



75 merges directly with the I-75 mainline through an auxiliary lane that ends approximately 2,500 feet east of SR 951/Collier Boulevard. It is noted that the entrance for the new northbound I-75 on-ramp loop from SR 951 was shifted approximately 990 feet, along I-75, upstream of the original location proposed by the RFP alternative.

The entrance point for the northbound SR 951 to eastbound I-75 on-ramp was moved north of the Davis Boulevard intersection, in order to reduce the number of potential conflicts. The new location of the entrance ramp resulted in a shorter turning lane of about 330 feet. By moving the entrance point to the ramp north, the number of potential conflicting movements is decreased by increasing the distance that in-coming drivers from Davis Boulevard have to position themselves to enter the ramp.

Figure 4: D/B Concept

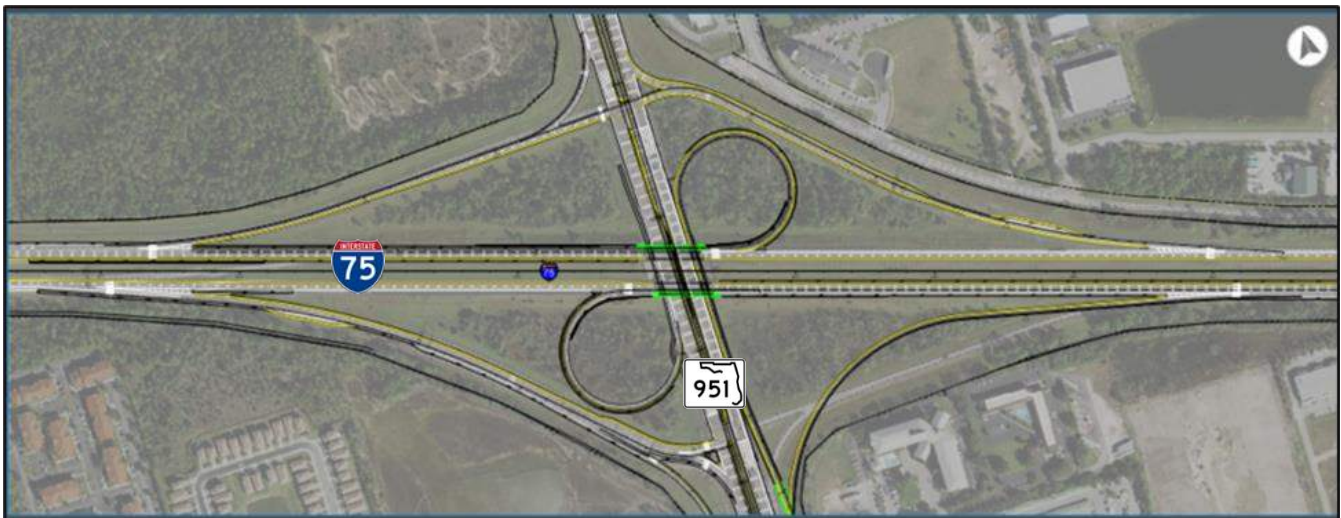
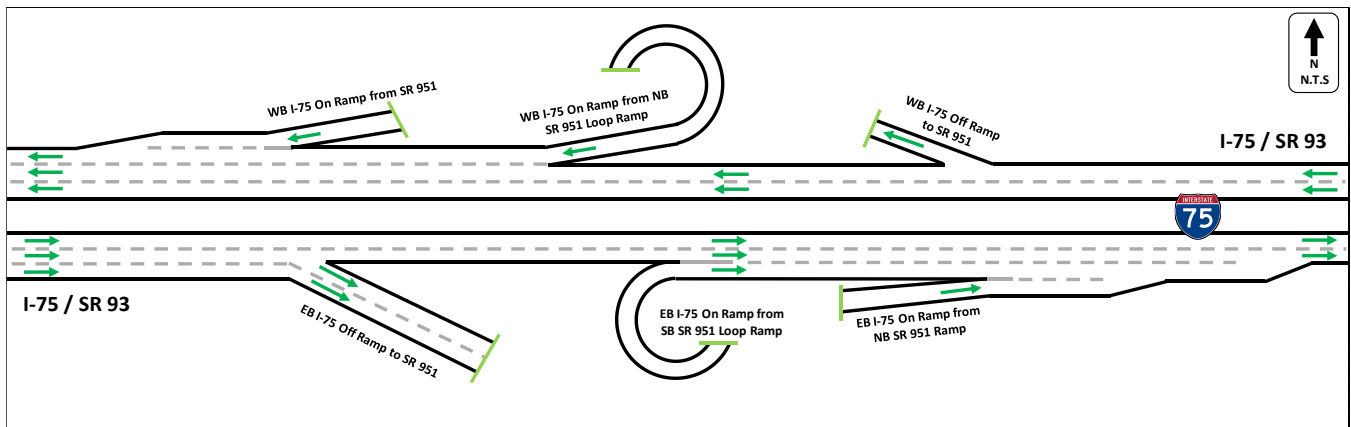


Figure 5: D/B Concept





## 15. RECOMMENDATIONS AND CONCLUSIONS

Based on a comprehensive review documented in this IMR re-evaluation, it was determined that the D/B Concept performs equal to or better when compared to the RFP Concept. Design changes proposed by the D/B Concept are minor when compared to the RFP Concept. Based on the results of the analysis, the D/B alternative is expected to cost less, and it satisfies the purpose and need, SO&E requirements and FHWA's policy points, similar to the RFP Concept.

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