



## **2018 Traffic Count Report**

Prepared by

Morgantown Monongalia MPO

## **Introduction**

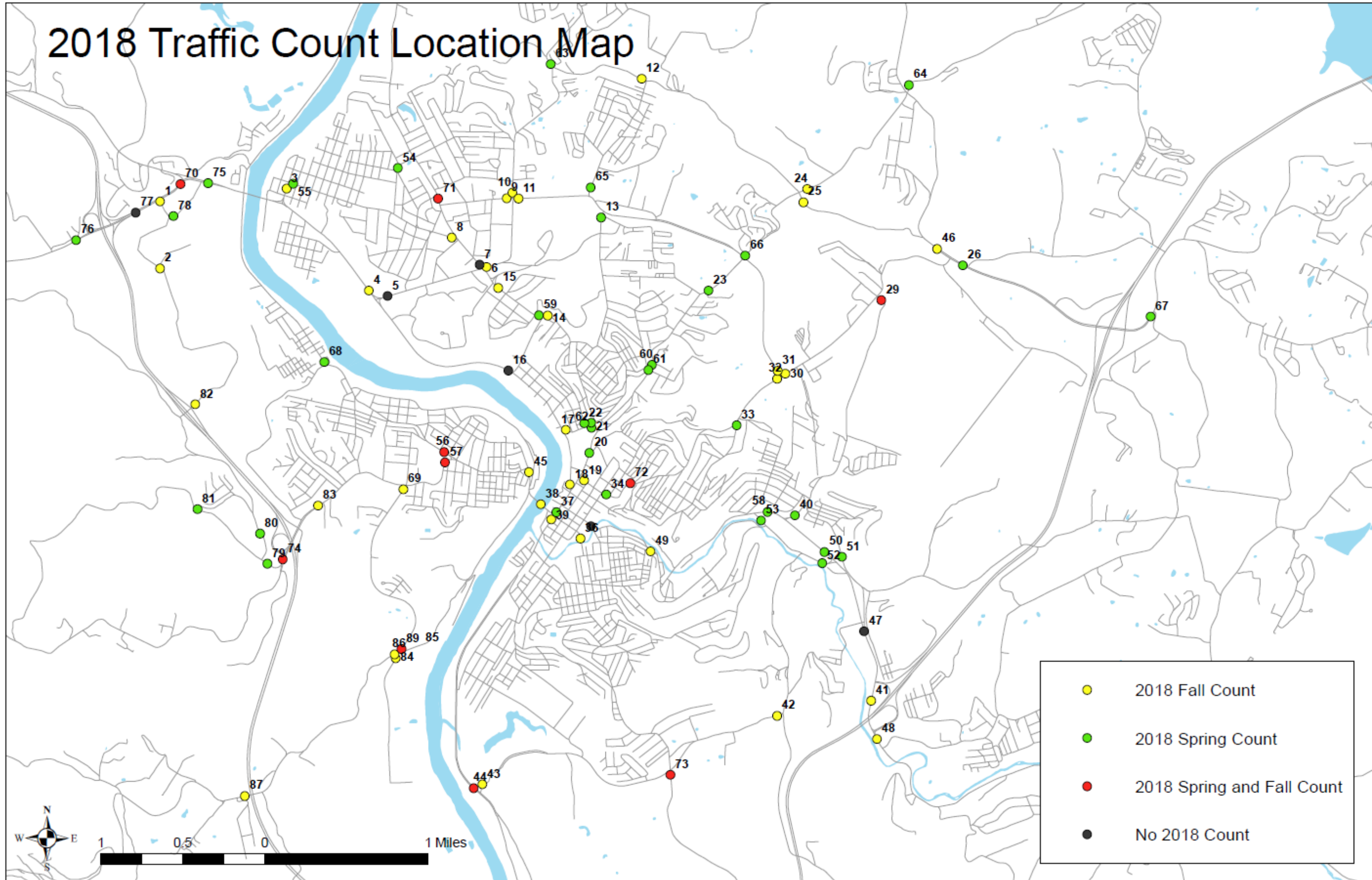
The purpose of this report is to provide traffic information for the greater Morgantown metropolitan area. This data is used to analyze traffic flows, monitor the impact of regional development, calibrate the regional travel demand model, justify highway investments, track the performance of traffic projects once they are implemented, and other transportation-related purposes.

The spring count was conducted on April 17 and 18, 2018, for a 48-hour period, at 45 locations. The fall count was conducted on August 29 and 30, 2018, for a 48-hour period, at 49 locations. Among those locations, 12 were counted both in the spring and fall of 2018. The document was prepared by MMMPO staff. The funding for this report was provided by the Federal Highway Administration, the West Virginia Department of Transportation, Monongalia County, and the City of Morgantown as provided for in the MMMPO's Unified Planning Work Program. The traffic count data in this report was collected for the MPO by the Traffic Group following WV DOH practices.

## **Data Use and Availability**

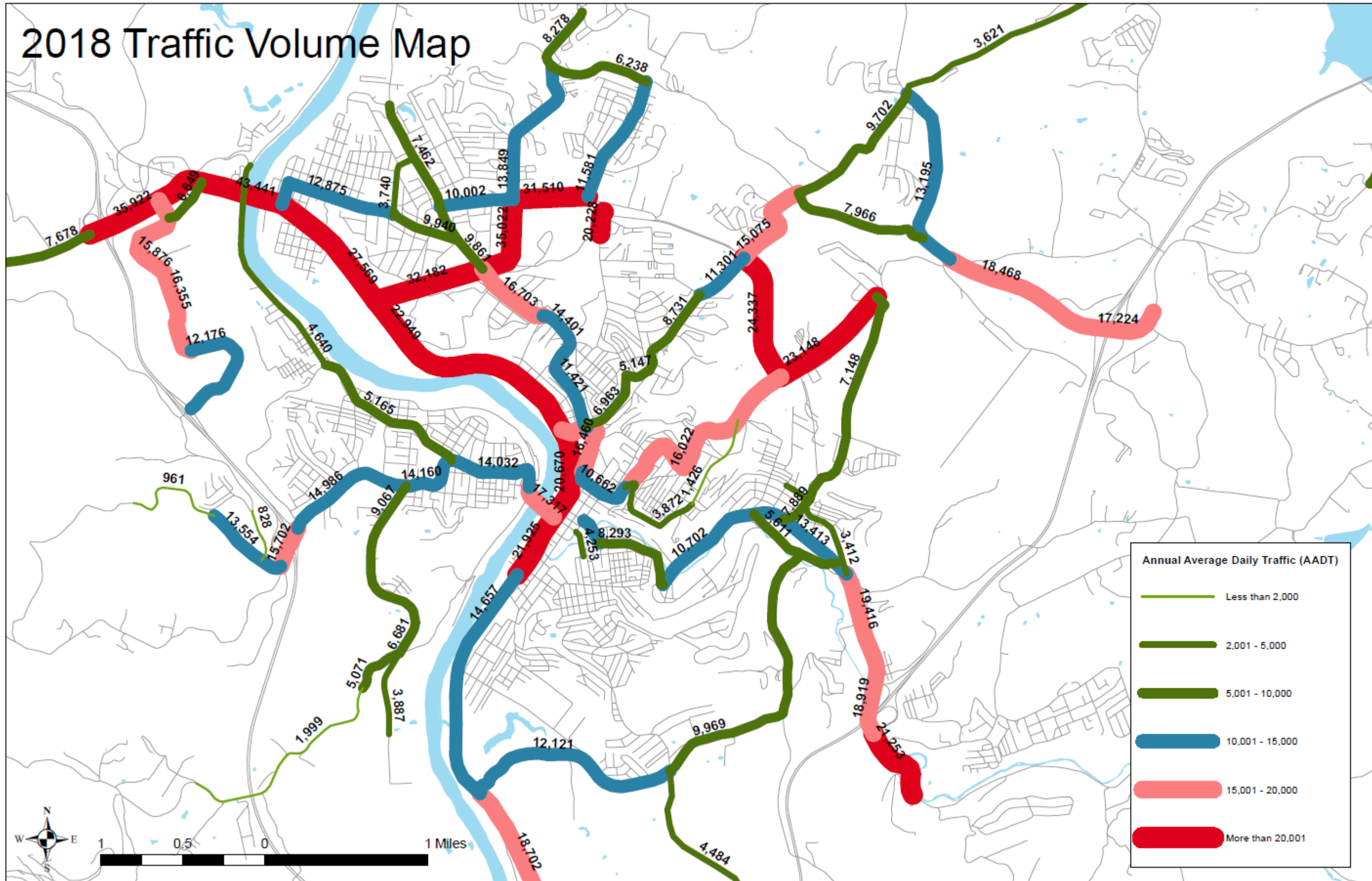
The best use of the traffic volume data in this report is the average value over previous three years. This report is available at the MMMPO website, [www.plantgether.org](http://www.plantgether.org). The data was collected with 15-minute intervals. The raw data is available upon request.

# 2018 Traffic Count Location Map



For DOH station ID inquiry, add 311400 at the beginning of the station ID number.

# 2018 Traffic Volume Map



For DOH station ID inquiry, add 311400 at the beginning of the station ID number.

Station*	Location	2015	2016	2017	2018 (S=Spring, F=Fall)	Compared to the Average of Previous 3 Years	% of Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
1	University Town Center Dr / South of Chaplin Hill Rd	19,100	18,351	12,948	15,876 (F)	-5%	--	11:00-12:00	1449 (8.7%)	16:45-17:45	1,358 (8.1%)
2	University Town Center Dr / South of Mountaineer Dr	17,675	18,441	18,046	16355 (F)	-9%	--	11:00-12:00	1221 (7.1%)	16:45-17:45	1529 (8.9%)
3	Boyers Ave / Btw Leeway St and University Ave	11,980	12,096	12,670	14065 (F)	15%	--	7:30-8:30	1071 (7.2%)	17:15-18:15	1160 (7.8%)
4	Monongahela Blvd / Northwest of Patterson Dr	31,030	31,641	31,110	27569 (F)	-12%	--	7:45-8:45	1759 (6.1%)	16:45-17:45	2337 (8.1%)
5	Patteson Dr / East of Monongahela Blvd	33,311	32,411	30,823	X		--	8:30-9:30	1931 (6%)	16:45-17:45	2578 (7.9%)
6	Van Voorhis Rd / Northeast of University Ave	37,467	34,784	37,924	35022 (F)	-5%	3.8%	7:45-8:45	2481 (6.2%)	15:45-16:45	2751 (6.9%)
7	University Ave / Northwest of Patterson Dr	9,817	9,919	9,848	X		3%	7:45-8:45	834 (8%)	15:45-16:45	754 (7.3%)
8	University Ave / West of Collins Ferry Rd	10,571	8,632	8,917	9940 (F)	6%	--	7:45-8:45	791 (7.6%)	16:45-17:45	830 (7.9%)
9	Burroughs St / West of Van Voorhis Rd	9,821	8,734	9,504	10002 (F)	7%	--	7:45-8:45	732 (7.0%)	16:15-17:15	795 (7.5%)
10	Van Voorhis Rd / North of Burroughs St	15,661	17,184	13,707	13849 (F)	-11%	--	7:30-8:30	880 (6%)	16:45-17:45	1227 (8.4%)
11	Chestnut Ridge Rd / East of Van Voorhis Rd	34,849	35,425	31,997	31510 (F)	-8%	--	7:45-8:45	2201 (6.6%)	16:45-17:45	2453 (7.4%)
12	West Run Rd / West of Riddle Ave	5,086	5,858	7,256	6238 (F)	3%	--	7:30-8:30	480 (7.3%)	16:45-17:45	654 (10%)
13	Willowdale Rd / South of Chestnut Ridge Rd	15,868	15,479	10,706	20228 (S)	44%	--	7:45-8:45	1663 (7.8%)	16:45-27:45	1998 (9.4%)
14	University Ave / Southeast of 8th St	14,104	13,148	14,286	14401 (F)	4%	--	7:45-8:45	980 (6.5%)	17:00-18:00	1215 (8%)
15	University Ave / Southeast of Evansdale Dr	18,951	17,927	16,508	16703 (F)	-6%	--	8:00-9:00	1022 (5.8%)	17:15-18:15	1348 (7.7%)

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Station	Location	2015	2016	2017	2018 (S=Spring, F=Fall)	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
16	Beechurst Ave / North of 8th St	24,715	22,345	21,788	X		--	9:00- 10:00	1346 (5.9%)	15:15- 16:15	1713 (7.5%)
17	Campus Dr / Northeast of US 19	6,477	8,959	7,265	17146 (F)	127%	--	8:00- 9:00	1274 (7.1%)	18:00- 19:00	1123 (6.2%)
18	Beechurst Ave / North of Fayette St	22,539	22,819	20,313	20670 (F)	-6%	--	7:30- 8:30	1412 (6.5%)	16:30- 17:30	1590 (7.3%)
19	Willey St / Northwest of Chestnut St	13,026	10,357	11,503	10662 (F)	-8%	--	7:30- 8:30	808 (7.2%)	17:45- 18:45	781 (7%)
20	University Ave / South of College Ave	18,480	18,232	16,393	18130 (S)	2%	--	7:45- 8:45	1056 (5.5%)	17:00- 18:00	1566 (8.2%)
21	Stewart St / East of University Ave	10,612	11,893	7,536	6963 (S)	-30%	--	7:30- 8:30	492 (6.7%)	17:00- 18:00	542 (7.4%)
22	University Ave / South of 2nd St	11,380	8,497	11,121	11421 (S)	11%	--	7:45- 8:45	628 (5.2%)	17:45- 18:45	832 (6.9%)
23	Stewartstown Rd / Northeast of School St	11,319	--	11,399	11301 (S)	-1%	--	8:15- 9:15	587 (4.9%)	17:15- 18:15	1047 (8.8%)
24	Stewartstown Rd / Northeast of West Run Rd	10,710	9,584	10,577	9702 (F)	-6%	2%	7:30- 8:30	787 (7.7%)	16:00- 17:00	886 (8.7%)
25	West Run Rd / Southeast of Stewartstown Rd	8,693	6,527	7,290	7966 (F)	6%	--	7:45- 8:45	568 (6.8%)	16:45- 17:45	799 (9.5%)
26	Cheat Rd / South of Old Cheat Rd	29,491	26,936	25,212	18468 (S)	-32%	5%	7:15- 8:15	1734 (8.9%)	16:45- 17:45	1511 (7.8%)
27	Cheat Rd / North of County Route 88	3,528	3,811	8,378	4036 (F) 4615 (S)	-17%	--	8:15- 9:15	3.4 (7.2%)	16:00- 17:00	383 (9%)
28	Fairchance Rd / North of County Route 69	5,000	4,804	11,340	5062 (F) 4991 (S)	-29%	--	7:45- 8:45	377 (7.1%)	16:00- 17:00	426 (8%)
29	Hartman Run Rd / Southeast of Mileground Rd	8,403	11,005	8,490	7148 (F) 7772 (S)	-20%	--	7:30- 8:30	542 (7.2%)	16:30- 17:30	668 (8.9%)
30	Mileground Rd / East of WV 705	22,593	21,681	22,905	23148 (F)	3%	--	7:30- 8:30	1863 (7.7%)	16:15- 17:15	1741 (7.1%)

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Station	Location	2015	2016	2017	2018	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
31	WV 705 / North of Mileground	24,730	26,895	25,521	24337 (F)	-5%	2%	7:30-8:30	2066 (8.1%)	16:30-17:30	1866 (7.3%)
32	Mileground Rd / South of WV 705	14,497	14,337	15,315	16022 (F)	9%	--	7:45-8:45	1384 (8.2%)	15:30-16:30	1756 (10.4%)
33	Charles Ave / Southeast of US 119	1,914	n/a	3,169	1426 (S)	-44%	--	7:45-8:45	265 (7.9%)	16:15-17:15	145 (9.7%)
34	Willey St / Northeast of Spruce St	12,408	11,421	13,133	11316 (S)	-8%	--	8:00-9:00	639 (5.4%)	15:45-16:45	983 (8.3%)
35	Walnut St / North of Brockway Ave	10,735	10,540	9,994	X		--	8:00-9:00	746 (7.1%)	16:45-17:45	774 (7.4%)
36	Pleasant St / Pleasant Street Bridge	2,780	3,898	4,302	4253 (F)	16%	--	7:00-8:00	353 (7.9%)	17:15-18:15	404 (9%)
37	University Ave / Northeast of Pleasant St	26,803	31,283	28,297	24735 (S)	-14%	--	7:30-8:30	1812 (6.8%)	16:30-17:30	1982 (7.6%)
38	Pleasant St / Westover Bridge	18,872	19,034	19,281	17317 (F)	-9%	--	7:30-8:30	1157 (6.3%)	17:00-18:00	1551 (8.5%)
39	University Ave / South of Westover Bridge	24,294	26,568	22,670	21925 (F)	-11%	--	7:30-8:30	1745 (7.6%)	16:45-17:45	1866 (8.1%)
40	Hartman Run Rd / North of Richwood Ave	7,699	8,066	8,196	7889 (S)	-1%	--	7:30-8:30	584 (7%)	16:45-17:45	785 (9.4%)
41	Earl Core Rd / Btw EB & WB Ramps of I-68	n/a	22,113	21,084	18919 (F)	-12%	6%	7:15-8:15	1508 (7.6%)	16:00-17:00	1590 (8%)
42	Greenbag Rd / West of Lower Aarons Creek	9,878	9,930	9,882	9969 (F)	1%	--	7:15-8:15	828 (7.9%)	16:45-17:45	966 (9.2%)
43	Greenbag Rd / North of US 119	13,049	12,869	12,765	12121 (F)	-6%	--	7:15-8:15	1108 (8.3%)	16:45-17:45	1176 (9.2%)
44	University Ave / North of Greenbag Rd	19,034	13,579	17,911	14657 (F) 15329 (S)	-11%	4%	7:15-8:15	1350 (8.7%)	16:45-17:45	1358 (8.8%)
45	Holland Ave / South of W Park Ave	14,204	13,755	14,498	14032 (F)	-1%	5%	12:30-1:30	992 (6.7%)	16:45-17:45	1261 (8.5%)

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Station	Location	2015	2016	2017	2018	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
46	Point Marion Rd / North of Mileground Rd	11,684	13,227	11,555	13195 (F)	9%	4%	7:00-8:00	887 (6.4%)	14:45-15:45	1214 (8.7%)
47	Earl L Core Rd / Btw Eljadid St & Sturgiss Ave	17,788	18,908	21,552	X		4%	7:30-8:30	1490 (6.6%)	16:45-17:45	1848 (8.1%)
48	Earl L Core Rd / North of Brookhaven Rd	19,393	19,052	20,759	21253 (F)	8%	--	7:15-8:15	1565 (7%)	17:00-18:00	1785 (8%)
49	Brockway Ave / East of Pennsylvania Ave	8,614	8,299	8,326	8293 (F)	-1%	5%	7:15-8:15	588 (6.7%)	16:30-17:30	761 (8.7%)
50	Earl Core Rd / North of Greenbag Rd	17,648	12,981	13,329	13413 (S)	-8%	--	8:15-9:15	838 (5.9%)	17:00-18:30	1088 (7.7%)
51	Sabraton Ave / Northeast of Earl Core Rd	1,613	1,310	4,616	3412 (S)	36%	--	7:30-8:30	335 (9.3%)	16:45-17:45	344 (9.6%)
52	Greenbag Rd / Southwest of Earl Core Rd	8,087	7,493	14,937	7248 (S)	-29%	--	7:30-8:30	534 (7%)	17:00-18:00	595 (7.8%)
53	Deckers Creek Rd / Southeast of Powell Ave	6,278	5,276	11,509	5611 (S)	-27%	--	8:00-9:00	387 (6.5%)	16:45-17:45	561 (9.5%)
54	Aspen Rd / Btw Collins Ferry & Western	3,151	2,944	3,254	3740 (S)	20%	--	7:45-8:45	352 (8.9%)	16:45-17:45	393 (10%)
55	University Ave / Btw Boyers & Pleasant	13,631	12,407	8,940	12875 (S)	10%	--	7:30-8:30	972 (7.2%)	17:15-18:15	1004 (7.4%)
56	Holland Ave / Northwest of Fairmont Rd	5,820	7,620	5,209	5165 (F) 4543 (S)	-22%	--	8:15-9:15	314 (5.8%)	17:15-18:15	425 (7.8%)
57	Fairmont Rd / Southwest of Fairmont Rd	12,313	8,775	12,584	14160 (F) 14664 (S)	28%	--	7:30-8:30	927 (6.2%)	17:00-18:00	1271 (8.5%)
58	Earl L Core Rd / Northeast of Hartman Run Rd	11,716	9,853	10,721	10702 (S)	-1%	--	7:30-8:30	774 (6.9%)	16:45-17:45	972 (8.6%)
59	University Ave / East of 8th St	--	14,413	14,589	16415 (S)	13%	--	7:45-8:45	990 (5.7%)	16:45-17:45	1312 (7.7%)
60	Stewart St / South of Stewart Ln	7,994	6,689	9,099	8731 (S)	10%	--	8:00-9:00	486 (4.3%)	17:00-18:00	782 (8.5%)

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Station	Location	2015	2016	2017	2018	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
61	Stewart St / Btw Hoffman Ave and Protzman St	4,909	3,817	7,547	5147 (S)	-5%	--	8:00-9:00	328 (6.1%)	17:00-18:00	536 (9.9%)
62	University Ave / Southeast of Stewart St	18,253	19,577	14,719	16460 (S)	-6%	--	7:30-8:30	895 (5.2%)	17:00-18:00	1256 (7.1%)
63	Van Voorhis Rd / North of West Run Rd	10,742	8,065	8,982	8278 (S)	-11%	--	7:15-8:15	584 (6.7%)	16:45-17:45	819 (9.4%)
64	Canyon Rd / Northeast of Point Marion Rd	4,045	3,259	7,336	3621 (S)	-26%	--	7:15-8:15	313 (8.2%)	17:00-18:00	369 (9.7%)
65	Pineview Dr / North of WV 705	22,192	14,174	11,693	11581 (S)	-28%	--	8:00-9:00	866 (7.1%)	16:45-17:45	1088 (8.9%)
66	Stewartstown Rd / Northeast of WV 705	17,002	14,725	15,258	15075 (S)	-4%	--	7:45-8:45	1082 (6.8%)	17:00-18:00	1317 (8.3%)
67	Cheat Rd / Southwest of S Pierpont Rd	18,333	18,665	18,217	17224 (S)	-6%	--	7:30-8:30	312 (7.2%)	17:00-18:00	1645 (9.1%)
68	Dunkard Ave / North of Dents Run Blvd	4,544	4,562	5,028	4640 (S)	-2%	--	7:45-8:45	248 (5.1%)	17:00-18:00	424 (8.7%)
69	DuPont Rd / South of Fairmont Rd	4,782	5,185	4,882	9067 (F)	83%	--	7:45-8:45	918 (9.6%)	16:45-17:45	809 (8.5%)
70	Chaplin Hill Rd / South of Monongahela Blvd	34,025	35,352	28,510	38663 (F) 34458 (S)	12%	--	7:30-8:30	2682 (6.6%)	16:45-17:45	3357 (8.2%)
71	Collins Ferry Rd / North of Burroughs St	7,526	6,783	6,948	7462 (F) 6902 (S)	1%	--	7:45-8:45	958 (12.2%)	16:45-17:45	619 (7.9%)
72	Richwood Ave / North of N. Willey St	3,998	3,905	3,910	3872 (F) 5417 (S)	18%	--	7:45-8:45	203 (5%)	17:00-18:00	393 (9.6%)
73	Kingwood Pike / South of Greenbag Rd	4,271	4,248	4,773	4484 (F) 4314 (S)	-1%	--	7:15-8:15	520 (11%)	16:45-17:45	449 (9.4%)
74	Fairmont Ave / Northeast of Mall Rd	13,809	14,838	14,043	15702 (F) 13688 (S)	3%	--	7:15-8:15	777 (4.7%)	17:00-18:00	1514 (9.2%)
75	Mon Blvd / East of Emmett Dr	43,999	40,981	43,079	43441 (S)	2%	--	7:30-8:30	2914 (6.4%)	17:00-18:00	3871 (8.5%)

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Station	Location	2015	2016	2017	2018	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
76	Chaplin Hill Rd / East of I-79	7,778	7,234	8,045	7678 (S)	0%	--	8:15-9:15	655 (8.1%)	16:30-17:30	751 (9.3%)
77	Chaplin Hill Rd / Btw I-79 and Univ. Town C Dr.	--	37,057	34,787	X		--	7:30-8:30	3064 (8.4%)	16:45-17:45	3101 (8.5%)
78	Emmett Dr / East of Univ. Town C Dr.	--	6,062	6,549	6649 (S)	5%	--	11:15-12:15	409 (5.8%)	18:15-19:15	584 (8.3%)
79	Mall Rd / Btw Lawless Rd & US 19	--	4,248	11,419	13554 (S)	73%	--	12:00-13:00	1149 (8.1%)	16:30-17:30	1438 (10.1%)
80	Lawless Rd / NE of Mall Rd	--	2,635	992	828 (S)	-54%	--	7:30-8:30	68 (7.7%)	17:15-18:15	75 (8.6%)
81	Mall Rd / South of Lawless Rd	--	2,542	890	961 (S)	-44%	--	8:45-9:45	81 (8%)	17:15-18:15	79 (7.8%)
82	University Towncenter Dr / North of I-79 Exit 152	--	--	8,856	12176 (F)	37%	--	11:00-12:00	485 (3.8%)	16:45-17:45	1248 (9.7%)
83	Fairmont Rd / West of Commerce Dr				14986 (F)			7:30-8:30	1031 (6.5%)	16:45-17:45	1307 (8.7%)
84	MGT Industrial Trail / South of River Rd				3887 (F)			7:15-8:15	336 (8.2%)	16:45-17:45	359 (8.8%)
85											
86	River Rd / West of DuPont Rd				5071 (F)			7:15-8:15	536 (10%)	15:15-16:15	578 (10.8%)
87	River Rd / West of Master Graphics Rd				1999 (F)			7:30-8:30	165 (7.8%)	17:00-18:00	173 (8.2%)
88	Grafton Rd / South of Scott Ave				18702 (F)			7:30-8:30	1903 (9.8%)	16:30-17:30	1860 (9.4%)
89	DuPont Rd / North of River Rd				6681 (F) 7968 (S)			7:45-8:45	644 (9.2%)	15:15-16:15	692 (9.8%)
90	Cheat Rd / West of Tyrone Rd				6916 (F)			8:00-9:00	586 (8%)	16:00-19:00	687 (9.4%)

## Key Findings

### Top locations with the highest AADT volume

Station	Location	2015	2016	2017	2018	Compared to the Average of Previous 3 Years
75	Mon Blvd / East of Emmett Dr	43,999	40,981	43,079	43,441	2%
70	Chaplin Hill Rd / South of Monongahela Blvd	34,025	35,352	28,510	38,663	12%
6	Van Voorhis Rd / Northeast of University Ave	37,467	34,784	37,924	35,022	-5%
11	Chestnut Ridge Rd / East of Van Voorhis Rd	34,849	35,425	31,997	31,510	-8%
4	Monongahela Blvd / Northwest of Patterson Dr	31,030	31,641	31,110	27,569	-12%
37	University Ave / Northeast of Pleasant St	26,803	31,283	28,297	24,735	-14%
31	WV 705 / North of Mileground	24,730	26,895	25,521	24,337	-5%
30	Mileground Rd / East of WV 705	22,593	21,681	22,905	23,148	3%
39	University Ave / South of Westover Bridge	24,294	26,568	22,670	21,925	-11%
48	Earl L Core Rd / North of Brookhaven Rd	19,393	19,052	20,759	21,253	8%

### Top locations with the highest AADT volume increase (comparing the average of previous 3 years)

Station	Location	2015	2016	2017	2018	Compared to the Average of Previous 3 Years
17	Campus Dr / Northeast of US 19	6,477	8,959	7,265	17,146	127%
69	DuPont Rd / South of Fairmont Rd	4,782	5,185	4,882	9,067	83%
79	Mall Rd / Btw Lawless Rd & US 19	--	4,248	11,419	13,554	73%
13	Willowdale Rd / South of Chestnut Ridge Rd	15,868	15,479	10,706	20,228	44%
51	Sabraton Ave / Northeast of Earl Core Rd	1,613	1,310	4,616	3,412	36%
57	Fairmont Rd / Southwest of Holland Rd/Fairmont Rd Intersection	12,313	8,775	12,584	14,160	28%
72	Richwood Ave / North of N. Willey St	3,998	3,905	3,910	3,872	18%
54	Aspen Rd / Btw Collins Ferry & Western	3,151	2,944	3,254	3,740	16%
36	Pleasant St / Pleasant Street Bridge	2,780	3,898	4,302	4,253	16%
3	Boyers Ave / Btw Leeway St and University Ave	11,980	12,096	12,670	14,065	15%

Compared to the average traffic volume of previous 3 years, areas experiencing major traffic increase include:

- University Ave-Boyers Ave-Mon Blvd-Chaplin Hill Rd Corridor, including count station 3114070 and 3114003.  
Possible explanation: New business on University Town Center and roadway work on Mon Blvd.
- West Ridge Area, including count station 3114079 and 3114082.  
Possible explanation: New business on University Town Center and new interchange on I-79
- Willey St-Mileground Rd-Point Marion Rd Corridor, including count station 3114046 and 3114032.  
Possible explanation: Housing development along the corridor. Increased capacity after the Eastern Hill intersection improvement construction.
- Fairmount Rd and DuPont Rd, including count station 3114069 and 3114057.  
Possible explanation: Road closure on River Rd.

Compared to the average traffic volume of previous 3 years, areas experiencing major traffic decrease include:

- University Ave-Don Knotts Blvd Corridor, including count station 3114037 and 3114039.  
Possible explanation: New business on University Town Center and new interchange on I-79.
- Mon Blvd-WV 705-Van Voorhis Corridor, including count station 3114004.  
Possible explanation: Construction on Mon Blvd and Van Voorhis Rd during traffic count period.

### **Station for Further Investigation**

The following stations have detected abnormal traffic volume, comparing with data from previous years. MPO staff examined raw data of those locations submitted by the traffic count consultant, no technical fault, such as losing or broken rope, was identified. MPO staff will further investigate those stations in 2019, to decide the accuracy and reliability of the 2018 counts.

- Station 3114017 on Campus Dr, abnormal increase
- Station 3114013 on Willowdale Rd, abnormal increase
- Station 3114026 on Cheat Rd, abnormal decrease

### **Overall Traffic Volume Trends**

It is estimated that the 2018 traffic volume decreased 0.9% from 2017 at 76 locations where comparative traffic volume data is available.

Probable causes of this general decline include:

- Seasonal factors. With few exceptions, locations counted in the spring of 2018 were counted in the fall of 2017. Seasonal variations could be a key cause of the overall traffic volume change;
  - Changes in traffic demand. Newly constructed student housing near campus could decrease the overall vehicle traffic volume when school is in session.
  - Multimodal transportation. Mountain Line Transit changed routes in 2018 August. In the fall of 2018, the City of Morgantown installed bicycle-sharrows on major bicycle routes on city streets. Those factors could reduce vehicle traffic in the area.
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**Seasonal Factors**

The 2017 counts were taken for different locations in the spring and in the fall. The 2018 count reversed those stations between the two seasons, to obtain seasonal factors for each count location. Specifically, with a few exceptions, a station that was counted in the spring of 2017 was counted in the fall of 2018. Similarly, a station that was counted in the fall of 2017 was counted in the spring of 2018.

Currently, the MPO use WV DOT general seasonal factors for all count locations. The traffic volume data collected in 2017 and 2018 is not sufficient to develop reliable seasonal factors. It is expected that with 3 years data the MPO will identify seasonal factors in 2020.

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