

CFX Traffic Data and Statistics Manual 2019



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2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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Executive Summary

At the end of 2019, the Central Florida Expressway Authority (CFX) system includes 125 centerline miles, 833 lane miles (including ramps), 72 interchanges, 338 bridges and 19 mainline toll facilities. CFX's system includes SR 408 (Spessard L. Holland Expressway and Arnold Palmer Expressway), SR 528 (Martin Andersen Beachline Expressway), SR 417 (Central Florida GreeneWay), SR 429 (Daniel Webster Western Beltway and Wekiva Parkway), SR 414 (John Land Apopka Expressway), SR 451 (Western Beltway Connector Road), SR 453 and SR 538 (Poinciana Parkway).

"To provide the region with a world-class, integrated mobility network that drives economic prosperity and quality of life"

Vision Statement

On average, over a million toll transactions are recorded every day. CFX is authorized to build, operate and maintain a transportation facility in Central Florida, incorporating Lake, Orange, Seminole, Osceola and Brevard counties. This five-county region has more than 3 million residents and over 68 million visitors annually.

Towards the goal of a world-class system and the strategic priority to build a customer-driven organization, CFX prepares this manual to provide a complete set of data relating to traffic volumes, traffic characteristics, toll facility operations and interchange lane configurations for their system. This data is utilized to project traffic trends and identify future capacity improvement projects within the system that can then be included into the Five-Year Work Plan.

For the Fiscal Year 2019, overall traffic increased on the system by 5.0%. The area with the highest growth on the system is SR 453 which increased 43.6% (these large changes are due to the opening of Wekiva Phase II). Of particular interest, are the segments of roadways at the ends of the spectrum:

- SR 408 (Interstate 4 to Alafaya Trail) less than 1% growth
- SR 429 (Seidel Road to CR 535) over 10% growth
- SR 429 (SR 414 to Kelly Park Road) over a 12% growth

The Orlando Metropolitan area (Lake, Orange, Osceola and Seminole counties) is expected to continue to grow at a rate above national average. Based on the 2018 U.S. Census projections,

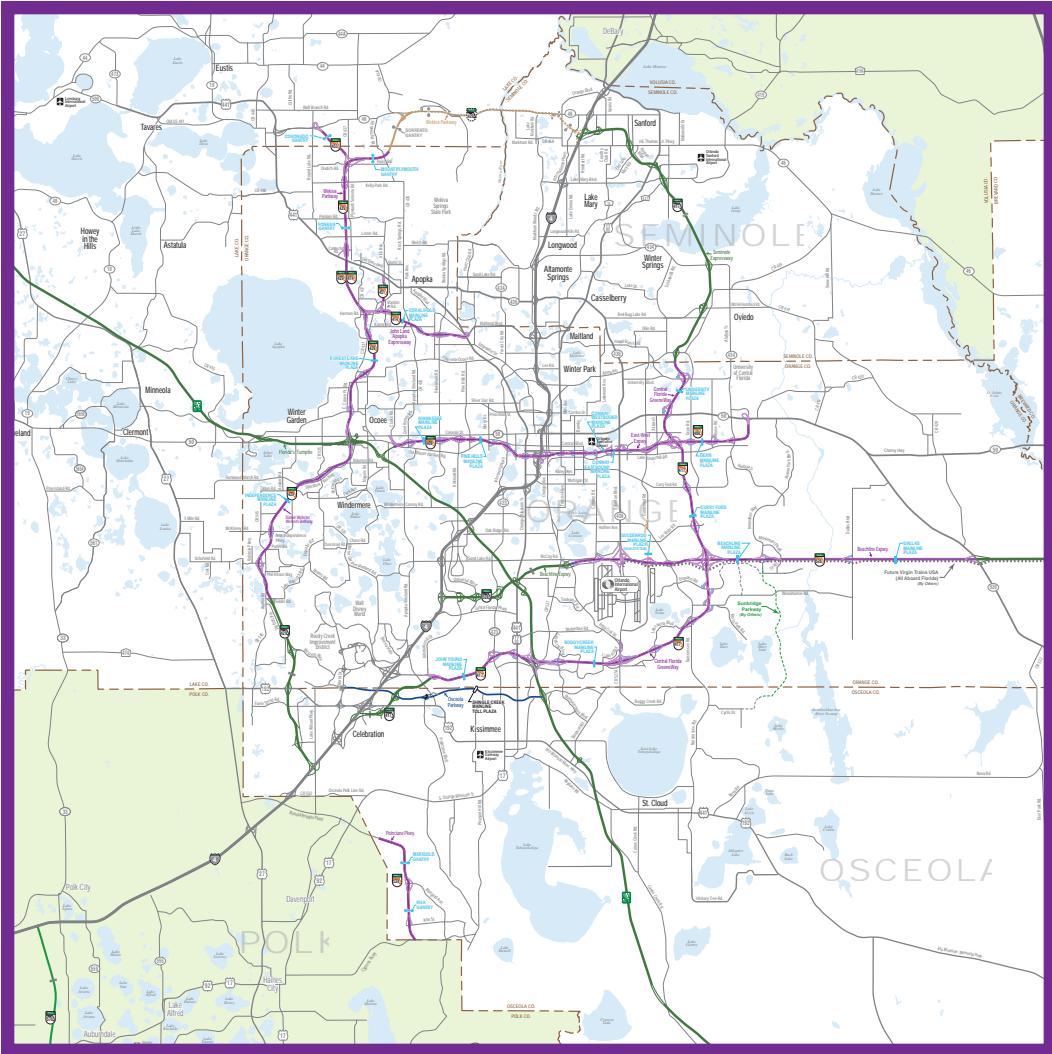
the Orlando Metropolitan area is ranked fifth in the country for growth at approximately 2.4%. According to the Orlando Sentinel, Osceola County is the second-fastest-growing county in the state, just behind Walton County, and is ranked seventh in the nation.

The data collected and detailed in this report is a snapshot in time. It should be noted that this data varies with time due to a number of influences. Factors such as construction and weather can affect the routes that drivers choose to travel. Some of the activities controlled by CFX that may influence traffic data include:

- Existing System Capacity Improvements (complete and under construction)
 - SR 408 / SR 417 Interchange Improvements, Phase II (408-253G)
 - Widening SR 408 from SR 417 to Alafaya Trail (408-128)
 - Widening SR 417 from North of the E4 Canal to Aloma Avenue (417-134)
- New and/or Modified Interchanges
 - SR 408 / Interstate 4 Ultimate Interchange (In partnership with others)
 - SR 417 / Florida's Turnpike Interchange Improvements (By others)

The data collected in March 2019, April 2019, and October 2019 is summarized in the following sections.

Due to the Toll System Upgrade Project still being under construction and constructed one lane at a time, the seasonal factors are being calculated by averaging the seasonal factors for 2016 and 2017. These seasonal factors are then applied to 2018 and 2019 Annual Average Weekday Traffic (AAWT) volumes.

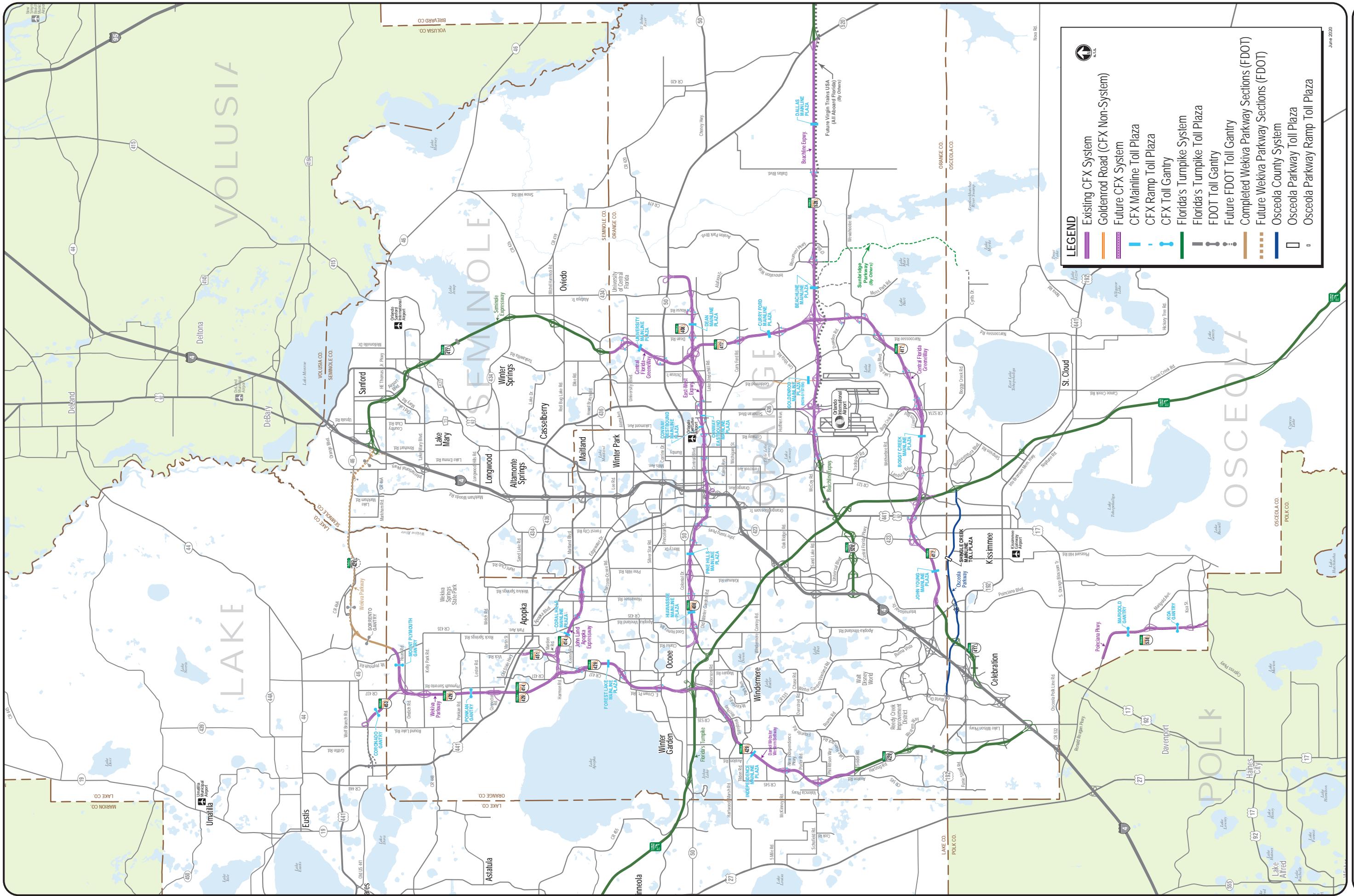


Section I: System Maps

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CENTRAL FLORIDA EXPRESSWAY SYSTEM

CENTRAL FLORIDA EXPRESSWAY AUTHORITY



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Section II: Traffic Counts

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Traffic Counts Introduction

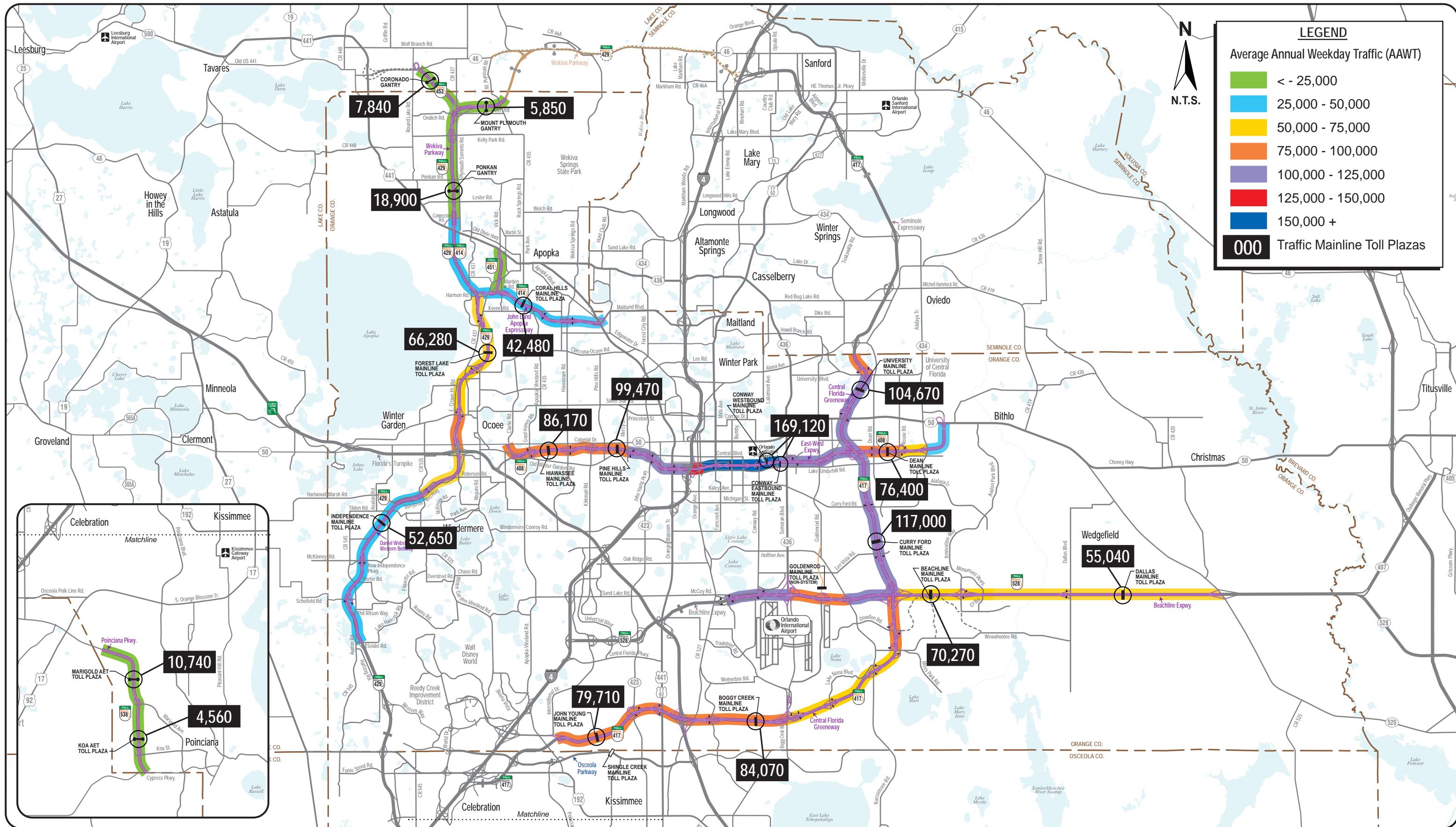
Traffic data was collected for Monday thru Friday for the entire month of April 2019 utilizing the Wavetronics Data Collection Sensors (SS125 HD) recently installed throughout the CFX system. Traffic data was also collected for March 2019 and October 2019 utilizing the Wavetronics Data Collection Sensors (SS125 HD). Pneumatic Tube counts were collected for areas on the system not covered by the Wavetronics sensors.

Traffic data collected at the ramp and mainline toll plazas for the same five days was also utilized to calculate the Annual Average Weekday Traffic (AAWT). The data collection for this manual was completed during the month of April 2019 at the appropriate interchange ramp and mainline locations.

Monthly adjustment factors used to convert 24-hour weekday traffic counts to AAWT, are presented for each mainline segment and their accompanying ramps. These factors are based on the sensor information for the mainline toll plazas for the most recent year unaffected by toll adjustments and major system additions. For example, if a 24-hour roadway count is collected on a normal weekday in April at a certain location, then that count would be multiplied by the appropriate monthly (April) factor to convert it to an annual average weekday volume. This normalizes the variations in weekly and monthly traffic so counts taken at different times in the year can be compared.

The following pages contain estimates of AAWT for all mainline sections and ramps associated with the CFX system facilities. The data includes the most recent observations, as well as, historical traffic volumes starting from the year 2009 (where applicable).





2019 AAWT SEGMENT AND MAINLINE PLAZA VOLUMES

East-West Expressway



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Existing and Historical Annual Average Weekday Mainline Traffic Volumes

| Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Florida's Turnpike to SR 50 Spur / Clarke Road | 42,220 | 42,740 | 44,580 | 44,130 | 46,360 | 50,710 | 57,450 | 62,830 | 67,590 | 72,600 | 74,590 |
| SR 50 Spur / Clarke Road to Good Homes Road | 53,740 | 54,560 | 55,030 | 53,930 | 56,070 | 60,500 | 68,170 | 73,650 | 77,240 | 82,930 | 86,120 |
| Good Homes Road to Hiawassee Road | 55,900 | 56,680 | 57,170 | 56,330 | 57,750 | 61,440 | 69,490 | 73,510 | 76,370 | 81,940 | 86,170 |
| Hiawassee Road to Kirkman Road | 60,950 | 62,250 | 62,410 | 60,960 | 62,410 | 66,730 | 73,490 | 76,680 | 80,610 | 85,590 | 90,260 |
| Kirkman Road to Pine Hills Road | 64,690 | 65,860 | 66,770 | 65,970 | 66,710 | 71,580 | 78,780 | 81,440 | 83,990 | 89,390 | 92,170 |
| Pine Hills Road to Old Winter Garden Road | 69,800 | 71,150 | 72,070 | 71,190 | 72,020 | 77,210 | 85,210 | 89,080 | 91,620 | 96,220 | 99,470 |
| Old Winter Garden Road to John Young Parkway | 73,190 | 74,880 | 75,820 | 74,850 | 76,310 | 81,130 | 90,450 | 94,740 | 97,680 | 102,690 | 105,640 |
| John Young Parkway to Tampa Avenue | 74,660 | 76,850 | 77,910 | 77,060 | 78,730 | 83,890 | 93,600 | 97,370 | 100,260 | 108,760 | 107,710 |
| Tampa Avenue to US 441 (Orange Blossom Trail) | 72,660 | 74,930 | 76,000 | 75,200 | 76,940 | 81,830 | 91,110 | 93,780 | 97,170 | 103,410 | 100,830 |
| US 441 (Orange Blossom Trail) to Interstate 4 (I-4) | 74,065 | 76,870 | 77,480 | 76,990 | 79,710 | 84,860 | 93,810 | 96,210 | 101,210 | 101,140 | 100,460 |
| Interstate 4 (I-4) to Rosalind Avenue | 108,040 | 112,550 | 116,620 | 113,060 | 114,050 | 118,820 | 127,860 | 135,130 | 134,490 | 139,250 | 144,300 |
| Rosalind Avenue to Mills Avenue | 126,480 | 130,650 | 134,260 | 131,970 | 132,930 | 139,470 | 152,210 | 157,830 | 155,540 | 159,690 | 159,210 |
| Mills Avenue to Bumby Avenue | 133,680 | 139,600 | 143,050 | 140,210 | 141,140 | 147,810 | 160,220 | 166,820 | 163,710 | 170,000 | 169,560 |
| Bumby Avenue to Crystal Lake Drive | 122,430 | 128,130 | 131,380 | 128,970 | 128,590 | 135,300 | 146,110 | 152,210 | 150,240 | 153,780 | 154,120 |
| Crystal Lake Drive to Conway Road | 132,200 | 138,930 | 141,490 | 138,810 | 136,320 | 144,420 | 157,950 | 165,780 | 164,400 | 169,570 | 169,120 |
| Conway Road to Andes Avenue | 120,900 | 127,020 | 129,090 | 127,170 | 125,460 | 132,760 | 144,880 | 152,970 | 151,490 | 151,300 | 156,140 |
| Andes Avenue to SR 436 / Yucatan Drive | 112,750 | 117,830 | 119,600 | 117,530 | 115,530 | 122,400 | 132,940 | 140,380 | 139,700 | 145,950 | 144,070 |
| SR 436 / Yucatan Drive to Goldenrod Road/Chickasaw Trail | 111,380 | 115,600 | 116,310 | 114,450 | 116,930 | 123,510 | 131,920 | 139,480 | 137,400 | 146,110 | 144,470 |
| Goldenrod Road/Chickasaw Trail to SR 417 (Central FL GreeneWay) | 104,230 | 109,580 | 107,280 | 102,280 | 103,730 | 109,630 | 117,270 | 124,240 | 121,780 | 125,530 | 127,110 |
| SR 417 (Central FL GreeneWay) to Dean Road | 74,290 | 77,070 | 76,040 | 76,500 | 75,280 | 78,960 | 84,230 | 89,950 | 87,660 | 85,840 | 85,180 |
| Dean Road to Rouse Road | 65,900 | 68,130 | 66,670 | 67,200 | 67,320 | 71,110 | 74,180 | 79,580 | 77,960 | 78,240 | 76,400 |
| Rouse Road to Alafaya Trail | 59,650 | 61,080 | 59,680 | 59,850 | 59,150 | 64,030 | 66,260 | 69,410 | 68,530 | 69,060 | 68,380 |
| Alafaya Trail to SR 50 (East Colonial Drive) | 32,530 | 33,300 | 33,340 | 33,060 | 33,990 | 34,780 | 37,460 | 38,440 | 39,760 | 39,120 | 37,550 |

Notes:

1. SR 408 under construction in Years 2006-2011 from Interstate 4 (I-4) to Goldenrod Road / Chickasaw Trail.
2. SR 408 under construction in Years 2015-2019 at the Interstate 4 (I-4) Interchange (I-4 Ultimate). Orange Avenue WB On-ramp closed in Years 2016-2019.
3. SR 408 under construction from Good Homes Road to Hiawassee Road in Years 2017-2018.
4. SR 408 / SR 417 Interchange under construction by projects 408-253 F/G.
5. SR 408 under construction in Years 2017-2019, from SR 417 to Alafaya Trail.
6. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
7. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 1 : SR 50 / Clarke Road Spur | | | | | | | | | | | |
| Eastbound On-Ramp | 6,040 | 6,220 | 5,640 | 5,310 | 5,050 | 5,510 | 5,600 | 5,580 | 4,930 | 5,310 | 6,200 |
| Westbound Off-Ramp | 5,480 | 5,600 | 4,810 | 4,490 | 4,330 | 4,450 | 4,840 | 4,670 | 4,510 | 4,670 | 5,160 |
| Exit 2: Good Homes Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 2,840 | 3,150 | 3,430 | 3,430 | 3,690 | 4,010 | 4,630 | 5,300 | 5,660 | 5,840 | 5,900 |
| Westbound On-Ramp | 3,090 | 3,440 | 3,540 | 3,640 | 3,940 | 4,320 | 4,940 | 5,720 | 6,440 | 6,730 | 6,420 |
| Eastbound On-Ramp | 4,070 | 4,350 | 4,540 | 4,820 | 4,500 | 4,840 | 5,480 | 5,850 | 5,520 | 5,850 | 5,860 |
| Westbound Off-Ramp | 4,020 | 4,360 | 4,570 | 4,650 | 4,320 | 4,620 | 5,230 | 5,590 | 5,450 | 5,630 | 6,200 |
| Exit 4 : Hiawassee Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 2,310 | 2,440 | 2,360 | 2,310 | 2,330 | 2,630 | 2,960 | 3,250 | 2,260 | 3,580 | 3,580 |
| Westbound On-Ramp | 2,420 | 2,430 | 2,330 | 2,160 | 2,240 | 2,550 | 2,960 | 3,350 | 3,720 | 4,140 | 3,800 |
| Eastbound On-Ramp | 5,220 | 5,550 | 5,310 | 4,810 | 4,920 | 5,410 | 5,990 | 6,190 | 6,280 | 6,300 | 6,170 |
| Westbound Off-Ramp | 4,560 | 4,890 | 4,620 | 4,290 | 4,270 | 4,780 | 5,000 | 5,210 | 5,740 | 5,580 | 5,660 |
| Exit 5 : Kirkman Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 3,530 | 3,820 | 3,440 | 3,370 | 3,330 | 3,690 | 3,570 | 4,020 | 4,430 | 5,180 | 5,420 |
| Westbound On-Ramp | 3,370 | 3,950 | 3,190 | 3,110 | 3,210 | 3,510 | 3,720 | 4,220 | 4,480 | 4,910 | 4,900 |
| Eastbound On-Ramp | 5,560 | 6,090 | 5,900 | 6,170 | 7,740 | 6,180 | 6,760 | 6,770 | 6,640 | 6,580 | 5,940 |
| Westbound Off-Ramp | 5,080 | 5,290 | 5,090 | 5,320 | 6,550 | 5,440 | 5,840 | 6,140 | 5,870 | 6,680 | 6,300 |
| Exit 6 : Pine Hills Road | | | | | | | | | | | |
| Eastbound On-Ramp | 2,740 | 2,850 | 2,900 | 2,950 | 2,760 | 2,990 | 3,390 | 3,650 | 3,600 | 3,500 | 3,640 |
| Westbound Off-Ramp | 2,370 | 2,440 | 2,400 | 2,270 | 2,550 | 2,620 | 2,080 | 2,300 | 1,840 | 3,300 | 3,130 |

Notes:

- SR 408 under construction in Years 2006-2011 from Interstate 4 (I-4) to Goldenrod Road / Chickasaw Trail.
- SR 408 under construction in Years 2015-2019 at the Interstate 4 (I-4) Interchange (I-4 Ultimate). Orange Avenue WB On-ramp closed in Years 2016-2019.
- SR 408 under construction from Good Homes Road to Hiawassee Road in Years 2017-2018.
- SR 408 / SR 417 Interchange under construction by projects 408-253 F/G.

- SR 408 under construction in Years 2017-2019, from SR 417 to Alafaya Trail.
- 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
- 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 7 : Old Winter Garden Road | | | | | | | | | | | |
| Eastbound On-Ramp | 1,600 | 1,750 | 1,770 | 1,750 | 1,880 | 2,130 | 2,230 | 2,490 | 2,690 | 2,890 | 3,140 |
| Westbound Off-Ramp | 1,790 | 1,980 | 1,980 | 1,910 | 2,050 | 2,280 | 2,540 | 2,790 | 3,060 | 2,970 | 3,430 |
| Exit 8A : John Young Parkway | | | | | | | | | | | |
| Eastbound Off-Ramp | 3,440 | 3,660 | 3,810 | 3,920 | 3,110 | 3,220 | 3,680 | 3,850 | 3,910 | 4,280 | 4,660 |
| Westbound On-Ramp | 3,940 | 3,760 | 3,590 | 3,620 | 3,420 | 3,740 | 4,320 | 4,700 | 4,630 | 4,720 | 4,240 |
| Eastbound On-Ramp | 4,130 | 5,020 | 5,270 | 5,540 | 5,310 | 5,680 | 6,660 | 6,740 | 6,800 | 6,750 | 6,000 |
| Westbound Off-Ramp | 4,720 | 4,370 | 4,220 | 4,210 | 4,240 | 4,320 | 4,690 | 4,700 | 4,850 | 5,080 | 4,590 |
| Exit 8B : Tampa Avenue | | | | | | | | | | | |
| Eastbound Off-Ramp | 990 | 930 | 970 | 870 | 880 | 1,030 | 1,210 | 1,660 | 1,900 | 2,240 | 2,280 |
| Westbound On-Ramp | 1,010 | 990 | 940 | 990 | 1,040 | 1,140 | 1,300 | 1,810 | 1,880 | 2,150 | 2,380 |
| Exit 9 : Orange Blossom Trail (US 441) | | | | | | | | | | | |
| Eastbound Off-Ramp | 2,660 | 2,610 | 2,690 | 2,600 | 2,570 | 2,770 | 3,130 | 3,690 | 3,720 | 3,680 | 4,010 |
| Westbound On-Ramp | 2,740 | 2,770 | 2,850 | 2,650 | 2,690 | 2,930 | 3,170 | 3,870 | 3,520 | 4,690 | 4,860 |
| Eastbound On-Ramp | 3,400 | 3,720 | 3,690 | 3,640 | 3,970 | 4,280 | 4,660 | 5,170 | 5,580 | 6,030 | 6,240 |
| Westbound Off-Ramp | 3,405 | 3,600 | 3,330 | 3,400 | 3,690 | 3,920 | 4,160 | 4,530 | 5,140 | 5,760 | 5,470 |
| Exit 10A/B : Interstate 4 | | | | | | | | | | | |
| SR 408 Eastbound Off-Ramp to WB I-4 | 3,535 | 3,400 | 3,300 | 3,160 | 2,470 | 3,390 | 3,330 | 3,270 | 3,840 | 4,310 | 2,160 |
| SR 408 Eastbound Off-Ramp to EB I-4 | 7,980 | 8,020 | 7,920 | 7,940 | 7,510 | 7,640 | 7,440 | 7,240 | 8,580 | 10,750 | 7,710 |
| SR 408 Westbound On-Ramp from I-4 | 8,685 | 8,070 | 8,040 | 7,560 | 7,340 | 8,280 | 9,205 | 10,130 | 9,320 | 10,780 | 11,190 |
| SR 408 Eastbound On-Ramp from I-4 | 31,650 | 31,560 | 23,920 | 30,890 | 29,950 | 33,780 | 36,185 | 38,590 | 28,400 | 29,080 | 23,910 |

Notes:

1. SR 408 under construction in Years 2006-2011 from Interstate 4 (I-4) to Goldenrod Road / Chickasaw Trail.
2. SR 408 under construction in Years 2015-2019 at the Interstate 4 (I-4) Interchange (I-4 Ultimate). Orange Avenue WB On-ramp closed in Years 2016-2019.
3. SR 408 under construction from Good Homes Road to Hiawassee Road in Years 2017-2018.
4. SR 408 / SR 417 Interchange under construction by projects 408-253 F/G.
5. SR 408 under construction in Years 2017-2019, from SR 417 to Alafaya Trail.
6. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
7. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 408 (EAST-WEST EXPRESSWAY) Interchange - Ramp Volume Summary

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 10A/B : Interstate 4 (continued) | | | | | | | | | | | |
| SR 408 Westbound Off-Ramp to WB I-4 | 23,510 | 22,830 | 22,790 | 22,900 | 21,490 | 21,630 | 22,020 | 22,410 | 18,170 | 22,170 | 19,590 |
| SR 408 Westbound Off-Ramp to EB I-4 | 13,655 | 15,000 | 14,510 | 14,730 | 14,080 | 12,990 | 10,770 | 8,550 | 10,990 | 13,530 | 12,240 |
| Interstate 4 Westbound Off-Ramp | 21,080 | 19,770 | 16,300 | 22,830 | 22,140 | 25,740 | 28,140 | 30,540 | 25,530 | 25,860 | 18,540 |
| Interstate 4 Westbound On-Ramp | 26,420 | 26,230 | 26,090 | 26,060 | 23,960 | 25,020 | 25,350 | 25,680 | 24,680 | 26,480 | 24,690 |
| Interstate 4 Eastbound Off-Ramp to SR 408 | 18,410 | 19,860 | 15,660 | 15,150 | 16,320 | 17,250 | 18,180 | 16,180 | 14,010 | 16,560 | |
| Exit 10C : Orange Avenue | | | | | | | | | | | |
| Eastbound Off-Ramp | 9,530 | 7,100 | 6,890 | 6,930 | 6,800 | 6,820 | 7,320 | 7,270 | 7,530 | 7,580 | 6,460 |
| Westbound On-Ramp | 5,110 | 5,470 | 5,500 | 5,500 | 5,430 | 5,720 | 6,520 | ----- | ----- | ----- | ----- |
| Exit 11A : Rosalind Avenue | | | | | | | | | | | |
| Eastbound On-Ramp | 8,670 | 9,190 | 9,540 | 10,200 | 9,280 | 9,830 | 12,090 | 11,670 | 12,390 | 12,120 | 12,570 |
| Westbound Off-Ramp | 9,770 | 8,910 | 8,100 | 8,710 | 9,640 | 10,340 | 10,850 | 6,190 | 10,250 | 10,420 | 9,980 |
| Exit 11B : Mills Avenue | | | | | | | | | | | |
| Eastbound Off-Ramp | 1,070 | 1,100 | 1,050 | 1,080 | 1,080 | 1,200 | 1,430 | 1,570 | 1,610 | 1,650 | 1,690 |
| Eastbound On-Ramp | 4,050 | 4,300 | 4,280 | 4,300 | 4,510 | 5,300 | 5,590 | 6,250 | 6,160 | 6,880 | 6,870 |
| Westbound Off-Ramp | 4,220 | 5,750 | 5,560 | 5,020 | 4,070 | 4,260 | 4,420 | 4,820 | 5,370 | 4,930 | 5,420 |
| Exit 12A : Bumby Avenue | | | | | | | | | | | |
| Eastbound Off-Ramp | 5,420 | 5,330 | 5,460 | 5,330 | 5,180 | 5,580 | 6,300 | 6,380 | 6,800 | 7,030 | 7,170 |
| Westbound On-Ramp | 5,830 | 6,140 | 6,210 | 5,910 | 5,890 | 6,580 | 7,280 | 7,780 | 8,230 | 8,600 | 8,840 |
| Exit 12B : Crystal Lake Drive | | | | | | | | | | | |
| Eastbound On-Ramp | 4,660 | 5,580 | 5,130 | 4,910 | 4,920 | 5,590 | 5,890 | 6,530 | 6,800 | 7,240 | 7,260 |
| Westbound Off-Ramp | 5,110 | 5,220 | 4,980 | 4,930 | 5,600 | 6,210 | 6,760 | 7,330 | 8,010 | 8,650 | 7,850 |

Notes:

1. SR 408 under construction in Years 2006-2011 from Interstate 4 (I-4) to Goldenrod Road / Chickasaw Trail.
2. SR 408 under construction in Years 2015-2019 at the Interstate 4 (I-4) Interchange (I-4 Ultimate). Orange Avenue WB On-ramp closed in Years 2016-2019.
3. SR 408 under construction from Good Homes Road to Hiawassee Road in Years 2017-2018.
4. SR 408 / SR 417 Interchange under construction by projects 408-253 F/G.
5. SR 408 under construction in Years 2017-2019, from SR 417 to Alafaya Trail.
6. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
7. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 13 : Conway Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 5,120 | 5,530 | 5,730 | 5,430 | 5,180 | 5,470 | 5,990 | 6,270 | 6,350 | 6,460 | 6,200 |
| Westbound On-Ramp | 6,180 | 6,380 | 6,670 | 6,210 | 5,680 | 6,190 | 6,280 | 6,680 | 7,010 | 6,870 | 6,900 |
| Exit 14 : SR 436 / Andes Avenue | | | | | | | | | | | |
| Eastbound Off-Ramp to Andes Ave / SR 436 | 7,700 | 8,780 | 9,010 | 9,170 | 9,440 | 9,950 | 11,030 | 11,650 | 11,570 | 10,960 | 10,730 |
| Westbound On-Ramp from SR 436 SB | 4,790 | 5,240 | 5,410 | 5,350 | 5,450 | 5,870 | 6,790 | 7,270 | 6,810 | 6,850 | 6,670 |
| Westbound On-Ramp from SR 436 NB | 4,920 | 5,670 | 6,130 | 5,620 | 5,430 | 5,690 | 6,480 | 6,650 | 6,760 | 6,690 | 6,510 |
| Eastbound On-Ramp from Yucatan Dr | 4,420 | 4,380 | 3,950 | 3,920 | 4,230 | 4,540 | 4,990 | 5,320 | 5,330 | 5,360 | 5,360 |
| Westbound Off-Ramp to SR 436 | 3,920 | 4,300 | 4,300 | 3,970 | 4,510 | 5,030 | 5,600 | 5,860 | 5,870 | 6,250 | 6,420 |
| Westbound On-Ramp from Andes Ave | 450 | 410 | 480 | 470 | 490 | 410 | 530 | 680 | 810 | 850 | 950 |
| Exit 16 : Goldenrod Road (SR 551) | | | | | | | | | | | |
| Eastbound Off-Ramp | 9,480 | 10,240 | 10,480 | 10,660 | 7,310 | 7,510 | 8,160 | 6,190 | 8,190 | 7,850 | 7,880 |
| Westbound On-Ramp | 9,570 | 10,110 | 10,060 | 11,040 | 6,800 | 7,210 | 7,570 | 7,770 | 7,720 | 7,350 | 7,470 |
| Eastbound On-Ramp | 6,060 | 6,930 | 5,790 | 4,580 | 4,900 | 5,510 | 6,040 | 6,570 | 6,340 | 6,200 | 6,300 |
| Westbound Off-Ramp | 5,840 | 7,400 | 5,720 | 4,950 | 5,370 | 5,570 | 6,210 | 6,550 | 7,580 | 6,370 | 6,340 |
| Exit 17 : Chickasaw Trail | | | | | | | | | | | |
| Eastbound Off-Ramp | ---- | ---- | ---- | ---- | 4,850 | 5,510 | 5,700 | 6,610 | 6,720 | 6,750 | 6,490 |
| Westbound On-Ramp | ---- | ---- | ---- | ---- | 4,320 | 4,750 | 5,550 | 6,440 | 7,580 | 6,820 | 6,780 |
| Exit 18 : SR 417 (Central FL GreeneWay) | | | | | | | | | | | |
| Eastbound Off-Ramp to SB SR 417 | 6,700 | 7,080 | 6,950 | 7,310 | 7,530 | 8,620 | 9,880 | 11,040 | 10,690 | 13,380 | 14,410 |
| Eastbound Off-Ramp to NB SR 417 | --- | --- | --- | 15,090 | 15,450 | 16,160 | 17,540 | 18,470 | 18,730 | 18,570 | 18,200 |
| Westbound On-Ramp from NB SR 417 | 7,100 | 7,530 | 8,050 | 8,170 | 8,190 | 8,180 | 10,520 | 11,910 | 11,350 | 14,030 | 14,840 |

Notes:

1. SR 408 under construction in Years 2006-2011 from Interstate 4 (I-4) to Goldenrod Road / Chickasaw Trail.
2. SR 408 under construction in Years 2015-2019 at the Interstate 4 (I-4) Interchange (I-4 Ultimate). Orange Avenue WB On-ramp closed in Years 2016-2019.
3. SR 408 under construction from Good Homes Road to Hiawassee Road in Years 2017-2018.
4. SR 408 / SR 417 Interchange under construction by projects 408-253 F/G.
5. SR 408 under construction in Years 2017-2019, from SR 417 to Alafaya Trail.
6. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
7. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 18 : SR 417 (Central FL GreeneWay) (continued) | | | | | | | | | | | |
| Westbound On-Ramp from SB SR 417 | ----- | ----- | 15,980 | 15,290 | 15,590 | 15,980 | 16,970 | 18,080 | 18,450 | 18,630 | 19,000 |
| Eastbound On-Ramp from NB SR 417 | 6,080 | 6,220 | 6,230 | 6,340 | 6,040 | 6,030 | 7,230 | 7,660 | 8,180 | 9,240 | 9,910 |
| Eastbound On-Ramp from SB SR 417 | 3,645 | 3,620 | 3,900 | 3,480 | 3,430 | 3,740 | 4,000 | 4,590 | 4,790 | 5,000 | 4,680 |
| Westbound Off-Ramp to NB SR 417 | 3,975 | 4,220 | 4,020 | 3,410 | 3,590 | 3,870 | 4,250 | 4,770 | 4,920 | 4,740 | 4,590 |
| Westbound Off-Ramp to SB SR 417 | 6,520 | 6,380 | 6,250 | 6,850 | 6,830 | 6,210 | 7,130 | 7,780 | 8,550 | 8,710 | 9,330 |
| Exit 19 : Dean Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 4,960 | 5,220 | 5,390 | 5,560 | 5,300 | 4,870 | 5,490 | 5,940 | 5,990 | 6,140 | 6,470 |
| Westbound On-Ramp | 5,780 | 6,260 | 6,240 | 6,120 | 5,980 | 5,750 | 6,280 | 7,050 | 7,490 | 7,370 | 7,270 |
| Eastbound On-Ramp | 1,200 | 1,220 | 1,180 | 1,270 | 1,560 | 1,430 | 1,440 | 1,760 | 1,570 | 1,610 | 1,280 |
| Westbound Off-Ramp | 1,150 | 1,320 | 1,080 | 1,110 | 1,090 | 1,380 | 1,420 | 1,680 | 1,400 | 1,430 | 1,370 |
| Exit 20 : Rouse Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 4,210 | 4,550 | 4,690 | 4,790 | 4,410 | 5,290 | 5,670 | 5,990 | 5,950 | 5,930 | 5,900 |
| Westbound On-Ramp | 3,530 | 3,950 | 3,590 | 3,720 | 3,730 | 4,400 | 4,800 | 5,750 | 5,330 | 5,310 | 6,030 |
| Eastbound On-Ramp | 760 | 710 | 660 | 610 | 670 | 730 | 740 | 830 | 710 | 850 | 790 |
| Westbound Off-Ramp | 730 | 740 | 630 | 550 | 550 | 650 | 720 | 760 | 680 | 880 | 660 |
| Exit 21: Alafaya Trail | | | | | | | | | | | |
| Eastbound Off-Ramp | 13,480 | 13,770 | 12,850 | 13,240 | 12,430 | 13,600 | 14,640 | 15,150 | 14,430 | 13,340 | 12,370 |
| Westbound On-Ramp | 13,640 | 14,010 | 13,490 | 13,550 | 12,730 | 14,660 | 15,330 | 16,000 | 15,520 | 14,230 | 12,040 |
| Exit 23 : SR 50 (East Colonial Drive) | | | | | | | | | | | |
| Eastbound Off-Ramp | 11,110 | 11,450 | 13,080 | 11,200 | 11,700 | 11,900 | 12,900 | 12,070 | 13,210 | 13,720 | 13,570 |
| Westbound On-Ramp from EB SR 50 | 1,310 | 1,420 | 1,380 | 1,290 | 1,430 | 1,570 | 2,040 | 2,210 | 2,230 | 2,270 | 2,090 |
| Westbound On Ramp from WB SR 50 | 10,480 | 11,770 | 10,410 | 10,300 | 9,930 | 9,970 | 10,890 | 10,360 | 12,250 | 12,160 | 10,680 |

Notes:

- SR 408 under construction in Years 2006-2011 from Interstate 4 (I-4) to Goldenrod Road / Chickasaw Trail.
- SR 408 under construction in Years 2015-2019 at the Interstate 4 (I-4) Interchange (I-4 Ultimate).
- SR 408 under construction from Good Homes Road to Hiawassee Road in Years 2017-2018.
- SR 408 / SR 417 Interchange under construction by projects 408-253 F/G.
- SR 408 under construction in Years 2017-2019, from SR 417 to Alafaya Trail.
- 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
- 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Beachline Expressway



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Existing and Historical Annual Average Weekday Mainline Traffic Volumes

| Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Boggy Creek Road to Tradeport Drive | 85,340 | 88,765 | 90,780 | 94,310 | 92,200 | 98,510 | 104,530 | 110,540 | 109,140 | 113,060 | 118,800 |
| Tradeport Drive to SR 436 (Semoran Boulevard) | 75,200 | 77,840 | 78,680 | 80,840 | 80,730 | 83,820 | 91,280 | 98,740 | 109,020 | 113,680 | 118,300 |
| SR 436 (Semoran Boulevard) to Goldenrod Road | 64,245 | 64,450 | 67,700 | 68,610 | 71,910 | 73,760 | 79,710 | 85,770 | 93,500 | 99,670 | 100,710 |
| Goldenrod Road to Narcoossee Road | 65,670 | 65,350 | 68,710 | 69,920 | 73,700 | 75,190 | 81,920 | 89,020 | 97,000 | 103,400 | 105,750 |
| Narcoossee Road to SR 417 (Central FL GreeneWay) | 53,280 | 54,080 | 55,910 | 54,280 | 58,270 | 60,730 | 65,110 | 70,470 | 76,630 | 81,510 | 84,590 |
| SR 417 (Central FL GreeneWay) to Sunbridge Parkway / Innovation Way | 43,300 | 46,300 | 46,880 | 48,430 | 49,230 | 53,510 | 56,120 | 60,710 | 64,640 | 70,090 | 70,270 |
| Sunbridge Parkway / Innovation Way to Dallas Boulevard | 41,430 | 43,730 | 42,190 | 41,910 | 43,390 | 46,460 | 49,590 | 52,470 | 56,090 | 59,730 | 61,120 |
| Dallas Boulevard to SR 520 | 37,910 | 39,580 | 38,730 | 38,360 | 39,190 | 40,890 | 45,530 | 46,880 | 50,590 | 54,080 | 55,040 |

Notes:

1. SR 528 under construction in the Years 2008 - 2009 at the Beachline Main Mainline Toll Plaza.
2. SR 528 under construction in the Years 2010-2012 at Dallas Boulevard and the new Dallas Mainline Toll Plaza.
3. Systemwide toll increase was applied in July 2012 that included different toll rates for E-PASS and Cash customers.
4. SR 528 under construction in the Year 2013 for bridge deck replacements at Tradeport Drive, Daetwiler Drive and Via Flora Drive.
5. SR 528 under construction in the Years 2015-2016 for the Airport Mainline Toll Plaza removal and roadway widening from Boggy Creek Road to SR 436.
6. SR 528 Innovation Way interchange construction and ICP interchange removal in Years 2017-2018.
7. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
8. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 528 (BEACHLINE EXPRESSWAY) Mainline Volume Summary

SECTION II
13

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 8 : Boggy Creek Road | | | | | | | | | | | |
| Eastbound On-Ramp | 14,530 | 15,320 | 16,000 | 15,350 | 11,790 | 12,710 | 11,990 | 11,260 | 11,540 | 11,740 | 11,730 |
| Westbound Off-Ramp | 11,450 | 11,730 | 12,030 | 12,080 | 10,960 | 11,570 | 10,610 | 9,650 | 10,400 | 10,560 | 10,480 |
| Exit 9 : Tradeport Drive / Conway Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 9,110 | 9,490 | 9,910 | 10,680 | 9,180 | 9,670 | 9,820 | 9,970 | 4,430 | 5,050 | 5,040 |
| Westbound On-Ramp | 6,070 | 6,480 | 6,860 | 7,480 | 5,690 | 7,020 | 7,160 | 7,300 | 3,590 | 3,760 | 3,960 |
| Eastbound On-Ramp | 2,820 | 2,730 | 2,550 | 2,730 | 2,730 | 2,790 | 3,230 | 3,660 | 4,020 | 4,680 | 4,610 |
| Westbound Off-Ramp | 2,220 | 2,315 | 2,120 | 1,960 | 2,420 | 2,240 | 2,410 | 2,580 | 2,940 | 3,370 | 4,060 |
| Exit 11 : SR 436 (Semoran Boulevard) | | | | | | | | | | | |
| Eastbound Off-Ramp to NB SR 436 | 5,250 | 4,740 | 4,580 | 4,960 | 4,740 | 3,440 | 5,560 | 6,870 | 7,280 | 7,350 | 7,190 |
| Eastbound Off-Ramp to SB SR 436 | 13,220 | 13,850 | 11,720 | 14,200 | 13,010 | 14,830 | 16,150 | 17,600 | 18,120 | 18,280 | 17,910 |
| Westbound On-Ramp from NB SR 436 | 12,770 | 13,040 | 13,440 | 13,130 | 11,970 | 11,780 | 14,310 | 14,580 | 16,160 | 16,460 | 17,490 |
| Westbound On-Ramp from SB SR 436 | 6,225 | 7,110 | 6,590 | 6,350 | 6,080 | 6,110 | 6,520 | 6,930 | 8,130 | 8,430 | 8,640 |
| Eastbound On-Ramp from NB SR 436 | 9,000 | 7,840 | 7,670 | 7,580 | 7,860 | 7,560 | 9,220 | 9,290 | 10,380 | 11,720 | 11,870 |
| Eastbound On-Ramp from SB SR 436 | 4,560 | 4,350 | 4,500 | 5,030 | 5,370 | 5,340 | 5,720 | 6,300 | 6,700 | 7,570 | 7,720 |
| Westbound Off-Ramp to NB SR 436 | 4,880 | 5,030 | 5,440 | 5,750 | 5,680 | 5,960 | 6,470 | 6,930 | 7,020 | 7,840 | 7,270 |
| Westbound Off-Ramp to SB SR 436 | 8,070 | 8,130 | 7,740 | 8,050 | 7,990 | 7,400 | 9,110 | 9,340 | 10,340 | 11,750 | 11,800 |
| Exit 12 : Goldenrod Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 2,550 | 2,390 | 2,480 | 2,470 | 2,390 | 2,890 | 2,780 | 3,390 | 3,690 | 3,510 | 3,480 |
| Westbound On-Ramp from SB Goldenrod Road | 1,640 | 1,650 | 1,590 | 1,630 | 1,630 | 1,990 | 2,070 | 2,030 | 2,560 | 2,760 | 2,900 |
| | | | | | | | | | | | 3,050 |

Notes:

1. SR 528 under construction in the Years 2008 - 2009 at the Beachline Main Mainline Toll Plaza.
2. SR 528 under construction in the Years 2010-2012 at Dallas Boulevard and the new Dallas Mainline Toll Plaza.
3. Systemwide toll increase was applied in July 2012 that included different toll rates for E-PASS and Cash customers.
4. SR 528 under construction in the Year 2013 for bridge deck replacements at Tradeport Drive, Daetwiler Drive and Via Flora Drive.
5. SR 528 under construction in the Years 2015-2016 for the Airport Mainline Toll Plaza removal and roadway widening from Boggy Creek Road to SR 436.
6. SR 528 Innovation Way interchange construction and ICP interchange removal in Years 2017-2018.
7. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
8. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 528 (BEACHLINE EXPRESSWAY) Interchange - Ramp Volume Summary

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 12 : Goldenrod Road (continued) | | | | | | | | | | | |
| Westbound On-Ramp from NB Goldenrod Road | 510 | 640 | 580 | 620 | 560 | 670 | 810 | 830 | 850 | 830 | 830 |
| Eastbound On-Ramp | 3,420 | 2,890 | 2,920 | 3,130 | 3,250 | 3,450 | 3,700 | 4,870 | 5,370 | 5,780 | 5,980 |
| Westbound Off-Ramp | 2,705 | 2,690 | 2,740 | 2,900 | 2,990 | 3,110 | 3,160 | 4,200 | 4,560 | 5,110 | 5,510 |
| Exit 13 : Narcossee Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 9,010 | 8,980 | 9,470 | 10,690 | 10,840 | 11,280 | 11,610 | 13,140 | 14,000 | 15,120 | 15,190 |
| Westbound On-Ramp | 8,680 | 9,240 | 9,540 | 10,610 | 10,750 | 10,680 | 11,100 | 12,460 | 13,320 | 14,410 | 14,170 |
| Eastbound On-Ramp | 2,390 | 3,360 | 3,050 | 2,970 | 2,960 | 3,420 | 3,560 | 3,940 | 3,970 | 4,190 | 4,300 |
| Westbound Off-Ramp | 2,910 | 3,590 | 3,160 | 2,690 | 3,230 | 3,110 | 3,270 | 3,490 | 3,180 | 3,370 | 3,610 |
| Exit 16 : SR 417 (Central FL GreenWay) | | | | | | | | | | | |
| Eastbound Off-Ramp to NB SR 417 | 13,650 | 13,570 | 13,060 | 13,410 | 12,750 | 13,960 | 13,800 | 15,700 | 17,190 | 18,890 | 19,370 |
| Eastbound Off-Ramp to SB SR 417 | 350 | 900 | 870 | 800 | 950 | 1,220 | 1,410 | 1,820 | 2,380 | 2,820 | 2,710 |
| Westbound On-Ramp from NB SR 417 | 860 | 990 | 940 | 1,030 | 1,150 | 1,560 | 1,610 | 1,820 | 2,200 | 2,310 | 2,420 |
| Westbound On-Ramp from SB SR 417 | 15,030 | 13,500 | 12,550 | 13,660 | 12,740 | 13,450 | 13,950 | 15,340 | 16,690 | 16,930 | 18,680 |
| Eastbound On-Ramp from NB SR 417 | 2,890 | 4,020 | 3,180 | 3,480 | 3,790 | 4,380 | 4,540 | 5,990 | 6,910 | 6,790 | 7,560 |
| Eastbound On-Ramp from SB SR 417 | 4,980 | 6,030 | 4,490 | 5,500 | 5,180 | 5,720 | 5,980 | 6,700 | 6,670 | 7,700 | 6,890 |
| Westbound Off-Ramp to NB SR 417 | 5,420 | 6,690 | 5,060 | 5,730 | 5,890 | 6,250 | 6,370 | 7,180 | 6,920 | 7,620 | 7,750 |
| Westbound Off-Ramp to SB SR 417 | 2,930 | 4,440 | 3,260 | 3,590 | 3,860 | 4,420 | 5,020 | 6,000 | 6,740 | 7,910 | 7,800 |

Notes:

1. SR 528 under construction in the Years 2008 - 2009 at the Beachline Main Mainline Toll Plaza.
2. SR 528 under construction in the Years 2010-2012 at Dallas Boulevard and the new Dallas Mainline Toll Plaza.
3. Systemwide toll increase was applied in July 2012 that included different toll rates for E-PASS and Cash customers.
4. SR 528 under construction in the Year 2013 for bridge deck replacements at Tradeport Drive, Daetwiler Drive and Via Flora Drive.
5. SR 528 under construction in the Years 2015-2016 for the Airport Mainline Toll Plaza removal and roadway widening from Boggy Creek Road to SR 436.
6. SR 528 Innovation Way interchange construction and ICP interchange removal in Years 2017-2018.
7. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
8. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 528 (BEACHLINE EXPRESSWAY) Interchange - Ramp Volume Summary

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 19 : Sunbridge Parkway / Innovation Way | | | | | | | | | | | |
| Eastbound Off-Ramp | 1,220 | 2,670 | 2,780 | 3,710 | 4,020 | 4,740 | 4,830 | 4,920 | 5,700 | 5,620 | 5,570 |
| Westbound On-Ramp | 1,240 | 3,030 | 3,050 | 3,950 | 4,500 | 4,260 | 4,840 | 5,410 | 6,120 | 5,760 | 5,470 |
| Westbound On-Loop Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 890 | 880 |
| Eastbound On-Ramp | 280 | 690 | 560 | 580 | 750 | 890 | 900 | 1,020 | 1,200 | 920 | 860 |
| Westbound Off-Ramp | 310 | 720 | 580 | 560 | 690 | 780 | 850 | 1,030 | 1,090 | 1,070 | 1,050 |
| Exit 24 : Dallas Boulevard | | | | | | | | | | | |
| Eastbound Off-Ramp | 1,600 | 1,890 | 1,600 | 1,620 | 1,870 | 1,950 | 1,970 | 2,610 | 2,690 | 2,780 | 2,520 |
| Westbound On-Ramp | 1,920 | 2,260 | 1,860 | 1,930 | 2,150 | 2,270 | 2,210 | 2,930 | 2,960 | 3,070 | 2,860 |
| Exit 31 : SR 520 | | | | | | | | | | | |
| Eastbound Off-Ramp | 4,550 | 4,470 | 4,460 | 4,480 | 4,240 | 4,520 | 4,590 | 4,600 | 6,130 | 5,040 | 5,060 |
| Westbound On-Ramp | 3,910 | 3,930 | 3,820 | 3,920 | 3,730 | 3,610 | 3,820 | 3,820 | 5,220 | 3,860 | 4,030 |

Notes:

1. SR 528 under construction in the Years 2008 - 2009 at the Beachline Main Mainline Toll Plaza.
2. SR 528 under construction in the Years 2010-2012 at Dallas Boulevard and the new Dallas Mainline Toll Plaza.
3. Systemwide toll increase was applied in July 2012 that included different toll rates for E-PASS and Cash customers.
4. SR 528 under construction in the Year 2013 for bridge deck replacements at Tradeport Drive, Daetwiler Drive and Via Flora Drive.
5. SR 528 under construction in the Years 2015-2016 for the Airport Mainline Toll Plaza removal and roadway widening from Boggy Creek Road to SR 436.
6. SR 528 Innovation Way interchange construction and ICP interchange removal in Years 2017-2018.
7. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
8. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 528 (BEACHLINE EXPRESSWAY) Interchange - Ramp Volume Summary

Central Florida GreeneWay



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Existing and Historical Annual Average Weekday Mainline Traffic Volumes

| Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| International Drive to John Young Parkway | 38,200 | 39,630 | 41,400 | 41,300 | 41,840 | 44,780 | 51,500 | 62,150 | 75,150 | 79,070 | 79,710 |
| John Young Parkway to Orange Blossom Trail | 37,205 | 37,620 | 40,400 | 40,610 | 41,850 | 45,940 | 53,210 | 64,650 | 79,200 | 83,680 | 85,160 |
| Orange Blossom Trail to Florida Turnpike | 35,085 | 36,450 | 37,300 | 38,170 | 39,850 | 44,260 | 51,780 | 63,880 | 78,840 | 83,670 | 85,380 |
| Florida Turnpike to Landstar Boulevard | 35,085 | 36,450 | 37,300 | 38,170 | 39,850 | 44,260 | 57,230 | 70,150 | 86,230 | 92,530 | 94,200 |
| Landstar Boulevard to South Access (OIA)/Boggy Creek Road | 35,900 | 36,520 | 38,300 | 38,350 | 40,300 | 44,880 | 54,580 | 66,700 | 76,520 | 81,960 | 84,070 |
| South Access (OIA)/Boggy Creek Road to Lake Nona Boulevard | 27,730 | 28,640 | 30,530 | 30,790 | 32,610 | 39,110 | 46,140 | 51,490 | 61,260 | 67,410 | 68,540 |
| Lake Nona Boulevard to Narcoossee Road | 27,220 | 28,290 | 29,990 | 29,930 | 33,500 | 38,020 | 44,980 | 53,040 | 61,070 | 67,080 | 67,680 |
| Narcoossee Road to Moss Park Road | ----- | 31,510 | 30,670 | 30,940 | 35,250 | 40,480 | 48,510 | 57,750 | 65,750 | 73,440 | 74,960 |
| Moss Park Road to Innovation Way/Dowden Road | ----- | 36,120 | 35,250 | 35,670 | 40,170 | 45,600 | 54,310 | 64,230 | 72,160 | 80,550 | 80,900 |
| Innovation Way/Dowden Road to SR 528 (Beachline Expressway) | 31,280 | 36,540 | 35,610 | 36,080 | 39,720 | 46,230 | 55,650 | 64,860 | 73,930 | 82,300 | 83,710 |
| SR 528 (Beachline Expressway) to Lee Vista Boulevard | 61,200 | 61,130 | 60,010 | 62,600 | 64,910 | 70,860 | 82,510 | 94,850 | 103,010 | 112,660 | 115,240 |
| Lee Vista Boulevard to Curry Ford Road | 63,300 | 63,160 | 62,530 | 64,950 | 66,575 | 73,770 | 86,030 | 97,280 | 104,190 | 114,070 | 117,000 |
| Curry Ford Road to SR 408/417 Systems Interchange | 56,740 | 59,170 | 57,640 | 61,640 | 65,080 | 69,700 | 83,390 | 90,030 | 94,500 | 107,500 | 109,760 |
| SR 408/417 Systems Interchange to SR 50 (Colonial Drive) | 74,150 | 76,570 | 76,980 | 74,720 | 73,840 | 76,920 | 89,760 | 98,570 | 103,480 | 108,510 | 108,840 |
| SR 50 (Colonial Drive) to University Boulevard | 70,500 | 72,900 | 74,900 | ----- | 71,670 | ----- | 86,650 | 95,670 | 100,740 | 105,980 | 104,670 |
| University Boulevard to Orange / Seminole County Line | 56,110 | 57,860 | 59,530 | 56,300 | 58,140 | 61,680 | 70,500 | 78,110 | 84,260 | 88,120 | 87,170 |

Notes:

1. \$0.25 toll increase was applied systemwide at various locations in April 2009 and 2012.
2. SR 417 under construction in the Years 2010-2011 from SR 528 to North of Curry Ford Road and from SR 408 to SR 50 (Colonial Drive).
3. In the Year 2011, Valencia College Lane Southbound On- and Off-Ramps and Southbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
4. In the Year 2012, Valencia College Lane Northbound On- and Off-Ramps and Northbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
5. Systemwide toll increase that included different toll rates for E-PASS and Cash customers was applied in July 2012.
6. Twenty-four hour machine counts were used for SR 417 NB Off-Ramp to Florida's Turnpike and SR 417 SB Off-Ramp to Florida's Turnpike in 2017.
7. Exit 17A, South Access Road opened in 2016.
8. In May 2016, Florida's Turnpike southbound off-ramp to northbound Florida's Turnpike and SR 417 northbound off-ramps to Florida's Turnpike opened.
9. SR 417 under construction in the Years 2018-2019 from SR 50 to the Orange/Seminole County Line.
10. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
11. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|-------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 6 : International Drive | | | | | | | | | | | |
| Northbound On-Ramp | 10,270 | 9,300 | 9,900 | 9,850 | 10,160 | 11,230 | 11,890 | 13,840 | 15,820 | 16,410 | 15,840 |
| Southbound Off-Ramp | 9,760 | 9,940 | 10,370 | 10,270 | 10,270 | 10,700 | 11,980 | 13,490 | 14,720 | 15,270 | 14,900 |
| Exit 10 : John Young Parkway | | | | | | | | | | | |
| Northbound Off-Ramp | 4,125 | 4,620 | 4,180 | 4,270 | 4,150 | 4,230 | 4,500 | 5,170 | 5,220 | 5,280 | 5,270 |
| Southbound On-Ramp | 4,120 | 4,500 | 4,250 | 4,020 | 4,010 | 4,060 | 4,260 | 4,626 | 4,950 | 5,320 | 5,120 |
| Northbound On-Ramp | 3,630 | 3,600 | 3,690 | 3,890 | 4,080 | 4,830 | 5,270 | 5,930 | 8,910 | 10,180 | 10,530 |
| Southbound Off-Ramp | 2,260 | 2,200 | 2,340 | 2,320 | 2,460 | 2,850 | 3,000 | 3,440 | 5,540 | 5,810 | 5,710 |
| Southbound Off-Ramp to NB JYP | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2,080 | 2,180 | 2,140 |
| Southbound Off-Ramp to SB JYP | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 3,460 | 3,630 |
| Exit 11 : US 17-92 / US 441 | | | | | | | | | | | |
| Northbound Off-Ramp | 3,630 | 3,810 | 4,030 | 3,840 | 3,930 | 4,250 | 4,520 | 5,210 | 5,080 | 5,160 | 5,620 |
| Southbound On-Ramp | 4,000 | 3,140 | 4,840 | 4,420 | 4,430 | 4,630 | 4,930 | 5,520 | 5,700 | 6,020 | 6,300 |
| Northbound On-Ramp | 2,610 | 2,710 | 2,700 | 2,740 | 3,070 | 3,350 | 3,690 | 4,160 | 5,570 | 6,080 | 6,350 |
| Southbound Off-Ramp | 2,900 | 3,070 | 3,080 | 3,400 | 3,870 | 4,210 | 4,810 | 4,950 | 5,110 | 5,110 | 5,100 |
| Exit 12 : Florida's Turnpike | | | | | | | | | | | |
| Northbound Off-Ramp to NB Turnpike | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 3,370 | 4,930 |
| Northbound Off-Ramp to SB Turnpike | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 5,860 | 7,120 |
| Northbound On-Ramp from NB Turnpike | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 3,120 | 4,030 | 7,110 | 8,520 |
| Southbound Off-Ramp to NB Turnpike | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 6,150 | 7,740 |
| Southbound Off-Ramp to SB Turnpike | ----- | ----- | ----- | ----- | ----- | ----- | 2,580 | 3,330 | 4,200 | 4,820 | 4,840 |
| Exit 14 : Landstar Boulevard | | | | | | | | | | | |
| Northbound Off-Ramp | 2,720 | 2,730 | 2,910 | 3,010 | 3,210 | 3,750 | 5,500 | 6,520 | 7,550 | 7,780 | 7,830 |
| Southbound On-Ramp | 3,230 | 3,190 | 3,400 | 3,490 | 3,560 | 4,090 | 5,840 | 6,870 | 10,560 | 11,340 | 11,630 |
| Northbound On-Ramp | 3,745 | 2,770 | 3,700 | 3,380 | 3,540 | 3,940 | 3,980 | 4,130 | 4,070 | 4,230 | 4,510 |
| Southbound Off-Ramp | 3,020 | 3,220 | 3,610 | 3,300 | 3,560 | 3,990 | 4,140 | 4,510 | 4,200 | 4,200 | 4,840 |

Notes:

- \$0.25 toll increase was applied systemwide at various locations in April 2009 and 2012.
- SR 417 under construction in the Years 2010-2011 from SR 528 to North of Curry Ford Road and from SR 408 to SR 50 (Colonial Drive).
- In the Year 2011, Valencia College Lane Southbound On- and Off-Ramps and Southbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
- In the Year 2012, Valencia College Lane Northbound On- and Off-Ramps and Northbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
- Systemwide toll increase that included different toll rates for E-PASS and Cash customers was applied in July 2012.
- Twenty-four hour machine counts were used for SR 417 NB Off-Ramp to Florida's Turnpike and SR 417 SB Off-Ramp to Florida's Turnpike in 2017.
- Exit 17A, South Access Road opened in 2016.
- In May 2016, Florida's Turnpike southbound off-ramp to northbound Florida's Turnpike and SR 417 northbound off-ramps to Florida's Turnpike opened.
- SR 417 under construction in the Years 2018-2019 from SR 50 to the Orange/Seminole County Line.
- 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
- 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 17A : International Airport (South Access Road) | | | | | | | | | | | |
| Northbound Off-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 8,490 | 9,540 | 9,860 | 10,250 |
| Southbound On-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 9,180 | 9,450 | 10,160 | 10,750 |
| Northbound On-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 590 | 1,030 | 1,860 | 1,880 |
| Southbound Off-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 770 | 830 | 1,030 | 1,170 |
| NB Ramp from Boggy Creek to South Access Rd | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 10,440 | 10,730 | 11,090 |
| SB Ramp from South Access Rd to Boggy Creek | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 11,110 | 11,350 | 11,960 |
| Exit 17B : Boggy Creek Road | | | | | | | | | | | |
| Northbound Off-Ramp | 6,210 | 5,880 | 6,140 | 6,210 | 5,630 | 5,840 | 7,680 | 2,120 | 2,470 | 2,860 | 2,940 |
| Southbound On-Ramp | 6,440 | 6,860 | 6,990 | 6,950 | 6,670 | 6,610 | 8,390 | 2,070 | 3,940 | 4,010 | 4,100 |
| Northbound On-Ramp | 2,350 | 2,630 | 2,870 | 2,950 | 3,430 | 3,700 | 4,020 | 3,490 | 3,630 | 4,440 | 4,720 |
| Southbound Off-Ramp | 2,130 | 2,230 | 2,490 | 2,650 | 3,030 | 3,410 | 3,700 | 3,300 | 3,850 | 4,610 | 4,720 |
| Exit 19 : Lake Nona Boulevard | | | | | | | | | | | |
| Northbound Off-Ramp | 610 | 1,080 | 1,520 | 1,740 | 2,000 | 2,500 | 3,020 | 3,460 | 3,720 | 4,560 | 5,150 |
| Southbound On-Ramp | 640 | 1,080 | 1,470 | 1,770 | 1,870 | 2,460 | 2,880 | 3,120 | 3,570 | 4,370 | 4,980 |
| Northbound On-Ramp | 370 | 920 | 1,210 | 1,320 | 1,510 | 2,080 | 2,990 | 3,570 | 3,700 | 4,390 | 4,710 |
| Southbound Off-Ramp | 370 | 890 | 1,240 | 1,330 | 1,500 | 2,040 | 2,910 | 3,400 | 3,620 | 4,380 | 4,790 |
| Exit 22 : Narcoossee Road | | | | | | | | | | | |
| Northbound Off-Ramp | 3,250 | 3,580 | 3,090 | 3,120 | 3,400 | 3,920 | 3,960 | 4,260 | 5,660 | 5,670 | 5,780 |
| Southbound On-Ramp | 3,490 | 3,540 | 2,820 | 3,070 | 3,270 | 3,850 | 4,220 | 4,470 | 5,620 | 6,180 | 6,320 |
| Northbound On-Ramp | 5,860 | 3,360 | 3,410 | 3,710 | 4,420 | 5,400 | 6,140 | 6,840 | 7,740 | 9,220 | 9,840 |
| Southbound Off-Ramp | 4,940 | 3,420 | 3,180 | 3,490 | 4,140 | 5,000 | 5,600 | 6,440 | 7,610 | 9,120 | 9,580 |
| Exit 23 : Moss Park Road | | | | | | | | | | | |
| Northbound Off-Ramp | ----- | 630 | 720 | ----- | 770 | 840 | 940 | 1,100 | 1,340 | 1,460 | 1,700 |
| Southbound On-Ramp | ----- | 580 | 660 | ----- | 770 | 860 | 980 | 1,090 | 1,470 | 1,740 | 1,940 |
| Northbound On-Ramp | ----- | 2,870 | 2,910 | 3,030 | 3,190 | 3,430 | 3,620 | 3,950 | 4,170 | 4,770 | 4,400 |
| Southbound Off-Ramp | ----- | 2,950 | 3,050 | 3,260 | 3,220 | 3,470 | 3,830 | 4,320 | 4,800 | 5,350 | 4,960 |

Notes:

- \$0.25 toll increase was applied systemwide at various locations in April 2009 and 2012.
- SR 417 under construction in the Years 2010-2011 from SR 528 to North of Curry Ford Road and from SR 408 to SR 50 (Colonial Drive).
- In Year 2011, Valencia College Lane Southbound On- and Off-Ramps and Southbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
- In Year 2012, Valencia College Lane Northbound On- and Off-Ramps and Northbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
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- Twenty-four hour machine counts were used for SR 417 NB Off-Ramp to Florida's Turnpike and SR 417 SB Off-Ramp to Florida's Turnpike in 2017.
- Exit 17A, South Access Road opened in 2016.
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- SR 417 under construction in the Years 2018-2019 from SR 50 to the Orange/Seminole County Line.
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- 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 24 : Dowden Road | | | | | | | | | | | |
| Northbound Off-Ramp | ----- | 70 | 100 | 230 | 300 | 480 | 710 | 885 | 1,110 | 1,810 | 1,410 |
| Southbound On-Ramp | ----- | 70 | 90 | 200 | 360 | 590 | 890 | 1,130 | 1,200 | 2,100 | 1,760 |
| Northbound On-Ramp | ----- | 240 | 220 | 340 | 670 | 950 | 1,280 | 1,500 | 1,990 | 2,550 | 3,280 |
| Southbound Off-Ramp | ----- | 320 | 330 | 500 | 810 | 1,180 | 1,650 | 2,020 | 2,410 | 3,490 | 3,490 |
| Exit 26 : Beachline Expressway (SR 528) | | | | | | | | | | | |
| Northbound Off-Ramp to EB SR 528 | 2,890 | 4,020 | 3,180 | 3,480 | 3,790 | 4,380 | 4,540 | 5,990 | 6,910 | 6,810 | 7,560 |
| Northbound Off-Ramp to WB SR 528 | 860 | 990 | 940 | 1,030 | 1,150 | 1,560 | 1,610 | 1,820 | 2,200 | 2,290 | 2,420 |
| Southbound On-Ramp from EB SR 528 | 350 | 900 | 870 | 800 | 950 | 1,220 | 1,410 | 1,820 | 2,380 | 2,800 | 2,710 |
| Southbound On-Ramp from WB SR 528 | 2,930 | 4,440 | 3,260 | 3,590 | 3,860 | 4,420 | 5,020 | 6,000 | 6,740 | 7,860 | 7,800 |
| Northbound On-Ramp from WB SR 528 | 13,650 | 13,570 | 13,060 | 13,410 | 12,750 | 13,960 | 13,800 | 15,700 | 17,190 | 18,780 | 19,370 |
| Northbound On-Ramp from WB SR 528 | 5,420 | 6,690 | 5,060 | 5,730 | 5,890 | 6,250 | 6,370 | 7,180 | 6,920 | 7,570 | 7,750 |
| Southbound Off-Ramp to EB SR 528 | 4,980 | 6,030 | 4,490 | 5,500 | 5,180 | 5,720 | 5,980 | 6,700 | 6,670 | 7,650 | 6,890 |
| Southbound Off-Ramp to WB SR 528 | 15,030 | 13,500 | 12,550 | 13,660 | 12,740 | 13,450 | 13,950 | 15,340 | 16,690 | 16,830 | 18,680 |
| Exit 27 : Lee Vista Boulevard | | | | | | | | | | | |
| Northbound Off-Ramp | 1,120 | 1,160 | 1,070 | 1,140 | 1,180 | 1,440 | 1,580 | 2,020 | 2,260 | 2,350 | 2,290 |
| Southbound On-Ramp | 1,250 | 1,410 | 1,270 | 1,280 | 1,270 | 1,670 | 1,860 | 2,160 | 2,340 | 2,520 | 2,540 |
| Northbound On-Ramp | 2,300 | 2,330 | 2,380 | 2,460 | 2,490 | 2,640 | 2,680 | 3,050 | 4,320 | 3,650 | 3,680 |
| Southbound Off-Ramp | 2,170 | 2,270 | 2,480 | 2,310 | 2,420 | 2,620 | 2,680 | 3,030 | 3,020 | 3,300 | 3,310 |
| Exit 30 : Curry Ford Road | | | | | | | | | | | |
| Northbound Off-Ramp | 6,830 | 5,900 | 5,940 | 5,690 | 5,530 | 6,230 | 7,100 | 8,940 | 9,290 | 9,480 | 8,720 |
| Southbound On-Ramp | 7,170 | 5,900 | 6,380 | 6,070 | 5,130 | 5,490 | 5,890 | 6,820 | 7,770 | 8,260 | 7,790 |
| Northbound On-Ramp | 3,840 | 4,070 | 3,940 | 4,380 | 4,170 | 4,440 | 4,650 | 4,860 | 4,720 | 5,120 | 5,130 |
| Southbound Off-Ramp | 3,600 | 3,740 | 3,490 | 4,070 | 3,820 | 4,230 | 4,520 | 4,810 | 4,610 | 5,030 | 4,860 |

Notes:

- \$0.25 toll increase was applied systemwide at various locations in April 2009 and 2012.
- SR 417 under construction in the Years 2010-2011 from SR 528 to North of Curry Ford Road and from SR 408 to SR 50 (Colonial Drive).
- In the Year 2011, Valencia College Lane Southbound On- and Off-Ramps and Southbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
- In the Year 2012, Valencia College Lane Northbound On- and Off-Ramps and Northbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
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- 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 33A&B : SR 408 (East-West Expressway) | | | | | | | | | | | |
| Northbound Off-Ramp to EB SR 408 | 6,080 | 6,220 | 6,230 | 6,340 | 6,040 | 6,030 | 7,230 | 7,660 | 8,180 | 9,340 | 9,910 |
| Northbound Off-Ramp to WB SR 408 | 7,100 | 7,530 | 8,050 | 8,170 | 8,190 | 10,520 | 11,910 | 11,350 | 14,190 | 14,840 | 14,410 |
| Southbound On-Ramp from EB SR 408 | 6,700 | 7,080 | 6,950 | 7,310 | 7,530 | 8,620 | 9,880 | 11,040 | 10,690 | 13,530 | 9,330 |
| Southbound On-Ramp from WB SR 408 | 6,520 | 6,380 | 6,250 | 6,850 | 5,830 | 6,210 | 7,130 | 7,780 | 8,550 | 8,810 | 4,590 |
| Northbound On-Ramp from WB SR 408 | 3,975 | 4,220 | 4,020 | 3,410 | 3,590 | 3,870 | 4,250 | 4,770 | 4,960 | 4,790 | 4,680 |
| Southbound Off-Ramp to EB SR 408 | 3,645 | 3,620 | 3,900 | 3,480 | 3,430 | 3,740 | 4,000 | 4,590 | 4,400 | 5,060 | 4,680 |
| Northbound On-Ramp from EB SR 408 | ---- | ---- | ---- | 15,090 | 15,450 | 16,160 | 17,540 | 18,470 | 18,730 | 18,780 | 18,200 |
| Southbound Off-Ramp to WB SR 408 | ---- | ---- | 15,980 | 15,290 | 15,590 | 15,980 | 17,030 | 18,080 | 18,450 | 18,840 | 19,000 |
| Exit 34 : SR 50 (East Colonial Drive) | | | | | | | | | | | |
| Northbound Off-Ramp | 3,920 | 4,140 | 3,740 | 4,110 | 3,840 | 4,170 | 4,810 | 5,120 | 4,980 | 5,560 | 6,080 |
| Southbound On-Ramp | 3,190 | 3,330 | 3,370 | 3,550 | 3,480 | 3,730 | 4,250 | 4,600 | 4,810 | 5,010 | 5,210 |
| Northbound On-Ramp | 1,760 | 1,880 | 2,070 | 2,870 | 2,670 | 2,950 | 3,300 | 3,520 | 3,650 | 3,860 | 3,780 |
| Southbound Off-Ramp | 1,700 | 1,920 | 2,960 | 2,820 | 2,640 | 2,980 | 3,290 | 3,470 | 3,530 | 3,690 | 3,580 |
| Exit 37 : University Boulevard | | | | | | | | | | | |
| Northbound Off-Ramp to EB University Blvd | 8,950 | 9,030 | 9,610 | 8,280 | 7,550 | 9,560 | 9,920 | 10,270 | 10,110 | 10,150 | 9,610 |
| Northbound Off Ramp to WB University Blvd | 2,050 | 2,060 | 2,010 | 2,020 | 1,780 | 2,060 | 2,200 | 2,440 | 2,470 | 2,770 | 2,790 |
| Northbound E-PASS Ramp to University Blvd Exit | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 9,740 | 9,480 | 8,290 |
| Southbound On-Ramp from EB University Blvd | 2,490 | 2,390 | 1,980 | 1,970 | 2,130 | 2,390 | 2,800 | 3,840 | 3,150 | 3,470 | 3,830 |
| Southbound On Ramp from WB University Blvd | 8,090 | 8,720 | 8,970 | 8,570 | 8,270 | 8,710 | 9,240 | 9,900 | 9,760 | 10,330 | 10,140 |
| Northbound On-Ramp | 3,550 | 3,500 | 3,520 | 3,410 | 3,300 | 3,430 | 3,710 | 3,990 | 4,130 | 4,320 | 4,350 |
| Southbound Off-Ramp | 3,550 | 3,500 | 3,520 | 3,410 | 3,300 | 3,430 | 3,710 | 3,990 | 3,850 | 4,040 | 3,860 |

Notes:

- \$0.25 toll increase was applied systemwide at various locations in April 2009 and 2012.
- SR 417 under construction in the Years 2010-2011 from SR 528 to North of Curry Ford Road and from SR 408 to SR 50 (Colonial Drive).
- In the Year 2011, Valencia College Lane Southbound On- and Off-Ramps and Southbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
- In the Year 2012, Valencia College Lane Northbound On- and Off-Ramps and Northbound SR 408/417 Spur were removed due to the new ramp alignment as part of the 408-253E-E1 project at the SR 408 system interchange.
- Systemwide toll increase that included different toll rates for E-PASS and Cash customers was applied in July 2012.
- Twenty-four hour machine counts were used for SR 417 NB Off-Ramp to Florida's Turnpike and SR 417 SB Off-Ramp to Florida's Turnpike in 2017.
- Exit 17A, South Access Road opened in 2016.
- In May 2016, Florida's Turnpike southbound off-ramp to northbound Florida's Turnpike and SR 417 northbound off-ramps to Florida's Turnpike opened.
- SR 417 under construction in the Years 2018-2019 from SR 50 to the Orange/Seminole County Line.
- 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
- 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 417 (CENTRAL FLORIDA GREENEWAY) Interchange - Ramp Volume Summary

SECTION II

Western Beltway and Wekiva Parkway



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Existing and Historical Annual Average Weekday Mainline Traffic Volumes

| Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Seidel Road to Schofield Road | 11,950 | 13,070 | 13,290 | 14,880 | 15,600 | 17,510 | 22,950 | 26,790 | 31,920 | 35,610 | 38,440 |
| Schofield Road to New Independence Parkway | ---- | ---- | ---- | ---- | ---- | ---- | 23,580 | 27,760 | 34,580 | 39,670 | 44,020 |
| New Independence Parkway to CR 535 | 12,500 | 13,700 | 14,130 | 15,930 | 16,620 | 19,520 | 26,200 | 31,570 | 40,570 | 47,440 | 52,650 |
| CR 535 to Florida's Turnpike / SR 50 | 32,510 | 34,250 | 34,820 | 35,740 | 37,630 | 41,940 | 50,770 | 58,240 | 65,550 | 72,040 | 72,690 |
| Florida's Turnpike / SR 50 to SR 438 | 36,330 | 38,470 | 39,440 | 40,260 | 43,480 | 48,290 | 57,450 | 65,850 | 73,100 | 78,850 | 81,930 |
| SR 438 / Plant Street / Franklin Street to West Road | 31,930 | 33,720 | 34,360 | 35,840 | 38,760 | 43,860 | 52,620 | 60,860 | 67,530 | 73,420 | 76,580 |
| West Road to Ocoee Apopka Road (CR 437A) | 27,600 | 29,500 | 29,600 | 31,650 | 34,430 | 38,930 | 46,360 | 53,510 | 58,710 | 65,900 | 66,280 |
| Ocoee Apopka Road (CR 437A) to SR 414 | 20,500 | 20,680 | 20,110 | 29,320 | 33,220 | 37,440 | 44,190 | 50,580 | 55,370 | 60,200 | 62,270 |
| SR 429 / 414 (SR 414 to West US 441) | ---- | ---- | ---- | ---- | 18,670 | 21,320 | 24,470 | 28,490 | 29,910 | 35,510 | 37,740 |
| West US 441 to Kelly Park Road (Wekiva Parkway) | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 8,930 | 15,600 | 18,900 |
| Kelly Park Road to SR 453 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 11,880 | 13,850 |
| SR 453 to SR 46 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 5,440 | 5,440 | 5,850 | 5,850 |

Notes:

1. SR 429 and 414 interchange was under construction during the Year 2011 and Year 2012.
2. The SR 429/414 Extension opened to traffic in January 2013. At the same time, the existing north portion of SR 429 from SR 429 to US 441 was re-named SR 451.
3. CR 437A Northbound On and Southbound Off ramps opened to traffic in January 2013.
4. Wekiva Parkway from SR 429 Connector Road to Kelly Park Road opened in July 2017.
5. Wekiva Parkway from Kelly Park Road to SR 46 Interchange opened in April 2018.
6. 2018 AAWDT volumes based on adopted seasonal factors, utilizing the 2016 & 2017 toll plaza transaction data.
7. 2019 AAWDT volumes based on adopted seasonal factors, utilizing the 2016 & 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2009 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 13 : Schofield Road | | | | | | | | | | | |
| Northbound Off-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 290 | 430 | 490 | 510 |
| Southbound On-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 190 | 220 | 260 | 300 |
| Northbound On-Ramp from WB Schofield Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 820 | 1,890 | 2,530 | 3,120 |
| Northbound On-Ramp from EB Schofield Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 95 | 220 | 290 | 360 |
| Southbound Off-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 680 | 1,510 | 2,150 | 2,940 |
| Exit 15 : New Independence Parkway | | | | | | | | | | | |
| Northbound Off-Ramp | 420 | 390 | 370 | 370 | 530 | 780 | 980 | 1,020 | 1,290 | 1,580 | 1,910 |
| Southbound On-Ramp | 430 | 380 | 400 | 400 | 490 | 790 | 1,030 | 1,110 | 1,420 | 1,640 | 1,960 |
| Northbound On-Ramp | 720 | 700 | 820 | 920 | 1,180 | 1,880 | 2,410 | 3,000 | 4,550 | 5,680 | 6,400 |
| Southbound Off-Ramp | 680 | 700 | 790 | 900 | 1,140 | 1,790 | 2,290 | 2,820 | 4,190 | 5,370 | 6,050 |
| Exit 19 : CR 535 | | | | | | | | | | | |
| Northbound Off-Ramp | 1,350 | 1,430 | 1,550 | 1,790 | 1,740 | 2,000 | 2,520 | 2,990 | 3,410 | 3,890 | 4,210 |
| Southbound On-Ramp | 1,340 | 1,390 | 1,570 | 1,650 | 1,750 | 1,910 | 2,370 | 2,750 | 3,400 | 3,900 | 4,240 |
| Northbound On-Ramp | 11,440 | 11,760 | 11,980 | 11,710 | 12,030 | 12,820 | 14,090 | 15,720 | 15,350 | 17,050 | 13,240 |
| Southbound Off-Ramp | 11,260 | 11,610 | 11,830 | 11,540 | 12,060 | 12,810 | 14,170 | 15,790 | 15,630 | 16,140 | 15,130 |
| Exits 22 & 23 : Florida's Turnpike / SR 50 | | | | | | | | | | | |
| Northbound On-Ramp from SR 50 | 2,580 | 2,610 | 2,540 | 2,750 | 2,750 | 2,970 | 3,480 | 3,800 | 3,460 | 4,210 | 4,440 |
| Southbound Off-Ramp to SR 50 | 2,740 | 2,680 | 2,430 | 2,690 | 2,810 | 3,170 | 3,500 | 3,650 | 3,970 | 4,310 | 4,570 |
| Northbound Off-Ramp to NB Turnpike | 1,370 | 1,760 | 1,600 | 1,530 | 1,840 | 1,850 | 2,680 | 2,890 | 3,530 | 3,900 | 4,040 |
| Northbound Off-Ramp to SB Turnpike | 8,130 | 8,260 | 8,790 | 8,450 | 9,040 | 9,900 | 11,900 | 13,430 | 14,730 | 15,960 | 16,700 |
| Southbound On-Ramp from NB Turnpike | 7,700 | 7,850 | 8,240 | 7,920 | 7,830 | 8,530 | 10,110 | 12,010 | 12,880 | 14,870 | 14,850 |
| Southbound On-Ramp from SB Turnpike | 1,680 | 1,660 | 1,740 | 1,920 | 2,190 | 2,310 | 3,150 | 3,200 | 3,900 | 4,530 | 4,690 |

Notes:

1. SR 429 and 414 interchange was under construction during the Year 2011 and Year 2012.
2. The SR 429/414 Extension opened to traffic in January 2013. At the same time, the existing north portion of SR 429 from SR 414 to US 441 was re-named SR 451.
3. CR 437A Northbound On and Southbound Off ramps opened to traffic in January 2013.
4. Wekiva Parkway from SR 429 Connector Road to Kelly Park Road opened in July 2017.
5. Wekiva Parkway from Kelly Park Road to SR 46 Interchange opened in April 2018.
6. 2018 AAWDT volumes based on adopted seasonal factors, utilizing the 2016 & 2017 toll plaza transaction data.
7. 2019 AAWDT volumes based on adopted seasonal factors, utilizing the 2016 & 2017 toll plaza transaction data.



SR 429 (WESTERN BELTWAY AND WEKIVA PARKWAY)

Interchange - Ramp Volume Summary

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2009 | Year 2010 | Year 2011 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exits 22 & 23 : Florida's Turnpike / SR 50 (Continued) | | | | | | | | | | | | | |
| Northbound Off-Ramp to SR 50 | 2,320 | 2,690 | 2,190 | 1,990 | 1,780 | 1,900 | 2,450 | 2,400 | 2,380 | 2,920 | 2,920 | 3,660 | 3,660 |
| Southbound On-Ramp from SR 50 | 3,150 | 2,810 | 2,380 | 2,170 | 2,750 | 2,100 | 2,680 | 2,580 | 2,440 | 2,440 | 2,960 | 2,960 | 3,380 |
| Northbound On-Ramp from NB Turnpike | 9,000 | 9,200 | 9,340 | 9,200 | 9,630 | 10,410 | 12,060 | 14,240 | 15,820 | 16,090 | 16,090 | 16,550 | 16,550 |
| Northbound On-Ramp from SB Turnpike | 2,670 | 3,060 | 3,040 | 3,190 | 3,280 | 3,680 | 4,640 | 5,440 | 5,350 | 6,040 | 6,040 | 6,450 | 6,450 |
| Southbound Off-Ramp to NB Turnpike | 2,500 | 2,990 | 3,000 | 3,140 | 3,130 | 3,390 | 4,160 | 4,770 | 5,270 | 6,100 | 6,100 | 6,150 | 6,150 |
| Southbound Off-Ramp to SB Turnpike | 8,680 | 8,710 | 9,210 | 9,270 | 7,910 | 8,530 | 10,120 | 11,160 | 12,190 | 12,770 | 12,770 | 12,930 | 12,930 |
| Exit 24 : SR 438 / Plant Street | | | | | | | | | | | | | |
| Northbound Off-Ramp | 3,830 | 4,050 | 4,010 | 3,640 | 3,810 | 4,150 | 4,710 | 5,450 | 5,650 | 6,100 | 6,100 | 5,920 | 5,920 |
| Southbound On-Ramp | 3,200 | 3,420 | 3,590 | 3,280 | 3,550 | 3,750 | 4,280 | 4,740 | 5,000 | 5,310 | 5,310 | 5,180 | 5,180 |
| Northbound On-Ramp | 1,200 | 1,270 | 1,290 | 1,110 | 1,470 | 1,640 | 2,000 | 2,170 | 2,340 | 2,720 | 2,720 | 2,720 | 2,720 |
| Southbound Off-Ramp | 1,430 | 1,450 | 1,230 | 1,390 | 1,500 | 1,680 | 1,900 | 2,040 | 2,610 | 2,620 | 2,620 | 2,780 | 2,780 |
| Exit 26 : West Road | | | | | | | | | | | | | |
| Northbound Off-Ramp | 2,630 | 2,590 | 2,640 | 2,590 | 2,740 | 3,260 | 3,860 | 4,760 | 5,410 | 6,110 | 6,110 | 6,580 | 6,580 |
| Southbound On-Ramp | 2,720 | 2,700 | 2,980 | 2,730 | 2,790 | 3,270 | 3,870 | 4,690 | 5,380 | 6,010 | 6,010 | 6,340 | 6,340 |
| Northbound On-Ramp | 520 | 540 | 420 | 530 | 620 | 800 | 810 | 950 | 1,020 | 1,350 | 1,350 | 1,360 | 1,360 |
| Southbound Off-Ramp | 500 | 530 | 440 | 600 | 570 | 720 | 730 | 840 | 1,010 | 1,330 | 1,330 | 1,310 | 1,310 |
| Exit 29 : CR 437A (Ocoee Apopka Road) | | | | | | | | | | | | | |
| Northbound Off-Ramp | 3,510 | 4,450 | 4,880 | 1,170 | 1,230 | 1,420 | 1,700 | 1,960 | 2,520 | 2,820 | 3,090 | 3,090 | 3,090 |
| Southbound On-Ramp | 3,590 | 4,370 | 4,610 | 1,160 | 1,200 | 1,420 | 1,800 | 1,990 | 2,610 | 2,950 | 3,090 | 3,090 | 3,090 |
| Northbound On-Ramp | ----- | ----- | ----- | ----- | 500 | 570 | 680 | 740 | 900 | 1,130 | 1,130 | 1,140 | 1,140 |
| Southbound Off-Ramp | ----- | ----- | ----- | ----- | 450 | 500 | 780 | 820 | 800 | 1,040 | 1,040 | 1,080 | 1,080 |

Notes:

- SR 429 and 414 interchange was under construction during the Year 2011 and Year 2012.
- The SR 429/414 Extension opened to traffic in January 2013. At the same time, the existing north portion of SR 429 from SR 414 to US 441 was re-named SR 451.
- CR 437A Northbound On and Southbound Off ramps opened to traffic in January 2013.
- Wekiva Parkway from SR 429 Connector Road to Kelly Park Road opened in July 2017.
- Wekiva Parkway from Kelly Park Road to SR 46 Interchange opened in April 2018.
- 2018 AAWDT volumes based on adopted seasonal factors, utilizing the 2016 & 2017 toll plaza transaction data.
- 2019 AAWDT volumes based on adopted seasonal factors, utilizing the 2016 & 2017 toll plaza transaction data.



SR 429 (WESTERN BELTWAY AND WEKIVA PARKWAY)

Interchange - Ramp Volume Summary

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2009 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 30 : SR 414 (Apopka Expressway) | | | | | | | | | | | |
| Northbound Off-Ramp to SR 414 / 451 | ---- | ---- | ---- | 5,030 | 6,040 | 7,220 | 14,040 | 16,360 | 17,410 | 17,630 | 17,810 |
| Northbound Off-Ramp to EB SR 414 | ---- | ---- | ---- | 5,030 | 6,040 | 7,220 | 8,950 | 10,620 | 10,470 | 12,030 | 11,540 |
| Northbound Off-Ramp to NB SR 451 | ---- | ---- | ---- | ---- | ---- | 5,090 | 5,740 | 6,940 | 5,600 | 6,270 | 6,270 |
| Southbound On-Ramp from WB SR 414 | ---- | ---- | 4,960 | 5,700 | 6,920 | 8,130 | 9,990 | 9,640 | 11,960 | 12,410 | 12,410 |
| Southbound On-Ramp from SB 451 | ---- | ---- | ---- | ---- | ---- | 6,190 | 6,500 | 4,290 | 5,970 | 6,020 | 6,020 |
| Northbound On-Ramp from WB SR 414 | ---- | ---- | ---- | 3,050 | 3,410 | 3,950 | 4,700 | 4,290 | 5,610 | 5,660 | 5,660 |
| Southbound Off-Ramp to EB SR 414 | ---- | ---- | ---- | 3,080 | 3,510 | 3,990 | 4,630 | 4,210 | 5,370 | 5,740 | 5,740 |
| Exit 34: SR 429 Connector Road (US 441/CR 437) | | | | | | | | | | | |
| Northbound Off-Ramp | ---- | ---- | ---- | ---- | 9,330 | 10,950 | 12,420 | 14,310 | 10,260 | 7,770 | 10,060 |
| Southbound On-Ramp | ---- | ---- | ---- | 7,050 | 7,410 | 7,240 | 8,340 | 12,870 | 14,140 | 9,810 | 9,810 |
| Northbound On-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 170 | 470 | 520 | 520 |
| Southbound Off-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 300 | 520 | 500 | 500 |
| Exit 38: Kelly Park Road | | | | | | | | | | | |
| Northbound Off-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 4,720 | 2,900 | 3,360 | 3,360 |
| Southbound On-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 4,210 | 3,090 | 3,470 | 3,470 |
| Northbound On-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 380 | 430 | 430 |
| Northbound Loop On-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 310 | 360 | 360 |
| Southbound Off-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 620 | 880 | 880 |
| Exit 39: SR 453 | | | | | | | | | | | |
| Northbound Off-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 3,310 | 4,020 | 4,020 |
| Southbound On-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 2,280 | 4,050 | 4,050 |
| Northbound On-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 70 | 130 | 130 |
| Southbound Off-Ramp | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | 100 | 80 | 80 |

Notes:

1. SR 429 and 414 interchange was under construction during the Year 2011 and Year 2012.
2. The SR 429/414 Extension opened to traffic in January 2013. At the same time, the existing north portion of SR 429 from SR 441 to US 441 was re-named SR 451.
3. CR 437A Northbound On and Southbound Off ramps opened to traffic in January 2013.
4. Wekiva Parkway from SR 429 Connector Road to Kelly Park Road opened in July 2017.
5. Wekiva Parkway from Kelly Park Road to SR 46 Interchange opened in April 2018.
6. 2018 AAWDT volumes based on adopted seasonal factors, utilizing the 2016 & 2017 toll plaza transaction data.
7. 2019 AAWDT volumes based on adopted seasonal factors, utilizing the 2016 & 2017 toll plaza transaction data.

Apopka Expressway



2019 Traffic Data and Statistics Manual
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Existing and Historical Annual Average Weekday Mainline Traffic Volumes

| Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| SR 451 / SR 429 to Marden Road | 10,500 | 13,025 | 13,820 | 16,320 | 20,870 | 24,120 | 29,100 | 33,900 | 36,790 | 39,660 | 40,290 |
| Marden Road to Keene Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 36,500 | 41,930 | 42,840 |
| Keene Road to Hiawassee Road | 12,400 | 16,075 | 17,580 | 20,590 | 24,670 | 28,290 | 33,500 | 38,600 | 41,870 | 46,210 | 48,090 |
| Hiawassee Road to US 441 (Orange Blossom Trail) | 13,780 | 18,205 | 20,080 | 21,990 | 25,900 | 28,810 | 34,200 | 38,700 | 41,110 | 44,870 | 45,940 |
| US 441 (Orange Blossom Trail) to Rose Avenue / Bear Lake Road | 27,340 | 31,075 | 32,240 | 34,040 | 35,290 | 37,790 | 42,400 | 44,300 | 45,080 | 45,700 | 45,020 |

Notes:

1. SR 414 (Apopka Expressway) partially opened to traffic in February 2009, fully opened to traffic in May 2009.
2. SR 429 / 414 interchange was under construction during the Years 2011-2012.
3. In July 2012, systemwide toll increase was applied that included different toll rates for E-PASS and Cash customers.
4. The SR 429 / 414 Extension, which extended SR 414 to the west of SR 451, opened to traffic in January 2013.
5. In June 2017, the Marden Road interchange opened to traffic.
6. 2018 AAVT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
7. 2019 AAVT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 4B : SR 429 (Western Beltway) | | | | | | | | | | | |
| Eastbound On-Ramp from NB SR 429 | ----- | ----- | ----- | 5,030 | 6,040 | 7,220 | 8,950 | 10,620 | 10,470 | 12,250 | 11,540 |
| Westbound Off-Ramp to SB SR 429 | ----- | ----- | 4,960 | 5,700 | 6,920 | 8,130 | 9,990 | 9,640 | 12,170 | 12,410 | 12,410 |
| Eastbound On-Ramp from SB SR 429 / 414 | ----- | ----- | ----- | 3,080 | 3,510 | 3,990 | 4,630 | 4,210 | 5,470 | 5,740 | 5,740 |
| Westbound Off-Ramp to NB SR 429 / 414 | ----- | ----- | ----- | 3,050 | 3,410 | 3,950 | 4,700 | 4,290 | 5,710 | 5,710 | 5,660 |
| Exit 4A : SR 451 | | | | | | | | | | | |
| Eastbound On-Ramp from SR 451 SB | 2,390 | 2,900 | 3,420 | 3,710 | 1,600 | 1,310 | 1,550 | 1,600 | 2,410 | 2,420 | 2,270 |
| Westbound Off-Ramp to SR 451 NB | 2,190 | 2,830 | 3,140 | 3,030 | 1,410 | 1,550 | 1,730 | 1,960 | 2,000 | 2,040 | 1,930 |
| Eastbound Off-Ramp to SR 451 NB | ----- | ----- | ----- | ----- | ----- | ----- | 5,090 | 5,740 | 6,970 | 5,700 | 5,770 |
| Westbound On Ramp from SR 451 SB | ----- | ----- | ----- | ----- | ----- | ----- | 6,190 | 6,500 | 7,760 | 6,130 | 6,020 |
| Exit 5 : Marden Road | | | | | | | | | | | |
| Eastbound On-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 680 | 980 |
| Westbound Off-Ramp | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 580 | 910 |
| Exit 6 : Keene Road | | | | | | | | | | | |
| Eastbound On-Ramp | 960 | 1,520 | 1,910 | 2,220 | 2,100 | 2,090 | 2,260 | 2,400 | 2,620 | 2,350 | 2,850 |
| Westbound Off-Ramp | 940 | 1,530 | 1,850 | 2,050 | 1,920 | 1,967 | 2,140 | 2,290 | 2,550 | 2,340 | 2,310 |
| Exit 8 : Hiawassee Road | | | | | | | | | | | |
| Eastbound Off-Ramp | 910 | 1,010 | 1,130 | 1,550 | 1,600 | 1,840 | 2,280 | 2,550 | 2,810 | 3,370 | 3,340 |
| Westbound On-Ramp | 890 | 1,100 | 1,090 | 1,430 | 1,600 | 1,970 | 2,430 | 2,790 | 2,780 | 3,020 | 3,260 |
| Eastbound On-Ramp | 1,550 | 2,100 | 2,350 | 2,220 | 2,210 | 2,250 | 2,530 | 2,490 | 2,460 | 2,490 | 2,420 |
| Westbound Off-Ramp | 1,630 | 2,140 | 2,370 | 2,160 | 2,210 | 2,450 | 2,630 | 2,620 | 2,490 | 2,540 | 2,540 |
| Exit 9 : US 441 (Orange Blossom Trail) | | | | | | | | | | | |
| Eastbound Off-Ramp | 1,190 | 1,460 | 1,610 | 1,940 | 2,130 | 2,430 | 2,980 | 3,780 | 4,260 | 5,070 | 5,410 |
| Westbound On-Ramp from NB US 441 | 835 | 1,085 | 1,070 | 1,320 | 1,420 | 1,660 | 2,050 | 2,560 | 2,910 | 3,420 | 3,380 |
| Westbound On-Ramp from SB US 441 | 165 | 215 | 210 | 280 | 390 | 430 | 550 | 610 | 730 | 750 | 750 |
| Eastbound On-Ramp | 7,000 | 7,130 | 6,920 | 6,940 | 5,870 | 5,660 | 5,770 | 5,270 | 5,020 | 2,870 | 1,300 |
| Westbound Off-Ramp | 8,750 | 8,500 | 8,130 | 8,650 | 7,600 | 7,720 | 7,900 | 7,280 | 6,770 | 7,270 | 7,300 |

Notes:

- SR 414 (Apopka Expressway) partially opened to traffic in February 2009, fully opened to traffic in May 2009.
- SR 429 / 414 interchange was under construction during the Years 2011-2012.
- In July 2012, statewide toll increase was applied that included different toll rates for E-PASS and Cash customers.
- The SR 429 / 414 Extension, which extended SR 414 to the west of SR 451, opened to traffic in January 2013.
- In June 2017, the Marden Road interchange opened to traffic.
- 2018 AAVT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
- 2019 AAVT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Western Beltway Connector Road



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Existing and Historical Annual Average Weekday Mainline Traffic Volumes

| Segment Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| SR 429 / SR 451 to US 441 (Orange Blossom Trail) | 26,410 | 26,410 | 26,670 | 26,070 | 12,250 | 12,820 | 14,560 | 15,800 | 17,300 | 17,690 | 15,980 |

Notes:

1. \$0.25 toll increase was applied systemwide at various locations in April 2009 and 2012.
2. SR 429 / 414 interchange was under construction during the Years 2011-2012.
3. Systemwide toll increase was applied in July 2012 that included different toll rates for E-PASS and Cash customers.
4. The SR 429 / 414 Extension opened to traffic in January 2013. The existing portion of SR 429 from SR 414 to US 441 was re-named SR 451.
5. Wekiva Phase II opened to traffic April 1, 2018.
6. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
7. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit 4A: SR 414 East / SR 429 South | | | | | | | | | | | |
| Northbound On-Ramp from NB SR 429 | ----- | ----- | ----- | 9,415 | 4,130 | 4,570 | 5,090 | 5,740 | 6,910 | 6,220 | 5,770 |
| Southbound Off-Ramp to SB SR 429 | ----- | ----- | ----- | 10,120 | 5,090 | 5,330 | 6,190 | 6,500 | 7,680 | 6,620 | 6,020 |
| Northbound On-Ramp from WB SR 414 | 2,190 | 2,830 | 3,140 | 2,825 | 1,410 | 1,550 | 1,730 | 1,960 | 2,000 | 2,220 | 1,930 |
| Southbound Off-Ramp to EB SR 414 | 2,390 | 2,900 | 3,420 | 3,710 | 1,600 | 1,310 | 1,550 | 1,600 | 1,870 | 2,630 | 2,270 |
| Expressway Ends : US 441 (OBT) and Vick Road | | | | | | | | | | | |
| Northbound Off-Ramp | 12,685 | 12,980 | 13,110 | 12,240 | 5,660 | 5,960 | 6,820 | 7,700 | 8,890 | 8,980 | 7,700 |
| Southbound On-Ramp from SB US 441 | 8,245 | 9,150 | 9,250 | 9,960 | 2,760 | 2,660 | 2,840 | 2,930 | 3,170 | 2,810 | 2,670 |
| Southbound On-Ramp from NB US 441 | 4,150 | 4,280 | 4,310 | 3,870 | 3,840 | 4,260 | 4,900 | 5,170 | 6,400 | 5,900 | 5,620 |

Notes:

1. \$0.25 toll increase was applied systemwide at various locations in April 2009 and 2012.
2. SR 429 / 414 interchange was under construction during the Years 2011-2012.
3. Systemwide toll increase was applied in July 2012 that included different toll rates for E-PASS and Cash customers.
4. The SR 429 / 414 Extension opened to traffic in January 2013. The existing portion of SR 429 from SR 414 to US 441 was re-named SR 451.
5. Wekiva Phase II opened to traffic April 1, 2018.
6. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
7. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 451 (WESTERN BELTWAY CONNECTOR ROAD)

Interchange - Ramp Volume Summary

SR 453



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Existing and Historical Annual Average Weekday Mainline Traffic Volumes

| Segment Location | Annual Average Weekday Mainline Traffic Volumes | | | | | |
|------------------|---|-----------|-----------|-----------|-----------|-----------|
| | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 |
| SR 429 to SR 46 | ----- | ----- | ----- | ----- | ----- | ----- |

Notes:

1. SR 453 opened in March 2018.
2. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
3. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 453

Mainline Volume Summary

SECTION II

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Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Exit To and From SR 429 | | | | | | | | | | | |
| Northbound On-Ramp from NB SR 429 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 3,140 |
| Southbound Off-Ramp to SB SR 429 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2,160 | 3,940 |
| Northbound On-Ramp from SB 429 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 90 | 80 |
| Northbound On-Ramp from SB 429 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 70 | 120 |
| Expressway Ends : SR 46 | | | | | | | | | | | |
| Northbound Off-Ramp | --- | --- | --- | --- | --- | --- | --- | --- | --- | 3,230 | 3,890 |
| Southbound On-Ramp | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2,230 | 3,950 |

Notes:

1. SR 453 opened in March 2018.
2. 2018 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.
3. 2019 AAWT volumes based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.



SR 453

Interchange - Ramp Volume Summary

SECTION II

Poinciana Parkway



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Existing and Historical Annual Average Weekday Mainline Traffic Volumes

| Segment Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Marigold Avenue to Koa Street | --- | --- | --- | --- | --- | --- | --- | 1,660 | 2,500 | 3,690 | 4,560 |
| Koa Street to Cypress Parkway | --- | --- | --- | --- | --- | --- | --- | 2,560 | 2,880 | 3,240 | 3,650 |
| Osceola / Polk County Line to Marigold Avenue | --- | --- | --- | --- | --- | --- | --- | 7,110 | 8,060 | 9,890 | 10,740 |

Notes:

1. Poinciana Parkway (SR 538) was incorporated into the CFX System in December 2019.
2. Poinciana Parkway (SR 538) opened to traffic in 2016. Data for 2016 represents December AWT.



SR 538 (POINCIANA PARKWAY) Mainline Volume Summary

SECTION II

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Existing and Historical Annual Average Weekday Ramp Terminal Traffic Volumes

| Ramp Location | Year 2009 | Year 2010 | Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Marigold Avenue | | | | | | | | | | | |
| Northbound On-Ramp | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 3,210 |
| Southbound Off-Ramp | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 2,990 |
| Koa Street | | | | | | | | | | | |
| Northbound On-Ramp | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 560 |
| Southbound Off-Ramp | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 510 |
| Osceola / Polk County Line to Marigold Avenue | | | | | | | | | | | |
| Northbound On-Ramp from NB SR 429 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1,790 |
| Southbound Off-Ramp from SB SR 429 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 1,860 |

Notes:

1. Poinciana Parkway (SR 538) was incorporated into the CFX System in December 2019.
2. Poinciana Parkway (SR 538) opened to traffic in 2016. No traffic counts are available for Years 2016-2018.

Systemwide Adjustment Factors



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Weekday, Daily and Monthly Adjustment Factors

Annual Average Weekday Traffic (AAWT) is the estimated volume of traffic on a highway and/or expressway segment for five (5) days of the week (Monday through Friday). This is obtained from collecting 24-hour, 72-hour traffic counts and/or monthly traffic counts and adjusting these collected weekday traffic counts by utilizing the developed daily and monthly seasonal adjustment factors.

All weekday traffic volumes collected must be adjusted to reflect the seasonal changes in traffic volumes. In order to calculate the AAWT and Annual Average Daily Traffic (AADT), monthly seasonal adjustment factors are calculated from each of the mainline toll plaza transactions for each month of the year. These numbers are then used to convert the 24-hour Weekday Traffic Counts to AAWT.

In addition to developing the AAWT, seasonal adjustment factors and a conversion factor to calculate the AADT are also tabulated. The AADT is the estimated daily traffic volume on a highway and/or expressway for all days of the week (Monday through Sunday) over the period of one year. The AADT is obtained by taking similar adjustment factors developed from the mainline and ramp toll plaza transactions and applying those factors to the same 24-hour weekday traffic counts. This calculated conversion factor is used to convert the AAWT to AADT by multiplying the appropriate factor to the corresponding AAWT to obtain the AADT traffic volume.

The following tables summarize the daily and monthly adjustment factors for the Central Florida Expressway Authority's expressway system. Note that these adjustment factors are based on adopted seasonal factors, utilizing the 2016 and 2017 toll plaza transaction data.

Due to the Toll System Upgrade Project still being under construction and constructed one lane at a time, the seasonal factors have been calculated by averaging the seasonal factors for 2016 and 2017. These seasonal factors were then applied to 2018 and 2019 AAWT volumes.



Annual Average Weekday Traffic (AAWT)

Monthly Seasonal Conversion Factors

| CFX Expressway System | AAWT Monthly Conversion Factors | | | | | |
|---|---------------------------------|----------|--------|--------|--------|--------|
| | January | February | March | April | May | June |
| SR 408 (East-West Expressway) | | | | | | |
| Florida's Turnpike (SR 91) to Interstate 4 (I-4) | 1.0382 | 1.0374 | 0.9863 | 0.9807 | 0.9903 | 1.0464 |
| Interstate 4 (I-4) to SR 50 (East Colonial Drive) | 1.0178 | 1.0196 | 0.9891 | 0.9802 | 0.9760 | 1.0528 |
| SR 528 (Beachline Expressway) | | | | | | |
| Boggy Creek Road to SR 417 (Central Florida GreeneWay) | 0.9907 | 1.0030 | 1.0065 | 0.9922 | 0.9902 | 0.9940 |
| SR 417 (Central Florida GreeneWay) to SR 520 | 1.0793 | 1.0720 | 0.9332 | 0.9832 | 0.9932 | 0.9966 |
| SR 417 (Central Florida GreeneWay) | | | | | | |
| International Drive to SR 528 (Beachline Expressway) | 1.1184 | 1.0876 | 0.9763 | 0.9860 | 1.0017 | 1.0266 |
| SR 528 (Beachline Expressway) to Orange/Seminole County Line | 1.0690 | 1.0617 | 0.9992 | 0.9912 | 0.9549 | 1.0686 |
| SR 429 (Western Beltway and Wekiva Parkway) | | | | | | |
| Seidel Road to CR 535 (Winter Garden Vineland Road) | 1.0976 | 1.1017 | 0.9838 | 1.0032 | 1.0230 | 1.0131 |
| CR 535 (Winter Garden Vineland Road) to US 441 (Orange Blossom Trail) | 1.0667 | 1.0653 | 0.9996 | 0.9994 | 1.0002 | 1.0109 |
| SR 414 (Apopka Expressway) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 0.9346 | 1.0814 | 1.0212 | 1.0171 | 1.0208 | 1.0361 |
| SR 451 (Western Beltway Connector Road) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 1.0006 | 1.0734 | 1.0104 | 1.0083 | 1.0105 | 1.0235 |
| SR 453 | | | | | | |
| SR 429 to SR 46 | 1.0391 | 0.9694 | 1.0715 | 0.9466 | 0.9670 | 0.9453 |

| CFX Expressway System | AAWT Monthly Conversion Factor | | | | | |
|---|--------------------------------|--------|-----------|---------|----------|----------|
| | July | August | September | October | November | December |
| SR 408 (East-West Expressway) | | | | | | |
| Florida's Turnpike (SR 91) to Interstate 4 (I-4) | 1.0257 | 1.0128 | 0.9806 | 0.9642 | 0.9723 | 0.9766 |
| Interstate 4 (I-4) to SR 50 (East Colonial Drive) | 1.0487 | 1.0206 | 1.0026 | 0.9529 | 0.9701 | 0.9873 |
| SR 528 (Beachline Expressway) | | | | | | |
| Boggy Creek Road to SR 417 (Central Florida GreeneWay) | 0.9825 | 1.0101 | 1.0281 | 1.0193 | 1.0001 | 0.9906 |
| SR 417 (Central Florida GreeneWay) to SR 520 | 0.9583 | 1.0080 | 1.0413 | 1.0148 | 0.9881 | 0.9599 |
| SR 417 (Central Florida GreeneWay) | | | | | | |
| International Drive to SR 528 (Beachline Expressway) | 0.9822 | 1.0117 | 1.0174 | 0.9646 | 0.9531 | 0.9149 |
| SR 528 (Beachline Expressway) to Orange/Seminole County Line | 1.0287 | 1.0117 | 0.9783 | 0.9517 | 0.9524 | 0.9634 |
| SR 429 (Western Beltway and Wekiva Parkway) | | | | | | |
| Seidel Road to CR 535 (Winter Garden Vineland Road) | 0.9780 | 1.0081 | 0.9977 | 0.9710 | 0.9581 | 0.9014 |
| CR 535 (Winter Garden Vineland Road) to US 441 (Orange Blossom Trail) | 1.0324 | 1.0006 | 0.9849 | 0.9589 | 0.9613 | 0.9402 |
| SR 414 (Apopka Expressway) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 1.0248 | 1.0124 | 0.9938 | 0.9651 | 0.9708 | 0.9551 |
| SR 451 (Western Beltway Connector Road) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 1.0286 | 1.0066 | 0.9894 | 0.9620 | 0.9661 | 0.9476 |
| SR 453 | | | | | | |
| SR 429 to SR 46 | 0.9831 | 0.9629 | 0.9961 | 1.1253 | 0.9744 | 1.0245 |

Notes:

1 . SR 453 opened to traffic in March of 2018. Due to not having a full year's worth of traffic counts, the seasonal factors for SR 453 will match the north end of SR 429.

2 . SR 538 was not included as there is not daily data available. Use 1.00 as it primarily serves as a commuter road and is low volume.



Annual Average Daily Traffic (AADT)

Monthly Seasonal Conversion Factors

| CFX Expressway System | AADT Monthly Conversion Factors | | | | | |
|---|---------------------------------|----------|--------|--------|--------|--------|
| | January | February | March | April | May | June |
| SR 408 (East-West Expressway) | | | | | | |
| Florida's Turnpike (SR 91) to Interstate 4 (I-4) | 1.0461 | 1.0399 | 0.9705 | 0.9674 | 1.0045 | 1.0503 |
| Interstate 4 (I-4) to SR 50 (East Colonial Drive) | 1.0250 | 1.0252 | 0.9811 | 0.9700 | 0.9868 | 1.0597 |
| SR 528 (Beachline Expressway) | | | | | | |
| Boggy Creek Road to SR 417 (Central Florida GreeneWay) | 0.9881 | 1.0028 | 1.0018 | 0.9888 | 1.0004 | 0.9886 |
| SR 417 (Central Florida GreeneWay) to SR 520 | 1.0907 | 1.0709 | 0.9191 | 0.9669 | 0.9728 | 0.9929 |
| SR 417 (Central Florida GreeneWay) | | | | | | |
| International Drive to SR 528 (Beachline Expressway) | 1.1376 | 1.0871 | 0.9644 | 0.9778 | 0.9985 | 1.0242 |
| SR 528 (Beachline Expressway) to Orange/Seminole County Line | 1.0836 | 1.0627 | 0.9809 | 0.9748 | 0.9660 | 1.0794 |
| SR 429 (Western Beltway and Wekiva Parkway) | | | | | | |
| Seidel Road to CR 535 (Winter Garden Vineland Road) | 1.1185 | 1.0991 | 0.9610 | 0.9904 | 1.0212 | 1.0064 |
| CR 535 (Winter Garden Vineland Road) to US 441 (Orange Blossom Trail) | 1.0734 | 1.0636 | 0.9872 | 0.9880 | 1.0054 | 1.0072 |
| SR 414 (Apopka Expressway) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 0.9490 | 1.0732 | 1.0081 | 1.0018 | 1.0316 | 1.0312 |
| SR 451 (Western Beltway Connector Road) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 1.0112 | 1.0684 | 0.9976 | 0.9949 | 1.0185 | 1.0192 |
| SR 453 | | | | | | |
| SR 429 to SR 46 | 1.1384 | 1.0542 | 1.0620 | 1.0305 | 1.0621 | 1.0355 |

| CFX Expressway System | AADT Monthly Conversion Factor | | | | | |
|---|--------------------------------|--------|-----------|---------|----------|----------|
| | July | August | September | October | November | December |
| SR 408 (East-West Expressway) | | | | | | |
| Florida's Turnpike (SR 91) to Interstate 4 (I-4) | 1.0267 | 1.0182 | 0.9880 | 0.9500 | 0.9787 | 0.9783 |
| Interstate 4 (I-4) to SR 50 (East Colonial Drive) | 1.0338 | 1.0230 | 1.0035 | 0.9420 | 0.9808 | 0.9907 |
| SR 528 (Beachline Expressway) | | | | | | |
| Boggy Creek Road to SR 417 (Central Florida GreeneWay) | 0.9822 | 1.0106 | 1.0243 | 1.0170 | 1.0055 | 0.9978 |
| SR 417 (Central Florida GreeneWay) to SR 520 | 0.9631 | 1.0179 | 1.0469 | 1.0167 | 0.9979 | 0.9743 |
| SR 417 (Central Florida GreeneWay) | | | | | | |
| International Drive to SR 528 (Beachline Expressway) | 0.9843 | 1.0177 | 1.0244 | 0.9568 | 0.9581 | 0.9146 |
| SR 528 (Beachline Expressway) to Orange/Seminole County Line | 1.0223 | 1.0113 | 0.9837 | 0.9401 | 0.9624 | 0.9624 |
| SR 429 (Western Beltway and Wekiva Parkway) | | | | | | |
| Seidel Road to CR 535 (Winter Garden Vineland Road) | 0.9819 | 1.0225 | 1.0098 | 0.9614 | 0.9621 | 0.9079 |
| CR 535 (Winter Garden Vineland Road) to US 441 (Orange Blossom Trail) | 1.0316 | 1.0100 | 0.9944 | 0.9496 | 0.9681 | 0.9440 |
| SR 414 (Apopka Expressway) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 1.0172 | 1.0230 | 1.0055 | 0.9568 | 0.9815 | 0.9575 |
| SR 451 (Western Beltway Connector Road) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 1.0244 | 1.0165 | 0.9999 | 0.9532 | 0.9748 | 0.9508 |
| SR 453 | | | | | | |
| SR 429 to SR 46 | 1.0738 | 1.0556 | 1.0943 | 1.1355 | 0.9663 | 1.1055 |

Notes:

- 1 . SR 453 opened to traffic in March of 2018. Due to not having a full year's worth of traffic counts, the seasonal factors for SR 453 will match the north end of SR 429.
- 2 . SR 538 was not included as there is not daily data available. Use 1.00 as it primarily serves as a commuter road and is low volume.



Annual Average Weekday Traffic (AAWT) to Annual Average Daily Traffic (AADT)

Monthly Seasonal Conversion Factors

| CFX Expressway System | AAWT to AADT Monthly Conversion Factors | | | | | |
|---|---|----------|--------|--------|--------|--------|
| | January | February | March | April | May | June |
| SR 408 (East-West Expressway) | | | | | | |
| Florida's Turnpike (SR 91) to Interstate 4 (I-4) | 0.9637 | 0.9448 | 0.9531 | 0.9506 | 0.9621 | 0.9362 |
| Interstate 4 (I-4) to SR 50 (East Colonial Drive) | 0.9653 | 0.9470 | 0.9552 | 0.9513 | 0.9601 | 0.9417 |
| SR 528 (Beachline Expressway) | | | | | | |
| Boggy Creek Road to SR 417 (Central Florida GreeneWay) | 1.0017 | 1.0044 | 0.9996 | 1.0012 | 1.0150 | 0.9992 |
| SR 417 (Central Florida GreeneWay) to SR 520 | 0.9959 | 0.9927 | 0.9989 | 0.9949 | 0.9979 | 0.9913 |
| SR 417 (Central Florida GreeneWay) | | | | | | |
| International Drive to SR 528 (Beachline Expressway) | 0.9774 | 0.9746 | 0.9845 | 0.9811 | 0.9840 | 0.9790 |
| SR 528 (Beachline Expressway) to Orange/Seminole County Line | 0.9578 | 0.9444 | 0.9513 | 0.9476 | 0.9558 | 0.9288 |
| SR 429 (Western Beltway and Wekiva Parkway) | | | | | | |
| Seidel Road to CR 535 (Winter Garden Vineland Road) | 0.9664 | 0.9577 | 0.9742 | 0.9704 | 0.9811 | 0.9654 |
| CR 535 (Winter Garden Vineland Road) to US 441 (Orange Blossom Trail) | 0.9640 | 0.9414 | 0.9523 | 0.9499 | 0.9655 | 0.9440 |
| SR 414 (Apopka Expressway) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 0.9573 | 0.9351 | 0.9375 | 0.9337 | 0.9521 | 0.9293 |
| SR 451 (Western Beltway Connector Road) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 0.9607 | 0.9382 | 0.9449 | 0.9418 | 0.9588 | 0.9367 |
| SR 453 | | | | | | |
| SR 429 to SR 46 | 0.9128 | 0.9195 | 1.0090 | 0.9185 | 0.9105 | 0.9129 |

| CFX Expressway System | AAWT to AADT Monthly Conversion Factors | | | | | |
|---|---|--------|-----------|---------|----------|----------|
| | July | August | September | October | November | December |
| SR 408 (East-West Expressway) | | | | | | |
| Florida's Turnpike (SR 91) to Interstate 4 (I-4) | 0.9496 | 0.9580 | 0.9551 | 0.9539 | 0.9735 | 0.9623 |
| Interstate 4 (I-4) to SR 50 (East Colonial Drive) | 0.9708 | 0.9606 | 0.9621 | 0.9551 | 0.9749 | 0.9674 |
| SR 528 (Beachline Expressway) | | | | | | |
| Boggy Creek Road to SR 417 (Central Florida GreeneWay) | 1.0044 | 1.0050 | 1.0007 | 1.0024 | 1.0103 | 1.0122 |
| SR 417 (Central Florida GreeneWay) to SR 520 | 0.9996 | 0.9980 | 0.9937 | 0.9921 | 1.0040 | 0.9911 |
| SR 417 (Central Florida GreeneWay) | | | | | | |
| International Drive to SR 528 (Beachline Expressway) | 0.9835 | 0.9886 | 0.9861 | 0.9878 | 0.9986 | 0.9853 |
| SR 528 (Beachline Expressway) to Orange/Seminole County Line | 0.9551 | 0.9578 | 0.9528 | 0.9535 | 0.9710 | 0.9589 |
| SR 429 (Western Beltway and Wekiva Parkway) | | | | | | |
| Seidel Road to CR 535 (Winter Garden Vineland Road) | 0.9712 | 0.9736 | 0.9696 | 0.9749 | 0.9870 | 0.9739 |
| CR 535 (Winter Garden Vineland Road) to US 441 (Orange Blossom Trail) | 0.9573 | 0.9593 | 0.9526 | 0.9546 | 0.9711 | 0.9587 |
| SR 414 (Apopka Expressway) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 0.9503 | 0.9448 | 0.9385 | 0.9400 | 0.9586 | 0.9440 |
| SR 451 (Western Beltway Connector Road) | | | | | | |
| SR 429 to US 441 (Orange Blossom Trail) | 0.9538 | 0.9520 | 0.9456 | 0.9473 | 0.9648 | 0.9513 |
| SR 453 | | | | | | |
| SR 429 to SR 46 | 0.9156 | 0.9122 | 0.9103 | 0.9911 | 0.9194 | 0.9268 |

Notes:

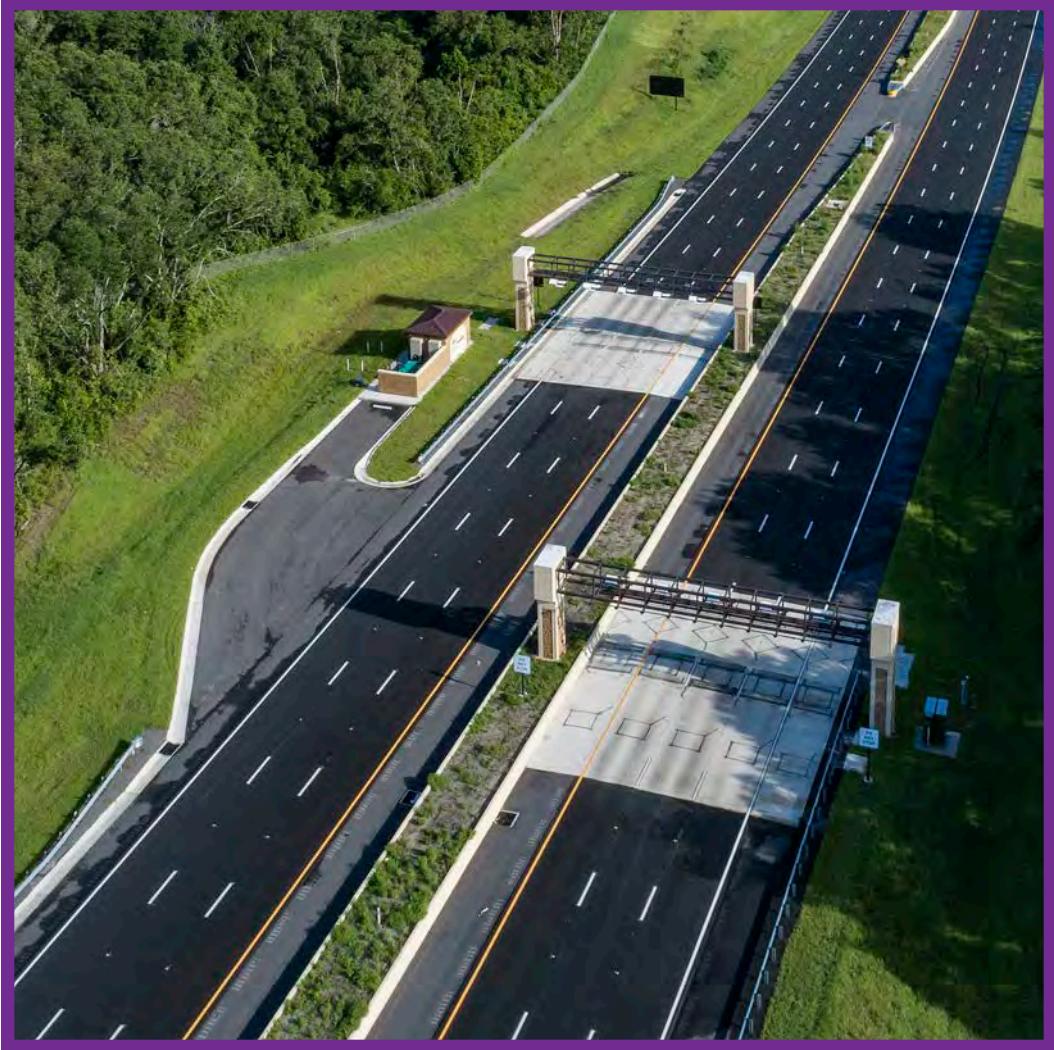
- 1 . SR 453 opened to traffic in March of 2018. Due to not having a full year's worth of traffic counts, the seasonal factors for SR 453 will match the north end of SR 429.
- 2 . SR 538 was not included as there is not daily data available. Use 1.00 as it primarily serves as a commuter road and is low volume.



CFX EXPRESSWAY SYSTEM

Annual Average Weekday Traffic (AAWT) to Annual Average Daily Traffic (AADT)

SECTION II



Section III: Mainline Toll Facility Characteristics

2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Mainline Toll Facility Characteristics Introduction

The following pages provide a summary of the existing unadjusted traffic data gathered at the mainline toll plazas located on the SR 408 (East-West Expressway) at the Hiawassee Mainline, Pine Hills Mainline, Conway Mainline and Dean Mainline, on SR 528 (Beachline Expressway) at the Beachline Mainline and Dallas Mainline, on SR 417 (Central Florida Greeneway) at the John Young Mainline, Boggy Creek Mainline, Curry Ford Mainline and the University Mainline, on SR 429 (Western Beltway and Wekiva Parkway) at the Forest Lake Mainline, Independence Mainline, Ponkan Gantry, and Mt. Plymouth Gantry, on SR 414 (Apopka Expressway) at the Coral Hills Mainline, on SR 453 at the Coronado Gantry, on SR 538 (Poinciana Parkway) at the Marigold Gantry and Koa Gantry, and on the Non-System Goldenrod Extension at the Goldenrod Mainline.

Due to the Toll System Upgrade Project still being under construction and constructed one lane at a time, unless otherwise stated the toll plaza data in this section is from 2018.

The data for the mainline toll plazas includes the following:

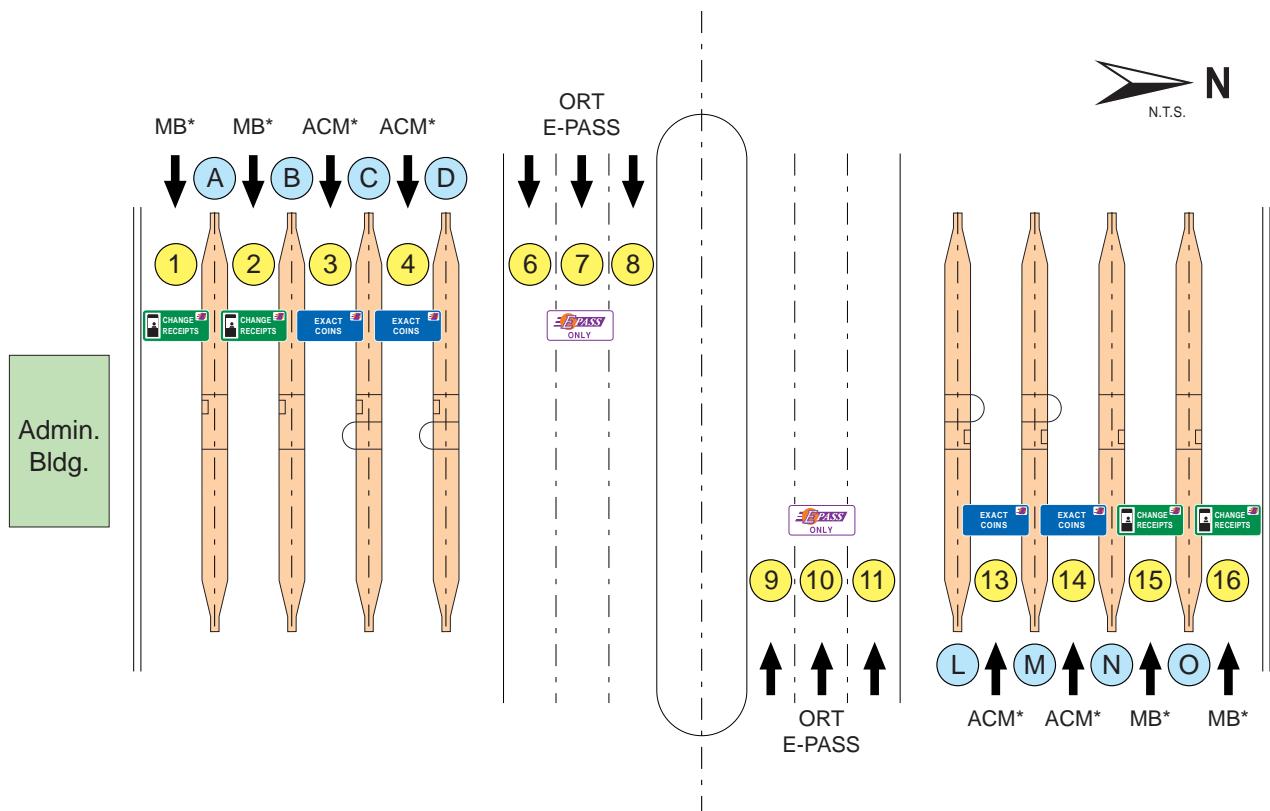
- Figures summarizing the type and number of lanes through the Mainline Toll Plaza.
- Mainline and Ramp Toll Plaza monthly toll transactions and revenue obtained from the Monthly Statistical Reports Fiscal Year 2019.
- Typical Total Daily Expressway Traffic obtained for (Monday through Sunday) from the toll plaza data statistics (Mainline Tolls Only).
- Unadjusted typical average five-day (weekday) and seven-day (daily) traffic volume summaries obtained from the toll plaza data statistics in 2018. Data from 2018 was used due to the transition to the infinity tolling system.
- Unadjusted typical average weekday peak hour characteristics summarizing the peak to daily ratio (“K”) and the directional distribution (“D”) factors from 2018. Data from 2018 was used due to the transition to the infinity tolling system.
- Unadjusted typical average weekday transactions summarizing the percentages for electronic E-PASS, Exact Change (ACM) and Change/Receipt (Manual) from 2018. Data from 2018 was used due to the transition to the infinity tolling system.
- Historical and Existing Year E-PASS, Cash and Violation percentages.



Hiawassee Mainline Toll Facility (East-West Expressway)



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HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|-----------------------------|------|--|------|---|
| 1992 | 11,620 (<i>Post Toll</i>) | 2002 | 49,490 | 2012 | 56,330 (<i>Toll Increase July 2012</i>) |
| 1993 | 13,570 | 2003 | 53,070 | 2013 | 57,750 |
| 1994 | 16,650 | 2004 | 59,370 | 2014 | 61,440 |
| 1995 | 18,460 | 2005 | 59,700 | 2015 | 69,490 |
| 1996 | 23,250 | 2006 | 64,200 | 2016 | 73,510 |
| 1997 | 25,830 | 2007 | 66,820 | 2017 | 72,200 |
| 1998 | 31,400 | 2008 | 61,620 | 2018 | 84,520 (<i>Toll Increase July 2018</i>) |
| 1999 | 34,370 | 2009 | 59,900 (<i>Toll Increase April 2009</i>) | 2019 | No Data |
| 2000 | 41,040 | 2010 | 56,680 | | |
| 2001 | 45,180 | 2011 | 57,170 | | |

TOLL RATE STRUCTURE

| | <u>E-PASS</u> | <u>CASH</u> | <u>PAY-BY-PLATE</u> |
|-----------------|---------------|-------------|---------------------|
| 2 Axles | \$.87 | \$ 1.00 | \$ 1.74 |
| 3 Axles | \$ 1.74 | \$ 2.00 | \$ 3.48 |
| 4 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 5 Axles or more | \$ 2.61 | \$ 3.00 | \$ 5.22 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

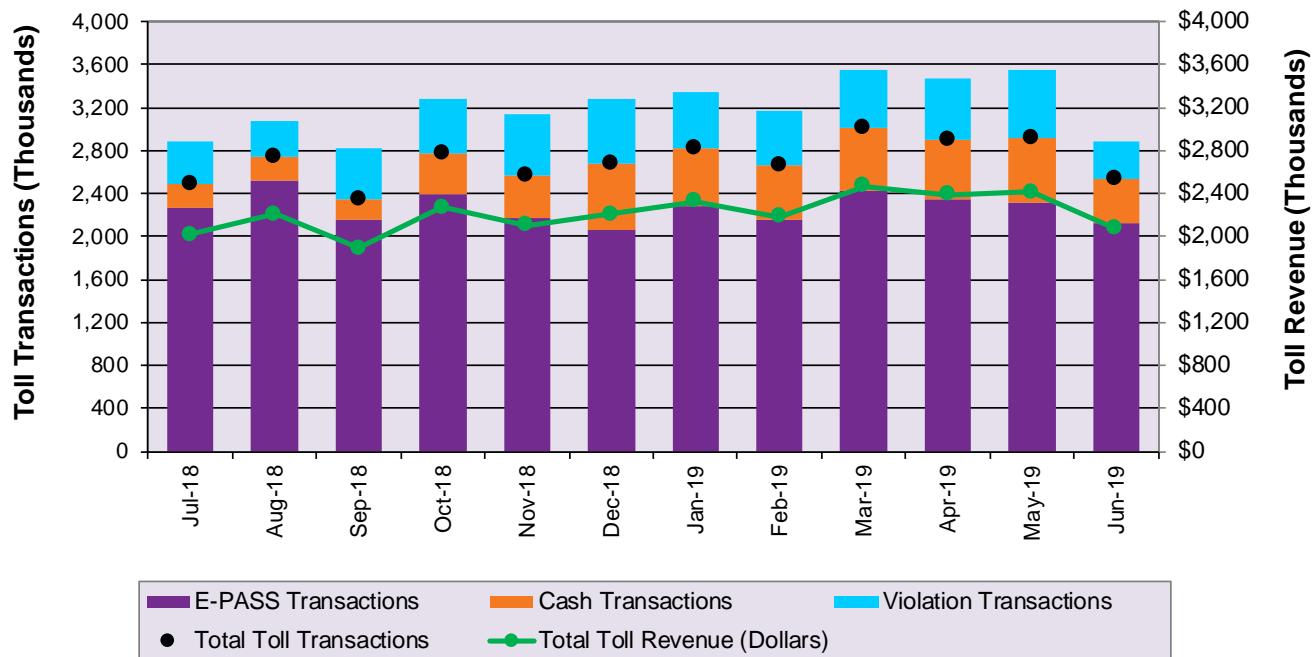
- 4 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

- ① Lane Number
- Ⓐ Island Designation



Hiawassee Mainline Toll Facility
SR 408 - East-West Expressway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



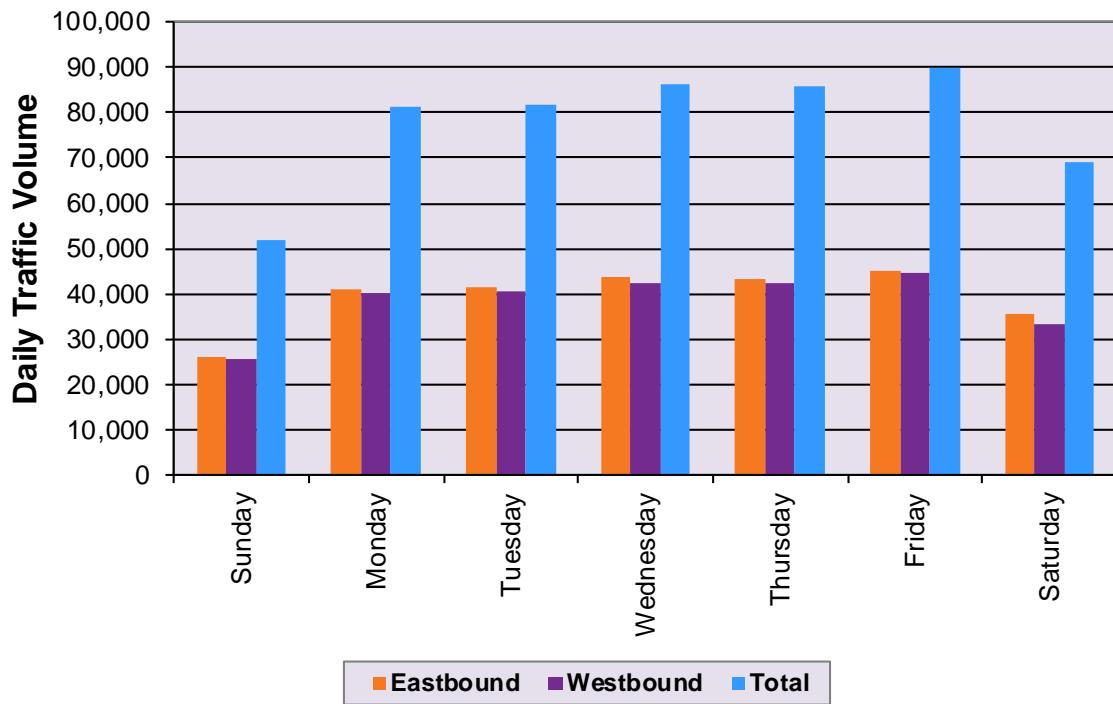
| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|-------------------|------------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 2,258,482 | 233,659 | 2,492,141 | 399,113 | 2,891,254 | \$2,013,086 |
| August-18 | 2,513,179 | 225,454 | 2,738,633 | 328,979 | 3,067,612 | \$2,205,617 |
| September-18 | 2,149,814 | 199,405 | 2,349,219 | 467,846 | 2,817,065 | \$1,891,894 |
| October-18 | 2,386,849 | 387,547 | 2,774,396 | 511,415 | 3,285,811 | \$2,266,843 |
| November-18 | 2,170,094 | 396,488 | 2,566,582 | 572,150 | 3,138,732 | \$2,104,291 |
| December-18 | 2,059,869 | 612,800 | 2,672,669 | 611,760 | 3,284,429 | \$2,203,667 |
| January-19 | 2,288,585 | 526,692 | 2,815,277 | 521,613 | 3,336,890 | \$2,321,461 |
| February-19 | 2,157,008 | 497,230 | 2,654,238 | 507,381 | 3,161,619 | \$2,182,031 |
| March-19 | 2,429,543 | 574,655 | 3,004,198 | 542,827 | 3,547,025 | \$2,470,736 |
| April-19 | 2,342,088 | 556,469 | 2,898,557 | 567,479 | 3,466,036 | \$2,392,028 |
| May-19 | 2,314,932 | 599,434 | 2,914,366 | 636,200 | 3,550,566 | \$2,412,391 |
| June-19 | 2,129,118 | 410,570 | 2,539,688 | 342,434 | 2,882,122 | \$2,068,128 |
| Yearly Totals | 27,199,561 | 5,220,403 | 32,419,964 | 6,009,197 | 38,429,161 | \$26,532,173 |

Note: Data includes ramp toll plazas that report to the Hiawassee Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Hiawassee Mainline Toll Facility
SR 408 - East-West Expressway
Typical Daily Traffic Volumes - April 2018

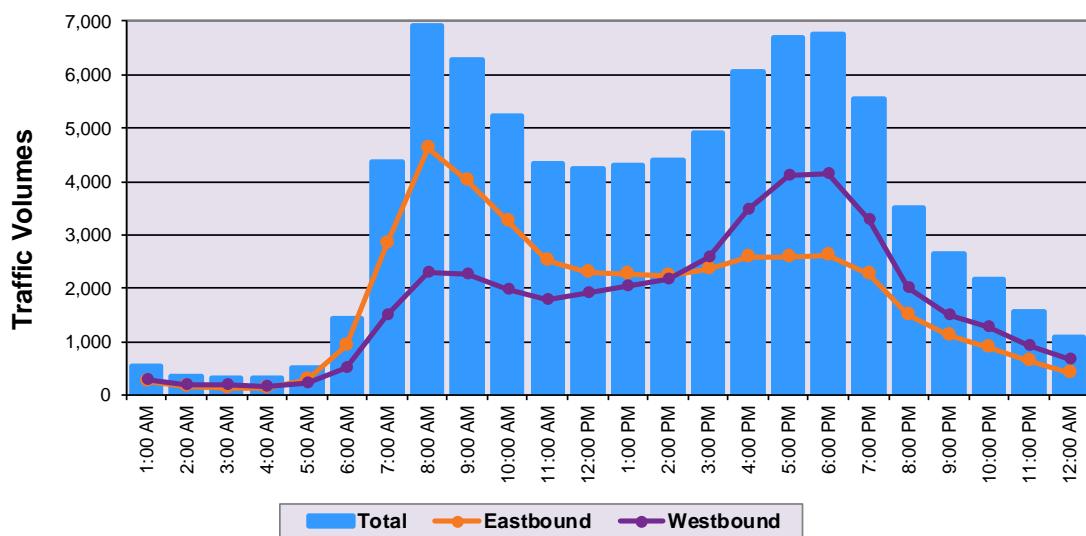


| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|-----------|--------|
| | Eastbound | Westbound | Total |
| Sunday | 26,356 | 25,505 | 51,861 |
| Monday | 41,047 | 40,058 | 81,105 |
| Tuesday | 41,373 | 40,559 | 81,932 |
| Wednesday | 43,731 | 42,430 | 86,160 |
| Thursday | 43,321 | 42,664 | 85,984 |
| Friday | 45,159 | 44,672 | 89,831 |
| Saturday | 35,731 | 33,247 | 68,978 |

Hiawassee Mainline Toll Facility

SR 408 - East-West Expressway

Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 249 | 303 | 552 |
| 2:00 AM | 158 | 205 | 363 |
| 3:00 AM | 128 | 180 | 308 |
| 4:00 AM | 135 | 170 | 305 |
| 5:00 AM | 288 | 225 | 513 |
| 6:00 AM | 922 | 526 | 1,448 |
| 7:00 AM | 2,853 | 1,514 | 4,367 |
| 8:00 AM | 4,617 | 2,296 | 6,913 |
| 9:00 AM | 4,018 | 2,262 | 6,280 |
| 10:00 AM | 3,259 | 1,970 | 5,229 |
| 11:00 AM | 2,529 | 1,795 | 4,324 |
| 12:00 PM | 2,312 | 1,916 | 4,228 |

| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 PM | 2,253 | 2,038 | 4,291 |
| 2:00 PM | 2,225 | 2,178 | 4,403 |
| 3:00 PM | 2,351 | 2,572 | 4,923 |
| 4:00 PM | 2,578 | 3,486 | 6,063 |
| 5:00 PM | 2,584 | 4,127 | 6,712 |
| 6:00 PM | 2,606 | 4,158 | 6,764 |
| 7:00 PM | 2,269 | 3,291 | 5,560 |
| 8:00 PM | 1,507 | 2,017 | 3,523 |
| 9:00 PM | 1,127 | 1,506 | 2,634 |
| 10:00 PM | 885 | 1,274 | 2,158 |
| 11:00 PM | 639 | 922 | 1,561 |
| 12:00 AM | 432 | 667 | 1,099 |

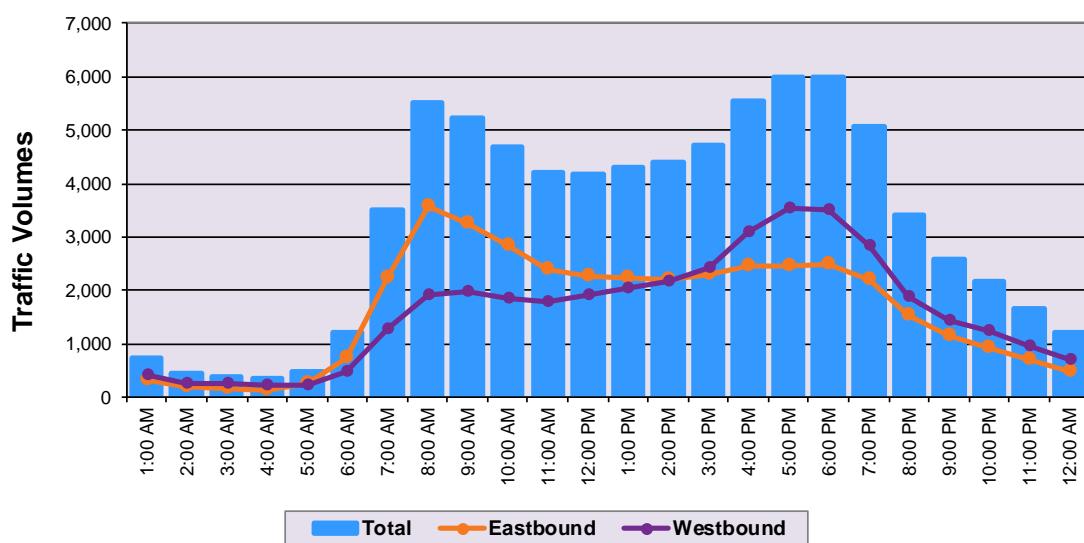
| | |
|-----------------|--------|
| Total Eastbound | 42,926 |
| Total Westbound | 41,596 |
| Total Weekday | 84,522 |



Hiawassee Mainline Toll Facility

SR 408 - East-West Expressway

Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 320 | 417 | 737 |
| 2:00 AM | 195 | 264 | 459 |
| 3:00 AM | 149 | 248 | 397 |
| 4:00 AM | 140 | 211 | 351 |
| 5:00 AM | 251 | 219 | 470 |
| 6:00 AM | 741 | 466 | 1,207 |
| 7:00 AM | 2,237 | 1,276 | 3,513 |
| 8:00 AM | 3,581 | 1,927 | 5,508 |
| 9:00 AM | 3,251 | 1,972 | 5,223 |
| 10:00 AM | 2,839 | 1,835 | 4,674 |
| 11:00 AM | 2,404 | 1,795 | 4,199 |
| 12:00 PM | 2,267 | 1,921 | 4,188 |
| 1:00 PM | 2,244 | 2,048 | 4,292 |
| 2:00 PM | 2,211 | 2,183 | 4,394 |
| 3:00 PM | 2,298 | 2,435 | 4,734 |
| 4:00 PM | 2,454 | 3,087 | 5,541 |
| 5:00 PM | 2,451 | 3,538 | 5,989 |
| 6:00 PM | 2,491 | 3,515 | 6,006 |
| 7:00 PM | 2,211 | 2,853 | 5,065 |
| 8:00 PM | 1,522 | 1,878 | 3,399 |
| 9:00 PM | 1,158 | 1,441 | 2,599 |
| 10:00 PM | 926 | 1,242 | 2,168 |
| 11:00 PM | 697 | 967 | 1,664 |
| 12:00 AM | 492 | 709 | 1,201 |

| | |
|-----------------|--------|
| Total Eastbound | 39,531 |
| Total Westbound | 38,448 |
| Total Weekday | 77,979 |



SR 408 (EAST-WEST EXPRESSWAY)
Hiawassee Mainline Toll Facility

SECTION III

Hiawassee Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|-------------------------------|--------|
| Average Weekday Total Traffic | 84,522 |
| Eastbound Directional Traffic | 42,926 |
| Westbound Directional Traffic | 41,596 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 4,617 |
| Westbound Directional Traffic | 2,296 |
| Total AM Peak Hour Traffic | 6,913 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **8.18%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **66.78%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 2,606 |
| Westbound Directional Traffic | 4,158 |
| Total PM Peak Hour Traffic | 6,764 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **8.00%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **61.47%**



Hiawassee Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 33,208 | 92% | 537 | 1% | 2,371 | 7% | 36,116 | 100% |
| Westbound | 32,732 | 93% | 481 | 1% | 2,093 | 6% | 35,305 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

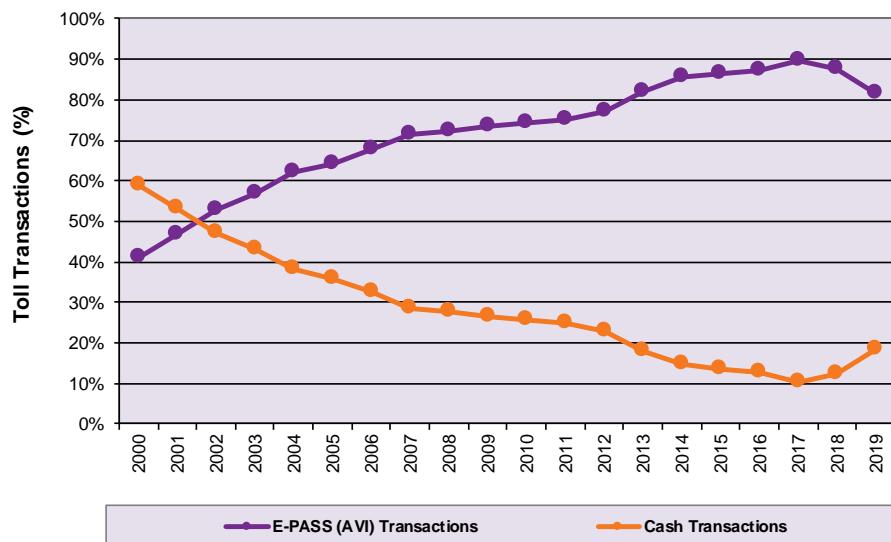
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 3,913 | 96% | 23 | 1% | 120 | 3% | 4,056 | 100% |
| Westbound | 1,772 | 92% | 27 | 1% | 121 | 6% | 1,920 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 1,947 | 91% | 39 | 2% | 164 | 8% | 2,150 | 100% |
| Westbound | 3,453 | 95% | 34 | 1% | 148 | 4% | 3,636 | 100% |



Hiawassee Mainline Toll Facility
SR 408 - East-West Expressway
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 41.0% | 59.0% | 2.2% |
| 2001 | 46.9% | 53.1% | 1.9% |
| 2002 | 52.7% | 47.3% | 2.1% |
| 2003 | 56.9% | 43.1% | 1.2% |
| 2004 | 61.9% | 38.1% | 1.4% |
| 2005 | 64.1% | 35.9% | 1.5% |
| 2006 | 67.6% | 32.4% | 2.8% |
| 2007 | 71.3% | 28.7% | 2.6% |
| 2008 | 72.3% | 27.7% | 2.4% |
| 2009 | 73.5% | 26.5% | 2.8% |
| 2010 | 74.2% | 25.8% | 3.0% |
| 2011 | 75.0% | 25.0% | 3.0% |
| 2012 | 77.1% | 22.9% | 3.2% |
| 2013 | 82.0% | 18.0% | 3.7% |
| 2014 | 85.4% | 14.6% | 4.6% |
| 2015 | 86.5% | 13.5% | 5.4% |
| 2016 | 87.3% | 12.7% | 6.2% |
| 2017 | 89.6% | 10.4% | 8.8% |
| 2018 | 87.7% | 12.3% | 12.9% |
| 2019 | 81.7% | 18.3% | 15.4% |

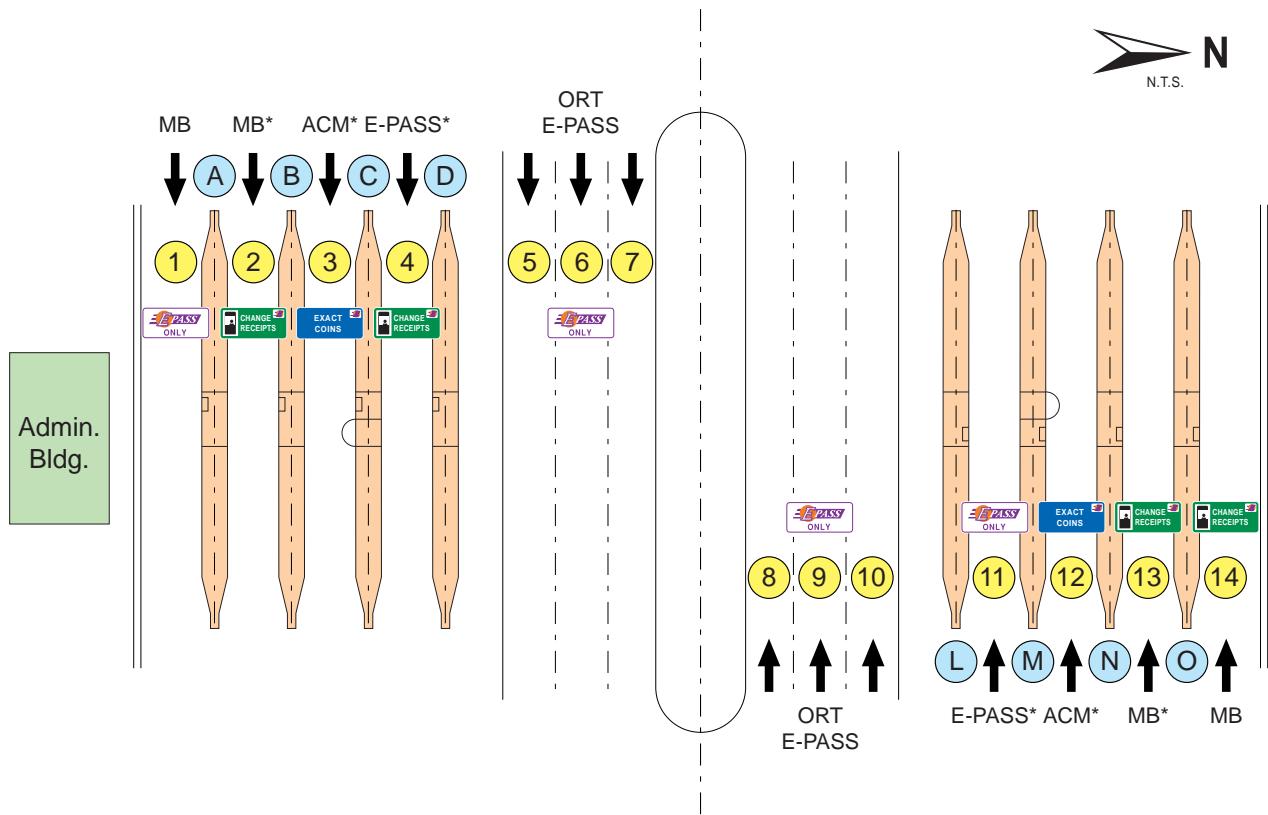
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Pine Hills Mainline Toll Facility (East-West Expressway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|--|------|---|------|--|
| 2006 | 78,660 | 2011 | 72,070 | 2016 | 89,080 |
| 2007 | 82,710 | 2012 | 71,190 (<i>Toll Increase July 2012</i>) | 2017 | 94,910 |
| 2008 | 77,800 | 2013 | 72,020 | 2018 | 100,740 (<i>Toll Increase July 2018</i>) |
| 2009 | 69,800 (<i>Toll Increase April 2009</i>) | 2014 | 77,210 | 2019 | No Data |
| 2010 | 71,150 | 2015 | 85,210 | | |

TOLL RATE STRUCTURE

| | <u>E-PASS</u> | <u>CASH</u> | <u>PAY-BY-PLATE</u> |
|-----------------|---------------|-------------|---------------------|
| 2 Axles | \$ 1.15 | \$ 1.50 | \$ 2.30 |
| 3 Axles | \$ 1.71 | \$ 2.00 | \$ 3.48 |
| 4 Axles | \$ 1.99 | \$ 2.25 | \$ 4.04 |
| 5 Axles or more | \$ 2.57 | \$ 3.00 | \$ 5.22 |

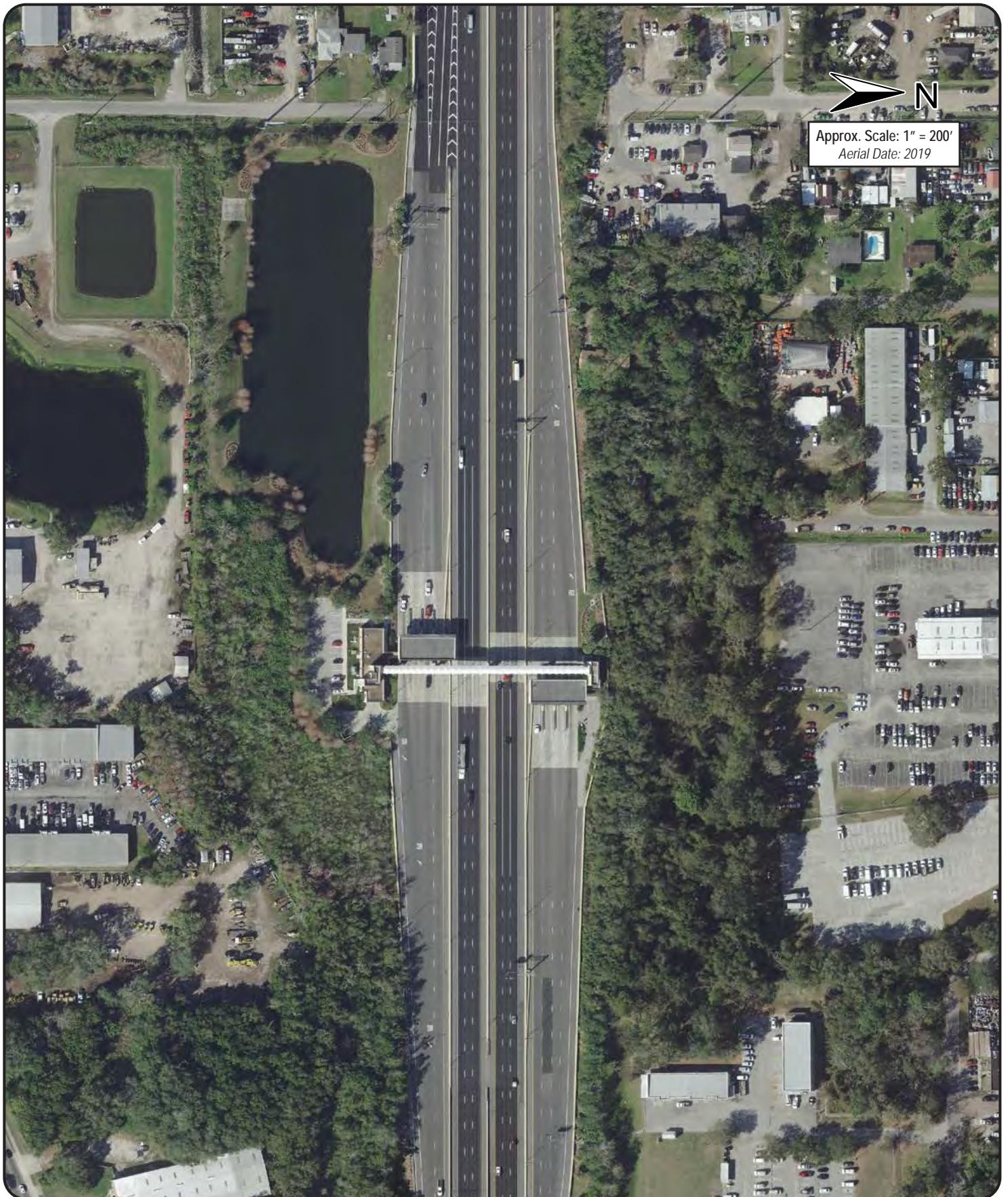
(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

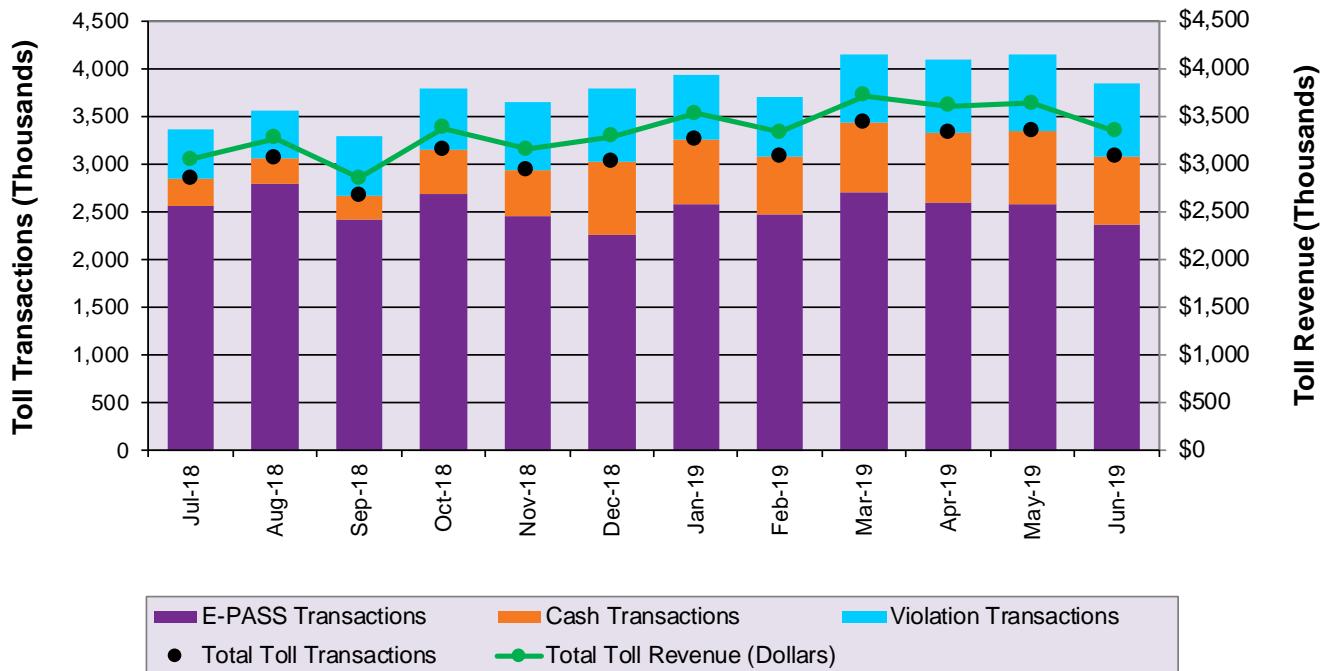
- 4 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 2 Booths with Dedicated E-PASS
- 6 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

- (1) Lane Number
- (A) Island Designation



Pine Hills Mainline Toll Facility
SR 408 - East-West Expressway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



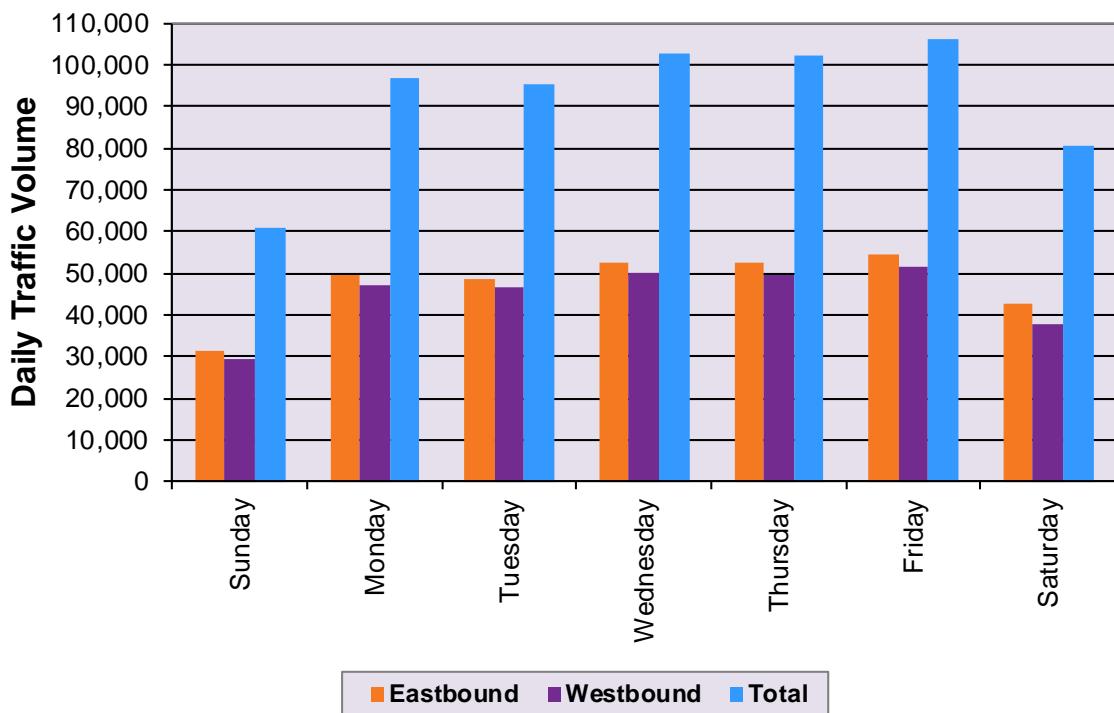
| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|-------------------|------------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 2,554,975 | 285,274 | 2,840,249 | 515,802 | 3,356,051 | \$3,045,250 |
| August-18 | 2,783,614 | 282,276 | 3,065,890 | 498,494 | 3,564,384 | \$3,267,987 |
| September-18 | 2,416,944 | 254,314 | 2,671,258 | 612,411 | 3,283,669 | \$2,852,588 |
| October-18 | 2,686,217 | 456,385 | 3,142,602 | 650,962 | 3,793,564 | \$3,375,326 |
| November-18 | 2,452,831 | 474,826 | 2,927,657 | 725,611 | 3,653,268 | \$3,152,704 |
| December-18 | 2,258,855 | 766,165 | 3,025,020 | 769,540 | 3,794,560 | \$3,288,526 |
| January-19 | 2,579,066 | 679,273 | 3,258,339 | 681,567 | 3,939,906 | \$3,522,853 |
| February-19 | 2,462,540 | 617,227 | 3,079,767 | 623,194 | 3,702,961 | \$3,327,901 |
| March-19 | 2,700,226 | 730,607 | 3,430,833 | 710,018 | 4,140,851 | \$3,715,600 |
| April-19 | 2,591,383 | 727,880 | 3,319,263 | 767,520 | 4,086,783 | \$3,604,480 |
| May-19 | 2,583,203 | 756,524 | 3,339,727 | 813,301 | 4,153,028 | \$3,630,130 |
| June-19 | 2,366,916 | 708,676 | 3,075,592 | 766,279 | 3,841,871 | \$3,337,192 |
| Yearly Totals | 30,436,770 | 6,739,427 | 37,176,197 | 8,134,699 | 45,310,896 | \$40,120,537 |

Note: Data includes ramp toll plazas that report to the Pine Hills Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Pine Hills Mainline Toll Facility
SR 408 - East-West Expressway
Typical Daily Traffic Volumes - April 2018

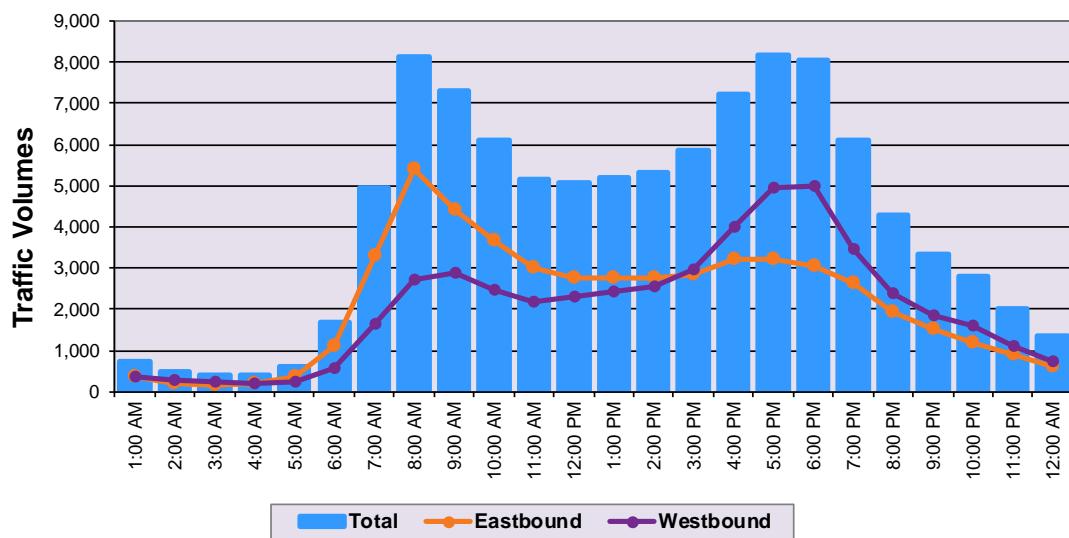


| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|-----------|---------|
| | Eastbound | Westbound | Total |
| Sunday | 31,653 | 29,438 | 61,091 |
| Monday | 49,841 | 47,229 | 97,070 |
| Tuesday | 48,706 | 46,561 | 95,267 |
| Wednesday | 52,741 | 50,004 | 102,745 |
| Thursday | 52,509 | 49,788 | 102,297 |
| Friday | 54,517 | 51,789 | 106,306 |
| Saturday | 42,840 | 37,698 | 80,538 |

Pine Hills Mainline Toll Facility

SR 408 - East-West Expressway

Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 358 | 381 | 740 |
| 2:00 AM | 213 | 258 | 471 |
| 3:00 AM | 173 | 244 | 416 |
| 4:00 AM | 190 | 207 | 397 |
| 5:00 AM | 368 | 229 | 597 |
| 6:00 AM | 1,111 | 558 | 1,669 |
| 7:00 AM | 3,301 | 1,632 | 4,933 |
| 8:00 AM | 5,416 | 2,738 | 8,154 |
| 9:00 AM | 4,432 | 2,878 | 7,310 |
| 10:00 AM | 3,657 | 2,452 | 6,110 |
| 11:00 AM | 2,994 | 2,171 | 5,165 |
| 12:00 PM | 2,771 | 2,289 | 5,060 |

| Hour Ending | Eastbound | Westbound | Total |
|-------------|-----------|-----------|-------|
| 1:00 PM | 2,769 | 2,410 | 5,179 |
| 2:00 PM | 2,775 | 2,567 | 5,342 |
| 3:00 PM | 2,856 | 2,985 | 5,841 |
| 4:00 PM | 3,224 | 3,994 | 7,219 |
| 5:00 PM | 3,220 | 4,969 | 8,189 |
| 6:00 PM | 3,068 | 4,998 | 8,066 |
| 7:00 PM | 2,633 | 3,464 | 6,097 |
| 8:00 PM | 1,918 | 2,372 | 4,290 |
| 9:00 PM | 1,501 | 1,848 | 3,350 |
| 10:00 PM | 1,207 | 1,591 | 2,797 |
| 11:00 PM | 883 | 1,118 | 2,001 |
| 12:00 AM | 625 | 721 | 1,345 |

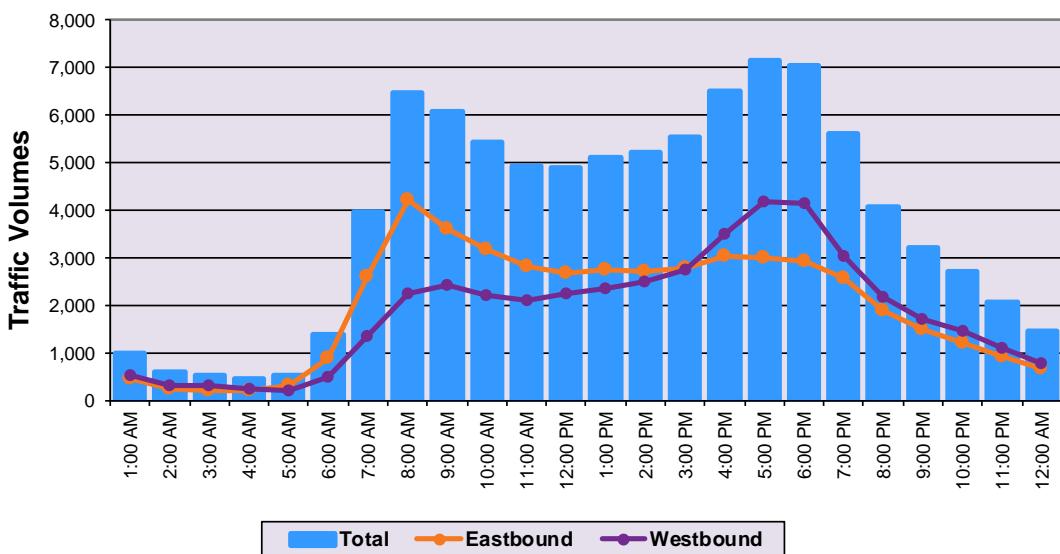
| | |
|-----------------|---------|
| Total Eastbound | 51,663 |
| Total Westbound | 49,074 |
| Total Weekday | 100,737 |



Pine Hills Mainline Toll Facility

SR 408 - East-West Expressway

Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 453 | 545 | 997 |
| 2:00 AM | 266 | 341 | 606 |
| 3:00 AM | 212 | 341 | 553 |
| 4:00 AM | 204 | 258 | 462 |
| 5:00 AM | 325 | 228 | 553 |
| 6:00 AM | 909 | 494 | 1,402 |
| 7:00 AM | 2,610 | 1,359 | 3,970 |
| 8:00 AM | 4,212 | 2,258 | 6,470 |
| 9:00 AM | 3,631 | 2,446 | 6,077 |
| 10:00 AM | 3,197 | 2,225 | 5,422 |
| 11:00 AM | 2,817 | 2,104 | 4,920 |
| 12:00 PM | 2,677 | 2,241 | 4,919 |
| 1:00 PM | 2,744 | 2,378 | 5,122 |
| 2:00 PM | 2,733 | 2,506 | 5,240 |
| 3:00 PM | 2,789 | 2,773 | 5,562 |
| 4:00 PM | 3,028 | 3,494 | 6,522 |
| 5:00 PM | 2,995 | 4,177 | 7,171 |
| 6:00 PM | 2,918 | 4,143 | 7,060 |
| 7:00 PM | 2,572 | 3,042 | 5,614 |
| 8:00 PM | 1,892 | 2,186 | 4,077 |
| 9:00 PM | 1,505 | 1,732 | 3,237 |
| 10:00 PM | 1,229 | 1,477 | 2,705 |
| 11:00 PM | 944 | 1,116 | 2,060 |
| 12:00 AM | 683 | 784 | 1,467 |

| | |
|-----------------|--------|
| Total Eastbound | 47,544 |
| Total Westbound | 44,644 |
| Total Weekday | 92,187 |



SR 408 (EAST-WEST EXPRESSWAY)
Pine Hills Mainline Toll Facility

SECTION III

Pine Hills Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|-------------------------------|---------|
| Average Weekday Total Traffic | 100,737 |
| Eastbound Directional Traffic | 51,663 |
| Westbound Directional Traffic | 49,074 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 5,416 |
| Westbound Directional Traffic | 2,738 |
| Total AM Peak Hour Traffic | 8,154 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **8.09%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **66.42%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 3,068 |
| Westbound Directional Traffic | 4,998 |
| Total PM Peak Hour Traffic | 8,066 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **8.01%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **61.96%**



Pine Hills Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 46,815 | 91% | 836 | 2% | 3,425 | 7% | 51,663 | 99% |
| Westbound | 44,835 | 91% | 778 | 2% | 2,890 | 6% | 49,074 | 99% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

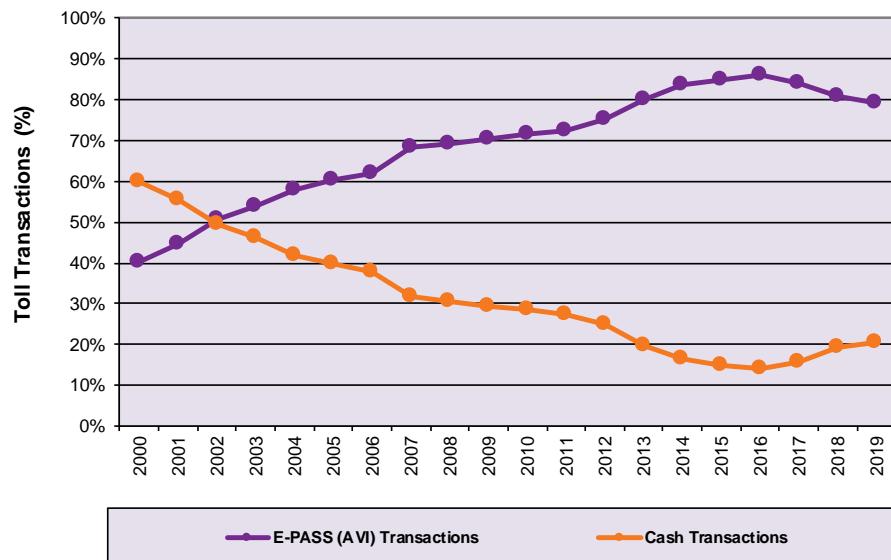
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 5,064 | 94% | 52 | 1% | 237 | 4% | 5,416 | 99% |
| Westbound | 2,552 | 93% | 33 | 1% | 134 | 5% | 2,738 | 99% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 2,800 | 91% | 45 | 1% | 196 | 6% | 3,068 | 99% |
| Westbound | 4,644 | 93% | 54 | 1% | 243 | 5% | 4,998 | 99% |



Pine Hills Mainline Toll Facility
SR 408 - East-West Expressway
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 40.0% | 60.0% | 3.0% |
| 2001 | 44.7% | 55.3% | 2.6% |
| 2002 | 50.6% | 49.4% | 2.1% |
| 2003 | 53.9% | 46.1% | 2.1% |
| 2004 | 58.1% | 41.9% | 2.1% |
| 2005 | 60.2% | 39.8% | 2.4% |
| 2006 | 62.1% | 37.9% | 2.7% |
| 2007 | 68.4% | 31.6% | 4.5% |
| 2008 | 69.3% | 30.7% | 3.6% |
| 2009 | 70.5% | 29.5% | 3.7% |
| 2010 | 71.6% | 28.4% | 4.0% |
| 2011 | 72.5% | 27.5% | 4.0% |
| 2012 | 75.0% | 25.0% | 4.2% |
| 2013 | 80.2% | 19.8% | 4.7% |
| 2014 | 83.7% | 16.3% | 5.7% |
| 2015 | 85.0% | 15.0% | 6.6% |
| 2016 | 86.0% | 14.0% | 7.6% |
| 2017 | 84.2% | 15.8% | 9.2% |
| 2018 | 80.7% | 19.3% | 17.7% |
| 2019 | 79.4% | 20.6% | 17.6% |

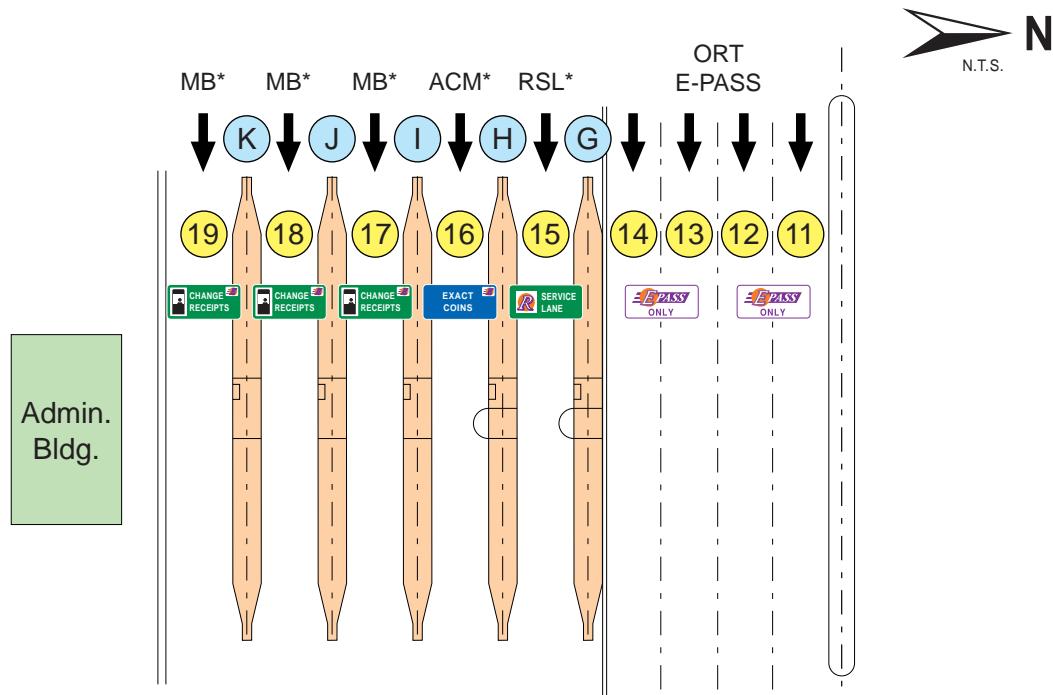
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Conway East & West Mainline Toll Facility (East-West Expressway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



Notes: Lane 15 E-PASS Reload Lane
Lane 14 opened to traffic Q4 of 2017

*** Historic traffic includes both the Conway East & West Mainline Toll Facilities.*

HISTORIC TRAFFIC - A.A.W.T. **

| | | | | | |
|------|-------------------------------|------|---|------|---|
| 1992 | No Count (<i>Post Toll</i>) | 2002 | 110,130 | 2012 | 117,530 (<i>Toll Increase July 2012</i>) |
| 1993 | 62,620 | 2003 | 116,000 | 2013 | 115,530 |
| 1994 | 64,650 | 2004 | 125,460 | 2014 | 122,400 |
| 1995 | 73,020 | 2005 | 123,500 | 2015 | 132,940 |
| 1996 | 77,400 | 2006 | 125,000 | 2016 | 140,380 |
| 1997 | 87,810 | 2007 | 118,100 | 2017 | 147,220 |
| 1998 | 94,450 | 2008 | 112,200 | 2018 | 151,570 (<i>Toll Increase April 2009</i>) |
| 1999 | 98,850 | 2009 | 112,750 (<i>Toll Increase April 2009</i>) | 2019 | No Data |
| 2000 | 105,200 | 2010 | 117,830 | | |
| 2001 | 107,940 | 2011 | 119,600 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$ 1.15 | \$ 1.50 | \$ 2.30 |
| 3 Axles | \$ 1.74 | \$ 2.00 | \$ 3.48 |
| 4 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 5 Axles or more | \$ 2.61 | \$ 3.00 | \$ 5.22 |

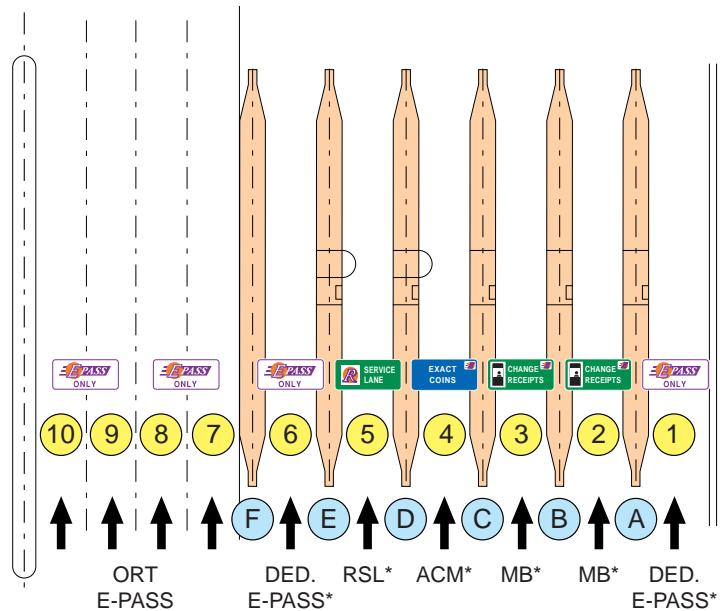
(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 3 Manned Booths (MB) with E-PASS
- 1 Booth with Automatic Coin Machines (ACM) and E-PASS
- 1 Reload Service Lane (RSL)
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

- ① Lane Number
- Ⓐ Island Designation



Notes: Lane 5 E-PASS Reload Lane
Lane 4 opened to traffic Q4 of 2017

*** Historic traffic includes both the Conway East & West Mainline Toll Facilities.*

HISTORIC TRAFFIC - A.A.W.T. **

| | | | | | |
|------|-------------------------------|------|---|------|--|
| 1992 | No Count (<i>Post Toll</i>) | 2002 | 110,130 | 2012 | 117,530 (<i>Toll Increase July 2012</i>) |
| 1993 | 62,620 | 2003 | 116,000 | 2013 | 115,530 |
| 1994 | 64,650 | 2004 | 125,460 | 2014 | 122,400 |
| 1995 | 73,020 | 2005 | 123,500 | 2015 | 132,940 |
| 1996 | 77,400 | 2006 | 125,000 | 2016 | 140,380 |
| 1997 | 87,810 | 2007 | 118,100 | 2017 | 147,220 |
| 1998 | 94,450 | 2008 | 112,200 | 2018 | 151,570 (<i>Toll Increase July 2018</i>) |
| 1999 | 98,850 | 2009 | 112,750 (<i>Toll Increase April 2009</i>) | 2019 | No Data |
| 2000 | 105,200 | 2010 | 117,830 | | |
| 2001 | 107,940 | 2011 | 119,600 | | |

TOLL RATE STRUCTURE

| | <u>E-PASS</u> | <u>CASH</u> | <u>PAY-BY-PLATE</u> |
|-----------------|---------------|-------------|---------------------|
| 2 Axles | \$ 1.15 | \$ 1.50 | \$ 2.30 |
| 3 Axles | \$ 1.74 | \$ 2.00 | \$ 3.48 |
| 4 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 5 Axles or more | \$ 2.61 | \$ 3.00 | \$ 5.22 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 2 Manned Booths (MB) with E-PASS
- 1 Booth with Automatic Coin Machines (ACM) and E-PASS
- 1 Reload Service Lane (RSL)
- 2 Dedicated E-PASS Lanes
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

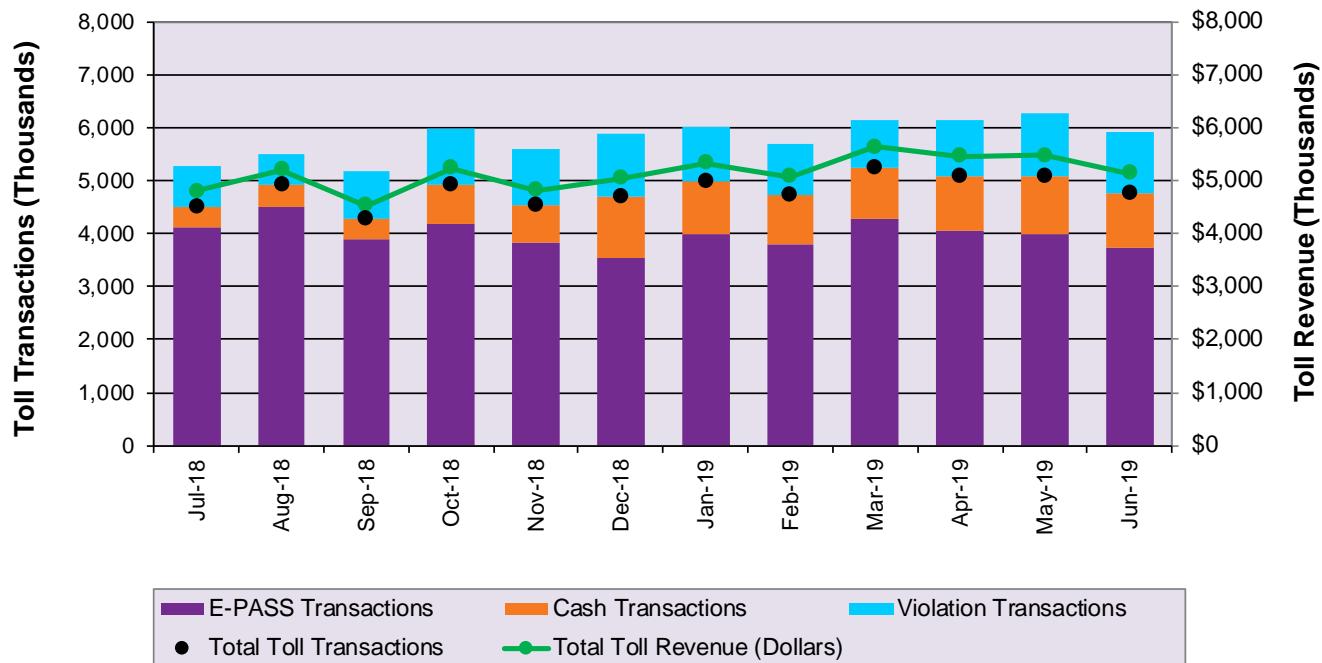
- (1) Lane Number
- (A) Island Designation



N

Approx. Scale: 1" = 300'
Aerial Date: 2019

Conway Mainline Toll Facility
SR 408 - East-West Expressway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|-------------------|-------------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 4,112,494 | 402,214 | 4,514,708 | 747,126 | 5,261,834 | \$4,791,943 |
| August-18 | 4,509,444 | 404,686 | 4,914,130 | 578,823 | 5,492,953 | \$5,193,940 |
| September-18 | 3,904,761 | 368,945 | 4,273,706 | 906,667 | 5,180,373 | \$4,524,515 |
| October-18 | 4,177,615 | 728,359 | 4,905,974 | 1,064,858 | 5,970,832 | \$5,227,701 |
| November-18 | 3,835,160 | 684,287 | 4,519,447 | 1,069,439 | 5,588,886 | \$4,817,593 |
| December-18 | 3,546,393 | 1,146,182 | 4,692,575 | 1,191,419 | 5,883,994 | \$5,042,614 |
| January-19 | 3,978,566 | 993,247 | 4,971,813 | 1,025,477 | 5,997,290 | \$5,325,696 |
| February-19 | 3,794,420 | 921,805 | 4,716,225 | 967,910 | 5,684,135 | \$5,065,591 |
| March-19 | 4,285,585 | 958,934 | 5,244,519 | 907,284 | 6,151,803 | \$5,628,474 |
| April-19 | 4,056,195 | 1,016,831 | 5,073,026 | 1,080,732 | 6,153,758 | \$5,459,394 |
| May-19 | 3,992,300 | 1,082,302 | 5,074,602 | 1,190,793 | 6,265,395 | \$5,469,434 |
| June-19 | 3,740,147 | 1,027,676 | 4,767,823 | 1,146,430 | 5,914,253 | \$5,139,021 |
| Yearly Totals | 47,933,080 | 9,735,468 | 57,668,548 | 11,876,958 | 69,545,506 | \$61,685,916 |

Note: Data includes ramp toll plazas that report to the Conway Mainline Toll Plaza.

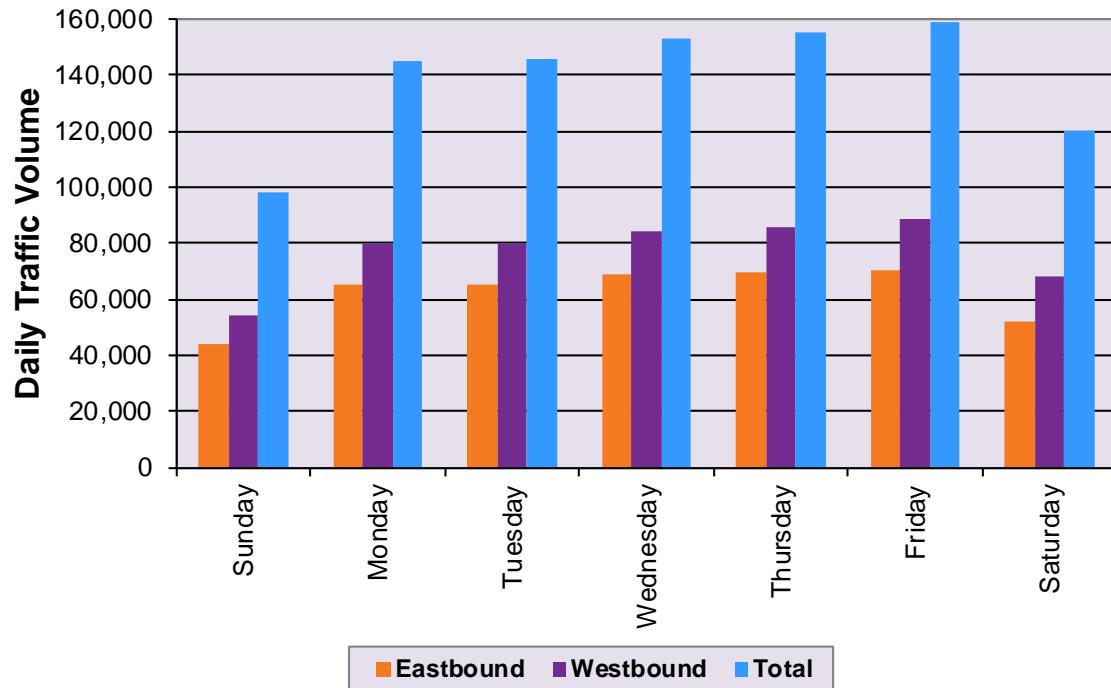
1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Conway Mainline Toll Facility

SR 408 - East-West Expressway

Typical Daily Traffic Volumes - April 2018



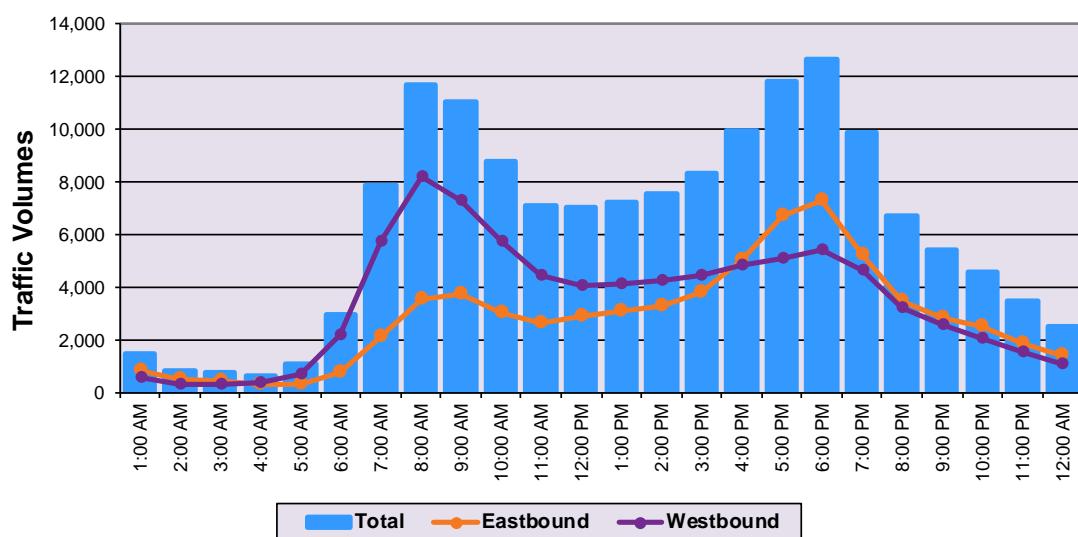
| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|-----------|---------|
| | Eastbound | Westbound | Total |
| Sunday | 43,902 | 54,041 | 97,943 |
| Monday | 65,348 | 79,997 | 145,344 |
| Tuesday | 65,539 | 80,058 | 145,597 |
| Wednesday | 68,932 | 84,018 | 152,950 |
| Thursday | 69,453 | 85,453 | 154,905 |
| Friday | 70,632 | 88,412 | 159,044 |
| Saturday | 52,217 | 68,022 | 120,238 |



Conway Mainline Toll Facility

SR 408 - East-West Expressway

Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|--------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 866 | 592 | 1,459 |
| 2:00 AM | 515 | 345 | 861 |
| 3:00 AM | 449 | 307 | 756 |
| 4:00 AM | 312 | 361 | 673 |
| 5:00 AM | 351 | 735 | 1,087 |
| 6:00 AM | 777 | 2,177 | 2,954 |
| 7:00 AM | 2,115 | 5,774 | 7,889 |
| 8:00 AM | 3,533 | 8,185 | 11,718 |
| 9:00 AM | 3,754 | 7,327 | 11,080 |
| 10:00 AM | 3,046 | 5,737 | 8,783 |
| 11:00 AM | 2,661 | 4,450 | 7,112 |
| 12:00 PM | 2,928 | 4,098 | 7,026 |

| Total Eastbound | 67,980 |
|-----------------|---------|
| Total Westbound | 83,587 |
| Total Weekday | 151,568 |



Conway Mainline Toll Facility
SR 408 - East-West Expressway
Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 1,164 | 745 | 1,909 |
| 2:00 AM | 725 | 434 | 1,159 |
| 3:00 AM | 670 | 385 | 1,054 |
| 4:00 AM | 445 | 378 | 822 |
| 5:00 AM | 365 | 652 | 1,017 |
| 6:00 AM | 676 | 1,803 | 2,479 |
| 7:00 AM | 1,716 | 4,645 | 6,361 |
| 8:00 AM | 2,854 | 6,514 | 9,368 |
| 9:00 AM | 3,083 | 6,109 | 9,192 |
| 10:00 AM | 2,662 | 5,172 | 7,834 |
| 11:00 AM | 2,494 | 4,361 | 6,855 |
| 12:00 PM | 2,775 | 4,114 | 6,889 |

| Total Eastbound | 62,289 |
|-----------------|---------|
| Total Westbound | 77,143 |
| Total Weekday | 139,431 |



Conway Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|-------------------------------|---------|
| Average Weekday Total Traffic | 151,568 |
| Eastbound Directional Traffic | 67,980 |
| Westbound Directional Traffic | 83,587 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|-------------------------------|--------|
| Eastbound Directional Traffic | 3,533 |
| Westbound Directional Traffic | 8,185 |
| Total AM Peak Hour Traffic | 11,718 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **7.73%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **69.85%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|-------------------------------|--------|
| Eastbound Directional Traffic | 7,289 |
| Westbound Directional Traffic | 5,406 |
| Total PM Peak Hour Traffic | 12,694 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **8.38%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **57.42%**



Conway Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 61,871 | 92% | 767 | 1% | 4,661 | 7% | 67,299 | 100% |
| Westbound | 75,216 | 91% | 870 | 1% | 6,572 | 8% | 82,658 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

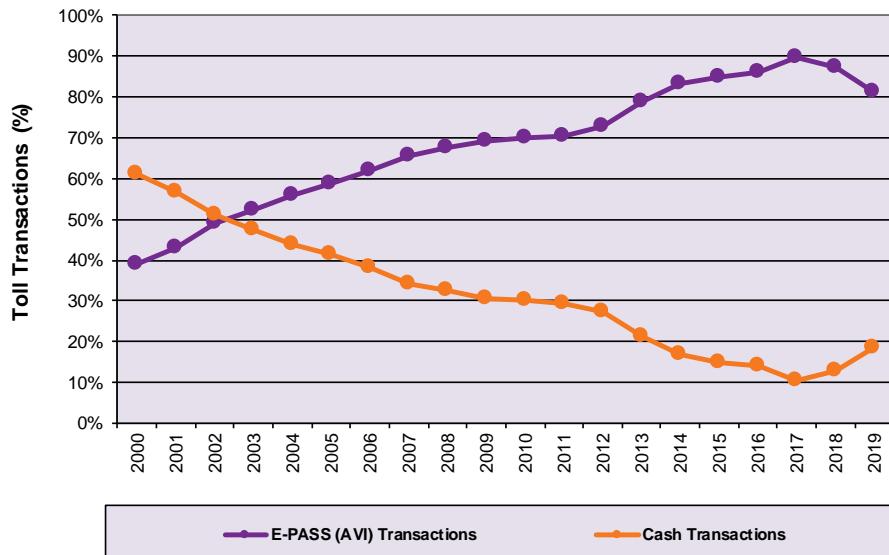
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 3,255 | 93% | 36 | 1% | 214 | 6% | 3,505 | 100% |
| Westbound | 7,589 | 94% | 5 | 0% | 516 | 6% | 8,110 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 6,755 | 93% | 57 | 1% | 414 | 6% | 7,227 | 100% |
| Westbound | 4,881 | 91% | 67 | 1% | 399 | 7% | 5,347 | 100% |



Conway Mainline Toll Facility
SR 408 - East West Expressway
Historical & Existing Total Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 38.9% | 61.1% | 3.0% |
| 2001 | 43.2% | 56.8% | 2.5% |
| 2002 | 49.0% | 51.0% | 1.9% |
| 2003 | 52.4% | 47.6% | 1.9% |
| 2004 | 56.0% | 44.0% | 2.0% |
| 2005 | 58.6% | 41.4% | 2.5% |
| 2006 | 61.8% | 38.2% | 2.4% |
| 2007 | 65.6% | 34.4% | 2.7% |
| 2008 | 67.6% | 32.4% | 3.3% |
| 2009 | 69.3% | 30.7% | 4.5% |
| 2010 | 69.9% | 30.1% | 4.9% |
| 2011 | 70.6% | 29.4% | 4.8% |
| 2012 | 72.7% | 27.3% | 4.7% |
| 2013 | 78.7% | 21.3% | 5.2% |
| 2014 | 83.2% | 16.8% | 6.3% |
| 2015 | 84.9% | 15.1% | 7.2% |
| 2016 | 86.1% | 13.9% | 8.3% |
| 2017 | 89.5% | 10.5% | 10.7% |
| 2018 | 87.3% | 12.7% | 14.0% |
| 2019 | 81.4% | 18.6% | 17.3% |

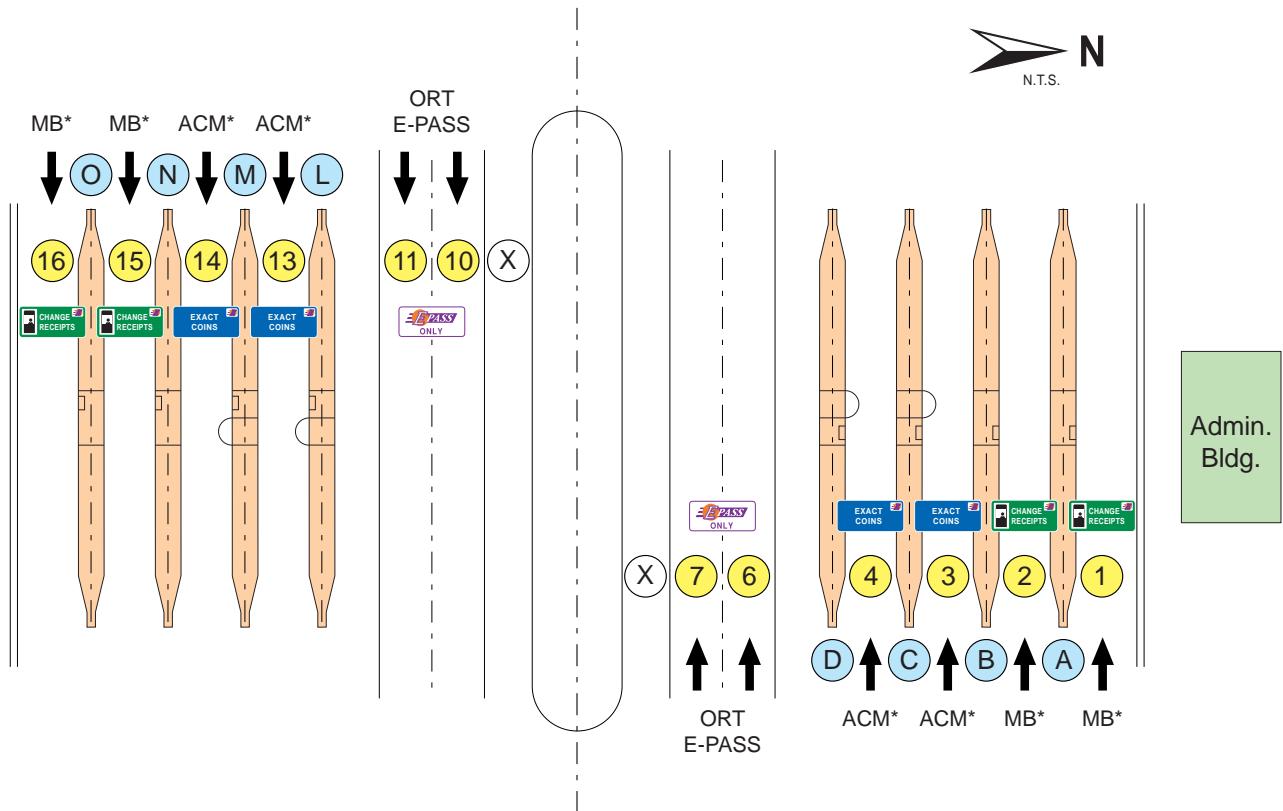
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Dean Mainline Toll Facility (East-West Expressway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|-----------------------------|------|--|------|---|
| 1992 | 13,680 (<i>Post Toll</i>) | 2002 | 53,760 | 2012 | 67,200 (<i>Toll Increase July 2012</i>) |
| 1993 | 14,740 | 2003 | 57,600 | 2013 | 67,320 |
| 1994 | 16,380 | 2004 | 63,930 | 2014 | 71,110 |
| 1995 | 20,410 | 2005 | 65,900 | 2015 | 74,180 |
| 1996 | 22,770 | 2006 | 69,900 | 2016 | 79,580 |
| 1997 | 26,360 | 2007 | 70,100 | 2017 | 83,570 |
| 1998 | 31,630 | 2008 | 66,000 | 2018 | 85,430 (<i>Toll Increase July 2018</i>) |
| 1999 | 38,530 | 2009 | 65,900 (<i>Toll Increase April 2009</i>) | 2019 | No Data |
| 2000 | 45,800 | 2010 | 68,130 | | |
| 2001 | 50,100 | 2011 | 66,670 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$.87 | \$ 1.00 | \$ 1.74 |
| 3 Axles | \$ 1.74 | \$ 2.00 | \$ 3.48 |
| 4 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 5 Axles or more | \$ 2.61 | \$ 3.00 | \$ 5.22 |

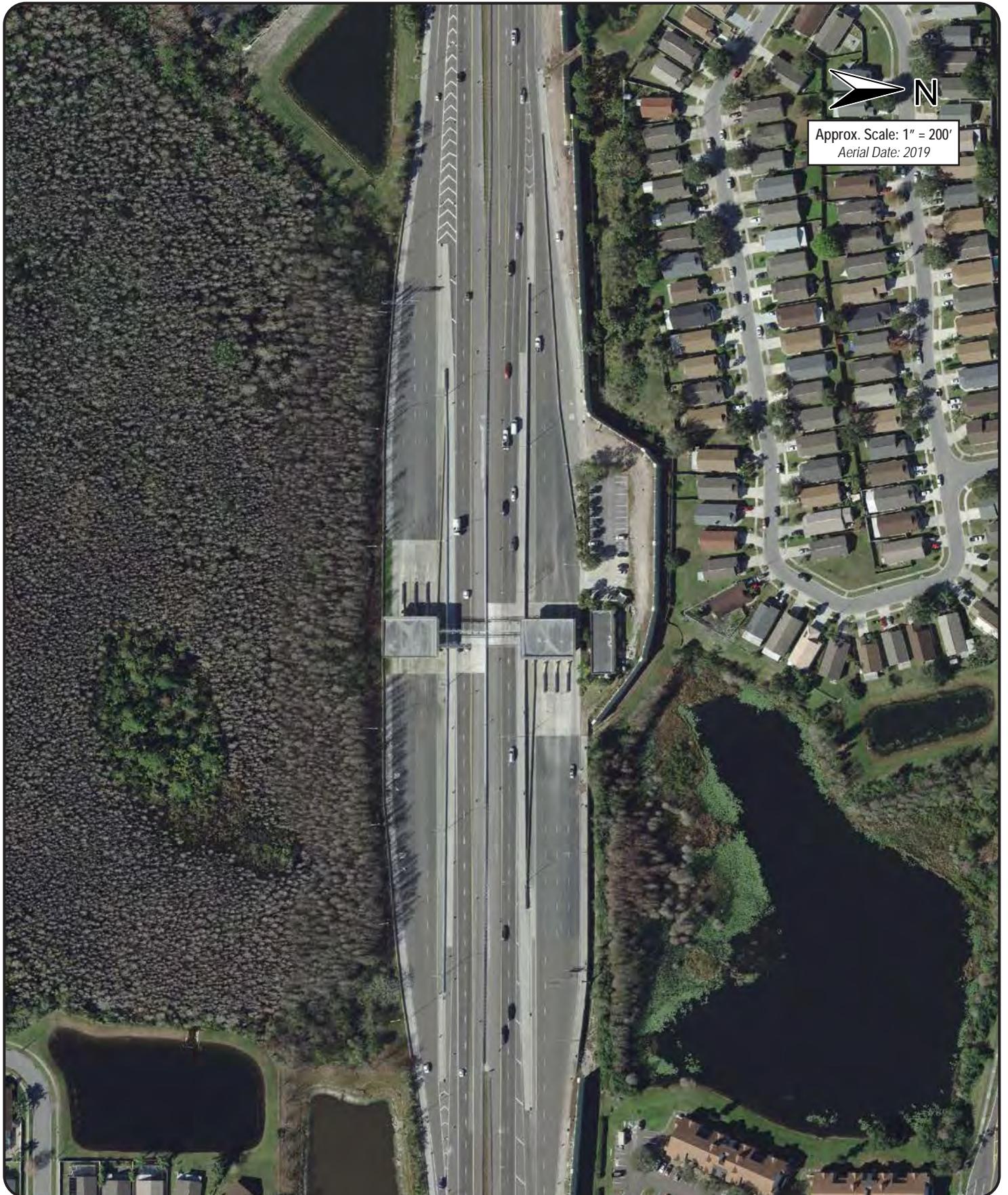
(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

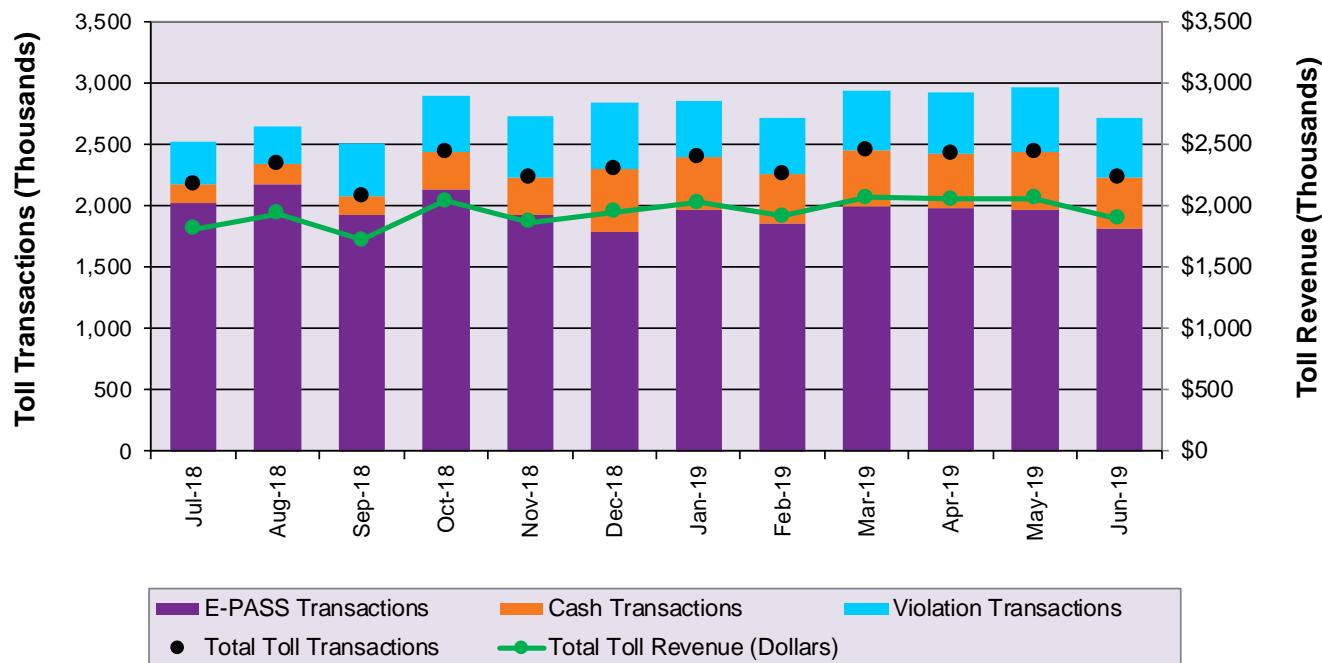
- 4 Manned Booths (MB) with E-PASS
- 4 Booths with Automatic Coin Machines (ACM) and E-PASS
- 1 Reload Service Lane (RSL)
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

- Lane Number
- Island Designation



Dean Mainline Toll Facility
SR 408 - East-West Expressway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|-------------------|------------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 2,017,299 | 157,655 | 2,174,954 | 353,700 | 2,528,654 | \$1,812,213 |
| August-18 | 2,175,066 | 161,769 | 2,336,835 | 313,910 | 2,650,745 | \$1,935,631 |
| September-18 | 1,931,760 | 147,845 | 2,079,605 | 433,519 | 2,513,124 | \$1,724,931 |
| October-18 | 2,132,536 | 308,913 | 2,441,449 | 455,090 | 2,896,539 | \$2,042,375 |
| November-18 | 1,921,630 | 306,507 | 2,228,137 | 502,533 | 2,730,670 | \$1,870,880 |
| December-18 | 1,790,516 | 503,890 | 2,294,406 | 541,732 | 2,836,138 | \$1,947,385 |
| January-19 | 1,969,491 | 427,221 | 2,396,712 | 462,455 | 2,859,167 | \$2,025,156 |
| February-19 | 1,854,367 | 406,135 | 2,260,502 | 456,456 | 2,716,958 | \$1,913,134 |
| March-19 | 1,996,969 | 453,340 | 2,450,309 | 489,343 | 2,939,652 | \$2,072,048 |
| April-19 | 1,976,073 | 443,652 | 2,419,725 | 501,872 | 2,921,597 | \$2,052,045 |
| May-19 | 1,967,547 | 465,601 | 2,433,148 | 537,159 | 2,970,307 | \$2,061,560 |
| June-19 | 1,815,335 | 416,052 | 2,231,387 | 480,026 | 2,711,413 | \$1,891,947 |
| Yearly Totals | 23,548,589 | 4,198,580 | 27,747,169 | 5,527,795 | 33,274,964 | \$23,349,305 |

Note: Data includes ramp toll plazas that report to the Dean Mainline Toll Plaza.

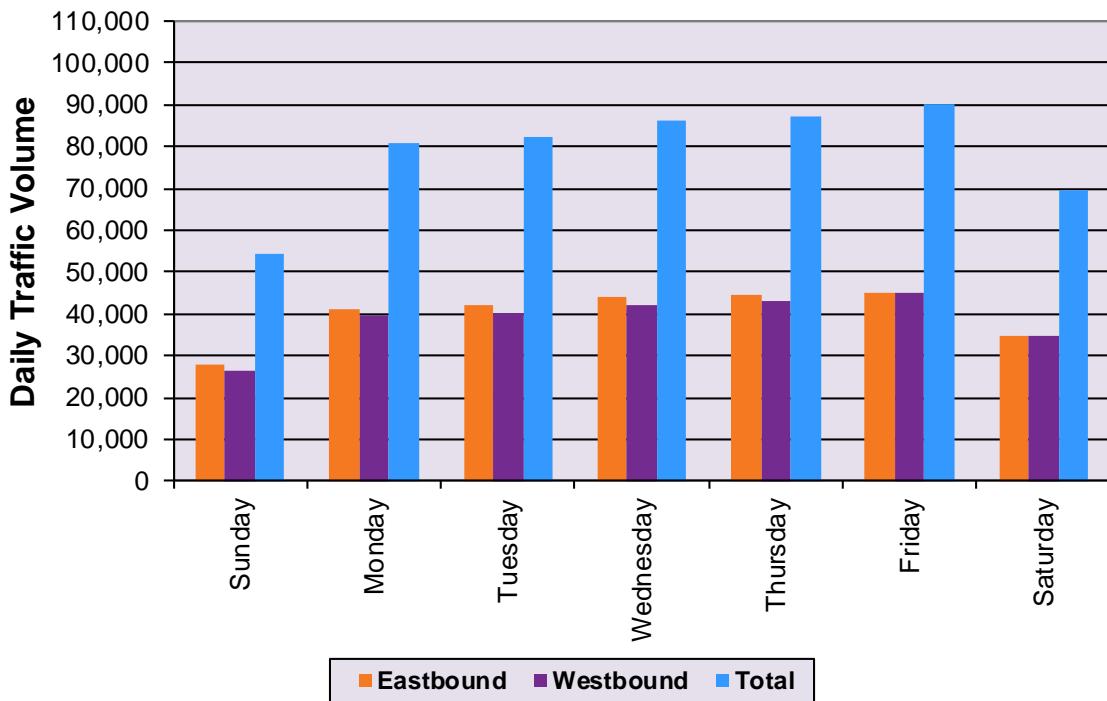
1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Dean Mainline Toll Facility

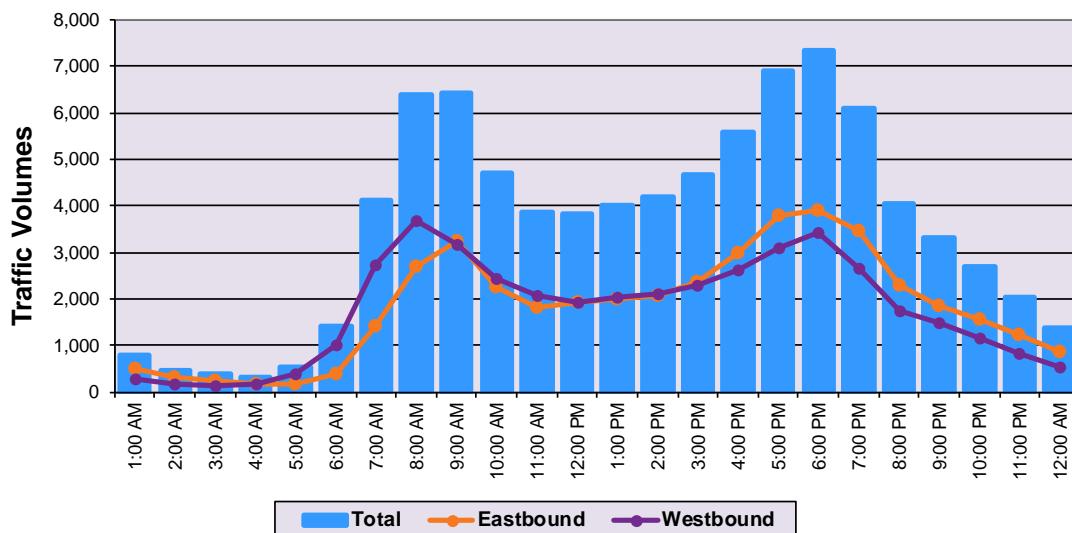
SR 408 - East-West Expressway

Typical Daily Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|-----------|--------|
| | Eastbound | Westbound | Total |
| Sunday | 27,908 | 26,562 | 54,470 |
| Monday | 41,159 | 39,893 | 81,051 |
| Tuesday | 41,999 | 40,346 | 82,345 |
| Wednesday | 43,902 | 42,277 | 86,179 |
| Thursday | 44,452 | 42,985 | 87,437 |
| Friday | 45,238 | 44,916 | 90,154 |
| Saturday | 34,691 | 34,940 | 69,631 |

Dean Mainline Toll Facility
SR 408 - East-West Expressway
Average Five Day Hourly Traffic - April 2018

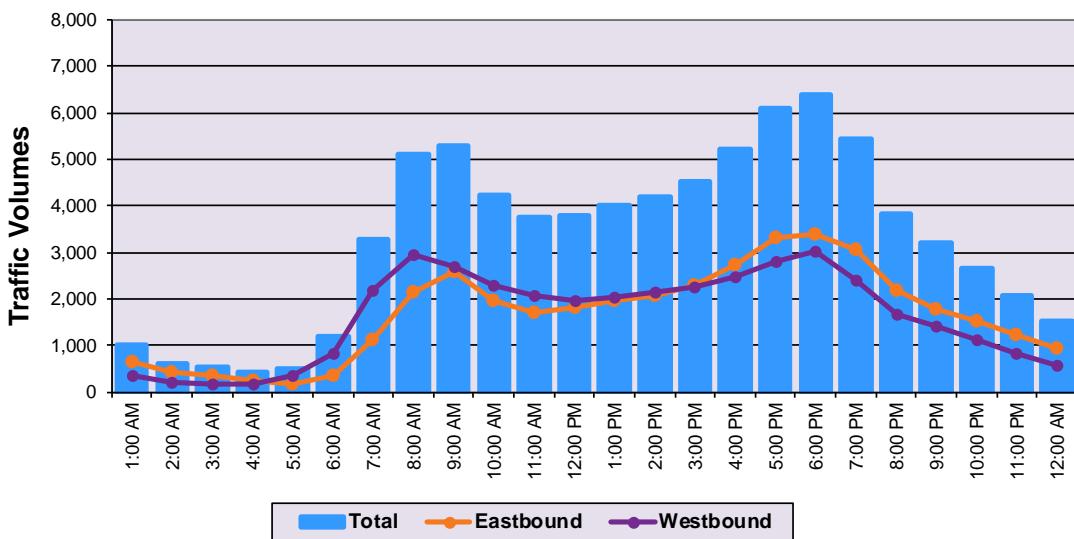


| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 510 | 279 | 788 |
| 2:00 AM | 304 | 155 | 459 |
| 3:00 AM | 233 | 142 | 375 |
| 4:00 AM | 155 | 170 | 324 |
| 5:00 AM | 147 | 376 | 523 |
| 6:00 AM | 401 | 1,004 | 1,406 |
| 7:00 AM | 1,404 | 2,709 | 4,113 |
| 8:00 AM | 2,701 | 3,691 | 6,392 |
| 9:00 AM | 3,239 | 3,170 | 6,409 |
| 10:00 AM | 2,262 | 2,451 | 4,713 |
| 11:00 AM | 1,805 | 2,054 | 3,858 |
| 12:00 PM | 1,906 | 1,933 | 3,838 |
| 1:00 PM | 1,979 | 2,016 | 3,995 |
| 2:00 PM | 2,084 | 2,122 | 4,205 |
| 3:00 PM | 2,349 | 2,298 | 4,647 |
| 4:00 PM | 2,969 | 2,625 | 5,594 |
| 5:00 PM | 3,777 | 3,107 | 6,884 |
| 6:00 PM | 3,914 | 3,439 | 7,353 |
| 7:00 PM | 3,451 | 2,639 | 6,091 |
| 8:00 PM | 2,302 | 1,755 | 4,057 |
| 9:00 PM | 1,841 | 1,465 | 3,306 |
| 10:00 PM | 1,546 | 1,152 | 2,699 |
| 11:00 PM | 1,209 | 806 | 2,015 |
| 12:00 AM | 862 | 527 | 1,390 |

| | |
|-----------------|--------|
| Total Eastbound | 43,350 |
| Total Westbound | 42,083 |
| Total Weekday | 85,433 |



Dean Mainline Toll Facility
SR 408 - East-West Expressway
Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 657 | 348 | 1,004 |
| 2:00 AM | 416 | 204 | 619 |
| 3:00 AM | 347 | 182 | 530 |
| 4:00 AM | 232 | 178 | 410 |
| 5:00 AM | 161 | 335 | 497 |
| 6:00 AM | 343 | 838 | 1,181 |
| 7:00 AM | 1,110 | 2,166 | 3,276 |
| 8:00 AM | 2,136 | 2,951 | 5,087 |
| 9:00 AM | 2,582 | 2,705 | 5,288 |
| 10:00 AM | 1,946 | 2,289 | 4,235 |
| 11:00 AM | 1,691 | 2,058 | 3,749 |
| 12:00 PM | 1,814 | 1,963 | 3,777 |
| 1:00 PM | 1,969 | 2,033 | 4,002 |
| 2:00 PM | 2,072 | 2,133 | 4,206 |
| 3:00 PM | 2,273 | 2,245 | 4,518 |
| 4:00 PM | 2,736 | 2,479 | 5,216 |
| 5:00 PM | 3,308 | 2,789 | 6,096 |
| 6:00 PM | 3,398 | 3,001 | 6,399 |
| 7:00 PM | 3,046 | 2,379 | 5,424 |
| 8:00 PM | 2,174 | 1,651 | 3,825 |
| 9:00 PM | 1,786 | 1,401 | 3,187 |
| 10:00 PM | 1,519 | 1,130 | 2,649 |
| 11:00 PM | 1,242 | 830 | 2,072 |
| 12:00 AM | 950 | 556 | 1,507 |

| | |
|-----------------|--------|
| Total Eastbound | 39,907 |
| Total Westbound | 38,845 |
| Total Weekday | 78,752 |



Dean Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|-------------------------------|--------|
| Average Weekday Total Traffic | 85,433 |
| Eastbound Directional Traffic | 43,350 |
| Westbound Directional Traffic | 42,083 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 3,239 |
| Westbound Directional Traffic | 3,170 |
| Total AM Peak Hour Traffic | 6,409 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **7.50%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **50.54%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 3,914 |
| Westbound Directional Traffic | 3,439 |
| Total PM Peak Hour Traffic | 7,353 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **8.61%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **53.23%**



Dean Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 40,435 | 94% | 568 | 1% | 1,873 | 4% | 42,876 | 100% |
| Westbound | 39,073 | 94% | 468 | 1% | 2,093 | 5% | 41,634 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

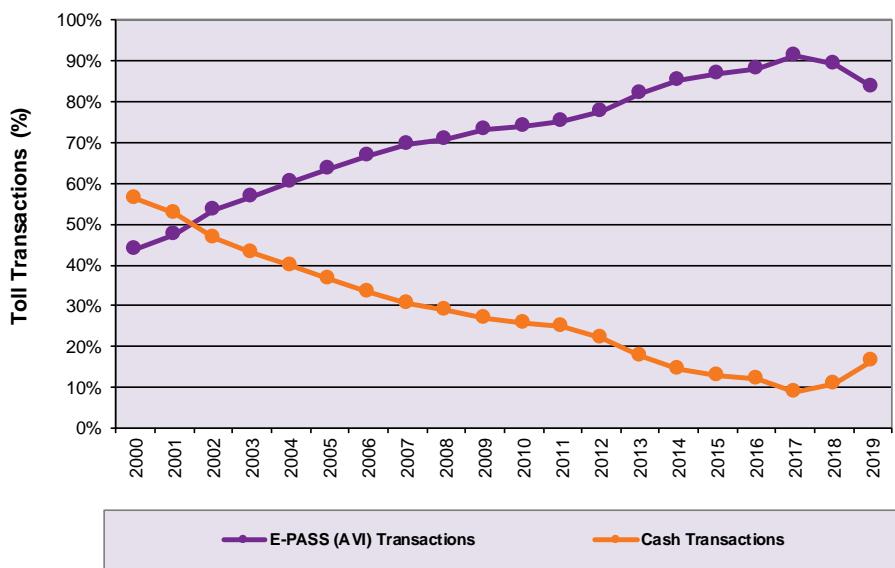
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 3,080 | 96% | 33 | 1% | 106 | 3% | 3,219 | 100% |
| Westbound | 3,004 | 96% | 21 | 1% | 109 | 3% | 3,134 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction Of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 3,707 | 96% | 39 | 1% | 126 | 3% | 3,872 | 100% |
| Westbound | 3,221 | 94% | 31 | 1% | 163 | 5% | 3,415 | 100% |



Dean Mainline Toll Facility
SR 408 - East-West Expressway
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 43.7% | 56.3% | 1.9% |
| 2001 | 47.4% | 52.6% | 1.7% |
| 2002 | 53.5% | 46.5% | 1.5% |
| 2003 | 56.8% | 43.2% | 1.3% |
| 2004 | 60.3% | 39.7% | 1.6% |
| 2005 | 63.6% | 36.4% | 2.8% |
| 2006 | 66.7% | 33.3% | 2.4% |
| 2007 | 69.5% | 30.5% | 2.4% |
| 2008 | 71.0% | 29.0% | 2.4% |
| 2009 | 73.1% | 26.9% | 3.3% |
| 2010 | 74.2% | 25.8% | 3.7% |
| 2011 | 75.2% | 24.8% | 3.7% |
| 2012 | 77.8% | 22.2% | 4.0% |
| 2013 | 82.2% | 17.8% | 4.7% |
| 2014 | 85.3% | 14.7% | 5.5% |
| 2015 | 87.0% | 13.0% | 6.4% |
| 2016 | 88.1% | 11.9% | 7.3% |
| 2017 | 91.2% | 8.8% | 9.6% |
| 2018 | 89.1% | 10.9% | 13.2% |
| 2019 | 83.7% | 16.3% | 16.4% |

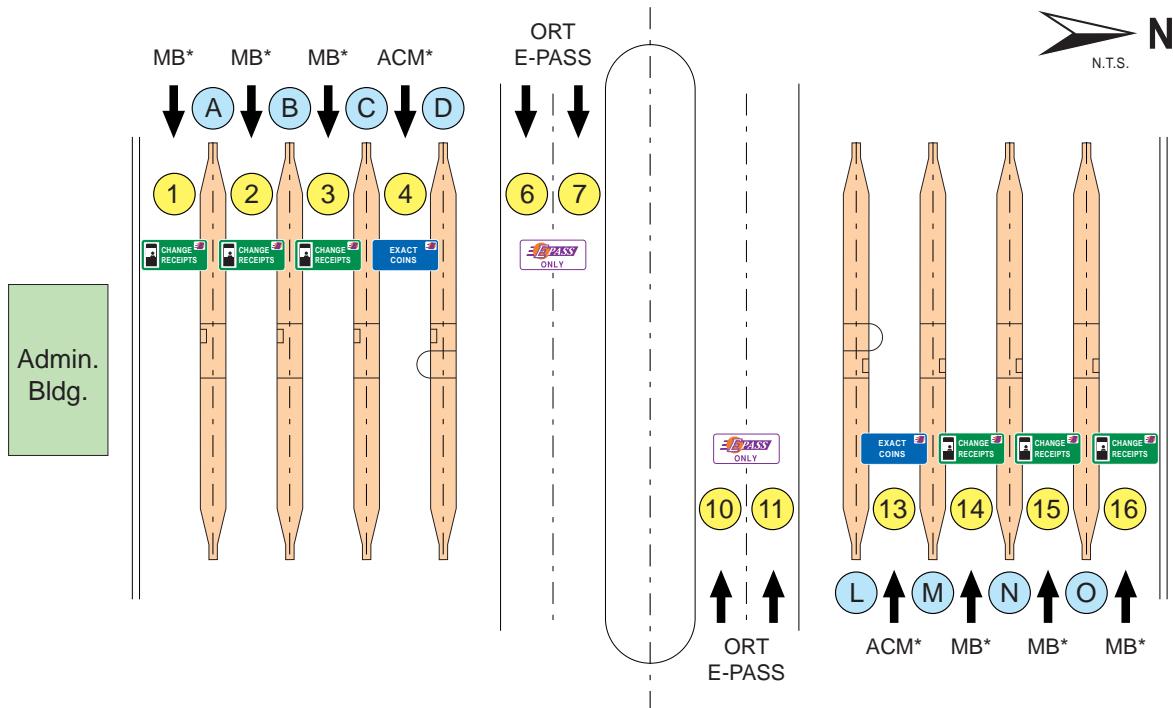
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Beachline Mainline Toll Facility (Beachline Expressway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|-----------------------------|------|--|------|---|
| 1992 | 18,630 (<i>Post Toll</i>) | 2002 | 36,760 | 2012 | 48,430 (<i>Toll Increase July 2012</i>) |
| 1993 | 21,090 | 2003 | 39,940 | 2013 | 49,230 |
| 1994 | 21,800 | 2004 | 45,930 | 2014 | 53,510 |
| 1995 | 22,130 | 2005 | 46,000 | 2015 | 56,120 |
| 1996 | 23,920 | 2006 | 46,300 | 2016 | 60,710 |
| 1997 | 25,520 | 2007 | 47,700 | 2017 | 65,540 |
| 1998 | 29,420 | 2008 | 42,500 | 2018 | 72,670 (<i>Toll Increase July 2018</i>) |
| 1999 | 29,970 | 2009 | 43,300 (<i>Toll Increase April 2009</i>) | 2019 | No Data |
| 2000 | 33,590 | 2010 | 46,300 | | |
| 2001 | 34,590 | 2011 | 46,880 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$.92 | \$ 1.25 | \$ 1.84 |
| 3 Axles | \$ 1.82 | \$ 2.25 | \$ 3.64 |
| 4 Axles | \$ 2.12 | \$ 2.50 | \$ 4.24 |
| 5 Axles or more | \$ 2.70 | \$ 3.00 | \$ 5.40 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

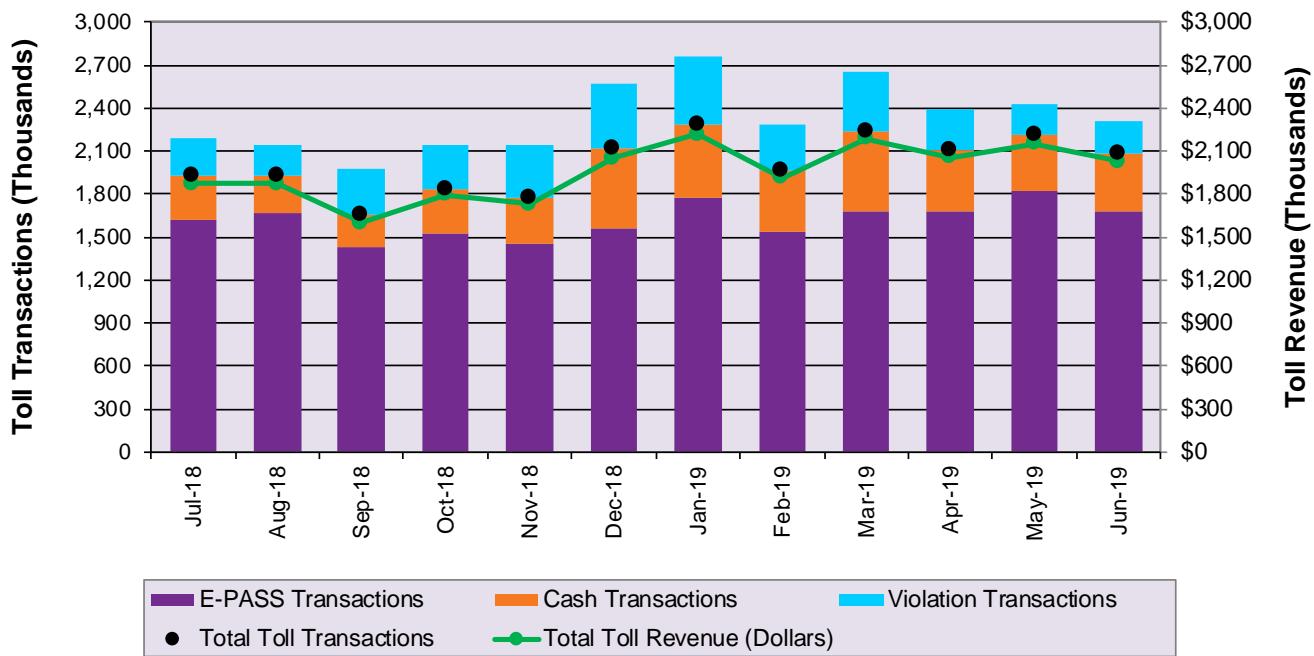
- 6 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign
- ** \$0.25 of toll paid to FDOT for removed FDOT plaza

LEGEND

- (1) Lane Number
- (A) Island Designation



Beachline Mainline Toll Facility
SR 528 - Beachline Expressway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary

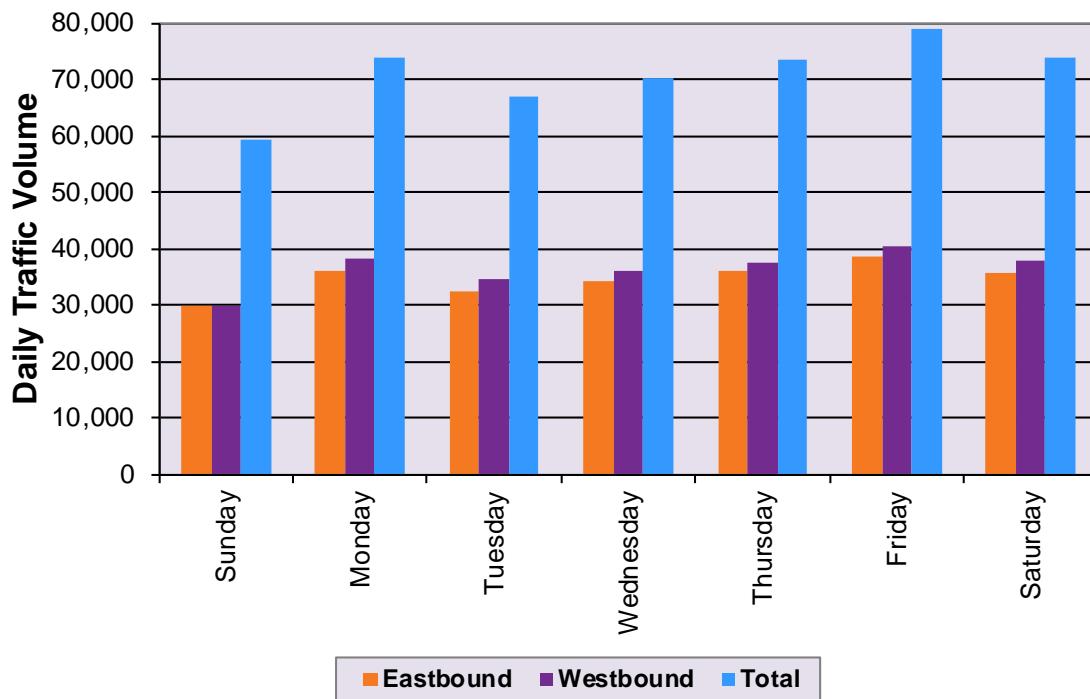


Note: Data includes ramp toll plazas that report to the Beachline Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.

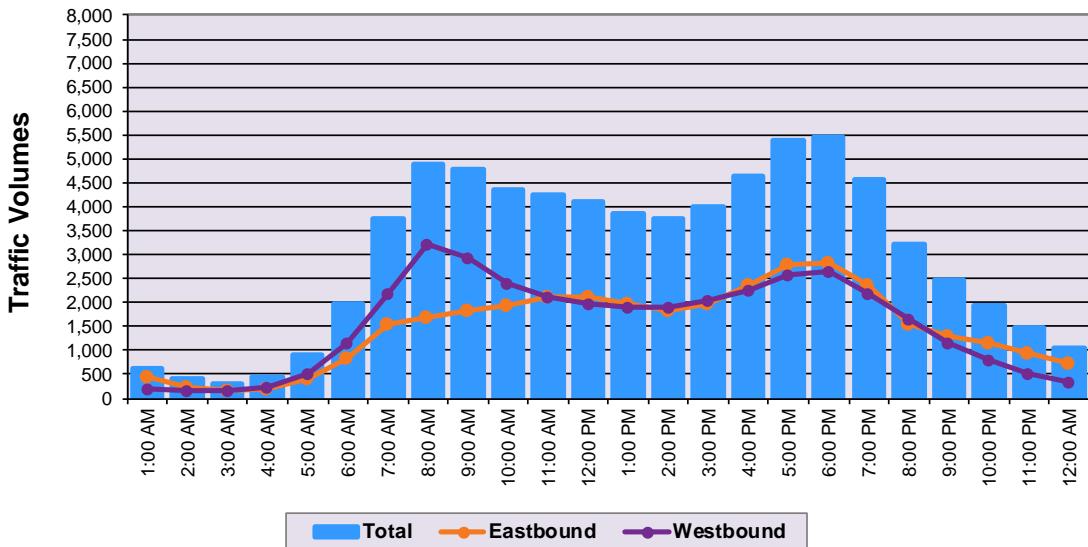


Beachline Mainline Toll Facility
SR 528 - Beachline Expressway
Typical Daily Expressway Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|-----------|--------|
| | Eastbound | Westbound | Total |
| Sunday | 29,733 | 29,717 | 59,450 |
| Monday | 35,911 | 38,078 | 73,989 |
| Tuesday | 32,336 | 34,675 | 67,011 |
| Wednesday | 34,205 | 36,020 | 70,225 |
| Thursday | 35,841 | 37,523 | 73,364 |
| Friday | 38,515 | 40,259 | 78,774 |
| Saturday | 35,823 | 37,834 | 73,657 |

Beachline Mainline Toll Facility
SR 528 - Beachline Expressway
Typical Average Five Day Hourly Traffic - April 2018



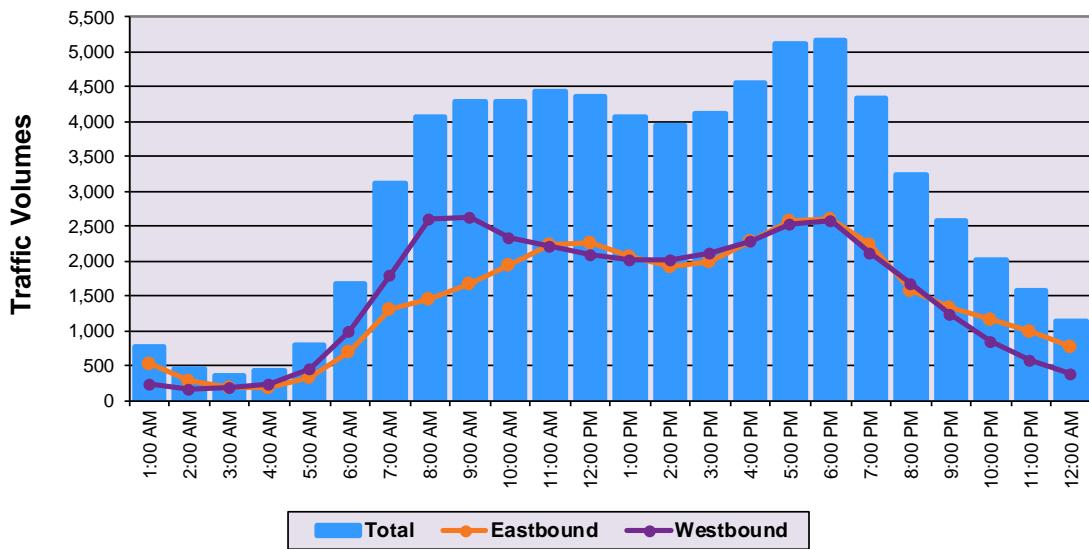
| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 432 | 189 | 621 |
| 2:00 AM | 247 | 158 | 405 |
| 3:00 AM | 161 | 148 | 310 |
| 4:00 AM | 191 | 249 | 440 |
| 5:00 AM | 395 | 511 | 906 |
| 6:00 AM | 826 | 1,145 | 1,970 |
| 7:00 AM | 1,564 | 2,189 | 3,753 |
| 8:00 AM | 1,683 | 3,216 | 4,899 |
| 9:00 AM | 1,818 | 2,947 | 4,766 |
| 10:00 AM | 1,953 | 2,408 | 4,361 |
| 11:00 AM | 2,121 | 2,121 | 4,242 |
| 12:00 PM | 2,125 | 1,982 | 4,107 |

| | Hour Ending | Average Weekday Volumes | | |
|--|-------------|-------------------------|-----------|-------|
| | | Eastbound | Westbound | Total |
| | 1:00 PM | 1,965 | 1,892 | 3,856 |
| | 2:00 PM | 1,849 | 1,918 | 3,768 |
| | 3:00 PM | 1,969 | 2,045 | 4,013 |
| | 4:00 PM | 2,367 | 2,269 | 4,635 |
| | 5:00 PM | 2,801 | 2,577 | 5,378 |
| | 6:00 PM | 2,835 | 2,640 | 5,475 |
| | 7:00 PM | 2,374 | 2,203 | 4,577 |
| | 8:00 PM | 1,552 | 1,654 | 3,206 |
| | 9:00 PM | 1,308 | 1,172 | 2,480 |
| | 10:00 PM | 1,155 | 796 | 1,950 |
| | 11:00 PM | 957 | 534 | 1,491 |
| | 12:00 AM | 716 | 350 | 1,066 |

| | |
|-----------------|--------|
| Total Eastbound | 35,361 |
| Total Westbound | 37,311 |
| Total Weekday | 72,672 |



Beachline Mainline Toll Facility
SR 528 - Beachline Expressway
Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 537 | 232 | 768 |
| 2:00 AM | 289 | 169 | 458 |
| 3:00 AM | 188 | 177 | 364 |
| 4:00 AM | 188 | 234 | 422 |
| 5:00 AM | 335 | 459 | 794 |
| 6:00 AM | 695 | 980 | 1,675 |
| 7:00 AM | 1,310 | 1,809 | 3,119 |
| 8:00 AM | 1,462 | 2,601 | 4,063 |
| 9:00 AM | 1,681 | 2,618 | 4,299 |
| 10:00 AM | 1,947 | 2,341 | 4,288 |
| 11:00 AM | 2,227 | 2,202 | 4,429 |
| 12:00 PM | 2,257 | 2,098 | 4,355 |

| Total Eastbound | 34,623 |
|-----------------|--------|
| Total Westbound | 36,301 |
| Total Weekday | 70,924 |

Beachline Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|-------------------------------|--------|
| Average Weekday Total Traffic | 72,672 |
| Eastbound Directional Traffic | 35,361 |
| Westbound Directional Traffic | 37,311 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 1,683 |
| Westbound Directional Traffic | 3,216 |
| Total AM Peak Hour Traffic | 4,899 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **6.74%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **65.64%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 2,835 |
| Westbound Directional Traffic | 2,640 |
| Total PM Peak Hour Traffic | 5,475 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **7.53%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **51.78%**



Beachline Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 30,037 | 85% | 989 | 3% | 4,191 | 12% | 35,217 | 100% |
| Westbound | 31,657 | 85% | 1,308 | 4% | 4,187 | 11% | 37,153 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

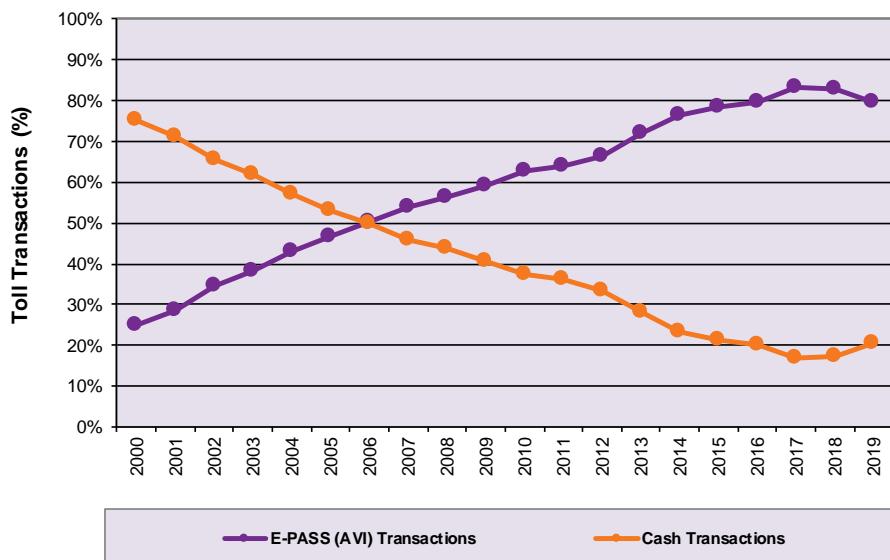
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 1,586 | 88% | 43 | 2% | 184 | 10% | 1,812 | 100% |
| Westbound | 2,622 | 89% | 82 | 3% | 228 | 8% | 2,931 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 2,539 | 90% | 50 | 2% | 232 | 8% | 2,820 | 100% |
| Westbound | 2,175 | 83% | 101 | 4% | 359 | 14% | 2,634 | 100% |



Beachline Mainline Toll Facility
SR 528 - Beachline Expressway
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 24.8% | 75.2% | 2.5% |
| 2001 | 28.7% | 71.3% | 2.0% |
| 2002 | 34.4% | 65.6% | 1.7% |
| 2003 | 38.2% | 61.8% | 1.8% |
| 2004 | 43.0% | 57.0% | 2.3% |
| 2005 | 46.8% | 53.2% | 2.7% |
| 2006 | 50.2% | 49.8% | 2.6% |
| 2007 | 54.0% | 46.0% | 2.1% |
| 2008 | 56.3% | 43.7% | 2.1% |
| 2009 | 59.3% | 40.7% | 3.6% |
| 2010 | 62.6% | 37.4% | 3.7% |
| 2011 | 63.9% | 36.1% | 4.1% |
| 2012 | 66.5% | 33.5% | 3.2% |
| 2013 | 72.0% | 28.0% | 3.5% |
| 2014 | 76.5% | 23.5% | 4.2% |
| 2015 | 78.6% | 21.4% | 5.0% |
| 2016 | 79.8% | 20.2% | 5.6% |
| 2017 | 83.2% | 16.8% | 7.4% |
| 2018 | 82.7% | 17.3% | 11.5% |
| 2019 | 79.7% | 20.3% | 13.7% |

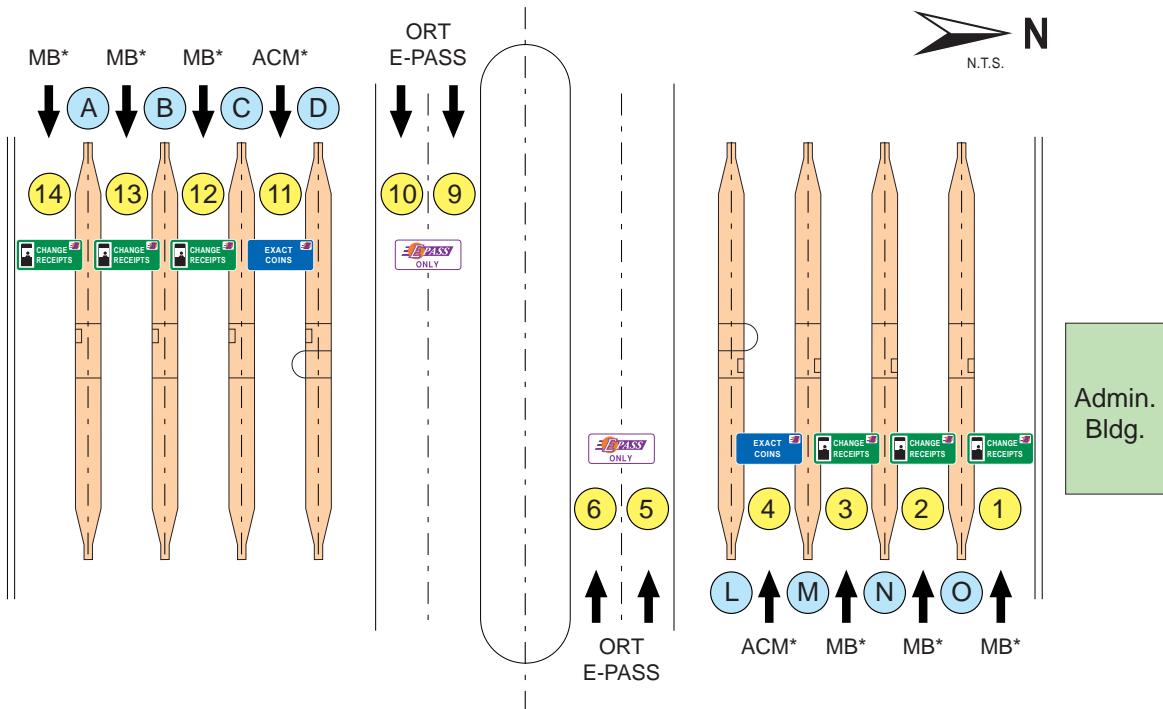
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Dallas Mainline Toll Facility (Beachline Expressway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|--------|------|--------|------|----------------------------------|
| 2012 | 38,360 | 2015 | 45,530 | 2018 | 57,230 (Toll Increase July 2018) |
| 2013 | 39,190 | 2016 | 46,880 | 2019 | No Data |
| 2014 | 40,890 | 2017 | 51,122 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$.53 | \$.75 | \$ 1.06 |
| 3 Axles | \$.80 | \$ 1.00 | \$ 1.60 |
| 4 Axles | \$ 1.06 | \$ 1.25 | \$ 2.12 |
| 5 Axles or more | \$ 1.06 | \$ 1.25 | \$ 2.12 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

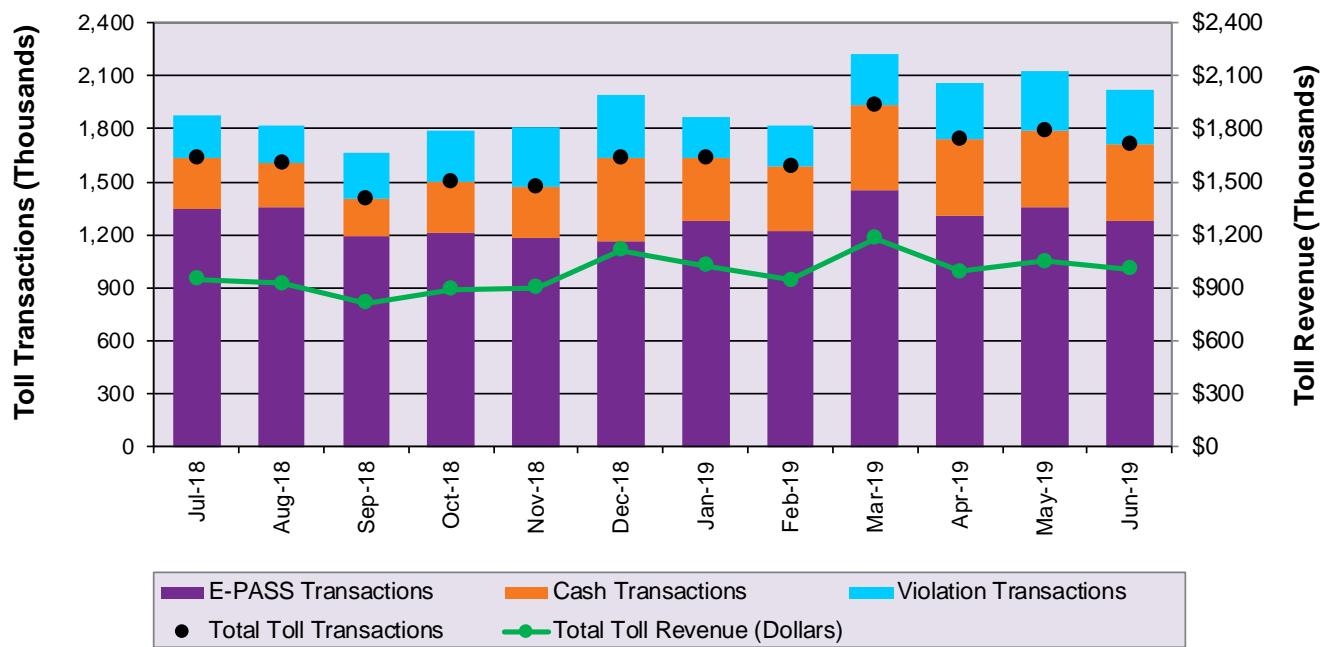
- 6 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

- Lane Number
- Island Designation



Dallas Mainline Toll Facility
SR 528 - Beachline Expressway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary

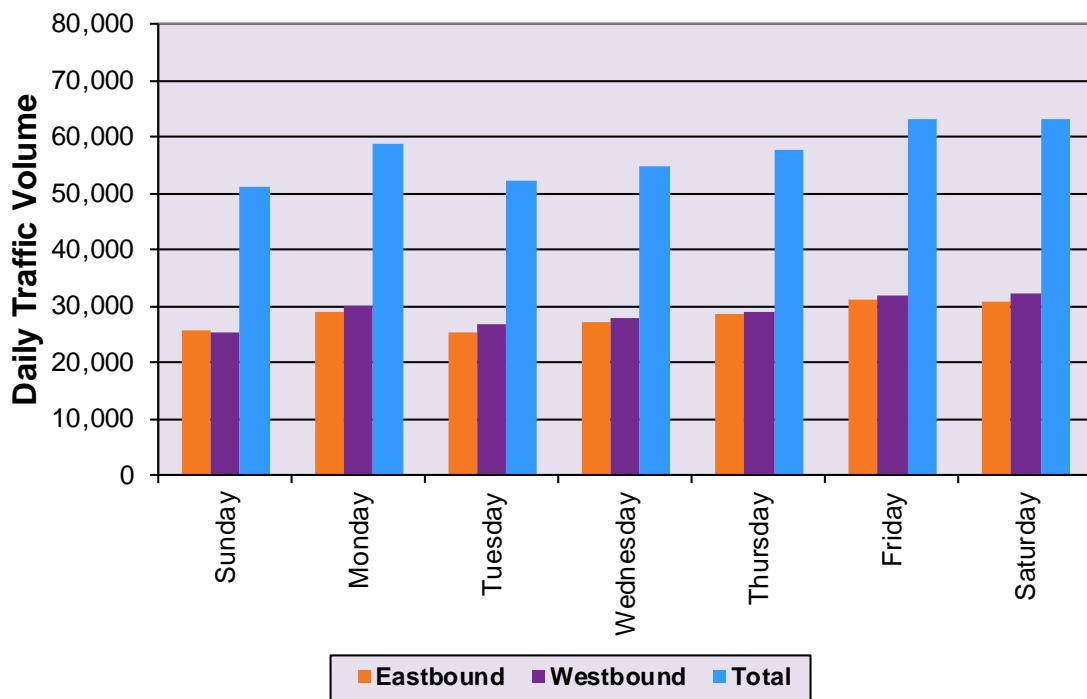


Note: Data includes ramp toll plazas that report to the Dallas Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.

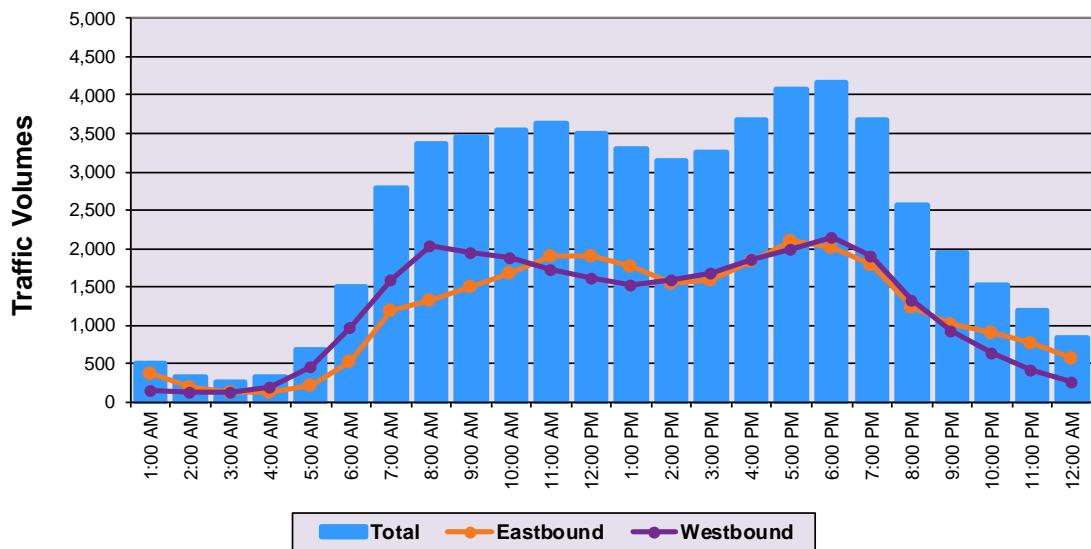


Dallas Mainline Toll Facility
SR 528 - Beachline Expressway
Typical Daily Expressway Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|-----------|--------|
| | Eastbound | Westbound | Total |
| Sunday | 25,674 | 25,388 | 51,062 |
| Monday | 28,956 | 29,836 | 58,792 |
| Tuesday | 25,418 | 26,623 | 52,041 |
| Wednesday | 26,960 | 27,827 | 54,786 |
| Thursday | 28,486 | 29,025 | 57,511 |
| Friday | 31,168 | 31,869 | 63,037 |
| Saturday | 30,898 | 32,191 | 63,088 |

Dallas Mainline Toll Facility
SR 528 - Beachline Expressway
Typical Average Five Day Hourly Traffic - April 2018

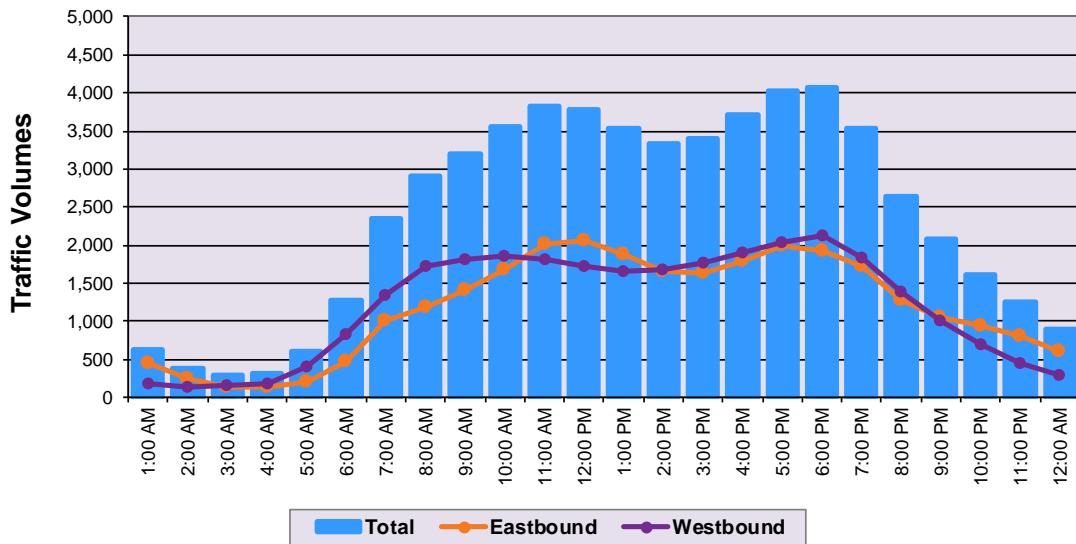


| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 358 | 152 | 509 |
| 2:00 AM | 201 | 127 | 328 |
| 3:00 AM | 127 | 120 | 248 |
| 4:00 AM | 120 | 198 | 318 |
| 5:00 AM | 217 | 458 | 675 |
| 6:00 AM | 524 | 968 | 1,492 |
| 7:00 AM | 1,189 | 1,589 | 2,778 |
| 8:00 AM | 1,330 | 2,032 | 3,362 |
| 9:00 AM | 1,498 | 1,952 | 3,450 |
| 10:00 AM | 1,670 | 1,872 | 3,543 |
| 11:00 AM | 1,908 | 1,722 | 3,629 |
| 12:00 PM | 1,896 | 1,604 | 3,500 |
| 1:00 PM | 1,778 | 1,533 | 3,310 |
| 2:00 PM | 1,551 | 1,594 | 3,145 |
| 3:00 PM | 1,586 | 1,676 | 3,262 |
| 4:00 PM | 1,827 | 1,851 | 3,678 |
| 5:00 PM | 2,105 | 1,983 | 4,088 |
| 6:00 PM | 2,020 | 2,153 | 4,174 |
| 7:00 PM | 1,793 | 1,891 | 3,684 |
| 8:00 PM | 1,235 | 1,325 | 2,560 |
| 9:00 PM | 1,013 | 929 | 1,942 |
| 10:00 PM | 903 | 631 | 1,534 |
| 11:00 PM | 777 | 413 | 1,190 |
| 12:00 AM | 571 | 264 | 835 |

| | |
|-----------------|--------|
| Total Eastbound | 28,197 |
| Total Westbound | 29,036 |
| Total Weekday | 57,233 |



Dallas Mainline Toll Facility
SR 528 - Beachline Expressway
Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|--------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 447 | 179 | 626 |
| 2:00 AM | 239 | 135 | 374 |
| 3:00 AM | 146 | 149 | 295 |
| 4:00 AM | 127 | 189 | 316 |
| 5:00 AM | 196 | 409 | 604 |
| 6:00 AM | 460 | 822 | 1,282 |
| 7:00 AM | 1,009 | 1,336 | 2,345 |
| 8:00 AM | 1,178 | 1,723 | 2,901 |
| 9:00 AM | 1,400 | 1,808 | 3,208 |
| 10:00 AM | 1,681 | 1,866 | 3,547 |
| 11:00 AM | 2,013 | 1,820 | 3,833 |
| 12:00 PM | 2,055 | 1,717 | 3,772 |
| Total | 28,223 | 28,965 | 57,188 |

| | |
|-----------------|--------|
| Total Eastbound | 28,223 |
| Total Westbound | 28,965 |
| Total Weekday | 57,188 |



Dallas Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|-------------------------------|--------|
| Average Weekday Total Traffic | 57,233 |
| Eastbound Directional Traffic | 28,197 |
| Westbound Directional Traffic | 29,036 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 1,498 |
| Westbound Directional Traffic | 1,952 |
| Total AM Peak Hour Traffic | 3,450 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **6.03%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **56.57%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 2,020 |
| Westbound Directional Traffic | 2,153 |
| Total PM Peak Hour Traffic | 4,174 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **7.29%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **51.59%**



Dallas Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 23,402 | 83% | 924 | 3% | 3,799 | 14% | 28,124 | 100% |
| Westbound | 24,003 | 83% | 1,118 | 4% | 3,837 | 13% | 28,958 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

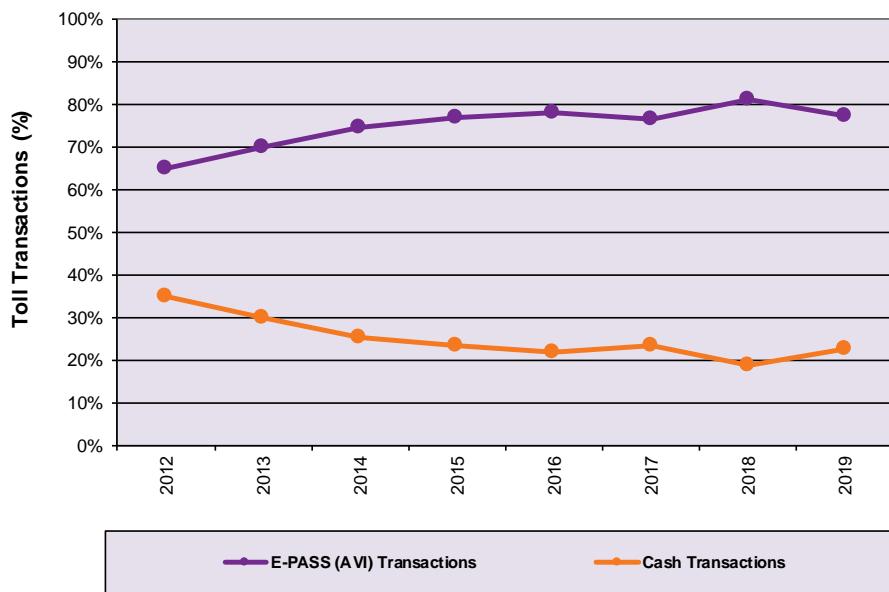
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 1,305 | 87% | 30 | 2% | 159 | 11% | 1,493 | 100% |
| Westbound | 1,677 | 86% | 63 | 3% | 205 | 11% | 1,945 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 1,760 | 87% | 44 | 2% | 209 | 10% | 2,012 | 100% |
| Westbound | 1,729 | 80% | 102 | 5% | 319 | 15% | 2,150 | 100% |



Dallas Mainline Toll Facility
SR 528 - Beachline Expressway
Historical & Existing Total Revenue Transactions Statistics



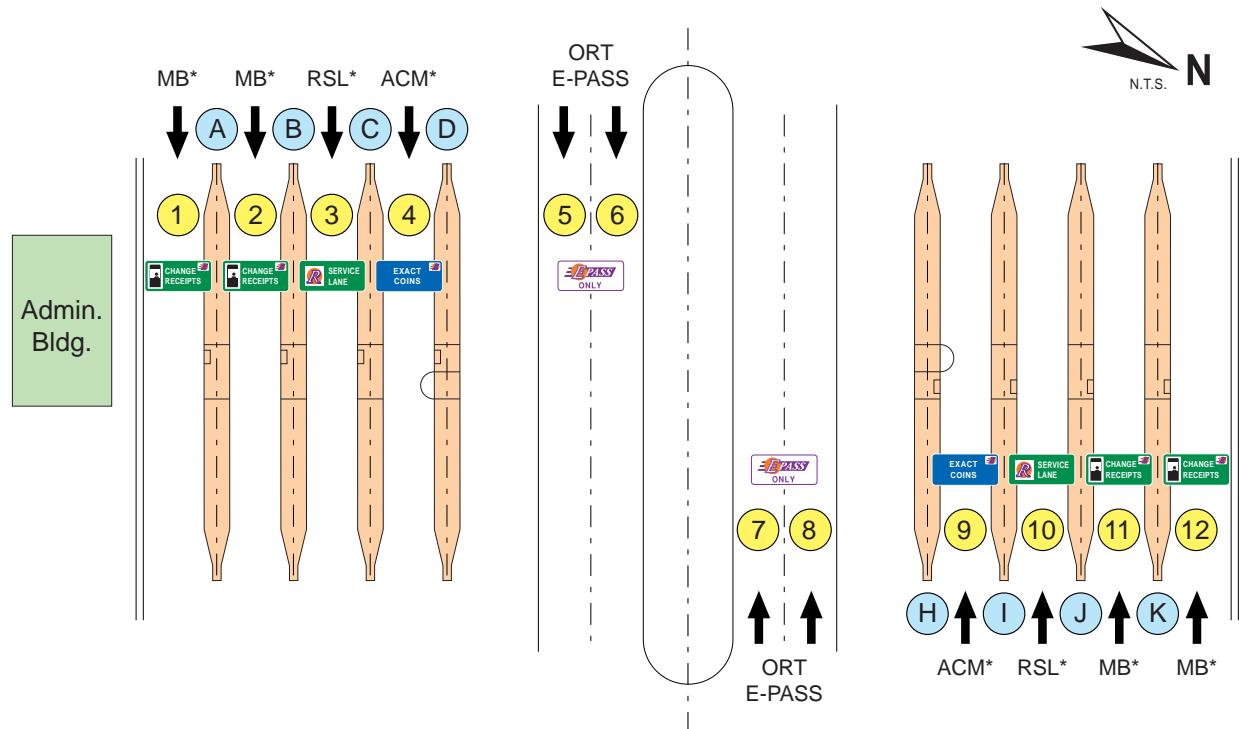
| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | | | Not Open to Traffic |
| 2001 | | | Not Open to Traffic |
| 2002 | | | Not Open to Traffic |
| 2003 | | | Not Open to Traffic |
| 2004 | | | Not Open to Traffic |
| 2005 | | | Not Open to Traffic |
| 2006 | | | Not Open to Traffic |
| 2007 | | | Not Open to Traffic |
| 2008 | | | Not Open to Traffic |
| 2009 | | | Not Open to Traffic |
| 2010 | | | Not Open to Traffic |
| 2011 | | | Not Open to Traffic |
| 2012 | 64.9% | 35.1% | 3.3% |
| 2013 | 69.8% | 30.2% | 3.6% |
| 2014 | 74.6% | 25.4% | 4.2% |
| 2015 | 76.7% | 23.3% | 4.9% |
| 2016 | 78.0% | 22.0% | 5.7% |
| 2017 | 76.7% | 23.3% | 11.3% |
| 2018 | 81.1% | 18.9% | 12.4% |
| 2019 | 77.4% | 22.6% | 14.7% |

1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.

John Young Mainline Toll Facility (Central Florida GreeneWay)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|--------|------|--|------|---|
| 1993 | 7,370 | 2002 | 32,020 | 2011 | 41,400 |
| 1994 | 11,370 | 2003 | 33,240 | 2012 | 41,300 (<i>Toll Increase July 2012</i>) |
| 1995 | 13,070 | 2004 | 40,000 | 2013 | 44,780 |
| 1996 | 17,520 | 2005 | 40,500 | 2014 | 44,780 |
| 1997 | 20,550 | 2006 | 42,700 | 2015 | 51,500 |
| 1998 | 22,660 | 2007 | 45,800 | 2016 | 62,150 |
| 1999 | 25,630 | 2008 | 43,500 | 2017 | 76,880 |
| 2000 | 28,660 | 2009 | 38,200 (<i>Toll Increase April 2009</i>) | 2018 | 83,600 (<i>Toll Increase July 2018</i>) |
| 2001 | 29,160 | 2010 | 39,630 | 2019 | No Data |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$ 1.45 | \$ 1.75 | \$ 2.90 |
| 3 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 4 Axles | \$ 2.61 | \$ 3.00 | \$ 5.22 |
| 5 Axles or more | \$ 3.18 | \$ 3.50 | \$ 6.36 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 4 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 2 Reload Service Lanes (RSL)
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

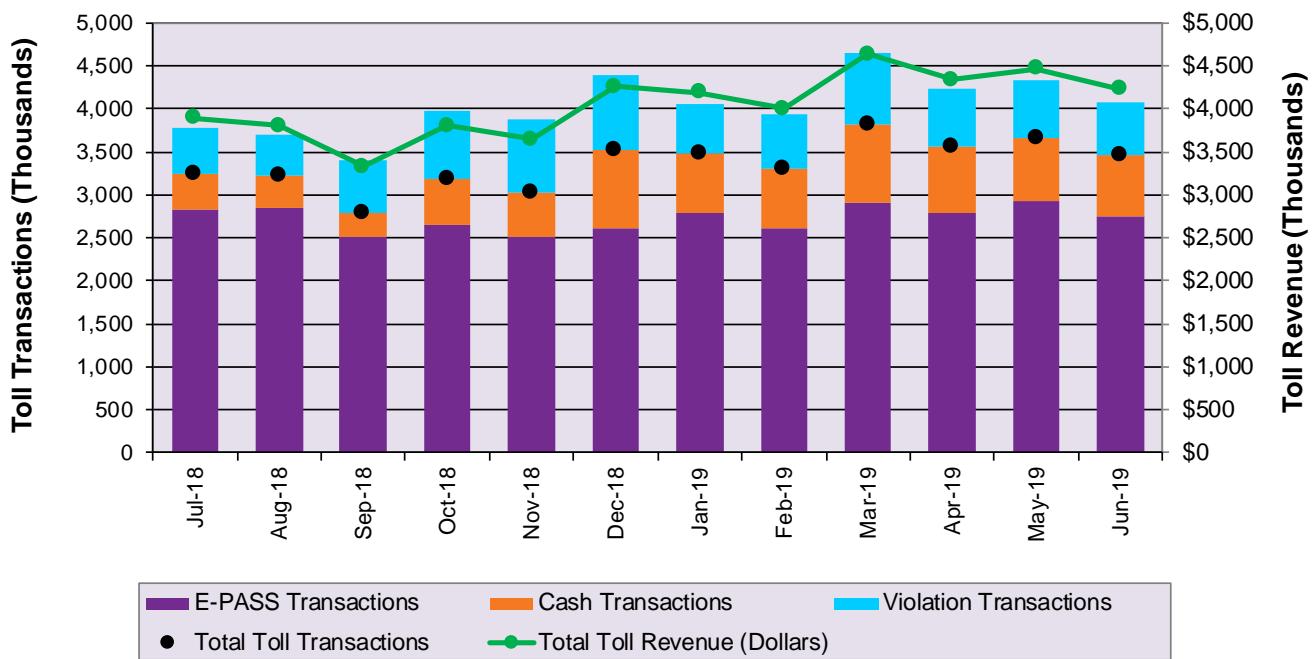
LEGEND

- (1) Lane Number
- (A) Island Designation





John Young Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



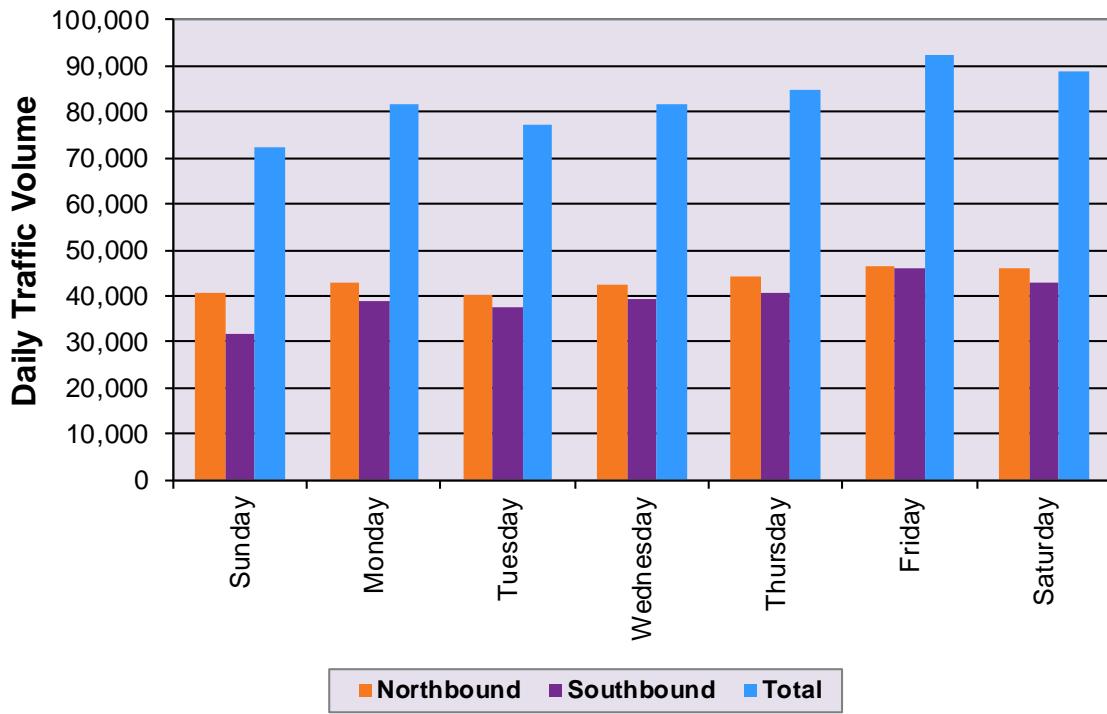
| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|-------------------|------------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 2,827,132 | 413,741 | 3,240,873 | 545,875 | 3,786,748 | \$3,897,705 |
| August-18 | 2,857,603 | 360,416 | 3,218,019 | 479,333 | 3,697,352 | \$3,807,380 |
| September-18 | 2,505,758 | 285,956 | 2,791,714 | 616,396 | 3,408,110 | \$3,327,845 |
| October-18 | 2,660,685 | 532,162 | 3,192,847 | 778,242 | 3,971,089 | \$3,807,508 |
| November-18 | 2,513,453 | 525,184 | 3,038,637 | 842,796 | 3,881,433 | \$3,647,542 |
| December-18 | 2,619,475 | 914,419 | 3,533,894 | 854,403 | 4,388,297 | \$4,266,795 |
| January-19 | 2,791,766 | 684,036 | 3,475,802 | 582,018 | 4,057,820 | \$4,195,970 |
| February-19 | 2,621,630 | 687,439 | 3,309,069 | 626,499 | 3,935,568 | \$4,003,985 |
| March-19 | 2,915,959 | 909,425 | 3,825,384 | 820,175 | 4,645,559 | \$4,635,321 |
| April-19 | 2,795,555 | 763,994 | 3,559,549 | 682,230 | 4,241,779 | \$4,336,783 |
| May-19 | 2,939,480 | 729,303 | 3,668,783 | 671,830 | 4,340,613 | \$4,473,305 |
| June-19 | 2,747,757 | 711,062 | 3,458,819 | 619,453 | 4,078,272 | \$4,234,742 |
| Yearly Totals | 32,796,253 | 7,517,137 | 40,313,390 | 8,119,250 | 48,432,640 | \$48,634,881 |

Note: Data includes ramp toll plazas that report to the John Young Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.

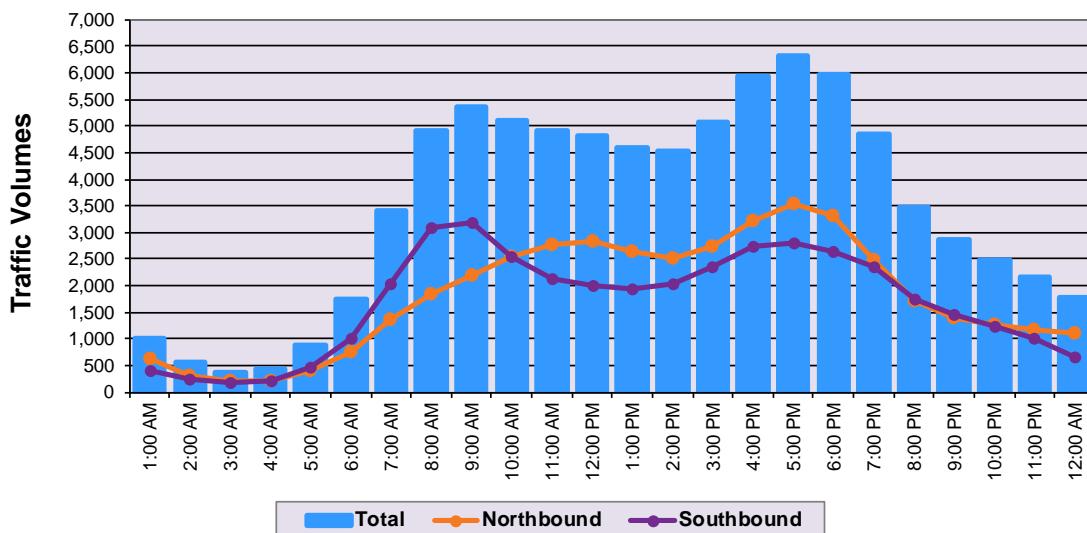


John Young Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Typical Daily Expressway Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|--------|
| | Northbound | Southbound | Total |
| Sunday | 40,530 | 31,689 | 72,218 |
| Monday | 42,885 | 38,819 | 81,704 |
| Tuesday | 40,035 | 37,373 | 77,407 |
| Wednesday | 42,422 | 39,355 | 81,777 |
| Thursday | 44,094 | 40,835 | 84,928 |
| Friday | 46,283 | 45,898 | 92,181 |
| Saturday | 45,988 | 42,821 | 88,809 |

John Young Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Typical Average Five Day Hourly Traffic - April 2018



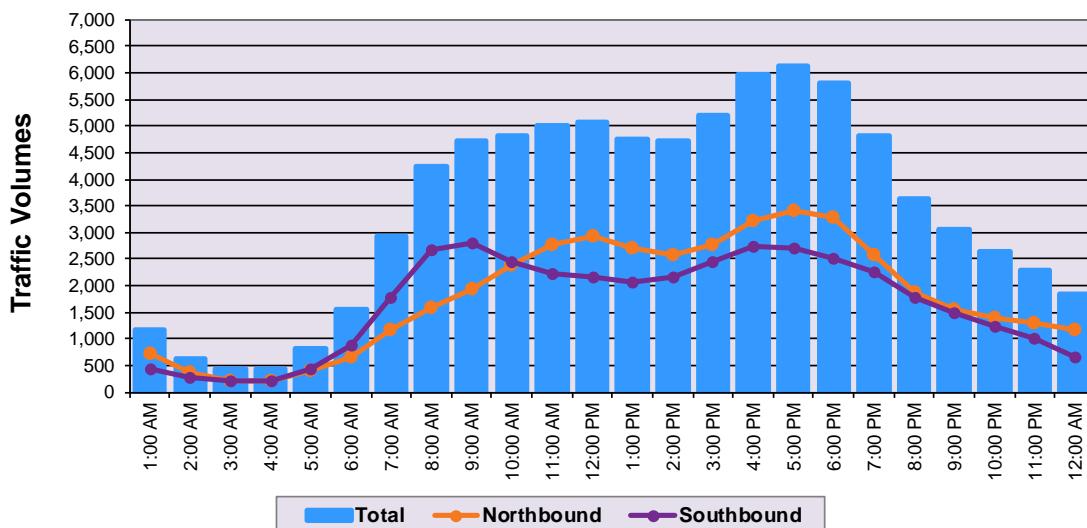
| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 617 | 401 | 1,018 |
| 2:00 AM | 308 | 243 | 551 |
| 3:00 AM | 194 | 178 | 372 |
| 4:00 AM | 203 | 215 | 418 |
| 5:00 AM | 415 | 481 | 896 |
| 6:00 AM | 740 | 1,013 | 1,753 |
| 7:00 AM | 1,374 | 2,027 | 3,401 |
| 8:00 AM | 1,846 | 3,078 | 4,924 |
| 9:00 AM | 2,179 | 3,190 | 5,370 |
| 10:00 AM | 2,555 | 2,540 | 5,095 |
| 11:00 AM | 2,783 | 2,145 | 4,928 |
| 12:00 PM | 2,835 | 1,989 | 4,824 |

| | Hour Ending | Average Weekday Volumes | | |
|--|-------------|-------------------------|------------|-------|
| | | Northbound | Southbound | Total |
| | 1:00 PM | 2,637 | 1,942 | 4,580 |
| | 2:00 PM | 2,515 | 2,026 | 4,542 |
| | 3:00 PM | 2,730 | 2,349 | 5,079 |
| | 4:00 PM | 3,226 | 2,722 | 5,949 |
| | 5:00 PM | 3,524 | 2,795 | 6,319 |
| | 6:00 PM | 3,309 | 2,652 | 5,960 |
| | 7:00 PM | 2,493 | 2,360 | 4,852 |
| | 8:00 PM | 1,721 | 1,758 | 3,479 |
| | 9:00 PM | 1,390 | 1,462 | 2,852 |
| | 10:00 PM | 1,260 | 1,236 | 2,496 |
| | 11:00 PM | 1,173 | 999 | 2,172 |
| | 12:00 AM | 1,116 | 655 | 1,772 |

| | |
|------------------|--------|
| Total Northbound | 43,144 |
| Total Southbound | 40,456 |
| Total Weekday | 83,599 |



John Young Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 718 | 447 | 1,165 |
| 2:00 AM | 357 | 271 | 628 |
| 3:00 AM | 222 | 198 | 419 |
| 4:00 AM | 214 | 205 | 418 |
| 5:00 AM | 392 | 432 | 824 |
| 6:00 AM | 659 | 892 | 1,551 |
| 7:00 AM | 1,168 | 1,768 | 2,936 |
| 8:00 AM | 1,592 | 2,662 | 4,254 |
| 9:00 AM | 1,930 | 2,798 | 4,728 |
| 10:00 AM | 2,371 | 2,441 | 4,812 |
| 11:00 AM | 2,763 | 2,239 | 5,002 |
| 12:00 PM | 2,929 | 2,154 | 5,083 |

| Total Northbound | 43,176 |
|------------------|--------|
| Total Southbound | 39,541 |
| Total Weekday | 82,718 |



John Young Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|--------|
| Average Weekday Total Traffic | 83,599 |
| Northbound Directional Traffic | 43,144 |
| Southbound Directional Traffic | 40,456 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 2,179 |
| Southbound Directional Traffic | 3,190 |
| Total AM Peak Hour Traffic | 5,370 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **6.42%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **59.41%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 3,309 |
| Southbound Directional Traffic | 2,652 |
| Total PM Peak Hour Traffic | 5,960 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **7.13%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **55.51%**



John Young Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 37,331 | 87% | 797 | 2% | 4,865 | 11% | 42,993 | 100% |
| Southbound | 35,381 | 88% | 636 | 2% | 4,300 | 11% | 40,317 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

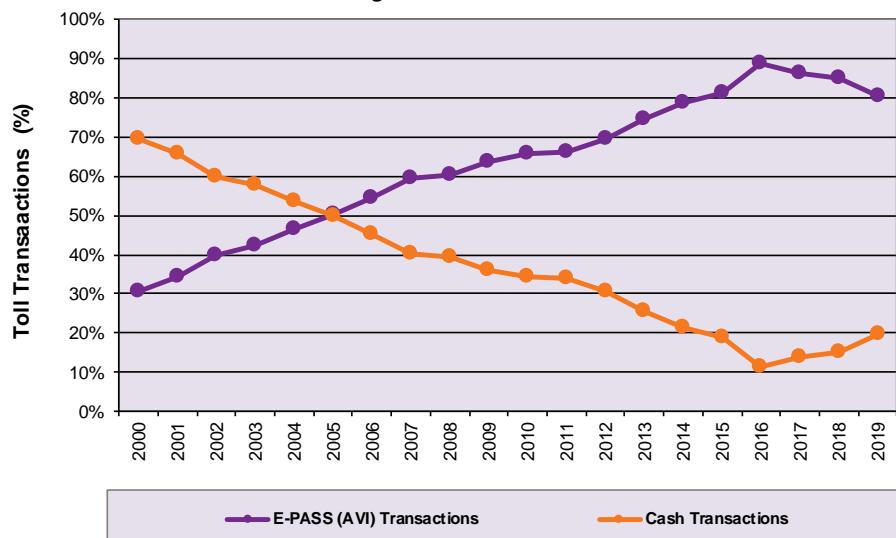
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 1,905 | 88% | 27 | 1% | 243 | 11% | 2,174 | 100% |
| Southbound | 2,969 | 93% | 26 | 1% | 185 | 6% | 3,180 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 2,951 | 89% | 32 | 1% | 316 | 10% | 3,299 | 100% |
| Southbound | 2,233 | 84% | 50 | 2% | 360 | 14% | 2,643 | 100% |



John Young Mainline Toll Facility
SR 417 - Central Florida GreeneWay
 Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 30.6% | 69.4% | 1.8% |
| 2001 | 34.3% | 65.7% | 1.7% |
| 2002 | 40.0% | 60.0% | 1.6% |
| 2003 | 42.1% | 57.9% | 1.5% |
| 2004 | 46.5% | 53.5% | 1.7% |
| 2005 | 50.3% | 49.7% | 2.0% |
| 2006 | 54.6% | 45.4% | 2.5% |
| 2007 | 59.6% | 40.4% | 2.6% |
| 2008 | 60.5% | 39.5% | 2.5% |
| 2009 | 63.8% | 36.2% | 2.9% |
| 2010 | 65.6% | 34.4% | 2.8% |
| 2011 | 66.2% | 33.8% | 2.5% |
| 2012 | 69.4% | 30.6% | 3.1% |
| 2013 | 74.6% | 25.4% | 3.3% |
| 2014 | 78.7% | 21.3% | 4.3% |
| 2015 | 81.0% | 19.0% | 5.2% |
| 2016 | 88.8% | 11.2% | 6.5% |
| 2017 | 86.3% | 13.7% | 8.8% |
| 2018 | 85.0% | 15.0% | 13.7% |
| 2019 | 80.4% | 19.6% | 16.4% |

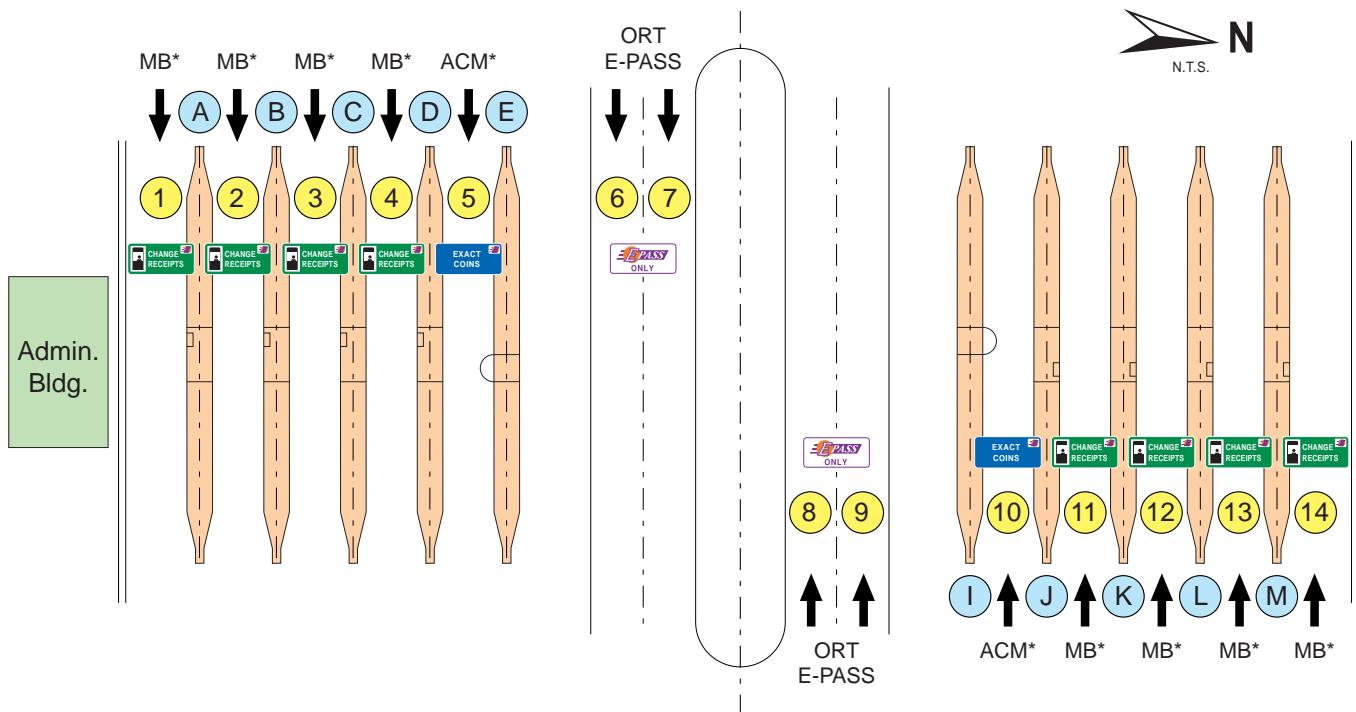
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Boggy Creek Mainline Toll Facility (Central Florida GreeneWay)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|--------|------|--|------|---|
| 1993 | 6,200 | 2002 | 28,120 | 2011 | 38,300 |
| 1994 | 10,750 | 2003 | 30,190 | 2012 | 38,350 (<i>Toll Increase July 2012</i>) |
| 1995 | 11,970 | 2004 | 36,920 | 2013 | 40,300 |
| 1996 | 15,780 | 2005 | 37,900 | 2014 | 44,880 |
| 1997 | 17,760 | 2006 | 42,400 | 2015 | 54,580 |
| 1998 | 20,400 | 2007 | 44,800 | 2016 | 66,700 |
| 1999 | 22,440 | 2008 | 44,400 | 2017 | 78,830 |
| 2000 | 24,380 | 2009 | 35,900 (<i>Toll Increase April 2009</i>) | 2018 | 87,570 (<i>Toll Increase July 2018</i>) |
| 2001 | 25,180 | 2010 | 36,520 | 2019 | No Data |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$ 1.45 | \$ 1.75 | \$ 2.90 |
| 3 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 4 Axles | \$ 2.61 | \$ 3.00 | \$ 5.22 |
| 5 Axles or more | \$ 3.18 | \$ 3.50 | \$ 6.36 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

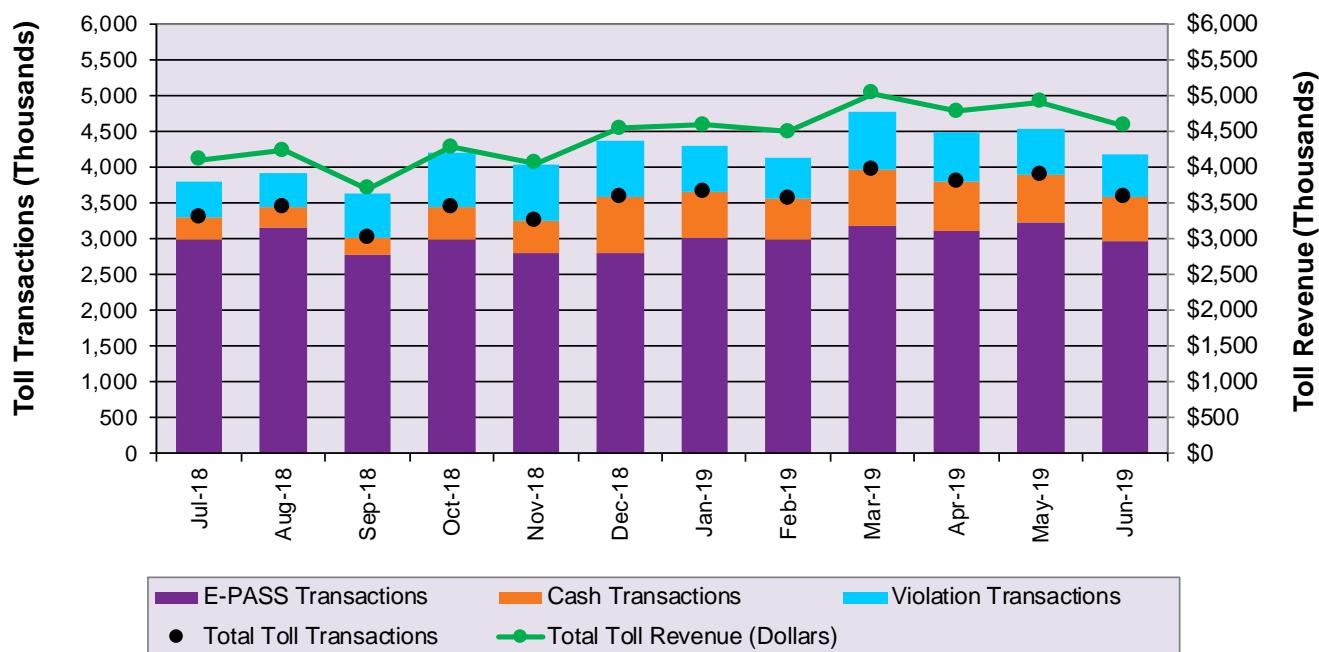
- 8 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

- (1) Lane Number
- (A) Island Designation



Boggy Creek Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|-------------------|------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 3,001,362 | 307,709 | 3,309,071 | 497,705 | 3,806,776 | \$4,106,601 |
| August-18 | 3,170,108 | 280,879 | 3,450,987 | 468,528 | 3,919,515 | \$4,238,157 |
| September-18 | 2,779,185 | 231,306 | 3,010,491 | 615,255 | 3,625,746 | \$3,697,766 |
| October-18 | 2,989,027 | 459,272 | 3,448,299 | 768,781 | 4,217,080 | \$4,279,241 |
| November-18 | 2,796,797 | 449,743 | 3,246,540 | 800,673 | 4,047,213 | \$4,052,721 |
| December-18 | 2,792,930 | 793,824 | 3,586,754 | 794,993 | 4,381,747 | \$4,546,353 |
| January-19 | 3,028,694 | 641,528 | 3,670,222 | 622,319 | 4,292,541 | \$4,589,323 |
| February-19 | 2,982,848 | 591,968 | 3,574,816 | 566,433 | 4,141,249 | \$4,498,921 |
| March-19 | 3,172,810 | 804,681 | 3,977,491 | 787,453 | 4,764,944 | \$5,031,617 |
| April-19 | 3,117,485 | 687,676 | 3,805,161 | 684,137 | 4,489,298 | \$4,784,618 |
| May-19 | 3,241,245 | 653,250 | 3,894,495 | 650,850 | 4,545,345 | \$4,916,094 |
| June-19 | 2,980,338 | 618,710 | 3,599,048 | 594,201 | 4,193,249 | \$4,574,113 |
| Yearly Totals | 36,052,829 | 6,520,546 | 42,573,375 | 100 | 50,424,703 | \$53,315,525 |

Note: Data includes ramp toll plazas that report to the Boggy Creek Mainline Toll Plaza.

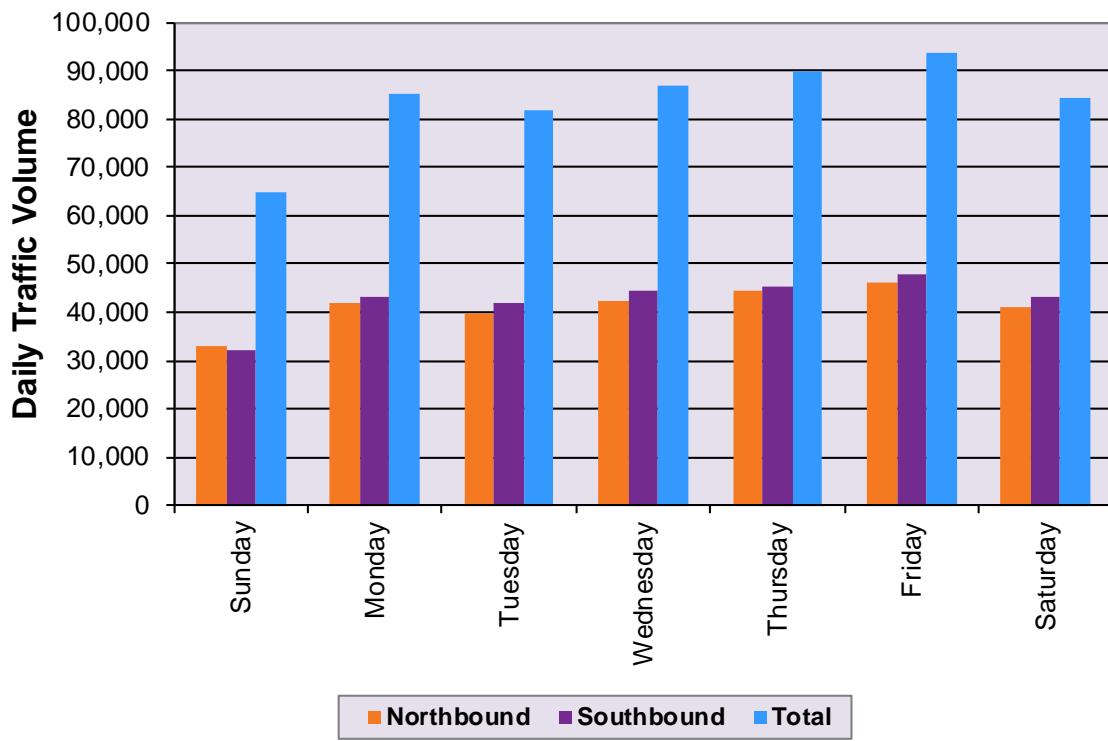
1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Boggy Creek Mainline Toll Facility

SR 417 - Central Florida GreeneWay

Typical Daily Expressway Traffic Volumes - April 2018



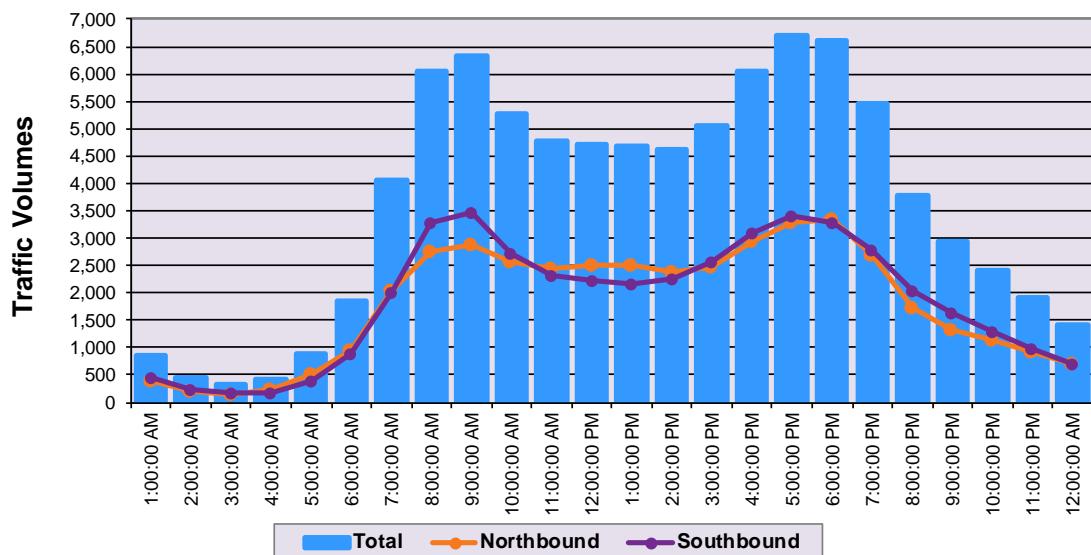
| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|--------|
| | Northbound | Southbound | Total |
| Sunday | 32,972 | 32,027 | 64,999 |
| Monday | 42,027 | 43,198 | 85,225 |
| Tuesday | 39,798 | 41,987 | 81,785 |
| Wednesday | 42,495 | 44,398 | 86,892 |
| Thursday | 44,517 | 45,511 | 90,028 |
| Friday | 46,282 | 47,657 | 93,939 |
| Saturday | 40,964 | 43,303 | 84,267 |



Boggy Creek Mainline Toll Facility

SR 417 - Central Florida GreeneWay

Typical Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 395 | 449 | 844 |
| 2:00 AM | 214 | 246 | 460 |
| 3:00 AM | 153 | 170 | 323 |
| 4:00 AM | 235 | 182 | 417 |
| 5:00 AM | 507 | 380 | 887 |
| 6:00 AM | 956 | 885 | 1,841 |
| 7:00 AM | 2,041 | 2,014 | 4,055 |
| 8:00 AM | 2,751 | 3,297 | 6,047 |
| 9:00 AM | 2,863 | 3,473 | 6,336 |
| 10:00 AM | 2,558 | 2,708 | 5,266 |
| 11:00 AM | 2,444 | 2,318 | 4,762 |
| 12:00 PM | 2,499 | 2,228 | 4,727 |

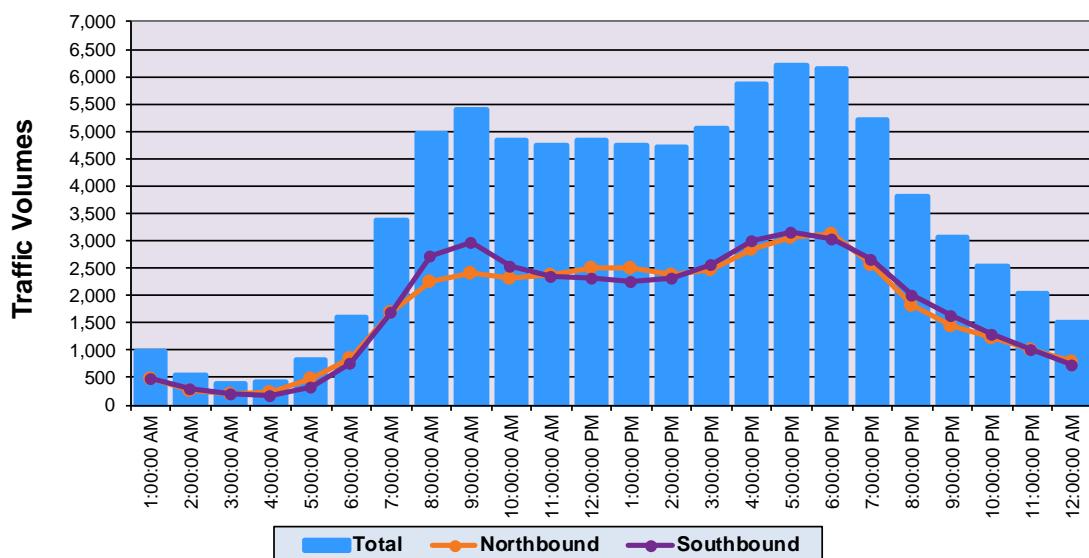
| Total Northbound | 43,024 |
|------------------|--------|
| Total Southbound | 44,550 |
| Total Weekday | 87,574 |



Boggy Creek Mainline Toll Facility

SR 417 - Central Florida GreeneWay

Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 487 | 499 | 986 |
| 2:00 AM | 257 | 285 | 542 |
| 3:00 AM | 192 | 194 | 386 |
| 4:00 AM | 245 | 183 | 428 |
| 5:00 AM | 480 | 344 | 824 |
| 6:00 AM | 842 | 772 | 1,614 |
| 7:00 AM | 1,690 | 1,695 | 3,385 |
| 8:00 AM | 2,261 | 2,714 | 4,974 |
| 9:00 AM | 2,416 | 2,973 | 5,389 |
| 10:00 AM | 2,312 | 2,536 | 4,848 |
| 11:00 AM | 2,386 | 2,362 | 4,747 |
| 12:00 PM | 2,506 | 2,320 | 4,826 |

| Total Northbound | 41,293 |
|------------------|--------|
| Total Southbound | 42,583 |
| Total Weekday | 83,876 |



Boggy Creek Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|--------|
| Average Weekday Total Traffic | 87,574 |
| Northbound Directional Traffic | 43,024 |
| Southbound Directional Traffic | 44,550 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 2,863 |
| Southbound Directional Traffic | 3,473 |
| Total AM Peak Hour Traffic | 6,336 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **7.23%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **54.81%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 3,347 |
| Southbound Directional Traffic | 3,277 |
| Total PM Peak Hour Traffic | 6,623 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **7.56%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **50.53%**



Boggy Creek Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 37,995 | 89% | 671 | 2% | 4,129 | 10% | 42,796 | 100% |
| Southbound | 39,692 | 90% | 594 | 1% | 4,008 | 9% | 44,294 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

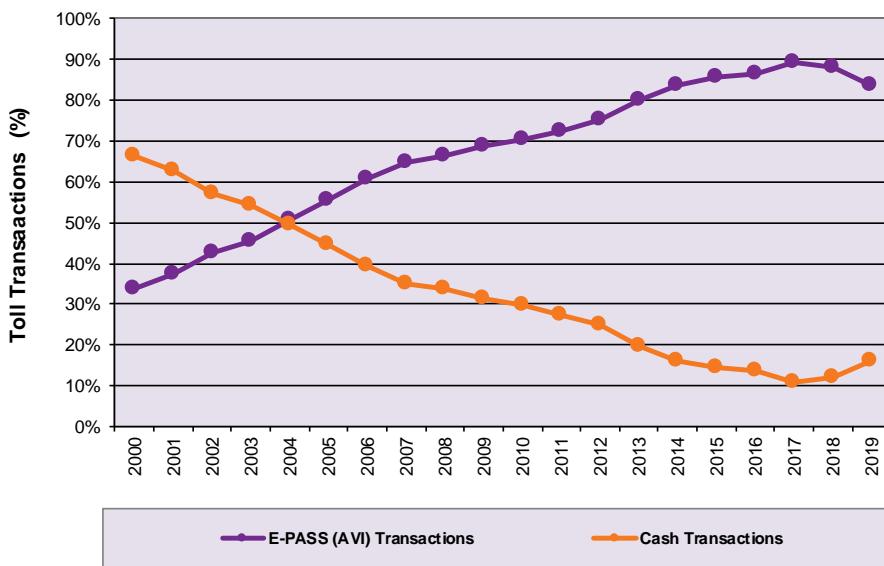
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 2,572 | 90% | 45 | 2% | 236 | 8% | 2,853 | 100% |
| Southbound | 3,261 | 95% | 28 | 1% | 161 | 5% | 3,450 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 3,043 | 92% | 43 | 1% | 238 | 7% | 3,325 | 100% |
| Southbound | 2,824 | 87% | 56 | 2% | 380 | 12% | 3,259 | 100% |



Boggy Creek Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 33.7% | 66.3% | 2.5% |
| 2001 | 37.3% | 62.7% | 2.4% |
| 2002 | 42.8% | 57.2% | 1.8% |
| 2003 | 45.5% | 54.5% | 1.6% |
| 2004 | 50.6% | 49.4% | 1.8% |
| 2005 | 55.4% | 44.6% | 2.3% |
| 2006 | 60.7% | 39.3% | 2.8% |
| 2007 | 64.9% | 35.1% | 2.8% |
| 2008 | 66.2% | 33.8% | 3.2% |
| 2009 | 68.8% | 31.2% | 2.9% |
| 2010 | 70.3% | 29.7% | 2.7% |
| 2011 | 72.5% | 27.5% | 2.6% |
| 2012 | 75.2% | 24.8% | 2.9% |
| 2013 | 80.1% | 19.9% | 3.3% |
| 2014 | 83.8% | 16.2% | 4.3% |
| 2015 | 85.6% | 14.4% | 5.2% |
| 2016 | 86.4% | 13.6% | 6.0% |
| 2017 | 89.1% | 10.9% | 13.0% |
| 2018 | 88.1% | 11.9% | 12.9% |
| 2019 | 83.7% | 16.3% | 15.4% |

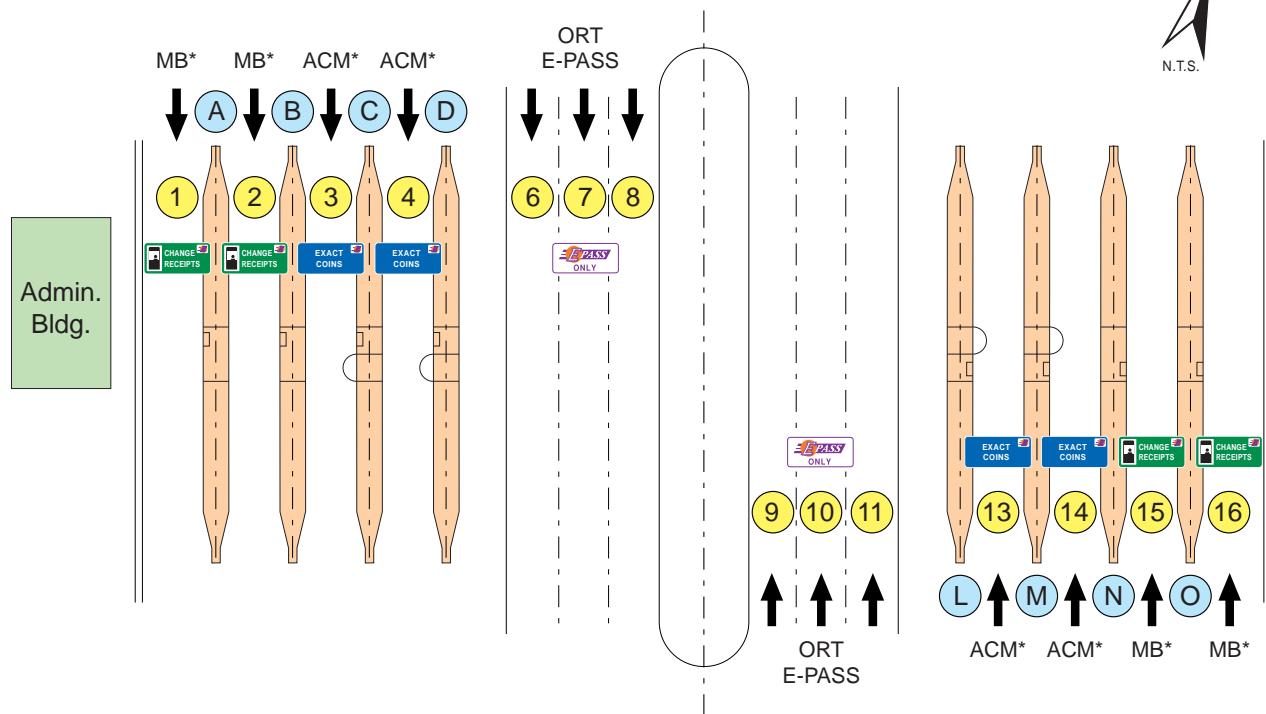
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Curry Ford Mainline Toll Facility (Central Florida GreeneWay)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|----------------------------|------|--|------|--|
| 1992 | 9,950 (<i>Post Toll</i>) | 2002 | 50,200 | 2012 | 64,950 (<i>Toll Increase July 2012</i>) |
| 1993 | 13,550 | 2003 | 54,760 | 2013 | 66,820 |
| 1994 | 17,810 | 2004 | 67,010 | 2014 | 73,770 |
| 1995 | 21,810 | 2005 | 69,900 | 2015 | 86,030 |
| 1996 | 26,780 | 2006 | 74,300 | 2016 | 97,280 |
| 1997 | 27,880 | 2007 | 76,100 | 2017 | 105,660 |
| 1998 | 33,530 | 2008 | 68,900 | 2018 | 117,750 (<i>Toll Increase July 2018</i>) |
| 1999 | 39,270 | 2009 | 63,300 (<i>Toll Increase April 2009</i>) | 2019 | No Data |
| 2000 | 42,460 | 2010 | 63,160 | | |
| 2001 | 44,290 | 2011 | 62,530 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|--------|--------|--------------|
| 2 Axles | \$.58 | \$.75 | \$ 1.16 |
| 3 Axles | \$.58 | \$.75 | \$ 1.16 |
| 4 Axles | \$.58 | \$.75 | \$ 1.16 |
| 5 Axles or more | \$.58 | \$.75 | \$ 1.16 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 4 Manned Booths (MB) with E-PASS
- 4 Booths with Automatic Coin Machines (ACM) and E-PASS
- 6 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

- (1) Lane Number
- (A) Island Designation

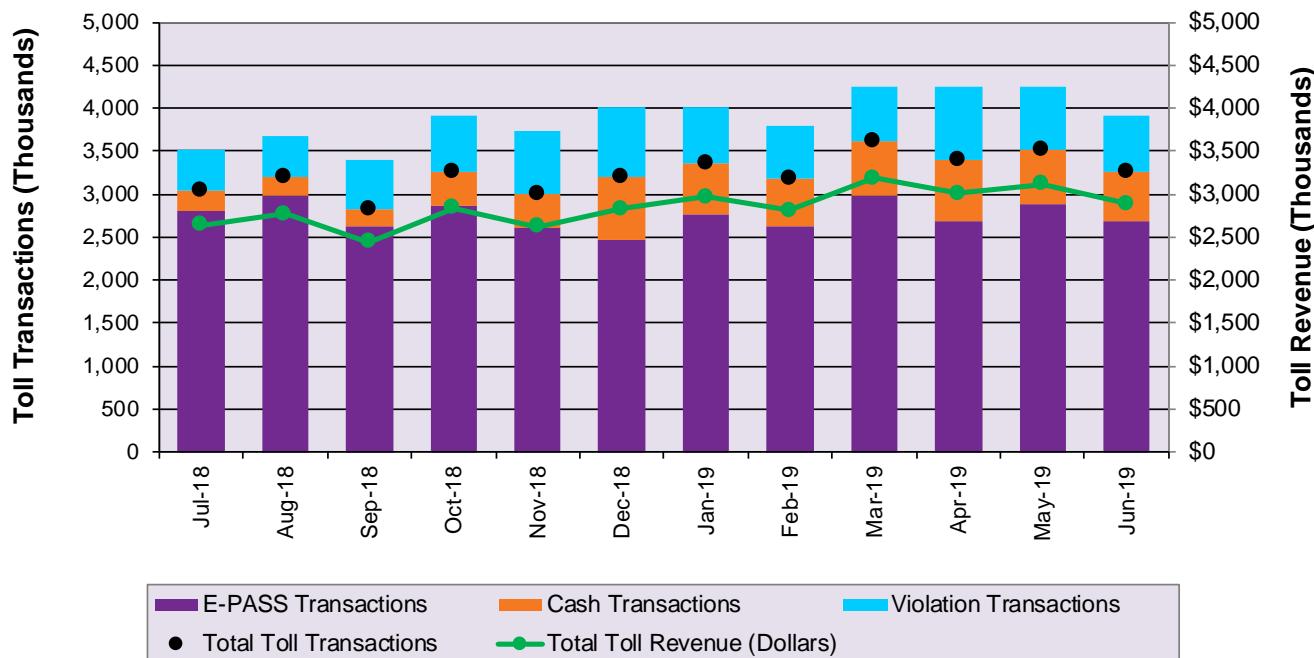


N

Approx. Scale: 1" = 200'
Aerial Date: 2019



Curry Ford Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary

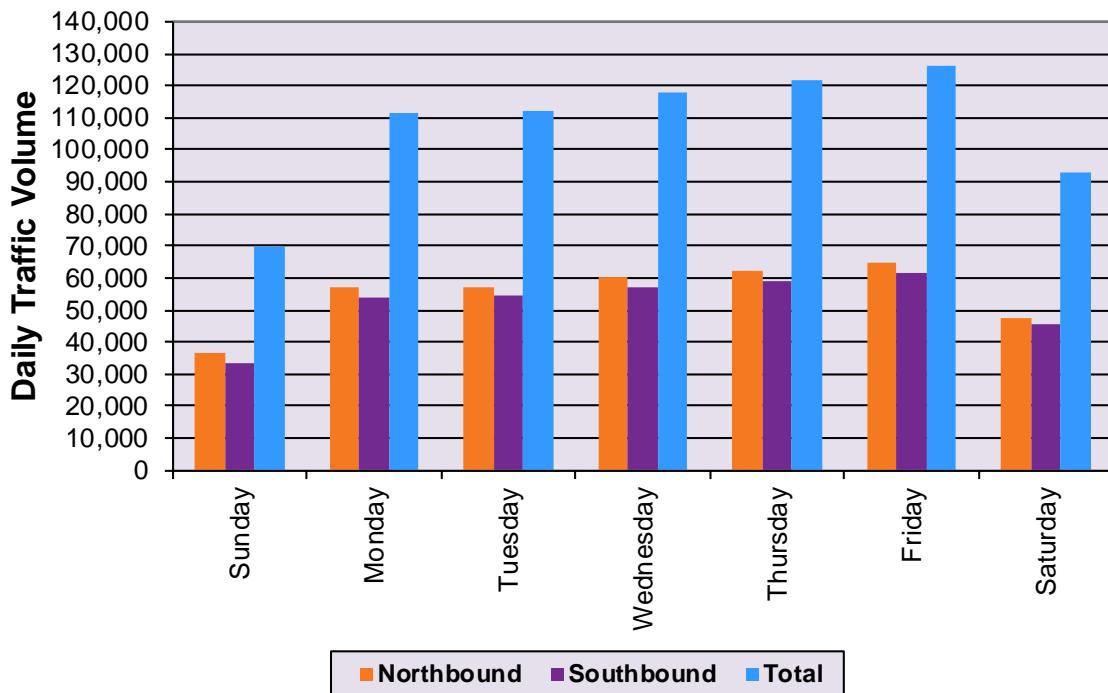


Note: Data includes ramp toll plazas that report to the Curry Ford Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Curry Ford Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Typical Daily Traffic Volumes - April 2018

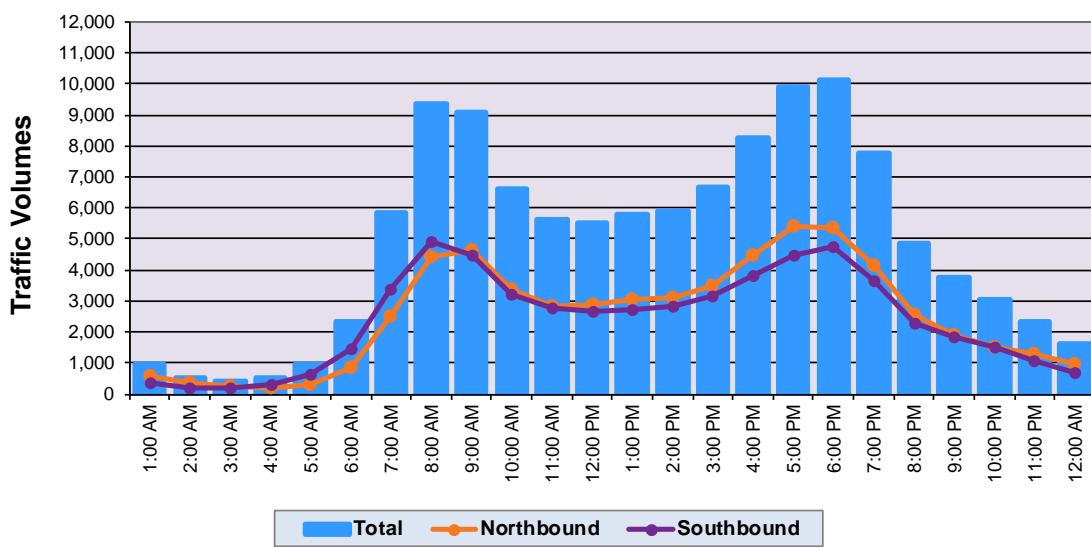


| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|---------|
| | Northbound | Southbound | Total |
| Sunday | 36,537 | 33,662 | 70,199 |
| Monday | 57,429 | 54,099 | 111,528 |
| Tuesday | 57,141 | 54,774 | 111,914 |
| Wednesday | 60,578 | 57,121 | 117,699 |
| Thursday | 62,267 | 59,331 | 121,598 |
| Friday | 64,534 | 61,464 | 125,998 |
| Saturday | 47,217 | 45,467 | 92,684 |

Curry Ford Mainline Toll Facility

SR 417 - Central Florida GreeneWay

Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | | Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|-------------|-------------------------|------------|--------|
| | Northbound | Southbound | Total | | Northbound | Southbound | Total |
| 1:00 AM | 575 | 360 | 935 | 1:00 PM | 3,070 | 2,715 | 5,784 |
| 2:00 AM | 341 | 209 | 550 | 2:00 PM | 3,109 | 2,810 | 5,918 |
| 3:00 AM | 227 | 213 | 440 | 3:00 PM | 3,507 | 3,145 | 6,652 |
| 4:00 AM | 202 | 314 | 516 | 4:00 PM | 4,471 | 3,791 | 8,263 |
| 5:00 AM | 317 | 651 | 968 | 5:00 PM | 5,394 | 4,487 | 9,881 |
| 6:00 AM | 853 | 1,457 | 2,310 | 6:00 PM | 5,373 | 4,772 | 10,146 |
| 7:00 AM | 2,471 | 3,369 | 5,840 | 7:00 PM | 4,144 | 3,634 | 7,778 |
| 8:00 AM | 4,443 | 4,907 | 9,349 | 8:00 PM | 2,544 | 2,295 | 4,840 |
| 9:00 AM | 4,614 | 4,475 | 9,090 | 9:00 PM | 1,897 | 1,836 | 3,733 |
| 10:00 AM | 3,384 | 3,232 | 6,616 | 10:00 PM | 1,504 | 1,533 | 3,037 |
| 11:00 AM | 2,854 | 2,763 | 5,617 | 11:00 PM | 1,264 | 1,050 | 2,314 |
| 12:00 PM | 2,898 | 2,640 | 5,538 | 12:00 AM | 936 | 698 | 1,634 |

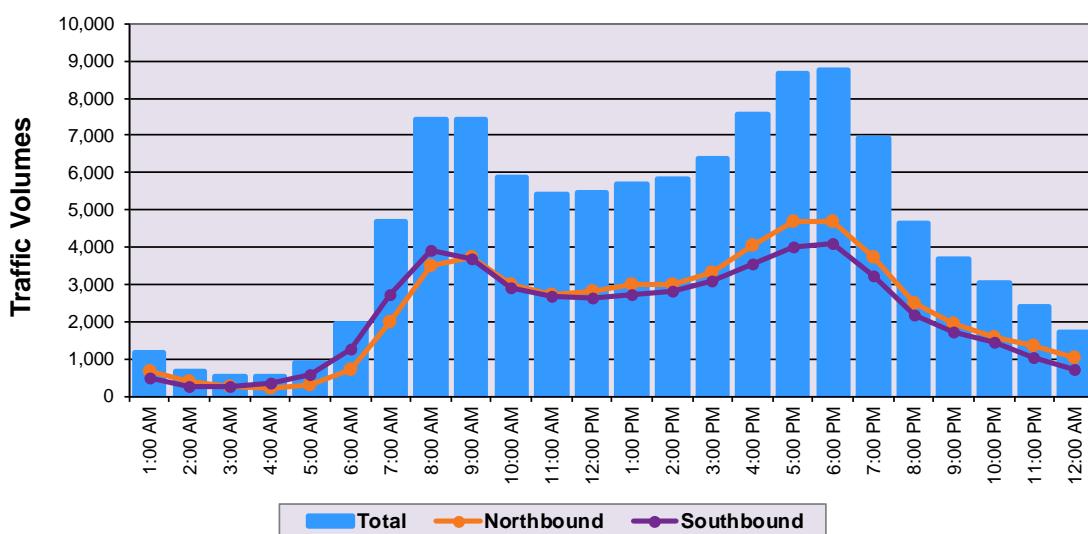
| | |
|------------------|---------|
| Total Northbound | 60,390 |
| Total Southbound | 57,358 |
| Total Weekday | 117,747 |



Curry Ford Mainline Toll Facility

SR 417 - Central Florida GreeneWay

Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 681 | 476 | 1,157 |
| 2:00 AM | 393 | 268 | 661 |
| 3:00 AM | 270 | 259 | 529 |
| 4:00 AM | 212 | 324 | 536 |
| 5:00 AM | 289 | 594 | 883 |
| 6:00 AM | 725 | 1,237 | 1,962 |
| 7:00 AM | 1,968 | 2,707 | 4,675 |
| 8:00 AM | 3,483 | 3,928 | 7,411 |
| 9:00 AM | 3,733 | 3,701 | 7,434 |
| 10:00 AM | 2,991 | 2,891 | 5,882 |
| 11:00 AM | 2,740 | 2,660 | 5,400 |
| 12:00 PM | 2,836 | 2,638 | 5,474 |
| 1:00 PM | 2,980 | 2,727 | 5,706 |
| 2:00 PM | 3,011 | 2,825 | 5,836 |
| 3:00 PM | 3,321 | 3,078 | 6,399 |
| 4:00 PM | 4,031 | 3,544 | 7,576 |
| 5:00 PM | 4,669 | 3,986 | 8,655 |
| 6:00 PM | 4,678 | 4,101 | 8,780 |
| 7:00 PM | 3,721 | 3,224 | 6,945 |
| 8:00 PM | 2,489 | 2,159 | 4,648 |
| 9:00 PM | 1,944 | 1,739 | 3,683 |
| 10:00 PM | 1,578 | 1,443 | 3,021 |
| 11:00 PM | 1,339 | 1,047 | 2,386 |
| 12:00 AM | 1,018 | 717 | 1,735 |

| | |
|-------------------------|----------------|
| Total Northbound | 55,100 |
| Total Southbound | 52,274 |
| Total Weekday | 107,374 |



Curry Ford Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|---------|
| Average Weekday Total Traffic | 117,747 |
| Northbound Directional Traffic | 60,390 |
| Southbound Directional Traffic | 57,358 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 4,443 |
| Southbound Directional Traffic | 4,907 |
| Total AM Peak Hour Traffic | 9,349 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **7.94%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **52.48%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|--------|
| Northbound Directional Traffic | 5,373 |
| Southbound Directional Traffic | 4,772 |
| Total PM Peak Hour Traffic | 10,146 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **8.62%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **52.96%**



Curry Ford Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 55,758 | 93% | 1,002 | 2% | 3,150 | 5% | 59,910 | 100% |
| Southbound | 53,279 | 94% | 785 | 1% | 2,824 | 5% | 56,888 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

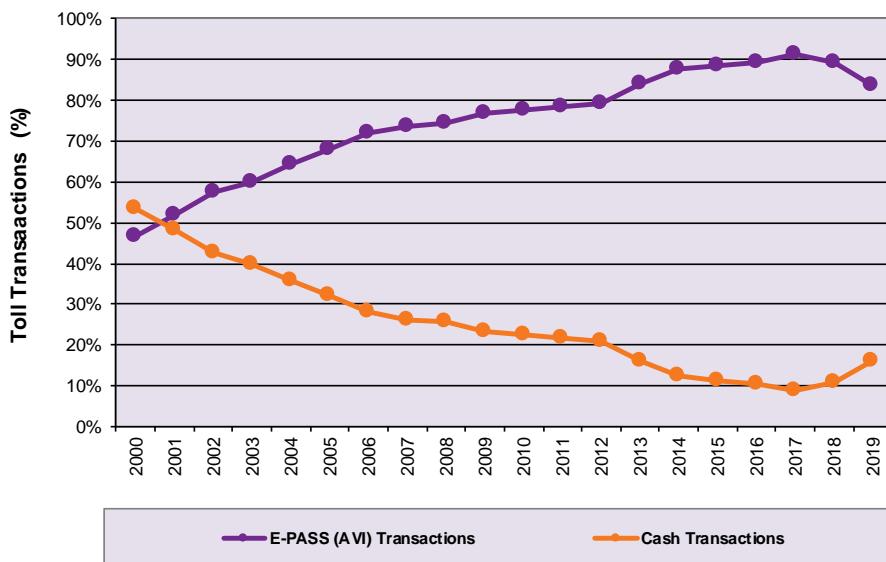
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 4,233 | 96% | 30 | 1% | 138 | 3% | 4,400 | 100% |
| Southbound | 4,661 | 96% | 41 | 1% | 168 | 3% | 4,869 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 5,028 | 94% | 80 | 2% | 228 | 4% | 5,336 | 100% |
| Southbound | 4,448 | 94% | 69 | 1% | 218 | 5% | 4,734 | 100% |



Curry Ford Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 46.6% | 53.4% | 2.5% |
| 2001 | 51.8% | 48.2% | 2.1% |
| 2002 | 57.5% | 42.5% | 1.5% |
| 2003 | 60.0% | 40.0% | 1.8% |
| 2004 | 64.3% | 35.7% | 2.2% |
| 2005 | 67.9% | 32.1% | 2.9% |
| 2006 | 71.8% | 28.2% | 2.6% |
| 2007 | 73.7% | 26.3% | 2.4% |
| 2008 | 74.4% | 25.6% | 2.4% |
| 2009 | 76.7% | 23.3% | 5.0% |
| 2010 | 77.4% | 22.6% | 2.6% |
| 2011 | 78.4% | 21.6% | 2.8% |
| 2012 | 79.1% | 20.9% | 3.2% |
| 2013 | 84.0% | 16.0% | 3.6% |
| 2014 | 87.7% | 12.3% | 4.5% |
| 2015 | 88.7% | 11.3% | 5.3% |
| 2016 | 89.4% | 10.6% | 6.2% |
| 2017 | 91.3% | 8.7% | 8.5% |
| 2018 | 89.3% | 10.7% | 13.2% |
| 2019 | 83.8% | 16.2% | 16.6% |

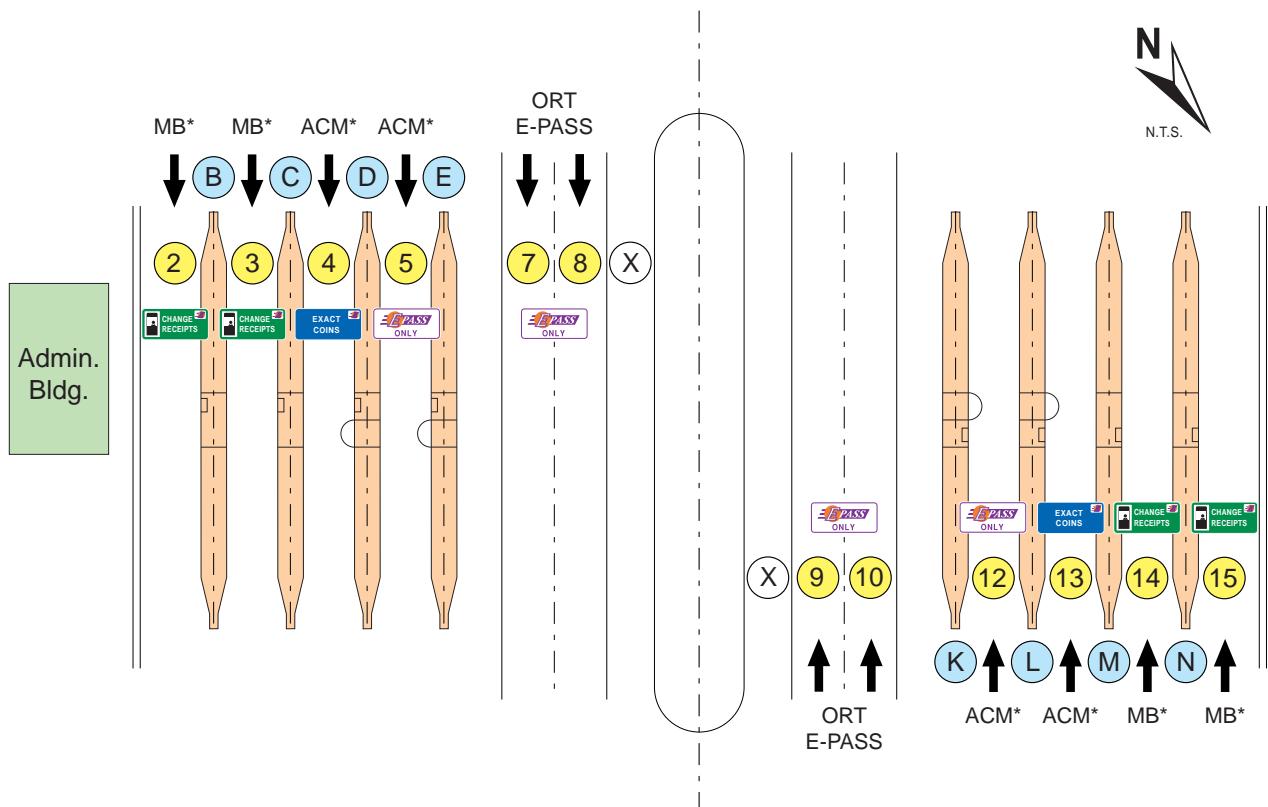
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



University Mainline Toll Facility (Central Florida GreeneWay)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|-----------------------------|------|--|------|--|
| 1992 | 15,910 (<i>Post Toll</i>) | 2002 | 60,650 | 2012 | 72,750 (<i>Toll Increase July 2012</i>) |
| 1993 | 19,370 | 2003 | 68,590 | 2013 | 71,670 |
| 1994 | 26,420 | 2004 | 77,940 | 2014 | 74,080 |
| 1995 | 31,500 | 2005 | 79,700 | 2015 | 86,650 |
| 1996 | 37,300 | 2006 | 81,600 | 2016 | 95,670 |
| 1997 | 38,730 | 2007 | 82,800 | 2017 | 103,030 |
| 1998 | 44,610 | 2008 | 75,600 | 2018 | 110,100 (<i>Toll Increase July 2018</i>) |
| 1999 | 49,900 | 2009 | 70,500 (<i>Toll Increase April 2009</i>) | 2019 | No Data |
| 2000 | 53,240 | 2010 | 72,900 | | |
| 2001 | 56,370 | 2011 | 74,900 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$.87 | \$ 1.00 | \$ 1.74 |
| 3 Axles | \$ 1.74 | \$ 2.00 | \$ 3.48 |
| 4 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 5 Axles or more | \$ 2.61 | \$ 3.00 | \$ 5.22 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 4 Manned Booths (MB) with E-PASS
- 4 Booths with Automatic Coin Machines (ACM) and E-PASS
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

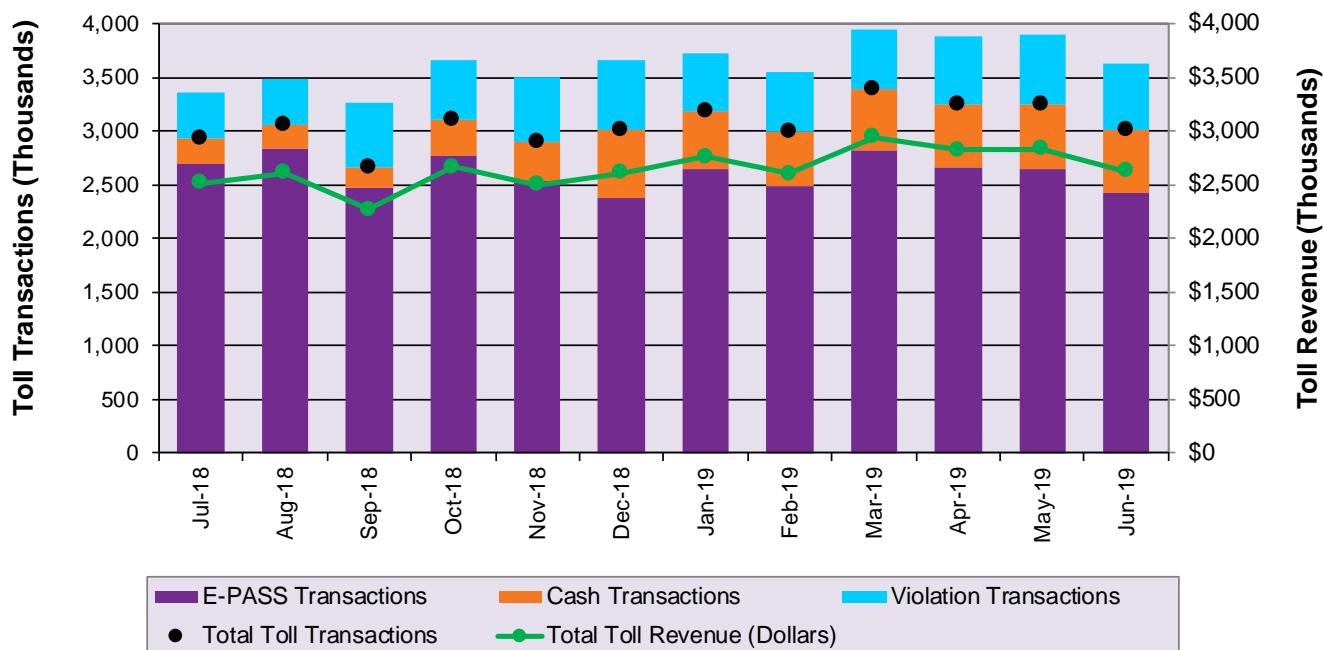
LEGEND

- (1) Lane Number
- (A) Island Designation





University Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



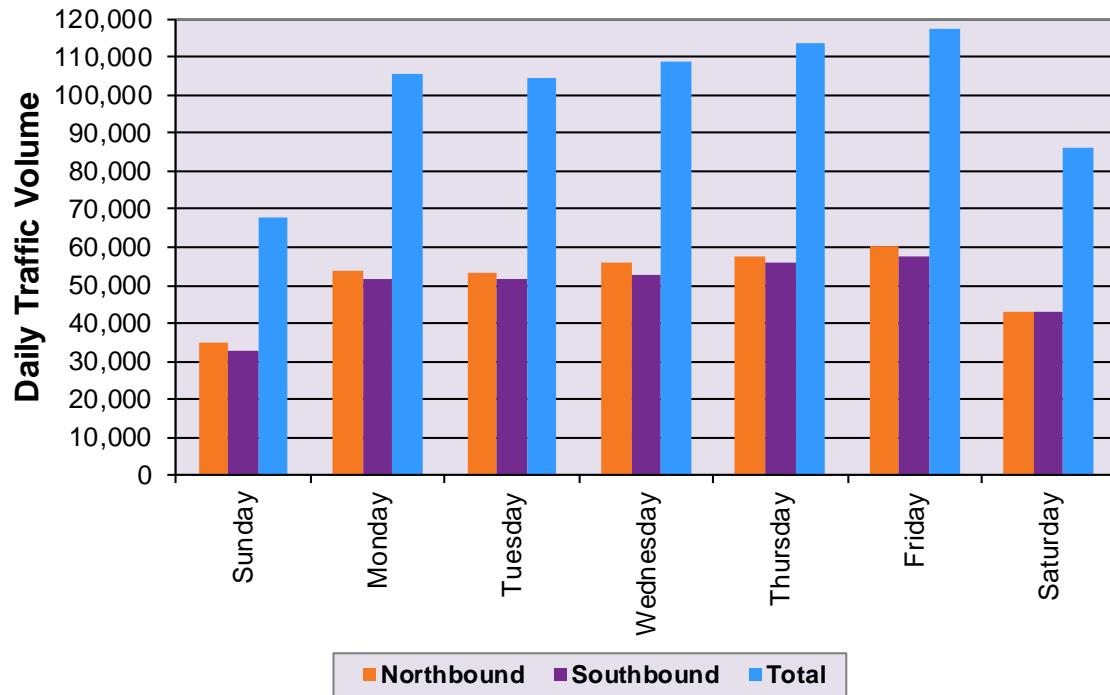
| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|---------------------|------------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 2,696,846 | 236,790 | \$2,933,636 | 427,922 | 3,361,558 | \$2,515,629 |
| August-18 | 2,835,230 | 226,103 | \$3,061,333 | 422,942 | 3,484,275 | \$2,608,932 |
| September-18 | 2,469,470 | 195,047 | \$2,664,517 | 593,972 | 3,258,489 | \$2,270,374 |
| October-18 | 2,766,282 | 341,267 | \$3,107,549 | 552,029 | 3,659,578 | \$2,665,278 |
| November-18 | 2,536,307 | 364,546 | \$2,900,853 | 606,450 | 3,507,303 | \$2,496,470 |
| December-18 | 2,374,418 | 628,610 | \$3,003,028 | 650,130 | 3,653,158 | \$2,611,366 |
| January-19 | 2,644,783 | 535,570 | \$3,180,353 | 548,837 | 3,729,190 | \$2,759,931 |
| February-19 | 2,480,853 | 519,479 | \$3,000,332 | 548,764 | 3,549,096 | \$2,603,317 |
| March-19 | 2,825,417 | 570,575 | \$3,395,992 | 542,742 | 3,938,734 | \$2,945,139 |
| April-19 | 2,656,139 | 590,168 | \$3,246,307 | 634,156 | 3,880,463 | \$2,821,704 |
| May-19 | 2,638,063 | 603,143 | \$3,241,206 | 657,261 | 3,898,467 | \$2,830,308 |
| June-19 | 2,428,831 | 574,437 | \$3,003,268 | 627,605 | 3,630,873 | \$2,624,441 |
| Yearly Totals | 31,352,639 | 5,385,735 | \$36,738,374 | 6,812,810 | 43,551,184 | \$31,752,889 |

Note: Data includes ramp toll plazas that report to the University Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.

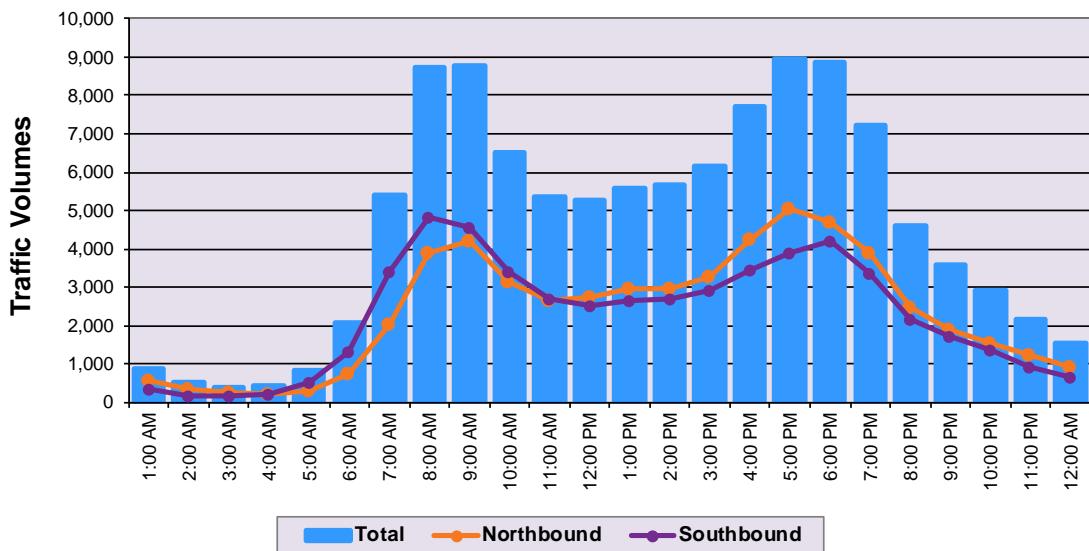


University Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Typical Daily Expressway Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|---------|
| | Northbound | Southbound | Total |
| Sunday | 34,770 | 32,885 | 67,655 |
| Monday | 53,810 | 51,737 | 105,547 |
| Tuesday | 53,042 | 51,643 | 104,685 |
| Wednesday | 55,773 | 52,953 | 108,726 |
| Thursday | 57,596 | 56,195 | 113,791 |
| Friday | 60,114 | 57,617 | 117,731 |
| Saturday | 43,136 | 43,015 | 86,150 |

University Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Typical Average Five Day Hourly Traffic - April 2018

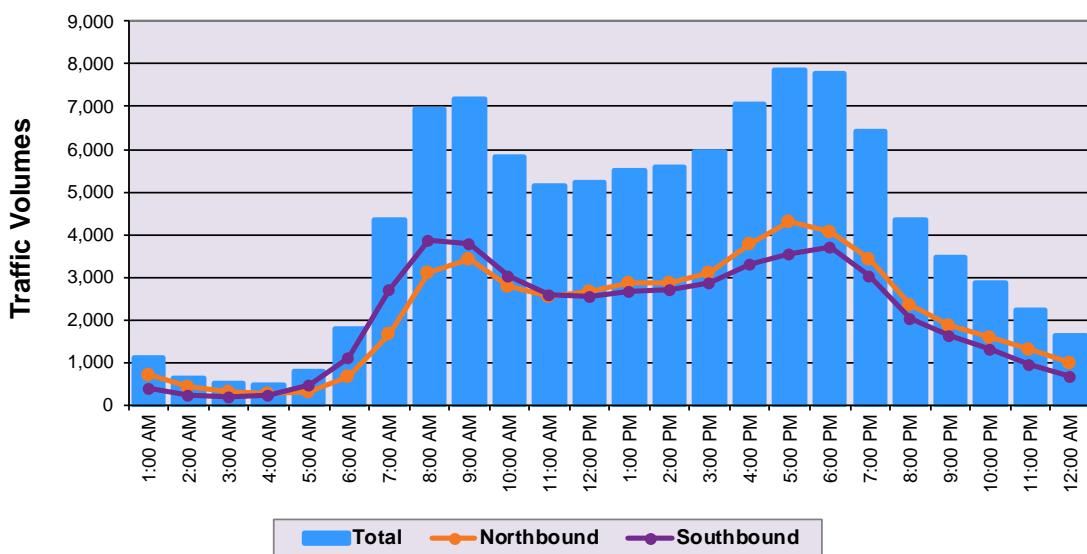


| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 571 | 316 | 887 |
| 2:00 AM | 337 | 170 | 507 |
| 3:00 AM | 243 | 156 | 398 |
| 4:00 AM | 214 | 222 | 436 |
| 5:00 AM | 313 | 520 | 833 |
| 6:00 AM | 748 | 1,326 | 2,074 |
| 7:00 AM | 2,022 | 3,396 | 5,418 |
| 8:00 AM | 3,884 | 4,845 | 8,729 |
| 9:00 AM | 4,199 | 4,573 | 8,772 |
| 10:00 AM | 3,123 | 3,408 | 6,531 |
| 11:00 AM | 2,662 | 2,679 | 5,340 |
| 12:00 PM | 2,738 | 2,508 | 5,246 |

| Total Northbound | 56,067 |
|------------------|---------|
| Total Southbound | 54,029 |
| Total Weekday | 110,096 |



University Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 700 | 387 | 1,087 |
| 2:00 AM | 424 | 218 | 641 |
| 3:00 AM | 316 | 194 | 510 |
| 4:00 AM | 252 | 230 | 482 |
| 5:00 AM | 304 | 468 | 771 |
| 6:00 AM | 659 | 1,117 | 1,776 |
| 7:00 AM | 1,646 | 2,708 | 4,354 |
| 8:00 AM | 3,086 | 3,851 | 6,937 |
| 9:00 AM | 3,427 | 3,767 | 7,195 |
| 10:00 AM | 2,766 | 3,037 | 5,803 |
| 11:00 AM | 2,549 | 2,600 | 5,150 |
| 12:00 PM | 2,673 | 2,529 | 5,202 |
| 1:00 PM | 2,865 | 2,654 | 5,519 |
| 2:00 PM | 2,865 | 2,711 | 5,576 |
| 3:00 PM | 3,091 | 2,865 | 5,956 |
| 4:00 PM | 3,775 | 3,283 | 7,058 |
| 5:00 PM | 4,304 | 3,547 | 7,851 |
| 6:00 PM | 4,064 | 3,720 | 7,784 |
| 7:00 PM | 3,418 | 3,021 | 6,439 |
| 8:00 PM | 2,326 | 2,019 | 4,345 |
| 9:00 PM | 1,844 | 1,612 | 3,456 |
| 10:00 PM | 1,565 | 1,293 | 2,857 |
| 11:00 PM | 1,288 | 935 | 2,223 |
| 12:00 AM | 970 | 671 | 1,641 |

| | |
|------------------|---------|
| Total Northbound | 51,177 |
| Total Southbound | 49,435 |
| Total Weekday | 100,612 |



University Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|---------|
| Average Weekday Total Traffic | 110,096 |
| Northbound Directional Traffic | 56,067 |
| Southbound Directional Traffic | 54,029 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 4,199 |
| Southbound Directional Traffic | 4,573 |
| Total AM Peak Hour Traffic | 8,772 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **7.97%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **52.13%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 4,698 |
| Southbound Directional Traffic | 4,188 |
| Total PM Peak Hour Traffic | 8,886 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **8.07%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **52.87%**



University Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 51,639 | 93% | 891 | 2% | 3,108 | 6% | 55,638 | 100% |
| Southbound | 50,100 | 93% | 760 | 1% | 2,752 | 5% | 53,612 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

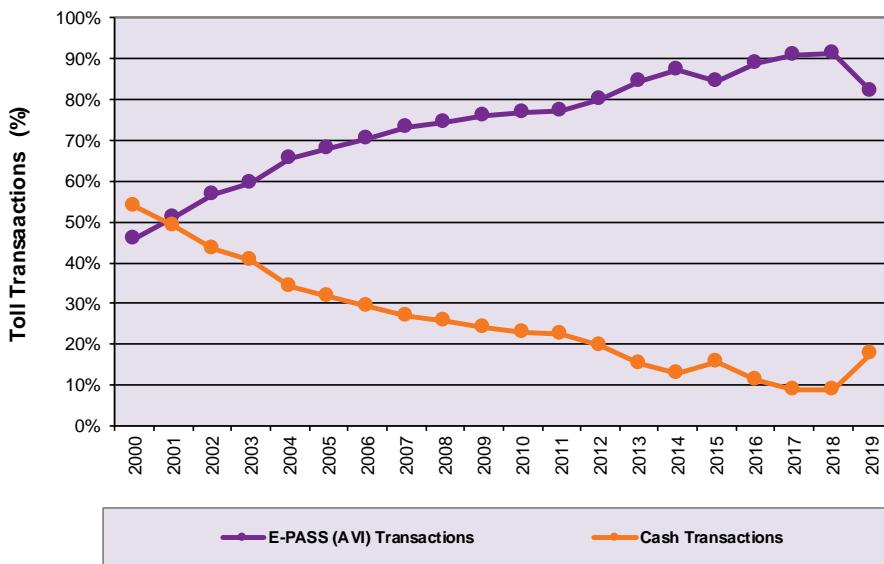
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 3,954 | 95% | 48 | 1% | 179 | 4% | 4,181 | 100% |
| Southbound | 4,336 | 96% | 45 | 1% | 157 | 3% | 4,538 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 4,397 | 94% | 59 | 1% | 201 | 4% | 4,657 | 100% |
| Southbound | 3,878 | 93% | 71 | 2% | 208 | 5% | 4,157 | 100% |



University Mainline Toll Facility
SR 417 - Central Florida GreeneWay
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 46.0% | 54.0% | 2.6% |
| 2001 | 51.0% | 49.0% | 2.6% |
| 2002 | 56.7% | 43.3% | 2.0% |
| 2003 | 59.6% | 40.4% | 2.2% |
| 2004 | 65.7% | 34.3% | 2.5% |
| 2005 | 68.2% | 31.8% | 2.9% |
| 2006 | 70.6% | 29.4% | 2.6% |
| 2007 | 73.2% | 26.8% | 2.6% |
| 2008 | 74.4% | 25.6% | 2.6% |
| 2009 | 75.9% | 24.1% | 3.0% |
| 2010 | 76.9% | 23.1% | 2.9% |
| 2011 | 77.4% | 22.6% | 2.8% |
| 2012 | 80.2% | 19.8% | 3.0% |
| 2013 | 84.6% | 15.4% | 3.3% |
| 2014 | 87.3% | 12.7% | 4.0% |
| 2015 | 84.4% | 15.6% | 4.6% |
| 2016 | 88.8% | 11.2% | 5.7% |
| 2017 | 91.0% | 9.0% | 8.0% |
| 2018 | 91.3% | 8.7% | 12.3% |
| 2019 | 82.2% | 17.8% | 15.7% |

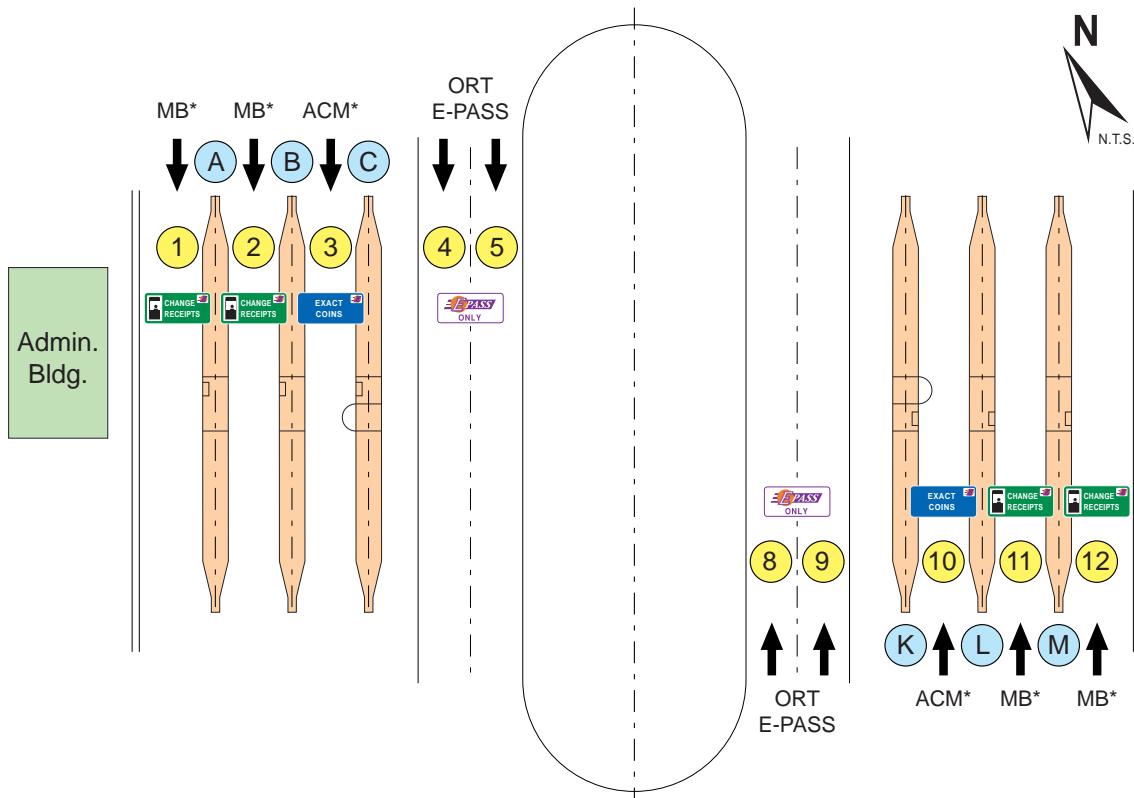
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Independence Mainline Toll Facility (Western Beltway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|--|------|---|------|---|
| 2006 | 8,400 | 2011 | 14,130 | 2016 | 31,570 |
| 2007 | 14,000 | 2012 | 15,930 (<i>Toll Increase July 2012</i>) | 2017 | 41,260 |
| 2008 | 13,500 | 2013 | 16,620 | 2018 | 49,150 (<i>Toll Increase July 2018</i>) |
| 2009 | 12,500 (<i>Toll Increase April 2009</i>) | 2014 | 19,520 | 2019 | No Data |
| 2010 | 13,700 | 2015 | 26,200 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$ 1.45 | \$ 1.75 | \$ 2.90 |
| 3 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 4 Axles | \$ 2.61 | \$ 3.00 | \$ 5.22 |
| 5 Axles or more | \$ 3.18 | \$ 3.50 | \$ 6.36 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 4 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

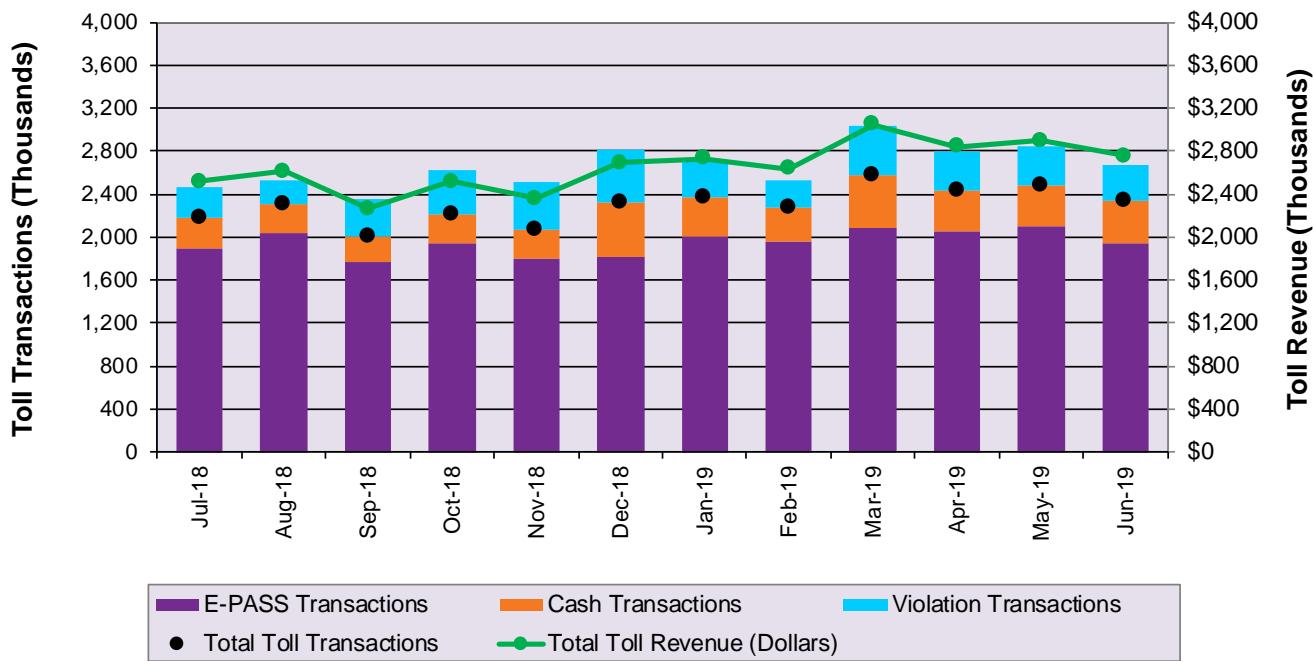
- (1) Lane Number
- (A) Island Designation



Approx. Scale: 1" = 200'
Aerial Date: 2019



Independence Mainline Toll Facility
SR 429 - Western Beltway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary

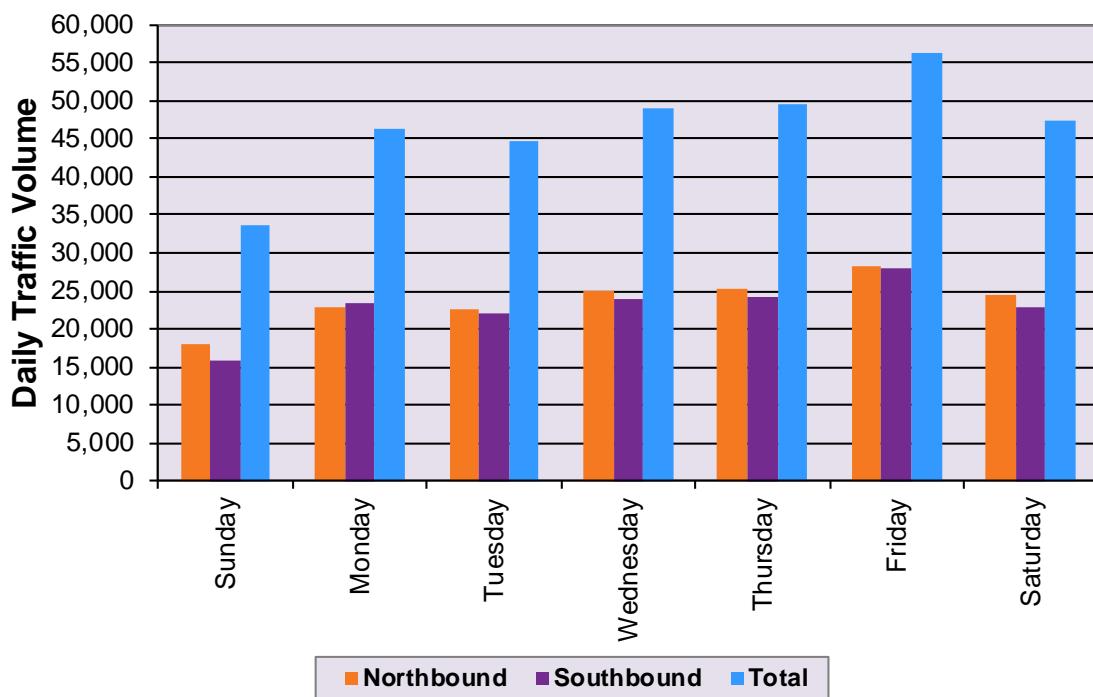


Note: Data includes ramp toll plazas that report to the Independence Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Independence Mainline Toll Facility
SR 429 - Western Beltway
Typical Daily Traffic Volumes - April 2018

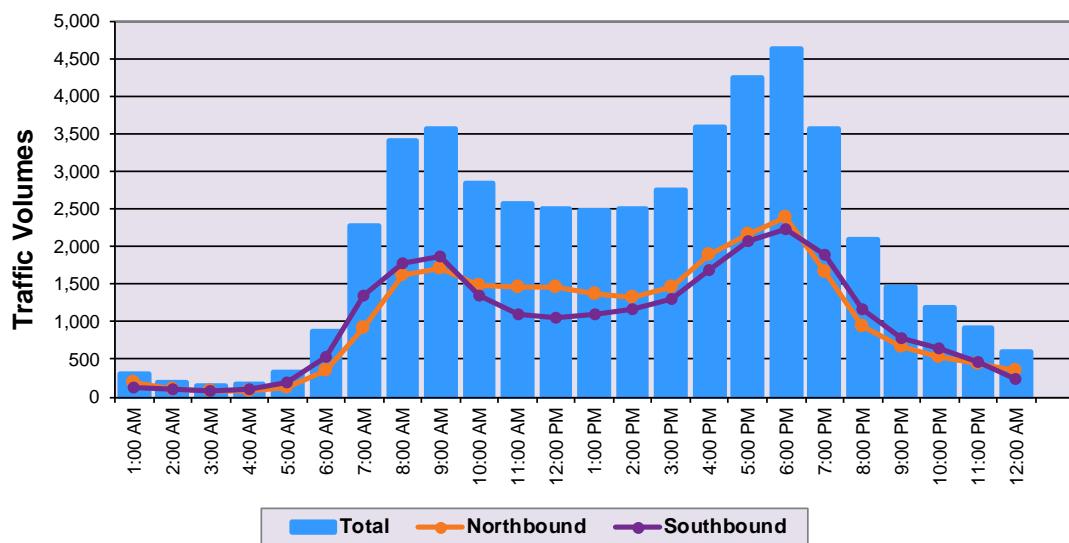


| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|--------|
| | Northbound | Southbound | Total |
| Sunday | 17,886 | 15,885 | 33,770 |
| Monday | 22,981 | 23,425 | 46,406 |
| Tuesday | 22,512 | 22,071 | 44,583 |
| Wednesday | 24,968 | 23,948 | 48,916 |
| Thursday | 25,275 | 24,276 | 49,551 |
| Friday | 28,289 | 27,995 | 56,284 |
| Saturday | 24,522 | 22,917 | 47,438 |

Independence Mainline Toll Facility

SR 429 - Western Beltway

Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 186 | 122 | 308 |
| 2:00 AM | 102 | 95 | 197 |
| 3:00 AM | 69 | 77 | 147 |
| 4:00 AM | 77 | 102 | 179 |
| 5:00 AM | 129 | 191 | 321 |
| 6:00 AM | 357 | 525 | 882 |
| 7:00 AM | 917 | 1,348 | 2,265 |
| 8:00 AM | 1,625 | 1,779 | 3,404 |
| 9:00 AM | 1,697 | 1,876 | 3,574 |
| 10:00 AM | 1,487 | 1,342 | 2,829 |
| 11:00 AM | 1,465 | 1,109 | 2,574 |
| 12:00 PM | 1,460 | 1,051 | 2,511 |

| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 PM | 1,367 | 1,100 | 2,467 |
| 2:00 PM | 1,329 | 1,163 | 2,492 |
| 3:00 PM | 1,460 | 1,292 | 2,752 |
| 4:00 PM | 1,899 | 1,680 | 3,578 |
| 5:00 PM | 2,170 | 2,073 | 4,243 |
| 6:00 PM | 2,392 | 2,226 | 4,618 |
| 7:00 PM | 1,671 | 1,892 | 3,563 |
| 8:00 PM | 945 | 1,158 | 2,103 |
| 9:00 PM | 667 | 787 | 1,454 |
| 10:00 PM | 534 | 646 | 1,180 |
| 11:00 PM | 452 | 469 | 920 |
| 12:00 AM | 347 | 243 | 590 |

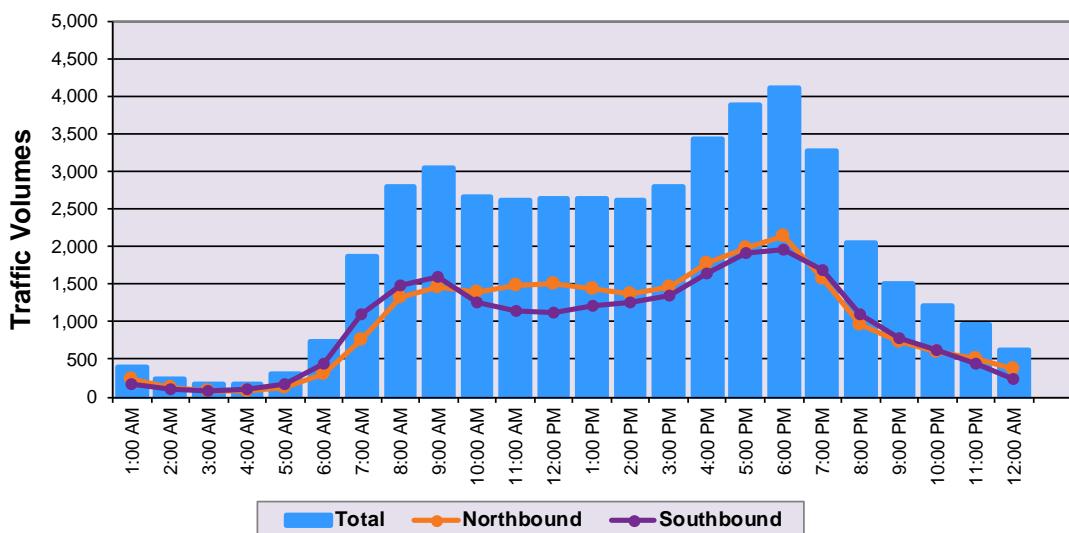
| | |
|------------------|--------|
| Total Northbound | 24,805 |
| Total Southbound | 24,343 |
| Total Weekday | 49,148 |



Independence Mainline Toll Facility

SR 429 - Western Beltway

Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | | Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total | | Northbound | Southbound | Total |
| 1:00 AM | 231 | 161 | 392 | 1:00 PM | 1,428 | 1,203 | 2,631 |
| 2:00 AM | 123 | 110 | 233 | 2:00 PM | 1,363 | 1,246 | 2,608 |
| 3:00 AM | 81 | 90 | 172 | 3:00 PM | 1,460 | 1,339 | 2,799 |
| 4:00 AM | 81 | 99 | 180 | 4:00 PM | 1,781 | 1,645 | 3,426 |
| 5:00 AM | 126 | 169 | 295 | 5:00 PM | 1,986 | 1,901 | 3,886 |
| 6:00 AM | 313 | 432 | 744 | 6:00 PM | 2,146 | 1,964 | 4,110 |
| 7:00 AM | 755 | 1,106 | 1,861 | 7:00 PM | 1,580 | 1,680 | 3,260 |
| 8:00 AM | 1,322 | 1,479 | 2,802 | 8:00 PM | 967 | 1,088 | 2,055 |
| 9:00 AM | 1,448 | 1,592 | 3,040 | 9:00 PM | 735 | 773 | 1,507 |
| 10:00 AM | 1,399 | 1,260 | 2,658 | 10:00 PM | 588 | 628 | 1,216 |
| 11:00 AM | 1,475 | 1,142 | 2,617 | 11:00 PM | 503 | 451 | 954 |
| 12:00 PM | 1,508 | 1,128 | 2,636 | 12:00 AM | 378 | 247 | 625 |

| | |
|-------------------------|---------------|
| Total Northbound | 23,776 |
| Total Southbound | 22,931 |
| Total Weekday | 46,707 |



Independence Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|--------|
| Average Weekday Total Traffic | 49,148 |
| Northbound Directional Traffic | 24,805 |
| Southbound Directional Traffic | 24,343 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 1,697 |
| Southbound Directional Traffic | 1,876 |
| Total AM Peak Hour Traffic | 3,574 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **7.27%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **52.51%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 2,392 |
| Southbound Directional Traffic | 2,226 |
| Total PM Peak Hour Traffic | 4,618 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **9.40%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **51.80%**



Independence Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 22,080 | 89% | 408 | 2% | 2,207 | 9% | 24,694 | 100% |
| Southbound | 21,760 | 90% | 381 | 2% | 2,095 | 9% | 24,237 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

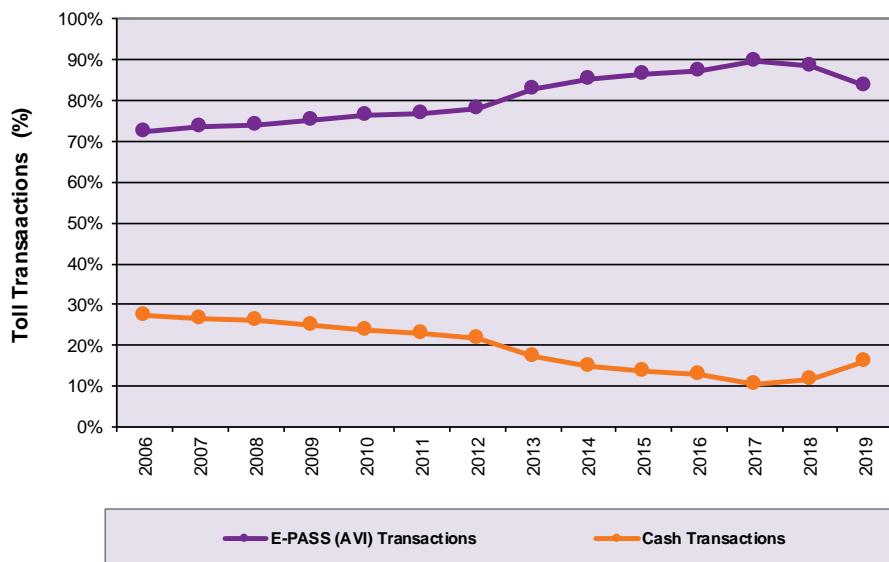
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 1,556 | 92% | 18 | 1% | 114 | 7% | 1,688 | 100% |
| Southbound | 1,755 | 94% | 13 | 1% | 103 | 6% | 1,871 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 2,168 | 91% | 38 | 2% | 179 | 7% | 2,385 | 100% |
| Southbound | 1,994 | 90% | 41 | 2% | 182 | 8% | 2,217 | 100% |



Independence Mainline Toll Facility
SR 429 - Western Beltway
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | Not Open to Traffic | | |
| 2001 | Not Open to Traffic | | |
| 2002 | Not Open to Traffic | | |
| 2003 | Not Open to Traffic | | |
| 2004 | Not Open to Traffic | | |
| 2005 | Not Open to Traffic | | |
| 2006 | 72.5% | 27.5% | 2.2% |
| 2007 | 73.5% | 26.5% | 2.1% |
| 2008 | 73.8% | 26.2% | 2.1% |
| 2009 | 75.2% | 24.8% | 2.5% |
| 2010 | 76.3% | 23.7% | 2.3% |
| 2011 | 76.9% | 23.1% | 2.2% |
| 2012 | 78.1% | 21.9% | 2.5% |
| 2013 | 82.8% | 17.2% | 3.0% |
| 2014 | 85.1% | 14.9% | 3.7% |
| 2015 | 86.3% | 13.7% | 4.4% |
| 2016 | 87.1% | 12.9% | 5.2% |
| 2017 | 89.6% | 10.4% | 7.5% |
| 2018 | 88.4% | 11.6% | 11.7% |
| 2019 | 83.7% | 16.3% | 12.7% |

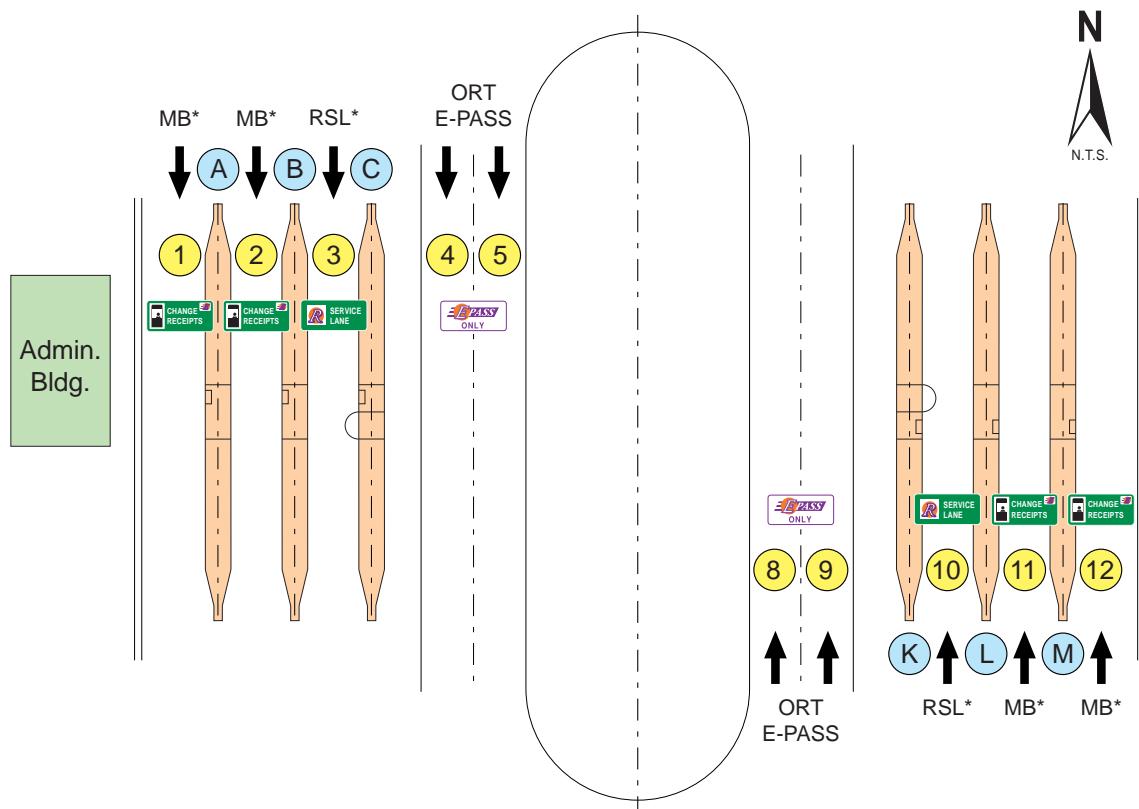
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Forest Lake Mainline Toll Facility (Western Beltway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|--------|------|--|------|---|
| 2000 | 8,360 | 2007 | 30,410 | 2014 | 38,930 |
| 2001 | 13,620 | 2008 | 27,000 | 2015 | 46,360 |
| 2002 | 16,940 | 2009 | 27,600 (<i>Toll Increase April 2009</i>) | 2016 | 53,510 |
| 2003 | 20,140 | 2010 | 29,500 | 2017 | 61,000 |
| 2004 | 23,820 | 2011 | 29,600 | 2018 | 66,700 (<i>Toll Increase July 2018</i>) |
| 2005 | 27,900 | 2012 | 31,650 (<i>Toll Increase July 2012</i>) | 2019 | No Data |
| 2006 | 29,200 | 2013 | 34,430 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$ 1.45 | \$ 1.75 | \$ 2.90 |
| 3 Axles | \$ 2.02 | \$ 2.25 | \$ 4.04 |
| 4 Axles | \$ 2.61 | \$ 3.00 | \$ 5.22 |
| 5 Axles or more | \$ 3.18 | \$ 3.50 | \$ 6.36 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

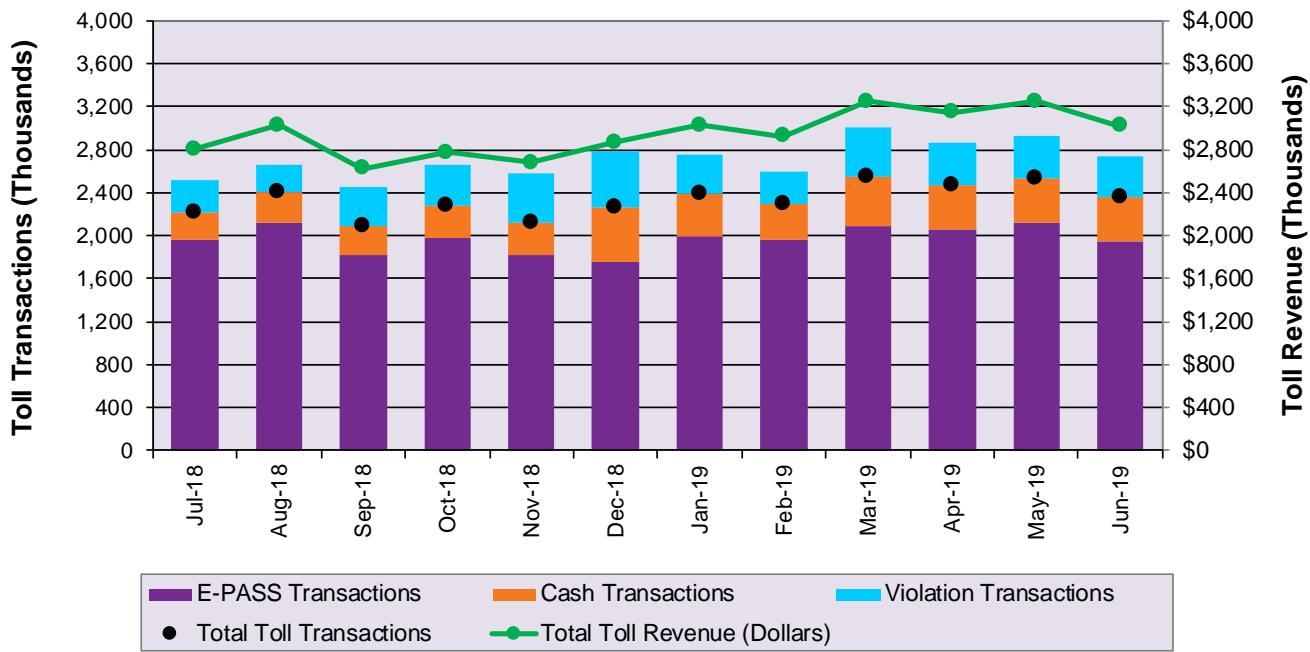
- 4 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 4 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

- (1) Lane Number
- (A) Island Designation



Forest Lake Mainline Toll Facility
SR 429 - Western Beltway and Wekiva Parkway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|-------------------|--------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 1,959,103 | 266,356 | 2,225,459 | 297,831 | 2,523,290 | \$2,807,157 |
| August-18 | 2,115,633 | 289,955 | 2,405,588 | 256,580 | 2,662,168 | \$3,030,936 |
| September-18 | 1,818,228 | 266,455 | 2,084,683 | 377,110 | 2,461,793 | \$2,623,186 |
| October-18 | 1,984,797 | 298,111 | 2,282,908 | 373,877 | 2,656,785 | \$2,779,921 |
| November-18 | 1,814,582 | 301,879 | 2,116,461 | 465,068 | 2,581,529 | \$2,681,060 |
| December-18 | 1,763,614 | 508,804 | 2,272,418 | 515,309 | 2,787,727 | \$2,874,648 |
| January-19 | 1,999,717 | 386,570 | 2,386,287 | 371,053 | 2,757,340 | \$3,026,846 |
| February-19 | 1,966,051 | 334,710 | 2,300,761 | 295,908 | 2,596,669 | \$2,924,782 |
| March-19 | 2,084,136 | 473,562 | 2,557,698 | 457,181 | 3,014,879 | \$3,255,208 |
| April-19 | 2,054,722 | 411,181 | 2,465,903 | 401,355 | 2,867,258 | \$3,145,989 |
| May-19 | 2,123,363 | 412,462 | 2,535,825 | 402,418 | 2,938,243 | \$3,248,554 |
| June-19 | 1,955,247 | 397,063 | 2,352,310 | 383,840 | 2,736,150 | \$3,021,451 |
| Yearly Totals | 23,639,193 | 4,347,108 | 27,986,301 | 1,530 | 32,583,831 | \$35,419,738 |

Note: Data includes ramp toll plazas that report to the Forest Lake Mainline Toll Plaza.

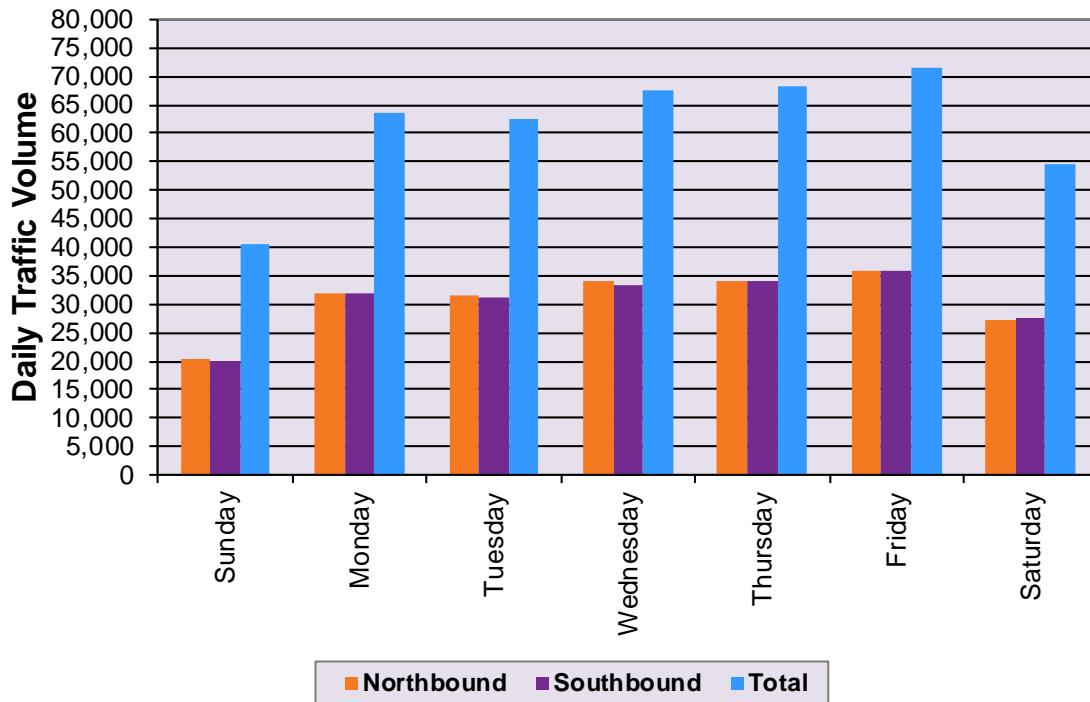
1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Forest Lake Mainline Toll Facility

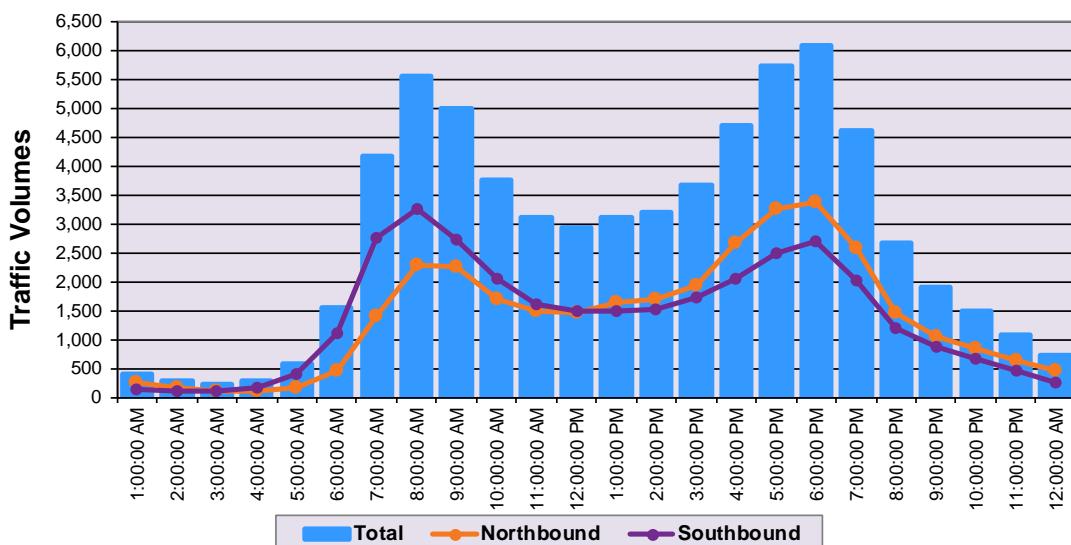
SR 429 - Western Beltway and Wekiva Parkway

Typical Daily Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|--------|
| | Northbound | Southbound | Total |
| Sunday | 20,256 | 20,165 | 40,421 |
| Monday | 31,811 | 31,793 | 63,604 |
| Tuesday | 31,378 | 31,213 | 62,591 |
| Wednesday | 33,975 | 33,456 | 67,430 |
| Thursday | 34,194 | 34,079 | 68,273 |
| Friday | 35,896 | 35,710 | 71,606 |
| Saturday | 27,199 | 27,468 | 54,667 |

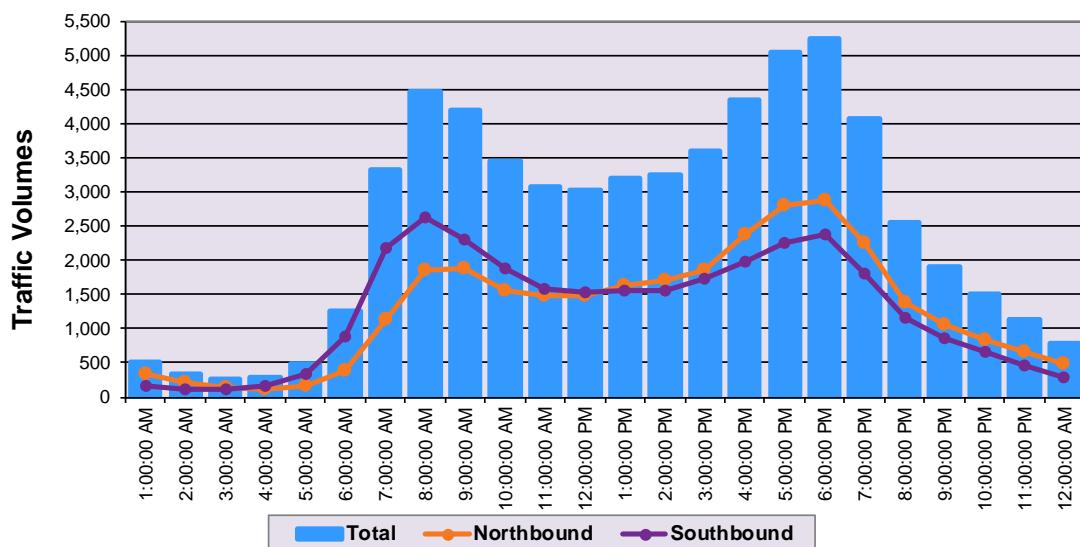
Forest Lake Mainline Toll Facility
SR 429 - Western Beltway and Wekiva Parkway
Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 262 | 140 | 402 |
| 2:00 AM | 172 | 101 | 273 |
| 3:00 AM | 115 | 106 | 220 |
| 4:00 AM | 112 | 173 | 285 |
| 5:00 AM | 172 | 396 | 568 |
| 6:00 AM | 463 | 1,088 | 1,552 |
| 7:00 AM | 1,402 | 2,760 | 4,162 |
| 8:00 AM | 2,288 | 3,257 | 5,545 |
| 9:00 AM | 2,241 | 2,734 | 4,975 |
| 10:00 AM | 1,705 | 2,042 | 3,746 |
| 11:00 AM | 1,496 | 1,595 | 3,091 |
| 12:00 PM | 1,462 | 1,478 | 2,939 |

| Total Northbound | 33,451 |
|------------------|--------|
| Total Southbound | 33,250 |
| Total Weekday | 66,701 |

Forest Lake Mainline Toll Facility
SR 429 - Western Beltway and Wekiva Parkway
Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 334 | 170 | 503 |
| 2:00 AM | 207 | 120 | 327 |
| 3:00 AM | 145 | 111 | 255 |
| 4:00 AM | 123 | 157 | 280 |
| 5:00 AM | 152 | 329 | 481 |
| 6:00 AM | 380 | 884 | 1,264 |
| 7:00 AM | 1,123 | 2,188 | 3,311 |
| 8:00 AM | 1,853 | 2,618 | 4,472 |
| 9:00 AM | 1,890 | 2,308 | 4,198 |
| 10:00 AM | 1,556 | 1,879 | 3,436 |
| 11:00 AM | 1,483 | 1,592 | 3,075 |
| 12:00 PM | 1,492 | 1,533 | 3,025 |
| 1:00 PM | 1,641 | 1,546 | 3,187 |
| 2:00 PM | 1,694 | 1,563 | 3,257 |
| 3:00 PM | 1,865 | 1,736 | 3,600 |
| 4:00 PM | 2,375 | 1,978 | 4,353 |
| 5:00 PM | 2,787 | 2,243 | 5,031 |
| 6:00 PM | 2,865 | 2,373 | 5,238 |
| 7:00 PM | 2,253 | 1,816 | 4,068 |
| 8:00 PM | 1,391 | 1,157 | 2,548 |
| 9:00 PM | 1,060 | 846 | 1,907 |
| 10:00 PM | 843 | 670 | 1,514 |
| 11:00 PM | 664 | 463 | 1,127 |
| 12:00 AM | 498 | 276 | 773 |

| | |
|------------------|--------|
| Total Northbound | 30,673 |
| Total Southbound | 30,555 |
| Total Weekday | 61,227 |



Forest Lake Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|--------|
| Average Weekday Total Traffic | 66,701 |
| Northbound Directional Traffic | 33,451 |
| Southbound Directional Traffic | 33,250 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 2,288 |
| Southbound Directional Traffic | 3,257 |
| Total AM Peak Hour Traffic | 5,545 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **8.31%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **58.73%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 3,380 |
| Southbound Directional Traffic | 2,696 |
| Total PM Peak Hour Traffic | 6,076 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **9.11%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **55.63%**



Forest Lake Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2019

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 30,909 | 93% | 0 | 0% | 2,295 | 7% | 33,204 | 100% |
| Southbound | 30,699 | 93% | 0 | 0% | 2,308 | 7% | 33,006 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

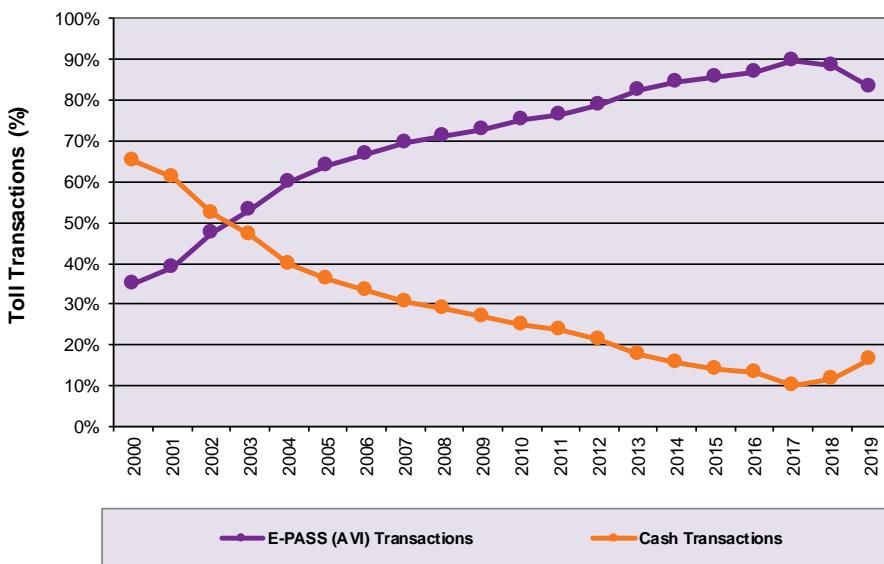
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 2,184 | 96% | 0 | 0% | 92 | 4% | 2,276 | 100% |
| Southbound | 3,096 | 96% | 0 | 0% | 134 | 4% | 3,230 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 3,155 | 94% | 0 | 0% | 204 | 6% | 3,358 | 100% |
| Southbound | 2,495 | 93% | 0 | 0% | 184 | 7% | 2,679 | 100% |



Forest Lake Mainline Toll Facility
SR 429 - Western Beltway and Wekiva Parkway
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | 35.0% | 65.0% | 4.8% |
| 2001 | 38.8% | 61.2% | 3.8% |
| 2002 | 47.5% | 52.5% | 2.7% |
| 2003 | 53.0% | 47.0% | 2.4% |
| 2004 | 60.1% | 39.9% | 2.7% |
| 2005 | 63.8% | 36.2% | 3.1% |
| 2006 | 66.6% | 33.4% | 3.0% |
| 2007 | 69.6% | 30.4% | 2.6% |
| 2008 | 71.2% | 28.8% | 2.6% |
| 2009 | 73.0% | 27.0% | 2.8% |
| 2010 | 75.1% | 24.9% | 2.7% |
| 2011 | 76.4% | 23.6% | 2.3% |
| 2012 | 78.7% | 21.3% | 2.5% |
| 2013 | 82.5% | 17.5% | 3.0% |
| 2014 | 84.3% | 15.7% | 3.7% |
| 2015 | 85.8% | 14.2% | 4.6% |
| 2016 | 86.8% | 13.2% | 5.3% |
| 2017 | 89.8% | 10.2% | 6.6% |
| 2018 | 88.4% | 11.6% | 12.1% |
| 2019 | 83.5% | 16.5% | 13.7% |

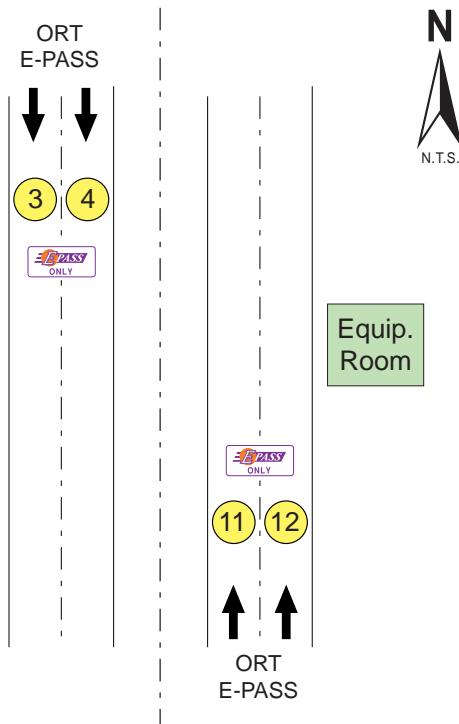
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Ponkan Toll Gantry Facility (Wekiva Parkway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | |
|------|---|
| 2017 | 9,560* |
| 2018 | 14,630 (<i>Toll Increase July 2018</i>) |
| 2019 | No Data |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|------|--------------|
| 2 Axles | \$.83 | NA | \$ 1.66 |
| 3 Axles | \$ 1.25 | NA | \$ 2.50 |
| 4 Axles | \$ 2.61 | NA | \$ 3.32 |
| 5 Axles or more | \$ 3.18 | NA | \$ 4.14 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 4 Open Road Tolling (ORT) E-PASS and Pay-by-Plate (PBP)

LEGEND

- (1) Lane Number



* Opened to traffic July 28, 2017.

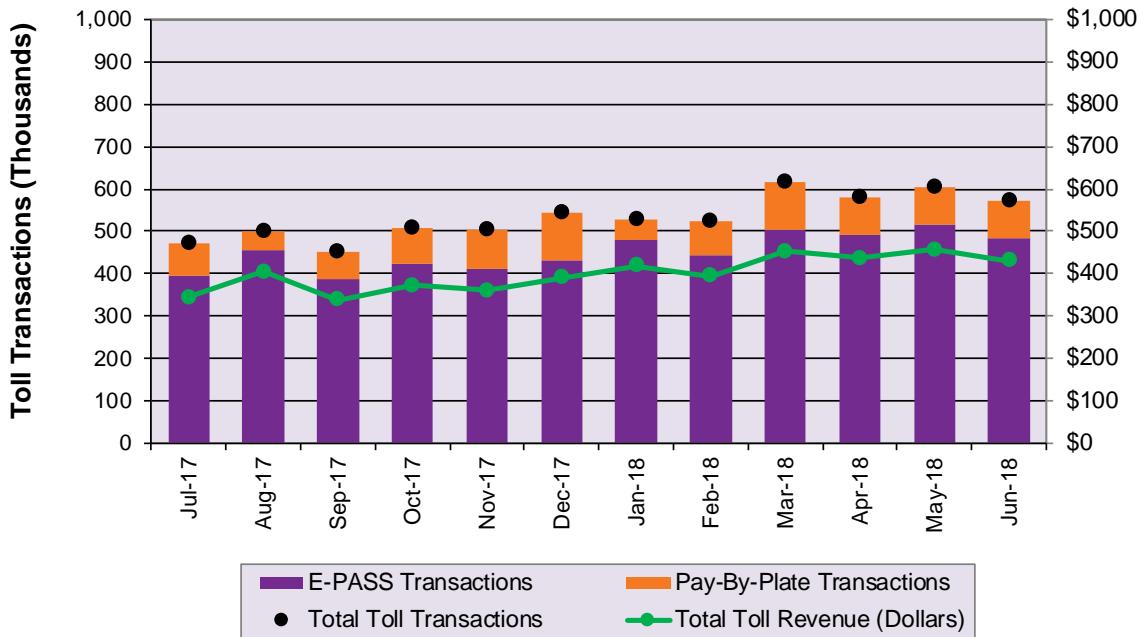


Approx. Scale: 1" = 200'
Aerial Date: 2019



Ponkan Toll Gantry
SR 429 - Wekiva Parkway

Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | Total Toll Revenue |
|----------------------|---|----------------|------------------|--------------------|
| | E-PASS | Pay-By-Plate | Total | |
| July-18 | 396,915 | 73,107 | 470,022 | \$344,840 |
| August-18 | 456,319 | 42,510 | 498,829 | \$403,484 |
| September-18 | 386,893 | 64,900 | 451,793 | \$338,974 |
| October-18 | 423,625 | 83,543 | 507,168 | \$372,281 |
| November-18 | 412,912 | 89,013 | 501,925 | \$360,520 |
| December-18 | 431,575 | 110,504 | 542,079 | \$389,409 |
| January-19 | 478,723 | 48,479 | 527,202 | \$417,687 |
| February-19 | 445,230 | 79,343 | 524,573 | \$394,250 |
| March-19 | 503,638 | 111,444 | 615,082 | \$452,316 |
| April-19 | 492,969 | 85,988 | 578,957 | \$437,424 |
| May-19 | 515,537 | 86,515 | 602,052 | \$456,319 |
| June-19 | 485,437 | 86,390 | 571,827 | \$430,220 |
| Yearly Totals | 5,429,773 | 961,736 | 6,391,509 | \$4,797,724 |

Note: Data includes ramp toll plazas that report to the Ponkan Mainline Gantry.

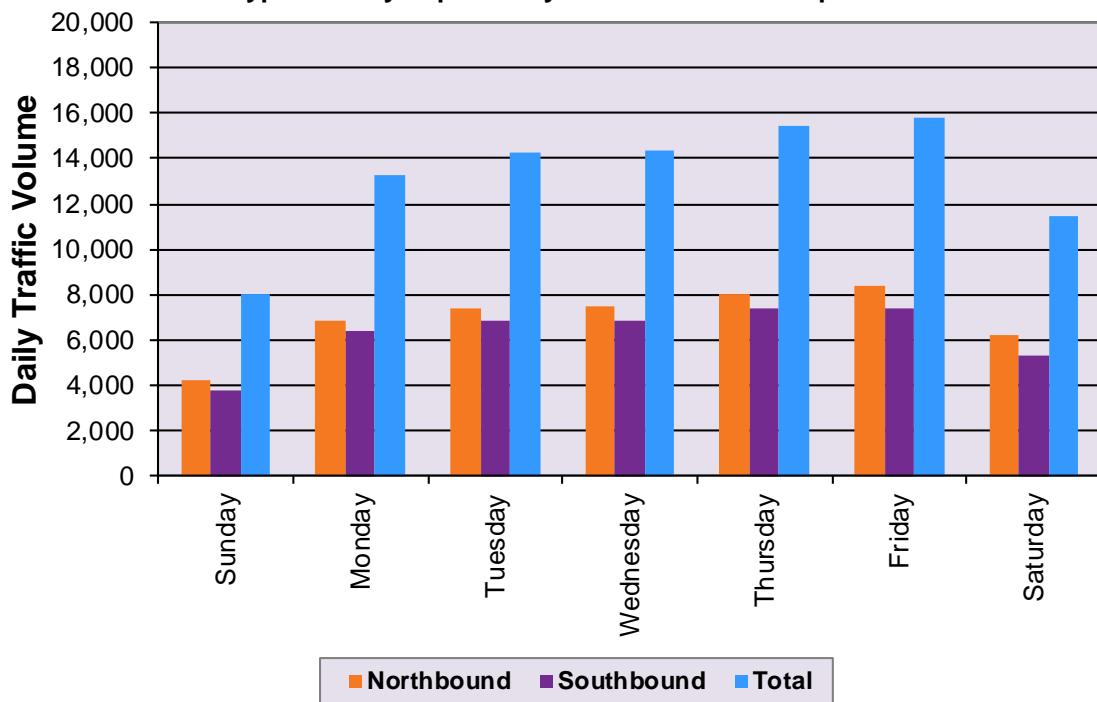
1. Pay-By-Plate transactions are calculated as the difference between total revenue traffic and E-PASS traffic.
2. Ponkan Toll Gantry opened to traffic on July 28, 2017.



Ponkan Toll Gantry

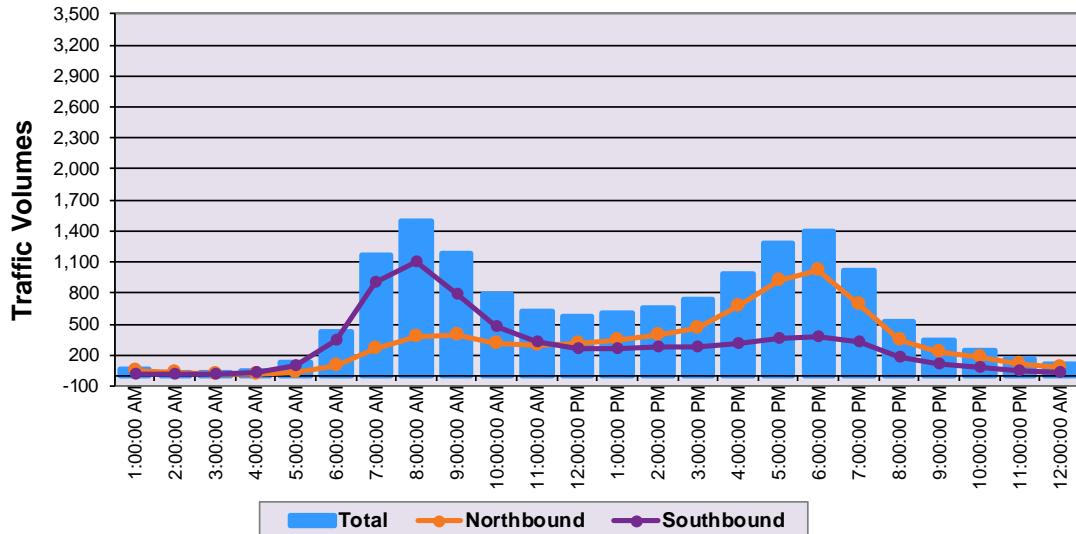
SR 429 - Wekiva Parkway

Typical Daily Expressway Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|--------|
| | Northbound | Southbound | Total |
| Sunday | 4,272 | 3,790 | 8,062 |
| Monday | 6,887 | 6,398 | 13,285 |
| Tuesday | 7,390 | 6,867 | 14,257 |
| Wednesday | 7,466 | 6,859 | 14,325 |
| Thursday | 8,027 | 7,412 | 15,439 |
| Friday | 8,428 | 7,413 | 15,841 |
| Saturday | 6,196 | 5,312 | 11,508 |

Ponkan Toll Gantry
SR 429 - Wekiva Parkway
Typical Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 43 | 15 | 58 |
| 2:00 AM | 24 | 10 | 34 |
| 3:00 AM | 14 | 13 | 27 |
| 4:00 AM | 20 | 31 | 50 |
| 5:00 AM | 33 | 99 | 132 |
| 6:00 AM | 91 | 336 | 427 |
| 7:00 AM | 266 | 899 | 1,165 |
| 8:00 AM | 383 | 1,107 | 1,490 |
| 9:00 AM | 395 | 788 | 1,183 |
| 10:00 AM | 317 | 476 | 793 |
| 11:00 AM | 288 | 331 | 619 |
| 12:00 PM | 315 | 266 | 581 |

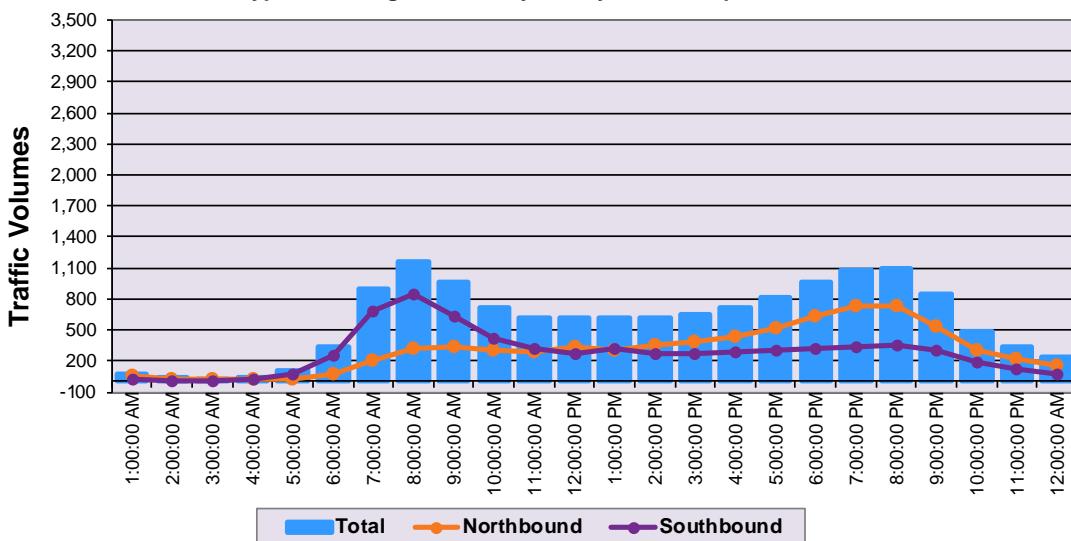
| Total Northbound | 7,640 |
|------------------|--------|
| Total Southbound | 6,990 |
| Total Weekday | 14,629 |



Ponkan Toll Gantry

SR 429 - Wekiva Parkway

Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 53 | 17 | 70 |
| 2:00 AM | 31 | 13 | 43 |
| 3:00 AM | 17 | 13 | 30 |
| 4:00 AM | 21 | 27 | 48 |
| 5:00 AM | 29 | 78 | 107 |
| 6:00 AM | 74 | 261 | 335 |
| 7:00 AM | 212 | 686 | 898 |
| 8:00 AM | 316 | 844 | 1,160 |
| 9:00 AM | 340 | 629 | 968 |
| 10:00 AM | 296 | 421 | 717 |
| 11:00 AM | 292 | 319 | 612 |
| 12:00 PM | 337 | 276 | 613 |

| Total Northbound | 7,318 |
|------------------|--------|
| Total Southbound | 6,732 |
| Total Weekday | 14,050 |



Ponkan Toll Gantry

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|--------|
| Average Weekday Total Traffic | 14,629 |
| Northbound Directional Traffic | 7,640 |
| Southbound Directional Traffic | 6,990 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 383 |
| Southbound Directional Traffic | 1,107 |
| Total AM Peak Hour Traffic | 1,490 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **10.18%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **74.29%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 1,014 |
| Southbound Directional Traffic | 381 |
| Total PM Peak Hour Traffic | 1,395 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **9.54%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **72.72%**



Ponkan Toll Gantry

Toll Transaction Summary

Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 6,304 | 83% | 1,335 | 17% | 7,640 | 100% |
| Southbound | 5,654 | 81% | 1,335 | 19% | 6,990 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

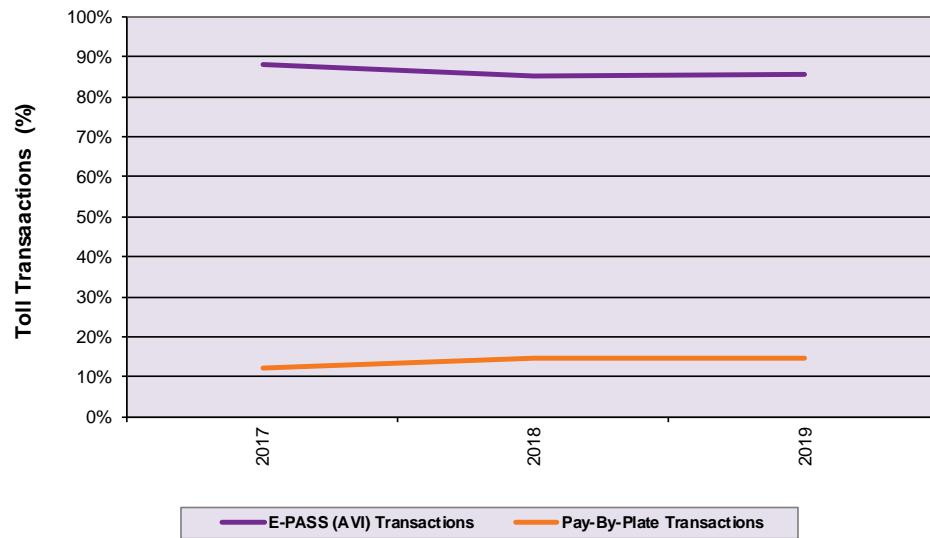
| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 212 | 55% | 171 | 45% | 383 | 100% |
| Southbound | 936 | 85% | 171 | 15% | 1,107 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 929 | 92% | 85 | 8% | 1,014 | 100% |
| Southbound | 296 | 78% | 85 | 22% | 381 | 100% |



Ponkan Toll Gantry
SR 429 - Wekiva Parkway
Historical & Existing Toll Transactions Statistics



| Year | Yearly Historical Toll Transaction Statistics | |
|------|---|---------------------------|
| | E-PASS (AVI) Transactions | Pay-By-Plate Transactions |
| 2017 | 87.8% | 12.2% |
| 2018 | 85.2% | 14.8% |
| 2019 | 85.4% | 14.6% |

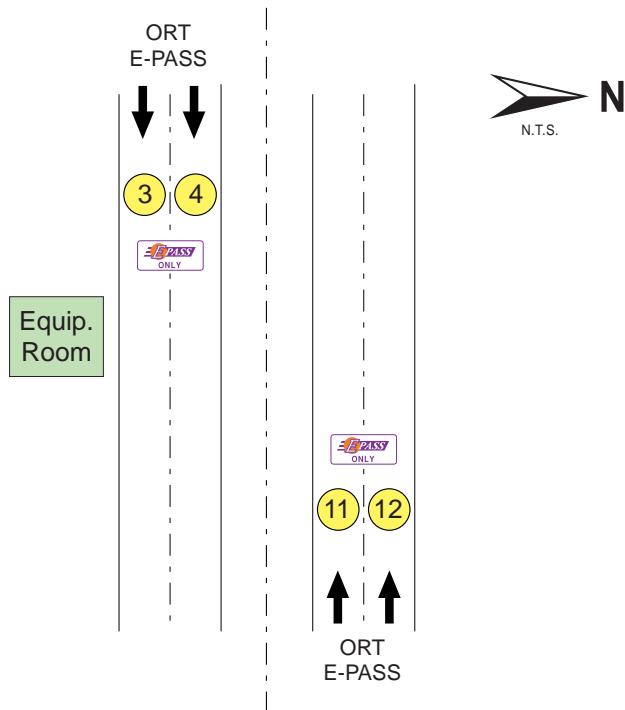
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.

2. Ponkan Toll Gantry opened to traffic on July 28, 2017.

Mt. Plymouth Toll Gantry Facility (Wekiva Parkway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

2018 5,270* (Toll Increase July 2018)

2019 No Data

TOLL RATE STRUCTURE

| | <u>E-PASS</u> | <u>CASH</u> | <u>PAY-BY-PLATE</u> |
|-----------------|---------------|-------------|---------------------|
| 2 Axles | \$.78 | NA | \$ 1.66 |
| 3 Axles | \$ 1.25 | NA | \$ 2.50 |
| 4 Axles | \$ 1.66 | NA | \$ 3.32 |
| 5 Axles or more | \$ 2.07 | NA | \$ 4.14 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

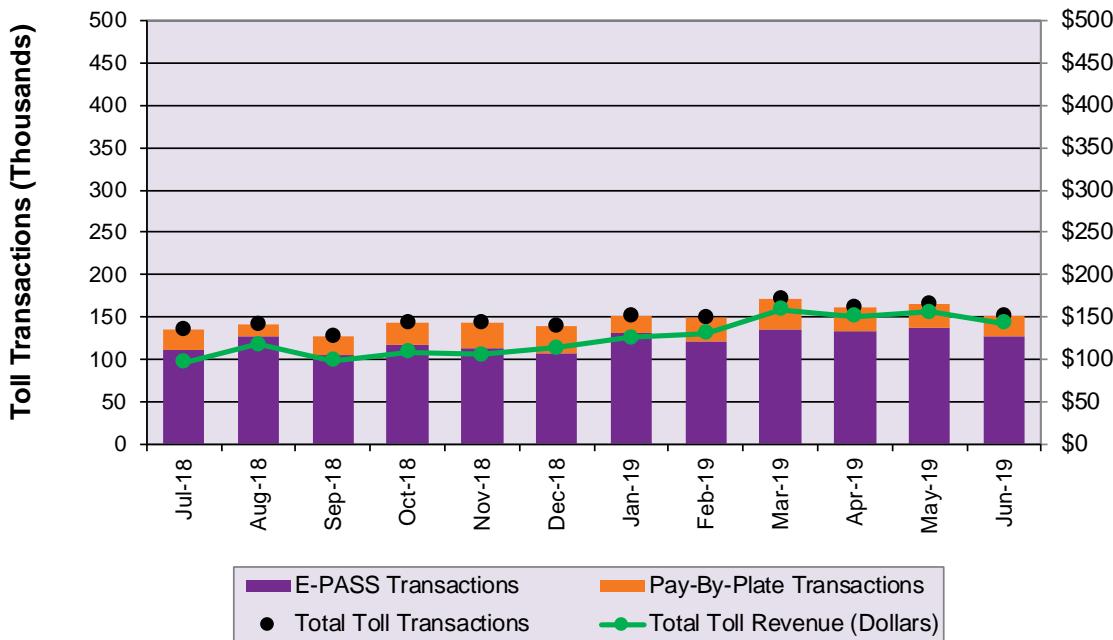
- 4 Open Road Tolling (ORT) E-PASS and Pay-by-Plate (PBP)

LEGEND

- ① Lane Number



Mt. Plymouth Toll Gantry
SR 429 - Wekiva Parkway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



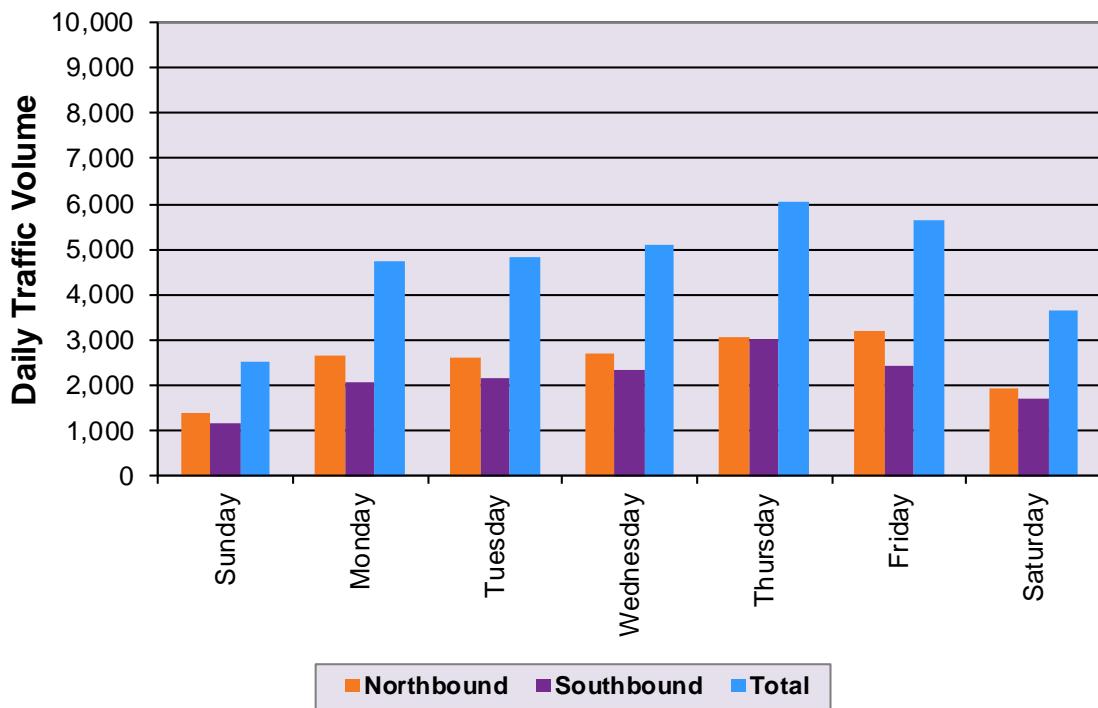
| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | Total Toll Revenue |
|----------------------|---|----------------|------------------|--------------------|
| | E-PASS | Pay-By-Plate | Total | |
| July-18 | 110,513 | 25,471 | 135,984 | \$96,402 |
| August-18 | 127,394 | 14,564 | 141,958 | \$117,707 |
| September-18 | 106,069 | 21,797 | 127,866 | \$98,429 |
| October-18 | 116,578 | 27,637 | 144,215 | \$108,967 |
| November-18 | 114,328 | 29,028 | 143,356 | \$105,413 |
| December-18 | 108,264 | 31,570 | 139,834 | \$114,232 |
| January-19 | 130,842 | 21,055 | 151,897 | \$126,080 |
| February-19 | 120,635 | 27,879 | 148,514 | \$130,509 |
| March-19 | 136,250 | 35,647 | 171,897 | \$158,968 |
| April-19 | 133,261 | 27,923 | 161,184 | \$151,258 |
| May-19 | 137,652 | 28,528 | 166,180 | \$156,307 |
| June-19 | 126,555 | 24,899 | 151,454 | \$143,052 |
| Yearly Totals | 1,468,341 | 315,998 | 1,784,339 | \$1,507,324 |

Note: Data includes ramp toll plazas that report to the Mount Plymouth Mainline Gantry

1. Pay-By-Plate transactions are calculated as the difference between total revenue traffic and E-PASS traffic.
2. Mt. Plymouth Toll Gantry opened to traffic on April 1, 2018.

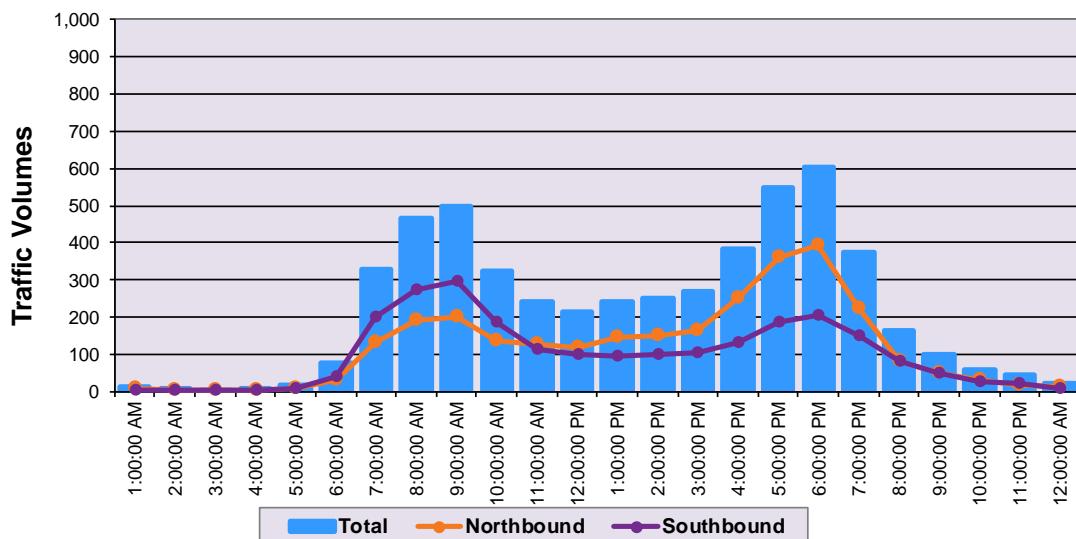


Mt. Plymouth Toll Gantry
SR 429 - Wekiva Parkway
Typical Daily Expressway Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| Sunday | 1,394 | 1,152 | 2,546 |
| Monday | 2,643 | 2,096 | 4,739 |
| Tuesday | 2,637 | 2,180 | 4,817 |
| Wednesday | 2,725 | 2,358 | 5,083 |
| Thursday | 3,049 | 3,006 | 6,055 |
| Friday | 3,217 | 2,438 | 5,655 |
| Saturday | 1,929 | 1,706 | 3,635 |

Mt. Plymouth Toll Gantry
SR 429 - Wekiva Parkway
Typical Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 8 | 7 | 15 |
| 2:00 AM | 5 | 3 | 9 |
| 3:00 AM | 3 | 2 | 5 |
| 4:00 AM | 4 | 3 | 7 |
| 5:00 AM | 8 | 9 | 17 |
| 6:00 AM | 33 | 42 | 75 |
| 7:00 AM | 131 | 200 | 331 |
| 8:00 AM | 191 | 275 | 465 |
| 9:00 AM | 202 | 298 | 500 |
| 10:00 AM | 136 | 187 | 324 |
| 11:00 AM | 128 | 116 | 244 |
| 12:00 PM | 117 | 99 | 216 |
| 1:00 PM | 145 | 97 | 242 |
| 2:00 PM | 149 | 102 | 251 |
| 3:00 PM | 164 | 106 | 270 |
| 4:00 PM | 251 | 134 | 385 |
| 5:00 PM | 361 | 187 | 548 |
| 6:00 PM | 395 | 206 | 602 |
| 7:00 PM | 222 | 151 | 373 |
| 8:00 PM | 83 | 80 | 163 |
| 9:00 PM | 52 | 50 | 102 |
| 10:00 PM | 34 | 26 | 59 |
| 11:00 PM | 20 | 24 | 44 |
| 12:00 AM | 12 | 11 | 23 |

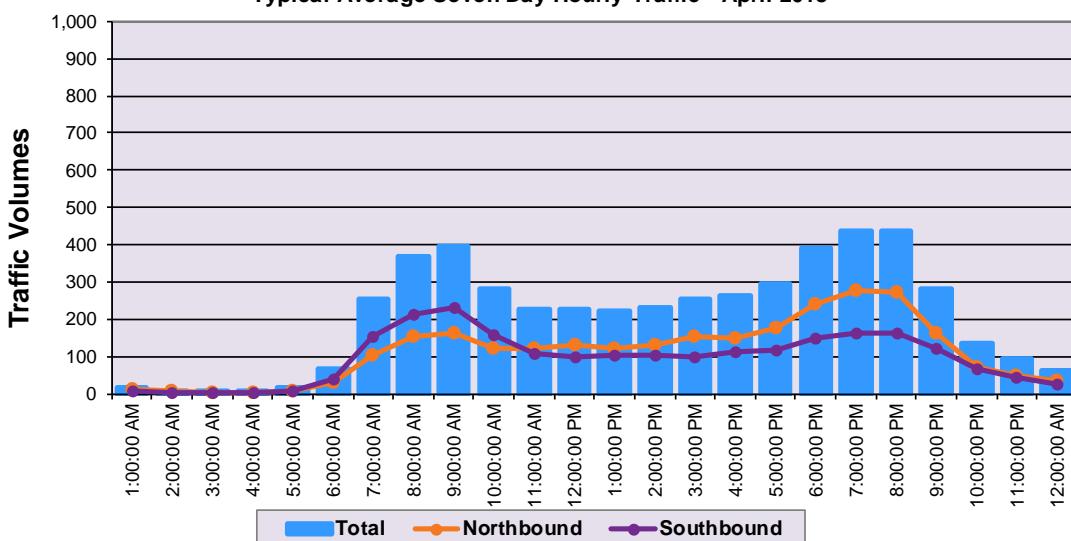
| | |
|-----------------|-------|
| Total Eastbound | 2,854 |
| Total Westbound | 2,416 |
| Total Weekday | 5,270 |



Mt. Plymouth Toll Gantry

SR 429 - Wekiva Parkway

Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 10 | 7 | 17 |
| 2:00 AM | 5 | 4 | 9 |
| 3:00 AM | 4 | 2 | 6 |
| 4:00 AM | 5 | 3 | 8 |
| 5:00 AM | 7 | 8 | 15 |
| 6:00 AM | 32 | 37 | 69 |
| 7:00 AM | 102 | 152 | 254 |
| 8:00 AM | 153 | 214 | 367 |
| 9:00 AM | 164 | 230 | 395 |
| 10:00 AM | 124 | 156 | 280 |
| 11:00 AM | 120 | 106 | 226 |
| 12:00 PM | 129 | 100 | 228 |
| 1:00 PM | 122 | 101 | 223 |
| 2:00 PM | 132 | 101 | 233 |
| 3:00 PM | 153 | 99 | 252 |
| 4:00 PM | 148 | 113 | 261 |
| 5:00 PM | 178 | 117 | 295 |
| 6:00 PM | 241 | 149 | 390 |
| 7:00 PM | 275 | 162 | 436 |
| 8:00 PM | 273 | 165 | 438 |
| 9:00 PM | 163 | 120 | 283 |
| 10:00 PM | 70 | 65 | 135 |
| 11:00 PM | 50 | 45 | 95 |
| 12:00 AM | 35 | 26 | 60 |

| | |
|-----------------|-------|
| Total Eastbound | 2,694 |
| Total Westbound | 2,279 |
| Total Weekday | 4,973 |



Mt. Plymouth Toll Gantry

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|-------------------------------|-------|
| Average Weekday Total Traffic | 5,270 |
| Eastbound Directional Traffic | 2,854 |
| Westbound Directional Traffic | 2,416 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|-------------------------------|-----|
| Eastbound Directional Traffic | 191 |
| Westbound Directional Traffic | 275 |
| Total AM Peak Hour Traffic | 465 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **8.83%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **59.03%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|-------------------------------|-----|
| Eastbound Directional Traffic | 395 |
| Westbound Directional Traffic | 206 |
| Total PM Peak Hour Traffic | 602 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **11.42%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **65.70%**



Mt. Plymouth Toll Gantry

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|---------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 2,217 | 78% | 637 | 22% | 2,854 | 100% |
| Westbound | 1,896 | 78% | 520 | 22% | 2,416 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

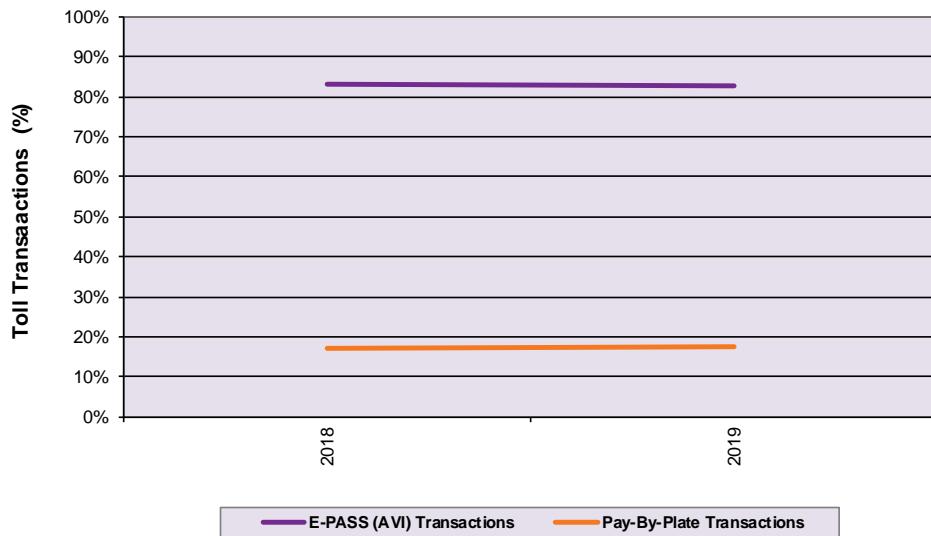
| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|---------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 158 | 83% | 33 | 17% | 191 | 100% |
| Westbound | 219 | 80% | 56 | 20% | 275 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|---------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 306 | 77% | 89 | 23% | 395 | 100% |
| Westbound | 168 | 81% | 38 | 19% | 206 | 100% |



Mt. Plymouth Toll Gantry
SR 429 - Wekiva Parkway
Historical & Existing Toll Transactions Statistics



| Year | Yearly Historical Toll Transaction Statistics | |
|------|---|---------------------------|
| | E-PASS (AVI) Transactions | Pay-By-Plate Transactions |
| 2018 | 82.9% | 17.1% |
| 2019 | 82.6% | 17.4% |

1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.

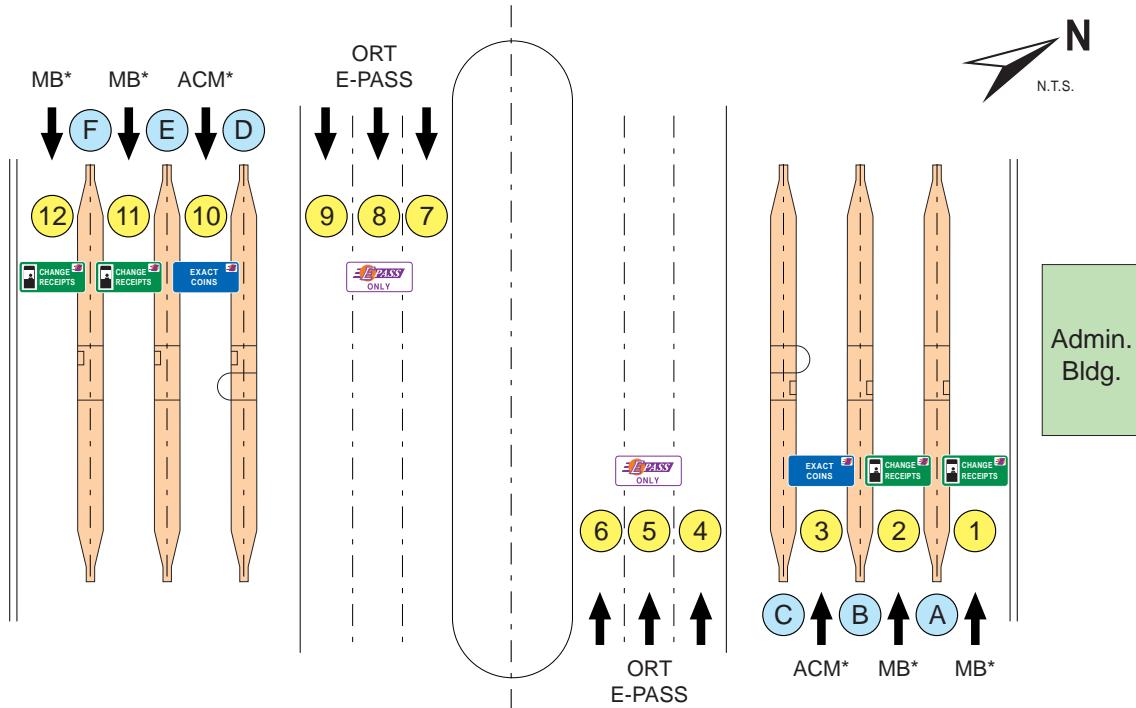
2. Mt. Plymouth Toll Gantry opened to traffic on April 1, 2018.



Coral Hills Mainline Toll Facility (Apopka Expressway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | | | | | |
|------|---|------|--------|------|---|
| 2009 | 10,500 | 2013 | 20,870 | 2017 | 36,930 |
| 2010 | 13,025 | 2014 | 24,120 | 2018 | 41,570 (<i>Toll Increase July 2018</i>) |
| 2011 | 13,820 | 2015 | 29,100 | 2019 | No Data |
| 2012 | 16,320 (<i>Toll Increase July 2012</i>) | 2016 | 33,900 | | |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|---------|---------|--------------|
| 2 Axles | \$ 1.15 | \$ 1.50 | \$ 2.30 |
| 3 Axles | \$ 1.74 | \$ 2.00 | \$ 3.48 |
| 4 Axles | \$ 2.30 | \$ 2.75 | \$ 4.60 |
| 5 Axles or more | \$ 2.89 | \$ 3.25 | \$ 5.78 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 4 Manned Booths (MB) with E-PASS
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 6 Open Road Tolling (ORT) E-PASS
- * Changeable Message Sign

LEGEND

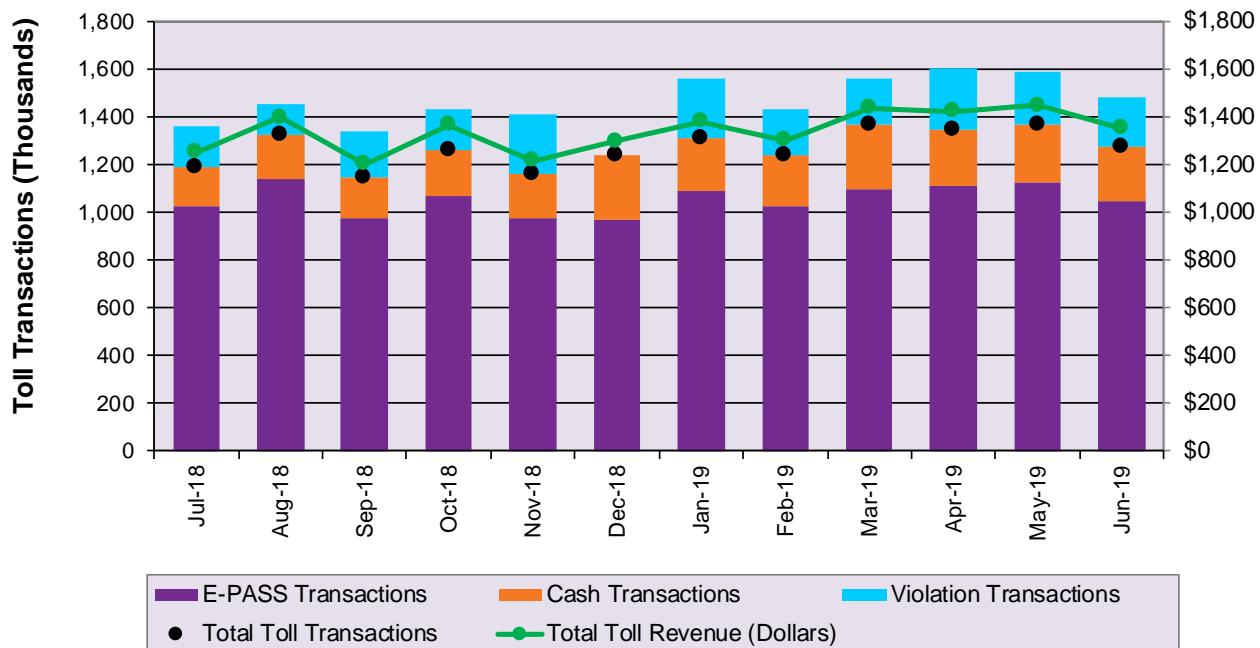
- (1) Lane Number
- (A) Island Designation



Approx. Scale: 1" = 200'
Aerial Date: 2019



Coral Hills Mainline Toll Facility
SR 414 - Apopka Expressway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



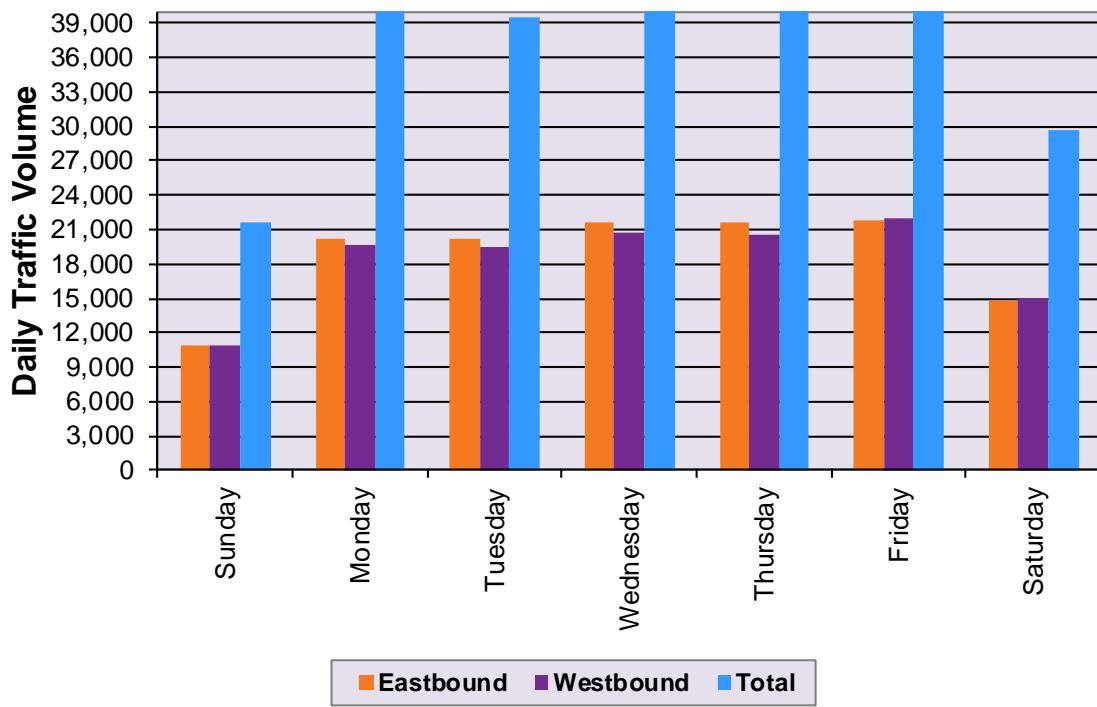
| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|------------------|-------------------|------------------|-------------------|---------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | 1,025,135 | 162,863 | 1,187,998 | 170,126 | 1,358,124 | \$1,251,899 |
| August-18 | 1,140,041 | 185,082 | 1,325,123 | 131,850 | 1,456,973 | \$1,397,650 |
| September-18 | 973,439 | 171,025 | 1,144,464 | 199,187 | 1,343,651 | \$1,202,068 |
| October-18 | 1,068,810 | 191,398 | 1,260,208 | 172,310 | 1,432,518 | \$1,368,150 |
| November-18 | 973,613 | 187,968 | 1,161,581 | 246,539 | 1,408,120 | \$1,216,900 |
| December-18 | 966,217 | 273,952 | 1,240,169 | 254,691 | 1,494,860 | \$1,299,273 |
| January-19 | 1,087,602 | 222,172 | 1,309,774 | 197,110 | 1,506,884 | \$1,380,376 |
| February-19 | 1,023,700 | 215,303 | 1,239,003 | 193,453 | 1,432,456 | \$1,301,183 |
| March-19 | 1,096,673 | 271,581 | 1,368,254 | 251,933 | 1,620,187 | \$1,438,211 |
| April-19 | 1,111,663 | 238,269 | 1,349,932 | 219,935 | 1,569,867 | \$1,422,722 |
| May-19 | 1,128,262 | 240,376 | 1,368,638 | 224,062 | 1,592,700 | \$1,449,053 |
| June-19 | 1,050,996 | 223,482 | 1,274,478 | 205,502 | 1,479,980 | \$1,350,790 |
| Yearly Totals | 12,646,151 | 2,583,471 | 15,229,622 | 2,466,698 | 17,696,320 | \$16,078,275 |

Note: Data includes ramp toll plazas that report to the Coral Hills Mainline Toll Plaza.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.

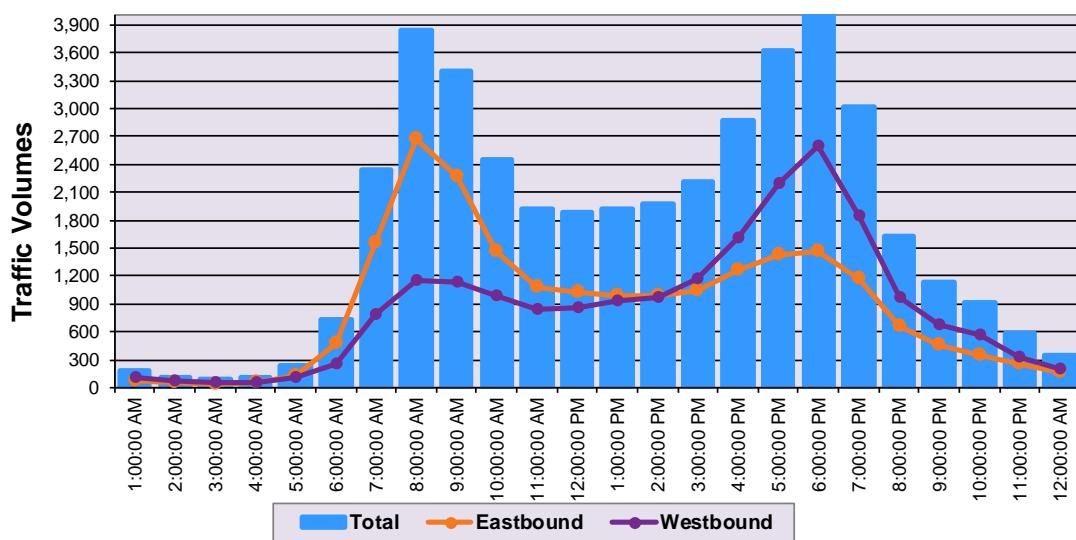


Coral Hills Mainline Toll Facility
SR 414 - Apopka Expressway
Typical Daily Expressway Traffic Volumes - April 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|-----------|--------|
| | Eastbound | Westbound | Total |
| Sunday | 10,847 | 10,823 | 21,669 |
| Monday | 20,273 | 19,723 | 39,995 |
| Tuesday | 20,185 | 19,406 | 39,590 |
| Wednesday | 21,564 | 20,723 | 42,287 |
| Thursday | 21,667 | 20,583 | 42,250 |
| Friday | 21,806 | 21,909 | 43,715 |
| Saturday | 14,755 | 14,947 | 29,702 |

Coral Hills Mainline Toll Facility
SR 414 - Apopka Expressway
Typical Average Five Day Hourly Traffic - April 2018

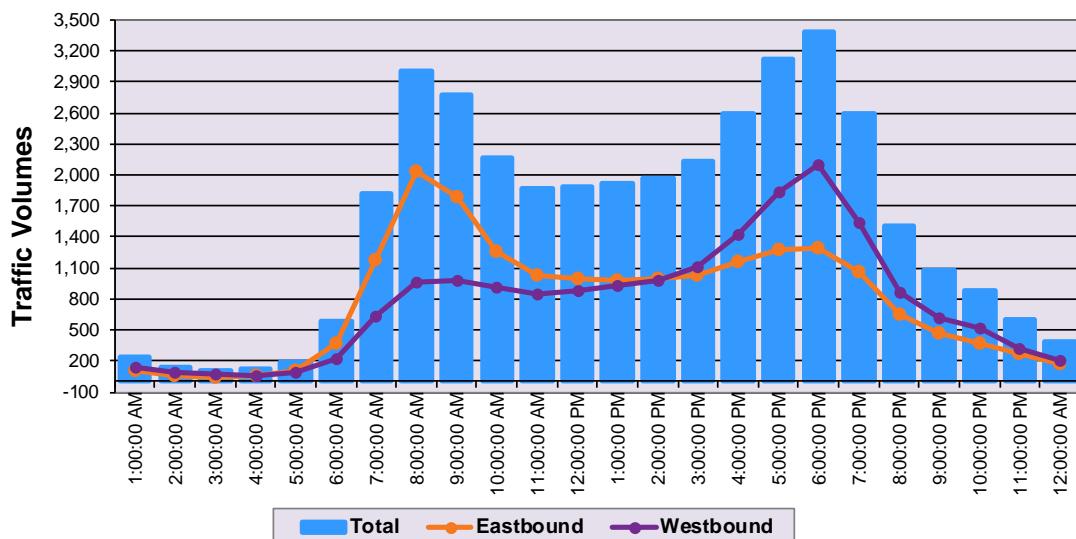


| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total |
| 1:00 AM | 81 | 107 | 188 |
| 2:00 AM | 52 | 66 | 118 |
| 3:00 AM | 41 | 55 | 96 |
| 4:00 AM | 57 | 58 | 115 |
| 5:00 AM | 124 | 105 | 229 |
| 6:00 AM | 466 | 263 | 729 |
| 7:00 AM | 1,551 | 783 | 2,334 |
| 8:00 AM | 2,674 | 1,159 | 3,833 |
| 9:00 AM | 2,263 | 1,135 | 3,398 |
| 10:00 AM | 1,466 | 983 | 2,449 |
| 11:00 AM | 1,080 | 849 | 1,929 |
| 12:00 PM | 1,023 | 864 | 1,886 |
| 1:00 PM | 992 | 923 | 1,915 |
| 2:00 PM | 992 | 975 | 1,967 |
| 3:00 PM | 1,044 | 1,177 | 2,221 |
| 4:00 PM | 1,260 | 1,603 | 2,864 |
| 5:00 PM | 1,422 | 2,197 | 3,619 |
| 6:00 PM | 1,456 | 2,594 | 4,050 |
| 7:00 PM | 1,167 | 1,850 | 3,018 |
| 8:00 PM | 666 | 965 | 1,631 |
| 9:00 PM | 458 | 669 | 1,127 |
| 10:00 PM | 351 | 561 | 912 |
| 11:00 PM | 251 | 333 | 584 |
| 12:00 AM | 161 | 195 | 356 |

| | |
|-----------------|--------|
| Total Eastbound | 21,099 |
| Total Westbound | 20,468 |
| Total Weekday | 41,567 |



Coral Hills Mainline Toll Facility
SR 414 - Apopka Expressway
 Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | | Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|-----------|-------|-------------|-------------------------|-----------|-------|
| | Eastbound | Westbound | Total | | Eastbound | Westbound | Total |
| 1:00 AM | 104 | 136 | 239 | 1:00 PM | 979 | 935 | 1,914 |
| 2:00 AM | 64 | 83 | 147 | 2:00 PM | 987 | 974 | 1,961 |
| 3:00 AM | 47 | 67 | 113 | 3:00 PM | 1,022 | 1,112 | 2,134 |
| 4:00 AM | 55 | 61 | 116 | 4:00 PM | 1,162 | 1,428 | 2,590 |
| 5:00 AM | 102 | 91 | 193 | 5:00 PM | 1,280 | 1,831 | 3,112 |
| 6:00 AM | 366 | 221 | 587 | 6:00 PM | 1,284 | 2,095 | 3,379 |
| 7:00 AM | 1,182 | 634 | 1,816 | 7:00 PM | 1,053 | 1,538 | 2,592 |
| 8:00 AM | 2,038 | 965 | 3,003 | 8:00 PM | 650 | 857 | 1,507 |
| 9:00 AM | 1,785 | 986 | 2,771 | 9:00 PM | 465 | 615 | 1,080 |
| 10:00 AM | 1,264 | 908 | 2,172 | 10:00 PM | 365 | 516 | 881 |
| 11:00 AM | 1,031 | 842 | 1,873 | 11:00 PM | 267 | 325 | 593 |
| 12:00 PM | 1,000 | 880 | 1,880 | 12:00 AM | 177 | 201 | 379 |

| | |
|-----------------|--------|
| Total Eastbound | 18,728 |
| Total Westbound | 18,302 |
| Total Weekday | 37,029 |



Coral Hills Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|-------------------------------|--------|
| Average Weekday Total Traffic | 41,567 |
| Eastbound Directional Traffic | 21,099 |
| Westbound Directional Traffic | 20,468 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 2,674 |
| Westbound Directional Traffic | 1,159 |
| Total AM Peak Hour Traffic | 3,833 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **9.22%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **69.77%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|-------------------------------|-------|
| Eastbound Directional Traffic | 1,456 |
| Westbound Directional Traffic | 2,594 |
| Total PM Peak Hour Traffic | 4,050 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **9.74%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **64.04%**



Coral Hills Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 19,582 | 93% | 0 | 0% | 1,383 | 7% | 20,965 | 100% |
| Westbound | 18,976 | 93% | 0 | 0% | 1,366 | 7% | 20,341 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

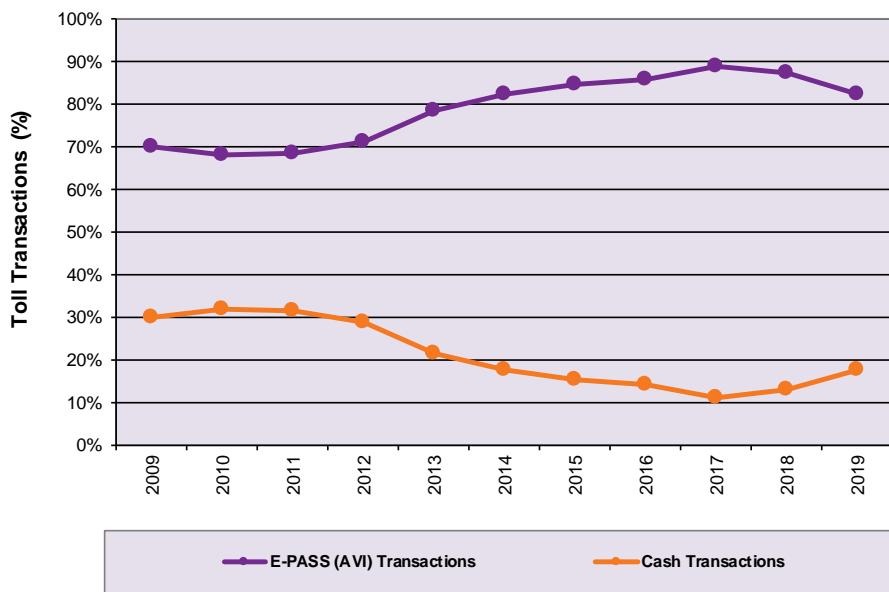
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 2,570 | 97% | 0 | 0% | 89 | 3% | 2,660 | 100% |
| Westbound | 1,099 | 95% | 0 | 0% | 54 | 5% | 1,153 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Eastbound | 1,352 | 93% | 0 | 0% | 98 | 7% | 1,450 | 100% |
| Westbound | 2,440 | 95% | 0 | 0% | 139 | 5% | 2,578 | 100% |



Coral Hills Mainline Toll Facility
SR 414 - Apopka Expressway
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2000 | | | Not Open to Traffic |
| 2001 | | | Not Open to Traffic |
| 2002 | | | Not Open to Traffic |
| 2003 | | | Not Open to Traffic |
| 2004 | | | Not Open to Traffic |
| 2005 | | | Not Open to Traffic |
| 2006 | | | Not Open to Traffic |
| 2007 | | | Not Open to Traffic |
| 2008 | | | Not Open to Traffic |
| 2009 | 70.1% | 29.9% | 2.9% |
| 2010 | 68.2% | 31.8% | 2.5% |
| 2011 | 68.5% | 31.5% | 2.7% |
| 2012 | 71.3% | 28.7% | 2.9% |
| 2013 | 78.6% | 21.4% | 3.4% |
| 2014 | 82.5% | 17.5% | 4.2% |
| 2015 | 84.5% | 15.5% | 5.0% |
| 2016 | 85.7% | 14.3% | 5.8% |
| 2017 | 88.8% | 11.2% | 8.4% |
| 2018 | 87.1% | 12.9% | 12.0% |
| 2019 | 82.2% | 17.8% | 14.0% |

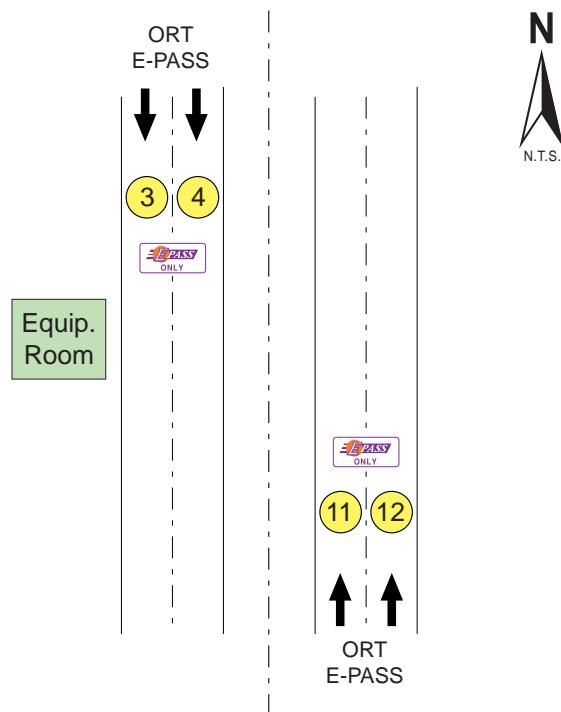
1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.



Coronado Mainline Toll Gantry Facility (SR 453)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

2018 3,690* (Toll Increase July 2018)
 2019 No Data

TOLL RATE STRUCTURE

| | <u>E-PASS</u> | <u>CASH</u> | <u>PAY-BY-PLATE</u> |
|-----------------|---------------|-------------|---------------------|
| 2 Axles | \$.67 | NA | \$ 1.34 |
| 3 Axles | \$ 1.74 | NA | \$ 2.04 |
| 4 Axles | \$ 2.30 | NA | \$ 2.70 |
| 5 Axles or more | \$ 2.89 | NA | \$ 3.40 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 4 Open Road Tolling (ORT) E-PASS and Pay-by-Plate (PBP)

LEGEND

- (1) Lane Number



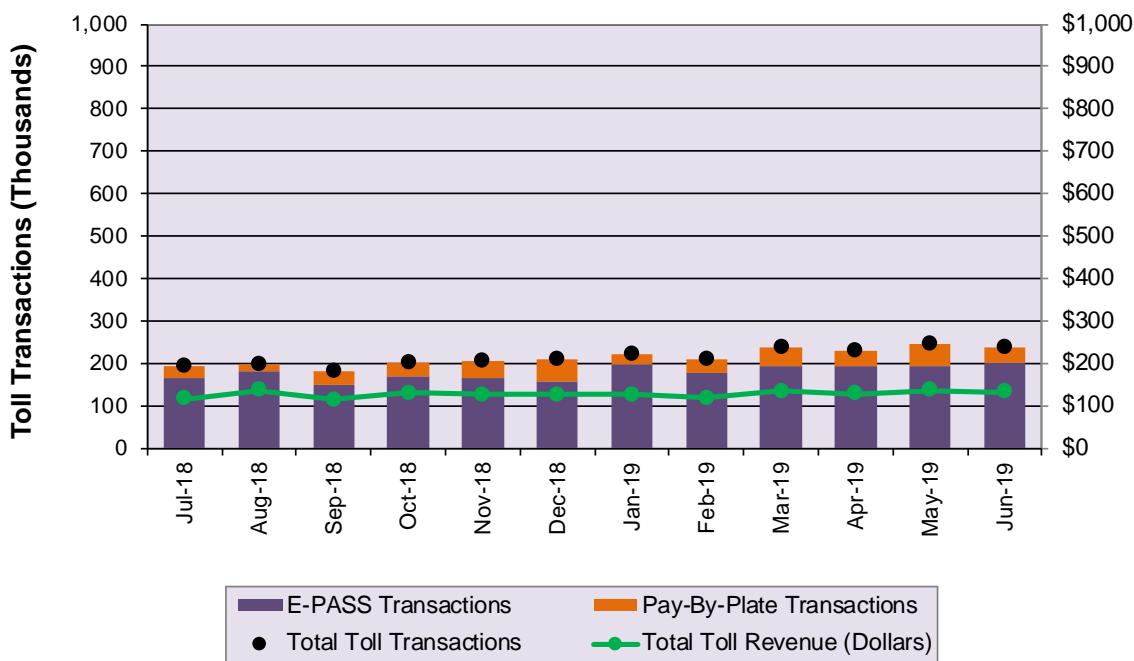
Not to Scale
Google Earth
March 2020



Coronado Toll Gantry

SR 453

Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



| Month | FY 18 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | Total Toll Revenue |
|----------------------|---|---------------|----------------|--------------------|
| | E-PASS | Pay-By-Plate | Total | |
| July-18 | No Data | No Data | No Data | No Data |
| August-18 | No Data | No Data | No Data | No Data |
| September-18 | No Data | No Data | No Data | No Data |
| October-18 | No Data | No Data | No Data | No Data |
| November-18 | No Data | No Data | No Data | No Data |
| December-18 | No Data | No Data | No Data | No Data |
| January-19 | No Data | No Data | No Data | No Data |
| February-19 | No Data | No Data | No Data | No Data |
| March-19 | No Data | No Data | No Data | No Data |
| April-19 | 149,977 | 17,915 | 167,892 | \$101,787 |
| May-19 | 168,875 | 22,523 | 191,398 | \$114,767 |
| June-19 | 164,015 | 27,245 | 191,260 | \$111,722 |
| Yearly Totals | 482,867 | 67,683 | 550,550 | \$328,276 |

Note:

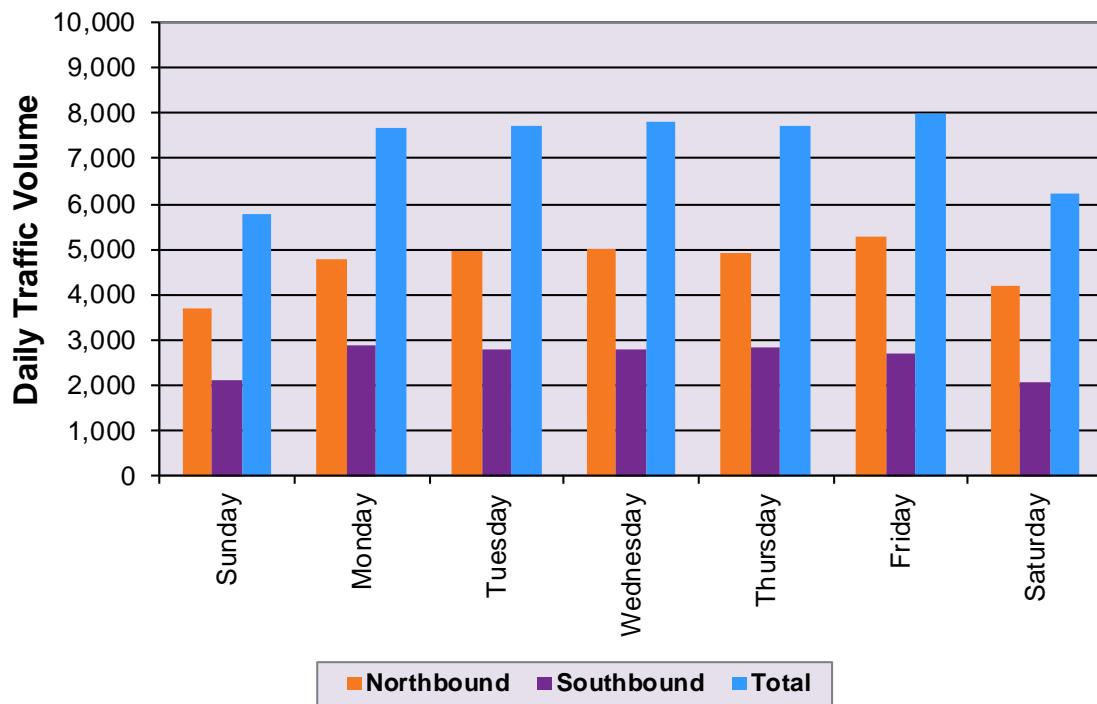
1. Pay-By-Plate transactions are calculated as the difference between total revenue traffic and E-PASS traffic.
2. Coronado Toll Gantry opened to traffic on April 1, 2018.



Coronado Toll Gantry

SR 453

Typical Daily Expressway Traffic Volumes - April 2018

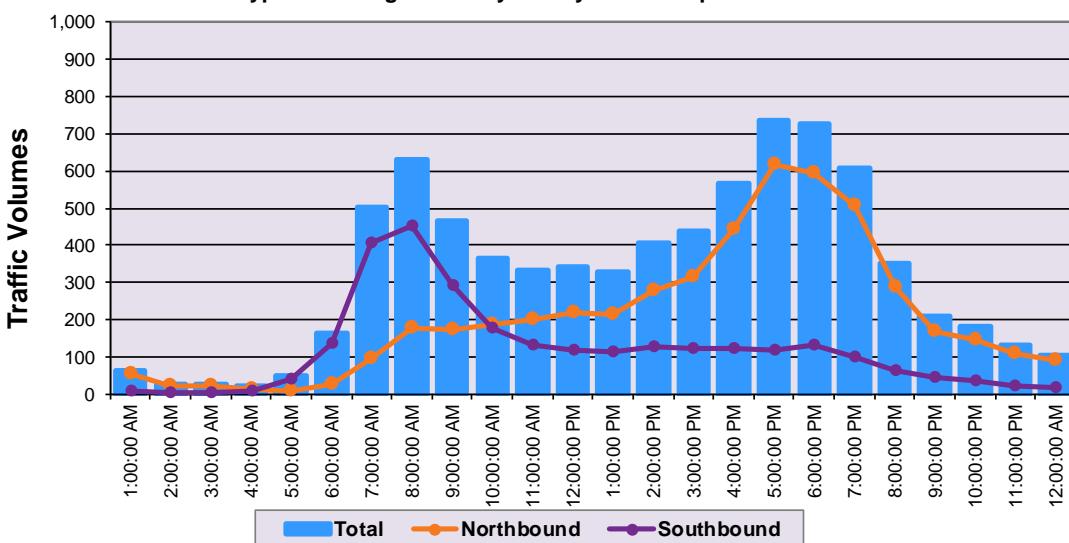


| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|-------|
| | Northbound | Southbound | Total |
| Sunday | 3,698 | 2,100 | 5,798 |
| Monday | 4,785 | 2,909 | 7,694 |
| Tuesday | 4,953 | 2,781 | 7,734 |
| Wednesday | 4,996 | 2,799 | 7,795 |
| Thursday | 4,918 | 2,827 | 7,745 |
| Friday | 5,269 | 2,718 | 7,987 |
| Saturday | 4,186 | 2,056 | 6,242 |

Coronado Toll Gantry

SR 453

Typical Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 56 | 8 | 64 |
| 2:00 AM | 25 | 5 | 29 |
| 3:00 AM | 21 | 6 | 27 |
| 4:00 AM | 12 | 11 | 23 |
| 5:00 AM | 10 | 40 | 50 |
| 6:00 AM | 28 | 136 | 165 |
| 7:00 AM | 94 | 407 | 501 |
| 8:00 AM | 178 | 453 | 631 |
| 9:00 AM | 175 | 291 | 466 |
| 10:00 AM | 188 | 178 | 366 |
| 11:00 AM | 201 | 132 | 333 |
| 12:00 PM | 220 | 121 | 341 |

| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 PM | 216 | 115 | 331 |
| 2:00 PM | 279 | 127 | 406 |
| 3:00 PM | 315 | 123 | 438 |
| 4:00 PM | 444 | 123 | 567 |
| 5:00 PM | 618 | 117 | 735 |
| 6:00 PM | 595 | 131 | 726 |
| 7:00 PM | 508 | 100 | 608 |
| 8:00 PM | 290 | 65 | 354 |
| 9:00 PM | 168 | 44 | 212 |
| 10:00 PM | 145 | 36 | 181 |
| 11:00 PM | 111 | 22 | 133 |
| 12:00 AM | 90 | 16 | 107 |

| | |
|------------------|-------|
| Total Northbound | 4,984 |
| Total Southbound | 2,807 |
| Total Weekday | 7,791 |



SR 453
Coronado Mainline Toll Gantry Facility

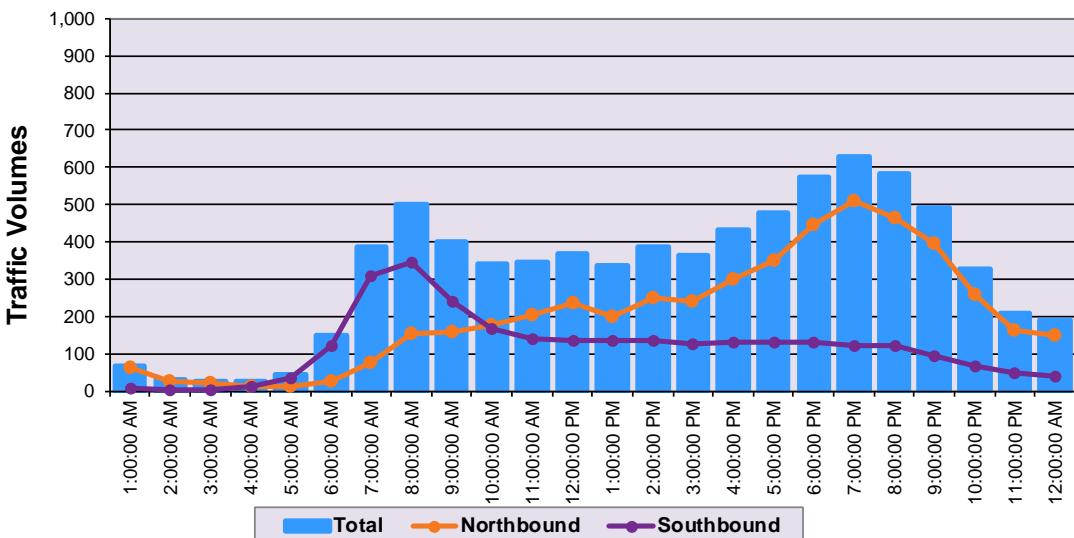
SECTION III

202

Coronado Toll Gantry

SR 453

Typical Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 61 | 8 | 69 |
| 2:00 AM | 27 | 4 | 31 |
| 3:00 AM | 22 | 5 | 26 |
| 4:00 AM | 12 | 11 | 24 |
| 5:00 AM | 10 | 35 | 46 |
| 6:00 AM | 26 | 123 | 149 |
| 7:00 AM | 75 | 309 | 384 |
| 8:00 AM | 155 | 347 | 502 |
| 9:00 AM | 158 | 240 | 398 |
| 10:00 AM | 177 | 165 | 342 |
| 11:00 AM | 205 | 138 | 343 |
| 12:00 PM | 234 | 134 | 368 |

| Total Northbound | 4,879 |
|------------------|-------|
| Total Southbound | 2,797 |
| Total Weekday | 7,676 |



Coronado Mainline Toll Gantry

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|-------|
| Average Weekday Total Traffic | 7,791 |
| Northbound Directional Traffic | 4,984 |
| Southbound Directional Traffic | 2,807 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-----|
| Northbound Directional Traffic | 178 |
| Southbound Directional Traffic | 453 |
| Total AM Peak Hour Traffic | 631 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **8.10%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **71.82%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|-----|
| Northbound Directional Traffic | 595 |
| Southbound Directional Traffic | 131 |
| Total PM Peak Hour Traffic | 726 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **9.31%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **81.95%**



Coronado Mainline Toll Gantry

Toll Transaction Summary

Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 4,319 | 87% | 666 | 13% | 4,984 | 100% |
| Southbound | 2,458 | 88% | 349 | 12% | 2,807 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

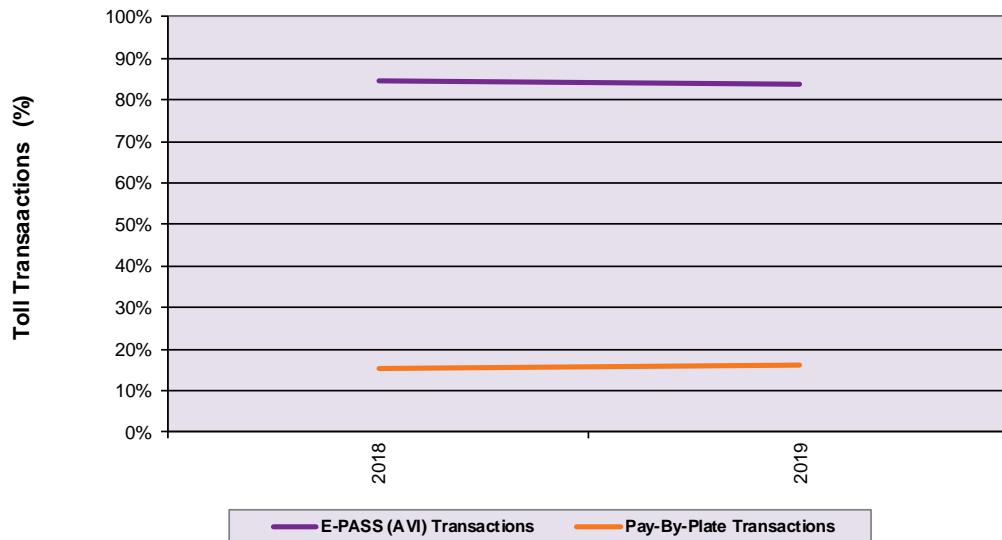
| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 156 | 88% | 22 | 12% | 178 | 100% |
| Southbound | 412 | 91% | 41 | 9% | 453 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 527 | 89% | 67 | 11% | 595 | 100% |
| Southbound | 114 | 87% | 17 | 13% | 131 | 100% |



Coronado Toll Gantry
SR 453
Historical & Existing Toll Transactions Statistics



| Year | Yearly Historical Toll Transaction Statistics | |
|------|---|---------------------------|
| | E-PASS (AVI) Transactions | Pay-By-Plate Transactions |
| 2018 | 84.6% | 15.4% |
| 2019 | 83.6% | 16.4% |

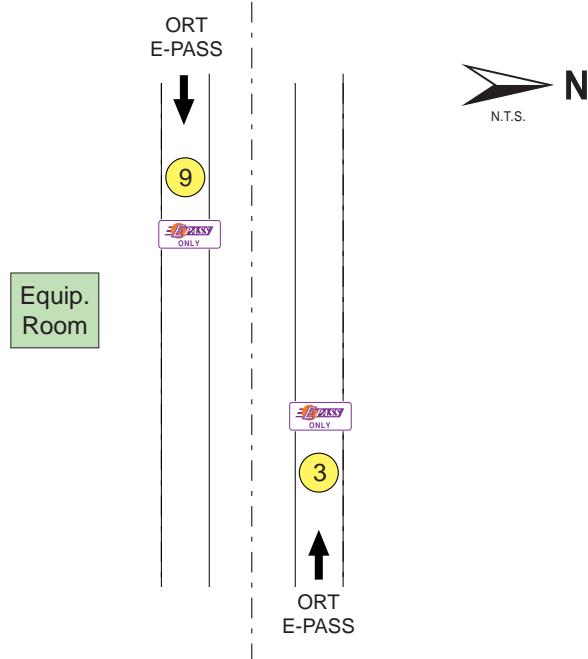
1. Coronado Toll Gantry opened to traffic on April 1, 2018.



Marigold Mainline Toll Gantry Facility (Poinciana Parkway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

2019 No Data

TOLL RATE STRUCTURE

| | <u>E-PASS</u> | <u>CASH</u> | <u>PAY-BY-PLATE</u> |
|-----------------|---------------|-------------|---------------------|
| 2 Axles | \$ 2.08 | NA | \$ 4.16 |
| 3 Axles | \$ 3.15 | NA | \$ 6.30 |
| 4 Axles | \$ 4.16 | NA | \$ 8.32 |
| 5 Axles or more | \$ 5.23 | NA | \$10.46 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 2 Open Road Tolling (ORT) E-PASS and Pay-by-Plate (PBP)

LEGEND

- (1) Lane Number



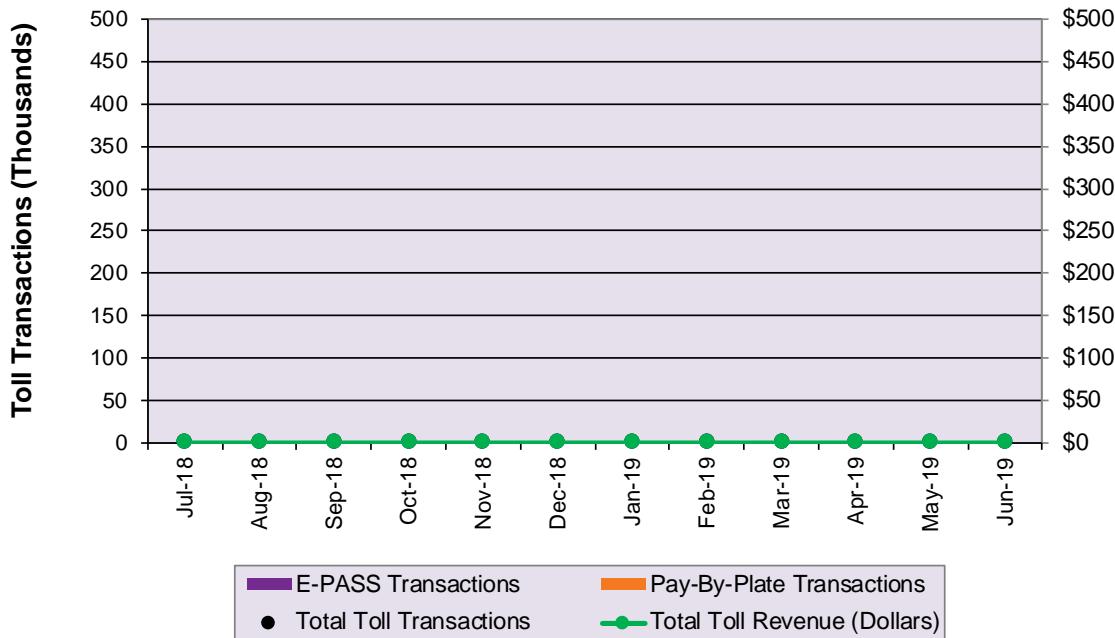


Approx. Scale: 1" = 200'
Aerial Date: 2019



Marigold Toll Gantry
SR 538 - Poinciana Parkway

Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



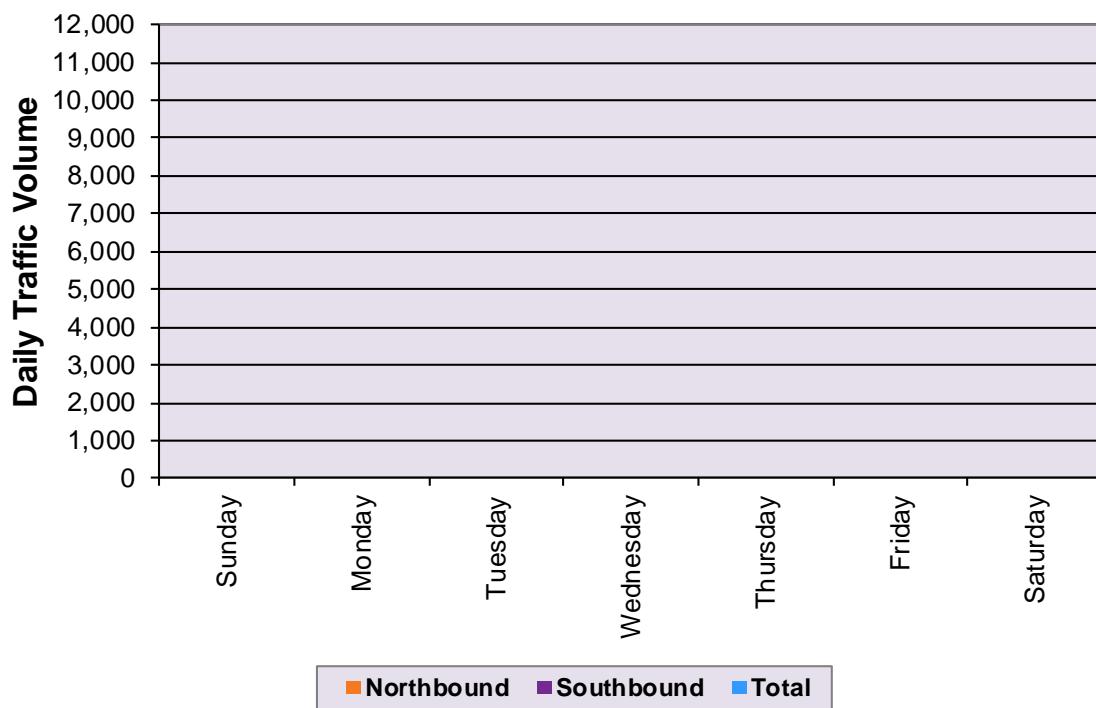
| Month | FY 18 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | Total Toll Revenue |
|----------------------|---|----------------|----------------|--------------------|
| | E-PASS | Pay-By-Plate | Total | |
| July-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| August-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| September-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| October-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| November-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| December-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| January-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| February-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| March-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| April-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| May-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| June-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| Yearly Totals | NO DATA | NO DATA | NO DATA | NO DATA |

Note:

1. Pay-By-Plate transactions are calculated as the difference between total revenue traffic and E-PASS traffic.
2. Marigold Toll Gantry opened to traffic in April 2016.



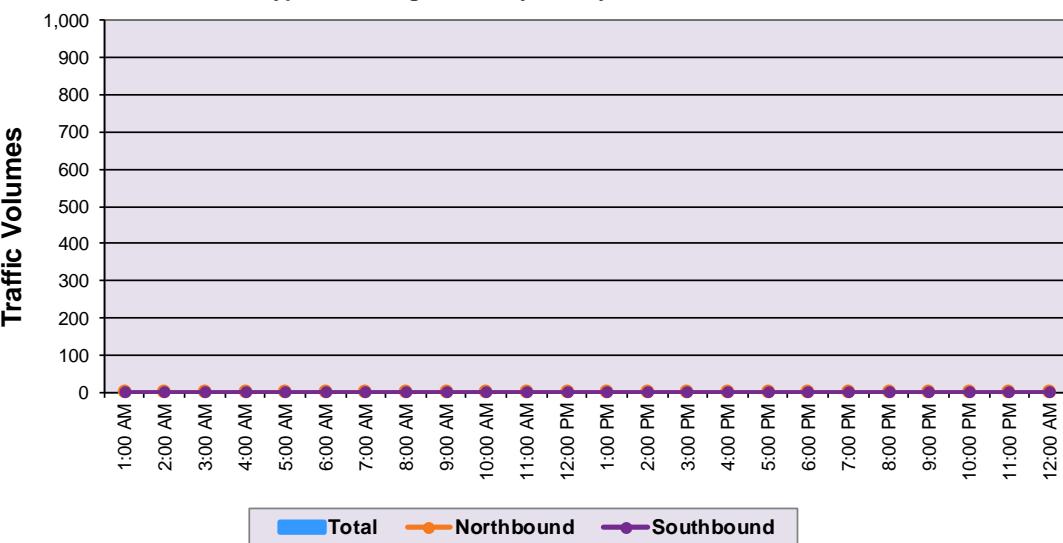
Marigold Toll Gantry
SR 538 - Poinciana Parkway
Typical Daily Expressway Traffic Volumes - 2019



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|---------|
| | Northbound | Southbound | Total |
| Sunday | NO DATA | NO DATA | NO DATA |
| Monday | NO DATA | NO DATA | NO DATA |
| Tuesday | NO DATA | NO DATA | NO DATA |
| Wednesday | NO DATA | NO DATA | NO DATA |
| Thursday | NO DATA | NO DATA | NO DATA |
| Friday | NO DATA | NO DATA | NO DATA |
| Saturday | NO DATA | NO DATA | NO DATA |



Marigold Toll Gantry
SR 538 - Poinciana Parkway
 Typical Average Five Day Hourly Traffic - 2018



| Hour Ending | Average Weekday Volumes | | | Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|---------|-------------|-------------------------|------------|---------|
| | Northbound | Southbound | Total | | Northbound | Southbound | Total |
| 1:00 AM | NO DATA | NO DATA | NO DATA | 1:00 PM | NO DATA | NO DATA | NO DATA |
| 2:00 AM | NO DATA | NO DATA | NO DATA | 2:00 PM | NO DATA | NO DATA | NO DATA |
| 3:00 AM | NO DATA | NO DATA | NO DATA | 3:00 PM | NO DATA | NO DATA | NO DATA |
| 4:00 AM | NO DATA | NO DATA | NO DATA | 4:00 PM | NO DATA | NO DATA | NO DATA |
| 5:00 AM | NO DATA | NO DATA | NO DATA | 5:00 PM | NO DATA | NO DATA | NO DATA |
| 6:00 AM | NO DATA | NO DATA | NO DATA | 6:00 PM | NO DATA | NO DATA | NO DATA |
| 7:00 AM | NO DATA | NO DATA | NO DATA | 7:00 PM | NO DATA | NO DATA | NO DATA |
| 8:00 AM | NO DATA | NO DATA | NO DATA | 8:00 PM | NO DATA | NO DATA | NO DATA |
| 9:00 AM | NO DATA | NO DATA | NO DATA | 9:00 PM | NO DATA | NO DATA | NO DATA |
| 10:00 AM | NO DATA | NO DATA | NO DATA | 10:00 PM | NO DATA | NO DATA | NO DATA |
| 11:00 AM | NO DATA | NO DATA | NO DATA | 11:00 PM | NO DATA | NO DATA | NO DATA |
| 12:00 PM | NO DATA | NO DATA | NO DATA | 12:00 AM | NO DATA | NO DATA | NO DATA |

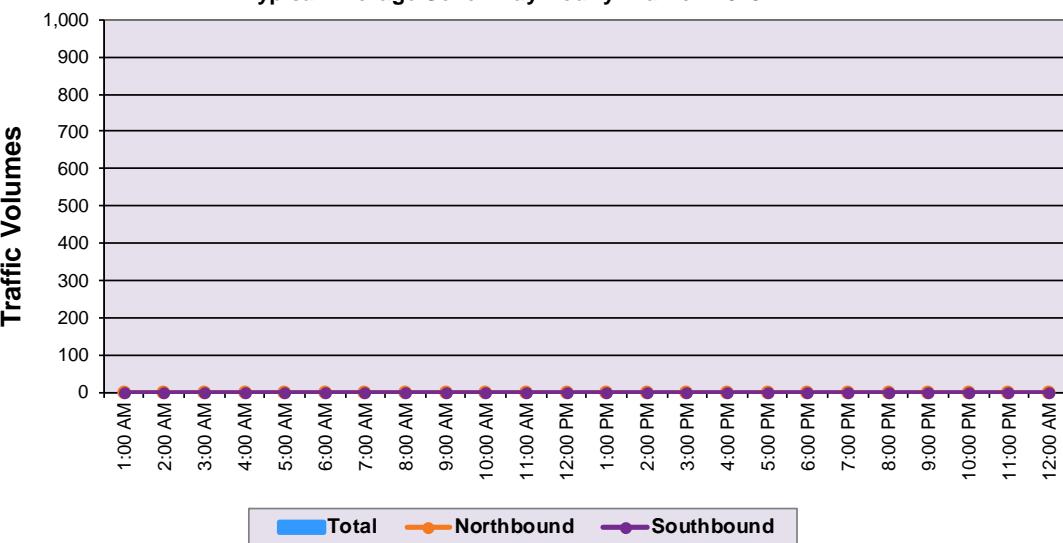
| | |
|------------------|---------|
| Total Northbound | NO DATA |
| Total Southbound | NO DATA |
| Total Weekday | NO DATA |



Marigold Toll Gantry

SR 538 - Poinciana Parkway

Typical Average Seven Day Hourly Traffic - 2018



| Hour Ending | Average Weekday Volumes | | | Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|---------|-------------|-------------------------|------------|---------|
| | Northbound | Southbound | Total | | Northbound | Southbound | Total |
| 1:00 AM | NO DATA | NO DATA | NO DATA | 1:00 PM | NO DATA | NO DATA | NO DATA |
| 2:00 AM | NO DATA | NO DATA | NO DATA | 2:00 PM | NO DATA | NO DATA | NO DATA |
| 3:00 AM | NO DATA | NO DATA | NO DATA | 3:00 PM | NO DATA | NO DATA | NO DATA |
| 4:00 AM | NO DATA | NO DATA | NO DATA | 4:00 PM | NO DATA | NO DATA | NO DATA |
| 5:00 AM | NO DATA | NO DATA | NO DATA | 5:00 PM | NO DATA | NO DATA | NO DATA |
| 6:00 AM | NO DATA | NO DATA | NO DATA | 6:00 PM | NO DATA | NO DATA | NO DATA |
| 7:00 AM | NO DATA | NO DATA | NO DATA | 7:00 PM | NO DATA | NO DATA | NO DATA |
| 8:00 AM | NO DATA | NO DATA | NO DATA | 8:00 PM | NO DATA | NO DATA | NO DATA |
| 9:00 AM | NO DATA | NO DATA | NO DATA | 9:00 PM | NO DATA | NO DATA | NO DATA |
| 10:00 AM | NO DATA | NO DATA | NO DATA | 10:00 PM | NO DATA | NO DATA | NO DATA |
| 11:00 AM | NO DATA | NO DATA | NO DATA | 11:00 PM | NO DATA | NO DATA | NO DATA |
| 12:00 PM | NO DATA | NO DATA | NO DATA | 12:00 AM | NO DATA | NO DATA | NO DATA |

| | |
|------------------|---------|
| Total Northbound | NO DATA |
| Total Southbound | NO DATA |
| Total Weekday | NO DATA |



Marigold Mainline Toll Gantry

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|---------|
| Average Weekday Total Traffic | NO DATA |
| Northbound Directional Traffic | NO DATA |
| Southbound Directional Traffic | NO DATA |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|---------|
| Northbound Directional Traffic | NO DATA |
| Southbound Directional Traffic | NO DATA |
| Total AM Peak Hour Traffic | NO DATA |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

| | |
|---|----------------|
| AM Peak Hour Factor ("K_{am}") | NO DATA |
|---|----------------|

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

| | |
|---|----------------|
| AM Peak Hour Directional Factor ("D_{am}") | NO DATA |
|---|----------------|

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|---------|
| Northbound Directional Traffic | NO DATA |
| Southbound Directional Traffic | NO DATA |
| Total PM Peak Hour Traffic | NO DATA |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

| | |
|---|----------------|
| PM Peak Hour Factor ("K_{pm}") | NO DATA |
|---|----------------|

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

| | |
|---|----------------|
| PM Peak Hour Directional Factor ("D_{pm}") | NO DATA |
|---|----------------|



Marigold Mainline Toll Gantry

Toll Transaction Summary

Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |
| Southbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

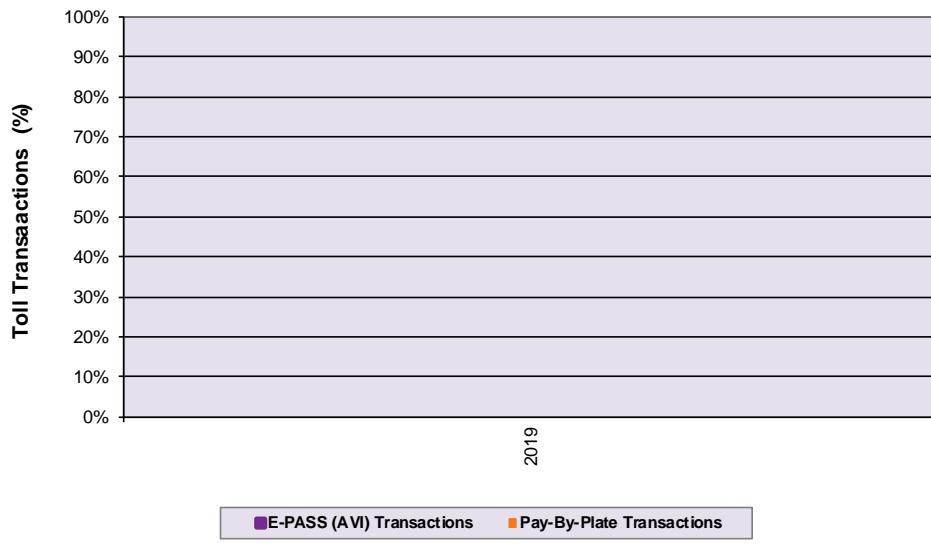
| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |
| Southbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|------------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |
| Southbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |



Marigold Toll Gantry
SR 538 - Poinciana Parkway
Historical & Existing Toll Transactions Statistics



| Year | Yearly Historical Toll Transaction Statistics | |
|------|---|---------------------------|
| | E-PASS (AVI) Transactions | Pay-By-Plate Transactions |
| 2019 | NO DATA | NO DATA |

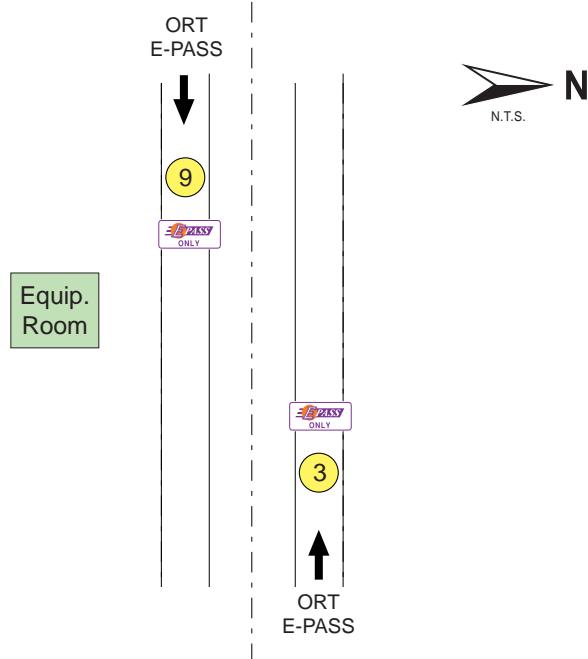
1. Marigold Toll Gantry opened to traffic in April 2016.



Koa Mainline Toll Gantry Facility (Poinciana Parkway)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

2019 No Data

TOLL RATE STRUCTURE

| | <u>E-PASS</u> | <u>CASH</u> | <u>PAY-BY-PLATE</u> |
|-----------------|---------------|-------------|---------------------|
| 2 Axles | \$.51 | NA | \$ 1.02 |
| 3 Axles | \$.76 | NA | \$ 1.52 |
| 4 Axles | \$ 1.02 | NA | \$ 2.04 |
| 5 Axles or more | \$ 1.27 | NA | \$ 2.54 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

- 2 Open Road Tolling (ORT) E-PASS and Pay-by-Plate (PBP)

LEGEND

- (1) Lane Number



**SR 538 (POINCIANA PARKWAY)
Koa Mainline Toll Gantry Facility**

SECTION III

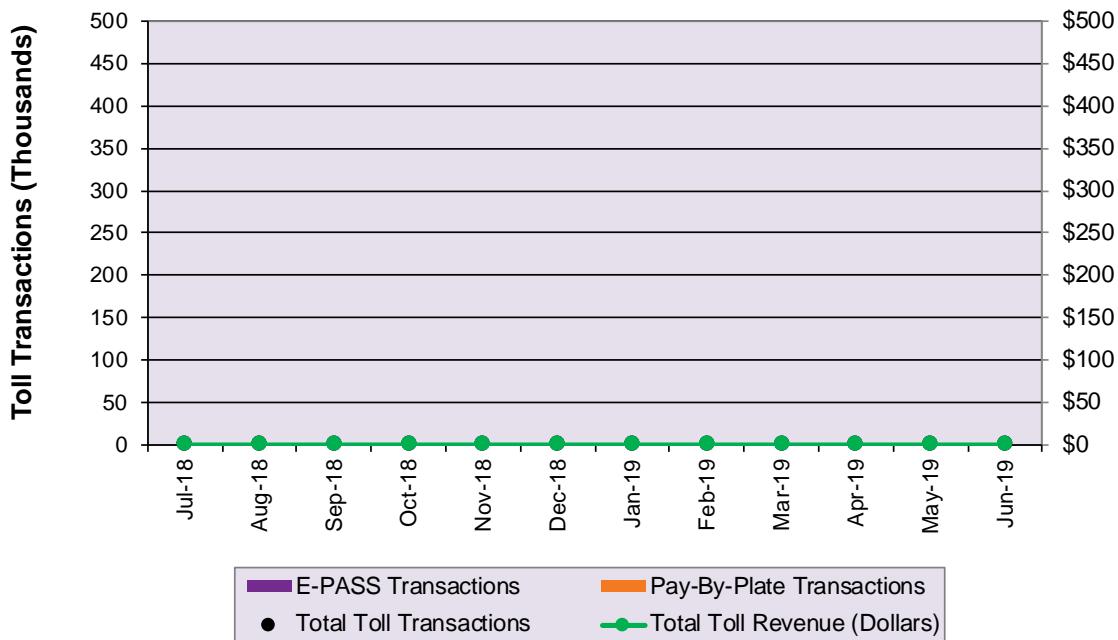
218



Approx. Scale: 1" = 200'
Aerial Date: 2019



Koa Toll Gantry
SR 538 - Poinciana Parkway
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



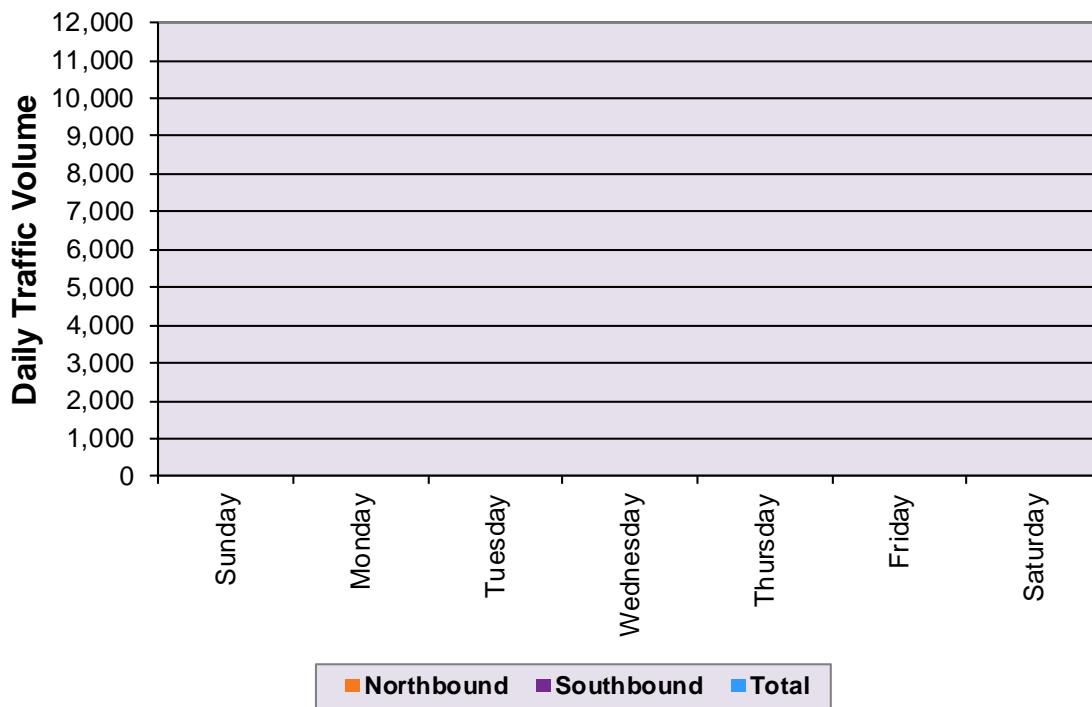
| Month | FY 18 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | Total Toll Revenue |
|----------------------|---|----------------|----------------|--------------------|
| | E-PASS | Pay-By-Plate | Total | |
| July-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| August-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| September-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| October-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| November-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| December-18 | NO DATA | NO DATA | NO DATA | NO DATA |
| January-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| February-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| March-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| April-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| May-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| June-19 | NO DATA | NO DATA | NO DATA | NO DATA |
| Yearly Totals | NO DATA | NO DATA | NO DATA | NO DATA |

Note:

1. Pay-By-Plate transactions are calculated as the difference between total revenue traffic and E-PASS traffic.
2. Koa Toll Gantry opened to traffic in November 2016.



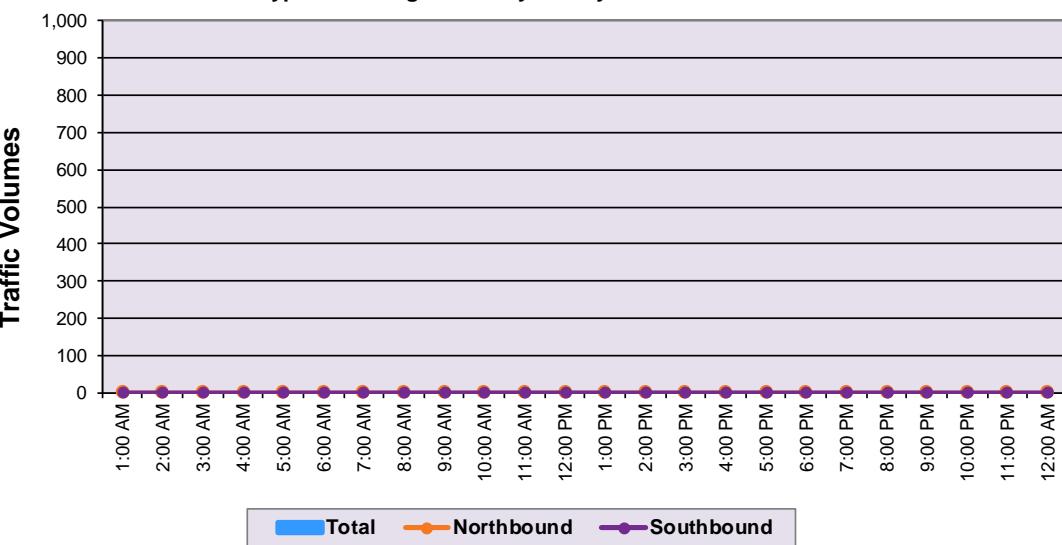
Koa Toll Gantry
SR 538 - Poinciana Parkway
Typical Daily Expressway Traffic Volumes - 2018



| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|---------|
| | Northbound | Southbound | Total |
| Sunday | NO DATA | NO DATA | NO DATA |
| Monday | NO DATA | NO DATA | NO DATA |
| Tuesday | NO DATA | NO DATA | NO DATA |
| Wednesday | NO DATA | NO DATA | NO DATA |
| Thursday | NO DATA | NO DATA | NO DATA |
| Friday | NO DATA | NO DATA | NO DATA |
| Saturday | NO DATA | NO DATA | NO DATA |



Koa Toll Gantry
SR 538 - Poinciana Parkway
Typical Average Five Day Hourly Traffic - 2018

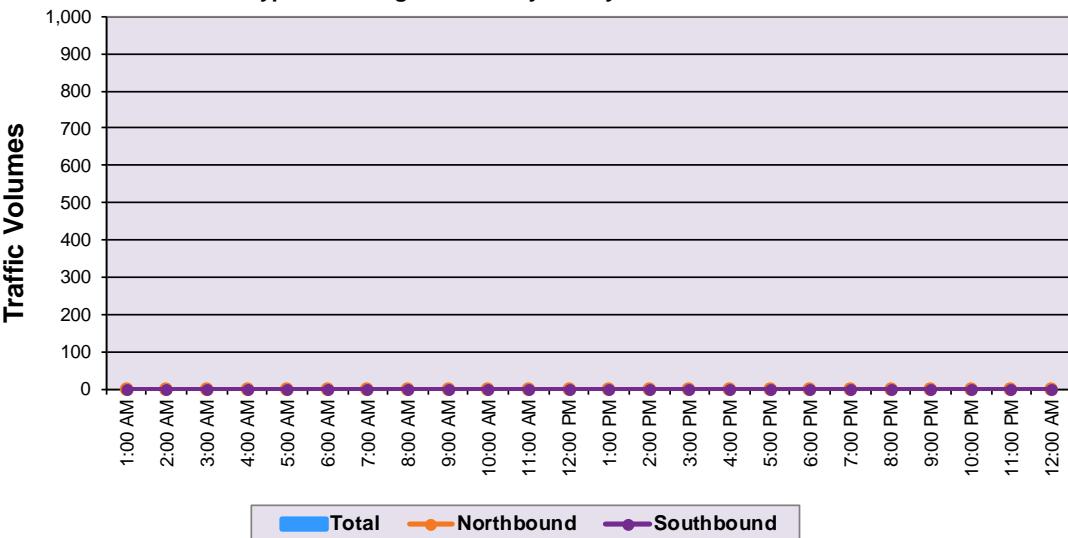


| Hour Ending | Average Weekday Volumes | | | Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|---------|-------------|-------------------------|------------|---------|
| | Northbound | Southbound | Total | | Northbound | Southbound | Total |
| 1:00 AM | NO DATA | NO DATA | NO DATA | 1:00 PM | NO DATA | NO DATA | NO DATA |
| 2:00 AM | NO DATA | NO DATA | NO DATA | 2:00 PM | NO DATA | NO DATA | NO DATA |
| 3:00 AM | NO DATA | NO DATA | NO DATA | 3:00 PM | NO DATA | NO DATA | NO DATA |
| 4:00 AM | NO DATA | NO DATA | NO DATA | 4:00 PM | NO DATA | NO DATA | NO DATA |
| 5:00 AM | NO DATA | NO DATA | NO DATA | 5:00 PM | NO DATA | NO DATA | NO DATA |
| 6:00 AM | NO DATA | NO DATA | NO DATA | 6:00 PM | NO DATA | NO DATA | NO DATA |
| 7:00 AM | NO DATA | NO DATA | NO DATA | 7:00 PM | NO DATA | NO DATA | NO DATA |
| 8:00 AM | NO DATA | NO DATA | NO DATA | 8:00 PM | NO DATA | NO DATA | NO DATA |
| 9:00 AM | NO DATA | NO DATA | NO DATA | 9:00 PM | NO DATA | NO DATA | NO DATA |
| 10:00 AM | NO DATA | NO DATA | NO DATA | 10:00 PM | NO DATA | NO DATA | NO DATA |
| 11:00 AM | NO DATA | NO DATA | NO DATA | 11:00 PM | NO DATA | NO DATA | NO DATA |
| 12:00 PM | NO DATA | NO DATA | NO DATA | 12:00 AM | NO DATA | NO DATA | NO DATA |

| | |
|------------------|---------|
| Total Northbound | NO DATA |
| Total Southbound | NO DATA |
| Total Weekday | NO DATA |



Koa Toll Gantry
SR 538 - Poinciana Parkway
Typical Average Seven Day Hourly Traffic - 2018



| Hour Ending | Average Weekday Volumes | | | Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|---------|-------------|-------------------------|------------|---------|
| | Northbound | Southbound | Total | | Northbound | Southbound | Total |
| 1:00 AM | NO DATA | NO DATA | NO DATA | 1:00 PM | NO DATA | NO DATA | NO DATA |
| 2:00 AM | NO DATA | NO DATA | NO DATA | 2:00 PM | NO DATA | NO DATA | NO DATA |
| 3:00 AM | NO DATA | NO DATA | NO DATA | 3:00 PM | NO DATA | NO DATA | NO DATA |
| 4:00 AM | NO DATA | NO DATA | NO DATA | 4:00 PM | NO DATA | NO DATA | NO DATA |
| 5:00 AM | NO DATA | NO DATA | NO DATA | 5:00 PM | NO DATA | NO DATA | NO DATA |
| 6:00 AM | NO DATA | NO DATA | NO DATA | 6:00 PM | NO DATA | NO DATA | NO DATA |
| 7:00 AM | NO DATA | NO DATA | NO DATA | 7:00 PM | NO DATA | NO DATA | NO DATA |
| 8:00 AM | NO DATA | NO DATA | NO DATA | 8:00 PM | NO DATA | NO DATA | NO DATA |
| 9:00 AM | NO DATA | NO DATA | NO DATA | 9:00 PM | NO DATA | NO DATA | NO DATA |
| 10:00 AM | NO DATA | NO DATA | NO DATA | 10:00 PM | NO DATA | NO DATA | NO DATA |
| 11:00 AM | NO DATA | NO DATA | NO DATA | 11:00 PM | NO DATA | NO DATA | NO DATA |
| 12:00 PM | NO DATA | NO DATA | NO DATA | 12:00 AM | NO DATA | NO DATA | NO DATA |

| | |
|------------------|---------|
| Total Northbound | NO DATA |
| Total Southbound | NO DATA |
| Total Weekday | NO DATA |



Koa Mainline Toll Gantry

Toll Facility Peak Hour Characteristic Summary

Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|---------|
| Average Weekday Total Traffic | NO DATA |
| Northbound Directional Traffic | NO DATA |
| Southbound Directional Traffic | NO DATA |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|---------|
| Northbound Directional Traffic | NO DATA |
| Southbound Directional Traffic | NO DATA |
| Total AM Peak Hour Traffic | NO DATA |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") NO DATA

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor (“D_{am}”) NO DATA

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|---------|
| Northbound Directional Traffic | NO DATA |
| Southbound Directional Traffic | NO DATA |
| Total PM Peak Hour Traffic | NO DATA |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") NO DATA

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") NO DATA



Koa Mainline Toll Gantry

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|---------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |
| Southbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

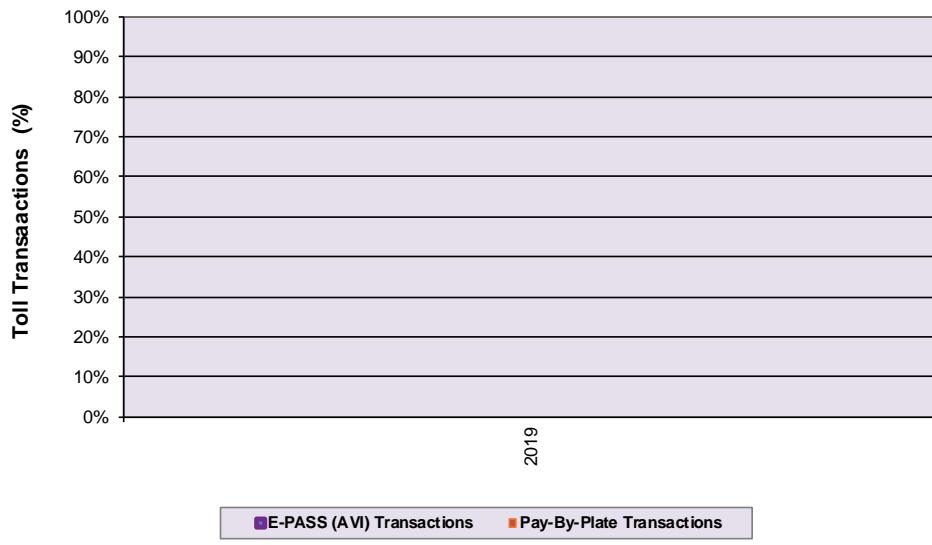
| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|---------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |
| Southbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | Pay-By-Plate | | Total | |
|---------------------|--------------|---------|--------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |
| Southbound | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA |



Koa Toll Gantry
SR 538 - Poinciana Parkway
Historical & Existing Toll Transactions Statistics



| Year | Yearly Historical Toll Transaction Statistics | |
|------|---|---------------------------|
| | E-PASS (AVI) Transactions | Pay-By-Plate Transactions |
| 2019 | NO DATA | NO DATA |

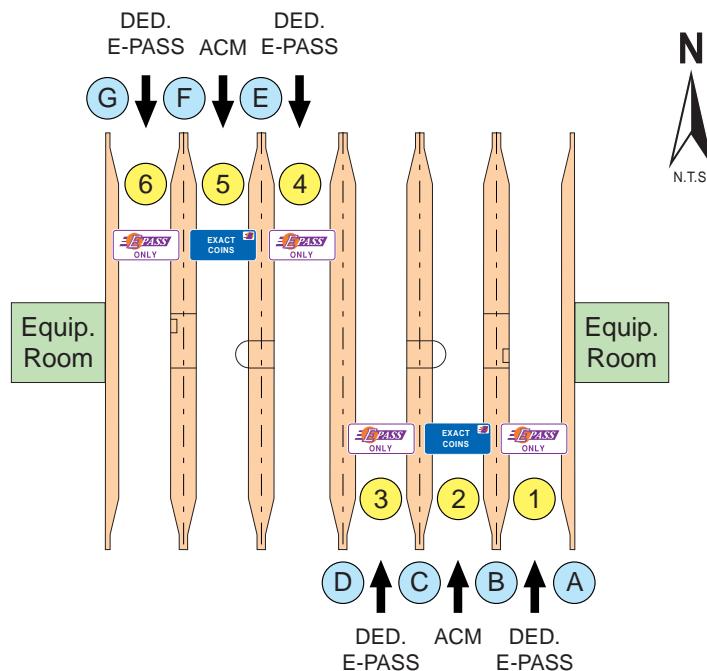
1. Koa Toll Gantry opened to traffic in November 2016.



Goldenrod Mainline Toll Facility (Goldenrod Road Extension)



2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY



HISTORIC TRAFFIC - A.A.W.T.

| | |
|------|---|
| 2016 | 12,000 |
| 2017 | 13,510 |
| 2018 | 14,340 (<i>Toll Increase July 2018</i>) |
| 2019 | No data |

TOLL RATE STRUCTURE

| | E-PASS | CASH | PAY-BY-PLATE |
|-----------------|--------|--------|--------------|
| 2 Axles | \$.50 | \$.50 | \$ 1.00 |
| 3 Axles | \$.50 | \$.50 | \$ 1.00 |
| 4 Axles | \$.50 | \$.50 | \$ 1.00 |
| 5 Axles or more | \$.50 | \$.50 | \$ 1.00 |

(Toll Rates Effective July 1, 2020)

LANES OF EQUIPMENT

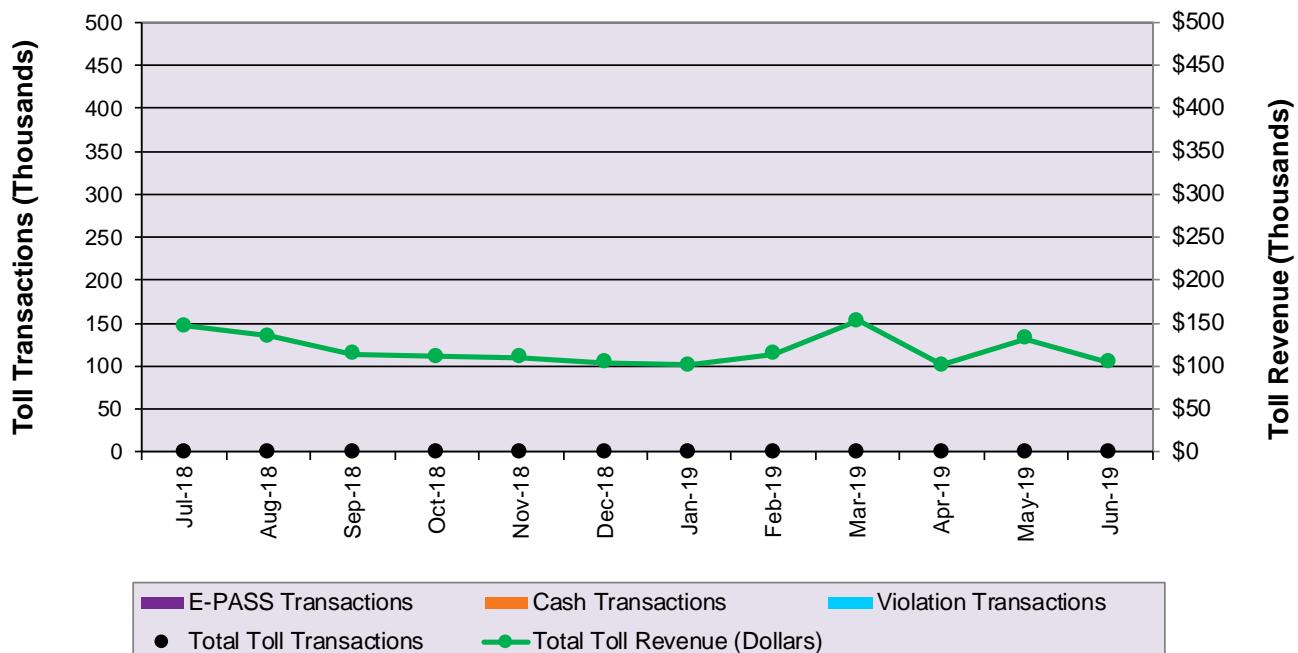
- 2 Booths with Automatic Coin Machines (ACM) and E-PASS
- 4 Dedicated E-PASS only

LEGEND

- (1) Lane Number
- (A) Island Designation



Goldenrod Mainline Toll Facility
Goldenrod Road Extension
Fiscal Year 2019 Monthly Mainline & Ramp Toll Transactions and Revenue Summary



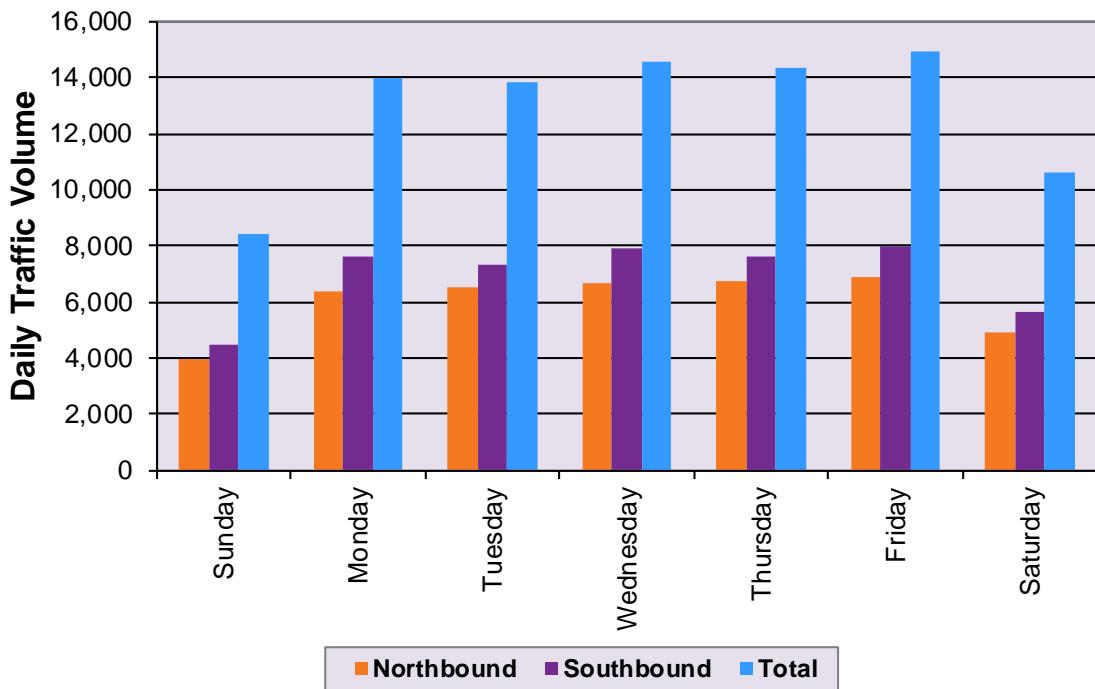
| Month | FY 19 MONTHLY MAINLINE & RAMP TOLL TRANSACTIONS | | | | | Total Toll Revenue |
|----------------------|---|----------------|----------------|----------------|----------------|--------------------|
| | E-PASS | Cash | Total Revenue | Violations | Total | |
| July-18 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$146,520 |
| August-18 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$134,729 |
| September-18 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$114,664 |
| October-18 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$111,389 |
| November-18 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$110,643 |
| December-18 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$104,728 |
| January-19 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$101,616 |
| February-19 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$113,882 |
| March-19 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$152,844 |
| April-19 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$101,452 |
| May-19 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$131,908 |
| June-19 | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$104,815 |
| Yearly Totals | NO DATA | NO DATA | NO DATA | NO DATA | NO DATA | \$1,429,190 |

Note: Transaction Data obtained from CFX Monthly Transaction Report from CFX.

1. Cash transactions are calculated as the difference between total revenue traffic and E-PASS traffic.



Goldenrod Mainline Toll Facility
Goldenrod Road Extension
Typical Daily Traffic Volumes - April 2018

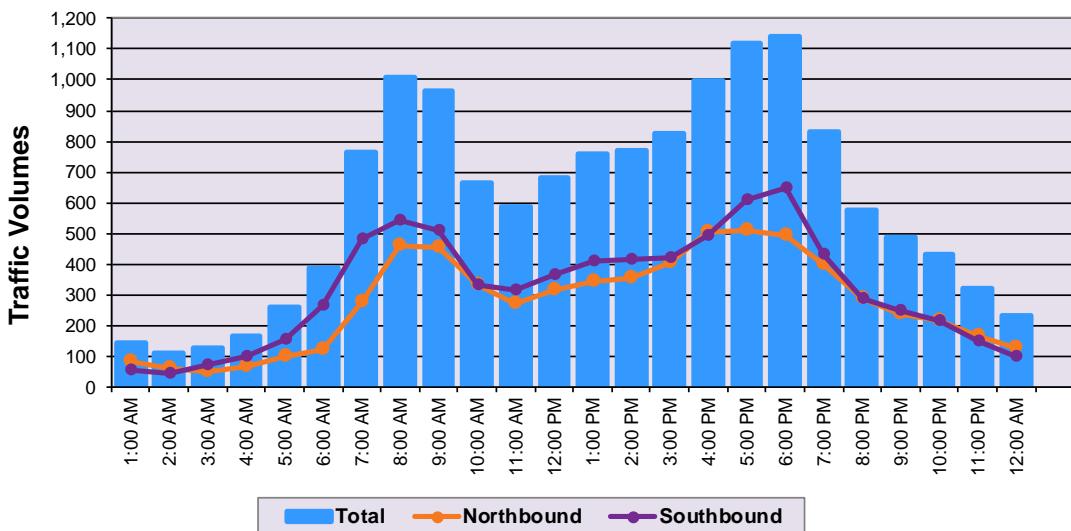


| Day | Expressway Traffic Volumes | | |
|-----------|----------------------------|------------|--------|
| | Northbound | Southbound | Total |
| Sunday | 4,086 | 4,625 | 8,710 |
| Monday | 6,320 | 7,484 | 13,804 |
| Tuesday | 6,473 | 7,539 | 14,012 |
| Wednesday | 6,674 | 7,934 | 14,607 |
| Thursday | 6,770 | 7,891 | 14,660 |
| Friday | 6,750 | 8,002 | 14,751 |
| Saturday | 4,801 | 5,740 | 10,541 |

Goldenrod Mainline Toll Facility

Goldenrod Extension

Average Five Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 85 | 56 | 141 |
| 2:00 AM | 62 | 46 | 108 |
| 3:00 AM | 51 | 74 | 125 |
| 4:00 AM | 68 | 97 | 166 |
| 5:00 AM | 102 | 156 | 258 |
| 6:00 AM | 123 | 266 | 389 |
| 7:00 AM | 278 | 484 | 763 |
| 8:00 AM | 462 | 545 | 1,007 |
| 9:00 AM | 453 | 508 | 961 |
| 10:00 AM | 333 | 334 | 666 |
| 11:00 AM | 273 | 317 | 590 |
| 12:00 PM | 313 | 367 | 681 |
| 1:00 PM | 344 | 412 | 756 |
| 2:00 PM | 355 | 415 | 770 |
| 3:00 PM | 406 | 419 | 824 |
| 4:00 PM | 504 | 495 | 998 |
| 5:00 PM | 508 | 610 | 1,118 |
| 6:00 PM | 492 | 651 | 1,142 |
| 7:00 PM | 398 | 434 | 832 |
| 8:00 PM | 289 | 289 | 578 |
| 9:00 PM | 236 | 249 | 485 |
| 10:00 PM | 217 | 216 | 433 |
| 11:00 PM | 168 | 152 | 319 |
| 12:00 AM | 129 | 103 | 231 |

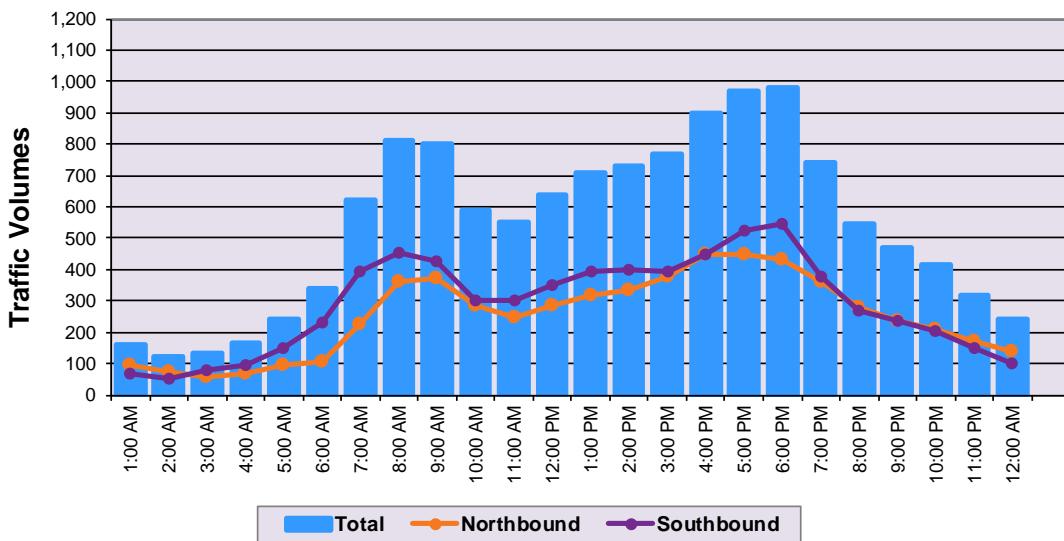
| | |
|------------------|--------|
| Total Northbound | 6,648 |
| Total Southbound | 7,694 |
| Total Weekday | 14,341 |



Goldenrod Mainline Toll Facility

Goldenrod Road Extension

Average Seven Day Hourly Traffic - April 2018



| Hour Ending | Average Weekday Volumes | | |
|-------------|-------------------------|------------|-------|
| | Northbound | Southbound | Total |
| 1:00 AM | 97 | 65 | 162 |
| 2:00 AM | 71 | 52 | 124 |
| 3:00 AM | 59 | 76 | 135 |
| 4:00 AM | 68 | 96 | 164 |
| 5:00 AM | 95 | 148 | 242 |
| 6:00 AM | 104 | 233 | 337 |
| 7:00 AM | 224 | 396 | 620 |
| 8:00 AM | 360 | 451 | 810 |
| 9:00 AM | 371 | 428 | 799 |
| 10:00 AM | 287 | 304 | 591 |
| 11:00 AM | 247 | 302 | 550 |
| 12:00 PM | 286 | 353 | 638 |

| Total Northbound | 6,021 |
|------------------|--------|
| Total Southbound | 6,942 |
| Total Weekday | 12,963 |



Goldenrod Mainline Toll Facility

Toll Facility Peak Hour Characteristic Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Traffic Summary (unadjusted)

| | |
|--------------------------------|--------|
| Average Weekday Total Traffic | 14,341 |
| Northbound Directional Traffic | 6,648 |
| Southbound Directional Traffic | 7,694 |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 462 |
| Southbound Directional Traffic | 545 |
| Total AM Peak Hour Traffic | 1,007 |

AM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

AM Peak Hour Factor ("K_{am}") **7.02%**

AM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

AM Peak Hour Directional Factor ("D_{am}") **54.13%**

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| | |
|--------------------------------|-------|
| Northbound Directional Traffic | 492 |
| Southbound Directional Traffic | 651 |
| Total PM Peak Hour Traffic | 1,142 |

PM Peak Hour Factor ("K") = Total Peak Hour Traffic / Average Weekday Total Traffic

PM Peak Hour Factor ("K_{pm}") **7.96%**

PM Peak Hour Directional Factor ("D") = Peak Directional Traffic / Total Peak Hour Traffic

PM Peak Hour Directional Factor ("D_{pm}") **56.96%**



Goldenrod Mainline Toll Facility

Toll Transaction Summary Typical Average Weekday (Monday through Friday) - 2018

Average Weekday Summary

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 5,816 | 88% | 778 | 12% | 0 | 0% | 6,595 | 100% |
| Southbound | 6,771 | 89% | 861 | 11% | 0 | 0% | 7,632 | 100% |

Morning Peak Hour Summary (7:00 a.m. to 8:00 a.m.)

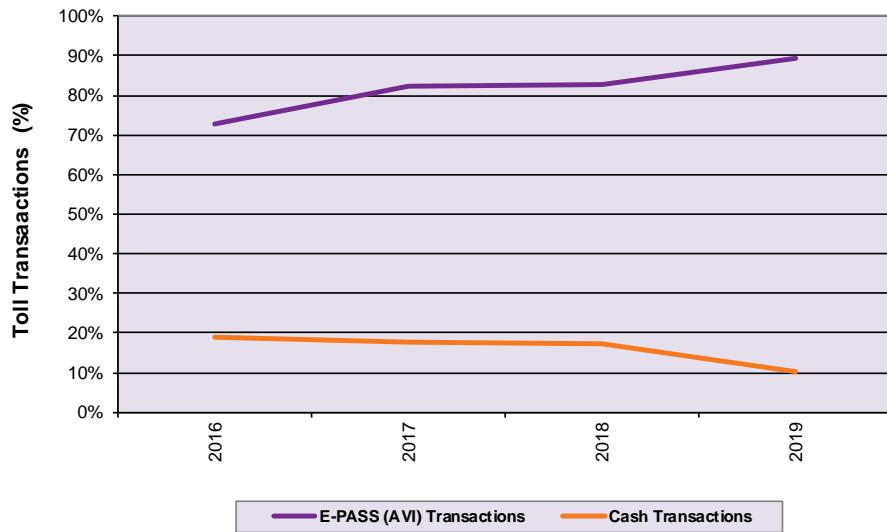
| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 429 | 93% | 32 | 7% | 0 | 0% | 461 | 100% |
| Southbound | 497 | 92% | 44 | 8% | 0 | 0% | 541 | 100% |

Evening Peak Hour Summary (5:00 p.m. to 6:00 p.m.)

| Direction of Travel | E-PASS (AVI) | | ACM (Coin) | | Manual (Cash) | | Total | |
|---------------------|--------------|---------|------------|---------|---------------|---------|---------|---------|
| | Volume | % Usage | Volume | % Usage | Volume | % Usage | Traffic | % Usage |
| Northbound | 425 | 87% | 63 | 13% | 0 | 0% | 487 | 100% |
| Southbound | 593 | 92% | 54 | 8% | 0 | 0% | 647 | 100% |



Goldenrod Mainline Toll Facility
Goldenrod Road Extension
Historical & Existing Total Revenue Transactions Statistics



| Year | Yearly Revenue Transaction | | % Violations ⁽²⁾ (Percent of Total Transactions) |
|------|-----------------------------|---------------------|---|
| | % E-PASS (AVI) Transactions | % Cash Transactions | |
| 2016 | 72.7% | 18.9% | 8.4% |
| 2017 | 82.5% | 17.5% | 19.7% |
| 2018 | 82.8% | 17.2% | 17.5% |
| 2019 | 89.5% | 10.1% | 0.5% |

1. Calculated as percentage of Total Transactions, which is equal to Revenue Transactions plus Violations.





Section IV: Interchanges

2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

East-West Expressway



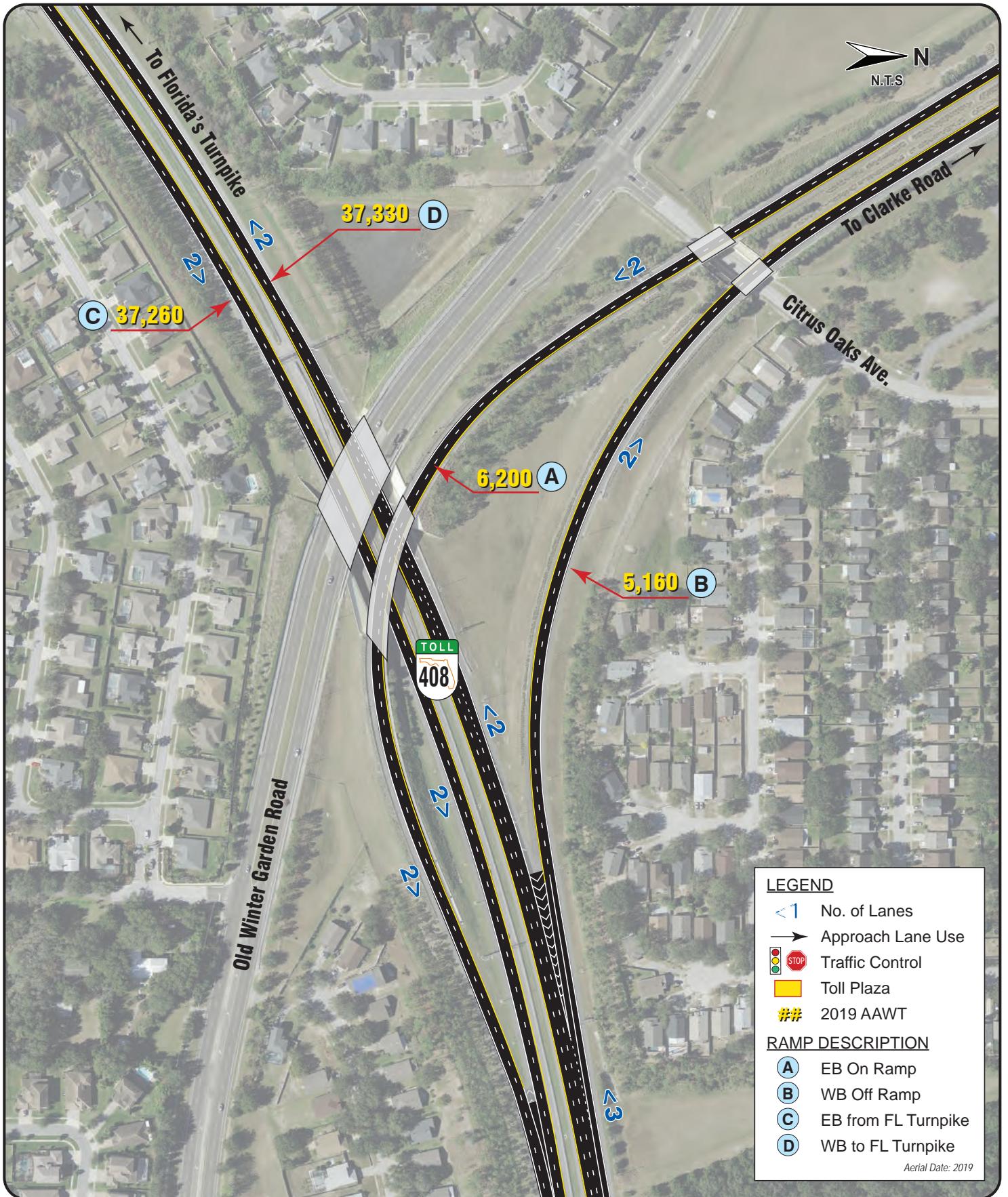
2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

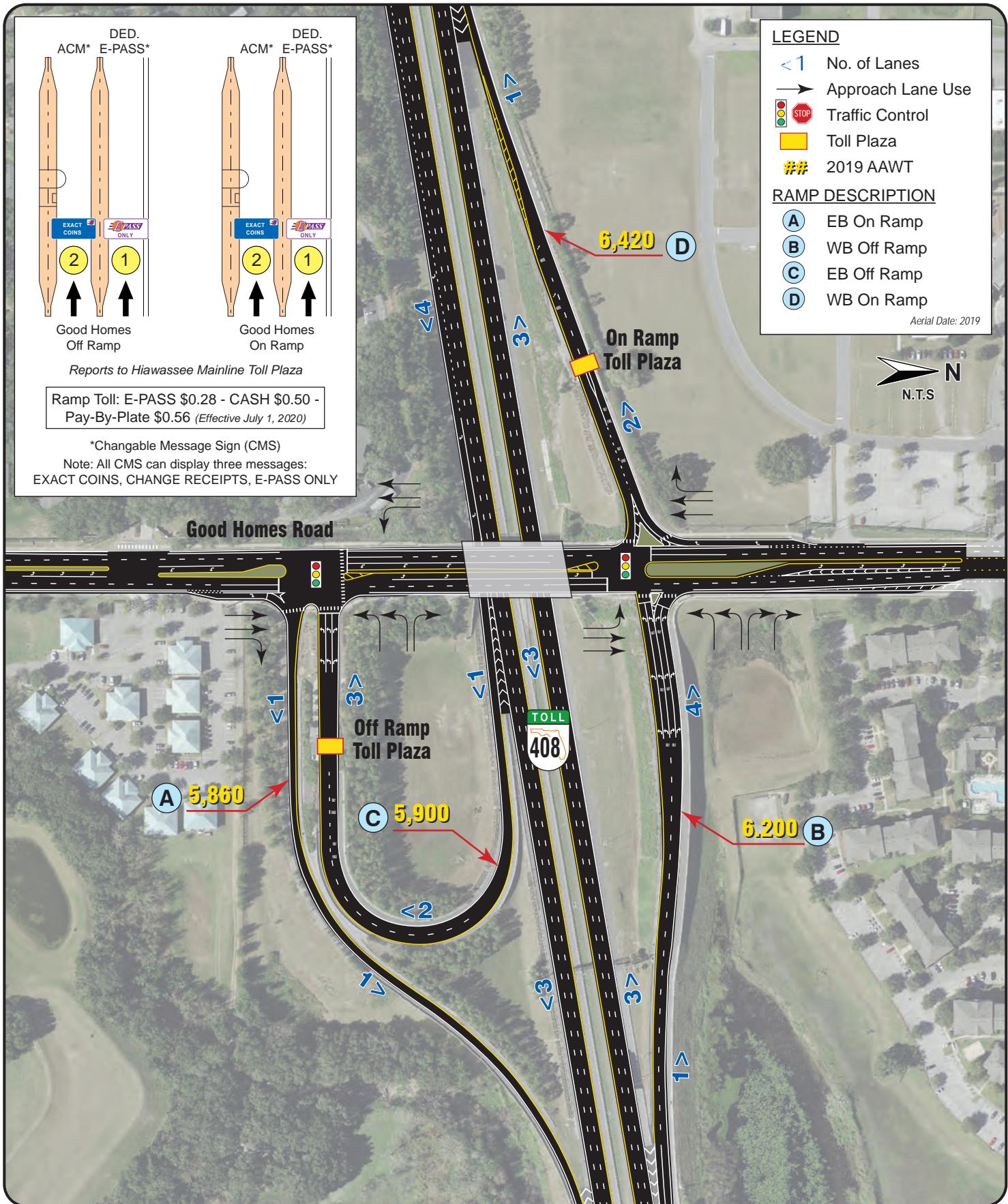
N
N.T.S.

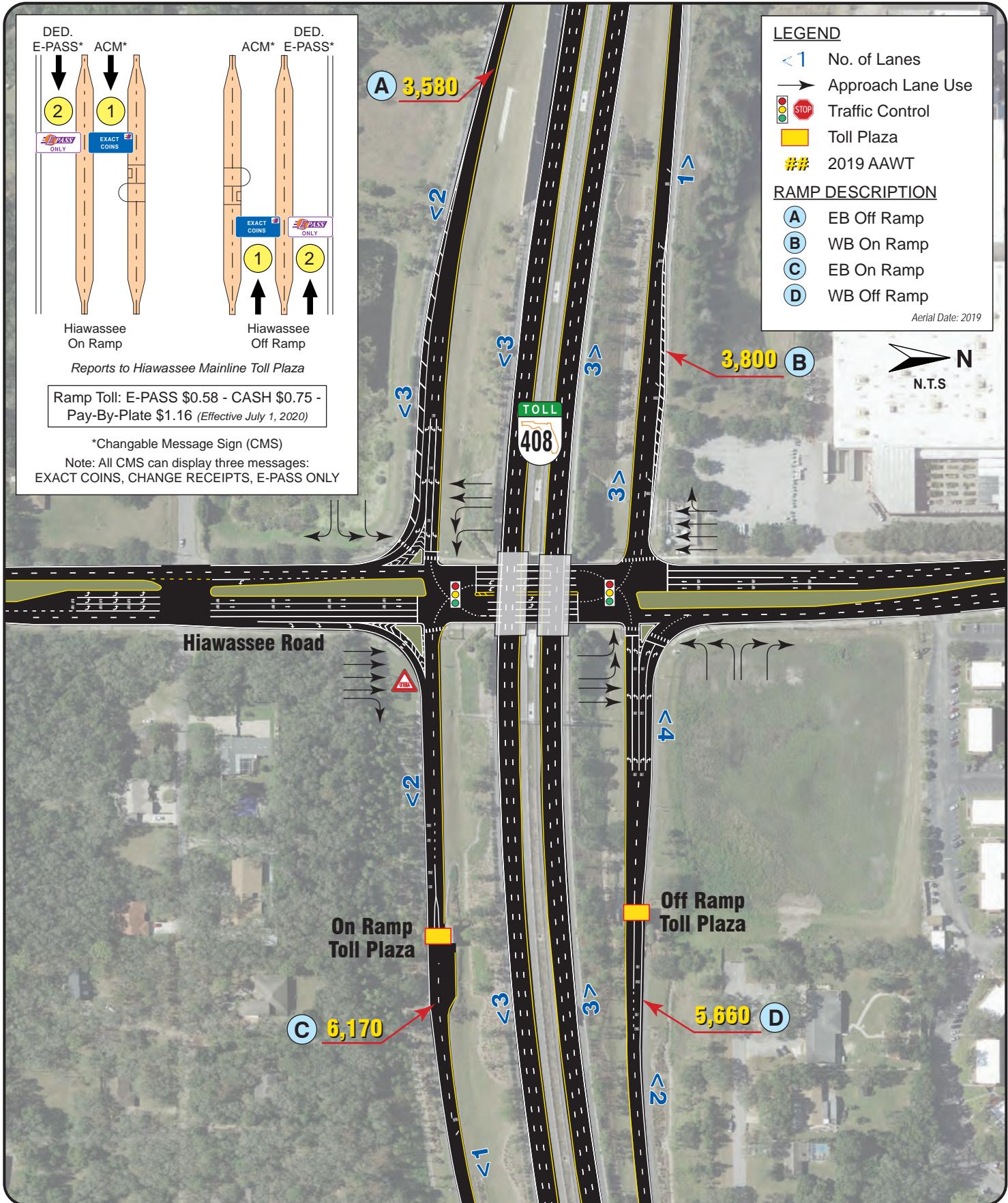


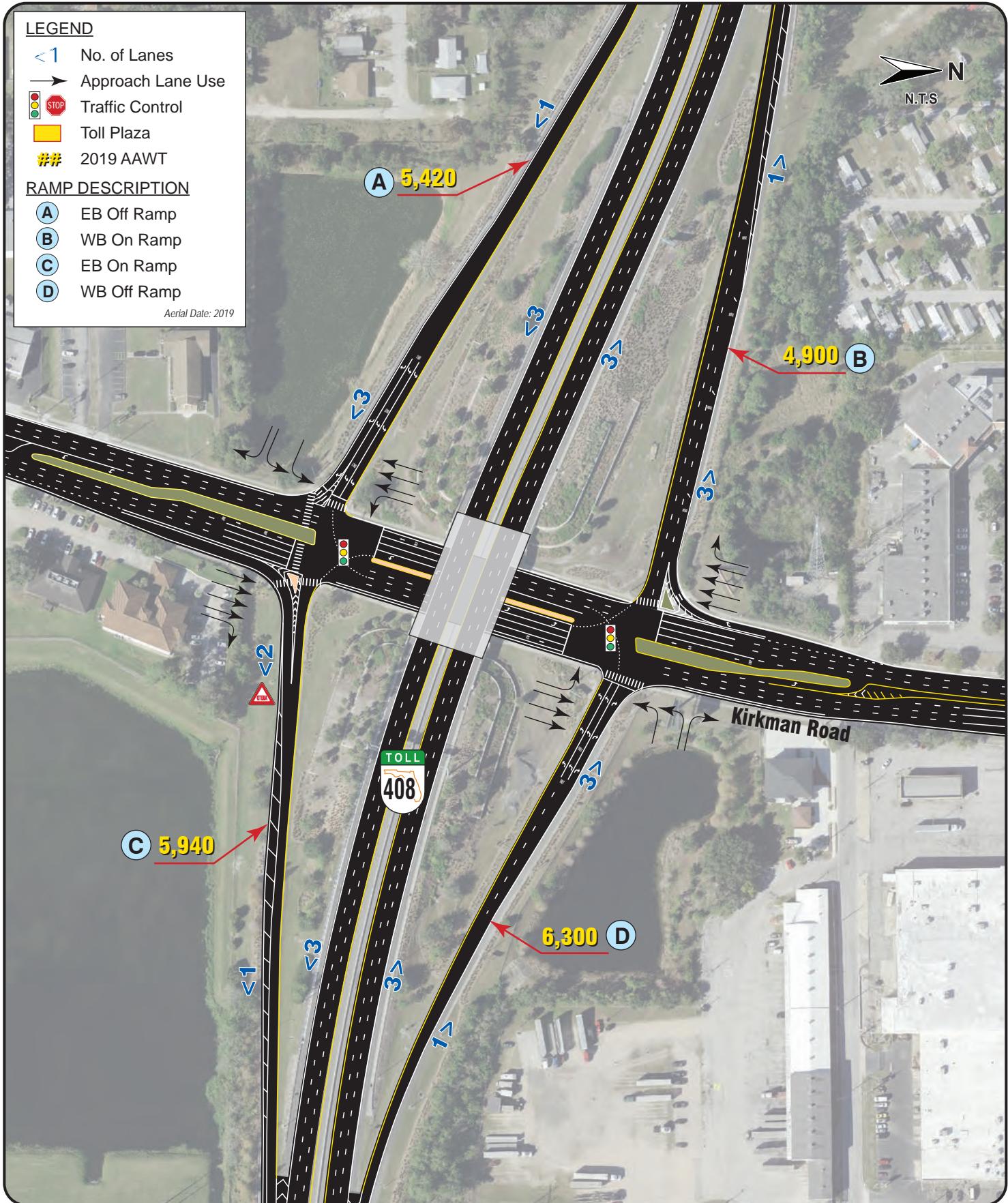
LEGEND

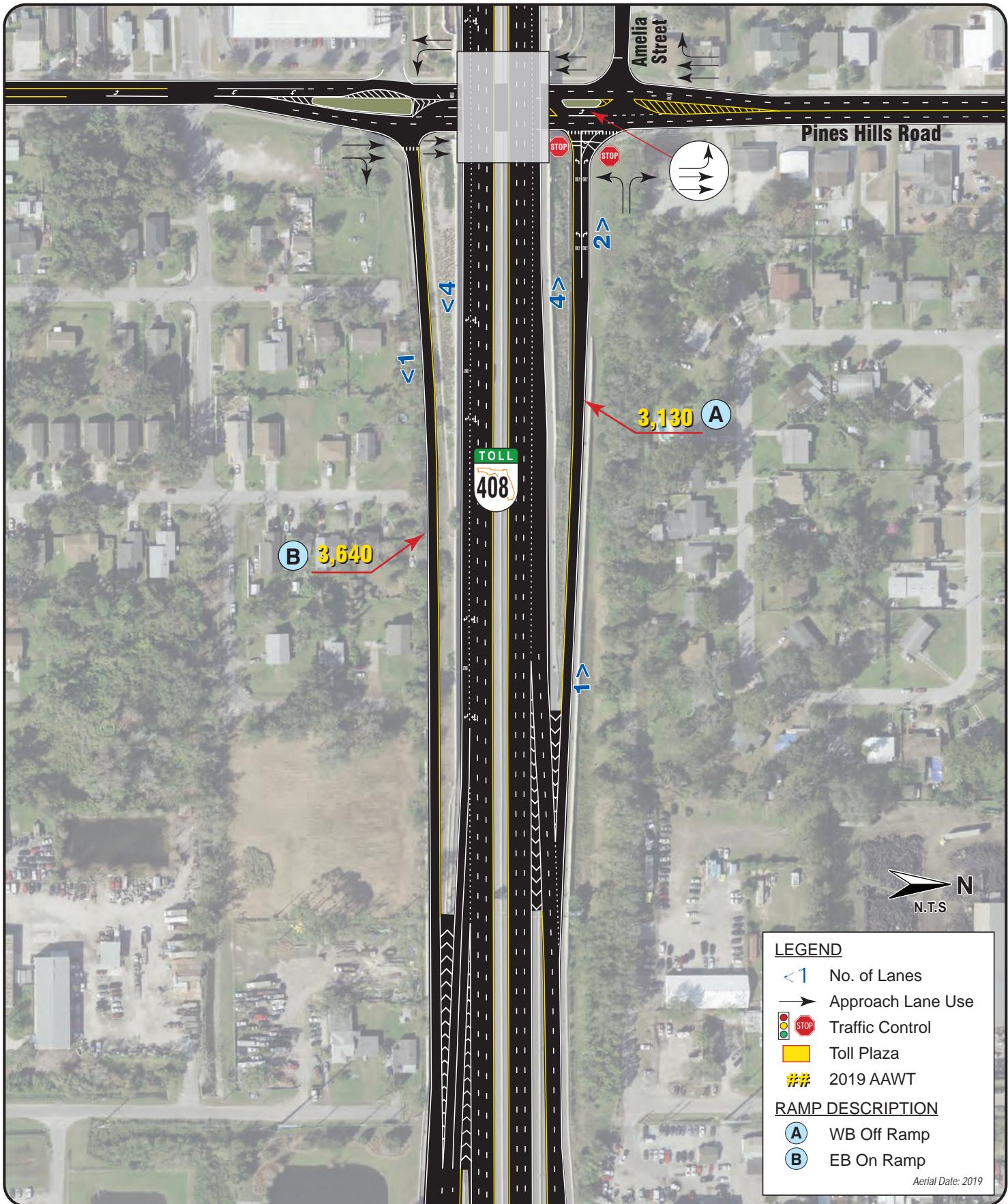
- 0 Exit Number
- Existing SR 408
- Mainline Toll Plaza

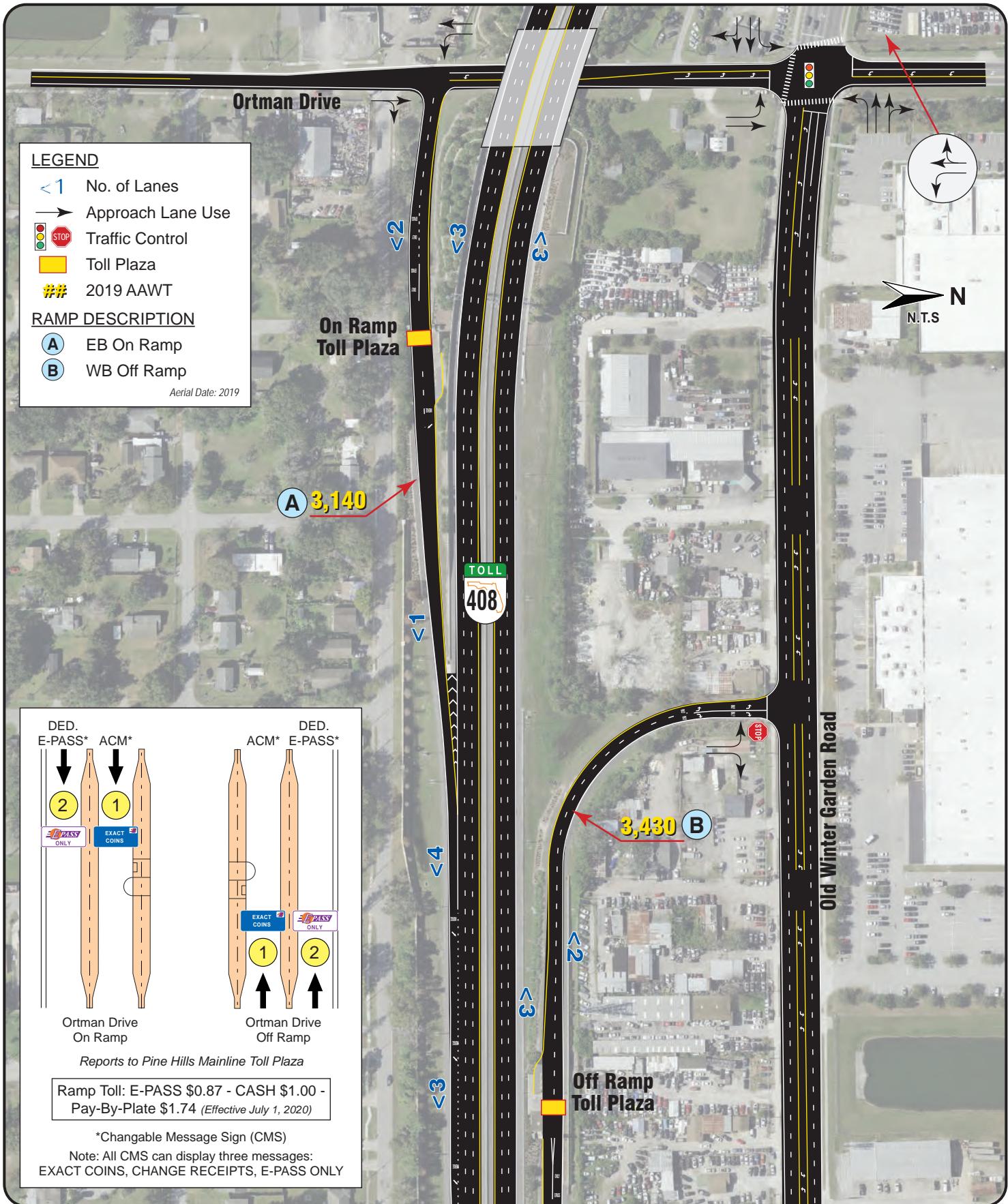












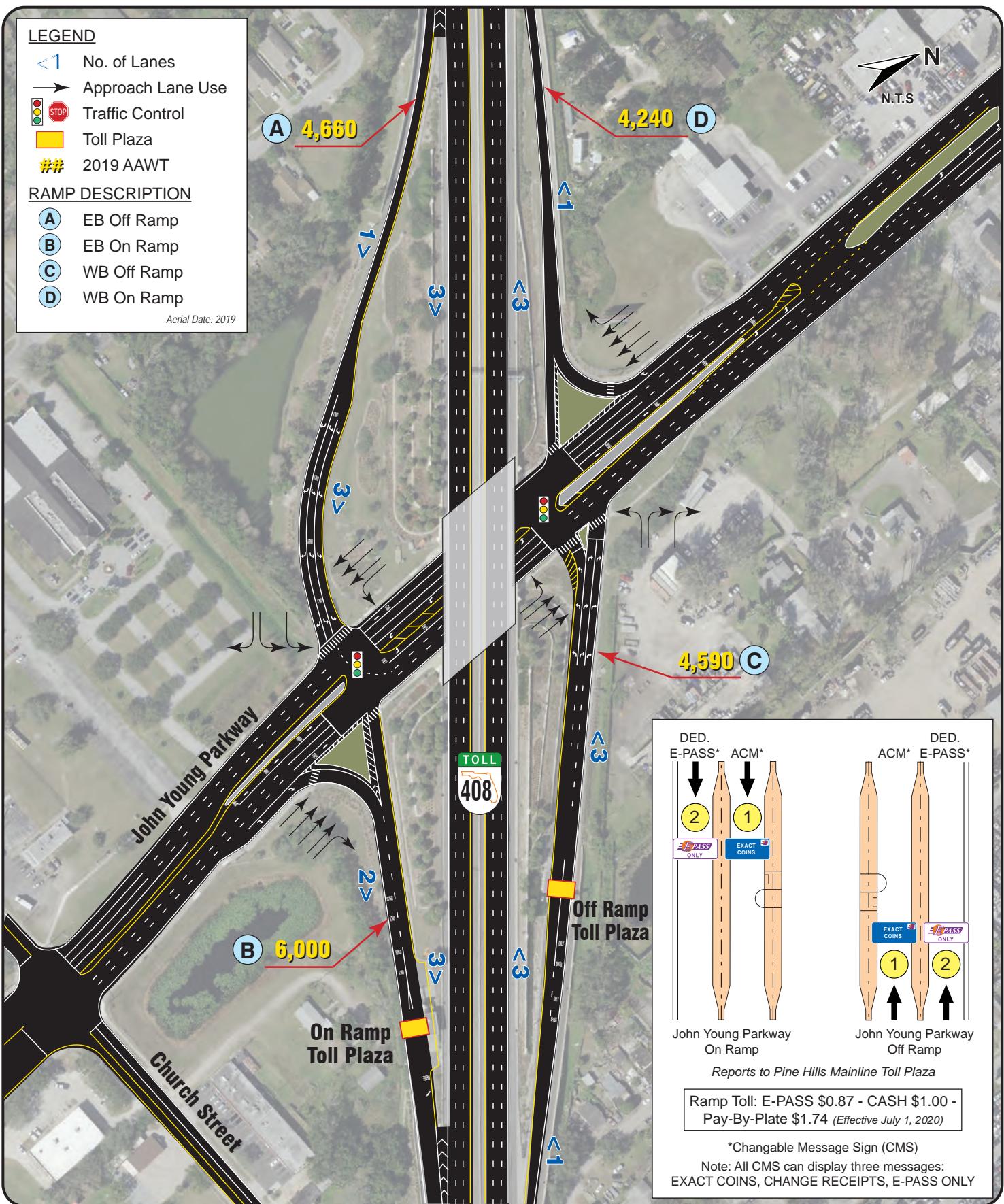
LEGEND

- <1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- ## 2019 AAWT

RAMP DESCRIPTION

- A** EB Off Ramp
- B** EB On Ramp
- C** WB Off Ramp
- D** WB On Ramp

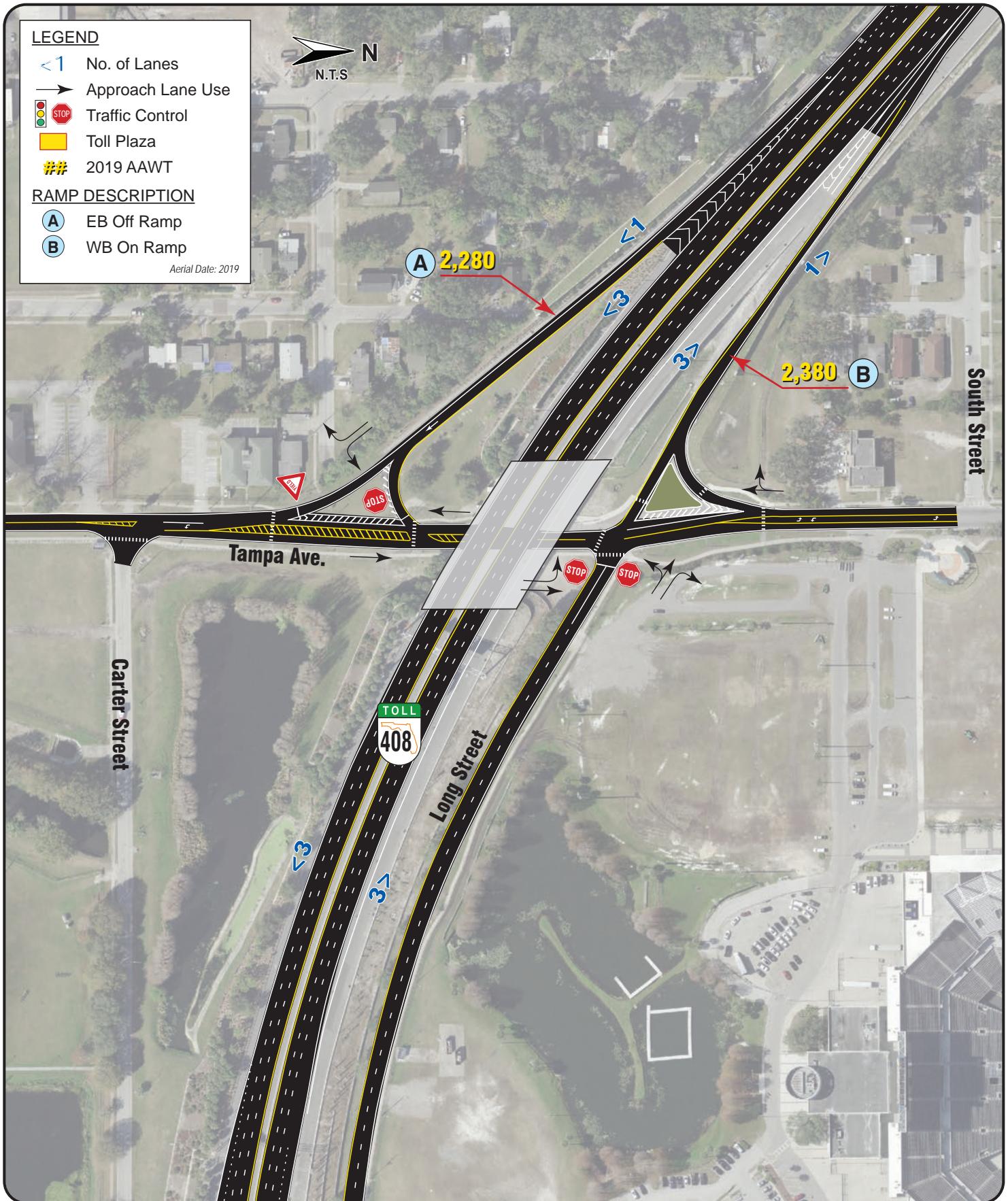
Aerial Date: 2019



LEGEND

- < 1 No. of Lanes
 - Approach Lane Use
 - STOP Traffic Control
 - Toll Plaza
 - ## 2019 AAWT
- RAMP DESCRIPTION**
- (A) EB Off Ramp
 - (B) WB On Ramp

Aerial Date: 2019



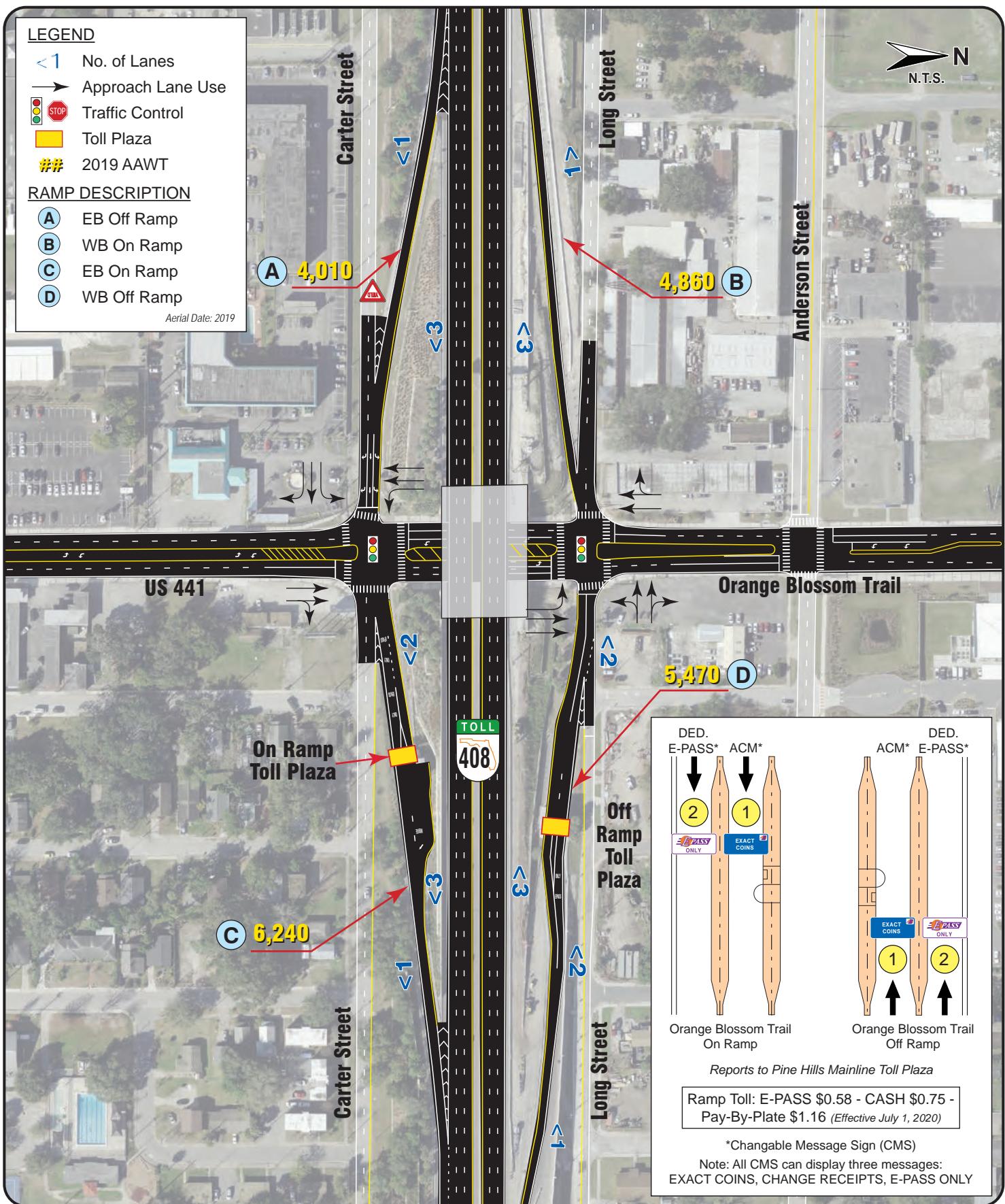
LEGEND

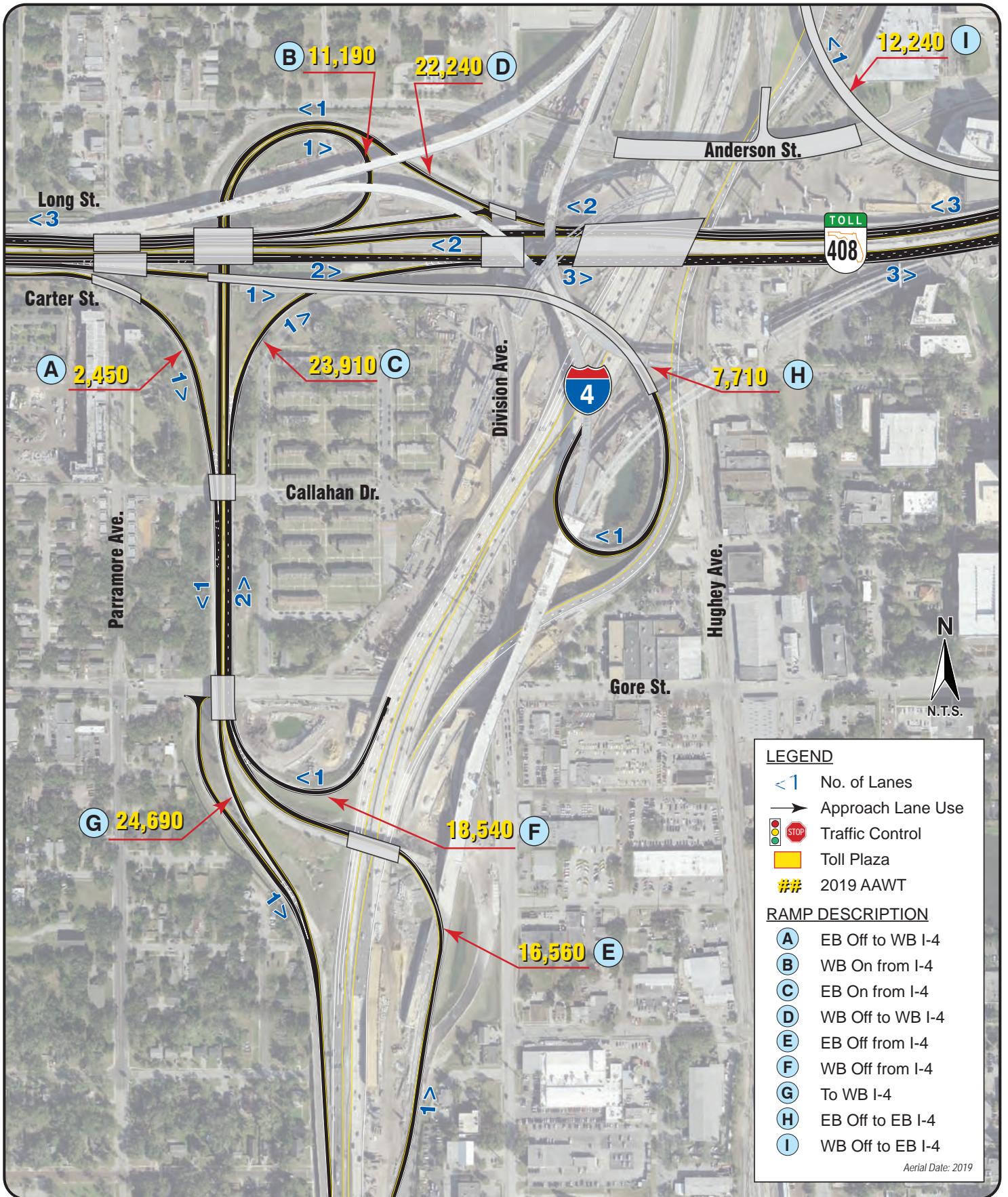
- <1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- ## 2019 AAWT

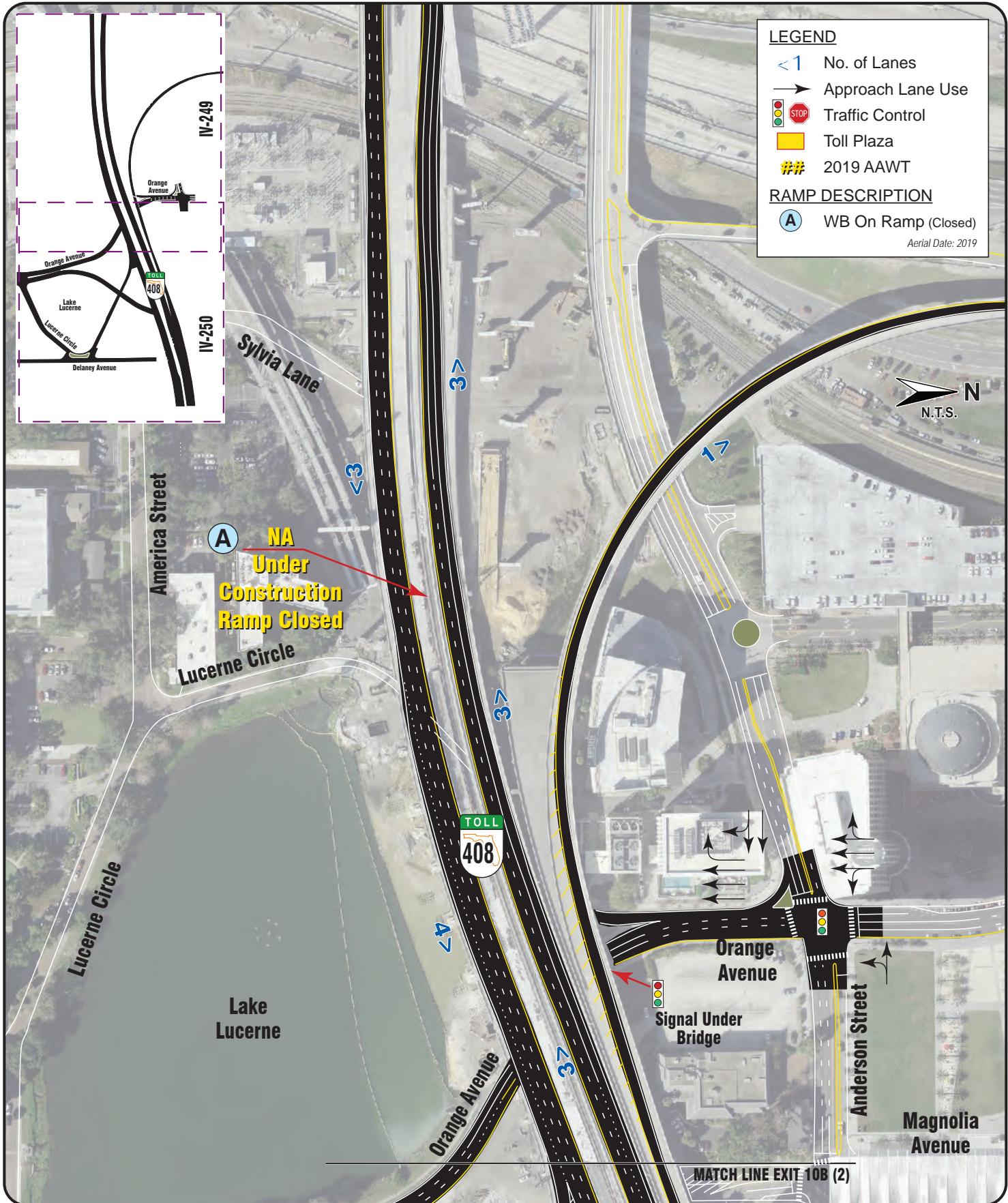
RAMP DESCRIPTION

- A** EB Off Ramp
- B** WB On Ramp
- C** EB On Ramp
- D** WB Off Ramp

Aerial Date: 2019







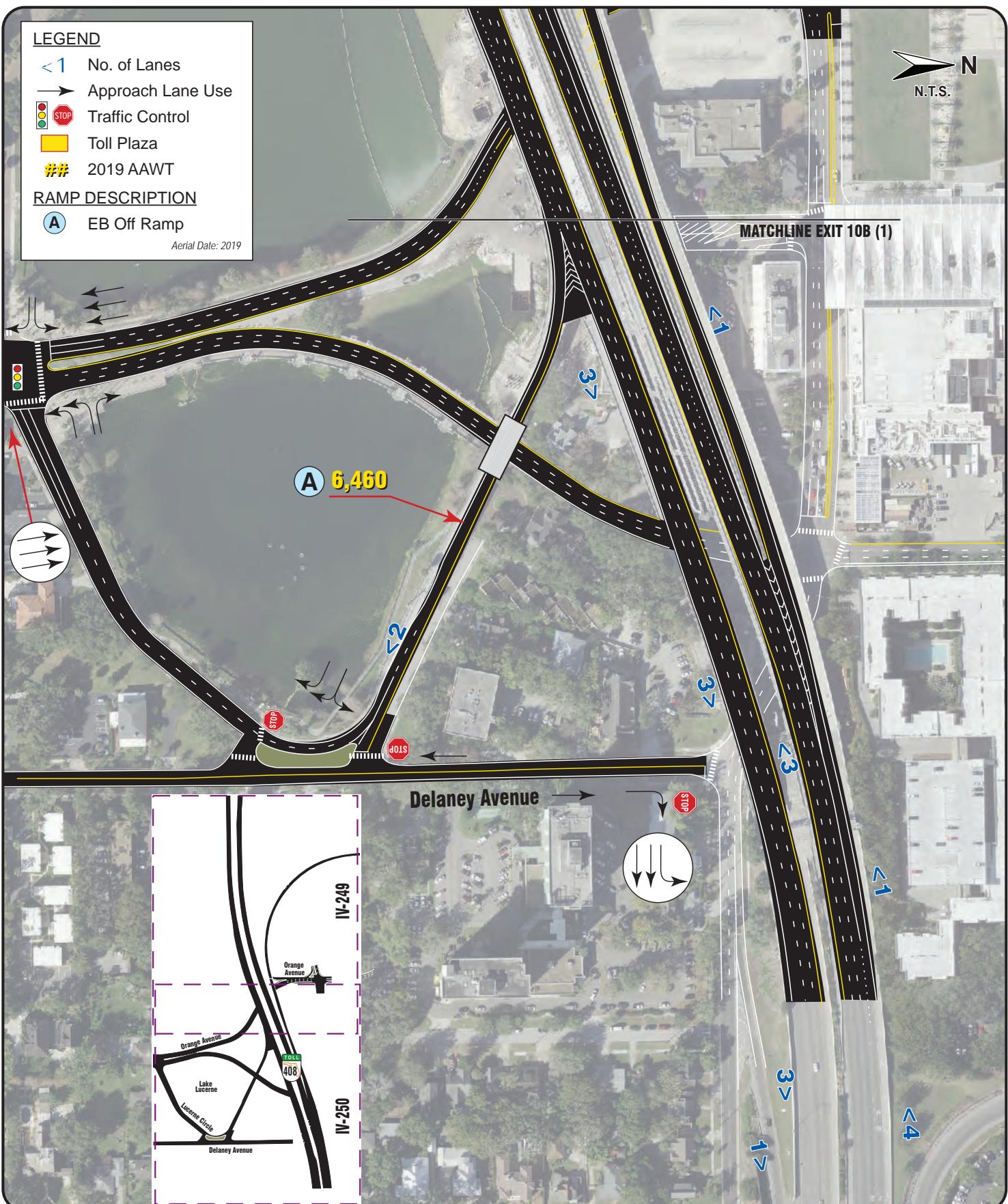
LEGEND

- < 1 No. of Lanes
- Approach Lane Use
- STOP Traffic Control
- Toll Plaza
- ## 2019 AAWT

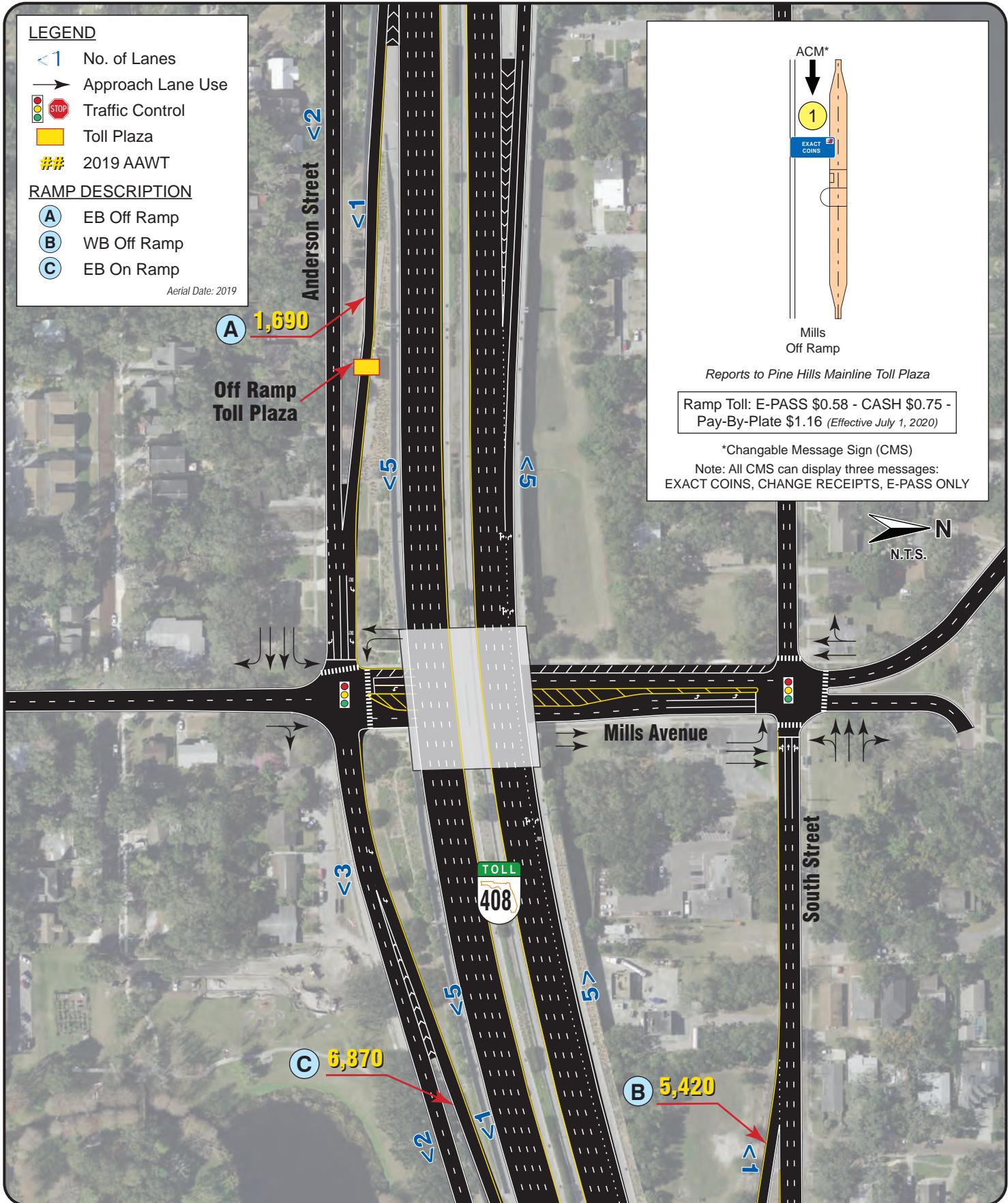
RAMP DESCRIPTION

- (A) EB Off Ramp

Aerial Date: 2019

 N
N.T.S.**MATCHLINE EXIT 10B (1)**





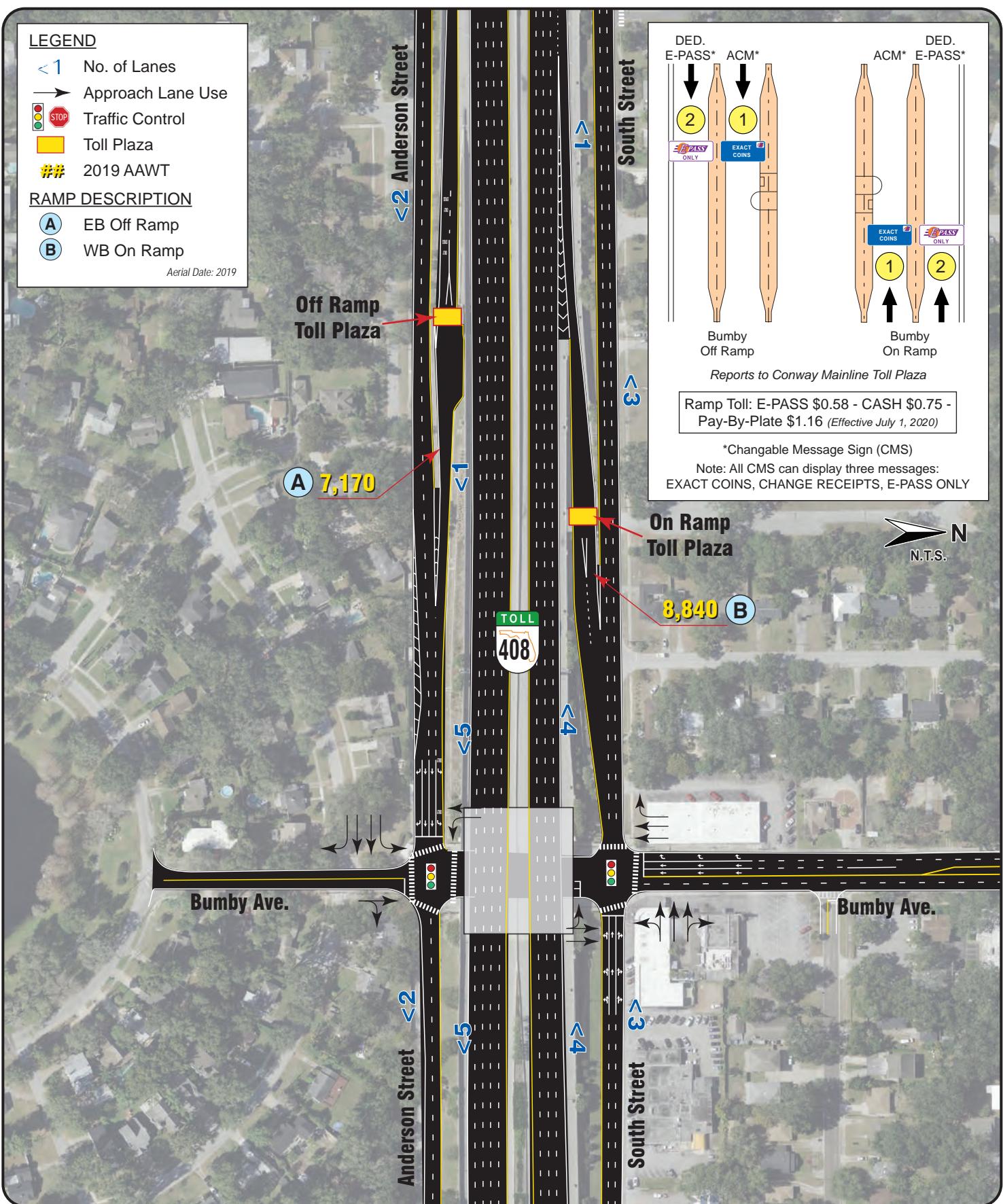
LEGEND

- < 1 No. of Lanes
- Approach Lane Use
-  Traffic Control
-  Toll Plaza
- # 2019 AAWT

RAMP DESCRIPTION

- (A) EB Off Ramp
- (B) WB On Ramp

Aerial Date: 2019



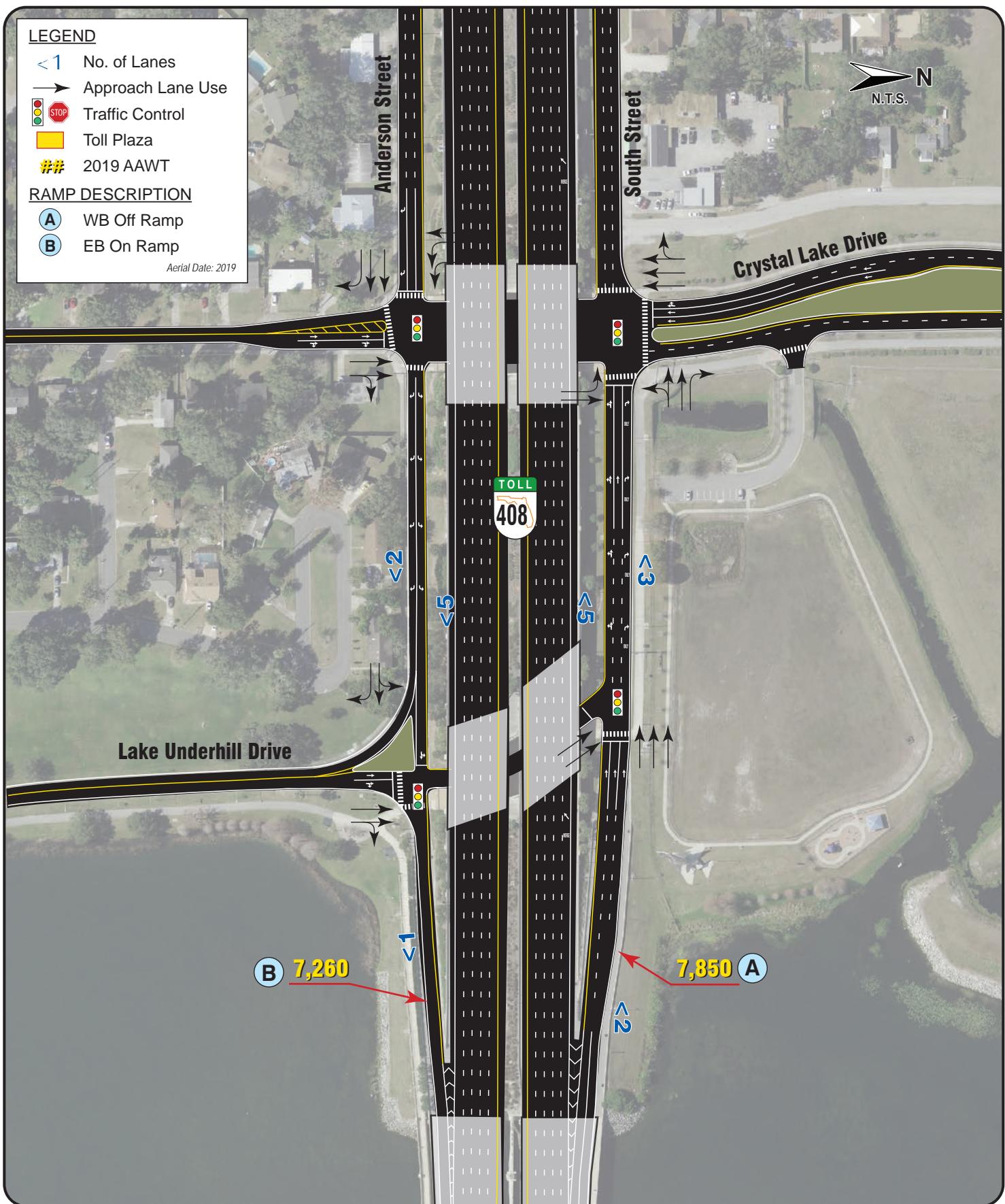
LEGEND

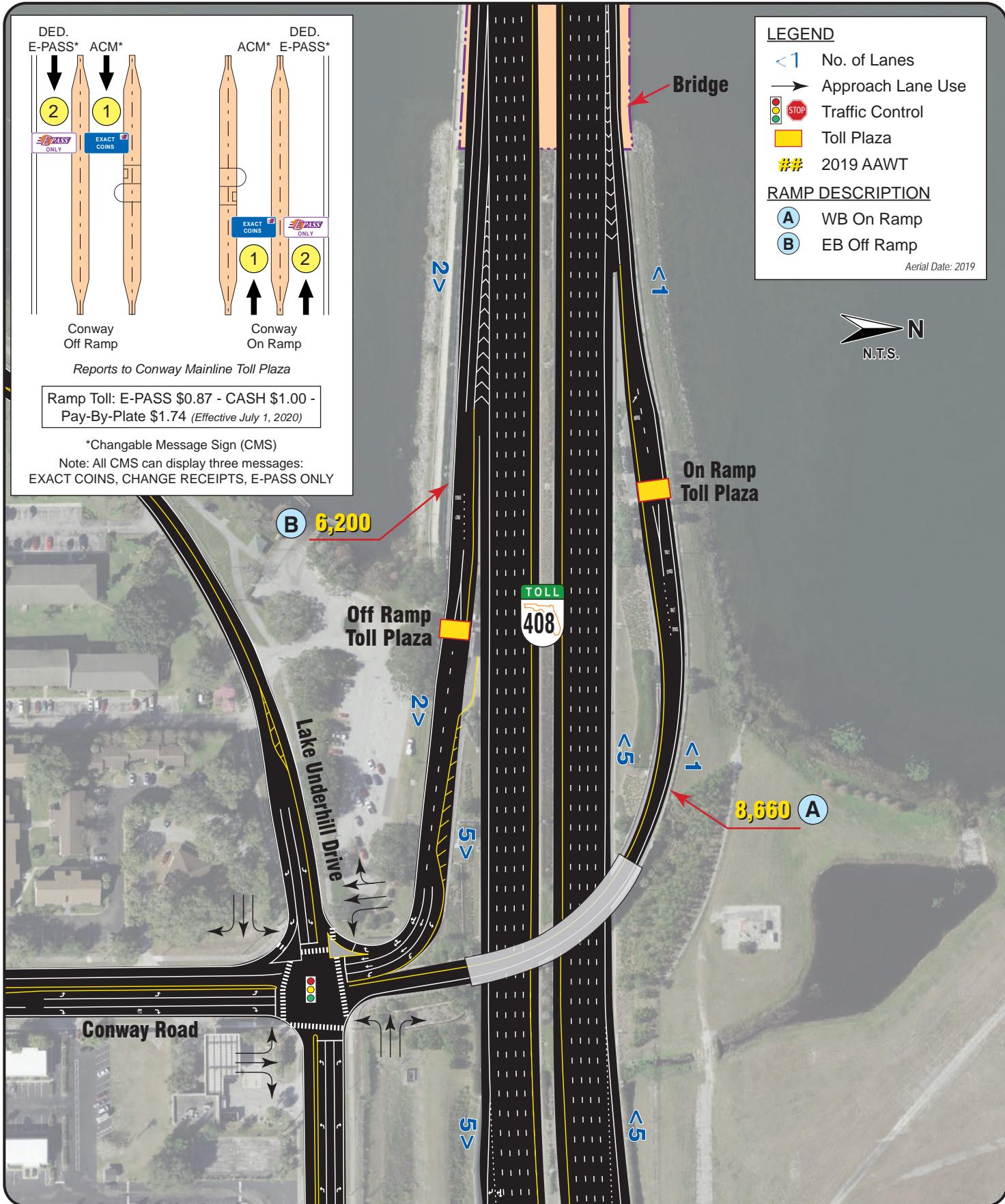
- < 1 No. of Lanes
- Approach Lane Use
- STOP Traffic Control
- Toll Plaza
- ## 2019 AAWT

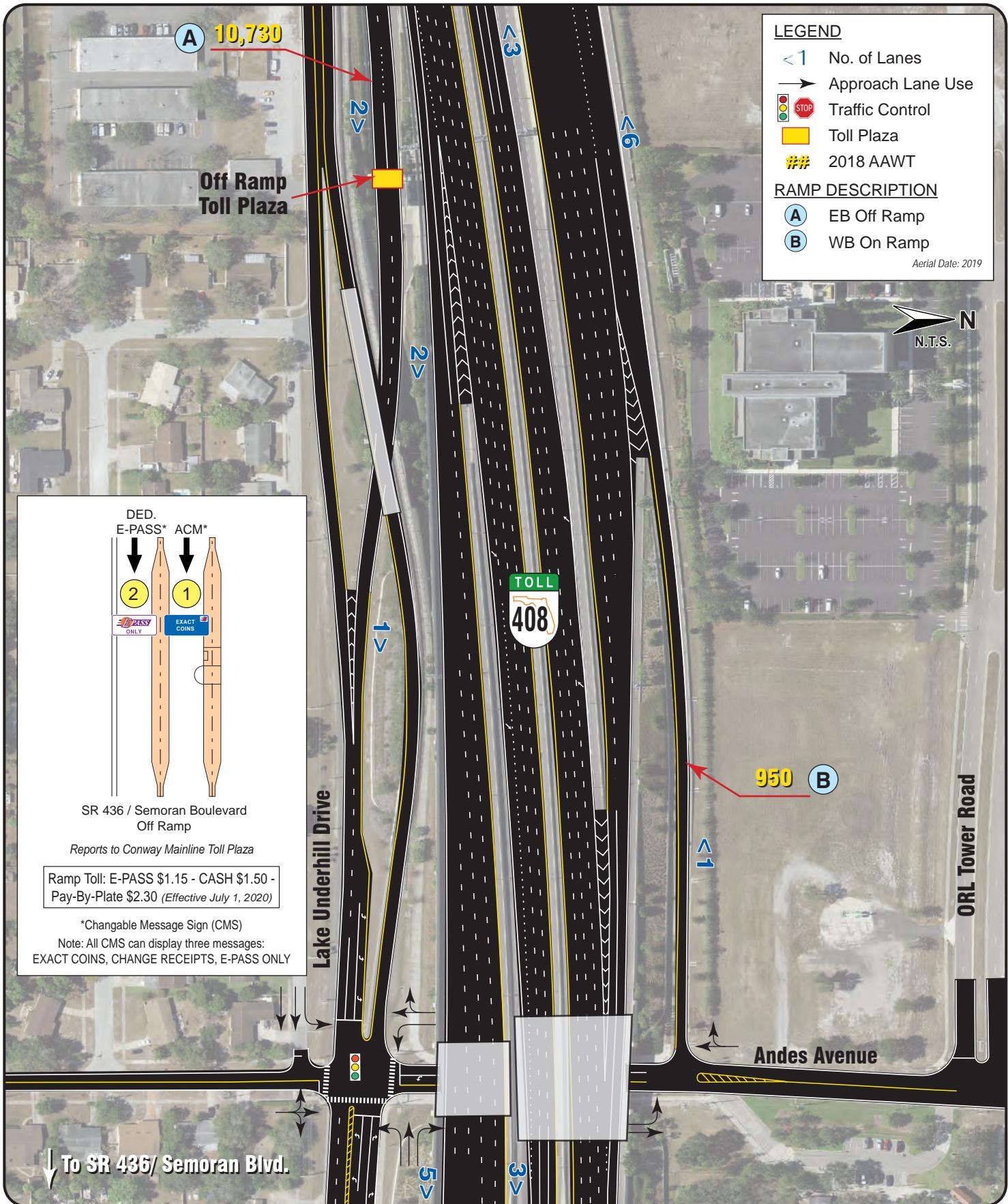
RAMP DESCRIPTION

- (A) WB Off Ramp
- (B) EB On Ramp

Aerial Date: 2019







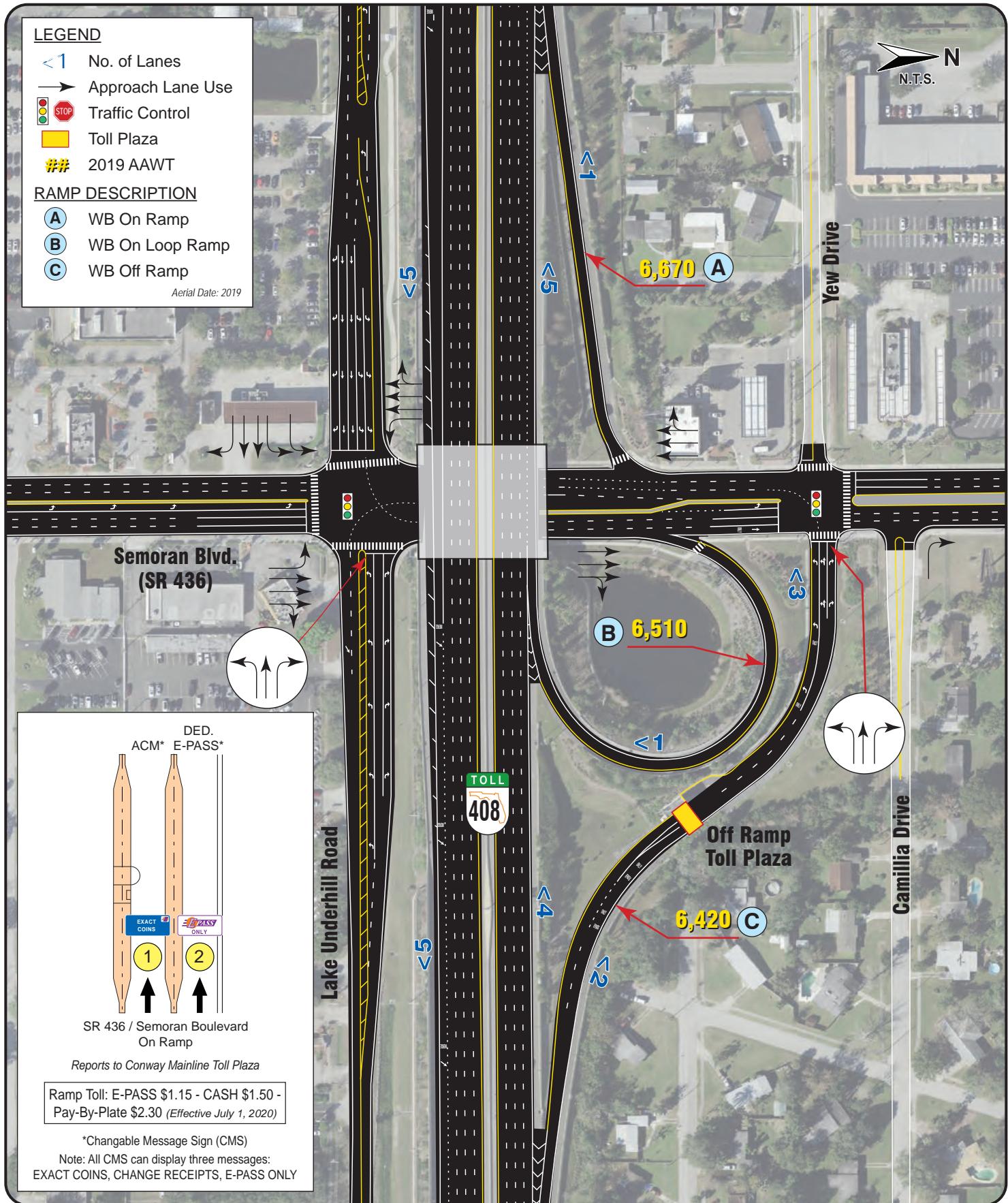
LEGEND

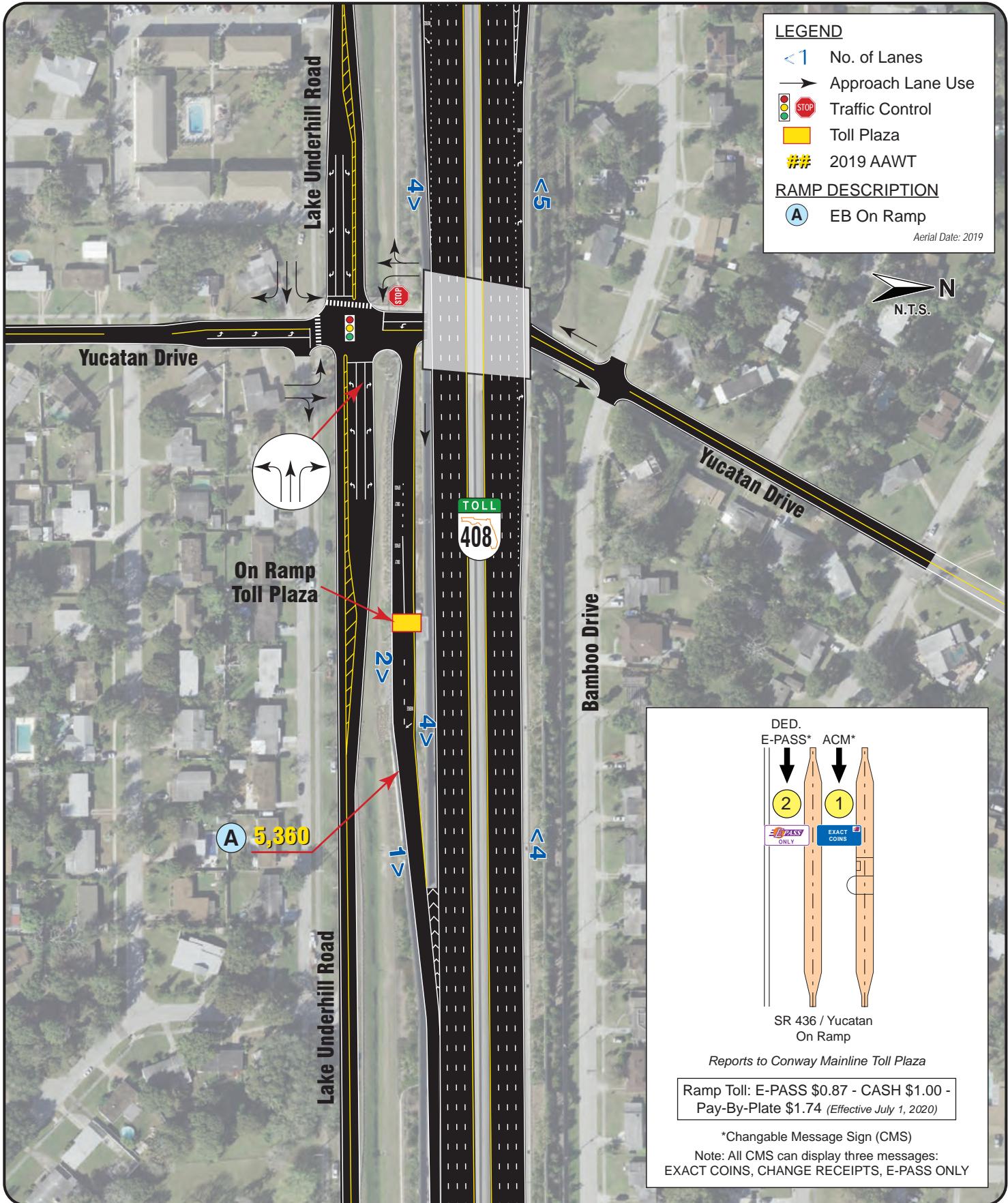
- <1 No. of Lanes
- Approach Lane Use
- STOP Traffic Control
- Toll Plaza
- ## 2019 AAWT

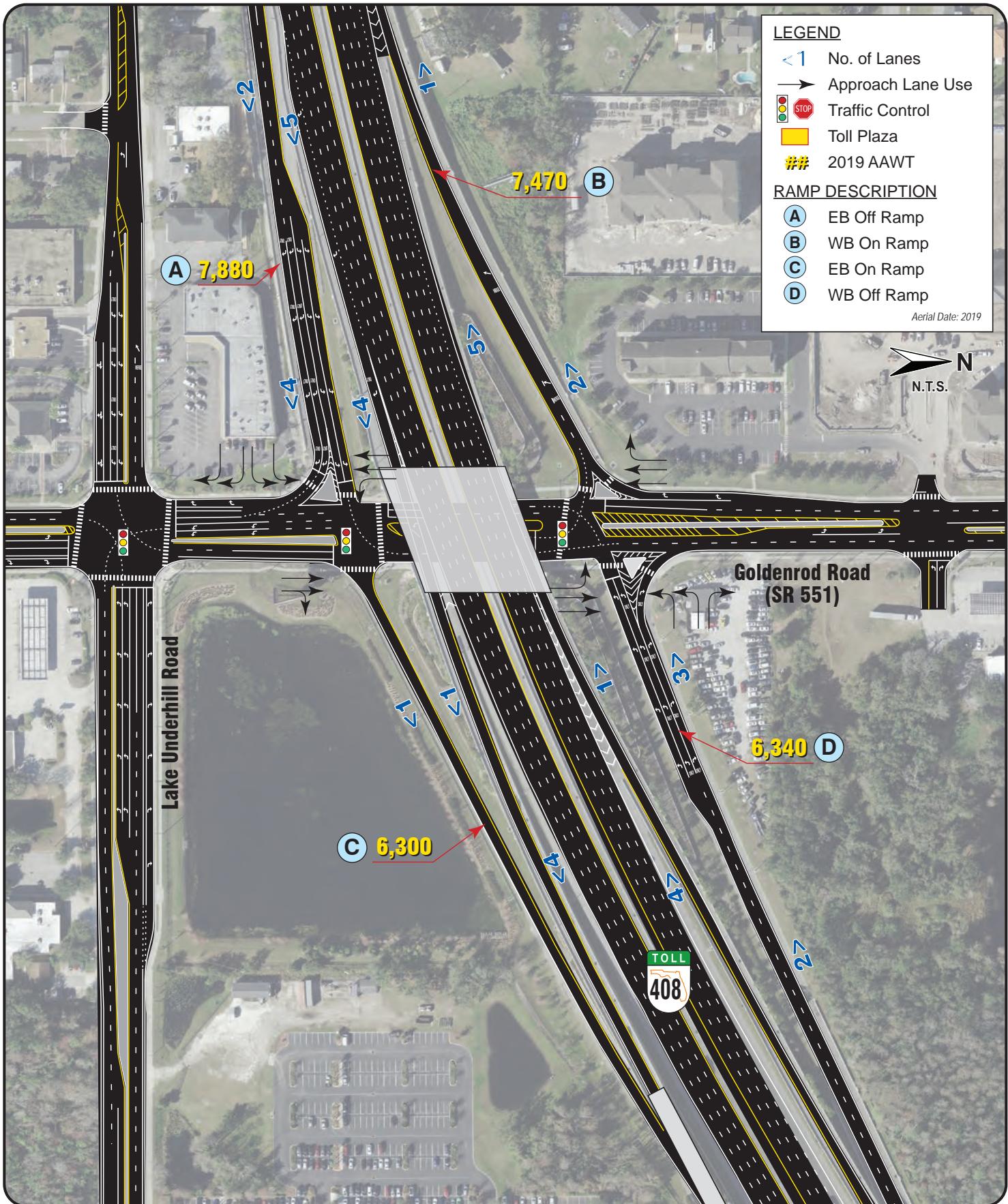
RAMP DESCRIPTION

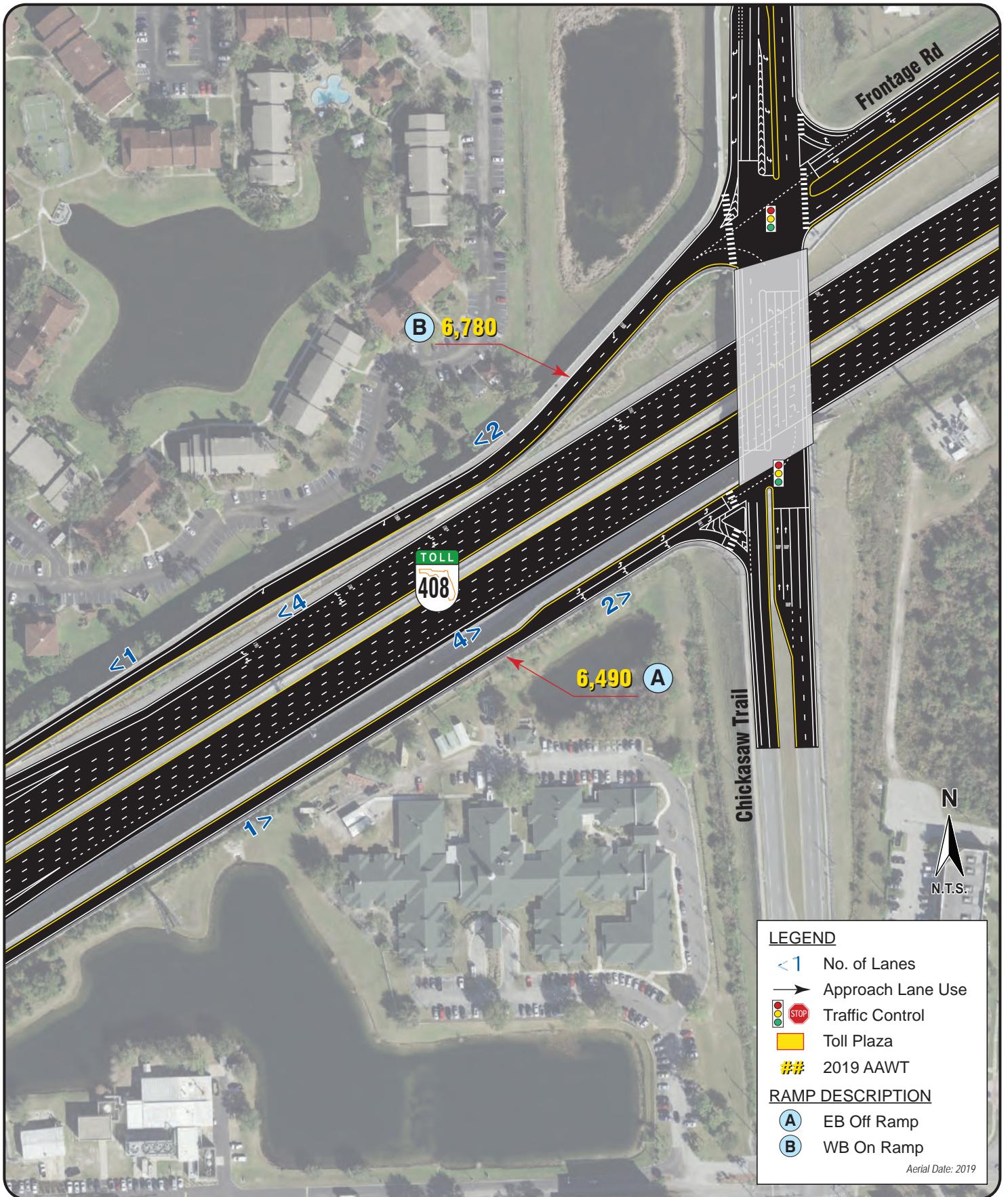
- A** WB On Ramp
- B** WB On Loop Ramp
- C** WB Off Ramp

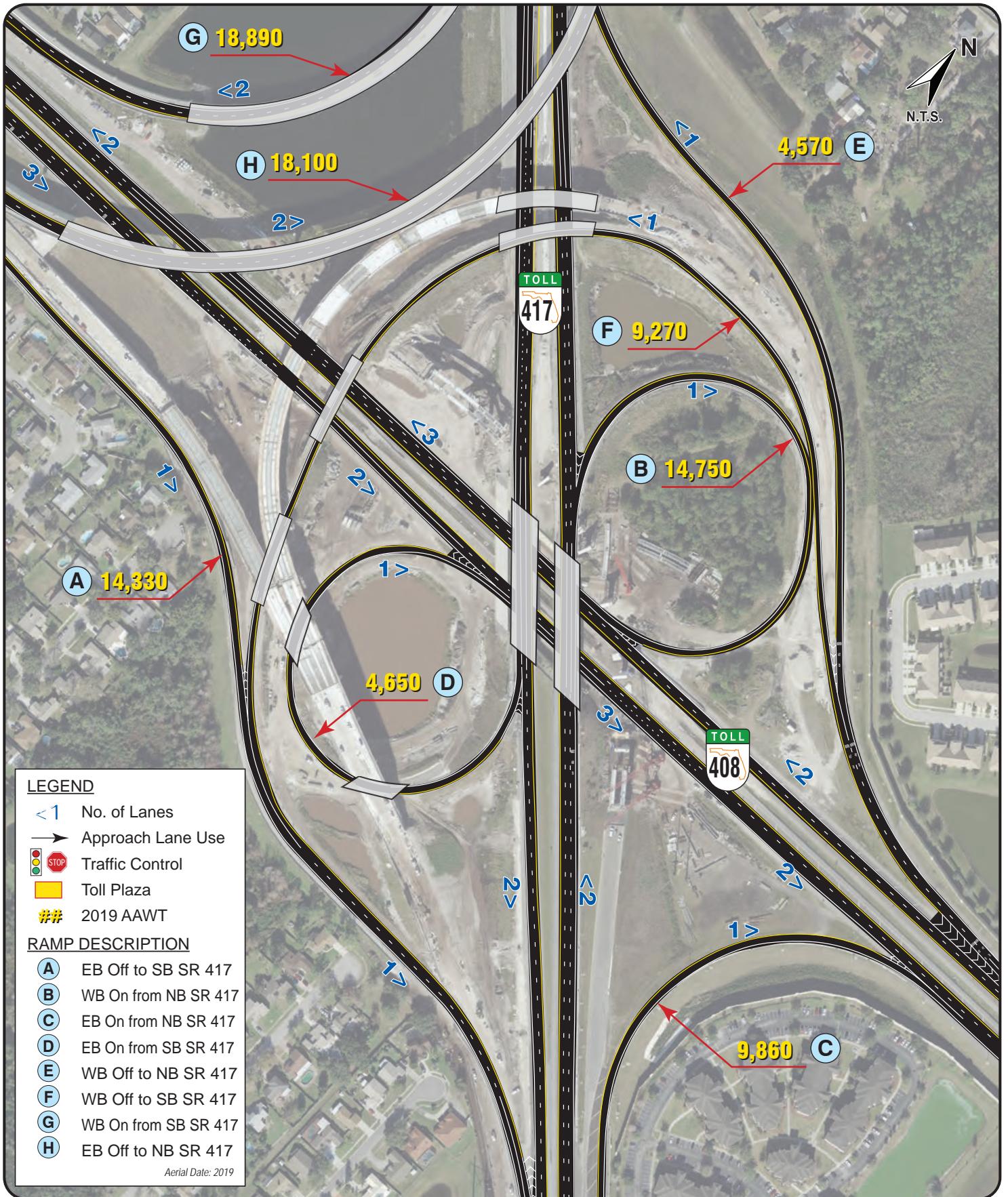
Aerial Date: 2019

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LEGEND

- <1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- ## 2019 AAWT

RAMP DESCRIPTION

- (A) EB Off Ramp
- (B) WB On Ramp
- (C) EB On Ramp
- (D) WB Off Ramp

Aerial Date: 2019

(A) 6,470
Off Ramp
Toll Plaza

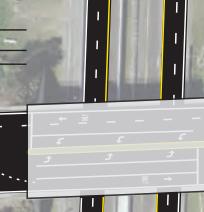
7,270 (B)
On Ramp
Toll Plaza

2 <1

2 <1

2 <1

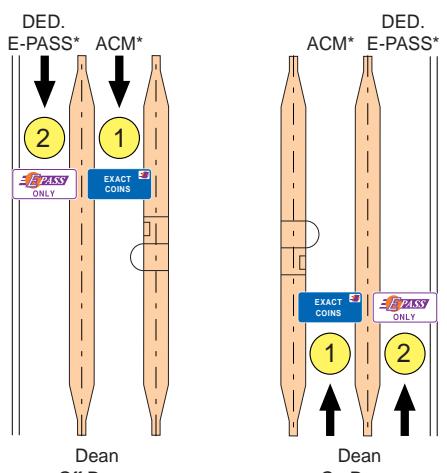
2 <1



(C) 1,280

Dean Road

1,370 (D)

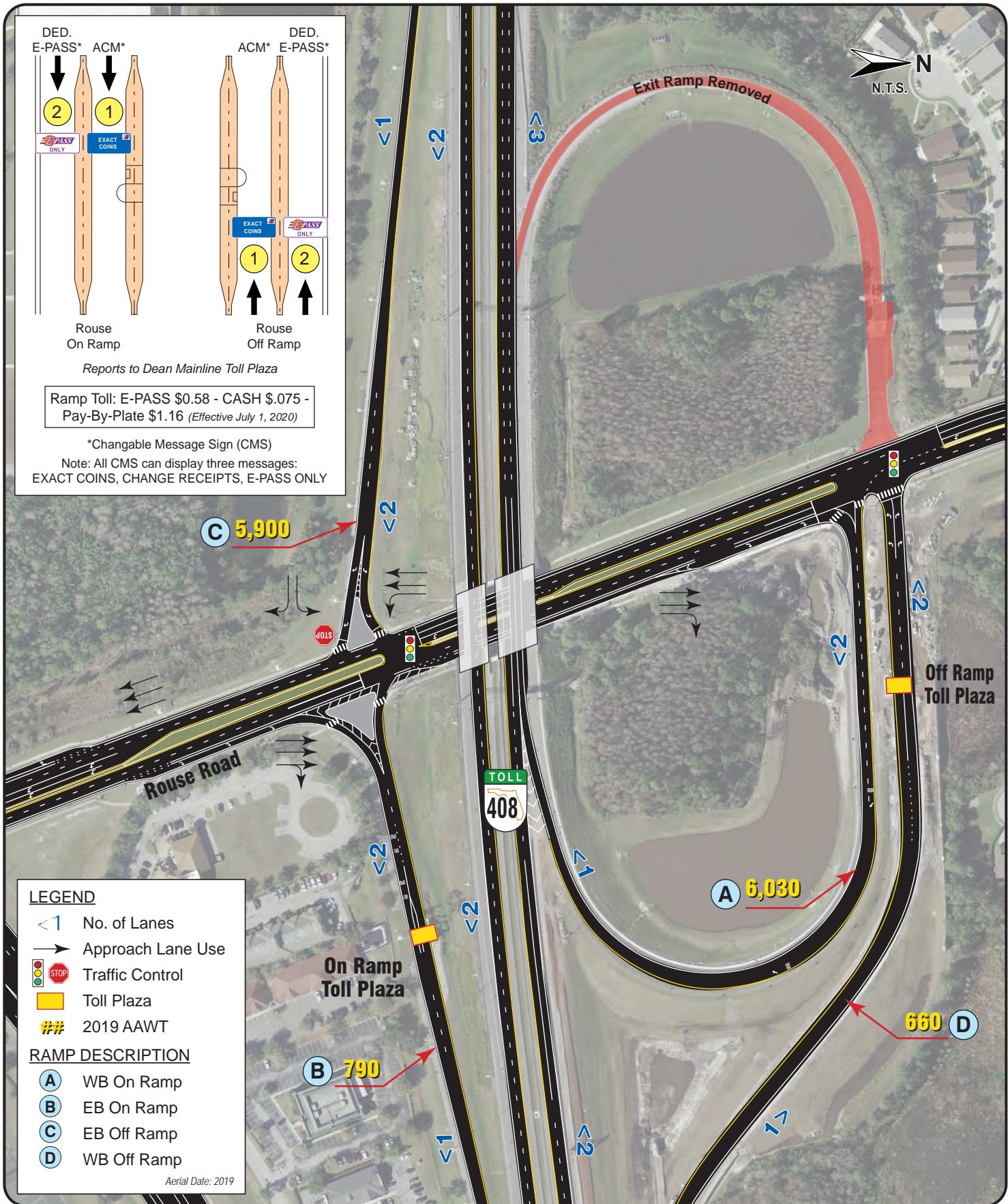


Reports to Dean Mainline Toll Plaza

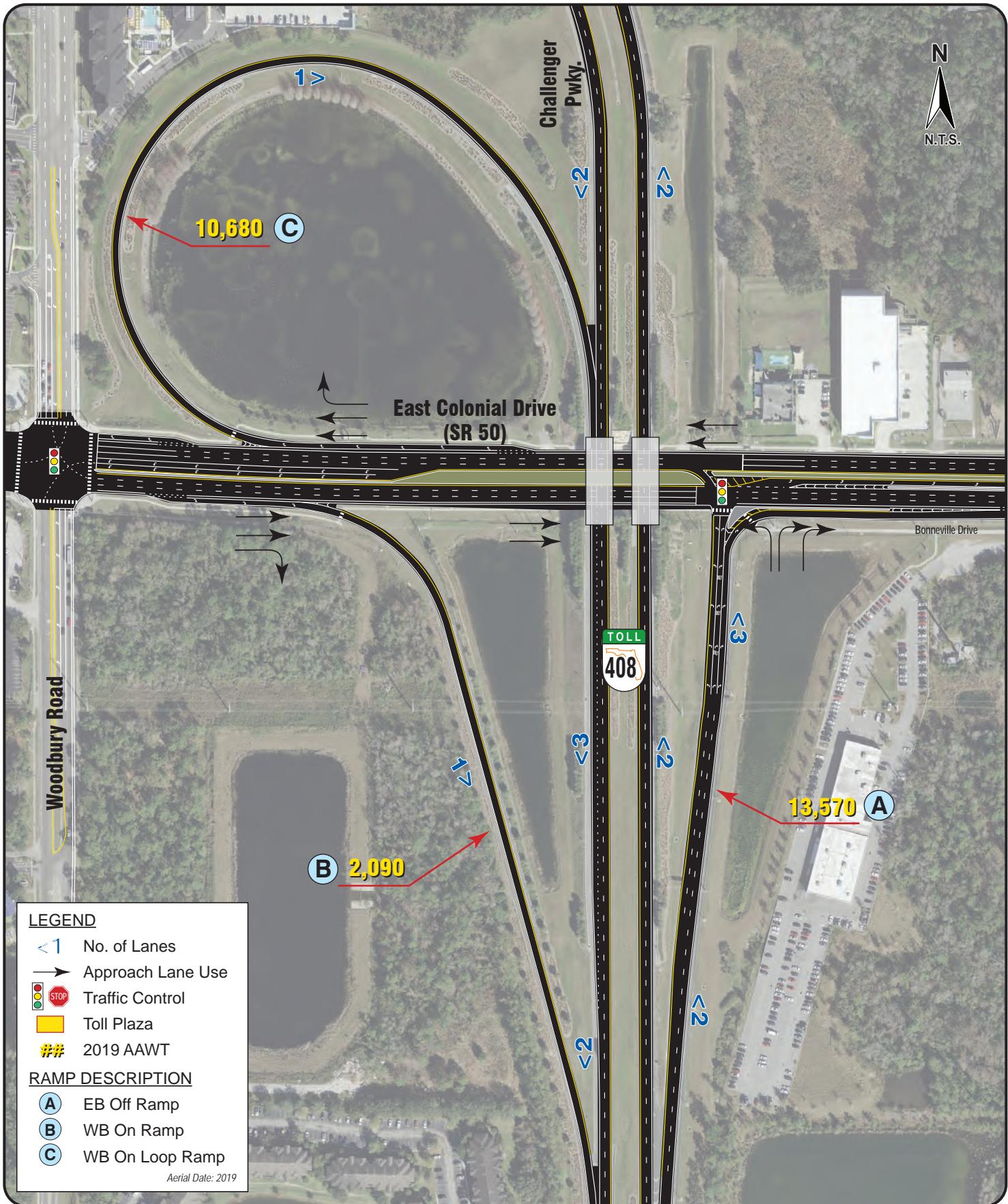
Ramp Toll: E-PASS \$0.58 - CASH \$0.75 -
Pay-By-Plate \$1.16 (Effective July 1, 2020)

*Changable Message Sign (CMS)

Note: All CMS can display three messages:
EXACT COINS, CHANGE RECEIPTS, E-PASS ONLY







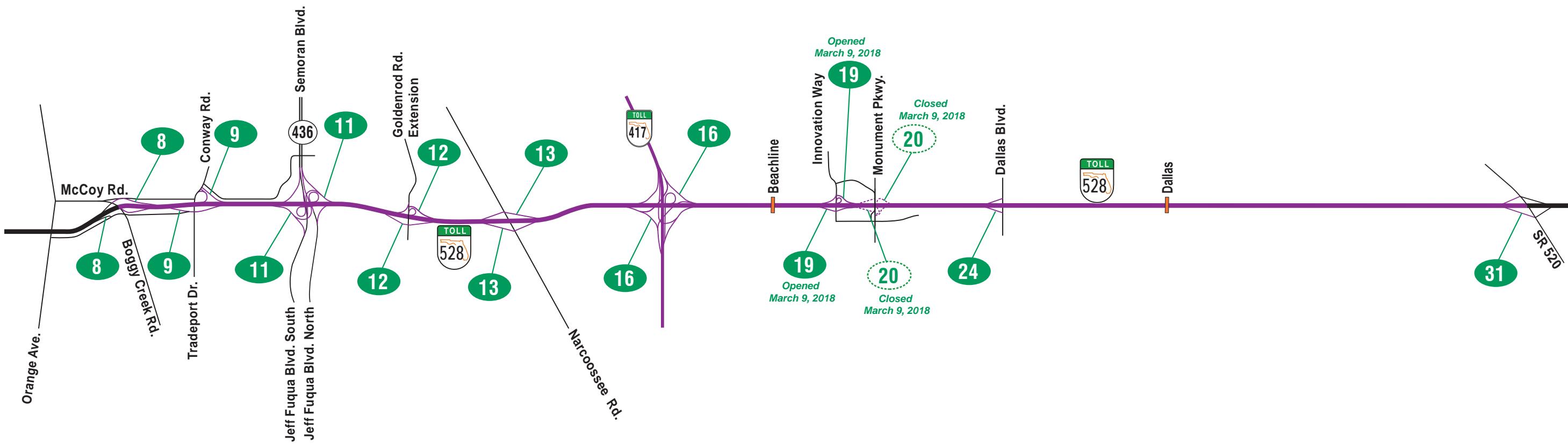
Beachline Expressway



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CENTRAL FLORIDA EXPRESSWAY AUTHORITY

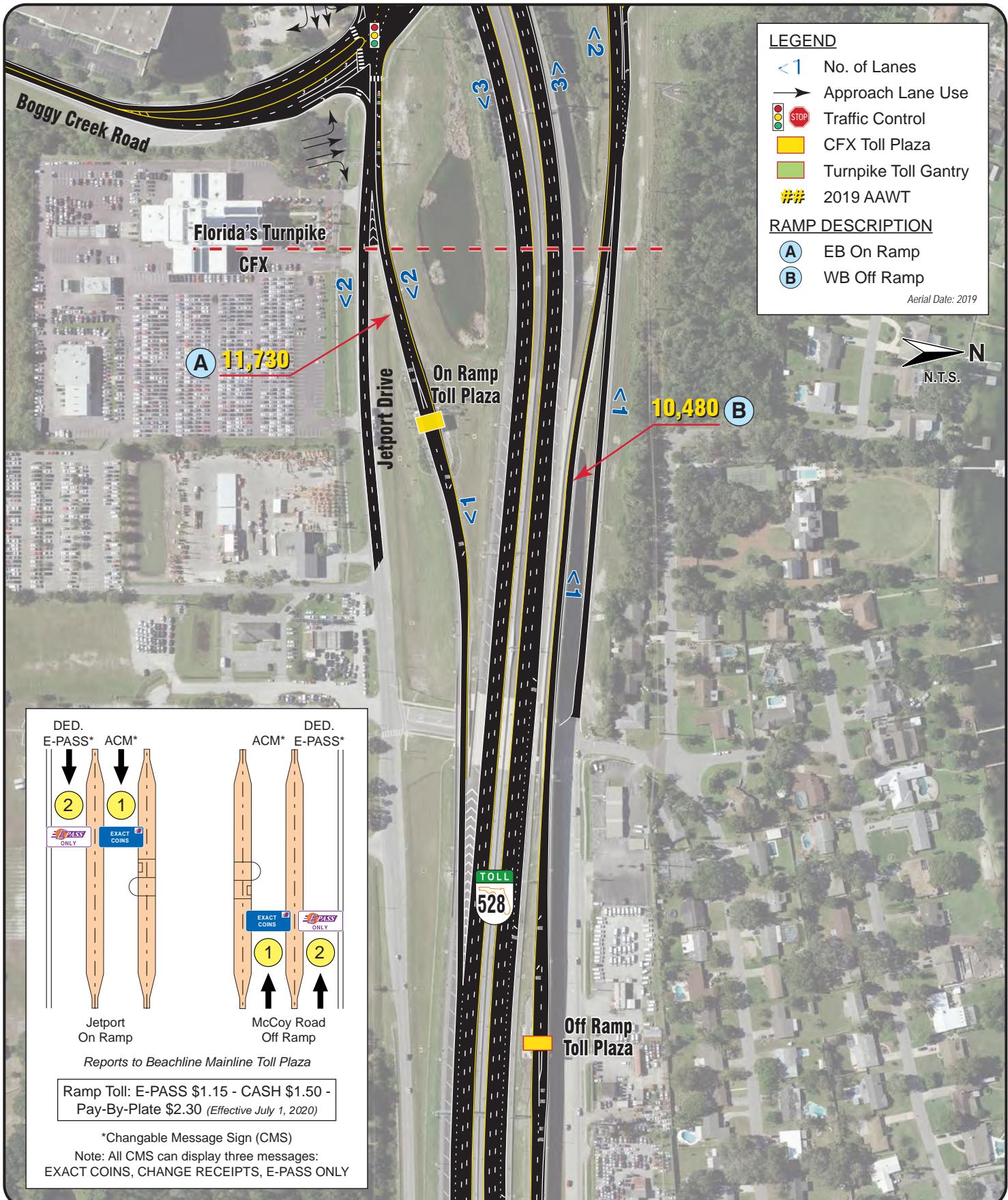


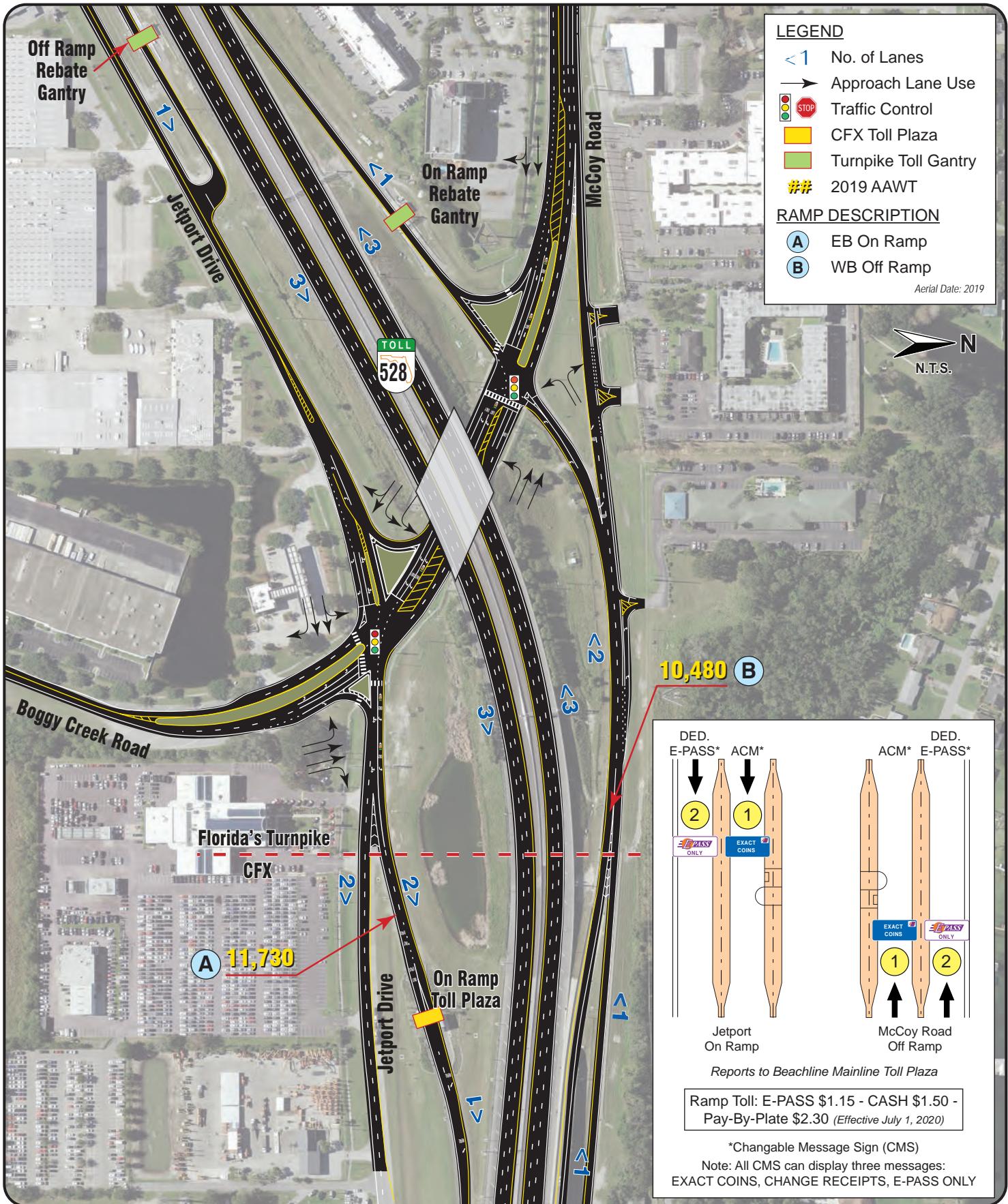
T.S.

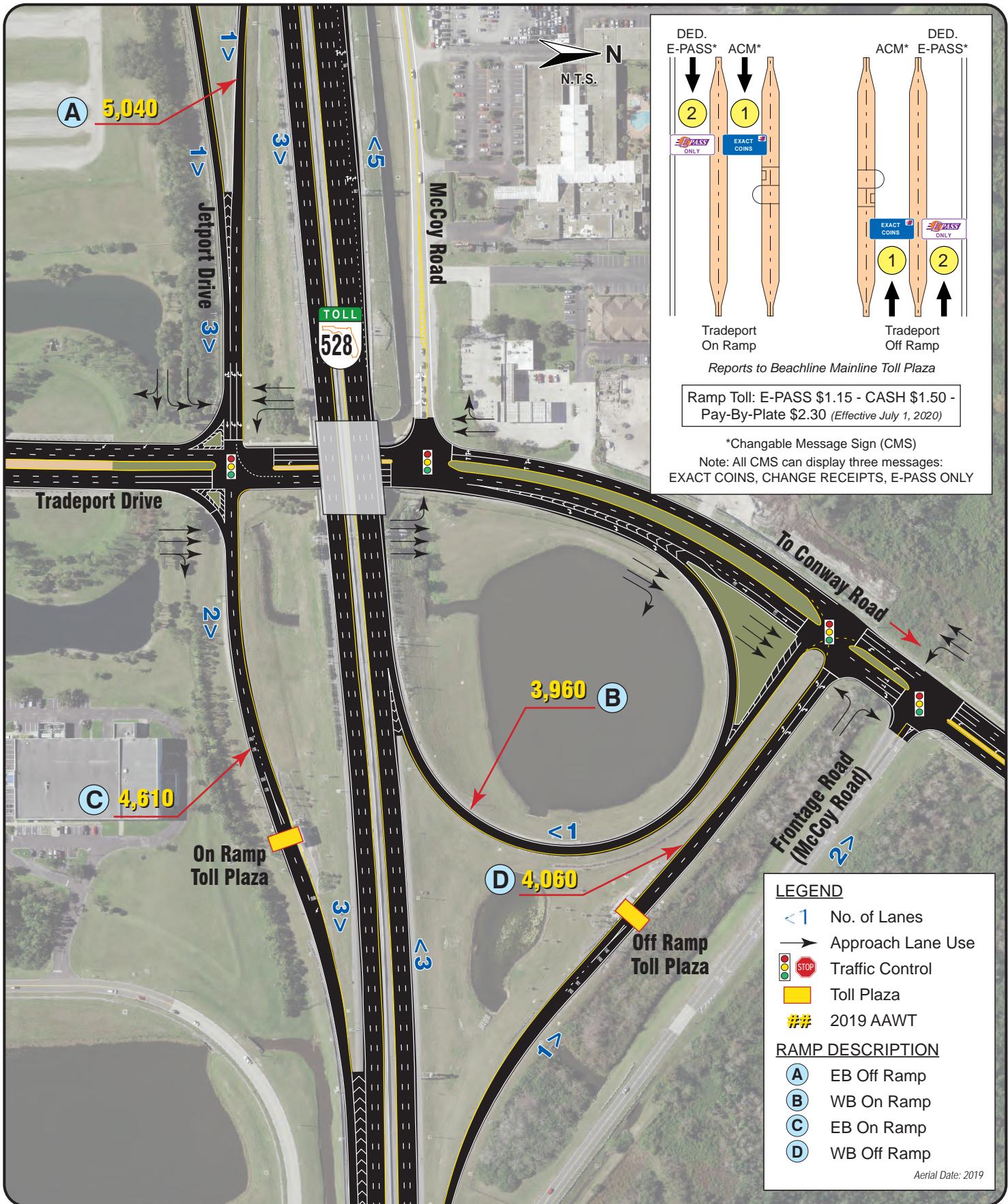


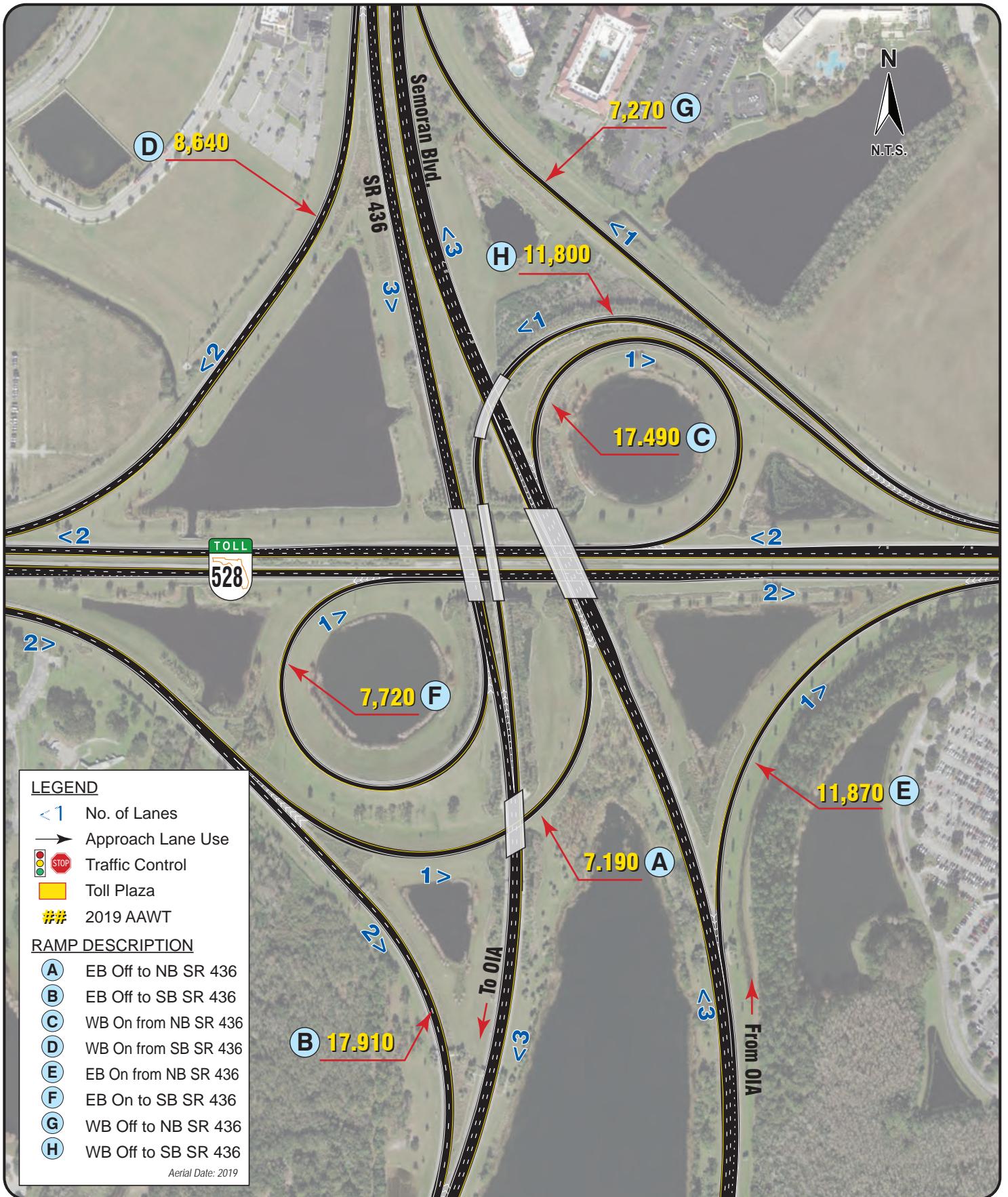
LEGEND

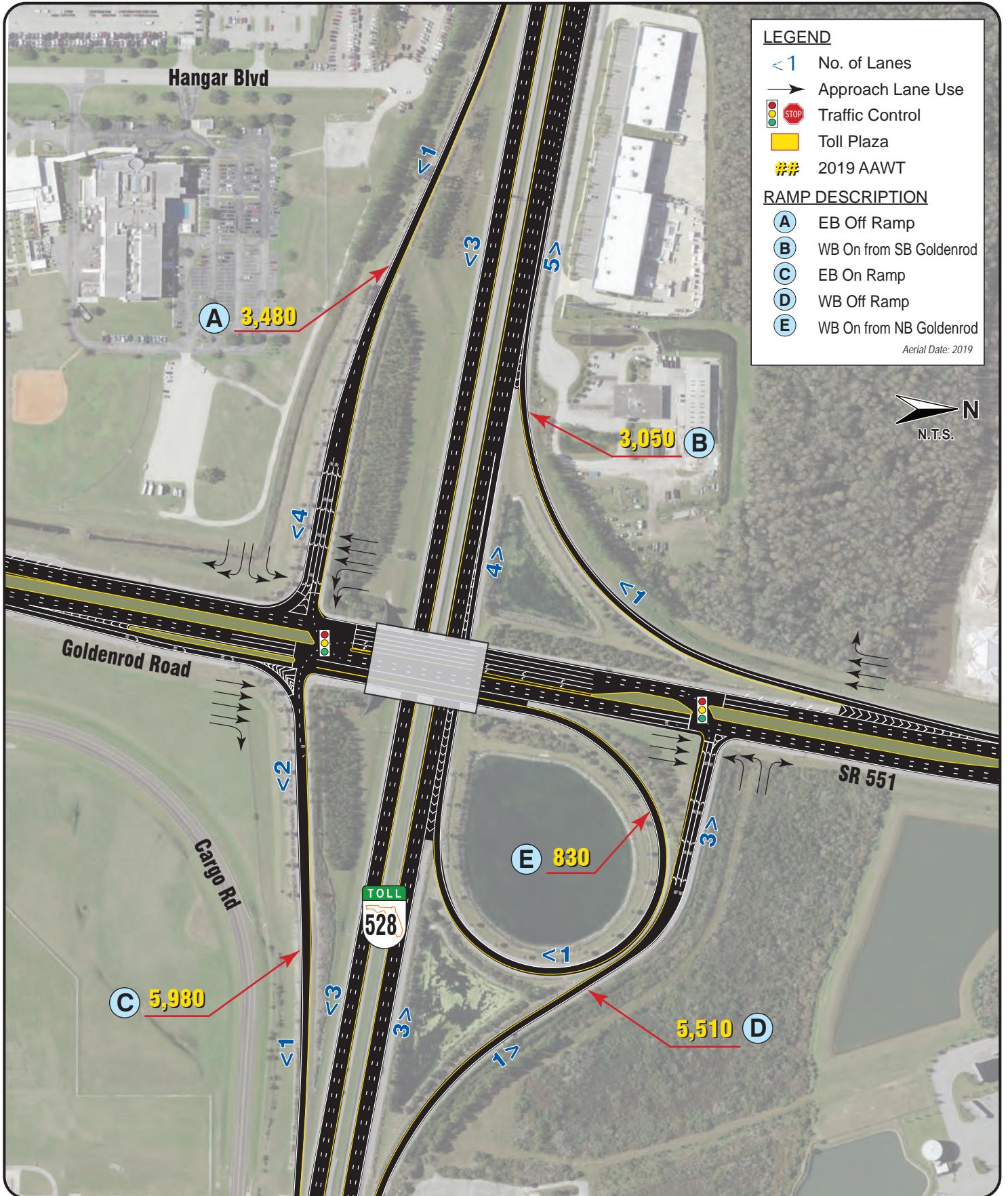
- 0 Exit Number
 - Existing SR 528
 - | Mainline Toll Plaza











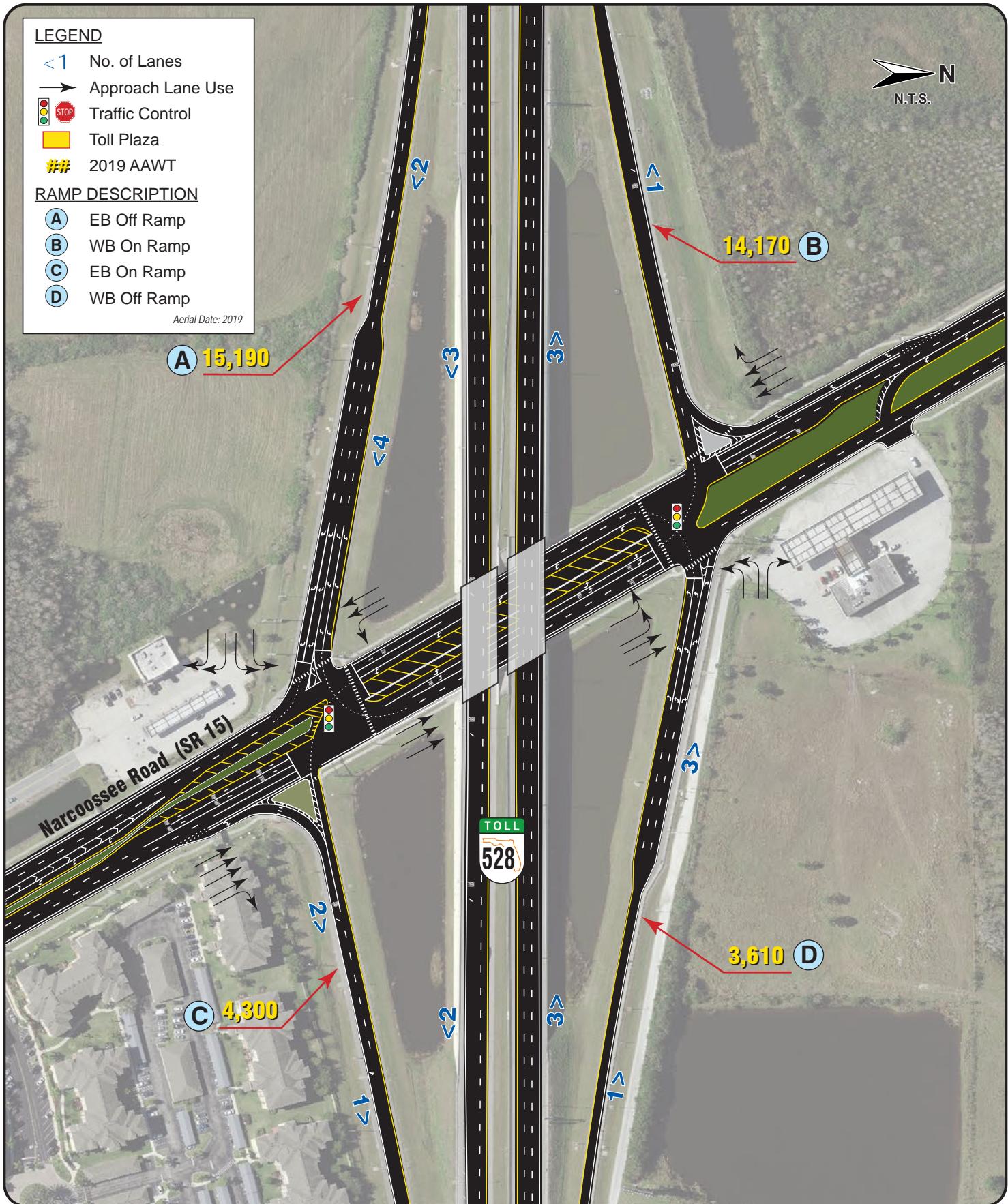
LEGEND

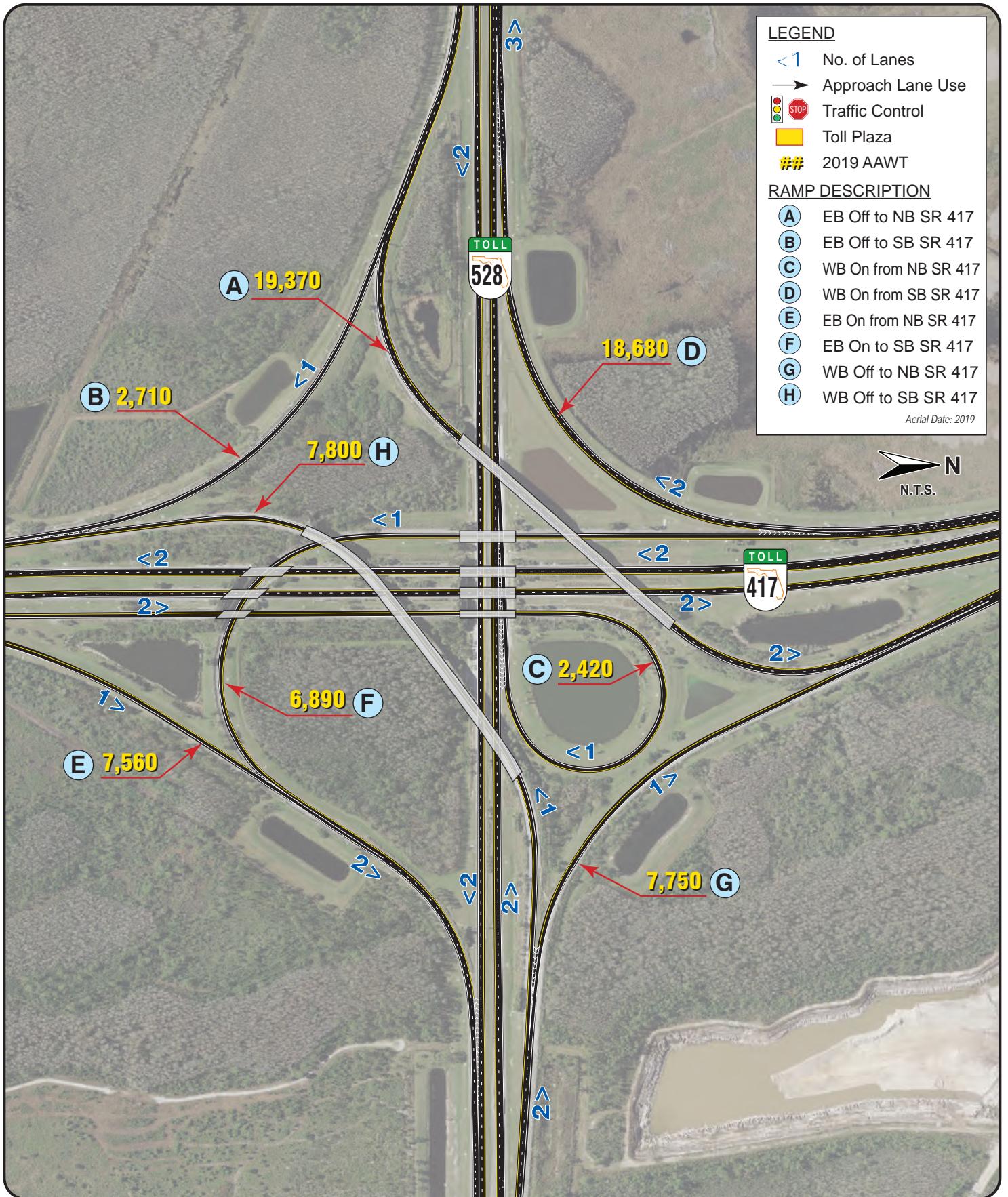
- <1 No. of Lanes
- Approach Lane Use
- STOP Traffic Control
- Toll Plaza
- ## 2019 AAWT

RAMP DESCRIPTION

- (A) EB Off Ramp
- (B) WB On Ramp
- (C) EB On Ramp
- (D) WB Off Ramp

Aerial Date: 2019





LEGEND

- < 1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- ## 2019 AAWT

RAMP DESCRIPTION

- (A) EB Off Ramp
- (B) WB On Ramp
- (C) EB On Ramp
- (D) WB Off Ramp
- (E) WB On-Loop Ramp

Aerial Date: 2019



(A) 5,570

< 1

> 2

> 2

(B) 5,470

< 1

On Ramp
Toll Plaza

(C) 860

TOLL
528

880

(E) Off Ramp
Toll Plaza

(D) 1,050

< 1

> 2

> 2

Innovation Way

< 1

> 2

> 2

< 1

> 2

Innovation Way
On RampInnovation Way
Off Ramp

Reports to Beachline Mainline Toll Plaza

Ramp Toll: E-PASS \$0.62 - CASH \$0.75 -
Pay-By-Plate \$1.24 (Effective July 1, 2020)

*Changable Message Sign (CMS)

Note: All CMS can display three messages:
EXACT COINS, CHANGE RECEIPTS, E-PASS ONLYExact Coin Signs are ground mounted, not on canopy.
\$0.25 of toll paid to FDOT for removed FDOT Plaza.

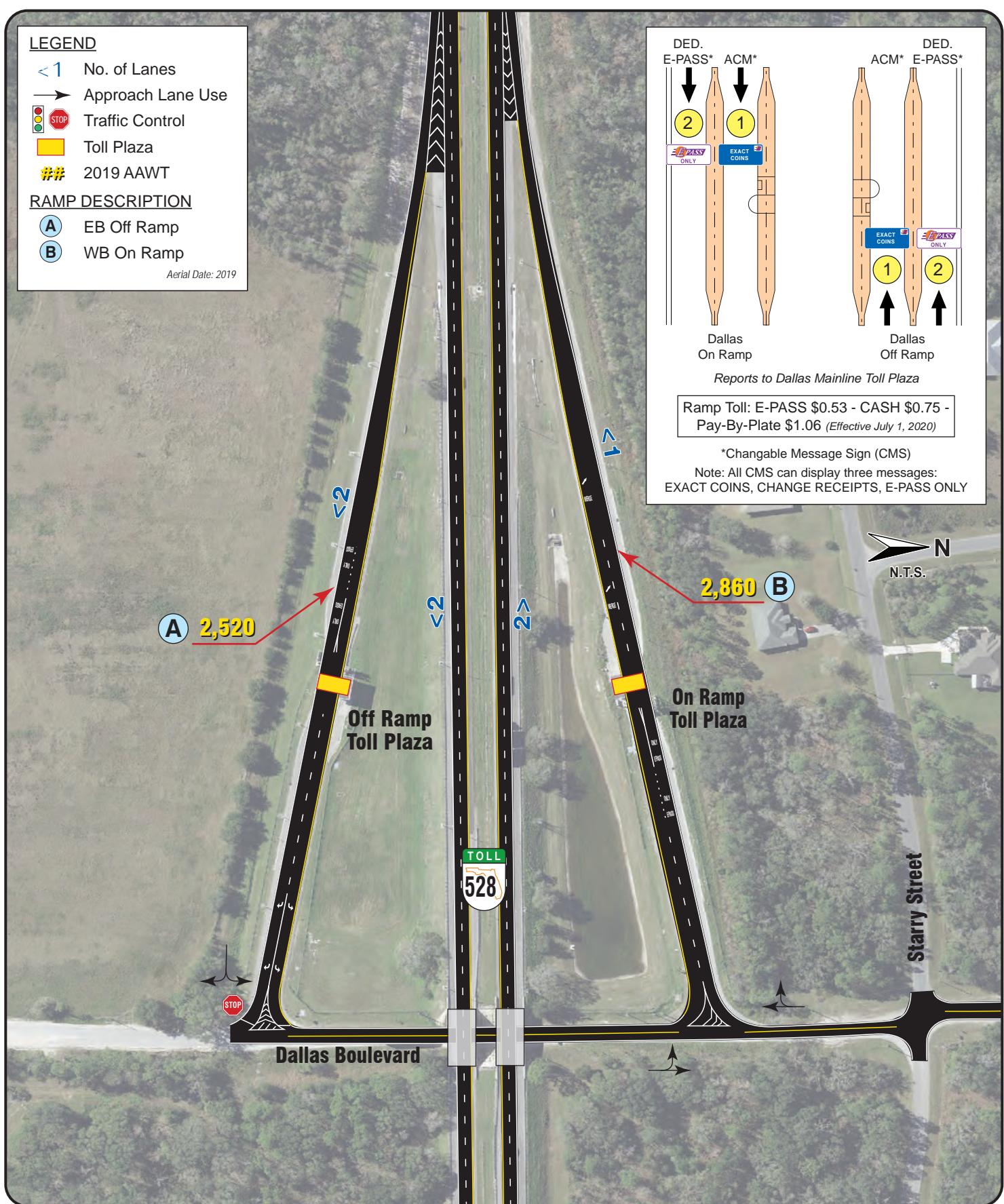
LEGEND

- < 1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- 2019 AAWT

RAMP DESCRIPTION

- (A) EB Off Ramp
- (B) WB On Ramp

Aerial Date: 2019



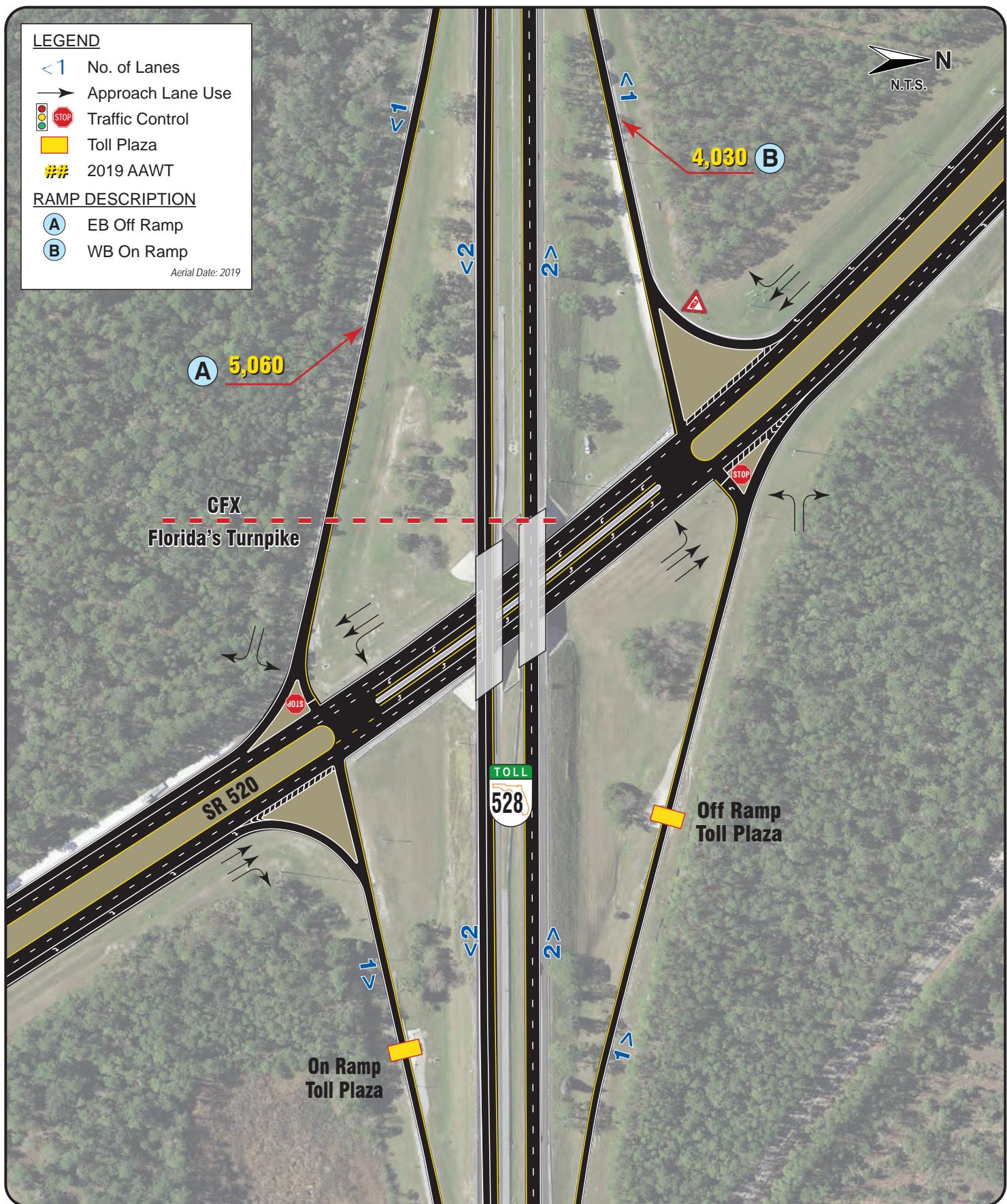
LEGEND

- < 1 No. of Lanes
- Approach Lane Use
- TRAFFIC CONTROL
- Toll Plaza
- ## 2019 AAWT

RAMP DESCRIPTION

- (A) EB Off Ramp
- (B) WB On Ramp

Aerial Date: 2019

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Central Florida GreeneWay



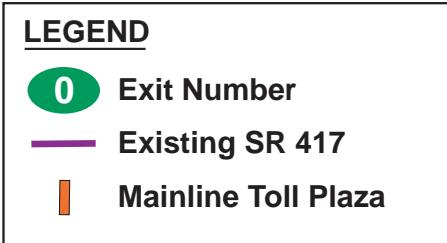
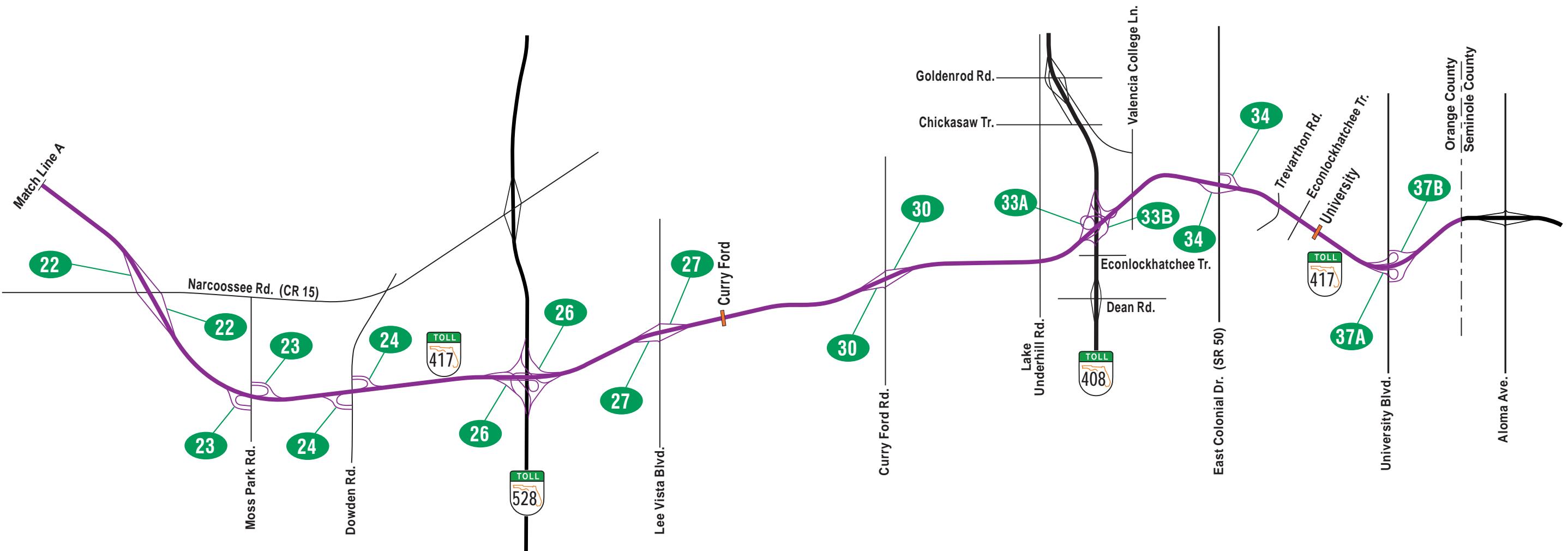
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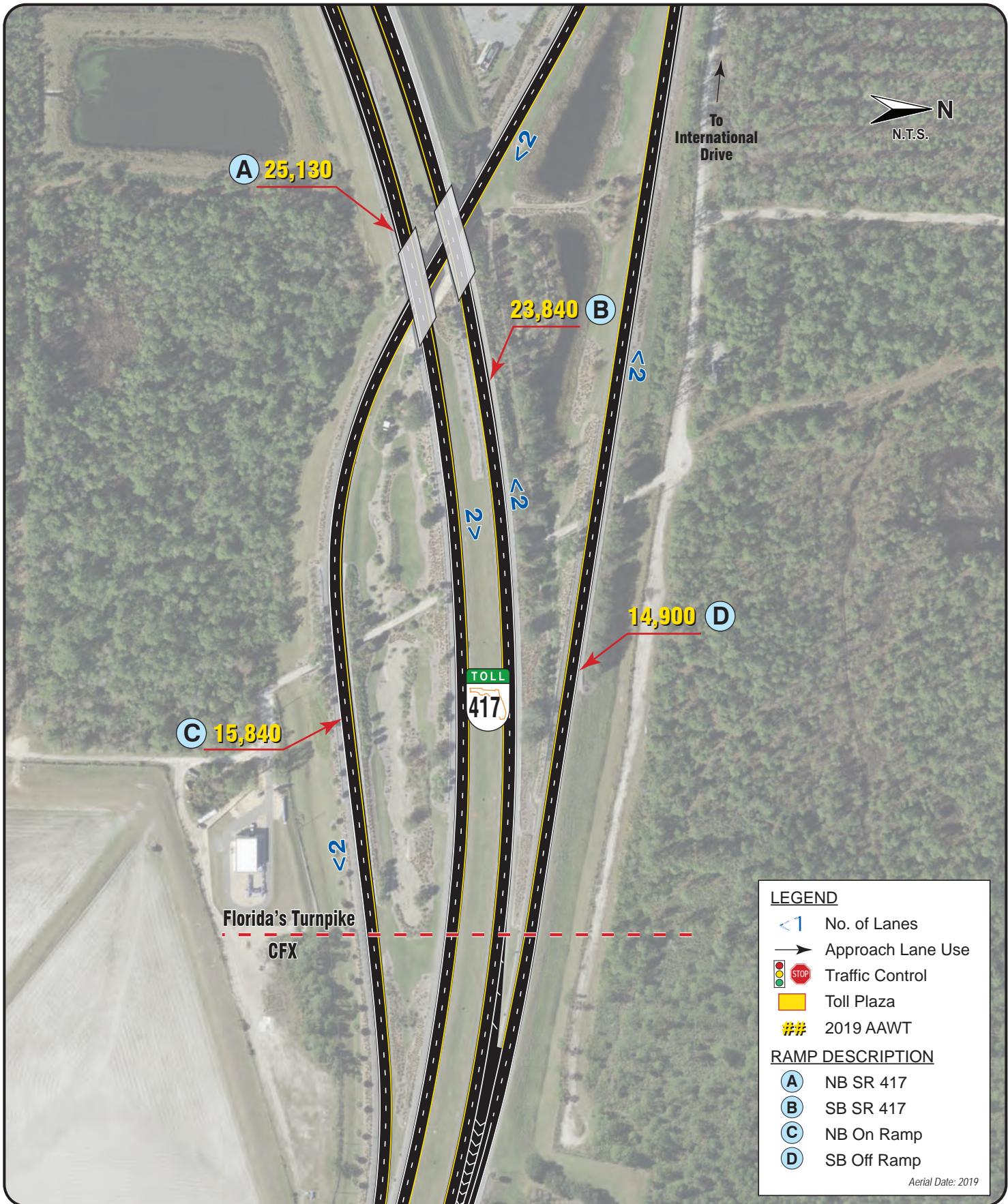
N
N.T.S.

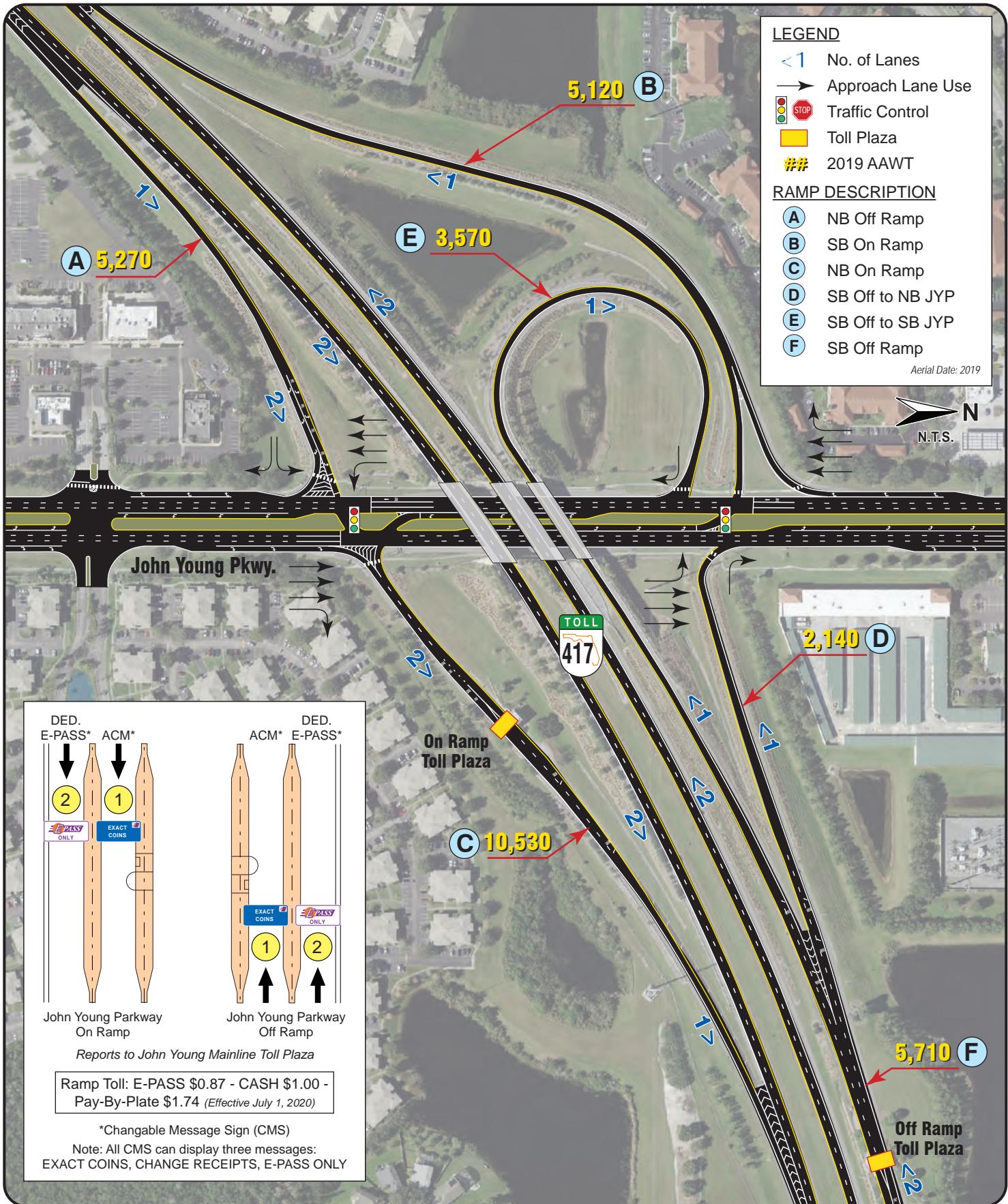


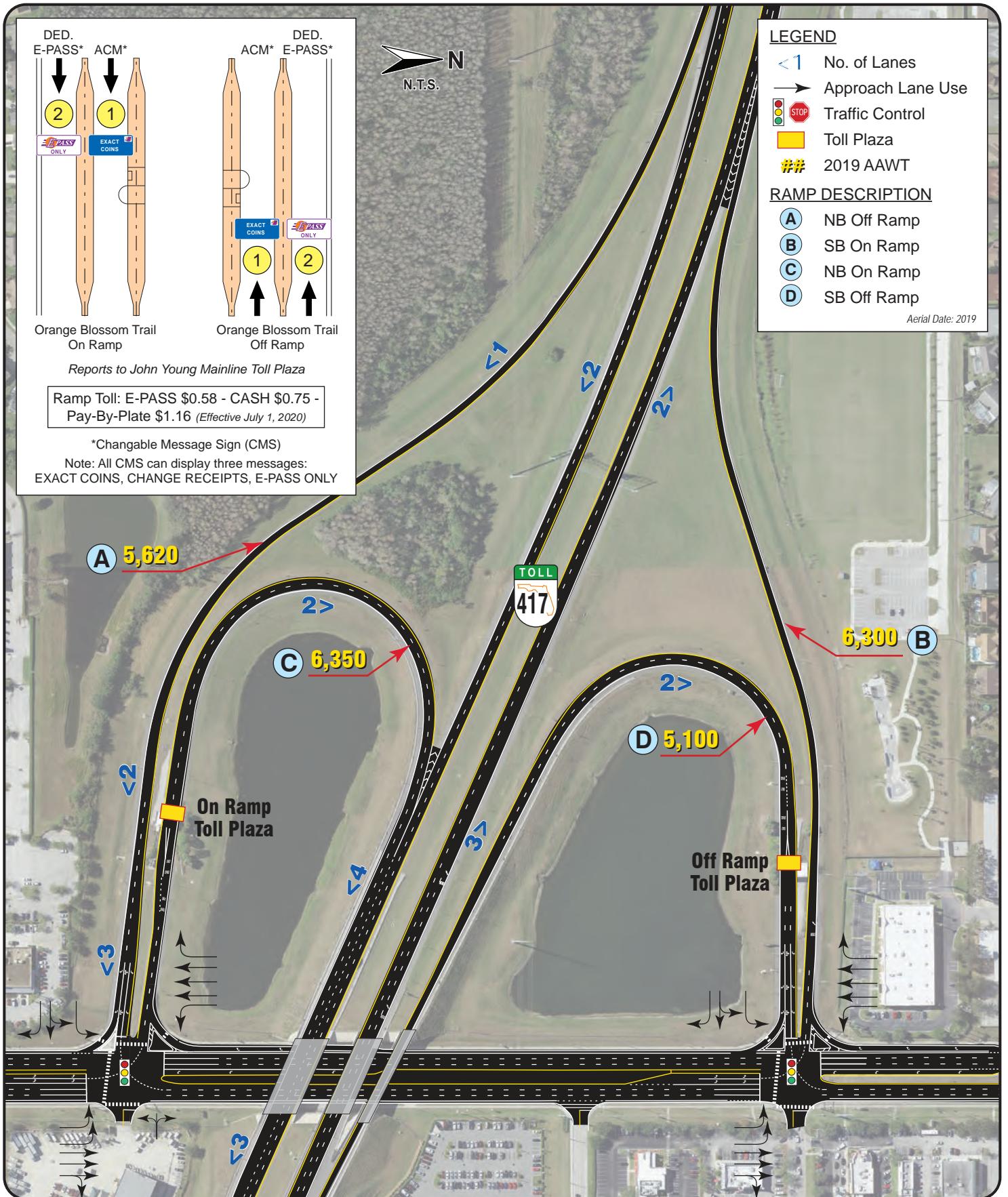
- LEGEND**
- 0 Exit Number
 - Existing SR 417
 - Mainline Toll Plaza

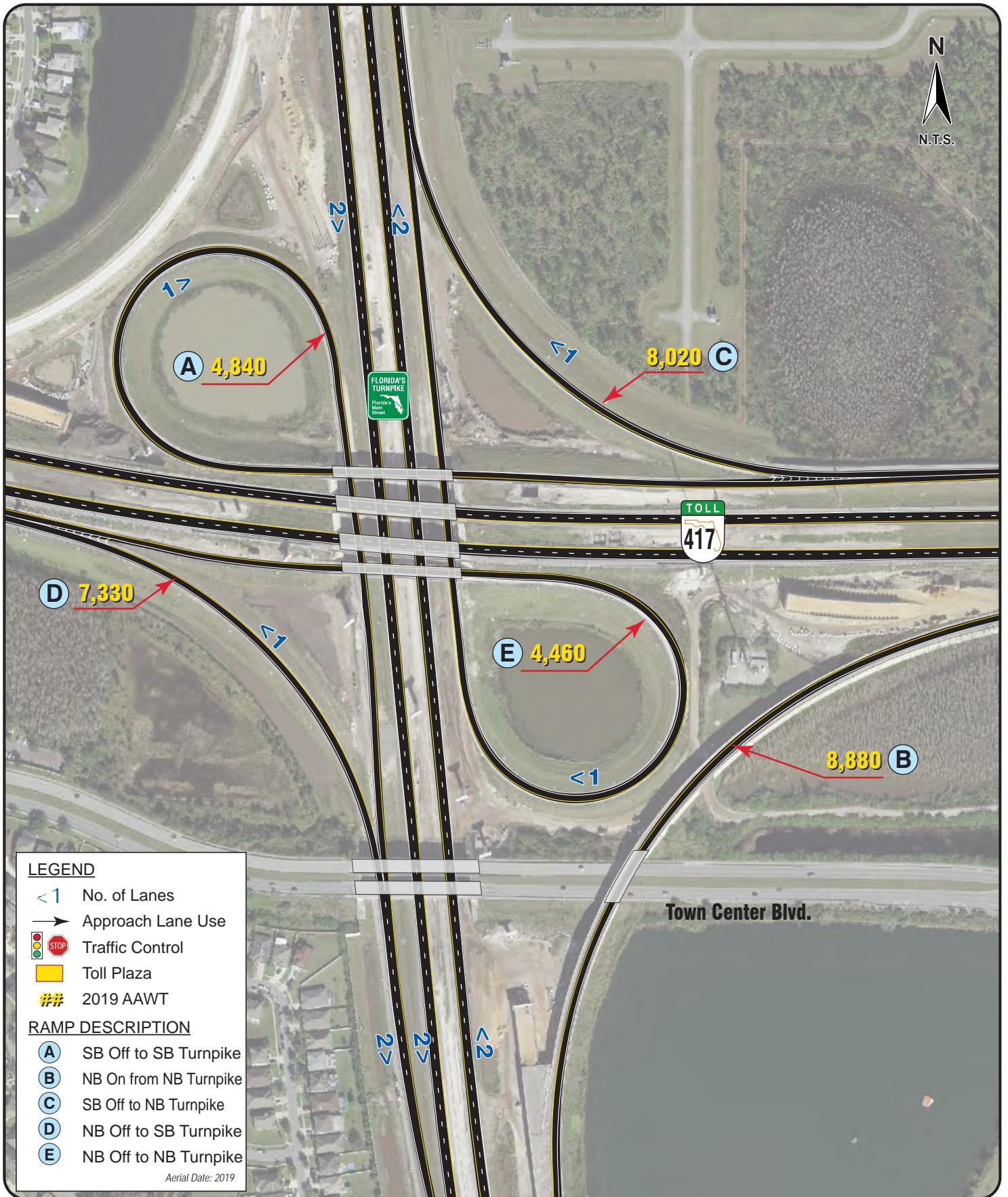
N
N.T.S.

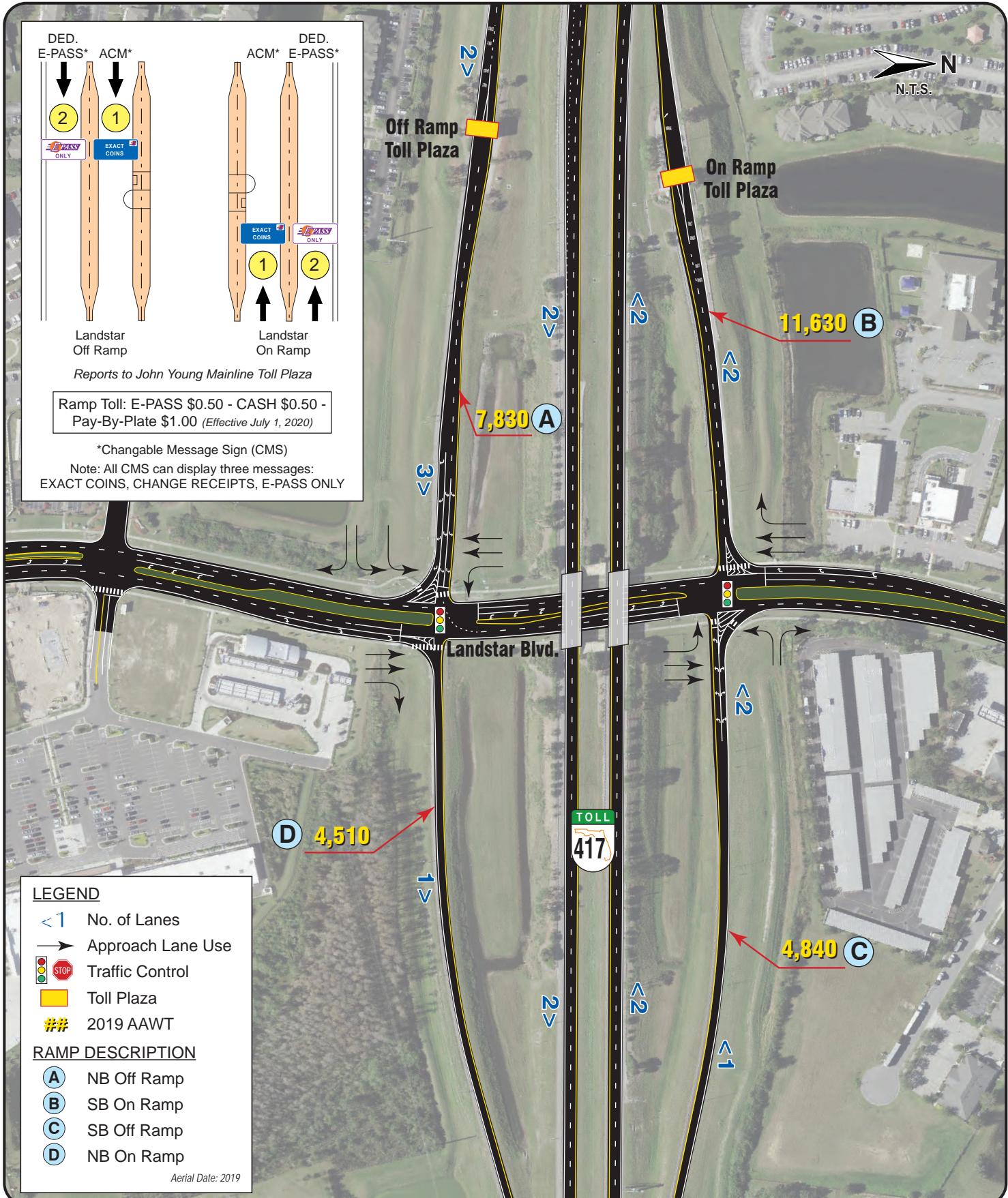


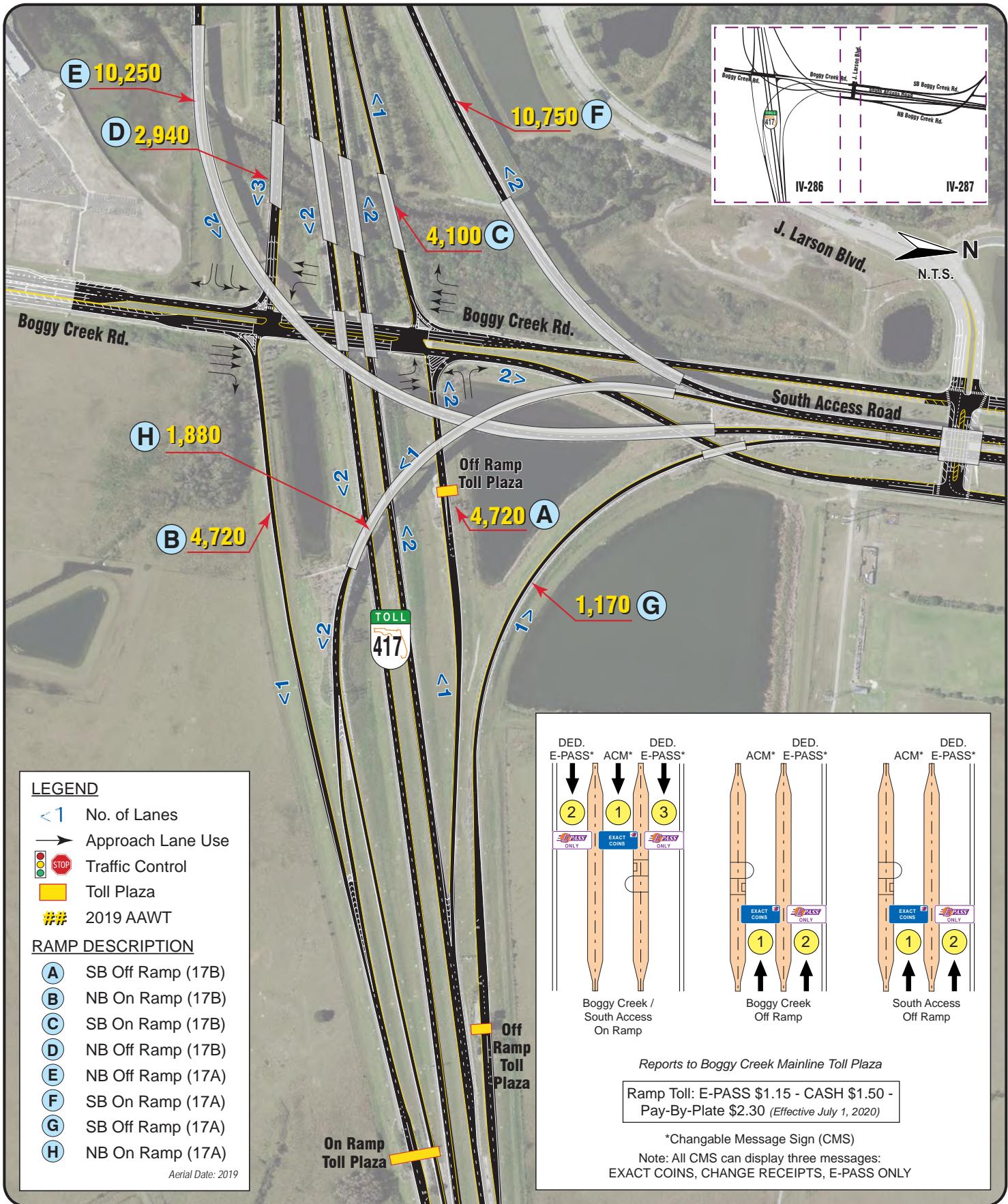


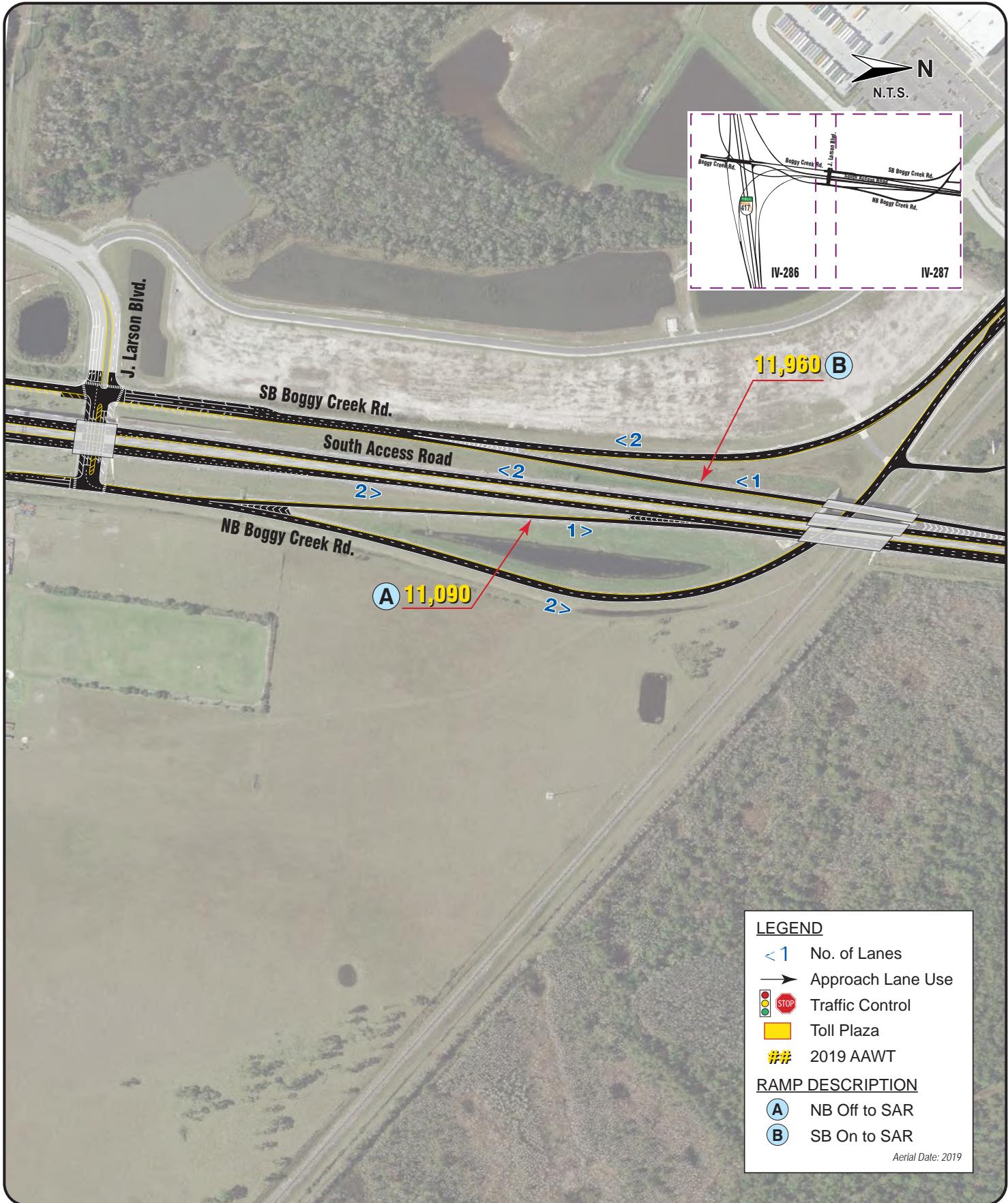








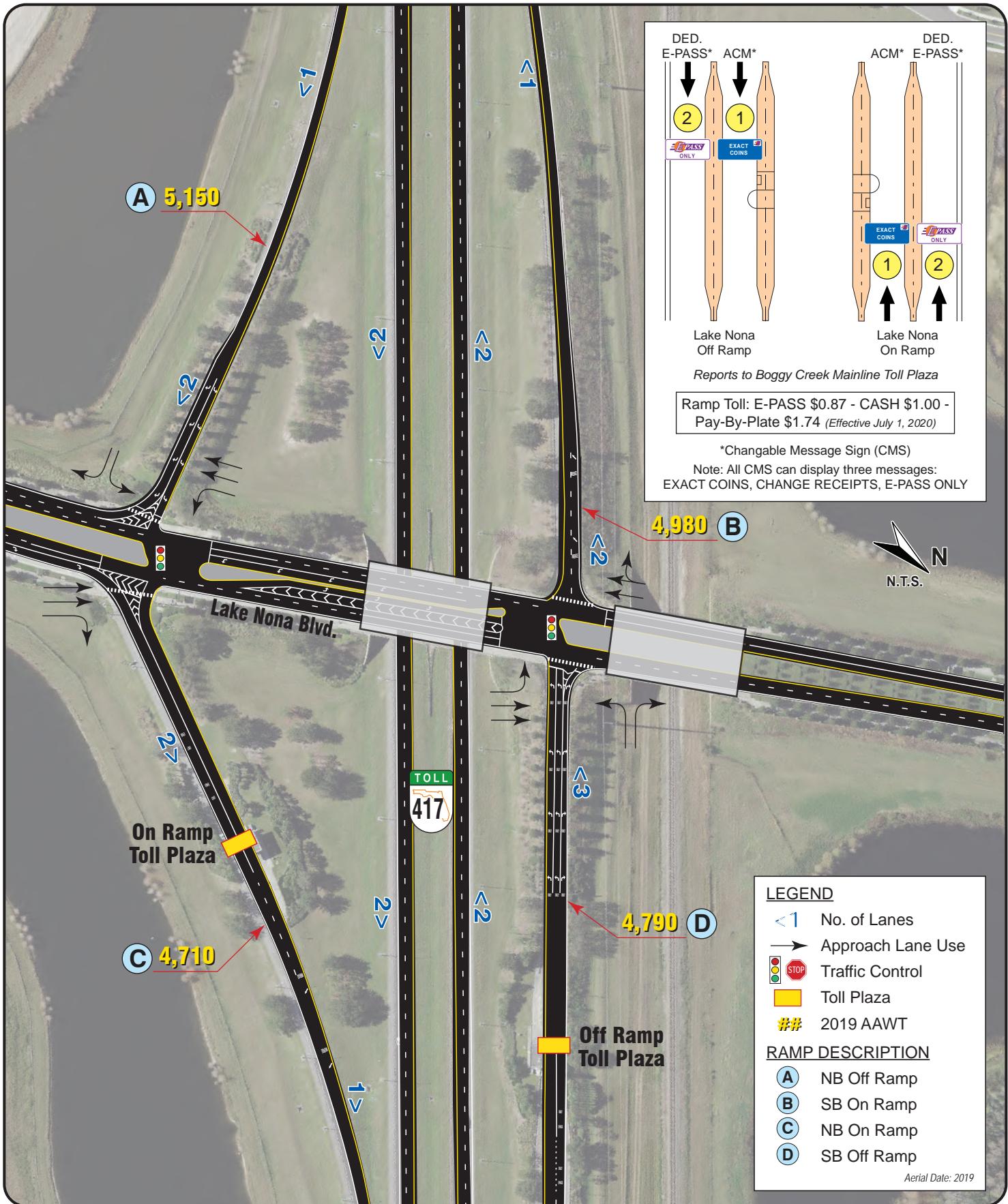




SR 417 (CENTRAL FLORIDA GREENEWAY)
Exit 17A&B - Boggy Creek Road and South Access Road (2)

SECTION IV

287



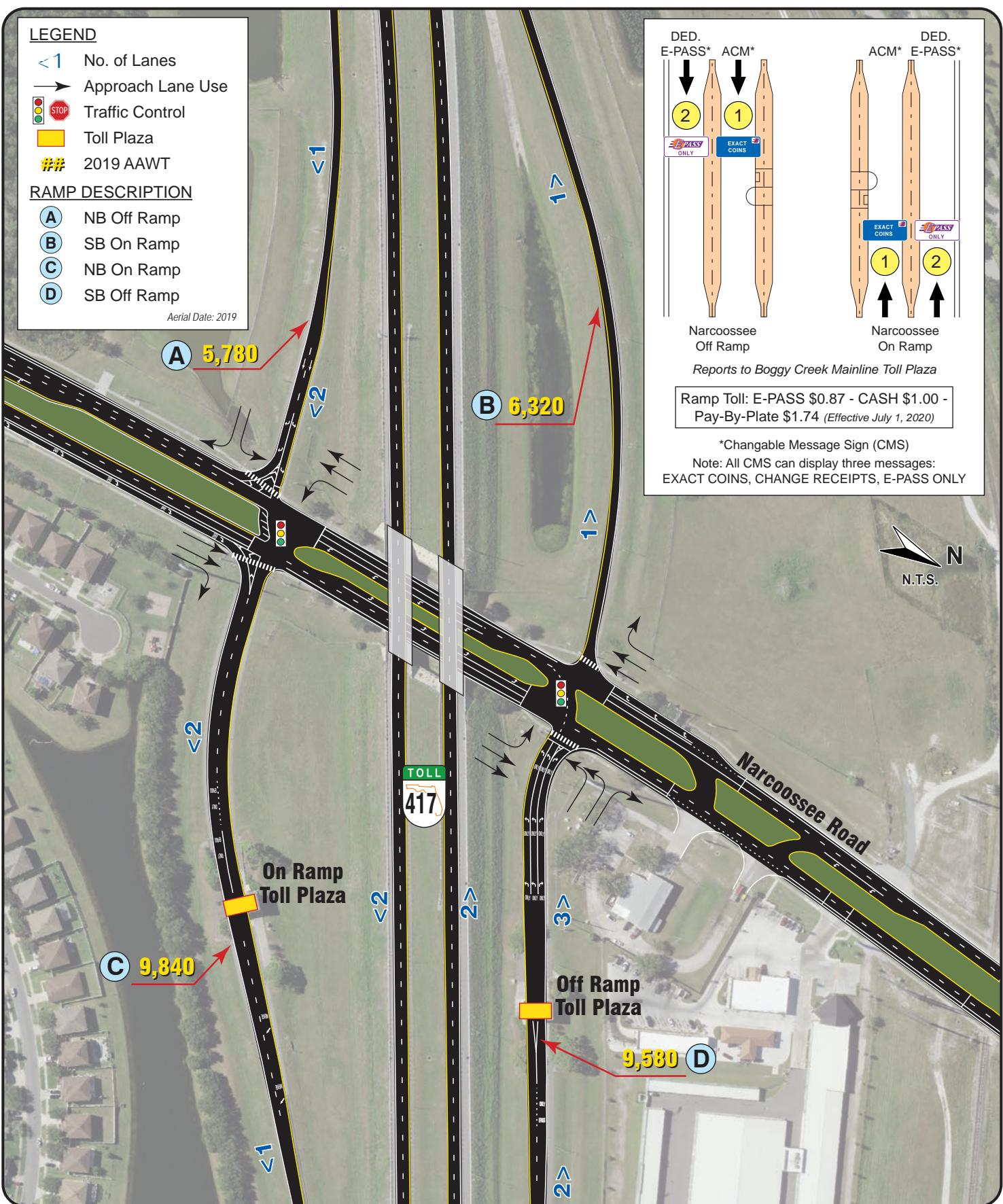
LEGEND

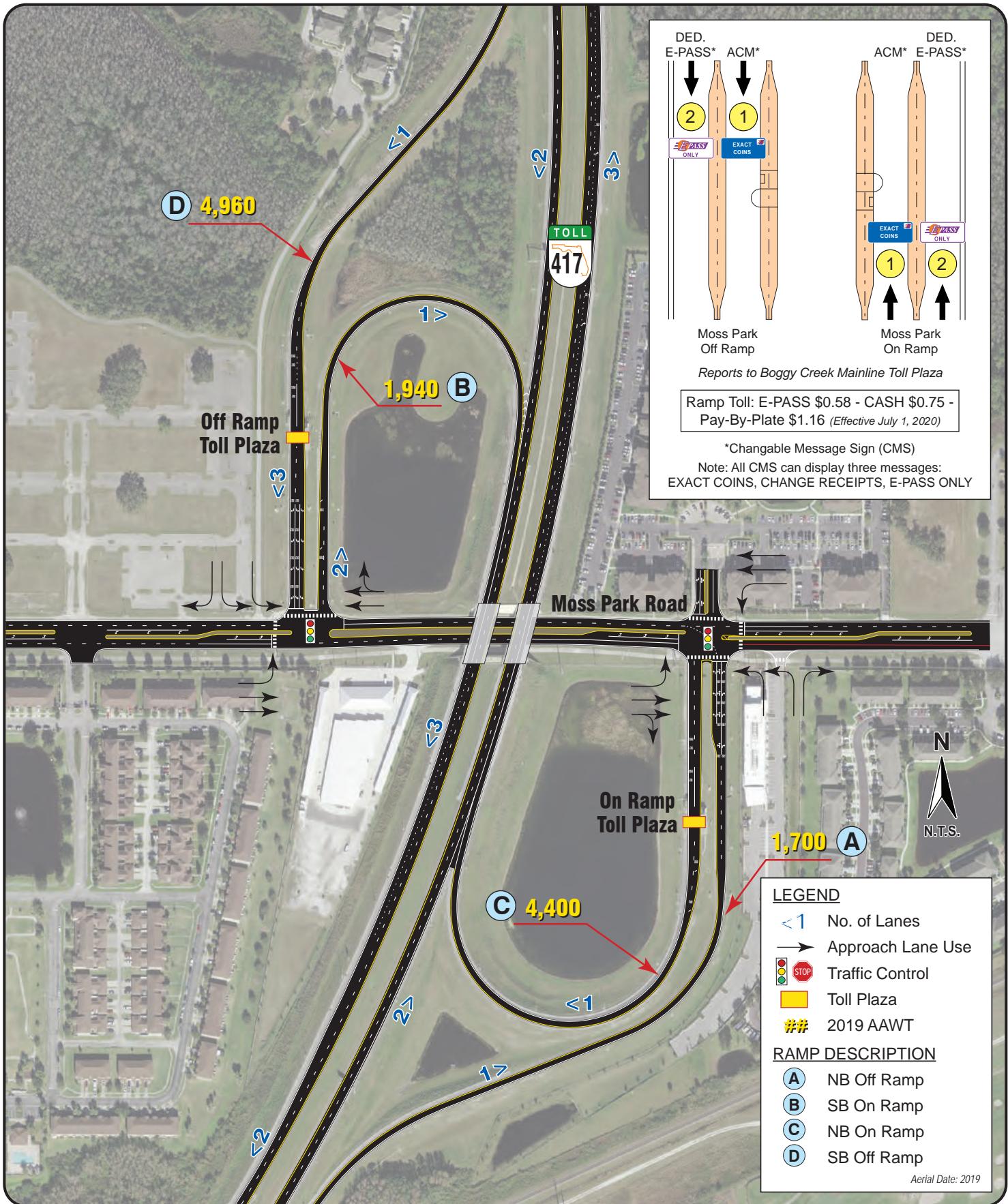
- <1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- ## 2019 AAWT

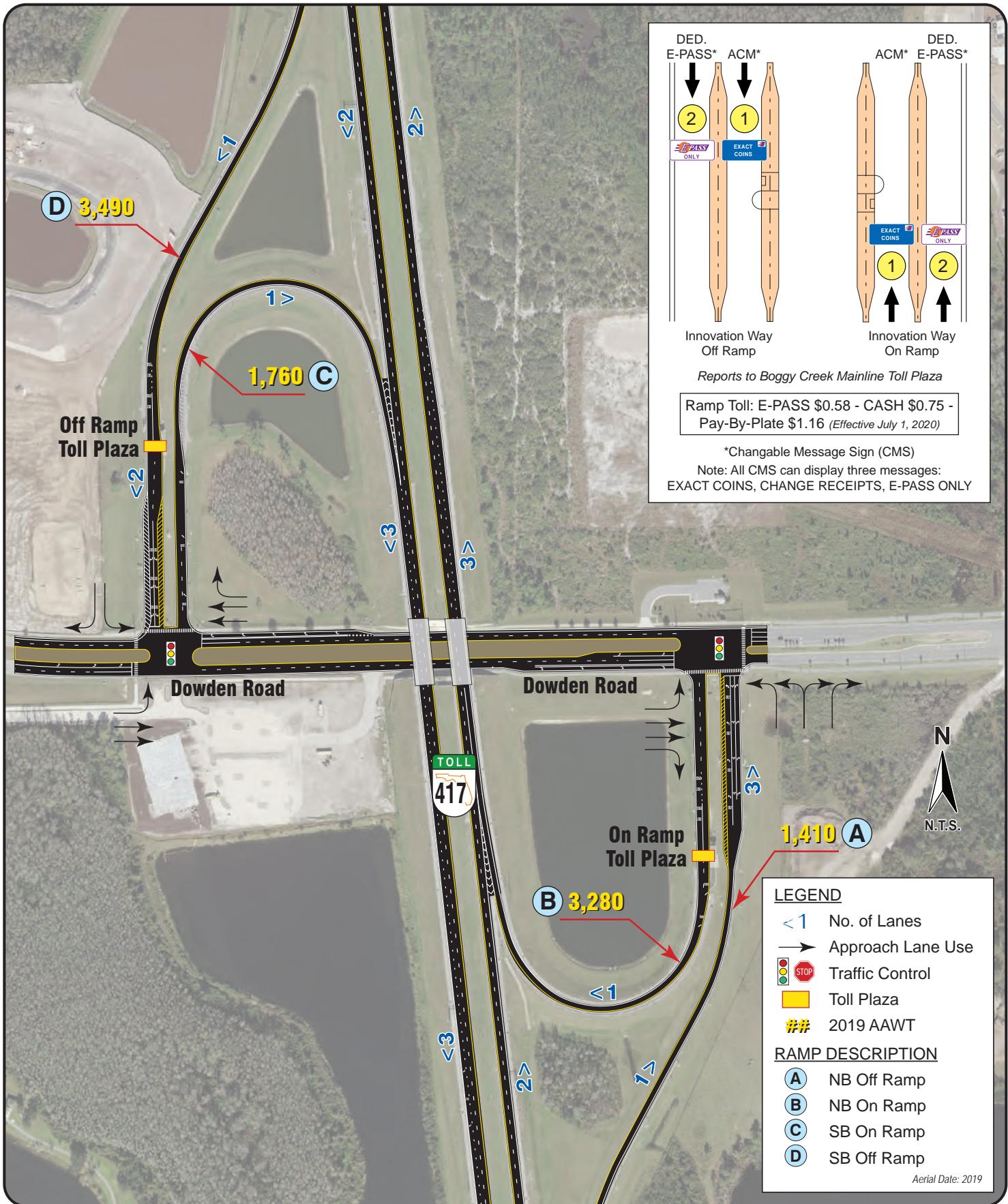
RAMP DESCRIPTION

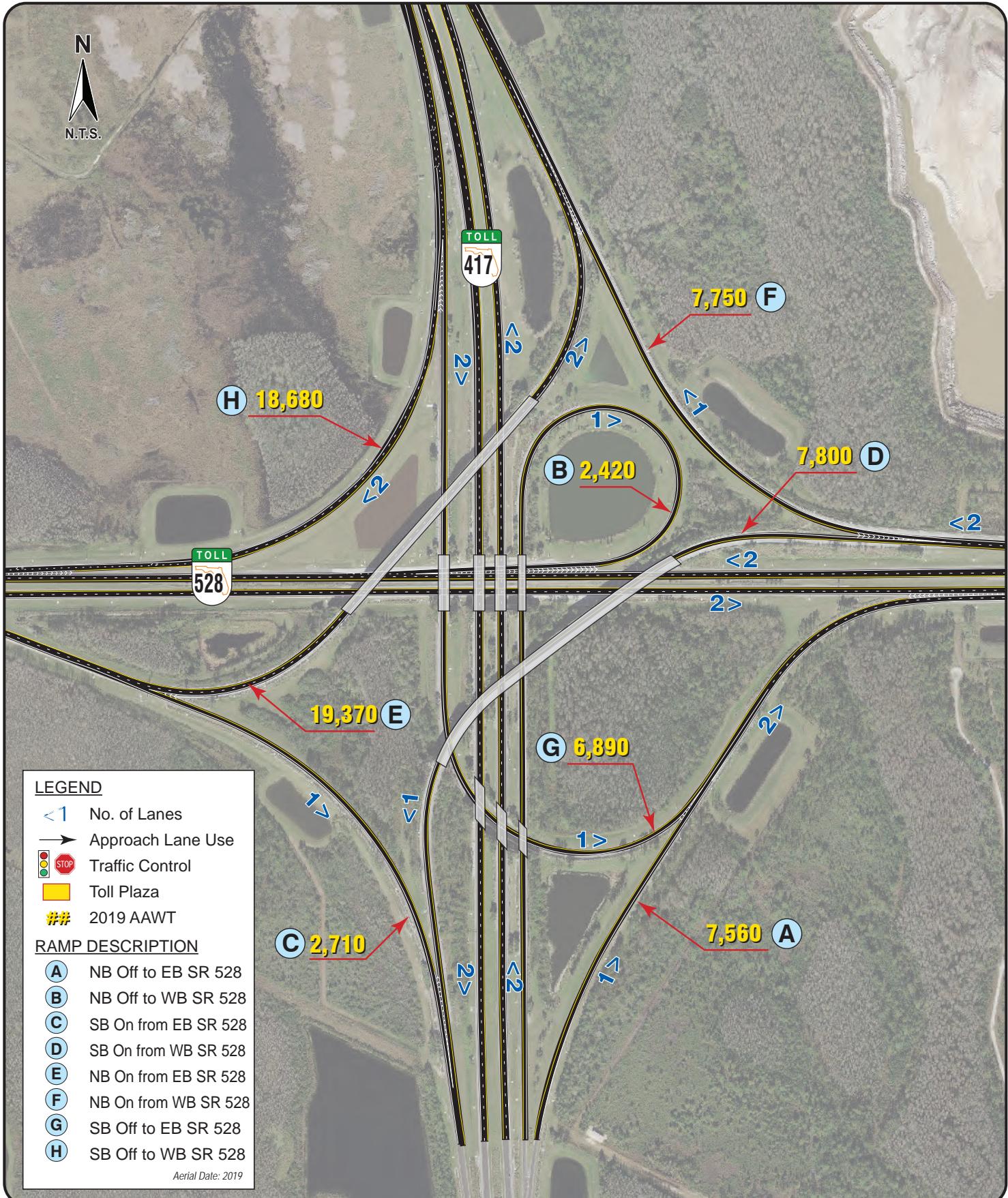
- A** NB Off Ramp
- B** SB On Ramp
- C** NB On Ramp
- D** SB Off Ramp

Aerial Date: 2019









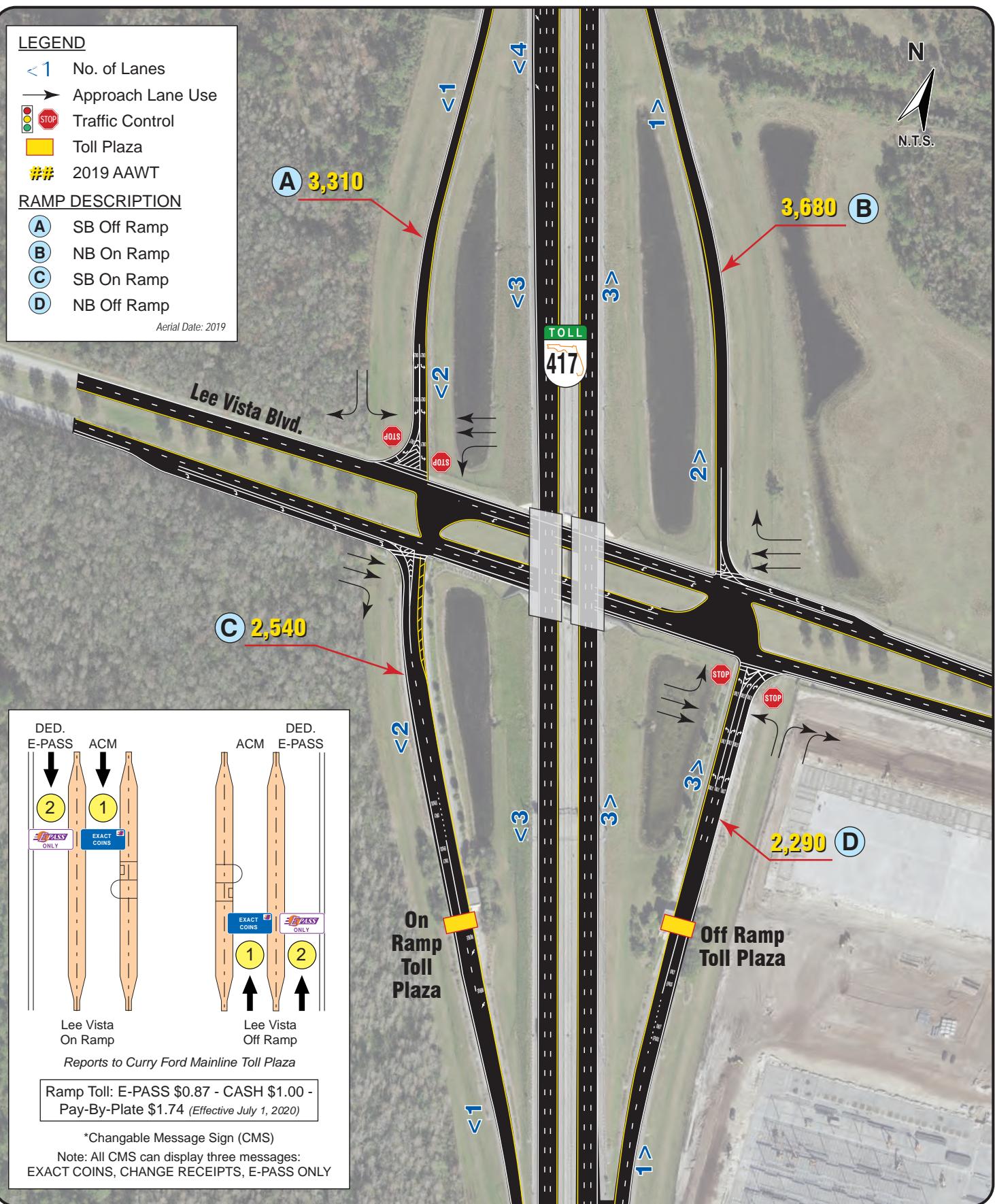
LEGEND

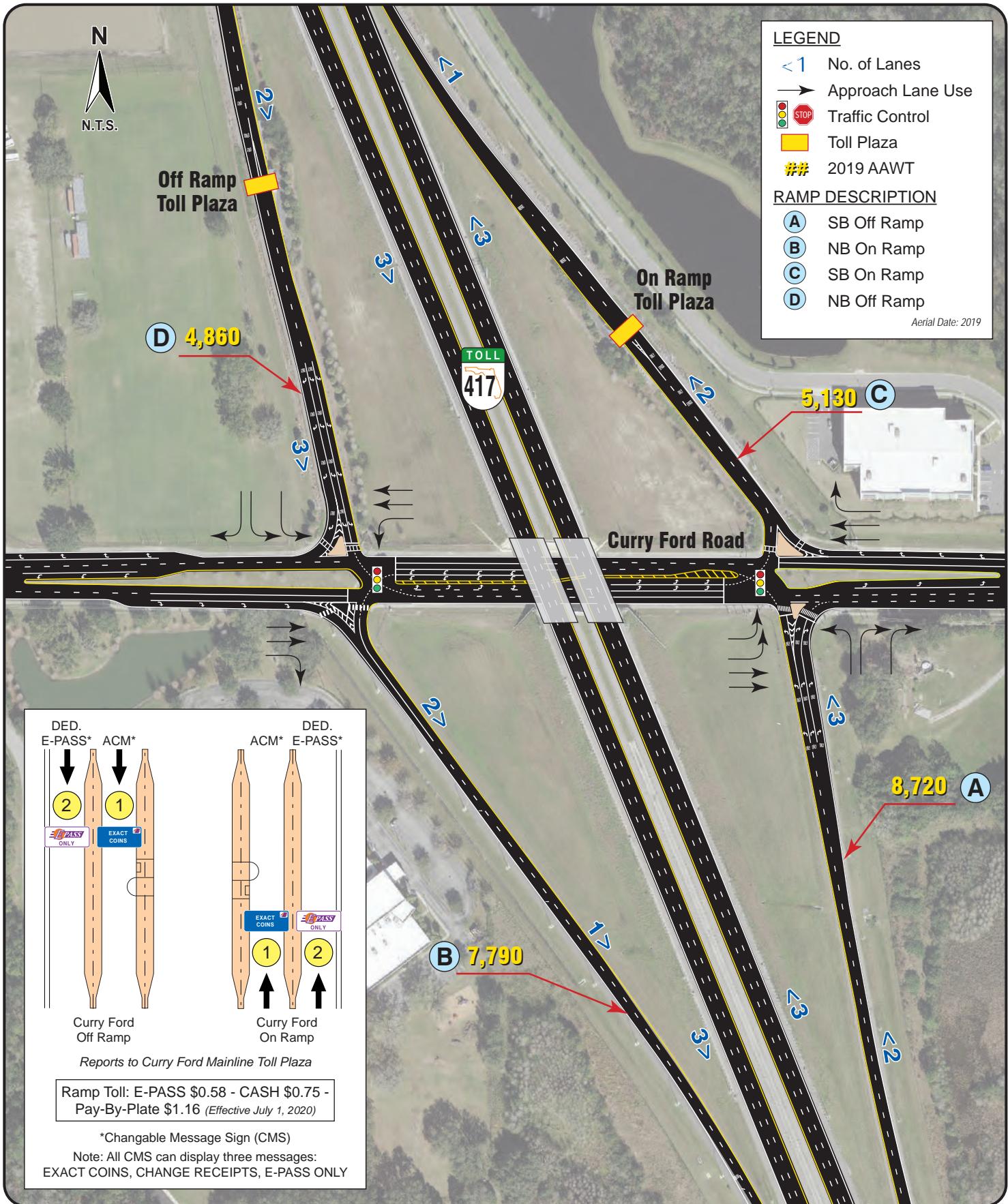
- < 1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- ## 2019 AAWT

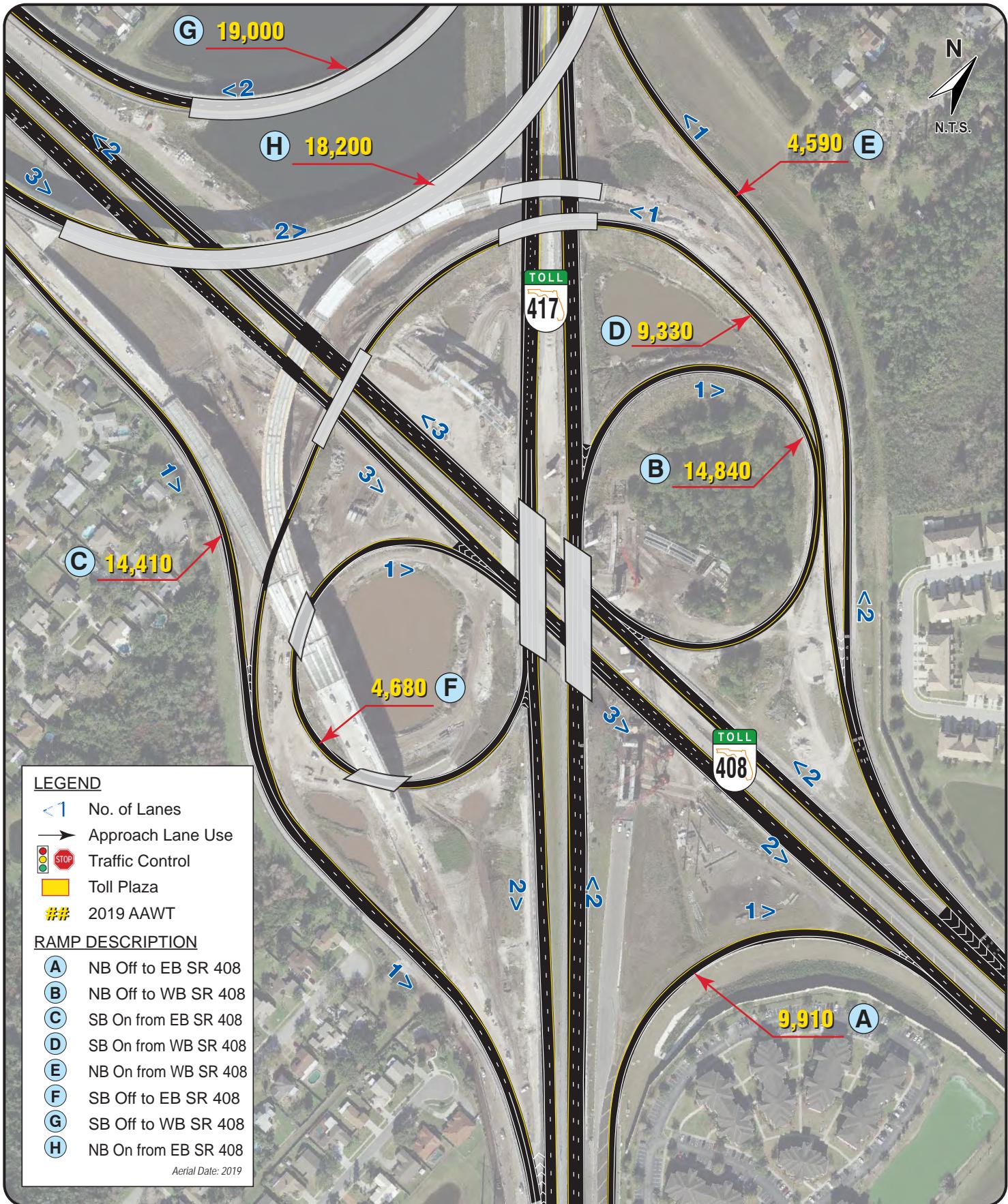
RAMP DESCRIPTION

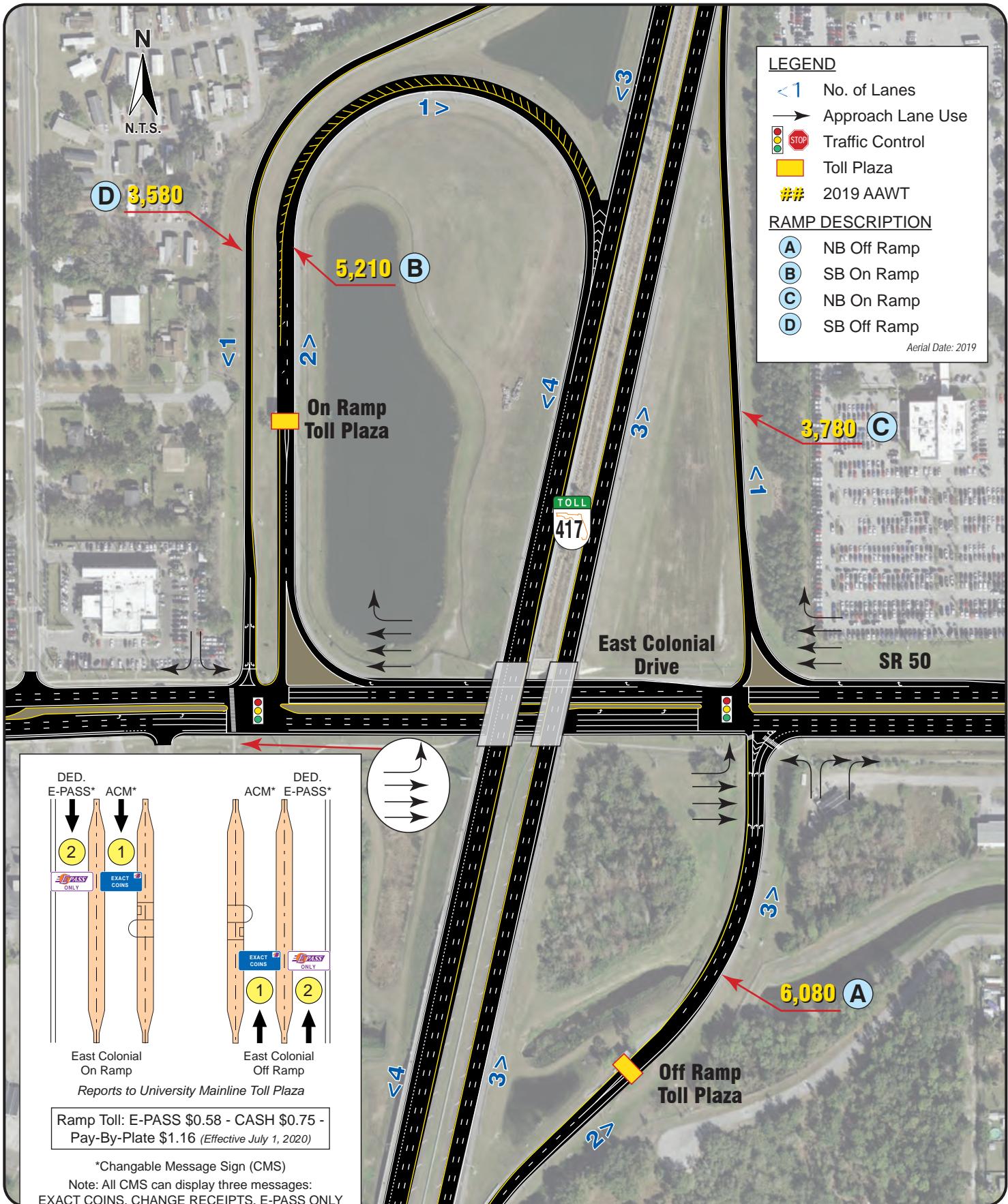
- (A) SB Off Ramp
- (B) NB On Ramp
- (C) SB On Ramp
- (D) NB Off Ramp

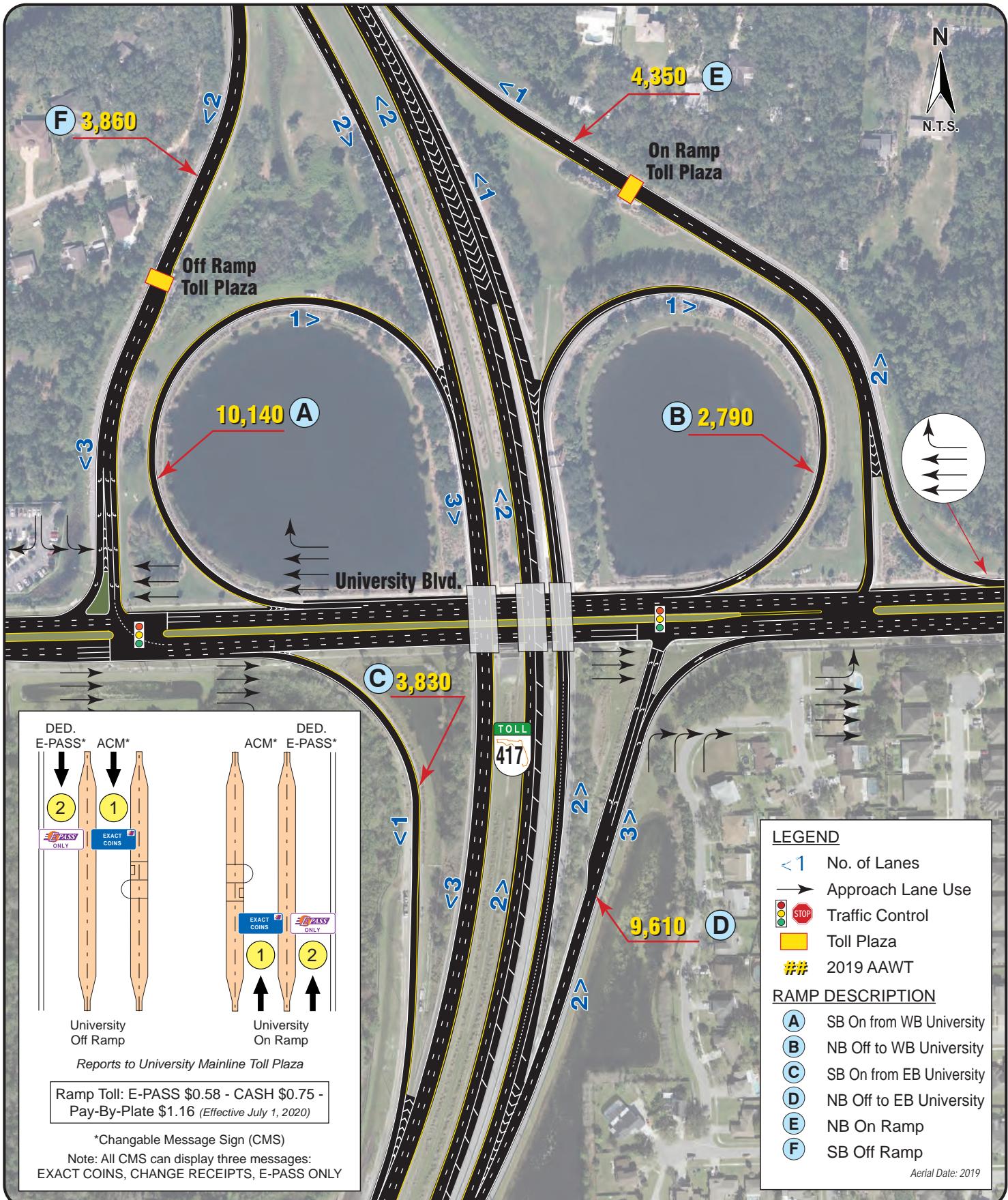
Aerial Date: 2019











N
N.T.S.

8,290 G

| LEGEND | |
|-------------------|--------------------|
| < 1 | No. of Lanes |
| → | Approach Lane Use |
| TRAFFIC CONTROL | Traffic Control |
| STOP | STOP |
| # # | 2019 AAWT |
| RAMP DESCRIPTION | |
| G | NB Off E-PASS Only |
| Aerial Date: 2019 | |

**SR 417 (CENTRAL FLORIDA GREENEWAY)
Exit 37A - NB SR 417 Exit to University Boulevard**

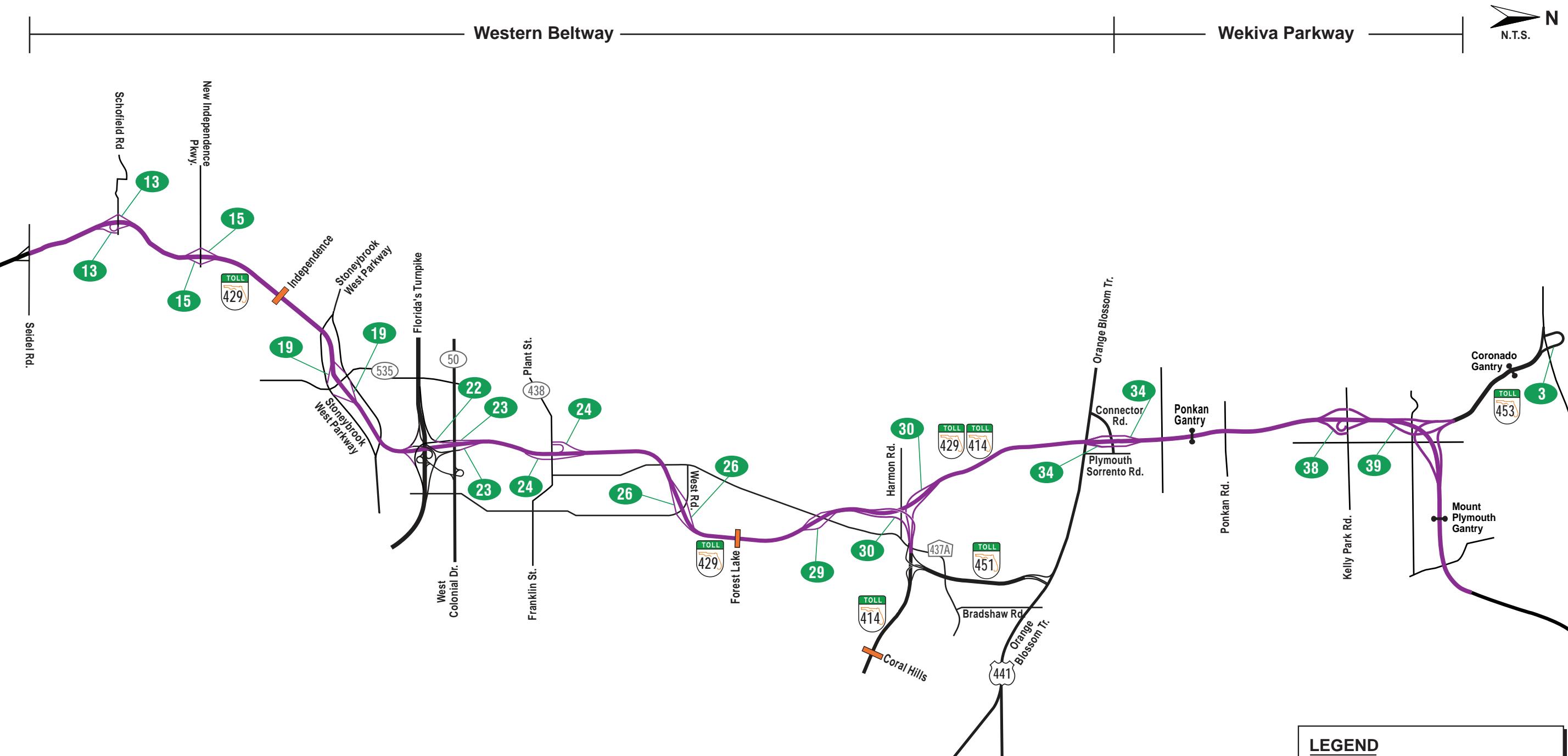
SECTION IV

298

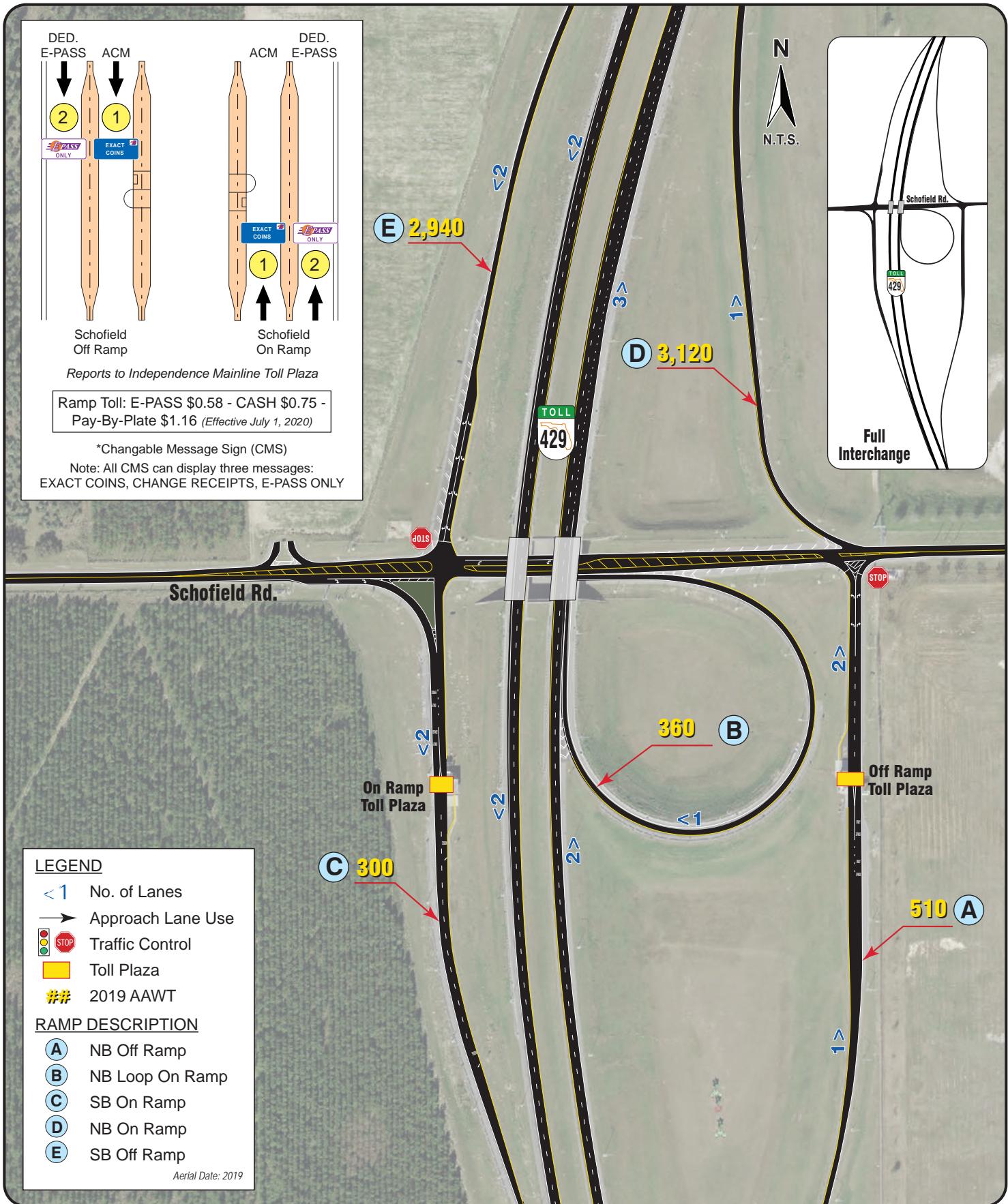
Western Beltway and Wekiva Parkway

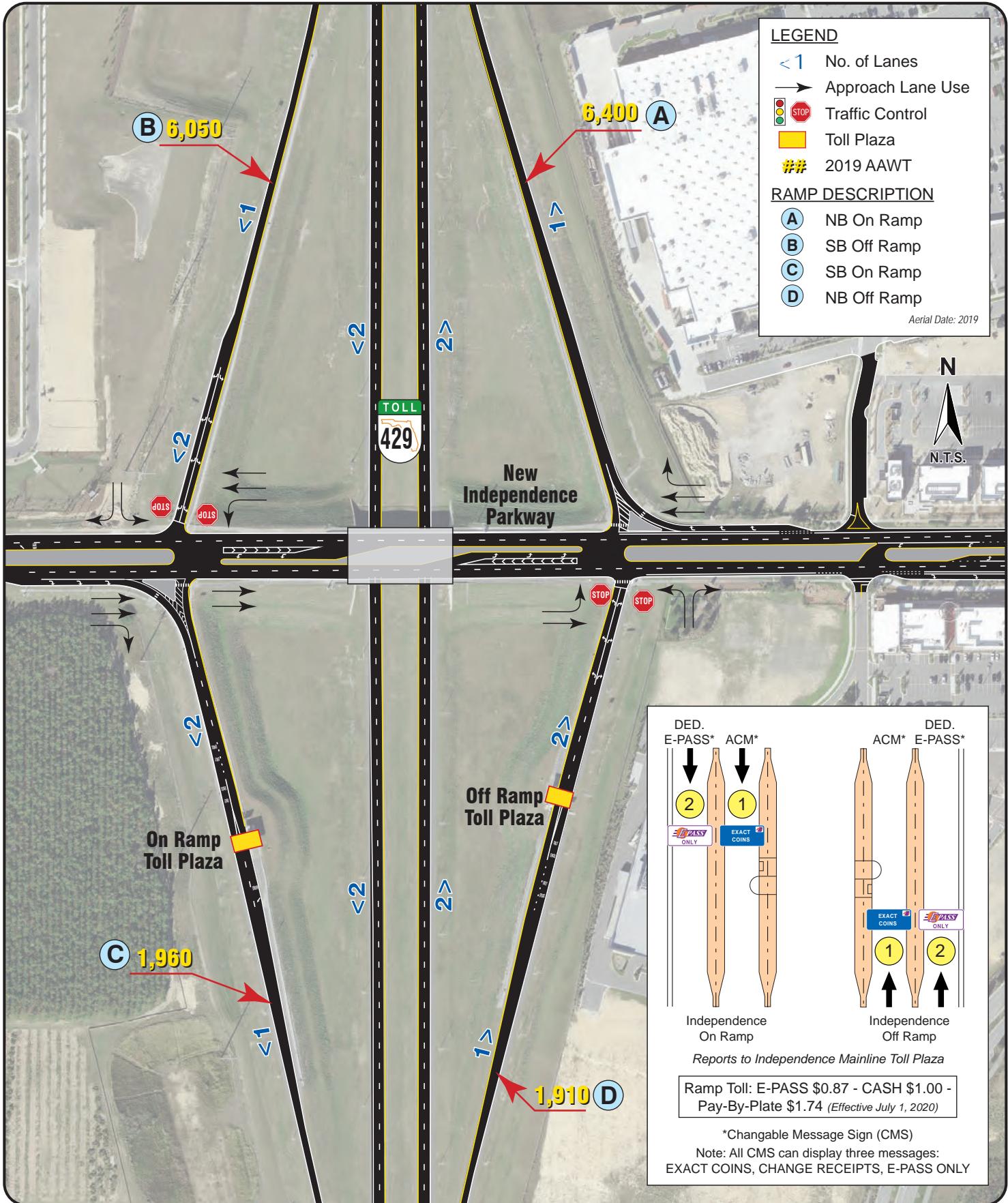


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CENTRAL FLORIDA EXPRESSWAY AUTHORITY



- LEGEND**
- 0 Exit Number
 - Existing SR 429
 - Mainline Toll Plaza
 - Mainline Toll Gantry

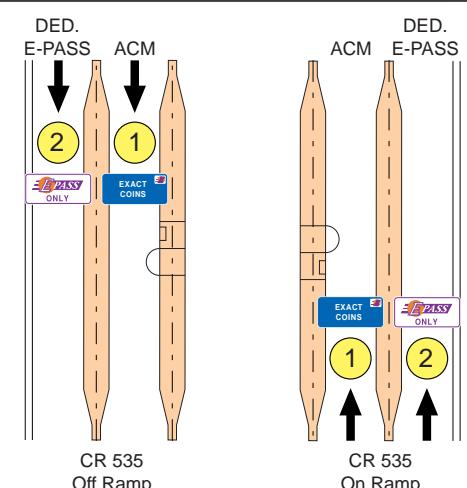




LEGEND

- <1 No. of Lanes
 - Approach Lane Use
 - Traffic Control
 - Toll Plaza
 - ## 2019 AAWT
- RAMP DESCRIPTION**
- (A) NB On Ramp
 - (B) SB Off Ramp
 - (C) SB On Ramp
 - (D) NB Off Ramp

Aerial Date: 2019

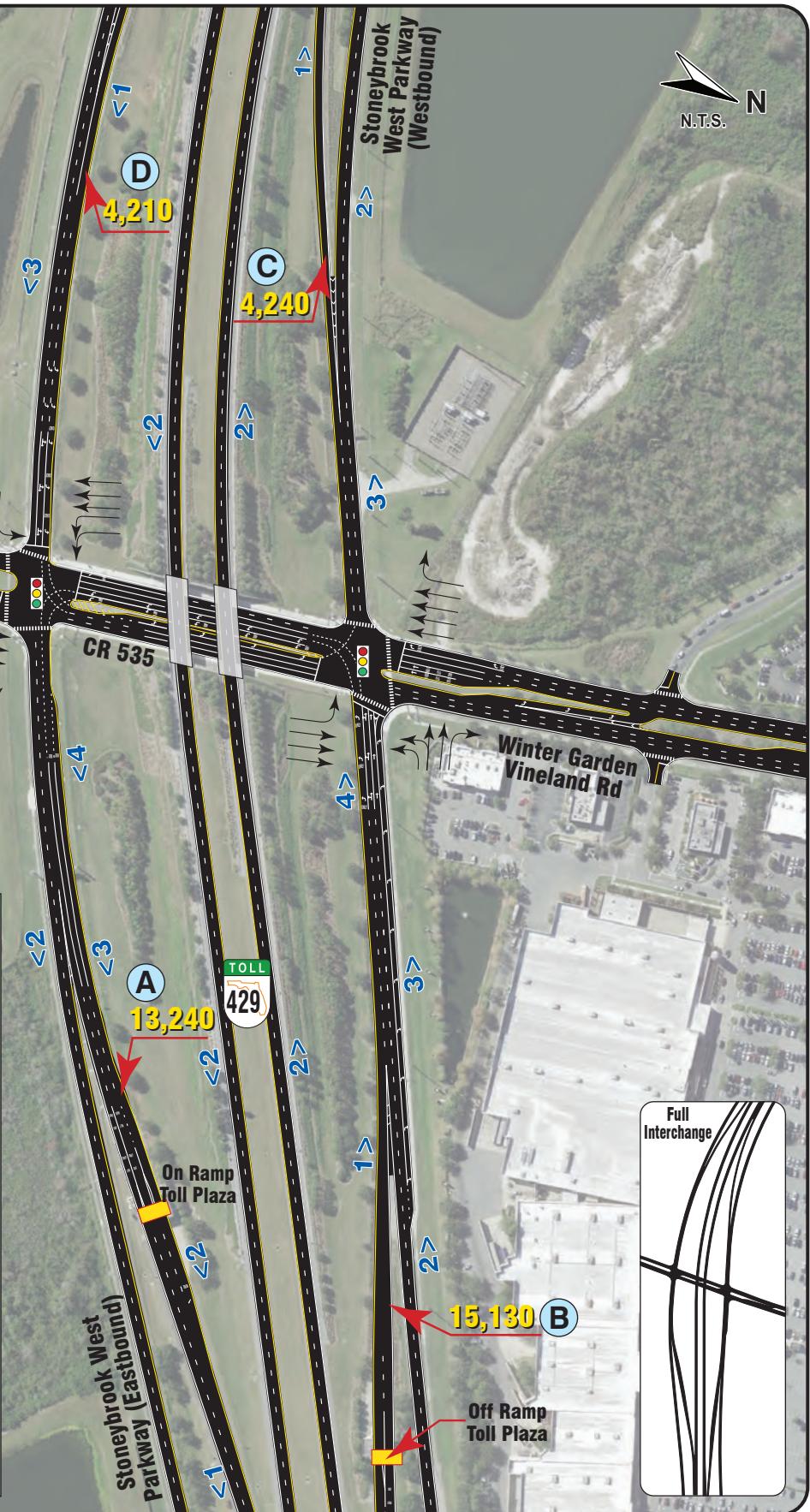


Reports to Independence Mainline Toll Plaza

Ramp Toll: E-PASS \$0.58 - CASH \$0.75 -
Pay-By-Plate \$1.16 (Effective July 1, 2020)

*Changable Message Sign (CMS)

Note: All CMS can display three messages:
EXACT COINS, CHANGE RECEIPTS, E-PASS ONLY



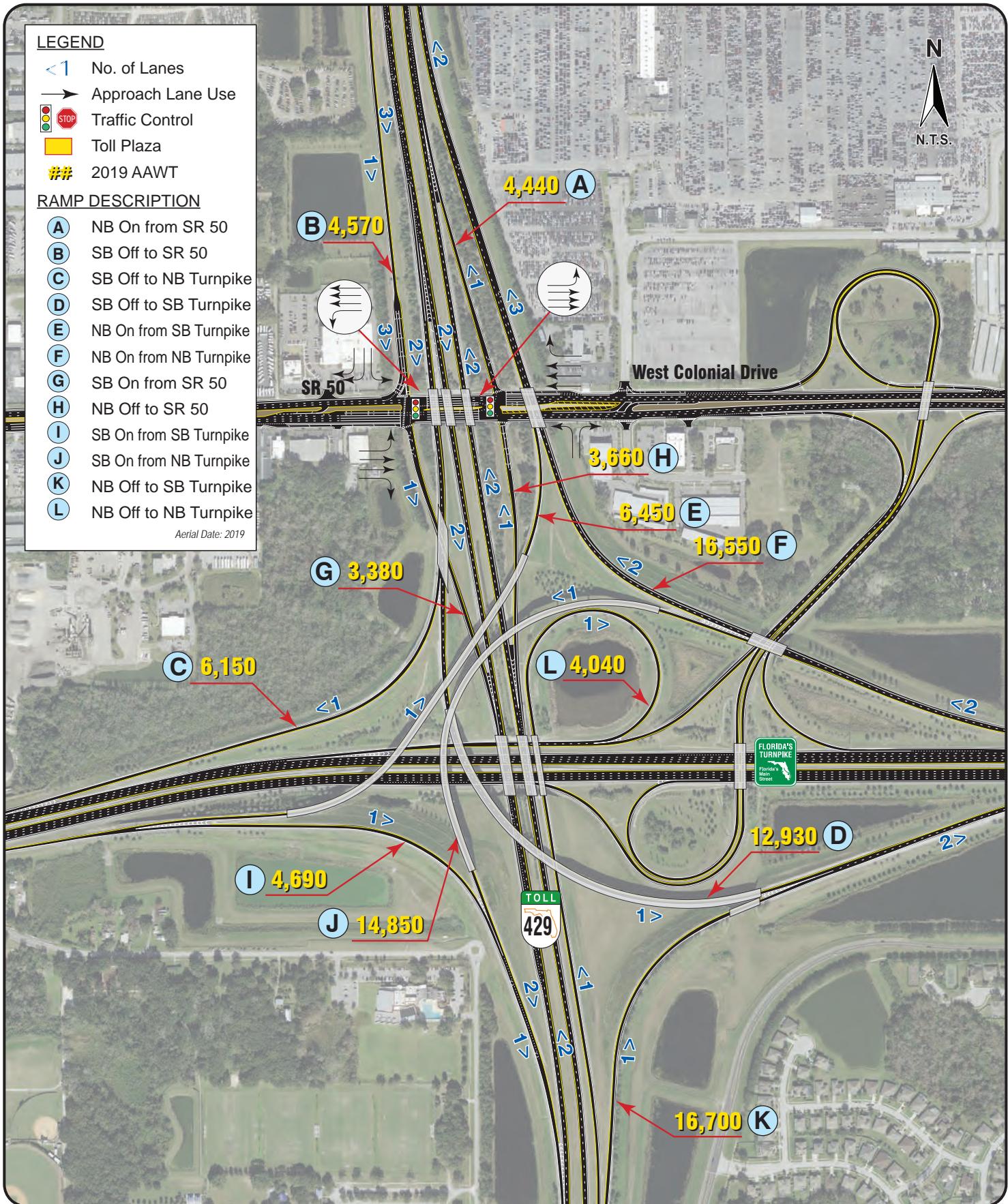
LEGEND

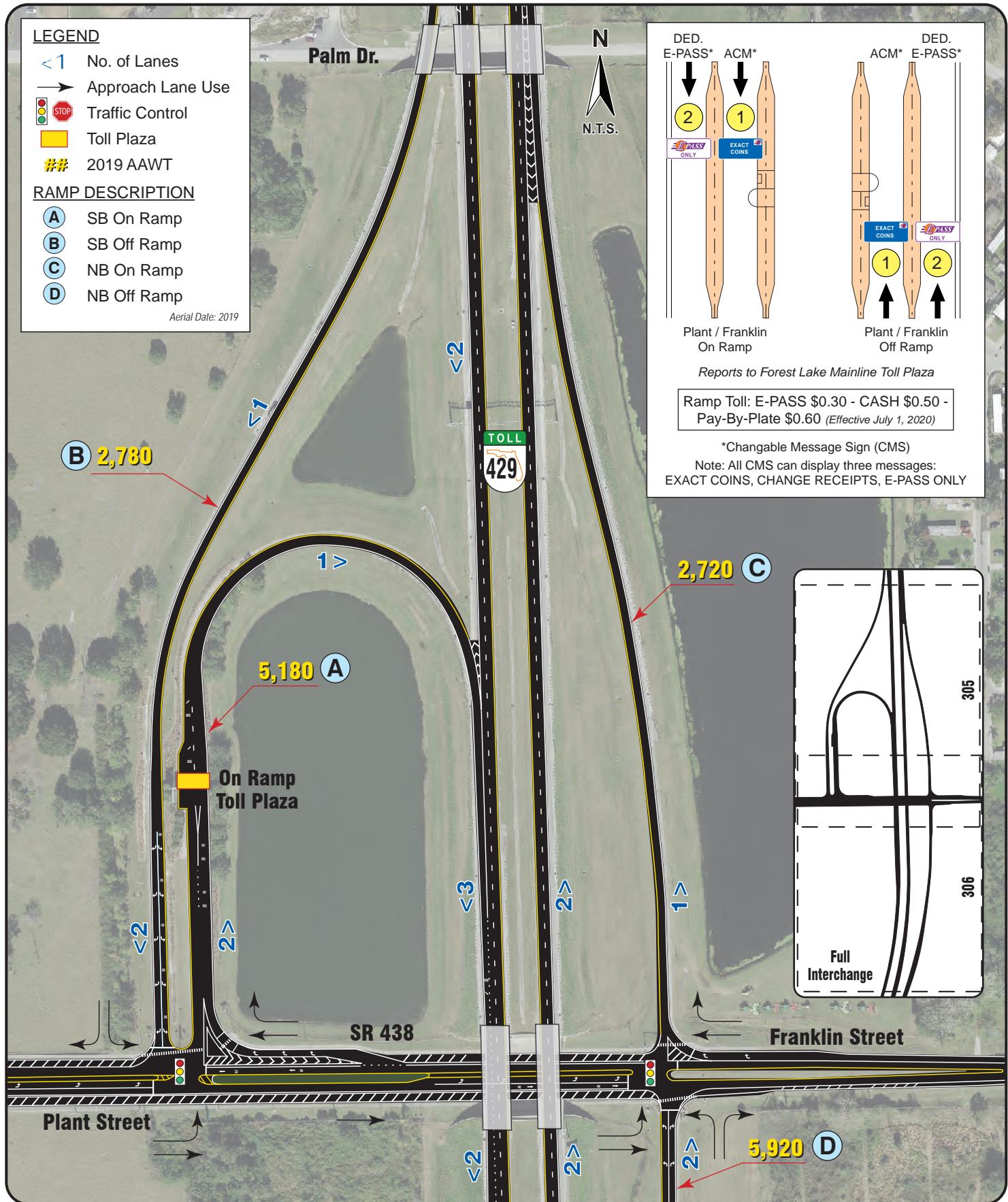
- <1 No. of Lanes
- Approach Lane Use
- STOP Traffic Control
- Toll Plaza
- ## 2019 AAWT

RAMP DESCRIPTION

- (A) NB On from SR 50
- (B) SB Off to SR 50
- (C) SB Off to NB Turnpike
- (D) SB Off to SB Turnpike
- (E) NB On from SB Turnpike
- (F) NB On from NB Turnpike
- (G) SB On from SR 50
- (H) NB Off to SR 50
- (I) SB On from SB Turnpike
- (J) SB On from NB Turnpike
- (K) NB Off to SB Turnpike
- (L) NB Off to NB Turnpike

Aerial Date: 2019

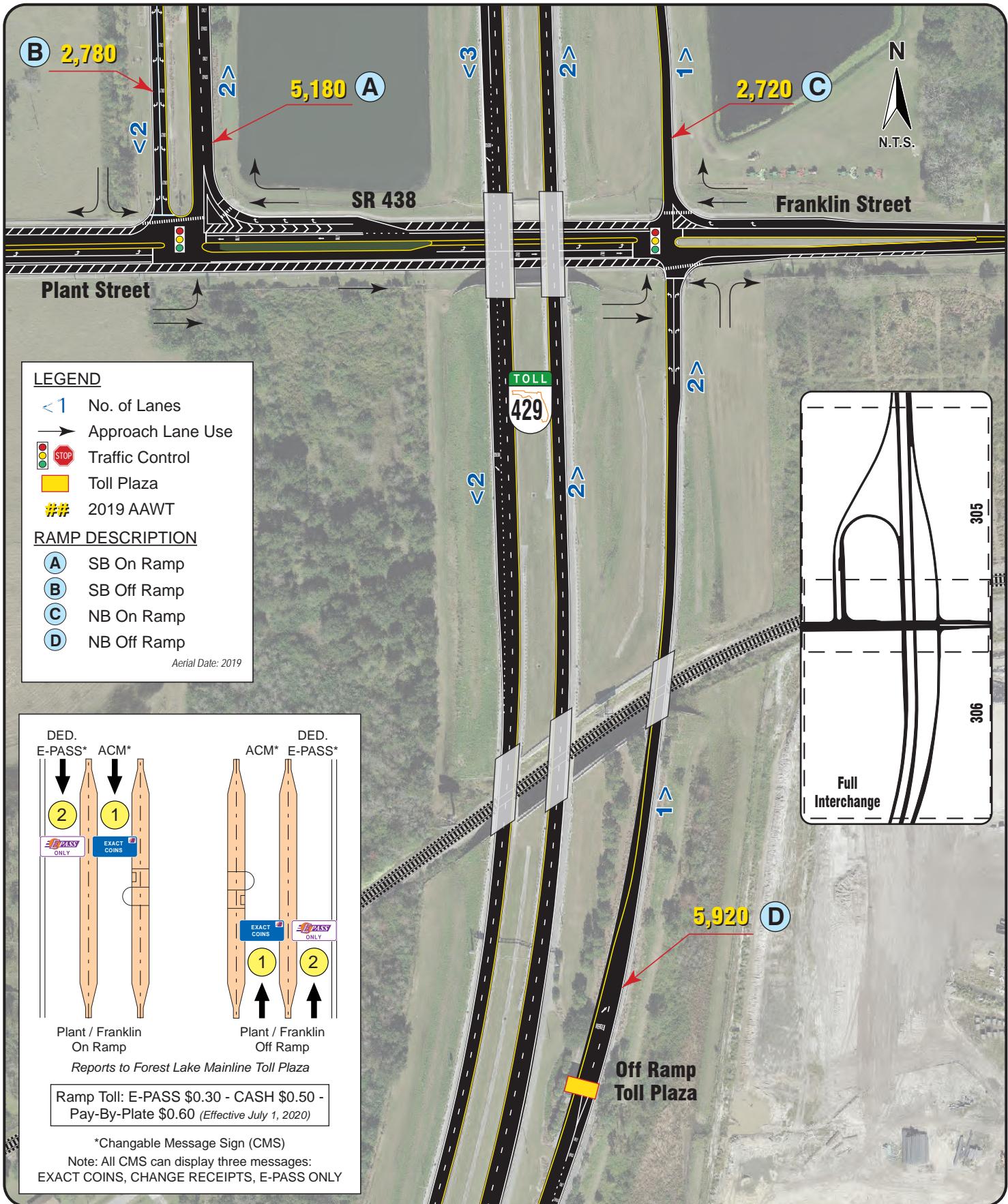


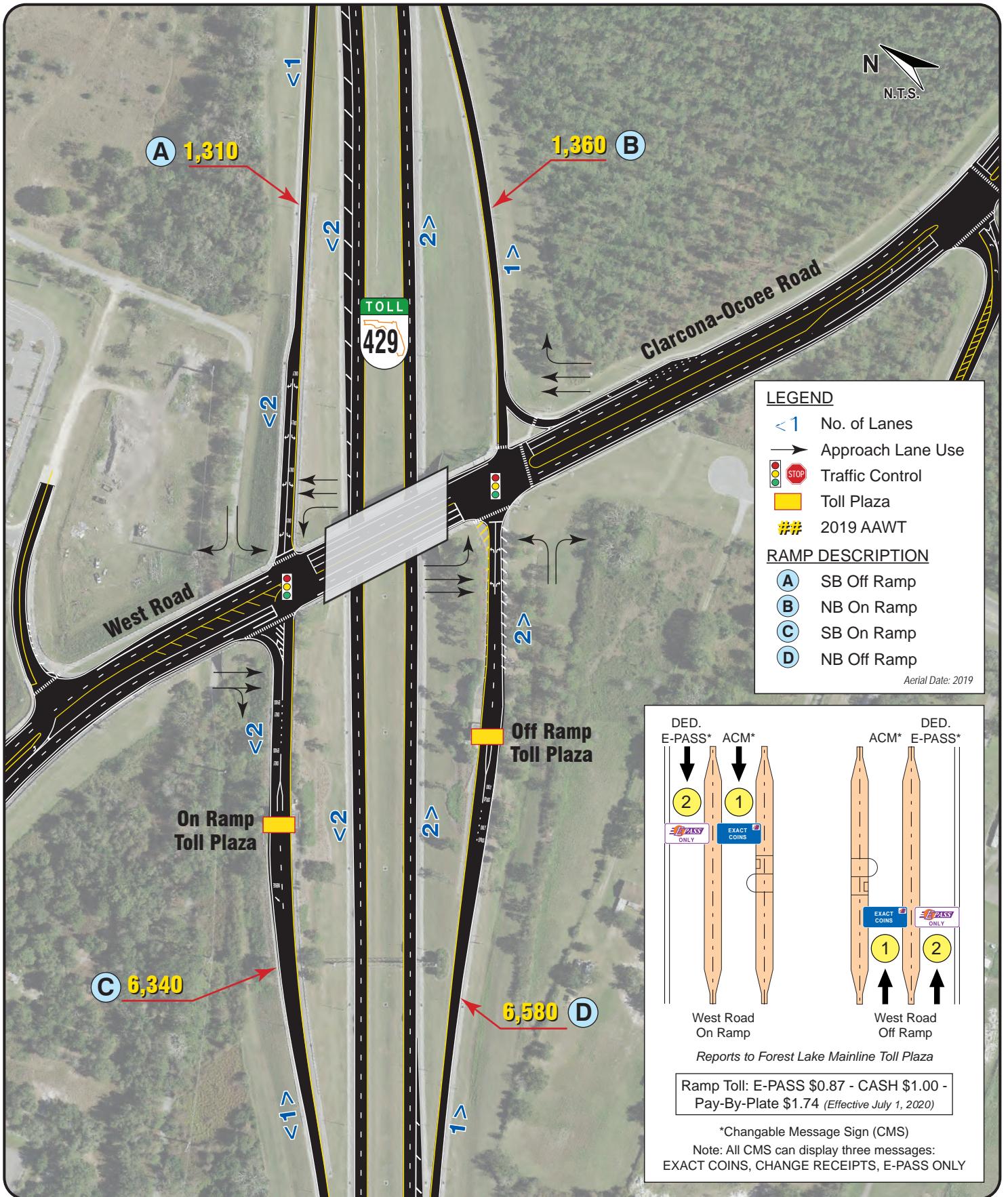


**SR 429 (WESTERN BELTWAY)
Exit 24 - Plant Street/Franklin Street (SR 438)**

SECTION IV

305





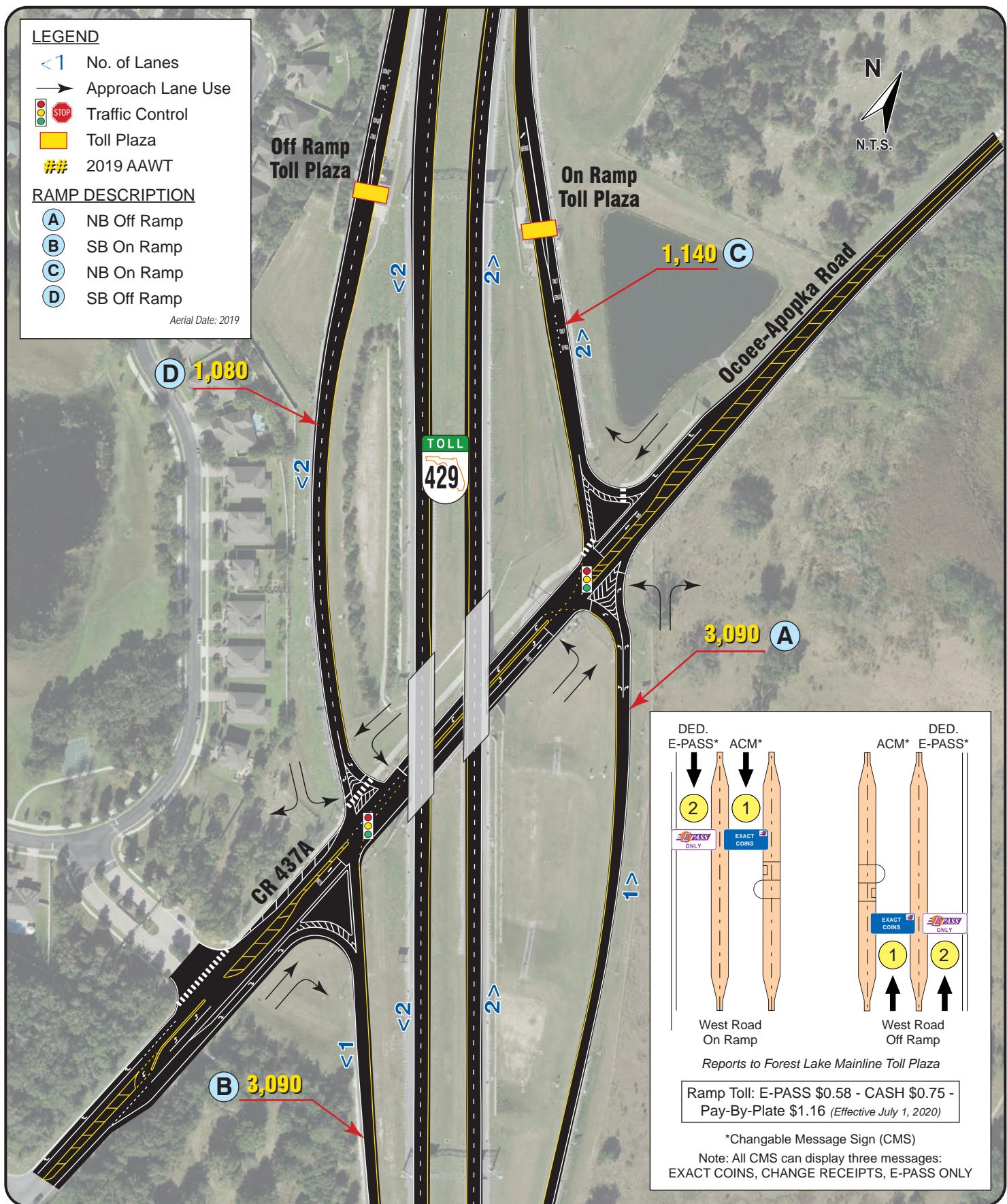
LEGEND

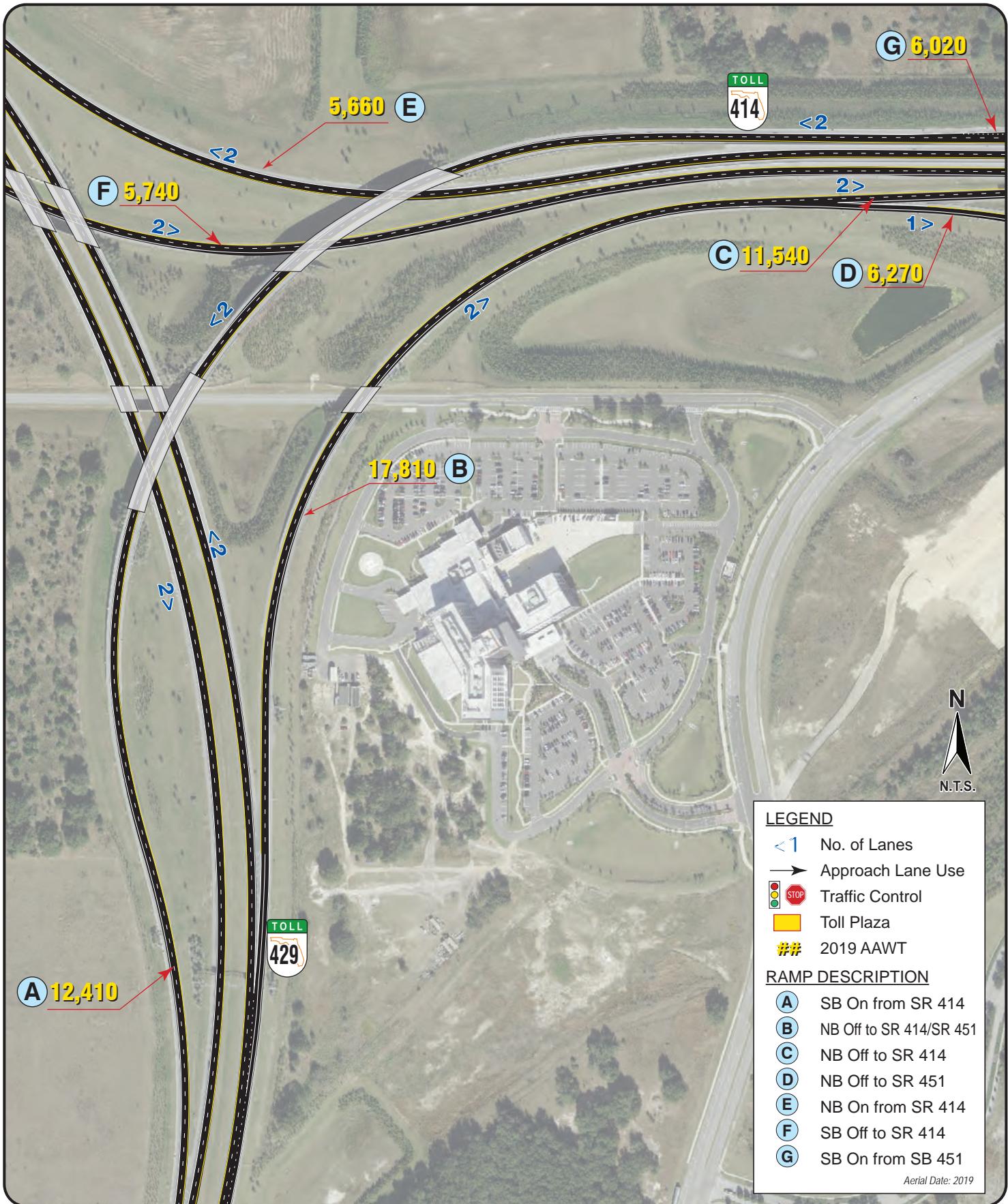
- <1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- ## 2019 AAWT

RAMP DESCRIPTION

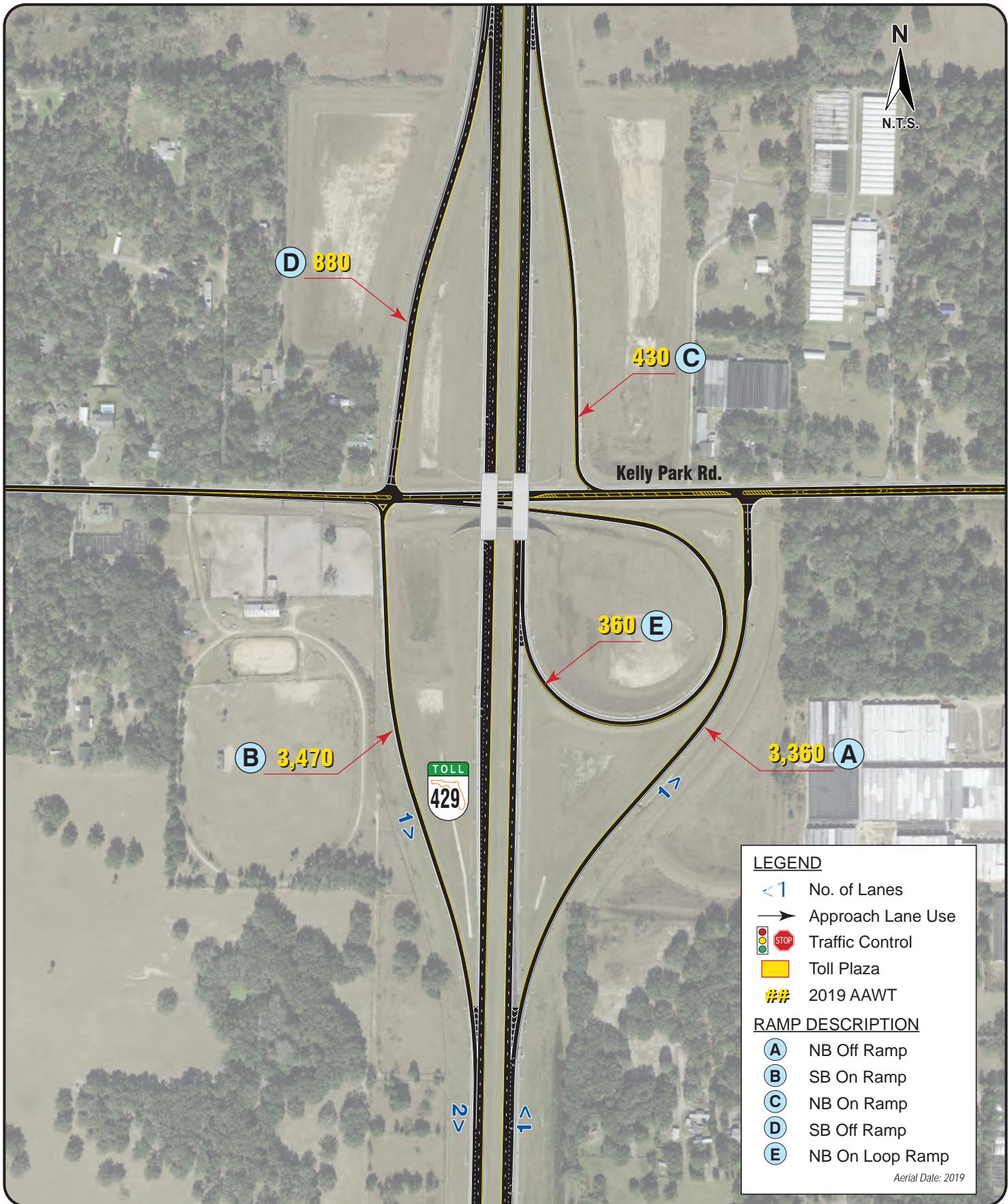
- A** NB Off Ramp
- B** SB On Ramp
- C** NB On Ramp
- D** SB Off Ramp

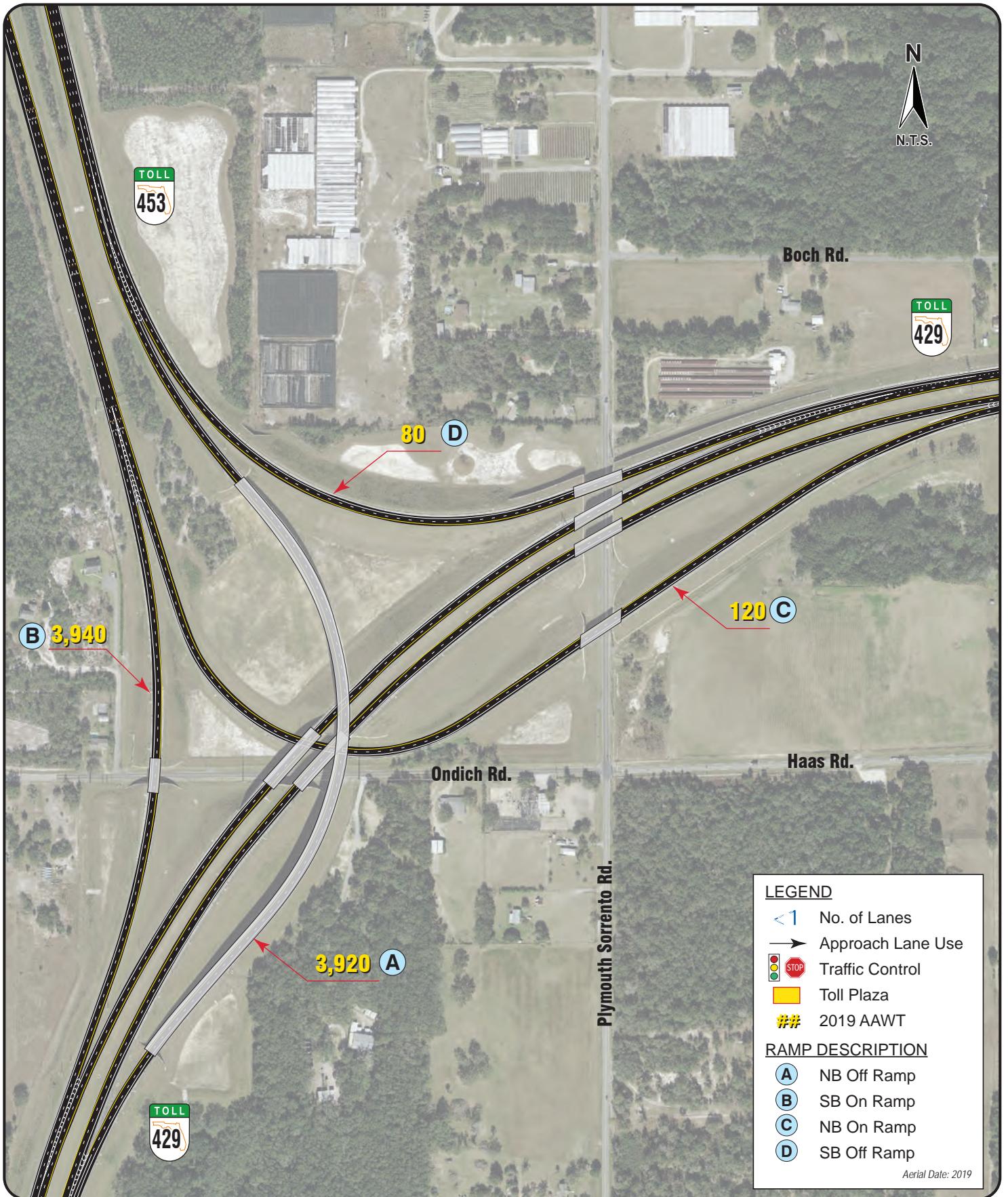
Aerial Date: 2019











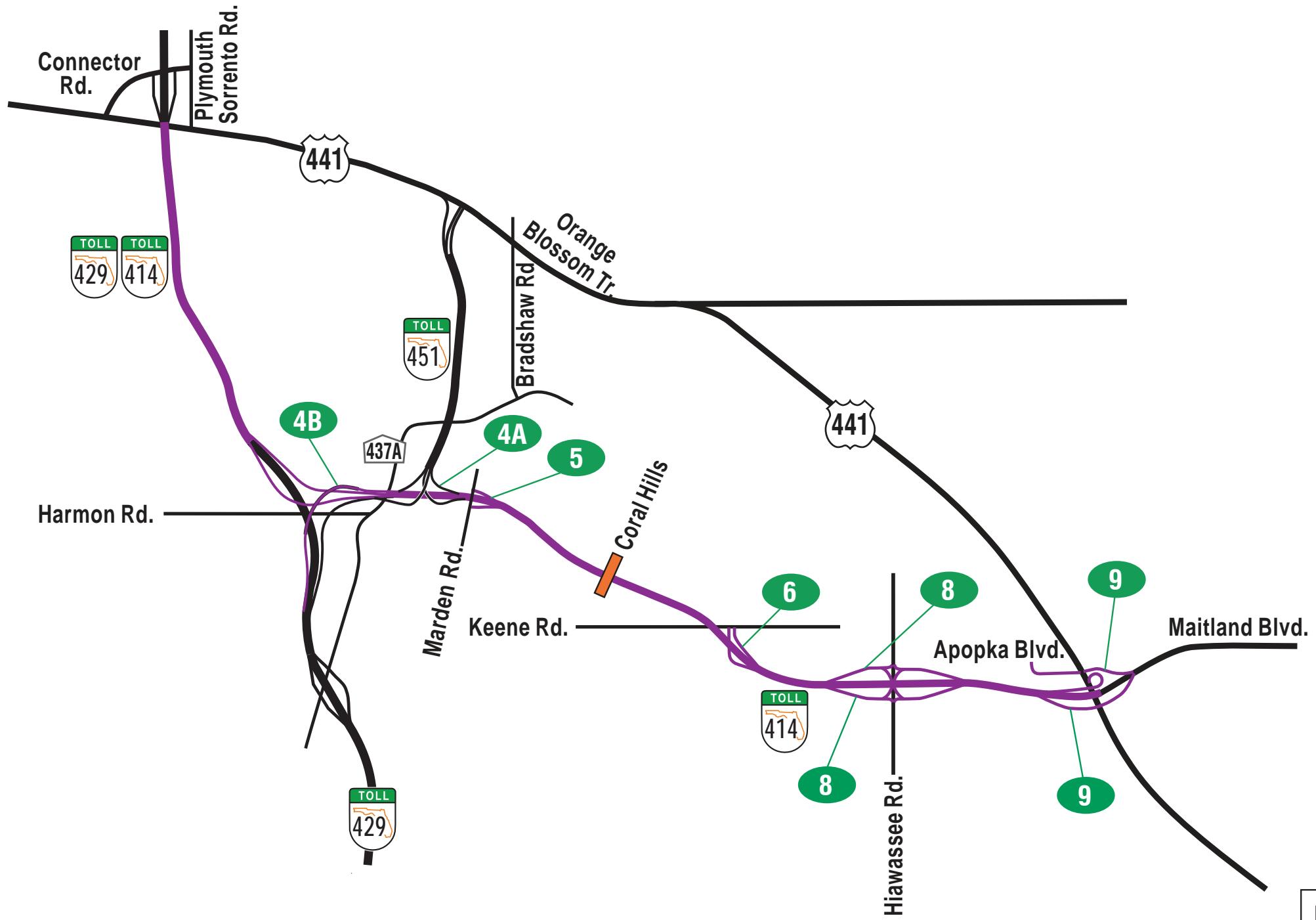
Apopka Expressway



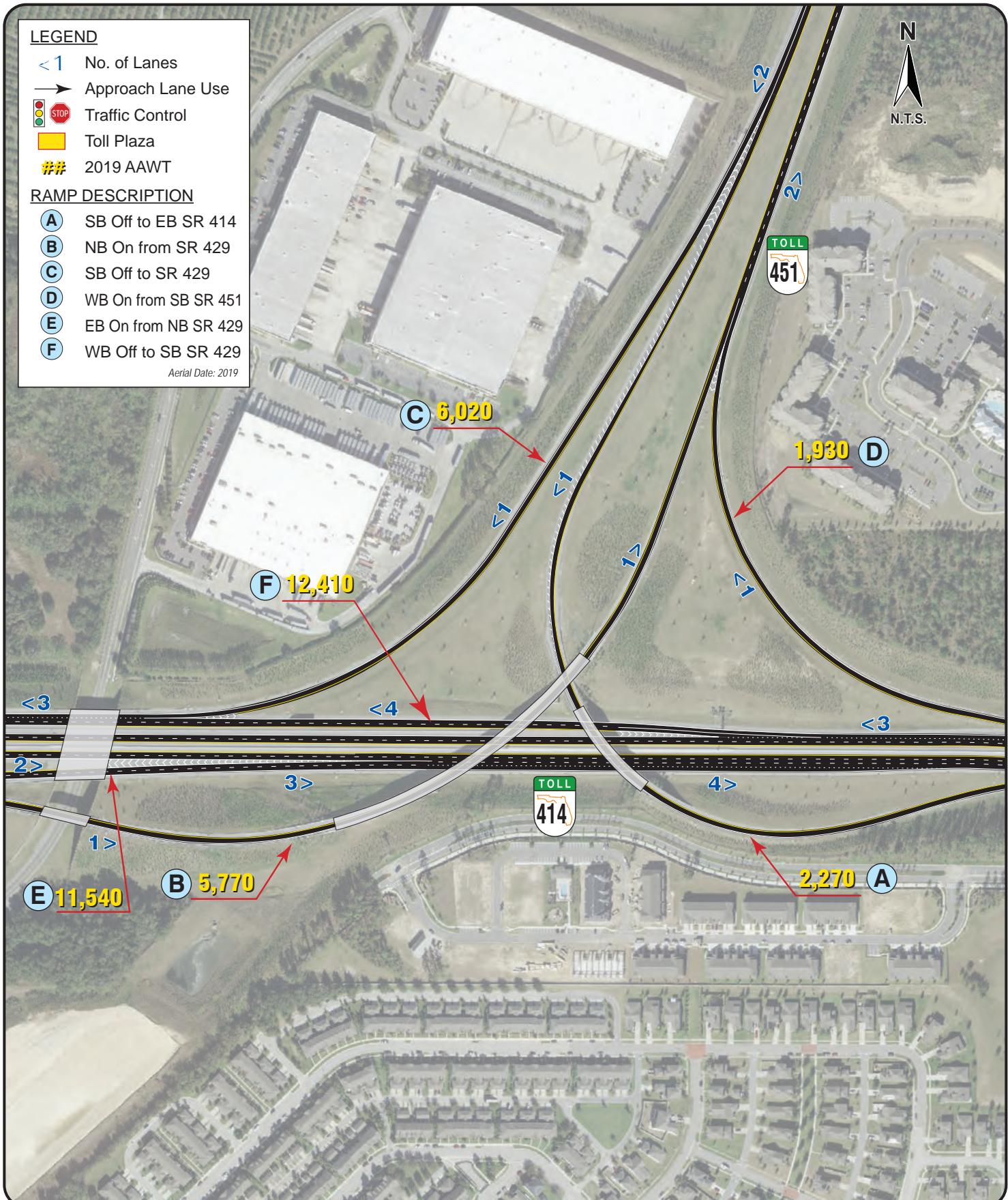
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CENTRAL FLORIDA EXPRESSWAY AUTHORITY

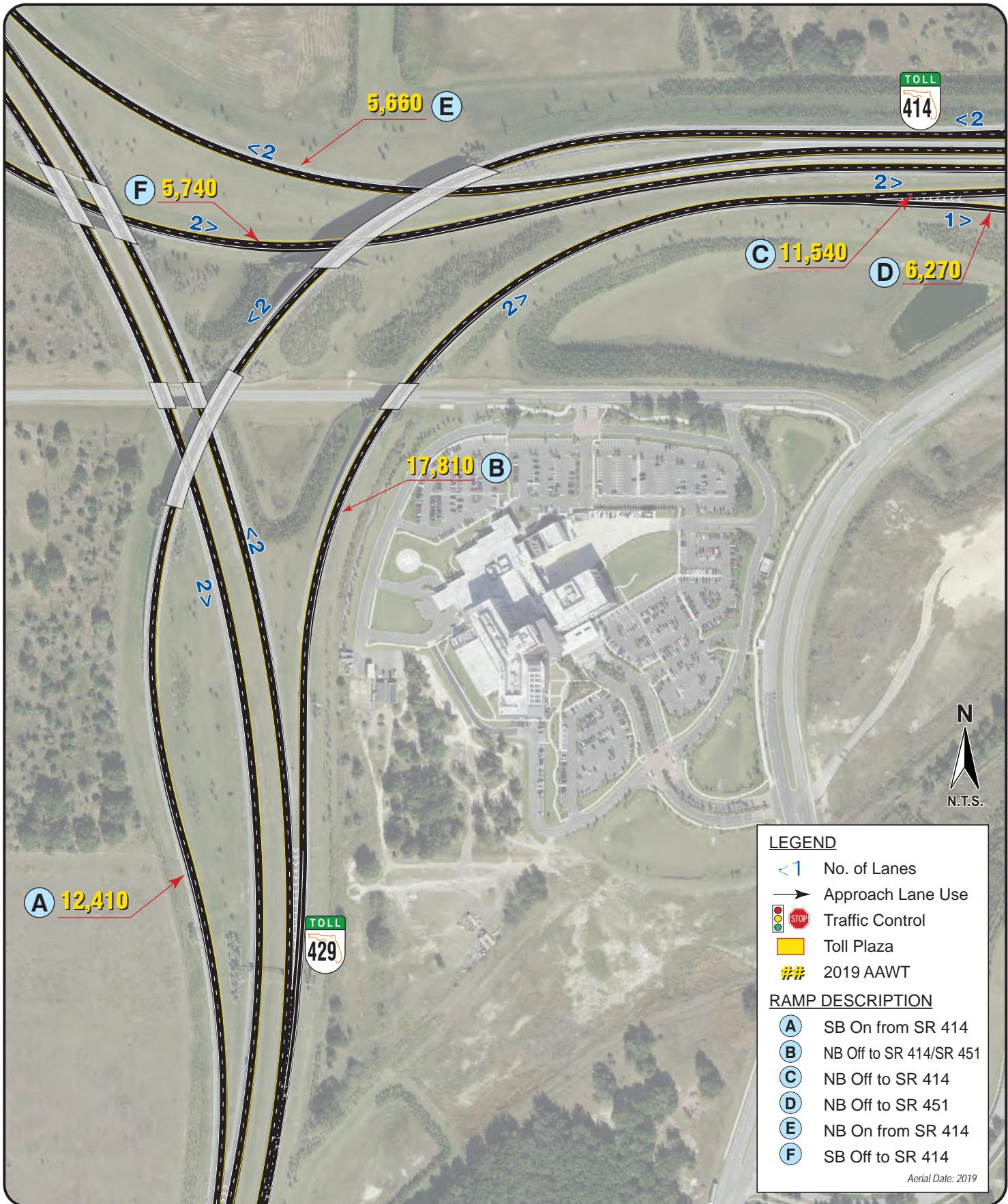
N

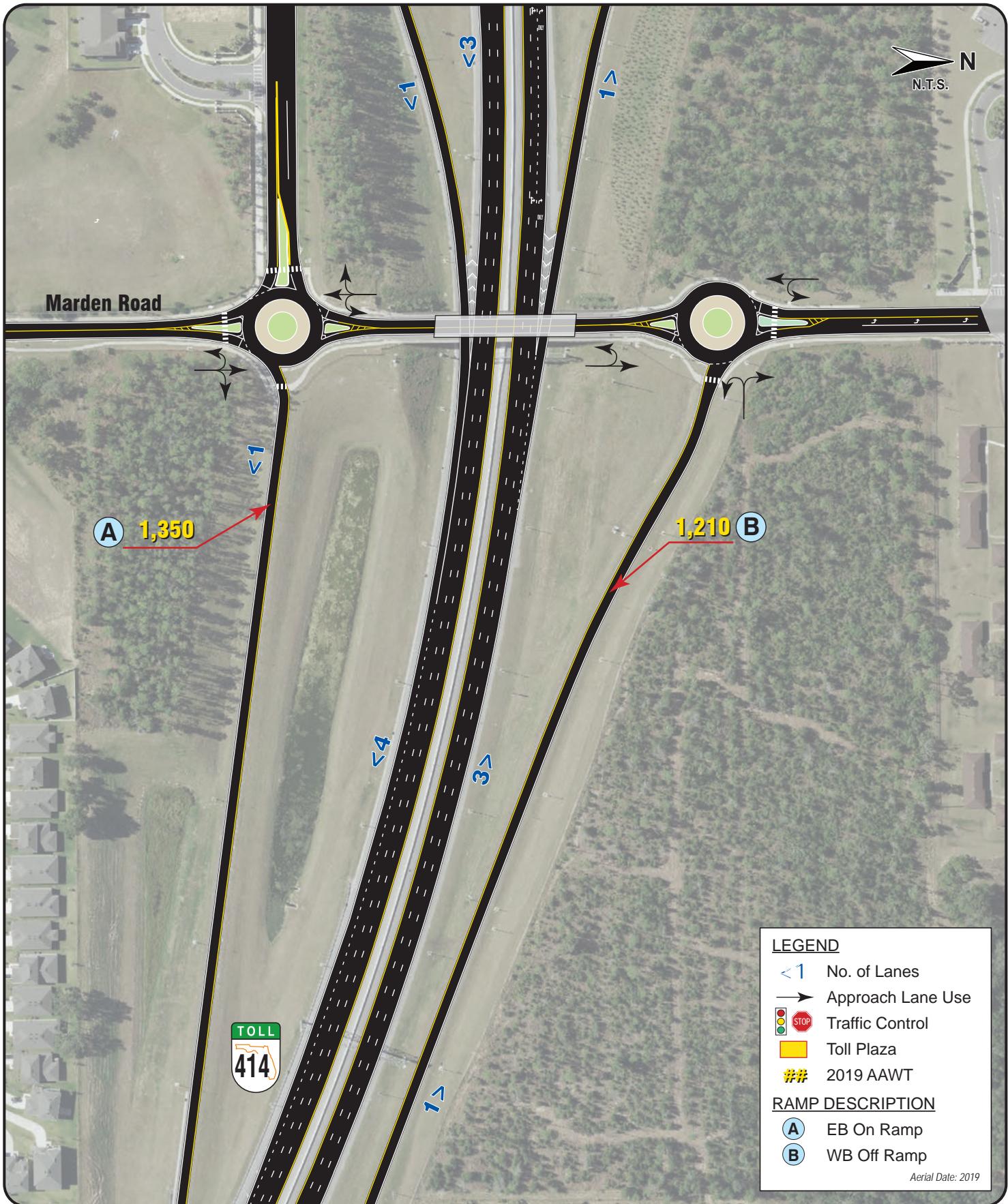
N.T.S.

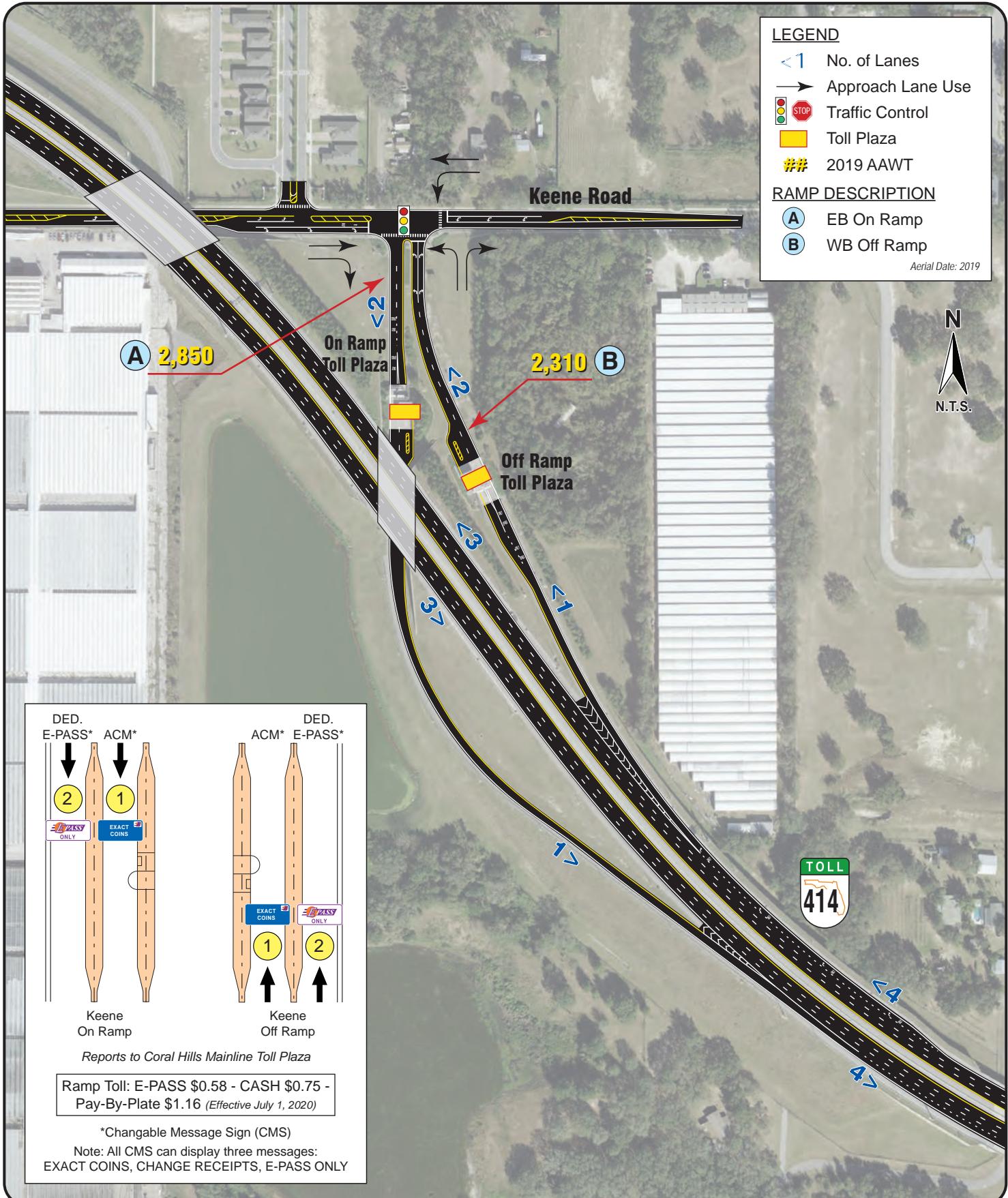
**LEGEND**

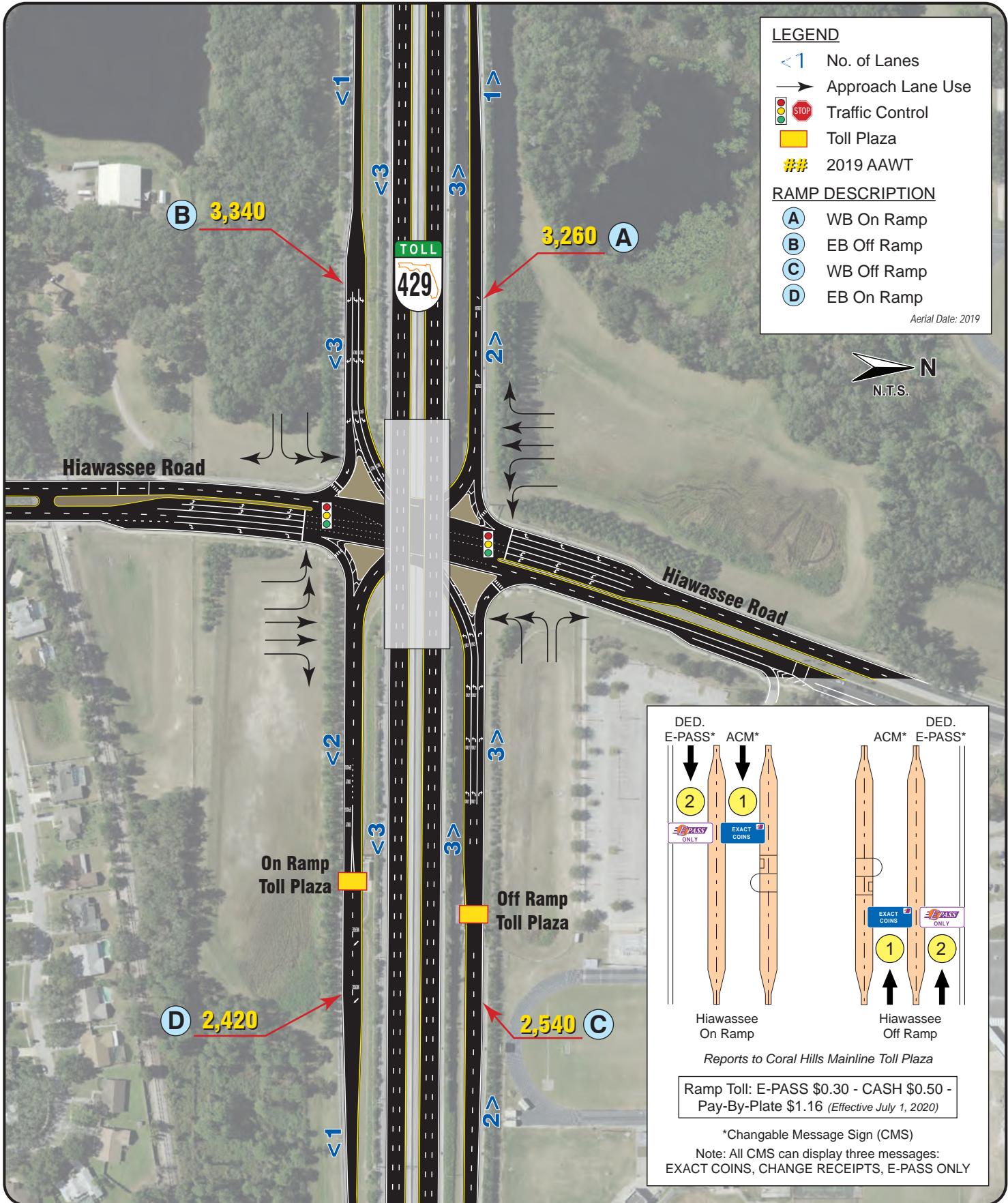
- 0** Exit Number
- Existing SR 414
- Mainline Toll Plaza

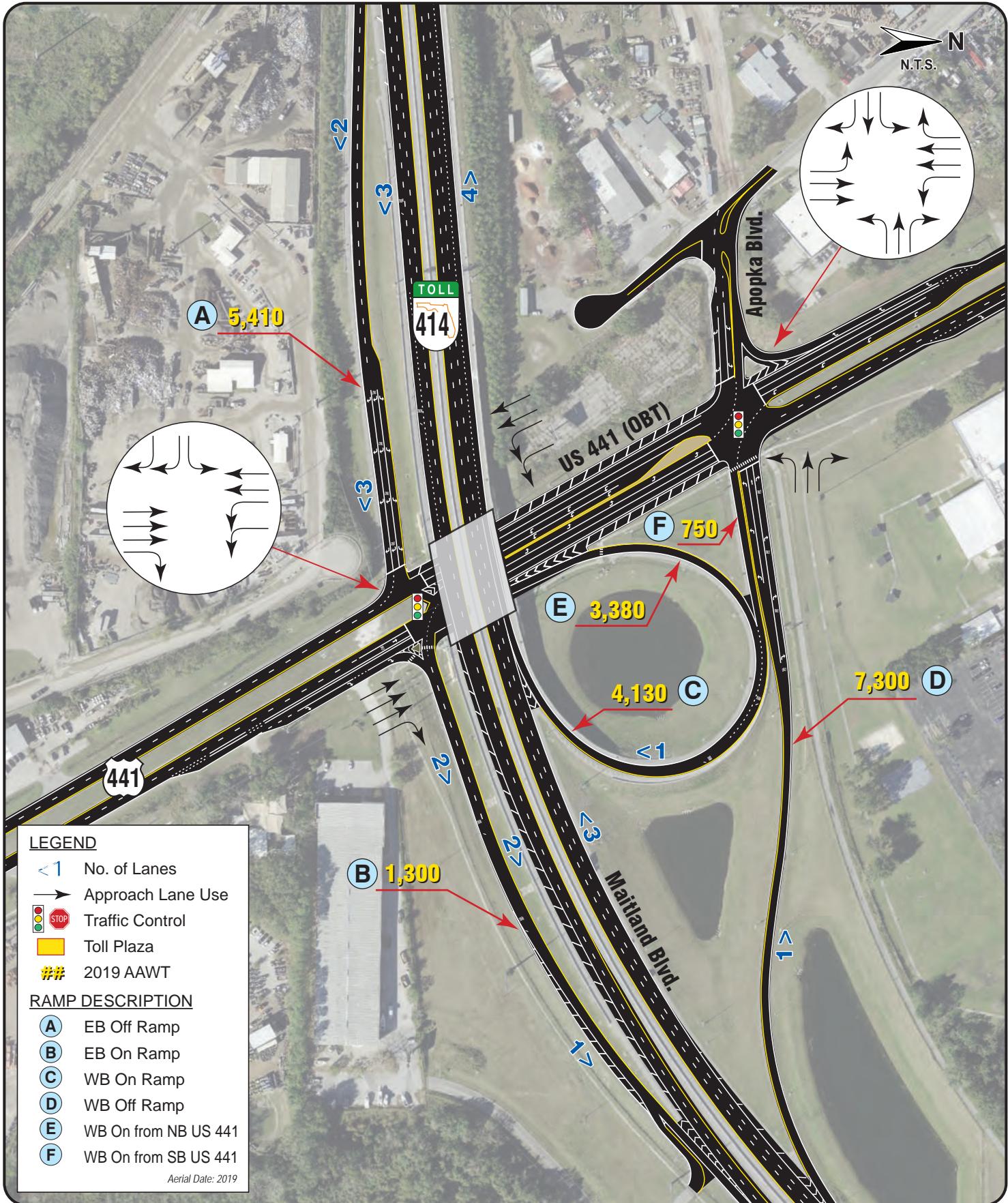










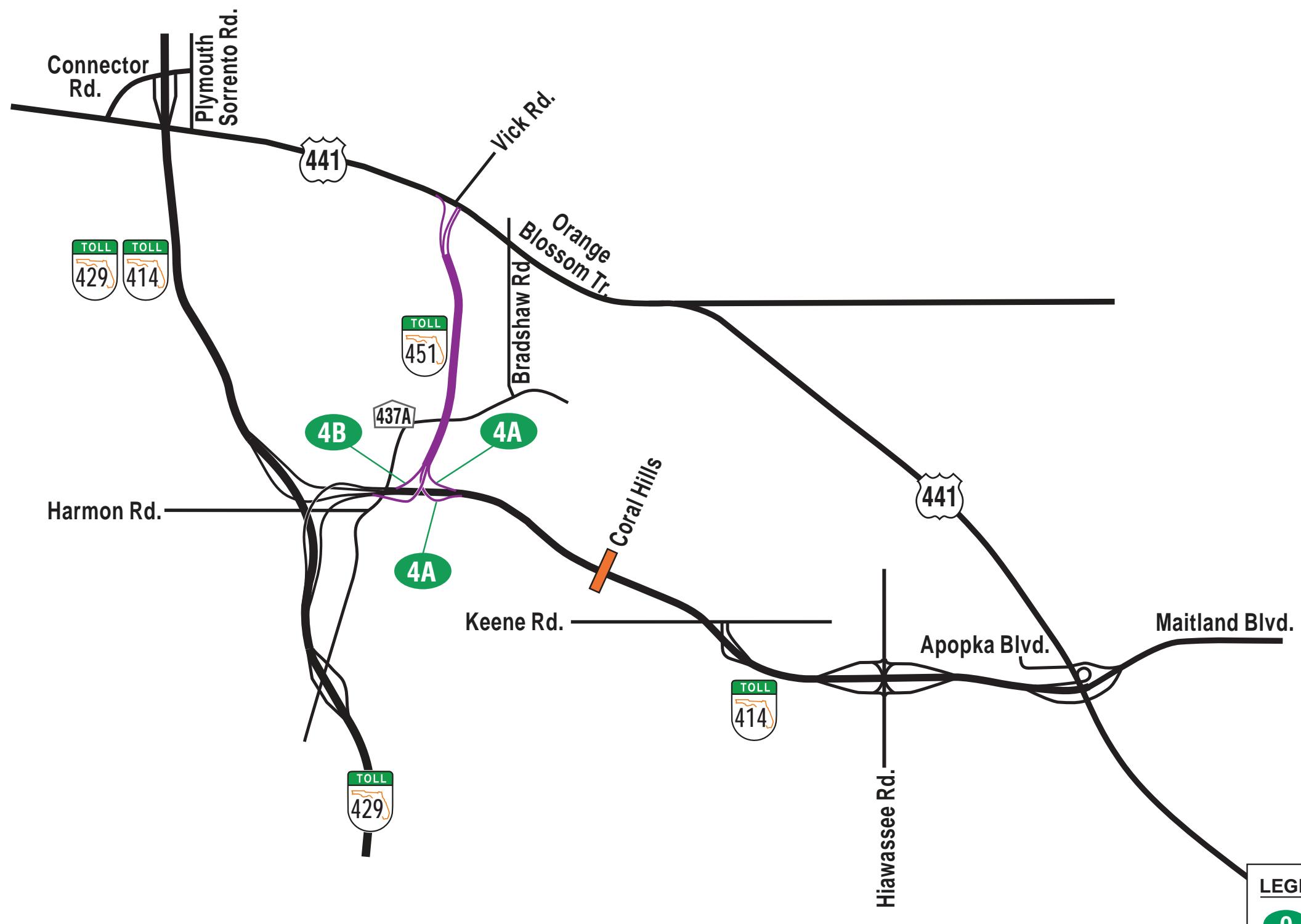


Western Beltway Connector Road



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N
N.T.S.



- LEGEND**
- 0 Exit Number
 - Existing SR 451
 - Mainline Toll Plaza

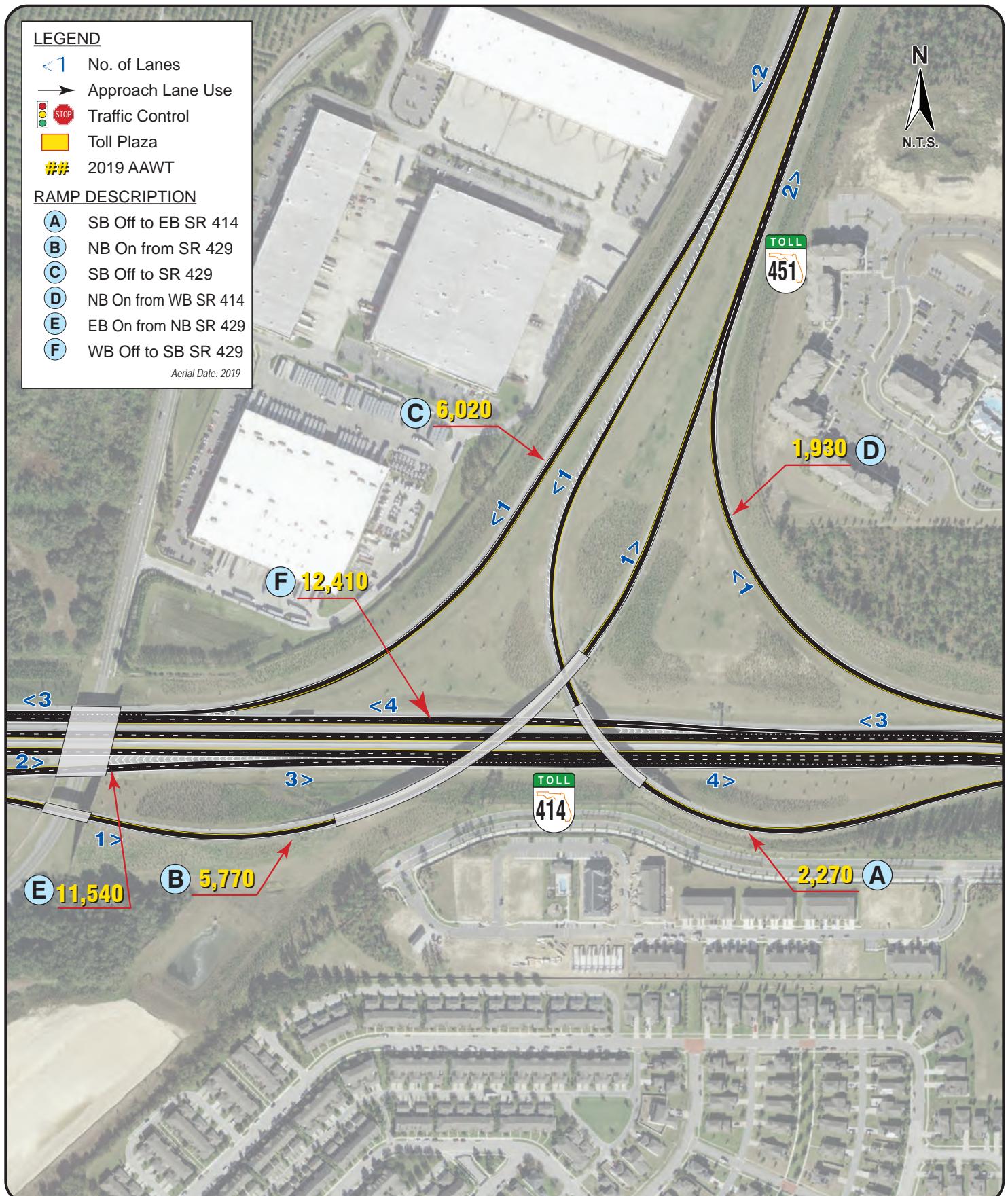
LEGEND

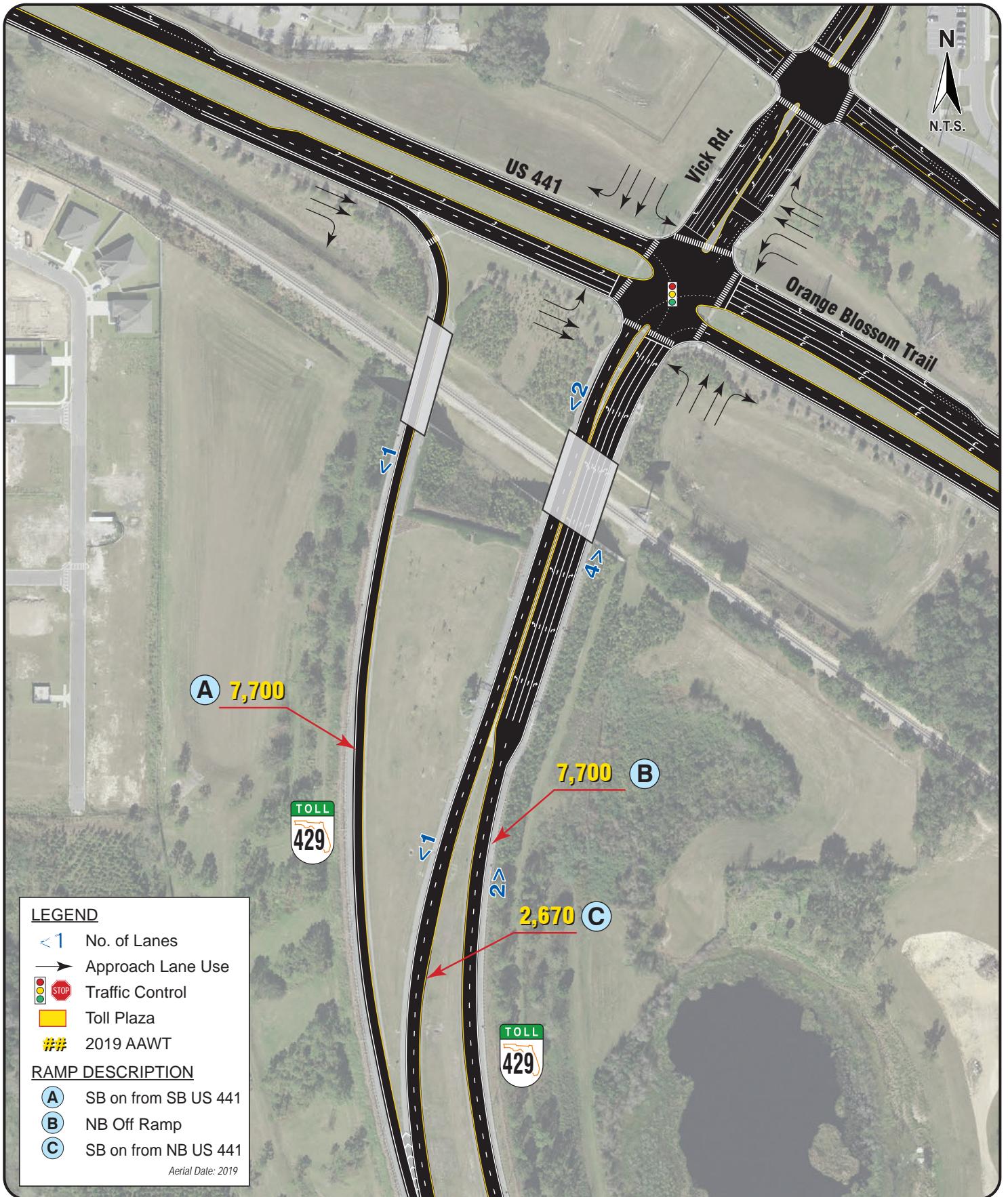
- <1 No. of Lanes
- Approach Lane Use
- Traffic Control
- Toll Plaza
- ## 2019 AAWT

RAMP DESCRIPTION

- A SB Off to EB SR 414
- B NB On from SR 429
- C SB Off to SR 429
- D NB On from WB SR 414
- E EB On from NB SR 429
- F WB Off to SB SR 429

Aerial Date: 2019



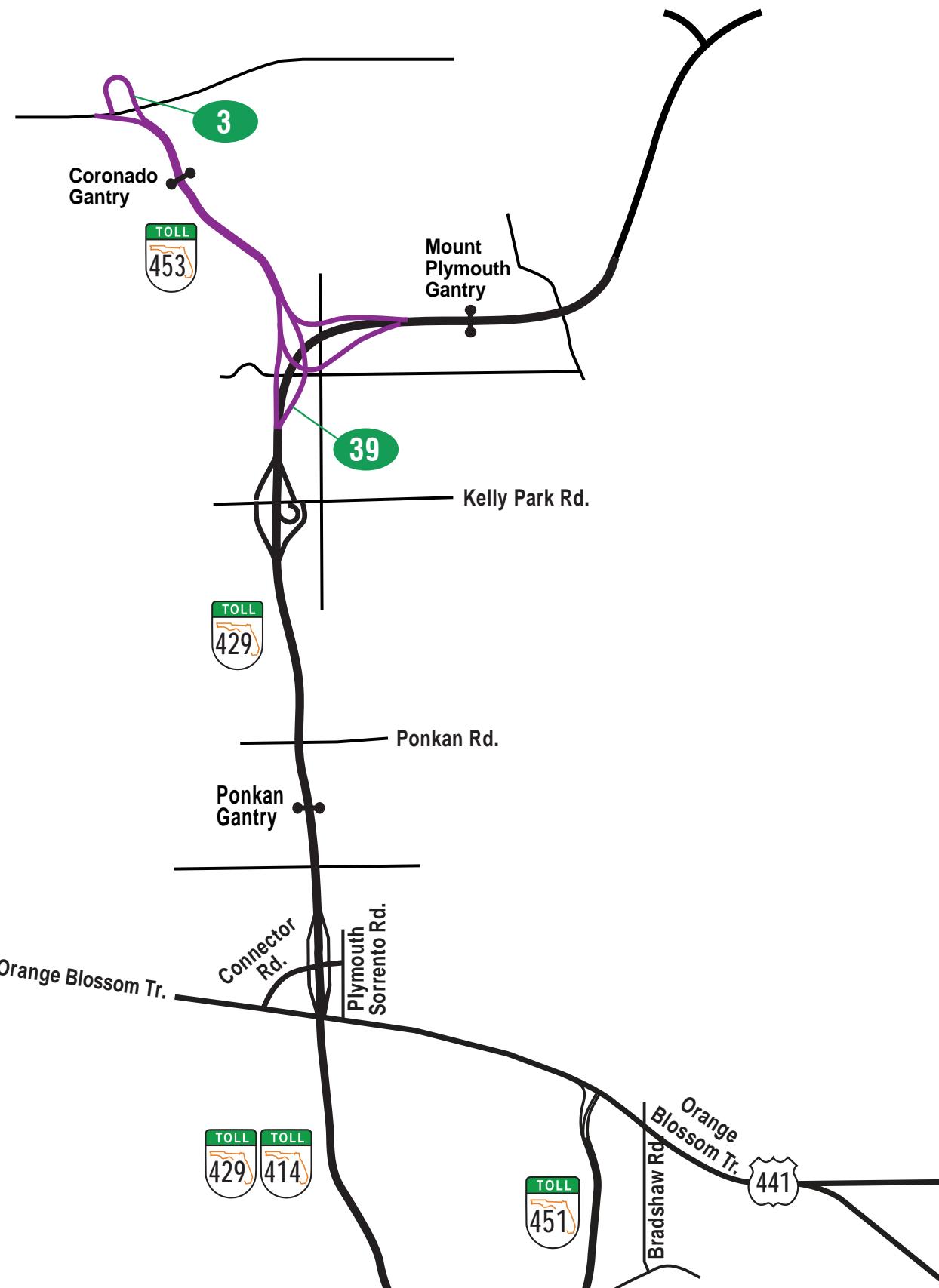


SR 453

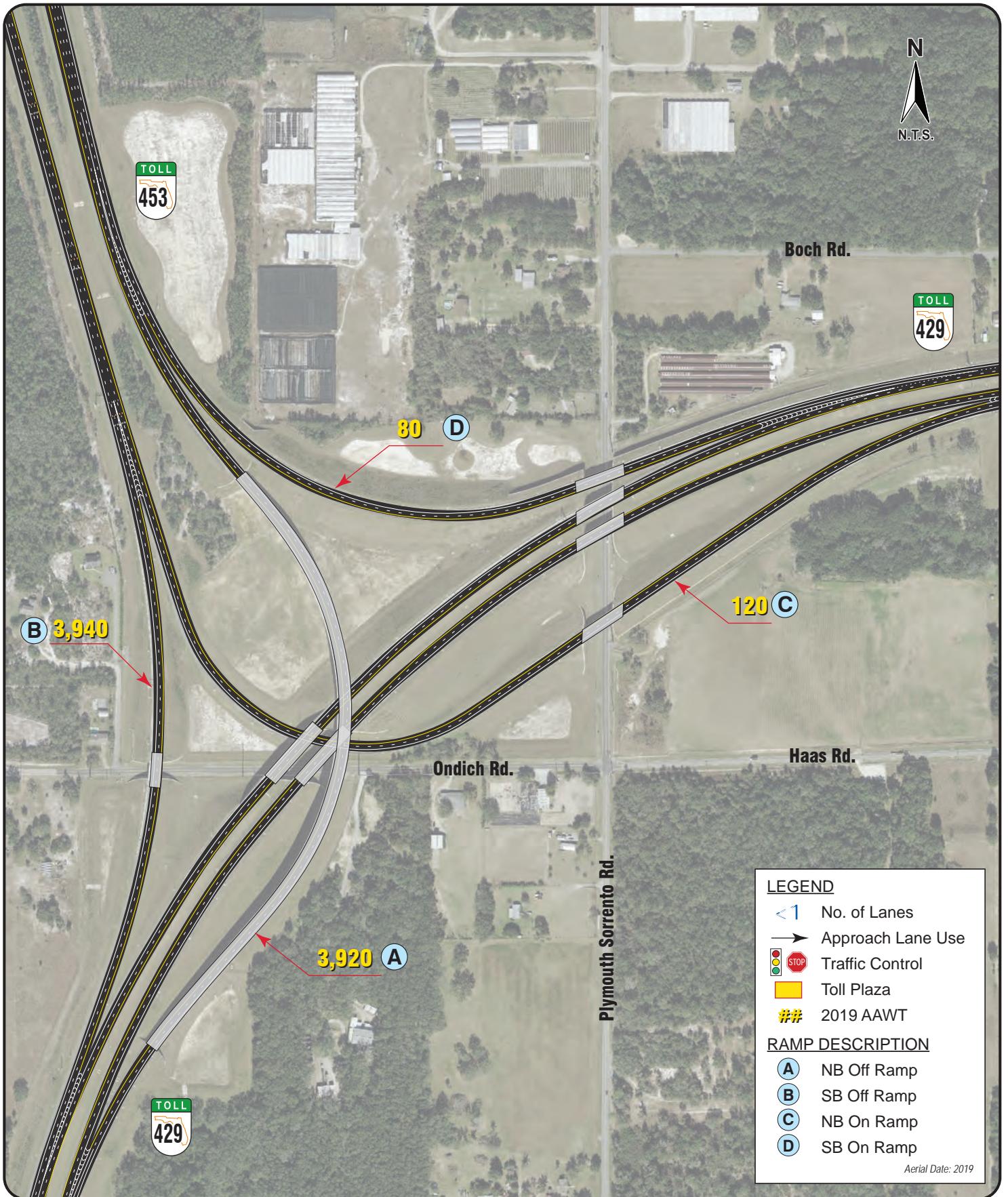


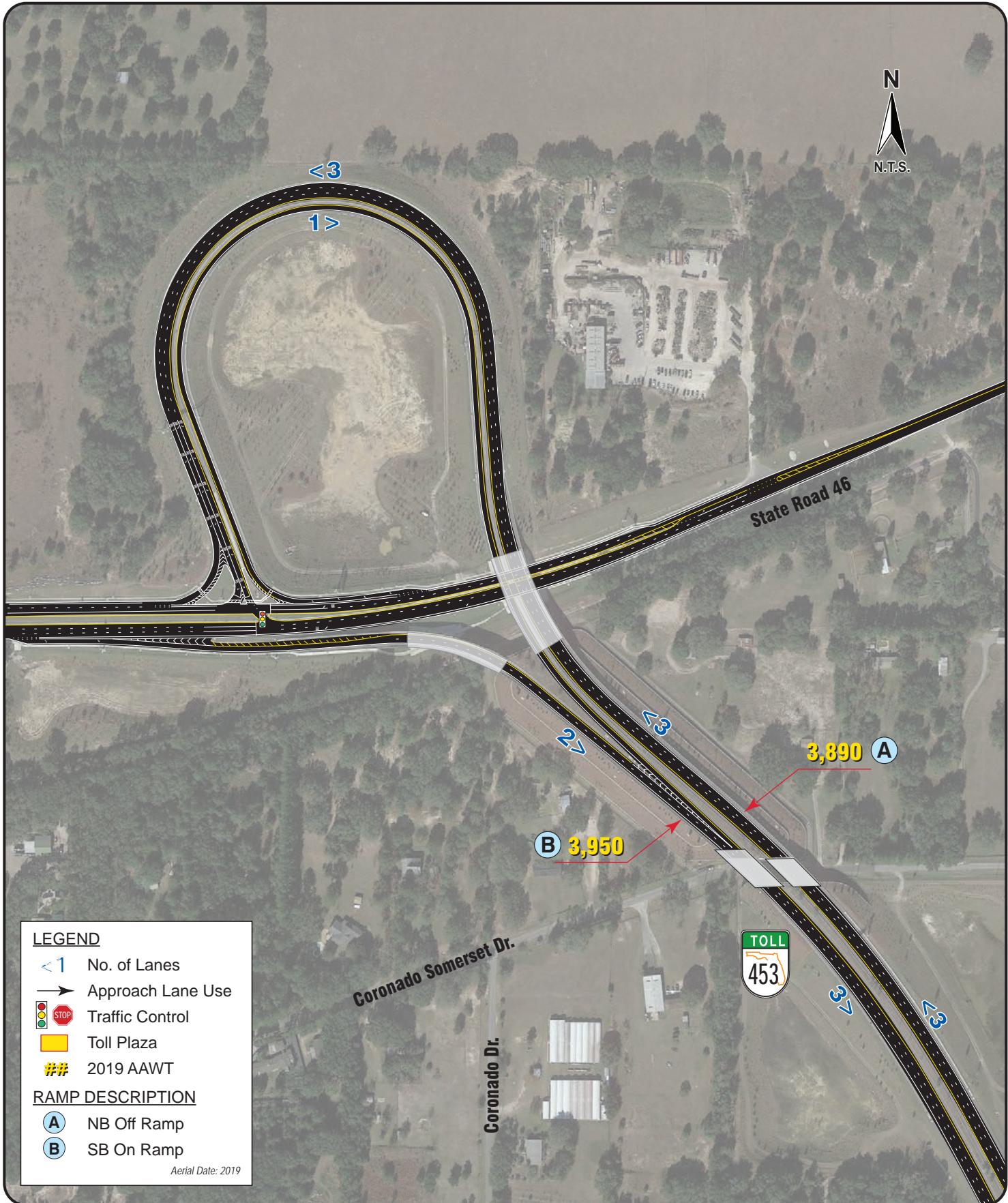
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CENTRAL FLORIDA EXPRESSWAY AUTHORITY

N
N.T.S.



| LEGEND | |
|--------|----------------------|
| 0 | Exit Number |
| — | Existing SR 453 |
| — | Mainline Toll Plaza |
| ● | Mainline Toll Gantry |

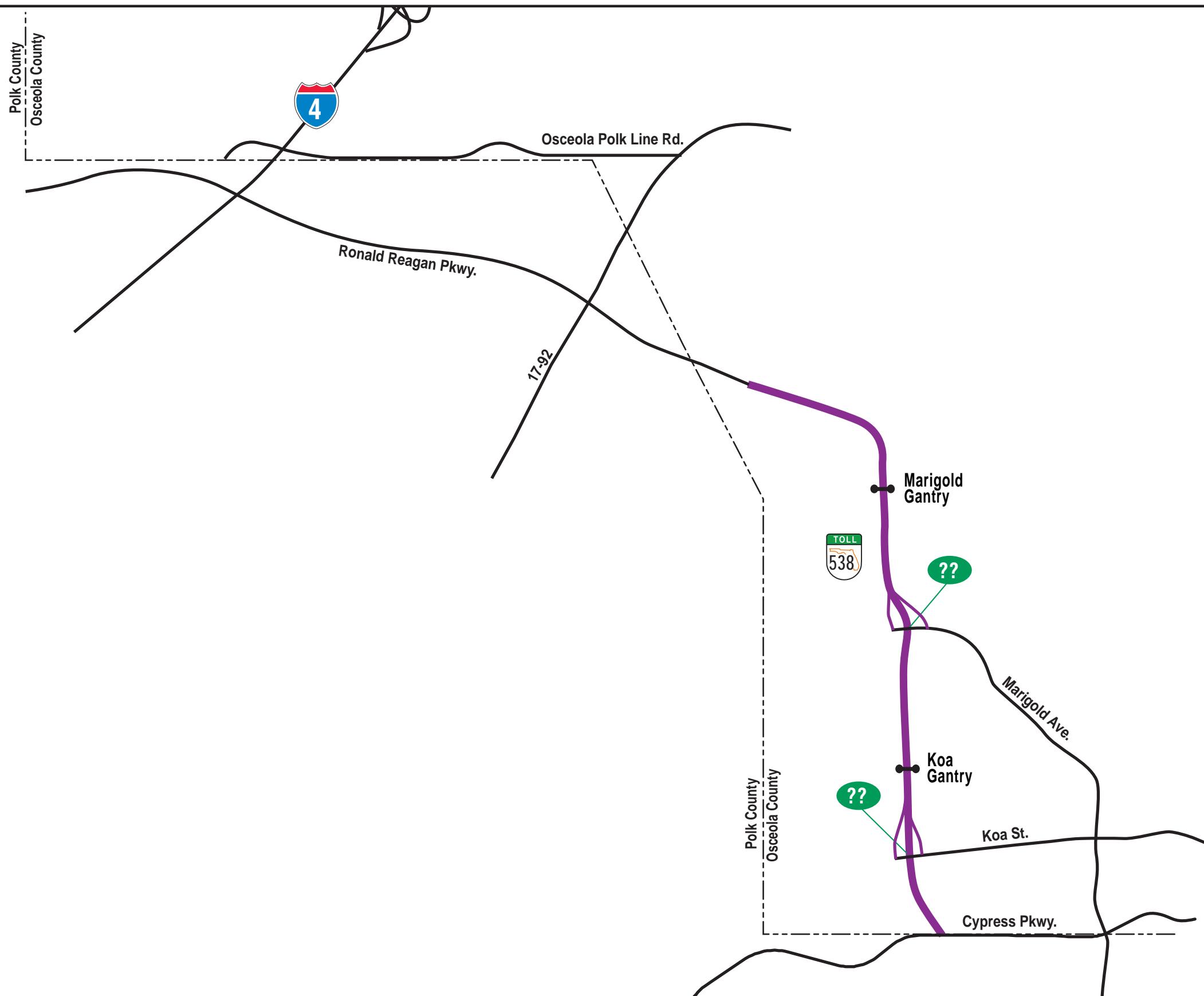




Poinciana Parkway



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LEGEND

- 0 Exit Number
- Existing SR 538
- Mainline Toll Gantry









Section V: General Statistics

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General Statistics Introduction

This section of the manual is a summary of the general statistics that have been gathered on the Central Florida Expressway Authority's system. Data is included for SR 408 (East-West Expressway), SR 528 (Beachline Expressway), SR 417 (Central Florida GreeneWay), SR 429 (Daniel Webster Western Beltway and Wekiva Parkway), SR 451 (Western Connector), SR 414 (Apopka Expressway), SR 453, SR 538 (Poinciana Parkway) and the non-system Goldenrod Extension. The information contained in this section is shown below:

- Expressway Total Centerline Mileage and Total Lane Miles for SR 408, SR 528, SR 417, SR 429, SR 451, SR 414, SR 453, SR 538 and the Goldenrod Extension.
- Toll Plaza Lane Summary for SR 408, SR 528, SR 417, SR 429, SR 414, SR 453, SR 538 and the Goldenrod Extension.
- Toll Rate Schedule for all mainline and ramp toll plazas based on the number of axles.
- Distance between interchanges for SR 408, SR 528, SR 417, SR 429, SR 414, SR 453 and SR 538 (Centerline of Crossroad to Centerline of Crossroad).
- Toll Rates and/or Toll Costs between interchanges on SR 408, SR 528, SR 417, SR 429, SR 414, SR 453 and SR 538.
- Toll Cost per Mile between interchanges on SR 408, SR 528, SR 417, SR 429, SR 414, SR 453 and SR 538.



Expressway Mileage, Lane Miles, Toll Plaza Lanes and Toll Rate Schedules

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Central Florida Expressway Authority (CFX)

Expressway Mileage (as of December 31, 2019)

| CFX Expressway Facility | Rounded Miles | Total Length ⁽¹⁾ | |
|--|---------------|-----------------------------|----------------|
| | | Miles | Kilometers |
| Central Florida Expressway System | | | |
| SR 408 (East-West Expressway) | 22 | 21.477 | 34.564 |
| SR 528 (Beachline Expressway) | 23 | 22.405 | 36.057 |
| SR 417 (Central Florida GreeneWay) | 32 | 31.613 | 50.876 |
| SR 429 (Western Beltway/Wekiva Parkway) ⁽²⁾ | 31 | 30.848 | 49.645 |
| SR 451 (Western Beltway Connector Road) | 2 | 1.670 | 2.688 |
| SR 414 (Apopka Expressway) | 6 | 6.024 | 9.695 |
| SR 453 | 2 | 1.983 | 3.191 |
| SR 538 (Poinciana Parkway) | 7 | 7.194 | 11.578 |
| Total CFX System | 125 | 123.214 | 198.294 |
| Central Florida Expressway Non-system | | | |
| Goldenrod Extension ⁽⁴⁾ | 2 | 1.970 | 3.170 |

Total Lane Miles (as of December 31, 2019)

| CFX Expressway Facility | Lane Mile Summary | |
|--|-------------------|----------------|
| | Mainline | Ramps |
| Central Florida Expressway System | | |
| SR 408 (East-West Expressway) | 172.261 | 45.236 |
| SR 528 (Beachline Expressway) | 117.708 | 20.808 |
| SR 417 (Central Florida GreeneWay) | 177.389 | 53.632 |
| SR 429 (Western Beltway and Wekiva Parkway) ⁽²⁾ | 142.493 | 33.663 |
| SR 451 (Western Beltway Connector Road) | 7.172 | 0.403 |
| SR 414 (Apopka Expressway) | 40.954 | 17.142 |
| SR 453 | 7.617 | 3.420 |
| SR 538 (Poinciana Parkway) | 14.913 | 1.549 |
| Total CFX System | 680.507 | 175.853 |
| Central Florida Expressway Non-system | | |
| Goldenrod Extension ⁽⁴⁾ | 12.211 | 2.013 |

Notes:

1. Measured along the centerline of the expressway facilities.
2. SR 429 includes the Western Beltway and Wekiva Parkway (Completed March 2018).
3. SR 538 (Poinciana Parkway) became a CFX system facility in December 2019.
4. Goldenrod Extension is not considered part of the CFX system. Shown for informational purposes only.



Central Florida Expressway Authority (CFX)

Toll Facilities Lane Summary (as of December 31, 2019)

| CFX Expressway Facility | Number of Tolled Lanes |
|---|------------------------|
| SR 408 (East-West Expressway) | |
| Hiawassee Mainline Toll Plaza | 14 |
| Good Homes Road Ramp Toll Plazas | 4 |
| Hiawassee Road Ramp Toll Plazas | 4 |
| SUBTOTAL | 22 |
| Pine Hills Mainline Toll Plaza | 14 |
| Old Winter Garden/Ortman Drive Ramp Toll Plazas | 4 |
| John Young Ramp Toll Plazas | 4 |
| Orange Blossom Trail Ramp Toll Plazas | 4 |
| SUBTOTAL | 26 |
| Conway East-West Mainline Toll Plaza | 19 |
| Mills Avenue Ramp Toll Plaza | 1 |
| Bumby Avenue Ramp Toll Plazas | 4 |
| Conway Road Ramp Toll Plazas | 4 |
| Andes Avenue - To SR 436 Ramp Toll Plaza | 2 |
| SR 436 (Semoran Boulevard) Ramp Toll Plaza | 2 |
| Yucatan Drive/SR 436 Ramp Toll Plaza | 2 |
| SUBTOTAL | 34 |
| Dean Mainline Toll Plaza | 14 |
| Dean Road Ramp Toll Plazas | 4 |
| Rouse Road Ramp Toll Plazas | 4 |
| SUBTOTAL | 22 |
| SR 408 SUBTOTAL | 104 |
| SR 528 (Beachline Expressway) | |
| Airport Mainline Toll Plaza ⁽¹⁾ | 0 |
| Boggy Creek Road/McCoy Road | 6 |
| Conway Road/Tradeport Drive | 4 |
| SUBTOTAL | 10 |
| Beachline Mainline Toll Plaza | 12 |
| Innovation Way Ramp Toll Plazas | 4 |
| SUB-TOTAL | 16 |

Notes:

1. Goldenrod Extension is not considered part of the CFX system. Shown for informational purposes only.
2. Ponkan Mainline Gantry opened to traffic in July of 2017.
3. Coronado and Mount Plymouth opened to traffic in March of 2018.
4. SR 538 (Poinciana Parkway) became a CFX system facility in December 2019.



Toll Facilities Lane Summary

Central Florida Expressway Authority (CFX)

Toll Facilities Lane Summary (as of December 31, 2019) - Continued

| CFX Expressway Facility | Number of Toll Lanes and Equipment |
|---|------------------------------------|
| SR 528 (Beachline Expressway) - <i>continued</i> | |
| Dallas Mainline Toll Plaza | 12 |
| Dallas Boulevard Ramp Toll Plazas | 4 |
| SUBTOTAL | 16 |
| SR 528 SUBTOTAL | 42 |
| SR 417 (Central Florida GreeneWay) | |
| John Young Mainline Toll Plaza | 12 |
| John Young Parkway Ramp Toll Plazas | 4 |
| Orange Blossom Trail Ramp Toll Plazas | 4 |
| Landstar Boulevard Ramp Toll Plazas | 4 |
| SUBTOTAL | 24 |
| Boggy Creek Mainline Toll Plaza | 14 |
| South Access Road Ramp Toll Plazas and Gantry | 3 |
| Boggy Creek Road Ramp Toll Plazas | 4 |
| Lake Nona Boulevard Ramp Toll Plazas | 4 |
| Narcoossee Road Ramp Toll Plazas | 4 |
| Moss Park Road Ramp Toll Plazas | 4 |
| Dowden Road Ramp Toll Plazas | 4 |
| SUBTOTAL | 37 |
| Curry Ford Mainline Toll Plazas | 14 |
| Lee Vista Boulevard Ramp Toll Plazas | 4 |
| Curry Ford Road Ramp Toll Plazas | 4 |
| SUBTOTAL | 22 |
| University Mainline Toll Plaza | 12 |
| SR 50/Colonial Drive Ramp Toll Plazas | 4 |
| University Boulevard Ramp Toll Plazas | 4 |
| SUBTOTAL | 20 |
| SR 417 SUBTOTAL | 103 |

Notes:

1. Goldenrod Extension is not considered part of the CFX system. Shown for informational purposes only.
2. Ponkan Mainline Gantry opened to traffic in July of 2017.
3. Coronado and Mount Plymouth opened to traffic in March of 2018.
4. SR 538 (Poinciana Parkway) became a CFX system facility in December 2019.



Toll Facilities Lane Summary

Central Florida Expressway Authority (CFX)

Toll Facilities Lane Summary (as of December 31, 2019) - Continued

| CFX Expressway Facility | Number of Toll Lanes and Equipment |
|---|------------------------------------|
| SR 429 (Western Expressway and Wekiva Parkway) | |
| Independence Mainline Toll Plaza | 10 |
| CR 535 (Winter Garden Vineland Road) Ramp Toll Plazas | 4 |
| New Independence Parkway Ramp Toll Plazas | 4 |
| New Independence Parkway Ramp Toll Plazas | 5 |
| SUBTOTAL | 23 |
| Forest Lake Mainline Toll Plaza | 10 |
| Plant Street/Franklin Street/SR 438 Ramp Toll Plazas | 4 |
| West Road Ramp Toll Plazas | 4 |
| CR 437A (Ocoee-Apopka Road) Ramp Toll Plazas | 4 |
| SUBTOTAL | 22 |
| Ponkan Mainline Gantry ⁽²⁾ | 4 |
| Mount Plymouth Mainline Gantry ⁽³⁾ | 4 |
| SUBTOTAL | 8 |
| SR 429 SUBTOTAL | 53 |
| SR 414 (Apopka Expressway) | |
| Coral Hills Mainline Toll Plaza | 12 |
| Keene Road Ramp Toll Plazas | 4 |
| Hiawassee Road Ramp Toll Plazas | 4 |
| SUB-TOTAL | 20 |
| SR 414 SUBTOTAL | 20 |
| SR 453 | |
| Coronado Mainline Gantry ⁽³⁾ | 4 |
| SR 453 SUBTOTAL | 4 |
| SR 538 (Poinciana Parkway) ⁽⁴⁾ | |
| Marigold Mainline Gantry | 2 |
| Koa Mainline Gantry | 2 |
| SR 538 SUB-TOTAL | 4 |
| SYSTEM GRAND TOTAL | 330 |
| SR 551 (Goldenrod Extension) ⁽¹⁾ | |
| Goldenrod Mainline Toll Plaza | 6 |

Notes:

1. Goldenrod Extension is not considered part of the CFX system. Shown for informational purposes only.
2. Ponkan Mainline Gantry opened to traffic in July of 2017.
3. Coronado and Mount Plymouth opened to traffic in March of 2018.
4. SR 538 (Poinciana Parkway) became a CFX system facility in December 2019.

Toll Rate Schedule

| CFX Expressway | Motorcycle & 2 Axles | | | 3 Axles | | | 4 Axles | | | 5 or More Axles | | |
|--|----------------------|--------|-----------------------------|---------|--------|-----------------------------|---------|--------|-----------------------------|-----------------|--------|-----------------------------|
| | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ |
| SR 408 (East-West Expressway) | | | | | | | | | | | | |
| Hiawassee Mainline Toll Plaza | \$0.87 | \$1.00 | \$1.74 | \$1.74 | \$2.00 | \$3.48 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 |
| Good Homes Road | \$0.28 | \$0.50 | \$0.56 | \$0.28 | \$0.50 | \$0.56 | \$0.28 | \$0.50 | \$0.56 | \$0.28 | \$0.50 | \$0.56 |
| Hiawassee Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Pine Hills Mainline Toll Plaza | \$1.15 | \$1.50 | \$2.30 | \$1.74 | \$2.00 | \$3.48 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 |
| Old Winter Garden Road/Ottman Drive | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| John Young Parkway | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| Orange Blossom Trail | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Mills Avenue | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Conway East-West Mainline Toll Plaza | \$1.15 | \$1.50 | \$2.30 | \$1.74 | \$2.00 | \$3.48 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 |
| Bumby Avenue | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Conway Road | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| Andes Avenue/SR 436 (Semoran Boulevard) | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 |
| SR 436 (Semoran Boulevard)/Yucatan Drive | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| Dean Mainline Toll Plaza | \$0.87 | \$1.00 | \$1.74 | \$0.75 | \$1.00 | \$3.48 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 |
| Dean Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Rouse Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| SR 528 (Beachline Expressway) | | | | | | | | | | | | |
| Boggy Creek Road/McCoy Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 |
| Conway Road/Tradeport Drive | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 |
| Beachline Mainline Toll Plaza (1) | \$0.92 | \$1.25 | \$1.84 | \$1.82 | \$2.25 | \$3.64 | \$2.12 | \$2.50 | \$4.24 | \$2.70 | \$3.00 | \$5.40 |
| Innovation Way | \$0.62 | \$0.75 | \$1.24 | \$0.62 | \$0.75 | \$1.24 | \$0.62 | \$0.75 | \$1.24 | \$0.62 | \$0.75 | \$1.24 |
| Dallas Mainline Toll Plaza (2) | \$0.53 | \$0.75 | \$1.06 | \$0.80 | \$1.00 | \$1.60 | \$1.06 | \$1.25 | \$2.12 | \$1.06 | \$1.25 | \$2.12 |
| Dallas Boulevard | \$0.53 | \$0.75 | \$1.06 | \$0.53 | \$0.70 | \$1.06 | \$0.53 | \$0.75 | \$1.06 | \$0.53 | \$0.75 | \$1.06 |

Notes:

1. Incremental increase due to the CFX July 2012 toll rate adjustment is applied at the Beachline Main Plaza, Innovation Way ramps and to preserve toll equity along the SR 528.
2. Toll rates shown for the Dallas Mainline Toll Plaza include a \$0.26 EPASS and \$0.75 Cash toll charge regardless of the number of axles that is allocated to the FDOT.
3. Added Ponkan Toll Gantry for the opening of SR 429 Wekiva Parkway Section A (July 2017).
4. FDOT toll rate increase of \$0.25 for cash payment at Dallas Mainline Toll Plaza October 2017.
5. Added Mount Plymouth and Coronado Toll Ganties for the opening of SR 429 Wekiva Parkway Section B and SR 453 (March 2018).
6. SR 538 (Poinciana Parkway) became a CFX system facility in December 2019.



Toll Rate Schedule

| CFX Expressway | Motorcycle & 2 Axles | | | 3 Axles | | | 4 Axles | | | 5 or More Axles | | |
|---|----------------------|--------|-----------------------------|---------|--------|-----------------------------|---------|--------|-----------------------------|-----------------|--------|-----------------------------|
| | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ |
| SR 417 (Central Florida GreeneWay) | | | | | | | | | | | | |
| John Young Mainline Toll Plaza | \$1.45 | \$1.75 | \$2.90 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 | \$3.18 | \$3.50 | \$6.36 |
| John Young Parkway | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| Orange Blossom Trail | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Landstar Boulevard | \$0.50 | \$0.50 | \$1.00 | \$0.50 | \$0.50 | \$1.00 | \$0.50 | \$0.50 | \$1.00 | \$0.50 | \$0.50 | \$1.00 |
| Boggy Creek Mainline Toll Plaza | \$1.45 | \$1.75 | \$2.90 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 | \$3.18 | \$3.50 | \$6.36 |
| South Access Rd/International Airport | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 |
| Boggy Creek Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 |
| Lake Nona Boulevard | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| Narcoossee Road | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| Moss Park Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Innovation Way/Dowden Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Curry Ford Mainline Toll Plaza | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Lee Vista Boulevard | \$0.87 | \$1.00 | \$1.74 | \$1.74 | \$2.00 | \$3.48 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 |
| Curry Ford Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| University Mainline Toll Plaza | \$0.87 | \$1.00 | \$1.74 | \$1.74 | \$2.00 | \$3.48 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 |
| SR 50 (Colonial Drive) | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| University Boulevard | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| SR 429 (Western Beltway) | | | | | | | | | | | | |
| Forest Lake Mainline Toll Plaza | \$1.45 | \$1.75 | \$2.90 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 | \$3.18 | \$3.50 | \$6.36 |
| CR 437A (Ocoee-Apopka Road) | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| West Road | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| Plant Street/Franklin Street/SR 438 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |

Notes:

1. Incremental increase due to the CFX, July 2012 toll rate adjustment is applied at the Beachline Main Plaza, Innovation Way ramps and to preserve toll equity along the SR 528.
2. Toll rates shown for the Dallas Mainline Toll Plaza include a \$0.26 EPASS and \$0.75 Cash toll charge regardless of the number of axles that is allocated to the FDOT.
3. Added Ponkan Toll Gantry for the opening of SR 429 Wekiva Parkway Section A (July 2017).
4. FDOT toll rate increase of \$0.25 for cash payment at Dallas Mainline Toll Plaza October 2017.
5. Added Mount Plymouth and Coronado Toll Ganties for the opening of SR 429 Wekiva Parkway Section B and SR 453 (March 2018).
6. SR 538 (Poinciana Parkway) became a CFX system facility in December 2019.



| CFX Expressway | Motorcycle & 2 Axles | | | 3 Axles | | | 4 Axles | | | 5 or More Axles | | |
|--|----------------------|--------|-----------------------------|---------|--------|-----------------------------|---------|--------|-----------------------------|-----------------|--------|-----------------------------|
| | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ | E-PASS | CASH | Pay-By-Plate ⁽⁴⁾ |
| SR 429 (Western Beltway) - Continued | | | | | | | | | | | | |
| Independence Mainline Toll Plaza | \$1.45 | \$1.75 | \$2.90 | \$2.02 | \$2.25 | \$4.04 | \$2.61 | \$3.00 | \$5.22 | \$3.18 | \$3.50 | \$6.36 |
| CR 535 (Winter Garden Vineland Road) | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| New Independence Parkway | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 |
| Schofield Road | \$0.30 | \$0.50 | \$0.60 | \$0.30 | \$0.50 | \$0.60 | \$0.30 | \$0.50 | \$0.60 | \$0.30 | \$0.50 | \$0.60 |
| Ponkan Mainline Toll Plaza | \$0.83 | NA | \$1.66 | \$1.25 | NA | \$2.50 | \$1.66 | NA | \$3.32 | \$2.07 | NA | \$4.14 |
| Mount Plymouth Mainline Toll Plaza | \$0.78 | NA | \$1.56 | \$1.18 | NA | \$2.36 | \$1.55 | NA | \$3.10 | \$1.95 | NA | \$3.90 |
| SR 453 | | | | | | | | | | | | |
| Coronado Mainline Gantry | \$0.67 | NA | \$1.34 | \$1.02 | NA | \$2.04 | \$1.35 | NA | \$2.70 | \$1.70 | NA | \$3.40 |
| SR 414 (Apopka Expressway) | | | | | | | | | | | | |
| Coral Hills Mainline Toll Plaza | \$1.15 | \$1.50 | \$2.30 | \$1.74 | \$2.00 | \$3.48 | \$2.30 | \$2.75 | \$4.60 | \$2.89 | \$3.25 | \$5.78 |
| Keene Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| Hiawassee Road | \$0.30 | \$0.50 | \$0.60 | \$0.30 | \$0.50 | \$0.60 | \$0.30 | \$0.50 | \$0.60 | \$0.30 | \$0.50 | \$0.60 |
| SR 538 (Poinciana Parkway) | | | | | | | | | | | | |
| Marigold Toll Gantry | \$2.08 | NA | \$4.16 | \$3.15 | NA | \$6.30 | \$4.16 | NA | \$8.32 | \$5.23 | NA | \$10.46 |
| Koa Toll Gantry | \$0.51 | NA | \$1.02 | \$0.76 | NA | \$1.52 | \$1.02 | NA | \$2.04 | \$1.27 | NA | \$2.54 |
| Goldenrod Road Extension - Non System | | | | | | | | | | | | |
| Goldenrod Mainline Toll Plaza | \$0.50 | \$0.50 | \$1.00 | \$0.50 | \$1.00 | \$0.50 | \$0.50 | \$1.00 | \$0.50 | \$1.00 | \$0.50 | \$1.00 |

Notes:

1. Incremental increase due to the CFX, July 2012 toll rate adjustment is applied at the Beachline Main Plaza, Innovation Way ramps and to preserve toll equity along the SR 528.
2. Toll rates shown for the Dallas Mainline Toll Plaza include a \$0.26 EPASS and \$0.75 Cash toll charge regardless of the number of axles that is allocated to the FDOT.
3. Added Ponkan Toll Gantry for the opening of SR 429 Wekiva Parkway Section A (July 2017).
4. FDOT toll rate increase of \$0.25 for cash payment at Dallas Mainline Toll Plaza October 2017.
5. Added Mount Plymouth and Coronado Toll Ganties for the opening of SR 429 Wekiva Parkway Section B and SR 453 (March 2018).
6. SR 538 (Poinciana Parkway) became a CFX system facility in December 2019.



Toll Rate Schedule

SECTION V
342
(Effective July 1, 2020)

Distance Between Interchanges

2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

| Distance From | Distance To | | | | |
|---------------------------------------|--------------------|-------------------|------------------|------------------|------------------|
| | Florida's Turnpike | SR 50/Clarke Road | Good Homes Road | Hiawassee Road | Kirkman Road |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| Florida's Turnpike | ----- | ----- | 1.556 | 3.336 | 4.493 |
| SR 50/Clarke Road | ----- | ----- | 0.705 | 2.485 | 3.642 |
| Good Homes Road | 1.556 | 0.705 | ----- | 1.780 | 2.937 |
| Hiawassee Road | 3.336 | 2.485 | 1.780 | ----- | 1.157 |
| Kirkman Road | 4.493 | 3.642 | 2.937 | 1.157 | ----- |
| Pine Hills Road | ----- | ----- | ----- | ----- | ----- |
| Old Winter Garden/Mercy-Ortmann Drive | ----- | ----- | ----- | ----- | ----- |
| John Young Parkway | 7.252 | 6.401 | 5.696 | 3.916 | 2.759 |
| Tampa Avenue | 7.916 | 7.065 | 6.360 | 4.580 | 3.423 |
| Orange Blossom Trail | 8.430 | 7.579 | 6.874 | 5.094 | 3.937 |
| Interstate 4 (-4) | 9.000 | 8.149 | 7.444 | 5.664 | 4.507 |
| Orange Avenue | 9.592 | 8.741 | 8.036 | 6.256 | 5.099 |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | 11.216 | 10.365 | 9.660 | 7.880 | 6.723 |
| Bumby Avenue | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- |
| Conway Road | 12.466 | 11.615 | 10.910 | 9.130 | 7.973 |
| Andes Avenue | 13.208 | 12.357 | 11.652 | 9.872 | 8.715 |
| Semoran Boulevard (SR 436) | 13.738 | 12.887 | 12.182 | 10.402 | 9.245 |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | 15.257 | 14.406 | 13.701 | 11.921 | 10.764 |
| Chickasaw Trail | 15.826 | 14.975 | 14.270 | 12.490 | 11.333 |
| SR 417 (GreeneWay) | 17.215 | 16.364 | 15.659 | 13.879 | 12.722 |
| Dean Road | 18.042 | 17.191 | 16.486 | 14.706 | 13.549 |
| Rouse Road | 19.314 | 18.463 | 17.758 | 15.978 | 14.821 |
| Alafaya Trail | 20.518 | 19.667 | 18.962 | 17.182 | 16.025 |
| SR 50 (East Colonial Drive) | 22.209 | 21.358 | 20.653 | 18.873 | 17.716 |

| Distance From | Distance To | | | | |
|--------------------------------------|------------------|------------------|--------------------|------------------|----------------------|
| | Pine Hills Road | OWG/Mercy/Ortman | John Young Parkway | Tampa Avenue | Orange Blossom Trail |
| | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| Florida's Turnpike | ----- | ----- | 7.252 | 7.916 | 8.430 |
| SR 50/Clarke Road | ----- | ----- | 6.401 | 7.065 | 7.579 |
| Good Homes Road | ----- | ----- | 5.696 | 6.360 | 6.874 |
| Hiawassee Road | ----- | ----- | 3.916 | 4.580 | 5.094 |
| Kirkman Road | ----- | ----- | 2.759 | 3.423 | 3.937 |
| Pine Hills Road | ----- | ----- | 2.169 | 2.833 | 3.346 |
| Old Winter Garden/Mercy-Ortman Drive | ----- | ----- | 1.078 | 1.742 | 2.256 |
| John Young Parkway | 2.169 | 1.078 | ----- | 0.664 | 1.178 |
| Tampa Avenue | 2.833 | 1.742 | 0.664 | ----- | ----- |
| Orange Blossom Trail | 3.346 | 2.256 | 1.178 | ----- | ----- |
| Interstate 4 (I-4) | 3.916 | 2.826 | 1.748 | 0.570 | ----- |
| Orange Avenue | 4.509 | 3.418 | 2.340 | ----- | 1.163 |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | ----- | 2.787 |
| Bumby Avenue | 6.133 | 5.042 | 3.964 | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | 4.037 |
| Conway Road | 7.383 | 6.292 | 5.214 | ----- | 4.779 |
| Andes Avenue | 8.125 | 7.034 | 5.956 | ----- | 5.309 |
| Semoran Boulevard (SR 436) | 8.655 | 7.564 | 6.486 | ----- | ----- |
| Yucatan Drive | ----- | ----- | ----- | ----- | 6.828 |
| Goldenrod Road | 10.174 | 9.083 | 8.005 | ----- | 7.397 |
| Chickasaw Trail | 10.743 | 9.652 | 8.574 | ----- | 8.786 |
| SR 417 (GreeneWay) | 12.132 | 11.041 | 9.963 | ----- | 9.613 |
| Dean Road | 12.959 | 11.868 | 10.790 | ----- | 10.835 |
| Rouse Road | 14.231 | 13.140 | 12.062 | ----- | 12.039 |
| Alafaya Trail | 15.435 | 14.344 | 13.266 | ----- | 13.780 |
| SR 50 (East Colonial Drive) | 17.126 | 16.035 | 14.957 | ----- | ----- |

| Distance From | Distance To | | | | |
|--------------------------------------|--------------------|------------------|------------------|------------------|------------------|
| | Interstate 4 (I-4) | Orange Avenue | Rosalind Avenue | Mills Avenue | Bumby Avenue |
| | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| Florida's Turnpike | 9.000 | 9.592 | --- | 10.455 | 11.216 |
| SR 50/Clarke Road | 8.149 | 8.741 | --- | 9.604 | 10.365 |
| Good Homes Road | 7.444 | 8.036 | --- | 8.899 | 9.660 |
| Hiawassee Road | 5.664 | 6.256 | --- | 7.119 | 7.880 |
| Kirkman Road | 4.507 | 5.099 | --- | 5.962 | 6.723 |
| Pine Hills Road | 3.916 | 4.509 | --- | 5.372 | 6.133 |
| Old Winter Garden/Mercy-Ortman Drive | 2.826 | 3.418 | --- | 4.281 | 5.042 |
| John Young Parkway | 1.748 | 2.340 | --- | 3.203 | 3.964 |
| Tampa Avenue | --- | --- | --- | --- | --- |
| Orange Blossom Trail | 0.570 | 1.163 | --- | 2.026 | 2.787 |
| Interstate 4 (I-4) | --- | 0.592 | --- | 1.456 | 2.217 |
| Orange Avenue | --- | --- | --- | --- | --- |
| Rosalind Avenue | --- | --- | --- | 0.583 | 1.344 |
| Mills Avenue | --- | --- | --- | 0.761 | 0.761 |
| Bumby Avenue | 2.217 | --- | 1.344 | --- | --- |
| Crystal Lake Drive | --- | --- | 2.594 | 2.011 | --- |
| Conway Road | 3.467 | --- | 3.336 | 2.753 | --- |
| Andes Avenue | 4.209 | --- | 3.866 | 3.283 | --- |
| Semoran Boulevard (SR 436) | 4.739 | --- | 5.385 | 4.802 | --- |
| Yucatan Drive | --- | --- | 5.954 | 5.371 | --- |
| Goldenrod Road | 6.258 | --- | 7.343 | 6.760 | --- |
| Chickasaw Trail | 6.827 | --- | 8.170 | 7.587 | --- |
| SR 417 (GreeneWay) | 8.216 | --- | 9.442 | 8.859 | --- |
| Dean Road | 9.043 | --- | 10.646 | 10.063 | --- |
| Rouse Road | 10.315 | --- | 12.337 | 11.754 | --- |
| Alafaya Trail | 11.519 | --- | | | |
| SR 50 (East Colonial Drive) | 13.210 | --- | | | |

| Distance From | Distance To | | | | |
|---------------------------------------|--------------------|------------------|------------------|-------------------|------------------|
| | Crystal Lake Drive | Conway Road | Andes Avenue | Semoran Boulevard | Yucatan Drive |
| | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| Florida's Turnpike | ----- | 12.466 | 13.208 | ----- | 15.257 |
| SR 50/Clarke Road | ----- | 11.615 | 12.357 | ----- | 14.406 |
| Good Homes Road | ----- | 10.910 | 11.652 | ----- | 13.701 |
| Hiawassee Road | ----- | 9.130 | 9.872 | ----- | 11.921 |
| Kirkman Road | ----- | 7.973 | 8.715 | ----- | 10.764 |
| Pine Hills Road | ----- | 7.383 | 8.125 | ----- | 10.174 |
| Old Winter Garden/Mercy-Ortmann Drive | ----- | 6.292 | 7.034 | ----- | 9.083 |
| John Young Parkway | ----- | 5.214 | 5.956 | ----- | 8.005 |
| Tampa Avenue | ----- | 4.037 | 4.779 | ----- | 6.828 |
| Orange Blossom Trail | ----- | 3.467 | 4.209 | ----- | 6.258 |
| Interstate 4 (I-4) | ----- | 2.874 | 3.616 | ----- | 5.665 |
| Orange Avenue | ----- | 2.594 | 3.336 | ----- | 5.385 |
| Rosalind Avenue | ----- | 2.011 | 2.753 | ----- | 4.802 |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | 0.630 | 0.630 | ----- | 3.421 |
| Conway Road | ----- | 1.372 | 1.372 | ----- | ----- |
| Andes Avenue | ----- | 1.902 | 1.902 | ----- | ----- |
| Semoran Boulevard (SR 436) | ----- | 3.421 | 3.421 | ----- | ----- |
| Yucatan Drive | ----- | 3.990 | 3.990 | 2.088 | ----- |
| Goldenrod Road | ----- | 5.379 | 5.379 | 3.477 | 1.958 |
| Chickasaw Trail | ----- | 6.206 | 6.206 | 4.304 | 2.785 |
| SR 417 (GreeneWay) | ----- | 7.478 | 7.478 | 5.576 | 4.057 |
| Dean Road | ----- | 8.682 | 8.682 | 6.780 | 5.261 |
| Rouse Road | 10.373 | ----- | ----- | 8.471 | 6.952 |
| Alafaya Trail | ----- | ----- | ----- | ----- | ----- |
| SR 50 (East Colonial Drive) | ----- | ----- | ----- | ----- | ----- |

| Distance From | Distance To | | | | | |
|--------------------------------------|------------------|--------------------|------------------|------------------|------------------|----------------------|
| | Chickasaw Trail | SR 417 (GreeneWay) | Dean Road | Rouse Road | Alafaya Trail | SR 50 (Colonial Dr.) |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| Florida's Turnpike | 15.826 | 17.215 | 18.042 | 19.314 | 20.518 | 22.209 |
| SR 50/Clarke Road | 14.975 | 16.364 | 17.191 | 18.463 | 19.667 | 21.358 |
| Good Homes Road | 14.270 | 15.659 | 16.486 | 17.758 | 18.962 | 20.653 |
| Hiawassee Road | 12.490 | 13.879 | 14.706 | 15.978 | 17.182 | 18.873 |
| Kirkman Road | 11.333 | 12.722 | 13.549 | 14.821 | 16.025 | 17.716 |
| Pine Hills Road | 10.743 | 12.132 | 12.959 | 14.231 | 15.435 | 17.126 |
| Old Winter Garden/Mercy-Ortman Drive | 9.652 | 11.041 | 11.868 | 13.140 | 14.344 | 16.035 |
| John Young Parkway | 8.574 | 9.963 | 10.790 | 12.062 | 13.266 | 14.957 |
| Tampa Avenue | --- | --- | --- | --- | --- | --- |
| Orange Blossom Trail | 7.397 | 8.786 | 9.613 | 10.885 | 12.089 | 13.780 |
| Interstate 4 (I-4) | 6.827 | 8.216 | 9.043 | 10.315 | 11.519 | 13.210 |
| Orange Avenue | --- | --- | --- | --- | --- | --- |
| Rosalind Avenue | 5.954 | 7.343 | 8.170 | 9.442 | 10.646 | 12.337 |
| Mills Avenue | 5.371 | 6.760 | 7.587 | 8.859 | 10.063 | 11.754 |
| Bumby Avenue | --- | --- | --- | --- | --- | --- |
| Crystal Lake Drive | 3.990 | 5.379 | 6.206 | 7.478 | 8.682 | 10.373 |
| Conway Road | --- | --- | --- | --- | --- | --- |
| Andes Avenue | --- | --- | --- | --- | --- | --- |
| Semoran Boulevard (SR 436) | --- | --- | --- | --- | --- | --- |
| Yucatan Drive | 1.809 | 3.198 | 4.025 | 5.297 | 6.501 | 8.192 |
| Goldenrod Road | --- | 1.958 | 2.785 | 4.057 | 5.261 | 6.952 |
| Chickasaw Trail | --- | --- | --- | --- | --- | --- |
| SR 417 (GreeneWay) | --- | 0.827 | 0.827 | 2.099 | 3.303 | 4.994 |
| Dean Road | --- | 0.827 | --- | 1.272 | 2.476 | 4.167 |
| Rouse Road | --- | 2.099 | 1.272 | --- | 1.204 | 2.895 |
| Alafaya Trail | --- | 3.303 | 2.476 | 1.204 | --- | --- |
| SR 50 (East Colonial Drive) | --- | 4.994 | 4.167 | 2.895 | --- | --- |

| Distance From | Distance To | | | |
|-----------------------------|------------------|------------------|----------------------|------------------|
| | Boggy Creek Road | Tradeport/Conway | Semoran Blvd/Airport | Goldenrod Road |
| | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| US 441/Florida's Turnpike | 3.580 | 4.657 | 6.157 | 7.520 |
| Boggy Creek Road | ----- | 1.077 | 2.577 | 3.940 |
| Tradeport Drive/Conway Road | 1.077 | ----- | 1.501 | 2.863 |
| Semoran Boulevard/Airport | 2.577 | 1.501 | ----- | 1.363 |
| Goldenrod Road | 3.940 | 2.863 | 1.363 | ----- |
| Narcoossee Road | 5.295 | 4.218 | 2.718 | 1.355 |
| SR 417 (GreeneWay) | 7.385 | 6.308 | 4.807 | 3.445 |
| Innovation Way (1) | 11.603 | 10.526 | 9.026 | 7.663 |
| Dallas Boulevard | 15.617 | 14.540 | 13.040 | 11.677 |
| SR 520 | 22.667 | 21.591 | 20.090 | 18.728 |
| Brevard County Line | 27.605 | 26.529 | 25.028 | 23.666 |

| Distance From | Distance To | | | |
|-----------------------------|--------------------|--------------------|------------------|------------------|
| | SR 417 (GreeneWay) | Innovation Way (1) | Dallas Boulevard | SR 520 |
| | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| US 441/Florida's Turnpike | 10.965 | 15.183 | 19.197 | 26.247 |
| Boggy Creek Road | 7.385 | 11.603 | 15.617 | 22.667 |
| Tradeport Drive/Conway Road | 6.308 | 10.526 | 14.540 | 21.591 |
| Semoran Boulevard/Airport | 4.807 | 9.026 | 13.040 | 20.090 |
| Goldenrod Road | 3.445 | 7.663 | 11.677 | 18.728 |
| Narcoossee Road | 2.090 | 6.308 | 10.322 | 17.373 |
| SR 417 (GreeneWay) | ----- | 4.218 | 8.232 | 15.283 |
| Innovation Way (1) | 4.218 | ----- | 4.014 | 11.065 |
| Dallas Boulevard | 8.232 | 4.014 | ----- | ----- |
| SR 520 | 15.283 | 11.065 | ----- | 4.938 |
| Brevard County Line | 20.221 | 16.003 | ----- | 4.938 |

Note:

1. ICP Boulevard exit removed and Replaced with Innovation Way exit (Opened March 2018).^r



SR 528 (Beachline Expressway) Distance Between Interchanges (Miles)

| Distance From | Distance To | | | | |
|-----------------------------------|---------------------|--------------------|----------------------|--------------------|--------------------|
| | International Drive | John Young Parkway | Orange Blossom Trail | Florida's Turnpike | Landstar Boulevard |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| International Drive | ----- | 4.240 | 5.604 | ----- | 7.948 |
| John Young Parkway | 4.240 | ----- | 1.364 | ----- | 3.707 |
| Orange Blossom Trail | 5.604 | 1.364 | ----- | 0.967 | 2.344 |
| Florida's Turnpike | ----- | ----- | ----- | ----- | 1.376 |
| Landstar Boulevard | 7.948 | 3.707 | 2.344 | 1.376 | ----- |
| South Access Road (Int'l Airport) | 11.475 | 7.234 | 5.871 | 4.903 | 3.527 |
| Boggy Creek Road | 11.475 | 7.234 | 5.871 | 4.903 | 3.527 |
| Lake Nona Boulevard | 13.566 | 9.326 | 7.962 | 6.995 | 5.619 |
| Narcoossee Road | 16.117 | 11.877 | 10.513 | 9.546 | 8.170 |
| Moss Park Road | 17.579 | 13.339 | 11.975 | 11.007 | 9.631 |
| Dowden Road | 18.503 | 14.262 | 12.899 | 11.931 | 10.555 |
| SR 528 (Beachline Expressway) | 20.131 | 15.891 | 14.527 | 13.560 | 12.184 |
| Lee Vista Boulevard | 22.033 | 17.793 | 16.429 | 15.462 | 14.086 |
| Curry Ford Road | 24.336 | 20.096 | 18.732 | 17.765 | 16.389 |
| SR 408 (East-West Expressway) | 27.064 | 22.824 | 21.460 | 20.492 | 19.116 |
| SR 50 (Colonial Drive) | 28.756 | 24.516 | 23.152 | 22.184 | 20.808 |
| University Boulevard | 31.024 | 26.784 | 25.420 | 24.452 | 23.076 |
| Aloma Avenue | 32.657 | 28.417 | 27.053 | 26.086 | 24.710 |

| Distance From | Distance To | | | | |
|-----------------------------------|------------------------|------------------|---------------------|------------------|------------------|
| | South Access (Airport) | Boggy Creek Road | Lake Nona Boulevard | Narcoossee Road | Moss Park Road |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| International Drive | 10.829 | 11.475 | 13.566 | 16.117 | 17.579 |
| John Young Parkway | 7.234 | 7.234 | 9.326 | 11.877 | 13.339 |
| Orange Blossom Trail | 5.871 | 5.871 | 7.962 | 10.513 | 11.975 |
| Florida's Turnpike | 4.903 | 4.903 | 6.995 | 9.546 | 11.007 |
| Landstar Boulevard | 3.527 | 3.527 | 5.619 | 8.170 | 9.631 |
| South Access Road (Int'l Airport) | ----- | ----- | 2.092 | 4.643 | 6.104 |
| Boggy Creek Road | ----- | ----- | 2.092 | 4.643 | 6.104 |
| Lake Nona Boulevard | 2.092 | 2.092 | ----- | 2.551 | 4.013 |
| Narcoossee Road | 4.643 | 4.643 | 2.551 | ----- | 1.462 |
| Moss Park Road | 6.104 | 6.104 | 4.013 | 1.462 | ----- |
| Dowden Road | 7.028 | 7.028 | 4.937 | 2.385 | 0.924 |
| SR 528 (Beachline Expressway) | 8.657 | 8.657 | 6.565 | 4.014 | 2.553 |
| Lee Vista Boulevard | 10.559 | 10.559 | 8.467 | 5.916 | 4.455 |
| Curry Ford Road | 12.862 | 12.862 | 10.770 | 8.219 | 6.758 |
| SR 408 (East-West Expressway) | 15.589 | 15.589 | 13.498 | 10.947 | 9.485 |
| SR 50 (Colonial Drive) | 17.281 | 17.281 | 15.190 | 12.639 | 11.177 |
| University Boulevard | 19.549 | 19.549 | 17.458 | 14.907 | 13.445 |
| Aloma Avenue | 21.183 | 21.183 | 19.091 | 16.540 | 15.078 |

SR 417 (Central Florida GreenWay) Distance Between Interchanges (Miles) - Continued

| Distance From | Distance To | | | |
|-----------------------------------|------------------|--------------------|---------------------|------------------|
| | Dowden Road | SR 528 (Beachline) | Lee Vista Boulevard | Curry Ford Road |
| | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| International Drive | 18.503 | 20.131 | 22.033 | 24.336 |
| John Young Parkway | 14.262 | 15.891 | 17.793 | 20.096 |
| Orange Blossom Trail | 12.899 | 14.527 | 16.429 | 18.732 |
| Florida's Turnpike | 11.931 | 13.560 | 15.462 | 17.765 |
| Landstar Boulevard | 10.555 | 12.184 | 14.086 | 16.389 |
| South Access Road (Int'l Airport) | 7.028 | 8.657 | 10.559 | 12.862 |
| Boggy Creek Road | 7.028 | 8.657 | 10.559 | 12.862 |
| Lake Nona Boulevard | 4.937 | 6.565 | 8.467 | 10.770 |
| Narcoossee Road | 2.385 | 4.014 | 5.916 | 8.219 |
| Moss Park Road | 0.924 | 2.553 | 4.455 | 6.758 |
| Dowden Road | ----- | 1.629 | 3.531 | 5.834 |
| SR 528 (Beachline Expressway) | 1.629 | ----- | 1.902 | 4.205 |
| Lee Vista Boulevard | 3.531 | 1.902 | ----- | 2.303 |
| Curry Ford Road | 5.834 | 4.205 | 2.303 | ----- |
| SR 408 (East-West Expressway) | 8.561 | 6.933 | 5.031 | 2.728 |
| SR 50 (Colonial Drive) | 10.253 | 8.625 | 6.723 | 4.420 |
| University Boulevard | 12.521 | 10.893 | 8.991 | 6.688 |
| Aloma Avenue | 14.155 | 12.526 | 10.624 | 8.321 |

SR 417 (Central Florida GreenWay) Distance Between Interchanges (Miles) - Continued

| Distance From | Distance To | | | |
|---------------------------------|--------------------|----------------------|----------------------|------------------|
| | SR 408 (East West) | SR 50 (Colonial Dr.) | University Boulevard | Aloma Avenue |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| International Drive | 27.064 | 28.756 | 31.024 | 32.657 |
| John Young Parkway | 22.824 | 24.516 | 26.784 | 28.417 |
| Orange Blossom Trail | 21.460 | 23.152 | 25.420 | 27.053 |
| Florida's Turnpike | 20.492 | 22.184 | 24.452 | 26.086 |
| Landstar Boulevard | 19.116 | 20.808 | 23.076 | 24.710 |
| South Access Rd (Int'l Airport) | 15.589 | 17.281 | 19.549 | 21.183 |
| Boggy Creek Road | 15.589 | 17.281 | 19.549 | 21.183 |
| Lake Nona Boulevard | 13.498 | 15.190 | 17.458 | 19.091 |
| Narcoossee Road | 10.947 | 12.639 | 14.907 | 16.540 |
| Moss Park Road | 9.485 | 11.177 | 13.445 | 15.078 |
| Dowden Road | 8.561 | 10.253 | 12.521 | 14.155 |
| SR 528 (Beachline Expressway) | 6.933 | 8.625 | 10.893 | 12.526 |
| Lee Vista Boulevard | 5.031 | 6.723 | 8.991 | 10.624 |
| Curry Ford Road | 2.728 | 4.420 | 6.688 | 8.321 |
| SR 408 (East-West Expressway) | ----- | 1.692 | 3.960 | 5.593 |
| SR 50 (Colonial Drive) | 1.692 | ----- | 2.268 | 3.901 |
| University Boulevard | 3.960 | 2.268 | ----- | 1.633 |
| Aloma Avenue | 5.593 | 3.901 | 1.633 | ----- |

SR 429 (Western Beltway) Distance Between Interchanges (Miles)

| Distance From | Distance To | | | | |
|--------------------------------------|------------------|------------------|------------------|------------------|--------------------|
| | Seidel Road | Schofield Road | New Independence | CR 535 | Florida's Turnpike |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| Seidel Road | ----- | 2.120 | 2.120 | 8.449 | 11.405 |
| Schofield Road | 2.120 | ----- | ----- | 6.329 | 9.285 |
| New Independence Parkway | 4.079 | 1.959 | 1.959 | 4.370 | 7.326 |
| CR 535 (Winter Garden Vineland Road) | 8.449 | 6.329 | 6.329 | ----- | 2.956 |
| Florida's Turnpike (SR 91) | 11.405 | 9.285 | 9.285 | 2.956 | ----- |
| SR 50 (West Colonial Drive) | 11.734 | 9.615 | 9.615 | 3.286 | ----- |
| Plant Street/Franklin Street/SR 438 | 13.171 | 11.052 | 11.052 | 4.723 | 1.767 |
| West Road | 15.683 | 13.563 | 13.563 | 7.234 | 4.278 |
| CR 437A (Ocoee Apopka Road) | 18.197 | 16.077 | 16.077 | 9.748 | 6.792 |
| SR 414 (Apopka Expressway) | 19.556 | 17.436 | 17.436 | 11.107 | 8.151 |
| SR 429 Connector Road | 22.980 | 20.861 | 20.861 | 14.532 | 11.576 |
| Kelly Park Road | 27.044 | 24.925 | 22.966 | 18.596 | 15.640 |
| SR 453 | 28.376 | 26.257 | 24.298 | 19.928 | 16.972 |
| SR 46 | 30.848 | 28.729 | 26.770 | 22.400 | 19.444 |

SR 429 (Western Beltway) Distance Between Interchanges (Miles)

| Distance From | Distance To | | | | |
|--------------------------------------|----------------------|--------------------|------------------|------------------|-----------------------|
| | SR 50 (Colonial Dr.) | Plant/Franklin St. | West Road | CR 437A | SR 414 (Apopka Expwy) |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| Seidel Road | 11.734 | 13.171 | 15.683 | 18.197 | 19.556 |
| Schofield Road | 9.615 | 11.052 | 13.563 | 16.077 | 17.436 |
| New Independence Parkway | 7.656 | 9.093 | 11.604 | 14.118 | 15.477 |
| CR 535 (Winter Garden Vineland Road) | 3.286 | 4.723 | 7.234 | 9.748 | 11.107 |
| Florida's Turnpike (SR 91) | ----- | 1.767 | 4.278 | 6.792 | 8.151 |
| SR 50 (West Colonial Drive) | ----- | 1.437 | 3.949 | 6.463 | 7.822 |
| Plant Street/Franklin Street/SR 438 | 1.437 | ----- | 2.512 | 5.026 | 6.385 |
| West Road | 3.949 | 2.512 | ----- | 2.514 | 3.873 |
| CR 437A (Ocoee Apopka Road) | 6.463 | 5.026 | 2.514 | ----- | 1.359 |
| SR 414 (Apopka Expressway) | 7.822 | 6.385 | 3.873 | 1.359 | ----- |
| SR 429 Connector Road | 11.246 | 9.809 | 7.298 | 4.784 | 3.424 |
| Kelly Park Road | 15.310 | 13.873 | 11.362 | 8.902 | 7.542 |
| SR 453 | 16.642 | 15.205 | 12.694 | 10.234 | 8.874 |
| SR 46 | 19.114 | 17.677 | 15.166 | 12.652 | 11.292 |

SR 429 (Wekiva Parkway) Distance Between Interchanges (Miles)

| Distance From | Distance To | | | |
|--------------------------------------|----------------------|------------------|------------------|------------------|
| | SR 429 Connector Rd. | Kelly Park Road | SR 453 | SR 46 |
| | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| Seidel Road | 22.980 | 27.098 | 28.430 | 30.848 |
| Schofield Road | 20.861 | 24.979 | 26.311 | 28.729 |
| New Independence Parkway | 18.902 | 23.020 | 24.352 | 26.770 |
| CR 535 (Winter Garden Vineland Road) | 14.532 | 18.650 | 19.982 | 22.400 |
| Florida's Turnpike (SR 91) | 11.576 | 15.694 | 17.026 | 19.444 |
| SR 50 (West Colonial Drive) | 11.246 | 15.364 | 16.696 | 19.114 |
| Plant Street/Franklin Street/SR 438 | 9.809 | 13.927 | 15.259 | 17.677 |
| West Road | 7.298 | 11.416 | 12.748 | 15.166 |
| CR 437A (Ocoee Apopka Road) | 4.784 | 8.902 | 10.234 | 12.652 |
| SR 414 (Apopka Expressway) | 3.424 | 7.542 | 8.874 | 11.292 |
| SR 429 Connector Road | ----- | 4.118 | 5.450 | 7.868 |
| Kelly Park Road | 4.118 | ----- | 1.332 | 3.750 |
| SR 453 | 5.450 | 1.332 | ----- | 2.418 |
| SR 46 | 7.868 | 3.750 | 2.418 | ----- |

SR 414 (Apopka Expressway) Distance Between Interchanges (Miles)

| Distance From | Distance To | | | |
|----------------------------|----------------------|------------------|------------------|------------------|
| | SR 429 Connector Rd. | SR 451 | Marden Road | Keene Road |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| SR 429 Connector Road | ----- | 4.221 | 4.519 | 6.636 |
| SR 451 (Western Beltway) | 4.221 | ----- | 0.298 | 2.415 |
| Marden Road | 4.519 | 0.298 | ----- | 2.117 |
| Keene Road | 6.636 | 2.415 | 2.117 | ----- |
| Hiawassee Road (CR 435) | 7.926 | 3.705 | 3.407 | 1.290 |
| OBT - US 441 (East) | 9.378 | 5.157 | 4.859 | 2.743 |
| Bear Lake Road/Rose Avenue | 10.070 | 5.849 | 5.551 | 3.435 |

| Distance From | Distance To | | |
|----------------------------|------------------|---------------------|---------------------|
| | Hiawassee Road | OBT - US 441 (East) | Bear Lake/Rose Ave. |
| Distance (miles) | Distance (miles) | Distance (miles) | Distance (miles) |
| SR 429 Connector Road | 7.926 | 9.378 | 10.070 |
| SR 451 (Western Beltway) | 3.705 | 5.157 | 5.849 |
| Marden Road | 3.407 | 4.859 | 5.551 |
| Keene Road | 1.290 | 2.743 | 3.435 |
| Hiawassee Road (CR 435) | ----- | 1.453 | 2.145 |
| OBT - US 441 (East) | 1.453 | ----- | 0.692 |
| Bear Lake Road/Rose Avenue | 2.145 | 0.692 | ----- |

SR 451 (Western Beltway Connector) Distance Between Interchanges (Miles)

| Distance From | Distance To | |
|----------------------------|---------------------|--------------------|
| | US 441/Vick Rd Ext. | SR 429 Interchange |
| Distance (miles) | Distance (miles) | Distance (miles) |
| US 441/Vick Road Extension | ----- | 1.670 |
| SR 429 Interchange | 1.670 | ----- |

SR 453 Distance Between Interchanges (Miles)

| Distance From | Distance To | |
|--------------------|--------------------|------------------|
| | SR 429 Interchange | SR 46 |
| | Distance (miles) | Distance (miles) |
| SR 429 Interchange | ----- | 1.983 |
| SR 46 | 1.983 | ----- |

SR 538 Distance Between Interchanges (Miles)

| Distance From | Distance To | | |
|--------------------------|-----------------------|------------------|------------------|
| | Osceola/Polk Co. Line | Marigold Avenue | Koa Street |
| | Distance (miles) | Distance (miles) | Distance (miles) |
| Osceola/Polk County Line | ----- | 3.979 | 6.426 |
| Marigold Avenue | 3.979 | ----- | 2.447 |
| Koa Street | 6.426 | 2.447 | ----- |
| Cypress Parkway | 7.194 | 3.215 | 0.768 |

Toll Rates Between Interchanges

2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only
SR 408 (East-West Expressway)

| From | Florida's Turnpike | | | | SR 50/ Clarke Road | | | | Good Homes Road | | | | Hiawassee Road | | | |
|--------------------------------------|--------------------|--------|--------------|--------|--------------------|--------------|--------|--------|-----------------|--------|--------|--------------|----------------|--------|--------------|--|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| Florida's Turnpike | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$0.28 | \$0.50 | \$0.56 | \$0.87 | \$1.00 | \$1.74 | \$1.74 | |
| SR 50/Clarke Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$0.28 | \$0.50 | \$0.56 | \$0.87 | \$1.00 | \$1.74 | \$1.74 | |
| Good Homes Road | \$0.28 | \$0.50 | \$0.56 | \$0.28 | \$0.50 | \$0.56 | \$0.56 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.87 | \$1.00 | \$1.74 | \$1.74 | |
| Hiawassee Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$1.16 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.58 | \$0.75 | \$1.16 | \$1.16 | |
| Kirkman Road | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$1.74 | \$2.50 | \$1.00 | \$1.74 | \$2.50 | \$1.00 | \$1.74 | \$2.50 | \$2.50 | |
| Pine Hills Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Old Winter Garden/Mercy-Ottman Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| John Young Parkway | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$4.04 | \$4.04 | \$2.50 | \$2.02 | \$2.50 | \$4.04 | \$1.73 | \$2.25 | \$3.46 | |
| Tampa Avenue | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$4.04 | \$4.04 | \$2.50 | \$2.02 | \$2.50 | \$4.04 | \$1.73 | \$2.25 | \$3.46 | |
| Orange Blossom Trail | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$4.04 | \$4.04 | \$2.50 | \$2.02 | \$2.50 | \$4.04 | \$1.73 | \$2.25 | \$3.46 | |
| Interstate 4 (I-4) | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$4.04 | \$4.04 | \$2.50 | \$2.02 | \$2.50 | \$4.04 | \$1.73 | \$2.25 | \$3.46 | |
| Orange Avenue | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$4.04 | \$4.04 | \$2.50 | \$2.02 | \$2.50 | \$4.04 | \$1.73 | \$2.25 | \$3.46 | |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Bumby Avenue | \$2.60 | \$3.25 | \$5.20 | \$2.60 | \$3.25 | \$5.20 | \$5.20 | \$5.20 | \$2.60 | \$3.25 | \$5.20 | \$5.20 | \$2.31 | \$3.00 | \$4.62 | |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Conway Road | \$2.89 | \$3.50 | \$5.78 | \$2.89 | \$3.50 | \$5.78 | \$5.78 | \$5.78 | \$2.89 | \$3.50 | \$5.78 | \$5.78 | \$2.60 | \$3.25 | \$5.20 | |
| Andes Avenue | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$6.34 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$6.34 | \$2.88 | \$3.75 | \$5.76 | |
| Semoran Boulevard (SR 436) | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$6.34 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$6.34 | \$2.88 | \$3.75 | \$5.76 | |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | |
| Goldenrod Road | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$6.34 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$6.34 | \$2.88 | \$3.75 | \$5.76 | |
| Chickasaw Trail | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$2.71 | \$2.75 | \$2.42 | |
| SR 417 (GreenWay) | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$6.34 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$6.34 | \$2.88 | \$3.75 | \$5.76 | |
| Dean Road | \$3.75 | \$4.75 | \$7.50 | \$3.75 | \$4.75 | \$7.50 | \$7.50 | \$7.50 | \$3.75 | \$4.75 | \$7.50 | \$7.50 | \$3.46 | \$4.50 | \$6.92 | |
| Rouse Road | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$8.08 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$8.08 | \$3.75 | \$4.75 | \$7.50 | |
| Alafaya Trail | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$8.08 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$8.08 | \$3.75 | \$4.75 | \$7.50 | |
| SR 50 (East Colonial Drive) | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$8.08 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$8.08 | \$3.75 | \$4.75 | \$7.50 | |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only
SR 408 (East-West Expressway)

| From | Kirkman Road | | | | Pine Hills Road | | | | Old Winter Garden/Mercy/Orrtman | | | | John Young Parkway | |
|---------------------------------------|--------------|--------|--------------|--------|-----------------|--------------|--------|--------|---------------------------------|--------|--------|--------------|--------------------|--------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH |
| Florida's Turnpike | \$0.87 | \$1.00 | \$1.74 | ----- | ----- | ----- | ----- | ----- | ----- | \$2.02 | \$2.50 | \$4.04 | \$2.50 | \$4.04 |
| SR 50/Clarke Road | \$0.87 | \$1.00 | \$1.74 | ----- | ----- | ----- | ----- | ----- | ----- | \$2.02 | \$2.50 | \$4.04 | \$2.50 | \$4.04 |
| Good Homes Road | \$0.87 | \$1.00 | \$1.74 | ----- | ----- | ----- | ----- | ----- | ----- | \$2.02 | \$2.50 | \$4.04 | \$2.50 | \$4.04 |
| Hiawassee Road | \$0.87 | \$1.00 | \$1.74 | ----- | ----- | ----- | ----- | ----- | ----- | \$2.02 | \$2.50 | \$4.04 | \$2.50 | \$4.04 |
| Kirkman Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Pine Hills Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Old Winter Garden/Mercy-Orrtman Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| John Young Parkway | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 |
| Tampa Avenue | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 |
| Orange Blossom Trail | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 |
| Interstate 4 (I-4) | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 |
| Orange Avenue | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$1.74 | \$2.00 | \$3.48 | \$1.74 | \$2.00 | \$3.48 | \$1.74 | \$2.00 |
| Andes Avenue | \$2.30 | \$3.00 | \$4.60 | \$2.30 | \$3.00 | \$4.60 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 |
| Semoran Boulevard (SR 436) | \$2.30 | \$3.00 | \$4.60 | \$2.30 | \$3.00 | \$4.60 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | \$2.30 | \$3.00 | \$4.60 | \$2.30 | \$3.00 | \$4.60 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 |
| Chickasaw Trail | \$2.13 | \$2.00 | \$1.26 | \$2.13 | \$2.00 | \$1.26 | \$1.85 | \$1.50 | \$0.70 | \$1.85 | \$1.50 | \$0.70 | \$1.85 | \$1.50 |
| SR 417 (GreenWay) | \$2.30 | \$3.00 | \$4.60 | \$2.30 | \$3.00 | \$4.60 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 |
| Dean Road | \$2.88 | \$3.75 | \$5.76 | \$2.88 | \$3.75 | \$5.76 | \$2.60 | \$3.25 | \$5.20 | \$2.60 | \$3.25 | \$5.20 | \$2.60 | \$3.25 |
| Rouse Road | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.34 | \$4.00 | \$6.34 | \$3.34 | \$4.00 | \$6.34 | \$3.34 | \$4.00 |
| Alafaya Trail | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.34 | \$4.00 | \$6.34 | \$3.34 | \$4.00 | \$6.34 | \$3.34 | \$4.00 |
| SR 50 (East Colonial Drive) | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.34 | \$4.00 | \$6.34 | \$3.34 | \$4.00 | \$6.34 | \$3.34 | \$4.00 |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 408 (East-West Expressway) - Continued

| From | Tampa Avenue | | | | Orange Blossom Trail | | | | Interstate 4 (I-4) | | | | Orange Avenue | | | |
|--------------------------------------|--------------|--------|--------------|--------|----------------------|--------------|--------|--------|--------------------|--------|--------|--------------|---------------|--------|--------------|--------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| Florida's Turnpike | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 |
| SR 50/Clarke Road | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 |
| Good Homes Road | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 |
| Hiawassee Road | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 |
| Kirkman Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 |
| Pine Hills Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 |
| Old Winter Garden/Mercy-Ottman Drive | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 |
| John Young Parkway | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 |
| Tampa Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Blossom Trail | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Interstate 4 (I-4) | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Andes Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Semoran Boulevard (SR 436) | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Chickasaw Trail | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 417 (Greeneway) | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Dean Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Rouse Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Alafaya Trail | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 50 (East Colonial Drive) | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

| From | Rosalind Avenue | | | | Mills Avenue | | | | Bumby Avenue | | | | Crystal Lake Drive | | | |
|--------------------------------------|-----------------|--------|--------------|--------|--------------|--------------|--------|--------|--------------|--------|-------|--------------|--------------------|-------|--------------|--------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| Florida's Turnpike | ----- | ----- | ----- | \$2.60 | \$3.25 | \$5.20 | \$2.60 | \$3.25 | \$5.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 50/Clarke Road | ----- | ----- | ----- | \$2.60 | \$3.25 | \$5.20 | \$2.60 | \$3.25 | \$5.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Good Homes Road | ----- | ----- | ----- | \$2.60 | \$3.25 | \$5.20 | \$2.60 | \$3.25 | \$5.20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Hiawassee Road | ----- | ----- | ----- | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Kirkman Road | ----- | ----- | ----- | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Pine Hills Road | ----- | ----- | ----- | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Old Winter Garden/Mercy-Ottman Drive | ----- | ----- | ----- | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| John Young Parkway | ----- | ----- | ----- | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Tampa Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Blossom Trail | ----- | ----- | ----- | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Interstate 4 (I-4) | ----- | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Rosalind Avenue | ----- | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | \$0.58 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | ----- | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$0.87 | \$1.00 |
| Andes Avenue | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.15 | \$1.50 |
| Semoran Boulevard (SR 436) | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.15 | \$1.50 |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.15 | \$1.50 |
| Chickasaw Trail | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.15 | \$1.50 |
| SR 417 (GreenWay) | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.15 | \$1.50 |
| Dean Road | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.73 | \$2.25 |
| Rouse Road | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$2.02 | \$2.50 |
| Alafaya Trail | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$2.02 | \$2.50 |
| SR 50 (East Colonial Drive) | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$2.02 | \$2.50 |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 408 (East-West Expressway) - Continued

| From | Conway Road | | | | Andes Avenue | | | | Semoran Boulevard | | | | Yucatan Drive | | | |
|--------------------------------------|-------------|--------|--------------|--------|--------------|--------------|--------|------|-------------------|--------|------|--------------|---------------|------|--------------|-----|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| Florida's Turnpike | \$2.89 | \$3.50 | \$5.78 | \$4.04 | \$5.00 | \$8.08 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SR 50/Clarke Road | \$2.89 | \$3.50 | \$5.78 | \$4.04 | \$5.00 | \$8.08 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Good Homes Road | \$2.89 | \$3.50 | \$5.78 | \$4.04 | \$5.00 | \$8.08 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Hiawassee Road | \$2.89 | \$3.50 | \$5.78 | \$4.04 | \$5.00 | \$8.08 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Kirkman Road | \$2.02 | \$2.50 | \$4.04 | \$3.17 | \$4.00 | \$6.34 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Pine Hills Road | \$2.02 | \$2.50 | \$4.04 | \$3.17 | \$4.00 | \$6.34 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Old Winter Garden/Mercy-Ottman Drive | \$1.74 | \$2.00 | \$3.48 | \$2.89 | \$3.50 | \$5.78 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| John Young Parkway | \$1.74 | \$2.00 | \$3.48 | \$2.89 | \$3.50 | \$5.78 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Tampa Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Orange Blossom Trail | \$1.45 | \$1.75 | \$2.90 | \$2.60 | \$3.25 | \$5.20 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Interstate 4 (I-4) | \$0.87 | \$1.00 | \$1.74 | \$2.02 | \$2.50 | \$4.04 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Orange Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Rosalind Avenue | \$0.87 | \$1.00 | \$1.74 | \$2.02 | \$2.50 | \$4.04 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Mills Avenue | \$0.87 | \$1.00 | \$1.74 | \$2.02 | \$2.50 | \$4.04 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Bumby Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Crystal Lake Drive | \$0.87 | \$1.00 | \$1.74 | \$1.15 | \$1.50 | \$2.30 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Conway Road | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Andes Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Semoran Boulevard (SR 436) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Yucatan Drive | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Goldenrod Road | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Chickasaw Trail | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SR 417 (Greeneway) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Dean Road | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Rouse Road | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Alafaya Trail | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| SR 50 (East Colonial Drive) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |

| From | Goldenrod Road | | | | Chickasaw Trail | | | | SR 417 (GreeneWay) | | | | Dean Road | | | |
|--------------------------------------|----------------|--------|--------------|--------|-----------------|--------------|--------|--------|--------------------|--------|--------|--------------|-----------|--------|--------------|--|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| Florida's Turnpike | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.77 | \$7.25 | \$11.54 | |
| SR 50/Clarke Road | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.77 | \$7.25 | \$11.54 | |
| Good Homes Road | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.77 | \$7.25 | \$11.54 | |
| Hiawassee Road | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.77 | \$7.25 | \$11.54 | |
| Kirkman Road | \$4.32 | \$5.50 | \$8.64 | \$4.32 | \$5.50 | \$8.64 | \$4.32 | \$5.50 | \$8.64 | \$4.32 | \$5.50 | \$8.64 | \$4.90 | \$6.25 | \$9.80 | |
| Pine Hills Road | \$4.32 | \$5.50 | \$8.64 | \$4.32 | \$5.50 | \$8.64 | \$4.32 | \$5.50 | \$8.64 | \$4.32 | \$5.50 | \$8.64 | \$4.90 | \$6.25 | \$9.80 | |
| Old Winter Garden/Mercy-Ottman Drive | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.62 | \$5.75 | \$9.24 | |
| John Young Parkway | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.62 | \$5.75 | \$9.24 | |
| Tampa Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Orange Blossom Trail | \$3.75 | \$4.75 | \$7.50 | \$3.75 | \$4.75 | \$7.50 | \$3.75 | \$4.75 | \$7.50 | \$3.75 | \$4.75 | \$7.50 | \$4.33 | \$5.50 | \$8.66 | |
| Interstate 4 (I-4) | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.75 | \$4.75 | \$7.50 | |
| Orange Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Rosalind Avenue | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.75 | \$4.75 | \$7.50 | |
| Mills Avenue | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.75 | \$4.75 | \$7.50 | |
| Bumby Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Crystal Lake Drive | \$2.30 | \$3.00 | \$4.60 | \$2.30 | \$3.00 | \$4.60 | \$2.30 | \$3.00 | \$4.60 | \$2.30 | \$3.00 | \$4.60 | \$2.88 | \$3.75 | \$5.76 | |
| Conway Road | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Andes Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Semoran Boulevard (SR 436) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Yucatan Drive | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$1.45 | \$1.75 | \$2.90 | |
| Goldenrod Road | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Chickasaw Trail | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| SR 417 (GreeneWay) | \$0.00 | \$0.00 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Dean Road | \$1.45 | \$1.75 | \$2.90 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Rouse Road | \$1.74 | \$2.00 | \$3.48 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| Alafaya Trail | \$1.74 | \$2.00 | \$3.48 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |
| SR 50 (East Colonial Drive) | \$1.74 | \$2.00 | \$3.48 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 408 (East-West Expressway) - Continued

| From | Rouse Road | | | | Alafaya Trail | | | | SR 40 (Colonial Drive) | | |
|--------------------------------------|------------|--------|--------------|--------|---------------|--------------|--------|--------|------------------------|--------|--------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH |
| Florida's Turnpike | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 |
| SR 50/Clarke Road | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 |
| Good Homes Road | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 |
| Hiawassee Road | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 | \$12.12 | \$6.06 | \$7.50 |
| Kirkman Road | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 |
| Pine Hills Road | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 | \$10.38 | \$5.19 | \$6.50 |
| Old Winter Garden/Mercy-Ortman Drive | \$4.91 | \$6.00 | \$9.82 | \$4.91 | \$6.00 | \$9.82 | \$4.91 | \$6.00 | \$9.82 | \$4.91 | \$6.00 |
| John Young Parkway | \$4.91 | \$6.00 | \$9.82 | \$4.91 | \$6.00 | \$9.82 | \$4.91 | \$6.00 | \$9.82 | \$4.91 | \$6.00 |
| Tampa Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Blossom Trail | \$4.62 | \$5.75 | \$9.24 | \$4.62 | \$5.75 | \$9.24 | \$4.62 | \$5.75 | \$9.24 | \$4.62 | \$5.75 |
| Interstate 4 (I-4) | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 |
| Orange Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Rosalind Avenue | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 |
| Mills Avenue | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 | \$8.08 | \$4.04 | \$5.00 |
| Bumby Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 | \$6.34 | \$3.17 | \$4.00 |
| Conway Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Andes Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Semoran Boulevard (SR 436) | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Yucatan Drive | \$1.74 | \$2.00 | \$3.48 | \$1.74 | \$2.00 | \$3.48 | \$1.74 | \$2.00 | \$3.48 | \$1.74 | \$2.00 |
| Goldenrod Road | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 |
| Chickasaw Trail | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 417 (Greeneway) | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 |
| Dean Road | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 |
| Rouse Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Alafaya Trail | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 |
| SR 50 (East Colonial Drive) | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 |

| From | Boggy Creek Road | | | | Tradeport/Conway | | | | Semoran Boulevard/Airport | | |
|-----------------------------|------------------|--------|--------------|--------|------------------|--------------|--------|--------|---------------------------|--------|--------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | | |
| US 441/Florida's Turnpike | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Boggy Creek Road | ----- | ----- | ----- | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Tradeport Drive/Conway Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Semoran Boulevard/Airport | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Goldenrod Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$0.00 | \$0.00 |
| Narcoossee Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$0.00 | \$0.00 |
| SR 417 (GreeneWay) | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$0.00 | \$0.00 |
| Innovation Way | \$2.07 | \$2.75 | \$4.14 | \$2.07 | \$2.75 | \$4.14 | \$2.07 | \$2.75 | \$4.14 | \$0.92 | \$1.25 |
| Dallas Boulevard | \$2.60 | \$3.50 | \$5.20 | \$2.60 | \$3.50 | \$5.20 | \$2.60 | \$3.50 | \$5.20 | \$1.45 | \$2.00 |
| SR 520 | \$2.60 | \$3.50 | \$5.20 | \$2.60 | \$3.50 | \$5.20 | \$2.60 | \$3.50 | \$5.20 | \$1.45 | \$2.00 |
| Brevard County Line | \$2.60 | \$3.50 | \$5.20 | \$2.60 | \$3.50 | \$5.20 | \$2.60 | \$3.50 | \$5.20 | \$1.45 | \$2.00 |

| From | Goldenrod Road | | | | Narcoossee Road | | | | SR 417 (GreeneWay) | | |
|-----------------------------|----------------|--------|--------------|--------|-----------------|--------------|--------|--------|--------------------|--------|--------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | | |
| US 441/Florida's Turnpike | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Boggy Creek Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Tradeport Drive/Conway Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.50 | \$2.30 |
| Semoran Boulevard/Airport | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Goldenrod Road | ----- | ----- | ----- | \$0.00 | \$0.00 | ----- | \$0.00 | \$0.00 | ----- | \$0.00 | \$0.00 |
| Narcoossee Road | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| SR 417 (GreeneWay) | \$0.92 | \$1.25 | \$1.84 | \$0.92 | \$1.25 | \$1.84 | \$0.92 | \$1.25 | \$1.84 | \$0.92 | \$1.25 |
| Innovation Way | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 |
| Dallas Boulevard | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 |
| SR 520 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 |
| Brevard County Line | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 528 (Beachline Expressway) - Continued

| From | To | | | | | | | |
|-----------------------------|----------------|--------|------------------|--------|--------|--------|---------------------|--------|
| | Innovation Way | | Dallas Boulevard | | SR 520 | | Brevard County Line | |
| | E-PASS | CASH | E-PASS | CASH | E-PASS | CASH | E-PASS | CASH |
| US 441/Florida's Turnpike | \$2.07 | \$2.75 | \$4.14 | \$2.60 | \$3.50 | \$5.20 | \$2.60 | \$3.50 |
| Boggy Creek Road | \$2.07 | \$2.75 | \$4.14 | \$2.60 | \$3.50 | \$5.20 | \$3.13 | \$4.25 |
| Tradeport Drive/Conway Road | \$2.07 | \$2.75 | \$4.14 | \$2.60 | \$3.50 | \$5.20 | \$2.60 | \$3.50 |
| Semoran Boulevard/Airport | \$0.92 | \$1.25 | \$1.84 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 |
| Goldenrod Road | \$0.92 | \$1.25 | \$1.84 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 |
| Narcoossee Road | \$0.92 | \$1.25 | \$1.84 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 |
| SR 417 (GreenWay) | \$0.92 | \$1.25 | \$1.84 | \$1.45 | \$2.00 | \$2.90 | \$1.45 | \$2.00 |
| Innovation Way | --- | --- | --- | \$0.53 | \$0.75 | \$1.06 | \$0.53 | \$0.75 |
| Dallas Boulevard | \$0.53 | \$0.75 | \$1.06 | --- | --- | --- | --- | --- |
| SR 520 | \$0.53 | \$0.75 | \$1.06 | --- | --- | --- | \$0.26 | \$0.50 |
| Brevard County Line | \$0.53 | \$0.75 | \$1.06 | --- | --- | \$0.26 | \$0.50 | --- |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 417 (Central Florida GreeneWay)

| From | International Drive | | | | John Young Parkway | | | | Orange Blossom Trail | | | | Florida's Turnpike | | | |
|---|---------------------|--------|--------------|--------|--------------------|--------------|--------|--------|----------------------|--------|--------|--------------|--------------------|--------|--------------|--|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| International Drive | ----- | ----- | ----- | \$1.45 | \$1.75 | \$2.90 | ----- | \$1.45 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | |
| John Young Parkway | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | ----- | \$1.00 | \$1.74 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.00 | \$1.74 | |
| Orange Blossom Trail | \$1.45 | \$1.75 | \$2.90 | \$0.87 | \$1.00 | \$1.74 | ----- | \$0.87 | ----- | ----- | ----- | \$0.87 | \$1.00 | \$1.00 | \$1.74 | |
| Florida's Turnpike | ----- | ----- | ----- | \$1.95 | \$2.25 | \$3.90 | \$1.37 | \$1.50 | \$2.74 | \$1.08 | \$1.25 | \$2.16 | \$0.50 | \$0.50 | \$1.00 | |
| Landstar Boulevard | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | ----- | ----- | ----- | |
| South Access Road (International Airport) | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.90 | |
| Boggy Creek Road | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.90 | |
| Lake Nona Boulevard | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.90 | |
| Narcossee Road | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.90 | |
| Moss Park Road | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.90 | |
| Innovation Way | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.90 | |
| SR 528 (Beachline Expressway) | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.90 | |
| Lee Vista Boulevard | \$3.77 | \$4.50 | \$7.54 | \$3.19 | \$3.75 | \$6.38 | \$6.38 | \$2.90 | \$3.50 | \$5.80 | \$2.32 | \$2.75 | \$4.64 | \$4.64 | \$4.64 | |
| Curry Ford Road | \$3.48 | \$4.25 | \$6.96 | \$2.90 | \$3.50 | \$5.80 | \$2.61 | \$3.25 | \$5.22 | \$2.03 | \$2.50 | \$4.06 | \$4.06 | \$4.06 | \$4.06 | |
| SR 408 (East-West Expressway) | \$3.48 | \$4.25 | \$6.96 | \$2.90 | \$3.50 | \$5.80 | \$2.61 | \$3.25 | \$5.22 | \$2.03 | \$2.50 | \$4.06 | \$4.06 | \$4.06 | \$4.06 | |
| SR 50 (Colonial Drive) | \$4.06 | \$5.00 | \$8.12 | \$3.48 | \$4.25 | \$6.96 | \$3.19 | \$4.00 | \$6.38 | \$2.61 | \$3.25 | \$5.22 | \$5.22 | \$5.22 | \$5.22 | |
| University Boulevard | \$4.35 | \$5.25 | \$8.70 | \$3.77 | \$4.50 | \$7.54 | \$3.48 | \$4.25 | \$6.96 | \$2.90 | \$3.50 | \$5.80 | \$5.80 | \$5.80 | \$5.80 | |
| Aloma Avenue | \$4.60 | \$5.50 | \$8.95 | \$4.02 | \$4.75 | \$7.79 | \$3.73 | \$4.50 | \$7.21 | \$3.15 | \$3.75 | \$6.05 | \$6.05 | \$6.05 | \$6.05 | |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 417 (Central Florida GreenWay) - Continued

(Effective July 1, 2020)

| From | Landstar Boulevard | | | | South Access Road (Int'l Airport) | | | | Boggy Creek Road | | | | Lake Nona Boulevard | | | |
|---|--------------------|--------|--------------|--------|-----------------------------------|--------------|--------|--------|------------------|--------|--------|--------------|---------------------|--------|--------------|--------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| International Drive | \$1.95 | \$2.25 | \$3.90 | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | |
| John Young Parkway | \$1.37 | \$1.50 | \$2.74 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | |
| Orange Blossom Trail | \$1.37 | \$1.50 | \$2.74 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | |
| Florida's Turnpike | \$0.50 | \$0.50 | \$1.00 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | |
| Landstar Boulevard | --- | --- | --- | \$1.45 | \$1.45 | \$1.75 | \$1.45 | \$1.75 | \$1.45 | \$1.45 | \$1.75 | \$1.45 | \$1.45 | \$1.75 | \$2.90 | |
| South Access Road (International Airport) | \$1.45 | \$1.75 | \$2.90 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Boggy Creek Road | \$1.45 | \$1.75 | \$2.90 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Lake Nona Boulevard | \$1.45 | \$1.75 | \$2.90 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$2.30 |
| Narcossee Road | \$1.45 | \$1.75 | \$2.90 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$2.30 |
| Moss Park Road | \$1.45 | \$1.75 | \$2.90 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$2.30 |
| Innovation Way | \$1.45 | \$1.75 | \$2.90 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$2.30 |
| SR 528 (Beachline Expressway) | \$1.45 | \$1.75 | \$2.90 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$2.30 |
| Lee Vista Boulevard | \$2.32 | \$2.75 | \$4.64 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$2.02 | \$2.50 | \$4.04 | \$3.48 |
| Curry Ford Road | \$2.03 | \$2.50 | \$4.06 | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$2.90 |
| SR 408 (East-West Expressway) | \$2.03 | \$2.50 | \$4.06 | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$2.90 |
| SR 50 (Colonial Drive) | \$2.61 | \$3.25 | \$5.22 | \$2.31 | \$3.00 | \$4.62 | \$2.31 | \$3.00 | \$4.62 | \$2.31 | \$3.00 | \$4.62 | \$2.03 | \$2.50 | \$4.06 | \$4.06 |
| University Boulevard | \$2.90 | \$3.50 | \$5.80 | \$2.60 | \$3.25 | \$5.20 | \$2.60 | \$3.25 | \$5.20 | \$2.60 | \$3.25 | \$5.20 | \$2.32 | \$2.75 | \$4.64 | \$4.64 |
| Aloma Avenue | \$3.15 | \$3.75 | \$6.05 | \$2.85 | \$3.50 | \$5.45 | \$2.85 | \$3.50 | \$5.45 | \$2.85 | \$3.50 | \$5.45 | \$2.57 | \$3.00 | \$4.89 | \$4.89 |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 417 (Central Florida GreenWay) - Continued

(Effective July 1, 2020)

| From | Narcoossee Road | | | | Moss Park Road | | | | Innovation Way | | | | SR 528 (Beachline) | | | |
|---|-----------------|--------|--------------|--------|----------------|--------------|--------|--------|----------------|--------|--------|--------------|--------------------|--------|--------------|--|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| International Drive | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | |
| John Young Parkway | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | |
| Orange Blossom Trail | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | \$2.32 | \$2.75 | \$4.64 | |
| Florida's Turnpike | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | |
| Landstar Boulevard | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | |
| South Access Road (International Airport) | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | |
| Boggy Creek Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | \$1.15 | \$1.50 | \$2.30 | |
| Lake Nona Boulevard | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | |
| Narcoossee Road | ----- | ----- | ----- | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | |
| Moss Park Road | \$0.87 | \$1.00 | \$1.74 | ----- | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | |
| Innovation Way | \$0.87 | \$1.00 | \$1.74 | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | |
| SR 528 (Beachline Expressway) | \$0.87 | \$1.00 | \$1.74 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | |
| Lee Vista Boulevard | \$1.74 | \$2.00 | \$3.48 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$0.87 | \$1.00 | \$1.74 | |
| Curry Ford Road | \$1.45 | \$1.75 | \$2.90 | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | \$0.58 | \$0.75 | \$1.16 | |
| SR 408 (East-West Expressway) | \$1.45 | \$1.75 | \$2.90 | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | \$0.58 | \$0.75 | \$1.16 | |
| SR 50 (Colonial Drive) | \$2.03 | \$2.50 | \$4.06 | \$1.74 | \$2.25 | \$3.48 | \$1.74 | \$2.25 | \$3.48 | \$1.74 | \$2.25 | \$3.48 | \$1.16 | \$1.50 | \$2.32 | |
| University Boulevard | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$2.03 | \$2.50 | \$4.06 | \$2.03 | \$2.50 | \$4.06 | \$1.45 | \$1.75 | \$2.90 | |
| Aloma Avenue | \$2.57 | \$3.00 | \$4.89 | \$2.28 | \$2.75 | \$4.31 | \$2.28 | \$2.75 | \$4.31 | \$2.28 | \$2.75 | \$4.31 | \$1.70 | \$2.00 | \$3.15 | |

SECTION V
734

(Effective July 1, 2020)

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only
SR 417 (Central Florida GreenWay) - Continued

| From | Lee Vista Boulevard | | | | Curry Ford Road | | | | SR 408 (East West) | | | | SR 50 (Colonial Drive) | | | |
|---|---------------------|--------|--------------|--------|-----------------|--------------|--------|--------|--------------------|--------|--------|--------------|------------------------|--------|--------------|--|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| International Drive | \$3.77 | \$4.50 | \$7.54 | \$3.48 | \$4.25 | \$6.96 | \$3.48 | \$4.25 | \$6.96 | \$4.06 | \$5.00 | \$4.06 | \$5.00 | \$8.12 | | |
| John Young Parkway | \$3.19 | \$3.75 | \$6.38 | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | \$3.48 | \$4.25 | \$3.48 | \$4.25 | \$6.96 | | |
| Orange Blossom Trail | \$3.19 | \$3.75 | \$6.38 | \$2.90 | \$3.50 | \$5.80 | \$2.90 | \$3.50 | \$5.80 | \$3.48 | \$4.25 | \$3.48 | \$4.25 | \$6.96 | | |
| Florida's Turnpike | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$2.03 | \$2.50 | \$4.06 | \$2.61 | \$3.25 | \$2.61 | \$3.25 | \$5.22 | | |
| Landstar Boulevard | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 | \$2.03 | \$2.50 | \$4.06 | \$2.61 | \$3.25 | \$2.61 | \$3.25 | \$5.22 | | |
| South Access Road (International Airport) | \$2.02 | \$2.50 | \$4.04 | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$2.31 | \$3.00 | \$2.31 | \$3.00 | \$4.62 | | |
| Boggy Creek Road | \$2.02 | \$2.50 | \$4.04 | \$1.73 | \$2.25 | \$3.46 | \$1.73 | \$2.25 | \$3.46 | \$2.31 | \$3.00 | \$2.31 | \$3.00 | \$4.62 | | |
| Lake Nona Boulevard | \$1.74 | \$2.00 | \$3.48 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.03 | \$2.90 | \$2.03 | \$2.50 | \$4.06 | |
| Narcossee Road | \$1.74 | \$2.00 | \$3.48 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$2.03 | \$2.90 | \$2.03 | \$2.50 | \$4.06 | |
| Moss Park Road | \$1.45 | \$1.75 | \$2.90 | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | \$2.32 | \$1.74 | \$2.32 | \$1.74 | \$2.25 | \$3.48 | |
| Innovation Way | \$1.45 | \$1.75 | \$2.90 | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | \$2.32 | \$1.74 | \$2.32 | \$1.74 | \$2.25 | \$3.48 | |
| SR 528 (Beachline Expressway) | \$0.87 | \$1.00 | \$1.74 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.75 | \$1.16 | \$0.75 | \$1.16 | \$1.50 | \$2.32 | |
| Lee Vista Boulevard | --- | --- | --- | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.75 | \$1.16 | \$0.75 | \$1.16 | \$1.50 | \$2.32 | |
| Curry Ford Road | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | \$1.50 | \$2.32 | |
| SR 408 (East-West Expressway) | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | | |
| SR 50 (Colonial Drive) | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | \$1.16 | \$1.50 | \$2.32 | \$2.32 | ----- | \$2.32 | ----- | ----- | ----- | |
| University Boulevard | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$2.90 | \$1.45 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | |
| Aloma Avenue | \$1.70 | \$2.00 | \$3.15 | \$1.70 | \$2.00 | \$3.15 | \$1.70 | \$2.00 | \$3.15 | \$2.00 | \$3.15 | \$1.70 | \$2.00 | \$3.15 | \$2.00 | |

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 417 (Central Florida GreenWay) - Continued

| From | University Boulevard | | | Aloma Avenue | | |
|---|----------------------|--------|--------------|--------------|--------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| International Drive | \$4.35 | \$5.25 | \$8.70 | \$4.06 | \$5.00 | \$8.12 |
| John Young Parkway | \$3.77 | \$4.50 | \$7.54 | \$3.48 | \$4.25 | \$6.96 |
| Orange Blossom Trail | \$3.77 | \$4.50 | \$7.54 | \$3.48 | \$4.25 | \$6.96 |
| Florida's Turnpike | \$2.90 | \$3.50 | \$5.80 | \$2.61 | \$3.25 | \$5.22 |
| Landstar Boulevard | \$2.90 | \$3.50 | \$5.80 | \$2.61 | \$3.25 | \$5.22 |
| South Access Road (International Airport) | \$2.60 | \$3.25 | \$5.20 | \$2.31 | \$3.00 | \$4.62 |
| Boggy Creek Road | \$2.60 | \$3.25 | \$5.20 | \$2.31 | \$3.00 | \$4.62 |
| Lake Nona Boulevard | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 |
| Narcoossee Road | \$2.32 | \$2.75 | \$4.64 | \$2.03 | \$2.50 | \$4.06 |
| Moss Park Road | \$2.03 | \$2.50 | \$4.06 | \$1.74 | \$2.25 | \$3.48 |
| Innovation Way | \$2.03 | \$2.50 | \$4.06 | \$1.74 | \$2.25 | \$3.48 |
| SR 528 (Beachline Expressway) | \$1.45 | \$1.75 | \$2.90 | \$1.16 | \$1.50 | \$2.32 |
| Lee Vista Boulevard | \$1.45 | \$1.75 | \$2.90 | \$1.16 | \$1.50 | \$2.32 |
| Curry Ford Road | \$1.45 | \$1.75 | \$2.90 | \$1.16 | \$1.50 | \$2.32 |
| SR 408 (East-West Expressway) | \$0.87 | \$1.00 | \$1.74 | \$0.58 | \$0.75 | \$1.16 |
| SR 50 (Colonial Drive) | \$0.87 | \$1.00 | \$1.74 | \$0.58 | \$0.75 | \$1.16 |
| University Boulevard | ----- | ----- | ----- | \$0.58 | \$0.75 | \$1.16 |
| Aloma Avenue | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | ----- |

SECTION V
376

(Effective July 1, 2020)

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only
SR 429 (Daniel Webster Western Beltway)

| From | To | | | | | | | | CR 535 | | |
|--------------------------------------|-------------|-------|----------------|-------|--------------------------|-------|--------|--------|--------|--------|--------------|
| | Seidel Road | | Schofield Road | | New Independence Parkway | | E-PASS | | CASH | | E-PASS |
| | E-PASS | CASH | E-PASS | CASH | E-PASS | CASH | E-PASS | CASH | E-PASS | CASH | Pay-By-Plate |
| Seidel Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Schofield Road | ----- | ----- | ----- | ----- | ----- | ----- | \$0.87 | \$1.00 | \$1.74 | \$1.45 | \$1.75 |
| New Independence Parkway | ----- | ----- | ----- | ----- | ----- | ----- | \$1.45 | \$1.75 | \$1.45 | \$0.75 | \$1.16 |
| CR 535 (Winter Garden Vineland Road) | ----- | ----- | ----- | ----- | ----- | ----- | \$1.45 | \$2.90 | \$1.45 | \$2.90 | ----- |
| Florida's Turnpike (SR 91) | ----- | ----- | ----- | ----- | ----- | ----- | \$1.45 | \$1.75 | \$1.75 | \$2.90 | \$0.58 |
| SR 50 (West Colonial Drive) | ----- | ----- | ----- | ----- | ----- | ----- | \$1.45 | \$2.90 | \$1.45 | \$2.90 | \$0.58 |
| Plant Street/Franklin Street/SR 438 | ----- | ----- | ----- | ----- | ----- | ----- | \$1.75 | \$2.25 | \$1.75 | \$2.25 | \$3.50 |
| West Road | ----- | ----- | ----- | ----- | ----- | ----- | \$2.32 | \$2.75 | \$2.32 | \$2.75 | \$4.64 |
| CR 437A (Ocoee Apopka Road) | ----- | ----- | ----- | ----- | ----- | ----- | \$2.90 | \$3.50 | \$2.90 | \$3.50 | \$5.80 |
| SR 414 (Apopka Expressway) | ----- | ----- | ----- | ----- | ----- | ----- | \$2.90 | \$3.50 | \$2.90 | \$3.50 | \$5.80 |
| SR 429 Connector Road | ----- | ----- | ----- | ----- | ----- | ----- | \$2.90 | \$3.50 | \$2.90 | \$3.50 | \$5.80 |
| Kelly Park Road | ----- | ----- | ----- | ----- | ----- | ----- | \$3.73 | \$5.16 | \$7.46 | \$3.73 | \$5.16 |
| SR 453 | ----- | ----- | ----- | ----- | ----- | ----- | \$3.73 | \$5.16 | \$7.46 | \$3.73 | \$5.16 |
| SR 46 | ----- | ----- | ----- | ----- | ----- | ----- | \$4.51 | \$6.72 | \$9.02 | \$4.51 | \$6.72 |
| | | | | | | | | | \$9.02 | \$3.64 | \$5.72 |
| | | | | | | | | | | | \$7.28 |

- Notes:
1. For cash traffic passing through Ponkan and Mount Plymouth Mainline Gantry it is assumed Pay-By-Plate is used.

SECTION V
377

(Effective July 1, 2020)

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 429 (Daniel Webster Western Beltway)

| From | To | | | | | | West Road | | | | |
|--------------------------------------|--------------------|--------------|--------|------------------------|--------------|--------|-----------------------|--------|--------|--------|--------------|
| | Florida's Turnpike | | | SR 50 (Colonial Drive) | | | Plant/Franklin Street | | E-PASS | CASH | Pay-By-Plate |
| E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | E-PASS | CASH | E-PASS | Pay-By-Plate |
| Seidel Road | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.75 | \$2.25 | \$3.50 | \$2.32 | \$2.75 |
| Schofield Road | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.75 | \$2.25 | \$3.50 | \$2.32 | \$2.75 |
| New Independence Parkway | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.88 | \$1.25 | \$1.76 | \$1.45 | \$1.75 |
| CR 535 (Winter Garden Vineland Road) | ----- | ----- | ----- | ----- | ----- | ----- | \$0.30 | \$0.50 | \$0.60 | \$0.87 | \$1.00 |
| Florida's Turnpike (SR 91) | ----- | ----- | ----- | ----- | ----- | ----- | \$0.30 | \$0.50 | \$0.60 | \$0.87 | \$1.00 |
| SR 50 (West Colonial Drive) | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$1.74 |
| Plant Street/Franklin Street/SR 438 | \$0.30 | \$0.50 | \$0.60 | \$0.30 | \$0.50 | \$0.60 | ----- | ----- | ----- | \$0.87 | \$1.00 |
| West Road | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | \$0.87 | \$1.00 | \$1.74 | ----- | ----- |
| CR 437A (Ocoee Apopka Road) | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 |
| SR 414 (Apopka Expressway) | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 |
| SR 429 Connector Road | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 | \$2.90 | \$1.45 | \$1.75 |
| Kelly Park Road | \$2.28 | \$3.41 | \$4.56 | \$2.28 | \$3.41 | \$4.56 | \$2.28 | \$3.41 | \$4.56 | \$2.28 | \$3.41 |
| SR 453 | \$2.28 | \$3.41 | \$4.56 | \$2.28 | \$3.41 | \$4.56 | \$2.28 | \$3.41 | \$4.56 | \$2.28 | \$3.41 |
| SR 46 | \$3.06 | \$4.97 | \$6.12 | \$3.06 | \$4.97 | \$6.12 | \$3.06 | \$4.97 | \$6.12 | \$3.06 | \$4.97 |
| | | | | | | | | | | | \$6.12 |

Notes:

1. For cash traffic passing through Ponkan and Mount Plymouth Mainline Gantry it is assumed Pay-By-Plate is used



Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

| From | To | | | | | | | | |
|--------------------------------------|---------|--------|---------------------------|--------|-----------------------|--------------|--------|--------|--------------|
| | CR 437A | | SR 414 (Apopka Expressway | | SR 429 Connector Road | | | | |
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| Seidel Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Schofield Road | \$2.89 | \$3.25 | \$5.78 | \$2.89 | \$3.25 | \$5.78 | \$2.89 | \$3.25 | \$5.78 |
| New Independence Parkway | \$2.89 | \$3.25 | \$5.78 | \$2.89 | \$3.25 | \$5.78 | \$2.89 | \$3.25 | \$5.78 |
| CR 535 (Winter Garden Vineland Road) | \$2.02 | \$2.25 | \$4.04 | \$2.02 | \$2.25 | \$4.04 | \$2.02 | \$2.25 | \$4.04 |
| Florida's Turnpike (SR 91) | \$1.44 | \$1.50 | \$2.88 | \$1.44 | \$1.50 | \$2.88 | \$1.44 | \$1.50 | \$2.88 |
| SR 50 (West Colonial Drive) | \$1.44 | \$1.50 | \$2.88 | \$1.44 | \$1.50 | \$2.88 | \$1.44 | \$1.50 | \$2.88 |
| Plant Street/Franklin Street/SR 438 | \$1.44 | \$1.50 | \$2.88 | \$1.44 | \$1.50 | \$2.88 | \$1.44 | \$1.50 | \$2.88 |
| West Road | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| CR 437A (Ocoee Apopka Road) | ----- | ----- | ----- | \$0.58 | \$0.75 | \$1.16 | \$0.58 | \$0.75 | \$1.16 |
| SR 414 (Apopka Expressway) | \$0.58 | \$0.75 | \$1.16 | ----- | ----- | ----- | \$0.00 | \$0.00 | \$0.00 |
| SR 429 Connector Road | \$0.58 | \$0.75 | \$1.16 | \$0.00 | \$0.00 | \$0.00 | ----- | ----- | ----- |
| Kelly Park Road | \$1.41 | \$2.41 | \$2.82 | \$1.41 | \$2.41 | \$2.82 | \$1.41 | \$2.41 | \$2.82 |
| SR 453 | \$1.41 | \$2.41 | \$2.82 | \$1.41 | \$2.41 | \$2.82 | \$1.41 | \$2.41 | \$2.82 |
| SR 46 | \$2.19 | \$3.97 | \$4.38 | \$2.19 | \$3.97 | \$4.38 | \$2.19 | \$3.97 | \$4.38 |

Notes:

1. For cash traffic passing through Ponkan and Mount Plymouth Mainline Gantry it is assumed Pay-By-Plate is used.

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 429 (Daniel Webster Western Beltway)

| From | To | | | | | |
|--------------------------------------|-----------------|--------|--------------|--------|--------|--------------|
| | Kelly Park Road | | | SR 453 | | |
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| Seidel Road | --- | --- | --- | --- | --- | --- |
| Schofield Road | \$3.72 | \$4.08 | \$6.61 | \$4.55 | \$4.91 | \$7.44 |
| New Independence Parkway | \$3.72 | \$4.08 | \$6.61 | \$4.55 | \$4.91 | \$7.44 |
| CR 535 (Winter Garden Vineland Road) | \$2.85 | \$3.08 | \$4.87 | \$3.68 | \$3.91 | \$5.70 |
| Florida's Turnpike (SR 91) | \$2.27 | \$2.33 | \$3.71 | \$3.10 | \$3.16 | \$4.54 |
| SR 50 (West Colonial Drive) | \$2.27 | \$2.33 | \$3.71 | \$3.10 | \$3.16 | \$4.54 |
| Plant Street/Franklin Street/SR 438 | \$2.27 | \$2.33 | \$3.71 | \$3.10 | \$3.16 | \$4.54 |
| West Road | \$1.41 | \$1.58 | \$1.99 | \$2.24 | \$2.41 | \$2.82 |
| CR 437A (Ocoee Apopka Road) | \$1.41 | \$1.58 | \$1.99 | \$2.24 | \$2.41 | \$2.82 |
| SR 414 (Apopka Expressway) | \$0.83 | \$0.83 | \$0.83 | \$1.66 | \$1.66 | \$2.49 |
| SR 429 Connector Road | \$0.83 | \$0.83 | \$0.83 | \$1.66 | \$1.66 | \$2.49 |
| Kelly Park Road | ----- | ----- | ----- | \$0.83 | \$0.83 | \$1.66 |
| SR 453 | \$0.83 | \$1.66 | \$1.66 | ----- | ----- | \$1.56 |
| SR 46 | \$0.78 | \$1.56 | \$1.56 | \$0.78 | \$1.56 | ----- |

Notes:

1. For cash traffic passing through Ponkan and Mount Plymouth Mainline Gantry it is assumed Pay-By-Plate is used.

Toll Rates Between Interchanges (\$ Dollars) - 2 Axle Vehicles Only

SR 414 (Apopka Expressway)

| Distance From | To | | | |
|----------------------------|-----------------------|--------------|--------------------------|--------|
| | SR 429 Connector Road | | SR 451 (Western Beltway) | |
| E-PASS | CASH | Pay-By-Plate | E-PASS | |
| SR 429 Connector Road | ----- | ----- | ----- | ----- |
| SR 451 (Western Beltway) | ----- | ----- | ----- | ----- |
| Marden Road | ----- | ----- | ----- | ----- |
| Keene Road | ----- | ----- | ----- | ----- |
| Hiawassee Road (CR 435) | \$1.15 | \$1.50 | \$2.30 | \$1.15 |
| OBT - US 441 (East) | \$1.15 | \$1.50 | \$2.30 | \$1.15 |
| Bear Lake Road/Rose Avenue | \$1.15 | \$1.50 | \$2.30 | \$1.15 |

| Distance From | To | | | |
|----------------------------|----------------|--------------|---------------------|--------|
| | Hiawassee Road | | OBT - US 441 (East) | |
| E-PASS | CASH | Pay-By-Plate | E-PASS | |
| SR 429 Connector Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 |
| SR 451 (Western Beltway) | \$1.15 | \$1.50 | \$2.30 | \$1.15 |
| Marden Road | \$1.15 | \$1.50 | \$2.30 | \$1.15 |
| Keene Road | \$0.58 | \$0.75 | \$1.16 | \$0.75 |
| Hiawassee Road (CR 435) | ----- | ----- | \$0.30 | \$0.60 |
| OBT - US 441 (East) | \$0.30 | \$0.50 | ----- | \$0.30 |
| Bear Lake Road/Rose Avenue | \$0.30 | \$0.50 | \$0.60 | \$0.00 |

| Distance From | To | | |
|--------------------|--------------------|--------------|--------|
| | SR 429 Interchange | | SR 46 |
| | E-PASS | Pay-By-Plate | E-PASS |
| SR 429 Interchange | ----- | ----- | \$0.67 |
| SR 46 | \$0.67 | \$1.34 | ----- |

| Distance From | To | | | | | | | |
|--------------------------|-----------------------|--------------|-----------------|--------------|------------|--------------|-----------------|--------------|
| | Osceola/Polk Co. Line | | Marigold Avenue | | Koa Street | | Cypress Parkway | |
| | E-PASS | Pay-By-Plate | E-PASS | Pay-By-Plate | E-PASS | Pay-By-Plate | E-PASS | Pay-By-Plate |
| Osceola/Polk County Line | ..... | ..... | \$2.08 | \$4.16 | \$4.16 | \$2.59 | \$2.59 | \$5.18 |
| Marigold Avenue | \$2.08 | \$4.16 | ..... | ..... | ..... | ..... | ..... | ..... |
| Koa Street | \$2.59 | \$5.18 | ..... | ..... | ..... | ..... | ..... | ..... |
| Cypress Parkway | \$2.59 | \$5.18 | ..... | ..... | ..... | ..... | ..... | ..... |

Cost Per Mile Between Interchanges

2019 Traffic Data and Statistics Manual
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

| From | Florida's Turnpike | | | | SR 50/Clarke Road | | | | Good Homes Road | | |
|--------------------------------------|--------------------|--------|--------------|--------|-------------------|--------------|--------|--------|-----------------|--------|--------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | | |
| Florida's Turnpike | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$0.18 | \$0.32 | \$0.36 | \$0.36 |
| SR 50/Clarke Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | \$0.40 | \$0.71 | \$0.79 | \$0.79 |
| Good Homes Road | \$0.18 | \$0.32 | \$0.36 | \$0.40 | \$0.71 | \$0.79 | ----- | ----- | ----- | ----- | ----- |
| Hiawassee Road | \$0.17 | \$0.22 | \$0.35 | \$0.30 | \$0.47 | \$0.33 | \$0.42 | \$0.33 | \$0.42 | \$0.65 | \$0.65 |
| Kirkman Road | \$0.19 | \$0.22 | \$0.39 | \$0.24 | \$0.27 | \$0.48 | \$0.30 | \$0.34 | \$0.34 | \$0.59 | \$0.59 |
| Pine Hills Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Old Winter Garden/Mercy-Ortman Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| John Young Parkway | \$0.28 | \$0.34 | \$0.56 | \$0.32 | \$0.39 | \$0.63 | \$0.35 | \$0.44 | \$0.44 | \$0.71 | \$0.71 |
| Tampa Avenue | \$0.26 | \$0.32 | \$0.51 | \$0.29 | \$0.35 | \$0.57 | \$0.32 | \$0.39 | \$0.39 | \$0.64 | \$0.64 |
| Orange Blossom Trail | \$0.24 | \$0.30 | \$0.48 | \$0.27 | \$0.33 | \$0.53 | \$0.29 | \$0.36 | \$0.36 | \$0.59 | \$0.59 |
| Interstate 4 (I-4) | \$0.22 | \$0.28 | \$0.45 | \$0.25 | \$0.31 | \$0.50 | \$0.27 | \$0.34 | \$0.34 | \$0.54 | \$0.54 |
| Orange Avenue | \$0.21 | \$0.26 | \$0.42 | \$0.23 | \$0.29 | \$0.46 | \$0.25 | \$0.31 | \$0.31 | \$0.50 | \$0.50 |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | \$0.23 | \$0.29 | \$0.46 | \$0.25 | \$0.31 | \$0.50 | \$0.27 | \$0.34 | \$0.34 | \$0.54 | \$0.54 |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | \$0.23 | \$0.28 | \$0.46 | \$0.25 | \$0.30 | \$0.50 | \$0.26 | \$0.32 | \$0.32 | \$0.53 | \$0.53 |
| Andes Avenue | \$0.24 | \$0.30 | \$0.48 | \$0.26 | \$0.32 | \$0.51 | \$0.27 | \$0.34 | \$0.34 | \$0.54 | \$0.54 |
| Semoran Boulevard (SR 436) | \$0.23 | \$0.29 | \$0.46 | \$0.25 | \$0.31 | \$0.49 | \$0.26 | \$0.33 | \$0.33 | \$0.52 | \$0.52 |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | \$0.21 | \$0.26 | \$0.42 | \$0.22 | \$0.28 | \$0.44 | \$0.23 | \$0.29 | \$0.29 | \$0.46 | \$0.46 |
| Chickasaw Trail | \$0.19 | \$0.19 | \$0.19 | \$0.20 | \$0.20 | \$0.20 | \$0.21 | \$0.21 | \$0.21 | \$0.21 | \$0.21 |
| SR 417 (GreeneWay) | \$0.18 | \$0.23 | \$0.37 | \$0.19 | \$0.24 | \$0.39 | \$0.20 | \$0.26 | \$0.26 | \$0.40 | \$0.40 |
| Dean Road | \$0.21 | \$0.26 | \$0.42 | \$0.22 | \$0.28 | \$0.44 | \$0.23 | \$0.29 | \$0.29 | \$0.45 | \$0.45 |
| Rouse Road | \$0.21 | \$0.26 | \$0.42 | \$0.22 | \$0.27 | \$0.44 | \$0.23 | \$0.28 | \$0.28 | \$0.46 | \$0.46 |
| Alafaya Trail | \$0.20 | \$0.24 | \$0.39 | \$0.21 | \$0.25 | \$0.41 | \$0.21 | \$0.26 | \$0.26 | \$0.43 | \$0.43 |
| SR 50 (East Colonial Drive) | \$0.18 | \$0.23 | \$0.36 | \$0.19 | \$0.23 | \$0.38 | \$0.20 | \$0.24 | \$0.24 | \$0.39 | \$0.39 |

| From | Hiawassee Road | | | | Kirkman Road | | | | Pine Hills Road | | | |
|--------------------------------------|----------------|--------|--------------|--------|--------------|--------------|--------|--------|-----------------|--------|-------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| Florida's Turnpike | \$0.26 | \$0.30 | \$0.52 | \$0.19 | \$0.22 | \$0.39 | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 50/Clarke Road | \$0.35 | \$0.40 | \$0.70 | \$0.24 | \$0.27 | \$0.48 | ----- | ----- | ----- | ----- | ----- | ----- |
| Good Homes Road | \$0.49 | \$0.56 | \$0.98 | \$0.30 | \$0.34 | \$0.59 | ----- | ----- | ----- | ----- | ----- | ----- |
| Hiawassee Road | ----- | ----- | ----- | \$0.75 | \$0.86 | \$1.50 | ----- | ----- | ----- | ----- | ----- | ----- |
| Kirkman Road | \$0.50 | \$0.65 | \$1.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Pine Hills Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Old Winter Garden/Mercy-Ortman Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| John Young Parkway | \$0.44 | \$0.57 | \$0.88 | \$0.42 | \$0.54 | \$0.83 | \$0.53 | \$0.69 | \$1.06 | ----- | ----- | ----- |
| Tampa Avenue | \$0.38 | \$0.49 | \$0.76 | \$0.34 | \$0.44 | \$0.67 | \$0.41 | \$0.53 | \$0.81 | ----- | ----- | ----- |
| Orange Blossom Trail | \$0.34 | \$0.44 | \$0.68 | \$0.29 | \$0.38 | \$0.58 | \$0.34 | \$0.45 | \$0.69 | ----- | ----- | ----- |
| Interstate 4 (I-4) | \$0.31 | \$0.40 | \$0.61 | \$0.26 | \$0.33 | \$0.51 | \$0.29 | \$0.38 | \$0.59 | ----- | ----- | ----- |
| Orange Avenue | \$0.28 | \$0.36 | \$0.55 | \$0.23 | \$0.29 | \$0.45 | \$0.26 | \$0.33 | \$0.51 | ----- | ----- | ----- |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | \$0.29 | \$0.38 | \$0.59 | \$0.26 | \$0.33 | \$0.51 | \$0.28 | \$0.37 | \$0.56 | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | \$0.28 | \$0.36 | \$0.57 | \$0.25 | \$0.31 | \$0.51 | \$0.27 | \$0.34 | \$0.55 | ----- | ----- | ----- |
| Andes Avenue | \$0.29 | \$0.38 | \$0.58 | \$0.26 | \$0.34 | \$0.53 | \$0.28 | \$0.37 | \$0.57 | ----- | ----- | ----- |
| Semoran Boulevard (SR 436) | \$0.28 | \$0.36 | \$0.55 | \$0.25 | \$0.32 | \$0.50 | \$0.27 | \$0.35 | \$0.53 | ----- | ----- | ----- |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | \$0.24 | \$0.31 | \$0.48 | \$0.21 | \$0.28 | \$0.43 | \$0.23 | \$0.29 | \$0.45 | ----- | ----- | ----- |
| Chickasaw Trail | \$0.22 | \$0.22 | \$0.19 | \$0.19 | \$0.18 | \$0.11 | \$0.20 | \$0.19 | \$0.12 | ----- | ----- | ----- |
| SR 417 (GreeneWay) | \$0.21 | \$0.27 | \$0.42 | \$0.18 | \$0.24 | \$0.36 | \$0.19 | \$0.25 | \$0.38 | ----- | ----- | ----- |
| Dean Road | \$0.24 | \$0.31 | \$0.47 | \$0.21 | \$0.28 | \$0.43 | \$0.22 | \$0.29 | \$0.44 | ----- | ----- | ----- |
| Rouse Road | \$0.23 | \$0.30 | \$0.47 | \$0.21 | \$0.27 | \$0.43 | \$0.22 | \$0.28 | \$0.45 | ----- | ----- | ----- |
| Alafaya Trail | \$0.22 | \$0.28 | \$0.44 | \$0.20 | \$0.25 | \$0.40 | \$0.21 | \$0.26 | \$0.41 | ----- | ----- | ----- |
| SR 50 (East Colonial Drive) | \$0.20 | \$0.25 | \$0.40 | \$0.18 | \$0.23 | \$0.36 | \$0.19 | \$0.23 | \$0.37 | ----- | ----- | ----- |

| From | Old Winter Garden/Mercy/Ortman | | | | John Young Parkway | | | | Tampa Avenue | | | |
|--------------------------------------|--------------------------------|--------|--------------|--------|--------------------|--------------|--------|--------|--------------|--------|--------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| Florida's Turnpike | ----- | ----- | ----- | \$0.28 | \$0.34 | \$0.56 | \$0.26 | \$0.32 | \$0.51 | \$0.35 | \$0.35 | \$0.57 |
| SR 50/Clarke Road | ----- | ----- | ----- | \$0.32 | \$0.39 | \$0.63 | \$0.29 | \$0.39 | \$0.64 | \$0.32 | \$0.39 | \$0.64 |
| Good Homes Road | ----- | ----- | ----- | \$0.35 | \$0.44 | \$0.71 | \$0.32 | \$0.39 | \$0.88 | \$0.44 | \$0.55 | \$0.88 |
| Hiawassee Road | ----- | ----- | ----- | \$0.52 | \$0.64 | \$1.03 | \$0.44 | \$0.55 | \$0.67 | \$0.34 | \$0.44 | \$0.67 |
| Kirkman Road | ----- | ----- | ----- | \$0.42 | \$0.54 | \$0.83 | \$0.34 | \$0.44 | \$0.81 | \$0.41 | \$0.53 | \$0.81 |
| Pine Hills Road | ----- | ----- | ----- | \$0.53 | \$0.69 | \$1.06 | \$0.41 | \$0.53 | \$1.00 | \$0.50 | \$0.57 | \$1.00 |
| Old Winter Garden/Mercy-Ortman Drive | ----- | ----- | ----- | \$1.07 | \$1.39 | \$2.13 | \$1.39 | \$2.13 | \$2.62 | \$1.31 | \$1.51 | \$2.62 |
| John Young Parkway | \$0.93 | \$1.61 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Tampa Avenue | \$0.50 | \$0.57 | \$1.00 | \$1.31 | \$1.51 | \$2.62 | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Blossom Trail | \$0.39 | \$0.44 | \$0.77 | \$0.74 | \$0.85 | \$1.48 | ----- | ----- | ----- | ----- | ----- | ----- |
| Interstate 4 (I-4) | \$0.31 | \$0.35 | \$0.62 | \$0.50 | \$0.57 | \$1.00 | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Avenue | \$0.25 | \$0.29 | \$0.51 | \$0.37 | \$0.43 | \$0.74 | ----- | ----- | ----- | ----- | ----- | ----- |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | \$0.29 | \$0.35 | \$0.58 | \$0.37 | \$0.44 | \$0.73 | ----- | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | \$0.28 | \$0.32 | \$0.55 | \$0.33 | \$0.38 | \$0.67 | ----- | ----- | ----- | ----- | ----- | ----- |
| Andes Avenue | \$0.29 | \$0.36 | \$0.57 | \$0.34 | \$0.42 | \$0.68 | ----- | ----- | ----- | ----- | ----- | ----- |
| Semoran Boulevard (SR 436) | \$0.27 | \$0.33 | \$0.53 | \$0.31 | \$0.39 | \$0.62 | ----- | ----- | ----- | ----- | ----- | ----- |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | \$0.22 | \$0.28 | \$0.44 | \$0.25 | \$0.31 | \$0.50 | ----- | ----- | ----- | ----- | ----- | ----- |
| Chickasaw Trail | \$0.19 | \$0.16 | \$0.07 | \$0.22 | \$0.17 | \$0.08 | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 417 (GreeneWay) | \$0.18 | \$0.23 | \$0.37 | \$0.20 | \$0.25 | \$0.41 | ----- | ----- | ----- | ----- | ----- | ----- |
| Dean Road | \$0.22 | \$0.27 | \$0.44 | \$0.24 | \$0.30 | \$0.48 | ----- | ----- | ----- | ----- | ----- | ----- |
| Rouse Road | \$0.22 | \$0.27 | \$0.44 | \$0.24 | \$0.29 | \$0.48 | ----- | ----- | ----- | ----- | ----- | ----- |
| Alafaya Trail | \$0.20 | \$0.24 | \$0.40 | \$0.22 | \$0.26 | \$0.44 | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 50 (East Colonial Drive) | \$0.18 | \$0.22 | \$0.36 | \$0.19 | \$0.23 | \$0.39 | ----- | ----- | ----- | ----- | ----- | ----- |

| From | Orange Blossom Trail | | | | Interstate 4 (I-4) | | | | Orange Avenue | | | |
|--------------------------------------|----------------------|--------|--------------|--------|--------------------|--------------|--------|--------|---------------|--------|--------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| Florida's Turnpike | \$0.24 | \$0.30 | \$0.48 | \$0.22 | \$0.28 | \$0.45 | \$0.21 | \$0.26 | \$0.42 | \$0.27 | \$0.29 | \$0.46 |
| SR 50/Clarke Road | \$0.27 | \$0.33 | \$0.53 | \$0.25 | \$0.31 | \$0.50 | \$0.23 | \$0.29 | \$0.50 | \$0.36 | \$0.31 | \$0.50 |
| Good Homes Road | \$0.29 | \$0.36 | \$0.59 | \$0.27 | \$0.34 | \$0.54 | \$0.25 | \$0.31 | \$0.55 | \$0.34 | \$0.32 | \$0.65 |
| Hiawassee Road | \$0.40 | \$0.49 | \$0.79 | \$0.36 | \$0.44 | \$0.71 | \$0.32 | \$0.40 | \$0.51 | \$0.38 | \$0.32 | \$0.45 |
| Kirkman Road | \$0.29 | \$0.38 | \$0.58 | \$0.26 | \$0.33 | \$0.51 | \$0.23 | \$0.29 | \$0.51 | \$0.34 | \$0.32 | \$0.51 |
| Pine Hills Road | \$0.34 | \$0.45 | \$0.69 | \$0.29 | \$0.38 | \$0.59 | \$0.26 | \$0.33 | \$0.51 | \$0.33 | \$0.31 | \$0.51 |
| Old Winter Garden/Mercy-Ortman Drive | \$0.39 | \$0.44 | \$0.77 | \$0.31 | \$0.35 | \$0.62 | \$0.25 | \$0.29 | \$0.51 | \$0.31 | \$0.29 | \$0.51 |
| John Young Parkway | \$0.74 | \$0.85 | \$1.48 | \$0.50 | \$0.57 | \$1.00 | \$0.37 | \$0.43 | \$0.74 | \$0.85 | \$0.85 | \$0.74 |
| Tampa Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Blossom Trail | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Interstate 4 (I-4) | \$1.02 | \$1.32 | \$2.04 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Avenue | \$0.50 | \$0.65 | \$1.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Rosalind Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | \$0.42 | \$0.54 | \$0.83 | \$0.26 | \$0.34 | \$0.52 | ----- | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | \$0.36 | \$0.43 | \$0.72 | \$0.25 | \$0.29 | \$0.50 | ----- | ----- | ----- | ----- | ----- | ----- |
| Andes Avenue | \$0.36 | \$0.47 | \$0.72 | \$0.27 | \$0.36 | \$0.55 | ----- | ----- | ----- | ----- | ----- | ----- |
| Semoran Boulevard (SR 436) | \$0.33 | \$0.42 | \$0.65 | \$0.24 | \$0.32 | \$0.49 | ----- | ----- | ----- | ----- | ----- | ----- |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | \$0.25 | \$0.33 | \$0.51 | \$0.18 | \$0.24 | \$0.37 | ----- | ----- | ----- | ----- | ----- | ----- |
| Chickasaw Trail | \$0.21 | \$0.17 | \$0.02 | \$0.17 | \$0.22 | \$0.34 | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 417 (GreeneWay) | \$0.20 | \$0.26 | \$0.39 | \$0.14 | \$0.18 | \$0.28 | ----- | ----- | ----- | ----- | ----- | ----- |
| Dean Road | \$0.24 | \$0.31 | \$0.48 | \$0.19 | \$0.25 | \$0.38 | ----- | ----- | ----- | ----- | ----- | ----- |
| Rouse Road | \$0.24 | \$0.30 | \$0.48 | \$0.20 | \$0.24 | \$0.39 | ----- | ----- | ----- | ----- | ----- | ----- |
| Alafaya Trail | \$0.22 | \$0.27 | \$0.43 | \$0.18 | \$0.22 | \$0.35 | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 50 (East Colonial Drive) | \$0.19 | \$0.24 | \$0.38 | \$0.15 | \$0.19 | \$0.31 | ----- | ----- | ----- | ----- | ----- | ----- |

| From | Rosalind Avenue | | | | Mills Avenue | | | | Bumby Avenue | | | |
|--------------------------------------|-----------------|--------|--------------|--------|--------------|--------------|--------|--------|--------------|--------|--------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| Florida's Turnpike | ----- | ----- | ----- | \$0.25 | \$0.31 | \$0.50 | \$0.23 | \$0.29 | \$0.46 | \$0.23 | \$0.31 | \$0.50 |
| SR 50/Clarke Road | ----- | ----- | ----- | \$0.27 | \$0.34 | \$0.54 | \$0.25 | \$0.31 | \$0.54 | \$0.27 | \$0.34 | \$0.54 |
| Good Homes Road | ----- | ----- | ----- | \$0.29 | \$0.37 | \$0.58 | \$0.27 | \$0.33 | \$0.66 | \$0.33 | \$0.41 | \$0.66 |
| Hiawassee Road | ----- | ----- | ----- | \$0.37 | \$0.46 | \$0.73 | \$0.33 | \$0.41 | \$0.73 | \$0.32 | \$0.41 | \$0.73 |
| Kirkman Road | ----- | ----- | ----- | \$0.29 | \$0.38 | \$0.58 | \$0.26 | \$0.33 | \$0.51 | \$0.26 | \$0.33 | \$0.51 |
| Pine Hills Road | ----- | ----- | ----- | \$0.32 | \$0.42 | \$0.64 | \$0.28 | \$0.37 | \$0.56 | \$0.28 | \$0.37 | \$0.56 |
| Old Winter Garden/Mercy-Ortman Drive | ----- | ----- | ----- | \$0.34 | \$0.41 | \$0.68 | \$0.29 | \$0.35 | \$0.58 | \$0.29 | \$0.35 | \$0.58 |
| John Young Parkway | ----- | ----- | ----- | \$0.45 | \$0.55 | \$0.91 | \$0.37 | \$0.44 | \$0.73 | \$0.37 | \$0.44 | \$0.73 |
| Tampa Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Blossom Trail | ----- | ----- | ----- | \$0.57 | \$0.74 | \$1.15 | \$0.42 | \$0.54 | \$0.83 | \$0.42 | \$0.54 | \$0.83 |
| Interstate 4 (I-4) | ----- | ----- | ----- | \$0.40 | \$0.52 | \$0.80 | \$0.26 | \$0.34 | \$0.52 | \$0.26 | \$0.34 | \$0.52 |
| Orange Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Rosalind Avenue | ----- | ----- | ----- | \$0.99 | \$1.29 | \$1.99 | \$0.43 | \$0.56 | \$0.86 | \$0.43 | \$0.56 | \$0.86 |
| Mills Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | \$0.43 | \$0.56 | \$0.86 | \$0.76 | \$0.99 | \$1.52 | \$0.76 | \$0.99 | \$1.52 | \$0.76 | \$0.99 | \$1.52 |
| Crystal Lake Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | \$0.34 | \$0.39 | \$0.67 | \$0.43 | \$0.50 | \$0.87 | \$0.50 | \$0.67 | \$0.87 | \$0.50 | \$0.67 | \$0.87 |
| Andes Avenue | \$0.34 | \$0.45 | \$0.69 | \$0.42 | \$0.54 | \$0.84 | \$0.54 | \$0.69 | \$0.84 | \$0.54 | \$0.69 | \$0.84 |
| Semoran Boulevard (SR 436) | \$0.30 | \$0.39 | \$0.59 | \$0.35 | \$0.46 | \$0.70 | \$0.35 | \$0.46 | \$0.70 | \$0.35 | \$0.46 | \$0.70 |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | \$0.21 | \$0.28 | \$0.43 | \$0.24 | \$0.31 | \$0.48 | \$0.24 | \$0.31 | \$0.48 | \$0.24 | \$0.31 | \$0.48 |
| Chickasaw Trail | \$0.19 | \$0.25 | \$0.39 | \$0.21 | \$0.28 | \$0.43 | \$0.21 | \$0.28 | \$0.43 | \$0.21 | \$0.28 | \$0.43 |
| SR 417 (GreeneWay) | \$0.16 | \$0.20 | \$0.31 | \$0.17 | \$0.22 | \$0.34 | \$0.17 | \$0.22 | \$0.34 | \$0.17 | \$0.22 | \$0.34 |
| Dean Road | \$0.21 | \$0.28 | \$0.42 | \$0.23 | \$0.30 | \$0.46 | \$0.23 | \$0.30 | \$0.46 | \$0.23 | \$0.30 | \$0.46 |
| Rouse Road | \$0.21 | \$0.26 | \$0.43 | \$0.23 | \$0.28 | \$0.46 | \$0.23 | \$0.28 | \$0.46 | \$0.23 | \$0.28 | \$0.46 |
| Alafaya Trail | \$0.19 | \$0.23 | \$0.38 | \$0.20 | \$0.25 | \$0.40 | \$0.20 | \$0.25 | \$0.40 | \$0.20 | \$0.25 | \$0.40 |
| SR 50 (East Colonial Drive) | \$0.16 | \$0.20 | \$0.33 | \$0.17 | \$0.21 | \$0.34 | \$0.17 | \$0.21 | \$0.34 | \$0.17 | \$0.21 | \$0.34 |

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only

SR 408 (East-West Expressway) - Continued

| From | Crystal Lake Drive | | | | Conway Road | | | | Andes Avenue | | | | Semoran Boulevard | | | |
|--------------------------------------|--------------------|--------|--------------|--------|-------------|--------------|--------|--------|--------------|--------|--------|--------------|-------------------|-------|--------------|-------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| Florida's Turnpike | ----- | ----- | ----- | \$0.23 | \$0.28 | \$0.46 | \$0.31 | \$0.38 | \$0.61 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 50/Clarke Road | ----- | ----- | ----- | \$0.25 | \$0.30 | \$0.50 | \$0.33 | \$0.40 | \$0.65 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Good Homes Road | ----- | ----- | ----- | \$0.26 | \$0.32 | \$0.53 | \$0.35 | \$0.43 | \$0.69 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Hiawassee Road | ----- | ----- | ----- | \$0.32 | \$0.38 | \$0.63 | \$0.41 | \$0.51 | \$0.82 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Kirkman Road | ----- | ----- | ----- | \$0.25 | \$0.31 | \$0.51 | \$0.36 | \$0.46 | \$0.73 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Pine Hills Road | ----- | ----- | ----- | \$0.27 | \$0.34 | \$0.55 | \$0.39 | \$0.49 | \$0.78 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Old Winter Garden/Mercy-Ottman Drive | ----- | ----- | ----- | \$0.28 | \$0.32 | \$0.55 | \$0.41 | \$0.50 | \$0.82 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| John Young Parkway | ----- | ----- | ----- | \$0.33 | \$0.38 | \$0.67 | \$0.49 | \$0.59 | \$0.97 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Tampa Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Blossom Trail | ----- | ----- | ----- | \$0.36 | \$0.43 | \$0.72 | \$0.54 | \$0.68 | \$1.09 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Interstate 4 (I-4) | ----- | ----- | ----- | \$0.25 | \$0.29 | \$0.50 | \$0.48 | \$0.59 | \$0.96 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Rosalind Avenue | ----- | ----- | ----- | \$0.34 | \$0.39 | \$0.67 | \$0.61 | \$0.75 | \$1.21 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Mills Avenue | ----- | ----- | ----- | \$0.43 | \$0.50 | \$0.87 | \$0.73 | \$0.91 | \$1.47 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Bumby Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | \$1.38 | \$1.59 | \$2.76 | \$0.84 | \$1.09 | \$1.68 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Conway Road | \$1.38 | \$1.59 | \$2.76 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Andes Avenue | \$0.84 | \$1.09 | \$1.68 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Semoran Boulevard (SR 436) | \$0.60 | \$0.79 | \$1.21 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Yucatan Drive | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Goldenrod Road | \$0.34 | \$0.44 | \$0.67 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.57 | \$0.66 | \$1.15 | ----- | ----- | ----- | ----- |
| Chickasaw Trail | \$0.29 | \$0.38 | \$0.58 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.42 | \$0.48 | \$0.83 | ----- | ----- | ----- | ----- |
| SR 417 (Greeneway) | \$0.21 | \$0.28 | \$0.43 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.25 | \$0.29 | \$0.50 | ----- | ----- | ----- | ----- |
| Dean Road | \$0.28 | \$0.36 | \$0.56 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.34 | \$0.41 | \$0.67 | ----- | ----- | ----- | ----- |
| Rouse Road | \$0.27 | \$0.33 | \$0.54 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.31 | \$0.36 | \$0.62 | ----- | ----- | ----- | ----- |
| Alafaya Trail | \$0.23 | \$0.29 | \$0.47 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.26 | \$0.29 | \$0.51 | ----- | ----- | ----- | ----- |
| SR 50 (East Colonial Drive) | \$0.19 | \$0.24 | \$0.39 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.21 | \$0.24 | \$0.41 | ----- | ----- | ----- | ----- |

| From | Yucatan Drive | | | | Goldenrod Road | | | | Chickasaw Trail | | | | SR 417 (GreeneWay) | |
|--------------------------------------|---------------|-------|--------------|--------|----------------|--------------|--------|--------|-----------------|--------|--------|--------------|--------------------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | Pay-By-Plate |
| Florida's Turnpike | ----- | ----- | ----- | \$0.34 | \$0.43 | \$0.68 | \$0.33 | \$0.41 | \$0.66 | \$0.30 | \$0.38 | \$0.60 | \$0.30 | \$0.38 |
| SR 50/Clarke Road | ----- | ----- | ----- | \$0.36 | \$0.45 | \$0.72 | \$0.35 | \$0.43 | \$0.69 | \$0.32 | \$0.40 | \$0.63 | \$0.32 | \$0.40 |
| Good Homes Road | ----- | ----- | ----- | \$0.38 | \$0.47 | \$0.76 | \$0.36 | \$0.46 | \$0.73 | \$0.33 | \$0.42 | \$0.66 | \$0.33 | \$0.42 |
| Hiawassee Road | ----- | ----- | ----- | \$0.44 | \$0.55 | \$0.87 | \$0.42 | \$0.52 | \$0.83 | \$0.37 | \$0.47 | \$0.75 | \$0.37 | \$0.47 |
| Kirkman Road | ----- | ----- | ----- | \$0.40 | \$0.51 | \$0.80 | \$0.38 | \$0.49 | \$0.76 | \$0.34 | \$0.43 | \$0.68 | \$0.34 | \$0.43 |
| Pine Hills Road | ----- | ----- | ----- | \$0.42 | \$0.54 | \$0.85 | \$0.40 | \$0.51 | \$0.80 | \$0.36 | \$0.45 | \$0.71 | \$0.36 | \$0.45 |
| Old Winter Garden/Mercy-Ottman Drive | ----- | ----- | ----- | \$0.44 | \$0.55 | \$0.89 | \$0.42 | \$0.52 | \$0.84 | \$0.37 | \$0.45 | \$0.73 | \$0.37 | \$0.45 |
| John Young Parkway | ----- | ----- | ----- | \$0.50 | \$0.62 | \$1.01 | \$0.47 | \$0.58 | \$0.94 | \$0.41 | \$0.50 | \$0.81 | \$0.41 | \$0.50 |
| Tampa Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Orange Blossom Trail | ----- | ----- | ----- | \$0.55 | \$0.70 | \$1.10 | \$0.51 | \$0.64 | \$1.01 | \$0.43 | \$0.54 | \$0.85 | \$0.43 | \$0.54 |
| Interstate 4 (I-4) | ----- | ----- | ----- | \$0.51 | \$0.64 | \$1.01 | \$0.46 | \$0.59 | \$0.93 | \$0.39 | \$0.49 | \$0.77 | \$0.39 | \$0.49 |
| Orange Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Rosalind Avenue | ----- | ----- | ----- | \$0.59 | \$0.74 | \$1.18 | \$0.53 | \$0.67 | \$1.06 | \$0.43 | \$0.54 | \$0.86 | \$0.43 | \$0.54 |
| Mills Avenue | ----- | ----- | ----- | \$0.66 | \$0.83 | \$1.32 | \$0.59 | \$0.74 | \$1.18 | \$0.47 | \$0.59 | \$0.94 | \$0.47 | \$0.59 |
| Bumby Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Crystal Lake Drive | ----- | ----- | ----- | \$0.67 | \$0.88 | \$1.34 | \$0.58 | \$0.75 | \$1.15 | \$0.43 | \$0.56 | \$0.86 | \$0.43 | \$0.56 |
| Conway Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Andes Avenue | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Semoran Boulevard (SR 436) | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Yucatan Drive | ----- | ----- | ----- | \$0.70 | \$0.81 | \$1.40 | \$0.48 | \$0.55 | \$0.96 | \$0.27 | \$0.31 | \$0.54 | \$0.27 | \$0.31 |
| Goldenrod Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Chickasaw Trail | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 417 (GreeneWay) | ----- | ----- | ----- | \$0.00 | \$0.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Dean Road | ----- | ----- | ----- | \$0.52 | \$0.63 | \$1.04 | ----- | ----- | ----- | \$1.75 | \$2.12 | \$3.51 | \$1.75 | \$2.12 |
| Rouse Road | ----- | ----- | ----- | \$0.43 | \$0.49 | \$0.86 | ----- | ----- | ----- | \$0.83 | \$0.95 | \$1.66 | \$0.83 | \$0.95 |
| Alafaya Trail | ----- | ----- | ----- | \$0.33 | \$0.38 | \$0.66 | ----- | ----- | ----- | \$0.53 | \$0.61 | \$1.05 | \$0.53 | \$0.61 |
| SR 50 (East Colonial Drive) | ----- | ----- | ----- | \$0.25 | \$0.29 | \$0.50 | ----- | ----- | ----- | \$0.35 | \$0.40 | \$0.70 | \$0.35 | \$0.40 |

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only

SR 408 (East-West Expressway) - Continued

(Effective July 1, 2020)

| From | Dean Road | | | | Rouse Road | | | | Alafaya Trail | | | | SR 50 (Colonial Drive) | |
|--------------------------------------|-----------|--------|--------------|--------|------------|--------------|--------|--------|---------------|--------|--------|--------------|------------------------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | Pay-By-Plate |
| Florida's Turnpike | \$0.32 | \$0.40 | \$0.64 | \$0.31 | \$0.39 | \$0.63 | \$0.30 | \$0.37 | \$0.59 | \$0.27 | \$0.34 | \$0.55 | | |
| SR 50/Clarke Road | \$0.34 | \$0.42 | \$0.67 | \$0.33 | \$0.41 | \$0.66 | \$0.31 | \$0.38 | \$0.62 | \$0.28 | \$0.35 | \$0.57 | | |
| Good Homes Road | \$0.35 | \$0.44 | \$0.70 | \$0.34 | \$0.42 | \$0.68 | \$0.32 | \$0.40 | \$0.64 | \$0.29 | \$0.36 | \$0.59 | | |
| Hiawassee Road | \$0.39 | \$0.49 | \$0.78 | \$0.38 | \$0.47 | \$0.76 | \$0.35 | \$0.44 | \$0.71 | \$0.32 | \$0.40 | \$0.64 | | |
| Kirkman Road | \$0.36 | \$0.46 | \$0.72 | \$0.35 | \$0.44 | \$0.70 | \$0.32 | \$0.41 | \$0.65 | \$0.29 | \$0.37 | \$0.59 | | |
| Pine Hills Road | \$0.38 | \$0.48 | \$0.76 | \$0.36 | \$0.46 | \$0.73 | \$0.34 | \$0.42 | \$0.67 | \$0.30 | \$0.38 | \$0.61 | | |
| Old Winter Garden/Mercy-Ottman Drive | \$0.39 | \$0.48 | \$0.78 | \$0.37 | \$0.46 | \$0.75 | \$0.34 | \$0.42 | \$0.68 | \$0.31 | \$0.37 | \$0.61 | | |
| John Young Parkway | \$0.43 | \$0.53 | \$0.86 | \$0.41 | \$0.50 | \$0.81 | \$0.37 | \$0.45 | \$0.74 | \$0.33 | \$0.40 | \$0.66 | | |
| Tampa Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| Orange Blossom Trail | \$0.45 | \$0.57 | \$0.90 | \$0.42 | \$0.53 | \$0.85 | \$0.38 | \$0.48 | \$0.76 | \$0.34 | \$0.42 | \$0.67 | | |
| Interstate 4 (I-4) | \$0.41 | \$0.53 | \$0.83 | \$0.39 | \$0.48 | \$0.78 | \$0.35 | \$0.43 | \$0.70 | \$0.31 | \$0.38 | \$0.61 | | |
| Orange Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| Rosalind Avenue | \$0.46 | \$0.58 | \$0.92 | \$0.43 | \$0.53 | \$0.86 | \$0.38 | \$0.47 | \$0.76 | \$0.33 | \$0.41 | \$0.65 | | |
| Mills Avenue | \$0.49 | \$0.63 | \$0.99 | \$0.46 | \$0.56 | \$0.91 | \$0.40 | \$0.50 | \$0.80 | \$0.34 | \$0.43 | \$0.69 | | |
| Bumby Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| Crystal Lake Drive | \$0.46 | \$0.60 | \$0.93 | \$0.42 | \$0.53 | \$0.85 | \$0.37 | \$0.46 | \$0.73 | \$0.31 | \$0.39 | \$0.61 | | |
| Conway Road | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| Andes Avenue | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| Semoran Boulevard (SR 436) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| Yucatan Drive | \$0.36 | \$0.43 | \$0.72 | \$0.33 | \$0.38 | \$0.66 | \$0.27 | \$0.31 | \$0.54 | \$0.21 | \$0.24 | \$0.42 | | |
| Goldenrod Road | \$0.21 | \$0.27 | \$0.42 | \$0.21 | \$0.25 | \$0.43 | \$0.17 | \$0.19 | \$0.33 | \$0.13 | \$0.14 | \$0.25 | | |
| Chickasaw Trail | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| SR 417 (Greeneway) | \$0.70 | \$0.91 | \$1.40 | \$0.41 | \$0.48 | \$0.83 | \$0.26 | \$0.30 | \$0.53 | \$0.17 | \$0.20 | \$0.35 | | |
| Dean Road | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| Rouse Road | \$1.37 | \$1.57 | \$2.74 | --- | --- | --- | --- | --- | --- | --- | --- | --- | | |
| Alafaya Trail | \$0.70 | \$0.81 | \$1.41 | \$0.48 | \$0.62 | \$0.96 | --- | --- | --- | --- | --- | --- | | |
| SR 50 (East Colonial Drive) | \$0.42 | \$0.48 | \$0.84 | \$0.20 | \$0.26 | \$0.40 | --- | --- | --- | --- | --- | --- | | |

| From | Boggy Creek Road | | | | Tradeport/Conway | | | | Semoran Blvd/Airport | | | | Goldenrod Road | |
|-----------------------------|------------------|--------|--------------|--------|------------------|--------------|--------|--------|----------------------|--------|--------|--------------|----------------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | Pay-By-Plate |
| US 441/Florida's Turnpike | \$0.32 | \$0.42 | \$0.64 | \$0.25 | \$0.32 | \$0.49 | \$0.19 | \$0.24 | \$0.37 | \$0.15 | \$0.20 | \$0.31 | | |
| Boggy Creek Road | ----- | \$1.07 | \$1.39 | \$2.14 | \$1.07 | \$1.39 | \$2.14 | \$0.45 | \$0.58 | \$0.89 | \$0.29 | \$0.38 | \$0.58 | \$0.58 |
| Tradeport Drive/Conway Road | \$0.45 | \$0.58 | \$0.89 | \$0.77 | \$1.00 | \$1.53 | \$0.77 | \$1.00 | \$1.53 | \$0.40 | \$0.52 | \$0.80 | \$0.80 | \$0.80 |
| Semoran Boulevard/Airport | \$0.29 | \$0.38 | \$0.58 | \$0.40 | \$0.52 | \$0.80 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Goldenrod Road | \$0.22 | \$0.28 | \$0.43 | \$0.27 | \$0.36 | \$0.55 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Narcoossee Road | \$0.16 | \$0.20 | \$0.31 | \$0.18 | \$0.24 | \$0.36 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| SR 417 (GreeneWay) | \$0.18 | \$0.24 | \$0.36 | \$0.20 | \$0.26 | \$0.39 | \$0.10 | \$0.14 | \$0.20 | \$0.12 | \$0.16 | \$0.24 | \$0.24 | \$0.24 |
| Innovation Way | \$0.17 | \$0.22 | \$0.33 | \$0.18 | \$0.24 | \$0.36 | \$0.11 | \$0.15 | \$0.22 | \$0.12 | \$0.17 | \$0.25 | \$0.25 | \$0.25 |
| Dallas Boulevard | \$0.11 | \$0.15 | \$0.23 | \$0.12 | \$0.16 | \$0.24 | \$0.07 | \$0.10 | \$0.14 | \$0.08 | \$0.11 | \$0.15 | \$0.15 | \$0.15 |
| SR 520 | \$0.09 | \$0.13 | \$0.19 | \$0.10 | \$0.13 | \$0.20 | \$0.06 | \$0.08 | \$0.12 | \$0.06 | \$0.08 | \$0.12 | \$0.12 | \$0.12 |
| Brevard County Line | | | | | | | | | | | | | | |

| From | Narcoossee Road | | | | SR 417 (GreeneWay) | | | | Innovation Way | | | | To | |
|-----------------------------|-----------------|--------|--------------|--------|--------------------|--------------|--------|--------|----------------|--------|--------|--------------|--------|--------------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | Pay-By-Plate |
| US 441/Florida's Turnpike | \$0.13 | \$0.17 | \$0.26 | \$0.10 | \$0.14 | \$0.21 | \$0.14 | \$0.21 | \$0.18 | \$0.18 | \$0.24 | \$0.27 | | |
| Boggy Creek Road | \$0.22 | \$0.28 | \$0.43 | \$0.16 | \$0.20 | \$0.31 | \$0.18 | \$0.24 | \$0.36 | \$0.20 | \$0.26 | \$0.36 | | |
| Tradeport Drive/Conway Road | \$0.27 | \$0.36 | \$0.55 | \$0.18 | \$0.24 | \$0.36 | \$0.00 | \$0.00 | \$0.10 | \$0.14 | \$0.20 | \$0.39 | | |
| Semoran Boulevard/Airport | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.12 | \$0.16 | \$0.24 | \$0.20 | | |
| Goldenrod Road | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.15 | \$0.20 | \$0.29 | \$0.29 | | |
| Narcoossee Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | | |
| SR 417 (GreeneWay) | \$0.00 | \$0.00 | \$0.29 | \$0.22 | \$0.30 | \$0.44 | ----- | ----- | ----- | ----- | ----- | ----- | | |
| Innovation Way | \$0.15 | \$0.20 | \$0.29 | \$0.22 | \$0.30 | \$0.44 | ----- | ----- | ----- | ----- | ----- | ----- | | |
| Dallas Boulevard | \$0.14 | \$0.19 | \$0.28 | \$0.18 | \$0.24 | \$0.35 | \$0.13 | \$0.19 | \$0.13 | \$0.05 | \$0.07 | \$0.19 | \$0.26 | \$0.26 |
| SR 520 | \$0.08 | \$0.12 | \$0.17 | \$0.09 | \$0.13 | \$0.07 | \$0.10 | \$0.14 | \$0.03 | \$0.05 | \$0.07 | \$0.10 | \$0.10 | \$0.10 |
| Brevard County Line | \$0.06 | \$0.09 | \$0.13 | \$0.10 | \$0.07 | \$0.06 | \$0.06 | \$0.08 | \$0.06 | \$0.05 | \$0.05 | \$0.07 | \$0.07 | \$0.07 |

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only

SR 528 (Beachline Expressway) - Continued

| From | To | | | | | Brevard County Line | | |
|-----------------------------|------------------|--------|--------------|--------|--------|---------------------|--------|--------------|
| | Dallas Boulevard | | SR 520 | | | E-PASS | CASH | Pay-By-Plate |
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | Pay-By-Plate |
| US 441/Florida's Turnpike | \$0.14 | \$0.18 | \$0.27 | \$0.10 | \$0.13 | \$0.20 | \$0.08 | \$0.11 |
| Boggy Creek Road | \$0.17 | \$0.22 | \$0.33 | \$0.14 | \$0.19 | \$0.28 | \$0.11 | \$0.15 |
| Tradeport Drive/Conway Road | \$0.18 | \$0.24 | \$0.36 | \$0.12 | \$0.16 | \$0.24 | \$0.10 | \$0.13 |
| Semoran Boulevard/Airport | \$0.11 | \$0.15 | \$0.22 | \$0.07 | \$0.10 | \$0.14 | \$0.06 | \$0.08 |
| Goldenrod Road | \$0.12 | \$0.17 | \$0.25 | \$0.08 | \$0.11 | \$0.15 | \$0.06 | \$0.08 |
| Narcoossee Road | \$0.14 | \$0.19 | \$0.28 | \$0.08 | \$0.12 | \$0.17 | \$0.06 | \$0.09 |
| SR 417 (GreeneWay) | \$0.18 | \$0.24 | \$0.35 | \$0.09 | \$0.13 | \$0.19 | \$0.07 | \$0.10 |
| Innovation Way | \$0.13 | \$0.19 | \$0.26 | \$0.05 | \$0.07 | \$0.10 | \$0.03 | \$0.05 |
| Dallas Boulevard | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 520 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.05 | \$0.10 |
| Brevard County Line | ----- | ----- | ----- | \$0.05 | \$0.10 | \$0.10 | ----- | ----- |

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only

SR 417 (Central Florida GreeneWay)
(Effective July 1, 2020)

| From | To | | | | | | International Drive | | | John Young Parkway | | | Orange Blossom Trail | | | Florida's Turnpike | | |
|---|--------|--------|--------------|--------|--------|--------------|---------------------|--------|--------------|--------------------|--------|--------------|----------------------|--------|--------|--------------------|--|--|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | | | | | | |
| International Drive | ----- | ----- | ----- | \$0.34 | \$0.41 | \$0.68 | \$0.34 | \$0.41 | \$0.68 | \$0.26 | \$0.31 | \$0.52 | ----- | ----- | ----- | | | |
| John Young Parkway | \$0.34 | \$0.41 | \$0.68 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.64 | \$0.73 | \$1.28 | ----- | ----- | ----- | | | |
| Orange Blossom Trail | \$0.26 | \$0.31 | \$0.52 | \$0.52 | \$0.64 | \$0.73 | ----- | \$0.73 | ----- | ----- | ----- | ----- | \$0.90 | \$1.03 | \$1.80 | | | |
| Florida's Turnpike | ----- | ----- | ----- | \$0.28 | \$0.49 | \$0.74 | \$0.37 | \$0.40 | \$0.74 | \$0.46 | \$0.53 | \$0.92 | \$0.36 | \$0.36 | \$0.73 | | | |
| Landstar Boulevard | \$0.25 | \$0.31 | \$0.51 | \$0.51 | \$0.64 | \$0.73 | ----- | ----- | ----- | \$0.64 | \$0.73 | \$1.28 | ----- | ----- | ----- | | | |
| South Access Road (International Airport) | \$0.25 | \$0.31 | \$0.51 | \$0.51 | \$0.64 | \$0.73 | \$0.32 | \$0.38 | \$0.64 | \$0.35 | \$0.43 | \$0.69 | \$0.30 | \$0.36 | \$0.59 | | | |
| Boggy Creek Road | \$0.25 | \$0.31 | \$0.51 | \$0.51 | \$0.64 | \$0.73 | \$0.32 | \$0.38 | \$0.64 | \$0.35 | \$0.43 | \$0.69 | \$0.30 | \$0.36 | \$0.59 | | | |
| Lake Nona Boulevard | \$0.21 | \$0.26 | \$0.43 | \$0.43 | \$0.50 | \$0.74 | \$0.25 | \$0.29 | \$0.50 | \$0.25 | \$0.31 | \$0.51 | \$0.21 | \$0.25 | \$0.41 | | | |
| Narcossee Road | \$0.18 | \$0.22 | \$0.36 | \$0.36 | \$0.40 | \$0.68 | \$0.20 | \$0.23 | \$0.39 | \$0.19 | \$0.24 | \$0.39 | \$0.15 | \$0.18 | \$0.30 | | | |
| Moss Park Road | \$0.16 | \$0.20 | \$0.33 | \$0.33 | \$0.37 | \$0.64 | \$0.17 | \$0.21 | \$0.35 | \$0.17 | \$0.21 | \$0.34 | \$0.13 | \$0.16 | \$0.26 | | | |
| Dowden Road | \$0.16 | \$0.19 | \$0.31 | \$0.31 | \$0.37 | \$0.64 | \$0.16 | \$0.19 | \$0.33 | \$0.16 | \$0.19 | \$0.31 | \$0.12 | \$0.15 | \$0.24 | | | |
| SR 528 (Beachline Expressway) | \$0.14 | \$0.17 | \$0.29 | \$0.29 | \$0.35 | \$0.64 | \$0.15 | \$0.17 | \$0.29 | \$0.14 | \$0.17 | \$0.28 | \$0.11 | \$0.13 | \$0.21 | | | |
| Lee Vista Boulevard | \$0.17 | \$0.20 | \$0.34 | \$0.34 | \$0.38 | \$0.64 | \$0.18 | \$0.21 | \$0.36 | \$0.18 | \$0.21 | \$0.35 | \$0.15 | \$0.18 | \$0.30 | | | |
| Curry Ford Road | \$0.14 | \$0.17 | \$0.29 | \$0.29 | \$0.35 | \$0.64 | \$0.14 | \$0.17 | \$0.29 | \$0.14 | \$0.17 | \$0.28 | \$0.11 | \$0.14 | \$0.23 | | | |
| SR 408 (East-West Expressway) | \$0.13 | \$0.16 | \$0.26 | \$0.26 | \$0.33 | \$0.64 | \$0.13 | \$0.15 | \$0.25 | \$0.12 | \$0.15 | \$0.24 | \$0.10 | \$0.12 | \$0.20 | | | |
| SR 50 (Colonial Drive) | \$0.14 | \$0.17 | \$0.28 | \$0.28 | \$0.34 | \$0.64 | \$0.14 | \$0.17 | \$0.28 | \$0.13 | \$0.17 | \$0.28 | \$0.12 | \$0.15 | \$0.24 | | | |
| University Boulevard | \$0.14 | \$0.17 | \$0.28 | \$0.28 | \$0.34 | \$0.64 | \$0.14 | \$0.17 | \$0.28 | \$0.13 | \$0.17 | \$0.27 | \$0.12 | \$0.14 | \$0.24 | | | |
| Aloma Avenue | \$0.14 | \$0.17 | \$0.27 | \$0.27 | \$0.34 | \$0.64 | \$0.17 | \$0.27 | \$0.27 | \$0.14 | \$0.17 | \$0.27 | \$0.12 | \$0.14 | \$0.23 | | | |

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only

SR 417 (Central Florida GreenWay) - Continued

(Effective July 1, 2020)

| From | To | | | | | | | |
|---|--------------------|--------------|-----------------------------|--------|------------------|--------|---------------------|--------------|
| | Landstar Boulevard | | South Access Road (Airport) | | Boggy Creek Road | | Lake Nona Boulevard | |
| E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| International Drive | \$0.25 | \$0.28 | \$0.49 | \$0.27 | \$0.54 | \$0.25 | \$0.31 | \$0.51 |
| John Young Parkway | \$0.37 | \$0.40 | \$0.74 | \$0.32 | \$0.64 | \$0.32 | \$0.38 | \$0.64 |
| Orange Blossom Trail | \$0.58 | \$0.64 | \$1.17 | \$0.40 | \$0.47 | \$0.79 | \$0.40 | \$0.79 |
| Florida's Turnpike | \$0.36 | \$0.36 | \$0.73 | \$0.30 | \$0.36 | \$0.59 | \$0.30 | \$0.59 |
| Landstar Boulevard | --- | --- | --- | \$0.41 | \$0.50 | \$0.82 | \$0.41 | \$0.50 |
| South Access Road (International Airport) | \$0.41 | \$0.50 | \$0.82 | --- | --- | --- | --- | --- |
| Boggy Creek Road | \$0.41 | \$0.50 | \$0.82 | --- | --- | --- | --- | --- |
| Lake Nona Boulevard | \$0.26 | \$0.31 | \$0.52 | \$0.55 | \$0.72 | \$1.10 | \$0.55 | \$0.72 |
| Narcossee Road | \$0.18 | \$0.21 | \$0.35 | \$0.25 | \$0.32 | \$0.50 | \$0.25 | \$0.32 |
| Moss Park Road | \$0.15 | \$0.18 | \$0.30 | \$0.19 | \$0.25 | \$0.38 | \$0.19 | \$0.25 |
| Dowden Road | \$0.14 | \$0.17 | \$0.27 | \$0.16 | \$0.21 | \$0.33 | \$0.16 | \$0.21 |
| SR 528 (Beachline Expressway) | \$0.12 | \$0.14 | \$0.24 | \$0.13 | \$0.17 | \$0.27 | \$0.13 | \$0.17 |
| Lee Vista Boulevard | \$0.16 | \$0.20 | \$0.33 | \$0.19 | \$0.24 | \$0.38 | \$0.19 | \$0.24 |
| Curry Ford Road | \$0.12 | \$0.15 | \$0.25 | \$0.13 | \$0.17 | \$0.27 | \$0.13 | \$0.17 |
| SR 408 (East-West Expressway) | \$0.11 | \$0.13 | \$0.21 | \$0.11 | \$0.14 | \$0.22 | \$0.11 | \$0.14 |
| SR 50 (Colonial Drive) | \$0.13 | \$0.16 | \$0.25 | \$0.13 | \$0.17 | \$0.27 | \$0.13 | \$0.17 |
| University Boulevard | \$0.13 | \$0.15 | \$0.25 | \$0.13 | \$0.17 | \$0.27 | \$0.13 | \$0.17 |
| Aloma Avenue | \$0.13 | \$0.15 | \$0.24 | \$0.13 | \$0.17 | \$0.26 | \$0.13 | \$0.17 |

SECTION V
396

(Effective July 1, 2020)

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only

SR 417 (Central Florida GreenWay) - Continued

| From | To | | | | | | Moss Park Road | | | Dowden Road | | | SR 528 (Beachline) | | |
|---|-----------------|--------------|--------|----------------|--------------|--------|----------------|--------------|--------------|-------------|--------------|--------------|--------------------|--------------|--------------|
| | Narcoossee Road | | | Moss Park Road | | | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| International Drive | \$0.18 | \$0.22 | \$0.36 | \$0.16 | \$0.20 | \$0.33 | \$0.16 | \$0.19 | \$0.31 | \$0.14 | \$0.17 | \$0.17 | \$0.29 | \$0.29 | |
| John Young Parkway | \$0.20 | \$0.23 | \$0.39 | \$0.17 | \$0.21 | \$0.35 | \$0.16 | \$0.19 | \$0.33 | \$0.15 | \$0.17 | \$0.17 | \$0.29 | \$0.29 | |
| Orange Blossom Trail | \$0.22 | \$0.26 | \$0.44 | \$0.19 | \$0.23 | \$0.39 | \$0.18 | \$0.21 | \$0.36 | \$0.16 | \$0.19 | \$0.19 | \$0.32 | \$0.32 | |
| Florida's Turnpike | \$0.15 | \$0.18 | \$0.30 | \$0.13 | \$0.16 | \$0.26 | \$0.12 | \$0.15 | \$0.24 | \$0.11 | \$0.13 | \$0.13 | \$0.21 | \$0.21 | |
| Landstar Boulevard | \$0.18 | \$0.21 | \$0.35 | \$0.15 | \$0.18 | \$0.30 | \$0.14 | \$0.17 | \$0.27 | \$0.12 | \$0.14 | \$0.14 | \$0.24 | \$0.24 | |
| South Access Road (International Airport) | \$0.25 | \$0.32 | \$0.50 | \$0.19 | \$0.25 | \$0.38 | \$0.16 | \$0.21 | \$0.33 | \$0.13 | \$0.17 | \$0.17 | \$0.27 | \$0.27 | |
| Boggy Creek Road | \$0.25 | \$0.32 | \$0.50 | \$0.19 | \$0.25 | \$0.38 | \$0.16 | \$0.21 | \$0.33 | \$0.13 | \$0.17 | \$0.17 | \$0.27 | \$0.27 | |
| Lake Nona Boulevard | \$0.34 | \$0.39 | \$0.68 | \$0.22 | \$0.25 | \$0.43 | \$0.18 | \$0.20 | \$0.35 | \$0.13 | \$0.15 | \$0.15 | \$0.27 | \$0.27 | |
| Narcoossee Road | ----- | ----- | \$0.60 | \$0.68 | \$1.19 | \$0.36 | \$0.42 | \$0.73 | \$0.22 | \$0.25 | \$0.43 | \$0.43 | ----- | ----- | |
| Moss Park Road | \$0.60 | \$0.68 | \$1.19 | ----- | ----- | ----- | \$0.63 | \$0.81 | \$1.26 | ----- | ----- | ----- | \$0.29 | \$0.45 | |
| Dowden Road | \$0.36 | \$0.42 | \$0.73 | \$0.63 | \$0.81 | \$1.26 | ----- | ----- | ----- | \$0.36 | \$0.46 | \$0.71 | ----- | ----- | |
| SR 528 (Beachline Expressway) | \$0.22 | \$0.25 | \$0.43 | \$0.23 | \$0.29 | \$0.45 | \$0.36 | \$0.46 | \$0.71 | ----- | ----- | ----- | ----- | ----- | |
| Lee Vista Boulevard | \$0.29 | \$0.34 | \$0.59 | \$0.33 | \$0.39 | \$0.65 | \$0.41 | \$0.50 | \$0.82 | \$0.46 | \$0.53 | \$0.53 | \$0.91 | \$0.91 | |
| Curry Ford Road | \$0.18 | \$0.21 | \$0.35 | \$0.17 | \$0.22 | \$0.34 | \$0.20 | \$0.26 | \$0.40 | \$0.14 | \$0.18 | \$0.18 | \$0.28 | \$0.28 | |
| SR 408 (East-West Expressway) | \$0.13 | \$0.16 | \$0.26 | \$0.12 | \$0.16 | \$0.24 | \$0.14 | \$0.18 | \$0.27 | \$0.08 | \$0.11 | \$0.11 | \$0.17 | \$0.17 | |
| SR 50 (Colonial Drive) | \$0.16 | \$0.20 | \$0.32 | \$0.16 | \$0.20 | \$0.31 | \$0.17 | \$0.22 | \$0.34 | \$0.13 | \$0.17 | \$0.17 | \$0.27 | \$0.27 | |
| University Boulevard | \$0.16 | \$0.18 | \$0.31 | \$0.15 | \$0.19 | \$0.30 | \$0.16 | \$0.20 | \$0.32 | \$0.13 | \$0.16 | \$0.16 | \$0.27 | \$0.27 | |
| Aloma Avenue | \$0.16 | \$0.18 | \$0.30 | \$0.15 | \$0.18 | \$0.29 | \$0.16 | \$0.19 | \$0.30 | \$0.14 | \$0.16 | \$0.16 | \$0.25 | \$0.25 | |

| From | Lee Vista Boulevard | | | | Curry Ford Road | | | | SR 408 (East-West Expressway) | | |
|---|---------------------|--------|--------------|--------|-----------------|--------------|--------|--------|-------------------------------|--|--|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | | |
| International Drive | \$0.17 | \$0.20 | \$0.34 | \$0.14 | \$0.17 | \$0.29 | \$0.13 | \$0.16 | \$0.26 | | |
| John Young Parkway | \$0.18 | \$0.21 | \$0.36 | \$0.14 | \$0.17 | \$0.29 | \$0.13 | \$0.15 | \$0.25 | | |
| Orange Blossom Trail | \$0.19 | \$0.23 | \$0.39 | \$0.15 | \$0.19 | \$0.31 | \$0.14 | \$0.16 | \$0.27 | | |
| Florida's Turnpike | \$0.15 | \$0.18 | \$0.30 | \$0.11 | \$0.14 | \$0.23 | \$0.10 | \$0.12 | \$0.20 | | |
| Landstar Boulevard | \$0.16 | \$0.20 | \$0.33 | \$0.12 | \$0.15 | \$0.25 | \$0.11 | \$0.13 | \$0.21 | | |
| South Access Road (International Airport) | \$0.19 | \$0.24 | \$0.38 | \$0.13 | \$0.17 | \$0.27 | \$0.11 | \$0.14 | \$0.22 | | |
| Boggy Creek Road | \$0.19 | \$0.24 | \$0.38 | \$0.13 | \$0.17 | \$0.27 | \$0.11 | \$0.14 | \$0.22 | | |
| Lake Nona Boulevard | \$0.21 | \$0.24 | \$0.41 | \$0.13 | \$0.16 | \$0.27 | \$0.11 | \$0.13 | \$0.21 | | |
| Narcoossee Road | \$0.29 | \$0.34 | \$0.59 | \$0.18 | \$0.21 | \$0.35 | \$0.13 | \$0.16 | \$0.26 | | |
| Moss Park Road | \$0.33 | \$0.39 | \$0.65 | \$0.17 | \$0.22 | \$0.34 | \$0.12 | \$0.16 | \$0.24 | | |
| Dowden Road | \$0.41 | \$0.50 | \$0.82 | \$0.20 | \$0.26 | \$0.40 | \$0.14 | \$0.18 | \$0.27 | | |
| SR 528 (Beachline Expressway) | \$0.46 | \$0.53 | \$0.91 | \$0.14 | \$0.18 | \$0.28 | \$0.08 | \$0.11 | \$0.17 | | |
| Lee Vista Boulevard | ----- | ----- | ----- | \$0.25 | \$0.33 | \$0.50 | \$0.12 | \$0.15 | \$0.23 | | |
| Curry Ford Road | \$0.25 | \$0.33 | \$0.50 | ----- | ----- | ----- | \$0.21 | \$0.27 | \$0.43 | | |
| SR 408 (East-West Expressway) | \$0.12 | \$0.15 | \$0.23 | \$0.21 | \$0.27 | \$0.43 | ----- | ----- | ----- | | |
| SR 50 (Colonial Drive) | \$0.17 | \$0.22 | \$0.35 | \$0.26 | \$0.34 | \$0.52 | \$0.69 | \$0.89 | \$1.37 | | |
| University Boulevard | \$0.16 | \$0.19 | \$0.32 | \$0.22 | \$0.26 | \$0.43 | \$0.37 | \$0.44 | \$0.73 | | |
| Aloma Avenue | \$0.16 | \$0.19 | \$0.30 | \$0.20 | \$0.24 | \$0.38 | \$0.30 | \$0.36 | \$0.56 | | |

| From | To | | | | | | | | | |
|---|------------------------|--------|--------------|----------------------|--------|--------------|--------------|--------|--------------|--------------|
| | SR 50 (Colonial Drive) | | | University Boulevard | | | Aloma Avenue | | | Pay-By-Plate |
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Aloma Avenue | Pay-By-Plate |
| International Drive | \$0.14 | \$0.17 | \$0.28 | \$0.14 | \$0.17 | \$0.28 | \$0.12 | \$0.15 | \$0.25 | \$0.25 |
| John Young Parkway | \$0.14 | \$0.17 | \$0.28 | \$0.14 | \$0.17 | \$0.28 | \$0.12 | \$0.15 | \$0.24 | \$0.24 |
| Orange Blossom Trail | \$0.15 | \$0.18 | \$0.30 | \$0.15 | \$0.18 | \$0.30 | \$0.13 | \$0.16 | \$0.26 | \$0.26 |
| Florida's Turnpike | \$0.12 | \$0.15 | \$0.24 | \$0.12 | \$0.14 | \$0.24 | \$0.10 | \$0.12 | \$0.20 | \$0.20 |
| Landstar Boulevard | \$0.13 | \$0.16 | \$0.25 | \$0.13 | \$0.15 | \$0.25 | \$0.11 | \$0.13 | \$0.21 | \$0.21 |
| South Access Road (International Airport) | \$0.13 | \$0.17 | \$0.27 | \$0.13 | \$0.17 | \$0.27 | \$0.11 | \$0.14 | \$0.22 | \$0.22 |
| Boggy Creek Road | \$0.13 | \$0.17 | \$0.27 | \$0.13 | \$0.17 | \$0.27 | \$0.11 | \$0.14 | \$0.22 | \$0.22 |
| Lake Nona Boulevard | \$0.13 | \$0.16 | \$0.27 | \$0.13 | \$0.16 | \$0.27 | \$0.11 | \$0.13 | \$0.21 | \$0.21 |
| Narcoossee Road | \$0.16 | \$0.20 | \$0.32 | \$0.16 | \$0.18 | \$0.31 | \$0.12 | \$0.15 | \$0.25 | \$0.25 |
| Moss Park Road | \$0.16 | \$0.20 | \$0.31 | \$0.15 | \$0.19 | \$0.30 | \$0.12 | \$0.15 | \$0.23 | \$0.23 |
| Dowden Road | \$0.17 | \$0.22 | \$0.34 | \$0.16 | \$0.20 | \$0.32 | \$0.12 | \$0.16 | \$0.25 | \$0.25 |
| SR 528 (Beachline Expressway) | \$0.13 | \$0.17 | \$0.27 | \$0.13 | \$0.16 | \$0.27 | \$0.09 | \$0.12 | \$0.19 | \$0.19 |
| Lee Vista Boulevard | \$0.17 | \$0.22 | \$0.35 | \$0.16 | \$0.19 | \$0.32 | \$0.11 | \$0.14 | \$0.22 | \$0.22 |
| Curry Ford Road | \$0.26 | \$0.34 | \$0.52 | \$0.22 | \$0.26 | \$0.43 | \$0.14 | \$0.18 | \$0.28 | \$0.28 |
| SR 408 (East-West Expressway) | \$0.34 | \$0.44 | \$0.69 | \$0.22 | \$0.25 | \$0.44 | \$0.10 | \$0.13 | \$0.21 | \$0.21 |
| SR 50 (Colonial Drive) | ----- | ----- | ----- | \$0.38 | \$0.44 | \$0.77 | \$0.15 | \$0.19 | \$0.30 | \$0.30 |
| University Boulevard | \$0.64 | \$0.77 | \$1.28 | ----- | ----- | ----- | \$0.36 | \$0.46 | \$0.71 | \$0.71 |
| Aloma Avenue | \$0.44 | \$0.51 | \$0.81 | \$0.36 | \$0.46 | \$0.71 | ----- | ----- | ----- | ----- |

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only

SR 429 (Daniel Webster Western Beltway)

| From | To | | | | | | CR 535 | | | | | |
|--------------------------------------|--------------|--------------|--------|----------------|--------------|--------|-----------------------|--------------|--------|--------|--------------|--------|
| | Seidell Road | | | Schofield Road | | | New Independence Pkwy | | | CR 535 | | |
| E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| Seidell Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Schofield Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| New Independence Parkway | ----- | ----- | ----- | \$0.44 | \$0.51 | \$0.89 | ----- | ----- | \$0.51 | \$0.89 | \$0.23 | \$0.28 |
| CR 535 (Winter Garden Vineland Road) | ----- | ----- | ----- | \$0.23 | \$0.28 | \$0.46 | \$0.33 | \$0.40 | ----- | \$0.66 | \$0.33 | \$0.17 |
| Florida's Turnpike (SR 91) | ----- | ----- | ----- | \$0.16 | \$0.19 | \$0.31 | \$0.20 | \$0.24 | \$0.40 | \$0.40 | \$0.20 | \$0.25 |
| SR 50 (West Colonial Drive) | ----- | ----- | ----- | \$0.15 | \$0.18 | \$0.30 | \$0.19 | \$0.23 | \$0.38 | \$0.38 | \$0.18 | \$0.23 |
| Plant Street/Franklin Street/SR 438 | ----- | ----- | ----- | \$0.16 | \$0.20 | \$0.32 | \$0.19 | \$0.25 | \$0.38 | \$0.38 | \$0.19 | \$0.26 |
| West Road | ----- | ----- | ----- | \$0.17 | \$0.20 | \$0.34 | \$0.20 | \$0.24 | \$0.40 | \$0.40 | \$0.20 | \$0.24 |
| CR 437A (Ocoee Apopka Road) | ----- | ----- | ----- | \$0.18 | \$0.22 | \$0.36 | \$0.21 | \$0.25 | \$0.41 | \$0.41 | \$0.21 | \$0.26 |
| SR 414 (Apopka Expressway) | ----- | ----- | ----- | \$0.17 | \$0.20 | \$0.33 | \$0.19 | \$0.23 | \$0.37 | \$0.37 | \$0.18 | \$0.23 |
| SR 429 Connector Road | ----- | ----- | ----- | \$0.14 | \$0.17 | \$0.28 | \$0.15 | \$0.19 | \$0.31 | \$0.31 | \$0.14 | \$0.17 |
| Kelly Park Road | ----- | ----- | ----- | \$0.15 | \$0.21 | \$0.30 | \$0.16 | \$0.22 | \$0.32 | \$0.32 | \$0.15 | \$0.22 |
| SR 453 | ----- | ----- | ----- | \$0.14 | \$0.20 | \$0.28 | \$0.15 | \$0.21 | \$0.31 | \$0.31 | \$0.14 | \$0.21 |
| SR 46 | ----- | ----- | ----- | \$0.16 | \$0.23 | \$0.31 | \$0.17 | \$0.25 | \$0.34 | \$0.34 | \$0.16 | \$0.26 |
| | | | | | | | | | | | | |

Notes:

- For cash traffic passing through Ponkan and Mount Plymouth Mainline Gantry it is assumed Pay-By-Plate is used

SECTION V
400

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only
SR 429 (Daniel Webster Western Beltway) - Continued

(Effective July 1, 2020)

| From | To | | | | | |
|--------------------------------------|--------------------|--------|--------------|------------------------|--------|--------------|
| | Florida's Turnpike | | | SR 50 (Colonial Drive) | | |
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| Seidel Road | ----- | \$0.16 | \$0.31 | \$0.15 | \$0.30 | \$0.16 |
| Schofield Road | ----- | \$0.20 | \$0.40 | \$0.19 | \$0.38 | \$0.19 |
| New Independence Parkway | ----- | \$0.20 | \$0.39 | \$0.23 | \$0.35 | \$0.23 |
| CR 535 (Winter Garden Vineland Road) | ----- | \$0.25 | \$0.39 | \$0.18 | \$0.26 | \$0.17 |
| Florida's Turnpike (SR 91) | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 50 (West Colonial Drive) | ----- | ----- | ----- | ----- | ----- | ----- |
| Plant Street/Franklin Street/SR 438 | \$0.17 | \$0.28 | \$0.34 | \$0.21 | \$0.35 | \$0.42 |
| West Road | \$0.20 | \$0.23 | \$0.41 | \$0.22 | \$0.25 | \$0.44 |
| CR 437A (Ocoee Apopka Road) | \$0.21 | \$0.26 | \$0.43 | \$0.22 | \$0.27 | \$0.45 |
| SR 414 (Apopka Expressway) | \$0.18 | \$0.21 | \$0.36 | \$0.19 | \$0.22 | \$0.37 |
| SR 429 Connector Road | \$0.13 | \$0.15 | \$0.25 | \$0.13 | \$0.16 | \$0.26 |
| Kelly Park Road | \$0.15 | \$0.22 | \$0.29 | \$0.15 | \$0.22 | \$0.30 |
| SR 453 | \$0.13 | \$0.20 | \$0.27 | \$0.14 | \$0.20 | \$0.27 |
| SR 46 | \$0.16 | \$0.26 | \$0.31 | \$0.16 | \$0.26 | \$0.32 |
| | | | | \$0.17 | \$0.28 | \$0.35 |
| | | | | | \$0.20 | \$0.33 |
| | | | | | | \$0.40 |

Notes:

1. For cash traffic passing through Ponkan and Mount Plymouth Mainline Gantry it is assumed Pay-By-Plate is used

| From | To | | | | | | | | |
|--------------------------------------|---------|--------|--------|--------------|----------------------------|--------|--------|--------------|-----------------------|
| | CR 437A | E-PASS | CASH | Pay-By-Plate | SR 414 (Apopka Expressway) | E-PASS | CASH | Pay-By-Plate | SR 429 Connector Road |
| Seidel Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Schofield Road | \$0.18 | \$0.20 | \$0.36 | \$0.17 | \$0.19 | \$0.33 | \$0.14 | \$0.16 | \$0.28 |
| New Independence Parkway | \$0.20 | \$0.23 | \$0.41 | \$0.19 | \$0.21 | \$0.37 | \$0.15 | \$0.17 | \$0.31 |
| CR 535 (Winter Garden Vineland Road) | \$0.21 | \$0.23 | \$0.41 | \$0.18 | \$0.20 | \$0.36 | \$0.14 | \$0.15 | \$0.28 |
| Florida's Turnpike (SR 91) | \$0.21 | \$0.22 | \$0.42 | \$0.18 | \$0.18 | \$0.35 | \$0.12 | \$0.13 | \$0.25 |
| SR 50 (West Colonial Drive) | \$0.22 | \$0.23 | \$0.45 | \$0.18 | \$0.19 | \$0.37 | \$0.13 | \$0.13 | \$0.26 |
| Plant Street/Franklin Street/SR 438 | \$0.29 | \$0.30 | \$0.57 | \$0.23 | \$0.23 | \$0.45 | \$0.15 | \$0.15 | \$0.29 |
| West Road | \$0.23 | \$0.30 | \$0.46 | \$0.15 | \$0.19 | \$0.30 | \$0.08 | \$0.10 | \$0.16 |
| CR 437A (Ocoee Apopka Road) | ----- | ----- | ----- | \$0.43 | \$0.55 | \$0.85 | \$0.12 | \$0.16 | \$0.24 |
| SR 414 (Apopka Expressway) | \$0.43 | \$0.55 | \$0.85 | ----- | ----- | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| SR 429 Connector Road | \$0.12 | \$0.16 | \$0.24 | \$0.00 | \$0.00 | ----- | ----- | ----- | ----- |
| Kelly Park Road | \$0.16 | \$0.27 | \$0.32 | \$0.19 | \$0.32 | \$0.37 | \$0.34 | \$0.59 | \$0.68 |
| SR 453 | \$0.14 | \$0.24 | \$0.28 | \$0.16 | \$0.27 | \$0.32 | \$0.26 | \$0.44 | \$0.52 |
| SR 46 | \$0.17 | \$0.31 | \$0.35 | \$0.19 | \$0.35 | \$0.39 | \$0.28 | \$0.50 | \$0.56 |

Notes:

1. For cash traffic passing through Ponkan and Mount Plymouth Mainline Gantry it is assumed Pay-By-Plate is used

| From | To | | | | | |
|--------------------------------------|-----------------|--------|--------------|--------|--------|--------------|
| | Kelly Park Road | | | SR 453 | | |
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate |
| Seidel Road | ----- | ----- | ----- | ----- | ----- | ----- |
| Schofield Road | \$0.15 | \$0.16 | \$0.26 | \$0.17 | \$0.19 | \$0.28 |
| New Independence Parkway | \$0.16 | \$0.18 | \$0.29 | \$0.19 | \$0.20 | \$0.31 |
| CR 535 (Winter Garden Vineland Road) | \$0.15 | \$0.17 | \$0.26 | \$0.18 | \$0.20 | \$0.29 |
| Florida's Turnpike (SR 91) | \$0.14 | \$0.15 | \$0.24 | \$0.18 | \$0.19 | \$0.27 |
| SR 50 (West Colonial Drive) | \$0.15 | \$0.15 | \$0.24 | \$0.19 | \$0.19 | \$0.27 |
| Plant Street/Franklin Street/SR 438 | \$0.16 | \$0.17 | \$0.27 | \$0.20 | \$0.21 | \$0.30 |
| West Road | \$0.12 | \$0.14 | \$0.17 | \$0.18 | \$0.19 | \$0.22 |
| CR 437A (Ocoee Apopka Road) | \$0.16 | \$0.18 | \$0.22 | \$0.22 | \$0.24 | \$0.28 |
| SR 414 (Apopka Expressway) | \$0.11 | \$0.11 | \$0.11 | \$0.19 | \$0.19 | \$0.22 |
| SR 429 Connector Road | \$0.20 | \$0.20 | \$0.20 | \$0.30 | \$0.30 | \$0.32 |
| Kelly Park Road | ----- | ----- | ----- | \$0.62 | \$0.62 | \$0.44 |
| SR 453 | \$0.62 | \$1.25 | ----- | ----- | \$0.32 | \$0.65 |
| SR 46 | \$0.21 | \$0.42 | \$0.42 | \$0.32 | \$0.65 | \$0.65 |

Notes:

1. For cash traffic passing through Ponkan and Mount Plymouth Mainline Gantry it is assumed Pay-By-Plate is used

SECTION V
403

Toll Rates Between Interchanges (\$ Toll Rate/Mile) - 2 Axle Vehicles Only

SR 414 (Apopka Expressway)
(Effective July 1, 2020)

| From | SR 429 Connector Road | | | | SR 451 (Western Beltway) | | | | Marden Road | | | | Keene Road | | | |
|----------------------------|-----------------------|--------|--------------|--------|--------------------------|--------------|--------|--------|--------------|--------|--------|--------------|------------|-------|--------------|-------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| SR 429 Connector Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| SR 451 (Western Beltway) | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Marden Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Keene Road | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Hiawassee Road (CR 435) | \$0.15 | \$0.19 | \$0.29 | \$0.31 | \$0.40 | \$0.62 | \$0.34 | \$0.44 | \$0.68 | \$0.45 | \$0.58 | \$0.90 | ----- | ----- | ----- | ----- |
| OBT - US 441 (East) | \$0.12 | \$0.16 | \$0.25 | \$0.22 | \$0.29 | \$0.45 | \$0.24 | \$0.31 | \$0.47 | \$0.21 | \$0.27 | \$0.42 | ----- | ----- | ----- | ----- |
| Bear Lake Road/Rose Avenue | \$0.11 | \$0.15 | \$0.23 | \$0.20 | \$0.26 | \$0.39 | \$0.21 | \$0.27 | \$0.41 | \$0.17 | \$0.22 | \$0.34 | ----- | ----- | ----- | ----- |

| From | Hiawassee Road (CR 435) | | | | OBT - US 441 (East) | | | | Bear Lake Road/Rose Avenue | | | | To | | | |
|----------------------------|-------------------------|--------|--------------|--------|---------------------|--------------|--------|--------|----------------------------|--------|--------|--------------|--------|-------|--------------|-------|
| | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | E-PASS | CASH | Pay-By-Plate | |
| SR 429 Connector Road | \$0.15 | \$0.19 | \$0.29 | \$0.12 | \$0.16 | \$0.25 | \$0.11 | \$0.15 | \$0.23 | \$0.20 | \$0.26 | \$0.39 | ----- | ----- | ----- | ----- |
| SR 451 (Western Beltway) | \$0.31 | \$0.40 | \$0.62 | \$0.22 | \$0.29 | \$0.45 | \$0.20 | \$0.26 | \$0.39 | \$0.27 | \$0.34 | \$0.41 | ----- | ----- | ----- | ----- |
| Marden Road | \$0.34 | \$0.44 | \$0.68 | \$0.24 | \$0.31 | \$0.47 | \$0.21 | \$0.27 | \$0.42 | \$0.17 | \$0.22 | \$0.34 | ----- | ----- | ----- | ----- |
| Keene Road | \$0.45 | \$0.58 | \$0.90 | \$0.21 | \$0.27 | \$0.42 | \$0.14 | \$0.17 | \$0.22 | \$0.11 | \$0.14 | \$0.23 | ----- | ----- | ----- | ----- |
| Hiawassee Road (CR 435) | ----- | ----- | ----- | \$0.21 | \$0.34 | \$0.41 | ----- | ----- | ----- | \$0.00 | \$0.00 | ----- | ----- | ----- | ----- | ----- |
| OBT - US 441 (East) | \$0.21 | \$0.34 | \$0.41 | ----- | ----- | ----- | ----- | ----- | ----- | \$0.00 | \$0.00 | ----- | ----- | ----- | ----- | ----- |
| Bear Lake Road/Rose Avenue | \$0.14 | \$0.23 | \$0.28 | \$0.00 | \$0.00 | \$0.00 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

| From | To | | |
|--------------------|--------|--------------|--------|
| | SR 46 | | |
| | E-PASS | Pay-By-Plate | E-PASS |
| SR 429 Interchange | ----- | ----- | \$0.33 |
| SR 46 | \$0.33 | \$0.63 | ----- |

| From | To | | | | |
|--------------------------|-----------------------|-----------------|--------------|-----------------|--------|
| | Osceola/Polk Co. Line | Marigold Avenue | Koa Street | Cypress Parkway | |
| E-PASS | Pay-By-Plate | E-PASS | Pay-By-Plate | E-PASS | |
| Osceola/Polk County Line | \$0.52 | \$0.52 | \$1.05 | \$0.40 | \$0.81 |
| Marigold Avenue | \$0.40 | \$1.05 | ----- | ----- | ----- |
| Koa Street | \$0.36 | \$0.81 | ----- | ----- | ----- |
| Cypress Parkway | \$0.72 | ----- | ----- | ----- | ----- |