

ERRATA
Nebraska Department of Transportation
Roadway Design Manual

Chapter Fourteen: Traffic

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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 Nebraska Department of Transportation 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 latest Errata RDM. Deleted text in the Errata RDM ([Roadway Design Manuals - NDOT](#)) 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 – Division and Section reorganizations have been incorporated, *RDM* Chapter 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.

② October 2023

- **Intelligent Transportation Systems (ITS)** transferred from the **Operations Division** to **Roadway Design** and combined with the **Lighting Unit** (02-27-2023)
- “Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (with 2013 Supplement)” replaced by “Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way” (August 2023)

③ May 2025

- Appendix H is now in Chapter One: Roadway Design Standards, Section 9, AASHTO MINIMUM DESIGN GUIDANCE
- Appendix I has been consolidated with Chapter Six: The Typical Roadway Cross-Section, Section 2.C, Beveled Edge and removed from the *Design Manual*.
- Appendix K, Project Coordination Meetings, has been removed from the *Design Manual*. The forms may be found in OnBase and on the L Drive.

Page	Existing Text	Corrected Text
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Introduction

③ ERRATA MAY 2025

③ 14-9

Section 6.B: Temporary Roads, Transitions –

1. Curves – Horizontal curves should be designed according to the design speed of the temporary road. High-speed temporary roads ($V \geq 50$ mph) should be designed according to the $e_{max} = 6\%$ superelevation table found in Chapter Three: Roadway Alignment, **EXHIBIT 3.4C**.

1. Curves – Horizontal curves should be designed according to the design speed of the temporary road. High-speed temporary roads ($V \geq 50$ mph) should be designed according to the $e_{max} = 6\%$ superelevation **Table 3-9** of the *Green Book* (Ref. 14.7).

