

Why Are We Building This Project?

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. As the Illinois River floods, the high water velocities along the outer bank of the river can cause erosion that leads to bank failure. The existing embankment has been protected with rock riprap armoring, but long-term improvements are needed to protect SH-10.

What Is Being Built?

ODOT is developing design plans for an approximately 1,750-foot long retaining wall that would protect the bank along the Illinois River in order to protect SH-10 from erosion and bank failure. The proposed retaining wall is a soldier pile wall system, which would consist of piles installed at the toe of the existing embankment with precast concrete panels placed between the piles. Rock and granular backfill would be placed behind the retaining wall above the existing rock riprap embankment. At the top of the retaining wall, a gradual slope would extend up to a new paved road shoulder. The sloped area would be armored with geocell matting and stones. A high-tension cable barrier is proposed to be placed in the new paved shoulder. Cable barriers are a common form of safety barrier used along SH-10 to redirect wayward vehicles back to the roadway. The existing pavement of SH-10 is not proposed to be replaced as part of this project. The southernmost limits of the retaining wall would be at the confluence of Peavine Hollow Creek and the Illinois River, and the northernmost limits would be at the confluence of a roadside ditch/channel and the Illinois River. This bank protection project is restricted to the western side of the Illinois River along SH-10; the opposite bank would remain in its natural state.

A plan view of the proposed project, a proposed typical section view during construction, and a proposed typical section view of the final configuration are depicted in the figures below.