

Interstate 4 Improvements in Orange County Transcript of PowerPoint Presentation

Good evening, everyone, and welcome to the public meeting for project plans at the Interstate 4 interchanges at Sand Lake Road and Daryl Carter Parkway.

My name is Ryan Flipse, and I am the construction project manager with the Florida Department of Transportation, or FDOT.

During the meeting, we will present information on the Department's plans to improve safety and enhance operations through these projects and what motorists and pedestrians can expect during construction.

We encourage your feedback during the presentation, and we will provide multiple ways for you to submit your questions and comments to us about these projects. All comments and questions will be responded to after the meeting and will become part of the public meeting record. I will now turn it over to our project team to begin the presentation.

This meeting is being conducted in a hybrid format to provide multiple ways for the public to receive information about the project and to provide input.

This meeting is being conducted in-person, and virtually through GoToWebinar.

The presentation is available on the project webpage at i4Beyond.com/publicmeeting. That's I-4-B-e-y-o-n-d-dot-com-slash-p-u-b-l-i-c-m-e-e-t-i-n-g.

The in-person meeting will be held tomorrow, March 7, at the Rosen Event Center, 11184 S. Apopka Vineland Road, Orlando, Florida 32836, from 5 to 7 p.m.

For online participants, the GoToWebinar Control Panel should be visible in the upper-right corner of your computer screen.

If you are joining GoToWebinar on your mobile device, simply tap the screen to display the same options. The blue arrows in both images point to where you will find the Question box. You can type a comment or question into the Question box. Then click send to submit your comment or question to staff.

The red arrows in both images point to where you can find handouts, documents, and comment forms for this public meeting. Click the handouts icon to see available handouts. Click on the file name to download.

If you happen to experience a technical issue during this meeting, please:

- Type the issue in the Questions box on the control panel on GoToWebinar.

- Or send an email to info@i4Beyond.com to report it. That's i-n-f-o-at-i-4-b-e-y-o-n-d-dot-com to report it.
- You may also call [407-506-8443]

Staff will do their best to assist you.

This public meeting was advertised and is being conducted in accordance with state and federal requirements, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting Melissa McKinney, District Five Title VI Coordinator by mail at 719 South Woodland Boulevard, Mail Station 501, DeLand, Florida 32720, by phone at 386-943-5077, or email at melissa.mckinney@dot.state.fl.us – That's m-e-l-i-s-s-a-dot-m-c-k-i-n-n-e-y-at-d-o-t-dot-s-t-a-t-e-dot-f-l-dot-u-s.

You may also contact Stefan Kulakowski, State Title VI Coordinator by mail at 605 Suwannee Street, Mail Station 65, Tallahassee, Florida, 32399-0450 by phone at 850-414-4742 or email at stefan.kulakowski@dot.state.fl.us — That's s-t-e-f-a-n-dot-k-u-l-a-k-o-w-s-k-i-at-d-o-t-dot-s-t-a-t-e-dot-f-l-dot-u-s.

This information is shown on a sign at the in-person location, on the project website, and in the meeting notifications.

The purpose of tonight's meeting is to explain project goals, present the Department's improvements to help achieve those goals, and hear from the community about the changes.

The Florida Department of Transportation would like to welcome you to the public meeting for improvements to interchanges along I-4 in Orange County.

The purpose of these projects is to provide operational and safety improvements to the I-4 corridor at these interchanges in southern Orange County, and to extend I-4 Express from the existing express lanes near Kirkman Road to west of S.R. 536. The public meeting is being held to present information and to receive community feedback.

The first project, Financial Project Identification numbers 444315-1 and 444315-3, consists of improvements to the interchange at I-4 and Sand Lake Road (also known as State Road 482). This project will reconstruct the interchange to a diverging diamond (or DDI) configuration. The project is reconfiguring and lengthening ramps at the interchange and

improving capacity on Sand Lake Road and Turkey Lake Road. A new loop ramp will eventually replace the existing left turns from westbound Sand Lake Road to southbound Turkey Lake Road.

In addition, the project includes reconstructing the I-4 general use lanes from west of Sand Lake Road to the end of the I-4 Ultimate project. Two westbound, barrier-separated, express lanes are being built from west of Sand Lake Road to connect to the existing express lanes near Kirkman Road. These will transition to a single, buffer-separated express lane in the westbound direction from west of Sand Lake Road and tie in just west of Central Florida Parkway. This express lane will be constructed in three separate projects, with the finished lane extending from west of Sand Lake Road to west of State Road 536.

The second project, Financial Project Identification number 441113-1, is transforming the Daryl Carter Parkway overpass over I-4 into a partial DDI. The project is adding three new ramps that will connect I-4 to Daryl Carter Parkway: exit ramps from both directions of I-4 to Daryl Carter Parkway and an entrance ramp to eastbound I-4. A westbound I-4 entrance ramp will be built as part of a future project.

The Daryl Carter Parkway interchange project will also construct part of the single, buffer-separated, express lane, extending I-4 Express.

The first improvement project we will review is the I-4 and Sand Lake Road interchange. This project began construction in spring of 2023 and completion is expected in 2027.

This interchange will soon be reconfigured as a diverging diamond interchange, which will provide crews space to complete overhead work on the overpass, reconstruct I-4's general use lanes, and extend I-4 Express.

The initial phase of the DDI will be in place for two to three years, with the final DDI configuration opening when the new loop ramp to Turkey Lake Road is completed. The loop ramp will ultimately replace the current left turn across traffic from westbound Sand Lake Road onto southbound Turkey Lake Road. When the loop ramp is completed, motorists will be able to exit I-4 at Exit 74A either to Sand Lake Road or directly onto Turkey Lake Road.

FDOT urges drivers, bicyclists, and pedestrians to be patient during this phase of construction. Please keep in mind that this new traffic pattern will move traffic to the opposite side of the road at the first traffic light, eliminating left turns across traffic to access I-4, and will move traffic back onto the right side of the road at the second light.

Be sure to obey pavement markings and signage and avoid distracted driving throughout the work zone.

Be aware that during this phase of construction, pedestrians traveling either eastbound or westbound will be limited to one walkway at a time, either on the north or south side of

Sand Lake Road. Pedestrians should follow all posted signage and cross only at the designated crosswalks.

The Sand Lake Road interchange serves many Orange County communities, including International Drive, Doctor Phillips, Bay Hill, and Tangelo Park — plus the Orange County Convention Center, nearby attractions, hospitals, major sporting events and more.

There is a need to improve the movement of traffic along Sand Lake Road — which will help improve traffic on nearby Turkey Lake Road and International Drive. Improving the efficiency of vehicles entering and exiting I-4 at Sand Lake Road can reduce backups at the interchange that slow traffic on I-4.

When the interchange is in its final diverging diamond configuration, about twice the amount of traffic will be able to move through the interchange in the same amount of time. Traffic signal phases will be reduced, making it more efficient. Later in this presentation, we will learn more about the safety and operational benefits of a DDI.

While pedestrian access in the Sand Lake Road interchange will initially be limited to just one side of the roadway at a time, the final DDI on Sand Lake Road will include protected walkways for pedestrians in the median and bike lanes for cyclists, as well as decorative landscaping and enhanced aesthetics.

The project is also reconfiguring and lengthening the I-4 ramps at the interchange and improving capacity on Sand Lake Road and Turkey Lake Road.

As part of the Sand Lake Road improvement projects, FDOT is extending I-4 Express.

Crews will completely reconstruct the I-4 general use lanes from west of Sand Lake Road to where I-4 Express currently ends near Kirkman Road.

Two westbound, barrier-separated, express lanes will transition to a single, buffer-separated, express lane in the westbound direction from west of Sand Lake Road and tie in just west of Central Florida Parkway.

This express lane will be constructed in three separate projects, with the finished lane extending from west of Sand Lake Road to west of State Road 536, also known as Epcot Center Drive.

The next project we will discuss is the creation of a new I-4 interchange at the existing overpass at Daryl Carter Parkway. This project began in November 2022 and is expected to be completed in 2026.

Currently, Daryl Carter Parkway crosses I-4 on an overpass between the interchanges of Central Florida Parkway and Apopka Vineland Road (also known as State Road 535). The

area is undergoing rapid development, with several new residential, hospitality, and retail projects having been recently completed, and even more projects are in planning or under construction.

The I-4 and Daryl Carter Parkway improvement project is transforming the Daryl Carter Parkway overpass into a partial DDI, providing additional access to local attractions and helping to relieve congestion at the I-4 and Apopka Vineland Road interchange. It will offer an alternate route to the nearby destinations along the south end of International Drive and to Apopka Vineland Road and Winter Garden Vineland Road.

The project is adding three new ramps connecting I-4 to Daryl Carter Parkway: exit ramps from both directions of I-4 to Daryl Carter Parkway and an entrance ramp to eastbound I-4. A westbound I-4 entrance ramp will be built as part of a future project.

During the current phase of construction at Daryl Carter Parkway, traffic from both directions is limited to one side of the overpass. This allows construction crews the space to work prior to moving traffic into its final diverging diamond pattern.

Like the Sand Lake Road project, as well as a new project just underway at the I-4 and Apopka Vineland Road interchange, the I-4 and Daryl Carter Parkway project will include a single, buffer-separated, express lane.

This project's I-4 Express extension will run from west of Daryl Carter Parkway to west of Central Florida Parkway.

The I-4 and Apopka Vineland Road interchange project will extend the single, buffer-separated express lane to just west of S.R. 536. This single, buffer-separated, I-4 Express extension will be open once all three of the segments are completed.

This project will also improve drainage infrastructure in the vicinity of nearby Big Sand Lake.

Now that we have learned more about these upcoming projects at I-4 and Sand Lake Road and Daryl Carter Parkway, let's take a look at how a DDI works and some of the safety and operational benefits of this type of interchange design. Motorists in the area will see the full benefits of the Sand Lake Road DDI once that interchange shifts into its final configuration.

Drivers will switch to the opposite side of the road at both ends of the interchange — driving on the left side while in the interchange.

This traffic movement helps increase safety at the interchange, because it eliminates left turns across traffic, making all left and right turns to and from I-4 more efficient. This also reduces the number of traffic signal phases, meaning drivers will see longer green lights and shorter waits on red.

The diverging diamond also improves the safety of the interchange by reducing the number of conflict points — points at which vehicles moving in different directions might meet. The crossing conflicts, which are often the most dangerous, are reduced from ten to two. Merging traffic conflicts are reduced from eight to six.

To help pedestrians navigate the completed interchanges safely, the left and right turns will have signals for both vehicles and pedestrians.

You can stay informed about these projects by signing up to receive the monthly I-4 electronic newsletter at i4Beyond.com. That's i-4-b-e-y-o-n-d-dot-com. The e-newsletter includes information about construction and detours, innovative practices, new resources for commuters and residents, and upcoming meetings and events.

If you're on social media, follow [at-I-4-Ultimate](#) on X (formerly known as Twitter) for information on I-4 projects. FDOT will share regular updates about construction on all of I-4 through Central Florida, including animated detour maps, road and lane closure updates, and other project news.

We encourage your input and feedback about these projects, and there are multiple ways for you to participate. All public comments and questions are part of the public meeting record and every method for providing public comments and questions carries equal weight.

While comments and questions will be accepted at any time, those submitted by March 21, 14 days after the in-person public meeting, will become part of the project's public meeting record. All comments and questions will be responded to in writing.

Attendees at the in-person meeting are encouraged to speak with project team members to ask questions and provide input. To submit a comment for the public meeting record, please complete a printed Comment Form and return it to project staff.

To submit a comment or question online, please type the comment or question in the Question box on the GoToWebinar Control Panel. Written comments may also be submitted on the project website at i4beyond.com. That's I-4-B-e-y-o-n-d-dot-com.

You may also contact the project manager directly by email at **Ryan.Flipse@dot.state.fl.us**. That's r-y-a-n-dot-f-l-i-p-s-e-at-d-o-t-dot-s-t-a-t-e-dot-f-l-dot-u-s.

Or by U.S. Mail at the Florida Department of Transportation, 719 S. Woodland Boulevard, Mail Station 542, DeLand, FL 32720.

You may also call the project manager at **321-319-8134** to provide verbal comments during normal business hours after the public meeting.

The contact information is also available on the public meeting notification that you may have received by mail.

To learn more about these projects, go to www.c-f-l-roads.com. Type in any of the project numbers – 444315-1, 444315-3, or 441113-1 – in the search box at the top right and click go. Then click on the project name.

You can also visit i4Beyond.com. That's i-4-b-e-y-o-n-d-dot-com and click on the "Project Info and Map" tab. Then click on the project name. Public meeting materials are posted on the website now and can be accessed by clicking on the gray "Public Meetings & Outreach" tab and selecting this meeting from the list.

On behalf of the Florida Department of Transportation, thank you for attending this public meeting and providing your input on these projects.

If you have comments or questions after the meeting, please submit them by Thursday, March 21.

Contact information, a recording of this public meeting, project documents, and other exhibits displayed at the public meeting will be posted on the project website at i4Beyond.com/i4improvements – That's I-4-B-e-y-o-n-d-dot-com-slash-i-4-i-m-p-r-o-v-e-m-e-n-t-s.

Thank you and have a good evening.