



CMF / CRF Details

CMF ID: 4666

Convert a conventional unsignalized intersection to an unsignalized superstreet

Description: Convert a conventional unsignalized intersection to an unsignalized superstreet (also known as a restricted crossing U-turn intersection or a J-turn intersection)

Prior Condition: Conventional unsignalized intersection.

Category: Intersection geometry

Study: [Field Evaluation of a Restricted Crossing U-Turn Intersection, Inman and Haas, 2012](#)

Star Quality Rating:



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

Crash Modification Factor (CMF)

Value: 0.56

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 44 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not specified

Number of Lanes:

4

Road Division Type:

Divided by Median

Speed Limit:

Area Type:

Rural

Traffic Volume:

Time of Day:

Not specified

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

4-leg

Traffic Control:

Stop-controlled

Major Road Traffic Volume:

10000 to 45000 Annual Average Daily Traffic (AADT)

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

Municipality:

State:	MD
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Crashes
Before Sample Size Used:	262 Crashes

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	May-01-2013
Comments:	Although the empirical Bayes method was adopted, a reference group was not chosen for calibrating the SPFs. Standard errors were not provided for the CMF.

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