



CMF / CRF Details

CMF ID: 10089

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:	0.495
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	50.5 (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:

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 or multilane roundabout. CMF analysis includes 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 omits 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

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.