



CMF / CRF Details

CMF ID: 10091

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:	0.403
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	59.7 (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 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 roundabout locations with zero observed crashes in the before period.

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