

CMF / CRF Details

CMF ID: 8706

Increase median width

Description:

Prior Condition: Roadways with narrower median width

Category: Access management

Study: [Evaluation of Safety Effectiveness of Multiple Cross Sectional Features on Urban Arterials, Park and Abdel-Aty, 2016](#)

Star Quality Rating:



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

Crash Modification Factor (CMF)

Value:

$$CMF = \exp \{-0.0054 \times (MW - Base_{MW})\}$$

Where:

MW = Median Width (feet)

$Base_{MW}$ = Baseline Median Width (feet)

**Adjusted
Standard
Error:**

**Unadjusted
Standard
Error:**

Crash Reduction Factor (CRF)

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

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: All

Crash Severity:

Roadway Types: Principal Arterial Other

Number of Lanes: 2-8

Road Division Type: All

Speed Limit: 20-65

Area Type: Urban

Traffic Volume: 1000 to 94500 *Annual Average Daily Traffic (AADT)*

Time of Day: All

If countermeasure is intersection-based

Intersection Type:

Intersection Geometry:

Traffic Control:

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used: 2008 to 2012

Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Regression cross-section
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-06-2017
Comments:	This CMF is for KAB crashes. CMF applies to urban arterials.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.