



CMF / CRF Details

CMF ID: 410

Transverse bar pavement marking at roundabout approaches

Description:

Prior Condition: *No Prior Condition(s)*

Category: Speed management

Study: [*A Review of Two Innovative Pavement Patterns that Have Been Developed to Reduce Traffic Speeds and Crashes, Griffin and Reinhardt, 1996*](#)

Star Quality Rating:

Crash Modification Factor (CMF)

Value: 0.34

Adjusted Standard Error: 0.18

Unadjusted Standard Error: 0.08

Crash Reduction Factor (CRF)

Value: 66 (This value indicates a **decrease** in crashes)

Adjusted Standard Error: 18

Unadjusted Standard Error: 8

Applicability

Crash Type: Speed related

Crash Severity: Not specified

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: Roundabout

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

Municipality:

State:

Country:

Type of Methodology Used: 3

Sample Size Used:	
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

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.