

ERRATA
Nebraska Department of Transportation
Roadway Design Manual

Chapter Seventeen: Resurfacing, Restoration and Rehabilitation (3R)
Projects

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
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① ERRATA JANUARY 2023

① 17-17

New **Section 1.H: Practical Design: Bridge or Culvert Replacement Projects**

① 17-25

Section 4.A: Driveways and Intersections,
Fourth paragraph, fourth bullet point, first sentence –

- If the resurfacing of an existing intersection/ driveway which ties into rock or gravel surfacing results in a grade raise more than 2 inches, either crushed rock or gravel will be placed behind the intersection/ driveway surfacing.

- If the resurfacing of an existing intersection/ driveway which ties into rock or gravel surfacing results in a grade raise in excess of 0.5 inches, either crushed rock or gravel will be placed behind the intersection/ driveway surfacing.

① 17-28

Section 6.C: Shoulders

New fourth paragraph—
For 3R projects on freeways and for Expressways (Access only at Interchanges), the minimum right shoulder width shall be 8 feet, paved. **Voided by the addition of Section 1.E, October 2023 Errata**

① 17-33

Section 8.C: Beveled Edge

Replace this section with –
See Chapter Six: The Typical Roadway Cross-Section, Section 2.C, of this manual.

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② ERRATA OCTOBER 2023		
② 17-5	Section 1.C: <u>Bridge Rehabilitation (3R) Work</u>	Removed this section, duplication of information – See Chapter One: <u>Roadway Design Standards</u> , Section 6.B.1, and Section 10.B of this chapter.
② 17-8		Added Section 1.E: <u>Standards for Expressways with Access Only at Interchanges</u> and EXHIBIT 17.1
② 17-19	Section 2: 3R DESIGN PROCESS , First paragraph i) up to 12 years of pavement life a) Processed by M&R as a Maintenance project.	i) up to 12 years of pavement life a) Processed by Roadway as a Preventive Maintenance project.
② 17-19	Section 2.B: 3R Project Templates	Section 2.B: Asset Preservation Templates
② 17-19	Section 2.B: Asset Preservation Templates	New point 3 - 3. Roadway Design Preventive Maintenance template projects (See Chapter One: <u>Roadway Design Standards</u> , Section 6.C.2) maintain the existing roadway to its original condition, maintain a minimum condition of bridges, maintain, and in some instances upgrade, roadside appurtenances such as guardrail, and may include ADA accessibility work. These projects do not typically require a substantial level of design, are accomplished within the existing right-of-way, and are usually assigned to a unit in Roadway .

Page	Existing Text	Corrected Text
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② 17-19	<p>Section 2.B: Asset Preservation Templates, Point 4, first sentence –</p> <p>4. The M&R template is used for those projects that have primarily asset preservation needs where repair is needed to maintain the mobility within the highway corridor.</p>	<p>4. The M&R Maintenance Template is used for those projects that have primarily asset preservation needs where repair is needed to maintain the mobility within the highway corridor.</p>
② 17-25	<p>Section 4.A: <u>Driveways and Intersections,</u> Fourth paragraph, first bullet point –</p> <ul style="list-style-type: none"> • On pavement preservation projects (Maintenance) produced in M&R, M&R will provide the quantities and locations of the driveways and intersections. 	<ul style="list-style-type: none"> • On Asset Preservation projects produced in M&R, M&R will provide the quantities and locations of the driveways and intersections.
② 17-25	<p>Section 4.A: <u>Driveways and Intersections</u></p>	<p>New second bullet point -</p> <ul style="list-style-type: none"> • On Preventive Maintenance projects produced in Roadway, Roadway will provide the location and area of each driveway and intersection and M&R will provide the final asphalt quantities.

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③ ERRATA MAY 2025

③ 17-23	Section 3.B.1: Superelevation , bullet points	Replace EXHIBIT 3.3c with <i>Green Book Table 3-9</i> and EXHIBIT 3.3d with <i>Green Book Table 3-8</i>
③ 17-25	Section 4.A: Driveways and Intersections , fourth paragraph, fourth bullet point, second & third sentences – Consult with the DE during the plan-in-hand to determine the unit of measurement and the type of aggregate to be used An estimate of 10 CY for intersections and 5 CY may be used for driveways (10 tons and 5 tons respectively in Districts 1 & 2)	Consult with the DE during the plan-in-hand to determine the type of aggregate to be used. An estimate of 10 tons for intersections and 5 tons for driveways may be used.
③ 17-34	Section 9: GUARDRAIL AND ROADSIDE BARRIERS	New third paragraph – The minimum allowable height for W-Beam guardrail on a 3R project is 26½ inches above the surfacing, in accordance with the <u>Roadside Design Guide</u> (Ref. 17.9). If the guardrail is in compliance except for the height, the guardrail should be raised to a minimum height of 28 inches and used in place. If guardrail is to be used in place a decision document, requiring Unit Head approval, will be placed on the document file.

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③ 17-34

Section 9: GUARDRAIL AND ROADSIDE BARRIERS, final paragraph –

The Bridge Butress will be assessed based on the existing guardrail height connection. If the guardrail is to be upgraded, the roadway designer will identify the need for upgrading butress remodel. The roadway designer will notify the **Bridge Designer** of the butress remodel request.

The Bridge Butress will be assessed based on the existing guardrail height connection, a minimum height of 28 inches above the surfacing is required for the Bridge Approach Section (BAS). If the guardrail is to be upgraded, the roadway designer will identify the need for upgrading butress remodel. The roadway designer will notify the **Bridge Designer** of the butress remodel request.

