



Meeting Summary
Agency Coordination Meeting
US 51 Bridge over the Ohio River
Six Year Plan Item # 1-100.00 and 1-1140.00

KYTC District 1 Office
April 30, 2013 at 10:00 AM CDT
5501 Kentucky Dam Road in Paducah, KY
Conference Room, plus web/phone conference

An Agency Coordination Meeting was held on April 30, 2013 at 10:00 AM for the US 51 Ohio River Bridge Project. The meeting was held at the Kentucky Transportation Cabinet (KYTC) District 1 Conference Room in Paducah, Kentucky. Participants were also given the option to join via webinar. The meeting agenda is attached.

Kentucky Transportation Cabinet (KYTC) Attendees Included:

- | | | |
|-------------------|-----------------|--------------------|
| – Mike McGregor | – Blake Beyer | – Peter Goodmann* |
| – Jim LeFevre | – Tim Foreman* | – Stephen Wiggins* |
| – Jessica Herring | – Steve Ross* | – Doria Watson* |
| – Susan Oatman | – Sreenu Gutti* | – Carol McKenzie* |

Illinois Department of Transportation (IDOT) Attendees Included:

- | | |
|------------------|-----------------|
| – Joe Zdankiewkz | – Carrie Nelsen |
| – Charles Stein | – Karen Shoup* |

Agency Attendees Included:

- Stacey Courtney, Purchase Area Development District (ADD)
- Jennifer Beck-Walker, Purchase ADD
- Vickie Viniard, Ballard County Judge/Executive
- Carla Hildebrand, Wickliffe Mounds
- Lynn Hopkins, Mayor City of Wickliffe
- John Meyer, City of Cairo
- Tyrone Coleman, Mayor City of Cairo
- Shawn Miller, DLG
- Rex Wilburn, SIDEZ

- Tabatha Smith, SIDEZ
- Crystal Davenport, Southern Five Regional Planning District
- Candy Eastwood, Shawnee Community College
- Bob Reichert, 1st State Bank of Olmsted
- Clint Green, Pulaski County Development Association
- Nathan Kent, Kentucky State Police, Mayfield Post
- Clyde Elrod, Ballard County Industrial Development Board
- Terry Simmons, Ballard County Economic and Industrial Development Board
- Brooke Parker, KY Energy and Environmental Cabinet*
- Dan Stoelb, KY Department of Fish and Wildlife*
- George Gilbert, KY DEP Division of Waste Management*
- Holland Spade, KY Cabinet for Economic Development*
- Jesse Miller, US Department of the Interior, Fish and Wildlife Service*
- Kerry Fulcher, Ballard County Schools*
- Sara Hines, KY State Nature Preserves Commission*
- Terry Savko, IL Department of Agriculture*
- Joe Forgacs, KY Division of Air Quality*

Consultant Attendees Included:

- Samantha Wright, CDM Smith
- Leonard Harper, CDM Smith
- Stephanie Blain, Palmer Engineering*

**Joined by webinar*

Each participant received the following:

1. A copy of the Meeting PowerPoint Slides;
2. The Meeting Agenda;
3. The Draft Purpose and Need Statement;

These items were provided to webinar participants via email before the meeting.
A summary of the meeting follows.

1. Welcome/Introduction

Samantha Wright, project manager for CDM Smith, opened the meeting by welcoming attendees and giving a brief overview of the purpose of the project.

All project team members and resource agencies introduced themselves.

2. Project Overview

Samantha provided an overview of the project, including the study area, the history of the bridge and key work tasks. She noted that is a scoping study for bridge rehabilitation/replacement project. There will be no design or construction work completed as part of this study. Currently a Draft Purpose and Need, Environmental Overview, and Conceptual Alternatives are being developed. The goal of the study is to recommend one alternative in August 2013 for analysis under the National Environmental Policy Act (NEPA) in the next phase of work (if funds are authorized).

Samantha explained that the study area was developed to include all reasonable river crossing options for the bridge rehabilitation/replacement.

3. Project Coordination with Agencies

Samantha provided a brief overview of the NEPA process and the role of Agencies in the project. It is expected that this planning study will be the foundation of the next phase of work. If NEPA is initiated, this project could be included through the Planning and Environmental Linkage (PEL) rules designated in MAP-21. FHWA and Agency concurrence is required for this study to become a PEL document.

Samantha also reviewed the general project schedule and the Agency coordination points as part of this phase of work, including 1) the initiation letters sent out in March and April, 2) the April 30th meeting, and 3) a third coordination point later in the summer before the preferred alternative is identified.

4. Purpose of Project

Samantha provided an overview of the bridge structure itself, including the span arrangement, bridge type, and the basic terminology associated with the bridge. The recent evaluation by the KYTC indicates that the bridge is eligible for Federal rehabilitation funds because it is considered Functionally Obsolete (the geometry does not meet current design standards) and it has a Sufficiency Rating below 50.0 (a composite measure of the deck, superstructure, and substructure condition, along with other factors).

There is a rehabilitation project scheduled for this summer on the bridge, primarily to repair some of the bridge deck stringers and some of the joints in the truss structure. This will cause disruption to local traffic, with truck detours starting around June 10th and extending for about 70 days. Passenger cars will still be able to use the bridge during the repairs.

Samantha also reviewed the traffic and safety information for the bridge and approaches; future traffic growth is expected to be about 0.5% per year through the year 2040. This would result in a future traffic volume of about 6,200 vehicles per day, which would indicate that a two-lane bridge would be adequate for future traffic.

The Purpose for this project is to replace or rehabilitate the US 51 Bridge, and is based on the Needs identified through the study: 1) improve or replace the functionally obsolete bridge, 2) maintain a cross-river connection from Wickliffe, KY to Cairo, IL, and 3) improve safety on the bridge and its approaches. Samantha also reviewed the screening criteria to be used for identifying the preferred alternative; the agencies were invited to provide comments on the Purpose and Need for the project and on the draft Screening Criteria for the project alternatives.

5. Next Steps

There will be two public meetings held for the project in May:

- May 20th from 4-7 p.m. at the Cairo High School, in Cairo, IL and
- May 21st from 4-7 p.m. at the Ballard Center Community Room in LaCenter, KY.

The project team will also follow up with the Agencies later in the summer prior to finalizing the preferred alternative.

6. Questions and Answers

Questions and comments received during the meeting included the following:

- What kind of restrictions will be in place with the rehab work this summer?
This will require truck detours for about 70 days starting around June 10th. There will be a 7-foot wide lane restriction on the bridge itself.
- Will the recommendations from this project be affected by the I-66 project?
At this time, KYTC is looking at this as a bridge replacement project, exclusive of I-66; however, any number of issues could affect the future direction the project. IDOT is starting an independent study of I-66.
- Will the new bridge be two lanes?
Yes, the traffic analysis from this study shows that two lanes provide adequate cross-river capacity for existing and future traffic.

- What portion of the KY approach will be looked at as part of this project? The entire KY approach between Wickliffe and the bridge is a safety concern.

This study includes about a mile of the KY approach south of the bridge, to just south of the major curve.

- The weigh station on the KY side of the bridge closed in 2008 and more truck traffic now uses this route. Ballard County would like to have this weigh station back.

KYTC does not have jurisdiction over the weigh station locations; however, this is a point of entry into KY, and it is worth mentioning as a local concern.

- What are the plans for the Mississippi River Bridge?

The floor beams were recently replaced in 2011, but IDOT is concerned about the structure. With the I-57 Bridge in place, it is difficult to justify replacing the US 60/62 bridge at this time.

- Can the US 51 bridge be repaired or will it have to be replaced? Has the decision been made to get rid of the existing structure?

The project team is currently looking at options for repair and replacement. There has been no decision yet on whether or not the existing structure will be removed.

- Maintenance of traffic, during this summer's repairs, but also for the long-term, is a major concern for the local communities. The bridge is used for farming operations, access to jobs, church, etc...

We understand the local importance of the bridge and will do our best to accommodate local traffic.

- Are you following the NEPA guidelines for this project?

This study is pre-NEPA; however, if the project moves forward, this study will likely be included through a PEL for the NEPA phase of the project. We have started our Agency coordination to provide continuity if the project does move forward into Preliminary Design and Environmental Studies (NEPA).

- What about freight and commercial trucks?

The project team may want to consider adding this to the supporting information in the project Purpose and Need.

- This bridge is a lifeline for farming operations in Kentucky. Farmers need this bridge to get to Cairo and Mound City. Repairs on the bridge will be a major issue this summer and in the future. This is also true for the NewPage paper mill, which gets supplies from Illinois.

We appreciate these concerns.

From: Lynn Hopkins [<mailto:wickmayor@brtc.net>]
Sent: Thursday, May 02, 2013 10:09 AM
To: McGregor, Mike (KYTC-D01)
Subject: FW: Ohio River Bridge Study Meeting Response

I enjoyed the meeting for the study for the Ohio River Bridge project.
I have a more thorough understanding and some questions.

The main revelation to me was the statement from the Illinois Dept. of Highways representative about "not seeing any future for a new bridge for US Hwy 60 over the Mississippi River into Missouri from Illinois. In fact, it seemed that the bridge is doomed. Without that Mississippi River Bridge for US Hwy 60, then Kentucky traffic will be forced through Cairo, Illinois proper to the I-57 Bridge over the Mississippi at North Cairo off Illinois SR 3. This adds time and maybe 8-10 miles on the trip for Kentuckians into Missouri and for others that want to go West to Charleston and Wyatt, to access I-57 and I-55 West into Missouri. Some farm owners and implements in the Missouri and Kentucky southeastern sections near Cairo and Wickliffe will be adversely affected and a much larger longer flow of farm implements and semi-truck traffic that will then flow through the Cairo city limits, rather than through US Hwy 60 over that bridge.

When using the Mississippi River Bridge near the two rivers confluence area, rather than moving north to the I-57 Bridge north of Cairo, and adhering to the 30 mile an hour speed limits in Cairo, considerable time is lost going into Missouri. Wickliffe citizens would be better off with a Kentucky-Missouri bridge close to the South end of the existing Hwy 60 Mississippi River Bridge which would be a move for the future when that Mississippi Bridge doesn't exist. At that time, traffic could flow to I-57 at Charleston, Missouri which would be 15 miles, saving time and fuel rather than going around Cairo which is the only other alternative. The question is, since the Mississippi River Bridge for US Hwy 60, is doomed and as inadequate as the US 51 Ohio River Bridge, then do we hit I-57 north of Cairo or at Charleston, Missouri, as the only access to Missouri. I bet most of the traffic now is between Missouri into or out of Kentucky.

Would Kentucky have to front all the money for a new Bridge into Missouri to replace the Hwy 51 Ohio River Bridge or is the shared expense for Kentucky with a Missouri Bridge or an Illinois Bridge the same? Is it one-half Missouri and one-half Kentucky if we go directly into Missouri or for the Kentucky/Illinois Ohio River Bridge, on US Hwy 51, a 100% Kentucky and Federal expense into Illinois?

A scenario where traffic flows through Wickliffe and US 51 traffic has to flow north to a Barlow or mid-Wickliffe/Barlow Ohio River location be more feasible than the current US 51 Ohio River Bridge location before crossing over the Ohio River to intercept the I-57 at north Cairo Bridge intersection. Can we close the levy road US 51 from Wickliffe and make it a Ballard County road along the Mississippi River. The impact would be more negative for the State Park and a couple of food places and Cairo traffic at one or two food places and a couple of liquor stores. The down side is that Cairo probably has more to lose and this could finally kill its few businesses while causing growth at north Cairo. The Barlow downside is the environmental impact when leaving the existing road right-of-ways and construction through pristine river low lands.

Obviously, looking ahead, any closing of the Mississippi River Hwy 60 Bridge, will create more traffic time by forcing traffic to use the Mississippi River Bridge north of Cairo to access Wickliffe and US 51 South of Wickliffe. At the same time, it will move traffic off the difficult levy marginal State Roads into Missouri going

to Wyatt and Charleston, and the levy road portion of US Hwy 51 north of Wickliffe. I don't think Wickliffe depends on much of the commercial traffic and Cairo and Illinois might benefit with some increased traffic but I don't see it! Grain traffic would not significantly be affected in my opinion as most Illinois grain loading facilities are in North Cairo, Suburbandale, and Mounds City, Illinois.

Lynn Hopkins,
Mayor
City of Wickliffe
(270) 335-3557



TRANSPORTATION CABINET

Department of Highways District 1 Office
5501 Kentucky Dam Road
Paducah, KY 42003
(270) 898-2431

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

August 15, 2013

Dear Agency Representative:

As you are aware, the Kentucky Transportation Cabinet (KYTC), in cooperation with the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT), is conducting a location study for the US 51 Ohio River Bridge replacement project between Wickliffe, Kentucky and Cairo, Illinois. The purpose of the project is to improve or replace the functionally obsolete/structurally deficient bridge, to improve or maintain cross river connectivity between Wickliffe, KY and Cairo, IL, and to improve safety on the bridge and its approaches.

The Cairo Bridge carries US 51, US 60, and US 62 traffic across the Ohio River. The bridge carries approximately 5,400 vehicles across the Ohio River each day between Wickliffe and Ballard County, KY and Cairo, IL. Approximately 35% of the bridge traffic is truck traffic. The Cairo Bridge also provides a connection to the US 60/US 62 Mississippi River Bridge to Missouri, approximately ½ mile to the south.

Since the last agency meeting in April, the project team has been conducting a number of tasks.

- An *Environmental Overview Report* was completed to provide a planning level overview of the existing conditions within the natural and human environment. Information was collected from readily available sources to identify "red flag" issues and fatal flaws for the alternative development process. A summary of key red flag issues is attached.
- A number of conceptual alternative corridors were developed, shown on the attached map.
- Public meetings were held in May 2013 in Cairo, IL and LaCenter, KY. Between the two meetings, over 130 members of the public attended and over 120 survey questionnaires were returned. The majority of survey respondents indicated that a new bridge should be built at or near its existing location.
- Conceptual bridge type configurations were explored to determine which bridge types would be feasible for each location alternative. For the superstructure replacement alternative, a truss or arch bridge would be feasible. For Alternative 2, 2A, 2B, 4, or 5, a cable stay, truss, or arch bridge would be suitable. Alternative 3 or 3A would be best suited for a cable stay type bridge. Additional analysis will be performed in future project phases.
- Conceptual alternatives were evaluated against the project Purpose, secondary goals for the project, and potential environmental and community impacts. The results of this screening process are documented in the *Initial Alternatives Screening Report*, attached to this letter. Key conclusions are included in the following paragraphs.



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Combined Alternative 2 shown in the *Initial Alternatives Screening Report* is recommended to advance for additional development in future phases of the project development process. Combined Alternative 2 represents a range of potential crossing locations located upstream (north) of the current US 51 Bridge structure - within 2,000 feet of its present location. It is approximately 1.8 miles in length and would require a horizontal clearance of 900 feet for the navigational channel. Construction is estimated to cost around \$180-210 million dollars. The alternative is recommended as the Preferred Alternative for numerous reasons:

- The alternative satisfies the project purpose.
- It minimizes construction complexity, maintenance costs, and user costs during construction while providing an estimated 75+ year service life.
- It minimizes impacts to the human and natural environment of the alternatives considered. However, it will result in impacts to historic resources (i.e., the existing US 51 truss bridge), floodplains, wetlands, and prime/statewide importance farmlands.
- It maintains or reduces travel times, provides a usable river-crossing during incidents (e.g. crashes), and meets FHWA seismic design guidelines.
- It provides a feasible link for incorporating a bicycle path.
- At a conceptual level, it satisfies the US Coast Guard's concerns for river navigation.
- It satisfies agency concerns regarding construction closures by minimizing user costs and bridge closure periods.
- It was most preferred by the public based on surveys returned at the May 2013 public meetings.

With this letter, we are requesting that your agency provide any comments on the proposed alternative screening process or recommended alternative within 30 days. If there are significant issues or concerns in the project area that may need to be addressed so that future project phases can be adequately scoped, please identify those as well.

If you have any questions or would like to discuss the project in more detail, please contact me at (270) 898-2431 or via email at Mike.McGregor@ky.gov. Thank you for your cooperation and interest in this project.

Sincerely,



Mike McGregor
Transportation Branch Manager for Project Development

Enclosures: Alternatives Map
Environmental Overview Summary
Initial Alternatives Screening Report

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314) 269-2382
Fax: (314) 269-2737
Email: david.a.orzechowski@uscg.mil
www.uscg.mild8/westernriversbridges

16591.1/980.41 OHR
August 23, 2013

Mr. Michael P. McGregor, P.E.
Transportation Engineering Branch Manager
Kentucky Transportation Cabinet
Department of Highways, District 1 Office
5501 Kentucky Dam Road
Paducah, KY 42003

Subj: PROPOSED CAIRO HIGHWAY BRIDGE REPLACEMENT, MILE 980.41,
OHIO RIVER

Dear Mr. McGregor:

Please refer to your letter dated August 15, 2013. The Combined Alternative 2 (2, 2A and 2B) would be acceptable from a navigational stand point. A navigation opening that provides a minimum horizontal clearance of 900 feet, a vertical clearance of at least 105.3 feet at the right descending pier and for the mid 700 feet of the horizontal span a vertical clearance of at least 113 feet measured above zero on the Cairo gage should satisfy the reasonable needs of navigation.

I appreciate the opportunity to comment on the proposed bridge project. Should you have questions, please call Mr. David Orzechowski at (314) 269-2382.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Washburn".

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction

-----Original Message-----

From: Lynn Hopkins [<mailto:wickmayor@brtc.net>]

Sent: Thursday, September 05, 2013 11:54 AM

To: Mike.McGregor@ky.gov

Cc: JackiePhillips@galaxycable.net; Mark.Davis@purchaseadd.org; tls@sei-us.net; wcw@brtc.net

Subject: Alternative 2 for primary study site possibility between Wickliffe and Cairo

RE: August 15, 2013 Letter on discussion of Alternative 2 for potential construction of the U. S. Highway 51/60/62 Ohio River Bridge location above the existing bridge.

Wickliffe, South Ballard County, Carlisle and Graves Counties, and Cairo would be the beneficiaries of this route using Alternative 2 as shown in the "Initial Alternatives Screening Report". As the "preferred alternative" it provides the local citizens of Wickliffe and Cairo and Carlisle county and HWY 51 south of Wickliffe a normal flow without interruption for their businesses, suppliers, and employers. The real key is that it provides economic sustainability for our community and unimpeded travel through the construction process to the best degree available. The recent improvements at the intersection of Hwy 51, 60 and 62 along with the flow from KY 286 and KY 121 from Graves County and eastern Carlisle County greatly enhances the flow of traffic at this intersection. The prior work on the "Veterans Bridge" north of Wickliffe, the intended improvements of the intersection of 286/121, and a stop light at the US 51/60 intersection are very positive efforts on your departments part and the State's efforts with Wickliffe as a gateway into Kentucky. We are very happy with all of these improvements and hope Alternative 2 becomes a reality for Wickliffe and the region and state. As the City of Wickliffe is proceeding with the Visitor's Center south of the city and investing over \$200K of its savings there, we are all proud of the investment the State has made here in Wickliffe. We are sure that New Page, Mead-Westvaco Carbon, James Marine, Inc., Economy Boat Store, The Two Rivers Fisheries, and all of our local retail businesses appreciate this effort. Hopefully, this Alternative 2 will be the final course for the Ohio River Bridge and the future sustainability of the Cairo-Wickliffe-Carlisle area.

Lynn Hopkins,
Mayor
City of Wickliffe
(270) 335-3557

-----Original Message-----

From: Terry Simmons [<mailto:tls@sei-us.net>]

Sent: Thursday, September 05, 2013 2:53 PM

To: 'Lynn Hopkins'; McGregor, Mike (KYTC-D01)

Cc: JackiePhillips@galaxycable.net; Mark.Davis@purchaseadd.org; wcw@brtc.net

Subject: RE: Alternative 2 for primary study site possibility between Wickliffe and Cairo

Good afternoon all.

Mike, I would like to echo the Mayor's comments in favor of Alternate 2.

Disruption of traffic for the duration of the construction phase of the project should be a major concern of everyone. Eighty miles of Detour and 1 1/2 to 2 hours of addition time in travel would not be an acceptable alternative.

Alternate 2 eliminates the need for disruption of traffic. Alternate 2 also provides a corridor that is very similar to the existing pattern of traffic that businesses have built their marketing around.

I might add that Alternate 2B appears to provide for a smaller Degree of Curve on the Kentucky approach end thereby allowing for a little more approach speed than the existing curve on the current KY approach end.

Thanks

Terry Simmons, President/CEO
Ballard County Economic & Industrial Development Board
101 Liberty Drive, Suite 4
Kevil, KY 42053
270 744-3232
270 744-3308 Fax

US 51 Ohio River Bridge Study

After reviewing the Alternative Screening Report and maps, it is in my opinion that the best option is to replace the existing bridge with either, Alternative 2 or 2B. The biggest problem with the current bridge and route is that the bridge lanes are narrow for large trucks and vehicles pulling trailers/campers and the sharp curve as you enter the bridge from the Kentucky side.

Alternative route 2 and 2B appear to straighten the curve out, allowing vehicles to travel at a normal speed and less chances of a sideswipe from opposing vehicles. I know personally from traveling this route, it is difficult to meet a large truck or trailer in that curve.

Neither of these two routes increases the travel time from Kentucky to Illinois or from Kentucky to Missouri. Routes 3A and 5 increase the time and would put a hardship on the current businesses and people in Wickliffe. The other routes make the entry point from KY to IL between Cairo and Mound City, IL. I also believe this would hurt the community of Cairo, IL, by causing travelers to bypass the area. The other routes would cost more money to build since additional land would have to be purchased and highways would have to be built.

As a citizen of this area, I do not see any reason to change the current route from Kentucky to Illinois. As stated above, Alternative route 2 or 2B seem the best two options.

Sgt. Joey Adams, Unit 218

Administrative Sergeant

Kentucky State Police

Post 1 Mayfield

270-856-3721 (W)

270-356-0520

Joey.adams@ky.gov

Attachments: Comment Letter.pdf

From: Stoelb, Daniel (FW) [<mailto:Daniel.Stoelb@ky.gov>]
Sent: Friday, September 20, 2013 1:23 PM
To: Harper, Leonard S.
Subject: RE: US 51 Ohio River Bridge Study

Mr. Harper:

The KDFWR has reviewed the documents attached, and we do not have any other specific comments regarding this project. A comment letter dated 4 April 2013 was sent to Third Rock Consultants describing our concerns with the proposed alternatives regarding threatened/endangered species, critical habitat, wildlife management areas, etc., which I have attached to this email. It appears the combined Alt2 is the alternative KYTC will pursue, which is our preferred alternative as well.

Thank you,

Dan Stoelb
Wildlife Biologist
Fisheries Division - Environmental Section
KY Department of Fish and Wildlife Resources
#1 Sportsman's Lane
Frankfort, KY 40601
Phone: (502) 564-7109 ext. 4453
Fax: (502) 564-4519
www.fw.ky.gov

Did you know...Department of Fish and Wildlife receives NO state tax dollars and manages wildlife for all citizens?

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**KENTUCKY DEPARTMENT OF FISH & WILDLIFE RESOURCES
TOURISM, ARTS, AND HERITAGE CABINET**

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Governor

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Marcheta Sparrow
Secretary

Dr. Jonathan W. Gassett
Commissioner

3 April 2013

Amanda Kerley
Third Rock Consultants
2526 Regency Road
Lexington, KY 40503

RE: US 51 Bridge Replacement over the Ohio River, Ballard County, KY
KYTC Item No. 1-100.00 & 1-1140.00

Dear Ms. Kerley:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received the information regarding the subject project. The Kentucky Fish and Wildlife Information System indicates that the federally-endangered Indiana bat (*Myotis sodalis*), Interior Least Tern (*Sternula antillarum athalassos*), and Pallid Sturgeon (*Scaphirhynchus albus*) are known to occur within close proximity to the proposed project. Additionally, this project falls within known summer maternity habitat for the Indiana bat. The KDFWR recommends that the Kentucky Transportation Cabinet (KYTC) contact the US Fish and Wildlife Service Kentucky Field Office (USFWS) at 502-695-0468 for information on how to proceed with these federally-listed species. The KDFWR also recommends contacting the Kentucky State Nature Preserves Commission for information on listed flora near the site.

A documented Bald eagle nest is known to occur near alternatives 1, 2, 2A and 2B. Blasting, pile driving and other loud noises should not occur within one half mile of eagle nests during the nesting season. Prior to the start of the project, please contact Kate Heyden, KDFWR avian biologist (502-564-7109 ex. 4475) for necessary steps to reduce any potential impacts to Bald eagles. Interior Least Tern nesting also occurs near the proposed alternates, and the USFWS will have recommendations on avoidance of impacts to this species. Please be aware that our database system is a dynamic one that only represents our current knowledge of various species distributions.

Proposed alternatives 3, 3A, and 5 appear to enter the Boatwright Wildlife Management Area (WMA), which is a property owned by the KDFWR. The greatest amount of road length within the WMA would be from alternatives 3 and 5. This WMA is a popular outdoor recreation destination for bird watchers, hunters, and the general public. The KDFWR recommends alternates that avoid the Boatwright WMA so that recreation is not impaired during the lengthy construction process. Specifically, Alternatives 1, 2, 2A, and 2B are those

recommended by KDFWR that provide the least impact to the WMA, outdoor recreation, and threatened/endangered species by drastically reducing the amount of new roadways to be built.

Any planning should include measures designed to eliminate and/or reduce impacts to wetland and stream habitats. If impacts cannot be avoided, mitigation should be properly designed and proposed to offset the losses. KDFWR will recommend, at a minimum, a 2:1 mitigation ratio for any permanent loss or degradation of wetland habitats and appropriate mitigation ratios developed for stream impacts as well. To minimize indirect impacts to aquatic resources, strict erosion control measures should be developed and implemented prior to construction to minimize siltation into streams and storm water drainage systems located within the project area. Such erosion control measures may include, but are not limited to silt fences, staked straw bales, brush barriers, sediment basins, and diversion ditches. Erosion control measures will need to be installed prior to construction and should be inspected and repaired regularly as needed. Again, Alternatives 1,2, 2A, and 2B appear to have the least of amount of impact to aquatic resources in the area, and are recommended by KDFWR over other routes.

The KDFWR appreciates the opportunity for comment. I hope this information is helpful to you, and if you have questions or require additional information, please call me at (502) 564-7109 extension 4453.

Sincerely,



Dan Stoelb
Wildlife Biologist

Cc: Environmental Section File



ENERGY AND ENVIRONMENT CABINET

Steven L. Beshear
Governor

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Leonard K. Peters
Secretary

R. Bruce Scott
Commissioner

September 20, 2013

Mike McGregor, Manager
Project Development Branch
Kentucky Transportation Cabinet
Department of Highways District 1
5501 Kentucky Dam Road
Paducah, KY 42003

Re: Environmental Assessment for US 51 - Ohio River Bridge Study (SERO 2013-20)

Mr. McGregor,

The Energy and Environment Cabinet serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky state agencies.

We received your letter dated August 15, 2013 requesting our review of the environmental assessment for the US 51 - Ohio River Bridge Study Project. The following comments are submitted in reference to your project.

Comments from the Division of Waste Management:

All solid waste generated by this project must be disposed at a permitted facility. If asbestos, lead paint, and/or other contaminants are encountered during this project, they must be properly addressed.

Comments from the Division of Water:

A request for review of the US 51 Ohio River Bridge Replacement Project in Ballard County, Kentucky was received on September 3, 2013. The Division of Water (DOW) completed this review and has provided the following comments.

Compliance & Technical Assistance Branch:

No comments from the Paducah Regional Office. Daniel Fraley, Compliance, and Technical Assistance Branch, (606) 783-8655, Daniel.Fraley@ky.gov.

Water Quality Branch:

The Water Quality Branch prefers Alternative 1 because of least impacts to water and habitat quality. This would require a mussel survey for new bridge alternatives. Alternatives that transverse nature preserves and wildlife management areas should be eliminated. John Brumley, Water Quality Branch, (502) 564-3410, John.Brumley@ky.gov.

Watershed Management:

Kentucky Revised Statute **KRS 151.250** provides for exemption for the Department of Highways; therefore, a stream construction permit will not be required. There are no comments for Water Quantity Section or Water Management Planning. Julia Harrod, Watershed Management Branch, (502) 564-3410, Julia.Harrod@ky.gov.

Contractors working on the bridge may need a Groundwater Protection Plan depending on the onsite activities. If any water or monitoring wells need to be abandoned due to the construction, the work will need to be completed by a Kentucky Certified Water Well and/or Monitoring well driller. Phil O'dell, Watershed Management Branch, (502) 564-3410, Phillip.O'Dell@ky.gov.

Enforcement Branch:

The Division of Enforcement does not object to the project proposed by the applicant. Tim Harrod, Division of Enforcement, (502) 564-2150, Timothy.Harrod@ky.gov.

Comments from the Division of Air Quality:

Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at <http://air.ky.gov/Pages/OpenBurning.aspx>

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in

such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney.

However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at <http://air.ky.gov/Pages/OpenBurning.aspx>

The Division would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. More importantly, these strategies are beneficial to the health of citizens of Kentucky.

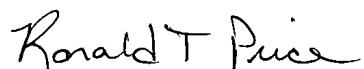
- Utilize alternatively fueled equipment.
- Utilize other emission controls that are applicable to your equipment.
- Reduce idling time on equipment.

The Division also suggests an investigation into compliance with applicable local government regulations.

This review is based upon the information that was provided by the applicant. An endorsement of this project does not satisfy, or imply, the acceptance or issuance of any permits, certifications, or approvals that may be required from this agency under Kentucky Revised Statutes or Kentucky Administrative Regulations. Such endorsement means this agency has found no major concerns from the review of the proposed project as presented other than those stated as conditions or comments.

If you should have any questions, please contact me at (502) 564-2150, ext. 3125.

Sincerely,



Ronald T. Price
State Environmental Review Officer
Kentucky Department for Environmental Protection