



Precursive mail
9/6/23

Public Information Meetings

August 2 and 3, 2023

Comments associated with these meetings
will be accepted through September 8, 2023.

We want your feedback!

Name: Buttomy Gray
Email Address: _____ Mobile Phone: _____



What is your interest in the Link 101 project? Circle all that apply.

Live in the area | Work in the area | Drive through the area | General interest in the project

The draft Purpose and Need for the Link 101 project is:

- 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.



The full Purpose and Need report is available at [Link 101Corridor.com](http://Link101Corridor.com).

A wide range of preliminary alternatives has been developed by the Project Team based on data gathered and feedback from the public. Please review the maps displayed at the public meetings, on the public meeting handout, or on the project website (Link101Corridor.com) and answer the following questions.

Which preliminary alternatives do you believe meet the needs of the project area? Can circle multiple.

Alternative A | Alternative B | Alternative C | Alternative D | Alternative E | Alternative F | Alternative G
Alternative H | Alternative I | Alternative J | Other No Build

Is there an alternative that you believe best meets the needs of the project area?

If so, please list it here: No Build Option

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

None

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

Complete and leave your comments tonight, upload a scanned copy at Link101Corridor.com or mail to the Project Office.
Link 101 Project Office | Switzerland County Technology and Education Center | 708 W. Seminary St., Box #8 | Vevay, IN 47043



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Name: Greg Gray

Email Address: _____ Mobile Phone: _____

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LINK 101 *mail 9/6/23*

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Name: Julie Gray

Email Address: _____ Mobile Phone: _____

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Name: Jennifer Green

Email Address: _____ Mobile Phone: _____

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Name: Trent Greer

Email Address: _____ Mobile Phone: _____

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Name: Mary Grizzell

Email Address: [Redacted] Mobile Phone: _____

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For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

Oppose and find No Need for a new route or reconstruction in the project area.

Oppose destruction of farms and homes and expanded traffic.

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Name: Daren Grubbs

Email Address: _____ Mobile Phone: _____

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Name: Debbie Guley

Email Address: _____ Mobile Phone: _____

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Name: Haileigh Haas

Email Address: _____ Mobile Phone: _____

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Name: Destiny Hager

Email Address: _____ Mobile Phone: _____

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Name: Gina Hall

Email Address: _____ Mobile Phone: _____

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mail 9/16/23

Public Information Meetings

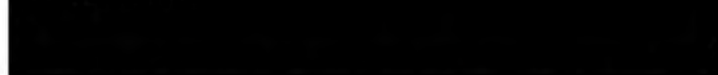
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Name: Jason Hall

Email Address: _____ Mobile Phone: _____



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Name: Debra Hart

Email Address: _____ Mobile Phone: _____

Address: _____

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If so, please list it here: NONE

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NO Build!

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No need!



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Name: Bethany Hartman

Email Address: _____ Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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Name: Mallory Haskell

Email Address: _____ Mobile Phone: _____



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Priority Mail
9/16/23

Public Information Meetings

August 2 and 3, 2023

Comments associated with these meetings
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We want your feedback!

Name: Ryan Hawkins

Email Address: [REDACTED] Mobile Phone: _____

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NO BUILD!

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Public Information Meetings

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Name: Jay Hedger

Email Address: _____ Mobile Phone: _____

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Name: Aaron Hempfling

Email Address: [Redacted] Mobile Phone: _____

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Name: Jeri Henson

Email Address: _____ Mobile Phone: _____

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mail 9/6/23

Public Information Meetings

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Name: Annie Hicks

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

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Name: Darrell Hildebrand

Email Address: [Redacted] Mobile Phone: _____

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Name: Jennifer Hildebrand

Email Address: [Redacted] Mobile Phone: _____

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Name: Matthew Hildebrand

Address: [Redacted] Mobile Phone: _____

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naie 9/6/23

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August 2 and 3, 2023

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Name: Mike Hildebrand

Email Address: _____ Mobile Phone: _____

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Name: Alexis Hizer

Email Address: _____ Mobile Phone: _____

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Mail 9/6/23

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mail 9/6/23

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Name: Bobbi Hizer



Mobile Phone: _____

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mail 9/6/23

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Name: Paul Hizer

Email Address: [Redacted] Mobile Phone: _____

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Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

Opposed to SR 101 new alignment project & destruction of neighbors' farms and homes. No Need for a new route or reconstruction in the project area.

Complete and leave your comments tonight, upload a scanned copy at Link101Corridor.com or mail to the Project Office.
Link 101 Project Office | Switzerland County Technology and Education Center | 708 W. Seminary St., Box #8 | Vevay, IN 47043



naid 9/4/23

Public Information Meetings

August 2 and 3, 2023

Comments associated with these meetings will be accepted through September 8, 2023.

We want your feedback!

Name: Marlene Hoberg

Email Address: [REDACTED] Mobile Phone: _____

What is your interest in the Link 101 project? Circle all that apply.

Live in the area | Work in the area | Drive through the area | General interest in the project

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Public Information Meetings

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Name: Kevin Hoffman

Email Address: _____ Mobile Phone: _____

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Name: K. Holdcraft

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

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We want your feedback!

Name: Gabby Holman

Email Address: _____ Mobile Phone: _____

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Name: Donovan Hon

Email Address: [Redacted] Mobile Phone: _____

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Name: Shelby Hon

Email Address: _____ Mobile Phone: _____

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LINK 101

Priority Mail
9/16/23

Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Scott Hoover

Email Address: _____ Mobile Phone: _____

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NO BUILD

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Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Jeff Horn

Email Address: [REDACTED] Mobile Phone: _____

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Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Chris Horton

Email Address: _____ Mobile Phone: _____

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Rec'd mail
9/16/23

Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Mark House

Email Address: _____ Mobile Phone: _____

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Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

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We don't need this project. Don't need added traffic on US 50.
I oppose project + no need. Thank you.



Public Information Meetings

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Name: James Howard

Email Address: _____ Mobile Phone: _____

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raie 9/6/23

Public Information Meetings

August 2 and 3, 2023

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Name: Teresa Howard

Email Address: [REDACTED]

Mobile Phone: _____

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mail 9/6/23

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We want your feedback!

Name: Donna Hubbard

Email Address: [REDACTED]

Mobile Phone: _____

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No need for this project. No build.

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Public Information Meetings

August 2 and 3, 2023

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Name: Bonnie Hudson

Email Address: [Redacted] Mobile Phone: _____

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We want your feedback!

Name: Michael A. Hudson

Email Address: _____ Mobile Phone: _____

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Do you have suggestions for improving any of the alternatives?

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Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Teresa Hudson

Email Address: [REDACTED] Mobile Phone: _____

What is your interest in the Link 101 project? Circle all that apply.

Live in the area | Work in the area | Drive through the area | General interest in the project

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Name: Sarah Hughes

Email Address: _____ Mobile Phone: _____

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Name: Ashley Hunger

Email Address: _____ Mobile Phone: _____

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mail 9/6/23

Public Information Meetings

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Name: Connie Hussung

Email Address: [Redacted] Mobile Phone: _____

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No need for this project. No build.

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Name: Mary Husung

Address: [REDACTED] Mobile Phone: _____

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Name: Dawn Hutchason

Email Address: _____ Mobile Phone: _____

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Name: Sharon Ison

Email Address: [REDACTED] Mobile Phone: _____

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mail 9/6/23

Public Information Meetings

August 2 and 3, 2023

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Name: Andra Jackson

Email Address: _____ Mobile Phone: _____



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Name: Tina Jackson

Email Address: _____ Mobile Phone: _____

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Priority mail
9/16/23

Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Randy John

Email Address: [REDACTED] Mobile Phone: _____

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NO BUILD

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Priority mail
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Name: Craig Johnson

Email Address: [Redacted]

Mobile Phone: _____

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naid 9/16/23

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Name: Joe Johnson

Email Address: _____ Mobile Phone: _____

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mail 9/16/23

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We want your feedback!

Name: Brian Jones

Email Address: [REDACTED] Mobile Phone: _____

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Name: Derek Jones

Email Address: _____ Mobile Phone: _____

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LINK 101 *mail 9/6/23*

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We want your feedback!

Name: Ashley Jordan

Email Address: _____ Mobile Phone: _____

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mail 9/6/23

Public Information Meetings

August 2 and 3, 2023

We want your feedback!

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Name: Nevaeh Jordan

Email Address: _____ Mobile Phone: _____

What is your interest in the Link 101 project? Circle all that apply.

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Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Cynthia Keith

Email Address:

[Redacted]

Mobile Phone: _____

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Precision rail
9/16/23

Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Ken Keith

Address: [REDACTED] Mobile Phone: _____

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NO NEW ROAD

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Public Information Meetings

August 2 and 3, 2023

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Name: Myron Kilburn

Email Address: _____ Mobile Phone: _____

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mail 9/16/23

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Name: Stephanie Kilburn

Email Address: _____ Mobile Phone: _____

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Name: Alyson King

Email Address: _____ Mobile Phone: _____

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Name: Jerry Knight

Email Address: _____ Mobile Phone: _____

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mail 9/6/23

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Name: Mike Knollman

Email Address: _____ Mobile Phone: _____

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Name: Olivia Knue

Email Address: [REDACTED] Mobile Phone: _____

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Name: Drew Korb

Email Address: _____ Mobile Phone: _____

Address: Aurora, IN 47001

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Name: Bobby Kuhlman

Mobile Phone: _____

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Name: Rebecca Lacy

Email Address: _____ Mobile Phone: _____

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Name: Ashley Laine

Email Address: [REDACTED] Mobile Phone: _____

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Name: Becky Laine

Email Address: [Redacted] Mobile Phone: _____

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Name: Ernie Laine

Email Address: [Redacted] Mobile Phone: _____

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Link 101 Project Office | Switzerland County Technology and Education Center | 708 W. Seminary St., Box #8 | Vevay, IN 47043



Public Information Meetings

August 2 and 3, 2023

Comments associated with these meetings will be accepted through September 8, 2023.

We want your feedback!

Name: Jeff Laker

Email Address: [Redacted] Mobile Phone: _____

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Live in the area | Work in the area | Drive through the area | General interest in the project

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Name: Rebecca Laker

Email Address: _____ Mobile Phone: _____

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We want your feedback!

Name: Kayla Lane

Email Address: _____ Mobile Phone: _____

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Name: Dezmond Lange

Email Address: _____ Mobile Phone: _____



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Name: Alison LeBretton

Email Address: _____ Mobile Phone: _____

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Name: Jared LeBretton

Email Address: _____ Mobile Phone: _____

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naib 9/16/23

Public Information Meetings

August 2 and 3, 2023

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Name: Josh Lee

Email Address: _____ Mobile Phone: _____

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Name: Kiley Lee

Email Address: _____ Mobile Phone: _____

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Name: Steven Lewis

Email Address: _____ Mobile Phone: _____

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Opposed to SR 101 new alignment project & destruction of neighbors' farms and homes. No Need for a new route or reconstruction in the project area.

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Public Information Meetings

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Name: Karen Lindemaier

Email Address: [REDACTED] Mobile Phone: _____

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Name: Mike Lindemaier

Email Address: [REDACTED] Mobile Phone: _____

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mail 9/6/23

Public Information Meetings

August 2 and 3, 2023

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Name: Laura Linger

Email Address: _____ Mobile Phone: _____

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Name: Levi Linger

Mobile Phone: _____

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Rec'd in office
Sept. 6, 2023

Public Information Meetings

August 2 and 3, 2023

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will be accepted through September 8, 2023.

We want your feedback!

Name: RUTH LOHIDE

What is your interest in the Link 101 project? Circle all that apply.

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Is there an alternative that you believe best meets the needs of the project area?

If so, please list it here: Use roads (improve) already in existence.

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

None

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

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Do you have suggestions for improving any of the alternatives?

Improve the roads we already have.

Please use the space below to continue any of your responses or to provide additional feedback on the preliminary alternatives. Thank you for your feedback. It will help guide next steps for the project.

I am against 101 Project - I live on a farm on 56 between East Enterprise and Aberdeen, and has been awarded the Hoosier Homestead Award in 2020 as it has been in the family for over 100 years.

The project 101 would do more harm than good for many families.

People move to Switzerland County for the beauty of our land -

I am not only concerned for my family but one and all that would be affected by Project 101 which ever route is chosen.

Thank you and please leave us alone -

- Ruth Lohide



mail 9/6/23

Public Information Meetings

August 2 and 3, 2023

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Name: Walt Louthy

[Redacted] Mobile Phone: _____

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Public Information Meetings

August 2 and 3, 2023

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Name: April Lunsford

Email Address: _____ Mobile Phone: _____

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*Rec'd 9/6/23
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Name: Justin Lunsford

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Is there an alternative that you believe best meets the needs of the project area?

If so, please list it here: No, No Build

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

No, No Build, No Need, Waste of Money

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

No Build Come straight off 42 in KY and build a Bridge to 129. The 129 has no crash, Keep the safety on 129.

Do you have suggestions for improving any of the alternatives?

No, No Build. Improve what we have first.

Worry About Emt / Firefighters before Roads.

More traffic, more crashes.

Fix the flood plan not throw a whole new highway while existing roads stay the same as to what project thinks needs concerns.

Effects farming growing food.

Effects mental health. Depression.

Waste of tax dollars.

Effects families propertys that they've had and would loss to careless highway.

Fighting for past generations, future and present land owners that ~~that~~ didn't ask for this.

Please use the space below to continue any of your responses or to provide additional feedback on the preliminary alternatives. Thank you for your feedback. It will help guide next steps for the project.

Golden Rule Treat others how you want to be Treated.

We didn't ask for this.

We Don't want. No Need.

Waste of money that this project wants to use against us.

No Build.

We want your feedback!

Name: Tyler Lunsford

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If so, please list it here: Nope - No Build

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

No need to build, waste of money

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

No Build, Stop wasting people's tax Dollars, This project is only gonna ruin people's lives and properties, Just worry about fixing the roads we have.

Do you have suggestions for improving any of the alternatives?

No, No Build, complete waste of time and energy, just ruining people's lives for you people to profit off of, gonna cause people to have problems mentally down their life when they have their property for generations and years just for you guys to build a new road that WONT HELP ANYTHING IN ANY WAY, you work for the people and for years now way more people don't want this road then there is that do want it,

Please use the space below to continue any of your responses or to provide additional feedback on the preliminary alternatives. Thank you for your feedback. It will help guide next steps for the project.

If this projects moves forward everyone that works here and is for it needs to just resign cause with all this happening you are no longer working for the people, your just doing what is best for you and profiting even more off the people,



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Name: Damon Malott

Email Address: _____ Mobile Phone: _____

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Name: Stephanie Mangold

Email Address: [Redacted] Mobile Phone: _____

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LINK 101 *mail 9/6/23*

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Name: Kim Manifold

Email Address: [REDACTED] Mobile Phone: _____

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Name: Corey Manis

Email Address: _____ Mobile Phone: _____

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LINK 101 *mail 9/16/23*

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Email Address: _____ Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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Name: Bailey Martin

Email Address: [REDACTED] Mobile Phone: _____

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Name: Ben Martin

Email Address: _____ Mobile Phone: _____



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Name: Keiley Martin

Email Address: [REDACTED] Mobile Phone: _____

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Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Randy Mattlin

Email Address: _____ Mobile Phone: _____

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Live in the area | Work in the area | Drive through the area | General interest in the project

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mail 9/6/23

Public Information Meetings

August 2 and 3, 2023

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Name: Janice Mayer

Mobile Phone: _____



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Name: Mark McAdams

Email Address: [REDACTED] Mobile Phone: _____

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Name: Haylee McDaniel

Email Address: [Redacted] Mobile Phone: _____

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Name: Patricia Mcgaha

Email Address: [REDACTED] Mobile Phone: _____

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Public Information Meetings

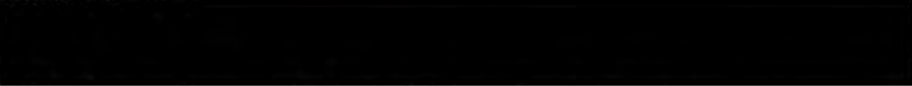
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Name: Gabe McIntosh

Email Address: _____ Mobile Phone: _____



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Nov 9/16/23

Public Information Meetings

August 2 and 3, 2023

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Name: Kevin McKee

Mobile Phone: _____



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Email Address: _____ Mobile Phone: _____

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Name: Brian McLaughlin

Email Address: [REDACTED]

Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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Name: Andrew McNamara

Email Address: _____ Mobile Phone: _____

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Name: Jacob McNamara

Email Address: _____ Mobile Phone: _____

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We want your feedback!

Name: Julie McNamara

Email Address: [REDACTED]

Mobile Phone: _____

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Name: Sean McNamara

Email Address: [REDACTED]

Mobile Phone: _____

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Public Information Meetings

August 2 and 3, 2023

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Name: Makenzi Meece

Email Address: _____ Mobile Phone: _____

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Live in the area | Work in the area | Drive through the area | General interest in the project

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720 916/23

Public Information Meetings

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We want your feedback!

Name: Courtney Merida

Email Address: [REDACTED] Mobile Phone: _____

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mail 9/16/23

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Name: Gage Merida

Email Address: _____ Mobile Phone: _____

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Name: Chase Merkel

Email Address: 

Mobile Phone: _____

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Name: Susan Merkle

Email Address: [REDACTED] Mobile Phone: _____

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Email Address: [REDACTED] Mobile Phone: _____

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Public Information Meetings

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Name: Alisha Miller

Email Address: _____ Mobile Phone: _____

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Name: Darlana Miller

Mobile Phone: _____

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Name: Grayson Miller

Email Address: _____ Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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mail 9/6/23

Public Information Meetings

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Name: Regina Miller

Email Address: _____ Mobile Phone: _____

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Name: Ronald E. Miller

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

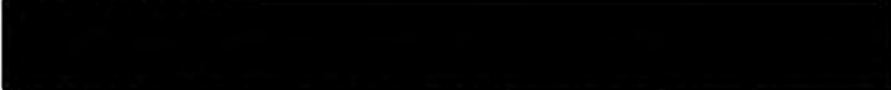
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Name: Jim Minneman

Email Address:



Mobile Phone: _____

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Priority mail
9/16/23

Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Solia Minneman

Email Address: [REDACTED] Mobile Phone: _____

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LINK 101 *mail 9/6/23*

Public Information Meetings

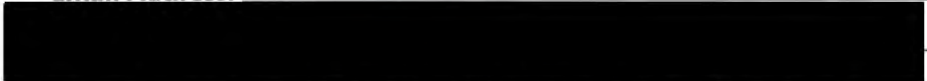
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Name: Cita Moll

Email Address: _____ Mobile Phone: _____



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Public Information Meetings

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Name: Joseph Moll

Email Address: [Redacted] Mobile Phone: _____

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Name: Jay Moody

Email Address: _____ Mobile Phone: _____

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Name: Michelle Moody

Email Address: _____ Mobile Phone: _____

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Priority mail
9/6/23

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We want your feedback!

Name: Rebecca Moore

Address: [Redacted]

Mobile Phone: _____

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NO ONE WANTS THIS ROAD!



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Name: Eric Morton

Email Address: _____ Mobile Phone: _____

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Name: Lily Morton

Email Address: [REDACTED] Mobile Phone: _____

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Name: Sebastyn Muckerheide

Email Address: [Redacted] Mobile Phone: _____

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Name: Austin Mullins

Email Address: _____ Mobile Phone: _____

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mail 9/6/23

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Email Address: _____ Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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Name: Eric Myers

Email Address: [Redacted] Mobile Phone: _____

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Name: Rhonda Myers

Email Address: _____ Mobile Phone: _____

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Name: Jon Naylor

Email Address: _____ Mobile Phone: _____

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Name: Sandra Naylor

Email Address: _____ Mobile Phone: _____

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Link 101 Project Office | Switzerland County Technology and Education Center | 708 W. Seminary St., Box #8 | Vevay, IN 47043



Public Information Meetings

August 2 and 3, 2023

Comments associated with these meetings will be accepted through September 8, 2023.

We want your feedback!

Name: Dakota Nead

Email Address: [REDACTED] Mobile Phone: _____

What is your interest in the Link 101 project? Circle all that apply.

Live in the area | Work in the area | Drive through the area | General interest in the project

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Name: Tom Nieman

Email Address: [REDACTED] Mobile Phone: _____

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Email Address: [REDACTED] Mobile Phone: _____

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Name: Russel Niese

Email Address: _____ Mobile Phone: _____

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mail 9/6/23

Public Information Meetings

August 2 and 3, 2023

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Name: Chris Noppert

Email Address: _____ Mobile Phone: _____

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made 9/16/23

Public Information Meetings

August 2 and 3, 2023

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Name: Jerry Nowlin

Email Address: _____ Mobile Phone: _____

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Name: James Obrien

Email Address: [REDACTED] Mobile Phone: _____

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Name: Shawn O'Conner

Email Address: _____ Mobile Phone: _____

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Name: Floyd Osborne

Email Address: [REDACTED] Mobile Phone: _____

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Name: Kim Osborne

Email Address: [Redacted] Mobile Phone: _____

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Name: Robert F. Otte, M.D. and Sally A. Otte

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Alternative H | Alternative I | Alternative J | Other None. This area does not need this route

Is there an alternative that you believe best meets the needs of the project area?

If so, please list it here: No build is preferred. If built, existing roads should be used.

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

My son, Stephen Otte prepared an addendum, attached, which I wish to incorporate into my comment. I enclose his addendum as if my own.

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

Please see attached addendum.

Do you have suggestions for improving any of the alternatives?

Please see attached addendum — we need to focus on improving existing roads, not building new ones

Please use the space below to continue any of your responses or to provide additional feedback on the preliminary alternatives. Thank you for your feedback. It will help guide next steps for the project.

Please see attached addendum.



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Name: _____

Email Address: _____ Mobile Phone: _____

Address: _____

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To: INDOT Link 101 Project Team

From: Stephen J. Otte

Re: Public Comment to SR 101 Extension Alternatives Development

Date: 8/26/23

I. Preamble

This comment is being respectfully submitted in response to an invitation for public comment running through September 8, 2023 concerning the alternatives development phase of the Link 101 Project. As the son of Pike township landowners, I write this letter not only to express my individual concerns, but to express those concerns of my family, my community, and in many respects, the public at large. It is with firm resolve that I request INDOT to abandon this project, or at the very least, to fundamentally alter its scope and purpose.

The gravity of this project on the community and surrounding landscape cannot be overstated, as its effects will be profound, irreparable, and will adversely impact every fabric of this region. Mutli-generational family farms will be lost, the character of this community will be desecrated, fragile ecosystems will be destroyed, and the touted benefits of the highway will likely be unrealized, if not missed entirely. Moreover, in a much broader sense, this 200-million-dollar project belies fiscal, environmental, and social responsibility on a local and national scale.

II. The Link 101 Extension Will Degrade the Local Community

"Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how." ~ Edward T. McMahon

The character of Switzerland, Ohio, Ripley, and Dearborn counties is defined by its quiet, rural way of life. Free from the urban sprawl and noise of the city, the region provides an alternative to the congested, urban life of nearby Cincinnati for its citizens and offers a much-needed respite for many others.

By way of background, the region has a rich and varied history which is interwoven into its very character and culture. Within these counties lie native American archaeological sites, the remnants of Indiana's first frontier settlements, McGuire's Stockade (a War of 1812 outpost located on Clay Miller Road—mere yards from the proposed Alternative D), and the historic town of Farmer's Retreat, named for the farmers and residents who fled there ahead of an advancing Confederate cavalry lead by Brigadier General John Hunt Morgan in 1863 (Also threatened by Alternate D). Additionally, the entire project area contains hundreds of family farms, many of which have been owned by the same family for generations. The land is also an outdoorsman's paradise, offering some of the best hunting, fishing, and recreational opportunities in the state. Still relatively undeveloped by the expanding urbanization of greater Cincinnati, it is widely regarded as one of the last pristine landscapes in this region. It is peaceful, quiet, and beautiful. For most of its residents, the area would not become more valuable because of increased development, but in spite of it.

The State Route 101 extension would gut the very essence of what makes this region special. It would literally dissect and destroy multi-generational farms and homesteads, ecologically diverse landscapes, and places of historical significance. It would spoil the quiet air with the sound of increased traffic and the echoing of semis navigating the steep valleys and ravines of the area. It would invite unwanted urbanization and unsightly development—little of which would likely be to our community's economic benefit, but instead the benefit of outside special interests. And most importantly, the highway would take away the very land that we call home—not out of necessity, but out of convenience and greed. Simply put,

this project is not necessary. It is time that we redefine progress and our very understanding of what it means. We need to critically question the point at which a marginal increase in speed or efficiency supplants the priceless qualities that make this region so valued.

III The Economic And Social Costs of a New Highway Exceed the Benefits

i. The Marginal Benefits of a New Highway Do Not Justify the Cost

The economics of this project simply cannot justify the exorbitant cost. With \$200,000,000.00 set aside, this project requires a huge outlay of resources and yet, delivers so little in terms of net benefits. One of the primary, stated purposes of this highway—to improve travel time and connectivity—is only marginally accomplished. Per the Draft Purpose and Need Statement, a direct connection will shave 5.5 miles off of the existing shortest route from Markland Dam to US Route 50, resulting in a 17.5-mile route versus the 22.5-mile route currently in existence. Furthermore, it will result in a 15 minute shorter travel time: 19 minutes compared to the current, fastest travel time of 34 minutes.

Notably, the supposed improved travel distances and travel times are based on the assumption that the new route will run in a near perfect straight line from Markland Dam to US 50, which is unlikely to be realized given the very difficult terrain. Yet, even if the road is constructed in a straight line, the math on this project is still absurd. At its current budget of 200 million, the state will be spending approximately 36.36 million per every mile reduced from the current, most direct route, or 13.33 million per each minute in travel-time reduced from the existing route. The cost-benefit of this project skews heavily towards high cost and little reward.

ii. The Real Cost of the New Highway & Unintended Consequences Negate Its Benefits

Highway expansion projects, like the 101 extension, have huge price tags and few benefits. They contribute to a dangerous and destructive transportation system that requires significant outlays of cash on an annual basis just to maintain, all of which is ultimately passed on to the public. Worse yet, highways like the new 101 harm the health of people, dissect communities by displacing people, properties, businesses, and green space.

Notwithstanding the staggering \$200,000,000.00 initial price tag of the new 101 extension, the ongoing maintenance costs of this highway alone are shocking and economically debilitating. According to one study, a new lane-mile in America costs around \$24,000 annually to maintain on average.¹ It is reasonable to assume that the project area will likely cost above that average given the difficult terrain of the land and southern Indiana's climate. Yet, despite the high cost of maintaining highways like the proposed 101, Indiana is building more of them than the state can maintain. With every new lane built, the worse the road repair deficit becomes. Transportation for America estimates that as of 2017, just keeping our nation's existing roads in acceptable repair and fixing those in poor condition will require \$231 billion annually over a six-year period – double all 2015 highway capital expenditures.² The problem is so pervasive that the U.S. Department of Transportation estimates a backlog of \$105 billion for transit infrastructure in need of replacement.³ It makes no sense building new roads, especially the new 101 extension when so many roads, especially throughout Indiana, are in poor condition. Given the cost of this new highway, compounded with the ever-mounting costs of repairs needed for our existing crumbling infrastructure, it is evident that we are on a fiscal crash course that will overwhelm our state and local communities' budgets—all at our expense in the form of higher taxes.

¹ \$24,000 per new lane-mile: Transportation for America, *Repair Priorities 2019*, p.11.

² \$169 billion per year to keep our good roads "good," plus \$62 billion per year to address the backlog of poor roads. 2015 expenditures: \$105.4 billion. Transportation for America, *Repair Priorities 2019*, pp.9-10.

³ "Fact Sheet: The American Jobs Plan," The White House, March 31 2021

Aside from these obvious costs, there are some less-known costs that can be even worse. Studies consistently show that living close to major roads or in areas of high traffic density—which this route will bring—is associated with adverse health effects, including higher rates of asthma, cardiovascular and respiratory disease, loss of fertility and death.⁴ When the health of a community suffers, not only do individuals pay the price, but entire communities bear the cost of lower productivity and loss of economic vitality. Thus, the true cost of this project far exceeds the already absurdly high cost of construction. Worse yet, we will continue to bear these costs for years to come as maintenance and public health issues plague the community.

IV. The Purported Safety Benefits of a New Highway Will be Offset By an Increase in Total Accidents

One assumption made by the authors of the Draft Purpose and Need Statement is that that the new 101 highway will improve safety by reducing vehicle miles travelled (VMT). While highway expansion is often justified as necessary to reduce traffic congestion or “vehicle miles travelled”, upon closer examination, this argument rings hollow. According to “the fundamental law of road congestion,” expanding a highway shapes society to become more reliant on cars and actually creates more traffic due to increased use.⁵ According to this research, when people’s ability to travel is expanded, they will do it more. The research specifically noted that VMT “increases proportionately to roadway lane kilometers for interstate highways.”⁶

Yet, even if VMT was actually reduced by the new 101, that does not, in and of itself, result in a safer highway. The Draft Purpose and Need Statement provides misleading data in suggesting that since the “index of

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crash frequency” is elevated along the current shortest and fastest existing routes, the new 101 highway will be safer since its index of crash frequency will be lower. While the index might be lower, this metric merely measures the difference between the expected and reported number of crashes on a road. However, with substantially increased traffic volume from the new highway, especially from large commercial vehicles, the total frequency of crashes along the new 101 will certainly increase, even if the index of crash frequency is lower. According to one study, “results showed an approximately linear relationship between traffic volume and accident frequency...”⁷ The data revealed that at higher volumes—similar to what the new 101 will cause—“accident frequency increases at a higher rate.” Stated another way: with more vehicles comes more accidents. Thus, adding more vehicles by building the new 101 extension will not enhance safety, but will only make the project area more dangerous, not to mention will lead to significant increases in property damage as a result of more total accidents occurring.

Next, despite INDOT suggesting otherwise, the current fastest route to US 50 is not inherently unsafe. According to the Draft Purpose and Need Statement, from January 1, 2017 through March 2022, “the project area had 19 fatal crashes, representing 0.5 percent of the total crashes within the project area.” Notably, there were no fatal crashes along the existing fastest and shortest route (Table 2.3-1). For crashes involving injuries, the project area had approximately 13 percent of crashes involving injuries while the existing fastest and shortest route had 18 percent.” According to table 2.3-1, this 18% equated to a mere 28 accidents with injuries and no fatalities. Thus, over the course of five years and three months, there were on average just 5.33 accidents involving injuries per year on the fastest and shortest route and zero deaths. With so few accidents, it is difficult to conceive how INDOT

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Finally, another tenuous assumption made by INDOT is that the new 101 will decrease emergency care response times. While true in theory, what INDOT fails to consider here is that the increased traffic volume will likely overwhelm the region's small core of first responders, thus potentially diminishing the benefit of increased response times. As a matter of fact, this region relies extensively on a small force of volunteer firefighters and other EMS responders. This modest force simply lacks the ability to meet the demand of a major highway and will therefore likely find itself stretched far too thin due to overwhelming demand for services caused by this highway. This is a recipe for disaster.

V. The Environmental Consequences of this Project Are Destructive & Unacceptable

i. The Construction of a New Highway Destroys Fragile Ecosystems and Defies Federal Guidelines, Objectives, & Policy

There is no question that building highways takes a significant toll on the environment. Construction destroys natural ecosystems and pollutes local water sources. Road expansion also worsens the climate crisis. As a matter of fact, production of cement alone contributed 8% of the world's CO2 emissions in 2016.⁸ Moreover, expanding roads entrenches a transportation system responsible for massive pollution and additional CO2 emissions. As previously discussed, transportation researchers have long since discovered that "the fundamental law of road congestion" actually results in more vehicles and thus more pollution and emissions.

It is for these and other reasons that the U.S Government has directed its policy away from building new roads, and instead, is focusing on

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maintaining and enhancing existing routes. In a memorandum published in December of 2021, Federal Highway Administration deputy administrator Stephanie Pollack directed her staff to encourage state and local governments to consider fixing existing roads before building new ones, citing environmental concerns as significant factors for this policy.⁹ By moving forward with the Route 101 extension, INDOT will betray these important recommendations and policy objectives which are necessary for the wellbeing of our entire country.

ii. The 101 Extension Jeopardizes Both Threatened and Endangered Species of Plants and Animals

Many studies have documented how roads detrimentally affect wildlife populations and their ability to persist locally or even at a larger landscape scale. The primary mechanisms for these impacts include habitat loss, habitat fragmentation, disrupted animal movement, and road-related mortality. Without question, the extension of Route 101 would lead to most, if not all of these consequences.

The worst environmental destruction will result from the options resulting in new roads being constructed, which include all alternatives to varying degrees except Alternative G. Alternative D is sure to pose the greatest environmental destruction. This route will require 21 miles of new alignment, the most of any route. It will transverse some of the most rugged terrain in the region, if not the state, severing miles of forests as it cuts through multiple steep valleys, wetlands, and nearly clips the Lubbe nature preserve in western Dearborn County. This route will invariably require the greatest acquisition of private land and will result in the greatest loss of habitat and habitat fragmentation, not to mention lead to higher construction and maintenance costs considering the difficulty in paving and

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maintaining the longest proposed route through such challenging landscapes. The other alternatives aren't much better.

The environmental consequences of this highway, regardless of the route chosen, are not merely hypothetical, but will directly impact the delicate ecosystem of this region. INDOT's "project area" contains an ecologically diverse, albeit fragile ecosystem established within a varied landscape. As described by the South Laughery Creek Watershed Management Plan in June 2006: "The [Laughery Creek Watershed] has been deeply dissected by streams where the bottoms of the valleys may be 450 feet below the uplands. Some of the highest elevations in the state are found here."¹⁰ Within these troughs and crests lie some of the richest and most diverse forests in the state. "The most notable natural community of this section is the mesophyte forests associated with ravines. These communities differ from many of the forests of Indiana in that about a dozen species of trees may dominate any one given stand."¹¹ These rich forests covered approximately 52.60% of the Laughery watershed at the time of 2006 Watershed study.¹² In addition to the forests, there are 2,240 acres of wetlands within the watershed.¹³ Both the forests and wetlands are highly endangered by the development of this new highway. All measures should be taken to eliminate any impact to these delicate ecosystems.

Disruption to habitats such as forests and wetlands can have deleterious effects on threatened or endangered wildlife populations, many of which live in the project area. Endangered species living here include the Bobcat (*Lynx Rufus*), the Henslow's Sparrow (*Ammodramus henslowii*), the Northern Harrier (*Circus cyaneus*), the Barn Owl (*Tyto alb*), and River Otters (*Lutra Canadensis*).¹⁴ Furthermore, it is believed that the Indiana bat, a Federally Endangered Species, may be present in the project area as well.

¹⁰ South Laughery Creek Watershed Management Plan, June 2006, pg. 11.

¹¹ *Id.* at pg. 13.

¹² *Id.* at Pg. 12.

¹³ *Id.* at pg. 21.

¹⁴ *Id.* at pg. 14.

Additionally, two species of “Special Concern” are documented as occurring in the area as well: the Broad-winged Hawk (*Buteo platypterus*) and the Worm-eating Warbler (*Helmitheros vermivorus*). And finally, the iconic bald eagle is also present here. While its numbers are on the rise nationally, it still has a fragile population in Indiana. Notably, this list does not include the multiple plant species which are also listed as threatened or endangered—as there are too many to count for purposes of this comment. Nevertheless, both plants and animals alike are severely threatened by this project, as the building of a new highway would exasperate the decline of these already endangered and threatened species due to habitat loss, fragmentation, disrupted migration patterns, and road mortality. Even if the highway is built on existing roads—thus avoiding additional habitat loss—there would still be disrupted migration and increased road-related mortality due to the substantial increase in traffic flow. Thus, from an environmental perspective, there is no viable alternative other than not building the highway at all. If it is ultimately built nonetheless, it is critical that INDOT use existing roads as much as possible. Unfortunately, few of the proposed alternatives take full advantage of the existing nearby roads.

V. The Alternative Solution: Dollars Should be Spent Repairing Existing Infrastructure

i. **Not Enough is being invested in maintaining roads both locally and nationally**

America’s transportation infrastructure—and Indiana’s for that matter—desperately needs repair. As a matter of fact, there are 173,000 miles of road and more than 45,000 bridges in the U.S. classified as being in “poor” condition as of 2021.¹⁵ From 2009-2017, thirty-seven states saw an increase in the percentage of roads in poor condition, including Indiana, which saw an increase from 10% to 13% from 2009 to 2017.¹⁶ While America faces a road

¹⁵ UPDATED FACT SHEET: Bipartisan Infrastructure Investment and Jobs Act. WhiteHouse.Gov August 2, 2021.

¹⁶ Transportation for America, *Repair Priorities 2019*, p.19. Total percentage increase:., p.21.

and bridge repair backlog of more than half a trillion dollars, including \$435 billion for road repair and \$125 billion for bridge repair, states like Indiana continue to prioritize new and expanded roads and other wasteful infrastructure projects that aren't needed instead of fixing its broken infrastructure.¹⁷ As a matter of fact, an analysis of capital spending on state managed roads in Indiana found that between 2009 and 2014, the state spent an obscene 49% of all highway capital spending on roadway expansion, yet only 20% on roadway repair.¹⁸ With its proportion of road deemed to be in "poor condition" steadily rising, the state of Indiana has clearly misplaced its priorities. By investing in the new 101 extension, the state is only reaffirming these misplaced priorities.

This misguided approach has the potential to derail the purported benefits of the new 101 highway. New research published by the National Bureau of Economic Research, measuring the social cost of damaged roads, buttresses the case for prioritization of highway repair instead of new highway development. The study found that repair can lead to safer and more efficient travel overall as opposed to building new highways. The authors of this research argue that the wear and tear on our highway system has much greater costs than were previously understood, from reduced travel speeds, increased travel costs, and increased safety risks. The results of this study demonstrate a "need for more transportation infrastructure investment, especially for road maintenance" instead of new highways. By investing in the new Route 101 highway in lieu of improving and maintaining existing roads, Indiana will be sorely neglecting the backlog of maintenance that is critical for the continued flow of traffic through not just the southeast region, but the entire state. Practically, what this means is that we will have slower and more dangerous roads in the aggregate

¹⁷ \$560.4 billion. U.S. Department of Transportation, Federal Highway Administration, Status of the Nation's Highways, Bridges, and Transit Conditions and Performance Report, 23rd Edition, "Chapter 7 – Capital Investment Scenarios" Exhibit 7-9.

¹⁸ Transportation for America, Repair Priorities 2019, p.17.

notwithstanding the new 101 extension. Thus, it begs the question whether the new highway will actually accomplish its stated goals of safer and more timely transportation across the region.

- ii. There is no “need” for this Highway; Upgrading existing routes can accomplish similar objectives as the new Route 101 extension

We don't need a new highway. What we need is to invest the \$200 million that is available for the 101 project towards fixing and maintaining the roads we already have, or better yet, reallocate these funds entirely to a more worthy cause. At the local level, there are several routes in need of repair. Routes 156, 56, 129, and 262 could all stand to be improved upon. If these and other roads are improved, existing routes can deliver benefits that meet many of the goals that the new Route 101 will purportedly accomplish. This could involve straightening sharp corners, adding shoulder width where appropriate, and elevating roads and bridges above the 100-year floodplain. With these improvements, the existing roads in the region would have faster travel times, enhanced safety, and will adhere to modern standards—all at a fraction of the cost of building a new highway. Best of all, land would be spared, and the environmental impact diminished by maintaining versus building a new highway. While this is not to suggest existing roads should be used as mass-transit corridors for large trucks, they can be upgraded to meet the project goals and more than meet the needs of the local population. Thus, INDOT's insistence that a new highway is “needed” is categorially untrue. Not only are the existing routes adequate, but there are viable options for enhancing them that don't require a new highway. Let's start a new conversation where we focus on improving our roads instead of building a new one.

Choosing to invest in improvements/maintenance verses building a new highway would be much better received by the public. Nationally, Americans strongly prefer existing roads be fixed before new roads are built. As a matter of fact, a 2020 YouGov polling found that 79% of U.S. voters

want government to fix existing roads before building new ones, and 61% support a 10-year moratorium on new roads.¹⁹ The local population holds similar, if not even more polarized views. Presently, thousands in the community are rallying in opposition to this issue. As of August 30, 2023, the private Facebook Page “STOP Link 101” has grown to over a thousand members and is increasing by the day. This page only captures a small fraction of the growing coalition of individuals, businesses, and other organizations who oppose this project. Resistance to this project will only grow in the coming months unless INDOT demonstrates that it will truly listen to and work with the community, not against it.

VI CONCLUSION

The benefits of the State Route 101 extension are few and the costs are many. Moreover, the purported “need” of the project is based on a fallacy that only a new highway can address the perceived shortcomings of the existing routes. Whether we look at this project from an economic, environmental, or community-based lens, the harm greatly outweighs the benefit. It is therefore imperative that INDOT abandon this project entirely and conclude that no build is the best option.

The stakes of this project could not be any higher. If built, this highway will impact the community in profound, immeasurable ways. While discussions regarding speed and efficiency of travel are relevant, some of the most important considerations are the intangible ones, those that can never be measured. We simply cannot put a price tag on the character of this community or the sanctity and beauty of its undeveloped lands. Moreover, we cannot quantify the value of this land which represents the hopes and dreams of its people and of the generations who came before them who lived, worked, and died here. This land is our lineage and it is our home, a home that we are proud of and don’t want disturbed. And in a much larger sense, this land embodies much more; it represents the very essence of the

¹⁹ Transportation for America, “[Voters want and need more transportation options](#),” 17 March 2020

American Dream that we all collectively share—a dream that is rooted in individual liberty and personal autonomy, free from government intrusion. This is a dream that should never be taken from us. We will stand firm and united in opposing any attempt to do so.



Public Information Meetings

August 2 and 3, 2023

We want your feedback!

Comments associated with these meetings will be accepted through September 8, 2023.

Name: Stephen J. Otte esq.

What is your interest in the Link 101 project? Circle all that apply.

Live in the area | Work in the area | Drive through the area | General interest in the project

The draft Purpose and Need for the Link 101 project is:

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.

The full Purpose and Need report is available at [Link 101Corridor.com](http://Link101Corridor.com).



Scan with your camera phone to access the P&N Report.

A wide range of preliminary alternatives has been developed by the Project Team based on data gathered and feedback from the public. Please review the maps displayed at the public meetings, on the public meeting handout, or on the project website (Link101Corridor.com) and answer the following questions.

Which preliminary alternatives do you believe meet the needs of the project area? Can circle multiple.

Alternative A | Alternative B | Alternative C | Alternative D | Alternative E | Alternative F | Alternative G
Alternative H | Alternative I | Alternative J | Other No Build - no need

Is there an alternative that you believe best meets the needs of the project area?

If so, please list it here: No Build - or use existing routes only.

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

Please see attached addendum.

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

Please see attached addendum

Do you have suggestions for improving any of the alternatives?

Please see attached addendum

Please use the space below to continue any of your responses or to provide additional feedback on the preliminary alternatives. Thank you for your feedback. It will help guide next steps for the project.

Please see attached addendum

To: INDOT Link 101 Project Team

From: Stephen J. Otte

Re: Public Comment to SR 101 Extension Alternatives Development

Date: 8/26/23

I. Preamble

This comment is being respectfully submitted in response to an invitation for public comment running through September 8, 2023 concerning the alternatives development phase of the Link 101 Project. As the son of Pike township landowners, I write this letter not only to express my individual concerns, but to express those concerns of my family, my community, and in many respects, the public at large. It is with firm resolve that I request INDOT to abandon this project, or at the very least, to fundamentally alter its scope and purpose.

The gravity of this project on the community and surrounding landscape cannot be overstated, as its effects will be profound, irreparable, and will adversely impact every fabric of this region. Mutli-generational family farms will be lost, the character of this community will be desecrated, fragile ecosystems will be destroyed, and the touted benefits of the highway will likely be unrealized, if not missed entirely. Moreover, in a much broader sense, this 200-million-dollar project belies fiscal, environmental, and social responsibility on a local and national scale.

II. The Link 101 Extension Will Degrade the Local Community

"Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how." ~ Edward T. McMahon

The character of Switzerland, Ohio, Ripley, and Dearborn counties is defined by its quiet, rural way of life. Free from the urban sprawl and noise of the city, the region provides an alternative to the congested, urban life of nearby Cincinnati for its citizens and offers a much-needed respite for many others.

By way of background, the region has a rich and varied history which is interwoven into its very character and culture. Within these counties lie native American archaeological sites, the remnants of Indiana's first frontier settlements, McGuire's Stockade (a War of 1812 outpost located on Clay Miller Road—mere yards from the proposed Alternative D), and the historic town of Farmer's Retreat, named for the farmers and residents who fled there ahead of an advancing Confederate cavalry lead by Brigadier General John Hunt Morgan in 1863 (Also threatened by Alternate D). Additionally, the entire project area contains hundreds of family farms, many of which have been owned by the same family for generations. The land is also an outdoorsman's paradise, offering some of the best hunting, fishing, and recreational opportunities in the state. Still relatively undeveloped by the expanding urbanization of greater Cincinnati, it is widely regarded as one of the last pristine landscapes in this region. It is peaceful, quiet, and beautiful. For most of its residents, the area would not become more valuable because of increased development, but in spite of it.

The State Route 101 extension would gut the very essence of what makes this region special. It would literally dissect and destroy multi-generational farms and homesteads, ecologically diverse landscapes, and places of historical significance. It would spoil the quiet air with the sound of increased traffic and the echoing of semis navigating the steep valleys and ravines of the area. It would invite unwanted urbanization and unsightly development—little of which would likely be to our community's economic benefit, but instead the benefit of outside special interests. And most importantly, the highway would take away the very land that we call home—not out of necessity, but out of convenience and greed. Simply put,

this project is not necessary. It is time that we redefine progress and our very understanding of what it means. We need to critically question the point at which a marginal increase in speed or efficiency supplants the priceless qualities that make this region so valued.

III The Economic And Social Costs of a New Highway Exceed the Benefits

i. The Marginal Benefits of a New Highway Do Not Justify the Cost

The economics of this project simply cannot justify the exorbitant cost. With \$200,000,000.00 set aside, this project requires a huge outlay of resources and yet, delivers so little in terms of net benefits. One of the primary, stated purposes of this highway—to improve travel time and connectivity—is only marginally accomplished. Per the Draft Purpose and Need Statement, a direct connection will shave 5.5 miles off of the existing shortest route from Markland Dam to US Route 50, resulting in a 17.5-mile route versus the 22.5-mile route currently in existence. Furthermore, it will result in a 15 minute shorter travel time: 19 minutes compared to the current, fastest travel time of 34 minutes.

Notably, the supposed improved travel distances and travel times are based on the assumption that the new route will run in a near perfect straight line from Markland Dam to US 50, which is unlikely to be realized given the very difficult terrain. Yet, even if the road is constructed in a straight line, the math on this project is still absurd. At its current budget of 200 million, the state will be spending approximately 36.36 million per every mile reduced from the current, most direct route, or 13.33 million per each minute in travel-time reduced from the existing route. The cost-benefit of this project skews heavily towards high cost and little reward.

ii. The Real Cost of the New Highway & Unintended Consequences Negate Its Benefits

Highway expansion projects, like the 101 extension, have huge price tags and few benefits. They contribute to a dangerous and destructive transportation system that requires significant outlays of cash on an annual basis just to maintain, all of which is ultimately passed on to the public. Worse yet, highways like the new 101 harm the health of people, dissect communities by displacing people, properties, businesses, and green space.

Notwithstanding the staggering \$200,000,000.00 initial price tag of the new 101 extension, the ongoing maintenance costs of this highway alone are shocking and economically debilitating. According to one study, a new lane-mile in America costs around \$24,000 annually to maintain on average.¹ It is reasonable to assume that the project area will likely cost above that average given the difficult terrain of the land and southern Indiana's climate. Yet, despite the high cost of maintaining highways like the proposed 101, Indiana is building more of them than the state can maintain. With every new lane built, the worse the road repair deficit becomes. Transportation for America estimates that as of 2017, just keeping our nation's existing roads in acceptable repair and fixing those in poor condition will require \$231 billion annually over a six-year period – double all 2015 highway capital expenditures.² The problem is so pervasive that the U.S. Department of Transportation estimates a backlog of \$105 billion for transit infrastructure in need of replacement.³ It makes no sense building new roads, especially the new 101 extension when so many roads, especially throughout Indiana, are in poor condition. Given the cost of this new highway, compounded with the ever-mounting costs of repairs needed for our existing crumbling infrastructure, it is evident that we are on a fiscal crash course that will overwhelm our state and local communities' budgets—all at our expense in the form of higher taxes.

¹ \$24,000 per new lane-mile: Transportation for America, *Repair Priorities 2019*, p.11.

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maintaining the longest proposed route through such challenging landscapes. The other alternatives aren't much better.

The environmental consequences of this highway, regardless of the route chosen, are not merely hypothetical, but will directly impact the delicate ecosystem of this region. INDOT's "project area" contains an ecologically diverse, albeit fragile ecosystem established within a varied landscape. As described by the South Laughery Creek Watershed Management Plan in June 2006: "The [Laughery Creek Watershed] has been deeply dissected by streams where the bottoms of the valleys may be 450 feet below the uplands. Some of the highest elevations in the state are found here."¹⁰ Within these troughs and crests lie some of the richest and most diverse forests in the state. "The most notable natural community of this section is the mesophyte forests associated with ravines. These communities differ from many of the forests of Indiana in that about a dozen species of trees may dominate any one given stand."¹¹ These rich forests covered approximately 52.60% of the Laughery watershed at the time of 2006 Watershed study.¹² In addition to the forests, there are 2,240 acres of wetlands within the watershed.¹³ Both the forests and wetlands are highly endangered by the development of this new highway. All measures should be taken to eliminate any impact to these delicate ecosystems.

Disruption to habitats such as forests and wetlands can have deleterious effects on threatened or endangered wildlife populations, many of which live in the project area. Endangered species living here include the Bobcat (*Lynx Rufus*), the Henslow's Sparrow (*Ammodramus henslowii*), the Northern Harrier (*Circus cyaneus*), the Barn Owl (*Tyto alb*), and River Otters (*Lutra Canadensis*).¹⁴ Furthermore, it is believed that the Indiana bat, a Federally Endangered Species, may be present in the project area as well.

¹⁰ South Laughery Creek Watershed Management Plan, June 2006, pg. 11.

¹¹ *Id.* at pg. 13.

¹² *Id.* at Pg. 12.

¹³ *Id.* at pg. 21.

¹⁴ *Id.* at pg. 14.

Additionally, two species of “Special Concern” are documented as occurring in the area as well: the Broad-winged Hawk (*Buteo platypterus*) and the Worm-eating Warbler (*Helmitheros vermivorus*). And finally, the iconic bald eagle is also present here. While its numbers are on the rise nationally, it still has a fragile population in Indiana. Notably, this list does not include the multiple plant species which are also listed as threatened or endangered—as there are too many to count for purposes of this comment. Nevertheless, both plants and animals alike are severely threatened by this project, as the building of a new highway would exasperate the decline of these already endangered and threatened species due to habitat loss, fragmentation, disrupted migration patterns, and road mortality. Even if the highway is built on existing roads—thus avoiding additional habitat loss—there would still be disrupted migration and increased road-related mortality due to the substantial increase in traffic flow. Thus, from an environmental perspective, there is no viable alternative other than not building the highway at all. If it is ultimately built nonetheless, it is critical that INDOT use existing roads as much as possible. Unfortunately, few of the proposed alternatives take full advantage of the existing nearby roads.

V. The Alternative Solution: Dollars Should be Spent Repairing Existing Infrastructure

- i. Not Enough is being invested in maintaining roads both locally and nationally

America’s transportation infrastructure—and Indiana’s for that matter—desperately needs repair. As a matter of fact, there are 173,000 miles of road and more than 45,000 bridges in the U.S. classified as being in “poor” condition as of 2021.¹⁵ From 2009-2017, thirty-seven states saw an increase in the percentage of roads in poor condition, including Indiana, which saw an increase from 10% to 13% from 2009 to 2017.¹⁶ While America faces a road

¹⁵ UPDATED FACT SHEET: Bipartisan Infrastructure Investment and Jobs Act. WhiteHouse.Gov August 2, 2021.

¹⁶ Transportation for America, *Repair Priorities 2019*, p.19. Total percentage increase:., p.21.

and bridge repair backlog of more than half a trillion dollars, including \$435 billion for road repair and \$125 billion for bridge repair, states like Indiana continue to prioritize new and expanded roads and other wasteful infrastructure projects that aren't needed instead of fixing its broken infrastructure.¹⁷ As a matter of fact, an analysis of capital spending on state managed roads in Indiana found that between 2009 and 2014, the state spent an obscene 49% of all highway capital spending on roadway expansion, yet only 20% on roadway repair.¹⁸ With it's proportion of road deemed to be in "poor condition" steadily rising, the state of Indiana has clearly misplaced its priorities. By investing in the new 101 extension, the state is only reaffirming these misplaced priorities.

This misguided approach has the potential to derail the purported benefits of the new 101 highway. New research published by the National Bureau of Economic Research, measuring the social cost of damaged roads, buttresses the case for prioritization of highway repair instead of new highway development. The study found that repair can lead to safer and more efficient travel overall as opposed to building new highways. The authors of this research argue that the wear and tear on our highway system has much greater costs than were previously understood, from reduced travel speeds, increased travel costs, and increased safety risks. The results of this study demonstrate a "need for more transportation infrastructure investment, especially for road maintenance" instead of new highways. By investing in the new Route 101 highway in lieu of improving and maintaining existing roads, Indiana will be sorely neglecting the backlog of maintenance that is critical for the continued flow of traffic through not just the southeast region, but the entire state. Practically, what this means is that we will have slower and more dangerous roads in the aggregate

¹⁷ \$560.4 billion. U.S. Department of Transportation, Federal Highway Administration, Status of the Nation's Highways, Bridges, and Transit Conditions and Performance Report, 23rd Edition, "Chapter 7 – Capital Investment Scenarios" Exhibit 7-9.

¹⁸ Transportation for America, Repair Priorities 2019, p.17.

notwithstanding the new 101 extension. Thus, it begs the question whether the new highway will actually accomplish its stated goals of safer and more timely transportation across the region.

- ii. There is no “need” for this Highway; Upgrading existing routes can accomplish similar objectives as the new Route 101 extension

We don't need a new highway. What we need is to invest the \$200 million that is available for the 101 project towards fixing and maintaining the roads we already have, or better yet, reallocate these funds entirely to a more worthy cause. At the local level, there are several routes in need of repair. Routes 156, 56, 129, and 262 could all stand to be improved upon. If these and other roads are improved, existing routes can deliver benefits that meet many of the goals that the new Route 101 will purportedly accomplish. This could involve straightening sharp corners, adding shoulder width where appropriate, and elevating roads and bridges above the 100-year floodplain. With these improvements, the existing roads in the region would have faster travel times, enhanced safety, and will adhere to modern standards—all at a fraction of the cost of building a new highway. Best of all, land would be spared, and the environmental impact diminished by maintaining versus building a new highway. While this is not to suggest existing roads should be used as mass-transit corridors for large trucks, they can be upgraded to meet the project goals and more than meet the needs of the local population. Thus, INDOT's insistence that a new highway is “needed” is categorially untrue. Not only are the existing routes adequate, but there are viable options for enhancing them that don't require a new highway. Let's start a new conversation where we focus on improving our roads instead of building a new one.

Choosing to invest in improvements/maintenance verses building a new highway would be much better received by the public. Nationally, Americans strongly prefer existing roads be fixed before new roads are built. As a matter of fact, a 2020 YouGov polling found that 79% of U.S. voters

want government to fix existing roads before building new ones, and 61% support a 10-year moratorium on new roads.¹⁹ The local population holds similar, if not even more polarized views. Presently, thousands in the community are rallying in opposition to this issue. As of August 30, 2023, the private Facebook Page “STOP Link 101” has grown to over a thousand members and is increasing by the day. This page only captures a small fraction of the growing coalition of individuals, businesses, and other organizations who oppose this project. Resistance to this project will only grow in the coming months unless INDOT demonstrates that it will truly listen to and work with the community, not against it.

VI CONCLUSION

The benefits of the State Route 101 extension are few and the costs are many. Moreover, the purported “need” of the project is based on a fallacy that only a new highway can address the perceived shortcomings of the existing routes. Whether we look at this project from an economic, environmental, or community-based lens, the harm greatly outweighs the benefit. It is therefore imperative that INDOT abandon this project entirely and conclude that no build is the best option.

The stakes of this project could not be any higher. If built, this highway will impact the community in profound, immeasurable ways. While discussions regarding speed and efficiency of travel are relevant, some of the most important considerations are the intangible ones, those that can never be measured. We simply cannot put a price tag on the character of this community or the sanctity and beauty of its undeveloped lands. Moreover, we cannot quantify the value of this land which represents the hopes and dreams of its people and of the generations who came before them who lived, worked, and died here. This land is our lineage and it is our home, a home that we are proud of and don’t want disturbed. And in a much larger sense, this land embodies much more; it represents the very essence of the

¹⁹ Transportation for America, “[Voters want and need more transportation options](#),” 17 March 2020

American Dream that we all collectively share—a dream that is rooted in individual liberty and personal autonomy, free from government intrusion. This is a dream that should never be taken from us. We will stand firm and united in opposing any attempt to do so.



Public Information Meetings

August 2 and 3, 2023

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Name: Kiera Otter

Email Address: _____ Mobile Phone: _____

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Name: DEBBIE PAPAS

[Redacted] Mobile Phone: _____

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If so, please list it here: NO BUILD.

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We with homes in the project area have Need for this project. A new route to increase truck and freight traffic movement will increase traffic & destroy farms and landscape in one of the most beautiful natural areas of Indiana. It is not needed and a waste of federal and Indiana tax dollars. Instead, fix Indiana's existing roads. Thank you.

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Do you have suggestions for improving any of the alternatives?

We don't need the Alternatives you listed. You left out NO BUILD.

Please use the space below to continue any of your responses or to provide additional feedback on the preliminary alternatives. Thank you for your feedback. It will help guide next steps for the project.

Like most nearly everyone, I'm opposed to this 101 new project. NO NEED for this project. The 1% yearly chance a "100 year" flood doesn't require a new realignment of 101. We DON'T NEED "connectivity" for "freight movement." We DON'T NEED a "north-south route for trucks." We DON'T NEED a shorter route for "trucks." We DON'T NEED a new road to provide "a safe route for trucks" as you state. We don't need a regional "mobility corridor." We DON'T NEED traffic attracted through the project area. We DON'T NEED the suburbanization & new auto and freight traffic from Interstate 71 it will attract. Thank you for your time.

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Name: Martin Park

Email Address: _____ Mobile Phone: _____

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Name: Melissa Park

Email Address: _____ Mobile Phone: _____

[Redacted]

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Name: Jodi Parkinson

Email Address: _____ Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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Name: Nicole Partin

Email Address: [REDACTED] Mobile Phone: _____

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Name: Kala Partlow

Email Address: [REDACTED] Mobile Phone: _____

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LINK 101 *mail 9/6/23*

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Name: Larry Pelfrey

Email Address: _____ Mobile Phone: _____

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Name: Robbin Pelfrey

Email Address: [REDACTED] Mobile Phone: _____

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Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Sharron Perrino

Email Address: _____ Mobile Phone: _____

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Live in the area | Work in the area | Drive through the area | General interest in the project

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Email Address: _____ Mobile Phone: _____

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Public Information Meetings

August 2 and 3, 2023

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Name: Brandon Petre

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

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Email Address: [Redacted] Mobile Phone: _____

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Opposed to SR 101 new alignment project & destruction of neighbors' farms and homes. No Need for a new route or reconstruction in the project area.

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Public Information Meetings

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Name: Art Petro

Email Address: _____ Mobile Phone: _____

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Name: Dianne Plum

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Is there an alternative that you believe best meets the needs of the project area?

If so, please list it here: None - Not Needed

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

None - Not Needed

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

None. People live where they live because they do not want to be close to highways. I would like it to stay that way.

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Do you have suggestions for improving any of the alternatives?

No alternatives needed.
Take care of the roads we have

Please use the space below to continue any of your responses or to provide additional feedback on the preliminary alternatives. Thank you for your feedback. It will help guide next steps for the project.

No alternatives wanted
or needed.

Complete and leave your comments tonight, upload a scanned copy at Link101Corridor.com or mail to the Project Office.
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Public Information Meetings

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Name: Gerald Lawrence Pflum Jr

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If so, please list it here: None Not Needed

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

None Not Needed

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

No Alternative Needed

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Do you have suggestions for improving any of the alternatives?

None - No Alternatives wanted or
needed

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We enjoy the peaceful country
that we currently live in.

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Name: Art Piepmeyer

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

August 2 and 3, 2023

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Name: Elwona Pindell

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

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Name: Tammy Pittman

Email Address: [Redacted] Mobile Phone: _____

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Name: Mike Post

Email Address: [REDACTED] Mobile Phone: _____

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No need for this project. No build.

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Name: Karl Pratsch

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

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Name: Kait Pratt

Email Address: [REDACTED] Mobile Phone: _____

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Public Information Meetings

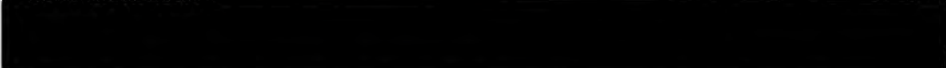
August 2 and 3, 2023

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Name: Angie Priest

Email Address: _____ Mobile Phone: _____



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naive 9/16/23

Public Information Meetings

August 2 and 3, 2023

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We want your feedback!

Name: Tammy Prissel

Email Address: _____ Mobile Phone: _____

What is your interest in the Link 101 project? Circle all that apply.

Live in the area | Work in the area | Drive through the area | General interest in the project

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mail 9/6/23

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Name: Lindsay Probst

Email Address: _____ Mobile Phone: _____

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Name: Craig Pruitt

Email Address: _____ Mobile Phone: _____

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Name: Danielle Pruitt

Email Address: _____ Mobile Phone: _____

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Name: Allisha Rader

Email Address: _____ Mobile Phone: _____

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Name: Faye Raiser

Email Address: _____ Mobile Phone: _____

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We want your feedback!

Name: Logan Ranshaw

Email Address: _____
[Redacted]

Mobile Phone: _____

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No need for this project. No build.

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Name: Hannah Ray

Email Address: _____ Mobile Phone: _____

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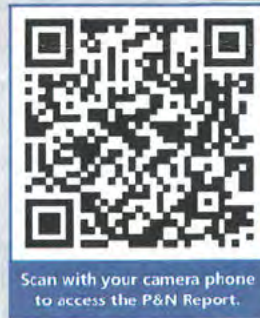
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union road
9/6/23

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We want your feedback!

Name: Donna Reed

Email Address: [REDACTED] Mobile Phone: _____

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none

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Name: Zachary Richardson

Email Address: _____ Mobile Phone: _____

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Name: Toby R. Riley

Email Address: _____ Mobile Phone: _____

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Name: Karen Ripperger

Email Address: [REDACTED]

Mobile Phone: _____

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Name: Israel Robbins

Email Address: _____ Mobile Phone: _____

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Name: Brittany Roeschlein

Email Address: _____ Mobile Phone: _____

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mail 9/6/23

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Name: Kevin Rohm

Email Address: _____ Mobile Phone: _____

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Name: Mark Rowlett

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

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Name: Angela Ruberg

Email Address: _____ Mobile Phone: _____

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Name: Chris Runyon

Email Address: _____ Mobile Phone: _____

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naid 9/16/23

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Name: Monica Runyon

Email Address: _____ Mobile Phone: _____

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Name: Jennifer Salisbury

Email Address: _____ Mobile Phone: _____

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mail 9/6/23

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Name: Cody Sams

Email Address: _____ Mobile Phone: _____

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Name: Jeremy Sams

Email Address: _____ Mobile Phone: _____



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Email Address: _____ Mobile Phone: _____

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naiv 9/6/23

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Name: Stacy Sams

Email Address: _____ Mobile Phone: _____

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Name: Susan Sattler

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NO Alternative A | Alternative B | Alternative C | Alternative D | Alternative E | Alternative F | Alternative G | Alternative H | Alternative I | Alternative J | Other NO ROAD

Is there an alternative that you believe best meets the needs of the project area?

If so, please list it here: There is no need for this project

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

Current roads meet the need. Repair the current roads
No need to build a new road.

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

None! Traffic data in the P+N statement shows
No need for this link from US 50 to Markland
Ram

Do you have suggestions for improving any of the alternatives?

Improve the current roads IN 56 - IN 250 - IN 129
Building a road from US 50 to Markland dam will
cost more than \$200 million. Use that money
to repair current roads

Keep our rural + peaceful area intact.
This Link is based on a "Build It + They will
come" fallacy there is no study to indicate
this link is needed. Increased traffic volume will
likely result in an increase in traffic crash rates.

Please use the space below to continue any of your responses or to provide additional feedback on the preliminary alternatives. Thank you for your feedback. It will help guide next steps for the project.

Alternate Route A is in a flood area. Has been
flooded with no way in or out of Aurora to Rising Sun
along US 56, at least 4 times in 40 years. An accident
on US 56 would ^{do} shut down route to + from Rising Sun.
Traffic through Aurora is a high traffic congested area.
During "grain season" traffic is already backed up on
US 56 West ^{East} turning into Aurora at the Grain + barge Company
on George Street.

Thuermer Hollow is a curvy hilly road. A new Thuermer
Hollow off of US 56, due to terrain would be no better,
and a winter nightmare. (Like IN-48 which is shut
down during snow/ice in the winter until treated)

In summary: the loss of homes + farms along any
route is unnecessary to save 5 miles at best + 15 minutes
in travel time at a staggering cost to build + maintain.

The negative impact on habitat also needs to be considered.
Risk to home owners will increase in traffic from trucks,
some with hazardous materials, increase in noise + pollution.

A no-action alternative is the only acceptable option.



Public Information Meetings

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Name: Billy Sawyers

Email Address: _____ Mobile Phone: _____



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Priority mail
9/6/23

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Name: Peggy Sawyers

[Redacted address]

Mobile Phone: _____

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NO BUILD

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Name: Ande Schewe

Email Address: _____ Mobile Phone: _____

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Name: Jan Schnell

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

August 2 and 3, 2023

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Name: Terry Schnell

Email Address: _____ Mobile Phone: _____

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Live in the area | Work in the area | Drive through the area | General interest in the project

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Name: Michael Schnuck

Email Address: _____ Mobile Phone: _____

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Public Information Meetings

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Name: Conner Scholl Mobile Phone: _____

Email Address: _____

Address: _____

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Public Information Meetings

August 2 and 3, 2023

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Name: Courtney Schuber

Email Address: _____ Mobile Phone: _____

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No need for this project. No build.

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Name: Alice Schultz

Email Address: _____ Mobile Phone: _____



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Name: Theresa Schwerman

Email Address: _____ Mobile Phone: _____

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Name: Michaela Scudder

Email Address: _____ Mobile Phone: _____

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Name: Kyle Self

Email Address: _____ Mobile Phone: _____

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9/6/23

Public Information Meetings

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Name: Buttomy Gray
Email Address: _____ Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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Email Address: _____ Mobile Phone: _____

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Name: Amber Sibley

Email Address: _____ Mobile Phone: _____



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Name: Skylar Sibley

Email Address: _____ Mobile Phone: _____

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Name: Bridgette Silvas

Email Address: _____ Mobile Phone: _____

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Name: Corey Simmons

Email Address: _____ Mobile Phone: _____



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Name: Callisa Slayback

Email Address: _____ Mobile Phone: _____

What is your interest in the Link 101 project? Circle all that apply.

Live in the area | Work in the area | Drive through the area | General interest in the project

The draft Purpose and Need for the Link 101 project is:

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.

The full Purpose and Need report is available at [Link 101Corridor.com](http://Link101Corridor.com).



Scan with your camera phone to access the P&N Report.

A wide range of preliminary alternatives has been developed by the Project Team based on data gathered and feedback from the public. Please review the maps displayed at the public meetings, on the public meeting handout, or on the project website (Link101Corridor.com) and answer the following questions.

Which preliminary alternatives do you believe meet the needs of the project area? Can circle multiple.

Alternative A | Alternative B | Alternative C | Alternative D | Alternative E | Alternative F | Alternative G
Alternative H | Alternative I | Alternative J | Other No build.

Is there an alternative that you believe best meets the needs of the project area?

If so, please list it here: _____

Which connection location (terminus) along US 50 do you think best meets the needs of the project area?

For the alternative(s) you circled above, why do you think that alternative(s) best meets the needs of the project area?

Please submit my comments to 'Link101' that I oppose and find No Need for a new route or reconstruction in the Link101 project area.

Complete and leave your comments tonight, upload a scanned copy at Link101Corridor.com or mail to the Project Office.
Link 101 Project Office | Switzerland County Technology and Education Center | 708 W. Seminary St., Box #8 | Vevay, IN 47043

