

To: **Surface Deployment and Distribution Command (SDDCTEA)**
 ATTN: SDTE-SA
 Contact: Mr. Jason Cowin, P.E.
 Telephone: (618) 220-5229
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 E-mail: jason.cowin@us.army.mil

From: **Federal Highway Administration**
 _____ (State) Division or _____ DOT
 Contact/Title:
 Telephone:
 Fax:
 E-mail Address:
Date to SDDCTEA:

Date response is requested by:

--Above information is to be completed by the FHWA or State DOT--

Interstate Vertical Clearance Exception Coordination			
1. Structure Location:			
State: _____		County: _____	
Route I- _____		Direction _____	Milepost _____
(mark an "x" on the appropriate line) ___ Rural ___ Urban Single Routing			
Overpass Route: _____			
<i>Include a map showing the general vicinity.</i>			
2. Structure NBI number:			
3. Project Description:			
Estimated Total Project Cost: \$ _____			
4. Location (e.g., driving lane, passing lane, shoulder, ramp, C-D Road, etc.) and description of the substandard clearance:			
	Through Lane(s)	Shoulder(s)	Aux./Ramp (Interstate to Interstate)
Existing:	_____ m (_____ ft)	_____ m (_____ ft)	_____ m (_____ ft)
Proposed:	_____ m (_____ ft)	_____ m (_____ ft)	_____ m (_____ ft)
5. Description of work required to achieve the 4.9m (16.0 ft) clearance:			
Estimated additional cost to obtain 4.9m (16.0ft) clearance: \$ _____			
6. Reason why 4.9m (16.0ft) vertical clearance cannot be attained:			
7. Alternate route with 4.9m (16.0ft) vertical clearance:			
8. Anticipated schedule for future project(s) which will correct or improve the substandard clearance:			
<input type="checkbox"/> Future Project Year : _____ Anticipated Clearance: _____ m (_____ ft)			
<input type="checkbox"/> Future project not programmed			
9. Names of nearby military installations or ports:			
Remarks			

**INFORMATION REQUIRED FOR VERTICAL CLEARANCE
DESIGN EXCEPTION COORDINATION WITH SDDCTEA
(FOR FHWA or STATE DOT USE)**

E-MAIL COORDINATION FORM (INCLUDING VICINITY MAP) TO:

jason.cowin@us.army.mil

1. STRUCTURE LOCATION –
Direction – EB, WB, NB, or SB
Overpass Route – include route name and number
2. STRUCTURE NBI NUMBER – National Bridge Inventory reference number
3. PROJECT DESCRIPTION - pavement rehabilitation, pavement preservation, etc.
ESTIMATED TOTAL PROJECT COST – self-explanatory
4. LOCATION AND DESCRIPTION OF THE SUBSTANDARD CLEARANCE - dual
units of the existing and proposed clearance are preferred – Metric (meters in decimals)
and English (feet and inches).
5. DESCRIPTION OF WORK REQUIRED TO ACHIEVE THE 4.9m (16.0ft)
CLEARANCE – self-explanatory
ESTIMATED ADDITIONAL COST TO OBTAIN 4.9m (16.0ft) CLEARANCE – self-
explanatory
6. REASON WHY 4.9m (16.0ft) VERTICAL CLEARANCE CANNOT BE ATTAINED –
high cost, environmental issues, etc.
7. ALTERNATE ROUTE WITH 4.9m (16.0ft) VERTICAL CLEARANCE - alternate route
around each substandard-vertical-clearance substructure. The alternate route should
have standard vertical clearances. If at least one standard vertical clearance through-
lane exists (in both directions), this can be considered an alternate route. A diamond
interchange can provide an alternate route.
8. ANTICIPATED SCHEDULE FOR FUTURE PROJECTS WHICH WILL CORRECT
OR IMPROVE THE SUBSTANDARD VERTICAL CLEARANCE – include type of
project (bridge replacement, etc) and year programmed
9. NAMES OF NEARBY MILITARY INSTALLATIONS OR PORTS – self-explanatory
10. REMARKS – self-explanatory