

August 21, 2025

I-94 at 111th Street

Public Meeting #2
Public Meeting Detailed Summary

I-94 at 111th Street

Public Meeting #2 Fast Facts

BY THE NUMBERS:

- **16** community participants
- **3** hours
- **18 public comments** submitted
 - 11 comment forms and notes during meeting
 - 14 email comments received during public comment period
- **1** media organization

GOVERNMENT & COMMUNITY ORGANIZATIONS:

- Office of U.S. Rep. Robin Kelly
- Office of Chicago Alderman Anthony Beale
- Metra
- Illinois International Port District (Harborside Golf Course)
- Olive Harvey College
- Historic Pullman House Project
- Pullman Civic Organization
- AAA

MEDIA:

- Block Club Chicago

Overview

A second Public Meeting for the I-94 at 111th Street Study was held from 3 to 6 p.m. on Thursday, August 21, 2025, to present the study's Purpose & Need, present improvement alternatives and obtain public input. Sixteen community members attended the meeting, which included a video presentation, newsletter, improvement alternative maps and exhibit boards.

Held at Olive Harvey College, 10001 S Woodlawn Ave., in Chicago, the meeting resulted in submission of four public comment forms. Additional feedback on the improvement alternatives was recorded on seven post-it notes attached to the related strip maps. In addition, Olive Harvey College staff and student stakeholders were informally interviewed and provided feedback that was recorded and included in this summary.

The meeting was announced through emails and postcard invitations sent to stakeholders, including elected leaders, government agencies, businesses, special interests and community organizations, schools, houses of worship and property owners. In addition to a newspaper advertisement published in the Chicago Sun-Times on two Sundays prior to the meeting, event advertisements were sent for promotion through third-party community organizations, including the Pullman Civic Organization, National Parks Conservation Association, Friends of Major Taylor Trail, Openlands, and Alderman Anthony Beale office.

Spanish translation services were available but not requested or utilized.

Public Meeting Feedback *

Challenges and concerns included:

- Bike, Pedestrian & bus access safety from east to Historic Pullman District and Metra station
- Bike and pedestrian safety when crossing the proposed interchanges
- Coordination with Chicago Department of Transportation, other agencies
- Turning movements for trucks at the interchange
- Support of Alternative #4
- Merging from I-94 northbound to Stony Island Blvd
- Initial Alternatives (Alternatives 1, 2 and 3) offer no northbound access to Doty Avenue
- Alternative 4 “cleanest,” with access to Doty Avenue
- Trail crossings, direct entry to Harborside Golf Course concerning in Alternative 5
- Support of Roundabout (Alternative 5)
- Fix potholes
- Speeding issues need to be addressed
- Need better signage

* Record of submitted Public Comments attached

OLIVE-HARVEY COLLEGE STAKEHOLDER INTERVIEW COMMENTS:

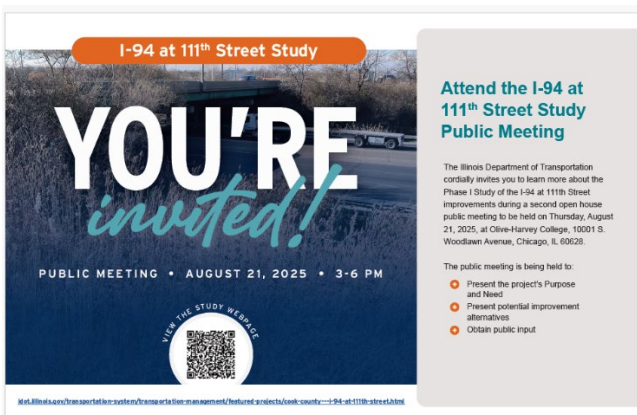
- *Concerns about speeding in the area - prefers the roundabout option as that would address those issues and force folks to slow down*
- *Many potholes in the area that need to be fixed before thinking of anything else*
- *There was an accident there the other week, would like to see the option that best addresses safety issues*
- *Likes the intersection the way it is, so prefers option one as that has the least amount of changes*
- *The traffic in that area is bad, likes the idea of having only one traffic light as they have concerns with the fact that two may cause more back-ups*
- *Bike/Ped improvements are not as important as addressing traffic problems and accidents in the area*
- *Interested in employment once construction begins*

MEDIA COVERAGE

<https://blockclubchicago.org/2025/08/22/here-are-5-redesign-plans-for-111th-street-bishop-ford-interchange-and-you-can-help-pick-the-winner/>

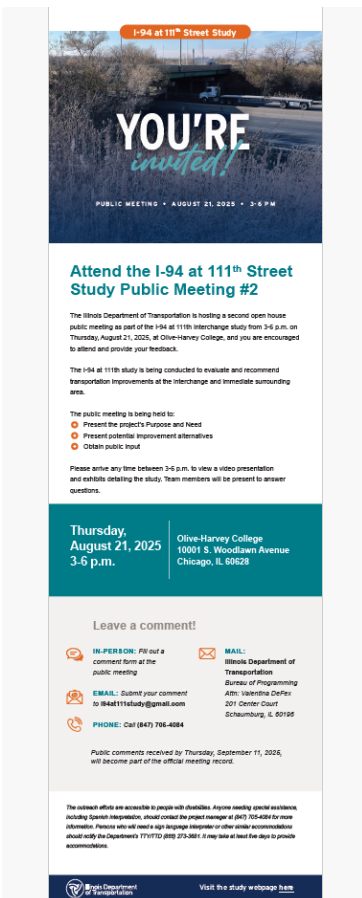
I-94 at 111th Street

Public Involvement Efforts



Postcard Invitations

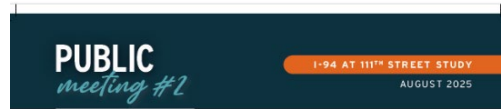
A postcard invitation was sent to more than 300 stakeholders, including elected leaders, property owners, businesses, community organizations, and other local stakeholders. Prominently featuring the public meeting date, time and links to join, the postcard was sent two weeks prior to the meeting.



Eblast Invitations

An eblast invitation was created and distributed to additionally promote the Public Meeting. The eblast was sent to more than 100 stakeholders including, community organizations, houses of worship, business organizations, schools, health care organizations and city, county and state leaders. The eblast included the purpose of the meeting, meeting time and location, as well as ways to provide feedback.

I-94 at 111th Street



I-94 at 111th Street Study Overview

The Illinois Department of Transportation is holding a second Public Meeting for the I-94 at 111th Street study to present the study's Purpose & Need, present potential improvement alternatives and obtain public input.

The preliminary engineering and environmental study (Phase I) was launched in late 2022 to coordinate with stakeholders to identify existing and future transportation needs and concerns in the area. That discussion results in a study Purpose and Need statement, which is the basis for developing potential improvements, or "alternatives."

The Purpose and Need defines why the study was initiated and what it aims to achieve. It is critical for establishing criteria for assessing environmental impacts of potential improvements within the study area.

Specifically, this study area covers approximately 1.5 miles along I-94 from south of 111th Street to the Stony Island Express ramp, as well as 111th Street from Corlies Avenue on the west to Dwyer Avenue on the east, in the city of Chicago.

Based on the review of collected data and public input to date, the following Purpose and Need was developed:

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

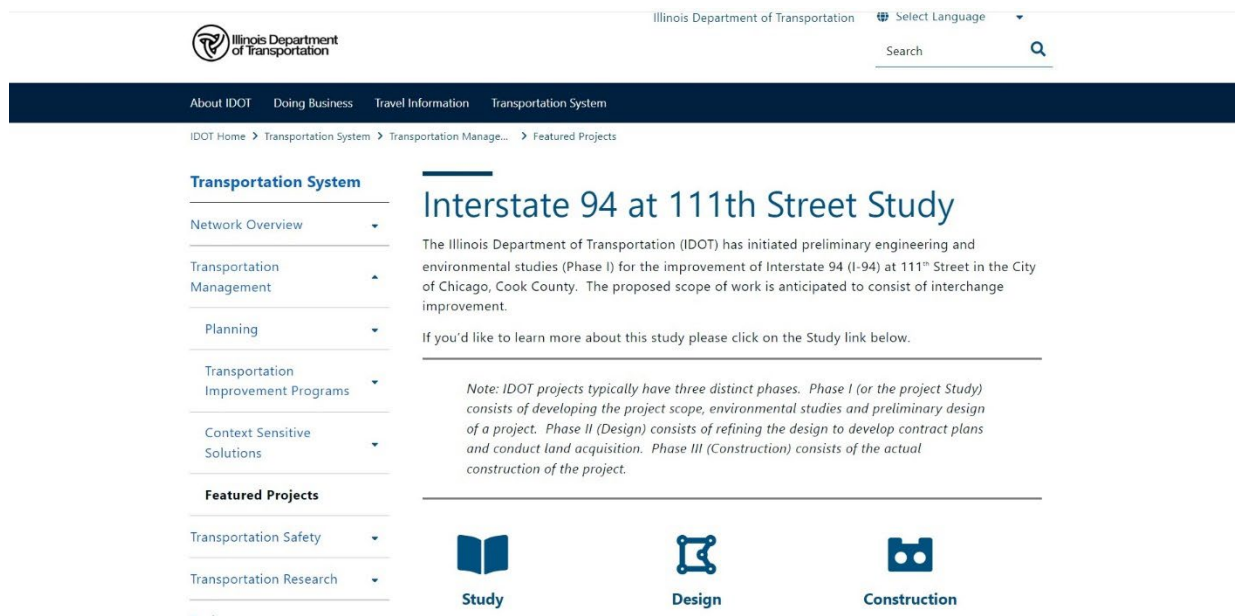
Based on that Purpose, the needs to be addressed include:

- High safety tier locations along 111th Street at I-94 and at the intersection of 111th Street and S. Corlies Ave/G. Dwyer Ave
- More efficient access between I-94 and the local roadway network
- The lack of bicycle and pedestrian connectivity on the east side of I-94
- The deficient vertical clearance of the 111th Street bridge and flooding along I-94

Using the Purpose and Need as a baseline, a range of potential improvement alternatives have been identified, and will be evaluated and narrowed throughout the study process, ultimately leading to the recommendation of a preferred alternative at the conclusion of this study.

Newsletter

A Newsletter was created to provide an update of the study process and timeline, present potential improvement alternatives, and encourage public comment. The newsletter was handed out at the meeting and posted to the study website.



Website Content

Website content was created and posted on the Illinois Department of Transportation Featured Projects website highlighting Public Meeting #2 and detailing the study, study information, and meeting materials.

I-94 at 111th Street



The Illinois Department of Transportation (IDOT) cordially invites you to attend the second open house public meeting concerning a preliminary engineering and environmental study for the improvement of I-94 at 111th Street in the City of Chicago, Cook County. The details of the meeting are as follows:

Date: Thursday, August 21, 2025
Time: 3:00 PM to 6:00 PM
Location: Olive-Harvey College
10001 S. Woodlawn Avenue
Chicago, IL 60628

The purpose of the meeting is:

- To discuss the purpose and need for the improvement
- To present the potential improvement alternatives
- To obtain public input

Interested persons may attend anytime between 3:00 PM and 6:00 PM. Exhibits will be on display, and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions. Individuals who cannot participate in person can watch the audio-visual presentation and review exhibits shared at the meeting by accessing the Featured Projects page on idot.illinois.gov. Written comments can be submitted at the public meeting or after the meeting via email or mail. Comments received through September 11, 2025, will become part of the official public meeting record.

All written correspondence regarding this project should be sent to:

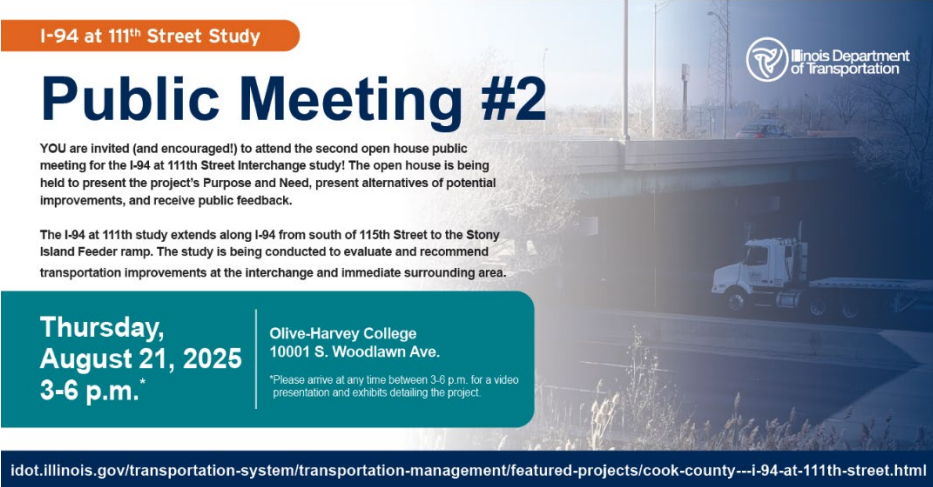
Illinois Department of Transportation
Bureau of Programming
Attn: Valentina DeFex, P.E.
201 W. Center Court
Schaumburg, IL 60196-1096

Or via email: I94at111study@gmail.com

This meeting will be accessible to people with disabilities. Anyone needing special assistance including Spanish interpretation, should contact Valentina DeFex at (847) 705-4084. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD (866) 273-3681 at least five (5) days prior to the meeting.

Newspaper Advertisement

A newspaper advertisement was created to promote the public meeting. The ad was published in the Sunday, August 3, 2025, and Sunday, August 17, 2025, editions of the *Chicago Sun-Times* newspaper. The ads were intentionally placed in Sunday editions as it is the highest day of circulation.



I-94 at 111th Street Study

Public Meeting #2

YOU are invited (and encouraged!) to attend the second open house public meeting for the I-94 at 111th Street interchange study! The open house is being held to present the project's Purpose and Need, present alternatives of potential improvements, and receive public feedback.

The I-94 at 111th study extends along I-94 from south of 115th Street to the Stony Island Feeder ramp. The study is being conducted to evaluate and recommend transportation improvements at the interchange and immediate surrounding area.

**Thursday,
August 21, 2025
3-6 p.m.***

Olive-Harvey College
10001 S. Woodlawn Ave.

*Please arrive at any time between 3-6 p.m. for a video presentation and exhibits detailing the project.

idot.illinois.gov/transportation-system/transportation-management/featured-projects/cook-county---i-94-at-111th-street.html

Third Party Promotion

Promotional advertisements for use on websites, social media and organization publications were provided to community organizations to encourage participation in the meeting. The third-party promotion materials were distributed to community organizations, houses of worship, business organizations, schools, health care organizations and local leaders.

I-94 at 111th Street



State of Illinois
JB Pritzker, Governor

Illinois Department of Transportation
Gia Biagi, Secretary



FOR IMMEDIATE RELEASE:
Aug. 7, 2025

CONTACT:
Maria Castaneda 312.447.1919
Guy Tridgell 312.343.1731



Public comment sought on Bishop Ford at 111th Street interchange improvements in Chicago

CHICAGO – The Illinois Department of Transportation announced today that a public meeting will be held Thursday, Aug. 21 on a preliminary engineering and environmental study to improve the Bishop Ford Freeway (Interstate 94) at 111th Street interchange in Chicago.

The purpose of the meeting is to present the study's purpose and need, present potential improvement alternatives and obtain public input. The study will evaluate the corridor including the intersections and develop alternative improvements to address existing deficiencies and drainage concerns.

The public meeting will be in an open-house format. All interested parties are encouraged to attend:

Thursday, Aug. 21
3-6 p.m.
Olive-Harvey College
10001 S. Woodlawn Ave., Chicago

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions.

Comments may be submitted at the meeting or emailed to i94at111study@gmail.com. They also may be mailed to:

Illinois Department of Transportation
Bureau of Programming
Attn: Valentina DeFex, P.E.
201 West Center Court
Schaumburg, Ill. 60196-1096

All comments received by Sept. 11 will become part of the official public meeting record.

Press Release

A press release was created and distributed to area media to highlight the study and promote the public meeting. The release highlighted the Public Meeting time and location, agenda, ways to provide comment and a link to materials for media to utilize for those unable to attend the meeting in-person.

I-94 at 111th Street

Attachments

- 1) Newsletter – full version
- 2) Project Website – *IDOT Featured Projects*
- 3) Exhibit Boards
- 4) Sign-in Sheets
- 5) Comments - Forms
- 6) Comments – Online
- 7) Comments – Post-its on Exhibits
- 8) Block Club Chicago Article

PUBLIC *meeting #2*

I-94 AT 111TH STREET STUDY

AUGUST 2025

I-94 at 111th Street Study Overview

The Illinois Department of Transportation is holding a second Public Meeting for the I-94 at 111th Street study to present the study's Purpose & Need, present potential improvement alternatives and obtain public input.

The preliminary engineering and environmental study (Phase I) was launched in late 2022 to coordinate with stakeholders to identify existing and future transportation needs and concerns in the area. That discussion results in a study Purpose and Need statement, which is the basis for developing potential improvements, or "alternatives."

The Purpose and Need defines why the study was initiated and what it aims to achieve. It is critical for establishing criteria for assessing environmental impacts of potential improvements within the study area.

Specifically, this study area covers approximately 1.5 miles along I-94 from south of 115th Street to the Stony Island Feeder ramps, as well as 111th Street from Corliss Avenue on the west to Doty Avenue on the east, in the city of Chicago.

Based on the review of collected data and public input to date, the following Purpose and Need was developed:

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

Based on that Purpose, the needs to be addressed include:

- High safety tier locations along 111th Street at I-94 and at the intersection of 111th Street and S Corliss Ave/S Doty Ave
- More efficient access between I-94 and the local roadway network
- The lack of bicycle and pedestrian connectivity on the east side of I-94
- The deficient vertical clearance of the 111th Street bridge and flooding along I-94

Using the Purpose and Need as a baseline, a range of potential improvement alternatives have been identified, and will be evaluated and narrowed throughout the study process, ultimately leading to the recommendation of a preferred alternative at the conclusion of this study.



I-94 at 111th Street Potential Improvement Alternatives:



➤ **ALTERNATIVE 1: Tight Diamond, I-94 Under 111th Street**

- 111th Street runs over I-94
- Potential removal of existing right-in/right-out access points north and south of 111th Street
- Most similar to existing design



➤ **ALTERNATIVE 2: Tight Diamond, I-94 Over 111th Street**

- I-94 runs over 111th Street
- Similar to Alternative 1
- Potential removal of existing right-in/right-out access points north and south of 111th Street



➤ **ALTERNATIVE 3: Diverging Diamond Interchange, I-94 Over 111th Street**

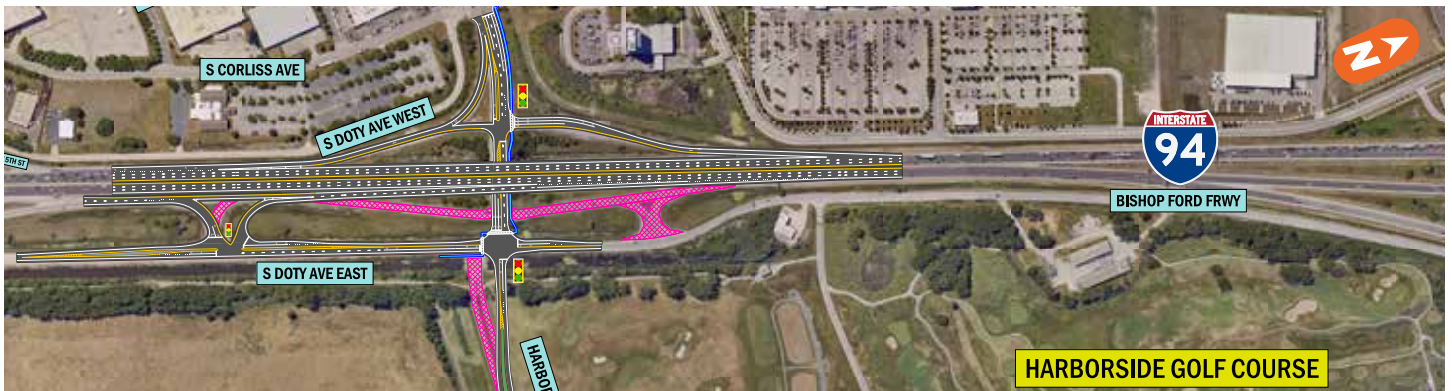
- Eastbound and westbound traffic along 111th Street would cross at a signal, shifting traffic to the opposite side of the road
- Proposed shared-use path would be placed between eastbound and westbound traffic and equipped with pedestrian signals
- Potential removal of existing right-in/right-out access point south of 111th Street
- Redesign of existing right-in/right-out access point north of 111th Street

LEGEND

- POTENTIAL ACCESS REMOVAL
- REMOVAL OF EXISTING PAVEMENT

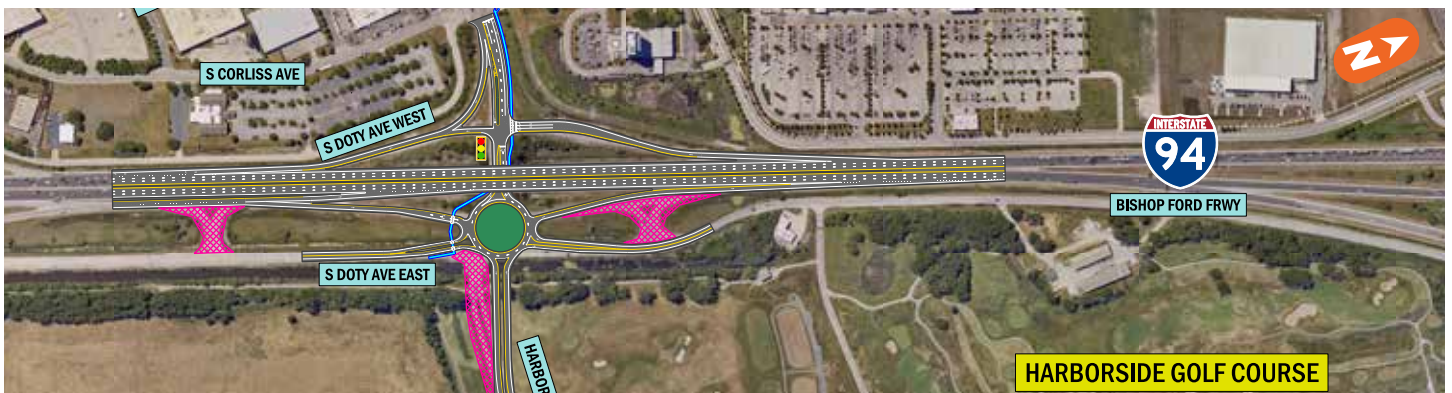
- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATHWAY

- POTENTIAL TRAFFIC SIGNAL (PENDING TRAFFIC SIGNAL WARRANT)



➤ **ALTERNATIVE 4: Tight Diamond and Collector Distributor, I-94 Over 111th Street**

- Collector-distributor road (C-D) is proposed to act as a buffer for traffic entering and exiting the interstate
- Removal of northern most right-in/right-out access point
- Redesign of right-in/right-out access point south of 111th Street
- 111th Street extended to E Doty Ave with access to Harborside Golf Course



➤ **ALTERNATIVE 5: Tight Diamond and Roundabout, I-94 Over 111th Street**

- Includes a collector-distributor road and roundabout for access and connections east of I-94
- Removal of two existing right-in/right-out access points north and south of 111th Street

Each of the alternatives provide a connection to the proposed Lake Calumet trail east of I-94.

Public meeting materials and other study information are available on the study webpage on the IDOT website:

<https://idot.illinois.gov/transportation-system/transportation-management/featured-projects/cook-county---i-94-at-111th-street/study.html>

These alternatives will be further analyzed and refined through the alternatives evaluation process which will be discussed at the future CAG and public meetings.

Ways TO COMMENT!



IN-PERSON: Fill out a comment form at tonight's public meeting



EMAIL: Submit your comment to i94at111study@gmail.com



PHONE: Call (847) 705-4084



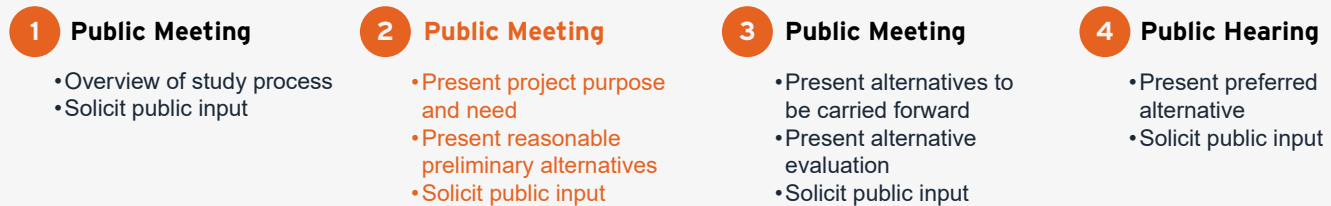
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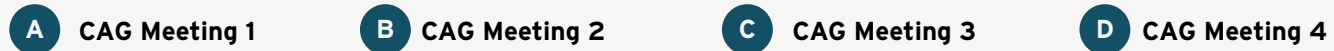
Study Timeline



Public Meetings and Hearings



Community Advisory Group (CAG) Meetings



Study Phases

The I-94 at 111th Street study is currently in Phase I, which includes data collection, identification of the study's Purpose & Need, and public review and consideration of potential improvement alternatives prior to selection of a preferred alternative. Phase I is expected to conclude late 2027.

Upon conclusion of Phase I, the study proceeds to Phase II which consists of contract plan preparation and land acquisition. Phase II typically takes 24-36 months and is followed by Phase III, construction, which takes 24-36 months.

**This improvement is not currently included in the Department's FY 2025-2030 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.*

Interstate 94 at 111th Street

[Overview](#) | [Schedule](#) | [Resources](#) | [FAQ](#) | [Get Involved](#)

The Illinois Department of Transportation (IDOT) has initiated a Phase I, preliminary engineering and environmental study, for improvements to the Interstate 94 (I-94) at 111th Street Interchange in the City of Chicago. The anticipated scope of work consists of an interchange improvement.

A public meeting is planned for August 21, 2025, to present the study's purpose and need, present potential improvement alternatives and obtain public input.

Meeting details are as follows:

Date: Thursday, August 21, 2025

Time: 3:00 pm - 6:00 pm

Location: Olive-Harvey College, 10001 S. Woodlawn Avenue, Chicago, IL 60628

Meeting materials can be viewed on the Resources page of this website.

Note: IDOT projects typically have three distinct phases. Phase I (or the project Study) consists of developing the project scope, environmental studies and preliminary design of a project. Phase II (Design) consists of refining the design to develop contract plans and conduct land acquisition. Phase III (Construction) consists of the actual construction of the project.

Overview



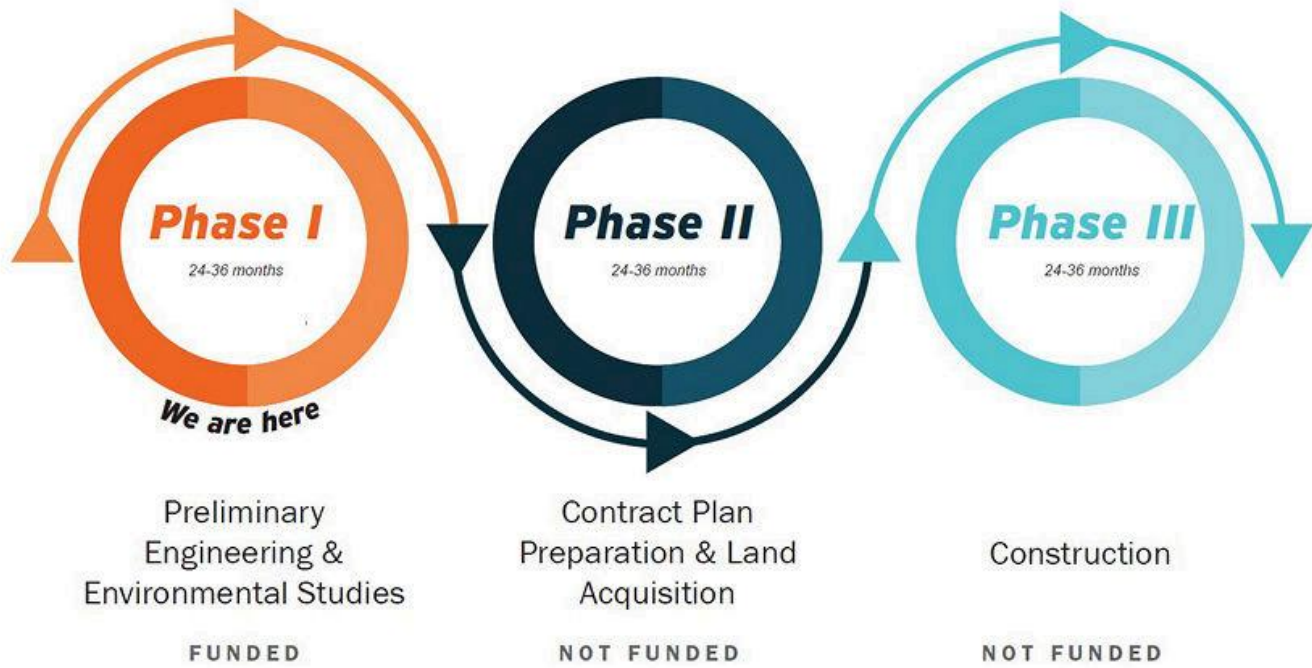
Serving the Pullman neighborhood in Chicago, the 111th Street bridge over I-94 was initially built in 1960 and underwent a deck replacement in 1986. Now more than 60 years since its construction, there are safety and structural condition needs present at the interchange, in addition to flooding issues.

I-94 also acts as a barrier in the area, limiting access across I-94. As 111th Street terminates at the I-94 entrance and exit ramps, the 111th Street bridge does not provide access to area east of the Interstate. Doty Avenue East acts as a frontage road for the interstate – but it lacks direct connection to 111th Street. As a result, vehicles must utilize right-in, right-out access points present at the I-94 ramps to make that connection. Similarly, existing conditions do not provide connectivity for bicycle and pedestrians across I-94 to access recreational areas and the lakefront to the east.

It was found that a grand total of 1,492 collisions occurred within the study limits between the years of 2018 and 2022. The highest crash patterns were front to rear collisions, followed by sideswipes in the same direction and crashes with fixed objects. In addition, in 2024 there were two High Safety Tier locations identified within the study limits, one location is the segment of the 111th Street at I-94 and the second is at the intersection of 111th Street and S Corliss Avenue.

Another known concern in this area is the poor drainage. I-94 is susceptible to flooding because of its proximity to the Doty Ditch and Lake Calumet, with 11 recorded flooding incidents occurring between 1998 and 2020.

Schedule



IDOT projects typically have three distinct phases:

- Phase I: Preliminary Engineering & Environmental Studies
- Phase II: Final Design/Contract Plan Preparation & Land Acquisition
- Phase III: Construction

The I-94 at 111th Interchange project is currently in Phase I, which includes data collection, identification of transportation issues and concerns, development of range of alternatives, and identification of the preferred alternative and its refinement. Phase I concludes with the approval of an environmental and engineering report which summarizes the study.

The I-94 at 111th Street study is anticipated to conclude in late 2027.

Resources

Please reference the links below to access meeting materials.

Public Meeting – October 12, 2023

Public Meeting Exhibits

- [Location Map](#)
- [Environment & Community Resources](#)
- [ADT Exhibit](#)
- [Crash Data](#)
- [Crash History](#)
- [Project Study Timeline](#)
- [Strip Map I-94](#)
- [Study Phases](#)
- [Context Sensitive Solutions \(CSS\)](#)
- [Ways To Comment](#)

[Public Meeting Newsletter](#)

[Video Presentation](#)

[Public Meeting Summary](#)

[Study Update Newsletter - March 2025](#)

Public Meeting – August 21, 2025

- [Public Meeting Exhibits](#)
- [Public Meeting Newsletter](#)
- [Video Presentation](#)

Community Advisory Group (CAG)

- [CAG 1 Summary - August 7, 2024](#)
- [CAG 2 Summary - November 7, 2024](#)

Additional information will be posted as it is developed. Please visit this page periodically for project updates.

Frequently Asked Questions

Why are you doing this study?

There are safety and structural condition needs present at the 111th Street interchange, in addition to flooding issues. I-94 also acts as a barrier in the area, limiting bicyclists and pedestrian access across I-94.

What happens during a study?

During a preliminary engineering and environmental study (Phase I) the study team analyzes existing and future conditions, defines the Purpose and Need for an improvement, and develops and evaluates improvement alternatives while engaging with the public and soliciting public input.

Where are we in the project?

The Phase I study was initiated in late 2022 and is anticipated to conclude in late 2027. Upon conclusion of Phase I, Phase II (contract plan preparation & land acquisition), and Phase III (construction) will follow. Please note that only Phase I is funded at this time.

How is the study being funded?

Phase I for the study is currently funded. Phase II and Phase III are not currently included in the Department's Fiscal Year 2025-2030 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.

What about improvements in the short-term?

The Department is moving forward with separate maintenance improvements for the 111th Steet Bridge which will take place before the conclusion of this current Phase I study. That work is expected to include bridge repairs, bridge painting, and bridge deck overlay.

Is any land acquisition necessary and, if so, will my property be impacted?

At this time right-of-way needs have not been determined. Once the preferred alternative is identified, right-of-way needs, if any, will be determined and the property owner will be notified during Phase I. If necessary, land acquisition process will be conducted during Phase II.

How is noise being considered for this study?

As part of the environmental study process, a traffic noise analysis will be performed along the study area corridor to evaluate the potential need for noise abatement walls as part of the recommended improvements. In any areas where the future noise levels are predicted to be at or higher than federal noise regulation criteria, noise abatement measures, such as noise walls, will be considered.

What is a stakeholder?

A stakeholder is anyone who could be affected by the project, has a stake in its outcome, or is interested in the project. Stakeholder feedback is essential and encouraged throughout the project.

Get Involved

Meeting materials area available on the [Resources](#) page.

To submit your comments and/or to subscribe for study notifications, please contact us at i94at111study@gmail.com.

Comments can also be submitted via mail to:

Illinois Department of Transportation
Bureau of Programming
Attn: Valentina DeFex
201 Center Court
Schaumburg, IL 60196

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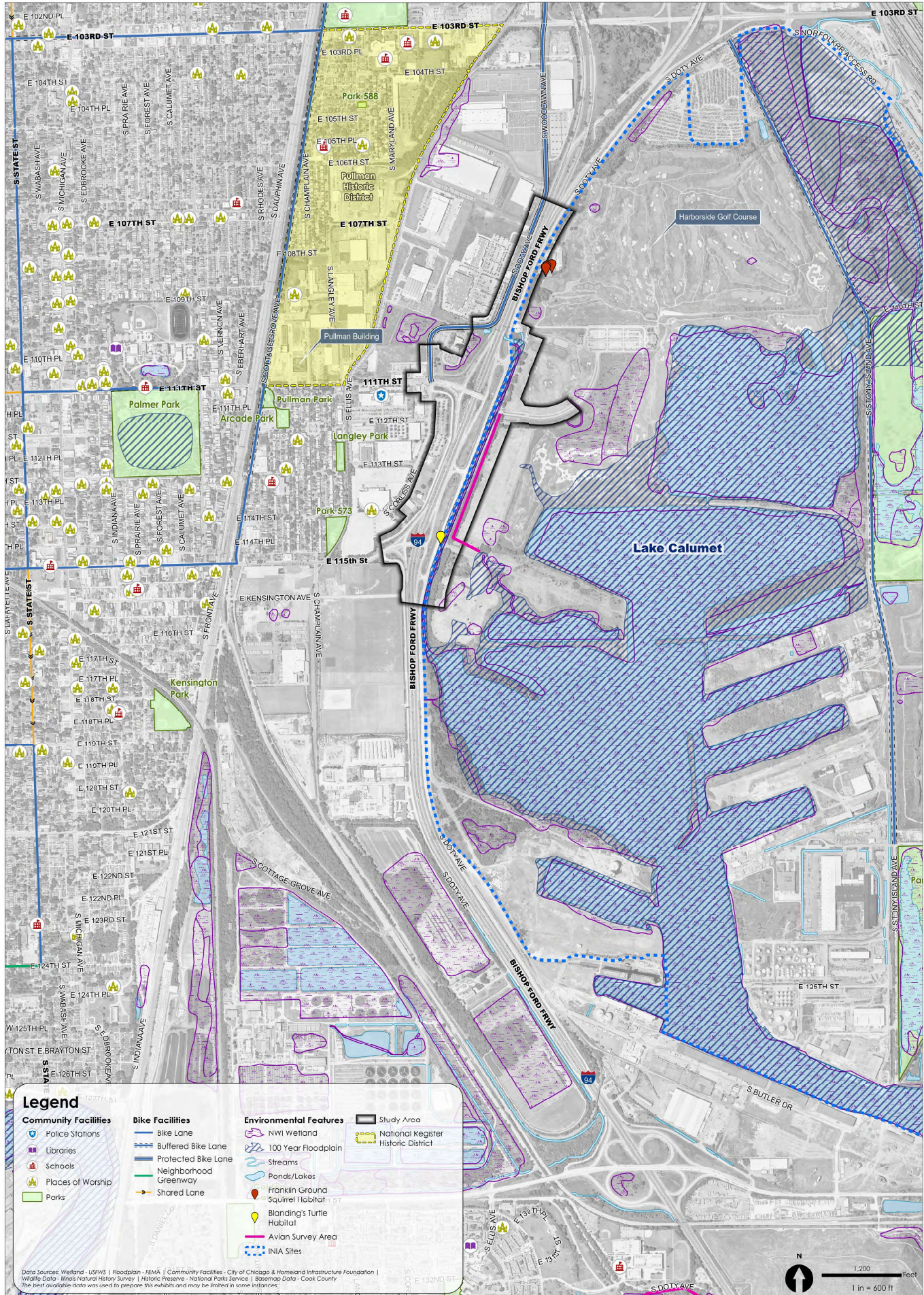
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I-94 AT 111TH STREET INTERCHANGE Study Limits Map



I-94 AT 111TH STREET INTERCHANGE

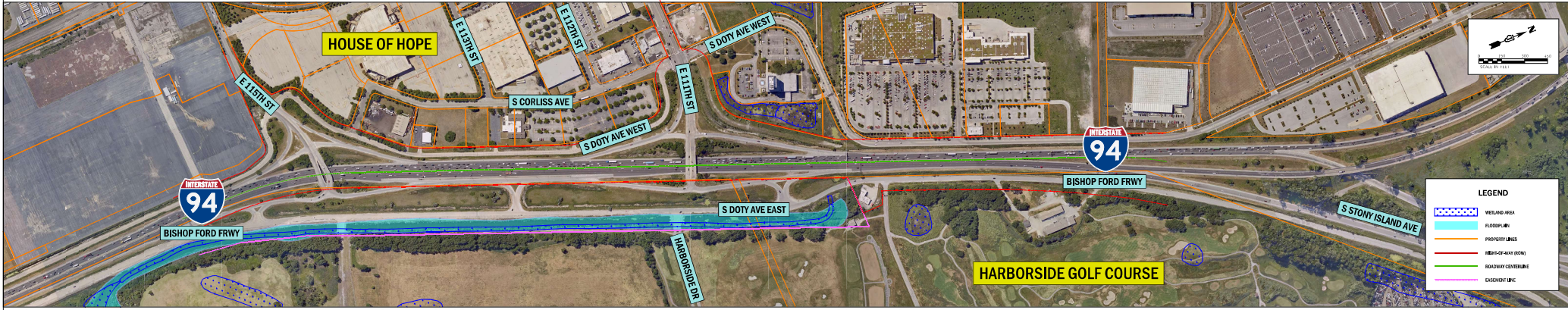
Environmental & Community Resources



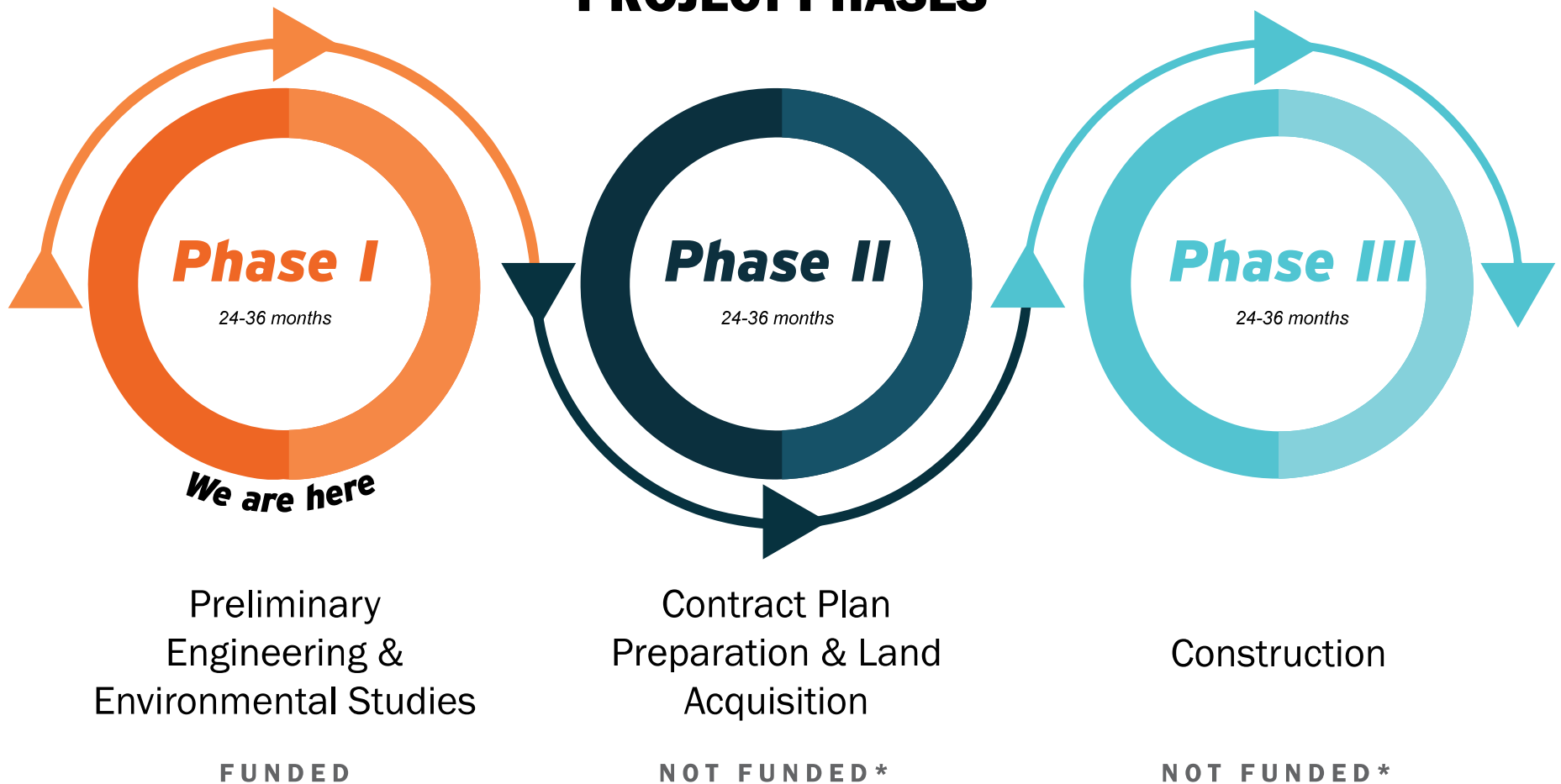
I-94 AT 111TH STREET INTERCHANGE

Interstate 94 - Bishop Ford Freeway

Existing Conditions



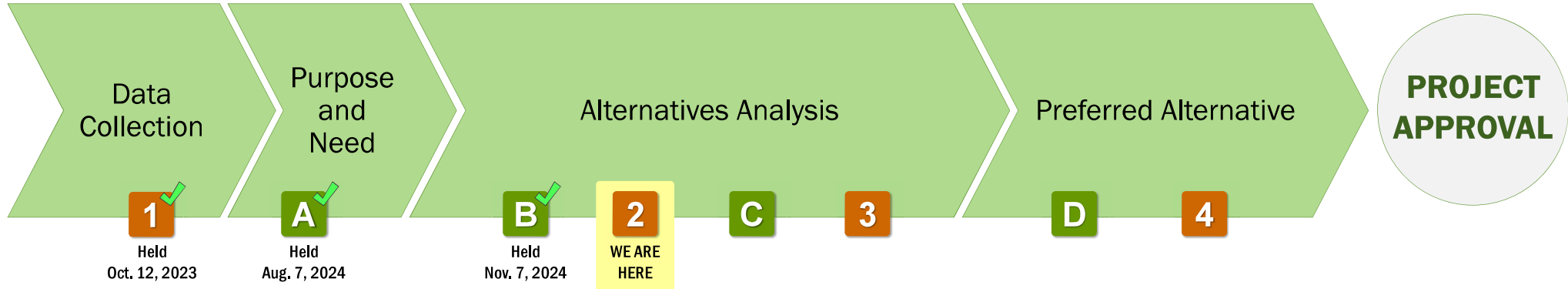
I-94 AT 111TH STREET INTERCHANGE PROJECT PHASES



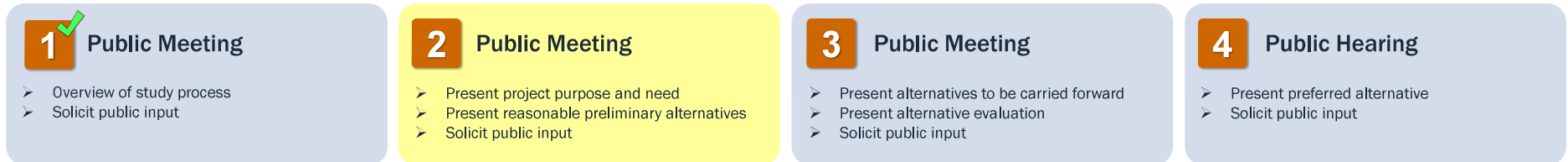
**This improvement is not currently included in the Department's FY 2025-2030 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.*

I-94 AT 111TH STREET INTERCHANGE

Phase I Study Timeline



Public Meetings and Hearings



Community Advisory Group (CAG) Meetings



I-94 AT 111TH STREET INTERCHANGE

What is Context Sensitive Solutions (CSS)?

- » Seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities
- » Stakeholders include – community members, elected officials, businesses, commuters, utility providers, special interest groups, and affected local, State, and Federal Agencies
- » Accomplished through:
 - ◇ Community Advisory Groups (CAG)
 - *A CAG is a group of community stakeholders who meet with the study team to help identify concerns and develop potential solutions*
 - ◇ Public Meetings



I-94 AT 111TH STREET INTERCHANGE

Purpose and Need Statement

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

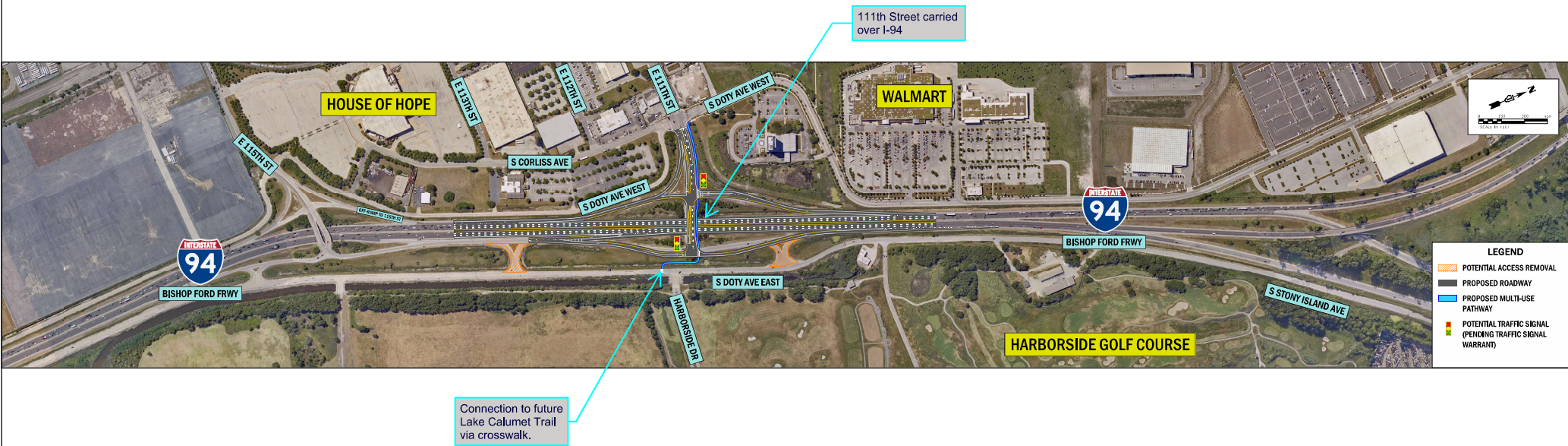


Needs

- High safety tier locations along 111th Street at I-94 and at the intersection of 111th Street and south Corliss Ave/S Doty Ave
- More efficient access between I-94 and local roadway network
- Lack of bicycle and pedestrian connectivity to east side of I-94
- Deficient vertical clearance of 111th Street bridge and flooding concerns along I-94

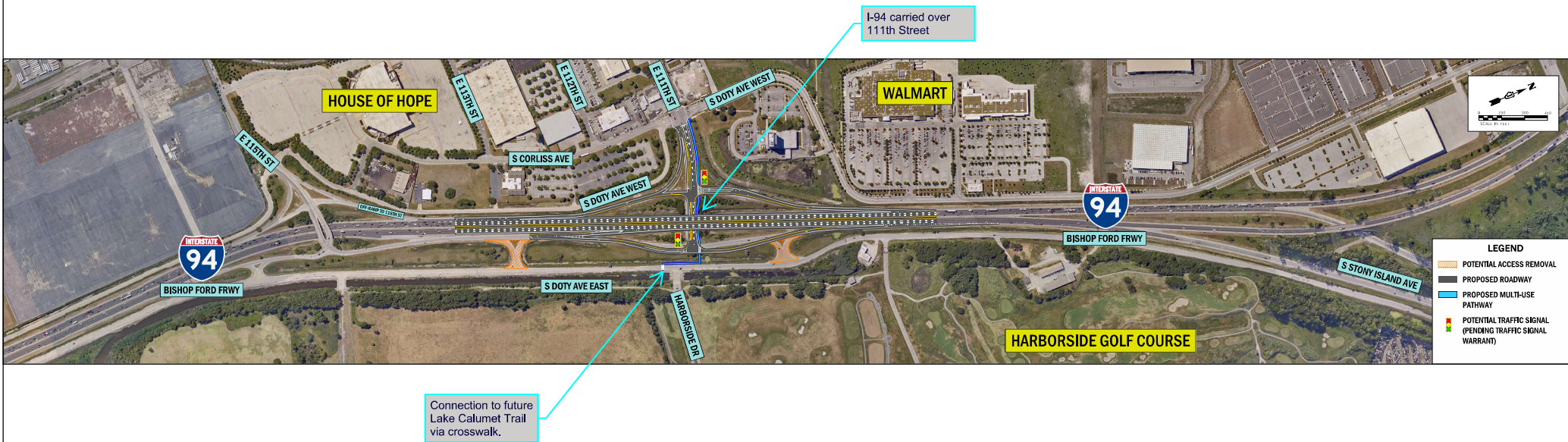
I-94 AT 111TH STREET INTERCHANGE

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



I-94 AT 111TH STREET INTERCHANGE

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



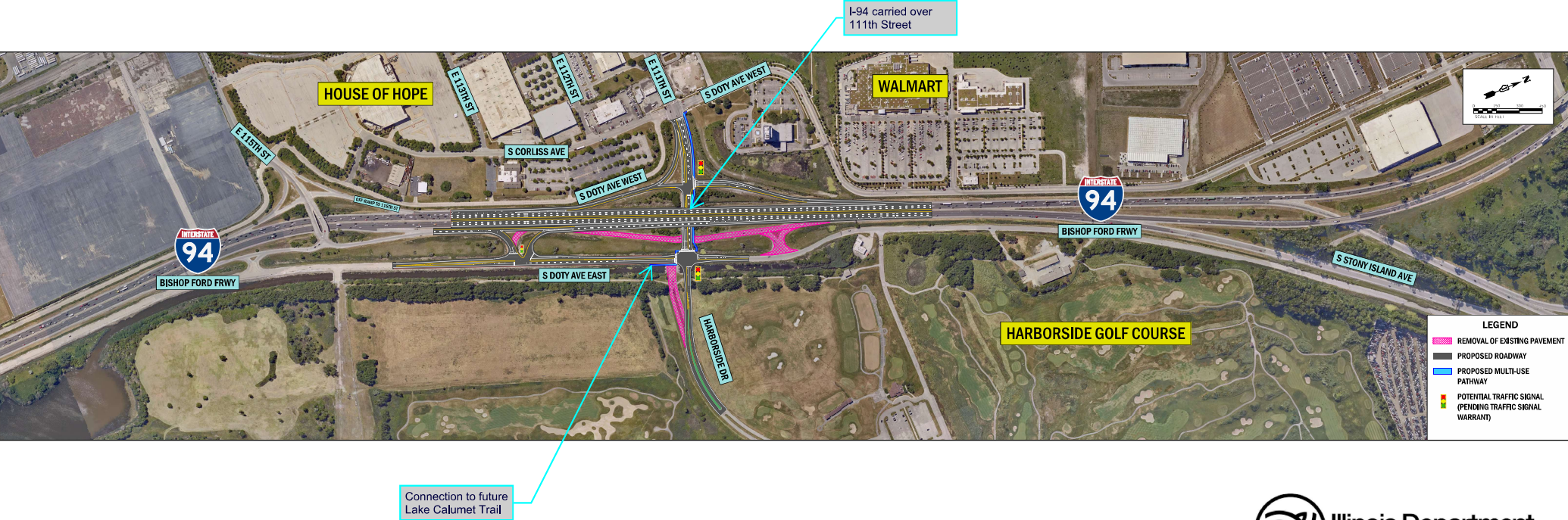
I-94 AT 111TH STREET INTERCHANGE

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



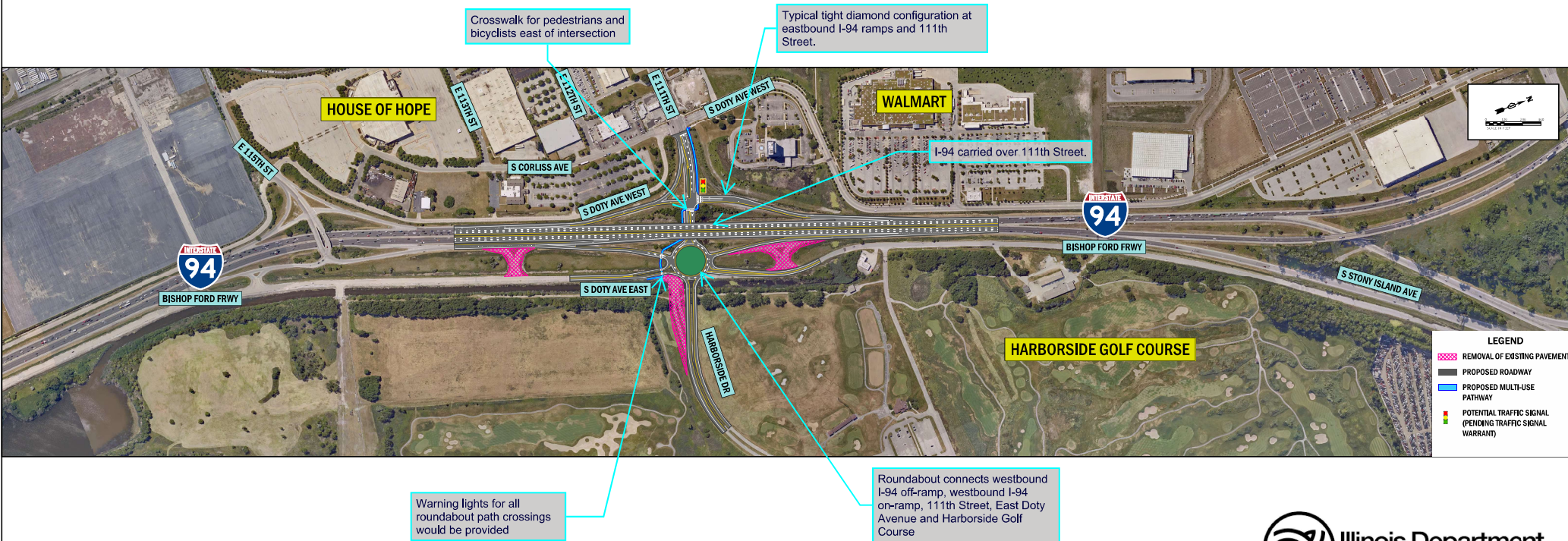
I-94 AT 111TH STREET INTERCHANGE

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



I-94 AT 111TH STREET INTERCHANGE

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



I-94 AT 111TH STREET INTERCHANGE

Ways to comment



IN-PERSON: Fill out a comment form at tonight's public meeting



EMAIL: Submit your comment to i94at111study@gmail.com



PHONE: Call (847) 705-4084



MAIL:

Illinois Department of Transportation
Bureau of Programming
Attn: Valentina DeFex
201 Center Court
Schaumburg, IL 60196



Comments are welcome any time, and those received by **September 11, 2025**, will become part of the official meeting record.

Public Meeting #2



I94@ 111th Street

Location: Olive Harvey College

Date: 08/21/2025

Time: 3:00 PM - 6:00 PM

Name (Please Print)	Organization	Address	E-Mail
MAXWELL EVANS	Block Club Chicago		
CAROLINE LEVENDA	KASKASKIA ENO-GRUP		
Euijin Kim			
Rick Bryant	US. Rep. Robin Kelly		
Don Thomas	METRA		
Erik Varela	IPD		
Tracy Murray	9 th Ward Alderman Beale of Fre		
Michele Graham	OHC		
Kristee Davis	OHC		
MICHAEL SHYMANSKI	FULLMAN HOUSE PROJECT		

Public Meeting #2

**I94@ 111th Street**

Location: Olive Harvey College

Date: 08/21/2025

Time: 3:00 PM - 6:00 PM

[illegible]

Number	Name	Organization	Comment
1	Daniel Thomas	Metra	Make sure bike/ped/bus access is safe from the east to the Historic Pullman District and the Metra Station Be consistent with CDOT streetscape project on 111th. Good turning movements for trucks and the interchange.
2	Scott Crowe	AAA - The Auto Club Group	Currently alternative #4 appears to be the best option based on safety for larger trucks. When entering I-94 Northbound currently there is very little travel distance before being forced to exit onto Stony Island Blvd. Trucks have to quickly move to the middle lane putting at risks vehicles already travelling onto interstate as well as trucks. Alternative 4 gives more lead time for trucks to merge into middle lane more safely and continue northbound on I-94.
3	Erik Varek	IL Port District	ALT 1 - No northbound access to Doty ALT 2 - " " ALT 3 - " " Limited time to enter 94 Northbound, No Southbound access to 94 ALT 4 - Cleanest + allows for access N/S onto 94 + onto Doty ALT 5 - Multiple trail crossings concerning. Direct entry into Harborside concerning.
4	(Unknown)		Too many cars getting through there. Round about could be a good option. Fix the pot holes. Speeding issues add more speed bumps or something like that

Number	Name	Organization	Subject	Content
1	Gordy Foley		94 and 111 comment	Hello, Out of the alternatives provided, alternative 3 (diverging diamond) and 5 appears as a clear winners as it provides all geometric approaches while reducing the number of traffic signals required to 1. I would be very critical of alternative 5 having traffic from the interstate cross the shared use path in front prior to the roundabout. I like the idea of the roundabout and eliminating the other access points, but surely the Harborside Dr approach has the lowest ADT out of all legs, so the MUP could wrap around the north side of the roundabout and cross this, instead of at the light. I see an added benefit of alternative 5 to replace the existing twin CMP culverts with the current design standard, which I presume is not that. Gordon
2	Jeff Swirenski		Feedback	Hello, I would like for the prioritization of a bike /ped connection between Pullman neighborhood and Big Marsh. I would like to be able to take the Metra to Pullman and be able to bike over to Big Marsh.
3	LeAaron A. Foley		Comment, I-94 @ 111th Study	Good afternoon— I’m writing to express my opposition to each Alternative regarding the multi-use pathway as planning is underway to reconfigure the I-94 @ 111th Street interchange. This interchange serves as and will continue to serve as the gateway to Pullman National Historical Park—Chicago’s first and only national park. The mere inclusion of pedestrian and cycling facilities is insufficient to accommodate the increased importance of non-vehicular traffic this area will cultivate, particular as the connection with Lake Calumet/Big Marsh/Harborside. Each Alternative includes a multi-use pathway, which is positive. However, each Alternative then requires pedestrians and cyclists to cross travel lanes at least twice, and at worst, up to five times. Even with consideration given to pedestrian signals, this is designing for conflict as opposed to designing to eliminate conflict between automobiles and people. Yes, grade separation is costly, but so is the loss of life and the harm of arrested mobility due to the interstate as a barrier to intercommunity movement. My recommendation is to develop an alternative that reduces conflict points between pedestrians and cyclists and automobiles. This could be accomplished using Alternative 1’s 111th Street overpass concept by extending the multi-use pathway over the southbound exit ramp onto 111th Street. This step would eliminate a conflict point where high-speed traffic exiting the interstate attempting to turn right would no longer conflict with pedestrians and cyclists. Without the elimination of potentially dangerous conflict points for pedestrians and cyclists, this plan is only attempting to add pedestrians and cyclists to a mix of already-dangerous automobile traffic, no matter the improvements presented. Again, this interchange is the gateway to Chicago’s first and only national park, please present a plan that respects the importance of connecting pedestrians and cyclists safely. Signalized at-grade crossings that endangers non-vehicular traffic misses the mark. Thank you,
4	Mike G		Comments on proposed interchange. As a member of the Chicago fire department, I don't believe any bike lane would be needed first off. Very rarely, if ever do.i see cyclist, anywhere near 111th st interchange or pedestrians. I believe there is no n...	N/A

5	Andrew Oloffson		Pullman Citizen	Please place me on the email list. My wife and I think the round about is the way to go. Illinois has far too few of these compared to surrounding red states.
6	Susan Perry		I-94/111th St. Alternative choice.	Andrew Oloffson I think the best option is Alternative 2, where I-94 goes over 111th St. That way, there's less likely a chance for truck traffic create severe damage to support viaducts after a crash. Also, roundabouts aren't successful if drivers have never experienced them. S. Perry Chicago
7	Mike G		Re: Comments on proposed interchange. As a member of the Chicago fire department, I don't believe any bike lane would be needed first off. Very rarely, if ever do.i see cyclist, anywhere near 111th st interchange or pedestrians. I believe there is no n...	Comments on proposed interchange. As a member of the Chicago fire department, I don't believe any bike lane would be needed first off. Very rarely, if ever do.i see cyclist, anywhere near 111th st interchange or pedestrians. I believe there is no nred for these bike paths. Over the past 3 years working in this area, I have only seen at most 8-10 cyclist on doty, and even more rarely on 111th st. I've seen more cyclist on cottage Grove near the Pullman area. But on 111th, 115th st or doty I have rarely ever seen cyclist. Secondly, my opinion I believe the interchanges should be kept near what they are today. I don't believe in any major overhaul of the interchanges. Citing the confusion in this area is mainly due to signage being poor and how to get onto Doty rd from the interchange. Working accident scenes, this Interchange has been invaluable in removing vehicles and patients involved with accidents on the expressway. It gives us a quick access off the highway and a safer area. The only time traffic increases on doty Rd is when an accident ties up the expressway. Now as far as the accidents go, the 2 main reasons I see accidents is due to high and excessive speeds, mainly cutting off drivers and causing these accidents. Secondly is distracted or impaired driving. Majority of these accidents are not caused by the road, or the interchange itself. I. Fact, when asking how the people get into accidents, it is mostly in fact due to other drivers speeding and improper and unsafe lane changes. In summary, the interchange itself doesn't cause the accidents or confusion. Poor off highway signage is lacking, and excessive drivers speeding are the main reasons of accidents in this area. Thank you.
8	Mike G		Comments on bishop for interchange	Comments on proposed interchange. As a member of the Chicago fire department, I don't believe any bike lane would be needed first off. Very rarely, if ever do.i see cyclist, anywhere near 111th st interchange or pedestrians. I believe there is no nred for these bike paths. Over the past 3 years working in this area, I have only seen at most 8-10 cyclist on doty, and even more rarely on 111th st. I've seen more cyclist on cottage Grove near the Pullman area. But on 111th, 115th st or doty I have rarely ever seen cyclist. Secondly, my opinion I believe the interchanges should be kept near what they are today. I don't believe in any major overhaul of the interchanges. Citing the confusion in this area is mainly due to signage being poor and how to get onto Doty rd from the interchange. Working accident scenes, this Interchange has been invaluable in removing vehicles and patients involved with accidents on the expressway. It gives us a quick access off the highway and a safer area. The only time traffic increases on doty Rd is when an accident ties up the expressway. Now as far as the accidents go, the 2 main reasons I see accidents is due to high and excessive speeds, mainly cutting off drivers and causing these accidents. Secondly is distracted or impaired driving. Majority of these accidents are not caused by the road, or the interchange itself. I. Fact, when asking how the people get into accidents, it is mostly in fact due to other drivers speeding and improper and unsafe lane changes. In summary, the interchange itself doesn't cause the accidents or confusion. Poor off highway signage is lacking, and excessive drivers speeding are the main reasons of accidents in this area. Thank you. Michael Gorszczyk Jr.
9	Anne Alt		Re: I-94 AT 111TH STREET INTERCHANGE	I'm not wild about the roundabout idea because (a) they tend to be done BADLY around here; (b) so many drivers here are idiots and can't follow basic instructions to use roundabouts properly even when they're decently designed.

10.1	Frank Madeka		Re: I-94 AT 111TH STREET INTERCHANGE	Reviewing the following Block Club Chicago article and links to the subject IDOT interchange 'alternatives' it appear they address one problem but may create new problems depending on the final approach implemented. https://blockclubchicago.org/2025/08/22/here-are-5-redesign-plans-for-111th-street-bishop-ford-interchange-and-you-can-help-pick-the-winner/ Here Are 5 Redesign Plans For 111th Street-Bishop Ford Interchange. Help Pick The Winner Any of the alternatives seems to solve a problem for cyclists and pedestrians to safely cross the manmade Bishop Ford Freeway barrier at one spot of the huge natural barrier and destination of Lake Calumet. Such a path is consistent with relatively recent efforts by the Active Transportation Alliance to highly key connections needed in and around Lake Calumet. https://activetrans.org/blog/enhancing-lake-calumet-area-connections/ Enhancing Lake Calumet area connections https://activetrans.org/blog/enhancing-lake-calumet-area-connections/ https://activetrans.org/lakecalumettrail/ Lake Calumet Trail Study These 'lines' on a map do not do justice to the gross pedestrian and bicycling shortcomings of this very large area of Chicago. However, today, we have a very visual, constantly updated, map showing use/activity and in the case of the Lake Calumet area the lack of use/activity with one exception which directly correlates to the lack of walking and biking infrastructure in and around Lake Calumet. That map is a Strava Heatmap: https://www.strava.com/maps/global-heatmap?sport=Ride&style=dark&terrain=true&labels=true&poi=true&cPhotos=true&gColor=hot&gOpacity=100#10/41.6877/
10.2	Frank Madeka		Re: I-94 AT 111TH STREET INTERCHANGE	10/41.6877/-87.5638 Note how 'dark' the entire area in and around Lake Calumet is with the glaring, brilliant exception of an oasis of cycling use at Big Marsh Park. https://bigmarsh.org/ Also note how the Lake Calumet area compares to the extensively used Chicago Lakefront Trail and trails in Northwest Indiana. Right now, the only truly safe way to get to Big Marsh Park is via the car/truck centric streets and transport one's bike. What this Strava Heatmap does not show is another recreational area hidden in plain sight within Lake Calumet, the Harborside International Golf Center. https://www.harborsidegolf.com/ This Golf Center is accessed by car via Doty Avenue and removing access to Doty Avenue does not help. The roundabout feature, if used, may minimize such removal of Doty Avenue access. However, if the roundabout is used, please incorporate the lessons learned from the Dutch by using their Dutch-style roundabout. https://bicycledutch.wordpress.com/2015/10/13/explaining-the-dutch-roundabout-abroad/ Explaining the Dutch roundabout abroad https://www.bbc.com/news/articles/cvgnr3l21nvo How do you use Hemel Hempstead's 'Dutch-style' roundabout? From various videos for a Dutch-style roundabout, they point out:

10.3	Frank Madeka		Re: I-94 AT 111TH STREET INTERCHANGE	Pedestrian and Cyclist Priority: Cyclists and pedestrians have the right-of-way over cars at the roundabout's entrances and exits. Segregated Paths: A prominent outer wide path is specifically designed for cyclist / pedestrians with crossings located at the entrances to the roundabout. Cyclists' Route: Cyclists travel in the same direction as motor vehicles around the inner, circular path, but on their separate, designated outer path. More information at the Dutch Cycling Embassy: https://dutchcycling.nl/expertises/cycling-infrastructure/ https://fietsberaad.nl/getmedia/9f8d625d-501e-4f49-ac6c-ebe481d5a87e/Best-Practices-Dutch-Cycling-4-Intersections.pdf.aspx?ext=.pdf Regardless of which 'alternative' is implemented, the project will not be 'complete' if people cannot 'see' the new route on their digital maps. As such, Google Maps and Apple Maps must be updated, as a minimum. https://www.google.com/maps/search/I-94+and+E+111th+Street+Chicago/@41.6839038,-87.6294896,13z/data=!3m1!4b1!5m1!1e3?entry=ttu&g_ep=EgoyMDI1MDgxOS4wKXMDSoASAFQAw%3D%3D If I had my choice, I would reluctantly go with Alternative 5: Tight Diamond and Roundabout, but only if the roundabout was made into a Dutch-style roundabout. Sincerely Frank Madeka
11	Jacob Hartman		111th Street Feedback	Hello! I live in the neighborhood near I94 at 111th study is taking place. While I appreciate the different designs that are proposed, I am concerned that they all seem to be increasing the number of lanes at this intersection. All of them increase the number of lanes on the southbound exit ramp to 3 lanes! This is insanity. We should not be increasing the number of lanes during this reconstruction. I do appreciate the attention that is paid to placing a bike trail in all the options, however every option has the bike trail needing to cross an expressway exit ramp. As an avid cyclist, I am concerned about the safety of having to cross an expressway exit ramp where drivers are still going extremely fast, combining crossing exit ramps with more lanes also means less safety for cyclists. Have you considered alternative ways for the bike trail to cross this overpass? Perhaps providing it's own right of way? Having the bike lane cross on the level plane and have the expressway pass above and ramps below? Have you considered using less lanes than any of the proposals? If not why? If they were dismissed, why? What about using two roundabouts or a dogbone roundabout? Sincerely, Jacob Hartman

12	Beth Dybala	Calumet Area Industrial Commission	Request for Assistance	August 28, 2025 Good morning, I hope this message finds you well. I'm reaching out to inquire whether there are any current or upcoming improvement projects planned for the following streets on the Far South Side of Chicago: •130th Street: From the Calumet River to the I-94 Bishop Ford Expressway •Torrence Avenue: •From 106th Street to 112th Street •From 126th Street to 130th Street Could you kindly direct me to someone at IDOT who may have information regarding these projects? Thank you in advance for your time and assistance. Sincerely, Beth Dybala
13	Rick Simkin		Feedback for I-94 at 111th Street	Of the 5 alternative proposed, I prefer alternatives 1, 2 and 4. Alternative 1: Tight Diamond interchange with I-94 under 111th Street. The height of the overpass/underpass will impose some limit on the height of trucks on this route, which I consider a good thing. Trucks have gotten bigger over the years, The taller the truck, the greater the danger of it being top-heavy and subject to disruptive or fatal mishaps because of traffic or weather conditions. Alternative 2: Tight Diamond interchange with I-94 over 111th Street. If flooding is a concern here, it's less disruptive for 111th street to be flooded than for I-94 to be flooded. The I-94 overpass will need to be much, much stronger (and more expensive) than a 111th-Street overpass because of the vastly greater faster amount of traffic on I-94 Alternative 4: Tight Diamond and Collector/Distributor, I-94 over 111th Street. I have not been in this area during crowded times. If entering traffic truly gets crowded then a Collector/Distributor could make sense. I do NOT favor Alternatives 3 and 5. Alternative 3: Diverging Diamond. The novel traffic pattern of driving on the other side of the roadway is confusing and I foresee endless crashes of people trying to "correct" the situation. A Diverging Diamond at this location would require that eastbound traffic stop while westbound traffic flows, and then westbound traffic would have to stop while eastbound traffic flows. This can be done without a Diverging Diamond, to get the same benefits. Alternative 5: Roundabout. Circular traffic patterns slow traffic because of driver confusion, not because of any inherent superiority. Like Diverging Diamond, I oppose layouts that increase driver confusion - they promise more dangerous driving conditions. --Rick Simkin, Chicago
14	Cheryl Zalenski		111th Street-Bishop Ford Interchange	I am writing to express my support for Alternative 5: Tight Diamond and Roundabout, and strong opposition to all of the other options. IDOT has stated that the redesign project aims to improve safety at the interchange, and Alternative 5 is the only option that truly is a safety improvement. Roundabouts have been shown to improve safety while maintaining the flow of traffic. I also strongly encourage studying protected roundabouts and implementing this design to increase safety for people on bikes and on foot. The safety of users outside of motor vehicles should not only be considered, but should be paramount when selecting and implementing new road design. Regards, Cheryl Zalenski

Number	Location of Note	Comment
1	Alternative 1	Multi motor The removal of the right in right access N of 111 should stay. They are used for local access across E Doty to W Doty. Cross access should not be removed
2	Alternative 1, pointing at east intersection of 111th St and WB I-94 ramps	Bridge? Stop signs/traffic signal on Doty (unintelligible)
3	Alternative 1, east side	No car access to Doty? (w/ removal of RIRO)
4	Alternative 2, east side	Do not remove RI/RO, Local access need to be able to cross without going so far N or south
5	Alternative 3, east side	Local access to E and W should remain. Do not remove RI/RO
6	Alternative 3, northeast corner	1 traffic signal controlling all? (Dangerous - electrical outages common)
7	Alternative 5, east side	Dangerous crossings for bikes + peds

ROSELAND, PULLMAN

Here Are 5 Redesign Plans For 111th Street-Bishop Ford Interchange. Help Pick The Winner

The state has released five design proposals for the interchange, all of which would connect with a future Lake Calumet cycling and pedestrian trail via a multi-use path.



By Maxwell Evans
August 22, 2025



Officials with the Illinois Department of Transportation meet with attendees to discuss the five proposals for redesigning the Bishop Ford Freeway-111th Street interchange during an Aug. 21 open house at Olive-Harvey College. Credit: Maxwell Evans

PULLMAN — State transportation officials this week shared five proposals to be built in the area of South Deering while aiming to improve traffic safety and reduce flooding in the area.

Spectrum

"It's

Tamara, Rea

The Illinois Department of Transportation in 2022 **launched an engineering and environmental study** to improve the area surrounding the 111th Street interchange at Interstate 94 on the Pullman-South Deering border.

The study area roughly covers 111th Street between Corliss Avenue and Doty Avenue East, as well as the Bishop Ford Freeway between 109th and 115th streets. The study is expected to be finished in late 2027, more than two years later than initially estimated.

Transportation officials shared the five design proposals they're now considering during a Thursday open house at Olive Harvey College, 10001 S. Woodlawn Ave.

The proposals:

- Two “**tight diamond**” interchanges, with I-94 running below 111th Street in one proposal and above the street in another. A shared-use path would connect pedestrians and cyclists — but not drivers — on 111th Street to Doty Avenue east of the interstate, and existing interstate access points along Doty Avenue East could be removed.
- A “**diverging diamond**” interchange, with I-94 running above 111th Street. Eastbound and westbound traffic on 111th Street would cross each other at a signal, shifting traffic to the opposite side of the road, while a shared-use path with pedestrian signals would run between the car traffic. One interstate access point along Doty Avenue East could be removed, while the other would be redesigned.
- A tight diamond interchange with a collector-distributor road east of I-94, which would be a buffer for traffic entering and exiting the interstate. The interstate would run above 111th Street, and the interchange includes a shared-use path. One interstate access point along Doty Avenue East would be removed, while the other would be redesigned.
- A tight diamond interchange with a collector-distributor road and a roundabout east of I-94. The interstate would run above 111th Street, and the interchange includes a shared-use path. Both interstate access points along Doty Avenue East would be removed.



➤ **ALTERNATIVE 1: Tight Diamond, I-94 Under 111th Street**

- 111th Street runs over I-94
- Potential removal of existing right-in/right-out access points north and south of 111th Street
- Most similar to existing design



➤ **ALTERNATIVE 2: Tight Diamond, I-94 Over 111th Street**

- I-94 runs over 111th Street
- Similar to Alternative 1
- Potential removal of existing right-in/right-out access points north and south of 111th Street



➤ **ALTERNATIVE 3: Diverging Diamond Interchange, I-94 Over 111th Street**

- Eastbound and westbound traffic along 111th Street would cross at a signal, shifting traffic to the opposite side of the road
- Proposed shared-use path would be placed between eastbound and westbound traffic and equipped with pedestrian signals
- Potential removal of existing right-in/right-out access point south of 111th Street
- Redesign of existing right-in/right-out access point north of 111th Street

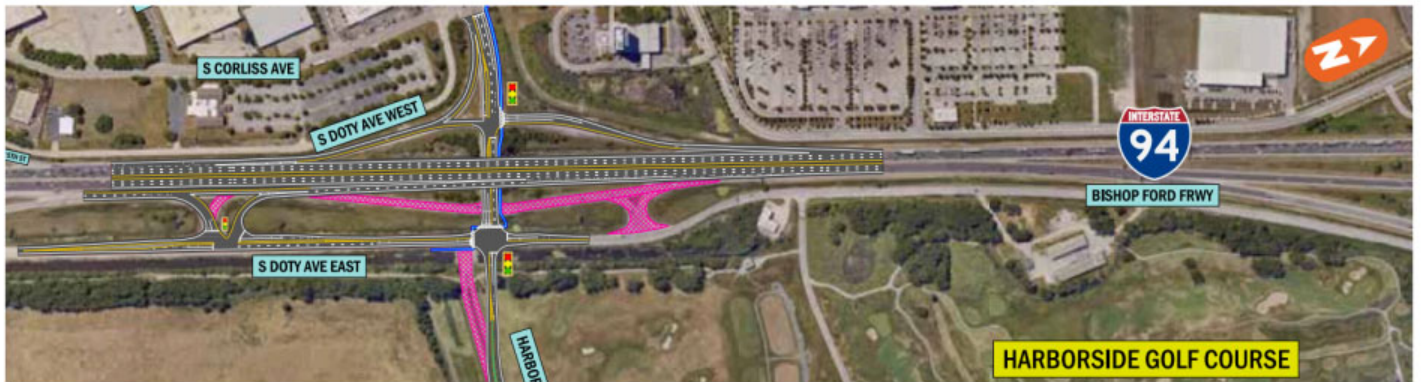
Credit: Illinois Department of Transportation

To view detailed maps of each proposal, [click here](#). For an overview of the project with links to other study documents, [click here](#).

To give feedback or subscribe to updates on the study, email i94at111study@gm

Comments should be submitted by Sept. 11 to go on the official record for this week’s public meeting, but input on the project is accepted at any time, said Steve Schilke, the transportation department’s bureau chief of programming.

“The more public comment, the better we can get an improved interchange — really, an improved system that is for the community,” Schilke said. “We really want that input.”



➤ **ALTERNATIVE 4: Tight Diamond and Collector Distributor, I-94 Over 111th Street**

- Collector-distributor road (C-D) is proposed to act as a buffer for traffic entering and exiting the interstate
- Removal of northern most right-in/right-out access point
- Redesign of right-in/right-out access point south of 111th Street
- 111th Street extended to E Doty Ave with access to Harborside Golf Course



➤ **ALTERNATIVE 5: Tight Diamond and Roundabout, I-94 Over 111th Street**

- Includes a collector-distributor road and roundabout for access and connections east of I-94
- Removal of two existing right-in/right-out access points north and south of 111th Street

Each of the five design proposals for 111th Street at the Bishop Ford Freeway. Credit: Illinois Department of Transportation

The redesign project aims to improve safety at the interchange. Nearly 1,500 crashes took place within the study’s boundaries between 2018 and 2022, according to IDOT.

Two spots on 111th Street — at I-94 and at Corliss Avenue — were rated by the state as “high” safety concern, given the frequency and severity of crashes.

The existing safety issues are largely attributed to the “odd ramps, the **right-in, right-outs**, the frontage roads — everything is not really connected in a good way here,” Schilke said.

I-94 is also a barrier to bicyclists and pedestrians, as the existing 111th Street bridge doesn’t connect to Doty Avenue and areas east of the expressway. The bridge itself lacks sidewalks or shared-use paths.

All five designs would connect cyclists and pedestrians on 111th Street with a proposed Lake Calumet trail. A feasibility study for the trail **began in 2020**, while a preferred route for the trail was **chosen in 2023**.

The Harborside International Golf Center and **Big Marsh Park** — the latter of which features an environmental center, bike tracks and jumps, birding paths and commissioned art — are among the attractions east of the expressway and near the trail.

The area is also prone to flooding due to its proximity to Lake Calumet and the Doty Ditch, as I-94 flooded 11 times between 1998 and 2020, officials said.



A rendering of the preferred routing for the proposed Lake Calumet Trail, as selected in 2023. Credit: Epstein



A rendering of the proposed Lake Calumet bridge, part of a trail linking Big Marsh Park and Pullman. Credit: Epstein

The engineering and environmental study is the first phase of the state's plan to redesign the 111th Street interchange. Officials would prepare a final design and acquire land for the project in the next phase, which would be followed by project construction.

So far, only the study is funded. The future phases are not included in the state's highway improvement plans through 2030, while total cost estimates depend on the design that's ultimately chosen, Schilke said.

"A [study] phase of this size typically takes three to five years," he said. "It's rare that you have all phases funded, but you have to start someplace."

A third meeting is expected to take place next year to present the finalists for the project's design, Schilke said.

A separate project to repair and repaint the existing 111th Street bridge will be completed before the redesign study is over, officials said.