

Speed Zone Study

US 92 from County Line Road to Bonnet Springs Boulevard

POLK COUNTY

SECTION 16010000

FROM MILEPOINT 0.000 TO MILEPOINT 5.337

Continuing Services Contract - Traffic Studies

Contract Number CAT99

Financial Project No. 436417-2-32-02

Task Work Order No. 2

Prepared For:

Florida Department of Transportation

District 1



January 2025

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered engineer in the State of Florida practicing with Faller, Davis & Associates, Inc. (Vendor No. 59-2594956), and that I have reviewed or approved the evaluations, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: Continuing Services Contract - Traffic Studies

FPID NO: 436417-2-32-02

REPORT: Speed Zone Study – US 92 from County Line Road to Bonnet Springs Boulevard

The attached Speed Zone Study contains depictions of existing field conditions, speed data, operational observations, and recommendations for improvements for the above referenced project. I acknowledge that the procedures and references used to develop the conclusions contained in this document are standard to the professional practice of civil engineering as applied through professional judgment and experience.

The spot speed data was collected by others and is not included in this certification.

SIGNATURE:



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EXECUTIVE SUMMARY

Faller, Davis & Associates, Inc. (FDA) conducted a speed zone study for US 92 from County Line Road to Bonnet Springs Boulevard in Lakeland, Polk County, Florida. The purpose of the study is to assess the operating characteristics of the roadway related to vehicle travel speeds.

Based on the results of the analysis, field observations, and engineering judgment, the following recommendations were developed:

1. A 50 mph speed limit is recommended for the speed zone from MP 0.000 to 2.082. The 85th percentile speed within this section of roadway, study locations 1 and 2, is 50 mph and the upper limit of the 10 mph pace is 48 mph.
 - a. Spot speed data from Location 1 (MP 0.310) indicates the following:
 - i. The eastbound 55 mph speed limit is 5 mph greater than the 85th percentile speed and 7 mph greater than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that a 50 mph speed limit is appropriate for this section.
 - ii. The westbound 55 mph speed limit is 5 mph greater than the 85th percentile speed and 7 mph greater than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that a 50 mph speed limit is appropriate for this section.
 - b. Spot speed data from Location 2 (MP 1.489) indicates the following:
 - i. The eastbound 55 mph speed limit is 7 mph greater than the 85th percentile speed and 7 mph greater than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that a 50 mph speed limit is appropriate for this section.
 - ii. The westbound 55 mph speed limit is 2 mph greater than the 85th percentile speed and 7 mph greater than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that a 50 mph speed limit is appropriate for this section.

2. The 45 mph speed zone from MP 2.082 to MP 5.337 should be retained.
 - a. Spot speed data from Location 3 (MP 2.643) indicates the following:
 - i. The eastbound 45 mph speed limit is 5 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that the existing 45 mph speed limit is appropriate for this section.
 - ii. The westbound 45 mph speed limit is 9 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that the existing 45 mph speed limit is appropriate for this section.
 - b. Spot speed data from Location 4 (3.678) indicates the following:
 - i. The eastbound 45 mph speed limit is 4 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that the existing 45 mph speed limit is appropriate for this section.
 - ii. The westbound 45 mph speed limit is 5 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that the existing 45 mph speed limit is appropriate for this section.
 - c. Spot speed data from Location 5 (5.052) indicates the following:
 - i. The eastbound 45 mph speed limit is 2 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. The speed data supports the eastbound 45 mph speed limit.
 - ii. The westbound 45 mph speed limit is 2 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. The speed data supports the westbound 45 mph speed limit.
3. The number, location, and spacing of all speed related signs are deemed sufficient. Between MP 0.000 and 2.082, the existing 55 mph speed limit signs (R2-1) should be replaced with 50 mph speed limit (R2-1) signs.

INTRODUCTION

The Florida Department of Transportation has retained FDA to perform a Speed Zone Study for US 92 from County Line Road to Bonnet Springs Boulevard in Lakeland, Polk County, Florida. The methods used in conducting this study are consistent with those set forth in the current State of Florida editions of the Manual on Uniform Traffic Control Devices (2009), Manual on Uniform Traffic Studies (MUTS)(2021), Speed Zoning for Highways, Roads and Streets in Florida (2018), FDOT Design Manual (FDM)(2024), and FDOT District 1 guidelines and procedures.

Figure 1 depicts the study limits and location of spot speed studies.

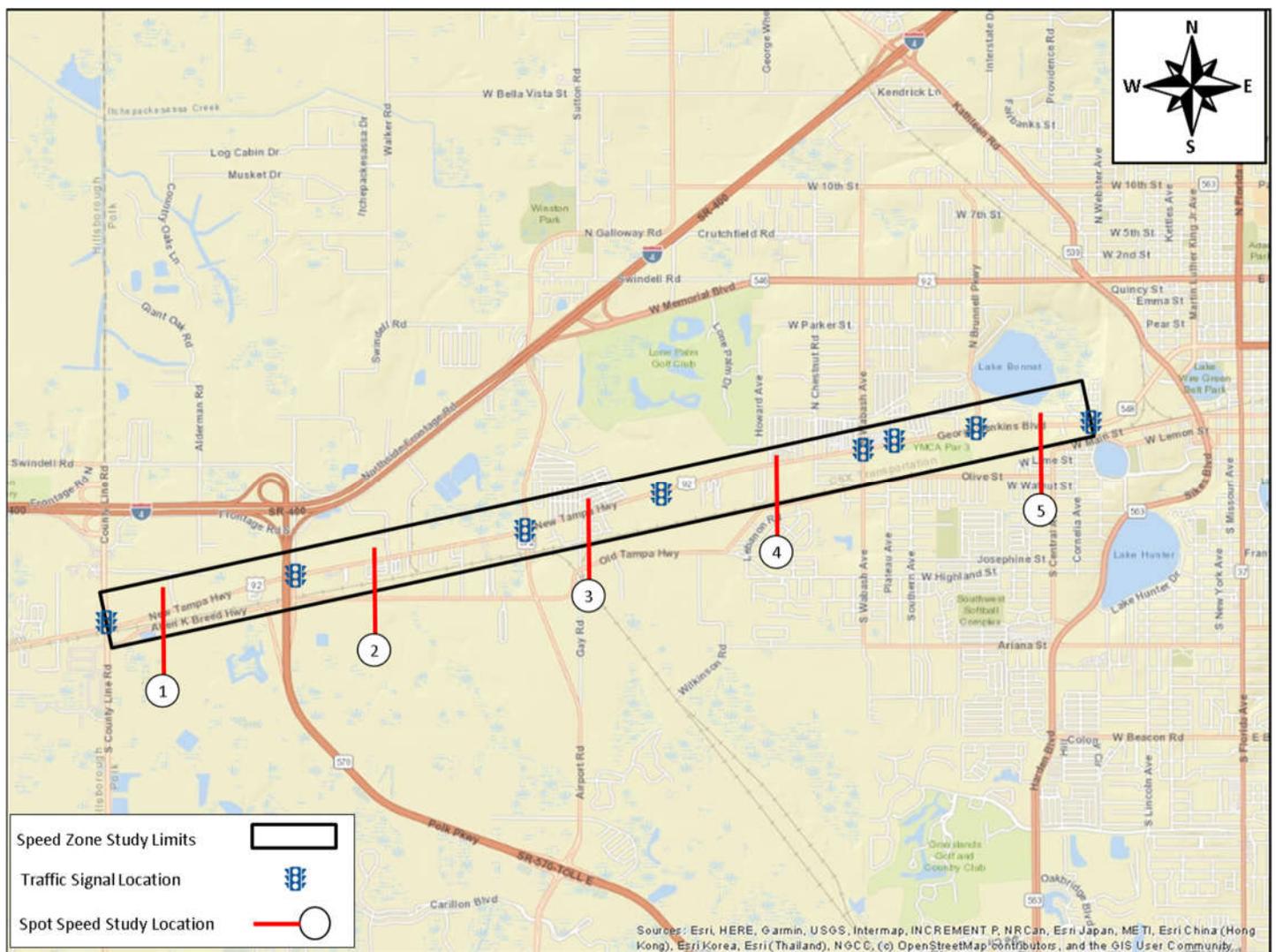


Figure 1 Project Location Map

Table 1 summarizes the existing conditions of the study corridor.

Table 1 Summary of Existing Conditions

| Feature | Description |
|--------------------------------------|--|
| Main Street | <ul style="list-style-type: none"> US 92 (SR 600) |
| Area Location | <ul style="list-style-type: none"> The corridor is located in west Lakeland, Polk County, Florida |
| Functional Classification | <ul style="list-style-type: none"> Urban Principal Arterial Other |
| RCI Context Classifications | <ul style="list-style-type: none"> MP 0.000 to MP 3.639: C3C – Suburban Commercial MP 3.639 to MP 4.131: C4 – Urban General MP 4.131 to MP 5.337: C3C – Suburban Commercial |
| Cross Sections | <ul style="list-style-type: none"> MP 0.000 to MP 3.876: Two-lane undivided roadway with flush shoulders, and an open drainage system MP 3.876 to MP 4.131: Two-lane roadway with center two way left turn lane, flush shoulders and an open drainage system MP 4.131 to MP 4.288: Four-lane roadway with center two way left turn lane, curb and gutter and a closed drainage system MP 4.288 to MP 4.428: Four-lane undivided roadway with curb and gutter and a closed drainage system MP 4.428 to MP 5.337: Four-lane undivided roadway with flush shoulders and an open drainage system The lane widths range from 11 to 12 feet. |
| Street Lighting | <ul style="list-style-type: none"> MP 0.000 to MP 1.035: None MP 1.035: Clark Road intersection lighting MP 1.035 to MP 2.950: None MP 2.950 to MP 4.004: North side of US 92 MP 4.004 to MP 4.131: Both sides of US 92 MP 4.131 to MP 5.337: South side of US 92 MP 5.337: Bonnet Springs Boulevard intersection lighting |
| Overhead Utilities | <ul style="list-style-type: none"> MP 0.000 to MP 0.517: North side of US 92 MP 0.517 to MP 5.337: South side of US 92 |
| Sidewalks | <ul style="list-style-type: none"> MP 0.000 to MP 2.360: None MP 2.360 to MP 4.288: North side of US 92 MP 4.288 to MP 5.337: Both sides of US 92 |
| RCI Regulatory Speed Zones | <ul style="list-style-type: none"> MP 0.000 to MP 2.082: 55 MPH MP 2.082 to MP 5.337: 45 MPH |
| Speed Limit Signs (Eastbound) | <ul style="list-style-type: none"> MP 0.113: 55 MPH MP 1.223: 55 MPH MP 2.079: 45 MPH MP 2.378: 45 MPH MP 3.042: 45 MPH MP 4.211: 45 MPH |
| Speed Limit Signs (Westbound) | <ul style="list-style-type: none"> MP 0.865: 55 MPH MP 1.216: 55 MPH MP 2.079: 55 MPH MP 2.833: 45 MPH MP 4.030: 45 MPH MP 4.687: 45 MPH MP 5.260: 45 MPH |

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| | |
|---|--|
| Reduced Speed Limit Ahead Warning Signs | <ul style="list-style-type: none"> • None |
| Advisory Speed Signs | <ul style="list-style-type: none"> • None |
| School Zone Signs | <ul style="list-style-type: none"> • None |
| US 92 AADT (2023) | <ul style="list-style-type: none"> • Site 160073, East of Hillsborough/Pole County Line – 13,400 vehicles per day (vpd) • Site 161007, East of West SR 570/Polk Parkway – 14,200 vpd • Site 160038, West of North Chestnut Road – 19,600 vpd • Site 160086, Northwest of Sloan Avenue – 18,000 vpd |
| Strategic Intermodal System (SIS) Facility | <ul style="list-style-type: none"> • No |
| Traffic Signals | <ul style="list-style-type: none"> • MP 0.000 – County Line Road • MP 1.035 – Clark Road • MP 2.290 – SR 572 (Airport Road)/CR 542A (Galloway Road) • MP 2.950 – Publix Entrance • MP 4.131 – Wabash Avenue/SR 517 (US 92) • MP 4.288 – Publix Entrance/Strain Boulevard • MP 4.732 – Brunnell Parkway • MP 5.337 – Bonnet Springs Boulevard |
| Alignment | <ul style="list-style-type: none"> • Mostly straight and level with 5 horizontal curves (MP 0.091, 0.952, 2.180, 3.454, and 4.881) |
| Design Speed | <ul style="list-style-type: none"> • MP 0.000 to MP 2.469: 55 MPH • MP 2.469 to MP 5.337: 45 MPH |

SPOT SPEED STUDIES

Vehicle spot speed studies were conducted by Vanasse, Hangen & Brustlin, Inc. (VHB) on November 19, 2024, at five locations on US 92 to assess the operating characteristics of the roadway. The approximate locations of the spot speed measurements are shown on Figure 1 and summarized in Table 2. Since many factors affect the way drivers behave on the roadway such as, the proximity of roadside hazards, the frequency of driveways or side streets, roadway geometry and/or the presence of pedestrians, the speed measurements were taken where vehicles were traveling at unrestricted free flow speeds.

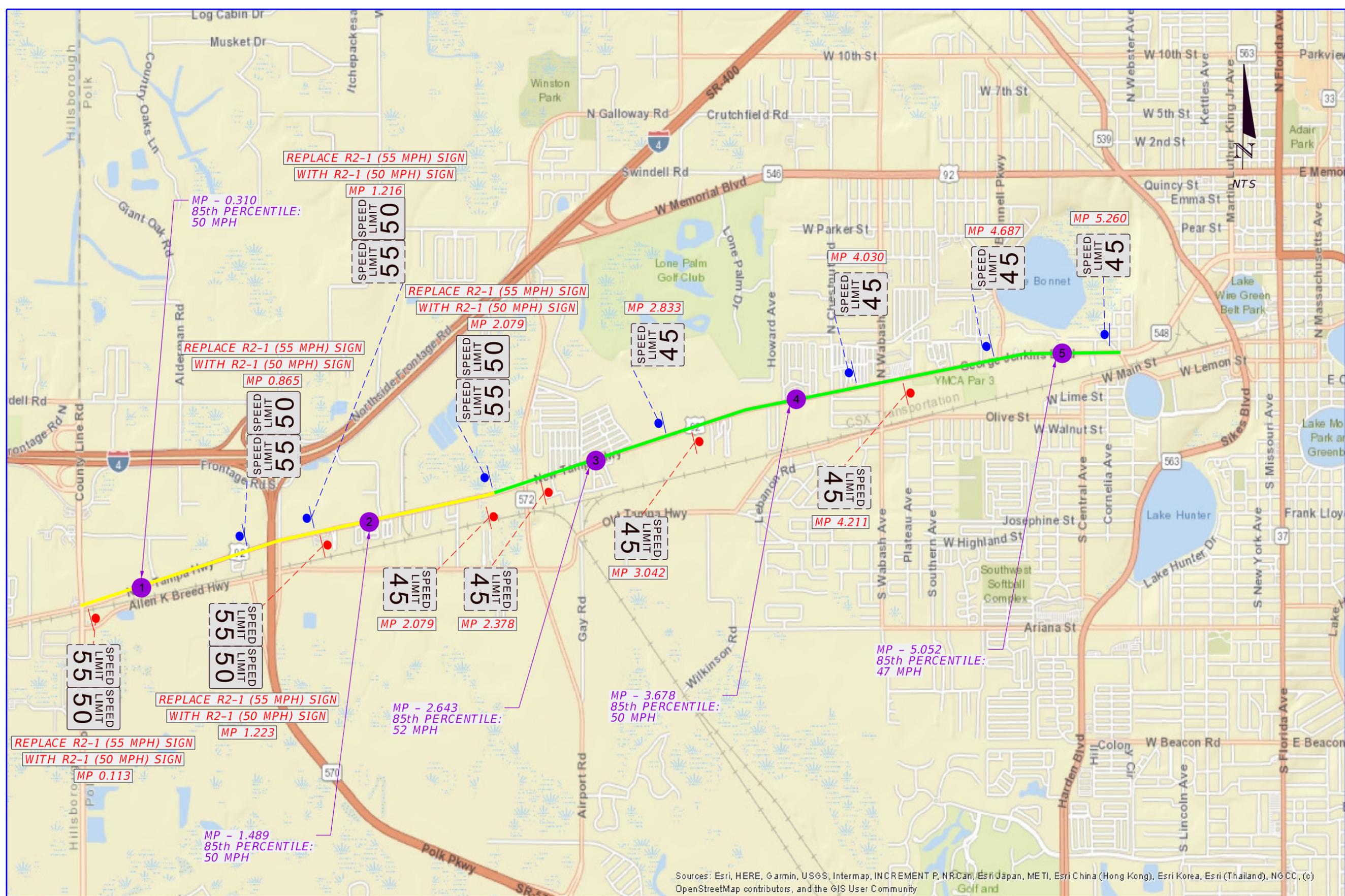
Table 2 Spot Speed Study Location Summary

| Study Location | Milepoint (Approx.) | Coordinates (Approximate) | Description |
|----------------|---------------------|---------------------------|---|
| 1 | 0.310 | 28.028443°, -82.050908° | US 92, 408 feet west of Pine Chase Avenue |
| 2 | 1.489 | 28.032640°, -82.032203° | US 92, 316 feet west of McCue Road |
| 3 | 2.643 | 28.036458°, -82.013794° | US 92, 300 feet east of Silver Moon Drive |
| 4 | 3.678 | 28.040343°, -81.997410° | US 92, 400 feet east of Twin Lakes Circle |
| 5 | 5.052 | 28.043382°, -81.975089° | US 92, 1,506 feet west of Bonnet Springs Road |

Speed limits are determined by Florida Statute (FS) 316.187 - Establishment of State Speed Zones and FDOT's Speed Zoning for Highways, Roads and Streets in Florida (2018).

- Per FS 316.187 (b), The maximum allowable speed limit on any other highway which is outside an urban area of 5,000 or more persons and which has at least four lanes divided by a median strip is 65 miles per hour.
- Per FS 316.187 (c), The Department of Transportation is authorized to set such maximum and minimum speed limits for travel over other roadways under its authority as it deems safe and advisable, not to exceed as a maximum limit 60 miles per hour.
- Speed Zoning for Highways, Roads and Streets in Florida (August 2018) states: "With rounding, the posted speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace (whichever is less) by more than 3 mph. Speed limits of more than 8 mph below the 85th percentile speed are not authorized. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be authorized if supported by a supplemental investigation."

Figure 2 summarizes the existing conditions and spot speed measurements of the study corridor.



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

- # SPEED DATA COUNT LOCATION
- WESTBOUND SPEED LIMIT SIGN
- EASTBOUND SPEED LIMIT SIGN

- EXISTING 55 MPH REGULATORY SPEED ZONE
- PROPOSED 50 MPH REGULATORY SPEED ZONE MP 0.000 TO MP 2.082
- 45 MPH REGULATORY SPEED ZONE MP 2.082 TO MP 5.337

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FIGURE 2
 SPEED DATA LOCATION MAP
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Tables 3 through 6 summarize pertinent statistics for each spot speed measurement location. Additionally, the spot speed summary forms are included in the appendix.

Table 3 Location 1 – US 92, 408 feet west of Pine Chase Avenue (MP 0.310)

| SPEED DATA SUMMARY | Eastbound | Westbound | BOTH DIRECTIONS |
|---|-----------|-----------|-----------------|
| Posted Speed Limit (mph) | 55 | 55 | 55 |
| 85th Percentile Speed (mph) | 50 | 50 | 50 |
| 10-mph Pace | 39 TO 48 | 39 TO 48 | 39 TO 48 |
| Total Vehicles Observed | 6,545 | 6,934 | 13,479 |
| Percentage of Vehicles in Compliance | 98% | 97% | 97% |
| Speed Range (mph) | 24 TO 63 | 17 TO 67 | 17 TO 67 |
| Number of Vehicles within 10-mph pace | 4,234 | 3,894 | 8,128 |
| Percentage of Vehicles within 10-mph pace | 65% | 56% | 60% |
| 50th Percentile Speed (mph) | 44 | 43 | 43 |
| Average Speed (mph) | 44 | 43 | 43 |

* Speed data outside of 3-standard deviations were removed from the data set.

Table 4 Location 1 Speed Zone Criteria Evaluation

| |
|--|
| Speed limits of more than 8 mph below the 85th percentile speed are not authorized. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be authorized if supported by a supplemental investigation. |
| The eastbound 55-mph speed limit is 5 mph greater than the 85th percentile speed. This requirement is met. |
| The westbound 55-mph speed limit is 5 mph greater than the 85th percentile speed. This requirement is met. |
| With rounding, the posted speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace (whichever is less) by more than 3 mph. |
| The eastbound 55-mph speed limit is 7 mph greater than the upper limit of 10-mph pace. This requirement is not met and supplemental investigation should be performed to determine if the speed limit is appropriate. |
| The westbound 55-mph speed limit is 7 mph greater than the upper limit of 10-mph pace. This requirement is not met and supplemental investigation should be performed to determine if the speed limit is appropriate. |

Supplemental desktop and field investigations were performed for this speed zone, and the results are provided with the conclusions and recommendations.

Table 5 Location 2 – US 92, 316 feet west of McCue Road (MP 1.489)

| SPEED DATA SUMMARY | Eastbound | Westbound | BOTH DIRECTIONS |
|--|------------------|------------------|------------------------|
| Posted Speed Limit (mph) | 55 | 55 | 55 |
| 85th Percentile Speed (mph) | 48 | 53 | 50 |
| 10-mph Pace | 39 TO 48 | 39 TO 48 | 39 TO 48 |
| Total Vehicles Observed | 6,928 | 7,819 | 14,747 |
| Percentage of Vehicles in Compliance | 99% | 89% | 94% |
| Speed Range (mph) | 16 TO 64 | 9 TO 80 | 9 TO 80 |
| Number of Vehicles within 10-mph pace | 4,234 | 3,835 | 8,069 |
| Percentage of Vehicles within 10-mph pace | 61% | 49% | 55% |
| 50th Percentile Speed (mph) | 42 | 44 | 43 |
| Average Speed (mph) | 41 | 44 | 43 |

* Speed data outside of 3-standard deviations were removed from the data set.

Table 6 Location 2 Speed Zone Criteria Evaluation

| |
|---|
| Speed limits of more than 8 mph below the 85th percentile speed are not authorized. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be authorized if supported by a supplemental investigation. |
| The eastbound 55-mph speed limit is 7 mph greater than the 85th percentile speed. This requirement is met. |
| The westbound 55-mph speed limit is 2 mph greater than the 85th percentile speed. This requirement is met. |
| With rounding, the posted speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace (whichever is less) by more than 3 mph. |
| The eastbound 55-mph speed limit is 7 mph greater than the 85th percentile speed and upper limit of 10-mph pace. This requirement is not met and supplemental investigation should be performed to determine if the speed limit is appropriate. |
| The westbound 55-mph speed limit is 7 mph greater than the upper limit of 10-mph pace. This requirement is not met and supplemental investigation should be performed to determine if the speed limit is appropriate. |

Supplemental desktop and field investigations were performed for this speed zone, and the results are provided with the conclusions and recommendations.

Table 7 Location 3 – US 92, 300 feet east of Silver Moon Drive (MP 2.643)

| SPEED DATA SUMMARY | Eastbound | Westbound | BOTH DIRECTIONS |
|--|------------------|------------------|------------------------|
| Posted Speed Limit (mph) | 45 | 45 | 45 |
| 85th Percentile Speed (mph) | 50 | 54 | 52 |
| 10-mph Pace | 39 TO 48 | 39 TO 48 | 39 TO 48 |
| Total Vehicles Observed | 7,887 | 8,132 | 16,019 |
| Percentage of Vehicles in Compliance | 65% | 57% | 61% |
| Speed Range (mph) | 16 TO 68 | 7 TO 84 | 7 TO 84 |
| Number of Vehicles within 10-mph pace | 4,441 | 3,865 | 8,306 |
| Percentage of Vehicles within 10-mph pace | 56% | 48% | 52% |
| 50th Percentile Speed (mph) | 43 | 44 | 43 |
| Average Speed (mph) | 42 | 45 | 44 |

* Speed data outside of 3-standard deviations were removed from the data set.

Table 8 Location 3 Speed Zone Criteria Evaluation

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|--|
| Speed limits of more than 8 mph below the 85th percentile speed are not authorized. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be authorized if supported by a supplemental investigation. |
| The eastbound 45-mph speed limit is 5 mph less than the 85th percentile speed. Supplemental investigation should be performed to determine if the speed limit is appropriate. |
| The westbound 45-mph speed limit is 9 mph less than the 85th percentile speed. This requirement is not met and the speed limit may need to be revised. |
| With rounding, the posted speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace (whichever is less) by more than 3 mph. |
| The eastbound 45-mph speed limit is 3 mph less than the upper limit of 10-mph pace. This requirement is met. |
| The westbound 45-mph speed limit is 3 mph less than the upper limit of 10-mph pace. This requirement is met. |

Supplemental desktop and field investigations were performed for this speed zone, and the results are provided with the conclusions and recommendations.

Table 9 Location 4 – US 92, 400 feet east of Twin Lakes Circle (MP 3.678)

| SPEED DATA SUMMARY | Eastbound | Westbound | BOTH DIRECTIONS |
|--|------------------|------------------|------------------------|
| Posted Speed Limit (mph) | 45 | 45 | 45 |
| 85th Percentile Speed (mph) | 49 | 50 | 50 |
| 10-mph Pace | 39 TO 48 | 39 TO 48 | 39 TO 48 |
| Total Vehicles Observed | 8,722 | 8,910 | 17,632 |
| Percentage of Vehicles in Compliance | 67% | 61% | 64% |
| Speed Range (mph) | 22 TO 63 | 23 TO 64 | 22 TO 64 |
| Number of Vehicles within 10-mph pace | 5,376 | 5,871 | 11,247 |
| Percentage of Vehicles within 10-mph pace | 62% | 66% | 64% |
| 50th Percentile Speed (mph) | 43 | 44 | 43 |
| Average Speed (mph) | 43 | 44 | 43 |

* Speed data outside of 3-standard deviations were removed from the data set.

Table 10 Location 4 Speed Zone Criteria Evaluation

| |
|--|
| Speed limits of more than 8 mph below the 85th percentile speed are not authorized. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be authorized if supported by a supplemental investigation. |
| The eastbound 45-mph speed limit is 4 mph less than the 85th percentile speed. Supplemental investigation should be performed to determine if the speed limit is appropriate. |
| The westbound 45-mph speed limit is 5 mph less than the 85th percentile speed. Supplemental investigation should be performed to determine if the speed limit is appropriate. |
| With rounding, the posted speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace (whichever is less) by more than 3 mph. |
| The eastbound 45-mph speed limit is 3 mph less than the upper limit of 10-mph pace. This requirement is met. |
| The westbound 45-mph speed limit is 3 mph less than the upper limit of 10-mph pace. This requirement is met. |

Supplemental desktop and field investigations were performed for this speed zone, and the results are provided with the conclusions and recommendations.

Table 11 Location 5 – US 92, 1,506 feet west of Bonnet Springs Road (MP 5.052)

| SPEED DATA SUMMARY | Eastbound | Westbound | BOTH DIRECTIONS |
|---|-----------|-----------|-----------------|
| Posted Speed Limit (mph) | 45 | 45 | 45 |
| 85th Percentile Speed (mph) | 47 | 47 | 47 |
| 10-mph Pace | 39 TO 48 | 39 TO 48 | 39 TO 48 |
| Total Vehicles Observed | 7,571 | 7,070 | 14,641 |
| Percentage of Vehicles in Compliance | 76% | 73% | 75% |
| Speed Range (mph) | 23 TO 60 | 23 TO 61 | 23 TO 61 |
| Number of Vehicles within 10-mph pace | 5,131 | 5,178 | 10,309 |
| Percentage of Vehicles within 10-mph pace | 68% | 73% | 70% |
| 50th Percentile Speed (mph) | 42 | 43 | 43 |
| Average Speed (mph) | 42 | 43 | 42 |

* Speed data outside of 3-standard deviations were removed from the data set.

Table 12 Location 5 Speed Zone Criteria Evaluation

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|--|
| Speed limits of more than 8 mph below the 85th percentile speed are not authorized. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be authorized if supported by a supplemental investigation. |
| The eastbound 45-mph speed limit is 2 mph less than the 85th percentile speed. This requirement is met. |
| The westbound 45-mph speed limit is 2 mph less than the 85th percentile speed. This requirement is met. |
| With rounding, the posted speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace (whichever is less) by more than 3 mph. |
| The eastbound 45-mph speed limit is 2 mph less than the 85th percentile speed. This requirement is met. |
| The westbound 45-mph speed limit is 2 mph less than the 85th percentile speed. This requirement is met. |

Table 13 summarizes the pertinent statistics for the study locations:

Table 13 Summary of Speed Study Results

| Study Location | Milepoint | Regulatory Speed (mph) | 85th Percentile Speed (mph) | Difference from Posted Speed (mph) | 10-mph Pace (mph) | | Difference from Posted Speed (mph) |
|----------------|-----------|------------------------|-----------------------------|------------------------------------|-------------------|----|------------------------------------|
| 1 | 0.310 | 55 | 50 | -5 | 39 | 48 | -7 |
| 2 | 1.489 | 55 | 50 | -5 | 39 | 48 | -7 |
| 3 | 2.643 | 45 | 52 | 7 | 39 | 48 | 3 |
| 4 | 3.678 | 45 | 50 | 5 | 39 | 48 | 3 |
| 5 | 5.052 | 45 | 47 | 2 | 39 | 48 | 3 |

OPERATIONAL REVIEW

The study corridor was driven multiple times on December 4, 2024, in both the eastbound and westbound directions at the regulatory speeds.

- There are five horizontal curves within the study limits. There are no advisory speed signs for the curves, and travel eastbound and westbound through the curves at the regulatory speeds was comfortable.
- There are eight traffic signals within the study corridor. No issues were noted with decelerating from the posted speed limit to a stop for traffic signals, driveways, or side streets. Although, vehicle queuing at the traffic signals along the corridor is prevalent.
- No speed related operational issues or conflicts were noted.

CRASH ANALYSIS

Collision data from Signal Four Analytics was reviewed for the study segment for the 60-month period beginning January 1, 2019, and ending December 31, 2023. There were 606 collisions reported in the speed zone study limits (5.337 miles).

The crash rate for the study segment is calculated below. Crash rates for the 2-lane and 4-lane cross sections were calculated and are shown in Table 14.

$$R = \frac{1,000,000 \times C}{365 \times N \times V \times L} = \frac{1,000,000 \times 606}{365 \times 5 \times 15,486 \times 5.337} = 4.018 \text{ per MVM of Travel}$$

Where:

R = Crash rate for the road segment expressed as crashes per MVM of travel

C = Total number of crashes in the study period

N = Number of years of data

V = Number of vehicles per day (both directions) (See Appendix)

–Weighted Average AADT of count stations 160073, 161007, 160038, and 160086

L = Length of the roadway segment in miles

Table 14 Crash Rate Comparison

| Cross Section | Begin MP | End MP | Calculated Crash Rate | Statewide Crash Rate |
|------------------------|----------|--------|-----------------------|----------------------|
| Urban 2-3Ln 2Wy Undivd | 0.000 | 4.131 | 3.782 | 2.392 |
| Urban 4-5Ln 2Wy Undivd | 4.131 | 5.337 | 4.743 | 2.409 |

Based on the speed data results and crash rate analysis, a more detailed review of the crash data was performed. The crash data set was filtered to identify crashes where speed would typically be a contributing factor in the result of the collision. Rear end crashes were analyzed separately to identify high crash locations. The following steps were used to filter the crash data:

1. Crash Type:

- a. The following crash types were included: bicycle, head-on, off-road, pedestrian, rollover, other, single vehicle, and unknown
- b. The following crash types were removed: angle, backed into, left turn, parked vehicle, right turn, and sideswipe

2. Road System Identifier:

- a. The following road system identifiers were included: county, interstate, local, state, U.S., other
- b. The following road system identifiers were removed: parking lot

The filtering process yielded a total of 55 crashes. Out of the 55 collisions, 6 included speed as a contributing factor in the collision as determined by law enforcement in the collision reports or by engineering judgment during analysis of the collision reports. Summaries of these speed-related collisions are provided below:

- April 20, 2021 (1:15 AM) (HSMV 24398524): During nighttime hours on a dry roadway, an eastbound motorist swerved to avoid a passing vehicle who pulled in front of him and ran off the road into a ditch. The eastbound motorist was estimated to be traveling 55 mph in a 45 mph zone. The collision resulted in one possible injury and no fatalities.
- August 7, 2021 (6:35 AM) (HSMV 24399813): During morning hours on a dry roadway, an eastbound motorist crossed the center line, struck a westbound motorist, and ran off the road and into a ditch. The

eastbound motorist was estimated to be traveling 60 mph in a 45 mph zone. The collision resulted in no injuries or fatalities.

- August 25, 2021 (10:56 PM) (HSMV 24400029): During nighttime hours on a dry roadway, a westbound motorist ran off the road and struck a guardrail. The motorist was traveling 55 mph in a 45 mph zone. The collision report narrative states the motorist's intention was to strike the guardrail. The collision resulted in one possible injury and no fatalities.
- October 30, 2021 (2:04 AM) (HSMV 24769682): During nighttime hours on a wet roadway, a westbound motorist ran off the roadway and struck a curb and fence. The motorist stated he was tired and believed he fell asleep while driving. The collision resulted in one possible injury and no fatalities. The report states that the driver drove too fast for conditions.
- July 16, 2022 (6:50 PM) (HSMV 25112022): During daylight hours on a wet roadway, an eastbound motorist lost control of their vehicle while making a left turn and collided with a telephone pole. The motorist stated they were traveling too fast for the wet conditions. The collision resulted in no injuries or fatalities.
- September 26, 2023 (12:10PM) (HSMV 25819242): During daytime hours on a dry roadway, a witness observed an eastbound motorist traveling at an excessive rate of speed, lose control of the vehicle, cross the center line, exit the roadway, travel through a ditch and fence, crash into a parked vehicle, and land in a fenced pool area. The collision resulted in one non-incapacitating injury and no fatalities.

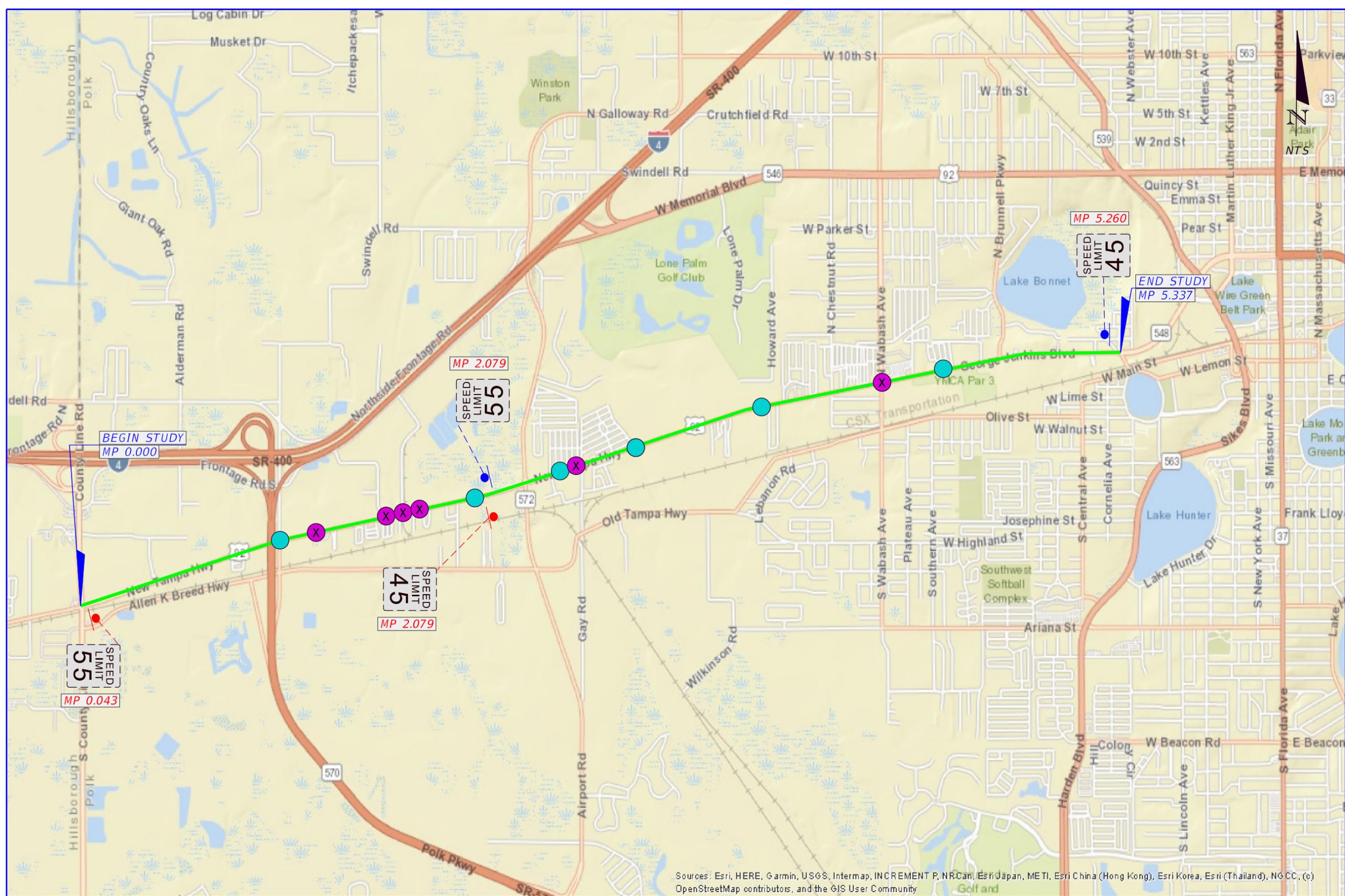
Of all 606 crashes reported, there were 6 crashes that resulted in fatalities. Speed was not a factor in any of these collisions. Brief summaries of the 6 fatal crashes are provided below.

- December 13, 2019 (6:25 PM) (HSMV 89370836): During nighttime hours on a dry roadway, an eastbound motorist struck an eastbound bicyclist. The eastbound bicyclist was found to be under the influence of amphetamine and methamphetamine and operating the bicycle without any lights, the eastbound bicyclist suffered fatal injuries. The motorist was not under the influence of drugs or alcohol.
- January 18, 2020 (8:05 PM) (HSMV 89374014): During nighttime hours on a dry roadway, a pedestrian attempted to cross US 92 and was struck by an eastbound motorist. The pedestrian suffered fatal injuries

and was found to be under the influence of alcohol (0.200 BAC). A passenger in the vehicle suffered non-incapacitating injuries.

- May 31, 2020 (9:00 PM) (HSMV 24005962): During nighttime hours on a dry roadway, a westbound motorist crossed the centerline and collided with an eastbound motorist. The eastbound motorist suffered fatal injuries. The occupants of the westbound vehicle suffered the following injuries: the driver suffered possible injuries, one passenger suffered incapacitating injuries, and two other passengers suffered possible injuries.
- July 4, 2021 (10:17 PM) (HSMV 24290655): During nighttime hours on a dry roadway, two pedestrians were walking westbound on the north shoulder of the roadway when they were struck by a vehicle, the vehicle then fled the scene. One pedestrian suffered fatal injuries, and the other suffered non-incapacitating injuries.
- May 8, 2022 (10:35 PM) (HSMV 24771965): During nighttime hours on a dry roadway, a bicycle attempted to cross US 92 and was struck by a westbound motorist. The bicyclist suffered fatal injuries.
- January 28, 2023 (11:55 PM) (HSMV 25405820): During nighttime hours on a dry roadway, a westbound motorist crossed the centerline and collided with an eastbound motorist. The eastbound motorist suffered fatal injuries and the westbound motorist was found to be under the influence of alcohol (0.156 BAC). The driver of the westbound vehicle suffered non-incapacitating injuries, and the passenger of the westbound vehicle suffered possible injuries.
- Additionally, 2024 collisions were screened for fatal crashes. Two fatal crashes occurred in 2024.
 - February 3, 2024 (10:17 PM) (HSMV 25820714): During morning hours on a dry roadway, a westbound vehicle crossed the centerline to pass a cement truck and struck an oncoming eastbound motorcycle. The eastbound motorist suffered fatal injuries. The westbound motorist suffered possible injuries.
 - March 18, 2024 (2:32 AM) (HSMV 26566301): During nighttime hours on a dry roadway, at the intersection of US 92 and Clarke Road, a northbound vehicle struck a westbound vehicle. Witnesses stated the northbound signal was red when the collision occurred. The northbound motorist suffered fatal injuries and was found to be under the influence of drugs and alcohol (0.120 BAC).

Two hundred and forty-eight (248) rear end collisions occurred during the 60-month review period.



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

- CRASH LOCATION - SPEED RELATED
- ✕ CRASH WITH FATALITY - NOT SPEED RELATED
- WESTBOUND SPEED LIMIT SIGN
- EASTBOUND SPEED LIMIT SIGN
- PROJECT CORRIDOR

FALLER, DAVIS & ASSOCIATES, INC.
 2301 MAITLAND CENTER PARKWAY
 SUITE 265
 MAITLAND, FL 32751

FIGURE 5
 COLLISION MAP
 PAGE 18

CONCLUSIONS AND RECOMMENDATIONS

Based on the field review, analysis of spot speed data, review of crash history, and engineering judgment, the following conclusions and recommendations are made:

1. A 50 mph speed limit is recommended for the speed zone from MP 0.000 to 2.082. The 85th percentile speed within this section of roadway, study locations 1 and 2, is 50 mph and the upper limit of the 10 mph pace is 48 mph.
 - a. Spot speed data from Location 1 (MP 0.310) indicates the following:
 - i. The eastbound 55 mph speed limit is 5 mph greater than the 85th percentile speed and 7 mph greater than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that a 50 mph speed limit is appropriate for this section.
 - ii. The westbound 55 mph speed limit is 5 mph greater than the 85th percentile speed and 7 mph greater than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that a 50 mph speed limit is appropriate for this section.
 - b. Spot speed data from Location 2 (MP 1.489) indicates the following:
 - i. The eastbound 55 mph speed limit is 7 mph greater than the 85th percentile speed and 7 mph greater than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that a 50 mph speed limit is appropriate for this section.
 - ii. The westbound 55 mph speed limit is 2 mph greater than the 85th percentile speed and 7 mph greater than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that a 50 mph speed limit is appropriate for this section.

2. The 45 mph speed zone from MP 2.082 to MP 5.337 should be retained.
 - a. Spot speed data from Location 3 (MP 2.643) indicates the following:
 - i. The eastbound 45 mph speed limit is 5 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that the existing 45 mph speed limit is appropriate for this section.
 - ii. The westbound 45 mph speed limit is 9 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that the existing 45 mph speed limit is appropriate for this section.
 - b. Spot speed data from Location 4 (3.678) indicates the following:
 - i. The eastbound 45 mph speed limit is 4 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that the existing 45 mph speed limit is appropriate for this section.
 - ii. The westbound 45 mph speed limit is 5 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. Field investigation required by the speed zoning criteria reveals that the existing 45 mph speed limit is appropriate for this section.
 - c. Spot speed data from Location 5 (5.052) indicates the following:
 - i. The eastbound 45 mph speed limit is 2 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. The speed data supports the eastbound 45 mph speed limit.
 - ii. The westbound 45 mph speed limit is 2 mph less than the 85th percentile speed and 3 mph less than the upper limit of the 10-mph pace. The speed data supports the westbound 45 mph speed limit.
3. The number, location, and spacing of all speed related signs are deemed sufficient. Between MP 0.000 and 2.082, the existing 55 mph speed limit signs (R2-1) should be replaced with 50 mph speed limit (R2-1) signs.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
VEHICLE SPOT SPEED STUDY

| | | | |
|---------------------|---|---------------------|----------|
| LOCATION ID: | 5 | SECTION: | 1601000 |
| LOCATION: | US 92, 1,506 feet west of Bonnet Springs Road | MP: | 5.052 |
| POSTED SPEED (mph): | 45 | COUNTY: | Polk |
| DATE: | 11/19/2024 | PAVEMENT CONDITION: | Good |
| OBSERVER: | VHB | TIME FROM: | 12:00 AM |
| REMARKS: | GPS 28.043382, -81.975089 | TO: | 12:00 AM |

| CUM. TOTAL | Eastbound | | | | | | | | | | | | | | SPEED (mph) | Westbound | | | | | | | | | | | | | | BOTH DIRECTIONS | | | | | | | | | | | | | | | | | |
|------------|-----------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|-------------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------------|-----|------|------|------|------|------|------|------|------|------|------|------|-------|------------|-------|------------|-------|
| | TOTAL | 2000 | 1900 | 1800 | 1700 | 1600 | 1500 | 1400 | 1300 | 1200 | 1100 | 1000 | 900 | 800 | | 700 | 600 | 500 | 400 | 300 | 200 | 100 | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | TOTAL | CUM. TOTAL | TOTAL | CUM. TOTAL | |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | 0 | 100 | 0 | | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 99 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 98 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 97 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 96 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 95 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 94 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 93 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 92 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 91 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 90 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 89 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 88 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 87 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 86 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 85 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 84 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 83 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 82 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 81 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 80 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 79 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 78 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 77 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 76 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 75 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 74 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 73 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 72 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 71 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 70 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 69 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 68 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 67 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 66 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 65 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 64 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 63 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 62 | 0 | | | | | | | | | | | | | | | | | | | 0 | 7070 | 0 | 14641 |
| 7571 | 0 | | | | | | | | | | | | | | | | | | | | | | 0 | 61 | 4 | | | | | | | | | | | | | | | | | | | 4 | 7070 | 4 | 14641 |
| 7571 | 2 | | | | | | | | | | | | | | | | | | | | | | 2 | 60 | 2 | | | | | | | | | | | | | | | | | | 2 | 7066 | 4 | 14637 | |
| 7569 | 2 | | | | | | | | | | | | | | | | | | | | | | 2 | 59 | 3 | | | | | | | | | | | | | | | | | | 3 | 7064 | 5 | 14633 | |
| 7567 | 4 | | | | | | | | | | | | | | | | | | | | | | 4 | 58 | 10 | | | | | | | | | | | | | | | | | | 10 | 7061 | 14 | 14628 | |
| 7563 | 7 | | | | | | | | | | | | | | | | | | | | | | 7 | 57 | 12 | | | | | | | | | | | | | | | | | | 12 | 7051 | 19 | 14614 | |
| 7556 | 10 | | | | | | | | | | | | | | | | | | | | | | 10 | 56 | 12 | | | | | | | | | | | | | | | | | | 12 | 7039 | 22 | 14595 | |
| 7546 | 18 | | | | | | | | | | | | | | | | | | | | | | 18 | 55 | 29 | | | | | | | | | | | | | | | | | | 29 | 7027 | 47 | 14573 | |
| 7528 | 19 | | | | | | | | | | | | | | | | | | | | | | 19 | 54 | 29 | | | | | | | | | | | | | | | | | | 29 | 6998 | 48 | 14526 | |
| 7509 | 44 | | | | | | | | | | | | | | | | | | | | | | 44 | 53 | 49 | | | | | | | | | | | | | | | | | | 49 | 6969 | 93 | 14478 | |
| 7465 | 72 | | | | | | | | | | | | | | | | | | | | | | 72 | 52 | 94 | | | | | | | | | | | | | | | | | | 94 | 6920 | 166 | 14385 | |
| 7393 | 53 | | | | | | | | | | | | | | | | | | | | | | 53 | 51 | 90 | | | | | | | | | | | | | | | | | 90 | 6926 | 113 | 14219 | | |
| 7340 | 197 | | | | | | | | | | | | | | | | | | | | | | 97 | 100 | 90 | 84 | | | | | </ | | | | | | | | | | | | | | | | |

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0073 - SR 600/US 92, E OF HILLSBOROUGH/POLK COUNTY LINE

| YEAR | AADT | | DIRECTION 1 | | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR | |
|------|-------|---|-------------|------|-------------|-----------|----------|----------|-------|
| 2023 | 13400 | C | E | 6200 | W | 7200 | 9.00 | 55.00 | 14.40 |
| 2022 | 12800 | C | E | 5600 | W | 7200 | 9.00 | 55.20 | 13.90 |
| 2021 | 11500 | C | E | 5200 | W | 6300 | 9.00 | 55.30 | 14.70 |
| 2020 | 10900 | C | E | 5000 | W | 5900 | 9.00 | 53.40 | 13.90 |
| 2019 | 11200 | C | E | 5100 | W | 6100 | 9.00 | 56.00 | 15.20 |
| 2018 | 10900 | C | E | 5000 | W | 5900 | 9.00 | 54.50 | 16.00 |
| 2017 | 11300 | C | E | 5300 | W | 6000 | 9.00 | 54.50 | 16.50 |
| 2016 | 10500 | C | E | 4900 | W | 5600 | 9.00 | 53.30 | 16.80 |
| 2015 | 10700 | C | E | 5000 | W | 5700 | 9.00 | 55.70 | 16.40 |
| 2014 | 10100 | F | E | 4700 | W | 5400 | 9.00 | 55.60 | 15.40 |
| 2013 | 9900 | C | E | 4600 | W | 5300 | 9.00 | 55.90 | 15.40 |
| 2012 | 9100 | C | E | 4300 | W | 4800 | 9.00 | 55.80 | 14.60 |
| 2011 | 9600 | F | E | 4400 | W | 5200 | 9.00 | 55.70 | 16.10 |
| 2010 | 9600 | C | E | 4400 | W | 5200 | 9.55 | 56.07 | 16.10 |
| 2009 | 9200 | C | E | 4400 | W | 4800 | 9.36 | 56.35 | 16.00 |
| 2008 | 9900 | C | E | 4800 | W | 5100 | 9.78 | 55.29 | 20.20 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 1007 - SR 600/US 92, E OF WEST SR 570/POLK PARKWAY

| YEAR | AADT | | DIRECTION 1 | | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR | |
|------|-------|---|-------------|------|-------------|-----------|----------|----------|-------|
| 2023 | 14200 | F | E | 6900 | W | 7300 | 9.00 | 55.00 | 12.40 |
| 2022 | 13400 | C | E | 6500 | W | 6900 | 9.00 | 55.20 | 12.40 |
| 2021 | 11900 | C | E | 5800 | W | 6100 | 9.00 | 55.30 | 13.70 |
| 2020 | 11200 | C | E | 5700 | W | 5500 | 9.00 | 53.40 | 11.60 |
| 2019 | 11500 | C | E | 5800 | W | 5700 | 9.00 | 56.00 | 11.40 |
| 2018 | 11700 | C | E | 5900 | W | 5800 | 9.00 | 54.50 | 13.00 |
| 2017 | 11900 | C | E | 5700 | W | 6200 | 9.00 | 54.50 | 13.10 |
| 2016 | 10500 | F | E | 5200 | W | 5300 | 9.00 | 53.30 | 13.10 |
| 2015 | 9900 | C | E | 4900 | W | 5000 | 9.00 | 55.70 | 13.10 |
| 2014 | 9800 | F | E | 4900 | W | 4900 | 9.00 | 55.60 | 14.30 |
| 2013 | 9600 | C | E | 4800 | W | 4800 | 9.00 | 55.90 | 14.30 |
| 2012 | 9600 | C | E | 4800 | W | 4800 | 9.00 | 55.80 | 12.00 |
| 2011 | 10100 | F | E | 5100 | W | 5000 | 9.00 | 55.70 | 13.80 |
| 2010 | 10100 | C | E | 5100 | W | 5000 | 9.55 | 56.07 | 13.80 |
| 2009 | 9500 | C | E | 4800 | W | 4700 | 9.36 | 56.35 | 14.00 |
| 2008 | 9900 | C | E | 5000 | W | 4900 | 9.78 | 55.29 | 13.70 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0038 - SR 600/US 92, W OF N CHESTNUT RD, LKLD

| YEAR | AADT | | DIRECTION 1 | | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| 2023 | 19600 | C | E 9600 | | W 10000 | 9.00 | 55.00 | 9.90 |
| 2022 | 19100 | F | E 9500 | | W 9600 | 9.00 | 55.20 | 10.30 |
| 2021 | 18700 | C | E 9300 | | W 9400 | 9.00 | 55.30 | 10.30 |
| 2020 | 17300 | C | E 8600 | | W 8700 | 9.00 | 53.40 | 10.00 |
| 2019 | 17700 | C | E 8900 | | W 8800 | 9.00 | 56.00 | 9.40 |
| 2018 | 17900 | C | E 9000 | | W 8900 | 9.00 | 54.50 | 10.00 |
| 2017 | 18900 | C | E 9100 | | W 9800 | 9.00 | 54.50 | 9.60 |
| 2016 | 16600 | C | E 8400 | | W 8200 | 9.00 | 53.30 | 9.50 |
| 2015 | 16100 | C | E 8100 | | W 8000 | 9.00 | 55.70 | 10.50 |
| 2014 | 15400 | F | E 7900 | | W 7500 | 9.00 | 55.60 | 10.60 |
| 2013 | 15200 | C | E 7800 | | W 7400 | 9.00 | 55.90 | 10.60 |
| 2012 | 15000 | C | E 7600 | | W 7400 | 9.00 | 55.80 | 10.80 |
| 2011 | 15800 | F | E 8100 | | W 7700 | 9.00 | 55.70 | 12.20 |
| 2010 | 15900 | C | E 8200 | | W 7700 | 9.55 | 56.07 | 12.20 |
| 2009 | 15000 | C | E 7600 | | W 7400 | 9.36 | 56.35 | 11.00 |
| 2008 | 16100 | C | E 8200 | | W 7900 | 9.78 | 55.29 | 11.70 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0086 - SR 600/GEORGE JENKINS BLVD, NW OF SLOAN AVE

| YEAR | AADT | | DIRECTION 1 | | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR | |
|------|-------|---|-------------|------|-------------|-----------|----------|----------|------|
| 2023 | 18000 | C | E | 9200 | W | 8800 | 9.00 | 55.00 | 6.00 |
| 2022 | 16600 | C | E | 8400 | W | 8200 | 9.00 | 55.20 | 7.50 |
| 2021 | 16700 | C | E | 8400 | W | 8300 | 9.00 | 55.30 | 6.50 |
| 2020 | 16000 | C | E | 8100 | W | 7900 | 9.00 | 53.40 | 9.00 |
| 2019 | 17000 | C | E | 8400 | W | 8600 | 9.00 | 56.00 | 6.90 |
| 2018 | 16700 | C | E | 8600 | W | 8100 | 9.00 | 54.50 | 6.60 |
| 2017 | 14900 | C | E | 7600 | W | 7300 | 9.00 | 54.50 | 5.10 |
| 2016 | 15500 | C | E | 7800 | W | 7700 | 9.00 | 53.30 | 3.80 |
| 2015 | 14000 | C | E | 6900 | W | 7100 | 9.00 | 55.70 | 6.20 |
| 2014 | 13600 | F | E | 6900 | W | 6700 | 9.00 | 55.60 | 6.60 |
| 2013 | 13400 | C | E | 6800 | W | 6600 | 9.00 | 55.90 | 6.60 |
| 2012 | 11000 | C | E | 5500 | W | 5500 | 9.00 | 55.80 | 5.00 |
| 2011 | 16600 | F | E | 8600 | W | 8000 | 9.00 | 55.70 | 4.50 |
| 2010 | 16800 | C | E | 8700 | W | 8100 | 9.55 | 56.07 | 4.50 |
| 2009 | 10900 | F | E | 5500 | W | 5400 | 9.36 | 56.35 | 5.90 |
| 2008 | 11100 | C | E | 5600 | W | 5500 | 9.78 | 55.29 | 5.90 |

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FILTERED CRASH DATA

Section: 16010000
State Road: US 92
Corridor Limits: From County Line Road to Bonnet Springs Boulevard
Source Data: Signal Four Analytics

County: Polk
City: Lakeland

Study Period: From 1/1/2019 **To** 12/31/2023 **60 Months**

Speed Related Collisions

| No. | HSMV No. | Location | Date | Day of Week | Time | Alcohol/ Drugs | Lighting | Roadway Surface | Number of Fatalities | Number of Injuries | Harmful Event | Contributing Cause |
|-----|----------|----------|----------|-------------|-------|-------------------|--------------------|-----------------|-------------------------|-----------------------|--------------------------|-------------------------------|
| 1 | 24399228 | 2.319 | 06/16/21 | Wednesday | 6:00 | N | Dusk | Dry | 0 | 1 | Bicycle | Unknown/Not Coded |
| 2 | 89846090 | 0.256 | 10/03/20 | Saturday | 22:23 | N | Dark - Not Lighted | Wet | 0 | 0 | Head On | Improper Passing |
| 3 | 25405820 | 1.205 | 01/28/23 | Saturday | 23:55 | Y | Dark - Lighted | Dry | 1 | 2 | Head On | Failed to Keep in Proper Lane |
| 4 | 26059507 | 0.189 | 09/05/23 | Tuesday | 15:05 | N | Daylight | Dry | 0 | 0 | Thrown or Falling Object | Other Contributing Action |
| 5 | 24136952 | 1.462 | 11/01/20 | Sunday | 3:30 | N | Dark - Not Lighted | Dry | 0 | 1 | Ditch | Ran off Roadway |
| 6 | 25111316 | 2.040 | 06/06/22 | Monday | 17:04 | N | Daylight | Wet | 0 | 3 | Rollover | Careless Driving |
| 7 | 25112022 | 1.035 | 07/16/22 | Saturday | 18:50 | N | Daylight | Wet | 0 | 0 | Utility/Light Pole | Drove too Fast for Conditions |
| 8 | 26059422 | 1.044 | 09/30/23 | Saturday | 20:09 | N | Dark - Lighted | Wet | 0 | 1 | Pedestrian | Other Contributing Action |
| 9 | 26061195 | 1.769 | 11/18/23 | Saturday | 6:20 | N | Dawn | Dry | 0 | 1 | Bicycle | Unknown/Not Coded |
| 10 | 24290180 | 1.653 | 07/02/21 | Friday | 23:38 | Y | Dark - Lighted | Wet | 0 | 2 | Head On | Failed to Keep in Proper Lane |
| 11 | 26059397 | 0.028 | 09/11/23 | Monday | 5:34 | N | Dark - Not Lighted | Dry | 0 | 1 | Bicycle | FTYRW |
| 12 | 24287797 | 1.648 | 06/18/21 | Friday | 15:30 | N | Daylight | Dry | 0 | 0 | Utility/Light Pole | Ran off Roadway |
| 13 | 24400029 | 2.876 | 08/25/21 | Wednesday | 22:56 | N | Dark - Not Lighted | Dry | 0 | 1 | Guardrail Face | Erratic or Aggressive Driving |
| 14 | 89374014 | 1.427 | 01/18/20 | Saturday | 20:05 | N | Dark - Lighted | Dry | 1 | 1 | Pedestrian | No Contributing Action |
| 15 | 25404716 | 1.205 | 10/06/22 | Thursday | 20:05 | N | Dark - Not Lighted | Dry | 0 | 1 | Pedestrian | No Contributing Action |
| 16 | 24399111 | 3.376 | 06/06/21 | Sunday | 18:10 | N | Daylight | Wet | 0 | 1 | Ditch | Ran off Roadway |
| 17 | 25111205 | 1.476 | 05/28/22 | Saturday | 12:07 | N | Daylight | Dry | 0 | 1 | Ditch | Drove too Fast for Conditions |
| 18 | 24006003 | 4.026 | 06/05/20 | Friday | 0:29 | N | Dark - Lighted | Wet | 0 | 0 | Traffic Sign Support | Ran off Roadway |
| 19 | 25654931 | 2.243 | 07/29/23 | Saturday | 4:25 | N | Dark - Lighted | Dry | 0 | 0 | Animal | No Contributing Action |
| 20 | 24771965 | 4.131 | 05/08/22 | Sunday | 22:35 | N | Dark - Lighted | Dry | 1 | 0 | Bicycle | FTYRW |
| 21 | 24771449 | 4.909 | 03/21/22 | Monday | 11:54 | N | Daylight | Dry | 0 | 2 | Bicycle | FTYRW |
| 22 | 25653960 | 2.057 | 07/17/23 | Monday | 22:27 | N | Dark - Not Lighted | Dry | 0 | 2 | Head On | Wrong Side or Wrong Way |
| 23 | 25817218 | 4.571 | 03/21/23 | Tuesday | 17:13 | N | Daylight | Dry | 0 | 0 | Head On | Swerved or Avoided Crash |
| 24 | 89348944 | 4.065 | 02/01/20 | Saturday | 2:01 | N | Dark - Lighted | Dry | 0 | 0 | Utility/Light Pole | Ran off Roadway |

FILTERED CRASH DATA

Section: 16010000
State Road: US 92
Corridor Limits: From County Line Road to Bonnet Springs Boulevard
Source Data: Signal Four Analytics

County: Polk
City: Lakeland

Study Period: From 1/1/2019 To 12/31/2023 60 Months

Speed Related Collisions

| No. | HSMV No. | Location | Date | Day of Week | Time | Alcohol/ Drugs | Lighting | Roadway Surface | Number of Fatalities | Number of Injuries | Harmful Event | Contributing Cause |
|-----|----------|----------|----------|-------------|-------|-------------------|-----------------------|-----------------|-------------------------|-----------------------|-----------------------------|-----------------------------------|
| 25 | 24769682 | 4.429 | 10/30/21 | Saturday | 2:04 | N | Dark - Lighted | Wet | 0 | 1 | Curb | Ran off Roadway |
| 26 | 25399953 | 4.711 | 11/12/22 | Saturday | 16:34 | N | Daylight | Dry | 0 | 0 | Fence | No Contributing Action |
| 27 | 24772039 | 4.539 | 05/16/22 | Monday | 6:18 | N | Daylight | Dry | 0 | 0 | Utility/Light Pole | Swerved or Avoided Crash |
| 28 | 24400369 | 4.361 | 09/20/21 | Monday | 17:29 | N | Daylight | Dry | 0 | 0 | Thrown or Falling Object | No Contributing Action |
| 29 | 24772054 | 2.653 | 05/05/22 | Thursday | 1:30 | N | Dark - Lighted | Dry | 0 | 1 | Bicycle | Careless Driving |
| 30 | 26059242 | 2.815 | 08/29/23 | Tuesday | 6:51 | N | Daylight | Dry | 0 | 0 | Other Fixed Object | Ran off Roadway |
| 21 | 24006191 | 3.861 | 06/27/20 | Saturday | 23:37 | N | Dark - Lighted | Dry | 0 | 1 | Bicycle | FTYRW |
| 32 | 24771414 | 3.273 | 03/22/22 | Tuesday | 1:56 | N | Dark - Lighted | Dry | 0 | 1 | Bicycle | Careless Driving |
| 33 | 25399245 | 2.752 | 09/14/22 | Wednesday | 17:24 | N | Daylight | Dry | 0 | 1 | Bicycle | FTYRW |
| 34 | 24005962 | 2.583 | 05/31/20 | Sunday | 21:00 | N | Dark - Not Lighted | Dry | 1 | 4 | Head On | Wrong Side or Wrong Way |
| 35 | 24006594 | 3.091 | 08/09/20 | Sunday | 8:03 | N | Daylight | Dry | 0 | 1 | Head On | Careless Driving |
| 36 | 24399813 | 2.043 | 08/07/21 | Saturday | 6:35 | N | Dawn | Dry | 0 | 0 | Head On | Failed to Keep in Proper Lane |
| 37 | 24399198 | 2.305 | 06/15/21 | Tuesday | 6:38 | N | Daylight | Wet | 0 | 1 | Head On | Improper Passing |
| 38 | 24136162 | 3.064 | 10/17/20 | Saturday | 18:12 | N | Dark - Not Lighted | Dry | 0 | 0 | Ditch | Ran off Roadway |
| 39 | 24007587 | 2.967 | 11/12/20 | Thursday | 7:30 | N | Daylight | Wet | 0 | 0 | Guardrail Face | Failed to Keep in Proper Lane |
| 40 | 24769846 | 5.300 | 11/11/21 | Thursday | 4:50 | N | Dark - Lighted | Dry | 0 | 2 | Work Zone/Maint Equip | Careless Driving |
| 41 | 24398524 | 3.522 | 04/20/21 | Tuesday | 1:15 | N | Dark - Lighted | Dry | 0 | 1 | Ditch | Over-Correcting/Over- Steering |
| 42 | 24771523 | 4.039 | 04/01/22 | Friday | 4:40 | N | Dark - Lighted | Wet | 0 | 0 | Fence | Ran off Roadway |
| 43 | 24771306 | 2.306 | 03/13/22 | Sunday | 1:07 | N | Dark - Not Lighted | Dry | 0 | 0 | Ditch | Ran off Roadway |
| 44 | 25400242 | 2.931 | 12/07/22 | Wednesday | 12:20 | N | Daylight | Dry | 0 | 0 | Fence | Ran off Roadway |
| 45 | 25819242 | 2.443 | 09/26/23 | Tuesday | 12:10 | N | Daylight | Dry | 0 | 1 | Ditch | Careless Driving |
| 46 | 25818061 | 4.032 | 06/01/23 | Thursday | 5:15 | N | Dusk | Dry | 0 | 0 | Utility/Light Pole | Ran off Roadway |
| 47 | 89348225 | 0.601 | 11/29/19 | Friday | 3:45 | N | Dark - Not Lighted | Dry | 0 | 1 | Pedestrian | FTYRW |
| 48 | 89347095 | 3.389 | 08/22/19 | Thursday | 13:45 | N | Daylight | Dry | 0 | 0 | Pedestrian | Failed to Keep in Proper Lane |

FILTERED CRASH DATA

Section: 16010000
State Road: US 92
Corridor Limits: From County Line Road to Bonnet Springs Boulevard
Source Data: Signal Four Analytics

County: Polk
City: Lakeland

Study Period: From 1/1/2019 **To** 12/31/2023 **60 Months**

Speed Related Collisions

| No. | HSMV No. | Location | Date | Day of Week | Time | Alcohol/ Drugs | Lighting | Roadway Surface | Number of Fatalities | Number of Injuries | Harmful Event | Contributing Cause |
|-----|----------|----------|----------|-------------|-------|-------------------|-----------------------|----------------------------|-------------------------|-----------------------|-------------------------|--------------------|
| 49 | 89012530 | 1.286 | 07/31/19 | Wednesday | 21:01 | N | Dark - Not Lighted | Water (standing/moving) | 0 | 0 | Ran into Water/Canal | Ran off Roadway |
| 50 | 89371567 | 4.105 | 10/29/19 | Tuesday | 22:11 | Y | Dark - Not Lighted | Dry | 0 | 1 | Utility/Light Pole | Ran off Roadway |
| 51 | 89842713 | 1.924 | 04/19/20 | Sunday | 15:26 | N | Daylight | Dry | 0 | 2 | Bicycle | FTYRW |
| 525 | 24006701 | 3.223 | 08/21/20 | Friday | 2:40 | N | Dark - Lighted | Wet | 0 | 0 | Ditch | Ran off Roadway |
| 53 | 24287357 | 1.884 | 03/19/21 | Friday | 15:32 | N | Daylight | Dry | 0 | 2 | Bicycle | FTYRW |
| 54 | 24291134 | 1.021 | 08/17/21 | Tuesday | 20:34 | N | Dark - Not Lighted | Dry | 0 | 0 | Traffic Sign Support | Ran off Roadway |
| 55 | 24771245 | 4.428 | 03/08/22 | Tuesday | 23:43 | N | Dark - Lighted | Wet | 0 | 1 | Rollover | Careless Driving |

FILTERED CRASH DATA

Section: 16010000
State Road: US 92
Corridor Limits: From County Line Road to Bonnet Springs Boulevard
Source Data: Signal Four Analytics

County: Polk
City: Lakeland

Study Period: From 1/1/2019 **To** 12/31/2023 **60 Months**

Speed Related Collisions

| No. | HSMV No. | Location | Date | Day of Week | Time | Alcohol/ Drugs | Lighting | Roadway Surface | Number of Fatalities | Number of Injuries | Harmful Event | Contributing Cause |
|-------------------------------|----------------------------|--------------------------------|-------------------------------|-------------------------------|----------------------------|-------------------------------|---------------------------|-------------------------------|----------------------|-------------------------|-----------------------|--------------------------------|
| SUMMARY | | | | | | | | | | | | |
| Total Number of Crashes | Total Number of Fatalities | Total Number of Injuries | Total Number of Fatal Crashes | Alcohol/ Drugs | Daylight | Dusk | Dawn | Dark - Lighted | Dark - Not Lighted | Dark - Unknown Lighting | Dry | Wet |
| 55 | 4 | 43 | 4 | 3 | 21 | 2 | 2 | 17 | 13 | 0 | 41 | 13 |
| 100% | N/A | N/A | 7% | 5% | 38% | 4% | 4% | 31% | 24% | 0% | 75% | 24% |
| Rear End | Sideswipe | Angle | Left Turn | Right Turn | Head On | Pedestrian | Bicycle | Backed Into | Animal | Rollover | Moveable Object | Fell/Jumped from Motor Vehicle |
| 0 | 0 | 0 | 0 | 0 | 9 | 5 | 11 | 0 | 1 | 2 | 0 | 0 |
| 0% | 0% | 0% | 0% | 0% | 16% | 9% | 20% | 0% | 2% | 4% | 0% | 0% |
| Thrown or Falling Object | Railway Vehicle | Parked Vehicle | Ran into Water/Canal | Work Zone/Maint Equip | Impact Atten/Crash Cushion | Bridge OH Structure | Bridge Pier or Support | Bridge Rail | Culvert | Curb | Ditch | Embankment |
| 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 |
| 4% | 0% | 0% | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 2% | 15% | 0% |
| Guardrail Face | Guardrail End | Cable Barrier | Concrete Traffic Barrier | Other Traffic Barrier | Tree (standing) | Utility/Light Pole | Traffic Sign Support | Traffic Signal Support | Fence | Mailbox | Other Fixed Object | |
| 2 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 3 | 0 | 1 | |
| 4% | 0% | 0% | 0% | 0% | 0% | 11% | 4% | 0% | 5% | 0% | 2% | |
| Unknown/Not Coded | No Contributing Action | Careless Driving | FTYRW | Improper Backing | Improper Turn | Followed too Closely | Ran Red Light | Drove too Fast for Conditions | Ran Stop Sign | Improper Passing | Exceeded Posted Speed | Wrong Side or Wrong Way |
| 2 | 5 | 7 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 |
| 4% | 9% | 13% | 15% | 0% | 0% | 0% | 0% | 4% | 0% | 4% | 0% | 4% |
| Failed to Keep in Proper Lane | Ran off Roadway | Disregarded other Traffic Sign | Disregarded Road Markings | Over-Correcting/Over-Steering | Swerved or Avoided Crash | Erratic or Aggressive Driving | Other Contributing Action | | | | | |
| 5 | 16 | 0 | 0 | 1 | 2 | 1 | 2 | | | | | |
| 9% | 29% | 0% | 0% | 2% | 4% | 2% | 4% | | | | | |