



**LINK 101 PUBLIC INFORMATION MEETING #2
QUESTIONS AND ANSWERS**

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Alternatives Development & Evaluation	Why are nine of the 10 alternative routes providing access north-south in the same direction of the three major routes that the residents of these four counties have survived with for over 80 years?	The purpose & need for the project includes providing an improved connection between the Markland Dam and US 50.	Monetta Roessler	8/2/2023
Alternatives Development & Evaluation	What are the criteria you will use to determine a preferred alternative and how will that criteria be weighted? Would time savings outweigh taking of property?	The Project Team is analyzing a range of alternatives and a number of factors will be considered in identifying alternatives to carry forward and, eventually, to identify a preferred alternative. These factors can generally be grouped into four categories: (1) ability to meet the purpose and need; (2) impacts and benefits (including property and environmental resources); (3) cost; and (4) input from the public and agencies.	Steve Lohide	8/9/2023
Alternatives Development & Evaluation	You said the shortest line between the dam and Dillsboro was the blue line but what is the shortest line between the dam and the 101 alignment north of 50? Going into Dillsboro you would still need to travel west on 50 to get to the 101 alignment north of 50. Have those travel minutes been added in? Seems like you should be looking at getting to the 101 instead of the shortest link to Dillsboro.	<p>The purpose of the project is to evaluate alternatives for an improved connection to US 50, somewhere between Aurora and Versailles. Part of the evaluation will include the pros and cons of each of those northern terminus options.</p> <p>The Preliminary Alternatives Screening Report (to be published this fall) will include anticipated travel times to multiple destinations, including SR 101, for comparison.</p>	Steve Lohide	8/9/2023

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Economic Impacts	I live on 129 and that is one of the proposed routes. So, what I have gathered from previous consultants that have attended the meetings from last week, this is a route that is supposed to spur traffic from Mexico to Canada. How is that going to benefit Ripley County in the factor of how? Economic development?	The Link 101 project is examining an improved connection between the Markland Dam and US 50. The purpose and need of the project, which guides the alternatives development and evaluation process, is focused on improved connectivity and safety within the project area in southeastern Indiana. Long distance trips are typically made on the interstate highway system and Indiana has invested heavily in those highways (e.g., I-69, I-65, I-70, etc.) over the last 20+ years to support those trips.	Brandon Smart	8/9/2023
Emergency Response	If you have all this extra traffic going through, you know, who's going to respond to it? (referring to law enforcement) Do you know the increased cost there as far as the tax paying dollars on law enforcement response?	The Preliminary Alternatives Screening Report, to be completed this Fall, will provide information regarding anticipated traffic volumes and patterns. INDOT will coordinate with local law enforcement agencies to gather feedback on the project.	Jon Belgin	8/2/2023
Emergency Response	If you put in a highway, where are the police going to go? Where are tax dollars going to come from to hire new police officers?	It is intended that, wherever possible, access will be maintained for existing roads that cross a new SR 101. It is anticipated that emergency response times will improve in areas near the new/upgraded route. INDOT will coordinate with local law enforcement agencies to gather feedback on the project.	Angie Sizemore	8/3/2023
Environmental Resources	How is this environmentally friendly?	Environmental impacts are studied as part of the project development process. The Project Team will evaluate the social, economic and environmental impacts of various alternatives. Additionally, the Project Team will consider options to avoid, minimize, and mitigate impacts when possible. The Project Team coordinates with various agencies and groups during the development process.	Angie Priest	8/3/2023

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Environmental Resources	How does Link 101 affect protected lands, nature preserves, historical sites, etc.?	The Preliminary Alternatives Screening Report (to be published this fall) will include a preliminary assessment of each alternative's potential impacts to a wide range of resources, including protected lands, nature preserves, and historical sites. Detailed studies of each alternative carried forward will be conducted to further identify and assess these impacts. The Draft Environmental Document (anticipated to be published in Fall 2024) will include a detailed evaluation of potential impacts of the alternatives considered, along with measures to avoid, minimize, and mitigate these impacts.	A. Graves	8/9/2023
Flooding	Wouldn't it be easier to elevate Laughery Creek Crossings?	The need for a flood-safe crossing is only one of the needs identified. Including this need in the project's purpose and need ensures that any build alternative would be required to provide a safe crossing. If the no build alternative is selected, this need could be addressed as part of a separate project.	Todd Steinke	8/2/2023
Intersections/ Access	I didn't see anything about current intersections in the proposal. If you run a highway thorough there, are you going to end up with a bunch of dead-end roads?	It's too early in the process to know impacts at specific intersections or driveways. INDOT's goal will be to provide adequate access to existing roadways while maintaining the safety and mobility of any new or upgraded routes. Details of access to specific local roads will be examined for each of the alternatives carried forward for further study in the Draft Environmental Document.	James Hollerbach	8/2/2023
Intersections/ Access	So, are we going to have some traffic lights for the dangerous intersections?	It's too early in the process to know impacts at specific intersections. INDOT intends that access will be maintained for existing roads intersecting any part of new SR 101 when feasible. As the design progresses, each intersection will be evaluated to determine the appropriate type of intersection improvements. Safety will be a top priority in those evaluations.	Johana Stewart	8/3/2023

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Intersections/ Access	I read that interchanges were going to be very limited. Have looked at intersections with alternatives yet?	At this time, it is anticipated that any alternative would have "partial access control". Partial control of access allows connections with selected public roads and with selected drives necessary to serve adjacent properties. Currently, no interchanges are anticipated for the project.	Jerry Bosse	8/9/2023
Land Use/ Zoning	How will areas affected be rezoned? Business...business with manufacturing?	Zoning, which defines permitted land uses and development density, is controlled at the local (County and/or City) level in Indiana. This project will not change that.	A. Graves	8/9/2023
Land Use/ Zoning	How is that going to benefit Ripley County in the factor of how? Economic development?	Land use and zoning regulations are managed at the local level – not by state agencies. The project is not tied to or intended to support a specific economic development plan or project. To the extent that the project provides better connectivity to and within the project area, it could facilitate new residents or businesses. The Draft Environmental Document will include an economic analysis of each of the alternatives.	Brandon Smart	8/9/2023
Maintenance	Who is going to maintain the roads?	INDOT invests about 50% of its budget preserving existing highways and facilities (including state roads, U.S. routes, and interstate highways). The Next Level Roads plan fully funds INDOT's asset management plan for state-maintained highways. A new SR 101 corridor would be a state road maintained by INDOT.	Kim Wolfert	8/3/2023
Maintenance	Why isn't the road outside my house that's had gravel on it for two years getting paved?	INDOT is responsible for maintenance of state routes, U.S. routes, and interstates. Counties and municipalities are typically responsible for maintaining local roadways, although a portion of those funds are provided by the State. If you have maintenance concerns regarding a specific roadway, you should contact INDOT customer service at 855-INDOT4U (463-6848) or the appropriate county or municipal highway department. If you're unsure who has responsibility for a specific roadway, please contact INDOT4U for more information.	Angie Sizemore	8/3/2023

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Maintenance of Traffic During Construction	How in the world are we going to get from the east side to the west side during that time period? How are the police going to get to my house when I need it?	It's too early in the process for a plan for maintaining traffic during construction. A Maintenance of Traffic (MOT) Plan will be developed after completion of the environmental process (closer to the start of project construction) and will maintain key movements and access to properties. One of the primary purposes of any MOT Plan is to maintain emergency access to properties, which is achieved through coordination with law enforcement agencies and emergency services.	Stephen Norris	8/3/2023
Noise	What are you going to do for sound barriers?	FHWA regulations establish requirements for the consideration of noise impacts and for any mitigation (most commonly in the form of noise barriers). Each of the alternatives carried forward for detailed analysis in the Draft Environmental Document will be analyzed for potential noise impacts in accordance with FHWA regulations and INDOT's Traffic Noise Analysis Procedure (available HERE).	James Hollerbach	8/2/2023
Non-motorized Vehicles	Are Amish pushing the roads?	The Project Team has reached out to each of the Amish communities in the project area to make sure they are aware of the project and what is being considered. Feedback received to date has identified safety concerns with existing roads. The Project Team will continue to coordinate with all stakeholders throughout the project development process to address safety and access concerns.	Tonya George	8/2/2023
Non-motorized Vehicles	What Amish person do you think wants a new Super-2 highway going through their farm so that they can travel safer in a buggy--who believes that?	The Project Team will consider the needs of all stakeholders, including the need to safely accommodate non-motorized vehicles.	Kim Wolfert	8/3/2023

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Non-motorized Vehicles	It would be good that whatever alternative is chosen is built as multimodal that is not only is it safer for the residents but also has some safe travel for non-motorized vehicles as well.	The proposed Super-2 roadway type (see public meeting display boards for a visual depiction: LINK), which includes 10-foot shoulders on each side of the road, would provide additional space for non-motorized vehicles and pedestrians. As the project design continues, additional or alternative designs and features, such as sidewalks, crosswalks, or separated facilities, will be considered where warranted.	David Van Gilder	8/9/2023
Project Costs & Funding	Have funds been approved for actual construction once a route has been determined?	In 2021, Governor Holcomb announced his commitment of \$200 million for the project. More detailed estimates concerning project costs will be developed as work on the project continues. Potential construction will be determined at the end of the environmental study and will consider available funding sources.	Jonathan Welzel	8/9/2023
Project Costs and Funding	The biggest thing is, what's the project payback? How much money is this going to take?	The Preliminary Alternatives Screening Report (to be published this Fall) will provide preliminary cost estimates for each alternative. As the project progresses and additional details become available, the cost estimates will be updated and refined.	Johana Stewart	8/3/2023
Project Costs and Funding	I would like to know the various cost analysis of the proposed preliminary alternatives.	The Preliminary Alternatives Screening Report (to be published this Fall) will include preliminary cost estimates for each of the alternatives.	Brandon Smart	8/9/2023
Project Costs and Funding	What are the cost analyses of the various alternatives	The Preliminary Alternatives Screening Report (to be published this Fall) will include preliminary cost estimates for each of the alternatives.	Laura Smart	8/9/2023

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Project Costs and Funding	Who's going to foot the bill when the project runs over budget?	The Preliminary Alternatives Screening Report (to be published this Fall) will provide preliminary cost estimates for each alternative. As the project progresses and additional details become available, the cost estimates will be updated and refined. Throughout the process, INDOT will review the costs and benefits of the project and consider it in the context of statewide priorities.	Kim Wolfert	8/3/2023
Project Limits	I'm wondering what you are going to do when it gets to Markland. What are we going to do, dump traffic at the bridge or what?	At this time, the existing two-lane Markland Dam bridge is anticipated to adequately accommodate existing and future traffic volumes. As the project progresses and traffic modeling of each alternative is completed, the Project Team will confirm this expectation. At this time, no changes or improvements to the Markland Dam bridge are anticipated.	Wallace Clark	8/2/2023
Project Limits	Will South 101 be widened or altered during this project? Between US 50 and I-74.	Improvements to SR 101 between US 50 and I-74 aren't part of the Link 101 project at this time. If a need for improvements beyond the project limits is identified, INDOT will develop a separate project.	Ron and Christine Lawhorn	8/9/2023
Project Limits	Were you aware of a similar project around 20 years ago, when they were considering an outer loop highway outside of 275. It is very similar to what you're doing. They worked on that project and had a lot of information.	Kentucky updated their study of an outer loop in 2021. That study is available on KYTC's website here: https://transportation.ky.gov/NKYOuterLoop/Pages/Home.aspx The study identified four alternatives that warranted further study, including one that would connect to KY 1039. KYTC has not committed any further funds to the study of an Outer Loop at this time.	Mark Hall	8/9/2023

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Public Involvement	I would like to know which stakeholders you're talking to. If it is only business owners, that is not fair.	<p>Project stakeholders include all parties with an interest in the project. That includes residents, businesses and their employees, and local governments. The Project Team engages with all these stakeholders through a variety of methods. In addition to public meetings, the project office, the project website, and email/phone communications, the Project Team has formed several committees to serve as resources for feedback. Members of the Community Advisory Committee (CAC) include representatives from Switzerland, Dearborn, Ripley and Ohio counties, including:</p> <ul style="list-style-type: none"> • Emergency medical services • Schools • County highway departments • County tourism departments and chambers of commerce • Local businesses <p>The Environmental Justice (EJ) Working Group includes leaders from community organizations that work with low-income or minority populations.</p> <p>Minutes from previous CAC and EJ meetings can be found on the Project Documents page and include a list of attendees.</p>	Christa Hensley	8/2/2023

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Public Involvement	You have committees in each area, but how many small business owners are actually on that committee?	<p>Members of the Community Advisory Committee include representatives from Switzerland, Dearborn, Ripley and Ohio counties, including:</p> <ul style="list-style-type: none"> • Emergency medical services • Schools • County highway departments • County tourism departments and chambers of commerce • Local businesses <p>Minutes from previous CAC and EJ meetings can be found on the Project Documents page and include a list of attendees.</p>	Angie Priest	8/3/2023
Public Involvement	What is the process for scheduling a small group information session?	Reach out to the Project Team to schedule a small group presentation. We're available via email, online, by phone, or in person at the Project Office.	Barbara A Nieman	8/9/2023
Purpose & Need	<p>How does this benefit the rural community?</p> <p>Are rural folks pushing the roads?</p>	At present, there is no continuous north-south connection between US 50 and the Markland Dam. Existing roads in the project area have narrow lanes and shoulders, sharp curves and poor sight distances. More than 3,900 crashes were recorded in the project area in the last 5 years. An improved SR 101 connection will improve safety, reduce crashes and reduce travel time by improving connectivity.	Tonya George	8/2/2023
Purpose & Need	Why are we doing this now?	In 2021, Governor Holcomb announced his commitment of \$200 million for the project as part of a package of investments in southern Indiana to better connect communities and enhance commerce. This environmental study is the first step toward taking a comprehensive look at an improved SR 101 connection.	Steve Hensley	8/2/2023

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Purpose & Need	Do we really need more pavement and the ability to save 15 minutes versus the trade-off of the quality life of our residents?	In addition to reducing travel times, the Link 101 project aims to improve safety by reducing crashes and reliance on roads with elevated crash rates in the project area.	Angie Priest	8/3/2023
Purpose & Need	The need and purpose of this road to increase connectivity from US-50 to Markland, but it increases for who? Who are these roads being constructed for?	It is expected that any of the alternatives would serve a mix of "local" and "through" trips. The Preliminary Alternatives Screening Report will provide additional information about anticipated volumes (including vehicle types) and trip patterns.	Matt Fowler	8/3/2023
Purpose & Need	Who do you think this is benefitting?	It is expected that any of the alternatives would serve a mix of "local" and "through" trips. The Preliminary Alternatives Screening Report will provide additional information about anticipated volumes (including vehicle types) and trip patterns.	Cindy Volk	8/3/2023
Purpose & Need	Who is this for?	It is expected that any of the alternatives would serve a mix of "local" and "through" trips, benefitting those that live and work in the project area and the southeast Indiana region. The Preliminary Alternatives Screening Report will provide additional information about anticipated volumes (including vehicle types) and trip patterns.	Rhett Dennerline	8/3/2023
Purpose & Need	Who is really going to benefit from the road?	It is expected that any of the alternatives would serve a mix of "local" and "through" trips. The Preliminary Alternatives Screening Report will provide additional information about anticipated volumes (including vehicle types) and trip patterns.	Dick Yanikoski	8/3/2023

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Purpose & Need	If they're not going to build the port, they're not going to create jobs-- Why are they going?	The state of Indiana is no longer pursuing plans to acquire land near Lawrenceburg to serve as the state's fourth port. Gov. Eric Holcomb announced in 2020 the needed environmental remediation work would take years to complete, and the site was not feasible for the purpose. There is no connection between the previous discussions for the site and the Link 101 project.	Doug Rump	8/3/2023
Purpose & Need	What restrictions? Are there safety issues with these trucks? Why are you bringing them to rural southern Indiana? Why are you bringing them over here with my children outside where you can have an accident and you can have to evacuate the area because you're carrying chemicals that are harmful if they're spilled? You really think your children and your grandchildren are going to be safer with more highways?	There is no route that provides reliable, safe and efficient connectivity through the project area. Several routes in the project area restrict trucks. In addition to lacking connectivity, the current routes are winding, which can contribute to traffic accidents for commercial traffic, passenger vehicles, and non-motorized vehicles alike. An essential goal of the project is to improve safety for all of the traveling public.	Michelle Bennett	8/3/2023
Right-of-Way	Is eminent domain a fair way to take your family and friends' home away?	If a build alternative is selected through the environmental process and requires INDOT to acquire additional property, INDOT will follow its standard right-of-way acquisition process. Right-of-way acquisition will not begin until after the environmental study is complete (currently anticipated in early 2026). Right-of-way acquisition must comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Act to ensure fair compensation and assistance for those whose property is acquired for public use. Click here for additional information from INDOT's Real Estate Division.	Todd Steinke	8/2/2023

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Right-of-Way	How many properties are affected?	It's too early in the process to identify impacts to specific properties. At present, the ten preliminary alternatives are lines on a map. As analysis continues and routes are screened over the next few months, a smaller number of alternatives will be studied in greater detail, including impacts to property.	Johana Stewart	8/3/2023
Right-of-Way	A road that is 24 feet wide with a 10-foot lane on each side for people to breakdown on-- what's the easements on that? I bet you it's 300 feet.	The right-of-way required for each of the build alternatives will vary depending on the terrain, with wider right-of-way likely required in steeper terrain. The Preliminary Alternatives Screening Report (to be published this fall) will provide estimates of this right-of-way for each alternative.	Aaron Whitham	8/3/2023
Right-of-Way	How much time will landowners who are directly impacted by the final decision have? Legally what type of notice are you required to give directly impacted landowners?	The right-of-way process is dictated by a combination of state and federal law. Click here to learn more about real estate acquisition from INDOT. If a build alternative is selected and funds are committed, the right-of-way process would not start until after the Final Environmental Document is approved (currently anticipated in early 2026).	Barbara A Nieman	8/9/2023
Right-of-Way	If properties are taken by eminent domain, what timeline are property owners given and how is pricing determined?	Click here to learn more about real estate acquisition from INDOT. Fair market value must be paid for any property acquired with any project. If a build alternative is selected and funds are committed, the right-of-way process would not start until after the Final Environmental Document is approved (currently anticipated in early 2026).	A. Graves	8/9/2023
Right-of-Way	Will market prices be paid for property?	Click here to learn more about real estate acquisition from INDOT. Fair market value must be paid for any property acquired with any project.	Jonathan Welzel	8/9/2023

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Right-of-Way	How are you taking my property—by eminent domain? By paying market value? Or some other form?	If a build alternative is selected through the environmental process and new right-of-way is required, the project will follow INDOT’s standard right-of-way process. Right-of-way acquisition will not begin until after the environmental study is complete (currently anticipated in early 2026). Right-of-way acquisition must comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Act to ensure fair compensation and assistance for those whose property is acquired for public use. Click here for additional information from INDOT’s Real Estate Division.	Angie Sizemore	8/3/2023
Right-of-Way	The current maps do not provide enough detail. Can you provide a county property plat map with each alternative superimposed?	At this point in the process, preliminary alternatives are representative lines developed to solicit feedback from the public at a high level.	Gary Goforth	8/9/2023
Support/ Opposition	How many people are opposed to this? 83-90% out of how many thousands were opposed?	Since the start of the project, the team has heard from people who both oppose and support the project. All comments become part of the project record and are considered throughout the decision-making process. The Project Team has and will continue to make public summaries of those comments.	Kim Wolfert	8/2/2023
Support/ Opposition	Who's the lobby for this? Who? Who's the lobby? And who's the people that really want this? I want to know who and why. What elected officials are supporting the Link 101 project?	The Project Team has shared project information with local, state, and federal elected officials throughout the project. The Project Team does not gauge the support of these officials.	Kristen Earls	8/3/2023

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Support/ Opposition	My question is, where are our representatives? Where are our government representatives?	The Project Team has shared project information with local, state, and federal elected officials throughout the project. The Project Team does not gauge the support of these officials.	Tracy Stegall	8/3/2023
Support/ Opposition	Which option is preferred by businesses that are located in Greensburg?	The Project Team hasn't surveyed or received any comments from businesses in Greensburg, but it welcomes all comments.	Barbara A Nieman	8/9/2023
Travel Demand and Travel Patterns	What is the time frame for this road to be widened to 4 lanes?	The Link 101 project is anticipating a 2-lane roadway to meet travel needs, one lane in each direction. It would have 12-foot travel lanes and 10-foot shoulders. Based on travel demand modeling completed to date, looking out to 2050, a two-lane road is anticipated to adequately meet demand. The Preliminary Alternatives Screening Report, to be published this fall, will provide estimates of future traffic volumes.	Steve Lohide	8/9/2023
Travel Demand and Travel Patterns	If eventually connecting to 74 how does alternative to Aurora help?	This project is focused on an improved connection between the Markland Dam and US 50. An improved connection to I-74 is not the purpose of this project and, at the present time, there is no plan for improvements north of US 50. The preliminary alternatives intentionally include a range of potential connection points along US 50. The Project Team is looking for feedback from the public on which of these would provide the most value. As noted in the question, for trips destined for I-74 near Batesville or Milan, a route that connects in Aurora would not provide as much value as a route that connects further west, where existing routes to the north are located.	Kim Hutcherson-Janssen	8/9/2023

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Travel Demand and Travel Patterns	How many logistics firms are providing input? How many truck trucking companies, logistic companies have you engaged with to ask them what the best path is to get from 71 to 74?	The Project Team is not working with any logistics companies on preferred routes; however, feedback is always welcomed from individuals or businesses.	Gary Norman	8/9/2023