

2016 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 | | # With Property Damage Only | # With Personal Injuries | Crash Rate | | | | | | | | | |
| | | | # Hrs. | % Met | # Hrs. | % Met | | | | | | | | | # Hrs. | % Met | # Hrs. | % Met |
| Side Street Stop Controlled Intersections Studied but Not Meeting the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B. | | | | | | | | | | | | | | | | | | |
| 1 | Cottage Grove (CTH BB) & Thompson (D-3, 16) | -16 | 13 | 154 | 0 | 44 | 6 | 92 | 3 | 92 | 0 | 0 | 0 | N | - | N | N-3 HRS | F |
| 2 | Junction and Driveway at Target (D-9) | -18 | 13 | 150 | 0 | 41 | 7 | 100 | 5+ | 82 | 0 | 0 | 0 | N | - | N | N-2 HRS | D E |
| 3 | Fordem & Sherman (D-12) | -18 | 10 | 135 | 4 | 82 | 1 | 73 | 8+ | 194 | 0 | 0 | 0 | N | - | Y | Y-5 HRS | A C E |
| 4 | Butler & Gorham (D-2) | -25 | 14 | 106 | 0 | 48 | 11 | 112 | 1 | 95 | 2 | 1 | 0.45 | N | - | N | N-1 HRS | B |
| 5 | Franklin & Johnson (D-2) | -25 | 15 | 321 | 0 | 29 | 12 | 214 | 0 | 75 | 2 | 1 | 0.37 | N | - | N | N-0 HRS | |
| 6 | Schroeder & Struck (D-19, 20) | -33 | 6 | 117 | 2+ | 64 | 1 | 67 | 6+ | 157 | 2 | 0 | 0.51 | N | - | N | N-2 HRS | |
| 7 | Bedford & North Shore (D-4) | -38 | 15 | 173 | 0 | 31 | 12 | 115 | 1 | 62 | 3 | 0 | 0.41 | N | - | N | N-0 HRS | D E |
| 8 | Dickinson & Williamson (D-6) | -39 | 14 | 132 | 0 | 31 | 7 | 160 | 0 | 61 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 9 | Mesta & Thompson (D-15, 17) | -40 | 10 | 105 | 0 | 33 | 5 | 84 | 0 | 76 | 0 | 0 | 0 | N | - | N | N-0 HRS | F |
| 10 | Colony & Gammon (D-9, 19) | -40 | 11 | 124 | 0 | 31 | 9 | 108 | 2 | 60 | 1 | 1 | 0.27 | N | - | N | N-1 HRS | E |
| 11 | Packers & Sixth (D-12) | -40 | 16 | 350 | 0 | 30 | 14 | 233 | 1 | 60 | 0 | 0 | 0 | N | - | N | N-0 HRS | E |
| 12 | Edgewood & Monroe (D-13) | -41 | 15 | 218 | 0 | 31 | 10 | 92 | 0 | 67 | 1 | 0 | 0.14 | N | - | N | N-0 HRS | A B C E F |
| 13 | Doty & Pickney (D-4) | -43 | 12 | 142 | 0 | 32 | 6 | 80 | 1 | 77 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 14 | Old Middleton & Rosa (D-11, 19) | -44 | 11 | 110 | 2 | 56 | 5 | 73 | 6+ | 42 | 0 | 1 | 0.18 | N | - | N | N-2 HRS | |
| 15 | Atwood, Miller & Waubesa (D-6) | -44 | 16 | 241 | 0 | 28 | 12 | 161 | 0 | 56 | 0 | 0 | 0 | N | - | N | N-0 HRS | A E |
| 16 | Atwood - Sugar - Maple (D-6) | -45 | 14 | 151 | 0 | 27 | 12 | 101 | 0 | 55 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 17 | Commerce & Watts (D-9) | -46 | 7 | 121 | 0 | 42 | 2 | 69 | 3 | 85 | 1 | 0 | 0.24 | N | - | N | N-0 HRS | D F |
| 18 | Gammon & McKenna & New Washburn (D-1) | -46 | 16 | 211 | 0 | 27 | 13 | 141 | 0 | 54 | 1 | 0 | 0.12 | N | - | N | N-0 HRS | |
| 19 | Appleton & Fish Hatchery (D-13) | -47 | 15 | 186 | 0 | 27 | 13 | 127 | 0 | 53 | 1 | 0 | 0.12 | N | - | N | N-0 HRS | A E F |
| 20 | Odana & Medical Circle (D-19) | -48 | 14 | 220 | 0 | 26 | 11 | 147 | 0 | 52 | 0 | 0 | 0 | N | - | N | N-0 HRS | D |
| 21 | McKenna & Moraine View (D-1) | -48 | 15 | 186 | 0 | 26 | 12 | 124 | 0 | 52 | 2 | 0 | 0.28 | N | - | N | N-0 HRS | |
| 22 | Lien & Thierer (D-17) | -49 | 2 | 82 | 2 | 69 | 0 | 49 | 8+ | 162 | 1 | 0 | 0.28 | N | - | N | N-0 HRS | |
| 23 | Elderberry & Junction (D-9) | -50 | 13 | 191 | 0 | 26 | 11 | 95 | 0 | 55 | 0 | 0 | 0 | N | - | Y | Y-8 HRS | E |
| 24 | Dickinson & East Washington (D-2, 6) | -50 | 19 | 601 | 0 | 25 | 17 | 400 | 0 | 50 | 0 | 0 | 0 | N | - | Y | N-2 HRS | A E |
| 25 | Gammon, Longmeadow & Stonefield (D-19) | -51 | 12 | 165 | 0 | 29 | 2 | 115 | 0 | 49 | 0 | 1 | 0.21 | N | - | N | N-0 HRS | D E |
| 26 | Aberg & Huxley (D-12) | -51 | 9 | 123 | 0 | 33 | 2 | 82 | 3 | 67 | 0 | 0 | 0 | N | - | N | N-0 HRS | F |
| 27 | Milwaukee - Walbrige (D-3, 15) | -52 | 15 | 233 | 0 | 24 | 9 | 109 | 0 | 48 | 0 | 0 | 0 | N | 31 | N | N-0 HRS | D, E |
| 28 | Ray-O-Vac & Schroeder (D-19, 20) | -52 | 7 | 93 | 0 | 43 | 1 | 62 | 4 | 86 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 29 | Milwaukee & Waubesa (D-6) | -52 | 6 | 91 | 0 | 41 | 0 | 54 | 5 | 94 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 30 | Broom & Dayton (D-4) | -53 | 7 | 92 | 0 | 41 | 0 | 59 | 2 | 88 | 1 | 0 | 0.21 | N | - | N | N-0 HRS | |
| 31 | Milwaukee & Schenk (D-15) | -53 | 14 | 170 | 0 | 24 | 11 | 113 | 4 | 47 | 0 | 0 | 0 | N | - | N | N-1 HRS | E |
| 32 | Carroll & Doty (D-4) | -53 | 12 | 135 | 0 | 25 | 5 | 102 | 3 | 47 | 0 | 0 | 0 | N | - | Y | N-3 HRS | E |
| 33 | Sherman & Trailsway (D-12) | -53 | 11 | 151 | 0 | 31 | 3 | 82 | 0 | 65 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 34 | Bassett & Dayton (D-4) | -54 | 2 | 84 | 0 | 44 | 0 | 58 | 6+ | 88 | 0 | 0 | 0 | N | - | N | N-1 HRS | E |
| 35 | Heartland & Old Sauk (D-9) | -55 | 4 | 67 | 4+ | 68 | 1 | 45 | 6+ | 300 | 0 | 0 | 0 | N | - | N | N-2 HRS | |

| | 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 |
| 36 | Carroll & Dayton (D-4) | -56 | 5 | 95 | 0 | 39 | 0 | 90 | 4+ | 54 | 0 | 0 | 0 | N | - | N | N-0 HRS | E F |
| 37 | Blount & Williamson (D-6) | -56 | 15 | 277 | 0 | 22 | 14 | 185 | 0 | 44 | 0 | 0 | 0 | N | - | N | N-1 HRS | A E F |
| 38 | Prairie & Raymond (D-20) | -57 | 8 | 88 | 1 | 44 | 4 | 82 | 2 | 61 | 3 | 0 | 0.52 | N | 29 | N | N-1 HRS | F |
| 39 | Milwaukee-Wittwer (D-3, 15) | -57 | 14 | 183 | 0 | 22 | 9 | 122 | 2 | 43 | 0 | 0 | 0 | N | 5 | N | N-0 HRS | |
| 40 | Marquette & Milwaukee (D-6) | -57 | 13 | 162 | 0 | 23 | 7 | 123 | 0 | 41 | 0 | 0 | 0 | N | - | N | N-0 HRS | F |
| 41 | Gilman & Wisconsin (D-2) | -57 | 0 | 65 | 2 | 54 | 0 | 43 | 8+ | 108 | 1 | 0 | 0.34 | N | - | N | N-0 HRS | E |
| 42 | Milwaukee & Oak (D-6) | -59 | 6 | 91 | 0 | 41 | 0 | 60 | 0 | 81 | 0 | 0 | 0 | N | 24 | N | N-0 HRS | F |
| 43 | American Parkway & Tancho (D-17) | -60 | 7 | 143 | 0 | 28 | 1 | 40 | 3+ | 161 | 0 | 0 | 0 | N | 5 | N | N-0 HRS | D E F |
| 44 | Knickerbocker & Monroe (D-13) | -61 | 14 | 289 | 0 | 19 | 12 | 192 | 0 | 39 | 0 | 0 | 0 | N | - | N | N-0 HRS | A D E |
| 45 | Odana Lane & Odana Rd (D-10) | -61 | 14 | 149 | 0 | 20 | 11 | 99 | 0 | 40 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 46 | Monona (CTH BB), Panther & Tompkins (D-16) | -62 | 15 | 294 | 0 | 21 | 14 | 175 | 0 | 38 | 0 | 0 | 0 | N | - | N | N-0 HRS | A B E F |
| 47 | Northport & School (D-18) | -63 | 13 | 250 | 0 | 19 | 13 | 167 | 0 | 37 | 3 | 1 | 0.49 | N | - | N | N-0 HRS | B E |
| 48 | Knutson-Northport (D-18) | -64 | 13 | 197 | 0 | 18 | 13 | 131 | 0 | 36 | 0 | 0 | 0 | N | - | N | N-0 HRS | E F |
| 49 | Few & Williamson (D-6) | -64 | 15 | 181 | 0 | 20 | 10 | 89 | 0 | 47 | 0 | 0 | 0 | N | - | N | N-0 HRS | A E |
| 50 | East Park Blvd & East Terrace Dr (D-17) | -64 | 4 | 54 | 3 | 69 | 0 | 36 | 6+ | 137 | 1 | 0 | 0.32 | N | - | N | N-0 HRS | D F |
| 51 | Carver & Fish Hatchery (CTH D) (D-14) | -65 | 17 | 270 | 0 | 18 | 14 | 180 | 0 | 35 | 0 | 0 | 0 | N | 12 | N | N-0 HRS | D |
| 52 | Packers & Schlingen (D-12) | -67 | 20 | 498 | 0 | 16 | 18 | 332 | 0 | 33 | 2 | 0 | 0.14 | N | 10 | N | N-0 HRS | C E F |
| 53 | Odana & West Platte (D-19) | -68 | 14 | 214 | 0 | 16 | 11 | 142 | 0 | 32 | 0 | 0 | 0 | N | - | N | N-0 HRS | A B D E F |
| 54 | Fairchild & Mifflin (D-4) | -68 | 7 | 98 | 0 | 34 | 0 | 65 | 3 | 67 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 55 | Big Sky, Mineral Point & Tree (D-9) | -68 | 16 | 400 | 0 | 16 | 16 | 267 | 0 | 32 | 4 | 0 | 0.38 | N | - | N | N-0 HRS | A C E F |
| 56 | Cottage Grove (CTH BB) & Mc Lean (D-3, 16) | -69 | 11 | 109 | 0 | 29 | 5 | 73 | 0 | 58 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 57 | Gorham & Henry (D-2, 4) | -69 | 16 | 229 | 0 | 16 | 15 | 153 | 0 | 31 | 0 | 0 | 0 | N | - | N | N-0 HRS | E |
| 58 | Bedford & Main (D-4) | -69 | 0 | 57 | 0 | 55 | 0 | 31 | +5 | 127 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 59 | Badger & Cypress (D-14) | -72 | 1 | 90 | 0 | 33 | 0 | 49 | 3+ | 79 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 60 | Mandrake & Northport (D-18) | -73 | 16 | 204 | 0 | 14 | 15 | 136 | 0 | 27 | 1 | 0 | 0.11 | N | - | N | N-0 HRS | |
| 61 | Gilbert & Whitney (D-10, 20) | -73 | 16 | 192 | 0 | 13 | 12 | 128 | 0 | 27 | 0 | 1 | 0.11 | N | - | N | N-0 HRS | A D E F |
| 62 | Mineral Point & Owens (D-11) | -74 | 14 | 115 | 0 | 14 | 12 | 134 | 0 | 26 | 0 | 0 | 0 | N | - | N | N-0 HRS | ABE |
| 63 | MLK Jr. & Wilson (D-4) | -76 | 4 | 69 | 0 | 39 | 0 | 46 | 4 | 78 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 64 | Gammon , Ponwood & Sawmill (D-19) | -77 | 13 | 137 | 0 | 16 | 7 | 91 | 0 | 32 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 65 | Kelab & Segoe (D-11) | -79 | 8 | 99 | 0 | 22 | 0 | 66 | 0 | 44 | 0 | 0 | 0 | N | - | N | N-0 HRS | E F |
| 66 | Eau Claire & Old Middleton (D-11, 19) | -79 | 13 | 122 | 0 | 16 | 6 | 80 | 0 | 41 | 1 | 0 | 0.2 | N | - | N | N-0 HRS | |
| 67 | Blue Ridge & Old Sauk (D-19) | -80 | 9 | 161 | 0 | 20 | 2 | 70 | 0 | 42 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 68 | Cottage Grove & Ellen (D-3, 16) | -81 | 6 | 83 | 0 | 29 | 2 | 70 | 6 | 49 | 1 | 0 | 0.16 | N | - | N | N-0 HRS | |
| 69 | East Pass, Maple Grove & Westin (D-7) | -82 | 4 | 80 | 0 | 33 | 2 | 53 | 2 | 65 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 70 | Blackhawk, Erdman & University (CTH MS) (D-11) | -82 | 19 | 671 | 0 | 9 | 17 | 447 | 0 | 18 | 1 | 0 | 0.05 | N | - | N | N-0 HRS | A D E F |
| 71 | McKenna & Pilgrim (D-1, 20) | -82 | 6 | 82 | 0 | 36 | 2 | 64 | 1 | 49 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 72 | Gammon & Farmington Way (D-9, 19) | -82 | 14 | 220 | 0 | 11 | 10 | 122 | 0 | 18 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 73 | Johnson & Sixth (D-12) | -83 | 0 | 75 | 0 | 34 | 0 | 51 | 0 | 66 | 1 | 1 | 0.55 | N | - | N | N-0 HRS | |
| 74 | Commercial & Mesta (D-3, 15, 17) | -83 | 5 | 88 | 0 | 29 | 0 | 59 | 0 | 57 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 75 | Hancock & Johnson | -84 | 15 | 0 | 0 | 0 | 13 | 97 | 0 | 13 | 0 | 0 | 0 | N | - | N | N-0 HRS | |

| | 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 | | | | | | | | |
| 76 | Mineral Point & Westmorland (D-11) | -85 | 14 | 171 | 0 | 8 | 12 | 114 | 0 | 15 | 0 | 0 | 0 | N | - | N | N-0 HRS | F |
| 77 | Milwaukee & Swanton (D-3, 15) | -85 | 10 | 108 | 0 | 15 | 2 | 72 | 0 | 31 | 0 | 0 | 0 | N | - | N | N-0 HRS | A E F |
| 78 | Hammersley & McKenna (D-1, 20) | -85 | 11 | 153 | 0 | 7 | 8 | 102 | 0 | 15 | 0 | 0 | 0 | N | 20 | N | N-0 HRS | F |
| 79 | Roth & Sherman (D-12) | -86 | 14 | 121 | 0 | 7 | 11 | 107 | 0 | 14 | 0 | 0 | 0 | N | - | N | N-0 HRS | F |
| 80 | Cottage Grove & McClellan (CTH BB) (D-3, 16) | -88 | 6 | 94 | 0 | 18 | 2 | 65 | 0 | 29 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 81 | Regent & Roby (D-5) | -88 | 13 | 190 | 0 | 7 | 8 | 106 | 0 | 12 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 82 | Corporate Dr & Blettner (D-15) | -95 | 3 | 68 | 0 | 30 | 0 | 45 | 3 | 60 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 83 | Odana & Segoe (D-10) | -95 | 12 | 103 | 0 | 5 | 5 | 83 | 0 | 16 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 84 | American Pkwy & American Family Dr (D-17) | -99 | 3 | 81 | 1 | 20 | 0 | 54 | 2+ | 40 | 3 | 1 | 0.91 | N | - | N | N-0 HRS | D E F |
| 85 | Buckeye (CTH AB) & Thompson (D-16) | -104 | 3 | 72 | 0 | 24 | 0 | 48 | 2 | 47 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 86 | Hickory & Olin (D-13) | -117 | 1 | 71 | 0 | 12 | 0 | 44 | 0 | 25 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 87 | Marston & Sherman (D-2) | -122 | 3 | 67 | 0 | 11 | 0 | 41 | 0 | 25 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 88 | Jeffy & Midtown (D-1) | -127 | 1 | 59 | 0 | 14 | 0 | 40 | 0 | 27 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 89 | Midtown, Hawks Landing & Hawks Ridge (D-1) | -129 | 0 | 47 | 0 | 20 | 0 | 29 | 0 | 42 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 90 | Mayfield & Sherman (D-12, 18) | -132 | 1 | 64 | 0 | 4 | 0 | 40 | 0 | 13 | 0 | 0 | 0 | N | - | N | N-0 HRS | |

| ALL-WAY STOP INTERSECTIONS STUDIED | | | | | | | | | | | | | | | | | | |
|---|---|-----|----|-----|----|-----|----|-----|----|-----|---|---|---|---|---|---|---------|-----|
| 1 | Highland, Regent & Speedway (D-5, 13) | 27 | 13 | 141 | 11 | 127 | 5 | 94 | 16 | 254 | 1 | 0 | 0 | N | - | Y | Y-9 HRS | B C |
| 2 | Swanton & Thompson (D-3, 15) | -22 | 2 | 78 | 8+ | 153 | 0 | 52 | 8+ | 307 | 0 | 0 | 0 | N | - | Y | Y-4 HRS | C |
| 3 | American Pkwy, Hoepker & Rattman (D-17) | -32 | 2 | 68 | 8+ | 109 | 0 | 46 | 8+ | 218 | 2 | 0 | | N | - | Y | Y-6 HRS | |
| 4 | Milwaukee-Sprecher (D-3) | -32 | 8 | 118 | 3 | 61 | 3 | 68 | 8+ | 109 | 0 | 0 | 0 | N | - | N | N-3 HRS | |
| 5 | Old Middleton & Old Sauk (D-11, 19) | -34 | 4 | 89 | 2 | 77 | 1 | 59 | 8+ | 154 | 0 | 0 | 0 | N | - | N | Y-4 HRS | B F |
| 6 | Buckeye (AB) & Vondron (D-16) | -50 | 5 | 70 | 3 | 70 | 0 | 50 | 7+ | 124 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| 7 | High Point & Midtown (D-1) | -54 | 0 | 48 | 6+ | 98 | 0 | 33 | 7+ | 217 | 0 | 0 | 0 | N | - | Y | N-1 HRS | |
| 8 | Commercial & Nakoosa (D-15) | -78 | 0 | 33 | 0 | 55 | 0 | 22 | 7+ | 110 | 0 | 0 | 0 | N | - | N | N-0 HRS | |
| TWO-WAY STOP INTERSECTIONS STUDIED AND MEETING THE MINIMUM NUMERAL REQUIREMENTS OF EITHER WARRANT 1-A OR WARRANT 1-B. | | | | | | | | | | | | | | | | | | |
| 1 | Carroll & Gorham (D-2, 4) | 17 | 17 | 239 | 0 | 59 | 15 | 159 | 11 | 117 | 4 | 0 | | N | - | Y | Y-7 HRS | 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."

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.