SEGMENT 1:
Gostlin Street from South Brainard Avenue to Sheffield Avenue

Alternatives
1.1 Off-alignment, shifted north, roundabout
The curve on Gostlin Street at the state line would be upgraded to a 40 mph design speed resulting in a realignment to the north. Gostlin Street between the state line and Sheffield Avenue would be widened from one travel lane in each direction to two travel lanes in each direction with a center median. The intersection of Gostlin Street and Sheffield Avenue would be reconstructed as a single-lane roundabout.

1.2 On-alignment, shifted north and south, roundabout
The curve on Gostlin Street at the state line would be upgraded to a 45 mph design speed resulting in a realignment both to the north and to the south of the existing roadway. Gostlin Street between the state line and Sheffield Avenue would be widened from one travel lane in each direction to two travel lanes in each direction with a center median. The intersection of Gostlin Street and Sheffield Avenue would be reconstructed as a single-lane roundabout.

1.3 Off-alignment, turning movement
The curve on Gostlin Street at the state line would be upgraded to a 45 mph design speed resulting in a realignment of the roadway south of Gostlin Street. Existing Gostlin Street would be improved and Clark Avenue, Wabash Avenue, and Gostlin Street would no longer connect to either Brainard Avenue or Sheffield Avenue. Dearborn Avenue would be used as a gateway entrance to the neighborhood north of Gostlin Street. Traffic from the streets in this neighborhood (Clark Avenue, Dearborn Avenue, Grover Avenue, and Wabash Avenue) would use Dearborn Avenue to connect to the new realigned roadway. The intersection of Gostlin Street and Sheffield Avenue will be reconstructed as a signalized intersection with a free-flow turn lane for eastbound to southbound traffic.

1.4 Off-alignment, roundabout
The curve on Gostlin Street at the state line would be upgraded to a 40 mph design speed resulting in a realignment of the roadway south of Gostlin Street. Existing Gostlin Street would be improved and Clark Avenue, Wabash Avenue, and Gostlin Street would no longer connect to either Brainard Avenue or Sheffield Avenue. Dearborn Avenue would be used as a gateway entrance to the neighborhood north of Gostlin Street. Traffic from the streets in this neighborhood (Clark Avenue, Dearborn Avenue, Grover Avenue, and Wabash Avenue) would use Dearborn Avenue to connect to the new realigned roadway. The intersection of Gostlin Street and Sheffield Avenue would be reconstructed as a single-lane roundabout.

SEGMENT 2:
Sheffield Avenue from Gostlin Street to Chicago Street and Chicago Street to Homan Avenue

Alternatives
2.1 Turfing Roadway
The three-way stop intersection at Sheffield Avenue and Chicago Street would be reconstructed with a two-lane turning lane for vehicles travelling westbound on Chicago Street and turning north on Sheffield Avenue.

2.2 Free Flow with Traffic Signal
The three-way stop intersection at Sheffield Avenue and Chicago Street would be eliminated and replaced with a continuous curve with a design speed of 35 mph. The new curve would allow traffic travelling in both directions between Sheffield Avenue north of Chicago Street and Chicago Street flow freely, avoiding stops currently required at the existing intersection. The intersection of Chicago Street and Homan Avenue would be reconstructed and realigned, as a signalized intersection, to tie into the realigned curve north of Chicago Street.

2.3 Free Flow with Roundabout
The three-way stop intersection at Sheffield Avenue and Chicago Street would be eliminated and replaced with a continuous flow curve. The new curve would allow traffic travelling in both directions on Chicago Street north of Chicago Street and Chicago Street to flow freely, avoiding the stops currently required at the existing intersection. The intersection of Chicago Street and Homan Avenue would be reconstructed with a single-lane roundabout.

SEGMENT 3:
Chicago Street from Homan Avenue to Calumet Avenue

Alternatives
3.1 Widening along existing Centerline
This alternative would widen Chicago Street equally along the existing centerline.

3.2 Widening with curves
This alternative would widen Chicago Street along the existing alignment but include the addition of five minor curves. These curves along Chicago Street reduce impacts to the adjacent properties.