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| To: **Surface Deployment and Distribution** **Command (SDDCTEA)** ATTN: SDTE-SA Contact: Mr. Jason Cowin, P.E.Telephone: (618) 220-5229Fax: (618) 220-5125**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--* (Provide at least 10 working days)  |

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| 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: *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   |

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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