



# CMF / CRF Details

CMF ID: 4868

Conversion of intersection to roundabout

**Description:** Conversion of stop- and signal-controlled intersections into roundabouts

**Prior Condition:** Stop- or signal-controlled intersection

**Category:** Intersection geometry

**Study:** [Evaluating the Performance and Safety Effectiveness of Roundabouts, , 2011](#)

Star Quality Rating:	
<input type="text" value="4 Stars"/>	<a href="#">[View score details]</a>

Crash Modification Factor (CMF)	
Value:	0.583
Adjusted Standard Error:	
Unadjusted Standard Error:	0.074

Crash Reduction Factor (CRF)	
Value:	41.7 (This value indicates a <b>decrease</b> in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	7.4

## Applicability

<b>Crash Type:</b>	All
<b>Crash Severity:</b>	A (serious injury),B (minor injury),C (possible injury)
<b>Roadway Types:</b>	All
<b>Number of Lanes:</b>	
<b>Road Division Type:</b>	
<b>Speed Limit:</b>	
<b>Area Type:</b>	All
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	All

### *If countermeasure is intersection-based*

<b>Intersection Type:</b>	
<b>Intersection Geometry:</b>	Not specified
<b>Traffic Control:</b>	Roundabout
<b>Major Road Traffic Volume:</b>	1000 to 26366 Annual Average Daily Traffic (AADT)
<b>Minor Road Traffic Volume:</b>	500 to 13750 Annual Average Daily Traffic (AADT)

## Development Details

<b>Date Range of Data Used:</b>	2001 to 2010
<b>Municipality:</b>	
<b>State:</b>	MI
<b>Country:</b>	
<b>Type of Methodology Used:</b>	2

<b>Sample Size Used:</b>	Crashes
<b>After Sample Size Used:</b>	80 Crashes

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	May-01-2013
<b>Comments:</b>	This CMF includes effects from triple lane roundabouts.

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