

2005 "DRAFT" TRAFFIC SIGNAL PRIORITY LIST

In accordance with criteria adopted by the transportation commission and common council

	Location	Overall % Below Warrant	WARRANT 1-A				WARRANT 1-B				CRASHES			Pedestrian Warrant	Peak Hour Warrant A	Peak Hour Warrant B	4 Hour Warrant	Comments
			Major Street		Minor Street		Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate					
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met								
<b>Side Street Stop Controlled Intersections Studied but Not Meeting the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B.</b>																		
1	Edgewood & Monroe	-23	14	171	0	39	10	114	1	77	1	0	0.17	N	-	N	N-1 HRS	A B C E
2	Manchester & McKee (CTH PD)	-24	17	225	2+	38	16	150	8+	76	0	1	0.15	N	-	Y	N-2 HRS	E F
3	Gammon, McKenna & New Washburn	-30	16	208	0	35	12	139	1	70	1	0	0.12	N	-	N	N-0 HRS.	C
4	Bedford & Northshore	-32	14	144	0	35	9	100	7+	68	0	0	0	N	-	N	N-3 HRS	D E
5	Nakoma, Seminole, Yuma	-34	8	110	0	49	2	66	5+	111	0	0	0	N	N-1.08	N	N-0 HRS	F
6	Old Sauk & Westfield	-35	12	143	0	35	5	95	1	70	0	1	0.18	N	N-0.84	N	N-0 HRS	F
7	Milwaukee & Schenk	-35	15	170	0	33	9	113	2	65	0	0	0	N	-	N	N-1 HRS	E
8	Segoe & Sheboygan	-36	6	96	1+	67	0	64	11+	133	1	0	0.23	N	-	N	N-0 HRS	A E F
9	Atwood, Miller & Waubesa	-39	15	158	0	31	13	105	0	61	0	1	0.13	N	-	N	N-0 HRS	A E
10	Butler & Gorham	-39	17	209	0	31	14	139	1	61	0	0	0	N	-	N	N-1 HRS	B
11	Fordem & Sherman	-39	14	132	0	48	7	89	7	72	1	1	0.36	N	-	N	N-2 HRS	A C E
12	Knickerbocker & Monroe	-39	12	197	0	31	12	131	0	61	0	0	0	N	-	N	N-0 HRS	A D E
13	Elderberry & Junction	-39	14	217	0	31	12	145	0	61	0	0	0	N	-	N	N-0 HRS	E
14	Mineral Point & Yellowstone	-40	16	359	0	30	14	240	0	61	2	4	0.51	N	N-1.59	N	N-0 HRS	A B E F
15	Gammon, Longmeadow & Stonefield	-40	14	139	0	34	8	93	3	67	0	0	0	N	-	N	N-2 HRS	D E
16	Haywood & Park	-40	18	423	0	30	18	282	0	60	0	0	0	N	N-0.70	N	N-0 HRS	A D E
17	Appleton & Fish Hatchery	-40	16	281	0	30	15	187	1	60	0	1	0.1	N	-	N	N-0 HRS	A E F
18	Norman & University (CTH MS)	-42	16	325	0	29	16	216	1	58	0	0	0	N	-	N	N-1 HRS	A C E
19	Carver & Fish Hatchery (CTH D)	-42	17	504	0	29	16	336	1	58	0	0	0	N	N-0.47	N	N-0 HRS	D
20	Milwaukee & Waubesa	-44	11	128	0	38	3	84	3	72	0	0	0	N	-	N	N-0 HRS	
21	Old Middleton & Rosa	-44	11	110	2	56	5	73	6+	42	1	0	0.2	N	-	N	N-2 HRS	
22	Ray-O-Vac & Schroeder	-44	9	96	0	46	0	64	5	92	1	0	0.23	N	-	N	N-0 HRS	
23	Northport & School	-45	16	248	0	28	15	165	0	55	0	1	0.1	N	-	N	N-0 HRS	B E
24	Hammersley & Whitney Way	-46	14	144	1	42	6	96	4+	54	2	0	0.34	N	-	Y	N-1 HRS	
25	Johnson, Randall & Engineering Drive	-47	13	146	0	53	5	97	5+	42	0	0	0	-	-	N	N-0 HRS	A B C D E F
26	Milwaukee & Oak	-48	9	119	0	37	2	79	4	73	0	0	0	N	N-0.94	N	N-0 HRS	F
27	Odana & Medical Circle	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D
28	Colony & Gammon	-50	15	155	0	26	12	136	1	50	0	0	0	N	-	N	N-0 HRS	E
29	Gammon & Tree	-51	14	215	0	30	11	148	1	49	0	1	0.13	N	-	N	N-0 HRS	E F
30	Monona (CTH BB), Panther & Tompkins	-52	16	259	0	24	14	173	0	48	1	0	0.12	N	-	N	N-0 HRS	A B E F
31	Dickinson & East Washington	-52	19	777	0	24	18	518	0	58	0	0	0	N	-	N	N-0 HRS	A E
32	Sherman & Trailsway	-53	13	142	0	25	8	105	0	47	0	0	0	N	-	N	N-0 HRS	
33	Bassett & Dayton	-54	2	84	0	44	0	58	6+	88	0	0	0	N	-	N	N-1 HRS	E
34	Commercial & Nakoosa	-54	0	46	7+	114	0	33	8+	178	0	0	0	N	-	N	N-0 HRS	
35	Hughes & Park	-55	17	303	0	23	16	202	0	45	0	1	0.08	N	-	N	N-0 HRS	A C D E F
36	Heartland & Old Sauk	-55	4	67	4+	68	1	45	6+	300	0	2	0.5	N	-	N	N-2 HRS	
37	Gilman & Wisconsin	-57	0	65	2	54	0	43	8+	108	0	1	0.09	N	-	N	N-0 HRS	E
38	Milwaukee & Wittwer	-57	16	149	0	27	7	103	3	43	0	0	0	N	-	N	N-1 HRS	
39	Packers & Sixth	-61	17	213	0	21	13	131	0	39	1	0	0.12	N	-	N	N-0 HRS	E
40	Odana Lane & Odana Rd	-61	14	149	0	20	11	99	0	40	0	0	0	N	-	N	N-0 HRS	
41	Prairie & Raymond	-61	14	177	0	24	6	86	2	53	2	1	0.45	N	-	N	N-1 HRS	F
42	Blount & Williamson	-62	16	232	0	19	13	154	2	38	0	0	0	N	-	N	N-1 HRS	A E F
43	Plaza & Watts	-64	4	98	0	38	0	65	2	60	1	0	0.3	N	-	N	N-0 HRS	
44	Few & Williamson	-65	15	171	0	18	10	114	0	25	0	0	0	N	-	N	N-0 HRS	A E
45	Main & Webster	-65	11	121	0	28	5	80	0	55	0	0	0	N	-	Y	N-3 HRS	E F
46	Carroll & Doty	-66	11	144	0	34	5	96	1	37	0	0	0	N	-	Y	N-3 HRS	E
47	Cottage Grove (CTH BB) & Thompson	-29	12	133	0	46	4	83	5	88	0	1	0.19	N	-	N	N-0 HRS	
48	Franklin & Johnson	-33	17	263	0	34	14	175	0	67	0	0	0	N	-	N	N-0 HRS	
49	High Point & Star Grass	-38	5	100	2+	50	1	62	8	237	0	0	0	N	-	N	N-2 HRS	
50	Odana & West Platte	-66	15	267	0	17	14	178	0	34	3	1	0.32	N	-	N	N-0 HRS	A B D E F

	Location	Overall % Below Warrant	WARRANT 1-A				WARRANT 1-B				CRASHES			Pedestrian Warrant	Peak Hour Warrant A	Peak Hour Warrant B	4 Hour Warrant	Comments	
			Major Street		Minor Street		Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate						
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met									
51	Big Sky, Mineral Point & Tree	-68	16	400	0	16	16	267	0	32	0	0	0	N	-	N	N-0 HRS	A C E F	
52	Gorham & Henry	-69	16	229	0	16	15	153	0	31	0	0.08	N	-	N	N-0 HRS	E		
53	Mineral Point & Owens	-70	15	181	0	15	11	121	0	30	0	0	N	-	N	N-0 HRS	ABE		
54	Gilbert & Whitney	-73	16	192	0	13	12	128	0	27	0	0	N	-	N	N-0 HRS	A D E F		
55	Aberg & Huxley	-74	11	133	0	23	2	78	0	48	1	0.21	N	-	N	N-0 HRS	F		
56	Packers & Schlimgen	-75	19	412	0	13	18	274	0	25	0	0	N	-	N	N-0 HRS	C E F		
57	Johnson & Sixth	-75	9	92	0	31	2	62	1+	63	9	0	0	N	-	N	N-0 HRS		
58	MLK Jr. & Wilson	-76	4	69	0	39	0	46	4	78	0	0	0	N	-	N	N-0 HRS		
59	American Pkwy & American Family Dr	-78	5	153	0	14	3	60	2	62	0	0.17	N	-	N	N-0 HRS			
60	Kelab & Segoe	-79	8	99	0	22	0	66	0	44	0	0	N	-	N	N-0 HRS	E F		
61	Blue Ridge & Old Sauk	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS		
62	Cottage Grove (CTH BB) & Mc Lean	-80	6	89	0	31	1	59	2	61	0	0	0	N	-	N	N-0 HRS		
63	Cottage Grove & Ellen	-81	6	83	0	29	2	70	6	49	0	0	0	N	-	N	N-0 HRS		
64	Blackhawk, Erdman & University (CTH MS)	-82	19	671	0	9	17	447	0	18	0	0	0	N	-	N	N-0 HRS	A D E F	
65	Carroll & Dayton	-82	9	110	0	18	1	74	0	27	0	0	0	N	-	N	N-0 HRS	E F	
66	East Pass, Maple Grove & Westin	-83	0	47	0	43	0	31	4	86	0	0	0	N	-	N	N-0 HRS		
67	Scott & Packers (CTH CV)	-84	13	130	0	15	4	87	0	29	0	0	0	N	-	N	N-0 HRS		
68	Hammersley & McKenna	-85	11	153	0	7	8	102	0	15	0	0	0	N	N-1.00	N	N-0 HRS	F	
69	Milwaukee & Swanton	-85	10	108	0	15	2	72	0	31	0	0.14	N	N-2.5	N	N-0 HRS	A E F		
70	Roth & Sherman	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F	
71	Cottage Grove (CTH BB) & McClellan	-90	8	135	0	10	1	64	0	31	0	0	0	N	-	N	N-0 HRS		
72	Corporate Dr & Blettner	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS		
73	Buckeye (CTH AB) & Thompson	-95	3	53	0	30	0	30	6	75	1	0	0.34	N	-	N	N-0 HRS		
74	Mineral Point (CTH S) & South Point	-98	7	99	0	3	3	66	0	6	0	0	0	N	-	N	N-0 HRS		
75	Mayfield & Sherman	-132	1	64	0	4	0	40	0	13	0	0	0	N	-	N	N-0 HRS		
76	City View & High Crossing		Data for this intersection to be collected									1	0	0.15					
ALL-WAY STOP INTERSECTIONS STUDIED																			
1	Highland, Regent & Speedway	27	13	141	11	127	5	94	16	254	1	0	0.14	N	-	Y	Y-9 HRS	B C	
2	Raymond & Whitney	8	11	123	9	108	5	84	8+	203	0	1	0.21	N	Y-10.85	Y	Y-4 HRS	F	
3	Beltline Frontage and Todd Drive (south of Beltline)	4	8	104	10	113	2	69	16	225	0	0	0	N	-	N	N-3 HRS		
4	Old Middleton & Old Sauk	-17	11	119	4	83	3	79	8+	165	0	0	0	N	-	Y	Y-4 HRS	B F	
5	Beltline Frontage and Todd Drive (north of Beltline)	-18	3	82	8+	245	0	55	8+	491	0	0	0	N	-	Y	N-3 HRS		
6	Swanton & Thompson	-22	2	78	8+	153	0	52	8+	307	0	0	0	N	-	Y	Y-4 HRS	C	
7	High Point & Midtown	-34	6	69	6+	97	1	52	8+	216	0	0	0	N	-	Y	N-3 HRS		
8	American Pkwy, Hoepker & Rattman	-45	2	74	6+	81	0	44	8+	180	0	0	0	N	-	Y	N-3 HRS		
9	Milwaukee-Sprecher	-45	4	94	2	56	0	55	8+	143	0	0	0	N	-	N	N-0 HRS		
10	Buckeye (CTH AB) & Vondron	-50	5	70	3	70	0	50	7+	124	0	1	0.23	N	-	N	N-0 HRS		
TWO-WAY STOP INTERSECTIONS STUDIED AND MEETING THE MINIMUM NUMERICAL REQUIREMENTS OF EITHER WARRANT 1-A OR WARRANT 1-B.																			
1	Sam's Club Driveway & Watts Road	32	12	267	9+	117	10	132	10	300	3	1	0.50	N	-	Y	Y-9 HRS	B C D F	
2	Carroll & Gorham	17	17	239	0	59	15	159	11	117	0	2	0.32	N	-	Y	Y-7 HRS	E F	
3	McKee (CTH PD) & Muir Field	16	15	172	8+	78	13	116	8+	119	0	0	0	N	-	Y	Y-5 HRS	F	
4	Anderson & Hoffman	15	13	99	9+	99	12	115	13	335	4	0	0.48	N	-	Y	Y-8 HRS	A E F	

Warrant 1-A: Eight-Hour Vehicular Volume: Condition A-Minimum Vehicular Volume

Warrant 1-B: Eight-Hour Vehicular Volume: Condition B-Interruption of Continuous Traffic

Y=Yes N=No

Accident Rate: Number of accidents "preventable" with traffic signals per million entering vehicles.

Peak Hour Warrant A: Total vehicle hours of delay is listed for intersections where delay data was collected.

4-Hour Warrant: Number of hours shown are those that exceed the volume thresholds.

The intersections that do not meet the minimum numerical Warrant are listed in order of "closeness" to meeting either Warrant 1-A or Warrant 1-B.

Both the Major and Minor street volumes must meet 100% of the minimum Warrant in order to be classified as "meeting the minimum numerical Warrant."

\* Projected 4-Way volumes with Watts Road extension expected in 2003 used for High Point-Watts

**Key to Comments:**

A = Signal coordination problems

B = Geometric problems

C = Intersection reconstruction needs to be considered.

D = Part of cost could be assessed to benefiting property owners.

E = Coordination with adjacent signals is necessary.

F = "Side Street" volumes adjusted for high right-turn percentage.

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