



## Public Works Traffic Analysis Comments

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Date: 01/22/2026

Subject: Doral Publix

Permit: PLAN-2410-0092

Date Submitted: 01/22/2026

7<sup>th</sup> Review

Results of the Review:

**Approval Recommended**

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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 41<sup>st</sup> 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.

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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 53<sup>rd</sup> 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 41<sup>st</sup> 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 41<sup>st</sup> Street west of NW 97<sup>th</sup> 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*, 12<sup>th</sup> 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* 12<sup>th</sup> 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>				
<b>Net New Vehicle Trips</b>		-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 10' turn access is provided. Additionally note that traffic diversions at the intersection of NW 41<sup>st</sup> 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 41<sup>st</sup> Street and NW 97<sup>th</sup> 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 41<sup>st</sup> Street and NW 97<sup>th</sup> 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 41<sup>st</sup> 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 41<sup>st</sup> 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 41<sup>st</sup> Street is satisfied based on these FDOT guidelines. Note a westbound right-turn lane at Driveway 3 along NW 41<sup>st</sup> 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 97<sup>th</sup> Avenue were analyzed under the recent release of FDOT's *Multimodal Access Management Guidebook, 2023* as NW 97<sup>th</sup> 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 85<sup>th</sup> 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 97<sup>th</sup> 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 41<sup>st</sup> 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 41<sup>st</sup> Street and NW 97<sup>th</sup> 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 41<sup>st</sup> Street is satisfied based on the City's code. Note a westbound right-turn lane at Driveway 3 along NW 41<sup>st</sup> 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) <sup>(1)</sup>	Speed (mph)	Volume Threshold (veh/h)	FDOT Analysis Results	City of Doral Results
NW 41 <sup>st</sup> Street and Driveway 1 <sup>(2)</sup>	WB	35 (58)	1,019 (1,756)	336 (585)	40	125	Not Satisfied	Not Satisfied
NW 41 <sup>st</sup> Street and Driveway 2 <sup>(2)</sup>	WB	18 (19)	996 (1,702)	332 (567)	40	125	Not Satisfied	Not Satisfied
NW 41 <sup>st</sup> Street and Driveway 3 <sup>(2)</sup>	WB	156 (241)	1,072 (1,814)	357 (605)	40	125	<b>Satisfied</b> <sup>(4)</sup>	<b>Satisfied</b> <sup>(4)</sup>
NW 97 <sup>th</sup> Avenue and Driveway 4 <sup>(3)</sup>	SB	11 (9)	1,089 (1,023)	545 (512)	40	125	Not Satisfied	Not Satisfied
NW 97 <sup>th</sup> Avenue and Driveway 5 <sup>(3)</sup>	SB	99 (113)	1,191 (1,042)	596 (521)	40	125	<b>Satisfied</b>	Not Satisfied
NW 97 <sup>th</sup> Avenue and Driveway 6 <sup>(3)</sup>	SB	38 <sup>(5)</sup> (26) <sup>(5)</sup>	1,059 <sup>(6)</sup> (907) <sup>(6)</sup>	530 (454)	40	125	Not Satisfied	Not Satisfied

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

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

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

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

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

<sup>(6)</sup> 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 97<sup>th</sup> 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 41<sup>st</sup> 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.

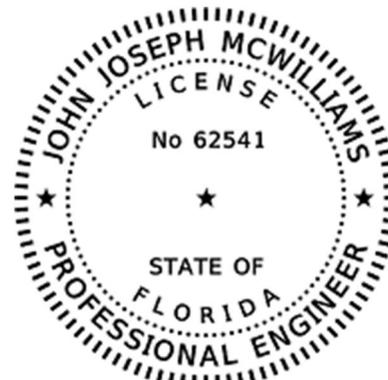
Attachments

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.

**Attachment A**  
Project Location Map and Conceptual Site Plan



NOT TO SCALE



 Project Site



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 (O.N.L.)  
 PE-57556

PROJECT TITLE:

**PUBLIX AT DORAL PLAZA STORE NO. 0031**  
 9755 N.W. 41st STREET  
 CITY OF DORAL, FLORIDA 33178

Folio No. 35-3020-012-020

EQUITY DEVELOPMENT GROUP, LLC  
 8420 CONGRESS AVENUE, SUITE 1800  
 BOCA RATON, FLORIDA 33478

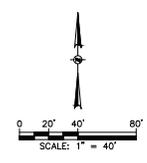
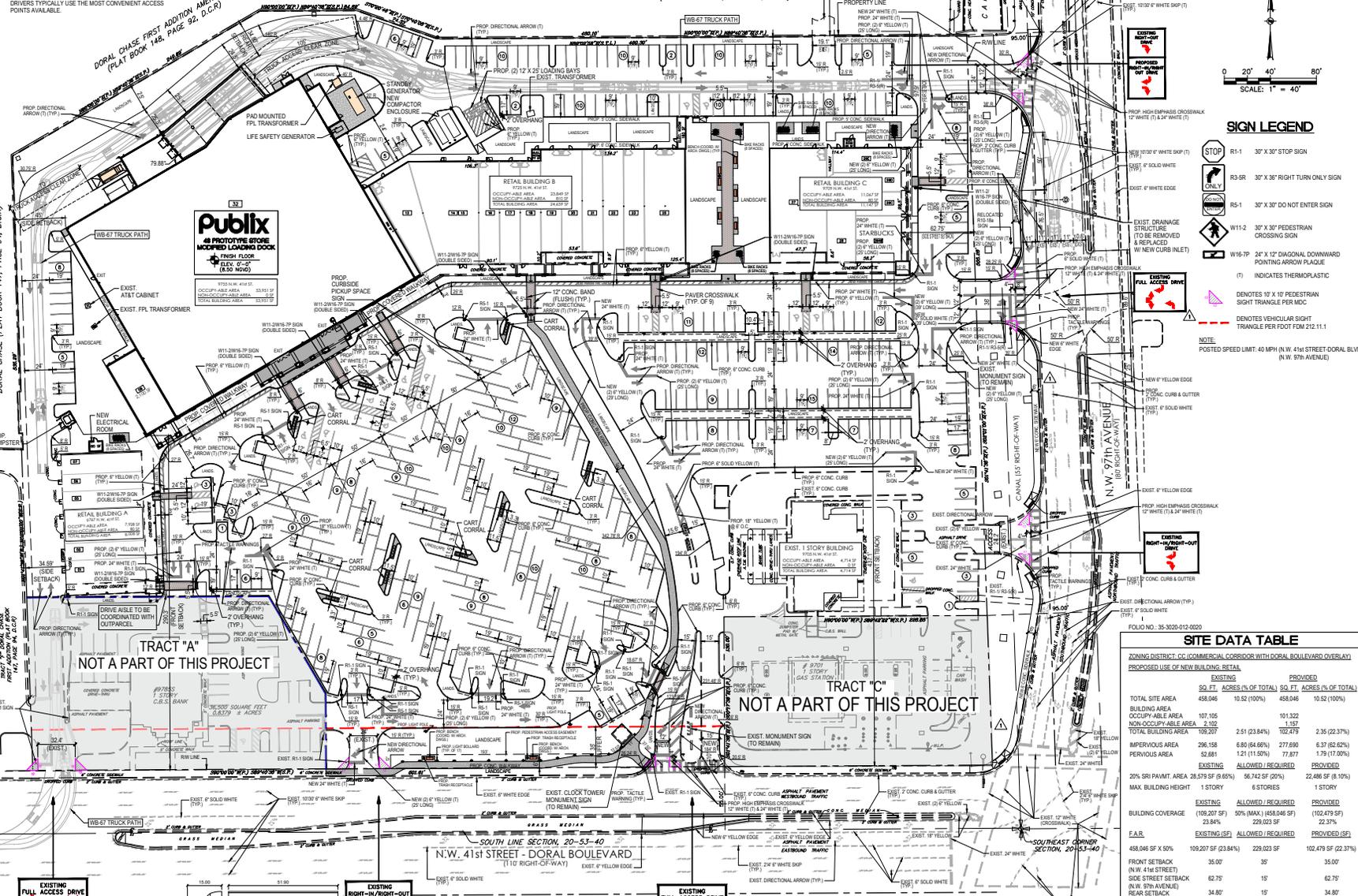
ISSUE:  
 NO. DATE REVISIONS BY  
 1 07/10/2025 M-D TPW TDC COMMENTS

SITE PLAN - NOT FOR CONSTRUCTION 04-01-2025

**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.

ADJACENT OWNER:  
 DORAL PARK COUNTRY CLUB

DORAL CHASE FIRST ADDITION AMENDED  
 (PLAT BOOK 148, PAGE 92, D.C.R.)



**SIGN LEGEND**

- R1-1 30' X 30' STOP SIGN
- R3-SR 30' X 30' RIGHT TURN ONLY SIGN
- RS-1 30' X 30' DO NOT ENTER SIGN
- W11-2 30' X 30' PEDESTRIAN CROSSING SIGN
- W16-TP 24" X 12" DIAGONAL DOWNWARD POINTING ARROW PLAQUE
- (T) INDICATES THERMOPLASTIC
- INDICATES 10' X 10' PEDESTRIAN SIGHT TRIANGLE PER MDC
- INDICATES VEHICULAR SIGHT TRIANGLE PER FDOT 212.11.1

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

**SITE DATA TABLE**

ZONING DISTRICT: CC (COMMERCIAL CORRIDOR WITH DORAL BOULEVARD OVERLAY)			
PROPOSED USE OF NEW BUILDING: RETAIL			
	EXISTING	ALLOWED / REQUIRED	PROVIDED
	SQ. FT.	% OF TOTAL	SQ. FT.
TOTAL SITE AREA	458,046	100.00%	458,046
BUILDING AREA	107,105	23.36%	107,105
OCCUPYABLE AREA	107,105	23.36%	107,105
NON-OCCUPYABLE AREA	2,100	0.46%	2,100
TOTAL BUILDING AREA	109,205	23.84%	109,205
IMPERVIOUS AREA	296,158	64.66%	277,690
PERVIOUS AREA	52,681	11.50%	77,877
25% SRI PAINT AREA	28,978 SF (6.55%)	58,742 SF (12.82%)	22,488 SF (4.91%)
MAX. BUILDING HEIGHT	1 STORY	9 STOREYS	1 STORY
BUILDING COVERAGE	109,207 SF (23.84%)	23.84%	229,023 SF (50.00%)
F.A.R.	EXISTING (SF) ALLOWED / REQUIRED	PROVIDED (SF)	
458,046 SF X 50%	109,207 SF (23.84%)	229,023 SF	102,479 SF (22.37%)
FRONT SETBACK	35.00'	15'	35.00'
SIDE STREET SETBACK (N.W. 97th AVENUE)	62.75'	35'	62.75'
REAR SETBACK	34.80'	15'	34.80'
SIDE SETBACK	34.50'	9'	34.50'
LANDSCAPE	EXISTING / REQUIRED	PROVIDED	
	52,681 SF (11.50%)	77,868 SF (17.22%)	77,877 SF (17.00%)
PARKING SPACES	EXISTING	REQUIRED	PROVIDED
OCCUPYABLE AREA	107,105	101,322 SF	101,322 SF
BICYCLE SPACES	52	58	58

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**

Turn Lane C-1 SITE PLAN

**Publix**  
 48 PROTOTYPE STORES  
 MODIFIED LANDING DOOR  
 FINISH FLOOR  
 ELEV. 2'-0" (6.10 Meters)  
 TOTAL BUILDING AREA: 23,849 SF  
 OCCUPYABLE AREA: 107,105 SF  
 TOTAL BUILDING AREA: 131,000 SF

TRACT "A"  
 NOT A PART OF THIS PROJECT

TRACT "C"  
 NOT A PART OF THIS PROJECT



**OVERALL SITE PLAN**  
 SCALE: 1" = 40'

**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 250 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!

**Attachment B**  
Trip Generation Calculations





# 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
▼ Carooled:	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

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### 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

\* PEAK SEASON

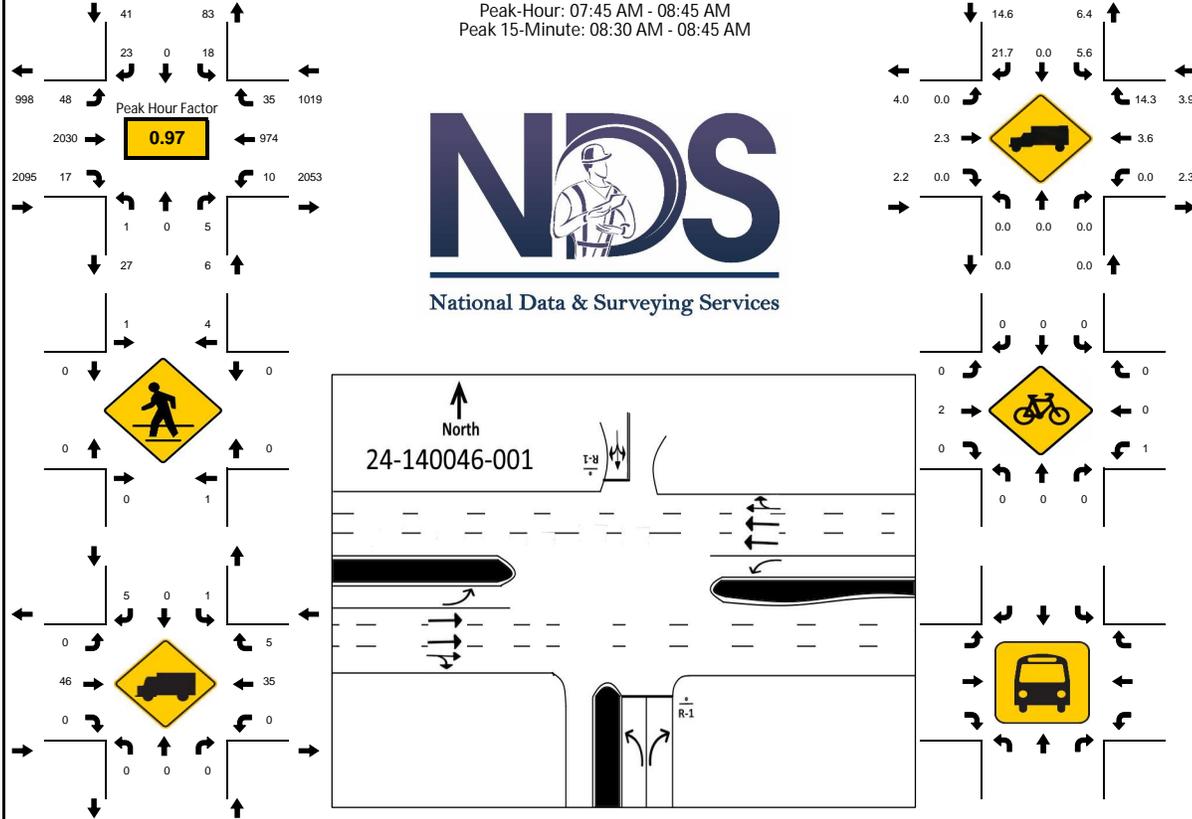
23-FEB-2023 09:11:23

830UPD

6\_8700\_PKSEASON.TXT

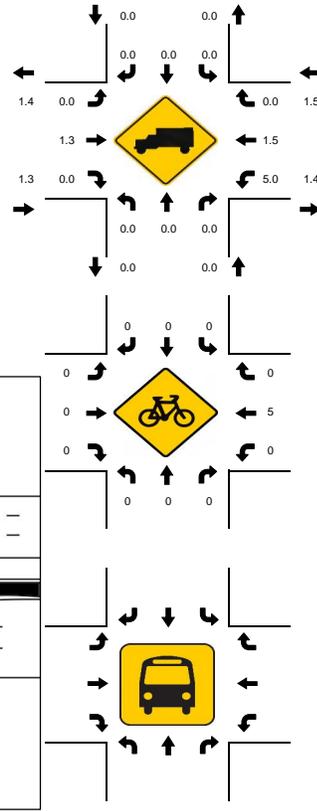
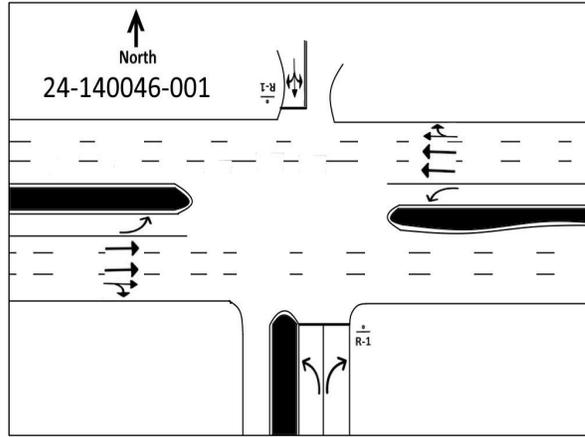
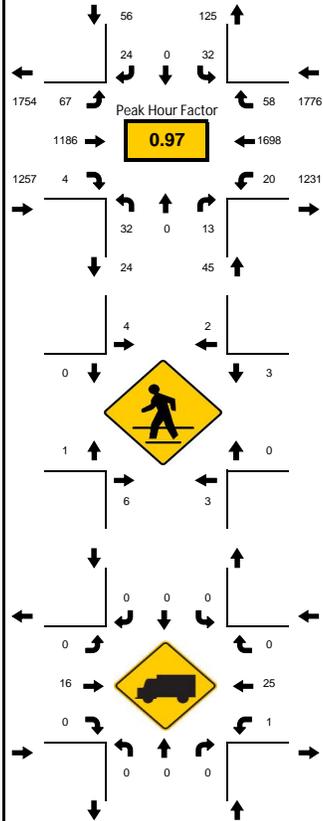
## Turning Movement Counts

Peak-Hour: 07:45 AM - 08:45 AM  
 Peak 15-Minute: 08:30 AM - 08:45 AM



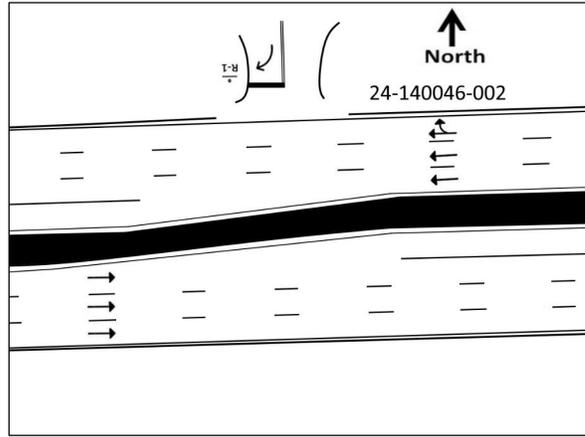
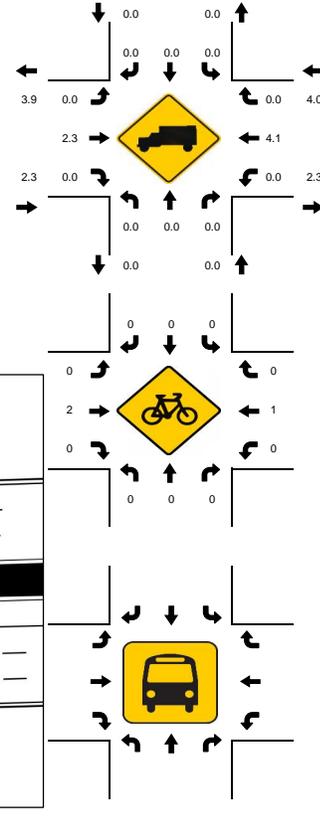
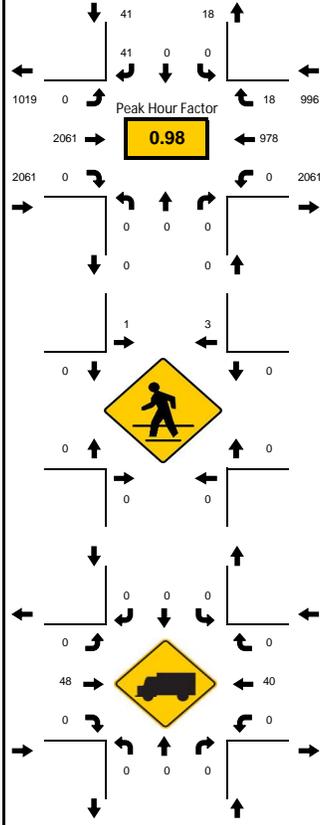
15-Min Count Period Beginning At	Doral Costa Dwy Northbound					Doral Costa Dwy Southbound					NW 41st St Eastbound					NW 41st St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	3	0	3	0	0	7	494	0	0	0	0	240	3	1	0	751	3010
7:15 AM	0	0	1	0	0	3	0	4	0	0	10	482	3	1	0	0	195	8	1	0	708	3060
7:30 AM	0	0	0	0	0	2	0	9	0	0	21	533	2	0	0	0	210	9	1	0	787	3136
7:45 AM	0	0	1	0	0	2	0	8	0	0	9	517	5	0	0	0	215	6	1	0	764	3161
8:00 AM	0	0	0	0	0	5	0	6	0	0	13	500	8	0	0	1	255	12	1	0	801	3141
8:15 AM	0	0	0	0	0	6	0	6	0	0	10	504	0	3	0	4	244	7	0	0	784	2340
8:30 AM	1	0	4	0	0	5	0	3	0	0	11	509	4	2	0	3	260	10	0	0	812	1556
8:45 AM	0	0	1	0	0	5	1	6	0	0	12	472	2	2	0	5	221	16	1	0	744	744
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	4	0	16	0	0	24	0	32	0	0	52	2068	32	12	0	16	1040	48	4	0	3348	
Heavy Trucks	0	0	0	0	0	4	0	16	0	0	0	64	0	0	0	0	56	12	0	0	152	
Pedestrians	0	4	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	8	
Buses																						
Stopped Buses																						

Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



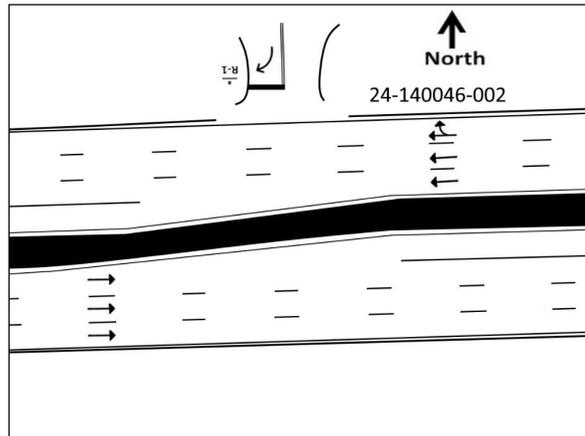
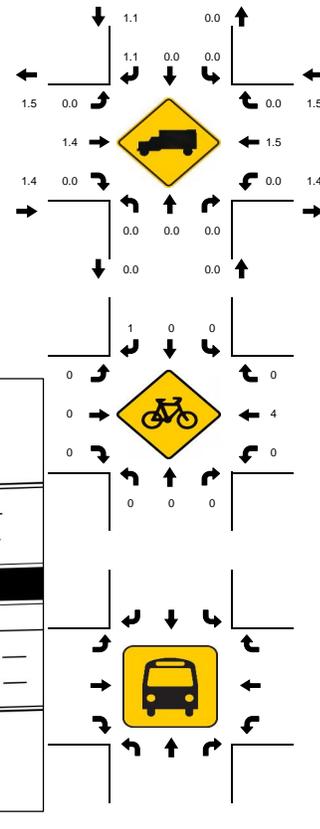
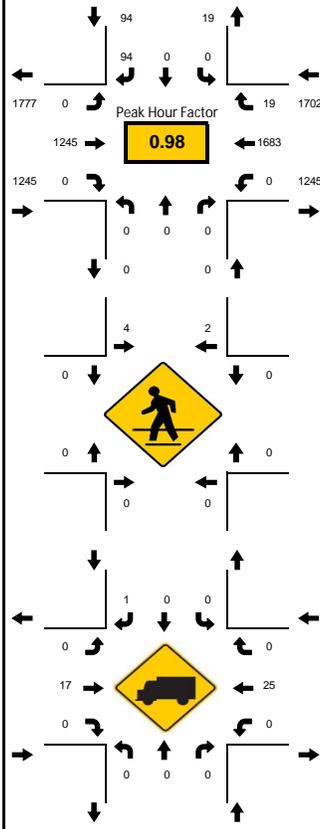
15-Min Count Period Beginning At	Doral Costa Dwy Northbound					Doral Costa Dwy Southbound					NW 41st St Eastbound					NW 41st St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	11	0	5	0		6	0	9	0		13	298	1	7		0	387	20	8		765	3070
4:15 PM	11	0	2	0		10	0	11	0		16	276	1	6		1	395	28	7		764	3071
4:30 PM	10	0	6	0		10	0	7	0		4	303	2	5		1	400	22	6		776	3084
4:45 PM	12	0	5	0		8	0	6	0		14	289	0	7		3	395	21	5		765	3115
5:00 PM	9	0	4	0		14	0	7	0		8	287	1	7		1	414	11	3		766	3134
5:15 PM	8	0	2	0		6	0	3	0		11	290	0	8		3	431	10	5		777	2368
5:30 PM	9	0	4	0		3	0	7	0		16	307	0	3		1	434	18	5		807	1591
5:45 PM	6	0	3	0		9	0	7	0		10	302	3	4		0	419	19	2		784	784
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	36	0	16	0		56	0	28	0		64	1228	12	32		12	1736	76	20		3316	
Heavy Trucks	0	0	0	0		0	0	0	0		0	28	0	0		0	32	0	4		60	
Pedestrians	16					16					4					8					44	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	8	0	0		8	
Buses																						
Stopped Buses																						

Peak-Hour: 07:45 AM - 08:45 AM  
 Peak 15-Minute: 08:30 AM - 08:45 AM



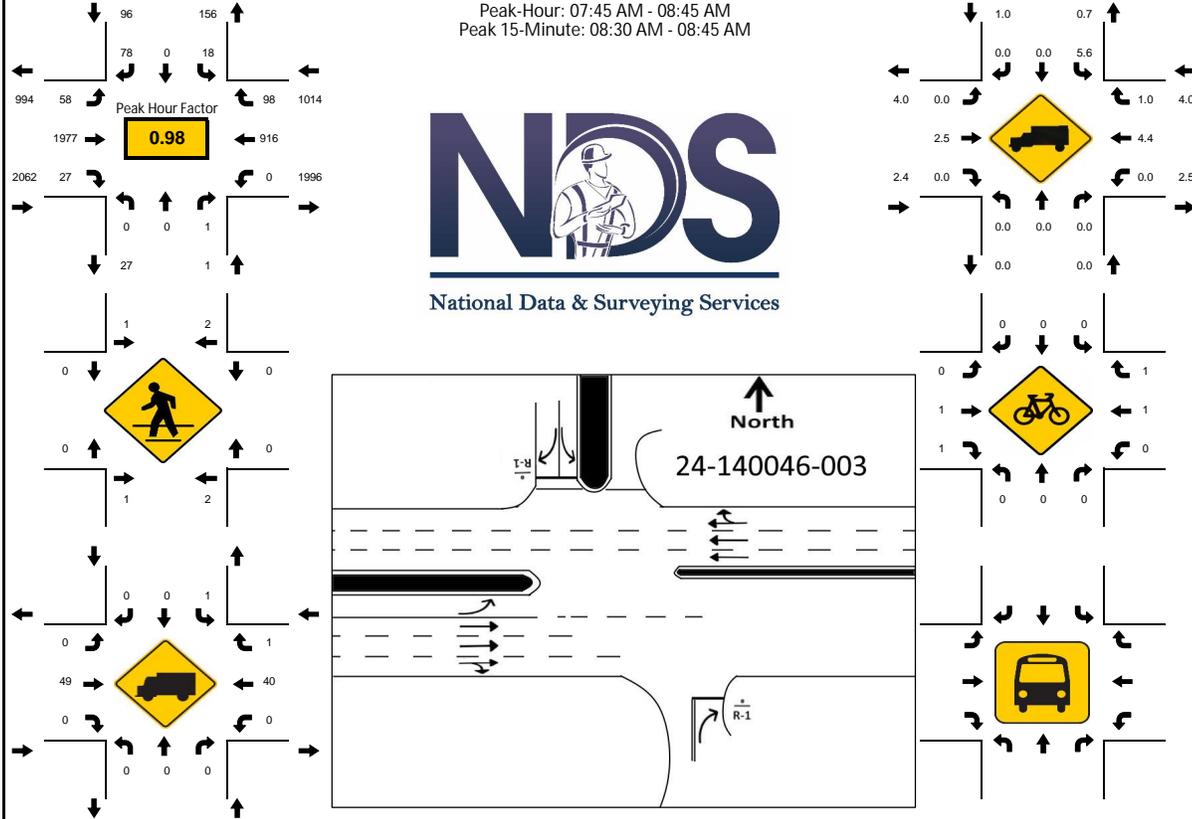
15-Min Count Period Beginning At	Doral Plaza Shopping Mall W. Pkg Dwy Northbound					Doral Plaza Shopping Mall W. Pkg Dwy Southbound					NW 41st St Eastbound					NW 41st St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	495	0	0	0	0	240	2	0	0	740	2942
7:15 AM	0	0	0	0	0	0	0	8	0	0	0	491	0	0	0	0	196	4	0	0	699	2983
7:30 AM	0	0	0	0	0	0	0	4	0	0	0	523	0	0	0	0	216	2	0	0	745	3056
7:45 AM	0	0	0	0	0	0	0	9	0	0	0	533	0	0	0	0	213	3	0	0	758	3098
8:00 AM	0	0	0	0	0	0	0	12	0	0	0	503	0	0	0	0	261	5	0	0	781	3071
8:15 AM	0	0	0	0	0	0	0	12	0	0	0	514	0	0	0	0	241	5	0	0	772	2290
8:30 AM	0	0	0	0	0	0	0	8	0	0	0	511	0	0	0	0	263	5	0	0	787	1518
8:45 AM	0	0	0	0	0	0	0	8	0	0	0	486	0	0	0	0	235	2	0	0	731	731
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	0	0	0	0	0	0	0	48	0	0	0	2132	0	0	0	0	1052	20	0	0	3252	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	68	0	0	0	0	56	0	0	0	124	
Pedestrians	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	8	
Buses																						
Stopped Buses																						

Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



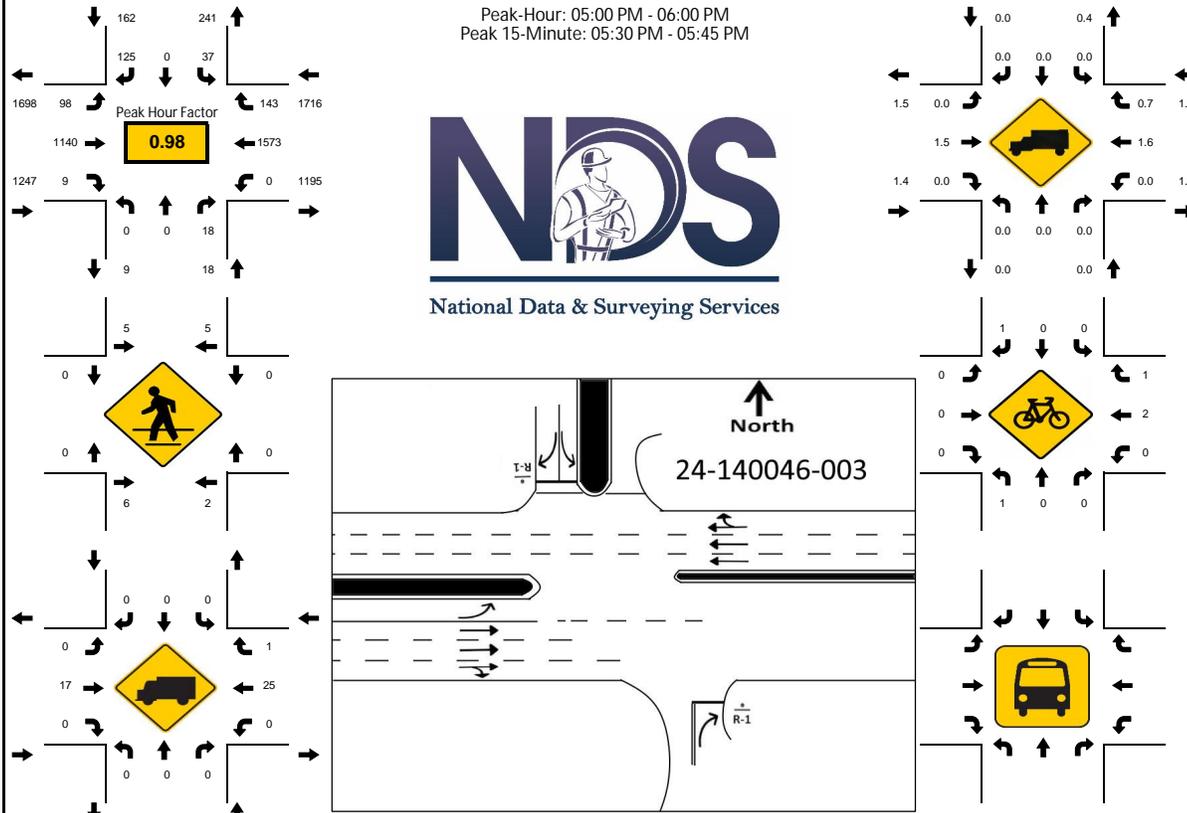
15-Min Count Period Beginning At	Doral Plaza Shopping Mall W. Pkg Dwy Northbound					Doral Plaza Shopping Mall W. Pkg Dwy Southbound					NW 41st St Eastbound					NW 41st St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0	0	0	0	23	0	0	0	318	0	0	0	0	390	7	0	0	738	2975
4:15 PM	0	0	0	0	0	0	0	29	0	0	0	296	0	0	0	0	402	7	0	0	734	2979
4:30 PM	0	0	0	0	0	0	0	35	0	0	0	323	0	0	0	0	398	10	0	0	766	3002
4:45 PM	0	0	0	0	0	0	0	27	0	0	0	309	0	0	0	0	395	6	0	0	737	3014
5:00 PM	0	0	0	0	0	0	0	20	0	0	0	307	0	0	0	0	408	7	0	0	742	3041
5:15 PM	0	0	0	0	0	0	0	32	0	0	0	304	0	0	0	0	418	3	0	0	757	2299
5:30 PM	0	0	0	0	0	0	0	18	0	0	0	319	0	0	0	0	438	3	0	0	778	1542
5:45 PM	0	0	0	0	0	0	0	24	0	0	0	315	0	0	0	0	419	6	0	0	764	764
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	0	0	0	0	0	0	0	128	0	0	0	1276	0	0	0	0	1752	28	0	0	3184	
Heavy Trucks	0	0	0	0	0	0	0	4	0	0	0	28	0	0	0	0	32	0	0	0	64	
Pedestrians	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16	
Bicycles	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	12	
Buses																						
Stopped Buses																						

Peak-Hour: 07:45 AM - 08:45 AM  
 Peak 15-Minute: 08:30 AM - 08:45 AM



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

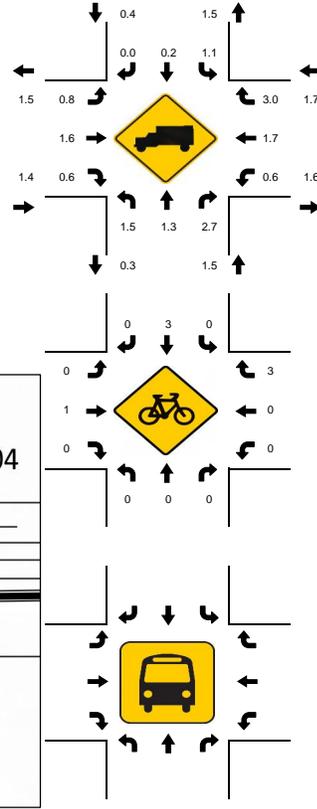
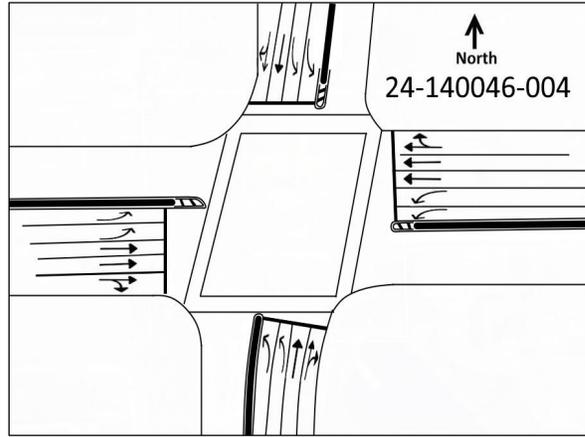
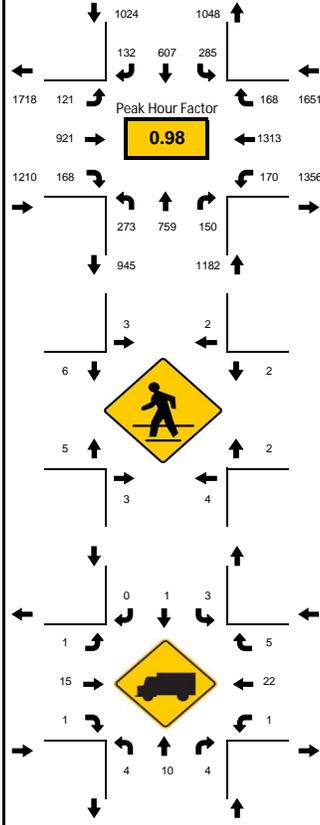
Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	Doral Plaza Shopping Mall E. Pkg Dwy Northbound					Doral Plaza Shopping Mall E. Pkg Dwy Southbound					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
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
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																						

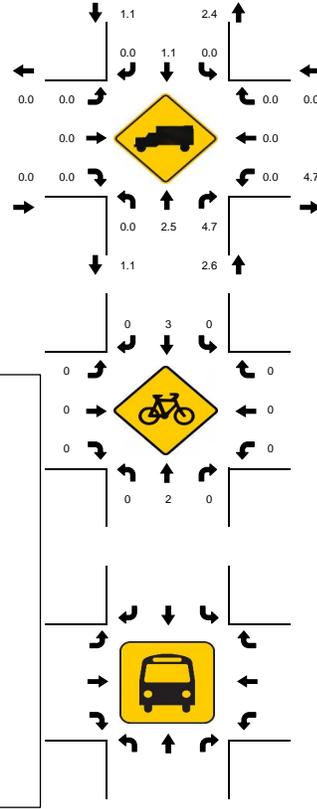
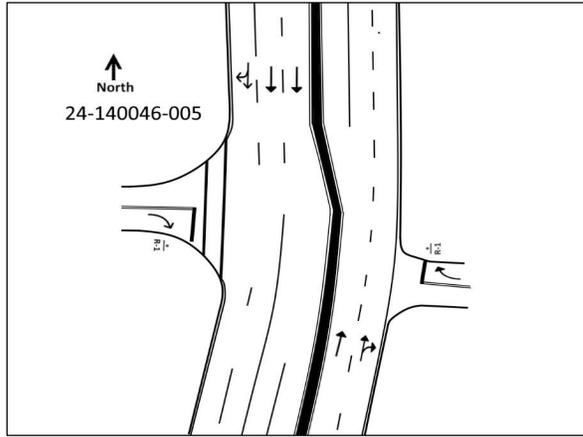
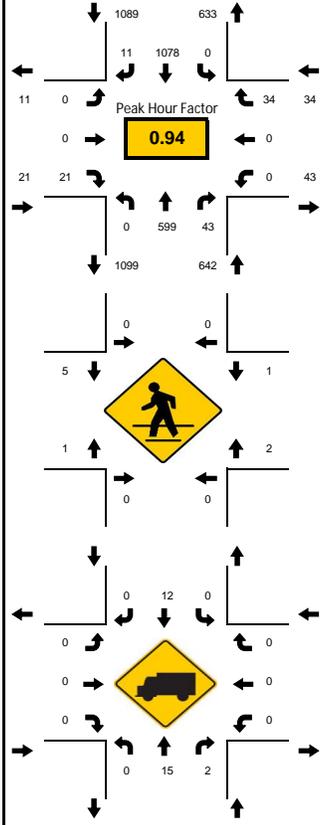


Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM



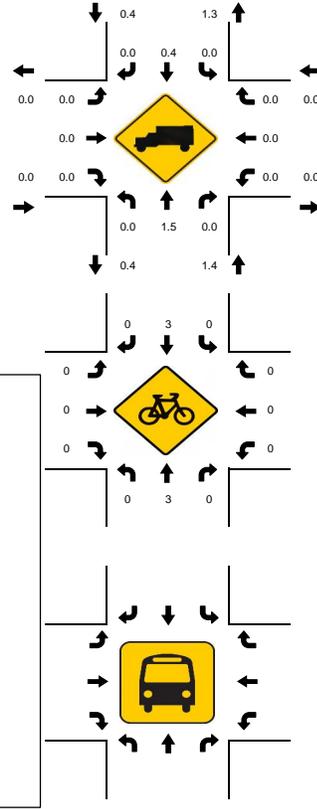
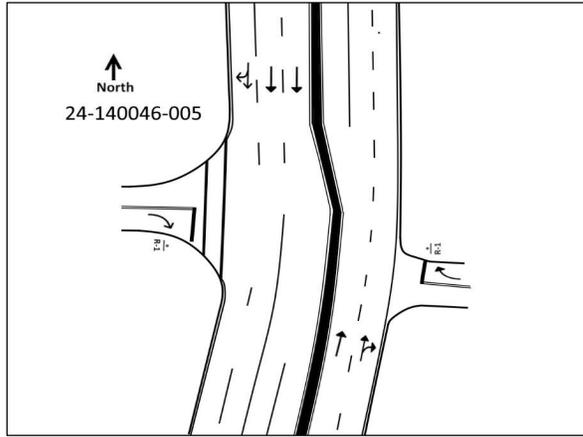
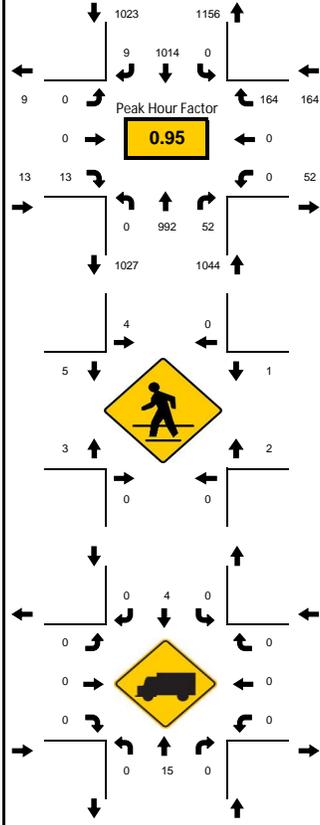
15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					NW 41st St Eastbound					NW 41st St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	71	158	51	0		61	126	27	1		21	233	47	1		30	315	51	2		1195	4859
4:15 PM	61	166	61	0		76	140	33	1		25	215	43	0		39	327	62	1		1250	4928
4:30 PM	65	175	41	0		73	134	28	0		29	224	41	1		42	306	54	0		1213	4918
4:45 PM	66	174	27	0		59	131	34	0		31	226	50	1		45	303	52	2		1201	4995
5:00 PM	69	184	31	0		73	176	22	1		32	231	43	3		33	327	39	0		1264	5067
5:15 PM	57	192	44	0		55	152	27	0		27	225	40	0		46	332	43	0		1240	3803
5:30 PM	73	200	44	0		74	145	51	0		36	237	28	1		45	309	47	0		1290	2563
5:45 PM	74	183	31	0		81	134	32	1		21	228	57	1		44	345	39	2		1273	1273
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	296	800	176	0		324	704	204	4		144	948	228	12		184	1380	188	8		<b>5600</b>	
Heavy Trucks	12	12	8	0		8	4	0	0		4	20	4	0		4	28	12	0		<b>116</b>	
Pedestrians		16					8					20					8				<b>52</b>	
Bicycles	0	0	0	0		0	8	0	0		0	4	0	0		0	0	4	0		<b>16</b>	
Buses																						
Stopped Buses																						

Peak-Hour: 07:30 AM - 08:30 AM  
 Peak 15-Minute: 08:15 AM - 08:30 AM



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
<b>Peak 15-Min Flowrates</b>	<b>Left</b>	<b>Thru</b>	<b>Rgt</b>	<b>U</b>	<b>R*</b>	<b>Left</b>	<b>Thru</b>	<b>Rgt</b>	<b>U</b>	<b>R*</b>	<b>Left</b>	<b>Thru</b>	<b>Rgt</b>	<b>U</b>	<b>R*</b>	<b>Left</b>	<b>Thru</b>	<b>Rgt</b>	<b>U</b>	<b>R*</b>	<b>Total</b>	
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	0		0	0	0	0		0	8	0	0		0	8	0	0		16	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		8	
Buses																						
Stopped Buses																						

Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM

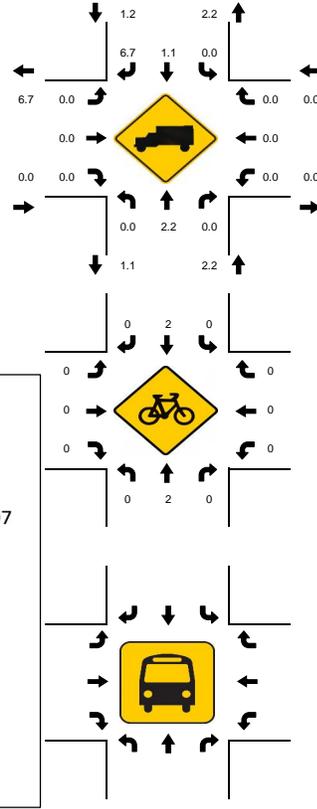
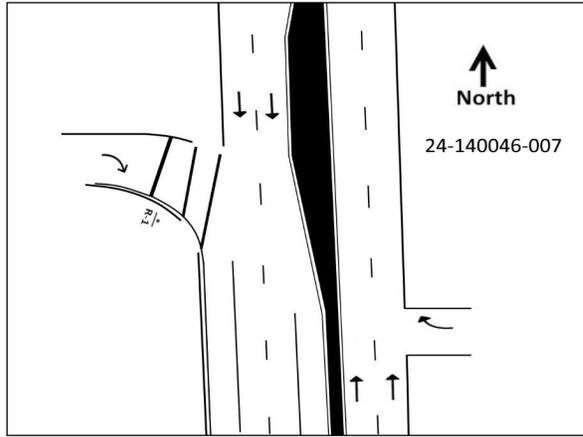
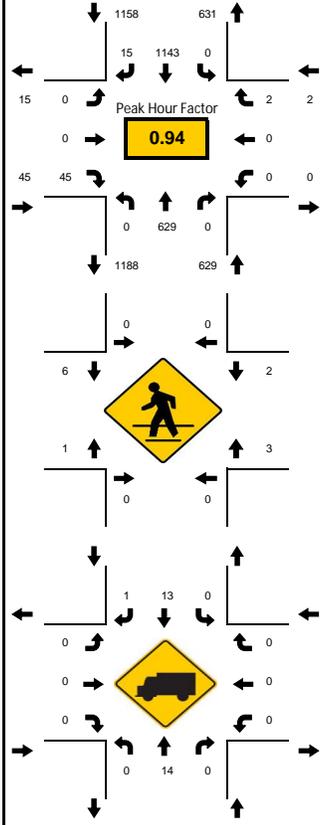


15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					Bank of America Dwy Eastbound					Bank of America Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	220	12	0		0	213	4	0		0	0	7	0		0	0	32	0		488	2079
4:15 PM	0	237	17	0		0	238	2	0		0	0	6	0		0	0	29	0		529	2168
4:30 PM	0	237	18	0		0	235	4	0		0	0	5	0		0	0	42	0		541	2182
4:45 PM	0	243	17	0		0	213	5	0		0	0	6	0		0	0	37	0		521	2234
5:00 PM	0	243	11	0		0	274	1	0		0	0	4	0		0	0	44	0		577	2244
5:15 PM	0	249	15	0		0	237	2	0		0	0	5	0		0	0	35	0		543	1667
5:30 PM	0	266	15	0		0	264	4	0		0	0	3	0		0	0	41	0		593	1124
5:45 PM	0	234	11	0		0	239	2	0		0	0	1	0		0	0	44	0		531	531
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	0	1064	60	0		0	1096	16	0		0	0	20	0		0	0	176	0		2432	
Heavy Trucks	0	24	0	0		0	8	0	0		0	0	0	0		0	0	0	0		32	
Pedestrians	0					12					16					8					36	
Bicycles	0	4	0	0		8	0	0		0	0	0	0		0	0	0	0		12		
Buses																						
Stopped Buses																						





Peak-Hour: 07:30 AM - 08:30 AM  
 Peak 15-Minute: 08:15 AM - 08:30 AM

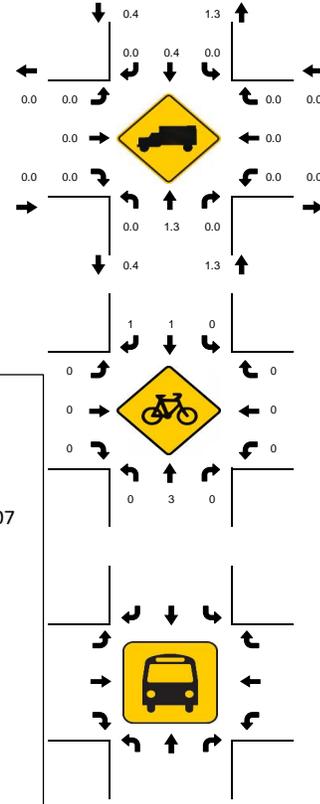
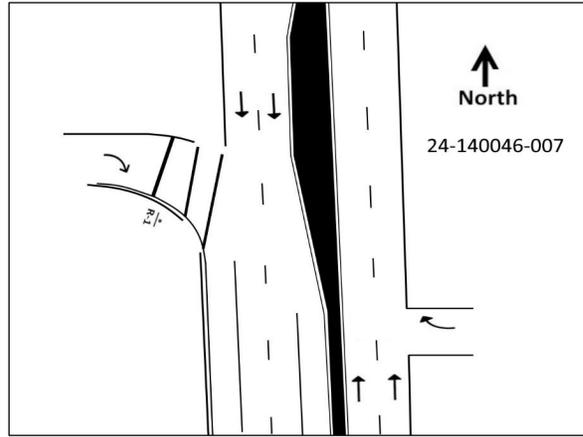
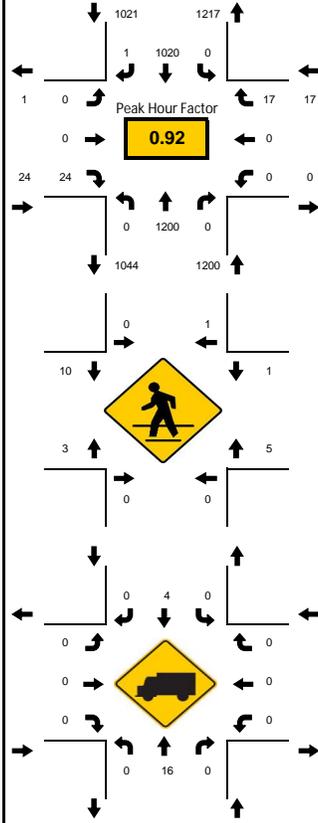


15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					Market at Doral Park Shopping C Eastbound					Market at Doral Park Shopping C Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	114	0	0	0	0	174	1	0	0	0	0	13	0	0	0	0	1	0	0	303	1541
7:15 AM	0	129	0	0	0	0	207	0	0	0	0	0	10	0	0	0	0	1	0	0	347	1693
7:30 AM	0	157	0	0	0	0	263	3	0	0	0	0	9	0	0	0	0	0	0	0	432	1834
7:45 AM	0	149	0	0	0	0	290	7	0	0	0	0	13	0	0	0	0	0	0	0	459	1821
8:00 AM	0	147	0	0	0	0	295	2	0	0	0	0	10	0	0	0	0	1	0	0	455	1761
8:15 AM	0	176	0	0	0	0	295	3	0	0	0	0	13	0	0	0	0	1	0	0	488	1306
8:30 AM	0	149	0	0	0	0	261	2	0	0	0	0	7	0	0	0	0	0	0	0	419	818
8:45 AM	0	119	0	0	0	0	274	0	0	0	0	0	6	0	0	0	0	0	0	0	399	399
<b>Peak 15-Min Flowrates</b>	<b>Left</b>	<b>Thru</b>	<b>Rgt</b>	<b>U</b>	<b>R*</b>	<b>Left</b>	<b>Thru</b>	<b>Rgt</b>	<b>U</b>	<b>R*</b>	<b>Left</b>	<b>Thru</b>	<b>Rgt</b>	<b>U</b>	<b>R*</b>	<b>Left</b>	<b>Thru</b>	<b>Rgt</b>	<b>U</b>	<b>R*</b>	<b>Total</b>	
All Vehicles	0	704	0	0	0	0	1180	28	0	0	0	0	52	0	0	0	0	4	0	0	1968	
Heavy Trucks	0	16	0	0	0	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	24	
Bicycles	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Buses																						
Stopped Buses																						

Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:30 PM - 05:45 PM

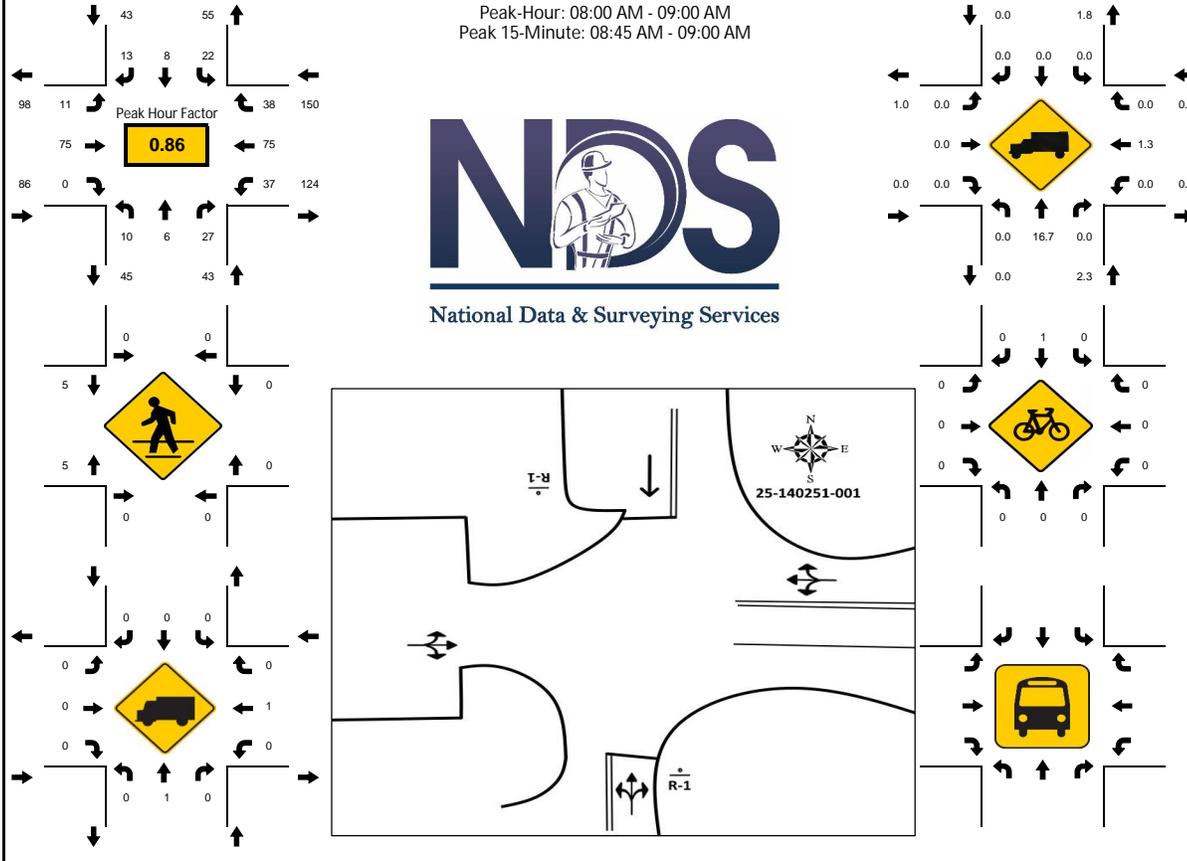


National Data & Surveying Services



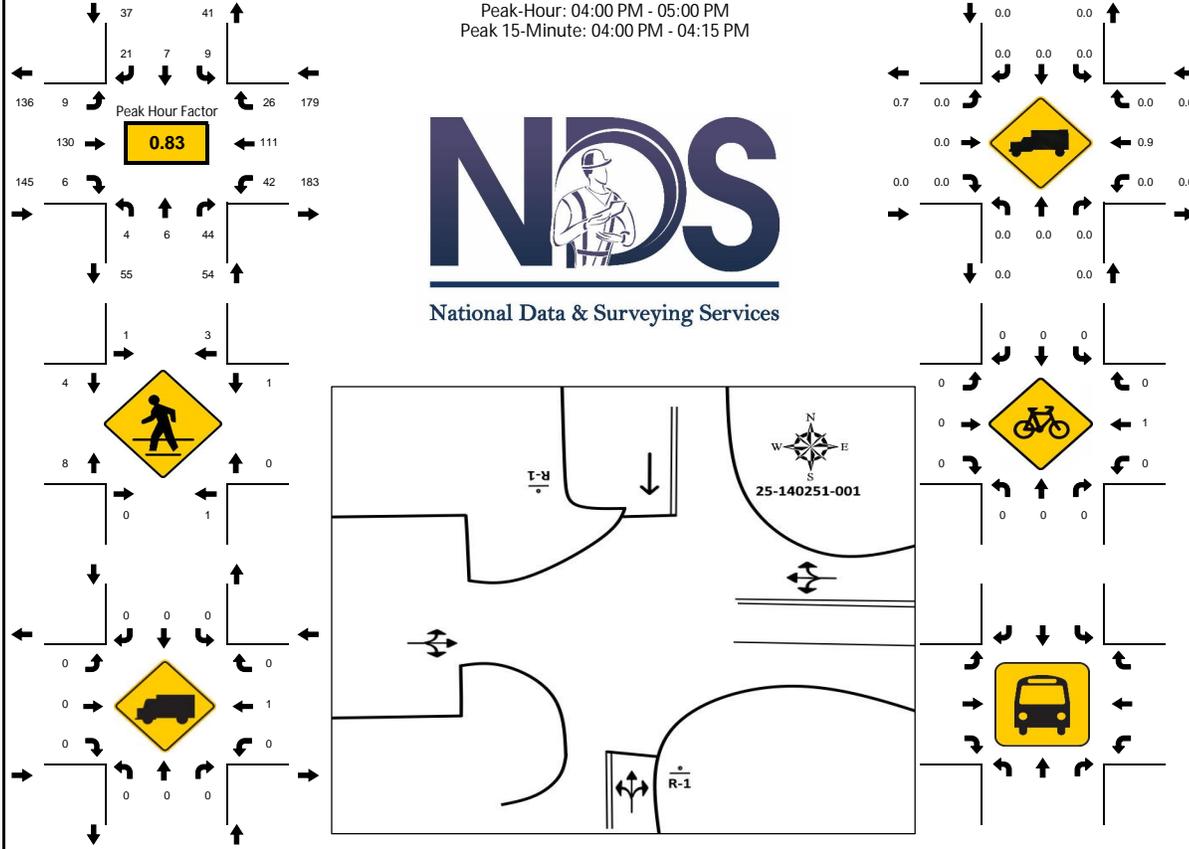
15-Min Count Period Beginning At	NW 97th Ave Northbound					NW 97th Ave Southbound					Market at Doral Park Shopping C Eastbound					Market at Doral Park Shopping C Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	260	0	0		0	212	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
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
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	0	0	0		0	4	0	0		0	28	0	0		0	12	0	0		44	
Bicycles	0	4	0	0		0	4	4	0		0	0	0	0		0	0	0	0		12	
Buses																						
Stopped Buses																						

Peak-Hour: 08:00 AM - 09:00 AM  
 Peak 15-Minute: 08:45 AM - 09:00 AM



15-Min Count Period	Dwy/Publix Supermarket Dwy/S					Dwy/Publix Supermarket Dwy/S					W/O NW 97th Ave Eastbound					W/O NW 97th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
Beginning At																						
7:00 AM	2	1	1	0		6	0	2	0		1	13	2	0		7	18	8	0		61	258
7:15 AM	2	0	6	0		6	2	3	0		2	24	2	0		7	9	14	0		77	250
7:30 AM	0	1	9	0		3	1	3	0		0	13	0	0		12	12	6	0		60	259
7:45 AM	0	0	7	0		3	2	3	0		4	16	1	0		6	11	7	0		60	288
8:00 AM	3	1	8	0		2	1	3	0		3	6	0	0		10	13	3	0		53	322
8:15 AM	2	1	6	0		8	3	1	0		1	20	0	0		13	19	12	0		86	269
8:30 AM	2	2	8	0		4	1	3	0		4	19	0	0		7	25	14	0		89	183
8:45 AM	3	2	5	0		8	3	6	0		3	30	0	0		7	18	9	0		94	94
Peak 15-Min Flowrates																						
All Vehicles	12	8	32	0		32	12	24	0		16	120	0	0		52	100	56	0		464	
Heavy Trucks	0	4	0	0		0	0	0	0		0	0	0	0		0	4	0	0		8	
Pedestrians	0	0	0	0		0	0	0	0		24	0	0	0		0	0	0	0		24	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

Peak-Hour: 04:00 PM - 05:00 PM  
 Peak 15-Minute: 04:00 PM - 04:15 PM



15-Min Count Period Beginning At	Dwy/Publix Supermarket Dwy/S Northbound					Dwy/Publix Supermarket Dwy/S Southbound					W/O NW 97th Ave Eastbound					W/O NW 97th Ave 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	1	4	13	0		3	1	3	0		3	35	3	0		13	36	10	0		125	415
4:15 PM	0	1	16	0		5	1	7	0		1	34	0	0		12	19	3	0		99	379
4:30 PM	2	1	6	0		1	2	8	0		2	29	1	0		6	30	6	0		94	375
4:45 PM	1	0	9	0		0	3	3	0		3	32	2	0		10	26	7	1		97	382
5:00 PM	0	0	10	0		3	1	6	0		4	25	2	0		6	27	5	0		89	382
5:15 PM	1	1	5	0		4	0	5	0		3	35	0	0		7	27	7	0		95	293
5:30 PM	2	3	14	0		3	3	6	0		2	26	3	0		8	26	5	0		101	198
5:45 PM	1	3	3	0		0	1	3	0		4	32	2	0		7	34	7	0		97	97
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>	
All Vehicles	8	16	64	0		20	12	32	0		12	140	12	0		52	144	40	4		556	
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0		4	
Pedestrians		4					12					24					4				44	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0		4	
Buses																						
Stopped Buses																						

## Volume Development Figures



NOT TO SCALE

**Legend**

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





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
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
Do NOT add right-turn bay.	

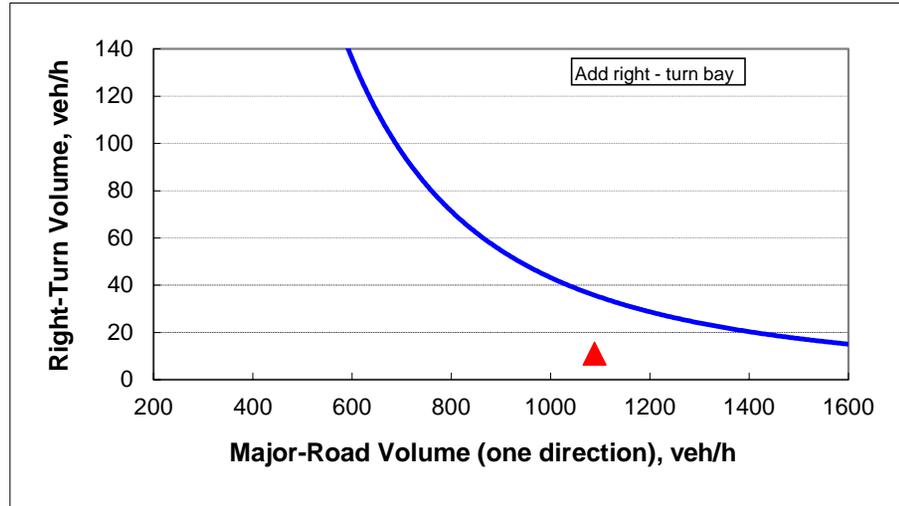


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
Do NOT add right-turn bay.	

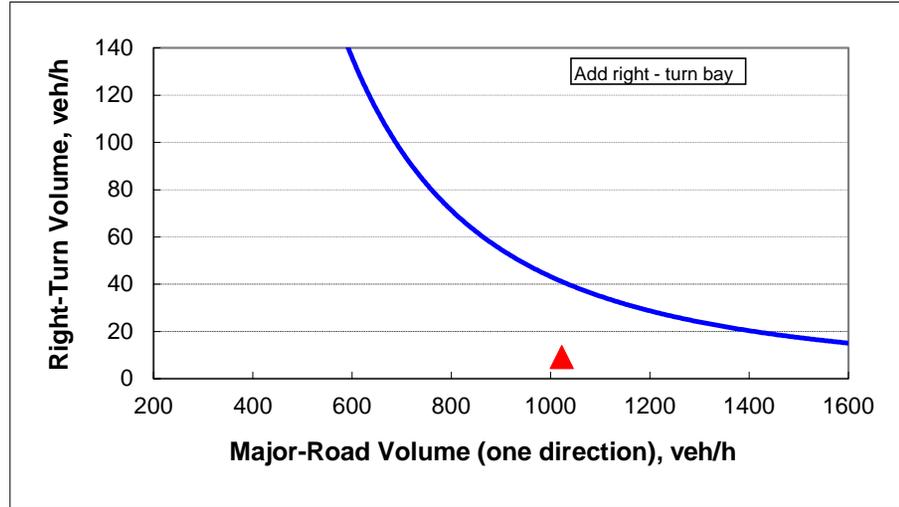


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
<b>Add right-turn bay.</b>	

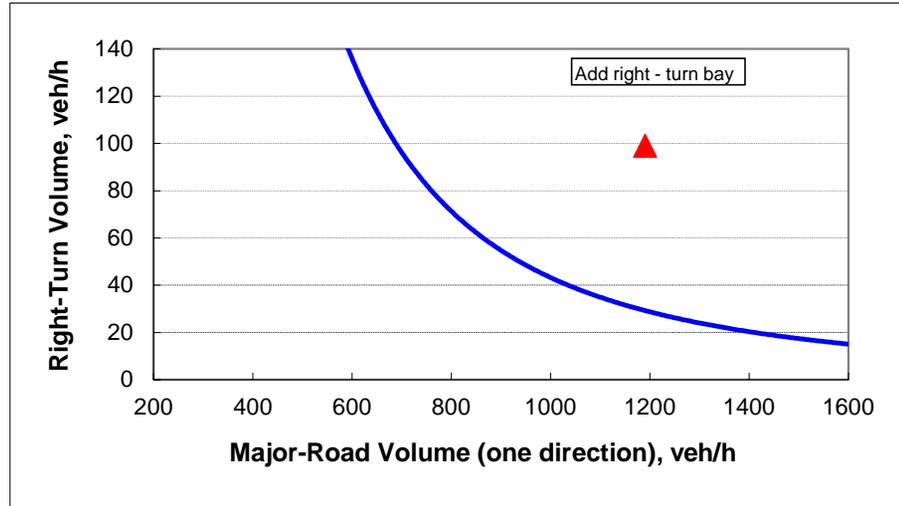


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
<b>Add right-turn bay.</b>	

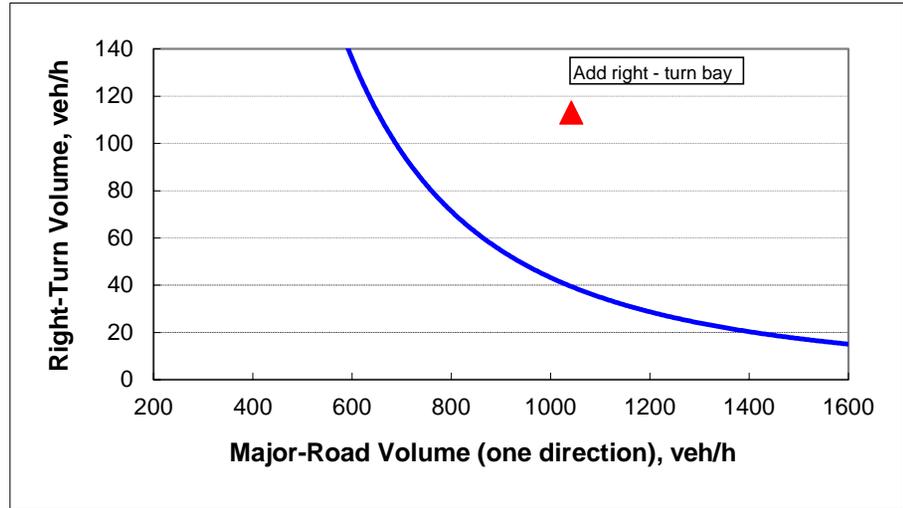


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
Do NOT add right-turn bay.	

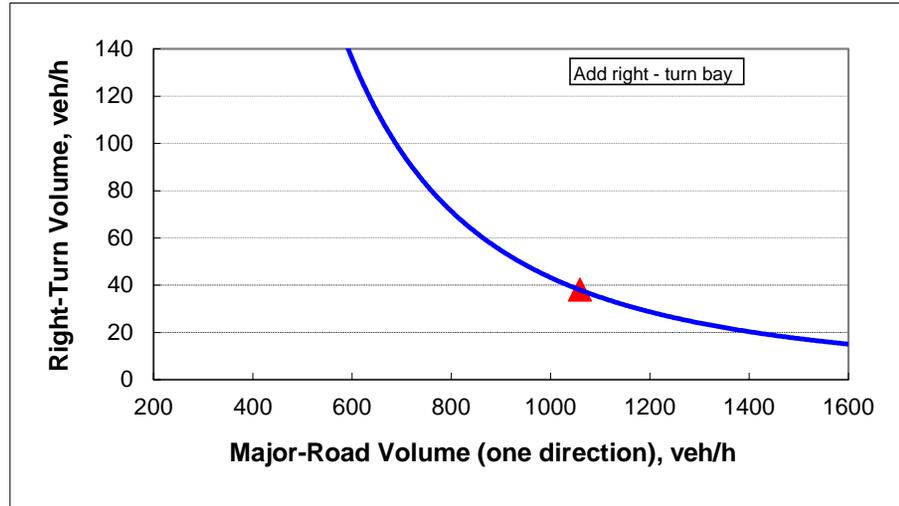


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
Do NOT add right-turn bay.	

