11-06-2026 LETTING ITEM 103

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	1
	ILLINOIS	CONTRACT NO. 93862		

INDEX OF SHEETS

1	COVER SHEET
2	SUMMARY OF QUANTITIES /GENERAL NOTES
3	SCHEDULE OF QUANTITIES
4	TYPICAL SECTIONS
5	HORIZONTAL CONTROL
6	PLAN AND PROFILE
7	TRAFFIC CONTROL PLAN
8–28	STRUCTURE PLANS
29–40	CROSS SECTIONS

ILLINOIS HIGHWAY STANDARDS

000001–09	601101–02	701006–05	782006–01
280001–07	630001–13	701011–04	BLR 21–9
420406	630301–09	701901–11	BLR 27–1
515601–04	701001–02	725001–01	

DESIGN DESIGNATION

FAS 426 (CH 17)
FUNCTIONAL CLASS: MAJOR COLLECTOR
ADT = 225 (2023) 253 (2046)
DESIGN SPEED = 55 MPH

UTILITIES

DALLAS RURAL WATER DISTRICT
RODNEY PENCE
(309) 337–0435

LAHARPE TELEPHONE COMPANY
MARK IRISH
(217) 659–7721

WESTERN ILLINOIS ELECTRICAL COOP
RYAN BIERY
(217) 357–3125

PROJECT DESRIPTION

Project consists of removing existing structure number 034–3170, a three–span steel wide flange beam superstructure and reinforced concrete deck on concrete stub abutments and concrete pier caps carrying FAS 426 over LaHarpe Creek. New construction consists of a 30" steel wide flange beam bridge on integral abutments and solid wall concrete piers on steel H–piling. The back to back length is 166'–0" and the out to out width is 35'–0". Additional work includes HMA pavement, aggregate shoulders, guardrail, seeding, riprap, and other miscellaneous items.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1–800–892–0123
OR 811



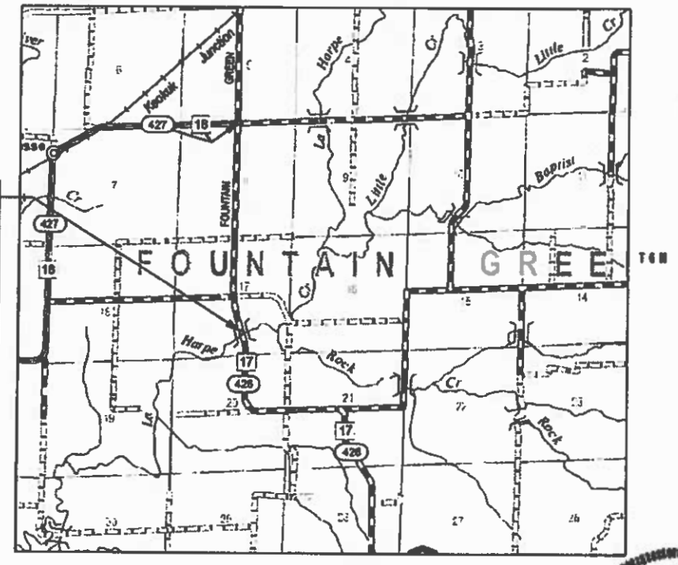
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
LOCAL BRIDGE FORMULA PROGRAM

HANCOCK COUNTY
SECTION 22–00143–00–BR
FAS ROUTE 426 (C.H. 17)
PROJECT NUMBER UL5K(408)
JOB NUMBER C–96–007–26

BEGIN STA. 99+00.00
PROPOSED S.N. 034–3171
STA. 100+94.00
THREE SPAN OVER LAHARPE CREEK
166'–0" BK TO BK ABUTMENTS
5–30" STEEL WIDE–FLANGE BEAMS
END STA 103+00.00



N

LOCATION MAP
SCALE: 1" = 2000'
GROSS /NET LENGTH OF SECTION = 400.00 FT. = 0.076 MILE



LOCATION OF SECTION INDICATED THUS: –■–

APPROVED 7/14 20 26
Elgin Berry
COUNTY ENGINEER

APPROVED July 21 20 26
DISTRICT SIX ENGINEER OF LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review July 21 20 26
DEPUTY DIRECTOR OF HIGHWAYS, REGION FOUR ENGINEER

RYAN J. PHELPS
062.063007
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

RYAN J. PHELPS 7-14-2026
DATE

REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO. 062–063007
LICENSE EXPIRES NOVEMBER 30, 2027

Plans prepared by:
KLINGNER & ASSOCIATES, P.C.
Engineers · Architects · Surveyors
Quincy, Illinois
615 North 36th Street
217.223.5670
www.klingner.com
Galesburg, IL Burlington, IA
Palls, IA Hannibal, MO Columbia, MO
IL DESIGN FIRM NO.: 1042736

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
20100500	TREE REMOVAL, ACRES	ACRE	0.1
20200100	EARTH EXCAVATION	CU YD	215
20300100	CHANNEL EXCAVATION	CU YD	514
20400800	FURNISHED EXCAVATION	CU YD	515
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	484
25000200	SEEDING, CLASS 2	ACRE	0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45
25000700	AGRICULTURAL GROUND LIMESTONE	TON	1
25100115	MULCH, METHOD 2	ACRE	0.5
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100
28000315	AGGREGATE DITCH CHECKS	TON	10
28000400	PERIMETER EROSION BARRIER	FOOT	750
28100207	STONE RIPRAP, CLASS A4	TON	50
28100209	STONE RIPRAP, CLASS A5	TON	2000
28200200	FILTER FABRIC	SQ YD	1922
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	30
35101400	AGGREGATE BASE COURSE, TYPE B	TON	269
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1050
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	83
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	63
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	31
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	90
44000100	PAVEMENT REMOVAL	SQ YD	574
48101200	AGGREGATE SHOULDERS, TYPE B	TON	34
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	232
50200300	COFFERDAM EXCAVATION	CU YD	118
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1
50300225	CONCRETE STRUCTURES	CU YD	184.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	163.1
50300260	BRIDGE DECK GROOVING	SQ YD	697
50300300	PROTECTIVE COAT	SQ YD	807
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	83.4
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	3420
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	96470
+ 50901050	STEEL RAILING, TYPE SM	FOOT	332
51201600	FURNISHING STEEL PILES HP12X53	FOOT	840

SUMMARY OF QUANTITIES - CONTINUED

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	51202305	DRIVING PILES	FOOT	840
	51203600	TEST PILE STEEL HP12X53	EACH	3
	51204650	PILE SHOES	EACH	26
	51500100	NAME PLATES	EACH	1
	52100520	ANCHOR BOLTS, 1"	EACH	40
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	102
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	72
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	168
	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50.0
+	63100075	TRAFFIC BARRIER TERMINAL, TYPE 5A	EACH	4
+	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4
+	63200310	GUARDRAIL REMOVAL	FOOT	280
	67100100	MOBILIZATION	L SUM	1
+	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
+	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1
	X5080530	BAR TERMINATORS	EACH	390
	X6640104	FENCE REMOVAL	FOOT	220
	X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1
#	Z0076600	TRAINEES	HOUR	1000
#	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000

+ SPECAILTY ITEM # 0042

GENERAL NOTES

1. THE NOMINAL THICKNESS FOR BASE AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES, OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS OF THE ABOVE ITEMS SHALL NOT BE LESS THAN 90 PERCENT OF THE NOMINAL THICKNESS AT ANY LOCATION.

   THE THICKNESS OF THE BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

2. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER AND AN AUTHORIZED SURVEYOR OR AGENT, HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

3. ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED, FERTILIZED, AND MULCHED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

4. UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION, AND THEIR TRUE LOCATION IS NOT GUARANTEED TO BE AS SHOWN ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND CARRY OUT HIS OR HER OPERATIONS ACCORDINGLY.

5. ADJUSTMENTS OF UTILITY LOCATIONS SHALL BE MADE BY THE OWNER, UNLESS OTHERWISE NOTED.

6. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION, AS INDICATED BY THE SUB-NUMBER 0N THE COVER SHEET.

7. ALL DETAILS IN THESE PLANS SHALL GOVERN THE CONSTRUCTION OF THIS PROJECT, AND IN CASE OF CONFLICT WITH ANY STANDARD DRAWINGS INCLUDED, THE SAID DETAILS SHALL GOVERN.

8. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION SHALL BE REMOVED AND RELOCATED AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS PART OF THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

9. IN ACCORDANCE WITH STATE OF ILLINOIS P.A. 86-0674, THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES NOT MORE THAN 14 DAYS NOR LESS THAN 48 HOURS (EXCLUSIVE OF SATURDAYS, SUNDAYS, AND HOLIDAYS) IN ADVANCE OF THE START OF EXCAVATION OR DEMOLITION.

   J.U.L.I.E TELEPHONE NUMBER
   1-800-892-0123

10. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	HMA BINDER	HMA SURF CSE
MIXTURE USE(S):		
AC/PG:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 19.0	IL 9.5
FRICTION AGGREGATE	N/A	MIX "C"
QUALITY	QA/QC	QA/QC
SUB-LOT SIZE	N/A	N/A

RATES OF APPLICATION TABLE

AGGREGATE (SURFACE, BASE, BASE, OR BACKFILL)	2.05 TON/CU YD
STONE RIPRAP	1.75 TON/CU YD
HOT-MIX ASPHALT:	
BITUMINOUS MATERIALS (TACK COAT)	0.025 POUND / SQ FT (SEE ARTICLE 406.05)
BITUMINOUS MATERIALS (PRIME COAT)	0.250 POUND / SQ FT (ON AGG BASE)
SURFACE / BINDER (112 lbs)	0.056 TON / SQ YD * IN
SEEDING AREAS:	
NITROGEN FERTILIZER NUTRIENT	90 LBS/ACRE
PHOSPHOROUS FERTILIZER NUTRIENT	90 LBS/ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS/ACRE
AGRICULTURAL GROUND LIMESTONE	2 TON/ACRE
MULCH	2 TON/ACRE
TEMPORARY EROSION CONTROL SEEDING	100 LBS/ACRE

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KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -	
	DRAWN - RJP	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - EBB	REVISED -	
PLOT DATE = 7/2/2026	DATE -	REVISED -	

HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
SUMMARY OF QUANTITIES /GENERAL NOTES

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	2
		CONTRACT NO. 93862		
	ILLINOIS	FED. AID PROJECT		

TREE REMOVAL

STATION TO STATION		SIDE	ACRE
CH 17 (2650E)			
98+90	100+60	RT	0.06
TOTAL			0.10

SEEDING SCHEDULE

ITEM	UNIT	TOTAL
SEEDING, CLASS 2	ACRE	0.50
NITROGEN FERTILIZER NUTRIENT	POUND	45
PHOSPHORUS FERTILIZER NUTRIENT	POUND	45
POTASSIUM FERTILIZER NUTRIENT	POUND	45
AGRICULTURAL GROUND LIMESTONE	TON	1.0
MULCH, METHOD 2	ACRE	0.50

EROSION CONTROL SCHEDULE

ITEM	UNIT	TOTAL
TEMPORARY EROSION CONTROL SEEDING	POUND	100
AGGREGATE DITCH CHECKS	TON	10
PERIMETER EROSION BARRIER	FOOT	750

RIPRAP SCHEDULE

LOCATION STATION TO STATION		SIDE	STONE RIPRAP CLASS A4	STONE RIPRAP CLASS A5	FILTER FABRIC
			TON	TON	SQ YD
CH 17 (2650E)					
100+12	100+80	LT & RT		1034.5	967.4
101+01	101+76	LT & RT		953.0	891.1
101+66	102+25	LT	48.9		62.9
TOTALS			48.9	1987.5	1921.4
USE			50	2000	1922

EARTH EXCAVATION SCHEDULE

LOCATION STATION TO STATION		SIDE	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED (25%)	CHANNEL EXCAVATION	CHANNEL EXCAVATION ADJUSTED (50%)	EMBANKMENT	EARTHWORK BALANCE
			CU YD					
CH 17 (2650E)								
98+55	103+10	LT & RT	214	160	514	255	930	(515)
TOTALS			214	160	514	255	930	(515)
USE			215	160	514	255	930	(515)

PAVEMENT SCHEDULE

LOCATION STATION TO STATION		SIDE	SURFACE WIDTH	GEOTECH FABRIC	AGGREGATE BASE COURSE TYPE B	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HMA BINDER COURSE IL-19.0, N50	HMA SURFACE COURSE MIX "C", N50
				SQ YD	TON	POUND		TON	
CH 17 (2650E)									
99+00.0	99+68.6	LT & RT	22.0	188.5	123.6	389.9	38.1	28.8	14.2
102+19.4	103+00.0	LT & RT	22.0	221.5	145.3	458.2	44.8	33.8	16.6
TOTALS				410.1	268.9	848.1	82.9	62.6	30.8
USE				411	269	849	83	63	31

PAVEMENT CONNECTOR SCHEDULE

LOCATION STATION TO STATION		SIDE	SURFACE WIDTH	GEOTECH FABRIC	SUBBASE GRAN MATL TYPE B	BITUMINOUS MATERIALS (PRIME COAT)	PAVEMENT CONNECTOR (HMA)
				SQ YD	TON	POUND	SQ YD
CH 17 (2650E)							
99+68.6	99+82.0	LT & RT	30.0	36.1	14.6	100.5	44.9
102+06.0	102+19.4	LT & RT	30.0	36.1	14.6	100.5	44.9
TOTALS				72.2	29.2	201.0	89.8
USE				73	30	201	90

GUARDRAIL REMOVAL

STATION TO STATION		SIDE	FOOT
CH 17 (2650E)			
99+41.9	100+16.5	LT	74.6
99+46.9	100+17.2	RT	70.3
101+69.4	102+40.7	LT	71.3
101+82.2	102+45.6	RT	63.4
TOTAL			279.6
USE			280

PAVEMENT REMOVAL

STATION TO STATION		SIDE	SQ YD
CH 17 (2650E)			
99+00	100+18	LT & RT	274.4
101+70	103+00	LT & RT	298.7
TOTAL			573.1
USE			574

AGGREGATE SHOULDERS, TYPE B

STATION TO STATION		SIDE	TON
CH 17 (2650E)			
99+00.0	99+68.6	RT	7.8
99+00.0	99+68.6	LT	7.8
102+19.4	103+00.0	LT	9.2
102+19.4	103+00.0	RT	9.2
TOTAL			34.0
USE			34

GUARDRAIL SCHEDULE

STATION TO STATION		SIDE	SPBGR TYPE A 6' POSTS	TRAF BARRIER TERMINAL		GUARDRAIL REFLECTORS TYPE A	TERMINAL MARKERS DIRECT APPLIED
				TYPE 5A	TYPE 1 SPECIAL (TANGENT)		
			FOOT	EACH			
CH 17 (2650E)							
99+27.25	100+15.50	RT	25.0	1	1	4	1
99+45.30	100+08.55	LT		1	1	4	1
101+72.50	102+60.75	LT	25.0	1	1	4	1
101+79.45	102+42.70	RT		1	1	4	1
TOTALS			50.0	4	4	16	4

FENCE REMOVAL

STATION TO STATION		SIDE	FOOT
CH 17 (2650E)			
98+75	100+50	LT	185
101+60	101+70	LT	35
TOTAL			220

CONCRETE HEADWALLS FOR PIPE DRAINS

STATION TO STATION	SIDE	EACH
NORTH ABUTMENT	LT & RT	2
SOUTH ABUTMENT	LT & RT	2
TOTAL		4

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PLOT SCALE = 40.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
SCHEDULE OF QUANTITIES

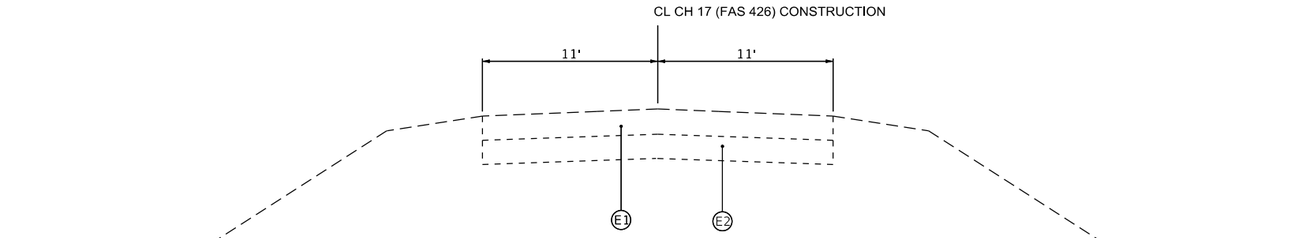
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

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		CONTRACT NO. 93862		
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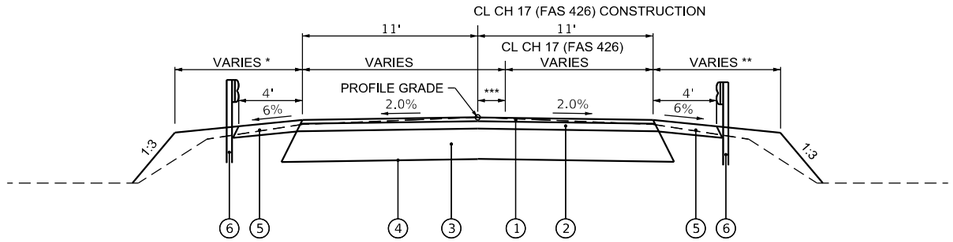
LEGEND

- (E1) EXISTING HMA 9"
- (E2) EXISTING AGG BSE 9"

- (1) PROPOSED HMA SURFACE COURSE, IL-9.5, MIX "C", N50, 1 1/2"
- (2) PROPOSED HMA BINDER COURSE, IL-19.0, N50, 3"
- (3) PROPOSED AGGREGATE BASE COURSE, TYPE B, 12"
- (4) PROPOSED GEOTECHNICAL FABRIC
- (5) PROPOSED AGGREGATE SHOULDER, TYPE B, 4 1/2"
- (6) PROPOSED GUARDRAIL (SEE SCHEDULES)
- (7) PROPOSED RIPRAP (SEE PLAN SHEET)



EXISTING CH 17 (FAS 426) TYPICAL SECTION



PROPOSED CH 17 (FAS 426) TYPICAL SECTION

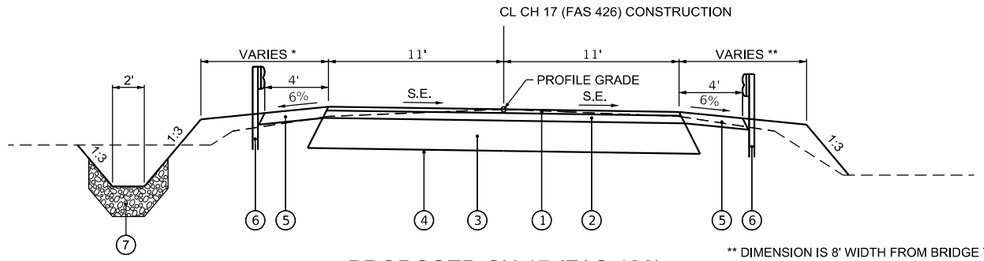
* DIMENSION VARIES FROM 4' AT STA 99+11.3 TO 8' AT STA 99+35.3 THEN MAINTAINS 8' WIDTH TO BRIDGE

** DIMENSION VARIES FROM 0' AT STA 98+55.5 TO 8' AT STA 99+17.3 THEN MAINTAINS 8' WIDTH TO BRIDGE

STA 99+00.00 TO STA 99+68.56

*** DIMENSION VARIES FROM 1.75' AT STA 99+00.00 TO 0' AT STA 99+68.56 (MATCH EXISTING CROWN AT STA 99+00.00)

NOTE: (SEE BRIDGE PLANS)
PAVEMENT CONNECTOR (HMA) STA 99+68.56 TO STA 99+82.03
BRIDGE APPROACH PAVEMENT STA 99+82.03 TO STA 100+12.03
SN 034-3171 STA 100+12.03 TO STA 101+75.97
BRIDGE APPROACH PAVEMENT STA 101+75.97 TO STA 102+05.97
PAVEMENT CONNECTOR (HMA) STA 102+05.97 TO STA 102+09.05



PROPOSED CH 17 (FAS 426) TYPICAL SECTION

* DIMENSION IS 8' WIDTH FROM BRIDGE TO STA 102+70.8 THEN VARIES TO 4' AT STA 102+95.4

NOTE: SEE CROSS SECTIONS FOR DITCH SECTIONS.

** DIMENSION IS 8' WIDTH FROM BRIDGE TO STA 102+52.7 THEN VARIES TO 4' AT STA102+77.1

STA 102+09.05 TO STA 102+82.00 (S.E. TRANSITION)
STA 102+82.00 TO STA 103+00.00 (S.E. = 2.5%)

NOTE: (SEE BRIDGE PLANS)
PAVEMENT CONNECTOR (HMA) STA 99+68.56 TO STA 99+82.03
BRIDGE APPROACH PAVEMENT STA 99+82.03 TO STA 100+12.03
SN 034-3171 STA 100+12.03 TO STA 101+75.97
BRIDGE APPROACH PAVEMENT STA 101+75.97 TO STA 102+05.97
PAVEMENT CONNECTOR (HMA) STA 102+05.97 TO STA 102+09.05

SUPERELEVATION TRANSITION TABLE

EXISTING CURVE 3					
STATION	LEFT EDGE 11'	SLOPE %	CL	SLOPE %	RIGHT EDGE 11'
101+76.00	585.70	-2.00	585.92	-2.00	585.70
102+00.00	585.79	-0.98	585.90	-2.00	585.68
102+23.11	585.88	0.00	585.88	-2.00	585.66
102+25.00	585.89	0.08	585.88	-2.00	585.66
102+50.00	585.98	1.14	585.86	-2.00	585.64
102+70.22	586.06	2.00	585.84	-2.00	585.62
102+75.00	586.07	2.20	585.83	-2.20	585.59
102+82.00	586.10	2.50	585.83	-2.50	585.55

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HANCOCK COUNTY HIGHWAY DEPARTMENT

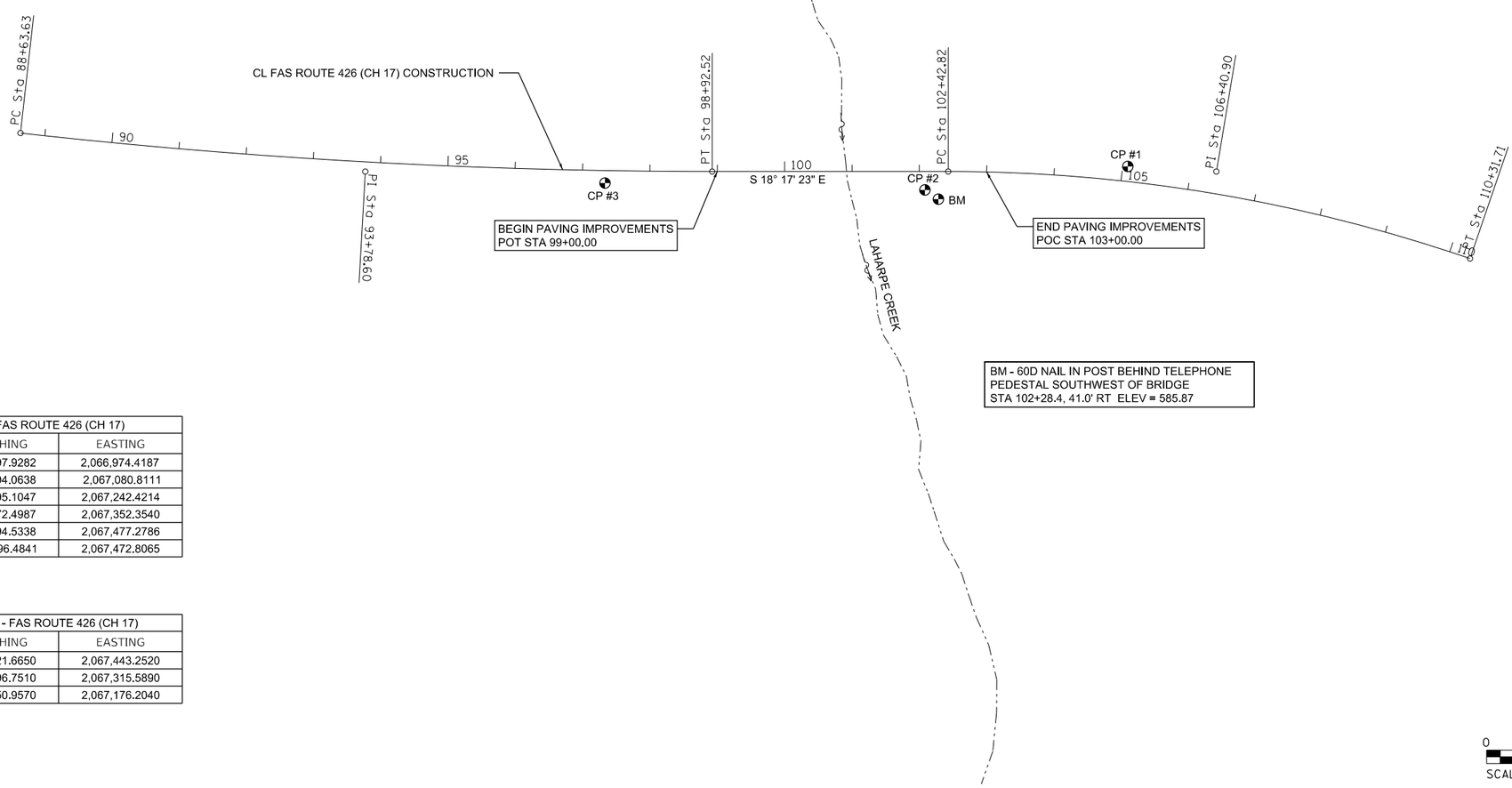
CH 17 (2650E) OVER LAHARPE CREEK
TYPICAL SECTIONS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	4
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

EXIST. CURVE CUR_2
PI STA. = 93+78.60
Δ = 6° 22′ 00″ (LT)
D = 0° 37′ 08″
R = 9,259.31′
T = 514.97′
L = 1,028.89′
E = 14.31′
S.E.= 2.5%
P.C. STA. = 88+63.63
P.T. STA. = 98+92.52

EXIST. CURVE CUR_3
PI STA. = 106+40.90
Δ = 18° 56′ 00″ (RT)
D = 2° 24′ 00″
R = 2,387.32′
T = 398.07′
L = 788.89′
E = 32.96′
S.E. = 2.5%
P.C. STA. = 102+42.82
P.T. STA. = 110+31.71



BM - 60D NAIL IN POST BEHIND TELEPHONE
PEDESTAL SOUTHWEST OF BRIDGE
STA 102+28.4, 41.0' RT ELEV = 585.87

ALIGNMENT COORDINATES - FAS ROUTE 426 (CH 17)			
	STATION	NORTHING	EASTING
PC	88+63.63	1,400,497.9282	2,066,974.4187
PI	93+78.60	1,399,994.0638	2,067,080.8111
PT	98+92.52	1,399,505.1047	2,067,242.4214
PC	102+42.82	1,399,172.4987	2,067,352.3540
PI	106+40.90	1,398,794.5338	2,067,477.2786
PT	110+31.71	1,398,396.4841	2,067,472.8065

CONTROL POINT COORDINATES - FAS ROUTE 426 (CH 17)		
CONTROL POINT #	NORTHING	EASTING
1	1,398,921.6650	2,067,443.2520
2	1,399,196.7510	2,067,315.5890
3	1,399,650.9570	2,067,176.2040

N

0 100 200 300
SCALE IN FEET

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KLINGNER & ASSOCIATES, P.C.
Engineers · Architects · Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 200.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
HORIZONTAL CONTROL

SCALE: 1"=100' | SHEET 1 OF 1 SHEETS | STA. 88+63.63 | TO STA. 110+31.71

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	5
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			

EXIST. CURVE CUR_2
PI STA. = 93+78.60
Δ = 6° 22' 00" (LT)
D = 0° 37' 08"
R = 9,259.31'
T = 514.97'
L = 1,028.89'
E = 14.31'
S.E. = 2.5%
P.C. STA. = 88+63.63
P.T. STA. = 98+92.52

SE 1/4, SEC 17, T 6 N, R 5 W, 4th PM

McDOWELL, CHARLES D & PATRICIA
10-17-400-007

McDOWELL, CHARLES D & PATRICIA
10-17-400-008

EXIST. CURVE CUR_3
PI STA. = 106+40.90
Δ = 18° 56' 00" (RT)
D = 2° 24' 00"
R = 2,387.32'
T = 398.07'
L = 788.89'
E = 32.96'
S.E. = 2.5%
P.C. STA. = 102+42.82
P.T. STA. = 110+31.71

CONSTRUCTION LIMITS
PERIMETER EROSION BARRIER
EX ROW
PR STONE RIRPAP, CLASS A5 OR BROKEN CONCRETE DUMPED RIRPAP (SEE SPECIAL PROVISIONS)
POST
FIELD
PR STONE RIRPAP, CLASS A4
LAHARPE CREEK
END PAVING IMPROVEMENT POC STA 103+00.00
PT Sta 98+92.52
PC Sta 102+42.82
60.00'
50.00'
55.00'
+11.3
+35.3
+70.8
+95.4
+55.5
+17.3
+52.1
+77.4
15'
22'
11'
4"
98
99
100+00
101
102
103
CH 17 (2650E)
HMA
S.N. 034-3170
CONC
ALLEY
RUSH
BRUSH
BM
CP2
PERIMETER EROSION BARRIER
BEGIN PAVING IMPROVEMENT POT STA 99+00.00
CONSTRUCTION LIMITS
PR STONE RIRPAP, CLASS A5 OR BROKEN CONCRETE DUMPED RIRPAP (SEE SPECIAL PROVISIONS)
STA 100+94.00 13° SKEW (S.N. 034-3171) (SEE STRUCTURE PLANS)
EX SN 034-3170
REMOVE AND REPLACE STRUCTURE
HIGH, VIRGIAL & CAROL
10-17-300-007
GOBERVILLE, GREGORY ALAN
10-17-400-009
A — PR GUARDRAIL (SEE SCHEDULES)
B — PR PAVEMENT CONNECTOR (HMA)
SCALE IN FEET
0 20 40 60

SE 1/4, SEC 17, T 6 N, R 5 W, 4th PM

BM - 60D NAIL IN POST BEHIND TELEPHONE PEDESTAL SOUTHWEST OF BRIDGE
STA 102+28.4, 41.0' RT ELEV = 585.87

BEGIN IMPROVEMENTS
VPI STA 99+00.00
ELEV = 586.17

END IMPROVEMENTS
VPT STA 103+00.00
ELEV = 585.81

PROPOSED PROFILE GRADE / BRIDGE DECK
EX S.N. 034-3170
-0.09%
-0.09%
EXISTING PROFILE GRADE
EXISTING PROFILE GRADE
LT SD = +11.8
STA 102+25
EL = 585.10
STA 101+75
EL = 579.20
20 YR HWE = 578.1
ESWE = 566.5
564.0
1:2
1:3.3
1:2

98+00	98+50	99+00	99+50	100+00	100+50	101+00	101+50	102+00	102+50	103+00	103+50	104+00
586.30	586.26	586.22	586.19	586.16	586.11 / **586.17**	586.04 / **586.15**	585.97 / **586.13**	585.96 / **586.12**	585.97 / **586.10**	586.00 / **586.08**	586.03 / **586.06**	585.98 / **586.04**
585.92 / **586.03**	585.87 / **586.01**	585.81 / **585.99**	585.76 / **585.97**	585.74 / **585.95**	585.77 / **585.94**	585.84 / **585.92**	585.97 / **585.90**	586.05 / **585.88**	585.96 / **585.86**	585.90 / **585.85**	585.85 / **585.83**	585.81 / **585.81**
585.77	585.71	585.65	585.57	585.55								

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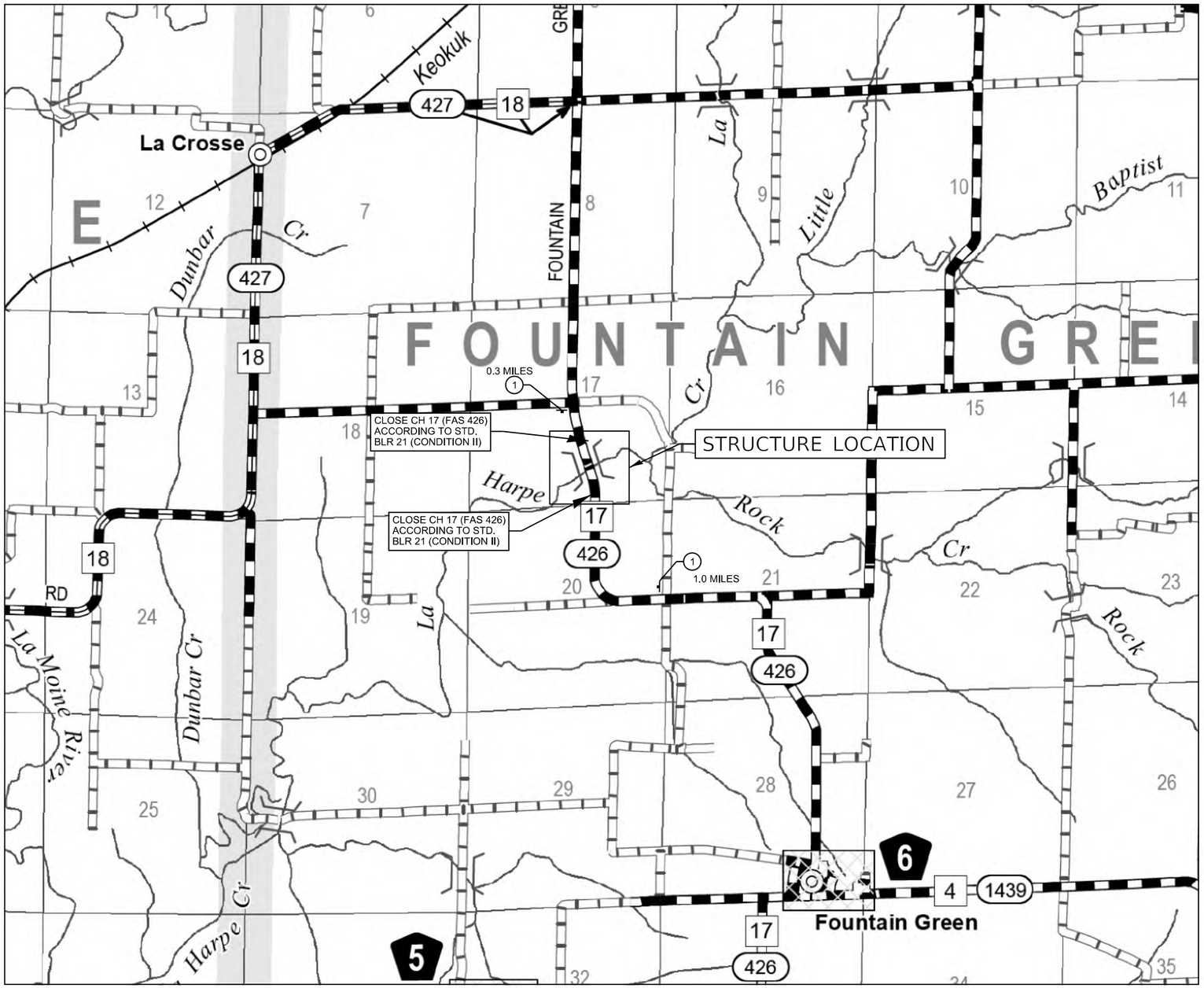
HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
PLAN & PROFILE SHEET

SCALE: 1" = 20' | SHEET 1 OF 1 SHEETS | STA. 98+00 | TO STA. 104+00

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	6
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

PLAN / PROFILE — BY | DATE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BAR. NOTED
STRUCTURE NO/ATNS CHKD



TRAFFIC CONTROL PLAN

GENERAL NOTES

1) ROAD CLOSURE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD BLR-21 ALONG WITH THE DETAILS AND SPECIAL PROVISIONS.
2) ALL SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR.
3) THE LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
4) ALL SIGNS SHALL BE REMOVED WHEN NOT REQUIRED FOR FUTURE USE.
5) THIS TRAFFIC CONTROL AND PROTECTION SHALL BE PAID FOR ACCORDING TO THE CONTRACT UNIT COST PER LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21.
6) THE EXACT LOCATIONS OF ALL TRAFFIC CONTROL ITEMS SHALL BE APPROVED BY THE ENGINEER.
7) PRIOR TO THE CLOSURE OF C.H. 17 (FAS 426), THE CONTRACTOR SHALL NOTIFY LOCAL EMERGENCY SERVICES, HANCOCK COUNTY ENGINEER, TOWNSHIP ROAD DISTRICT, US POSTAL SERVICE, AND LOCAL SCHOOL DISTRICTS.

HANCOCK COUNTY ENGINEER:

MR. ELGIN BERRY, P.E.
P.O. BOX 379
101 SOUTH FIRST STREET
CARTHAGE, IL 62621

PHONE: 217-357-3155

FOUNTAIN GREEN TOWNSHIP ROAD DISTRICT:

MR. TOM WEAR
2945 EAST COUNTY ROAD 2080N
BLANDINSVILLE, IL 61420

PHONE: 309-221-5075

LAHARPE SCHOOL DISTRICT 347:

SUPERINTENDENT
DR. JANET GLADU
404 WEST MAIN STREET
LAHARPE, IL 61450

PHONE: 217-659-7739

ROAD CLOSED
XX MILES AHEAD
LOCAL TRAFFIC ONLY

1 R11-3a (6030) (O)

IN ADDITION TO THE TWO SIGNS SHOWN ON THIS SHEET, ADD 3 ADDITIONAL SIGN LOCATIONS LISTED BELOW:

1) IL 9 INTERSECTION (5.3 MILES)
2) IL 336 INTERSECTION (10.0 MILES)
3) CH 4 INTERSECTION (3.0 MILES)

N

3000 1500 0 3000
GRAPHIC SCALE (IN FEET)
SCALE: 1"=1,500'

P:\Quincy\23files\230357\18.Transportation\CADD Sheets\Sht-TC&P.dgn

KLINGNER & ASSOCIATES, P.C.
Engineers · Architects · Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
TRAFFIC CONTROL PLAN

SCALE: 1"=1500' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	7
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			

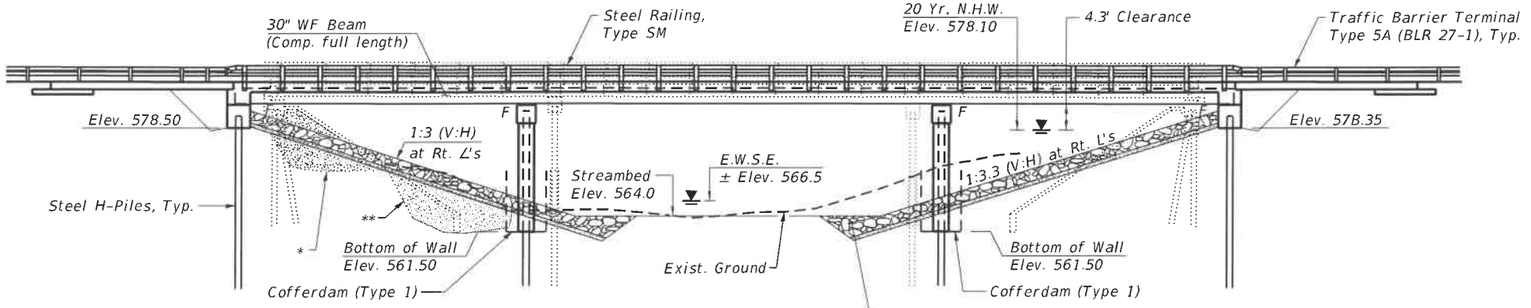
Bench Mark: 60D nail in post behind telephone pedestal southwest of bridge, Sta. 102+28.4, 41.0' Rt., NAVD 88 Elev. 585.87

Existing Structure: Structure Number 034-3170 was originally built in 1949 under Section 26-B in Hancock County. The structure consists of a three span steel wide flange beam superstructure and reinforced concrete deck on concrete stub abutments and concrete pier caps. The abutment and pier caps are supported by steel HP10x42 piles. The back-to-back abutment length is 153'-10" and the out to out bridge width is 26'-0", with a clear roadway width of 24'-0" between curbs.

In 2013, after heavy flooding, flowable mortar was pumped under the north existing slopewall and Shot Rock was placed at the toe of the north existing slopewall to fill a scour hole.

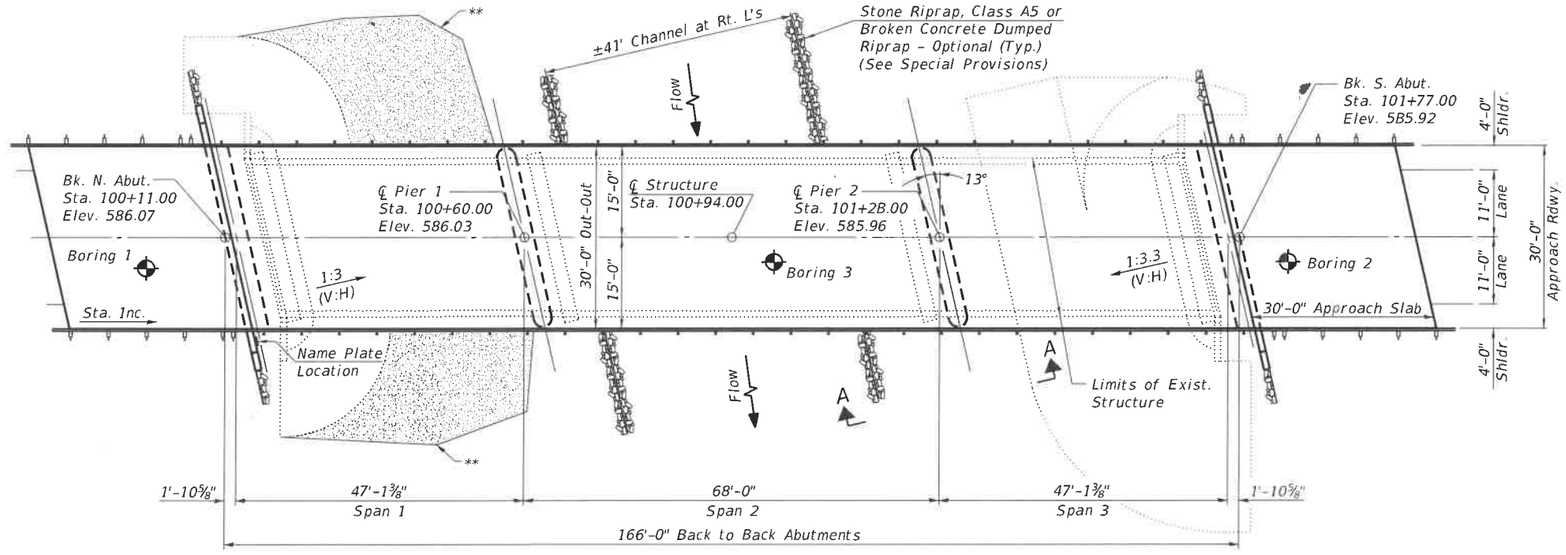
The existing structure shall be removed and replaced. The roadway will be closed and traffic detoured during construction.

The existing guardrail, guardrail posts, traffic barrier terminals and hardware shall be salvaged for the Hancock County Highway Department. See Special Provisions.



ELEVATION

*Existing flowable mortar under existing slopewall.
**Existing Shot Rock at toe of slopewall.



PLAN

Note:
See Sheet 2 of 21 for Section A-A

INDEX OF SHEETS

1	General Plan & Elevation
2	General Notes and Details
3-4	Top of Slab Elevations
5	Top of North Approach Slab Elevations
6	Top of South Approach Slab Elevations
7	Superstructure
8	Diaphragm Details
9	Steel Railing, Type SM
10	Bridge Approach Slab Details
11	Framing Plan
12	Beam Details
13	Bearing Details
14	North Abutment
15	South Abutment
16	Pier 1
17	Pier 2
18	HP Pile Details
19-21	Boring Logs

AARON M. SCHAFER
081-007926
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

7/14/2026
Date

Aaron M. Schafer
Licensed Structural Engineer
State of Illinois No. 081-007926
License Expires 11/30/2026

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO LRFD Specifications for Highway Bridges".

SEISMIC DATA

2023 AASHTO Seismic Hazard
Seismic Design Category (SDC) = A
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.124g
Soil Site Class = D
Performance Level = Life Safety
Latitude 40.51° N, Longitude 90.99° W

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

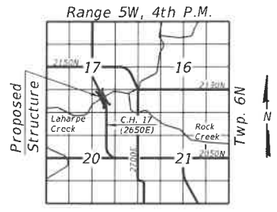
DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design Specifications, 10th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Approach Slabs)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi M270 Gr. 50W (Structural Steel)
fy = 50,000 psi M270 Gr. 50 (Bearings)



LOCATION SKETCH

GENERAL PLAN & ELEVATION
C.H. 17 (2650E) OVER LAHARPE CREEK
SECTION 22-00143-00-BR
HANCOCK COUNTY
STATION 100+94.00
STRUCTURE NO. 034-3171

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors 616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670 STATE OF ILLINOIS DESIGN FIRM NO. 184.2736	USER NAME = rjp	DESIGNED - AMS	REVISED -
		CHECKED - RJP	REVISED -
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	PLOT DATE = 7/14/2026	CHECKED - RJP	REVISED -

HANCOCK COUNTY HIGHWAY DEPARTMENT

GENERAL PLAN & ELEVATION
STRUCTURE NO. 034-3171
SHEET NO. 1 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	8
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

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TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.		514	514
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		232	232
Cofferdam Excavation	Cu. Yd.		118	118
Cofferdam (Type 1)(Location – 1)	Each		1	1
Cofferdam (Type 1)(Location – 2)	Each		1	1
Concrete Structures	Cu. Yd.		184.8	184.8
Concrete Superstructure	Cu. Yd.	163.1		163.1
Bridge Deck Grooving	Sq. Yd.	697		697
Protective Coat	Sq. Yd.	807		807
Concrete Superstructure (Approach Slab)	Cu. Yd.	83.4		83.4
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3,420		3,420
Reinforcement Bars, Epoxy Coated	Pound	74,400	22,070	96,470
Steel Railing, Type SM	Foot	332		332
Furnishing Steel Piles HP12x53	Foot		840	840
Driving Piles	Foot		840	840
Test Pile Steel HP12x53	Each		3	3
Pile Shoes	Each		26	26
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	40		40
Granular Backfill for Structures	Cu. Yd.		102	102
Geocomposite Wall Drain	Sq. Yd.		72	72
Pipe Underdrains for Structures 4"	Foot		168	168
Bar Terminators	Each	62	328	390

GENERAL NOTES

All new structural steel shall be AASHTO M270 Grade 50W.

Calculated weight of Structural Steel = 115,670 pounds.

No field welding is permitted except as specified in the contract documents.

Fasteners shall be ASTM F3125 Grade A325 Type 3 weathering steel bolts in weathering steel areas. Bolts $\frac{7}{8}$ in. diameter, holes $1\frac{5}{16}$ in. diameter, unless otherwise noted.

Reinforcement bars designated (E) shall be epoxy coated.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50W.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

The existing bearings contain lead plates. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Structural steel shall be painted for a distance equal to the depth of the embedment into the concrete cap plus 18 in. Painted areas shall be primed in the shop with a Department-approved zinc rich primer. Field painting will not be required.

Removal of the existing bridge railing and concrete slope wall are included in Removal of the Existing Structures.

WATERWAY INFORMATION

Drainage Area = 80.6 Sq. Mi.

Exist. Overtopping Elev. 585.8 @ Sta. 101+20

Prop. Overtopping Elev. 586.2 @ Sta. 98+80

Flood Event	Freq. Yr.	Discharge C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Natural H.W.E. Ft.	Head – Ft. Exist.	Head – Ft. Prop.	Headwater El. Ft. Exist.	Headwater El. Ft. Prop.
	10	5,670	965	1,149	577.39	1.00	0.99	578.39	578.38
Design	20	7,263	1,055	1,240	578.10	1.34	1.31	579.44	579.41
Base	100	10,700	1,217	1,410	579.36	2.04	2.00	581.40	581.36
Scour Design	200	12,300	1,285	1,482	579.88	2.35	2.31	582.23	582.19
Overtop Exist.	N/A								
Overtop Prop.	N/A								
Max. Calc.	500	14,400	1,371	1,573	580.52	2.76	2.70	583.28	583.23

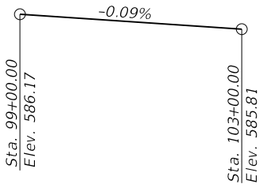
10 year velocity through proposed bridge = 4.9 ft./sec.
10 year velocity through existing bridge = 5.9 ft./sec.

DESIGN SCOUR ELEVATION TABLE

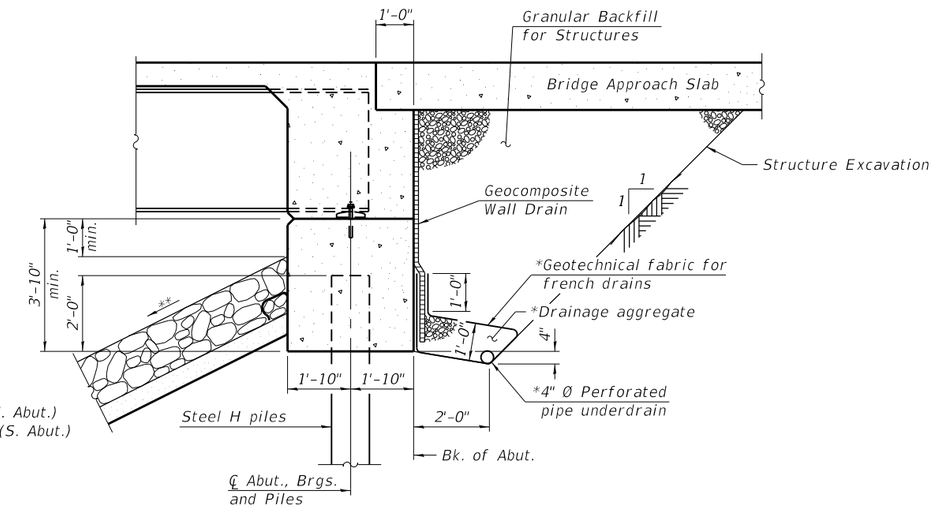
Event / Limit State	Design Scour Elevations (ft.) N. Abut.	Pier 1	Pier 2	S. Abut.	Scour Vulnerability (Item B.AP.03)
Q100	578.50	549.2	551.8	578.35	A
Q200	578.50	549.0	551.6	578.35	
Design	578.50	549.2	551.8	578.35	
Check	578.50	549.0	551.6	578.35	

LAHARPE CREEK
BUILT 202_ BY
HANCOCK COUNTY
SECTION 22-00143-00-BR
C.H. 17 STATION 100+94.00
STR. NO. 034-3171 LOADING HL-93

NAME PLATE
See Std. 515001

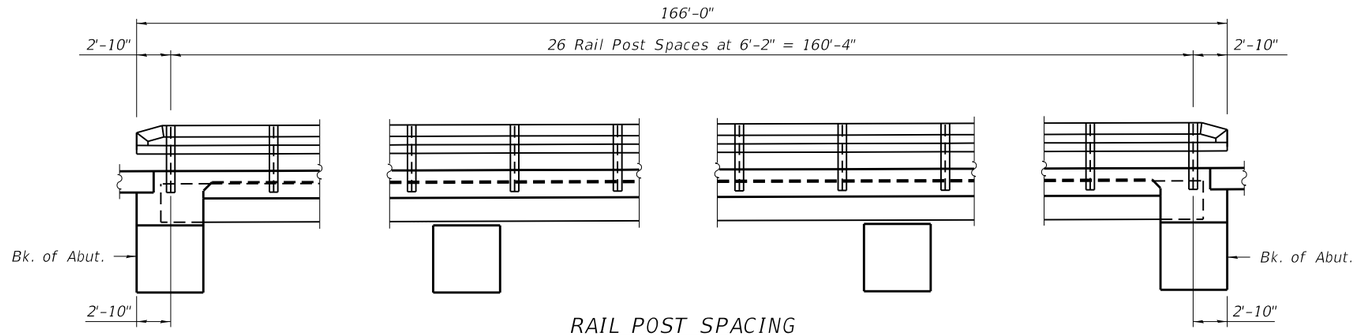


PROFILE GRADE
(Along ℄ Roadway C.H. 17)

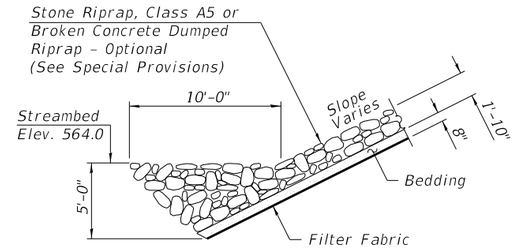


**1:3 (V:H) @ Rt. L's (N. Abut.)
1:3.3 (V:H) @ Rt. L's (S. Abut.)

SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. at Rt. ∠'s)
*Included in the cost of Pipe Underdrains for Structures



RAIL POST SPACING



SECTION A-A

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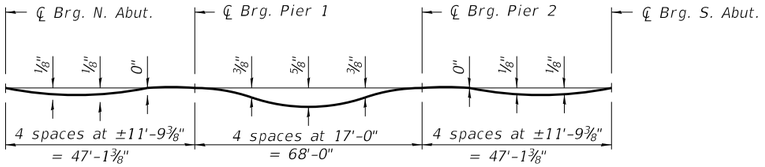
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HANCOCK COUNTY
HIGHWAY DEPARTMENT

GENERAL NOTES & DETAILS
STRUCTURE NO. 034-3171
SHEET NO. 2 OF 21 SHEETS

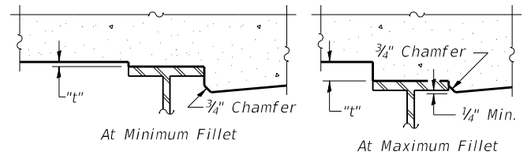
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	9
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			



DEAD LOAD DEFLECTION DIAGRAM

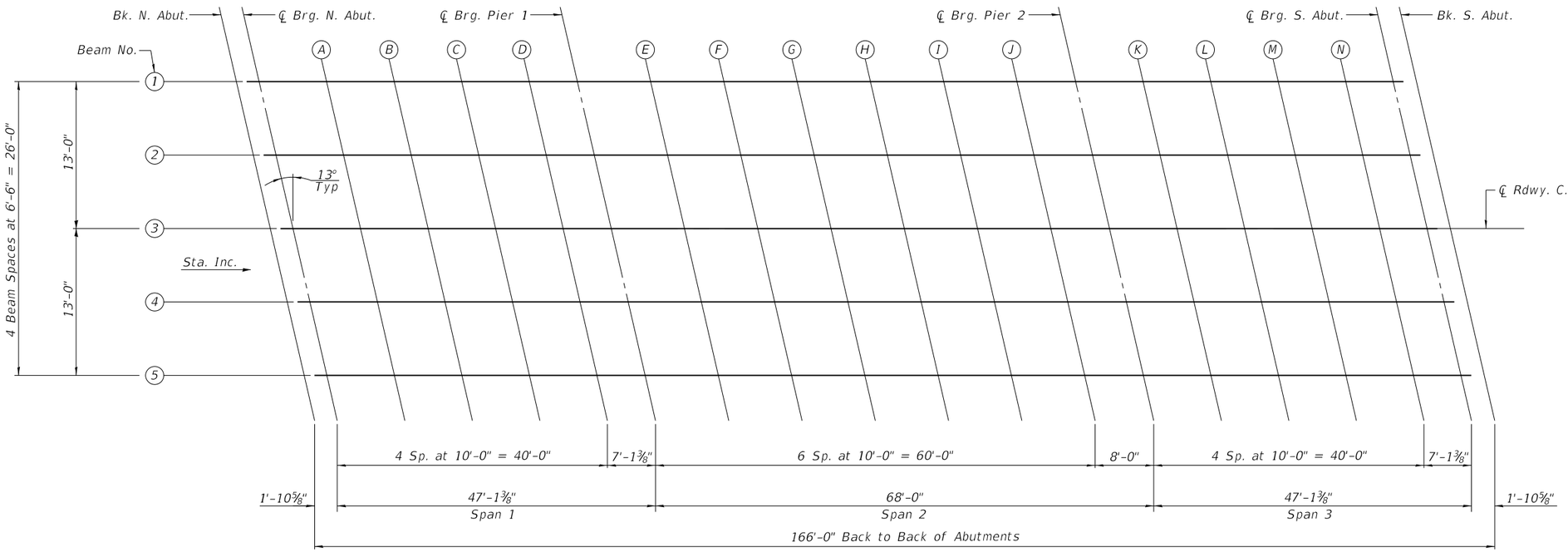
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet 4 of 21.
See Sheet 4 of 21 for Elevations.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet 4 of 21, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

P:\Quincy\Files\230357\18.Transportation\Structure Plans\Final Bridge Plans.dgn

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED – AMS	REVISED –
	CHECKED – RJP	REVISED –
PLOT SCALE = 24.000000 ' / in.	DRAWN – AMS	REVISED –
PLOT DATE = 7/2/2026	CHECKED – RJP	REVISED –

HANCOCK COUNTY
HIGHWAY DEPARTMENT

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 034-3171
SHEET NO. 3 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	10
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	100+08.00	-13.00	585.81	585.81
℄ Brg. N. Abut.	100+09.88	-13.00	585.81	585.81
A	100+19.88	-13.00	585.80	585.81
B	100+29.88	-13.00	585.79	585.80
C	100+39.88	-13.00	585.78	585.79
D	100+49.88	-13.00	585.78	585.78
℄ Brg. Pier 1	100+57.00	-13.00	585.77	585.77
E	100+67.00	-13.00	585.76	585.78
F	100+77.00	-13.00	585.75	585.79
G	100+87.00	-13.00	585.74	585.79
H	100+97.00	-13.00	585.73	585.78
I	101+07.00	-13.00	585.72	585.76
J	101+17.00	-13.00	585.71	585.73
℄ Brg. Pier 2	101+25.00	-13.00	585.71	585.71
K	101+35.00	-13.00	585.70	585.70
L	101+45.00	-13.00	585.69	585.70
M	101+55.00	-13.00	585.68	585.69
N	101+65.00	-13.00	585.67	585.68
℄ Brg. S. Abut.	101+72.12	-13.00	585.67	585.67
Bk. S. Abut.	101+74.00	-13.00	585.66	585.66

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	100+09.50	-6.50	585.94	585.94
℄ Brg. N. Abut.	100+11.38	-6.50	585.94	585.94
A	100+21.38	-6.50	585.93	585.94
B	100+31.38	-6.50	585.92	585.93
C	100+41.38	-6.50	585.91	585.92
D	100+51.38	-6.50	585.90	585.90
℄ Brg. Pier 1	100+58.50	-6.50	585.90	585.90
E	100+68.50	-6.50	585.89	585.90
F	100+78.50	-6.50	585.88	585.92
G	100+88.50	-6.50	585.87	585.92
H	100+98.50	-6.50	585.86	585.91
I	101+08.50	-6.50	585.85	585.88
J	101+18.50	-6.50	585.84	585.86
℄ Brg. Pier 2	101+26.50	-6.50	585.84	585.84
K	101+36.50	-6.50	585.83	585.83
L	101+46.50	-6.50	585.82	585.83
M	101+56.50	-6.50	585.81	585.82
N	101+66.50	-6.50	585.80	585.81
℄ Brg. S. Abut.	101+73.62	-6.50	585.79	585.79
Bk. S. Abut.	101+75.50	-6.50	585.79	585.79

℄ ROADWAY, PROFILE GRADE, & BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	100+11.00	0.00	586.07	586.07
℄ Brg. N. Abut.	100+12.88	0.00	586.07	586.07
A	100+22.88	0.00	586.06	586.07
B	100+32.88	0.00	586.05	586.06
C	100+42.88	0.00	586.04	586.05
D	100+52.88	0.00	586.03	586.03
℄ Brg. Pier 1	100+60.00	0.00	586.03	586.03
E	100+70.00	0.00	586.02	586.03
F	100+80.00	0.00	586.01	586.04
G	100+90.00	0.00	586.00	586.05
H	101+00.00	0.00	585.99	586.04
I	101+10.00	0.00	585.98	586.01
J	101+20.00	0.00	585.97	585.98
℄ Brg. Pier 2	101+28.00	0.00	585.96	585.96
K	101+38.00	0.00	585.96	585.96
L	101+48.00	0.00	585.95	585.95
M	101+58.00	0.00	585.94	585.95
N	101+68.00	0.00	585.93	585.94
℄ Brg. S. Abut.	101+75.12	0.00	585.92	585.92
Bk. S. Abut.	101+77.00	0.00	585.92	585.92

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	100+12.50	6.50	585.94	585.94
℄ Brg. N. Abut.	100+14.38	6.50	585.94	585.94
A	100+24.38	6.50	585.93	585.94
B	100+34.38	6.50	585.92	585.93
C	100+44.38	6.50	585.91	585.92
D	100+54.38	6.50	585.90	585.90
℄ Brg. Pier 1	100+61.50	6.50	585.89	585.89
E	100+71.50	6.50	585.89	585.90
F	100+81.50	6.50	585.88	585.91
G	100+91.50	6.50	585.87	585.92
H	101+01.50	6.50	585.86	585.91
I	101+11.50	6.50	585.85	585.88
J	101+21.50	6.50	585.84	585.85
℄ Brg. Pier 2	101+29.50	6.50	585.83	585.83
K	101+39.50	6.50	585.82	585.83
L	101+49.50	6.50	585.82	585.82
M	101+59.50	6.50	585.81	585.82
N	101+69.50	6.50	585.80	585.80
℄ Brg. S. Abut.	101+76.62	6.50	585.79	585.79
Bk. S. Abut.	101+78.50	6.50	585.79	585.79

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	100+14.00	13.00	585.81	585.81
℄ Brg. N. Abut.	100+15.88	13.00	585.81	585.81
A	100+25.88	13.00	585.80	585.81
B	100+35.88	13.00	585.79	585.80
C	100+45.88	13.00	585.78	585.78
D	100+55.88	13.00	585.77	585.77
℄ Brg. Pier 1	100+63.00	13.00	585.76	585.76
E	100+73.00	13.00	585.75	585.77
F	100+83.00	13.00	585.75	585.78
G	100+93.00	13.00	585.74	585.78
H	101+03.00	13.00	585.73	585.77
I	101+13.00	13.00	585.72	585.75
J	101+23.00	13.00	585.71	585.72
℄ Brg. Pier 2	101+31.00	13.00	585.70	585.70
K	101+41.00	13.00	585.69	585.69
L	101+51.00	13.00	585.68	585.69
M	101+61.00	13.00	585.68	585.69
N	101+71.00	13.00	585.67	585.67
℄ Brg. S. Abut.	101+78.12	13.00	585.66	585.66
Bk. S. Abut.	101+80.00	13.00	585.66	585.66

Note:
Offsets to the left of ℄ C.H. 17 are negative.
Offsets to the right of ℄ C.H. 17 are positive.

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EAST EDGE OF SHOULDER

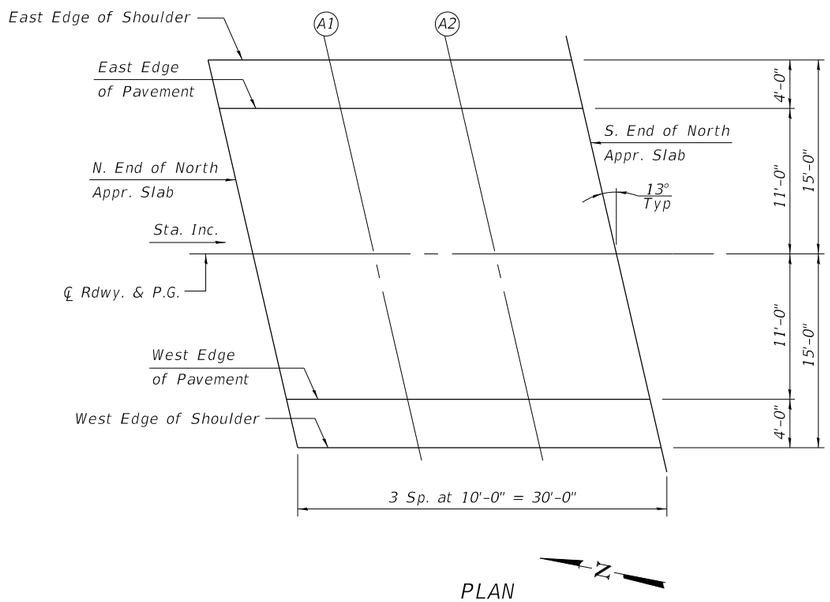
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	99+78.56	-15.00	585.80
A1	99+88.56	-15.00	585.79
A2	99+98.56	-15.00	585.78
S. End North Appr. Slab	100+08.56	-15.00	585.77

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	99+79.49	-11.00	585.88
A1	99+89.49	-11.00	585.87
A2	99+99.49	-11.00	585.86
S. End North Appr. Slab	100+09.49	-11.00	585.85

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	99+82.03	0.00	586.10
A1	99+92.03	0.00	586.09
A2	100+02.03	0.00	586.08
S. End North Appr. Slab	100+12.03	0.00	586.07



PLAN

Note:
Offsets to the left of ℄ C.H. 17 are negative.
Offsets to the right of ℄ C.H. 17 are positive.

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	99+84.57	11.00	585.87
A1	99+94.57	11.00	585.86
A2	100+04.57	11.00	585.86
S. End North Appr. Slab	100+14.57	11.00	585.85

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	99+85.49	15.00	585.79
A1	99+95.49	15.00	585.78
A2	100+05.49	15.00	585.78
S. End North Appr. Slab	100+15.49	15.00	585.77

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616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - AMS	REVISED -
	CHECKED - RJP	REVISED -
PLOT SCALE = 24.000000 ' / in.	DRAWN - AMS	REVISED -
PLOT DATE = 7/2/2026	CHECKED - RJP	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 034-3171

SHEET NO. 5 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	12
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			

EAST EDGE OF SHOULDER

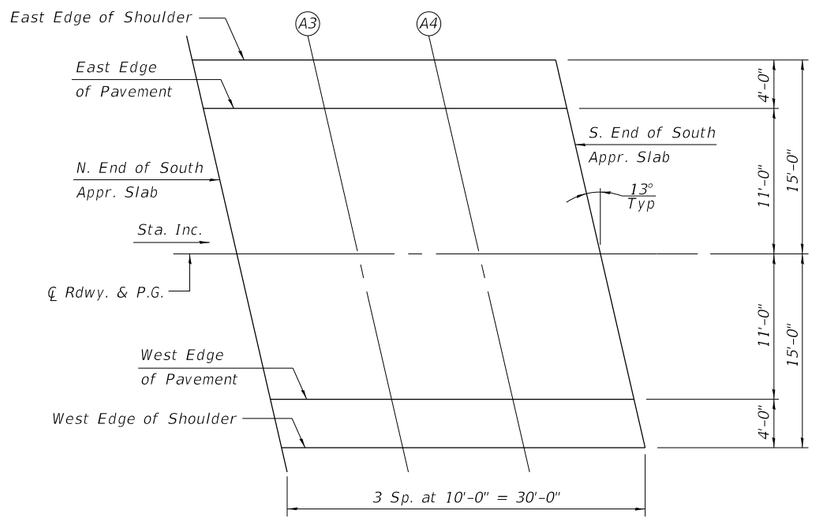
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	101+72.51	-15.00	585.62
A3	101+82.51	-15.00	585.62
A4	101+92.51	-15.00	585.61
S. End South Appr. Slab	102+02.51	-15.00	585.60

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	101+73.43	-11.00	585.70
A3	101+83.43	-11.00	585.69
A4	101+93.43	-11.00	585.69
S. End South Appr. Slab	102+03.43	-11.00	585.68

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	101+75.97	0.00	585.92
A3	101+85.97	0.00	585.91
A4	101+95.97	0.00	585.90
S. End South Appr. Slab	102+05.97	0.00	585.89



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	101+78.51	11.00	585.70
A3	101+88.51	11.00	585.69
A4	101+98.51	11.00	585.68
S. End South Appr. Slab	102+08.51	11.00	585.67

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	101+79.44	15.00	585.62
A3	101+89.44	15.00	585.61
A4	101+99.44	15.00	585.60
S. End South Appr. Slab	102+09.44	15.00	585.59

Note:
Offsets to the left of ℄ C.H. 17 are negative.
Offsets to the right of ℄ C.H. 17 are positive.

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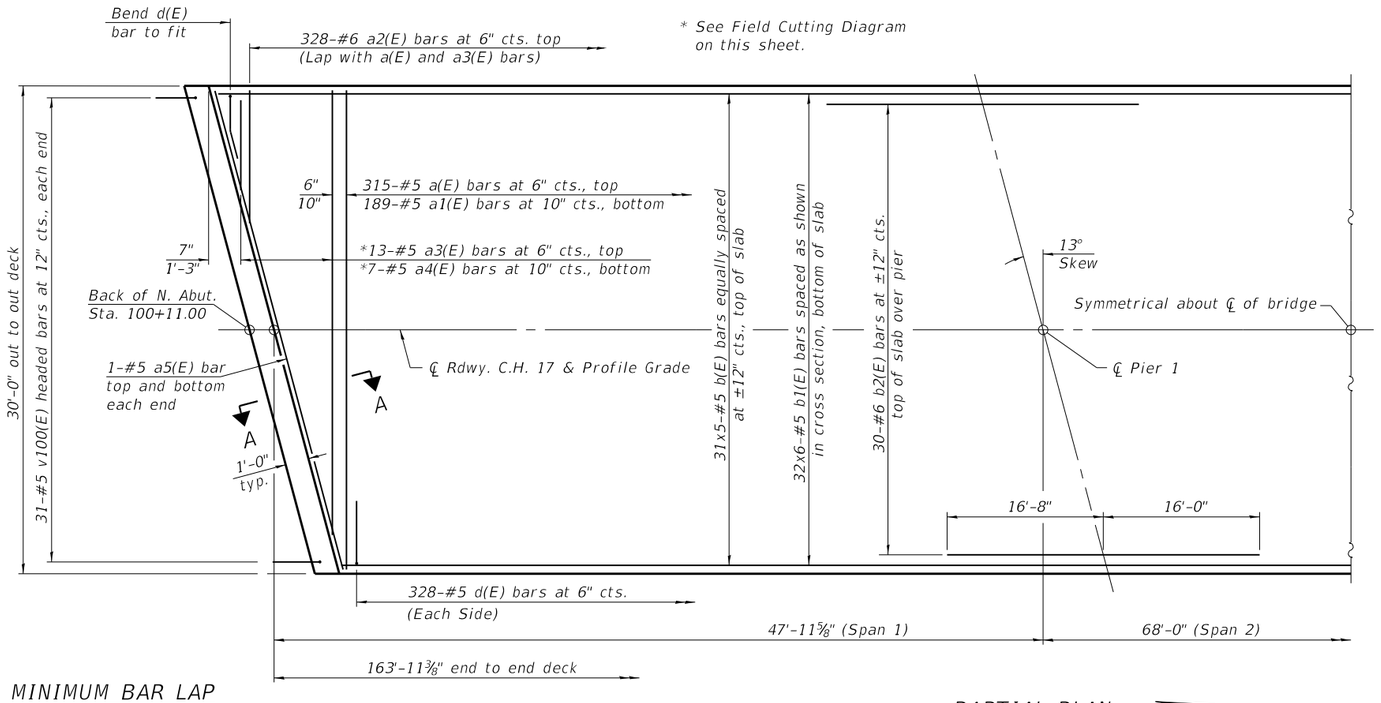
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PLOT DATE = 7/2/2026	CHECKED - RJP	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 034-3171

SHEET NO. 6 OF 21 SHEETS

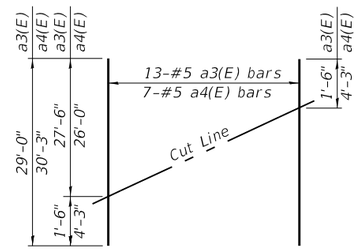
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	13
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			



MINIMUM BAR LAP

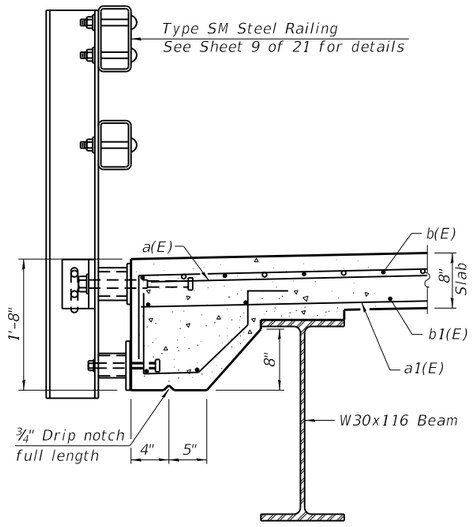
#5 bar = 3'-6"

PARTIAL PLAN



FIELD CUTTING DIAGRAM

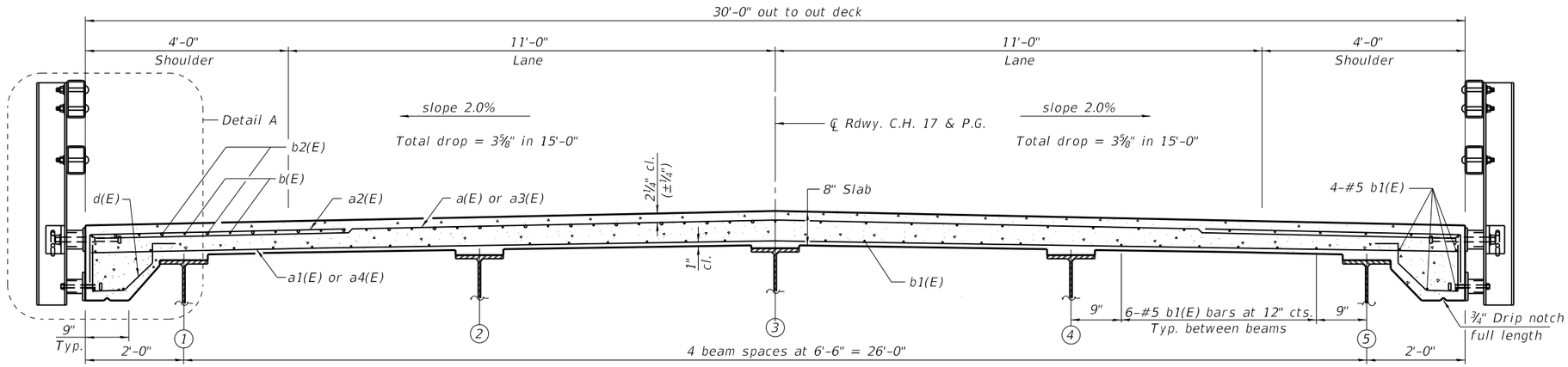
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



DETAIL A

SUPERSTRUCTURE BILL OF MATERIAL

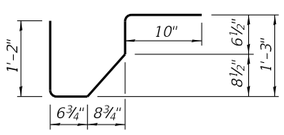
Bar	No.	Size	Length	Shape
a(E)	315	#5	29'-9"	———
a1(E)	189	#5	29'-9"	———
a2(E)	656	#6	8'-6"	⌐——
a3(E)	13	#5	29'-0"	———
a4(E)	7	#5	30'-3"	———
a5(E)	4	#5	30'-5"	———
b(E)	155	#5	35'-7"	———
b1(E)	192	#5	30'-3"	———
b2(E)	60	#6	32'-8"	———
d(E)	656	#5	4'-1"	⌐—
m10(E)	8	#6	30'-5"	———
m11(E)	24	#6	6'-2"	———
m12(E)	12	#6	1'-7"	———
s10(E)	56	#5	8'-3"	⊐
s11(E)	56	#5	9'-6"	⊓
v100(E)	62	#5	3'-1"	⌙
Reinforcement Bars, Epoxy Coated		Pound	44,160	
Concrete Superstructure		Cu. Yd.	163.1	
Bridge Deck Grooving		Sq. Yd.	510	
Protective Coat		Sq. Yd.	607	
Bar Terminators		Each	62	



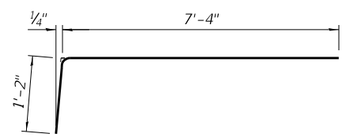
CROSS SECTION

(Looking South)

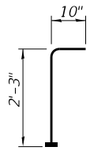
NEAR PIER



BAR d(E)



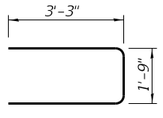
BAR a2(E)



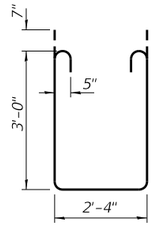
BAR v100(E)

(Headed. 1-#5 Bar Terminator)

NEAR MIDSPAN



BAR s10(E)



BAR s11(E)

Notes:

For Section A-A and Diaphragm Details, see Sheet 8 of 21.

See Sheet 9 of21 for Railing Details.

Bars indicated thus 31x5-#5 etc. indicates 31 lines of bars with 5 lengths per line.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706.

Bar Terminators paid for separately.

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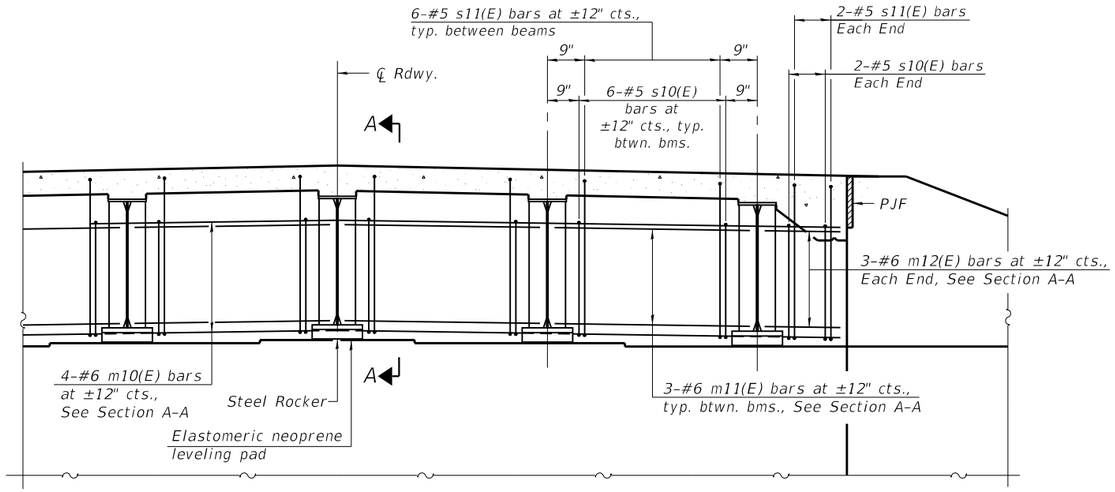
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PLOT SCALE = 24.000000 ' / in.	DRAWN - AMS	REVISED -
PLOT DATE = 7/2/2026	CHECKED - RJP	REVISED -

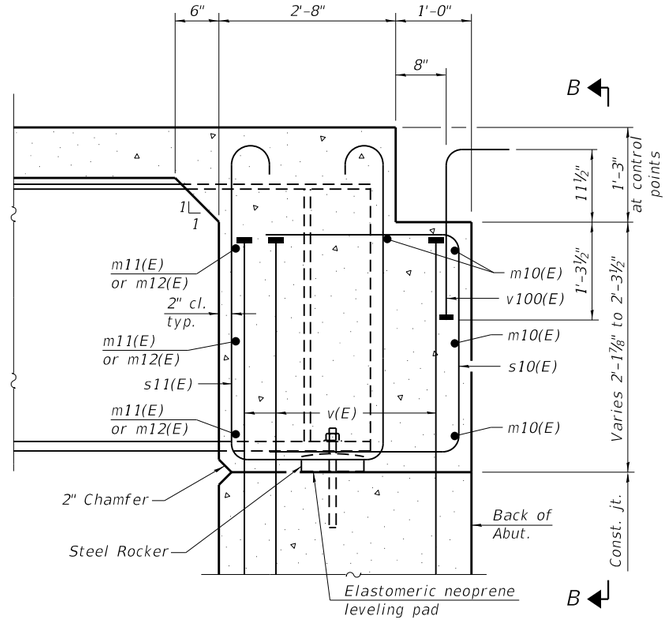
HANCOCK COUNTY
HIGHWAY DEPARTMENT

SUPERSTRUCTURE
STRUCTURE NO. 034-3171
SHEET NO. 7 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	14
		CONTRACT NO. 93862		
	ILLINOIS	FED. AID PROJECT		

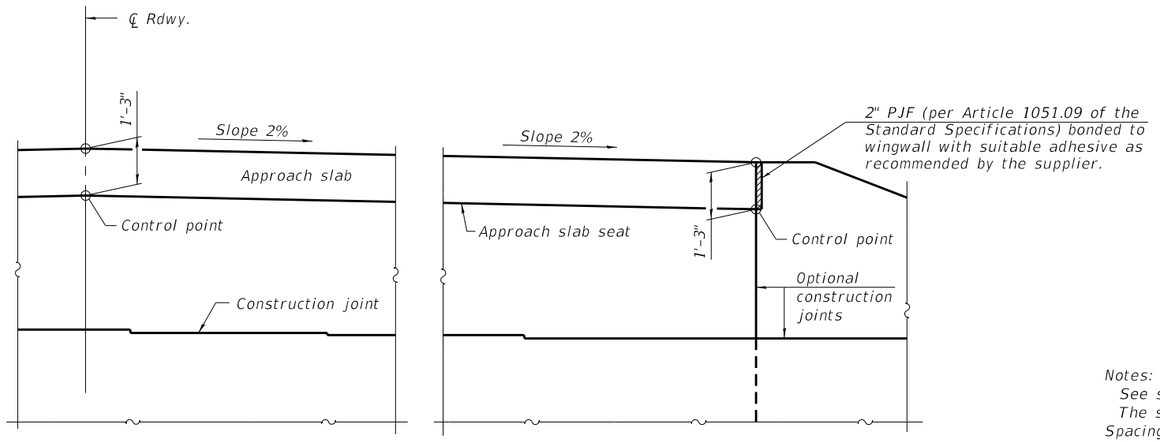


DIAPHRAGM AT ABUTMENT

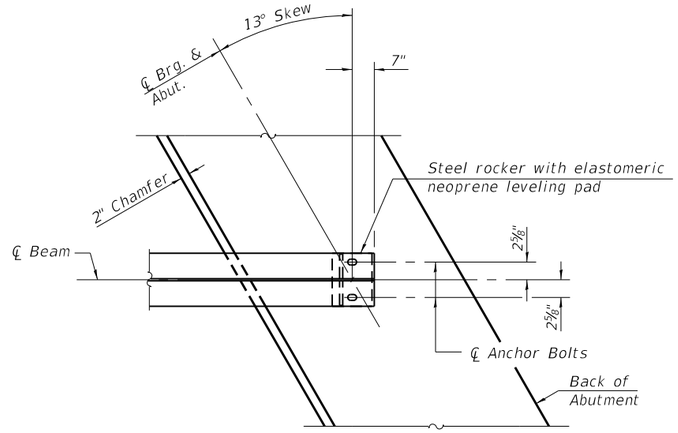


SECTION A-A

(at Rt. L's)



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

See sheet 7 of 21 for superstructure details and Bill of Material.

The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

For v(E) bars, see Sheets 14 and 15 of 21.

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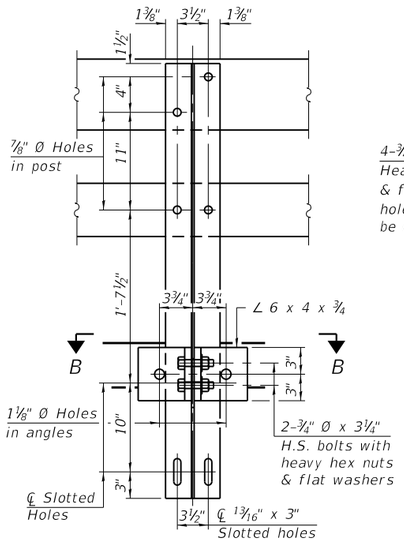
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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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	CHECKED - RJP	REVISED -
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PLOT DATE = 7/2/2026	CHECKED - RJP	REVISED -

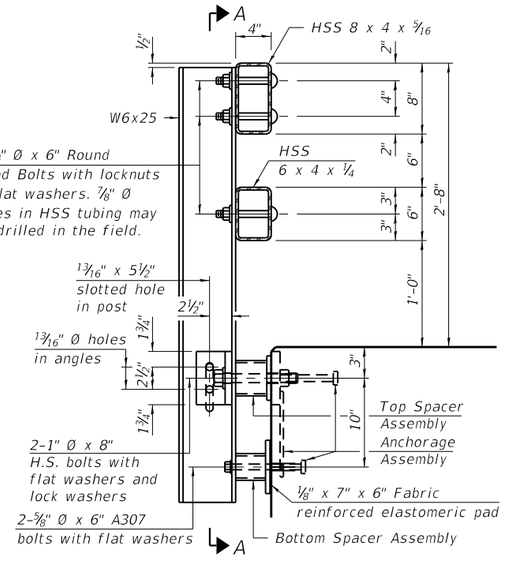
HANCOCK COUNTY
HIGHWAY DEPARTMENT

DIAPHRAGM DETAILS
STRUCTURE NO. 034-3171
SHEET NO. 8 OF 21 SHEETS

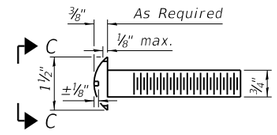
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	15
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		



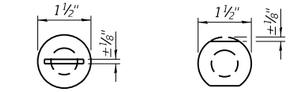
SECTION A-A



SECTION AT RAIL POST



ROUND HEAD BOLT DETAIL

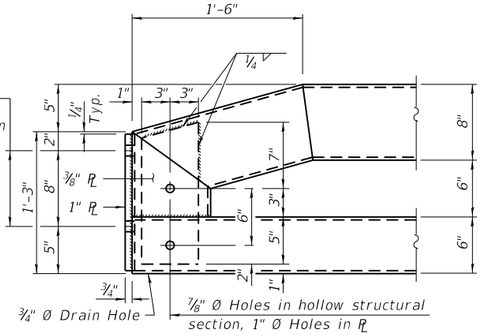


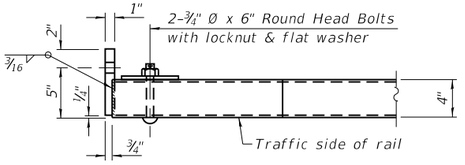
With Slot (shown) or Approved Recess

Without Slot or Recess

VIEW C-C

1⅛" Ø Holes for 1" Ø x 4" Round Head Bolts. Provide 2 flat washers & locknuts for guard rail connection shown on Hwy. Std. 631026 or BLR 27-1.





END OF RAIL DETAILS

Notes:

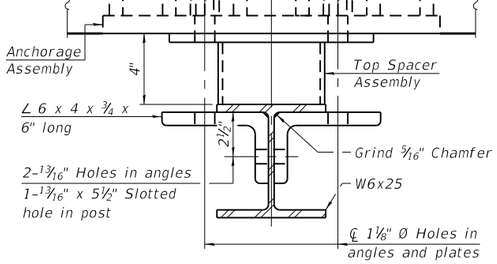
A sufficient number of shims of various thicknesses, sized to fit behind the top spacer assembly, 5" x 11½", and bottom spacer assembly, 6" x 7", shall be provided to adjust posts for proper alignment. If the summation of shims is greater than ¼" (top) or ½" (bottom), longer bolts are required. Cost included with Steel Railing, Type SM.

All steel rail elements including shims shall be galvanized according to Article 509.05 of the Standard Specifications.

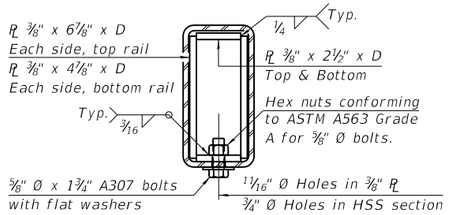
All HSS tubing serving as railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

Rail splice inserts may be built out of 2-⅜" bent plates in lieu of the 4 plate rail splice inserts shown, provided the outside dimensions are matched.

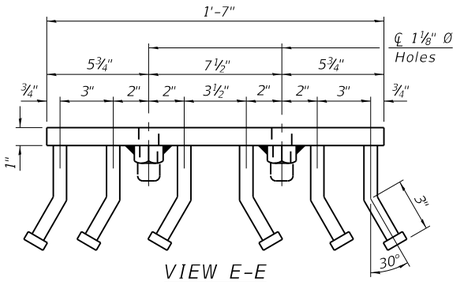
All round head bolts shall be ASTM A307 with locknuts according to ASTM A563 grade A.



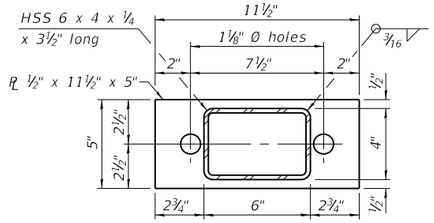
SECTION B-B



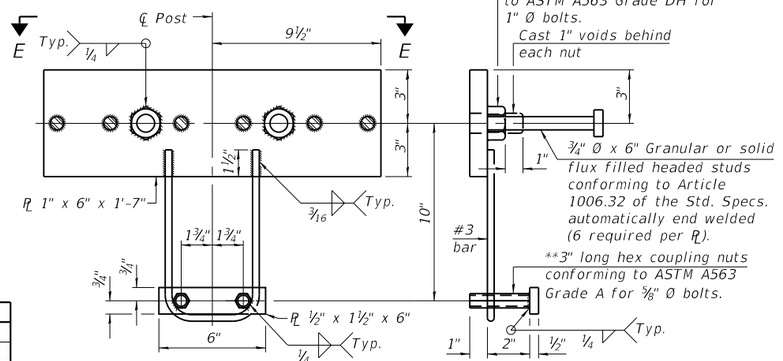
SECTION AT RAIL SPLICE



VIEW E-E

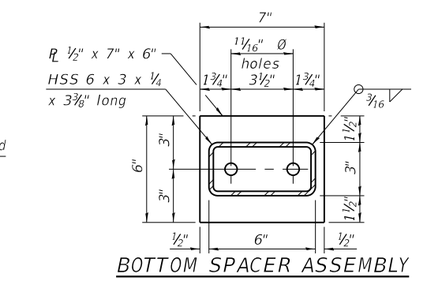


TOP SPACER ASSEMBLY

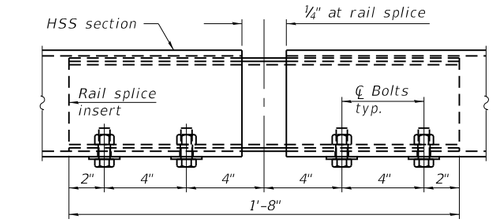


** Threaded areas shall be plugged or blocked off during casting of concrete.

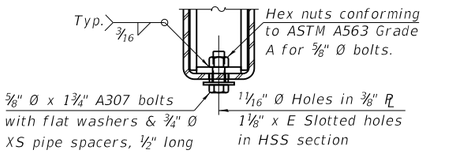
ANCHORAGE ASSEMBLY



BOTTOM SPACER ASSEMBLY



RAIL SPLICE ELEVATION



RAIL SPLICE CONNECTION AT EXPANSION JT.

RAILING CRITERIA

MASH 2016 Test Level	2
Railing Weight (plf)	90
Min f'c (psi)	4,000
Max Post Spacing	6'-3"

SPLICE DIMENSIONS

Location	T	A	B	C	D	E
All locs. not over exp. jts.	0	¼"	4"	4"	1'-8"	-
Over Strip Seal Jt.	≤4"	2½"	4⅜"	4⅜"	1'-10"	3 3/16"
Over Finger or Modular Jt.	≤9½"	5½"	7⅜"	7¼"	2'-9¼"	5 13/16"
Over Finger or Modular Jt.	≤15"	8¼"	10⅛"	10"	3'-8¼"	8 9/16"

T = ; total movement along centerline of roadway at expansion joint.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	332

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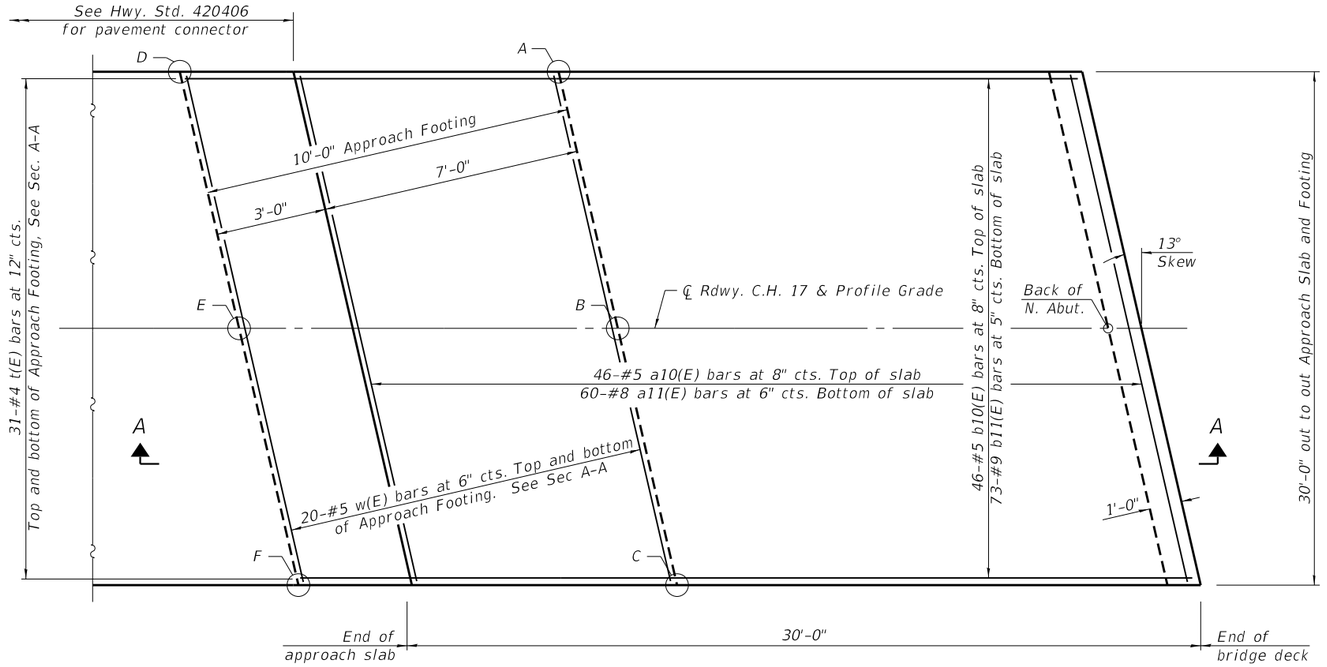
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HANCOCK COUNTY HIGHWAY DEPARTMENT

STEEL RAILING, TYPE SM
STRUCTURE NO. 034-3171
SHEET NO. 9 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	16
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		



PLAN

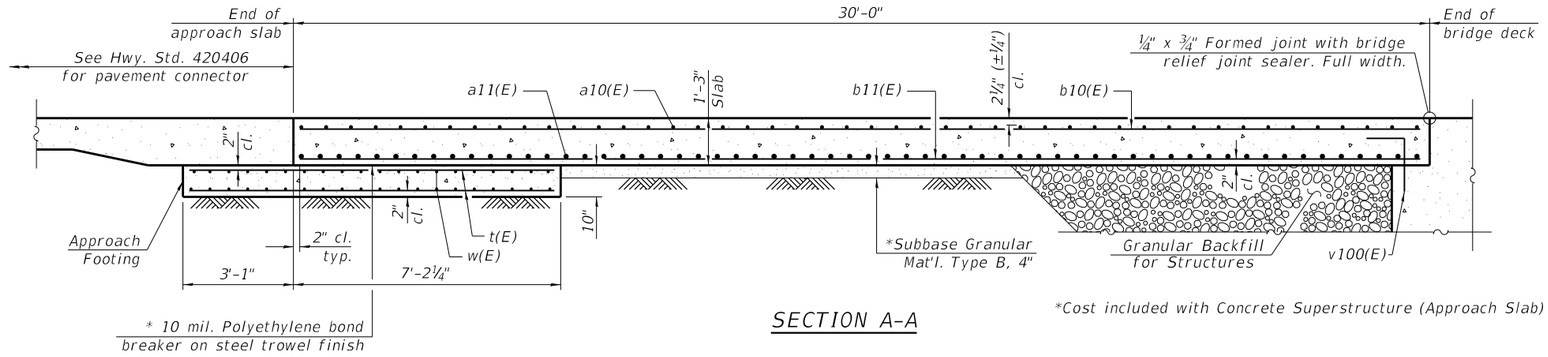
(North Approach shown, South Approach similar by 180° rotation)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	North Approach		South Approach	
Point	Top	Bottom	Top	Bottom
A	584.54	583.71	584.35	583.52
B	584.84	584.01	584.65	583.82
C	584.54	583.70	584.35	583.52
D	584.55	583.72	584.34	583.51
E	584.85	584.02	584.64	583.81
F	584.55	583.71	584.34	583.51

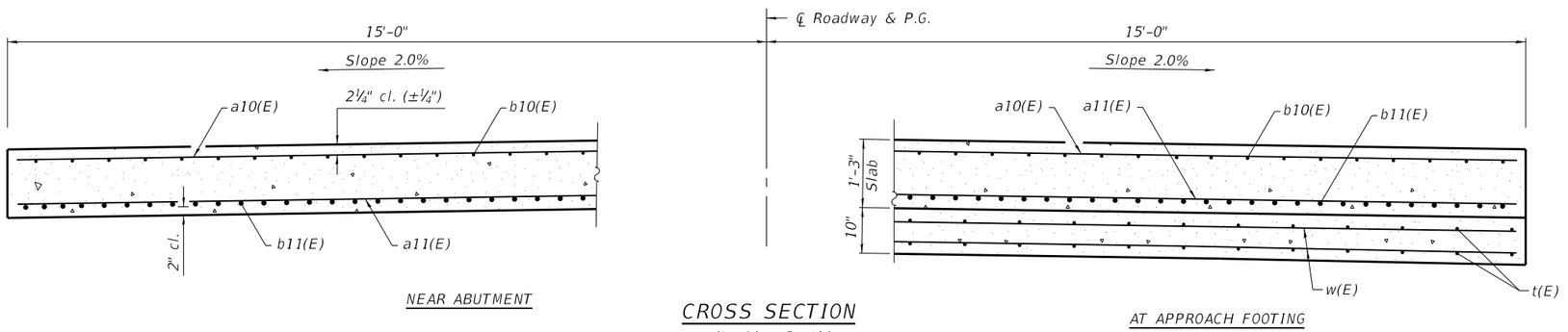
TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	30'-5"	——
a11(E)	120	#8	30'-5"	——
b10(E)	92	#5	29'-8"	——
b11(E)	146	#9	29'-8"	——
t(E)	124	#4	10'-0"	——
w(E)	80	#5	30'-5"	——
Bridge Deck Grooving			Sq. Yd.	187
Protective Coat			Sq. Yd.	200
Concrete Superstructure (Approach Slab)			Cu. Yd.	83.4
Concrete Structures			Cu. Yd.	19.0
Reinforcement Bars, Epoxy Coated			Pound	33,610



SECTION A-A

*Cost included with Concrete Superstructure (Approach Slab)



NEAR ABUTMENT

CROSS SECTION

(Looking South)

AT APPROACH FOOTING

Notes:

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 21.
For v100(E) bar detail, see sheet 7 of 21.

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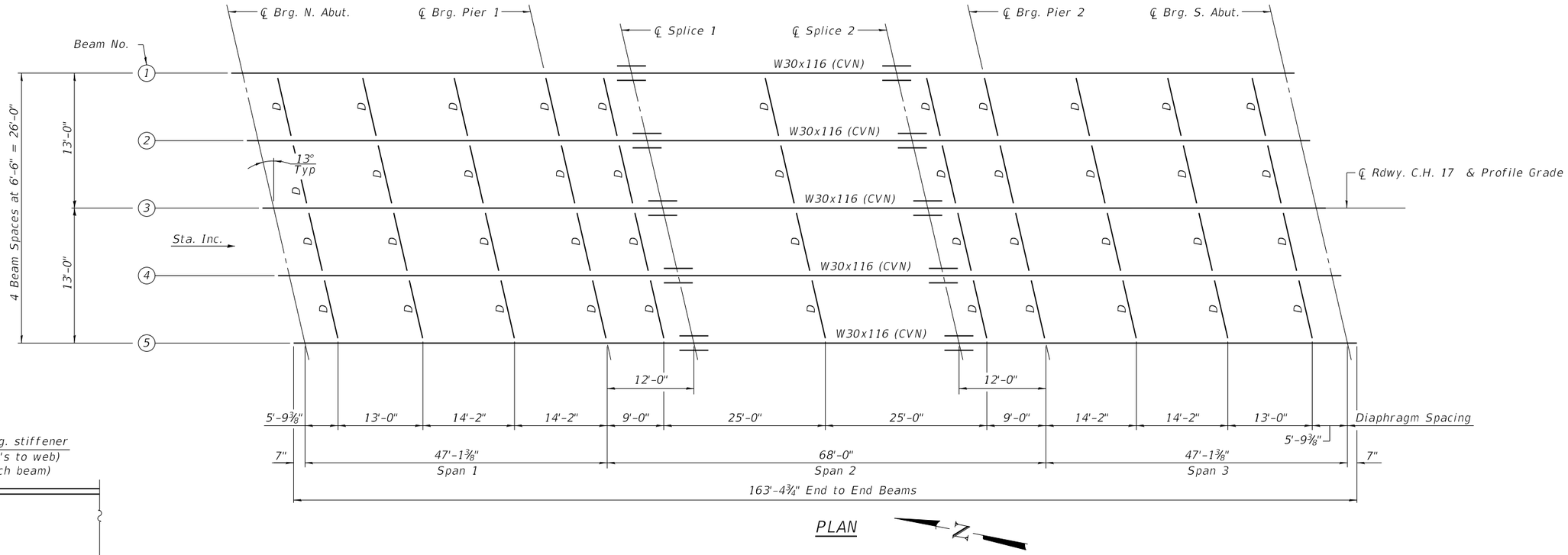
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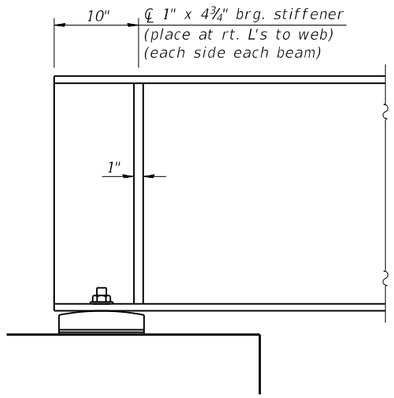
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 034-3171

SHEET NO. 10 OF 21 SHEETS

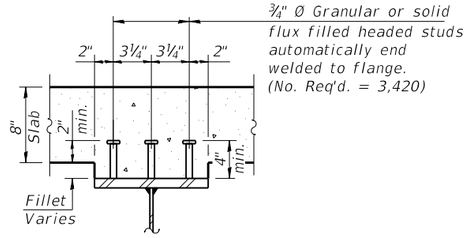
C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			



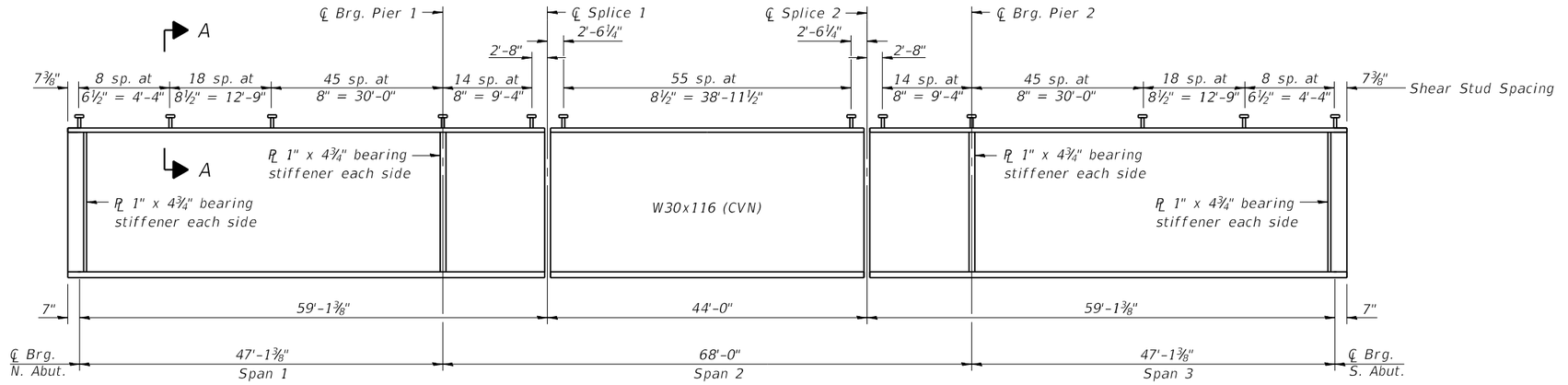
PLAN



END ELEVATION



SECTION A-A



BEAM ELEVATION

All beams are W30x116, AASHTO M270, Grade 50W (CVN)

TOP OF BEAM ELEVATIONS

(For fabrication only)

Beam	℄ Brg. N. Abut.	℄ Brg. Pier 1	℄ Splice 1	℄ Splice 2	℄ Brg. Pier 2	℄ Brg. S. Abut.
1	585.01	584.97	584.96	584.92	584.91	584.87
2	585.14	585.10	585.09	585.05	585.04	584.99
3	585.27	585.23	585.22	585.17	585.16	585.12
4	585.14	585.09	585.08	585.04	585.03	584.99
5	585.01	584.96	584.95	584.91	584.90	584.86

Notes:
See Sheet 12 of 21 for additional steel details.
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor bolts.
Load carrying components designated (CVN) shall conform to the Charpy-V-Notch impact energy requirements, zone 2.

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HANCOCK COUNTY
HIGHWAY DEPARTMENT

FRAMING PLAN
STRUCTURE NO. 034-3171
SHEET NO. 11 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	18
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			

INTERIOR BEAM MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
I_s	(in^4)	4,930	4,930	4,930
$I_c(n)$	(in^4)	14,599	14,599	14,599
$I_c(3n)$	(in^4)	11,006	11,006	11,006
$I_c(cr)$	(in^4)	———	7,035	———
S_s	(in^3)	329	329	329
$S_c(n)$	(in^3)	504	13,825	504
$S_c(3n)$	(in^3)	461	1,799	461
$S_c(cr)$	(in^3)	———	398	———
S_x	(in^3)	———	380	———
DC1	(k/')	0.810	0.810	0.810
M_{DC1}	('k)	103	285	184
DC2	(k/')	0.020	0.020	0.020
M_{DC2}	('k)	3	7	5
DW	(k/')	0.300	0.300	0.300
M_{DW}	('k)	38	105	68
LLDF		0.62	0.60	0.58
M_{L+IM}	('k)	481	502	555
f_f (Strength I)	(ksi)	0.00	0.00	0.00
$M_u + {}^1/_3 f_f S_x$	('k)	1,032	1,401	1,309
$\phi_f M_n$	('k)	2,775	1,698	2,775
f_s DC1	(ksi)	3.76	10.40	6.71
f_s DC2	(ksi)	0.08	0.05	0.13
f_s DW	(ksi)	0.99	0.70	1.77
f_s (L+IM)	(ksi)	11.45	0.44	13.21
f_f (Service II)	(ksi)	0.00	0.00	0.00
$f_s + {}^{f_f}/_2$ (Service II)	(ksi)	19.70	11.72	25.78
Service II Resistance	(ksi)	47.50	47.50	47.50
$f_s + {}^{f_f}/_3$ (Strength I)	(ksi)	———	———	———
$\phi_f F_n$	(ksi)	———	———	———
Vf	(k)	23.9	26.3	23.2

BEAM REACTION TABLE			
		Abutments	Piers
LLDF		0.74	0.74
OCF		1.05	1.05
R_{DC1}	(k)	13.1	52.7
R_{DC2}	(k)	0.3	1.3
R_{DW}	(k)	4.8	19.5
R_L	(k)	51.7	84.2
R_{Im}	(k)	13.6	17.0
R_{Total} (Strength I)(Impact)	(k)	138.3	274.0
R_{Total} (Strength I)(No Impact)	(k)	114.5	244.0

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u : Strength I load combination of factored design moments (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

f_f : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

$\phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_s

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
$M_{L+IM} / S_c(n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

$f_s + f_f/2$ (Service II): Sum of stresses as computed below (ksi).
f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (L + IM) + $f_f/2$

Service II Resistance: Composite ($0.95R_hF_{yf}$) or noncomposite ($0.80R_hF_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_f/3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
$1.25\ (f_s$ DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (L + IM) + $f_f/3$

$\phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

V_f : Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

R_{DC1} : Un-factored reaction due to non-composite dead load (kip).

R_{DC2} : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

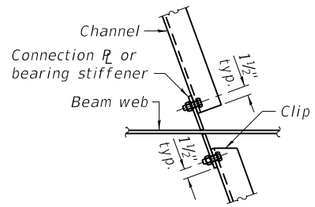
R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_L : Un-factored live load reaction (kip).

R_{IM} : Un-factored dynamic load allowance (impact) (kip).

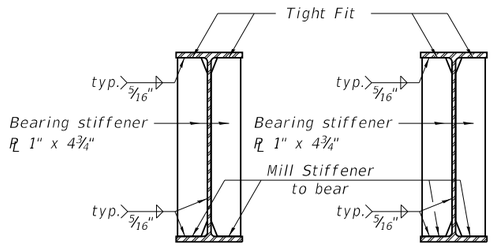
R_{Total} (Strength I)(Impact): Strength I load combination of factored design reactions (kip).
$1.25\ (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\ (R_L + R_{IM})$

R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
$1.25\ (R_{DC1} + R_{DC2}) + 1.5R_{DW} + 1.75\ (R_L)$



DIAPHRAGM FRAMING DETAIL

Notes:
Two hardened washers required for each set of oversized holes.
Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the County.
See Diaphragm Framing Detail for connection plate orientation.

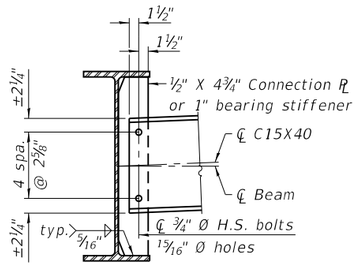


AT ABUTMENTS AT PIERS

See Weld Limits and Clip Details

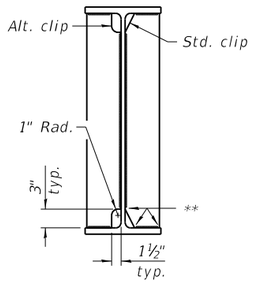
BEARING STIFFENER DETAILS

(10 locations at abutments, 10 locations at piers)



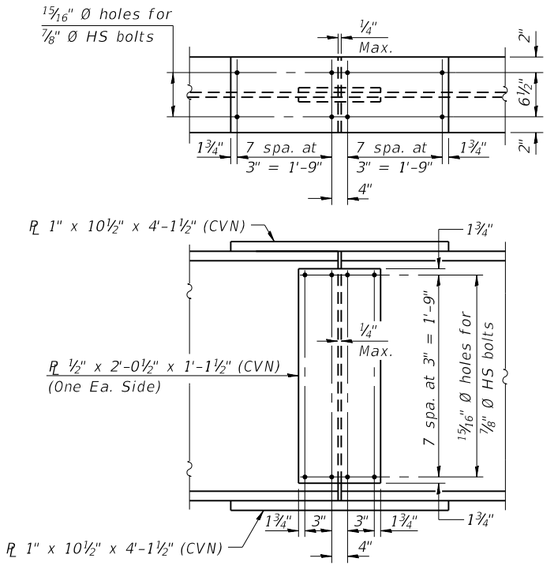
INTERIOR DIAPHRAGM, D

(44 required)



WELD LIMITS AND CLIP DETAILS

** Stop welds ¼" (±⅛") from edges as shown. Typical.



FIELD SPLICE DETAIL

(10 required)

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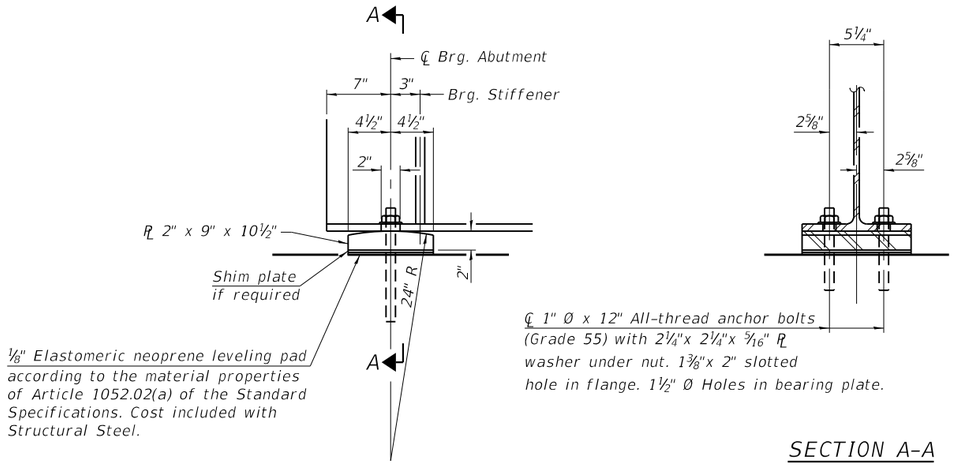
KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = r.jp	DESIGNED - AMS	REVISED -
	CHECKED - RJP	REVISED -
PLOT SCALE = 24.000000 ' / in.	DRAWN - AMS	REVISED -
PLOT DATE = 7/2/2026	CHECKED - RJP	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

BEAM DETAILS
STRUCTURE NO. 034-3171
SHEET NO. 12 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	19
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

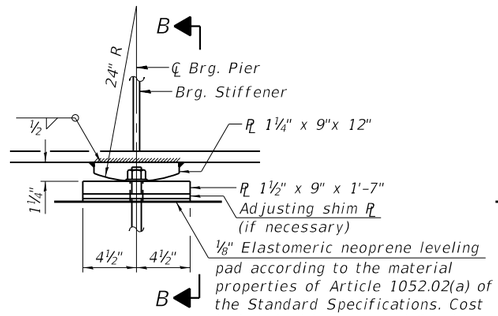


SECTION A-A

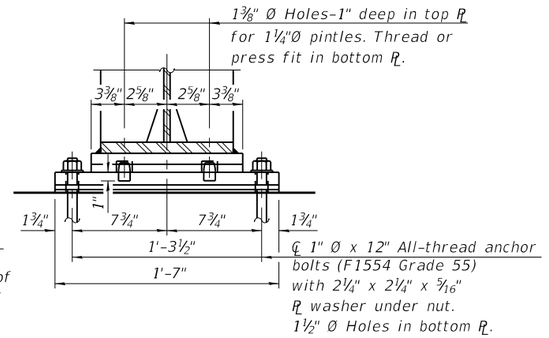
ELEVATION AT ABUTMENT

FIXED BEARING AT ABUTMENT

(10 required)



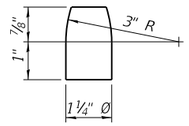
ELEVATION AT PIER



SECTION B-B

FIXED BEARING AT PIER

(10 required)



PINTLE

Notes:

Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and as shown on bearing details.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50W.

Cost of fixed bearing assemblies are included with Furnishing and Erecting Structural Steel.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	40

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

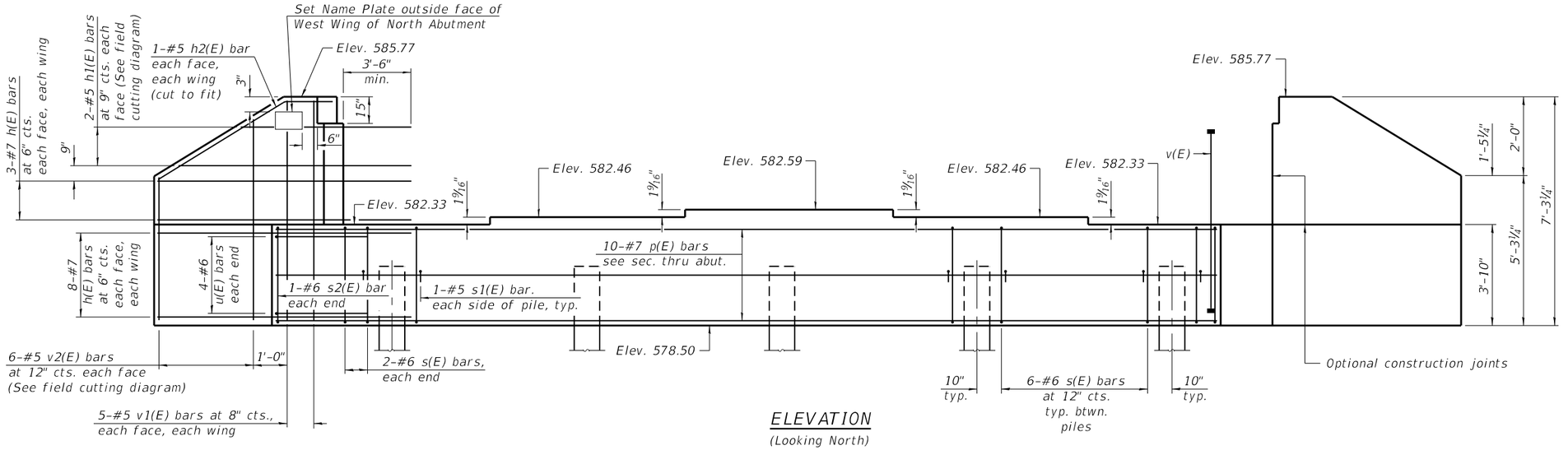
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PLOT DATE = 7/2/2026	CHECKED - RJP	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

BEARING DETAILS
STRUCTURE NO. 034-3171

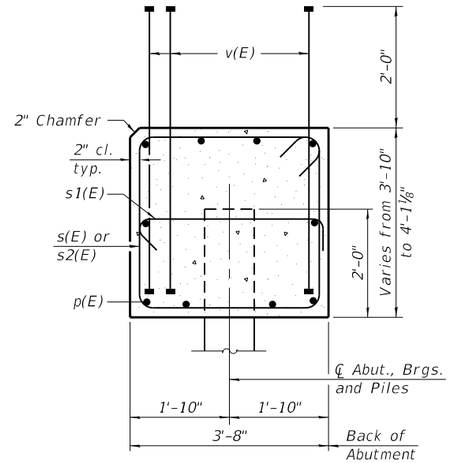
SHEET NO. 13 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	20
		CONTRACT NO. 93862		
	ILLINOIS	FED. AID PROJECT		



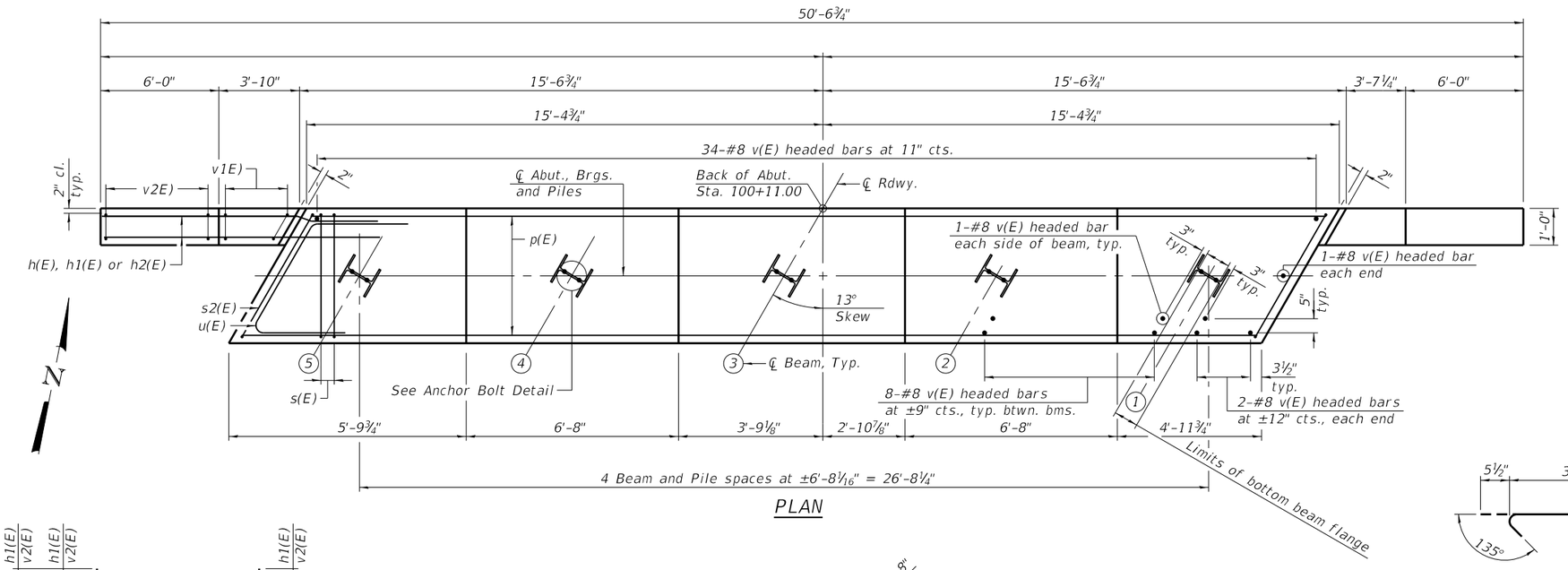
ELEVATION

(Looking North)



SEC. THRU ABUT.

Dimensions at right angles to abutment.



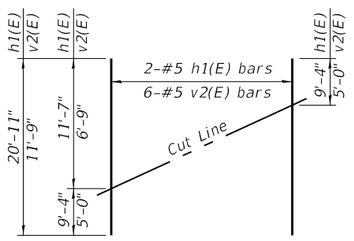
PLAN

PILE DATA

Type: Steel HP 12x53 with Pile Shoes
Nominal Required Bearing: 419 Kips/Pile
Factored Resistance Available: 230 Kips/Pile
Est. Length: 40 Ft./Pile
No. Production Piles: 4
No. Test Piles: 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	44	#7	15'-6"	
h1(E)	4	#5	20'-11"	
h2(E)	4	#5	9'-10"	
p(E)	10	#7	30'-4"	
s(E)	28	#6	15'-0"	
s1(E)	10	#5	4'-4"	
s2(E)	2	#6	15'-2"	
u(E)	8	#6	11'-11"	
v(E)	82	#8	5'-5"	
v1(E)	20	#5	6'-11"	
v2(E)	12	#5	11'-9"	
Structure Excavation	Cu. Yd.		116	
Concrete Structures	Cu. Yd.		21.3	
Reinforcement Bars, Epoxy Coated	Pound		4,480	
Furnishing Steel Piles, HP 12x53	Foot		160	
Driving Piles	Foot		160	
Test Pile, HP 12x53	Each		1	
Pile Shoes	Each		5	
Name Plates	Each		1	
Bar Terminators	Each		164	



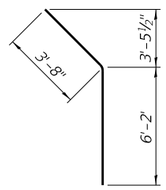
FIELD CUTTING DIAGRAM

Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.

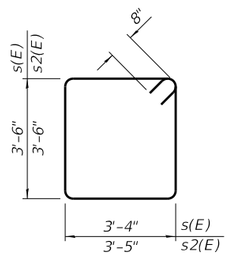


BAR v(E)

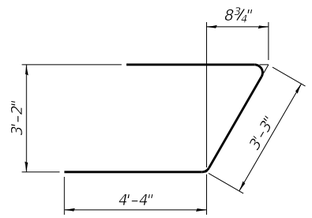
(Headed. 2-#8 Bar Terminator)



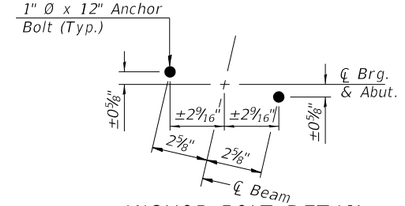
BAR h2(E)



BAR s(E) & s2(E)



BAR u(E)



ANCHOR BOLT DETAIL

BAR s1(E)

Notes:
Pour steps monolithically with cap.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706.
Bar Terminators paid for separately.
For details of piles see sheet 18 of 21.

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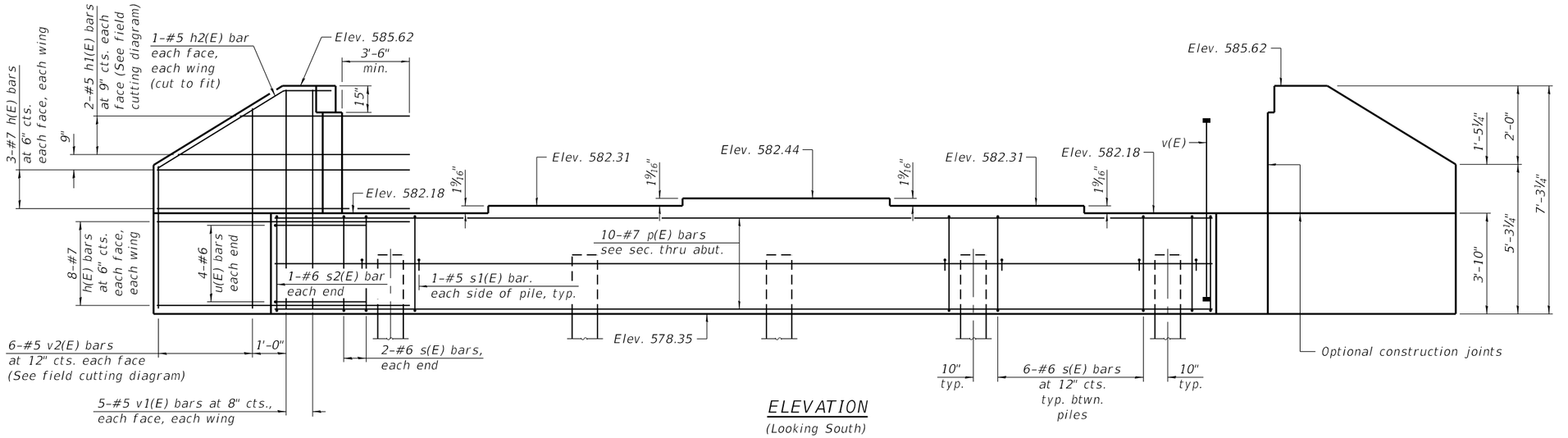
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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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HANCOCK COUNTY
HIGHWAY DEPARTMENT

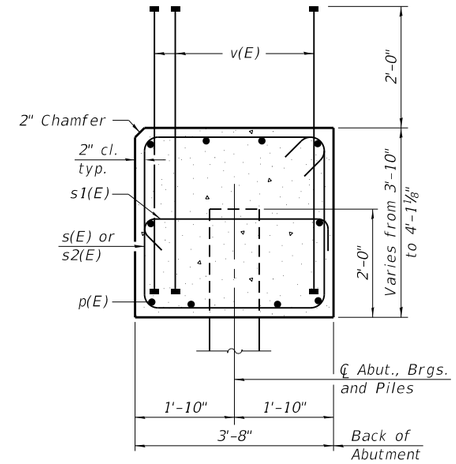
NORTH ABUTMENT
STRUCTURE NO. 034-3171
SHEET NO. 14 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 93862		
	ILLINOIS	FED. AID PROJECT		



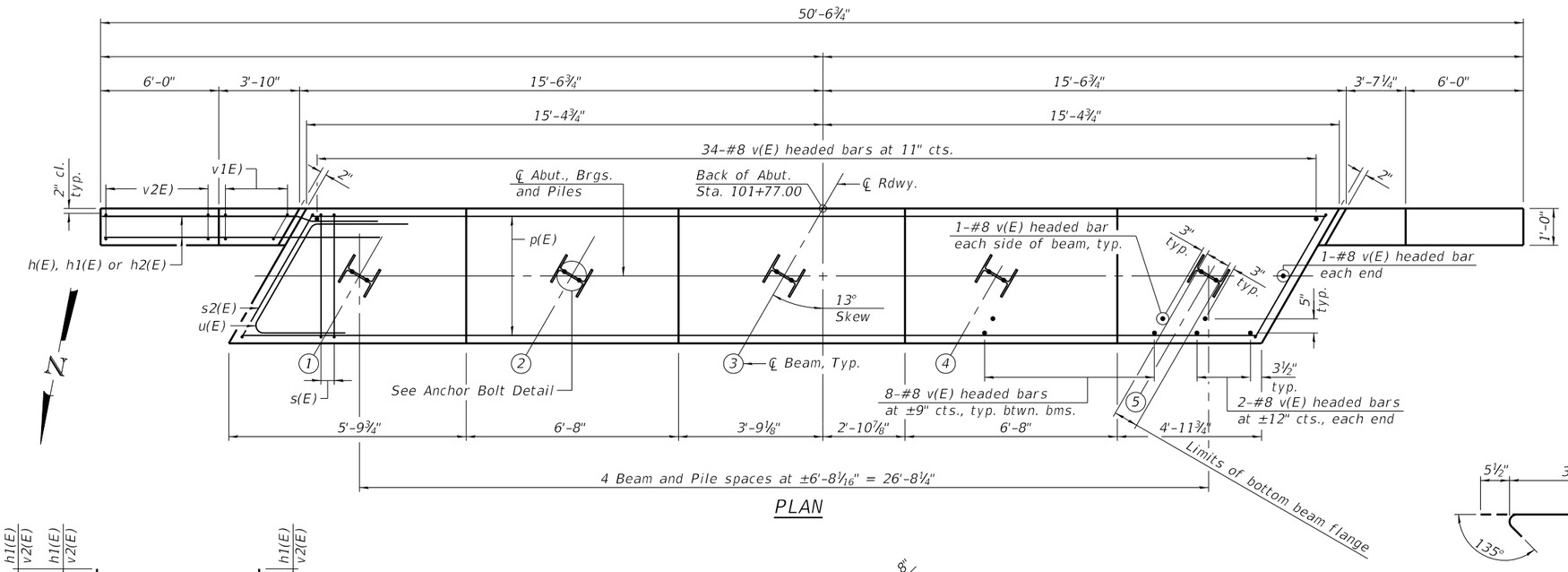
ELEVATION

(Looking South)

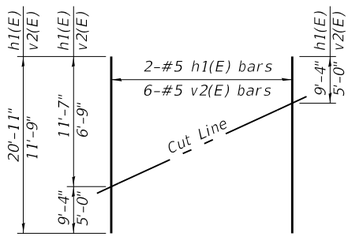


SEC. THRU ABUT.

Dimensions at right angles to abutment.



PLAN



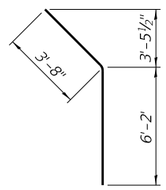
FIELD CUTTING DIAGRAM

Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.

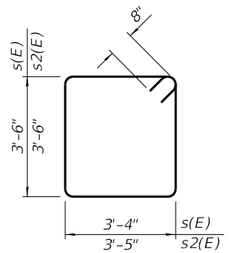


BAR v(E)

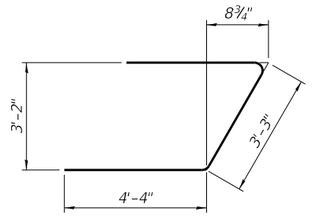
(Headed. 2-#8 Bar Terminator)



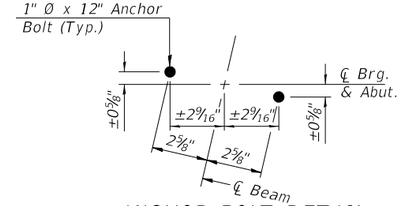
BAR h2(E)



BAR s(E) & s2(E)



BAR u(E)



ANCHOR BOLT DETAIL

BAR s1(E)

PILE DATA

Type: Steel HP 12x53 with Pile Shoes
Nominal Required Bearing: 419 Kips/Pile
Factored Resistance Available: 230 Kips/Pile
Est. Length: 35 Ft./Pile
No. Production Piles: 4
No. Test Piles: 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	44	#7	15'-6"	
h1(E)	4	#5	20'-11"	
h2(E)	4	#5	9'-10"	
p(E)	10	#7	30'-4"	
s(E)	28	#6	15'-0"	
s1(E)	10	#5	4'-4"	
s2(E)	2	#6	15'-2"	
u(E)	8	#6	11'-11"	
v(E)	82	#8	5'-5"	
v1(E)	20	#5	6'-11"	
v2(E)	12	#5	11'-9"	
Structure Excavation		Cu. Yd.	116	
Concrete Structures		Cu. Yd.	21.3	
Reinforcement Bars, Epoxy Coated		Pound	4,480	
Furnishing Steel Piles, HP 12x53		Foot	140	
Driving Piles		Foot	140	
Test Pile, HP 12x53		Each	1	
Pile Shoes		Each	5	
Bar Terminators		Each	164	

Notes:
Pour steps monolithically with cap.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706.
Bar Terminators paid for separately.
For details of piles see sheet 18 of 21.

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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PLOT DATE = 7/2/2026	CHECKED – RJP	REVISED –

HANCOCK COUNTY
HIGHWAY DEPARTMENT

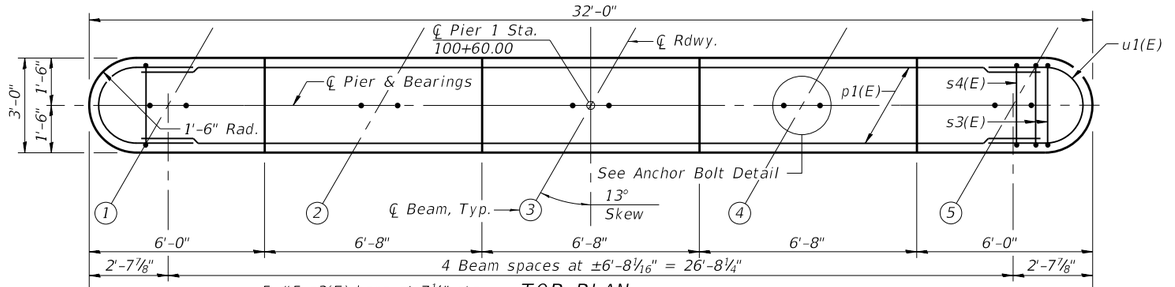
SOUTH ABUTMENT
STRUCTURE NO. 034-3171
SHEET NO. 15 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 93862		
	ILLINOIS	FED. AID PROJECT		

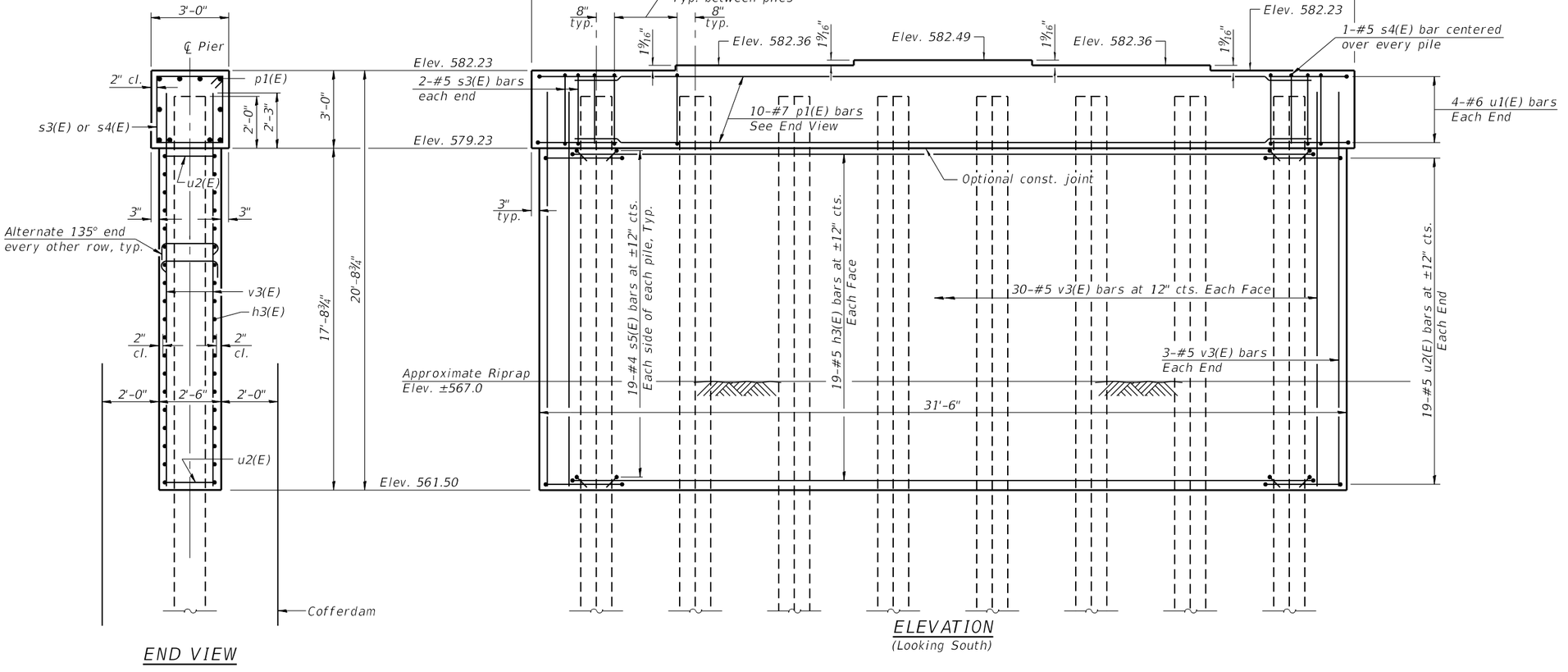
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 18 of 21.

PILE DATA

Type: Steel HP 12x53 with Pile Shoes
Nominal Required Bearing: 419 Kips/Pile
Factored Resistance Available: 230 Kips/Pile
Est. Length: 36 Ft./Pile
No. Production Piles: 7
No. Test Piles: 1

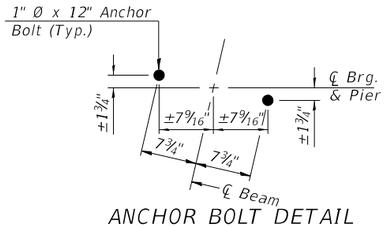


TOP PLAN

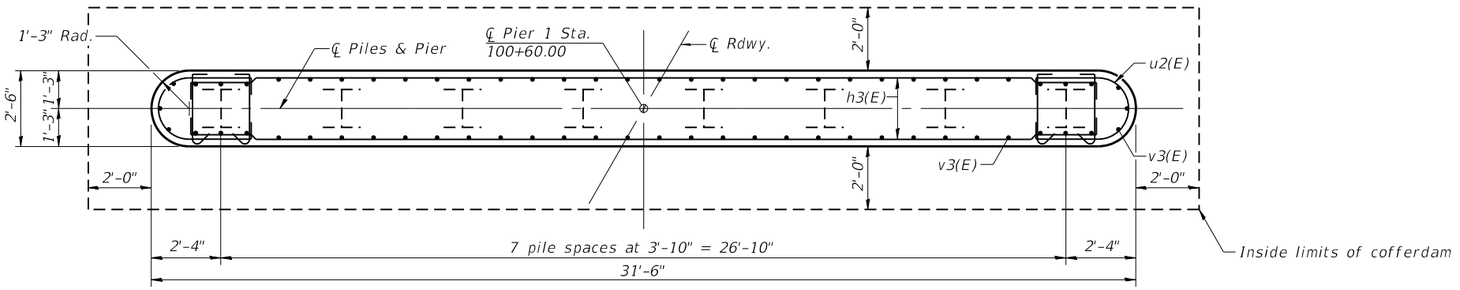


END VIEW

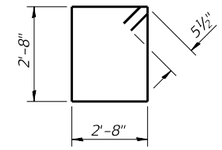
ELEVATION
(Looking South)



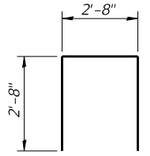
ANCHOR BOLT DETAIL



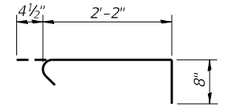
FOOTING PLAN



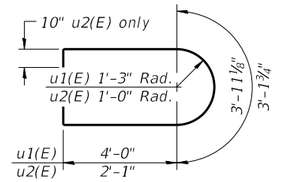
BAR s3(E)



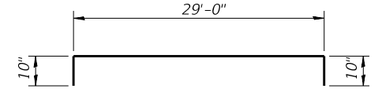
BAR s4(E)



BAR s5(E)



BARS u1(E) & u2(E)



BAR h3(E)

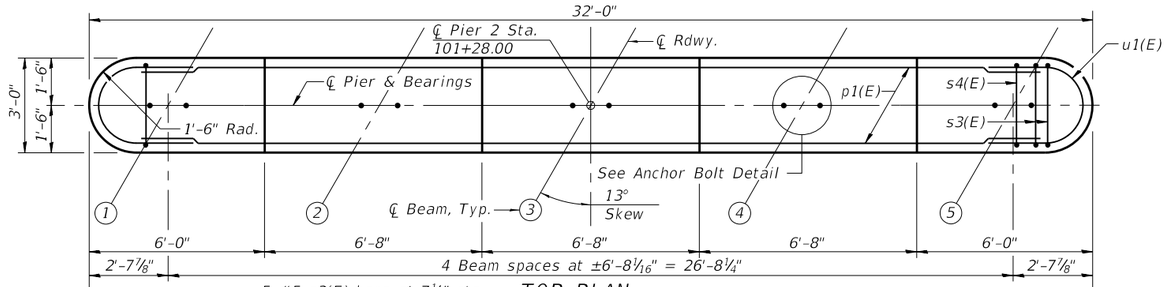
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	38	#5	30'-8"	
p1(E)	10	#7	29'-0"	
s3(E)	39	#5	11'-7"	
s4(E)	8	#5	8'-0"	
s5(E)	304	#4	3'-3"	
u1(E)	8	#6	11'-11"	
u2(E)	38	#5	9'-0"	
v3(E)	66	#5	19'-9"	
Cofferdam (Type 1) (Location 1)		Each	1	
Cofferdam Excavation		Cu. Yd.	46	
Concrete Structures		Cu. Yd.	61.7	
Reinforcement Bars, Epoxy Coated		Pound	4,870	
Furnishing Steel Piles, HP12x53		Foot	252	
Driving Piles		Foot	252	
Test Pile, HP 12x53		Each	1	
Pile Shoes		Each	8	

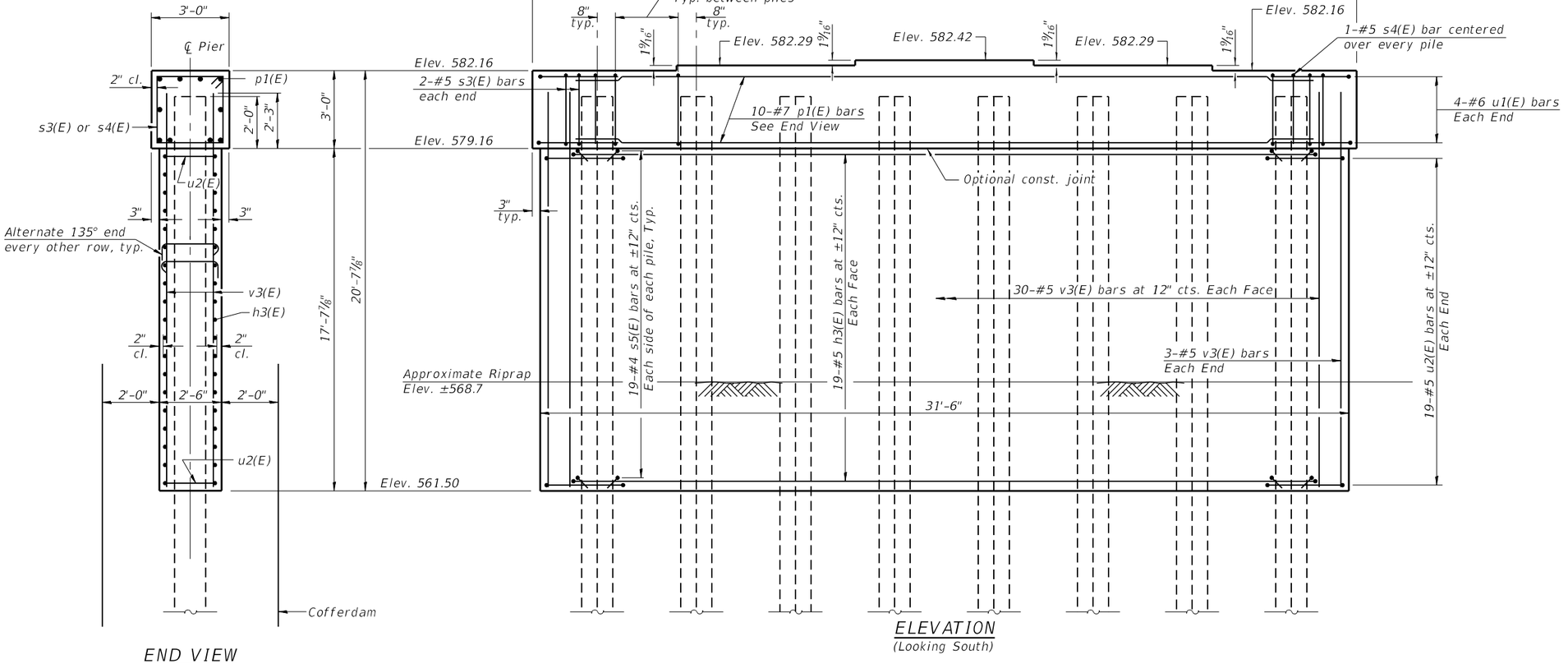
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 18 of 21.

PILE DATA

Type: Steel HP 12x53 with Pile Shoes
Nominal Required Bearing: 419 Kips/Pile
Factored Resistance Available: 230 Kips/Pile
Est. Length: 36 Ft./Pile
No. Production Piles: 8
No. Test Piles: 0

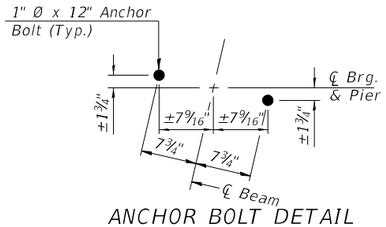


TOP PLAN

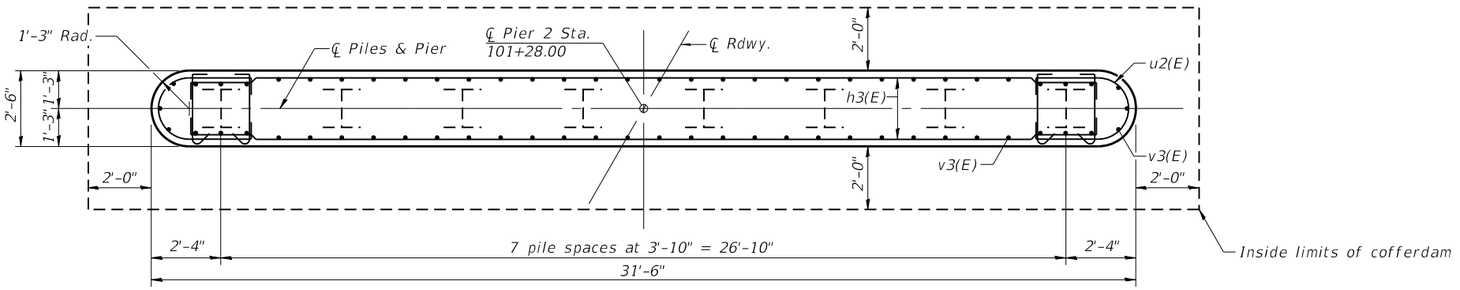


END VIEW

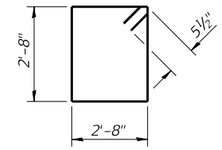
ELEVATION
(Looking South)



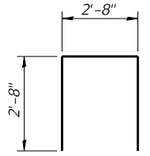
ANCHOR BOLT DETAIL



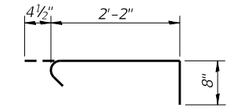
FOOTING PLAN



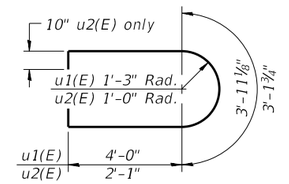
BAR s3(E)



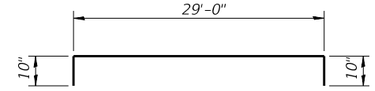
BAR s4(E)



BAR s5(E)



BARS u1(E) & u2(E)



BAR h3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	38	#5	30'-8"	
p1(E)	10	#7	29'-0"	
s3(E)	39	#5	11'-7"	
s4(E)	8	#5	8'-0"	
s5(E)	304	#4	3'-3"	
u1(E)	8	#6	11'-11"	
u2(E)	38	#5	9'-0"	
v3(E)	66	#5	19'-9"	
Cofferdam (Type 1) (Location 2)		Each	1	
Cofferdam Excavation		Cu. Yd.	72	
Concrete Structures		Cu. Yd.	61.5	
Reinforcement Bars, Epoxy Coated		Pound	4,870	
Furnishing Steel Piles, HP12x53		Foot	288	
Driving Piles		Foot	288	
Pile Shoes		Each	8	

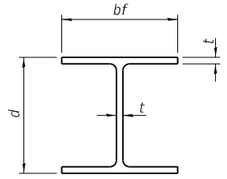
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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED – AMS	REVISED –	HANCOCK COUNTY HIGHWAY DEPARTMENT
	CHECKED – RJP	REVISED –	
PLOT SCALE = 24.000000 ' / in.	DRAWN – AMS	REVISED –	
PLOT DATE = 7/2/2026	CHECKED – RJP	REVISED –	

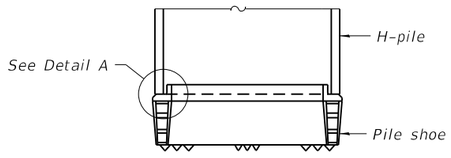
PIER 2
STRUCTURE NO. 034-3171
SHEET NO. 17 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	24
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			

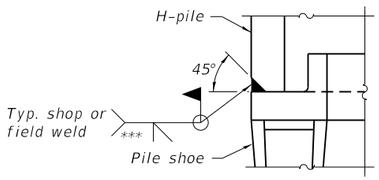


STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



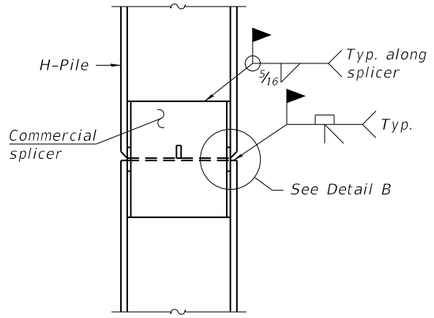
ELEVATION



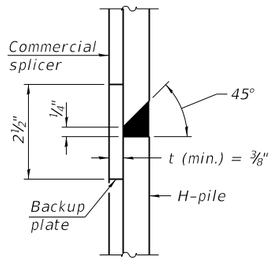
DETAIL A

SHOE ATTACHMENT

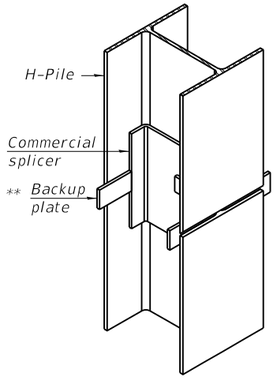
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ELEVATION

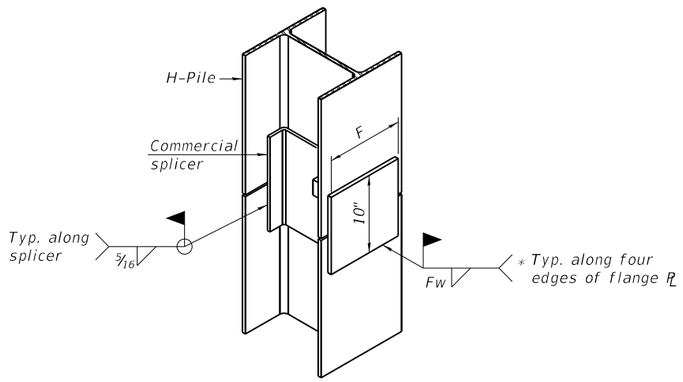


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



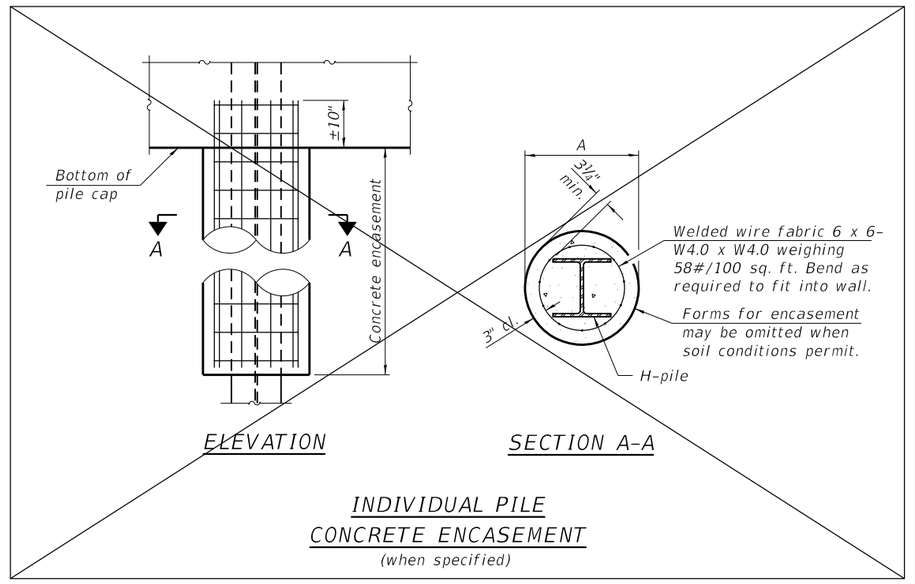
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

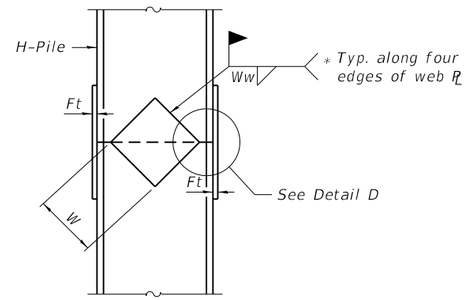
*** Weld size per pile shoe manufacturer (5/16" min.).



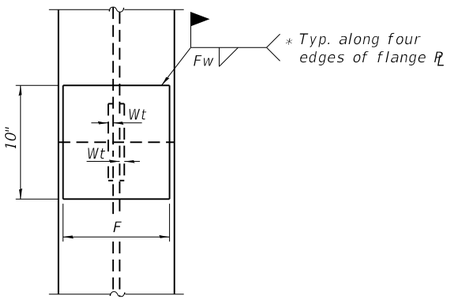
ELEVATION SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

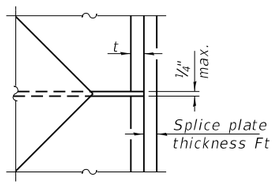
(when specified)



ELEVATION



END VIEW



DETAIL D

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

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USER NAME = rjp	DESIGNED – AMS	REVISED –	HANCOCK COUNTY HIGHWAY DEPARTMENT
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PLOT SCALE = 24.000000 ' / in.	DRAWN – AMS	REVISED –	
PLOT DATE = 7/2/2026	CHECKED – RJP	REVISED –	

HP PILE DETAILS
STRUCTURE NO. 034-3171
SHEET NO. 18 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	25
		CONTRACT NO. 93862		
	ILLINOIS	FED. AID PROJECT		

Project No.: 23-0357
Project: Hancock County CH 17 Bridge SN 034-3170
Client: Hancock County Highway Dept.
Boring No.: 1

Boring Log

Rig: CME 75
Location: Fountain Green Rd
Driller: MAS

Depth (ft.)	Symbol	Description	Qp, t.s.f.	Dry Density, P.C.F.	Depth/Elev.	Sample Number	Sample Type	Sample Blows/ft.	Qu, T.S.F.	Standard Penetration Test blows/ft. (10 20 30 40)	Water Content % (Wp — WI; 10 20 30 40)
0		Ground Surface			585.9						
		Asphalt			585.1						
		Crushed Stone			0.8 584.2						
		Fill: Sandy Lean Clay, (CL)			1.7						
5		Yellow Brown Mottled Light Gray, Medium, (CL)	2.0 0.75			1	SS	4		▲4	18.3 ●
					575.9						
10		Sandy Lean Clay, Gray Mottled Light Gray, Soft, (CL)	1.75 0.75		10.0	2	SS	3		▲3	20.2 ●
15		w/Light Gray Sand Layers, Soft, (CL)	1.5 0.5			3	SS	4		▲4	24.0 ●
		Silty Sand w/Sandy Lean Clay Layers, Light Gray, (SM)			568.9 17.0						
20		Very Loose, (SM)				4	SS	2		▲2	29.8 ●
25		Very Loose, (SM)				5	SS	2		▲2	
30		Very Loose, (SM)				6	SS	3		▲3	
					553.4						

Drill Method: 3 1/4" HSA
Boring Started: 3/5/2024
Boring Completed: 3/5/2024
Tested By: DAW
Logging By: DAW

GEOTECHNICS
Soil & Material Testing

Groundwater Elev. During Drilling: ▽ 565.9
Groundwater Elev. @ Comp.: ▽
Groundwater Elev. @ Hrs.: ▽
Boring Location: 19'N, 5'W of North Abut

Sheet 1 of 2

Project No.: 23-0357
Project: Hancock County CH 17 Bridge SN 034-3170
Client: Hancock County Highway Dept.
Boring No.: 1

Boring Log

Rig: CME 75
Location: Fountain Green Rd
Driller: MAS

Depth (ft.)	Symbol	Description	Qp, t.s.f.	Dry Density, P.C.F.	Depth/Elev.	Sample Number	Sample Type	Sample Blows/ft.	Qu, T.S.F.	Standard Penetration Test blows/ft. (10 20 30 40)	Water Content % (Wp — WI; 10 20 30 40)
					553.4						
35		Lean Clay w/Intermixed Fat Clay Seams, Yellow Brown Mottled Light Gray, Stiff, (CL-CH)	0.5 2.0		550.9 35.0	7	SS	5		▲5	20.2 ●
		Weathered Shale, Light Gray, Hard			547.9 38.0	8	SS	85		▲85 →	15.1 ●
40		Hard			541.4	9	SS	100-1"		▲100-1" →	
45		Rig Refusal @ 44.5 ft. End of Boring @ 44.5 ft.			44.5						
50											
55											
60											
65											

Drill Method: 3 1/4" HSA
Boring Started: 3/5/2024
Boring Completed: 3/5/2024
Tested By: DAW
Logging By: DAW

GEOTECHNICS
Soil & Material Testing

Groundwater Elev. During Drilling: ▽ 565.9
Groundwater Elev. @ Comp.: ▽
Groundwater Elev. @ Hrs.: ▽
Boring Location: 19'N, 5'W of North Abut

Sheet 2 of 2

BORING #1

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	CHECKED – RJP	REVISED –
PLOT SCALE = 24.000000 ' / in.	DRAWN – AMS	REVISED –
PLOT DATE = 7/2/2026	CHECKED – RJP	REVISED –

HANCOCK COUNTY
HIGHWAY DEPARTMENT

BORING LOGS
STRUCTURE NO. 034-3171
SHEET NO. 19 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	26
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			

Project No.: 23-0357
Project: Hancock County CH 17 Bridge SN 034-3170
Client: Hancock County Highway Dept.
Boring No.: 2

Boring Log

Rig: CME 75
Location: Fountain Green Rd
Driller: MAS

Depth (ft.)	Symbol	Description	Qp, t.s.f.	Dry Density, P.C.F.	Depth/Elev.	Sample Number	Sample Type	Sample Blows/ft.	Qu, T.S.F.	Standard Penetration Test blows/ft. (10 20 30 40)	Water Content % (Wp — WI; 10 20 30 40)
0		Ground Surface			585.8						
		Asphalt			585.1						
		Crushed Stone			584.6						
		Fill: Sandy Lean Clay, (CL)			584.5 1.3						
5		Soft, (CL)	1.75 0.5			1	SS	4		4	17.1
10		Sandy Lean CLay, Yellow Brown Mottled Light Gray, Stiff, (CL)	2.0 3.0		575.8 10.0	2	SS	5		5	16.4
15		w/Gravel, (CL) Poor Sample Recovery-Description from Auger Cuttings				3	SS	33		33	
20 ▽		Less Gravel, Hard, (CL)	4.5+ 4.5+			4	SS	19		19	18.8
25		Sandy Lean Clay w/Silty Sand Layers and Lenses, Yellow Brown Mottled Light Gray, Very Stiff, (CL)	4.5+ 2.75		560.8 25.0	5	SS	25		25	20.7
30		Silty Sand, Light Brown, Medium Dense, (SM)			555.8 30.0	6	SS	12		12	12.2
▽		Weathered Shale, Gray			553.8 32.0						

Drill Method: 3 1/4" HSA
Boring Started: 3/5/2024
Boring Completed: 3/5/2024
Tested By: DAW
Logging By: DAW

GEOTECHNICS
Soil & Material Testing

Groundwater Elev. During Drilling: ▽ 553.8
Groundwater Elev. @ Comp.: ▽ 565.8
Groundwater Elev. @ Hrs.: ▽
Boring Location: 14'S, 4'W of South Abut

Sheet 1 of 2

Project No.: 23-0357
Project: Hancock County CH 17 Bridge SN 034-3170
Client: Hancock County Highway Dept.
Boring No.: 2

Boring Log

Rig: CME 75
Location: Fountain Green Rd
Driller: MAS

Depth (ft.)	Symbol	Description	Qp, t.s.f.	Dry Density, P.C.F.	Depth/Elev.	Sample Number	Sample Type	Sample Blows/ft.	Qu, T.S.F.	Standard Penetration Test blows/ft. (10 20 30 40)	Water Content % (Wp — WI; 10 20 30 40)
					553.3						
35		Shale, Gray, Hard Rig Refusal @ 34.5 ft. End of Boring @ 34.5 ft.			551.3 34.5	7	SS	115-1"		115-1" →	12.3
40											
45											
50											
55											
60											
65											

Drill Method: 3 1/4" HSA
Boring Started: 3/5/2024
Boring Completed: 3/5/2024
Tested By: DAW
Logging By: DAW

GEOTECHNICS
Soil & Material Testing

Groundwater Elev. During Drilling: ▽ 553.8
Groundwater Elev. @ Comp.: ▽ 565.8
Groundwater Elev. @ Hrs.: ▽
Boring Location: 14'S, 4'W of South Abut

Sheet 2 of 2

BORING #2

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	CHECKED – AMS	REVISED –
PLOT SCALE = 24.000000 ' / in.	DRAWN – RJP	REVISED –
PLOT DATE = 7/2/2026	CHECKED – AMS	REVISED –

HANCOCK COUNTY
HIGHWAY DEPARTMENT

BORING LOGS
STRUCTURE NO. 034-3171
SHEET NO. 20 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	27
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			

Project No.: 23-0357
Project: Hancock County CH 17 Bridge SN 034-3170
Client: Hancock County Highway Dept.
Boring No.: 3

Boring Log

Rig: CME 75
Location: Fountain Green Rd
Driller: MAS

SUBSURFACE PROFILE						SAMPLE				Standard Penetration Test blows/ft.	Water Content %
Depth (ft.)	Symbol	Description	Qp, t.s.f.	Dry Density, P.C.F.	Depth/Elev.	Number	Type	Blows/ft.	Qu, T.S.F.	10 20 30 40	Wp ⊢●⊣ Wl 10 20 30 40
0		Ground Surface			585.8						
		Bridge Deck			585.0 0.8						
5		Air Below Bridge Deck Above Creek									
10											
15											
20		(6" Water @ 20.5 ft.) Began Drilling @ Creek Bottom @ 21 ft.			564.8 21.0						
25		Silty Sand, Brown, Very Loose, (SM)			561.3 24.5	1	SS	2		2	
		Sandy Gravel w/Silt Seams, Yellow Brown Mottled Light Gray, (GP-GM)			557.8 28.0		SS				
30		Medium Dense, (GP-GM)				2	SS	23		23	
					553.3						

Drill Method: 3 1/4" HSA
Boring Started: 3/5/2024
Boring Completed: 3/5/2024
Tested By: DAW
Logging By: DAW

GEOTECHNICS
Soil & Material Testing

Groundwater Elev. During Drilling: ▽ 553.8
Groundwater Elev. @ Comp.: ▽ 565.8
Groundwater Elev. @ Hrs.: ▽
Boring Location: 70'N, 4'W of South Abut

Sheet 1 of 2

Project No.: 23-0357
Project: Hancock County CH 17 Bridge SN 034-3170
Client: Hancock County Highway Dept.
Boring No.: 3

Boring Log

Rig: CME 75
Location: Fountain Green Rd
Driller: MAS

SUBSURFACE PROFILE						SAMPLE				Standard Penetration Test blows/ft.	Water Content %
Depth (ft.)	Symbol	Description	Qp, t.s.f.	Dry Density, P.C.F.	Depth/Elev.	Number	Type	Blows/ft.	Qu, T.S.F.	10 20 30 40	Wp ⊢●⊣ Wl 10 20 30 40
					553.3						
35		Shale, Light Gray, Hard			551.3 34.5	3	SS	80-3"		▲80-3" →	
		Hard Rig Refusal @ 37 ft. End of Boring @ 37 ft.			548.8 37.0	4	SS	105-2"		▲105-2" →	
40											
45											
50											
55											
60											
65											

Drill Method: 3 1/4" HSA
Boring Started: 3/5/2024
Boring Completed: 3/5/2024
Tested By: DAW
Logging By: DAW

GEOTECHNICS
Soil & Material Testing

Groundwater Elev. During Drilling: ▽ 553.8
Groundwater Elev. @ Comp.: ▽ 565.8
Groundwater Elev. @ Hrs.: ▽
Boring Location: 70'N, 4'W of South Abut

Sheet 2 of 2

BORING #3

P:\Quincy\23files\23@357\18.Transportation\Structure Plans\Final Bridge Plans.dgn

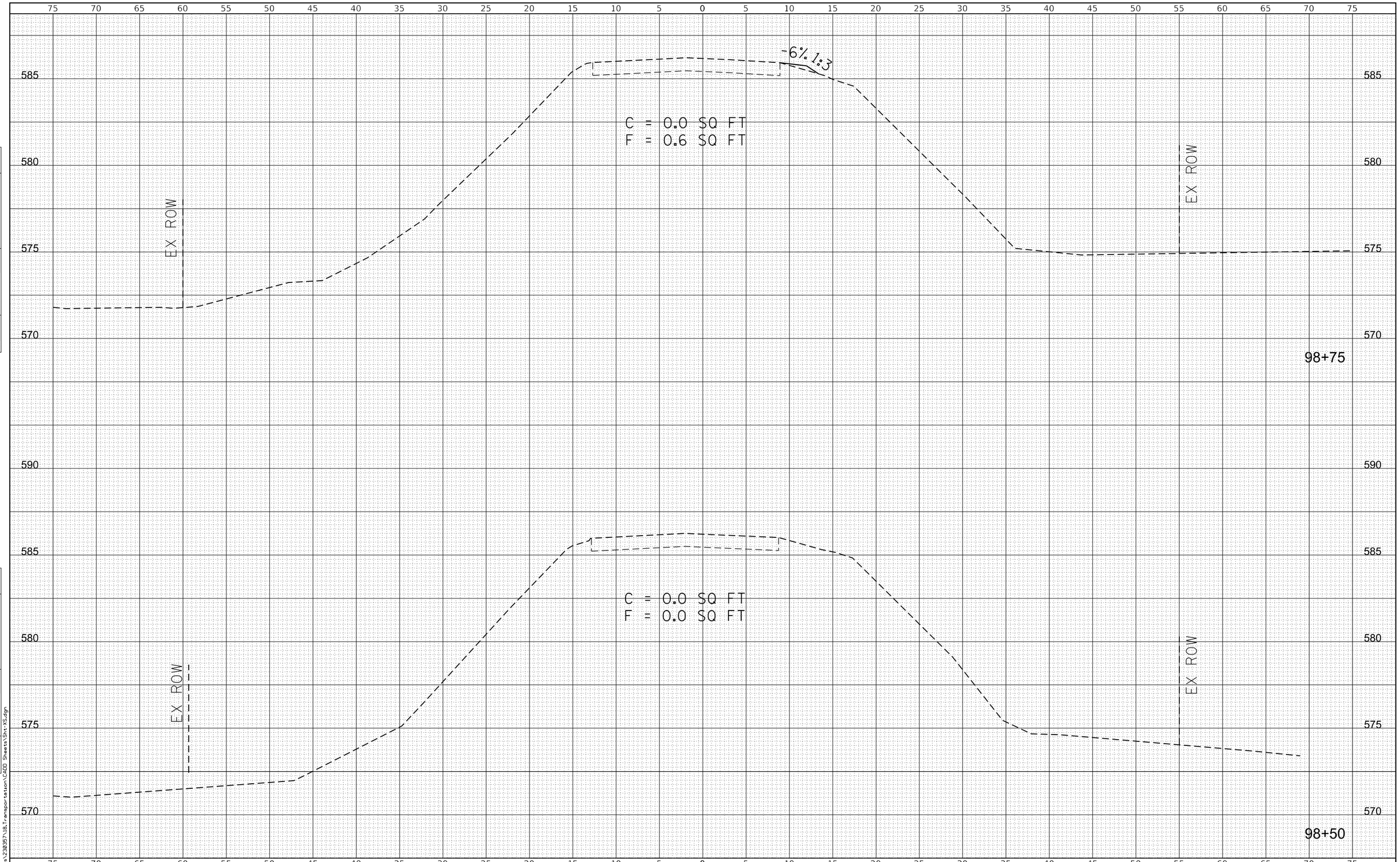
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USER NAME = rjp	DESIGNED – RJP	REVISED –
	CHECKED – AMS	REVISED –
PLOT SCALE = 24.000000 ' / in.	DRAWN – RJP	REVISED –
PLOT DATE = 7/2/2026	CHECKED – AMS	REVISED –

HANCOCK COUNTY
HIGHWAY DEPARTMENT

BORING LOGS
STRUCTURE NO. 034-3171
SHEET NO. 21 OF 21 SHEETS

C.H.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	22-00143-00-BR	HANCOCK	40	28
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

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KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 1 OF 12 SHEETS | STA. 98+50 | TO STA. 98+75

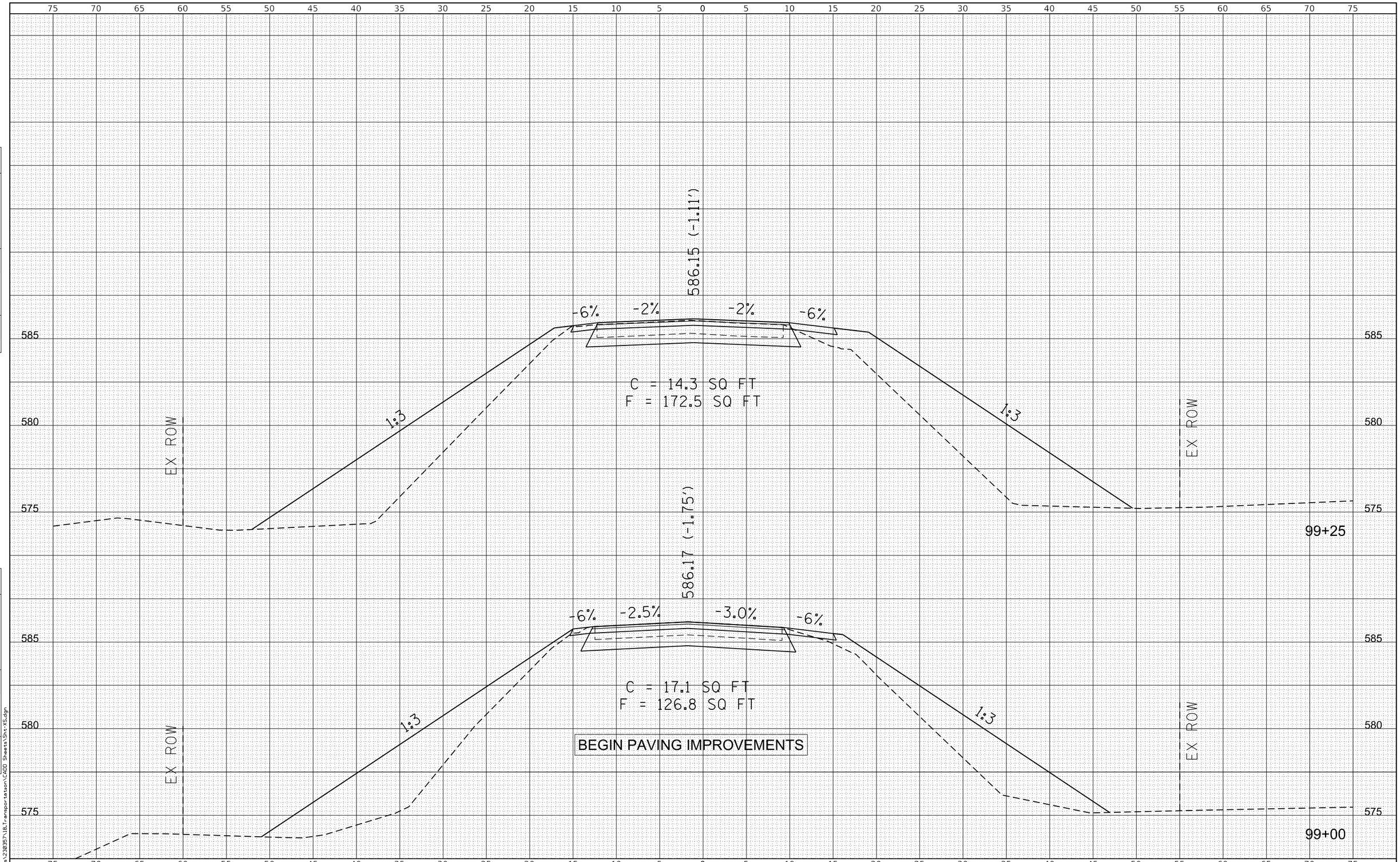
FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	29
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY	NOTE BOOK	NO.	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED



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Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

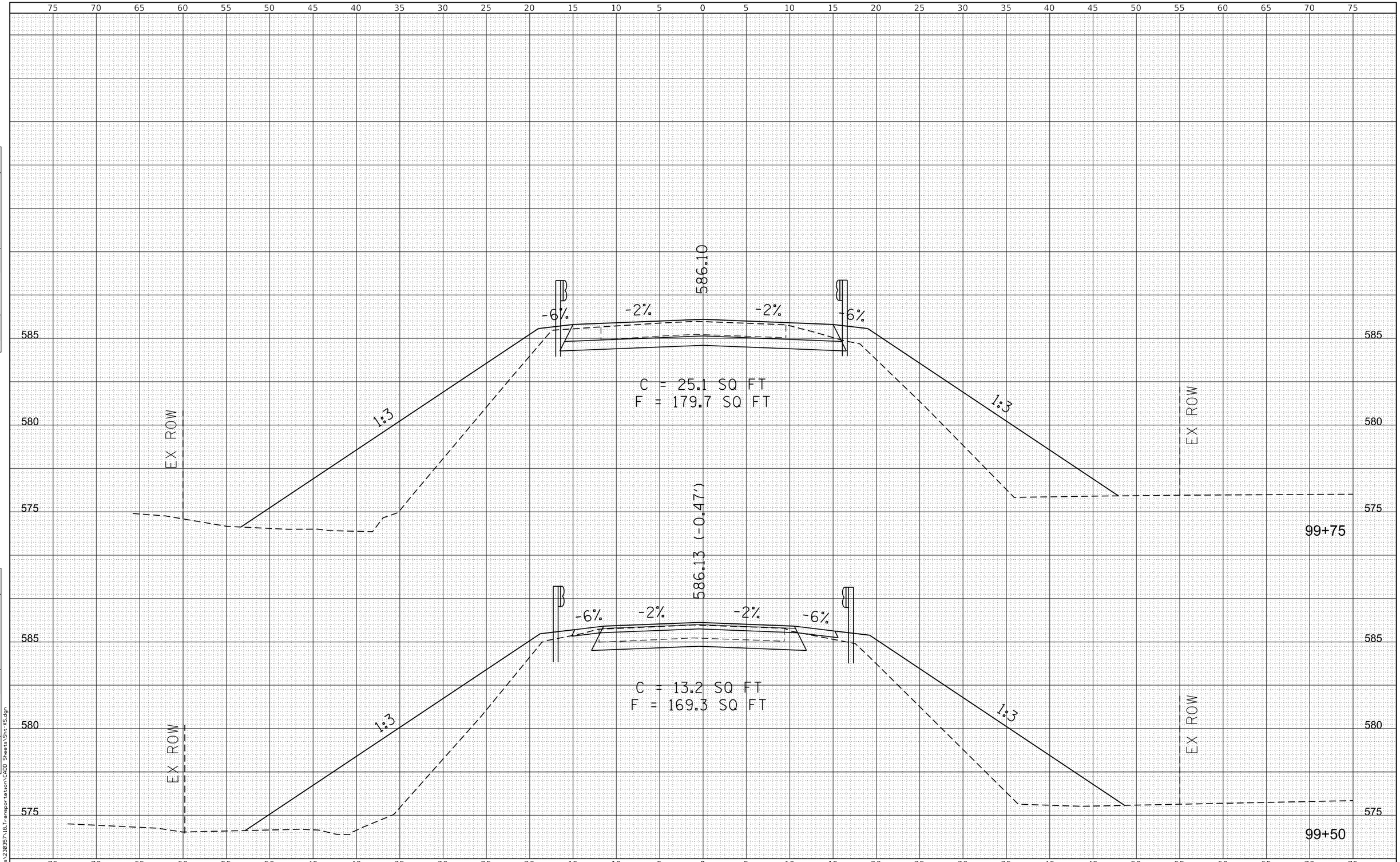
HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 2 OF 12 SHEETS | STA. 99+00 | TO STA. 99+25

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	30
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.	BY	DATE
	SURVEYED			
	PLOTTED			
	TEMPLATE			
	AREAS			
	AREAS CHECKED			



ORIGINAL SURVEY	NOTE BOOK	NO.	BY	DATE
	SURVEYED			
	PLOTTED			
	TEMPLATE			
	AREAS			
	AREAS CHECKED			

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

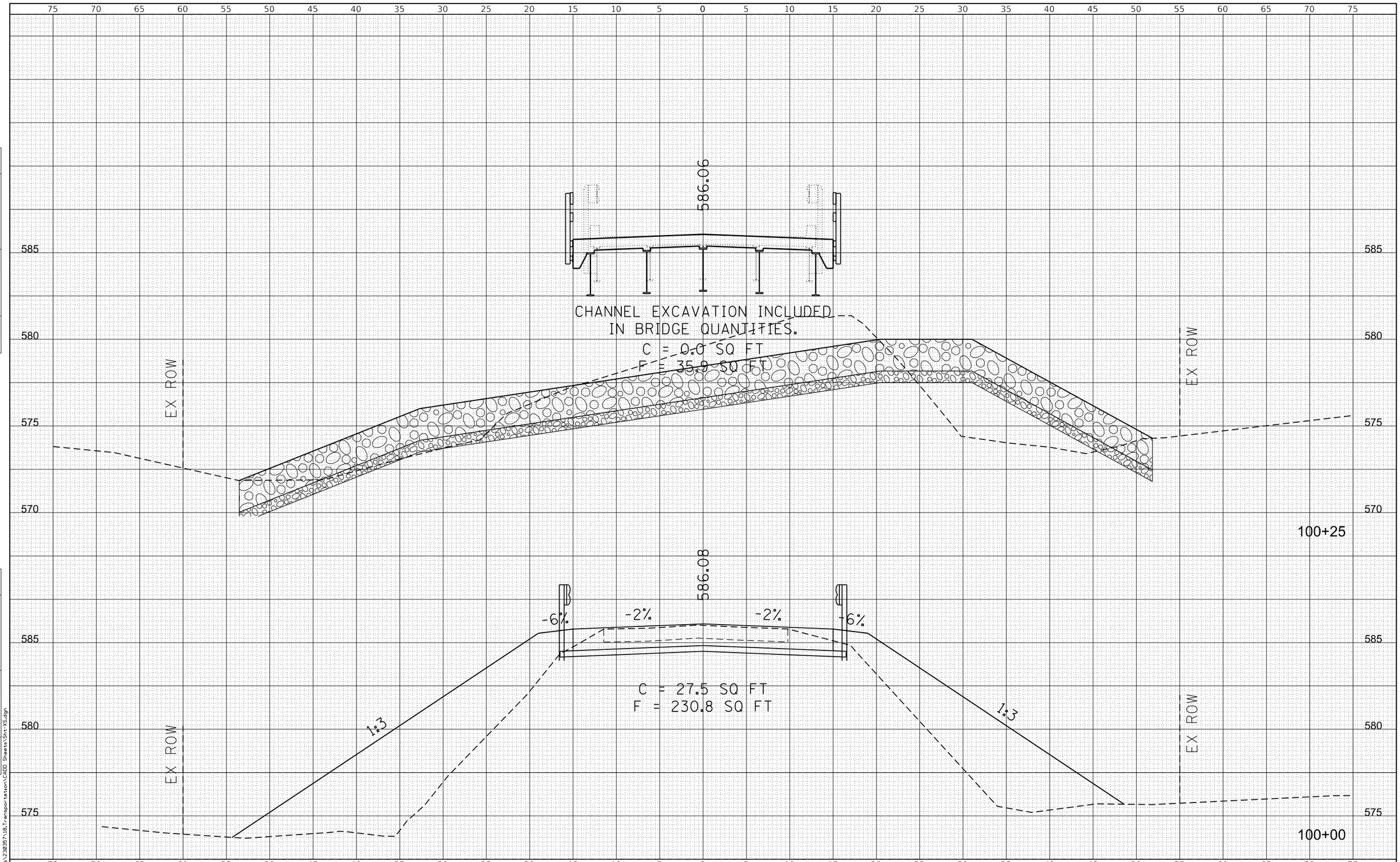
HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 3 OF 12 SHEETS | STA. 99+50 | TO STA. 99+75

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	31
		CONTRACT NO. 93862		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED	BY	DATE
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 4 OF 12 SHEETS | STA. 100+00 | TO STA. 100+25

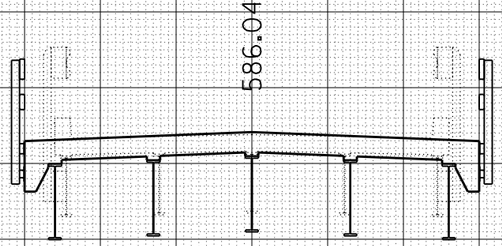
FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	32

CONTRACT NO. 93862

ILLINOIS FED. AID PROJECT

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE



CHANNEL EXCAVATION INCLUDED
IN BRIDGE QUANTITIES.

EX ROW

EX ROW

100+50

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

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616 N.24TH ST., QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

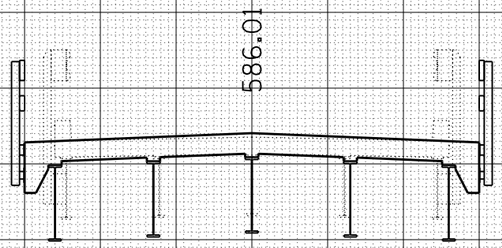
CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 5 OF 12 SHEETS | STA. 100+50 | TO STA. 100+50

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	33
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE



CHANNEL EXCAVATION INCLUDED
IN BRIDGE QUANTITIES.

EX ROW

EX ROW

100+75

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 6 OF 12 SHEETS | STA. 100+75 | TO STA. 100+75

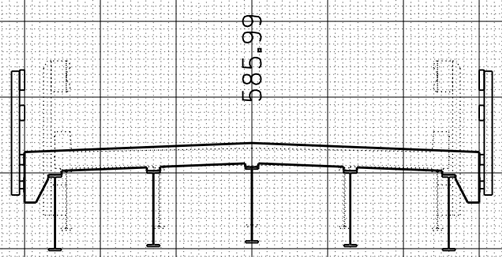
FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	34
		CONTRACT NO. 93862		
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE



CHANNEL EXCAVATION INCLUDED
IN BRIDGE QUANTITIES.

EX ROW

EX ROW

101+00

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USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

HANCOCK COUNTY
HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 7 OF 12 SHEETS | STA. 101+00 | TO STA. 101+00

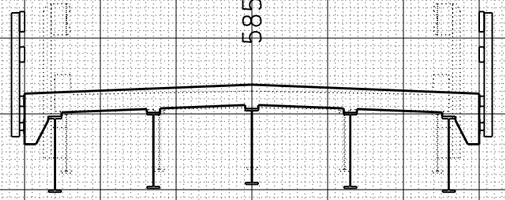
FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	35
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE



CHANNEL EXCAVATION INCLUDED
IN BRIDGE QUANTITIES.

EX ROW

EX ROW

585

580

575

570

565

560

101+25

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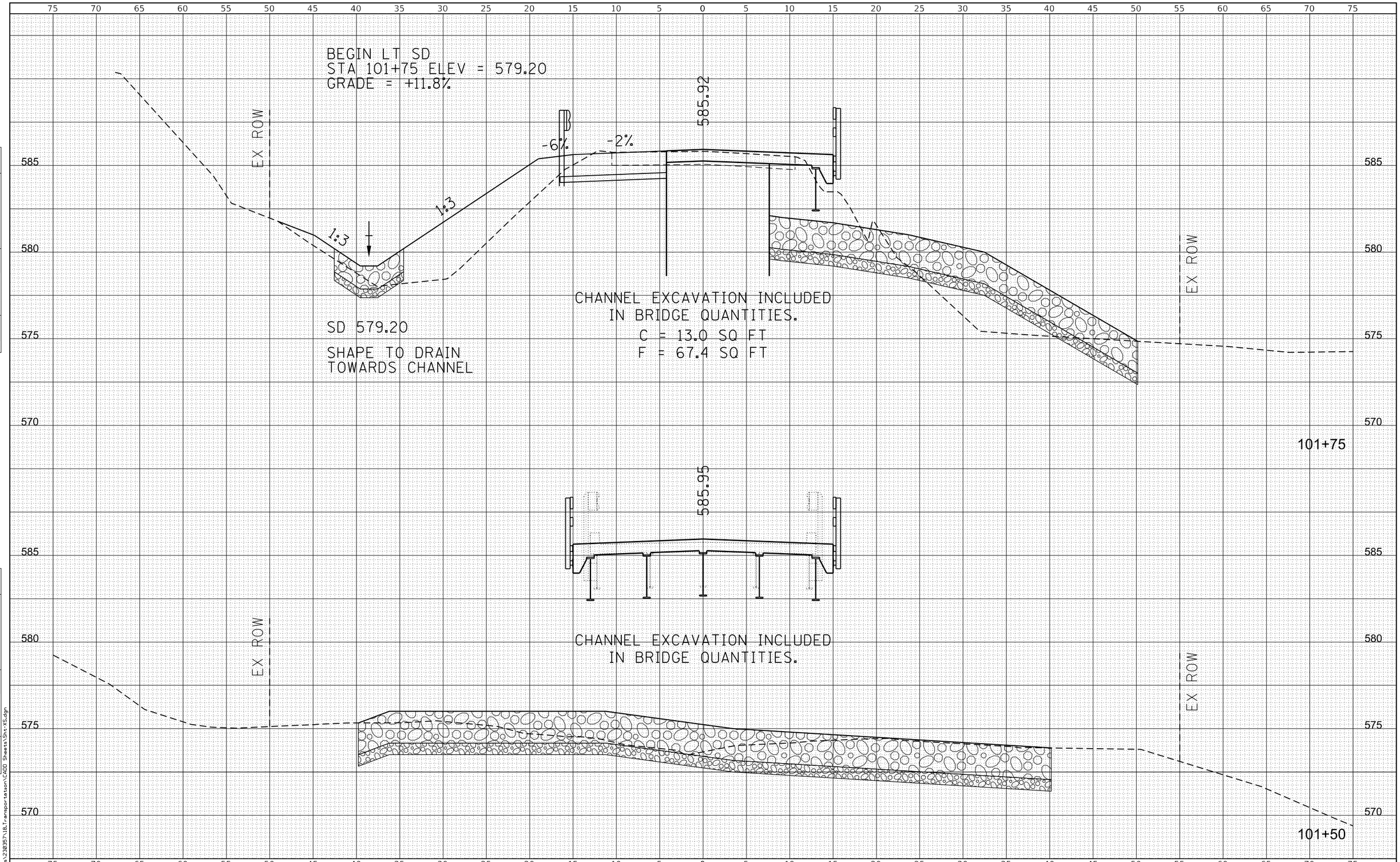
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	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 8 OF 12 SHEETS | STA. 101+25 | TO STA. 101+25

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	36
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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616 N.24TH ST, QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

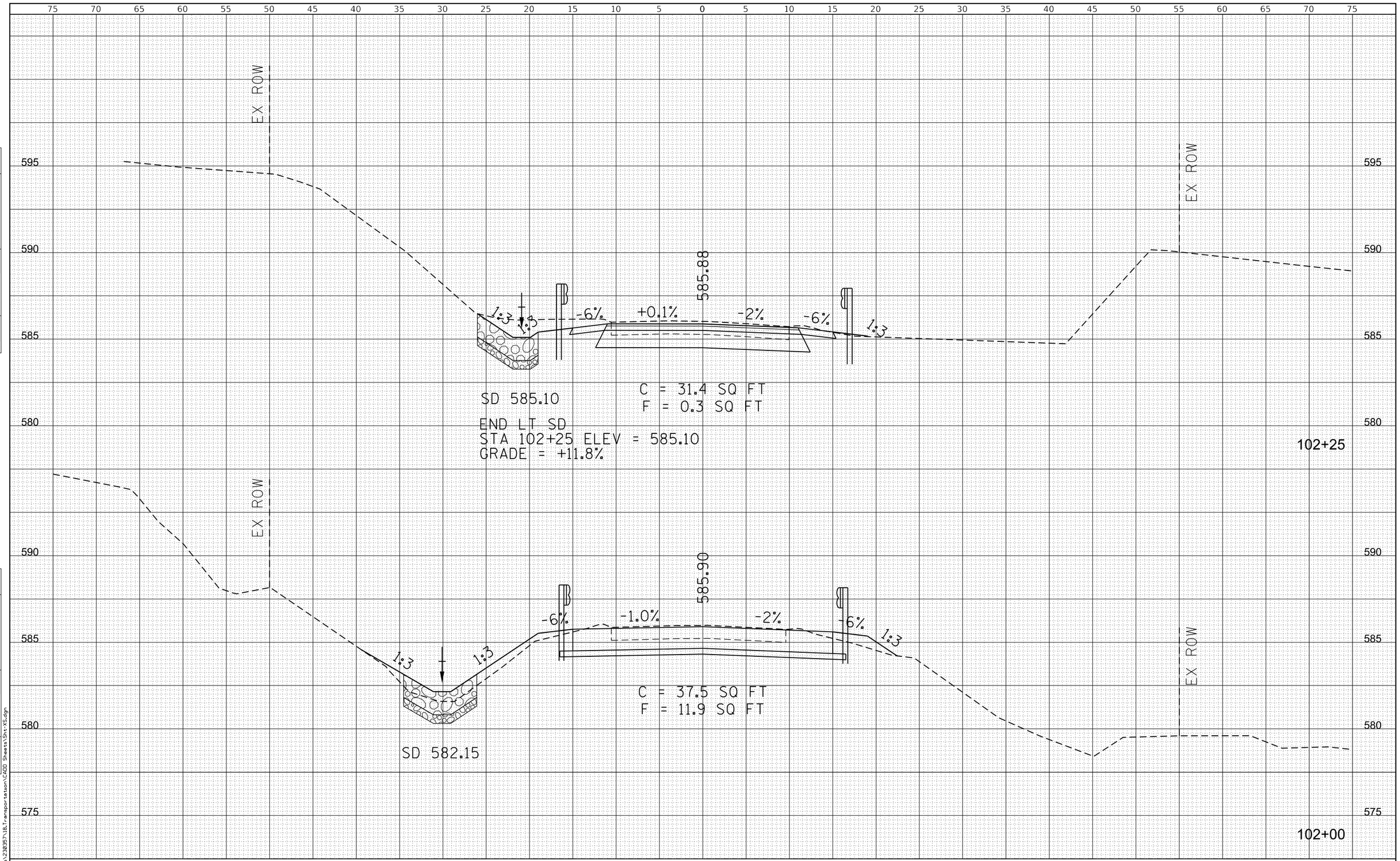
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	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY
HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 9 OF 12 SHEETS | STA. 101+50 TO STA. 101+75

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	37
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=5'V | SHEET 10 OF 12 SHEETS | STA. 102+00 TO STA. 102+25

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	38
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

595 590 585 580

EX ROW

EX ROW

EX ROW

585.83

1:3 -6% +2.2% -2% -6% 1:3

C = 17.5 SQ FT
F = 2.8 SQ FT

102+75

595 590 585 580

EX ROW

585.86

-6% +1.1% -2% -6% 1:3

C = 21.6 SQ FT
F = 1.4 SQ FT

102+50

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

ORIGINAL SURVEY	NOTE BOOK	NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 11 OF 12 SHEETS | STA. 102+50 | TO STA. 102+75

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	39
		CONTRACT NO. 93862		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

595
590
585
580

EX ROW

C = 0.0 SQ FT
F = 0.0 SQ FT

EX ROW

103+25

EX ROW

585.81

1:3 -6% +1.1% -2.7% -6% 1:3

C = 18.5 SQ FT
F = 0.5 SQ FT

EX ROW

END PAVING IMPROVEMENTS

103+00

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = rjp	DESIGNED - RJP	REVISED -
	DRAWN - RJP	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - EBB	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

HANCOCK COUNTY HIGHWAY DEPARTMENT

CH 17 (2650E) OVER LAHARPE CREEK
CROSS SECTIONS

SCALE: 1"=5'H 1"=2.5'V | SHEET 12 OF 12 SHEETS | STA. 103+00 | TO STA. 103+25

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
426	22-00143-00-BR	HANCOCK	40	40
		CONTRACT NO. 93862		
	ILLINOIS FED. AID PROJECT			