



## CMF / CRF Details

**CMF ID: 2720**

**Implement truck lane restrictions on 2-lane directional interstate segments (screened)**

**Description: Restrict trucks traveling 50 mph or below from the left lane on 2-lane directional interstate segments**

**Prior Condition: No truck lane restriction signs posted**

**Category: Roadway**

**Study: [Evaluation of Truck Lane Restrictions in Virginia: Phase II, Fontaine et al., 2009](#)**

**Star Quality Rating:**



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

### Crash Modification Factor (CMF)

**Value:** 0.95

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.0867

### Crash Reduction Factor (CRF)

**Value:** 5 (This value indicates a **decrease** in crashes)

<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	8.67

### Applicability

<b>Crash Type:</b>	Truck related
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Principal Arterial Interstate
<b>Number of Lanes:</b>	2
<b>Road Division Type:</b>	
<b>Speed Limit:</b>	65
<b>Area Type:</b>	Not specified
<b>Traffic Volume:</b>	4056 to 25281 <i>Annual Average Daily Traffic (AADT)</i>
<b>Time of Day:</b>	Not specified

### *If countermeasure is intersection-based*

<b>Intersection Type:</b>	
<b>Intersection Geometry:</b>	
<b>Traffic Control:</b>	
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

### Development Details

<b>Date Range of Data Used:</b>	2001 to 2007
<b>Municipality:</b>	

<b>State:</b>	VA
<b>Country:</b>	USA
<b>Type of Methodology Used:</b>	3
<b>Sample Size Used:</b>	
<b>Before Sample Size Used:</b>	108
<b>After Sample Size Used:</b>	108

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Mar-21-2011
<b>Comments:</b>	A previously reviewed 2008 TRB paper (Fontaine, M.D. "Impact of Truck Lane Restrictions on Four-Lane Freeways in Mountainous Areas." TRB 87th Annual Meeting Compendium of Papers CD-ROM. Washington, D.C., 2008) also examined truck restrictions for interstates in western Virginia. However, the 2008 study did not screen truck-related crashes in the elaborate manner used in this report. This study screened out truck-related crashes which were deemed unrelated to the truck lane restrictions. Consequently, the two studies produce distinct CMFs and require separate entries.

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