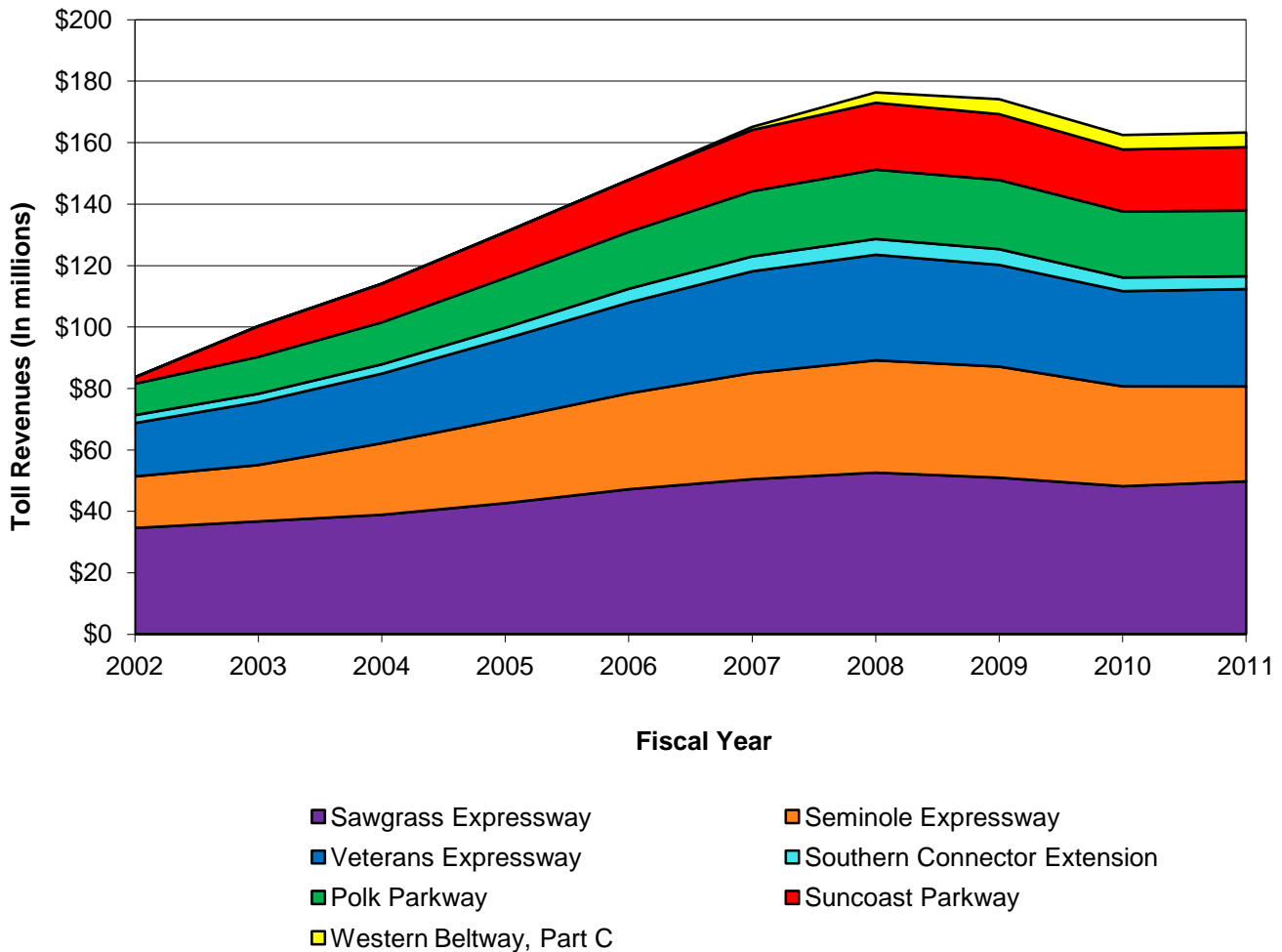


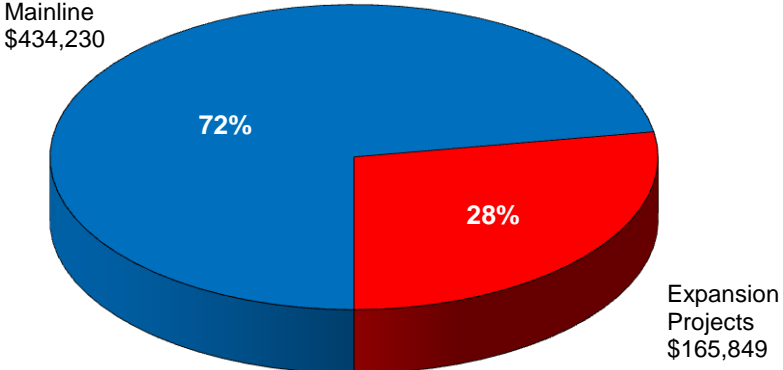
## Annual Toll Revenue for Expansion Projects FY 2002 through 2011



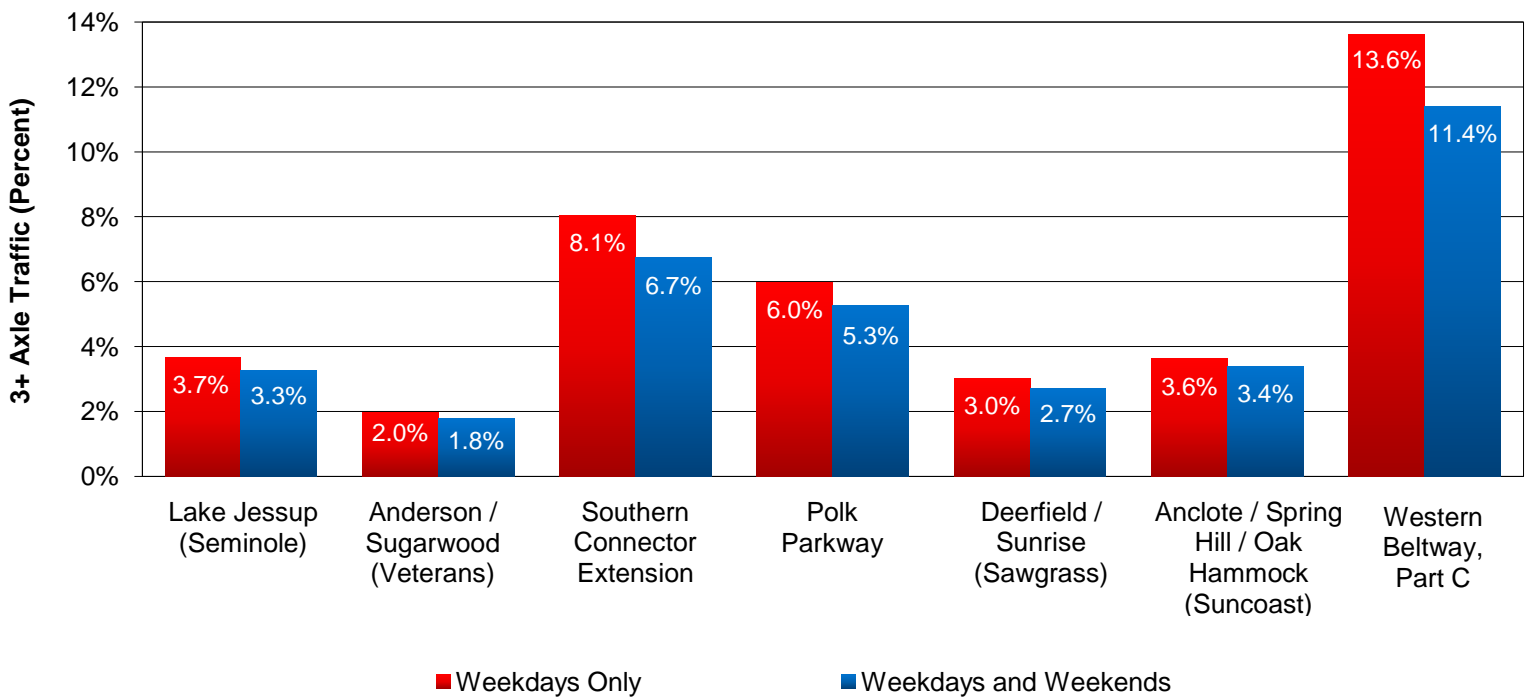
Source: Turnpike Enterprise Finance Office

This graph shows the historical annual toll revenues on the expansion projects for the past 10 years. Typically, these expansion projects have experienced a higher growth rate than the Mainline facilities due to ramp-up and increased levels of land-use in the respective corridors. Ramp-up reflects motorists' increasing acceptance of the toll facility's value in relation to time savings and convenience.

**Florida's Turnpike System  
Gross Toll Revenue (\$000)  
FY 2011**



### Expansion Projects 3+ Axle Vehicles in the Vehicle Mix



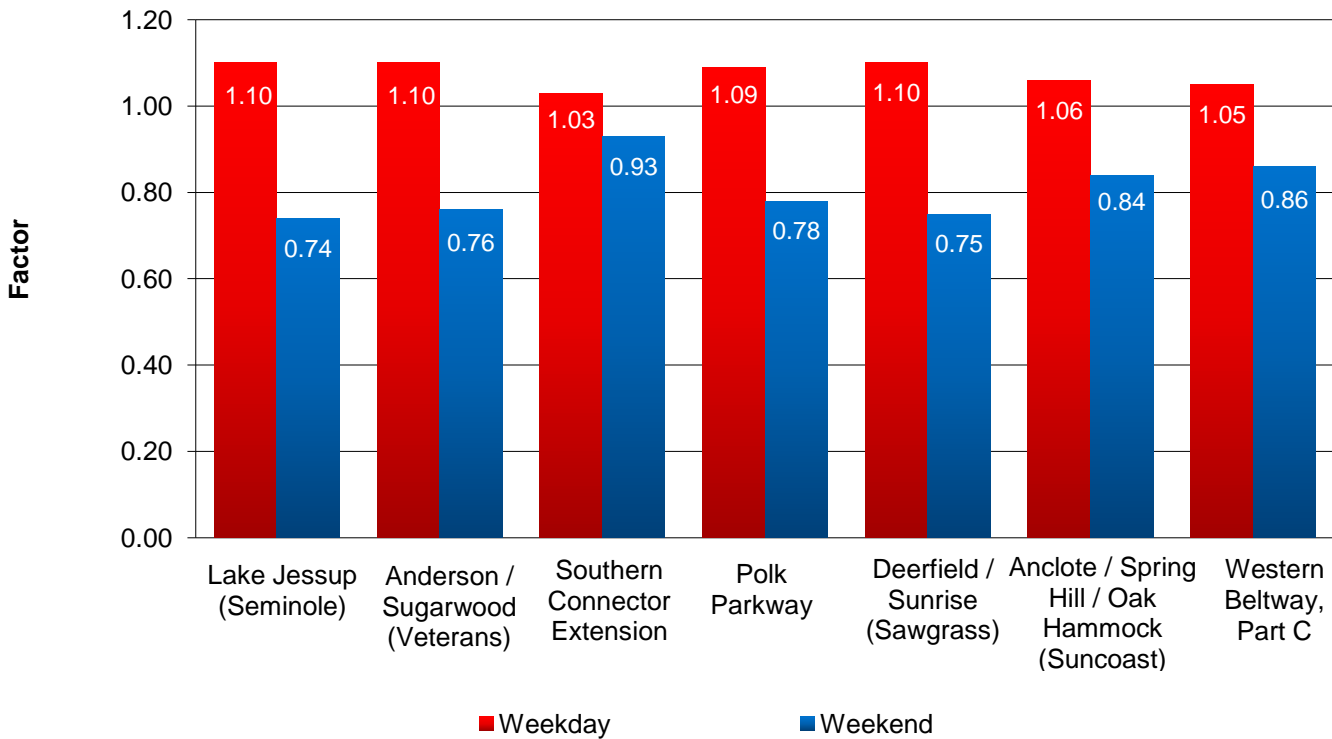
Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning November 1, 2010.

There is some variation in the characteristics of 3+ axle vehicles (generally representing trucks and recreational vehicles) versus 2-axle passenger cars. The percentage of 3+ axle traffic is shown in the graph above for each expansion project during a typical seven-day week for which there were no unusual events. The percent vehicle mix was calculated for weekdays only and for all seven days of the week combined.

In general, a higher vehicle mix of 3+ axle vehicles is observed on all seven facilities during weekdays since truck traffic is usually higher during the week than on the weekends. As in prior years, higher than average percentages of 3+ axle vehicles are reported at Southern Connector Extension, Polk Parkway and the Western Beltway, Part C. Commercial traffic on these facilities ranges from nearly 14 percent on Western Beltway, Part C to 6 percent on Polk Parkway. The Southern Connector Extension provides access to I-4 from the Metro Orlando industrial areas near the Orange County and Osceola County line. The high truck traffic on the Polk Parkway is partly attributed to distribution centers in the Lakeland area, such as Publix and Rooms To Go, and the opening of additional commercial centers in the corridor. The Western Beltway, Part C provides a preferred alternate route to I-4 for truck traffic traveling between Leesburg and Apopka.

On the other hand, the Anderson / Sugarwood toll plazas on the Veterans Expressway have the lowest percentage of 3+ axle vehicles at 2 percent, reflecting the high commuter area served by the facility. The Sawgrass Expressway is also a largely commuter facility.

## Expansion Projects Weekday vs. Weekend Factors



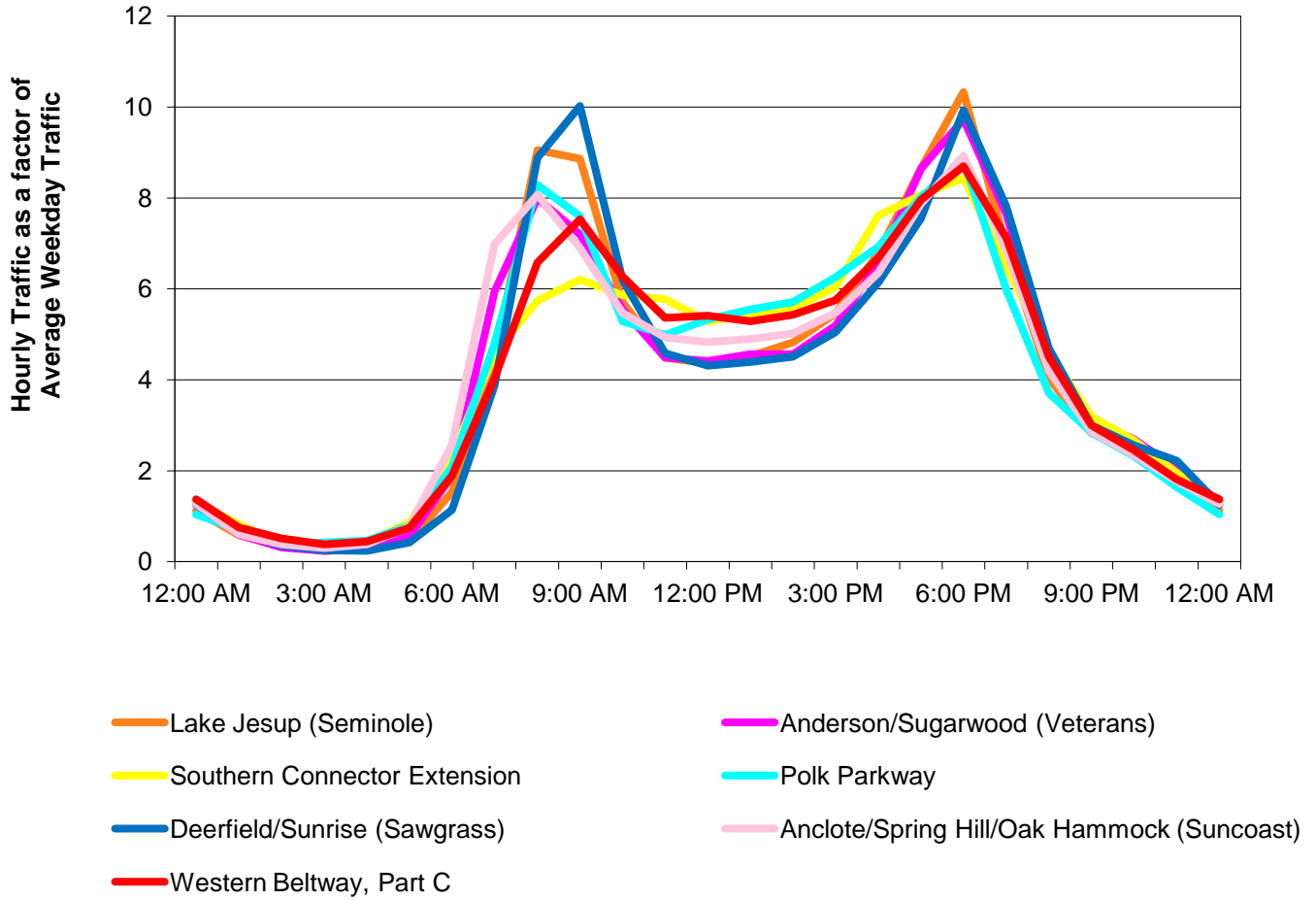
Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning Monday, November 1, 2010.

Note: A factor of 1.0 represents a typical average day over the 7-day period.

The daily volumes are grouped by weekdays (Monday through Friday) and weekends (Saturday and Sunday). With an average day in a seven-day week representing the baseline for comparison between weekdays and weekends, a weekday/weekend factor is calculated for a representative group of mainline toll plazas on the expansion projects. These factors are shown in the graph above.

It is notable that weekday traffic on all facilities that primarily serve commuter traffic (i.e., Seminole, Veterans, Polk, Sawgrass and Suncoast) is between 6 and 10 percent higher than the average for the week. Conversely, the weekend traffic at these five facilities is 16 to 26 percent lower than the weekly average. The variation between the weekday and weekend traffic on the Southern Connector Extension is small. The high level of weekend traffic is characteristic of a facility that serves an area of major tourist attractions and recreational trips. The higher volumes of weekday traffic (i.e. commuter traffic) on the Southern Connector Extension and the Western Beltway, Part C is due in part to easy access provided to Disney's Celebration area by these facilities as an alternative to the congested I-4.

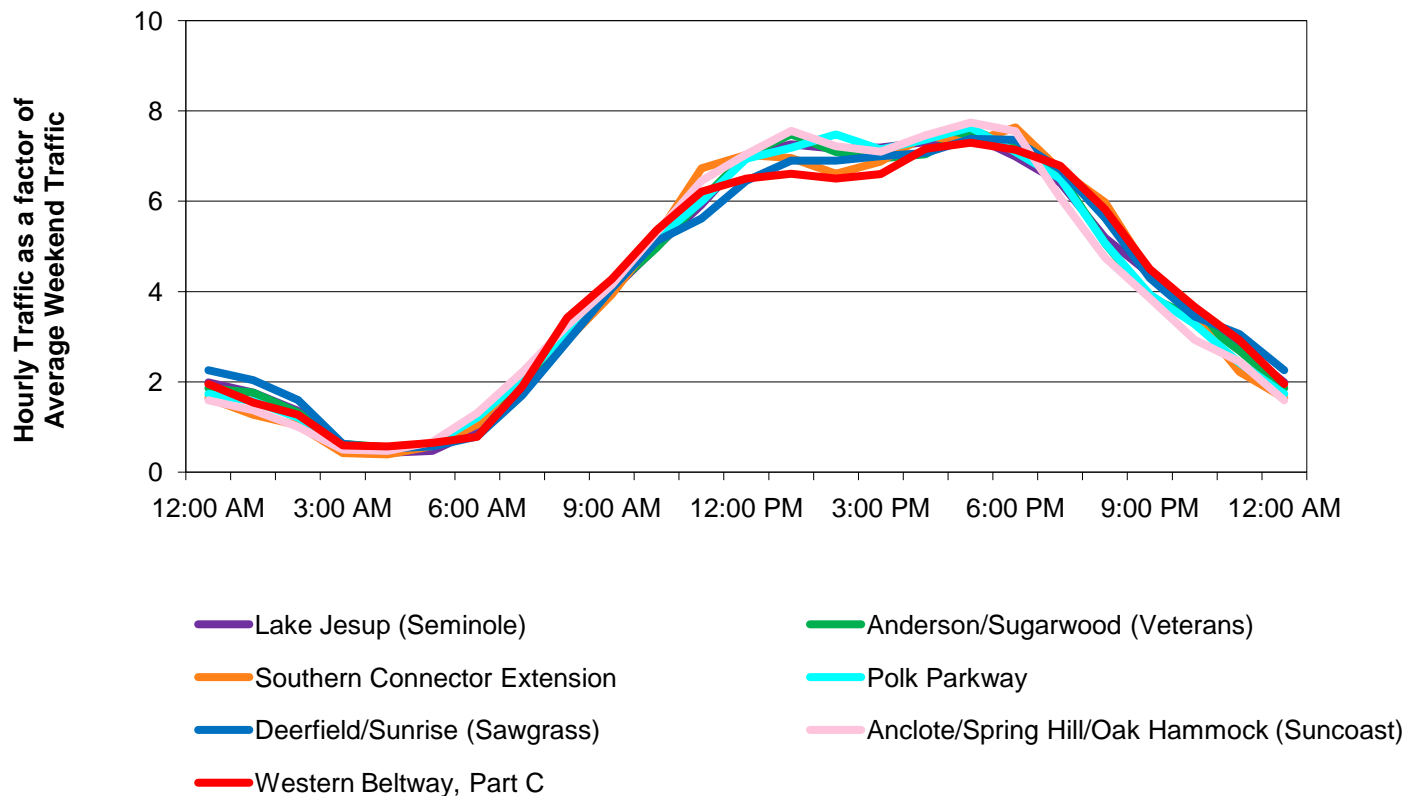
## Expansion Projects Average Hourly Weekday Factors



Source: Data obtained from Turnpike Enterprise Finance Office for the 5-days beginning November 1, 2010.

The weekday hourly factors at selected toll plazas during FY 2011 along the Turnpike's expansion projects are shown in the graph above. The results show typical morning and evening peak periods, with the most noticeable peaks evident on the commuter facilities. The peak periods on the Southern Connector Extension are slightly less defined because of the combination of commuters and tourists that use the facility during a typical day. As in prior year, the Seminole and Sawgrass Expressways have the highest peak hour ratios.

## Expansion Projects Average Hourly Weekend Factors



Source: Data obtained from Turnpike Enterprise Finance Office for the weekend of November 6, 2010

This graph depicts the FY 2011 hourly factors on the same facilities shown in previous graph for weekends. Hourly weekend variations on all of these facilities show single daily peaks and plateaus that extend between the late morning hours as customers travel to their destinations and early evening hours as they return home. It is noteworthy that the Western Beltway, Part C also generally follows this traffic pattern.