

# **Interstate 94 at 111th Street Interchange Study Community Advisory Group Meeting #2 Summary November 7, 2024**

The second CAG meeting for the I-94 at 111<sup>th</sup> Street Interchange Study was held at Olive-Harvey College on Thursday, November 7, 2024 between 10AM and 12PM. There were a total of 8 attendees, 3 of whom attended virtually via Microsoft Teams.

Jeff Orzech of GRAEF was the facilitator, and gave a power point presentation which began with all attending introducing themselves and then the meeting agenda was presented. Three primary topics were discussed in the presentation: the recap of the first CAG meeting; the Purpose and Need statement developed from CAG #1; and the presentation of five preliminary alternatives.

The five preliminary alternatives are:

1. Alternative 1 – Tight Diamond Interchange with I-94 under 111<sup>th</sup> Street
2. Alternative 2 – Tight Diamond Interchange with I-94 over 111<sup>th</sup> Street
3. Alternative 3 – Diverging Diamond Interchange with I-94 over 111<sup>th</sup> Street
4. Alternative 4 – Tight Diamond Interchange west of I-94 and Collector/Distributor east of I-94. I-94 is over 111<sup>th</sup> Street
5. Alternative 5 – Tight Diamond Interchange west of I-94 and Roundabout east of I-94. I-94 is over 111<sup>th</sup> Street.

The CAG members then assembled for a breakout discussion on the five alternatives presented. Roll plots of each of the five designs discussed were printed and displayed on the table for participants to take a closer look. The virtual members were included in the breakout discussion and were able to see the alternative being discussed via screen share. The CAG members asked geometric, safety and traffic flow questions, and discussed benefits and possible concerns of each of the five alternatives.

The meeting concluded with short discussion of the next Public Meeting (PM #2) which is anticipated to be in the first quarter of 2025.

## **Project Team Attendance**

- Brenda Alicea, IDOT
- Valentina DeFex, IDOT
- Anna Kutryn, IDOT
- Steve Schilke, IDOT
- Meron Asnake, GRAEF
- Peter Johnston, GRAEF
- Jeff Orzech, GRAEF
- Brah Hahn, Images Inc.

## **Community Advisory Group (CAG) Member Attendance**

- Aziza Darwish, Olive-Harvey College

- Beth Dybala, Calumet Area Industrial Commission (CAIC)
- David Doig, Chicago Neighborhood Initiatives (CNI) (attended presentation only)
- Brandon Nichols, Olive-Harvey College (attended presentation only)
- Alex Perez, Active Transportation Alliance (Virtual Attendee)
- Erik Varela, Illinois International Port District
- Daniel Thomas, Metra (Virtual Attendee)
- Deborah Truss, Red Line Extension Coalition Board (Virtual Attendee)

### **Summary of Breakout Discussion**

- There could be issues with trucks navigating the roundabout in Alternative 5 (the Study Team noted modern roundabouts have an inner ring outside the normal driving path for truck wheel path encroachment)
- Trucks from Dutch Farms and the University of Chicago access I-94 at 111<sup>th</sup> Street
- Discussion that any alternative may increase or decrease truck traffic to/from I-94 at 111<sup>th</sup> Street, 115<sup>th</sup> Street and 130<sup>th</sup> Street
- Alternatives 4 and 5 do provide for direct access to east Doty from 111<sup>th</sup> Street, which is desirable
- The alternatives showing I-94 over 111<sup>th</sup> Street should provide visual identification of the golf course and other commercial businesses, which could increase the number of people using those facilities (which is beneficial)
- Raising I-94 over 111<sup>th</sup> would keep flooding off the expressway
- Having 111<sup>th</sup> Street beneath I-94 would provide a better connection and access for pedestrians and bicyclists
- The Port District will be adding a truck parking lot near 130<sup>th</sup> Street east of I-94. This will not conflict any Red Line extensions, as the proposed 130<sup>th</sup> Street terminal would be west of I-94
- Currently east Doty is proposed to have pavement and lighting improvements (including pavement rubblization) from 103<sup>rd</sup> to 130<sup>th</sup> Streets, perhaps even in 2025. This would help to alleviate fly dumping and improve access to underdeveloped land (for such ventures as hotels, marinas, trails, and boat launches).
- Alternative 3 may not provide easy connections between I-94, 111<sup>th</sup> Street and east Doty Road; users may have to access near 115<sup>th</sup> Street (depending on the right-in/right-out access)
- The Study Team noted any modern interchange improvement would likely be at least \$75-\$100 million, with IDOT looking to secure federal funding. Alternative 1 would likely be the least expensive of the five alternatives.

Post Meeting Information: A request was made during the presentation for the existing and proposed ADT (Average Daily Traffic) on I-94. Per the exhibits from CAG #1, I-94 has 70,000 to 75,000 existing southbound vehicles (depending on which segment of the study area is being looked at) and 62,000 to 71,000 existing northbound vehicles. The 2050 projections estimate 71,000 to 76,000 southbound vehicles and 63,000 to 72,000 northbound vehicles.

The following appendices are included:

Appendix A: CAG Meeting #2 Agenda

Appendix B: Power Point Presentation from CAG Meeting #2 (*includes exhibits of the five alternatives*)

Appendix C: Notes taken by GRAEF staff

Appendix D: E-mailed notes from CAG Member (Deborah Truss, virtual attendee)

Appendix E: CAG Meeting #2 Sign In Sheet

## **Appendix A: CAG Meeting #2 Agenda**





**Illinois Department of Transportation**

## **Interstate 94 at 111th Street Interchange Study Community Advisory Group Meeting #2**

Thursday, November 7th, 2024

10:00 am – 12:00 pm

Olive Harvey College

### **1. Welcome**

- a. Introductions - IDOT and consultants
- b. Meeting Agenda

### **2. CAG Meeting #1 Recap**

- a. Study overview and process
- b. Comments received

### **3. Purpose and Need Statement**

### **4. Preliminary Alternatives**

- a. Alternative 1 – Tight Diamond Interchange with I-94 under 111<sup>th</sup> Street
- b. Alternative 2 – Tight Diamond Interchange with I-94 over 111<sup>th</sup> Street
- c. Alternative 3 – Diverging Diamond Interchange with I-94 over 111<sup>th</sup> Street
- d. Alternative 4 – Tight Diamond Interchange west of I-94 and Collector/Distributor east of I-94. I-94 is over 111<sup>th</sup> Street.
- e. Alternative 5 – Tight Diamond Interchange west of I-94 and Roundabout east of I-94. I-94 is over 111<sup>th</sup> Street.

### **5. Breakout Groups Discussion**

- a. CAG breaks into smaller groups of 5 or 6
- b. Smaller groups discuss alternatives presented – 15-25 minutes
- c. Large group discussion of alternatives presented – 10-20 minutes

### **6. Next Steps**

- a. Public Meeting #2
- b. CAG #3

### **7. Questions**

Any additional questions or open discussion before the meeting adjourns.

**Appendix B: Power Point  
Presentation from CAG Meeting #2**

# I-94 AT 111TH STREET INTERCHANGE

Phase I Study  
Community Advisory Group Meeting #2

Thursday, November 7, 2024  
10:00 am - 12:00 pm

Prepared by GRAEF  
For the Illinois Dept. of Transportation



# WELCOME

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# Introductions

## Illinois Department of Transportation (IDOT)

- Brenda Alicea
- Anna Kutryn
- Valentina DeFex

## Consultant Team

- Peter Johnston, GRAEF
- Jeff Orzech, GRAEF
- Meron Asnake, GRAEF
- Brad Hahn, Images Inc.

## CAG Members

# Meeting Agenda

- CAG Meeting 1 Recap
- Purpose and Need Statement
- Preliminary Alternatives
- Breakout Groups – Discussion
- Next Steps
- Questions

# CAG MEETING 1 RECAP

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*Held August 17<sup>th</sup>, 2024*

# Topics Presented at CAG 1



Study location



Environmental and community resources



Traffic exhibits



Crash exhibits



Safety exhibits



Study timeline



# CAG 1 – Identified Concerns

Access across I-94,  
including vulnerable  
users

Signal timing to prevent  
back-ups

Drainage concerns:  
Address standing water  
on Doty Ave. East

Separate traffic  
(bikes/peds from cars,  
trucks from local)

Create a sense of place  
(e.g., “Pullman” written  
on the new bridge)

Consider connections to  
CTA (bus and Red Line  
extension)

Poor lighting on Doty  
Ave. East

Not enough space on I-  
94 to merge

Planning for new hotel

# CAG 1 – Developed Problem Statements

## Group 1

The Transportation problems for I-94 at 111<sup>th</sup> Street to be improved by this project are improvements to address safety conflicts for industrial, residential and pedestrian/bicyclists; manage increased traffic flow from industrial/commercial development; and efficient traffic flow while maintaining quality of life.

## Group 2

The Transportation problems for I-94 at 111<sup>th</sup> Street to be improved by this project are improvements to address flooding, bike/pedestrian access, poor lighting, fast lane merges, and access to Pullman and Roseland neighborhood issues.

# PURPOSE AND NEED STATEMENT

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# Purpose and Need

The purpose of the project is to improve safety, mobility and multimodal connectivity, as well as address deficient infrastructure condition.

## Needs:

- I-94 at 111<sup>th</sup> St identified as a Critical Safety Tier
- More efficient access between I-94 and local roadway network
- Lack of bicycle/pedestrian connectivity to east side of I-94
- Deficient vertical clearance of 111<sup>th</sup> St bridge and flooding along I-94

# PRELIMINARY ALTERNATIVES

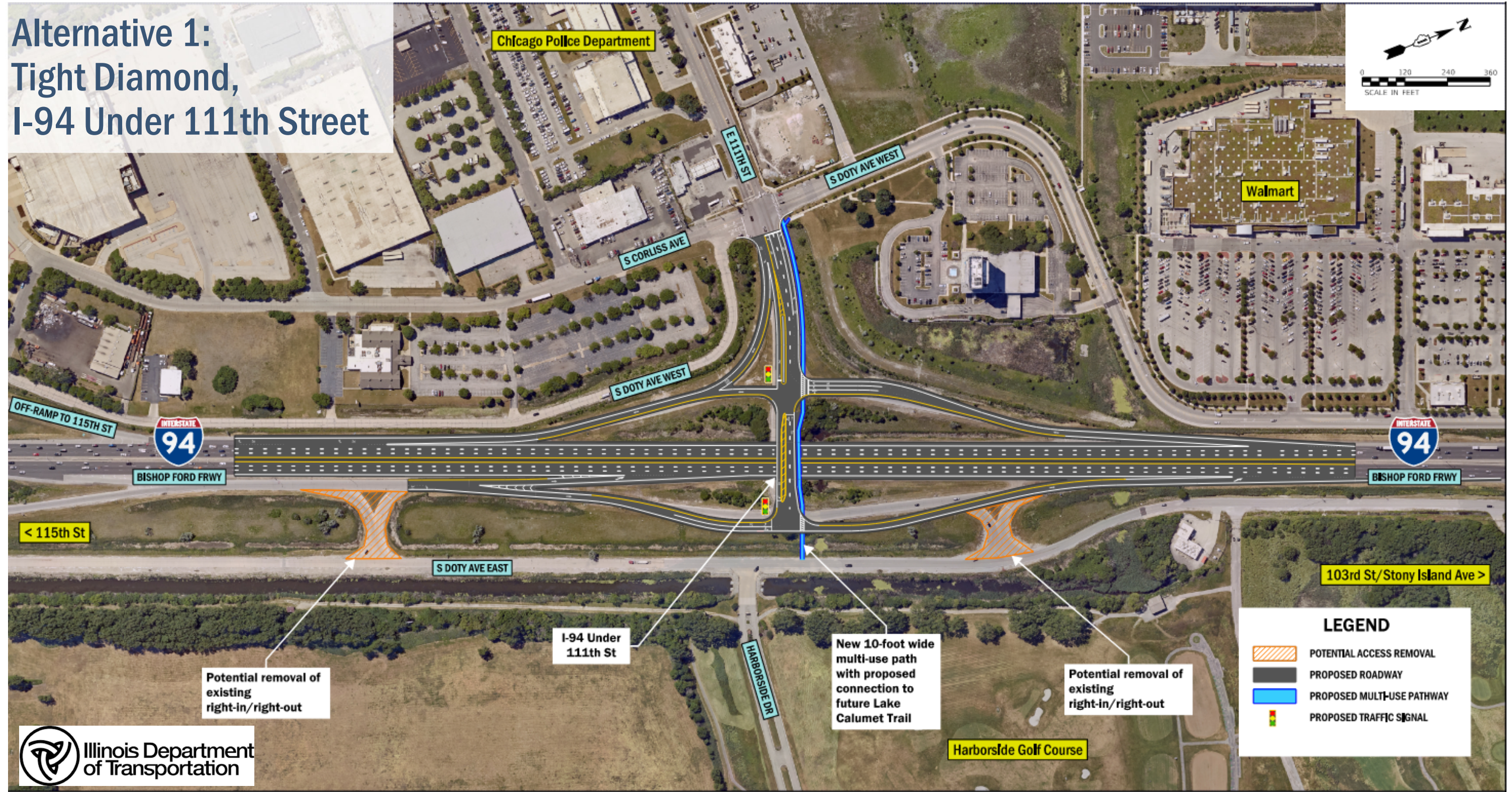
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# Preliminary Alternatives

- In the conceptual design, the project team has developed 5 alternatives taking the Purpose and Need statement into account.
  - Other alternatives were considered, but not chosen due to safety, traffic and/or geometric reasons.
1. **Tight Diamond, I-94 Under 111th Street**
  2. **Tight Diamond, I-94 Over 111<sup>th</sup> Street**
  3. **Diverging Diamond Interchange, I-94 Over 111th Street**
  4. **Tight Diamond and Collector/Distributor, I-94 Over 111th Street**
  5. **Tight Diamond and Roundabout, I-94 Over 111th Street**

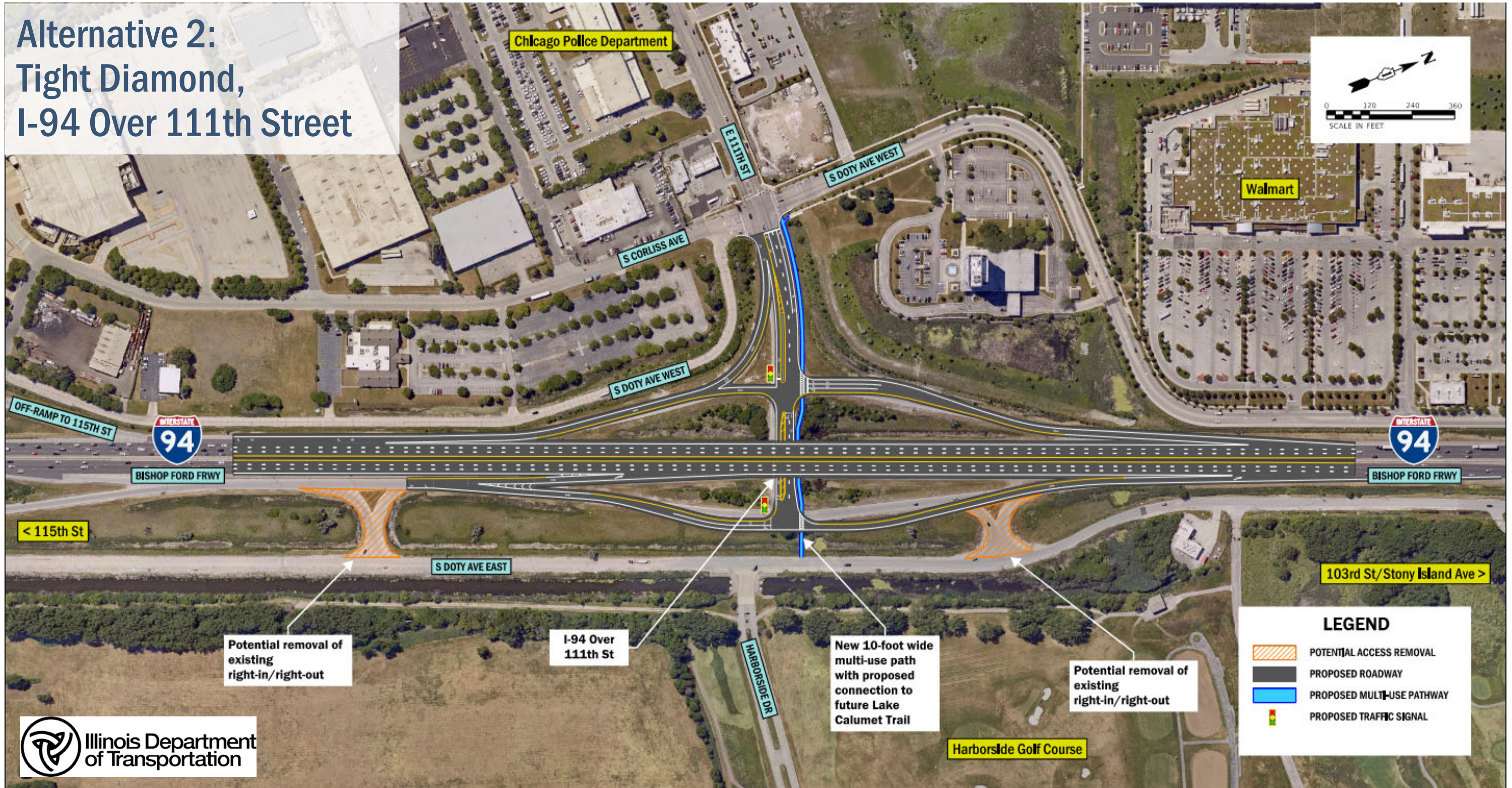


# Alternative 1: Tight Diamond, I-94 Under 111th Street



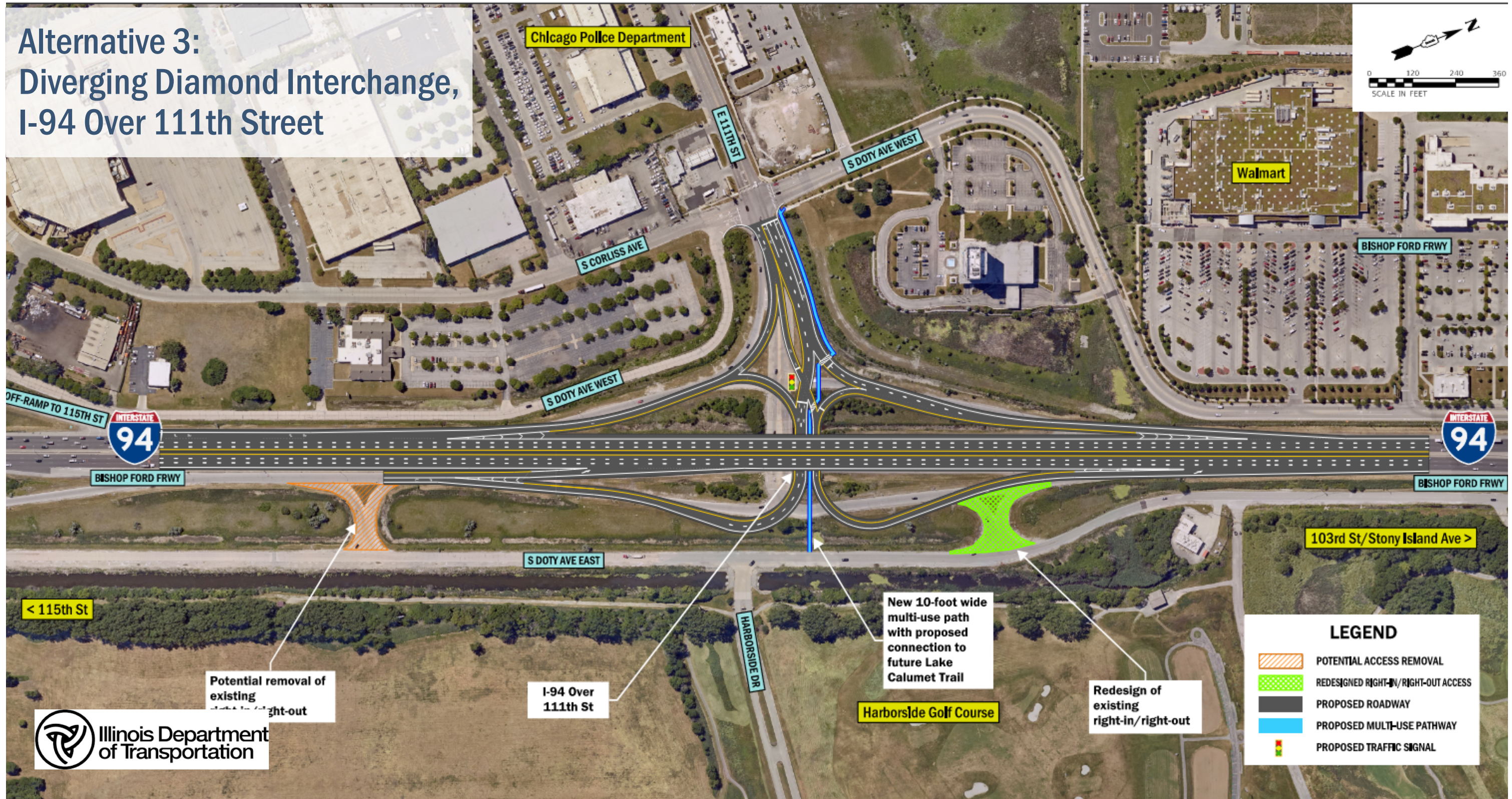
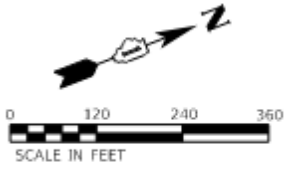


# Alternative 2: Tight Diamond, I-94 Over 111th Street





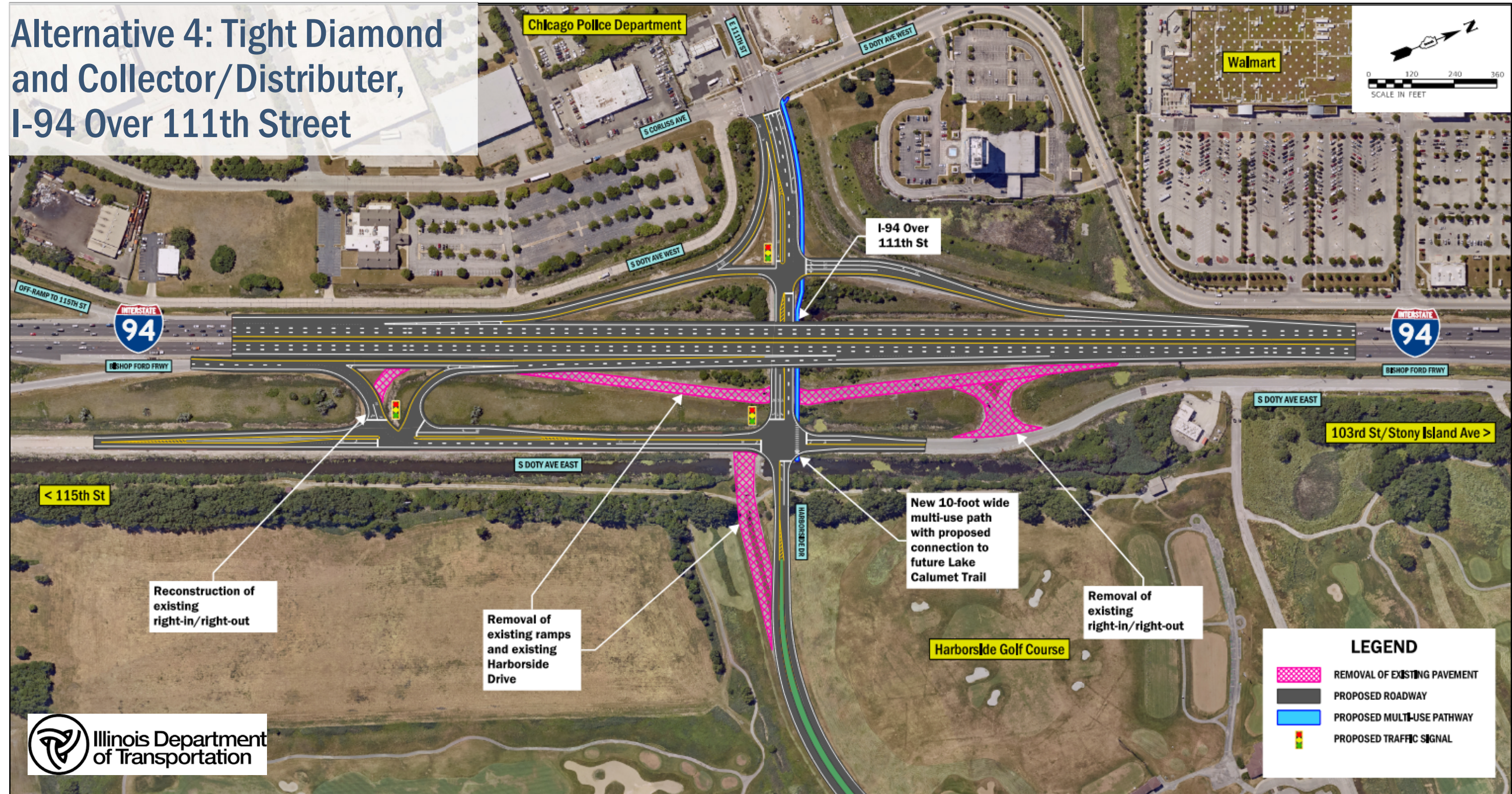
# Alternative 3: Diverging Diamond Interchange, I-94 Over 111th Street



Illinois Department of Transportation

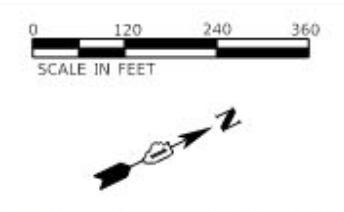
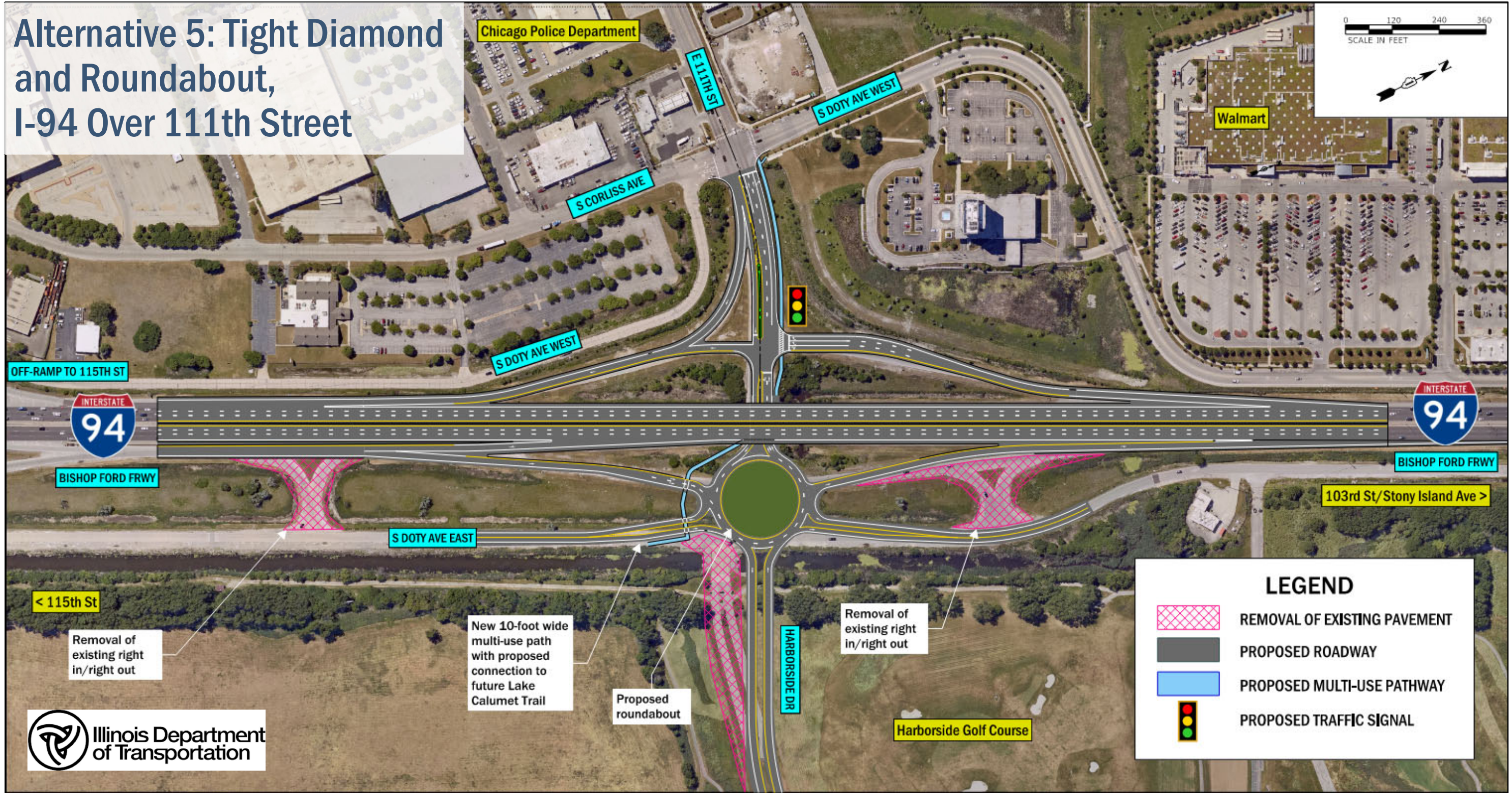


# Alternative 4: Tight Diamond and Collector/Distributor, I-94 Over 111th Street


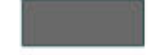






# Alternative 5: Tight Diamond and Roundabout, I-94 Over 111th Street



**LEGEND**

-  REMOVAL OF EXISTING PAVEMENT
-  PROPOSED ROADWAY
-  PROPOSED MULTI-USE PATHWAY
-  PROPOSED TRAFFIC SIGNAL



New 10-foot wide multi-use path with proposed connection to future Lake Calumet Trail

Proposed roundabout

Removal of existing right in/right out

Removal of existing right in/right out

OFF-RAMP TO 115TH ST



BISHOP FORD FRWY

BISHOP FORD FRWY

S DOTY AVE EAST

HARBORSIDE DR

103rd St/ Stony Island Ave >

< 115th St

Chicago Police Department

Walmart

Harborside Golf Course

E 111th St

S DOTY AVE WEST

S CORLISS AVE

S DOTY AVE WEST



# BREAKOUT GROUPS DISCUSSION

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# Breakout Groups Discussion

What features of the alternatives do you like?

What concerns do you have with each/any of the alternatives?

Do you have other alternative options or opinions?

- Break into small groups of 4-6 members
- Large aerial exhibits and individual packet handouts will be provided
- Large note pads will be provided for recording your discussions
- IDOT and Consultant Teams will be around to answer questions and take notes

# LARGE GROUP DISCUSSION

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# NEXT STEPS

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# Next Steps

- **Public Meeting #2**

- To present discussions and alternatives from CAG Meetings 1 and 2 to broader public
- Estimated to take place in first quarter (Q1) 2025

- **CAG Meeting #3**

- Will follow Public Meeting #2



# QUESTIONS?

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# I-94 AT 111TH STREET INTERCHANGE

Phase I Study  
Community Advisory Group Meeting #2

Thank You for Attending!



## **Appendix C: Notes taken by GRAEF staff**

11/7/24

10:15 AM CAG 2 @ OLIVE HARVEY COLLEGE.

JEFF PRESENTED THE AGENDA.

CAG 1 SUMMARY.

TRAFFIC VOLUMES.

SAFETY TIER MAP.

CAG 1 - IDENTIFIED CONCERNS.

2 BREAKOUT GROUPS @ CAG 1

PURPOSE & NEED STATEMENT.

PRELIMINARY ALTERNATIVES.

ALT 1: LIGHT DIAMOND - I-94 OVER 111<sup>th</sup> ST.

2 R1/R0 <sup>POTW</sup> REMOVALS -

ALT 2: I-94 OVER 111<sup>th</sup> ST.

ALT 3: DDI - I-94 OVER 111<sup>th</sup> ST.

ALT 4: LIGHT DIAMOND AND CD.

I-94 OVER 111<sup>th</sup> ST.

ALT 5:

CAG 2 BREAKOUT SESSION.

ROUNDOABOUT & TRUCKS CONNECTIONS

TRUCKS FROM DUTCH FARMS & UNIV. OF CHICAGO

CASNEY @ E. 111<sup>th</sup> ST

I-94 OVER 111<sup>th</sup> ST. - preferable.

10' OFF THE PATH.

15,000 A.D.T.

GOLF TRACKS.

130<sup>th</sup> @ POINT - TRUCK PARKING.

IL POKE DISTRICT SIGNS.

(DOT TO REPAIR)

DEBORAH - ON-LINE.

RED LINE TERMINAL - WEST OF I-94.

TRANSIT ORIENTED DEVELOPMENT.

TOM CASNEY OR DAN BURKE.

103<sup>rd</sup> to 130<sup>th</sup> -

312-438-6304

STEPHEN INGRAM <sup>city</sup>

Div. of Eng'g.

CIVIL ENGRS.

ycnicago  
.COM

FLY DUMPING.

70 ACRES UNDEVELOPED LAND

HOTEL / MARINA. - TRAIL / BOAT LAUNCH.

- NO COST ESTIMATES.



**Appendix D: E-mailed notes from CAG  
member (Deborah Truss)**

**Orzech, Jeff**

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**Subject:** FW: Correction Statement -- To Enter Harborside

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**From:** D. L. Truss [REDACTED]  
**Sent:** Thursday, November 7, 2024 12:11 PM  
**To:** Asnake, Meron [REDACTED]  
**Subject:** Correction Statement -- To Enter Harborside

**From the North coming South -- If my memory is correct:**

- Exit 111th Street from I-94 (North to South)
  - Turn Left to toward the 111th Street
- On-Ramp back heading onto to I-94 North/West -- slow down.
- Then there is on the Right an Access Road Entrance intersecting the on-ramp on the right.
  - That access road leads to the access Entrance to Harborside.

If you miss the right turn from the 111th Street on-ramp, then, picking up Doty Road from 103rd Street (Stony Island/103rd Street interchange), go East to 1st stop light (CTA Barn Garage on the left) -- turn right on access road at the stop light going South to pickup the access road at 111th Street to lead to Harborside access entrance.

I rarely access I-94 going to Downtown from 111th Street. I take an alternate route to avoid the traffic backup on the incline curve.

Deborah Truss  
[REDACTED]  
Red Line Extension Coalition Board (RLEC)  
President

**Appendix E: CAG Meeting #2 Sign In Sheet**



I-94 at 111th Street / COMMUNITY ADVISORY GROUP MEETING #2



NOVEMBER 7, 2024: Olive Harvey College

Name (Please Print)	Organization	Address	E-Mail
PETER JOHNSTON	GRAEF		
Jeff Orzech	"		
Valentina De fex	IDOT		
Brenda L. Alicea	IDOT		
BRAD HATHW	IMAGES		
Beth Dybala	CAFC		
Ariza Dajish	OHC		
Erik Varela	IIPD		
David Roy	CAF		
Branka Nihil	OHC		