



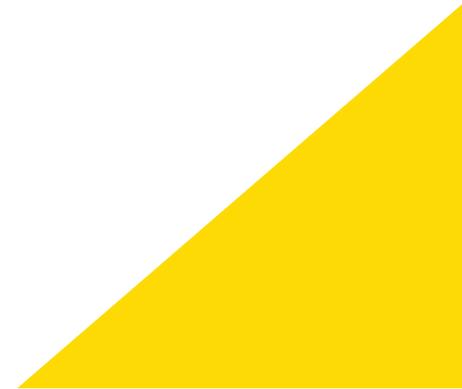
Marshall Pkwy Interchange Analysis Discussion

March 16, 2026



Overview

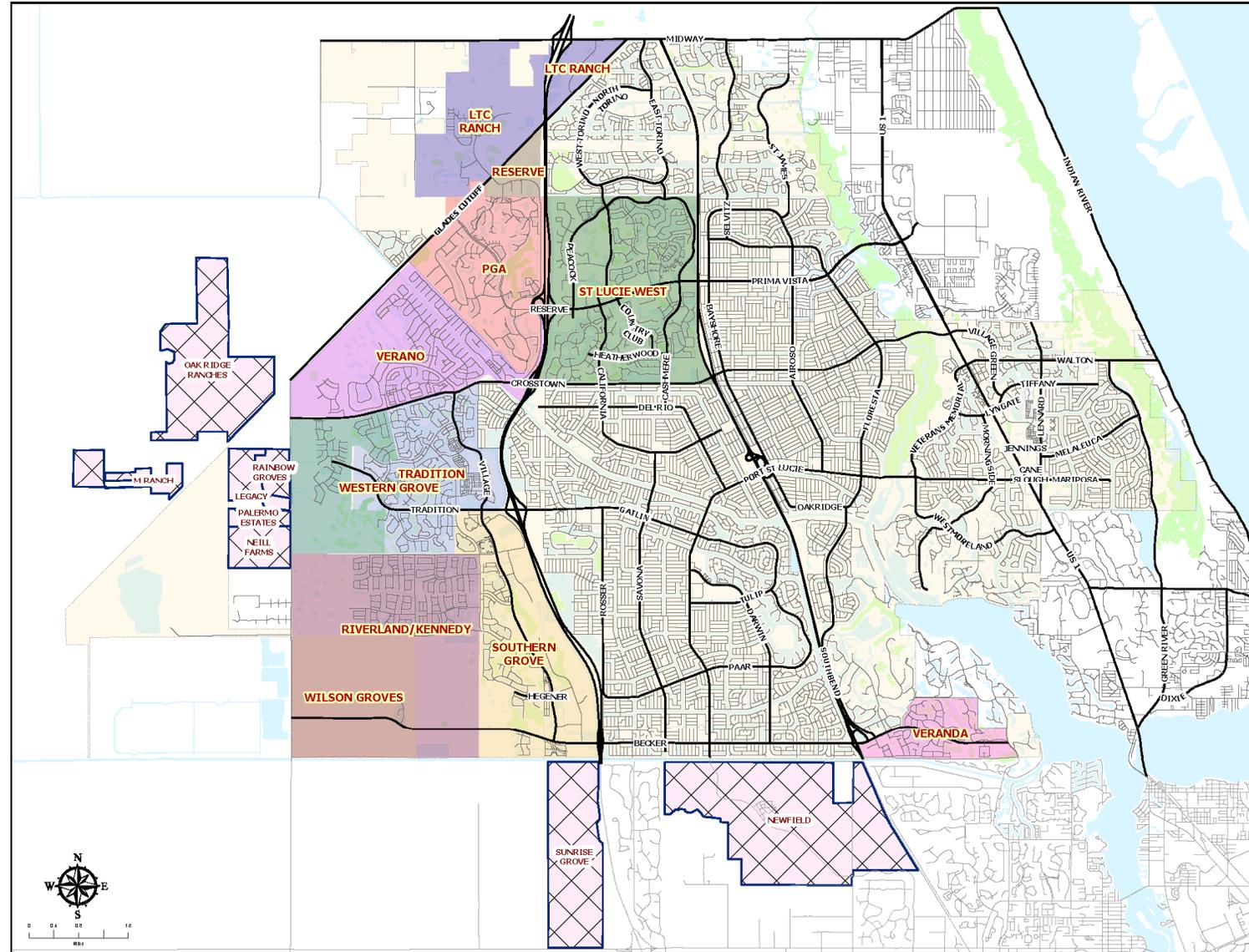
- Background
- Interchange Scenarios
 - Scenario 1: No-Build
 - Scenario 2: Connection West
 - Scenario 3: Connections West and East
- Scenario Comparisons
- Comparison vs. Corradino LRTP Model
- Interchange Configuration
- Next Steps



The background is a solid yellow color with a faint, light-colored map pattern overlaid. A large white arrow points from the left towards the right, centered vertically. The word "Background" is written in a bold, black, sans-serif font across the middle of the image, overlapping the yellow background and the white arrow.

Background

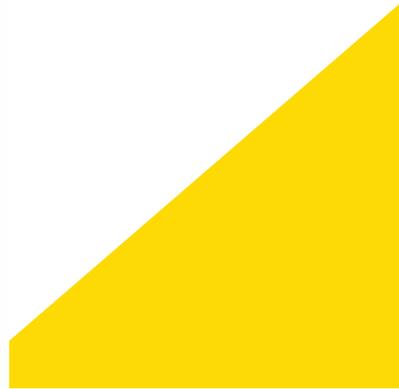
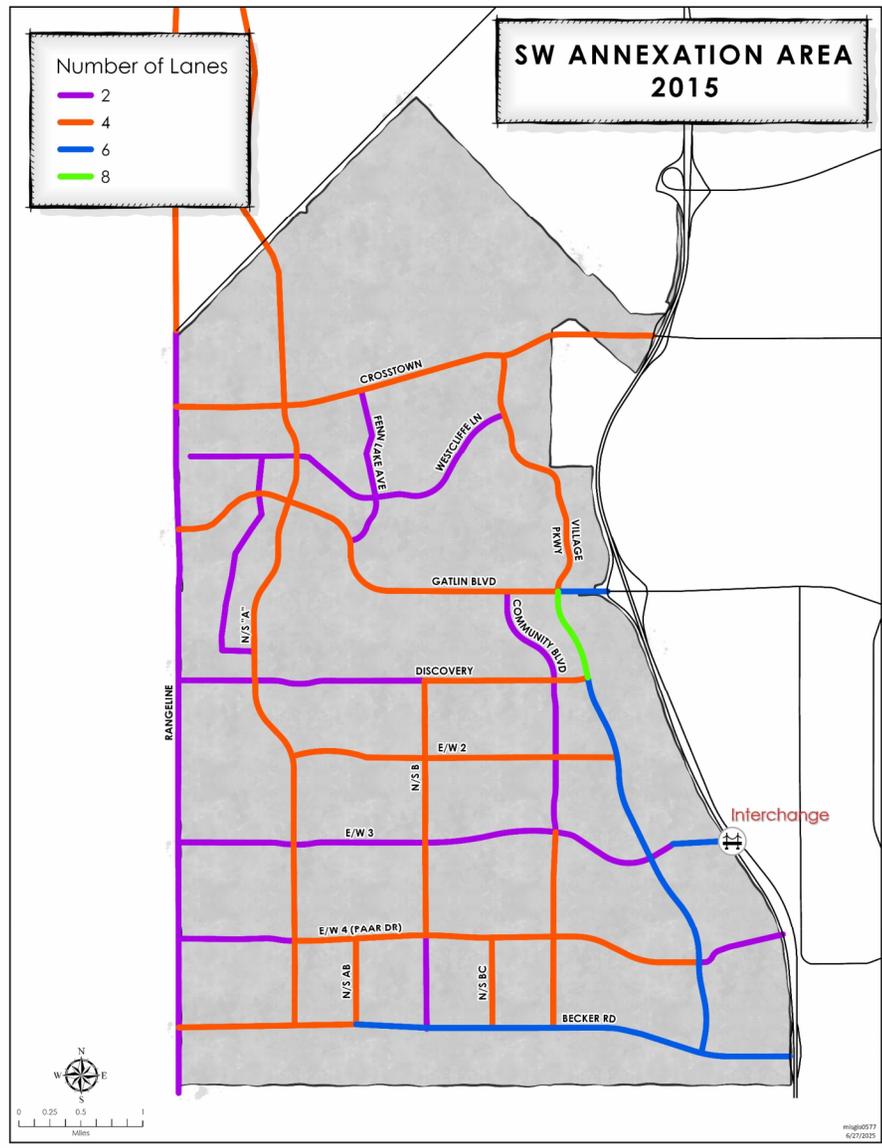
Southwest Annexation Area



*DRIs outside
the City Limits*

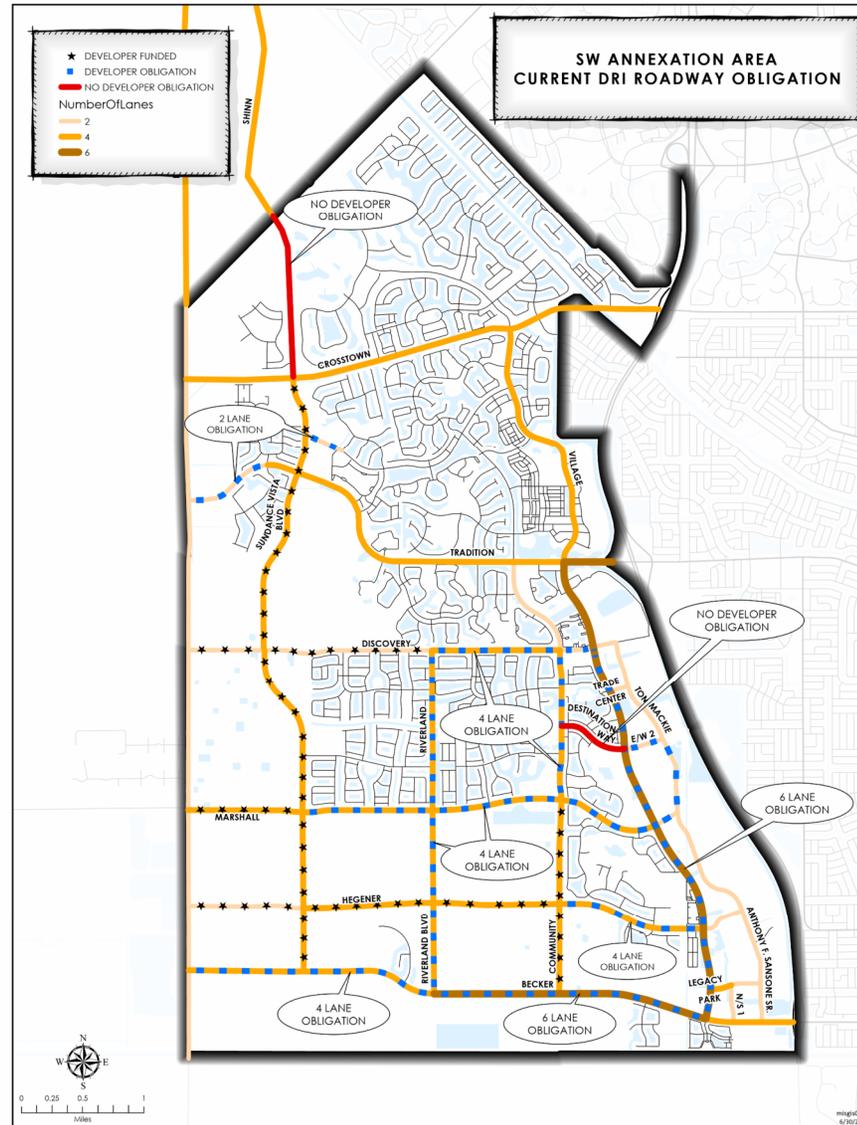
Southwest Annexation Area

Transportation Commitments 2015



Southwest Annexation Area

Transportation Commitments 2025

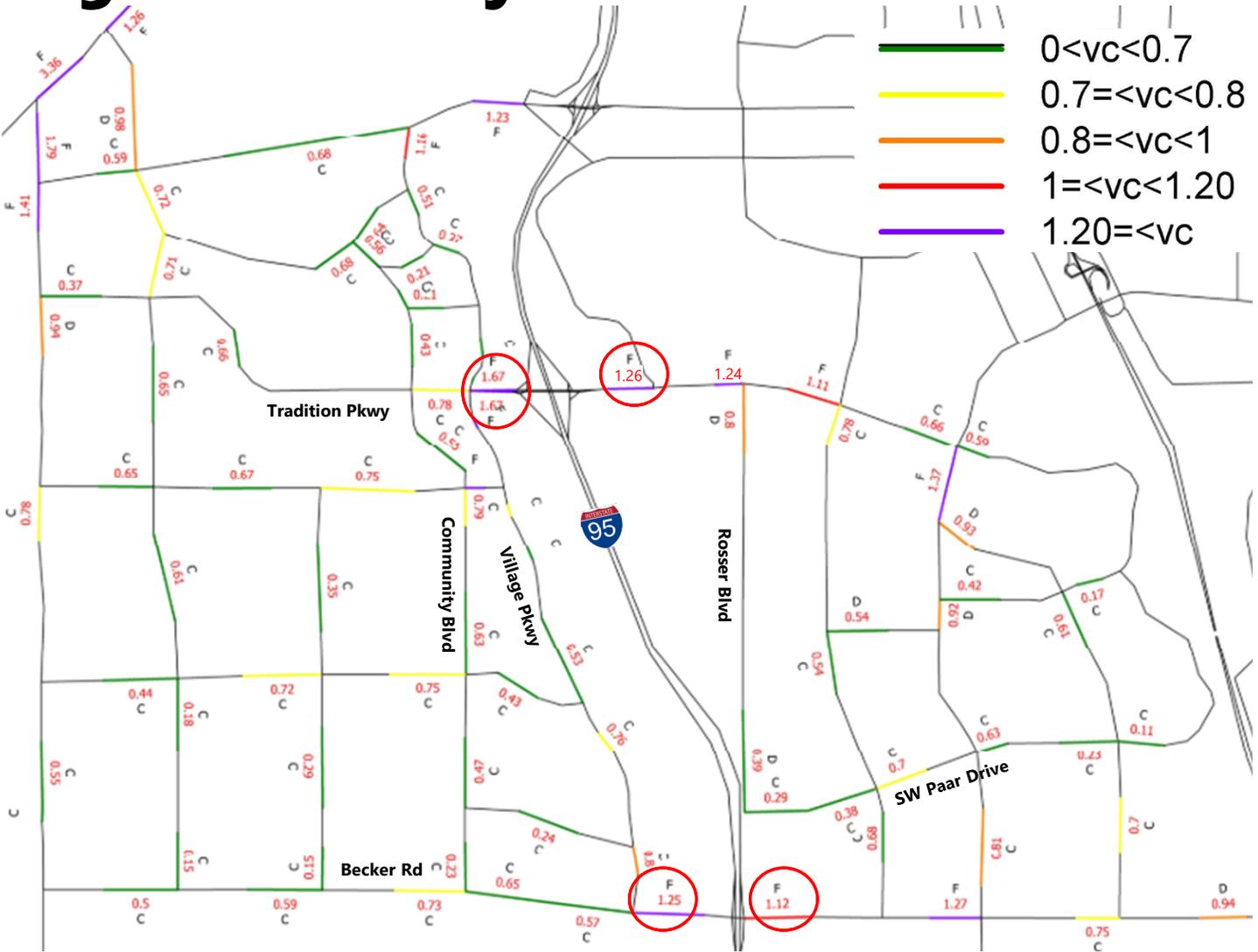




Scenario 1

No Build

Segment Analysis: Scenario 1- No Build



- 96 Total segments
 - 5 seg with v/c between 1-1.2
 - 15 seg with v/c > 1.2

Roadway	From	To
RANGE LINE RD	TRADITION PKWY (GATLIN BLVD)	CROSTOWN PKWY
RANGE LINE RD	CROSTOWN PKWY	BOUNDARY
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY (GATLIN BLVD)
VILLAGE PKWY	WESTCLIFFE LN	CROSTOWN PKWY
BECKER RD	VILLAGE PKWY	I-95
DISCOVERY WAY	COMMUNITY BLVD	VILLAGE PKWY
TRADITION PKWY	VILLAGE PKWY	I-95
CROSTOWN PKWY	VILLAGE PKWY	I-95
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD
GLADES CUT-OFF RD	RANGE LINE RD	N/S A
GLADES CUT-OFF RD	N/S A	PRIVATE DRIVEWAY
GLADES CUT-OFF RD	PRIVATE DRIVEWAY	C-24 CANAL RD
GLADES CUT-OFF RD	C-24 CANAL RD	BURNSIDE DR
GLADES CUT-OFF RD	BURNSIDE DR	RESERVE BLVD
PORT ST LUCIE BLVD	DARWIN BLVD	TULIP BLVD
BECKER RD	I-95	SAVONA BLVD
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD
GATLIN BLVD	E OF I-95	SAVAGE BLVD
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD

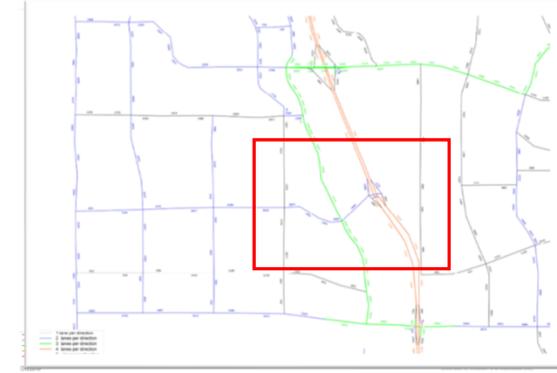
Segments with a v/c > 1



Scenario 2

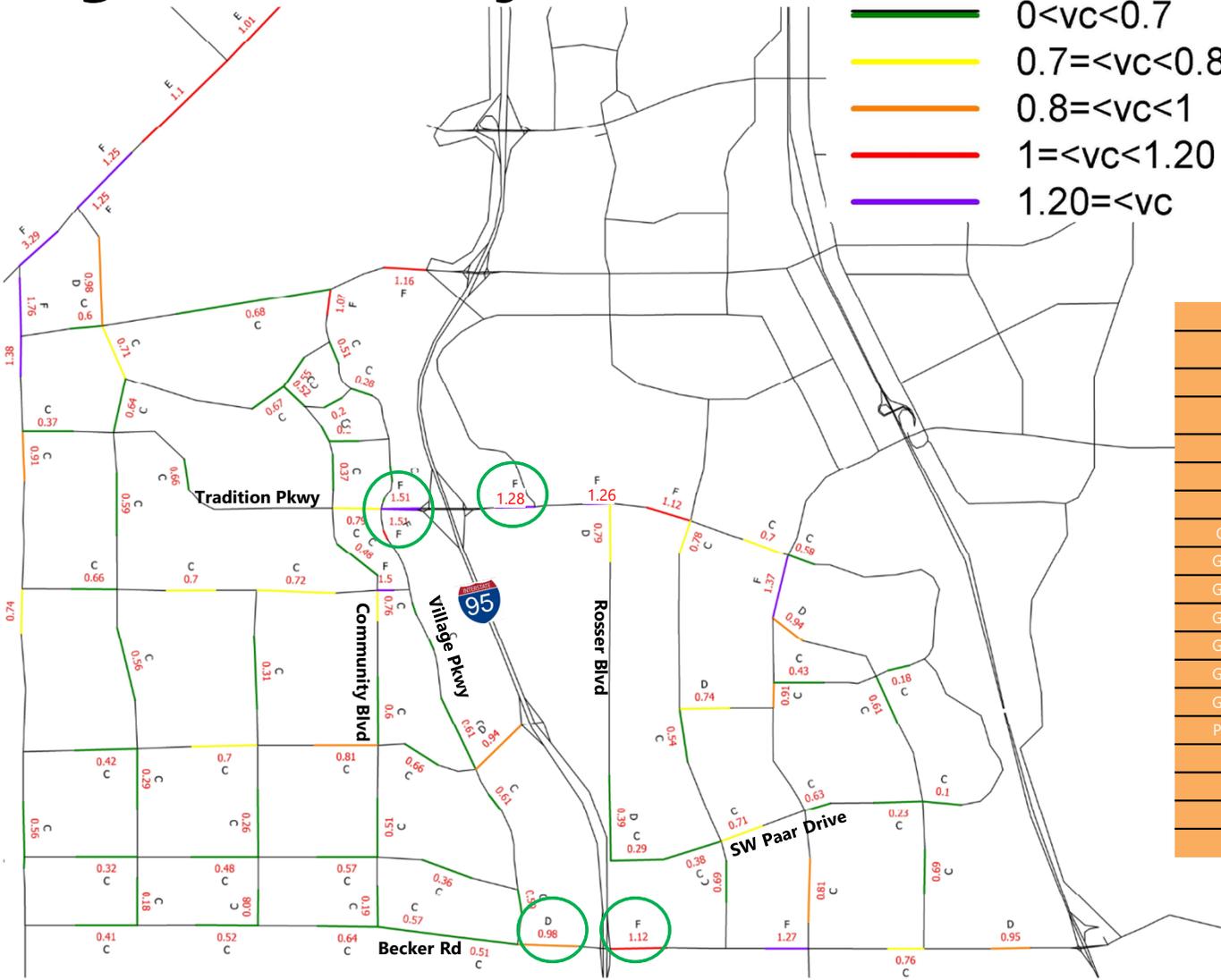
Interchange to the West

Scenario 2-Marshall Pkwy West



Marshall Pkwy Interchange

Segment Analysis: Scenario 2- Marshall Pkwy West



- 100 Total segments
 - 7 seg with v/c between 1-1.2
 - 12 seg with v/c > 1.2

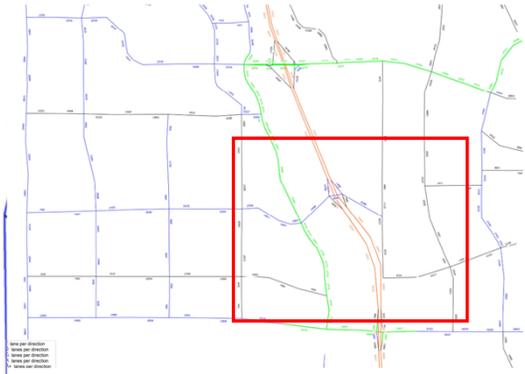
Roadway	From	To
RANGE LINE RD	TRADITION PKWY (GATLIN BLVD)	CROSTOWN PKWY
RANGE LINE RD	CROSTOWN PKWY	BOUNDARY
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY (GATLIN BLVD)
VILLAGE PKWY	WESTCLIFFE LN	CROSTOWN PKWY
DISCOVERY WAY	COMMUNITY BLVD	VILLAGE PKWY
TRADITION PKWY	VILLAGE PKWY	I-95
CROSTOWN PKWY	VILLAGE PKWY	I-95
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD
GLADES CUT-OFF RD	RANGE LINE RD	N/S A
GLADES CUT-OFF RD	N/S A	PRIVATE DRIVEWAY
GLADES CUT-OFF RD	PRIVATE DRIVEWAY	C-24 CANAL RD
GLADES CUT-OFF RD	C-24 CANAL RD	BURNSIDE DR
GLADES CUT-OFF RD	BURNSIDE DR	RESERVE BLVD
PORT ST LUCIE BLVD	DARWIN BLVD	TULIP BLVD
BECKER RD	I-95	SAVONA BLVD
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD
GATLIN BLVD	E OF I-95	SAVAGE BLVD
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD

Segments with a v/c > 1

Scenario 3

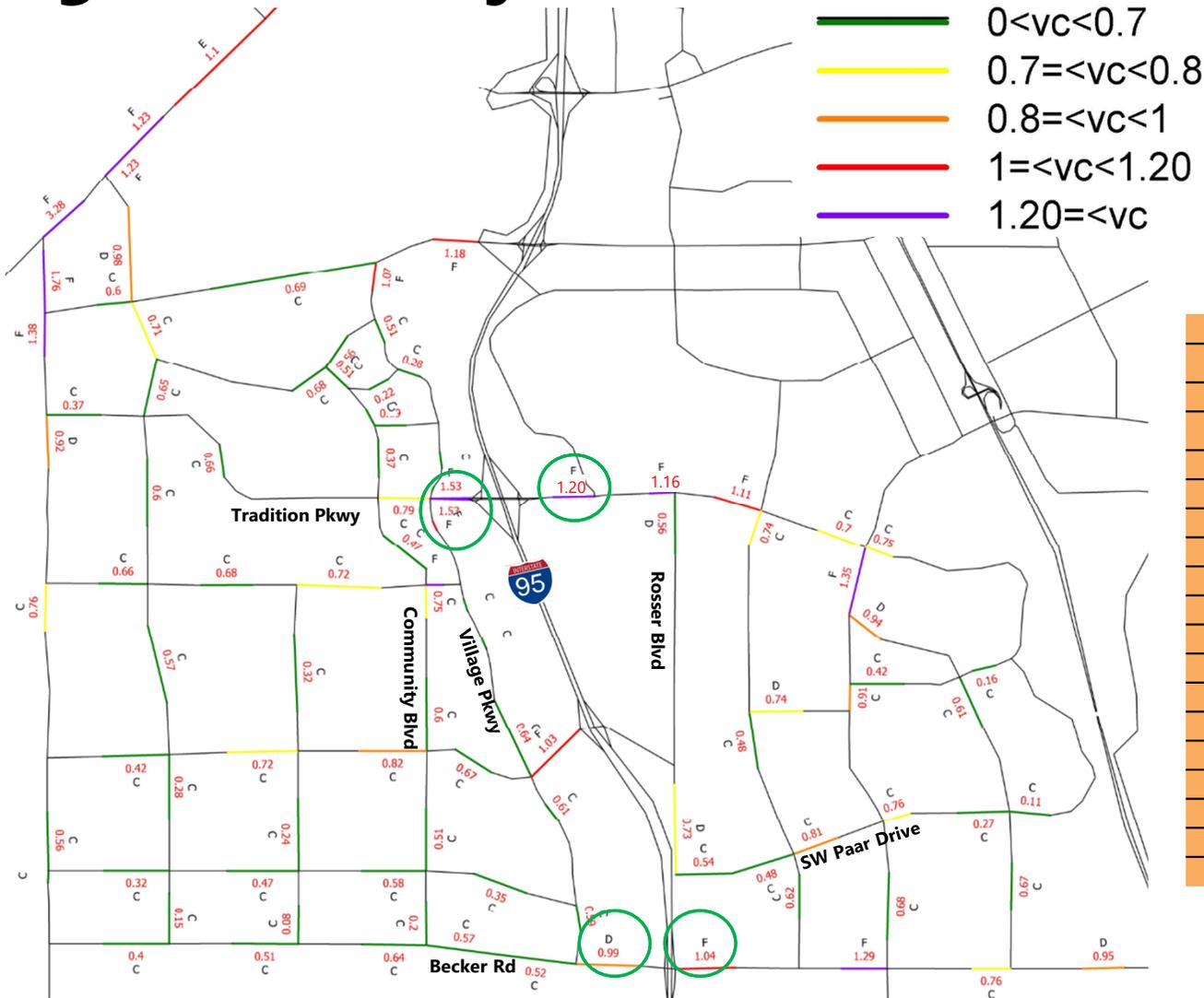
Interchange to the West and East

Scenario 3-Marshall Pkwy East/West



**Marshall Pkwy
Interchange**

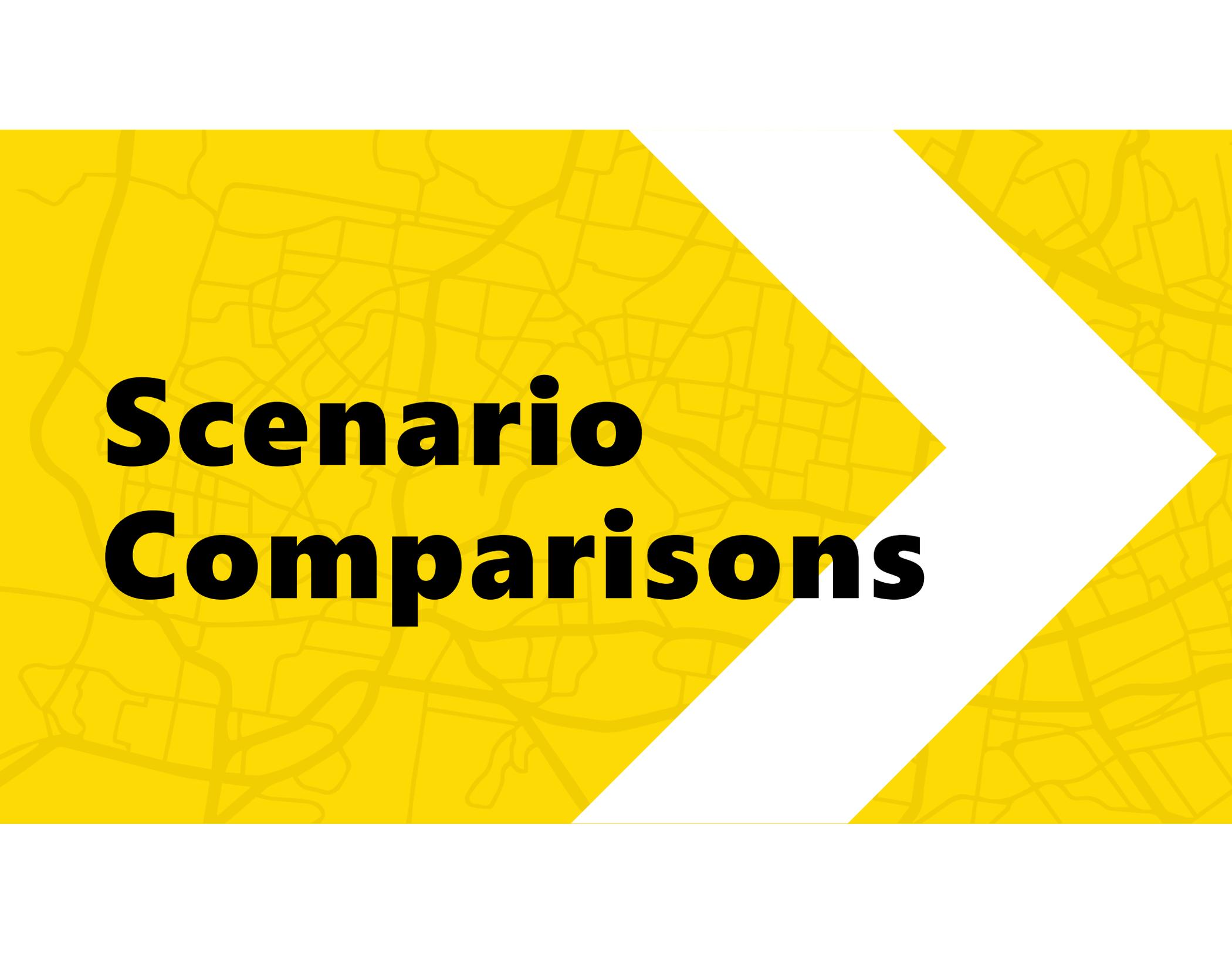
Segment Analysis: Scenario 3- Marshall Pkwy East/West



- 100 Total segments
 - 8 seg with v/c between 1-1.2
 - 12 seg with v/c > 1.2

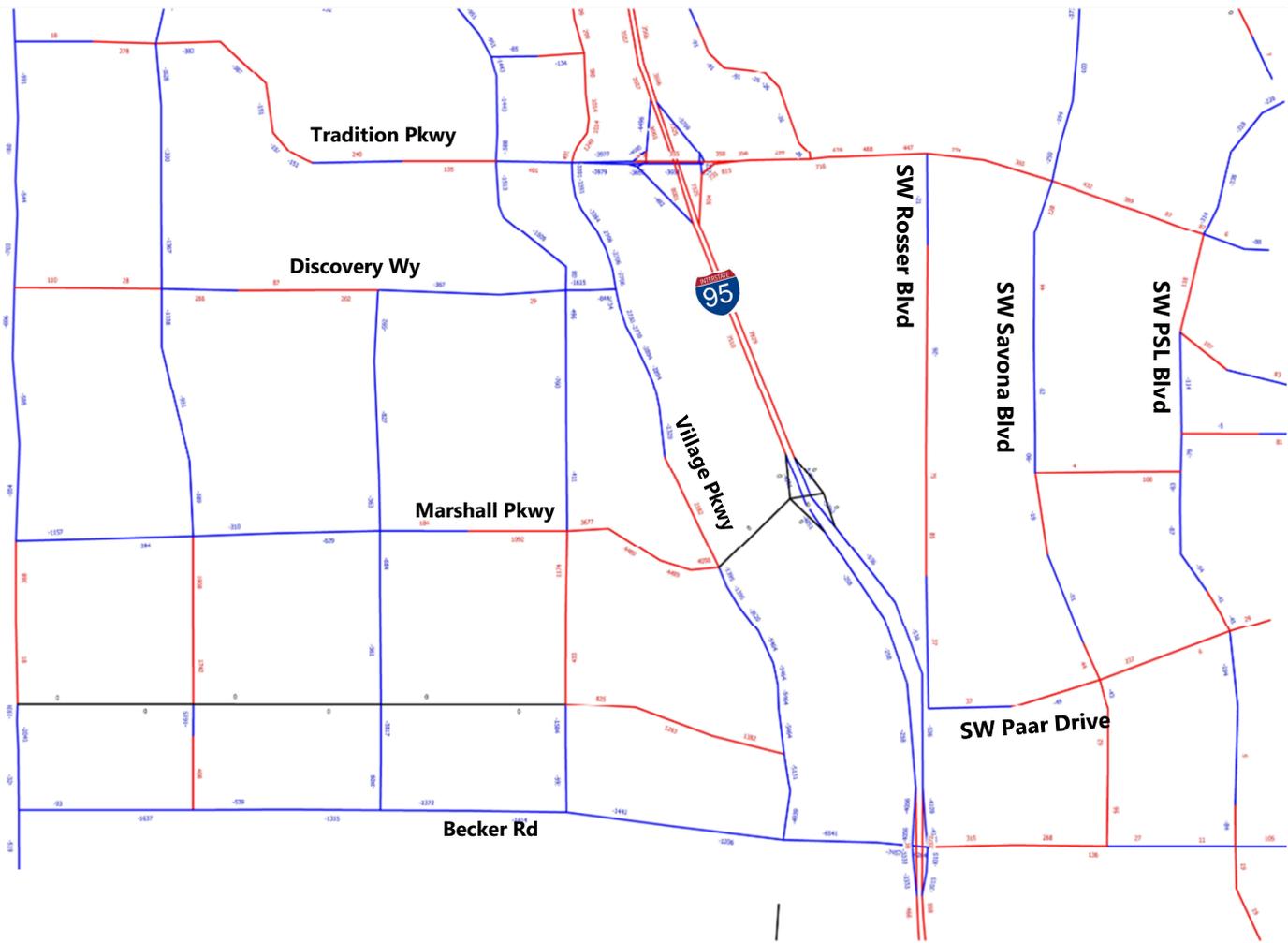
Roadway	From	To
RANGE LINE RD	TRADITION PKWY (GATLIN BLVD)	CROSTOWN PKWY
RANGE LINE RD	CROSTOWN PKWY	BOUNDARY
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY (GATLIN BLVD)
VILLAGE PKWY	WESTCLIFFE LN	CROSTOWN PKWY
DISCOVERY WAY	COMMUNITY BLVD	VILLAGE PKWY
TRADITION PKWY	VILLAGE PKWY	I-95
CROSTOWN PKWY	VILLAGE PKWY	I-95
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD
GLADES CUT-OFF RD	RANGE LINE RD	N/S A
GLADES CUT-OFF RD	N/S A	PRIVATE DRIVEWAY
GLADES CUT-OFF RD	PRIVATE DRIVEWAY	C-24 CANAL RD
GLADES CUT-OFF RD	C-24 CANAL RD	BURNSIDE DR
GLADES CUT-OFF RD	BURNSIDE DR	RESERVE BLVD
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BECKER RD	I-95	SAVONA BLVD
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD
GATLIN BLVD	E OF I-95	SAVAGE BLVD
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD

Segments with a v/c > 1



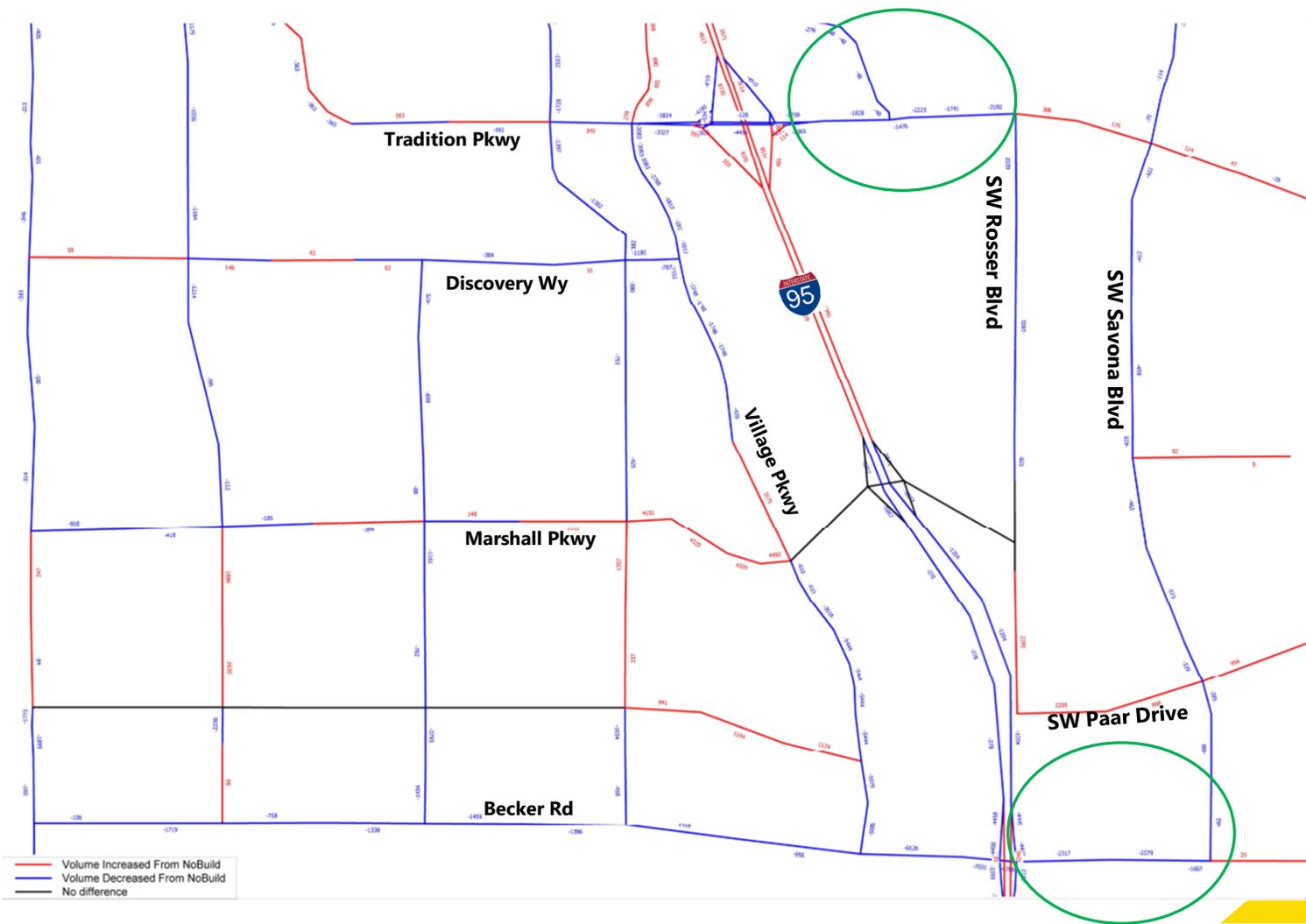
Scenario Comparisons

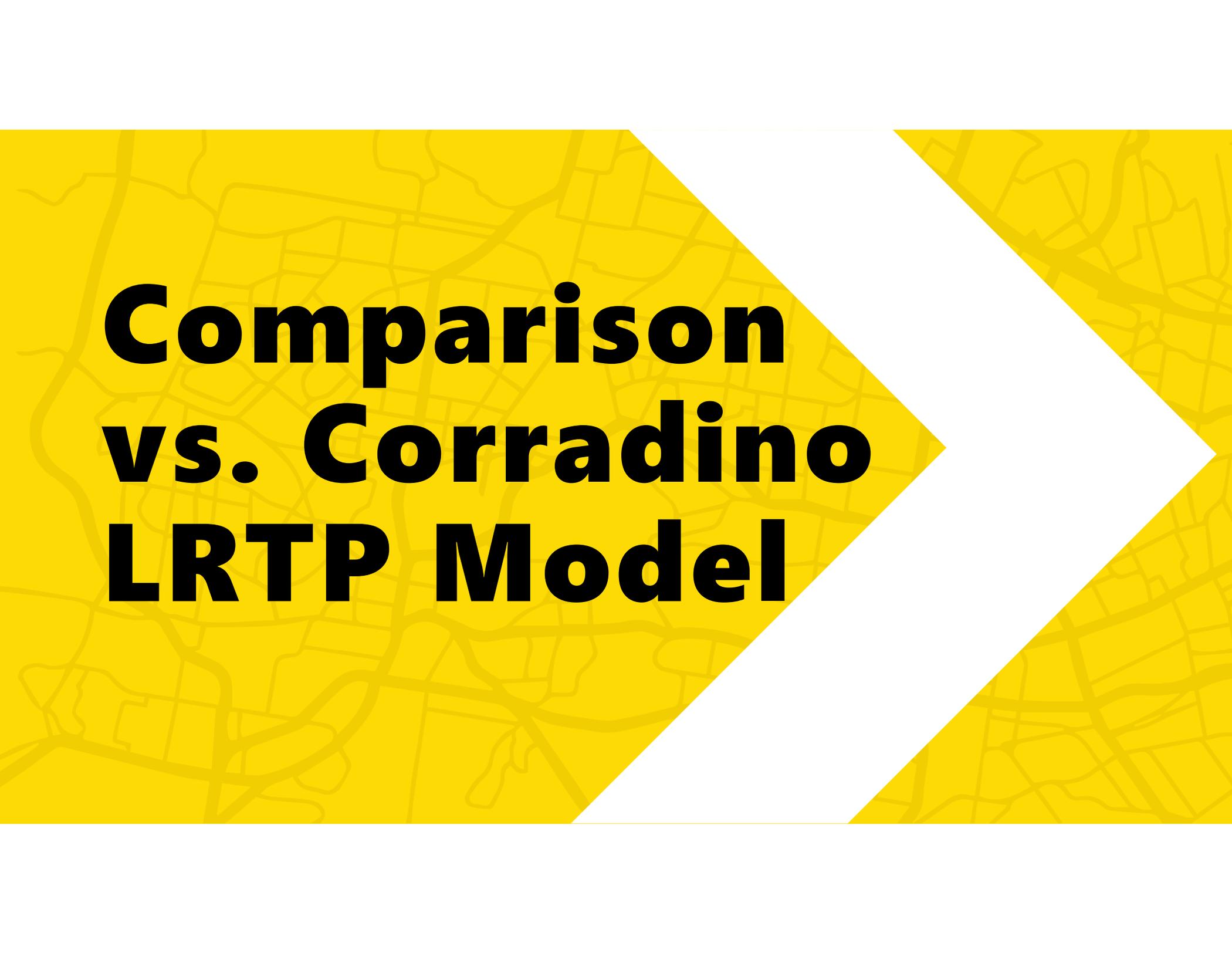
Comparison Scenario 1 & 2



- Volume Increased From NoBuild
- Volume Decreased From NoBuild
- No difference

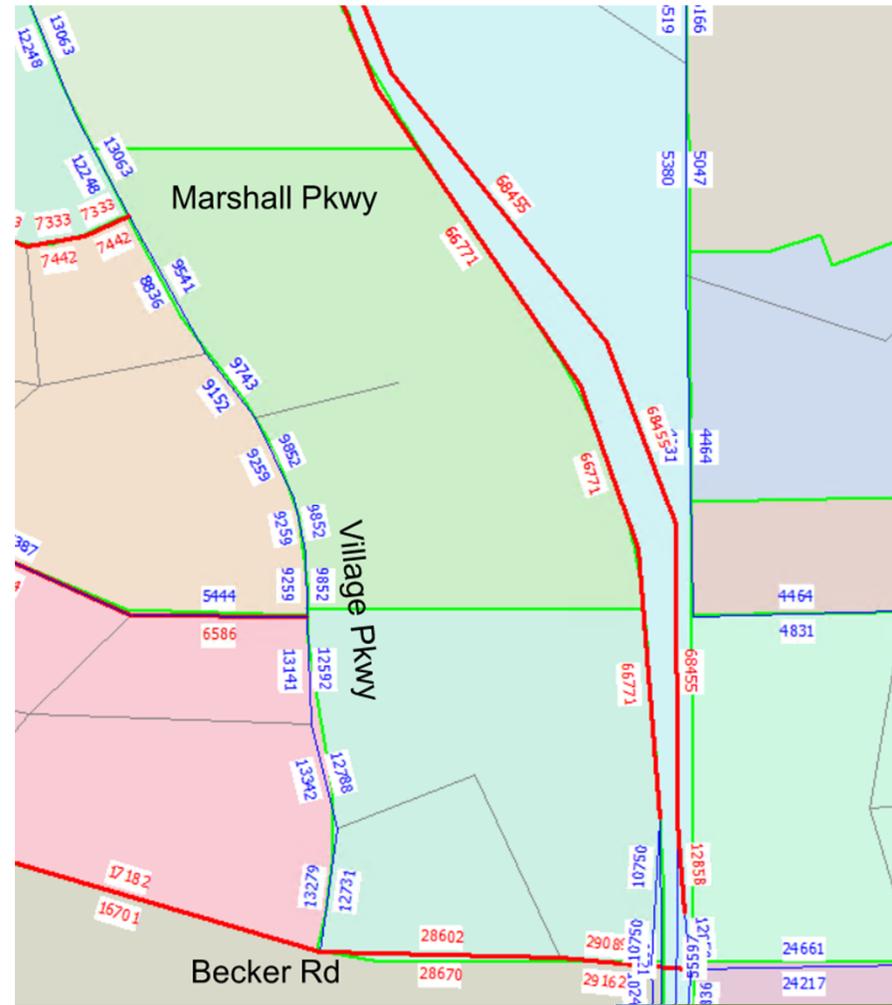
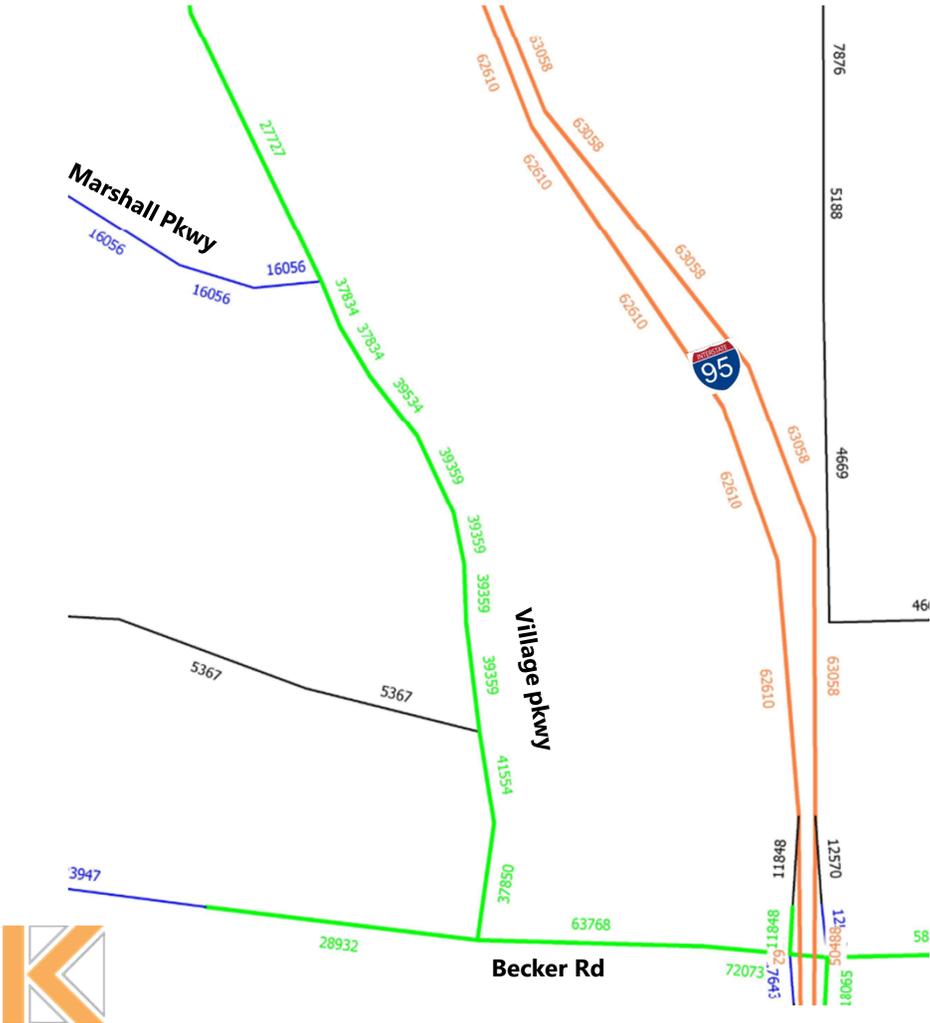
Comparison- Scenario 1 & 3



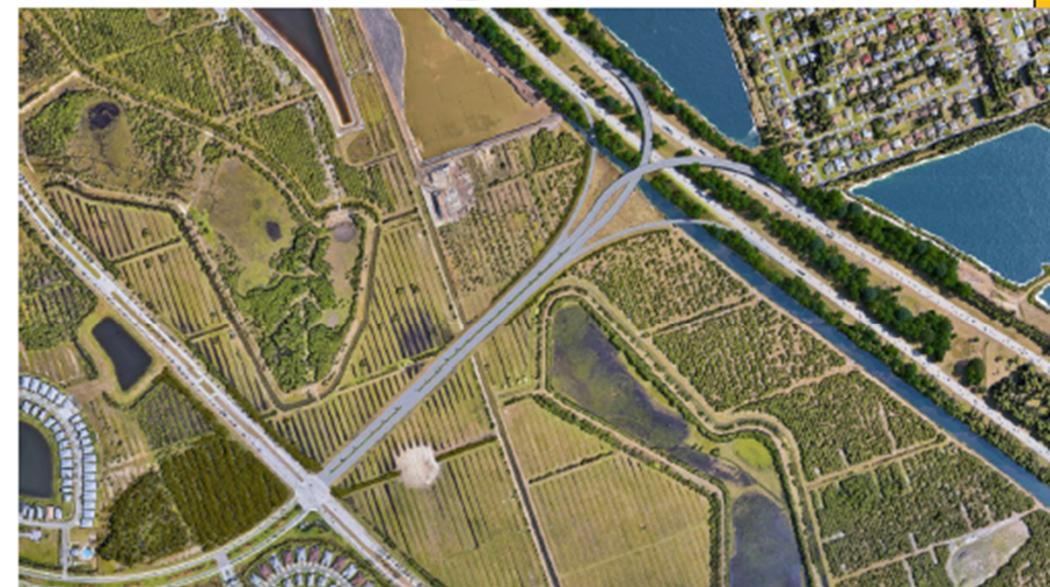


Comparison vs. Corradino LRTP Model

Scenario 1 Vs Corradino Model



T-Interchange vs Braided Interchange



T interchange

Braided Ramps

Image source: [THE CORRADINO GROUP](#)

Benefits:

- Less expensive
- Provides path for future connection to the east, if desired

Benefits:

- Less disruption/delay for vehicles and freight to north or from south
- Easier for freight

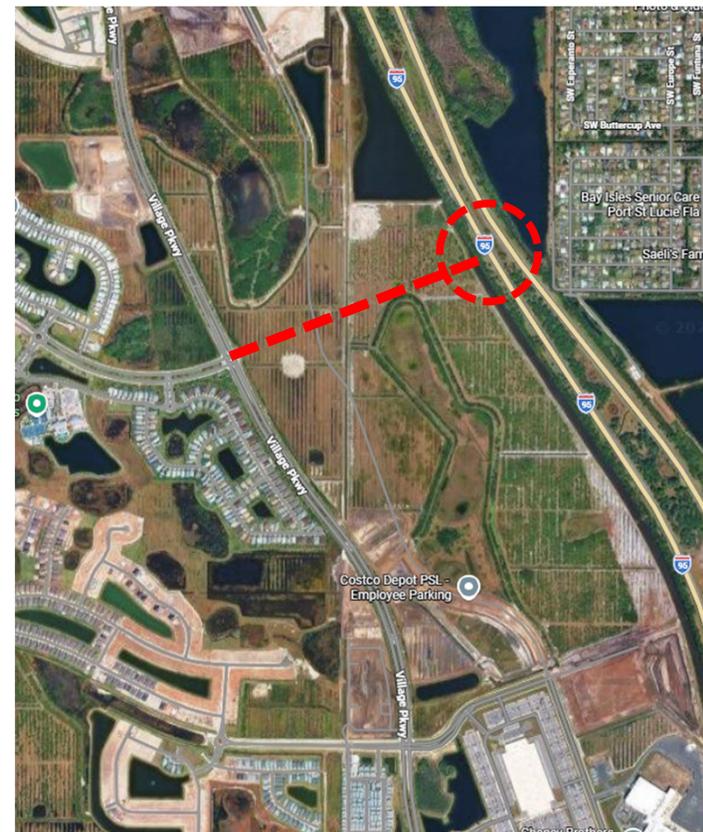




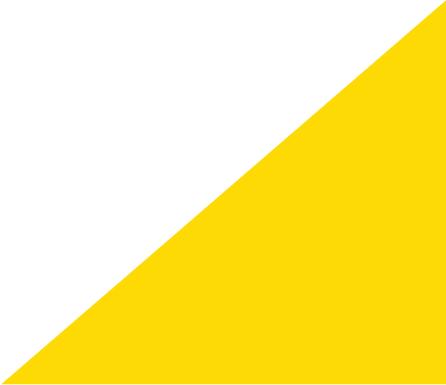
Next Steps

Summary of Findings

- Marshall Parkway interchange provides relief to Tradition interchange and Becker interchange
- Marshall Parkway between Village Parkway and I-95 will support need for 6 lanes to accommodate demand in 2050
- Marshall Parkway interchange creates induced traffic in the area between Discovery Way and Paar Drive
- Marshall Parkway interchange will provide freight traffic and alternate means than Becker to the industrial uses in Southern Grove
- Connection to/from the east would provide regional relief, but would require multiple property takings and change the character of Rosser Blvd



Next Steps

- Schedule
 - Meet with FDOT D4 to discuss results and formal IJR and PD&E programming
 - Finalize with a Summary Memo
 - Scenarios to present to District 4?
 - No Build + West Only; or
 - No Build + West Only + West & East
 - T or Braided Interchange?
 - Ensure consistency with LRTP
- 
- A yellow triangle graphic is located in the bottom right corner of the slide, pointing towards the top right.