VIRTUAL PUBLIC OPEN HOUSE

Purpose

The purpose of the project is to provide bank protection at the existing embankment along the Illinois River to protect SH-10 from bank failure. This is needed because the existing embankment is experiencing erosion and bank instability that could compromise the roadway.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a new retaining wall along the existing embankment. The new retaining wall would be approximately 1,750 linear feet and would be placed parallel to SH-10 and the Illinois River. SH-10 is a two-lane, undivided asphalt/bituminous roadway with 11-foot wide lanes in good condition and no shoulders. Currently, the average daily traffic (ADT) is 1,900 vehicles per day, and the ADT is projected to increase to 2,700 vehicles per day by 2041.

Join

https://www.odot.org/sh10bankprotection
You may call and leave a message at (405) 325-3269 or email environment@odot.org to ask questions about the project.

For more information about the project, you may call and leave a message at (405) 325-3269 or email environment@odot.org to ask questions about the project.

**Total Bridges:** 704

**Total Interstate Miles:** 97.3

**Total Road Miles:** 1,110.7

**Current Annual Average Daily Traffic (AADT) in year 2021:** 1,900 Vehicles Per Day

**Future Estimated AADT by year 2041:** 2,700 Vehicles Per Day

**District 1 Engineer:** Chris Wallace, PE

SUMMARY

**Proposed Typical Section**

**Proposed Typical Section During Construction**

**Project Information Summary**

- **Total Estimated Project Cost:** $6,500,000
- **Right-of-Way & Utility Relocation started in:** 2021
- **Construction programmed to start in:** 2023
- **Current Annual Average Daily Traffic (AADT) in year 2021:** 1,900 Vehicles Per Day
- **Future Estimated AADT by year 2041:** 2,700 Vehicles Per Day
- **During construction, traffic will be maintained along SH-10**

**Purpose of Virtual Public Open House**

The purpose of the Virtual Public Open House is to present the proposed project and solicit input from the public regarding construction activities, sequencing, and scheduling.

**Project Background**

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), proposes to provide bank protection and safety improvements to SH-10 approximately 12.4 miles northeast of the junction with SH-51 in Cherokee County, northeast of Tahlequah, OK. The existing embankment along the Illinois River, which has been previously armored with rock riprap, is experiencing erosion and instability that could compromise the roadway. SH-10 is a two-lane, undivided asphalt/bituminous roadway with 11-foot wide lanes in good condition and no shoulders. Currently, the average daily traffic (ADT) is 1,900 vehicles per day, and the ADT is projected to increase to 2,700 vehicles per day by 2041.

**Project Purpose and Need**

The purpose of the project is to provide bank protection at the existing embankment along the Illinois River to protect SH-10 from bank failure. This is needed because the existing embankment is experiencing erosion and bank instability that could compromise the roadway.

**Project Description**

ODOT is developing design plans for a bank protection project that will include construction of a retaining wall at the toe of the existing embankment of the Illinois River for approximately 1,750 linear feet. Rock and granular backfill will be placed behind the retaining wall below a stabilized slope up to a proposed road shoulder. Cable barriers are proposed to be placed at the top of the slope within the new shoulder. A temporary work platform is proposed to be placed within the river to help facilitate construction of the retaining wall while maintaining traffic along SH-10 during construction. The rock and granular materials used for the temporary work platform will be used as backfill for the retaining wall. Upon completion of the construction of the retaining wall, the temporary work platform will be removed and the river channel restored to pre-construction contours.

During construction, traffic will be maintained along SH-10. Construction is scheduled to begin in 2023.