

# ERRATA

## ***Nebraska Department of Transportation***

### ***Roadway Design Manual***

#### **Chapter Five: Interstates, Grade Separations, and Interchanges**

June 2016	③ February 2018	⑥ December 2018
① February 2017	④ June 2018	⑦ September 2019
② July/August 2017	⑤ August 2018	⑧ February 2020

The last update to the Roadway Design Manual (RDM) was 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 NDOT 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 February 2020 Errata RDM. Deleted text in the Errata RDM is in green with a strike through (~~errata~~) and new/corrected text is in red (**correct**). The following chapters have already been addressed:

- ⑧ Chapter One: Roadway Design Standards (updated on February 5, 2020)
- Chapter Three: Roadway Alignment (updated on June 17, 2011)
- Chapter Four: Intersections, Driveways and Channelization (updated on April 19, 2012)
- ⑦ Chapter Five: Interstates, Grade Separations and Interchanges (added on Aug. 9, 2019)
- Chapter Six: The Typical Roadway Cross-Section (updated on February 18, 2016)
- ⑤ Chapter Seven: Earthwork: (updated on August 2, 2018)
- Chapter Eight: Surfacing (updated on December 15, 2015)
- ⑥ Chapter Nine: Guardrail and Roadside Barriers (updated on December 13, 2018)
- ① Chapter Eleven: Highway Plans Assembly (updated on February 21, 2017)
- ② Chapter Twelve: Cost Estimating & Funding (updated on August 16, 2017)
- ① Chapter Fourteen: Traffic (updated on October 19, 2016)
- ③ Chapter Fifteen: Right-of-Way (updated on February 26, 2018)
- Chapter Sixteen: Pedestrian and Bicycle Facilities (added on February 8, 2016)
- Chapter Seventeen: Resurfacing, Restoration and Rehabilitation (3R) Projects (added on March 26, 2014)
- ⑧ Appendix H: "AASHTO Minimum Design Guidance" (updated on February 5, 2020)

## **THE FOLLOWING ITEMS PERTAIN TO THE ENTIRE MANUAL:**

June 2016 and all subsequent changes – Sections and **EXHIBITS** have been re-numbered as required by the errata. Chapter and **EXHIBIT** citations, references, and internet links are updated to the latest edition of the *RDM* as are the Contents, List of Exhibits, and the Index

### June 2016

- The **Government Affairs Division** is now the **Local Projects Section** of the **Materials and Research Division**
- The Project Scheduling System (PSS) was replaced with Clarity®
- All references to Falcon have been removed, Falcon is no longer in use by **NDOR**
- Where possible, citations to Chapter Two: Roadway Design Process, are now to the Design Process Outline (DPO)
- Section 6, “Departure from Standards”, of Chapter One: Design Standards is now Appendix H, “Application of Design Standards”
- Section 10, “Pedestrian and Bicycle Facilities” of Chapter Ten: Miscellaneous Design Issues was used as the basis for Chapter Sixteen: Pedestrian and Bicycle Facilities
- The **Roadside Development Unit** in the **Planning and Project Development Division** is now the **Roadside Stabilization Unit**

### ① February 2017

- The **Planning and Project Development Division** is now the **Project Development Division**. Planning has been combined with the **Rail and Public Transportation Division** to create the **Intermodal Planning Division**
- The **Utilities Section** of the **Planning and Project Development Division** is now the **Utilities Unit** in the **Roadway Design Division**
- Section 11, “Maintaining Traffic During Construction”, of Chapter Ten: Miscellaneous Design Issues is now part of Section 6, “Work Zone Traffic Control” in Chapter Fourteen: Traffic

### ② July 2017

- All references to the **Nebraska Department of Roads (NDOR)** have been changed to the **Nebraska Department of Transportation (NDOT)**

### ③ February 2018

- 2011 Draft Public Rights-of-Way Accessibility Guidelines (PROWAG) replaced with Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (Proposed Guidelines (2011)), this is the same document with a different title

### ④ June 2018

- The **Roadside Stabilization Unit** in the **Project Development Division** is now the **Roadside Development and Compliance Unit**

## **THE FOLLOWING ITEMS PERTAIN TO THE ENTIRE MANUAL:**

### **⑤ August 2018**

- Section 5.G, “Railroads”, of Chapter Thirteen: Planning and Project Development is now part of Section 1, “Railroads” in Chapter Ten: Miscellaneous Design Issues
- Section 6, “Utilities”, of Chapter Thirteen: Planning and Project Development is now Section 11, “Utilities” in Chapter Ten: Miscellaneous Design Issues

### **⑥ December 2018**

- Plan Sheet numbering updated (See Chapter Eleven, **EXHIBIT 11.1**)

### **⑦ September 2019**

- The **Local Projects Section** in the **Materials and Research Division** has been combined with the **Rail and Public Transportation Section** in the **Intermodal Planning Division** to create the **Local Assistance Division**
- The **Intermodal Planning Division** is now the **Strategic Planning Division**
- AASHTO guidance and citations were updated to the May 2016 edition of the Interstate Green Book and the 2018 edition of the Green Book

### **⑧ February 2020**

- Section 1, “The Controlling Design Criteria”, Section 2, “Departure from Standards”, and Section 3, “Instructions for Completing NDOT Form 76” and their attendant Exhibits of Appendix H: Application of Design Standards are now Sections 8, 10, and 9 respectively of Chapter One: Roadway Design Standards. Appendix H is renamed to “AASHTO Minimum Design Guidance”.

Page	Existing Text	Corrected Text
<b>Chapter Five</b>	This Chapter updated 48-19-2019	
	<b><u>⑧ ERRATA FEBRUARY 2020</u></b>	
⑧ 5-2	<b>Section 1.B.1: Design Year</b> – “The design year for New or Reconstructed projects is the year of initial construction plus 20 years. The design year for 3R projects is the year of initial construction plus 10 years for resurfacing with hot-mixed asphalt and 20 years for 3R projects constructed with Portland Concrete Cement.”	“The design year for New and Reconstructed projects and for 3R projects is the year of initial construction plus 20 years.”
⑧ 5-3 thru 5-6	<b><u>EXHIBITS 5.1 Thru 5.4</u></b>	Add “Lane Width” and “Shoulder Width” to the typical sections and identify the clear zone as “Horizontal Clear Zone”
⑧ 5-10	<b>Section 2: GRADE SEPARATIONS AND INTERCHANGES (third bullet point)</b> – <ul style="list-style-type: none"> <li>• Design year forecast traffic volumes (for twenty years after completion of the project)</li> </ul>	<ul style="list-style-type: none"> <li>• Design year forecast traffic volumes (for the initial year of construction of the project plus 20 years)</li> </ul>
⑧ 5-21 and 5-22	<b><u>EXHIBITS 5.9 and 5.10</u></b>	Add “Lane Width” and “Shoulder Width” to the typical sections and identify the clear zone as “Horizontal Clear Zone”