

**2005 TRAFFIC SIGNAL PRIORITY LIST**

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

|   | Location                             | Overall %<br>Below<br>Warrant | CRASHES      |     |              |     |              |     |              |     |                                      |                                   | Pedestrian<br>Warrant | Peak<br>Hour<br>Warrant A | Peak<br>Hour<br>Warrant B | 4 Hour<br>Warrant | Comments |               |
|---|--------------------------------------|-------------------------------|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------------------------------|-----------------------------------|-----------------------|---------------------------|---------------------------|-------------------|----------|---------------|
|   |                                      |                               | WARRANT 1-A  |     |              |     | WARRANT 1-B  |     |              |     | # With<br>Property<br>Damage<br>Only | #<br>With<br>Personal<br>Injuries |                       |                           |                           |                   |          | Crash<br>Rate |
|   |                                      |                               | Major Street |     | Minor Street |     | Major Street |     | Minor Street |     |                                      |                                   |                       |                           |                           |                   |          |               |
| #   | %                                    | #                             | %            | #   | %            | #   | %            | #   | %            | Met | Met                                  | Met                               | 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 (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   | Franklin & Johnson                   | -33                           | 17           | 263 | 0            | 34  | 14           | 175 | 0            | 67  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  |               |
| 6   | Nakoma, Seminole, Yuma               | -34                           | 8            | 110 | 0            | 49  | 2            | 66  | 5+           | 111 | 0                                    | 0                                 | 0                     | N                         | N-1.08                    | N                 | N-0 HRS  | F             |
| 7   | 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             |
| 8   | Milwaukee & Schenk                   | -35                           | 15           | 170 | 0            | 33  | 9            | 113 | 2            | 65  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-1 HRS  | E             |
| 9   | Segoe & Sheboygan                    | -36                           | 6            | 96  | 1+           | 67  | 0            | 64  | 11+          | 133 | 1                                    | 0                                 | 0.23                  | N                         | -                         | N                 | N-0 HRS  | A E F         |
| 10  | Marshall, Ridge & University         | -38                           | 18           | 615 | 0            | 31  | 17           | 410 | 0            | 62  | 1                                    | 0                                 | 0.05                  | N                         | -                         | N-0 HRS           | N        | A D E F       |
| 11  | High Point & Star Grass              | -38                           | 5            | 100 | 2+           | 50  | 1            | 62  | 8            | 237 | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-2 HRS  |               |
| 12  | Atwood, Miller & Waubesa             | -39                           | 15           | 158 | 0            | 31  | 13           | 105 | 0            | 61  | 0                                    | 1                                 | 0.13                  | N                         | -                         | N                 | N-0 HRS  | A E           |
| 13  | Butler & Gorham                      | -39                           | 17           | 209 | 0            | 31  | 14           | 139 | 1            | 61  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-1 HRS  | B             |
| 14  | Fordem & Sherman                     | -39                           | 14           | 132 | 0            | 48  | 7            | 89  | 7            | 72  | 1                                    | 1                                 | 0.36                  | N                         | -                         | N                 | N-2 HRS  | A C E         |
| 15  | Knickerbocker & Monroe               | -39                           | 12           | 197 | 0            | 31  | 12           | 131 | 0            | 61  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  | A D E         |
| 16  | Elderberry & Junction                | -39                           | 14           | 217 | 0            | 31  | 12           | 145 | 0            | 61  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  | E             |
| 17  | Mineral Point & Yellowstone          | -39                           | 16           | 359 | 0            | 30  | 14           | 240 | 0            | 61  | 2                                    | 4                                 | 0.51                  | N                         | N-1.59                    | N                 | N-0 HRS  | A B E F       |
| 18  | Gammon, Longmeadow & Stonefield      | -40                           | 14           | 139 | 0            | 34  | 8            | 93  | 3            | 67  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-2 HRS  | D E           |
| 19  | 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         |
| 20  | Appleton & Fish Hatchery             | -40                           | 16           | 281 | 0            | 30  | 15           | 187 | 1            | 60  | 0                                    | 1                                 | 0.1                   | N                         | -                         | N                 | N-0 HRS  | A E F         |
| 21  | Norman & University (MS)             | -42                           | 16           | 325 | 0            | 29  | 16           | 216 | 1            | 58  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-1 HRS  | A C E         |
| 22  | Carver & Fish Hatchery (D)           | -42                           | 17           | 504 | 0            | 29  | 16           | 336 | 1            | 58  | 0                                    | 0                                 | 0                     | N                         | N-0.47                    | N                 | N-0 HRS  | D             |
| 23  | Milwaukee & Waubesa                  | -44                           | 11           | 128 | 0            | 38  | 3            | 84  | 3            | 72  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  |               |
| 24  | Old Middleton & Rosa                 | -44                           | 11           | 110 | 2            | 56  | 5            | 73  | 6+           | 42  | 1                                    | 0                                 | 0.2                   | N                         | -                         | N                 | N-2 HRS  |               |
| 25  | Ray-O-Vac & Schroeder                | -44                           | 9            | 96  | 0            | 46  | 0            | 64  | 5            | 92  | 1                                    | 0                                 | 0.23                  | N                         | -                         | N                 | N-0 HRS  |               |
| 26  | Northport & School                   | -45                           | 16           | 248 | 0            | 28  | 15           | 165 | 0            | 55  | 0                                    | 1                                 | 0.1                   | N                         | -                         | N                 | N-0 HRS  | B E           |
| 27  | Cottage Grove (BB) & Thompson        | -47                           | 12           | 133 | 0            | 37  | 4            | 83  | 4            | 70  | 0                                    | 1                                 | 0.19                  | N                         | -                         | N                 | N-0 HRS  |               |
| 28  | 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   |
| 29  | Milwaukee & Oak                      | -48                           | 9            | 119 | 0            | 37  | 2            | 79  | 4            | 73  | 0                                    | 0                                 | 0                     | N                         | N-0.94                    | N                 | N-0 HRS  | F             |
| 30  | Odana & Medical Circle               | -48                           | 14           | 220 | 0            | 26  | 11           | 147 | 0            | 52  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  | D             |
| 31  | Hammersley & Whitney Way             | -50                           | 14           | 144 | 1            | 42  | 6            | 96  | 4+           | 54  | 2                                    | 0                                 | 0.34                  | N                         | -                         | Y                 | N-1 HRS  |               |
| 32  | Colony & Gammon                      | -50                           | 15           | 155 | 0            | 26  | 12           | 136 | 1            | 50  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  | E             |
| 33  | Gammon & Tree                        | -51                           | 14           | 215 | 0            | 30  | 11           | 148 | 1            | 49  | 0                                    | 1                                 | 0.13                  | N                         | -                         | N                 | N-0 HRS  | E F           |
| 34  | Monona (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       |
| 35  | Dickinson & East Washington          | -52                           | 19           | 777 | 0            | 24  | 18           | 518 | 0            | 58  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  | A E           |
| 36  | Sherman & Trailsway                  | -53                           | 13           | 142 | 0            | 25  | 8            | 105 | 0            | 47  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  |               |
| 37  | Bassett & Dayton                     | -54                           | 2            | 84  | 0            | 44  | 0            | 58  | 6+           | 88  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-1 HRS  | E             |
| 38  | Commercial & Nakoosa                 | -54                           | 0            | 46  | 7+           | 114 | 0            | 33  | 8+           | 178 | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  |               |
| 39  | 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     |
| 40  | Heartland & Old Sauk                 | -55                           | 4            | 67  | 4+           | 68  | 1            | 45  | 6+           | 300 | 0                                    | 2                                 | 0.5                   | N                         | -                         | N                 | N-2 HRS  |               |
| 41  | Gilman & Wisconsin                   | -57                           | 0            | 65  | 2            | 54  | 0            | 43  | 8+           | 108 | 0                                    | 1                                 | 0.09                  | N                         | -                         | N                 | N-0 HRS  | E             |
| 42  | Milwaukee & Wittwer                  | -57                           | 16           | 149 | 0            | 27  | 7            | 103 | 3            | 43  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-1 HRS  |               |
| 43  | Packers & Sixth                      | -61                           | 17           | 213 | 0            | 21  | 13           | 131 | 0            | 39  | 1                                    | 0                                 | 0.12                  | N                         | -                         | N                 | N-0 HRS  | E             |
| 44  | Odana Lane & Odana Rd                | -61                           | 14           | 149 | 0            | 20  | 11           | 99  | 0            | 40  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-0 HRS  |               |
| 45  | Prairie & Raymond                    | -61                           | 14           | 177 | 0            | 24  | 6            | 86  | 2            | 53  | 2                                    | 1                                 | 0.45                  | N                         | -                         | N                 | N-1 HRS  | F             |
| 46  | Blount & Williamson                  | -62                           | 16           | 232 | 0            | 19  | 13           | 154 | 2            | 38  | 0                                    | 0                                 | 0                     | N                         | -                         | N                 | N-1 HRS  | A E F         |
| 47  | Plaza & Watts                        | -64                           | 4            | 98  | 0            | 38  | 0            | 65  | 2            | 60  | 1                                    | 0                                 | 0.3                   | N                         | -                         | N                 | N-0 HRS  |               |
| 48  | Main & Webster                       | -65                           | 11           | 121 | 0            | 28  | 5            | 80  | 0            | 55  | 0                                    | 0                                 | 0                     | N                         | -                         | Y                 | N-3 HRS  | E F           |
| 49  | Carroll & Doty                       | -66                           | 11           | 144 | 0            | 34  | 5            | 96  | 1            | 37  | 0                                    | 0                                 | 0                     | N                         | -                         | Y                 | N-3 HRS  | E             |
| 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 |       | # 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    | 267                         | 0                        | 32         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | A C E F |         |
| 52   | Gorham & Henry                                       | -69                     | 16           | 229   | 0            | 15    | 153                         | 0                        | 31         | 0                  | 1                   | 0.08                | N              | -        | N       | N-0 HRS | E       |         |
| 53   | Mineral Point & Owens                                | -70                     | 15           | 181   | 0            | 11    | 121                         | 0                        | 30         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | ABE     |         |
| 54   | Gilbert & Whitney                                    | -73                     | 16           | 192   | 0            | 12    | 128                         | 0                        | 27         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | A D E F |         |
| 55   | Aberg & Huxley                                       | -74                     | 11           | 133   | 0            | 2     | 78                          | 0                        | 48         | 1                  | 0                   | 0.21                | N              | -        | N       | N-0 HRS | F       |         |
| 56   | Few & Williamson                                     | -75                     | 15           | 171   | 0            | 10    | 114                         | 0                        | 25         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | A E     |         |
| 57   | Packers & Schlinggen                                 | -75                     | 19           | 412   | 0            | 18    | 274                         | 0                        | 25         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | C E F   |         |
| 58   | Johnson & Sixth                                      | -75                     | 9            | 92    | 0            | 2     | 62                          | 1+                       | 63         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 59   | MLK Jr. & Wilson                                     | -76                     | 4            | 69    | 0            | 0     | 46                          | 4                        | 78         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 60   | American Pkwy & American Family Dr                   | -78                     | 5            | 153   | 0            | 3     | 60                          | 2                        | 62         | 0                  | 1                   | 0.17                | N              | -        | N       | N-0 HRS |         |         |
| 61   | Kelab & Segoe  | -79                     | 8            | 99    | 0            | 0     | 66                          | 0                        | 44         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | E F     |         |
| 62   | Blue Ridge & Old Sauk                                | -80                     | 9            | 161   | 0            | 2     | 70                          | 0                        | 42         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 63   | Cottage Grove (BB) & Mc Lean                         | -80                     | 6            | 89    | 0            | 1     | 59                          | 2                        | 61         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 64   | Cottage Grove & Ellen                                | -81                     | 6            | 83    | 0            | 2     | 70                          | 6                        | 49         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 65   | Blackhawk, Erdman & University (MS)                  | -82                     | 19           | 671   | 0            | 17    | 447                         | 0                        | 18         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | A D E F |         |
| 66   | Carroll & Dayton                                     | -82                     | 9            | 110   | 0            | 1     | 74                          | 0                        | 27         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | E F     |         |
| 67   | East Pass, Maple Grove & Westin                      | -83                     | 0            | 47    | 0            | 0     | 31                          | 4                        | 86         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 68   | Scott & Packers (CV)                                 | -84                     | 13           | 130   | 0            | 4     | 87                          | 0                        | 29         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 69   | Hammersley & McKenna                                 | -85                     | 11           | 153   | 0            | 8     | 102                         | 0                        | 15         | 0                  | 0                   | 0                   | N              | N-1.00   | N       | N-0 HRS | F       |         |
| 70   | Milwaukee & Swanton                                  | -85                     | 10           | 108   | 0            | 2     | 72                          | 0                        | 31         | 0                  | 1                   | 0.14                | N              | N-2.5    | N       | N-0 HRS | A E F   |         |
| 71   | Roth & Sherman                                       | -86                     | 14           | 121   | 0            | 11    | 107                         | 0                        | 14         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS | F       |         |
| 72   | Cottage Grove & McClellan (BB)                       | -90                     | 8            | 135   | 0            | 1     | 64                          | 0                        | 31         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 73   | Corporate Dr & Blettner                              | -95                     | 3            | 68    | 0            | 0     | 45                          | 3                        | 60         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 74   | Buckeye (AB) & Thompson                              | -95                     | 3            | 53    | 0            | 0     | 30                          | 6                        | 75         | 1                  | 0                   | 0.34                | N              | -        | N       | N-0 HRS |         |         |
| 75   | Mineral Point (S) & South Point                      | -98                     | 7            | 99    | 0            | 3     | 66                          | 0                        | 6          | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| 76   | Mayfield & Sherman                                   | -132                    | 1            | 64    | 0            | 0     | 40                          | 0                        | 13         | 0                  | 0                   | 0                   | N              | -        | N       | N-0 HRS |         |         |
| <b>ALL-WAY STOP INTERSECTIONS STUDIED</b>  |  |                         |              |       |              |       |                             |                          |            |                    |                     |                     |                |          |         |         |         |         |
| 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                                    | 17                      | 10           | 117   | 11           | 127   | 4                           | 80                       | 8+         | 234                | 0                   | 1                   | 0.21           | N        | Y-10.85 | Y       | Y-7 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 (AB) & Vondron                               | -50                     | 5            | 70    | 3            | 70    | 0                           | 50                       | 7+         | 124                | 0                   | 1                   | 0.23           | N        | -       | N       | N-0 HRS |         |
| <b>TWO-WAY STOP INTERSECTIONS STUDIED AND MEETING THE MINIMUM NUMERAL REQUIREMENTS OF EITHER WARRANT 1-A OR WARRANT 1-B.</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 (PD) & Muir Field                              | 16                      | 15           | 172   | 8+           | 78    | 13                          | 116                      | 8+         | 119                | 0                   | 0                   | 0              | N        | -       | Y       | Y-5 HRS | F       |
| 4  | Anderson & Hoffman                                   | 11                      | 13           | 96    | 9+           | 149   | 11                          | 111                      | 13         | 176                | 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: EightHour 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 benefitting property owners.

E = Coordination with adjacent signals is necessary.

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

Last Updated 12/8/2005