

To: **Surface Deployment and Distribution Command (SDDCTEA)**
 ATTN: SDTE-SA
 Contact: Mr. Douglas Briggs, P.E.
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 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: | | | <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) |

**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