

Paducah-McCracken MPO Metropolitan Transportation Plan



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01

INTRODUCTION





About the MPO

The Federal-Aid Highway Act of 1962 requires all urbanized areas of 50,000 people or more to create a Metropolitan Planning Organization (MPO) to provide a comprehensive and collaborative urban transportation planning process for the region. The MPO is responsible for transportation planning activities that lead to the expenditure of federal surface transportation funds within the designated MPO planning area.

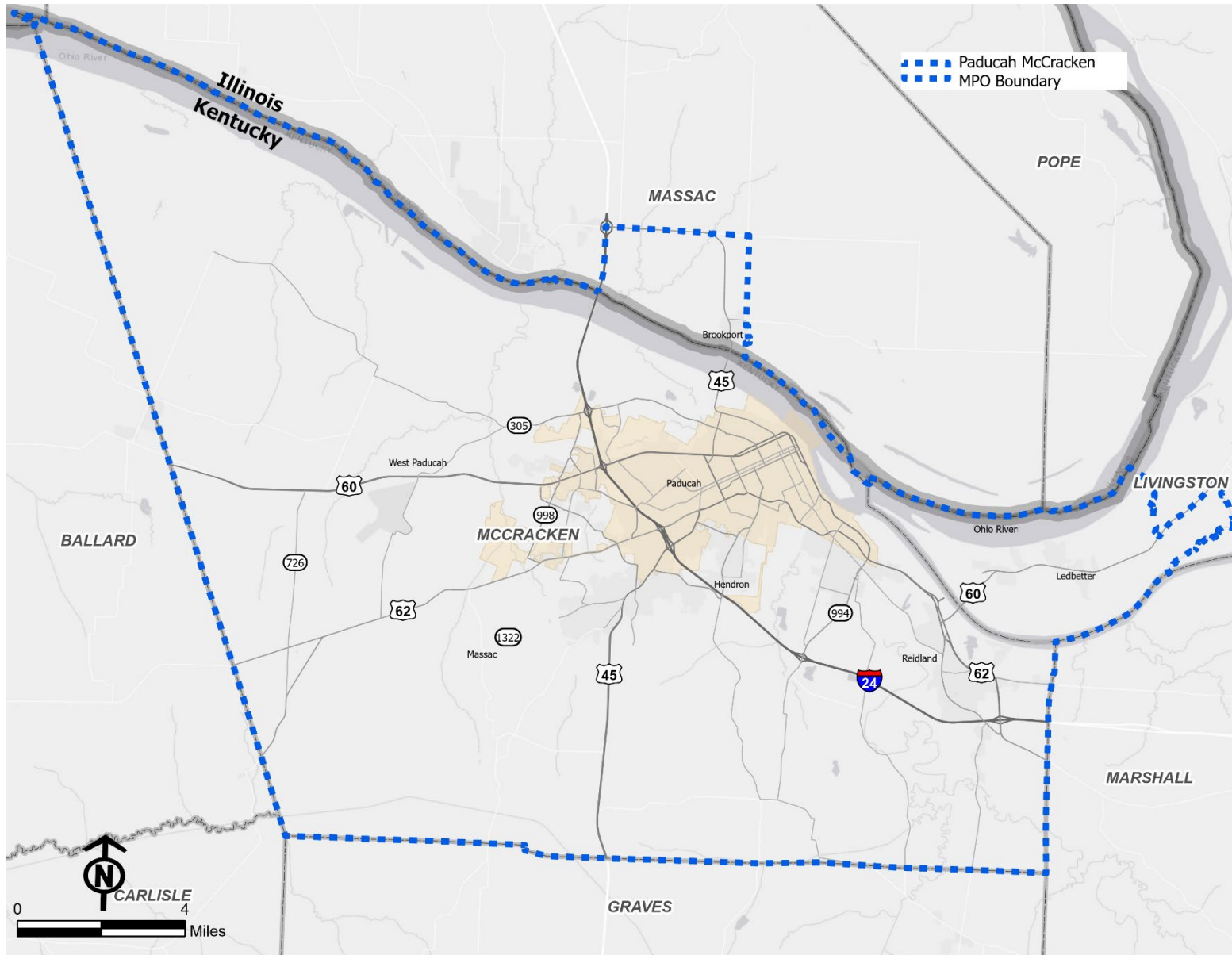
The MPO transportation planning process is built on the 3C approach: Continuing, Cooperative, and Comprehensive.

- Continuing: Planning must be an ongoing activity and should address short-term needs as well as a long-term vision for the region.
- Cooperative: The process must involve a diverse group of stakeholders and interested parties through the participation process.
- Comprehensive: The process must cover all surface transportation modes and be consistent with local and regional land-use and economic development policies.

The Paducah-McCracken Metropolitan Planning Organization (PMcMPO) is made up of an Executive Board and a Technical Advisory Committee (TAC). Each has its own specific tasks concerning all the issues and policies of the MPO.

The MPO encompasses all of McCracken County (KY), the City of Brookport (IL), and a small portion of Livingston County (KY), including the Ledbetter community. It is bordered by Marshall County to the east, Graves County to the south, and Ballard County to the west, extending north across the Ohio River to include Brookport, and adjacent Illinois approach areas. The study area is shown in **Figure 1**.

Figure 1. PMcMPO Study Area



Purpose of the MTP

The Metropolitan Transportation Plan (MTP) is the federally required, long-range, multimodal transportation planning document prepared by an MPO to guide regional transportation policy, investment, and system development over a planning horizon of at least 20 years. Federal guidance specifies that each MPO must develop an MTP that identifies how the metropolitan area will manage, operate, and expand a multimodal transportation system—including highways, transit, bicycle, pedestrian, riverports, aviation facilities, and accessible facilities—in order to meet regional economic, mobility, development, and sustainability objectives while remaining fiscally constrained.

From a regulatory and procedural perspective, the MTP functions as the official multimodal transportation plan produced through the metropolitan transportation planning process and maintained through periodic updates, public review, and demonstration of fiscal constraint and (where applicable) air-quality conformity. This definition, embedded in federal planning regulations, establishes the MTP as the foundational long-range framework that underpins subsequent programming documents such as the Transportation Improvement Program (TIP) and guides eligibility for federal transportation funding. The TIP aims to address MPO performance targets and demonstrate how projects included in the TIP will move towards achieving those targets. The MTP feeds KYTC and IDOT's Long Range Transportation Plans (LRSTP) and its own TIP, which in turn, informs KYTC's recommended Six-Year Highway Plan (SYP), IDOT's Highway and Multimodal Improvement Program, and Statewide Transportation Improvement Program (STIP).

Beyond compliance, the substantive purpose of the MTP is to articulate a regional transportation vision, goals, and prioritized investment strategy. The MTP outlines transportation goals and objectives, evaluates future needs and impacts over a minimum 20-year horizon, and produces a prioritized list of multimodal improvements tied to realistic revenue sources through fiscal constraints. Inclusion of a project in the MTP signifies recognition as a regional priority with potential funding, while also defining the policies, programs, and modal system recommendations needed to preserve, operate, and expand the transportation network.

At the institutional level, the MTP operationalizes the broader mission of MPO-led metropolitan transportation planning: allocating federal transportation resources, establishing regional goals, and conducting long- and short-range planning through a continuing, cooperative, and comprehensive decision-making process. In this way, the MTP serves simultaneously

as a strategic vision document, investment prioritization framework, and federally compliant planning instrument, ensuring that regional transportation development advances mobility, safety, economic vitality, environmental quality, and overall quality of life across the metropolitan area.

The Process

To develop the MTP 2050, the PMcMPO followed the 3C planning process and gathered public and stakeholders' input to supplement the plan. The planning process included:

- Developing vision, goals and objectives, determining performance measures, setting short- and long-term targets, and collecting baseline data.
- Collecting and analyzing existing conditions, including demographic data using 2020 Census, 2020 American Community Survey (ACS) estimates from the U.S. Census Bureau, and the existing transportation network including roadway, bicycle, pedestrian, transit and freight network changes.
- Project analysis and development, including identification through Kentucky Transportation Cabinet (KYTC) and Illinois Department of Transportation (IDOT) programs, the Kentucky CHAF database, and regional and local plans, as well as consultation with the Executive Board, Technical Advisory Committee, Local Elected Officials and Stakeholders, and the public through online and in-person coordination.
- Evaluating and prioritizing candidate projects, including adding or deleting a significant project or major changes to a project, and organizing projects into short-range, mid-range, and long-range time periods.
- Connecting the MTP to TIP and STIP. Projects included in the fiscally constrained MTP establish the long-range regional priorities eligible to move forward into the PMcMPO TIP and Kentucky or Illinois STIP.

Federal Planning Factors

The MTP 2050 has been developed in accordance with federal metropolitan transportation planning regulations. The plan reflects consideration of the federally required planning factors and demonstrates how these elements are integrated into regional goals, project development, and investment priorities. These planning factors require the planning process to consider projects and strategies that:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Participants

Development of the MTP 2050 involved participation from a broad cross-section of community members, public agencies, elected officials, transportation providers, business representatives, and regional stakeholders. Consistent with the 3C planning process and following procedures outlined in the PMcMPO Community Participation Plan¹, the PMcMPO sought meaningful input from individuals and organizations with an interest in the region's transportation system. These participants provided valuable perspectives on current system conditions, emerging needs, and long-term priorities that shaped the direction of the plan.

The PMcMPO provided opportunities for public involvement in the development of the MTP, using proactive techniques including public meetings and online surveys. The details of the public engagement process and results will be elaborated on

¹ The PMcMPO 2024-2028 Community Participation Plan is available at [Paducah-McCracken MPO » Purchase Area Development District](#).

in Chapter 5. Besides online surveys and stakeholder meetings, three project team meetings were held at the Kentucky Transportation Cabinet (KYTC) District 1 office and the Murray State University Paducah Campus to encourage broad participation. Virtual meeting access was also provided to enhance accessibility, including for individuals with disabilities.

Plan Organization

The PMcMPO 2050 MTP identifies key transportation decisions, project prioritization, and financial plans based on existing conditions and community needs. The plan is divided into the following chapters:

Chapter 1: Introduction – provides background information about the role of the MTP and the process of developing the MTP.

Chapter 2: Vision, Goals, and Objectives – discusses the big vision of the MTP and breaks it down into concrete goals, objectives, and targets.

Chapter 3: Transportation System – summarizes the current condition of transportation network, including infrastructure and services of the transportation system.

Chapter 4: Regional Profile – examines the demographic trends, environmental characteristics, and commuting patterns as the contexts of future transportation projects.

Chapter 5: Public Engagement – gathers feedback from the public and stakeholders according to the public engagement process.

Chapter 6: Funding – identifies the estimated cost of implementing plan recommendations.

Chapter 7: Projects – identifies the candidate projects and their prioritization.

02

VISION, GOALS, AND OBJECTIVES



The following chapter discusses the big vision of the MTP and how this vision can be accomplished through the establishment of concrete goals and objectives. Initially it is the intent of the MPO to adopt all Kentucky and Illinois Performance Targets and those are presented in this chapter.

Vision

The Paducah–McCracken Metropolitan Planning Organization envisions a balanced and resilient transportation system that prioritizes investment in capacity, safety, and maintenance of existing infrastructure while embracing opportunities for expansion and innovation. Emphasis is placed on enhancing regional connectivity—linking communities and states—and improving quality of life through a truly multimodal network that supports passenger vehicles, freight, bicyclists, pedestrians, transit, and riverport and air access.

Goals and Objectives

Building on the vision described above, a set of goals and objectives were established and are described on the following two pages. **Table 1** illustrates how each goal ties back to the Federal Planning Factors.

- Reduce number of fatalities and serious injury crashes
- Reduce number of crashes involving vulnerable road users
- Provide enhanced emergency response
- Utilize innovative intersections, Complete Streets concepts, and new technologies

01

Promote Transportation Safety



- Emphasize reconstruction and upgrades to existing infrastructure
- Implement asset management systems for all transportation modes
- Implement access management principles to existing highway network

02

Preserve Existing Transportation System



- Maintain alternative connections between Kentucky and Illinois that support all modes of transportation
- Increase the availability of bicycle and ADA compliant pedestrian facilities to improve job access for residents and serve as an economic catalyst
- Promote improved access to intermodal transportation facilities

03

Connect People and Places (Local and State-to-State)



- Plan for future travel demand
- Reduce average travel time delay and improve travel time reliability
- Implement intelligent traffic systems (ITS) and adaptive signals
- Optimize / enhance traffic signal timing to reduce idling and congestion

04

**Decrease
Congestion /
Improve Reliability**



- Conduct vulnerability assessments for major transportation assets
- Ensure all new major projects meet resiliency standards for natural disaster events (i.e. 100-year storm / flood event, earthquake, etc.)
- Develop redundant mobility / freight movement plans for major system links

05

**Enhance System
Resiliency**



- Promote an active transportation lifestyle
- Expand safe routes to school
- Increase bicycle / pedestrian accommodations
- Link existing facilities to expand system

06

**Improve Quality of
Life / Health
Outcomes**

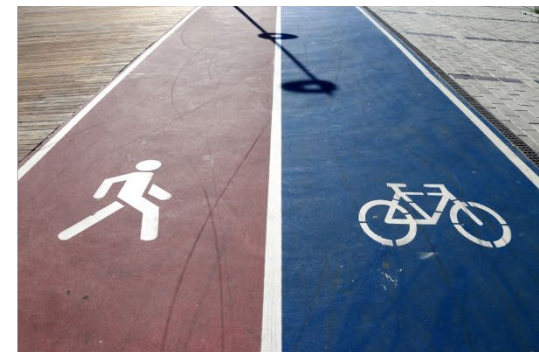


Table 1. Connections between MTP Goals and Federal Planning Factors

MPO Goals	Related Federal Planning Factors
1. Promote Transportation Safety	Increase safety for motorized and non-motorized users; increase security of the transportation system
2. Preserve Existing Transportation System	Emphasize preservation of the existing transportation system; promote efficient system management and operation
3. Connect People and Places — Local and State-to-State	Increase accessibility and mobility of people and freight; enhance integration and connectivity across modes; support economic vitality
4. Decrease Congestion / Improve Reliability	Promote efficient system management and operation; increase mobility of people and freight; improve reliability of the transportation system
5. Enhance System Resiliency	Improve resiliency and reliability of the transportation system; reduce or mitigate stormwater impacts of surface transportation; increase security
6. Improve Quality of Life / Health Outcomes	Protect and enhance the environment; improve quality of life; promote energy conservation; increase accessibility and mobility; enhance travel and tourism

State Performance Targets

FHWA's Transportation Performance Management (TPM) program established measurable performance targets used by all states to track performance and assist with investment decisions. Kentucky and Illinois provide regular reports to FHWA on performance data and targets, which allows for improved tracking of trends both nationwide and at the state level. Through the program, Kentucky and Illinois are responsible for setting data-informed targets, and for managing performance to make progress toward the targets they set. Four primary categories are tracked: highway safety, highway infrastructure condition, highway reliability, and Congestion Management and Air Quality (CMAQ). For the purposes of this MTP, CMAQ targets are not noted because the PMcMPO is currently in attainment for air quality standards.

The MPO has not established specific MPO performance targets for safety, infrastructure, reliability, and transit but instead will formally adopt the state performance targets. Specific to safety and in accordance with 23 CFR 450.324(h), the MTP integrates

the priorities, goals, or projects contained in applicable safety plans of Kentucky and Illinois, including the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plan (SHSP) required under 23 U.S.C. 148, and the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d). KYTC establishes a goal of reducing annual highway deaths to 500 or fewer by 2029 by advancing data-driven safety strategies and projects intended to reduce fatalities and serious injuries on public roads. The Illinois SHSP and HSIP similarly focus on reducing fatalities and serious injuries through approaches to roadway design, traffic operations, roadway user behavior, enforcement, education, and emergency response. Transit safety is also considered through coordination with the region's public transportation provider, Paducah Area Transit System (PATs).

Tables 2, 3, 4, and 5 highlight Kentucky and Illinois' safety, infrastructure, reliability, and transit asset management targets, respectively. They also identify average performance data specific to the MPO area.

Table 2. State Safety Performance Targets

Safety Targets	Kentucky		Illinois		PMcMPO
	5-Year Average (2020-2024)	2027 Target	5-Year Average (2020-2024)	2025 Target	5-Year Average (2020-2024)
Number of Fatalities	773.6	723.0	1,244.4	1,009.5	13.4
Fatality Rate (per 100 million VMT)	1.607	1.470	1.220	1.083	1.262
Number of Serious Injuries	2,837.4	2,587.0	8,771.6	7,816.8	43.6
Serious Injury Rate (per 100 million VMT)	5.888	5.270	8.660	8.046	4.106
Non-Motorized Fatalities and Serious Injuries	321.2	289.0	1,447.8	1,332.4	5.2

Table 3. State Infrastructure Performance Targets

Infrastructure Targets	Kentucky		Illinois		PMcMPO
	Condition / Performance (2024)	2026 Target	Condition / Performance (2024)	2025 Target	Condition/ Performance (2023)
Interstate Lane Miles in Good Condition (%)	70.9	60.0	80.6	66.0	39.0
Interstate Lane Miles in Poor Condition (%)	1.4	3.0	4.0	0.7	7.7
Non-Interstate Lane Miles in Good Condition (%)	61.1	40.0	52.2	30.0	55.3
Non-Interstate Lane Miles in Poor Condition (%)	0.7	5.0	19.2	8.5	22.8
NHS Bridges in Good Condition (%)	26.3	25.0	44.6	15.8	40.7
NHS Bridges in Poor Condition (%)	4.0	4.0	9.5	12.0	7.9

Table 4. State Reliability Performance Targets

Reliability Targets	Kentucky		Illinois	
	Condition / Performance (2024)	2026 Target	Condition / Performance (2022)	2025 Target
Interstate Highway Reliable Person-Miles Traveled (%)	96.3	93.0	83.5	79.0
Non-Interstate NHS Reliable Person-Miles Traveled (%)	93.2	91.0	93.6	90.0
Truck Travel Time Reliability Index	1.26	1.35	1.32	1.37

Table 5. Transit Asset Management (TAM) Targets

Transit Asset Management Targets	Kentucky		Illinois		PMcMPO
	Condition / Performance (2025)	2026 Target	Condition / Performance (2024)	2025 Target	Condition / Performance (2025)
Revenue vehicles within a particular asset class that have either met or exceeded their ULB (%)	AO: 78.9	72	AO: 66.7		AO: 50
	BU: 48.6	60	BU: 23.2	13.2	BU: 60
	CU: 6.3	9	CU: 44.2	21.1	CU: 0
	MV: 39.9	36	MV: 76.4	19.3	MV: 100
	SV: 36.8	15	SV: /	/	SV: 100
	VN: 37.1	5	VN: 63.3	93.3	VN: 0
Non-revenue vehicles within a particular asset class that have either met or exceeded their ULB (%)	56.2	56	45.7	71.0	/
Facilities within an asset class, rated below condition 3 on the TERM scale (%)	7.5	0	7.2	10.8	0

**ULB: Useful Life Benchmark*

Vehicle TYPE: AO-Automobile; BU-Bus; CU-Cutaway; MV-Minivan; SV-Sports Utility; VN-Van; OT-Other

TERM: Transit Economic Requirements Model

03

TRANSPORTATION SYSTEM



The following sections provide a detailed discussion of the multimodal transportation system within the PMcMPO area. This includes a forward look at forecasted conditions using the PMcMPO Regional Planning Model (RPM).

Roadway Network

Roads and bridges comprise the most fundamental elements of the region's transportation infrastructure. Even with significant investments in alternative modes by the year 2050, automobiles, trucks, and other highway-related modes will still constitute the core of all transportation facilities. The PMcMPO roadway network characteristics recorded in this chapter are functional classification, number of travel lanes, Annual Average Daily Traffic (AADT), and congestion measures.

Functional Classification

A roadway's Functional Classification (FC) provides information about the intended character by identifying the types of functions it is designed to serve and the traffic volumes it can support. Arterials including Interstates are at the top of the hierarchy, intended for rapid, long-distance travel. Collectors provide more limited mobility but higher local access. Local roads are intended to provide access to different land uses.

Arterials and collectors can be further divided into major and minor categories. Major arterials, also known as principal arterials, are designed to manage higher traffic volumes and often feature multiple lanes and controlled access points. They play a crucial role in connecting various regions, metropolitan areas, and major activity centers, facilitating long-distance vehicle movement. In contrast, minor arterials serve as secondary routes within the roadway hierarchy, typically used for shorter trips. While they aid in traffic flow, they usually have fewer lanes and less rigorous design standards than major arterials. Despite this, they are essential for providing connectivity to local communities and supporting regional travel patterns.

Figure 2 depicts the functionally classified roadways within the PMcMPO planning area. Interstate and principal arterial facilities in the region include the following:

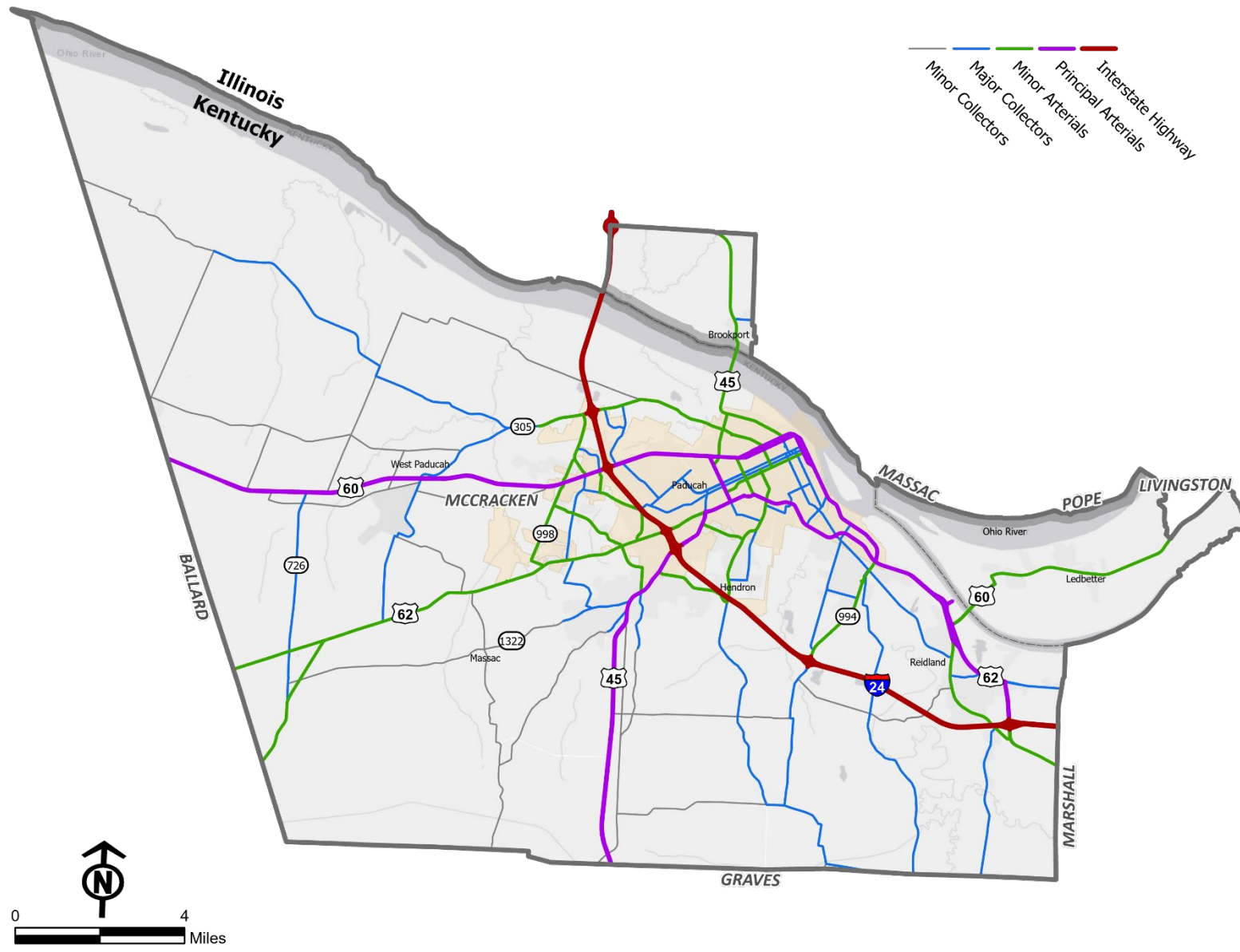
I-24 is the only interstate in the PMcMPO that serves as a vital corridor for both local and regional traffic, which provides the primary east-west connection for regional traffic traveling from Tennessee, through Kentucky and into Illinois. Within Illinois, it connects to I-57 which provides a direct connection to Chicago. It provides a vital connection to I-69 which connect Western Tennessee to Indiana, Michigan, and Canada. It also connects to I-169 east of Paducah near Hopkinsville.

US 60 provides the primary east–west connection providing access from Missouri through McCracken and Livingston Counties and connecting to I-69 in Henderson, Kentucky.

US 45 serves as major north–south arterial through Paducah, intersecting with I-24, US 60, and US 62 within the MPO and I-69 south of the MPO. In addition to I-24, US 45 provides a secondary connection between Illinois and Kentucky within the MPO boundary. West of the MPO, the nearest alternative river crossing can be found on US 51 between Wickliffe (KY) and Cairo (IL); to the east, the Cave-in-Rock Ferry provides access between states.

US 62 forms part of the principal east–west arterial system linked to I-24 and US 60.

Figure 2. PMcMPO Functional Classification



Number of Lanes

The number of lanes on a roadway is also a key feature of the MPO network, directly impacting the capacity of a roadway. In the PMcMPO area, multilane corridors are concentrated along the primary regional network, including US 60, US 62, US 45, and I-24, where higher lane counts support peak hour commuting travel and freight demand. In contrast, the surrounding collector and local street network are predominantly composed of two-lane roads that provide neighborhood access and distribute traffic toward the principal arterials. The lane configuration highlights the dependence of regional mobility on multilane corridors and underscores the importance of interstate and state roads for operational performance within the MPO. **Figure 3** depicts the number of through lanes on PMcMPO roadways.

Traffic Volume

Traffic volumes along roadway segments provide critical insight into regional and subregional travel patterns within the PMcMPO area. Corridors with higher vehicular volumes indicate locations where travel demand is greatest, making the preservation of safe and efficient operations on these facilities essential to overall transportation system performance. Annual Average Daily Traffic (AADT) serves as a standardized measure of roadway use across the network and enables the MPO to identify capacity constraints. **Figure 4** shows the AADT distribution.

The traffic volume information presented in this analysis is derived from 2024 data provided by KYTC and IDOT. Observed traffic patterns generally correspond with roadway functional classification and number of lanes, with the highest volumes occurring along interstates and US routes. While existing traffic volumes illustrate current network utilization, the PMcMPO Regional Planning Model (RPM) is used to further assess the future system conditions. These data inform planning decisions related to roadway widening, intersection improvements, operational strategies, and potential new facility development. For more information on the RPM, the Model Documentation and Users Guide is presented in **Appendix A**.

Figure 3. PMcMPO Number of Through Lanes

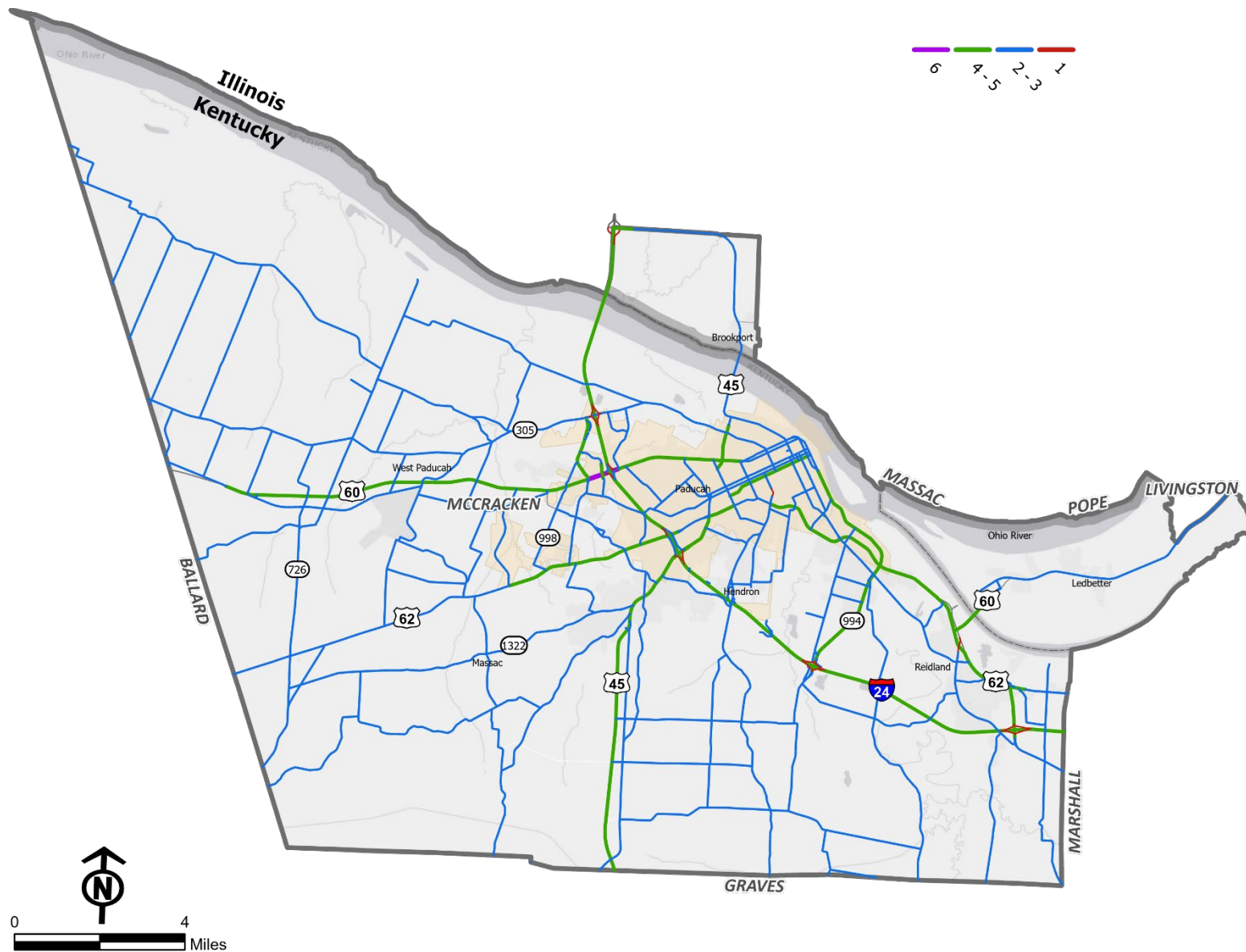
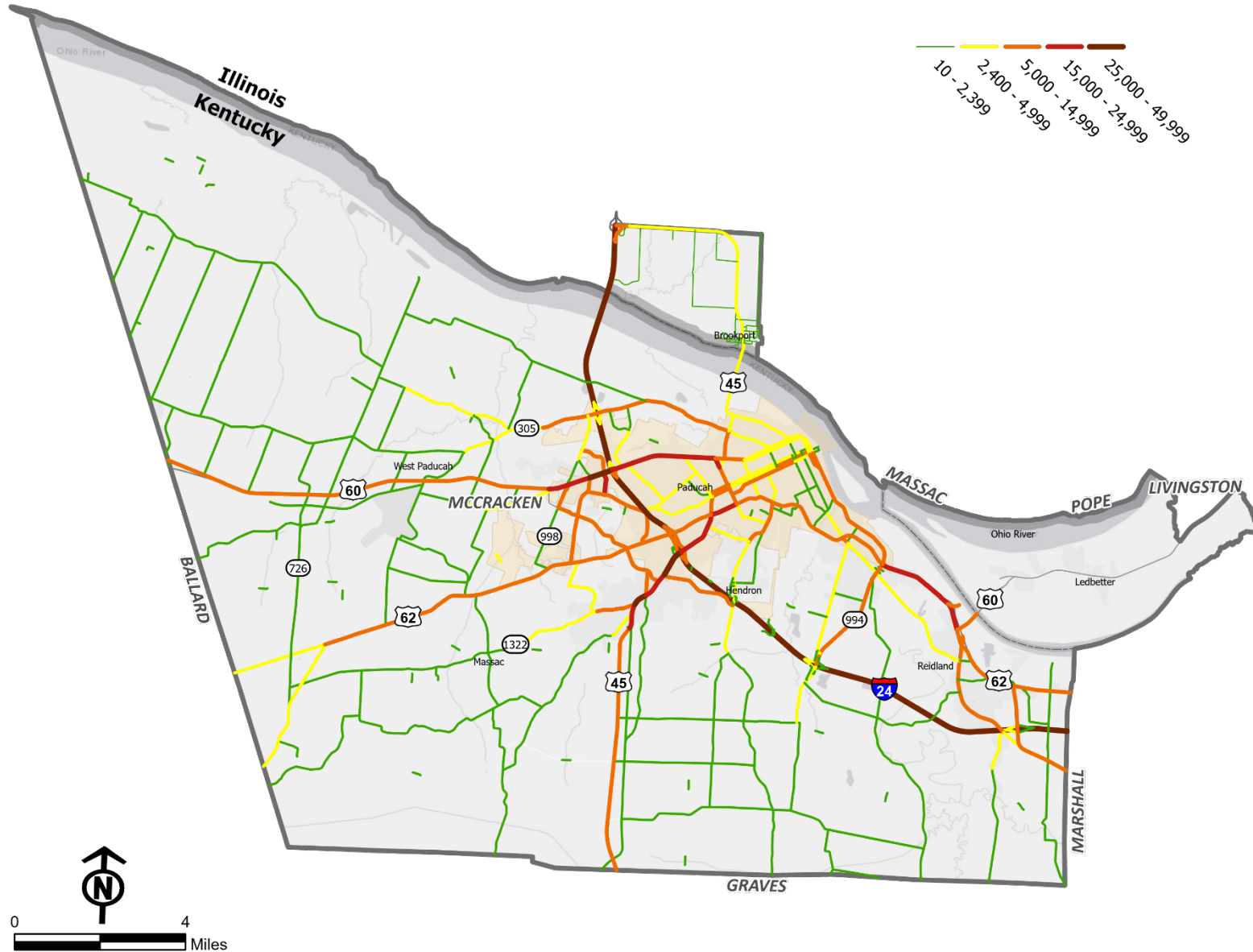


Figure 4. PMcMPO Annual Average Daily Traffic (AADT)



Roadway Congestion

Traffic volumes only provide a piece of the story because they do not account for functional classification and roadway capacity. At the regional level, one measure that can be used to determine roadway congestion is volume-to-capacity (V/C) ratios, which are calculated by dividing the traffic volume of a roadway segment by its theoretical capacity. The resulting measurement provides a benchmark for levels of congestion and standardizes traffic analysis. A V/C ratio greater than 1.0 indicates that the current level of traffic exceeds the capacity of the roadway, indicating congested conditions.

Figures 5 and 6 show how roadways in the PMcMPO area performed for the 2022 AM and PM peak hours, respectively. The AM peak period is defined as 6:00–9:00 a.m., while the PM peak period is defined as 3:00–6:00 p.m. The V/C ratios computed for these roadways are based on output from the PMcMPO’s RPM, which predicts volumes and movement on the transportation system based on development patterns, mode choice, and preferred routing based on trip length, speed, and trip impedance. The RPM extends into neighboring counties in order to more accurately forecast volumes within the MPO area. The map of existing V/C ratios shows minimal congestion in the PMcMPO area. Road segments with notable congestion in the model base year are mainly along US 45.

To predict future conditions, a future year model was established for 2050, and comparable results are generated including 2050 V/C ratios. The analysis considered changes in land use, population, employment, modal shift and other factors. **Figures 7 and 8** depict traffic congestion in 2050 for the PMcMPO area assuming no changes in the roadway network.

Figure 5. 2022 V/C Ratios (AM Peak)

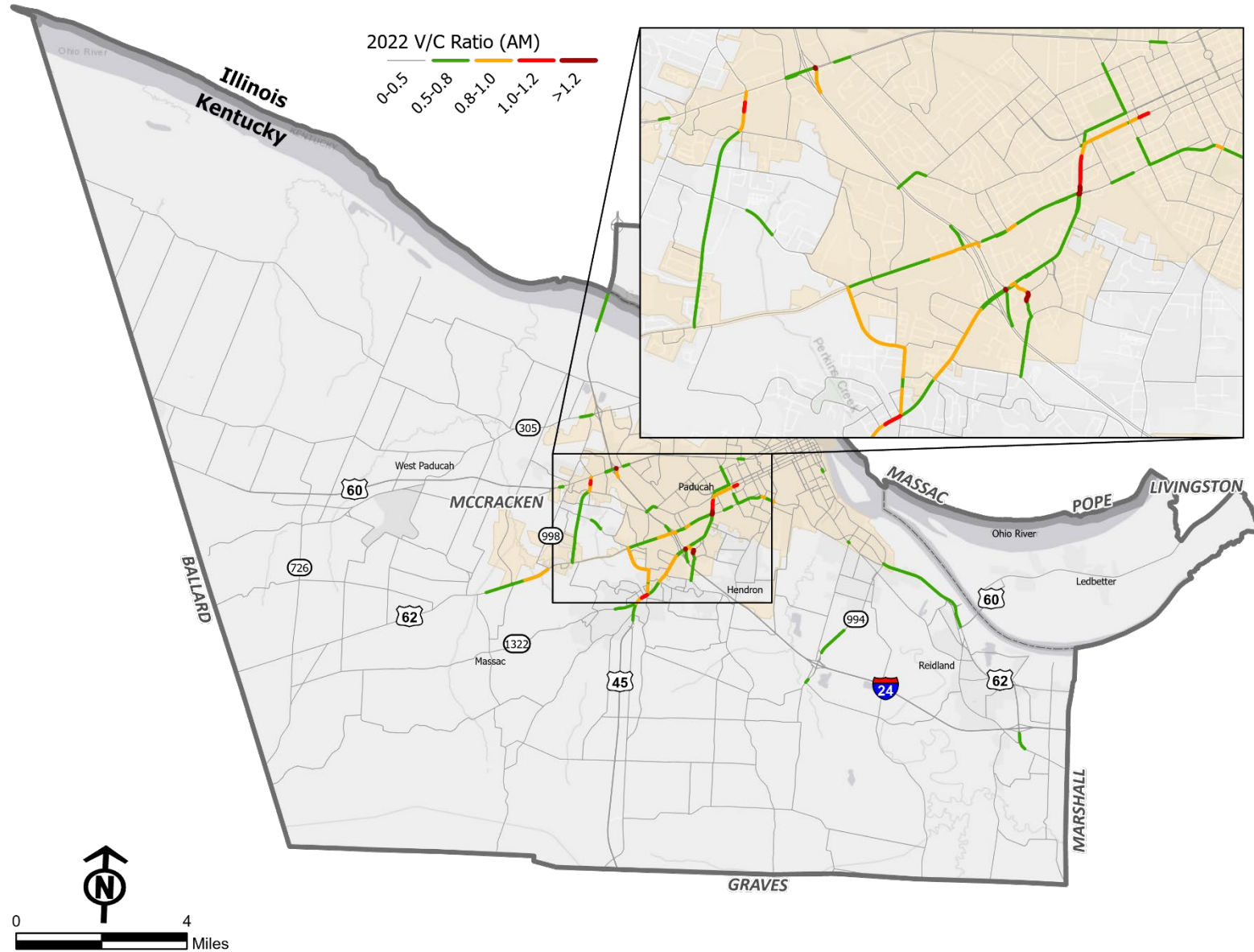


Figure 6. 2022 V/C Ratios (PM Peak)

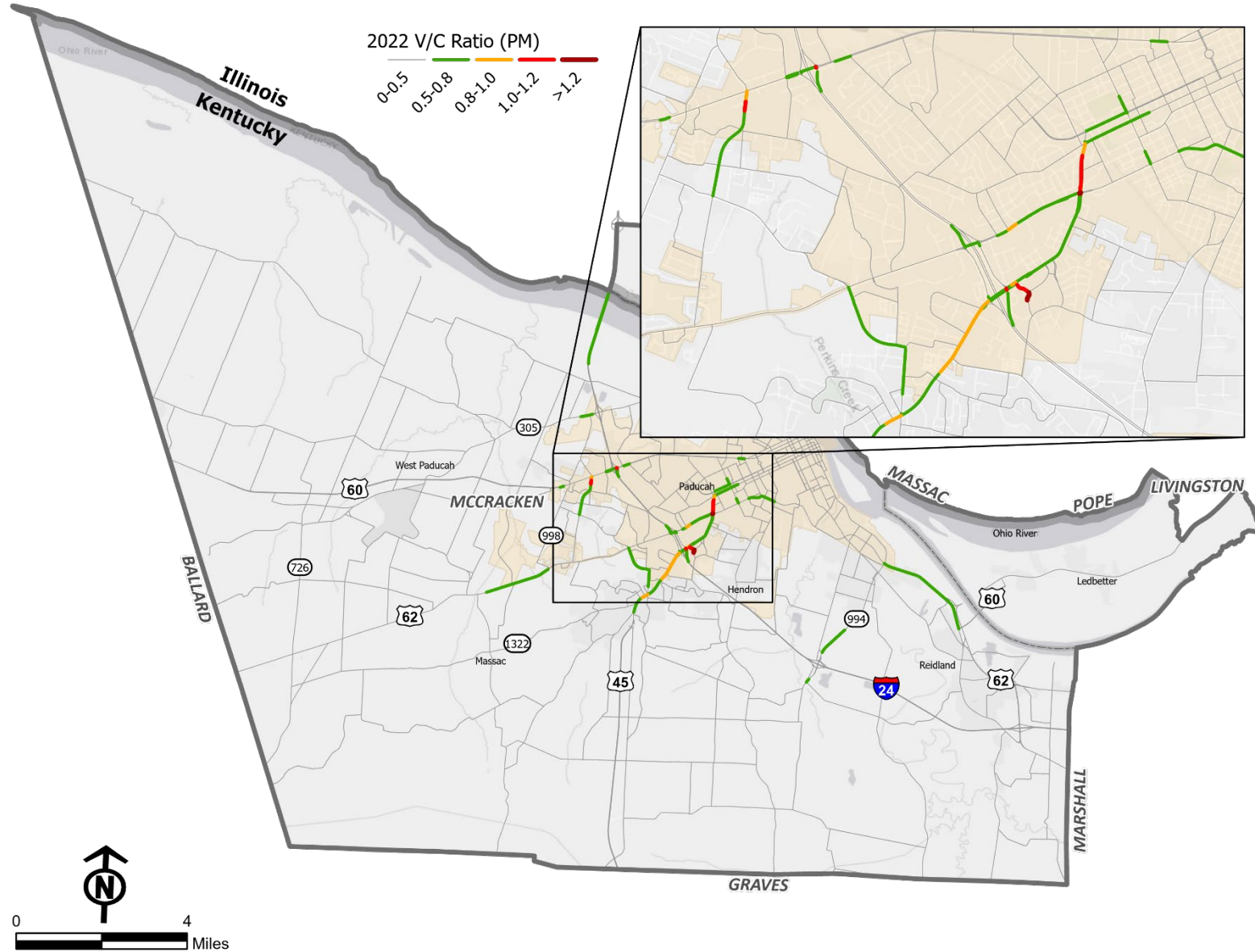


Figure 7. 2050 V/C Ratios (AM Peak)

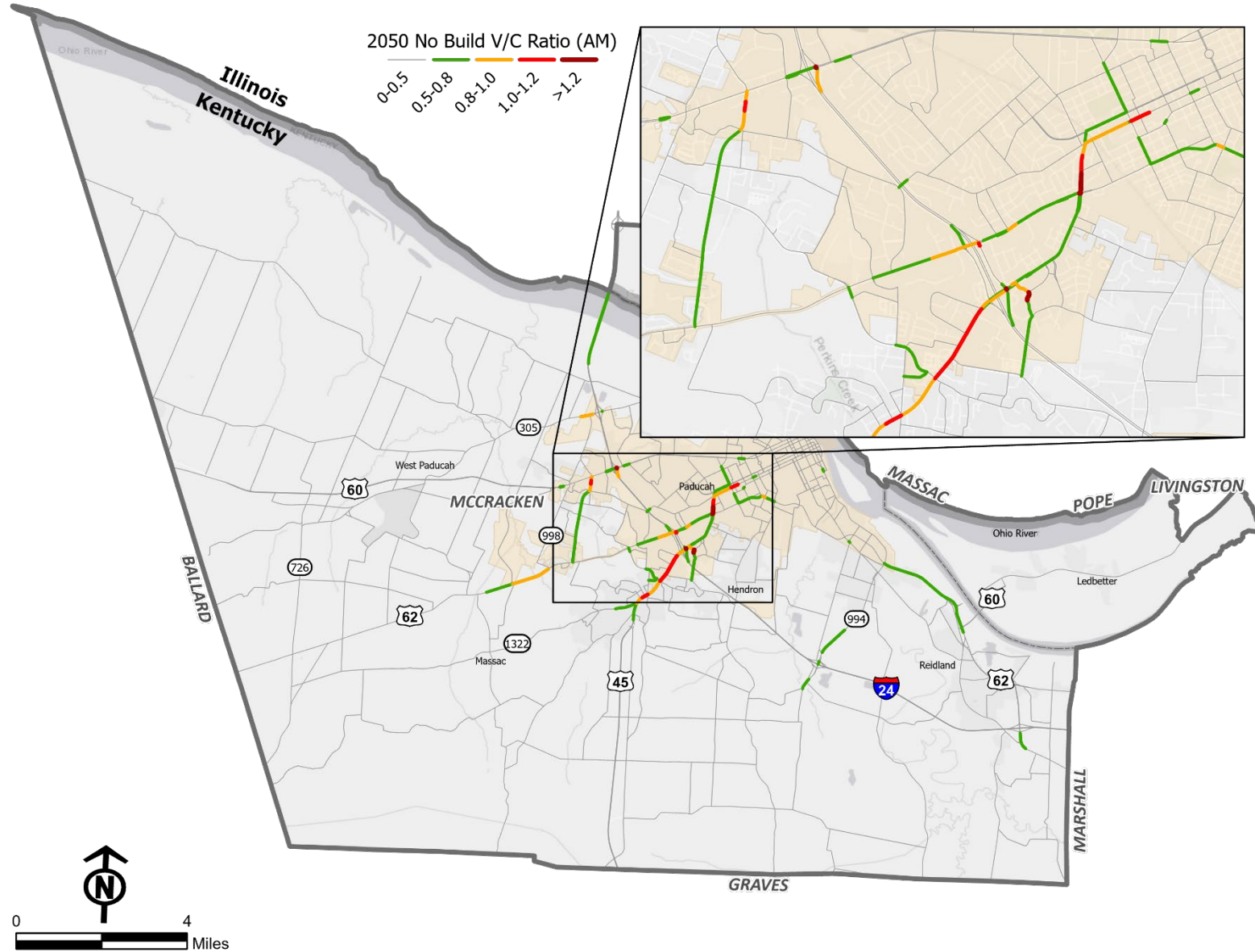
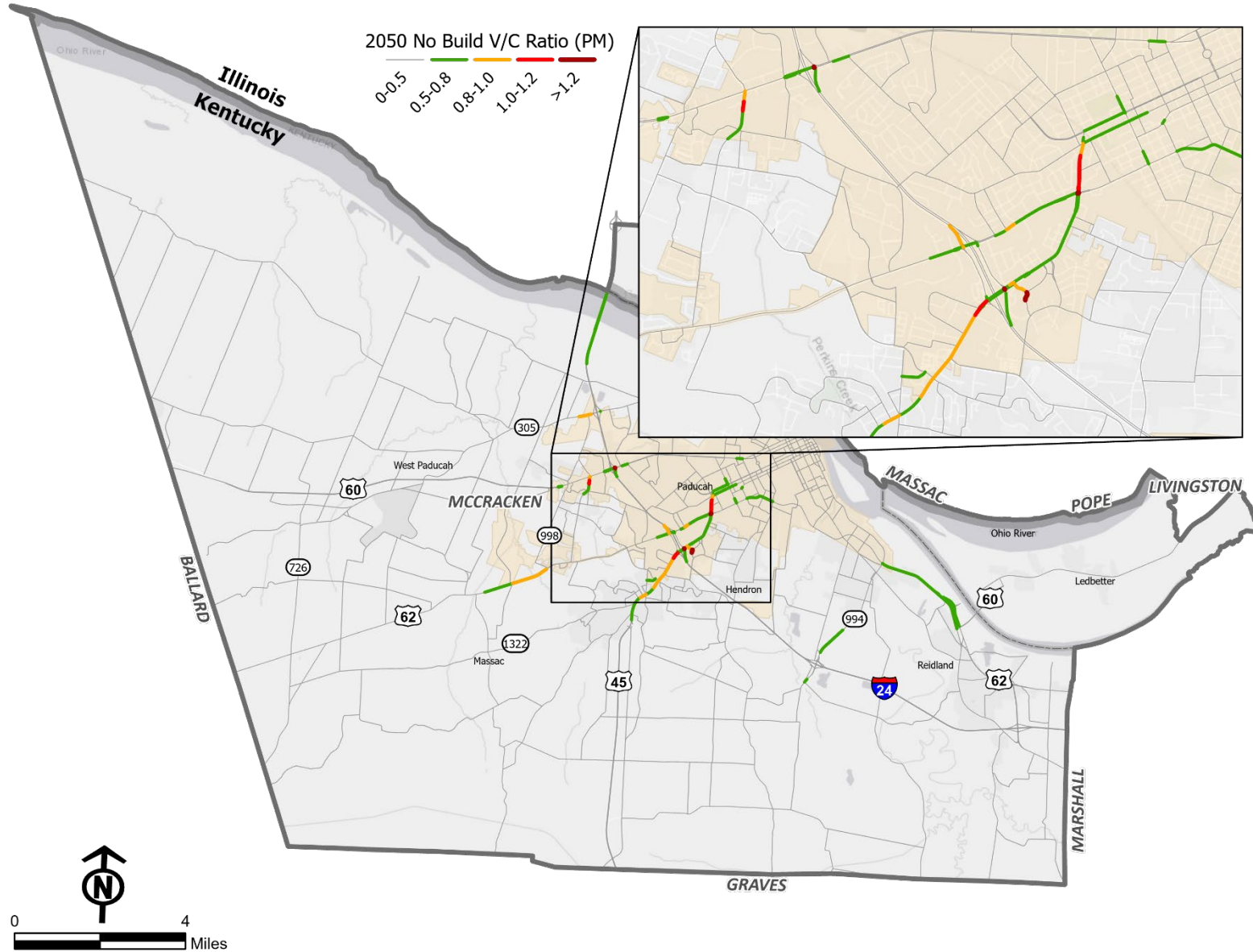


Figure 8. 2050 V/C Ratios (PM Peak)



Safety

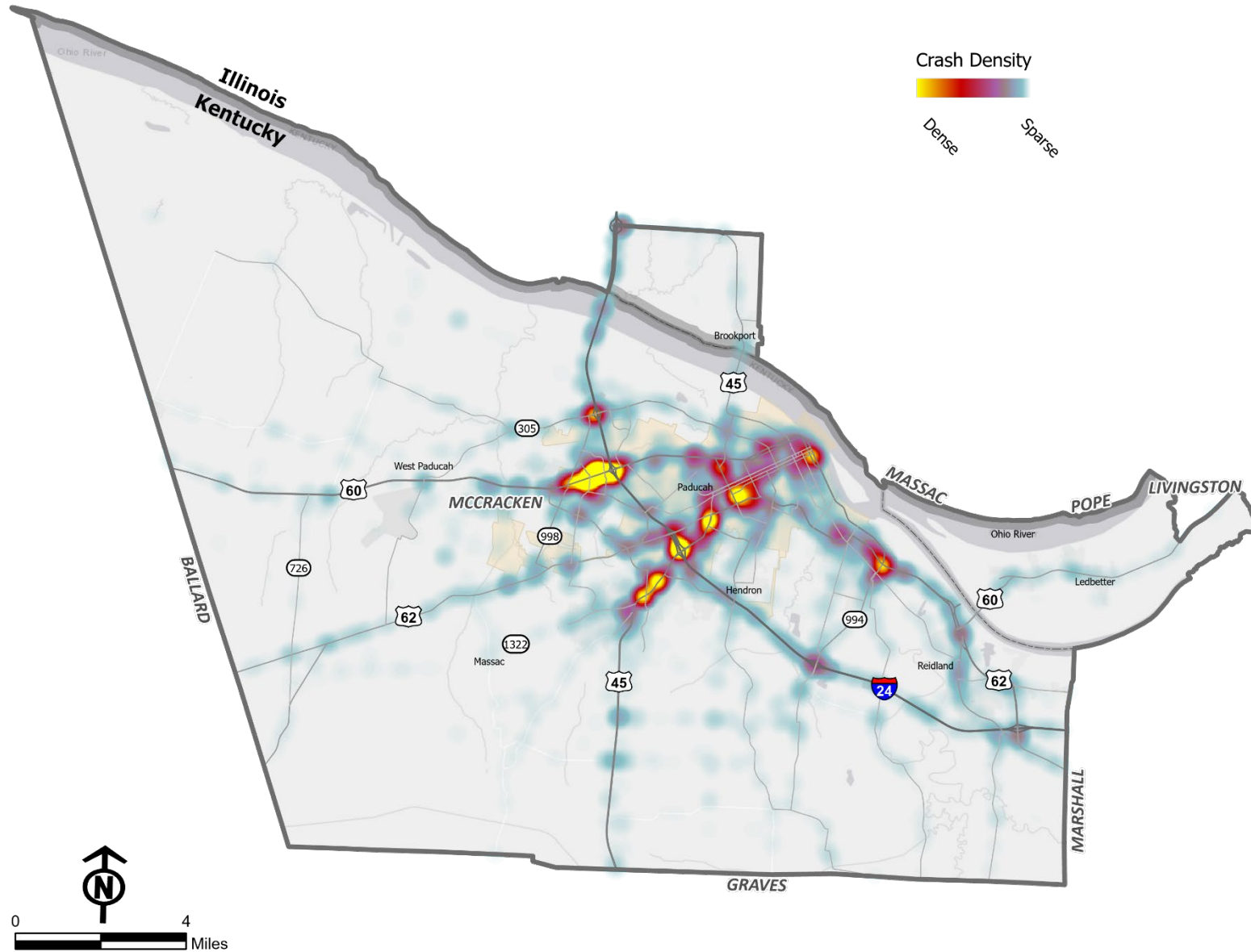
The safety analysis summarized crash data between 2019-2023 within the PMcMPO area, to highlight locations that experience a large number of crashes for different roadway users. These locations provide insight into locations and users that can benefit from safety improvements.

All Crashes

Figure 9 displays the heat map incorporating all crashes that occurred within the study area, with the highest densities clustered along the primary arterial network serving the urban core. The most prominent hotspot is in suburban Paducah along the US 60/US 45 corridor and adjacent commercial activity centers. Additional moderate density clusters extend southeast along the I-24 and US 60 corridors. In contrast, peripheral rural areas and local roadways exhibit comparatively low crash densities. Crash severities are classified based on the Modal Minimum Uniform Crash Criteria (MMUCC), 4th Edition.

- K – Fatal Injury: indicates a person was killed as a result of the collision and died within 30 days of the collision.
- A – Suspected Serious Injury: any non-fatal injury which prevents the person from walking, driving, or normally continuing the activities he / she could perform prior to the collision and does require medical attention. Includes severe lacerations, broken limbs, skull fracture, internal injuries, unconsciousness when leaving the scene, or inability to leave scene without assistance.
- B – Suspected Minor Injury: evident to observers at the collision scene such as minor lacerations, bruises, and abrasions.
- C – Possible Injury: claim of injury and / or pain that is not evident to the eye. Includes momentary unconsciousness, limping, nausea, and hysteria.
- O – No Apparent Injury: property damage only.

Figure 9. PMcMPO Crash Heat Map (All Crashes) from 2019 to 2023



K&A Crashes

Fatal and serious injury crashes, known as K&A crashes, were highlighted to provide insight into where the most dangerous crashes are occurring, shown in **Figure 10**. Hotspots are located along the region's principal arterial corridors, including US 62, US 45, US 60 and the I-24 interchange area, as well as within the urban core of Paducah where higher traffic volumes, complex intersections, and multimodal activity increase crash severity risk. Additional clusters appear along major corridors extending toward surrounding suburban areas, while local roads generally exhibit more dispersed K&A occurrences, highlighting priority locations for targeted safety countermeasures.

Pedestrian- and Bicycle-Involved Crashes

Pedestrian- and bicycle-involved crashes are highlighted in **Figure 11** to help identify roadways with higher rates of active transportation crashes. These incidents are predominantly concentrated within the Paducah urbanized area and along key arterial corridors such as US 60, US 45, and US 62. The observed pedestrian- and bicycle-involved crashes underscore the need for targeted safety improvements.

Figure 10. PMcMPO K&A Crashes from 2019 to 2023

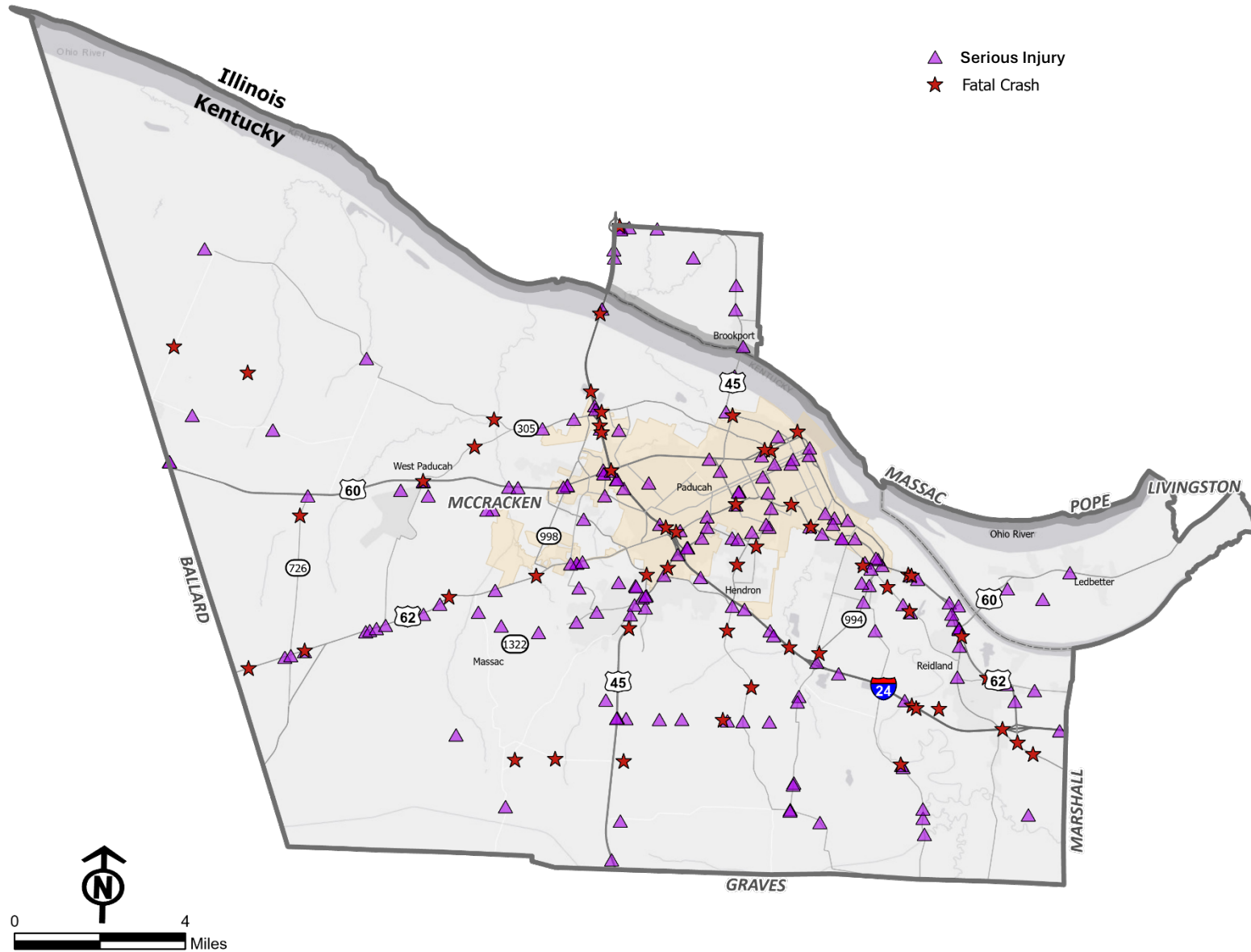
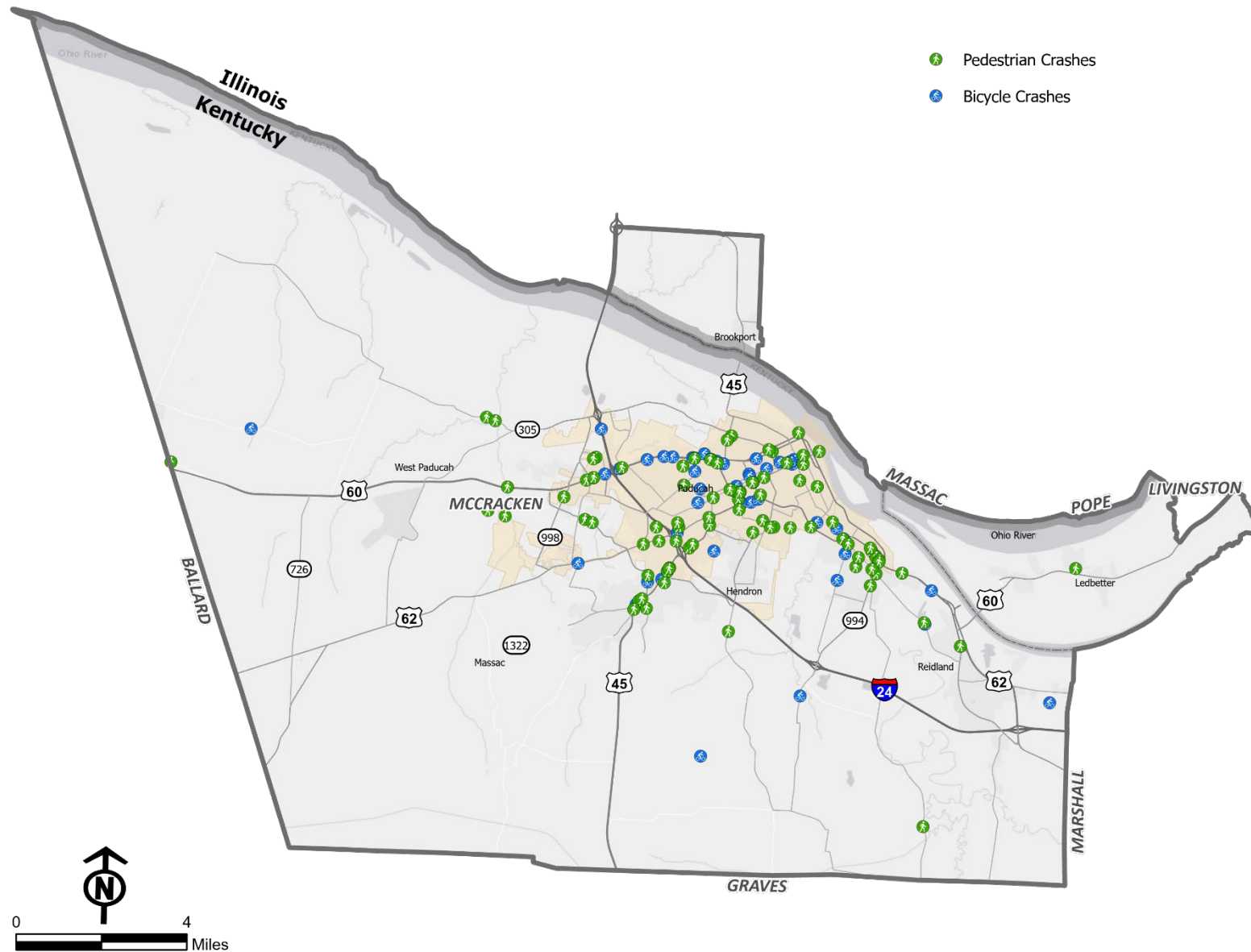


Figure 11. PMcMPO Pedestrian and Bicycle Crashes from 2019 to 2023

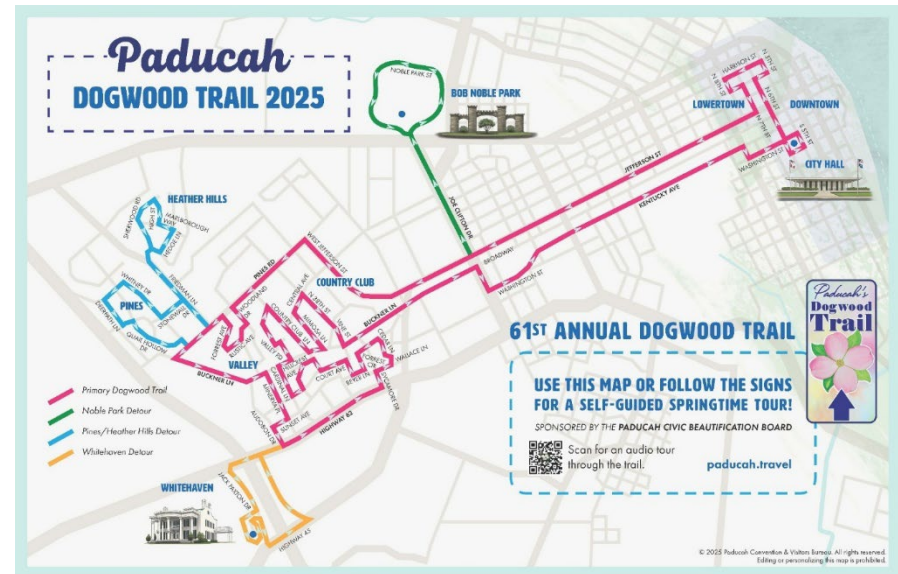


Bicycle and Pedestrian

Active transportation infrastructure and greenspaces are most developed within the urban core, reflecting the presence of the Clyde F. Boyles Greenway Trail, a more than five-mile non-motorized corridor linking residential neighborhoods with parks including Schultz Park, Burnett Street Boat Launch, Bob Noble Park, Stuart Nelson Park, and Perkins Creek Nature Preserve. Paducah Wall to Wall Murals along the concrete floodwall downtown depict Paducah's rich history. In addition, Paducah hosts the annual Dogwood Trail, a seasonal self-guided scenic route in appreciation of dogwoods and spring plantings.

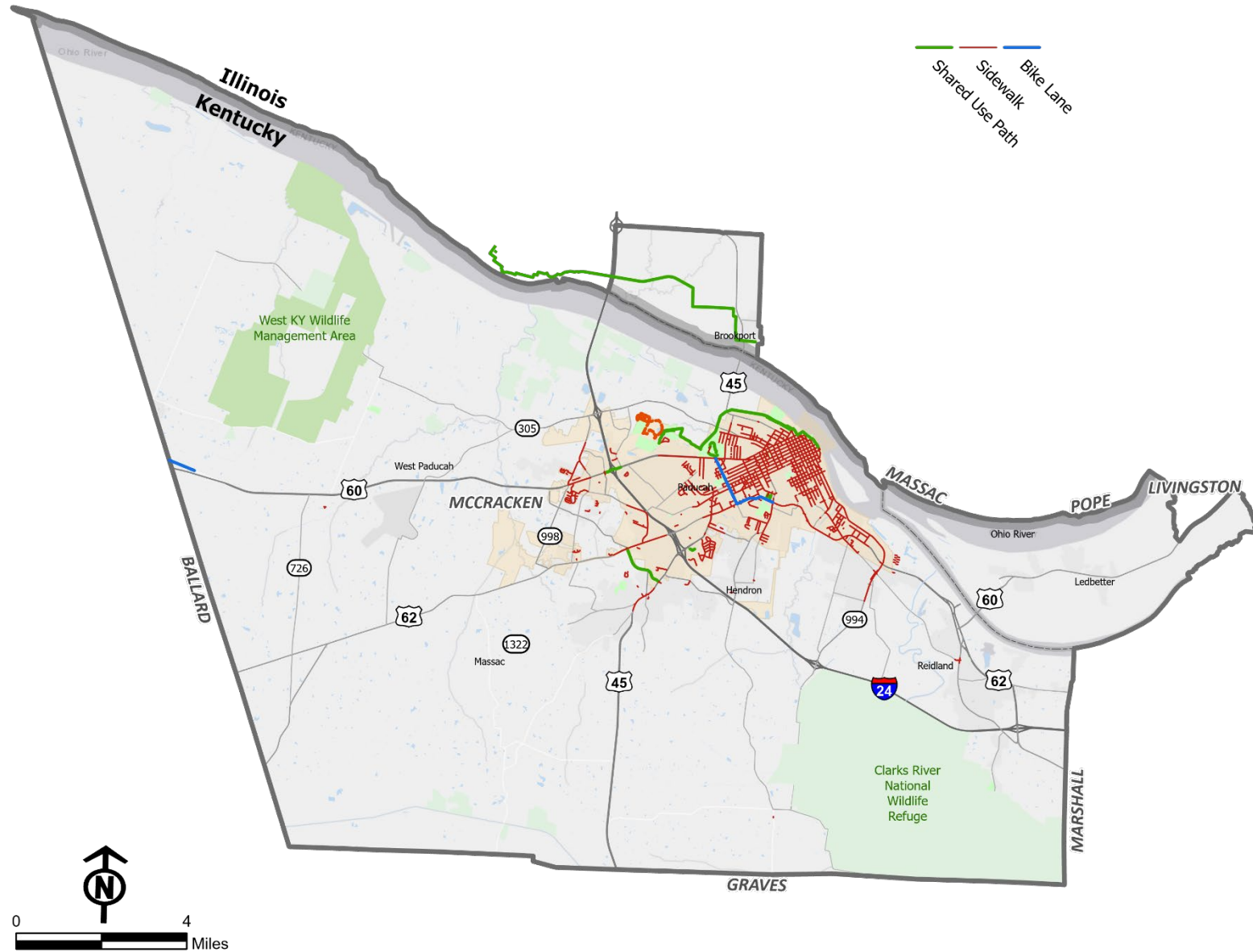
Figure 12 depicts the existing multimodal transportation network and bicycle–pedestrian infrastructure distribution within the PMcMPO area. Bicycle routes, pedestrian connections, and trail corridors are most prevalent in the urban core and along key activity corridors.

Current and planned improvements further shape the trail network. City-led initiatives supported by the National Park Service's Rivers, Trails, and Conservation Assistance Program are advancing Greenway Trail extensions, an urban bike loop, and complete-street corridors. These efforts are complemented by capital projects such as riverfront multimodal pathway construction and intersection enhancements funded through federal Better Utilizing Investments to Leverage Development (BUILD) and Transportation Alternatives grants, demonstrating continued investment in pedestrian and bicycle accessibility.



Source: Paducah Convention & Visitors Bureau.

Figure 12. Bicycle and Pedestrian Facilities



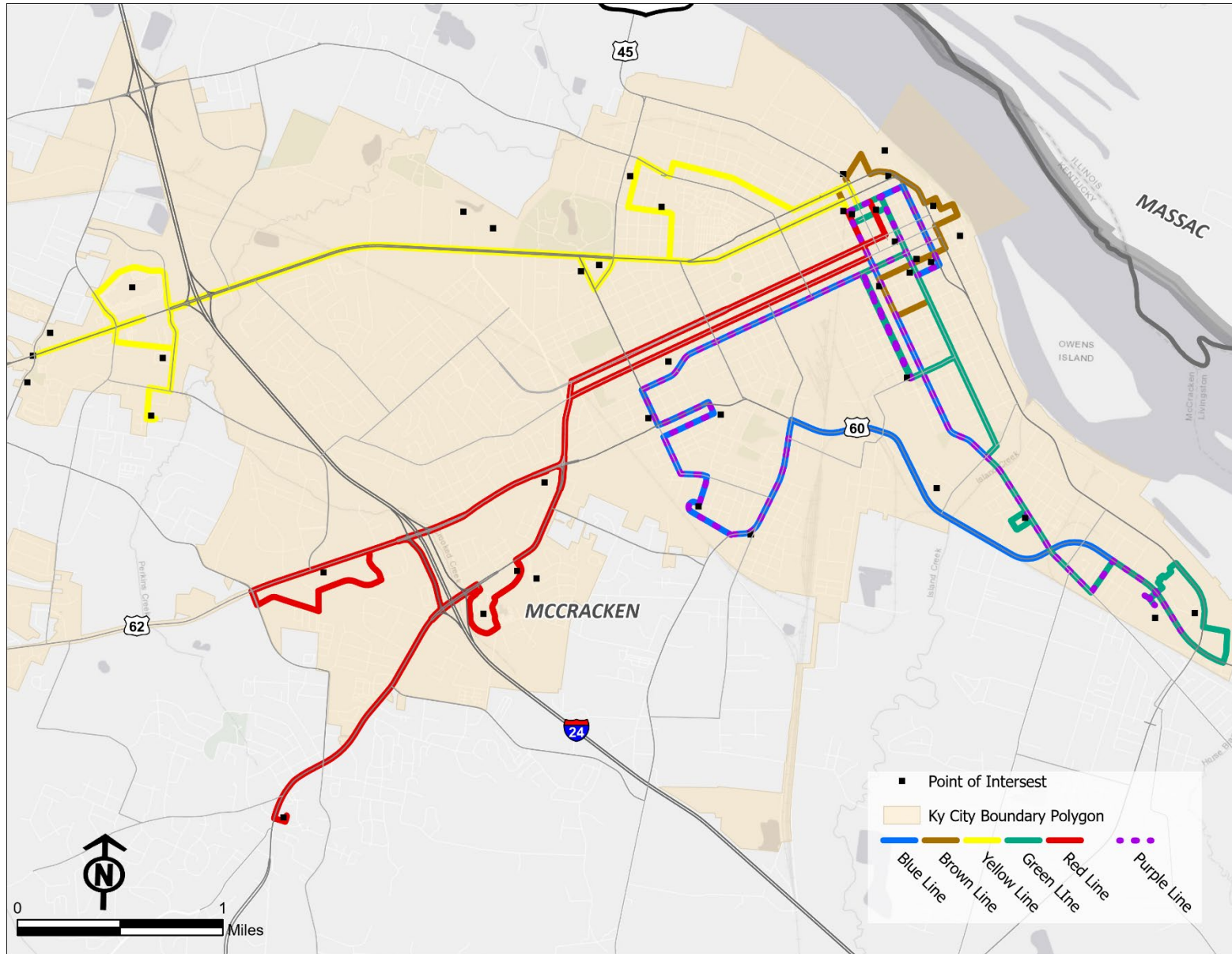
Public Transit

Public transportation within the PMcMPO is primarily provided by the PATS through a combination of fixed-route and scheduled demand-response services operating Monday through Saturday. The fixed-route network shown in **Figure 13** comprising the Blue (Downtown/Midtown/Southside), Green (Southside), Red (Lone Oak), and Yellow (Mall Area/West End) lines—provides daytime circulation between residential neighborhoods, downtown Paducah, commercial corridors, medical services, and employment centers, with service beginning around 7:00 AM and concluding shortly before 7:00 PM. A contingency Purple Line merges portions of the Blue and Green routes to preserve southside coverage during operational disruptions, ensuring continuity of access to key stops and activity centers.

The fixed routes focus on the urban core areas, connecting residential neighborhoods with key destinations such as groceries, medical facilities, shopping centers, schools, and social services. Beyond fixed routes, PATS offers several scheduled mobility services including Dial-A-Ride, ADA complementary paratransit, airport shuttle service, and Medicaid non-emergency medical transportation that support mobility for transportation disadvantaged and transit dependent populations.

PATS also provides an Intercity Feeder Service connecting residents of Ballard, Marshall, and McCracken counties to the PATS terminal, Barkley Regional Airport, and the Greyhound terminal for \$20 per one way.

Figure 13. PMcMPO Public Transit Fixed Routes



Bridges

Bridge conditions are a significant part of transportation performance measuring for future planning. According to National Bridge Inventory, there are 216 bridges within the MPO area, with 88 in good condition, 111 in fair condition, and 17 in poor condition, shown in **Figure 14**. As previously noted in **Table 3**, the percentage of bridges in poor condition in the MPO area significantly exceeds the Kentucky statewide average, underscoring a critical need for bridge maintenance and reinvestment.

Pavement

Based on available Transportation Report and Analysis for Kentucky (TRAK) data, approximately 55 percent of rated lane miles within the PMcMPO are in good condition and 23 percent are in poor condition, as illustrated in **Figure 15**. Pavement conditions are only reported for a subset of roads within the MPO area and are not directly comparable to state performance targets presented in Table 3. A statewide review using TRAK illustrated results were higher than the FHWA reported data. Therefore, the PMcMPO results should be treated as a preliminary screening measure but, in general, indicates local pavement conditions have a higher percentage in poor condition than state averages.

Security and Resiliency

The PMcMPO is highly influenced by its location along the Ohio River floodplain, making engineered flood protection and stormwater management infrastructure essential to maintaining transportation system reliability. The community is protected by an integrated system of floodwalls, floodgates, and associated pump stations designed to reduce riverine flood risk of urbanized areas during high-water events.

The Federal Emergency Management Agency (FEMA) identifies flood hazards, assesses flood risks, and provides accurate data to guide actions that result in safer and more resilient communities. This data is shown in **Figure 16** as Flood Insurance Rate Maps (FIRMs) with structural protections.

Figure 14. Bridge Inventory in the PMcMPO

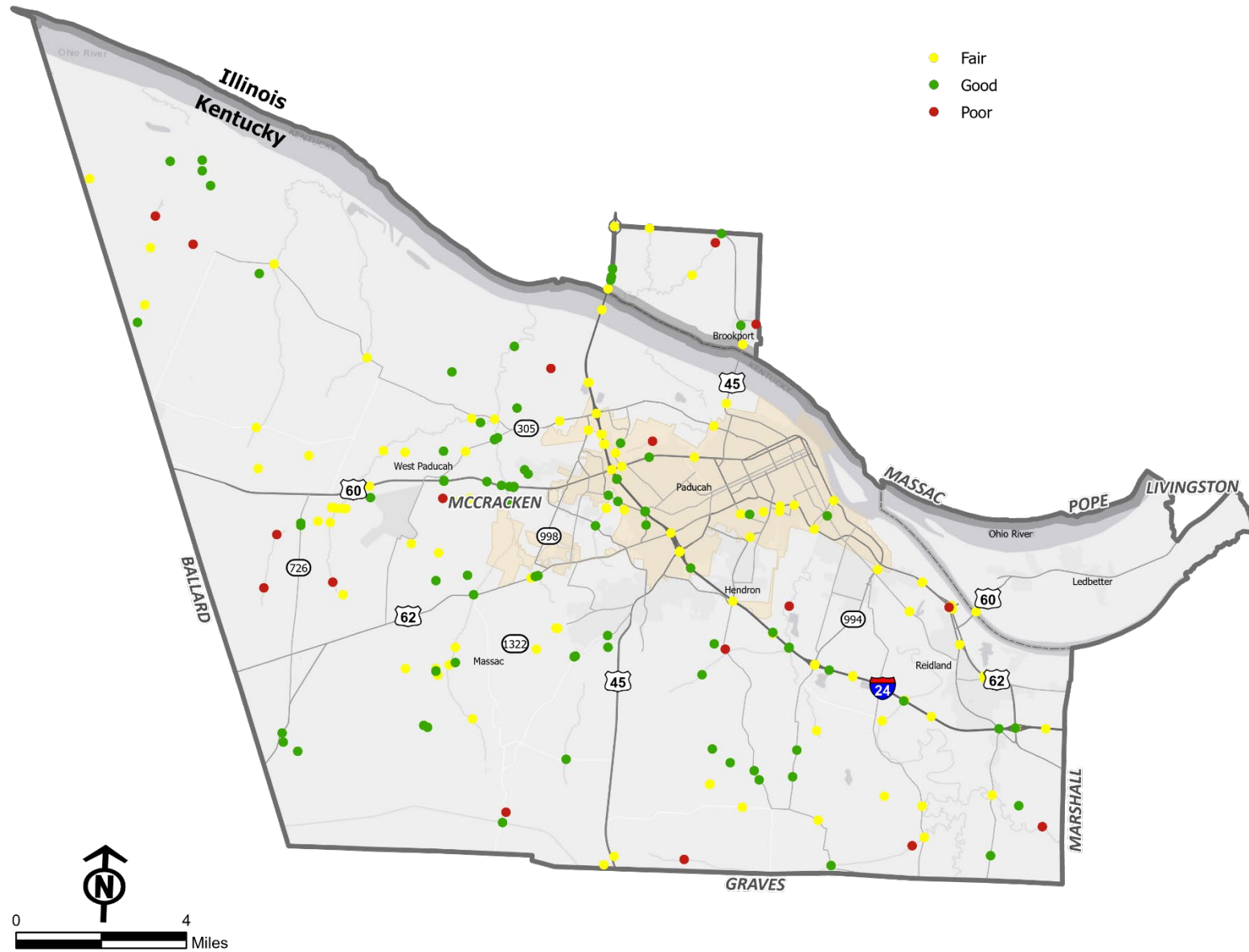


Figure 15 Pavement Condition in PMcMPO

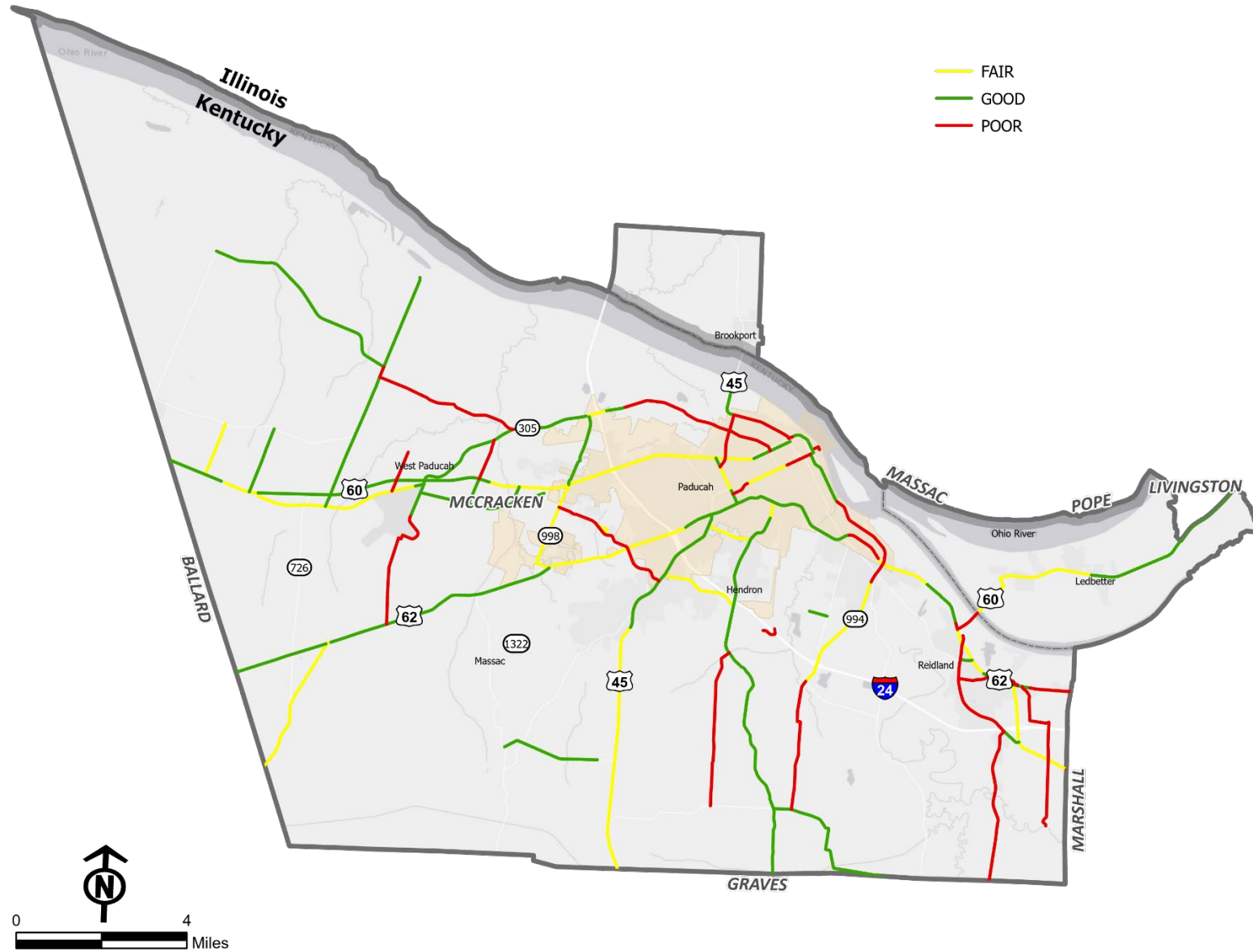
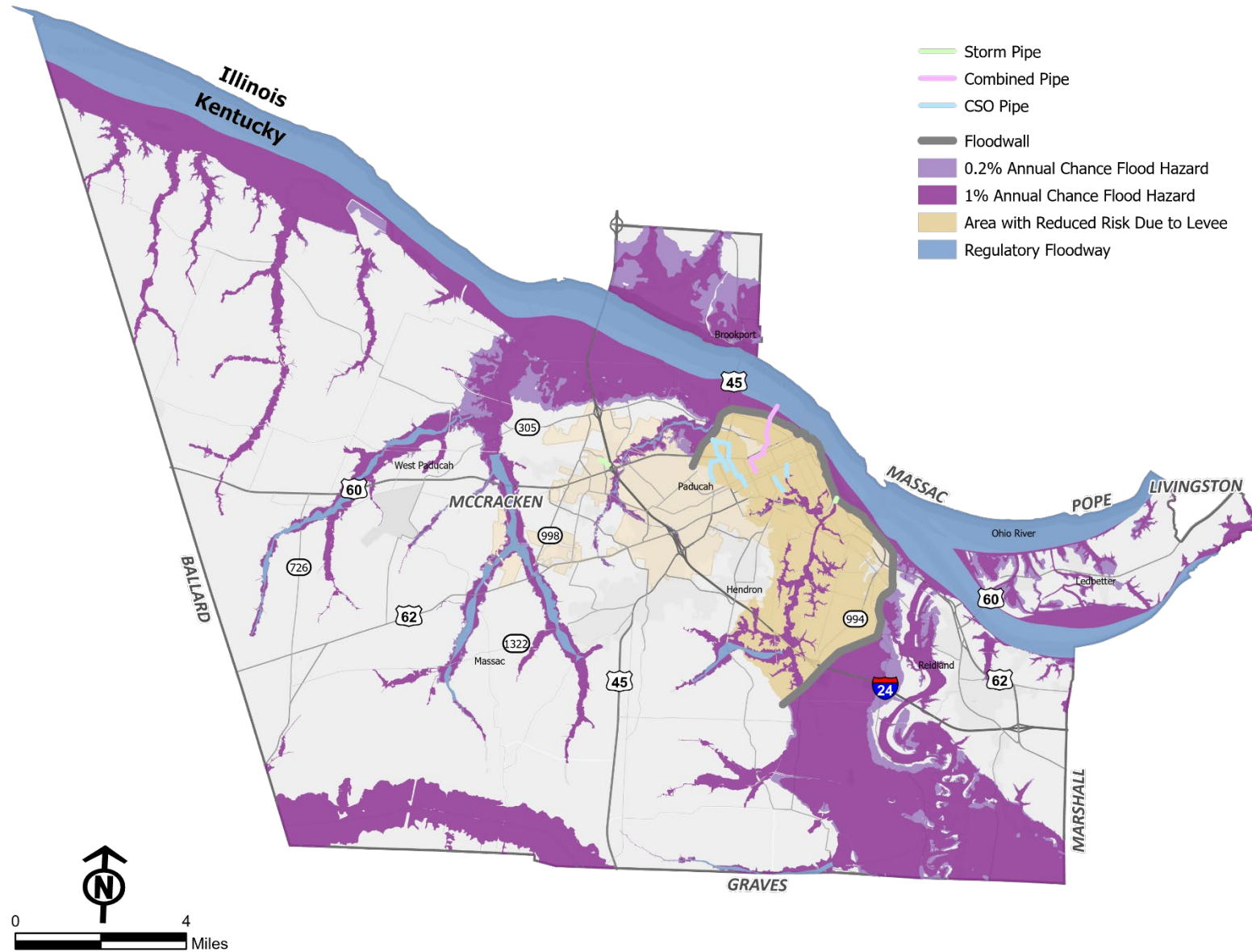


Figure 16. Floodplain and Drainage Infrastructure



Freight Network

The regional airport, rail network, interstate highway system anchored by Interstate 24 and the Ohio River create a multimodal freight network that supports commodity distribution into and out of the region. **Figure 17** compiles the aviation, land, and water-based freight network. This integrated system positions the Paducah region as a key freight crossroads in western Kentucky, facilitating connections between the Midwest, Southeast, and national markets.

Airports

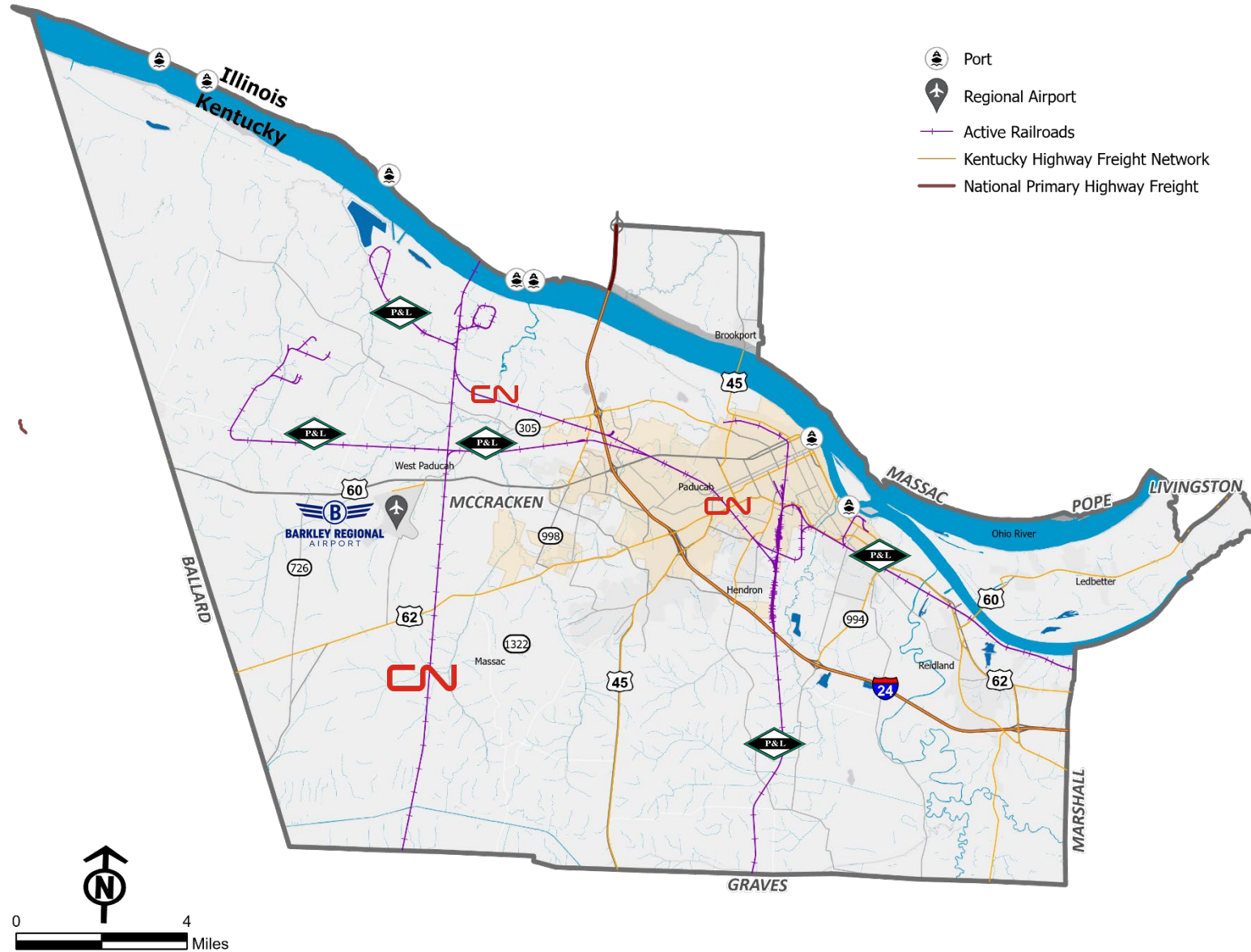
Air service in the MPO is provided by Barkley Regional Airport, located in western McCracken County, 14 miles west of Paducah. The airport serves as the primary aviation gateway for western Kentucky and portions of southern Illinois. Its proximity to I-24, US 60 and US 45 enhances regional accessibility for passengers.

As part of Essential Air Service (EAS) program that aims to provide air service to more isolated, rural communities, Barkley Regional Airport offers daily round-trip flights to and from Chicago and Houston by United Airlines. The airport mainly supports passenger travel, serving about 10,000 passengers annually, with no significant air cargo operations.

Railroads

Canadian National Railway (CN) and Paducah & Louisville Railway (P&L) are the primary railroad owners in the PMcMPO area, providing significant service of industrial shipping and bulk commodities. Besides these railroad owners, BNSF Railway also has rights to run trains on parts of the rail system. As Amtrak does not operate within the MPO area, the region's railroads are dedicated to freight service. The railroad companies primarily transport commodities such as coal, grain, agricultural commodities, consumer goods, construction materials, chemicals, iron, and steel. According to the Federal Railroad Administration, CN operates an average of fourteen trains per day through Paducah while P&L operates approximately three trains per day.

Figure 17. Freight Network with Airports, Railroads, and Waterways





The P&L was awarded funding for project development, infrastructure upgrades, and locomotive rehabilitation through the Federal Railroad Administration's (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) program in 2023. These investments are expected to enhance system performance and safety along P&L-operated corridors by reducing delays and increasing resiliency.

The closest Amtrak station is Fulton, Kentucky and serves the City of New Orleans line which runs north-south between Chicago, Illinois and New Orleans, Louisiana. This is approximately 45 minutes from Paducah.

Waterways

The Paducah-McCracken County Riverport Authority is a full-service inland port facility located in Paducah at the meeting of the Ohio and Tennessee Rivers. The riverport has 48 total acres of space and 2,300 cumulative feet of river frontage. The port includes on-site warehouse capacity exceeding 14,000 tons, outside storage yards, and switching services. Some of the top traded commodities within the PMcMPO riverports are coal, nonmetallic minerals, agricultural production & livestock, petroleum or coal products, chemicals or allied products, clay/concrete/glass/stone, and crude petroleum or natural gas.

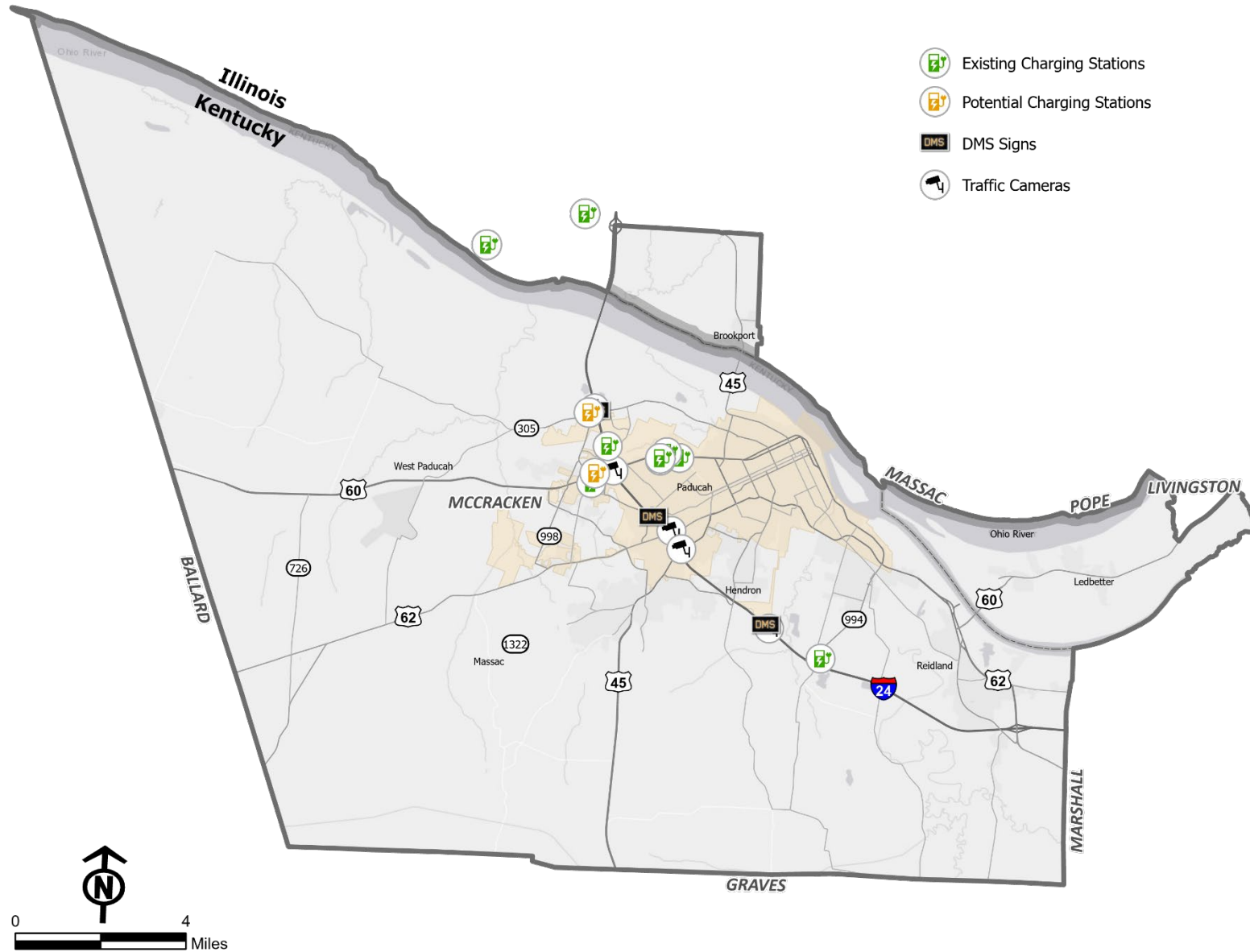
The Ohio River and Tennessee River form the primary waterways of the MPO and are among the nation's most significant inland navigation corridors. Complementing rail, truck, and air freight systems, commercial barge cargo enables efficient movement of bulk commodities including coal, petroleum products, construction materials, agricultural commodities, fertilizers, and chemicals across inland ports.

Other Infrastructure

Figure 18 displays Intelligent Transportation Systems (ITS) infrastructure and current and potential charging stations in the study area. There are fewer than ten electric vehicle (EV) charging stations within the MPO area, located in city of Paducah. To advance the development of a reliable, convenient, and affordable EV charging network, statewide deployment is supported by federal investment through Infrastructure Investment and Jobs Act (IIJA) and the National Electric Vehicle Infrastructure (NEVI) program, which together provide substantial funding to expand fast-charging infrastructure. Implementation is guided by Kentucky's EV Infrastructure Deployment Plan, developed through coordination among the Kentucky Transportation Cabinet, Energy and Environment Cabinet, Public Service Commission, and federal partners, ensuring a strategic and phased approach to network expansion. KYTC has obligated approximately \$36.9 million in NEVI funding to date. These funds were allocated to Phase 1 of Kentucky's EV Charging Program for building out Kentucky's Adaptive Fast Charging (AFC) network and program administration. In Paducah, one charging station developed by Pilot Travel Centers LLC was awarded program dollars. Illinois is also committed to the installation of electric vehicle chargers through the NEVI program with more than 50 sites currently in the development process; however, no sites are within the MPO area.

Additionally, an increasing range of smart technologies and intelligent transportation applications assist the operation and management of current traffic networks. Technologies commonly applied in ITS include wireless communication and monitoring tools, data collection and analysis systems, and route management applications. The ITS infrastructure in the PMcMPO includes Dynamic Message Signs (DMS) and traffic cameras, which are distributed along I-24.

Figure 18. EV Infrastructure and ITS Infrastructure



04

REGIONAL PROFILE



The following chapter examines the demographic trends, environmental characteristics, and commuting patterns for the MPO area and provides additional context for how the region is evolving.

Population

From **Figure 19** we can tell the population within the PMcMPO region is highly concentrated in the urbanized areas including Paducah, Massac, Hendron, Farley, and Reidland.

As official long-range population projections are published at the county level, projections for the MPO area were developed using a proportional allocation methodology based on 2020 Decennial Census population shares within each county.

Statewide projections indicate steady population growth in Kentucky through the planning horizon, while Illinois is projected to decline. In comparison, the PMcMPO area is expected to experience modest, gradual growth over time. PMcMPO's population reached approximately 71,000 residents in the 2020 Census. Long term, the MPO area is forecasted to have 74,400 residents in 2050, reflecting a slight increase of about 5 percent between 2020 and 2050. Long-range planning projections prepared for regional and comprehensive planning efforts suggest moderate growth over the next three decades as shown in **Table 6** and **Figure 20**.

These population forecasts provide a foundation for travel demand modeling, infrastructure investment planning, and long-range system evaluation through the 2050 horizon year. The MPO will continue to monitor updated Census releases and state projection data to ensure alignment with evolving regional demographic trends.

Figure 19. 2024 Population Density

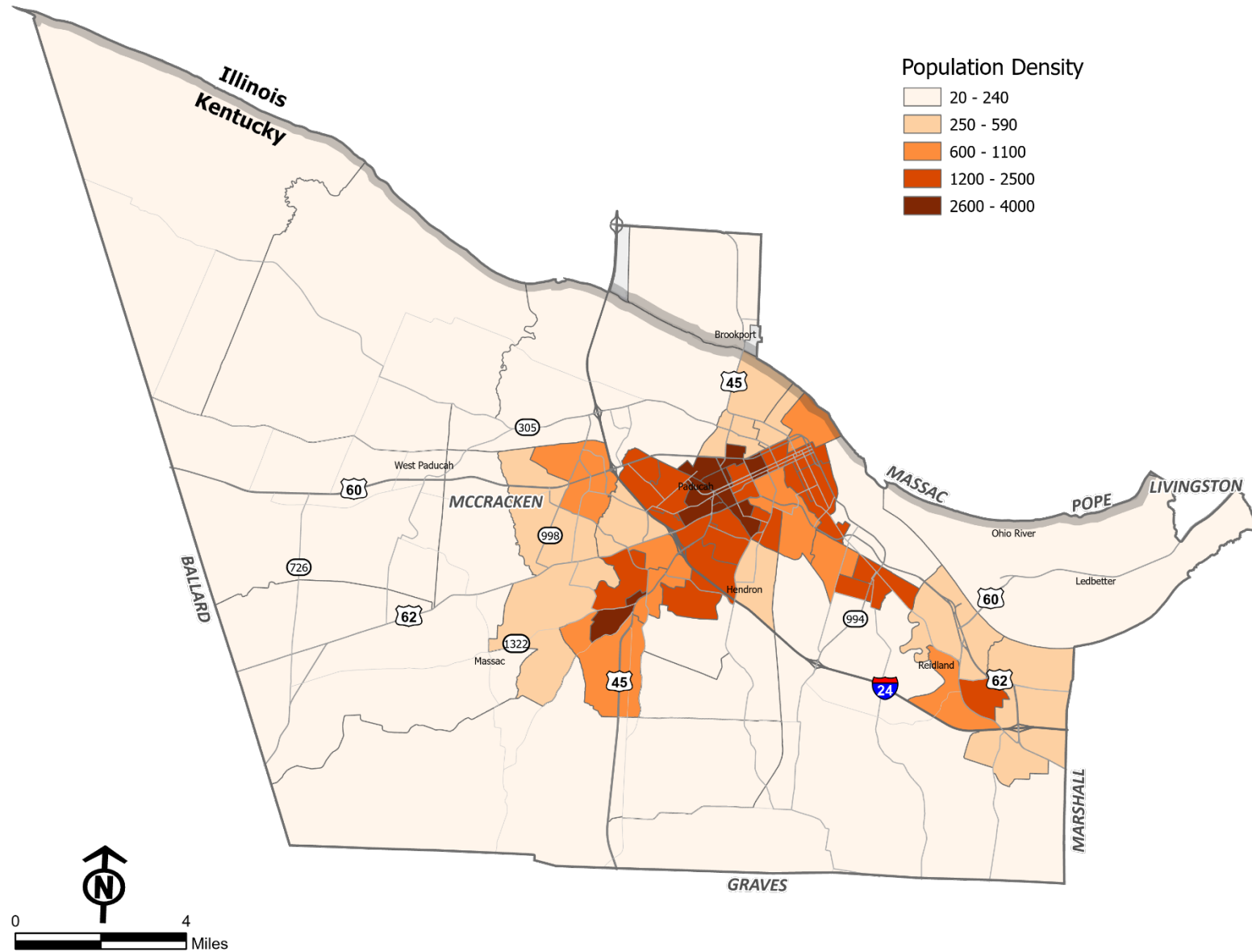
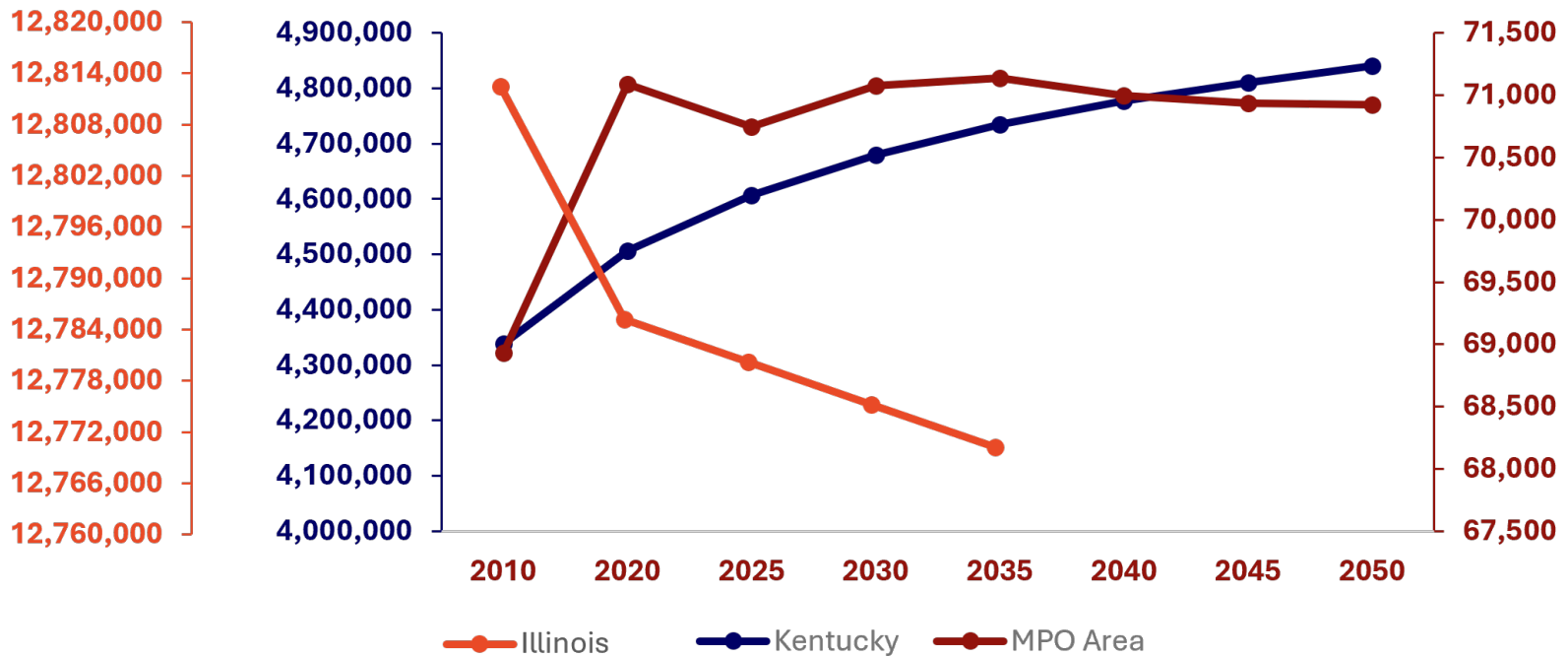


Table 6. Decennial and Projected Population of MPO, Kentucky, and Illinois

	2010	2020	2025	2030	2035	2040	2045	2050
MPO Area	68,934	71,090	70,745	71,079	71,140	70,995	70,939	70,923
Kentucky	4,339,367	4,505,836	4,606,864	4,679,452	4,735,066	4,776,930	4,810,913	4,840,745
Illinois	12,812,508	12,785,245	12,780,245	12,775,245	12,770,245	N/A	N/A	N/A

Note: Illinois' population is only forecasted through 2035.

Figure 20. Historical Population Growth and Future Projection



Sociodemographic

The socioeconomic profile of the PMcMPO area examines age, income, disability status, and minority concentrations to better understand community characteristics and transportation needs.

Minority Population

Based on 2024 Census data, minorities make up 17 percent of the population within the MPO region. As shown in **Figure 21**, concentrations of two times or greater than the county-wide average are primarily clustered in the downtown area of Paducah.

Elderly Population

Approximately 20 percent of MPO residents are age 65 or older. As reflected in **Figure 22**, these residents are dispersed throughout the MPO, although there are clusters of two times or greater than the county-wide average located in Hendron and to the eastern portions of McCracken County.

People with Disability

Up to 16 percent of MPO residents are classified as having a disability. **Figure 23** shows that these residents are dispersed throughout the north part of McCracken County.

Low-income Population

Thirty-seven percent of the MPO households are below the poverty level, with concentrations of such households along the northern part of the MPO. Along the Blue Route of PATS, there are two more areas with one to two times the average concentration as shown in **Figure 24**.



Households with Limited English Proficiency (LEP)

There are 196 households with LEP in total within the MPO area. Those households are primarily concentrated on the vicinity of transit routes, reflecting a demand of multilingual support for transit services. Other concentrations are located on the southeast and northwest portions of the MPO. The distribution of households with LEP is shown in **Figure 25**.

Figure 21. Concentration of Minority Population

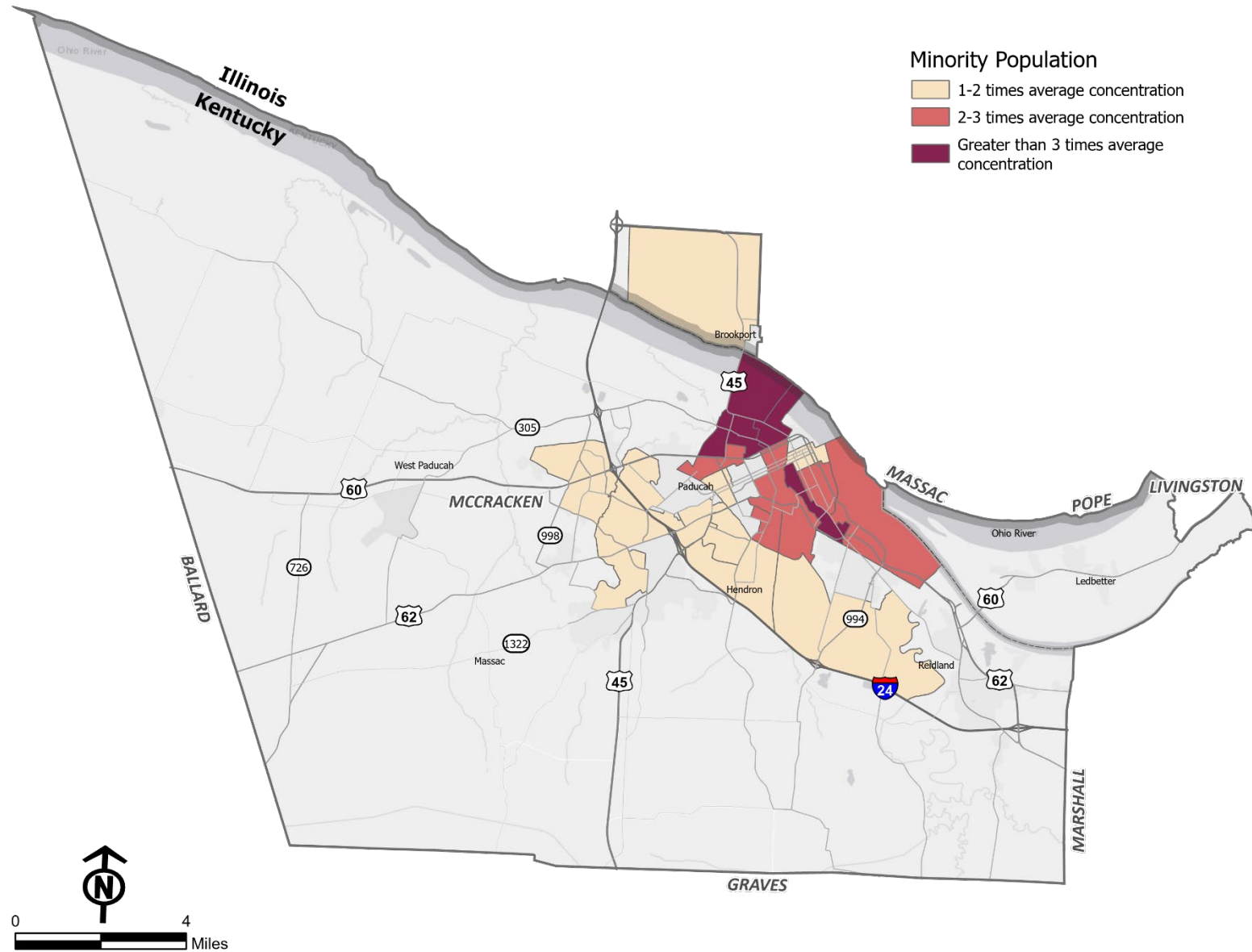


Figure 22. Concentration of Elderly (64+) Persons

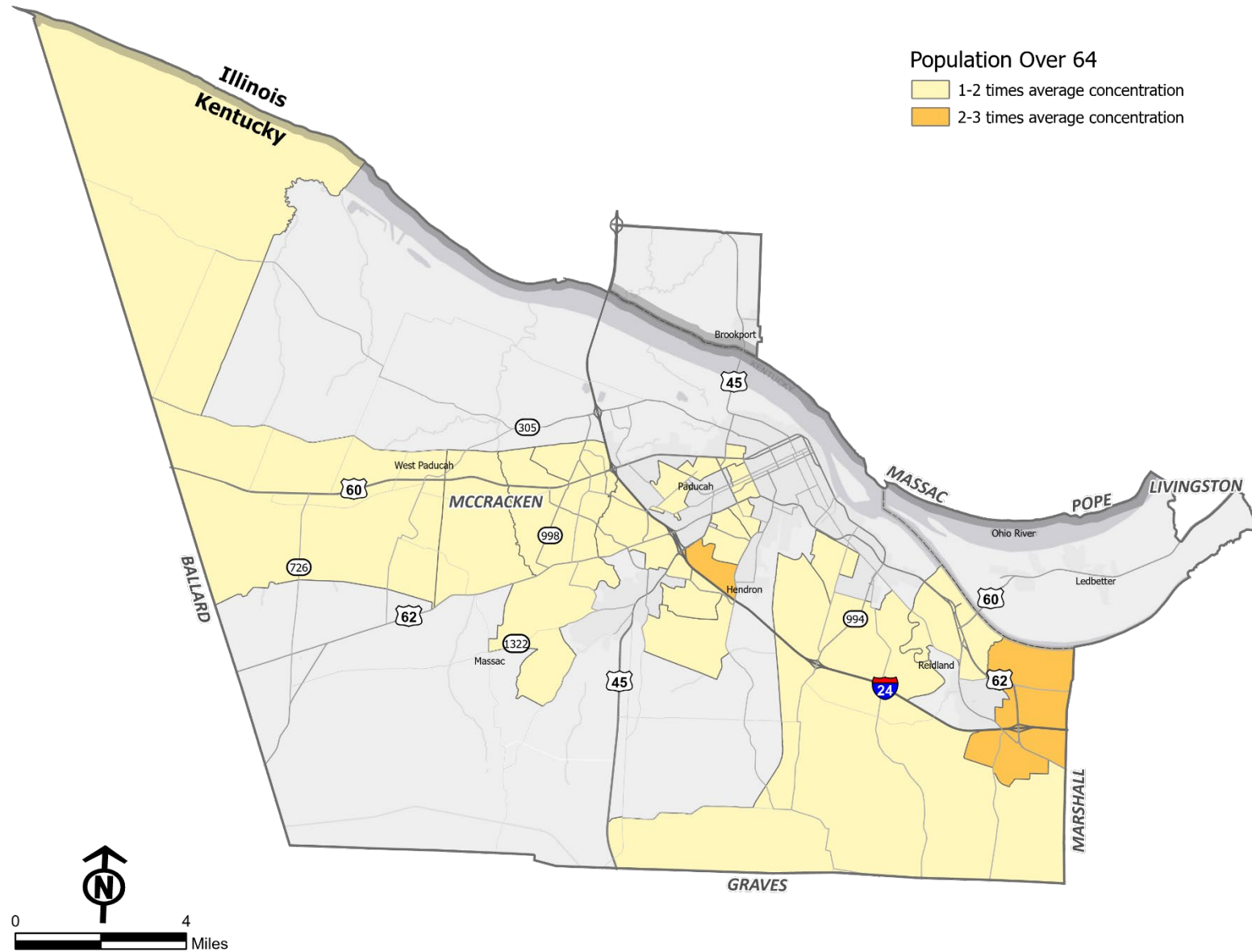


Figure 23. Concentration of People with Disability

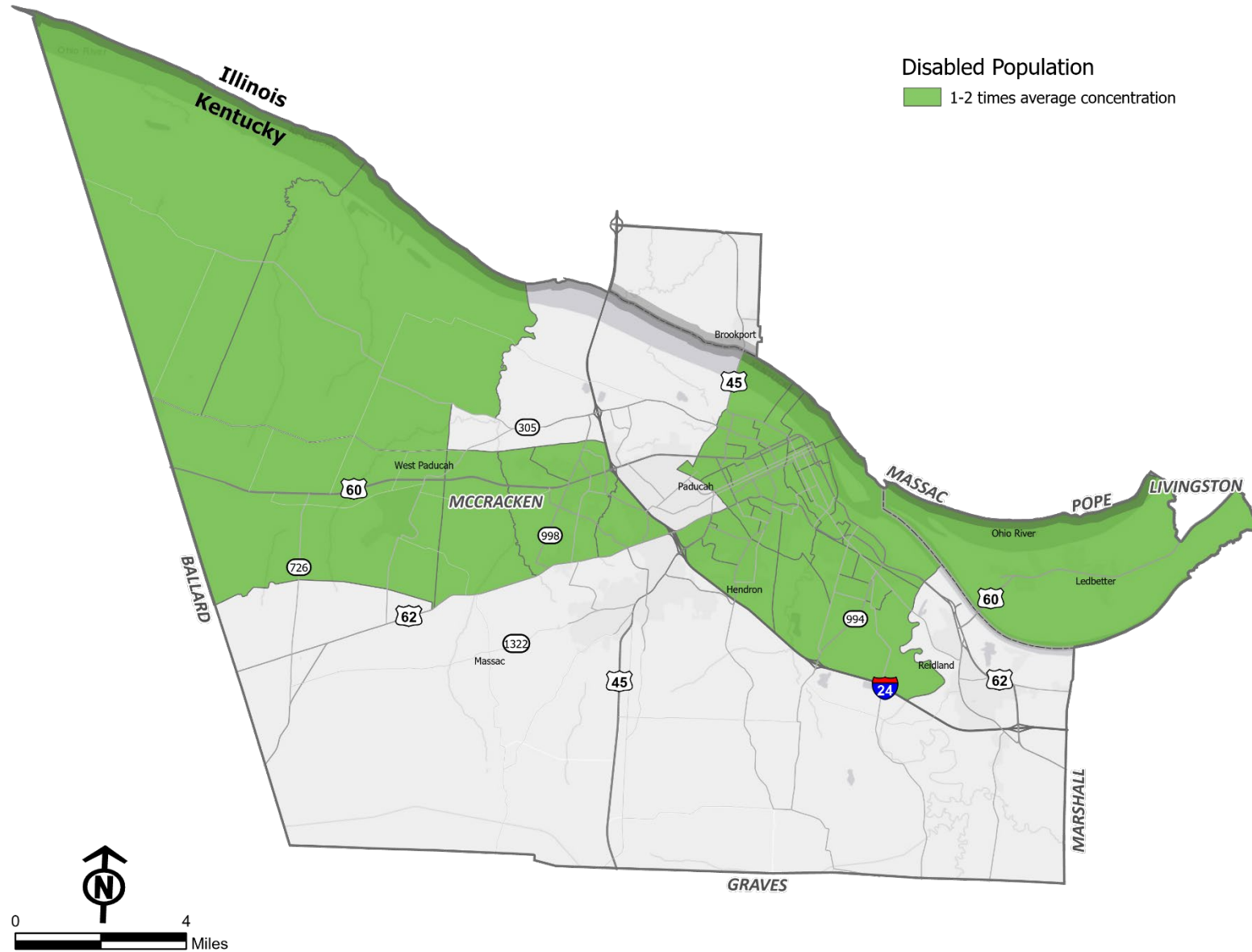


Figure 24. Concentration of People in Poverty

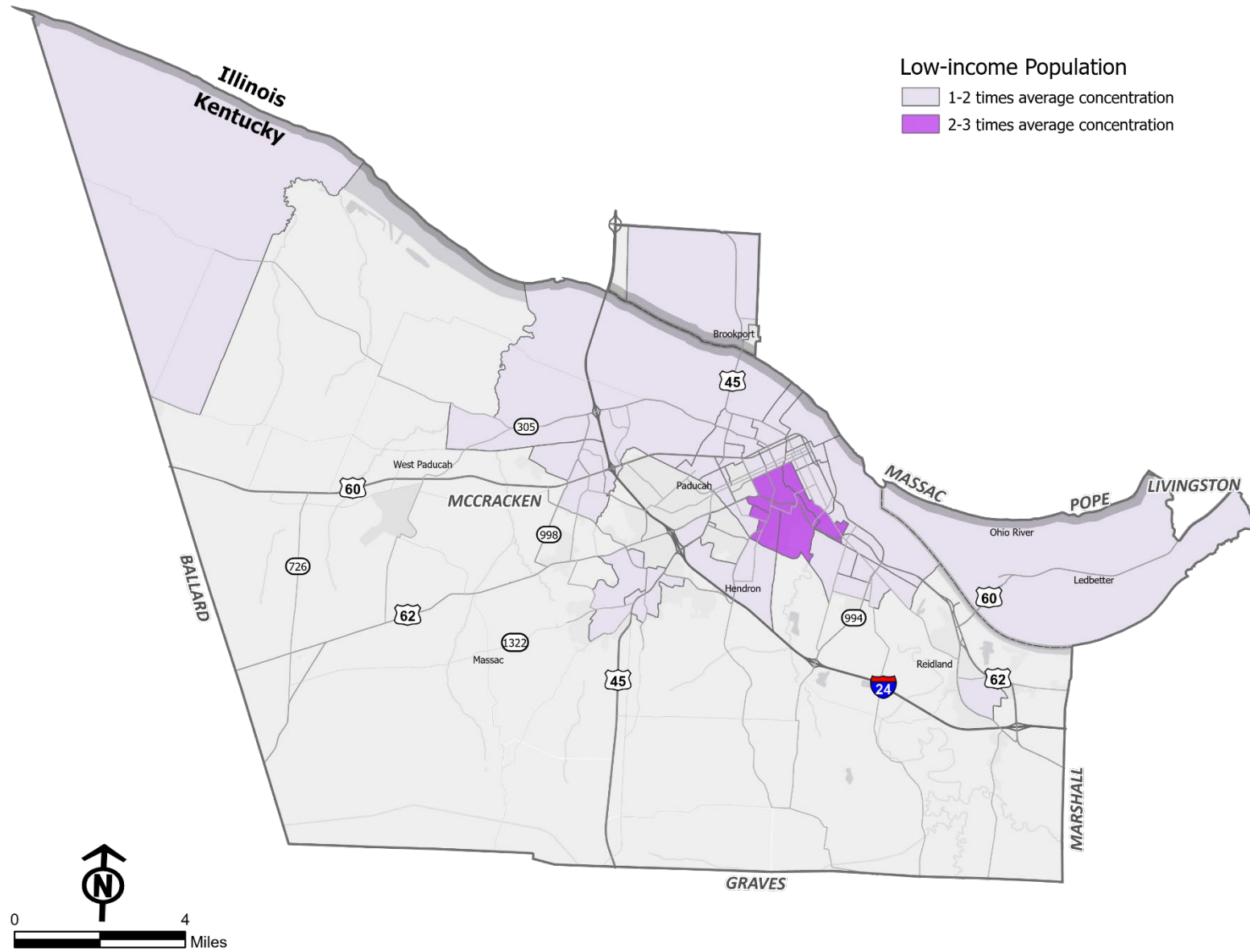
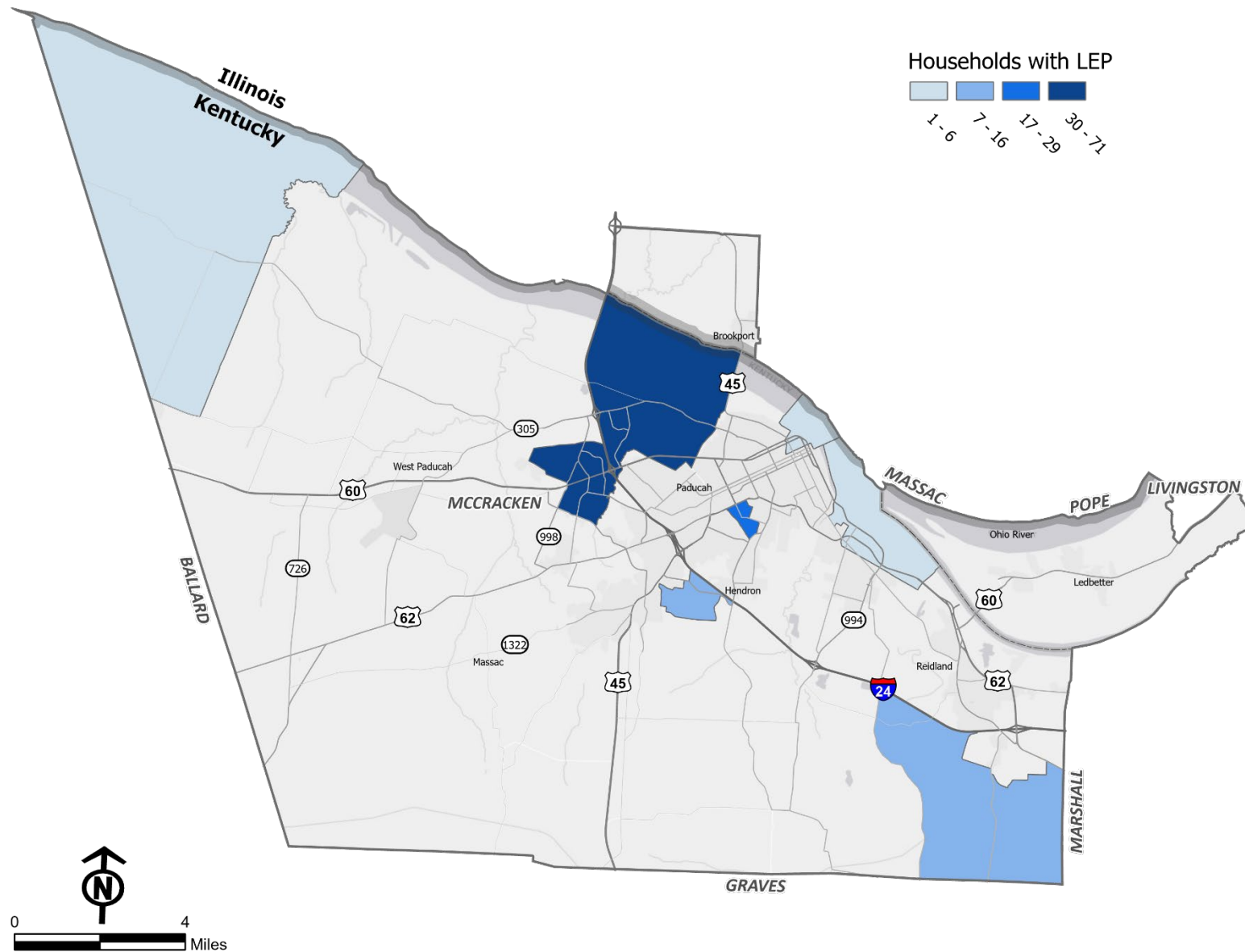


Figure 25. Concentration of Households with Limited English Proficiency (LEP)



Commute Patterns

Understanding the geographic distribution of resident workers provides important context for evaluating commuting demand. **Figure 27** shows the number of workers in different block groups. The map indicates higher concentrations of employed residents are primarily located within the more rural areas of the MPO along major corridors including US 60, US 62, and US 45, reflecting dispersed residential development patterns for employees.

American Community Survey (ACS) data for 2024 indicates that the majority (89%) of commuters in the county drove alone to work. Seven percent carpoolled, two percent walked, one percent worked from home and less than one percent used public transportation as displayed in **Figure 26** (pictured below).

Figure 26. Modes of Transportation Pie Chart

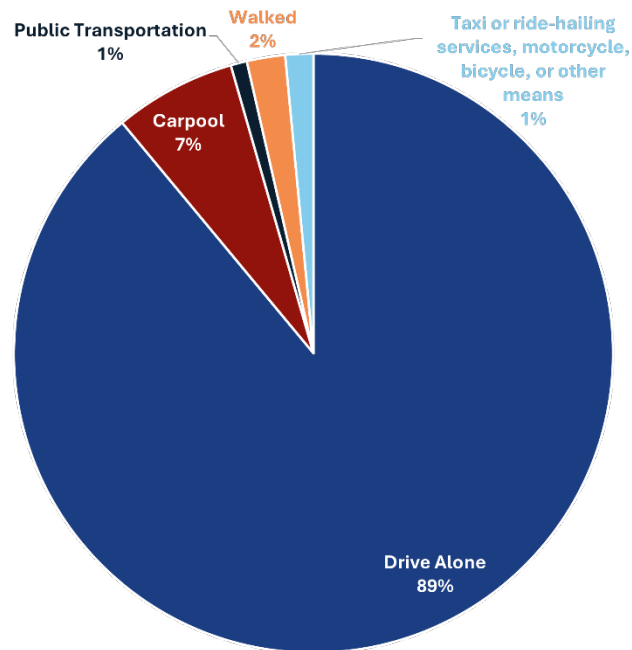
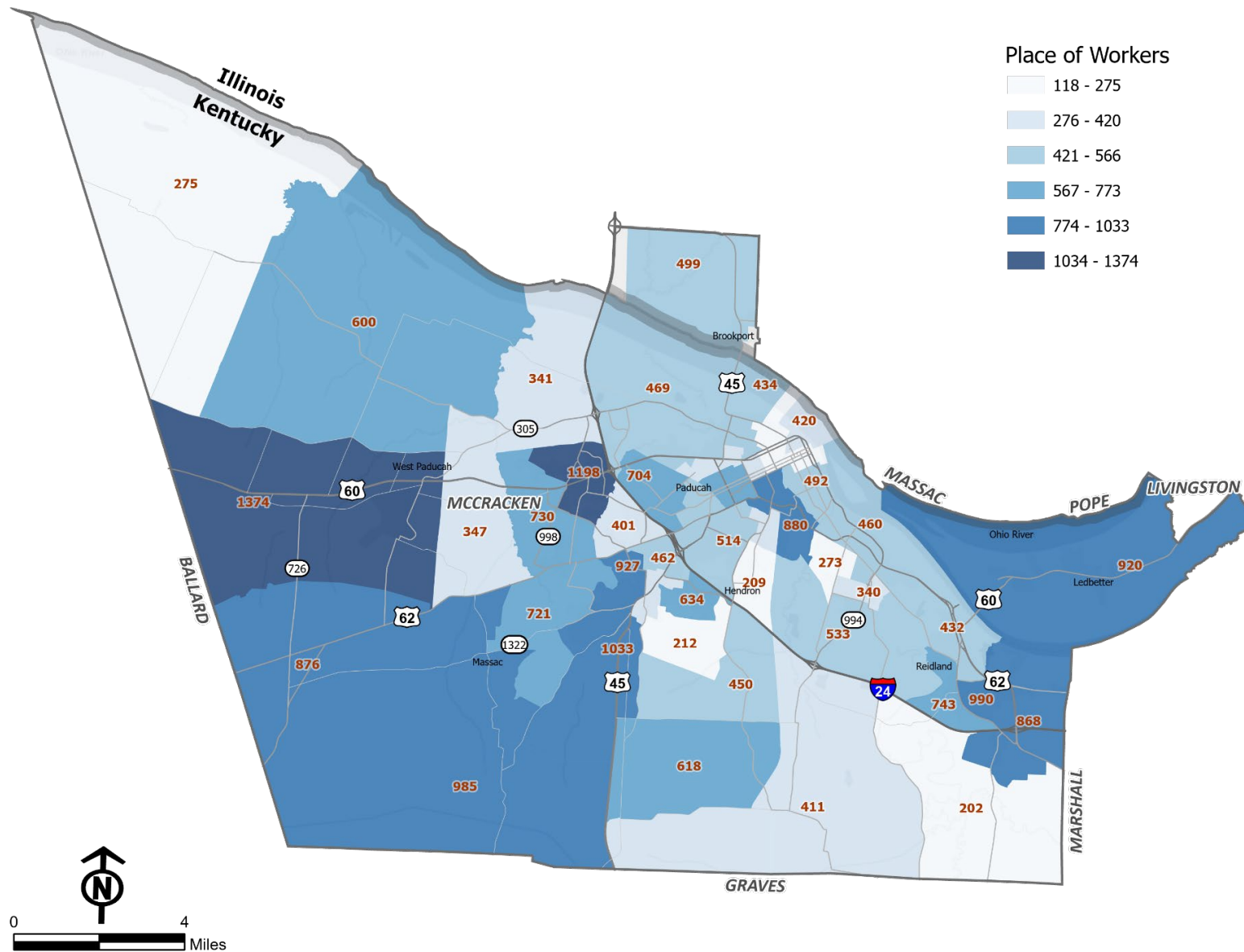


Figure 27. Residence of Labor Force



Built Environment

To better understand the built environment, points of interest and land use were investigated for the MPO area.

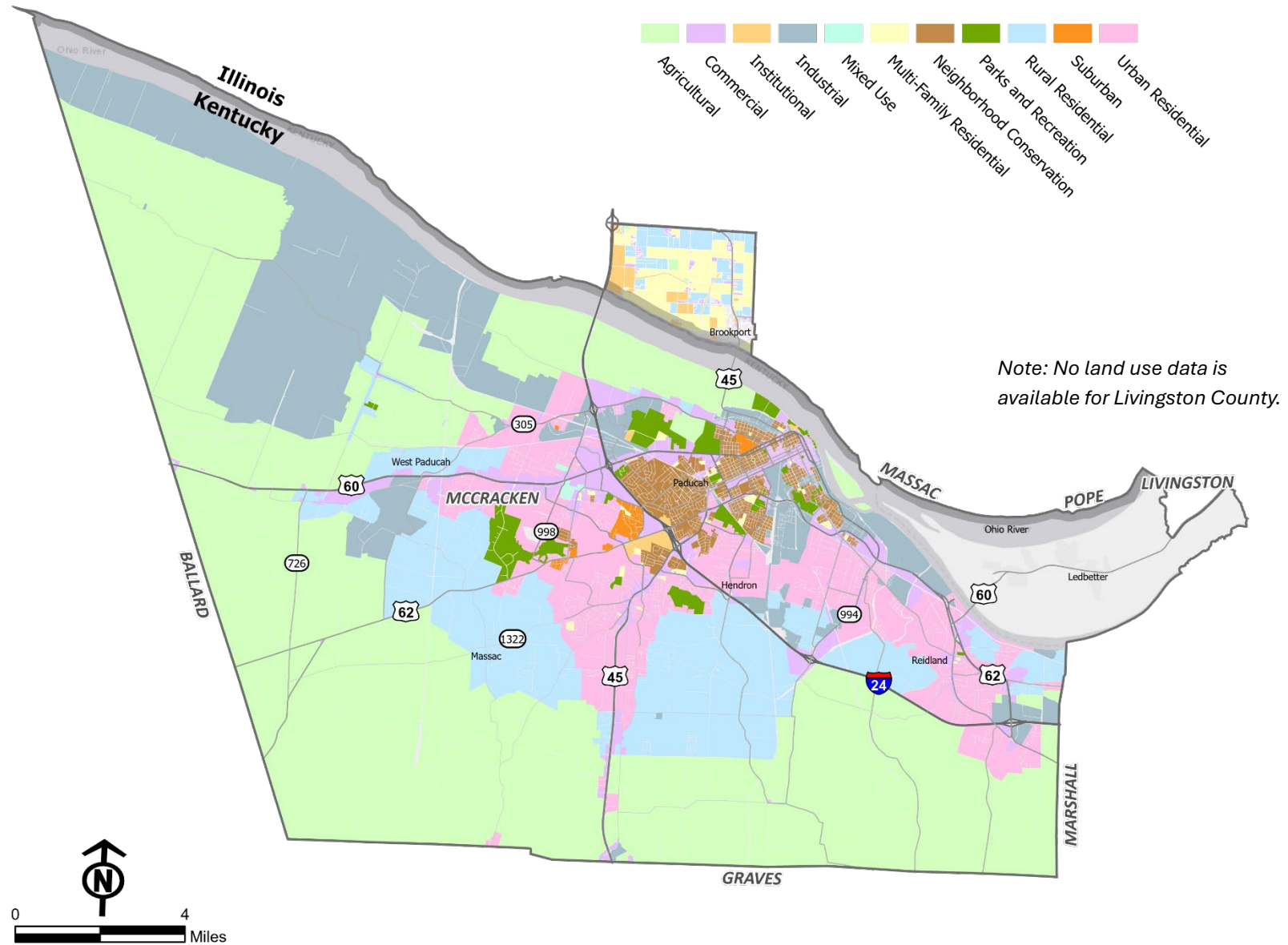
Points of Interest

Beyond places of employment, significant points of interest in the community have an impact on travel patterns and transportation needs. While not exhaustive, key points of interest in the MPO are depicted in **Figure 28**. The City of Paducah and the City of Brookport are primarily characterized by neighborhood conservation and residential land uses, with commercial areas, parks, trails, and green spaces distributed throughout these communities to support recreation and quality of life. Industrial and agricultural land uses are generally located near the outer portions of the MPO area, away from the primary urbanized areas. Schools are also concentrated within the cities. Several boat launch facilities are located along the Ohio River and Tennessee River. Fire stations are distributed throughout the MPO area to ensure broad emergency service coverage. Most community amenities are located along major arterial corridors, indicating that key destinations are closely aligned with the region's primary transportation network.

Land Use

Much of the anticipated growth in the MPO is guided by land use and comprehensive planning. This development vision for the community influences how and where people will use the transportation system in the future. **Figure 29** depicts the land use map for 2025. Residential and commercial land uses are interspersed along the I-24 corridor, while agricultural and industrial land predominates in the peripheral areas.

Figure 29. 2025 Land Use



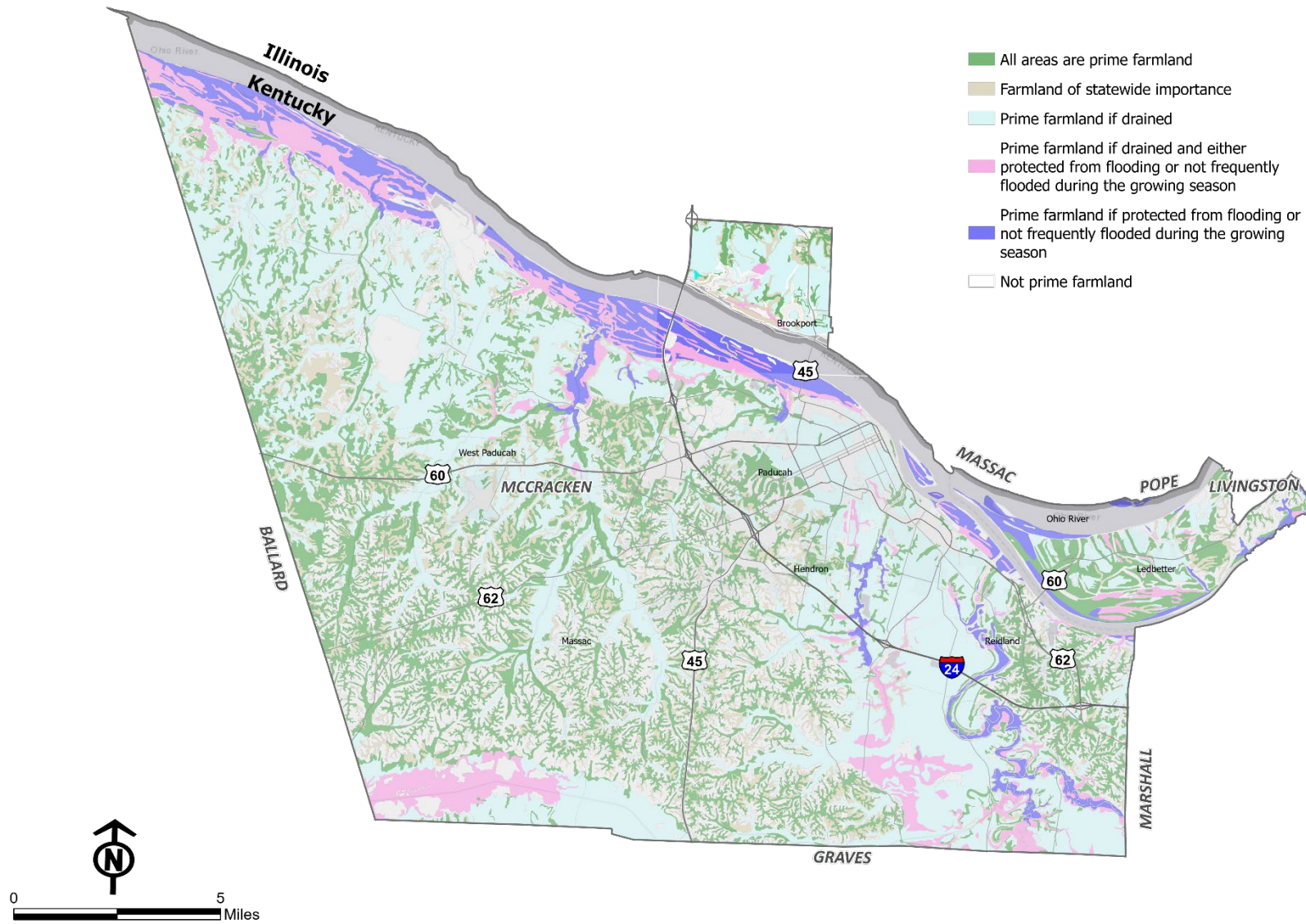
Natural, Historic, and Cultural Resources

An environmental overview was conducted to identify resources and potential issues for consideration through the project development process. Natural and human environmental resources were identified from a literature/database review and presented in the following sections. Consistent with 23 CFR 450.324(f)(10), the PMcMPO MTP considers potential environmental mitigation activities, which may include avoiding damaging environmental resources, coordinating with resource agencies on threatened and endangered species, and minimizing impacts to greenspaces, agricultural lands, and historic or cultural resources.

Farmland

As shown in **Figure 30**, large areas of the MPO region consist of prime farmland and farmland if drained, primarily distributed along small waterbodies. Farmlands adjacent to the Ohio River and Tennessee River need to be protected from flooding. The majority of farmland remains outside the urban core near river floodplains, corresponding to the land use of agriculture areas. Under the Farmland Protection Policy Act (FPPA), federally funded transportation projects must consider potential impacts to prime and important farmland soils.

Figure 30. Farmland Classification



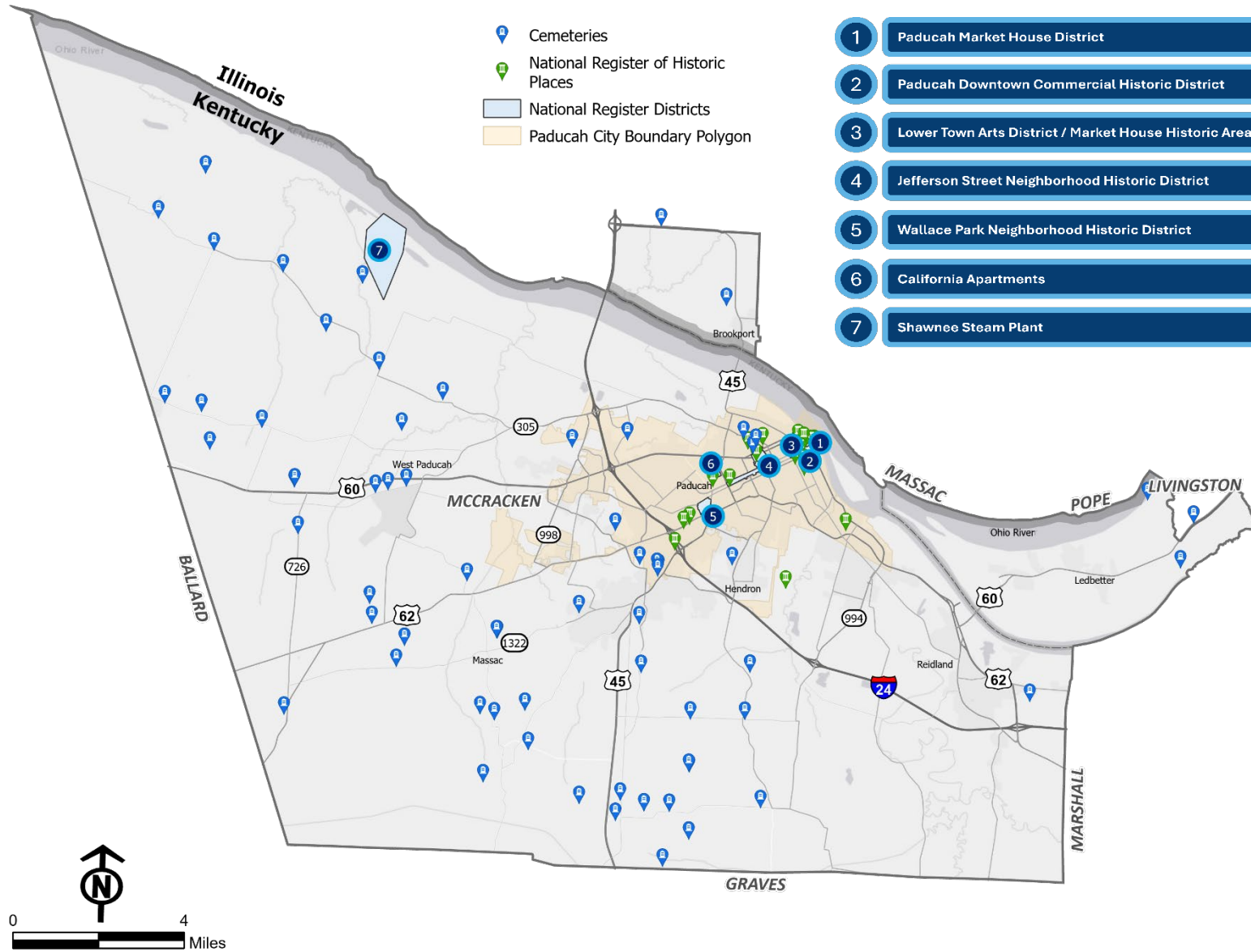
Historic Resources

Cultural and historic resources also contribute to the identity of the MPO. The PMcMPO planning area contains a diverse collection of historic districts and places that reflect the region's development as a river-oriented transportation hub in western Kentucky and southern Illinois. Many of these resources are listed on or eligible for listing in the National Register of Historic Places (NRHP) and are afforded consideration during transportation planning and project development under Section 106 of the National Historic Preservation Act and related federal and state regulations. **Figure 31** displays historic districts, cemeteries, and sites listed on the national register for historic places. Below are lists of notable historical resources but are not intended to be a comprehensive list:

Historic Districts

- Paducah Market House District – highlights a variety of commercial architectural styles and historical resources, including museums, monuments, and art centers.
- Paducah Downtown Commercial Historic District – provides residents and tourists with riverfront sceneries and historical and cultural structures such as murals, galleries, and locomotive displays.
- Lower Town Arts District / Market House Historic Area - one of Paducah's oldest and historic residential neighborhoods.
- Jefferson Street Neighborhood Historic District – historic residential neighborhood centered around Lloyd Tilghman Memorial.
- California Apartments – characterized by preserved historic homes and tree-lined streets.
- Shawnee Steam Plant – contains the oldest TVA coal-fired power plant that was constructed in late 1955.
- Wallace Park Neighborhood Historic District – includes homes and churches in historical architectural styles.

Figure 31. Historical Resources



Notable Structures and Historic Places

- Market House Theatre – has been providing a variety of community arts programs since 1963.
- Paducah Railroad Museum - displays equipment and simulators from America's railroads.
- Carson Center for the Performing Arts - presents live performances and cultural experiences.
- Lloyd Tilghman House & Civil War Museum - exhibits highlight Western Kentucky's role in the Civil War.
- William Clark Market House Museum - founded in 1968 for the dual purpose of education and preservation.

Cultural Institutions

- National Quilt Museum - was established to educate, promote, and honor today's quiltmaker, quilts, and fiber art.
- Yeiser Art Center - strives to continue the development and appreciation of the visual arts.
- Paducah School of Art & Design - offers classes in a wide variety of visual art studio areas and art history.
- River Discovery Center - offers state-of-the-art interactive exhibits.

Cemeteries

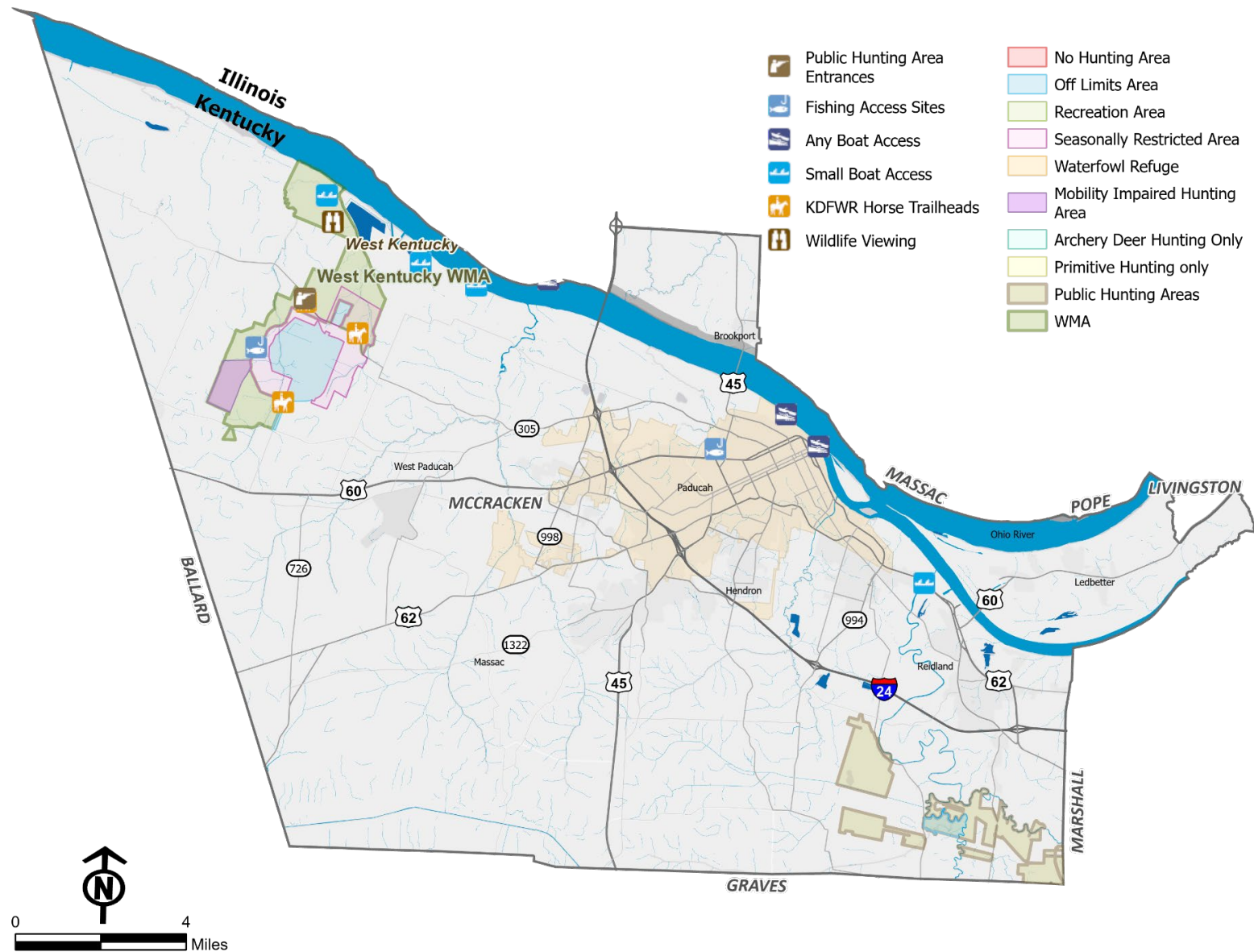
- Oak Grove Cemetery
- Maple Lawn Park Cemetery
- Mount Carmel Cemetery
- Jewish Cemetery of Paducah

Biodiversity

The PMcMPO region is home to several animals, birds, other wildlife, trees, plants, and other plentiful green cover that are important for the region's environmental health and quality. The MTP must consider the effects of a proposed project on protected wildlife and plant species and/or their habitats as part of the National Environmental Policy Act (NEPA) and Endangered Species Act (ESA) process to comply with Federal laws. Section 7a (2) of the ESA of 1973 requires U.S. Fish and Wildlife Service (USFWS), in consultation with and with the assistance of the Secretary of the Interior, to ensure that its agency actions and activities do not jeopardize the continued existence of threatened and endangered species or result in the destruction or adverse modification of the species' critical habitat.

Figure 32 illustrates the distribution of hunting areas, recreational facilities, conservation areas, and water-based access points within the PMcMPO planning area. These resources are concentrated along the Ohio River corridor and within select inland conservation areas.

Figure 32. Fishing and Wildlife



Many animal and plant species are becoming endangered because of changes and fragmentation in their natural habitats by transportation and urban infrastructure. Information regarding federally listed threatened and endangered species within the PMcMPO planning area is maintained by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and, where applicable, the fisheries programs of the National Oceanic and Atmospheric Administration (NOAA Fisheries). Multiple federally listed species and species of concern have the potential to occur within McCracken County and surrounding areas.

Table 7 includes PMcMPO's list of eighteen threatened or endangered species managed by the USFWS's Ecological Services Program. Two critical habitats for Rabbits foot and Sheepnose Mussel are within the study area.

There are two preservations, Metropolis Lake State Nature Preserve and Perkins Creek Nature Preserve. The former one contains the 50-acre Metropolis Lake, one of only a few natural lakes in the Ohio River floodplain. The latter one incorporates two state listed species, the state threatened red buckeye tree, and the state special concern evening bat were documented. Areas that support migratory bird species, including active nesting areas and locations containing nests or eggs, should also be protected during project development in accordance with the Migratory Bird Treaty Act (MBTA).

Table 7. Endangered Species in PMcMPO

Common Name	Species Type
Gray Bat	Mammals
Indiana Bat	Mammals
Northern Long-eared Bat	Mammals
Tricolored Bat	Mammals
Whooping Crane	Birds
Clubshell	Clams
Fanshell	Clams
Fat Pocketbook	Clams
Longsolid	Clams
Orangefoot Pimpleback	Clams
Pink Mucket	Clams
Ring Pink	Clams
Rabbitsfoot	Clams
Rough Pigtoe	Clams
Sheepnose Mussel	Clams
Spectaclecase (mussel)	Clams
Monarch Butterfly	Insects
Price's Potato-bean	Flowering Plants

05

PUBLIC ENGAGEMENT



As part of the development of the 2050 MTP, the PMcMPO and project team conducted two rounds of community engagement using both online and in-person activities. Based on the 3C approach, the MPO utilized multiple forms of public outreach to gather as much information as possible from a variety of stakeholders and the public, including public surveys, local elected officials and stakeholder meetings, and four project team meetings with MPO, KYTC and IDOT staff.

The first round of community engagement took place during the spring of 2025. During this phase, the emphasis was on analyzing current conditions and demands as well as determining visions, goals, and objectives of the MTP. The MPO also aimed at identifying priority types of projects that community members believe can help solve pressing regional needs before presenting the draft MTP.

The second round of community engagement occurred during the summer of 2026 and focused on gathering feedback on proposed projects and determining community priorities to inform whether projects are more appropriate for the short-term or long-term recommendations.

Public Survey

As part of the MTP development process, the PMcMPO conducted an online public survey to gather input on travel behavior, transportation priorities, and future mobility preferences within the planning area. The survey consisted of 12 transportation-related questions along with demographic questions and received a total of 372 responses. Detailed survey results are displayed in the **Appendix B**. Survey topics included current commute modes, transportation improvement prioritization, safety concerns, perspectives on transit, and interest in potential future transportation options.

Survey results indicate that driving alone remains the dominant commute mode within the PMcMPO area, with more than ninety percent of respondents reporting single-occupancy vehicle use for work trips. However, approximately one-fifth of respondents reported using alternative modes of transportation on at least an occasional basis, most commonly walking.

When asked about transportation modes they may consider using in the future, respondents expressed greater interest in transit, micromobility options, ridesharing, and emerging technologies such as self-driving vehicles than current usage levels reflect. The higher interest compared to current participation suggests potential opportunities for expanded multimodal infrastructure and service improvements.

In terms of transportation investment priorities, respondents most frequently identified intersection improvements and pavement conditions as top concerns. These responses indicate continued emphasis on system maintenance, operational efficiency, and congestion reduction. At the same time, when discussing safety improvements, respondents placed particular importance on protections for vulnerable road users, especially pedestrians and children.

Public transit usage among respondents was reported to be very limited, with most individuals indicating that they never use transit services. Survey feedback suggests that limited-service coverage and low service frequency may contribute to this low utilization rate. Recent PATS improvements to service reliability and coverage by upgrading its fixed routes system may help address these concerns. These findings provide valuable insight into future service planning and evaluation of potential transit enhancements within the PMcMPO area. **Figure 33** presents the comments categorized by improvement type.

In addition, an optional interactive map was provided to allow respondents to identify specific locations where transportation deficiencies exist or where opportunities for improvement may be considered. A total of 92 location-specific comments were submitted through this mapping tool. **Figure 34** illustrates the geographic distribution of the submitted comments. The most frequently mentioned comments included the need for:

- Roadway repaving
- New or updated sidewalks
- Speed limit signage
- Pedestrian crossings
- Roadway widening

All public comments are included in **Appendix B**.

Figure 33. Public Comments by Improvement Categories

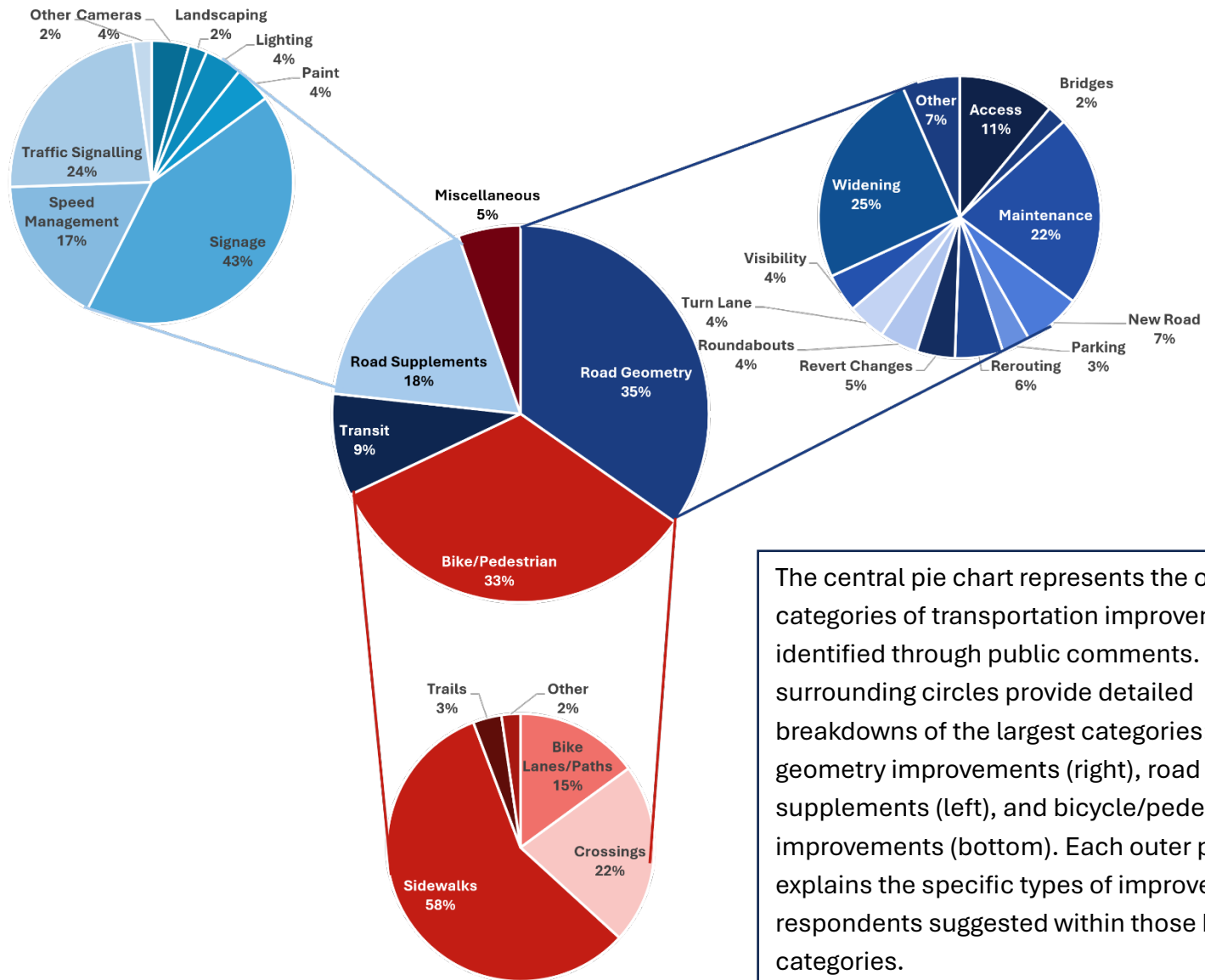
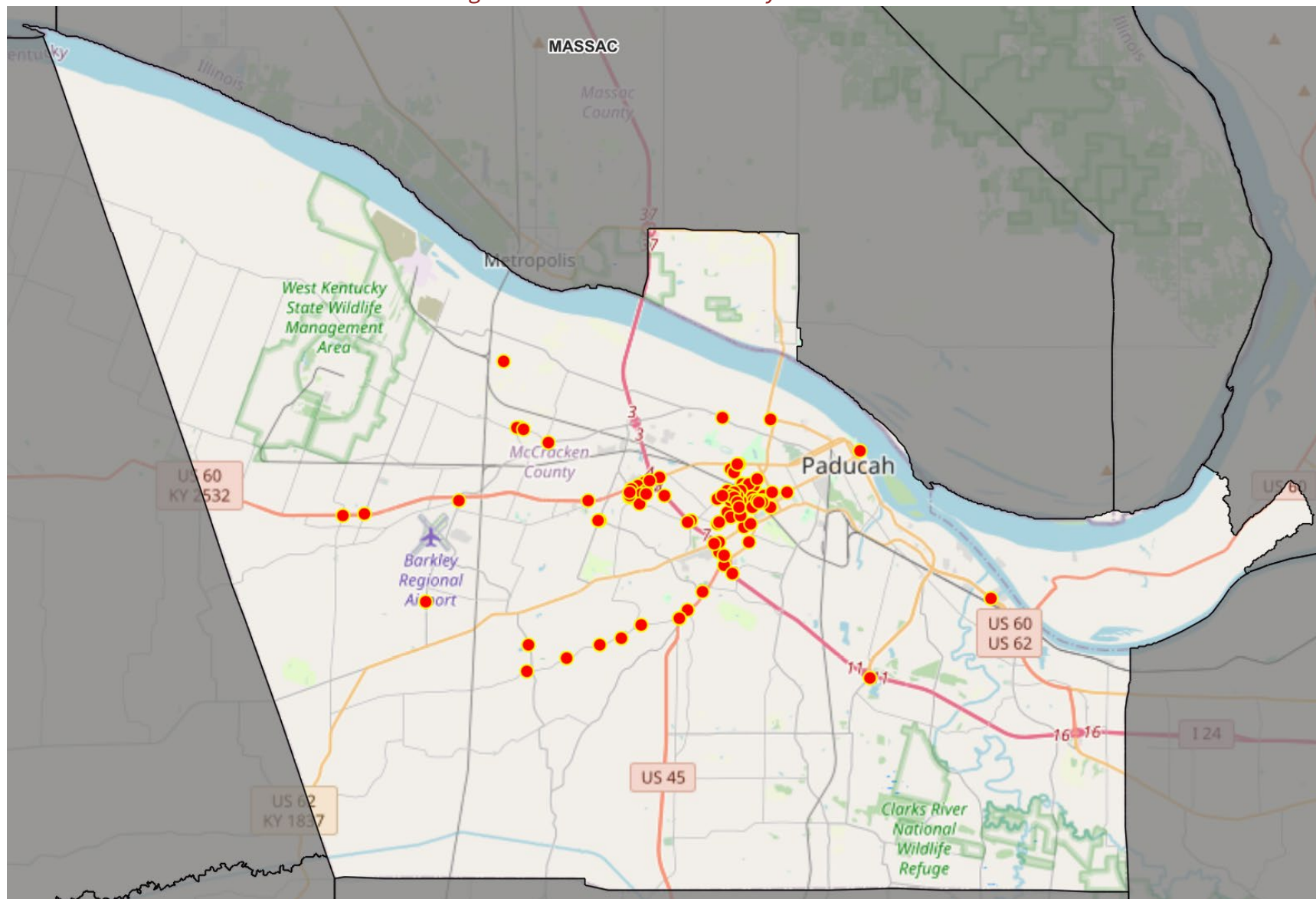


Figure 34. Public Comments by Locations



Feedback from Stakeholders

Throughout the planning process, the MPO gathered input from local experts and leaders on the priorities and need that should be addressed in the 2050 MTP. The stakeholders consulted included local governments and agencies, transportation service providers, freight and aviation operators, community organizations, transportation experts, as well as elected officials representing communities in the region. These stakeholders are intimately familiar with the local challenges and opportunities in the PMcMPO planning area.

A stakeholder meeting was conducted to gather additional information regarding key transportation needs and emerging issues. Participants attended represent the following agencies and communities:

- City of Paducah
- City of Brookport
- McCracken County
- Murray State University, Paducah Campus
- Paducah Area Transit System
- Barkley Regional Airport
- Kentucky State Police
- Kentucky General Assembly
- Paducah Convention & Visitors Bureau
- Purchase Area Development District

Updates on current transit system and airport plan were brought up in the meeting. Key takeaways from the meeting also included the need for improvements to cycle length and coordination at signalized intersections, as well as enhancements to bicycle and pedestrian networks throughout the region. Stakeholders also suggested that a bike trail through Brookport could connect the George Rogers Clark Trail in Metropolis to the Greenway Trail in Paducah.

06

FUNDING



The MPO is required by federal regulations to develop a fiscally-constrained financial plan. This ensures the recommended projects can be implemented within the plan timeframe. Revenue sources include local, state and federal funds with the majority coming from the U.S. Department of Transportation’s Highway Trust Fund. Additional federal funds are provided through the Federal Transit Authority. At the state level, the Kentucky Transportation Cabinet administers the Road Fund which is programmed through the Enacted Highway Plan. The Highway Plan provides six years of funding and is updated every two years. For the 2026 Enacted Highway Plan (Fiscal Year 2027 through Fiscal Year 2032), funding estimates total approximately \$9.5 billion. Similarly, the Illinois Department of Transportation annually develops a fiscally constrained six-year program that details how it will invest in the state and local highway system. The FY 2026-2031 Proposed Highway and Multimodal Improvement Program estimates \$32.5 billion available to fund the proposed projects.

Funding Estimates

To estimate available MPO funds, KYTC statewide expenditures for highway construction and maintenance were compared to McCracken County expenditures and averaged over the past 20 years (2005-2024). The calculations are illustrated in **Table 8**. Using an increase of 3.2 percent for annual revenue growth and 3 percent for annual maintenance cost growth, the 2026 gross revenue for highway construction and maintenance and 2026 estimated maintenance expenses presented in Table 8 were escalated to 2027 through 2050 and illustrated for five-year increments in **Table 9**. To account for the additional areas of Massac County, Illinois and Livingston County, Kentucky, an adjustment factor was derived based on population. McCracken County has a population of approximately 67,600 while the PMcMPO population is approximately 70,700. As a result, projections were increased by a factor of 1.046 to

Table 8. 2026 Estimated Revenue

Modeled Kentucky federal & state project funds for 2026	\$ 2,827,678,375
% of Statewide Highway Construction and Maintenance Allocated to McCracken County	0.97%
2026 Gross Revenue for Highway Construction and Maintenance for McCracken County	\$ 27,428,480
Modeled Kentucky maintenance costs for 2026	\$ 928,317,333
% of Statewide Maintenance Expenses Allocated to McCracken County	1.05%
2026 Estimated Maintenance Expenses for McCracken County	\$ 9,747,332
2026 Net Available Revenue (Gross Revenue – Estimated Maintenance Expenses)	\$ 17,681,148

account for this difference and are summarized in **Table 10**. These are the estimated revenue projections for the fiscally constrained plan presented in the following chapter.

Table 9. Estimated Expenditures and Revenues in McCracken County

Gross Revenue for Highway Construction/Maintenance			Estimated Maintenance Expenses		Net Available Revenue (Future Dollars)
Year	% Annual Increase	Estimated Revenue	% Annual Increase	Maintenance Cost	
2026 - 2030	3.2%	\$ 146,204,905	3.0%	\$ 51,749,909	\$ 94,454,996
2031 - 2035	3.2%	\$ 171,143,508	3.0%	\$ 59,992,328	\$ 111,151,180
2036 - 2040	3.2%	\$ 200,335,962	3.0%	\$ 69,547,551	\$ 130,788,411
2041 - 2045	3.2%	\$ 234,507,860	3.0%	\$ 80,624,673	\$ 153,883,187
2046 - 2050	3.2%	\$ 274,508,558	3.0%	\$ 93,466,093	\$ 181,042,466

Table 10. Net Available Revenue Projections for the PMcMPO

2026-2050 Net Available Revenue Projections		
5 - Year Periods	Future Dollars	Current Dollars
2026 - 2030	\$ 98,780,432	\$ 92,454,160
2031 - 2035	\$ 116,241,194	\$ 92,454,160
2036 - 2040	\$ 136,777,686	\$ 92,454,160
2041 - 2045	\$ 160,930,055	\$ 92,454,160
2046 - 2050	\$ 189,333,055	\$ 92,454,160
Total	\$ 702,062,422	\$ 462,270,800

Additional Revenue Sources

Locally, states can allocate additional funds through the Rural Secondary, Municipal and County Aid Programs. These funds are included in the fiscal constraint calculations and are assumed to be used for maintenance-type projects. Local cities and counties may also use their general fund as a source of capital for operational and maintenance needs. Local jurisdictions provide local funding to match federal and state funds as well as to fund local transportation projects directly. While these funding sources contribute to the success of priority projects, they are generally smaller in scale and not dependable as a funding source for major capital improvements. Therefore, these resources are not assumed in the MTP.

In addition to formula-based state and federal funding, the PMcMPO may pursue competitive grant opportunities from the U.S. DOT, KYTC and IDOT. These supplemental sources are typically awarded on a project-by-project basis and may vary over time depending on program availability, legislative priorities, and agency criteria. These funds are not guaranteed and fall outside the MPO's formula-based funding projection, similar to local discretionary funds, these are not included in the fiscally constrained recommended plan. However, the MTP could be updated to include projects selected for these supplemental funding sources in the future.

07

PROJECTS



To develop a comprehensive list of projects, a broad review of resources and a comprehensive analysis of the existing conditions were undertaken. Based on this analysis and public input, a Recommended Plan was developed.

All Projects Under Consideration

Currently, there are ten short-term projects presented in Kentucky's 2026-2028 Biennial Highway Construction Plan and no projects identified in Illinois' FY 2026-2031 Proposed Highway and Multimodal Improvement Program. To identify additional projects throughout the MPO area, several resources and input were reviewed and additional analysis conducted. These include:

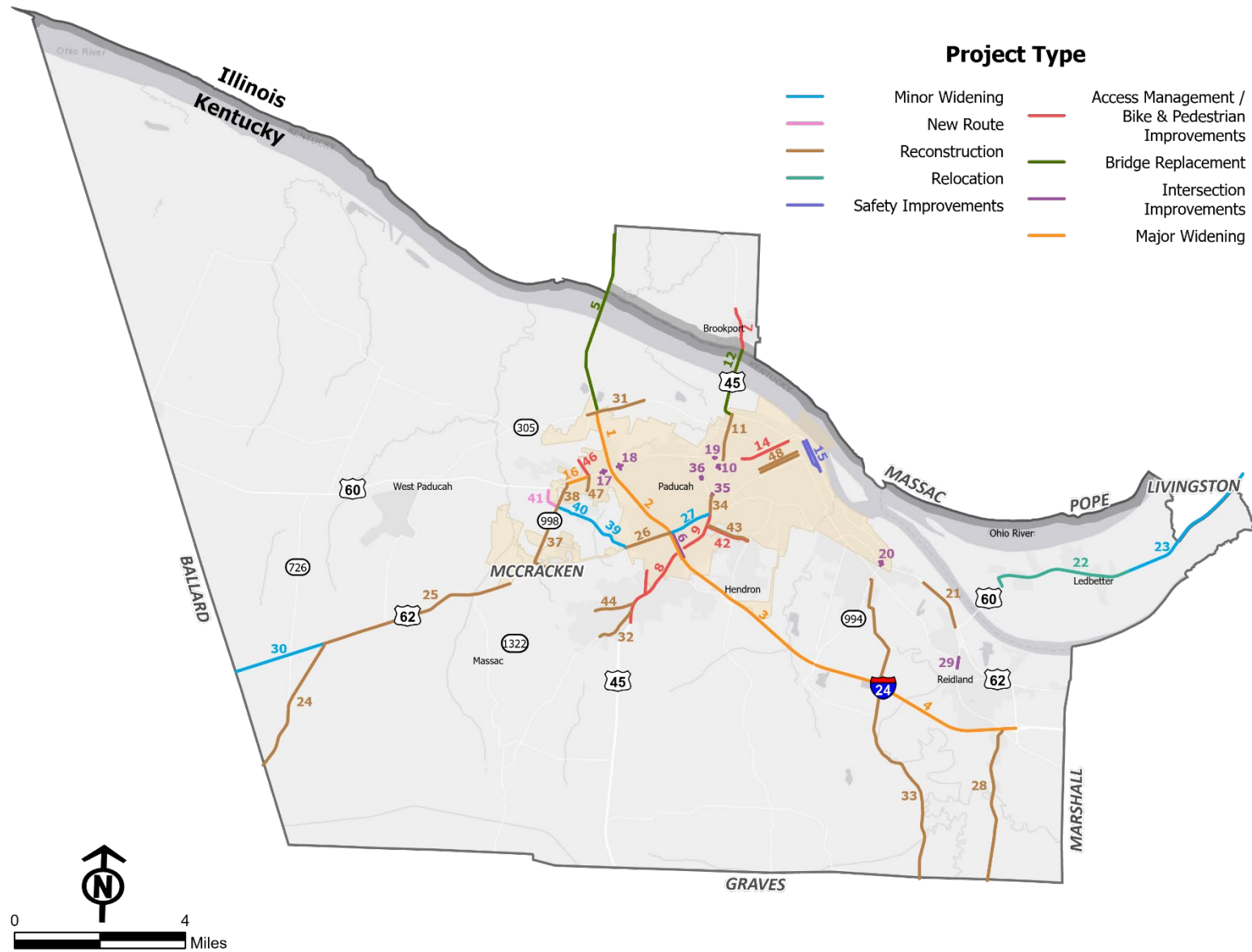
- Kentucky CHAF Database
- Regional and Local Plans and Studies
- KYTC and IDOT Input
- Stakeholder and Local Officials Input
- Public Survey Comments
- Traffic and Safety Analysis

Beyond these short-term priorities, 37 additional projects were identified for prioritization. All 47 projects are presented in **Figure 35**. While these 47 projects reflect a comprehensive list of projects within the MPO area, more decision making is needed to determine implementation timeframe as well as prioritize the most critical projects, especially given there are more projects than there is available funding. To assist in this decision making, an evaluation process was developed to prioritize the following:

Technical Analysis – The evaluation process considered how well each project supported the conclusions from the traffic and safety analysis, environmental and community considerations, goods and services movement, and multimodal considerations.

Stakeholders, Local Officials, and Public Input – The evaluation process considered the ongoing project prioritization process initiated by both KYTC and IDOT as well as all input received through the public engagement process.

Figure 35. All Projects Under Consideration



Goals Alignment – The evaluation process also considered how well each project aligns with addressing the various vision, goals and objectives established in Chapter 2.

Fiscal Constraint

The fiscally constrained recommended plan was developed by considering current KYTC and IDOT priorities, public input, the evaluation process, and the estimated costs for each project. Projects were grouped into four time periods based on when construction dollars are anticipated to be programmed for implementation. Project costs were escalated using an annual four percent growth rate. Not knowing exactly when construction would start and conclude, all costs are presented in their year of expenditure (YOE) and assumed to be the mid-year for each of the following time periods.

- Short-Range Projects (2026 – 2030) – 14 projects presented in **Table 11** and **Figure 36**.
- Mid-Range Projects (2031 – 2040) – 13 projects presented in **Table 12** and **Figure 37**.
- Long-Range Projects (2041 – 2050) – 8 projects presented in **Table 13** and **Figure 38**.
- Illustrative Projects – 12 projects presented in **Table 14** that could not be funded through 2050 were included in the Illustrative Project list. As MTP priorities and funding evolve, these projects can be reconsidered in future MTP updates.

The Short-Range Projects also include improvement projects that would be considered during the next TIP update cycle for funding in the near term. Projects that cannot be funded within the 2050 fiscally constrained plan are considered aspirational and are included as part of the Vision Plan for the region. If additional funding becomes available, these projects can be reviewed and considered for incorporation in the future MTP updates or programmed into future TIP updates.

Table 11. Short-Range Projects (2026 – 2030)

Short-Range Projects										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
16	McCracken	1-223.00	US 60	Hinkleville Road	Major Widening	Widen US 60 from New Holt Road to near Olivet Church Road.	9.5	10.2	\$4,300,000	\$4,700,000
17	McCracken	1-80406.00	US 60	Hinkleville Road	Intersection Improvements	Improve the US 60 intersection at James Sanders Blvd west of the I-24 double crossover diamond interchange.	10.4	10.7	\$2,500,000	\$2,700,000
18	McCracken	1-80406.00	US 60	Hinkleville Road	Intersection Improvements	Improve the US 60 intersection at Coleman Road east of the I-24 double crossover diamond interchange.	10.7	11.0	\$2,500,000	\$2,700,000
19	McCracken		US 60	Park Avenue	Intersection Improvements	Improve safety and mobility at Joe Clifton Drive at US 60.	13.2	13.2	\$1,000,000	\$1,100,000
22	Livingston	1-330.00	US 60		Relocation	Relocate US 60 from east of the Tennessee River bridge to east of Rudd-Spees Road	0.9	4.2	\$16,200,000	\$17,500,000
27	McCracken	1-142.00	US 62	Alben Barkley Drive	Minor Widening	Address issues with service, congestion and safety from US 45 to I-24 in Paducah.	11.8	12.9	\$8,300,000	\$9,000,000
35	McCracken	1-80317.00	KY 731	Lone Oak Road	Intersection Improvement	Reconfigure the intersection of KY 731 and Labelle Ave. A roundabout should be considered.	0.4	0.5	\$11,000,000	\$11,900,000
36	McCracken		KY 731	Central Avenue	Intersection Improvements	Improve the KY 731 intersection at Central Avenue/Trimble Street/Cruse Avenue	0.8	1.0	\$3,000,000	\$3,200,000

Short-Range Projects										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
37	McCracken	1-80315.00	KY 998	Olivet Church Road	Reconstruction	Improve mobility, safety and address geometric deficiencies on KY 998 from KY 1286 to US 62.	0.0	1.7	\$17,300,000	\$18,700,000
39	McCracken	1-153.30	KY 1286	Friendship Road	Minor Widening	Improve KY 1286 from US 62 to Perkins Creek Bridge. (Priority Section 3).	5.0	5.7	\$9,700,000	10,500,000
40	McCracken	1-153.40	KY 1286	Friendship Road	Minor Widening	Improve KY 1286 from Perkins Creek Bridge to KY 998. (Priority Section 4).	5.7	6.7	\$7,400,000	\$8,000,000
41	McCracken	1-153.20	KY 1286	Friendship Road	New Route	Extend KY 1286 from KY 998 to US 60.	6.7	7.3	\$7,500,000	\$8,100,000
42	McCracken		KY 1310	Berger Road	Bike & Pedestrian Improvements	Construct remaining sidewalk sections along KY 1310 from US 45 to KY 994.	0.0	1.0	\$4,000,000	\$4,300,000
47	McCracken		CR 1052	New Holt Road	Reconstruction	Address safety, congestion, and future capacity issues from Village Square Drive to US 60.	1.6	2.1	\$1,500,000	\$1,600,000
Total Cost (Short-Range Projects)									\$96,200,000	\$104,000,000
Available Revenue									\$92,454,160	\$98,780,432

Figure 36. Short-Range Projects (2026 – 2030)

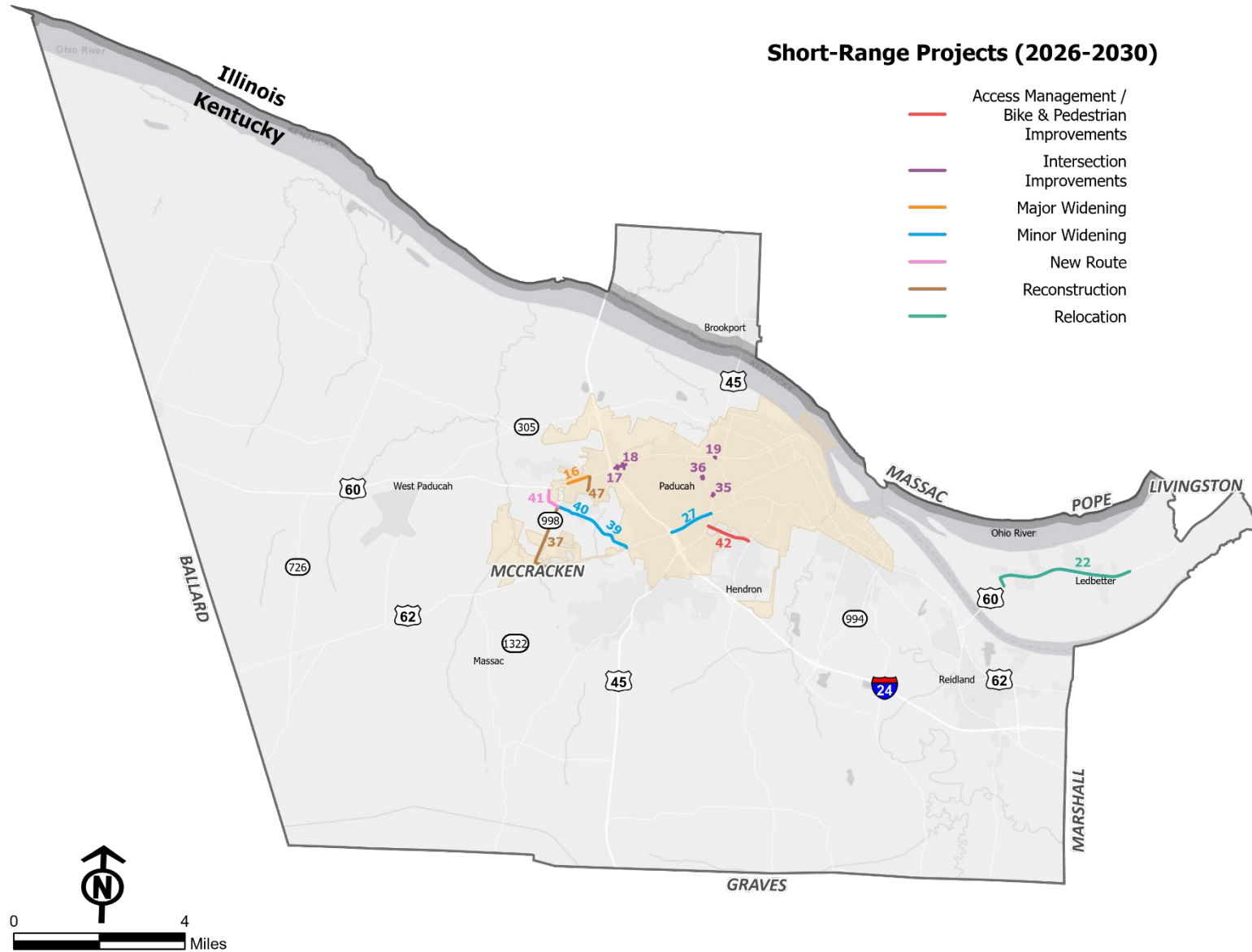


Table 12. Mid-Range Projects (2031 – 2040)

Mid-Range Projects (2031-2040)										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
2	McCracken	1-80305.00	I-24		Major Widening	Address safety, congestion, and future capacity issues from US 60 (Exit 4) to US 45 (Exit 7) in Paducah.	4.3	7.2	\$88,900,000	\$126,500,000
6	McCracken		I-24	US 45 and US 62 Interchange (Exit 7)	Intersection Improvements	Address safety, congestion, and future capacity issues at the I-24 Interchange with US 45 and US 62 (Exit 7) in Paducah.	6.1	7.2	\$5,200,000	\$7,400,000
7	Massac		US 45	Paducah Brookport Road	Access Management / Bike & Pedestrian Improvements	Improve mobility, safety and address geometric deficiencies on US 45 from Irvin S. Cobb Memorial Bridge to Strawberry Road.	0.0	0.9	\$4,800,000	\$6,800,000
8	McCracken		US 45	Lone Oak Road	Access Management / Bike & Pedestrian Improvements	Improve US 45 from Clinton Road to I-24.	5.9	7.9	\$10,000,000	\$14,200,000
10	McCracken		US 45/US 60	Joe Clifton Drive	Intersection Improvements	Improve safety at the intersection of Joe Clifton Drive at HC Mathis Drive	10.7	10.9	\$9,000,000	\$12,800,000
14	McCracken		US 45X / 60X	Park Avenue / Martin Luther King Drive	Bike & Pedestrian Improvements	Construct bike and pedestrian improvements along Martin Luther King Drive and Park Avenue.	0.7	1.8	\$1,000,000	\$1,400,000
15	McCracken		US 45X/ US 60X	S. 4th Street / S. 3rd Street	Safety Improvements	Address safety along S. 3rd Street and S. 4th Street between Madison Street and Ohio Street	2.0 1.8	2.4 2.3	\$2,000,000	\$2,800,000

Mid-Range Projects (2031-2040)										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
20	McCracken		US 60	Irvin Cobb Drive	Intersection Improvements	Improve safety at the US 60 / US 62 intersection with Wayne Sullivan Drive.	17.4	17.7	\$4,000,000	\$5,700,000
21	McCracken	1-1115.10	US 60		Reconstruction	Relocation and minor widening of US 60 from Clarks River to US 62 Junction (Tennessee River Approach).	18.7	20.0	\$20,000,000	\$28,500,000
25	McCracken		US 62		Reconstruction	Improve geometric deficiencies and address safety issues from KY 286 to McCracken Blvd.	3.2	7.8	\$40,100,000	\$57,100,000
29	McCracken		KY 131	Reidland Road	Intersection Improvements	Add turn lanes at entrances to Reidland Elementary School.	4.8	5.8	\$2,000,000	\$2,800,000
38	McCracken	1-80405.00	KY 998	Olivet Church Road	Reconstruction	Improve mobility, safety and address geometric deficiencies on KY 998 from KY 1286 to US 60.	1.7	2.3	\$4,900,000	\$7,000,000
46	McCracken		CR 1019	New Holt Road	Bike & Pedestrian Improvements	Construct bike and pedestrian improvements along New Holt Road from US 60 to Olivet Church Road.	0.0	0.5	\$2,100,000	\$3,000,000
Total Cost (Mid-Range Projects)									\$194,000,000	\$276,000,000
Available Revenue									\$184,908,320	\$253,018,880

Figure 37. Mid-Range Projects (2031 – 2040)

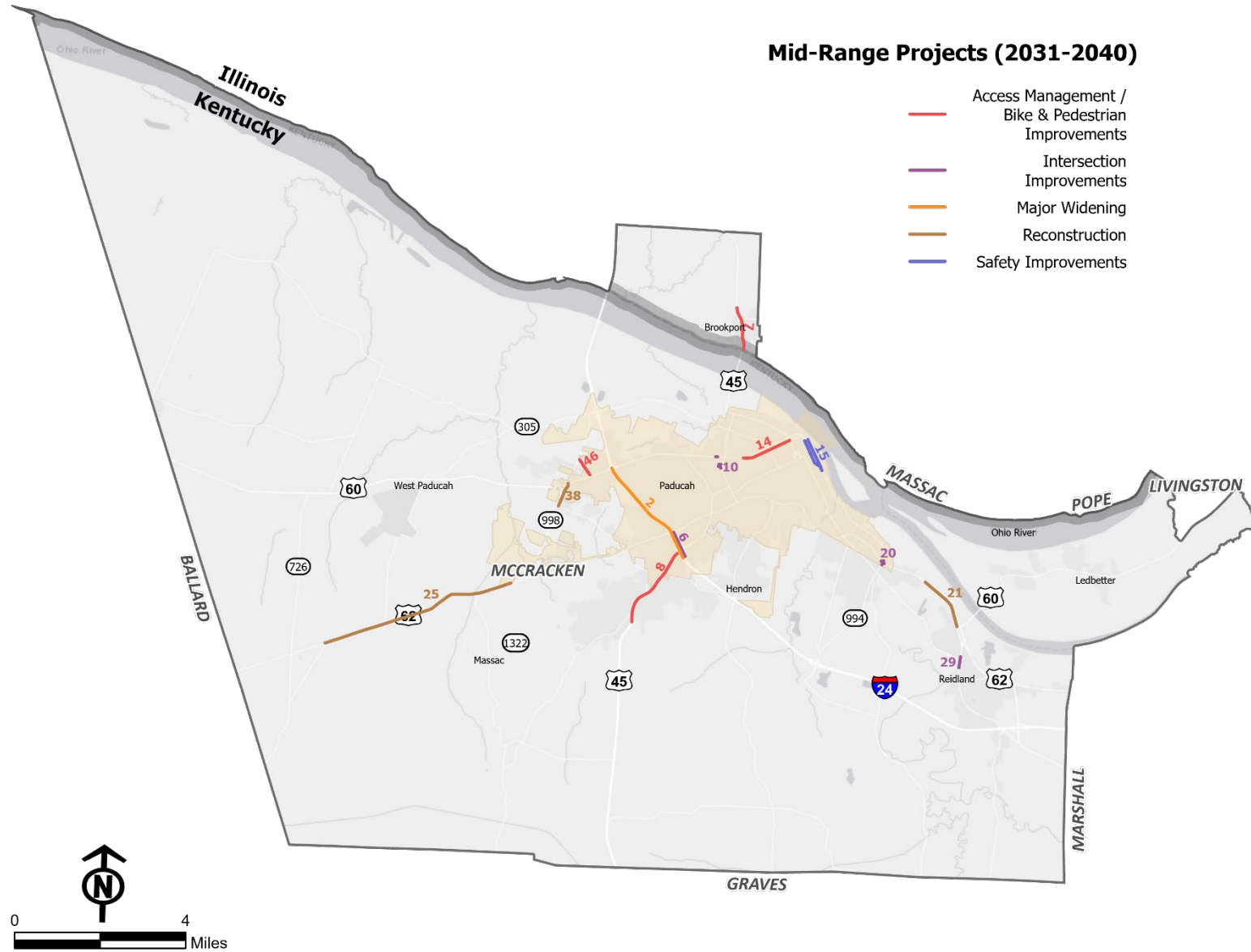


Table 13. Long-Range Projects (2041 – 2050)

Long-Range Projects (2041-2050)										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
3	McCracken	1-80305.00	I-24		Major Widening	Address safety, congestion, and future capacity issues from US 45 (Exit 7) to KY 1954 (Exit 11) in Paducah.	7.2	11.1	\$100,900,000	\$212,600,000
9	McCracken		US 45	Lone Oak Road	Access Management / Bike & Pedestrian Improvements	Improve safety and congestion along US 45 from I-24 to Jackson Street.	7.9	9.2	\$9,300,000	\$19,600,000
11	McCracken		US 45	H C Mathis Drive	Reconstruction	Improve safety along US 45 between Park Avenue and North 8th Street	11.0	12.1	\$1,000,000	\$2,100,000
23	Livingston		US 60		Minor Widening	Upgrade US 60 from 0.5 miles east of Rudd-Spees Road to KY 937.	4.1	7.8	\$26,900,000	\$56,700,000
30	McCracken		KY 286		Minor Widening	Reconstruct as a 2+1 roadway from the Ballard County Line to US 62.	0.0	2.2	\$19,200,000	\$40,500,000
31	McCracken		KY 305	Cairo Road	Reconstruction	Address future congestion, access, continuity of the outer loop project, and economic development issues for western McCracken County along KY 305 from KY 998 to KY 1420.	8.3	9.7	\$10,700,000	\$22,500,000
34	McCracken		KY 731	Lone Oak Road	Reconstruction	Address congestion, safety and intersection alignment issues from US 45 / US 62	0.0	0.4	\$12,500,000	\$26,300,000

Long-Range Projects (2041-2050)										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
						to Broadway / Buckner Lane / 32nd Street intersection.				
48	McCracken			Jefferson Street / Broadway Street	Reconstruction	Convert Jefferson Street and Broadway Street from 7th Street to Fountain Ave from a one-way to a two-way street. Consider on-street parking and bike lane.	0.0	1.1	\$2,000,000	\$4,200,000
Total Cost (Long-Range Projects)									\$182,500,000	\$384,500,000
Available Revenue									\$184,908,320	\$350,263,110

Figure 38. Long-Range Projects (2041 – 2050)

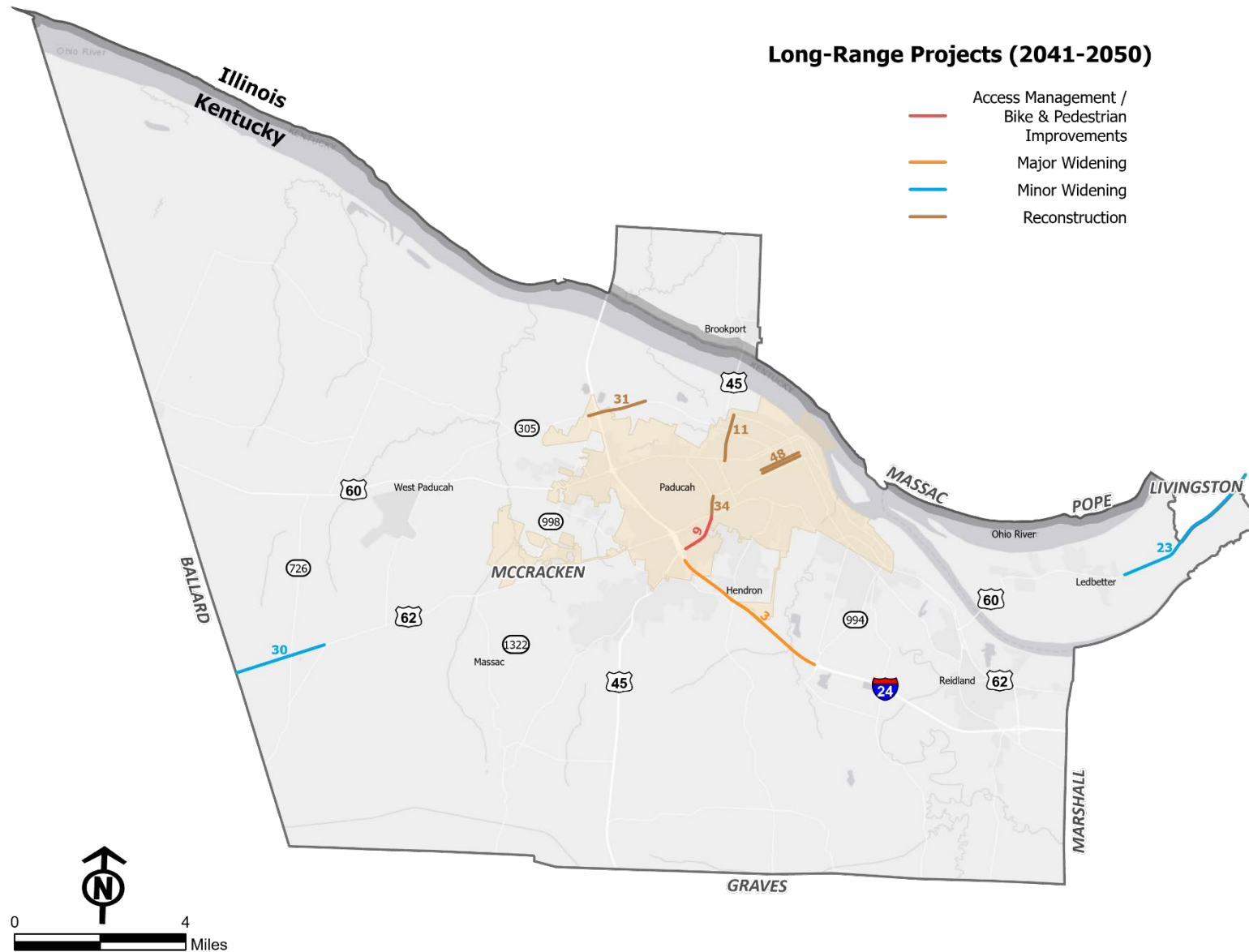


Table 14. Illustrative Projects (2050 +)

Illustrative Projects (2050+)										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
1	McCracken	1-80404.00	I-24		Major Widening	Address safety, congestion, and future capacity issues from KY 305(Cairo Rd) to US 60 in Paducah.	3.0	4.3	\$42,900,000	\$110,000,000
4	McCracken	1-80305.00	I-24		Major Widening	Address safety, congestion, and future capacity issues from KY 1954 (Exit 11) to US 68 (Exit 16).	11.1	16.5	\$160,900,000	\$412,400,000
5	McCracken / Massac		I-24	I-24 Ohio River Bridge	Bridge Replacement	Replace/Rehab I-24 Bridge over the Ohio River			\$1,000,000,000	\$2,563,300,000
12	McCracken / Massac		US 45	Irvin S. Cobb Memorial Bridge	Bridge Replacement	Replace Irvin S. Cobb Memorial Bridge over the Ohio River Bridge			\$500,000,000	\$1,281,700,000
24	McCracken		US 62		Reconstruction	Improve geometric deficiencies and address safety issues from Ballard County Line to KY 286.	0.0	3.2	\$16,400,000	\$42,000,000
26	McCracken		US 62	Alben Barkley Drive	Reconstruction	Address issues with service, congestion and safety from KY 1286 to I-24.	10.7	11.8	\$14,800,000	\$37,900,000
28	McCracken		KY 131	Said Road	Reconstruction	Improve safety, truck mobility, and access and address geometric deficiencies from	0.0	3.6	\$22,800,000	\$58,400,000

Illustrative Projects (2050+)										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
						Graves C/L to KY 284 in Reidland.				
32	McCracken		KY 339	Clinton Road	Reconstruction	Correct geometric deficiencies and address safety issues on Clinton Road (KY 339) from 0.11 miles south of Old Farm Road (CR-1001F5) to US 45.	6.1	7.2	\$8,500,000	\$21,800,000
33	McCracken		KY 450	Oaks Road	Reconstruction	Correct geometric deficiencies and address safety issues from Graves County Line to KY 1954 in Paducah.	0.0	7.8	\$46,600,000	\$119,400,000
43	McCracken		KY 1310	Berger Road	Reconstruction	Correct geometric deficiencies and address safety, mobility and access issues from US 45 (Lone Oak Road) to KY 994 (Old Mayfield Road) in Paducah.	0.0	1.1	\$9,600,000	\$24,600,000
44	McCracken		KY 1322	Lovelaceville Road	Reconstruction	Address safety along KY 1322 between US 45 and Fairview Drive/Lutes Road and improve intersection at Fairview Drive/Lutes Road.	7.5	8.5	\$8,500,000	\$21,800,000
45	McCracken		KY 1334	(formerly Friendship Road)	Bike & Pedestrian Improvements	Construct bike and pedestrian improvements along KY	0.0	0.6	\$2,000,000	\$5,100,000

Illustrative Projects (2050+)										
Map ID	County	KYTC Item # / IDOT #	Route Number	Route Name	Project Type	Description	Begin Mile Point	End Mile Point	Total Cost (Current Dollars)	Total Cost (Future Dollars)
						1334 (formerly Friendship Road) from Lone Oak Road and Kimberly Drive.				
Total Cost (Illustrative Projects)									\$1,833,000,000	\$4,698,400,000

Grouped Projects

Federal regulations permit smaller scale projects to be grouped by function, work type and/or geographic area. These projects are typically non-controversial and have minimal adverse impact. These Grouped Projects aim to address existing deficiencies, enhance system preservation, or improve safety, and can be funded through various federal programs. KYTC, IDOT and FHWA have established streamlined procedures to incorporate these projects into the MTP and TIP through Administrative Modifications, simplifying the maintenance and approval processes for project changes. The list developed cooperatively between KYTC and FHWA is illustrated in **Table 15**. IDOT has established similar categories but can vary across MPOs. These grouped projects can be summarized into the following five program categories: Pavement Preservation, Bridge Preservation, Safety Improvement, Bicycle and Pedestrian and Transit Asset Management.

The collaborative development of the grouped project list, as utilized by the PMcMPO, aids in informing stakeholders and the public about potential future projects eligible for streamlined addition to the MTP and TIP. Actions related to these projects do not require additional public review or fiscal constraint assessments, as KYTC and IDOT maintain financial constraint at the statewide level. Upon establishing project details and funding, KYTC and IDOT forward these projects to the PMcMPO for inclusion, ensuring that financial commitments are made within the constraints available statewide. This constraint is demonstrated on an annual basis for the STIP.

Table 15. Grouped Projects

Grouped Projects	
HSIP - Highway Safety Improvement Program Implementation	Park and Ride Facilities
Commuter Ridesharing Programs	Railroad/Highway Crossing Protection
Intersection Improvements for Safety or Efficiency	Pavement Markers and Striping
Guardrail, Median Barrier, and Crash Cushion Projects	Pavement Resurfacing, Restoration, and Rehabilitation
Small Transit Passenger Shelters and Informational Kiosks	Transit Operating Equipment
Transit Operating Assistance	Reconstruction or Renovation of Transit Facilities
Other Highway Safety Improvements	Recreational Trails Projects
Intelligent Transportation System (ITS) Projects	Transportation Alternatives Projects
Traffic Signal System Improvements	Bicycle Accommodation/Facilities
Highway Signing	Pedestrian Accommodation/Facilities
Bridge Replacement (no additional lanes)	Bridge Inspection
Bridge Rehabilitation	Bridge Painting

Travel Demand Modeling Analysis

As initially described in Chapter 3, the PMcMPO RPM was developed to support development and analysis of all projects. The scenarios analyzed include:

- Base Year Network (2022) - This scenario was built to represent the existing conditions. For the RPM, the base year was set as 2022 to ensure a complete set of inputs, including traffic volumes, population and employment, and travel patterns.
- Base Year Network (2050) – This scenario was built to determine all 2050 needs and assumed no projects would be constructed outside of those completed between 2022 and 2025 or under construction in 2026 and therefore, not requiring additional funding.
- Recommended Plan Network (2050) – This scenario combines all the recommended plan projects to determine the long-term improvement over the 2050 Base Year Network.
- All Projects Network (2050) – This scenario combines the recommended plan with the illustrative projects presented in **Table 14** to determine the potential long-term improvements if all known projects could be constructed.

Table 16 presents the evaluation of each of these four scenarios. When compared to the 2050 Base Year Network, the Recommended Plan Network shows a 17 percent improvement in vehicle hours of delay along with improvements in several other metrics. **Figures 39 and 40** show how roadways in the PMcMPO area perform for the AM and PM periods under the scenario of Recommended Plan Network.

It should be noted the RPM is designed to analyze larger scale projects such as roadway widening, roadway reconfiguration, or new routes. Therefore, minor intersection improvements, safety improvements, bicycle and pedestrian projects, or operational enhancements only impact the traffic analysis results in a negligible way. Each project will be further evaluated as it moves through the project development process, and the benefits can be further quantified.

Table 16. PMcMPO RPM Traffic Analysis

Metric	Base Year Network (2022)	Base Year Network (2050)	Recommended Plan Network (2050)	All Projects Network (2050)
Vehicle Miles Traveled (VMT)	1,959,512	2,205,229	2,204,166	2,204,779
Vehicle Hours Traveled (VHT)	38,151	42,506	42,382	42,382
Total Traffic Volume (V)	13,928,542	14,845,545	14,778,702	14,774,950
Total System Capacity (C)	74,376,392	73,835,983	78,079,880	81,124,252
V/C Ratio	0.19	0.20	0.19	0.18
Average Speed (VMT/VHT)	51.4	51.9	52.0	52.0
Vehicle Hours of Delay (VHD)	270.8	390.0	333.1	302.5
Congested Speed	37.0	36.7	36.7	36.2
% of Volume Congested	9.0%	10.3%	9.8%	9.3%
% of VMT Congested	4.1%	4.6%	4.2%	4.3%
% of VHT Congested	5.7%	6.5%	6.0%	6.2%

Figure 39. 2050 Recommended Plan V/C Ratios (AM Peak)

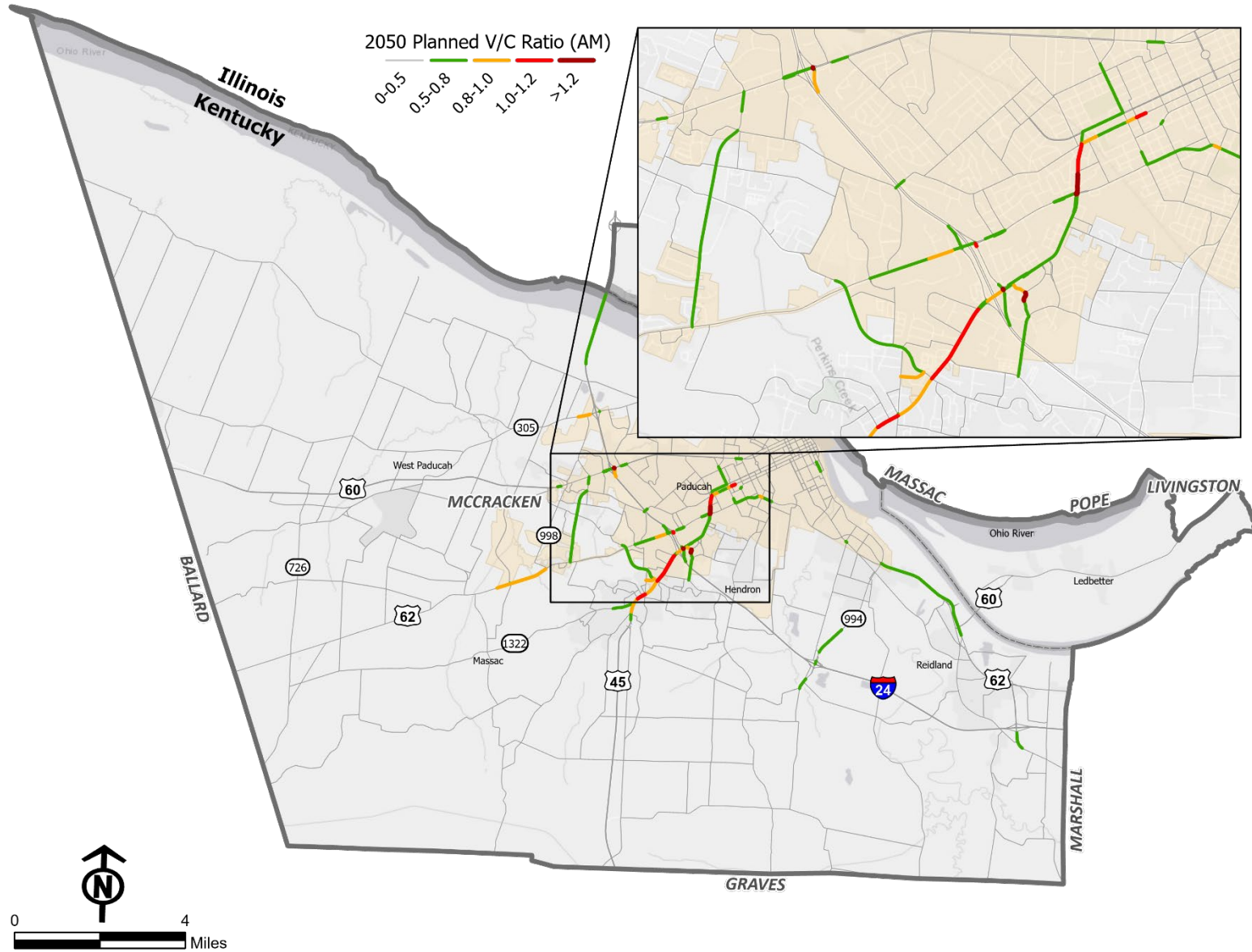
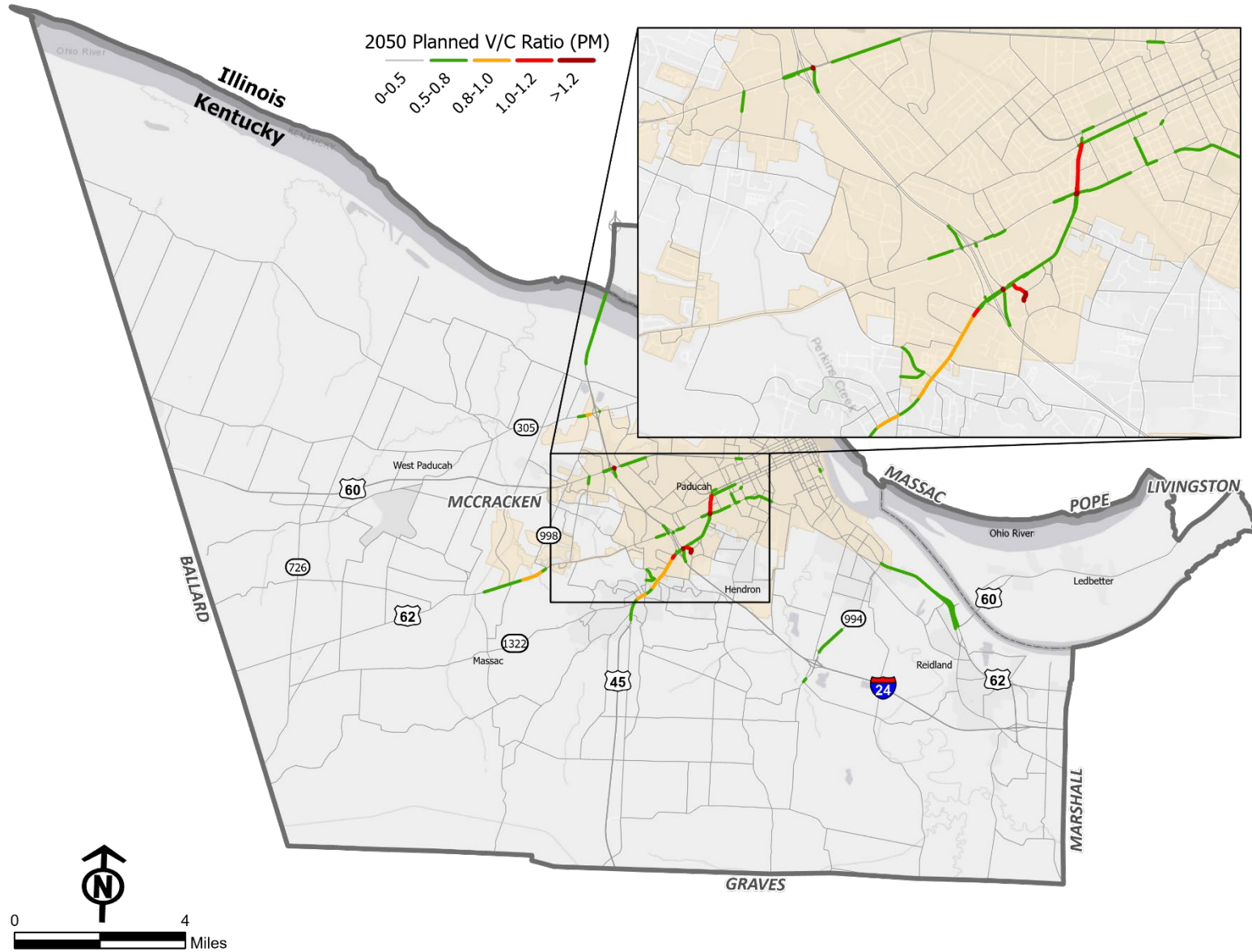


Figure 40. 2050 Recommended Plan V/C Ratios (PM Peak)



Implementation

Inclusion of a project in the 2050 MTP means that it has been identified as a regional priority for funding and is part of the MTP's fiscally constrained plan. PMcMPO's TIP and KYTC and IDOT's STIP are the official mechanisms through which projects in the MTP are implemented. The TIP and STIP are short-term programs of scheduled transportation improvements. Projects in the TIP and STIP must be included in the MTP and must help implement the goals of the long-range plan.

The TIP is a phased, multiyear schedule for obligating federal funds to projects in the MPO area. The MTP serves as the foundation for the development of the TIP by providing critical information for consideration in the prioritization and funding of short-term projects in the TIP and guiding regular updates of the TIP. The MPO formally requests and obligates Federal-aid Highway Program funds from the Commonwealth of Kentucky and State of Illinois and from the FTA through the TIP. The TIP must also include all regionally significant, non-federally funded projects. Like the MTP, the TIP must be fiscally constrained.

The TIP helps the MPO and the public track local, state and federal transportation funds and projects. While estimated implementation dates are given for projects in the MTP, it should be noted that both project development and the TIP are dynamic. The MTP can be amended and modified as programs and projects are implemented. A major update to the TIP is required at least every four years.

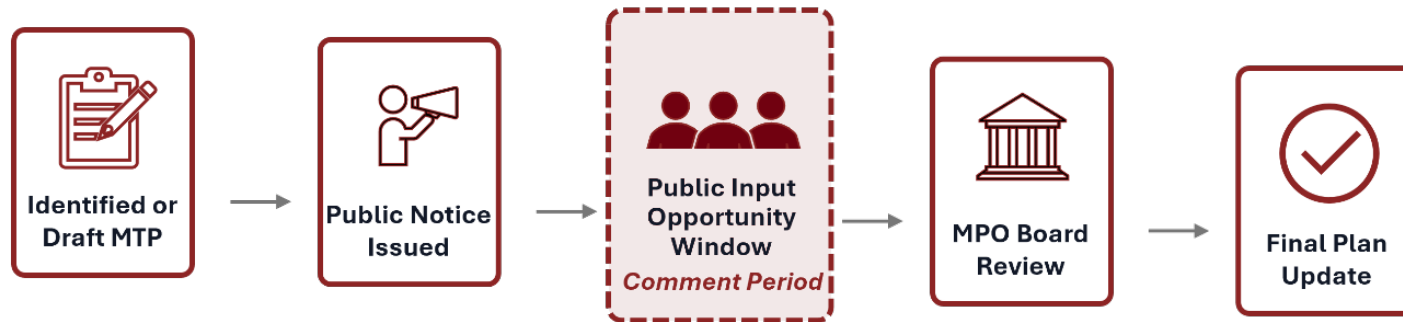
Kentucky and Illinois Statewide Transportation Improvement Programs

Projects contained in the TIP must be compatible with the federally required STIP development and approval process. The STIP is prepared by KYTC and IDOT's Division of Program Management and incorporates by reference each MPO TIP, thereby conjoining the state and MPO planning processes and making them mutually dependent on each other. The STIP is then amended to include the revised TIP by reference, which is then approved by FHWA/FTA. Many of the transportation projects and programs listed within this MTP will use funding programmed within the STIPs, which are the fiscally constrained portion of KYTC and IDOT's six-year highway plans. These highway plans are developed by KYTC and IDOT and adopted by their respective legislatures on a biannual and annual basis, respectively. Local priorities established by MPOs are considered in developing each highway plan; however, concurrence with the PMcMPO MTP and local priorities are not guaranteed.

The MTP and TIP are maintained through amendments and administrative modifications. Administrative modifications are typically used for minor revisions, such as minor changes to project phase costs, funding sources, scope, and the movement of an included project among fiscal years of the TIP. Administrative modifications only require staff review before the change is tracked, posted, and circulated to committees and agencies. No additional public comment or MPO resolution is included in the process. Formal amendments are generally required for major changes, such as the addition or deletion of a federally funded or regionally significant project or a major change in project cost, design concept, or scope. Amendments require coordination with the MPO, KYTC, IDOT, and applicable federal agencies, and are processed consistently with PMcMPO public participation procedures before approved by the MPO. **Figure 41** displays the difference between their process flow.

Figure 41 MTP Amendment and Administrative Modification Process Comparison

MTP Amendment Process Flow:



VS

Administrative Modification Process Flow:

