



CMF / CRF Details

CMF ID: 7941

Increase from 4 lanes to 6 lanes

Description:

Prior Condition: Shoulder width less than 4 ft

Category: Roadway

Study: [Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions, Park et al., 2015](#)

Star Quality Rating:



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

Crash Modification Factor (CMF)

Value: 0.807

Adjusted Standard Error:

Unadjusted Standard Error: 0.111

Crash Reduction Factor (CRF)

Value: 19.3 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 11.1

Applicability

Crash Type: All

Crash Severity: K (fatal),A (serious injury),B (minor injury),C (possible injury)

Roadway Types: Not specified

Number of Lanes:

Road Division Type:

Speed Limit: 40-60

Area Type: Urban

Traffic Volume: 20500 to 60683 *Annual Average Daily Traffic (AADT)*

Time of Day:

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: 2003 to 2012

Municipality:

State: FL

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	Shoulder width of 4 feet or less in the after period 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.

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