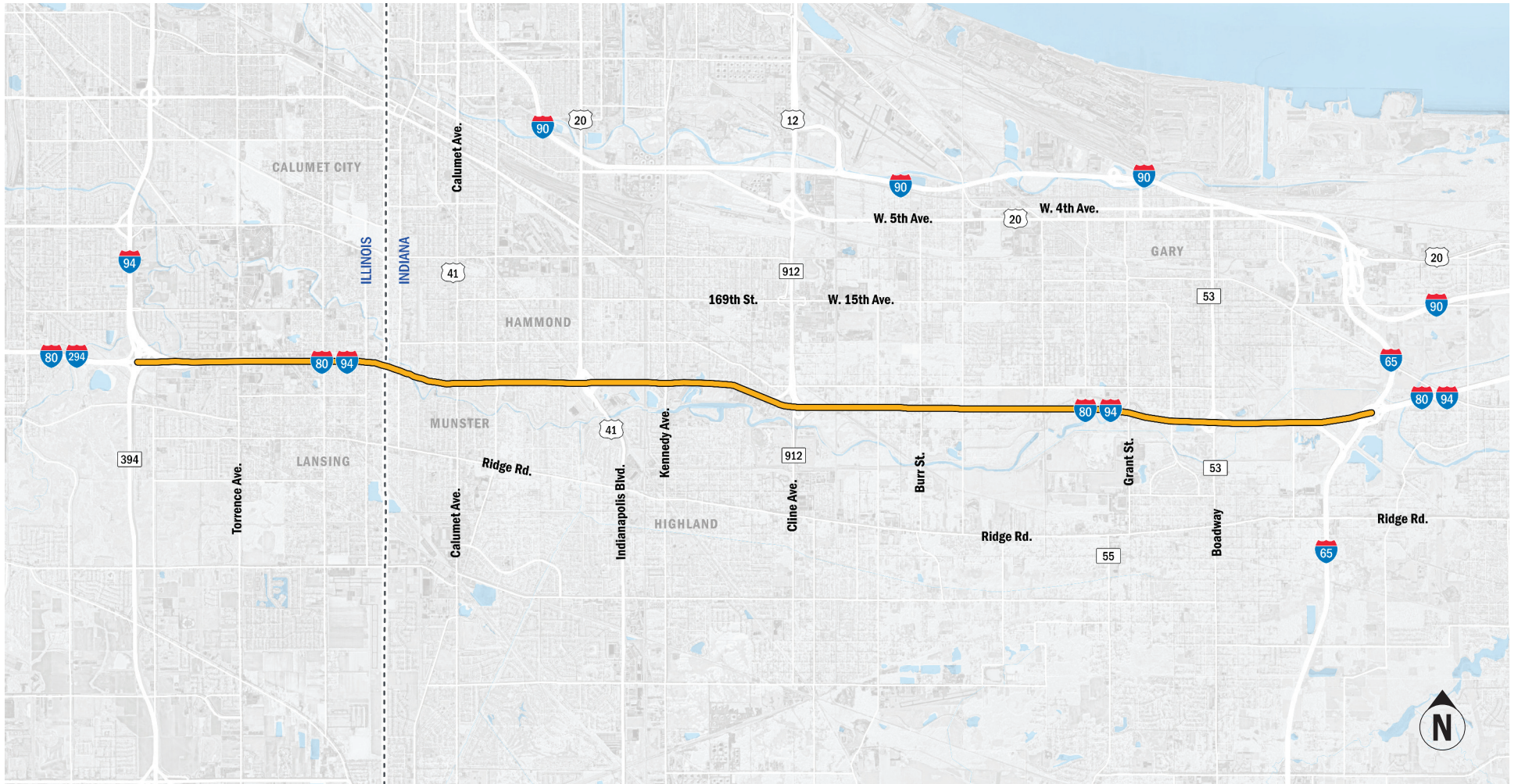


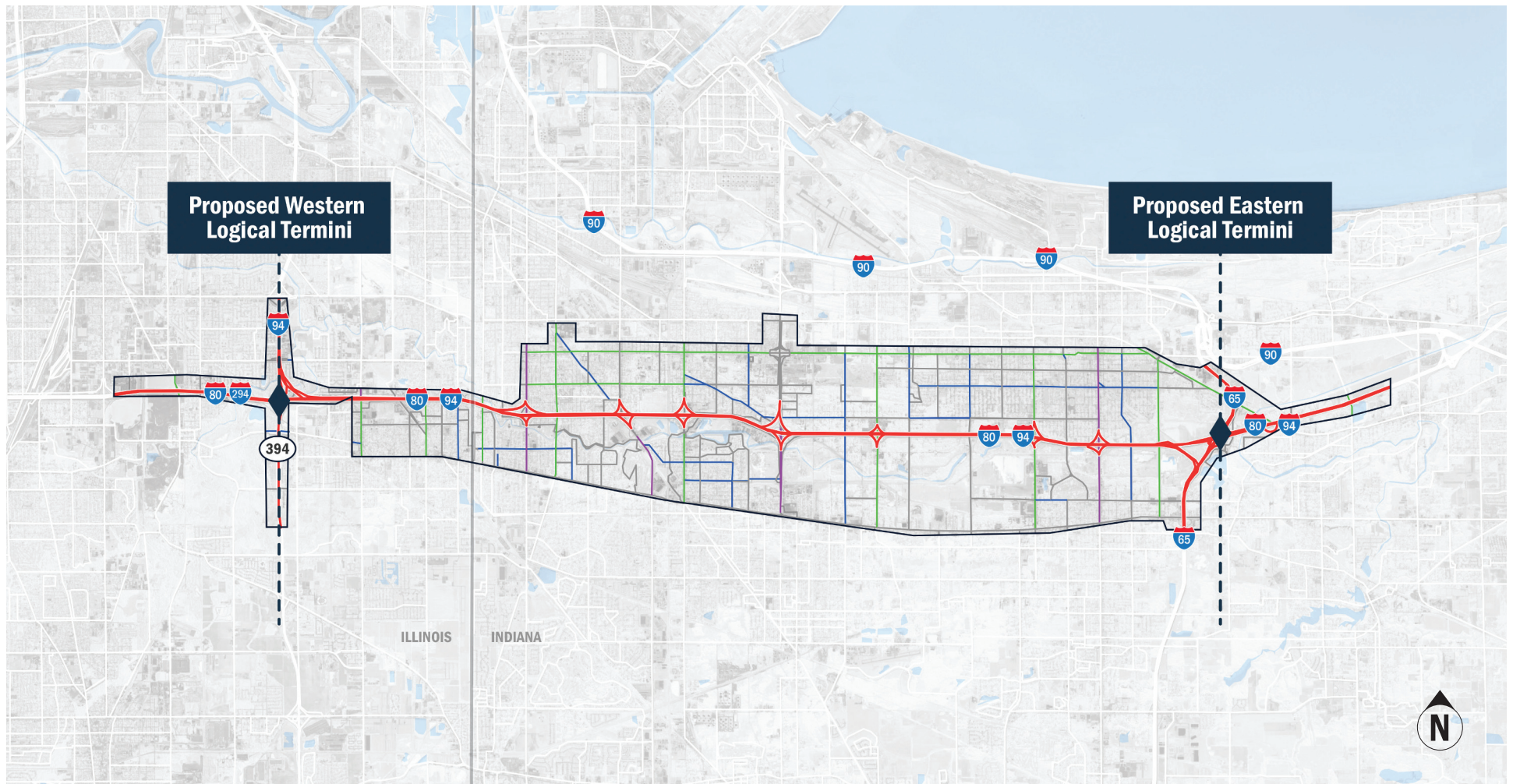
# I-80/I-94 Expressway Study Limits

## IL 394 to I-65





# Help us Define the Study's Purpose and Need

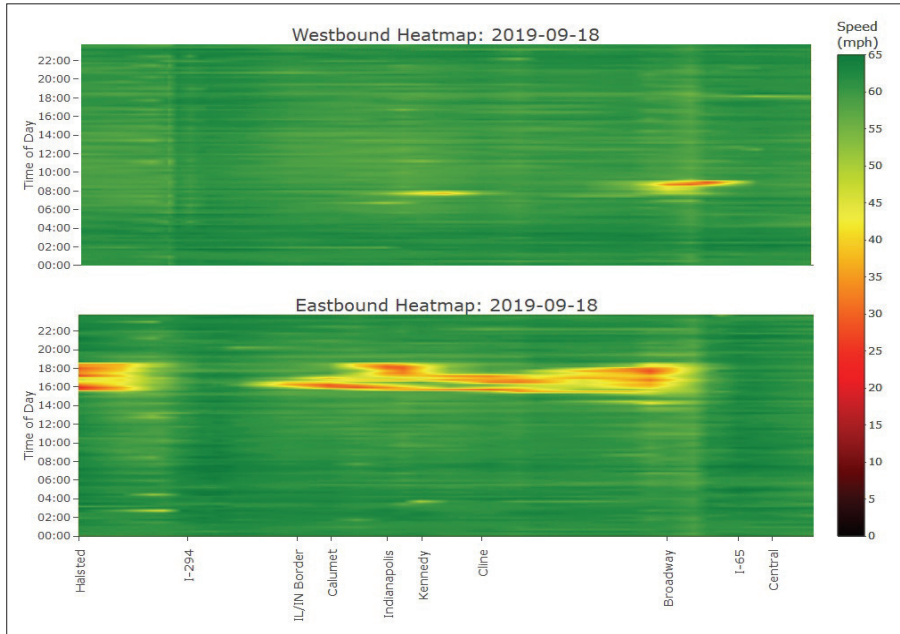


Corridor wide congestion issues/causes

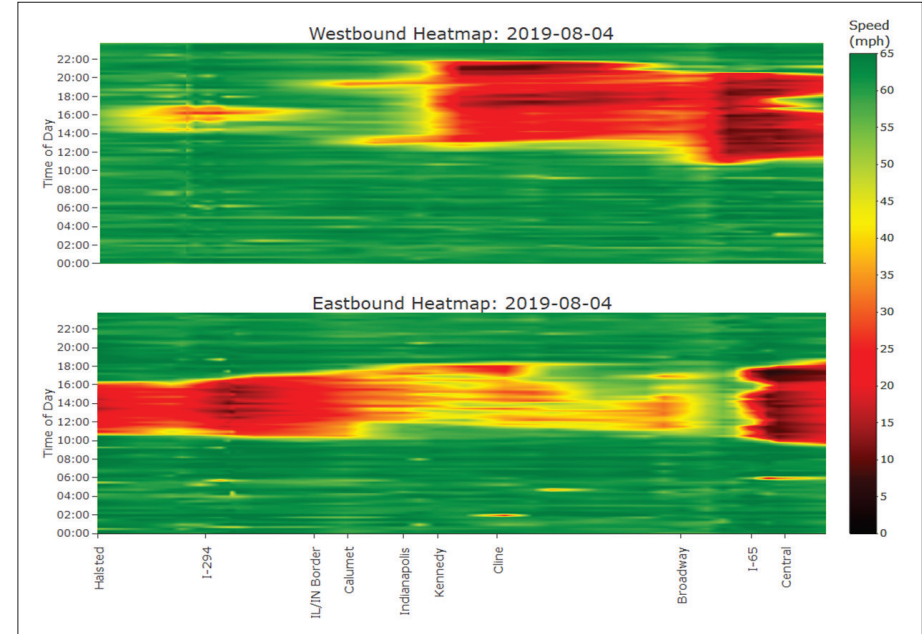
# Recurring Congestion

## Current Observed Speeds, Travel Times

Typical Weekday



Typical Sunday



- Average daily traffic (AADT) ranges from 204,000 at the state line to 158,000 at I-65
- Trucks comprise up to 31% of daily traffic and up to 25% of peak-hour traffic

### I-80/I-94 Average Weekday Peak-Period Travel Time, Delay (Compared to Free-Flow Conditions)

	Travel Time Route	Travel Time (Minutes)				
		Free-Flow Travel Time	AM Travel Time	AM Delay	PM Travel Time	PM Delay
2019	WB from I-65 to IL 394	18	18.9	+0.9	19.3	+1.3
	EB from IL 394 to I-65	16	18.8	+2.8	24.7	+8.7
2040	WB from I-65 to IL 394	18	19.5	+1.5	20.7	+2.7
	EB from IL 394 to I-65	16	19.2	+3.2	33.0	+17.0



# Improving Safety Along the Corridor

## Current Crash Data



### High Crash Segments

11 of 22 westbound segments are identified as either high-crash frequency or high-crash severity segments

13 of 20 eastbound segments are identified as either high-crash frequency or high-crash severity segments



# Transportation Systems Management & Operations (TSMO) Strategies

## How to Increase Efficiency Without Adding More Lanes? Technology and Operational improvements

### Potential TSMO Strategies

- Dynamic Shoulder/Hard Shoulder Running (HSR)
- Dynamic Lane Control
- Variable Speed Limits (VSL)
- Queue Warning
- Ramp Metering



A combination of lane control, hard shoulder running, and variable speed limits



Queue Warning



Ramp Metering



Variable Speed Limits and Queue Warning