

How to Get Involved

The project will have various opportunities for public involvement regarding the proposed work and different venues where members of the public can become informed, educated, and, if they choose, engaged. Your involvement will be encouraged throughout the life of the project. This includes during the National Environmental Policy Act (NEPA) process and development of the NEPA document. Within the NEPA process, the project will also comply with Section 4(f) of 49 United States Code (USC) 303, Section 106 of the National Historic Preservation Act, Section 401 and 404 of the Clean Water Act, Endangered Species Act, and any other applicable environmental laws and regulations. Opinions and concerns can be expressed by contacting the project team through the project website, during public comment periods and through representatives of local and state governments as well as community organizations. Under Section 106, there is the opportunity to participate in the consultation process to help identify historic properties, the potential effects the project may have on those properties, and possible mitigation measures for any identified adverse effects upon historic resources. Individuals and organizations with a demonstrated interest in the undertaking may participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties. KYTC has an online portal through which requests to participate as a consulting party in the Section 106 process for this project can be submitted (KYTC Consulting Party Projects Portal). More detailed information on the NEPA and Section 106 processes can be found online at:

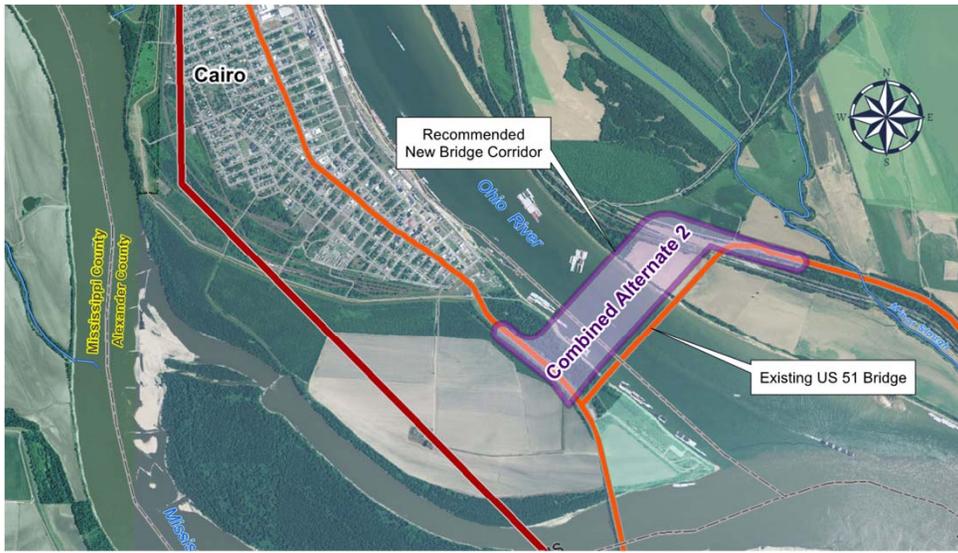
https://ceq.doe.gov/get-involved/citizens_guide_to_nepa.html

and

<https://www.achp.gov/digital-library-section-106-landing/citizens-guide-section-106-review>

Apply to become a consulting party at:

<https://transportation.ky.gov/EnvironmentalAnalysis/Pages/consultingPartyRequest.aspx?ProjectID=01-1140>



US 51 Bridge Replacement over the Ohio River Public Kick-Off Meeting



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 83-year-old structure, which carries US 51, US 60, and US 62 over the Ohio River, has narrow lanes and narrow shoulders. The driving width of the bridge deck is less than 23-feet and it carries a high percentage of commercial truck traffic. Currently the bridge does not allow oversize or overweight permit loads.

The bridge is at Ohio River navigation mile point 980.4 and is the longest cantilever truss in Kentucky. The nearest alternate upstream river crossing is the I-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. This bridge also provides a connection to the US 60 / US 62 Mississippi River Bridge resulting in a direct connection between Kentucky, Illinois, and Missouri.

NBI Bridge Inspection Item	2012 Condition Rating	2018 Condition Rating
Deck	6	5
Superstructure	6	5
Paint Condition	7	6
Substructure	6	5

9	8	7	6	5	4	3	2	1	0
GOOD			FAIR		POOR				

National Bridge Inventory (NBI) Data: Condition ratings are determined during bridge inspections which take place every 2 years. The bridge is safe, but there are indicators that the bridge needs maintenance, rehabilitation, or possibly replacement in the near future.



Questions and comments can be sent to:

US51Bridge@mbakerintl.com

For more information visit

www.US51bridge.com

Project Information

This phase of the project will include Preliminary Engineering and Environmental Studies. The project only considers the US51/US60/US62 Ohio river crossing and is not part of any larger or more regional I-66 project. KYTC, in cooperation with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA), are leading the preliminary engineering & environmental effort. The project team also consists of nine consulting firms led by Michael Baker International and including HDR, HMB, Terracon, CDI, Corn Island, CRA, Armstrong and Associates, and eLittle.

The previous 2014 study concluded that Combined Alternative 2 is the preferred alternative for the next phase of this project. This alternative satisfies the project Purpose and Need 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. This option also best minimizes impacts to the human and natural environment as well as construction complexity, maintenance costs and user costs during construction.



The completed alternative would also meet FHWA seismic design guidelines, satisfy United States Coast Guard river navigation requirements, maintain or reduce current travel times and could provide possibilities for a bike path.

Combined Alternative 2 will be further studied as part of the environmental process in the current phase of the project. This process must also consider the following 3 options as part of the NEPA Environmental Process.

- 1) Do Nothing (No-Build)
- 2) Rehabilitation of the existing bridge
- 3) Replacement of the bridge

Evaluation Criteria Used in 2014 Planning Study

In 2014 alternatives were studied and a recommended corridor for the project was selected. The corridor aims to address the criteria established in 2014 which is defined as follows:

Level 1: Evaluate how well each alternative meets the Purpose & Need.

- Improve river crossing (bridge deficiencies)
- Improve/maintain a cross-river link between Cairo and Wickliffe
- Address existing safety issues on the bridge and approaches

Level 2: Evaluate how well each alternative addresses the other project goals.

- Satisfy U.S. Coast Guard requirements
- Support local freight routes
- Constructible solution
- Minimize costs
- Minimize disruption to Wickliffe and Cairo during construction
- Minimize impacts to:
 - Tourism
 - Human and Natural Environment
 - Historic Resources
- Support consistent travel time between Wickliffe and Cairo
- Decrease delay due to incidents on the bridge
- Connectivity to bicycle facilities

Traffic Information and Projections

Analysis shows that a two lane bridge provides adequate cross-river capacity for existing and future traffic. A 0.5 percent annual growth rate was applied for future traffic projections based on the traffic, population, and employment trends in Alexander County, Illinois and Ballard County, Kentucky. The existing traffic data indicates that 35% of the traffic on the bridge is made up of trucks.

HISTORIC TRAFFIC		AADT (vehicles per day)
2013 Traffic Count (KYTC)		5,350
2019 Current Year (Estimated)		5,500
TRAFFIC FORECAST		AADT (vehicles per day)
2025		5,600
2045		6,200

Typical Project Timeline

