



# CMF / CRF Details

CMF ID: 9984

**Convert a conventional signalized intersection to a signalized superstreet**

**Description:** Convert a conventional signalized intersection to a signalized superstreet (also known as a restricted crossing U-turn intersection or a J-turn intersection)

**Prior Condition:** Conventional Signalized Intersection

**Category:** Intersection geometry

**Study:** [Safety Evaluation of Signalized Restricted Crossing U-Turn Intersections, Hummer & Rao, 2017](#)

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

Crash Modification Factor (CMF)	
Value:	0.85
Adjusted Standard Error:	
Unadjusted Standard Error:	0.16

Crash Reduction Factor (CRF)	
Value:	15 (This value indicates a <b>decrease</b> in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	16

**Applicability**

<b>Crash Type:</b>	All
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Principal Arterial Other
<b>Number of Lanes:</b>	4-6
<b>Road Division Type:</b>	Divided by Median
<b>Speed Limit:</b>	40-65 MPH
<b>Area Type:</b>	Suburban
<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>	3-leg,4-leg
<b>Traffic Control:</b>	Signalized
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

**Development Details**

<b>Date Range of Data Used:</b>	2002 to 2014
<b>Municipality:</b>	
<b>State:</b>	AL, NC, OH, TX
<b>Country:</b>	United States

<b>Type of Methodology Used:</b>	1
<b>Sample Size Used:</b>	

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jul-26-2019
<b>Comments:</b>	

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