

Major street			Minor street											
			Number through lanes:	2				4				6	8	
Number through lanes	Low AADT	High AADT	Low AADT:	0	5,000	7,500	10,000	10,000	15,000	20,000	25,000 and above	Any	Any	
			High AADT:	5,000	7,500	10,000	15,000	15,000	20,000	25,000				
2	0	5,000	Safest	All-way stop	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
			CMF	0.3										
			Compare to	Two-way stop										
	5,000	7,500	Safest	One-lane roundabout	One-lane roundabout	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
			CMF	0.2	0.4									
			Compare to	Two-way stop	Signal									
	7,500	10,000	Safest	One-lane roundabout	One-lane roundabout	One-lane roundabout	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
			CMF	0.2	0.4	0.4								
			Compare to	Two-way stop	Signal	Signal								
	10,000	15,000	Safest	One-lane roundabout	One-lane roundabout	One-lane roundabout	One-lane roundabout*	n/a	n/a	n/a	n/a	n/a	n/a	n/a
			CMF	0.2	0.4	0.4								
			Compare to	Two-way stop	Signal	Signal	Signal							
4	10,000	15,000	Safest	Unsignalized RCI	Unsignalized RCI	Unsignalized RCI	Two-lane roundabout	Two-lane roundabout	n/a	n/a	n/a	n/a	n/a	
			CMF	0.4	0.5	0.5	0.5	0.5						
			Compare to	Two-way stop	Signal	Signal	Signal	Signal						
	15,000	20,000	Safest	Unsignalized RCI	Unsignalized RCI	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	n/a	n/a	n/a	n/a
			CMF	0.4	0.5	0.5	0.5	0.5	0.5					
			Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal				
	20,000	25,000	Safest	Unsignalized RCI	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout**	n/a	n/a	n/a
			CMF	0.4	0.5	0.5	0.5	0.5	0.5	0.5				
			Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal			
	25,000	30,000	Safest	Unsignalized RCI	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout	Two-lane roundabout**	Median u-turn	Median u-turn	n/a	n/a
			CMF	0.4	0.5	0.5	0.5	0.5	0.5	0.7	0.7			
			Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal		
30,000 and above		Safest	Unsignalized RCI	Two-lane roundabout**	Two-lane roundabout**	Two-lane roundabout**	Two-lane roundabout**	Two-lane roundabout**	Median u-turn	Median u-turn	Median u-turn	n/a	n/a	
		CMF	0.4	0.5	0.5	0.5	0.5	0.7	0.7	0.7				
		Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal			
6	Any	Safest	Unsignalized RCI	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	n/a	
		CMF	0.4	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7			
		Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal		
8	Any	Safest	Unsignalized RCI	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	Median u-turn	
		CMF	0.4	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7		
		Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	

* One-lane roundabouts are generally feasible if the combined AADT is less than 25,000. If a one-lane roundabout is infeasible a signal is the safest feasible design.

** Two-lane roundabouts are generally feasible if the combined AADT is less than 45,000. If a two-lane roundabout is infeasible a median u-turn is the safest feasible design.

Major street			Number through lanes:	Minor street										
				2				4				6	8	
Number through lanes	Low AADT	High AADT	Low AADT:	0	5,000	7,500	10,000	10,000	15,000	20,000	25,000 and above	Any	Any	
			High AADT:	5,000	7,500	10,000	15,000	15,000	20,000	25,000				
2	0	5,000	Safest	All-way stop	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
			CMF	0.3										
			Compare to	Two-way stop										
	5,000	7,500	Safest	All-way stop	All-way stop	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
			CMF	0.3	0.3									
			Compare to	Two-way stop	Two-way stop									
	7,500	10,000	Safest	One-lane roundabout	One-lane roundabout	One-lane roundabout	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
			CMF	0.5	0.6	0.6								
			Compare to	Two-way stop	Signal	Signal								
	10,000	15,000	Safest	One-lane roundabout	One-lane roundabout	One-lane roundabout	One-lane roundabout*	n/a	n/a	n/a	n/a	n/a	n/a	n/a
			CMF	0.5	0.6	0.6								
			Compare to	Two-way stop	Signal	Signal	Signal							
4	10,000	15,000	Safest	Unsignalized RCI	Unsignalized RCI	Unsignalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	n/a	n/a	n/a	n/a	
			CMF	0.6	0.8	0.8	0.8	0.8	0.8					
			Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal					
	15,000	20,000	Safest	Unsignalized RCI	Unsignalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	n/a	n/a	n/a	n/a
			CMF	0.6	0.8	0.8	0.8	0.8	0.8	0.8				
			Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal				
	20,000	25,000	Safest	Unsignalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	n/a	n/a	n/a
			CMF	0.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8			
			Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal			
	25,000	30,000	Safest	Unsignalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Median u-turn	n/a	n/a
			CMF	0.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8		
			Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal		
30,000 and above		Safest	Unsignalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Median u-turn	n/a	n/a	
		CMF	0.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8			
		Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal			
6	Any	Safest	Unsignalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Median u-turn	Median u-turn	n/a	
		CMF	0.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8		
		Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal		
8	Any	Safest	Unsignalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Signalized RCI	Median u-turn	Median u-turn	Median u-turn	
		CMF	0.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8		
		Compare to	Two-way stop	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal	Signal		

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Major street			Minor street										
			Number through lanes:	2				4				6	8
Number through lanes	Low AADT	High AADT	Low AADT:	0	5,000	7,500	10,000	10,000	15,000	20,000	25,000 and above	Any	Any
	High AADT:	5,000	7,500	10,000	15,000	15,000	20,000	25,000					
2	0	5,000		All-way stop	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	5,000	7,500		One-lane roundabout or all-way stop	One-lane roundabout or all-way stop	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	7,500	10,000		One-lane roundabout	One-lane roundabout	One-lane roundabout	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	10,000	15,000		One-lane roundabout	One-lane roundabout	One-lane roundabout	Signal or one-lane roundabout	n/a	n/a	n/a	n/a	n/a	n/a
4	10,000	15,000		Unsignalized RCI	Unsignalized RCI	Unsignalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	n/a	n/a	n/a	n/a	n/a
	15,000	20,000		Unsignalized RCI	Unsignalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	n/a	n/a	n/a	n/a
	20,000	25,000		Unsignalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or median u-turn or signalized RCI	n/a	n/a	n/a
	25,000	30,000		Unsignalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or signalized RCI	Two-lane roundabout or median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn	n/a	n/a
	30,000 and above			Unsignalized RCI	Two-lane roundabout or median u-turn or signalized RCI	Two-lane roundabout or median u-turn or signalized RCI	Two-lane roundabout or median u-turn or signalized RCI	Two-lane roundabout or median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn	n/a	n/a
6	Any		Unsignalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn	Median u-turn	n/a
8	Any		Unsignalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn or signalized RCI	Median u-turn	Median u-turn	Median u-turn

If a cell lists one design, that design is safest for injury and all crashes. If a cell lists two designs, the first design listed is safest for injury crashes and the second design listed is safest for all crashes. If a cell lists three designs, the first two are safest for injury crashes and the third is safest for all crashes.

"n/a" means not applicable because the minor street volume is larger than the major street volume or because the minor street has more lanes than the major street.