



News Release

Keith Todd

Public Information Officer
District 1 & District 2
DISTRICT 1 OFFICE 270-898-2431
DISTRICT 2 OFFICE 270-824-7080
Mobile 270-210-8009
keith.todd@ky.gov

For Immediate Release

KYTC ANNOUNCES KICK-OFF OF US 51 BRIDGE STUDY

PADUCAH, Ky. (Feb. 8, 2013) – The Kentucky Transportation Cabinet (KYTC) today announced the kickoff of the U.S. 51 Ohio River Bridge Study. The study will look at options for improving the US 51 river crossing between Wickliffe, KY, and Cairo, IL, also known as the Cairo Bridge. In addition to US 51, the bridge carries US 60 and US 62 across the Ohio River.

The 76-year-old structure is officially termed “functionally obsolete” because it does not meet current traffic standards. The driving width of the bridge deck is less than 23-feet and it carries a high percentage of commercial truck traffic. The nearest alternate river crossings are the I-24 Ohio River Bridge upstream at Paducah, KY, The Dorena-Hickman Ferry, and the I-155 Mississippi River Bridge downstream near Caruthersville, Mo.

“The US 51 Ohio River Bridge continues to be an important transportation link for nearby communities in Kentucky, Illinois, and Missouri, as well as for cross-country travel,” said Mike McGregor, project manager for the Kentucky Transportation Cabinet. “The project goal is to identify options for a constructible and affordable bridge that will maintain this important crossing for many years to come.”

McGregor noted that this is a long-range process, putting construction of any suggested options years in the future.

In the coming weeks and months, project team members may be visible in area communities; conducting traffic counts, evaluating bridge conditions, and investigating environmental and community resources in the project area. In addition, the project team will be reviewing collected data and considering options for the current bridge.

According to project officials, several options will be considered for the US 51/US 60/US 62 crossing:

- 1) Rehabilitation of the existing bridge,
- 2) Replacement of the bridge in its current location,
- 3) Feasibility of a new bridge in a new location

4) A no-build or do-nothing alternative.

This long-term planning process will identify the preferred alternative(s) to be considered in the next phase of project development – Preliminary Engineering and Environmental Studies. Kentucky transportation officials emphasized that this is the start of an extended process and that no construction activities are planned at this time or for the near future.

The project will engage the communities of Wickliffe and Cairo through public meetings; announcements of the public meetings are expected to be released in late-Spring 2013. The project also will be coordinated with local officials, public agencies, and representatives from other interest groups.

KYTC is the lead agency in this planning effort. CDM Smith of Lexington, Kentucky, will coordinate a team of six firms to provide engineering and environmental services for this project, including Michael Baker, Inc. and Palmer Engineering. All three firms have worked on other major bridge projects in the area and along the Ohio River.

”We look forward to working with the public and other project stakeholders to find the right solution for the US 51 Ohio River Bridge; a solution that will maintain the important connection between the two states,” added Keith Todd, public information officer at Kentucky Transportation Cabinet District One.

The Wickliffe-Cairo Bridge carries US 51, US 60, and US 62 traffic across the Ohio River at US 51 Kentucky mile point 7.372.

Also known as The Cairo Bridge, the US 51/US 60/US 62 Wickliffe-Cairo Bridge carries approximately 6,800 vehicles across the Ohio River each day between Wickliffe, KY, and Cairo, IL. It connects with the US 60/US 62 Mississippi River Bridge to Charleston, Mo, at the southern tip of Illinois.

The US 51 Ohio River Bridge was constructed by the Cairo Bridge Commission as a toll facility and opened to traffic on November 11, 1936. Tolls were removed from the crossing on November 11, 1948, when the highway departments of Kentucky and Illinois took over maintenance of the structure. The Cairo-Wickliffe Bridge is at Ohio River navigation mile point 980.4.

Prior to the public meetings, questions and comments should be directed to: Keith Todd, Public Information Officer at KYTC District One, 5501 Kentucky Dam Road, Paducah, KY 42003 or (270) 898-2431 or keith.todd@ky.gov.

A project website is under construction and can be reached via a link on KYTC’s District 1 site at <http://transportation.ky.gov/district-1/>. Once established, the website will house project updates, meeting information, and public documents.

###



News Release

Keith Todd

Public Information Officer
District 1 & District 2
DISTRICT 1 OFFICE 270-898-2431
DISTRICT 2 OFFICE 270-824-7080
Mobile 270-210-8009
keith.todd@ky.gov

For Immediate Release

KYTC ANNOUNCES TWO PUBLIC MEETINGS IN MAY TO DISCUSS U.S. 51 OHIO RIVER BRIDGE STUDY

PADUCAH, Ky. (May 2, 2013) – The Kentucky Transportation Cabinet (KYTC) announces two public meetings to discuss options for improving or replacing the U.S. 51 Ohio River Bridge – also known as the Cairo Bridge – between Wickliffe, KY and Cairo, IL.

The meetings will be held:

When: Monday, May 20, 2013
Time: 4:00 PM – 7:00 PM
Where: Cairo High School
4201 Sycamore Street
Cairo, IL 62914

When: Tuesday, May 21, 2013
Time: 4:00 PM – 7:00 PM
Where: The Ballard Center – Community Room
547 West Kentucky Drive
LaCenter, KY 42056

The public is invited to attend either meeting.

The KYTC is in a long-term planning process to identify preferred alternatives for the next phase of project development. KYTC officials emphasize that no construction activities are planned at this time.

“The Cairo Bridge continues to be an important transportation link for nearby communities in Kentucky, Illinois, and Missouri, as well as for cross-country travel,” said Mike McGregor, project manager for the Kentucky Transportation Cabinet. “The goal of this study is to identify options for a constructible and affordable bridge that will maintain the reliability of this important crossing into the future.”

Possible options under consideration for the U.S. 51/U.S. 60/U.S. 62 river crossing include:

- 1) Rehabilitation of the existing bridge
- 2) Replacement of the bridge in its current location
- 3) Construction of a new bridge in a new location

The build options will then be weighed against the routine maintenance on the bridge with no major repairs (No-Build Option).

KYTC is coordinating the planning efforts with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA).

Project team members have been conducting traffic counts, evaluating bridge conditions, and investigating environmental and community resources. In addition, the team is reviewing and collecting data to develop options for the bridge.

”We look forward to discussing possible solutions for the U.S. 51 Bridge with the public and other project stakeholders--solutions that will maintain this important transportation connection,” McGregor added.

The Cairo Bridge Commission constructed the bridge and opened it to traffic on November 11, 1938, as a toll facility. The highway agencies of Kentucky and Illinois took over maintenance of the structure 12 years later. The bridge is at Ohio River navigation mile point 980.4.

The bridge carries about 5,400 vehicles per day across the Ohio River at U.S. 51 Kentucky mile point 7.372, where it immediately connects to the U.S. 60/U.S. 62 Mississippi River Bridge between Illinois and Missouri and nearby Interstate 57.

###



Kentucky Transportation Cabinet - District 1
 Mike McGregor, PE
 5501 Kentucky Dam Road
 Paducah, KY 42003
 Telephone: 270.898.2431

Shipping Address

- 1
- 2
- 3
- 4
- 5

Public Meeting Information

Public Meetings will be held in Alexander County, Illinois, and Ballard County, Kentucky, on May 20, 2013, and May 21, 2013, respectively. The project team invites all interested parties to attend the open house style public meeting in either community. The same information will be available at both meetings. Attendants will be able to see current proposed alternatives, review the project timeline, discuss issues with the project team, and express their opinions on the project. **Please note this planning study is the start of an extended process and no construction activities are planned or funded at this time.**

Kentucky Public Meeting

Ballard County Chamber of Commerce & Tourism
 Community Center
 547 West Kentucky Drive
 LaCenter, KY 42056
 May 21, 2013
 4:00 - 7:00 PM

Illinois Public Meeting

Cairo High School
 5201 Sycamore Street
 Cairo, IL 62914
 May 20, 2013
 4:00 - 7:00 PM



US 51 Ohio River Bridge Study

On February 11, 2013 the Kentucky Transportation Cabinet announced the kick-off of a study to look at options for improving or replacing the US 51 Ohio River Bridge – also known as the Cairo Bridge – between Wickliffe, Kentucky and Cairo, Illinois.



Background on the Bridge

The bridge was constructed by the Cairo Bridge Commission and opened to traffic as a toll facility on November 11, 1936. Tolls were removed 12 years later when highway agencies for Kentucky and Illinois took over maintenance of the structure. The bridge is at Ohio River navigation mile point 980.4. The 76-year-old structure, which carries US 51, US 60, and US 62, is officially termed “functionally obsolete” because it does not meet current traffic standards. The driving width of the bridge deck is less than 23-feet and it

carries a high percentage of commercial truck traffic. The nearest alternate upstream river crossing is the Interstate 24 Ohio River Bridge at Paducah, KY, which requires a nearly 2-hour detour. The nearest crossings downstream are the Dorena-Hickman Ferry, and the I-155 Mississippi River Bridge between Dyersburg, TN, and Caruthersville, Mo, which requires a minimum 2-hour detour. The bridge carries about 5,400 vehicles per day across the Ohio River. This bridge also provides a connection to the US 60/US 62 Mississippi River Bridge between Illinois and Missouri.



Project Information

Several options will be considered for the US 51/US 60/US 62 river crossing including:

- 1) A no-build or do-nothing alternative
- 2) Replacement of the bridge at its current location
- 3) Feasibility of a new bridge at a new location
- 4) Rehabilitation of the existing bridge

The purpose of the planning study is to identify the preferred alternative(s) to be considered in the next phase of project development – Preliminary Engineering and Environmental Studies. It should be noted that the planning study is the start of an extended process and that no construction activities are planned or funded at this time. This project will only evaluate the US 51/US 60/ US 62 river crossing and is not a part of any larger and more regional I-66 Corridor Study.

KYTC, in cooperation with IDOT and FHWA, are leading this planning effort. CDM Smith of Lexington, KY, will coordinate a team of six firms to provide engineering and environmental services, including Michael Baker, Inc. and Palmer Engineering. All three firms have worked on other major bridge projects in the area and along the Ohio River.

The Cairo Bridge provides a valuable transportation link for nearby communities in Kentucky, Illinois, and Missouri, as well as for cross-country travel. The primary objective of this study is to identify options for a constructible and affordable bridge that will maintain the reliability of this important crossing well into the future.

Information regarding this project will be presented in Alexander County, Illinois, and Ballard County, Kentucky, through public meetings on May 20, 2013 and May 21, 2013, respectively. The study team looks forward to working with the public and other project stakeholders to identify the most appropriate solution for the US 51 Ohio River crossing. The study team will also coordinate with local officials, public agencies, and representatives from other key stakeholders to ensure their input.

In coming weeks and months, project team members may be visible in your community; conducting traffic counts and investigating environmental and community resources in the study area. In addition, the team will review collected data and develop options for the bridge.

A project website is under development and will be reached via a link on KYTC's District 1 site at <http://transportation.ky.gov/district-1/>. Once established, the website will focus on study updates, meeting information, and public documents.



Public Involvement Meeting Summary

US 51 Ohio River Bridge Study

Public Involvement Meeting #1

Cairo High School

Cairo, Illinois

4:00 p.m. to 7:00 p.m. (CST), May 20, 2013

Public Involvement Meeting #2

Ballard Center – Community Room

LaCenter, Kentucky

4:00 p.m. to 7:00 p.m. (CST), May 21, 2013

There were two public involvement open house meetings held on Monday, May 20, 2013 from 4:00 p.m. to 7:00 p.m. (CST) at the Cairo High School, 5201 Sycamore Street, Cairo, Illinois and on Tuesday, May 21, 2013 from 4:00 p.m. to 7:00 p.m. (CST) at the Ballard Center, 547 West Kentucky Drive, LaCenter, Kentucky 42056. The following is a summary of these public meetings.

As attendees arrived, they were asked to sign-in and were given a project brochure and questionnaire. Attendees were invited to view the exhibits and ask questions to KYTC and consultant staff. Copies of the questionnaire, project brochure, and exhibits are included in Section 2. According to the meeting sign-in sheets, there were 76 attendees at the Public Meeting #1 in Alexander County, Illinois and 58 attendees at the Public Meeting #2 in Ballard County, Kentucky.

At the close of the meeting, attendants could turn in any completed questionnaires or were given the option of mailing them back by June 1, 2013. A total of 33 public comment questionnaires were completed at the Public Involvement Meeting #1 and 11 at the Public Involvement Meeting #2. An additional 76 public comment questionnaires were received at a later date.

The public meetings closed at 7:00 p.m. (CST)

Public Involvement Meeting #1: The following Kentucky Transportation Cabinet (KYTC) and consultant staff personnel were in attendance:

Keith Damron	KYTC – Central Office
Mike McGregor	KYTC – District Office
David Davis	KYTC – District Office
Jessica Herring	KYTC – District Office
Samantha Wright	CDM Smith
Len Harper	CDM Smith

Gary Sharpe
 Chuck Wood
 J.B. Williams
 Aaron Stover

Palmer Engineering
 Palmer Engineering
 Michael Baker
 Michael Baker

Public Involvement Meeting #2: The following Kentucky Transportation Cabinet (KYTC) and consultant staff personnel were in attendance:

Jim LeFevre	KYTC – District Office
Mike McGregor	KYTC – District Office
Susan Oatman	KYTC – District Office
Jessica Herring	KYTC – District Office
David Davis	KYTC – District Office
Blake Beyer	KYTC – District Office
Samantha Wright	CDM Smith
Len Harper	CDM Smith
Gary Sharpe	Palmer Engineering
Will Conkin	Palmer Engineering
J.B. Williams	Michael Baker
Aaron Stover	Michael Baker

Public Questionnaire Summary

US 51 Ohio River Bridge Study

Distribution of Responses by County:

<i>Response</i>	<i>Public Meeting (#1) Alexander County, Illinois</i>	<i>Public Meeting (#2) Ballard County, Kentucky</i>
Alexander County, Illinois	65	6
Pulaski County, Illinois	9	1
Williamson County, Illinois	1	
Mississippi County, Missouri	2	
Stoddard County, Missouri	1	1
Cape Girardeau Co., Missouri	1	
Butler Co., Missouri		1
Ballard County, Kentucky	4	23
Hickman County, Kentucky	1	
Graves County, Kentucky	1	1
Carlisle County, Kentucky	1	1

1. How did you hear about this meeting?

Response	Public Meeting (#1) Alexander County, Illinois	Public Meeting (#2) Ballard County, Kentucky
Television	29	15
School-reach	8	
E-mail	4	1
Word of mouth	20	9
Mail	4	3
Radio	6	1
Newspaper	15	8
Advertisement	3	

2. My property or interest in the project is primarily:

Response	Public Meeting (#1) Alexander County, Illinois	Public Meeting (#2) Ballard County, Kentucky
Residential	65	16
Commercial	21	13
Farm	6	10
Industrial	12	7
Commuter	29	15
Education	5	
Church	3	
Forestry		1
Medical	1	
Government Agency	1	
State Trooper	1	

3. I travel US 51 between Wickliffe, Kentucky and Cairo, Illinois:

Response	Public Meeting (#1) Alexander County, Illinois	Public Meeting (#2) Ballard County, Kentucky
Multiple times daily	15	4
Once a day	5	4
Once a week	30	14
2-3 times a week	7	3
Several times a week	7	3
2-3 times a month	8	1
Few times a year	1	3

4. What do you feel is the most important objective for improvements to the US 51 Ohio River Bridge?

<i>Response</i>	<i>Public Meeting (#1) Alexander County, Illinois</i>	<i>Public Meeting (#2) Ballard County, Kentucky</i>
Improve Safety	39	14
Maintain cross-river connectivity	47	18
Improve/replace the functionally obsolete bridge	36	16
Navigation	1	
Development	1	
Relocate		1
Eliminate overweight semis	1	
Improve travel time to I-57	1	

5. Which alternative Alignment do you feel is best for the US 51 Ohio River Bridge in the future?

<i>Response</i>	<i>Public Meeting (#1) Alexander County, Illinois</i>	<i>Public Meeting (#2) Ballard County, Kentucky</i>
No Build/Repair	9	2
Alternative 1	38	13
Alternative 2, 2A, or 2B	48	9
Alternative 3 or 3A	1	2
Alternative 4	3	5
Alternative 5	2	3

6. Do you have specific locations or areas of concern for which you would like to comment?

Public Meeting #1 – Alexander County Responses:

- US 51 South of the KY bridge! The road should be elevated to avoid future closures of any remodeled or newly constructed bridge. If the issue is connectivity, then a closed road means a closed bridge!
- I believe the new bridge should be constructed in the same area. This would provide connectivity with our adjacent towns and cities in Kentucky (e.g. Wickliffe, Westvaco, LaCenter etc.). Also moving the bridge farther north would hurt business and commerce in the town of Cairo. I see no major benefit with 4 or 5A. This will also hurt the farmers on both sides of the bridge.
- This should be a 3 state program with Missouri. The Mississippi River bridge is an additional consideration on upgrading the Ohio River bridge. This area needs a better access going east from Illinois or Missouri going east to Kentucky. Connecting

to I-57 with a four lane would help this area with business development. Currently going east to Paducah is the only direction that does not have a four lane traffic. Four lane between Paducah and I-57 would improve the traffic flow. If the bridge is rebuilt at or close to the current location, would still involve using the road from Wickliffe which can flood which would make the new bridge unusable. The Mississippi River Bridge is old and I probably in worse shape than the Ohio River bridge. If the Mississippi River bridge is shut down then the traffic would to go through Cairo which is not ideal for truck traffic. There are a lot of farmers in this area which farm in all three states and are constantly using these bridges to move equipment from one state to the other.

- I strongly believe that the bridge needs to be replaced by a structure as close in proximity to it as possible. This should be the most cost effective replacement and alternative as the environmental impact will be in the same area as the current bridge is.
- Alternative two would be the best. Have additional concern on levee road off bridge to Wickliffe, roadway always in need of repair. Areas off bridge in flood zone areas will continue to be a problem. Any bridge sites close to current bridge would be the best. I come from Missouri over the other bridge on sixty over the current bridge.
- See attached position from Shawnee Community College. (This is a letter from President Tim Bellamey of the Shawnee Community College.)
- Do not bypass Cairo!!
- Do not by-pass Cairo, Illinois!!
- Whoever the powers that be that will decide on what to do with this bridge project – if you plan to move it down from Cairo blow the old one down for our safety. To me it seems the bridge was built to keep maintaining because when eighteen wheelers came into existence someone should had would went back to the drawing board to reinforce it before now or widen it especially if it was a toll road for twelve years. Keep the old one and try to expand it as much as feasibly possible.
- Do not bypass Cairo!!
- Please do not bypass Cairo, See!
- Build a new bridge at the same location.
- I think it's very convenient to have both bridges together, it's historical with the presence of the Confluence, it's of great significance that the town doesn't suffer from the removal of the bridge to this area and traffic in Cairo is essential to business and growth. If you put the bridge north people won't come into town, they'll just truck on down the interstate. Tourism is one of the only ways small towns in the "real" southern Illinois can generate funds. Please don't do anything to hurt the town. Thank you.
- We need a new bridge for safety reasons. We also have many people whose use of the bridge is for economical and medical reasons. If we do build a new bridge we need to be able to use the old bridge to get to hospitals, doctors, jobs, food, shopping, etc. This location of the existing bridge has historical value. The old toll House, the fact there was also a ferry that transported people. My grandparents

came to Illinois by way of ferry. We need a new bridge and we need to keep it in the same general area if at all possible.

- I feel the bridge should remain in the same place with the adequate repairs or improvements done. If the bridge was relocated, it would greatly hurt the town of Cairo. Many teachers are from Kentucky and we need for them to have access to their jobs.
- I would like to see a new bridge built in the same place. This will close our city of Cairo down.
- I would like to see a new bridge built at the current location. The bridge that runs to Wickliffe and Cairo is much needed and plays a vital part to the residents of Kentucky and Illinois as well. It would devastate the citizens to have to travel a different route just to get to Kentucky or Illinois.
- I have only one request, which is to keep the bridge in the location that it's at. Yes, I would like for a new bridge to be constructed but just in the same location. It would hurt a lot people that travel that way for their jobs.
- I would like to see a new bridge next to the old one. A new bridge else-where would make Cairo a graveyard, it would take what few jobs we have in Bunge, Farron Lumber, A.D.M. GCB and others. We are hunger for more jobs not "less". A new bridge else-where we would need a "buy out". We are barely surviving now.
- Cannot put a bridge upriver of the railroad bridge. The railroad bridge is difficult to make already.
- Keep bridge where it is now. If it has to be built in another place then it should be beside the railroad bridge. Because we can't afford to lose Bunge Corp. or New Page in Kentucky. Build a new bridge in the same place as the old one.
- First of all, I see the need for a bridge at the south side of Cairo crucial for all three states. There are farmers and employees at New Page in Kentucky and Bunge, Cairo. Maybe find a way to limit or re-route eighteen wheelers to lessen the wear and tear. It is crucial to local traffic.
- I feel that if the present location is replaced it would be devastating to the town of Cairo and its immediate surrounding communities. The Cairo area is presently attempting to revitalize itself through grants and community support and this project of relocating the bridge between Cairo and Wickliffe, Kentucky would be a devastating blow. Replacing the location of the existing bridge is not in the best interest of the Southern Illinois area at all. It appears to me that this may be more politically motivated by politicians of other larger towns in our area (Paducah and Cape Girardeau, Missouri) more so than any other motive. It certainly does not sever the town of Cairo and the smaller communities around us anything short of making us a complete ghost town. If one would thing back just a few years ago during the flood what the gentleman from Missouri commented concerning Cairo, it is evident that plans or items such as moving this bridge location and other plans are to make Cairo a distant memory of the past. I am very unhappy that anything of this nature would even be in the mind of politicians and people who their own personal agendas to press this idea forward. Shame! Shame! Shame! Why would anyone want to step on a town that is already down but is trying to pull itself back up? This is not the right thing to do.

- I feel it might benefit development of Cairo flow of traffic if it were to connect to I-57. So combine 3A and 4. Cairo would be bypassed but I feel with development of gas stations at the new road entrance of Route 3, tax dollars will increase income for Cairo. Also other industries may want to move in at Cairo due to ease of traffic bypassing Cairo. Bypassing Cairo won't downgrade the town. Improvements in accessibility should bring less headaches and more attention to this area. Cairo would be a central spot gateway/interchange for three states.
- I think it is absolutely imperative that the bridge be constructed adjacent to its current location. As a Kentucky resident and Cairo Superintendent, I use the bridge multiple times daily. Every day trucks, tractor trailers and passenger vehicles cross the bridge for a variety of purposes. West Vaco / New Page at Wickliffe have hundreds if not thousands of trucks daily transporting raw goods to for the paper mill. Additionally, countless motor vehicles cross the Cairo bridge to access Bunge Corporation. Finally, Cairo needs every single car, truck or van that passes through our small community to continue to pass through. Our community appreciates the willingness of the Kentucky Transportation Cabinet to engage the stakeholders in these critical conversations.
- This conversation needs to be between three states – Kentucky, Illinois, and Missouri – and include both the Ohio River bridge and the Mississippi River bridge. This is a regional problem involving two bridges and to not approach that way is very, very shortsighted. Such an oversight will, in the end, waste a lot of money and produce a solution that is far less than optimal.
- Of the alternatives listed those located closest to the present bridge are best because of the historical significance to the confluence of the two rivers. Also the number of tourists coming through Cairo would be reduced and have a negative economic impact.
- Alt's 1-2B are not benefiting the user/taxpayer in improved access to I-57, US51 or US37. Alt 4 and 5 opens area for future development and improvement, overall better access to all.
- Please do not close the bridge while the new bridge is being constructed. This would increase my commute from 25 minutes to 2 hours each way. It would be particularly difficult in the winter months.
- We need the bridge to stay in the same location with a rebuild or repair. I personally use the bridge about twice a week for church purposes. However, if it is moved the impact on Cairo would be devastating. The traffic brings economic boost to the city. Also, residence that live in the city and work in Kentucky would either have to move or face great transportation cost in order to get to work.
- No comments, I'm 97 years.
- I would like for the bridge to remain in its current location. If the bridge closes, the city of Cairo will be non-existent. Many of our children's teachers live in Kentucky and the bridge is vital to their everyday life.
- I have selected alternative 2, 2a, or 2b because it would be the closest route for Cairo residents along with being the least expensive option. The new bridge needs to be wider than the existing bridge because of the heavy 18-wheel traffic. It also

needs to be designed straighter with no dangerous curves. Thank you for the opportunity to express my concerns.

- I think that it is imperative to maintain the connection between Cairo and Wickliffe as close to what it presently is for several reasons. People from the Illinois side of the river go into Kentucky to purchase cheaper gas, cigarettes, etc. People from both Kentucky and Illinois have friends and family on either side of the river. I would not want to see bridge relocation anywhere north of Cairo because it severely hurt the towns of Cairo and Wickliffe economically. The present geographic location of the bridge allows traffic from Illinois, Kentucky and Missouri to migrate from one state to the other in a very short period of time for goods and or services. Any location other than the present location would severely limit the travel of vehicles from all directions. This could and probably would mean the demise of the town of Cairo. It might be an advantage for a few people to relocate the bridge somewhere north of the Cairo but it would devastate the town of Cairo which is already fighting just to survive. In the event of a natural disaster and the north exit from Cairo was blocked, citizen would certainly need the bridge from Cairo to Wickliffe and the bridge leading into Missouri in order to have a safe and orderly evacuation.
- My concern is that the original bridge is really too old, and needs to be replaced. Like anything, metal gets old, along come metal fatigue. And I don't want to see something seriously happen, like bridge collapse. Plus if you build a new bridge alongside the old bridge you could connect the new bridge with the best part of highway 51. Closer to the new mile long bridge. The deterioration of 51 will get worse with continue flooding. The water is eating away underneath the roadway, so by connecting a new bridge with the best part of highway 51 and the mile long bridge. You solve two problems and eliminate the extra cost of major work on 51 which could collapse. And you have a preexisting road with 51, 60, and 62.
- One area of concern, for me, is the stretch of highway (US 51) between Wickliffe, KY and the bridge. For years KY – IL resident have dealt with the fact that when the Ohio River reaches 52' – 55' etc. this stretch of highway is underwater... Is there or will there be any consideration of this in the early planning.
- I am IL State Police District 22 Safety Education officer. The meeting was very informative. We support the KYTC on this project and if I can be of assistance in future please contact me.
- We will not on way out here. But we want the town keep the businesses in Cairo, IL. We have own hospital here at all we use KY, MO way out emergency. So I think you'll build a new bridge.
- My family lives in Western, KY. It would be difficult for us/them.
- Family lives in Western, KY. It would be difficult for us/them. Ideal situation would be to build new bridge close to original then tear down old bridge like they did in Cape Girardeau. Choices 3, 4, and 5 would hurt economy of Cairo.
- The existing bridge or a location of proximity is important for the following reasons: Continued connection of Cairo and Wickliffe. Commuter workers. Physician appointments. Economic impact (without bridges on south end of Cairo there is no chance of redevelopment). Wickliffe would also be cut off from potential development. In addition southeastern Missouri would have a negative economic

factor due to loss of the bridge which connects to bridge into Missouri with negative impact on Wyatt, Charleston. River navigation is more difficult according to barge operators at alternative 3, 4 and 5.

- You already have existing approaches and #1 needs and other land to be bought (\$ savings). Keep Cairo and Wickliffe viable. Lots of money spent on museum so let's let people use it.
- Cairo is a historical mark. Please keep the bridge to where people travel through Cairo, ILL. Cairo has so much potential.
- I travel across this bridge twice a day going to and from work. The current bridge is unsafe and needs to be replaced and widened. The road from the bridge to Wickliffe is also very unsafe and needs widened. I believe the alternative 2B would be the best choice because there would be less of a curve at the end of the bridge. Keeping the bridge at the south end of Cairo is best for me because I work in Cairo. It would also be the least costly and would be beneficial to commuters coming from and to Missouri.
- At a time when all forms of government in our nation are struggling financially replacing a bridge is a large undertaking. The most recent bridge replacement in our area was the bridge linking Missouri and Illinois at Cape Girardeau, MO. The bridge was built parallel to the old bridge. No additional lands were needed or precious farm land destroyed to build the new bridge saving the taxpayers money. I was surprised to see destroying miles of farm land an option for replacing the bridge at a time when so many are concerned about the environment and wildlife. The current location of the bridge has served the area well for nearly eight decades. It's also convenient for anyone driving from Missouri to Kentucky including farmers who travel this route with machinery almost daily. Relocating the bridge will just be a greater expense. Why destroy farm land when it's not necessary? How large a bridge would have to be built? Much of the area proposed in the alternative areas north of Cairo flood almost annually. Relocating the bridge at a greater expense to the taxpayers is just another example of the incompetence of government spending more than is necessary. It may be true that the bridge needs to be replaced but please do not change the location.
- I feel that, if the bridge is removed altogether it would hurt Cairo and Wickliffe. I do think we need new bridge because most of the older bridges are in disrepair. I'm hoping a new bridge will make it safer.
- Alt #1 or #2 would be a much better choice. The bridge is a vital commercial route between S. Illinois and W. Kentucky, most definitely needs to be improved to handle current commercial vehicles. Alt #3-5 would have a detrimental economic impact to both Cairo and Wickliffe from reduced traffic through the communities. These alternatives would also have a negative impact on commercial navigation and barge dock facilities. They would span the U.S. Army Corps of Engineers levees, which would increase the bridge length required. The top of the levee is a public road which would cause issues and additional costs. Alt #4 appears very close to the Goose Pond Pumping Station which provides dewatering and flood protection for the area north of Cairo.
- Straight approach to the bridge.

Public Meeting #2 – Ballard County Responses:

- For now repair bridge – because it would destroy our property. What makes most sense is Alternative 3.
- I think Alternative 3 would be best because it would disturb wetland least of the new bridge construction. 1, 2A, 2B are no good because the old Missouri bridge would still need to be crossed, it is in bad shape and is very narrow. A new bridge that would provide good access to the I-57 Bridge would be best. It would keep large trucks from having to go through Cairo and the #3 location is a shorter crossing over the Ohio River than the #4 crossing location. #5 location is not good because it would disturb and disrupt wet land wild life and the road would have to be raised from Barlow to Illinois because of high water events in the river bottom lands.
- If you build at the current location there is still an issue with the Illinois bridge. The alternative 4 is a bypass around Cairo and tied into the I-55 bridge which I feel is a much better option for heavy trucks.
- Existing bridge is too narrow, too steep and has a bad curve on the Kentucky side. Any new bridge would be acceptable if wider and safer.
- New bridge. New era. Look to future to benefit the most people.
- Build beside old bridge.
- Existing levee needs complete work over.
- There should be a new bridge. The old bridge is obsolete. It doesn't matter how many repairs that are made to the existing bridge you still have an old bridge. Why was the meeting changed to the Ballard Center instead Wickliffe as the judge requested?
- The road from Wickliffe to the bridge is a big hazard. Fix it first! Where is the money to build a new bridge?
- Whatever is done, the road to it needs attention, under water often and is a safety problem. Wider bridge, new access. Should have taken the money wasted on Mayfield to Murray 4 lane and spent on the bridges!
- The only feasible option is to go as near the old bridge as possible. You could bypass all the environmental concerns.
- The levee road on Kentucky side needs improvements. The bridges are good but the road continues to settle and pull a vehicle into the existing path of the settling pavement. Alternate 3 and 4 would be my choice as to bypass Cairo, Illinois.
- I hope we get funding for this project and I see a new bridge completed in my lifetime.
- Many people in Kentucky (in the Wickliffe and surrounding areas) work in Illinois and Missouri. Additionally, Newpage of Wickliffe has many Missouri and Illinois residents as employees. I think with gas prices as they are, we should consider the economic impact moving the bridge location would have on these people. I think we should have meeting in Wickliffe in the afternoon so people who work in Illinois and Missouri could attend and those who live there and work could attend. I don't think this meeting was held where it should have been for maximum advantage to the people.
- The economic impact on this community would be greatly impacted by moving the location of the traffic in a negative way. I worked at "Wistrace" now Newpage and

many years. The impact of moving the bridge would impact employees of the mill in a negative way. Please have an additional meeting in Wickliffe!

- Meeting should have been in Wickliffe where it impacts people the most. Moving the bridge would hurt people in their pocket books! Gas is so high! People in Ballard Co. work at the prison, work in Cape G. and many other places in Cairo like Bunge, so it would hurt these people. Think about it! Why would you ever consider moving it?
- The roads are so narrow going thru Cairo. Alternative 4 route would work be safer and easier for all big truck traffic. Anyone wanting to do business in Cairo would still be able to get there. Alt 4 might even help increase interstate commerce, because most people I know don't even want to drive thru Cairo. And the levee between Wickliffe and bridge really needs work.
- #4
- I would like to see a new bridge to replace the old one for safety and to replace the obsolete one that is there now.
- I have in-laws that live in Nashville and use the connection to Wickliffe to get to Paducah. Both the existing Missouri and US 51 bridge are in need of repair/replacement. Alt 4 appears to give the best access to I-57 and would be the cheapest and most environmentally friendly option out of 3A, 4 and 5. The direct access to I-57 would seem important for truck traffic and keep heavy traffic off of Cairo streets. I hope the project proceeds in the near future.
- Apparently you didn't want comments from the people who are the most affected by this bridge (New Page, truckers, barge lines, etc.) since the decision was made to hold the meeting in LaCenter instead of the logical location which is Wickliffe.
- I was very disappointed the first meeting was not held in Wickliffe because the LaCenter prevented people who are most affected from participating. A prime example is people who work at NewPage that live in Illinois and Missouri; also loggers who come to the area daily from those states, and people from Wickliffe area who work in Cairo. Here are some suggestions for the next meeting place: Ballard Co. Courthouse – Wickliffe (county seat) Our County Judge Executive had recommended. Wickliffe City Hall – large meeting room located there. Union Hall (Paperworkers) located on Highway 286 in Wickliffe. Family Life Center at 1st Baptist Church (very large facility). Conference room at New Bridge located at Wickliffe. I trust the "Levee Road" will also be improved – hopefully long before a new bridge is built.
- I own property in Western Kentucky and travel frequently across into Ballard County. It would be much more difficult for me if alternative 3-5 were chosen. Plus my VA clinic and dentist's office are in KY.
- Need to preserve commercial traffic flow through this region to Paducah, KY from Sikeston, MO. This is an underdeveloped traffic network for truck traffic. Congestion at T intersection on HWY 51 to Wickliffe needs to be remedied as well. This is a potential corridor to I-24 but Ohio bridge is wanting in maintenance attention. Carriers regularly carry gross loads at or near legal limit of 80,000 lbs. Lane width and stability discourage traffic moving east. Many of our carriers choose to go south and bypass Kentucky altogether from the west on I-57, US HWY 60 and I-55. Many have trucks go either north to Illinois to I-64 and I-70 or south to I-40 through

Tennessee. Until east/west traffic is addressed from at least Paducah west, this will always be economically challenged part of your state. My facility ships more than 28,000 truckloads per year from Bloomfield, MO. Sikeston, Charleston and East Prairie is home to several thriving local truck fleets in Missouri. There are no commercial carriers domiciled in Eastern Kentucky but you have rail and port service. I would make this project a high priority for economic viability. We would easily double truck and commercial traffic that no goes other locations.

- If the bridge is moved out of Cairo area, it will hurt the businesses and traffic, also people who work here from Kentucky.
- Area of concern: curve of present bridge in which semis tend to cross into other lane.