



# CMF / CRF Details

**CMF ID: 6159**

**Conversion of stop-controlled intersection into multi-lane roundabout**

**Description:**

**Prior Condition: four-leg intersection with stop control on minor**

**Category: Intersection geometry**

**Study: [Public Opinion, Traffic Performance, The Environment, and Safety After the Construction of Double-Lane Roundabouts, Hu et al., 2014](#)**

<b>Star Quality Rating:</b>	
<input type="text" value="2 Stars"/>	<a href="#">[View score details]</a>

<b>Crash Modification Factor (CMF)</b>	
<b>Value:</b>	0.004
<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	50.561

<b>Crash Reduction Factor (CRF)</b>	
<b>Value:</b>	99.6 (This value indicates a <b>decrease</b> in crashes)
<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	5056.1

## Applicability

<b>Crash Type:</b>	All
<b>Crash Severity:</b>	K (fatal),A (serious injury),B (minor injury),C (possible injury)
<b>Roadway Types:</b>	Not specified
<b>Number of Lanes:</b>	2
<b>Road Division Type:</b>	Undivided
<b>Speed Limit:</b>	50
<b>Area Type:</b>	Not specified
<b>Traffic Volume:</b>	
<b>Time of Day:</b>	All

### *If countermeasure is intersection-based*

<b>Intersection Type:</b>	Roadway/roadway (not interchange related)
<b>Intersection Geometry:</b>	No values chosen.
<b>Traffic Control:</b>	Stop-controlled
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

## Development Details

<b>Date Range of Data Used:</b>	2003 to 2007
<b>Municipality:</b>	Bellingham
<b>State:</b>	WA
<b>Country:</b>	
<b>Type of Methodology Used:</b>	7

<b>Sample Size Used:</b>	
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<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Mar-11-2015
<b>Comments:</b>	Multilane roundabout on a two-lane undivided roadway. The total entering volume was approximately 15,700 vehicles per day in the before period and 16,100 vehicles per day in the after period.

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