



Public Works Traffic Analysis Comments

Date: 01/22/2026

Subject: Doral Publix

Permit: PLAN-2410-0092

Date Submitted: 01/22/2026

7th Review

Results of the Review:



Approval Recommended

Doral Public Works Department has completed its review of the trip generation traffic submittal as prepared by Kimley Horn for the proposed renovation of the existing Publix shopping center located at 9755 NW 41st St in Doral, Florida.

The property proposed for renovation is occupied by a 107,105 sq. ft. shopping plaza with a supermarket (LUC 821). The proposed redevelopment consists of renovating the existing facility to include a 101,322 sq. ft. shopping plaza with an expanded supermarket (LUC 821). The expanded supermarket will comprise of the adjacent retailers. Therefore, the project will reduce the size of the center. The Public Works Department recommends approval.

Advisory comments below are necessary during site plan review process and implementation of the project:

- Any future proposed modifications to the approved land use (Shopping Plaza with Supermarket), the City reserves the right to request the applicant to provide an updated traffic analysis in order for the City to assess any potential impacts to the Public Right of Way and future mitigations.
- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.



January 22, 2026

Javier Rodriguez, E.I.
City of Doral
8401 NW 53rd Terrace
Doral, FL 33166

**Re: Publix Supermarket Renovation
Store No. 31 – Doral Plaza
Trip Generation and Turn Lane Analysis**

Dear Mr. Rodriguez:

Kimley-Horn and Associates, Inc. has performed a trip generation/turn lane analysis for the proposed renovation of the existing Publix shopping center located at 9755 NW 41st Street in Doral, Florida. Note that this document has been updated to address comments provided by the City of Doral on May 21, 2025, and to address Miami-Dade County's request to close the existing median opening along NW 41st Street west of NW 97th Avenue. The existing driveway at the median opening currently provides full access to the shopping center plaza. With the proposed median closure, the driveway will be converted to a limited access driveway (right-in/right-out only). Currently, the property proposed for renovation is occupied by a 107,105 square foot shopping plaza with a supermarket. The proposed redevelopment consists of renovating the existing facility to include a 101,322 square foot shopping plaza with an expanded supermarket. Note the expanded supermarket will replace a portion of the adjacent shopping center retailers. Therefore, the project will reduce the size of the center. A project location map and conceptual site plan is provided in Attachment A.

TRIP GENERATION

A trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition for the existing development and proposed redevelopment. The trip generation for the existing development and proposed redevelopment was determined using ITE Land Use Code (LUC) 821 (Shopping Plaza [With Supermarket]).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in the vicinity of the redevelopment. The US Census data indicated that there is a 0.3 percent (0.3%) multimodal factor within the vicinity of the redevelopment. It is expected that a portion of employees and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Manual* 12th Edition. A pass-by rate of 40.0 percent (40.0%) based on LUC 821 (Shopping Plaza [With Supermarket]) was utilized during the P.M. peak hour.

As shown in Table 1, the project is expected to result in a reduction of 20 net new trips during the A.M. peak hour and a reduction of 30 net new trips during the P.M. peak hour. Detailed trip generation calculations are contained in Attachment B.

Table 1: Proposed Net New Trip Generation				
A.M. Peak Hour (P.M. Peak Hour)				
Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>Existing Development</i>				
Shopping Plaza (With Supermarket) (821)	107,105 square feet	226 (270)	152 (280)	378 (550)
<i>Proposed Redevelopment</i>				
Shopping Plaza (With Supermarket) (821)	101,322 square feet	214 (255)	144 (265)	358 (520)
<i>Net New Redevelopment</i>				
Net New Vehicle Trips		-12 (-15)	-8 (-15)	-20 (-30)

TURN LANE ANALYSIS

Right-turn lane analyses were conducted based on FDOT and City of Doral recommended guidelines at each project driveway conservatively utilizing existing turning volumes. In this analysis, both the 2019 and 2023 *Multimodal Access Management Guidebook's* and Section 77-46 Turning Lanes of the *City of Doral's Code of Ordinances* were utilized and examined. The choice of which guideline to apply to each driveway was determined based on the number of lanes along the roadway intersecting with each driveway. Note that left-turn lane analyses were not conducted as existing exclusive left-turn lanes are provided at all project driveways where 11' turn access is provided. Additionally note that traffic diversions at the intersection of NW 41st Street and Driveway 3 account for the proposed median closure. The existing traffic volumes performing southbound left-turns at Driveway 3 were diverted to Driveway 4 and through the intersection of NW 41st Street and NW 97th Avenue. The existing traffic volumes performing eastbound left-turns and eastbound u-turns at Driveway 3 were diverted to eastbound through movements at this driveway and u-turn at the intersection of NW 41st Street and NW 97th Avenue to perform the westbound right-turn into Driveway 3. Volume development figures depicting the existing turning movement counts and existing turning movement counts with diversions are included in Attachment C.

A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) peak period turning movement counts were collected on Tuesday, February 20, 2024, at study intersections one through seven. All volumes were collected in 15-minute intervals. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 1.00 was applied to the traffic data based on the date of the data collection. Additionally, A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) peak period turning movement counts were collected on Thursday, May 29, 2025, at the interior intersection within the site located just west of Driveway 5 which were used to estimate the future southbound right-turn volumes at Driveway 6. Turning movement counts and FDOT PSCF reports are included in Attachment C.

FDOT's Multimodal Access Management Guidebooks

Driveways 1, 2, and 3 along NW 41st Street were analyzed under the recommended guidelines for the installation of exclusive right-turn lanes as outlined in FDOT's *Multimodal Access Management Guidebook*, 2019 as NW 41st Street is a six-lane roadway and the most recent version (2023) of this document does not provide guidelines for roadways wider than four (4) lanes. The recommended guidelines state that for exclusive right-turn lanes along roadways with a posted speed limit of 45 miles per hour (mph) or less, a threshold of 80 to 125 right-turns per hour should be met. The higher threshold of 125 right-turn movements per hour is for roadways with a volume less than 600 vehicles per hour

per lane in one (1) direction on the major roadway. Therefore, a westbound right-turn lane at Driveway 3 along NW 41st Street is satisfied based on these FDOT guidelines. Note a westbound right-turn lane at Driveway 3 along NW 41st Street is not feasible due to impacts to the existing gas station property just east of the driveway which is not part of this project.

Driveways 4, 5, and 6 along NW 97th Avenue were analyzed under the recent release of FDOT's *Multimodal Access Management Guidebook*, 2023 as NW 97th Avenue is a four-lane roadway. The recommended guidelines for the installation of exclusive right-turn lanes are outlined in FDOT's *Multimodal Access Management Guidebook*, 2023 and based on the turn-lane warrant methodology contained in the National Cooperative Highway Research Program (NCHRP) *Report 457*. The application of the recommended guidelines requires the major-road turn movement volume for the peak hour of the average day and the major road 85th percentile speed. If the combination of the major road approach volume and right-turn volume intersects above or to the right of the trend line corresponding to the major road operating speed, then a right-turn bay is a viable alternative. Therefore, a southbound right-turn lane at Driveway 5 along NW 97th Avenue is satisfied based on these FDOT guidelines. To provide a conservative analysis, the data collected at the interior intersection west of Driveway 5 within the site was utilized to estimate the southbound right-turn volumes at Driveway 6 as this driveway is proposed to change access from an egress-only driveway to a right-in/right-out driveway. Refer to footnote 5 in Table 2.

Note FDOT's *Multimodal Access Management Guidebook*, 2023 guidelines are applicable to two-lane and four-lane roadways. As NW 41st Street is a six-lane roadway, FDOT's *Multimodal Access Management Guidebook*, 2019 guidelines were used.

City of Doral's Code of Ordinances

All driveways along NW 41st Street and NW 97th Avenue were analyzed under the *City of Doral's Code of Ordinances*. The recommended guidelines states that "a right turn lane shall be provided if the speed limit of the street equals or exceeds 35 miles per hour and if the development will generate 100 or more right turns during the peak hour.". Therefore, a westbound right-turn lane at Driveway 3 along NW 41st Street is satisfied based on the City's code. Note a westbound right-turn lane at Driveway 3 along NW 41st Street is not feasible due to impacts to the existing gas station property just east of the driveway which is not part of this project.

The results are summarized in Table 2. Detailed right turn lane analysis calculations are included in Attachment D.

Table 2: Right-Turn Lane Analysis								
A.M. Peak Hour (P.M. Peak Hour)								
Intersection	Approach	Right-turns per Hour	Approach Volume (veh/h)	Volume Per Lane (veh/h) ⁽¹⁾	Speed (mph)	Volume Threshold (veh/h)	FDOT Analysis Results	City of Doral Results
NW 41 st Street and Driveway 1 ⁽²⁾	WB	35 (58)	1,019 (1,756)	336 (585)	40	125	Not Satisfied	Not Satisfied
NW 41 st Street and Driveway 2 ⁽²⁾	WB	18 (19)	996 (1,702)	332 (567)	40	125	Not Satisfied	Not Satisfied
NW 41 st Street and Driveway 3 ⁽²⁾	WB	156 (241)	1,072 (1,814)	357 (605)	40	125	Satisfied ⁽⁴⁾	Satisfied ⁽⁴⁾
NW 97 th Avenue and Driveway 4 ⁽³⁾	SB	11 (9)	1,089 (1,023)	545 (512)	40	125	Not Satisfied	Not Satisfied
NW 97 th Avenue and Driveway 5 ⁽³⁾	SB	99 (113)	1,191 (1,042)	596 (521)	40	125	Satisfied	Not Satisfied
NW 97 th Avenue and Driveway 6 ⁽³⁾	SB	38 ⁽⁵⁾ (26) ⁽⁵⁾	1,059 ⁽⁶⁾ (907) ⁽⁶⁾	530 (454)	40	125	Not Satisfied	Not Satisfied

Note: ⁽¹⁾ Left-turn and U-turn volumes were excluded if an exclusive left-turn lane is provided based on guidance from FDOT.

⁽²⁾ Analysis was performed under FDOT's *Multimodal Access Management Guidebook*, 2019

⁽³⁾ Analysis was performed under FDOT's *Multimodal Access Management Guidebook*, 2023.

⁽⁴⁾ Turn lane not feasible; right-of-way limitations due to the conflict with the existing gas station just east of the driveway.

⁽⁵⁾ Right-turn volumes were estimated using the westbound right-turn volumes collected at the interior intersection within the site west of Driveway 5.

⁽⁶⁾ The approach volumes are the sum of the estimated southbound right-turn volumes at the interior intersections within the site and the southbound through volumes at Driveway 6.

Based on the number of trips generated by the proposed expansion, further study is not warranted for the redevelopment's traffic impact. The results of the turn lane analysis indicate that exclusive right-turn lanes are recommended at Driveway 3 and at and Driveway 5. Note a southbound right-turn lane is recommended at the intersection of NW 97th Avenue and Driveway 5 under FDOT's *Multimodal Access Management Guidebook*, 2023 and NCHRP Report 457 and is proposed to be provided as part of this project. Note a westbound right-turn lane at Driveway 3 along NW 41st Street is satisfied based on FDOT's *Multimodal Access Management Guidebook*, 2019 guidelines and the City's code but is not feasible due to impacts to the existing gas station property just east of the driveway. If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



John J. McWilliams, P.E.

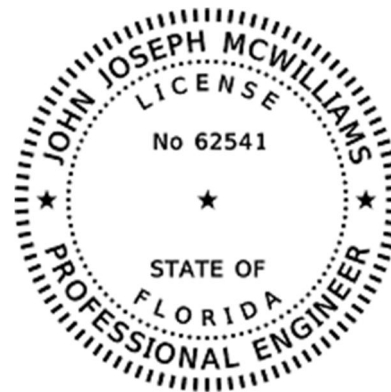
Attachments

A – Project Location Map and Conceptual Site Plan

B – Trip Generation Calculations

C – Traffic Data

D – Turn Lane Analysis Worksheets



John J. McWilliams, P.E.
Florida Registration Number 62541
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, Florida 33324

This item has been electronically signed and sealed by John J. McWilliams, P.E. on the date adjacent to the seal using a SHA authentication code.

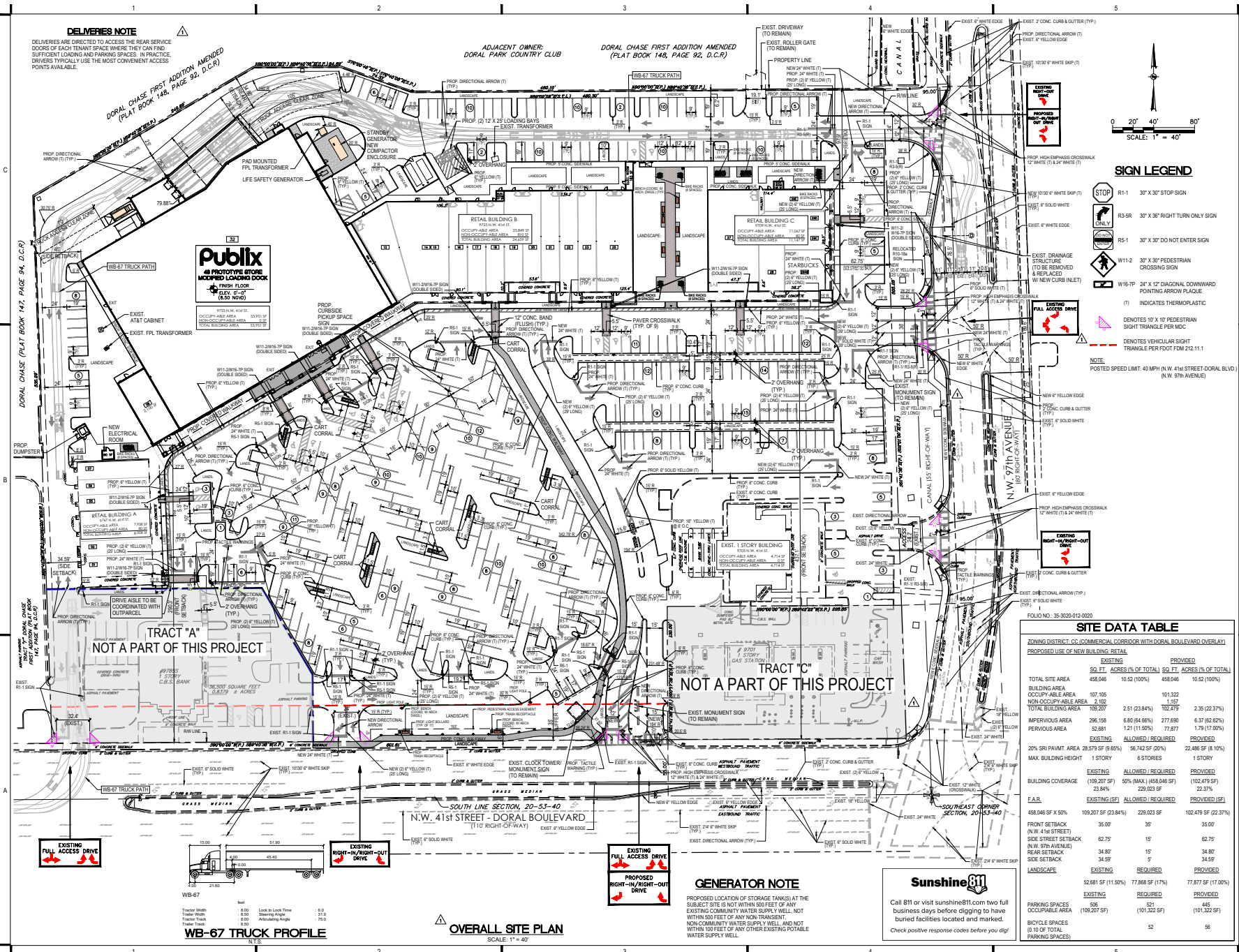
Signature must be verified on any electronic copies.

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Attachment A
Project Location Map and Conceptual Site Plan



Turn Lane C - SITE PLAN



DELIVERIES NOTE
DELIVERIES ARE DIRECTED TO ACCESS THE REAR SERVICE DOORS OF EACH TENANT SPACE WHERE THEY CAN FIND SUFFICIENT LOADING AND PARKING SPACES. IN PRACTICE, DRIVERS TYPICALLY USE THE MOST CONVENIENT ACCESS POINTS AVAILABLE.

Publix
48 PROTOTYPE STORES
MODIFIED LOADING DOOR
FINISH FLOOR
ELEV. 0'-0" (8.5% SLOPE)
TOTAL BUILDING AREA: 23,915 SF
TOTAL BUILDING AREA: 23,915 SF

TRACT "A"
NOT A PART OF THIS PROJECT

TRACT "C"
NOT A PART OF THIS PROJECT

GENERATOR NOTE

PROPOSED LOCATION OF STORAGE TANKS AT THE SUBJECT SITE IS NOT WITHIN 500 FEET OF ANY EXISTING COMMUNITY WATER SUPPLY WELL, NOT WITHIN 50 FEET OF ANY NON-TRANSPARENT, NON-COMMUNITY WATER SUPPLY WELL, AND NOT WITHIN 100 FEET OF ANY OTHER EXISTING POTABLE WATER SUPPLY WELL.

Sunshine811

Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

SIGN LEGEND

- R-1 30" X 30" STOP SIGN
- R-3R 30" X 30" RIGHT TURN ONLY SIGN
- R-5 30" X 30" DO NOT ENTER SIGN
- W-12 30" X 30" PEDESTRIAN CROSSING SIGN
- W-16 24" X 12" DIAGONAL DOWNWARD POINTING ARROW PLaque
- (T) INDICATES THERMOPLASTIC
- INDICATES 10' X 10' PEDESTRIAN SIGHT TRIANGLE PER FDOT 212.11.1
- INDICATES VEHICULAR SIGHT TRIANGLE PER FDOT 212.11.1

NOTE: POSTED SPEED LIMIT: 40 MPH (N.W. 41st STREET-ADRIAL BLVD.) (N.W. 97th AVENUE)

SITE DATA TABLE

ZONING DISTRICT: CC (COMMERCIAL CORRIDOR WITH DORAL BOULEVARD OVERLAY)			
PROPOSED USE OF NEW BUILDING: RETAIL			
	EXISTING	PROVIDED	
TOTAL SITE AREA	458,046	10,92 (100%)	458,046
BUILDING AREA	107,105	1,152	107,105
OCCUPYABLE AREA	107,105	1,152	107,105
NON-OCCUPYABLE AREA	2,302	2,302	2,302
PERVIOUS AREA	296,158	6,80 (46.6%)	277,690
PERVIOUS AREA	52,881	1,21 (11.50%)	77,877
20% SRI PAINT AREA	28,575 SF (5.15%)	52,742 SF (20%)	22,488 SF (8.10%)
MAX. BUILDING HEIGHT	1 STORY	6 STORIES	1 STORY
BUILDING COVERAGE	107,207 SF (23.84%)	229,023 SF	22,37%
F.A.R.	23.84%	229,023 SF	22,37%
FRONT SETBACK (N.W. 41st STREET)	109,207 SF (23.84%)	229,023 SF	102,475 SF (22.37%)
FRONT SETBACK (N.W. 97th AVENUE)	35.00'	35'	35.00'
SIDE STREET SETBACK (N.W. 97th AVENUE)	62.75'	15'	62.75'
REAR SETBACK	34.80'	15'	34.80'
SIDE SETBACK	34.50'	9'	34.50'
LANDSCAPE	52,881 SF (11.50%)	77,888 SF (17%)	77,877 SF (17.00%)
PARKING SPACES	521	521	521
OCCUPYABLE AREA	107,207 SF	101,322 SF	101,322 SF
BICYCLE SPACES	52	52	52



Graef USA Inc.
9400 South Dadeland Boulevard
Suite 601
Miami, FL 33156
305 / 378 5555
305 / 279 4553 fax
www.graef-usa.com

CERTIFICATE OF AUTHORIZATION NO. 4270
SEAL / SIGNATURE:



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY NELSON H. ORTIZ, P.E. ON THE DATE ADJACENT TO THE SEAL. SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

FOR THE FIRM: NELSON H. ORTIZ (CIVIL)

PROJECT TITLE:

PUBLIX AT DORAL PLAZA
STORE NO. 0031
9755 N.W. 41st STREET
CITY OF DORAL, FLORIDA 33178
Folio No. 35-3020-012-0020

EQUITY DEVELOPMENT GROUP, LLC
8420 CONGRESS AVENUE, SUITE 1800
BOCA RATON, FLORIDA 33487

ISSUE: NO. DATE REVISIONS BY
1 07/10/2025 M-D TPW TWD COMMENTS

PROJECT INFORMATION:

PROJECT NUMBER: 2024-7005
DATE: 04/02/24
DRAWN BY: G.G.G.
CHECKED BY: N.H.O.
APPROVED BY: N.H.O.
SCALE: AS SHOWN

SHEET TITLE:
OVERALL SITE PLAN

SHEET NUMBER:

C-1

Attachment B
Trip Generation Calculations

Existing Development A.M. Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1 Shopping Plaza (40-150k)	12	821	107.105	LKSF	T = 3.54(X)	60%	40%	227	152	379	0.3%	1	226	152	378	0.0%	0	226	152	378	0.0%	0	226	152	378
							Total:	227	152	379	0.3%	1	226	152	378	0.0%	0	226	152	378	0.0%	0	226	152	378

Proposed Redevelopment A.M. Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS														
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total											
1	Shopping Plaza (40-150k)	12	821	101.322	LKSF	T = 3.54(X)	60%	40%	215	144	359	0.3%	1	214	144	358	0.0%	0	214	144	358	0.0%	0	214	144	358											
									Total:																215	144	359	0.3%	1	214	144	358	0.0%	0	214	144	358
																									NET NEW TRIPS								-12	-8	-20		

Existing Development P.M. Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total
1	Shopping Plaza (40-150k)	12	821	107.105	LKSF	T = 8.58(X)	49%	51%	450	469	919	0.3%	3	449	467	916	0.0%	0	449	467	916	40.0%	366	270	280	550
								Total:	450	469	919	0.3%	3	449	467	916	0.0%	0	449	467	916	40.0%	366	270	280	550

Proposed Redevelopment P.M. Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS											
	Land Use	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Factor	MR Trips	In	Out	Total	Rate	IC Trips	In	Out	Total	Rate	PB Trips	In	Out	Total								
1	Shopping Plaza (40-150k)	12	821	101.322	LKSF	T = 8.58(X)	49%	51%	426	443	869	0.3%	3	425	441	866	0.0%	0	425	441	866	40.0%	346	255	265	520								
									Total:								426	443	869	0.3%	3	425	441	866	0.0%	0	425	441	866	40.0%	346	255	265	520
																							NET NEW TRIPS			-15	-15	-30						

Means of Transportation to Work

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Census Tract 90.58; Miami-Dade County; Florida	
	Estimate	Margin of Error
▼ Total:	2,095	±357
▼ Car, truck, or van:	1,762	±354
Drove alone	1,527	±341
▼ Carpooled:	235	±163
In 2-person carpool	117	±92
In 3-person carpool	57	±74
In 4-person carpool	23	±37
In 5- or 6-person carpool	38	±55
In 7-or-more-person carpool	0	±15
▼ Public transportation (excluding taxicab):	0	±15
Bus	0	±15
Subway or elevated rail	0	±15
Long-distance train or commuter rail	0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±15
Ferryboat	0	±15
Taxicab	0	±15
Motorcycle	0	±15
Bicycle	0	±15
Walked	5	±10
Other means	18	±23
Worked from home	310	±148

Multimodal Reduction: $(0+0+5)/(2095-310) = 0.3\%$

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2023

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data.

Workers include members of the Armed Forces and civilians who were at work last week.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.
- N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
- (X)
The estimate or margin of error is not applicable or not available.
- median-
The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
- median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").
- **

The margin of error could not be computed because there were an insufficient number of sample observations.

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, 1 corresponding estimate has no sampling error and the margin of error may be treated as zero.

Attachment C
Traffic Data

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2022 - 01/01/2022	1.06	1.10
2	01/02/2022 - 01/08/2022	1.04	1.08
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.98	1.02
7	02/06/2022 - 02/12/2022	0.97	1.01
* 8	02/13/2022 - 02/19/2022	0.96	1.00
* 9	02/20/2022 - 02/26/2022	0.96	1.00
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.96	1.00
*13	03/20/2022 - 03/26/2022	0.96	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.95	0.99
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
21	05/15/2022 - 05/21/2022	0.98	1.02
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	0.99	1.03
24	06/05/2022 - 06/11/2022	1.00	1.04
25	06/12/2022 - 06/18/2022	1.01	1.05
26	06/19/2022 - 06/25/2022	1.01	1.05
27	06/26/2022 - 07/02/2022	1.01	1.05
28	07/03/2022 - 07/09/2022	1.02	1.06
29	07/10/2022 - 07/16/2022	1.02	1.06
30	07/17/2022 - 07/23/2022	1.02	1.06
31	07/24/2022 - 07/30/2022	1.02	1.06
32	07/31/2022 - 08/06/2022	1.01	1.05
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.01	1.05
35	08/21/2022 - 08/27/2022	1.03	1.07
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.05	1.09
38	09/11/2022 - 09/17/2022	1.07	1.11
39	09/18/2022 - 09/24/2022	1.05	1.09
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.01	1.05
46	11/06/2022 - 11/12/2022	1.02	1.06
47	11/13/2022 - 11/19/2022	1.03	1.07
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.05	1.09
50	12/04/2022 - 12/10/2022	1.05	1.09
51	12/11/2022 - 12/17/2022	1.06	1.10
52	12/18/2022 - 12/24/2022	1.04	1.08
53	12/25/2022 - 12/31/2022	1.02	1.06

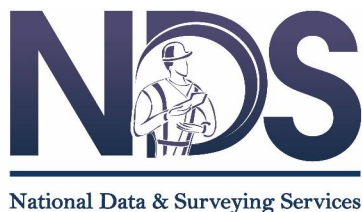
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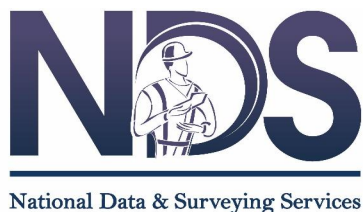
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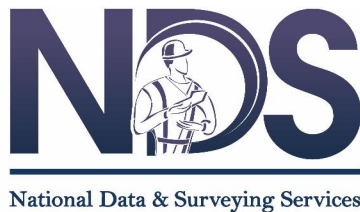
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Turning Movement Counts

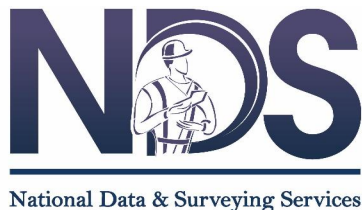
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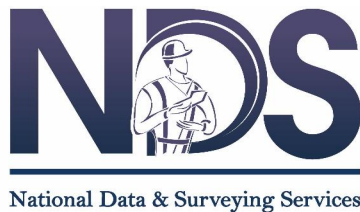
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DATE: Tue, Feb 20, 2024

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PROJECT ID: 24-140046-002
DATE: Tue, Feb 20, 2024

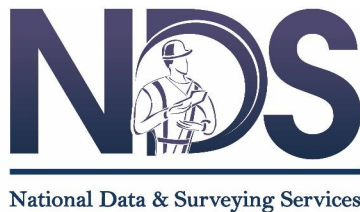
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PROJECT ID: 24-140046-003
DATE: Tue, Feb 20, 2024



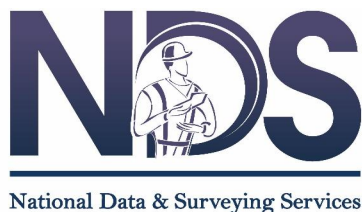
15-Min Count Period Beginning At	Pal Plaza Shopping Mall E. Pkg D					Pal Plaza Shopping Mall E. Pkg C					NW 41st St Eastbound					NW 41st St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		5	0	13	0		21	467	8	0		0	229	14	0		757	3012
7:15 AM	0	0	0	0		4	0	11	0		16	465	7	1		0	188	20	0		712	3053
7:30 AM	0	0	0	0		4	0	19	0		12	508	4	1		0	198	25	0		771	3134
7:45 AM	0	0	0	0		3	0	17	0		11	511	9	1		0	200	20	0		772	3173
8:00 AM	0	0	0	0		8	0	20	0		13	488	4	0		0	244	21	0		798	3144
8:15 AM	0	0	1	0		4	0	24	0		13	489	6	1		0	225	30	0		793	2346
8:30 AM	0	0	0	0		3	0	17	0		17	489	8	2		0	247	27	0		810	1553
8:45 AM	0	0	3	0		7	0	19	0		18	456	3	5		0	211	20	1		743	743
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	4	0		32	0	96	0		68	2044	36	8		0	988	120	0		3396	
Heavy Trucks	0	0	0	0		4	0	0	0		0	68	0	0		0	56	4	0		132	
Pedestrians		8						4				0					0				12	
Bicycles	0	0	0	0		0	0	0	0		0	4	4	0		0	4	4	0		16	
Buses																						
Stopped Buses																						

PROJECT ID: 24-140046-003
DATE: Tue, Feb 20, 2024

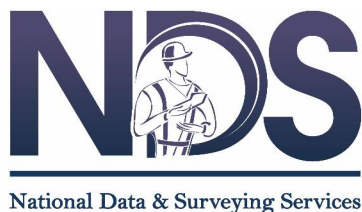


15-Min Count Period Beginning At	Pal Plaza Shopping Mall E. Pkg D					Pal Plaza Shopping Mall E. Pkg C					NW 41st St Eastbound					NW 41st St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	3	0		9	0	33	0		23	290	0	2		0	359	56	0		775	3071
4:15 PM	0	0	4	0		13	0	28	0		26	271	2	0		0	381	38	0		763	3079
4:30 PM	0	0	17	0		6	0	30	0		20	286	5	6		0	372	28	0		770	3080
4:45 PM	0	0	6	0		10	0	28	0		25	280	4	4		0	371	35	0		763	3109
5:00 PM	0	0	6	0		13	0	37	1		21	286	1	1		0	375	42	0		783	3143
5:15 PM	0	0	3	0		13	0	31	0		23	277	1	1		0	389	26	0		764	2360
5:30 PM	0	0	5	0		2	0	33	0		25	293	1	1		0	407	32	0		799	1596
5:45 PM	0	0	4	0		8	0	24	0		24	284	6	2		0	402	43	0		797	797
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	24	0		52	0	148	4		100	1172	24	8		0	1628	172	0		3332	
Heavy Trucks	0	0	0	0		0	0	0	0		0	24	0	0		0	32	4	0		60	
Pedestrians		16					24					0					0				40	
Bicycles	4	0	0	0		0	0	4	0		0	0	0	0		0	4	4	0		16	
Buses																						
Stopped Buses																						

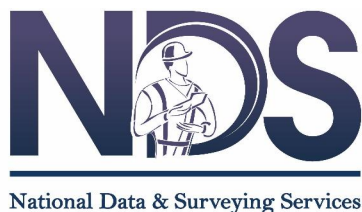
PROJECT ID: 24-140046-004
DATE: Tue, Feb 20, 2024

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PROJECT ID: 24-140046-004
DATE: Tue, Feb 20, 2024

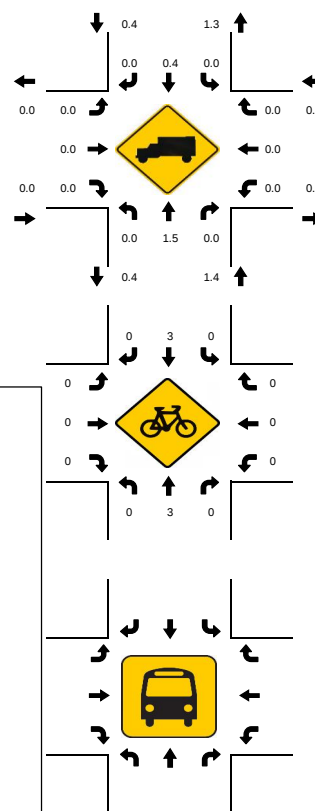
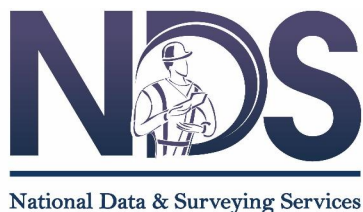
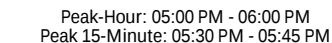
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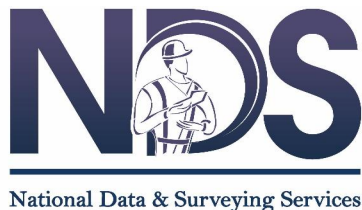
PROJECT ID: 24-140046-005
DATE: Tue, Feb 20, 2024



15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					Bank of America Dwy Eastbound					Bank of America Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	111	4	0		0	182	1	0		0	0	6	0		0	0	5	0		309	1547
7:15 AM	0	120	7	0		0	221	2	0		0	0	6	0		0	0	6	0		362	1675
7:30 AM	0	147	9	0		0	261	7	0		0	0	3	0		0	0	6	0		433	1786
7:45 AM	0	149	6	0		0	279	2	0		0	0	5	0		0	0	2	0		443	1765
8:00 AM	0	135	9	0		0	276	0	0		0	0	6	0		0	0	11	0		437	1708
8:15 AM	0	168	19	0		0	262	2	0		0	0	7	0		0	0	15	0		473	1271
8:30 AM	0	135	3	0		0	258	3	0		0	0	6	0		0	0	7	0		412	798
8:45 AM	0	116	8	0		0	250	1	0		0	0	6	0		0	0	5	0		386	386
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	672	76	0		0	1116	28	0		0	0	28	0		0	0	60	0		1980	
Heavy Trucks	0	16	4	0		0	16	0	0		0	0	0	0		0	0	0	0		36	
Pedestrians	0					0		0			8					8					16	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		8	
Buses																						
Stopped Buses																						

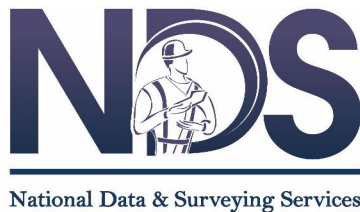
PROJECT ID: 24-140046-005
DATE: Tue, Feb 20, 2024

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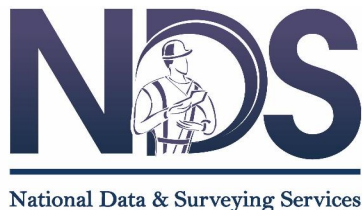


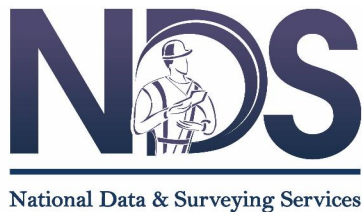
15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					Oral Plaza Shopping Mall Pkg Dv Eastbound					Oral Plaza Shopping Mall Pkg Dv Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	9	105	0	2		6	164	18	1		5	0	15	0		2	0	3	0		330	1648
7:15 AM	8	118	0	0		7	193	12	2		5	0	28	0		2	0	5	0		380	1796
7:30 AM	10	141	0	0		3	255	16	1		11	1	19	0		0	0	3	0		460	1938
7:45 AM	11	141	1	0		18	258	21	1		6	1	19	0		0	0	1	0		478	1935
8:00 AM	7	135	1	2		25	259	23	2		10	0	12	0		1	0	1	0		478	1890
8:15 AM	16	165	2	1		20	249	39	1		4	0	17	0		0	2	6	0		522	1412
8:30 AM	8	132	1	1		11	227	28	0		13	2	29	0		1	0	4	0		457	890
8:45 AM	12	105	2	1		12	231	38	0		8	0	18	0		1	0	5	0		433	433
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	64	660	8	8		100	1036	156	8		44	4	76	0		4	8	24	0		2200	
Heavy Trucks	0	16	0	0		0	20	4	0		0	0	4	0		0	0	0	0		44	
Pedestrians	0					0					8					8					16	
Bicycles	0	4	0	0		0	4	0	0		0	0	4	0		0	0	0	0		12	
Buses																						
Stopped Buses																						

PROJECT ID: 24-140046-006
DATE: Tue, Feb 20, 2024



15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					Oral Plaza Shopping Mall Pkg Dv Eastbound					Oral Plaza Shopping Mall Pkg Dv Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	24	224	0	3		16	183	23	0		22	2	31	0		4	0	13	0		545	2263
4:15 PM	26	230	0	11		13	184	34	3		11	0	33	0		8	1	15	0		569	2348
4:30 PM	36	231	0	9		14	192	23	5		12	2	36	0		5	2	25	0		592	2367
4:45 PM	24	250	1	8		10	176	19	4		12	2	30	0		1	1	19	0		557	2434
5:00 PM	16	259	1	9		7	222	32	2		18	2	39	0		6	0	17	0		630	2475
5:15 PM	18	261	0	7		14	211	21	3		17	1	19	0		1	1	14	0		588	1845
5:30 PM	20	281	0	2		9	235	37	2		16	1	26	0		5	2	23	0		659	1257
5:45 PM	36	241	0	5		7	213	23	4		18	0	24	0		1	0	26	0		598	598
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	144	1124	4	36		56	940	148	16		72	8	156	0		24	8	104	0		2840	
Heavy Trucks	0	24	0	0		0	8	0	0		0	0	0	0		0	0	4	0		36	
Pedestrians	4					4					20					4					32	
Bicycles	0	4	0	0		0	4	0	0		0	0	8	0		0	0	0	0		16	
Buses																						
Stopped Buses																						

[illegible]

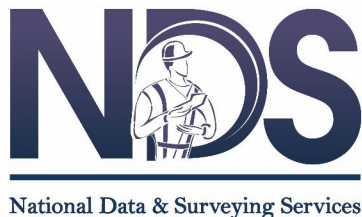


15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					Market at Doral Park Shopping C Eastbound					Market at Doral Park Shopping C Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	260	0	0		0	212	0	0		0	0	10	0		0	0	1	0		483	1987
4:15 PM	0	257	0	0		0	224	2	0		0	0	9	0		0	0	3	0		495	2063
4:30 PM	0	275	0	0		0	225	5	0		0	0	11	0		0	0	0	0		516	2114
4:45 PM	0	285	0	0		0	197	0	0		0	0	10	0		0	0	1	0		493	2211
5:00 PM	0	293	0	0		0	257	0	0		0	0	6	0		0	0	3	0		559	2262
5:15 PM	0	294	0	0		0	242	0	0		0	0	8	0		0	0	2	0		546	1703
5:30 PM	0	325	0	0		0	278	1	0		0	0	4	0		0	0	5	0		613	1157
5:45 PM	0	288	0	0		0	243	0	0		0	0	6	0		0	0	7	0		544	544
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	1300	0	0		0	1112	4	0		0	0	32	0		0	0	28	0		2476	
Heavy Trucks	0	24	0	0		0	8	0	0		0	0	0	0		0	0	0	0		32	
Pedestrians	0					4					28					12					44	
Bicycles	0	4	0	0		0	4	4	0		0	0	0	0		0	0	0	0		12	
Buses																						
Stopped Buses																						

PROJECT ID: 25-140251-001
DATE: Thu, May 29, 2025



PROJECT ID: 25-140251-001
DATE: Thu, May 29, 2025

[illegible]

Volume Development Figures



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



Attachment D
Turn Lane Analysis Worksheets

FDOT Right-Turn Lane Analysis, 2019								
Intersection	Approach	Right-turns per Hour	Advancing Movement Vol	Speed (MPH)	No. of Advancing Lanes	Adv. Lanes/Adv. Vols	Volume Threshold (vph)	Analysis Results
NW 41st Street and Driveway 1	Westbound	35	1,009	40	3	336.3333333	125	Not Satisfied
		58	1756	40	3	585.3333333	125	
NW 41st Street and Driveway 2	Westbound	18	996	40	3	332	125	Not Satisfied
		19	1702	40	3	567.3333333	125	
NW 41st Street and Driveway 3	Westbound	156	1072	40	3	357.3333333	125	Satisfied
		241	1814	40	3	604.6666667	80	

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	1089
Right-turn volume, veh/h:	11

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	36
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

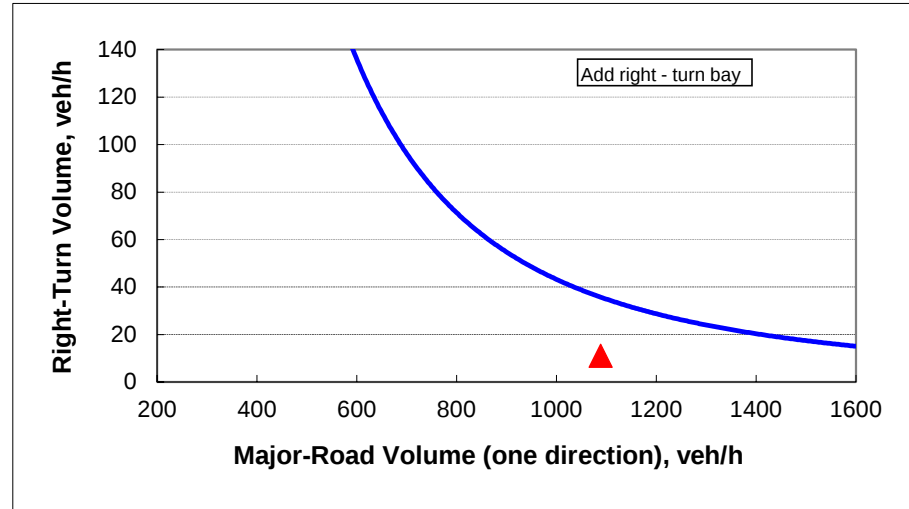


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	1023
Right-turn volume, veh/h:	9

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	41
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

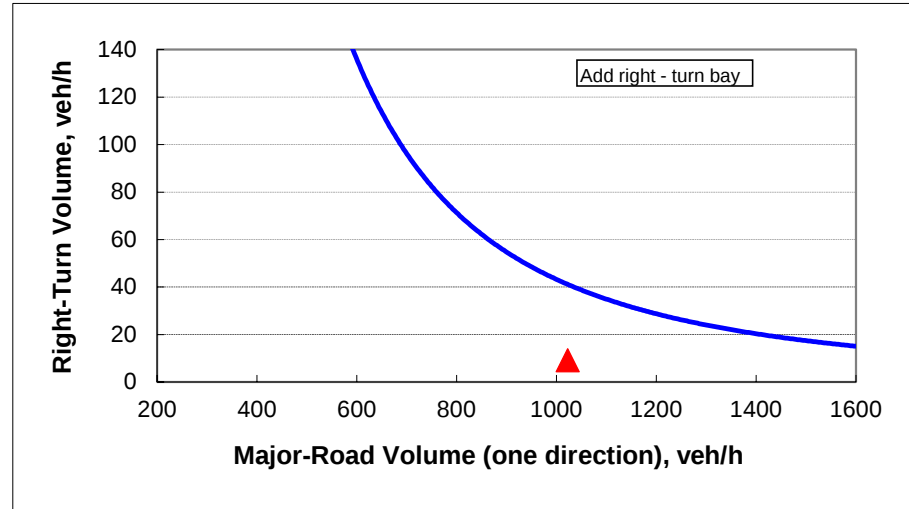


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	1191
Right-turn volume, veh/h:	99

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	29
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

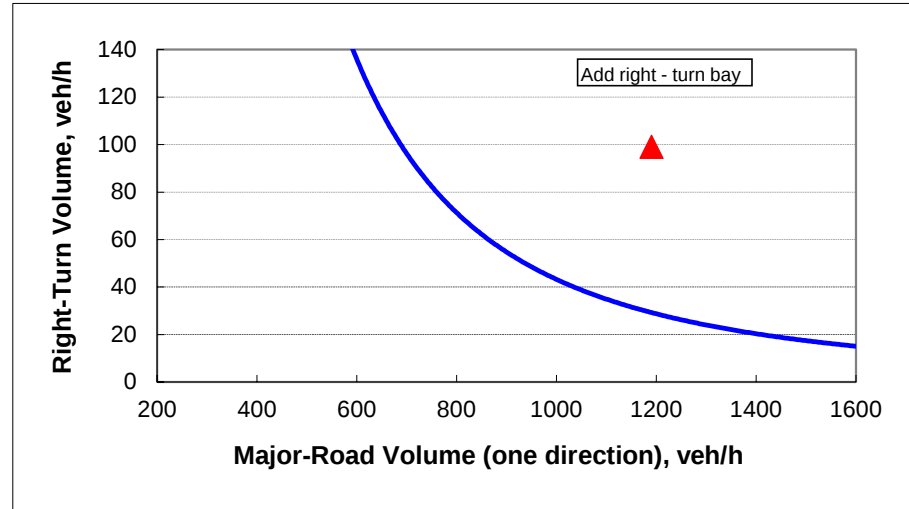


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	1042
Right-turn volume, veh/h:	113

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	39
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

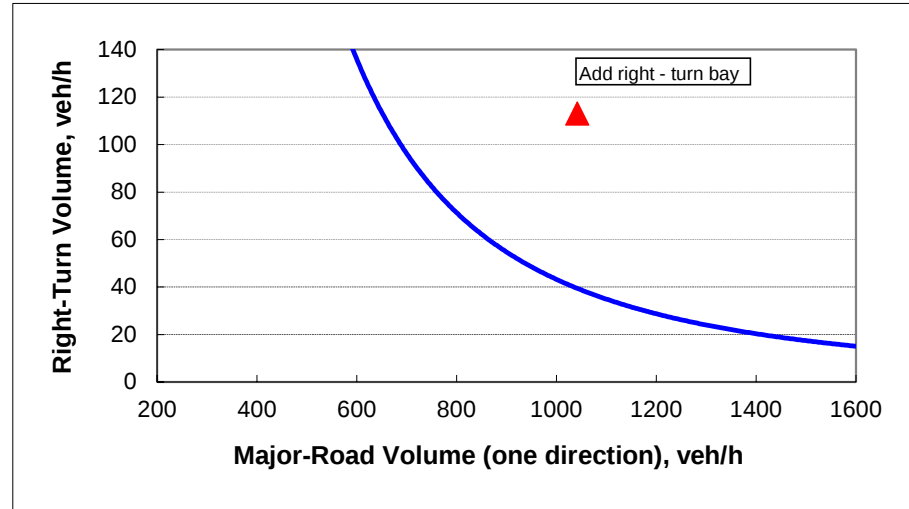


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	1059
Right-turn volume, veh/h:	38

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	38
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

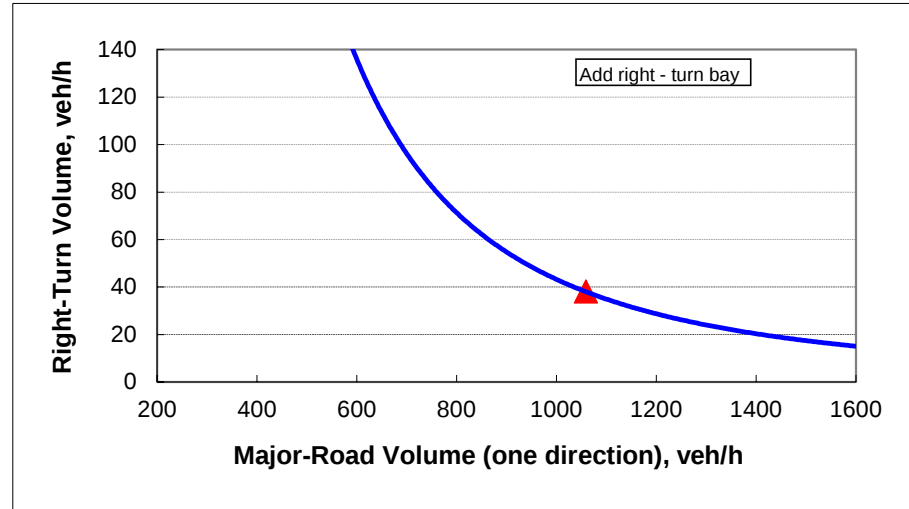


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	907
Right-turn volume, veh/h:	26

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	54
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

