

ERRATA

Nebraska Department of Transportation

Roadway Design Manual

Chapter Nine: Guardrail and Roadside Barriers

① January 2023

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 NDOT 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 January 2023 Errata RDM. Deleted text in the Errata RDM (<http://dot.nebraska.gov/business-center/design-consultant/rd-manuals/>) 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 – 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.
- The **Location Studies Section** in the **Planning and Project Development Division (PDD)** is now the **Project Scoping Section**
- The **PDD Environmental Documents Unit (EDU)** is now the **Environmental Project Management Unit (EPMU)**
- The **PDD Noise and Air Section** is now **Noise, Air & Hazmat** in the **PDD Roadside Development and Compliance Unit (RDC)**
- The **PDD RDC Manager** is now the **RDC Supervisor**
- The **PDD Highway Environmental Biologist** is now the **404/ Wetlands Biologist** of the **Technical Resources Unit (TRU)** in PDD

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| Chapter Nine | | |
| ① ERRATA JANUARY 2023 | | |
| ① 9-2 | Section 1.A: <u>Determination of the Clear-Zone Distance</u> | New Final Paragraph – For additional information see Chapter Six: <u>The Typical Roadway Cross-Section</u> , Section 9, of this manual. |
| ① 9-3 | <u>EXHIBIT 9.1: Barrier Considerations for Roadside Conditions</u> , Column 2 – Design Considerations, Row 7 – Ditches (transverse) – The approach transverse side slope (should be 1:6 or flatter) and the likelihood of impact (See Section 3.2.3 of the <u>Roadside Design Guide</u> , Ref. 9.1). | The approach transverse side slope (should be 1:6 or flatter inside of the horizontal clear zone) and the likelihood of impact (See Chapter Six: <u>The Typical Roadway Cross-Section</u> , Section 9.B.2, of this manual and Section 3.2.3 of the <u>Roadside Design Guide</u> , Ref. 9.1). |
| ① 9-5 | <u>EXHIBIT 9.2: Nebraska Barrier Summary</u> , Row 4 – Cable Guardrail Transition to W-Beam Guardrail | Remove this row, this installation is not MASH tested |
| ① 9-10 | Section 3.B: <u>Plot the Runout Path</u> , Third paragraph – For MGS, W-beam, and Thrie-beam guardrail installations, the last 12.5 feet of the guardrail end treatment will not be included in the length of need. The runout path must intersect these end treatments at a distance of 12.5 feet or more from the end post (See <u>EXHIBIT 9.6</u>). | For MGS, W-beam, and Thrie-beam guardrail installations, a portion of the guardrail end treatment will not be included in the length of need. The runout path must intersect these end treatments at the beginning of length of need point as specified by the end treatment’s manufacturer (See <u>EXHIBIT 9.6</u>). |
| ① 9-14 | Section 3.E: <u>Graphically Locate the Guardrail on the Plan</u> , First paragraph, final sentence – The runout path will intersect the guardrail at a minimum distance of 12.5 feet from the end of the guardrail end treatment. | The runout path will intersect the guardrail, at a minimum, at the beginning of length of need point as specified by the end treatment’s manufacturer. |

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| Chapter Nine | | |
| ① 9-15, 9-16, 9-18, 9-19, 9-22, 9-23, 9-24 | <u>EXHIBITS 9.6, 9.7, 9.8, 9.10, 9.11, & 9.12</u> | Intersection of runout path changed from 12'-6" Min. (Typical) to Length of Need Varies by End Treatment Type |
| ① 9-21 | Section 4.C: <u>Guardrail End Treatment, Type TL2 (for Low-Speed Roadways)</u> , First sentence – The Guardrail End Treatment, Type TL2 is Test Level 2 approved and is installed on low-speed (≤ 45 mph) two-lane, two-way roadways with guardrail installations with a 15:1 taper. | The Guardrail End Treatment, Type TL2 is Test Level 2 approved and is installed on low-speed (≤ 45 mph) two-lane, two-way roadways with guardrail installations, typically with a 25:1 taper. |
| ① 9-25 | <u>EXHIBIT 9.13: Cable Guardrail Transition to Midwest Guardrail System at a Bridge</u> | Remove this <u>EXHIBIT</u> , this installation is not MASH tested |
| ① 9-45 | Section 9: DETERMINE THE PAY ITEM QUANTITIES , Eighth bullet point – <ul style="list-style-type: none"> • <u>Cable Guardrail Transition to W-Beam Guardrail</u>: Paid for by each. | Remove this bullet point, this installation is not MASH tested |

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