



Greater Egypt

*LONG RANGE TRANSPORTATION PLAN
JUNE, 2022*

ACKNOWLEDGMENTS

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INTRODUCTION



INTRODUCTION

Successful rural transportation planning improves the way people and goods move throughout the region and ensures that the quality of life and economy in Greater Egypt is preserved and improved for future generations. The Greater Egypt Long Range Transportation Plan (LRTP) will support the region as we strengthen our assets and address our needs in a balanced and sustainable way. The plan will serve as a tool to help our communities secure state and federal funding while also guiding local leaders to determine where and how to invest the limited resources over a long time. The Greater Egypt Long Range Transportation Plan will be unique, as it will be the first rural Long Range Transportation Plan in the State of Illinois and will set the precedent for rural transportation planning and coordination.

Good rural transportation plans consider a wide range of investment, operational, and technology options that can meet the various needs of all transportation system users. Most importantly, effective rural transportation planning provides residents, business owners, users, and stakeholders with opportunities to participate in the planning process. The aim is to ensure the plan reflects the needs, wants, vision, and goals of the people that will be impacted.

GREATER EGYPT

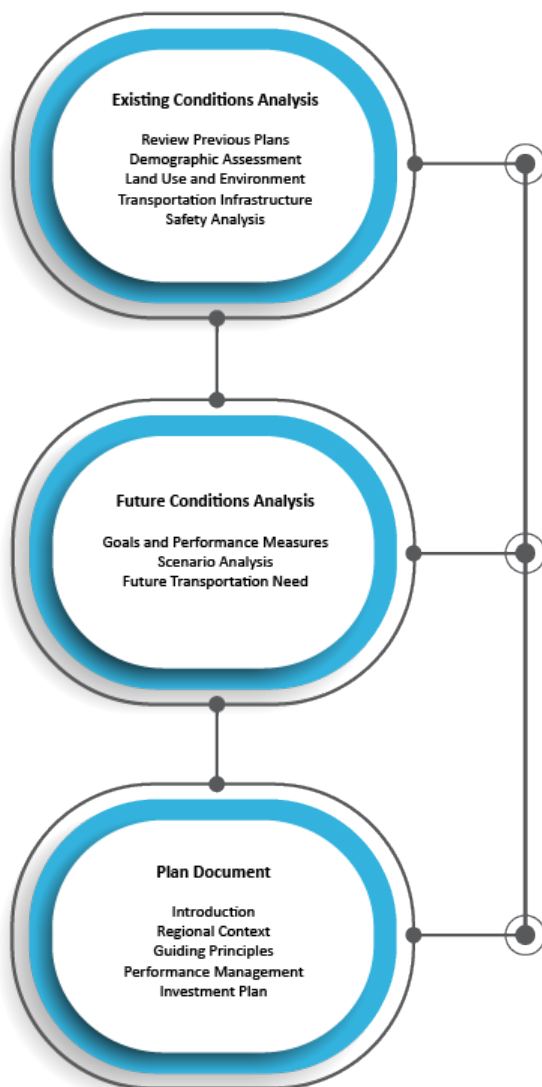
The Greater Egypt Regional Planning and Development Commission (Greater Egypt), established in its current form in 1967, provides planning services throughout the five county Greater Egypt region comprised of Franklin, Jackson, Jefferson, Perry and Williamson counties. Greater Egypt serves as the lead agency for the Southern Illinois Metropolitan Planning Organization (SIMPO) tasked with executing a continuing, cooperative, and comprehensive transportation planning process for the urbanized area along IL-13 between Carbondale and Marion, Illinois.

Greater Egypt is overseeing the development of this plan. The plan includes the rural areas of the five county region and does not include the urbanized areas of SIMPO.



THE PLAN

Participation and public input was a vital component to this plan. As such, participation occurred throughout the process at multiple stages. At the same time, a data driven analysis was performed in order to correctly assess current and future conditions. This plan summarizes the key findings of the current and future conditions analysis; details the vision, goals, and objectives as established by the steering committee and the public; details a fiscally constrained project list as priorities for the region over the next 25 years; and presents performance metrics to establish accountability and measure progress.



The plan is presented in five sections as shown and described below:

1. Introduction

The Introduction section provides a general background about those involved in the plan, the purpose and intentions of the plan, the planning process, and introduces the vision for the Greater Egypt region over the next 25 year.

2. Regional Context

The Regional Context section provides the key findings of the demographic, environmental, and transportation analysis.

3. Guiding Principles

The Guiding Principles section focuses on the vision for the region and how the goals and objectives will help achieve that vision over the next 25 years. As goals and objectives were established and specific project investments were identified, they were regularly evaluated against the vision to ensure proper regional alignment.

4. Performance Management

A plan is a living document that not only sets goals and objectives but performance metrics to ensure accountability and allow the region to measure progress. The Performance Management section identifies metrics to be measured over the life of the plan to ensure success.

5. Investment Plan

The Investment Plan provides the key findings of the financial analysis and details the fiscally constrained project list. The project list includes all projects the region can likely fund over the next 25 years.

THE 'WHY'

Transportation is more than just a way of moving from point A to point B. It can help build healthy, livable communities by providing more choices for how people get around. It also acts as a catalyst for investment and additional resources to achieve larger goals such as increasing economic development and revitalizing communities and building a sense of place.

The rural transportation network is a critical component of not just our rural communities, but the larger statewide and national networks. 19% of the population lives in rural communities yet, 68% of the nation's total lane miles are in rural areas. Because of the imbalance between population and infrastructure, rural communities are responsible for significantly more infrastructure maintenance. And, rural transportation assets are subject to greater wear and tear. Two-thirds of rail freight originates in rural areas, and nearly half of all truck vehicle-miles-traveled (VMT) occur on rural roads. 90% of posted (limited weight) bridges are in rural areas. These circumstances create consequential safety concerns as 43% of all roadway fatalities occur on rural roads.¹

Rural communities face significant, disparate, and unique transportation challenges. This plan brings together the rural region to engage with stakeholders, create a regional vision, and establish goals that will guide the transportation investments made in this region in the next 25 years.

GREATER EGYPT LRTP

The quality of life and economy of our communities in the Greater Egypt Region depends on a safe, efficient, effective, comprehensive, and coordinated multimodal transportation system that provides choices for the movement of people and goods and allows quick transfers between modes when and where they're needed. The need to maintain transportation connections between rural and urban areas is important to the economy, public health, safety, and the social structure of Greater Egypt, Illinois, and beyond.

Regional Transportation Planning Organization

A regional transportation planning organization (RTPO) is a unique organization that conducts local transportation planning in non-metropolitan regions of a State. An RTPO can be officially designated as such by a State and supports the statewide transportation planning process.

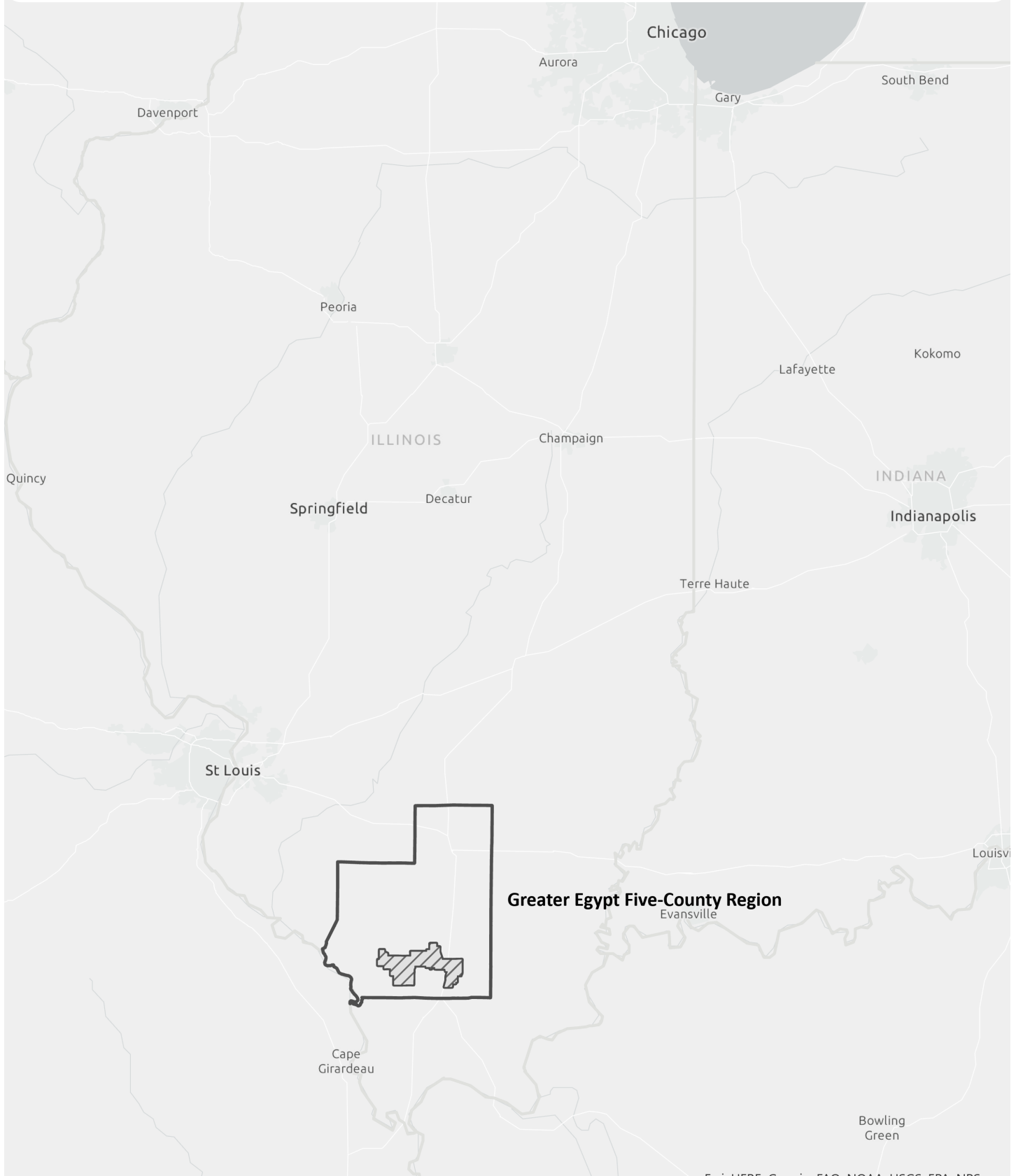
An RTPO provides rural areas many of the same functions that Metropolitan Planning Organizations (MPOs) provide urban areas as it relates to transportation planning and transportation investments. In Illinois, there are no designated RTPOs. In an effort to incorporate more local and regional priorities in the decision making process, Greater Egypt is using this Long Range Transportation Plan to identify those regional priorities and take the first step in potentially being designated an official RTPO.

BENEFITS OF A RTPO

- Instill a systematic transportation planning process.
- Involve local officials in Policy Committee decisionmaking.
- Provide a means to establish transportation goals, objectives, and regionally unique priorities.
- Improve the ability of prioritized projects to compete for funding.
- Facilitate conversation and public involvement between local communities and the State DOT.

¹ <https://www.bts.gov/rural>

Figure 1| Greater Egypt in the Larger Region



THE PLANNING PROCESS

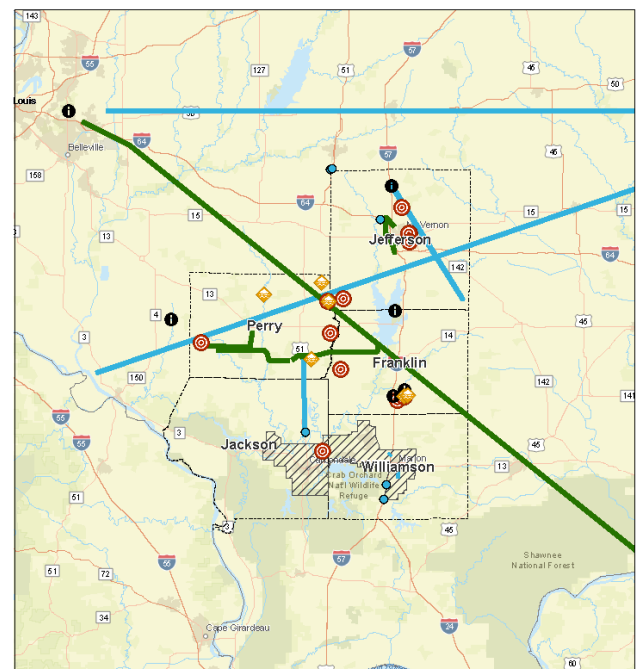
Public engagement is an essential component of any and all planning processes. It should be done in a way that brings the public into the decision-making process as informed citizens and leaders with valued input and ideas. For the Greater Egypt LRTP, the public and local leaders were involved throughout the planning process. At various scales and intervals, teams were established and public input was solicited and reviewed through several platforms:

- **Project Core Team**
Planning consultant team, key staff from Greater Egypt, and the county engineers from each county met every other week.
- **Steering Committee**
Project core team plus local experts and advocates that met three times to discuss ideas and progress.
- **Regional Leaders**
Local leaders that met once to assist with the creation of the vision statement and again to review the draft plan.
- **Call for Projects**
Opportunity for counties and municipalities to submit projects for consideration in the LRTP fiscally constrained project list.
- **Public Ideas Interactive Map**
Interactive mapping exercise that allowed the public to present their ideas for the region.
- **Survey**
Public survey that captured the sentiments of residents towards various mobility topics in the community.
- **Media (project website, email, social, etc.)**
Project updates were regularly posted to the project website and marketing materials were sent out to increase engagement.

The various approaches to engagement allowed the core team to take advantage of a diverse set of ideas generated from the extensive public outreach efforts.

**GREATER EGYPT
LONG RANGE TRANSPORTATION PLAN**

www.GreaterEgyptTransportationPlan.org



November 22, 2021

1:1,155,581

0 5 10 20 mi
0 5 10 25 50 km

- ◆ Flood Concerns - Points
- Potential Developments - Points
- Safety Concerns - Points
- Other Ideas - Points
- Bicycle Pedestrian Ideas - Routes
- Other Ideas - Routes
- ▨ SIMPO
- ▭ Greater Egypt LRTP - Greater Egypt

WHAT WAS LEARNED

Survey participants included a representative variety of ages and races for the region. Over 64% of survey participants live and work in Greater Egypt, while an additional 33% live but do not work in the 5-county area. Almost all participants surveyed (99%) own at least one car, though most have two or more available at home. It was notable that an overwhelming majority (70%) have lived in the region for 20 years or more. Though this is more common in rural communities, it was nonetheless surprising.

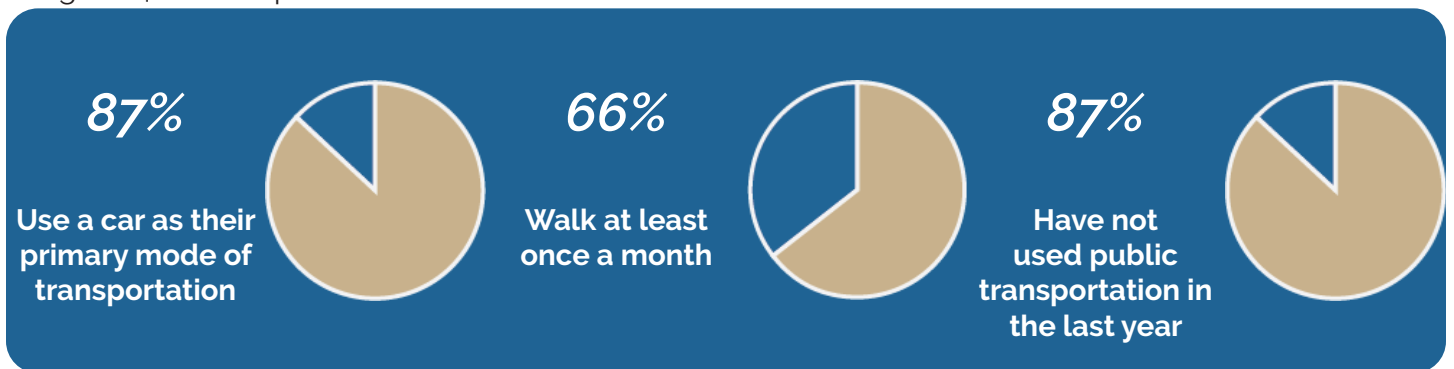
Results from the engagement process revealed that almost all people use a car as their primary mode of transportation (87%). When given the option of other modes of transportation such as biking, walking, and bus transit, and the frequency in which they are used, it was found that walking was the next most common mode of transportation. According to the survey, 14% of people walk daily with an additional 52% of people who reported that they walk at least once a month. Over a quarter of all respondents reported that they biked at least once a month (26%) while 14% of people drove farm or agriculture machinery at least once a month.

Of those who responded to the survey, 87% have not used public transportation within the last year. Additional modes of transportation that were reported used in the region included golf carts and mobility services like Uber/Lyft.

When asked what are the top transportation issues that should be addressed in the Greater Egypt Region, the most common response was the maintenance of existing routes and infrastructure (70%), followed by additional transportation choices (63%), and increase safety (60%). Other responses included a number of suggestions for improved public transit access, more direct connections to St. Louis, and addressing truck congestion on the Interstate.



Figure 2| Public Input Results



The public was asked to provide up to three specific transportation improvements they would like to see in the Greater Egypt Region and rank in priority. The most common improvement cited as the highest priority was to improve access and availability of transit (23 responses). The next most common high priority improvements cited were enhancement to walking and biking options in the region, followed by increased safety and reduced congestion on Interstate 57. Other topics that appeared repeatedly include improving or providing an alternative to Rt. 13, providing air service to Chicago, increasing connectivity to St. Louis with the Southwest Connector, and improving overall road maintenance throughout the area. A number of specific issues were identified throughout the region, including localized flooding issues, intersection safety concerns, and at-grade rail separations.

Participants were given the opportunity to share any additional comments or suggestions with the project team. Many noted concerns about driving on I-57, suggested strategies to improve driver safety, and comment on their appreciation and support for the region.

PREFERRED OUTCOMES

1. **Attraction and retention of residents**
2. **Improved safety**
3. **Increased quality of life**

TOP 3 ISSUES

1. **Maintenance**
2. **Safety**
3. **Added Transportation Choices**

WHAT WE HEARD

“Due to the layout of the interstates that run through our area, there is constantly a large amount of semi traffic. While this is extremely important for economic vitality, I would like to see the transportation system accommodate them more.”

“Glad Greater Egypt is doing this. Regional planning that emphasizes public needs over politics is the smart way to do infrastructure planning. Thank you!”

“People need to be able to work and do daily business without owning a car.”



THE VISION FOR GREATER EGYPT

The regional vision is a core component of any successful plan. The LRTP provides strategic guidance and direction for the region to invest in itself. The vision is the destination, and brings together people and communities within the region. Regional transportation challenges require comprehensive efforts and a clear and collaborative vision statement.

Greater Egypt Vision Statement:

“The Greater Egypt Region will be known as a land of opportunity, a strong region with a vibrant economy and pristine natural environment that make it a choice destination to live, grow, and prosper.”



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REGIONAL CONTEXT



REGIONAL CONTEXT

This chapter is dedicated to the people, places, and transportation assets that make up the region. The region has a diverse group of communities, popular recreational lands, and a transportation network with regional, statewide, and national significance. The project area for this plan comprises the rural portions of the five-county Greater Egypt region. This plan does not include the areas located within the SIMPO boundaries.

PEOPLE

There are a total of 47 incorporated areas within the project. Population trends in the Greater Egypt area shows an overall decline of 1.7% from 2013 to 2019 and declines in four of the five counties. Compared to Illinois, the Greater Egypt area is losing population at a faster rate. The largest communities in the region, outside of SIMPO, are illustrated in the graphic in Figure 3 and shown on the map in Figure 4. Population growth trends are shown in Table 1.

Being largely rural, population density is low throughout the region. Most locations experience population densities of 100 people per square mile or lower. Population densities increase near the largest communities but are still lower compared to cities within the SIMPO metropolitan boundary such as Carbondale and Marion. Population density throughout the region is shown in Figure 5.

Figure 3| Largest Communities in the Region

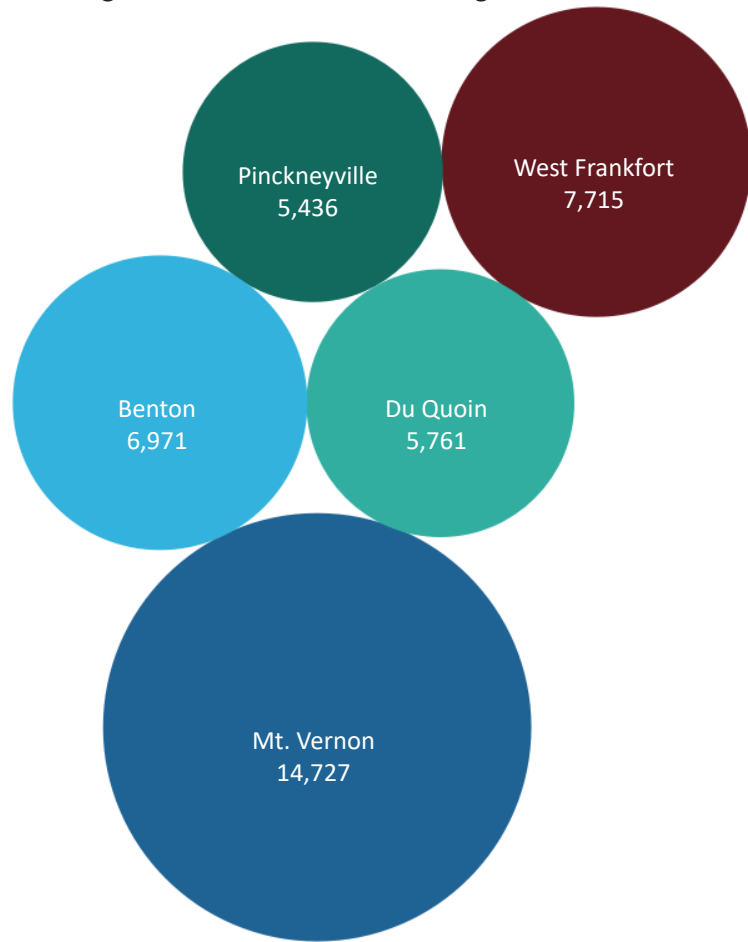
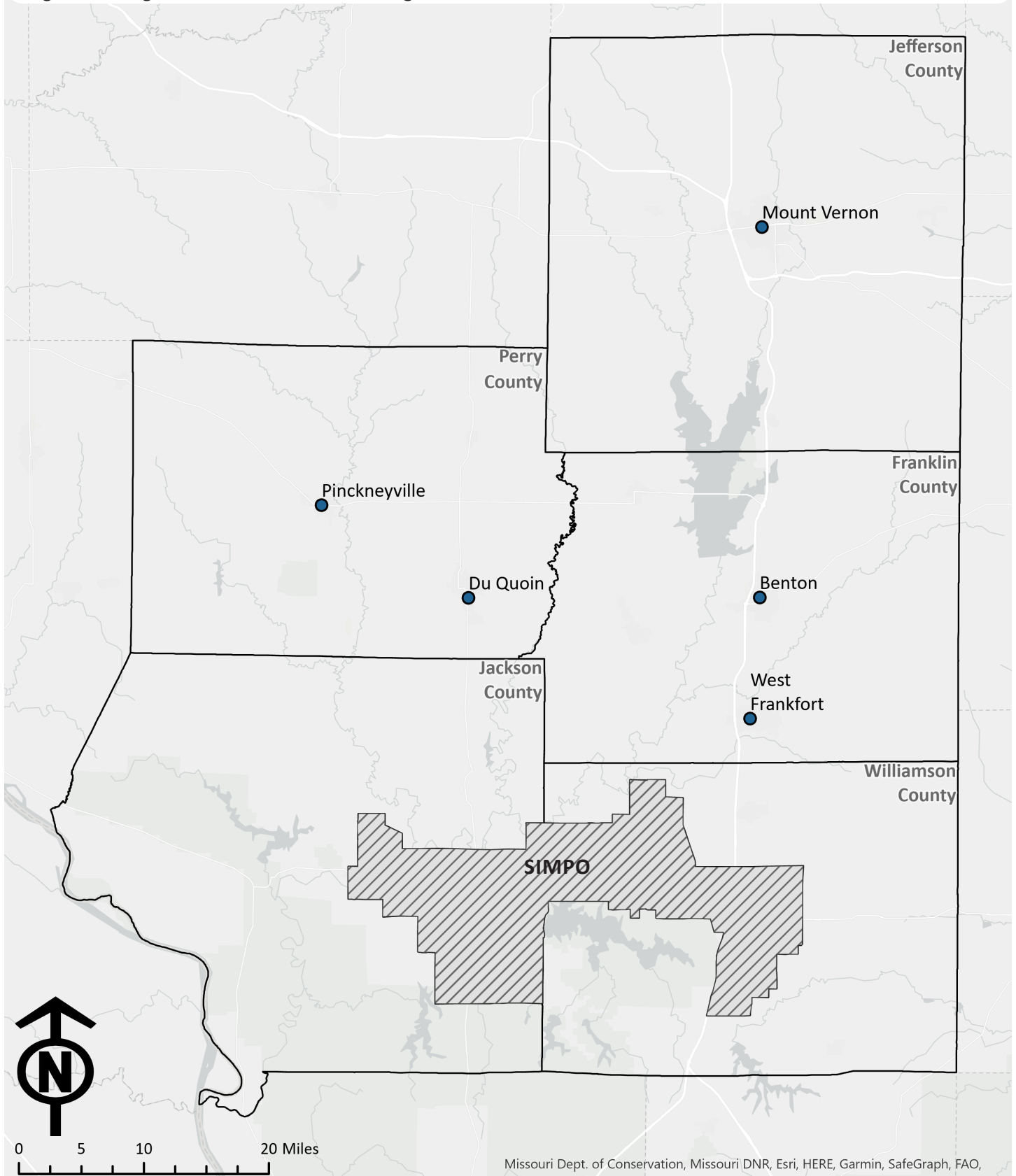


Table 1| Population Growth 2013-2019

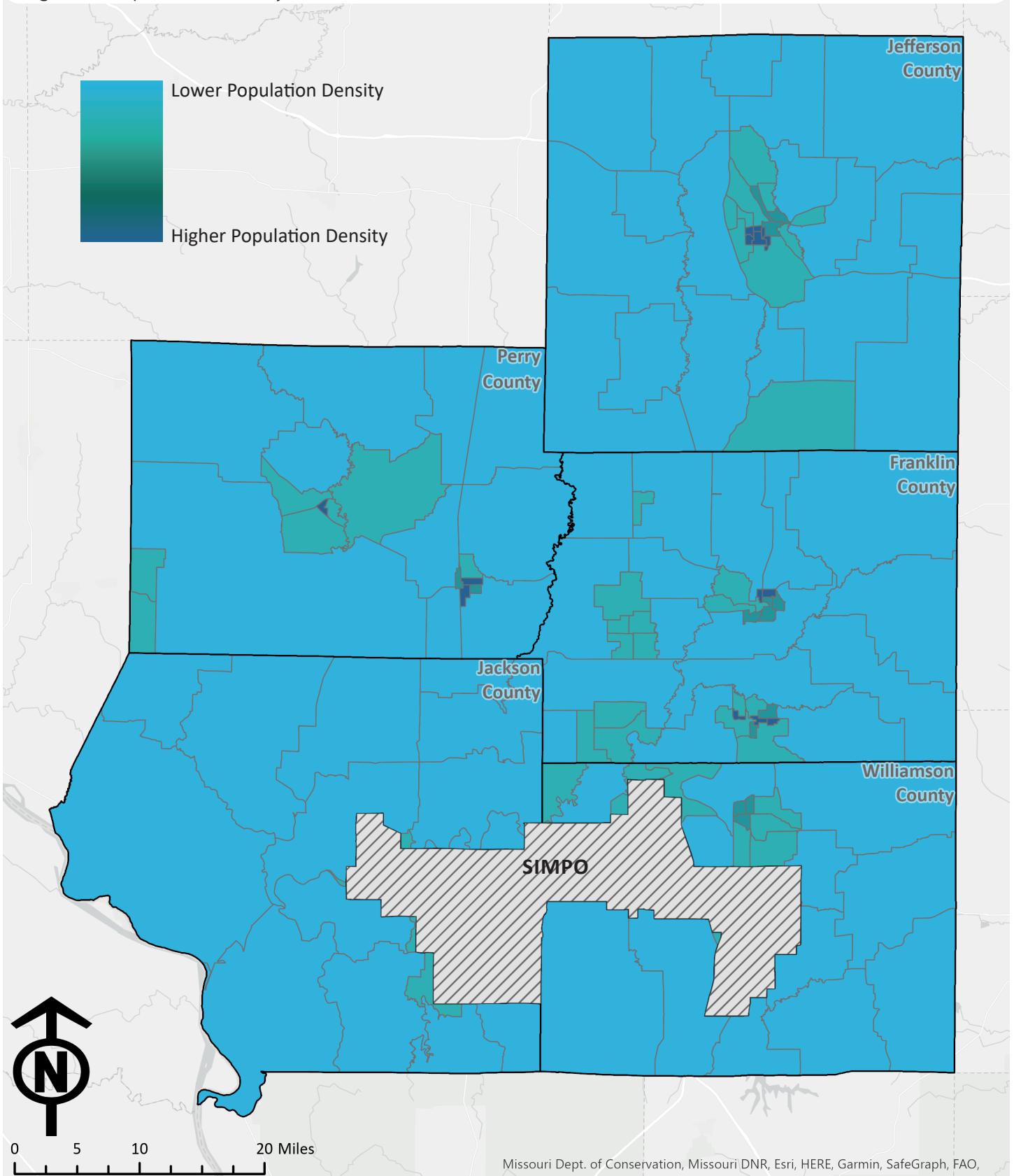
Place	Total Population (2019)	Total Population (2013)	Percent Change (+/-)
Franklin County	38,923	39,470	-1.4%
Jackson County	57,977	60,055	-3.5%
Jefferson County	37,985	38,769	-2.0%
Perry County	21,251	22,182	-4.2%
Williamson County	67,102	66,606	0.7%
Greater Egypt	223,238	227,082	-1.7%
State of Illinois	12,770,631	12,848,554	-0.6%

Figure 4| Largest Communities in the Region



Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Figure 5| Population Density



The population age mix for Greater Egypt is similar to Illinois as a whole, albeit a slightly higher elderly population is seen in Greater Egypt. Greater Egypt has a larger 65+ population and a large number who will be aging into the retirement population within the next ten years. The aging population combined with overall population decline shows that special consideration should be given to this age group as it relates to their transportation needs. The age mix in the region is shown in Figure 6.

Furthermore, the population with a disability is significantly higher throughout the five-county region than the state. This illustrates that consideration must be given to the transportation challenges and needs of the unique population that lives in the region. The population with a disability is shown in Table 2.

The racial composition varies both within Greater Egypt and compared to the state. The non-white percent of the population is significantly lower in Greater Egypt than in Illinois (12.8% compared to 28.5%). Within Greater Egypt, Jackson County has a significantly higher non-white population, most of which is within SIMPO. Outside of SIMPO, the population is largely white along with non-white populations making up around 10% of the total. The non-white population throughout the region is shown on the map in Figure 7.

Table 2| Population with a Disability

Place	Population with a Disability	Population without a Disability
Greater Egypt	15.14%	84.86%
State of Illinois	9.11%	90.89%

Figure 6| Greater Egypt Age Mix

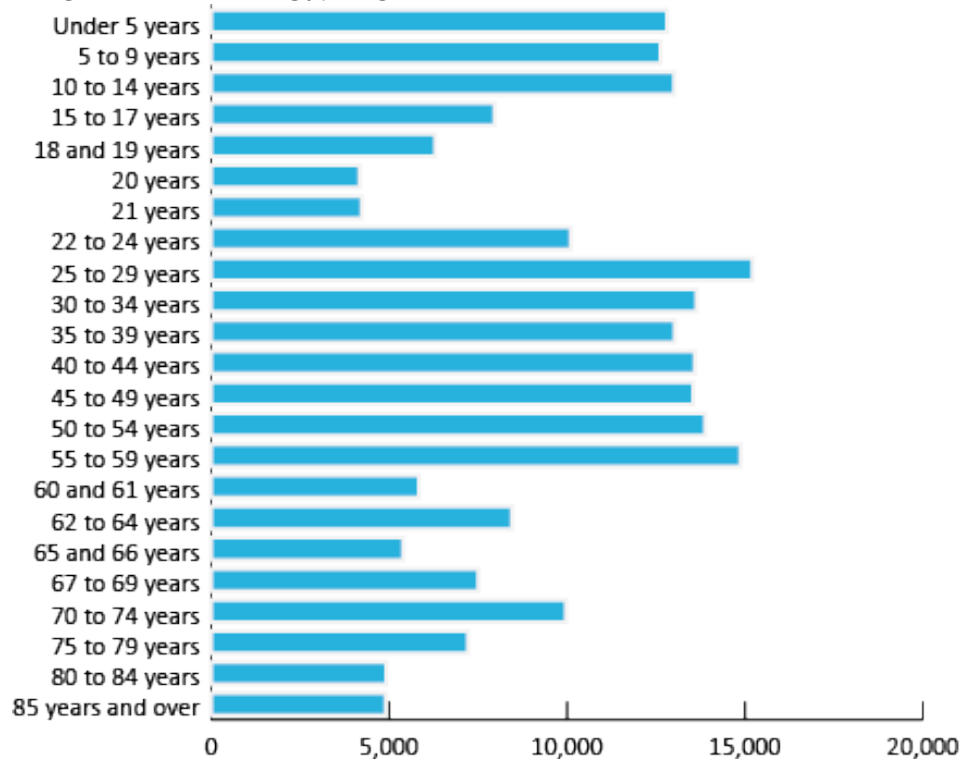
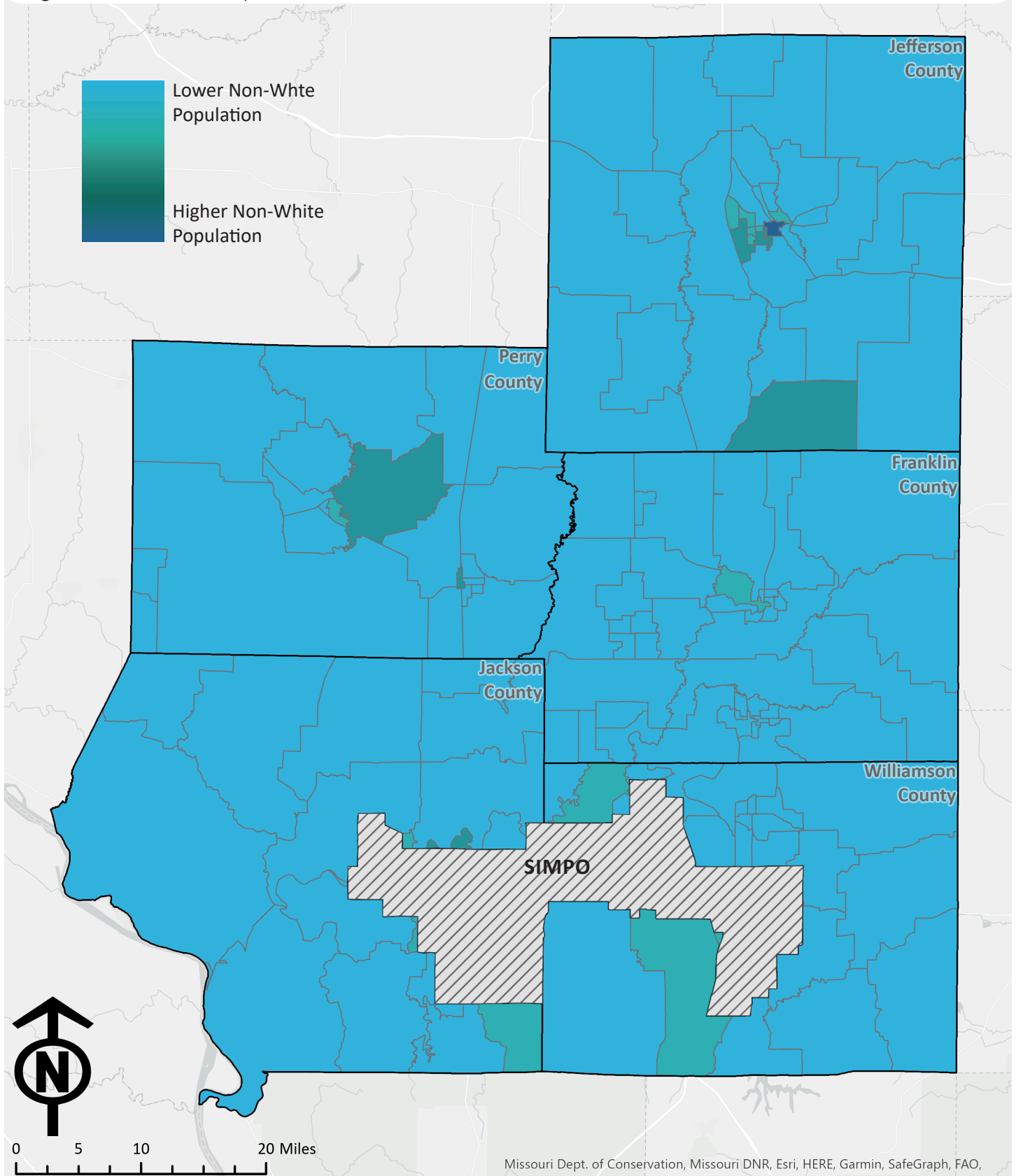


Figure 7 | Non-White Population



Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Comparing the region to Illinois, labor participation is lower (72.5% compared to 79.6%) and the unemployment rate is higher (6.8% compared to 4.8%). Labor participation and unemployment in Jackson County show a much more challenging job market, however all counties in the region have lower labor participation and higher unemployment than Illinois. Labor force and unemployment rates are shown in Table 3.

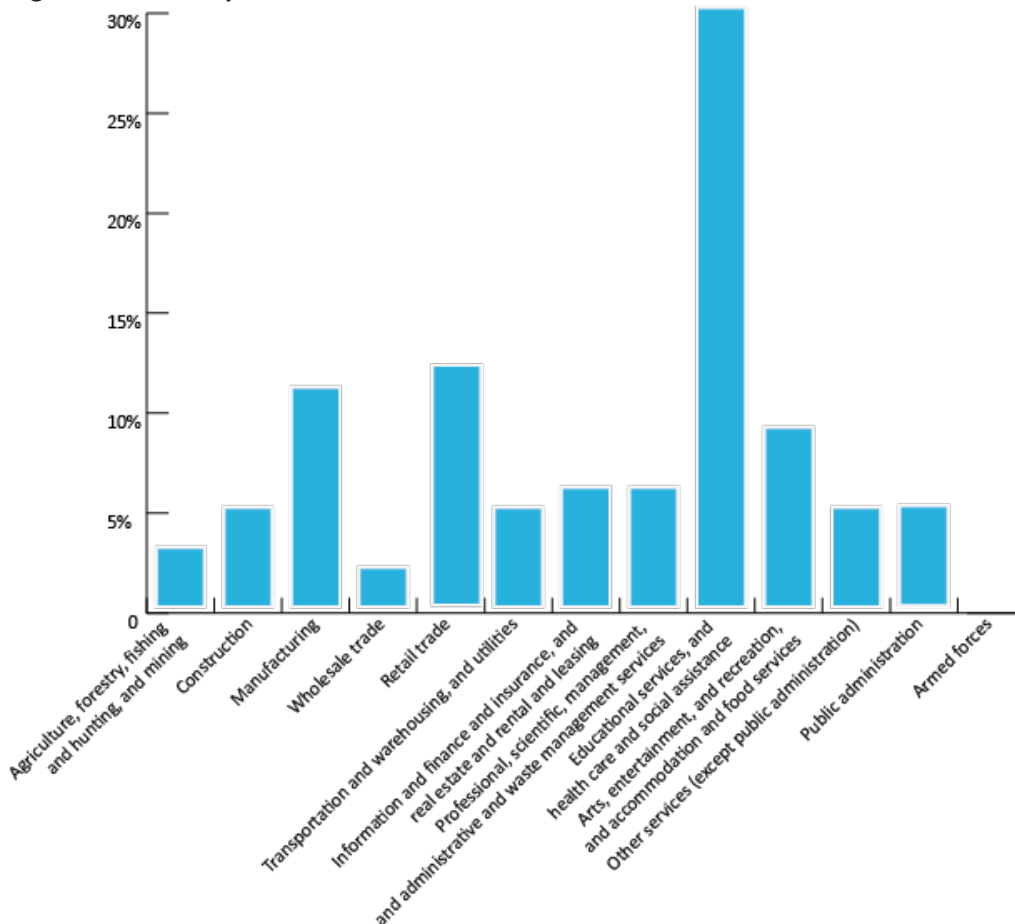
Table 3| Labor Force Participation and Unemployment

Place	Total Workers	Employed	Unemployed	Not in Labor Force
Greater Egypt	130,377	93.2%	6.8%	27.5%
State of Illinois	7,695,978	95.2%	4.8%	20.4%

Notable strengths or weaknesses in the region’s industry mix can further define key transportation challenges and needs. Agriculture and related industries employ a larger share of workers in the region compared to all of Illinois.

Conversely, information related, and professional and scientific industries employ lower shares of workers in the region. Workers in these differing industries have unique transportation needs and preferences. The industry mix in the region is shown in Figure 8.

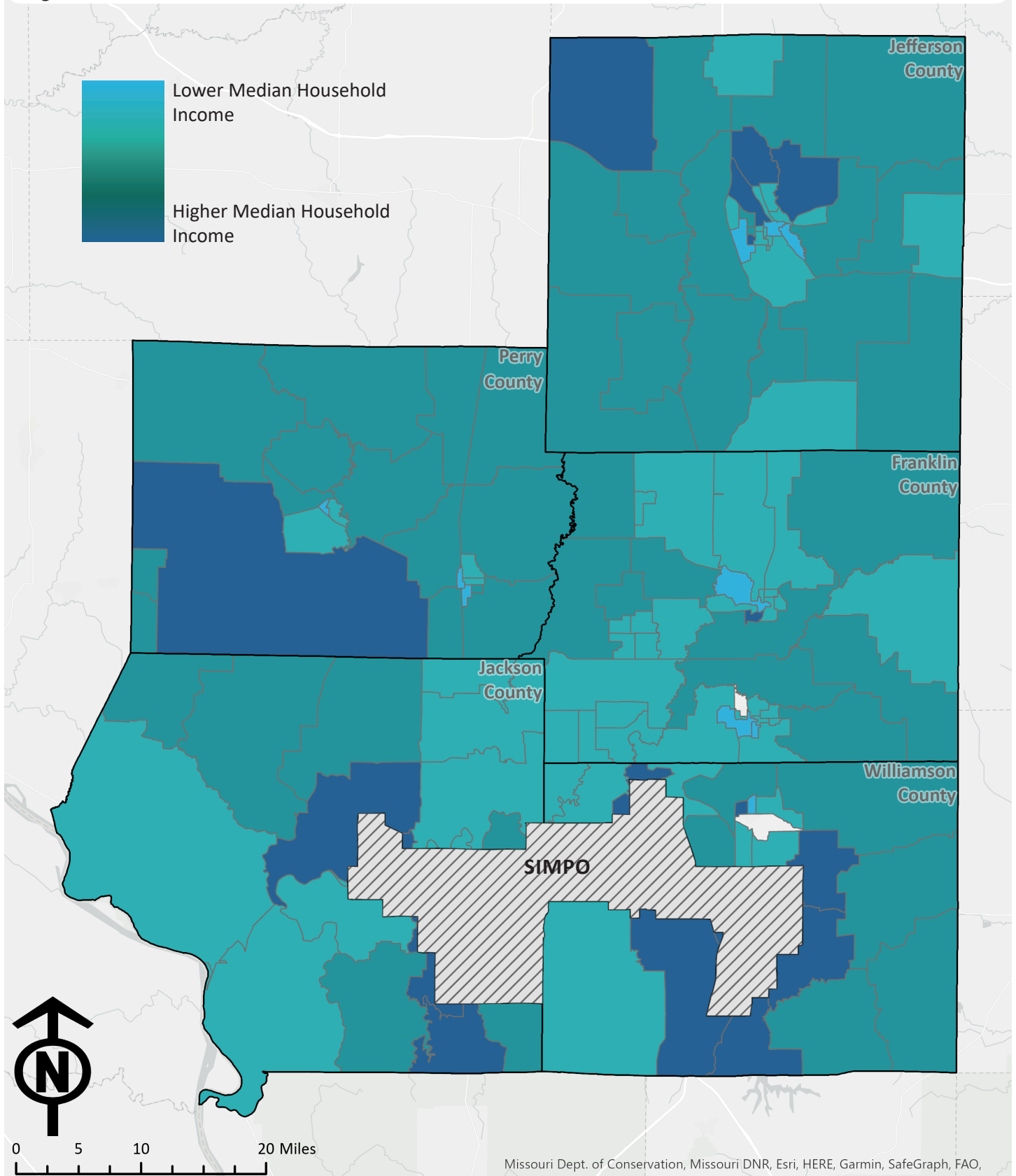
Figure 8| Industry Mix



Household incomes are lower in the region than compared to Illinois and poverty is nearly double the Illinois average (10.9% compared to 5.6%). Household incomes are shown in Figure 9.

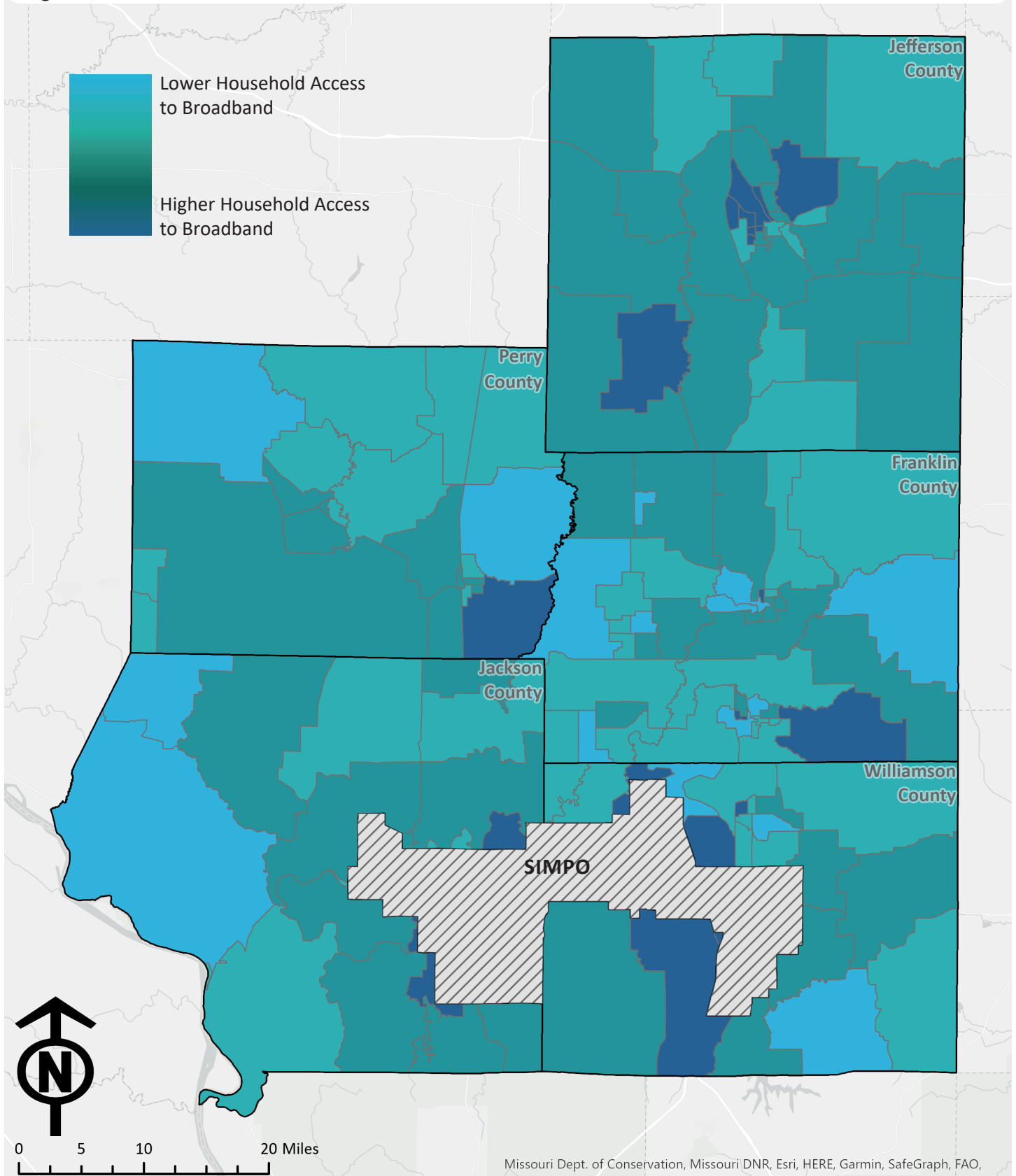
Access to high-speed broadband is a concern among residents in the region as remote work becomes more common and housing prices in cities continues to climb. Household broadband access rates are shown in Figure 10.

Figure 9| Median Household Income



Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Figure 10| Household Access to Broadband



THE ENVIRONMENT

It is critical to consider the natural environment when accounting for the short- and long-term impacts of transportation decisions. Managing environmental resources as a group of strategic assets that are crucial to municipal goals, important to ecosystem health, and beneficial to the region is key to successful regional management.

Key environmental assets may be described as follows:

- Clean air: essential to both human and ecosystem health.
- Rivers and water bodies: provide drinking water, recreation, and act as natural pollution filters.
- Biodiversity: essential for food, material, and improved quality of life, and also increases the region's resilience.
- Forests: serve as watersheds, habitats, carbon sinks, leisure amenities, and tourist destinations. If managed sustainably, forests are also a source of energy and building materials.
- Wetlands: filter and process stormwater and waste as well as acting as a nursery for aquatic life.

The natural environment provides the region with several ecosystem services which are fundamental to livability. In considering environmental resources, these benefits may be managed and increased by planning transportation networks in a way which preserves, unifies, and invests in these natural systems.



The most abundant land cover types in the region include agricultural land (cultivated crops and hay/pasture) and forested land (deciduous, evergreen, and mixed forests) at 52% and 31%, respectively. Meanwhile, developed land only accounts for 9% of total land cover. The land cover classifications for the region are presented in Table 4 and shown in maps in Figure 11, Figure 12, and Figure 13.

Currently, there are 30 state protected areas within the region. In addition to state protection, there are numerous municipal and non-governmental organization (NGO) protected lands. Finally, there are multiple federal government protected lands in the form of conservation easements, wildlife refuges, and a national park. Figure 14 shows all protected lands in Greater Egypt. In total, there are approximately 250 square miles of protected land in the region.

Air and Water Quality

Air quality and transportation are intimately connected through United States Environmental Protection Agency (EPA) regulation. The Clean Air Act, which was last amended in 1990, requires EPA to set National Ambient Air Quality Standards for pollutants considered harmful to public health and the environment. Currently, the Greater Egypt region meets State and Federal air quality standards and air quality in the region is rated as good on most days.

While air pollution is the most visible and studied environmental consequence of transportation systems, water pollution and wetlands issues are also of crucial importance in the transportation and environment nexus. Fuel, particle, and salt-laden runoff from streets, highways, and storage facilities results in damage to public water supplies, ponds, lakes and surface streams, roadside soil, vegetation and trees, and infrastructure and vehicles. The role of wetlands in water purification, management of surface water runoff, and wetlands as habitat preserves for numerous species are all being closely studied.

Section 303(d) of the federal Clean Water Act requires that each state identify waters that are not meeting water quality standards and for which adequate water pollution controls have not been required. Water quality standards protect such beneficial uses of water as whole-body contact (such as swimming), maintaining fish and other aquatic life, and providing drinking water for people, livestock, and wildlife. The 303(d) list helps state and federal agencies keep track of waters that are impaired but not addressed by normal water pollution control programs.

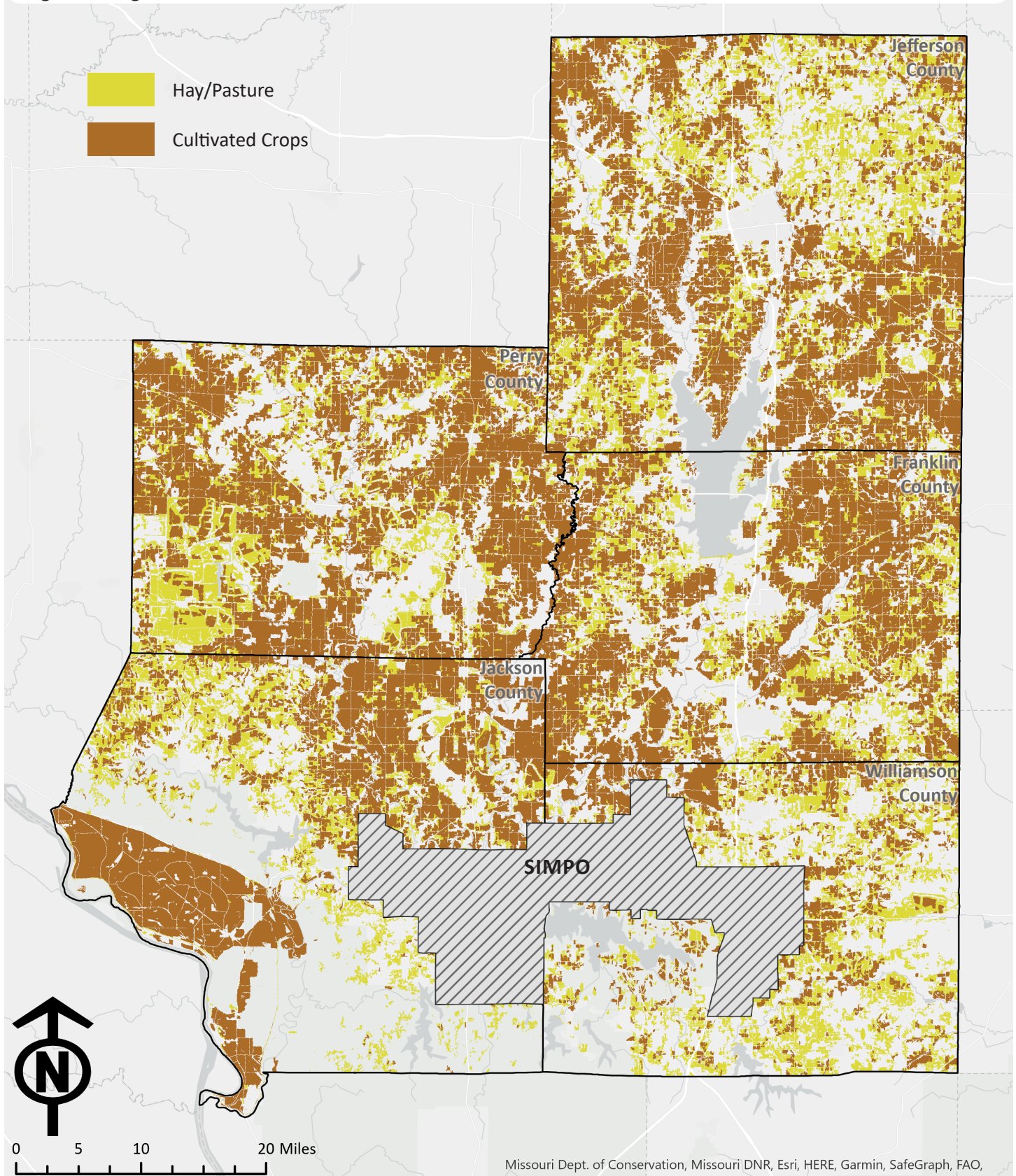
The EPA Assessment, Total Maximum Daily Load (TMDL) Tracking and Implementation System (ATTAINS) is an online system and database for information about water quality. Many of the region’s waterways are currently polluted, many are identified in the 303(d) list, and many are subject to TMDLs. Primary water bodies including Rend Lake, Crab Orchard Lake, and Kinkaid Lake are on the 303(d) list and have TMDLs.

Table 4 | Land Cover Classifications

Land Cover Classification	Square Miles	Percent
Open Water	99	4%
Developed, Open Space	114	5%
Developed, Low Intensity	83	3%
Developed, Medium Intensity	18	1%
Developed, High Intensity	4	<1%
Barren Land	3	<1%
Deciduous Forest	650	26%
Evergreen Forest	3	<1%
Mixed Forest	96	4%
Shrub/Scrub	2	<1%
Herbaceous	21	1%
Hay/Pasture	433	17%
Cultivated Crops	865	34%
Woody Wetlands	111	4%
Emergent Herbaceous Wetlands	9	<1%
TOTAL	2,509	100%

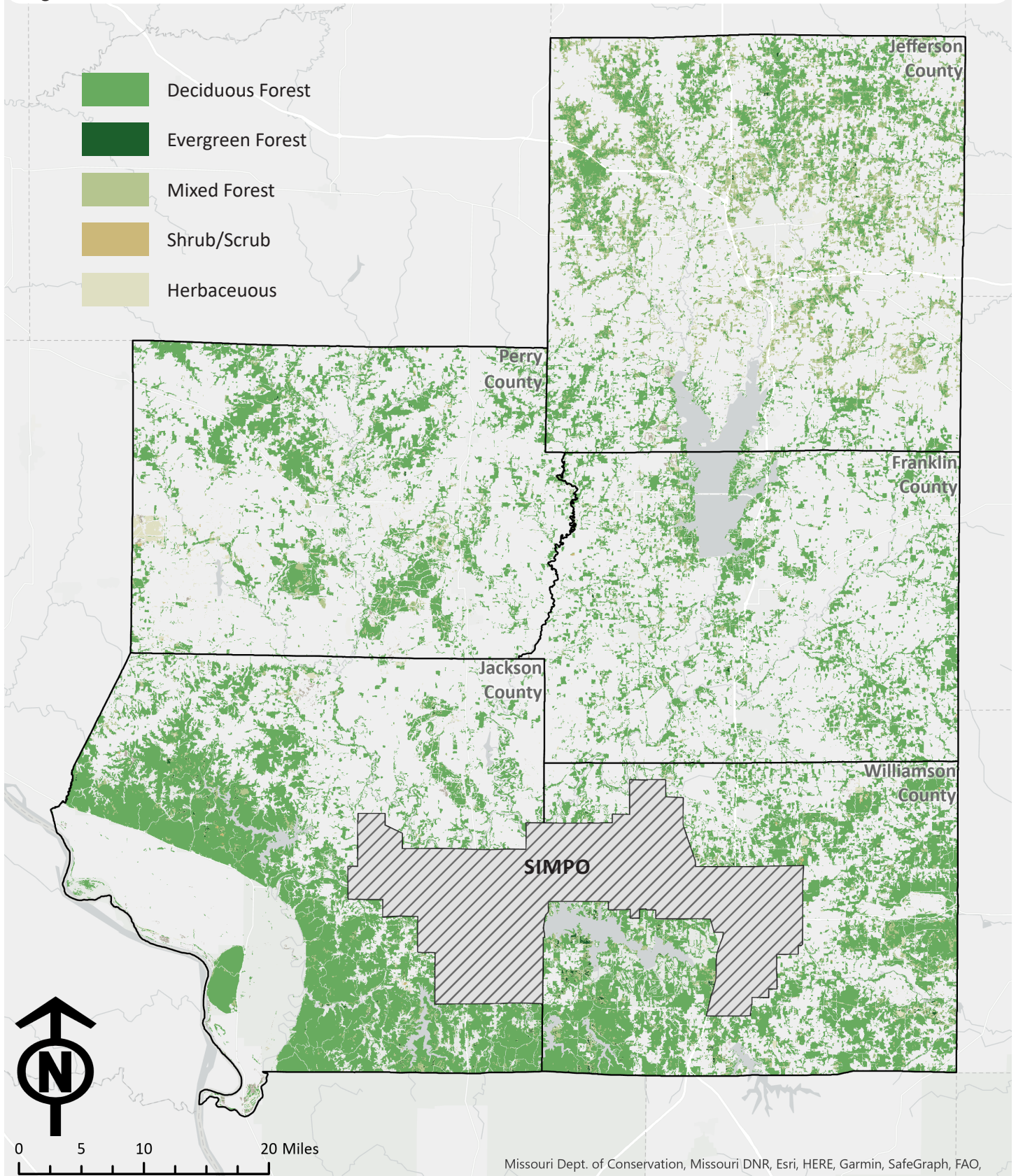
Land cover data obtained from the 2016 U.S. Geological Survey (USGS) National Land Cover Database (NLCD)

Figure 11| Agricultural Land



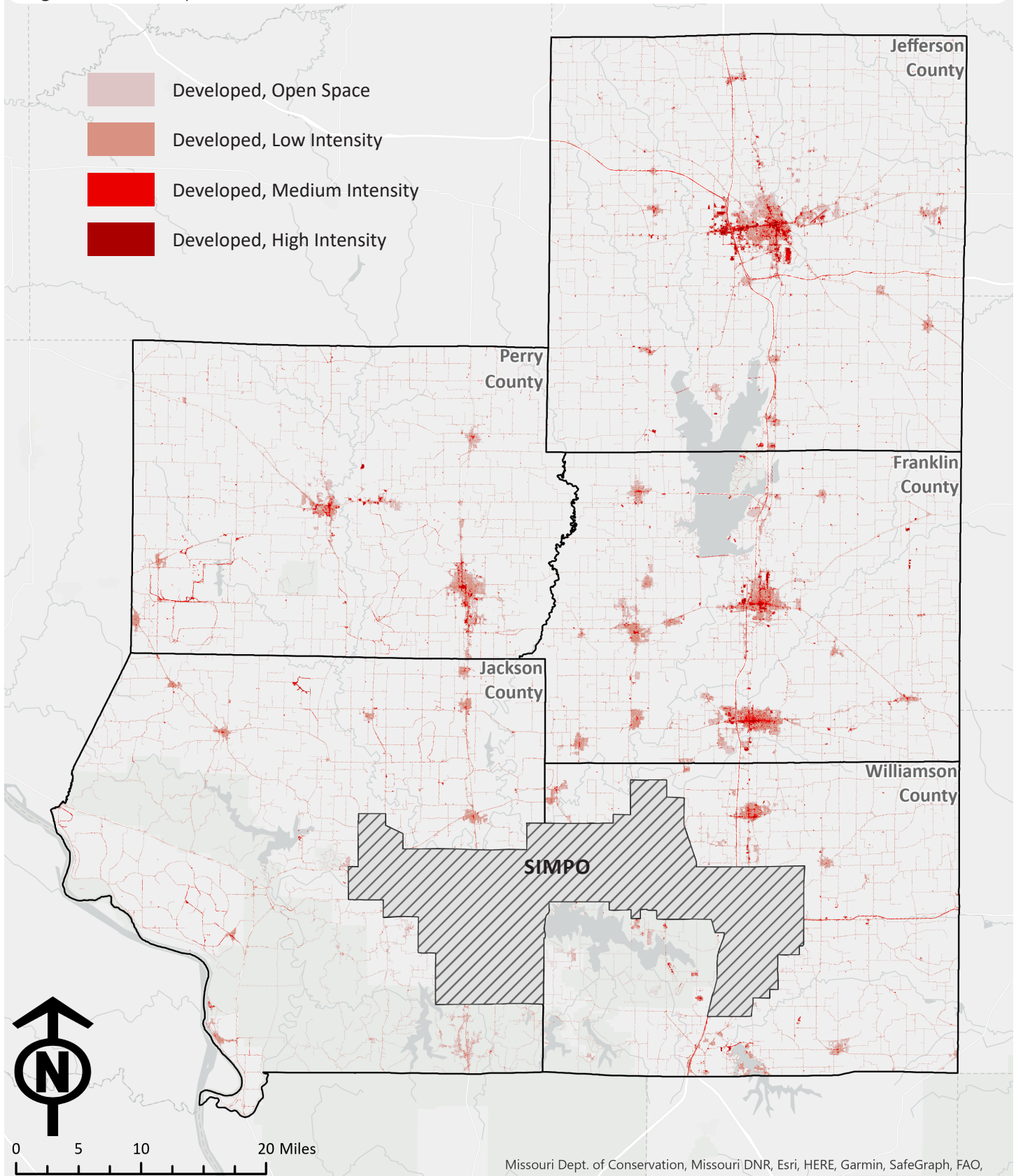
Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Figure 12| Forested Land



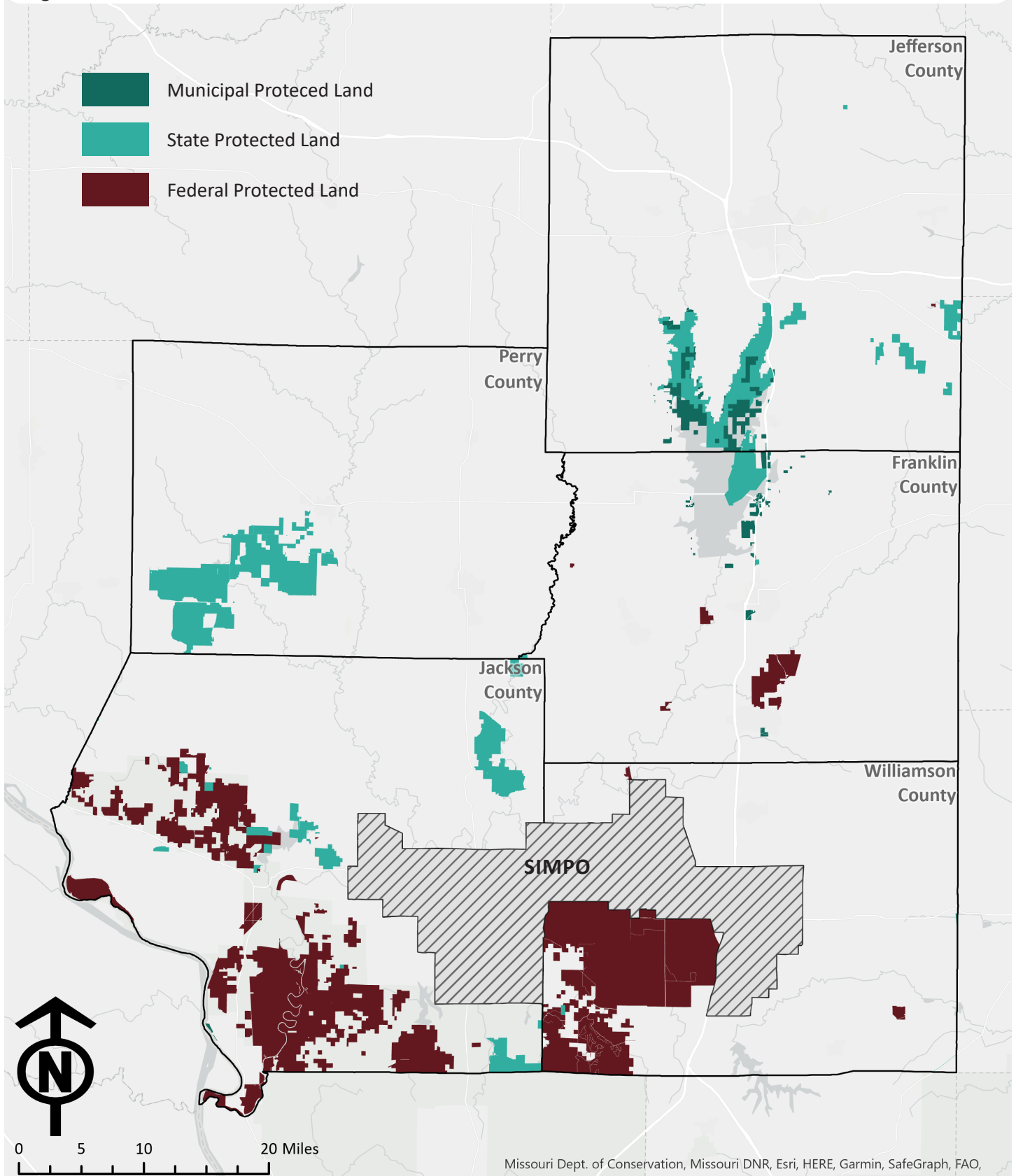
Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Figure 13| Developed Land



Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Figure 14| Protected Land



Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

TRANSPORTATION

The Greater Egypt region is home to a vast transportation network that provides connections to school, work, services, and recreation. The transportation network also provides businesses and shippers with connections to bring their products to market. This network connects the five-county region and numerous municipalities and population centers.

The Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act (IIJA) Act was passed in December 2021. It authorizes over \$1.2 trillion for Federal highway, safety, transit, and rail programs for five years from federal fiscal year (FY) 2021 to 2026. This new transportation bill, succeeding the FAST Act, increases federal-aid formula for core apportioned programs (the funds that are allocated annually to States and MPOs) by about 30% across the board, depending on the individual program. Fund allocations are inclusive of Surface Transportation Block Grant Program (STBGP) funds, most Federal Transit Administration (FTA) formula funds (5307, 5311, 5339, etc.), and Highway Safety Improvement Program (HSIP) funds. Other increases of interest include a 10% increase for Congestion Mitigation Air Quality (CMAQ), and a 71% increase for Transportation Alternatives (TA) type funding (sidewalks, shared use paths, bicycle facilities, etc.)

In addition to funding increases over FY 2021, program funding grows nearly 2-3% per year through FY 2026. This continuous growth essentially means more direct resources for states, transit providers, and MPOs as well as suballocations to local governments.

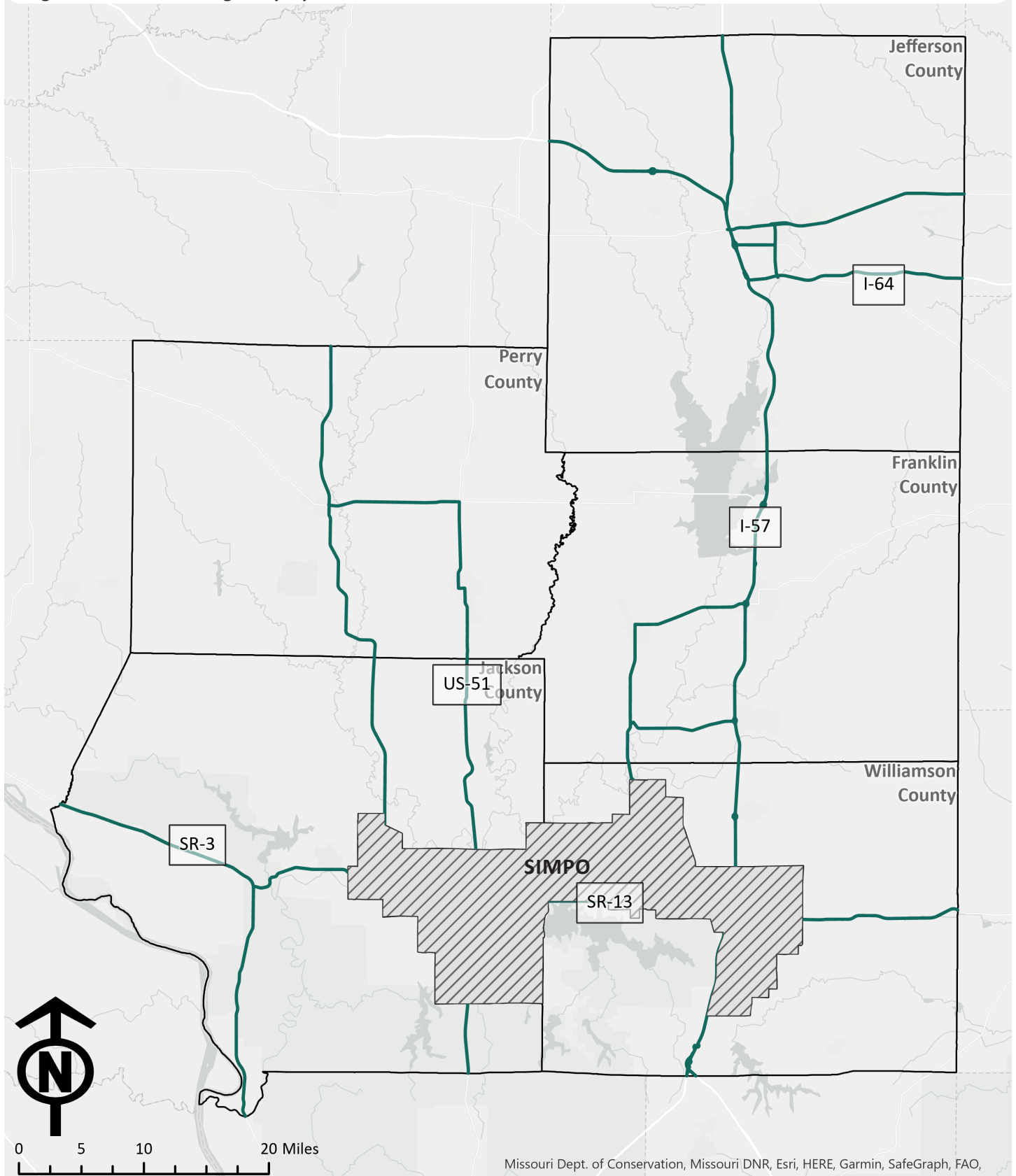
The National Highway System

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility. The National Highway System includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

- Interstate: The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- Other Principal Arterials: Highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- Strategic Highway Network (STRAHNET): A highway network important to the United States' strategic defense policy, providing defense access, continuity, and emergency capabilities for defense purposes.
- Major Strategic Highway Network Connectors: Highways that provide access between major military installations and highways that are part of the Strategic Highway Network.
- Inter-modal Connectors: These highways provide access between major inter-modal facilities and the other four subsystems making up the National Highway System.

The NHS routes within the region are shown in Figure 15.

Figure 15| National Highway System Routes



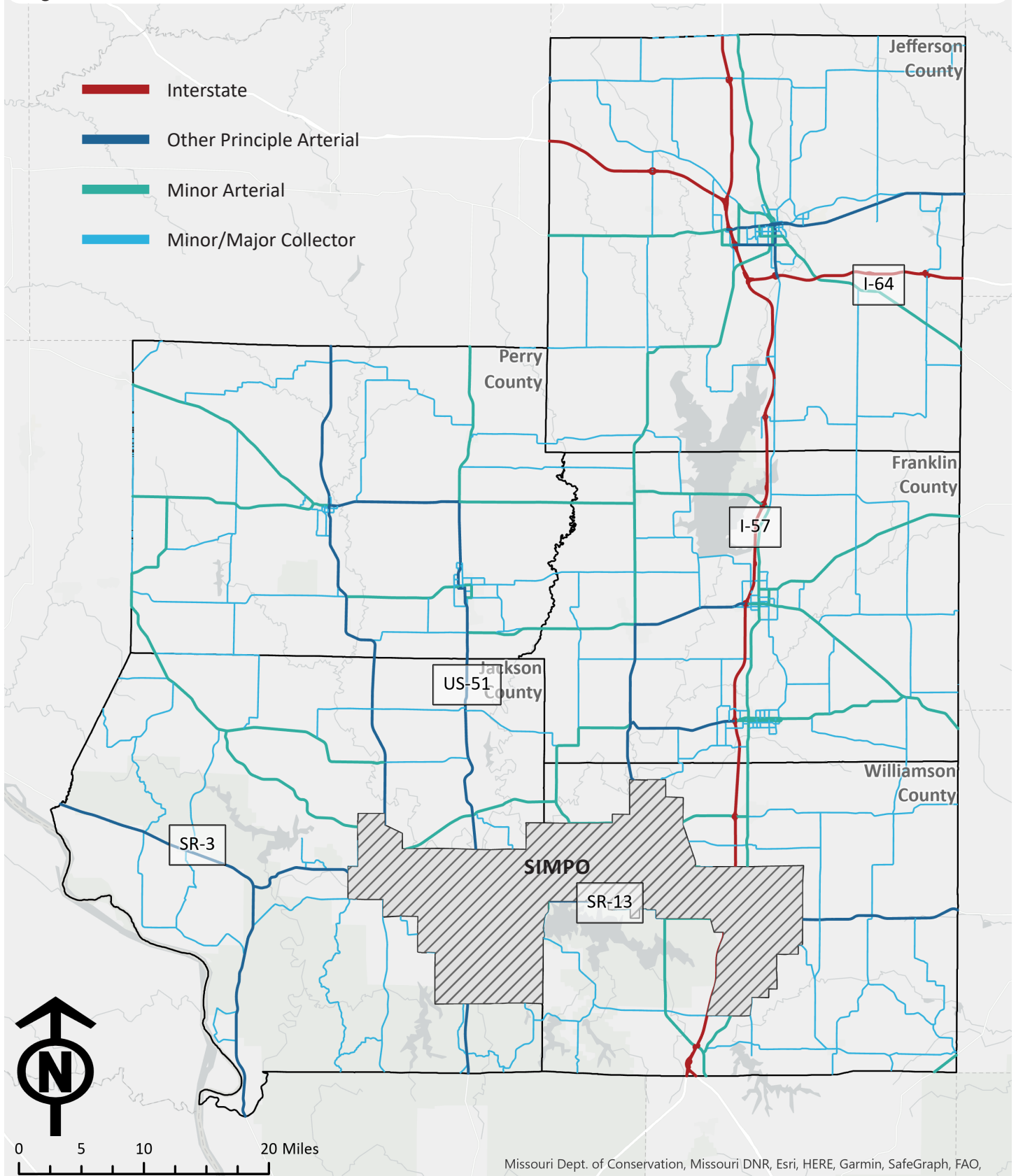
Functional Classification

The Federal Highway Administration (FHWA) recommends grouping the roadway network into a hierarchical functional classification system based on the characteristics of the roadway, as well as the service the roadway is intended to provide. As a first step, roadways are typically identified by whether the road is urban or rural. Then, the roadways are further classified in the following categories:

- Interstate – This is the highest classification of Arterials and were designed and constructed with ability and long-distance travel in mind. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials. Greater Egypt is served by two interstate highways, I-57 and I-64. I-57 travels south with connections to Memphis, TN and Nashville, TN and north to Chicago, IL. I-64 travels west to St. Louis, MO and East to Louisville, KY.
- Freeway/Expressway - The roads in this classification have directional travel lanes and are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.
- Principal Arterial – The roads in this classification serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Principal arterials in the region include SR-13 traveling through the Carbondale, IL Urbanized Area; US-51 connecting Carbondale, IL to more rural areas in Jackson and Perry counties; and SR-148 which connects SR-13 in Williamson County and I-57 in Franklin County.
- Minor Arterial - The roads in this classification provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. There are numerous minor arterials in the region that provide access to the interstates and principal arterials. Minor arterials include SR-37, portions of SR-148, and SR-4.
- Major Collector - Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. In rural areas such as Greater Egypt, major collectors provide the key link from residential areas to arterials in order to reach destinations like work, school, and commercial centers.
- Minor Collector and Local Road - The roads in this classification account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

Figure 16 shows the functional classification system.

Figure 16| Functional Classification



Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Traffic

The traffic volume experienced on the roadway network varies based on the functional class. I-57 and I-64 see the most total daily volumes followed by SR-13 and US-51. Traffic volume data are collected by both state and local agencies on most roadways with a functional class of major collector and above. Figure 17 shows the Annual Average Daily Traffic (AADT) for roadways within the Greater Egypt region.

Freight

Freight plays a critical role in any transportation system. Particularly in rural areas where raw materials originate, the freight system has an outsized role in the economy, environment, and quality of life. Greater Egypt has two major corridors on the National Highway Freight Network (NHFN), I-64 and I-57. Both corridors are significant to freight flows at a regional and national level. I-64 provides access to markets and rail connections in St. Louis, MO, Louisville, KY, and Cincinnati, OH. I-57 provides access to both Chicago, IL and Memphis, TN, two critical access points for all modes of freight.

Illinois is at the center of the American railroad network. Greater Egypt is home to four (of seven) class I railroads. Class I railroads are the largest and most profitable railroads and operate throughout multiple states, and sometimes internationally (US and Canada). These major railroads provide access to the rail centers of St. Louis, Chicago, and Memphis as well as ports and intermodal facilities along the Mississippi and Ohio River systems.

Class III railroads, called shortlines, provide service directly to rural areas and interchanges with class I railroads. This access is important to rural areas because rural economies are reliant on heavy freight and rural communities are disproportionately burdened by truck freight transportation (safety and air quality). Rail freight is a safer and more environmentally friendly mode of freight transport than truck. Shortlines, therefore, offer a vital service for rural communities and provide shippers access to the class I rail network.

The freight network in the region is shown in Figure 18.



Figure 17| Annual Average Daily Traffic (AADT)

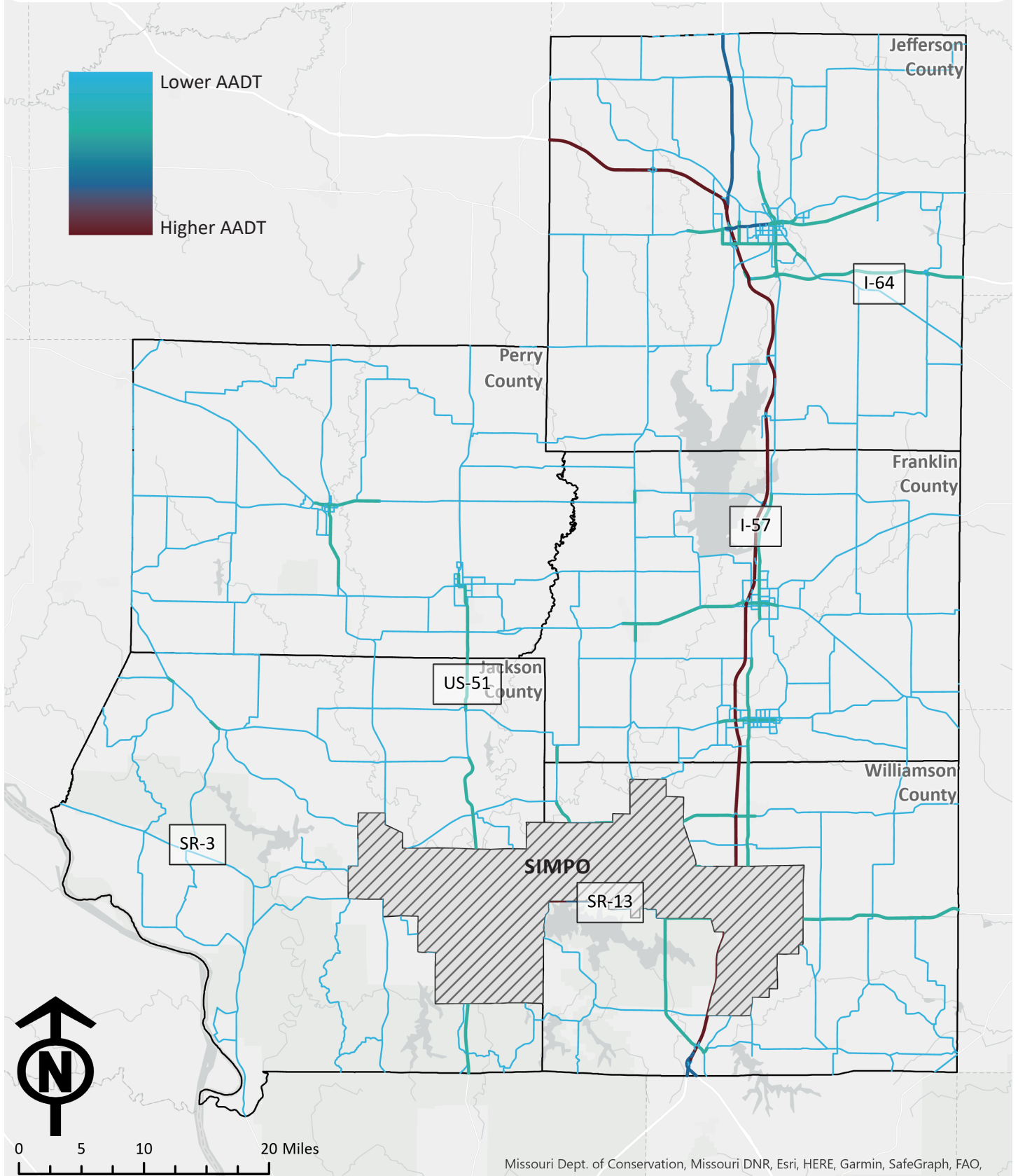
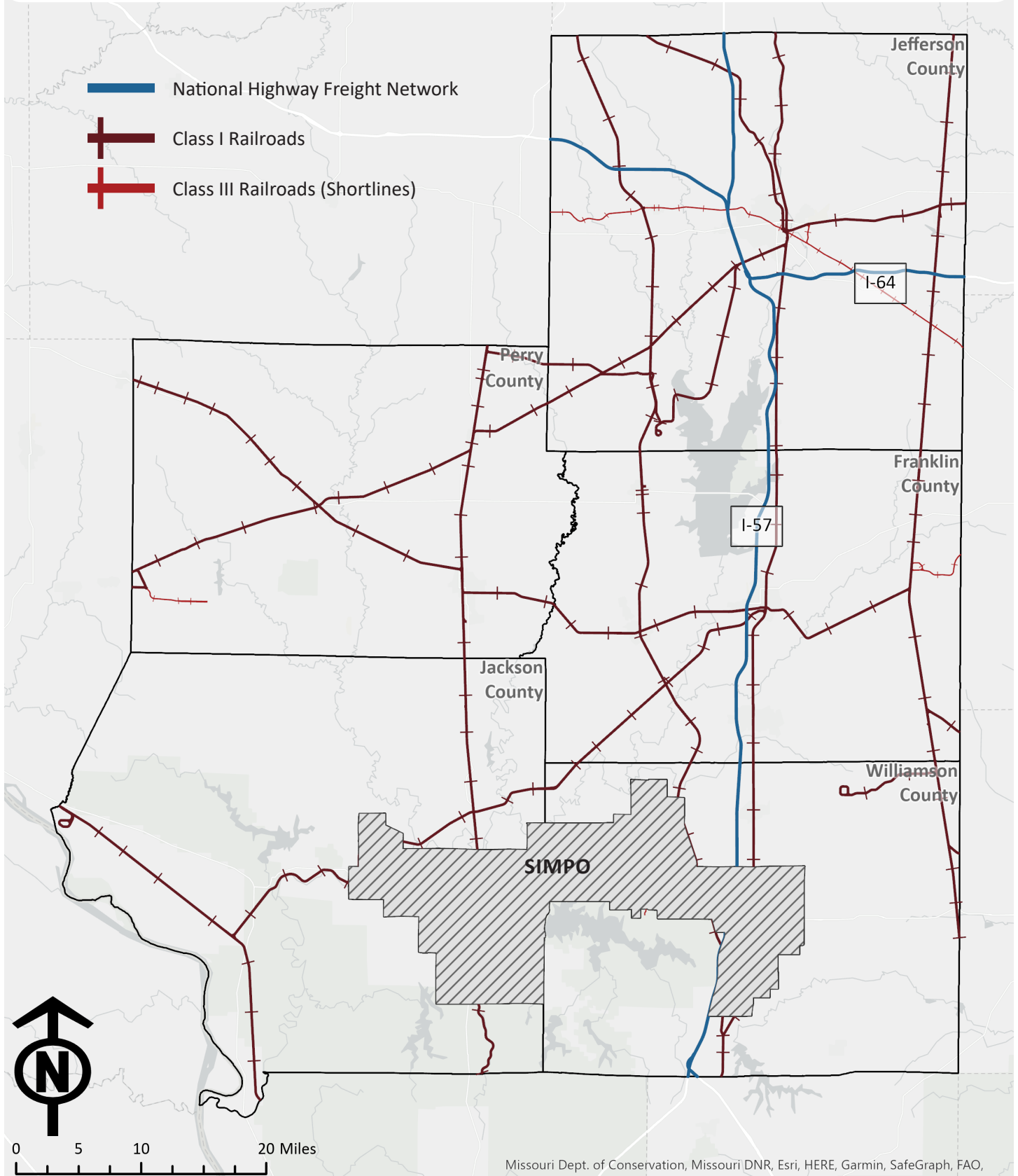


Figure 18| Freight Network (Highway and Rail)



Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, FAO, METI/MACA, USGS, EPA, NPS

Public Transportation

The Greater Egypt region is served by various public transportation agencies. Passenger rail service is provided by Amtrak with connections to Chicago and Memphis. Three local/regional public transportation systems also serve the area: Jackson County Mass Transit District, Rides Mass Transit District, and South-Central Illinois Mass Transit District.

Various types of public transportation systems operate throughout the region. Public transportation in rural areas must meet the needs of residents who may live in more remote communities without the population density to support traditional forms of public transit.

- Intercity Passenger Rail – Passenger rail service that serves long distances with limited stops.
- Fixed Route Bus – Bus service that operates along a predetermined route and predetermined schedule.
- Flex Route – Service that operates predetermined schedules but may deviate from determined routes to serve specific locations.
- Demand Response – Service that operates flexible schedules dependent on passenger requests.

Passenger Rail Service (Amtrak)

In addition to freight rail, the region is also home to Amtrak passenger rail service. Regional and national service routes operate. The Illini Service route provides daily service from Carbondale to Chicago with a stop in Du Quoin. The City of New Orleans route provides 3x/week service from Chicago to Memphis to New Orleans with a stop in Carbondale.

Jackson County Mass Transit District

Jackson County Mass Transit District (JCMTD) is a municipal corporation created by the Jackson County Board in 1992 and has been in operation since 2002. JCMTD is a general public mass transportation system that operates flex route and demand response service within Jackson County. JCMTD operates three point-deviated routes within Carbondale and two point-deviated routes between Carbondale and Murphysboro.

Rides Mass Transit District

Rides Mass Transit District (RMTD) is the largest rural public transit provider in Illinois and operates throughout an 18-county service area in southern Illinois. In Greater Egypt, RMTD provides flex route service in Williamson County and a fixed route service (Saluki Express) in Carbondale.

South Central Illinois Mass Transit District

South Central Illinois Mass Transit District (SCT) is the public transportation system serving the counties of Marion, Jefferson, Clinton, Washington, Franklin, and Perry. SCT provides flex route and demand response service. SCT is the only transit provider in Greater Egypt that operates exclusively outside of the SIMPO area.

Air Transportation

There are 12 airports within Greater Egypt, 10 of which are outside of the SIMPO area. The airports in Greater Egypt provide commercial service for small aircraft, flight training, research, emergency flight service, and economic development opportunities.

Three public use airports located in the rural area include: Benton Municipal Airport, Mt. Vernon Outland Airport, and Pinckneyville-Du Quoin Airport.



Bicycle and Pedestrian Facilities

Active transportation facilities are vital for a balanced, sustainable, and healthy multi-modal transportation system. As stated by the FHWA, it is federal policy to promote the increased use, and safety of, bicycling and walking as transportation modes. Whether to promote recreation, fitness, or functional transportation, investments in active transportation can improve communities in a variety of ways:

- Reducing vehicle miles traveled
 - Improving air quality
 - Decreasing personal transportation costs
 - Reducing roadway maintenance costs
- Supporting small businesses and local economic activity
- Improving quality of life and transportation choices
- Supporting more equitable transportation investments

Currently, the region lacks an accessible and connected bicycle and pedestrian network. Primary, dedicated active transportation facilities include:

- Rend Lake Bike Trail
- Perkins Ave. (Veterans Memorial Park to S. 10th St.) bike lane in Mt. Vernon
- S. 34th St. (Broadway St. to Veterans Memorial Dr.) bike lane in Mt. Vernon

It is critical to incorporate the needs of cyclists and pedestrians into future roadway projects to ensure that people of all ages, abilities, and preferences have the same opportunity to travel throughout their community.



Safety

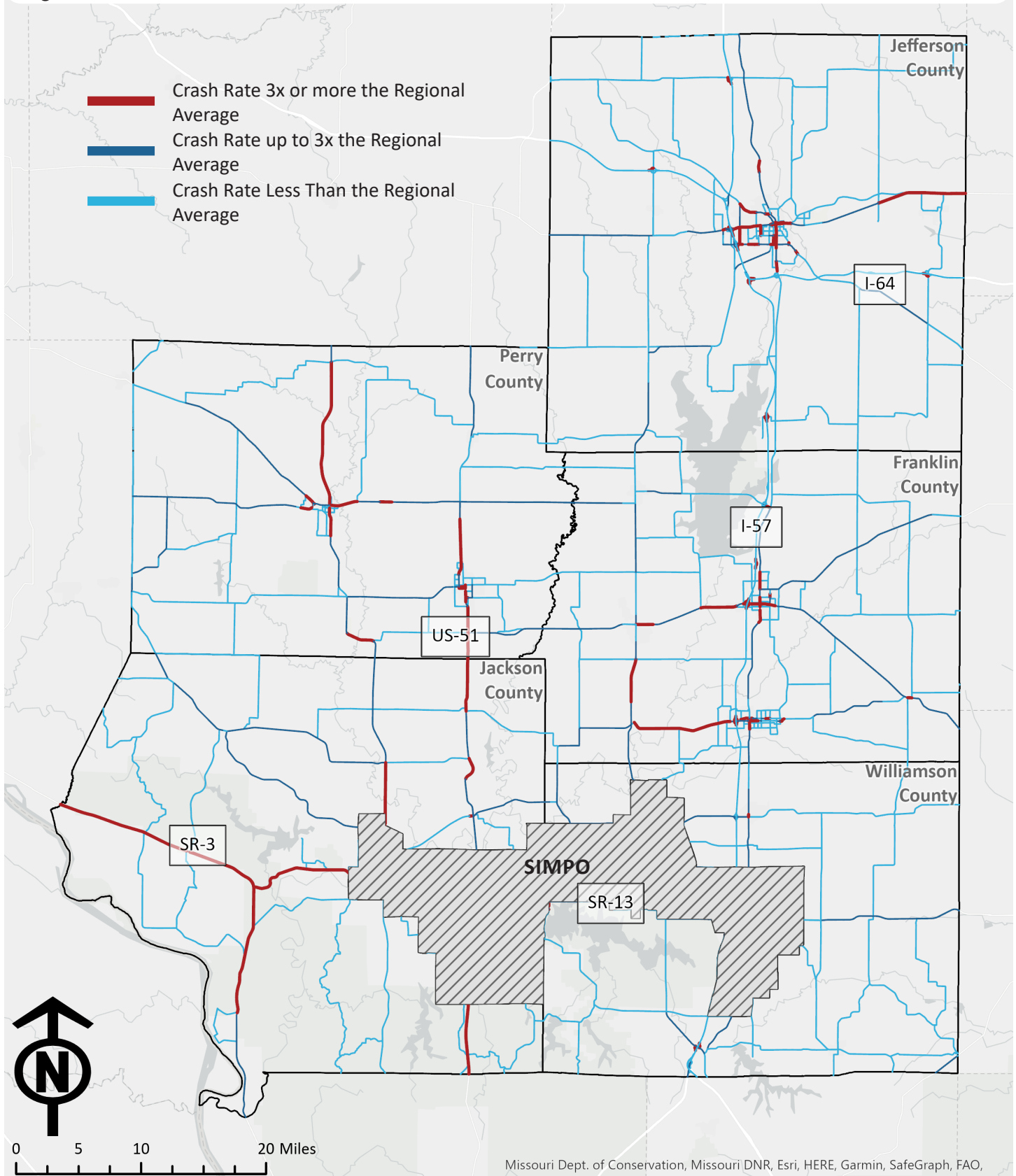
Analyzing existing traffic crash patterns is the first step towards understanding the underlying factors of safety issues. Crash data provided by IDOT from the years 2016 to 2020 were used for analysis to provide up-to-date assessments of the safety conditions within the boundaries of Greater Egypt. From the data, the following was revealed:

- 24,537 total crashes reported from 2016 to 2020.
- Crashes are trending slightly down (assuming 2020 was an outlier because of the pandemic's effect on traffic volumes).
- Injury crashes accounted for nearly a quarter of all crashes (22.4%), with 7,775 total injuries; fatal crashes accounted for less than 1% of all crashes, but with 194 total fatalities.
- Bicycles or pedestrians were involved in 260 crashes resulting in 241 injuries and 23 fatalities.

During the four-period of 2016-2019, Greater Egypt averaged 5,315 crashes per year. In 2020, there was a dramatic drop in crashes to 3,277, most likely a direct result of the Covid-19 pandemic and the stay-at-home orders, social distancing requirements, and job losses.

A crash rate analysis was performed to learn more details about high crash locations. A crash rate analyzes crashes as a function of driver exposure (length of segment and volume of cars). Crash rates were calculated for roadways with functional classes of Interstate, Principal Arterial, and Other Minor Arterial and then compared to Illinois Department of Transportation regional average crash rates. Figure 19 shows how crash rates compare to the regional average and is a good starting point to identifying crash problem areas.

Figure 19| Crash Rates 2016-2020



GUIDING PRINCIPLES



GUIDING PRINCIPLES

An important component of any plan is the development of a vision statement along with goals, objectives, and strategies for achieving the vision. They were developed by the Steering Committee and local elected and appointed officials with input from Greater Egypt Regional Planning and Development Commission staff as well as the public. In developing the vision statement, goals, objectives, and strategies, the Steering Committee referred to the Illinois and SIMPO long-range transportation plans.

The **vision** statement paints a clear picture of what the plan is intended to achieve. It is further explained through goals that identify the conditions needed to achieve the vision statement.

Goals are broad conditions that must be met to achieve the plan's vision. They are general and brief, and can always be improved. Goals do not prejudge a solution, but rather articulate the conditions that might lead to a particular solution. Each goal is described by one or more objectives that indicate the steps that need to be taken to advance that goal.

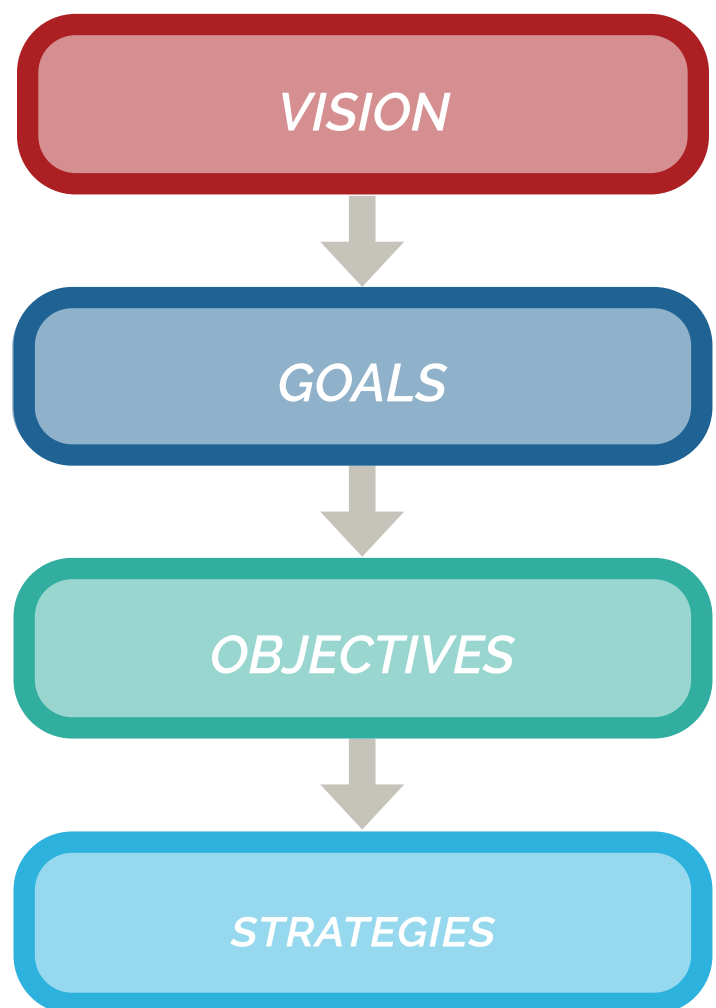
Objectives are the specific and detailed actions that achieve a goal. They articulate the conditions that might lead to a particular solution. Objectives are the specific and detailed actions that achieve a goal. Objectives are SMART:

- Specific - State the specific action.
- Measurable - Identify metrics to evaluate action.
- Achievable - The action is possible.
- Relevant - The action makes sense to achieve the goal.
- Time-Based - Identify specific time-frame or deadline for evaluation.

Strategies are the actionable steps taken by staff and decision makers that lead to the completion of objectives.

Vision Statement

"The Greater Egypt Region will be known as a land of opportunity, a strong region with a vibrant economy and pristine natural environment that make it a choice destination to live, grow, and prosper."



GOAL 1: SAFETY

Ensure the safety of all users of the transportation system, regardless of mode or ability.



OBJECTIVES

1.1

Reduce the number of fatal and severe injury crashes

1.2

Improve safety on pedestrian and bicycle facilities

1.3

Improve safety for at-grade rail crossings

STRATEGIES

- Establish a schedule to monitor and update safety performance metrics.
- Prioritize the funding of projects with definitive measures to reduce crash deaths or injuries.
- Explore emerging technologies such as red-light cameras, automated enforcement, and speed monitoring devices.
- Create a public safety campaign aimed on changing driver behavior (specifically related to impaired driving, speeding/aggressive driving/ and failure to use restraints).
- Increase the use of guardrails, continue to prepare applications for Highway Safety Improvement Program (HSIP) funds.

GOAL 2: ACCESS TO OPPORTUNITY

Ensure that all residents, regardless of race, age, income, or ability, have transportation choices that provide high-quality, reliable access to employment, education, and health care.



OBJECTIVES

2.1

Support improved transportation options for regional workforce

2.2

Support easy access to healthcare providers

2.3

Support improved multi-modal access to educational facilities

STRATEGIES

- Support expanded local Safe Routes to School programs.
- Explore emerging technology for mobility solutions such as Microtransit, rideshare, ride-matching and ride hailing.
- Support, expand, and encourage the use of public transportation.
- Expand high speed internet across the Greater Egypt Region.
- Establish standing committees for marginalized or underrepresented groups to advise on regional transportation investments.

GOAL 3: FINANCIAL SUSTAINABILITY

Support transportation investments that provide balanced, sustainable, and affordable options for Greater Egypt residents and businesses today and in the future.



OBJECTIVES

3.1

Enhance coordination between regional stakeholders to maximize funding opportunities

3.2

Minimize the impact of transportation investment on taxpayers and local governments

3.3

Support financially responsible transportation system expansion

3.4

Encourage development in areas with existing infrastructure

3.5

Maintain critical assets and services in good operating condition through targeted investment

STRATEGIES

- Establish regular meetings between local agencies and elected officials to coordinate, strategize, plan, and execute regional projects and programs.
- Identify legislative priorities for the Greater Egypt Region.
- Coordinate development, land use policies, local ordinances, and incentives across municipal boundaries when appropriate.
- Establish a schedule to monitor and update bridge, pavement, and transit asset management performance metrics.
- Coordinate use and activity in the public right-of-way, such as public water, public sewer, utility distribution/transmission, telecommunications and data infrastructure.

GOAL 4: HEALTHY/ACTIVE LIVING

Create convenient and safe opportunities to incorporate physical activity into the everyday travel of residents, employees, and visitors.



OBJECTIVES

4.1

Expand and improve the pedestrian facility network

4.2

Expand and improve the bicycle facility network

4.3

Increase access to healthcare providers

STRATEGIES

- Create a regionwide inventory of bicycle and pedestrian facilities and their surface conditions.
- Ensure all local agencies have completed and are in the process of implementing ADA transition plans and monitor implementation progress.
- Increase the number and lane-miles of sidewalk, bike facilities, and multi-use trails.
- Complete countywide bike and pedestrian plans for all five counties.
- Work with food, healthcare, and other service providers in the region to ensure adequate transportation access to vital services through public transit, ridesharing, walking, and biking.

GOAL 5: PRESERVE NATURAL RESOURCES

Protect, preserve, and promote natural and cultural resources through transportation decisions.



OBJECTIVES

5.1

Support environmentally sustainable transportation system expansion

5.2

Protect existing environmental assets

5.3

Support projects to reduce flooding

5.4

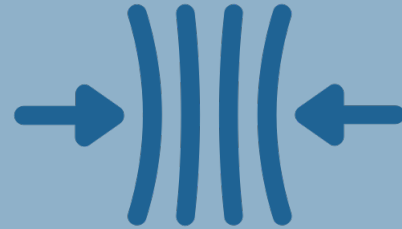
Reduce greenhouse gas (GHG) emissions

STRATEGIES

- Complete electric vehicle (EV) readiness plans for local agencies within Greater Egypt.
- Advocate for the conversion of municipal and transit fleets to low-emission and alternative fuel vehicles.
- Promote non-motorized forms of transportation, transit, and ridesharing.
- Promote stormwater best management practices in transportation improvement projects.
- Permanently preserve regionally significant agricultural and environmental lands through conservation easements.

GOAL 6: ECONOMIC RESILIENCE

Ensure transportation investments support and enhance the economic well-being of the Greater Egypt Region.



OBJECTIVES

6.1

Support transportation investments that increase ability to recover quickly from natural or man-made disasters

6.2

Increase transportation system redundancy to maximize choice for all modes and abilities

6.3

Adapt transportation systems to climate change impacts

STRATEGIES

- Establish a schedule to monitor and update travel time reliability and freight reliability performance metrics.
- Promote and incentivize the use of green infrastructure in the new construction and rehabilitation of roadways.
- Promote scenic byways designation as a tool for tourism; support conservation of scenic qualities with corridor management plans.
- Support county/municipal planning activities with technical assistance and supplemental funding, when available.
- Reduce the number of structural deficient bridges and low bridges on the transportation network.

PERFORMANCE MANAGEMENT





PERFORMANCE MANAGEMENT

Greater Egypt will, to the best of its ability, monitor the performance of the area's transportation system, when reasonable, as described below. Much of the data needed for measurement of Greater Egypt's system will come from IDOT.

Greater Egypt has chosen to support targets as identified by IDOT in the statewide long range transportation plan. Selected performance measures and targets mirror those found in the IDOT Performance Measures Report. Greater Egypt will continue to support solutions that assist in achieving the desired trends. It is recommended that Greater Egypt complete a yearly report card to monitor progress within the region. This report card will reflect accomplishments from the year prior that advance the goals Greater Egypt supported from state and transit agencies.

Performance measures are grouped in four categories:

- **Safety**
- **Pavement and Bridge Condition**
- **System Performance**
- **Transit Asset Management**

SAFETY

Table 5| Performance Measures, Safety

Performance Measure	Baseline	Target
Number of Fatalities	28.4	2% reduction per year
Number of Bike/Ped Fatalities and Serious Injuries	20.4	2% reduction per year
Number of Series Injuries	125	2% reduction per year
Rate of Fatalities per 100 million VMT	1.43	0.94
Rate of Serious Injuries per 100 million VMT	7.67	11.27

PAVEMENT AND BRIDGE CONDITION

Table 6| Performance Measures, Pavement and Bridge Condition

Performance Measure	Baseline	Target
Percent of Interstate Pavement in Good Condition	52.2% (in excellent condition)	65%
Percent of Interstate Pavement in Poor Condition	0%	<4.9%
Percent of Non-Interstate NHS Pavement in Good Condition	11.6% (in excellent condition)	27%
Percent of Non-Interstate NHS Pavement in Poor Condition	24.2%	6%
Percent of NHS Bridges Classified as in Good Condition	29%	27%
Percent of NHS Bridges Classified as in Poor Condition	14%	14%

SYSTEM PERFORMANCE

Table 7| Performance Measures, System Performance

Performance Measure	Baseline	Target
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	80.8%	77%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	87.3%	83.3%
Freight Reliability Measure: Truck Travel Time Reliability Index	1.3	1.37

TRANSIT ASSET MANAGEMENT

Table 8| Performance Measures, Transit Asset Management

Performance Measure	Baseline	Target
Equipment - State of Good Repair: Percent of Non-Revenue Service Vehicles at or Beyond Useful Life Benchmark (ULB)	71%	TBD
Rolling Stock - State of Good Repair: Percent of Revenue Vehicles at or Beyond ULB	46%	TBD
Facilities - State of Good Repair: Percentage of Facilities Rated Less Than 3.0 on the Transit Economic Requirements Model (TERM) Scale	0%	TBD

INVESTMENT PLAN



INVESTMENT PLAN

Each county, municipality, and road district within Greater Egypt has transportation infrastructure needs. IDOT maintains only state and federal routes; therefore, it is up to each local jurisdiction to maintain their current systems and provide needed improvements when possible. Local jurisdictions rely on a combination of federal, state, and local funds for this purpose.

FINANCIAL ANALYSIS

Federal funds for transportation are apportioned to states and MPOs. Primary sources of federal include the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant (STBG) Program. While the NHPP supports the condition and performance of the NHS, the STBG provides more flexible funding that supports any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

Illinois distributes federal STBG funds, referred to as the Surface Transportation Program (STP) to MPOs, transit agencies, and local governments annually. The federal STP allotments have been further delineated in Illinois into STP-Rural (STR), STP-Urban (STU), and Local Bridge Formula Program (formerly known as STP-Br) categories to be distributed fairly across the state. Allocations reflect the 2010 census, including any population updates received from the Secretary of State’s office, and the current Illinois Highway and Street Mileage Statistics non-urban mileage and non-urban area totals. All five counties are eligible to receive allotments of STR and Local Bridge funding. Small amounts of STU funds are available directly to the five largest communities in the rural region. Historic average and forecasted cumulative allocation by county are shown in Table 9.

Federal funds typically require a 20% local match to receive the funds. There are various transportation funding opportunities available to local governments. However, not all the local revenue sources can be used for serving as a match to federal funds for transportation improvement projects. In the State of Illinois, the motor fuel tax (MFT) is the most significant transportation funding source for local governments for maintaining local transportation facilities, paying employee wages, and maintaining equipment. While the MFT revenue is, and will continue, to gradually decrease due to reductions in vehicle miles traveled (VMT) and increases in fuel efficiency, all five counties in the region are expected to be able to meet their local match obligation to maximize the allocation of federal resources.

In addition to federal funds for transportation, State highway funds are typically developed through gasoline and diesel taxes, vehicle registration fees (including title and license fees), sales tax, and bonding. In June 2019, the State of Illinois General Assembly authorized Rebuild Illinois, which introduced increased taxes and fees for funding the state’s roadway infrastructure projects and took effect July 1, 2019. Illinois cities, towns, and counties received financial benefit of an additional \$33.2 billion for local roads, bridges, railroads, mass transit, and ports through 2025 as a result of these additional funding sources.

Table 9 | State Formula Fund Allocation (Average and Cumulative Forecast)

Year	Franklin	Jackson	Jefferson	Perry	Williamson
2016-2020*	\$520,257	\$570,756	\$569,469	\$382,966	\$459,458
2025**	\$464,995	\$570,756	\$569,469	\$324,401	\$459,458
2045**	\$8,369,914	\$10,273,601	\$10,250,441	\$5,839,209	\$8,270,252

*Average annual allocation 2016-2020
 **Forecasted cumulative allocation 2025-2045

PROJECT LIST

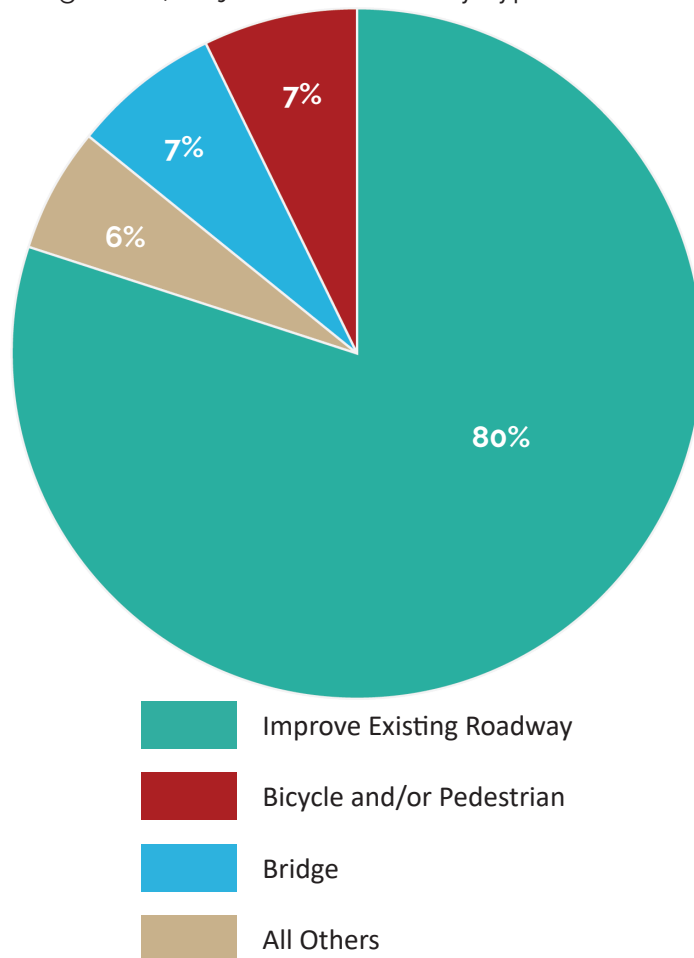
As part of the LRTP process, in addition to IDOT projects, counties and municipalities were asked to identify local projects to be funded with federal funds. The planning-level project costs were estimated based on past costs for similar roadway and bike/pedestrian infrastructure, and engineering judgement. The cost of construction and the other costs involved in the major projects can fluctuate based on time, scope of the project, the materials used, right-of-way costs, and other factors.

As shown in Table 10, there are 150 projects sponsored by local and state agencies with a total estimated cost of approximately \$1.7 billion over the next 25 years. The majority of projects submitted were to improve an existing roadway (64%). Bridge improvement projects followed at 11%.

In terms of total estimated costs, 80% of submitted projects costs are to improve existing roadways, with bridge and bicycle/pedestrian projects at 7%¹. Figure 20 illustrates the distribution of costs by project type.

In order to make the initial project list fiscally constrained, it was reduced to correspond to the amount of federal funds expected to be available over the project horizon year. Several factors were used to reduce the number of projects in order to make the plan fiscally constrained, including regional significance, local priority, and public input. Projects listed below were identified as those which could be reasonably funded over the project horizon year with anticipated available state and federal funds and matched by local sources or state match assistance. In total, the Greater Egypt Region has 102 projects that can be reasonably funded in the next 25 years. This number is higher than typical primarily due to the influx in funding as a result of Rebuild IL and the state/federal priority of improving I-57. Table 11 lists those projects that have been identified as desirable for which a source of funding is readily available.

Figure 20| Projects Submitted by Type (Costs)



All potential projects not listed as funded in Table 11 but identified through the planning process are included in the Illustrative Projects list in Table 12. There are 42 projects considered for inclusion in the LRTP that remain unfunded. These projects have gone through an additional prioritization process in consultation with county engineers and the steering committee to develop and rank a top 10. This top 10 list can be consulted should any additional funding become available.

¹ The Southwest Illinois Connector project is estimated to cost \$822 million. Because of it being an illustrative project and an extreme outlier in terms of project cost, it is omitted from this summary.

Table 10| Project List Summary

Sponsoring Agency	Project Type	Estimated Cost (1-10 Years)	Estimated Cost (10-25 Years)	Total Number of Projects	Total Estimated Cost
City of Benton	Improve Existing Roadway	\$37,400,000		1	\$37,400,000
City of Mt. Vernon	Bicycle and/or Pedestrian Facility	\$1,550,000	\$10,300,000	4	\$11,850,000
	Improve Existing Roadway	\$18,560,000	\$115,300,000	8	\$133,860,000
	New Roadway	\$5,100,000	\$7,100,000	6	\$12,200,000
City of Sesser	Bicycle and/or Pedestrian Facility	\$235,000		1	\$235,000
City of West Frankfort	Improve Existing Roadway	\$21,500,000		1	\$21,500,000
Franklin County	Improve Existing Roadway	\$19,625,000	\$18,900,000	19	\$38,525,000
IDOT	Bridge	\$64,564,000		16	\$64,564,000
	Improve Existing Roadway	\$402,258,000		48	\$402,258,000
	Land Acquisition	\$7,250,000		5	\$7,250,000
	Misc	\$5,150,000		12	\$5,150,000
	New Roadway		\$822,000,000	2	\$822,000,000
	Utility Adjustment	\$5,000,000		4	\$5,000,000
Jackson County	Bicycle and/or Pedestrian Facility		\$39,500,000	3	\$39,500,000
	Improve Existing Roadway	\$17,575,000		4	\$17,575,000
Jefferson County	Bicycle and/or Pedestrian Facility		\$14,000,000	1	\$14,000,000
	Improve Existing Roadway	\$17,200,000		3	\$17,200,000
Perry County	Improve Existing Roadway	\$34,400,000	\$20,000,000	8	\$54,400,000
Williamson County	Improve Existing Roadway	\$3,710,000		4	\$3,710,000
Grand Total		\$661,077,000	\$1,047,100,000	150	\$1,708,177,000

Table 11| Funded Project List

Project Number	Project Owner	Project Name	Estimated Cost	Project Type	Funding Source
33	Franklin County	Franklin County 911 Sign Upgrades	\$200,000	Improve Existing Roadway	HSIP
43	Franklin County	Franklin County Guardrail Upgrades	\$2,400,000	Improve Existing Roadway	HSIP
44	Franklin County	Franklin County Highways Hot Mix Asphalt (HMA) Phase 1	\$3,900,000	Improve Existing Roadway	STR
46	Franklin County	Franklin County Highways Hot Mix Asphalt (HMA) Phase 3	\$8,500,000	Improve Existing Roadway	STR
149	Jackson County	Neunert Road Safety Shoulders	\$175,000	Improve Existing Roadway	Local MFT
3	Jefferson County	Markham City Road Overpass	\$6,500,000	Improve Existing Roadway	STR
4	Jefferson County	Jefferson County/Rend Lake Multiuse Trail Phase 1	\$10,400,000	Bicycle and/or Pedestrian Facility	STR
5	Jefferson County	Ina-North Avenue Reconstruction	\$700,000	Improve Existing Roadway	STR
25	Perry County	Perry County Guardrail Upgrades	\$1,000,000	Improve Existing Roadway	HSIP
29	Perry County	Perry County Railroad Crossing Upgrades	\$20,000,000	Improve Existing Roadway	ICC
30	Perry County	Perry County Highway Safety Shoulders	\$20,000,000	Improve Existing Roadway	HSIP
31	Perry County	Perry County Name/911 Sign Upgrades	\$100,000	Improve Existing Roadway	HSIP
32	Perry County	Perry County Traffic Control Sign Upgrades	\$300,000	Improve Existing Roadway	HSIP
144	Williamson County	Cobb Hill/Sulphur Spring Resurfacing	\$870,000	Improve Existing Roadway	STR
145	Williamson County	Lake of Egypt Rd Resurfacing	\$840,000	Improve Existing Roadway	STR
146	Williamson County	Power Plant Road Resurfacing	\$1,300,000	Improve Existing Roadway	STR
147	Williamson County	Reed Cemetery/Decatur Rd Resurfacing	\$700,000	Improve Existing Roadway	STR
58	IDOT	I-57 at Webster St. in West City	\$400,000	Bridge	Preservation Project
59	IDOT	I-57 at Pump House Near Intchg IN West Frankfort	\$2,000,000	Misc. Pump Sation	HIP

Table 11 Continued

Project Number	Project Owner	Project Name	Estimated Cost	Project Type	Funding Source
60	IDOT	I-57 at Middle Fork Big Muddy River N. of West Frankfort to I-64 Tri-Level Intchg in Mt. Vernon	\$9,000,000	Improve Existing Roadway	Rebuild IL
61	IDOT	I-57 at Middle Fork Big Muddy River N of West Frankfort to 2.5 Mi. South of ILL 154	\$53,700,000	Improve Existing Roadway	Rebuild IL
62	IDOT	I-57 Middle Fork Big Muddy River N. of West Frankfort	\$11,955,000	Bridge	Rebuild IL
63	IDOT	I-57 2.5 Mile S. of ILL 154 to Atchison Creek S of Bonnie (10.23 miles)	\$58,000,000	Improve Existing Roadway	Rebuild IL
64	IDOT	I-57 At Gun Creek 1.4 Mi N. of Ill 154 at Marcum Branch 2.4 MI. S of ILL 154	\$11,000,000	Bridge	Rebuild IL
65	IDOT	IL 14 at IL148 in Christopher to Court St. in West City (5.74 Miles)	\$2,400,000	Improve Existing Roadway	HIP
66	IDOT	IL 14 at IL 57 to IL 37 in Benton (.51 Miles)	\$5,000,000	Improve Existing Roadway	Rebuild IL
67	IDOT	IL 14 at IL 57 to IL 37 In Benton	\$2,500,000	Land Acquisition	Rebuild IL
68	IDOT	IL 14 at IL 57 to IL 37 in Benton	\$500,000	Utility Adjustment	Rebuild IL
69	IDOT	IL 14 to IL 37 in Benton to Hamilton County Line (13 miles)	\$4,800,000	Improve Existing Roadway	Rebuild IL
70	IDOT	IL 14 to 1 mile E of IL 37 in Benton	\$400,000	Misc. Culvert	Rebuild IL
71	IDOT	IL 14 at Stream 4.1 Mi E of Benton	\$900,000	Bridge	HIP
72	IDOT	IL 34 at IL 37 to Brown St. in Benton	\$500,000	Improve Existing Roadway	HIP
73	IDOT	IL 34 at 1.3 Miles E of Benton	\$250,000	Misc. Culvert	HIP
74	IDOT	IL 34 at 4.3 Miles E of IL 37	\$300,000	Misc. Culvert	HIP
75	IDOT	IL 34 at NCL of Hanaford	\$300,000	Misc. Culvert	HIP
76	IDOT	IL 34 at 2.3 Miles NW of Thompsonville	\$300,000	Misc. Culvert	HIP
77	IDOT	IL 37 at Franklin County Line to IL 114 in Benton	\$15,000,000	Improve Existing Roadway	Rebuild IL
78	IDOT	IL 37 at Franklin County Line to IL 114 in Benton	\$2,200,000	Land Acquisition	Rebuild IL
79	IDOT	IL 37 at Franklin County Line to IL 114 in Benton	\$4,000,000	Utility Adjustment	Rebuild IL
80	IDOT	IL 148 at N or Christoper	\$300,000	Misc. Culvert	HIP
81	IDOT	IL 148 N of Yellow Banks Rd to S. of Renfro Lake Rd (1.25 Miles)	\$4,000,000	Improve Existing Roadway	HIP

Table 11 Continued

Project Number	Project Owner	Project Name	Estimated Cost	Project Type	Funding Source
82	IDOT	IL 149 Williamson County Line to 1.5 Miles E of IL 184 E of Royalton (4.79 Miles)	\$1,800,000	Improve Existing Roadway	Rebuild IL
83	IDOT	IL 149 E of S. Sims St. in Royalton	\$250,000	Misc. Culvert	Rebuild IL
84	IDOT	IL 149 Big Muddy River 1.6 Mi E of Zeigler	\$1,000,000	Bridge	Rebuild IL
85	IDOT	IL 149 2 Mi West of I-57 West of West Frankfort	\$250,000	Misc. Culvert	Rebuild IL
86	IDOT	IL 149 0.2 Miles W of Orient Rd W of West Frankfort to I-57 (1.43 miles)	\$1,400,000	Improve Existing Roadway	Rebuild IL
87	IDOT	IL 149 .4 Miles W of Logan Rd E of West Frankfort	\$300,000	Misc. Culvert	HIP
88	IDOT	Intersection of IL 149 and IL 184 N or Royalton	\$2,000,000	Improve Existing Roadway	Rebuild IL
89	IDOT	IL 154 at IL 148 in Sesser to I-57 (7.78 Miles)	\$3,000,000	Improve Existing Roadway	Rebuild IL
90	IDOT	IL 154 at Larry Foster Pkwy to FitzGerrell Park Dr at Rend Lake	\$11,000,000	Bridge	Rebuild IL
91	IDOT	County Highway 2/Log Cabin Rd from Jefferson County Line to IL 14 (5.64 miles)	\$650,000	Improve Existing Roadway	STR
92	IDOT	County Highway 3/Akin Blktp at Pigg Ln to Hamilton Co. Line (2.99 miles)	\$750,000	Improve Existing Roadway	STR
93	IDOT	County Highway 14/Creek Nation Blktp at IL 184 to IL 148	\$800,000	Improve Existing Roadway	STR
94	IDOT	N Du Quoin St at Sugar Creek 0.2 Mi S. of Petroff Rd	\$200,000	Bridge	STR
95	IDOT	N Du Quoin St at Sugar Creek 0.2 Mi S. of Petroff Rd	\$20,000	Bridge	STR
96	IDOT	N Horrell at N of 9th St to Franfort Drive AND St. Louis St. at N. Horrell Ave to IL 149	\$1,500,000	Improve Existing Roadway	STR
97	IDOT	N Horrell at N of 9th St to Franfort Drive AND St. Louis St. at N. Horrell Ave to IL 149	\$60,000	Improve Existing Roadway	STR
98	IDOT	N Thomsonville Rd from Ewing Rd to IL 14 (1.18 Miles)	\$250,000	Improve Existing Roadway	STR
99	IDOT	Wastena St at IL 37 to S. McCleanboro St. (.55 Miles)	\$1,250,000	Improve Existing Roadway	STR
100	IDOT	Wastena St at IL 37 to S. McCleanboro St. (.55 Miles)	\$120,000	Improve Existing Roadway	STR
101	IDOT	US 51 at Collier Creek 0.2 Mi N of Tamora	\$750,000	Bridge	HIP
102	IDOT	US 51 at Stacy St to IL 152 in DuQuoin	\$4,000,000	Improve Existing Roadway	HIP

Table 11 Continued

Project Number	Project Owner	Project Name	Estimated Cost	Project Type	Funding Source
103	IDOT	US 51 S of Grantway St to S of IL 14 in DuQuoin (1.98 miles)	\$750,000	Improve Existing Roadway	Preservation Project
104	IDOT	US 51 at Jackson County Line to .2 Mi S. of IL 14 S of DuQuoin	\$500,000	Improve Existing Roadway	Rebuild IL
105	IDOT	IL 4 at IL 150 to IL 151 in Ave (10.91 Miles)	\$3,500,000	Improve Existing Roadway	HIP
106	IDOT	IL 14 at US 51 to Old Route 14	\$1,800,000	Improve Existing Roadway	HIP
107	IDOT	IL 14 at US 51 to Old Route 14	\$800,000	Land Acquisition	HIP
108	IDOT	IL 14 at US 51 to Old Route 14	\$250,000	Utility Adjustment	HIP
109	IDOT	IL 127 Oppossum Creek 1 mi N of Pinckneyville	\$900,000	Bridge	HIP
110	IDOT	IL 127/IL 13/IL 154 at Pinckneyville Square	\$4,400,000	Improve Existing Roadway	Rebuild IL
111	IDOT	IL 127/IL 13/IL 154 at Pinckneyville Square	\$250,000	Utility Adjustment	Rebuild IL
112	IDOT	IL 127/ IL 13 at IL 154 to N of RR Underpass in Pinckneyville	\$450,000	Improve Existing Roadway	HIP
113	IDOT	IL 150 at .3 Mi W of Culter-trico Rd in Cutler	\$250,000	Misc. Culvert	HIP
114	IDOT	IL 150 N of Cutler to IL 154 (2.85 miles)	\$1,000,000	Improve Existing Roadway	Rebuild IL
115	IDOT	IL 152 at IL 127 to US 51 (6.67 miles)	\$12,000,000	Improve Existing Roadway	Rebuild IL
116	IDOT	IL 152 at IL 127 to US 51 (6.67 miles)	\$1,500,000	Land Acquisition	Rebuild IL
117	IDOT	IL 154 3.5 Mi E of Randolph Co. Line	\$250,000	Misc. Culvert	HIP
118	IDOT	IL 154 and IL 13 at Grant Street to S. Walnut St. in Pinckneyville, .36 Miles	\$2,000,000	Improve Existing Roadway	HIP
119	IDOT	IL 154 and IL 13 at Grant Street to S. Walnut St. in Pinckneyville, .36 Miles	\$250,000	Land Acquisition	HIP
120	IDOT	IL 154 at Beaucoup Creek E. of Pinckneyville	\$3,000,000	Bridge	HIP
121	IDOT	County Line Rd at IL 13 to Hollyhock Rd	\$500,000	Improve Existing Roadway	STR
122	IDOT	Greens Market Rd. at Sixmile Creek 1 Mi W of US 51	\$1,294,000	Bridge	STR
123	IDOT	Greens Market Rd. at Sixmile Creek 1 Mi W of US 51	\$45,000	Bridge	STR
124	IDOT	Pyatt-Cutler Rd at IL 4 to Union School Road (6.25)	\$1,300,000	Improve Existing Roadway	STR

Table 11 Continued

Project Number	Project Owner	Project Name	Estimated Cost	Project Type	Funding Source
125	IDOT	Pyatt-Cutler Rd at IL 4 to Union School Road (6.25)	\$8,000	Improve Existing Roadway	STR
126	IDOT	Pyatt-Cutler Rd at Union School Rd to IL 13/127	\$1,400,000	Improve Existing Roadway	STR
127	IDOT	Pyatt-Cutler Rd at Union School Rd to IL 13/127	\$8,000	Improve Existing Roadway	STR
128	IDOT	St Louis St at Grant Street to Mill St AND Walnut St at .1 mile N of Laurel St to Kaskaskia St (.64 miles)	\$400,000	Improve Existing Roadway	STR
129	IDOT	St Louis St at Grant Street to Mill St AND Walnut St at .1 mile N of Laurel St to Kaskaskia St (.64 miles)	\$8,000	Improve Existing Roadway	STR
130	IDOT	Union School Rd at IL 154 to Jackson County Line (3.02 miles)	\$500,000	Improve Existing Roadway	STR
131	IDOT	Union School Rd at IL 154 to Jackson County Line (3.02 miles)	\$4,000	Improve Existing Roadway	STR
132	IDOT	I-57 at Middle Fork Big Muddy River N of West Frankfor to I-64 S Tri-Level Interchange in Mt Vernon	\$9,000,000	Improve Existing Roadway	Rebuild IL
133	IDOT	I-57 2.5 Mile S. of ILL 154 to Atchison Creek S of Bonnie (10.23 miles)	\$58,000,000	Improve Existing Roadway	Rebuild IL
134	IDOT	I-57 Atchison Creek S. of Bonnie to I-64 S of Tri-Level Interchange in Mt Vernon	\$39,000,000	Improve Existing Roadway	Rebuild IL
135	IDOT	I-57 at Casey Fork 1.8 miles S. of I-64 at Dodds Creek 2.2 Miles S. of I-64	\$5,600,000	Bridge	Rebuild IL
136	IDOT	I-57/I-64 at IL 15 Interchange at Mt. Vernon	\$45,000,000	Improve Existing Roadway	Rebuild IL
137	IDOT	I-57/I-64 at IL 15 Interchange at Mt. Vernon	\$2,000,000	Improve Existing Roadway	Rebuild IL
138	IDOT	I-57/I-64 at IL 15 Interchange at Mt. Vernon	\$1,000,000	Improve Existing Roadway	Rebuild IL
139	IDOT	I-64 at Washington County line to I-57 (10.75 Miles)	\$45,350,000	Improve Existing Roadway	Rebuild IL
140	IDOT	I-64 at Washington County line to I-57 (10.75 Miles)	\$2,400,000	Improve Existing Roadway	Rebuild IL
141	IDOT	I-64 at IL 37 Interchange (EB) S. of Mt Vernon	\$7,500,000	Bridge	Jump Start
142	IDOT	I-64 0.2 Miles E of IL 37	\$9,000,000	Bridge	Rebuild IL

HIP: Highway Improvement Program
HSIP: Highway Safety Improvement Program
Rebuild IL: IL Capital Program
STR: Surface Transportation Program

Figure 21| Funded Projects Franklin County

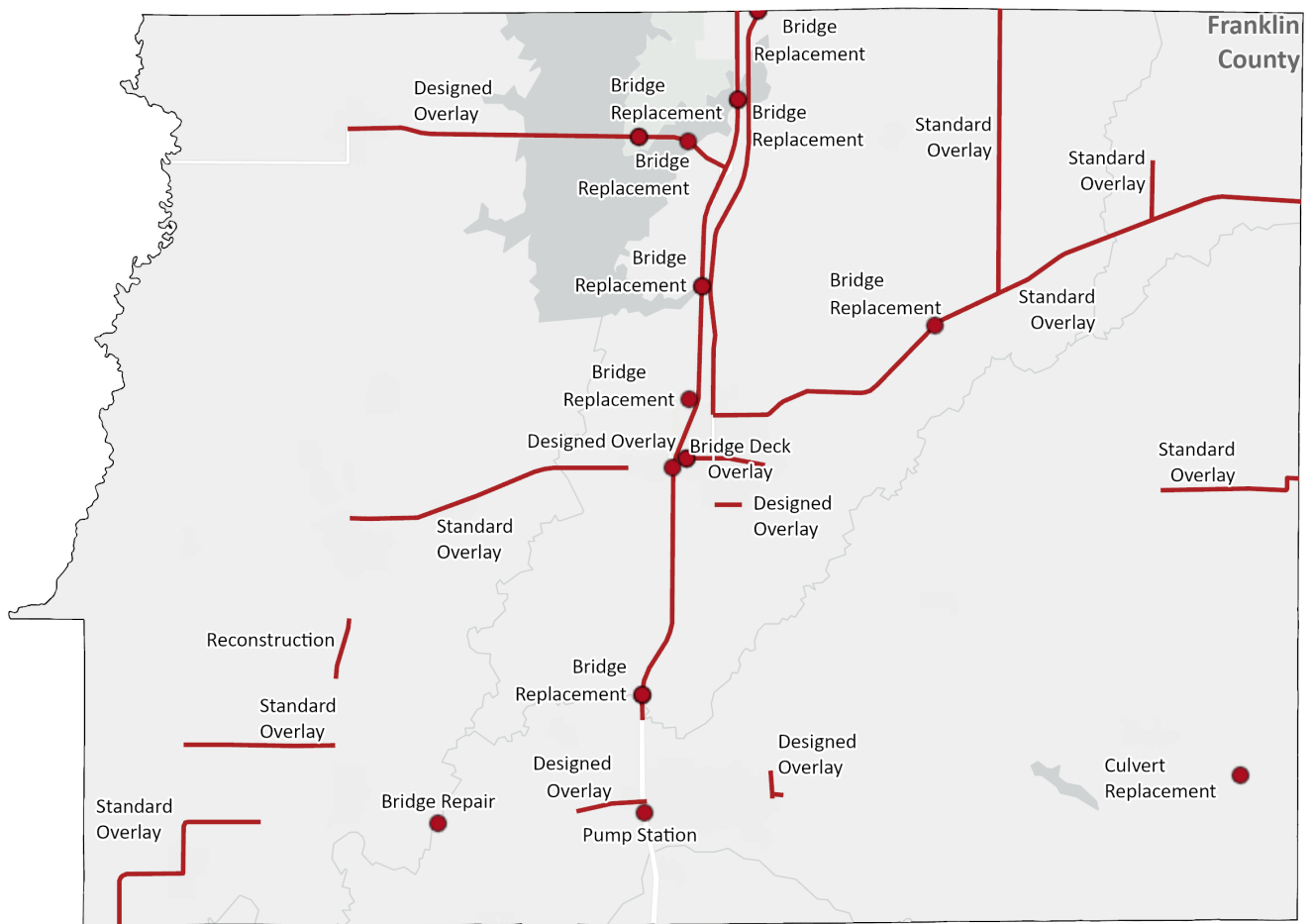


Figure 22| Funded Projects Jackson County

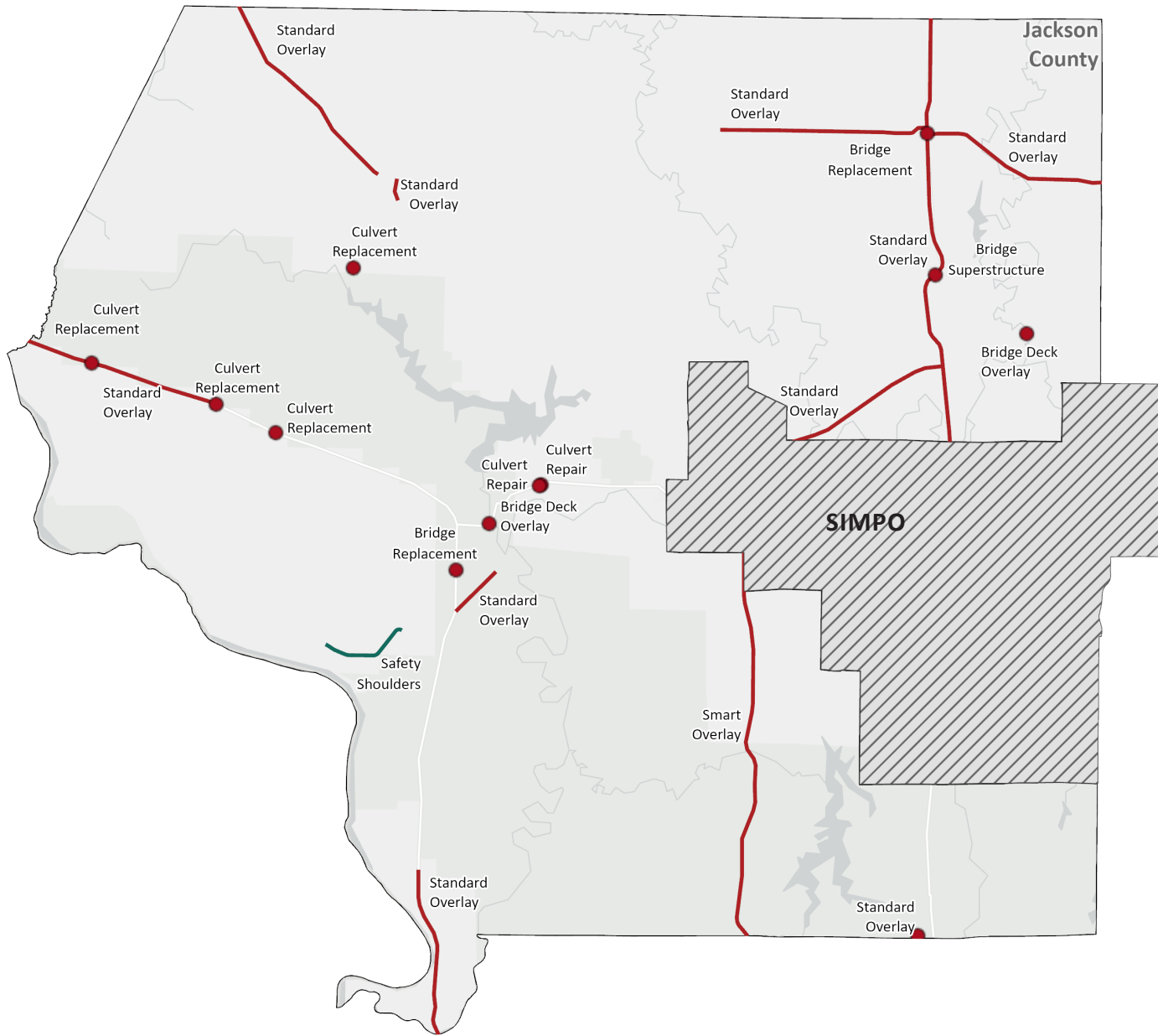


Figure 23| Funded Projects Jefferson County

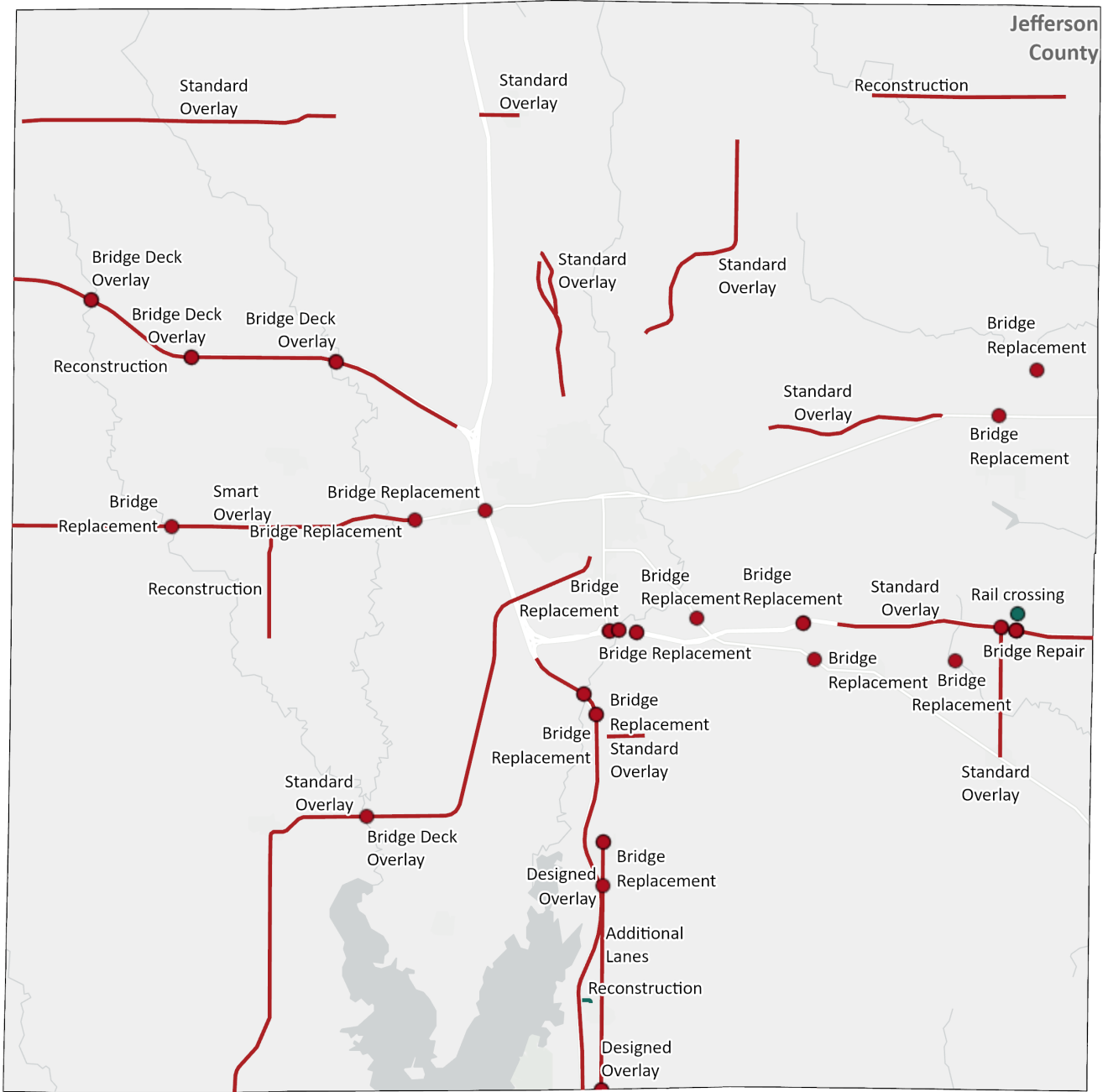


Figure 24| Funded Projects Perry County

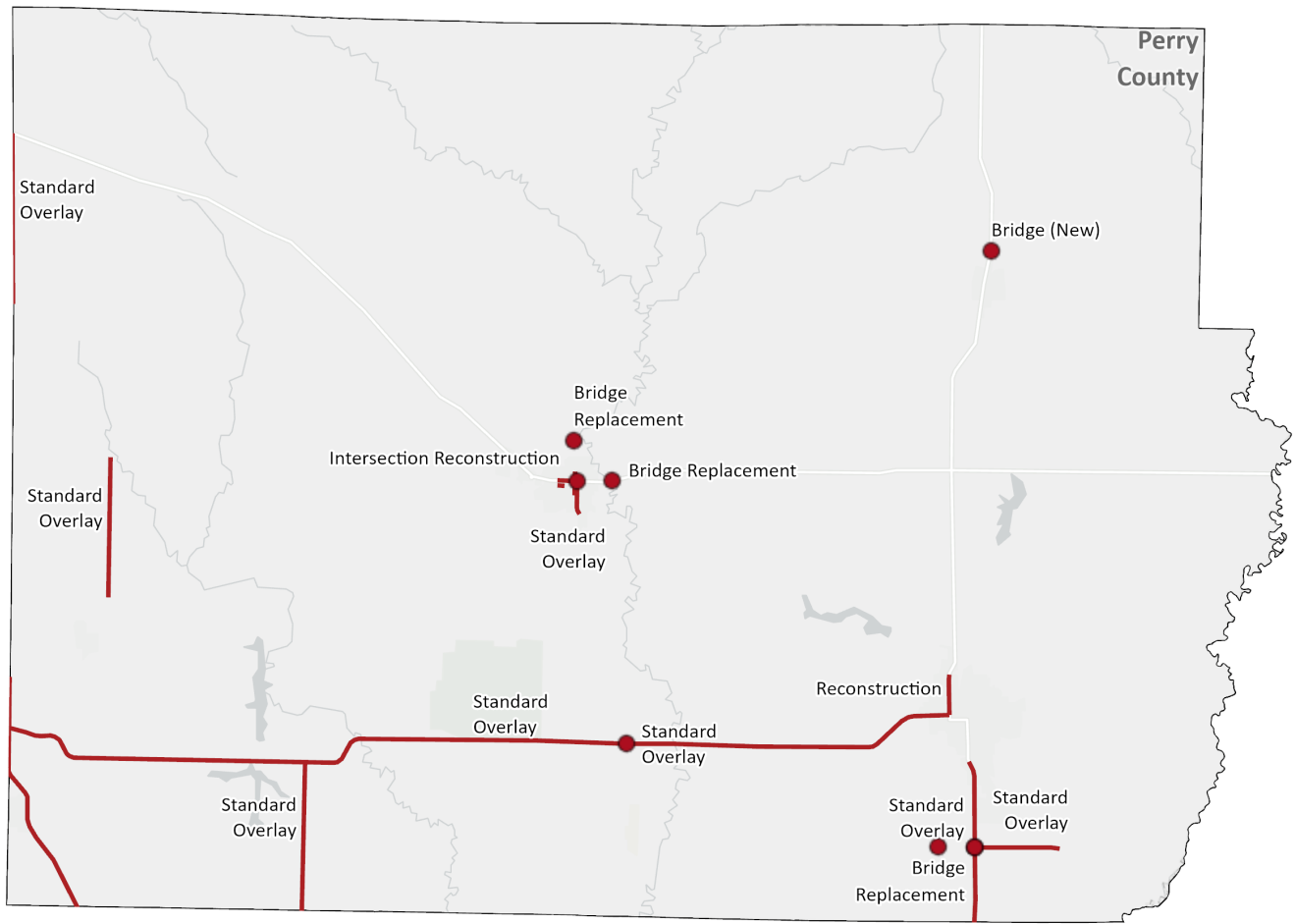


Figure 25| Funded Projects Williamson County

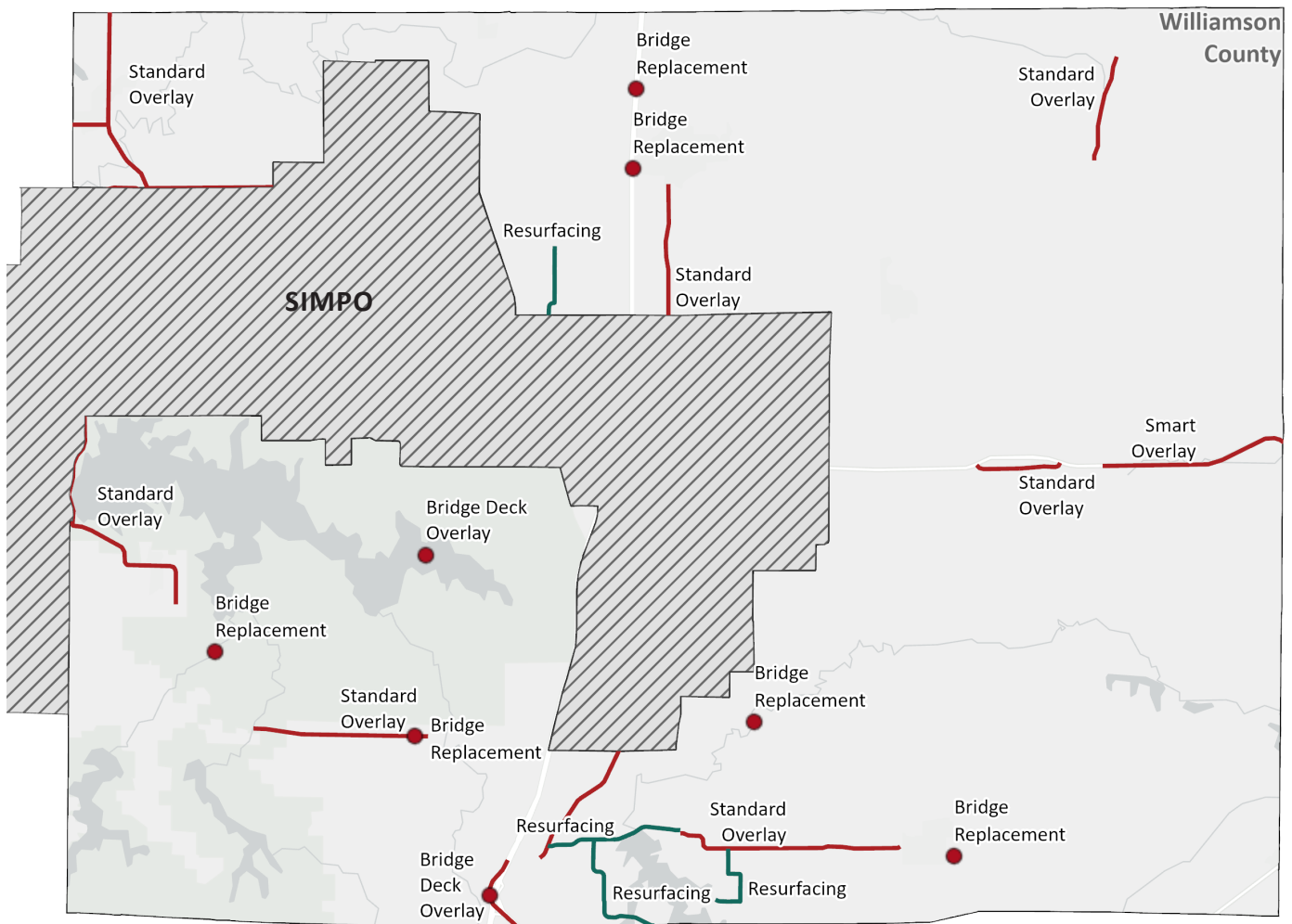


Table 12| Illustrative Project List (Ranked Top 10)

Project Number	Project Owner	Rank	Project Name	Estimated Cost	Project Type
54	Jackson County	1	SR-3/Cora Levee Gate	\$3,200,000	Improve Existing Roadway
2	City of Sesser	2	Franklin Street (IL 154) Sidewalk	\$235,000	Bicycle and/or Pedestrian Facility
53	Jackson County	3	Rock Crusher Road Upgrade	\$11,400,000	Improve Existing Roadway
21	City of Mt. Vernon	4	L&N Reservoir Multi-Use Trail to North 27th Street	\$300,000	Bicycle and/or Pedestrian Facility
150	City of Benton	5	Benton - I57 and IL14 Interchange	\$37,400,000	Improve Existing Roadway
1	City of West Frankfort	6	West Frankfort – I57 and IL 149 Interchange Modification	\$21,500,000	Improve Existing Roadway
12	City of Mt. Vernon	7	Veteran's Memorial Drive	\$8,000,000	Improve Existing Roadway
4	Jefferson/Franklin County	8	Jefferson County/Rend Lake Multiuse Trail Phase 2	\$3,600,000	Bicycle and/or Pedestrian Facility
11	City of Mt. Vernon	9	7th Street Truck Route	\$6,000,000	Improve Existing Roadway
52	Jackson County	10	Grand Tower Road Upgrade	\$2,800,000	Improve Existing Roadway
6	Jefferson County		Hall Lane Road Reconstruction	\$10,000,000	Improve Existing Roadway
7	City of Mt. Vernon		Progress Drive from Davidson to Shiloh	-unknown-	New Roadway
8	City of Mt. Vernon		Downtown Streetscape	\$560,000	Improve Existing Roadway
9	City of Mt. Vernon		Davidson Avenue Sidewalks	\$250,000	Bicycle and/or Pedestrian Facility
10	City of Mt. Vernon		44th Street North to Woodglen Acres	\$1,600,000	New Roadway
13	City of Mt. Vernon		42nd Street	\$4,000,000	Improve Existing Roadway
14	City of Mt. Vernon		44th Street Extension	\$3,500,000	New Roadway
15	City of Mt. Vernon		Richview Road Sidewalk	\$1,300,000	Bicycle and/or Pedestrian Facility
16	City of Mt. Vernon		I-64 at Shiloh Drive Interchange	\$30,000,000	Improve Existing Roadway
17	City of Mt. Vernon		SR-15 Railroad Overpass	\$60,000,000	Improve Existing Roadway
18	City of Mt. Vernon		Potomac Boulevard to 44th Street Overpass	\$20,000,000	Improve Existing Roadway

Table 12 Continued

Project Number	Project Owner	Rank	Project Name	Estimated Cost	Project Type
19	City of Mt. Vernon		Neon Drive to Ambassador Road	\$3,200,000	New Roadway
20	City of Mt. Vernon		North 34th Street to Richview Road	\$1,300,000	New Roadway
22	City of Mt. Vernon		Harlan Road from SR-148 to South 34th Street	\$5,300,000	Improve Existing Roadway
23	City of Mt. Vernon		Davidson Avenue to Ambassador Road	\$2,600,000	New Roadway
24	City of Mt. Vernon		Bike Trail from Mt Vernon to Rend Lake	\$10,000,000	Bicycle and/or Pedestrian Facility
26	Perry County		Jackson Street Drainage Upgrades	\$3,000,000	Improve Existing Roadway
27	Perry County		Perry County Gravel to Oil and Chip Conversion	\$10,000,000	Improve Existing Roadway
28	Perry County		Perry County Road District Paving	-unknown-	Improve Existing Roadway
41	Franklin County		Franklin County Hot Mix Asphalt (HMA) Phases 2, 4	\$2,300,000	Improve Existing Roadway
42	Franklin County		Franklin County Hot Mix Asphalt (HMA) Overlay	\$3,700,000	Improve Existing Roadway
45	Franklin County		North County Line Road	\$475,000	Improve Existing Roadway
47	Franklin County		Bowling Alley Road	\$580,000	Improve Existing Roadway
48	Franklin County		Country Club Road	\$575,000	Improve Existing Roadway
49	Franklin County		Sam Pyle Bridge Road	\$175,000	Improve Existing Roadway
50	Franklin County		Steel City Road and Sam Pyle Bridge Road/Odum Road	\$900,000	Improve Existing Roadway
51	Franklin County		Winery Road and North Road	\$650,000	Improve Existing Roadway
55	Jackson County		Giant City Bikeway	\$6,500,000	Bicycle and/or Pedestrian Facility
56	Jackson County		Trico Bikeway	\$25,000,000	Bicycle and/or Pedestrian Facility
57	Jackson County		Cedar Lake Bikeway	\$8,000,000	Bicycle and/or Pedestrian Facility
143	IDOT		Herrin Road Extension	\$17,000,000	New Roadway
148	IDOT		SW IL Connector	\$805,000,000	New Roadway

Figure 26| Illustrative Projects Franklin County

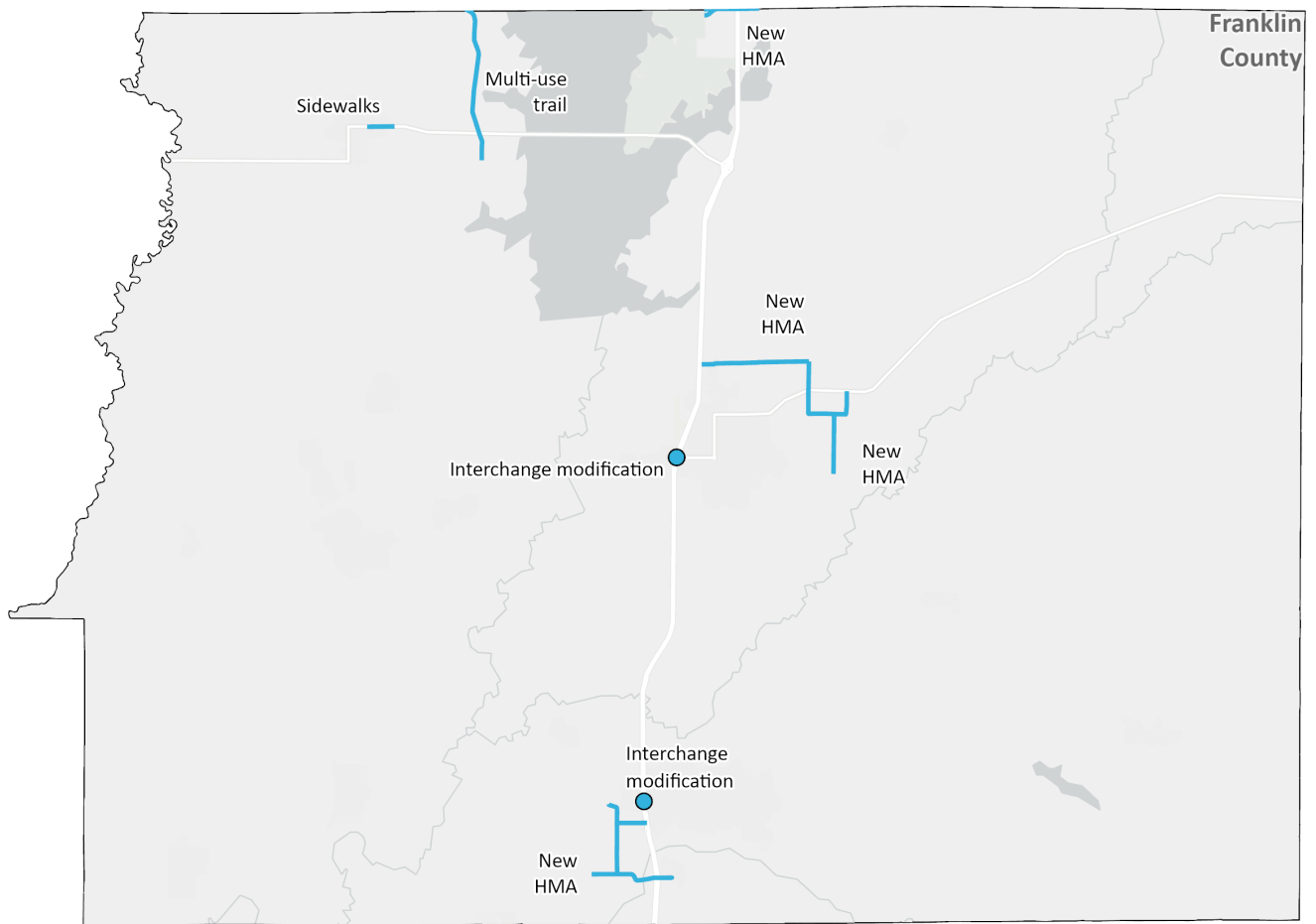


Figure 27| Illustrative Projects Jackson County

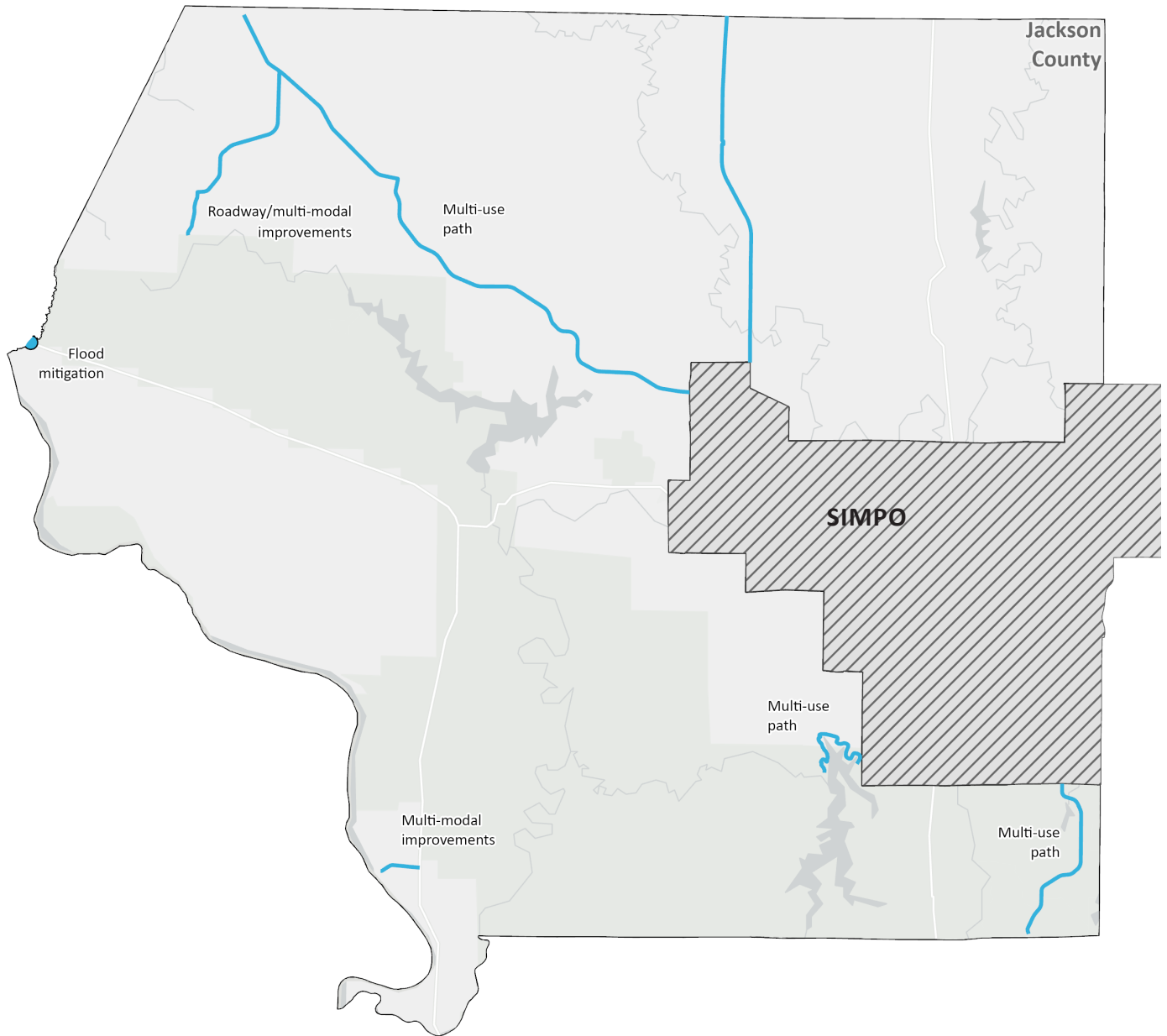


Figure 28| Illustrative Projects Jefferson County

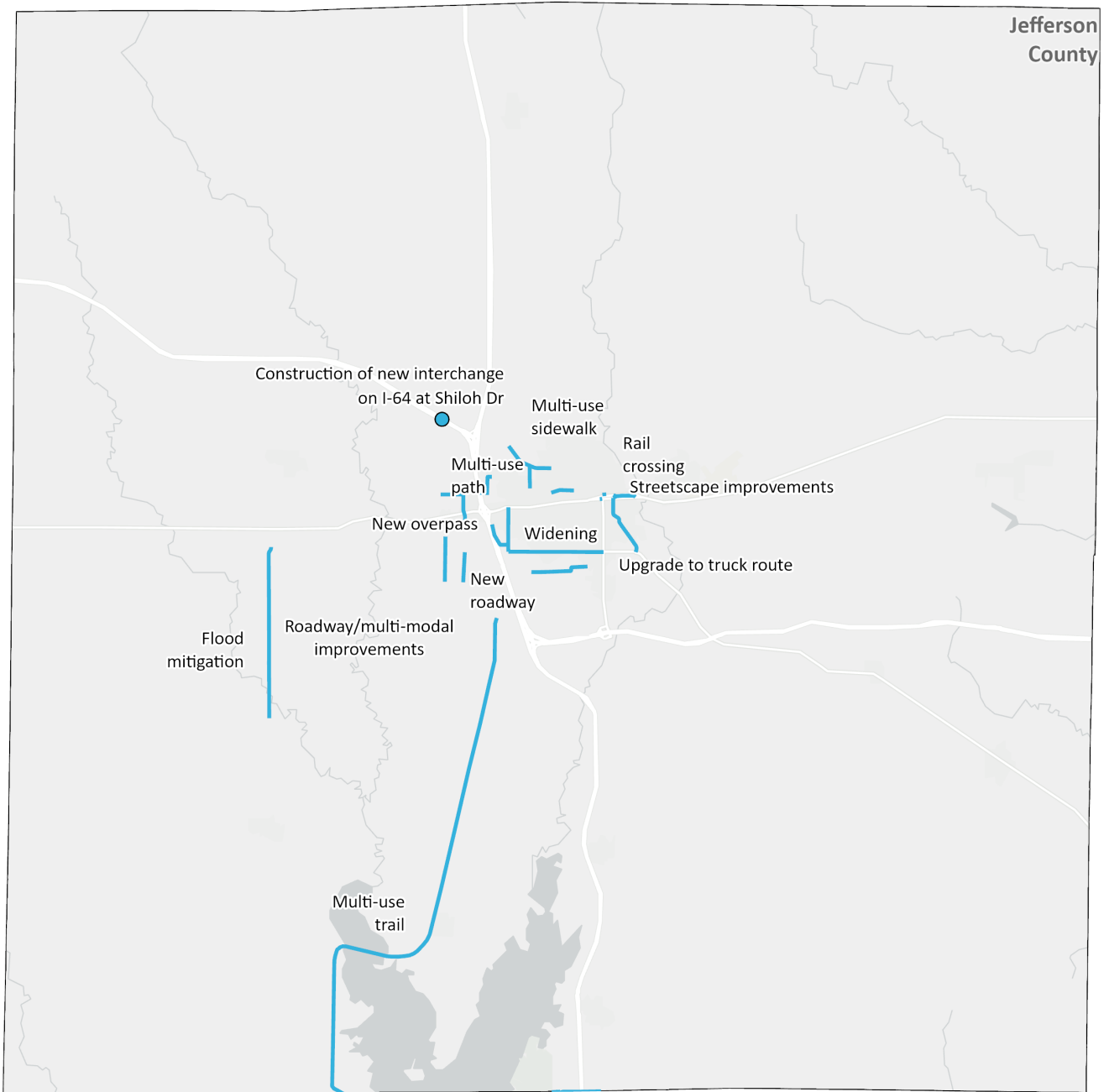
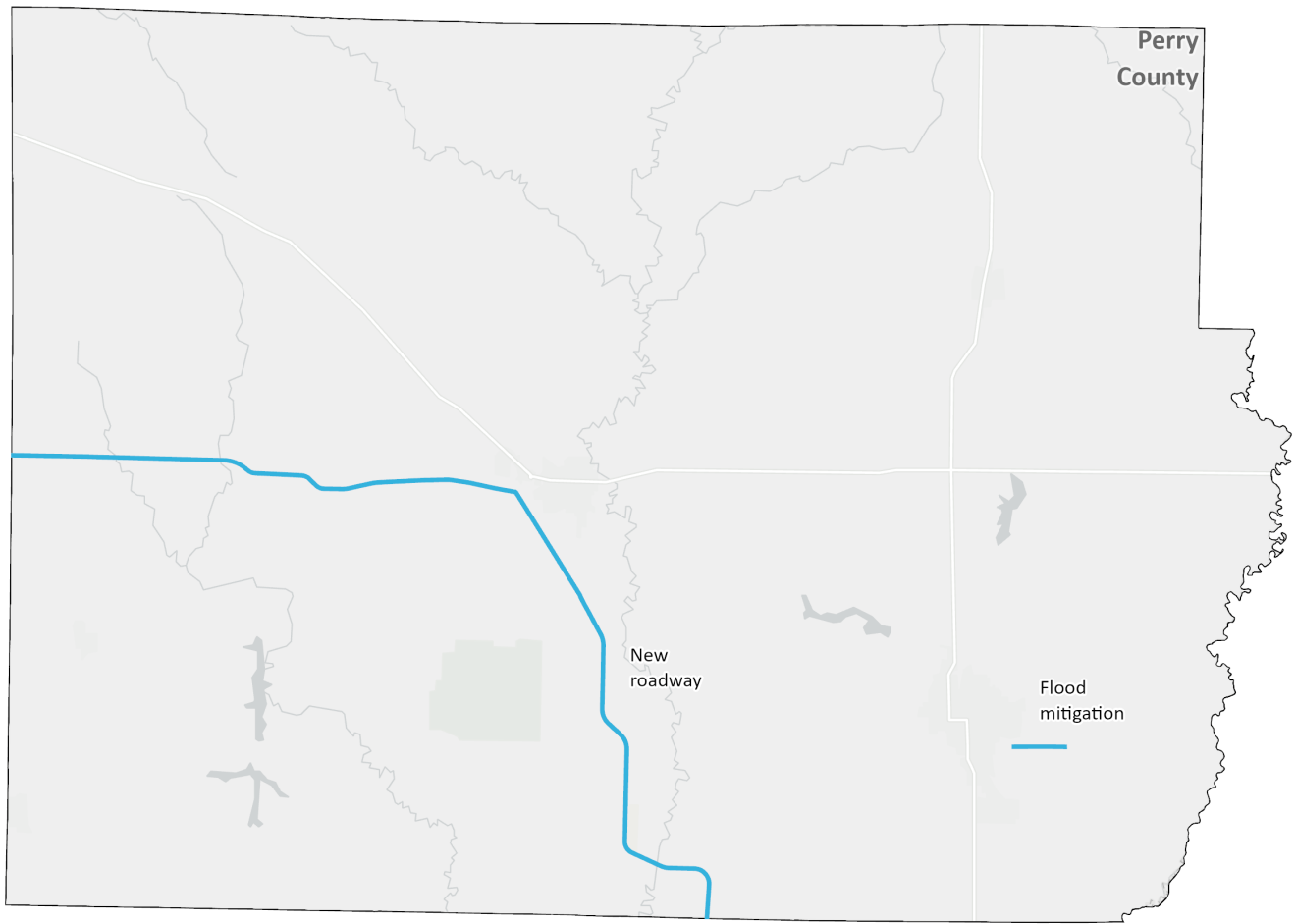


Figure 29| Illustrative Projects Perry County



SUMMARY



SUMMARY

The Greater Egypt Long Range Transportation Plan (LRTP) will serve as a tool to help our communities secure state and federal funding while also guiding local leaders to determine where and how to invest the limited resources over a long time. The Greater Egypt LRTP will be unique, as it will be the first rural Long Range Transportation Plan in the State of Illinois and will set the precedent for rural transportation planning and coordination.

INVESTMENTS

This plan will guide transportation investments for the next 25 years. This plan identifies 150 projects totaling more than \$1.7 billion. 102 projects are included in the fiscally constrained project list. The project list is a combination of IDOT projects and local projects identified by local partners during the call for projects.

GREATER EGYPT VISION & GOALS

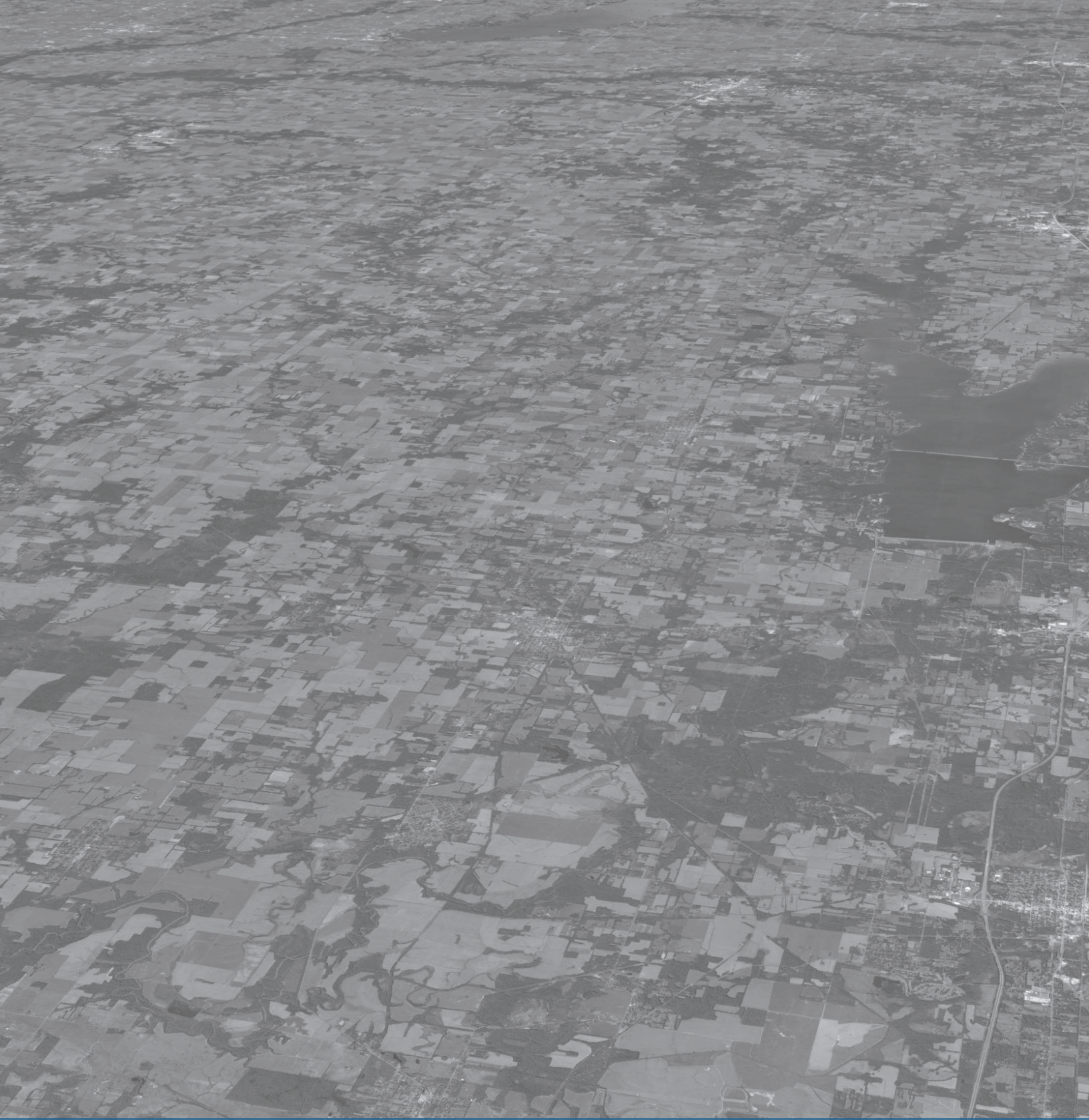
The regional vision is a core component of any successful plan. The vision paints the picture of what the plan is intended to achieve and the goals describe the conditions that must be met to achieve the vision.

The Greater Egypt Vision Statement:

"The Greater Egypt Region will be known as a land of opportunity, a strong region with a vibrant economy and pristine natural environment that make it a choice destination to live, grow, and prosper."

Goals:

1. **Safety:** Ensure the safety of all users of the transportation system, regardless of mode or ability.
2. **Access to Opportunity:** Ensure that all residents, regardless of race, age, income, or ability, have transportation choices that provide highquality, reliable access to employment, education, and health care.
3. **Financial Sustainability:** Support transportation investments that provide balanced, sustainable, and affordable options for Greater Egypt residents and businesses today and in the future.
4. **Healthy/Active Living:** Create convenient and safe opportunities to incorporate physical activity into the everyday travel of residents, employees, and visitors.
5. **Preserve Natural Resources:** Protect, preserve, and promote natural and cultural resources through transportation decisions.
6. **Economic Resilience:** Ensure transportation investments support and enhance the economic wellbeing of the Greater Egypt Region.



GREATER EGYPT LONG RANGE TRANSPORTATION PLAN