



**US 51 BRIDGE
REPLACEMENT**

**US 51 Bridge Replacement over the Ohio River
Wickliffe, Kentucky to Cairo, Illinois**

KYTC Item No. 01-1140.00



Prepared for



Public Notebook

Public Meeting #2 - Alternatives

Friday 10/16/2020 8:00AM CDT – 10/30/2020 5:00PM CDT

Online at <http://www.US51Bridge.com>

Michael Baker
INTERNATIONAL



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MEDIA ADVISORIES

Media Notifications



Kentucky Transportation Cabinet • District 1

FOR IMMEDIATE RELEASE

Contact: Keith Todd
270.898.2431 (office)
270.210.8009 (cell)
keith.todd@ky.gov

Opportunity to Provide Input on Planning for New U.S. 51 Ohio River ‘Cairo’ Bridge starts October 16

PADUCAH, Ky. (October 13, 2020) — Area residents will have an opportunity to provide input on planning for a new U.S. 51 Ohio River “Cairo” Bridge starting Friday, October 16, 2020.

Construction of a replacement for the U.S. 51 Ohio River Bridge, which also carries U.S. 60 and U.S. 62 across the Ohio River between Wickliffe, Kentucky, and Cairo, Illinois, is expected to start in the next 5 to 10 years. The project team is asking the public to review updated information at <http://www.US51Bridge.com>, then participate in an online survey to help guide the planning process that will lead to the construction of a new bridge.

Information presented in the online public meeting will be available for public comment from October 16 to October 30, 2020.

Opened in 1938, the existing 82-year-old bridge is in fair condition with narrow lanes and shoulders. The purpose of the U.S. 51 Bridge Project is to improve cross-river mobility by addressing the functional limitations of the existing bridge and approach spans.

With continuing COVID-19 restrictions limiting public engagement, KYTC is providing interested stakeholders with an online opportunity to participate and share their feedback on the project. The online public review will begin at 8 a.m. CDT on October 16 and continue through 5 p.m. CDT on October 30 on the Project website at <http://www.US51bridge.com>.

A short video introduces a self-guided tour of the project story-map. The website provides current information about the project, including alternatives considered, the proposed preferred alternative, the current fact sheet, and a brief survey link.

Printed copies will be available at the Wickliffe Public Library, 257 North 4th St., and at the Cairo Public Library, 1609 Washington Ave. A copy of the printed materials is available to the public via mail by contacting Keith Todd at the KYTC District 1 office by calling (270) 898-2431.

A final decision on the project will be made in collaboration with the Federal Highway Administration, KYTC, and IDOT. Input from coordinating cooperating agencies, Section 106 consulting parties, the Citizens Advisory/Environmental Justice Group, and the general public will be part of that decision-making process.

The U.S. 51 Ohio River "Cairo" Bridge serves as a north-south connector for U.S. 51 and an east-west transportation corridor for U.S. 60 and U.S. 62. The bridge carries about 7,000 vehicles per day between Kentucky and Illinois. About 35 percent of that is commercial trucks.

The bridge is currently undergoing deck and joint work limiting traffic to one-lane with an 8 ft., 6-inch maximum load width and alternating flow controlled by an automated signal. The work, expected to be completed around October 25, is aimed at getting the existing bridge in optimum condition while planning for the construction of a new bridge continues.

The U.S. 51 Ohio River "Cairo" Bridge opened to traffic on November 11, 1938. The Cairo-Wickliffe Bridge is at Ohio River navigation mile point 980.4 near the confluence of the Ohio and Mississippi rivers.

Responses from the public review survey will become a part of the official record for the project. Once compiled, the meeting record is available for review and copying after an Open Records Request is submitted.

In accordance with the American Disabilities Act (ADA), if anyone has a disability and requires assistance, please notify Keith Todd no later than Friday, October 23. Printed materials are available upon request. Please call, mail, or email your request to the address to: Keith Todd, KYTC District 1, 5501 Kentucky Dam Road, Paducah, KY 42003, via phone at (270) 898-2431, or via email at KYTC.District1info@ky.gov.

From: [US51Bridge](#)
To: [US51Bridge](#)
Subject: Online Input Opportunity on Planning for New U.S. 51 Ohio River 'Cairo' Bridge to End Friday, Oct 30
Date: Wednesday, October 28, 2020 3:54:15 PM

Online Input Opportunity on Planning for New U.S. 51 Ohio River 'Cairo' Bridge to End Friday, Oct 30

PADUCAH, Ky. (Oct. 26, 2020) — Citizens who wish to provide input on planning for the engineering and construction of a new U.S. 51 Ohio River "Cairo" Bridge have until 5 p.m., CDT, on Friday, Oct. 30, 2020. By Monday morning, 84 people had taken the time to go to www.us51bridge.com to review online displays and information, then fill out a survey and leave written comments at the end.

KYTC Project Manager Chris Kuntz says he is pleased that the online presentation and survey have been well-received. He is continuing to urge anyone with an interest in the bridge to participate.

"With COVID-19 guidelines restricting our ability to hold an in-person public meeting, we weren't sure how this online meeting might be received," Kuntz said. "However, we have now surpassed the number of comments we received at the last public meeting. We'd like to see even more participate before the comment period ends on Friday. The project team will use this input to guide our decision-making as we move forward to construction of a new bridge starting in 5 to 10 years."

The current bridge serves as a critical north-south connector for U.S. 51, as well as an east-west transportation link for U.S. 60 and U.S. 62. It carries about 7,000 vehicles per day between Kentucky and Illinois. About 35 percent of that is commercial trucks.

Construction on a new bridge to carry U.S. 51, U.S. 60, and U.S. 62 across the Ohio River between Wickliffe, Kentucky, and Cairo, Illinois, is expected to start in the next 5 to 10 years.

Printed copies of the online presentation and survey are available at the Wickliffe Public Library, 257 North 4th St., and at the Cairo Public Library, 1609 Washington Ave. A copy of the printed materials is available to the public via mail by contacting Keith Todd at the KYTC District 1 office by calling (270) 898-2431 or by emailing a request to kytc.District1info@ky.gov.

Responses from the public review survey will become a part of the official record for the project. Once compiled, the meeting record will be available for review and copying after an Open Records Request is submitted and approved.

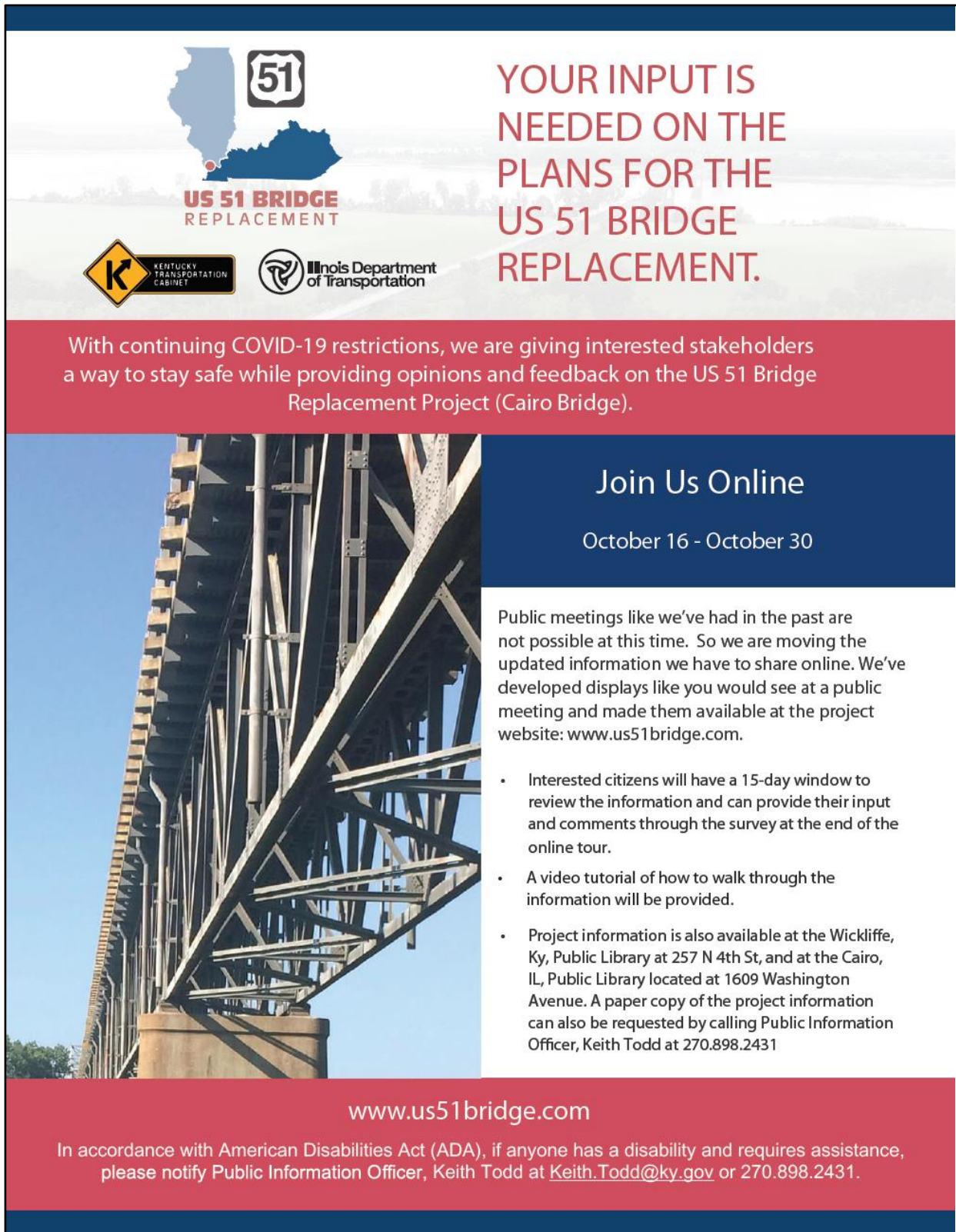
Opened on Nov. 11, 1938, the 82-year-old bridge is in fair condition with narrow lanes and shoulders. The purpose of the U.S. 51 Bridge Project is to improve cross-river mobility by addressing functional limitations of the existing bridge.

The U.S. 51 Ohio River Bridge connects Kentucky and Illinois about 5 miles north of Wickliffe at Kentucky mile point 7.372. It connects with the U.S. 60/U.S. 62 Mississippi River Bridge that carries traffic between Illinois and Missouri.

The bridge recently was returned to normal 2-way traffic after a five-month deck and joint maintenance project that included improvements to the Kentucky roadway approach. The work was aimed at putting the bridge in optimum condition while planning for construction of a new bridge continues.

The Cairo-Wickliffe Bridge is at Ohio River navigation mile point 980.4 near the confluence of the Ohio and Mississippi rivers.

Invitation Postcard



The postcard features a background image of a bridge over a river. At the top left, there is a map of Kentucky with a red dot indicating the location of the bridge, next to a shield-shaped logo with the number '51'. Below the map is the text 'US 51 BRIDGE REPLACEMENT'. To the left of the text are two logos: the Kentucky Transportation Cabinet logo (a yellow diamond with a black 'K') and the Illinois Department of Transportation logo (a blue circle with a white 'I' and 'T'). To the right of the map and logos is the main title 'YOUR INPUT IS NEEDED ON THE PLANS FOR THE US 51 BRIDGE REPLACEMENT.' in red capital letters. Below this is a red banner with white text: 'With continuing COVID-19 restrictions, we are giving interested stakeholders a way to stay safe while providing opinions and feedback on the US 51 Bridge Replacement Project (Cairo Bridge).' Below the banner is a photograph of the bridge's steel truss structure. To the right of the photograph is a dark blue box with white text: 'Join Us Online' and 'October 16 - October 30'. Below this box is a white box with black text: 'Public meetings like we've had in the past are not possible at this time. So we are moving the updated information we have to share online. We've developed displays like you would see at a public meeting and made them available at the project website: www.us51bridge.com.' Below this is a list of three bullet points. At the bottom of the postcard is a red banner with white text: 'www.us51bridge.com' and 'In accordance with American Disabilities Act (ADA), if anyone has a disability and requires assistance, please notify Public Information Officer, Keith Todd at Keith.Todd@ky.gov or 270.898.2431.'

US 51 BRIDGE REPLACEMENT

YOUR INPUT IS NEEDED ON THE PLANS FOR THE US 51 BRIDGE REPLACEMENT.

With continuing COVID-19 restrictions, we are giving interested stakeholders a way to stay safe while providing opinions and feedback on the US 51 Bridge Replacement Project (Cairo Bridge).

Join Us Online

October 16 - October 30

Public meetings like we've had in the past are not possible at this time. So we are moving the updated information we have to share online. We've developed displays like you would see at a public meeting and made them available at the project website: www.us51bridge.com.

- Interested citizens will have a 15-day window to review the information and can provide their input and comments through the survey at the end of the online tour.
- A video tutorial of how to walk through the information will be provided.
- Project information is also available at the Wickliffe, Ky, Public Library at 257 N 4th St, and at the Cairo, IL, Public Library located at 1609 Washington Avenue. A paper copy of the project information can also be requested by calling Public Information Officer, Keith Todd at 270.898.2431

www.us51bridge.com

In accordance with American Disabilities Act (ADA), if anyone has a disability and requires assistance, please notify Public Information Officer, Keith Todd at Keith.Todd@ky.gov or 270.898.2431.

GIVE US YOUR FEEDBACK

October 16 - October 30

Your input is needed
concerning
the US 51 Bridge Project



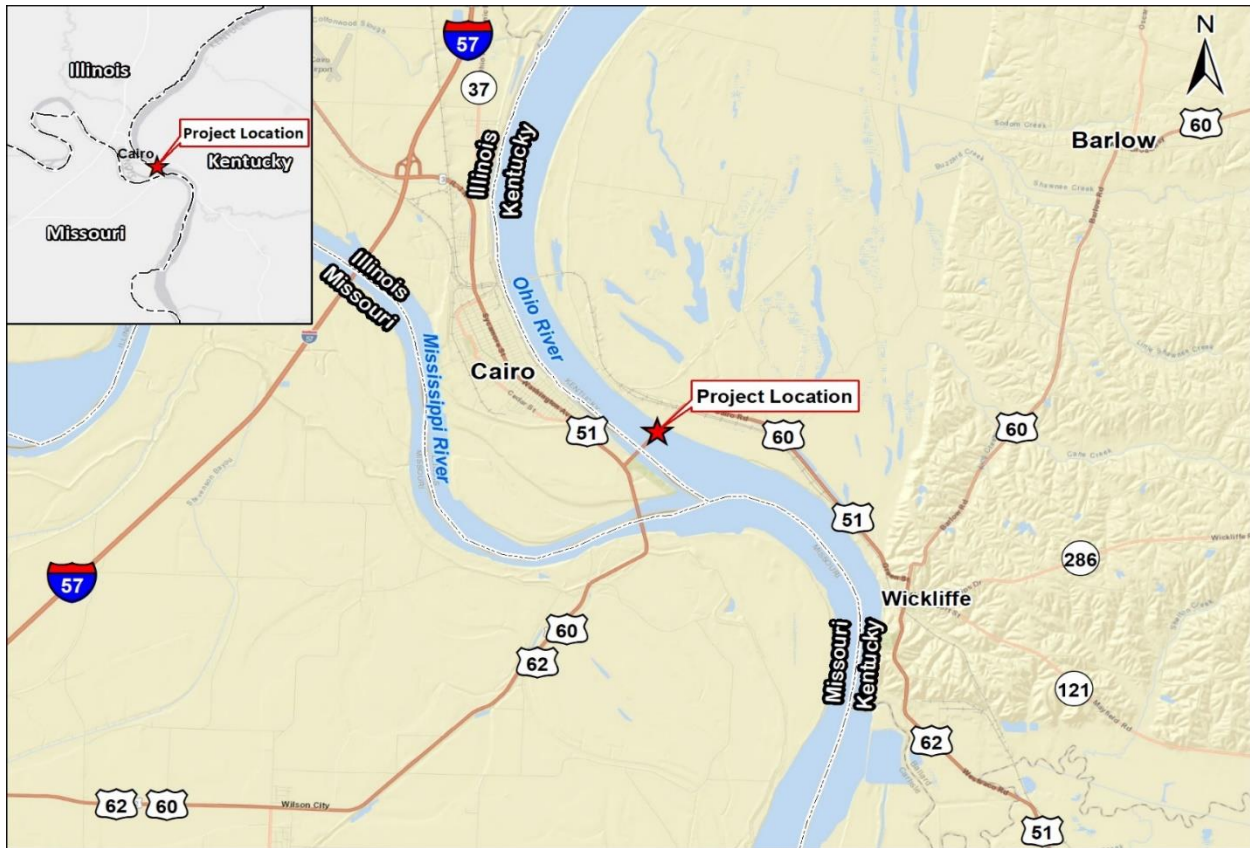
PRSR STD
ECRWSS
U.S. POSTAGE
PAID
EDDM RETAIL

PRESORTED STANDARD
U.S. POSTAGE PAID
EDDM RETAIL

***** ECRWSS****

Local
Postal Customer

PROJECT MAP & MEETING DESCRIPTION



US 51 Bridge Replacement Project Location Map

The US 51 Bridge Replacement Project (Project) is a bi-state cross river mobility project between the Kentucky Transportation Cabinet (KYTC) and Illinois Department of Transportation (IDOT) and is identified by KYTC Item No. 01-1140.00. The Project involves the Cairo Ohio River Bridge (also referred to as the US 51 Bridge), bridge # 004B00021N, which connects Wickliffe, Ballard County, Kentucky to Cairo, Alexander County, Illinois. This bridge carries approximately 5,400 vehicles, 35 percent of which are large trucks, each day.

A planning study began in 2013 and was summarized in a US 51 Alternative Selection Report (also referred to as the US 51 Bridge Project Planning Study) in January 2014. The report identified existing conditions within the project area, including the US 51 Bridge, bridge # 004B00021N. The existing bridge is a two-lane bridge with a 10-foot lane in each direction.

MEETING SUMMARY AND PRESENTATION

In lieu of an in person public meeting due to the Covid-19 pandemic, an online public information meeting presentation, also referred to as a Story Map, was posted on the US 51 Bridge Replacement website, <http://www.US51Bridge.com>, on October 16, 2020 at 8:00am central and was available for viewing through October 30, 2020 at 5:00pm central. The public had a 15-day review period of the presentation and to provide any comments or input. The Story Map is a self-paced format for presenting information on a project similar to a website.

A video tutorial, led by my KYTC Project Manager Chris Kuntz, was provided to demonstrate how to walk through the Story Map. The Story Map provided project history, exhibits, what stage the project is in, recommendations, and next steps. An additional video from Chris Kuntz presented the recommended decision of the project at the end of the Story Map content. See attachments for full Story Map Presentation. A survey was also provided at the end of the Story Map for the public to fill out. See Summary of Attendees and Comments Received for the survey results.

Prior to the opening to presentation to public view, 2,941 postcards were distributed to residents and businesses within the study area through the United States Post Office Every Door Direct Mail (EDDM). In addition, the presentation was announced on the project website, press releases, social meetings, and via email to previous attendees. Project information was also posted at local libraries, Wickliffe Public Library and Cairo Public Library. The public was given the opportunity to request a hard printed copy of the presentation as well.

The project team received 125 responses and comments which were broken down into 8 categories as shown in the table on the following pages. Most of the comments pertained to the proposed number of lanes on the bridge. The second highest number of comments were in support of the Alternative 2.

Survey Comments

Summary of Comment Types	Number of this Type of Comment & Percentage
Desire for 4 Lane Bridge Capacity and Future Growth	47/125 (37.6%) Of Comments
Comments showing general support for Alternative 2 or the Project.	31/125 (24.8%) Of Comments
Preference for a Different Alternative or Bridge Location	13/125 (10.4%) Of Comments
Other	11/125 (8.8%) Of Comments
Roundabout concerns relative to Capacity and Truck Traffic	11/125 (8.8%) Of Comments
Access / MOT / Road Closures	6/125 (4.8%) Of Comments
Pedestrian / Bike Accessibility	3/125 (2.4%) Of Comments
Flooding of US-51 Concerns	3/125 (2.4%) Of Comments

US BRIDGE ONLINE PUBLIC MEETING





Welcome

Cairo Bridge Information

How We Got Here

Where We Are

Recommended Decision

What's Next?

Survey

Welcome!

Thank you for visiting the
US 51 Bridge Online Public Meeting

Typically, this meeting would be held in person, however, due to the COVID-19 pandemic and to insure the safety of everyone involved, we've opted to bring you the information in this online format.

[Click here for a welcome video](#) from the Kentucky Transportation Cabinet's Chris Kuntz, District 1 Transportation Engineering Branch Manager for Project Development that will help guide you through the information.

Most Maps are interactive and can be zoomed into and out of like Google Maps. If something is underlined like the welcome video above, it is a link that can be clicked. **We welcome you to click, zoom, and investigate any page or map on this presentation.**

The last tab includes a brief [Participant Information Survey](#) to gather your input about the project. Please take a moment to fill it out. surveys should be completed and submitted by 5 p.m. CDT October 30th.



CAIRO BRIDGE INFORMATION





US 51 - Cairo Bridge



The US 51 Bridge spans the Ohio River between Cairo, IL and Wickliffe KY. It carries US 51, US 60, and US 62 traffic between Kentucky, Illinois, and Missouri

Back	Alt+Left Arrow
Forward	Alt+Right Arrow
Reload	Ctrl+R
Save as...	Ctrl+S
Print...	Ctrl+P
Cast...	
Send to LCAMPBELL-5810	
Translate to English	
View page source	Ctrl+U
View frame source	
Reload frame	
Inspect	Ctrl+Shift+I



US 51 - Cairo Bridge

Constructed between 1936 and 1938, the Cantilevered Warren Through Truss structure is the longest bridge in Kentucky with a total length of 5,865 feet.



US 51 - Cairo Bridge

The bridge deck was replaced in 1980 and rehabilitated in 1999.

There is a current maintenance project on the approaches and the bridge to repair the deck and drainage.





US 51 - Cairo Bridge

US 51 - Cairo Bridge

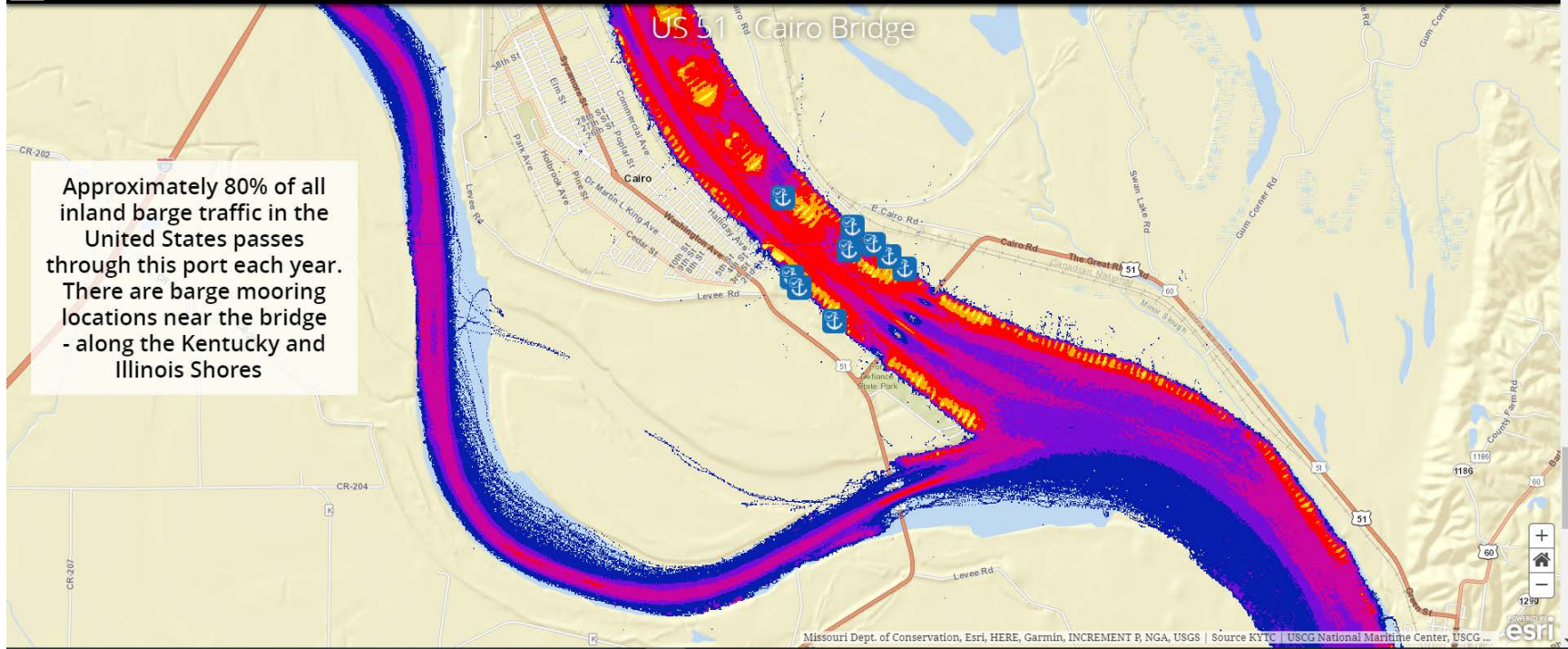
The US 51 Bridge is one of two structures at the Alexander-Cairo Port situated at the confluence of the Mississippi River and the Ohio River.





US 51 - Cairo Bridge

Approximately 80% of all inland barge traffic in the United States passes through this port each year. There are barge mooring locations near the bridge - along the Kentucky and Illinois Shores





US 51 - Cairo Bridge

The existing bridge deck is only 22.5' wide with narrow 10' driving lanes and 1.25' shoulders. The roadway has inadequate vehicle headlight sight distance and a tight horizontal curve on the Kentucky approach which does not meet national or state design standards.

US 51 - Cairo Bridge



HOW WE GOT HERE



US 51 Bridge Online Public Meeting

HMB - Delivering Quality Solutions



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- Survey
- How We Got Here
- Planning Study**
- Local Officials and Public Meetings
- CA/EJ Group Meeting #1
- Seamen's Church Institute Simulator
- CA/EJ Group Meeting #2

In 2013, KYTC conducted a study to find the best corridor in which to construct a new Ohio River Bridge Crossing. **The display on the right shows the 8 options that were considered.**

In January, 2014, the findings of the US 51 Bridge Project Planning Study were published. This planning-level review included a location study, an environmental overview, and recommendations for a preferred corridor alternative to be considered further in the next phase of work. It was recommended that the all four alternatives just north of the existing bridge (Alt 1, Alt 2, Alt 2A, Alt 2B) should advance for additional development. This corridor was called **Combined Alternative 2**.

[Click here to access the complete Planning Study Report.](#)



Figure 3
**US 51
Ohio River Bridge**
Range of Alternatives

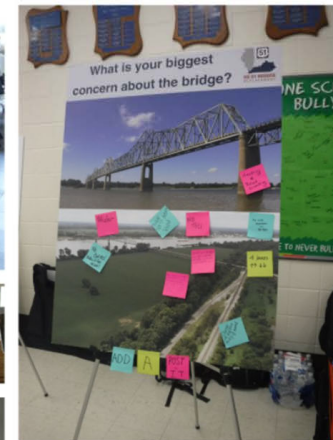
Local Officials and Public Meetings

September 9 and 10, 2019

A Local Officials Meeting and Two Public Open House Meetings were held in Wickliffe, KY and Cairo, IL.

The Public Meetings were an open house format with stations manned by project team members who were available to answer any questions or issues raised by the public. The stations included:

- **Welcome Station:** attendees were asked to sign in and were given an informational brochure about the project and questionnaire forms.
- **Environmental Station:** provided information about the NEPA and Section 106 processes, the 2014 Planning Study, the evaluation criteria used in the 2014 planning study, and the purpose and need statement for the project.
- **Preferred Corridor Station:** presented the preferred combined Alternative 2 corridor from the 2014 planning study.
- **Roadway Station:** attendees were shown the preliminary alignments board and the future traffic projections for the





Local Officials and Public Meetings

roadway.

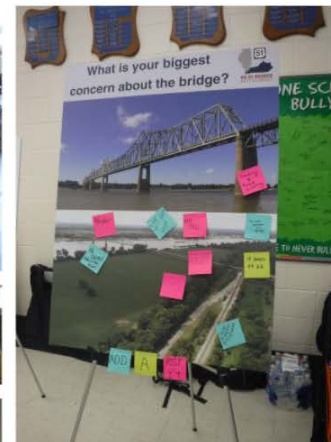
- **Structures Station:** included information about the existing bridge conditions and a brief introduction to the parts of a bridge structure.
- **Project Development Process Station:** included a description of the typical project development process, a project specific schedule and an objective board.
- **Post-it Note Board Station:** attendees could leave notes voicing their opinions and concerns and a board directing them where they can get more involved with the process and receive additional information.

[Click here to see the Meetings' Informational Brochure.](#)

Meetings Summary

Attendees at each meeting were also encouraged to respond to a questionnaire regarding the project. A total of 73 surveys were returned - 19 from the Wickliffe meeting, 50 from the Cairo meeting, and 4 from the Local Officials meeting. To the right is summary of their response.

Top concerns from the meeting attendees were:





Local Officials and Public Meetings

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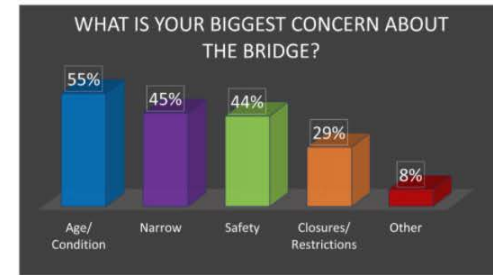
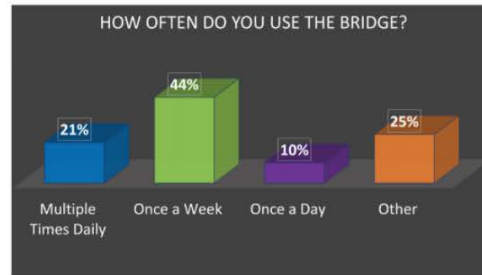
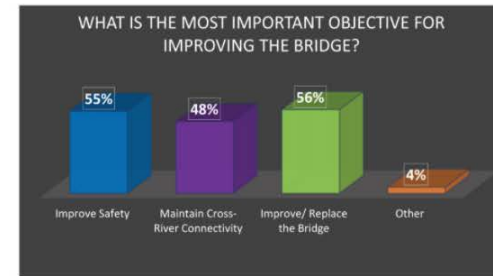
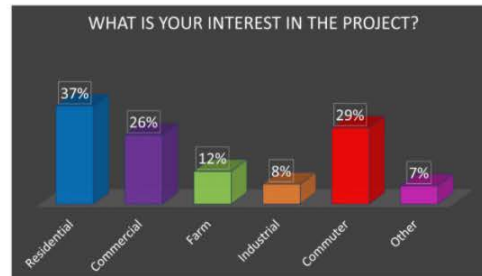
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Meetings Summary

Attendees at each meeting were also encouraged to respond to a questionnaire regarding the project. A total of 73 surveys were returned - 19 from the Wickliffe meeting, 50 from the Cairo meeting, and 4 from the Local Officials meeting. To the right is summary of their response.

Top concerns from the meeting attendees were:

- **Bridge closures and local economic impacts** - they do not want to close the existing bridge during construction for fear of adverse effects on local economies and tourism.
- **Safety**
- **Flooding** - a solution to flooding, especially on the Kentucky side, was a point of focus.
- Some expressed interest in a **four-lane bridge** as an avenue for economic growth.





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- CA/EJ Group Meeting #2



Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

November 14, 2019

The purpose of the Citizens Advisory and Environmental Justice Group is to provide a direct line of communication between local community members and project development parties for the discussion of potential impacts to local businesses, low income and minority communities, and valued natural, environmental, cultural, agricultural, and river transportation resources in the area.

Much of the meeting focused on what has changed since 2014 and understanding the local community and the community concerns. Three alternative alignments and two typical sections were also presented for review.

Scroll down for more information.

Community Discussion





Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

Community Discussion

The project team and CA/EJ group discussed various topics, issues, concerns, and opportunities at the outset of the meeting. A few of the questions and answers:

What are the locations of important community areas and focal points?

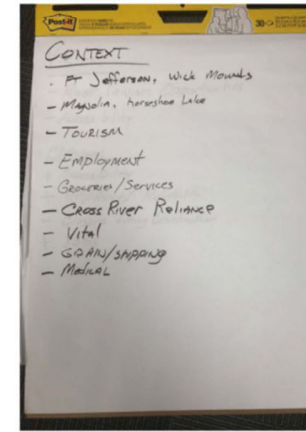
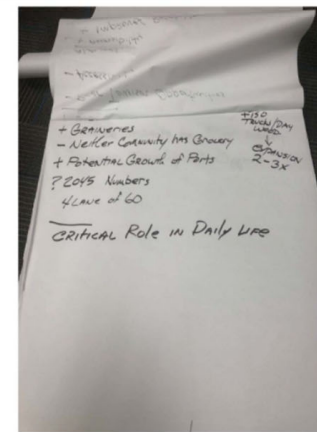
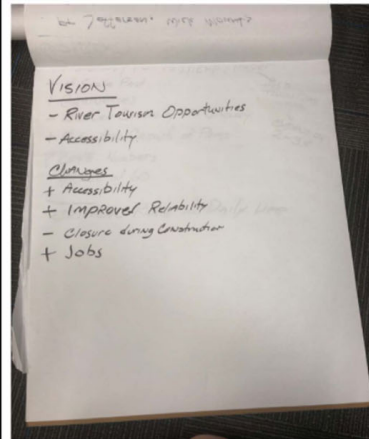
- **Kentucky:** Jefferson Park, Wickliffe Mounds, Courthouse, Fort Jefferson, churches
- **Illinois:** Magnolia Manor, Horseshoe Lake, Fort Defiance Park, Cairo High School, Thebes Courthouse, St. Mary's Park, Public Library, Custom House, GEM theatre, Riverlore, and churches

How might changes to the bridge negatively or positively impact you, your family and the community?

- ...traffic impacts during constructions as a negative...
- ... added jobs from construction as a positive.
- ... positive impact by improving access and increasing safety to users.

What has changed since 2014?

- Papermill has reopened
- New river fisheries
- Many individuals are employed on the opposite side of the river
- Four-State pact for riverport authority is in the works.





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

Alignment Alternative Constraints

Constraints in the project area affecting the locations of the proposed alignment alternatives include:

- **The Existing Bridge** - Because of the importance to the existing bridge to surrounding communities, new alternatives must allow the bridge to remain in place during construction.
- **Barge Moorings** - Fleeting and barge traffic are prevalent in the area. There are many barge anchors located on both sides of the river. Affecting these anchors could be costly and harmful to the industry in the area.
- **Railroad Bridges** - There are 2 railroad bridges to allow flood water to flow through the opening instead of over the railroad. According to railroad regulations, no overhead structure can be within 100 feet of a railroad bridge in order to allow for future maintenance. Impacting these bridges would result in costly damages and long delays.
- **Floodplain Easement** - The Natural Resources Conservation Service has an Emergency Watershed Protection Program Floodplain Warranty Easement on this parcel. This easement is to maintain and enhance the functional values of floodplains, protect the natural wildlife and their habitat, and to safeguard lives and property from floods, droughts, and the products of erosion. Impacting this parcel, other than a temporarily during construction, could possibly render the project unbuildable due





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

within 100 feet of a railroad bridge in order to allow for future maintenance. Impacting these bridges would result in costly damages and long delays.

- **Floodplain Easement** - The Natural Resources Conservation Service has an Emergency Watershed Protection Program Floodplain Warranty Easement on this parcel. This easement is to maintain and enhance the functional values of floodplains, protect the natural wildlife and their habitat, and to safeguard lives and property from floods, droughts, and the products of erosion. Impacting this parcel, other than a temporarily during construction, could possibly render the project unbuildable due to Federal Regulations.
- **Fort Defiance Park** - A former American Civil War military fortification. Due to Federal Regulations, impacts to a historic park would require justification that it would be the only option.

Alignment Alternative 1 - Blue

Meeting attendees identified the following "Pros" for Alternative 1 - Blue:

- + Closer in proximity to Cairo, IL.
- + Potential to be less disruptive to property owners.

"Cons" Identified by attendees included:

- Longer structure than the other two





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

Alignment Alternative 1 - Blue

Meeting attendees identified the following "Pros" for Alternative 1 - Blue:

- + Closer in proximity to Cairo, IL.
- + Potential to be less disruptive to property owners.

"Cons" identified by attendees included:

- Longer structure than the other two
- Closer to waterfront services facilities/could disturb river fleeting operations
- Impacts to the Conservation Easement on the Kentucky side.
- Close proximity to the railroad and dry docks.

Alignment Alternative 2 - Purple

Meeting attendees identified the following "Pros" for Alternative 2 - Purple:

- + A curve that is not as sharp with additional room to negotiate the turn on the Kentucky side
- + Reduced congestion on the Kentucky side
- + Limited impacts to moorings
- + Provides a nice connection on the Illinois side





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

Alignment Alternative 2 - Purple

Meeting attendees identified the following "Pros" for Alternative 2 - Purple:

- + A curve that is not as sharp with additional room to negotiate the turn on the Kentucky side
- + Reduced congestion on the Kentucky side
- + Limited impacts to moorings
- + Provides a nice connection on the Illinois side

"Cons" identified by attendees included:

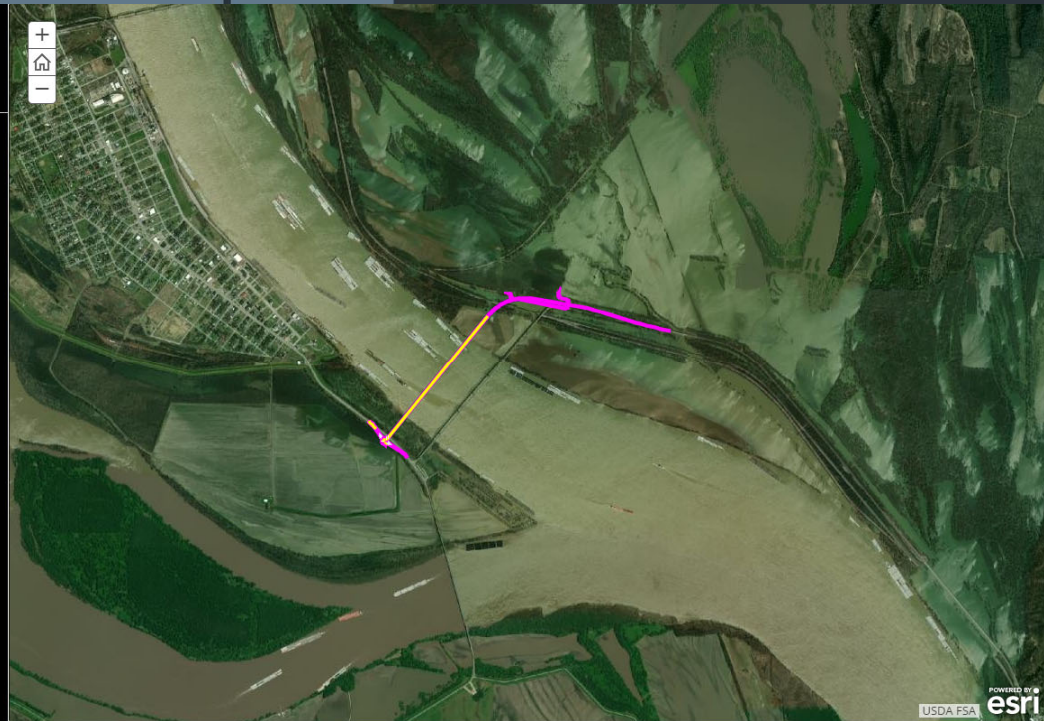
- Potential impacts to river fleeting operations
- Impacts to the Conservation Easement on the Kentucky side
- Close proximity to railroad

Alignment Alternative 3 - Red

Meeting attendees identified the following "Pros" for Alternative 3 - Red:

- + Least impact to river fleeting operations
- + Familiar location
- + Less expensive

The "Con" identified by attendees was:





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- CA/EJ Group Meeting #1**
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- CA/EJ Group Meeting #2



Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

Alignment Alternative 3 - Red

Meeting attendees identified the following "Pros" for Alternative 3-Red:

- + Least impact to river fleet operations
- + Familiar location
- + Less expensive

The "Con" identified by attendees was:

- Details of the potential impacts to the Illinois side intersection with US 60/US 62.

THIS ALTERNATIVE WAS THE PREFERRED ALIGNMENT OF THE ATTENDEES.

Typical Sections

Typical sections are detailed cross section depictions of the highway's principal elements that are standard between certain station or milepost limits. These sections are the basis for construction details and information shown throughout a set of highway design plans.

Attendees were presented with two typical sections: one with two





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

Typical Sections

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Attendees were presented with two typical sections: **one with two lanes** and another wider typical section to **initially carry two lanes (one lane in each direction) with the ability to accommodate four lanes** if US 51 is widened in the future.

The attendees identified the following Pros and Cons for the typical section:

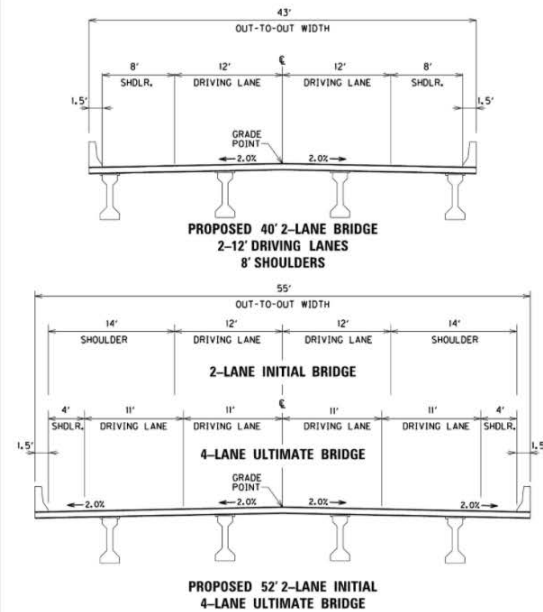
Two-lane typical section

"Pros":

- + Less expensive.
- + Expanded shoulders (in comparison to existing).
- + Provides adequate capacity.

"Con":

- Does not provide the opportunity for future expansion and growth of the community.





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #1

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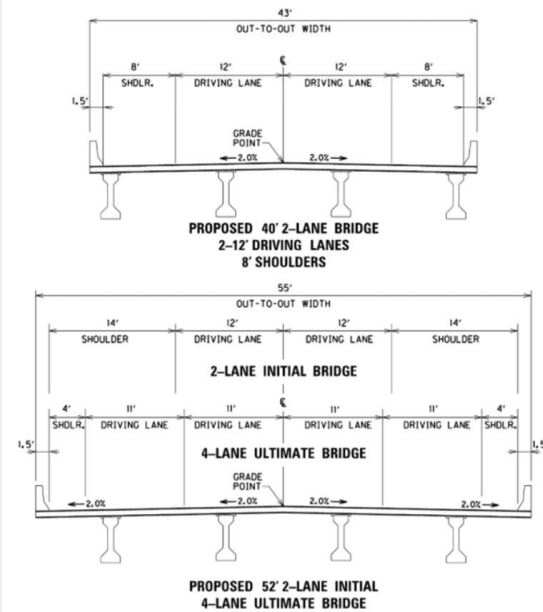
Two-lane initial/four-lane ultimate typical section

"Pros"

- + Allows for future growth.
- + Provides a connection to the 4-lane US 60.
- + Accommodates future riverport traffic.

"Cons":

- More expensive.
- Having to transition to a two-lane road at the ends of the bridge.
- 4 lane template would not allow pedestrians or bicycles.





Seamen's Church Institute Simulation

June 1st - 5th 2020

Seamen's Church Institute (SCI), located in Paducah, KY, is a Maritime Education Center that provides training to commercial and private entities and utilizes simulated geo-specific visual data to create real-time simulations.

The project team created a simulation for each alignment, multiple bridge span arrangements, and multiple river conditions - over 200 simulations total. Licensed towboat captains and barge captains completed simulations and were asked to answer a survey.

[Click to see video of the simulations in action](#)

Below is a recap of the Captains' survey:

- Preferred **Alignment 2 and 3** over **1**
- No significant challenges navigating 800' or 900' clear span bridge
- No significant challenges navigating the new bridge during construction
- Concerns about fleet mooring for alignments 1 and 2



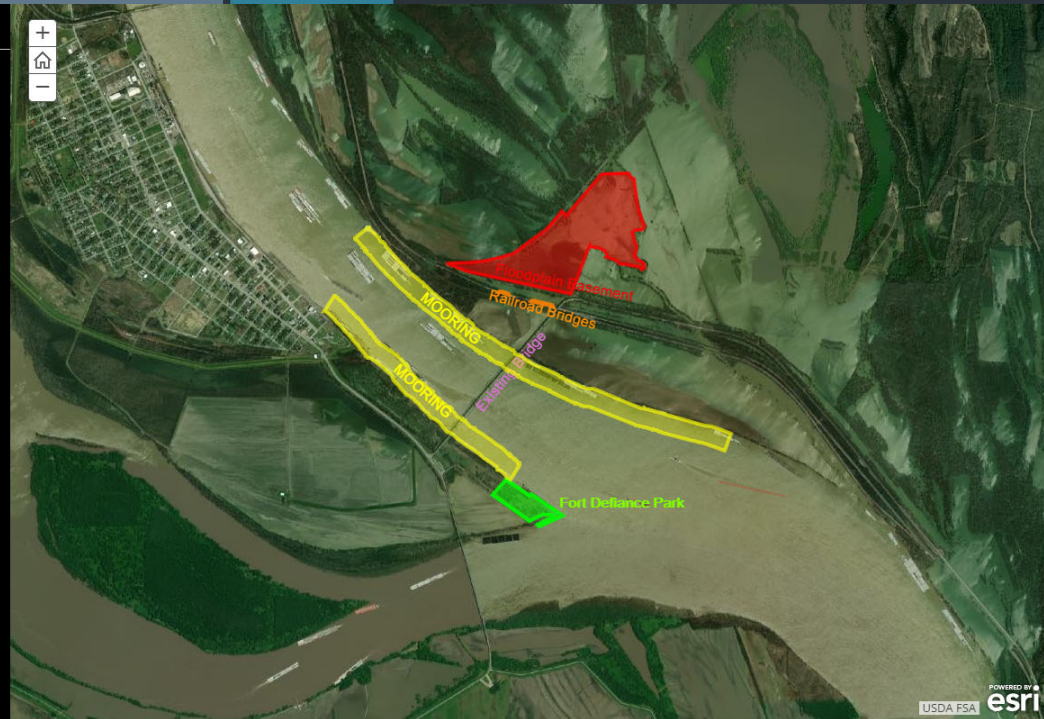
Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #2

The second CA/EJ Group Meeting was held on July 9, 2020. Due to the COVID-19 pandemic, the meeting was held virtually.

The meeting focused on the refinements of the Alignment Alternatives shown in the first CA/EJ Group Meeting and advancements of the environmental impacts to the area.

Constraints in the project area affecting the locations of the proposed alignment alternatives include:

- **The Existing Bridge** – Because of the importance of the existing bridge to surrounding communities, new alternatives must allow the bridge to remain in place during construction.
- **Barge Moorings** – The mooring anchors were located using GPS to determine exact locations. Affecting these anchors could be costly and harmful to the industry in the area.
- **Railroad Bridges** - There are 2 railroad bridges to allow flood water to flow through the opening instead of over the railroad. According to railroad regulations, no overhead structure can be within 100 feet of a railroad bridge in order to allow for future maintenance. Impacting these bridges would result in costly





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- Railroad Bridges** - There are 2 railroad bridges to allow flood water to flow through the opening instead of over the railroad. According to railroad regulations, no overhead structure can be within 100 feet of a railroad bridge in order to allow for future maintenance. Impacting these bridges would result in costly damages and long delays.
- Floodplain Easement** - The Natural Resources Conservation Service has an Emergency Watershed Protection Program Floodplain Warranty Easement on this parcel. This easement is to maintain and enhance the functional values of floodplains, protect the natural wildlife and their habitat, and to safeguard lives and property from floods, droughts, and the products of erosion. Impacting this parcel, other than a temporarily during construction, could possibly render the project unbuildable due to Federal Regulations.
- Fort Defiance Park** - A former American Civil War military fortification. Due to Federal Regulations, impacts to a historic park would require justification that it would be the only option.

Alternative 1 - Blue





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #2

Alternative 1 - Blue

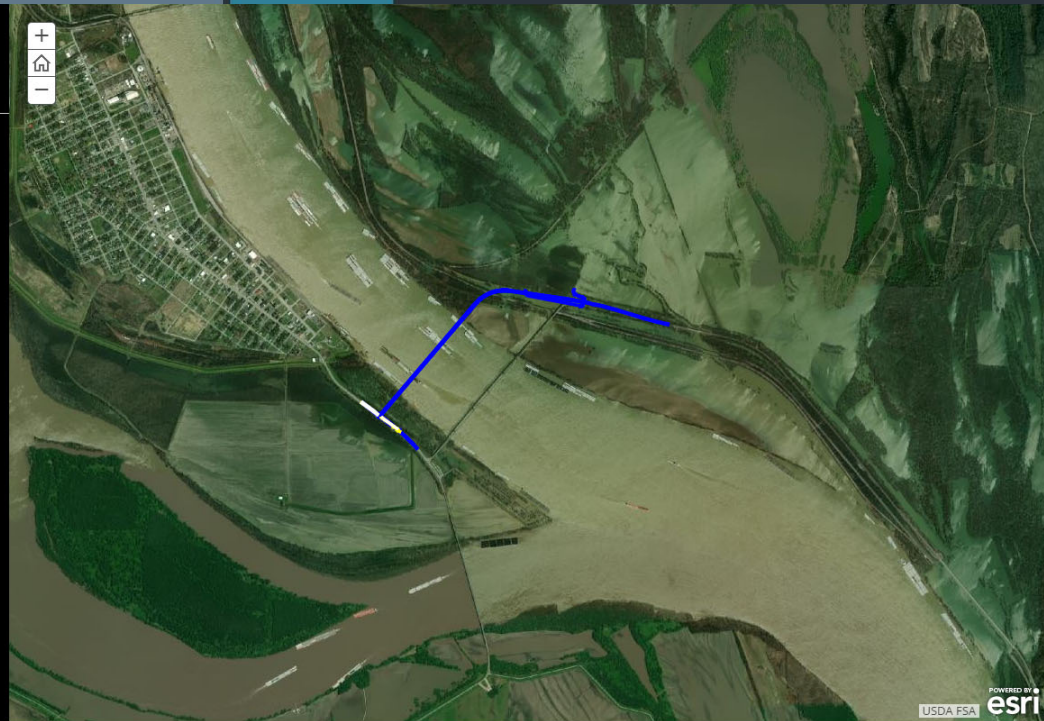
The alignment for Alt 1 was very similar to the previous meeting. It was shown with a T - intersection.

- 1800' upstream of existing bridge
- 2.03 miles long
- Roadway pulls off US 51 just west of Minor Slough Bridge
- Roadway/Bridge threads between existing bridge and USDA parcel
- Crosses railroad 200' north of second railroad bridge
- Possible single lane closures during tie-in to existing bridge

Alternative 2 - Purple

The alignment for Alt 2 was very similar to the previous meeting. It was shown with a Roundabout intersection.

- 900' upstream of existing bridge
- 1.94 miles long
- Roadway/Bridge threads between existing bridge and USDA parcel
- Crosses railroad 300' north and south of railroad bridges
- Possible single lane closures during tie-in to existing bridge





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #2

Alternative 2 - Purple

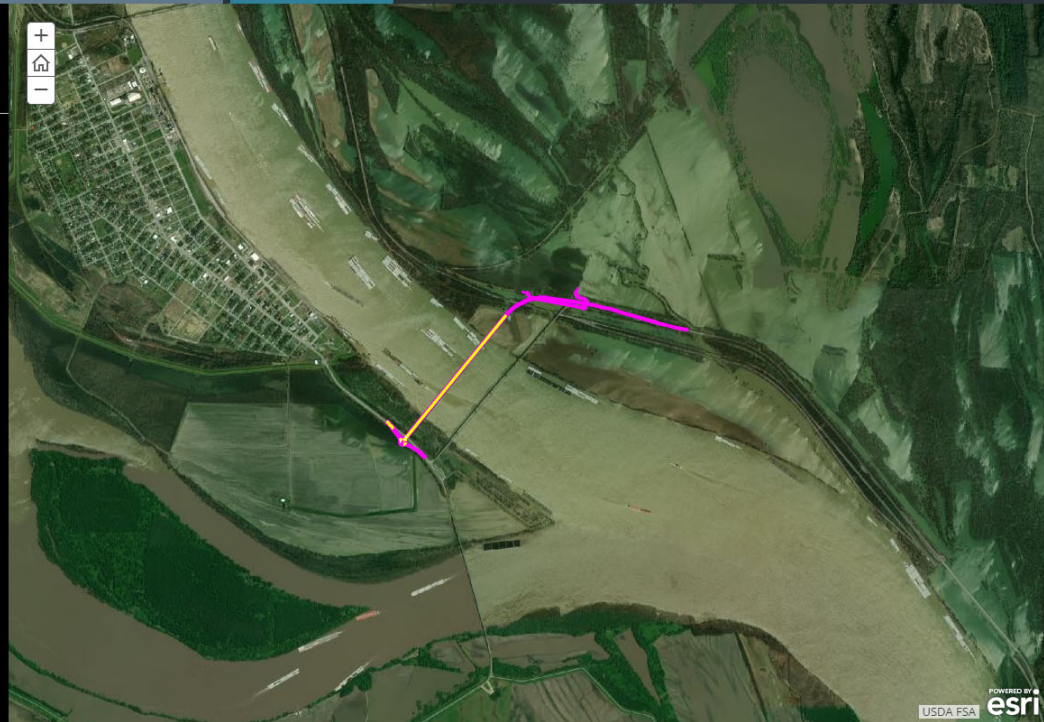
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- 1.94 miles long
- Roadway/Bridge threads between existing bridge and USDA parcel
- Crosses railroad 300' north and south of railroad bridges
- Possible single lane closures during tie-in to existing bridge

Alternative 3 - Red

Because of required railroad clearance, Alt 3's curve on the Kentucky side was flattened to pull away from the railroad bridge and crosses the existing roadway bridge. A temporary bridge will be necessary to maintain traffic during construction. It was shown with a "Continuous Right" intersection.

- 85' upstream of existing bridge
- 1.88 miles long
- A temporary bridge will be necessary to maintain traffic during construction
- It will require closing the existing bridge for a week or longer to tie into the temporary bridge





Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #2

Alternative 3 - Red

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Intersection Types

The three intersection types:

- T-Intersection
- Roundabout
- Continuous Right

All three intersections are interchangeable and can be used with any alternative.





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Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #2

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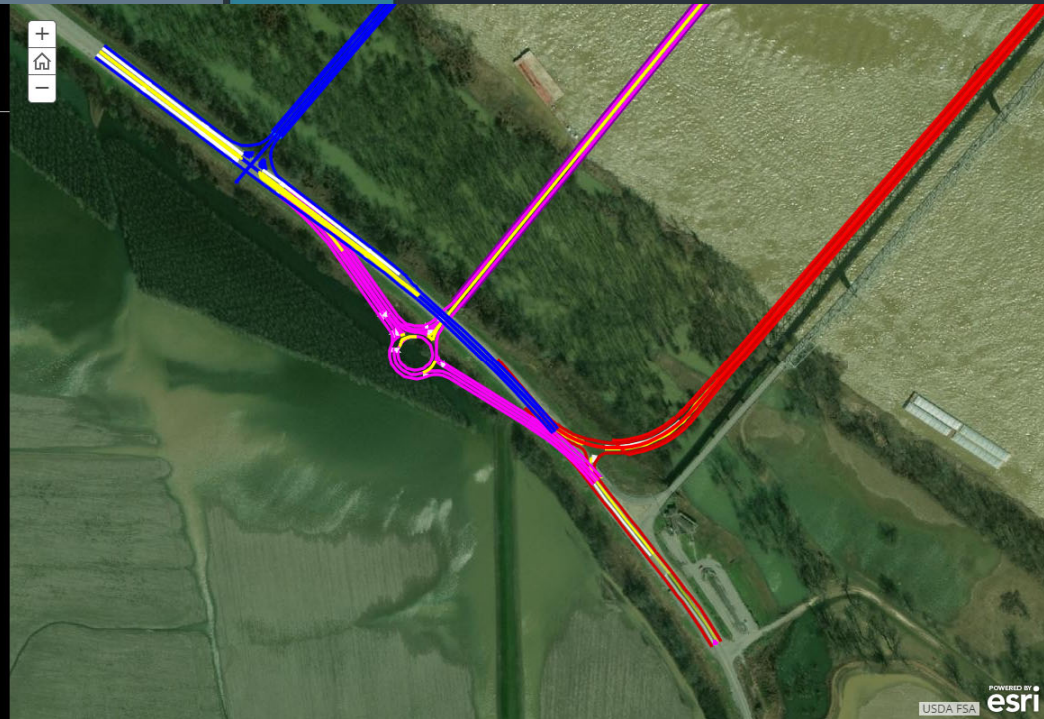
Alternatives Comparison

Attendees were polled regarding the three alternatives with the option to select as many alternatives as they wanted for each question.

Of the 8 alternative-specific questions, Alternative 2 was selected as the most favorable 8 times.

[Click here for Complete Survey Results](#)

Bridge Types





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Bridge Types

Three different Bridge Types were presented at the meeting. These included:

- A Tied Arch Bridge
- A Truss Bridge
- A Cable Stay Bridge

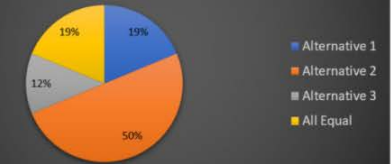
Typical Sections

Attendees were presented with the same two typical sections as the

The key criteria seen by the project team are the following: Maintenance of Traffic, Navigation Impacts, Impacts on Mooring Operations, Complexity of Construction. Do you agree with these?



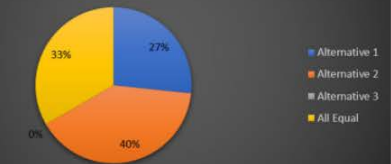
Which Alternatives do you feel best support local freight routes and maritime activities (select all that apply):



In your opinion, does a 2 lane bridge with 8 foot shoulders meet the project goals?



Which Alternatives do you feel best support consistent travel time between Wickliffe and Cairo (select all that apply):





Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #2

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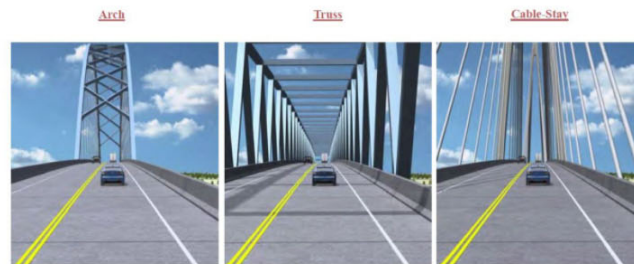
A decision matrix was presented to the attendees.

Many members still voiced the desire to have a 4-lane bridge in order to facilitate future growth.

Bridge Types



Bridge Types





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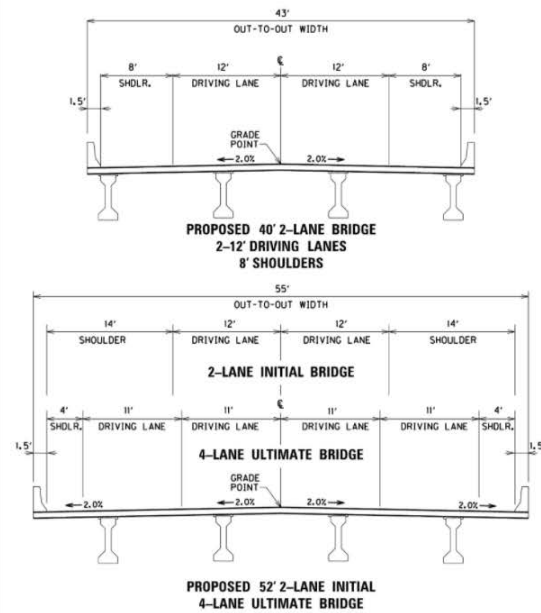
Many members still voiced the desire to have a 4-lane bridge in order to facilitate future growth.

Environmental Impacts - Historic

Many different Environmental and Human Environmental Impacts were measures and considered.

Historic properties in the area are:

- Cairo Historic District - IL
- St. Patrick Catholic Church - IL
- US 51 Bridge - KY/IL





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Facebook, Twitter, Email, Edit

Citizens Advisory/Environmental Justice (CA/EJ) Group Meeting #2

No issues detected

Included:

- A Tied Arch Bridge
- A Truss Bridge
- A Cable Stay Bridge

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Environmental Impacts - Historic

BACK

Bridge Cross Section	Bridge Cost	IL Design Exception Needed	KY Design Exception Needed	Bicycle Accomodations	Emergency Refuge	Agricultural Traffic
52' (2 Lane/4 Lane)	\$341M	NO	NO	●	●	●
44' (10' Shld)	\$288M	NO	NO	●	●	●
40' (8' Shld)	\$270M	NO	NO	●	☹	☹
36' (6' Shld)	\$246M	YES	YES	X	X	X

Note: The 52' ultimate 4-Lane typical section will require a design exception for both states and will not accommodate bicycles, agricultural traffic, or emergency refuge.



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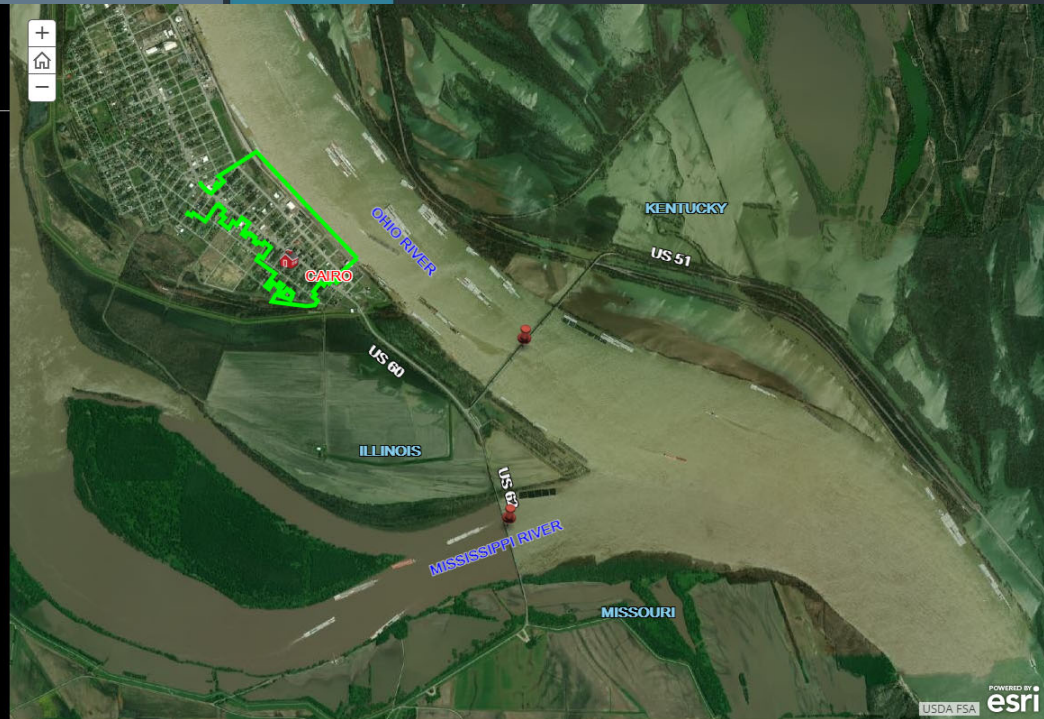
- Cairo Historic District - IL
- St. Patrick Catholic Church - IL
- US 51 Bridge - KY/IL
- US 60/US 62 Bridge - IL/MO

*Further analysis is ongoing

No previously recorded archeology sites within the alternatives present in Kentucky or Illinois. Natural processes have significantly impacted the area, lowering the potential for Native American and other archaeological sites.

Environmental Impacts - Human

No relocations, no community facilities impacted, no park impacts, nor adverse affect to Environmental Justice communities were measured for each alternative. Pedestrian and bicycle facilities should have a positive impact with the project.





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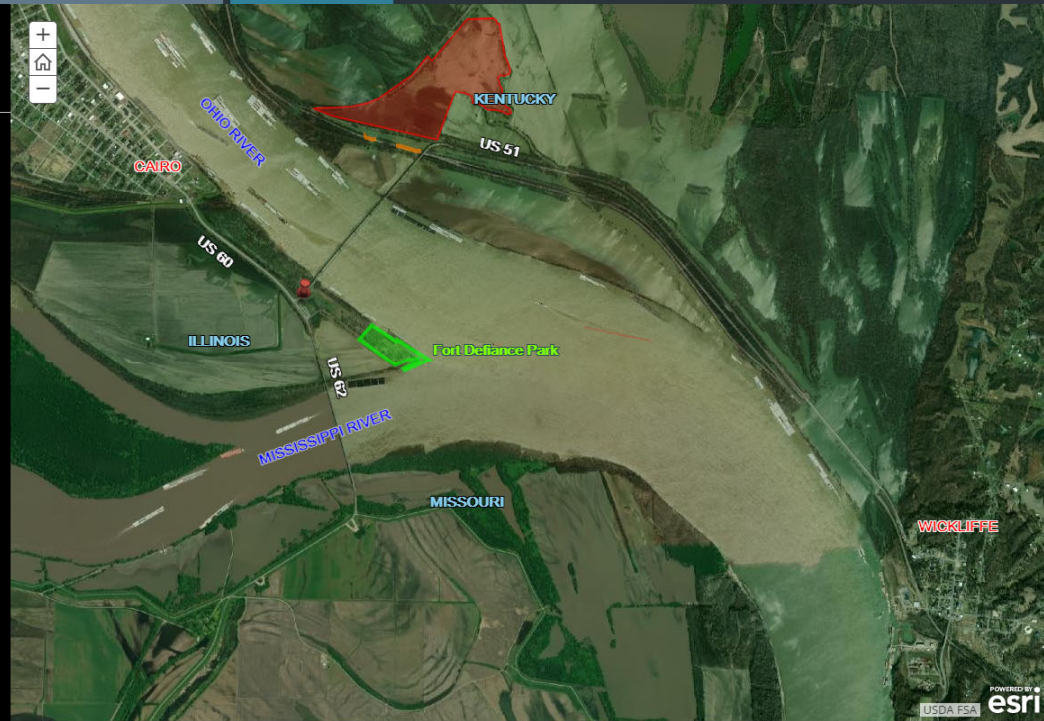
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Environmental Impacts

Stream impacts, terrestrial impacts, and endangered species impacts were measured for each alternates.

After measuring impacts to historic, natural, and human environmental, it was determined there was no significant difference in each of the alternatives.





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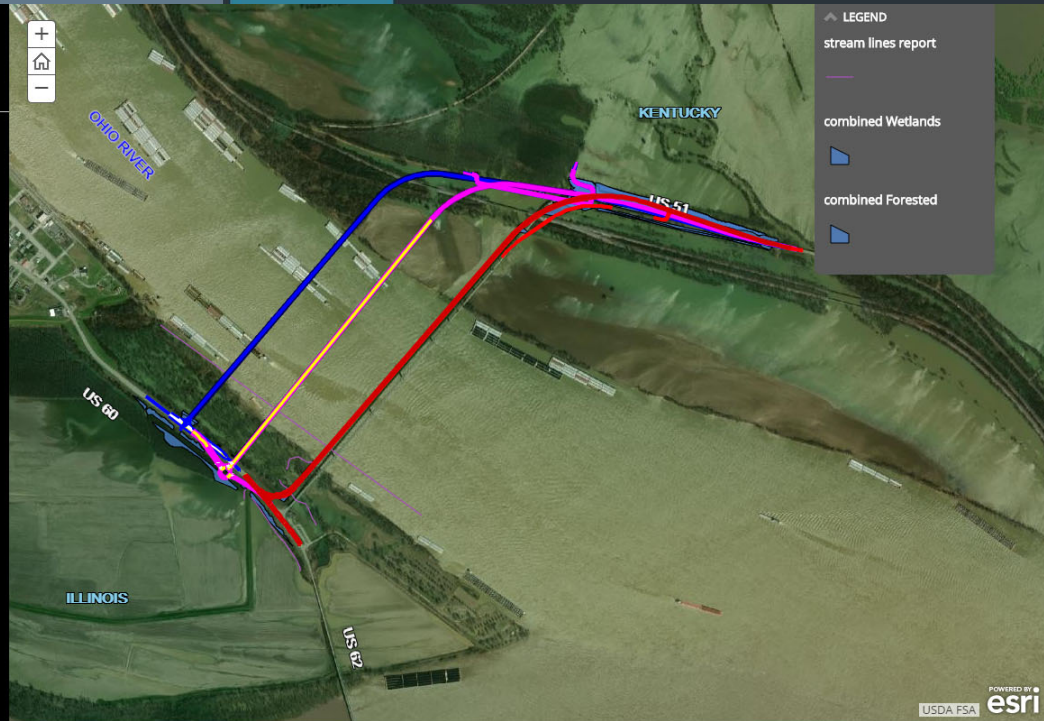
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WHERE WE ARE NOW



US 51 Bridge Online Public Meeting

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- Where We Are Now**
- Alignment Alternatives
- Intersection Alternatives
- Typical Sections



Where We Are Now

Since the last CA/EJ meeting, the design team has further developed the alignments, analyzed the intersection types, and weighed typical section options.

In order to proceed from Preliminary Design to Final Design, a preferred alignment needs to be selected. The preferred alignment selection narrows down the affected area for geotechnical and archaeological studies and allows for the completion of the environmental document.

Click on the [Blue Tabs](#) above for more information about specific topics.





Alignment Alternatives

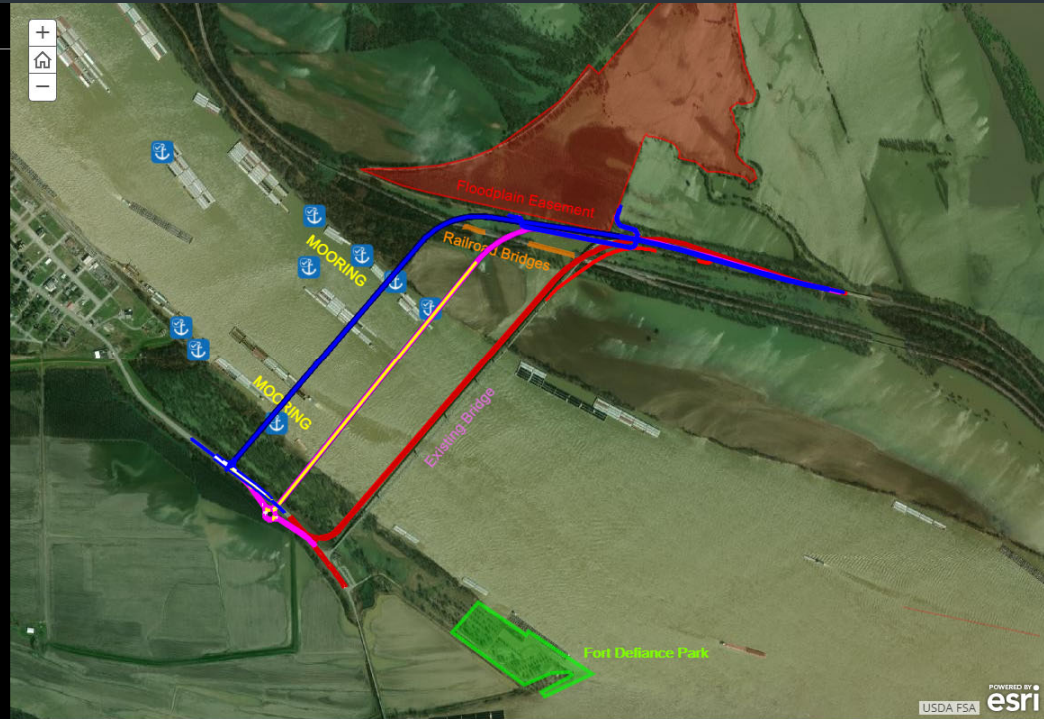
Each Alternative was further designed, tweaked according to previous comments, and detailed at a higher level than previous meetings. The higher level design and detail allowed us to weigh the positives and negatives of each option.

Scroll down for information on each alternative.

Alternative 1 - Blue

- Most expensive alignment alternative
- Most mooring impacts
- Least preferred by the Seamen's Church Institute simulation participants
- Impacts USDA Natural Resource Conservation Service parcel (temporarily - only during construction)
- + Least amount of parcels affected
- Largest footprint

Environment impacts are near equal on all three alternatives.





Alignment Alternatives

Alternative 1 - Blue

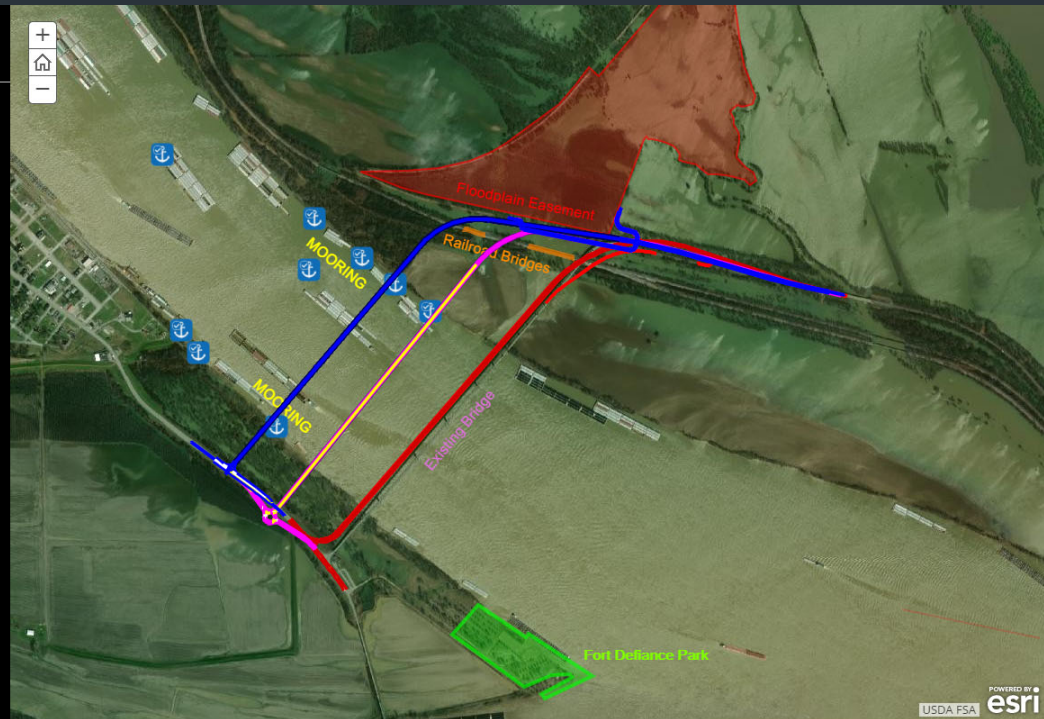
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Alternative 2 - Purple

- + Similar cost to Alternative 3
- Some mooring impacts
- + No Impact from barge captains at Seamen's Church Institute (SCI) simulations
- + Most preferred by the fleeters at SCI simulations
- Impacts USDA Natural Resource Conservation Service parcel (temporarily - only during construction)
- + Able to construct with minimal impact to existing bridge

Environment impacts are near equal on all three alternatives.





Alignment Alternatives

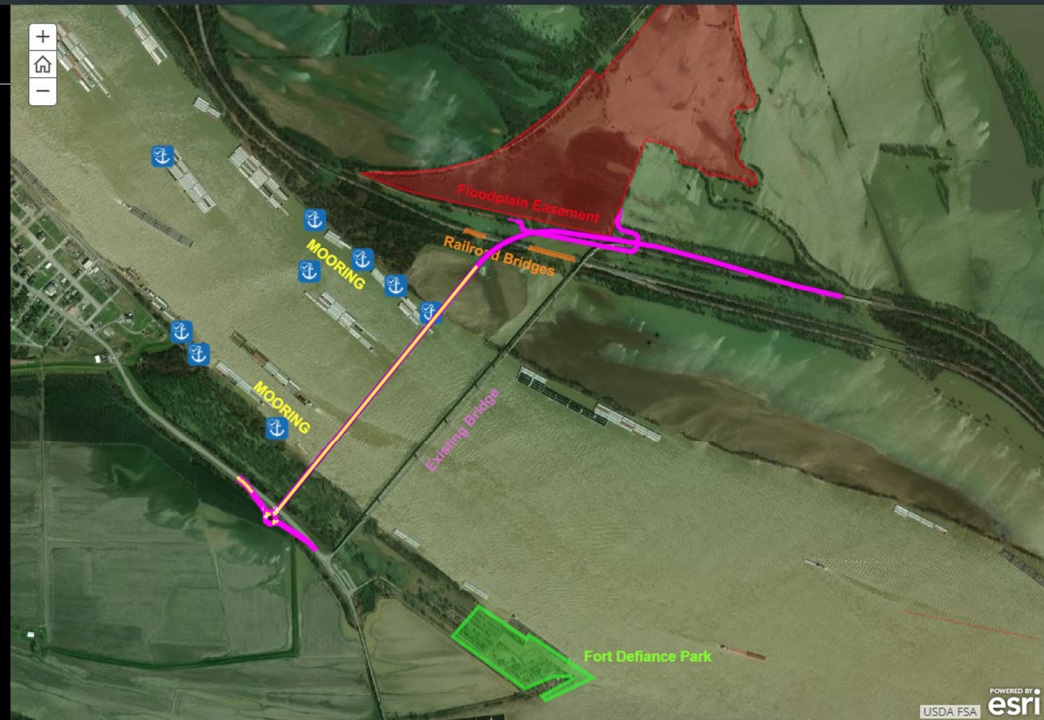
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Environment impacts are near equal on all three alternatives.

Alternative 3 - Red

- + Least amount of mooring impacts
- + Most preferred by fleeters at Seamen's Church Institute simulations
- Greatest amount of parcels affected
- + No Impacts to USDA NRCS parcel
- Would require a temporary bridge and bridge closure for construction
- Would require additional railroad coordination



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US 60/US 62 Intersection Alternatives

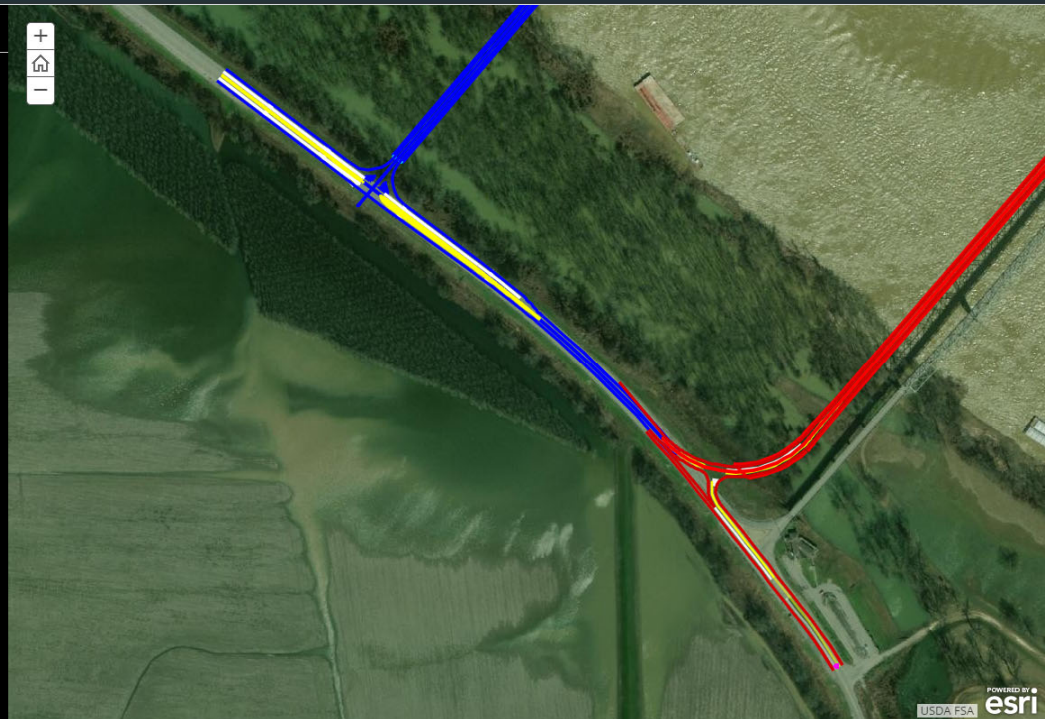
The project team has analyzed the three intersection types - a **T-Intersection**, a **Roundabout**, and a **Continuous Right Intersection**.

****Any of these three intersections can be constructed with any of the three alignment alternatives****

Each intersection movement was analyzed to determine how long it takes to traverse through the intersection (delay) and given a letter grade Level of Service (LOS). LOS is based on the amount of time each vehicle has to wait to go through the intersection during a particular hour. Through movements do not have opposing traffic movements and, therefore, have a LOS A.

Click the image below to enlarge and learn more about LOS and the traffic associated with each letter grade.

Roadway	
LOS A	Free Flowing Uninterrupted vehicle
LOS B	Stable Flow Other vehicles are more noticeable
LOS C	Stable Flow Vehicle operations affected by other vehicles





US 60/US 62 Intersection Alternatives

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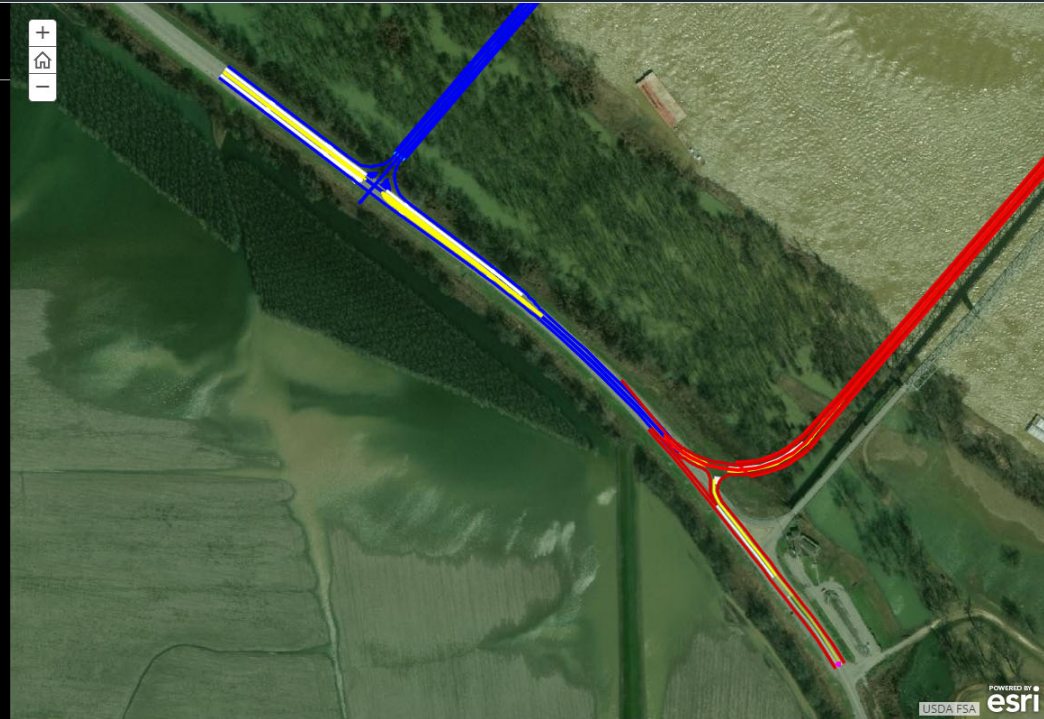
Click the image below to enlarge and learn more about LOS and the traffic associated with each letter grade.

Roadway	
LOS A	Free flow Uninterrupted vehicle
LOS B	Stable flow Other vehicles are more noticeable
LOS C	Stable flow Vehicle operations affected by other vehicles
LOS D	High density free flow Operation of vehicle is affected by other vehicles
LOS E	High density traffic flow Operating conditions are strained
LOS F	Forced or breakdown flow Amount of traffic exceeds capacity

Scroll down for more information about each alternative.

No-Build Alternative

The "No-Build" option is always included when evaluating





US 51/US 52 Intersection Alternatives

particular hour. Through movements do not have opposing traffic movements and, therefore, have a LOS A.

Click the image below to enlarge and learn more about LOS traffic associated with each letter grade.







Roadway	
LOS A	Free flowing
LOS B	Stable flow
LOS C	Stable flow
LOS D	High density free flow
LOS E	High density traffic flow, nearing capacity
LOS F	Forced or breakdown flow

Scroll down for more information about each alternative.

No-build Alternative

The "No-build" option is always included when evaluating

Roadway

LOS A		<ul style="list-style-type: none"> • Free flowing • Uninterrupted vehicle
LOS B		<ul style="list-style-type: none"> • Stable flow • Other vehicles are more noticeable
LOS C		<ul style="list-style-type: none"> • Stable flow • Vehicle operations affected by other vehicles
LOS D		<ul style="list-style-type: none"> • High density free flow • Operation of vehicle is affected by other vehicles
LOS E		<ul style="list-style-type: none"> • High density traffic flow, nearing capacity • Operating conditions are extremely poor
LOS F		<ul style="list-style-type: none"> • Forced or breakdown flow • Amount of traffic exceeds capacity





US 60/US 62 Intersection Alternatives

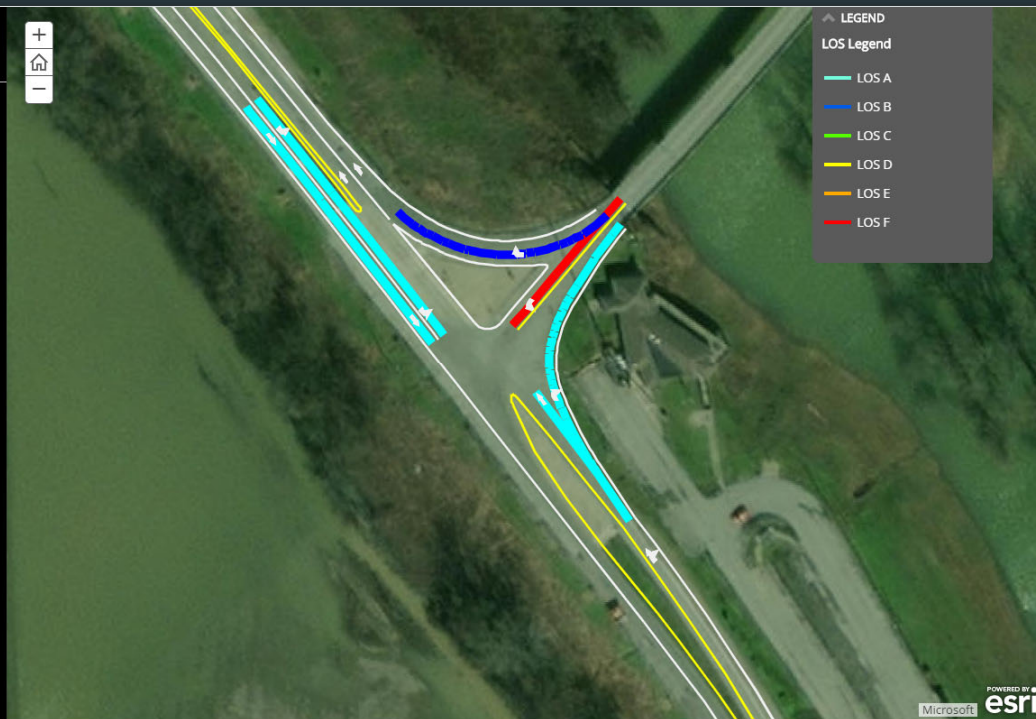
No-Build Alternative

The "No-Build" option is always included when evaluating alternatives. While it may be a reasonable alternative, especially where the impacts are high and the need is relatively minor, more often, the no-build alternative serves as a benchmark against which the impacts of the other alternatives can be compared.

Click the image below to enlarge to see how the No-Build alternative will function in the design year - 2045.

Alternative	2045	2045	2045	2045	2045	2045	2045
No-Build	100	100	100	100	100	100	100
1	100	100	100	100	100	100	100
2	100	100	100	100	100	100	100
3	100	100	100	100	100	100	100
4	100	100	100	100	100	100	100
5	100	100	100	100	100	100	100
6	100	100	100	100	100	100	100
7	100	100	100	100	100	100	100
8	100	100	100	100	100	100	100
9	100	100	100	100	100	100	100
10	100	100	100	100	100	100	100
11	100	100	100	100	100	100	100
12	100	100	100	100	100	100	100
13	100	100	100	100	100	100	100
14	100	100	100	100	100	100	100
15	100	100	100	100	100	100	100
16	100	100	100	100	100	100	100
17	100	100	100	100	100	100	100
18	100	100	100	100	100	100	100
19	100	100	100	100	100	100	100
20	100	100	100	100	100	100	100
21	100	100	100	100	100	100	100
22	100	100	100	100	100	100	100
23	100	100	100	100	100	100	100
24	100	100	100	100	100	100	100
25	100	100	100	100	100	100	100
26	100	100	100	100	100	100	100
27	100	100	100	100	100	100	100
28	100	100	100	100	100	100	100
29	100	100	100	100	100	100	100
30	100	100	100	100	100	100	100
31	100	100	100	100	100	100	100
32	100	100	100	100	100	100	100
33	100	100	100	100	100	100	100
34	100	100	100	100	100	100	100
35	100	100	100	100	100	100	100
36	100	100	100	100	100	100	100
37	100	100	100	100	100	100	100
38	100	100	100	100	100	100	100
39	100	100	100	100	100	100	100
40	100	100	100	100	100	100	100
41	100	100	100	100	100	100	100
42	100	100	100	100	100	100	100
43	100	100	100	100	100	100	100
44	100	100	100	100	100	100	100
45	100	100	100	100	100	100	100
46	100	100	100	100	100	100	100
47	100	100	100	100	100	100	100
48	100	100	100	100	100	100	100
49	100	100	100	100	100	100	100
50	100	100	100	100	100	100	100

T-Intersection Alternative





US 60/US 62 Intersection Alternatives

No-Build Alternative

The "No-Build" option is always included when evaluating alternatives. While it may be a reasonable alternative, where the impacts are high and the need is relatively high, often, the no-build alternative serves as a benchmark against which the impacts of the other alternatives can be compared.

Click the image below to enlarge to see how the No-Build will function in the design year - 2045.

Alternative	Movement	Movement LOS	Movement Delay (s/veh)	Volume veh/hr	Total Movement Delay (sec)	Total Delay (sec)
No Build	WBL	F	380.5	205	78,003	84,803
	WBR	B	11.6	250	2,900	
	SBL	A	10.0	390	3,900	
1a T - Intersection (Unsignalized)	WBL	F	224.0	205	45,920	51,952
	WBR	B	10.4	250	2,600	
	SBL	A	8.8	390	3,432	
1b T - Intersection (Signalized)*	WBL	C	24.5	205	5,023	16,946
	WBR	A	6.7	250	1,675	
	NBT	A	6.4	45	288	
	NBR	A	2.4	185	444	
	SBL	C	23.4	390	9,126	
2 Continuous Right	WBL	A	9.8	205	2,009	9,829
	NB LT & RT	D	34.0	230	7,820	
3 Roundabout	WBL	A	6.1	205	1,250.5	9,347
	WBR	-	-	250	-	
	NBR & THRU	B	13.3	230	3,059.0	
	SBL	B	12.1	390	4,719.0	
	SB THRU	A	5.3	60	318.0	

LEGEND
LOS Legend

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F





US 60/US 62 Intersection Alternatives

T-Intersection Alternative

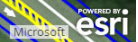
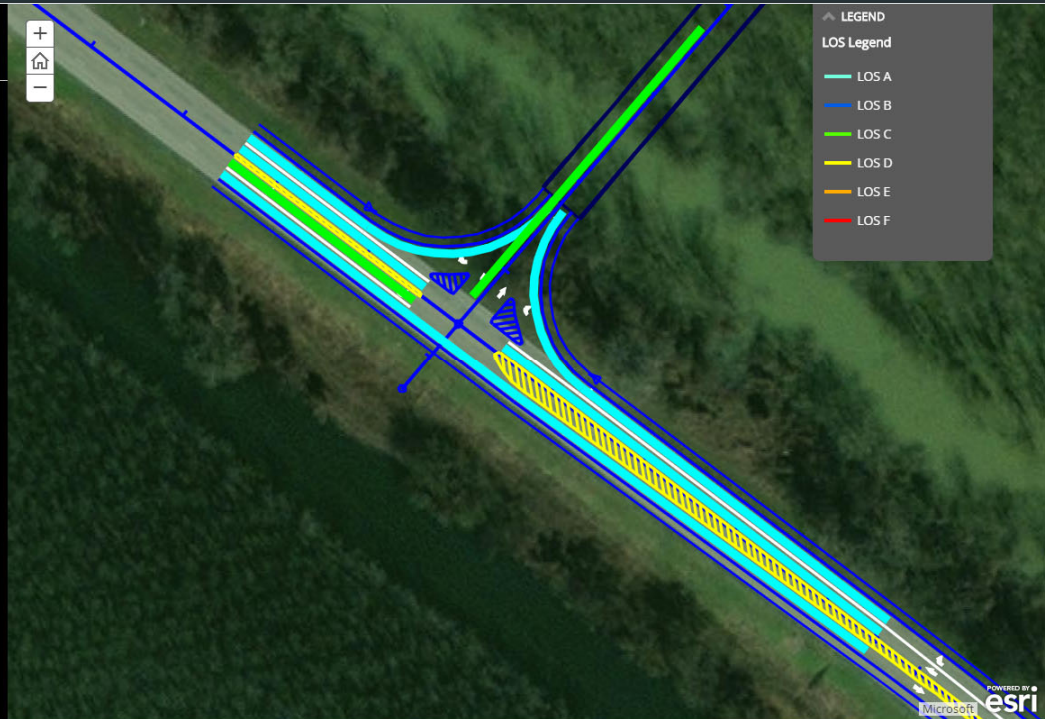
A T-Intersection, as its name implies, is the junction of two roads that form a T. This type of intersection can be constructed with or without a traffic signal.

The total vehicle delay at the intersection will be significantly less if it the intersection is signalized.

Click the image below to enlarge to see how the T-Intersection alternative will function in the design year - 2045.

Alternative	Vehicle Delay (seconds)	Vehicle Delay (minutes)	Vehicle Delay (hours)
Signalized T-Intersection	1,200	20	0.33
Unsignalized T-Intersection	2,400	40	0.67
Signalized Continuous Right	1,500	25	0.42
Unsignalized Continuous Right	3,000	50	0.83

Continuous Right Intersection Alternative





US 51/US 83 Intersection Alternatives

T-Intersection Alternatives

A T-Intersection, as its name implies, is the junction of two roads that form a T. This type of intersection can be constructed without a traffic signal.

The total vehicle delay at the intersection will be significant if the intersection is signalized.

Click the image below to enlarge to see how the T-Intersection alternative will function in the design year - 2045.



Alternative	Movement	Movement LOS	Movement Delay (s/veh)	Volume veh/hr	Total Movement Delay (sec)	Total Delay (sec)
No Build	WBL	F	380.5	205	78,003	84,803
	WBR	B	11.6	250	2,900	
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US 60/US 62 Intersection Alternatives

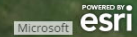
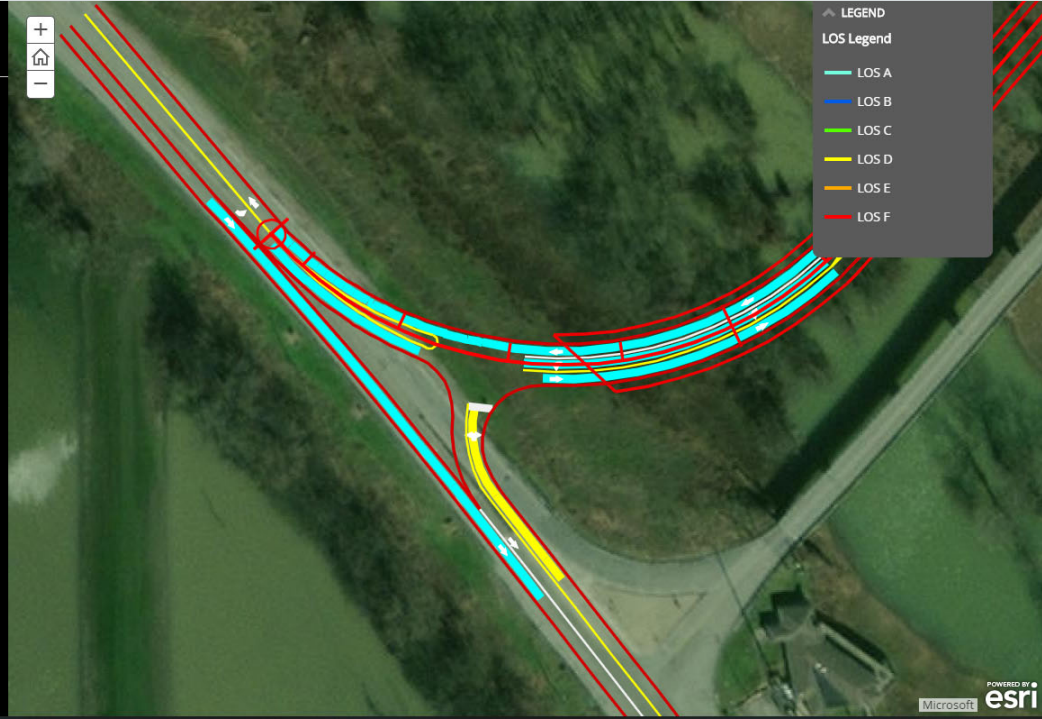
Continuous Right Intersection Alternative

A continuous right intersection exchanges one leg of the mainline approaches with the side street approach effectively creating a new mainline. It is particularly useful at intersections with a side street volume that is comparable to or heavier than one of the mainline approach volumes.

In this instance, the bridge approach has been made part of the mainline and the northbound US 60/US 62 approach is relegated as the side street with a stop condition.

Click the image below to enlarge to see how the Continuous Right alternative will function in the design year - 2045.

Alternative	Volume	Accessories	Accessories	Accessories	Accessories	Accessories	Accessories	Accessories	Accessories
1	1000	1000	1000	1000	1000	1000	1000	1000	1000
2	1000	1000	1000	1000	1000	1000	1000	1000	1000
3	1000	1000	1000	1000	1000	1000	1000	1000	1000
4	1000	1000	1000	1000	1000	1000	1000	1000	1000
5	1000	1000	1000	1000	1000	1000	1000	1000	1000
6	1000	1000	1000	1000	1000	1000	1000	1000	1000
7	1000	1000	1000	1000	1000	1000	1000	1000	1000
8	1000	1000	1000	1000	1000	1000	1000	1000	1000
9	1000	1000	1000	1000	1000	1000	1000	1000	1000
10	1000	1000	1000	1000	1000	1000	1000	1000	1000





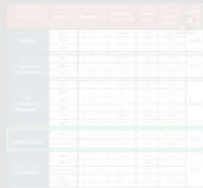
US 60/US 62 Intersection Alternatives

Continuous Right Intersection Alternative

A continuous right intersection exchanges one leg of the approaches with the side street approach effectively crossing the mainline. It is particularly useful at intersections with a volume that is comparable to or heavier than one of the approach volumes.

In this instance, the bridge approach has been made parallel to the mainline and the northbound US 60/US 62 approach is the side street with a stop condition.

Click the image below to enlarge to see how the Continuous Right alternative will function in the design year - 2045.



Alternative	Movement	Movement LOS	Movement Delay (s/veh)	Volume veh/hr	Total Movement Delay (sec)	Total Delay (sec)
No Build	WBL	F	380.5	205	78,003	84,803
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LEGEND
LOS Legend
LOS A
LOS B
LOS C
LOS D
LOS E
LOS F





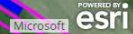
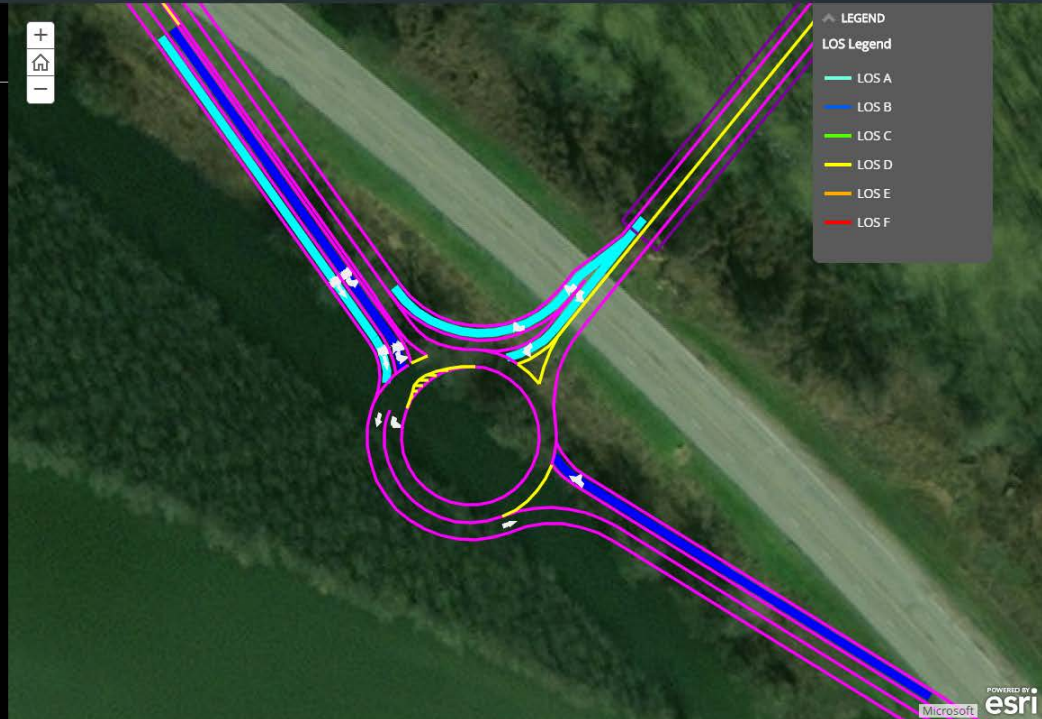
US 60/US 62 Intersection Alternatives

Roundabout Alternative

A roundabout is a type of circular intersection that is often safer, more efficient, and more aesthetically appealing than conventional intersection designs. Most significantly, roundabouts reduce the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections.

Click the image below to enlarge to see how the Roundabout alternative will function in the design year - 2045.

Alternative	Volume	Capacity	Level of Service	Delay (s)	Queue Length (ft)	Stop Length (ft)	Stop Rate (%)
1 - Roundabout	1000	1000	A	10	10	10	0
	2000	2000	B	20	20	20	0
2 - Signalized	1000	1000	C	30	30	30	10
	2000	1000	D	60	60	60	20

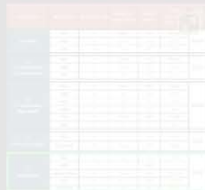


US 51 Bridge Intersection Alternatives

Roundabout Alternative

A roundabout is a type of circular intersection that is more efficient, and more aesthetically appealing than other intersection designs. Most significantly, roundabouts reduce the types of crashes where people are seriously hurt or killed when compared to conventional stop-controlled and signalized intersections.

Click the image below to enlarge to see how the Roundabout alternative will function in the design year - 2045.



Alternative	Movement	Movement LOS	Movement Delay (s/veh)	Volume veh/hr	Total Movement Delay (sec)	Total Delay (sec)
No Build	WBL	F	380.5	205	78,003	84,803
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Legend
LOS Legend

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F





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- Where We Are
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- Survey

- Where We Are Now
- Alignment Alternatives
- Intersection Alternatives
- Typical Sections

Typical Sections

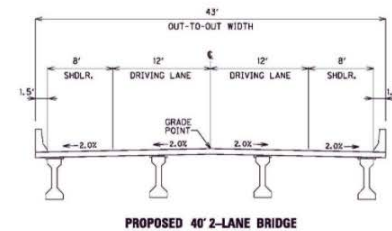
Typical sections are detailed cross section depictions of the highway's principal elements that are standard between certain station or milepost limits. These sections are the basis for construction details and information shown throughout a set of highway design plans.

There were comments from each meeting that a 4-lane bridge was necessary for future growth in the area. The project team investigated the positives and negatives of a 2-lane bridge vs. a 4-lane bridge. The 4-lane bridge option is constructed with extra width and striped as 2-lane with the potential to be re-striped in the future to accommodate four lanes of traffic.

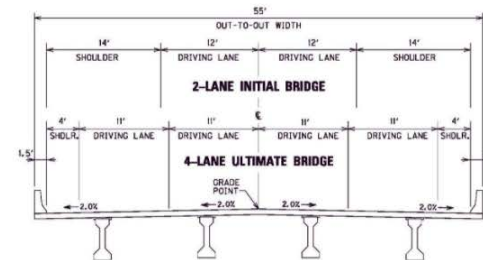
Scroll down for additional information.

Traffic Counts

Roadways are constructed with an eye on the future. Traffic is projected out 25 - 30 yrs (the design year) to ensure that the roadway is built for tomorrow.



PROPOSED 40' 2-LANE BRIDGE



PROPOSED 52' 2-LANE INITIAL
4-LANE ULTIMATE BRIDGE



Typical Sections

Traffic Counts

Roadways are constructed with an eye on the future. Traffic is projected out 25 - 30 yrs (the design year) to ensure that the roadway is built for longevity.

The current Annual Average Daily Traffic (AADT) is 5,500 vehicles per day. After analyzing the historical traffic data and growth near Cairo and Wickliffe, a traffic growth rate of 0.5% was assumed. The 2045 design year AADT estimate is 6,200 vehicles per day. The CA/EJ group felt this growth rate was low, so a special count was conducted to insure the numbers were accurate. The count showed 6,050 vpd - much higher than the forecast. The count indicated a growth rate of 1.8% projecting out to 9,450 vehicles per day in the design year - 2045. This growth rate appears to be much higher than historical used in the area, however since news of a new port and comments of potential group from the CA/EJ group, the design team felt the growth rate was justified.

A standard two-lane roadway such as what is proposed with the two-lane typical section can serve approximately 18,000 to 19,000 vehicles per day.

Connectivity

A four-lane bridge would require four-lane roadways to connect to

TRAFFIC PROJECTIONS

Traffic Projections for the US 51 Ohio River Bridge:

HISTORIC TRAFFIC		AADT
2013 Traffic Count (KYTC)		5,350 vpd
2020 Current Year (KYTC)		6,050 vpd
TRAFFIC FORECAST		AADT
2025		6,600 vpd
2045		9,450 vpd

Notes: Future years forecast using 1.8% annual growth rate
AADT = Annual Average daily traffic
vpd = Vehicles per day

- Approximately 35% of traffic using bridge is truck traffic
- Two Lane Bridge is Adequate



Typical Sections

Connectivity

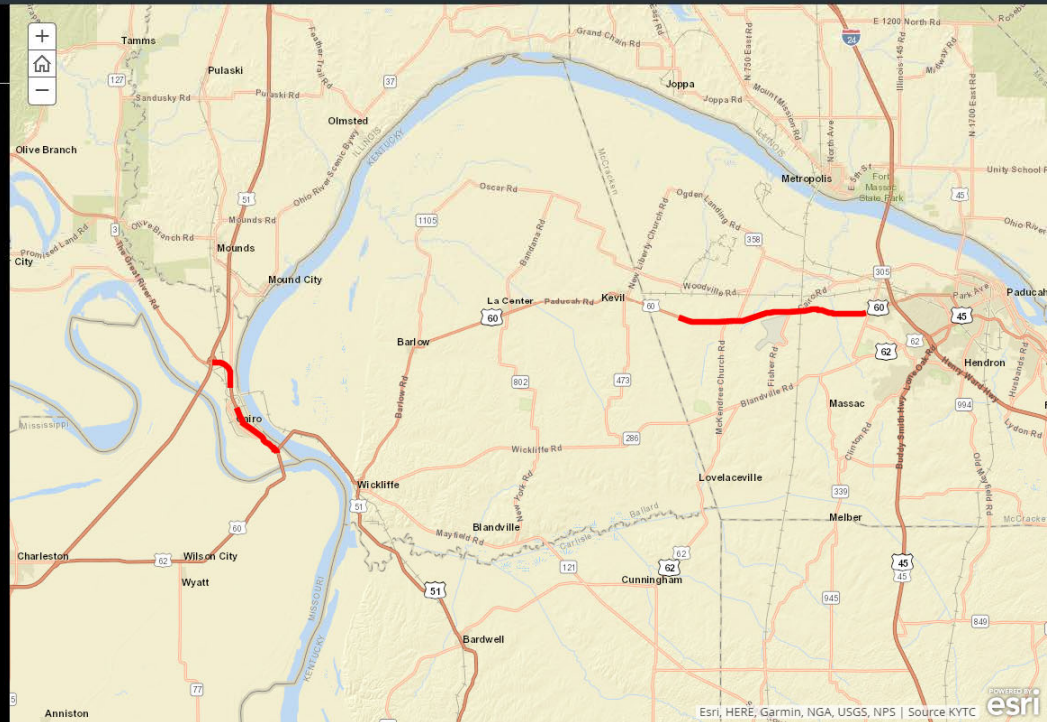
A four-lane bridge would require four lane roadways to connect to. While US 60/US 62 in Illinois has 4 lanes, the Kentucky side has no 4 lane sections nearby. Upon further investigation, the nearest 4 lane facility is west of Kevil, KY 20 miles away, through downtown Wickliffe. The current KYTC six-year plan does not include any four-lane improvements west of Kevil and no planning studies are pending for that area.

Construction Cost / Usability

Early in the process, the design team narrowed down the typical options to:

- 40' Bridge (2-12' lanes w/8' shoulders)
- 52' Bridge (2 lanes/4 lanes ult)

A 52' Bridge that was striped as a 2 lane roadway would not require a design exception and would initially allow for bicycles, emergency stopping, and agricultural traffic. It would be able to handle more vehicles. However, to switch to a 4 lane bridge in the future, a design exception might be needed. The smaller shoulders would also not accommodate bicycles, stopped vehicles, or agricultural traffic. A 52' bridge would have an estimated increased cost of approximately 27%.





Typical Sections

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Bridge Cross Section	Bridge Cost	IL Design Exception Needed	KY Design Exception Needed	Bicycle Accomodations	Emergency Refuge	Agricultural Traffic
52' (2 Lane/4 Lane)	\$341M	NO	NO	●	●	●
44' (10' Shld)	\$288M	NO	NO	●	●	●
40' (8' Shld)	\$273M	NO	NO	●	☹	☹
36' (6' Shld)	\$246M	YES	YES	✗	✗	✗

Note: The 52' ultimate 4-Lane typical section will require a design exception for both states and will not accommodate bicycles, agricultural traffic, or emergency refuge.

RECOMMENDED DECISION



Preferred Alternatives

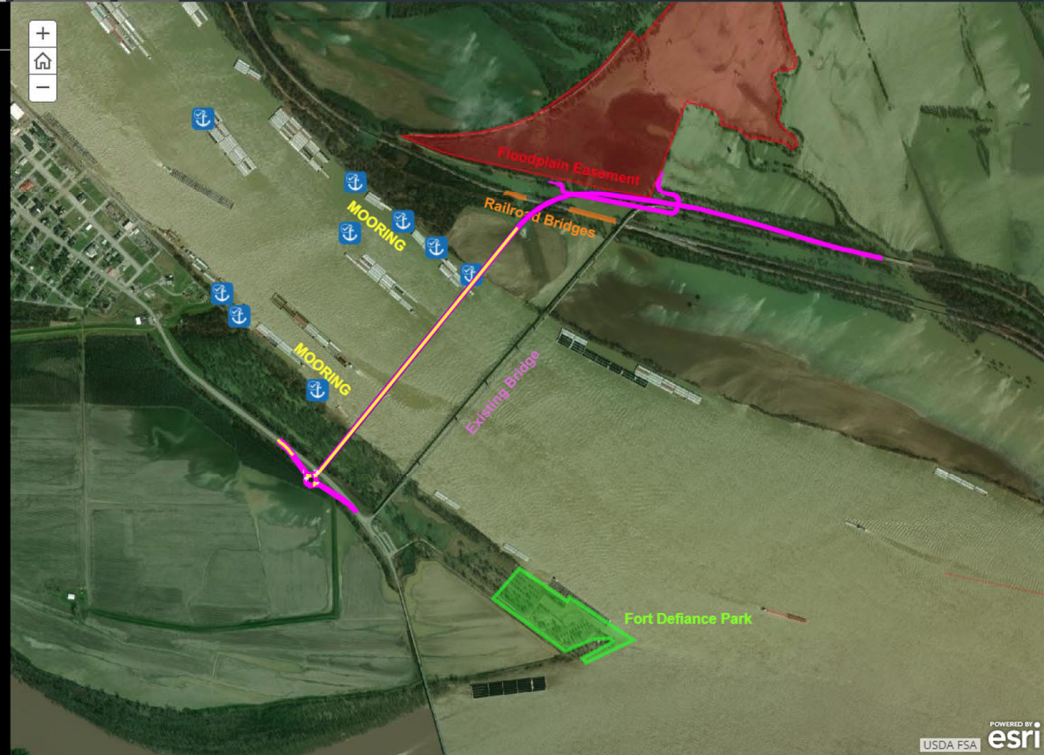
KYTC and the project team weighed the input from the various public meetings, as well as the pros and cons of each option and determined that there was an overwhelming favorite in Alternative 2 by the Citizen's Advisory Group, the fleeting industry, and the project team thus, Alternative 2 was selected as the preferred alignment alternative.

Intersection Type

Of the three intersection types, the Roundabout was selected as the preferred intersection alternative. The roundabout provides the least delay and allows for a focal point as traffic enters/exits Cairo. It also provides the best ability for future growth in Kentucky, Illinois, or Missouri by not favoring one direction.

Bridge Width

While the project team understood the concerns of the CA/EJ meetings, with consideration of the Design Year (2045) AADT, lack of 4-lane connectivity in the region, inability to ultimately accommodate bicycles, strollers, e-bikes, and agricultural traffic, and





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Preferred Alternatives

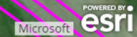
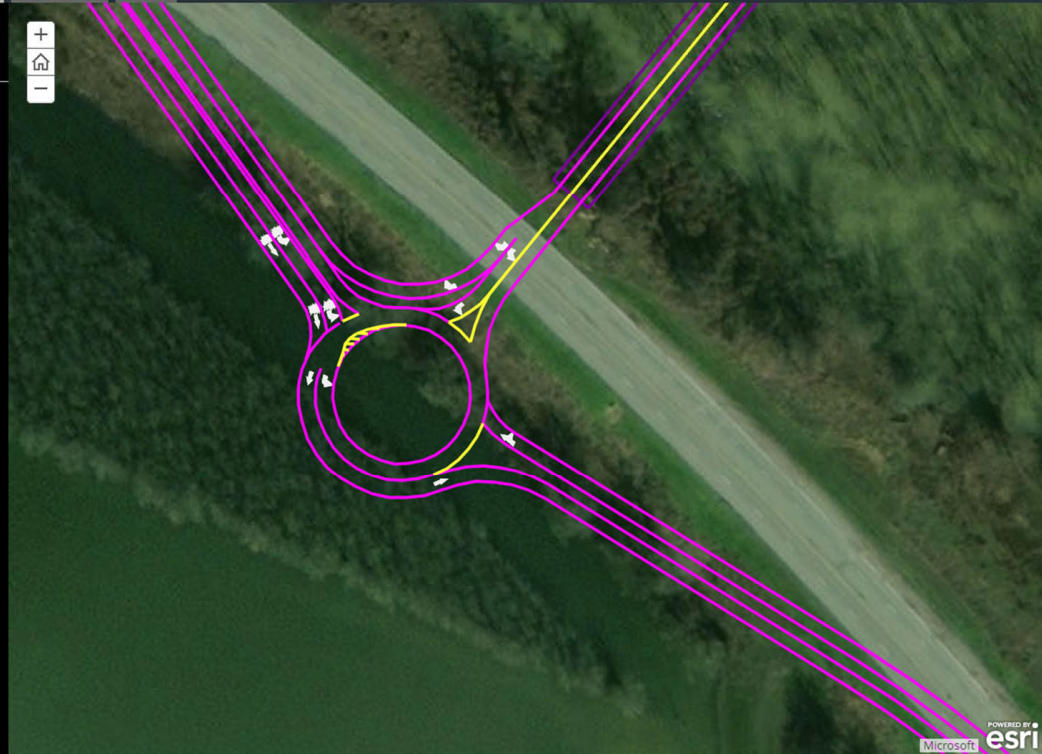
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Preferred Alternatives

Intersection Type

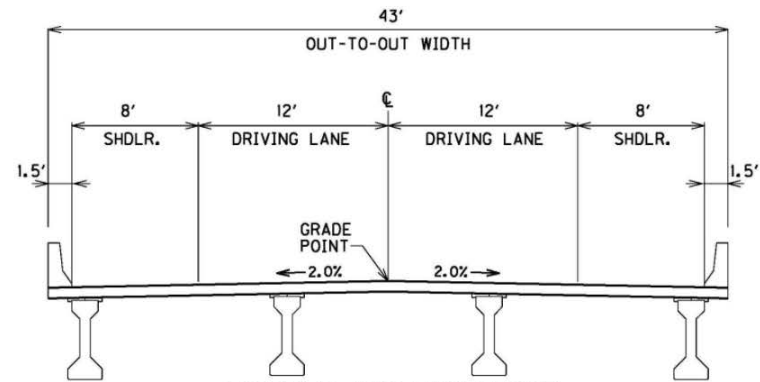
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Bridge Type

All three bridge types and span arrangements will be carried forward to the next phase where more input will be gathered.



**PROPOSED 40' 2-LANE BRIDGE
2-12' DRIVING LANES
8' SHOULDERS**



Preferred Alternatives

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WHAT'S NEXT?





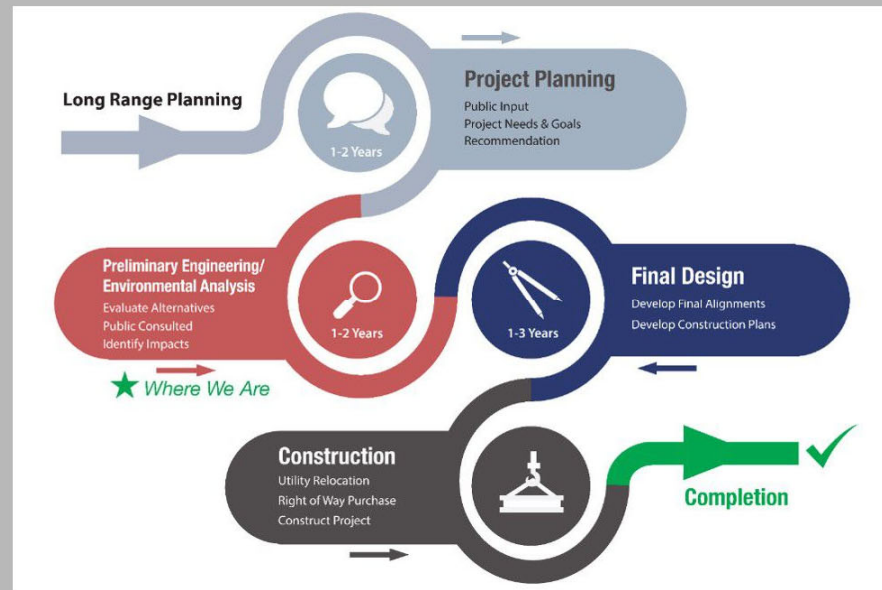
The Process

We are currently at the **end of the Preliminary Engineering and Environmental Analysis** portion of the project. Public input has been gathered, a preferred alternative has been selected, and environmental impacts are being finalized.



Once the environmental impacts are finalized, the environmental document will be submitted to the Federal Government to insure that there is no significant effect on the human or natural environment. This signifies the end of Preliminary Engineering.

The Design team will immediately move into Phase II - Final Design. Below is a rough timeline of the events to come:



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The Design team will immediately move into Phase II - Final Design. Below is a rough timeline of the events to come:

Early 2021

Begin a more detailed roadway design
Continue bridge design

Investigate seismic activity/impacts and geotechnical impacts

Late 2021

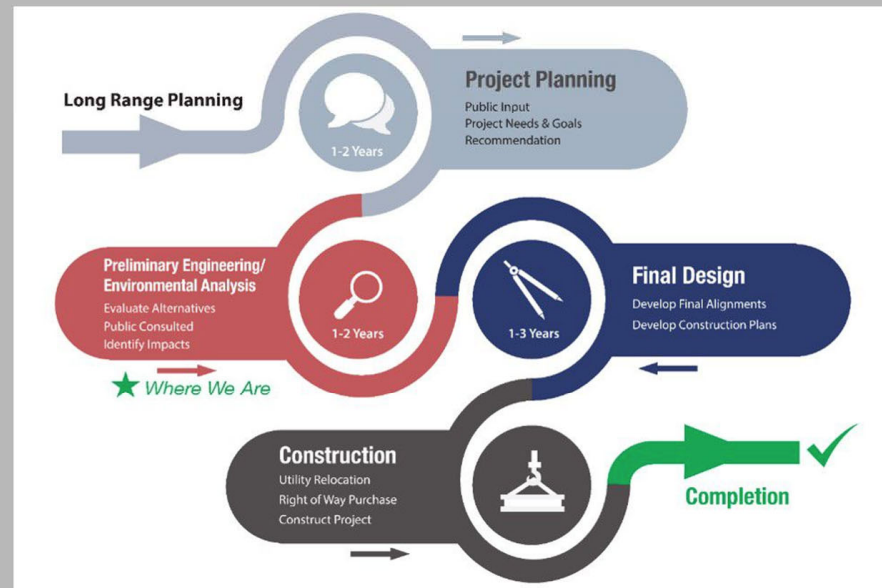
Select a bridge type

2022

Begin Purchasing Right of Way

2026 - 2027

Begin Construction (subject to funding)



SURVEY





Thank you!

for visiting the
Cairo Bridge Online Public Meeting

Hopefully, you found the information presented to be helpful, clear, and informative. This narrative will remain online from October 16 to October 30. Feel free to look back through any piece you'd like and share this with anyone that might find it helpful.

Please fill out the survey to the right with your thoughts and/or questions.

For additional information, visit the Project website:
<https://us51bridge.com/>
Or you can visit
[District 1's Facebook page](#)

Questions and comments can be directed to:
Chris Kuntz
Email: Chris.Kuntz@ky.gov
Phone Number: (270) 898-2431

David

Cairo Bridge Public Meeting Survey

Thank you for participating in this survey!
Your feedback is important. The following questions give you an opportunity to provide input to help the project team as the project moves forward. Thanks again for providing your input!

If you need assistance completing this survey, please call Chris Kuntz at (270) 898-2431 for ADA assistance.

Full Name:*

Phone:*

Email:*

ZIP Code ▼

Home*



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Or you can visit

[District 1's Facebook page](#)

Questions and comments can be directed to:

Chris Kuntz

Email: Chris.Kuntz@ky.gov

Address: 5501 Kentucky Dam Road, Paducah, KY 42003

Work

Optional

School

Optional

Which category represents your main interest in this project?

<input type="radio"/> Residential (Property Owner)	<input type="radio"/> Commercial	<input type="radio"/> Agricultural
<input type="radio"/> Industrial	<input type="radio"/> Commuter	
<input type="radio"/> Other (Please Specify)		

How often do you use the Cairo bridge?

<input type="radio"/> Daily	<input type="radio"/> Weekly	<input type="radio"/> Monthly
-----------------------------	------------------------------	-------------------------------



Thank you!

for visiting the
Cairo Bridge Online Public Meeting

Hopefully, you found the information presented to be helpful, clear, and informative. This narrative will remain online from October 16 to October 30. Feel free to look back through any piece you'd like and share this with anyone that might find it helpful.

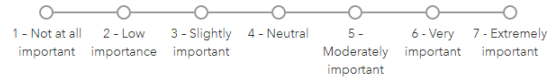
Please fill out the survey to the right with your thoughts and/or questions.

For additional information, visit the Project website:
<https://us51bridge.com/>
Or you can visit
[District 1's Facebook page](#)

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Email: Chris.Kuntz@ky.gov
Address: 5501 Kentucky Dam Road, Paducah, KY 42003

Annually Not at all

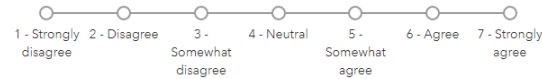
The online meeting details the connectivity and costs for bridge replacement options. How important to you are the benefits of a wider, two-lane bridge option that would serve community traffic needs?



How much of an impact would the Alternative 2 option with a roundabout affect your future use of:

	1 - No effect	2 - Minor effect	3 - Neutral	4 - Moderate effect	5 - Major effect
The Illinois intersection of US-60 and US-62?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The Cairo bridge?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How much do you agree that Alternative 2 is the right choice for your community?



How much do you agree that a roundabout is the right choice for your



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Address: 5501 Kentucky Dam Road, Paducah, KY 42003

How much do you agree that Alternative 2 is the right choice for your community?



How much do you agree that a roundabout is the right choice for your community?



Please tell us any other thoughts you have to share about the Cairo bridge replacement project:

1000

Submit

SUMMARY OF ATTENDEES AND COMMENTS RECEIVED

As this was an online public information meeting presentation a sign in sheet for the meeting was not available however, a list of those who completed the questionnaire is included in the following section.

Website Analytics

Website analytics were collected from the project website to determine the number of visitors to the site. This information is included on the following pages.

Cairo US 51 Public Meeting Survey



[https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{"show":"responses"};0.please_tell_us_any_other_thought:{"show":"responses"}&position=0.please...](https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{) 1/24

Tim Keller	1
Terry J. Ehrhardt	1
Teresa Salonimer	1
Sylvio L. Mayolo	1
Steve Donahue	1
Stephen Edward Roberts	1
Stephen De Witte	1
Stan Puryear	1
Stacy Puckett	1
Shelby Adkinson	1
Sharri Wood	1
Sarah Madden	1
Sandy McGregor	1
Sammy Mabry	1
RONNIE COLLEY	1
Ronald Carl Dockery	1
Roland Chretien	1
Roger Seay	1
RICHARD LEE PATTERSON	1
Rebecca Patterson	1
REBECCA ALDRIDE	1
Randall Myre	1
Randall Lamb	1
Phyllis Petcoff	1
Phillip Matthews	1
Nicholas Heeb	1
Nathan Whipple	1
Mollie Cross	1
Michael Riley	1
michael lee	1

[https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{"show":"responses"};0.please_tell_us_any_other_thought:{"show":"responses"}&position=0.please...](https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{) 2/24

Megan Blankenship	1
Matthew Fitzgerald	1
Matt E. Smith	1
Martie Wiles	1
mark wyatt	1
Mark Welch	1
Mark Courtney	1
Lundi McIntyre	1
Lori Ann Oldham	1
LINDA F SULLIVAN	1
Lee Patterson	1
Larry McGregor	1
Kevin Davis	1
Kevin Brown	1
Kerry Rich	1
Kenny Wilson	1
Kenneth D. Cox	1
keeven sexton	1
Karen Midden	1
Jonathan Voel	1
JON MCLEAN	1
John Wells	1
john w. guetterman	1
John J Arenstam	1
John Colson	1
John Andy Clarke	1
John Allsopp	1
Joe Ivie	1
Joe Davis	1
Jessica Galloway	1

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Jessica Cook	1
Jerry Pace	1
Jerry Moore	1
jerry kinsey	1
Jeffery Rice	1
Jeff McMullin	1
Jeannie Hughes	1
Jason Woodworth	1
jason bogle	1
Janice Buchanan	1
James Satterfield	1
james pierceall	1
James Morrow	1
James Huffman	1
James Adams	1
Jackson Hurst	1
JACK GUETTERMAN	1
Jack Clenton Guetterman Jr.	1
Jack	1
Heather Williams	1
Guy Johnson	1
Griffin Goetz	1
Gregory Steffens	1
GREGORY Peyton	1
Gregory Banks	1
Greg Terry	1
George Petty Jr	1
Gary Morgan	1
Gary Bruce riechman	1
Dwight Davis	1

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Dwayne Brim	1
Donnie Hall	1
donald box	1
Don E Patton	1
Debra Spomer	1
Dean W Loy	1
David P Blye	1
David Max Boulton	1
David Jones	1
David E Dewey	1
David Cissell	1
Crystal Dillard	1
CONNIE SIMPSON	1
Cole Arnel	1
Charles B. Wade	1
charissa harris	1
Catherine Shemwell-Scott	1
Carolyn Ponting	1
Carole Patterson	1
Carmen Hoggard	1
Carla Hildebrand	1
Carla Boulton	1
Carl Dodge	1
Brian McReynolds	1
brian barrow	1
Bob Faulkner	1
Bill Robison	1
Bethany Cain	1
Beth A Lilge	1
Benjamin Stratemeyer	1

[https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{"show":"responses"};0.please_tell_us_any_other_thought:{"show":"responses"}&position=0.please...](https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{) 5/24

11/2/2020

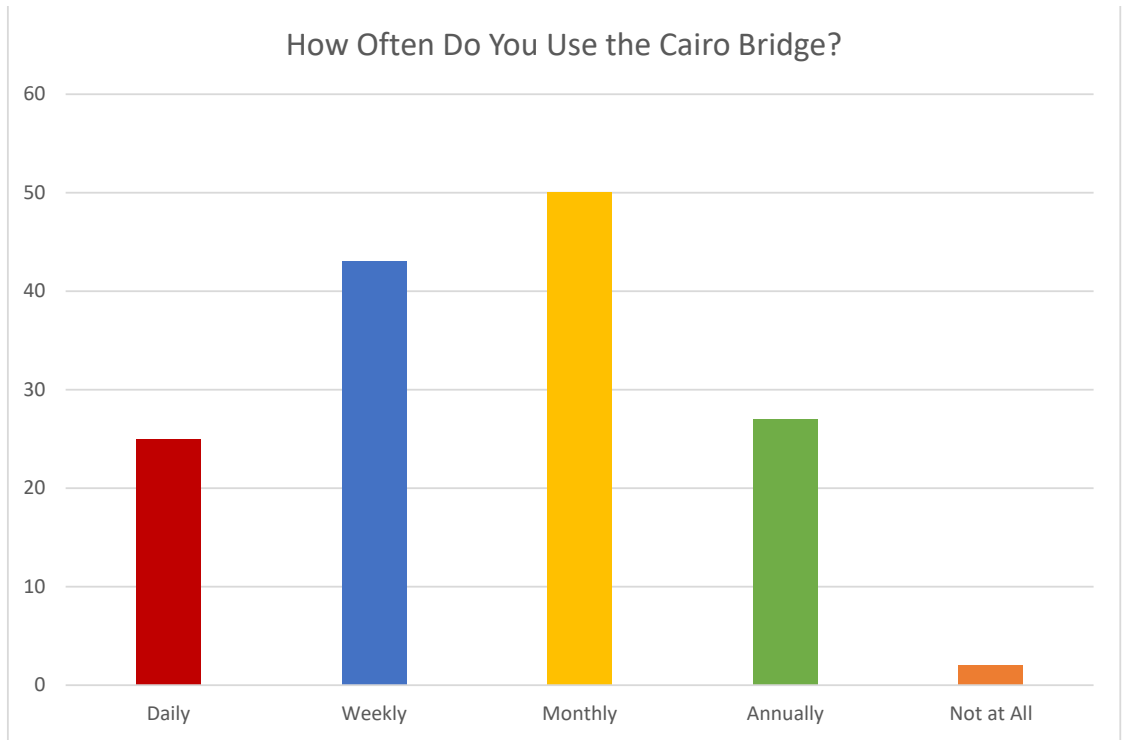
Cairo US 51 Public Meeting Survey

Barbara B Jones	1
Anthony Steele	1
Angela Timmons	1
Andrea Poole	1
Allene Houston Jones	1
Allen Treece	1
Allen Tappan	1
Allen Pace	1
Adam Shreve	1

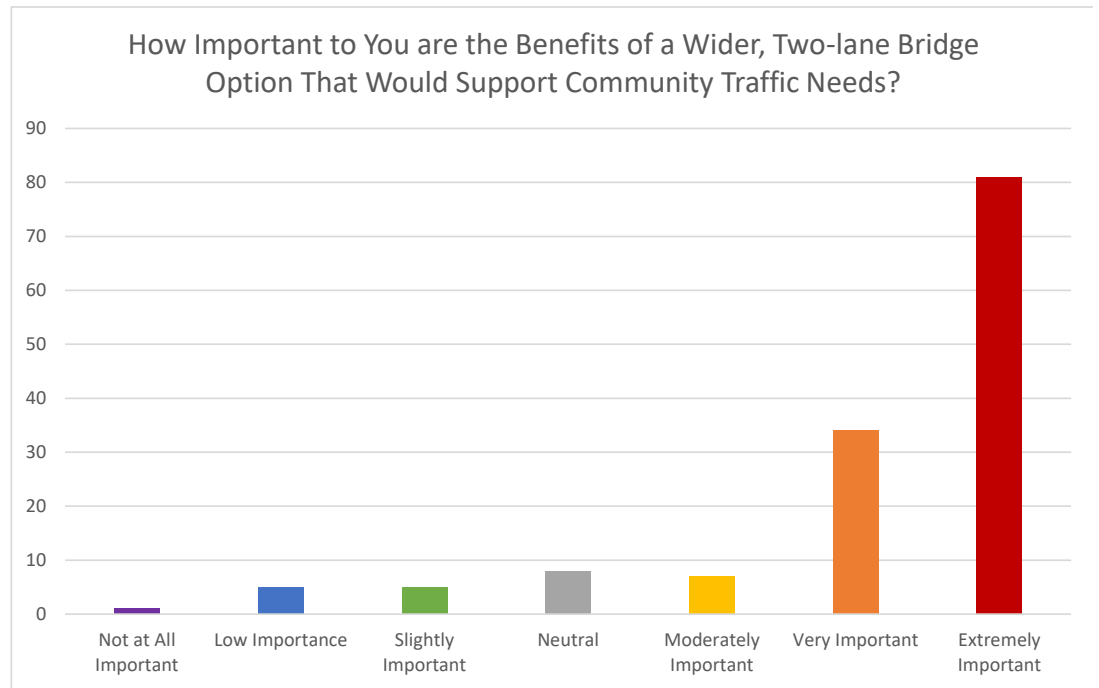
Answered: 147 Skipped: 0

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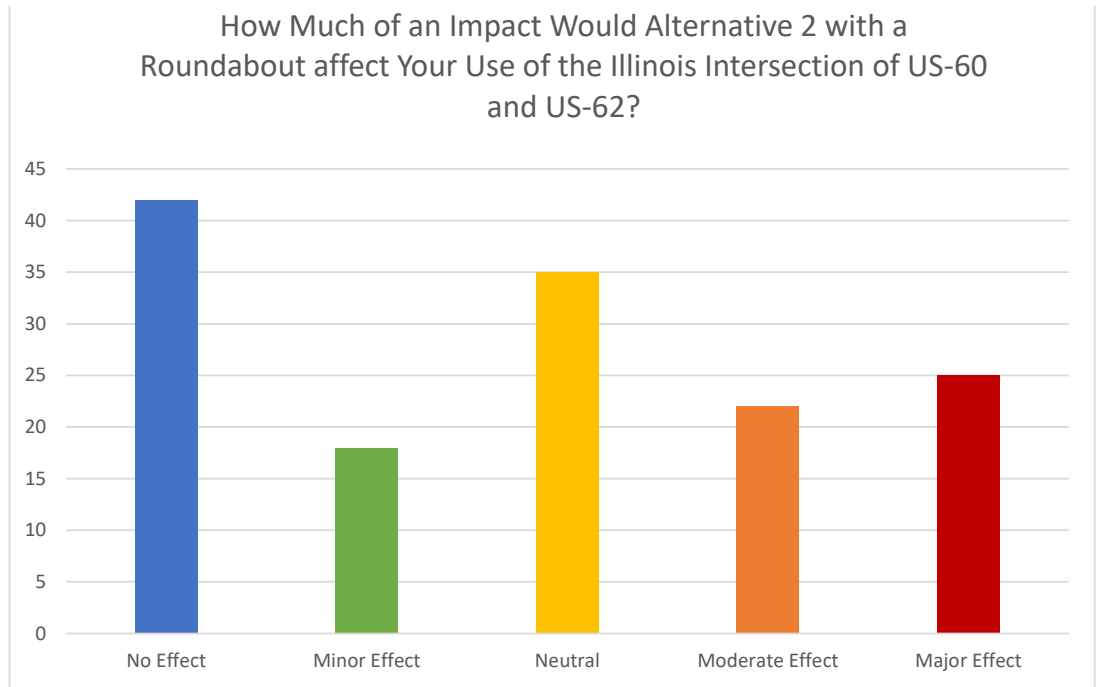
Answer	Total
Daily	25
Weekly	43
Monthly	50
Annually	27
Not at All	2



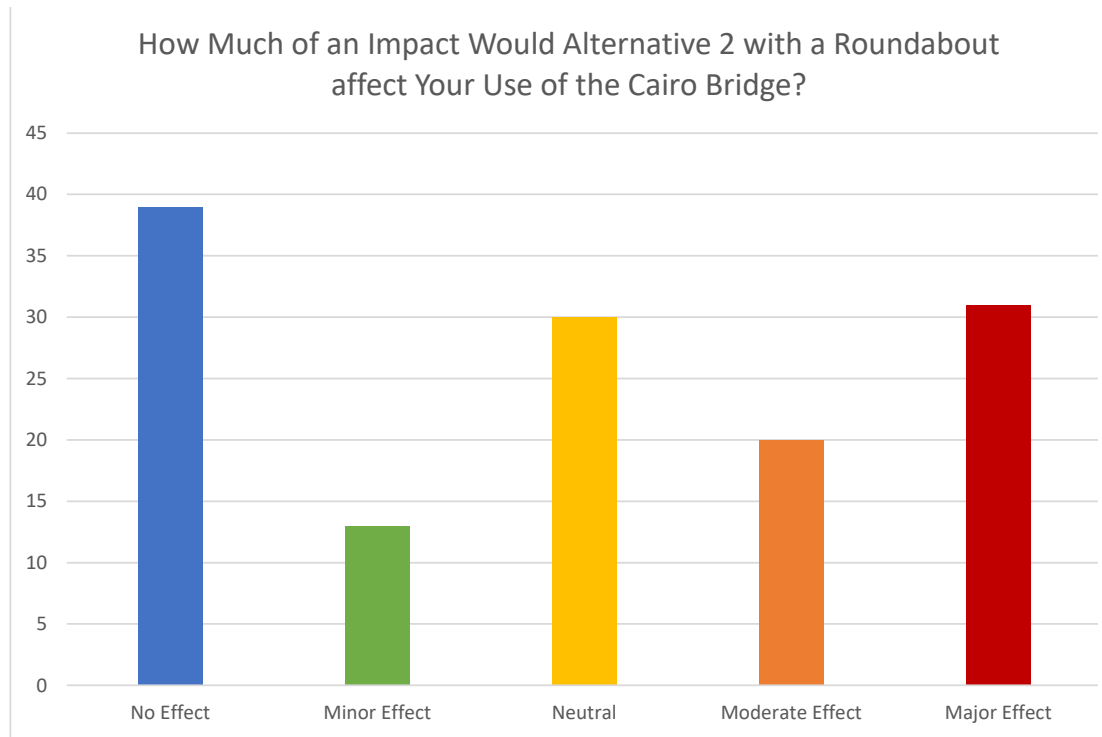
Answer	Total
Not at All Important	1
Low Importance	5
Slightly Important	5
Neutral	8
Moderately Important	7
Very Important	34
Extremely Important	81



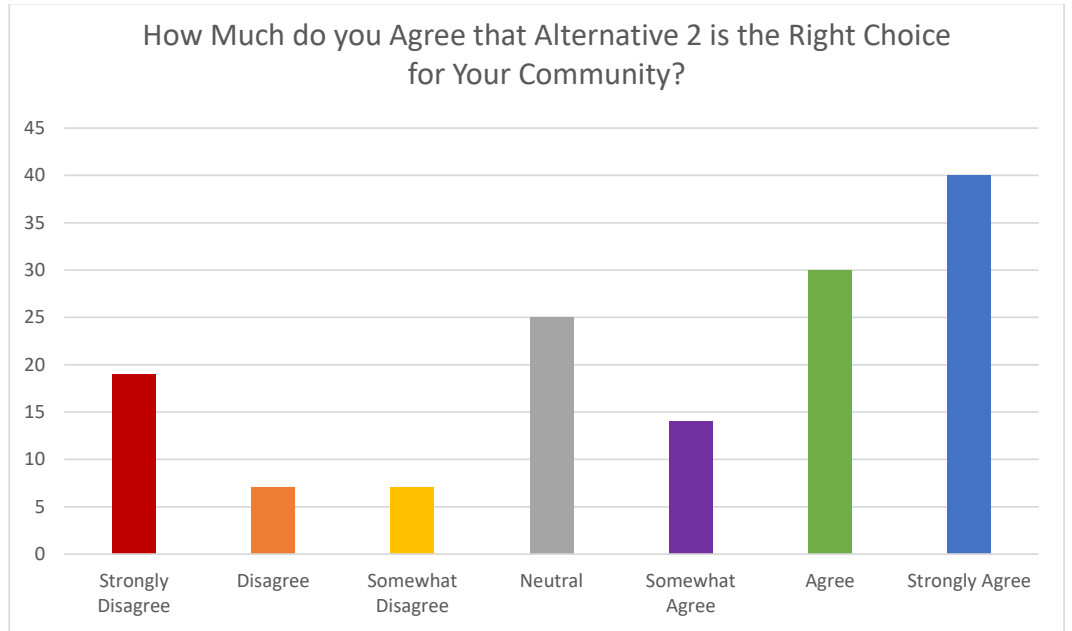
Answer	Total
No Effect	42
Minor Effect	18
Neutral	35
Moderate Effect	22
Major Effect	25



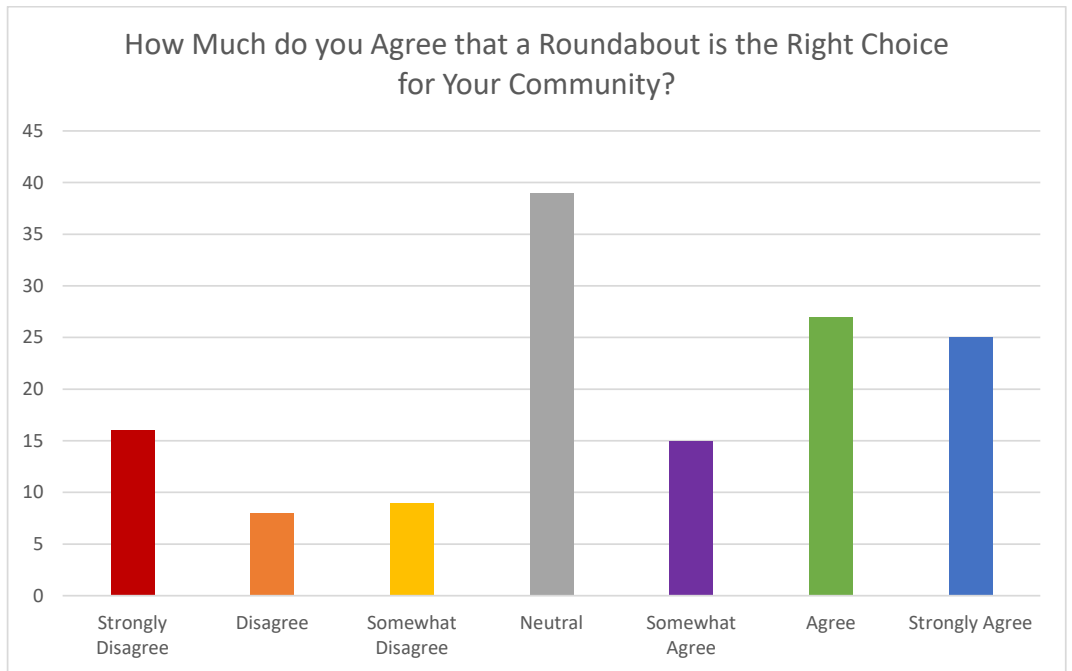
Answer	Total
No Effect	39
Minor Effect	13
Neutral	30
Moderate Effect	20
Major Effect	31



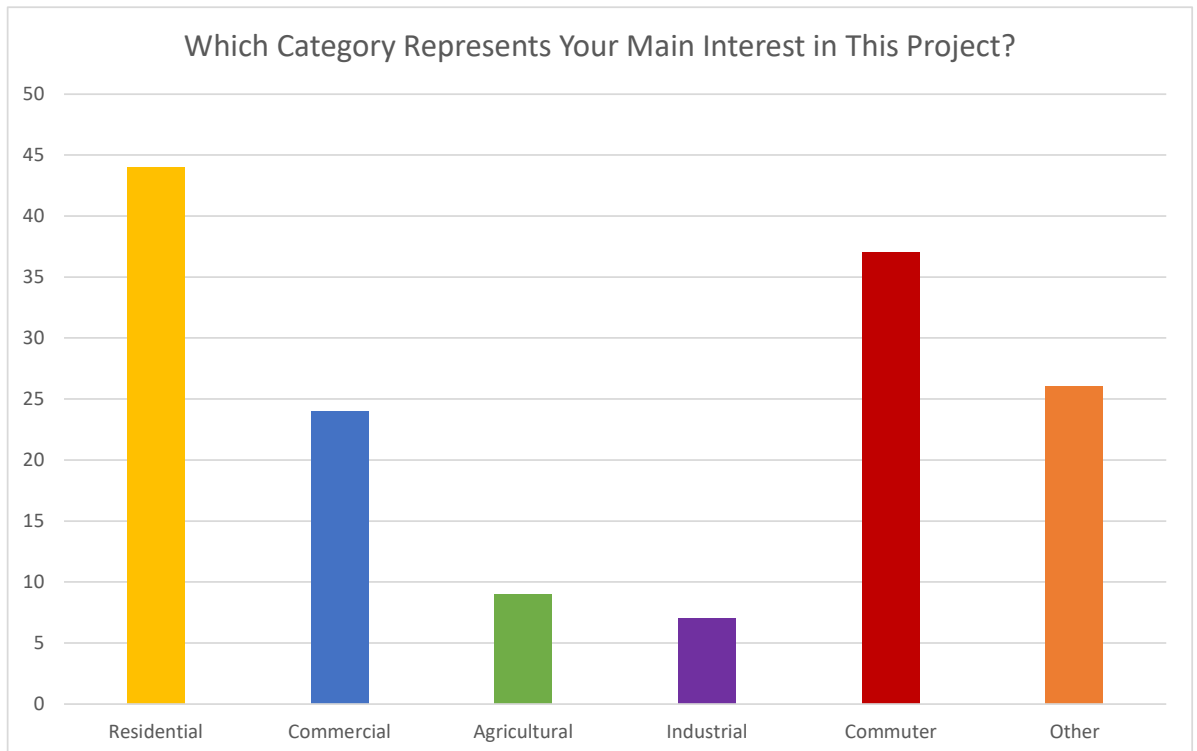
Answer	Total
Strongly Disagree	19
Disagree	7
Somewhat Disagree	7
Neutral	25
Somewhat Agree	14
Agree	30
Strongly Agree	40



Answer	Total
Strongly Disagree	16
Disagree	8
Somewhat Disagree	9
Neutral	39
Somewhat Agree	15
Agree	27
Strongly Agree	25



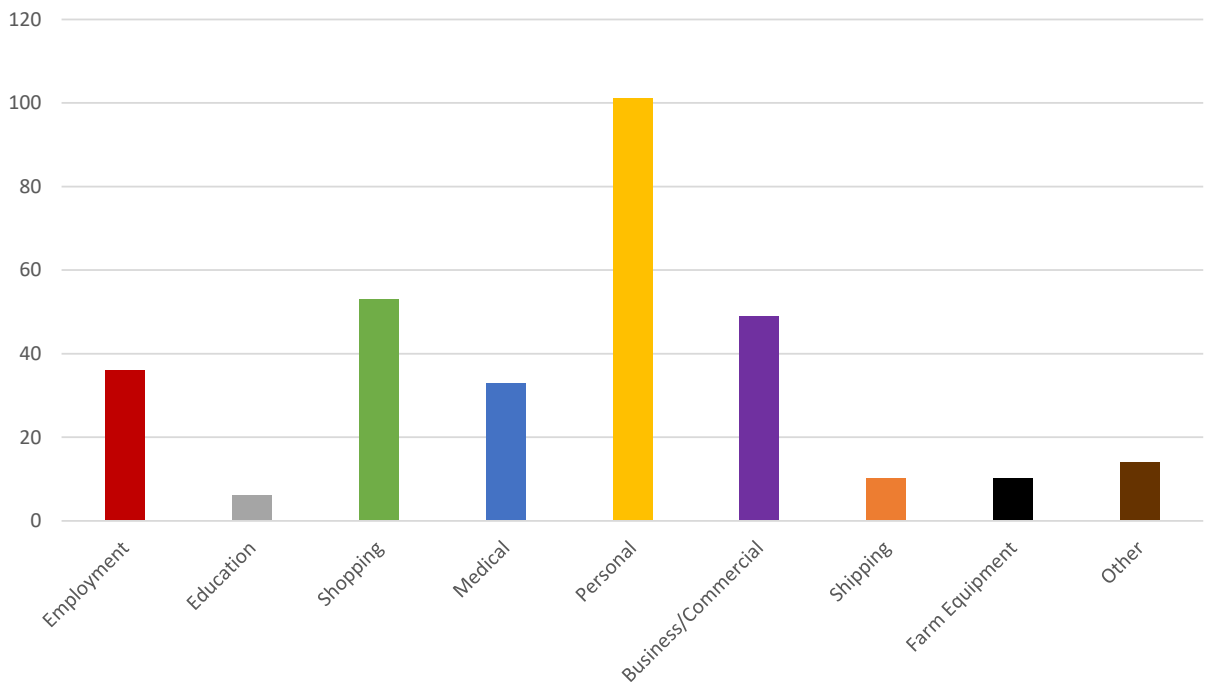
Answer	Total
Residential	44
Commercial	24
Agricultural	9
Industrial	7
Commuter	37
Other	26



- Wish that the bridge project will include options for bicycles and emergency buildings similar to the new Cape Bridge. -1
- We live in KY but choose to go to Cape Girardeau, MO for our doctors and hospitals. -1
- Virtual Public Engagement -1
- Traveler -1
- Shopping and visiting relatives -1
- Safety of highways and bridges -1
- River Pilot -1
- Resident of Ballard County -1
- Regional significance and traffic flow -1
- Occasional traveller -1
- mostly to visit relatives in Tennessee (been using this route since 1952) and my mom since 1947 -1
- Looking to the future of area's highways. -1
- live in western KY -1
- Laborer -1
- Go to Doctor in Cape Girardeau -1
- General interest as a fellow engineer -1
- future economic development and growth -1
- Economic Development growth of our region -1
- County Judge -1
- connectivity for tourism and travel -1
- Ballard County native who travels bridge frequently -1
- Ballard County EDC Board member -1
- AS ex-mayor all of the above -1

For What Purpose Do You Use the Cairo Bridge?

Answer	Total
Employment	36
Education	6
Shopping	53
Medical	33
Personal	101
Business/Comm	49
Shipping	10
Farm Equipment	10
Other	14



- We attend Mass at St. Patrick's Church in Cario, IL -1
- Visit family and I'm on Moundcity Fire Department -1
- Vacations and scenic -1
- Travel, access to I-24 -1
- tourism -1
- to access secondary home -1
- Support of the MORCEA group -1
- Sometimes only use it once every couple months or so, just depends. -1
- occasional travel to Sikeston, Cape Girardeau and St. Louis -1
- Gateway to Cape/StL & Gateway to Sollinois/Chicago -1
- Future Economic Developmen -1
- economic interests -1

You probably wouldn't believe how many agriculture vehicles cross this bridge. Absolutely imperative to keep this bridge open and make it wider, thus safer. Most ag vehicles are big and slow, thus less safe. Also, from another perspective, many commutes to Cape Girardeau are numerous and currently many from Paducah area go north from Paducah and cross Hwy 146 and they consider that safer. Make the bridge safer and I do believe business and recreation will be enhanced and improved thereby helping the area of Cairo in their search for additional commercial businesses .	1
With 40 Million in the Illinois Budget for a New Port in Cairo, I think it needs to be able to expand to full 4 lanes in the future. The Alexander County Cairo Illinois Port is in progress and will increase traffic from Kentucky to Cairo. Just a note and a quote from my father I will always remember. When going to the store to buy an appliance or Air Conditioning unit always look at the next size up so you won't be sorry later. I always listen to what he said. Make the 4 lane bridge available if needed at a later time. Send me your feedback on my opinion. Thank You	1
Will I still have to travel through Cairo to reach the interstate? When will the Mississippi River bridge need to be replaced?	1
Why would anyone build a 2 lane bridge? That is very short sighted. I understand the traffic volume does not support a four lane bridge, but that is because it is currently a 2 lane bridge served by 2 lane highway. Future infrastructure plans will hopefully include 4 lane access between I-57 and I-24. If that were to happen you would need a 4 lane bridge.	1
Well the bridge has been there a long time my concern is safety that the present bridge needs repair or replaced it I agree with your plans to repair bridge understand the president is helping with getting funds to improve bridges and highways across our country much faster than before that's really great.	1
we really need a new bridge before the old one falls down	1
We need the bridge infrastructure rebuilt so the new Cairo port and thrive and make this community thrive again	1
We need it faster than 5-10 years..it is needed NOW! It needs to be a 4 lane bridge for wide loads.	1
We need an improved and wider bridge.	1
We are thrilled to eventually see construction start on a new bridge, regardless of the alternative used. I am curious how a roundabout would function with the amount of truck traffic across the bridge.	1

https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{"show":"responses"};0.please_tell_us_any_other_thought:{"show":"responses"}&position=0.pleas... 15/24

<p>We are grateful for all that KYTC does. District 1 staff and Engineer are amazing. My comments are not directed at them, but to their KYTC brethren in Frankfort or should I say the "Golden Triangle".....From this web site quoting, "A four-lane bridge would require four lane roadways to connect to. While US 60/US 62 in Illinois has 4 lanes, the Kentucky side has no 4 lane sections nearby. Upon further investigation, the nearest 4 lane facility is west of Kevil, KY 20 miles away, through downtown Wickliffe. The current KYTC six-year plan does not include any four-lane improvements west of Kevil and no planning studies are pending for that area." 4-lane connectivity in the region, inability to ultimately accommodate bicycles, Question: So KYTC is saying they will never commit or plan to build a four lane road on the Ky side to reach the bridge? quote from this website... only a 2 lane bridge will work because of " a lack of 4-lane connectivity in the region, inability to ultimately accommodate bicycles, stopped vehicles, and agricultural traffic, and the increased construction cost, it is the project team's recommendation to proceed with a 2-lane, 40' wide bridge." Does anyone at KYTC realize how dangerous it is for bicycles to use 51/60/62 from Wickliffe to the Bridge now? Why are we more worried about bicycle traffic than future economic growth? Where is the logic? It does not make sense to me.... FACTS of Economic Growth: A) The Wickliffe Paper Mill is growing and expanding, so the tremendous volume of trucks entering Wickliffe from the surrounding area including is going to be at least 200% more in the future than daily traffic of about 100 semis per day. A two lane bridge with the ability to convert into 4 lanes is the only option that makes sense. B) Not only does Cairo Port Authority land \$40 million commitment for a riverport, the West Ky Riverport Authority is working on a plan with at least 9 companies looking to move cargo to land from the Mississippi and Ohio Rivers in the near future! Semi traffic will be increased from this result. C) Paducah/ Sikeston/other Mo counties logistics industry utilizes the U.S. 60 corridor. It is a large regional area with many logistics(trucking companies) located in our Region. Please look at it as such...not just connecting two counties between Ky and Illinois...it connects three interstates...24/55/57. TOURISM: During my 25 year law enforcement career, much of which I spent working on U.S. 51 north(levy road), I was able to watch the traveling public(license plates) and people traveling the levy road. I continually saw/still see license plates from Texas, OK, ARK, Mo, New York, Arizona, Colorado, Kansas, Minnesota, Wisconsin..... It was amazing to see the connectivity between Nashville, Tenn to Springfield MO(branson) via I-24 from Nashville to Paducah via the U.S. 60 corridor. The number of campers going from Mo. to Ky/Barkley Lakes is steady all through the year! Mo. has three and four lanes on the U.S. 60 corridor from Charleston Mo to Springfield, more than 240 miles., why can't Ky follow suit? Connectivity: Quote from this website: " a lack of four lane connectivity in the region". Do you know why? Because West Ky has been ignored far to long by the leadership in Frankfort. Time to step up and treat the entire state as equals. We hear and listen to residents in our region and the west part of Kentucky is tired of being treated as second class people group! Treat all counties the same and plan a four lane U.S. 60 corridor that connects Paducah to Illinois and Mo and ultimately the entire midwest/mountain time zone states. thank you, Todd Cooper Ballard Co. Judge Executive</p>	1
<p>Very good virtual public meeting! I like the implementation of the roundabout at the Illinois intersection.</p>	1
<p>Very concerned about the length of time that the Holloway Landing Road will be blocked for construction.</p>	1
<p>This replacement is a serious traffic issue. I go over the bridge 3 to 5 times a year. We have had collision issues with side mirrors at times. Professional drivers have to totally stop at times as they are unsure of the oncoming traffic as many drivers are not qualified to determine their vehicle positioning in the traffic lane. Sometimes the trailers do not track straight as alignments are off, this has caused a lot of the issues with clearances. The bridge needs to be a minimum of 3ft. wider but 5ft would allow for the issues I have mentioned to be minimized.</p>	1
<p>This project is way overdue. I look forward to its completion.</p>	1
<p>This project is a waste of money. Move further up river (Ohio), and build an Interstate approved bridge and build it to join with I-57. Later any prospective Interstate highway will already have the bridge.</p>	1

[https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{"show":"responses"};0.please_tell_us_any_other_thought:{"show":"responses"}&position=0.pleas...](https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{) 16/24

<p>This new bridge sacrifices the future of Western Kentucky, and is an obvious attempt at putting Cairo II back on the map...Shame on all of our local politicians and maybe President Trump or Biden will step in and put the bridge where it should be...crossing at Wickliffe in to South East Missouri, giving Western Kentucky crucial access to interstates 55 and 57</p>	1
<p>This is in our area what will be considered a once in a lifetime project. There will not be any further work done on river crossing for a generation at this point. With Cairo being funded to be a hub of barge transport and money being moved into that project I feel we will miss a huge chance for growth in Kentucky if we low ball this project. I would say that expanding this bridge to four lane is a must now because we cannot go back and do it later. I know there is the question of tying in the four lane to the two lane levee roadway but that too is something that can be expanded on to have an additional four lane lead into Kentucky proper with the building of a levee beside the existing one or the expansion of the current levee. These things are easier to do in the future if needed but once this bridge is done there will be no additional bridge work in our future. I know it is a larger cost but I feel due to what may be available in the future as far as industrial and commercial expansion in the region going with a 2 lane instead of a 4 lane will cripple Kentucky's chance of ever being able to show they are able to handle the increase in traffic not only safely but provide stability for the region in transportation where in the past this crossing has not been able to. I worked at dispatch for many years and many times over the bridge would close for boat strikes, flooding, wrecks or any other number of reasons. People could not depend on that bridge to always be open. Where I work my staff have had to make arrangements to be able to come to work because what should be a 10 minute trip turned into a hour and a half. I have lived in the long shadow of that bridge and not on the traffic that crosses it but the traffic that flows underneath it. This is our chance to provide a clear voice saying that far Western Kentucky is open for business and we are ready to work.</p>	1
<p>This is an amazing, valuable and historically significant site with the confluence of the Ohio and Mississippi Rivers. An elegant and architecturally fitting bridge will be only appropriate.</p>	1
<p>This is a very important project for our region; however, I strongly urge that funding be secured for a 4-lane design. I believe this is critical for current and future traffic patterns.</p>	1
<p>This bridge needs to be a 4-lane!!!</p>	1
<p>This bridge is a vital means of travel from Southern Illinois, Western Kentucky, and SE Missouri. The value of this bridge was evident when the bridge was completely taken out of service recently. Finding alternative routes from West KY over to Missouri was a huge inconvenience. I think a wider bridge is needed and past due.</p>	1
<p>There will not always be a two lane US 60. A two lane bridge is short-sighted and cannot be retrofitted should the need arise. I find roundabouts confusing and not the norm in the US. I see no reason a modified T-intersection would not serve the purpose. A roundabout could be constructed in the future if necessary. The current bridge is nearly 90 years old, a new one may need to be used for longer.</p>	1
<p>The wider bridge is better than what is there now, however I think a four lane bridge should be considered. Someday a four lane road should be built between Paducah, Ky. and I-57 in Missouri.</p>	1
<p>The volume of traffic that a new 2 lane bridge represents should still be significantly enough for any increase in port to port traffic between the proposed Cairo and proposed KY ports. And will save \$70 million</p>	1
<p>The roundabout really worries me with the semis. They too often go out of their lane and curves and roundabouts just seem to make it worse.</p>	1

https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{"show":"responses"};0.please_tell_us_any_other_thought:{"show":"responses"}&position=0.pleas... 17/24

The reported traffic growth is way off. The current bridge itself causes lack of use. Commercial truck traffic does not plan to utilize this bridge because of restrictions they are unsure do not want to be fined. Much truck traffic goes through IL 37 thru Kamak back to metropolis to I-24. I often take this route through highly sensitive environmental areas of the Cache River Wetlands and Wildlife Refuge because the the road from Barlow, KY (most of Ballard County) to Cairo, IL is inadequate. In recent years, Wickliffe, KY is developing a port that did not really exist 10 years ago. Cairo is expanding its port to take advantage of the Mississippi River that has not really been utilized during the past 100 years. Looking at interstate maps, the connection of I-24 and I-57 is need of a small connector road. The largest obstacle is the Cairo Bridge and four lane highway thru Ballard County Kentucky. It is a chicken and egg dilemma. Kentucky and Illinois do not want to pay for a 4 lane bridge if it is not connected to a four lane highway. Kentucky does not want to build a four lane highway if there is not a 4 lane bridge. The connecting highway would be a tremendous benefit and would reroute east-west traffic from I-40 Tennessee and Arkansas thru Missouri and Kentucky, Paducah and Wickliffe would have superior port locations. I would support a toll bridge and road with four lanes

The old bridge will be 90 years old, with that in mind, I believe that a four lane bridge is necessary as this bridge will be 90 years old when replaced. The reason for the 4 lane bridge is because of economic development with the new port in Cairo along with the Ballard county development. Cape Girardeau to Cairo is on Route 3. Years ago that road was redone with a corridor for a 4 lane to Cairo and thru Cairo. Also Exit one on I-57 is connects to 4 lane through Cairo, right up the bridge. A 27% increase in building a 4 lane bridge cost a lot less now then later down the road. We must look to the future as the economy of both states depends on good safe roads. In past years Kentucky, Illinois and Mo. were doing studies on connecting a four lane across the Shawnee National forest. This would never have worked. Hwy 60 connects to I24. That road has no shoulders and is dangerous, there are many lives lost on it every year. If that road was better, Ky would generate a lot of Mo. traffic to Paducah for retail sales. So I believe a 4 lane is a must. I travel to Murray Ky from Cairo several times a year and wonder how did Mayfield get a four lane to Murray (KY 80) as it is beautiful, I hardly see and traffic on it.. I guess the university has a lot of pull in Frankfort to have got that road built. The increase in traffic will be more than the estimate by a lot. Please build a four lane bridge. Thank you for reading this.

The growth of the region is imperative that we have a four lane bridge We are working really hard to bring more jobs to area and along with tourism. We have been left out enough and we are doing our part to make things happen we need the help on this from the States KY and IL

The development of a port and return of a functional economy in Cairo will have the biggest effect on survey answers. I remember the booming metropolitan city it was. Racial tensions and a two year closure of the bridge for repairs and painting in the seventies sealed Cairo's fate. I would love to believe a nice expansive bridge would make Cairo viable, so, let's shoot for the moon on this one!

The current and next bridge is an important structure due to its geographic location and the fact that the only other route is 80 miles out of route. It's a very important route for commerce as well as commuters. Many many farmers in KY depend on the bridge to sell their products for the best price available. I do however, think that everyone involved should step back and take a breath and rethink the whole two lane bridge project. It is a given that traffic numbers are only going to increase in the future as well as the number of commercial vehicles. So maybe a bridge wide enough to become a 4 lane bridge in the future should be considered now then after that, begin working towards perhaps a four lane road. It has taken over 80 years to begin talks of a new bridge. 80 years from now the amount of traffic will likely be staggering compared to the current numbers

The Cairo Bridge absolutely needs to be a 4 lane bridge. A new 4 lane bridge was built in Ledbetter over the TN river and I do not know the traffic numbers but I would guess the number of vehicles using Cairo Bridge and Ledbetter Bridge are close to the same. I would almost assuredly say the Cairo Bridge has more commercial (semi-truck & trailer) vehicles using bridge. For this reason I believe it is imperative this bridge be 4 lane.	1
The bridge should be 4 lane instead of 2 to facilitate growth and increase usage.	1
The bridge replacement will greatly enhance the traffic flow of this area & make the commute between states much better.	1
The bridge needs to be four lanes for future growth. It is the MAIN reason this part of the state has had stagnant growth for years. It is junk and people need a Zanex to drive over it.	1
The bridge needs to be built north of the flood plain. Flooding in the future could stop all traffic as in the past. Move it north 5 miles and problems solved.	1
The bridge needs to be 4 lane. This would aid in daily traffic and future endeavors. It would be ridiculous to fund such a project and it not be 4 lane	1
The bridge is in need of replacement and should have been replaced years ago. We use this bridge every weekend throughout the summer and the repairs this summer had us sitting on the bridge at times for an hour. We started traveling through Tennessee due to the repairs and that bridge feels safe!	1
Shortsighted to not make it 4 lane.	1
Several Factors: Future Economic Impact: -----Would it not be best to have a direct connection into Interstate 57, thereby facilitating Direct Transportation and Timing, along with much needed Economic Development along this corridor. Between the New Port, the Port at Wycliffe, KY along with Access to I-57, Cairo Airport, the Future Railroad trans-loading, this access to North Cairo would be a vital addition to the Region. This current bridge has been in existing since the late 1930s.---Approximately 90 years. Surely to Goodness, so someone has forecast not only traffic patterns, but direct Economic Development needs to connect to a major highway. Sure the cost is higher, but please don't make the same mistake as in the past. Give these small towns in Ky and IL the proper tools to achieve much needed business and revenue.	1
Safety is important. If the old bridge is not being considered as a potential "people bridge" to complement tourism efforts near the confluence and the new port facilities, I feel it is critical that any alternative does not create a barrier to alternative means of transportation. Obviously truck and car traffic concerns are critical, but this does not eliminate the need to include "safe street" options in the mix that facilitates the primary traffic flow AND considers means for touring cyclists, Amish buggies, pedestrians and the like to cross the river safely.	1
Roundabouts may seem like a good alternative for an intersection, but many people choose not to use them if they have an alternative. Many people avoid the roundabouts in Marion, IL due to drivers who refuse to wait their turn or yield to traffic.	1
Replace it to a 4 lane bridge it will be safer to travel because with the 2 lane they always have too many wrecks	1
Really need the old project finished first taking to long	1
prefer that traffic flow is permitted during construction	1
Please ma	1

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Please consider performing a comparison analysis to determine which design (e.g., roundabout, T-intersection) would ensure the least number of minor and major truck accidents knowing a significant percentage of the traffic using the bridge will be truck traffic. Also, include future projections of truck traffic based upon two ports becoming fully operational within the next 10-20 years. With regards to 2-lane versus 4-lane bridge, please consider performing an analysis of projected truck and passenger vehicle traffic with the assumption that two river ports will be built within the next 10-20 years.	1
Please consider making it 4 lane due to future growth and safety. It is very important to our state.	1
place north of Cairo would be better.	1
Our region needs a 4-lane option connecting the tri-state area. Our winding roads in Ballard County have a high semi usage, making them dangerous and congested. A 4-lane would provide a more safe travel environment for locals and semi-trucks traveling to Missouri and Illinois.	1
Needs to be a 4 lane bridge. A two lane only bridge will not serve the region for the next 30-40 years. The potential for an interstate (I-157 east) in the next 10 years is a possibility. The large volume of OTR traffic on this bridge is a very high %. A 4 lane bridge would be a much safer option with a connection to I-55 that will create economic development in the 4 river county region.	1
n/a	1
Many jobs for the area	1
Managing through change and fear takes courage and a level of boldness. The proposed solution spends much money with little impact on preparing for a brighter tomorrow. It doesn't change local traffic patterns which is good for the local communities but it doesn't improve regional traffic patterns which is not good for anyone. There must be a solution to address local traffic concerns as well as improve regional needs.	1
Looking forward to the completion as I have had a MAJOR disruption in work attendance/tardies due to the summer improvements to the bridge approach. I have had to allow up to an additional four hours to my day allowing for improvements, that don't seem to be satisfactory. After the recent reopening of the bridge, it is still evident, more improvements/painting is needed. Please remedy the closures and repairs with replacement of Alternative 2 as quickly as possible!	1
Lets begin as soon as possible!	1
Just would be concerned that it not be any farther than 1000 ft north of existing bridge. Want it to stay at Cairo.	1
Just want to thank the team for their exhaustive research and explanation of this project to the community. I appreciate the opportunity to be at the table in the shadow of the technical experts. I am engaged and will continue to support this project.	1
Just Glad the public has been considered and invited. The Project website is very informative. Thank you	1
I've been late to Doctors appointments many times over the years due to crashes on the current bridge and levee. A 4 lane bridge or a 2 lane with option for later converting to a 4 lane would be greatly beneficial. This would allow emergency vehicles to get to the wrecks easier and work safer and allow traffic to resume quicker. It would also be appealing to current and future businesses to see a safer way to connect to I-57. Plus we won't look like communities that don't care about moving forward. When we do care and want to grow.	1

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It's obvious the bridge needs replacing. It's borderline scary at times. I appreciate the thought and design put into this project. Alternative 2 seems to be the best choice with the least impact on current commercial, farming and river traffic.	1
Its in my opinion and the opinion of most of Ballard County for the future thinking of Industrial/Riverport companies that will be coming to the county, it would good to have a 4-lane bridge. There is one from Paducah to Metropolis, thus there needs to be one from Wickliffe to IL and MO. There will be more traffic once the riverport in IL and KY gets up and working.	1
It's well beyond time to replace this bridge.	1
It would be better to make it a four lane bridge because the port project coming to Cairo, Illinois and potential for another in Wickliff, KY will dramatically increases traffic, especially semi traffic across the bridge. Thanks for the opportunity to give my opinion.	1
It would be a pain.. the only thing that seems to work for Missouri traffic into Kentucky is traffic signals.. rounded about would be useless and cause more traffic	1
It is obvious to me that the new bridge should be placed north of Cairo so that it can tie in to the existing Highway 51/I-57 interchange to improve traffic flow. There is not any good reason to force travel through Cairo.	1
It is a great ideal. Cairo Bridge is very scary.	1
It definitely needs to be a 4 lane.	1
If you make the roundabout please make it easy for truck drivers. Bashing of the curbs and tires throughout the roundabouts I've seen through the country is ridiculous.	1
i would strongly agree with A2 if it recommended a 4 lane bridge instead of 2 lane	1
I would rather that the bridge be a 4-lane bridge to anticipate future use and traffic.	1
I would like to see the new bridge go across on the other side of Cairo. Closer to Mounds City area to easily connect to I-57. Avoiding having to drive thru Cairo with their extremely low speed limit & speed traps. Not to mention how unsafe you feel driving thru there. Especially at night.	1
I would like to hear and see a stronger relationship with Illinois Dept. of Transportation and in what ways are they providing more support and resources for this project. I would also like to see a alternative with traffic signals. I think it should be considered for those who may benefit from extra signage and visibility during inclement weather. Many who currently use the bridge and will use the new bridge are senior citizens. Thank you	1
I would like to consider the bridge to be a 4 lane option.	1
I would just like to see the extremely sharp curve on the ky side fixed. This is the area where I've almost been hit by tractor trailers numerous times.	1
I think the elimination of the prexisting road leading fffrom the old bridge ,should be replaced up to the mile long bridge. The water and ground hogs have detereated this road. Every time we have high water it causes dips and dives in this road.	1
I think it should be a 4 lane for the future growth of western ky	1

[https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{"show":"responses"};0.please_tell_us_any_other_thought:{"show":"responses"}&position=0.pleas...](https://survey123.arcgis.com/surveys/c106150a572f48a7b6c5c79d09c5ea63/analyze?chart=0.name:{) 21/24

I think it is a waste to not construct a 4 lane structure with 2 for future upgrade. The long range plan of widening US60 to 4 lanes was to provide a safer commercial connection between I-24 and I-57. If the bridge is going to be a choke point, I see no reason to spend money to widen US-60 through Ballard Co. I think it was a mistake to leave this out of consideration and debate for this project. There are currently studies underway to construct a "Container On Barge" port facility in Cairo II. This is a perfect location due having access to two major inland waterways, two major rail lines and access to I-57 to the northeast, I-55 to the southwest and northwest. There should also be 4 lane access to I-24 to the southeast. I certainly agree that this bridge needs replacement, but if a project of this magnitude is to be undertaken, the long range future of the area, and it's intermodal importance, should be considered.	1
I shudder to think about how much money has been wasted repairing this bridge when it should have been replaced.	1
I live right down the road in wickliffe I watched the meeting from work and I don't like roundabouts but it seemed like the best option for this project. I live on the HWY and KNOW how many people use and depend on this bridge daily. I like the option for a wider 2 lane bridge we don't need 4 especially with the traffic Jams it would cause because it's not connecting to 4 lanes on either side. I am saying all of this as a city of wickliffe resident and also as a member on the Wickliffe City Council.	1
I like Alt 3 as its the easiest approaches for commercial and farm traffic. Keeps the bridge as far from the meadows as it can be. Sometimes you look down and they got barges dam near blocking the whole river. Bridge strikes are not my idea of a good day. I strongly dislike roundabouts. They are very difficult for tractor trailers and large farm equipment to navigate. I think the T approach has been working so far. Why change it? I think the cable stay is the best option for an earthquake area. The cable stays also provide the least wind resistance to the bridge itself. I'm not sure how you can adjust a truss if part of the bridge sinks lower in 1 spot then the rest of the bridge. Seems to me cables can be twinked. How much paint do cables need over trusses. faster, cheaper, and easier maintenance cost. I would like to see at that phase those figures of time and cost to maintain a consideration in the design.	1
I know that you have considered a 4 lane bridge. Would it not be better to do that now, being that this bridge will probably be used for decades to come.	1
I hope the company who is awarded the construction of the bridge uses local construction workers to build the bridge and keep local tax money in the river communities. That means using a PLA and work with Local Unions to supply manpower for the workforce. Thank You.	1
I have concerns about the 18 wheelers in the roundabout.	1
I have attended most of the public meetings and believe with new developments coming to our area everyday that it would be better to construct a four lane bridge for future economic growth of our area.	1
I fully support construction of a new bridge, and I agree with the placement of the bridge in Alternative 2, but I support a 4 lane option rather than 2 lane.	1
I feel the wider the bridge can be built and with reason of funds available would be the states best alternative. The sooner construction gets started the better.	1
I currently reside in Mississippi county Missouri. I would like for Missouri to join in with funding and build a new bridge from no to IL and KY. Has this been looked into?? Thank you in advance for your reply.	1
I believe that the bridge needs to be made a 4 lane rather than a 2 lane. This would be much safer and have a great impact on future development.	1

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I believe that the Alternative 2 bridge choice will work. I grew up in Wickliffe, but have lived in Cairo for over 20 years and the bridge is in dire need to be replaced.	1
I believe that a four lane bridge is more in line with what we need, there is a lot of traffic that flows from Missouri into Illinois and into Kentucky & vice versa.	1
I believe it is imperative to build a new bridge but I think 4 lane bridge would serve the needs of the people traveling much better than a 2 lane.	1
I agree that the "picked" new bridge location is the best choice. I disagree with the "choice" of the roundabout. I have used MANY roundabouts in my travels. While "highway planners/engineers" seem to flock to them like they're the latest fad, "I" have found them to be very useful in low to moderate traffic if the 18-wheeler traffic isn't too heavy. I believe this intersection already has too much 18-wheeler traffic for a roundabout. And it is only going to get heavier in the future. I would prefer the continuous right. While a signal may be necessary at some point in the future, I have never waited more than one minute to proceed through the intersection. I hope my views help in some way. Have a safe day. Jeff Rice	1
How soon will the project begin ?	1
As soon as possible	1
get it done!!!	1
From a business standpoint we are highly concerned of the loss of moorings along the river that Alternative 2 would bring. To minimize impact to the local river industry Alternative 3 closest to the existing bridge is the best option. Thank you	1
First, the Computer Presentation is EXCELLENT. Hats off to those that put in the effort. Placement location seems best The Emerson Bridge to Cape (cable stay?) I watched every step - they built as they continued to use the old obsolete bridge, opened the new, and then dropped the old to the delight of the users. I would want my name associated w/ that "cable stayed" - BUT in no way would I want to be seen as approving of rehabilitation Thank you for Transparency... It is refreshing... James the lessor	1
Crossing the Mississippi, going east to west or west to east is a really monumental feeling when traveling this country by road. What makes this area so unique is that this particular portal, you can see the convergence, the confluence of the rivers take place. I don't know that I have ever experienced another river crossing in which the meeting of the rivers is so starkly profound as it is here. And to me, that's an attraction. If you look at the San Francisco bridge, there's auto, bike, and pedestrian thoroughfares. The thing is, Defiance Park is a poor location to see the river convergence. It's frequently closed and the view from there just doesn't elicit the same response or feeling that you get seeing it from above. If you're taking a road trip across the country, if there's a place to cross the rivers, this really is it. If you're thinking from a future tourism/revitalization standpoint, seeing the rivers meet is a really neat milestone to encounter because it is so dramatic here. Couple that with some kitschy motels, some good eats, a national bike pathway going through, along with the port and you've got a recipe for transients coming through. Obviously, logistics and ecology take precedence, but I mention this as it's a location that I have not yet considered in the overall planning of the bridge.	1
Bridge should be built from Wickliffe to Missouri. We have stopped going through Cairo to Cape Girardeau because of the speed traps there and the time it takes to get through Cairo. Also all traffic going West would have shorter route and only cross one bridge.	1

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as the river ports will be coming on line which will cause additional development we need to project future conditions and needs. THIS MEANS FOUR LANES is the way to go. Everything I have been exposed to and taught you plan for 20 or 30 years in the future. Two lanes improves somewhat for the present but not for the future.	1
As a river pilot who transits the bridge with large barge tows I appreciate the use of the SCI simulations to evaluate the needs of the navigation and barge fleet interests as well as Coast Guard regulations.	1
As a commercial/ semi-truck user of the bridge my main concern with the roundabout is that it is of sufficient diameter to accommodate several large/ commercial vehicles at any one time. The commercial traffic is significant and the roundabout must be designed to handle semi truck traffic coming from 3 directions simultaneously.	1
Are there plans to do anything with replacing the bridge that spans the Mississippi River?	1
A round about is not necessary I don't believe there is enough traffic for something like this. I think it would be a big expense and unnecessary for the state of Illinois. I don't see where a four lane bridge would be of help and it would take up too much river bottom farm ground. My husband is a five generation farmer of Ballard Co and the river bottoms and the people that own farm land and farm the river bottoms for a living will lose that income. I don't see that there is enough traffic for that kind of expense for the state of Illinois or Kentucky a four lane bridge. A wider bridge would be a wonderful asset to this community and the farming industry. I know the bridge that is there now needs to be replaced at some point. This summer there was some much needed maintenance done on the bridge for it to be closed down to one lane most of the summer.	1
A new bridge that my staff feels safe crossing is important. Also, a cycling option would open the area up to recreational travel that current dead ends in Wickliffe and Cairo.	1
A new bridge is needed and with the new port coming Cairo a bridge is a value	1
A four lane bridge should absolutely be chosen as the replacement bridge!	1
4 lanes would increase traffic, revenue for the area. There is a 4 lanes plan from Paducah, ready in the works, it already has 4 lanes. This area with the growth that is coming in the future, will, the 4 lanes would be right for the area. It would help flow, farmers, truckers, everyone. Also wide loads.	1
4 LANE BRIDGE PLEASE	1
The bridge needs replaced, it is too narrow and dangerous. The bridge is an important part of our interstate commerce.	1
	0
Answered: 112 Skipped: 35	

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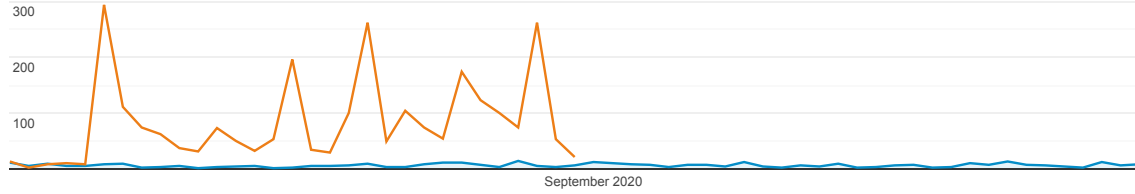
Audience Overview Comparison


All Users
 +0.00% Users

Aug 1, 2020 - Sep 30, 2020
 Compare to: Oct 1, 2020 - Oct 31, 2020

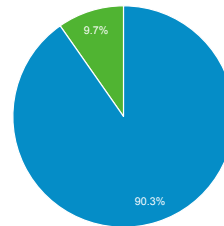
Overview

Aug 1, 2020 - Sep 30, 2020: ● Users
Oct 1, 2020 - Oct 31, 2020: ● Users

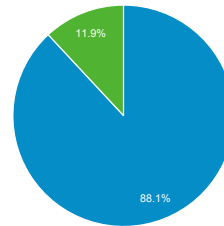


Users -85.96% 324 vs 2,308	New Users -86.14% 316 vs 2,280	Sessions -85.45% 396 vs 2,721
Number of Sessions per User 3.67% 1.22 vs 1.18	Pageviews -84.26% 1,036 vs 6,583	Pages / Session 8.14% 2.62 vs 2.42
Avg. Session Duration -9.99% 00:01:53 vs 00:02:06	Bounce Rate -5.22% 46.46% vs 49.03%	

■ New Visitor ■ Returning Visitor
Aug 1, 2020 - Sep 30, 2020



Oct 1, 2020 - Oct 31, 2020



Language	Users	% Users
1. en-us		
Aug 1, 2020 - Sep 30, 2020	249	76.85%
Oct 1, 2020 - Oct 31, 2020	1,809	78.28%
% Change	-86.24%	-1.82%
2. en		
Aug 1, 2020 - Sep 30, 2020	67	20.68%
Oct 1, 2020 - Oct 31, 2020	493	21.33%
% Change	-86.41%	-3.06%
3. zh-cn		
Aug 1, 2020 - Sep 30, 2020	5	1.54%
Oct 1, 2020 - Oct 31, 2020	0	0.00%
% Change	100.00%	100.00%
4. en-gb		
Aug 1, 2020 - Sep 30, 2020	1	0.31%

Oct 1, 2020 - Oct 31, 2020	5	0.22%
% Change	-80.00%	42.65%
5. es		
Aug 1, 2020 - Sep 30, 2020	1	0.31%
Oct 1, 2020 - Oct 31, 2020	0	0.00%
% Change	100.00%	100.00%
6. hu		
Aug 1, 2020 - Sep 30, 2020	1	0.31%
Oct 1, 2020 - Oct 31, 2020	0	0.00%
% Change	100.00%	100.00%
7. en-au		
Aug 1, 2020 - Sep 30, 2020	0	0.00%
Oct 1, 2020 - Oct 31, 2020	1	0.04%
% Change	-100.00%	-100.00%
8. en-ca		
Aug 1, 2020 - Sep 30, 2020	0	0.00%
Oct 1, 2020 - Oct 31, 2020	2	0.09%
% Change	-100.00%	-100.00%
9. es-419		
Aug 1, 2020 - Sep 30, 2020	0	0.00%
Oct 1, 2020 - Oct 31, 2020	1	0.04%
% Change	-100.00%	-100.00%

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PUBLIC COMMENT AND RESPONSE

Summary of Comment Types	Number of this Type of Comment & Percentage	General Form of Response
Desire for 4 Lane Bridge Capacity and Future Growth	47/125 (37.6%) Of Comments	<p>While we understand the desire for a four-lane facility, the traffic analysis and forecasting does not support the need for it. The most recent traffic count in 2020 showed an average daily traffic count of 6,050 vehicles per day (vpd). A two-lane roadway operating at full capacity can serve approximately 18,000-19,000 vpd or 2-3 times the current levels and approximately 2 times the demand projected in the design year of 2045. Even a large unforeseen increase in traffic would not meet these thresholds. Also, the Kentucky Transportation Cabinet currently does not have any planned projects to improve US-60 between Wickliffe and Kevil. The bridge itself would not prevent additional capacity development in the future if traffic demands increased above these levels. A 4-lane bridge would be an additional \$70 million (25% increase) in a time where Illinois, Kentucky, and federal funds are tight. Because of these reasons, the proposed bridge will be a two-lane crossing.</p> <p>The proposed typical section for the new bridge will include 12ft lanes and 8ft shoulders. It would be nearly twice the width of the existing bridge. The wider lanes and shoulders will improve safety, incident management, and operations for wide loads.</p>
Comments showing general support for Alternative 2 or the Project.	31/125 (24.8%) Of Comments	Thank you for your comments.
Preference for a Different Alternative or Bridge Location	13/125 (10.4%) Of Comments	<p>A Planning Study was conducted under a process consistent with the 23 CFR 450 planning regulations and other FHWA policies on linking the planning and environmental processes. The Planning Study included a location study, an environmental overview, and recommendations for a preferred alternative to be considered further under NEPA in the next phase of work. Consistent with federal efforts to strengthen linkages between planning and NEPA efforts, resource agencies were engaged early in this process so that the decisions documented within the Planning Study could be carried forward into the NEPA phase of the development of the project. Throughout the Planning Study process, multiple opportunities for agency coordination were provided to gather input on study issues. Cooperating Agency and Participating Agency coordination was conducted pursuant to Section 6002 of SAFETEA-LU. Local government representatives and the public were also included in this outreach. The completed Planning Study recommended Combined Alternative 2 for additional development during the NEPA phase of the project. Combined Alternative 2 represents a range of potential crossing locations located upstream of the current US 51 Bridge structures - within 2,000 feet of its present location.</p> <p>Combined Alternative 2 was recommended as the Preferred Alternative for the following reasons:</p> <ul style="list-style-type: none"> •Satisfied the project purpose and need. •Minimized construction complexity, maintenance costs, and user costs during construction while providing an estimated 75+ year service life. •Maintained the best cross-river connectivity option of the alternatives considered. The existing US 51 Bridge would be available as a cross-river

		<p>connection during construction of the new Ohio River Bridge.</p> <ul style="list-style-type: none"> •Best minimized impacts to the human and natural environment of the alternatives considered. However, it would result in impacts to historic resources (i.e., the existing US 51 truss bridge), floodplains, wetlands, and prime/statewide importance farmlands. •Maintained or reduced travel times provided a usable river-crossing for vehicles during incidents (e.g. crashes) and met FHWA seismic design guidelines. •Provided a feasible link for incorporating a bicycle path. •Satisfied the US Coast Guard’s concerns for river navigation at a conceptual level. <p>In addition, Combined Alternative 2 best satisfied resource agency, local official, and public concerns. During the NEPA phase, designers looked at alignment, cross-section, and bridge type options that best fit within this corridor.</p>
Other	11/125 (8.8%) Of Comments	See Specific Response where applicable.
Roundabout concerns relative to Capacity and Truck Traffic	11/125 (8.8%) Of Comments	<p>A traffic analysis of how a roundabout would handle current and projected traffic was conducted for the project. It concluded that the roundabout would perform very well and can handle traffic equivalently to the signalized intersections. Additionally, roundabouts have been shown to reduce the number of conflict points by left hand turns across traffic reducing the severity of crashes.</p> <p>During the preliminary design of the roundabout, we considered how the largest semi truck design vehicle on the road today would be able to navigate/pass through this type of intersection. It was determined that the intersection would sufficiently accommodate this size of vehicle. Final design of the roundabout will consider the forecasted traffic volumes, percent of truck traffic and meet the geometric design standards of the Illinois Department of Transportation.</p> <p>A roundabout at this location was proposed in response to the community’s interest in having a gateway or a focal point into the community of Cairo.</p>
Access / MOT / Road Closures	6/125 (4.8%) Of Comments	See Specific Response where applicable.
Pedestrian / Bike Accessibility	3/125 (2.4%) Of Comments	See Specific Response where applicable.
Flooding of US-51 Concerns	3/125 (XX.X%) Of Comments	<p>As part of this project, the project team has looked closely at the roadway elevations between the Minor Slough bridge and the intersection with US60/62 in Illinois due to the concerns with flooding raised during the previous planning study and the various meetings conducted during this phase of work. The team recognizes the negative impact that closures of this route has upon the residents, communities and businesses that it serves. Immediately north of the Minor Slough bridge is the first section of roadway that is impacted during high water. The current proposal for the project will raise the elevation of this section of embankment to reduce the number and length of closures. However, the proposed increase in elevation will not prevent all future closures of the road as result of flooding due to other low-lying approaches and the significance/severity of some flooding events.</p>

#	Date	Method Received	Summary of Comment Type	Comment	Response
1	10/9/2020	Email	<p>Considerations of connecting route</p> <p>Four lane Road</p>	<p>My name is Ben Stratemeyer. I am a local broadcaster of radio station WKRO. I support a new bridge, but have concerns in planning. The location of the bridge should be such that the connecting roads on both sides should be built with the thought of connecting interstate highways on both sides.</p> <p>Nearby Paducah, KY is becoming an international port as well the largest inland port outside of New Orleans, Cairo is developing a larger river port. Both Paducah and Cairo are both communities with alot of railroad and barge industries. Commercial truck traffic is bound to increase.</p> <p>Cairo is located near I-57 and Paducah is connected to I-24. It is very reasonable and foreseeable that these two interstates will be connected with a large multi-lane road.</p> <p>Any plans should consider the location of such a connecting route and clear any regulatory and environmental hurdles along the way.</p>	<p>Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth</p>
2	10/16/2020	Email	<p>Four lane Interstate Road</p>	<p>Chris,</p> <p>I have a business in Paducah, Ky and delivery trucks from my business travel over the Cairo bridge at least twice per week on the way to Sikeston and Cape Girardeau. I think building just a bridge is a mistake if it will take 5 to 10 years to begin. At one time there was a big interest in building a four lane road beginning just north of Metropolis, Il. with a destination of Cape Girardeau, MO. This route could include Illinois, Missouri, and maybe Kentucky to share in the expense. Because of the interstate type road it could mostly be federally funded. If you could see the hundreds of semi-trucks that pass through the current route of Hwy 60/62 , Cairo, Hwy 3 every hour you would agree it is a safety issue that requires a broader approach to this problem. Plus I am sure it would lessen the length of time to drive to Cape Girardeau. Whatever happened to that federal project?</p>	<p>Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth</p> <p>Thank you for your comment. The focus of the US 51 Bridge project is to address the transportation need identified for the existing crossing over the Ohio River between Wickliffe and Cairo. A proposed bridge at Columbus is beyond the scope of this study. Another study conducted in 2005 for the proposed I-66 Corridor in Western Kentucky looked at a crossing of the Mississippi River into Missouri. That study concluded that project of its magnitude would requires a significant level of Federal and State funding. At the time of the study, there wasn't any additional federal or state funding for it. KYTC decided not to move forward with the project. However, the study indicated that if the funding situation should change, each of the states involved in the study states could restart the project within their respective states. Another study for the Shawnee Parkway from Cape Girardeau to I-24 was then downsized to Cape to I-57 near Ullin. This study was also not progressed.</p>

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3	10/28/2020	Email	Bridge/road closures due to flooding	<p>Dear Sir,</p> <p>I have been to the meetings previously held at the Cairo Jr/Sr. High School and still believe that it is in the best interest of Alexander County and the City of Cairo that the newly constructed bridge under consideration should be in the alternative zone proposed immediately adjacent to the current Kentucky Bridge and that the road improvements previously finished made a tremendous impact on traffic flow to and from Wickliffe, Ky. Prayerfully, Kentucky realizes that the flooding that occurs yearly certainly shuts down the traffic to Wickliffe and is of great concern to all traveling through this region. I am hoping that an additional elevation of the road close to the bridge on the Kentucky side prior to the completion of the New Kentucky Bridge will be addressed. If the new bridge can be closed down due to rising water on the roads, then it will not benefit either Kentucky or Illinois residence and all travelers currently using the Kentucky Bridge.</p> <p>As you are aware, It is a great strain on travelers that have to travel additional mileage to any destination due to unexpected flooding or poorly maintained roads and bridges. I have addressed and questioned this issue in other meetings previously. Please ensure that the work that is needed to elevate the portion of the road that floods before approaching the bridge be seriously address. Otherwise, I like what I see and what is being considered and certainly hope that the newly constructed bridge will stay in the approximate vicinity as the current bridge.</p> <p>Great Job so far and I look forward to seeing a new bridge that will replace the one that I have crossed for over 30 years.</p> <p>Sincerely,</p> <p>Phillip L Matthews, Pastor</p>	<p>Please see the response to Flooding of US-51.</p>

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4	10/30/2020	Email	Accommodation of non-motorized mobility and safety planning	<p>To whom it may concern,</p> <p>I am writing on behalf of Adventure Cycling Association to urge the Kentucky Transportation Cabinet to consider the accommodation of non-motorized mobility and safety in its planning for a US 51 bridge replacement between Wickliffe, Kentucky and Cairo, Illinois.</p> <p>The KYTC has a stated goal to "improve the safety and secure the long-term mobility of the traveling public," which should be inclusive of people who choose to travel by bicycle or on foot. In reviewing the project website, we were not able to find any mention of a commitment to ensuring the safety and long term mobility of non-motorized bridge users.</p> <p>The Kentucky Transportation Cabinet has shown a commitment to bicycle travel with its designation of U.S. Bicycle Routes 21, 23, and 76, as well as signing U.S. Bicycle Route 76. While the US 51 bridge replacement will not be along a designated U.S. Bicycle Route, it may be part of the proposed U.S. Bicycle Route 45 which follows the Mississippi River. Designation of U.S. Bicycle Routes is just the first step in encouraging and supporting safe cycling; infrastructure and safety improvements for biking are a critical and essential next step.</p> <p>Bridges are serious safety pinch points for bicycle routes, and given their longevity, it is important to consider how cycling use has increased and will continue to grow over the lifespan of the bridge. Just over the course of the pandemic, biking has become so popular that bike companies have run out of bikes to sell. But people who want to get around by bike need safe facilities, with bridges being critical connection points.</p> <p>Adventure Cycling's Great Rivers South route also crosses the Mississippi near Cairo, and it is common for many people riding our routes to take detours to nearby communities. Bike tourism spending contributes significant economic benefits to communities, but attracting bicycle tourism requires safe bicycle access. The US 51 bridge will be a long-term investment, and including safe bicycle facilities could make the difference between attracting bicycle tourism to these communities or requiring cyclists to avoid these communities in favor of safer crossing points.</p>	<p>The existing US 51 Bridge and its approaches do not provide for or safely accommodate pedestrian or bicycle travel. The narrow lanes and current lack of shoulders make both the bridge and approaches unsafe for such uses. During the previously completed planning study and the current phase of project development, the project team considered pedestrian and bicycle travel. The completed socio-economic study for the project noted that the US 51 Bridge is included on at least two published bicycle routes and is a part of the Great River Road scenic byway. While the primary purpose of the US 51 Bridge Project is to improve cross river mobility between Wickliffe, Kentucky and Cairo, Illinois, by addressing the safety and reliability issues caused by the narrow lane widths, lack of shoulders and tight curve of the existing bridge and its approaches, among the secondary goals of the project is to provide connectivity to bicycle facilities. Due to the rural designation of this segment of US 51, no bicycle or pedestrian facilities are included in the proposed typical section for the US 51 Bridge or its approaches. However, in keeping with the goals of the project, the 8-foot wide shoulders proposed as part of the typical section, will provide additional safety measures for those bicyclists and pedestrians choosing to use US 51 in this location.</p>

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				Please ensure that the safety and mobility needs of bicyclists and pedestrians are considered in this important bridge replacement project. Feel free to contact me if you have any questions. Sincerely, Saara Snow	
5	10/30/2020	Email	Way to limit semi-trailer trucks from using bridge?	My wife and I use the "Cairo Bridge" regularly. With the exception of local grain hauling trucks, is there a way to limit other semi-trailer trucks from using the bridge? Without doubt, the bridge was NOT built for 80,000 pound vehicles!	For a new bridge with wider lanes there will be no need to limit the size of trucks below what is legally permitted to use the highway system.
6a	11/9/2020	Email	4 lanes,	I was born in Cairo, Illinois and have lived in Southeast Missouri all my life. Any bridge to cross the Ohio river near Cairo should have four lanes and be on the north side of Cairo near Interstate 57	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
6b	11/9/2020	Email	bridge located north side of Cairo near Interstate 57	Any bridge to cross the Ohio river near Cairo should have four lanes and be on the north side of Cairo near Interstate 57	Please see the response to the Preference for Alternative Location.
7	Collected 11/2/2020	Survey	Build bridge at Columbus KY	You should build a Bridge at Columbus, KY.	Thank you for your comment. The focus of the US 51 Bridge project is to address the transportation need identified for the existing crossing over the Ohio River between Wickliffe and Cairo. A proposed bridge at Columbus is beyond the scope of this study. Another study conducted in 2005 for the proposed I-66 Corridor in Western Kentucky looked at a crossing of the Mississippi River into Missouri. That study concluded that project of its magnitude would requires a significant level of Federal and State funding. At the time of the study there wasn't any additional federal or state funding for it. KYTC decided not to move forward with the project. However, the study indicated that if the funding situation should change, each of the states involved in the study states could restart the project within their respective states.
8	Collected 11/2/2020	Survey	Keep bridge open and make wider/safer	You probably wouldn't believe how many agricultural vehicles cross the bridge. Absolutely imperative to keep this bridge open and make it wider, thus safer. Most ag vehicles are big and slow, thus less safe. Also, from another perspective many commutes to Cape Girardeau are numerous and currently many from Paducah area go north from Paducah and cross Hwy 146 and they consider that safer. Make the bridge safer and I do believe	Thank you for your comment.

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				business and recreation will be enhanced and improved thereby helping the area of Cairo in their search for additional commercial businesses.	
9	Collected 11/2/2020	Survey	4 lane bridge	With 40 Million in the Illinois Budget for a New Port in Cairo, I think it needs to be able to expand to full 4 lanes in the future. The Alexander County Cairo Illinois Port is in progress and will increase traffic from Kentucky to Cairo. Just a note and a quote from my father I will always remember. When going to the store to buy a appliance or Air Conditioning unit always look at the next size up so you won't be sorry later. I always listen to what he said. Make the 4 lane bridge available if needed at a later time. Send me your feedback on my opinion. Thank you.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
10	Collected 11/2/2020	Survey	Travel to Cairo to reach interstate? Mississippi River Bridge replacement?	Will I still have to travel through Cairo to reach the interstate? When will the Mississippi River bridge need to be replaced?	This project is a bridge replacement project and does not alter any of the connections to other facilities. The US 60/62 Mississippi River bridge is being maintained jointly by IDOT and MoDOT. No timeframe for replacement or closure of that bridge has been established.
11	Collected 11/2/2020	Survey	4 lane bridge	Why would anyone build a 2 lane bridge? That is very short sighted. I understand the traffic volume does not support a four lane bridge, but that is because it is currently a 2 lane bridge served by 2 lane highway. Future infrastructure plans will hopefully include 4 lane access between I-57 and I-24. If that were to happen you would need a 4 lane bridge.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
12	Collected 11/2/2020	Survey	Safety concern, needs repair or replacement	Well the bridge has been there a long time my concern is safety that the present bridge needs repair or replaced it I agree with your plans to repair bridge understand the president is helping with getting funds to improve bridges and highways across our country much faster than before that's really great.	Thank you for your comment.
13	Collected 11/2/2020	Survey	Need new bridge	We really need a new bridge before the old one falls down.	Thank you for your comment.
14	Collected 11/2/2020	Survey	Rebuild bridge infrastructure	We need the bridge infrastructure rebuilt so the new Cairo port and thrive and make this community thrive a gain.	Thank you for your comment.
15	Collected 11/2/2020	Survey	4 lane bridge	We need it faster than 5-10 years...it is needed NOW! It needs to be a 4 lane bridge for wide loads.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
16	Collected 11/2/2020	Survey	Improved/wider bridge	We need an improved and wider bridge.	Thank you for your comment.
17	Collected 11/2/2020	Survey	Roundabout with truck traffic?	We are thrilled to eventually see construction start on a new bridge, regardless of the alternative used. I am curious how a roundabout would function with the amount of truck traffic across bridge.	Please see the response to the Roundabout Performance

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18	Collected 11/2/2020	Survey	<p>Does anyone at KYTC realize how dangerous it is for bicycles to use 51/60/62 from Wickliffe to the Bridge now? Why are we more worried about bicycle traffic than future economic growth?</p> <p>4 lane and connectivity</p>	<p>We are grateful for all that KYTC does. District 1 staff and Engineer are amazing. My comments are not directed at them, but to their KYTC brethren in Frankfort or should I say the "Golden Triangle".....From this website quoting, "A four-lane bridge would require four lane roadways to connect to. While US 60/US 62 in Illinois has 4 lanes, the Kentucky side has no 4 lane sections nearby. Upon further investigation, the nearest 4 lane facility is west of Kevil, KY 20 miles away, through downtown Wickliffe. The current KYTC six-year plan does not include any four-lane improvements west of Kevil and no planning studies are pending for that area." 4-lane connectivity in the region, inability to ultimately accommodate bicycles, Question: So KYTC is saying they will never commit or plan to build a four lane road on the Ky side to reach the bridge? quote from this website... only a 2 lane bridge will work because of " a lack of 4-lane connectivity in the region, inability to ultimately accommodate bicycles, stopped vehicles, and agricultural traffic, and the increased construction cost, it is the project team's recommendation to proceed with a 2-lane, 40' wide bridge." Does anyone at KYTC realize how dangerous it is for bicycles to use 51/60/62 from Wickliffe to the Bridge now? Why are we more worried about bicycle traffic than future economic growth? Where is the logic? It does not make since to me.... FACTS of Economic Growth: A) The Wickliffe Paper Mill is growing and expanding, so the tremendous volume of trucks entering Wickliffe from the surrounding area including is going to be at least 200% more in the future than daily traffic of about 100 semis per day. A two lane bridge with the ability to convert into 4 lane is the only option that makes sense. B) Not only does Cairo Port Authority land \$40 million commitment for a riverport, the West Ky Riverport Authority is working on a plan with at least 9 companies looking to move cargo to land from the Mississippi and Ohio Rivers in the near future! Semi traffic will be increased from this result. C) Paducah/ Sikeston/other Mo counties logistics industry utilizes the U.S. 60 corridor. It is a large regional area with many logistics(trucking companies) located in our Region. Please look at it as such...not just connecting two counties between Ky and Illinois...it connects three interstates....24/55/57. TOURISM: During my 25 year law enforcement career, much of which I spent working on U.S. 51 north(levy road), I was able to watch the traveling public(license plates) and people traveling the levy road. I continually saw/still see license plates from Texas, OK, ARK, Mo. New York, Arizona, Colorado, Kansas, Minnesota, Wisconsin..... It was amazing to see the connectivity between Nashville, Tenn to Springfield MO (branson) via I-24 from Nashville to Paducah via the U.S. 60 corridor. The number of campers going from Mo. to Ky/Barkley Lakes is steady all through the year! Mo. has three and four lanes on the U.S. 60 corridor</p>	<p>Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth</p>

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				from Charleston Mo to Springfield, more than 240 miles., why can't Ky follow suit? Connectivity: Quote from this website: " a lack of four lane connectivity in the region". Do you know why? Because West Ky has been ignored far to long by the leadership in Frankfort. Time to step up and treat the entire state as equals. We hear and listen to residents in our region and the west part of Kentucky is tired of being treated as second class people group! Treat all counties the same and plan a four lane U.S. 60 corridor that connects Paducah to Illinois and Mo and ultimately the entire midwest/mountain time zone states. thank you, Todd Cooper Ballard Co. Judge Executive	
19a	Collected 11/2/2020	Survey	Supporting of Project.	Very good virtual public meeting!	Thank you for your comment.
19b	Collected 11/2/2020	Survey	Likes roundabout at IL intersection	I like the implementation of the roundabout at the Illinois intersection.	Thank you for your comment.
20	Collected 11/2/2020	Survey	Concern about Holloway Landing Rd blocked during construction	Very concerned about the length of time that the Holloway Landing Road will be blocked for construction.	We do not intend to have any extended closers of Holloway Landing Road. Closures should be limited to intermittent and daily during construction with flaggers. Access will be maintained to all individual parcels during construction.
21	Collected 11/2/2020	Survey	Concern about traffic issues, wider bridge	This replacement is a serious traffic issue. I go over the bridge 3 to 5 times a year. We have had collision issues with side mirrors at times. Professional drivers have to totally stop at times as they are unsure of the oncoming traffic as many drivers are not qualified to determine their vehicle positioning in the traffic lane. Sometimes the trailers do not track straight as alignments are off, this has caused a lot of the issues with clearances. The bridge needs to be a minimum of 3ft. wider but 5ft would allow for the issues I have mentioned to be minimized.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
22	Collected 11/2/2020	Survey	Looking forward to project	This project is way overdue. I look forward to its completion.	Thank you for your comment.
23	Collected 11/2/2020	Survey	Interstate bridge to join with I-57	This project is a waste of money. Move further up river (Ohio), and build an Interstate approved bridge and build it to join with I-57. Later any prospective Interstate highway will already have the bridge.	Please see the response to the Preference for Alternative Location.
24	Collected 11/2/2020	Survey	Crossing at Wickliffe in to South East Missouri	This new bridge sacrifices the future of Western Kentucky, and is an obvious attempt at putting Cairo Il back on the map...Shame on all of our local politicians and maybe President Trump or Biden will step in and put the bridge where it should be...crossing at Wickliffe in to South East Missouri, giving Western Kentucky crucial access to interstates 55 and 57	Please see the response to the Preference for Alternative Location. Thank you for your comment. The focus of the US 51 Bridge project is to address the transportation need identified for the existing crossing over the Ohio River between Wickliffe and Cairo. A proposed bridge at

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					Columbus is beyond the scope of this study. Another study conducted in 2005 for the proposed I-66 Corridor in Western Kentucky looked at a crossing of the Mississippi River into Missouri. That study concluded that project of its magnitude would require a significant level of Federal and State funding. At the time of the study there wasn't any additional federal or state funding for it. KYTC decided not to move forward with the project. However, the study indicated that if the funding situation should change, each of the states involved in the study states could restart the project within their respective states.
25a	Collected 11/2/2020	Survey	4 lane	This is in our area what will be considered a once in a lifetime project. There will not be any further work done on river crossing for a generation at this point. With Cairo being funded to be a hub of barge transport and money being moved into that project I feel we will miss a huge chance for growth in Kentucky if we low ball this project. I would say that expanding this bridge to four lane is a must now because we cannot go back and do it later. I know there is the question of tying in the four lane to the two lane levee roadway but that too is something that can be expanded on to have an additional four lane lead into Kentucky proper with the building of a levee beside the existing one or the expansion of the current levee. These things are easier to do in the future if needed but once this bridge is done there will be no additional bridge work in our future. I know it is a larger cost but I feel due to what may be available in the future as far as industrial and commercial expansion in the region going with a 2 lane instead of a 4 lane will cripple Kentucky's chance of ever being able to show they are able to handle the increase in traffic not only safely but provide stability for the region in transportation where in the past this crossing has not been able to. <i>I worked at dispatch for many years and many times over the bridge would close for boat strikes, flooding, wrecks or any other number of reasons. People could not depend on that bridge to always be open. Where I work my staff have had to make arrangements to be able to come to work because what should be a 10 minute trip turned into a hour and a half. I have lived in the long shadow of that bridge and not on the traffic that crosses it but the traffic that flows underneath it.</i> This is our chance to provide a clear voice saying that far Western Kentucky is open for business and we are ready to work.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
25b	Collected 11/2/2020		MOT/ACCESS	I worked at dispatch for many years and many times over the bridge would close for boat strikes, flooding, wrecks or any other number of reasons. People could not depend on that bridge to always be open. Where I work my staff have had to make arrangements to be	Thank you for your comment. Please see the response to Flooding of US-51.

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				able to come to work because what should be a 10 minute trip turned into a hour and a half. I have lived in the long shadow of that bridge and not on the traffic that crosses it but the traffic that flows underneath it.	
26	Collected 11/2/2020	Survey	Elegant/architecturally fitting bridge	This is an amazing, valuable and historically significant site with the confluence of the Ohio and Mississippi Rivers. An elegant and architecturally fitting bridge will be only appropriate.	Thank you for your comment.
27	Collected 11/2/2020	Survey	4 lane	This is a very important project for our region; however, I strongly urge that funding be secured for a 4-lane design. I believe this is critical for current and future traffic patterns.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
28	Collected 11/2/2020	Survey	4 lane	This bridge needs to be a 4-lane!!!	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
29	Collected 11/2/2020	Survey	Wider bridge	This bridge is a vital means of travel from Southern Illinois, Western Kentucky, and SE Missouri. The value of this bridge was evident when the bridge was completely taken out of service recently. Finding alternative routes from West KY over to Missouri was a huge inconvenience. I think a wider bridge is needed and past due.	Thank you for your comment.
30a	Collected 11/2/2020	Survey	2 lane bridge is short sided	There will not always be a two lane US 60. A two lane bridge is short-sighted and cannot be retrofitted should the need arise. I find roundabouts confusing and not the norm in the US. I see no reason a modified T-intersection would not serve the purpose. A roundabout could be constructed in the future if necessary. The current bridge is nearly 90 years old, a new one may need to be used for longer.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
30b	Collected 11/2/2020	Survey	roundabouts are confusing	I find roundabouts confusing and not the norm in the US. I see no reason a modified T-intersection would not serve the purpose. A roundabout could be constructed in the future if necessary.	Please see the response to the Roundabout Performance
31	Collected 11/2/2020	Survey	4 lane	The wider bridge is better than what is there now, however I think a four lane bridge should be considered. Someday a four lane road should be built between Paducah, Ky. and I-57 In Missouri.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
32	Collected 11/2/2020	Survey	Supports 2 lane bridge	The volume of traffic that a new 2 lane bridge represents should still be significantly enough for any increase in port to port traffic between the proposed Cairo and proposed KY ports. And will save \$70 million	Thank you for your comment.
33	Collected 11/2/2020	Survey	Concern with roundabout and trucks	The roundabout really worries me with the semis. They too often o out of their lane and curves and roundabouts just seem to make it worse.	Please see the response to the Roundabout Performance

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34	Collected 11/2/2020	Survey	4 lane, report traffic growth is off	The reported traffic growth is way off. The current bridge itself causes lack of use. Commercial truck traffic does not plan to utilize this bridge because of restrictions they are unsure do not want to be fined. Much truck traffic goes through IL 37 thru Karnak back to metropolis to I-24. I often take this route through highly sensitive environmental areas of the Cache River Wetlands and Wildlife Refuge because the the road from Barlow, KY (most of Ballard County) to Cairo, IL is inadequate. In recent years, Wickliffe, KY is developing a port that did not really exist 10 years ago. Cairo is expanding its port to take advantage of the Mississippi River that has not really been utilized during the past 100 years. Looking at interstate maps, the connection of I-24and I-57 is need of a small connector road. The largest obstacle is the Cairo Bridge and four lane highway thru Ballard County Kentucky. It is a chicken and egg dilemma. Kentucky and Illinois do not want to pay four a 4 lane bridge if it is not connected to a four lane highway. Kentucky does not want to build a four lane highway if there is not a 4 lane bridge. The connecting highway would be a tremendous benefit and would reroute east-west traffic from I-40 Tennessee and Arkansas thru Missouri and Kentucky. Paducah and Wickliffe would have superior port locations. I would support a toll bridge and road with four lanes	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
35	Collected 11/2/2020	Survey	4 lane	The old bridge will be 90 years old, with that in mind, I believe that a four lane bridge is necessary as this bridge will be 90 years old when replaced. The reason for the 4 lane bridge is because of economic development with the new port in Cairo along with the Ballard county development. Cape Girardeau to Cairo is on Route 3. Years ago that road was redone with a corridor for a 4 lane to Cairo and thru Cairo. Also Exit one on I57 is connects to 4 lane though Cairo, right up the bridge. A 27% increase in building a 4 lane bridge cost alot less now then later down the road. We must look to the future as the economy of both states depends on good safe roads. In past years Kentucky, Illinois and Mo. were doing studies on connecting a four lane across the Shawnee National forest. This would never have worked. Hwy 60 connects to I24. That road has no shoulders and is dangerous, there are many lives lost on it every year. If that road was better, Ky would generate a lot of Mo. traffic to Paducah for retail sales. So I believe a 4 lane is a must. I travel to Murray Ky from Cairo several times a year and wonder how did Mayfield get a four lane to Murray (KY 80) as it is beautiful, I hardly see and traffic on it.. I guess the university has a lot of pull in Frankfort to have got that road built. The increase is traffic will be more than the estimate by a lot. Please build a four lane bridge. Thank you for reading this.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth

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36	Collected 11/2/2020	Survey	4 lane	The growth of the region is imperative that we have a four lane bridge We are working really hard to bring more jobs to area and along with tourism. We have been left out enough and we are doing our part to make things happen we need the help on this from the States KY and IL	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
37	Collected 11/2/2020	Survey	Nice expansive bridge would make Cairo viable	The development of a port and return of a functional economy in Cairo will have the biggest effect on survey answers. I remember the booming metropolitan city it was. Racial tensions and a two year closure of the bridge for repairs and painting in the seventies sealed Cairo's fate. I would love to believe a nice expansive bridge would make Cairo viable, so, let's shoot for the moon on this one!	Thank you for your comment.
38	Collected 11/2/2020	Survey	4 lane	The current and next bridge is an important structure due to its geographic location and the fact that the only other route is 80 miles out of route. It's a very important route for commerce as well as commuters. Many many farmers in KY depend on the bridge to sell their products for the best price available. I do however, think that everyone involved should step back and take a breath and rethink the whole two lane bridge project.It is a given that traffic numbers are only going to increase in the future as well as the number of commercial vehicles . So maybe a bridge wide enough to become a 4 lane bridge in the future should be considered now then after that, begin working towards perhaps a four lane road. It has taken over 80 years to begin talks of a new bridge. 80 years from now the amount of traffic will likely be staggering compared to the current numbers	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
39	Collected 11/2/2020	Survey	4 lane	The Cairo Bridge absolutely needs to be a 4 lane bridge. A new 4 lane bridge was built in Ledbetter over the TN river and I do not know the traffic numbers but I would guess the number of vehicles using Cairo Bridge and Ledbetter Bridge are close to the same. I would almost assuredly say the Cairo Bridge has more commercial (semi-truck & trailer) vehicles using bridge. For this reason I believe it is imperative this bridge be 4 lane.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
40	Collected 11/2/2020	Survey	4 lane	The bridge should be 4 lane instead of 2 to facilitate growth and increase usage.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
41	Collected 11/2/2020	Survey	Bridge replacement will enhance traffic flow	The bridge replacement will greatly enhance the traffic flow of this area & make the commute between states much better.	Thank you for your comment.
42	Collected 11/2/2020	Survey	4 lane	The bridge needs to be four lanes for future growth. It is the MAIN reason this part of the state has had stagnant growth for years. It is junk and people need a Zanex to drive over it.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth

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43	Collected 11/2/2020	Survey	Floodplain concerns	The bridge needs to be built north of the floodplain. Flooding in the future could stop all traffic as in the past. Move it north 5 miles and problems solved.	Please see the response to Flooding of US-51 Concerns.
44	Collected 11/2/2020	Survey	4 lane	The bridge needs to be 4 lane. This would aid in daily traffic and future endeavors. It would be ridiculous to fund such a project and it not be 4 lane	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
45	Collected 11/2/2020	Survey	In need of replacement	The bridge is in need of replacement and should have been replaced years ago. We use this bridge every weekend throughout the summer and the repairs this summer had us sitting on the bridge at times for an hour. We started traveling through Tennessee due to the repairs and that bridge feels safe!	Thank you for your comment.
46	Collected 11/2/2020	Survey	4 lane	Shortsighted to not make it 4 lane.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
47	Collected 11/2/2020	Survey	Direct connection to I-57	Several Factors: Future Economic Impact: -----Would it not be best to have a direct connection into Interstate 57, thereby facilitating Direct Transportation and Timing, along with much needed Economic Development along this corridor. Between the New Port, the Port at Wycliffe, KY along with Access to I-57, Cairo Airport, the Future Railroad trans-loading, this access to North Cairo would be a vital addition to the Region. This current bridge has been in existing since the late 1930s.---Approximately 90 years. Surely to Goodness, someone has forecast not only traffic patterns, but direct Economic Development needs to connect to a major highway. Sure the cost is higher, but please don't make the same mistake as in the past. Give these small towns in Ky and IL the proper tools to achieve much needed business and revenue.	Please see the response to the Preference for Alternative Location.
48	Collected 11/2/2020	Survey	Safe street options	Safety is important. If the old bridge is not being considered as a potential "people bridge" to complement tourism efforts near the confluence and the new port facilities, I feel it is critical that any alternative does not create a barrier to alternatives means of transportation. Obviously truck and car traffic concerns are critical, but this does not eliminate the need to include "safe street" options in the mix that facilitates the primary traffic flow AND considers means for touring cyclists, Amish buggies, pedestrians and the like to cross the river safely.	The existing US 51 Bridge and its approaches do not provide for or safely accommodate pedestrian or bicycle travel. The narrow lanes and current lack of shoulders make both the bridge and approaches unsafe for such uses. During the previously completed planning study and the current phase of project development, the project team considered pedestrian and bicycle travel. The completed socio-economic study for the project noted that the US 51 Bridge is included on at least two published bicycle routes and is a part of the Great River Road scenic byway. While the primary purpose of the US 51 Bridge Project is to improve cross river mobility between Wickliffe, Kentucky and Cairo, Illinois, by addressing the safety and reliability issues caused by the narrow lane widths, lack of shoulders and tight curve of the existing bridge and its approaches,

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					among the secondary goals of the project is to provide connectivity to bicycle facilities. Due to the rural designation of this segment of US 51, no bicycle or pedestrian facilities are included in the proposed typical section for the US 51 Bridge or its approaches. However, in keeping with the goals of the project, the 8-foot wide shoulders proposed as part of the typical section, will provide additional safety measures for those bicyclists and pedestrians choosing to use US 51 in this location.
49	Collected 11/2/2020	Survey	Roundabout concern	Roundabouts may seem like a good alternative for an intersection, but many people choose not to use them if they have an alternative. Many people avoid the roundabouts in Marion, IL due to drivers who refuse to wait their turn or yield to traffic.	Please see the response to the Roundabout Performance
50	Collected 11/2/2020	Survey	4 lane	Replace it to a 4 lane bridge it will be safer to travel because with the 2 lane they always have too many wrecks	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
51	Collected 11/2/2020	Survey	Old project needs to finish	Really need the old project finished taking to long	Thank you for your comment.
52	Collected 11/2/2020	Survey	Traffic flow allowed during construction	Prefer that traffic flow is permitted during construction	Thank you for your comment.
53	Collected 11/2/2020	Survey	*Seems like an error that their full comment didn't get submitted	Please ma	[No response required]
54	Collected 11/2/2020	Survey	Roundabout truck analysis	Please consider performing a comparison analysis to determine which design (e.g., roundabout, T-intersection) would ensure the least number of minor and major truck accidents knowing a significant percentage of the the traffic using the bridge will be truck traffic. Also, include future projections of truck traffic based upon two ports becoming fully operational within the next 10-20 years. With regards to 2-lane versus 4-lane bridge, please consider performing a analysis of projected truck and passenger vehicle traffic with the assumption that two river ports will be built within the next 10-20 years.	<p>Please see the response to the Roundabout Performance</p> <p>The most recent traffic count in 2020 showed an average daily traffic count of 6,050 vehicles per day(vpd). A two lane roadway operating at full capacity can serve approximately 18,000-19,000 vpd or 2-3 times the current levels and approximately 2 times the demand projected in the design year of 2045.</p> <p>We have performed a comparative analysis of the intersection options. Related to the ports, we have been in contact. The level of information available at this time does not allow for projecting future truck and passenger vehicle traffic. As the port project and this project</p>

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					move forward, we will continue to coordinate with the ports and update our traffic projections when more detailed information becomes available.
55	Collected 11/2/2020	Survey	4 lane	Please consider making it 4 lane due to future growth and safety. It is very important to our state.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
56	Collected 11/2/2020	Survey	Placement to north better	Place north of Cairo would be better.	Please see the response to the Preference for Alternative Location.
57	Collected 11/2/2020	Survey	4 lane	Our region needs a 4-lane option connecting the tri-state area. Our winding roads in Ballard County have a high semi usage, making them dangerous and congested. A 4-lane would provide a more safe travel environment for locals and semi-trucks traveling to Missouri and Illinois.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
58	Collected 11/2/2020	Survey	4 lane	Needs to be a 4 lane bridge. A two lane only bridge will not serve the region for the next 30-40 years. The potential for an interstate (I-157 east) in the next 10 years is a possibility. The large volume of OTR traffic on this bridge is a very high %. A 4 lane bridge would be a much safer option with a connection to I-55 that will create economic development in the 4 river county region.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
59	Collected 11/2/2020	Survey		n/a	[No response required]
60	Collected 11/2/2020	Survey		Many jobs for the area	Thank you for your comment.
61	Collected 11/2/2020	Survey	Address local traffic concerns as well as improve regional needs	Managing through change and fear takes courage and a level of boldness. The proposed solution spends much money with little impact on preparing for a brighter tomorrow. It doesn't change local traffic patterns which is good for the local communities but it doesn't improve regional traffic patterns which is not good for anyone. There must be a solution to address local traffic concerns as well as improve regional needs.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
62	Collected 11/2/2020	Survey	Remedy closures/repairs with replacement	Looking forward to the completion as I have had a MAJOR disruption in work attendance/tardies due to the summer improvements to the bridge approach. I have had to allow up to an additional four hours to my day allowing for improvements, that don't seem to be satisfactory. After the recent reopening of the bridge, it is still evident, more improvements/painting is needed. Please remedy the closures and repairs with replacement of Alternative 2 as quickly as possible!	Thank you for your comment.

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63	Collected 11/2/2020	Survey		Lets begin as soon as possible!	Thank you for your comment.
64	Collected 11/2/2020	Survey	Want bridge to stay at Cairo	Just would be concerned that it not be any farther than 1000 ft north of existing bridge. Want it to stay at Cairo.	Thank you for your comment.
65	Collected 11/2/2020	Survey	Appreciate teams effort	Just want to thank the team for their exhaustive research and explanation of this project to the community. I appreciate the opportunity to be at the table in the shadow of the technical experts. I am engaged and will continue to support this project.	Thank you for your comment.
66	Collected 11/2/2020	Survey	Appreciate public being considered	Just Glad the public has been considered and invited. The Project website is very informative. Thank you	Thank you for your comment.
67	Collected 11/2/2020	Survey	4 lane	I've been late to Doctors appointments many times over the years due to crashes on the current bridge and levee. A 4 lane bridge or a 2 lane with option for later converting to a 4 lane would be greatly beneficial. This would allow emergency vehicles to get to the wrecks easier and work safer and allow traffic to resume quicker. It would also be appealing to current and future businesses to see a safer way to connect to I-57. Plus we won't look like communities that don't care about moving forward. When we do care and want to grow.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
68	Collected 11/2/2020	Survey	Needs replacement, Alternative 2 seems to be best choice	It's obvious the bridge needs replacing. It's borderline scary at times. I appreciate the thought and design put into this project. Alternative 2 seems to be the best choice with the least impact on current commercial, farming and river traffic.	Thank you for your comment.
69	Collected 11/2/2020	Survey	4 lane	Its in my opinion and the opinion of most of Ballard County for the future thinking of Industrial/Riverport companies that will be coming to the county, it would good to have a 4-lane bridge. There is one from Paducah to Metropolis, thus there needs to be one from Wickliffe to IL and MO. There will be more traffic once the riverport in IL and KY gets up and working.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
70	Collected 11/2/2020	Survey		It's well beyond time to replace this bridge.	Thank you for your comment.
71	Collected 11/2/2020	Survey	4 lane	It would be better to make it a four lane bridge because the port project coming to Cairo, Illinois and potential for another in Wickliff, KY will dramatically increases traffic, especially semi traffic across the bridge. Thanks for the opportunity to give my opinion.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
72	Collected 11/2/2020	Survey	Roundabout concern	It would be a pain.. the only thing that seems to work for Missouri traffic into Kentucky is traffic signals.. round about would be useless and cause more traffic	Thank you for your comment.
73	Collected 11/2/2020	Survey	Placed north of Cairo	It is obvious to me that the new bridge should be placed north of Cairo so that it can tie in to the existing Hwy 51/I-57 interchange to improve traffic flow. There is not any good reason to force travel through Cairo.	Please see the response to the Preference for Alternative Location.

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74	Collected 11/2/2020	Survey	Great idea	It is a great idea. Cairo Bridge is very scary.	Thank you for your comment.
75	Collected 11/2/2020	Survey	4 lane	It definitely needs to be 4 lane.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
76	Collected 11/2/2020	Survey	Placed north of Cairo	It is obvious to me that the new bridge should be placed north of Cairo so that it can tie in to the existing Hwy 51/I-57 interchange to improve traffic flow. There is not any good reason to force travel through Cairo.	Please see the response to the Preference for Alternative Location.
77	Collected 11/2/2020	Survey	4 lane	i would strongly agree with A2 if it recommended a 4 lane bridge instead of 2 lane	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
78	Collected 11/2/2020	Survey	4 lane	I would rather that the bridge be a 4-lane bridge to anticipate future use and traffic.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
79	Collected 11/2/2020	Survey	New bridge closer to Mounds City to easily connect to I-57	I would like to see the new bridge go across on the other side of Cairo. Closer to Mounds City area to easily connect to I-57. Avoiding having to drive thru Cairo with their extremely low speed limit & speed traps. Not to mention how unsafe you feel driving thru there. Especially at night.	Please see the response to the Preference for Alternative Location.
80	Collected 11/2/2020	Survey	Signage and visibility	I would like to hear and see a stronger relationship with Illinois Dept. of Transportation and in what ways are they providing more support and resources for this project. I would also like to see a alternative with traffic signals. I think it should be considered for those who may benefit from extra signage and visibility during inclement weather. Many who currently use the bridge and will use the new bridge are senior citizens. Thank you	Thank you for your comment.
81	Collected 11/2/2020	Survey	4 lane	I would like to consider the bridge to be a 4 lane option.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
82	Collected 11/2/2020	Survey	Sharp curve on KY side issue	I would just like to see the extremely sharp curve on the ky side fixed. This is the area where I've almost been hit by tractor trailers numerous times.	Thank you for your comment.
83	Collected 11/2/2020	Survey	High water causes dips and dives in preexisting road leading up to bridge	I think the elimination of the preexisting road leading from the old bridge, should be replaced up to the mile long bridge. The water and ground hogs have detereated this road. Every time we have high water it causes dips and dives in this road.	Thank you for your comment.
84	Collected 11/2/2020	Survey	4 lane	I think it should be a 4 lane for the future growth of western ky.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth

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85	Collected 11/2/2020	Survey	4 lane	I think it is a waste to not construct a 4 lane structure with 2 for future upgrade. The long range plan of widening US60 to 4 lanes was to provide a safer commercial connection between I-24 and I-57. If the bridge is going to be a choke point, I see no reason to spend money to widen US-60 through Ballard Co. I think it was a mistake to leave this out of consideration and debate for this project. There are currently studies underway to construct a "Container On Barge" port facility in Cairo IL. This is a perfect location due having access to two major inland waterways, two major rail lines and access to I-57 to the northeast, I-55 to the southwest and northwest. There should also be 4 lane access to I-24 to the southeast. I certainly agree that this bridge needs replacement, but if a project of this magnitude is to be undertaken, the long range future of the area, and it's intermodal importance, should be considered.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
86	Collected 11/2/2020	Survey	Should be replaced	I shudder to think about how much money has been wasted repairing this bridge when it should have been replaced.	Thank you for your comment.
87	Collected 11/2/2020	Survey	Supports 2 Lane	I live right down the road in Wickliffe I watched the meeting from work and I don't like roundabouts but it seemed like the best option for this project. I live on the HWY and KNOW how many people use and depend on this bridge daily. I like the option for a wider 2 lane bridge we don't need 4 especially with the traffic Jams it would cause because it's not connecting to 4 lanes on either side. I am saying all of this as a city of Wickliffe resident and also as a member on the Wickliffe City Council.	Thank you for your comment.
88	Collected 11/2/2020	Survey	Supports Alternative 3.	I like Alt 3 as its the easiest approaches for commercial and farm traffic. Keeps the bridge as far from the moorings as it can be. Sometimes you look down and they got barges dam near blocking the whole river. Bridge strikes are not my idea of a good day. I strongly dislike roundabouts. They are very difficult for tractor trailers and large farm equipment to navigate. I think the T approach has been working so far. Why change it? I think the cable stay is the best option for an earthquake area. The cable stays also provide the least wind resistance to the bridge itself. I'm not sure how you can adjust a truss if part of the bridge sinks lower in 1 spot then the rest of the bridge. Seems to me cables can be twinked. How much paint do cables need over trusses. faster, cheaper, and easier maintenance cost. I would like to see at that phase those figures of time and cost to maintain a consideration in the design.	Thank you for your comment.
89	Collected 11/2/2020	Survey	4 lane	I know that you have considered a 4 lane bridge. Would it not be better to do that now, being that this bridge will probably be used for decades to come.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth

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90	Collected 11/2/2020	Survey		I hope the company who is awarded the construction of the bridge uses local construction workers to build the bridge and keep local tax money in the river communities. That means using a PLA and work with Local Unions to supply manpower for the workforce. Thank You.	
91	Collected 11/2/2020	Survey	Roundabout concern	I have concerns about the 18 wheelers in the roundabout.	Please see the response to the Roundabout Performance
92	Collected 11/2/2020	Survey	4 lane	I have attended most of the public meetings and believe with new developments coming to our area everyday that it would be better to construct a four lane bridge for future economic growth of our area.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
93a	Collected 11/2/2020		Supports Alternative 2	I fully support construction of a new bridge, and I agree with the placement of the bridge in Alternative 2, but I support a 4 lane option rather than 2 lane.	Thank you for your comment.
93b	Collected 11/2/2020	Survey	4 lane	I fully support construction of a new bridge, but I support a 4 lane option rather than 2 lane.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
94	Collected 11/2/2020	Survey	The wider and sooner construction the better	I feel the wider the bridge can be built and with reason of funds available would be the states best alternative. The sooner construction gets started the better.	Thank you for your comment.
95	Collected 11/2/2020	Survey	Would like Missouri to join in and build bridge	I currently reside in Mississippi county Missouri. I would like for Missouri to join in with funding and build a new bridge from no to IL and KY. Has this been looked into?? Thank you in advance for your reply.	KYTC has been in conversation with MoDOT and Missouri does not intend to provide additional funding for this project. Another study conducted in 2005 for the proposed I-66 Corridor in Western Kentucky looked at a crossing of the Mississippi River into Missouri. That study concluded that project of its magnitude would require a significant level of Federal and State funding. At the time of the study there wasn't any additional federal or state funding for it. KYTC decided not to move forward with the project. However, the study indicated that if the funding situation should change, each of the states involved in the study states could restart the project within their respective states.
96	Collected 11/2/2020	Survey	4 lane	I believe that the bridge needs to be made a 4 lane rather than a 2 lane. This would be much safer and have a great impact on future development.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth

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97	Collected 11/2/2020	Survey	Believe Alt 2 will work	I believe that the Alternative 2 bridge choice will work. I grew up in Wickliffe, but have lived in Cairo for over 20 years and the bridge is in dire need to be replaced.	Thank you for your comment.
98	Collected 11/2/2020	Survey	4 lane	I believe that a four lane bridge is more in line with what we need, there is a lot of traffic that flows from Missouri into Illinois and into Kentucky & vice versa.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
99	Collected 11/2/2020	Survey	4 lane	I believe it is imperative to build a new bridge but I think 4 lane bridge would serve the needs of the people traveling much better than a 2 lane.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
100a	Collected 11/2/2020	Survey	Supports Alternative 2	I agree that the "picked" new bridge location is the best choice. ...	Thank you for your comment.
100b	Collected 11/2/2020	Survey	Roundabout concern	I agree that the "picked" new bridge location is the best choice. I disagree with the "choice" of the roundabout. I have used MANY roundabouts in my travels. While "highway planners/engineers" seem to flock to them like they're the latest fad, "I" have found them to be very useful in low to moderate traffic if the 18-wheeler traffic isn't too heavy. I believe this intersection already has too much 18-wheeler traffic for a roundabout. And it is only going to get heavier in the future. I would prefer the continuous right. While a signal may be necessary at some point in the future, I have never waited more than one minute to proceed through the intersection. I hope my views help in some way. Have a safe day.	Please see the response to the Roundabout Performance
101	Collected 11/2/2020	Survey		How soon will the project begin?	Construction is not anticipated to start until 2026 or beyond. Construction Funds have not been programmed at this time.
102	Collected 11/2/2020	Survey		The sooner the better	Thank you for your comment.
103	Collected 11/2/2020	Survey		Get it done!!!	Thank you for your comment.
104	Collected 11/2/2020	Survey	Concerned about loss of moorings along river	From a business standpoint we are highly concerned of the loss of moorings along the river that Alternative 2 would bring. To minimize impact to the local river industry Alternative 3 closest to the existing bridge is the best option. Thank you	The impacts upon the river industry have been a focus throughout the development of this project. We have attempted to minimize the impacts upon mooring operations in addition to the other environmental impacts of the project. The loss of mooring locations will be further considered through the right-of-way acquisition process. The removal of the existing bridge may allow for potential new mooring locations to be developed.

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105	Collected 11/2/2020	Survey		First, the Computer Presentation is EXCELLENT. Hats off to those that put in the effort. Placement location seems best The Emerson Bridge to Cape (cable stay?) I watched every step - they built as e continued to use the old obsolete bridge, opened the new, and then dropped the old to the delight of the users. I would want my name associated w/ that "cable stayed" - BUT in no way would I want to be seen as approving of rehab Thank you for Transparency... It is refreshing... james the lessor	Thank you for your comment.
106	Collected 11/2/2020	Survey	If you're thinking from a future tourism/revitalization standpoint, seeing the rivers meet is a really neat milestone to encounter when crossing Mississippi	Crossing the Mississippi, going east to west or west to east is a really monumental feeling when traveling this country by road. What makes this area _so_ unique is that this particular portal, you can see the convergence, the confluence of the rivers take place. I don't know that I have ever experienced another river crossing in which the meeting of the rivers is so starkly profound as it is here. And to me, that's an attraction. If you look at the San Francisco bridge, there's auto, bike, and pedestrian thoroughfares. The thing is, Defiance Park is a poor location to see the river convergence. It's frequently closed and the view from there just doesn't elicit the same response or feeling that you get seeing it from above. If you're taking a road trip across the country, if there's a place to cross the rivers, this really is it. If you're thinking from a future tourism/revitalization standpoint, seeing the rivers meet is a really neat milestone to encounter because it is so dramatic here. Couple that with some kitschy motels, some good eats, a national bike pathway going through, along with the port and you've got a recipe for transients coming through. Obviously, logistics and ecology take precedence, but I mention this as it's a position that I have not yet considered in the overall planning of the bridge.	Thank you for your comment.
107	Collected 11/2/2020	Survey	Bridge built from Wickliffe to Missouri	Bridge should be built from Wickliffe to Missouri. We have stopped going through Cairo to Cape Girardeau because of the speed traps there and the time it takes to get through Cairo. Also all traffic going West would have shorter route and only cross one bridge.	Please see the response to the Preference for Alternative Location. Thank you for your comment. The focus of the US 51 Bridge project is to address the transportation need identified for the existing crossing over the Ohio River between Wickliffe and Cairo. A proposed bridge at Columbus is beyond the scope of this study. Another study conducted in 2005 for the proposed I-66 Corridor in Western Kentucky looked at a crossing of the Mississippi River into Missouri. That study concluded that project of its magnitude would require a significant level of Federal and State funding. At the time of the study there wasn't any additional federal or state funding for it. KYTC decided not to move forward with the project. However, the study indicated that if the funding situation

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					should change, each of the states involved in the study states could restart the project within their respective states.
108	Collected 11/2/2020	Survey	4 lanes	as the river ports will be coming on line which will cause additional development we need to project future conditions and needs. THIS MEANS FOUR LANES is the way to go. Everything I have been exposed to and taught you plan for 20 or 30 years in the future. Two lanes improves somewhat for the present but not for the future.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
109	Collected 11/2/2020	Survey	Appreciate SCI simulations to evaluation navigation needs	As a river pilot who transits the bridge with large barge tows I appreciate the use of the SCI simulations to evaluate the needs of the navigation and barge fleeting interests as well as Coast Guard regulations.	Thank you for your comment.
110	Collected 11/2/2020	Survey	Roundabout concern	As a commercial/ semi-truck user of the bridge my main concern with the roundabout is that it is of sufficient diameter to accommodate several large/ commercial vehicles at any one time. The commercial traffic is significant and the roundabout must be designed to handle semi truck traffic coming from 3 directions simultaneously.	Please see the response to the Roundabout Performance
111	Collected 11/2/2020	Survey	Plans to replace Mississippi Bridge?	Are there plans to do anything with replacing the bridge that spans the Mississippi River?	Thank you for your comment. This project focuses upon the replacement of the US 51 bridge and does not alter any of the connections to other facilities. The US 60/62 Mississippi River bridge is being maintained jointly by IDOT and MoDOT. A timeframe for the replacement or closure of that bridge has been not been established at this time according to IDOT>
112a	Collected 11/2/2020	Survey	Roundabout concern	A round about is not necessary I don't believe there is enough traffic for something like this. I think it would be a big expense and unnecessary for the state of Illinois.	Thank you for your comments.
112b	Collected 11/2/2020		Supports 2 Lane	I don't see where a four lane bridge would be of help and it would take up too up much river bottom farm ground. My husband is a five generation farmer of Ballard Co and the river bottoms and the people that own farm land and farm the river bottoms for a living will lose that income. I don't see that there is enough traffic for that kind of expense for the state of Illinois or Kentucky a four lane bridge. A wider bridge would be a wonderful asset to this community and the farming industry. I know the bridge that is there now needs to be replaced at some point. This summer there was some much needed maintenance done on the bridge for it to be closed down to one lane most of the summer.	Thank you for your comments.
113	Collected 11/2/2020	Survey	New safe crossing is important with cycling option	A new bridge that my staff feels safe crossing is important. Also, a cycling option would open the area up to recreational travel that current dead ends in Wickliffe and Cairo.	The existing US 51 Bridge and its approaches do not provide for or safely accommodate pedestrian or bicycle travel. The narrow

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					lanes and current lack of shoulders make both the bridge and approaches unsafe for such uses. During the previously completed planning study and the current phase of project development, the project team considered pedestrian and bicycle travel. The completed socio-economic study for the project noted that the US 51 Bridge is included on at least two published bicycle routes and is a part of the Great River Road scenic byway. While the primary purpose of the US 51 Bridge Project is to improve cross river mobility between Wickliffe, Kentucky and Cairo, Illinois, by addressing the safety and reliability issues caused by the narrow lane widths, lack of shoulders and tight curve of the existing bridge and its approaches, among the secondary goals of the project is to provide connectivity to bicycle facilities. Due to the rural designation of this segment of US 51, no bicycle or pedestrian facilities are included in the proposed typical section for the US 51 Bridge or its approaches. However, in keeping with the goals of the project, the 8-foot wide shoulders proposed as part of the typical section, will provide additional safety measures for those bicyclists and pedestrians choosing to use US 51 in this location.
114	Collected 11/2/2020	Survey	New bridge needed	A new bridge is needed and with the new port coming Cairo a bridge is a value	Thank you for your comment.
115	Collected 11/2/2020	Survey	4 lane	A four lane bridge should absolutely be chosen as the replacement bridge	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
116	Collected 11/2/2020	Survey	4 lane	4 lanes would increase traffic, revenue for the area. There is a 4 lanes plan from Paducah, ready in the works, Il already has 4 lanes, . This area with the growth that is coming in the future, will , the 4 lanes would be right for the area. It would help flow, farmers, truckers, everyone. Also wide loads.	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth
117	Collected 11/2/2020	Survey	4 lane	4 LANE BRIDGE PLEASE	Please see the response to the Desire for 4 Lane Bridge Capacity and Future Growth

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118	Collected 11/2/2020	Survey	Needs replacement	The bridge needs replaced, it is too narrow and dangerous. The bridge is an important part of our interstate commerce.	Thank you for your comment.