

# NEBRASKA

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**DEPARTMENT OF TRANSPORTATION**



Jim Pillen, Governor

The Nebraska Department of Transportation Drainage Design and Erosion Control Manual Appendix C, "Pipe Material Policy", October 2023, has been approved for use.

Approved by:                                 Mick Syslo                                /                                2023.10.24 13:24:07-05'00'  
Mick Syslo, Roadway Design Engineer, P.E. Date

Approved by:                                 DocuSigned by: Brendon J Schmidt                                /                                10-26-2023  
Brendon Schmidt, Materials and Research Engineer, P.E. Date

Approved by:                                 David Mraz, FHWA                                /                                  
Engineering and Operations Team Leader, NE FHWA Date

Vicki Kramer, Director  
**Department of Transportation**

**MAILING ADDRESS**  
PO Box 94759  
Lincoln, NE 68509-4759

**PHYSICAL ADDRESS**  
1500 Nebraska Parkway  
Lincoln, NE 68502

**PHONE** 402-471-4567  
**EMAIL** [NDOT.ContactUs@nebraska.gov](mailto:NDOT.ContactUs@nebraska.gov)



### **PIPE MATERIAL POLICY**

Policy: This policy will replace all previous policies regarding the selection of pipe material for cross drains, drive pipe, drop pipe, storm sewers, and railroad pipe. Under this policy, designers will select the allowable pipe material options for each installation. The contractor will choose the final pipe material from the list of options provided.

The following topics are discussed in more depth:

- Types of pipe specified in this policy
- Maximum permissible diameter of standard pipe
- Design values for Manning Coefficient, (n)
- Flared end sections
- Minimum and maximum fill heights
- Excavation, bedding, and backfill requirements
- Functional use of different pipes
- Connections

Per the guidance given in the FHWA Memo “Section 1525 of MAP-21 – State Autonomy for Culvert Pipe Selection” ([Culvert Selection - Construction Program Guide - Contract Administration - Construction - Federal Highway Administration \(dot.gov\)](#), Revised September 27, 2019), LPAs may select only one type of pipe within each category of the Pipe Policy and are not required to specify several choices when developing Plans and Specifications for Federal Aid highway construction projects.

**TYPES OF PIPE SPECIFIED IN THIS POLICY**

<b>RCSP</b>	Reinforced Concrete Sewer Pipe
<b>RCP</b>	Reinforced Concrete Pipe
<b>MCCMP</b>	Metallic Coated Corrugated Metal Pipe, which includes: Galvanized (Zinc) Coated Corrugated Metal Pipe and Aluminum Coated Corrugated Metal Pipe
<b>GCCMP</b>	
<b>ACCMP</b>	
<b>PCCMP</b>	Polymer Coated Corrugated Metal Pipe
<b>HDPE or PP</b>	High Density Polyethylene Pipe, which includes: HDPE-CI (Corrugated Interior) and HDPE-SI (Smooth Interior), including Steel Reinforced Ribbed Pipe PP-CI (Polypropylene Pipe, Corrugated Interior) PP-SI (Polypropylene Pipe, Smooth Interior)
<b>PVC</b>	Polyvinyl Chloride Pipe

The numerical designations shown below will be used by designers for specifying the various types of pipe:

Type	1	2	3	4	5	6	7	8	
	<b>RCSP</b>	<b>RCP</b>	<b>GCCMP</b>	<b>ACCMP</b>	<b>PCCMP</b>	<b>HDPE or PP</b>	<b>CI</b>	<b>SI</b>	<b>PVC</b>

Designers shall identify all pipes by their corresponding Type number. For example, if RCSP, PCCMP and PVC are appropriate options, the designation would be 1-5-8. The Type "1" in this example is a RCSP.

Note: Normally, the contractor has the option of selecting the class of pipe, and type of installation in accordance with the fill height tables shown on the plans. However, for fill heights less than one foot, the designer must specify the class of pipe required. Refer to the Drainage Design and Erosion Control Manual for live load information. Use Attachment 2 for maximum fill height data.

### MAXIMUM PERMISSIBLE DIAMETER OF STANDARD PIPE

The maximum allowable inside diameter for the various pipes are shown in Attachment 2. These pipes are standard manufactured sizes. Sizes other than those shown are considered special designs that must be submitted to NDOT for approval.

### DESIGN VALUES FOR MANNING COEFFICIENT, (n)

The selected (n) value for design purposes when using corrugated pipe (MCCMP, PCCMP, and HDPE or PP-CI) is 0.024. The design (n) value for smooth interior pipes (RCSP, RCP, PVC, and HDPE or PP-SI) is 0.012. When it is necessary to determine the true magnitude of the pipe outlet flow velocity, designers should use the actual (n) value recommended by the manufacturer to perform computations. When designing for outlet control and *both* corrugated and smooth pipe are selected, the designer will use an (n) value of 0.024. A Manning (n) value of 0.012 shall be used when *only* smooth interior pipe are specified.

### FLARED END SECTIONS

Use concrete flared end sections (CFES) for all concrete pipes. Specify metal flared end sections (MFES) for metal and plastic pipes when flared end sections are required. Flared end sections are not required for drive pipes unless they are to be installed within the Horizontal Clear Zone. Safety flared end sections manufactured with a 10:1 slope and equipped with protective cross bars must be provided for the approach end of all drive pipes placed within the Horizontal Clear Zone.

### MINIMUM AND MAXIMUM FILL HEIGHTS

Fill height determines the amount of dead load (or live load) that is imposed upon a culvert pipe. Minimum fill height is defined as the vertical distance measured from the top of the conduit to the bottom of the pavement or shoulder surfacing at its lowest point. Maximum fill height is defined as the vertical distance measured from the top of the conduit to the top of the pavement at its highest point. Minimum fill height for all culverts is one foot except for HDPE, PP or PVC which have a minimum fill height of two feet. The designer should review the live load computations as shown in the Drainage Design and Erosion Control Manual for special circumstances when this one foot minimum cannot be maintained. The maximum fill height that a pipe can withstand depends greatly on the type of bedding and backfill, pipe size, and pipe material. Refer to Attachment 2, along with the appropriate Standard Plans, for guidelines in specifying various types of pipe.

### EXCAVATION, BEDDING, AND BACKFILL REQUIREMENTS

Refer to Standard Plan 411, “Bedding and Backfill Requirements for Concrete Pipe” (<http://www.roads.nebraska.gov/business-center/design-consultant/stand-spec-manual/>), for installation details. Standard Plan 411, Sheet 4, “Bedding and Backfill Requirements for MCCMP, PCCMP, and Plastic Pipe”, shows details for installing flexible pipe. Granular material is required for all flexible MCCMP, PCCMP, and plastic pipe installed under surfaced roadways. Unless special circumstances exist, granular material is not required for drive pipe, drop pipe, or temporary pipe installed outside the surfaced roadway prism.

On trench installations, the trench width depends on the outside diameter of the pipe and the side clearance requirement on each side of the pipe as shown on the Standard Plans. Trench depth depends on the size of the pipe and the flow line location relative to the ground surface. On

embankment installations, where the flowline of the pipe is above the natural ground, the culvert contractor is required to raise the ground along the centerline of the pipe to an appropriate elevation above the flowline (See Standard Plan 411). This embankment must be wide enough to excavate to the proper depth and install the pipe at the flowline shown on the cross sections. A contractor may choose to provide an embankment deep enough to use a trench installation. All excavations will be determined as established quantities using the method of measurement as shown in the current Nebraska Standard Specifications for Highway Construction.

### **FUNCTIONAL USE OF DIFFERENT PIPES**

The functional usage of the various pipes that designers specify is summarized in Attachment 3. The plus sign shown in the Functional Usage table signifies that the use of a particular pipe material is acceptable for that function. The minus sign indicates where material use is prohibited. Designers may refer to the flow chart in Attachment 1 for assistance in the pipe selection process.

### **CONNECTIONS**

All RCP and RCSP connections under the roadway prism (or back-to-back of curb-line on urban projects) shall be Tongue and Groove (T&G) or modified T&G type, and have watertight joints (using cement mortar, fibered roof coating, or gaskets) in accordance with the Nebraska Standard Specifications for Highway Construction. All plastic and CMP pipe under the roadway prism (or back-to-back of curb-line) must be installed with approved watertight joints. CMP and plastic pipe outside the roadway prism (or back of curb-line) may be installed with soil tight connecting bands or other approved soil tight joints. All pipe used for sewer applications must be installed with approved watertight connections.

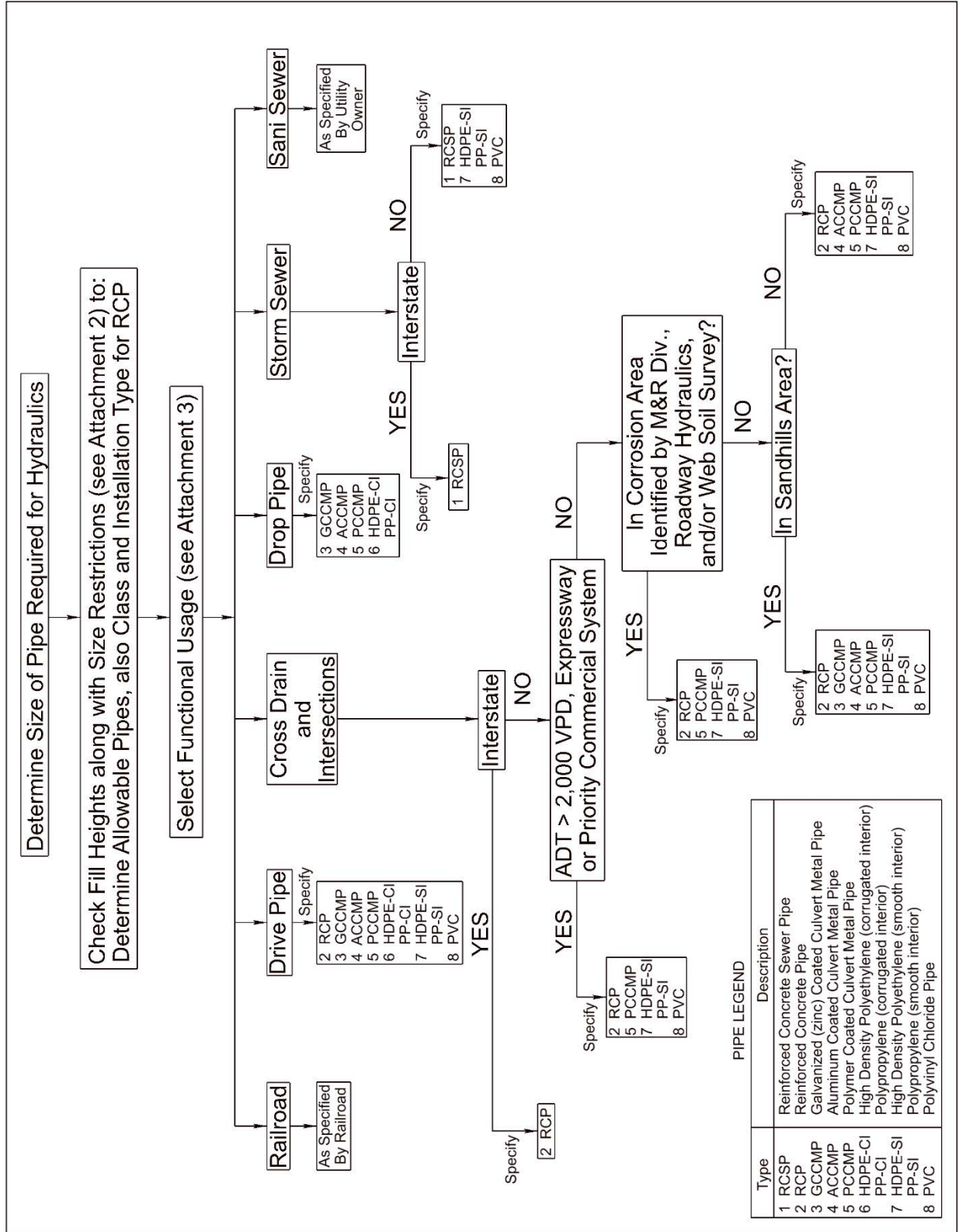
### **CULVERT EXTENSIONS**

Existing culverts will be extended using the same material as the existing structure. If the plans call for extension of Corrugated Metal Pipe Culvert, the pipes shall be connected by the contractor with an approved connecting band. When the plans designate the extension of a Concrete Pipe Culvert, the connection shall be made by enclosing the connecting joint with a concrete collar.

### **TEMPORARY PIPE**

The designer should contact the District to determine culvert type when temporary pipe is to be placed under a temporary (2 years or less) facility such as a temporary road or median crossover. If the pipe is to be furnished by the State, the construction note will call for INSTALLING the pipe. If the pipe is to be furnished by the contractor, the construction note will call for BUILDING the pipe. The District will also determine if the pipe will be salvaged to the State when the temporary roadway is removed. Corrugated metal pipe (Type 3, 4 or 5) will be allowed for temporary roadways. Granular backfill for temporary structures Type 3, 4 or 5 is not required, unless called for in the plans.

ATTACHMENT 1 PIPE SELECTION FLOW CHART



## ATTACHMENT 2 PIPE SIZE AND FILL HEIGHT REQUIREMENTS

### Maximum Permissible Diameters Of Standard Pipe

The following interior pipe diameters (in inches) are considered maximum standard sizes. Larger sizes may be allowed by special design approved by NDOT.

Type	1	2	3	4	5	6	7	8
	RCSP		RCP	GCCMP	ACCOMP	PCCMP	HDPE or PP	
	III	IV	V				CI	SI
	108	72	48	84	84	84	60	60
								PVC
								48

### Maximum Fill Heights (feet) For Round Concrete Pipe

Pipe Size (in)	Installation Type 3			Installation Type 2			Installation Type 1		
	Class III	Class IV	Class V	Class III	Class IV	Class V	Class III	Class IV	Class V
15	12	15	21	15	19	26	23	28	40
18	12	17	24	16	22	30	24	32	45
21	13	19	26	16	24	32	25	37	48
24	13	19	26	17	24	33	25	32	45
27	13	17	26	17	21	34	23	26	51
30	12	14	25	15	17	32	20	21	49
36	10	16	24	13	21	31	20	31	47
42	10	15	23	13	19	29	20	29	44
48	10	14	22	13	18	29	20	28	43
54	10	14		13	17		20	27	
60	9	14		12	18		19	28	
66	9	14		12	18		19	28	
72	9	14		12	18		19	28	
78	9			12			19		
84	9			12			19		
90	9			12			20		
96	9			12			19		
102	10			13			20		
108	10			14			22		

The Type 3 Installation (shaded) is the NDOT Standard. See Standard Plan 411 (Bedding and Backfill for Concrete Pipe) for additional information about table development and usage.

### Maximum Fill Heights For Flexible Pipe

The maximum dead load fill height for HDPE, PP, PVC, and CMP is set at 40 feet, using the bedding and backfill requirements as shown in Standard Plan 411 (<http://www.roads.nebraska.gov/business-center/design-consultant/stand-spec-manual/>).

Consult with the pipe manufacturer when designing for fills greater than 40 feet, or when special situations are encountered that are beyond the scope of this policy. When installing flexible pipe outside the roadway prism (or back of curb-line on urban projects), and when granular materials are not used as shown in this policy, the maximum fill height is set at 20 feet (standard proctor test density for non-granular material must be greater than 95%).



**ATTACHMENT 3 PIPE DESIGN APPLICATIONS AND EXAMPLES**

**FUNCTIONAL USAGE**

Type	1	2	3	4	5	6	7	8
Functional Usage	RCSP (All Classes)	RCP (All Classes)	GCCMP Galvanized (Zinc) Coated CMP	ACCMP Aluminum Coated CMP	PCCMP Polymer Coated CMP	HDPE-CI or PP-CI Corrugated Interior	HDPE-SI or PP-SI Smooth Interior	PVC
Cross Drain & Intersections	-	+	See Footnotes		+	-	+	+
Drive Pipes	-	+	+	+	+	+	+	+
Drop Pipe	-	-	+	+	+	+	-	-
Railroad	As Specified by the Railroad							
Storm Sewer	+	-	-	-	-	-	+	+
Sani. Sewer	As Specified by the Utility Owner							

Cross Drain and Intersection Footnotes:

- Galvanized and Aluminized Coated (Types 3 & 4) corrugated metal pipes will not be permitted in the southeast counties of Gage, Nemaha, Richardson, Pawnee, Johnson, Otoe or any other locations that are unsuitable for corrugated metal pipe as designated by M&R Division, Roadway Design Hydraulics, and/or Web Soil Survey information (“high” risk of corrosion).
- Galvanized CMP (Type 3)---Allowed for ADT < 2,000 VPD in the Sandhills, unless identified corrosion areas exist.
- Aluminum Coated CMP (Type 4)---Allowed for ADT < 2,000 VPD, unless identified corrosion areas exist.

**EXAMPLES OF CULVERT TYPES SPECIFIED\***

Pipe Dia. (in.)	Max. Fill Height (ft.)	Pipe Function	Location	Type Specified
48	20	Cross drain	Sandhills/ ADT < 2,000 VPD /no corrosive areas	2-3-4-5-7-8
54	20	Cross drain	ADT < 2,000 VPD /corrosive area	2-5-7
36	24	Cross drain	Statewide/ ADT ≥ 2,000 VPD	2-5-7-8
30	5	Cross drain	Statewide/Priority Commercial System	2-5-7-8
42	25	Cross drain	Not Sandhills/ ADT < 2,000 VPD /no corrosion	2-4-5-7-8
54	5	Storm sewer	Statewide	1-7
36	5	Storm sewer	Statewide	1-7-8
48	15	Drive pipe	Statewide	2-3-4-5-7-8
24	15	Drive pipe	Statewide	2-3-4-5-6-7-8
24	5	Drop pipe	Statewide	3-4-5-6

\* Assuming bedding and backfill requirements shown in Standard Plan 411

**PIPE LEGEND**

Type	Description
1 RCSP	Reinforced Concrete Sewer Pipe
2 RCP	Reinforced Concrete Pipe
3 GCCMP	Galvanized (zinc) Coated Culvert Metal Pipe
4 ACCMP	Aluminum Coated Culvert Metal Pipe
5 PCCMP	Polymer Coated Culvert Metal Pipe
6 HDPE-CI PP-CI	High Density Polyethylene (corrugated interior) Polypropylene (corrugated interior)
7 HDPE-SI PP-SI	High Density Polyethylene (smooth interior) Polypropylene (smooth interior)
8 PVC	Polyvinyl Chloride Pipe

**COMMENTARY****Plastic Pipe**

Plastic pipe (HDPE, PP and PVC) may be used for driveway, underdrain, sewer and roadway cross drain as well as other drainage applications. The Standard Plans for flexible pipe show: installation, material, and backfill requirements. Also, due to the non-corrosive nature of these materials, plastic pipe is included for use in areas where corrosion of metallic coated culverts is a concern.

**Pipe Installations under Pavement**

In order to extend the design life (by improving structural performance, reducing settlement and joint movement etc.) of surfaced roadways, cross section details for all pipes (concrete, metal and plastic) have been developed. Flexible pipes require a granular material envelope to improve in-place structural performance, while reducing compaction effort and pipe movement during installation. Use of granular bedding and backfill with metallic coated pipes also has the benefit of reducing soil-side corrosion. Use of polymer coated CMP effectively reduces interior corrosion as well as exterior soil-side corrosion, and therefore, is allowed for use under all roadways.

Standard Plans for concrete pipe installations have been developed using computer programs such as SIDD and PIPECAR (*such programs have been created through the efforts of organizations such as ANSI, FHWA and the Concrete Pipe Association*). These plans provide options for the designer, contractor, and pipe manufacturer in regard to pipe class selection and installation. Under this policy the contractor will be allowed to select the type of installation and class of pipe based upon available fill height information shown on the plans. In addition, the requirements shown for bedding and backfill eliminate previous requirements for shaping the trench bottom to fit the contour of the pipe.