

**ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY**

# **System's Traffic Data and Statistics Manual**

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## Purpose

The purpose of this manual is to provide a complete set of summarized data relating to traffic volumes, traffic characteristics, toll plaza operations, and interchange lane configurations for the Orlando-Orange County Expressway Authority (Authority) system for the time period of January 2009 to December 2009.

Relevant facts such as system mileage, system lane miles, toll rates, distances and toll costs between interchanges, number of toll plazas and tolled lanes, and accident statistics are also included in the manual.

## History

Since its establishment in 1963 as an agency of the state by the Florida legislature, the Authority has become one of the well managed public agencies in Central Florida. The Authority was originally authorized to acquire, construct, equip and maintain a limited access expressway system within Orange County, Florida to serve the Orlando Metropolitan Statistical Area (MSA). This charge is still being fulfilled today in an effort to support Central Florida's increasing population growth. The Authority's system is defined as all limited access expressways and feeder roads that are currently owned and operated by the Authority.

In addition, since it was established in 1963, the Authority has served the mobility needs of Central Florida by constructing and operating what has become a 106-mile network of tolled expressways. From the initial construction of SR 528 (Beachline Expressway) to the construction of the SR 429 (Daniel Webster Western Beltway) and most recently the construction of SR 414 (John Land Apopka Expressway), the system now serves residents, businesses and visitors throughout Orange County as well as being an active partner with the Florida Department of Transportation in preparing a Project Development and Environmental study for the remaining 22 miles of the SR 429 Western Beltway, also known as the Wekiva Parkway.

The Authority system that exists today is the result of many individual major projects. The first three projects, in order of completion, created the original SR 528 (the 1965 Project), the SR 408 (the 1970 Project) and the Airport Interchange/SR 528 improvements in the vicinity of Orlando International Airport (the 1980 Project). The fourth major project, referred to as the 1986 Project, created the eastern portion of the SR 417 and the east and west extensions of the SR 408. The next major project, the 1990 Project, created the southern portion of the SR 417. In 2000, the first section of SR 429, the 1998 Project, was opened between Florida's Turnpike and US 441 in Apopka. SR 429 was extended south from Florida's Turnpike to CR 535 in December 2002 and from CR 535 to Seidel Road in December 2005. The Goldenrod Road Extension, a non-system project, was opened to traffic in March 2003.

In 2004, the Florida Legislature amended the Authority's enabling act (Chapter 348, Part V, Florida Statutes) to authorize, as part of the system, the financing and construction of the John Land Apopka Expressway (SR 414), including realignment of SR 429 north from the interchange with SR 414. The existing portion of SR 429, from where SR 414 intersects SR 429 to its current terminus at US 441, is expected to become known as SR 451. SR 414 (Apopka Expressway) opened to traffic in May 2009 from CR 437A to US 441 (Orange Blossom Trail).

In addition, the Authority continues to expand and upgrade its system. For example, in 1994 the Authority commenced the installation of an Electronic Toll Collection-Automatic Vehicle Identification System (E-PASS) at the mainline toll facilities and the tolled ramp terminal facilities. By the end of October 1995, the initial installation was completed at the majority of the mainline toll plazas and the tolled ramps on the system. As of December 2003, E-PASS only lanes were opened at all of the mainline toll plazas and tolled ramp terminals. As of January 2010, the Authority has either converted and/or constructed twelve (12) of thirteen (13) mainline toll plazas as Open Road Tolling (ORT). The remaining plaza (Beachline Airport) is expected to be converted to an ORT Express Plaza by the end of 2013.

In addition to the major projects, the Authority continues to evaluate its toll rate structure, as necessary, in order to maintain toll rate equity and to provide revenue to support the master plans and construction work plan (CIP). Various strategies may be considered in establishing toll rates such as: differential Electronic Toll Collection (ETC) vs. cash

pricing; one-time rate increase; elimination of special discounts; value pricing during peak periods; and/or premium rates outside the Urban Service Area. The most recent evaluation was in February 2009 when the Authority Board approved a plan for future year systemwide toll increases. The purpose of the toll increases was to counterbalance declining system revenues to stabilize the fiscal integrity of the Authority and to fortify the ability to improve and expand the system in the future. The first toll increase was approved and implemented in April 2009 and constituted a \$0.25 increase at all mainline toll plazas except for SR 414 Coral Hills, and most all toll ramp locations. The April 2009 toll increase was the first on the Authority's system in nineteen years.