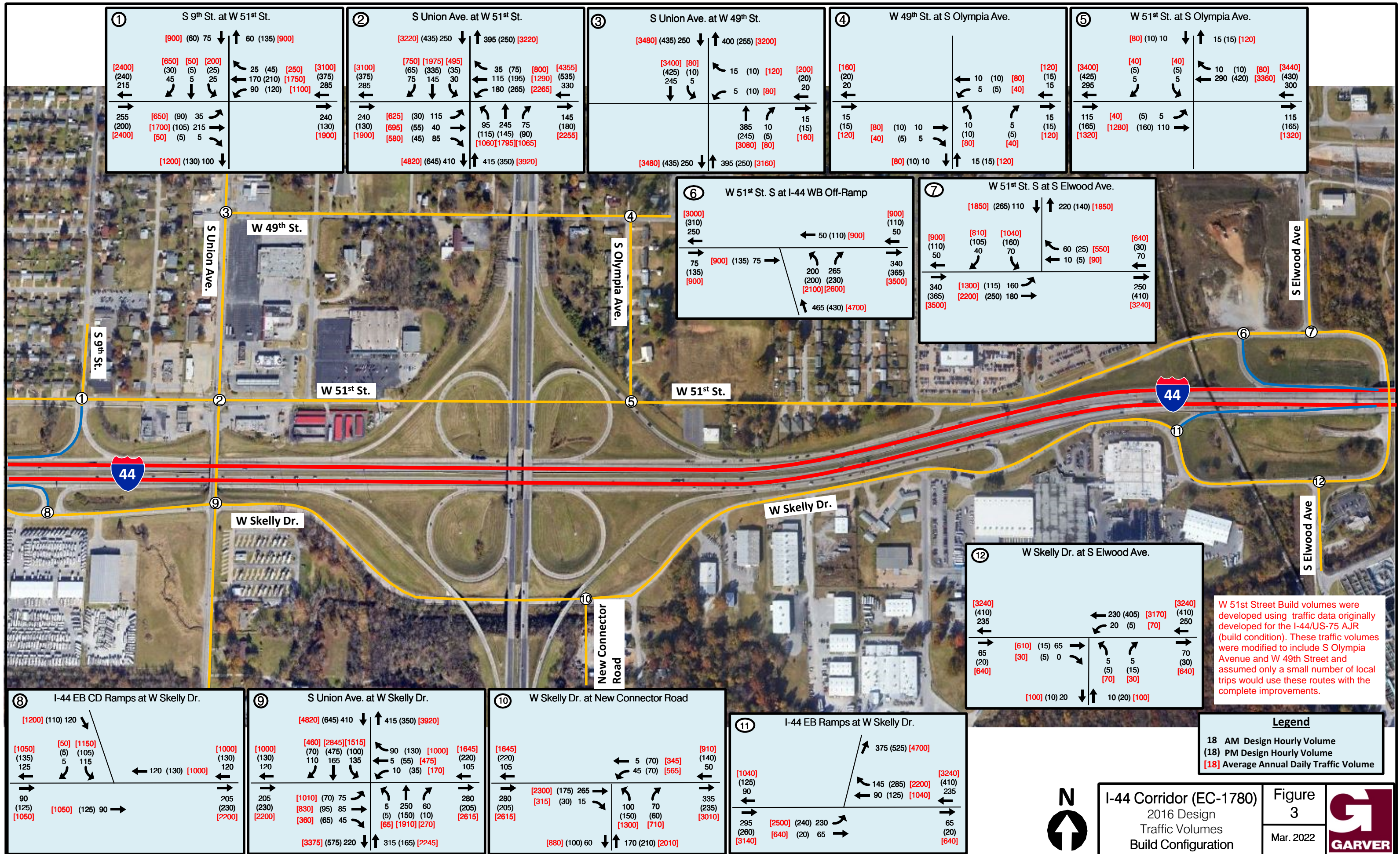
[5995] (805) 500 ↓	↑ 545 (470) [5250]
[1285] (170) 155 ←	→ [2515] (320) 175
[440] [3890] [1665] (70) (635) (100)	125 (180) [1495] (320) 175
120 235 145	30 (95) [740] (280)
20 (45) [280]	255 (260) [2755]
[1295] (90) 95	5 325 70
[915] (95) 90	(5) (200) (10)
[545] (75) 70	[105] [2460] [275]
[4715] (755) 325 ↓	↑ 400 (215) [2840]

10 W Skelly Dr. at New Connector Road

[2515] (320) 175 ←	→ [1265] (190) 65
15 (85) [450] (190) 65	50 (105) [815]
[2455] (150) 285	160 105 (235) (110)
[400] (55) 20	[2065] [1025]
[2515] (320) 175 ↓	↑ 390 (260) [3480]
[1215] (160) 70 ↓	↑ 265 (345) [3090]

11 I-44 EB Ramps at W Skelly Dr.

[1375] (160) 110 ←	→ [4205] (525) 295
435 (640) [5620]	185 (365) [2830] (525) 295
110 (160) [1375]	335 (285) [3590]
[2790] (275) 250	[800] (10) 85
[2790] (275) 250	85 (10) [800]



① S 9th St. at W 51st St.

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

② S Union Ave. at W 51st St.

[3220] (435) 250 ↓	395 (250) [3220] ↑
[3100] (375) 285 ←	[4355] (535) 330 →
[750] (65) 75 ↓	[1975] (335) 145 ↓
[495] (35) 30 ↓	[35] (75) 115 ↓
35 (75) [1290] (115) 195 ↓	35 (75) [1290] (115) 195 ↓
180 (265) [2265] (180) 265 ↓	180 (265) [2265] (180) 265 ↓
240 (130) [1900] (130) 100 ↓	145 (180) [2255] (180) 265 ↓
[625] (30) 115 ↓	[695] (55) 40 ↓
[580] (45) 85 ↓	[45] (85) 85 ↓
[4820] (645) 410 ↓	[4820] (645) 410 ↓
[3100] (375) 285 ←	[4355] (535) 330 →
[750] (65) 75 ↓	[1975] (335) 145 ↓
[495] (35) 30 ↓	[35] (75) 115 ↓
35 (75) [1290] (115) 195 ↓	35 (75) [1290] (115) 195 ↓
180 (265) [2265] (180) 265 ↓	180 (265) [2265] (180) 265 ↓
240 (130) [1900] (130) 100 ↓	145 (180) [2255] (180) 265 ↓
[625] (30) 115 ↓	[695] (55) 40 ↓
[580] (45) 85 ↓	[45] (85) 85 ↓
[4820] (645) 410 ↓	[4820] (645) 410 ↓

③ S Union Ave. at W 49th St.

[3480] (435) 250 ↓	400 (255) [3200] ↑
[3400] (425) 245 ↓	[80] (10) 5 ↓
15 (10) [120] (15) 10 ↓	15 (10) [120] (15) 10 ↓
5 (10) [80] (5) 5 ↓	5 (10) [80] (5) 5 ↓
385 (245) [3080] (245) 245 ↓	10 (5) [160] (10) 5 ↓
15 (15) [160] (15) 15 ↓	15 (15) [160] (15) 15 ↓
[3480] (435) 250 ↓	[395] (250) [3160] (250) 250 ↓

④ W 49th St. at S Olympia Ave.

[160] (20) 20 ↓	10 (10) [80] (10) 10 ↓
5 (5) [40] (5) 5 ↓	5 (5) [40] (5) 5 ↓
10 (10) [80] (10) 10 ↓	10 (10) [80] (10) 10 ↓
5 (5) [40] (5) 5 ↓	5 (5) [40] (5) 5 ↓
15 (15) [120] (15) 15 ↓	15 (15) [120] (15) 15 ↓
[80] (10) 10 ↓	[80] (10) 10 ↓

⑤ W 51st St. at S Olympia Ave.

[80] (10) 10 ↓	15 (15) [120] (15) 15 ↓
[3400] (425) 295 ←	[3440] (430) 300 →
[40] (5) 5 ↓	[40] (5) 5 ↓
10 (10) [80] (10) 10 ↓	10 (10) [80] (10) 10 ↓
290 (420) [3360] (290) 420 ↓	290 (420) [3360] (290) 420 ↓
115 (165) [1320] (115) 165 ↓	115 (165) [1320] (115) 165 ↓
[40] (5) 5 ↓	[40] (5) 5 ↓
[1280] (160) 110 ↓	[1280] (160) 110 ↓

⑥ W 51st St. S at I-44 WB Off-Ramp

[3000] (310) 250 ↓	50 (110) [900] (110) 110 ↓
75 (135) [900] (135) 135 ↓	340 (365) [3500] (365) 365 ↓
[900] (135) 75 ↓	[200] (200) [230] (200) 230 ↓
200 (200) [2100] (200) 200 ↓	265 (230) [2600] (230) 230 ↓
465 (430) [4700] (430) 430 ↓	465 (430) [4700] (430) 430 ↓

⑦ W 51st St. S at S Elwood Ave.

[1850] (265) 110 ↓	220 (140) [1850] (140) 140 ↓
[900] (110) 50 ↓	[640] (30) 70 ↓
[810] (105) 40 ↓	[1040] (160) 70 ↓
60 (25) [550] (25) 25 ↓	10 (5) [90] (5) 5 ↓
340 (365) [3500] (365) 365 ↓	250 (410) [3240] (410) 410 ↓
[1300] (115) 160 ↓	[2200] (250) 180 ↓

⑫ W Skelly Dr. at S Elwood Ave.

[3240] (410) 235 ↓	230 (405) [3170] (405) 405 ↓
65 (20) [640] (20) 20 ↓	70 (30) [640] (30) 30 ↓
[610] (15) 65 ↓	[30] (5) 0 ↓
5 (5) [70] (5) 5 ↓	5 (5) [70] (5) 5 ↓
[100] (10) 20 ↓	[100] (10) 20 ↓

W 51st Street Build volumes were developed using traffic data originally developed for the I-44/US-75 AJR (build condition). These traffic volumes were modified to include S Olympia Avenue and W 49th Street and assumed only a small number of local trips would use these routes with the complete improvements.

Legend

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

⑧ I-44 EB CD Ramps at W Skelly Dr.

[1200] (110) 120 ↓	120 (130) [1000] (130) 130 ↓
[1050] (135) 125 ↓	[1000] (130) 120 ↓
[50] (5) 5 ↓	[1150] (115) 115 ↓
90 (125) [1050] (125) 125 ↓	205 (230) [2200] (230) 230 ↓

⑨ S Union Ave. at W Skelly Dr.

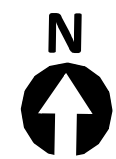
[4820] (645) 410 ↓	415 (350) [3920] (350) 350 ↓
[1000] (130) 120 ↓	[1645] (220) 105 ↓
[460] (70) 110 ↓	[2845] (475) 135 ↓
[1515] (100) 135 ↓	90 (130) [1000] (130) 130 ↓
5 (5) [475] (5) 5 ↓	10 (35) [170] (35) 35 ↓
10 (35) [170] (35) 35 ↓	280 (205) [2615] (205) 205 ↓
[1010] (70) 75 ↓	[830] (95) 85 ↓
[360] (65) 45 ↓	[65] [1910] [270] (65) 65 ↓
[3375] (575) 220 ↓	[315] (165) [2245] (165) 165 ↓

⑩ W Skelly Dr. at New Connector Road

[1645] (220) 105 ↓	5 (70) [345] (70) 70 ↓
280 (205) [2615] (205) 205 ↓	45 (70) [565] (70) 70 ↓
[2300] (175) 265 ↓	100 (70) [1300] (70) 70 ↓
[315] (30) 15 ↓	70 (60) [710] (60) 60 ↓
[880] (100) 60 ↓	170 (210) [2010] (210) 210 ↓

⑪ I-44 EB Ramps at W Skelly Dr.

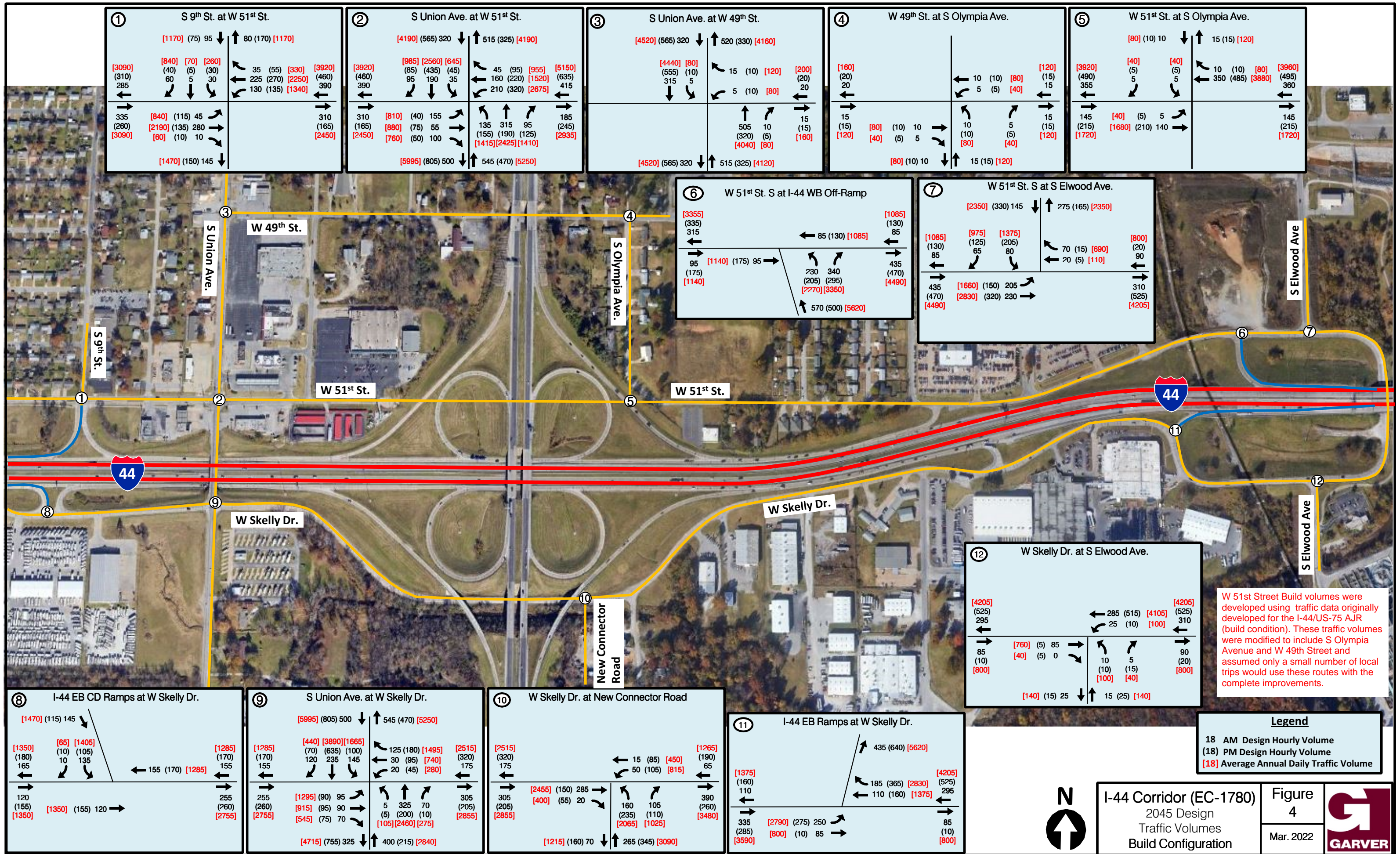
[1040] (125) 90 ↓	375 (525) [4700] (525) 525 ↓
295 (260) [3140] (260) 260 ↓	145 (285) [2200] (285) 285 ↓
[2500] (240) 230 ↓	90 (125) [1040] (125) 125 ↓
[640] (20) 65 ↓	65 (20) [640] (20) 20 ↓



I-44 Corridor (EC-1780)
2016 Design
Traffic Volumes
Build Configuration

Figure
3
Mar. 2022





① S 9th St. at W 51st St.

[1170] (75) 95 ↓	↑ 80 (170) [1170]
[3090] (310) 285 ←	[840] (40) 60 ↓
[70] (5) 5 ↓	[260] (30) 30 ↓
35 (55) [330] (460) 390 ←	225 (270) [2250] (390) ←
130 (135) [1340] (390) ←	
335 (260) [3090] (10) 10 ↓	[840] (115) 45 ↓
[2190] (135) 280 ↓	[60] (10) 10 ↓
[1470] (150) 145 ↓	310 (165) [2450] (390) ↓

② S Union Ave. at W 51st St.

[4190] (565) 320 ↓	↑ 515 (325) [4190]
[3920] (460) 390 ←	[985] (85) 95 ↓
[2560] (435) 190 ↓	[645] (45) 35 ↓
45 (95) [955] (635) 415 ←	160 (220) [1520] (415) ←
210 (320) [2675] (415) ←	
310 (165) [2450] (165) 100 ↓	[810] (40) 155 ↓
[880] (75) 55 ↓	[760] (50) 100 ↓
[5995] (805) 500 ↓	135 315 95 (155) (190) (125) [1415][2425][1410] ↓
	545 (470) [5250] (245) [2935] (185) ↓

③ S Union Ave. at W 49th St.

[4520] (565) 320 ↓	↑ 520 (330) [4160]
[4440] (80) (555) (10) 315 5 ↓	
15 (10) [120] (20) 20 ↓	
5 (10) [80] (20) 20 ↓	
	505 10 (320) (5) [4040] [80] (15) (15) [160] (15) ↓
[4520] (565) 320 ↓	↑ 515 (325) [4120]

④ W 49th St. at S Olympia Ave.

[160] (20) 20 ↓	
10 (10) [80] (15) 15 ↓	
5 (5) [40] (15) 15 ↓	
15 (15) [120] (15) 15 ↓	
[80] (10) 10 ↓	
	10 (10) [80] (15) 15 ↓
	5 (5) [40] (15) 15 ↓
	15 (15) [120] (15) 15 ↓

⑤ W 51st St. at S Olympia Ave.

[80] (10) 10 ↓	↑ 15 (15) [120]
[3920] (490) 355 ←	[40] (5) 5 ↓
[40] (5) 5 ↓	[40] (5) 5 ↓
10 (10) [80] (495) 360 ←	350 (485) [3880] (495) 360 ←
145 (215) [1720] (215) 140 ↓	[40] (5) 5 ↓
	[1680] (210) 140 ↓
	145 (215) [1720] (215) 140 ↓

⑥ W 51st St. S at I-44 WB Off-Ramp

[3355] (335) 315 ↓	
95 (175) [1140] (175) 95 ↓	
[1140] (175) 95 ↓	
	85 (130) [1085] (130) 85 ↓
	230 340 (205) (295) [2270][3350] (470) [4490] ↓
	570 (500) [5620] (470) [4490] ↓

⑦ W 51st St. S at S Elwood Ave.

[2350] (330) 145 ↓	↑ 275 (165) [2350]
[1085] (130) 85 ↓	[975] (125) 65 ↓
[1375] (205) 80 ↓	[800] (20) 90 ↓
70 (15) [690] (20) (5) [110] (20) 5 ↓	
435 (470) [4490] (470) 205 ↓	[1680] (150) 205 ↓
	[2830] (320) 230 ↓
	310 (525) [4205] (525) 310 ↓

⑫ W Skelly Dr. at S Elwood Ave.

[4205] (525) 295 ↓	
85 (10) [800] (10) 10 ↓	
	285 (515) [4105] (515) 295 ↓
	25 (10) [100] (10) 10 ↓
	10 (10) 5 (10) (15) [100] [40] (20) (20) [800] (20) ↓
	[140] (15) 25 ↓
	15 (25) [140] (25) 15 ↓

W 51st Street Build volumes were developed using traffic data originally developed for the I-44/US-75 AJR (build condition). These traffic volumes were modified to include S Olympia Avenue and W 49th Street and assumed only a small number of local trips would use these routes with the complete improvements.

⑧ I-44 EB CD Ramps at W Skelly Dr.

[1470] (115) 145 ↓	
[1350] (180) 165 ↓	[65] (10) 10 ↓
[1405] (105) 135 ↓	[1285] (170) 155 ↓
120 (155) [1350] (155) 120 ↓	155 (170) [1285] (170) 155 ↓
	255 (260) [2755] (260) 255 ↓

⑨ S Union Ave. at W Skelly Dr.

[5995] (805) 500 ↓	↑ 545 (470) [5250]
[1285] (170) 155 ↓	[440] (70) 120 ↓
[3890] (635) 145 ↓	[1665] (100) 145 ↓
125 (180) [1495] (320) 175 ←	30 (95) [740] (320) 175 ←
20 (45) [280] (320) 175 ←	
255 (260) [2755] (260) 255 ↓	[1295] (90) 95 ↓
[915] (95) 90 ↓	[545] (75) 70 ↓
[4715] (755) 325 ↓	5 325 70 (5) (200) (10) [105][2460][275] (205) [2855] (305) ↓
	400 (215) [2840] (215) 400 ↓

⑩ W Skelly Dr. at New Connector Road

[2515] (320) 175 ↓	
305 (205) [2855] (205) 305 ↓	
	15 (85) [450] (85) 15 ↓
	50 (105) [815] (105) 50 ↓
	160 105 (235) (110) [2065] [1025] (260) [3480] (260) ↓
	265 (345) [3090] (345) 265 ↓

⑪ I-44 EB Ramps at W Skelly Dr.

[1375] (160) 110 ↓	
335 (285) [3590] (285) 335 ↓	
	435 (640) [5620] (640) 435 ↓
	185 (365) [2830] (365) 185 ↓
	110 (160) [1375] (160) 110 ↓
	85 (10) [800] (10) 85 ↓
	275 (275) 250 ↓
	[800] (10) 85 ↓
	85 (10) [800] (10) 85 ↓

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

