



CMF / CRF Details

CMF ID: 10098

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:	0.309
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	69.1 (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:

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.

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