

ERRATA
Nebraska Department of Transportation
Roadway Design Manual

Chapter Twelve: Cost Estimating

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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.

Chapter Twelve

③ ERRATA MAY 2025

③ 12-3

Section 2.A.1: National Highway Performance Program (NHPP) –

The NHPP provides funding for the operational performance and condition of the National Highway System (NHS), and for the construction of new facilities on the NHS. Funding is provided as a lump sum for each state, which is then divided among apportioned programs including a 2% set-aside for planning and research. The NHPP also ensures that federal-aid funds for highway construction are used to meet State established targets.

The NHPP provides funding for the operational performance and condition of the National Highway System (NHS), for the construction of new facilities on the NHS, undergrounding public utility infrastructure carried out in conjunction with a project otherwise eligible under NHPP, and to provide support for activities to increase the resiliency of the NHS to natural disasters. Funding is provided as a lump sum for each state, which is then divided among apportioned programs including a 2% set-aside for planning and research. The NHPP also ensures that federal-aid funds for highway construction are used to meet State established targets.

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③ 12-3

Section 2.A.2: Surface Transportation Block Grant Program (STBG) –

The STBG is a funding program that includes public roads (including the NHS) which *are not* functionally classified as minor rural collectors, local roads, or streets. It includes some collector routes that were not previously on the federal-aid system. In addition to being a funding source for these routes, the program specifies some set-aside funds for obstacle elimination projects and for transportation alternatives.

The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. The STBG is a funding program that includes public roads (including the NHS) which *are not* functionally classified as rural minor collectors or local roads. It includes some collector routes that were not previously on the federal-aid system. In addition to being a funding source for these routes, the program specifies some set-aside funds for obstacle elimination projects, for transportation alternatives, and includes a 2% set-aside for planning and research. Eligible STBG projects and activities include, but are not limited to, electric vehicle charging station infrastructure, safe routes to school, and the installation of intelligent transportation technologies.

③ 12-4

Section 2.A.3: Highway Safety Improvement Program (HSIP) –

The HSIP utilizes a data driven approach for improving highway safety. The purpose of HSIP funding is the reduction of traffic fatalities and serious injuries on all public roads. HSIP funds are provided to the States as a lump sum which is then divided among apportioned programs, including Safety Improvement Projects (See Chapter One: Roadway Design Standards, Section 6.D of this manual).

The HSIP utilizes a data driven approach for improving highway safety. The purpose of HSIP funding is the reduction of traffic fatalities and serious injuries on all public roads and consists of three main components: the Strategic Highway Safety Plan (SHSP), State HSIP, and the Railway-Highway Crossing Program (RHCP). HSIP funds are provided to the States as a lump sum which is then divided among apportioned programs, including up to 10% on Safety Improvement Projects (See Chapter One: Roadway Design Standards, Section 6.D of this manual).

Page	Existing Text	Corrected Text
Chapter Twelve		
③ 12-4		Added Section 2.A.3.a: 28-Foot Top HSIP Eligible Bid Items
③ 12-4	Section 2.A.4: Rail Highway Crossings (RRZ) – The RRZ program provides funds for the elimination of railway-highway crossings on all public roads. They are usually matched with State Train Mile Tax (TMT) funds and NDOT only uses the funds to build new viaducts.	2.A.3.a: Rail Highway Crossings Program (RHCP) – The RHCP program provides funds for the elimination of hazards at at-grade railway-highway crossings on all public roads. They are usually matched with State Train Mile Tax (TMT) funds and NDOT only uses the funds to build new viaducts.
③ 12-5	Section 2.B: Statewide Transportation Improvement Program (STIP)	Second paragraph, new third sentence – Federal law requires that all citizens and other interested parties in the State’s transportation planning process be given reasonable opportunity to comment on the proposed STIP and on any proposed amendments to an approved STIP.
③ 12-29	EXHIBIT 12.7: Rounding of Surfacing Item Quantities	Remove fourth row from the bottom - “Gravel Surface Course 10 CY”
③ 12-31	EXHIBIT 12.8: Cost Estimate Item Checklist – Groups #3 and #9 – Surfacing , Column 1, Ninth Item - Special Surface Course for Mailbox	Surfacing for Mailbox

Page	Existing Text	Corrected Text
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Chapter Twelve

③ 12-35

EXHIBIT 12.10: Quantity Computations for Gravel and Crushed Rock, final row in table – Aggregate paid for by the Ton in Districts 1, 2, and 3. Aggregate paid for by the Cu. Yd. in Districts 4 through 8. Consult the **DE** on the PIH to determine the Unit of measurement to be used.

Aggregate paid for by the Ton

③ 12-36 to 12-43

Update “Estimating Quantities” to 6/25/2024 values

③ 12-39

EXHIBIT 12.11: Estimating Quantities – Mailbox Turnouts – Section 912 & Special Provision
 “Preparation of Intersections and Drives” -sq. yd.
 “Placement of Drives and Intersections” – sq. yd.

Mailbox Turnouts – State Highways (Off System – See Section 912 & Special Provision)
 “Preparation of Intersections and Drives” -sq. yd.
 “Placement of Drives and Intersections” – sq. yd.
Note: Asphaltic concrete paid for by roadway tonnage.