To: **Surface Deployment and Distribution Command (SDDCTEA)**
ATTN: SDTE-SA
Contact: Mr. Douglas Briggs, P.E.
Telephone: (618) 220-5229
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E-mail: douglas.e.briggs.civ@mail.mil
E-mail to HND Mailbox:
usarmy.scott.sddc.mbx.tea-hnd@mail.mil

From: **(State) Division or DOT**
Contact/Title:
Coordinator FHWA:
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: Latitude: Longitude:
Route: Direction: Milepost:

(check the appropriate box) ☐ Rural ☐ Urban Single Routing

Overpass Route:

Include a map showing the general vicinity.

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:

☐ Future Project Year : Anticipated Clearance: m(ft)

☐ 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:
usarmy.scott.sddc.mbx.tea-hnd@mail.mil

1. STRUCTURE LOCATION –
Direction – EB, WB, NB, or SB
Overpass Route – include route name and number
Latitude and Longitude of the bridge

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