



CMF / CRF Details

CMF ID: 2462

Change in driveway density from X to Y driveways per mile

Description: Curves and tangents.

Prior Condition: Greater or fewer number of driveways per mile

Category: Access management

Study: [Modeling and Evaluating the Safety Impacts of Access Management \(AM\) Features in the Las Vegas Valley, Mauga and Kaseko, 2010](#)

Star Quality Rating: <input type="text" value="4 Stars"/> [View score details]	
--	--

Crash Modification Factor (CMF)	
Value:	$e^{0.0059(Y-X)}$
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	$-100 * (e^{0.0059(Y-X)} - 1)$
Adjusted Standard Error:	

Unadjusted Standard Error:

Applicability

Crash Type:

Angle,Fixed object,Head on,Rear end,Run off road,Sideswipe,Single vehicle

Crash Severity:

A (serious injury),B (minor injury),C (possible injury)

Roadway Types:

All

Number of Lanes:

Road Division Type:

Divided by Median

Speed Limit:

30-45

Area Type:

Urban

Traffic Volume:

29320 to 96080

Time of Day:

Not specified

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:

2002 to 2006

Municipality:

State:

NV

Country:	
Type of Methodology Used:	7
Sample Size Used:	Sites

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Aug-11-2010
Comments:	

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.