

ERRATA for

Nebraska Department of Roads – Roadway Design Manual

June 2016

The Roadway Design Manual (*RDM*) was last updated in 2006. In the intervening years some design guidance has become obsolete, new/updated guidance has become available, offices of responsibility have changed, design procedures have been streamlined, etc. The NDOR is 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 June 2016 Errata RDM. Deleted text will be shown in the June 2016 Errata RDM in green with a strike through (~~errata~~) and new/corrected text will be in red (**correct**). The following chapters have already been addressed:

- Contents (updated in June 2016)
- List of Exhibits (updated in June 2016)
- Chapter Three: Roadway Alignment (updated on June 17, 2011)
- Chapter Four: Intersections, Driveways and Channelization (updated on April 19, 2012)
- Chapter Six: The Typical Roadway Cross-Section (updated on February 18, 2016)
- Chapter Eight: Surfacing (updated on December 15, 2015)
- Chapter Nine: Guardrail and Roadside Barriers (updated on October 16, 2012)
- Chapter Sixteen: Pedestrian and Bicycle Facilities (added on February 8, 2016)
- Chapter Seventeen: Resurfacing, Restoration and Rehabilitation (3R) Projects (added on March 26, 2014)

The Index was updated in June 2016.

Page	Existing Text	Corrected Text
Chapter Three		
3-2	Section 2.A: <u>Horizontal Curvature</u> – “The NDOR designs and designates horizontal curves based on the radius of the curve (for conversion from/to degree of curvature see Appendix L, “Degree of Curvature”).”	“The NDOR designs and designates horizontal curves based on the radius of the curve (for conversion from/to degree of curvature see Appendix G, “Degree of Curvature”).”

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Chapter Three		
3-4	Section 2.B: <u>Superelevation</u> – “The use of the maximum superelevation rate of 8% requires Assistant Design Engineer (ADE) approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u> , Section 13.D).”	“The use of the maximum superelevation rate of 8% requires Assistant Design Engineer (ADE) approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”
3-4	Exhibit 3.2: Column one, “Location”, Row four – “Desirable Design, Low-Speed Urban Roadways $V < 45$ mph”	“Desirable Design, Low-Speed Urban Roadways $V \leq 45$ mph”
3-4	Exhibit 3.2: Column one, “Location”, Row five – “Minimum Design, Low-Speed Urban Roadways $V < 45$ mph”	“Minimum Design, Low-Speed Urban Roadways $V \leq 45$ mph”
3-4	Exhibit 3.2: Footnotes – “** The use of TABLE 3-12b (Ref. 3.1) requires ADE approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u> , Section 13.D).”	“** The use of TABLE 3-12b (Ref. 3.1) requires ADE approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”
3-8, 3-12, 3-15, & 3-18	Exhibits 3.3b, 3.4b, 3.5b, and 3.6b	Note A: Replace “Exhibit 3-33” with “Table 3-18”.
3-9, 3-10, 3-13, 3-16, & 3-19	Exhibits 3.3c, 3.3d, 3.4c, 3.5c, and 3.6c	Corrections to superelevation tables.
3-21	Section 3.A.1: Maximum Grades – “Grades steeper than those given shall only be used with an approved design exception from the Federal Highway Administration (FHWA) and/or an approved design relaxation from the Board of Public Roads Classifications and Standards (See Chapter One: <u>Design Criteria</u> , Section 13).”	“Grades steeper than those given shall only be used with an approved design exception from the Federal Highway Administration (FHWA) and/or an approved design relaxation from the Board of Public Roads Classifications and Standards (See Appendix H, “Application of Design Standards”).”

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Chapter Three		
3-23	<p>Section 3.B: Vertical Curves – “Vertical curves are not required on low-speed roadways (< 45 mph) where the algebraic difference in grades is less than 1%; high-speed roadways (≥ 50 mph) will generally require a vertical curve when the change in grade is greater than 0.5%.”</p>	<p>“Vertical curves are not required on low-speed roadways (≤ 45 mph) where the algebraic difference in grades is less than 1%; high-speed roadways (≥ 50 mph) will generally require a vertical curve when the change in grade is greater than 0.5%.”</p>
3-25	<p>Section 3.B.2: Design – “The minimum vertical curve length in feet should be approximately three times the design speed of the roadway even when the desirable stopping sight distance is considerably less.”</p>	<p>“The minimum vertical curve length in feet should be approximately three times the design speed of the roadway when the length of curve is less than the desirable stopping sight distance.”</p>
3-25	<p>Section 3.B.2: Design – “If the desirable K values cannot be met, the vertical curve may be designed to any length down to and including stopping sight distance with Unit Head approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u>, Section 13.D).”</p>	<p>“If the desirable K values cannot be met, the vertical curve may be designed to any length down to and including stopping sight distance with Unit Head approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”</p>
3-25	<p>Section 3.B.2: Design – “The use of the minimum K values will require Unit Head approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u>, Section 13.D).”</p>	<p>“The use of the minimum K values will require Unit Head approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”</p>
3-25	<p>Section 3.B.2: Design – “The use of K values below the minimum values given in <u>EXHIBITS 3.9 & 3.14</u> for a new and reconstructed project will require Roadway Design Engineer approval, a design exception from the FHWA for projects on the NHS, and/or a relaxation of the <i>MDS</i> (Ref. 3.2) (See Chapter One: <u>Design Criteria</u>, Section 13).”</p>	<p>“The use of K values below the minimum values given in <u>EXHIBITS 3.9 & 3.14</u> for a new and reconstructed project will require Roadway Design Engineer approval, a design exception from the FHWA for projects on the NHS, and/or a relaxation of the <i>MDS</i> (Ref. 3.2) (See Appendix H, “Application of Design Standards”).”</p>

Page	Existing Text	Corrected Text
Chapter Three		
3-25	Section 3.B.2: Design – “The use of an intersection sight distance less than that given in Chapter 9 of the <i>Green Book</i> (Ref. 3.1) will require Unit Head approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u> , Section 13.D).”	“The use of an intersection sight distance less than that given in Chapter 9 of the <i>Green Book</i> (Ref. 3.1) will require Unit Head approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”
3-30	Section 3.C.1: Stopping Sight Distance – “When the desirable sight distance cannot be attained, the vertical curve may be designed to any length down to and including the stopping sight distance shown in <u>EXHIBIT 3.9</u> with Unit Head approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u> , Section 13.D).”	“When the desirable sight distance cannot be attained, the vertical curve may be designed to any length down to and including the stopping sight distance shown in <u>EXHIBIT 3.9</u> with Unit Head approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”
3-30	Section 3.C.1: Stopping Sight Distance – “The use of an intersection sight distance less than that given in Chapter 9 of the <i>Green Book</i> (Ref. 3.1) will require Unit Head approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u> , Section 13.D).”	“The use of an intersection sight distance less than that given in Chapter 9 of the <i>Green Book</i> (Ref. 3.1) will require Unit Head approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”
3-30	Section 3.C.1: Stopping Sight Distance – “The use of K values below the stopping sight distance values given in <u>EXHIBIT 3.9</u> for a new and reconstructed project will require Roadway Design Engineer approval, a design exception from the FHWA for projects on the NHS, and/or a relaxation of the <i>MDS</i> (Ref. 3.2) (See Chapter One: <u>Design Criteria</u> , Section 13).”	“The use of K values below the stopping sight distance values given in <u>EXHIBIT 3.9</u> for a new and reconstructed project will require Roadway Design Engineer approval, a design exception from the FHWA for projects on the NHS, and/or a relaxation of the <i>MDS</i> (Ref. 3.2) (See Appendix H, “Application of Design Standards”).”

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Chapter Three		
3-31	<p>Section 3.C.2: Two-Lane, Two-Way Roadways – Passing Sight Distance – “Passing sight distance is not one of the thirteen principal controlling design criteria (See Chapter One: <u>Design Criteria</u>, Section 1.A).”</p>	<p>“Passing sight distance is not one of the thirteen principal controlling design criteria (See Appendix H, “Application of Design Standards”).”</p>
3-32	<p>Section 3.D.1: Stopping Sight Distance – “When the desirable sight distance cannot be attained, the vertical curve may be designed down to and including the stopping sight distance with Unit Head approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u>, Section 13.D).”</p>	<p>“When the desirable sight distance cannot be attained, the vertical curve may be designed down to and including the stopping sight distance with Unit Head approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”</p>
3-32	<p>Section 3.D.1: Stopping Sight Distance – “The use of an intersection sight distance less than that given in the <i>Green Book</i> (Ref. 3.1) will require Unit Head approval and a decision letter to the project file (See Chapter One: <u>Design Criteria</u>, Section 13.D).”</p>	<p>“The use of an intersection sight distance less than that given in the <i>Green Book</i> (Ref. 3.1) will require Unit Head approval and a decision letter to the project file (See Appendix H, “Application of Design Standards”).”</p>
3-32	<p>Section 3.D.1: Stopping Sight Distance – “The use of K values below the stopping sight distance values given in <u>EXHIBIT 3.14</u> for a new and reconstructed project will require Roadway Design Engineer approval, a design exception from the FHWA for projects on the NHS, and/or a relaxation of the <i>MDS</i> (Ref. 3.2) (See Chapter One: <u>Design Criteria</u>, Section 13).”</p>	<p>“The use of K values below the stopping sight distance values given in <u>EXHIBIT 3.14</u> for a new and reconstructed project will require Roadway Design Engineer approval, a design exception from the FHWA for projects on the NHS, and/or a relaxation of the <i>MDS</i> (Ref. 3.2) (See Appendix H, “Application of Design Standards”).”</p>

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Chapter Three		
3-34	<p>Section 3.D.4.a: Minimum Vertical Clearances for Overhead Facilities – “4. Airfields: For information on allowable airspace at airfields, see Chapter Ten: <u>Miscellaneous Design Issues</u>, Section 3.”</p>	<p>“4. Airfields: For information on allowable airspace at airfields, see EXHIBIT ‘R’ of the Design Process Outline (Ref. 3.9).”</p>
3-37	<p>Section 6: REFERENCES</p>	<p>Add Reference 3.9 – Nebraska Department of Roads, <u>Design Process Outline</u>, Current Edition</p>