APPENDIX A – BOARDS AND MAPS

WELCOME

PUBLIC INFORMATION MEETING







PROJECT OVERVIEW





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.
- 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.



LINK 101



PURPOSE AND NEED



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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.

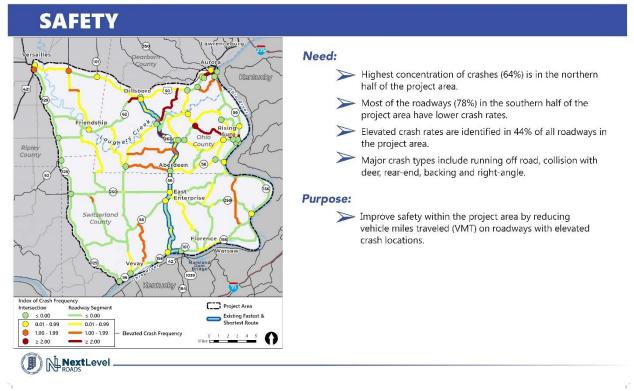


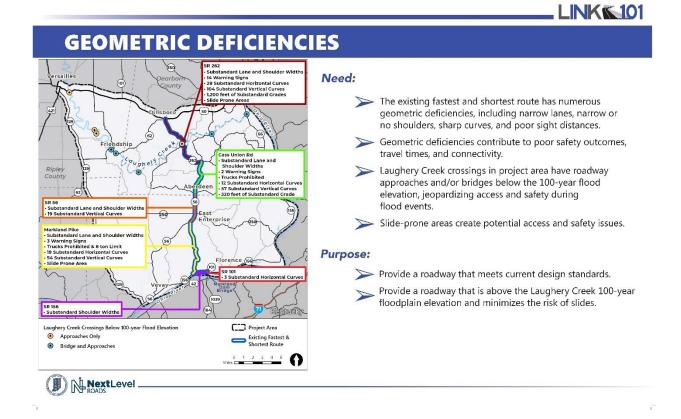
LINK 101

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

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 TRAVEL TIME AND DISTANCE Image: A state of the state of t		
 Wersalles Weed: 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. 		
improving connectivity.	wersalles Lawrence burg wersalles Lawrence burg wersalles Norder wersalles Bising wersalles Bising wersalles Bising wersalles Bising wersalles Bising	 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.

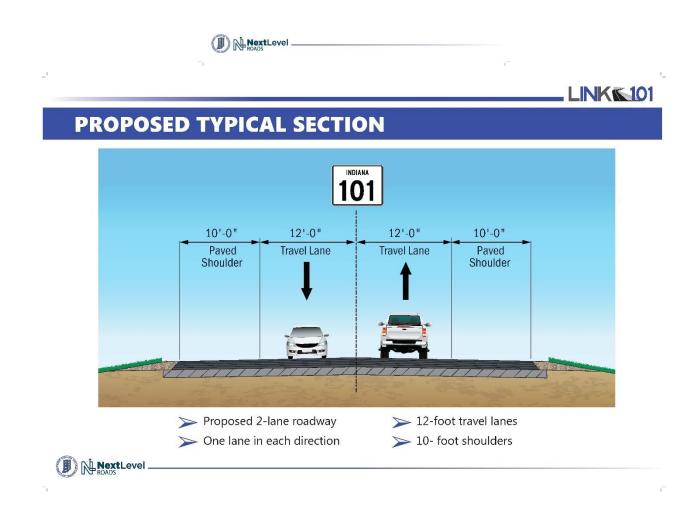
LINK 101



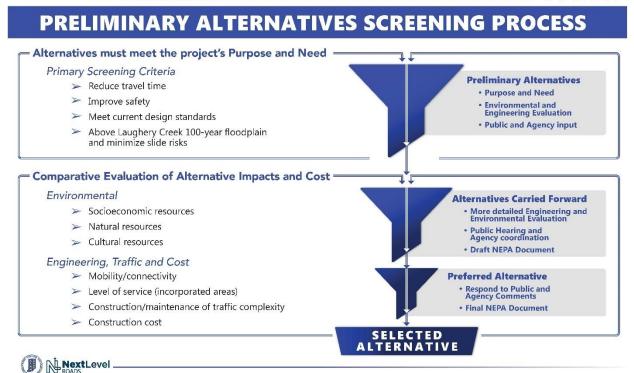




PRELIMINARY ALTERNATIVES



LINK 101





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.



Alternative C		
US 50 Connection	Dillsboro	
Total Length (miles)	19	
Existing Roads, Rural (miles)	5 (SR 56, Cass Union Rd)	
Existing Roads, Urban/ Incorporated Areas (miles)	<1 (SR 262)	
New Alignment (miles)	14	

US 50 Connection Total Length (miles) Existing Roads, Rural (miles) Existing Roads, Urban/ Incorporated Areas (miles) New Alignment (miles)

Alternative D SR 101, East of Versailles 1 (Markland Pike)

US 50 Connection Total Length (miles) Existing Roads, Rural (miles)

Existing Roads, Urban/ Incorporated Areas (miles) New Alignment (miles)

SR 129, East of Versailles 28 (SR 156, SR 129)

2 (SR 156, SR 56)

Alternative F

Alternative E

SR 129, East of Versailles **US 50 Connection** Total Length (miles) Existing Roads, Rural (miles) 10 (SR 129) Existing Roads, Urban/ Incorporated Areas (miles) New Alignment (miles)


Alternative G

US 50 Connection Versailles Total Length (miles) Existing Roads, Rural (miles) 32 (SR 156, SR 129)

Existing Roads, Urban/ Incorporated Areas (miles)

3 (SR 156, SR 56, SR 129)

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Kentucky

Alternative A US 50 Connection Aurora Total Length (miles) Existing Roads, Rural (miles) 3 (SR 56) Existing Roads, Urban/ Incorporated Areas (miles) 2 (SR 56) New Alignment (miles)

Alternat	Ive B
US 50 Connection	1 mile East of Dillsboro
Total Length (miles)	18
Existing Roads, Rural (miles)	0
Existing Roads, Urban/ Incorporated Areas (miles)	0
New Alignment (miles)	18

Alternative H	
US 50 Connection	East of Dillsboro
Total Length (miles)	19
Existing Roads, Rural (miles)	1 (SR 56)
Existing Roads, Urban/ Incorporated Areas (miles)	0
New Alignment (miles)	18

Alterna	tivel
US 50 Connection	Dillsboro
Total Length (miles)	19
Existing Roads, Rural (miles)	11 (Markland Pike, SR 50 SR 262, Cass Union Rd)
Existing Roads, Urban/ Incorporated Areas (miles)	<1 (SR 262)
New Alignment (miles)	8
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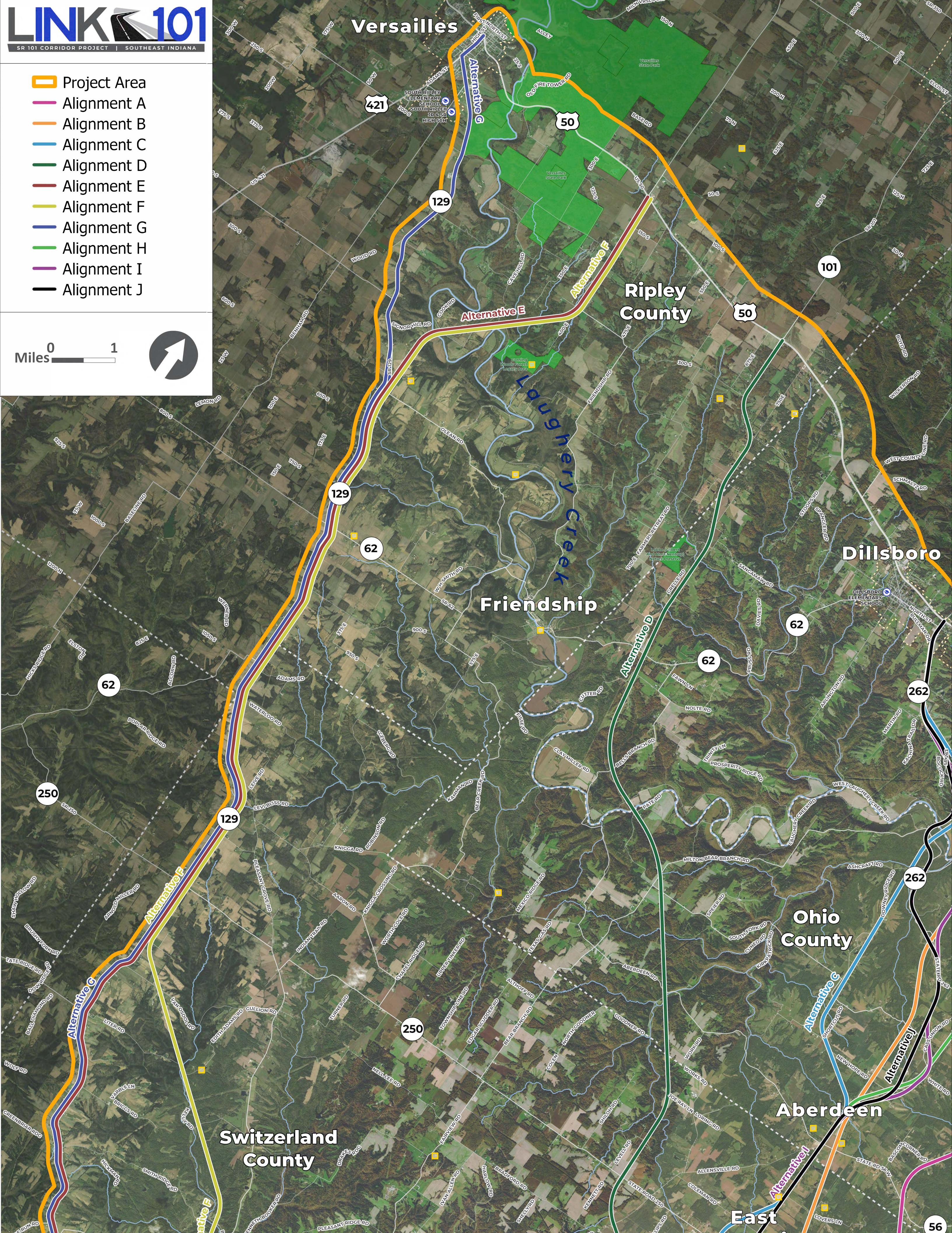
Alternative J		
US 50 Connection	Dillsboro	
Total Length (miles)	19	
Existing Roads, Rural (miles)	13 (Markland Pike, SR 56, SR 262, Cass Union Rd)	
Existing Roads, Urban/ Incorporated Areas (miles)	<1 (SR 262)	

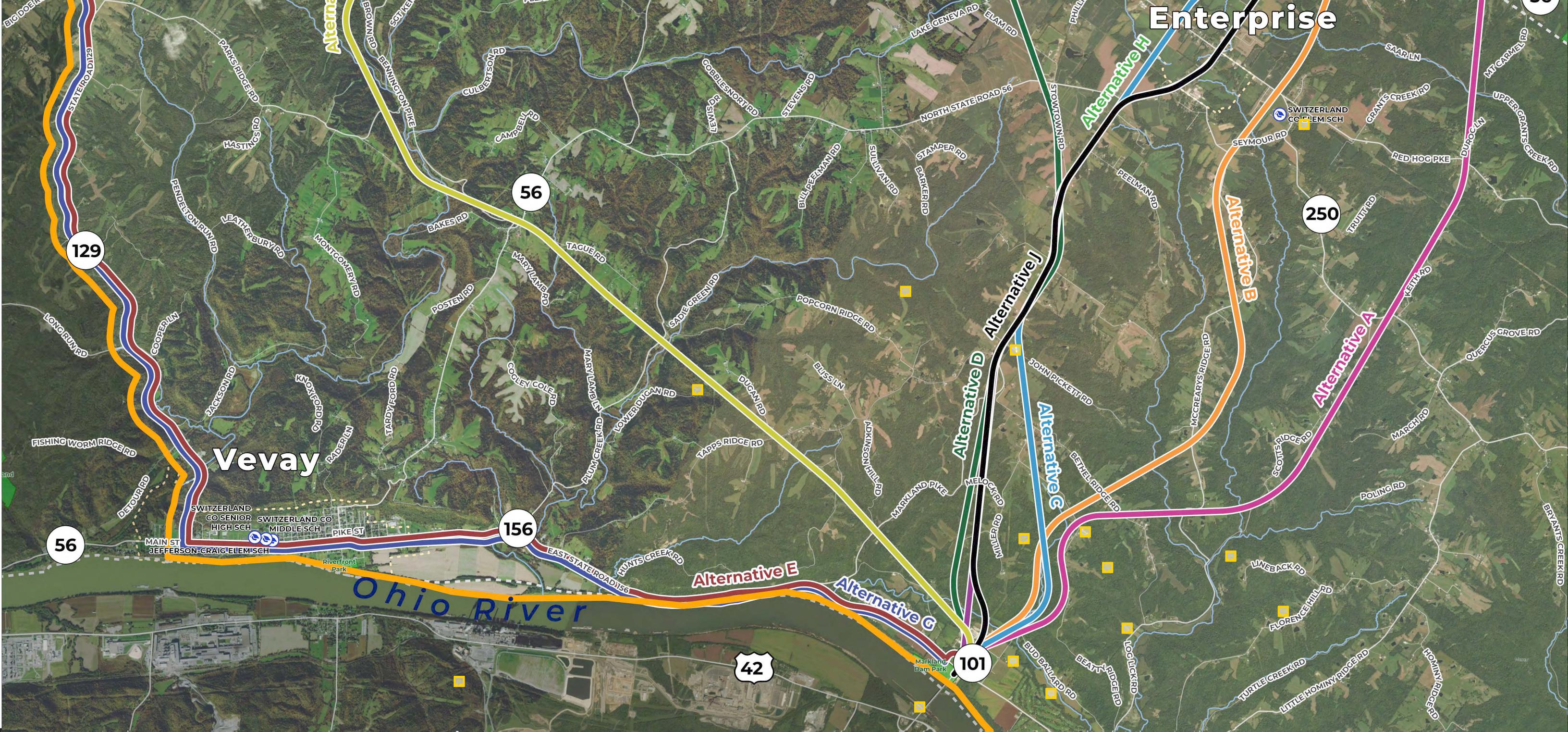


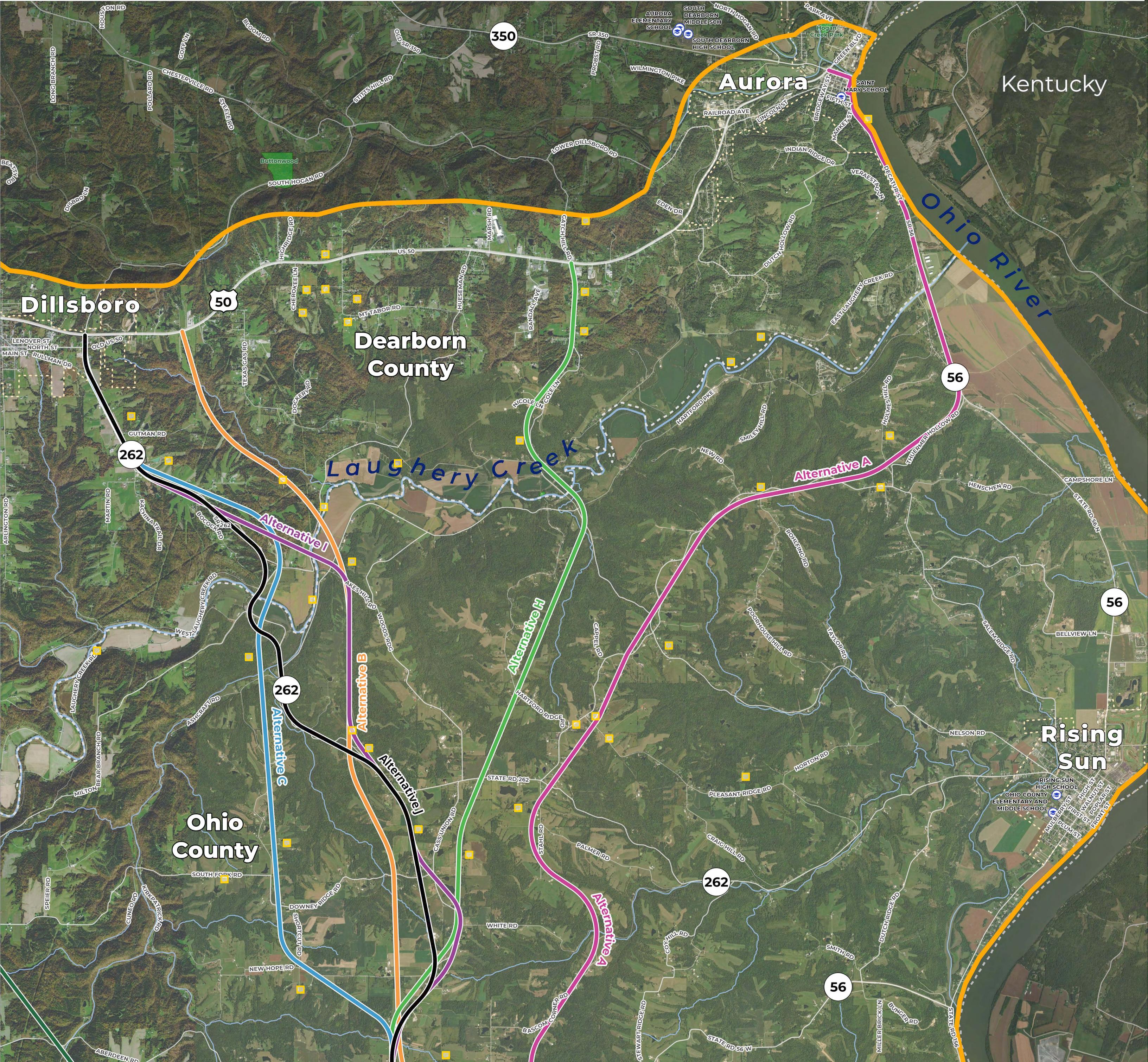
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AlternativeJ

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LOVERS LN

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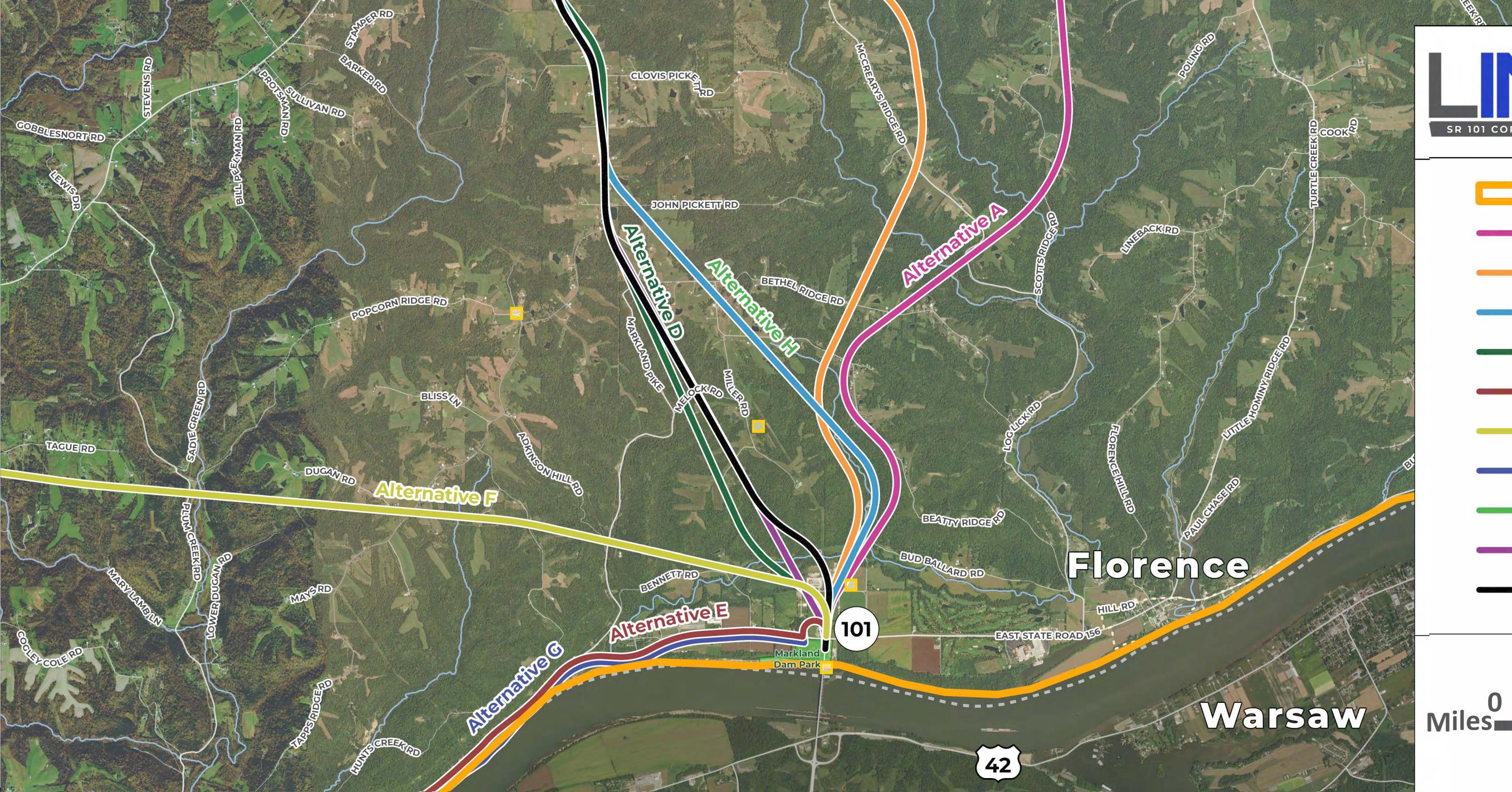
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ASHERMAN





- Project Area
- Alignment A
- Alignment B
- Alignment C
- Alignment D
- Alignment E
- Alignment F
- Alignment G
- Alignment H
- Alignment I
- Alignment J