To: **Surface Deployment and Distribution Command (SDDCTEA)**

From: **FHWA Wisconsin Division**

ATTN:	SDTE-SA	**Contact:**	
Contact:	Mr. Jason Cowin, P.E.	**Title:**	
Telephone:	(618) 220-5229	**Telephone:**	
Fax:	(618) 220-5125	**Fax:**	
E-mail :	jason.cowin@us.army.mil	**E-mail Address:**	
		Date to SDDCTEA:	
		Date response is requested by:	
		(Provide at least 10 working days)	

Interstate Vertical Clearance Exception Coordination

1. Structure Location *(Include a map showing the general vicinity)*:

State: Wisconsin County: _____

Route: I - Direction: _____ Milepost: _____

(Mark an "x" on the appropriate line) ☐ Rural ☐ Urban Single Routing

Overpass Route:

2. Structure NBI number:

3. Project Description:

Estimated Total Project Cost: $ _____

4. Location (driving lane, shoulder, auxiliary lane, ramp, C-D Road, etc.) **and description of 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:

10. Remarks:

19 MAR 2008

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 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