

I-4 ULTIMATE

IMPROVEMENT PROJECT



I-4 BEYOND

THE ULTIMATE

FULFILLING THE PROMISE

2021 YEAR IN REVIEW



CONTENTS



INTRODUCTION	4-5
CONSTRUCTION UPDATE	6-8
INTERCHANGE IMPROVEMENT GALLERY	9-31
AESTHETIC IMPROVEMENTS	32-35
I-4 BEYOND THE ULTIMATE	36-37
OPENING SOON: I-4 EXPRESS	38-39



I-4 Beyond the Ultimate NORTH

I-4 Ultimate

I-4 Beyond the Ultimate SOUTH



Together, the I-4 Ultimate and I-4 Beyond the Ultimate projects will eventually remake 60 miles of Interstate 4 (I-4) in Central Florida.

FINALIZING I-4 ULTIMATE



THE HUGE PROJECT HAS BEEN AN EPIC EFFORT TO IMPROVE SAFETY AND MOBILITY

As we close out 2021, the I-4 Ultimate team has nearly completed the total overhaul of 21 miles of busy interstate running through the heart of downtown Orlando.

It was no ordinary project. Accomplished through a \$2.4 billion public-private partnership, I-4 Ultimate was the largest infrastructure project in Florida history. It was a sharply focused effort to improve safety and mobility on Interstate 4 (I-4).

Before noting the highlights, we want to thank you for your patience. The Florida Department of Transportation (FDOT) and its financial and construction partners could not have accomplished this without your help. We want to thank all residents, motorists, business owners, supply haulers, commuters, and visitors who drove cautiously during construction.

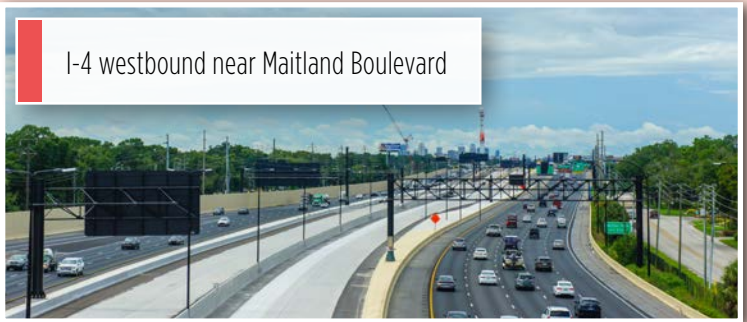
Your patience has been rewarded with major accomplishments that will improve safety, mobility, and connectivity in Central Florida. They include:

- Rebuilding and modernizing six general use lanes of I-4.
- Adding another four lanes (two in each direction) for the new I-4 Express lanes to help minimize congestion.
- Reconfiguring, improving, and/or completely rebuilding 15 interchanges and 140 bridges and overpasses.

We also redesigned portions of the interchange of I-4 and State Road 408 in downtown Orlando to promote the city's efforts to reunite two historic minority neighborhoods. They were split apart by construction more than 50 years ago.

When we broke ground on this project in 2015, we knew there would be challenges, especially while working on the busiest stretch of interstate in Central Florida. But it was a challenge that would benefit millions of people and businesses, improve connectivity for towns all along I-4, and support a growing economy well into the future.

Indeed, we built I-4 Ultimate with an eye to the future. We built it to accommodate rail or other modes of transportation such as connected and autonomous vehicles. While it's hard to precisely predict all modes of future transport, it's clear that in a fast-growing region such as Central Florida, the challenge of transportation never ends.



I-4 westbound near Maitland Boulevard



The reconfigured Ivanhoe Boulevard interchange

CONSTRUCTION UPDATE



MILESTONES ACHIEVED IN 2021

As the entire project heads toward the finish line, several major projects have been completed along the way. The highlights include:



Finishing Touches

Paving, painting, and decorative touches on bridges and retaining walls help provide a more pleasant driving experience and give the 21-mile stretch of I-4 Ultimate a consistent look.

In addition, medallions — round decorative markers — have been placed on overpasses and underpasses. Many medallions display a municipality's emblem and motto.

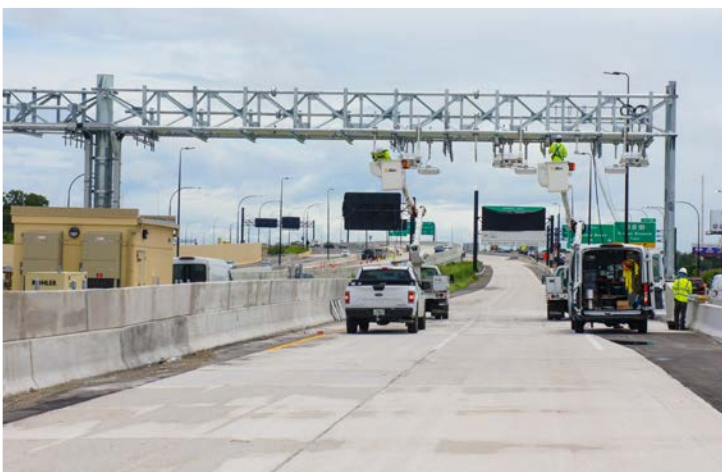
The medallions will adorn structures in Orlando, Maitland, Orange County, Seminole County, Altamonte Springs, Winter Park, and Eatonville, where they celebrate the town's special role in African American history.

Completing Construction of I-4 Express

The new managed lanes, known locally as I-4 Express, offer transportation options to motorists. The four express lanes (two in each direction) have multiple access and exit points. Dynamic tolling will keep traffic from backing up in the lanes.

The six previously existing general use lanes were completely rebuilt. Those improved lanes remain non-tolled.

Spreading the traffic over the entire 10 lanes (general use and express lanes) lowers congestion. The variable pricing keeps the express lanes flowing freely so users can rely on a trip without delays.

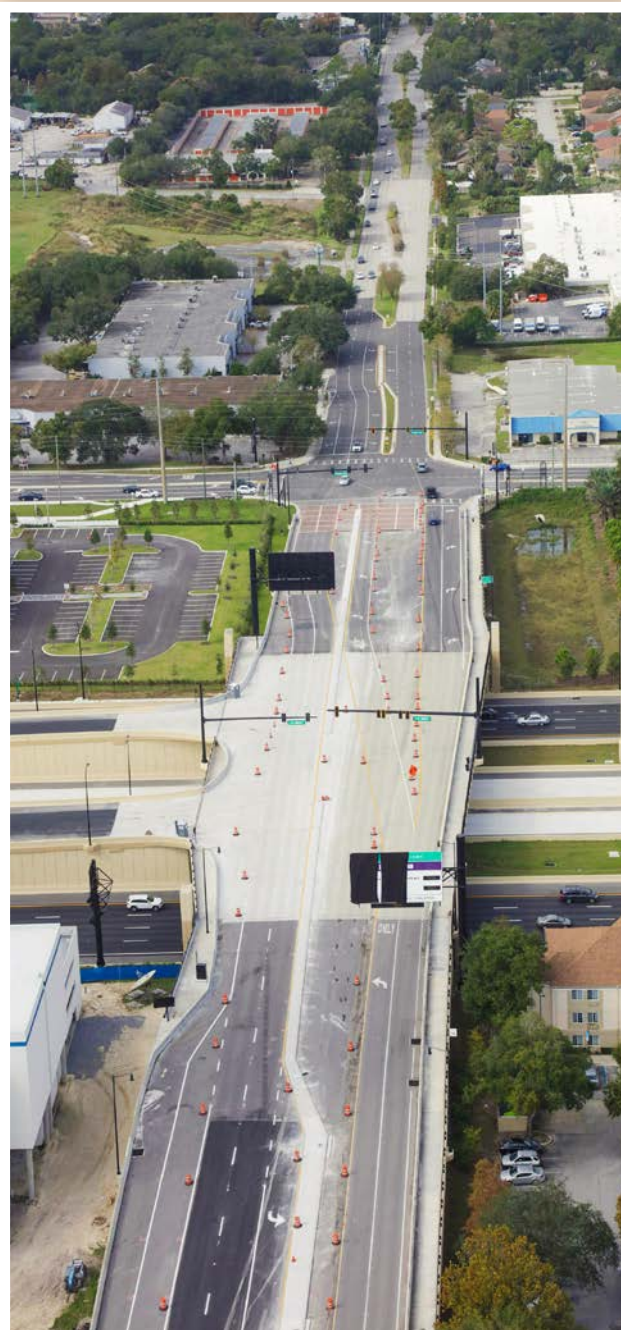


Pedestrian Features

Crews installed the lighted and monitored pedestrian tunnel under State Road 436 in Altamonte Springs, and they finished up work on and around the Maitland and Kirkman Road pedestrian bridges.

During the I-4 Ultimate project, special attention was given to creating bike lanes and better sidewalks to support and encourage walkers and bicyclists.

Aerial photos give a sense of the extent of the huge I-4 Ultimate makeover.



Art Endowment Installations

The I-4 Ultimate concessionaire's initiative set aside \$1.5 million to fund permanent art installations throughout the I-4 Ultimate project area.

Artists competed to create winning designs that reflect the character of local communities.

In 2021, large, creative sculptures were installed in Winter Park and Altamonte Springs. Site preparation also began for the installation of the Maitland sculpture. Several others will be constructed in 2022.

I-4 ULTIMATE BY THE NUMBERS

As Florida's largest-ever infrastructure project approaches the finish line, it arrives with some astonishing stats — huge numbers that highlight the monumental work already achieved.

During six years of construction, mountains of dirt were hauled to fill uneven landscapes and build embankments. Lakes of concrete were poured to rebuild 21 miles of interstate and 140 bridges and overpasses.

The epic effort to improve safety, mobility, and connectivity in the region has been so massive that it's hard to grasp what some of the numbers actually mean. How many trucks are needed to carry those 9.5 million cubic yards of dirt? What does 1.259 million linear feet of steel pile really mean?

Comparisons with everyday items and more commonplace measurements can help explain. The answers are still mind-boggling, but the real-life context helps us grasp the enormity.

9.5 million

9.5 million cubic yards of dirt would fill enough dump trucks to stretch from Jacksonville, Florida to Los Angeles.



1.2 million

1.2 million tons of asphalt were used to pave 270 lane miles of I-4. That's enough to pave a single-lane road from Orlando to Savannah, Georgia.



1.3 million

If the 1.3 million linear feet of steel pile were placed end-to-end, the line would reach from Tampa to Key West, about 240 miles away.



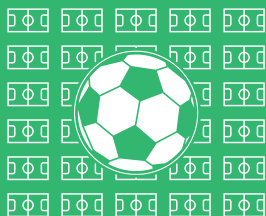
412,000

Workers hauled more than 412,000 tons of asphalt, concrete, and metal — equal to the weight of 2,793 SunRail engines — to temporary recycling yards along I-4.



x2,793

2.25 million



2.25 million square feet of decks for bridges and overpasses were built in downtown Orlando. That's enough area to cover nearly 30 soccer fields.

98.6%

Nearly 99% of the asphalt, concrete and steel removed from old roadways and bridges was recycled.



50 years

Concrete lanes can last 50 years without major maintenance. Lanes built in 2020 should still be usable in 2070.



461,000

The I-4 Ultimate team poured 461,000 cubic yards of concrete — enough to fill and overflow the brim of Camping World Stadium.



INTERCHANGE IMPROVEMENTS



Final Improvements at Kirkman Road Interchange Increase Connectivity Near Attractions



The I-4 Ultimate Improvement Project has reconfigured the Kirkman Road interchange, making it safer and easier to access nearby theme parks, restaurants, shopping, and hotels from Interstate 4 (I-4). Two former left exits have been reconstructed as right exits, eliminating the need for drivers to weave between lanes. Entrance and exit ramps have been lengthened and realigned, and a new overpass at Grand National Drive provides another way to get to and from attractions.

Pre-Construction 2015



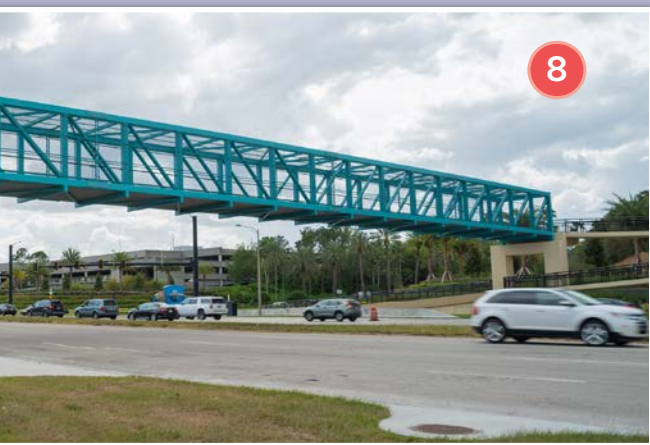
Kirkman Rd over I-4 2020

- 1 Extended the westbound I-4 exit ramp to northbound Kirkman Road.
- 2 Relocated and extended the westbound I-4 exit to southbound Kirkman Road. The ramp, once located on the left side of the interstate, was combined with the exit to northbound Kirkman Road on the right side to meet driver expectations.
- 3 Constructed a new entrance loop ramp to eastbound I-4 from southbound Kirkman Road, a movement that did not exist prior to the I-4 Ultimate project.
- 4 Lengthened and realigned the entrance ramp to eastbound I-4 from northbound Kirkman Road.





Kirkman Rd over I-4

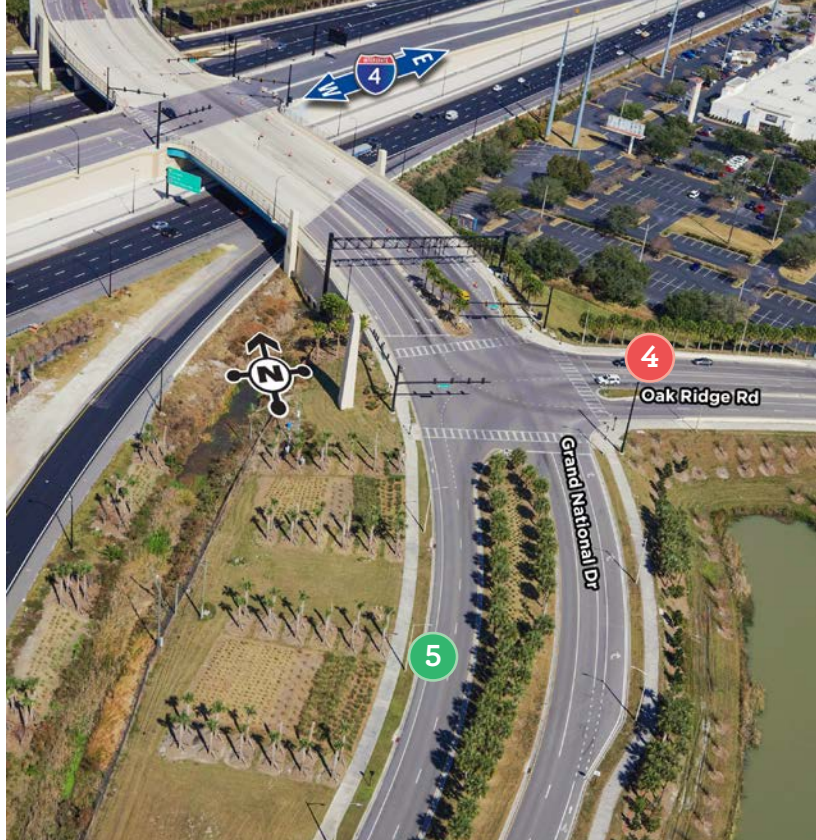
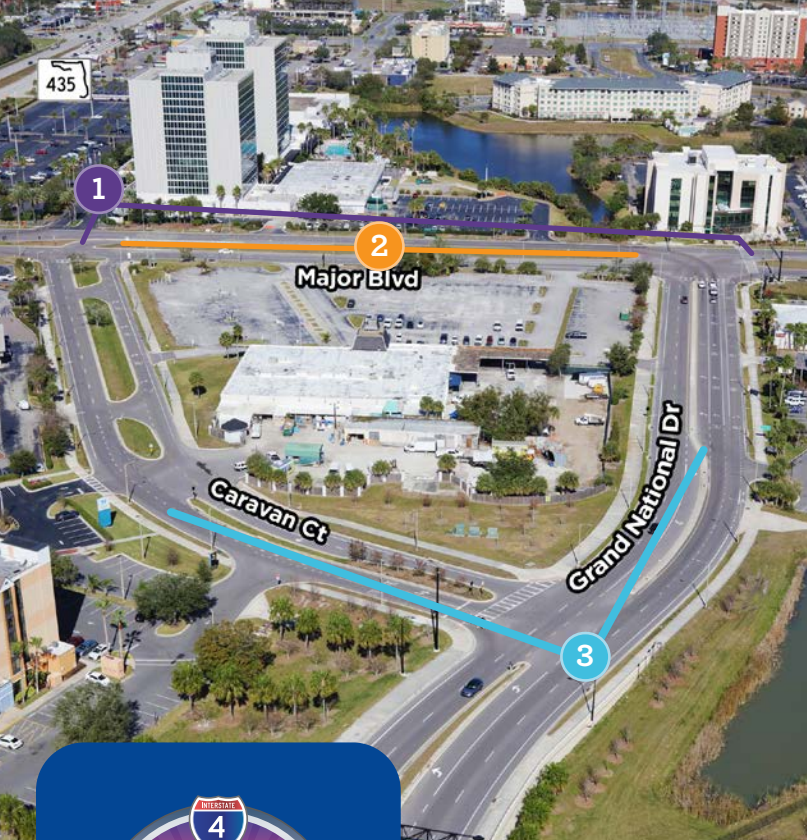


5 Realigned and extended the entrance ramp from Universal Boulevard to eastbound I-4.

6 Lengthened the eastbound I-4 ramp to northbound Kirkman Road and moved it from the left to the right side of the interstate. The exit also includes access to southbound Kirkman Road, a movement that did not exist prior to the I-4 Ultimate project.

7 Coming Soon: Managed lanes entrance and exit east of Universal Boulevard.

8 Constructed a pedestrian bridge over Kirkman Road.



Grand National Drive Overpass Provides New Access For All in Attractions Area

- 1 Added turn lanes from westbound Major Boulevard onto Caravan Court and Grand National Drive.
- 2 Added an auxiliary lane on eastbound Major Boulevard.
- 3 Realigned Caravan Court to provide access to the Grand National Drive overpass.
- 4 Added turn lanes from Oak Ridge Road to both directions of Grand National Drive.
- 5 Constructed an additional lane on southbound Grand National Drive.
- 6 Coming Soon: Managed lanes direct connect ramps to and from Grand National Drive.

Just east of the Kirkman Road interchange, a new overpass carries Grand National Drive over I-4, giving drivers an alternative to Kirkman Road. Additional improvements were made at Caravan Court and Oak Ridge Road to accommodate increased traffic. Sidewalks and dedicated bicycle lanes provide space for everyone to safely pass over I-4.





I-4 Ultimate Streamlines Connections Between Florida's Turnpike and Conroy Road Interchanges

- 1 Three auxiliary lanes between Conroy Road (not pictured) and Florida's Turnpike ease merging between westbound I-4 motorists and those entering westbound I-4 from Conroy Road.
- 2 Adding a lane to the westbound I-4 exit ramp helps minimize backups as motorists merge onto Florida's Turnpike.
- 3 Adding a lane to the eastbound I-4 entrance ramp from Florida's Turnpike reduces congestion by giving motorists more space to merge onto the interstate as others prepare to exit to Conroy Road (not pictured).
- 4 Coming soon — Florida's Turnpike Enterprise is constructing direct connect lanes into the eastbound and out of the westbound I-4 Ultimate managed lanes.

The I-4 Ultimate Improvement Project has made significant enhancements at the Interstate 4 (I-4) interchange with Florida's Turnpike to keep traffic moving and ease merging between the highways and to accommodate traffic between Florida's Turnpike and Conroy Road.



Pre-Construction 2015



Conroy Road Interchange Built to Accommodate the New Interstate 4

- 1 New bridges constructed over Shingle Creek.
- 2 Coming soon: Managed lanes will continue through Conroy Road with access points at John Young Parkway and Orange Blossom Trail (U.S. 441/17-92).

Ten years prior to the start of the I-4 Ultimate project, a reconstruction of the Conroy Road bridge over Interstate 4 (I-4) paved the way for I-4 Ultimate to widen and lengthen interchange ramps to improve safety and accommodate increased traffic. That prior reconstruction project included decorative elements that later inspired similar aesthetic touches on I-4 Ultimate, such as medallion signs that display the seals of local counties and cities.



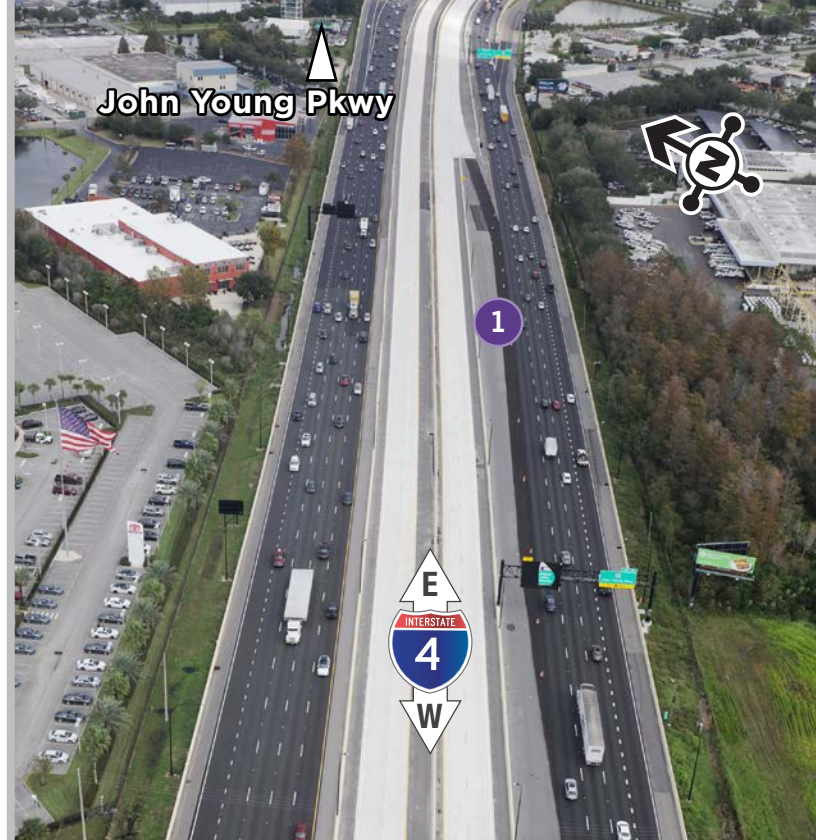
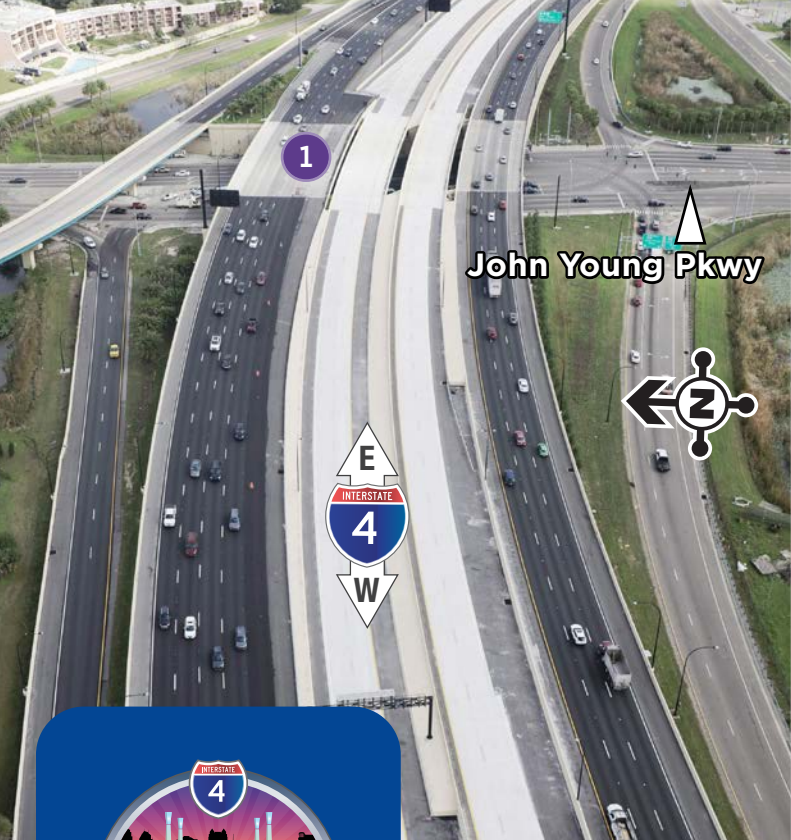


New Ramps at Orange Blossom Trail Expand Motorist Access and Capacity at the Interchange

- 1 The westbound I-4 exit to southbound Orange Blossom Trail, formerly a left exit, shifted to a traditional right exit to reduce weaving and provide space for the managed lanes. This improvement helps differentiate the I-4 general use lane ramps (on the right side) from the managed lanes ramps (left side).
- 2 The eastbound I-4 exit ramps to northbound and southbound Orange Blossom Trail were combined to assist with traffic flow and reduce weaving on I-4.
- 3 The westbound I-4 entrance ramp from Orange Blossom Trail has been lengthened and separated from the mainline to assist merging motorists and lessen weaving.
- 4 Coming soon: A managed lanes entrance ramp from westbound I-4 and a managed lanes exit ramp to eastbound I-4.

The Interstate 4 (I-4) interchange at Orange Blossom Trail (U.S. 441/17-92) was reconfigured to significantly improve traffic flow for motorists. Lengthened ramps at the interchange can handle a greater volume of vehicles, helping mitigate congestion and improve safety while entering or exiting I-4.





Managed Lanes Ramps Near John Young Parkway Give Drivers Options

The John Young Parkway interchange was reconstructed in 2006 with the I-4 Ultimate project in mind. This allowed ramp configurations to remain unchanged while work focused on adding new managed lane bridges over John Young Parkway and ramp access between the managed lanes and the non-tolled general use lanes. The improvements at this interchange will provide motorists with opportunities to access the managed lanes via nearby ramps.

- 1 Coming soon: An exit ramp from the westbound managed lanes to the westbound general use lanes and an eastbound managed lanes entrance ramp from the eastbound general use lanes.





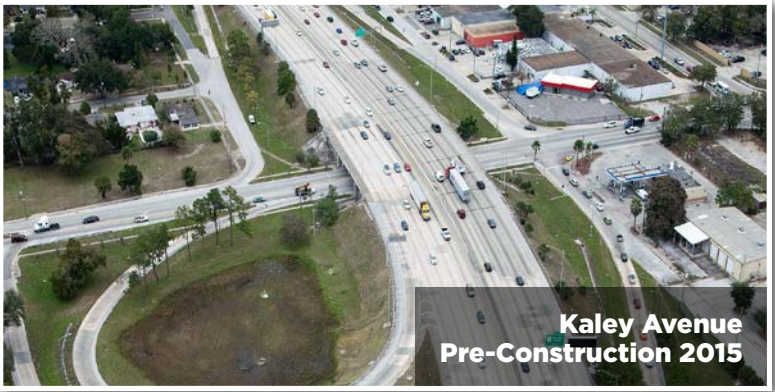
I-4 Interchanges at Michigan Street and Kaley Avenue Work in Harmony to Improve Traffic Flow

The I-4 Ultimate Improvement Project enhancements at Michigan Street and Kaley Avenue allow the two interchanges to work together to provide better access to and from the interstate while mitigating congestion. The interchanges are now combined with braided ramps, frontage roads, and free-flowing Texas U-turns to reduce weaving in the area. The Texas U-turns allow drivers traveling on a one-way frontage road to make a U-turn onto a frontage road in the opposite direction without waiting at a traffic signal. Joining the interchanges also eliminates the westbound Interstate 4 (I-4) exit ramp to Kaley Avenue and the eastbound I-4 entrance ramp from Kaley Avenue, reducing congestion for motorists traveling through the nearby I-4 and State Road (S.R.) 408 interchange.

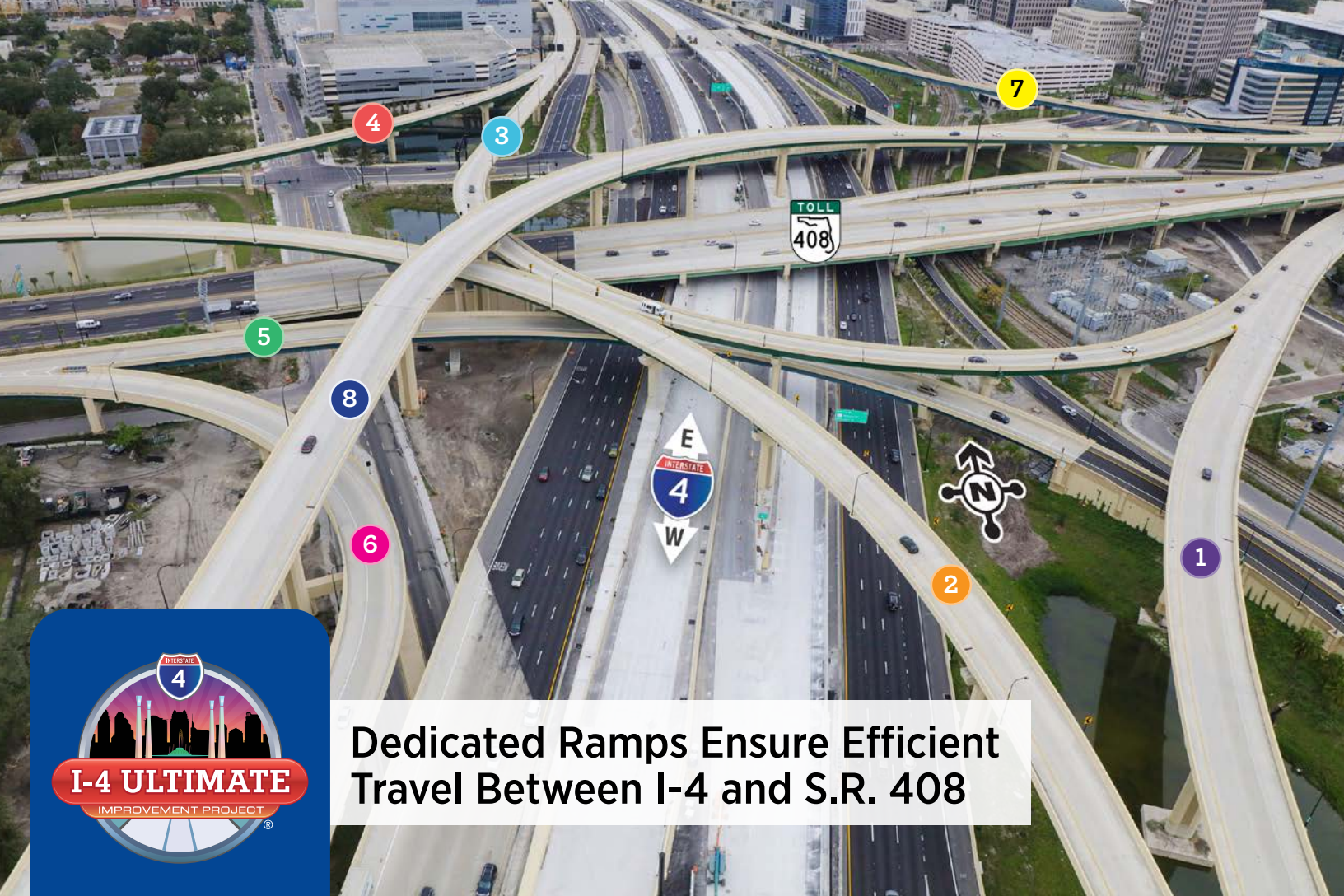
- 1 A new roadway was built between Kaley Avenue and Michigan Street that diverges into a lengthened westbound I-4 entrance ramp and a frontage road to Michigan Street from Kaley Avenue.
- 2 A longer eastbound I-4 exit ramp to Kaley Avenue provides more capacity for vehicles exiting I-4.
- 3 A longer westbound I-4 exit ramp to Michigan Street accommodates more motorists exiting I-4.
- 4 A newly constructed road between Michigan Street and Kaley Avenue splits into a longer eastbound I-4 entrance ramp and a frontage road to Kaley Avenue from Michigan Street.
- 5 Texas U-turns now connect Kaley Avenue and Michigan Street, allowing for free-flowing access between the two interchanges.



**Michigan Street
Pre-Construction 2015**



**Kaley Avenue
Pre-Construction 2015**



Dedicated Ramps Ensure Efficient Travel Between I-4 and S.R. 408

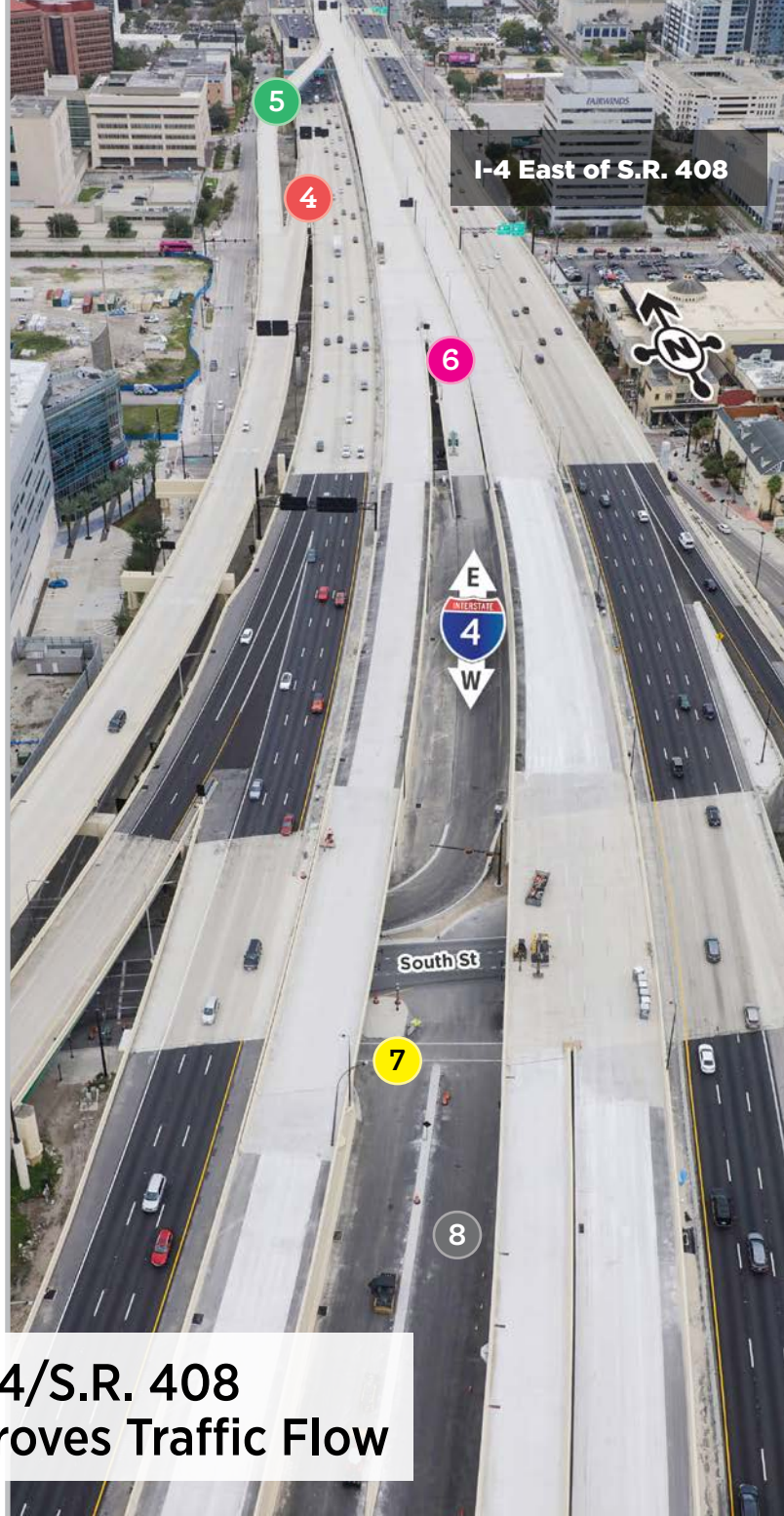
The reconstructed Interstate 4 (I-4) and State Road (S.R.) 408 interchange – the crown jewel of the I-4 Ultimate project – features new connections between Central Florida’s two busiest highways in the heart of downtown Orlando. Dedicated ramps for each movement between I-4 and S.R. 408 reduce congestion caused by merging. The longer, wider ramps soar as high as 120 ft above the ground, creating I-4 Ultimate’s signature interchange. The project also reconfigured several other roadways in the vicinity of the interchange to improve local access.

- Ramp-by-Ramp Overview**
- 1 Eastbound I-4 to eastbound S.R. 408
 - 2 Eastbound I-4 to westbound S.R. 408
 - 3 Westbound I-4 to eastbound S.R. 408
 - 4 Westbound I-4 to westbound S.R. 408
 - 5 Eastbound S.R. 408 to eastbound I-4
 - 6 Eastbound S.R. 408 to westbound I-4
 - 7 Westbound S.R. 408 to eastbound I-4
 - 8 Westbound S.R. 408 to westbound I-4





I-4 West of S.R. 408



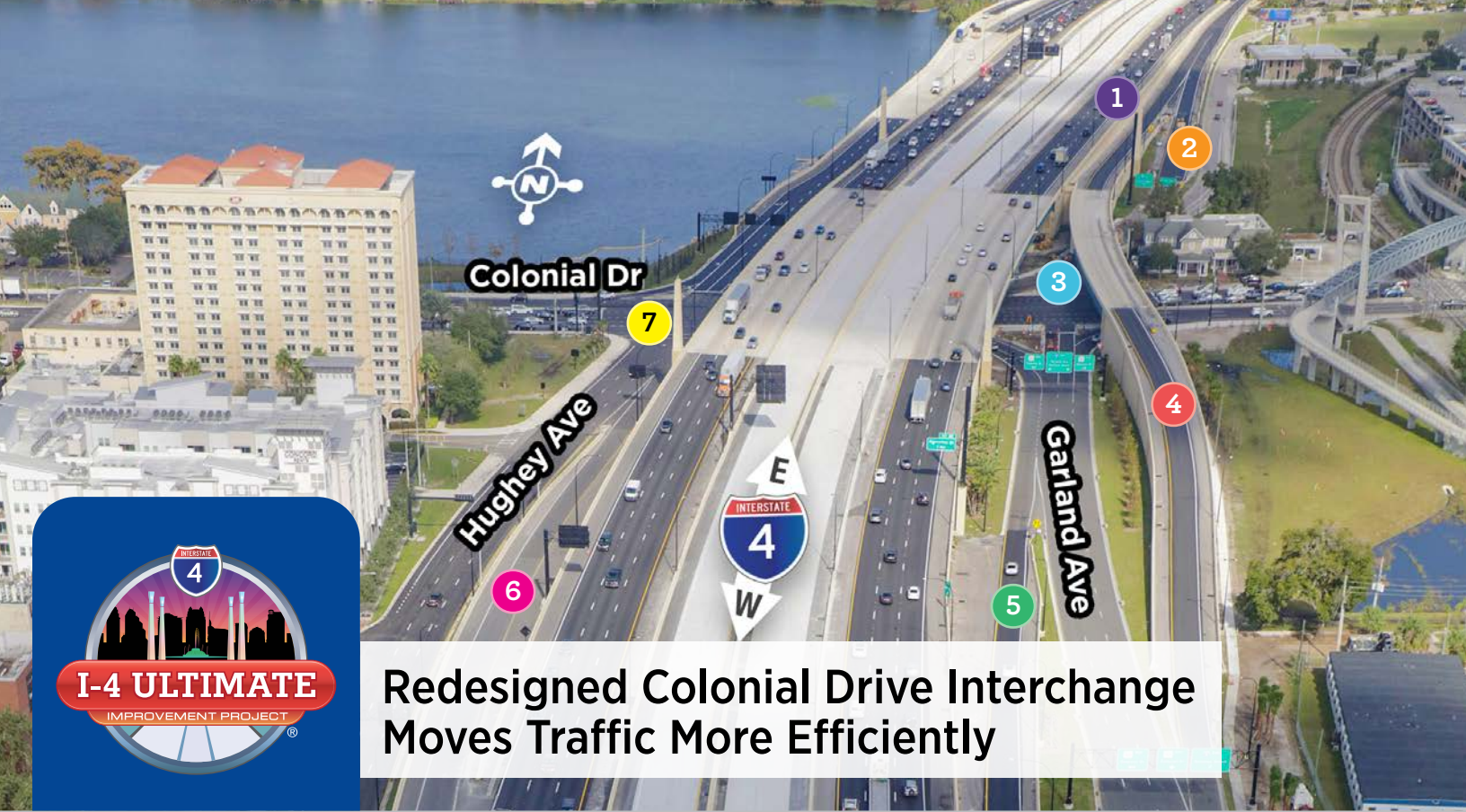
I-4 East of S.R. 408



Reconstructed I-4/S.R. 408 Interchange Improves Traffic Flow

- 1** I-4 Ultimate increased the distance between the Michigan Street/Kaley Avenue entrance ramp and the S.R. 408 exit ramp to reduce weaving.
- 2** A new, two-lane ramp eases travel from eastbound I-4 to eastbound and westbound S.R. 408.
- 3** A direct connect exit ramp from eastbound I-4 Express provides access to eastbound and westbound S.R. 408.
- 4** A new ramp enables drivers on westbound I-4 to exit to eastbound or westbound S.R. 408 before reaching the Anderson Street exit.

- 5** A direct connect exit ramp from westbound I-4 Express provides access to eastbound and westbound S.R. 408.
- 6** A direct connect exit ramp from westbound I-4 Express provides access to South Street.
- 7** A direct connect entrance ramp from South Street provides access to westbound I-4 Express.
- 8** A direct connect exit ramp from eastbound I-4 Express provides access to South Street.



Redesigned Colonial Drive Interchange Moves Traffic More Efficiently

The I-4 Ultimate Improvement Project gave the Interstate 4 (I-4) and Colonial Drive (State Road 50) interchange a dramatic makeover. The innovative design – known as a single-point urban interchange, or SPUI – replaces multiple traffic signals and keeps traffic moving. New entrance ramps give motorists direct access to eastbound and westbound I-4, eliminating the former loop ramps. These and other improvements have completely transformed this vital downtown Orlando interchange.

- 1 Adding an acceleration lane on eastbound I-4 from Colonial Drive to Princeton Street boosts the capacity of the I-4 general use lanes.
- 2 An eastbound I-4 entrance ramp just north of Colonial Drive has replaced the former loop ramp, improving access to I-4 for motorists traveling in either direction on Colonial Drive.
- 3 Garland Avenue between Colonial Drive and Orange Avenue switches from two-way traffic to northbound only to move traffic more efficiently.
- 4 Reconfiguring the entrance ramp from Garland Avenue north of Amelia Street to eastbound I-4 allows traffic to fly over the Colonial Drive interchange with direct access to eastbound I-4.
- 5 A new eastbound I-4 exit ramp provides a connection directly to Colonial Drive.
- 6 A westbound I-4 entrance ramp from Hughey Avenue has replaced the former loop ramp, providing access to the interstate from eastbound and westbound Colonial Drive.
- 7 Reconfiguring the interchange as a single-point urban interchange (SPUI) under I-4 allows a single set of traffic signals to control all movements. Opposing left turns can proceed simultaneously, so large volumes of traffic can flow safely and efficiently through the interchange.



Pre-Construction 2015



Ivanhoe Boulevard Interchange Makeover Transforms Gateway to Downtown Orlando

I-4 Ultimate has transformed the Ivanhoe Boulevard interchange, both operationally and aesthetically. Longer, straighter ramps and acceleration lanes improve safety and accommodate more traffic. New direct connect ramps provide convenient connections between local roads and I-4 Express. Decorative elements, including a monumental concrete pylon that marks the entrance to I-4 Express, enhance the interchange's prominence as a gateway to downtown Orlando.

- 1 A long, straight exit ramp has replaced the former loop ramp from westbound I-4 to Ivanhoe Boulevard.
- 2 A new frontage road extends from Ivanhoe Boulevard to the Colonial Drive (State Road (S.R.) 50) interchange, allowing motorists to access westbound I-4 using the Colonial Drive entrance ramp.
- 3 A direct connect ramp enables motorists to exit westbound I-4 Express to Ivanhoe Boulevard.
- 4 A new acceleration lane on eastbound I-4 between Colonial Drive (S.R. 50)/Garland Avenue and Princeton Street boosts the capacity of the I-4 general use lanes.
- 5 A longer, reconfigured entrance ramp provides access to eastbound I-4 from Magnolia Avenue.
- 6 A direct connect ramp enables motorists to enter eastbound I-4 Express from Magnolia Avenue.



Pre-Construction East of I-4, 2015



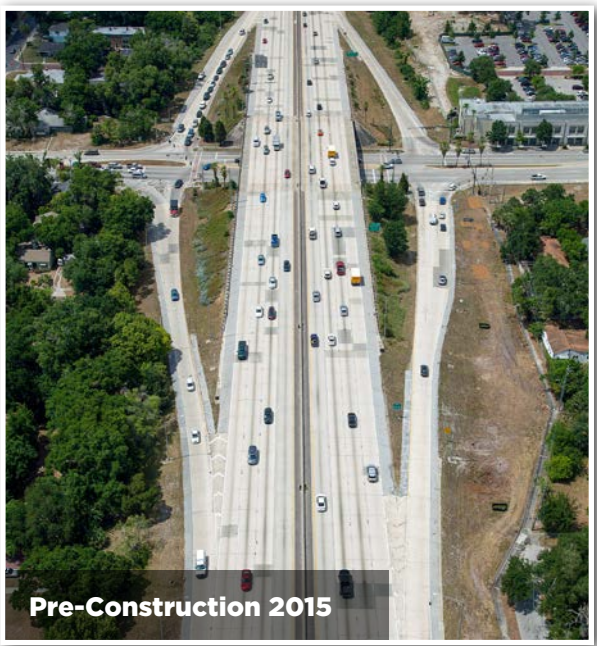
Pre-Construction West of I-4, 2015

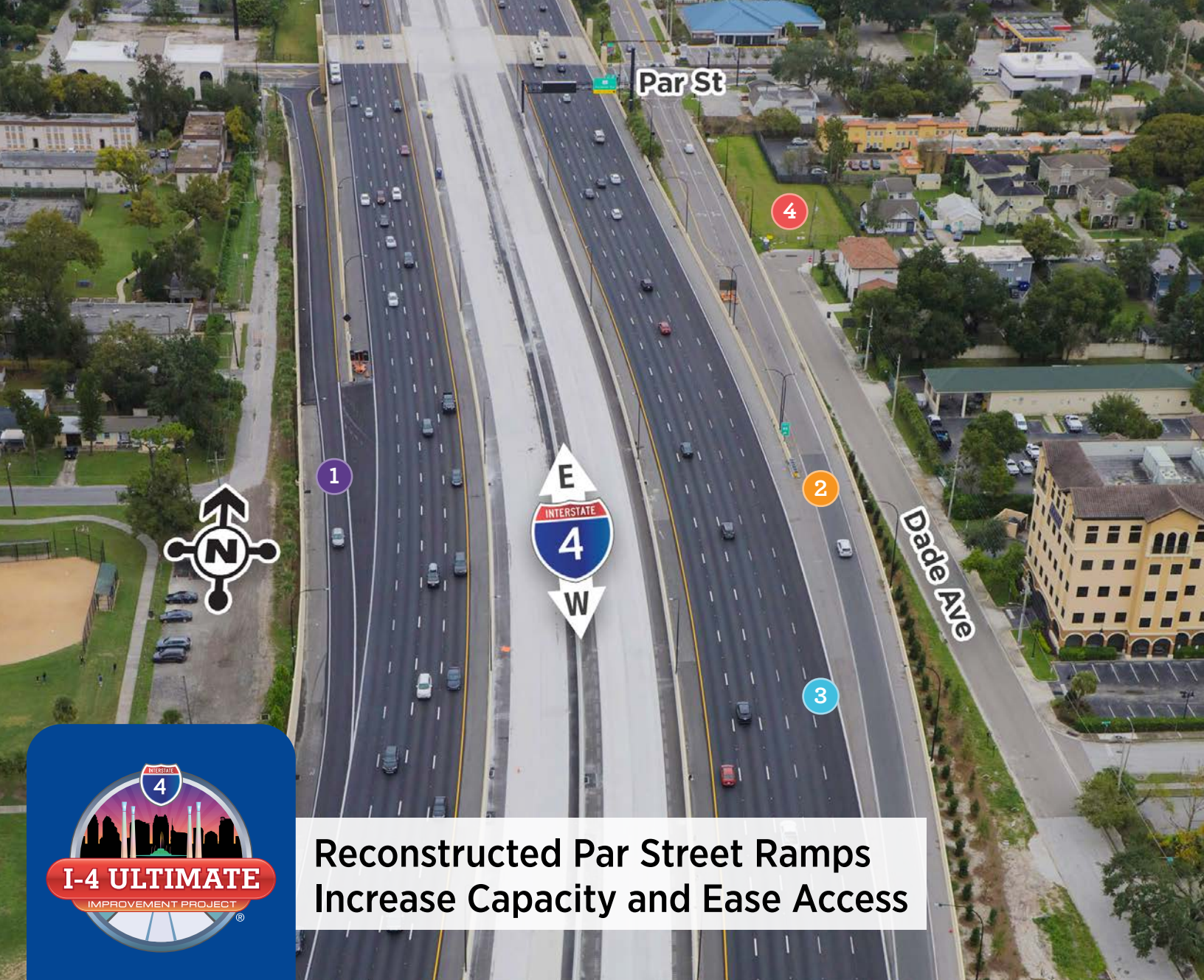


Longer Ramps Relieve Congestion at Princeton Street Interchange

I-4 Ultimate has helped improve mobility and relieve congestion for drivers traveling to and from College Park. New, longer exit ramps at the Interstate 4 (I-4) and Princeton Street interchange divert exiting motorists from the general use lanes sooner than before, helping to reduce backups. The project also lengthened the I-4 entrance ramps at the interchange, so motorists entering the interstate have more time to accelerate and safely merge with traffic. Crews even enhanced safety on Princeton Street by widening the lanes from 10 to 11 feet.

- 1 The Princeton Street ramps to and from eastbound and westbound I-4 were lengthened to increase capacity and relieve congestion on I-4.
- 2 An additional left turn lane at the end of the eastbound I-4 exit ramp improves access to westbound Princeton Street.
- 3 An additional left turn lane at the end of the westbound I-4 exit ramp improves access to eastbound Princeton Street.



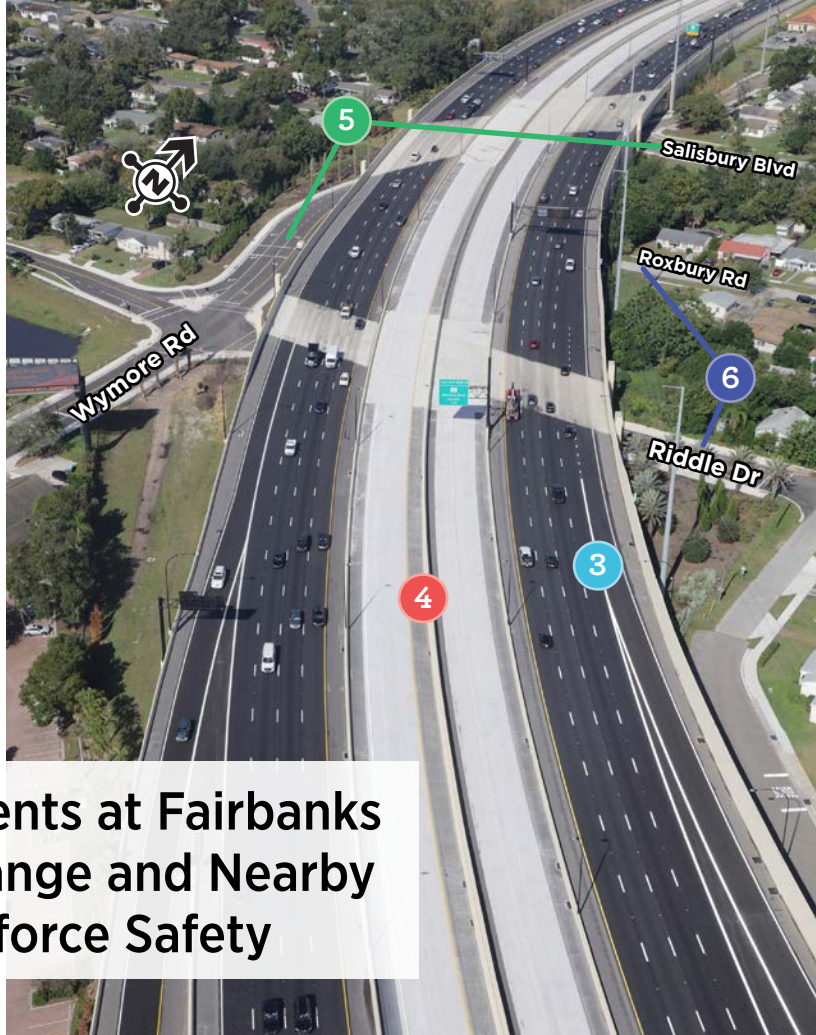
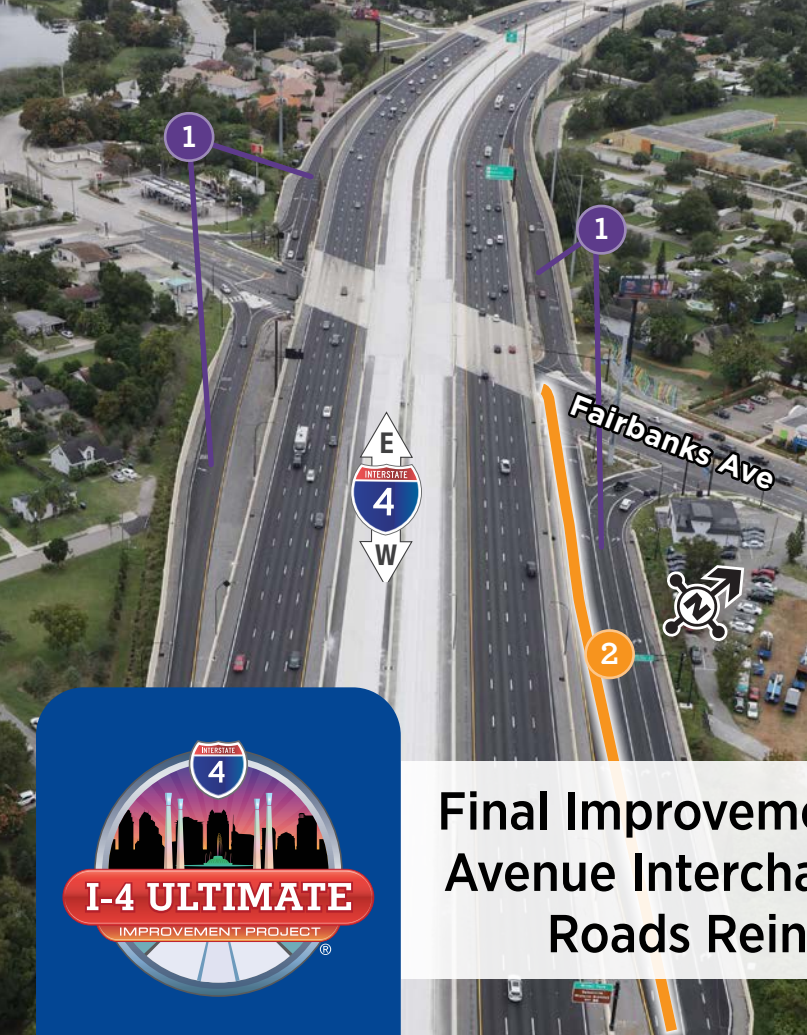


Reconstructed Par Street Ramps Increase Capacity and Ease Access

The Par Street interchange with Interstate 4 (I-4) features capacity improvements in the College Park neighborhood. Lengthened ramps and an extended auxiliary lane on eastbound I-4 have increased traffic flow at the Par Street interchange. The layout of the interchange, however, remains consistent with its previous design, so motorists can navigate the area with ease.

- 1 The westbound I-4 entrance ramp from Par Street was lengthened to increase capacity and give motorists space to accelerate to highway speed.
- 2 The eastbound I-4 exit ramp to Par Street was lengthened to increase capacity and reduce backups onto the interstate.
- 3 The eastbound I-4 auxiliary lane now extends from Princeton Street through the Par Street interchange all the way to Fairbanks Avenue, making eastbound I-4 five lanes wide at that point while giving motorists plenty of time to merge safely.
- 4 Crews installed an underground exfiltration system near Par Street. The system collects and filters stormwater runoff into an underdrain adjacent to the roadway. The installation of this environmentally friendly alternative to stormwater ponds fulfills a commitment the Florida Department of Transportation (FDOT) made to the community.



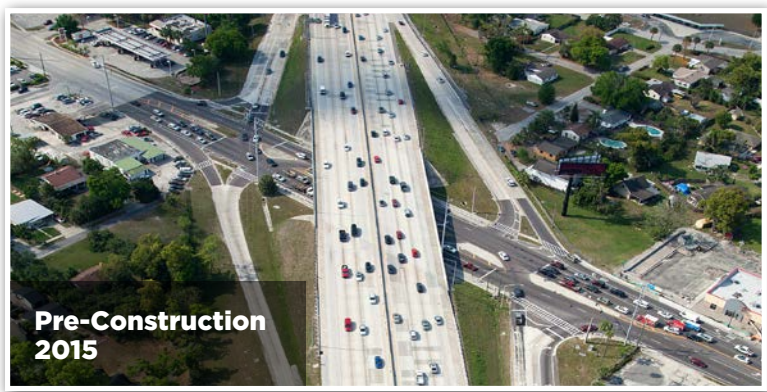


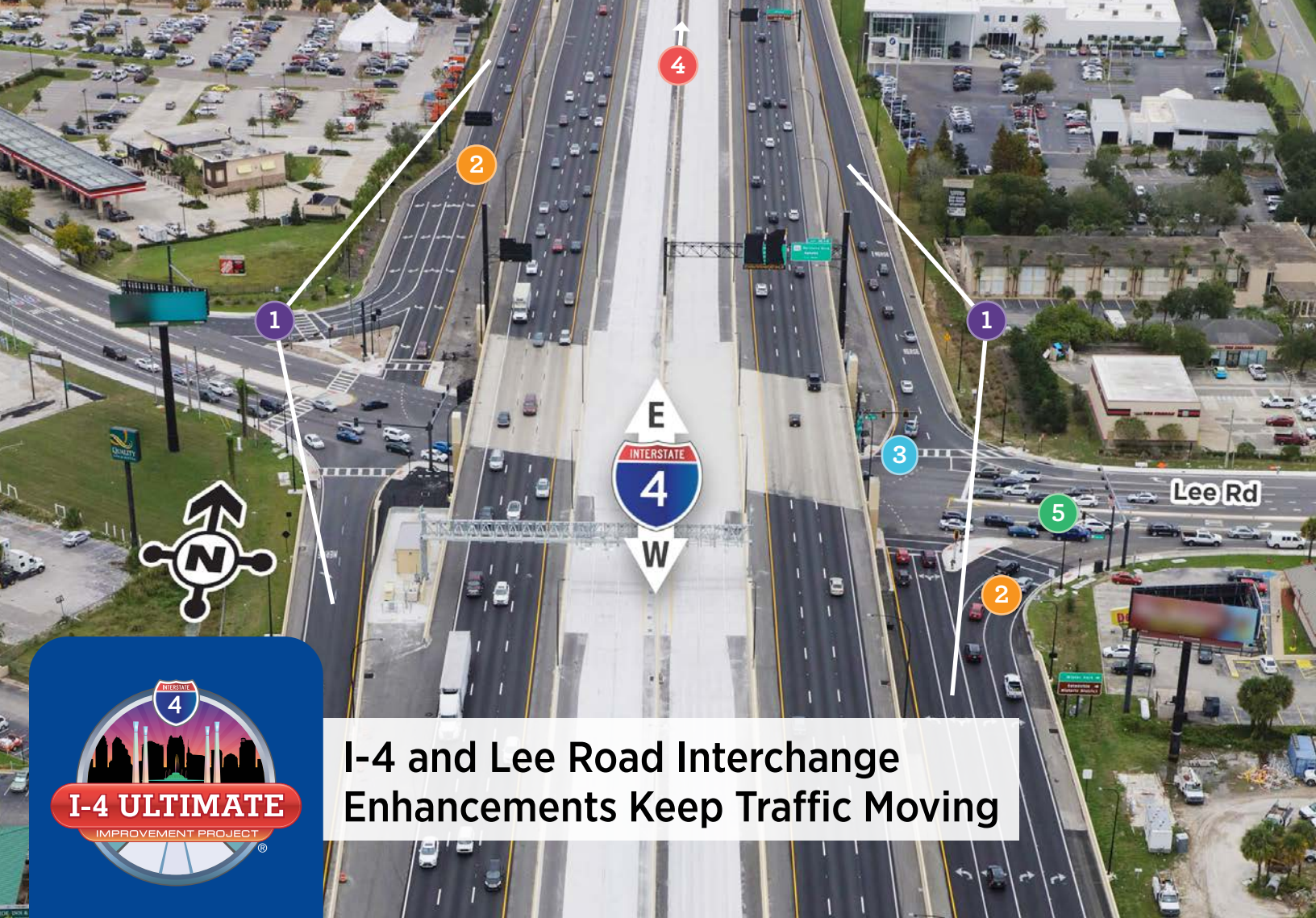
Final Improvements at Fairbanks Avenue Interchange and Nearby Roads Reinforce Safety

The Interstate 4 (I-4) and Fairbanks Avenue interchange serves as a conduit to Winter Park, and so the I-4 Ultimate project aimed to improve access and enhance motorist safety through the area. Lengthened ramps, added lanes, and a reconfigured interstate are helping motorists travel to and from Fairbanks Avenue at the interchange while enhancing safety for all.

To make way for the widened interstate and managed lanes, nearby roadways — such as Wymore Road — were modified.

- 1 The ramps at the I-4 and Fairbanks Avenue interchange were lengthened to lessen congestion and allow for more capacity.
- 2 A lane was added to the eastbound I-4 exit ramp to Fairbanks Avenue along with an additional left turn lane onto westbound Fairbanks Avenue.
- 3 An eastbound I-4 auxiliary lane was added between Princeton Street and Fairbanks Avenue to increase capacity and reduce congestion.
- 4 The portion of interstate just north of the Fairbanks Avenue and I-4 interchange is known locally as the “Fairbanks Curve.” The I-4 Ultimate project realigned and leveled I-4 to increase sight distance and improve overall safety for motorists.
- 5 To accommodate the realignment of I-4, Wymore Road underneath I-4 and the intersection of Wymore Road and Salisbury Boulevard were shifted.
- 6 Riddle Drive was lengthened to pass under I-4, linking Wymore Road to Granada Drive (not pictured), while Roxbury Road was converted to a dead end at its former intersection with Wymore Road to accommodate the realigned interstate.





I-4 and Lee Road Interchange Enhancements Keep Traffic Moving

I-4 Ultimate has made major improvements to the Interstate 4 (I-4) and Lee Road (State Road 423) interchange to reduce congestion and ease local access to and from the interstate. The project lengthened each interchange ramp and added a lane to each exit ramp to improve capacity and traffic flow. A westbound I-4 Express entrance and an eastbound I-4 Express exit give motorists the opportunity to move between I-4 Express and the general use lanes just north of the interchange. Diplomat Circle, which runs behind a local hotel, is now connected to the traffic signal at the intersection with Lee Road (not pictured).

- 1 I-4 Ultimate lengthened the I-4 entrance and exit ramps at the interchange to increase capacity and give motorists more time to enter or exit the interstate.
- 2 The westbound I-4 exit ramp and the eastbound I-4 exit ramp each gained an additional lane, improving motorists' access to the turn lanes at the end of each ramp.
- 3 An additional left turn lane on eastbound Lee Road to the eastbound I-4 entrance ramp mitigates congestion under I-4 while allowing more motorists to use the ramp.
- 4 An entrance ramp to I-4 Express from westbound I-4 and an exit ramp from I-4 Express to eastbound I-4 just north of Lee Road (not shown) give drivers a new option for more reliable travel times.
- 5 The left turn lane on eastbound Lee Road to northbound Wymore Road was separated from the two through lanes to reduce weaving and enhance safety.



Pre-Construction 2015

Elevated Lanes at Maitland Boulevard Separate Local and Through Traffic

Keller Rd

1

414

Maitland Blvd

2



- 1 New entrance ramp to Maitland Boulevard from Keller Road
- 2 New exit ramp to Keller Road from Maitland Boulevard

Elevating the Maitland Boulevard lanes over Lake Destiny Road (not pictured), Keller Road, and Maitland Summit Boulevard allows motorists traveling on Maitland Boulevard to pass through without stopping for local traffic. Local roads also maintain connectivity to Maitland Boulevard with new ramps and access roads.

3 Access roads between Maitland Summit Boulevard and Keller Road

4 New exit ramp to Maitland Summit Boulevard

5 New entrance ramp from Maitland Summit Boulevard

6 New exit ramp to Maitland Summit Boulevard and Keller Road

7 New entrance ramp from Maitland Summit Boulevard and Keller Road



Maitland Summit Blvd

Maitland Blvd

Keller Rd

414



I-4 Ultimate Improves Traffic Flow at Maitland Boulevard Interchange

- 1 Extended auxiliary lanes from S.R. 436 to Maitland Boulevard on eastbound and westbound I-4 give motorists ample time to merge in or out of general use lane traffic when exiting or entering the interstate.
- 2 Additional ramps exiting westbound I-4 separate three streams of traffic and provide direct, free-flowing access to:
 - » Northbound or southbound Lake Destiny Road
 - » Westbound Maitland Boulevard
 - » Eastbound Maitland Boulevard
- 3 The entrance ramps from eastbound and westbound Maitland Boulevard and Lake Destiny Road provide direct access to westbound I-4 with no stopping at a traffic signal.
- 4 Additional ramps exiting eastbound I-4 separate three streams of traffic and provide free-flowing access to:
 - » Westbound Maitland Boulevard
 - » Eastbound Maitland Boulevard
 - » Sandspur Road

Access to Sandspur Road from eastbound Maitland Boulevard was replaced with new signalized left turn lanes at Hope Road (not pictured) to eliminate weaving patterns with traffic from I-4, improving safety.
- 5 New eastbound I-4 access ramps from westbound and eastbound Maitland Boulevard no longer have traffic signals.

Traffic signals at the Maitland Boulevard (State Road (S.R.) 414) interchange are a thing of the past. As part of the I-4 Ultimate project improvements, the interchange was redesigned with free-flowing loop ramps and elevated lanes to eliminate stop-and-go traffic when exiting the interstate and at intersections with local roads, west of I-4. Pedestrian connectivity was also key in improving safety and connectivity. A new pedestrian bridge over Interstate 4 (I-4) will connect the east and west sides of Maitland Boulevard.



Pre-Construction 2015



Major Redesign of Interchange Streamlines Traffic Flow at S.R. 436



The Interstate 4 (I-4) and State Road (S.R.) 436 interchange received some of the most visible improvements of the entire I-4 Ultimate project, but the changes aren't just cosmetic. The interchange was completely reconfigured as a single-point urban interchange (SPUI), an innovative design that keeps traffic moving efficiently using a single set of traffic signals. The project also improved several nearby local roads to add capacity, improve traffic flow, and help prevent backups onto the interstate. New signaled crosswalks and sidewalks enable pedestrian crossing over I-4. Crews added new turn lanes to the intersection of S.R. 436 and Westmonte Drive (not pictured) to increase capacity.

1 The innovative new interchange moves traffic efficiently with a single set of traffic signals.

2 A 12-foot-wide, 10-foot-tall tunnel provides safe pedestrian access under S.R. 436 between I-4 and Douglas Avenue/Wymore Road. In addition to enhancing pedestrian safety, the tunnel eliminates the need for a crosswalk at this location so traffic can keep moving.

3 The project reconfigured the intersection of S.R. 436 with Douglas Avenue/Wymore Road to allow only right turns, eliminating the traffic signal and improving traffic flow. Drivers wishing to cross S.R. 436 now use Westmonte Drive (not pictured).

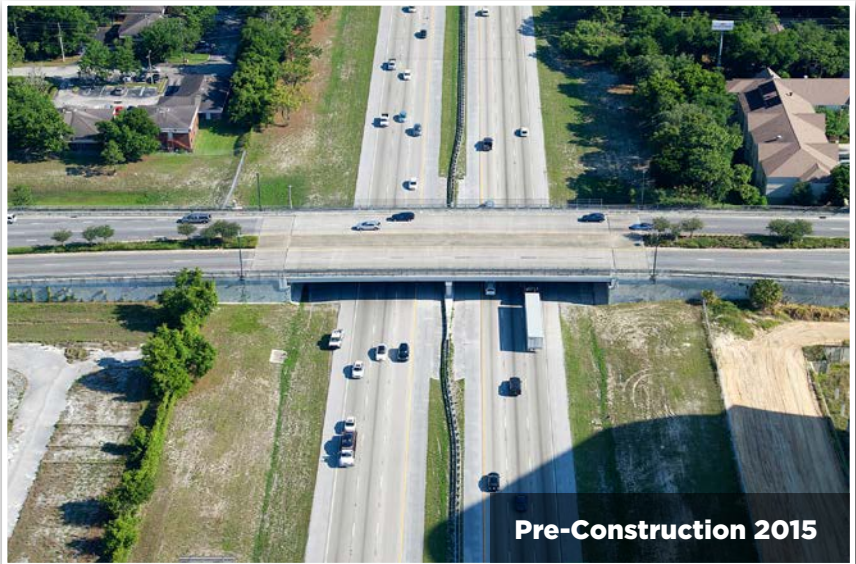




Revamped Central Parkway Overpass Provides Access to I-4 Express

What was once a simple overpass carrying a local roadway over Interstate 4 (I-4) now functions as an important gateway to the new managed lanes, known locally as I-4 Express. Located between the busy I-4 interchanges with State Road (S.R.) 436 and S.R. 434, the reconstructed overpass provides motorists direct connections from Central Parkway to westbound I-4 Express and from eastbound I-4 Express to Central Parkway.

- 1 Opening soon: Direct connect entrance ramp from Central Parkway to westbound I-4 Express
- 2 Opening soon: Direct connect exit ramp from eastbound I-4 Express to Central Parkway



Pre-Construction 2015



Redesigned State Road 434 Interchange Accommodates More Traffic

- 1 Two exit lanes lead vehicles away from westbound I-4 and widen to four lanes closer to S.R. 434. This added capacity reduces backups onto the interstate. The realigned westbound I-4 entrance from the rest area (not pictured) decreases weaving in the area, improving mainline I-4 traffic flow.
- 2 A new loop ramp from westbound S.R. 434 to westbound I-4 enhances access to the interstate by curtailing wait time at traffic signals and lessening potential conflict points with opposing traffic.
- 3 A wider S.R. 434 adds capacity under I-4.
- 4 A second right turn lane from the eastbound I-4 exit ramp to eastbound S.R. 434 reduces backups onto the interstate.
- 5 A realigned and lengthened westbound I-4 entrance ramp from eastbound S.R. 434 provides more space for a less congested merge onto the interstate.

Improvements at the Interstate 4 (I-4) and State Road (S.R.) 434 interchange move motorists through the interchange more safely and efficiently. Longer and wider ramps can handle more cars and trucks while also lessening backups onto the interstate. Signals have been relocated, curtailing turns across opposing traffic lanes, and S.R. 434 has been widened to better serve the community's growing needs.

The managed lanes on I-4 Ultimate are expected to open to traffic in 2022. Visit fdot.tips/managedlanes for more information.



AESTHETIC IMPROVEMENTS



COMMUNITIES SHOW SPIRIT THROUGH ART ALONG I-4 CORRIDOR

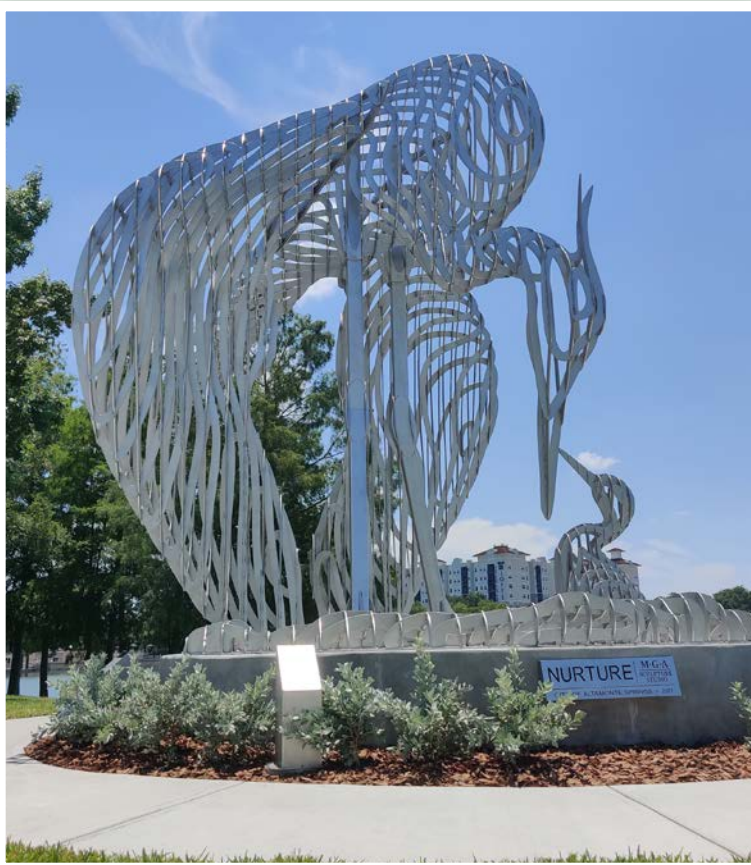
The I-4 Ultimate Project is more than road building. With the help of the I-4 Ultimate Art Endowment Program, it's celebrating community spirit, too.

In the past year, several aesthetic improvements have graced the corridor in the form of unique — and often colorful — works of art, reflecting the identities of nearby communities.

The artwork associated with the I-4 Ultimate Art Endowment Program provides a rich cultural flavor to the corridor.

The I-4 Ultimate concessionaire's initiative set aside \$1.5 million to fund permanent art installations throughout the I-4 Ultimate project that are integrated into gateways, overpasses, pedestrian bridges, adjacent parks, and streetscapes.

Here's a look at the new art installations along the corridor.



Altamonte Springs

Mother cranes and their roosting chicks are among the features of Cranes Roost Park in the City of Altamonte Springs, and two new residents have moved in. On the north side of the park, a 19-foot-tall, stainless steel mother crane can be seen caressing its baby in its nest. Altamonte Springs' new art piece is called "Nurture."



Maitland

"Blossom" illuminates a corner of Maitland. The 18-foot-tall orange blossom, inspired by Florida's state flower and Orange County's namesake, is located at the northwest corner of Fennell Street and Keller Road.



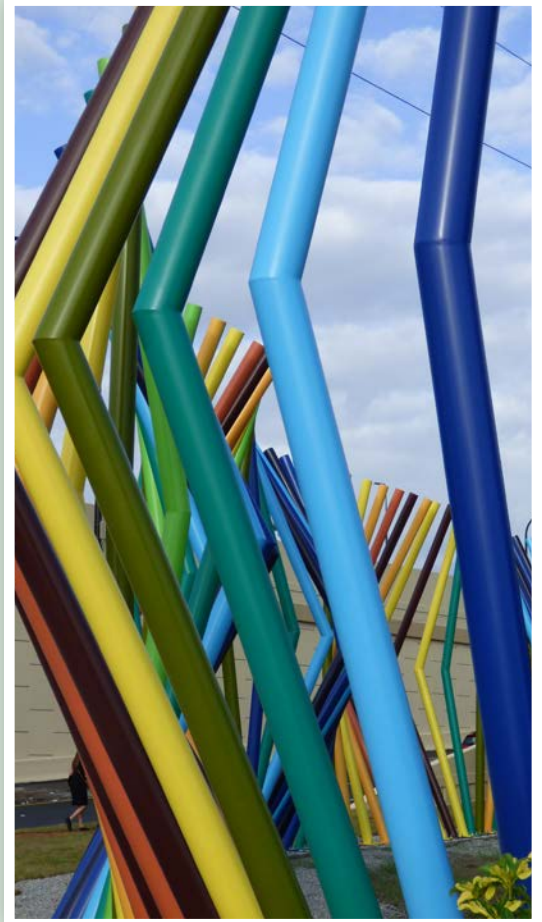
Orange County

“Family Tree” is a 40-foot-tall polished-steel sculpture featuring four people sitting on each other’s shoulders at the intersection of Grand National Drive and Caravan Court. It is anticipated to be installed in 2022.



Orlando

“Solidarity” showcases twisted ribbons of brush-pattered steel reaching toward the heavens, elevating a large reflective sphere which represents our world and the communities we live in. Expected to be installed in 2022, it will be located at the southeast corner of Garland Avenue and Colonial Drive.



Winter Park

Deep purple, rustic red, and lush green are among the iconic hues of the City of Winter Park, which features peacock feathers, brick streets, and other colorful sights. Those colors are now permanently on display at Fairbanks Avenue near I-4, in an art installation known as “Rhythmic Colors”.

Along with large sculptures, dozens of customized medallions have been placed throughout the 21 miles of the I-4 Ultimate Project thanks to the \$1.5 million fund. The medallions — large, round, and made of stone — are located at interchanges, overpasses, and underpasses.

Each city and county in the project corridor consulted with the I-4 team to design the medallions for their area, which commonly bear the municipality’s emblem and motto.

The project features more than 140 medallions, including 92 in Orlando; 16 in Maitland; eight in Orange County, Seminole County, and Altamonte Springs; and four in Winter Park and Eatonville.

Most of the medallions are tan in color, but Eatonville and the Maitland pedestrian bridge have multicolored medallions.



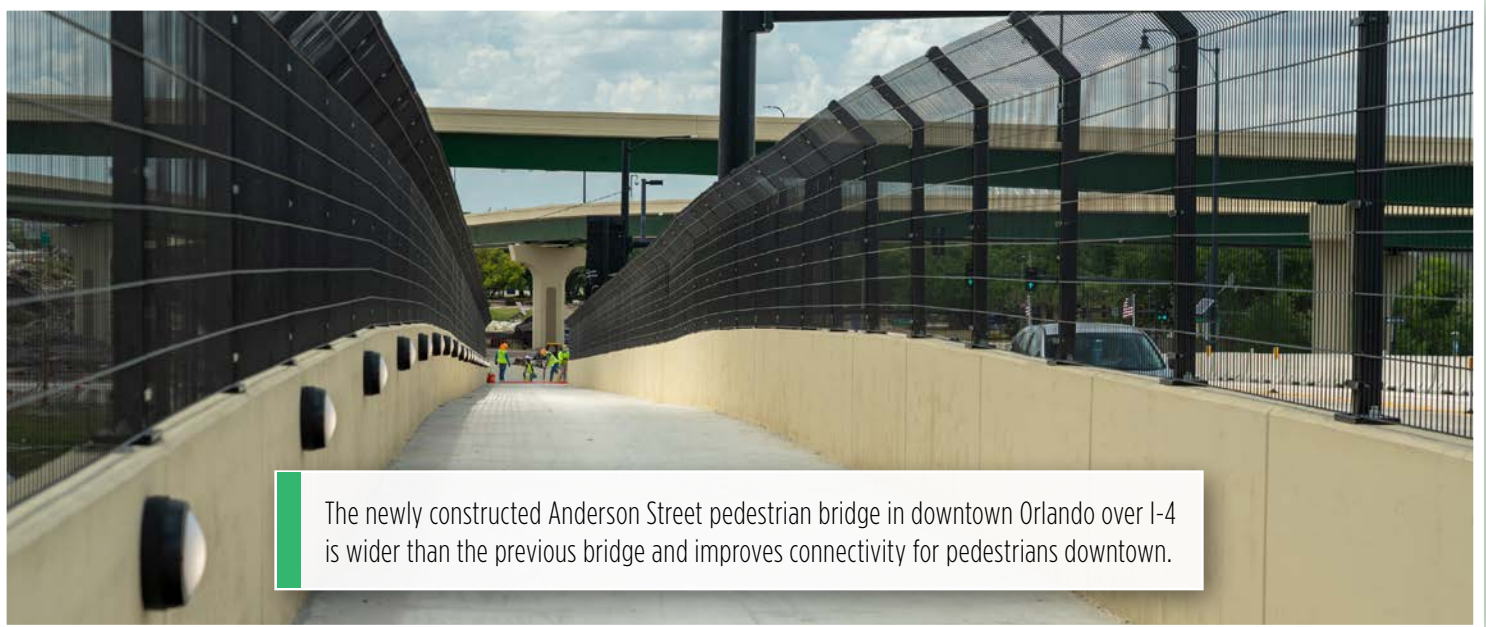


Plants along the I-4 Ultimate corridor provide a visual appeal that travelers can recognize as distinctively Florida.

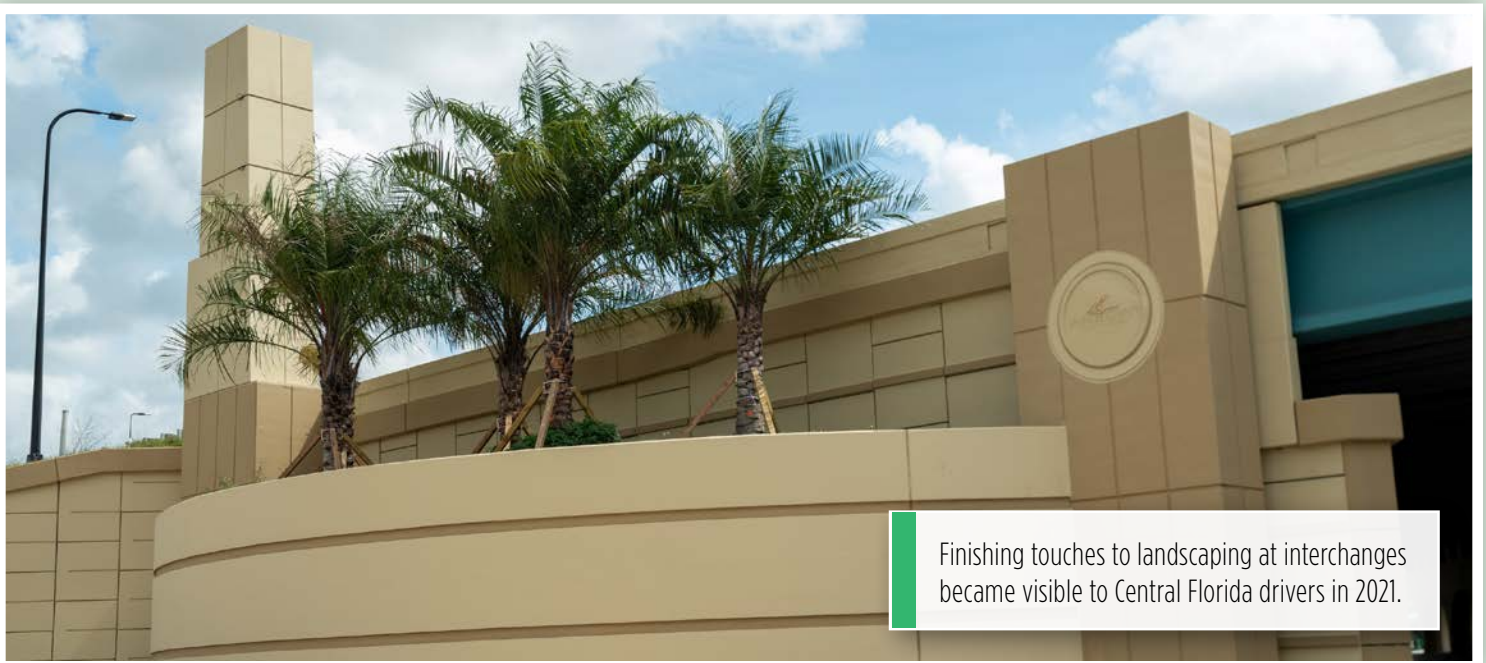




Construction on the Maitland pedestrian bridge made significant progress in 2021. The bridge will provide a new route for walkers, runners, and bikers.



The newly constructed Anderson Street pedestrian bridge in downtown Orlando over I-4 is wider than the previous bridge and improves connectivity for pedestrians downtown.



Finishing touches to landscaping at interchanges became visible to Central Florida drivers in 2021.



I-4 BEYOND THE ULTIMATE IMPROVEMENTS ACCELERATED IN 2021

It was a busy year for the Florida Department of Transportation (FDOT). The I-4 Beyond the Ultimate team finished several improvement projects and broke ground on several more throughout Central Florida.

In Seminole County, crews completed the reconstruction of the E.E. Williamson Road overpass (pictured right), lengthening and widening the bridge to make room for the wider Interstate 4 (I-4) footprint below. The new overpass includes several improvements for cyclists and pedestrians, including 6-foot-wide bicycle lanes on the outside of both traffic lanes, a 6-foot-wide sidewalk on the south side, and a 10-foot-wide trail on the north side, which will improve access to the Seminole Wekiva Trail.

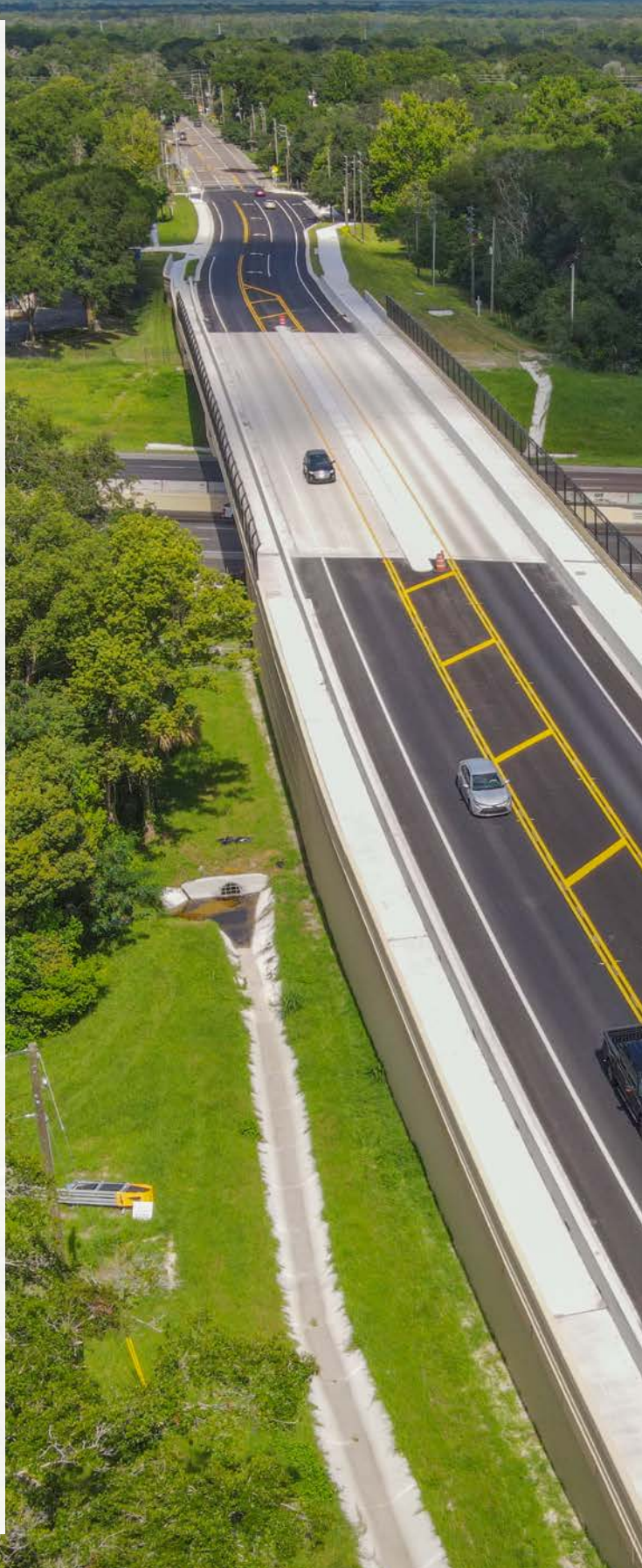
In addition, a new eastbound I-4 auxiliary lane from the east end of the I-4 Ultimate Project to Lake Mary Boulevard — which began construction in 2019 — was completed and opened for use this year. Crews also finished milling and resurfacing westbound I-4 travel lanes in Seminole County in 2021, extending the life of the roadway through that area.

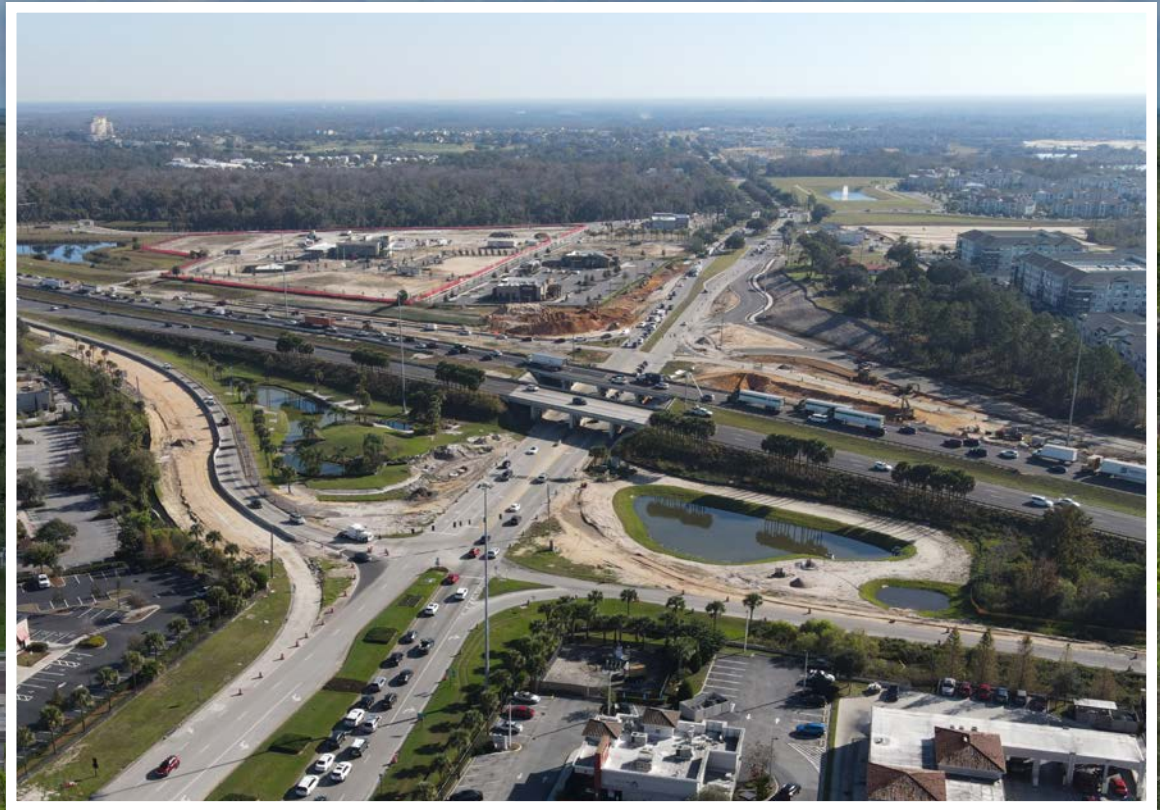
As for new projects, several improvements began construction in 2021 south of Orlando. Work on the I-4 and County Road (C.R.) 532 interchange near ChampionsGate started in the summer with the construction of an innovative diverging diamond interchange now underway to improve traffic flow. Bike lanes and sidewalks along C.R. 532 will also improve cyclist and pedestrian connectivity and safety at the interchange.

In conjunction with the work at ChampionsGate, several new capacity improvements are underway in the area. These include:

- A new auxiliary lane on westbound I-4 beginning at the entrance ramp from State Road (S.R.) 429 and ending as an exit-only lane onto C.R. 532.
- A new auxiliary lane on eastbound I-4 beginning at the entrance ramp from C.R. 532 and ending as an exit-only lane onto S.R. 429.
- Milling and resurfacing of S.R. 429 between I-4 and Sinclair Road.
- A new auxiliary lane on northbound S.R. 429 to Sinclair Road.

Additionally, milling and resurfacing work began on I-4 in both directions between the Osceola/Polk County line to west of S.R. 417 to extend the life of the roadway.





Construction began in 2021 on several improvement projects in the I-4 area of Osceola County, including a new diverging diamond interchange at C.R. 532.



OPENING SOON: I-4 EXPRESS



I-4 EXPRESS OFFERS NEW TRAVEL OPTION IN CENTRAL FLORIDA

To keep meeting the needs of an expanding region, the Florida Department of Transportation (FDOT) built the innovative I-4 Express system to improve safety and mobility in Central Florida.

Consisting of four managed lanes (two in each direction), I-4 Express gives drivers the option of choosing to use tolled express lanes to avoid slower traffic. Express lanes offer reliable travel times to those just passing through Orlando. But they also provide local drivers a way to bypass a congested spot.

The use of I-4 Express results in fewer motorists in the non-tolled general use lanes, so both groups benefit.

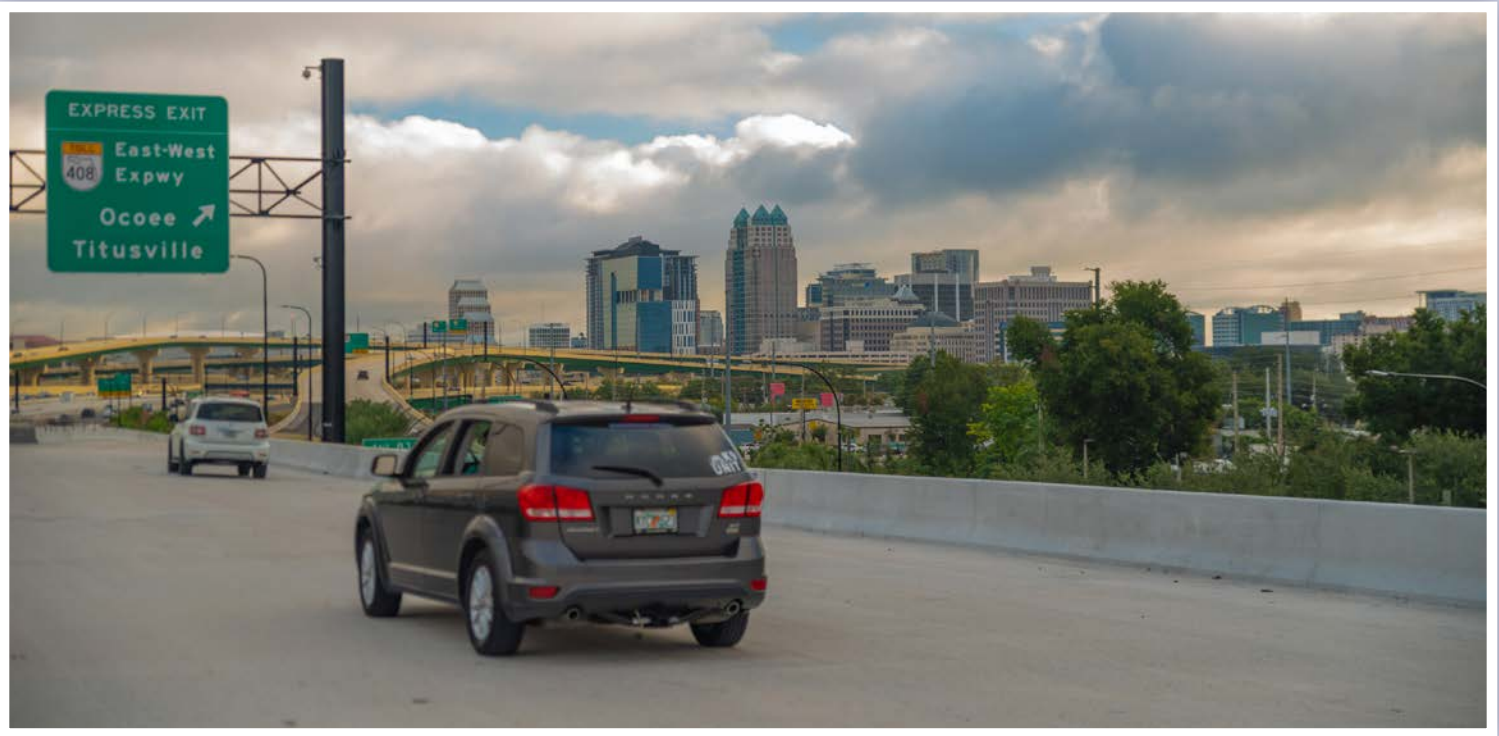
FDOT designed the express lanes to fit within the I-4 Ultimate project — the vast undertaking that also rebuilt 21 miles of Interstate 4 (I-4) from State Road 434 to Kirkman Road. In addition, the makeover revamped the interstate's six general use lanes. Now modernized to meet future needs like connected and autonomous vehicles, those rebuilt lanes remain non-tolled.

Express lane tolls will be collected electronically with SunPass or any other transponder accepted in Florida. There is no TOLL-BY-PLATE or cash option.

An introductory toll rate could cost as little as \$3 to travel westbound and \$3.50 to travel eastbound. After collecting data, FDOT will transition to dynamic tolling. In that system, prices fluctuate as traffic ebbs and flows.

I-4 Express is open to any two-axle vehicle with an active and properly mounted transponder. However, trucks with three or more axles and vehicles pulling trailers are not permitted. Preregistered vanpools and buses may use I-4 Express for free.

Safety precautions shaped the design of I-4 Express. Wide shoulders provide space for motorists to pull over. Those needing roadside assistance can call *347 (*FHP) to receive help from Road Rangers. First responders will have access to the lanes approximately every 2 miles and to fire suppression at key locations.



For more about I-4 Express, visit i4express.com, which features videos, graphics, and more.



Stay Informed:

- » Project Hotline: **844-ULT-INFO (858-4636)**
- » Sign up for email / text alerts and the e-newsletter at **I4Ultimate.com/signup**
- » Follow **@i4ultimate** on Twitter
- » Subscribe to our YouTube channel: **YouTube.com/i4ultimate**
- » Learn about commuter options in Central Florida at **reThinkYourCommute.com**

The largest infrastructure project in the history of the Florida Department of Transportation is reconstructing and widening a 21-mile stretch of Interstate 4 (I-4).

For more information about I-4 Ultimate, contact David Parks, Community Outreach Specialist, at 844-ULT-INFO (858-4636) or **DavidParks@i4Ultimate.com**

