

# MARTIN COMMERCE PARK MARTIN COUNTY, FL

## LAND USE PLAN AMENDMENT TRAFFIC ANALYSIS

**Kimley»»Horn**

November 5, 2024



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## **MARTIN COMMERCE PARK MARTIN COUNTY, FL**

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November 5, 2024  
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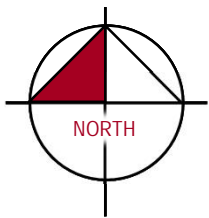
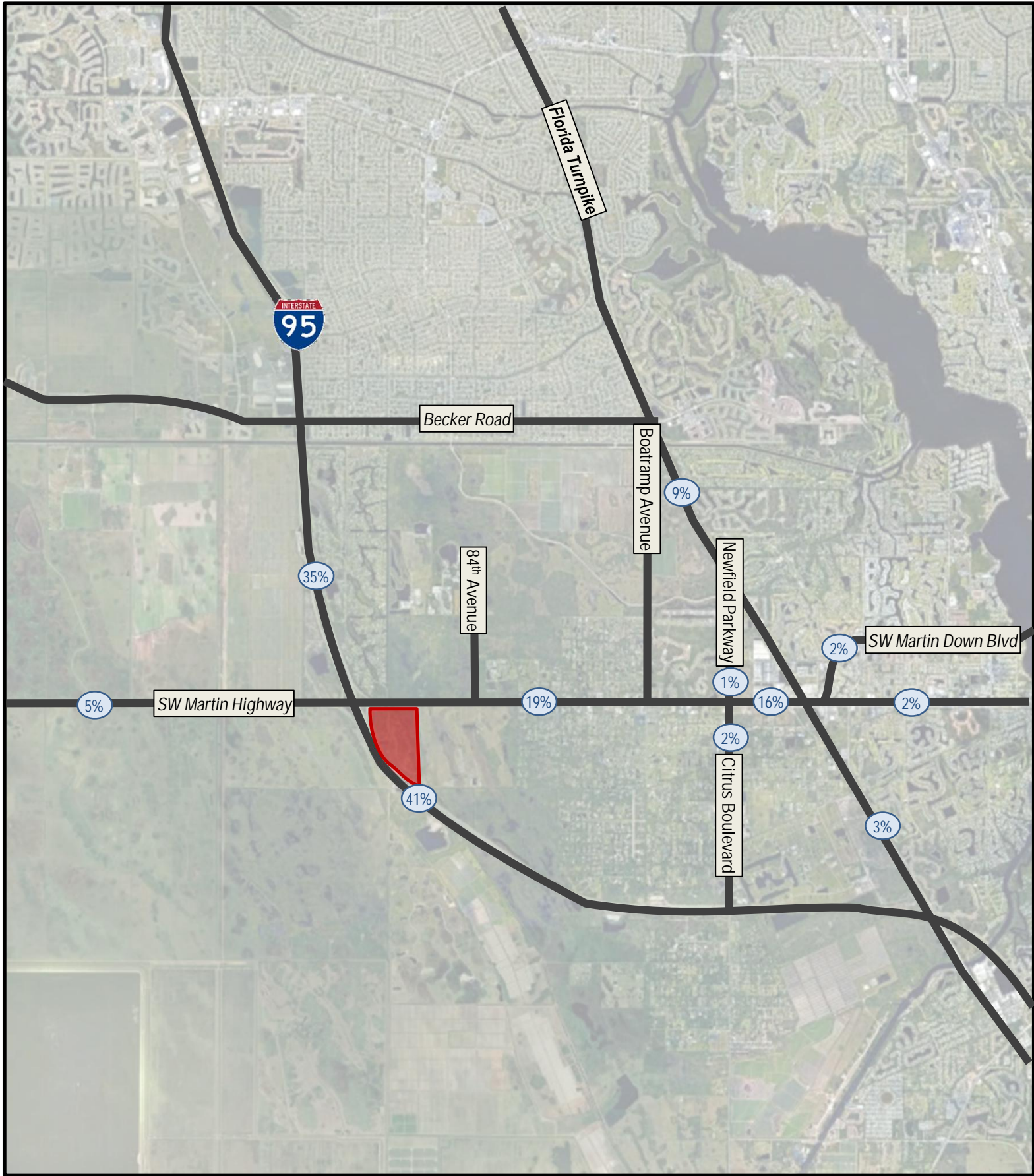
## INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to prepare a Future Land Use (FLU) Amendment traffic analysis for a 167.2-acre site located on the south side of SR 714, just east of I-95, in Martin County, Florida. **Figure 1** illustrates the location of the project site.



This report has been prepared as an update to the June 28, 2023, study prepared by O'Rourke Engineering & Planning.

The site currently has existing Future Land Use (FLU) designations of Agricultural on 36.6 acres and AG Ranchette on 136.6 acres and is proposed to be changed to Industrial. The existing FLU designations of Agricultural and AG Ranchette allow up to one (1) dwelling unit per twenty (20) acres, and one (1) dwelling unit per five (5) acres, respectively. This allows for a total of twenty-seven (27) single family dwelling units. The proposed Industrial FLU would allow for a maximum square footage of 1,100,000 SF of industrial uses.

This analysis was conducted to evaluate a five-year buildout and a long-range (2045) buildout. This report summarizes the finding of the comprehensive plan land use amendment traffic analysis.



**LEGEND**

-  Site Location
-  Traffic Assignment

**FIGURE 1**  
Martin County Commerce  
Site Location and Project Distribution

## PROJECT TRAFFIC

The project traffic volumes evaluated in this analysis are defined as the vehicle trips expected to be generated by the maximum possible site intensity, and the distribution and assignment of that traffic over the study roadway network.

### Trip Generation

The trip generation calculations are based on the trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Handbook, 11<sup>th</sup> Edition*. Trip generation calculations have been performed for the following scenarios:

#### Existing Site Development

This scenario represents the currently trip generation occurring on site. The site is currently vacant; hence, no trips are generated for current daily, AM peak hour and PM peak hour conditions.

#### Existing Future Land Use Potential Development

This scenario represents the maximum development potential for the site under the existing FLU designations of Agricultural on 36.6 acres and AG Ranchette on 136.6 acres. As shown in **Table 1**, the maximum intensity of development under the currently adopted future land use designations is 27 dwelling units. The existing FLU designation has the potential to generate 303 net external daily trips, 23 net external AM peak hour trips (6 inbound, 17 outbound), and 29 net external PM peak hour trips (18 inbound, 11 outbound).

#### Proposed Future Land Use Maximum Potential Development

This scenario represents the maximum development permitted on site under the proposed FLU designation of Industrial, which equates to 1,100,000 SF of industrial park uses. As indicated in **Table 1**, the maximum density of development allowed under the proposed FLU designation has the potential to generate 3,707 net new external daily trips, 374 net new external AM peak hour trips (303 inbound, 71 outbound), and 374 net new external PM peak hour trips (82 inbound, 292 outbound).

Because the proposed amendment for the subject site results in an overall net increase in the trip generation potential of the site on a daily, AM, and PM peak-hour basis in comparison to existing uses on site, it was necessary to determine if any of the roadway links within the project Radius of Development Influence (RDI) are expected to be significantly impacted. Roadway link analyses were conducted for the short-range (2029) and long-range (2045) scenarios consistent with the methodology outlined in Division 3 of Martin County's Land Development Regulations.

**Table 1: Trip Generation Calculations Summary**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Existing FLU Maximum Intensity</b>								
Single Family Detached	27 DU	303	23	6	17	29	18	11
	<i>Subtotal</i>	303	23	6	17	29	18	11
Driveway Volumes		303	23	6	17	29	18	11
Net New External Trips		303	23	6	17	29	18	11
<b>Proposed FLU Maximum Intensity</b>								
Industrial Park	1,100,000 ksf	3,707	374	303	71	374	82	292
	<i>Subtotal</i>	3,707	374	303	71	374	82	292
Driveway Volumes		3,707	374	303	71	374	82	292
Net New External Trips		3,707	374	303	71	374	82	292
Proposed Net External Trips-Existing Net New External Trips		3,404	351	297	54	345	64	281
Radius of Development Influence:		3 miles						
<u>Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>			<u>Pass By</u>
Industrial Park	3.37 trips/ksf	0.34 trips/ksf (81% in, 19% out)			0.34 trips/ksf (22% in, 78% out)			0.0%
Single Family Detached	$\text{Ln}(T) = 0.92 \cdot \text{Ln}(X) + 2.68$	$\text{Ln}(T) = 0.91 \cdot \text{Ln}(X) + 0.12$ (26% in, 74% out)			$\text{Ln}(T) = 0.94 \cdot \text{Ln}(X) + 0.94$ (63% in, 37% out)			0.0%



## TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to surrounding roadways within the project RDI based upon a review of the proposed roadway network to be in place at the time of buildout and its travel time characteristics. The trip distribution utilized in this analysis has been revised from the previous report prepared by O'Rourke Engineering & Planning based on comments provided by the Florida Department of Transportation (FDOT) and discussions with the County Engineer.

The daily and peak-hour trips for the project were then assigned to the surrounding roadway network proposed to be in place for each respective analysis year. **Figure 1** also illustrates the project traffic assignment to the surrounding roadway network.

## LEVEL OF SERVICE ANALYSIS

Consistent with Martin County standards, roadway segment analyses were conducted to address the traffic conditions for the short-range planning horizon (2029), and long-range planning horizon (2045) conditions on links within the RDI.

### Short-Range (Year 2029)

This analysis is based on peak hour, peak direction link service volumes published in the 2023 Martin County Roadway Level of Service Inventory Report

As stated previously, this analysis utilizes the net increase in peak-hour trip generation potential of the maximum development potential under the proposed FLU designation in comparison to traffic generated by the existing site development.

### Long-Range (Year 2045)

This analysis was conducted the 2045 cost feasible laneage published by the Martin County Metropolitan Planning Organization and the 2045 model volumes from the Treasure Coast Regional Planning Model. Consistent with the previous traffic study for this project, the analysis was conducted on a peak hour, peak directional basis.

This analysis utilizes the net increase in daily trip generation potential of the maximum development potential under the proposed FLU designation in comparison to the maximum development potential under the existing FLU.

## SHORT-RANGE (2029) PLANNING HORIZON

The maximum development under the proposed future land use is 1,100,000 square feet of Industrial Park uses. Therefore, the net increase in peak hour trip generation potential is 351 net new external AM peak hour trips (297 inbound, 54 outbound) and 345 net new external PM peak hour trips (64 inbound, 281 outbound). For the purposes of this analysis, the radius of development influence is 3 miles. Significance was determined in accordance with the two percent (2%) significance thresholds published by Martin County in Division 3, Section 5.64.C.5 of the Martin County Land Development Regulations.

### Significance Analysis

As indicated in **Table 2**, the following roadway links are projected to be significantly impacted by the proposed project according to Martin County Land Development Regulations:

- SR 714 (Martin Highway) – from I-95 to CR -76A (Citrus Boulevard) and from CR-76A (Citrus Boulevard) to Florida's Turnpike
- CR 714 (Martin Highway) – from CR-609 (Allapatah Rd) to I-95
- I-95 – from CR-713 (High Meadow Avenue) to SR 714 (Martin Highway) and from SR 714 (Martin Highway) to Becker Road

Therefore, capacity analyses were subsequently performed.

**Table 2: Short-Range (Year 2029) Peak Hour Peak Direction Significance Analysis**

ROADWAY	FROM	TO	Functional Classification	GENERAL SVC. VOLUME*	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS (297)		
							PEAK HOUR TRIPS	PEAK DIRECTION	
								PEAK HOUR	% IMPACT
CR-76A (Citrus Boulevard)	SR-714 (Martin Highway)	Port St Lucie Boulevard	C2	730	1%	o	3	0.41%	No
CR-76A (Citrus Boulevard)	CR-726	SR-714 (Martin Highway)	C2	730	2%	i	6	0.82%	No
SR-714 (Martin Highway)	I-95	Project Driveway	C3R	1,850	81%	i	241	13.03%	Yes
SR-714 (Martin Highway)	Project Driveway	CR-76A (Citrus Boulevard)	C3R	1,110	19%	o	56	5.05%	Yes
SR-714 (Martin Highway)	CR-76A (Citrus Boulevard)	Florida Turnpike	C3C	1,810	16%	o	48	2.65%	Yes
SR-714 (Martin Downs Boulevard)	Florida Turnpike	CR-713 (High Meadow Avenue)	C3C	1,810	2%	o	6	0.33%	No
SR-714 (Martin Downs Boulevard)	CR-713 (High Meadow Avenue)	Matheson Avenue	C3R	1,850	2%	o	6	0.32%	No
SR-714 (Martin Downs Boulevard)	Matheson Avenue	Mapp Road	C3R	1,850	2%	o	6	0.32%	No
CR-714 (Martin Highway)	CR-609 (Alapalah Rd)	I-95	C2	730	5%	o	15	2.05%	Yes
CR-714 (Martin Highway)	Florida Turnpike	CR-713 (High Meadow Avenue)	C3C	1,900	2%	o	6	0.32%	No
CR-714 (Martin Highway)	CR-713 (High Meadow Avenue)	Mapp Road	C3C	1,900	2%	o	6	0.32%	No
CR-713 (Highway Meadow Avenue)	I-95	CR-714 (Martin Highway)	C3C	1,125	0%	i	0	0.00%	No
CR-713 (Highway Meadow Avenue)	CR-714 (Martin Highway)	SR-714 (Martin Downs Boulevard)	C3R	1,165	0%	o	0	0.00%	No
CR-713 (Highway Meadow Avenue)	SR-714 (Martin Downs Boulevard)	Murphy Road	C3R	1,165	0%	i	0	0.00%	No
I-95	CR-713 (High Meadow Ave)	SW Martin Highway	Freeway	5,610	41%	i	122	2.17%	Yes
I-95	SW Martin Highway	SW Becker Road	Freeway	5,610	35%	o	104	1.85%	No

\* Source: Martin County 2023 Roadway Level of Service Inventory Report, with the exception of I-95 segments, which are derived from the FDOT 2023 QLOS Report

**Capacity Analysis Short Range (Year 2029)**

The future traffic volume on each roadway identified in **Table 2** to be significantly impacted by the projected traffic were evaluated based on capacities published in the 2023 Martin County Roadway Level of Service Inventory Report. Because the 2023 Martin County Roadway Level of Service Inventory Report does not publish service volumes or existing count data on I-95, the service volumes were determined using the FDOT 2023 Quality Level of Service Handbook and the existing count data was obtained from FDOT count station 2214. Growth rates on I-95 were determined based on historical AADT data published for FDOT Count Station 2214. All other growth rates were obtained from the 2023 Martin County Roadway Level of Service Inventory Report. **Table 3** provides the peak hour peak direction capacity analysis on the significantly impacted roadways.

As shown below, all significantly impacted roadway segments are projected to have sufficient capacity in through buildout in 2029 with the proposed FLU change.

**Table 3: Short-Range (Year 2029) Link Capacity Analysis-**

Roadway	From	To	Committed		Significantly Impacted?	Count Year	Count Year Traffic Volume	Committed Traffic			Utilized (Maximum) Committed Traffic	Project Traffic	2029 Total Traffic	Meets Standard ??
			Functional Classification	Service Volume				Historic Growth Rate*	Max Historic Growth or 1%	Max Historic Growth				
SR-714 (Martin Highway)	I-95	Project Driveway	C3R	1,110	Yes	2023	744	2.10%		99	99	241	1,084	Yes
SR-714 (Martin Highway)	Project Driveway	CR-76A (Cirrus Boulevard)	C3R	1,110	Yes	2023	744	2.10%	2.10%	99	99	56	899	Yes
SR-714 (Martin Highway)	CR-76A (Cirrus Boulevard)	Florida Turnpike	C3C	1,810	Yes	2023	1,175	0.80%	1.00%	72	72	48	1,295	Yes
CR-714 (Martin Highway)	CR-609 (Allapatah Rd)	I-95	C2	730	Yes	2023	333	4.60%	4.60%	103	103	15	451	Yes
I-95	CR-713 (High Meadow Ave)	SW Martin Highway	Freeway	5,610	Yes	2023	4,319	2.30%	2.30%	631	631	122	5,072	Yes

\*I-95 Growth Rate from AADT at Count Station 2214; All other Growth Rates from Martin County 2023 Roadway/LOS Inventory Report

## LONG-RANGE (2045) PLANNING HORIZON

As noted, the existing land use is vacant for the 167.2 acre-site. The maximum development under the proposed industrial land use is 1,100,000 SF of industrial park uses. Therefore, the net increase in daily trip generation potential is 3,404 daily trips compared to the maximum trips allowed under the existing FLU designation. For this analysis the radius of developmental influence is three (3) miles. Per the Martin County Land Development Code, during the long-range horizon, a link is considered significantly impacted where the net trip increase impacting roads is greater than two percent (2%).

Projected traffic volumes were provided by the Martin County Metropolitan Planning Organization (MPO) based on the 2045 model volumes generated by the Treasure Coast Regional Planning Model, which accounts for known planned development.

As shown in **Table 4**, the following roadway links are projected to be significantly impacted by the proposed project under significance determination standards:

- SR 714 (Martin Highway) from I-95 to the project access.
- SR 714 (Martin Highway) from the project access to CR-76A (Citrus Boulevard)

As shown in Table 4, these links are projected to operate acceptably under long-range 2045 conditions with the proposed FLU change.

**Table 4: Long-Range (Year 2045) Significance and Capacity Analysis**

ROADWAY	FROM	TO	Functional Classification	GENERAL SVC. VOLUME (2045 CF Lanes)	PROJECT TRIPS (3,404)				2045 VOLUMES (2045 CF Lanes)	2045 Total Volumes	Meet Standards
					PROJECT % ASSIGNMENT	DAILY TRIPS	% IMPACT	SIG?			
CR-76A (Citrus Boulevard)	SR-714 (Marlin Highway)	Port St Lucie Boulevard	C2	39,800	1%	34	0.09%	No	-	-	-
CR-76A (Citrus Boulevard)	CR-726	SR-714 (Marlin Highway)	C2	24,400	2%	68	0.28%	No	-	-	-
SR-714 (Marlin Highway)	I-95	Project Driveway	C3R	24,400	81%	2,757	11.30%	Yes	17,575	20,332	Yes
SR-714 (Marlin Highway)	Project Driveway	CR-76A (Citrus Boulevard)	C3R	24,400	19%	647	2.65%	Yes	17,575	18,222	Yes
SR-714 (Marlin Highway)	CR-76A (Citrus Boulevard)	Florida Turnpike	C3C	39,800	16%	545	1.37%	No	-	-	-
CR-714 (Marlin Highway)	Florida Turnpike	CR-713 (High Meadow Avenue)	C3C	32,400	2%	68	0.21%	No	-	-	-
CR-714 (Marlin Highway)	CR-713 (High Meadow Avenue)	Mapp Road	C3C	32,400	2%	68	0.21%	No	-	-	-
I-95	CR-713 (High Meadow Ave)	SW Marlin Highway	Freeway	86,600	41%	1,396	1.61%	No	-	-	-
I-95	SW Marlin Highway	SW Becker Road	Freeway	86,600	35%	1,191	1.38%	No	-	-	-

\* Source: Marlin County MPO 2045 Model Volumes and 2045 Cost Feasible Capacities

## CONCLUSION

The foregoing comprehensive plan traffic analysis has been conducted to evaluate the proposed future land use designation change from Agriculture and AG Ranchette to Industrial. The project is located on the south side of SR 714 (Martin Highway), just east of I-95, in Martin County, Florida. Based on the analyses conducted for each of the planning horizons (short-range and long-range), all significantly impacted links are projected to operate acceptably in 2029 and 2045 with the proposed FLU change. Therefore, the traffic associated with the proposed FLU change meets the requirements of Martin County.



**APPENDIX**

**MARTIN COUNTY 2023 ROADWAY LOS INVENTORY REPORT**

## Martin County 2023 Roadway Level of Service Inventory Report

Road Name	From	To	Context Classification	Generalized Service Capacity	2023 Average Annual Daily Traffic	2023 Peak Hour Directional Volume	2023 Generalized LOS	Avg. Annual Growth Rate
CR-707A (Jensen Beach Blvd)	Skyline Dr	Pineapple Way	C4	1790	19,136	869	C	0.5%
CR-707A (Jensen Beach Blvd)	Pineapple Wy	CR-707	C4	870	9,681	395	TCEA	2.1%
CR-708 (Bridge Rd)	SR-76	CR-711	C2	730	1,212	69	A/B	6.8%
CR-708 (Bridge Rd)	CR-711	I-95	C2	730	4,606	279	C	4.3%
CR-708 (Bridge Rd)	I-95	Powerline Ave	C2	730	10,060	657	D	2.3%
CR-708 (Bridge Rd)	Powerline Ave	SR-5	C3R	890	11,249	624	TCEA	1.6%
CR-708 (Bridge Rd)	SR-5	CR-A1A	C4	695	8,379	484	TCEA	0.5%
CR-708 (Bridge Rd)	CR-A1A	Gomez Ave	C4	695	7,845	397	TCEA	0.5%
CR-708 (Bridge Rd)	Gomez Ave	CR-707	C4	695	4,572	259	D	0.5%
CR-711 (Pratt Whitney Rd)	Palm Beach County	CR-708	C2	730	4,557	466	D	8.0%
CR-711 (Pratt Whitney Rd)	CR-708	Meadowlark Cir	C2	730	5,438	302	C	4.4%
CR-711 (Pratt Whitney Rd)	Meadowlark Cir	SR-76	C3R	1165	6,311	301	C	1.0%
CR-713 (High Meadow Ave)	I-95	CR-714	C3C	1125	14,293	1,207	E	2.1%
CR-713 (High Meadow Ave)	CR-714	SR-714	C3R	1165	9,701	514	C	0.5%
CR-713 (High Meadow Ave)	SR-714	Murphy Rd	C3R	1165	12,673	534	C	0.5%
CR-714 (Martin Hwy)	SR-710	Fox Brown Rd	C2	730	4,358	185	A/B	6.3%
CR-714 (Martin Hwy)	Fox Brown Rd	CR-609	C2	730	4,336	189	A/B	4.2%
CR-714 (Martin Hwy)	CR-609	I-95	C2	730	6,885	333	C	4.6%
CR-714 (Martin Hwy)	Florida's Turnpike	CR-713	C3C	1900	20,434	1,410	C	0.5%
CR-714 (Martin Hwy)	CR-713	Mapp Rd	C3C	1900	22,867	1,190	C	0.5%
CR-714 (Veteran's Memorial Bridge)	Mapp Rd	SR-76	C3C	1900	24,744	1,443	C	0.8%
CR-723 (Savanna Rd)	CR-707	NE 24th St	C3R	1165	8,521	391	C	0.5%

Segments with shaded LOS require additional analysis.

The peaks are: CR-713 (PM/NB), US-1 (PM/NB) and SR-714 (AM/EB)

**Martin County 2023 Roadway Level of Service Inventory Report**

Road Name	From	To	Context Classification	Generalized Service Capacity	2023 Average Annual Daily Traffic	2023 Peak Hour Directional Volume	2023 Generalized LOS	Avg. Annual Growth Rate
CR-723 (Savanna Rd)	NE 24th St	CR-707A (Jensen Beach Blvd.)	C3R	1165	9,649	437	C	0.5%
CR-726 (Citrus Blvd)	SR-710	Greenridge Ln	C2	730	3,253	187	A/B	4.0%
CR-726 (Citrus Blvd)	Greenridge Ln	CR-76A	C2	730	3,298	189	A/B	7.3%
CR-76A (Citrus Blvd.)	CR-726	SR-714	C2	730	4,663	221	A/B	2.2%
CR-76A (SW 96th St)	CR-726	Bobcat Dr	C2	730	4,677	275	C	5.0%
CR-76A (SW 96th St)	Bobcat Dr	SR-76	C3R	1165	8,959	431	C	2.6%
CR-A1A (Dixie Hwy)	SR-5	CR-708	C2	730	4,301	240	TCEA	5.9%
CR-A1A (Dixie Hwy)	CR-708	Osprey St	C3R	890	7,574	505	TCEA	0.5%
CR-A1A (Dixie Hwy)	Osprey St	Heritage Blvd	C3R	1110	7,070	386	C	1.8%
CR-A1A (Dixie Hwy)	Heritage Blvd	Cove Rd	C2	730	7,701	344	C	1.9%
CR-A1A (Dixie Hwy)	Cove Rd	Salerno Rd	C4	870	12,000	498	TCEA	0.5%
CR-A1A (Dixie Hwy)	Salerno Rd	St. Lucie Blvd	C4	870	16,817	703	TCEA	0.5%
CR-A1A (Dixie Hwy)	St Lucie Blvd	Jefferson St	C3R	890	13,746	727	C	0.5%
CR-A1A (Dixie Hwy)	Jefferson St	Indian St	C4	1790	17,816	781	TCEA	0.5%
CR-A1A (Dixie Hwy)	Indian St	SR-714	C3C	1810	16,596	858	C	0.5%
CR-A1A (Dixie Hwy)	SR-714	SE Fifth St	C4	870	6,220	346	D	0.5%
Farm Rd	Dr Martin Luther King Jr Dr	Palm Wy	C3C	855	3,396	141	C	4.8%
Fox Brown Rd	SR-710	CR-714	C2	730	425	26	A/B	5.2%
Goldenrod Rd	Britt Rd	SR-732	C3C	1810	4,960	281	C	0.8%
Goldenrod Rd	SR-732	SR-5	C3C	1125	6,621	342	C	0.5%
Goldenrod Rd	SR-5	Westmoreland Blvd	C3C	1070	4,795	245	C	0.9%
Gomez Ave	CR-708	Crossrip St	C3R	1110	3,565	156	C	0.5%

Segments with shaded LOS require additional analysis.

The peaks are: CR-713 (PM/NB), US-1 (PM/NB) and SR-714 (AM/EB)

## Martin County 2023 Roadway Level of Service Inventory Report

Road Name	From	To	Context Classification	Generalized Service Capacity	2023 Average Annual Daily Traffic	2023 Peak Hour Directional Volume	2023 Generalized LOS	Avg. Annual Growth Rate
SR-710 (Warfield Blvd)	CR-726	SR-76 (Kanner)	C2	2910	12,617	545	A/B	3.5%
SR-710 (Warfield Blvd)	SR-76	Palm Beach County	C2	2910	9,176	414	A/B	7.2%
SR-714 (Martin Hwy)	I-95	CR-76A (Citrus)	C3R	1110	14,984	744	C	2.1%
SR-714 (Martin Hwy)	CR-76A (Citrus)	Florida's Turnpike	C3C	1810	22,005	1,175	C	0.8%
SR-714 (Martin Downs Blvd)	Florida's Turnpike	CR-713	C3C	1810	21,489	940	C	0.9%
SR-714 (Martin Downs Blvd)	CR-713	Matheson Ave	C3R	1850	31,000	1,256	C	3.2%
SR-714 (Martin Downs Blvd)	Matheson Ave	Mapp Rd	C3R	1850	32,528	1,724	D	0.5%
SR-714 (Palm City Bridge)	Mapp Rd	SR-76	C3C	1900	35,988	2,131	E	0.9%
SR-714 (Monterey Rd)	SR-76	Willoughby Blvd	C3C	1810	26,408	1,198	C	4.1%
SR-714 (Monterey Rd)	Willoughby Blvd	Monterey Extension	C3C	1810	25,813	1,310	C	1.1%
SR-714 (Monterey Rd)	Monterey Extension	SR-5	C3C	1900	18,812	874	C	0.9%
SR-714 (Monterey Rd)	SR-5	CR-A1A	C3C	1900	20,071	1,264	C	0.5%
SR-714 (Monterey Rd)	CR-A1A	SR-A1A	C3C	1810	19,912	894	C	0.6%
SR-732 (Causeway Blvd)	CR-707	SR-A1A	C3R	1110	13,568	762	C	1.8%
SR-732 (Jensen Beach Blvd)	SR-5	Green River Pkwy	C3R	1850	24,707	1,334	C	0.5%
SR-732 (Jensen Beach Blvd)	Green River Pkwy	CR-723	C3R	1945	24,777	1,156	C	1.0%
SR-76 (Kanner Hwy)	SR-15	SR-710	C2	730	2,170	101	A/B	0.5%
SR-76 (Kanner Hwy)	SR-710	CR-708	C2	730	3,653	183	A/B	1.7%
SR-76 (Kanner Hwy)	CR-708	Waterside	C2	730	4,251	231	A/B	8.0%
SR-76 (Kanner Hwy)	Waterside	CR-711/CR-76A	C3C	1900	4,251	231	C	8.0%
SR-76 (Kanner Hwy)	CR-711/CR76A	Locks Rd	C3R	1945	14,335	889	C	1.7%
SR-76 (Kanner Hwy)	Locks Rd	Jack James	C3C	1900	19,442	930	C	0.5%

Segments with shaded LOS require additional analysis.

The peaks are: CR-713 (PM/NB), US-1 (PM/NB) and SR-714 (AM/EB)

**2045 MODEL VOLUMES**

Guerra, Stephanie (Kinlen)

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Subject: FW: 2045

---

From: Vikas Jain <vikas.jain@tylin.com>  
Sent: Monday, November 4, 2024 3:04 PM  
To: Ricardo Vazquez <rvazquez@martin.fl.us>  
Cc: Beth Beltran <bbeltran@martin.fl.us>  
Subject: RE: 2045

Hi Ricardo,

See Wu's detailed response with the rationale behind the requested numbers.

Best,  
Vikas

-----  
We tried to figure out how the numbers in the table were developed so we could use the same methodology to estimate the capacities and daily volumes for the I-95 and Turnpike segments. We were able to determine that the "Generalized Service Capacity" was based the 2013 FDOT LOS table (as shown in the "Notes" column we added to the table), but we could not figure out how the "Projected 2045 Daily Volumes" were developed. We compared them with the model volumes in the TCRPM 5.1 (as shown in the Column "TCRPM 5.1 2045 Volume" we added to the table), and they don't match. At this point, both the capacities and daily volumes seem to be outdated.

We did further research on the capacities and volumes for I-95 and Turnpike and provided estimates for the segments. The capacities are based on the LOS C (Transitioning) and LOS D (Urban) capacities for Limited Access (Urbanized) facilities in the 2023 Multimodal Quality/Level of Service Handbook . The 2045 AADT on I-95 are obtained from the pre-PD&E study of I-95 from Indiantown Road to SR-70. These volumes are also consistent with FDOT Central Office 2024 LOS Table. The 2045 AADT on Florida's Turnpike are obtained from FDOT Central Office 2024 LOS Table.

Road Name	From	To	Generalized Service Capacity	Projected 2045 Daily Volume	TCRPM 5.1 2045 Volume	Notes
Citrus Blvd	CR-714 (Martin Hwy)	Port St. Lucie Blvd	39,800	4,890	18,624	The LOS capacity is from FDOT 2013 LOS Table (urban class I 4-lane Arterial)
CR-714 (Martin Hwy)	CR-609	I-95	14,300	14,200	7,597	The LOS capacity is from FDOT 2013 LOS Table (Rural undeveloped 2-lane undivided highway).
CR-714 (Martin Hwy)	Florida's Turnpike	CR-713	32,400	27,770	34,206	The LOS capacity is from FDOT 2013 LOS Table. (urban class II 4-lane Arterial)
CR-714 (Martin Hwy)	CR-713	Berry Ave	32,400	20,760	27,585	The LOS capacity is from FDOT 2013 LOS Table. (urban class II 4-lane Arterial)
CR-726 (Citrus Blvd)	Greenridge Ln	CR-76A	14,300	3,740	4,015	The LOS capacity is from FDOT 2013 LOS Table (Rural undeveloped 2-lane undivided highway).
CR-76A (Citrus Blvd.)	CR-726	SR-714	24,400	5,260	7,432	The LOS capacity is from FDOT 2013 LOS Table (Transition 2-lane undivided highway).
SR-714 (Martin Hwy)	I-95	CR-76A (Citrus)	24,400	21,540	17,575	The LOS capacity is from FDOT 2013 LOS Table (Transition 2-lane undivided highway).

SR-714 (Martin Hwy)	CR-76A (Citrus)	Florida's Turnpike	39,800	31,050	40,223	The LOS target is from FDOT 2013 LOS Table (urban class I 4-lane Arterial)
Interstate 95	CR-713 (High Meadow Ave)	SR-714 (Martin Hwy)	86,600	104,100	104,558	
Interstate 95	SR-714 (Martin Hwy)	Becker Rd	86,600	117,000	117,955	
Florida's Turnpike	Exit 116 (Indiantown Rd)	Exit 133 (Martin Downs Blvd)	59,000	85,300	60,911	
Florida's Turnpike	Exit 133 (Martin Downs Blvd)	Exit 138 (Becker Rd)	82,200	95,100	69,225	

Please let me know if you have any questions.

Thanks!

Wu

-----



**FDOT PEAK HOUR VOLUMES AND AADT**

COUNTY: 89  
 STATION: 2214  
 DESCRIPTION: SR 9/I-95 - S OF SR 714/MARTIN HIGHWAY  
 START DATE: 05/10/2023  
 START TIME: 1200

TIME	DIRECTION: N				DIRECTION: S				COMBINED TOTAL		
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	120	133	97	94	444	64	59	63	54	240	684
0100	72	76	54	48	250	53	45	57	43	198	448
0200	58	40	58	39	195	60	53	58	70	241	436
0300	49	45	59	51	204	66	93	105	118	382	586
0400	47	66	63	78	254	134	192	196	248	770	1024
0500	84	122	158	190	554	329	403	423	594	1749	2303
0600	191	315	424	440	1370	743	825	876	1030	3474	4844
0700	409	421	520	464	1814	1079	1147	1063	859	4148	5962
0800	481	450	445	377	1753	830	778	806	640	3054	4807
0900	404	470	444	426	1744	609	601	564	529	2303	4047
1000	447	482	492	439	1860	474	564	523	497	2058	3918
1100	465	440	512	480	1897	496	496	461	527	1980	3877
1200	481	466	496	475	1918	415	454	462	481	1812	3730
1300	500	492	478	508	1978	501	462	474	490	1927	3905
1400	576	532	614	623	2345	478	500	505	430	1913	4258
1500	676	734	819	933	3162	479	457	481	566	1983	5145
1600	872	919	976	998	3765	567	537	535	532	2171	5936
1700	951	1048	1035	887	3921	499	501	504	470	1974	5895
1800	816	689	690	588	2783	428	409	384	312	1533	4316
1900	523	505	453	428	1909	294	300	295	242	1131	3040
2000	418	389	380	351	1538	263	245	236	186	930	2468
2100	352	303	315	269	1239	181	197	174	152	704	1943
2200	197	233	205	200	835	140	126	131	132	529	1364
2300	179	189	165	136	669	115	102	76	72	365	1034
24-HOUR TOTALS:					38401					37569	75970

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S	
	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1915	645	4319
P.M.	1645	4032	1545	2205
DAILY	1645	4032	645	4319

COMBINED DIRECTIONS

HOUR	VOLUME
645	6109
1645	6068
645	6109

TRUCK PERCENTAGE 13.09 13.39 13.24

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	45	25269	8057	278	1936	277	29	352	2045	26	47	38	0	0	2	5028	38401
S	32	26715	5792	235	1546	203	83	503	2296	48	53	58	4	0	1	5029	37569

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 89 - MARTIN

SITE: 2214 - SR 9/I-95 - S OF SR 714/MARTIN HIGHWAY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	74500 C	N 37500	S 37000	10.50	60.70	13.40
2022	81000 C	N 40500	S 40500	10.50	59.90	12.00
2021	46500 F	N 16500	S 30000	10.50	60.00	5.10
2020	45000 C	N 16000	S 29000	10.50	62.80	5.10
2019	60500 C	N 30000	S 30500	10.50	62.80	12.70
2018	63000 C	N 31500	S 31500	9.50	62.20	12.70
2017	36900 C	N 8900	S 28000	9.50	62.40	11.60
2016	57000 C	N 28000	S 29000	9.00	63.40	15.30
2015	51500 C	N 25500	S 26000	9.00	63.50	14.10
2014	46500 C	N 23500	S 23000	9.00	63.60	12.90
2013	48500 C	N 25500	S 23000	9.00	63.90	15.20
2012	48500 C	N 24500	S 24000	9.00	62.60	14.80
2011	39000 C	N 19000	S 20000	9.00	60.70	14.80
2010	50000 C	N 24500	S 25500	9.16	61.95	12.30
2009	48000 C	N 24000	S 24000	9.00	65.48	9.80
2008	46500 C	N 23500	S 23000	9.03	64.00	15.30

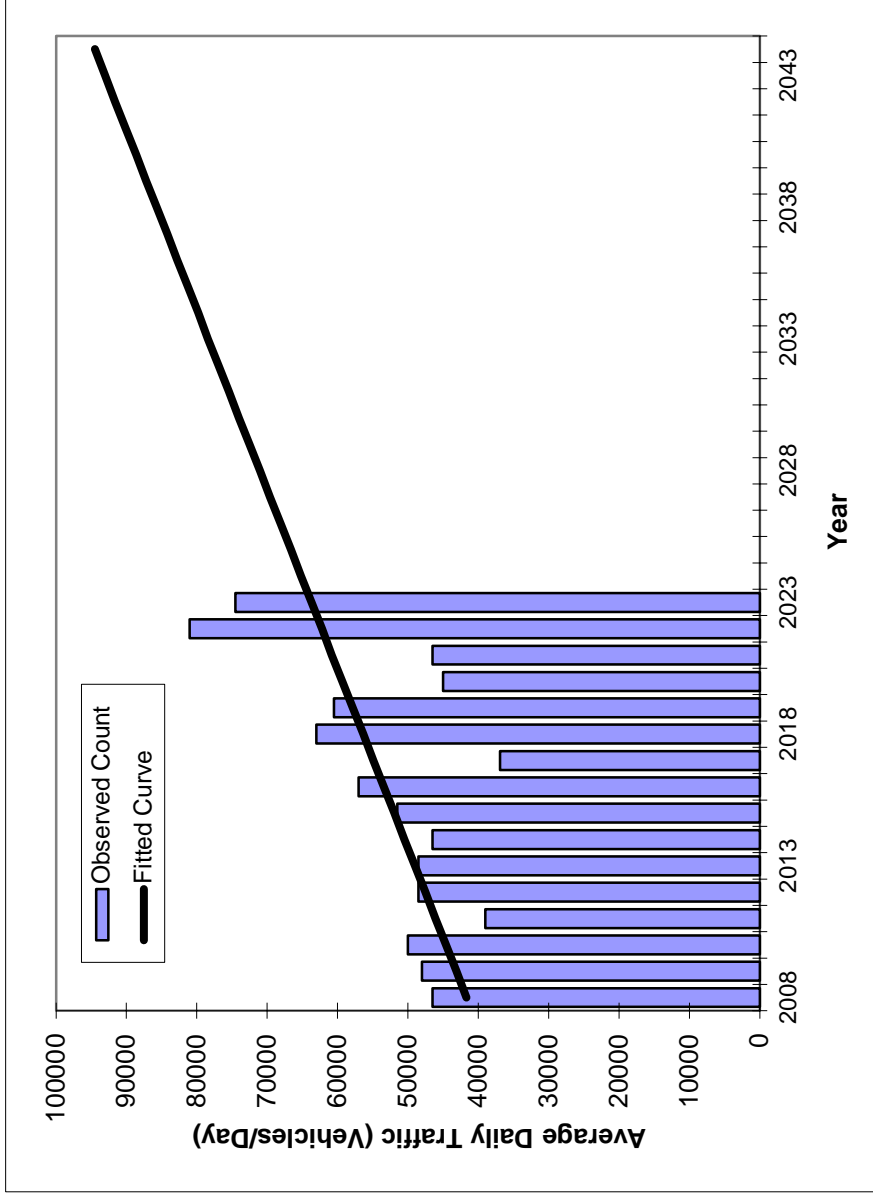
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## I-95 GROWTH RATE CALCULATIONS

# TRAFFIC TRENDS

## I-95 -- S of SR 714/Martin Hwy

<b>County:</b>	Martin
<b>Station #:</b>	2214
<b>Highway:</b>	I-95



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	46500	41700
2009	48000	43100
2010	50000	44600
2011	39000	46100
2012	48500	47500
2013	48500	49000
2014	46500	50500
2015	51500	51900
2016	57000	53400
2017	36900	54900
2018	63000	56300
2019	60500	57800
2020	45000	59300
2021	46500	60800
2022	81000	62200
2023	74500	63700
<b>2029 Opening Year Trend</b>		
2029	N/A	72500
<b>2037 Mid-Year Trend</b>		
2037	N/A	84200
<b>2045 Design Year Trend</b>		
2045	N/A	96000
<b>TRANPLAN Forecasts/Trends</b>		

**\*\* Annual Trend Increase:** 1,467  
**Trend R-squared:** 34.2%  
**Trend Annual Historic Growth Rate:** 3.52%  
**Trend Growth Rate (2023 to Design Year):** 2.30%  
 Printed: 4-Nov-24

**Straight Line Growth Option**

\*Axle-Adjusted

**FDOT 2023 QLOS HANDBOOK EXCERPT**

# Limited Access

## Freeway Generalized Service Volume Tables

### Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

(Core Urbanized)

### Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

(Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

(Transitioning)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

(Rural)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

### AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

### Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000  
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800  
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000  
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

**MARTIN MPO 2045 COST FEASIBLE PLANS  
AND ROADWAY NEEDS**



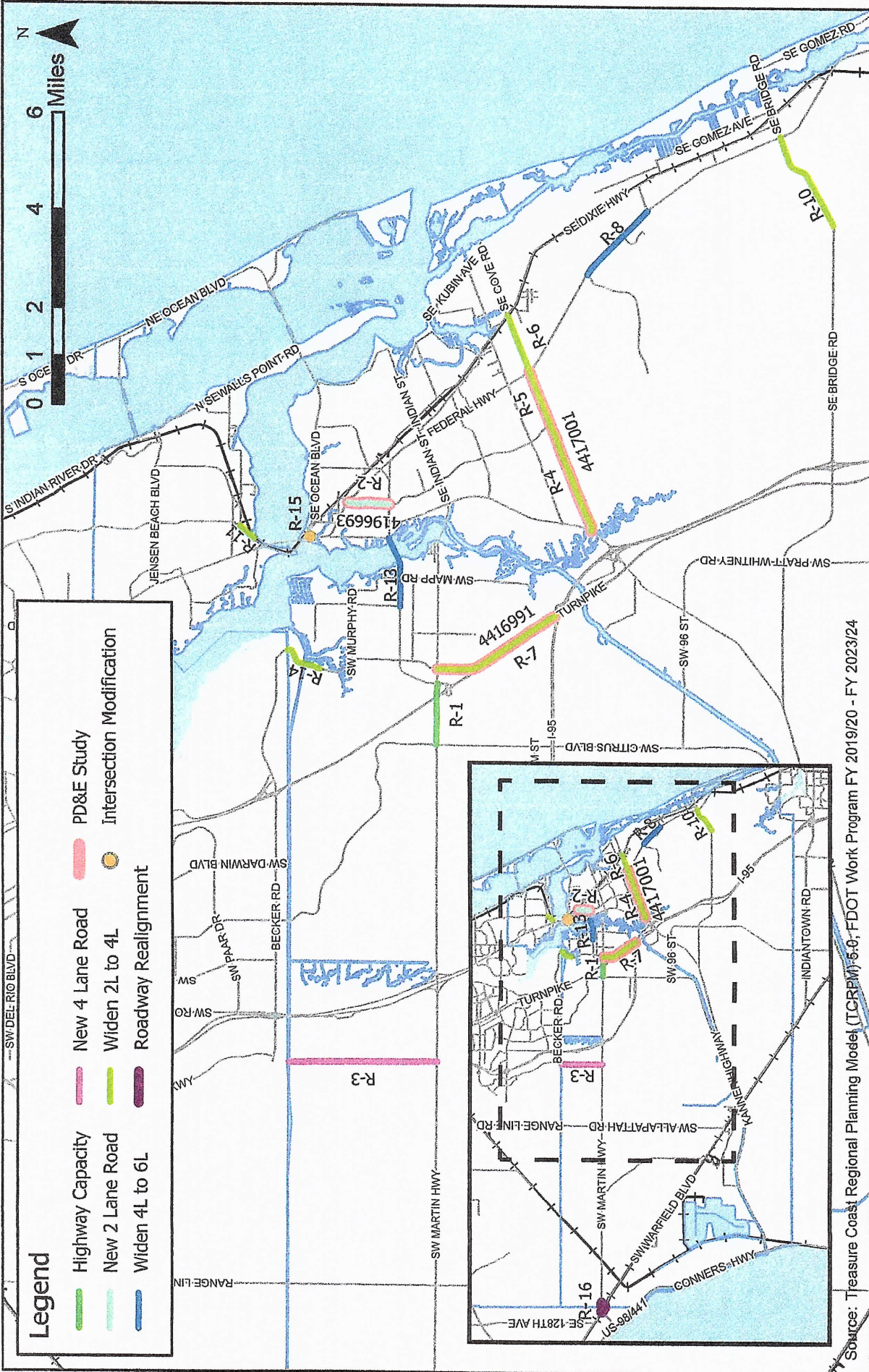
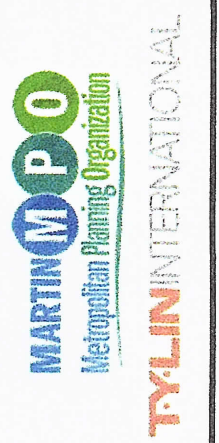


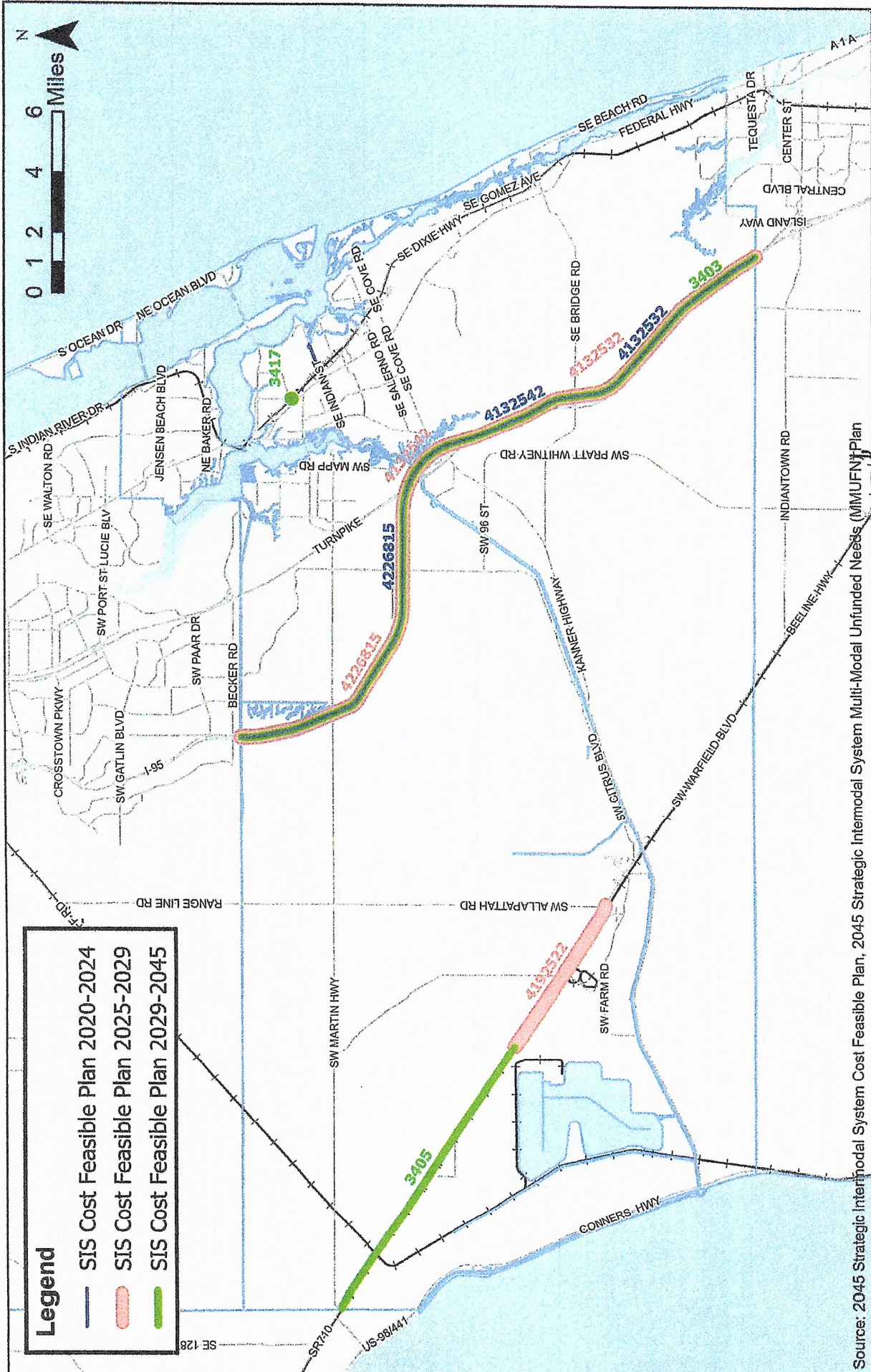
Figure 7-3

# 2045 Cost Feasible Plan

## Roadways

### Martin County





**Legend**

- SIS Cost Feasible Plan 2020-2024
- SIS Cost Feasible Plan 2025-2029
- SIS Cost Feasible Plan 2029-2045

Source: 2045 Strategic Intermodal System Cost Feasible Plan, 2045 Strategic Intermodal System Multi-Modal Unfunded Needs (MIMUFN) Plan

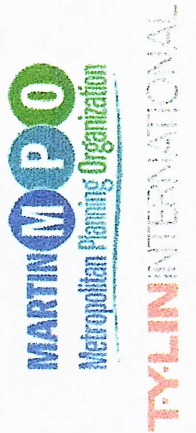


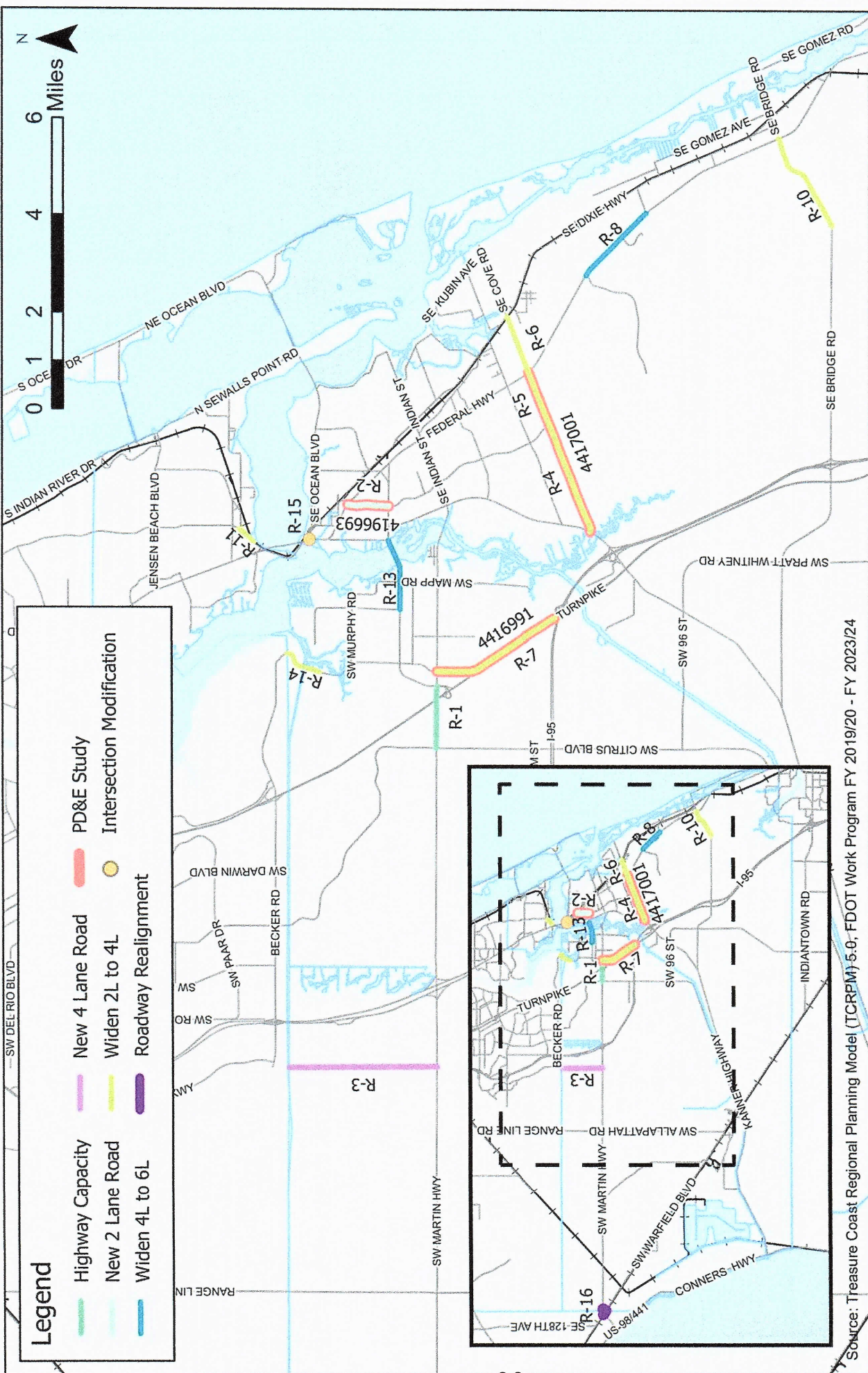
Figure 7-4

# 2045 Cost Feasible Plan

## Strategic Intermodal System Projects

Martin County





Source: Treasure Coast Regional Planning Model (TCRPM) 5.0; FDOT Work Program FY 2019/20 - FY 2023/24



# 2045 Cost Feasible Plan

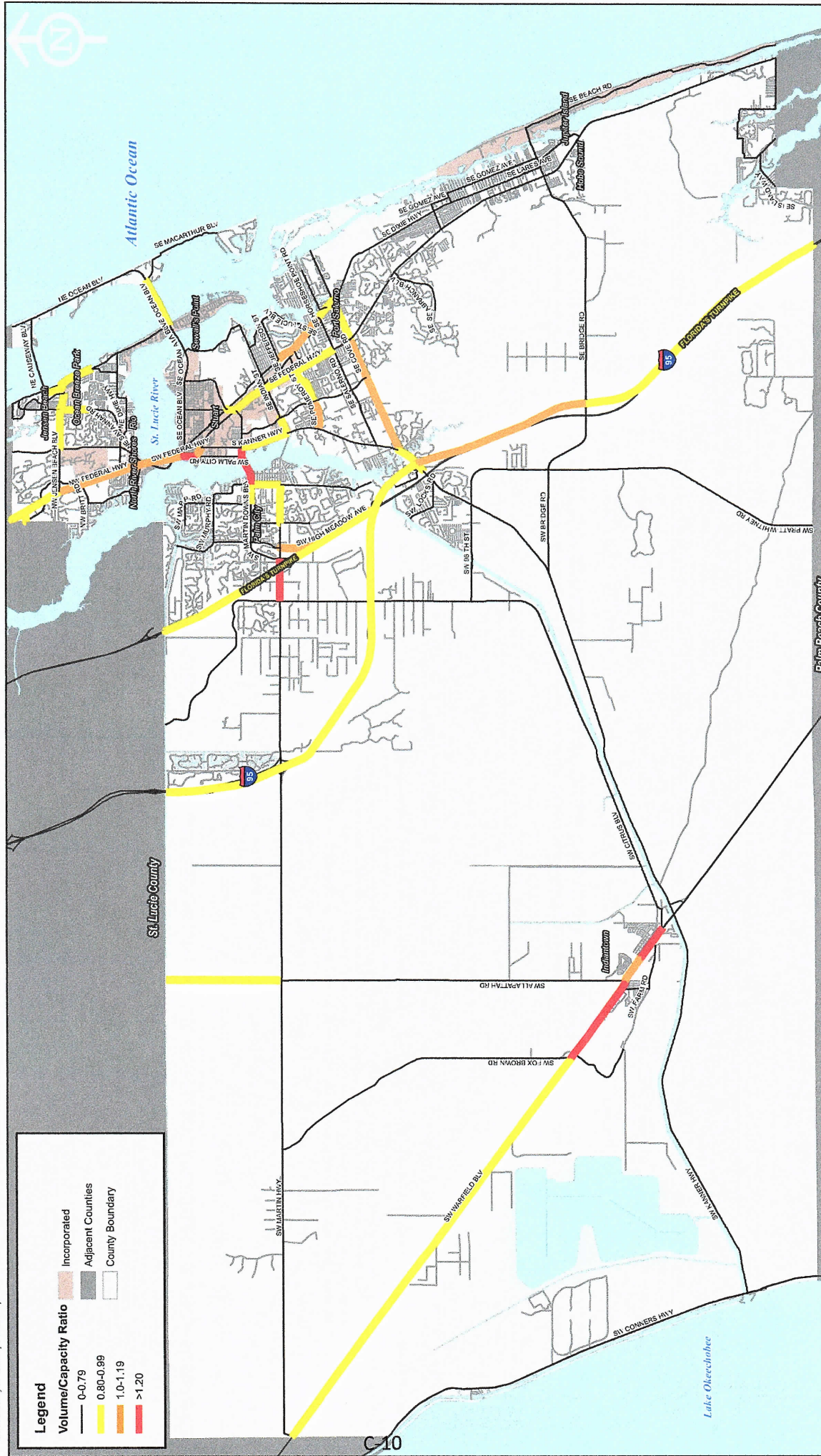
## Roadways

### Martin County

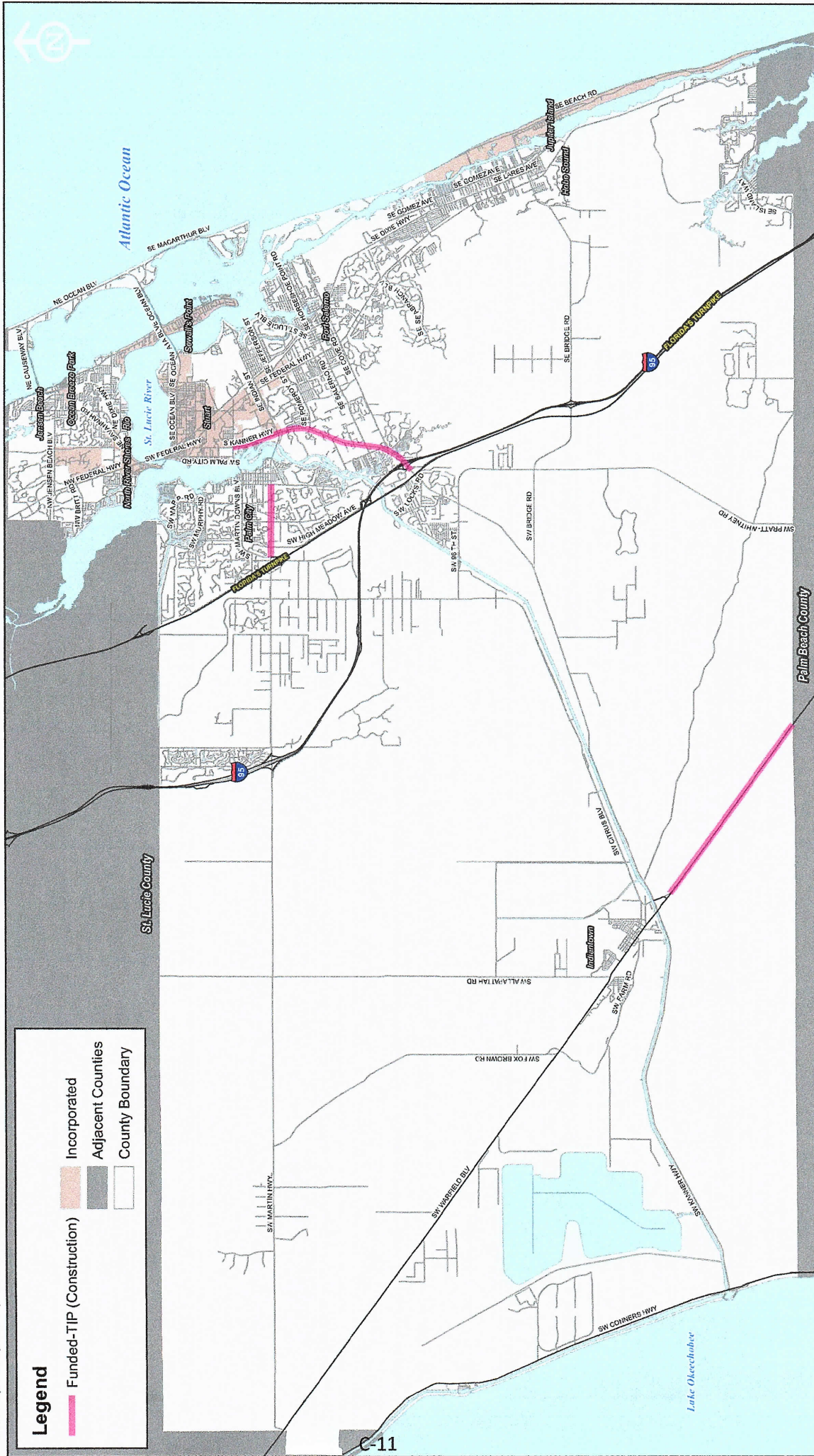


Figure 7-3

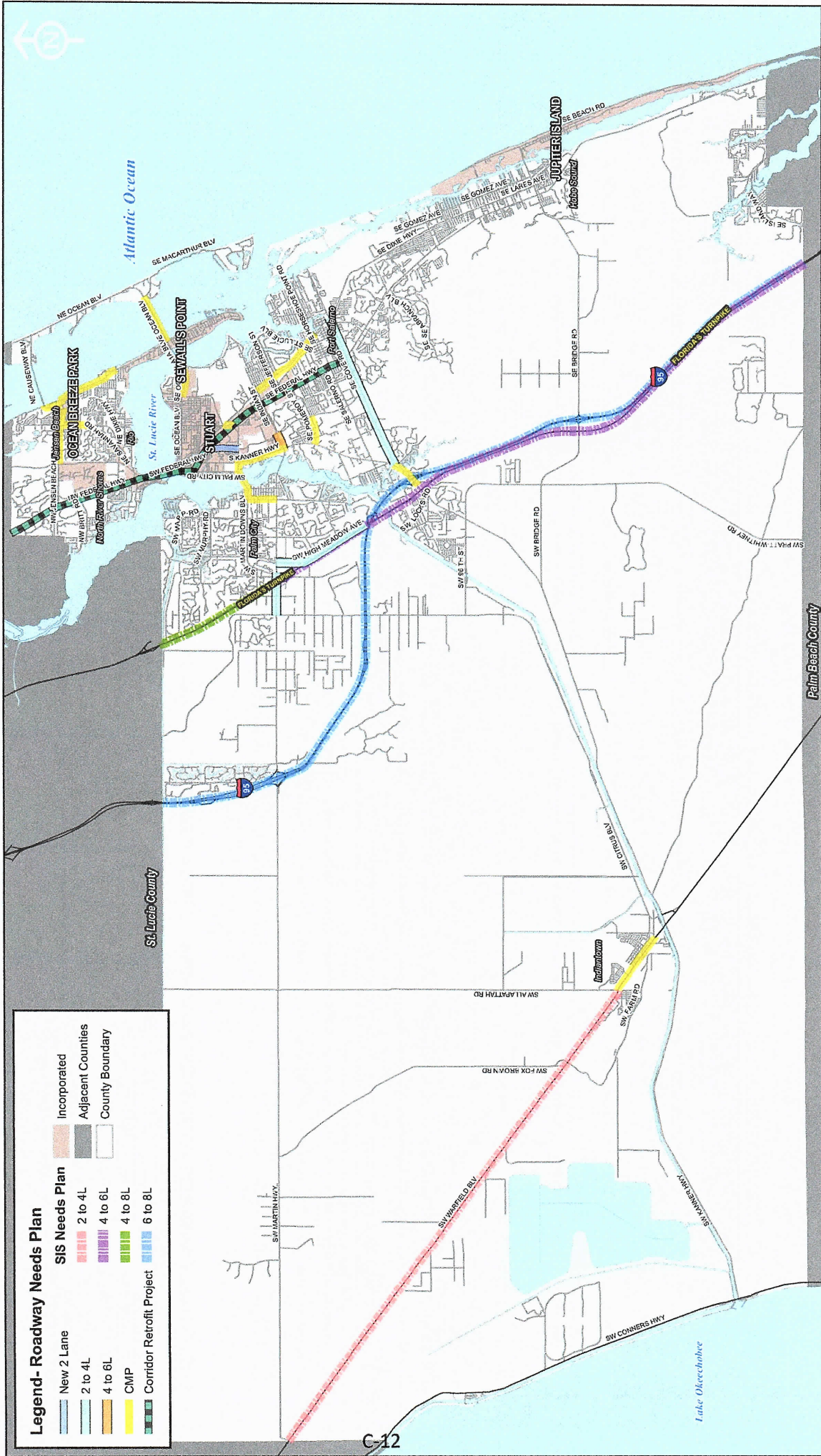
Figure 6-1. Roadway Deficiencies



**Figure 7-1. Funded Transportation Improvement Program Projects**



**Figure 7-2. Roadway Needs Plan**



Legend- Roadway Needs Plan	
	New 2 Lane
	2 to 4L
	4 to 6L
	4 to 8L
	6 to 8L
	CMP
	Corridor Retrofit Project
	Incorporated
	Adjacent Counties
	County Boundary

due to lack of local funds that could be used to leverage funds from the FDOT's Transit Program.

**Table 7-2: 2045 Cost Feasible Plan Summary**

Category	Year of Expenditure (YOE)				25-Year Total	20-Year Total
	2021-2025	2026-2030	2031-2035	2036-2045	2021-2045	2026-2045
<b>Transit</b>						
<i>Transit Operating Cost*</i>		\$15,321,131	\$18,017,650	\$47,556,791	\$80,895,573	\$80,895,573
<i>Transit Capital Cost</i>		\$5,269,796	\$4,057,466	\$10,115,598	\$19,442,861	\$19,442,861
Highway/Roadway (non Strategic Intermodal System (SIS))	\$47,082,871	\$72,209,426	\$76,010,115	\$225,488,290	\$420,790,702	\$373,707,891
Strategic Intermodal System (SIS)**	\$7,759,000	\$0	\$12,100,000	\$506,811,000	\$526,670,000	\$518,911,000
Freight <sup>2</sup>	\$2,907,683	\$0	\$10,000,000	\$13,337,000	\$26,244,683	\$23,337,000
Transportation System Management & Operations (TSM&O) <sup>3</sup>		\$30,090,585	\$20,432,716	\$18,643,258	\$69,166,559	\$69,166,559
Other (Park-and-Ride, Non-Motorized Grade Separation)		\$6,028,750	\$0	\$0	\$6,028,750	\$6,028,750
<b>Water Based Transportation</b>						
<i>Operating Cost*</i>		\$0	\$0	\$0	\$0	\$0
<i>Capital Cost</i>		\$0	\$0	\$0	\$0	\$0
Complete Streets <sup>4</sup>						
Non-Motorized Projects <sup>4</sup>	\$0	\$14,105,829	\$14,180,205	\$66,814,511	\$95,100,545	\$95,100,545
Aviation <sup>5</sup>		\$3,962,500	\$0	\$0	\$3,962,500	\$3,962,500
Other Transportation Improvement Plan (TIP) Projects	\$74,358,507	\$0	\$0	\$0	\$0	\$0
<i>Capacity Projects (non SIS)</i>	\$12,312	\$0	\$0	\$0	\$0	\$0
<i>Non-Capacity Projects</i>	\$72,142,600	\$0	\$0	\$0	\$0	\$0
<i>Planning (PL Funds)</i>	\$2,203,595	\$0	\$0	\$0	\$0	\$0
<b>Total Cost</b>	<b>\$129,200,378</b>	<b>\$146,988,018</b>	<b>\$144,798,152</b>	<b>\$875,429,449</b>	<b>\$1,222,057,490</b>	<b>\$1,167,215,619</b>
Strategic Intermodal System (SIS)**	\$7,759,000	\$0	\$12,100,000	\$506,811,000	\$526,670,000	\$518,911,000
Transit Operating Cost*	\$0	\$15,321,131	\$18,017,650	\$47,556,791	\$80,895,573	\$80,895,573
Water Based Transportation (Operating Cost) <sup>3</sup>	\$0	\$0	\$0	\$0	\$0	\$0
Capital Project Cost (all modes)	\$121,441,378	\$131,666,886	\$114,680,502	\$321,061,658	\$614,491,917	\$567,469,046

**Notes**

\* Operating cost includes total cost for the entire 5-year or 10-year period in Year of Expenditure (YOE) dollars. The 25-year total does not include transit operating funds included in the FY 2021-2025 Transportation Improvement Program (TIP).

\*\* Project costs are based on SIS First and Second Five-Year Plans, July 2020 and SIS Long Range Cost Feasible Plan, July 2018.

<sup>1</sup> Time band includes funds "as programmed" in the FY 2021-2025 Transportation Improvement Program (TIP). Includes funds for transit, aviation, and Districtwide maintenance projects.

<sup>2</sup> All freight projects are included in the Strategic Intermodal System (SIS) category except \$157,683 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant in the 5-year increment, 2021-2025.

<sup>3</sup> Funds "set-aside" for Transportation System Management & Operations (TSM&O) improvements.

<sup>4</sup> Funds "set-aside" for Complete streets and non-motorized projects. Additional funds may be available through maintenance projects and discretionary grants.

<sup>5</sup> Florida Department of Transportation (FDOT) share is limited to 80% of the project cost.

**PLAT AND SURVEY FOR PROJECT SITE**



LEGAL DESCRIPTION

BK 17 Pg 25 1 of 5

A PORTION OF THE FOLLOWING DESCRIBED PARCEL: A PARCEL OF LAND LYING IN SECTION 24, TOWNSHIP 38 SOUTH, RANGE 39 EAST AND SECTION 19, TOWNSHIP 38 SOUTH, RANGE 40 EAST, BEING A PORTION OF THE FOLLOWING DESCRIBED "PARENT PARCEL" (PER ORB 737 PG 1099 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA):

A PORTION OF SECTION 24, TOWNSHIP 38 SOUTH, RANGE 39 EAST, TOGETHER WITH A PORTION OF SECTION 19, TOWNSHIP 38 SOUTH, RANGE 40 EAST IN MARTIN COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 19; THENCE SOUTH 89°51'05" EAST ALONG THE NORTH LINE OF SAID SECTION 19 [BEING THE BASIS OF BEARING] FOR 955.88 FEET; THENCE SOUTH 00°08'55" WEST FOR 100.00 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL OF LAND;

THENCE SOUTH 89°51'05" EAST ALONG A LINE THAT IS 100.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SECTION 19 FOR 795.84 FEET; THENCE SOUTH 00°06'40" EAST ALONG A LINE THAT IS 1751.29 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SECTION 19 FOR 5208.12 FEET; THENCE NORTH 55°42'25" WEST FOR 1479.97 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY ALONG A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 3100.04 FEET AND A DELTA ANGLE OF 35°06'40" FOR AN ARC LENGTH OF 1899.72 FEET TO A POINT OF TANGENCY; THENCE NORTH 20°35'45" WEST FOR 1137.69 FEET; THENCE NORTH 16°35'45" WEST FOR 518.74 FEET; THENCE NORTH 10°08'04" WEST FOR 301.22 FEET; THENCE NORTH 02°47'17" EAST FOR 300.47 FEET; THENCE NORTH 09°14'57" EAST FOR 160.18 FEET; THENCE NORTH 11°59'50" EAST FOR 248.03 FEET; THENCE NORTH 49°16'10" EAST FOR 261.62 FEET; THENCE NORTH 86°32'30" EAST FOR 628.69 FEET; THENCE NORTH 88°49'57" EAST FOR 10.00 FEET; THENCE SOUTH 24°18'10" EAST FOR 708.87 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 24; THENCE NORTH 31°31'52" EAST FOR 716.93 FEET; THENCE NORTH 85°00'20" EAST FOR 377.89 FEET; THENCE NORTH 00°08'56" EAST FOR 121.80 FEET; THENCE NORTH 85°00'20" EAST FOR 203.02 FEET TO THE POINT OF BEGINNING (THE LAST 16 MENTIONED COURSES BEING COINCIDENT WITH THE RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (I-95), ALL LYING IN MARTIN COUNTY, FLORIDA);

SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 19; THENCE SOUTH 00°07'20" EAST ALONG THE WEST LINE OF SAID SECTION 19 [BEING THE BASIS OF BEARING] FOR 86.05 FEET TO THE NORTHEAST CORNER OF SAID SECTION 24; THENCE CONTINUE SOUTH 00°07'20" EAST, ALONG THE RANGE LINE BEING COINCIDENT WITH SAID SECTION LINES, FOR 799.88 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 24°18'50" WEST, A DISTANCE OF 25.37 FEET TO A POINT ON THE ARC OF A CURVE CONCAVE TO THE WEST WHOSE RADIUS POINT BEARS NORTH 77°46'55" WEST FROM SAID POINT; THENCE SOUTHERLY, ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 450.00 FEET, THROUGH A CENTRAL ANGLE OF 10°02'56", FOR AN ARC LENGTH OF 78.92 FEET TO A POINT OF REVERSE CURVATURE; THENCE SOUTHERLY, ALONG THE ARC OF A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 650.00 FEET, THROUGH A CENTRAL ANGLE OF 40°54'57", FOR AN ARC LENGTH OF 464.18 FEET TO A POINT OF REVERSE CURVATURE; THENCE SOUTHERLY, ALONG THE ARC OF A CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 950.00 FEET, THROUGH A CENTRAL ANGLE OF 12°29'04", FOR AN ARC LENGTH OF 207.00 FEET; THENCE SOUTH 89°52'40" WEST, FOR 1117.81 FEET TO A POINT ON THE EAST RIGHT-OF-WAY OF STATE ROAD NO. 9 (I-95); THENCE SOUTH 16°36'25" EAST FOR 362.10 FEET; THENCE SOUTH 20°36'25" EAST FOR 1137.69 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG A CIRCULAR CURVE TO THE LEFT HAVING A RADIUS OF 3100.04 FEET AND A CENTRAL ANGLE OF 35°06'40" FOR AN ARC LENGTH OF 1899.72 FEET TO A POINT OF TANGENCY; THENCE SOUTH 55°43'05" EAST FOR 1479.97 FEET, THE LAST 4 MENTIONED COURSES BEING COINCIDENT WITH THE RIGHT-OF-WAY LINE OF STATE ROAD NO. 9 (I-95); THENCE NORTH 00°07'20" WEST, ALONG A LINE 1751.29 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SECTION 19, FOR 2662.53 FEET; THENCE NORTH 33°14'49" WEST FOR 1832.32 FEET; THENCE NORTH 67°11'24" WEST FOR 711.39 FEET TO A POINT ON THE ARC OF A CURVE CONCAVE TO THE WEST WHOSE RADIUS POINT BEARS NORTH 82°15'51" WEST FROM SAID POINT; THENCE NORTHERLY, ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 550.00 FEET, THROUGH A CENTRAL ANGLE OF 07°51'29", FOR AN ARC LENGTH OF 75.43 FEET; THENCE NORTH 00°07'20" WEST ALONG A LINE PARALLEL TO SAID WEST LINE OF SECTION 19, FOR 42.96 FEET; THENCE SOUTH 31°31'12" WEST FOR 190.62 FEET TO THE POINT OF BEGINNING.

SAID LANDS SITUATE, LYING AND BEING IN MARTIN COUNTY, FLORIDA. SUBJECT TO ALL PERTINENT MATTERS OF RECORD. CONTAINING 167.179 ACRES, MORE OR LESS.

TITLE CERTIFICATION

I, WILLIAM DALE ANDERSON, JR., A MEMBER OF THE FLORIDA BAR, HEREBY CERTIFY THAT AS OF 2014:

- 1. RECORD TITLE TO THE LAND DESCRIBED AND SHOWN ON THIS PLAT IS IN THE NAME OF THE COMPANY EXECUTING THE CERTIFICATE OF OWNERSHIP AND DEDICATION HEREON.
2. ALL MORTGAGES NOT SATISFIED OR RELEASED OF RECORD ENCUMBERING THE LAND DESCRIBED HEREON ARE AS FOLLOWS:

3. ALL TAXES THAT ARE DUE AND PAYABLE PURSUANT TO SECTION 197.192, F.S., HAVE BEEN PAID.

DATED THIS 23 DAY OF June, 2014.

Signature of William D. Anderson, Jr.

NAME: WILLIAM DALE ANDERSON, JR.
FLORIDA BAR NO. 131050
WILLIAM D. ANDERSON, JR., P.A.
2897 SE OCEAN BLVD.
STUART, FLORIDA 34994

CERTIFICATE OF OWNERSHIP AND DEDICATION

HM PROPERTY INVESTMENT, LLC, A FLORIDA LIMITED LIABILITY COMPANY, BY AND THROUGH ITS UNDERSIGNED OFFICER, HEREBY CERTIFIES THAT IT IS THE OWNER OF THE PROPERTY DESCRIBED ON THE PLAT OF MARTINGALE ESTATES AND HEREBY DEDICATES AS FOLLOWS:

1. STREETS: THE STREETS AND RIGHTS-OF-WAY SHOWN ON THIS PLAT OF MARTINGALE ESTATES AND DESIGNATED AS PRIVATE, ARE HEREBY DECLARED TO BE THE PROPERTY OF THE MARTINGALE ESTATES HOME OWNERS ASSOCIATION, INC. (HEREINAFTER ASSOCIATION), AND THE PRIVATE STREETS AND RIGHTS-OF-WAY SHALL BE CONVEYED BY DEED TO THE ASSOCIATION, FOR ACCESS AND UTILITY PURPOSES (INCLUDING CATV), AND SHALL BE MAINTAINED, REPAIRED AND REPLACED BY THE ASSOCIATION. MARTIN COUNTY HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY, OR LIABILITY FOR, ANY PRIVATE STREETS AND RIGHTS-OF-WAY DESIGNATED AS SUCH ON THIS PLAT.

2. UTILITY EASEMENTS: THE UTILITY EASEMENTS SHOWN ON THE PLAT OF MARTINGALE ESTATES MAY BE USED FOR UTILITY PURPOSES (INCLUDING CATV) BY ANY UTILITY IN COMPLIANCE WITH SUCH ORDINANCES AND REGULATIONS AS MAY BE ADOPTED FROM TIME TO TIME BY THE BOARD OF COUNTY COMMISSIONERS OF MARTIN COUNTY, FLORIDA. MARTIN COUNTY HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR, ANY UTILITY EASEMENTS DESIGNATED AS SUCH ON THIS PLAT.

3. PRIVATE BRIDAL PATH EASEMENTS: THE PRIVATE BRIDAL PATH EASEMENTS SHOWN ON THIS PLAT OF MARTINGALE ESTATES ARE HEREBY DEDICATED TO THE MARTINGALE ESTATES HOME OWNERS ASSOCIATION, INC. (HEREINAFTER ASSOCIATION), FOR RECREATION PURPOSES, AND SHALL BE MAINTAINED BY THE ASSOCIATION. MARTIN COUNTY HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR ANY PRIVATE BRIDAL PATH EASEMENTS DESIGNATED AS SUCH ON THIS PLAT.

4. THE PRIVATE DRAINAGE EASEMENTS, LAKE "A" AND "B" DRAINAGE EASEMENTS, AND THE LAKE MAINTENANCE EASEMENTS APPURTENANT THERETO, SHOWN ON THIS PLAT OF MARTINGALE ESTATES, AND DESIGNATED AS SUCH ON THE PLAT, ARE HEREBY DEDICATED TO THE MARTINGALE ESTATES HOME OWNERS ASSOCIATION, INC. (HEREINAFTER ASSOCIATION), FOR DRAINAGE PURPOSES AND THE MAINTENANCE THEREOF, AND ALL DRAINAGE FACILITIES LOCATED THEREIN SHALL BE MAINTAINED, REPAIRED AND REPLACED BY THE ASSOCIATION. MARTIN COUNTY HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY, OR LIABILITY FOR ANY PRIVATE DRAINAGE EASEMENTS DESIGNATED AS SUCH ON THIS PLAT.

5. CONSERVATION EASEMENT: THE CONSERVATION EASEMENT SHOWN ON THIS PLAT OF MARTINGALE ESTATES, IS A PERPETUAL STATUTORY CONSERVATION EASEMENT, PURSUANT TO 704.06, F.S., AND HAS BEEN CONVEYED TO THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT AND IS RECORDED IN THE PUBLIC RECORDS AT OFFICIAL RECORDS BOOK 2154, PAGE 2324 AND OFFICIAL RECORDS BOOK 2288, PAGE 688. THE CONSERVATION EASEMENT AREAS SHALL BE MAINTAINED BY THE MARTINGALE ESTATES HOME OWNERS ASSOCIATION IN ACCORDANCE WITH THE PRESERVE AREA MANAGEMENT PLAN (PAMP) APPROVED BY MARTIN COUNTY. NO CONSTRUCTION IN, OR ALTERATION OR DESTRUCTION OF THE CONSERVATION EASEMENT AREAS SHALL OCCUR, EXCEPT AS SPECIFIED WITHIN THE APPROVED PAMP. MARTIN COUNTY HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY, OR LIABILITY FOR ANY CONSERVATION EASEMENT AREAS.

6. LANDSCAPE BUFFER EASEMENT: THE LANDSCAPE BUFFER EASEMENT, AS SHOWN ON THIS PLAT OF MARTINGALE ESTATES ARE DESIGNATED AS A PRIVATE LANDSCAPE BUFFER EASEMENT AND IS HEREBY DECLARED TO BE THE PROPERTY OF MARTINGALE HOME OWNERS ASSOCIATION, INC. (HEREINAFTER "ASSOCIATION"), AND SHALL BE THE PERPETUAL MAINTENANCE OBLIGATION OF THE ASSOCIATION. MARTIN COUNTY HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR ANY LANDSCAPE BUFFER EASEMENT DESIGNATED AS SUCH ON THIS PLAT.

SIGNED AND SEALED THIS 23 DAY OF June, 2014, ON BEHALF OF SAID CORPORATION BY ITS MANAGERS.

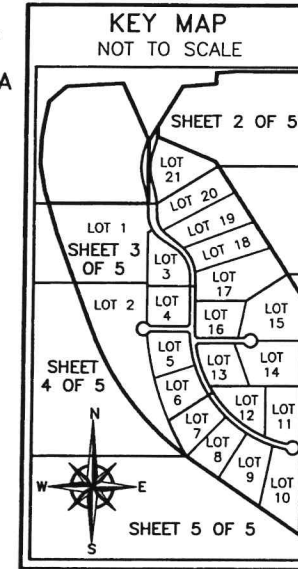
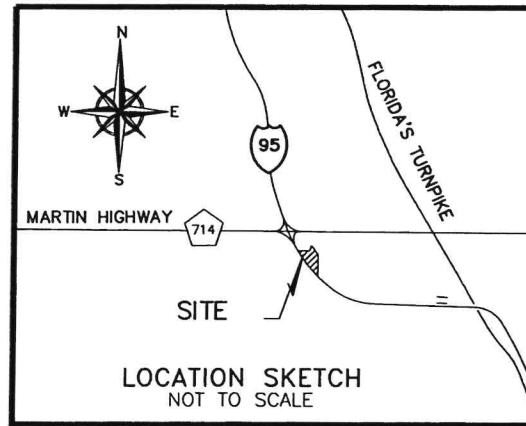
HM PROPERTY INVESTMENTS, LLC

Signature of William D. Anderson, Jr.
WILLIAM D. ANDERSON, JR. MANAGER

Signature of Ronald A. Brittan
RONALD A. BRITTAN MANAGER

Martingale Estates

PORTIONS OF SECTION 24, TOWNSHIP 38 SOUTH, RANGE 39 EAST AND SECTION 19, TOWNSHIP 38 SOUTH, RANGE 40 EAST, MARTIN COUNTY, FLORIDA



LEGEND table with symbols and descriptions for various survey markers and features.

APPROVAL BY MARTIN COUNTY

THIS PLAT IS HEREBY APPROVED BY THE UNDERSIGNED ON THE DATE OR DATES INDICATED.

DATE: July 8, 2014
July 9, 2014
7/15/2014
June 17, 2014

Signatures and names of County Surveyor and Mapper, County Engineer, County Attorney, and Board of County Commissioners.

GENERAL NOTES

- A. THE BEARINGS AS SHOWN HEREON ARE BASED ON STATE PLANE COORDINATES, NORTH AMERICAN DATUM OF 1983/1990 ADJUSTED, FLORIDA EAST ZONE, REFERENCE A BEARING OF S 00°07'20" E ALONG THE EAST LINE OF SECTION 24, TOWNSHIP 39 SOUTH, RANGE 40 EAST, MARTIN COUNTY, FLORIDA.
B. THIS PLAT, AS RECORDED IN ITS ORIGINAL FORM IN THE PUBLIC RECORDS, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREON AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER FORM OF THE PLAT, WHETHER GRAPHIC OR DIGITAL.
C. NOTICE: THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
D. IN THE EVENT THAT MARTIN COUNTY DISTURBS THE SURFACE OF A PRIVATE STREET DUE TO MAINTENANCE, REPAIR OR REPLACEMENT OF A PUBLIC IMPROVEMENT LOCATED THEREIN, THEN THE COUNTY SHALL BE RESPONSIBLE FOR RESTORING THE STREET SURFACE TO THE EXTENT WHICH WOULD BE REQUIRED IF THE STREET WERE A PUBLIC STREET, IN ACCORDANCE WITH COUNTY SPECIFICATIONS.
E. IT SHALL BE UNLAWFUL TO ALTER THE APPROVED SLOPES, CONTOURS, OR CROSS SECTIONS OR TO CHEMICALLY, MECHANICALLY, OR MANUALLY REMOVE, DAMAGE, OR DESTROY ANY PLANTS IN THE LITTORAL OR UPLAND TRANSITION ZONE BUFFER AREAS OF CONSTRUCTED LAKES EXCEPT UPON THE WRITTEN APPROVAL OF THE GROWTH MANAGEMENT DIRECTOR, AS APPLICABLE. IT IS THE RESPONSIBILITY OF THE OWNER OR HOME OWNERS ASSOCIATION, ITS SUCCESSORS OR ASSIGNS TO MAINTAIN THE REQUIRED SURVIVORSHIP AND COVERAGE OF THE RECLAIMED UPLAND AND PLANTED LITTORAL AND UPLAND TRANSITION AREAS AND TO ENSURE ONGOING REMOVAL OF PROHIBITED AND INVASIVE NONNATIVE PLANT SPECIES FROM THESE AREAS.
F. ALL LOT LINES ARE NON-RADIAL UNLESS OTHERWISE SPECIFIED.

CERTIFICATE OF SURVEYOR AND MAPPER

I, ELIZABETH A. LINDSAY, HEREBY CERTIFY THAT THIS PLAT OF "MARTINGALE ESTATES" AS SHOWN HEREON IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY MADE UNDER MY RESPONSIBLE CHARGE AND SUPERVISION; AND THAT SAID SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT P.R.M.'S (PERMANENT REFERENCE MONUMENTS) HAVE BEEN PLACED AS REQUIRED BY LAW, AND THAT P.C.P.'S (PERMANENT CONTROL POINTS) AND LOT CORNERS WILL BE SET FOR THE REQUIRED IMPROVEMENTS, AND THAT THE SURVEY DATA COMPLIES WITH ALL OF THE REQUIREMENTS OF CHAPTER 177, PART 1, FLORIDA STATUTES AS AMENDED, AND ORDINANCES OF MARTIN COUNTY, FLORIDA.

Signature of Elizabeth A. Lindsay
ELIZABETH A. LINDSAY
PROFESSIONAL LAND SURVEYOR
FLORIDA REGISTRATION NO. 4724
LICENSED BUSINESS NO. 6852
DATE: June 17, 2014

ACKNOWLEDGMENT

STATE OF FLORIDA
COUNTY OF MARTIN

BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED WILLIAM D. ANDERSON, JR., TO ME WELL KNOWN AND KNOWN TO BE THE MANAGER OF HM PROPERTY INVESTMENTS, LLC, A FLORIDA LIMITED LIABILITY COMPANY, AND HE ACKNOWLEDGED THAT HE EXECUTED SUCH ACCEPTANCE AS SUCH OFFICER(S) OF SAID CORPORATION AND THAT THE SEAL AFFIXED IS THE OFFICIAL SEAL OF SAID CORPORATION AND THAT IT WAS AFFIXED BY DUE AND REGULAR AUTHORITY, AND THAT IT IS THE FREE AND DEED OF SAID COMPANY. HE IS PERSONALLY KNOWN TO ME OR HAS PRODUCED AS IDENTIFICATION.

DATED THIS 23 DAY OF June, 2014.
Signature of Notary Public
NOTARY PUBLIC STATE OF FLORIDA
PRINTED NAME: Barbara L. Lynn
MY COMMISSION EXPIRES: 1-24-2015

ACCEPTANCE OF DEDICATIONS

MARTINGALE ESTATES HOME OWNERS ASSOCIATION, INC. HEREBY ACCEPTS THE DEDICATIONS OF ALL STREETS, UTILITY EASEMENTS, PRIVATE BRIDAL PATH EASEMENTS, DRAINAGE EASEMENTS, LAKE "A" & "B" DRAINAGE EASEMENTS, AND LAKE MAINTENANCE EASEMENTS, CONSERVATION EASEMENT & PUBLIC FLOW-THROUGH DRAINAGE EASEMENT AS SHOWN ON THE PLAT OF MARTINGALE ESTATES, AND HEREBY ACCEPTS ITS MAINTENANCE OBLIGATIONS FOR SAME AS STATED HEREON.

DATED THIS 23 DAY OF June, 2014.
WITNESS: Teri A. Fairley, Secretary

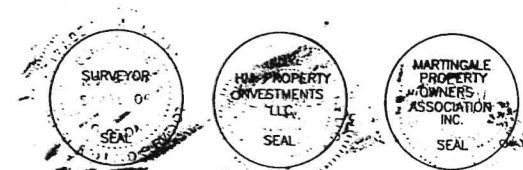
MARTINGALE ESTATES HOME OWNERS ASSOCIATION INC.,
A FLORIDA NOT-FOR-PROFIT CORPORATION
BY: William D. Anderson, Jr.
NAME: WILLIAM D. ANDERSON, JR.
PRESIDENT

ACKNOWLEDGMENT

STATE OF FLORIDA
COUNTY OF MARTIN

BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, ON THIS 23 DAY OF June, 2014, PERSONALLY APPEARED WILLIAM D. ANDERSON, JR., AND TERI A. FAIRLEY, TO ME WELL KNOWN TO BE THE PRESIDENT AND SECRETARY, RESPECTIVELY, OF MARTINGALE ESTATES HOME OWNERS ASSOCIATION INC., A FLORIDA NOT FOR PROFIT CORPORATION, AND THAT HE ACKNOWLEDGED THAT HE EXECUTED SUCH ACCEPTANCE OF DEDICATION HEREON AS SUCH OFFICER OF THE CORPORATION AND THAT THE SEAL AFFIXED IS THE CORPORATION SEAL OF SAID CORPORATION AND IT WAS AFFIXED BY DUE AND REGULAR CORPORATE AUTHORITY, AND THAT IT IS THE FREE ACT AND DEED OF SAID CORPORATION. HE IS PERSONALLY KNOWN TO ME OR HAS PRODUCED AS IDENTIFICATION.

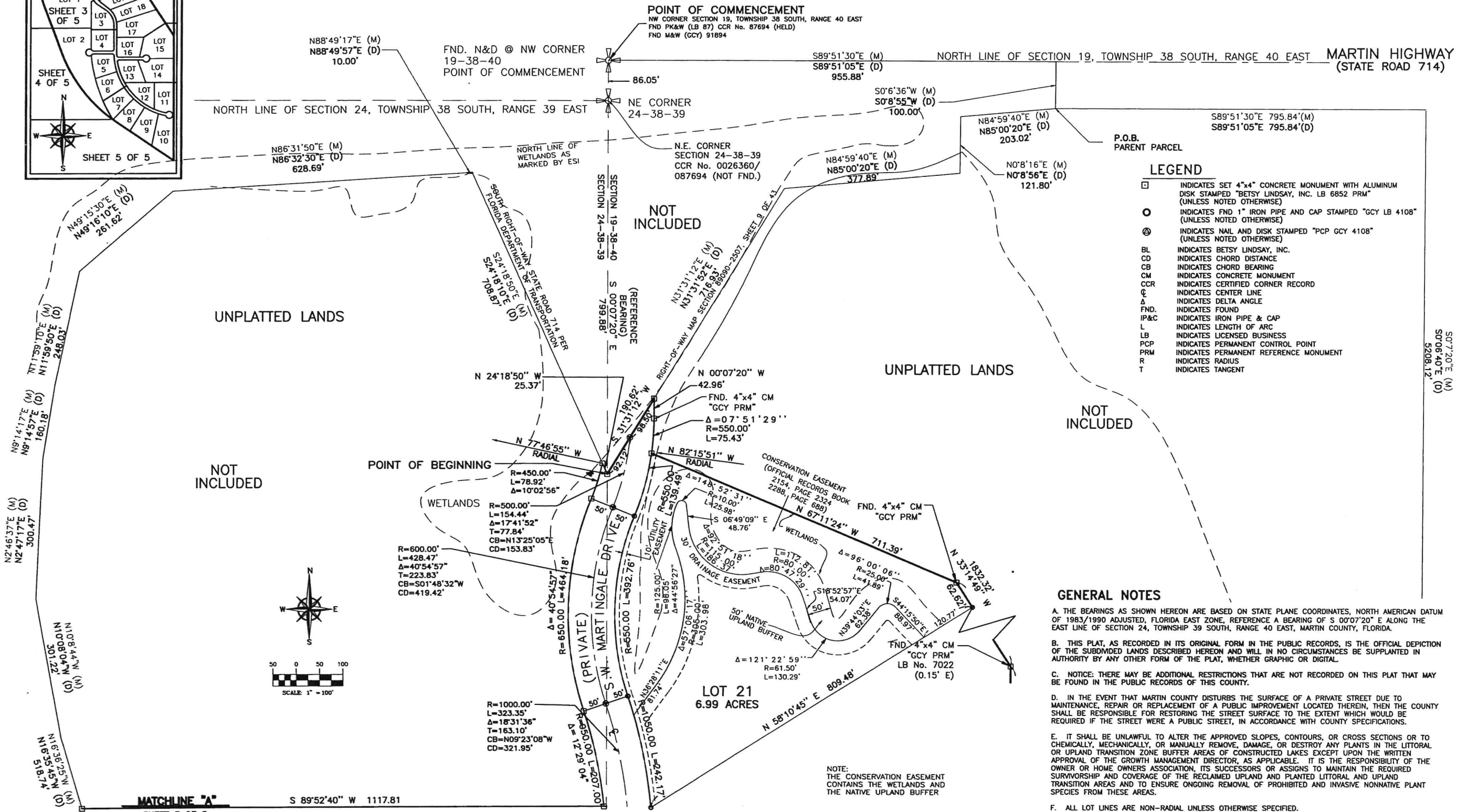
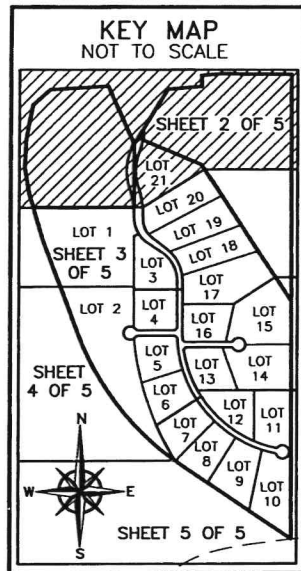
Signature of Notary Public
NOTARY PUBLIC
PRINTED NAME: Barbara L. Lynn
MY COMMISSION EXPIRES: 1-24-2015



B Betsy Lindsay, Inc. SURVEYING AND MAPPING
7997 SW JACK JAMES DRIVE, STUART, FLORIDA 34997
(772)286-5753 (772)286-5933 FAX
LICENSED BUSINESS NO. 6852
MARTINGALE ESTATES SHEET 1 OF 5

# Martingale Estates

PORTIONS OF SECTION 24, TOWNSHIP 38 SOUTH,  
RANGE 39 EAST AND SECTION 19, TOWNSHIP 38  
SOUTH, RANGE 40 EAST, MARTIN COUNTY, FLORIDA



- LEGEND**
- INDICATES SET 4"x4" CONCRETE MONUMENT WITH ALUMINUM DISK STAMPED "BETSY LINDSAY, INC. LB 6852 PRM" (UNLESS NOTED OTHERWISE)
  - INDICATES FND 1" IRON PIPE AND CAP STAMPED "GCY LB 4108" (UNLESS NOTED OTHERWISE)
  - ⊙ INDICATES NAIL AND DISK STAMPED "PCP GCY 4108" (UNLESS NOTED OTHERWISE)
  - BL INDICATES BETSY LINDSAY, INC.
  - CD INDICATES CHORD DISTANCE
  - CB INDICATES CHORD BEARING
  - CM INDICATES CONCRETE MONUMENT
  - CCR INDICATES CERTIFIED CORNER RECORD
  - CL INDICATES CENTER LINE
  - Δ INDICATES DELTA ANGLE
  - FND. INDICATES FOUND
  - IP&C INDICATES IRON PIPE & CAP
  - L INDICATES LENGTH OF ARC
  - LB INDICATES LICENSED BUSINESS
  - PCP INDICATES PERMANENT CONTROL POINT
  - PRM INDICATES PERMANENT REFERENCE MONUMENT
  - R INDICATES RADIUS
  - T INDICATES TANGENT

- GENERAL NOTES**
- A. THE BEARINGS AS SHOWN HEREON ARE BASED ON STATE PLANE COORDINATES, NORTH AMERICAN DATUM OF 1983/1990 ADJUSTED, FLORIDA EAST ZONE, REFERENCE A BEARING OF S 00°07'20" E ALONG THE EAST LINE OF SECTION 24, TOWNSHIP 39 SOUTH, RANGE 40 EAST, MARTIN COUNTY, FLORIDA.
  - B. THIS PLAT, AS RECORDED IN ITS ORIGINAL FORM IN THE PUBLIC RECORDS, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREON AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER FORM OF THE PLAT, WHETHER GRAPHIC OR DIGITAL.
  - C. NOTICE: THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
  - D. IN THE EVENT THAT MARTIN COUNTY DISTURBS THE SURFACE OF A PRIVATE STREET DUE TO MAINTENANCE, REPAIR OR REPLACEMENT OF A PUBLIC IMPROVEMENT LOCATED THEREIN, THEN THE COUNTY SHALL BE RESPONSIBLE FOR RESTORING THE STREET SURFACE TO THE EXTENT WHICH WOULD BE REQUIRED IF THE STREET WERE A PUBLIC STREET, IN ACCORDANCE WITH COUNTY SPECIFICATIONS.
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  - F. ALL LOT LINES ARE NON-RADIAL UNLESS OTHERWISE SPECIFIED.

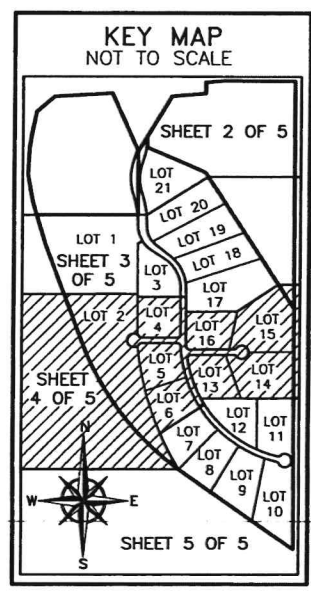
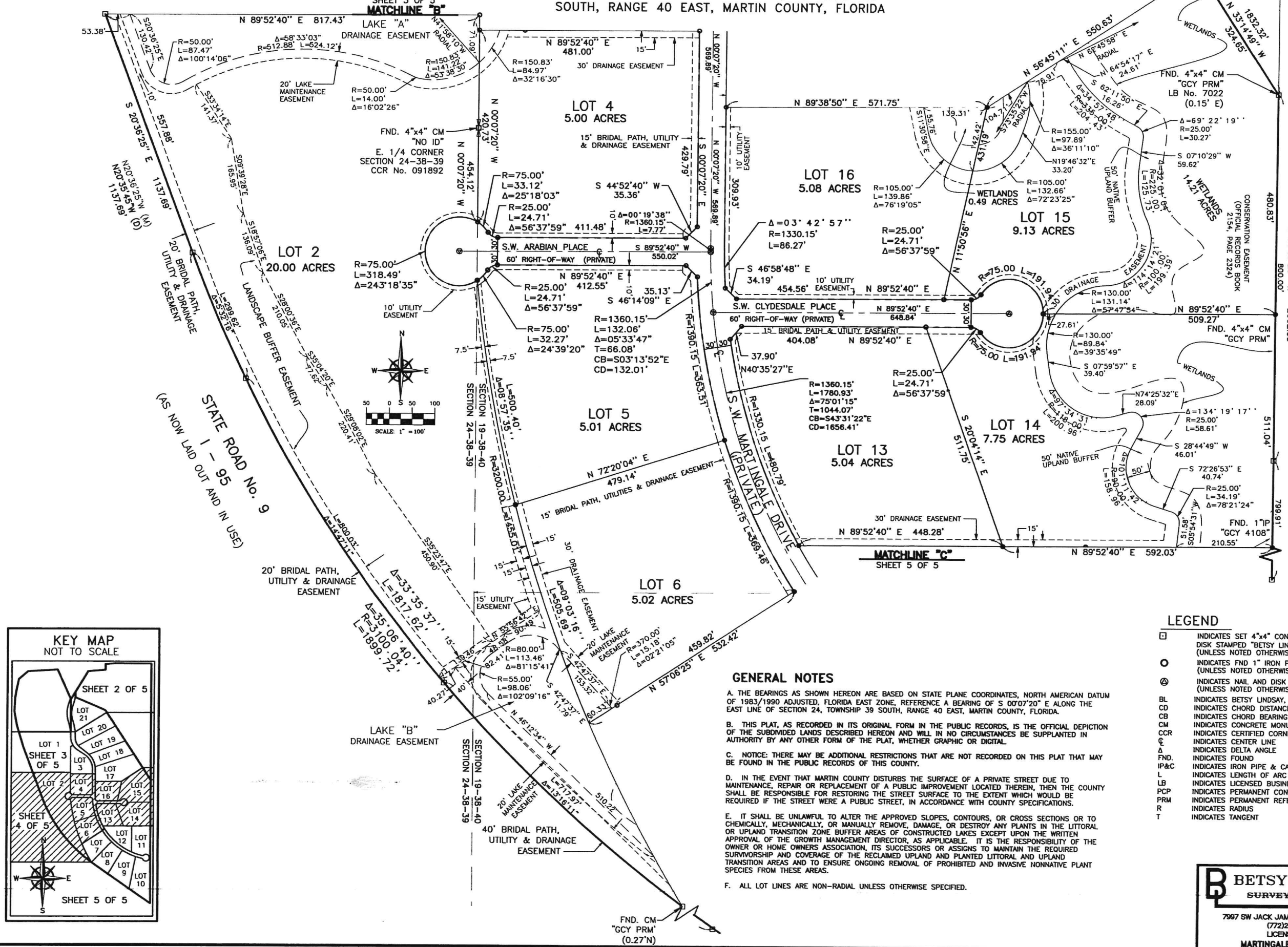
**B** BETSY LINDSAY, INC.  
SURVEYING AND MAPPING  
7997 SW JACK JAMES DRIVE, STUART, FLORIDA 34997  
(772)286-5753 (772)286-5753 FAX  
LICENSED BUSINESS NO. 6852  
MARTINGALE ESTATES SHEET 2 OF 5



# Martingale Estates

PORTIONS OF SECTION 24, TOWNSHIP 38 SOUTH,  
RANGE 39 EAST AND SECTION 19, TOWNSHIP 38  
SOUTH, RANGE 40 EAST, MARTIN COUNTY, FLORIDA

NOTE:  
THE CONSERVATION EASEMENT  
CONTAINS THE WETLANDS AND  
THE NATIVE UPLAND BUFFER



### GENERAL NOTES

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- F. ALL LOT LINES ARE NON-RADIAL UNLESS OTHERWISE SPECIFIED.

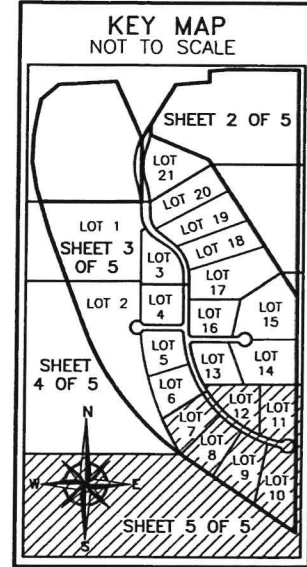
### LEGEND

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MARTINGALE ESTATES SHEET 4 OF 5

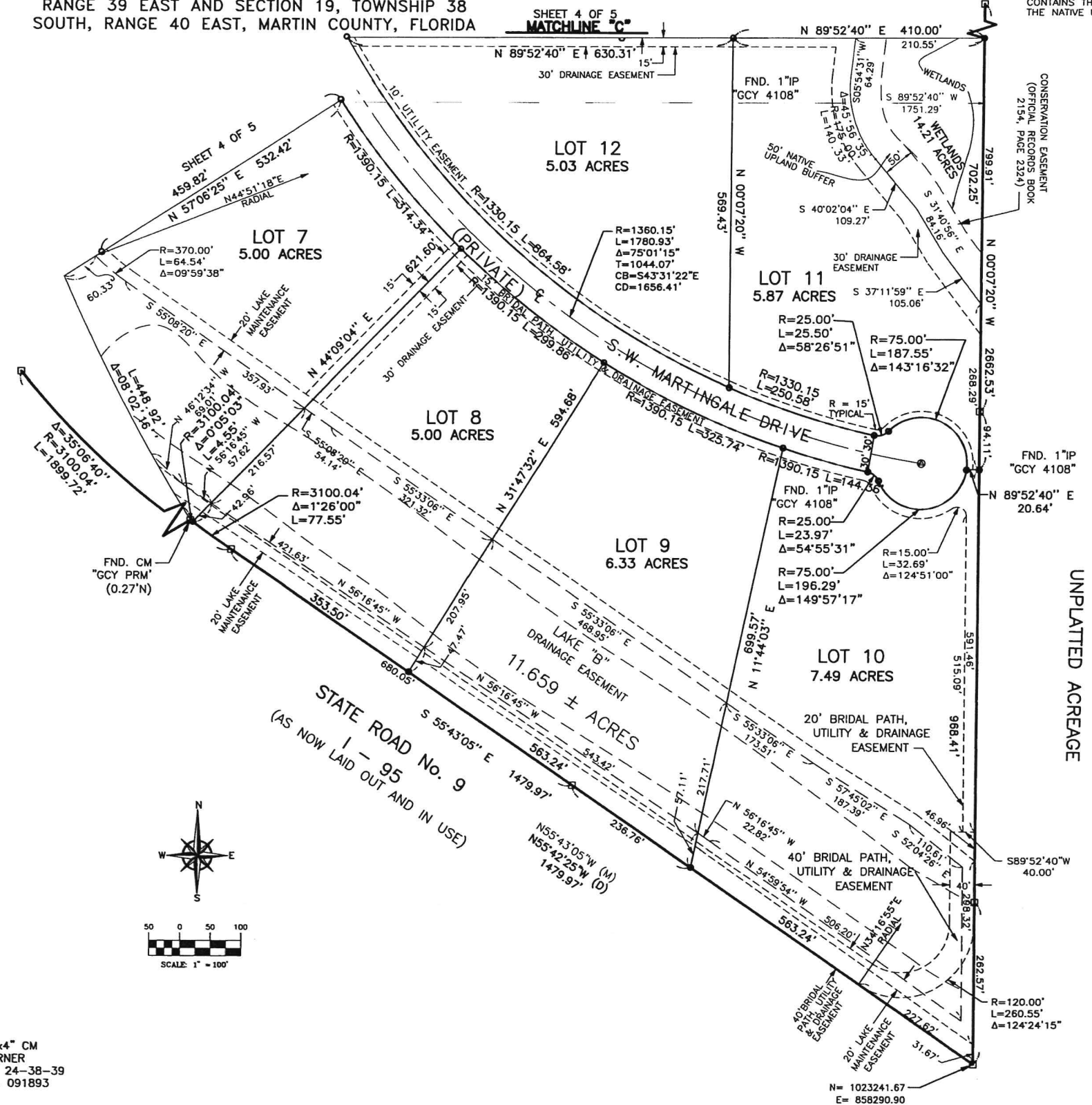
# Martingale Estates

PORTIONS OF SECTION 24, TOWNSHIP 38 SOUTH,  
RANGE 39 EAST AND SECTION 19, TOWNSHIP 38  
SOUTH, RANGE 40 EAST, MARTIN COUNTY, FLORIDA



BK 17 PG 25 5 of 5

NOTE:  
THE CONSERVATION EASEMENT  
CONTAINS THE WETLANDS AND  
THE NATIVE UPLAND BUFFER

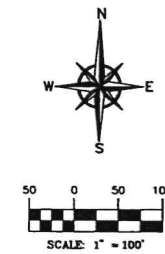


### GENERAL NOTES

- A. THE BEARINGS AS SHOWN HEREON ARE BASED ON STATE PLANE COORDINATES, NORTH AMERICAN DATUM OF 1983/1990 ADJUSTED, FLORIDA EAST ZONE, REFERENCE A BEARING OF S 00°07'20" E ALONG THE EAST LINE OF SECTION 24, TOWNSHIP 39 SOUTH, RANGE 40 EAST, MARTIN COUNTY, FLORIDA.
- B. THIS PLAT, AS RECORDED IN ITS ORIGINAL FORM IN THE PUBLIC RECORDS, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREON AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER FORM OF THE PLAT, WHETHER GRAPHIC OR DIGITAL.
- C. NOTICE: THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
- D. IN THE EVENT THAT MARTIN COUNTY DISTURBS THE SURFACE OF A PRIVATE STREET DUE TO MAINTENANCE, REPAIR OR REPLACEMENT OF A PUBLIC IMPROVEMENT LOCATED THEREIN, THEN THE COUNTY SHALL BE RESPONSIBLE FOR RESTORING THE STREET SURFACE TO THE EXTENT WHICH WOULD BE REQUIRED IF THE STREET WERE A PUBLIC STREET, IN ACCORDANCE WITH COUNTY SPECIFICATIONS.
- E. IT SHALL BE UNLAWFUL TO ALTER THE APPROVED SLOPES, CONTOURS, OR CROSS SECTIONS OR TO CHEMICALLY, MECHANICALLY, OR MANUALLY REMOVE, DAMAGE, OR DESTROY ANY PLANTS IN THE LITORAL OR UPLAND TRANSITION ZONE BUFFER AREAS OF CONSTRUCTED LAKES EXCEPT UPON THE WRITTEN APPROVAL OF THE GROWTH MANAGEMENT DIRECTOR, AS APPLICABLE. IT IS THE RESPONSIBILITY OF THE OWNER OR HOME OWNERS ASSOCIATION, ITS SUCCESSORS OR ASSIGNS TO MAINTAIN THE REQUIRED SURVIVORSHIP AND COVERAGE OF THE RECLAIMED UPLAND AND PLANTED LITORAL AND UPLAND TRANSITION AREAS AND TO ENSURE ONGOING REMOVAL OF PROHIBITED AND INVASIVE NONNATIVE PLANT SPECIES FROM THESE AREAS.
- F. ALL LOT LINES ARE NON-RADIAL UNLESS OTHERWISE SPECIFIED.

### LEGEND

- INDICATES SET 4"x4" CONCRETE MONUMENT WITH ALUMINUM DISK STAMPED "BETSY LINDSAY, INC. LB 6852 PRM" (UNLESS NOTED OTHERWISE)
- INDICATES 1" IRON PIPE AND CAP STAMPED "GCY LB 4108" (UNLESS NOTED OTHERWISE)
- ⊙ INDICATES NAIL AND DISK STAMPED "PCP GCY 4108" (UNLESS NOTED OTHERWISE)
- BL INDICATES BETSY LINDSAY, INC.
- CD INDICATES CHORD DISTANCE
- CB INDICATES CHORD BEARING
- CM INDICATES CONCRETE MONUMENT
- CCR INDICATES CERTIFIED CORNER RECORD
- CL INDICATES CENTER LINE
- Δ INDICATES DELTA ANGLE
- FND. INDICATES FOUND
- IP&C INDICATES IRON PIPE & CAP
- L INDICATES LENGTH OF ARC
- LB INDICATES LICENSED BUSINESS
- PCP INDICATES PERMANENT CONTROL POINT
- PRM INDICATES PERMANENT REFERENCE MONUMENT
- R INDICATES RADIUS
- T INDICATES TANGENT



FND. 4"x4" CM  
S.E. CORNER  
SECTION 24-38-39  
CCR No. 091893

**B BETSY LINDSAY, INC.**  
SURVEYING AND MAPPING

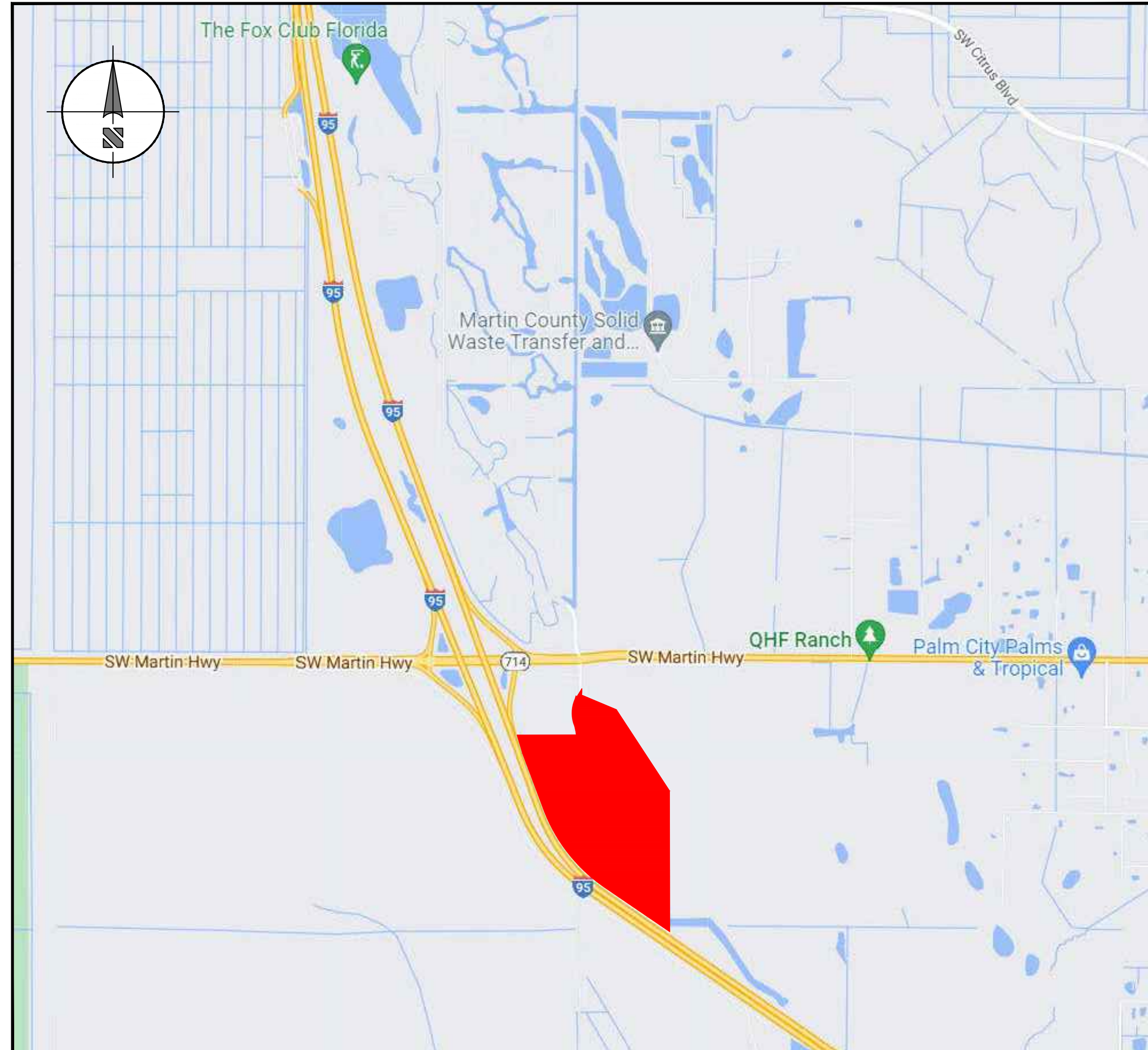
7997 SW JACK JAMES DRIVE, STUART, FLORIDA 34997  
(772)286-5753 (772)286-5933 FAX  
LICENSED BUSINESS NO. 6852  
MARTINGALE ESTATES SHEET 5 OF 5

# Boundary Survey for: Martin Commerce Park, LLC

## Section 24, Township 38 South, Range 39 East, Martin County, Florida

**SURVEYOR'S NOTES**

- Bearings shown hereon are referenced to the East line of the Northeast one-quarter of Section 24, Township 38 South, Range 39 East, Martin County, Florida, having a bearing of North 00°06'34" West and all others are relative thereto.
- All located visible above ground improvements are shown hereon.
- There has been no attempt to locate any underground utilities or improvements.
- This property is located in a not printed Flood Map according to Flood Insurance Rate Map Community Panel No. 12085C0125G, dated 3/16/2015.
- Additions and or deletions to this survey by other than the signing party (or parties) is prohibited without the written consent of the signing party (or parties).
- Coordinates, bearings and distance shown hereon are referenced to the State Plane Coordinate System, Florida East Zone, North American Datum 1983, adjustment of 2011 and are further referenced to the TRIMBLE VRSNOW Real-Time Network as verified by repeated ties to various NGS Horizontal Control Points located in the vicinity of the project.
- Parcel information was obtained from the Martin County Property Appraiser's website: <https://geoweb.martin.fl.us/general/>
- Aerial photography shown hereon has a date of 2021 and was obtained from the FDOT APLUS website: <https://fdotwp1.dot.state.fl.us/AerialPhotoLookupSystem/>
- This survey was prepared without the benefit of a title policy and there may be encumbrances that affect this property recorded in the Public Records of Martin County, Florida.  
Martin Commerce Park, LLC, a Florida limited liability company  
Treasure Coast Properties Investments, LLC, a Florida limited liability company  
First American Title Insurance Company  
Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A.



LOCATION MAP  
NOT TO SCALE

**LEGAL DESCRIPTION**

A portion of the following described parcel:  
A parcel of land lying in Section 24, Township 38 South, Range 39 East and Section 19, Township 38 South, Range 40 East, being a portion of the following described "PARENT PARCEL" (per ORB 737 PG 1099 of the Public Records of Martin County, Florida):

A portion of Section 24, Township 38 South, Range 39 East, together with a portion of Section 19, Township 38 South, Range 40 East in Martin County, Florida, more particularly described as follows:  
Commence at the Northeast corner of said Section 19; thence South 89°51'05" East along the North line of said Section 19 [being the basis of bearing] for 955.88 feet; thence South 00°08'55" West for 100.00 feet to the POINT OF BEGINNING of the following described parcel of land:

Thence South 89°51'05" East along a line that is 100.00 feet South of and parallel with the North line of said Section 19 for 795.84 feet; thence South 00°06'40" East along a line that is 1751.29 feet East of and parallel with the West line of said Section 19 for 5208.12 feet; thence North 55°42'25" West for 1479.97 feet to a point of curvature; thence Northwesterly along a circular curve to the right having a radius of 3100.04 feet and a delta angle of 35°06'40" for an arc length of 1899.72 feet to a point of tangency; thence North 20°35'45" West for 1137.69 feet; thence North 16°35'45" West for 518.74 feet; thence North 10°08'04" West for 301.22 feet; thence North 02°47'17" East for 300.47 feet; thence North 09°14'57" East for 160.18 feet; thence North 11°59'50" East for 248.03 feet; thence North 49°16'10" East for 261.62 feet; thence North 86°32'30" East for 628.69 feet; thence North 89°49'57" East for 10.00 feet; thence South 24°18'10" East for 708.87 feet to a point on the East line of said Section 24; thence North 31°13'52" East for 716.93 feet; thence North 85°00'20" East for 377.89 feet; thence North 00°08'56" East for 121.80 feet; thence North 85°00'20" East for 203.02 feet to the POINT OF BEGINNING (the last 16 mentioned courses being coincident with the Right-of-Way line of State Road No. 9 (I-95), all lying in Martin County, Florida.

Said parcel being more particularly described as follows:

Commence at the Northwest corner of said Section 19; thence South 00°07'20" East along the West line of said Section 19 [being the basis of bearing] for 86.05 feet to the Northeast corner of said Section 24; thence continue South 00°07'20" East, along the Range line being coincident with said Section lines, for 799.88 feet to the POINT OF BEGINNING:

Thence North 24°18'50" West, a distance of 25.37 feet to a point on the arc of a curve concave to the West whose radius point bears North 77°46'55" West from said point; thence Southerly, along the arc of said curve, having a radius of 450.00 feet, through a central angle of 10°02'56", for an arc length to a point of reverse curvature; thence Southerly, along the arc of a curve concave to the East, having a radius of 650.00 feet, through a central angle of 40°54'57", for an arc length of 464.18 feet to a point of reverse curvature; thence Southerly, along the arc of a curve concave to the West, having a radius of 950.00 feet, through a central angle of 12°29'04", for an arc length of 207.00 feet; thence South 89°52'40" West, for 1117.81 feet to a point on the East Right-of-Way of State Road No. 9 (I-95); thence South 16°36'25" East for 362.10 feet; thence South 20°36'25" East for 1137.69 feet to point of curvature; thence Southeasterly along a circular curve to the left having a radius of 3100.04 feet and a central angle of 35°06'40" for an arc length of 1899.72 feet to a point of tangency; thence South 55°43'05" East for 1479.97 feet, the last 4 mentioned courses being coincident with the Right-of-Way line of State Road No. 9 (I-95); thence North 00°07'20" West, along a line 1751.29 feet East of and parallel with the West line of said Section 19, for 2262.53 feet; thence North 33°14'49" West for 1832.32 feet; thence North 67°11'24" West for 711.39 feet to a point on the arc of a curve concave to the West whose radius point bears North 82°15'51" West from said point; thence Northerly, along the arc of said curve, having a radius of 550.00 feet, through a central angle of 07°51'29", for an arc length of 75.43 feet; thence North 00°07'20" West along a line parallel to said West line of Section 19, for 42.96 feet; thence South 31°31'12" West for 190.62 feet to the POINT OF BEGINNING.

Said lands situate, lying and being in Martin County, Florida. Subject to all pertinent matters of record. Containing 167.179 acres, more or less.

**CERTIFICATION**

Pursuant to Chapter 5J-17.051 (e) Florida Administrative Code, paper copies of the survey map and or report or copies thereof are not valid without the original signature and seal of a Florida licensed surveyor and mapper. Paper copies of an Electronically signed and sealed document pursuant to Chapter 5J-17.062 Florida Administrative Code are not valid without the original signature and raised seal of a Florida licensed surveyor and mapper.

I hereby certify that the Survey of the property shown and described hereon was completed under my direction and said Survey is true and correct to the best of my knowledge and belief.

I further certify that this Survey meets the Standards of Practice for Surveyors set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.051 and 5J-17.052, Florida Administrative Code, pursuant to Section 472.027 Florida State Statutes. No search of the Public Records has been made by this office. The Survey is based on information furnished by client or client's representative.

Date of Survey

Peter Andersen  
Professional Surveyor and Mapper  
Florida Certificate No. 5199

SHEET INDEX	
SHEET 1	COVER SHEET
SHEET 2	BOUNDARY
SHEET 3	DETAIL "B"

No.	Revisions	Date	By

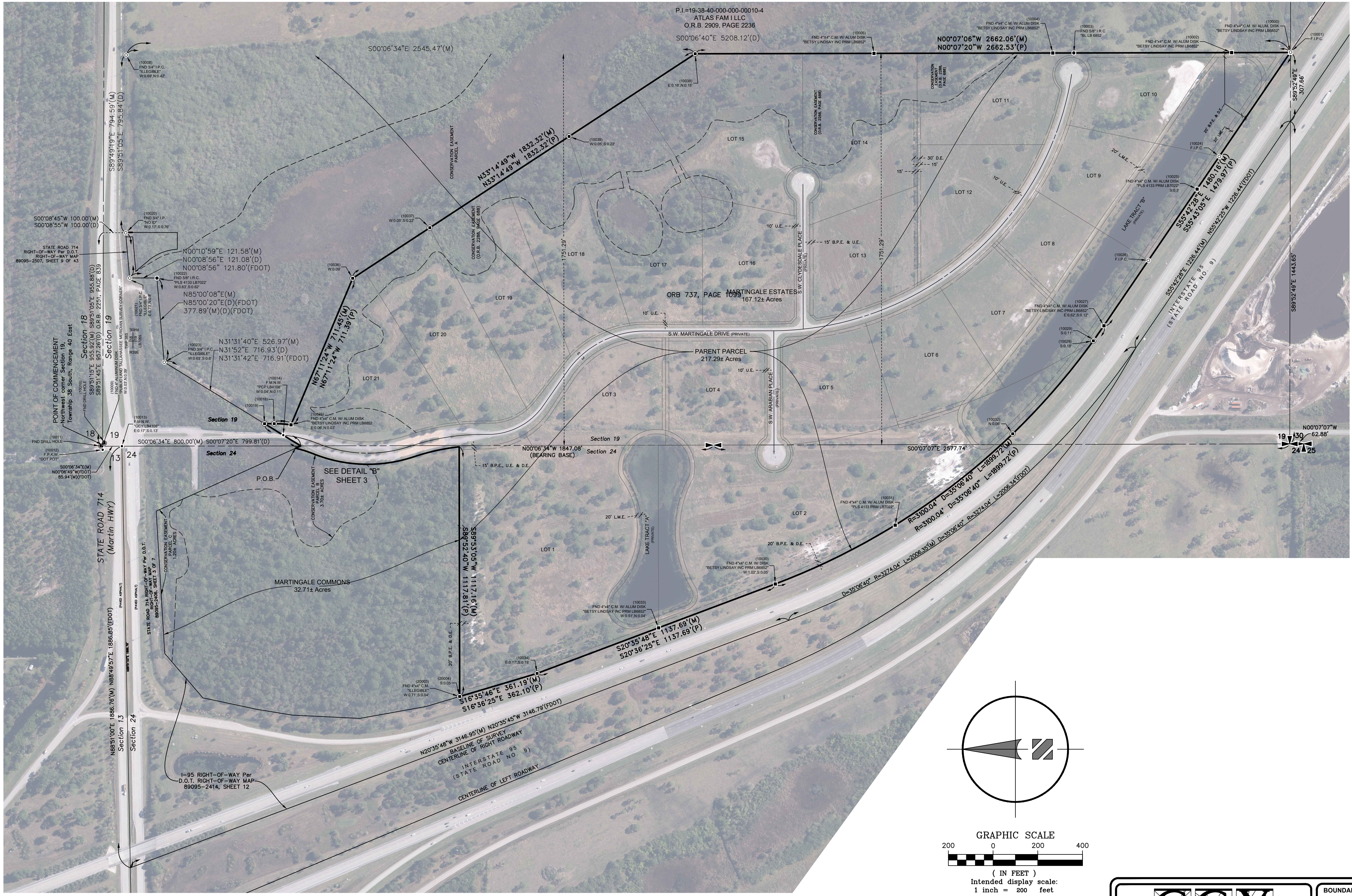
**GCY**  
INCORPORATED  
PROFESSIONAL SURVEYORS AND MAPPERS  
CERTIFICATE OF AUTHORIZATION LB 4108

CORPORATE OFFICE  
PO BOX 1468 • 1505 SW MARTIN HWY.  
PALM CITY, FL 34991  
(800) 386-1066 • WWW.GCYNINC.COM

**BOUNDARY SURVEY FOR:**  
**Martin Commerce Park, LLC**

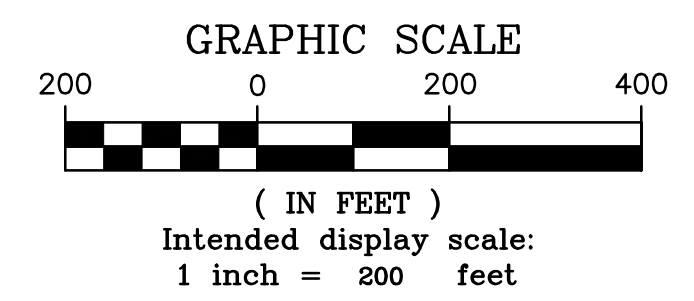
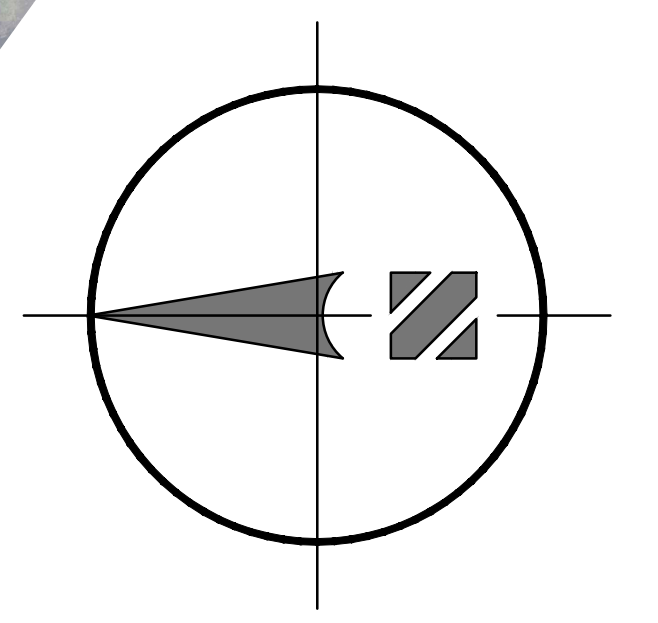
**MARTIN COUNTY** **FLORIDA**

Scale: <b>NA</b>	Date: <b>June 2023</b>	File & Drawing No: <b>21-1016-07</b>
Drawn By: <b>M.F.M.</b>	Checked By: <b>P.A.</b>	Sheet <b>1</b> of <b>3</b>



**LEGEND**

- P.I. = PARCEL IDENTIFICATION
- O.R.B. = OFFICIAL RECORDS BOOK
- I.R. = IRON ROD
- I.R.C. = IRON ROD AND CAP
- I.P.C. = IRON PIPE AND CAP
- F.I.P.C. = FOUND 3/4" IRON PIPE AND CAP "GCY INC LB4108"
- C.M. = CONCRETE MONUMENT
- P.K.W. = PARKER KALON NAIL & WASHER
- (D) = DEED
- (M) = MEASURED
- (FDOT) = FLORIDA DEPARTMENT OF TRANSPORTATION
- P.O.B. = POINT OF BEGINNING
- B.P.E. = BRIDAL PATH EASEMENT
- D.E. = DRAINAGE EASEMENT
- U.E. = UTILITY EASEMENT
- L.M.E. = LAKE MAINTENANCE EASEMENT
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- R = RADIUS
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- ⊙ = GCY INC LB4108 PRM PSM 4864"
- ⊙ = SET 3/4" IRON PIPE AND CAP "GCY INC LB4108"
- ⊙ = WOOD UTILITY POLE
- ⊙ = UTILITY POLE ANCHOR
- ⊙ = TELEPHONE RISER
- ⊙ = OVERHEAD UTILITY LINE
- ⊙ = CONCRETE POWER POLE
- ⊙ = DRAINAGE MANHOLE
- ⊙ = FPL HANDHOLE
- ⊙ = EXCEPTION



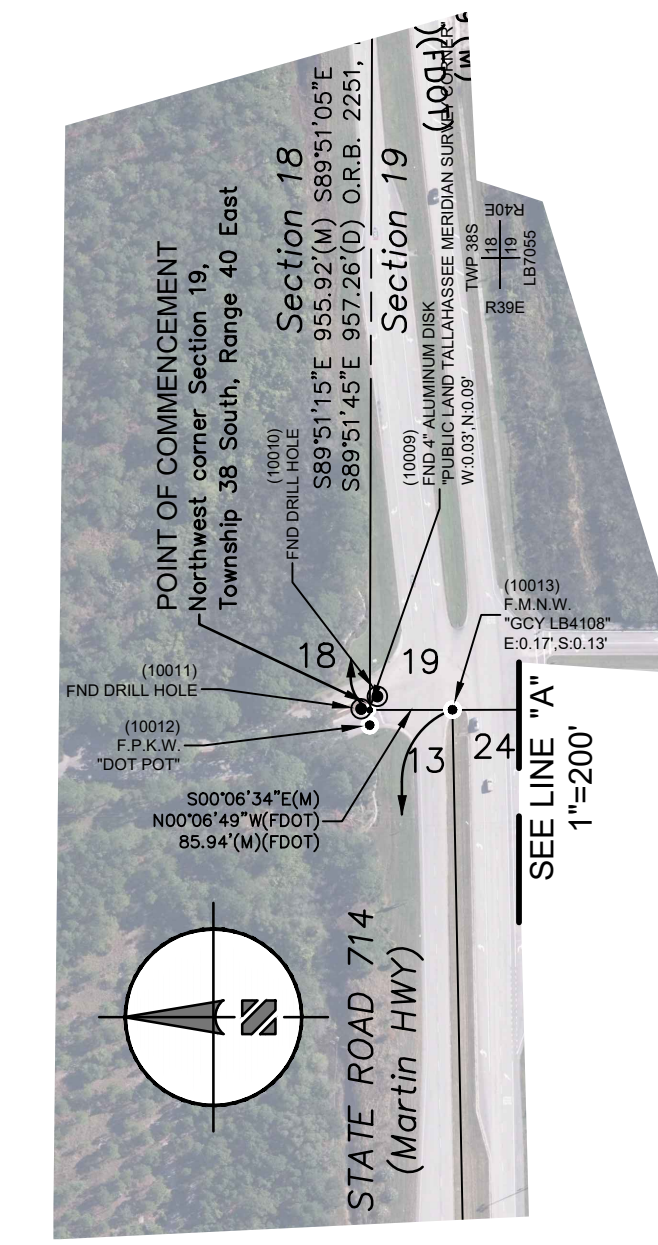
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(800) 386-1066 • WWW.GCYINC.COM

BOUNDARY SURVEY FOR:		<b>Martin Commerce Park, LLC</b>	
Martin County		Florida	
Scale:	Date:	File & Drawing No:	
1"=200'	JUNE 2023	Martingale ALTA Bndy	
Drawn By:	Checked By:	Sheet	
M.F.M.	P.A.	2	of 3

No.	Revisions	Date	By

# DETAIL "B"



LEGEND	
P.I.	= PARCEL IDENTIFICATION
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⊙	= PPL HANDHOLE
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Drawing Name: Martingale Estates Plat Bnd  
Page(s): 37-49, 14-22 & 8-18  
Field Book(s): 1868, 1888 & 1895

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BOUNDARY SURVEY FOR:		<b>Martin Commerce Park, LLC</b>	
Martin County		Florida	
Scale:	Date:	File & Drawing No:	
1"=80'	JUNE 2023	21-1016-07	
Drawn By:	Checked By:	Sheet	
M.F.M.	P.A.	3	of 3

No.	Revisions	Date	By