



Potential I-4 interchange at Daryl Carter Parkway under review by FHWA

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Bob Moser with Growth Spotter wrote an article about a potential I-4 interchange at Daryl Carter Parkway that is currently under review by the Florida Highway Administration (FHWA). FDOT submitted final recommendation for the interchange to FHWA and expects to receive comments back by the end of this week, according to senior project manager, Beata Stys-Palasz.

The interchange, along with other projects in the region, will increase accessibility to undeveloped land as well as open up access to the lucrative Dr. Phillips area. Construction of the 1.6 mile Daryl Carter Parkway extension, connecting Apopka-Vineland Road to Palm Parkway, is awaiting design approval from Orange County and is slated to begin construction in Spring 2017. Surrounding property owners will be positively impacted by the projects including Excelsior Capital Partners' 39 acres fronting Palm Parkway and I-4, Pulte's nearly 200 acres around Ruby Lake planned for more than 360 luxury homes, and Pride Homes' 34 acres along Daryl Carter Parkway long-planned for a two-phase condominium project.

The design for the interchange is a unique Diverging Diamond Interchange configuration which was the best option for the site after analyzing traffic data and consideration of the current configuration of the flyover bridge. The DDI model would take the two directions of traffic on Daryl Carter Parkway and cross them to the opposite side while on the bridge over I-4. This set up consists of only 3 of the 4 ramps that are typically included in an interchange. Stys-Palasz told Growth Spotter that, theoretically, the ramp is not necessary because of how close this interchange will be to the existing one south at S.R. 535, however, FHWA usually prefers a complete interchange, without the missing movement.

"This is why we are developing some different concept plans for the interim configuration," she said. "I may know in the next two to three weeks if this is possible."

FDOT will have two weeks to address FHWA's comments once received and will then meet to reach a final agreement before resubmitting a final report. Stys-Palasz commented that FDOT aims to have the document approved by the end of the year. Ideally the project could begin January of 2017, followed by 16 months for design and ROW acquisition, and with construction to begin in mid-2018.



Currently, FDOT is working on a memorandum of understanding with land representatives, Maury L. Carter & Associates, Inc. and O'Connor Capital Partners, which will set a timeline for the project. Maury L. Carter & Associates Inc. represents 198 acres of undeveloped land along I-4 and O'Connor Capital Partners represents 69 acres of Carter land on the east side of I-4 which they currently have under contract with plans for a 439,100-square-foot retail power center.

In addition to the 69 acre site, Maury L. Carter & Associates Inc. has 100± acres under contract, set to close by year's end, and 50 acres pending contract that could close in the beginning of 2017.

To read the full article go to:

<http://www.growthspotter.com/news/transportation/gs-interstate-4-interchange-daryl-carter-parkway-timeline-20160928-story.html>