



Illinois Department
of Transportation



PROJECT BACKGROUND

After serving Peoria for more than seven decades and carrying more than 41,500 vehicle trips a day, the eastbound McClugage Bridge that carries U.S. 150 over the Illinois River was long overdue for replacement. The Illinois Department of Transportation and the Federal Highway Administration conducted a comprehensive study, including extensive public input, to determine a plan going forward with construction starting in late September 2019.

PROJECT SCOPE AND BENEFITS

The McClugage Bridge is actually two separate bridges. The northern cantilever bridge carries westbound traffic, while the original southern structure carries eastbound traffic. This project is rebuilding the eastbound structure as a tied-arch bridge. The new eastbound McClugage Bridge will improve the traveling experience for everyone who uses it – not only for existing needs, but future ones as well. The new structure, more than twice the width of the old bridge, will increase capacity by adding a third lane and shoulders, improve safety, reduce travel times and ensure additional multimodal access with bike and pedestrian accommodations.

PROJECT COST

Paid for by the Illinois Major Bridge Fund.

\$167M

McCLUGAGE BRIDGE FAST FACTS

- The new eastbound bridge is expected to open to traffic in fall 2024 with some work going into 2025. The remaining work will include the eastbound bridge over Adams Street, which can't be completed before the new bridge opens because traffic needs to use it. Additionally, minor roadway work cannot be completed until the new bridge opens.
- Demolition of the old bridge will occur in 2025. No plan has been set for the process to take down the old bridge at this time.
- To date, all but one pier and one abutment are complete. Beams have been set on much of the new bridge, and more than 50% of the concrete superstructure has been poured. New embankment and roadway have been built on the East Peoria side and the new ramp is open. Illinois 116 has been resurfaced. The first part of the bridge on eastbound U.S. 150 over Illinois 29 (Adams Street) is complete and some of the new highway and multi-use path lighting is operational.
- Approximately 600,000 work hours have been utilized since construction began, and an estimated 900,000 total work hours will be utilized by the project's completion.
- Upon completion of the eastbound work, the westbound McClugage will undergo a major rehabilitation including repairs, painting, and a new deck. The westbound McClugage is less than half the age of the original McClugage and will continue serving the region along with the new eastbound bridge.
- To complete improvements on the eastbound McClugage Bridge, it will require:

- 74,849 cubic yards of concrete	- 43,457 feet of conduit
- 40,374,791 pounds of steel	- 109,024 feet of electrical cable
- 39,160 tons of aggregate	- 14,788 tons of asphalt
- 121,228 cubic yards of earth excavation	- 169,348 bolts
- The arch section of the new bridge was moved from its assembly area and lowered into place Dec. 19. The process involved floating the 652-foot-wide by 130-foot-long high section on barges and tugboats to move it to the bridge piers. Once near the piers, cables and winches were used to position the 7-million-pound arch section. When the arch was correctly positioned, water was pumped into the barges to weigh them down and lower the arch into its final location.
- The arch is likely the tallest object moved by tugboats on the Illinois River.

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