



# CMF / CRF Details

CMF ID: 218

Convert unsignalized intersection to roundabout

Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection geometry

Study: [\*Safety Effects of Roundabouts in Flanders: Signal Type, Speed Limits, and Vulnerable Road Users, De Brabander and Vereeck, 2007\*](#)

Star Quality Rating:	
	<input type="text" value="2 Stars"/>

Crash Modification Factor (CMF)	
Value:	0.8
Adjusted Standard Error:	
Unadjusted Standard Error:	0.14

Crash Reduction Factor (CRF)	
Value:	20 (This value indicates a <b>decrease</b> in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	14

## Applicability

**Crash Type:**

All

**Crash Severity:**

A (serious injury)

**Roadway Types:**

Not specified

**Number of Lanes:**

**Road Division Type:**

**Speed Limit:**

**Area Type:**

Not specified

**Traffic Volume:**

**Time of Day:**

### *If countermeasure is intersection-based*

**Intersection Type:**

Roadway/roadway (not interchange related)

**Intersection Geometry:**

Not specified

**Traffic Control:**

Stop-controlled

**Major Road Traffic Volume:**

**Minor Road Traffic Volume:**

## Development Details

**Date Range of Data Used:**

**Municipality:**

**State:**

**Country:**

**Type of Methodology Used:**

2

**Sample Size Used:**

**Other Details**

**Included in Highway Safety Manual?**

No

**Date Added to Clearinghouse:**

Dec-01-2009

**Comments:**

The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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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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