



CMF / CRF Details

CMF ID: 9377

Implement truck lane restrictions

Description: TLR prohibit semi- trucks (trucks) from using the left-5 most freeway lane, or inner lane, except in passing or emergency maneuvers.

Prior Condition: Roadway without Traffic Lane Restrictions

Category: Roadway

Study: [Safety Performance of Truck Lane Restrictions in Texas: Empirical Bayes Observational Before-After Analysis, Das et al., 2018](#)

Star Quality Rating:	
<input type="text" value="2 Stars"/>	[View score details]

Crash Modification Factor (CMF)	
Value:	1.05
Adjusted Standard Error:	
Unadjusted Standard Error:	0.13339

Crash Reduction Factor (CRF)	
Value:	-5 (This value indicates an increase in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	13.339

Applicability

Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Number of Lanes:	6
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	
Traffic Volume:	
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:	2011 to 2015
Municipality:	Dallas-Fort Worth
State:	TX
Country:	

Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Oct-27-2018
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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.