

BRANDT & ASSOCIATES, INC.  
REGISTERED PROFESSIONAL ENGINEER  
MO-PE-200900137

DATE PREPARED  
10/1/2025

ROUTE  
BUS 63  
STATE  
MO

DISTRICT  
NE  
SHEET NO.  
2

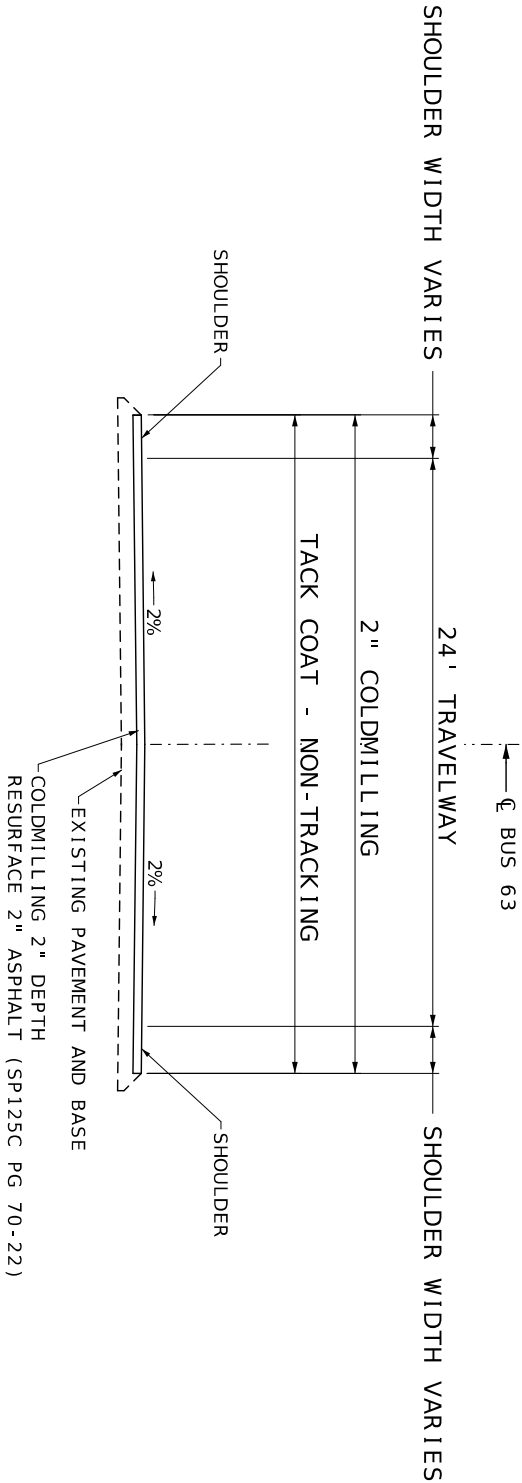
COUNTY  
RANDOLPH

JOB NO.  
JNE0038

CONTRACT ID.

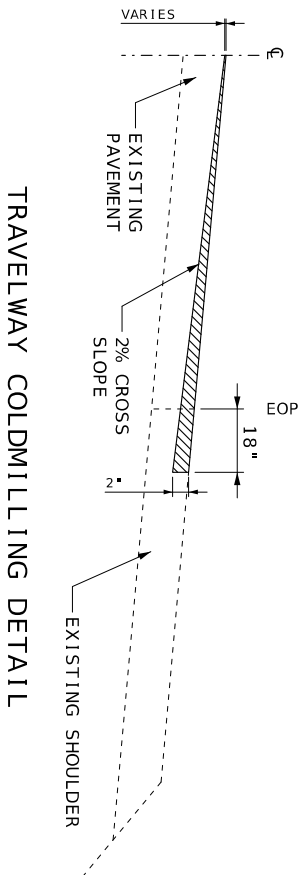
PROJECT NO.

BRIDGE NO.



**BUSINESS 63**  
**COLDMILL AND RESURFACE**  
**TYPICAL SECTION**


LOG MILE 3.071 TO LOG MILE 3.280 - 2' SHOULDER WIDTH  
LOG MILE 3.280 TO LOG MILE 4.801 - 3' SHOULDER WIDTH  
LOG MILE 4.801 TO LOG MILE 4.825 - TAPER FROM 3' TO 6' SHOULDER WIDTH  
LOG MILE 4.825 TO LOG MILE 4.860 - 6' SHOULDER WIDTH



NOTE:  
SURFACE PLACEMENT SHALL BE ONE PASS PER LANE  
NO S.E. CORRECTION

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

BUS 63  
RANDOLPH COUNTY  
TYPICAL SECTION  
SHEET 1 OF 1

NOT TO SCALE

2" ASPHALTIC CONCRETE MIXTURE PG70-22 (SP125C MIX) AND TACK COAT						
LOG MILE	LOG MILE	LENGTH (FT)	THICKNESS (IN)	WIDTH (FT)	AREA (SQ YD)	2" RESURFACING @ 1.927 TONS/CY (TONS)
3.071	3.280	1103.52	2.00	28	3433	367.5
3.280	4.801	8030.88	2.00	30	26770	2865.9
4.801	4.825	126.72	2.00	30 - 36	507	54.3
4.825	4.860	184.80	2.00	36	739	79.1
3.071	4.860	9445.92	-	-	-	89.5
					SUBTOTAL	3,456
					SUBTOTAL	213
					TOTAL	3,669

COLDMILLING BITUMINOUS PAVEMENT FOR REMOVAL OF SURFACING (3 IN. THICK OR LESS)						
LOG MILE	LOG MILE	LENGTH (FT)	THICKNESS (IN)	WIDTH (FT)	COLDMILLING (SY)	REMARKS
3.071	3.280	1103.52	2.00	28	3433	BEG PROJECT TO MCKINSEY ST.
3.280	4.801	8030.88	2.00	30	26770	WIDTH CHANGE
4.801	4.825	126.72	2.00	30 - 36	507	TAPER 30' TO 36' APPROACH RTE A JUNCTION
4.825	4.860	184.80	2.00	36	739	BEG RTE A JUNCTION TO END OF PROJECT
					SUBTOTAL	31,449
					SUBTOTAL	1,987
					TOTAL	33,436

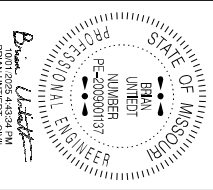
DURABLE INTERSECTION MARKING		
PREFORMED THERMOPLASTIC PAVEMENT MARKING		
LOG MILE	6" WHITE CROSSWALK L.F.	REMARKS
3.780	68	
TOTAL	68	

PAVEMENT MARKINGS						
CLASS 1 PAVEMENT MARKING PAINT (18-ML, TYPE P BEADS)						
LOG MILE	LOG MILE	LOCATION	4" YELLOW INTERMITTENT CENTERLINE L.F.	4" YELLOW SOLID/INTERMITTENT CENTERLINE L.F.	4" SOLID DOUBLE YELLOW CENTERLINE L.F.	4" SOLID WHITE EDGELINE L.F.
3.071	3.259	BUSINESS 63	250	-	-	-
3.259	3.281	BUSINESS 63	-	-	232	-
3.281	3.289	BUSINESS 63	-	-	-	-
3.289	3.321	BUSINESS 63	-	-	338	-
3.321	4.684	BUSINESS 63	1,800	-	-	-
4.684	4.855	BUSINESS 63	-	1,129	-	-
4.855	4.860	BUSINESS 63	-	-	53	-
3.071	4.860	BUSINESS 63	-	-	-	18,892
3.071	4.860	BUSINESS 63	-	-	-	-360
		SUBTOTAL	2,050	1,129	623	18,532
		TOTAL	3,802			18,532

AGGREGATE ENTRANCES				
LOG MILE	LOG MILE	NUMBER OF ENTRANCES	AVERAGE TONS PER ENTRANCE	GRAVEL A, CRUSHED STONE B 0.039 TON/SY/INCH TONS
3.071	4.860	39	1.0	39.0
3.071	4.860	3	2.0	6.0
3.071	4.860	3	1.0	3.0
		TOTAL		48

ESTIMATE FACTORS	
PROVIDED FOR INFORMATION PURPOSES ONLY	
SUPER PAVEMENT MIXTURE PG 70-22H (SURFACE LEVELING) = 1.927 TON/CY	
TACK COAT (COLDMILLING SURFACE) = 0.10 GAL/SY	
GRAVEL, CRUSH STONE AND CHAT = 1.40 TONS / CY OF LOOSE AGG.	


MOBILIZATION	
1 LUMP SUM	



PROJECT NO.	
BRIDGE NO.	
ROUTE	10/1/2025
STATE	MO
DISTRICT	3
COUNTY	RANDOLPH
JOB NO.	JNE0038
CONTRACT ID.	

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

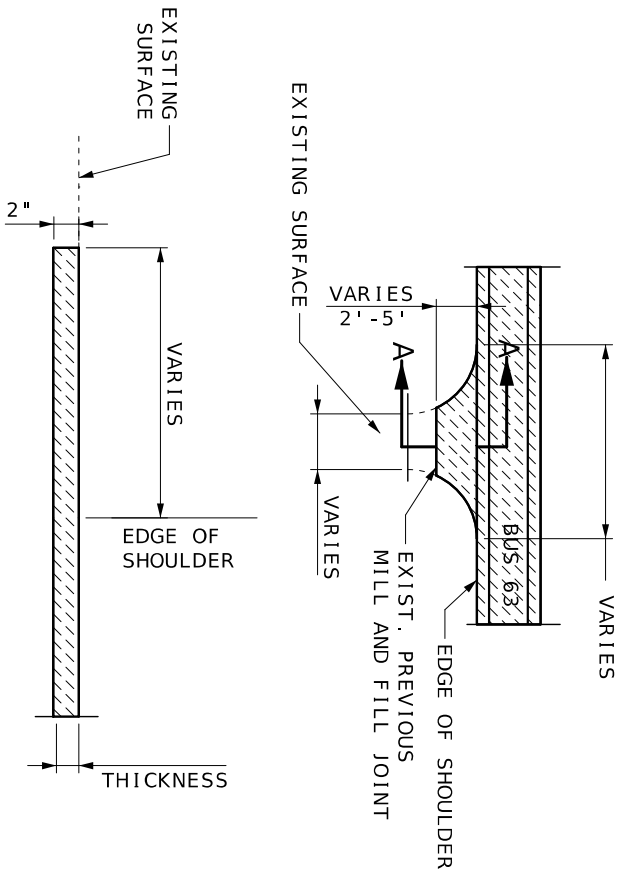


105 WEST CAPITOL  
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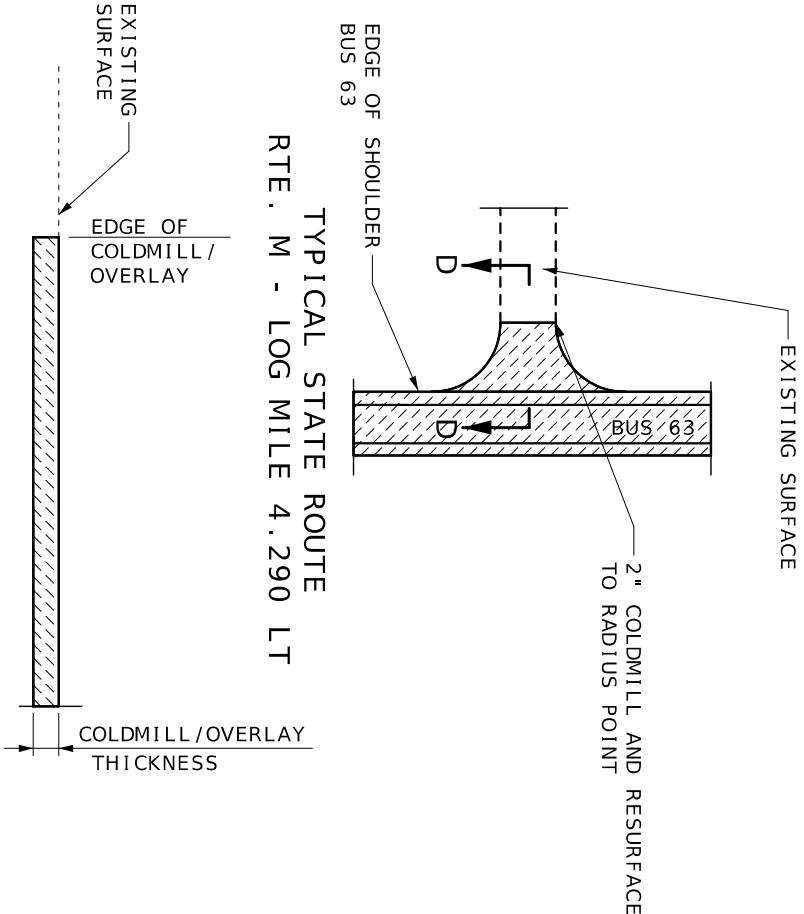
STATE/COUNTY ROUTE JUNCTIONS AND PAVED ENTRANCES						
LOG MILE	LOCATION	AREA (SY)	2" SURFACE LEVELING (1.927 TONS/CY) (TONS)	TACK COAT - NON TRACKING (0.10 GAL/SQ.YD.) (GAL)	COLDMILLING (SY)	REMARKS
3.129	PRIVATE ENTRANCE	19	2.0	2.0	19	LT
3.138	PRIVATE ENTRANCE	15	1.6	2.0	15	LT
3.138	PRIVATE ENTRANCE	15	1.6	2.0	15	RT
3.195	PRIVATE ENTRANCE	9	1.0	1.0	9	LT
3.222	XPRESS LIQUOR & SMOKES	25	2.7	3.0	25	RT
3.235	XPRESS LIQUOR & SMOKES	15	1.6	2.0	15	RT
3.295	MARES TIRE SHOP	40	4.3	4.0	40	RT
3.298	MAILBOX TURNOUT	17	1.8	2.0	17	LT
3.305	MARES TIRE SHOP	30	3.2	3.0	30	RT
3.320	WICKED WRENCH AUTOMOTIVE	25	2.7	3.0	25	RT
3.320	MISSOURI NATIONAL GUARD	20	2.1	2.0	20	LT
3.348	MAILBOX TURNOUT	22	2.4	3.0	22	LT
3.352	WICKED WRENCH AUTOMOTIVE	45	4.8	5.0	45	RT
3.423	PRIVATE ENTRANCE	30	3.2	3.0	30	RT
3.436	PRIVATE ENTRANCE	23	2.5	3.0	23	RT
3.460	PRIVATE ENTRANCE	24	2.6	3.0	24	RT
3.480	PRIVATE ENTRANCE	20	2.1	2.0	20	RT
3.490	REDEEMER CHURCH	20	2.1	2.0	20	RT
3.510	OVER THE MOON CHILD CENTER	30	3.2	3.0	30	LF
3.530	REDEEMER CHURCH	30	3.2	3.0	30	RT
3.550	STONE COURT	45	4.8	5.0	45	LT
3.583	PRIVATE ENTRANCE	30	3.2	3.0	30	LT
3.624	PRIVATE ENTRANCE	25	2.7	3.0	25	RT
3.624	BOB'S BUTCHER SHOP	35	3.7	4.0	35	LT
3.699	MAILBOX TURNOUT	19	2.0	2.0	19	LT
3.700	PRIVATE ENTRANCE	15	1.6	2.0	15	RT
2.720	PRIVATE ENTRANCE	17	1.8	2.0	17	RT
3.720	VFW	27	2.9	3.0	27	RT
3.760	VFW	55	5.9	6.0	55	RT
3.860	MAILBOX TURNOUT	130	13.9	13.0	130	LT
3.955	3 SONS PRECISION COATING	30	3.2	3.0	30	RT
3.983	MAILBOX TURNOUT	36	3.9	4.0	36	LT
4.020	MAILBOX TURNOUT	29	3.1	3.0	29	LT
4.045	MISSOURI EYE CONSULTANT	30	3.2	3.0	30	RT
4.058	MAILBOX TURNOUT	39	4.2	4.0	39	LT
4.078	MAILBOX TURNOUT	28	3.0	3.0	28	LT
4.109	MAILBOX TURNOUT	25	2.7	3.0	25	LT
4.156	MAILBOX TURNOUT	52	5.6	6.0	52	LT
4.184	PRIVATE ENTRANCE	40	4.3	4.0	40	RT
4.203	MAILBOX TURNOUT	42	4.5	5.0	42	LT
4.207	PRIVATE ENTRANCE	50	5.4	5.0	50	RT
4.240	CONOCO	200	21.4	20.0	200	LT
4.339	MAILBOX TURNOUT	20	2.1	2.0	20	RT
4.363	MAILBOX TURNOUT	7	0.7	1.0	7	RT
4.391	MAILBOX TURNOUT	12	1.3	2.0	12	RT
4.441	CASE N KEG	142	15.2	15.0	142	LT
4.499	MAILBOX TURNOUT	35	3.7	4.0	35	RT
4.522	MAILBOX TURNOUT	28	3.0	3.0	28	RT
4.585	MAILBOX TURNOUT	29	3.1	3.0	29	RT
4.591	PRIVATE ENTRANCE	30	3.2	3.0	30	RT
4.622	MAILBOX TURNOUT	49	5.2	5.0	49	RT
4.659	MAILBOX TURNOUT	28	3.0	3.0	28	RT
4.682	MAILBOX TURNOUT	40	4.3	4.0	40	RT
4.720	PRIVATE ENTRANCE	20	2.1	2.0	20	LT
4.727	MAILBOX TURNOUT	15	1.6	2.0	15	LT
4.760	PRIVATE ENTRANCE	49	5.2	5.0	49	LT
4.789	MAILBOX TURNOUT	10	1.1	1.0	10	LT
	TOTAL		213	214	1,987	

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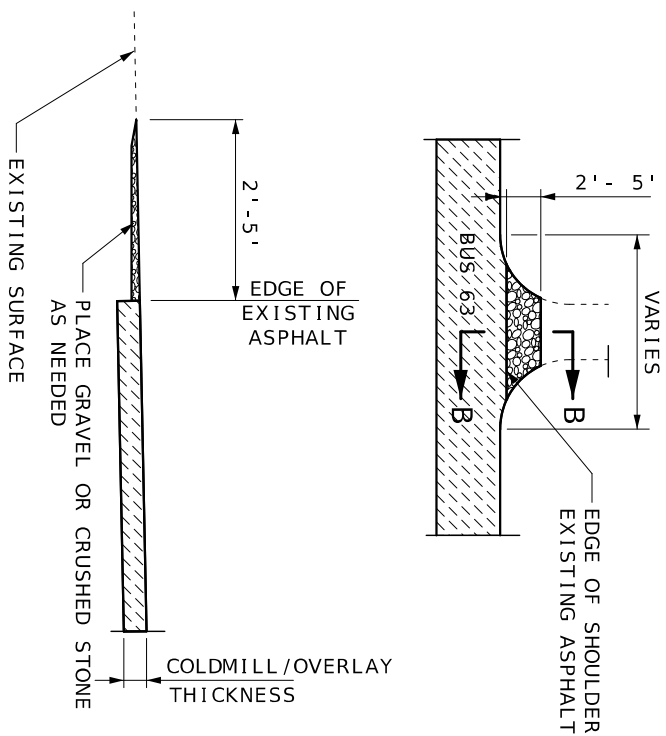
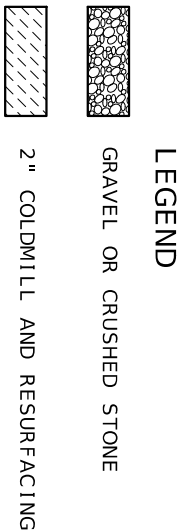
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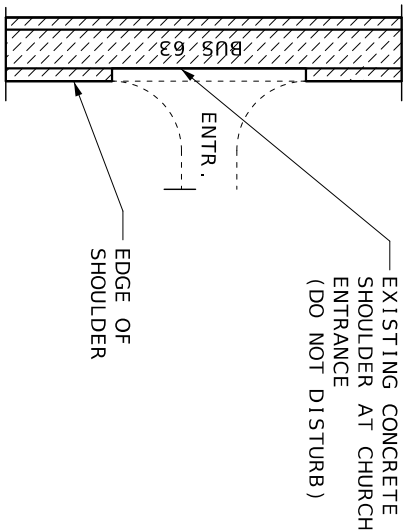
SECTION A-A  
VARIOUS ASPHALT/CONCRETE ENTRANCE OR SIDE ROAD  
(COUNTY ROADS, CITY STREETS AND  
PRIVATE OR COMMERCIAL ENTRANCES)



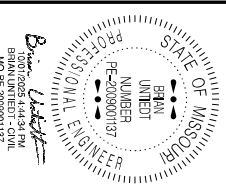
SECTION C-C  
TYPICAL FOR PAVED APPROACHES  
2" COLDMILL AND RESURFACE  
TRANSITION TO EXISTING SURFACE



SECTION B-B  
TYPICAL AGGREGATE ENTRANCE  
(FIELD, PRIVATE, COMMERCIAL ENTRANCES,  
COUNTY ROADS AND CITY STREETS)



CONCRETE SHOULDER EXCEPTION  
SMARTLOCK SELF STORAGE - LOG MILE 3.645



DATE PREPARED  
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ROUTE  
BUS 63 MO

DISTRICT  
NE 4

COUNTY  
RANDOLPH

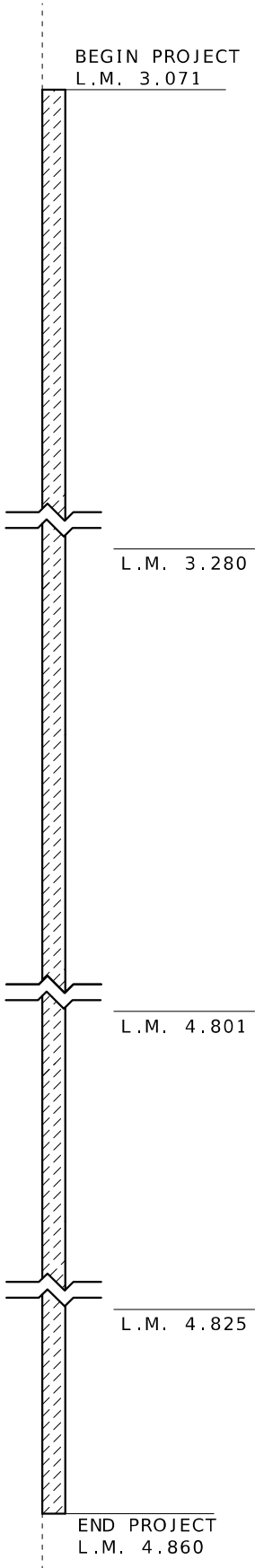
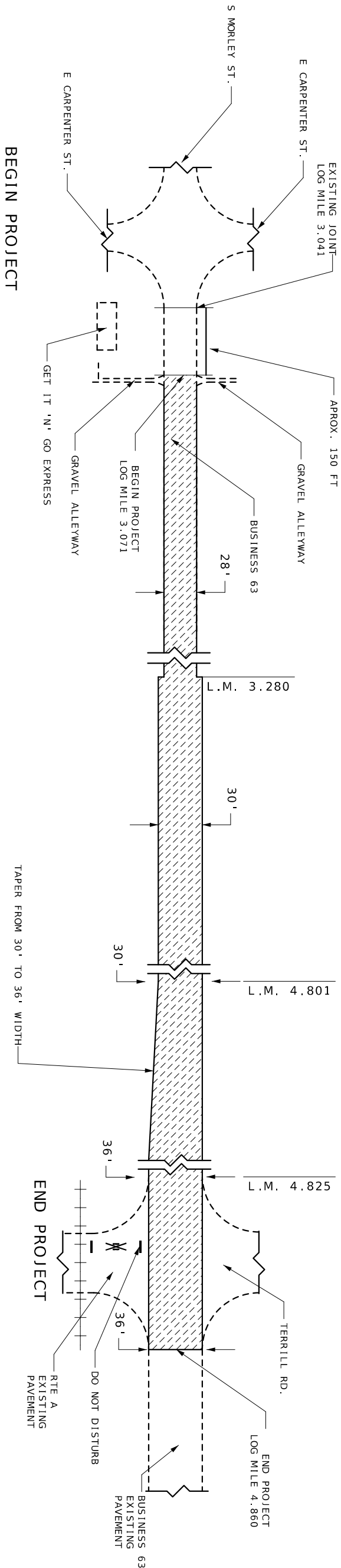
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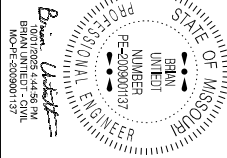


2" COLDMILL AND RESURFACE

LEGEND



NOT TO SCALE



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10/1/2025

ROUTE  
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DISTRICT  
NE

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MO

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5

COUNTY  
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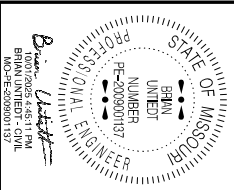
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)




DATE PREPARED  
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ROUTE  
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DISTRICT  
NE  
SHEET NO.  
6

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JNE0038  
CONTRACT ID.

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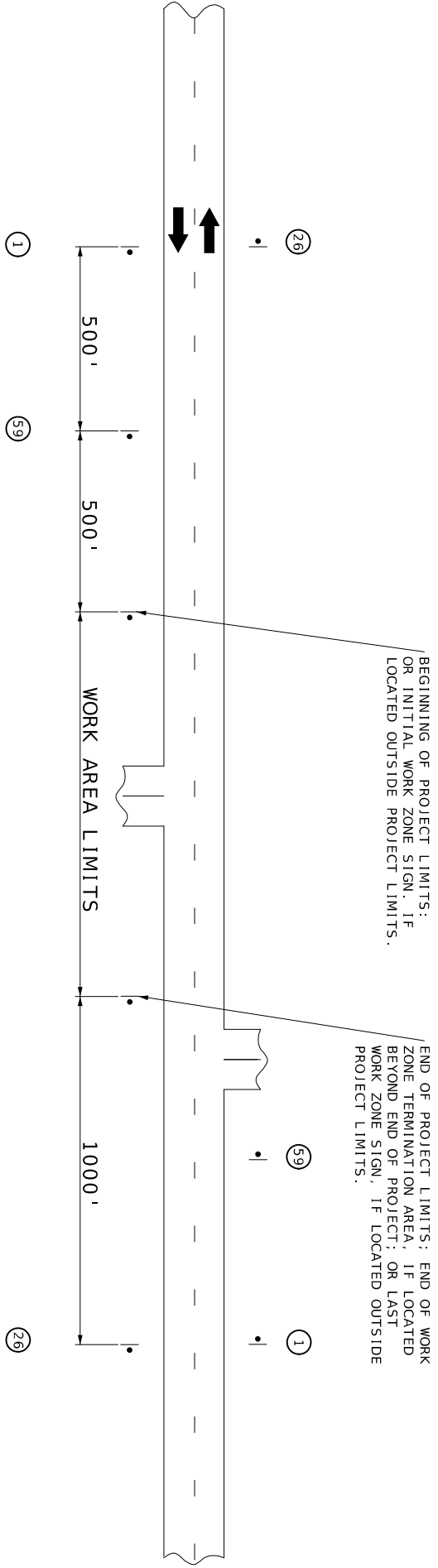
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BUS 63  
RANDOLPH COUNTY  
TEMPORARY TRAFFIC  
CONTROL SHEET  
SHEET 1 OF 5



NOTES:  
SIGN 1 AND 26 ARE ONLY USED ON PROJECT LENGTHS 2 MILES OR GREATER.  
PROVIDE SIGNS IN EACH DIRECTION ON TWO-WAY HIGHWAY.  
DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS

ROAD WORK  
NEXT 2 MILES  
GO20-1  
1

WORK ZONE  
NO PHONE  
ZONE  
CONST-8  
59

END  
ROAD WORK  
GO20-2  
26

NOT TO SCALE





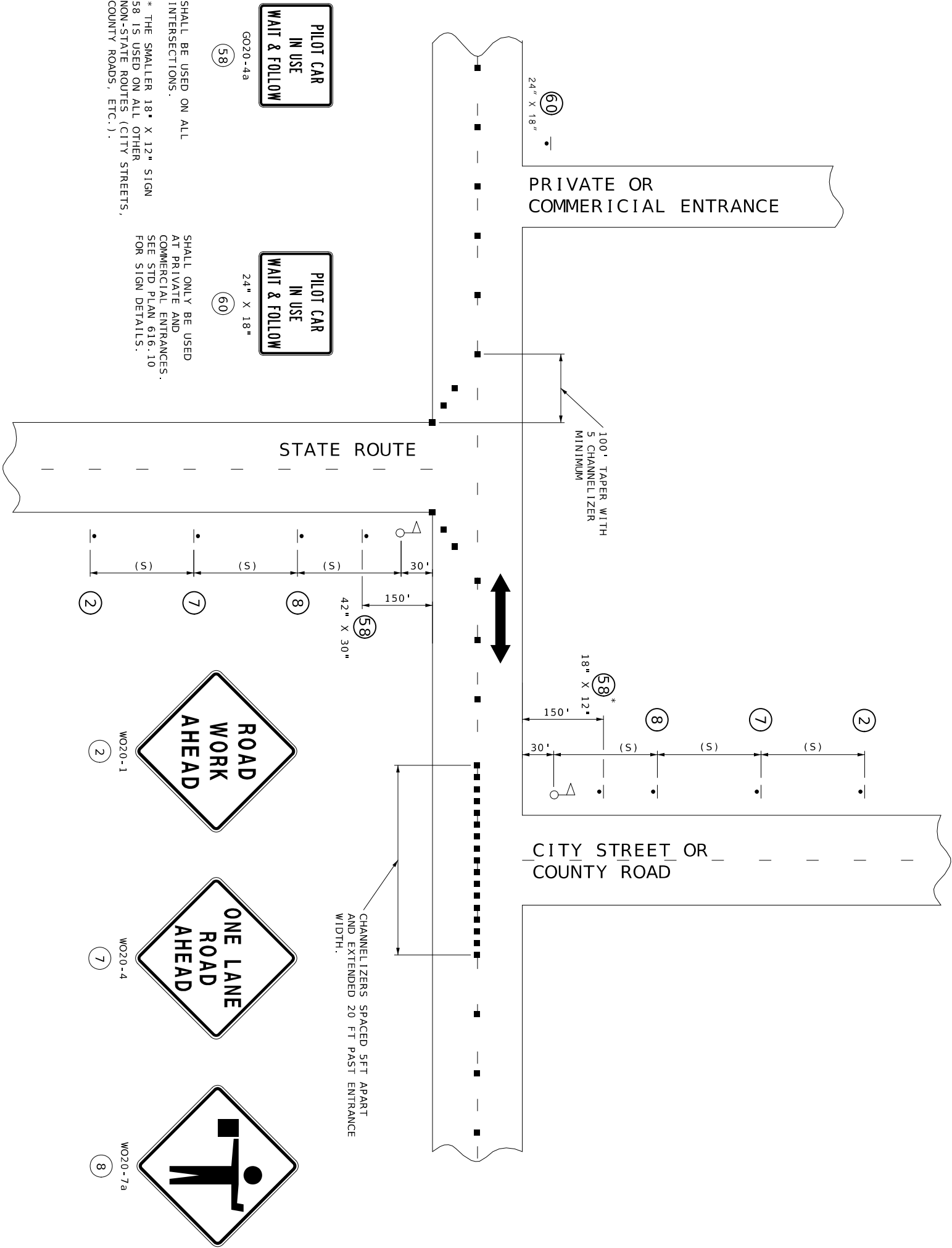
SPEED	SIGN SPACING (FT)	CHANNELIZER SPACING (FT)
PERMANENT POSTED (MPH)	NON-DIVIDED HIGHWAYS (S)	BUFFER/ WORK AREA (TYP.)
0-35	200	40
40-45	350	80
50-55	500	80
60-70	1000	120

(1) SPACING BETWEEN SIGNS, BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER OR SIGNED CONDITION.  
SPACING MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.

NOTES:  
WARNING SIGNS SHALL BE ERECTED AT EACH INTERSECTION WITH ANOTHER STATE HIGHWAY WITHIN THE WORK ZONE.  
ADDITIONAL WARNING SIGNS SHALL BE ERECTED AT OTHER INTERSECTIONS WITHIN THE WORK ZONE, AS DIRECTED BY THE ENGINEER.

■ - CHANNELIZERS (AS SPECIFIED)

○ - FLAGGER

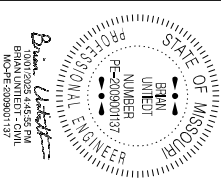


SHALL BE USED ON ALL INTERSECTIONS.  
\* THE SMALLER 18" X 12" SIGN 58 IS USED ON ALL OTHER NON-STATE ROUTES (CITY STREETS, COUNTY ROADS, ETC.).

SHALL ONLY BE USED AT PRIVATE AND COMMERCIAL ENTRANCES. SEE STD PLAN 616.10 FOR SIGN DETAILS.

SIDE ROADS ENTERING WORK ZONES

NOT TO SCALE



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NE  
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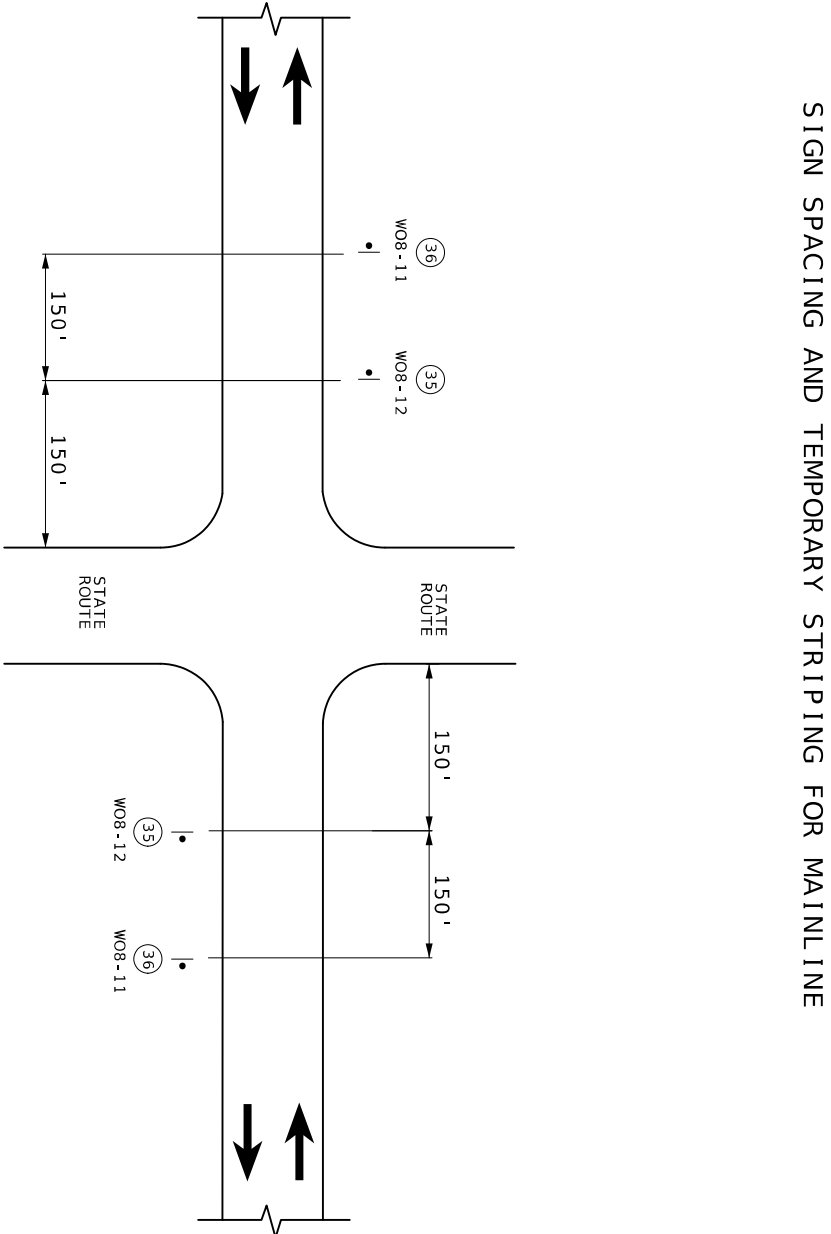
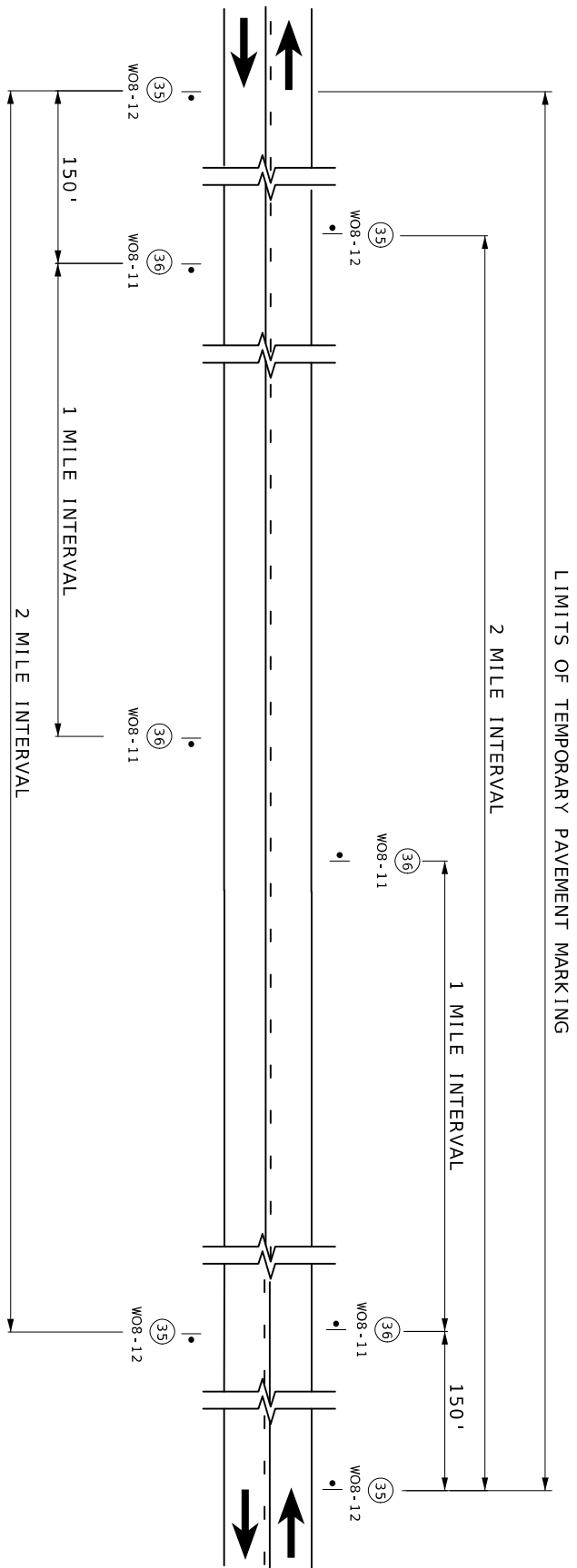
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

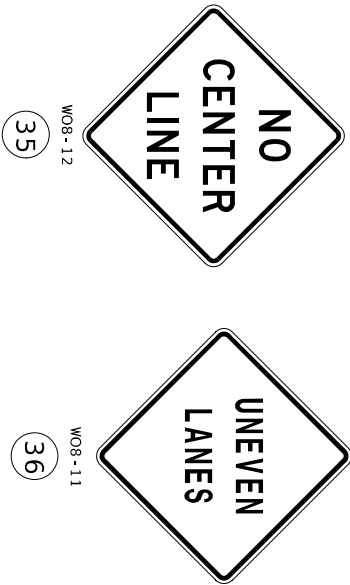
**MoDOT**

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BUS 63  
RANDOLPH COUNTY  
TEMPORARY TRAFFIC  
CONTROL SHEET  
SHEET 3 OF 5



SIGN SPACING AT STATE ROUTE INTERSECTIONS  
SHOWING TEMPORARY STRIPING FOR MAINLINE



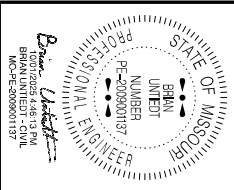
NOTES:

SIGN 35 AND TEMPORARY RAISED PAVEMENT MARKING (SEE STANDARD PLAN 620.10) INSTALLED WHERE CENTERLINE STRIPING HAS BEEN COVERED OR REMOVED. SIGNS ARE TO REMAIN IN PLACE UNTIL THE PERMANENT CENTERLINE PAVEMENT MARKINGS ARE IN PLACE. SIGNS SHALL BE COVERED OR REMOVED WHEN PAVEMENT CENTERLINE MARKING HAS BEEN INSTALLED.

SIGN 35 IS PLACED AT APPROXIMATELY TWO-MILE INTERVALS AND AT STATE ROUTE JUNCTIONS. WHEN THE INSTALLATION AT A JUNCTION IS WITHIN ONE-EIGHTH MILE OF THE NORMAL MAINLINE SIGN 35, THE LATTER MAY BE ELIMINATED.

ALL SIGNS SHALL BE POST MOUNTED AND IN ACCORDANCE WITH STANDARD PLAN 616.10 AND 903.03.

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9

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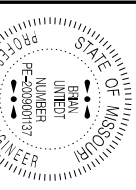
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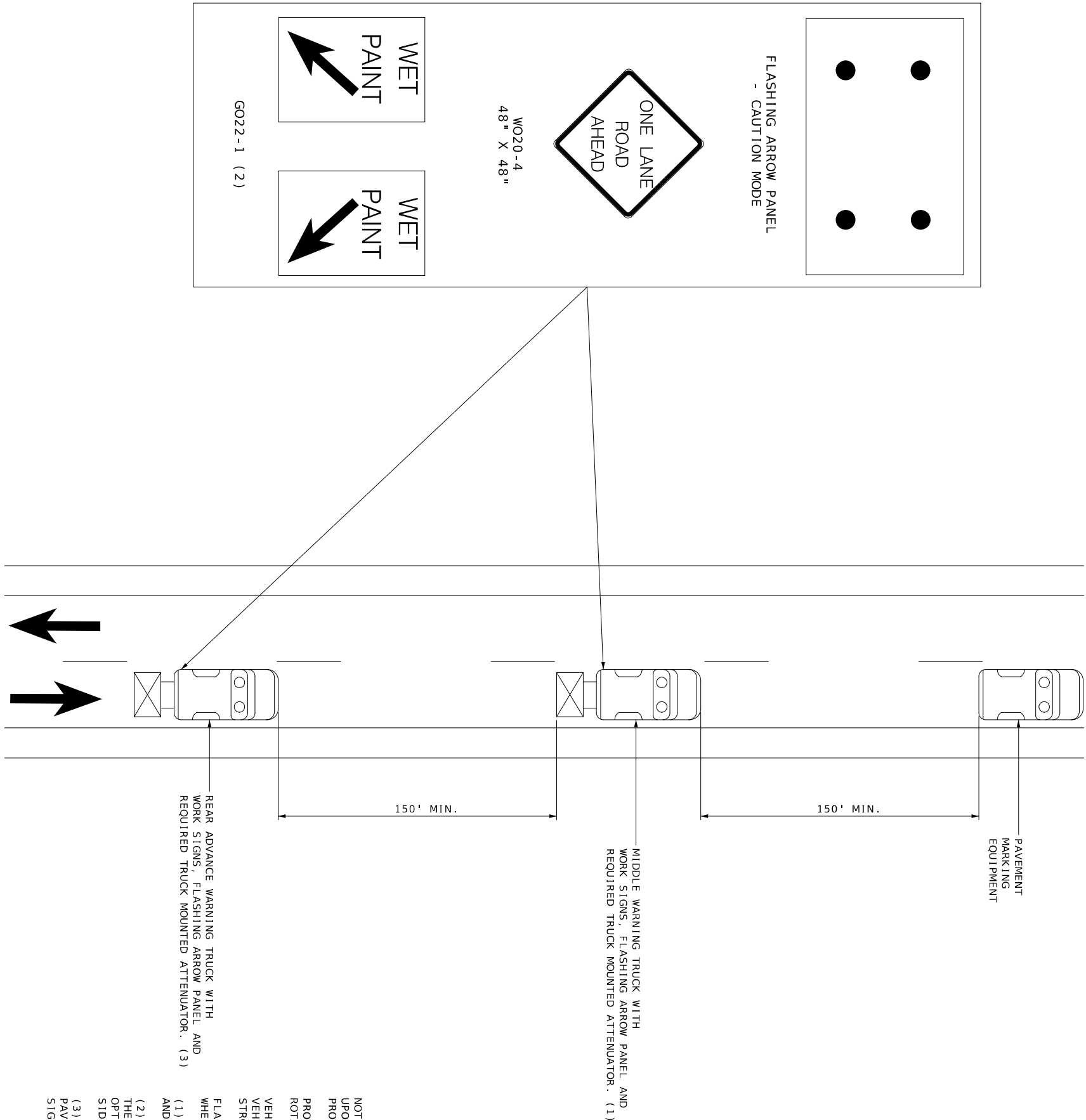
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BUS 63  
RANDOLPH COUNTY  
TEMPORARY TRAFFIC  
CONTROL SHEET  
SHEET 5 OF 5



- NOTES :
- UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY PROVIDE ADDITIONAL PROTECTIVE TRUCK EQUIPPED WITH PROPER WARNING DEVICES.
- PROTECTIVE TRUCK AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- FLASHING ARROW PANELS SHALL BE INCIDENTAL TO TRUCK MOUNTED ATTENUATORS, WHEREVER USED. NO ADDITIONAL PAYMENT WILL BE MADE.
- (1) TRUCK IS OPTIONAL ON TWO-LANE UNDIVIDED HIGHWAYS IF SIGNING AND ARROW BOARD IS MOUNTED ON THE PAVEMENT MARKING EQUIPMENT.
- (2) WET PAINT SIGNS ARE INSTALLED TO INDICATE THE SIDE IN WHICH THE PAVEMENT MARKING MATERIAL IS BEING APPLIED. AT THE CONTRACTOR'S OPTION, A FRONT FACING WET PAINT SIGN MAY BE INSTALLED ON THE LEFT SIDE OF THE PAVEMENT MARKING EQUIPMENT.
- (3) REAR ADVANCE WARNING TRUCK IS POSITIONED AT THE NO TRACK POINT OF THE PAVEMENT MARKING MATERIAL, OR VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE, OR SPACING SHOWN.

CENTERLINE/EDGE LINE STRIPING ON TWO-LANE HIGHWAYS

NOT TO SCALE