

ITD 758

PROJECT INFORMATION

Project No.	Project Tracking, Project Data
Key No.	Project Tracking, Project Data.
Project Title	Project Tracking, 2101 'Location'

ALTERNATE SOLUTIONS AND COSTS

[Section 335.00 of the *Design Manual*](#) describes what is required on Design Alternatives. Specifically this section should contain all the alternatives necessary to identify the most cost-effective solution.

As a minimum, three alternatives should be considered; Do nothing, an interim design (i.e. 3R), and a full AASHTO standard design. For more complicated projects or those with special needs or purposes, other alternatives or alignments should be explored and detailed in this section.

Each alternative should have a concise description of the design, an estimate of cost, including Right-of-Way costs, and a description of any design exceptions. A map detailing each alignment should be included when there is a deviation from the existing corridor. A benefit/cost determination for each alternative should be included whenever it is a basis for justifying the project or a particular alignment. Vehicle, bicycle, pedestrian and ADA requirements shall be individually discussed and documented. In accordance with [Administrative Policy A-09-08](#), all projects need to be analyzed to see if a need for bicycle and pedestrian facilities exist and added to the [ITD 758](#). Areas to be covered include potential usage of the corridor by bicyclists (adjacent or within populated areas), ability of highway to accommodate bicyclists (wide shoulders), coordination with local communities and plans, etc. Either a plan to include bicycle facilities or justification as to why not, must be included in the report.

Pavement Maintenance (PM) projects do not require American with Disabilities Act (ADA) updates for existing features. Existing traversable cross-slopes, grades, gutter lips and other features need to be maintained such that no new ADA issues are introduced by the project.

All other projects are to meet Americans with Disabilities Act requirements, regardless of funding source. Included are rehabilitation projects that are being done in urban type areas. Curb ramps or sloped areas will be provided on all projects, except pavement maintenance, with pre-existing curbs and sidewalks. Sidewalk construction remains outside of the scope of 1R projects.

If an alternative can be selected, a descriptive summary shall note which alternative is recommended and the reason for the selection. If the recommended alternative will be selected in the future, note what activities must be completed before an alternative will be selected. Once an alternative is selected, make sure that a note is added to the concept report addressing the selected alternative and the date of the selection.

This information may be as brief as desired but should detail all necessary information used to make your recommendation. Whenever possible, exercise engineering judgment to eliminate alternative which obviously are not an option, such as proposing a concrete section when only different types of plant mix pavement rehabilitation are practical alternatives.

If the project is safety based or if safety improvement is the basis for selecting a particular alternative, then a safety evaluation (ITD 2658) shall be performed for each alternative. The [Safety Evaluation Instruction Manual](#), available from Headquarters Traffic Section, describes how to complete this form.

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PROPOSED DESIGN EXCEPTIONS

Describe and justify all design exceptions

[Section 330.00 of the Design Manual](#) describes what is required for the design exceptions. Specifically, this section should contain all the design exception required for each alternative. The alternative, which is preferred by the district, should have the proper justifications included to gain approval. Two or more of these reasons will usually be required to fully justify each exception requested.

This section states that only certain portions of the *Green Book* and *A Policy on Design Standards - Interstate System* should be considered controlling criteria:

Design speed	Lane width
Shoulder width	Bridge width
Structural Capacity	Horizontal Alignment
Vertical Alignment	Grades
Stopping sight distance	Cross Slopes
Superelevation	Vertical Clearance
Horizontal Clearance (Bridge)	

Deviation from these criteria, require design exceptions. Required exceptions from state standards are covered in the State Design Standards.

Non-NHS design exceptions can be approved by the District Engineer. NHS Design Exceptions may be recommended for the State by the District Engineer. DE recommended design exceptions on the NHS shall be forwarded to the RDE for coordination with FHWA for approval. The Districts may request approval through the Design Exception Committee review.