

ERRATA

Nebraska Department of Transportation

Roadway Design Manual

Chapter Six: The Typical Roadway Cross-Section

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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① 6-4

Section 2.A.2: Installation of Two-Foot Surface Shoulders on Lower Volume Roads

1. Roadway Type – Rural two-lane undivided with two-way traffic.
2. Lane Width - \geq 12 feet.
3. ADT - \geq 1,000 VPD
4. Minimum Length of Segment – Three miles (historic highway segments may be added for continuity when the gap between highway segments with 2-foot surface shoulders with edgeline rumble stripes is less than five miles in length).
5. Other segments may be included when:
 - The segments exhibit 0.25 or greater roadway departure crashes per year per mile
 - The segments are Interstate alternate routes and roads connecting the Interstate to the Interstate alternate routes, regardless of the ADT

1. Roadway Type – Rural two-lane undivided with two-way traffic.
2. Lane Width – \geq 12 feet.
3. ADT - \geq 1,000 VPD (segments with ADTs from 1,000 ADT to 1,999 ADT are eligible for HSIP funding, see Chapter Twelve: Cost Estimating and Funding, Section 2.A.3).
4. Minimum Length of Segment – Three miles (historic highway segments may be added for continuity when the gap between highway segments with 2-foot surface shoulders with edgeline rumble stripes is less five miles in length).
5. Other segments may be included when the segments exhibit 0.25 or greater roadway departure crashes per year per mile.
6. Connecting links on the Alternate Route System connecting the Interstate to the Parallel Alternate Route System (US-6, US-30, or US-34), regardless of the ADT. The following links are included despite having an ADT < 1,000 VPD:
 - L10B – Odessa
 - L10C – Gibbon
 - L10D – Shelton
 - L40C – Alda
 - S41B – Giltner
 - S93A - Henderson

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① 6-5

Section 2.C: Beveled Edge

A beveled edge may allow a smoother return to the roadway when a vehicle has departed the surfacing. The beveled edge will be installed on rural high-speed ($V \geq 50$ mph) highways in the following conditions:

1. The project includes surfacing placement of two inches or greater.
2. Surfaced shoulders are less than six feet in width, not including segments of erosion control curbed shoulders.
3. On the inside (median) shoulders which are less than six feet in width of Interstates, freeways and expressways with depressed medians.
4. The roadway is not curbed.
5. In other locations as determined by **Traffic Engineering**.

The type of beveled edge to be used is based upon the project type and surfacing recommendation. See Appendix I, "Installation of the Beveled Edge", for additional information.

A beveled edge is a sloping finish to the edge of the pavement (both asphaltic concrete and Portland Cement Concrete) allowing errant vehicles to more easily re-enter the travelled way. The beveled edge will be installed on rural high-speed ($V \geq 50$ mph) highways when:

1. The project includes two inches or greater of surfacing placement
2. Surfaced shoulders are less than six feet in width, not including segments of erosion control curbed shoulders
3. On the inside (median) shoulders which are less than six feet in width of Interstates, freeways and expressways with depressed medians
4. The roadway is not curbed
5. At other locations identified by **Traffic Engineering** as a mitigation measure for a crash history

The type of beveled edge to be used is based upon the project type and surfacing recommendation. For additional information, see Appendix I, "Installation of the Beveled Edge", of this manual and the **FHWA** publication Safety Edges_{SM} Design and Construction Guide (January 5, 2012) (web site).

Page	Existing Text	Corrected Text
Chapter Six		
① 6-9	EXHIBIT 6.4: Typical Section – Rural Major Arterial 1,000 to 3,999 ADT	Differentiated the Horizontal Clear Zone: 30 ft. for ADT ≥ 2,000 VPD 23 ft. for ADT 1,000 – 1,999 VPD
① 6-14	EXHIBIT 6.9: Typical Half-Sections of Three-Lane and Five-Lane Undivided Low-Speed Municipal Highways with Two-Way Left Turn Lanes	Added to 5-Lane Detail: (Note: Remove the TWLTL for a Typical Half-Section of a 4-Lane Undivided Low-Speed Municipal Highway)
① 6-24	Section 6: AUXILIARY LANES , Second paragraph – For further information, see Chapter Three: <u>Roadway Alignment</u> , Section 3.A.4 and Chapter Four: <u>Intersections, Driveways and Channelization</u> , Section 1.D of this manual and Chapter 9, Section 9.7, “Auxiliary Lanes”, of the <i>Green Book</i> (Ref. 6.1).	For further information, see Chapter Three: <u>Roadway Alignment</u> , Section 3.A.4 and Chapter Four: <u>Intersections, Driveways and Channelization</u> , Section 1.D of this manual and Chapter 9, Section 9.7, “Auxiliary Lanes”, and Chapter 10, Section 10.9.5.10, “Auxiliary Lanes”, of the <i>Green Book</i> (Ref. 6.1).
① 6-27	Section 9.B.1: Fill Slopes (Parallel)	New final paragraph – For additional information see Appendix H, “AASHTO Minimum Design Guidance”, Figure 3.2 , of this manual.