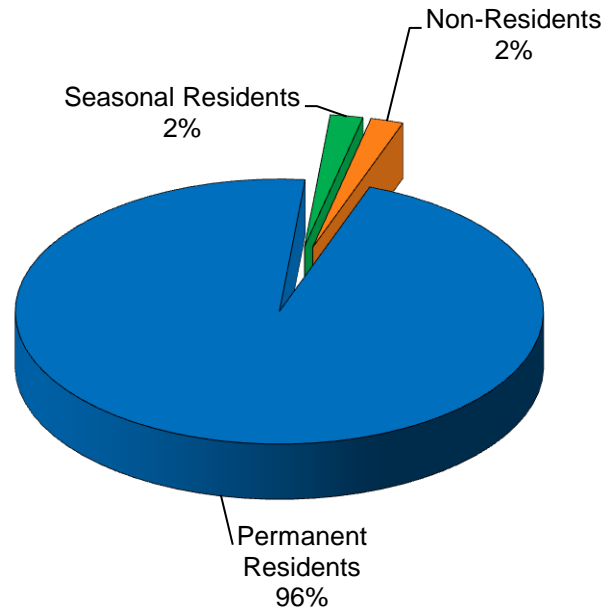
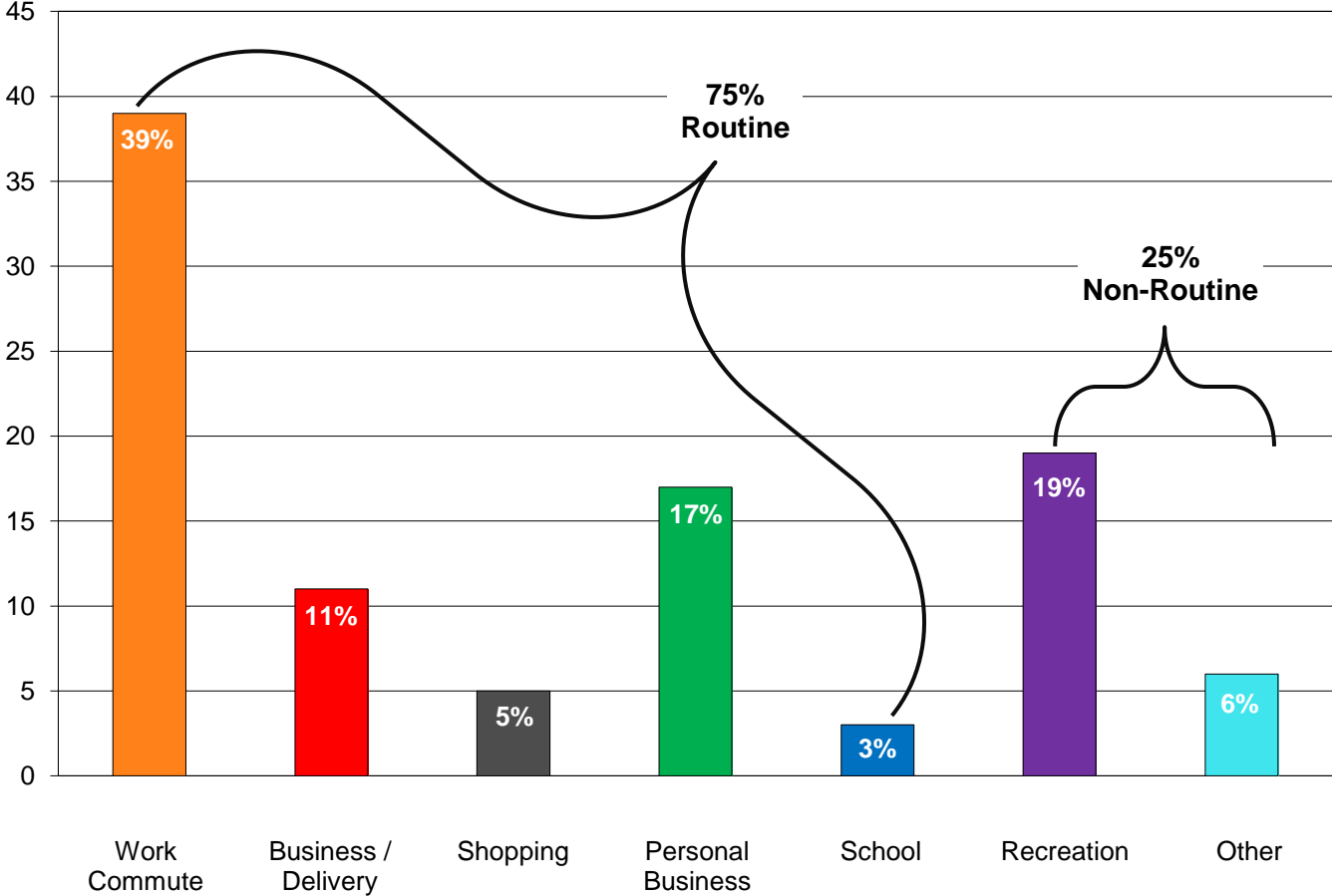


Florida's Turnpike System Customer Mix



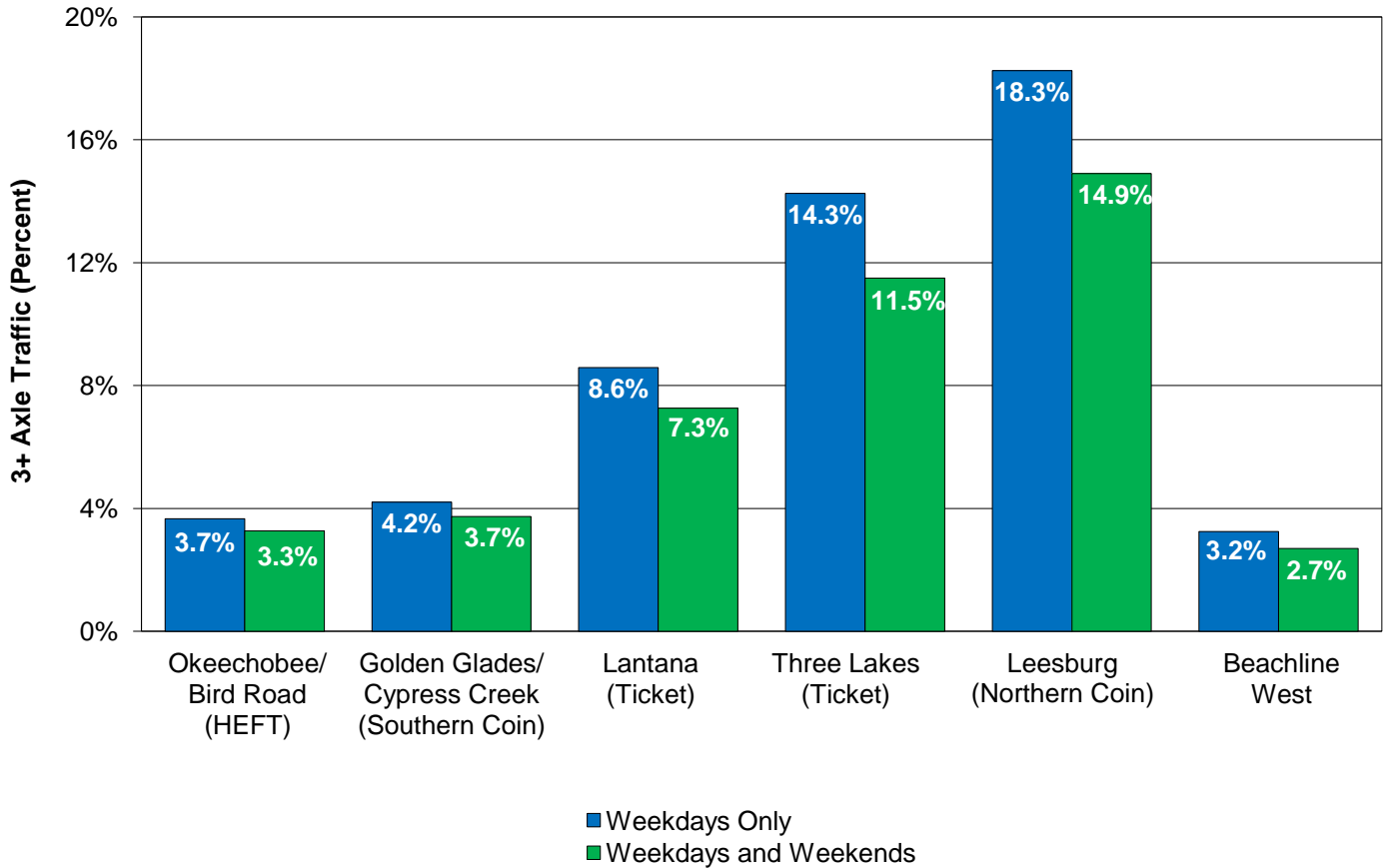
Source: Turnpike Systemwide Customer Survey Report.

Florida's Turnpike System Trip Purpose



Source: Turnpike Systemwide Customer Survey Report.

**Mainline Toll Plazas
3+ Axle Vehicles in the Vehicle Mix**

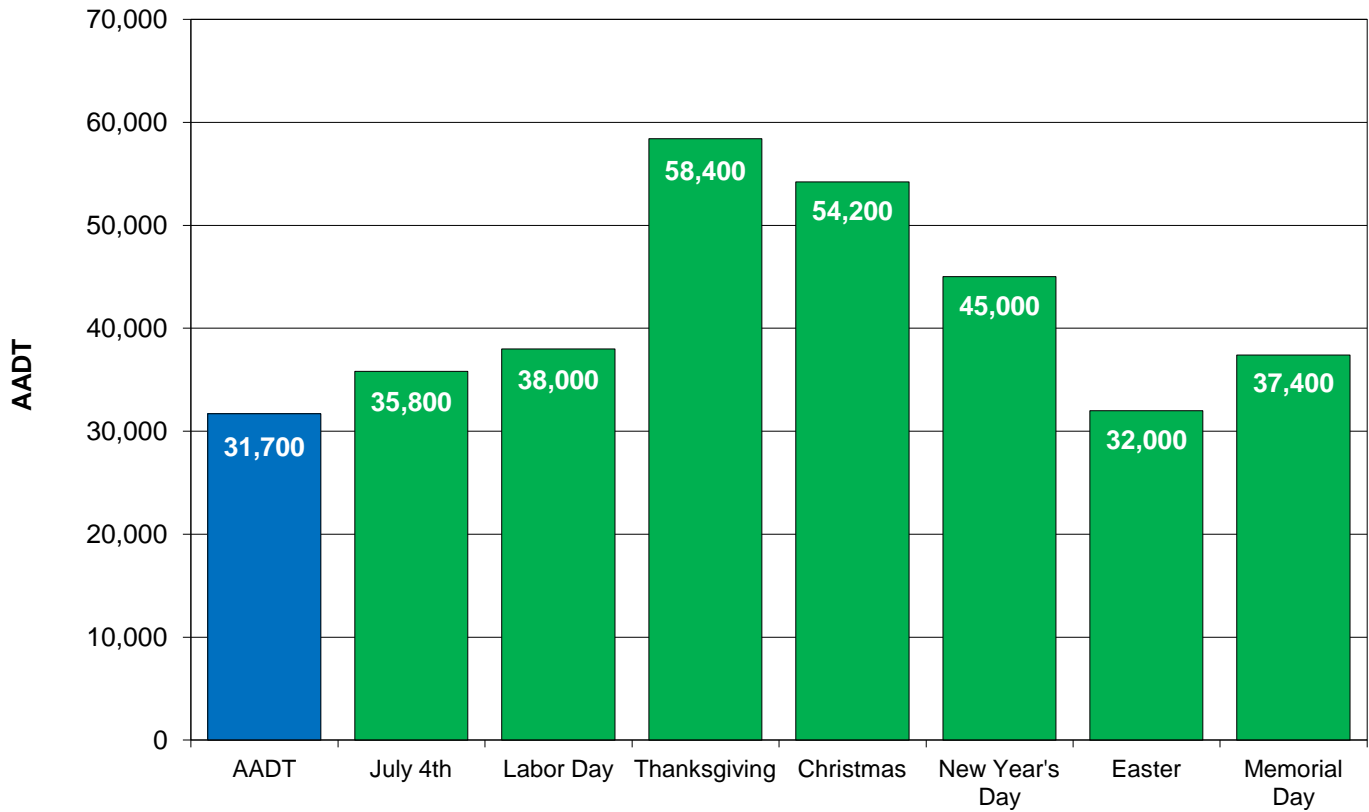


Source: Data obtained from Turnpike Enterprise Finance Office for the first week of November 2011.

This graph provides an overview of the percentage of truck traffic by Mainline facility. As in prior years, the highest percentage of 3+ axle traffic was reported at the Leesburg Toll Plaza on the Northern Coin System at 15 percent for the entire week and over 18 percent for weekdays. The Beachline West Expressway and the HEFT, facilities that largely serve the commuters and the tourists, reported the lowest percentage of 3+ axle traffic at approximately 3 percent for the entire week.

Also indicated is the difference between the southern and northern ends of the Ticket System (Lantana and Three Lakes, respectively). Traffic patterns at Lantana are trending towards those of the Southern Coin due to increasing urban development in the area. On the other hand, Three Lakes demonstrates patterns similar to the Northern Coin since it serves long distance travelers such as multi-axle commercial vehicles and tourists.

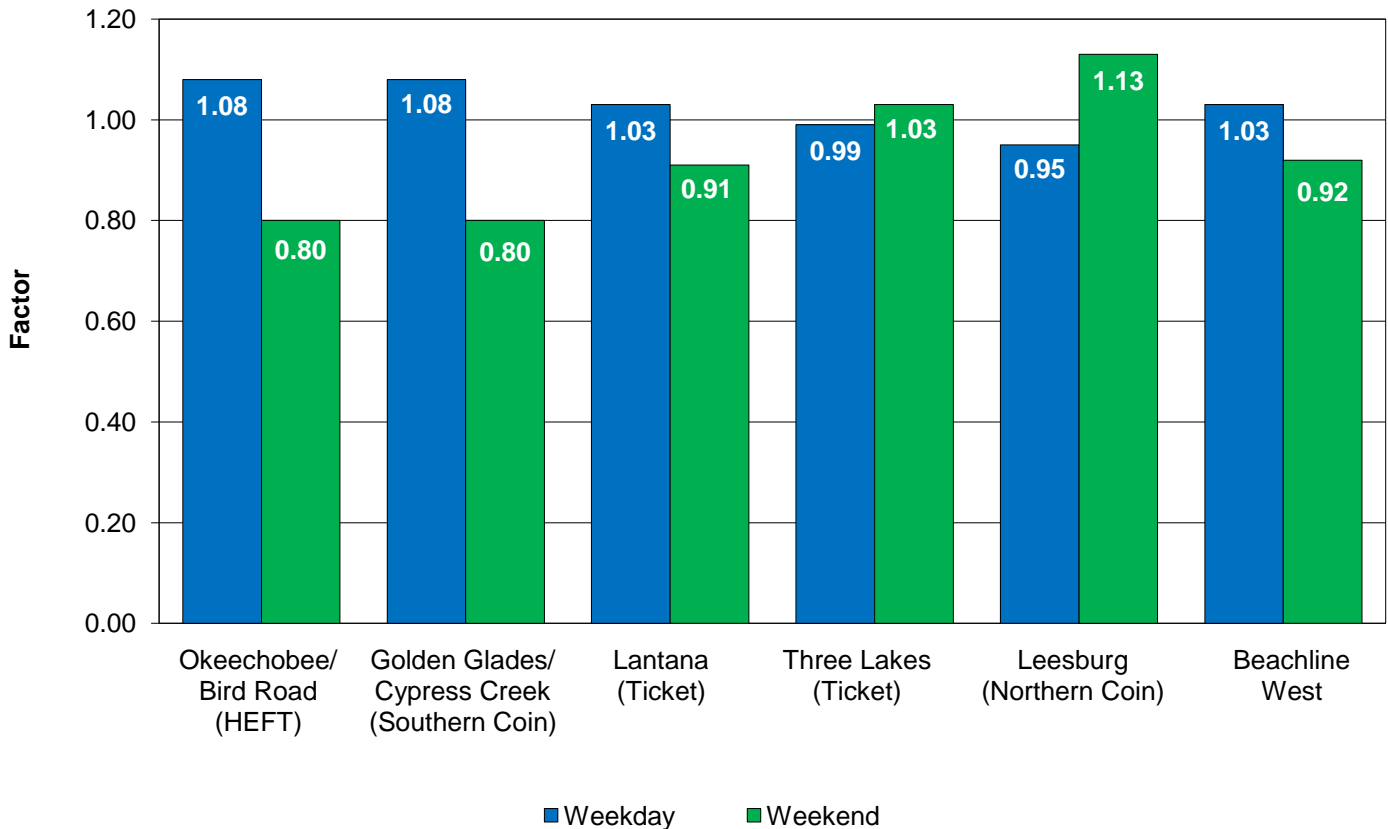
Leesburg Toll Plaza – Northern Coin System Holiday Traffic



Source: Turnpike Enterprise Finance Office.

This graph compares the traffic on the busiest day during each holiday period to the AADT at the Leesburg toll plaza (Northern Coin System). This toll plaza experiences large increases in traffic during holiday periods because it is the northernmost entrance to the Mainline, and it provides a major connection to Central Florida. As in prior years, during the Thanksgiving holiday, traffic was nearly twice the normal volume.

Mainline Toll Plazas Weekend vs. Weekday Factors



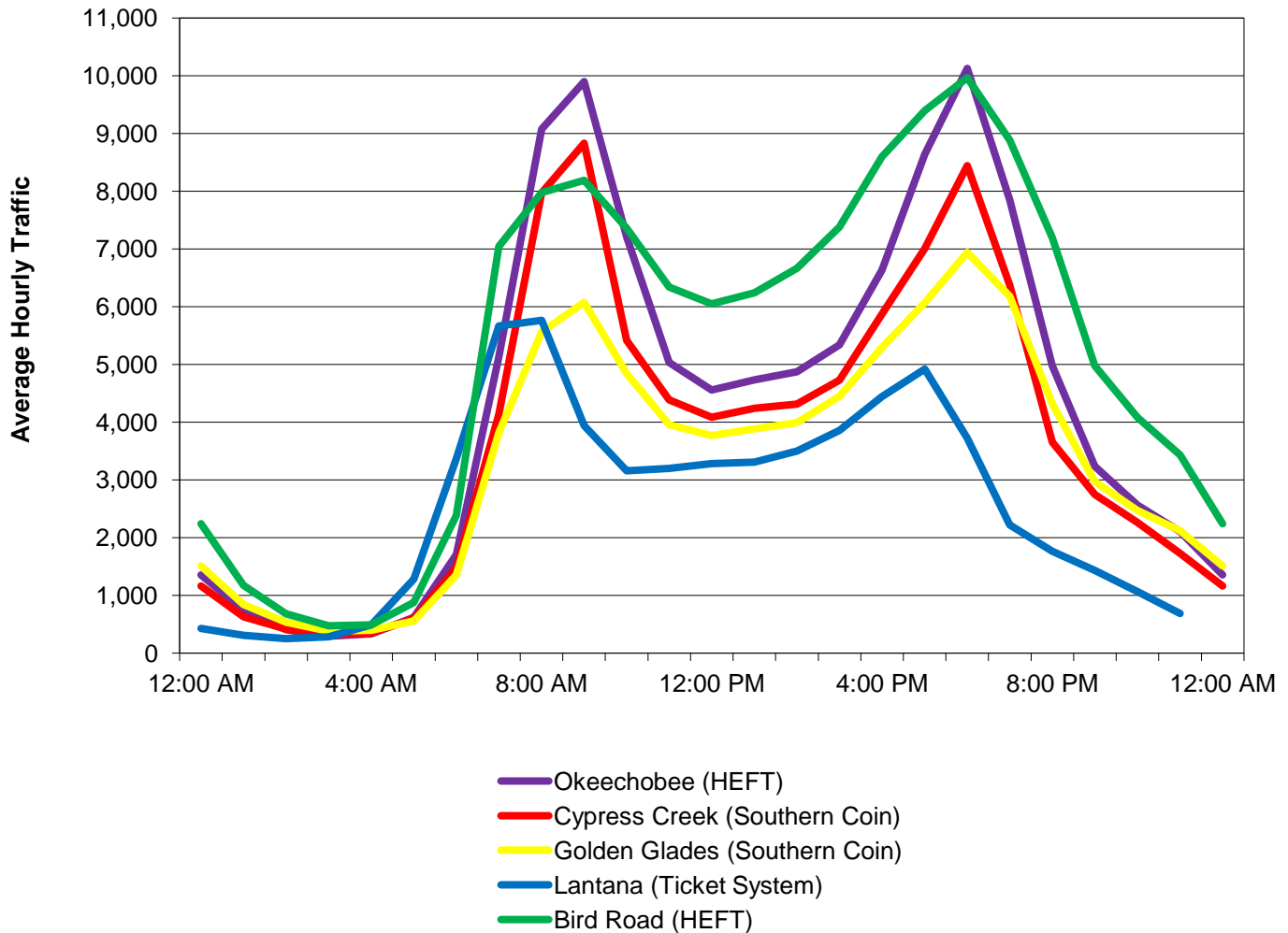
Source: Data obtained from Turnpike Enterprise Finance Office for the first week of November 2011.

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 normally grouped are 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., HEFT, Southern Coin System, and Lantana) are 3 to 8 percent higher than the average traffic for the entire week. Conversely, weekend traffic at these plazas is 9 to 20 percent lower than the weekly average. On the other hand, traffic at Three Lakes and the Northern Coin System indicates significantly higher weekend versus weekday traffic. This trend is also expected since these plazas predominately serve tourists and recreational travelers.

Mainline Toll Plazas – Southern Facilities Typical Hourly Weekday Traffic

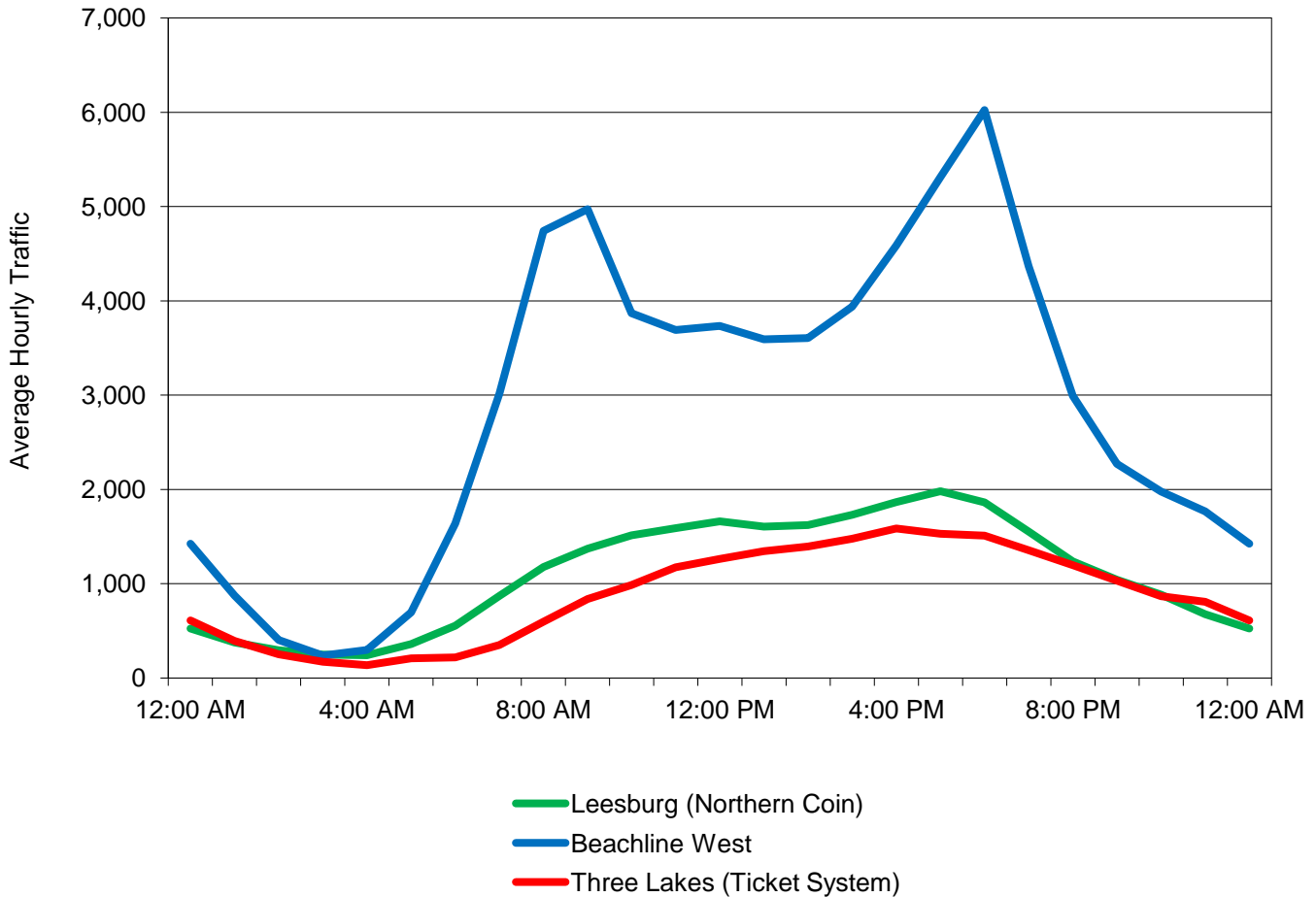


Source: Data obtained from Turnpike Enterprise Finance Office for the first week of November 2011.

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 the HEFT, the Southern Coin System and the southern portion of the Ticket System).

As indicated in the graph, travel on these facilities increased notably during the early morning and evening hours. For example, for the mainline plazas located on the HEFT, Southern Coin System and Ticket System, an average of 52 percent of all daily traffic occurred during the peak periods (6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.). The Lantana toll plaza on the Ticket System has increasingly become commuter-oriented in the last several years. Its peaking traffic volumes have increased significantly similar to the HEFT and Southern Coin as more travelers in the Lake Worth and West Palm Beach areas utilize the Turnpike for their daily commute.

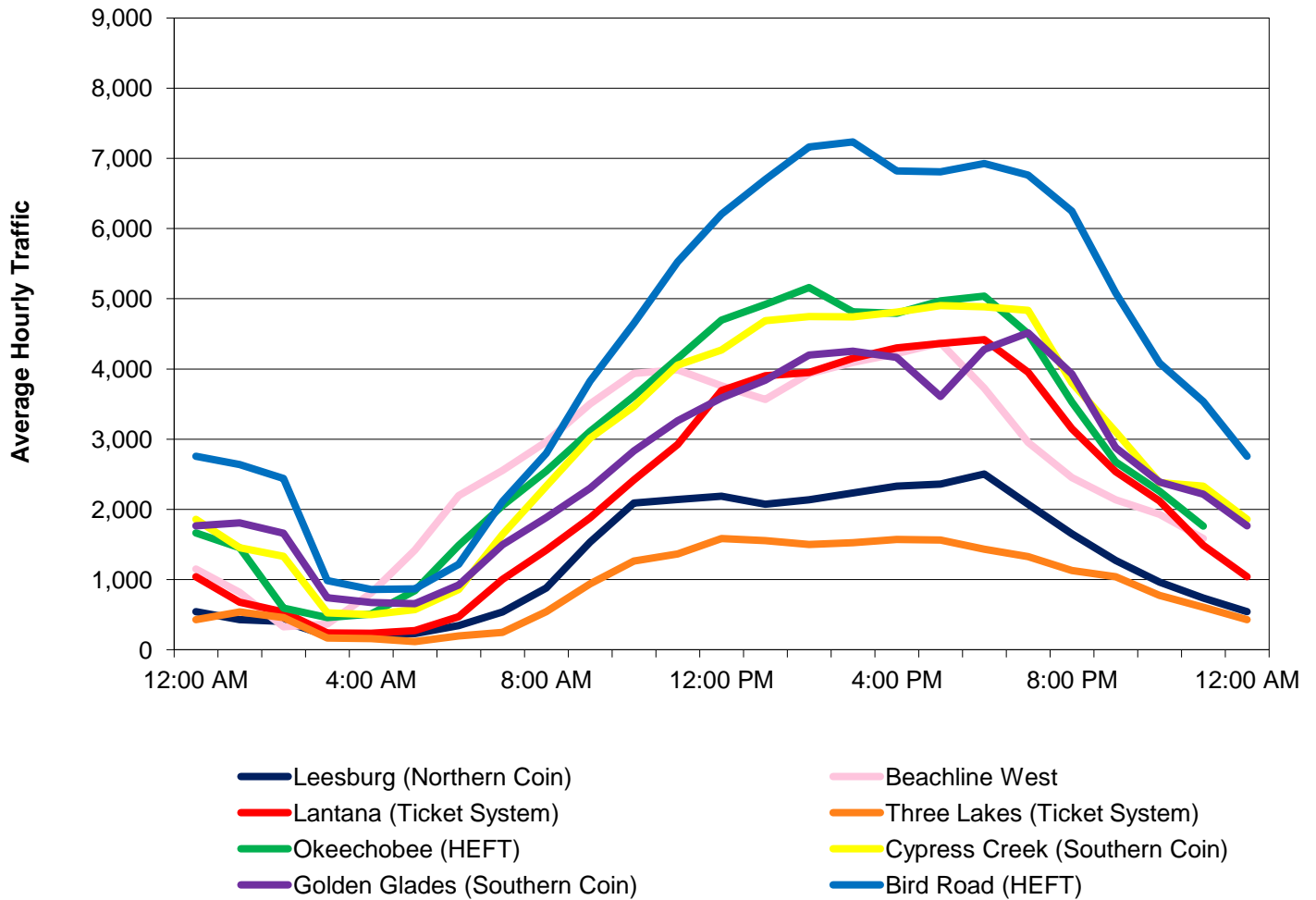
Mainline Toll Plazas – Northern Facilities Typical Hourly Weekday Traffic



Source: Data obtained from Turnpike Enterprise Finance Office for the first week of November 2011.

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 the Northern Coin System, the northern portion of the Ticket System and the 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 FY 2011 results.

Mainline Toll Plazas Typical Hourly Weekend Traffic



Source: Data obtained from Turnpike Enterprise Finance Office for the weekend of November 5, 2011.

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 early afternoon and remained relatively constant until the evening hours.