

ERRATA

Nebraska Department of Transportation

Roadway Design Manual

Chapter One: Roadway Design Standards

① January 2023

② October 2023

③ May 2025

The last update to the Roadway Design Manual (*RDM*) was in May 2022. In the intervening time some design guidance has become obsolete, new/updated guidance has become available, offices of responsibility have changed, design procedures have been streamlined, etc. The Nebraska Department of Transportation is continually in the process of updating the *RDM* but, in the interim, the obsolete/incorrect guidance is being addressed through this document and a re-issued *RDM*. Page numbers cited in this document are referenced to the latest Errata RDM. Deleted text in the Errata RDM ([Roadway Design Manuals - NDOT](#)) is in green with a strike through (~~errata~~) and new/corrected text is in red (correct). Additions to previously added text is in blue (added).

THE FOLLOWING ITEMS PERTAIN TO THE ENTIRE MANUAL:

January 2023 and all subsequent changes – Division and Section reorganizations have been incorporated, *RDM* Chapter Sections and **EXHIBITS** have been re-numbered as required by the errata. Chapter and **EXHIBIT** citations, Clarity task numbers, references, and internet links are updated to the latest edition of the *RDM* as are the Contents, List of Exhibits, and the Index

① January 2023

- Design Process Outline (*DPO*) task order/ terminology updated to the July 2022 edition.

② October 2023

- **Intelligent Transportation Systems (ITS)** transferred from the **Operations Division** to **Roadway Design** and combined with the **Lighting Unit** (02-27-2023)
- “Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (with 2013 Supplement)” replaced by “Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way” (August 2023)

③ May 2025

- Appendix H is now in Chapter One: Roadway Design Standards, Section 9, AASHTO MINIMUM DESIGN GUIDANCE
- Appendix I has been consolidated with Chapter Six: The Typical Roadway Cross-Section, Section 2.C, Beveled Edge and removed from the *Design Manual*.
- Appendix K, Project Coordination Meetings, has been removed from the *Design Manual*. The forms may be found in OnBase and on the L Drive.

Page	Existing Text	Corrected Text
Chapter One		
<u>① ERRATA JANUARY 2023</u>		
① 1-3		Added Section 1.B.3: Practical Design
① 1-12	<p>Section 5: CAPITAL IMPROVEMENT VS SYSTEM PRESERVATION, Second paragraph, first sentence -</p> <p>2. System preservation Maintenance projects also include projects prepared for construction by the Materials and Research Division (M&R)</p>	Remove this sentence, Maintenance Projects are now in Roadway Design
① 1-15	Section 6.C.2: Preventive Maintenance	First paragraph, add new fifth sentence – Mailbox turnouts will not generally be surfaced on a Preventative Maintenance project.
① 1-24	<p><u>EXHIBIT 1.3: NEW AND RECONSTRUCTED RURAL</u>, Column 3 – “Lateral Offset to Obstruction”, Row 4 – “Major Arterial” –</p> <p>ADT ≥ 2,000 VPD: 8 feet ADT 400 – 1,999 VPD: 6 feet ADT < 400 VPD: 4 feet</p>	ADT ≥ 1,000 VPD: 8 feet ADT 400 – 999 VPD: 6 feet ADT < 400 VPD: 4 feet
① 1-26	<p>Section 8.C: <u>NDOT Desirable Design Guidance</u></p>	New fifth bullet point <ul style="list-style-type: none"> • Design Vehicle: The use of a design vehicle smaller than the minimum listed in <u>EXHIBIT 4.13</u> requires Unit Head approval (See Chapter Four: <u>Intersections, Driveways and Channelization</u>, <u>EXHIBIT 4.13</u>, of this manual).

Page	Existing Text	Corrected Text
Chapter One		
① 1-26	Section 8.C: <u>NDOT Desirable Design Guidance</u>	<p>New sixth bullet point</p> <ul style="list-style-type: none"> • Intersection Turning Radius: The minimum allowable distance between the edge of the full depth pavement and the outside edge of the tires of the turning vehicle is two feet; the desirable distance is three feet. (See Chapter Four: <u>Intersections, Driveways and Channelization</u>, Section 1.C.6, of this manual)
① 1-27	<p>Section 8.C: <u>NDOT Desirable Design Guidance</u> - Fifth bullet point on page -</p> <ul style="list-style-type: none"> • Intersection Sight Distance: Intersections on New and Reconstructed projects should be designed for intersection sight distance for left-turns from a major roadway based on a passenger car (Case F from Section 9.5.3, “Intersection Control” in Chapter 9 of the <i>Green Book</i>): ADE approval is required if this condition cannot be met. (See Chapter Four: <u>Intersections, Driveways and Channelization</u>, Section 1.C.2, of this manual). 	<ul style="list-style-type: none"> • Intersection Sight Distance: Intersections on New and Reconstructed projects should be designed for intersection sight distance for left-turns from a minor roadway based on a passenger car (Section 9.5.3.2.1, “Case B1 – Left Turn from the Minor Road” in Chapter 9 of the <i>Green Book</i>): ADE approval is required if this condition cannot be met. (See Chapter Four: <u>Intersections, Driveways and Channelization</u>, Section 1.C.2, of this manual).
① 1-58	<p>Section 10.A.2: Instructions – Projects not on the NHS, first sentence – The designer will use the design guidance from the <i>MDS</i> (Ref. 13) as the minimum condition, unless the project is classified as a Maintenance project.</p>	<p>The designer will use the design guidance from the <i>MDS</i> (Ref. 13) as the minimum condition.</p>

Page	Existing Text	Corrected Text
------	---------------	----------------

Chapter One

① 1-59 & 1-60	EXHIBIT 1.32: Example NDOT Form 76	1-59: Added new note – (4) For additional information, see the <u>Roadway Design Manual</u> , Chapter One: <u>Roadway Design Standards</u> , Section 2.A.1 1-60: - Renumber existing note (4) to (5)
---------------	---	--

② ERRATA OCTOBER 2023

② 1-3		Added Section 1.B.4: 3R Standards for Expressways with Access Only at Interchanges
② 1-14	Section 6.B.1: Bridge Rehabilitation (3R) Work	New first paragraph – The Bridge Division (Bridge) supplies the bridge recommendation, which provides the scope of work on the structures for a project.
② 1-14	Section 6.B.1: Bridge Rehabilitation (3R) Work – Second paragraph – 3R Bridge rehabilitation includes, but is not limited to:	In general, the scope of work for bridge rehabilitation projects (3R) may include, but is not limited to:
② 1-14	Section 6.B.1: Bridge Rehabilitation (3R) Work - Second bullet point – <ul style="list-style-type: none"> • Replacement and/or strengthening (rehabilitation) of the superstructure 	<ul style="list-style-type: none"> • Replacement and/or strengthening (Rehabilitation) of the superstructure <ul style="list-style-type: none"> ○ When bridge decks are replaced or rehabilitated with Federal financial participation, pedestrians or bicyclists generally must be accommodated (See 23 U.S.C. 217(e), web site). Existing pedestrian/bicyclist access should be maintained.

Page	Existing Text	Corrected Text
Chapter One		
② 1-14	<p>Section 6.B.1: Bridge Rehabilitation (3R) Work – Third paragraph – Bridge rehabilitation work is eligible for federal-aid funding. For additional information see the FHWA publication <u>Bridge Preservation Guide</u> (Ref. 1.9) (web site).</p>	<p>Bridge rehabilitation work is eligible for federal-aid funding. For additional information see the Federal Highway Administration (FHWA) publication <u>Bridge Preservation Guide</u> (Ref. 1.9) (web site) and Chapter Seventeen: <u>Resurfacing, Restoration and Rehabilitation (3R) Projects</u>, Section 10.B, of this manual.</p>
② 1-19	<p>Section 7.F: Context (Rural/Municipal)</p>	<p>New final sentence – AASHTO design guidance for these contexts may be found in Appendix H of this manual. Voided by May 2025 Errata</p>
② 1-58	<p>Section 10.A.2: Instructions</p>	<p>Third paragraph on page, new third bullet point</p> <ul style="list-style-type: none"> • A Policy on Design Interstate Standards – Interstate System = (I-State)
② 1-58	<p>Section 10.A.2: Instructions</p>	<p>New fourth paragraph on page – Expressway 3R Standards are currently found in Chapter Seventeen: <u>Resurfacing, Restoration and Rehabilitation (3R) Projects</u>, Section 1.E. The designer will use the (MDS) abbreviation on the NDOT Form 76.</p>
② 1-58	<p>Section 10.A.2: Instructions, Fifth paragraph on page, bullet point -</p> <ul style="list-style-type: none"> • <u>A Policy on Design Standards – Interstate System</u> = (I-State, 2005) 	<ul style="list-style-type: none"> • Interstate = (I-State, [year])

Page	Existing Text	Corrected Text
------	---------------	----------------

Chapter One

③ ERRATA MAY 2025

③ 1-19	Section 7.F: <u>Context (Rural/Municipal)</u>	AASHTO contexts moved from Section 7.F to new
		Section 9: AASHTO MINIMUM DESIGN GUIDANCE
③ 1-26	<p>Section 8.C: <u>NDOT Desirable Design Guidance</u> - Sixth bullet point on page -</p> <ul style="list-style-type: none"> • Intersection Turning Radius: The minimum allowable distance between the edge of the full depth pavement and the outside edge of the tires of the turning vehicle is two feet; the desirable distance is three feet. (See Chapter Four: <u>Intersections, Driveways and Channelization</u>, Section 1.C.6, of this manual) 	<ul style="list-style-type: none"> • Intersection Turning Radius: The minimum allowable distance between the inside edge of the full depth pavement and the outside edge of the tires of the turning vehicle is two feet; the desirable distance is three feet. (See Chapter Four: <u>Intersections, Driveways and Channelization</u>, Section 1.C.6, of this manual)
③ 1-27	<p>Section 8.C: <u>NDOT Desirable Design Guidance</u> - Last bullet point on page -</p> <ul style="list-style-type: none"> • Vertical Clearance: For new structures it is desirable to include a six-inch allowance for future resurfacing. (See Chapter Ten: <u>Miscellaneous Design Issues</u>, Section 2.E.1, of this manual). 	<ul style="list-style-type: none"> • Vertical Clearance: For new structures it is desirable to include a six-inch allowance in addition to the minimum clearance for future resurfacing. (See Chapter Ten: <u>Miscellaneous Design Issues</u>, Section 2.E.1, of this manual).
③ 1-28 to 1-56		New Section 9: AASHTO MINIMUM DESIGN GUIDANCE (This had been Appendix H)

Page	Existing Text	Corrected Text
Chapter One		
③ 1-57	<p>Section 10: NDOT FORM 76 – First paragraph, second sentence – The completed NDOT Form 76 is circulated with the Plan-In-Hand Report and placed in the project file.</p>	<p>Moved sentence to new final paragraph of Section 10.A.2: Instructions</p>
③ 1-58	<p>Section 10.A.2: Instructions</p>	<p>New final paragraph – The completed NDOT Form 76 is routed for signatures. After the signed NDOT Form 76 has been returned, design exceptions and/or relaxations of the <i>MDS</i> should be requested, if required (see Section 11 of this chapter). The signed NDOT Form 76 is circulated with the Plan-In-Hand Report and placed in the project file.</p>
③ 1-59	<p>EXHIBIT 1.32: Example NDOT Form 76</p>	<p>Added new notes – (5) See the <u>Roadway Design Manual</u>, Chapter Ten: <u>Miscellaneous Design Issues</u>, Exhibit 10.45 I-State [year] = <u>A Policy on Design Standards – Interstate System</u></p>
③ 1-61	<p>Section 11: DEPARTURE FROM STANDARDS</p>	<p>New final paragraph Design exceptions and/or relaxations of the MDS should be requested after the return of a signed NDOT Form 76 (see Section 10 of this chapter).</p>