

*****ATTACHMENTS*****

Sheboygan Portscape Apartments TIA & Parking Study
8/22/16
Executive Summary

Project Overview

A 90-unit apartment development (Portscape Apartments) is proposed to be constructed on several vacant lots within the City of Sheboygan's South Pier area. The development is proposed to be located north of Illinois Avenue, between S. Pier Drive and Blue Harbor Drive.

A traffic impact analysis (TIA) report was prepared to evaluate peak hour operating conditions at the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle for the base year 2017 and horizon year 2027. The intersection was evaluated both with and without additional traffic expected to be generated by the proposed Portscape Apartments, remaining developable land within the South Pier area, and other nearby off-site development areas identified by the City of Sheboygan. This study also evaluated the impact of the proposed Portscape Apartments development on the existing parking supply and weekend demand within the South Pier area.

Traffic/Capacity Analysis

When constructed, the 90-unit Portscape Apartment development is expected to generate about 45 weekday AM and 55 weekday PM peak hour trips. The addition of these trips on the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle is expected to add minimal delay to peak hour intersection operations. Over a 10-year period, full buildout of vacant lots within the South Pier District and other areas near the area is expected to generate an additional 265 weekday AM and 410 weekday PM peak hour trips. Including background traffic growth over the 10 years, the additional traffic is not expected to cause unacceptable delays for any movement within the traffic circle. Therefore, no intersection improvements are recommended to mitigate the expected delays.

Parking Analysis

The Portscape Apartment complex is expected to provide 2.6 parking spaces per unit for residents and guests. This amount of parking spaces exceeds the highest range of vehicles per unit on a Saturday reported in the ITE *Parking Generation Manual*. Therefore, there is an adequate amount of parking provided per unit for the Portscape Apartment development.

Based on field surveys, there are 683 available parking spaces within all public parking lots and on-street parking areas in the South Pier District (excluding the Blue Harbor Resort parking). Weekend field surveys of these parking areas showed that a maximum of 202 spaces (30%) were occupied on a typical summer Saturday, and a maximum of 663 spaces (97%) were occupied during a summer Saturday festival event ("Lakeshore Weekend 2016" was evaluated for this study).

The construction of the Portscape Apartment development is expected to eliminate about 35 spaces within the public parking lots on either side of Lakeview Drive. On a typical summer Saturday, this is expected to result in a peak parking occupancy increase from 30% to 32%. At 32% occupancy, there is still expected to be a plentiful supply of parking for visitors to the South Pier District.

The construction of the Portscape Apartment development will eliminate grassy areas currently used by event/fair activities and overflow parking. As a result, future events/fairs will likely be smaller in scale, but parking occupancy may remain similar to existing conditions (97% occupancy).

Conclusion

The construction of the Portscape Apartments development is not expected to impact typical weekday peak hour traffic operations at the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle. It is expected not to significantly impact typical weekend parking supply or demand for the public parking areas within the South Pier District.



PORTSCAPE APARTMENTS
Traffic Impact Analysis & Parking
Study

City of Sheboygan
Sheboygan County, Wisconsin
August 22, 2016



TRAFFIC IMPACT ANALYSIS & PARKING STUDY FOR:

PORTSCAPE APARTMENTS
SHEBOYGAN, WISCONSIN

AUGUST 22, 2016



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TABLE OF CONTENTS

LIST OF EXHIBITS.....	ii
LIST OF APPENDICES.....	iii
CHAPTER I - DEVELOPMENT	1
PART A - INTRODUCTION.....	1
PART B - STUDY AREA	1
PART C - ON-SITE DEVELOPMENT	1
PART D - OFF-SITE LAND USE AND DEVELOPMENT	1
CHAPTER II – EXISTING & PROJECT TRAFFIC.....	3
PART A - EXISTING TRAFFIC	3
PART B – BACKGROUND TRAFFIC FORECASTS	3
PART C – NEW DEVELOPMENT TRIPS	3
PART D – BUILD & TOTAL TRAFFIC VOLUMES	4
CHAPTER III - TRAFFIC OPERATIONAL ANALYSIS.....	5
PART A – ANALYSIS METHODOLOGY.....	5
PART B – DESCRIPTION OF LEVEL OF SERVICE	5
PART C – BACKGROUND TRAFFIC ANALYSIS	6
PART D – BUILD TRAFFIC ANALYSIS	6
PART E – TOTAL TRAFFIC ANALYSIS.....	6
CHAPTER IV – SOUTH PIER DISTRICT PARKING ANALYSIS	7
PART A – PARKING DATA COLLECTION	7
PART B – SOUTH PIER DISTRICT PARKING SUPPLY/DEMAND	7
PART C – PORTSCAPE APARTMENTS PARKING SUPPLY/DEMAND	7
PART D – FUTURE PARKING – SOUTH PIER DISTRICT	8
CHAPTER V - RECOMMENDATIONS AND CONCLUSION	9
PART A – SUMMARY	9
PART B – CONCLUSIONS.....	9

LIST OF EXHIBITS

Chapter 1 Exhibits

Exhibit 1.1.....Project Location Map

Exhibit 1.2.....Existing Transportation Detail

Exhibit 1.3.....Conceptual Site Plan

Chapter 2 Exhibits

Exhibit 2.1.....Year 2017 Background Traffic Volumes

Exhibit 2.2.....Historical Traffic Volumes

Exhibit 2.3.....Year 2027 Background Traffic Volumes

Exhibit 2.4.....Trip Generation Tables

Exhibit 2.5.....Trip Distribution

Exhibit 2.6.....On-Site Development Traffic Assignment

Exhibit 2.7.....Off-Site Development Traffic Assignment

Exhibit 2.8.....Year 2017 Build Traffic Volumes

Exhibit 2.9.....Year 2027 Build Traffic Volumes

Exhibit 2.10.....Year 2027 Total Traffic Volumes

Chapter 3 Exhibits

Exhibit 3.1.....Year 2017 Background Traffic Capacity/LOS Analysis

Exhibit 3.2.....Year 2027 Background Traffic Capacity/LOS Analysis

Exhibit 3.3.....Year 2017 Build Traffic Capacity/LOS Analysis

Exhibit 3.4.....Year 2027 Build Traffic Capacity/LOS Analysis

Exhibit 3.5.....Year 2027 Total Traffic Capacity/LOS Analysis

Chapter 4 Exhibits

Exhibit 4.....South Pier – Available Parking/Occupancy, Summer Saturday 2016

LIST OF APPENDICES

- Appendix A....Existing Traffic Data
- Appendix B....Background Traffic Capacity Analysis
 - B.1.....Year 2017 Background Traffic
 - B.2.....Year 2027 Background Traffic
- Appendix C....Build Traffic Capacity Analysis
 - C.1.....Year 2017 Build Traffic
 - C.2.....Year 2027 Build Traffic
- Appendix D....Year 20207 Total Traffic Capacity Analysis
- Appendix ETraffic Parking Supply & Demand Counts

CHAPTER I - DEVELOPMENT

PART A - INTRODUCTION

A 90-unit apartment development (Portscape Apartments) is proposed to be constructed on several vacant lots within the City of Sheboygan's South Pier area. The development is proposed to be located north of Illinois Avenue, between S. Pier Drive and Blue Harbor Drive. The location of the proposed development with respect to the surrounding street system is shown on [Exhibit 1.1](#).

This traffic impact analysis (TIA) report was prepared to evaluate peak hour operating conditions at the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle for the base year 2017 and horizon year 2027. The intersection was evaluated both with and without additional traffic expected to be generated by the proposed Portscape Apartments, remaining developable land within the South Pier area, and other nearby off-site development areas identified by the City of Sheboygan. This study also evaluates the impact of the proposed Portscape Apartments development on the existing parking supply and demand within the South Pier area.

PART B - STUDY AREA

The study intersection evaluated for the TIA is the traffic circle connecting Indiana Avenue, S. 8th Street, and S. Pier Drive. Although not designed as a typical roundabout, this intersection operates similar to a roundabout in that vehicles within the circular roadway are free-flow, and all entering traffic yield or stop for vehicles already within the circle. The existing geometrics and traffic control at this traffic circle are shown on [Exhibit 1.2](#).

The parking study included the following roadways within the City's South Pier area:

- S. Pier Drive
- Blue Harbor Drive
- Lakeview Drive
- Fishermans Road
- Illinois Avenue

PART C - ON-SITE DEVELOPMENT

The conceptual site plan for the proposed Portscape Apartments development is shown on [Exhibit 1.3](#). A total of 90 one and two-bedroom apartment units are proposed, all with attached garages (eight two-car garages and 82 one-car garages). Additional parking is provided in the driveways in front of each garage, and along some of the internal driveways to each apartment building. Access to the development will be through existing public parking areas for the South Pier, along Fishermans Road, and along Illinois Avenue.

PART D - OFF-SITE LAND USE AND DEVELOPMENT

The City of Sheboygan requested that off-site developments evaluated in this study include all developable land within the South Pier area, plus several potential developments to the north, west, and south of the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle. For most of these areas, specific land uses types or sizes were not provided. These values were therefore estimated based on the City's design guidelines for the South Pier District, land use plans/zoning, floor-area ratios of nearby similar development types (based on Google Earth measurements), and engineering judgement. The locations of the off-site development areas evaluated in this study

are identified on [Exhibit 1.1](#). The land use types and sizes estimated for each area are listed below.

South Pier District

Excluding the lots to be occupied by the proposed Portscape Apartments, the City identified six developable lots totaling 3.06 acres within the South Pier District. Four of these lots (1.92 acres) are located along the river in “The Shanties” zone according to the South Pier Redevelopment Plan. The other two lots (1.14 acres) are located in “The Lofts” zone.

Following the design guidelines for the South Pier District, the vacant Shanties lots were assumed to be developed into retail buildings, while the vacant Lofts lots were assumed to be developed into apartment units. Based on measurements taken in Google Earth, the building footprint to total lot size ratio for existing Shanties buildings averages about 55%. This ratio was applied to the vacant lot sizes to total about 46,000 leasable square feet of retail space.

Using the proposed Portscape Apartments site plan as a guide, about 9.47 apartments/condominium units (with attached garages and surface parking areas) can be constructed per story, per acre. According to the design guidelines for the South Pier District, the Lofts zone can have a maximum of three stories. Applying the 9.47 units per acre with three-story buildings results in about 32 units that can be constructed in the vacant Lofts zone.

East Development Area

Immediately south of the South Pier District and immediately east of the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle are two vacant lots totaling 12.33 acres. Urban industrial and commercial developments were assumed for these vacant lands.

The City identified 80 apartment units to be developed east of S. 7th Street and south of Georgia Avenue. Based on the location, much of this traffic may reach the traffic circle by traveling north along S. 7th Street to Indiana Avenue. Therefore, this land use was also included in the east development area traffic volumes.

West Development Area

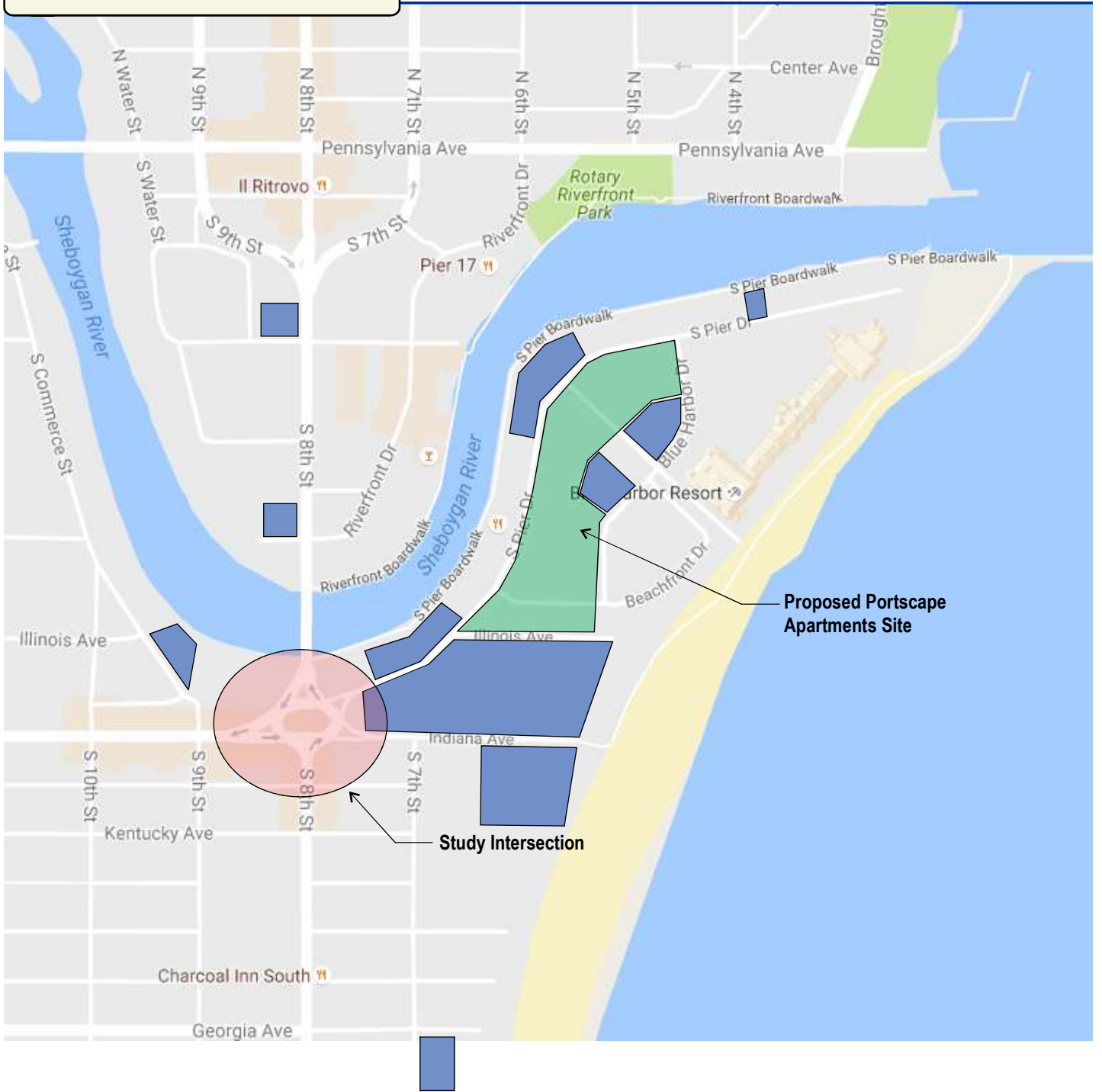
West of the traffic circle, the City identified developable areas as the vacant lot of the former Koepsell building, plus redevelopment of the Indiana Avenue corridor between 9th Street and 10th Street. The Koepsell building is zoned “Central Commercial.” For this study, an office-type development was assumed for this lot. There are currently existing commercial uses along Indiana Avenue between 9th and 10th Street. It is assumed that if redevelopment occurs which increases the trips along this corridor, it will be accounted for in the background traffic forecasting (background growth rate) evaluated in this study.

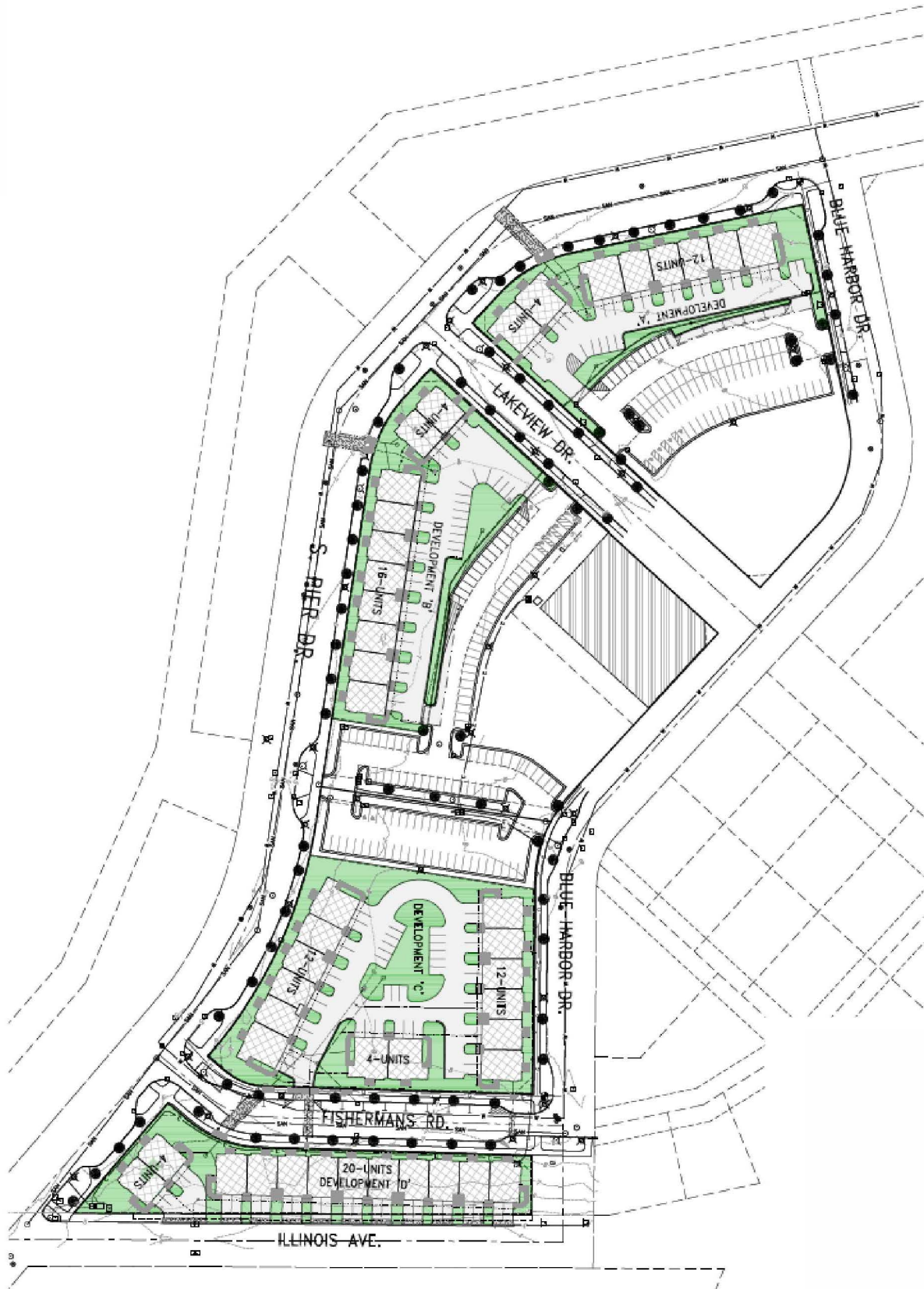
North Development Area

The City identified two off-site developments for the area north of the traffic circle (and north of the Sheboygan River). An 80-unit condominium/apartment complex is proposed at the northwest corner of S. 8th Street and Virginia Avenue, and a sailing teaching facility with boat storage is proposed at the northwest corner of S. 8th Street and Riverfront Drive. An office land use was evaluated for the sailing/teaching and boat storage facility.

LEGEND



-  Study Intersection
-  Portscape Apartment Site
-  Off-Site Development Areas

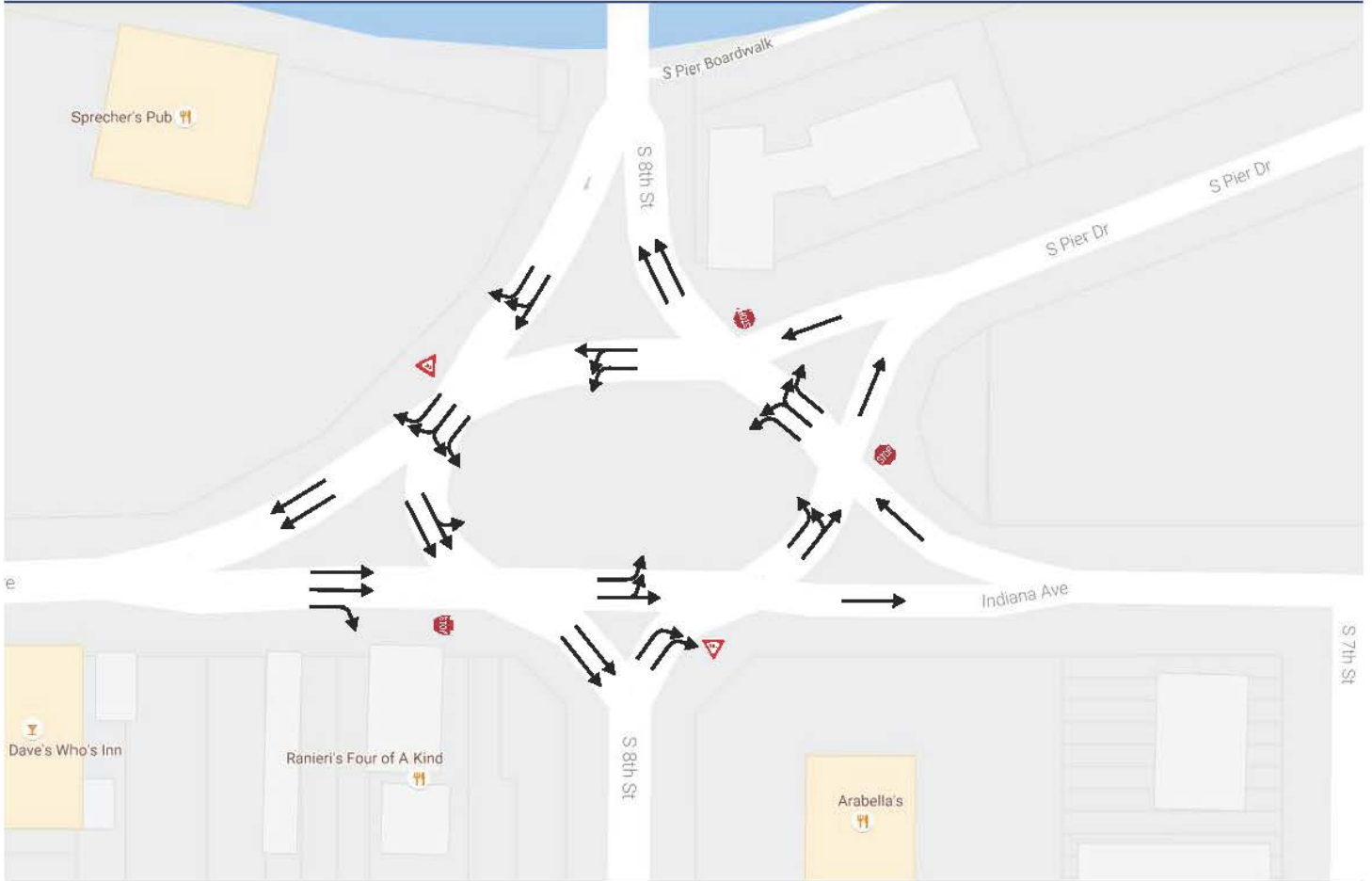




NOT TO SCALE

LEGEND

-  Stop Sign
-  Yield Sign
-  Existing Lane Configuration



CHAPTER II – EXISTING & PROJECT TRAFFIC

PART A - EXISTING TRAFFIC

TADI collected turning movement counts at the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle in late July 2016. The traffic counts were collected on typical weekdays from 7:00-9:00 a.m. and from 3:00-6:00 p.m. Based on the turning movement counts, the peak hours within the study area are:

- Weekday morning (AM) peak hour: 7:45-8:45 a.m.
- Weekday evening (PM) peak hour: 4:00-5:00 p.m.

The compiled and balanced weekday peak hour turning movement volumes at the traffic circle are shown as the Year 2017 Background Traffic Volumes on [Exhibit 2.1](#). The turning movement traffic count data collected for this study is located in [Appendix A](#).

PART B – BACKGROUND TRAFFIC FORECASTS

TADI plotted historical WisDOT AADT volumes along Indiana Avenue and S. 8th Street to identify growth trends from 1978 until 2014. As shown on [Exhibit 2.2](#), traffic volumes on S. 8th Street show steep downward trends throughout the years. Traffic volumes on Indiana Avenue, west of the traffic circle trend slightly upwards, with 2014 traffic volumes that are only slightly higher than traffic volumes in 1987. For a conservative estimate of growth in the area, a 0.5% background traffic growth rate is recommended for this study.

The 0.5 percent annual growth rate over 10 years was applied to the Year 2017 Background traffic volumes for all inbound and outbound turning movements at S. 8th Street and Indiana Avenue. No background traffic growth was applied to the turning movements at S. Pier Drive, since the South Pier District does not connect to other roadway systems and all traffic growth in this area is estimated using trip generation for identified site and off-site developments. The traffic through the traffic circle was rebalanced between intersections and is shown on [Exhibit 2.3](#) as the Year 2027 Background traffic volumes.

PART C – NEW DEVELOPMENT TRIPS

C1. Trip Generation

The trip generation for the proposed site and off-site developments were calculated using trip rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 9th Edition*. The trip generation tables are shown on [Exhibit 2.4](#).

Site Trip Generation – Portscape Apartments

The 90-unit Portscape Apartments development is expected to generate about 600 daily trips. The development is expected to generate 45 trips (10 entering and 35 exiting) during the weekday AM peak hour and 55 trips (35 entering and 20 exiting) during the weekday PM peak hour.

Off-Site Development Trip Generation

The off-site developments are expected to generate a total of about 4,100 daily trips. Together, the developments are expected to generate 265 trips (165 entering and 100 exiting) during the weekday AM peak hour and 410 trips (195 entering and 215 exiting) during the weekday PM peak hour.

C2. Trip Distribution

The trip distribution for the site and off-site developments was determined based on the existing traffic patterns within the study area. The trip distribution is listed below and also shown on [Exhibit 2.5](#).

- 40% to and from the north on S. 8th Street
- 15% to and from the south on S. 8th Street
- 30% to and from the west on Indiana
- 15% to and from the east on Indiana Avenue

Although some of these trips may be generated from residential areas within the South Pier District, or from linked trips of people shopping or dining in the South Pier District, these trips are expected to be minimal and therefore were not specifically included in the traffic assignment for this study.

C3. Traffic Assignment

Traffic generated by the proposed site and off-site developments were assigned to the adjacent roadway system based on the above directional distribution to determine additional turning movement traffic volumes at the study intersections. Most of the off-site developments are located outside of the study area, and have trips that are not expected to pass through the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle. These trips are shown as general in/out trips on the traffic assignment exhibit, but do not represent a specific roadway or direction of travel for these trips.

The site traffic assignment for the Portscape Apartments development is shown on [Exhibit 2.6](#). The off-site traffic assignment is shown on [Exhibit 2.7](#).

PART D – BUILD & TOTAL TRAFFIC VOLUMES

The Portscape Apartments development is expected to be constructed in 2017 and is therefore included in both the base year 2017 and horizon year 2027 traffic analyses. Construction of the off-site developments may occur later than the year 2017. Therefore, the off-site developments were only evaluated for the horizon year 2027.

Year 2017 Build Traffic

The Year 2017 Build Traffic Volumes were developed by adding the Portscape Apartments trips from [Exhibit 2.6](#) to the Year 2017 Background traffic volumes from [Exhibit 2.1](#). The Year 2017 Build Traffic Volumes are shown on [Exhibit 2.8](#).

Year 2027 Build Traffic

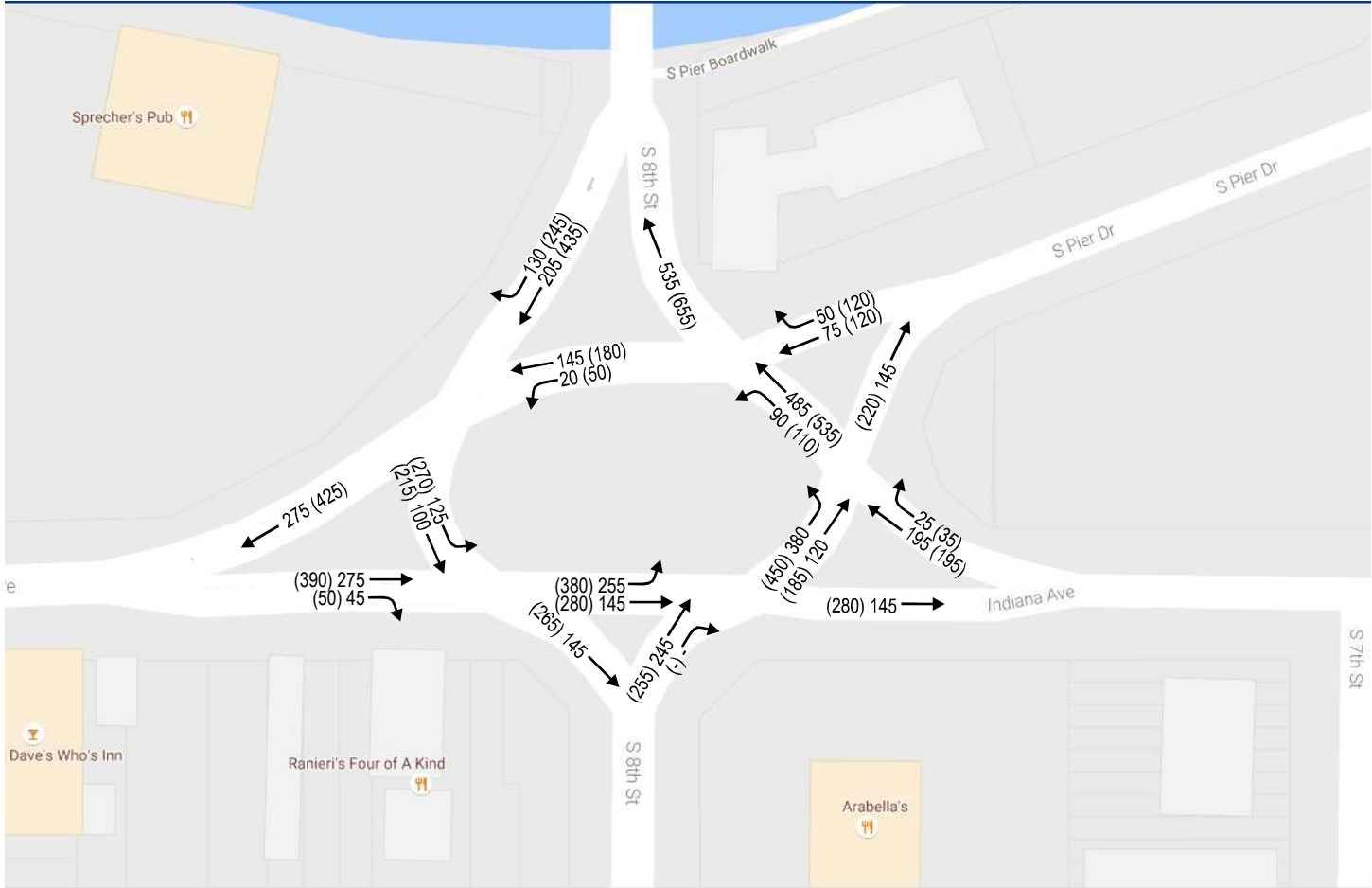
The Year 2027 Build Traffic Volumes were developed by adding the Portscape Apartments trips from [Exhibit 2.6](#) to the Year 2027 Background traffic volumes from [Exhibit 2.3](#). The Year 2027 Build Traffic Volumes are shown on [Exhibit 2.9](#).

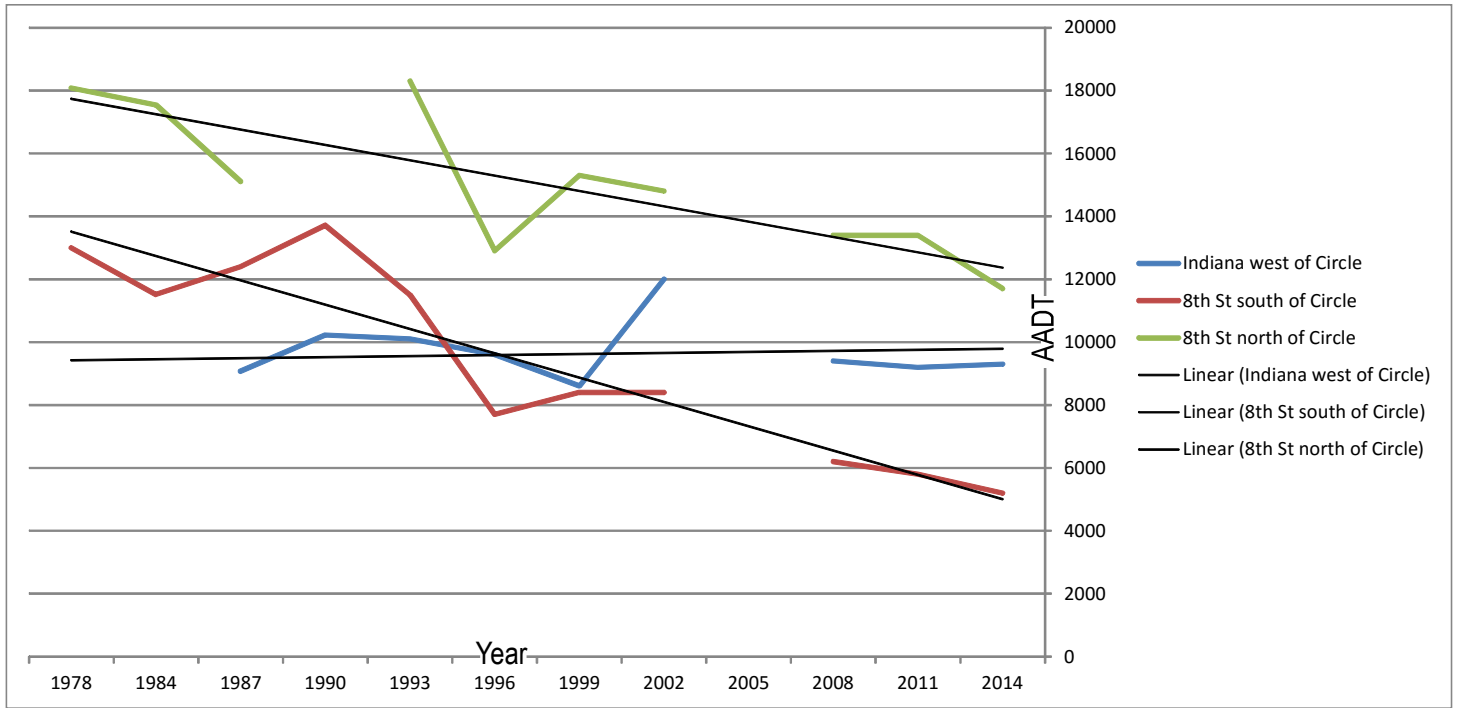
Year 2027 Total Traffic

The Year 2027 Total Traffic Volumes were developed by adding the off-site development trips from [Exhibit 2.7](#) to the Year 2027 Build traffic volumes from [Exhibit 2.9](#). The Year 2027 Total Traffic Volumes are shown on [Exhibit 2.10](#).

LEGEND

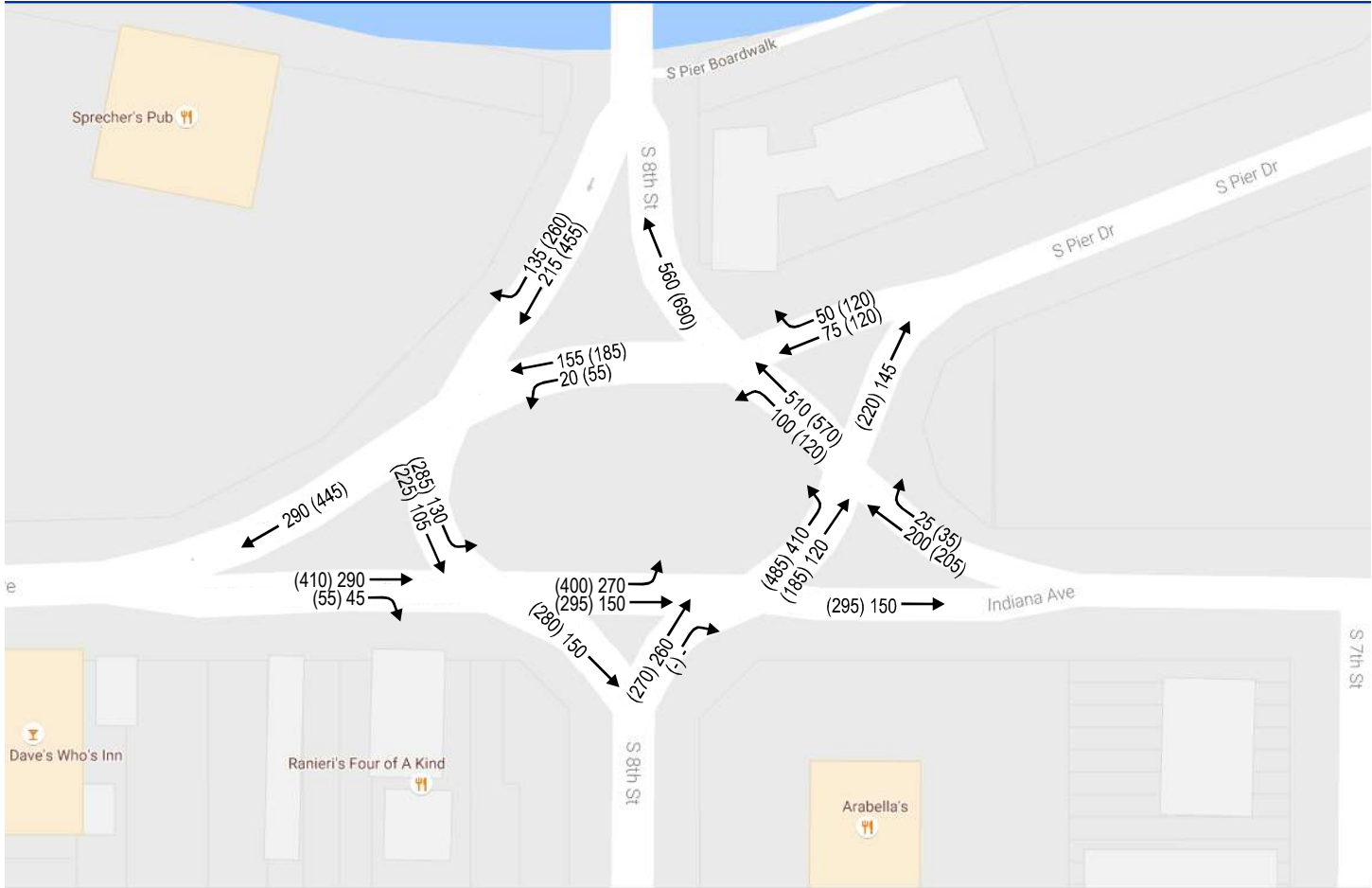
XX Weekday AM Peak Hour (7:45-8:45 AM)
 (XX) Weekday PM Peak Hour (4:00-5:00 PM)
 - Negligible Traffic Volumes (Fewer than 3 vph)





LEGEND

- XX Weekday AM Peak Hour (7:45-8:45 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



**On-Site Development: Portscape Apartments
Trip Generation Table**

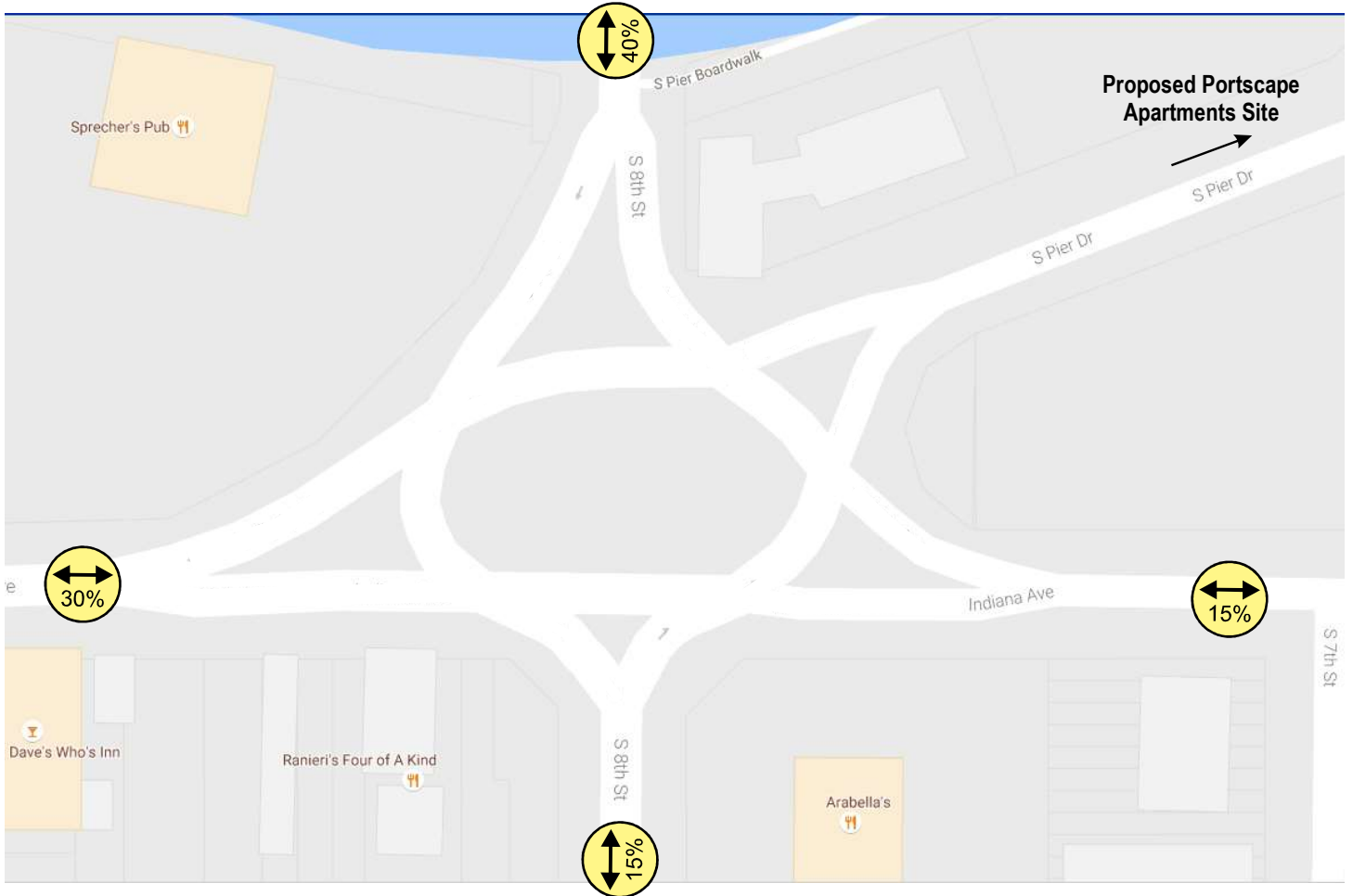
Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Apartment	220	90 Units	600 (6.65)	10 (20%)	35 (80%)	45 (0.51)	35 (65%)	20 (35%)	55 (0.62)
Total Trips			600	10	35	45	35	20	55

**Off-Site Developments
Trip Generation Table**

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Apartment (<i>7th St, btwn Claire & Georgia</i>)	220	80 Units	530 (6.65)	10 (20%)	30 (80%)	40 (0.51)	35 (65%)	15 (35%)	50 (0.62)
Apartment (<i>NW corner of 8th/Virginia</i>)	220	80 Units	530 (6.65)	10 (20%)	30 (80%)	40 (0.51)	35 (65%)	15 (35%)	50 (0.62)
Office (<i>Koepsell property, W. of Sprecher</i>)	710	10,000 SF	110 (11.03)	15 (88%)	0 (12%)	15 (1.56)	5 (17%)	10 (83%)	15 (1.49)
Office (<i>Sailing/Teaching NW corner of 8th/Riverfront Dr.</i>)	710	10,000 SF	110 (11.03)	15 (88%)	0 (12%)	15 (1.56)	5 (17%)	10 (83%)	15 (1.49)
Light Industrial (<i>Urban Industrial east of traffic circle</i>)	110	12.3 Acres	640 (51.80)	80 (83%)	15 (17%)	95 (7.51)	20 (22%)	70 (78%)	90 (7.26)
Shopping Center (<i>S. Pier Shanties</i>)	820	46,000 SF	1,960 (42.70)	30 (62%)	15 (38%)	45 (0.96)	80 (48%)	90 (52%)	170 (3.71)
Apartment (<i>S. Pier Lofts</i>)	220	32 Units	220 (6.65)	5 (20%)	10 (80%)	15 (0.51)	15 (65%)	5 (35%)	20 (0.62)
Total Trips			4,100	165	100	265	195	215	410

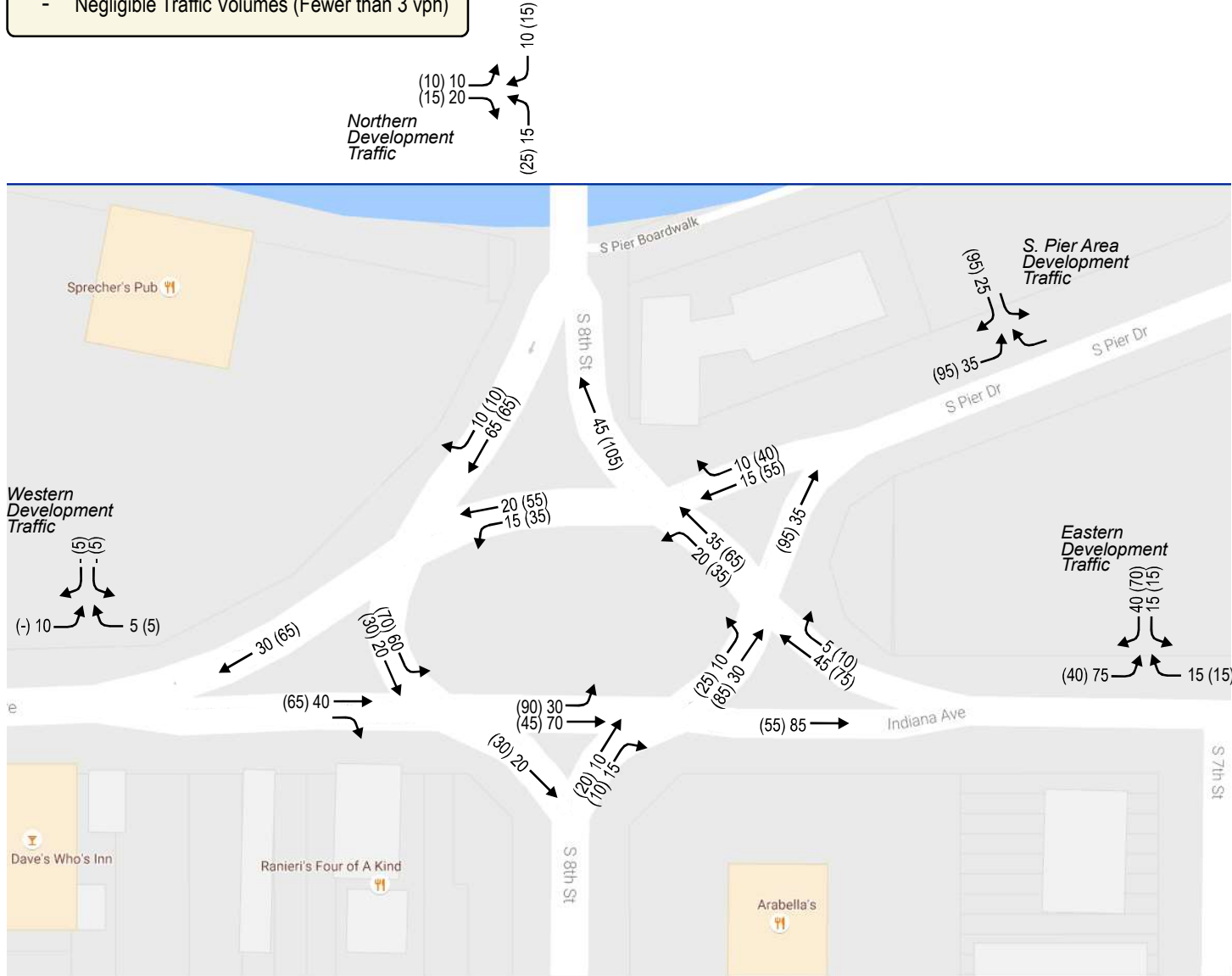
LEGEND

 Trip Distribution



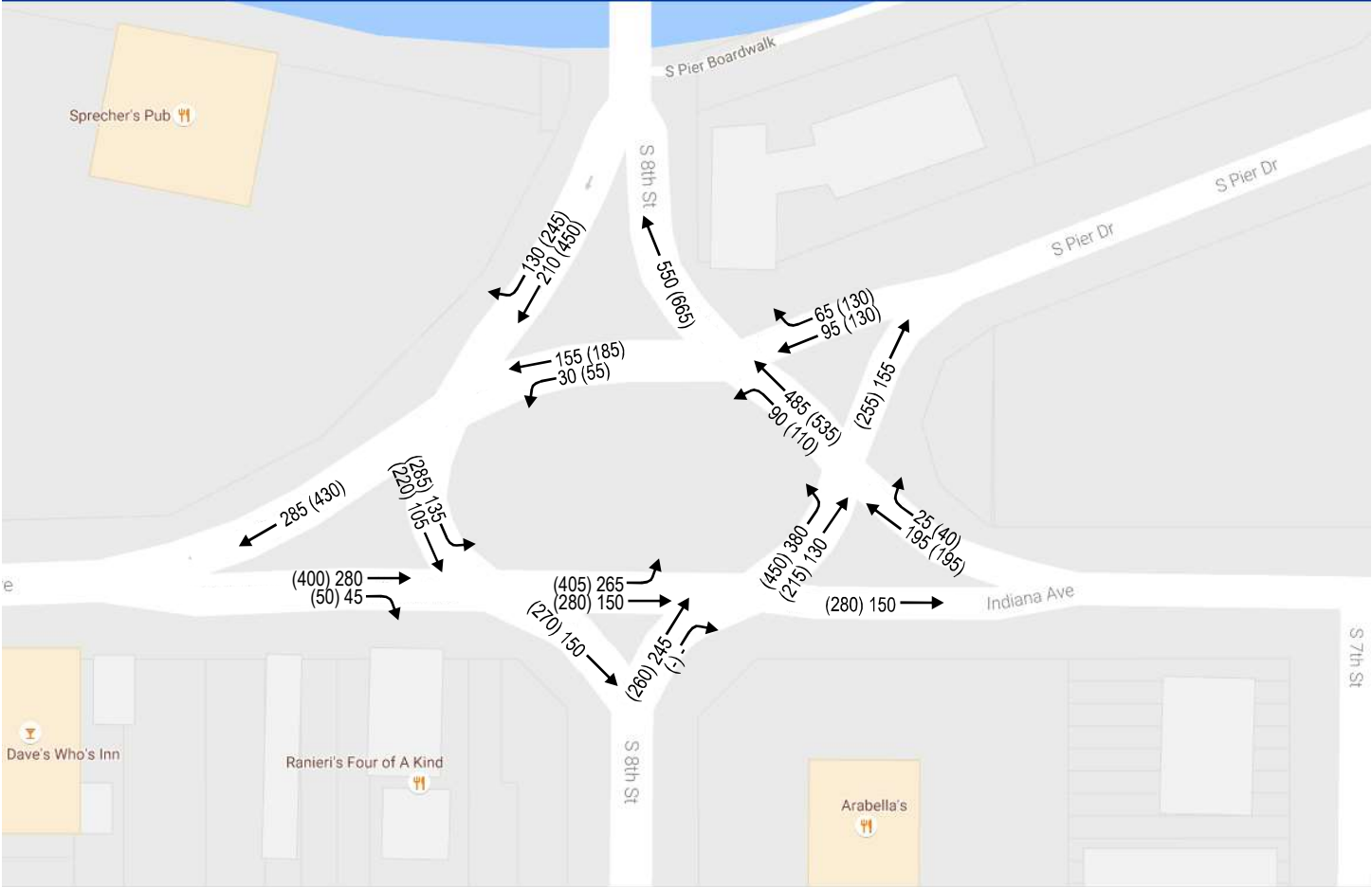
LEGEND

XX Weekday AM Peak Hour (7:45-8:45 AM)
 (XX) Weekday PM Peak Hour (4:00-5:00 PM)
 - Negligible Traffic Volumes (Fewer than 3 vph)



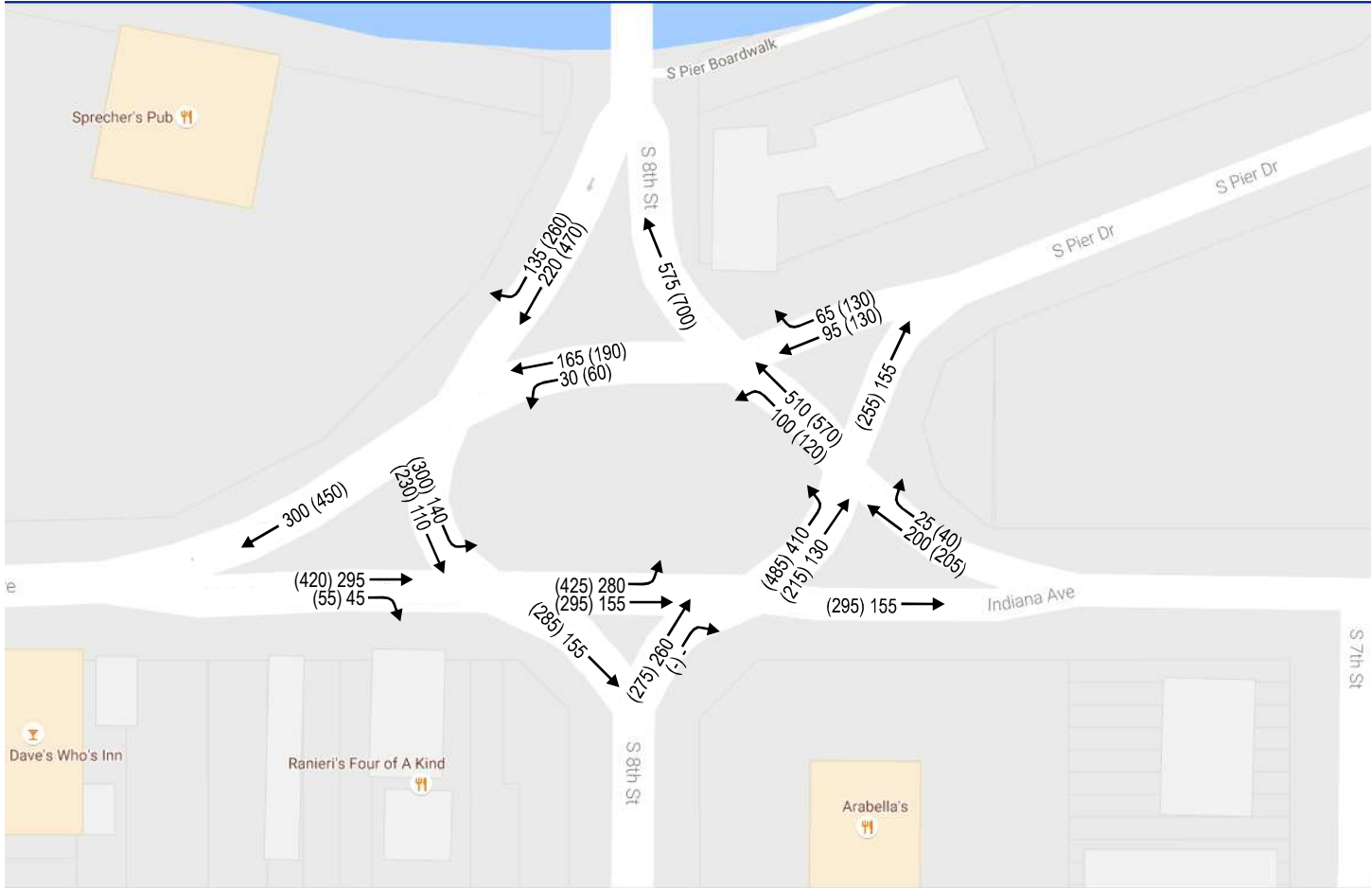
LEGEND

- XX Weekday AM Peak Hour (7:45-8:45 AM)
- (XX) Weekday PM Peak Hour (4:00-5:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



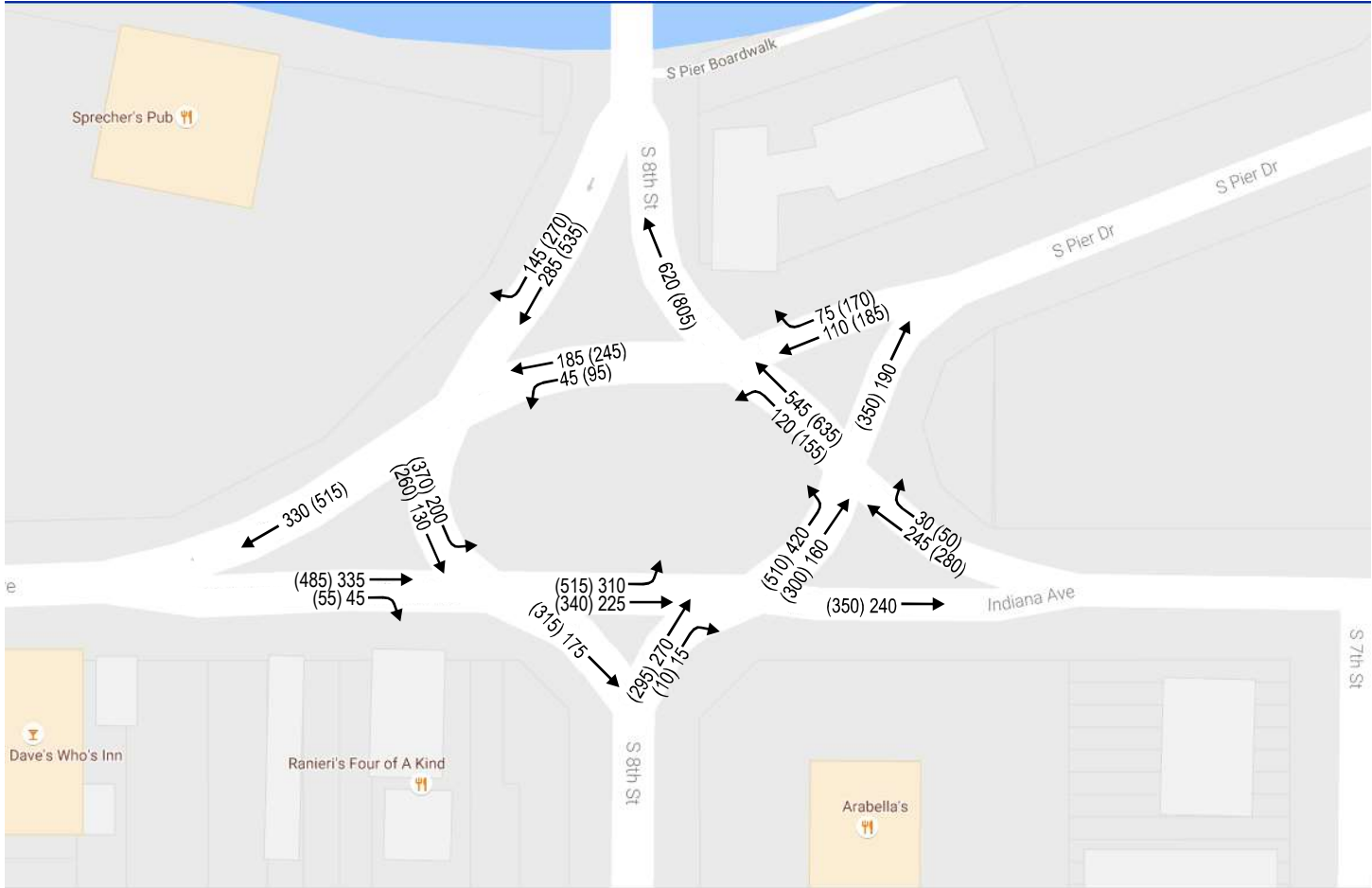
LEGEND

XX Weekday AM Peak Hour (7:45-8:45 AM)
 (XX) Weekday PM Peak Hour (4:00-5:00 PM)
 - Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

XX Weekday AM Peak Hour (7:45-8:45 AM)
 (XX) Weekday PM Peak Hour (4:00-5:00 PM)
 - Negligible Traffic Volumes (Fewer than 3 vph)



CHAPTER III - TRAFFIC OPERATIONAL ANALYSIS

PART A – ANALYSIS METHODOLOGY

For standard geometric configurations, intersections in Wisconsin are typically analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM) using the Synchro 8 analysis software. The study of the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle is non-standard in that it is not a roundabout, it is a five-legged intersection, and each individual approach has multiple approach lanes, lane alignment, or traffic control that cannot be modeled by standard intersection analysis methodologies.

The SimTraffic simulation model was therefore used as an alternative evaluation method to more accurately evaluate the operations of the traffic circle approaches. The SimTraffic model was calibrated based on existing geometrics, existing traffic control, peak hour factors, lane alignment, and other parameters. The SimTraffic model was simulated for a one hour period for a total of five different simulation runs. The intersection movement delays were recorded for each study intersection from the average of the five simulation runs.

PART B – DESCRIPTION OF LEVEL OF SERVICE

Intersection operation is defined by “level of service”. Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A’, to very poor, represented by LOS ‘F’. For this study, LOS D or better was considered acceptable operations for each study intersection. Descriptions of the various levels of service are as follows:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized intersections, average delays are less than 10 seconds. At unsignalized intersections, average delays are less than 10 seconds.

LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

PART C – BACKGROUND TRAFFIC ANALYSIS

C1. Year 2017 Background Traffic Analysis

The Year 2017 Background traffic LOS for all movements within the traffic circle is shown on [Exhibit 3.1](#). The analysis was conducted with the Year 2017 Background traffic volumes, existing geometrics, and existing traffic control. As shown, all traffic movements operate acceptably at LOS B or better during the peak hours. SimTraffic analysis output sheets for this analysis are located in [Appendix B1](#).

C2. Year 2027 Background Traffic Analysis

The Year 2027 Background traffic capacity analysis is shown on [Exhibit 3.2](#). The analysis was conducted with the Year 2027 Background traffic volumes, existing geometrics and traffic control. As shown, all traffic movements are expected to continue to operate acceptably at LOS B or better during the peak hours with background traffic growth to the year 2027. SimTraffic analysis output sheets for this analysis are located in [Appendix B2](#).

PART D – BUILD TRAFFIC ANALYSIS

D1. Year 2017 Build Traffic Analysis

The Year 2017 Build traffic capacity analysis is shown on [Exhibit 3.3](#). The analysis was conducted with the Year 2017 Build traffic volumes, existing geometrics and traffic control. This analysis reflects existing traffic volumes plus additional traffic expected from the proposed Portscape Apartments. As shown, all traffic movements are expected to continue to operate acceptably at LOS B during the peak hours. SimTraffic analysis output sheets for this analysis are located in [Appendix C1](#).

D2. Year 2027 Build Traffic Analysis

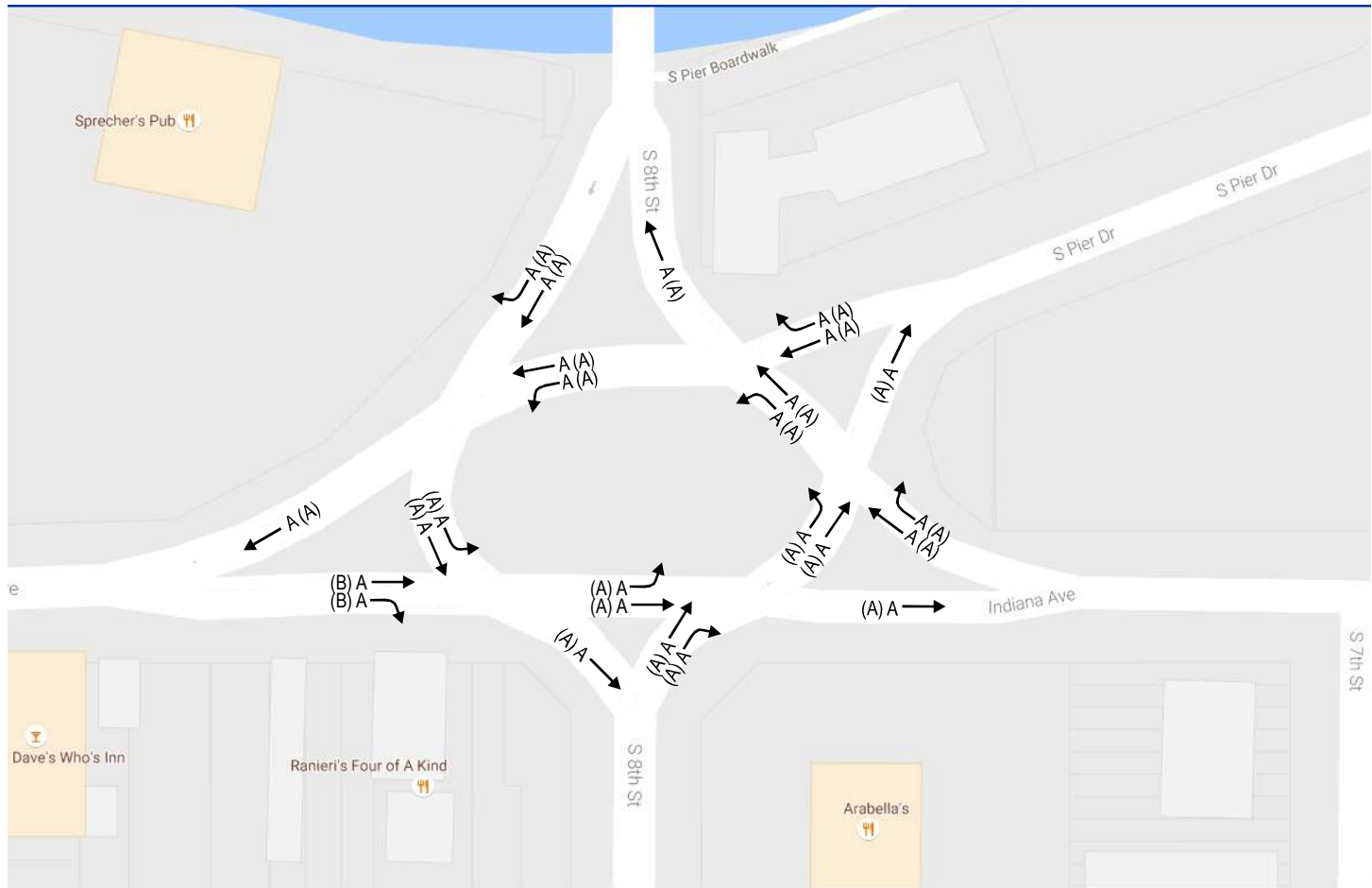
The Year 2027 Build traffic capacity analysis is shown on [Exhibit 3.4](#). The analysis was conducted with the Year 2027 Build traffic volumes, existing geometrics and traffic control. This analysis reflects existing traffic volumes forecasted to the year 2027 (0.5% growth rate over 10 years) plus additional traffic expected from the proposed Portscape Apartments. As shown, all traffic movements are expected to continue to operate acceptably at LOS B during the peak hours. SimTraffic analysis output sheets for this analysis are located in [Appendix C2](#).

PART E – TOTAL TRAFFIC ANALYSIS

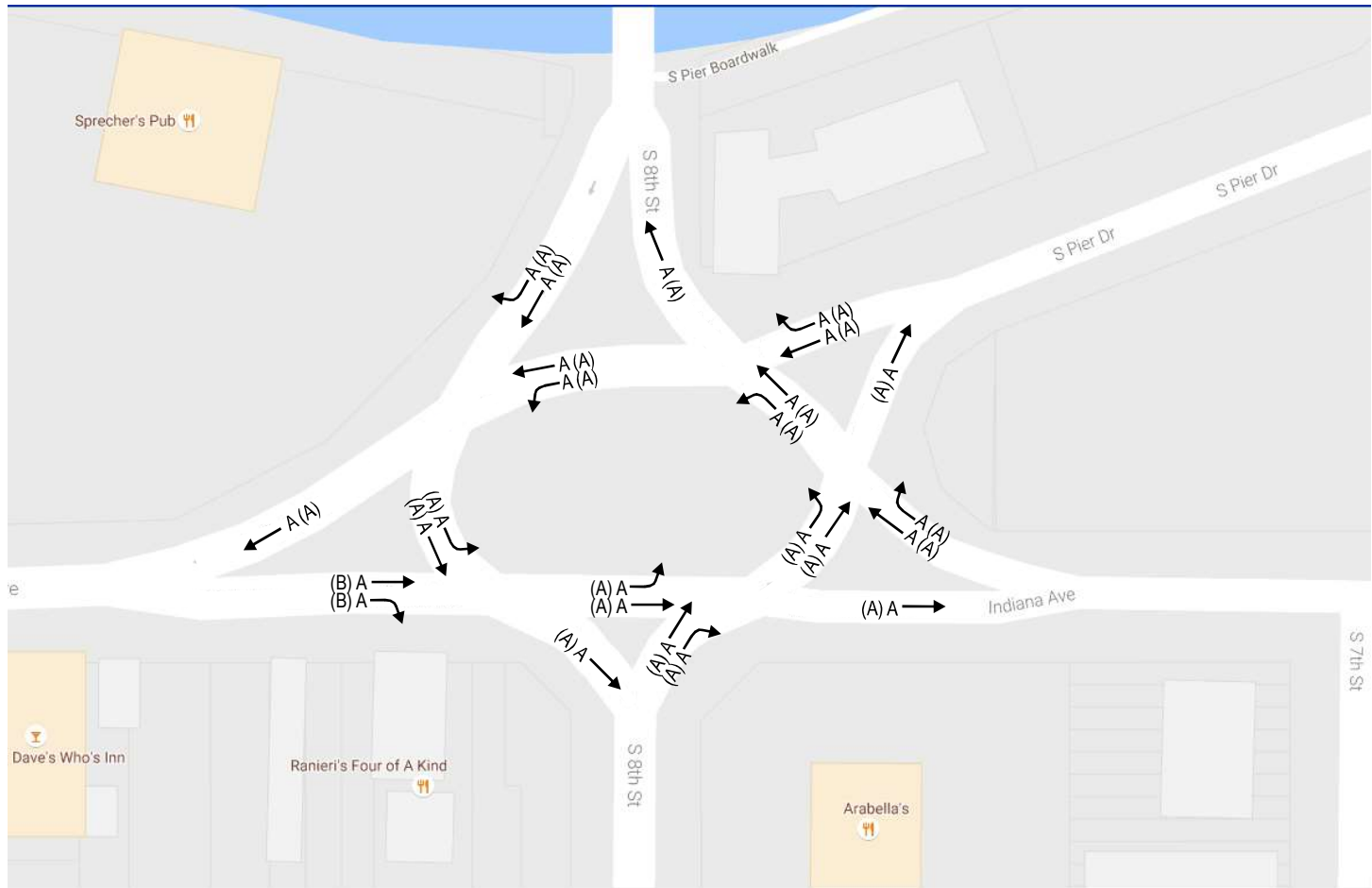
The Year 2027 Total traffic capacity analysis is shown on [Exhibit 3.5](#). The analysis was conducted with the Year 2027 Total traffic volumes, existing geometrics and traffic control. This analysis reflects existing traffic volumes forecasted to the year 2027 plus additional traffic expected from the proposed Portscape Apartments and all identified off-site developments. As shown, delays for some approaches are expected to increase to LOS C and D during the weekday PM peak hour, but these are considered acceptable levels. SimTraffic analysis output sheets for this analysis are located in [Appendix D](#).

Since acceptable traffic operations are expected at the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle through the year 2027 with buildout of the Portscape Apartments and all identified off-site developments, no improvements are recommended for the study intersection.

LEGEND
 XX Weekday AM Peak Hour LOS (7:45-8:45 AM)
 (XX) Weekday PM Peak Hour LOS (4:00-5:00 PM)

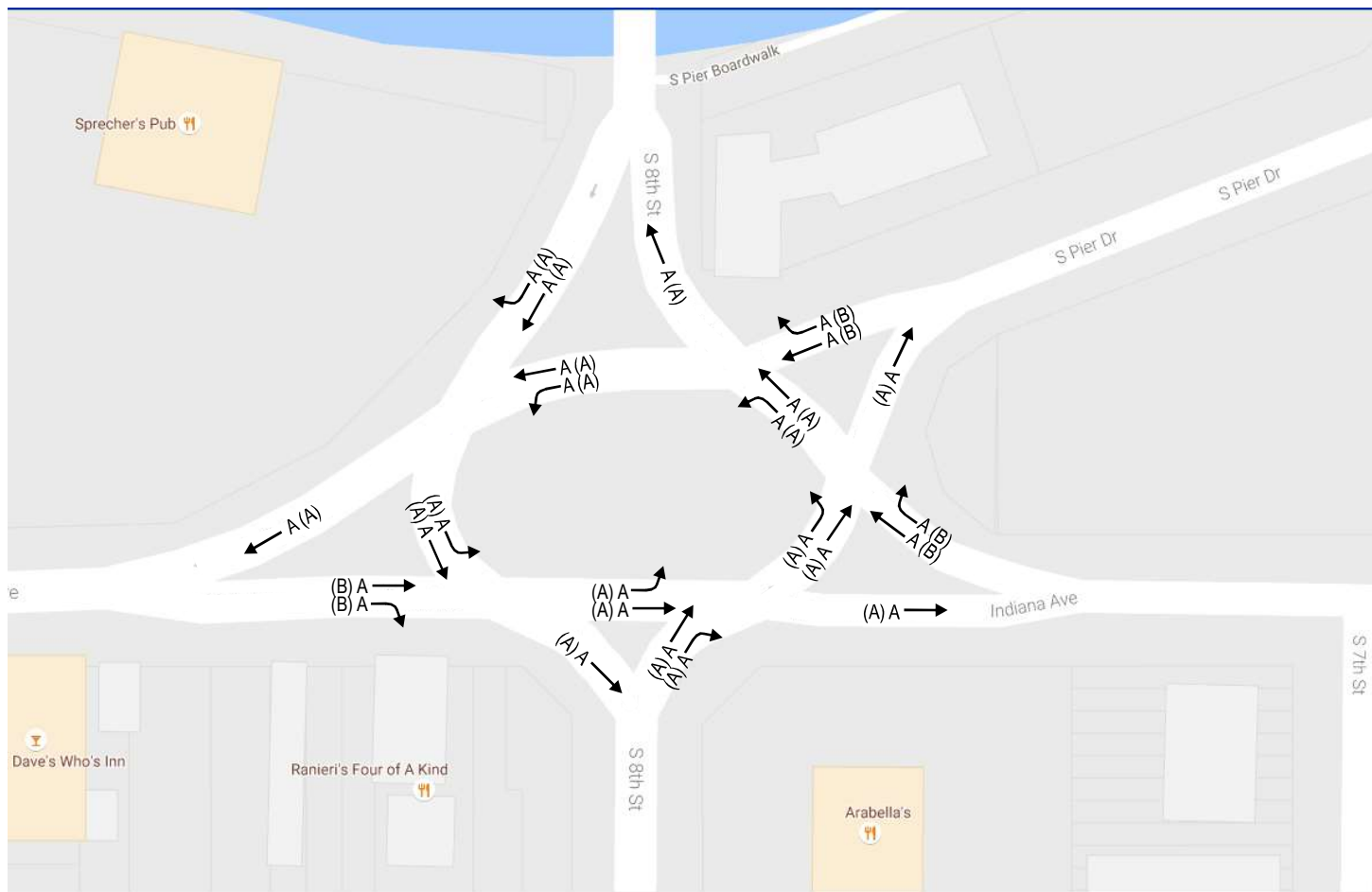


LEGEND
 XX Weekday AM Peak Hour LOS (7:45-8:45 AM)
 (XX) Weekday PM Peak Hour LOS (4:00-5:00 PM)

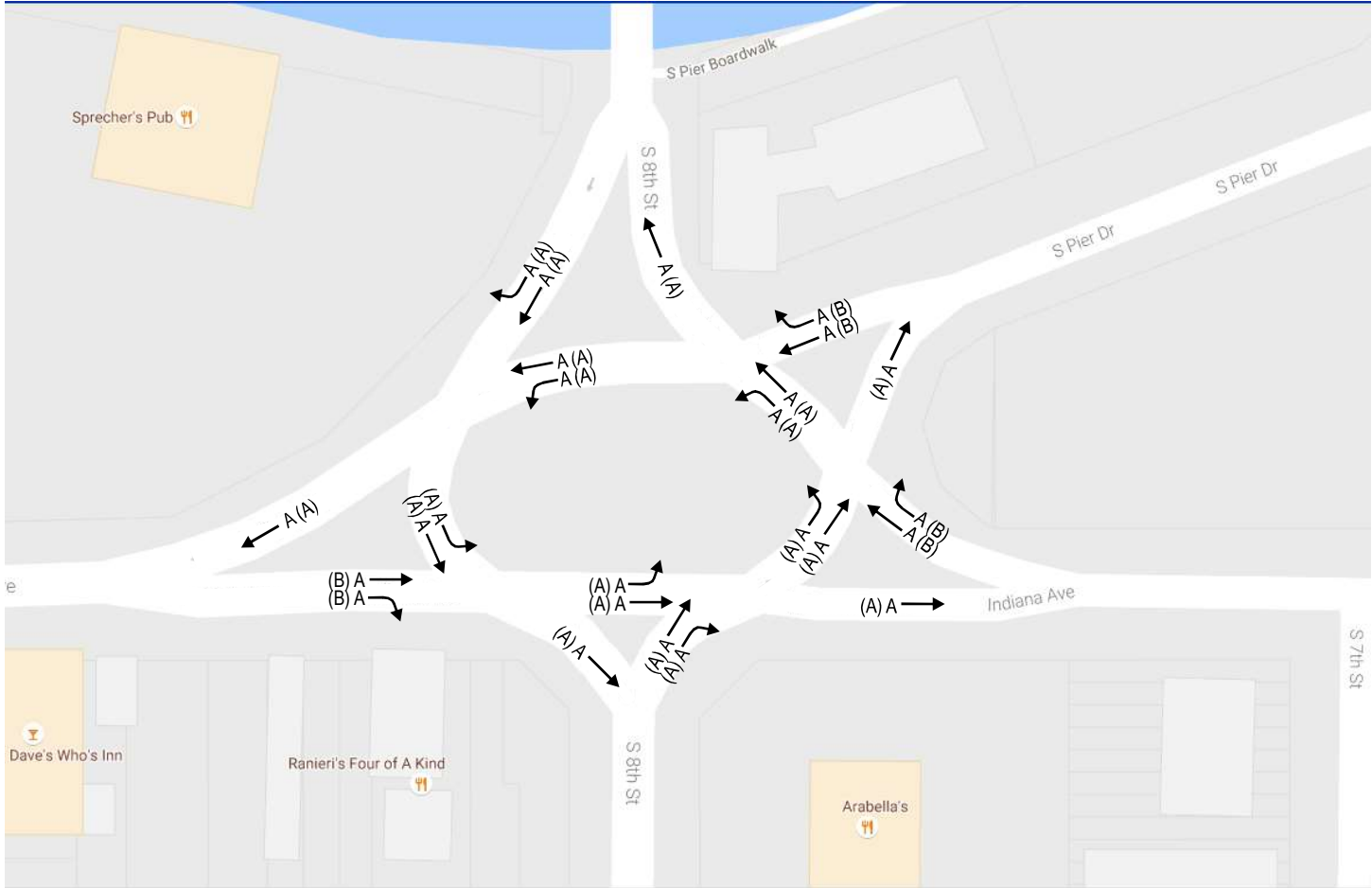


LEGEND

XX Weekday AM Peak Hour LOS (7:45-8:45 AM)
(XX) Weekday PM Peak Hour LOS (4:00-5:00 PM)

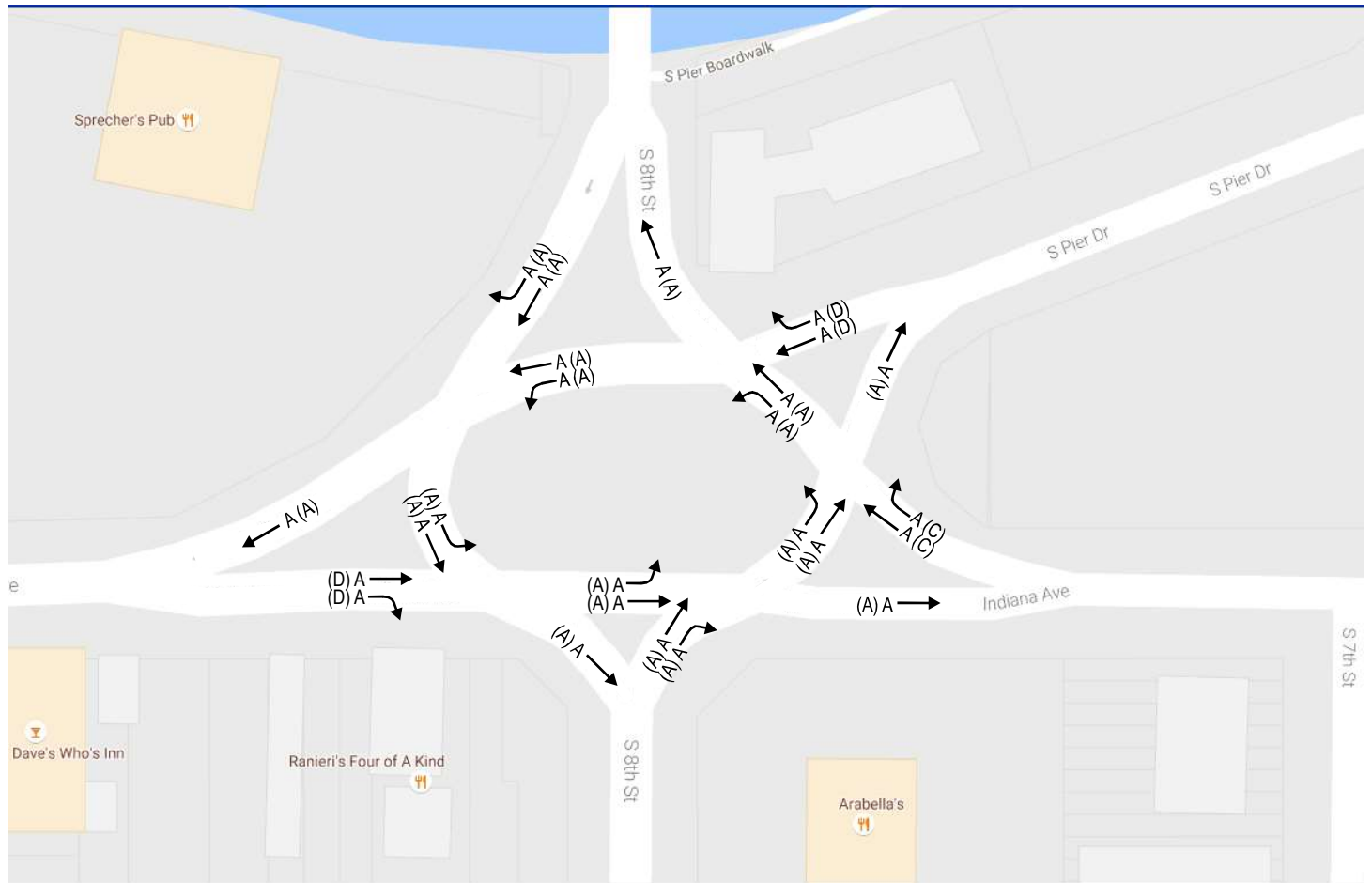


LEGEND
 XX Weekday AM Peak Hour LOS (7:45-8:45 AM)
 (XX) Weekday PM Peak Hour LOS (4:00-5:00 PM)



LEGEND

XX Weekday AM Peak Hour LOS (7:45-8:45 AM)
(XX) Weekday PM Peak Hour LOS (4:00-5:00 PM)



CHAPTER IV – SOUTH PIER DISTRICT PARKING ANALYSIS

PART A – PARKING DATA COLLECTION

TADI collected parking occupancy for all public parking lots and on-street parking in the South Pier District. No parking occupancy data was collected for the Blue Harbor Resort. Parking supply (available spaces) and demand (occupied spaces) were counted for three different time periods between 11:00 a.m. and 2:00 p.m. on two different Saturdays to compare the varying summertime parking use in the South Pier District. The Saturdays counted for this study are:

- July 30, 2016 – “Lakeshore Weekend 2016” festival/event weekend
- August 6, 2016 – typical summer Saturday/non-event weekend

Each parking lot and on-street parking segment was surveyed to determine the number of non-restricted and restricted (handicapped, valet, no parking by police orders, etc.) parking spaces available. Field staff then counted the number of occupied spaces in each area starting at about 11:00 a.m., 12:00 p.m., and 1:00 p.m. to record parking use throughout the peak Saturday time periods.

The location of the parking areas, the number of available parking spaces, and the parking demand during the highest total parking hour is shown on [Exhibit 4](#). The detailed parking data collected for each parking area is located in [Appendix E](#).

PART B – SOUTH PIER DISTRICT PARKING SUPPLY/DEMAND

The total number of public parking spaces available in the South Pier District is 683 spaces, which include 24 restricted spaces, four of which are signed for no parking by police order. These four spaces are located in the circular lot at the end of S. Pier Drive.

During a typical summer Saturday, peak parking occupancy ranged from 182 to 202 spaces. The peak occupancy of 202 spaces (30% occupied) occurred during the 12:00-1:00 p.m. time period. Average parking occupancy during this time was 189 spaces (28% occupied).

During the Lakeshore Weekend 2016 event, several of the public parking lots were blocked off for fair activities or specialty parking (such as motorcycles). Since these parking spaces were not available, they were considered fully occupied for this scenario. Replacement parking was provided in the grassy areas of the South Pier District – these areas were not counted during the event Saturday scenario.

The peak occupancy during the event summer Saturday ranged from 534 to 663 spaces in actual non-grassy parking spaces. The peak occupancy of 663 spaces (97% occupied) occurred during the 1:00-2:00 p.m. time period. Average occupancy during this time was 607 spaces (89% occupied).

PART C – PORTSCAPE APARTMENTS PARKING SUPPLY/DEMAND

According to the developer, parking for the 90-unit Portscape Apartments development includes eight two-car garages with two parking spaces in front of each garage, 82 one-car garages with one parking space in front of each garage. Based on the site plan, there are 38 additional parking spaces provided for guest parking. This results in 234 total parking spaces available for all 90 apartment units, or 2.6 parking spaces per unit.

According to the 4th Edition of the ITE *Parking Generation Manual*, the average Saturday peak parking demand for low/mid-rise apartments is 1.03 vehicles per unit, with a range of 0.80-1.43 vehicles per unit. The 85th percentile parking demand rises to 1.14 vehicles per unit.

Even assuming the high end of the range for apartment units (1.43 vehicles per unit), the Portscape Apartments development is expected to have adequate parking available for each unit on site. No other parking spaces within the public parking areas are expected to be needed to accommodate the typical parking demand for the Portscape Apartments.

PART D – FUTURE PARKING – SOUTH PIER DISTRICT

As shown on the site plan for the proposed Portscape Apartments development, the construction of the apartment buildings encroach on parts of the public parking lots on either side of Lakeview Drive. Comparing the site plan to aerial photos of these parking areas shows that about 35 existing spaces will be removed.

During a typical Saturday peak hour, the removal of these spaces will not significantly impact the parking occupancy within the South Pier District. Assuming all Portscape Apartment parking demand is contained within the Portscape Apartment development, and that all other parking demand recorded for a typical Saturday remains the same, then the peak occupancy is expected to increase by 2% (32% peak occupancy).

The impact of peak occupancy during an event Saturday is more difficult to estimate. Fair events typically setup tents, hold fair activities, and provide overflow parking on the grassy areas that will largely be eliminated with the construction of the Portscape Apartments. With a much smaller useable event space available in the South Pier District, the traffic demand for future events may be proportionally less.



*Parking area was barricaded/restricted for special event activities. Assumed 100% occupied for this study.

LEGEND	
XX	Available Parking Spaces
XX	Occupied Spaces - Special Event Saturday "Lakeshore Weekend 2016"
XX	Occupied Spaces - Typical Saturday

Parking Data	Special Event	Typical Saturday
Total Parking Spaces	683	683
Max Occupied Spaces	663	202
Available Spaces	20	481
% Occupancy	97%	30%

CHAPTER V - RECOMMENDATIONS AND CONCLUSION

PART A – SUMMARY

When constructed, the 90-unit Portscape Apartment development is expected to generate about 45 weekday AM and 55 weekday PM peak hour trips. The addition of these trips on the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle is expected to add minimal delay to peak hour intersection operations. Over a 10-year period, full buildout of vacant lots within the South Pier District and other areas near the area is expected to generate an additional 265 weekday AM and 410 weekday PM peak hour trips. Including background traffic growth over the 10 years, the additional traffic is not expected to cause unacceptable delays for any movement within the traffic circle. Therefore, no intersection improvements are recommended to mitigate the expected delays.

The Portscape Apartment complex is expected to provide 2.6 parking spaces per unit for residents and guests. This amount of parking spaces exceeds the highest range of vehicles per unit on a Saturday reported in the ITE *Parking Generation Manual*. Therefore, there is an adequate amount of parking provided per unit for the Portscape Apartment development.

The construction of the Portscape Apartment development is expected to eliminate about 35 spaces within the public parking lots on either side of Lakeview Drive. On a typical Saturday, this is expected to result in a peak parking occupancy increase from 30% to 32%. At 32% occupancy, there is still expected to be a plentiful supply of parking for visitors to the South Pier District.

The construction of the Portscape Apartment development will eliminate grassy areas currently used by event/fair activities and overflow parking. As a result, future events/fairs will likely be smaller in scale, but parking occupancy may remain similar to existing conditions (97% occupancy).

PART B – CONCLUSIONS

The construction of the Portscape Apartments development is not expected to impact typical weekday peak hour traffic operations at the Indiana Avenue/S. 8th Street/S. Pier Drive traffic circle. It is expected not to significantly impact typical weekend parking supply or demand for the public parking areas within the South Pier District.

APPENDIX A

EXISTING TRAFFIC DATA

Intersection Traffic Volume Report

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **8th Street and South Pier Drive**

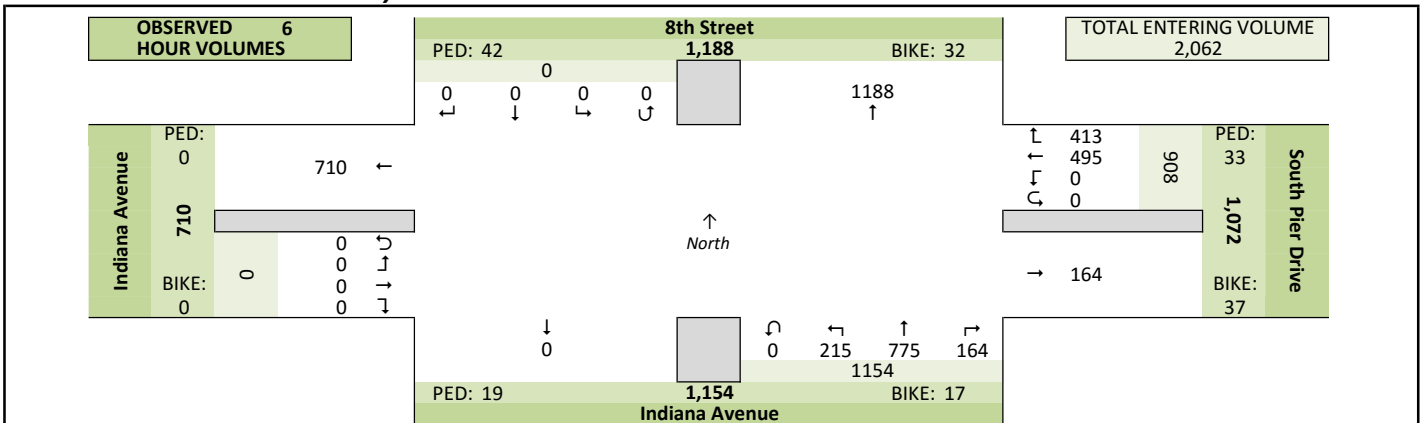
Site Information

Municipality	City of Sheboygan		
County	Sheboygan	WisDOT Region	SE
Traffic Control	Roundabout		
Roadway Names	North Direction	↑	
North Leg	8th Street		
East Leg	South Pier Drive		
South Leg	Indiana Avenue		
West Leg	Indiana Avenue		
Special Considerations	Schools In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed	Pre-school children None		
	Elementary school age children None		
	Visually impaired (white cane/helper dog) None		
	Elderly/disabled (except wheelchairs) None		
	Wheelchairs/electric scooters None		
Other (describe)	None None		

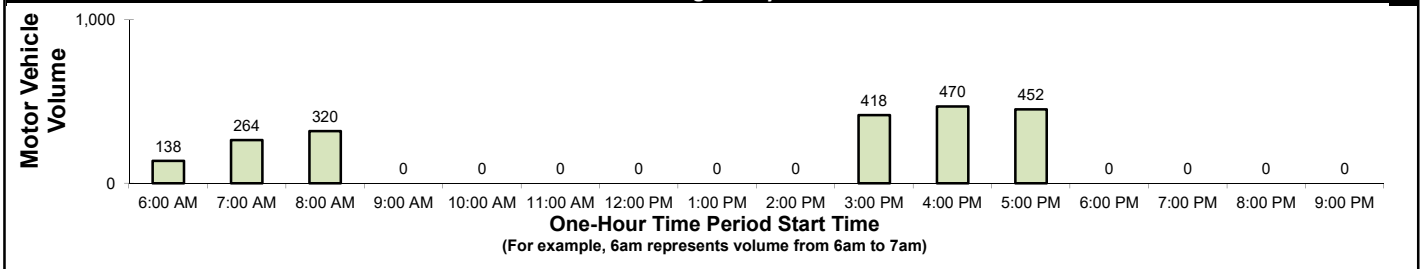
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Monday, July 25, 2016	Weather	
AM Peak Period	Wednesday, July 27, 2016	Clear & Dry	
Midday Peak Period	Monday, July 25, 2016	Clear & Dry	
PM Peak Period	Monday, July 25, 2016	Clear & Dry	
Calculated Peak Hours	AM 7:45-8:45am	MD	PM 4:00-5:00pm
Peak Hours Selected for Analysis	AM 7:45-8:45am	MD	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.876	Count Expansion Factor	2.593
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Jack & Karlyn Bieberitz	
	Midday Peak Period	None	
	PM Peak Period	Jack & Karlyn Bieberitz	
Comments	Version 2011.J4.1 2014 DOT Factors		

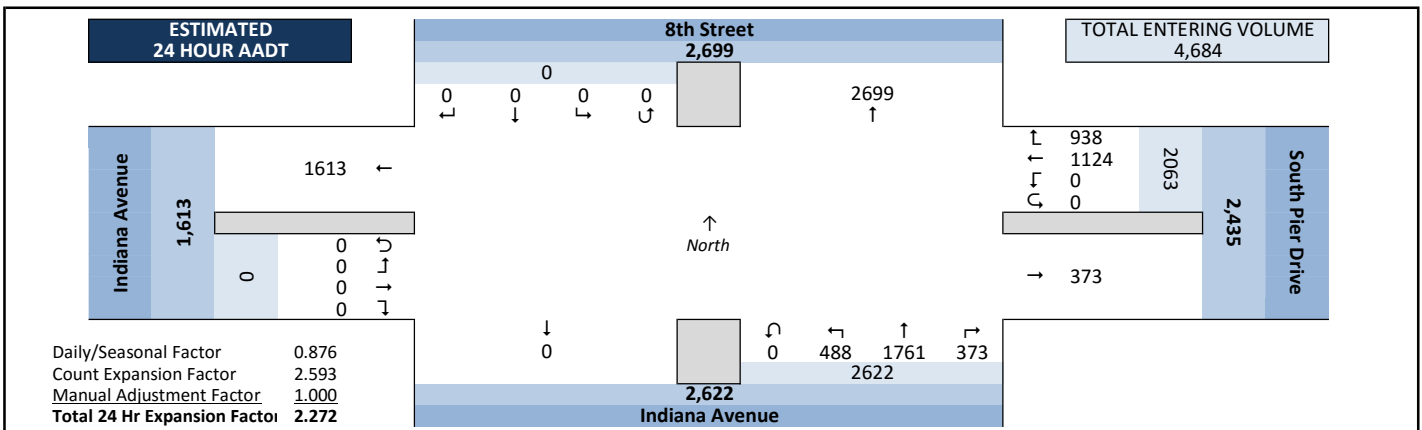
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Summary

8th Street and South Pier Drive



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, July 27, 2016		From North					From East					From South					From West					Totals	
		8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue						
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	7:45 AM	0	0	0	0	0	11	12	0	0	23	8	59	3	0	70	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	14	19	0	0	33	5	36	11	0	52	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	11	18	0	0	29	6	31	11	0	48	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	13	24	0	0	37	5	34	11	0	50	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	49	73	0	0	122	24	160	36	0	220	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	50	75	0	0	125	25	160	35	0	220	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	3.3	0.0	1.9	2.8	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.8	0.0	0.0	11.1	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	2.0	5.5	0.0	0.0	4.1	0.0	1.9	13.9	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.87	0.76	0.00	0.00	0.82	0.75	0.68	0.82	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					Totals	
		8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue						
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, July 25, 2016		From North					From East					From South					From West					Totals	
		8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue						
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	4:00 PM	0	0	0	0	0	32	30	0	0	62	12	40	12	0	64	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	33	31	0	0	64	8	32	14	0	54	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	25	29	0	0	54	10	49	12	0	71	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	29	31	0	0	60	4	33	4	0	41	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	119	121	0	0	240	34	154	42	0	230	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	120	120	0	0	240	35	155	40	0	230	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.8	0.0	0.0	4.8	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.8	0.0	0.0	4.8	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.90	0.98	0.00	0.00	0.94	0.71	0.79	0.75	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00

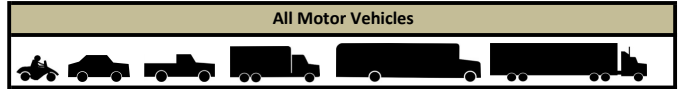
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		8th Street			South Pier Drive			Indiana Avenue			Indiana Avenue			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:45 AM	2	3	5	6	3	9	1	0	1	0	0	0	15
	8:00 AM	0	1	1	2	1	3	3	0	3	0	0	0	7
	8:15 AM	3	0	3	0	2	2	1	2	3	0	0	0	8
	8:30 AM	3	0	3	3	3	6	4	2	6	0	0	0	15
	Total	8	4	12	11	9	20	9	4	13	0	0	0	45
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	2	2	0	2	2	0	0	0	0	0	0	4
	4:15 PM	3	4	7	1	0	1	1	0	1	0	0	0	9
	4:30 PM	1	5	6	1	1	2	0	0	0	0	0	0	8
	4:45 PM	2	1	3	1	3	4	1	2	3	0	0	0	10
	Total	6	12	18	3	6	9	2	2	4	0	0	0	31

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

8th Street and South Pier Drive



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	5	5	0	0	10	2	10	8	0	20	0	0	0	0	0	30	138	0.69
6:15 AM	0	0	0	0	0	1	4	0	0	5	0	15	11	0	26	0	0	0	0	0	31	161	0.76
6:30 AM	0	0	0	0	0	2	11	0	0	13	1	5	8	0	14	0	0	0	0	0	27	182	0.86
6:45 AM	0	0	0	0	0	6	14	0	0	20	3	20	7	0	30	0	0	0	0	0	50	221	0.84
7:00 AM	0	0	0	0	0	4	15	0	0	19	5	19	10	0	34	0	0	0	0	0	53	264	0.71
7:15 AM	0	0	0	0	0	5	11	0	0	16	4	25	7	0	36	0	0	0	0	0	52	296	0.80
7:30 AM	0	0	0	0	0	5	10	0	0	15	3	33	15	0	51	0	0	0	0	0	66	321	0.86
7:45 AM	0	0	0	0	0	11	12	0	0	23	8	59	3	0	70	0	0	0	0	0	93	342	0.92
8:00 AM	0	0	0	0	0	14	19	0	0	33	5	36	11	0	52	0	0	0	0	0	85	320	0.92
8:15 AM	0	0	0	0	0	11	18	0	0	29	6	31	11	0	48	0	0	0	0	0	77		
8:30 AM	0	0	0	0	0	13	24	0	0	37	5	34	11	0	50	0	0	0	0	0	87		
8:45 AM	0	0	0	0	0	8	18	0	0	26	7	35	3	0	45	0	0	0	0	0	71		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	27	35	0	0	62	10	42	10	0	62	0	0	0	0	0	124	418	0.84
3:15 PM	0	0	0	0	0	24	23	0	0	47	9	24	8	0	41	0	0	0	0	0	88	420	0.83
3:30 PM	0	0	0	0	0	21	28	0	0	49	14	41	7	0	62	0	0	0	0	0	111	450	0.89
3:45 PM	0	0	0	0	0	30	16	0	0	46	10	31	8	0	49	0	0	0	0	0	95	464	0.92
4:00 PM	0	0	0	0	0	32	30	0	0	62	12	40	12	0	64	0	0	0	0	0	126	470	0.93
4:15 PM	0	0	0	0	0	33	31	0	0	64	8	32	14	0	54	0	0	0	0	0	118	459	0.92
4:30 PM	0	0	0	0	0	25	29	0	0	54	10	49	12	0	71	0	0	0	0	0	125	440	0.88
4:45 PM	0	0	0	0	0	29	31	0	0	60	4	33	4	0	41	0	0	0	0	0	101	422	0.92
5:00 PM	0	0	0	0	0	28	28	0	0	56	9	42	8	0	59	0	0	0	0	0	115	452	0.86
5:15 PM	0	0	0	0	0	20	20	0	0	40	10	41	8	0	59	0	0	0	0	0	99		
5:30 PM	0	0	0	0	0	24	26	0	0	50	9	35	13	0	57	0	0	0	0	0	107		
5:45 PM	0	0	0	0	0	35	37	0	0	72	10	43	6	0	59	0	0	0	0	0	131		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	0	0	0	0	0	413	495	0	0	908	164	775	215	0	1154	0	0	0	0	0	2062		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	0	0	0	0	0	49	73	0	0	122	24	160	36	0	220	0	0	0	0	0	342	0.92
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:00 PM	0	0	0	0	0	119	121	0	0	240	34	154	42	0	230	0	0	0	0	0	470	0.93

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

8th Street and South Pier Drive



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	9
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3	8
6:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9
6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	9
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	9
7:15 AM	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	4	10
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	12
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	13
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	15
8:15 AM	0	0	0	0	0	0	2	0	0	2	2	2	0	4	0	0	0	0	0	0	6	
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	4	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	2	0	0	0	2	0	2	3	0	5	0	0	0	0	0	7	11
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	6
3:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	2	0	0	0	0	0	0	3	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	4
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	11	11	0	0	22	1	12	19	0	32	0	0	0	0	0	54	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0	0	0	0	0	1	4	0	0	5	0	3	5	0	8	0	0	0	0	0	13
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	4

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Monday, July 25, 2016	Weekday	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **8th Street and South Pier Drive**

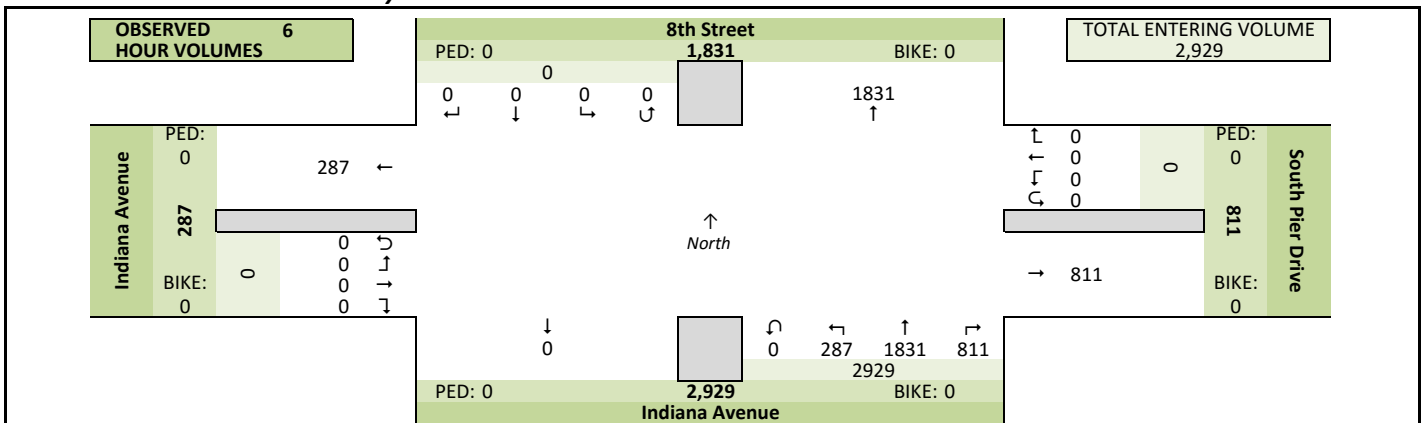
Site Information

Municipality	City of Sheboygan		
County	Sheboygan	WisDOT Region	SE
Traffic Control	Roundabout		
Roadway Names	North Direction ↑		
North Leg	8th Street		
East Leg	South Pier Drive		
South Leg	Indiana Avenue		
West Leg	Indiana Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

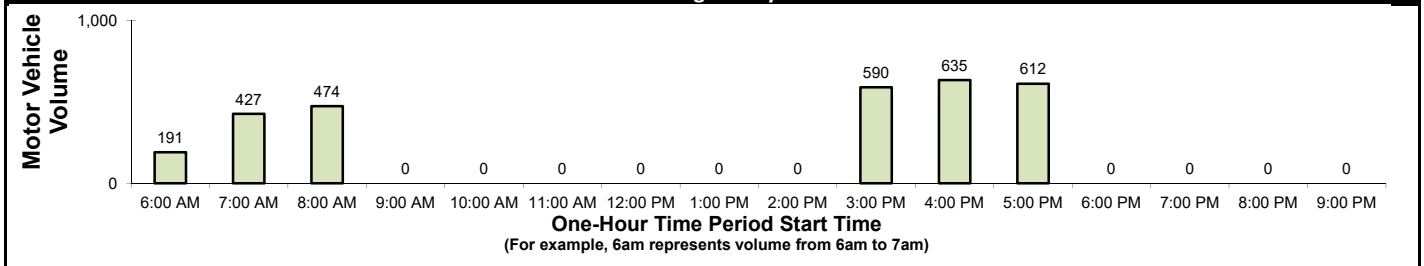
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Monday, July 25, 2016	Weather	
AM Peak Period	Wednesday, July 27, 2016	Clear & Dry	
Midday Peak Period	Monday, July 25, 2016	Clear & Dry	
PM Peak Period	Monday, July 25, 2016	Clear & Dry	
Calculated Peak Hours			
	AM 7:45-8:45am	MD	PM 4:00-5:00pm
Peak Hours Selected for Analysis			
	AM 7:45-8:45am	MD	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.876	Count Expansion Factor	2.593
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Jack & Karlyn Bieberitz	
	Midday Peak Period	None	
	PM Peak Period	Jack & Karlyn Bieberitz	
Comments	Version 2011.J4.1 2014 DOT Factors		

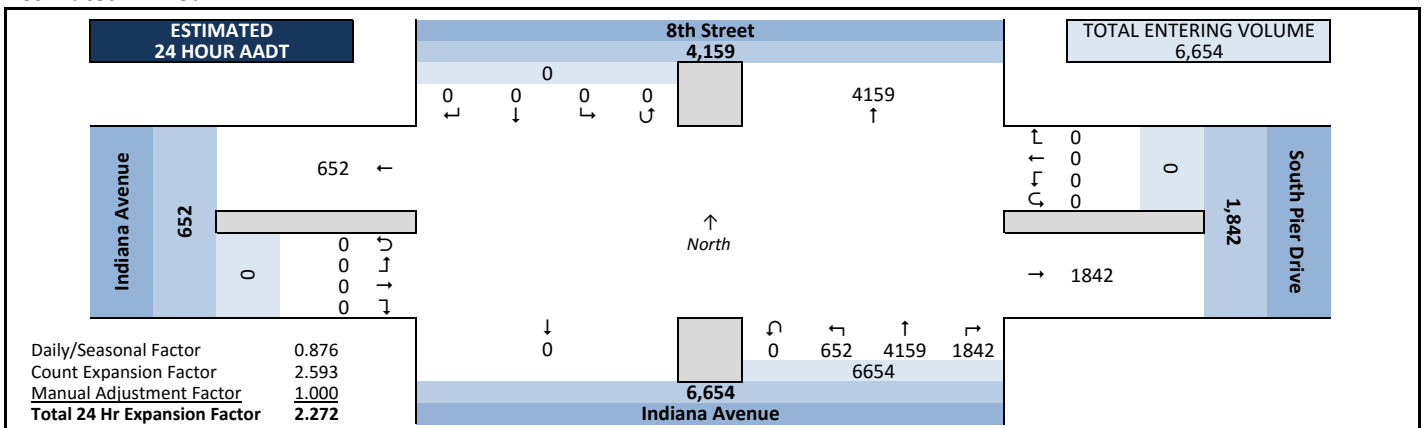
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



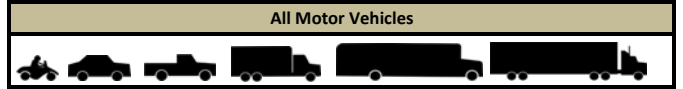
Estimated 24 Hour AADT



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

8th Street and South Pier Drive



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	9	23	11	0	43	0	0	0	0	0	43	191	0.77
6:15 AM	0	0	0	0	0	0	0	0	0	0	9	25	7	0	41	0	0	0	0	0	41	224	0.74
6:30 AM	0	0	0	0	0	0	0	0	0	0	10	33	2	0	45	0	0	0	0	0	45	269	0.78
6:45 AM	0	0	0	0	0	0	0	0	0	0	10	42	10	0	62	0	0	0	0	0	62	326	0.80
7:00 AM	0	0	0	0	0	0	0	0	0	0	11	56	9	0	76	0	0	0	0	0	76	427	0.65
7:15 AM	0	0	0	0	0	0	0	0	0	0	17	60	9	0	86	0	0	0	0	0	86	460	0.71
7:30 AM	0	0	0	0	0	0	0	0	0	0	16	64	22	0	102	0	0	0	0	0	102	481	0.74
7:45 AM	0	0	0	0	0	0	0	0	0	0	27	118	18	0	163	0	0	0	0	0	163	504	0.77
8:00 AM	0	0	0	0	0	0	0	0	0	0	30	72	7	0	109	0	0	0	0	0	109	474	0.89
8:15 AM	0	0	0	0	0	0	0	0	0	0	27	73	7	0	107	0	0	0	0	0	107		
8:30 AM	0	0	0	0	0	0	0	0	0	0	43	68	14	0	125	0	0	0	0	0	125		
8:45 AM	0	0	0	0	0	0	0	0	0	0	45	79	9	0	133	0	0	0	0	0	133		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	50	83	17	0	150	0	0	0	0	0	150	590	0.85
3:15 PM	0	0	0	0	0	0	0	0	0	0	38	98	4	0	140	0	0	0	0	0	140	597	0.86
3:30 PM	0	0	0	0	0	0	0	0	0	0	34	84	8	0	126	0	0	0	0	0	126	613	0.88
3:45 PM	0	0	0	0	0	0	0	0	0	0	45	106	23	0	174	0	0	0	0	0	174	630	0.91
4:00 PM	0	0	0	0	0	0	0	0	0	0	42	94	21	0	157	0	0	0	0	0	157	635	0.89
4:15 PM	0	0	0	0	0	0	0	0	0	0	43	102	11	0	156	0	0	0	0	0	156	607	0.85
4:30 PM	0	0	0	0	0	0	0	0	0	0	35	92	16	0	143	0	0	0	0	0	143	616	0.86
4:45 PM	0	0	0	0	0	0	0	0	0	0	69	99	11	0	179	0	0	0	0	0	179	608	0.85
5:00 PM	0	0	0	0	0	0	0	0	0	0	45	75	9	0	129	0	0	0	0	0	129	612	0.84
5:15 PM	0	0	0	0	0	0	0	0	0	0	47	102	16	0	165	0	0	0	0	0	165		
5:30 PM	0	0	0	0	0	0	0	0	0	0	43	78	14	0	135	0	0	0	0	0	135		
5:45 PM	0	0	0	0	0	0	0	0	0	0	66	105	12	0	183	0	0	0	0	0	183		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	0	0	0	0	0	0	0	0	0	0	811	1831	287	0	2929	0	0	0	0	0	2929		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	127	331	46	0	504	0	0	0	0	0	504	0.77
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	189	387	59	0	635	0	0	0	0	0	635	0.89

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

8th Street and South Pier Drive



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3	10
6:15 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4	9
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	12
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	17
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	19
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	4	1	0	7	0	0	0	0	0	7	21
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	3	2	0	7	0	0	0	0	0	7	19
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	3	19
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	4	19
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	5	
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	4	1	0	7	0	0	0	0	0	7	
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4	12
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	11
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	14
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	13
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	3	11
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	3	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	11
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	0	0	0	0	22	49	11	0	82	0	0	0	0	0	82	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	8th Street					South Pier Drive					Indiana Avenue					Indiana Avenue					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	6	10	3	0	19	0	0	0	0	0	19
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	2	5	4	0	11	0	0	0	0	0	11

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Monday, July 25, 2016	Weekday	Schools in Session		
Total Number of Hours Counted:	3	Non-Holiday	No Special Events		

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **8th Street and Indiana Avenue**

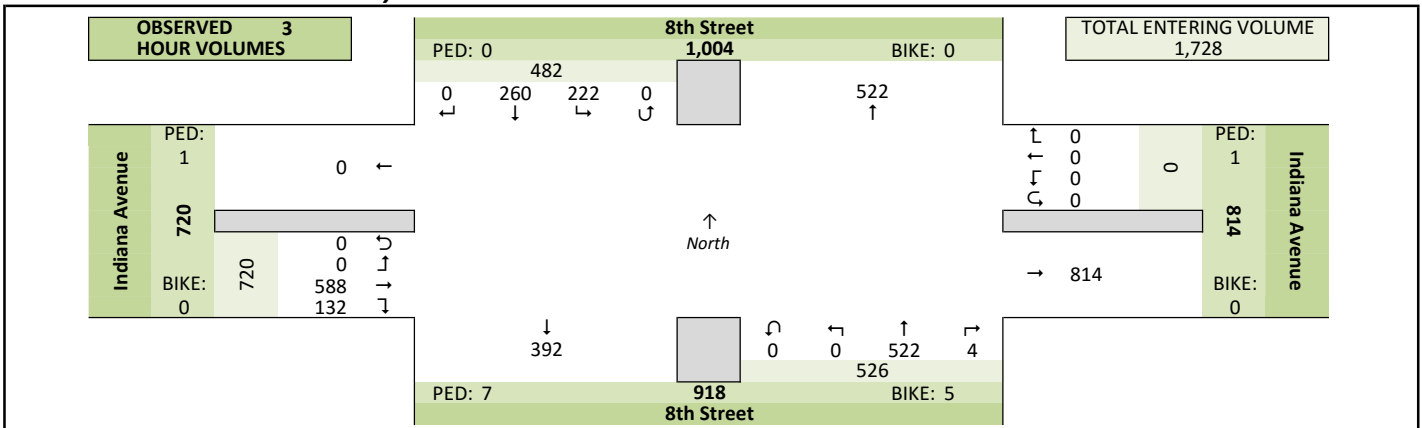
Site Information

Municipality	City of Sheboygan		
County	Sheboygan	WisDOT Region	SE
Traffic Control	Roundabout		
Roadway Names	North Direction	↑	
North Leg	8th Street		
East Leg	Indiana Avenue		
South Leg	8th Street		
West Leg	Indiana Avenue		
Special Considerations	Schools In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed	Pre-school children None		
	Elementary school age children None		
	Visually impaired (white cane/helper dog) None		
	Elderly/disabled (except wheelchairs) None		
	Wheelchairs/electric scooters None		
Other (describe)	None None		

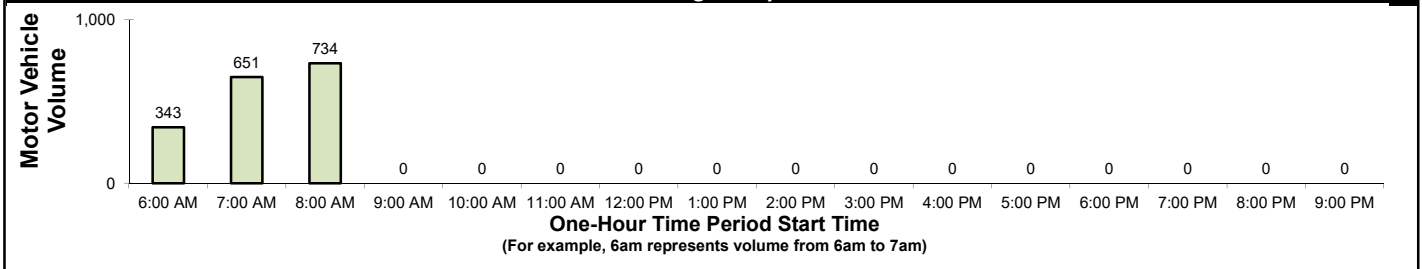
Count Information

Hrs Counted:	6:00 AM-9:00 AM		
1st Day of Count	Monday, July 25, 2016	Weather	
AM Peak Period	Wednesday, July 27, 2016	Clear & Dry	
Midday Peak Period	Monday, July 25, 2016	Clear & Dry	
PM Peak Period	Monday, July 25, 2016	Clear & Dry	
Calculated Peak Hours	AM 7:45-8:45am	MD	PM
Peak Hours Selected for Analysis	AM 7:45-8:45am	MD	PM
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.876	Count Expansion Factor	2.593
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Ted & Karen Atwell	
Comments	Version 2011.J4.1 2015 DOT Factors		

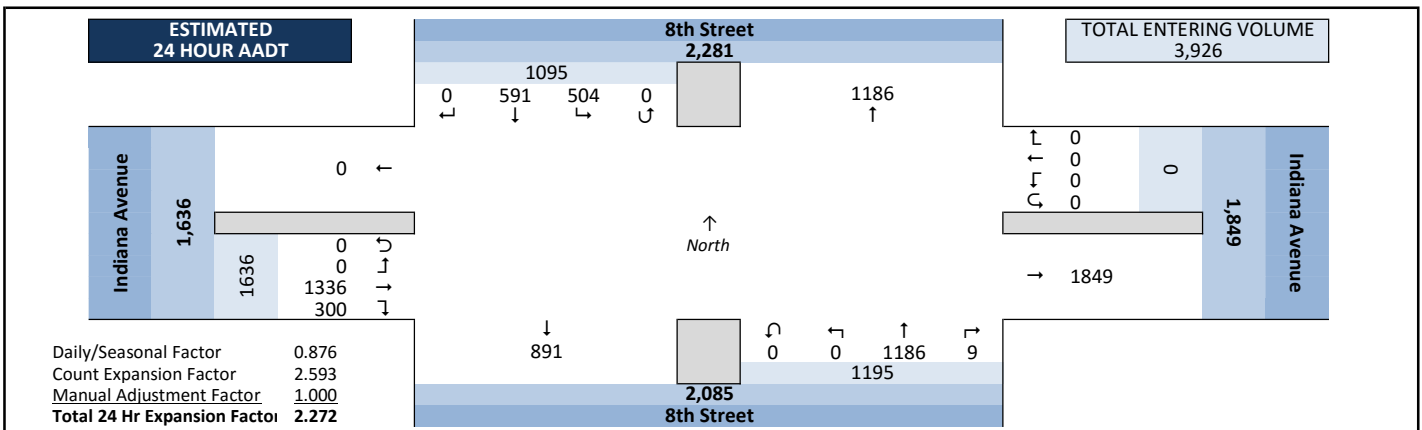
Observed 3 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

8th Street and Indiana Avenue



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF
	8th Street					Indiana Avenue					8th Street					Indiana Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	9	8	0	17	0	0	0	0	0	1	24	0	0	25	6	20	0	0	26	68	343	0.76
6:15 AM	0	11	12	0	23	0	0	0	0	0	0	21	0	0	21	6	23	0	0	29	73	396	0.82
6:30 AM	0	14	12	0	26	0	0	0	0	0	0	24	0	0	24	9	30	0	0	39	89	456	0.86
6:45 AM	0	19	11	0	30	0	0	0	0	0	0	31	0	0	31	11	41	0	0	52	113	534	0.80
7:00 AM	0	19	15	0	34	0	0	0	0	0	0	39	0	0	39	12	36	0	0	48	121	651	0.71
7:15 AM	0	20	16	0	36	0	0	0	0	0	0	40	0	0	40	10	47	0	0	57	133	706	0.77
7:30 AM	0	28	23	0	51	0	0	0	0	0	0	47	0	0	47	19	50	0	0	69	167	750	0.82
7:45 AM	0	25	20	0	45	0	0	0	0	0	0	87	0	0	87	12	86	0	0	98	230	764	0.83
8:00 AM	0	31	23	0	54	0	0	0	0	0	1	48	0	0	49	13	60	0	0	73	176	734	0.92
8:15 AM	0	25	21	0	46	0	0	0	0	0	0	57	0	0	57	13	61	0	0	74	177		
8:30 AM	0	26	27	0	53	0	0	0	0	0	1	52	0	0	53	9	66	0	0	75	181		
8:45 AM	0	33	34	0	67	0	0	0	0	0	1	52	0	0	53	12	68	0	0	80	200		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	0	260	222	0	482	0	0	0	0	0	4	522	0	0	526	132	588	0	0	720	1728		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	8th Street					Indiana Avenue					8th Street					Indiana Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:45 AM	0	107	91	0	198	0	0	0	0	0	2	244	0	0	246	47	273	0	0	320	764	0.83
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Monday, July 25, 2016	Weekday	Schools in Session		
Total Number of Hours Counted:	3	Non-Holiday	No Special Events		

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **8th Street and Indiana Avenue**

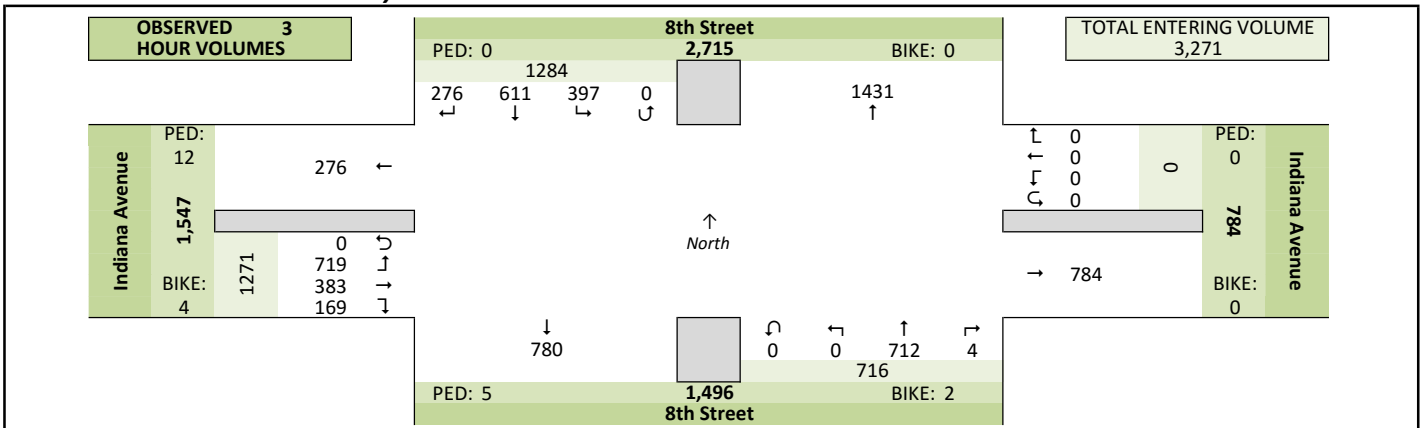
Site Information

Municipality	City of Sheboygan		
County	Sheboygan	WisDOT Region	SE
Traffic Control	Roundabout		
Roadway Names	North Direction	↑	
North Leg	8th Street		
East Leg	Indiana Avenue		
South Leg	8th Street		
West Leg	Indiana Avenue		
Special Considerations	Schools In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed	Pre-school children None		
	Elementary school age children None		
	Visually impaired (white cane/helper dog) None		
	Elderly/disabled (except wheelchairs) None		
	Wheelchairs/electric scooters None		
Other (describe)	None None		

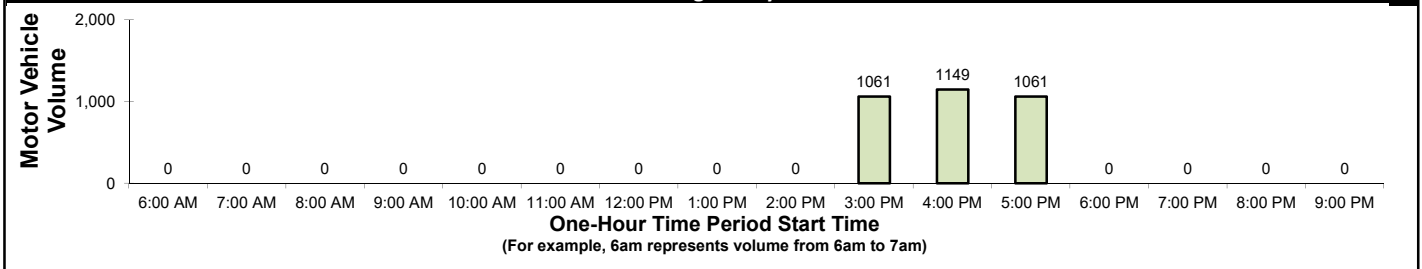
Count Information

Hrs Counted:	3:00 PM-6:00 PM		
1st Day of Count	Monday, July 25, 2016	Weather	
AM Peak Period	Wednesday, July 27, 2016	Clear & Dry	
Midday Peak Period	Monday, July 25, 2016	Clear & Dry	
PM Peak Period	Monday, July 25, 2016	Clear & Dry	
Calculated Peak Hours	AM	MD	PM 4:00-5:00pm
Peak Hours Selected for Analysis	AM	MD	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.876	Count Expansion Factor	2.593
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Ted & Karen Atwell	
Comments	Version 2011.J4.1 2015 DOT Factors		

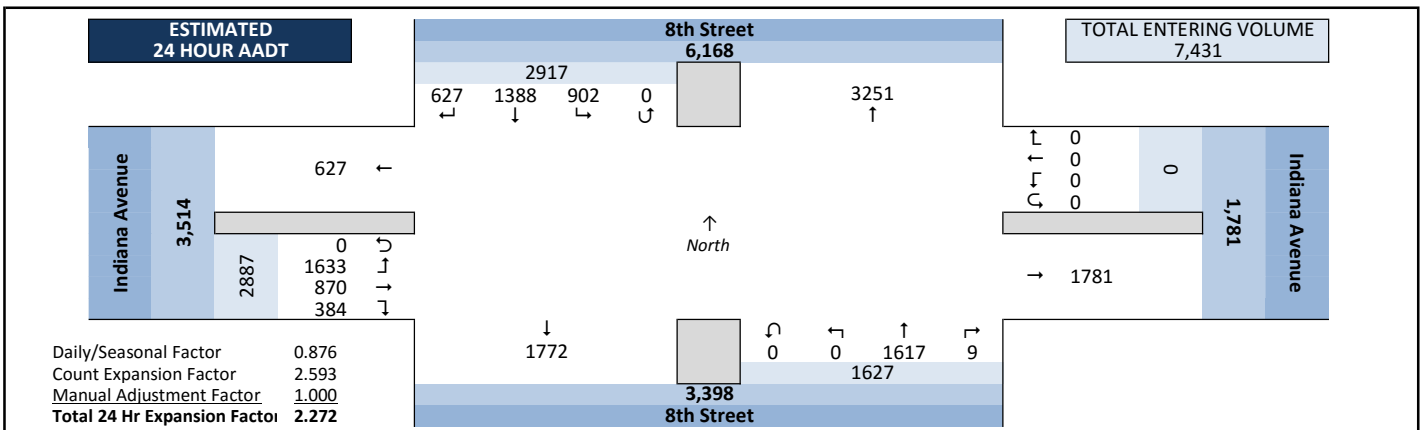
Observed 3 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics		Page 3 of 11	
Start Date: Monday, July 25, 2016	Weekday	Schools in Session	
Total Number of Hours Counted: 3	Non-Holiday	No Special Events	

Peak Hour Volume Summary

8th Street and Indiana Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, July 27, 2016		From North					From East					From South					From West					Totals					
		8th Street					Indiana Avenue					8th Street					Indiana Avenue										
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					Totals					
		8th Street					Indiana Avenue					8th Street					Indiana Avenue										
MD Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, July 25, 2016		From North					From East					From South					From West					Totals
		8th Street					Indiana Avenue					8th Street					Indiana Avenue					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	4:00 PM	25	59	40	0	124	0	0	0	0	0	0	64	0	0	64	11	35	54	0	100	288
	4:15 PM	23	42	40	0	105	0	0	0	0	0	0	60	0	0	60	12	35	78	0	125	290
	4:30 PM	24	61	35	0	120	0	0	0	0	0	1	60	0	0	61	17	30	46	0	93	274
	4:45 PM	19	59	29	0	107	0	0	0	0	0	0	69	0	0	69	10	39	72	0	121	297
	Peak Hour Volume	91	221	144	0	456	0	0	0	0	0	1	253	0	0	254	50	139	250	0	439	1149
	Rounded Hourly Volume	90	220	145	0	455	0	0	0	0	0	0	255	0	0	255	50	140	250	0	440	1150
	% Single Unit Trucks	3.3	1.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	1.4	1.6	0.0	1.4	1.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	3.3	1.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	1.4	1.6	0.0	1.4	1.6
	Peak Hour Factor (PHF)	0.91	0.91	0.90	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.25	0.92	0.00	0.00	0.92	0.74	0.89	0.80	0.00	0.88	0.97

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		8th Street			Indiana Avenue			8th Street			Indiana Avenue			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
	4:15 PM	0	0	0	0	0	0	2	0	2	2	0	2	4
	4:30 PM	0	0	0	0	0	0	1	2	3	0	2	2	5
	4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
	Total		0	0	0	0	0	0	4	2	6	4	2	6

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

8th Street and Indiana Avenue



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	8th Street					Indiana Avenue					8th Street					Indiana Avenue								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	34	43	25	0	102	0	0	0	0	0	1	50	0	0	51	14	25	73	0	112	265	1061	0.91	
3:15 PM	28	50	18	0	96	0	0	0	0	0	1	49	0	0	50	14	17	66	0	97	243	1084	0.93	
3:30 PM	28	53	49	0	130	0	0	0	0	0	0	51	0	0	51	14	17	49	0	80	261	1131	0.97	
3:45 PM	28	42	29	0	99	0	0	0	0	0	1	86	0	0	87	14	22	70	0	106	292	1144	0.98	
4:00 PM	25	59	40	0	124	0	0	0	0	0	0	64	0	0	64	11	35	54	0	100	288	1149	0.97	
4:15 PM	23	42	40	0	105	0	0	0	0	0	0	60	0	0	60	12	35	78	0	125	290	1136	0.96	
4:30 PM	24	61	35	0	120	0	0	0	0	0	1	60	0	0	61	17	30	46	0	93	274	1117	0.94	
4:45 PM	19	59	29	0	107	0	0	0	0	0	0	69	0	0	69	10	39	72	0	121	297	1110	0.93	
5:00 PM	21	72	49	0	142	0	0	0	0	0	0	43	0	0	43	10	32	48	0	90	275	1061	0.96	
5:15 PM	25	45	20	0	90	0	0	0	0	0	0	63	0	0	63	20	34	64	0	118	271			
5:30 PM	9	51	27	0	87	0	0	0	0	0	0	58	0	0	58	23	29	70	0	122	267			
5:45 PM	12	34	36	0	82	0	0	0	0	0	0	59	0	0	59	10	68	29	0	107	248			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	276	611	397	0	1284	0	0	0	0	0	4	712	0	0	716	169	383	719	0	1271	3271			

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF	
	8th Street					Indiana Avenue					8th Street					Indiana Avenue							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:00 PM	91	221	144	0	456	0	0	0	0	0	1	253	0	0	254	50	139	250	0	439	1149	0.97	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

8th Street and Indiana Avenue



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	8th Street					Indiana Avenue					8th Street					Indiana Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	5
3:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	
3:30 PM	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	6	
3:45 PM	0	1	1	0	2	0	0	0	0	0	2	0	0	0	2	1	0	3	0	4	8	
4:00 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3	6	
4:15 PM	1	2	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	5	
4:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
4:45 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	1	1	0	2	5	
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3	
5:30 PM	1	1	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	5	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	8	12	2	0	22	0	0	0	0	0	12	0	0	12	2	6	13	0	21	55		

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	8th Street					Indiana Avenue					8th Street					Indiana Avenue						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:00 PM	3	4	0	0	7	0	0	0	0	0	0	5	0	0	5	0	2	4	0	6	18	

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1		Page 1 of 11	
Start Date:	Monday, July 25, 2016	Weekday	Schools in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **8th Street and South Pier Drive**

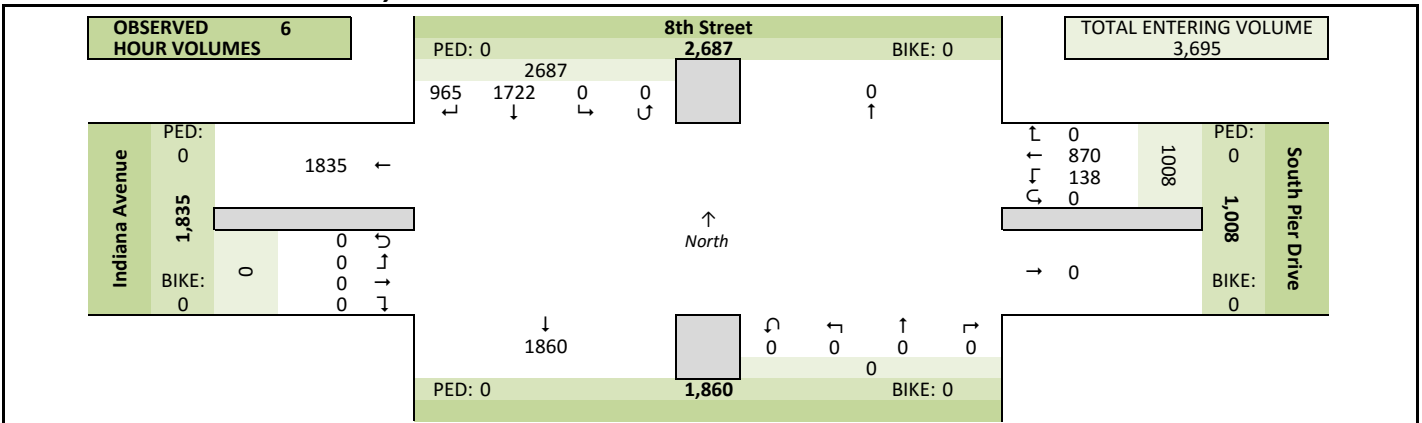
Site Information

Municipality	City of Sheboygan		
County	Sheboygan	WisDOT Region	SE
Traffic Control	Roundabout		
Roadway Names	North Direction ↑		
North Leg	8th Street		
East Leg	South Pier Drive		
South Leg			
West Leg	Indiana Avenue		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)		None	None

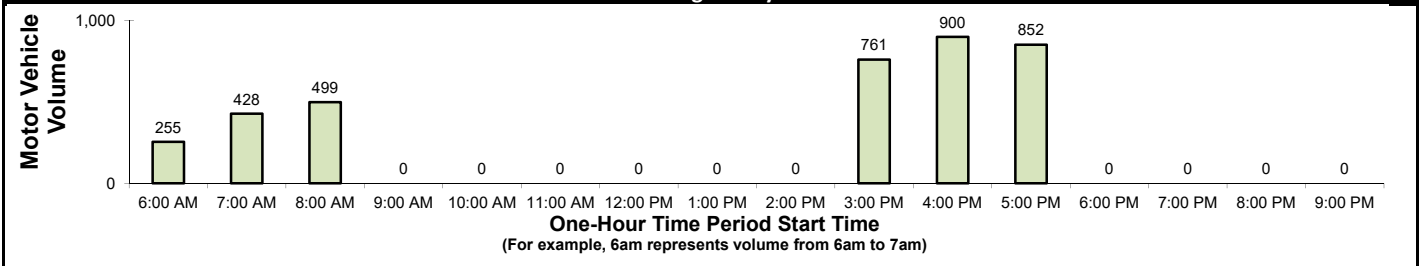
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM		
1st Day of Count	Monday, July 25, 2016	Weather	
AM Peak Period	Wednesday, July 27, 2016	Clear & Dry	
Midday Peak Period	Monday, July 25, 2016	Clear & Dry	
PM Peak Period	Monday, July 25, 2016	Clear & Dry	
Calculated Peak Hours			
	AM 8:00-9:00am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM 7:45-8:45am	MD	PM 4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.876	Count Expansion Factor	2.593
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Lee Oestreich	
	Midday Peak Period	Lee Oestreich	
	PM Peak Period	Lee Oestreich	
Comments	Version 2011.J4.1 2015 DOT Factors		

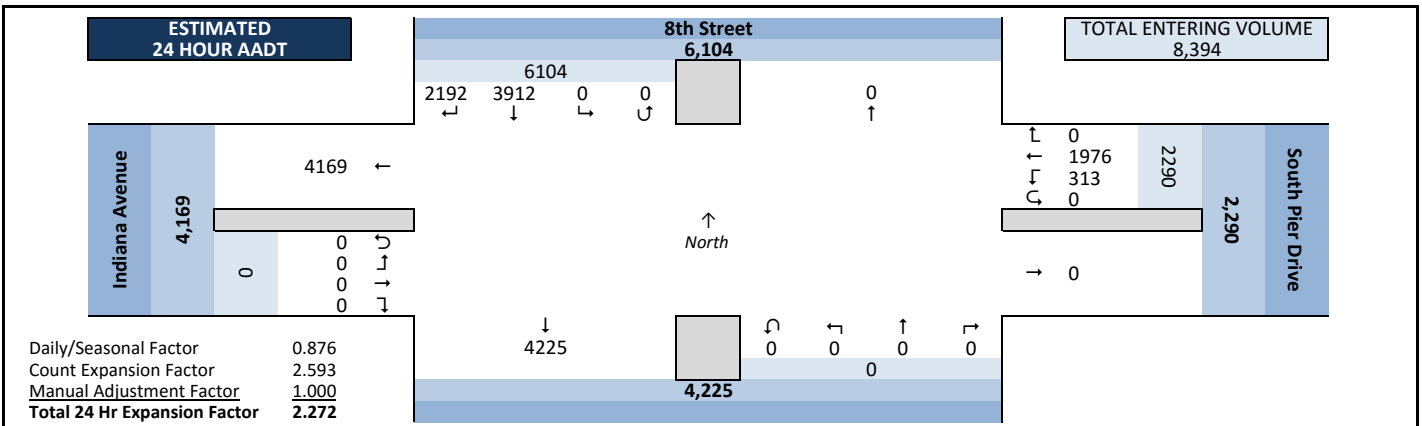
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Sheboygan Parking Study

7/30/2016

	Total Non-restricted Parking Spots	Restricted	Occupied:		% of Non restricted spots occupied		% of Non restricted spots occupied	
			Time:	Time:	Time:	Time:	Time:	Time:
South Pier Circle	72	8	11:00AM 29	40.28%	12:00 Noon 72	98.61%	1:10PM 73	98.61%
		4 Spots Marked Police Orders No Parking 4 Handicapped	No restricted spots occupied		71 Non-restricted 1 HC		71 Non-restricted 2 HC	
South Pier Dr- Segment A	20	3	11:05AM 21	105.00%	12:05PM 21	105.00%	1:10PM 21	105.00%
		2 Valet Only Parking 1 Handicapped	2 Valet Only occupied		2 Valet Only Vacant		2 Valet Only occupied	
South Pier Dr - Segment B	49	0	11:05AM 48	97.96%	12:05PM 48	97.96%	1:10PM 48	97.96%
South Pier Dr- Segment C	61	0	11:05AM 61	100.00%	12:05PM 61	100.00%	1:10PM 61	100.00%
South Pier Dr - Segment D	49	0	11:05AM 42	85.71%	12:05PM 49	100.00%	1:10PM 49	100.00%
North Parking Lot	91	4	Not Counted - Fair Setup in this area					
		4 Handicapped						
Middle Parking Lot	58	4	Not Counted - Barricaded- Closed					
		4 Handicapped						
South Parking Lot ** (See notes below)	82	3	11:35AM 53	64.63%	12:10PM 76	92.68%	1:03PM 81	98.78%
		3 Handicapped	No restricted spots occupied					
Fisherman's Road	28	0	11:25AM 20	71.43%	12:10PM 27	96.43%	1:05PM 28	100.00%
Blue Harbor Dr - North Segment	15	0	11:15AM 15	100.00%	12:10PM 15	100.00%	1:04PM 15	100.00%
Blue Harbor Dr - Middle Segment	15	0	11:15AM 10	66.67%	12:10PM 15	100.00%	1:04PM 15	100.00%
Blue Harbor Dr - South Segment	17	0	11:15AM 16	94.12%	12:10PM 16	94.12%	1:04PM 17	100.00%
Lot A	32	2	11:40 31	96.88%	12:15PM 31	96.88%	1:00PM 31	96.88%
		* 9- 2 Hour Limit stalls 2 Handicapped						
Illinois Avenue - No Parking Signs at end of str	42	0	11:25 3	7.14%	12:13PM 7	16.67%	1:05PM 39	92.86%
		No Parking at South End of Street						
Lakeview Drive	28	0	ing Motorcycle parking only - Police assistance needed to move barricade					

NOTES:

The South Parking Lot had Police escorting drivers to park in a grassy field to the west of the lot. Had these drivers been allowed to circle the South Parking Lot, all stalls would have been occupied. The South Parking Lot also had 1 stall blocked with a trash receptacle and 6 stalls being used as walkways/driveways to grass parking. These were considered occupied stalls for this study.

Total Available Spaces	659	24	683	683	683
Total Occupied Spaces	534	623	663	607	663
	Time#1	Time#2	Time#3	Average	Max
				89%	97%

Sheboygan Parking Study

8/6/2016

	Total Non-restricted Parking Spots	Restricted	Occupied:		% of Non restricted spots occupied	Occupied:		% of Non restricted spots occupied
			Time:	Time:		Time:	Time:	
			11:00AM	12:00 Noon		12:00 Noon	1:00PM	
South Pier Circle	72	8 4 Spots Marked Police Orders No Parking 4 Handicapped	36 3 HC Filled	32 0 HC Filled	50.00%	44.44%	30 0 HC Filled	41.67%
South Pier Dr- Segment A	20	3 2 Valet Only Parking 1 Handicapped	14 1 Valet Filled 1 HC Filled	9 1 Valet Filled	70.00%	45.00%	8 1 Valet Filled	40.00%
South Pier Dr - Segment B	49	0	10	23	20.41%	46.94%	28	57.14%
South Pier Dr- Segment C	61	0	23	23	37.70%	37.70%	16	26.23%
South Pier Dr - Segment D	49	0	33	27	67.35%	55.10%	25	51.02%
North Parking Lot	91	4 4 Handicapped	12 0 HC Filled	17 0 HC Filled	13.19%	18.68%	20 0 HC Filled	21.98%
Middle Parking Lot	58	4 4 Handicapped	11 0 HC Filled	11 0 HC Filled	18.97%	18.97%	12 0 HC Filled	20.69%
South Parking Lot	82	3 3 Handicapped	7 0 HC Filled	8 0 HC Filled	8.54%	9.76%	7 0 HC Filled	8.54%
Fisherman's Road	28	0	4	3	14.29%	10.71%	4	14.29%
Blue Harbor Dr - North Segment	15	0	0	4	0.00%	26.67%	4	26.67%
Blue Harbor Dr - Middle Segment	15	0	4	6	26.67%	40.00%	2	13.33%
Blue Harbor Dr - South Segment	17	0	2	2	11.76%	11.76%	2	11.76%
Lot A	32 * 9- 2 Hour Limit stalls	2 2 Handicapped	21 1 HC Filled 2 of the 21 were 2 Hour Limit Parking	19 2 HC Filled 7 of the 19 were 2 Hour Limit Parking	65.63%	59.38%	15 2 HC Filled 3 of the 15 were 2 Hour Limit Parking	46.88%
Illinois Avenue - No Parking Signs at end of str	42	0 No Parking at South End of Street	0	5	0.00%	11.90%	1	2.38%
Lakeview Drive	28	0	7	13	25.00%	46.43%	8	28.57%

NOTES:

Total Available Spaces	659	24	683	683	683
Total Occupied Spaces	184	202	182	189	202
	Time#1	Time#2	Time#3	Average	Max
				28%	30%

APPENDIX B1

YEAR 2017 BACKGROUND TRAFFIC CAPACITY/LEVEL OF SERVICE ANALYSIS

SimTraffic Output

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.1	0.6	2.0	1.3

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	5.5	0.4	0.2	1.1

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	0.3	0.6	6.0	1.8

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	1.4	0.4	1.6	0.9

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	4.7	1.4	0.6	2.4

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	5.3

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.8	1.2	4.0	2.1

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Del/Veh (s)	8.6	0.6	0.2	2.2

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	0.5	0.9	8.0	2.1

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.2
Total Del/Veh (s)	2.1	0.6	3.8	2.3

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	11.8	2.6	1.0	5.1

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	9.7

APPENDIX B2

YEAR 2027 BACKGROUND TRAFFIC CAPACITY/LEVEL OF SERVICE ANALYSIS

SimTraffic Output

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.2	0.7	2.1	1.4

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	5.9	0.4	0.1	1.2

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	0.4	0.7	6.2	1.8

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	1.4	0.4	1.8	1.1

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.8	1.5	0.7	2.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	5.6

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.8	1.2	4.3	2.2

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Del/Veh (s)	9.7	0.6	0.3	2.5

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	0.5	0.9	9.3	2.4

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.2
Total Del/Veh (s)	2.4	0.7	4.4	2.6

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.2
Total Del/Veh (s)	14.5	2.9	1.2	6.3

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	11.2

APPENDIX C1

**YEAR 2017 BUILD TRAFFIC
CAPACITY/LEVEL OF SERVICE ANALYSIS**

SimTraffic Output

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.2	0.6	2.1	1.3

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	6.7	0.5	0.2	1.6

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	0.4	0.6	6.7	2.1

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	1.4	0.5	1.8	1.1

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	4.9	1.5	0.7	2.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	5.9

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.8	1.2	4.0	2.2

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Del/Veh (s)	11.7	0.7	0.3	3.1

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	0.6	0.9	10.1	2.5

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.2
Total Del/Veh (s)	2.3	0.7	4.7	2.7

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	12.2	2.8	1.1	5.2

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	11.0

APPENDIX C2

**YEAR 2027 BUILD TRAFFIC
CAPACITY/LEVEL OF SERVICE ANALYSIS**

SimTraffic Output

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.2	0.6	2.3	1.4

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	6.8	0.5	0.2	1.6

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	0.4	0.7	7.3	2.1

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	1.5	0.5	2.0	1.1

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.0	1.6	0.7	2.6

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	6.2

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.9	1.2	4.5	2.3

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Del/Veh (s)	11.5	0.7	0.3	3.0

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	0.6	1.0	10.4	2.6

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.5	0.2
Total Del/Veh (s)	2.4	0.8	4.7	2.7

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	13.8	2.9	1.2	6.0

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	11.6

APPENDIX D

**YEAR 2027 TOTAL TRAFFIC
CAPACITY/LEVEL OF SERVICE ANALYSIS**

SimTraffic Output

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.5	0.8	2.9	1.8

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	7.5	0.6	0.2	1.7

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	0.4	0.7	8.3	2.4

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	1.7	0.5	2.5	1.4

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Del/Veh (s)	6.7	1.9	0.8	3.3

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.4

3: 8th Street & Indiana Avenue/Traffic Circle Performance by movement

Movement	EBT	EBR	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	2.1	1.4	6.2	2.8

5: Traffic Circle & S. Pier Drive Performance by movement

Movement	WBR	NBT	NBR	All
Denied Del/Veh (s)	1.2	0.0	0.0	0.3
Total Del/Veh (s)	26.5	1.0	0.5	6.8

6: Traffic Circle & Indiana Avenue Performance by movement

Movement	EBL	EBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.5	0.1
Total Del/Veh (s)	0.7	1.3	21.5	5.4

9: Traffic Circle & 8th Street Performance by movement

Movement	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	1.3	0.6
Total Del/Veh (s)	3.2	1.0	8.8	4.7

11: Indiana Avenue Performance by movement

Movement	EBR	SBT	SBR	All
Denied Del/Veh (s)	1.3	0.0	0.0	0.4
Total Del/Veh (s)	28.3	3.9	1.6	11.0

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	21.4

APPENDIX E

TRAFFIC PARKING SUPPLY & DEMAND COUNTS

Saturday, July 30, 2016

Event

	Parking Supply			Parking Demand (Occupied)		
	Non-Restricted	Restricted	Total	Time #1 (11 AM)	Time #2 (12 PM)	Time #3 (1 PM)
South Pier Circle	72	8	80	29	72	73
		4 No Parking-Police Orders 4 Handicapped			1 HC Filled	2 HC Filled
South Pier Dr - Segment A	20	3	23	21	21	21
		2 Valet Only, 1 Handicapped		2 Valet Filled		2 Valet Filled
South Pier Dr - Segment B	49	0	49	48	48	48
South Pier Dr - Segment C	61	0	61	61	61	61
South Pier Dr - Segment D	49	0	49	42	49	49
North Parking Lot	91	4	95	Not Counted - fair setup in this area		
Middle Parking Lot	58	4 Handicapped 4 Handicapped	62	Not Counted - Barricaded- Closed		
South Parking Lot ** (See notes below	82	3 3 Handicapped	85	53	76	81
Fisherman's Road	28	0	28	20	27	28
Blue Harbor Dr - North Segment	15	0	15	15	15	15
Blue Harbor Dr - Middle Segment	15	0	15	10	15	15
Blue Harbor Dr - South Segment	17	0	17	16	16	17
Lot A	32	2 * 9- 2 Hour Limit stalls 2 Handicapped	34	31	31	31
Illinois Avenue No pkg at end of Street	42	0	42	3	7	39
Lakeview Drive	28	0	28	Not Counted - Barricaded for motorcycle parking only		

	Non-Restricted	Restricted	Total	Time #1	Time #2	Time #3
Totals	659	24	683	534	623	663
	Average Occupancy	Max Occupancy				
	607	663				
	89%	97%				

NOTES:

The South Parking Lot had Police escorting drivers to park in a grassy field to the west of the lot. Had these drivers been allowed to circle the South Parking Lot, all stalls would have been occupied. The South Parking Lot also had 1 stall blocked with a trash receptacle and 6 stalls being used as walkways/driveways to grass parking. These were considered occupied stalls for this study. Barricaded lots/roadways that were not counted were assumed to be fully occupied for this study.

Saturday, August 8, 2016

Non-Event

	Parking Supply			Parking Demand (Occupied)		
	Non-Restricted	Restricted	Total	Time #1 (11 AM)	Time #2 (12 PM)	Time #3 (1 PM)
South Pier Circle	72	8	80	36	32	30
		4 No Parking-Police Orders 4 Handicapped		3 HC Filled	0 HC Filled	0 HC Filled
South Pier Dr - Segment A	20	3	23	14	9	8
		2 Valet Only, 1 Handicapped		1 Valet, 1 HC Filled	1 Valet Filled	1 Valet Filled
South Pier Dr - Segment B	49	0	49	10	23	28
South Pier Dr - Segment C	61	0	61	23	23	16
South Pier Dr - Segment D	49	0	49	33	27	25
North Parking Lot	91	4	95	12	17	20
		4 Handicapped		0 HC Filled	0 HC Filled	0 HC Filled
Middle Parking Lot	58	4	62	11	11	12
		4 Handicapped		0 HC Filled	0 HC Filled	0 HC Filled
South Parking Lot	82	3	85	7	8	7
		3 Handicapped		0 HC Filled	0 HC Filled	0 HC Filled
Fisherman's Road	28	0	28	4	3	4
Blue Harbor Dr - North Segment	15	0	15	0	4	4
Blue Harbor Dr - Middle Segment	15	0	15	4	6	2
Blue Harbor Dr - South Segment	17	0	17	2	2	2
Lot A	32	2	34	21	19	15
	* 9- 2 Hour Limit stalls	2 Handicapped		1 HC Filled 2-2HR Filled	2 HC Filled 7-2HR Filled	2 HC Filled 3-2HR Filled
Illinois Avenue <i>No pkg at end of Street</i>	42	0	42	0	5	1
Lakeview Drive	28	0	28	7	13	8

	Non-Restricted	Restricted	Total	Time #1	Time #2	Time #3
Totals	659	24	683	184	202	182

Average Occupancy	Max Occupancy
189	202
28%	30%