



## CMF / CRF Details

**CMF ID: 4885**

**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: [Superstreet Benefits and Capacities, Hummer et al., 2010](#)**

**Star Quality Rating:**



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

### Crash Modification Factor (CMF)

**Value:** 0.25

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.08

### Crash Reduction Factor (CRF)

**Value:** 75 (This value indicates a **decrease** in crashes)

<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	8

<b>Applicability</b>	
<b>Crash Type:</b>	Angle,Right turn
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Principal Arterial Other
<b>Number of Lanes:</b>	
<b>Road Division Type:</b>	Divided by Median
<b>Speed Limit:</b>	
<b>Area Type:</b>	Rural
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	All

<b><i>If countermeasure is intersection-based</i></b>	
<b>Intersection Type:</b>	Roadway/roadway (not interchange related)
<b>Intersection Geometry:</b>	3-leg,4-leg
<b>Traffic Control:</b>	Stop-controlled
<b>Major Road Traffic Volume:</b>	5900 to 33500 Annual Average Daily Traffic (AADT)
<b>Minor Road Traffic Volume:</b>	330 to 5000 Annual Average Daily Traffic (AADT)

<b>Development Details</b>	
<b>Date Range of Data Used:</b>	1991 to 2010
<b>Municipality:</b>	

<b>State:</b>	NC
<b>Country:</b>	U.S.A.
<b>Type of Methodology Used:</b>	Before/after using comparison group
<b>Sample Size Used:</b>	Crashes

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jun-04-2012
<b>Comments:</b>	This CMF was obtained from Table 3.13 for "rear ends" crashes from the unsignalized set (p. 83). The years of data were obtained from Table 10.2 (p. 161). The sample size for the treatment group (total) was 156 crashes. According to the executive summary, all the superstreet sites have a rural area type (p. iv). The minimum and maximum major roadway AADTs were obtained from Table 10.4 (p. 163), and the minimum and maximum minor roadway AADTs were obtained from Table 10.5 (p. 164). The number of legs of intersections was obtained from Table 10.3 (p. 162). The after periods of some of the sites were rather short (i.e., < 1 yr). See Table 10.2 (p. 161).

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