

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 Nine		
9-1	Above the Title	Note: Except as otherwise noted, existing roadside barriers must be reviewed for compliance with the National Cooperative Highway Research Program (NCHRP) Report 350 or the Manual for Assessing Safety Hardware (MASH). Short radius installations (See Section 7.A) shall be in compliance with NCHRP Report 230.
9-5	Exhibit 9.2: Nebraska Barrier Summary – Barrier = Cable Guardrail (Low-Tension), Location: “Can be placed within 2 feet of slope break point when slope is 1:2 or flatter.”	“Can be placed within 4 feet of slope break point when slope is 1:2 or flatter.”
9-8, 9-10, 9-15, 9-22, 9-23, 9-24, 9-26, 9-27, 9-28, 9-33, 9-34, 9-36, 9-37, 9-38, 9-39, 9-40, 9-41	Exhibits 9.4, 9.5, 9.7, 9.14, 9.15, 9.16, 9.17, 9.18, 9.19, 9.23, 9.24, 9.26, 9.27, 9.28, 9.29, 9.30 and 9.31	“Design Speed” = “Minimum Design Speed (From the <u>Nebraska Minimum Design Standards</u>)”
9-9	Section 3.B: <u>Plot the Runout Path</u> – “For a low-tension cable guardrail installation, the runout path must intersect the guardrail at a distance of 15 feet or more from the end post of the in-line terminal anchorage system when used to shield a fixed object (See <u>EXHIBIT 9.16</u>).”	“For a low-tension cable guardrail installation, the runout path must intersect the guardrail at a distance of 15 feet or more from the end post of the in-line terminal anchorage system when used to shield a fixed object (See below and <u>EXHIBIT 9.16</u>).”
9-9	Section 3.B: <u>Plot the Runout Path</u>	Added the cable guardrail intercept detail at the bottom of the page.