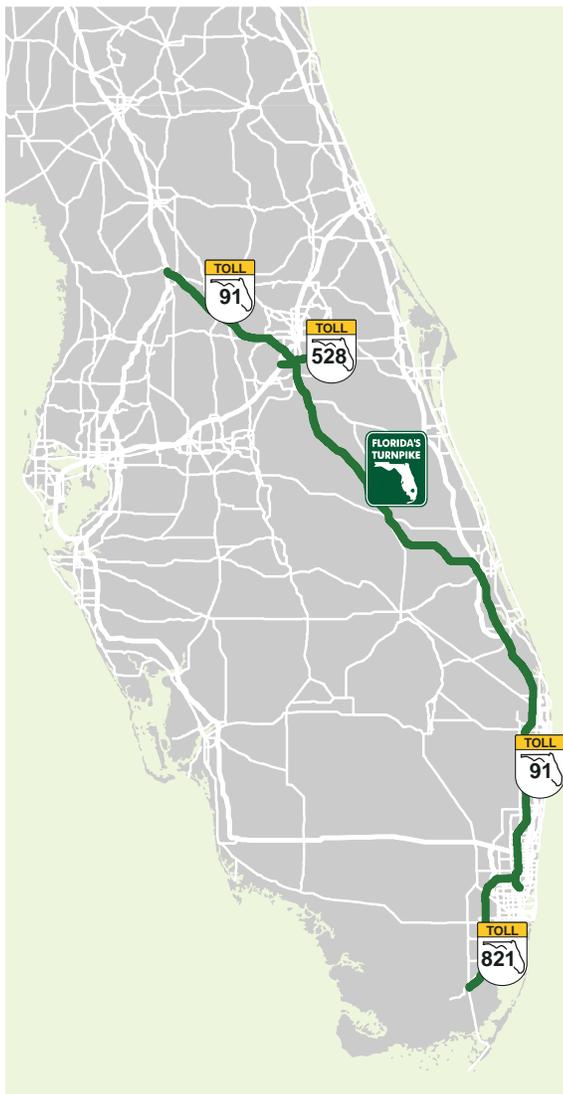


MAINLINE DESCRIPTION



Mainline – SR 91 (MP 236 – MP 309):

This 73-mile section runs from the Three Lakes Toll Plaza in Osceola County through Orlando to I-75 at Wildwood in Sumter County.

Mainline – SR 91 (MP 88 – MP 236):

This 148-mile section extends from the Lantana Toll Plaza in Palm Beach County to the Three Lakes Toll Plaza in Osceola County.

Mainline – SR 91 (MP 0X – MP 88):

This 44-mile section extends south of the Golden Glades interchange in Miami-Dade County, north through Broward and Palm Beach counties to the Lantana Toll Plaza.

Mainline – SR 821:

This 47-mile section runs from US Highway 1 in Florida City in Miami-Dade County, north to Broward County and then to a junction with the Mainline – SR 91 (MP 0X - MP 88).

Beachline West Expressway (SR 528):

This eight-mile section is located in the Orlando area and connects I-4 on the west to the beginning of the contiguous CFX Beachline Expressway. An interchange at its midpoint connects the Beachline West Expressway with the Mainline – SR 91 (MP 236 – MP 309).

The Mainline component of Florida's Turnpike extends for 320 miles and consists of five distinct sections as described in the figure above. These sections, from south to north, are Mainline – SR 821, Mainline – SR 91 (MP 0X – MP 88), Mainline – SR 91 (MP 88 – MP 236), Mainline – SR 91 (MP 236 – MP 309), and the Beachline West Expressway.

All of the Mainline sections use the barrier method of toll collection. In this method, customers pay specific tolls at across-the-road plazas located along the Turnpike and at selective ramp locations. Toll fares are based on vehicle classification and method of payment (SunPass customers pay less).

Additionally, all Mainline segments, except for Mainline – SR 91 (MP 88 - MP 236), operate with the 'N minus 1' toll rate formula to establish the truck (3+ axle) toll schedule. The SR 91 (MP 88 - MP 236) operates using a straight 'N', per-axle method.

Table 4.1
Mainline (SR 821, SR 91, SR 528) Transactions and Toll Revenue
FY 2025 vs. FY 2024

Component	Transactions (000)			Toll Revenue (\$000)		
	FY 2025	FY 2024	Change	FY 2025	FY 2024	Change
Mainline - SR 821	246,121	237,955	3.4%	\$220,922	\$212,834	3.8%
Mainline - SR 91 (MP 0X - MP 309)	592,803	590,889	0.3	616,842	616,399	0.1
Beachline West Expressway	40,697	41,579	(2.1)	35,640	37,640	(5.3)
Total	879,621	870,423	1.1%	\$873,404	\$866,873	0.8%

Source: Turnpike Enterprise Finance Office.

Table 4.2
Mainline (SR 821, SR 91, SR 528) Summary
Quarterly Gross Toll Revenue (\$000) Results
FY 2025 vs. FY 2024

Months	FY 2025	FY 2024	Variance	
			Amount	Change
July	\$75,190	\$73,487	\$1,703	2.3%
August	73,950	72,655	1,295	1.8
September	70,095	68,885	1,210	1.8
1st Quarter Subtotal	\$219,235	\$215,027	\$4,208	2.0%
October	66,114	74,638	(8,524)	(11.4)
November	74,722	72,632	2,090	2.9
December	77,459	73,761	3,698	5.0
2nd Quarter Subtotal	\$218,295	\$221,031	(\$2,736)	(1.2%)
January	73,745	72,638	1,107	1.5
February	68,884	70,115	(1,231)	(1.8)
March	77,466	76,779	687	0.9
3rd Quarter Subtotal	\$220,095	\$219,532	\$563	0.3%
April	72,872	71,120	1,752	2.5
May	73,745	73,096	649	0.9
June	69,162	67,067	2,095	3.1
4th Quarter Subtotal	\$215,779	\$211,283	\$4,496	2.1%
Annual Total	\$873,404	\$866,873	\$6,531	0.8%

Source: Turnpike Enterprise Finance Office.

Note: Revenues in October 2024 (FY 2025) were impacted by the Hurricane Milton toll suspension (October 7 – October 18, 2024).

Table 4.3
Mainline (SR 821, SR 91, SR 528)
Comparison of Daily Transactions by Month
FY 2025 vs. FY 2024

Month	Average Daily Transactions (ADT)*		Change
	FY 2025	FY 2024	
July 2024	2,336,500	2,302,500	1.5%
August	2,331,500	2,318,500	0.6
September	2,292,300	2,296,300	(0.2)
October	2,322,700	2,373,800	(2.2)
November	2,441,000	2,390,300	2.1
December	2,458,500	2,370,600	3.7
January 2025	2,363,700	2,340,900	1.0
February	2,382,700	2,441,300	(2.4)
March	2,525,900	2,499,500	1.1
April	2,503,800	2,443,500	2.5
May	2,470,300	2,437,800	1.3
June	2,411,000	2,325,700	3.7
AADT	2,409,900	2,378,200	1.3%

Source: Turnpike Enterprise Finance Office.

* ADT at tolled plaza locations.

Table 4.4
Turnpike Mainline - SR 821
Traffic Comparison of FY 2025 vs. FY 2024

Interchange		Annual Average Daily Transactions (AADT)*		
MP	Location	FY 2025	FY 2024	Change
47	NW 27th Avenue	23,300	20,800	12.0%
43	NW 57th Avenue	16,700	15,000	11.3
35	Okeechobee Road (US 27)	9,200	8,900	3.4
34	NW 106th Street	8,800	8,400	4.8
32	OKEECHOBEE PLAZA	125,700	119,800	4.9
31	NW 74th Street	20,200	18,300	10.4
29	NW 41st Street	17,000	16,000	6.3
27	NW 12th Street (Beacon Tradeport)	13,000	12,800	1.6
25	US 41/SW 8th Street (Tamiami Trail)	32,100	32,500	(1.2)
23	Bird Road (SW 40th Street)	36,800	36,100	1.9
22	BIRD ROAD PLAZA	163,600	158,900	3.0
20	SW 120th Street and Kendall Drive	37,900	37,100	2.2
16	Coral Reef Drive	14,000	13,800	1.4
10	HOMESTEAD PLAZA	135,100	131,800	2.5
9	Allapattah Road (SW 112th Avenue)	8,900	8,200	8.5
5	Biscayne Drive (SW 288th Street)	7,300	7,100	2.8
2	Campbell Drive (SW 312th Street)	4,700	4,600	2.2
Total		674,300	650,100	3.7%

Source: Turnpike Enterprise Finance Office.

* AADT at tolled plaza locations.

Table 4.5
Turnpike Mainline - SR 821
Comparison of Daily Transactions by Month
FY 2025 vs. FY 2024

Month	Average Daily Transactions (ADT)*		Change
	FY 2025	FY 2024	
July 2024	639,800	614,300	4.2%
August	651,400	642,800	1.3
September	655,000	637,100	2.8
October	662,600	658,400	0.6
November	673,600	644,700	4.5
December	669,000	635,200	5.3
January 2025	661,700	641,400	3.2
February	695,500	670,400	3.7
March	702,000	669,500	4.9
April	713,800	683,100	4.5
May	694,000	674,300	2.9
June	676,000	631,700	7.0
AADT	674,300	650,100	3.7%

Source: Turnpike Enterprise Finance Office.

* ADT at tolled plaza locations.

Table 4.6
Turnpike Mainline - SR 821
Quarterly Revenue (\$000) Results
FY 2025 vs. FY 2024

Months	FY 2025	FY 2024	Variance	
			Amount	Change
July	\$18,525	\$17,594	\$931	5.3%
August	18,630	18,357	273	1.5
September	18,038	17,441	597	3.4
1st Quarter Subtotal	\$55,193	\$53,392	\$1,801	3.4%
October	18,844	18,560	284	1.5
November	18,478	17,506	972	5.6
December	18,856	17,659	1,197	6.8
2nd Quarter Subtotal	\$56,178	\$53,725	\$2,453	4.6%
January	18,567	17,865	702	3.9
February	17,454	17,352	102	0.6
March	19,269	18,366	903	4.9
3rd Quarter Subtotal	\$55,290	\$53,583	\$1,707	3.2%
April	18,702	17,988	714	4.0
May	18,414	18,093	321	1.8
June	17,145	16,053	1,092	6.8
4th Quarter Subtotal	\$54,261	\$52,134	\$2,127	4.1%
Annual Total	\$220,922	\$212,834	\$8,088	3.8%

Source: Turnpike Enterprise Finance Office.

Table 4.7
Turnpike Mainline - SR 91 (MP 0X - MP 88)
Traffic Comparison of FY 2025 and FY 2024

Interchange		Annual Average Daily Transactions (AADT)*		
MP	Location	FY 2025	FY 2024	Change
86	Boynton Beach Boulevard	20,300	20,400	(0.5%)
81	Delray Beach (Atlantic Avenue)	16,200	16,100	0.6
75	Boca Raton (Glades Road)	20,900	20,900	0.0
69	Sample Road	8,900	8,700	2.3
67	Coconut Creek Parkway	14,500	14,100	2.8
65	POMPANO BEACH PLAZA	129,500	130,700	(0.9)
62	Commercial Boulevard	34,800	34,800	0.0
58	Sunrise Boulevard	27,200	27,400	(0.7)
53	Griffin Road	19,900	20,300	(2.0)
49	Hollywood Boulevard	25,900	26,600	(2.6)
47	County Line Road	5,500	5,100	7.8
47	NW 27th Avenue	3,700	3,500	5.7
47	MIRAMAR PLAZA	63,400	58,900	7.6
2X	Dolphin Center	13,800	13,100	5.3
0X	GOLDEN GLADES PLAZA	95,600	107,600	(11.2)
Total		500,100	508,200	(1.6%)

Source: Turnpike Enterprise Finance Office.

* AADT at tolled plaza locations.

Note: AADT at the Golden Glades Plaza were impacted by the ongoing construction activities at the interchange of the Turnpike Mainline - SR 91 (MP 0X - MP 88) with I-95, including multiple ramp detours and closures.

Table 4.8
Turnpike Mainline - SR 91 (MP 88 - MP 236)
Traffic Comparison of FY 2025 and FY 2024

Interchange		Annual Average Daily Transactions (AADT)*		
MP	Location	FY 2025	FY 2024	Change
236	THREE LAKES PLAZA	36,100	36,500	(1.4%)
154	FORT PIERCE PLAZA	38,000	38,200	(0.5)
150	MIDWAY ROAD PLAZA	50,400	50,100	0.6
141	PORT ST. LUCIE PLAZA	58,800	58,300	0.9
138	BECKER ROAD PLAZA	66,300	64,900	2.2
133	STUART PLAZA	58,400	57,200	2.1
113	JUPITER PLAZA	56,500	56,600	(0.2)
108	PGA BOULEVARD PLAZA	66,800	66,900	(0.1)
104	45TH STREET PLAZA	75,500	75,400	0.1
98	BELVEDERE ROAD PLAZA	80,500	80,700	(0.2)
96	FOREST BOULEVARD PLAZA	80,600	81,300	(0.9)
88	LANTANA PLAZA	84,900	85,400	(0.6)
Total		752,800	751,500	0.2%

Source: Turnpike Enterprise Finance Office.

* AADT at tolled plaza locations.

Table 4.9
Turnpike Mainline - SR 91 (MP 236 - MP 309)
Traffic Comparison of FY 2025 and FY 2024

Interchange		Annual Average Daily Transactions (AADT)*		
MP	Location	FY 2025	FY 2024	Change
296	CR 470	3,000	2,900	3.4%
289	US 27/Leesburg North	8,500	7,900	7.6
288	LEESBURG PLAZA	53,200	51,300	3.7
285	US 27/Leesburg South	15,000	15,500	(3.2)
278	Minneola (Hancock Rd)	16,700	15,400	8.4
272	SR 50	46,500	45,700	1.8
259	Orlando/I-4	40,800	39,200	4.1
255	Consulate Drive	13,100	13,000	0.8
254	Orlando South	43,900	43,100	1.9
251	SR 417	38,800	33,500	15.8
249	Osceola Parkway	32,100	31,100	3.2
244	Kissimmee/St. Cloud	33,400	32,600	2.5
240	Clay Whaley Road	26,200	23,700	10.5
Total		371,200	354,900	4.6%

Source: Turnpike Enterprise Finance Office.

* AADT at tolled plaza locations.

Table 4.10
Turnpike Mainline - SR 91 (MP 0X – MP 309)
Comparison of Daily Transactions by Month
FY 2025 vs. FY 2024

Month	Average Daily Transactions (ADT)*		Change
	FY 2025	FY 2024	
July 2024	1,586,500	1,580,000	0.4%
August	1,572,600	1,569,800	0.2
September	1,530,100	1,549,700	(1.3)
October	1,551,700	1,600,200	(3.0)
November	1,655,300	1,631,000	1.5
December	1,677,200	1,623,500	3.3
January 2025	1,592,600	1,587,600	0.3
February	1,655,100	1,652,100	0.2
March	1,707,100	1,707,600	(0.0)
April	1,675,900	1,644,100	1.9
May	1,663,700	1,647,600	1.0
June	1,624,300	1,580,800	2.8
AADT	1,624,100	1,614,500	0.6%

Source: Turnpike Enterprise Finance Office.

* ADT at tolled plaza locations.

Table 4.11
Turnpike Mainline Summary - SR 91 (MP 0X - MP 309)
Quarterly Revenue (\$000) Results
FY 2025 vs. FY 2024

Months	FY 2025	FY 2024	Variance	
			Amount	Change
July	\$53,460	\$52,866	\$594	1.1%
August	52,235	51,330	905	1.8
September	49,103	48,486	617	1.3
1st Quarter Subtotal	\$154,798	\$152,682	\$2,116	1.4%
October	45,170	52,756	(7,586)	(14.4)
November	53,178	52,195	983	1.9
December	55,445	53,022	2,423	4.6
2nd Quarter Subtotal	\$153,793	\$157,973	(\$4,180)	(2.6%)
January	52,126	51,459	667	1.3
February	48,502	49,742	(1,240)	(2.5)
March	54,984	54,796	188	0.3
3rd Quarter Subtotal	\$155,612	\$155,997	(\$385)	(0.2%)
April	51,447	50,327	1,120	2.2
May	52,206	51,698	508	1.0
June	48,986	47,722	1,264	2.6
4th Quarter Subtotal	\$152,639	\$149,747	\$2,892	1.9%
Annual Total	\$616,842	\$616,399	\$443	0.1%

Source: Turnpike Enterprise Finance Office.

Note: Revenues in October 2024 (FY 2025) were impacted by the Hurricane Milton toll suspension (October 7 – October 18, 2024).

Table 4.12
Beachline West Expressway
Comparison of Daily Transactions by Month
FY 2025 vs. FY 2024

Month	Average Daily Transactions (ADT)*		Change
	FY 2025	FY 2024	
July 2024	110,200	108,200	1.8%
August	107,400	105,900	1.4
September	107,300	109,400	(1.9)
October	108,300	115,200	(6.0)
November	112,100	114,600	(2.2)
December	112,300	111,900	0.4
January 2025	109,400	111,900	(2.2)
February	117,300	118,800	(1.3)
March	116,900	122,400	(4.5)
April	114,000	116,300	(2.0)
May	112,600	115,900	(2.8)
June	110,700	113,200	(2.2)
AADT	111,500	113,600	(1.8%)

Source: Turnpike Enterprise Finance Office.

* ADT at tolled plaza locations.

Note: Transactions in October 2024 (FY 2025) were impacted by Hurricane Milton (October 2024).

Table 4.13
Beachline West Expressway
Quarterly Revenue (\$000) Results
FY 2025 vs. FY 2024

Months	FY 2025	FY 2024	Variance	
			Amount	Change
July	\$3,205	\$3,027	\$178	5.9%
August	3,085	2,968	117	3.9
September	2,954	2,958	(4)	(0.1)
1st Quarter Subtotal	\$9,244	\$8,953	\$291	3.3%
October	2,100	3,322	(1,222)	(36.8)
November	3,066	2,931	135	4.6
December	3,158	3,080	78	2.5
2nd Quarter Subtotal	\$8,324	\$9,333	(\$1,009)	(10.8%)
January	3,052	3,314	(262)	(7.9)
February	2,928	3,021	(93)	(3.1)
March	3,213	3,617	(404)	(11.2)
3rd Quarter Subtotal	\$9,193	\$9,952	(\$759)	(7.6%)
April	2,723	2,805	(82)	(2.9)
May	3,125	3,305	(180)	(5.4)
June	3,031	3,292	(261)	(7.9)
4th Quarter Subtotal	\$8,879	\$9,402	(\$523)	(5.6%)
Annual Total	\$35,640	\$37,640	(\$2,000)	(5.3%)

Source: Turnpike Enterprise Finance Office.

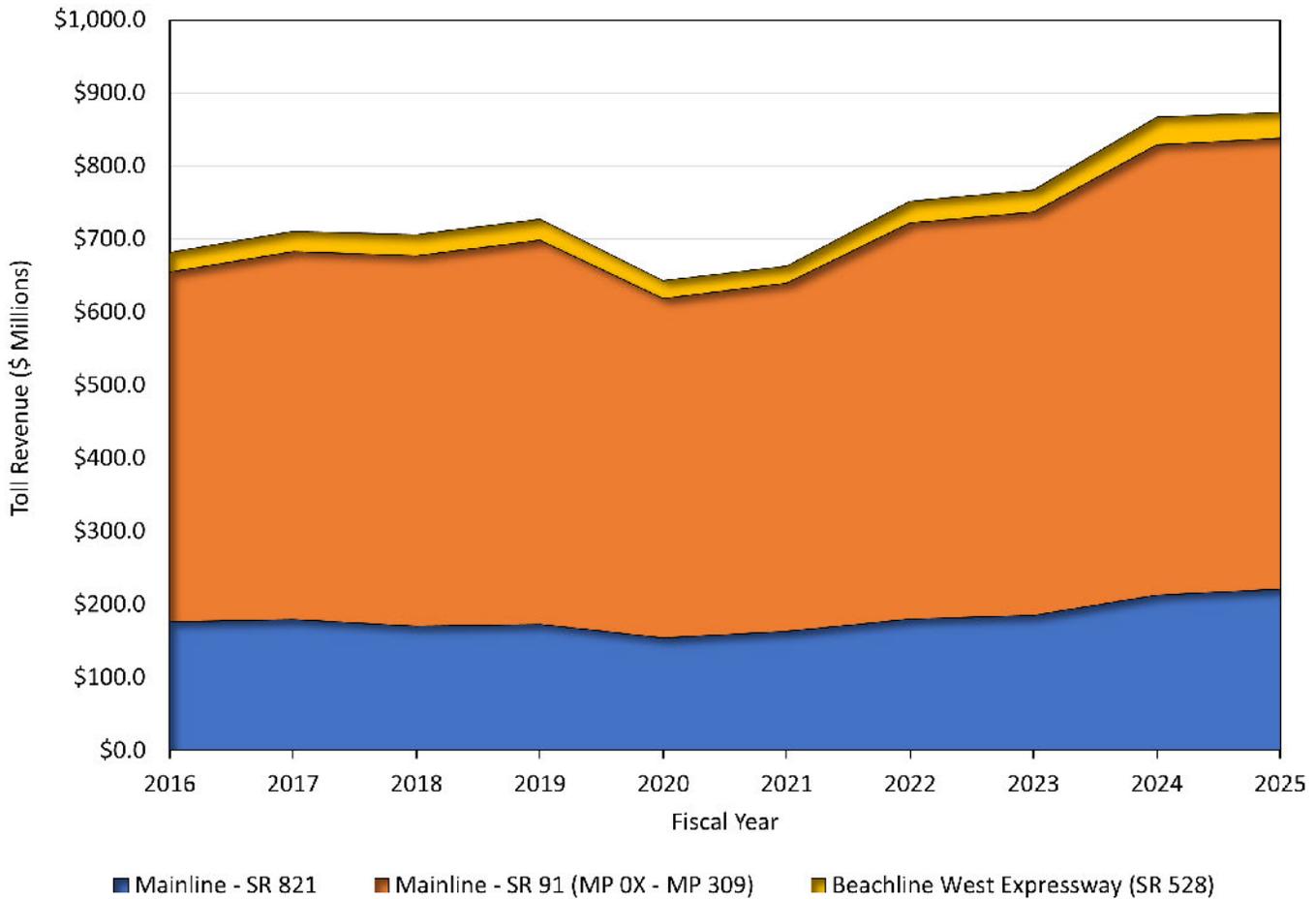
Notes: Revenues in October 2024 (FY 2025) were impacted by the Hurricane Milton toll suspension (October 7 – October 18, 2024).
A contributing factor to decreases in revenue is the construction activities on the adjacent I-4.

Table 4.14
Mainline Seasonal Traffic Variation
FY 2025

Month	Seasonal Factor				
	SR 821	SR 91 (MP 0X - MP 88)	SR 91 (MP 88 - MP 236)	SR 91 (MP 236 - MP 309)	Beachline West Expressway
July 2024	0.95	0.97	0.99	0.97	0.99
August	0.97	0.99	0.96	0.95	0.96
September	0.97	0.97	0.93	0.94	0.96
October	0.98	0.98	0.94	0.96	0.97
November	1.00	1.01	1.03	1.01	1.01
December	0.99	1.01	1.06	1.01	1.01
January 2025	0.98	0.99	0.98	0.97	0.98
February	1.03	1.04	1.01	1.02	1.05
March	1.04	1.04	1.06	1.04	1.05
April	1.06	1.03	1.02	1.05	1.02
May	1.03	1.01	1.03	1.04	1.01
June	1.00	0.97	1.01	1.03	0.99

Source: Turnpike Enterprise Finance Office.

Graph 4.1
Annual Toll Revenue for Mainline
(SR 821, SR 91, SR 528) FY 2016 through FY 2025



Source: Turnpike Enterprise Finance Office.

This graph shows the historical annual toll revenues on the Mainline (SR 821, SR 91, SR 528) for the past 10 years. The revenues declined due to the economic downturn of FY 2020 and FY 2021 and rebounded in FY 2022 and FY 2023, with revenue increasing to over pre-economic downturn levels. The Systemwide toll rate indexing on July 1, 2023 was a contributing factor to the FY 2024 increase in revenue over FY 2023.

FY 2025 represents three unique revenue trends, with the Mainline - SR 821 growing by 3.8 percent, the Mainline - SR 91 (MP 0X - MP 309) remaining static at 0.1 percent, and the Beachline West Expressway decreasing by 5.3 percent. A contributing factor to the FY 2025 decrease in revenue on the Beachline West Expressway is the construction activities on the adjacent I-4.

Table 4.15
Mainline - Toll Revenue Forecast (\$000)
FY 2026 through FY 2036

Fiscal Year	Turnpike Mainline - SR 821	Turnpike Mainline - SR 91 (MP 0X - 309)	Beachline West - SR 528	Total
2026	\$224,485	\$630,798	\$34,953	\$890,236
2027	230,595	637,593	33,656	901,844
2028	233,654	646,275	34,131	914,060
2029	236,586	654,368	34,754	925,708
2030	239,712	663,995	35,457	939,164
2031	242,686	674,796	36,067	953,549
2032	245,456	688,454	36,616	970,526
2033	248,255	699,763	37,136	985,154
2034	251,084	708,648	37,626	997,358
2035	253,696	718,136	38,084	1,009,916
2036	256,081	726,928	38,548	1,021,557

Source: Turnpike Enterprise Finance Office.

The forecast reflects impacts from the following:

Toll rate adjustments

- For FY 2026 and beyond, all toll rates are held constant with the prior year.

AET conversions

- The AET conversion of the Beachline West Expressway is assumed in January 2026.

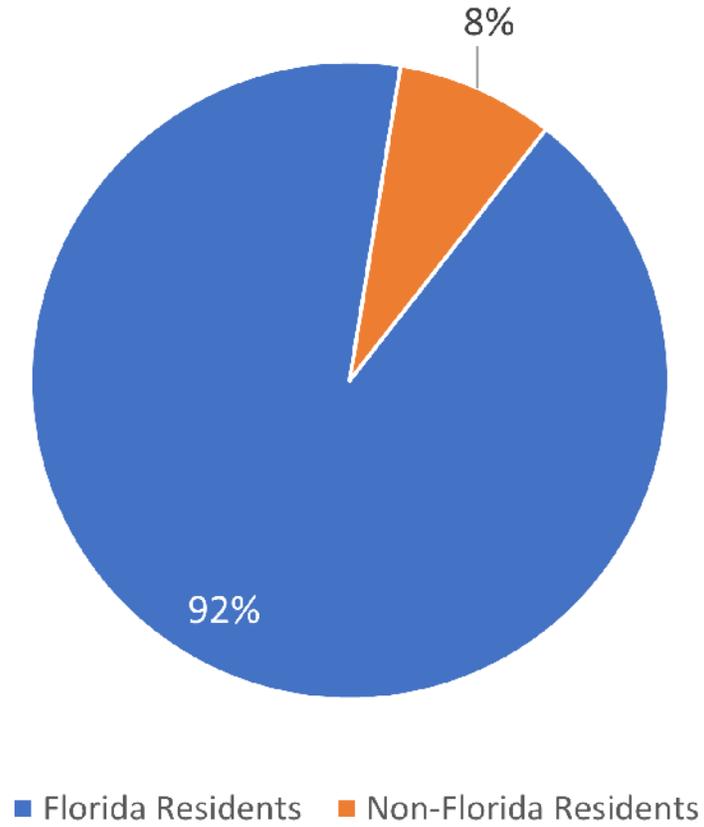
Planned new interchanges

- NW 170th Street on the Turnpike Mainline - SR 821 in FY 2027
- Leesburg South on the Turnpike Mainline - SR 91 in FY 2028
- Sand Lake Road on the Turnpike Mainline - SR 91 in FY 2030
- Taft Vineland Road on the Turnpike Mainline - SR 91 in FY 2030
- LaQuinta Drive on the Beachline West Expressway in FY 2031
- Jog Road on the Turnpike Mainline - SR 91 in FY 2032
- Kissimmee-St. Cloud South on the Turnpike Mainline - SR 91 in FY 2032
- Nolte Road on the Turnpike Mainline - SR 91 in FY 2032
- Midway Road on the Turnpike Mainline - SR 91 in FY 2033
- Golden Glades interchange modifications on the Turnpike Mainline - SR 91 in FY 2033

Planned roadway widenings

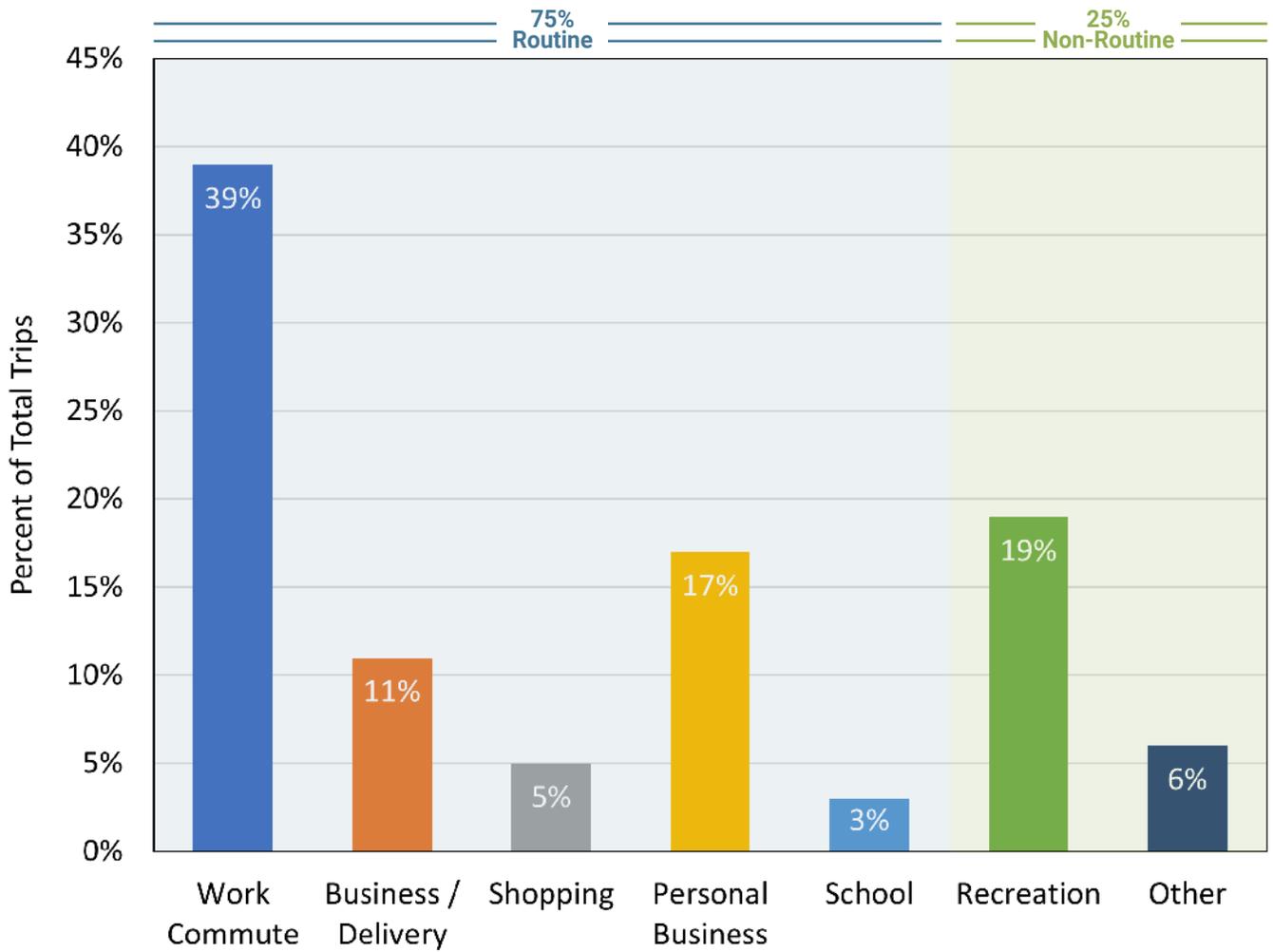
- Turnpike Mainline - SR 91 – Clermont to Minneola in FY 2027; and Boynton Beach to Lake Worth in FY 2027
- Turnpike Mainline - SR 821 – NW 106th Street to East of I-75 in FY 2027
- Turnpike Mainline - SR 91 – Minneola to O'Brien Road in FY 2028
- Turnpike Mainline - SR 821 – Campbell Drive to Tallahassee Road in FY 2029
- Turnpike Mainline - SR 91 – O'Brien Road to Leesburg North in FY 2031; Turnpike Mainline - SR 821 to Griffin Road in FY 2031; and Sawgrass Expressway to Glades Road in FY 2031
- Turnpike Mainline - SR 91 – Lake Worth to SR 710 in FY 2032; Nolte Road to Osceola Parkway in FY 2032; and Golden Glades to Turnpike Mainline - SR 821 in FY 2032
- Turnpike Mainline - SR 91 – Glades Road to Atlantic Avenue in FY 2034
- Turnpike Mainline - SR 91 – Leesburg North to CR 470 in FY 2035; and SR 710 to PGA Boulevard in FY 2035
- Turnpike Mainline - SR 91 – PGA Boulevard to Jupiter in FY 2036

Graph 4.2
Florida's Turnpike System Customer Mix



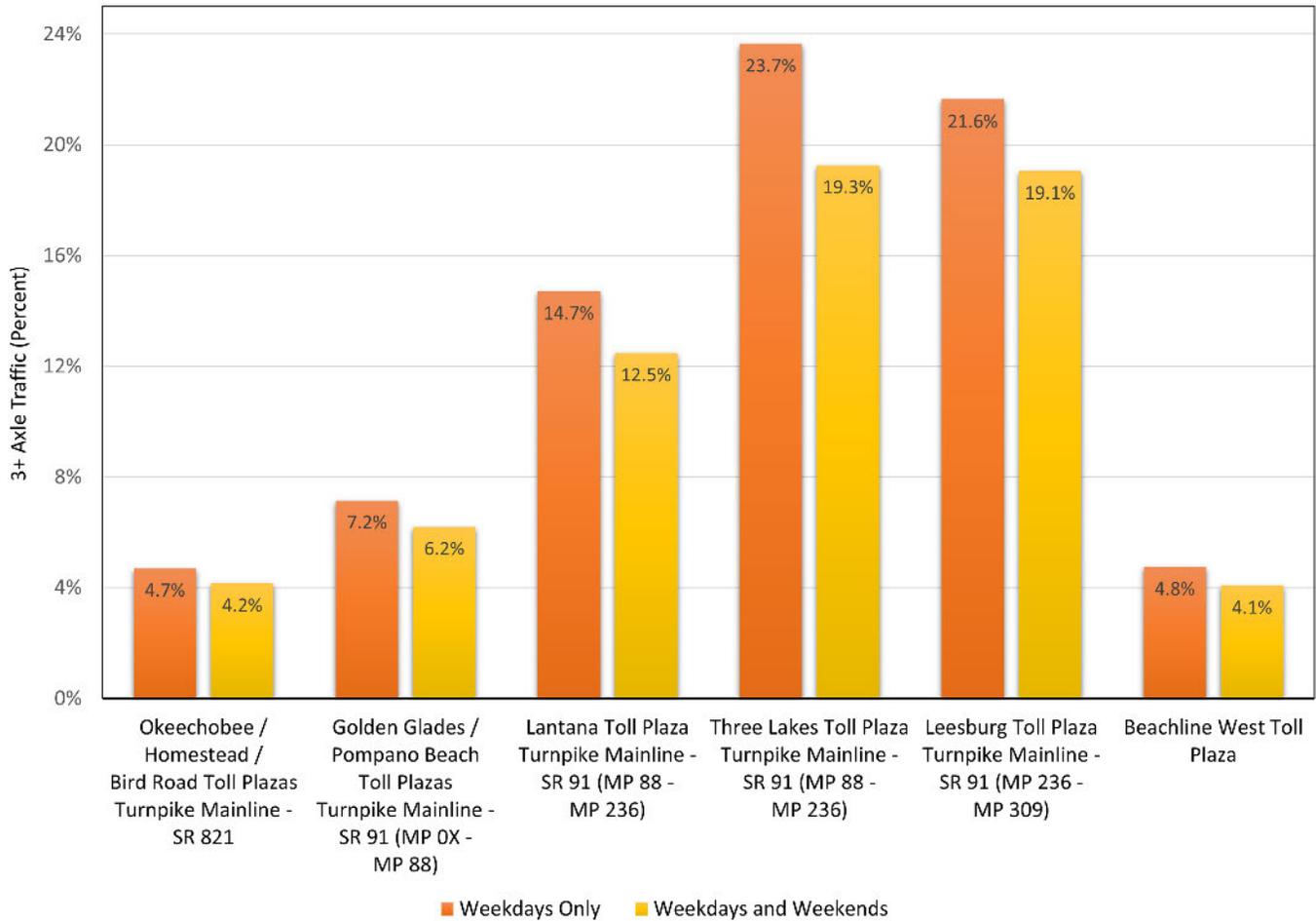
Source: Based on FY 2025 study of zip codes associated with SunPass and TOLL-BY-PLATE accounts.

Graph 4.3
Florida's Turnpike System Trip Purpose



Source: Turnpike Systemwide Customer Survey Report

Graph 4.4
Mainline Toll Plazas
3+ Axle Vehicles in the Vehicle Mix for FY 2025

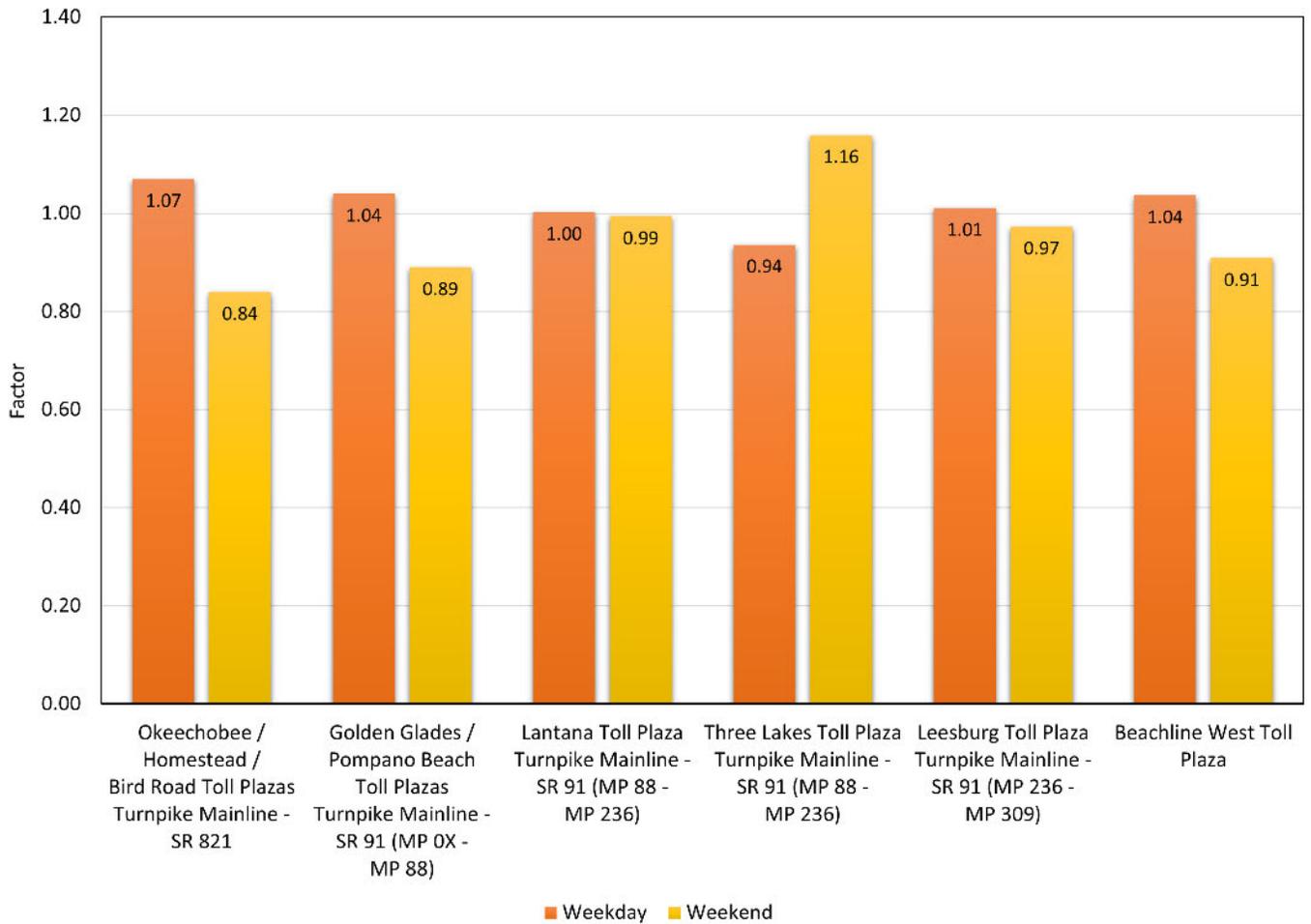


Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning November 4, 2024.

This graph provides an overview of the percentage of truck traffic by Mainline facility. The highest percentage of 3+ axle traffic was reported at the Three Lakes Toll Plaza on the Turnpike Mainline - SR 91 at nearly 24 percent for weekdays. The Beachline West Expressway, a facility that largely serves commuters and tourists, reported the lowest percentage of 3+ axle traffic at approximately 4 percent for the entire week.

Also indicated is the difference between the southern and northern ends of the Turnpike Mainline – SR 91 (MP 88 – MP 236) (Lantana and Three Lakes Toll Plazas, respectively). On one hand, traffic patterns at the Lantana Toll Plaza are trending towards those of the Mainline – SR 91 (MP 0X – MP 88) due to increasing urban development in the area. On the other hand, the Three Lakes Toll Plaza demonstrates patterns similar to the Mainline – SR 91 (MP 236 – MP 309) since it serves long distance travelers such as multi-axle commercial vehicles and tourists.

Graph 4.5
Mainline Traffic Weekends vs. Weekdays for FY 2025

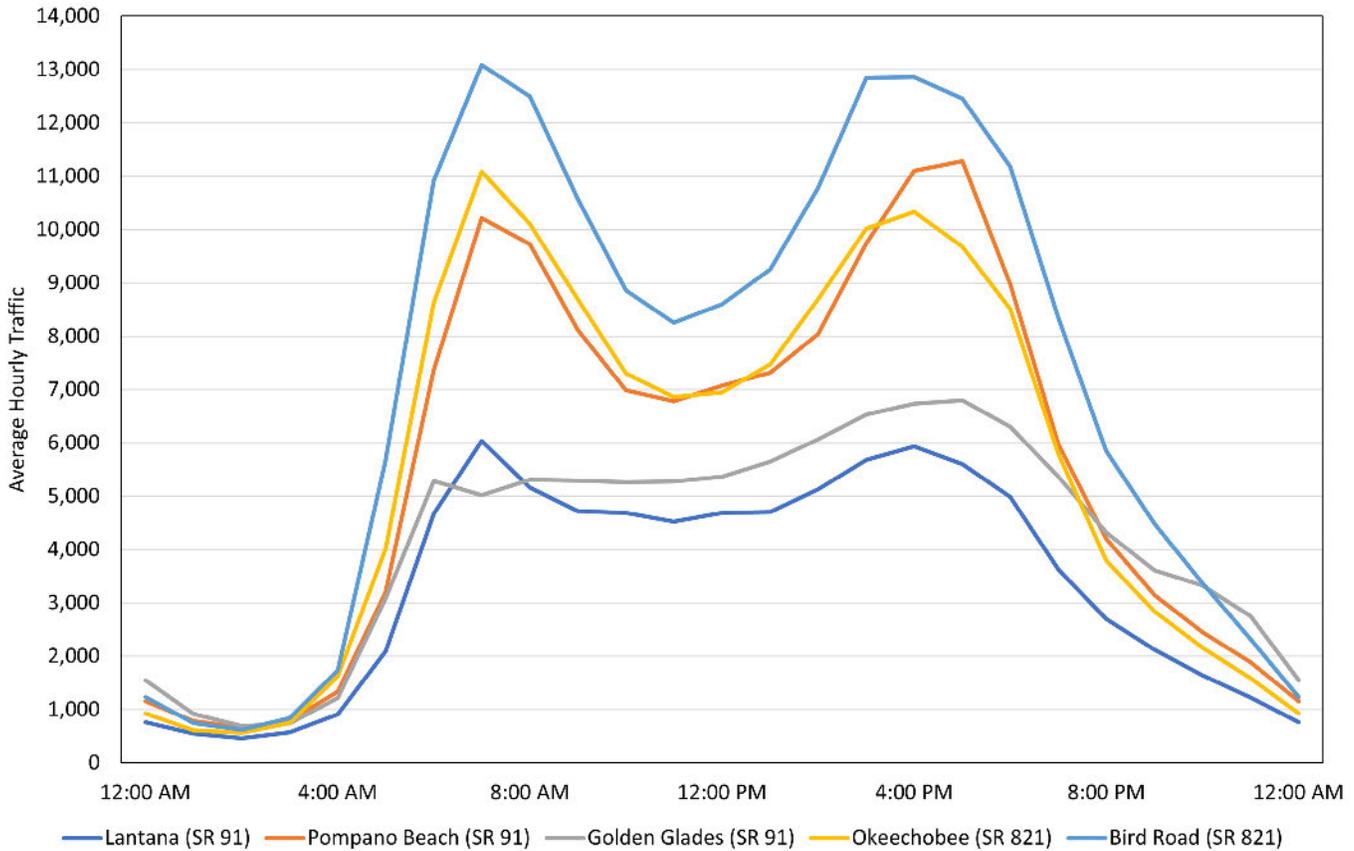


Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning November 4, 2024.
 Note: A factor of 1.0 represents a typical average day over the 7-day period.

This analysis illustrates that Turnpike traffic varies between weekdays and weekends. For example, a Turnpike facility in an urban area may be heavily traveled by commuters during the week, but substantially less utilized over the weekend. The analysis differentiates between facilities more commonly used for business-related/commuter purposes and facilities predominantly used for tourist/recreational purposes. The average daily transaction (ADT) volumes are normally grouped into weekdays (Monday through Friday) and weekends (Saturday and Sunday).

Assuming that an average day in a seven-day week represents the baseline for comparison between weekdays and weekends, a weekday/weekend factor is calculated for a representative group of mainline toll plazas. These factors are shown in the graph above. As expected, the weekday factors at the plazas that primarily serve commuter traffic (i.e., SR 821, the south end of SR 91, Beachline West Expressway) are 4 to 7 percent higher than the average traffic for the entire week. Conversely, weekend traffic at these plazas is 16 to 9 percent lower than the weekly average. In contrast to this trend, traffic at the Three Lakes Toll Plaza indicates higher weekend versus weekday traffic. This trend is expected since this plaza predominately serves tourists and recreational travelers.

Graph 4.6
Mainline Toll Plazas - Southern Facilities
FY 2025 Typical Hourly Weekday Traffic

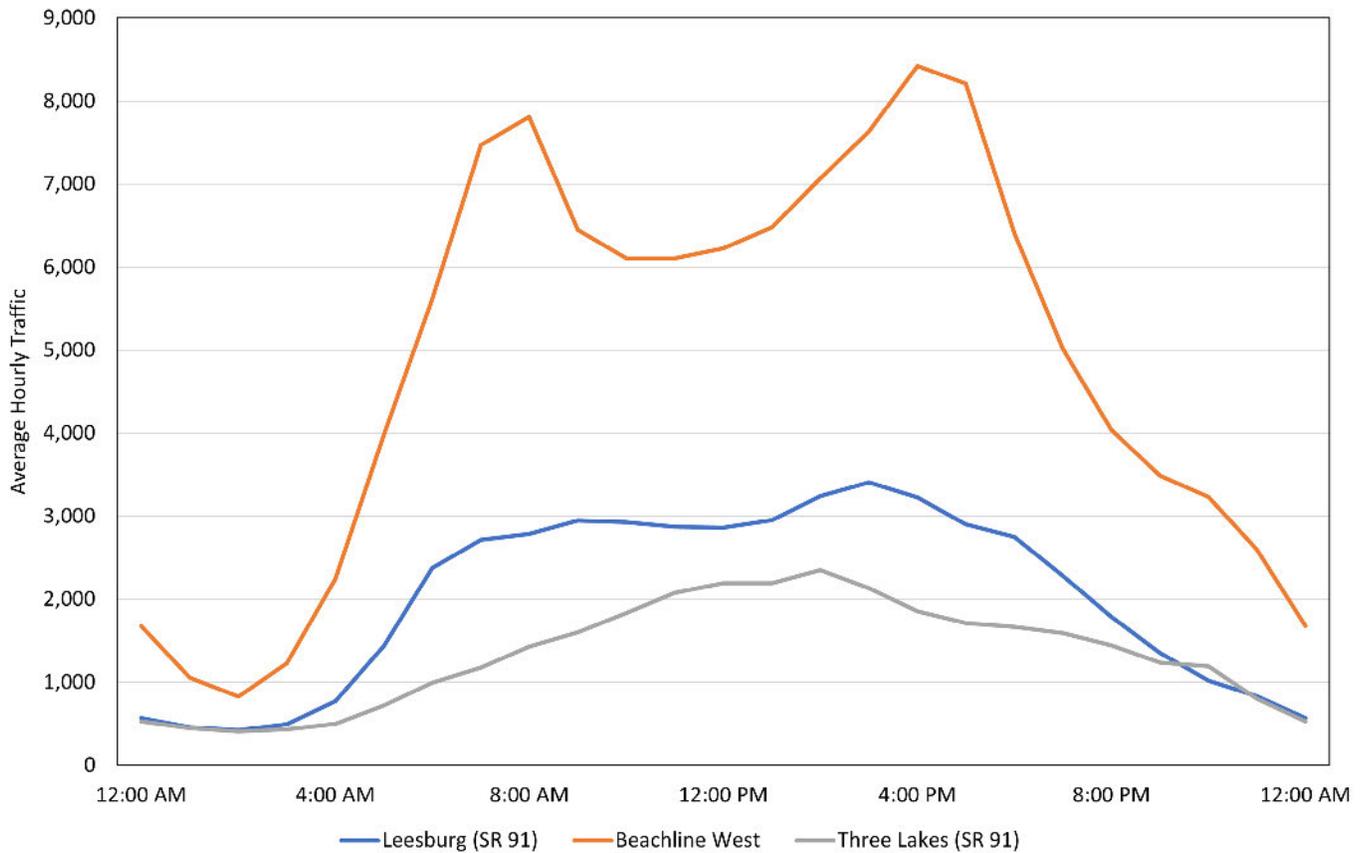


Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning November 4, 2024.

This graph shows the hourly traffic on weekdays in a typical week at select mainline toll plazas for the southern components of the Mainline (these include SR 821, and the Turnpike Mainline – SR 91 (MP 0X – MP 88)).

As indicated in the graph, travel on these facilities increased notably during the early morning and evening hours. For example, for these mainline plazas, an average of 40 percent of all daily traffic occurred during the peak periods (7:00 AM to 10:00 AM and 4:00 PM to 7:00 PM).

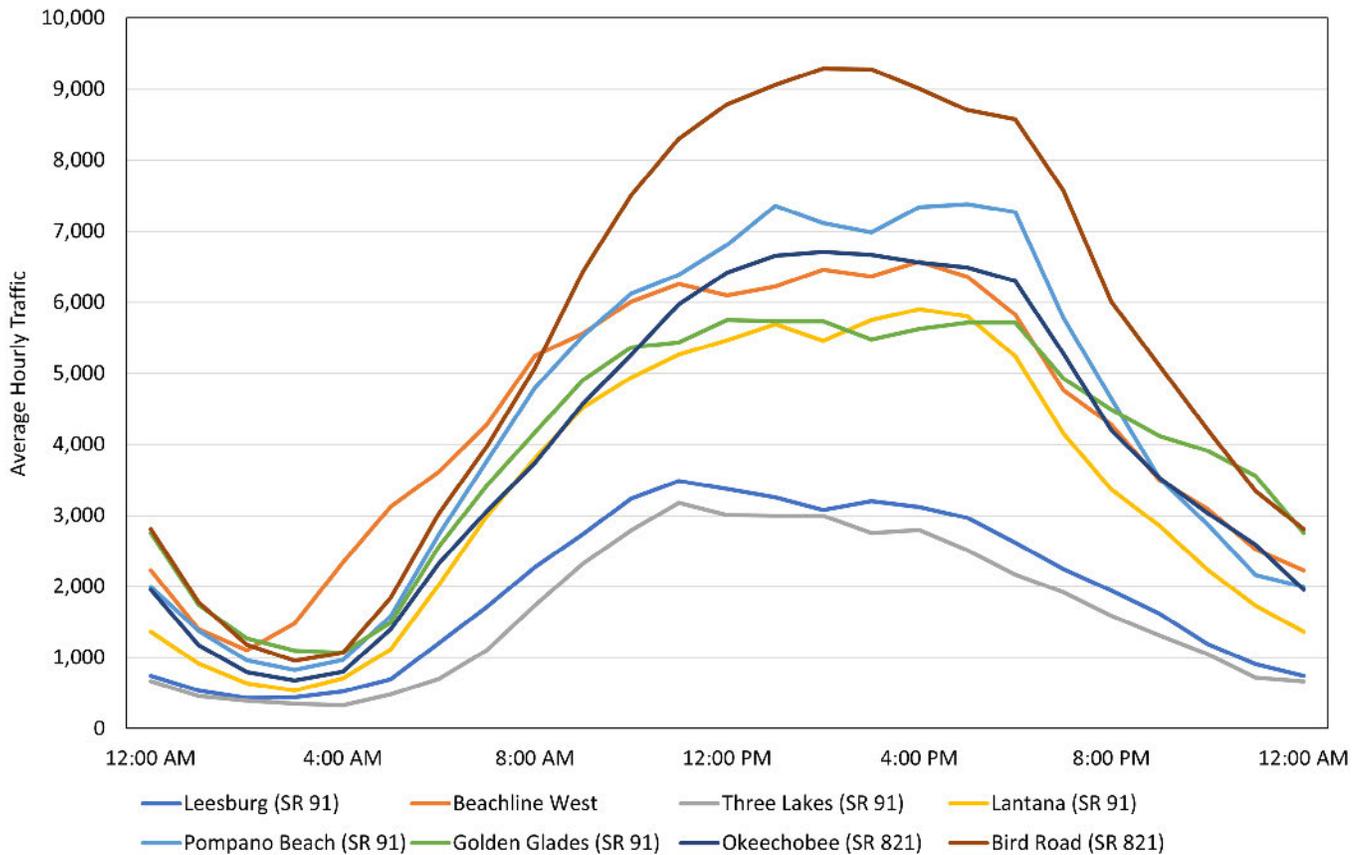
Graph 4.7
Mainline Toll Plazas - Northern Facilities
FY 2025 Typical Hourly Weekday Traffic



Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning November 4, 2024.

This graph shows the hourly traffic on weekdays in a typical week at select mainline toll plazas for the northern components of the Mainline (these include Turnpike Mainline – SR 91 (MP 88 – MP 236), Turnpike Mainline SR 91 (MP 236 – MP 309) and Beachline West Expressway). As depicted in the graph, travel on these facilities increased during the early morning hours and remained relatively constant throughout the midday and early evening periods. The absence of a definite morning and evening peak period (with some exception to the Beachline West Expressway) indicates that the toll plazas along these Mainline facilities are less commuter-oriented than those located along the southern components of the Mainline. These results also are consistent with the prior year results.

Graph 4.8
Mainline Toll Plazas
FY 2025 Typical Hourly Weekend Traffic



Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning November 4, 2024.

This graph presents the hourly traffic at the toll plazas of the Mainline components during a typical weekend. As the graph demonstrates, travel on these facilities peaked in the afternoon and remained relatively constant until the evening hours.