

# MAINLINE DESCRIPTION



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

**Mainline – SR 91 (MP 236 – MP 309):** Formerly known as the Northern Coin System, this 73-mile section runs from the Three Lakes Toll Plaza in Osceola County through Orlando to I-75 at Wildwood.

**Mainline – SR 91 (MP 88 – MP 236):** Formerly known as the Ticket System, this 148-mile section extends from the Lantana Toll Plaza in Palm Beach County to the Three Lakes Toll Plaza in Osceola County.

**Mainline – SR 91 (MP 0X – MP 88):** Formerly known as the Southern Coin System, this 44-mile section extends south of the Golden Glades Toll Plaza in Miami-Dade County, north through Broward and Palm Beach counties to the Lantana Toll Plaza.

**Mainline – SR 821:** This 47-mile section runs from US Highway 1 in Florida City in Miami-Dade County, north to Broward County and then to a junction with the Mainline – SR 91.

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

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

The Mainline – SR 91 (MP 88 – MP 236) section historically operated as a ticket system, which required cash customers to obtain a ticket that provides evidence of entry onto the facility and remit that ticket upon exiting the system. The transactions of SunPass customers was processed electronically without a ticket. Toll revenues on this Ticket System were based on the distance travelled multiplied by the applicable toll rate. In November 2022, the toll collection on the Mainline – SR 91 (MP 88 – MP 236) section was moved from the ramps to across-the-road mainline plazas using the barrier method of toll collection with specific toll rates based on vehicle classification and method of payment.

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

**Table 4.1 - Mainline (SR 821, SR 91, SR 528) Transactions and Toll Revenue  
FY 2022 vs. FY 2021**

Component	Transactions			Toll Revenue		
	FY 2022	FY 2021	Change	FY 2022	FY 2021	Change
Mainline - SR 821	217,642,262	189,128,516	15.1%	\$180,335,769	\$163,115,157	10.6%
Mainline - SR 91 (MP 0X - MP 309)	479,656,099	297,896,165	61.0	541,751,849	476,471,690	13.7
Beachline West Expressway (SR 528)	36,258,152	27,018,977	34.2	29,733,158	23,323,354	27.5
<b>Total</b>	<b>733,556,513</b>	<b>514,043,658</b>	<b>42.7%</b>	<b>\$751,820,777</b>	<b>\$662,910,201</b>	<b>13.4%</b>

Source: Turnpike Enterprise Finance Office.

A significant increase in transaction growth is due to the recovery from the pandemic impacts and the change in toll collection on the Mainline - SR 91 (MP 88 - MP 236) from the ramps to the mainlines.

**Table 4.2 - Mainline (SR 821, SR 91, SR 528) Summary  
Quarterly Gross Toll Revenue Results  
FY 2022 vs. FY 2021**

Months	FY 2022	FY 2021	Variance	
			Amount	Change
July	\$64,968,783	\$49,674,309	\$15,294,474	30.8%
August	61,228,485	50,803,254	10,425,231	20.5
September	59,512,314	51,015,459	8,496,855	16.7
1st Quarter Subtotal	185,709,582	151,493,022	34,216,560	22.6
October	64,569,560	54,911,426	9,658,134	17.6
November	63,905,871	52,202,893	11,702,978	22.4
December	65,464,149	56,450,338	9,013,811	16.0
2nd Quarter Subtotal	193,939,581	163,564,657	30,374,924	18.6
January	60,306,036	53,704,765	6,601,271	12.3
February	59,387,570	51,819,238	7,568,332	14.6
March	67,971,913	61,233,879	6,738,034	11.0
3rd Quarter Subtotal	187,665,519	166,757,882	20,907,637	12.5
April	64,001,870	59,936,779	4,065,091	6.8
May	62,905,248	61,009,309	1,895,939	3.1
June	57,598,977	60,148,552	(2,549,575)	(4.2)
4th Quarter Subtotal	184,506,095	181,094,640	3,411,455	1.9
<b>Annual Total</b>	<b>\$751,820,777</b>	<b>\$662,910,201</b>	<b>\$88,910,576</b>	<b>13.4%</b>

Source: Turnpike Enterprise Finance Office.

**Table 4.3 - Mainline (SR 821, SR 91, SR 528)  
Comparison of Daily Transactions by Month  
FY 2022 vs. FY 2021**

Month	Average Daily Transactions (ADT)*		Change
	FY 2022	FY 2021	
July	1,581,628	1,193,467	32.5%
August	1,535,423	1,232,069	24.6
September	1,568,680	1,289,700	21.6
October	1,637,452	1,354,113	20.9
November	2,111,121	1,321,131	59.8
December	2,227,458	1,396,500	59.5
January	2,070,896	1,357,372	52.6
February	2,283,491	1,456,816	56.7
March	2,359,882	1,559,112	51.4
April	2,333,441	1,570,590	48.6
May	2,247,577	1,569,115	43.2
June	2,191,725	1,609,867	36.1
<b>AADT</b>	<b>2,009,744</b>	<b>1,408,339</b>	<b>42.7%</b>

Source: Turnpike Enterprise Finance Office.

\* ADT at tolled plaza locations.

A significant increase in transaction growth is due to the recovery from the pandemic impacts and the change in toll collection on the Mainline - SR 91 (MP 88 - MP 236) from the ramps to the mainlines.

**Table 4.4 - Turnpike Mainline - SR 821  
Traffic Comparison of FY 2022 vs. FY 2021**

Interchange		Annual Average Daily Transactions (AADT)*		
MP	Location	FY 2022	FY 2021	Change
47	NW 27th Avenue	17,192	13,564	26.7%
43	NW 57th Avenue	12,432	10,380	19.8
35	Okeechobee Road (US 27)	9,571	8,862	8.0
34	NW 106th Street	6,607	5,652	16.9
32	OKEECHOBEE PLAZA	109,576	96,990	13.0
31	NW 74th Street	15,709	12,849	22.3
29	NW 41st Street	14,956	12,975	15.3
27	NW 12th Street (Beacon Tradeport)	13,671	11,227	21.8
25	US 41/SW 8th Street (Tamiami Trail)	30,903	25,085	23.2
23	Bird Road (SW 40th Street)	32,744	27,846	17.6
22	BIRD ROAD PLAZA	143,436	124,189	15.5
20	SW 120th Street and Kendall Drive	35,129	30,789	14.1
16	Coral Reef Drive	14,086	12,781	10.2
10	HOMESTEAD PLAZA	123,292	109,295	12.8
9	Allapattah Road (SW 112th Avenue)	6,958	6,383	9.0
5	Biscayne Drive (SW 288th Street)	6,078	5,268	15.4
2	Campbell Drive (SW 312th Street)	3,941	4,025	(2.1)
<b>Total</b>		<b>596,280</b>	<b>518,160</b>	<b>15.1%</b>

Source: Turnpike Enterprise Finance Office.

\* AADT at tolled plaza locations.

**Table 4.5 - Turnpike Mainline - SR 821  
Quarterly Revenue Results  
FY 2022 vs. FY 2021**

Months	FY 2022	FY 2021	Variance	
			Amount	Change
July	\$15,303,582	\$12,087,305	\$3,216,277	26.6%
August	14,933,932	12,465,500	2,468,432	19.8
September	14,913,199	12,527,349	2,385,850	19.0
1st Quarter Subtotal	45,150,713	37,080,154	8,070,559	21.8
October	15,792,225	13,486,634	2,305,591	17.1
November	15,280,170	12,765,454	2,514,716	19.7
December	15,246,196	13,771,582	1,474,614	10.7
2nd Quarter Subtotal	46,318,591	40,023,670	6,294,921	15.7
January	14,492,082	13,221,615	1,270,467	9.6
February	14,485,399	12,878,793	1,606,606	12.5
March	16,030,971	15,130,026	900,945	6.0
3rd Quarter Subtotal	45,008,452	41,230,434	3,778,018	9.2
April	15,240,494	14,792,265	448,229	3.0
May	14,874,542	15,092,763	(218,221)	(1.4)
June	13,742,978	14,895,871	(1,152,893)	(7.7)
4th Quarter Subtotal	43,858,014	44,780,899	(922,885)	(2.1)
<b>Annual Total</b>	<b>\$180,335,770</b>	<b>\$163,115,157</b>	<b>\$17,220,613</b>	<b>10.6%</b>

Source: Turnpike Enterprise Finance Office.

**Table 4.6 - Turnpike Mainline - SR 91 (MP 0X - MP 88)  
Traffic Comparison of FY 2022 and FY 2021**

Interchange		Annual Average Daily Transactions (AADT)*		
MP	Location	FY 2022	FY 2021	Change
86	Boynton Beach Boulevard	19,200	16,327	17.6%
81	Delray Beach (Atlantic Avenue)	15,446	13,507	14.4
75	Boca Raton (Glades Road)	19,553	16,129	21.2
69	Sample Road	8,800	8,215	7.1
67	Coconut Creek Parkway	13,303	11,640	14.3
65	POMPANO BEACH PLAZA	124,235	105,331	17.9
62	Commercial Boulevard	33,331	29,221	14.1
58	Sunrise Boulevard	25,021	21,872	14.4
53	Griffin Road	17,823	15,670	13.7
49	Hollywood Boulevard	25,516	23,635	8.0
47	County Line Road	5,053	4,809	5.1
47	NW 27th Avenue	3,335	3,063	8.9
47	MIRAMAR PLAZA	52,669	44,983	17.1
2X	Dolphin Center	12,424	10,858	14.4
0X	GOLDEN GLADES PLAZA	104,883	96,771	8.4
<b>Total</b>		<b>480,592</b>	<b>422,031</b>	<b>13.9%</b>

Source: Turnpike Enterprise Finance Office.

\* AADT at tolled plaza locations.

**Table 4.7 - Turnpike Mainline - SR 91 (MP 88 - MP 236)  
Traffic Comparison of FY 2022 and FY 2021**

Interchange		Annual Average Daily Transactions (AADT)*		
MP	Location	FY 2022	FY 2021	Change
236	THREE LAKES PLAZA	35,400	29,300	20.8%
154	FORT PIERCE PLAZA	36,700	30,200	21.5
150	MIDWAY ROAD PLAZA	46,900	38,700	21.2
141	PORT ST. LUCIE PLAZA	54,100	45,300	19.4
138	BECKER ROAD PLAZA	59,900	50,000	19.8
133	STUART PLAZA	52,700	43,600	20.9
113	JUPITER PLAZA	54,500	46,500	17.2
108	PGA BOULEVARD PLAZA	64,400	56,100	14.8
104	45TH STREET PLAZA	72,500	64,400	12.6
98	BELVEDERE ROAD PLAZA	78,000	68,500	13.9
96	FOREST BOULEVARD PLAZA	78,600	68,500	14.7
88	LANTANA PLAZA	82,800	72,400	14.4
<b>Total</b>		<b>716,500</b>	<b>613,500</b>	<b>16.8%</b>

Source: Turnpike Enterprise Finance Office.

\* AADT based on balanced traffic profiles.

On November 8, 2021, toll collection on this segment of the Mainline was moved from the ramps to the mainlines. For better comparability, transactions at mainlines prior to this period in the current and prior fiscal years are shown based on the traffic profiles (Appendix C) of the respective Traffic Engineer's Annual Letter Report.

**Table 4.8 - Turnpike Mainline - SR 91 (MP 236 - MP 309)  
Traffic Comparison of FY 2022 and FY 2021**

Interchange		Annual Average Daily Transactions (AADT)*		
MP	Location	FY 2022	FY 2021	Change
296	CR 470	2,067	1,958	5.6%
289	US 27/Leesburg North	7,039	6,092	15.5
288	LEESBURG PLAZA	51,608	44,005	17.3
285	US 27/Leesburg South	14,025	12,468	12.5
278	Minneola (Hancock Rd)	11,733	9,608	22.1
272	SR 50	41,031	36,357	12.9
259	Orlando/I-4	35,907	29,983	19.8
255	Consulate Drive	10,275	9,605	7.0
254	Orlando South	36,148	30,351	19.1
251	SR 417	23,235	10,345	124.6
249	Osceola Parkway	27,122	22,241	21.9
244	Kissimmee/St. Cloud	28,761	21,854	31.6
240	Kissimmee Park Road	19,804	17,239	14.9
<b>Total</b>		<b>308,755</b>	<b>252,105</b>	<b>22.5%</b>

Source: Turnpike Enterprise Finance Office.  
\* AADT at tolled plaza locations.

**Table 4.9 - Turnpike Mainline Summary - SR 91 (MP 0X - MP 309)**  
**Quarterly Revenue Results**  
**FY 2022 vs. FY 2021**

Months	FY 2022	FY 2021	Variance	
			Amount	Change
July	\$47,108,831	\$35,820,624	\$11,288,207	31.5%
August	44,047,428	36,545,392	7,502,036	20.5
September	42,336,056	36,689,602	5,646,454	15.4
1st Quarter Subtotal	133,492,315	109,055,618	24,436,697	22.4
October	46,114,523	39,489,294	6,625,229	16.8
November	46,116,423	37,589,692	8,526,731	22.7
December	47,476,246	40,676,164	6,800,083	16.7
2nd Quarter Subtotal	139,707,193	117,755,150	21,952,043	18.6
January	43,401,191	38,594,503	4,806,688	12.5
February	42,503,504	37,134,769	5,368,735	14.5
March	49,195,744	43,958,103	5,237,641	11.9
3rd Quarter Subtotal	135,100,439	119,687,375	15,413,064	12.9
April	46,289,636	43,041,937	3,247,699	7.5
May	45,461,776	43,781,443	1,680,333	3.8
June	41,700,491	43,150,167	(1,449,675)	(3.4)
4th Quarter Subtotal	133,451,904	129,973,547	3,478,357	2.7
<b>Annual Total</b>	<b>\$541,751,849</b>	<b>\$476,471,690</b>	<b>\$65,280,161</b>	<b>13.7%</b>

Source: Turnpike Enterprise Finance Office.

**Table 4.10 - Beachline West Expressway  
Comparison of Daily Transactions by Month  
FY 2022 vs. FY 2021**

Month	Average Daily Transactions (ADT)*		Change
	FY 2022	FY 2021	
July	94,036	57,965	62.2%
August	88,022	59,338	48.3
September	88,156	62,821	40.3
October	96,568	67,290	43.5
November	97,971	67,843	44.4
December	100,326	71,208	40.9
January	92,035	67,363	36.6
February	105,617	75,711	39.5
March	110,643	88,217	25.4
April	108,556	88,126	23.2
May	107,816	90,211	19.5
June	102,917	92,867	10.8
<b>AADT</b>	<b>99,337</b>	<b>74,025</b>	<b>34.2%</b>

Source: Turnpike Enterprise Finance Office.

\* ADT at tolled plaza location.

**Table 4.11 - Beachline West Expressway  
Quarterly Revenue Results  
FY 2022 vs. FY 2021**

Months	FY 2022	FY 2021	Variance	
			Amount	Change
July	\$2,556,370	\$1,766,379	\$789,991	44.7%
August	2,247,125	1,792,362	454,763	25.4
September	2,263,059	1,798,507	464,552	25.8
1st Quarter Subtotal	7,066,554	5,357,248	1,709,306	31.9
October	2,662,812	1,935,499	727,313	37.6
November	2,509,279	1,847,747	661,532	35.8
December	2,741,707	2,002,592	739,115	36.9
2nd Quarter Subtotal	7,913,798	5,785,838	2,127,960	36.8
January	2,412,763	1,888,647	524,116	27.8
February	2,398,667	1,805,676	592,991	32.8
March	2,745,198	2,145,750	599,448	27.9
3rd Quarter Subtotal	7,556,628	5,840,073	1,716,555	29.4
April	2,471,739	2,102,577	369,162	17.6
May	2,568,930	2,135,102	433,828	20.3
June	2,155,509	2,102,516	52,992	2.5
4th Quarter Subtotal	7,196,178	6,340,195	855,982	13.5
<b>Annual Total</b>	<b>\$29,733,158</b>	<b>\$23,323,354</b>	<b>\$6,409,803</b>	<b>27.5%</b>

Source: Turnpike Enterprise Finance Office.

**Table 4.12 - Mainline  
Seasonal Traffic Variation  
FY 2022**

Month	Seasonal Factor				
	SR 821	SR 91 MP 0X - MP 88	SR 91 MP 88 - MP 236*	SR 91 MP 236 - MP 309	Beachline West Expressway
July 2021	0.96	0.96	0.88	0.97	0.95
August	0.94	0.95	0.89	0.92	0.89
September	0.98	0.96	0.92	0.94	0.89
October	1.01	0.99	0.95	0.99	0.97
November	1.01	1.00	0.95	1.00	0.99
December	0.99	1.00	1.00	1.02	1.01
January 2022	0.94	0.95	0.96	0.92	0.93
February	1.05	1.06	1.03	1.03	1.06
March	1.06	1.08	1.11	1.07	1.11
April	1.06	1.06	1.11	1.07	1.09
May	1.02	1.01	1.10	1.04	1.09
June	0.99	0.98	1.11	1.04	1.04

Source: Turnpike Enterprise Finance Office.

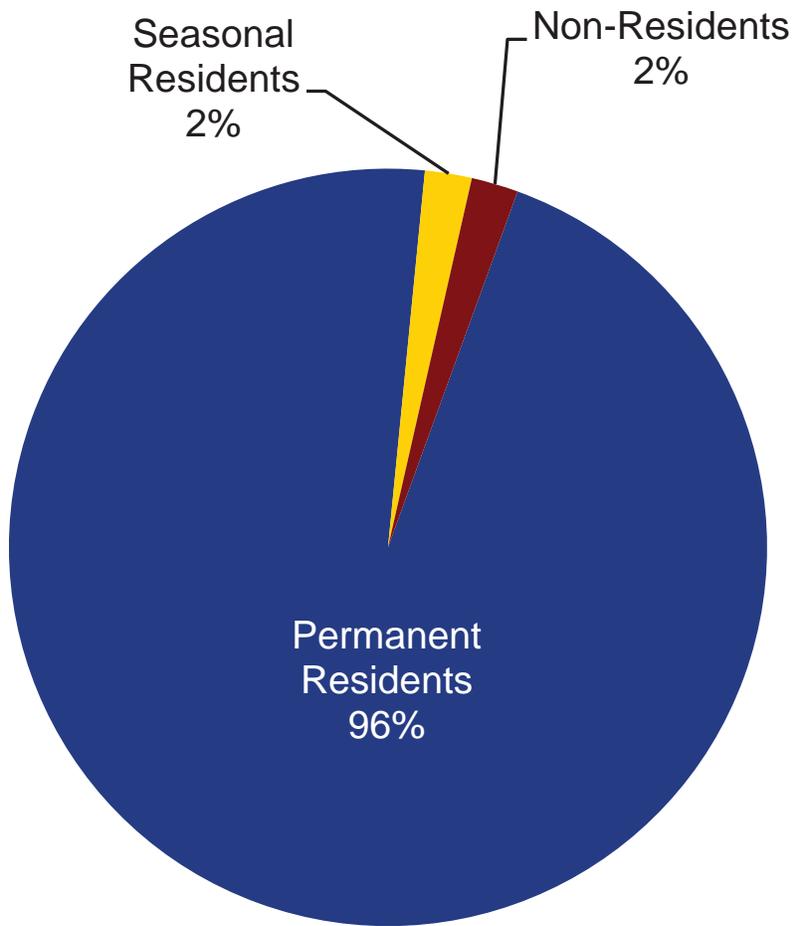
\* On this section of the Mainline, the change in toll collection from the ramps to the mainlines resulted in significantly higher transactions and impacted the monthly seasonality. Accordingly, FY 2021 seasonality is shown for comparison purposes.

**Table 4.13 - Mainline - Toll Revenue Forecast (\$000)  
FY 2023 vs. FY 2033**

<b>Fiscal Year</b>	<b>Turnpike Mainline - SR 821</b>	<b>Turnpike Mainline - SR 91 (MP 0X - 309)</b>	<b>Beachline West - SR 528</b>	<b>Total</b>
2023	\$186,836	\$549,775	\$28,776	\$765,387
2024	192,441	573,702	31,795	797,938
2025	197,830	588,975	32,908	819,713
2026	202,973	604,042	33,895	840,910
2027	211,155	619,475	34,844	865,474
2028	216,348	634,031	35,750	886,129
2029	221,455	649,096	36,573	907,124
2030	226,032	665,814	37,304	929,150
2031	229,944	679,505	37,975	947,424
2032	233,468	691,478	38,545	963,491
2033	237,043	702,440	39,123	978,606

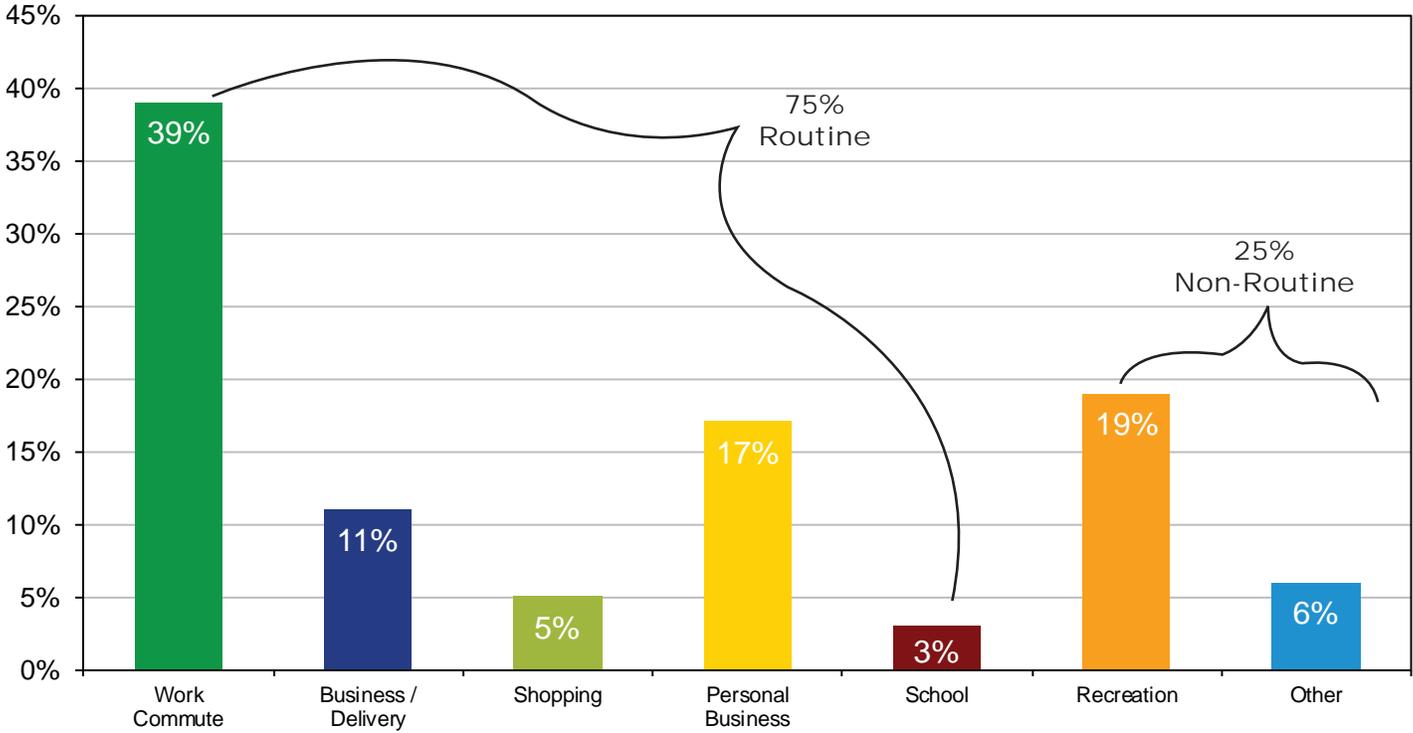
Note: FY 2023 forecast above reflects the impacts of the Hurricane Ian toll suspension. The forecasts also include revenues from widening on the Turnpike Mainline - SR 91 from Clermont to Minneola in FY 2026, from Minneola to Leesburg North in FY 2027, from Kissimmee Park Road to Osceola Parkway in FY 2029, and from Leesburg North to CR 470 in FY 2033. Similarly, the Turnpike Mainline - SR 821 includes widening revenue impact from SR 836 to east of I-75 in FY 2027 and from Campbell Drive to SW 137th Avenue in FY 2032. Further, the Turnpike Mainline - SR 91 includes the revenue impact from additional auxiliary lane capacity from the Turnpike Mainline - SR 821 to Griffin Road, from Sawgrass Expressway to Glades Road in FY 2030, from Golden Glades to Turnpike Mainline - SR 821 in FY 2032, and from SR 710 to PGA Boulevard in FY 2033. Additionally, the forecasts reflect revenues from widening on the Turnpike Mainline - SR 91 from Boynton Beach to SR 710 in FY 2030. Further, the forecasts incorporate new interchanges opening on the Turnpike Mainline - SR 821 at NW 170th Street in FY 2027, on the Turnpike Mainline - SR 91 at Sand Lake Road, at new ramps to/from north at Leesburg South in FY 2027, at Nolte Road in FY 2029, at Jog Road in FY 2030, at Taft Vineland Road, at Kissimmee-St. Cloud South, and at Midway Road in FY 2031.

**Graph 4.1 - Florida's Turnpike System  
Customer Mix**



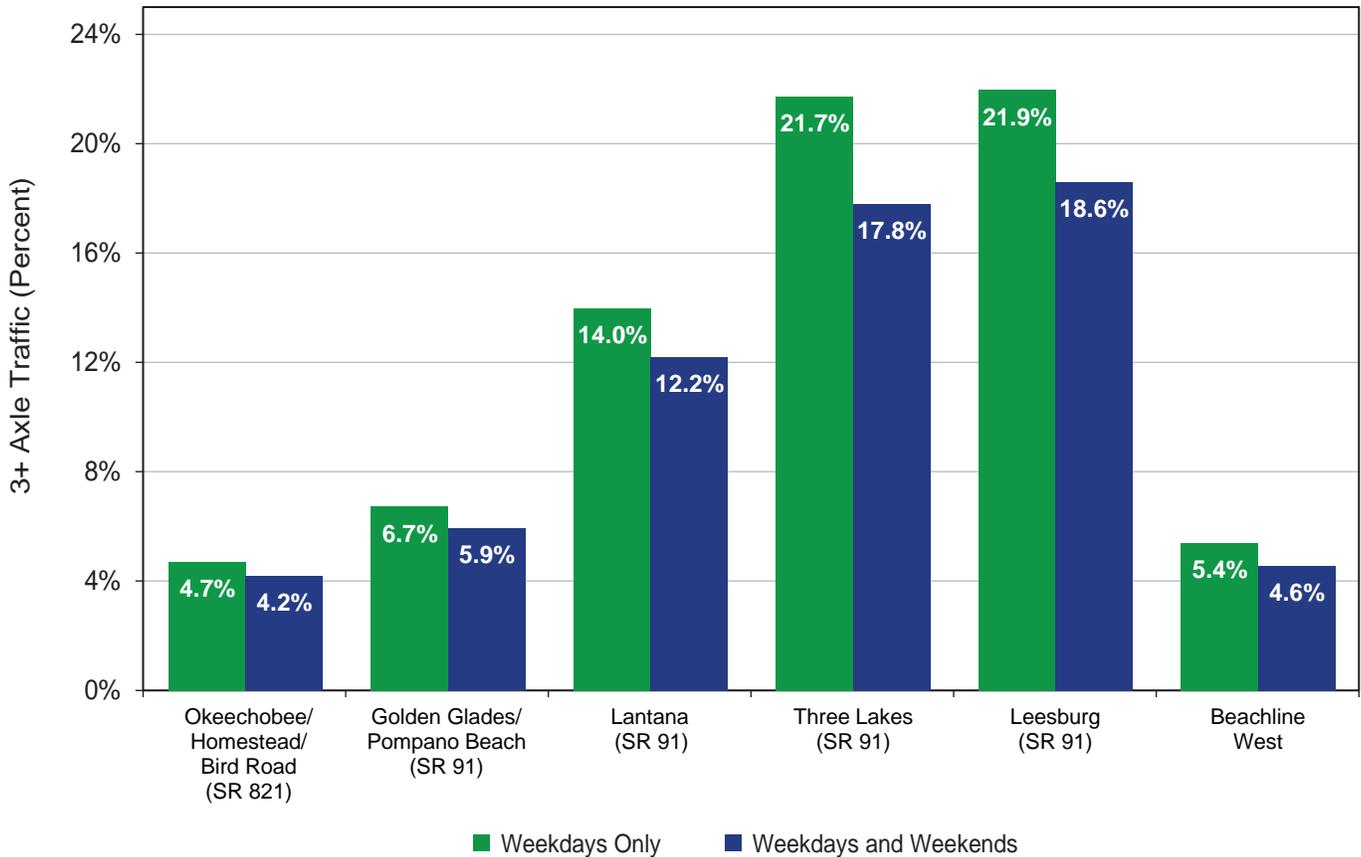
Source: Turnpike Systemwide Customer Survey Report

**Graph 4.2 - Florida's Turnpike System  
Trip Purpose**



Source: Turnpike Systemwide Customer Survey Report

**Graph 4.3 - Mainline Toll Plazas  
3+ Axle Vehicles in the Vehicle Mix**

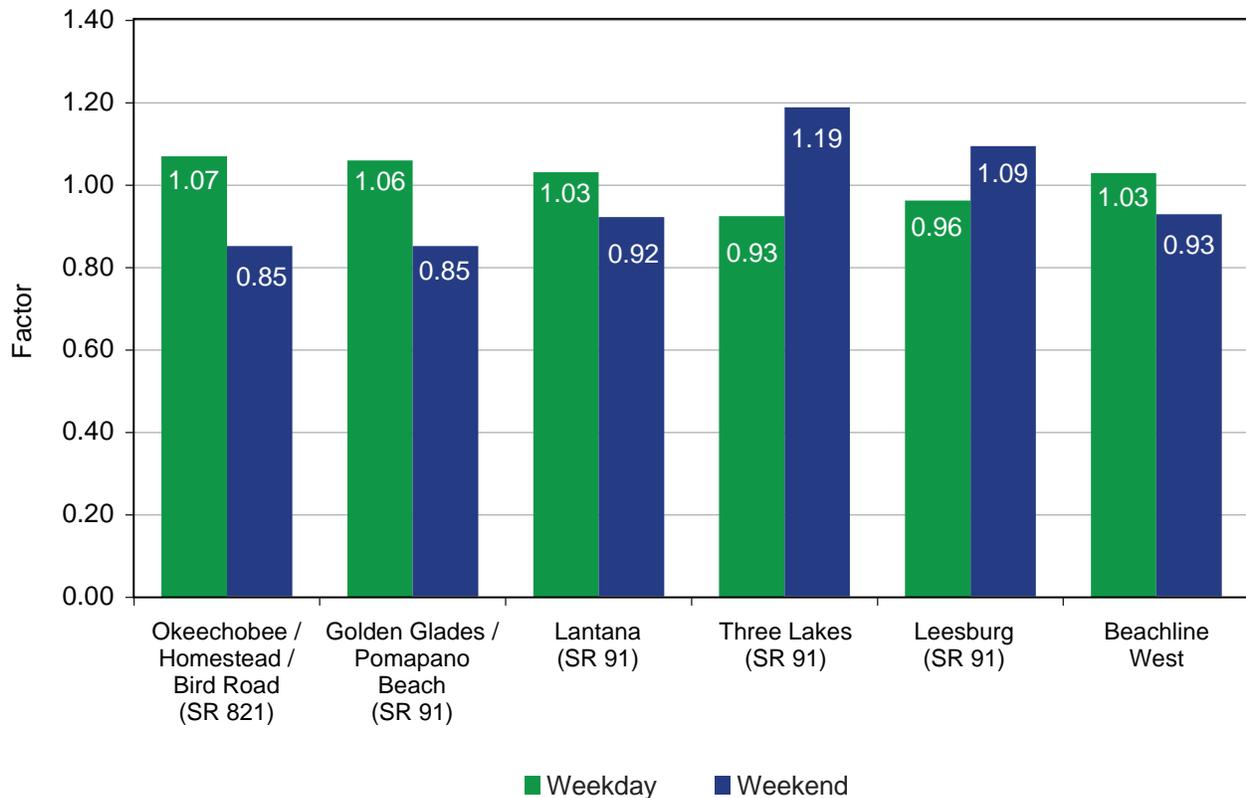


Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning November 8, 2021.

This graph provides an overview of the percentage of truck traffic by Mainline facility. As in prior years, the highest percentage of 3+ axle traffic was reported at the Leesburg Toll Plaza on SR 91 at 22 percent for weekdays. The SR 821 and Beachline West Expressway, facilities that largely serve the commuters and the tourists, reported the lowest percentage of 3+ axle traffic at approximately 5 percent for the entire week.

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

**Graph 4.4 - Mainline Traffic Weekends vs. Weekdays**

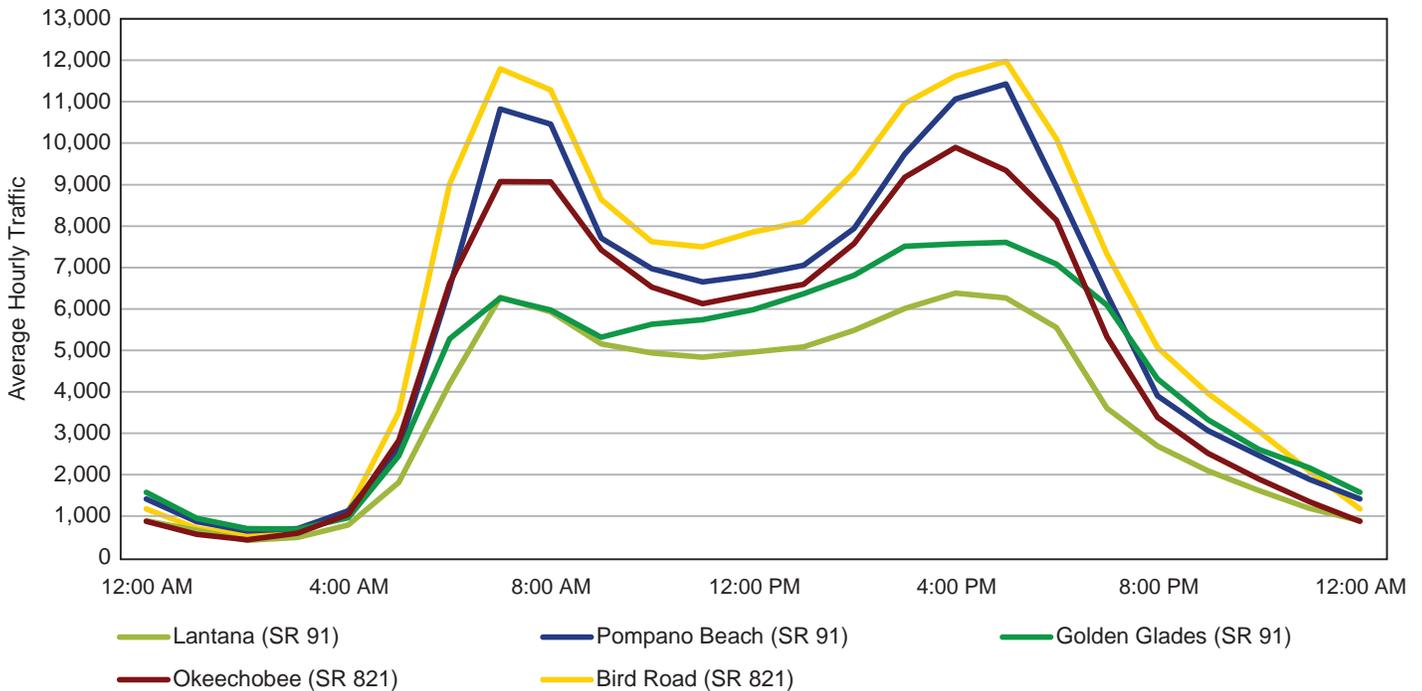


Source: Data obtained from Turnpike Enterprise Finance Office for the week beginning November 8, 2021.  
 Note: A Factor of 1.0 represents a typical average day over the 7-day period.

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

Assuming that an average day in a seven-day week represents the baseline for comparison between weekdays and weekends, a weekday/weekend factor is calculated for a representative group of mainline toll plazas. These factors are shown in the graph above. As expected, the weekday factors at the plazas that primarily serve commuter traffic (i.e., SR 821, the south end of SR 91, Beachline West) are 3 to 7 percent higher than the average traffic for the entire week. Conversely, weekend traffic at these plazas is 7 to 15 percent lower than the weekly average. On the other hand, traffic at the Three Lakes and Leesburg Plaza indicates higher weekend versus weekday traffic. This trend is expected since these plazas predominately serve tourists and recreational travelers.

**Graph 4.5 - Mainline Toll Plazas - Southern Facilities  
Typical Hourly Weekday Traffic**

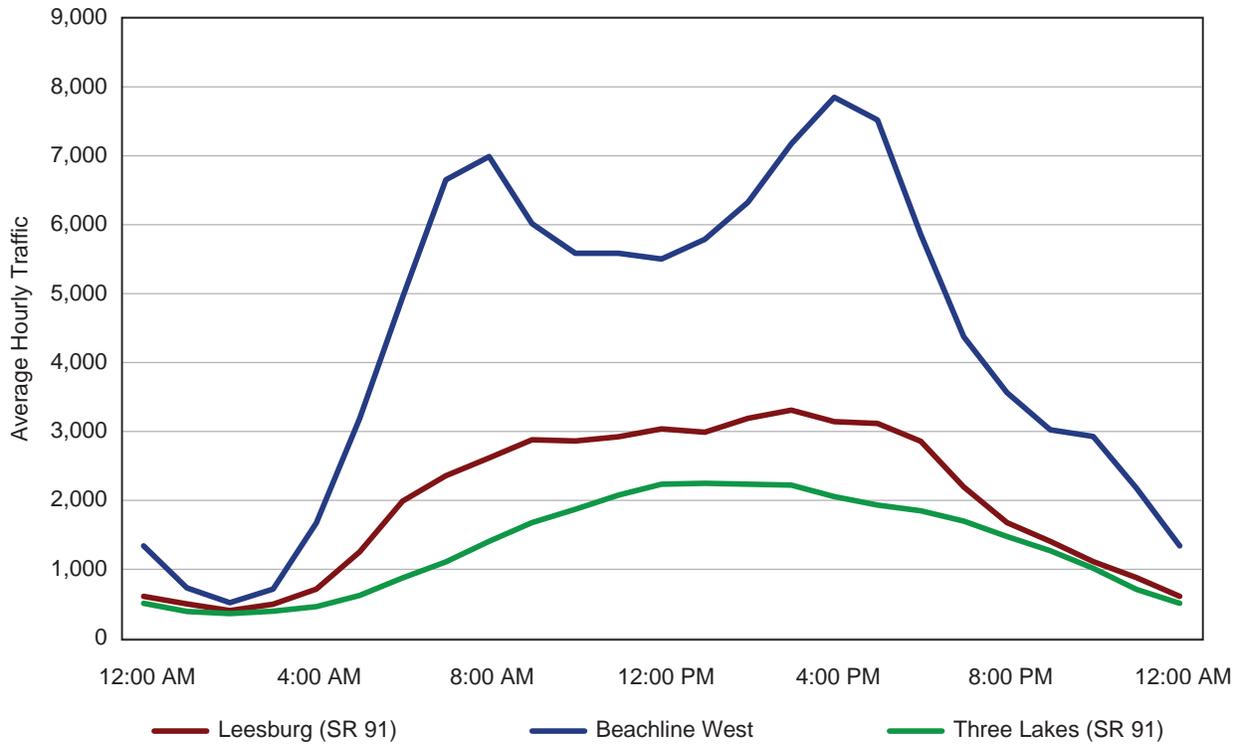


Source: Data obtained from Turnpike Enterprise Finance Office for the 5-day period starting Monday, November 8, 2021.

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

As indicated in the graph, travel on these facilities increased notably during the early morning and evening hours. For example, for these mainline plazas, an average of 42 percent of all daily traffic occurred during the peak periods (7:00 AM to 10:00 AM and 4:00 PM to 7:00 PM). The Lantana toll plaza has increasingly become commuter-oriented in the last several years. Its peaking traffic volumes have increased significantly as more travelers in the Lake Worth and West Palm Beach areas utilize the Turnpike for their daily commute.

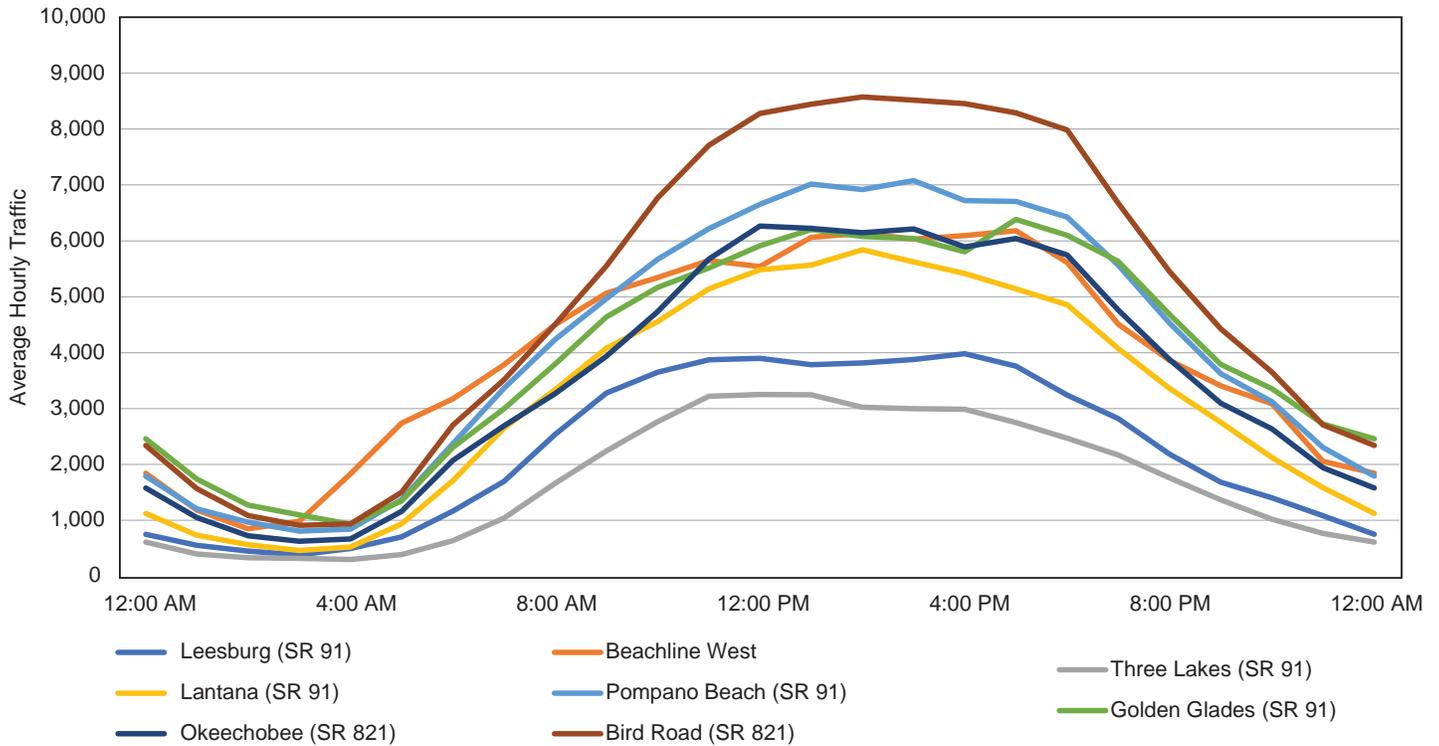
**Graph 4.6 - Mainline Toll Plazas - Northern Facilities  
Typical Hourly Weekday Traffic**



Source: Data obtained from Turnpike Enterprise Finance Office for the 5-day period starting Monday, November 8, 2021.

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

**Graph 4.7 - Mainline Toll Plazas  
Typical Hourly Weekend Traffic**



Source: Data obtained from Turnpike Enterprise Finance Office for the 2-day period starting Saturday, November 13, 2021.

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

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