



# CMF / CRF Details

CMF ID: 4867

Conversion of intersection to roundabout

**Description:** Conversion of stop- and signal-controlled intersections into roundabouts

**Prior Condition:** Stop- or signal-controlled intersection

**Category:** Intersection geometry

**Study:** [Evaluating the Performance and Safety Effectiveness of Roundabouts, , 2011](#)

Star Quality Rating:	
8 Stars	<a href="#">[View score details]</a>

Crash Modification Factor (CMF)	
Value:	1.346
Adjusted Standard Error:	
Unadjusted Standard Error:	0.059

Crash Reduction Factor (CRF)	
Value:	-34.6 (This value indicates an <b>increase</b> in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	5.9

## Applicability

**Crash Type:**

All

**Crash Severity:**

All

**Roadway Types:**

All

**Number of Lanes:**

**Road Division Type:**

**Speed Limit:**

**Area Type:**

All

**Traffic Volume:**

**Time of Day:**

All

*If countermeasure is intersection-based*

**Intersection Type:**

**Intersection Geometry:**

Not specified

**Traffic Control:**

Roundabout

**Major Road Traffic Volume:**

1000 to 26366 Annual Average Daily Traffic (AADT)

**Minor Road Traffic Volume:**

500 to 13750 Annual Average Daily Traffic (AADT)

## Development Details

**Date Range of Data Used:**

2001 to 2010

**Municipality:**

**State:**

MI

**Country:**

**Type of Methodology Used:**

2

<b>Sample Size Used:</b>	Crashes
<b>After Sample Size Used:</b>	962 Crashes

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	May-01-2013
<b>Comments:</b>	This CMF includes effects from triple lane roundabouts.

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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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