



CMF / CRF Details

CMF ID: 6163

Conversion of signalized intersection into single- or multi-lane roundabout

Description:

Prior Condition: Four-leg signalized intersection with left-turn lane on major route

Category: Intersection geometry

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

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

Crash Modification Factor (CMF)	
Value:	1.132
Adjusted Standard Error:	
Unadjusted Standard Error:	0.479

Crash Reduction Factor (CRF)	
Value:	-13.2 (This value indicates an increase in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	47.9

Applicability

Crash Type:	All
Crash Severity:	0 (property damage only)
Roadway Types:	Not specified
Number of Lanes:	2
Road Division Type:	Undivided
Speed Limit:	50
Area Type:	Not specified
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2003 to 2011
Municipality:	Bellingham
State:	WA
Country:	

Type of Methodology Used:	7
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-11-2015
Comments:	The major road was a two-lane, undivided road prior to construction, but converted to a four-lane, divided road during construction. The total entering volume was approximately 20,300 vehicles per day in the before period and 19,600 vehicles per day in the after period.

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