

PDS PROGRAM SCOPING			
<b>Project ID:</b> 1560-07-01 / 70		<b>Date:</b> 9/11/2018	
<b>Title:</b> DRUMMOND - USH 2			
<b>Limits:</b> DRUMMOND LAKE RD. TO EAST JUNCTION CTH E			
<b>Highway:</b> USH 63			
<b>County:</b> BAYFIELD			
<b>Functional Class:</b>  <input type="checkbox"/> Major <input type="checkbox"/> Minor <input checked="" type="checkbox"/> Principal <input checked="" type="checkbox"/> Arterial <input type="checkbox"/> Collector		<b>NHS</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		<b>C2020</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
		<b>Long Truck Route:</b>	
		<b>Federal</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <b>State</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
<b>ADT:</b> Year 2043 =2800 Year 2015 = 21.3 % Trucks Year 2033 =2700 Year 2023 =2500 Year 2015 =2500 See attached Traffic Forecast.			
<b>FDM Design Class:</b> 3RA1-3			
<b>Proposed Roadway Width:</b> 24' (Traveled Way), NB: 6' (5' Paved), SB: 6' (5' Paved) (Shoulder), 36' Total Width.			
<b>Structure Clear Roadway Width:</b> B-04-0052 = 36' (over Bibon Creek)			
<b>Design Speed:</b> 55 MPH			
<b>Clear Zone:</b> (3R) The greater of either 18 feet or existing clear zone.			
<b>Alignment:</b> Existing horizontal alignment.			
<b>Utilities:</b> Minor conflicts anticipated			
<b>Real Estate:</b> None anticipated			
<b>PS&amp;E:</b> 08/01/2022			
<b>Let:</b> 12/13/2022		Milestone Dates: LC12 = 04/01/2020 LC15 = 04/01/2021	
<b>Proposed Project Concepts:</b> Resurfacing: 2" Premill, 4" Cold In-Place Recycling (CIR), 2" HMA Overlay. Premill includes sideroad intersections. Other work includes culvert cleaning, culvert replacements, apron endwall replacements, riprap, spot concrete curb & gutter replacement, gravel shouldering, pavement markings, centerline rumble strips, shoulder rumble strips, restoration, and any incidental items necessary to complete the work.			
<b>Alternative Concepts:</b> None			

**Miscellaneous:**

Referenced from Photolog 063N\_R5\_2016 the proposed project limits are; Begin Project at Frame 15891 (65' west of Drummond Lake Rd.). End Project at Frame 17171 (140' north of East Jct. CTH E) for a total project length of 12.789 miles.

This is a Designated Long Truck Route, a Passing Lane Corridor, and a Priority Bike Route. This is not an OSOW Route, is not an OSOW High Clearance Route, and is not a Wind Tower Corridor.

No railroad crossings exist within project limits.

Jader Creek is a Class II trout stream located approximately 1800 feet east of the west junction of North Sweden Road.

Eighteen Mile Creek is a Class I trout stream located approximately 1320 feet west of the east junction of Old 63 South.

Twenty Mile Creek is a Class II trout stream located approximately 685 feet west of Matts Lane.

The Safety Screening Analysis has been completed. Recommendation: Since 5-foot shoulders exist within most of the project length, install shoulder rumble strips.

Review the Culvert Survey & Inspection Report. Nine culvert replacements, five apron endwall replacements, two riprap additions to endwalls, and six cleaning culvert pipes. Early design coordination required for wetland delineation with the region's environmental coordinator. Bibon swamp is a State Natural Area, extra coordination with DNR may be required, especially regarding invasive species.

CIR for a 30-ft. width. Confirm with the Regional Pavement Engineer.

Signing replacement policy. Do not replace type II signing on improvement projects except; Adopt-A-Highway signs, or when necessary due to roadway modifications such as alignment changes, intersection changes, or widenings that would cause new signing installations or signing changes. All standard type II signing replacements will be handled with county forces using routine maintenance agreements on a cyclical basis. Type I signs will still be replaced with improvement projects as necessary. Coordinate with the Regional Signing Engineer during preliminary design.

Contingency amount in scope estimate is for quantity variance and unaccounted for incidental construction items. The contingency amount does not include an amount for inflation. Estimates should be updated annually by PDS designer/PM.

- \* Current estimate of \$5,251,000 (w/o delivery) is expressed in FY 2019 dollars. This estimate is based on very preliminary data and may change significantly when based on actual design plans and bid documents.

ENGINEER'S ESTIMATE / Q2P WORKBOOK  
PROJECT MANAGER: SCOPING

CONST. I.D.: 1560-07-70

TITLE: DRUMMOND - USH 2

LIMITS: DRUMMOND LAKE RD. - EAST JCT CTH E

HIGHWAY: USH 63

COUNTY: BAYFIELD

PROGRAM CODE: 303 STATE HIGHWAY REHABILITATION

CONCEPT CODE: RESURF RESURFACING

CONSTRUCTION COST ESTIMATE  
9/17/2018 \$5,251,000.00

PSE Date: 2/1/2022

Let Date: 7/12/2022

NET C/L MILES: 12.789

COLOR CODE  
NEW ITEMS  
PRE-ESTABL  
RETIRED  
STSP's W/

SCHEDULE OF BID ITEMS W/SDOT STANDARD SPECIFICATIONS 2019 EDITION

TOTAL BID ITEMS	84	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
203. 0100		Removing Small Pipe Culverts	9 EACH		\$390.00	\$3,510.00
204. 0110		Removing Asphaltic Surface	330 SY		\$8.25	\$2,722.50
204. 0115		Removing Asphaltic Surface Butt Joints	2715 SY		\$9.00	\$24,435.00
204. 0120		Removing Asphaltic Surface Milling	259870 SY		\$1.50	\$389,805.00
204. 0150		Removing Curb & Gutter	96 LF		\$8.00	\$768.00
204. 9060. S. 01		Removing (01. Culvert Endwalls)	5 EACH		\$210.00	\$1,050.00
209. 2100		Backfill Granular Grade 2	900 CY		\$15.00	\$13,500.00
211. 0100		Prepare Foundation for Asphaltic Paving (1560-07-70)	1 LS		\$12,070.00	\$12,070.00
213. 0100		Finishing Roadway (1560-07-70)	1 EACH		\$150.00	\$150.00
305. 0110		Base Aggregate Dense 3/4-Inch	11020 TON		\$15.00	\$165,300.00
305. 0120		Base Aggregate Dense 1 1/4-Inch	465 TON		\$20.00	\$9,300.00
305. 0500		Shaping Shoulders	1351 STA		\$20.00	\$27,020.00
455. 0605		Tack Coat	15900 GAL		\$2.50	\$39,750.00
460. 2000		Incentive Density HMA Pavement	5900 DOL		\$1.00	\$5,900.00
460. 2005		Incentive Density PVL HMA Pavement	20170 DOL		\$1.00	\$20,170.00
460. 2010		Incentive Air Voids HMA Pavement	29380 DOL		\$1.00	\$29,380.00
460. 4110. S		Reheating HMA Pavement Longitudinal Joints	67530 LF		\$0.15	\$10,129.50
460. 6644		HMA Pavement 4 MT 58-34 V	29375 TON		\$72.00	\$2,115,000.00
465. 0105		Asphaltic Surface	535 TON		\$100.00	\$53,500.00
465. 0120		Asphaltic Surface Driveways and Field Entrances	40 TON		\$162.00	\$6,480.00
465. 0425		Asphaltic Shoulder Rumble Strips 2-Lane Rural	127800 LF		\$0.10	\$12,780.00
465. 0475		Asphalt Centerline Rumble Strips 2-Lane Rural	59800 LF		\$0.20	\$11,960.00
520. 8700		Cleaning Culvert Pipes	6 EACH		\$700.00	\$4,200.00
521. 1024		Apron Endwalls for Culvert Pipe Steel 24-Inch	2 EACH		\$320.00	\$640.00
521. 1036		Apron Endwalls for Culvert Pipe Steel 36-Inch	2 EACH		\$525.00	\$1,050.00
521. 3124		Culvert Pipe Corrugated Steel 24-Inch	50 LF		\$52.00	\$2,600.00
521. 3136		Culvert Pipe Corrugated Steel 36-Inch	76 LF		\$70.00	\$5,320.00
522. 0124		Culvert Pipe Reinforced Concrete Class III 24-Inch	62 LF		\$67.00	\$4,154.00
522. 0130		Culvert Pipe Reinforced Concrete Class III 30-Inch	180 LF		\$90.00	\$16,200.00
522. 0136		Culvert Pipe Reinforced Concrete Class III 36-Inch	70 LF		\$135.00	\$9,450.00
522. 1024		Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	2 EACH		\$1,030.00	\$2,060.00
522. 1030		Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	6 EACH		\$1,110.00	\$6,660.00
522. 1036		Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	2 EACH		\$1,315.00	\$2,630.00
525. 0124		Culvert Pipe Corrugated Aluminum 24-Inch	98 LF		\$41.00	\$4,018.00
525. 0130		Culvert Pipe Corrugated Aluminum 30-Inch	60 LF		\$55.00	\$3,300.00
525. 0324		Apron Endwalls for Culvert Pipe Aluminum 24-Inch	2 EACH		\$435.00	\$870.00
525. 0330		Apron Endwalls for Culvert Pipe Aluminum 30-Inch	4 EACH		\$1,065.00	\$4,260.00
525. 0336		Apron Endwalls for Culvert Pipe Aluminum 36-Inch	1 EACH		\$1,180.00	\$1,180.00
525. 0342		Apron Endwalls for Culvert Pipe Aluminum 42-Inch	2 EACH		\$1,675.00	\$3,350.00
601. 0557		Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	96 LF		\$37.00	\$3,552.00
606. 0200		Riprap Medium	20 CY		\$75.00	\$1,500.00
618. 0100		Maintenance And Repair of Haul Roads (1560-07-70)	1 EACH		\$160.00	\$160.00
619. 1000		Mobilization	1 EACH		\$211,900.00	\$211,900.00
624. 0100		Water	7 MGAL		\$65.00	\$455.00
625. 0500		Salvaged Topsoil	1035 SY		\$2.50	\$2,587.50

628. 1905	Mobilizations Erosion Control	2 EACH	\$445. 00	\$890. 00
628. 1910	Mobilizations Emergency Erosion Control	2 EACH	\$400. 00	\$800. 00
628. 2004	Erosion Mat Class I Type B	1035 SY	\$1. 25	\$1, 293. 75
628. 7555	Culvert Pipe Checks	43 EACH	\$15. 00	\$645. 00
629. 0210	Fertilizer Type B	2 CWT	\$100. 00	\$200. 00
630. 0120	Seeding Mixture No. 20	91 LB	\$10. 00	\$910. 00
642. 5001	Field Office Type B	1 EACH	\$4, 500. 00	\$4, 500. 00
643. 0300	Traffic Control Drums	1380 DAY	\$1. 00	\$1, 380. 00
643. 0310. S	Temporary Portable Bumble Strips	1 LS	\$13, 550. 00	\$13, 550. 00
643. 0900	Traffic Control Signs	1250 DAY	\$1. 20	\$1, 500. 00
643. 5000	Traffic Control Signs	1 EACH	\$1, 550. 00	\$1, 550. 00
645. 0120	Geotextile Type HR	96 SY	\$6. 50	\$624. 00
646. 1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	131010 LF	\$1. 50	\$196, 515. 00
646. 3545	Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	92 LF	\$5. 00	\$460. 00
646. 4520	Marking Line Same Day Epoxy 4-Inch	83185 LF	\$0. 85	\$70, 707. 25
646. 5120	Marking Arrow Epoxy	1 EACH	\$260. 00	\$260. 00
648. 0100	Marking Word Epoxy	1 EACH	\$290. 00	\$290. 00
649. 0105	Locating No-Passing Zones	12. 79 MI	\$200. 00	\$2, 558. 00
650. 4500	Temporary Marking Line Paint 4-Inch	152610 LF	\$0. 25	\$38, 152. 50
650. 5000	Construction Staking Subgrade	260 LF	\$0. 30	\$78. 00
650. 6000	Construction Staking Base	260 LF	\$1. 50	\$390. 00
650. 8000	Construction Staking Pipe Culverts	9 EACH	\$150. 00	\$1, 350. 00
650. 9910	Construction Staking Resurfacing Reference	67526 LF	\$0. 05	\$3, 376. 30
690. 0150	Construction Staking Supplemental Control (1560-07-70)	1 LS	\$1, 965. 00	\$1, 965. 00
740. 0440	Sawing Asphalt	1125 LF	\$2. 00	\$2, 250. 00
ASP. 170A	Incentive IRI Bide	51196 DOL	\$1. 00	\$51, 196. 00
ASP. 170G	On-the-Job Training Apprentice at \$5. 00/HR	2400 HRS	\$5. 00	\$12, 000. 00
SPV. 0035. 01	On-the-Job Training Graduate at \$5. 00/HR	990 HRS	\$5. 00	\$4, 950. 00
SPV. 0060. 01	SPECIAL.(01. BASE REPAIR FOR CIR PAVEMENT)	1500 CY	\$60. 00	\$90, 000. 00
SPV. 0060. 02	SPECIAL.(01. HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS)	1 EACH	\$5, 130. 00	\$5, 130. 00
SPV. 0105. 01	SPECIAL.(02. HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY)	1 EACH	\$6, 410. 00	\$6, 410. 00
SPV. 0105. 02	SPECIAL.(01. PREPARE FOUNDATION FOR CIR PAVEMENT)	1 LS	\$7, 250. 00	\$7, 250. 00
SPV. 0105. 03	SPECIAL.(02. MATERIAL TRANSFER VEHICLE)	1 LS	\$31, 665. 00	\$31, 665. 00
SPV. 0105. 04	SPECIAL.(03. MILLING AND REMOVING TEMPORARY JOINT)	1 LS	\$22, 520. 00	\$22, 520. 00
SPV. 0180. 01	SPECIAL.(04. PREPARE FOUNDATION FOR HMA UPPER LAYER)	1 LS	\$15, 130. 00	\$15, 130. 00
SPV. 0195. 01	SPECIAL.(01. COLD-IN-PLACE RECYCLING (CIR) PAVEMENT PARTIAL DEPTH)	225090 SY	\$2. 50	\$562, 725. 00
SPV. 0195. 02	SPECIAL.(01. ASPHALT STABILIZING AGENT) (CIR TONS2. 5%)	1265 TON	\$300. 00	\$379, 500. 00
SPV. 0999. 10	SPECIAL.(02. ASPHALT FOR LEVELING, WEDGING, & BASE REPAIR)	1000 TON	\$120. 00	\$120, 000. 00
	CONTINGENCY (10. CAT 0010 7%)	1	\$39	\$349, 552. 70

CONSTRUCTION TOTAL:	\$5, 251, 000. 00
DELIVERY COST:	7. 00%
TOTAL:	\$5, 618, 570. 00

**CATEGORIES**

0010

**FEDERAL WORK TYPES AND (CATEGORY DESCRIPTION)**  
05 - 4R MAINTENANCE, RESURFACING... (ROADWAY CONSTRUCTION)

**FUNDING (REFER TO FILPS)**

80% FEDERAL 20% STATE

**Multidivisional**

FIIPS - Production (v. 6.0.6)

**FIIPS - Preliminary Quantities**

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[Quantities](#)
[Tools](#)
[Help DOT](#)
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**Project ID / Rev cntl / Date Leg sub / WisDOT prog**





303

**Funct / Impt cncp / Title Rt / Co / St / Org**

DESIGN

USH 063

 H - AUTHORIZED FOR  
03/20/2018

STATE HIGHWAY REHAB

cold10 - partial de BAYFIELD

STATE 3R - Allocate 100%

DRUMMOND - USH 2 Active

DRUMMOND LK RD TO E

1025/1025 (NW/NW)

**Asphalt pavement**

(tons)

**Base course**

(tons)

**Diamond grinding**

(square yards)

**Concrete pavement**

(square yards)

**Bridge deck area**

(square feet)

**Traffic striping**

(linear feet)

**Excavation**

(cubic yards)

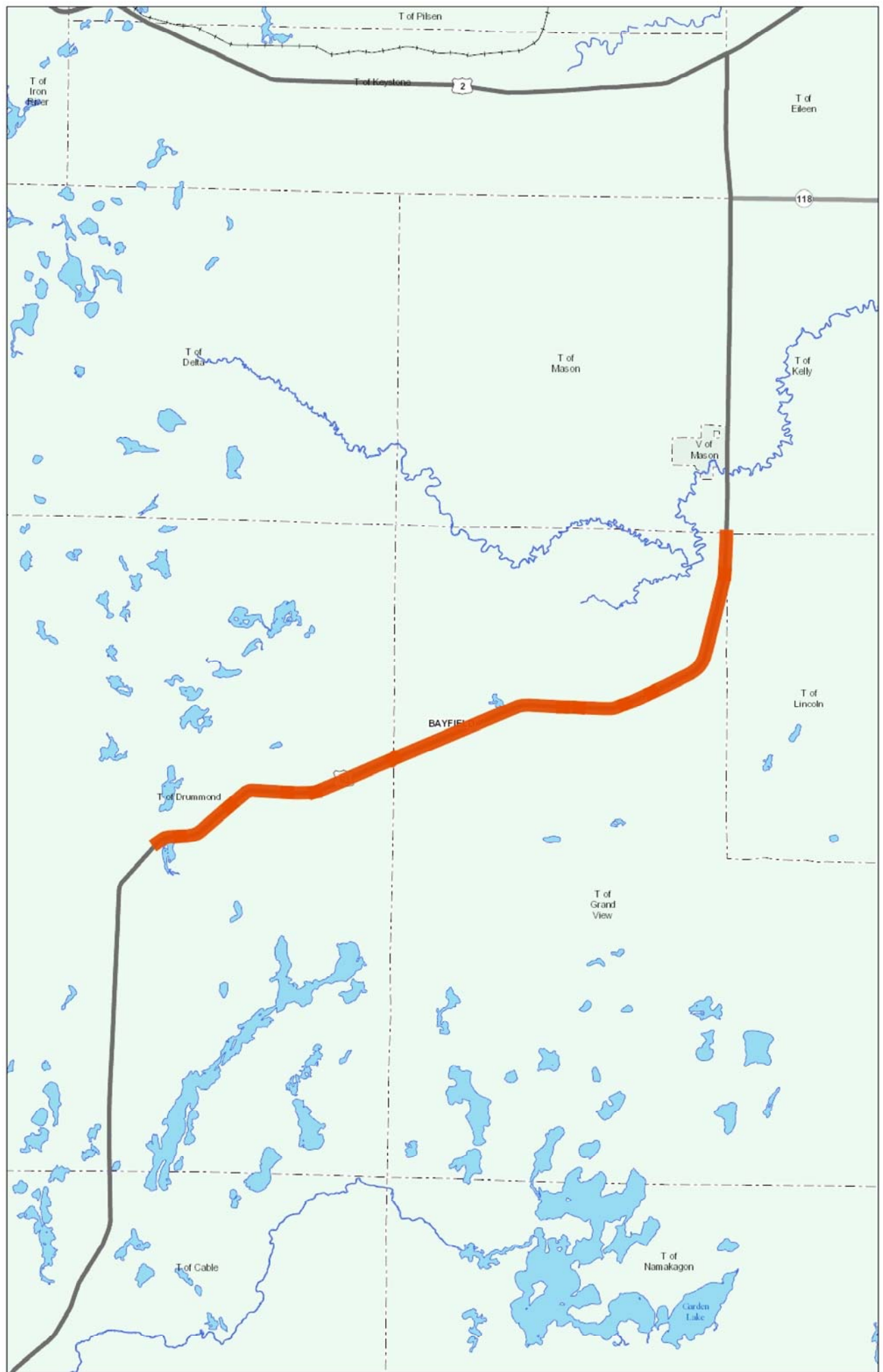
**Milling**

(square yards)

**Rubblizing**

(square yards)

Contact: [Help Desk](#), (800)362-3050





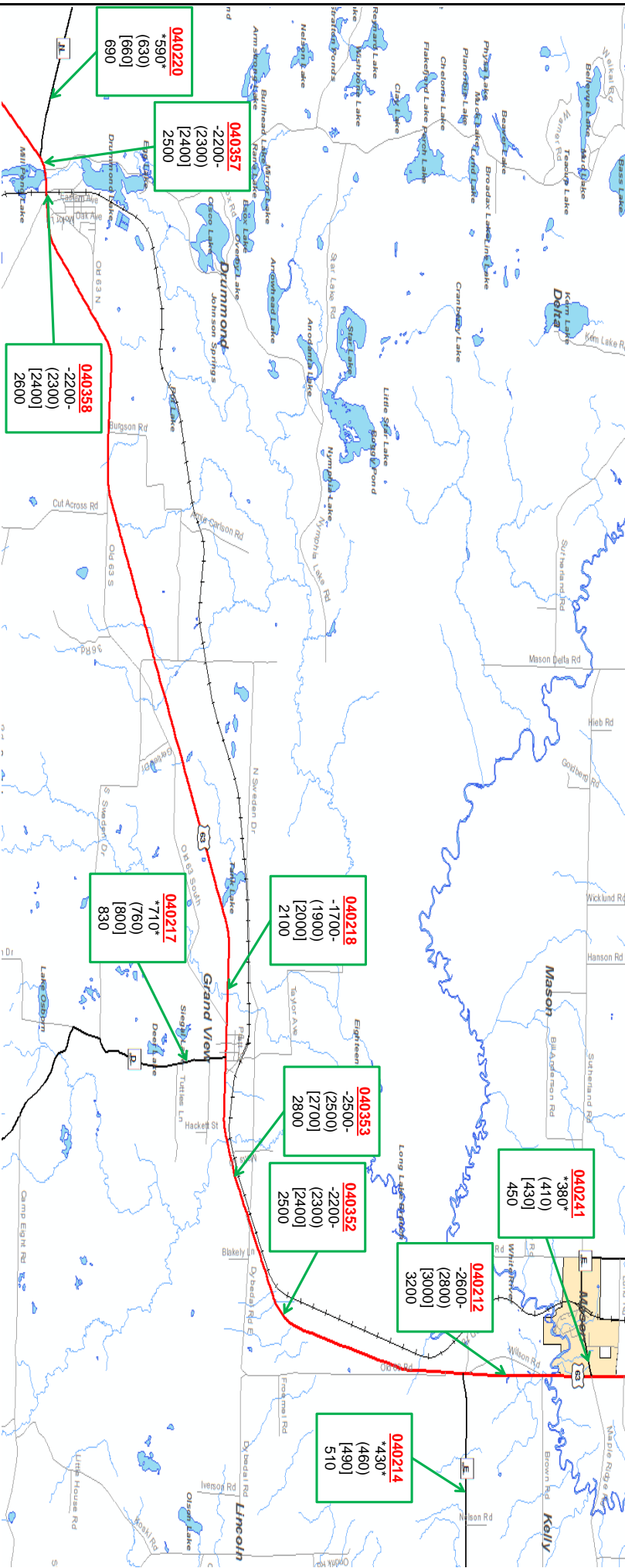
## Developed by: Matthew G. Miller

Phone: (608) 266-2571

FAX #: (608) 267-0294

E-Mail: [Matthew.Miller@dot.wi.gov](mailto:Matthew.Miller@dot.wi.gov)

Site(s)	Route(s)	Volume(s)	Site Growth %	Design Values (%)							Truck Classification					Total %	
				K250	K100	K30	P	D(Dsgn. Hr.)	TDHV)	T(PHV)	ADTT	2D	3AX	2S1+2S2	3-S2		DBL-BTM
040352	USH 63	2530	0.50%	11.2	12.7	14.6	20.8	61/39	20.0	12.8	470	13.0	0.8	3.7	3.7	0.1	21.3%
040218	USH 63	2130	0.80%	10.0	11.2	12.6	16.4	60/40	11.8	6.3	240	3.2	1.6	2.1	6.8	0.3	14.0%
040358	USH 63	2560	0.50%	11.2	12.7	14.6	20.7	61/39	11.8	7.5	280	2.9	1.5	1.9	5.9	0.3	12.6%



Full Vehicle Classification														
Site(s)	Route(s)	MC	CARS	SU2-4	BUSES	SU2-6	SU3	SU4+	ST4-	ST5	ST6+	MU5-	MU6	MU7+
040357	USH 63	2.0	51.5	25.2	2.5	10.5	0.6	0.2	3.7	2.5	1.2	0.1	0.0	0.0

N

**SITE ID = Colored, **bolded**, and underlined**

**NOTES ON THE FORECAST:**

Symbol	Count	Symbol	Forecast
1. This projection assumes that no major new traffic generators will be added.			

(000)	2023 AADT
[000]	2033 AADT
000	2043 AADT

1. This projection assumes that no major new traffic generators will be added.
2. No Wisconsin Travel Demand Model (TDM) was used to create this forecast.
3. Truck classification percentages derived from short axle counts at site # 040357 in 2015.

4. USH 63 is a Factor Group VI (Tourist/Rec - Other) roadway (indicating moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a Rural Principal Arterial (2) for count purposes.

USH 63

SEGMENT INFORMATION

FROM	CTH N			063N19100000		TO	CTH E			063N204R00000	
COUNTY		BAYFIELD			SEGMENT LENGTH (miles)			13	AADT	2779	
PAVEMENT AGE		13	PAVEMENT TYPE		1	NUMBER OF OVERLAYS			2	CLASS	3
BEST VALUE IMPROVEMENT			Patch and Structural Overlay			LOW COST IMPROVEMENT			Short-Term Overlay		
LAST PROJECT		3.5" E-1		YEAR	2003	TREATMENT		3.5" E-1			
NOTES	0					PROJECT LIFE (YR)		20	EXPIRATION YEAR		2023

AADT: Average over segment, PAVEMENT AGE: Average age in segment, NUMBER OF OVERLAYS: Max number in segment, PAVEMENT TYPE: 1 - AC/FLEX, 2 - Road Mix, 3 - AC/RIGID, 4 - JRCP, 5 - JPCP w/o Dowels, 6 - CRCP, 8 - JPCP with Dowels

PROJECT(S) WITHIN SEGMENT LIMITS				
PROJECT ID	TYPE		SFY	ADV. SFY
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0

PAVEMENT CONDITION	TIER	3
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PCI	53	RL55	0	RCI	62	SCR	92			
PCI FLAG		RL55 FLAG		RCI FLAG		NO FLAG				
PCR	80	IRI	101	<div>TIER:      Number of Flags</div> <div>PCI FLAG Thresholds:      55,60,65</div> <div>RL55 FLAG Thresholds:      &lt; 7</div> <div>RCI FLAG Thresholds:      55,60,65</div> <div>SCR FLAG Thresholds:      75</div>		ACI	4.6			
<div>PCI: Pavement Condition Index, RL55: Remaining life to PCI 55</div> <div>RCI: Roughness Condition Index, SCR: Surface Condition Rating,</div> <div>PCR: Pavement Condiont Rating, IRI: International Roughness Index,</div> <div>ACI: Alligator Cracking Index, LCI: Longitudinal Cracking Index,</div> <div>TCI: Transverse Cracking Index, PI: Patching Index, RI: Rutting Index</div> <div>WorstRL55: Lowest "Remaining Life to 55" value in segment</div>			LCI			0.9				
			TCI			0.0				
			PI			0.3				
			RI			2.3				
			CRITICAL PAVE REPLACE FLAG			No	PAVEMENT PRESERVATION FLAG		No	
2013 DATA	TIER	1	PCI	66	RL55	2	RCI	74	SCR	87

NOTES	
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MEASURED DISTRESSES

AC PAVEMENT DISTRESSES				PCC PAVEMENT DISTRESSES			
ITEM	LOW	MED	HIGH	ITEM	LOW	MED	HIGH
ALLIGATOR CRACKING	7.6	0.2	0.0	CORNER BREAK	0.0	0.0	0.0
BLOCK CRACKING	0.0	0.0	0.0	LINEAR CRACK	0.0	0.0	0.0
BLEEDING	0.0	0.0	0.0	DIVIDED SLAB	0.0	0.0	0.0
EDGE CRACKING	0.2	0.0	0.0	D CRACKING	0.0	0.0	0.0
JOINT REFLECTION	0.0	0.0	0.0	LARGE PATCH	0.0	0.0	0.0
L&T CRACKING	6.4	0.8	0.0	SMALL PATCH	0.0	0.0	0.0
PATCHING	0.7	0.0	0.0	SPALLED CORNER	0.0	0.0	0.0
POT HOLE	0.0	0.0	0.0	SPALLED JOINT	0.0	0.0	0.0
WEATHERING	0.0	0.0	0.0	SCALING	0.0	0.0	0.0
RUTTING	8.5	0.3	0.0	PUNCHOUT	0.0	0.0	7.6
<div>LOW, MED, HIGH - Severity of distress</div> <div>Values are percent of segment with distress type and severity</div>				FAULTING	0.0	0.0	0.0



# Project OSOW High Clearance Route Review Process

3/22/2017

## Review Process

1. Region Staff shall review all region projects (including HSIP and standalone signal/ ITS) in the program and determine if they are located on the OSOW High Clearance Route. Maps are located <http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/tools/planning-maps.aspx> . Projects not on the OSOW High Clearance Route do not need to complete this review and should skip steps 2 and 3 and select “This project is not on the OSOW High Clearance Route”
2. If a project is located on an OSOW High Clearance Route, the projects shall be reviewed for existing impediments and proposed design elements which may impede freight up to 20’ tall (e.g. Monotubes, full width sign structures, railroad signals, bridges, utilities). The project shall also be reviewed for construction impediments, i.e. Temporary Signals). If the project includes an overlay, no overlay shall be applied which **reduces** the minimum vertical clearance of elements which have less than 19-9” of vertical clearance.
3. If the project includes any height impeding design elements, reviewers shall
  - a. Meet with regional freight/OSOW staff to review options to mitigate impediments which may include but are not limited to:
    - i. Monotubes with greater vertical clearance;
    - ii. Sign Structures with greater vertical clearance;
    - iii. Alternative rail crossing designs to maximize clear space between cantilevered signals;
    - iv. For bridges, coordinate with Bureau of Structures and Bureau of Highway Maintenance on requirements for accommodations.
    - v. Relocating, burying or raising utilities
    - vi. Modify plans to not decrease the vertical clearance with mill and overlay jobs
    - vii. Greater clearance for temporary construction elements(signals, signs, etc.)
  - b. All projects with **unmitigated and/or new impediments** shall email project specifics, including project and impediment locations to State Freight Engineer, Bill Wondrachek, [bill.wondrachek@dot.wi.gov](mailto:bill.wondrachek@dot.wi.gov).

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## OSOW High Clearance Route Review Information

**Project ID** 1560-07-01/70

**Construction Year** 2023 (Currently)

**Location** USH 63 / Bayfield County  
CTH N to East Jct CTH E

**Project Manager** Adam A. Sarauer

**Reviewed By** Dan Biebertiz Digitally signed by Dan Biebertiz  
Date: 2018.04.03 08:12:47 -05'00'

### Project Review Status(Choose One)

- ☒ This project is not on the OSOW High Clearance Route
- ☐ This project is on the OSOW High Clearance Route and does not have and is not adding any vertical impediments.
- ☐ This project is on the OSOW High Clearance Route and has been mitigated
- ☐ This project is on the OSOW High Clearance Route and cannot be mitigated

**Project Development Project Manager**

**Region Freight Ops/Traffic**