



## CMF / CRF Details

**CMF ID: 5232**

**Presence of an elevated road above intersection**

**Description:** Intersection location is below an elevated roadway

**Prior Condition:** *No Prior Condition(s)*

**Category:** Intersection geometry

**Study:** [Corridor-level signalized intersection safety analysis in Shanghai, China using Bayesian hierarchical models, Kun Xie, Xuesong Wang, Helai Huang, Xiahong Chen, 2013](#)

**Star Quality Rating:**



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

### Crash Modification Factor (CMF)

**Value:** 1.58

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.32

### Crash Reduction Factor (CRF)

**Value:** -58 (This value indicates an **increase** in crashes)

**Adjusted Standard Error:**

<b>Unadjusted Standard Error:</b>	31.9
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### Applicability

<b>Crash Type:</b>	All
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Not specified
<b>Number of Lanes:</b>	
<b>Road Division Type:</b>	
<b>Speed Limit:</b>	
<b>Area Type:</b>	Urban
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	Not specified

### *If countermeasure is intersection-based*

<b>Intersection Type:</b>	Roadway/roadway (not interchange related)
<b>Intersection Geometry:</b>	3-leg,4-leg
<b>Traffic Control:</b>	Signalized
<b>Major Road Traffic Volume:</b>	7700 to 140300 Average Daily Traffic (ADT)
<b>Minor Road Traffic Volume:</b>	

### Development Details

<b>Date Range of Data Used:</b>	2009 to 2009
<b>Municipality:</b>	
<b>State:</b>	

<b>Country:</b>	China
<b>Type of Methodology Used:</b>	Regression cross-section
<b>Sample Size Used:</b>	195 Site-years

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Dec-02-2013
<b>Comments:</b>	Major road volumes are actually total entering traffic

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