



CMF / CRF Details

CMF ID: 10095

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:	0.433
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	56.7 (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:

3-leg,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 three or 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

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