



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

## Design Memorandum No. 14-11 Technical Advisory

July 1, 2014

**TO:** All Design, Operations, and District Personnel, and Consultants

**FROM:** /s/Elizabeth W. Phillips  
Elizabeth W. Phillips  
Standards and Policy Manager  
Bridges Division

**SUBJECT:** Exceptions to Vertical Clearance on the Interstate

**REVISES:** *Indiana Design Manual* Section 40-8.04(03), Figure 40-8A

**EFFECTIVE:** Immediately

The military group formally known as the Military Traffic Management Command Transportation Engineering Agency (MTMCCTEA) is now the Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA). The SDDCTEA reviews and approved design exception requests for vertical clearance on the interstate system.

The referenced *Indiana Design Manual* section and figure have been updated to reflect this change. The completed Figure 40-8A form must be included with a design exception for vertical clearance on the interstate. The form is an attachment to this memo and is available for download at <http://www.in.gov/dot/div/contracts/design/dmforms/>, Application/Request 40-8A.

To: **Surface Deployment and Distribution Command (SDDCTEA)**  
 ATTN: SDTE-SA  
 Contact: Mr. Jason Cowin, P.E.  
 Telephone: (618) 220-5229  
 Fax: (618) 220-5125  
 E-mail: [jason.cowin@us.army.mil](mailto:jason.cowin@us.army.mil)

From: **Indiana Department of Transportation**  
 Contact/Title: Anne Rearick, Bridges Director  
 Telephone: (317) 232-5152  
 Fax:  
 E-mail Address: arearick@indot.in.gov  
**Date to SDDCTEA:**  
 Date response is requested by:

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

<b>Interstate Vertical Clearance Exception Coordination</b>			
<b>1. Structure Location:</b>			
State: <u>Indiana</u> 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>			
<b>2. Structure NBI number:</b>			
<b>3. Project Description:</b>			
Estimated Total Project Cost: \$ _____			
<b>4. Location (e.g., driving lane, passing lane, shoulder, ramp, C-D Road, etc.) and description of the substandard clearance:</b>			
	Through Lane(s)	Shoulder(s)	Aux./Ramp (Interstate to Interstate)
Existing:	_____ m ( _____ ft)	_____ m ( _____ ft)	_____ m ( _____ ft)
Proposed:	_____ m ( _____ ft)	_____ m ( _____ ft)	_____ m ( _____ ft)
<b>5. Description of work required to achieve the 4.9m (16.0 ft) clearance:</b>			
Estimated <b>additional cost</b> to obtain 4.9m (16.0ft) clearance: \$ _____			
<b>6. Reason why 4.9m (16.0ft) vertical clearance cannot be attained:</b>			
<b>7. Alternate route with 4.9m (16.0ft) vertical clearance:</b>			
<b>8. Anticipated schedule for future project(s) which will correct or improve the substandard clearance:</b>			
<input type="checkbox"/> Future Project Year : _____ Anticipated Clearance: _____ m ( _____ ft)			
<input type="checkbox"/> Future project not programmed			
<b>9. Names of nearby military installations or ports:</b>			
<b>Remarks</b>			

**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](mailto: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