

ERRATA

Nebraska Department of Transportation

Roadway Design Manual

Chapter Three: Roadway Alignment

June 2016

① February 2017

② July/August 2017

③ February 2018

④ June 2018

⑤ August 2018

⑥ December 2018

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 December 2018 Errata RDM. Deleted text in the December 2018 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:

- ⑥ Contents (updated in December 2018)
- ⑥ List of Exhibits (updated in December 2018)
- 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)
- 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)
- ⑥ Index (updated in December 2018)

The following items pertain to the entire manual:

- June 2016 and all subsequent changes – Chapter and EXHIBIT citations have been updated to the latest edition of the *RDM*
- ② July 2017 - All references to the **Nebraska Department of Roads (NDOR)** have been changed to the **Nebraska Department of Transportation (NDOT)**
- ⑥ December 2018 – Plan Sheet numbering updated (See Chapter Eleven, EXHIBIT 11.1)

Page	Existing Text	Corrected Text
Chapter Three		
① 3-1	Section 2: HORIZONTAL ALIGNMENT DESIGN – “The Planning and Project Development Division (P&PD) will usually recommend an approximate horizontal alignment for the project during the engineering review.”	“The Project Development Division (PDD) will usually recommend an approximate horizontal alignment for the project during the engineering review.”
③ 3-1	Section 2: HORIZONTAL ALIGNMENT DESIGN – “It is the responsibility of the roadway designer to check the alignment and to verify that it is in compliance with the NDOR’s design guidance (See Chapter One: <u>Design Criteria</u>).”	“It is the responsibility of the roadway designer to check the alignment and to verify that it is in compliance with the NDOT’s design guidance (See Chapter One: <u>Design Standards</u>).”
① 3-2	Section 2: HORIZONTAL ALIGNMENT DESIGN – “Environmental considerations and impacts are a vital component of the design process; the roadway designer shall coordinate with the Environmental Section in P&PD in the development of, and in any subsequent alteration to, the horizontal alignment.”	“Environmental considerations and impacts are a vital component of the design process; the roadway designer shall coordinate with the Environmental Section in PDD in the development of, and in any subsequent alteration to, the horizontal alignment.”
3-4	Exhibit 3.2: Column one, “Location”, Row four – “Desirable Design, Low-Speed Urban Roadways $V < 45$ mph”	“Desirable Design, Low-Speed Urban Roadways $V \leq 45$ mph”
3-4	Exhibit 3.2: Column one, “Location”, Row five – “Minimum Design, Low-Speed Urban Roadways $V < 45$ mph”	“Minimum Design, Low-Speed Urban Roadways $V \leq 45$ mph”

Page	Existing Text	Corrected Text
Chapter Three		
3-8, 3-12, 3-15, & 3-18	Exhibits 3.3b, 3.4b, 3.5b, and 3.6b	Note A: Replace “Exhibit 3-33” with “Table 3-18”.
3-9, 3-10, 3-13, 3-16, & 3-19	Exhibits 3.3c, 3.3d, 3.4c, 3.5c, and 3.6c	Corrections to superelevation tables.
① 3-20	Section 3: VERTICAL ALIGNMENT DESIGN – “Environmental considerations and impacts are a vital component of the design process; the roadway designer shall coordinate with the Environmental Section in P&PD in the development of, and in any subsequent alteration to, the vertical alignment.”	“Environmental considerations and impacts are a vital component of the design process; the roadway designer shall coordinate with the Environmental Section in PDD in the development of, and in any subsequent alteration to, the vertical alignment.”
① 3-21	Section 3.A.4: Climbing Lanes – “The Traffic Engineering Division (Traffic) analyzes the need for climbing lanes based on capacity and operations characteristics.”	“The Traffic Engineering Division (Traffic Engineering) analyzes the need for climbing lanes based on capacity and operations characteristics.”
① 3-22	Exhibit 3.7 – “3. The designer will provide sufficient decision sight distance and length of auxiliary lane past the crest of a vertical curve to allow for the completion of the merger maneuver. The designer should coordinate the design of the auxiliary lane with Traffic .”	“3. The designer will provide sufficient decision sight distance and length of auxiliary lane past the crest of a vertical curve to allow for the completion of the merger maneuver. The designer should coordinate the design of the auxiliary lane with Traffic Engineering .”
3-23	Section 3.B: Vertical Curves – “Vertical curves are not required on low-speed roadways (< 45 mph) where the algebraic difference in grades is less than 1%; high-speed roadways (≥ 50 mph) will generally require a vertical curve when the change in grade is greater than 0.5%.”	“Vertical curves are not required on low-speed roadways (≤ 45 mph) where the algebraic difference in grades is less than 1%; high-speed roadways (≥ 50 mph) will generally require a vertical curve when the change in grade is greater than 0.5%.”

Page	Existing Text	Updated Text
Chapter Three		
3-25	Section 3.B.2: Design – “The minimum vertical curve length in feet should be approximately three times the design speed of the roadway even when the desirable stopping sight distance is considerably less.”	“The minimum vertical curve length in feet should be approximately three times the design speed of the roadway when the length of curve is less than the desirable stopping sight distance.”
③ 3-31	Section 3.C.2: Two-Lane, Two-Way Roadways – Passing Sight Distance – “Passing sight distance is not one of the thirteen principal controlling design criteria (See Chapter One: <u>Design Criteria</u> , Section 1.A).”	“Passing sight distance is not one of the principal controlling design criteria (See Appendix H, “Application of Design Standards”).”
3-37	Section 6: REFERENCES	Add Reference 3.9 – Nebraska Department of Transportation, <u>Design Process Outline</u> , Current Edition