



WELCOME

PUBLIC INFORMATION MEETING

LINK



SR 101 CORRIDOR PROJECT
SOUTHEAST INDIANA





LNK



SR 101 CORRIDOR PROJECT
SOUTHEAST INDIANA

PROJECT OVERVIEW



PROJECT AREA



The Link 101 project area includes portions of Switzerland, Ohio, Dearborn and Ripley counties.

PROJECT OVERVIEW

- Link 101 is an Indiana Department of Transportation project to evaluate alternatives for an improved State Road 101 connection between the Markland Dam and US 50.
- A wide range of preliminary alternatives are being evaluated.
- The project is expected to improve connectivity in southeastern Indiana.
- The project is in the environmental analysis and preliminary design stage.

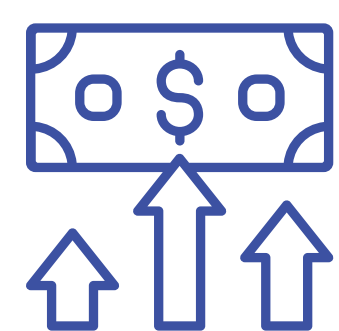
ENVIRONMENTAL STUDY



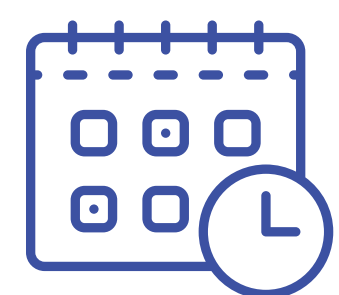
The study will determine the Purpose and Need—"the why"—for the project.



It will consider the **function** and **fit** of each alternative within the project area and local communities.



It will analyze the benefits, impacts and costs of alternatives developed by the Project Team.



The preferred alternative is expected to be identified in the draft environmental document in fall 2024. A timeline for construction will be determined at the end of the environmental study.



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PURPOSE AND NEED



PURPOSE AND NEED

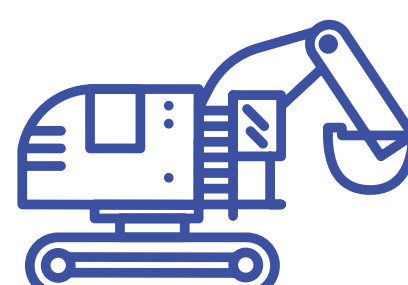
Project Need:



Travel time and distance along existing fastest and shortest route from SR 101 at Markland Dam to US 50 is 15 minutes and 5.5 miles longer than a corresponding straight-line route.



Existing fastest and shortest route has **numerous geometric deficiencies**.



Laughery Creek crossings are **below the 100-year floodplain**.



Slide-prone areas create **access** and **safety issues**.

There is **no route** that **provides reliable, safe, and efficient connectivity** through the project area.

Project Purpose:

- **Reduce travel time** within the project area by improving connectivity.
- **Improve safety within the project area** by reducing vehicle miles traveled (VMT) on roadways with elevated crash locations.
- **Provide a roadway** that meets current design standards.
- **Provide a roadway** that is above the Laughery Creek 100-year floodplain elevation and minimizes the risk of slides.



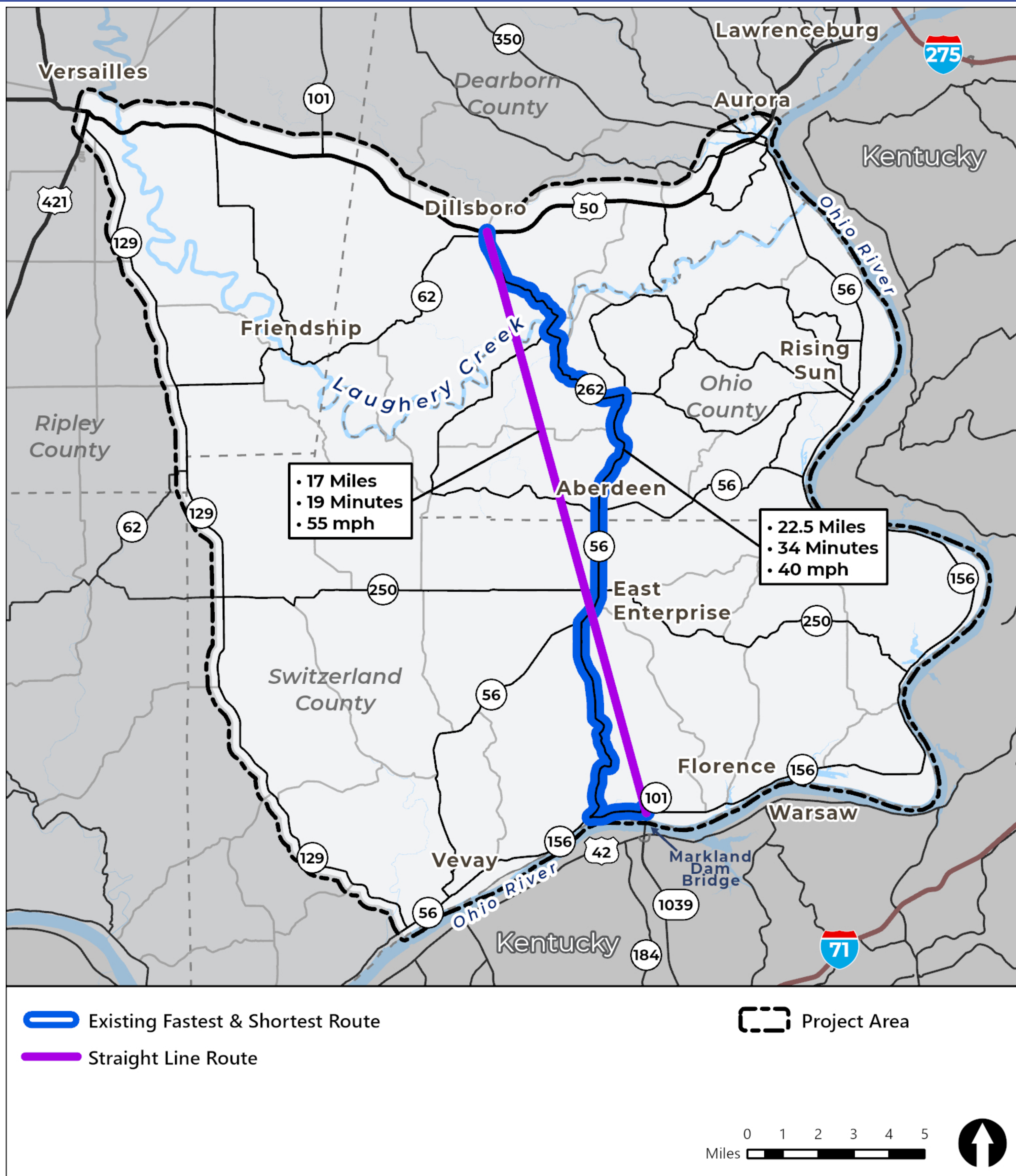
Scan with your camera phone to review the draft *Purpose and Need* document.

TELL US!

Use a sticky note to share your feedback on the draft Purpose and Need.



TRAVEL TIME AND DISTANCE



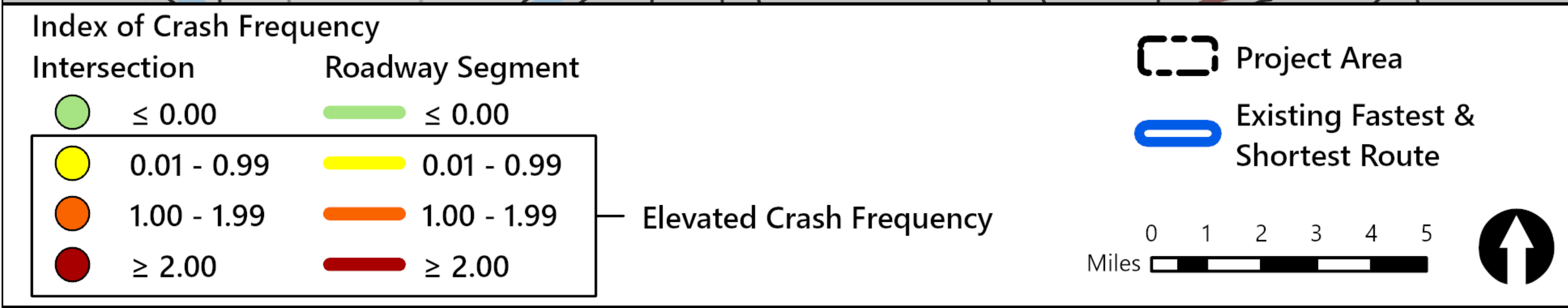
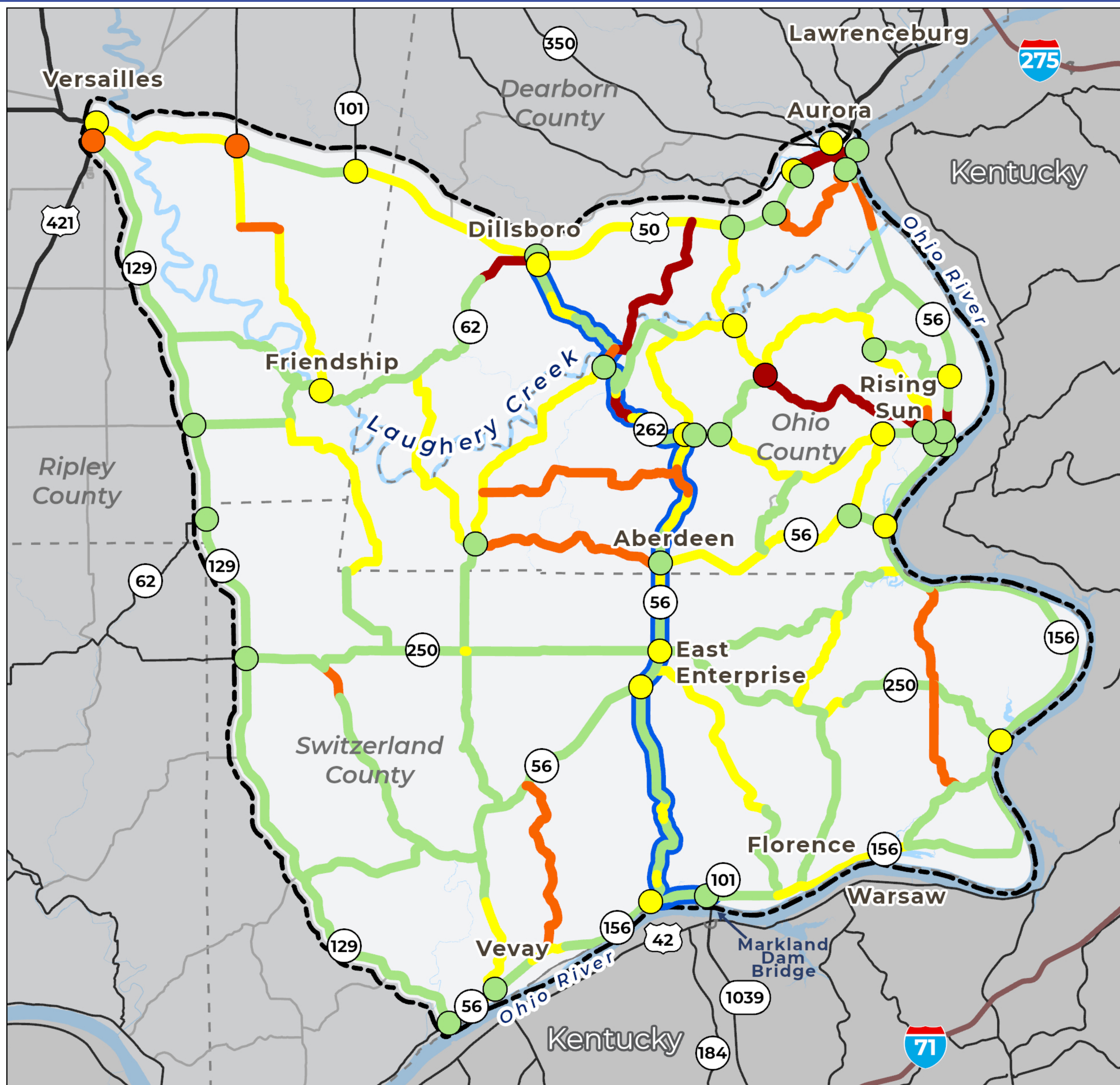
Need:

- There is no single direct route that extends from SR 101 at the Markland Dam Bridge to US 50.
- The existing fastest and shortest route consists of a combination of roads in the area, including SR 101, SR 156, Markland Pike, SR 56, Cass Union Road and SR 262.
- Compared to the straight-line route, the existing route is 15 minutes and 5.5 miles longer.
- Due to truck restrictions on this route and many others in the project area, the routes for trucks are even longer.
- There is no route that provides reliable, safe, and efficient connectivity through the project area.

Purpose:

- Reduce travel time within the project area by improving connectivity.

SAFETY



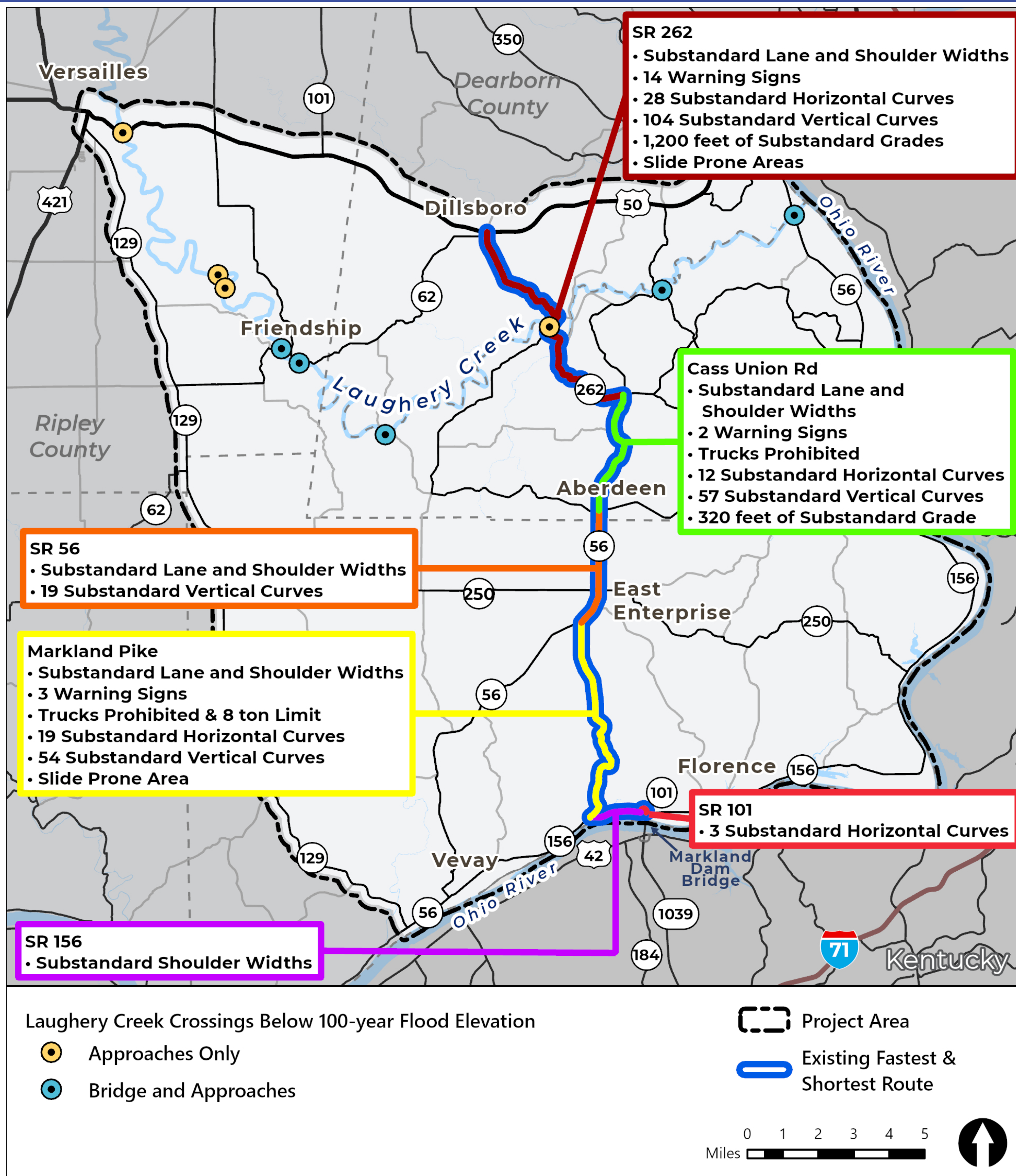
Need:

- Highest concentration of crashes (64%) is in the northern half of the project area.
- Most of the roadways (78%) in the southern half of the project area have lower crash rates.
- Elevated crash rates are identified in 44% of all roadways in the project area.
- Major crash types include running off road, collision with deer, rear-end, backing and right-angle.

Purpose:

- Improve safety within the project area by reducing vehicle miles traveled (VMT) on roadways with elevated crash locations.

GEOMETRIC DEFICIENCIES



Need:

- The existing fastest and shortest route has numerous geometric deficiencies, including narrow lanes, narrow or no shoulders, sharp curves, and poor sight distances.
- Geometric deficiencies contribute to poor safety outcomes, travel times, and connectivity.
- Laughery Creek crossings in project area have roadway approaches and/or bridges below the 100-year flood elevation, jeopardizing access and safety during flood events.
- Slide-prone areas create potential access and safety issues.

Purpose:

- Provide a roadway that meets current design standards.
- Provide a roadway that is above the Laughery Creek 100-year floodplain elevation and minimizes the risk of slides.



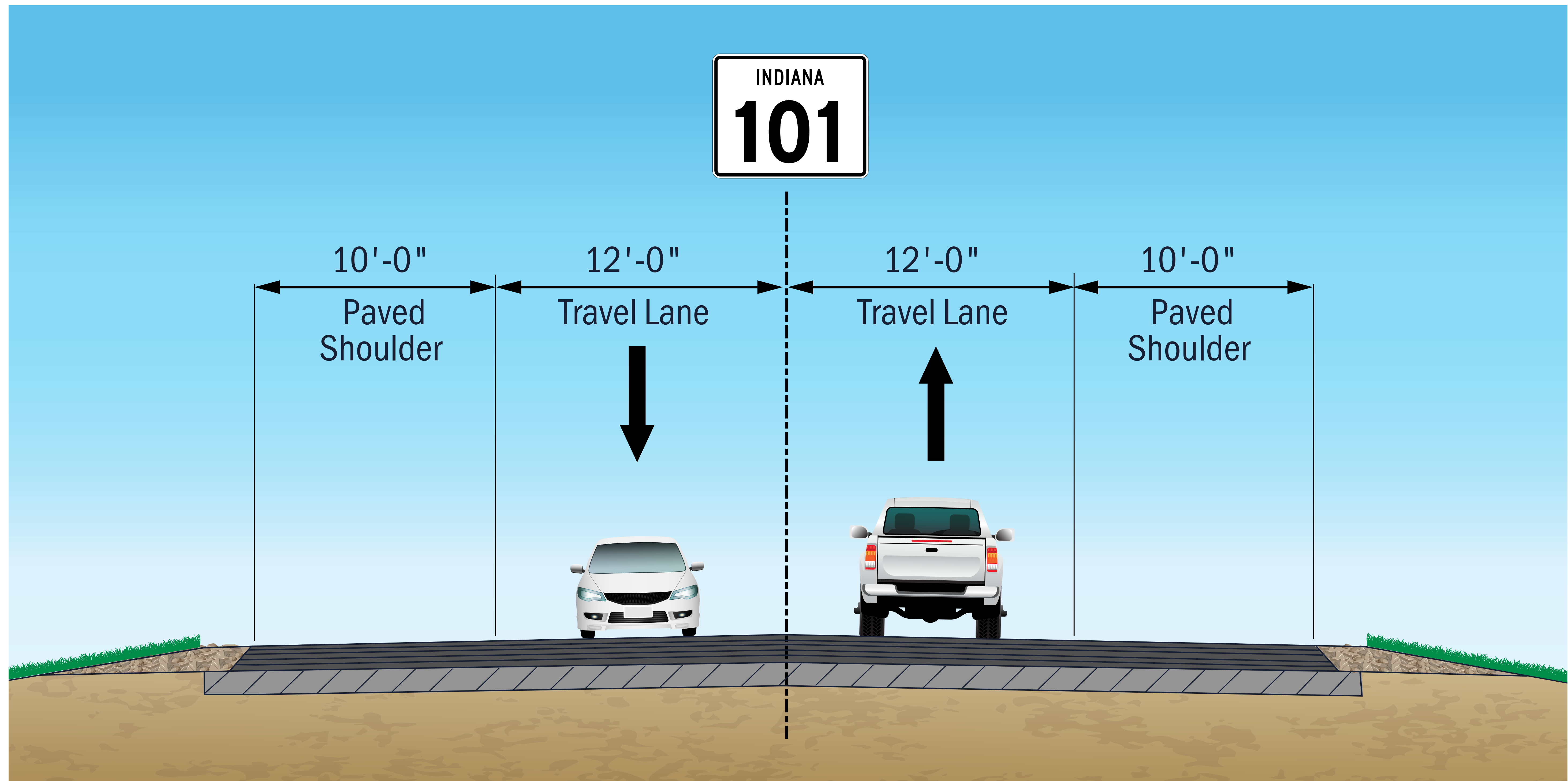
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PRELIMINARY ALTERNATIVES



PROPOSED TYPICAL SECTION



- Proposed 2-lane roadway
- One lane in each direction

- 12-foot travel lanes
- 10-foot shoulders

PRELIMINARY ALTERNATIVES SCREENING PROCESS

Alternatives must meet the project's Purpose and Need

Primary Screening Criteria

- Reduce travel time
- Improve safety
- Meet current design standards
- Above Laughery Creek 100-year floodplain and minimize slide risks

Preliminary Alternatives

- Purpose and Need
- Environmental and Engineering Evaluation
- Public and Agency input

Comparative Evaluation of Alternative Impacts and Cost

Environmental

- Socioeconomic resources
- Natural resources
- Cultural resources

Engineering, Traffic and Cost

- Mobility/connectivity
- Level of service (incorporated areas)
- Construction/maintenance of traffic complexity
- Construction cost

Alternatives Carried Forward

- More detailed Engineering and Environmental Evaluation
- Public Hearing and Agency coordination
- Draft NEPA Document

Preferred Alternative

- Respond to Public and Agency Comments
- Final NEPA Document

**SELECTED
ALTERNATIVE**



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NEXT STEPS



WHAT TO EXPECT



The Project Team is coordinating with local, state and federal officials.



Input from the public is an important part of developing the project.

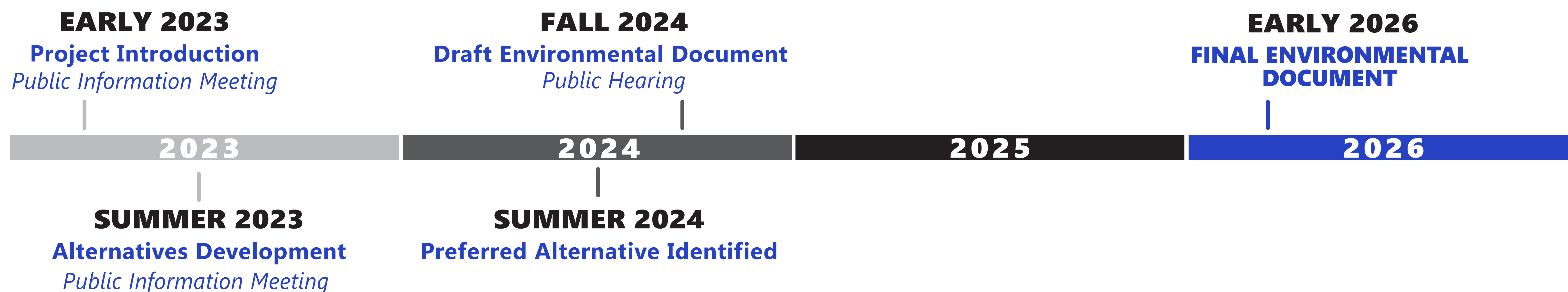


A timeline for construction will be determined at the end of the environmental study.



Right-of-way acquisition will not begin until after the environmental study is complete.

PROJECT TIMELINE



CONTACT US



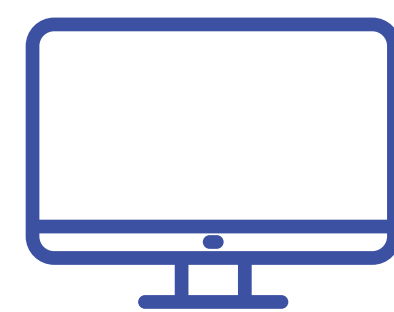
Link 101 Project Office

Switzerland County Technology and Education Center, 2nd Floor
Hours: Monday and Wednesday, 10AM to 3PM and by appointment

Mailing Address: 708 W. Seminary St., Box #8, Vevay, IN 47043



844-LINK101 (844-546-5101)

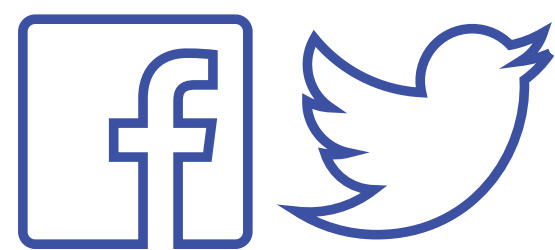


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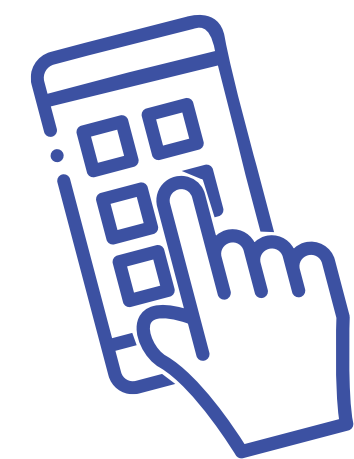
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