

COMMERCIAL BOULEVARD CORRIDOR ALTERNATIVES

| Corridor Alternative | Powerline Road | N. Andrews Avenue | Interchange |
|----------------------|---|--|--|
| 1 | Option A: Traditional Intersection Widening | Option D: Traditional Intersection Widening North & West Legs | Modification of Existing Tight Urban Diamond Interchange |
| 2 | Option B: Echelon with Median U-Turn | Option E: Traditional Intersection Widening with Westbound Flyover | |
| 3 | Option C: Northbound-Southbound Grade Separation | Option F: Traditional Intersection Widening North, East & West Legs | |
| 4 | Option C: Northbound-Southbound Grade Separation | Option E: Traditional Intersection Widening with Westbound Flyover | |
| 5 | Option A: Traditional Intersection Widening | Option F: Traditional Intersection Widening North, East & West Legs | |
| 6 | Option A: Traditional Intersection Widening | Option E: Traditional Intersection Widening with Westbound Flyover | |

CYPRESS CREEK ROAD INTERCHANGE ALTERNATIVES

| Corridor Alternative | Interchange at Cypress Creek Road | New I-95 Southbound On-ramp |
|----------------------|---|-----------------------------|
| 1 | Modification of Existing Partial Cloverleaf (with new I-95 Southbound On-Ramp) | Yes |
| 1A | Modification of Existing Partial Cloverleaf (without new I-95 Southbound On-Ramp) | No |
| 2 | Modification of Existing Partial Cloverleaf with Northbound to Westbound Flyover | Yes |

 Recommended Build Alternative

The resulting recommended alternatives for each interchange were combined with the recommended I-95 mainline improvement of the southbound CD Road System.