



# ***VIRTUAL PUBLIC OPEN HOUSE***

## ***November 1 – November 15, 2021***

***Bank Protection along SH-10 on the Illinois River,  
from 12.4 miles northeast of the SH-51 junction,  
in Cherokee County, JP 28969(04)***

***<https://www.odot.org/sh10bankprotection>***



## ***VIRTUAL PUBLIC OPEN HOUSE***

The Oklahoma Department of Transportation (ODOT) will host a Virtual Public Open House to present the latest information for the Bank Protection along SH-10 on the Illinois River, from 12.4 miles northeast of the SH-51 junction in Cherokee County Project. This Virtual Public Open House will present the most recent design for the project and allow the public to submit input. Due to concerns over the spread of COVID-19, this will be a web-based format (no in-person meeting). The information will be available beginning November 1, 2021, and comments are requested by November 15, 2021.



## ***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.



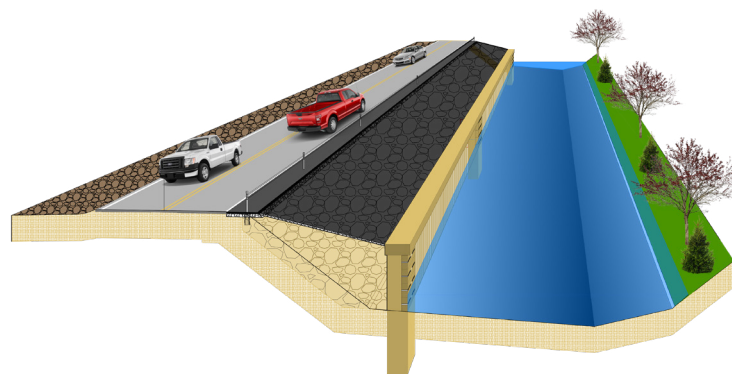
## ***Join***

<https://www.odot.org/sh10bankprotection>



**OKLAHOMA  
Transportation**

## TYPICAL SECTIONS



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

\*Totals DO NOT include Toll Roads

**DISTRICT 1 ENGINEER: Chris Wallace, PE**

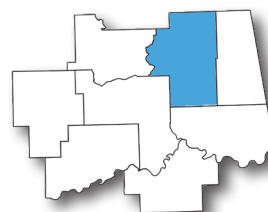
\*\*Totals DO NOT include County Bridges

**\*Total Road Miles:**  
**1,110.7**

**\*Total Interstate Miles:**  
**97.3**

**\*\*Total Bridges:**  
**704**

**Counties:** Adair, **Cherokee**, Haskell, McIntosh, Muskogee, Okmulgee, Sequoyah, Wagoner



**PLEASE PROVIDE YOUR COMMENTS BY NOVEMBER 15, 2021**

### For more information about the project

You may call and leave a message at **(405) 325-3269** or email [environment@odot.org](mailto:environment@odot.org) to ask questions about the project.

[www.odot.org/publicmeetings](http://www.odot.org/publicmeetings)



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## 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.

