

JIA North Access Road **Access Management Plan** **(Two-Lane and Four-Lane Facilities)**

DATE: May 2, 2014; Revised May 9, 2014
RE: JIA North Access Road (S.R. 243/North International Airport Boulevard)

Access Control

Presently, FDOT's construction plans for JIA North Access Road are complete and show the infrastructure for a two-lane rural facility that FDOT intends to construct at this time and preliminary concept of a future four-lane facility for informational purposes.

At Prudential's option, and at Prudential's sole cost and expense, FDOT agrees that additional infrastructure to its currently proposed two-lane rural facility may be constructed in the right-of-way as depicted in the attached and incorporated Exhibit "A." Prudential may phase the construction of the additional infrastructure it elects to construct with the phasing of development of different portions of the Prudential property. This may occur at one time or at different points in time. The gray shaded area in Exhibit "A" shows the areas where it is anticipated that the additional infrastructure will fall outside of the area of FDOT's two-lane typical section.

As a material condition of settlement, FDOT confirms that the following specifications meet current access management standards together with the acceptable variances itemized below for both its currently proposed two-lane rural facility and future four-lane facility:

- Two median accesses – one at Station 178+90 and the other at Station 188+65 shall be allowed in the currently-proposed two-lane facility. If the improvements are built before the time the ultimate four or six-lane facility is built, the median access at station 188+65 will be constructed as a directional median access with no northbound left turning movement.
- The spacing between the two median accesses includes an acceptable variance in access management criteria from 2,640 feet to 975 feet for median access spacing for the two-lane concept, and directional median spacing for the four-lane concept.
- The driveways approaching the median opening at Station 188+50 is acceptably skewed up to 20 degrees from perpendicular to the roadway centerline.

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COMPOSITE EXHIBIT "C"
(TO STIPULATED FINAL JUDGMENT)

- The full median access at Station 178+90 will serve a shared driveway connection for both the Benez and Prudential properties east of SR 243.
- The transition area between the two full median openings may be constructed as a 3-lane section.
- Except for the variances above, the standard access management design criteria (deceleration length of 350 feet, critical turning radii of 60 feet, La of 610 feet, etc.) shall be used where appropriate.
- The above specifications, together with acceptable variances, are depicted in Exhibit "A."

At the time Prudential makes formal application with FDOT to construct or otherwise implement the foregoing specifications together with the acceptable variances itemized above, FDOT's review of the same shall be in good faith and in accordance with applicable law and policy and FDOT's approval shall not be unreasonably withheld.

Nothing herein shall obligate Prudential to share in the cost or expense of infrastructure for FDOT's currently proposed two-lane rural facility or future four-lane facility. Rather, the additional improvements contemplated above, to be paid for at the sole cost and expense of Prudential, are intended to be in addition to FDOT's currently proposed two-lane rural facility only. When FDOT constructs its future four-lane facility, all infrastructure related to the new four-lane facility, including raised medians and median openings consistent with the access management standards together with the acceptable variances set forth above, will be incorporated into the project at FDOT's cost. In so far as locations for median openings and driveway connections for the future four-lane facility, FDOT will incorporate the plan and profile set forth in the attached Exhibit "B."

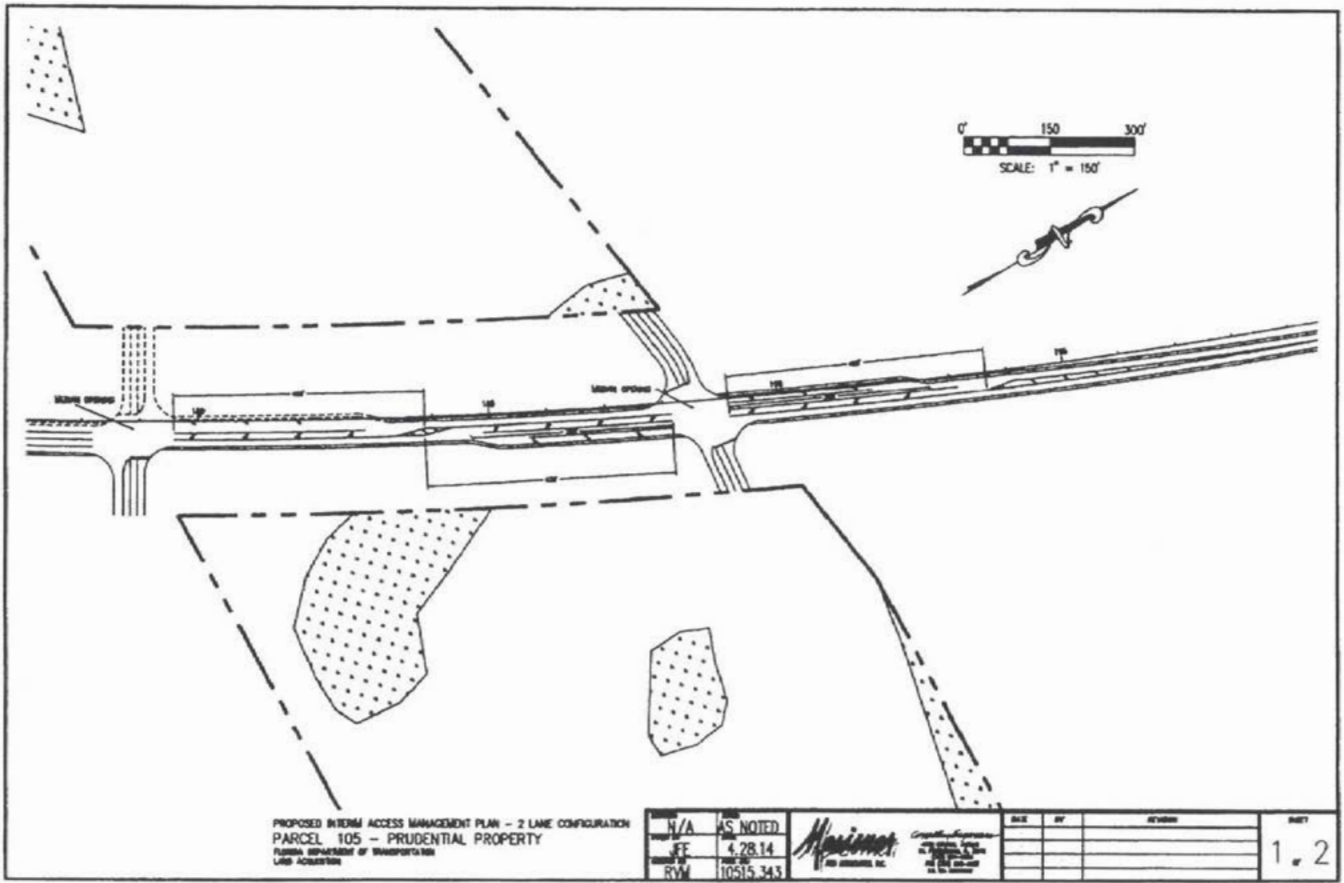


Exhibit "A"

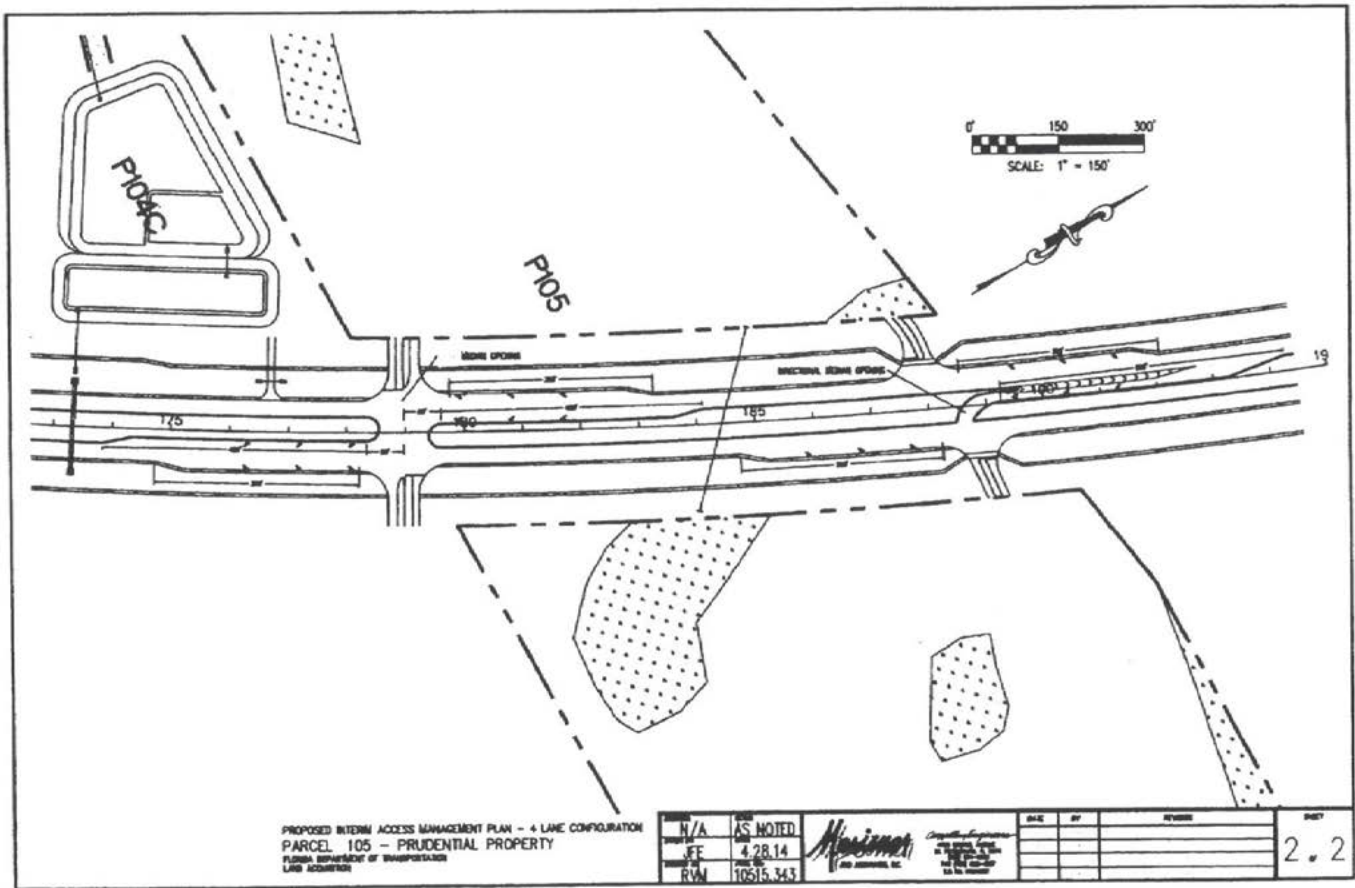


Exhibit "B"