



# CMF / CRF Details

**CMF ID: 9795**

**Conversion of intersection into single-lane roundabout**

**Description: Conversion of intersection into single-lane roundabout**

**Prior Condition: Two way stop**

**Category: Intersection geometry**

**Study: [Crash Modification Factors Based on Crash Histories of 148 Modern Roundabouts in Five States, Zhang and Wang, 2017](#)**

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

<b>Crash Modification Factor (CMF)</b>	
<b>Value:</b>	0.97
<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	1.17

<b>Crash Reduction Factor (CRF)</b>	
<b>Value:</b>	3 (This value indicates a <b>decrease</b> in crashes)
<b>Adjusted Standard Error:</b>	
<b>Unadjusted Standard Error:</b>	117

## Applicability

**Crash Type:**

All

**Crash Severity:**

All

**Roadway Types:**

Not specified

**Number of Lanes:**

**Road Division Type:**

**Speed Limit:**

**Area Type:**

Not specified

**Traffic Volume:**

**Time of Day:**

Not specified

*If countermeasure is intersection-based*

**Intersection Type:**

**Intersection Geometry:**

No values chosen.

**Traffic Control:**

**Major Road Traffic Volume:**

**Minor Road Traffic Volume:**

## Development Details

**Date Range of Data Used:**

2005 to 2013

**Municipality:**

**State:**

FL, IN, NY, PA, WA

**Country:**

USA

**Type of Methodology Used:**

3

<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>	Oct-27-2018
<b>Comments:</b>	Two-way stop to single lane roundabout 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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