



BUILDING A BETTER I-4

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FUTURE IMPROVEMENTS AT INTERSTATE 4 (I-4) AND DARYL CARTER PARKWAY INTERCHANGE FINANCIAL ID#: 441113-1

The Interstate 4 (I-4) and Daryl Carter Parkway interchange is an interim project of I-4 Beyond the Ultimate. The interim project will transform the Daryl Carter Parkway overpass into an interchange providing additional access to the tourist area and providing congestion relief to the I-4 and Apopka Vineland Road (State Road 535) interchange.

1

This new interchange will be constructed as a diverging diamond interchange (DDI) to allow for left turns that do not cross oncoming traffic. Decreasing the number of conflict points increases safety, compared to a more traditional interchange. The DDI eliminates left turn phases at traffic signals. It also reduces the number of traffic signal phases from four to two phases. The DDI will move almost double the traffic through the intersection in the same time. See the reverse side for more information about a DDI.

2

At the intersection with Daryl Carter Parkway, the new westbound I-4 exit ramp features two left turn lanes onto southbound Daryl Carter Parkway and two right turn lanes onto northbound Daryl Carter Parkway toward Palm Parkway. The westbound I-4 on-ramp will be constructed in the future.

3

The new eastbound I-4 entrance ramp accommodates a single right and dual left turn lanes from northbound and southbound Daryl Carter Parkway, respectively.

4

At the intersection with Daryl Carter Parkway, the new eastbound I-4 exit ramp features two left turn lanes onto northbound Daryl Carter Parkway and two right turn lanes onto southbound Daryl Carter Parkway.



Visit I4Beyond.com for more information on I-4 Beyond the Ultimate designs, including an interactive map showing anticipated designs for each interchange.

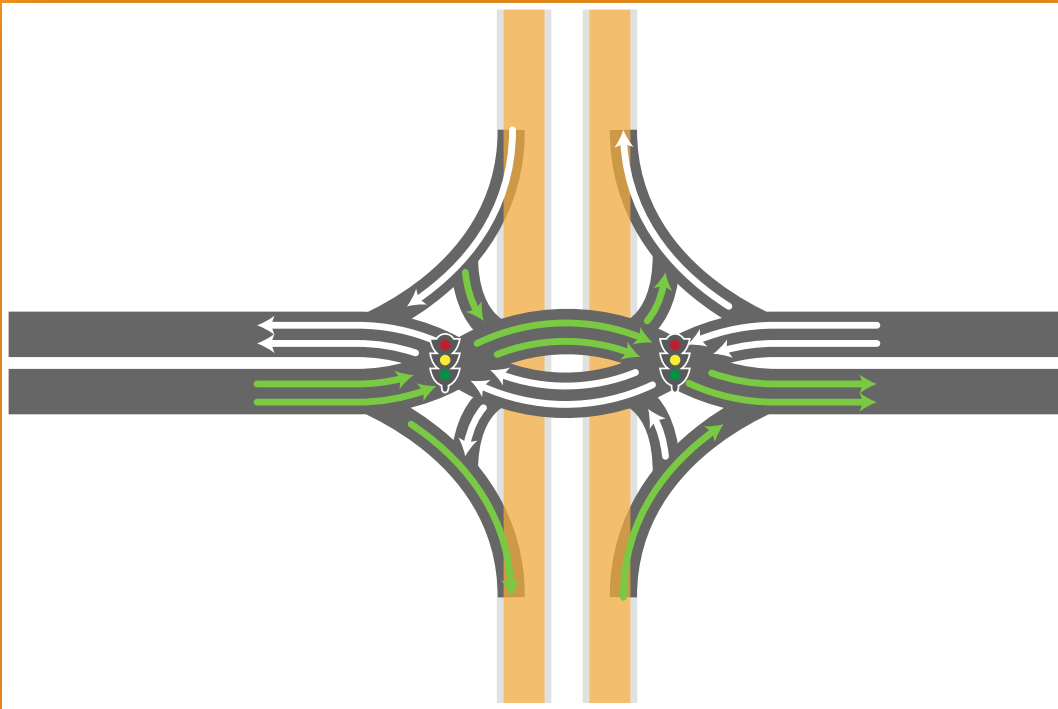


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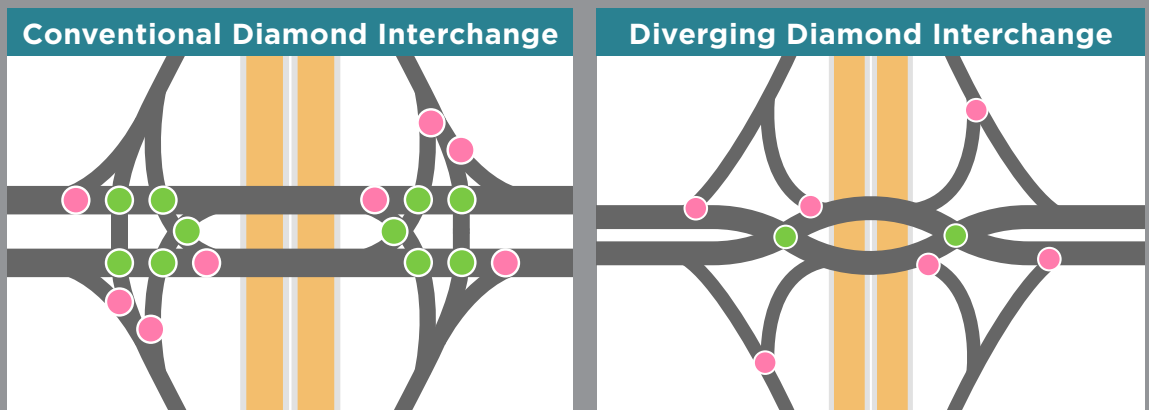
Diverging Diamond Interchange Moves Traffic Efficiently



The diverging diamond interchange (DDI) eliminates left turn phases at traffic signals. It also reduces the number of traffic signal phases from four to two phases. The DDI will move almost double the traffic through the intersection in the same time.

DDI Reduces Conflicts

The DDI reduces conflict points and allows left turns that do not cross oncoming traffic. When compared to a conventional diamond interchange, the DDI reduces the number of conflicts of crossing and merging traffic by more than half.



	Conventional Diamond Interchange	Diverging Diamond Interchange
● Crossing	10	2
● Merging	8	6
Total	18	8

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Todd Helton, Project Manager, by phone at 386-943-5207, or via email at Todd.Helton@dot.state.fl.us. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator at Jennifer.Smith2@dot.state.fl.us.