



## CMF / CRF Details

CMF ID: 10022

### 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:** 1.152

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.09

### Crash Reduction Factor (CRF)

**Value:** -15.2 (*This value indicates an **increase** in crashes*)

<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	9

<b>Applicability</b>	
<b>Crash Type:</b>	All
<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>	2
<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.

---

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.*