



## CMF / CRF Details

**CMF ID: 3340**

**Install variable speed limit signs**

**Description: Install variable speed limit signs**

**Prior Condition: No variable speed limit sign present**

**Category: Speed management**

**Study: [Evaluation of Variable Speed Limits on I-270/I-255 in St. Louis, Bham et al., 2010](#)**

**Star Quality Rating:**



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

### Crash Modification Factor (CMF)

**Value:** 0.92

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

### Crash Reduction Factor (CRF)

**Value:** 8 (This value indicates a **decrease** in crashes)

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

### Applicability

**Crash Type:**

All

**Crash Severity:**

All

**Roadway Types:**

Principal Arterial Interstate

**Number of Lanes:**

**Road Division Type:**

**Speed Limit:**

40 to 60

**Area Type:**

Urban

**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:**

2007 to 2009

**Municipality:**

St. Louis

**State:**

MO

<b>Country:</b>	U.S.A.
<b>Type of Methodology Used:</b>	2
<b>Sample Size Used:</b>	
<b>After Sample Size Used:</b>	1636

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jun-04-2012
<b>Comments:</b>	The crash count sum in Table S4 (p. 24) is for the 'after' period. The crash count for the 'before' period is not given. Although the crash count in the after period is substantial, the after period is only 1 year (p. 38); therefore, the crash count may give an inflated impression of the sample size. Traffic volume data is not given in this report. According to Table S2, the total length of the segments is 35.21 mi.

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