



## CMF / CRF Details

CMF ID: 10024

### Implement Active Traffic Management Strategies

**Description:** Implement a combination of Advisory Variable Speed Limits and Lane Use Control Signs on a section of interstate.

**Prior Condition:** Interstate segment with static speed limits and no lane use control signals.

**Category:** Advanced technology and ITS

**Study:** [\*Evaluation of the Impact of the I-66 Active Traffic Management System: Phase II, Dutta et al., 2018\*](#)

Star Quality Rating:



[\[View score details\]](#)

### Crash Modification Factor (CMF)

**Value:** 1.127

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.094

### Crash Reduction Factor (CRF)

**Value:** -12.7 (This value indicates an **increase** in crashes)

<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	9.4

<b>Applicability</b>	
<b>Crash Type:</b>	Multiple vehicle
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Principal Arterial Interstate
<b>Number of Lanes:</b>	6-8
<b>Road Division Type:</b>	Divided by Median
<b>Speed Limit:</b>	
<b>Area Type:</b>	Suburban
<b>Traffic Volume:</b>	167000 to 184000 <i>Annual Average Daily Traffic (AADT)</i>
<b>Time of Day:</b>	All

<b><i>If countermeasure is intersection-based</i></b>	
<b>Intersection Type:</b>	
<b>Intersection Geometry:</b>	
<b>Traffic Control:</b>	
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

<b>Development Details</b>	
<b>Date Range of Data Used:</b>	2011 to 2016
<b>Municipality:</b>	

<b>State:</b>	VA
<b>Country:</b>	United States
<b>Type of Methodology Used:</b>	Before/after using empirical Bayes or full Bayes
<b>Sample Size Used:</b>	

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jul-26-2019
<b>Comments:</b>	Applies to a segment with advisory variable speed limits and lane use control signals.

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