

SIGNAL WARRANT AND TRAFFIC OPERATIONS ANALYSIS

CONKLIN DRIVE & MILITARY TRAIL DELRAY BEACH, FLORIDA

January 9, 2026

SIGNAL WARRANT AND TRAFFIC OPERATIONS ANALYSIS

CONKLIN DRIVE & MILITARY TRAIL DELRAY BEACH, FLORIDA

Prepared by:

Kimley»Horn

477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561 840 0848 TEL

Registry No. 35106

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Adam B. Kerr, P.E.
Florida Registration Number 64773

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc was retained to perform an analysis of signal warrant criteria at the intersection of Conklin Drive & Military Trail in the City of Delray Beach, Florida. The intersection of Conklin Drive & Military Trail is an intersection with three approaches where Military Trail operates under free-flow conditions, while the Conklin Drive approach is stop-controlled.

Applicable signal warrant criteria, as defined in the *MUTCD* and summarized in Table 2 of this report, were evaluated. The signal warrant analysis at the intersection indicates that, of applicable *MUTCD* warranting criteria, none of the criteria that were evaluated are met by the existing volumes. Therefore, since the criteria were not met, a signal is not warranted at this intersection.

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INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to perform a review and analysis of signal warrant criteria at the intersection of Conklin Drive & Military Trail in the City of Delray Beach, Florida, in order to determine whether the intersection warrants signalization.

The evaluation utilizes existing traffic volume data collected on December 11th, 2025. These volumes were normalized to peak season conditions using Palm Beach County's peak season conversion factors. Summaries, results, and conclusions of the signal warrant analysis are included in this report. The analysis methods used in conducting this study are consistent with those set forth in the Federal Highway Administration's (FHWA's) Manual on Uniform Traffic Control Devices (MUTCD) and the Florida Department of Transportation's (FDOT's) Manual on Uniform Traffic Studies (MUTS).

STUDY METHODOLOGY

The study procedure for the signal warrant analysis included the following:

Data Collection

Twelve hour turning movement counts were collected at the intersection of Conklin Drive & Military Trail on December 11th, 2025 between 7:00 AM and 7:00 PM on all approach legs of the intersection. This count data is included in Appendix A.

Qualitative Assessment

Existing geometric features and traffic flow characteristics were evaluated.

Signal Warrant Analysis

Intersection conditions were compared to the criteria set forth in the Federal Highway Administration's (FHWA's) *Manual on Uniform Traffic Control Devices (MUTCD)* and the Florida Department of Transportation's (FDOT's) *Manual on Uniform Traffic Studies (MUTS)*.

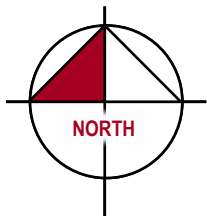
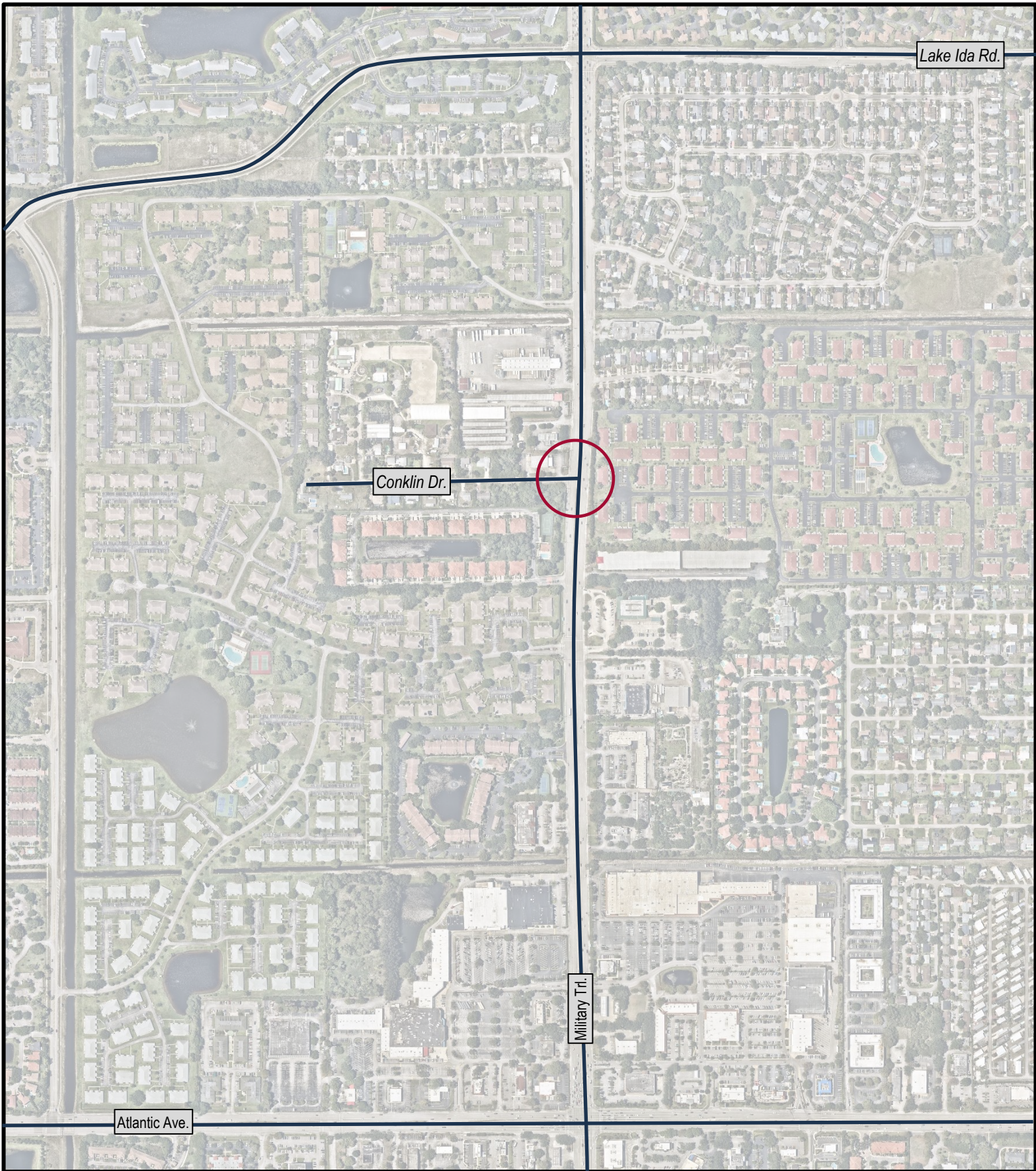
Documentation

The results of these tasks are documented in this submittal.

EXISTING CONDITIONS

The intersection of Conklin Drive & Military Trail currently operates as an unsignalized intersection with three approaches. The major street, Military Trail, is a six-lane divided north/south roadway with a posted speed limit of 45 mph. The west leg of the intersection is the minor street, Conklin Drive, which is a two-lane undivided east/west roadway. Conklin Drive does not have any dedicated turn lanes at the intersection. Military Trail has a northbound left-turn lane and a southbound U-turn lane. There is no posted speed limit on the minor approach; it would be assumed to be 25 MPH. Conklin Drive currently operates under stop control.

Figure 1 is an aerial photograph that shows an overhead plan view of the intersection. Figure 2 illustrates the intersection's existing geometric conditions.



LEGEND


 Intersection Location

FIGURE 1

Conklin Drive & Military Trail SWA
Intersection Location



Conklin Drive

Military Trail

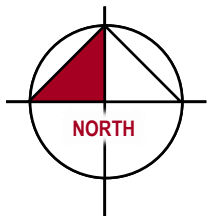


FIGURE 2
Conklin Drive & Military Trail SWA
Intersection Geometry

QUALITATIVE ASSESSMENT AND OTHER CONSIDERATIONS

The approaches on Military Trail are not on a horizontal curve. There are no significant vertical curves at the intersection; sight distance is satisfactory in all directions to meet typical stopping-sight distances. Signing at this intersection appears adequate and in good condition. Pavement marking along Conklin Drive do not appear to be visible and may require remarking. Sidewalks are present along the east and west side of Military Trail. There is one eastbound approach lane that services right and left turns out of Conklin Drive onto Military Trail. There are no westbound approach lanes at this intersection.

EXISTING TRAFFIC VOLUMES

Twelve hour turning movement counts were collected at the intersection of Conklin Drive & Military Trail on December 11th, 2025, between 7:00 AM and 7:00 PM on all approach legs of the intersection. Through the continuous 12-hour period of maximum volumes, the major street approaches on Military Trail carried an average cumulative total of 36,172 vehicles. The minor-street eastbound approach on Conklin Drive carried an average cumulative volume of 176 total vehicles during the 12-hour period.

SIGNAL WARRANT ANALYSIS

To perform the analyses, the volume warrant criteria contained in Chapter 4C of the *Manual on Uniform Traffic Control Devices* (MUTCD) 11th edition were considered. The nine warrants defined in the MUTCD are summarized in Table 1.

Table 1: Summary of MUTCD Warrant Criteria

Warrant	Description
Warrant 1: Eight Hour Vehicular Volume	Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.
Warrant 2: Four Hour Vehicular Volume	Intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
Warrant 3: Peak Hour	Intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.
Warrant 4: Pedestrian Volume	Intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.
Warrant 5: School Crossing	Intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.
Warrant 6: Coordinated Signal System	Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.
Warrant 7: Crash Experience	Intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.
Warrant 8: Roadway Network	Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.
Warrant 9: Intersection Near a Grade Crossing	Intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal

Source: *Manual on Uniform Traffic Control Devices 11th edition*

A two-lane approach was utilized for the major street (Military Trail) approaches, and the minor street approach (Conklin Drive) was analyzed as a single lane, for the purposes of comparison to the warrant criteria contained in the *MUTCD*. The posted speed limit on the major street exceeds 40 mph; therefore, adjustments were made to the base volume warrant threshold criteria.

Warrants applicable for use at the intersection of Conklin Drive & Military Trail were identified and each is discussed separately in the following paragraphs. Signal warrant summary forms are also included in Appendix B.

Warrant No. 1, Condition A – Eight-Hour Vehicular Volume

The minimum hourly volumes needed to satisfy the criteria of Condition A of Warrant 1 (Minimum Vehicular Volume) are 420 vehicles from both major-street approaches combined and 105 vehicles the either minor-street approach for each of the eight hours. It was determined that during the existing condition, the major-street and minor-street requirements are met for zero hours; a total of eight hours are required. Therefore, the criteria for this warrant are not satisfied.

Warrant No. 1, Condition B – Eight-Hour Vehicular Volume

The minimum hourly volumes needed to satisfy the criteria of Condition B of Warrant 1 (Interruption of Continuous Traffic) are 630 vehicles from both major-street approaches combined and 53 vehicles from either minor-street approach for each of the eight hours. Condition B of Warrant 1 is applicable when the traffic volume on the major street is so heavy that traffic on the minor intersecting street suffers from excessive delay. It was determined that during the existing condition, the major-street and minor-street requirements are met for zero hours; a total of eight hours are required. Therefore, the criteria for this warrant are not satisfied.

Warrant No. 1, Conditions A & B – Combination Warrant

This warrant is satisfied when Conditions A and B of Warrant 1 are both satisfied at 80 percent of their warrant criteria for eight hours. This warrant is only used when both Condition A and Condition B in Warrant 1 are not satisfied. It was determined that during the existing condition, the major-street and minor-street requirements are met for zero hours. Therefore, the criteria for this warrant are not satisfied.

Warrant No. 2 – Four-Hour Vehicular Volume

The criteria needed to satisfy Warrant 2 are, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor street approach (one direction only) must all fall above the applicable curve in *Figure 4C-1* in the MUTCD for the existing combination of approach lanes. It was determined that during the existing condition, the volumes are below the plotted areas of the curve during each hour. Therefore, the minimum criteria for this warrant are not met.

Warrant No. 3 – Peak Hour

Warrant 3 stipulates that the warrant is only applicable in unusual cases where nearby land uses (i.e. office complexes, manufacturing plants, industrial complexes, etc.) attract or discharge large

numbers of vehicles over a brief time. Adjacent land uses are not of the type discussed; therefore, this warrant is not applicable.

Warrant No. 4 – Minimum Pedestrian Volume

The minimum volumes needed to satisfy the criteria of the Minimum Pedestrian Volume Warrant are 100 pedestrians crossing the major street in a four-hour period or 190 pedestrians crossing the major street in a one-hour period. Pedestrian counts were not performed but this location does not experience significant constant pedestrian activity; therefore, this warrant is not applicable.

Warrant No. 5 – School Crossings

This warrant is not applicable because there is no school crossing at this intersection.

Warrant No. 6 – Coordinated Signal System

An additional signal is not expected to improve signal progression along Jog Road; therefore, this warrant is not applicable.

Warrant No. 7 – Crash Experience

Three requirements need to be met to satisfy the Crash Experience Warrant. First, one of either Condition A of Warrant 1, Condition B of Warrant 1, or Warrant 4 needs to be satisfied by 80 percent. The second and third requirements require historical crash data to review. The first requirement is not satisfied; therefore, this warrant is not applicable.

Warrant No. 8 – Roadway Network

This warrant is satisfied when the intersection of two or more major routes has a total entering volume of at least 1,000 vehicles during the peak hour of a typical weekday and has five-year projected volumes that satisfy the criteria of either Warrant 1, 2, or 3. Since Conklin Drive is not a major route, this warrant is not applicable.

Warrant No. 9 – Intersection Near a Grade Crossing

This intersection is satisfied where an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and during the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve. Since the study intersection is not near a rail line, this warrant is not applicable.

Table 2 summarizes the signal warrant summary forms that can be found in Appendix B.

Table 2: Traffic Signal Warrant Summary

Signal Warrant	Central Boulevard & Victoria Falls Boulevard
Warrant # 1A	Not Satisfied
Warrant # 1B	Not Satisfied
Combination (1A & 1B)	Not Satisfied
Warrant # 2	Not Satisfied
Warrant # 3	Not Applicable
Warrant # 4	Not Applicable
Warrant # 5	Not Applicable
Warrant #6	Not Applicable
Warrant # 7	Not Applicable
Warrant # 8	Not Applicable
Warrant # 9	Not Applicable

CONCLUSION

A review and analysis of signal warrant criteria was performed for the intersection of Conklin Drive & Military Trail in the city of Delray Beach, Florida. The signal warrant analysis at the intersection indicates that, of applicable *MUTCD* warranting criteria, zero of the applicable signal warrant criteria are met. Therefore, because the criteria were not met, a signal is not warranted at this intersection.

APPENDIX A: TRAFFIC VOLUME DATA AND PEAK SEASON FACTORS



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

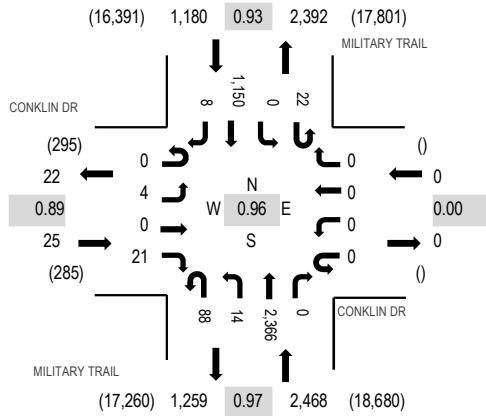
Location: 1 MILITARY TRAIL & CONKLIN DR AM

Date: Thursday, December 11, 2025

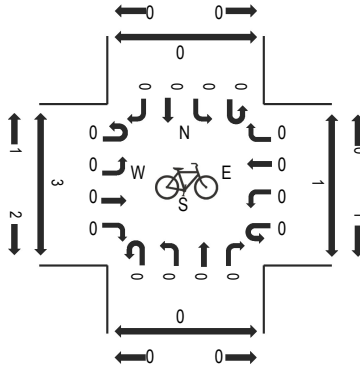
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

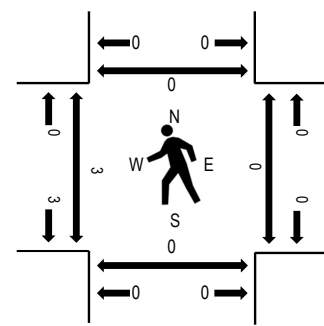
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CONKLIN DR Eastbound				CONKLIN DR Westbound				MILITARY TRAIL Northbound				MILITARY TRAIL Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	2	123	0	1	0	369	1	496	2,538	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	166	0	5	0	455	0	627	2,720	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	3	2	199	0	3	0	451	1	660	2,843	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	2	3	182	0	2	0	563	2	755	2,990	0	1	0	0
8:00 AM	0	2	0	1	0	0	0	0	2	0	181	0	1	0	491	0	678	3,003	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	7	3	202	0	4	0	532	1	750	3,102	1	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	4	1	211	0	7	0	580	3	807	3,071	0	0	0	0
8:45 AM	0	0	0	2	0	0	0	0	13	0	245	0	4	0	500	4	768	2,983	0	0	0	0
9:00 AM	0	1	0	3	0	0	0	0	22	3	250	0	4	0	487	7	777	2,904	0	0	0	0
9:15 AM	0	1	0	5	0	0	0	0	17	2	266	0	2	0	420	6	719	2,742	3	4	0	0
9:30 AM	0	4	0	2	0	0	0	0	27	4	283	0	5	0	392	2	719	2,640	0	2	0	0
9:45 AM	0	5	0	6	0	0	0	0	22	4	267	0	4	0	374	7	689	2,489	0	2	0	0
10:00 AM	0	1	0	3	0	0	0	0	24	2	283	0	2	0	297	3	615	2,413	0	0	0	0
10:15 AM	0	3	0	4	0	0	0	0	21	7	261	0	2	0	317	2	617	2,487	0	1	0	0
10:30 AM	0	3	0	2	0	0	0	0	29	4	239	0	2	0	288	1	568	2,507	0	1	0	0
10:45 AM	0	2	0	5	0	0	0	0	24	9	288	0	5	0	275	5	613	2,620	0	0	0	0
11:00 AM	0	3	0	4	0	0	0	0	32	2	313	0	4	0	329	2	689	2,761	0	0	0	0
11:15 AM	0	2	0	5	0	0	0	0	28	2	281	0	4	0	312	3	637	2,753	0	0	0	0
11:30 AM	0	2	0	8	0	0	0	0	26	4	332	0	5	0	299	5	681	2,810	0	1	0	0
11:45 AM	0	2	0	6	0	0	0	0	42	3	356	0	2	0	339	4	754	2,875	0	0	0	0
12:00 PM	0	2	0	9	0	0	0	0	17	5	342	0	8	0	293	5	681	2,821	0	0	0	0
12:15 PM	0	1	0	9	0	0	0	0	30	3	384	0	6	0	259	2	694	2,940	0	0	0	0
12:30 PM	0	0	0	7	0	0	0	0	38	2	391	0	2	0	300	6	746	2,993	0	0	0	0
12:45 PM	0	3	0	5	0	0	0	0	34	7	337	0	8	0	305	1	700	2,964	1	0	0	0
1:00 PM	0	1	0	6	0	0	0	0	26	1	394	0	2	0	369	1	800	2,960	4	0	0	0
1:15 PM	0	4	0	4	0	0	0	0	25	2	365	0	3	0	340	4	747	2,907	0	1	0	0
1:30 PM	0	0	0	4	0	0	0	0	31	3	390	0	9	0	277	3	717	2,946	0	0	0	0
1:45 PM	0	1	0	4	0	0	0	0	26	3	356	0	3	0	301	2	696	2,998	0	0	0	0
2:00 PM	0	2	0	5	0	0	0	0	24	5	385	0	3	0	318	5	747	3,036	1	0	0	0
2:15 PM	0	1	0	5	0	0	0	0	37	1	404	0	14	0	320	4	786	3,132	1	0	0	0
2:30 PM	0	1	0	4	0	0	0	0	31	2	386	0	8	0	331	6	769	3,143	0	0	0	0
2:45 PM	0	1	0	6	0	0	0	0	32	3	396	0	3	0	290	3	734	3,181	0	1	0	0
3:00 PM	0	0	0	7	0	0	0	0	28	4	498	0	3	0	302	1	843	3,304	1	0	0	0
3:15 PM	0	0	0	4	0	0	0	0	28	6	435	0	5	0	313	6	797	3,315	2	0	0	0

3:30 PM	0	3	0	9	0	0	0	0	18	7	471	0	5	0	289	5	807	3,381	3	0	0	0
3:45 PM	0	4	0	4	0	0	0	0	33	5	493	0	6	0	309	3	857	3,402	1	0	0	0
4:00 PM	0	3	0	5	0	0	0	0	29	8	532	0	1	0	274	2	854	3,444	1	0	0	0
4:15 PM	0	0	0	2	0	0	0	0	19	4	526	0	7	0	302	3	863	3,500	0	1	0	0
4:30 PM	0	2	0	7	0	0	0	0	26	1	526	0	6	0	259	1	828	3,593	2	2	0	0
4:45 PM	0	1	0	4	0	0	0	0	22	6	585	0	3	0	276	2	899	3,673	0	0	0	0
5:00 PM	0	1	0	7	0	0	0	0	16	3	583	0	5	0	292	3	910	3,544	0	0	0	0
5:15 PM	0	1	0	9	0	0	0	0	34	3	600	0	3	0	306	0	956	3,405	1	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	16	2	598	0	11	0	276	3	908	3,086	2	0	0	0
5:45 PM	0	2	0	3	0	0	0	0	18	3	530	0	4	0	208	2	770	2,856	0	0	0	0
6:00 PM	0	3	0	6	0	0	0	0	13	3	527	0	8	0	209	2	771	2,628	0	0	0	0
6:15 PM	0	3	0	4	0	0	0	0	15	1	394	0	8	0	210	2	637		0	0	0	0
6:30 PM	0	4	0	1	0	0	0	0	9	3	415	0	8	0	238	0	678		1	0	0	0
6:45 PM	0	3	0	5	0	0	0	0	3	6	326	0	4	0	195	0	542		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	9
Lights	0	4	0	21	0	0	0	0	88	14	2,340	0	22	0	1,138	8	3,635
Mediums	0	0	0	0	0	0	0	0	0	0	18	0	0	0	11	0	29
Total	0	4	0	21	0	0	0	0	88	14	2,366	0	22	0	1,150	8	3,673

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				1.1%				1.0%				1.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	1.0%	0.0%	1.0%
Peak Hour Factor	0.89				0.00				0.97				0.93				0.96
Peak Hour Factor	0.00	0.65	0.00	0.89	0.00	0.00	0.00	0.00	0.76	0.81	0.99	0.00	0.70	0.00	0.93	0.79	0.96

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

				MOCF: 0.96
WEEK	DATES		SF	PSCF
=====				
1	01/01/2024	- 01/06/2024	0.99	1.03
2	01/07/2024	- 01/13/2024	1.00	1.04
3	01/14/2024	- 01/20/2024	1.01	1.05
4	01/21/2024	- 01/27/2024	1.00	1.04
5	01/28/2024	- 02/03/2024	0.98	1.02
* 6	02/04/2024	- 02/10/2024	0.97	1.01
* 7	02/11/2024	- 02/17/2024	0.95	0.99
* 8	02/18/2024	- 02/24/2024	0.95	0.99
* 9	02/25/2024	- 03/02/2024	0.96	1.00
*10	03/03/2024	- 03/09/2024	0.96	1.00
*11	03/10/2024	- 03/16/2024	0.97	1.01
*12	03/17/2024	- 03/23/2024	0.96	1.00
*13	03/24/2024	- 03/30/2024	0.96	1.00
*14	03/31/2024	- 04/06/2024	0.96	1.00
*15	04/07/2024	- 04/13/2024	0.96	1.00
*16	04/14/2024	- 04/20/2024	0.96	1.00
*17	04/21/2024	- 04/27/2024	0.97	1.01
*18	04/28/2024	- 05/04/2024	0.98	1.02
19	05/05/2024	- 05/11/2024	0.99	1.03
20	05/12/2024	- 05/18/2024	1.00	1.04
21	05/19/2024	- 05/25/2024	1.01	1.05
22	05/26/2024	- 06/01/2024	1.02	1.06
23	06/02/2024	- 06/08/2024	1.03	1.07
24	06/09/2024	- 06/15/2024	1.05	1.09
25	06/16/2024	- 06/22/2024	1.05	1.09
26	06/23/2024	- 06/29/2024	1.06	1.10
27	06/30/2024	- 07/06/2024	1.07	1.11
28	07/07/2024	- 07/13/2024	1.08	1.13
29	07/14/2024	- 07/20/2024	1.09	1.14
30	07/21/2024	- 07/27/2024	1.07	1.11
31	07/28/2024	- 08/03/2024	1.05	1.09
32	08/04/2024	- 08/10/2024	1.04	1.08
33	08/11/2024	- 08/17/2024	1.02	1.06
34	08/18/2024	- 08/24/2024	1.02	1.06
35	08/25/2024	- 08/31/2024	1.02	1.06
36	09/01/2024	- 09/07/2024	1.02	1.06
37	09/08/2024	- 09/14/2024	1.02	1.06
38	09/15/2024	- 09/21/2024	1.02	1.06
39	09/22/2024	- 09/28/2024	1.02	1.06
40	09/29/2024	- 10/05/2024	1.02	1.06
41	10/06/2024	- 10/12/2024	1.01	1.05
42	10/13/2024	- 10/19/2024	1.01	1.05
43	10/20/2024	- 10/26/2024	1.01	1.05
44	10/27/2024	- 11/02/2024	1.00	1.04
45	11/03/2024	- 11/09/2024	1.00	1.04
46	11/10/2024	- 11/16/2024	1.00	1.04
47	11/17/2024	- 11/23/2024	0.99	1.03
48	11/24/2024	- 11/30/2024	0.99	1.03
49	12/01/2024	- 12/07/2024	0.99	1.03
50	12/08/2024	- 12/14/2024	0.99	1.03
51	12/15/2024	- 12/21/2024	0.99	1.03
52	12/22/2024	- 12/28/2024	1.00	1.04
53	12/29/2024	- 12/31/2024	1.01	1.05

* PEAK SEASON

04-MAR-2025 16:32:53

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APPENDIX B: EXISTING SIGNAL WARRANT VOLUME ANALYSIS WORKSHEETS

VOLUME SUMMARY WORKSHEET - CONKLIN DRIVE & MILITARY TRAIL

PSF =	Tue	Conklin Drive Eastbound			Tue	Conklin Drive Westbound			Tue	Military Trail Northbound			Tue	Military Trail Southbound			Hourly Sum: Major Street Both Dir.	Hrly Sum: Minor St - Highest Approach (w discount)
		Peak Season Volume	RT Red.	Peak Season Volume Reduced		Peak Season Volume	RT Red.	Peak Season Volume Reduced		Peak Season Volume	RT Red.	Peak Season Volume Reduced		Peak Season Volume	RT Red.	Peak Season Volume Reduced		
1.03	12/11/2025				12/11/2025				12/11/2025				12/11/2025					
7:00	0	0	0	0	0	0	0	0	125	129	0	129	371	383	2	381	2606	2
7:15	0	0	0	0	0	0	0	0	167	173	0	173	460	474	3	471		
7:30	1	1	0	1	0	0	0	0	204	211	0	211	455	469	3	466		
7:45	1	1	0	1	0	0	0	0	187	193	0	193	567	585	3	582		
8:00	3	2	0	2	0	0	0	0	183	189	0	189	492	507	3	504	3077	6
8:15	1	1	0	1	0	0	0	0	212	219	0	219	537	554	3	551		
8:30	1	1	0	1	0	0	0	0	216	223	0	223	590	608	4	604		
8:45	2	2	0	2	0	0	0	0	258	266	0	266	508	524	3	521		
9:00	4	3	0	3	0	0	0	0	275	284	0	284	498	513	3	510	2954	17
9:15	6	4	0	4	0	0	0	0	285	294	0	294	428	441	3	438		
9:30	6	4	0	4	0	0	0	0	314	324	0	324	399	411	3	408		
9:45	11	6	0	6	0	0	0	0	293	302	0	302	385	397	3	394		
10:00	4	3	0	3	0	0	0	0	309	319	0	319	302	312	2	310	2458	14
10:15	7	4	0	4	0	0	0	0	289	298	0	298	321	331	2	329		
10:30	5	3	0	3	0	0	0	0	272	281	0	281	291	300	2	298		
10:45	7	4	0	4	0	0	0	0	321	331	0	331	285	294	2	292		
11:00	7	4	0	4	0	0	0	0	347	358	0	358	335	346	2	344	2808	19
11:15	7	4	0	4	0	0	0	0	311	321	0	321	319	329	2	327		
11:30	10	6	0	6	0	0	0	0	362	373	0	373	309	319	2	317		
11:45	8	5	0	5	0	0	0	0	401	414	0	414	345	356	2	354		
12:00	11	6	0	6	0	0	0	0	364	375	0	375	306	316	2	314	2865	21
12:15	10	6	0	6	0	0	0	0	417	430	0	430	267	276	2	274		
12:30	7	4	0	4	0	0	0	0	431	444	0	444	308	318	2	316		
12:45	8	5	0	5	0	0	0	0	378	390	0	390	314	324	2	322		
13:00	7	4	0	4	0	0	0	0	421	434	0	434	372	384	2	382	3020	15
13:15	8	5	0	5	0	0	0	0	392	404	0	404	347	358	2	356		
13:30	4	3	0	3	0	0	0	0	424	437	0	437	289	298	2	296		
13:45	5	3	0	3	0	0	0	0	385	397	0	397	306	316	2	314		
14:00	7	4	0	4	0	0	0	0	414	427	0	427	326	336	2	334	3097	15
14:15	6	4	0	4	0	0	0	0	442	456	0	456	338	349	2	347		
14:30	5	3	0	3	0	0	0	0	419	432	0	432	345	356	2	354		
14:45	7	4	0	4	0	0	0	0	431	444	0	444	296	305	2	303		
15:00	7	4	0	4	0	0	0	0	530	546	0	546	306	316	2	314	3366	19
15:15	4	3	0	3	0	0	0	0	469	484	0	484	324	334	2	332		
15:30	12	7	0	7	0	0	0	0	496	511	0	511	299	308	2	306		
15:45	8	5	0	5	0	0	0	0	531	547	0	547	318	328	2	326		
16:00	8	5	0	5	0	0	0	0	569	587	0	587	277	286	2	284	3519	15
16:15	2	2	0	2	0	0	0	0	549	566	0	566	312	322	2	320		
16:30	9	5	0	5	0	0	0	0	553	570	0	570	266	274	2	272		
16:45	5	3	0	3	0	0	0	0	613	632	0	632	281	290	2	288		
17:00	8	5	0	5	0	0	0	0	602	621	0	621	300	309	2	307	3621	16
17:15	10	6	0	6	0	0	0	0	637	657	0	657	309	319	2	317		
17:30	2	2	0	2	0	0	0	0	616	635	0	635	290	299	2	297		
17:45	5	3	0	3	0	0	0	0	551	568	0	568	214	221	2	219		
18:00	9	5	0	5	0	0	0	0	543	560	0	560	219	226	2	224	2673	17
18:15	7	4	0	4	0	0	0	0	410	423	0	423	220	227	2	225		
18:30	5	3	0	3	0	0	0	0	427	440	0	440	246	254	2	252		
18:45	8	5	0	5	0	0	0	0	335	346	0	346	199	205	2	203		

% of Discounted Right Turns Based on TMC					
All other hours is taken as the lowest % shown					
PHV	7:00 AM	8:00 AM	4:00 PM	5:00 PM	
EBTL=	0	3	6	5	
EBR=	2	4	18	20	AVG
RT %=	0%	0%	0%	0%	0%

% of Discounted Right Turns Based on TMC					
All other hours is taken as the lowest % shown					
PHV	7:00 AM	8:00 AM	4:00 PM	5:00 PM	
WBTL=	0	0	0	0	
WBR=	0	0	0	0	AVG
RT %=	0%	0%	0%	0%	0%

% of Discounted Right Turns Based on TMC					
All other hours is taken as the lowest % shown					
PHV	7:00 AM	8:00 AM	4:00 PM	5:00 PM	
NBTL=					
NBR=	0	0	0	0	AVG
RT %=	0%	0%	0%	0%	0%

% of Discounted Right Turns Based on TMC					
All other hours is taken as the lowest % shown					
PHV	7:00 AM	8:00 AM	4:00 PM	5:00 PM	
SBTL=	1,838	2,103	1,111	1,082	
SBR=	4	8	8	8	AVG
RT %=	0%	0%	1%	1%	1%

TRAFFIC SIGNAL WARRANT ANALYSIS

City/County:	Delray Beach	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	Y	
State:	Florida	Isolated community with a population of less than 10,000? (Y or N)	N	Analyzed by: NDB
Date:	12/23/2025	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N	Analyzed by: Kimley-Horn
Major Street:	Military Trail	Approach Lanes - Major? (1 or 2)	2	
Minor Street:	Conklin Drive	Approach Lanes - Minor? (1 or 2)	1	

24-Hour Volume Summary		Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2
				70%		70%		80%		80%		70%
				Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1
07:00 AM TO 08:00 AM		2606	2	620%	2%	414%	4%	543%	2%	362%	3%	3%
08:00 AM TO 09:00 AM		3077	6	733%	6%	488%	11%	641%	5%	427%	10%	10%
09:00 AM TO 10:00 AM		2954	17	703%	16%	469%	32%	615%	14%	410%	28%	28%
10:00 AM TO 11:00 AM		2458	14	585%	13%	390%	26%	512%	12%	341%	23%	23%
11:00 AM TO 12:00 PM		2808	19	669%	18%	446%	36%	585%	16%	390%	32%	32%
12:00 PM TO 01:00 PM		2865	21	682%	20%	455%	40%	597%	18%	398%	35%	35%
01:00 PM TO 02:00 PM		3020	15	719%	14%	479%	28%	629%	13%	419%	25%	25%
02:00 PM TO 03:00 PM		3097	15	737%	14%	492%	28%	645%	13%	430%	25%	25%
03:00 PM TO 04:00 PM		3366	19	801%	18%	534%	36%	701%	16%	468%	32%	32%
04:00 PM TO 05:00 PM		3519	15	838%	14%	559%	28%	733%	13%	489%	25%	25%
05:00 PM TO 06:00 PM		3621	16	862%	15%	575%	30%	754%	13%	503%	27%	27%
Source: MUTCD, 11th Edition Created By: Kimley-Horn and Associates, Inc.				Threshold		Threshold		Threshold		Threshold		MUTCD Figure
				420 105		630 53		480 120		720 60		4C-1 and 4C-2
				Summary		Summary		Summary		Summary		Summary
				TOTAL 0		TOTAL 0		TOTAL 0		TOTAL 0		TOTAL 0
				Met? NO		Met? NO		TOTAL 0		Met? NO		Met? NO

COMMENTS/NOTES:	COMMENTS/NOTES:
Adjusted 2025 Traffic Volumes	