

Design Advisory

From Kristin Schuster, Engineer of Design

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Road Design Manual
Section 3.08.01
Section 14.24

Crash Analyses

This advisory is superseded by any subsequent revisions to the references listed in this index.

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Crash Analysis Requirements

This notice is to advise all designers, traffic and safety engineers, and project managers that updates have recently been made to the Road Design Manual removing reference to the Data Driven Safety Analysis Guidance Document as the methodology to determine if a crash analysis is required for a given project. This revision clarifies that crash analyses are required on all projects unless the traffic and safety engineer determine that the work type does not provide an opportunity to improve safety. The Data Driven Safety Analysis Guidance Document is currently undergoing additional evaluation and may be reintroduced at a future date. This Road Design Manual update is located [here](#).

Please note that this update does *not* impact the site-specific crash analysis that is required as part of the Design Exception/Design Variance process. As outlined in Section 3.08.01 in the Road Design Manual:

A site-specific predictive Highway Safety Manual (HSM) Crash Analysis is required as justification for any design exception or design variance. It is also required to determine appropriate 3R design criteria according to Section 3.09.02A and 3.09.02B. If a specific HSM model does not exist for that roadway type, then perform a crash analysis using the most recent 5 years of crash data available on RoadSoft for the existing conditions and the geometric element in question.

This site-specific predictive crash analysis (or a note stating that an HSM model does not exist) must be submitted with a design exception or design variance for the submission to be considered.