

ERRATA
Nebraska Department of Transportation
Roadway Design Manual

Chapter Four: Intersections, Driveways and Channelization

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
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Chapter Four

② ERRATA OCTOBER 2023

② 4-5	Section 1.A.3: Roundabouts	New fifth bullet point on page – <ul style="list-style-type: none"> • Pavement Joints: Roundabout transverse and longitudinal joint widths will not exceed 14 feet
② 4-6 Thru 4-13		Added Section 1.A.4: Reduced Conflict Intersections and EXHIBIT 4.3 (Typical Reduced Conflict Intersections) , EXHIBIT 4.4 (Intersection Sight Distances for a RCI) , EXHIBIT 4.5 (RCI Example Island Details) , and EXHIBIT 4.6 (RCI Example Loon Details)
② 4-19	Section 1.C.2: Intersection Sight Distance , Second paragraph, second sentence – 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> , Ref. 4.1); Assistant Design Engineer (ADE) approval is required if this condition cannot be met.	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 Roadway” in Chapter 9 of the <i>Green Book</i> , Ref. 4.1); Assistant Design Engineer (ADE) approval is required if this condition cannot be met.

Page	Existing Text	Corrected Text
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Chapter Four

② 4-25

Section 1.C.6: Intersection Radius, Third paragraph –
 The minimum allowable distance between the edge of the full depth pavement and the outside edge of the tires of the turning design vehicle is two feet, the desirable distance is three feet.

The minimum allowable distance between the edge of the full depth pavement and the outside edge of the tires of the turning design vehicle is two feet inside the edge of the full depth pavement, the desirable distance is three feet.

② 4-31

Section 1.D.1: Turn Lane Length, Fourth paragraph, second & third sentences –
 A minimum length of 50 feet (storage space for two passenger cars) should be provided for speeds < 40 mph. A minimum 100 ft. of storage should be provided for high-speed and rural roadways.

A minimum length of 50 feet (storage space for two passenger cars) should be provided on urban and suburban streets with speeds \leq 35 mph. A minimum 100 ft. of storage should be provided for high-speed urban and suburban streets (\geq 40 mph) and on rural roadways.

Chapter Four

② 4-32

Section 1.D.3: Offset Right-Turn Lanes,

Second paragraph, numbered points –

1. The median island on the minor road should be 10 feet from the edge of the through lane (face of curb to the edge of the traveled way), regardless of shoulder width.
2. Assume that the driver's eye is 21 feet from the edge of the nearest through lane.
 - a. Per Section 9.5.3 of the *Green Book* (Ref. 4.1), the 7.5 second t(g) is for the driver's eye at 14.5 feet from the edge of the nearest through lane.
 - b. Add 0.27 sec to t(g) to adjust for the additional 6.5 feet of travel.
4. Design the intersection sight line to the left for the vehicle crossing the nearest lane, including four-lane roadways. On four-lane roadways double check that a vehicle in the near lane at the required ISD does not block a vehicle in the second lane over (far lane) at the required ISD.
 - a. The near lane ISD = $1.47 \times V \text{ mph} \times 7.77 \text{ sec}$.
 - b. Far lane ISD = $1.47 \times V \text{ mph} \times 8.27 \text{ sec}$.

1. The median island on the minor road should be 10 feet from the edge of the through lane (face of curb to the edge of the traveled way), regardless of shoulder width and should extend down the side road beyond the turn lane.
2. Assume that the driver's eye is 20 feet from the edge of the nearest through lane.
4. Design the intersection sight line to the left for the minor roadway design vehicle crossing the nearest lane, including four-lane roadways. On four-lane roadways double check that a vehicle in the near lane at the required ISD does not block a vehicle in the second lane over (far lane) at the required ISD.

② 4-33

EXHIBIT 4.16

Added Intersection Sight Distance tables

② 4-48 and 4-49

EXHIBITS 4.25 & 4.26

Identified the 100 ft. Min. dimension as Storage Length

Page	Existing Text	Corrected Text
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Chapter Four

② 4-53

Section 5.B.4.a: Type A Median Breaks –

2. A storage length provided by **Traffic Engineering**. The minimum storage length will be 50 feet (providing storage for two cars at 25 feet per car) for speeds < 40 mph, or 100 feet for high-speed and rural roadways. See the *Green Book* (Ref. 4.1), **Tables 9-21** and **9-22** for additional information.

2. A storage length provided by **Traffic Engineering**. The minimum storage length will be 50 feet (providing storage for two passenger cars at 25 feet per car) for urban and suburban streets with speeds ≤ 35 mph, or 100 feet for high-speed urban and suburban streets (≥ 40 mph) and on rural roadways. See the *Green Book* (Ref. 4.1), **Tables 9-21** and **9-22** for additional information.

② 4-54

Section 5.B.4.b: Type B Median Breaks –

2. A storage length. The minimum storage length will be 50 feet (providing storage for two cars at 25 feet per car) for speeds < 40 mph, or 100 feet for high-speed and rural roadways. See the *Green Book* (Ref. 4.1), **Tables 9-21** and **9-22** for additional information.

2. A storage length. The minimum storage length will be 50 feet (providing storage for two passenger cars at 25 feet per car) for urban and suburban streets with speeds ≤ 35 mph, or 100 feet for high-speed urban and suburban streets (≥ 40 mph) and on rural roadways. See the *Green Book* (Ref. 4.1), **Tables 9-21** and **9-22** for additional information.

② 4-55 – 4-59,
4-61, 4-62, 4-66,
and 4-67

EXHIBITS 4.29 – 4.33, 4-35, 4-36, 4-40 & 4-41 –

- ③ The minimum storage length should be 50 ft. (providing storage for 2 cars at 25 ft./car) for speeds < 40 mph or 100 ft. for high-speed and rural roadways. See Reference 4.1, **Tables 9-21** and **9-22** for more information.

- ③ The minimum storage length should be 50 ft. (providing storage for 2 cars at 25 ft./car) for urban and suburban streets with speeds ≤ 35 mph, or 100 ft. for high-speed urban and suburban streets (≥ 40 mph) and on rural roadways. See Reference 4.1, **Tables 9-21** and **9-22** for more information.

Page	Existing Text	Corrected Text
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Chapter Four

③ ERRATA MAY 2025

③ 4-33	EXHIBITS 4.16 , footnote – <i>Green Book</i> Setback = 14.5 ft. from the edge of the nearest through lane. NDOT Setback = 20 ft. from edge of the nearest through lane.	NDOT Setback = 20 ft. from edge of the nearest through lane.
③ 4-45	EXHIBITS 4.24 , “Taper From Driveway Throat to Existing Surfaced Driveway” detail	Remove 25:1 Taper

