

Intersection	Treatment Type	Property Impacts			Detention Needed	Potential Environmental Impacts		Preliminary Cost Estimate (\$ million)
		Potential Right-of-Way Black Crown Forest Preserve (acres)	Potential Right-of-Way Total Improvement (acres)	Displacements		Wetlands (acres)	Tree Removal (each)	
Case-Neville Road Shifted South at Darrell Road (Alternative A-1)	Traffic Signal	-	9.0	None	Yes	0.3	45	\$11.3
	Roundabout	-	6.9	None	Yes	0.1	35	\$7.4
Case-Neville Road Shifted North at Darrell Road (Alternative A-2)	Traffic Signal	-	8.0	None	Yes	0.1	105	\$12.1
	Roundabout	-	5.6	None	Yes	0.1	55	\$6.4
Dowell Road/ Darrell Road	Traffic Signal	-	2.0	1 Residence	Yes	0.4	35	\$6.5
	Roundabout - Realigned Dowell	-	2.7	1 Residence	Yes	0.1	60	\$5.9
	Roundabout - Existing Dowell	-	2.3	None	Yes	0.1	35	\$4.2
Fisher Road/ Darrell Road	Traffic Signal	0.5	1.0	None	Yes	0.1	35	\$5.5
	Roundabout	1.1	2.5	None	Yes	0.1	60	\$4.6
	Shifted Roundabout	0.8	2.2	None	Yes	0.1	70	\$4.5

Notes:

- The impacts listed in the table are approximate quantities based on the Concept Improvements. These impacts will be redefined as further studies are completed.
- Any concept at Case Road/Neville Road can be combined with intersection treatments selected at Dowell Road and Fisher Road.
- The intersection treatments at Dowell Road and Fisher Road must be the same (i.e. both traffic signals or roundabouts) due to operational performance.
- The roundabout intersection treatment concepts at Dowell Road and Fisher Road are interchangeable.