



CMF / CRF Details

CMF ID: 10087

Conversion of intersection to roundabout

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

Prior Condition: Intersections without roundabouts

Category: Intersection geometry

Study: [Safety Evaluation of Roundabouts in Georgia, Gbologah et al., 2019](#)

Star Quality Rating:	
<input type="text" value="3 Stars"/>	[View score details]

Crash Modification Factor (CMF)	
Value:	0.467
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	53.3 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	

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:	Undivided
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Not specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2007 to 2014
Municipality:	
State:	GA
Country:	United States
Type of Methodology Used:	2

Sample Size Used:

Other Details

Included in Highway Safety Manual?

No

Date Added to Clearinghouse:

Jul-26-2019

Comments:

Applies to the conversion of a four-leg intersection to a single-lane roundabout. CMF analysis omits roundabout locations with less than four average observed crashes per year in before period as one sample, roundabout locations with just a single data-year of crashes in before or after period, and roundabout locations with zero observed crashes in the before period.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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