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 Four		
4-2	**Section 1.A: Types of Intersections –** "See Section 1.E of this chapter and Chapter One: Design Criteria, Section 11 for additional information."	"See Section 1.E of this chapter for additional information."
4-5	**Section 1.A.3: Roundabouts –** "For additional information see "Roundabouts" in Chapter 9 of the *Green Book* (Ref. 4.1), NCHRP Report 672 (Ref. 4.18), and Chapter Ten: Miscellaneous Design Issues, Section 4.B."	"For additional information see "Roundabouts" in Chapter 9 of the *Green Book* (Ref. 4.1), NCHRP Report 672 (Ref. 4.18), and Chapter Ten: Miscellaneous Design Issues, Section 3.B."

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Chapter Four		
4-18	**Section 1.C.7: On-Street Parking –** "See Chapter Ten: Miscellaneous Design Issues, Section 13, for additional information."	"See Chapter Ten: Miscellaneous Design Issues, Section 11, for additional information."
4-23	**Section 1.D.2: Turn Lane Bay Taper Rate** – "The entering turn lane bay taper rate should be 15:1 for rural high-speed roadways (design speed ≥ 50 mph) (See EXHIBITS 4.9, 4.10 AND 4.24 THROUGH 4.28); the turn lane bay taper rate should equal the posted speed limit (at a minimum) for low-speed roadways (design speed ≤ 45 mph)."	"The entering turn lane bay taper rate should be 15:1 for rural high-speed roadways (design speed ≥ 50 mph) (See EXHIBITS 4.9, 4.10 AND 4.24 THROUGH 4.28); the turn lane bay taper length should equal the posted speed limit (at a minimum) for low-speed roadways (design speed ≤ 45 mph)."
4-27	**Section 2.A: Rural Driveways –** "For additional information see Chapter Ten: Miscellaneous Design Issues, Section 11, "Mailbox Turnouts and Supports"."	"For additional information see Chapter Ten: Miscellaneous Design Issues, Section 9, "Mailbox Turnouts and Supports"."
4-28 & 4-29	**Exhibits 4.14 & 4.15**	The transverse grading at a drive is 1:6 minimum (1:10 preferred)
4-41	**Section 5.A.1: Raised Islands** – • On high-speed facilities (design speed ≥ 50 mph), 3 inch and 4 inch concrete slope curb and 3 inch asphaltic concrete curb are permitted in both urban and rural settings (See EXHIBIT 6.5). • On low-speed facilities (design speed ≤ 45 mph), 6 inch integral concrete curbs are permitted (See EXHIBIT 6.5).	• On high-speed facilities (design speed ≥ 50 mph), 3 inch and 4 inch concrete slope curb and 3 inch asphaltic concrete curb are permitted in both urban and rural settings (See EXHIBIT 6.16). • On low-speed facilities (design speed ≤ 45 mph), 6 inch integral concrete curbs are permitted (See EXHIBIT 6.16).

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Chapter Four		
4-42	**Section 5.B.2: Median Types** – 1. "Flush Medians – Flush medians are typically used on urban highways and streets. These medians are often used as two-way left-turn lanes in urban areas (See Section 5.C)."	1. "Flush Medians – Flush medians are typically used on urban highways and streets. These medians are often used as two-way left-turn lanes in urban areas."
4-43	**Section 5.B.3: Median Width –** "The desirable depressed median width for a 4-lane freeway is 54 feet, the desirable depressed median width for an expressway is 40 feet (for minimum median widths see the *MDS*, Ref. 4.7)."	"The desirable depressed median width for an Interstate is 64 feet, the desirable depressed median width for a 4-lane freeway is 54 feet, and the desirable depressed median width for an expressway is 50 feet."
4-43	**Exhibit 4.23**	Removed the option of a 3 ft. surfaced median shoulder.
4-44	**Section 5.B.4.a: Type A Median Breaks** – "Type A median breaks (EXHIBITS 4.24, 4.25 & 4.27) may be used at intersections of the mainline with roadways having a classification of "Other Arterial" or higher and at intersections with paved public roads where there is a high probability of turning vehicles blocking the opposing turning driver's line of sight (the left turn lanes of a Type A median break are offset so that the driver's line of sight will not be obstructed)."	"Type A median breaks (EXHIBITS 4.24, 4.25, 4.27 & 4.30) may be used at intersections of the mainline with roadways having a classification of "Other Arterial" or higher and at intersections with paved public roads where there is a high probability of turning vehicles blocking the opposing turning driver's line of sight (the left turn lanes of a Type A median break are offset so that the driver's line of sight will not be obstructed)."
4-44	**Section 5.B.4.b: Type B Median Breaks** – "Type B median breaks (EXHIBITS 4.24, 4.26 & 4.28) are appropriate for use at mainline intersections with gravel county roads, with housing development intersections, and with rural commercial driveways."	"Type B median breaks (EXHIBITS 4.24, 4.26, 4.28 & 4.31) are appropriate for use at mainline intersections with gravel county roads, with housing development intersections, and with rural commercial driveways."

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4-45	**Section 5.B.4.c: Type C Median Breaks** – "Type C median breaks (EXHIBITS 4.24, 4.26 & 4.29) are appropriate for use at mainline intersections with farmsteads /rural residence driveways. The length of a Type C median break consists of: 1. A 15:1taper to shift the turning traffic to the left of the through lane, And 2. A storage length of 50 feet for two cars at 25 feet per car."	"Type C median breaks (EXHIBITS 4.24, 4.26, 4.29, 4.32 & 4.33) are appropriate for use at mainline intersections with farmsteads /rural residence driveways. The length of a Type C median break consists of a 15:1taper to shift the turning traffic to the left of the through lane."
4-45	**Section 5.B.4.d: Type D Median Breaks** – "Type D median breaks (EXHIBIT 4.29) are used at an intersection with a field entrance."	"Type D median breaks (EXHIBITS 4.29 & 4.34) are used at an intersection with a field entrance."
4-49	**Exhibit 4.27**	Median shoulders are 4 ft. in width instead of 3 ft.; the deceleration lane length is calculated beginning at an 8 ft. offset from the lane to the outside edge of the median shoulder (instead of the inside edge); the turn lane shall be 16 ft. in width through the taper and 12 ft. in width when parallel to the through lane (had been 12 ft. in width throughout).
4-50	**Exhibit 4.28**	Median shoulders are 4 ft. in width instead of 3 ft.; the deceleration lane length is calculated beginning at an 8 ft. offset from the lane to the outside edge of the median shoulder (instead of the inside edge); the auxiliary lane width shall be 12 ft. instead of 15 ft.

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4-51	**Exhibit 4.29 – Type C**	Median shoulders are 4 ft. in width instead of 3 ft.; the distance from the centerline of the side street to the median nose is 30 ft. instead of 36 ft.
4-51	**Exhibit 4.29 – Type D**	Median shoulders are 4 ft. in width instead of 3 ft.; the distance from the centerline of the side street to the median nose is 30 ft. instead of 36 ft.; the design vehicle is a WB-62 instead of a SU.
4-52, 4-53, 4-54, 4-55 & 4-56	**Exhibits 4.30, 4.31, 4.32, 4.33 & 4.34**	New exhibits showing geometrics for median breaks for a 50 ft. depressed median.