

# Improving Drainage Erosion

- Outfall at Cedar Hollow Creek
  - Riprap at drainage outfall
  - Filling ditch to create flatter embankment
  - Water detention system



# Roundabout

- One-way circular intersection
- Traffic flows counter-clockwise around a center island
- Yield at entrance
- No parking
- No “activity” in center island



# Roundabouts Enhance Safety

U.S. DOT Federal Highway Administration Statistics

Traditional intersections account for:

- 45% of all crashes - FHWA
- 33% of all traffic fatalities - FHWA

Compared to traditional intersections, roundabouts:

- Reduce fatalities and injuries by more than 90% - FHWA
- Reduces injuries by 76% - FHWA
- Reduce total crashes by 35% - FHWA
- Require vehicles to travel at lower speeds

For more information:

<https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts>

• Collisions at traditional intersections are severe because of:

- High speed
- Angle of impact



# Benefits of Roundabouts

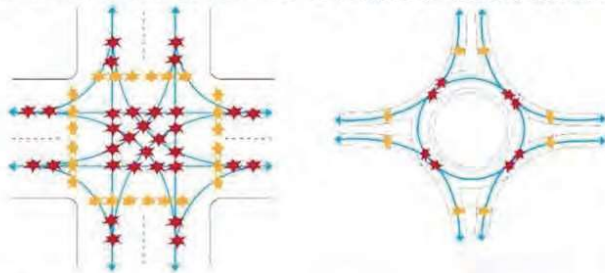
• Conflict points are dramatically reduced because all vehicles travel in the same direction.

## • Enhances Safety

- Roundabouts reduce the number of potential accident points within an intersection.
- 75% fewer conflict points than four-way intersections.

## REGULAR INTERSECTION    MODERN ROUNDABOUT

32 Vehicle to Vehicle Conflicts    8 Vehicle to Vehicle Conflicts



## • Slower vehicle speeds

- Reduces the severity of crashes

## • Efficient traffic flow

- Reduces need for turn lanes
- Improves traffic flow

## • Community benefits

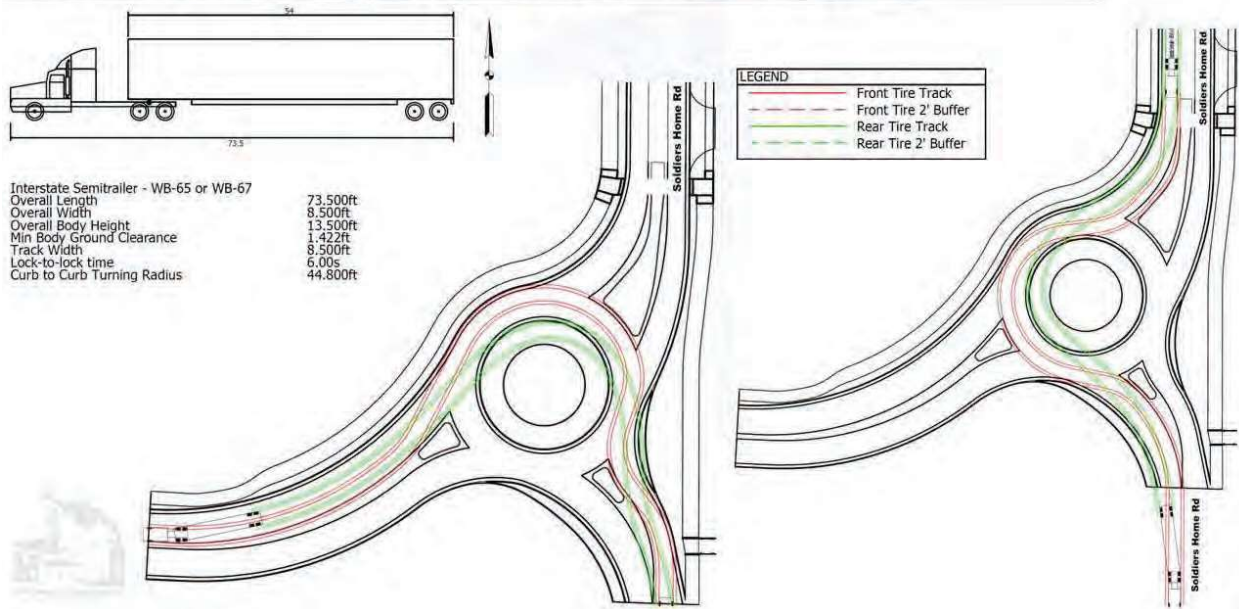
- Reduces congestion
- Aesthetically pleasing landscaping



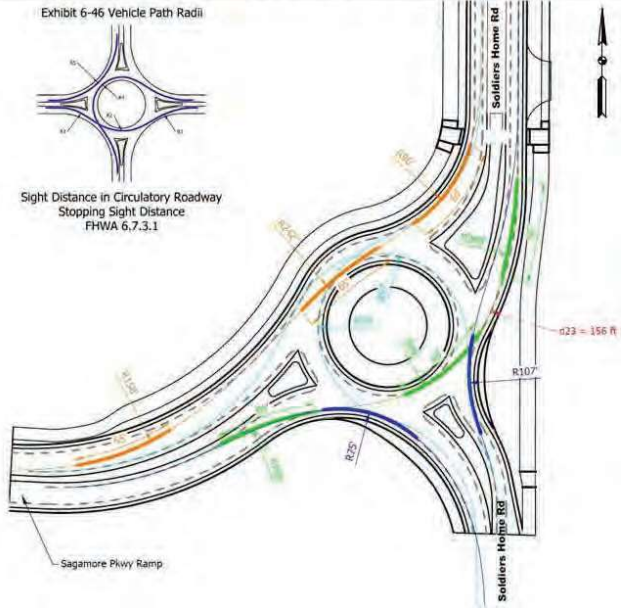
# Proposed Roundabout Layout



# Turning Movement – Semitruck (cont.)



# Fastest Path Checks



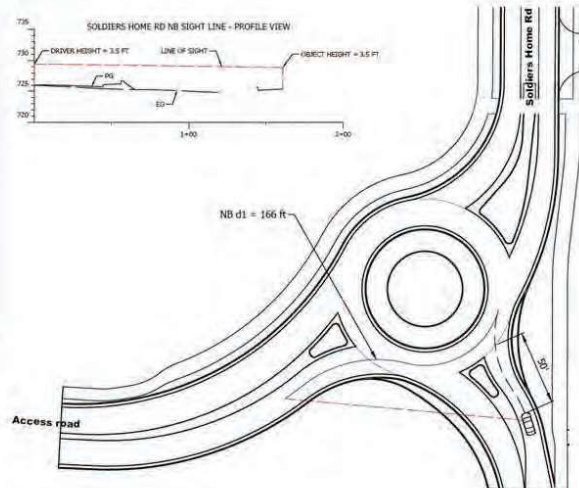
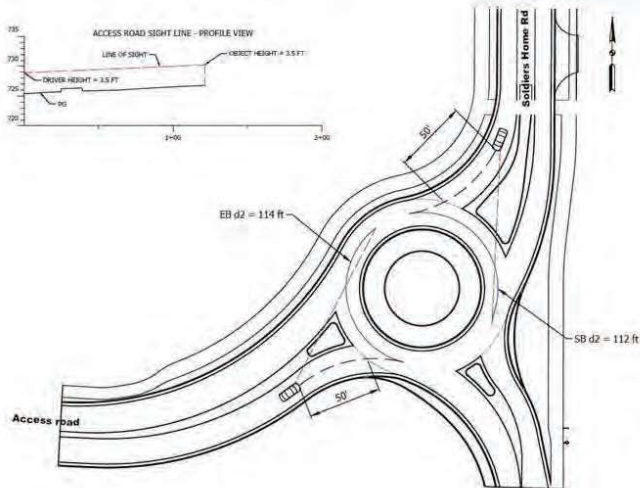
**NCHRP Report 672 - Fastest Path Vehicle Speed Estimation**

Roundabout Designation		Grassy Branch Rd/Carey Rd Roundabout													
Street Name	Direction	Equation Used	Radius Type	Radius #	Radius (ft)	e	V (mph)	$a_{21}$ (ft/s <sup>2</sup> )	$d_{21}$ (ft)	$V_1$ (mph)	$V_2$ (mph)	$V_3$ (mph)	$V_4$ (mph)	$V_5$ (Final) (mph)	
Access Road	EB	Equation 6-1 & Equation 6-2	Entry	R1	198	0.02	26.51								
			Central Island	R2	99	-0.02	18.72								
			Exit	R3	300	-0.02	28.13	6.90	156	36.70	28.13				
			Right Turn	R5	75	0.02	18.23								
			<b>Speed Consistency - Common Approach</b>							<b>V1</b>	<b>V2</b>	<b>V5</b>	<b>DIFF</b>		
Approach Through and Right Movements							26.51	18.72	18.23	8.29					
<b>Speed Consistency - Conflict Point</b>							<b>EB-V1</b>	<b>SB-V4</b>	<b>DIFF</b>						
Conflicting Movements (EB Entry, SB Left)							26.51	15.48	11.04						
Soldiers Home Rd	NB	Equation 6-1 & Equation 6-2	Circulating	R4	57	-0.02	15.28								
			Right Turn	R5	107	0.02	20.91								
	<b>Speed Consistency - Common Approach</b>							<b>V4</b>	<b>V5</b>	<b>DIFF</b>					
	Approach Left and Right Movements							15.28	20.91	5.62					
	<b>Speed Consistency - Conflict Point</b>							<b>NB-V5</b>	<b>EB-V2</b>	<b>DIFF</b>					
Conflicting Movements (NB Entry, EB Thru)							20.91	18.72	2.19						
Soldiers Home Rd	SB	Equation 6-1 & Equation 6-2	Entry	R1	90	0.02	19.56								
			Central Island	R2	242	-0.02	25.99								
			Exit	R3	158	0.02	24.30	6.90	134	39.13	24.30				
			Circulating	R4	59	-0.02	15.48								
			<b>Speed Consistency - Common Approach</b>							<b>V1</b>	<b>V2</b>	<b>V4</b>	<b>DIFF</b>		
Approach Through and Left Movements							19.56	25.99	15.48	10.51					
<b>Speed Consistency - Conflict Point</b>							<b>SB-V1</b>	<b>NB-V4</b>	<b>DIFF</b>						
Conflicting Movements (SB Entry, NB Left)							19.56	15.28	4.27						

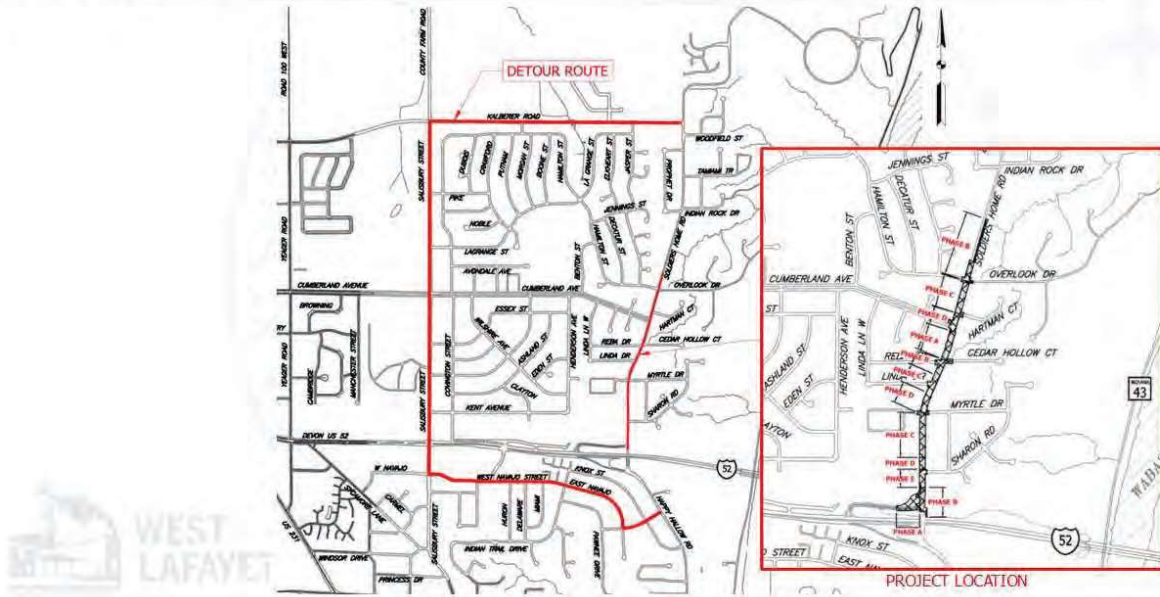
**LEGEND**

- Access road EB
- Soldiers Home Rd SB
- Right Turn for All Directions
- Left Turn for All Directions
- 5' Offset from Face of Curb
- 3' Offset from Edgeline

# Sight Distance

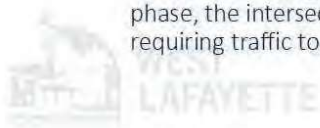
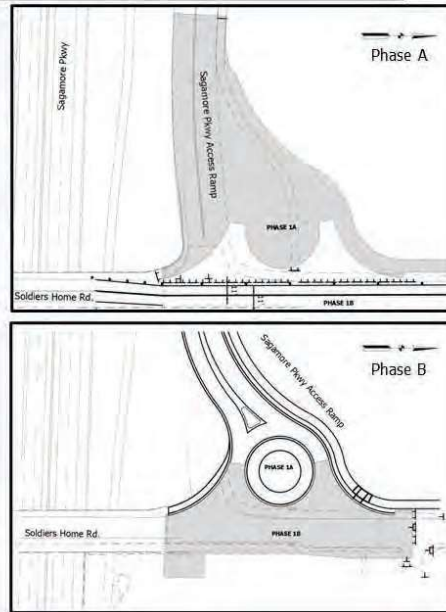


# Detour Route



# Maintenance of Traffic

- Phased MOT: Will not require full closure.
  - Broken into 5 phases (A, B, C, D, E):
    - Reconstruct the full road width from intersection to intersection allowing local traffic to navigate adjacent streets.
- Roundabout MOT:
  - Roundabout will be constructed within two phases (A and B).
  - Phase A consists of the western half of the roundabout being constructed, allowing traffic to continue from Happy Hollow Road north through Soldiers Home Road.
  - Phase B consists of the eastern half of the roundabout being constructed. During this phase, the intersection will be completely closed requiring traffic to utilize the full detour route.



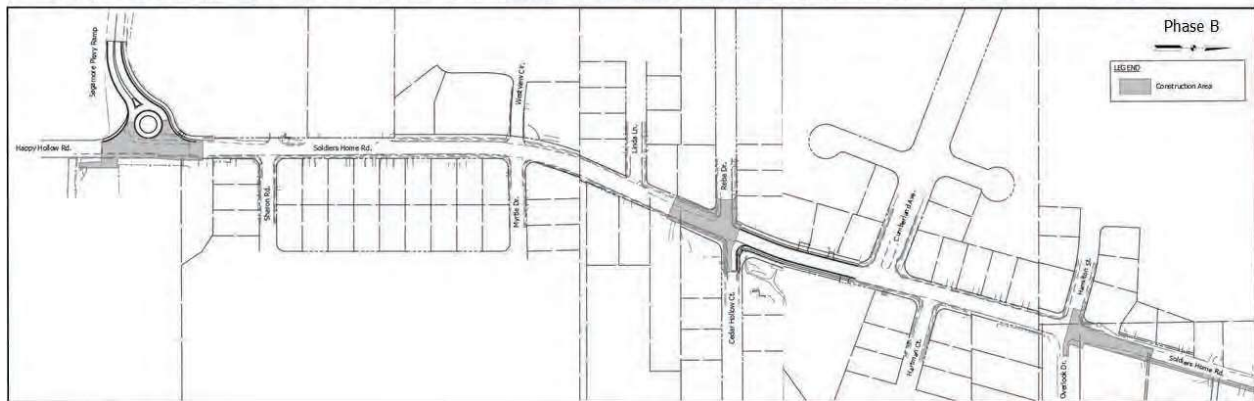
# Maintenance of Traffic – Phase A

- During Phase A of construction, the roadway between Cedar Hollow and Cumberland will be closed to all traffic. Local traffic will be able to utilize a local detour of Reba Drive to Cumberland Avenue. Non-local traffic should utilize the full detour route.
- Only half of the Cedar Hollow drive approach will be closed during Phase A, allowing for continued access into and out of the cul-de-sac.



# Maintenance of Traffic – Phase B

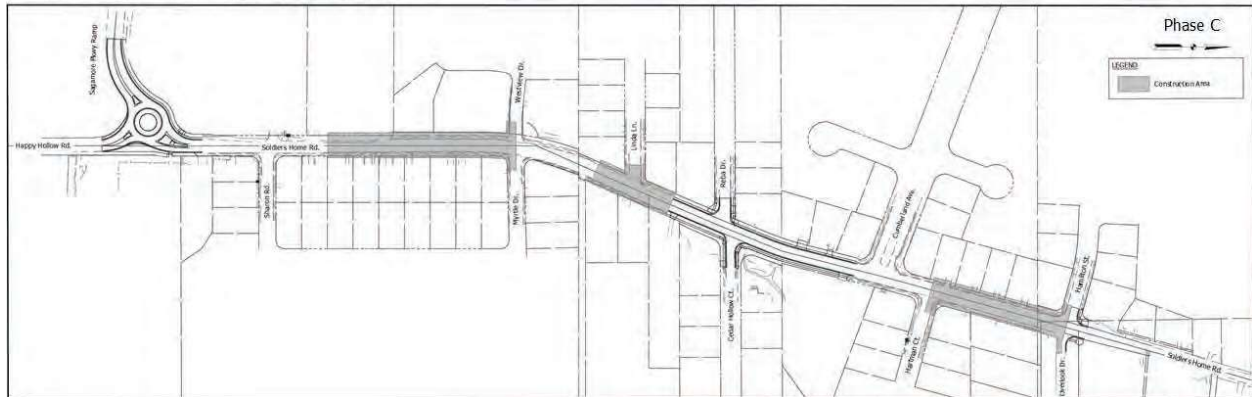
- During Phase B of construction, Reba Drive approach, the southern half of Cedar Hollow approach, and the northern half of Hamilton and Overlook approach will be closed to traffic.
- In addition to the road approaches, approximately 150 ft. of Soldiers Home Road south of Reba Drive and 250 ft. north of Hamilton Drive will be closed.
- Local traffic can utilize Linda Lane and Cumberland Avenue to exit the construction area.



## Maintenance of Traffic – Phase C

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- During Phase C of construction, the roadway between University Crossing apartments and Westview Circle, Linda Lane approach, and the roadway between Hartman Court and Hamilton Street will be closed to traffic.
- Only half of Westview Circle, Myrtle Drive, Hamilton Street, and Overlook Drive will be closed which will allow for access into and out of those neighborhoods.
- Westview Circle residents can utilize Myrtle Drive to Sharon Road to exit the construction area while other local traffic can utilize Cumberland Avenue.



## Maintenance of Traffic – Phase D

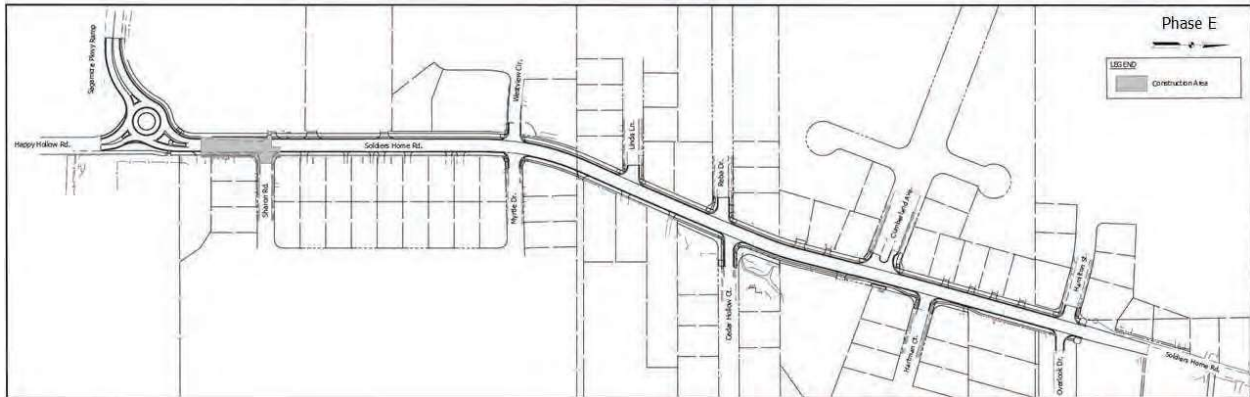
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- During Phase D of construction, the roadway in front of University Crossing apartments, the roadway between Westview Circle and Linda Lane, and the roadway between Cumberland Ave and Hartman Drive will be closed to traffic.
- Only half of Westview Circle, Myrtle Drive, and Hartman Drive will be closed which will allow for access into and out of those neighborhoods. The Cumberland Avenue approach will be fully closed to traffic during this phase of construction.
- Westview Circle residents can utilize Myrtle Drive to Sharon Road to exit the construction area while other local traffic can utilize Reba Drive to Cumberland Ave.



# Maintenance of Traffic – Phase E




- During Phase E of construction, the roadway between the newly constructed roundabout and Sharon Road will be closed to traffic.
- All of the Sharon Drive approach will be closed during this phase of construction. Local residents can utilize Myrtle Drive to exit the construction area.



# Project Schedule



# Estimated Project Cost

	Professional Engineering Fees:	\$1,872,377
	Right-of-way Acquisition Estimate:	\$850,000
	Estimated Construction Cost:	\$8,900,000

# Real Estate Acquisition Process

## • "Uniform Act of 1970"

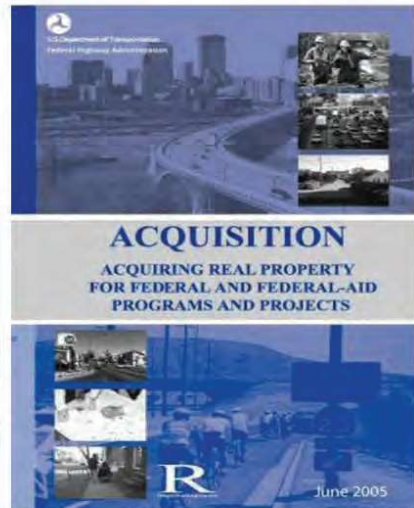
- All federal, state, and local governments must comply.
- Requires an offer for just compensation.

### Permanent Right-of-Way (1.45 acres)

- 1.27 acres of residential
- 0.13 acres of commercial
- 0.05 acres of institutional

### Temporary Right-of-Way (0.17 acres)

- 0.01 acres of residential
- 0.08 acres of commercial
- 0.08 acres of institutional



# Submit Public Comments

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- **Submit public comments using the options described in the first page of the information packet:**
  - Public Comment Form
  - Via e-mail ([MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com))
  - Participating during the public comment session via microphone
    - Note that verbal comments will be recorded and transcribed for inclusion into the public hearing transcript.
- **VS respectfully requests comments to be submitted (postmarked) by Tuesday, August 26, 2025.**
- All comments submitted will become part of the public record, and they will be entered into a transcript, reviewed, evaluated, and given full consideration during the decision-making process.



# Next Steps

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- **Public and project stakeholder input**
  - Submit comments via options described in the project handout.
- **Review and evaluation**
  - All comments are given full consideration during the decision-making process.
  - Address comments, finalize and approve the environmental document, and complete the project design.
- **Communicate a decision**
  - Project stakeholders will be notified of the decision.
  - Work through local media, social media outlets; paid legal notice.
  - Make project documents accessible via repositories.
- **Questions?**



## Project Resource Locations

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- Visit the project web page:

<https://wlmoves.com/projects/project-updates/soldiers-home-road-updates/>



## Public Comment Session

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- **Please visit with project officials following the public comment session.**
- **Project Open House**
  - Project maps, displays, real estate acquisition table, project team, and informal Question and Answer
  - City of West Lafayette page: <https://wlmoves.com/projects/project-updates/soldiers-home-road-updates/>



# Soldiers Home Road – Phase I Public Hearing

## Audio file

[Soldiers Home Phase 1 Hearing.m4a](#)

## Transcript

Speaker 1

So, we should have a list. Did everybody sign their names?

Speaker 2

Yes, they should all be on the sign-in sheets.

Speaker 1

Will Morgan Highland, please come up.

Speaker 3

Where are we standing at?

Speaker 4

Right here. Here is the microphone.

Speaker 5

My name is Morgan Hines, and I'm here on behalf of West Lafayette apartment group. We arguably are representative of the largest group of people impacted by this project. We're the only apartment complex in the area. We're representing nearly 1000 residents that live in our complexes. We understand the importance of building improved infrastructure, but we have serious concerns about the long-term impact on our residents and business. The proposed acquisition, with a significant portion of our property removing established landscaping and mature trees that provide privacy and noise reduction and livability for our community.

Speaker 4

OK.

Speaker 5

Replacing these with large expanses of concrete will not only diminish the aesthetic appeal, but also worsen heat retention in the area, exacerbating the urban heat island effect at a time when our climate is already getting hotter. The road already struggles with speeding issues and widening it could encourage higher speeds, creating additional safety concerns for pedestrians, cyclists, and residents entering and exiting our community. Additionally, semi-trucks frequently access our property to move tenants in and out and deliver essential supplies reduced space. Tighter access points and changes to how traffic flows could make our moves and deliveries far more difficult, which would directly impact our operations and our residents' quality of life. During construction, we expect major disruptions, noise, dust and restricted access that will affect our current residents and discourage new leases. Our staff will also need to dedicate time and resources to coordinate contractors, manage safety, and address tenant concerns. We asked the city to carefully consider the unique impact this project will have on our nearly 1000 residents. Provide mitigation plans for noise, dust and access during construction, offer landscaping and restoration including shade, shade trees to replace what's lost, include traffic calming measures in the final design to address speed concerns, and ensure continued semi-truck access for moves and deliveries and that they maintain open communication with their management team throughout the project. We do want to work together with the city so improvements can be made without causing lasting harm to the people who call our apartment complex home.

Speaker 1

Thank you, Morgan. Clay Coulson.

Speaker 6

Also, with Morgan here, I also have worries at the University Crossing townhomes, apartments and Happy Hollow. My primary concern is the first thing that kind of - it caught my ear today. I would be curious to know how those meetings are going as well, and what kind of things were brought up during these meetings. I believe our owners are also in that. I'm not sure if you guys have any documentation that you can provide? And then that would be wonderful. Couple of other things, you know, mostly coordinates with Morgan. A primary concern would be the livability of our residents and what the impact is going to be on them, you know? I know there's going to be some construction. You guys were speaking of disruptions; one of the primary disruptions that may have a big effect is, you know, most of the day our maintenance team, our management team are running back and forth between the Happy Hollow section as well as the University Crossing section. If you are creating, you know, different routes you get over to that. That could really, really have an impact on our team and, you know, our production as a team addressing maintenance, you know, that's going to have that. The impact on us as well. If that goes through, one of the other things we're also, you know, speaking on behalf of our owners - we haven't been given some

of the information we did have. One primary concern there is that it has not been fair up to this point is what is going to be the financial impact on them as well. Provided with all of the utility relocations. That's going to be stuff that we are going to have to take care of, we've already attempted to work with, you know, a couple different vendors in regard to the relocation of some fire hydrants. Two of the vendors that were proposed to us by the city, you know, fire chief. Complete bills, as they did not show up at all and their data showed up. He couldn't even give us good data simply because there were not enough details at that stage with the information that was provided to us. So I think you know, clear communication, just really give us all the information that we need so that we can do what we have to. You know, we want to work with you guys. We just need more clarity on a lot of what the project is going to entail and what kind of impact it's going to have. Us as a business. Pretty much all of that, these are my requests. Thank you.

Speaker 1

Thank you. Again, the plans are actually out there, so if you have questions on those to see what is being proposed you may do so. Jan Scarcelli. OK. Don Collier. I'm sorry.

Speaker 7

Don Collier. I have some concerns about that.

Speaker 1

Can you hold the mic closer to your mouth, please? Thank you.

Speaker 7

I have some concerns about setbacks, with some property owners. I'm concerned how much how closer this road will be. It's not going to be as wide as Calibra, but it's going to be a three-lane road. It's going to be wide, so I'm worried about the speeds on this road, is my concern. I do not ride my bike on this road. I don't think that. But it's the same goal we currently have in my opinion. Enforcement issues north of Hamilton as you come out of Union University farms. People pull way above the speed limit all the time. It's difficult to get back out there to Home Road. And I've had some real concerns about that. I'm concerned about what's going to happen after this first phase is done with the truck route with the fact that it's not a truck route. Will that stay the same as we widen the entire length? I'm wondering what's going to happen if this is going to be a two way to get to the SK hynix plant. So I have concerns about that. People go too fast on this road. I think you guys are doing a good job planning this. I hope you listened to us the last time I came to a meeting like this. On that night, people spoke for six hours. 89 people spoke and 64 people expressed serious concerns in the past six to three. And people on the City Council that prepared statements in advance that they were already written. So, I hope that this is not going to be that kind of project at this time.

Speaker 1

Thank you.

Speaker 8

What is the current width of the road right now? You talked about the lanes. What's it going to be? The current width of the lanes right now, you know.

Speaker 1

So, the current width of the road is 24 feet in sections and 30 feet in sections.

Speaker 9

Just have a couple of questions. OK, so the project names still use crashes based on data from 2019 to 2021. So, are you able to provide the crash types so we can get a sense of how the center turn-lane, the crosswalk, RFDs, and the roundabout to do stuff, right? Also, we know that nationwide crashes have increased dramatically since COVID, so hopefully you guys can analyze my second question. My comment is, according to your plans, there were only three locations across one road, and it also drives the presentation over a 1.1 mile stretch, right. So this may unfortunately compel vulnerable road users - we are using it to cross locations; consider adding more crosswalks. My third comment is, I guess, what criteria are the level of service assessment at the second ramp intersection currently based on? Because since the main line does not have any control stops there. We will assume that this pertains to the stop sign off the ramp and the northbound, and then the Montessori southbound into the Montessori Park. So, we're not quite sure what level service pertains to. So, if you have more details on that, that would be great because you're expecting that to be improved. Level Service 8. So, we just want to make sure what the criteria is that you're making assessments. And number four. Can you explain why we're getting where you're putting down only 2.1 inch of hot mix asphalt? That seems a little thin with the traffic there, which is currently in the data process. Commercial vehicles on bus terminals. That's going to be there across the University crossing and the anticipated traffic increase, right? So why only 2.1 inches? My questions, thank you.

Speaker 1

Thank you all. So, one of those I can address right away, there's multiple layers of hot mix asphalt being presented, in the plans. One of which is 2 1/2 inches in the thickness of the roadway. It's thicker. I don't have it in front of me. The pavement section, it is made up of multiple layers of asphalt, hot mix asphalt. One of which is 2 1/2 inches in thickness, which is how it would have read, but there's multiple. Other layers in this section, the rubber section, is much thicker than 2 and 1/2. I don't have the exact number. And regarding the level of service, yes, the level of service is for the access ramp on the Soldiers Home Road.

That is what is the stop that is the delay. [Inaudible] ...update the crash data and also [inaudible]. John Burgett, did I say that correctly? Sorry.

Speaker 10

Couple of things I haven't seen on the screen. The address where we send this thing on by April – or, August.

Speaker 1

E-mail address.

Speaker 10

E-mail, written address, social address. City Hall? What do we do with it?

Speaker 11

OK. It's on the front page of this, is what he's saying.

Speaker 10

Couple of quick questions occurred to me. Who's going to mow and maintain the buffer strips you talked about? Is the city going to do it? Or the homeowner has to go out there and tend the buffer strip? The second thing you said: no truck traffic. What about Amazon and UPS and FedEx and the big trucks that deliver stuff to homes all the time regularly?

Speaker 1

So again, it's not a truck route. As presented, there are businesses that are within this section that may need the occasional truck. That would have to be permitted.

Speaker 10

So UPS, Amazon. Permitted.

Speaker 8

Truck routes are over 26,000 lbs.

Speaker 1

Yeah. Semi trucks.

Speaker 11

You know, we've lived through a roundabout project. At Caliber and Moorhouse Road. For the last year - and it's still ongoing - they finally got the roundabout in, but it's taken them about a year and a half to do that. And I haven't seen any kind of the timeline, how long this project is supposed to take? That project is still ongoing. They're working on more roads. Probably into over 2 years now from the time they started and that would sit during the

winter months and during the spring months and so forth would sit for two months at a time, with not a bit of work going on. And I, you know, I envisioned one of these things on this project about the roundhouse and the work itself. That's been just a total mess with them coming on your property with no temporary access or right-of-way preventing parking trucks, dumping, gouging, you know. Just been a nightmare. I've been a lawyer for 62 years in this county and I've seen this multiple times and I have no reason to think that this is going to be any different.

My other thing you know, you talk about congestion. If you want to put a roundabout, put a roundabout at Lindbergh and Salisbury Road because that's congestion. The traffic backs up to Louisville, Kentucky, about.

[General laughter]

Speaker 10

And you know, there is no congestion on this road. I drive it 6, 8, sometimes 10 times a day. There's no congestion. In 62 years I've never seen a single accident on that road. I live in Westport and come down the road. I can be downtown, in my office in 12 minutes. It's the best road in the county here in West Lafayette. And Mike, I guess my thought is, there's an old saying about "don't fix it if it ain't broke."

Speaker 1

OK. You got Greg, Jim Henderson.

Speaker 11

This guy. I just have several viewpoints. I gotta get my glasses. See. You have to excuse me. My name is Jim Ellis. My address is [REDACTED] And I came all the way down here for this.

[General laughter]

Speaker 11

I didn't know - I didn't know anything about it at all. There was no notice to me about this until about the day we flew down. And it was a question to say, hey, we'd like to get on your farm field and do some exploratory work. Now the farm I'm talking about is in this phase, which is fortunate for me actually, so I'm not quite sure why I came. But it's at the far end. I guess at the east end, far east end. Anyway, no one contacted me until they called up and said, "You want Mike called up?" and I said, "Yeah." We got on, Scott on the iPad, and he says, "How about we meet when they come down there?" So we did, I think, last Friday, and he handed me the plans. And the ink was dry. OK, but had never talked to me at all, never talked to my family at all, and the farm has been in mine and my cousins' family since

probably the 1870s or 1880s. I can't tell you exactly. The abstract got lost, so I can't even see it anymore. I've been on The Board of Supervisors for our community for about 14 years and I took over roads, so I kind of know roads. We usually get about 60 feet of snow over winter, so you know we have to address the roads pretty good. Matter of fact, we get a few, earthquakes too, and a couple avalanches every year.

And we talk to everybody. The first thing we do is keep everybody advised. And we know what we're doing on the roads. We got to get it cleared. I'd like to have notice. I got no notice, folks. And that's kind of annoying. I won't go into some of the things about our property and how it's being, how it needs to be addressed. I don't care. I just was disappointed, in fact, that I got no information and no one cared. Seemed to be, now it seems, to be they actually care but, they got the website, said they talked to all the residents and all the landowners they did. And the mayor's been really astonishing and gracious. I don't see her now. She came up and said hi and she says I'm very embarrassed. Um, so we had a meeting with a gentleman last Friday. And it was informative and I'm glad he took the time. But they've already drawn up the plan, so that's not really pleasing to me. Like the gentleman said, sometimes these things never happen. I can tell you I've looked at a lot of qualified plans of the years, it just... [inaudible]. So we all got done and my wife said to me, "Yeah," she said to me, "they did that to my father – excuse me, my grandfather - in about 1948. They took his house and his little land –piece of land." Now this is where I have chills come down my back for a minute. Sorry I don't do this well.

Speaker 3

Could you get to the point?

Speaker 11

I will. I will get to the point. She defected from Czechoslovakia, and it was a communist government that took it away from her family and they gave no notice. Is that close enough to the point? Is that close enough to the point?

Speaker 1

When are you going to sit down?

Speaker 12

Gentlemen, maybe you should go to Communist Czech. Maybe you should go to [inaudible] right now and sit down with the president. There's something that I said a long, long time ago. You can't communicate enough. And you can't listen to the - you can't curate too much and you can't listen enough.

Speaker 1

Deborah Ellis, please. Come on down.

Speaker 13

Hi, my name is Deborah Ellis. I'm just here to read a statement into the record.

Speaker 1

Speak up please.

Speaker 13

Can you hear me? Now I'm here to support my neighbors in West Lafayette community. Many of us are concerned that new roads and road reconstruction taking place in our town may not be placing the health and interest of residents on par with the interests of industry, particularly the proposed heavy industry in areas inappropriately zoned I3 in the middle of our neighborhoods.

I have 3 asks tonight. I know others will have more. Number one, adopt Indiana Cod, Title 9-20-1-3 subsection C, which will prevent trucks from sharing this road with schools. With school children and residents, it's not a truck route, but don't let them sneak by.

Number two, enforce speed limits for safety with signage and physical obstacles. So, Soldiers Home Road reconstruction is described in a similar manner on the city website, WL moves, to the recently constructed Yeager Road, which I travel almost daily. I encounter heavy trucks traveling with uncovered loads on Yeager Road. They drive 50, sometimes 60 miles an hour. It's a common occurrence and it's not safe. So, again these roads are described the same way. So, who's going to really use these roads once they're built?

And my question number three, and what I want to spend the most time on tonight, is requiring vehicle emissions testing on all cars and trucks in Tippecanoe County and those that serve industry within our county. I was really happy to see your slide up tonight titled "Examples of items evaluated in air quality" was on there. So that's what I'm going to talk about now. Statement of fact: road improvements increased traffic. Period. They always do. They generally increase speed by separating cars from trucks, by controlling speed, and by enforcing emissions standards. You can help protect the health and safety of local residents. Tippecanoe County is currently the fastest growing county in the state of Indiana, and it's not slowing down anytime soon. It defies logic and sound practice to put sidewalks and multi-use trails next to roadways. Without eliminating or at minimum reducing toxic vehicle emissions, this is an important and necessary step towards making alternative transportation a healthy option in West Lafayette. Walking, biking, jogging strollers. Your children. Only 2 of 92 counties in the state of Indiana require additional testing. That's Lake and Porter counties. They've provided drastically improved air quality - what was on your slide - for their residents. We want the same. These two counties require emission testing in response to rapid development. It's only reasonable to take this

necessary step to protect our community from harmful vehicle emissions, too, in the midst of rapid development.

Mayor Easter stated that vehicle exhaust is known to cause cancer in her request for funding the West Lafayette Public Safety Center. When she asked to provide firefighters with a safer facility free from cancer, causing stock exhaust, we can provide even better protection for those public employees, our children and the rest of us by implementing the highest admissions here as possible to make our community a healthier, more walkable town. It's a win. Win better health by walking more, better health by reducing toxic conditions, including carbon monoxide, hydrocarbons, nitrogen oxides, particulate matter and sulfur dioxide. These are the most common vehicles plumes regulated by emission standards. According to an IndyStar article published in 2021, we're experiencing more and more air quality action days in Indiana. The ones where the state tells us to limit our time and activities outdoors because the air quality is too unhealthy. Those are the days when the amount of ground level ozone or fine particulate matter has become too high and unsafe. One of the main sources of these dangerous pollutants are cars and the exhaust that emanates from them. We can eliminate these toxins with the political will to act. 33 U.S. states and many cities around the world have emission standards. Hoosiers don't walk enough. One reason is due to limited walkways. So, I do applaud you and those working with you to create sidewalks and trail ways. But the second important reason is because walking by our roadways is currently bad for our health without also requiring vehicle emission controls. Putting in sideways and walkways is as ludicrous as planting native trees and flowers in our parks to attract pollinators while simultaneously spraying with Roundup. California has set the highest standards for regulating vehicle pollutants; 17 states have followed their lead. Why can't Indiana be #18? You know, for our health? Like, come on, we can do better. We deserve better. Thank you for your time.

Speaker 1

Thank you Deborah. I would like to note again, we are here for the Soldiers Home Road design hearing - and again thank you for your great presentation and information.

Speaker 13

But if we build roads, we bring in more exhaust and more cars, and that's unhealthy if we don't also regulate emissions. So I think it's directly related, too, with all due respect.

Speaker 1

Understood. I would ask the consideration to the other people, but there's a long list of people who want to speak and we try to keep our comments to a couple minutes if possible. We do not have... tons of minutes. Stop talking. So just begin. Again, thank you very much. Next person Sean Sasser.

Speaker 14

Sean Sasser, I live at [REDACTED] I'm a stakeholder. I'm talking tonight because I'm speaking for a number of people in my neighborhood who don't want three lanes. They're okay with an improvement of a sidewalk, a multi-use trail, but they're not in favor of three lanes. That's some 50 feet, gutter to gutter?

Speaker 1

No. Not fifty feet towards the middle.

Speaker 14

Width? For the width?

Speaker 1

For the roadway?

Speaker 14

Yeah.

Speaker 1

Width. 12, 12, 11, 11, and 12.

Speaker 14

Plus the green space between?

Speaker 1

You said the roadway.

Speaker 14

Ah, okay. Yeah, we're talking a pretty significant amount of roadway here. And everyone I know is not interested in it. I have spoken to the engineer here twice in the past about traffic calming devices, speed bumps, speed tables, traffic signs, traffic signals. No. That's what they want. None. They're going to offer us a roundabout at the very end. And one of the other things that's going to happen is right about um... is it Hallway Drive there? Not Hallway. Where they wanted the pedestrian crossing?

Audience

Hamilton.

Speaker 14

Hamilton, thank you. I knew it was an H-word. So, one of a three lane road, no traffic calming devices, and have pedestrians cross. I know one of the first things they taught me in engineering was “engineer out the hazard.” This is engineering in the hazard. So, I'll make a couple of proposals. One: as a community, we're not asking for traffic calming devices, we're demanding them. And two, engineer out the hazard, not engineer in the hazard. Don't have any crosswalks that cross a street, that's basic. Thank you.

Speaker 1

Susie Chang.

Speaker 15

Thank you. My name is Susie Chang. I live at [REDACTED]. I'm a nurse. That gentleman up there scared me. No crosswalk, really? No crosswalk, Chris?

Speaker 1

There's three being proposed.

Speaker 15

Good. OK, so that's why I'm here. I'm a nurse by background. Kids and families, very important to me. Soldier Home Road is a neighborhood route with numerous driveways directly into the road, and I guess it's different now. We can put the bumps there. OK. And also there's families taking children to and from school. And I just want to read in the end code Title 9, Motor Vehicle Article 20: Size and Weight regulation, Chapter One General 9-20-1-3 which based on subsection C would allow you, as a municipality, to prohibit the operation of trucks or other commercial vehicles and or impose limitation as to the weight, size or use of those vehicles on designated highways. So, I'm not thinking about the same, I'm talking about trucks. And there are kids there riding bicycles, but there's going to have to be more, you know, safety control. So, the code 9-20-1-3 will prevent trucks from sharing the road with good children and residents. Thank you.

Speaker 1

Thank you. So, this is the second time this has been presented. So that's basically a statute that already applies to this road - it is not a truck route. Truck, again, is defined by the statute as essentially semi-truck, not a bus or a vehicle of that size. So just for clarification.

Speaker 15

But then trucks can go through. This will be done.

Speaker 1

A truck, again, by statute, they would have to get a permit.

Speaker 3

We don't permit in West Lafayette for those trucks, this is through traffic only. So, if it's delivering a couch to your house.

Speaker 1

Got you. [Inaudible] That's law enforcement. So, thank you, very much. So, Kristen Patton, please.

Speaker 16

Thank you. Kristin Patton, [REDACTED]. I think this all raises for me: is there a bigger picture, traffic-wise, road-wise, in our community that this section of Silverstone Road is going to fit in that we're not really prepared for? Is it going to be some sort of connector for something that we, as residents, don't want to have related to? Could be related to industry or chemicals being delivered in the area. Related to the new SK Hynix or whatever. I'm just, I'm a little gun shy. I guess I'm still in shock about the lack of transparency from our city officials and surprising us with the SK Hynix company coming into the town, and so I'm just feeling a little leery that there's some big picture here that we residents don't know that this might be a part of.

Speaker 1

OK. Thank you.

Speaker 17

Dwayne Dunlap. It's a good Scottish name. Good evening. My name is Dunlap. I'm a resident of [REDACTED]. Want to make drivers really mad and set your cruise control at 30 on Soldiers Home Road and see how many people will pass. I have two suggestions and a question. Can we incorporate some kind of speed reduction technology, be it a speed bump or rumble strip to slow drivers down? Number two, there is a Lafayette City bus stop at the corner at the intersection of Overlook at Soldiers Home Road in the, would be the, northeast side. Is it possible to put a 6 by 12 foot city bus shelter for the students and the children who get on and off there? And lastly, living in Ravinime and you know, when you go down Ravinime it goes down and it dips and comes back up. Significant drainage work was done about 6-7 years ago on Cedar Hollow and they bored for a larger culvert. This spring, with heavy rains, the County Highway Department did the best they could to excavate all the debris and trash there at the bottom of that, three foot culvert, for the bottom of overload. What's the plan to improve that drain? And being concerned, there's only one way in and one way out of that neighborhood.

Speaker 1

Thank you, Dwayne. Again, as far as the drainage goes and specifically Cedar Hollow Creek, that they're being addressed as part of the project. And also with that is stuff for [inaudible] so, that is all according to the city for their requirements.

Speaker 17

But the county will have jurisdiction, because Overlook Drive is in the county.

Speaker 1

This project is in the city requirements.

Speaker 4

It's possible it's that section in phase two further north.

Speaker 1

OK, so this is [inaudible]. Alright, Alex Pierce, please.

Speaker 18

Alright. Can everyone hear me?

Audience

Yes.

Speaker 18

OK, I'm Alex Pierce. I do not live on the street. I actually don't live anywhere near the street at all. But I'm concerned for the design process of the street and what it means for the future. When my road, or maybe some other people here who don't live on this road, when it comes time to sign that or improve that. So, I want to talk about two distinctions of things here.

So, on the left we have, just for keeping vocabulary straight, I'm going to call it a street, and the goal of this is to provide access to places. So, you've got lots of driveways cut through buildings. All in all, it's a place, essentially. It's not a way to get places. Tight, narrow lanes and twists make the speed slow. Like the speed limit here is 30, but no one actually drives that. They driveway slower. There's a lot of complexity.

There's a lot of human interactions going on on the right. You've got a road. It has kind of the opposite goal and that's just getting tons and tons of people from A to B really fast. Wide, straight lanes. You've got no intersections, on and off ramps, and you've got a clear game, which is basically, you know, humans make mistakes in both of these places. But when you do make a mistake there, it's very forgiving. There's not a lot of consequences. You just run

off the road into a grassy patch. So same thing with the street. Accidents happen. There's, you know, lots of accidents all over but the vast majority of them are at such slow speeds that there's actually no injuries. Same thing with the road you've got. You know, you can't even - you can't do head on collisions. There's a clear zone.

Speaker 9

Then you've got every road.

Speaker 18

Yes, that's a spectrum, so. On one end of the spectrum is a street on the other's road. In the middle, you have something called stroad. That's a terribly ugly word for a terribly ugly thing. Its goal is trying to get access and speed at the same time, and it's kind of like the futon of the transportation industry. It's terrible. So, safety: it doesn't have any. These have terrible safety. You have extremely high speeds, like 50 miles an hour, when you're actually going. But then you sit at 0 miles an hour for two minutes, so your average speed is low, but you get the worst of the worlds when it comes to safety. You have like a road of people building some other cars. Are you clear? Essentially, and so you're going to run into them and it abstains the driver from actually having to think. It's not a... it's presented as not a complex environment, right? You get the green and you just go. But in reality, if someone runs a red light or is distracted or whatever, and you just go, you're going to hit them unintentionally when you might be just doing the right thing. So we need streets. We need roads. Stroads are bad. We should not include those.

So, this is a list of crashes, by road, for 2023. You'll see that Sagamore, which is the stroad of all stroads, is terrible. 231 is pretty OK, there was no - well, there were two crashes on Soldiers Home Road, but neither of them were in the places we're actually trying to make changes, um, and this is fatalities. So, one of the [inaudible] over 5, that like, when you want [inaudible] Sagamore, essentially from Soldiers Home Road but it's not in the proposed area. So, what I ask is what is important to us here, for Soldiers Home Road. Is speed or access more important? Because you cannot have both, and if you try and have both, you will only make it more unsafe and more [inaudible]. And I think this is one that the city and the neighborhood need to agree on. Not now - like, we're trying to make this decision now, this should be made well before any of the engineering firms are ever brought in. Is this going to be a street? Is this going to be a road?

[Applause]

So the next part, there's been a lot of talk about, like, speed numbers and stuff and all, that it's kind of just been thrown around. I went out today and I spent my day off work and I got actual measurements from all this stuff. Not only roads but also streets. With this little thing I got from here.

This is Soldiers Home Road right now. You can see from the pictures, one is the straight 2 lane. Definitely we call that a street on the right. I probably would still call that also a street. Lots of lots of driveways, lots of access and I think you guys, as residents, largely would like to keep the district as is. So the speed limit here is currently 30 miles an hour, and I went out with a tape measure and a stopwatch and I actually figured out the speed of 20 cars that went by: the first twenty cars that went by. So this one on the left here is the intersection of Cumberland and Silverstone, where the school is. So, the average speed there was 35.5 miles an hour. Pretty much no one went below that as everyone else here has attested to. What's really interesting is that the curve, which there was actually an accident at, has an even lower average speed. This is what we call risk compensation. People know it's risky. People know it's a curve. It's narrow. It's only 24 feet wide, so they slow down. You can see that with the speeds people are actually going and slower. Just to show, like, that speed limits don't matter at all. If anyone – take your guesses at what the speed limit here is.

Audience

[Laughter] It's 25.

Speaker 18

You're correct, it's 25 miles an hour. And of course, people are going close to 50, just as a metric today. So speed limits don't mean anything. Traffic calming and all that jazz. Just the vibes of the street is the most important thing. So, this is, the engineers may tell you, that the design speed is 30 miles an hour, and they're not going to give you an answer for what the actual speed will be. This is my best attempt to give you what the engineers, like, they just can't give you what the actual speed will be. This is North Salisbury right now. It is a county road with a middle turn lane. It's got a nice [inaudible] bike path. It's got a sidewalk on the other side. Pretty much the exact same setup we're going to try and do here. The speed limit is 30 miles. In 2023, there were six crashes there, as you can see on the map, and the speed is higher as you would expect on a wider road than Soldiers Home Road. So, my proposal, and hopefully based on the class of things that I think a lot of people would agree with in this room, is there's some bad intersections here. There's intersections where people have died. Fix those intersections. Leave the street a street; don't try to turn it into a road, maybe even shrink it if you can [inaudible].

This is where I went and I talked to someone just in their yard. This is the comment I got from them: "We should view it as a [inaudible] more of us." Like just some people have kids and other stuff that can't come to these meetings. Go out and ask real people. And take all of that 10 million or so dollars that you saved. Take a tiny portion of that which, if you don't go through this, you're going to have to. That's going to have to come out of your own pocket, not federal. Take maybe 100,000 dollars – pennies! - and just make the sidewalks

actually good. This is a problem, and so [inaudible] you get the step. Basically, it's not - you're not going to write over that well with the bike. You can grind that down. So, you have those grinders because I've seen sidewalks that are fixed like that. Fix that. Fix the sidewalks that go to nowhere, like on the right. You can do that with, like sledge hammers and peat gravel. This is not expensive stuff.

The last one, this is something I just added a couple minutes ago because it really annoys me when civil engineers talked about level of service. There's a reason I asked about it. Level of service was created by the civil engineering profession to sell more civil engineering projects. So, this is two graphs of all of the deaths in the US, all of them versus vehicle miles traveled over the past 20 years, every once a year. So, on the right, you've got deaths versus vehicle miles travel. Your typical civil engineer is going to probably agree with the more miles to drive, the more people are going to die and it's going to be pretty proportional. That is not true. There's almost no correlation. But what does have a correlation is that the more miles we drive, the more dangerous each mile becomes. And that's got a pretty good coordinate or... correlation. Excuse me. So, the number of lane miles we have in the US has basically stayed the same for the past 20 years. We're not building a lot of new roads. We finished in the 70's. So, what this really is showing is that as congestion increases, like it might be uncomfortable, but really more congestion means the roads are safer. So, level of service, which is defined as basically just the distance between cars, and you can have levels of service [inaudible] and still be going 50 miles an hour, it's a terrible metric, and we should not be basing any civil engineering projects on that. Same with drainage. Like you could easily, just like we said, resurface the road and fix the drainage problem. You'll fix it even more if you just shrink it. That's all I have to say. I'm sorry. This is the last -

[Applause]

Speaker 1

Of note. All roads have a clear zone. That is, that is an actual element, and you will see clearly on the plans, that is the distance from the edge of the travel lane to where it's safe to - or, it's not safe actually, to have the hazard. So, on a curved section, curved roadway, that's 10 feet. So just, a little bit of civil engineering. Tina Zachary, please. Is that correct? Aaron Smith.

Speaker 19

Thank you. Hello, I'm Aaron. I live at [REDACTED] It's actually a good chunk of my side would be removed with this. I'd love the idea of having a more walkable trail with bike room. I have kids that go to Cumberland. And if you're going to have more people walking and biking they are going to need to get across that route.

The idea that we wouldn't have a stop sign, or even better, a stop light at Cumberland and like I said, ways to slow down traffic, I understand. Like we have kids that want to walk to that school, they must cross this road. If it's going to be moving faster or even the same speed, I would rather not. I forgot to put money into this then. Why wouldn't we have a stoplight or a stop sign in Cumberland? Speed bumps, things to slow the route down, right? Because I have been one of the families crossing Soldiers Home Road, looking both ways to try to avoid cars that are speeding. It's not fun, right? It's dangerous. So yeah, I just, while doing this, I don't understand why we wouldn't have more stop signs or even better.

Speaker 1

Of note. To put up a stop sign, a three- or four-way stop sign, you must meet warrants. And the same goes for a signal or a pedestrian signal.

Audience member

Must meet what, sorry?

Speaker 1

Warrants.

Audience member

Which are?

Speaker 1

Warrants is – so that when somebody runs that stop sign or that light, you can enforce it. So essentially, you have to do a study to show that you are meeting the criteria. That's all covered under the state statute.

Audience member

Have you guys not conducted any traffic studies on the road?

Speaker 1

Yes, we have.

Speaker 19

So, you're also forgetting that the code allows that which the community wants to try. That's the other part of the one, if the community wants the signal, they can apply for it. It's just not the stuff. That's a yes.

Speaker 1

Thank you. Jensen Braun.

Speaker 20

Jameson Braun

Speaker 1

Sorry.

Speaker 20

That's fine. First of all, I'd just like to say thank you for finally finding my address to send me a notice about this. Thank you. Second of all, we have a property on [REDACTED] Road and I have some concerns about parking. It's a rental property, but we have people that live there, and some people have children. You know, they might want to have a party with their friends, where are they going to park if you eat up the driveway? And is there going to be tickets given out if you block the pathway? And also, I'm concerned about, you know, moving the walkway closer to the house. It's going to be possibly a privacy issue, you know. Hearing people outside your house. So, I just have those concerns about, you know, what are we going to do about parking? Because a lot of the houses there, the garage is fairly close. That's my 2 concerns.

Speaker 1

Thank you very much. Jason Anderson.

Speaker 21

Thank you, Jason Anderson, [REDACTED] It's great to see you, everybody out tonight. The Traffic Commission meets every month and I've been going there for over three years and it's usually me by myself. So, please come to the Traffic Commission meeting. Also, this project is situated in District 5. District 5 has been appointed Rep. on the Traffic Commission as CHIP lately and our district elected Rep. as Kathy Parker. So please use your elected officials if you could go back to the detour route for the program, please. This detour route is not how local traffic actually happens and putting Navajo as the way to that the detour would be pointless, because everybody would just use Sagamore Parkway. But right now, most of the traffic to avoid Salisbury uses that Front End Road street, and cuts through the Front Road, and hits Covington Street. And then from Covington, they would also use Kent and Henderson and that has been happening in the past when Salisbury construction happened. And so I want the Detour route to be mitigated in some other facets because I cannot get the city to do anything now about Covington St. even after we had four-way stops. But the other point that I'd like to make is the stop light at Cumberland. I think that's an excellent idea, but I want to know if anybody has talked to Center Point Energy with the discharge or the pop off valve that's there. Is that why there is no projected stop light or stop sign there? The other part was with the new roundabout. The city just

installed the new crosswalk there for people to access Happy Hollow Rd. on the trail. Will that impact pedestrians that still want to use that? Thank you.

[Applause]

Speaker 1

As I said before that crosswalk will be put back in.

Speaker 13

While construction is going on?

Speaker 1

So pedestrian MOT will also be part of the project.

Audience member

MOT?

Speaker 1

Pedestrian MOT.

Audience

What's MOT?

Speaker 1

Maintenance of Traffic. Thank you. So, we have to maintain access for pedestrians during construction. If there's riding around. Joseph Bowlin. So, it's [REDACTED]?

Audience

He said he left.

Speaker 1

Okay. Thank you. Sorry about that. Linda Viper?

Speaker 22

That was my neighbor who left! Hi everyone. I live at [REDACTED] and lucky me I have stormwater drainage on my property too and the water main. And so I just want to echo some people's concerns about communication. So, I teach communication at Purdue University and I - surprisingly, I also study participatory public meetings. And so I would make some suggestions for the mayor and maybe [inaudible] folks too. So, these projects are seen as more legitimate when you include public before you start up the design -

[Applause]

And continue public comment interaction actually with the people who live there throughout the project so you can design it to meet the needs of the people who live there as well as the city's needs and industry needs, who seems to have a disproportionate voice sometimes. So, I have three suggestions/requests for communication. The first one, as you said on July 3rd, the environmental document just came out, so how would we know that, right? I didn't know that I have all kinds of critters on my land. I'm sure a lot of you do on Soldiers Home Road, and I would read it if I knew about it. So, if you know, somehow we could be notified. Especially the people that lived directly, you know, on the impacted area would be helpful. Second, we would - I get a feeling we'd like to be notified if there is a request for truck? You know, if they put in and ask for a permit for a truck for this new chips factory that's going in, you know, that is our... we live on Soldiers Home Road. That's our biggest investment of our home, right? We have children. We, you know, we have neighbors. So, if we could be notified about some of those things, it would be really helpful. And so, is that possible that industry will request a permit?

Speaker 4

We don't issue permits for road traffic - for truck traffic. So, some municipalities do, we do not.

Speaker 22

OK. So that would never happen? Is that what you're saying?

Speaker 4

I'm not saying that. I'm just saying that we don't - we don't have a current system of practice in place for that.

Speaker 22

So, if the chips factory wanted to start using Soldiers Home for transport they could?

Speaker 4

It's not a - it's not a truck route.

Speaker 22

Right. But my understanding is trucks are semis, is that correct?

Speaker 1

I believe it was the mayor stating that it wouldn't be allowed. That wasn't negotiated. It's not a truck route.

Speaker 19

Do the truckers know that?

Audience

No.

Speaker 22

Is that what you're saying? Is that accurate?

Speaker 4

Yeah. So, there are, you can go to our website, there's a map with the routes that can be used. And then there's local traffic only, for commercial trucks and those would be the ones that are, like I mentioned before, traveling to your house to drop off Amazon packages or a couch or new furniture shop if you order.

Speaker 22

Sure.

Speaker 4

Those are the kinds of traffic, or if you have trucks that need to get to like Bruno's Pizza and they go on with that.

Speaker 22

Right. But my question is, would those be changed? Could those be changed in the future?

Speaker 4

They can always be changed through our Council, yeah.

Speaker 22

So they could always be changed.

Speaker 4

Yes, I don't think that you would want, I mean we don't want to make it a higher-grade road, if that makes sense, right. We would prefer to keep it as.

Speaker 22

Your wants are different than ours.

Audience

Yes. Yeah. Very different.

Speaker 4

[Inaudible] low. I don't want to make it a higher-grade road. So, what does a higher-grade road need?

Audience

[Inaudible] a truck route. [Inaudible] Local delivery.

Audience member

Soldiers Home has become significantly more traveled by trucks north of Kalberer Road because that's the closest point to access the Interstate up north on North Rd.

Speaker 22

In this case, if hynix comes to you and says we really need this. Are you going to say nope, sorry, you can't go on Soldiers Home Road.

Speaker 4.

Yes.

Audience

You would?

Speaker 4

Yes! Absolutely.

Audience member

And we should believe you?

Audience member

We're being recorded, folks. [Inaudible] What's going to stop them from doing it anyway? [Inaudible]

Speaker 1

[Inaudible]

Speaker 22

Yes. So, there is still not clarity on the stormwater drainage is what you said. So, when that plan is finalized can we be notified about what's happening with stormwater drainage?

Speaker 1

As far as the outfall is being...

Speaker 22

[inaudible]

Speaker 1

Right. So if you are going to remain in the beginning, your property is an acquisition, then we would have to have, again, finished design prior to that.

Speaker 22

Okay. And then I guess my 4th point is something I've heard, but I don't really feel has been answered and so fortunately I talked to Mike – thank you - before the meeting. But I – the setback question, how much set back for each property? So, you said there's 12-inch new lane in the middle, 2 1/2 for drainage, 5-foot buffer zone. I don't know how wide the actual sidewalk or trail is going to be. And then is there an additional buffer after that? So, I'm trying to figure out how much I'm going to lose for my property. And I'm sure many people are figuring that too, because parking and all the other things we brought up.

Speaker 1

So again, there are plans for those detailed items. Again, you have asked that question that will be answered. Clearly don't have any information, but again, there are plans that do show that information.

Speaker 22

Yeah. So I. The answer I got was 40 feet from the center line. But how? How does that all [inaudible]?

Speaker 1

So, 40 feet from center line would be as presented. The preferred alternative is on the existing alignment, so this would take the existing center line of the road and go 40 feet.

Speaker 22

Each direction?

Speaker 1

Each direction.

Audience

Wow. [Murmurs]

Speaker 22

The real question is, right now we have the curve. How much of the curve inward toward our houses are you going to be taking?

Audience member

Right. And I think we all want to know that, so....

Audience member

That's what everybody wants to know.

Speaker 1

That question is actually in the plan because it is not a consistent existing section, but each one is going to be different.

Speaker 22

Can each one of us be notified then?

Audience

Yeah. How much of our land will be taken? [Inaudible.]

Speaker 1

So that will be that whole element in the next phase of the project. If the project moves forward, that is in a real estate acquisition element of the project, if you are not contacted during the real estate acquisition phase of the project, it means that the project is residing within existing right of way.

Audience member

Does anybody even want this project?

Audience member

Yes.

Audience member

I just moved there and I'm very grateful for that.

Speaker 1

Thank you, Linda.

Speaker 22

Yeah. Thank you.

Speaker 1

McGinnis. David McGinnis. Here? Yes, no?

Speaker 4

I don't see him.

Speaker 1

Kathy McGinnis? Sarah Room?

Speaker 23

I was [inaudible]. Yes, I live on [REDACTED] which is a little... I have to drive down in Port Covington to take my kids to school, but I also substitute teach at Cumberland and I'm there all the time. My kids have friends in New Farb. I'm currently teaching a teenager to drive so I'm very aware when she's going 30 and people are tailgating, honking. It makes it, actually, I was trying to explain – this is hard to explain to a teenager. It's actually not always safe on a two-lane to go the speed limit because people will start passing you unsafely and I hate that I have to - This is - I love my neighborhood. I love our town, I'm very concerned that safety, quality of life... the whole reason we moved back to this town is being a little recklessly handled. Um, there may be a great reason why we can't have speed bumps or stop signs, but it sounds to me like the reason is because we're trying to let people zoom down that road. If you live that close to Cumberland, you don't get to be on the school bus. You pretty much have to walk or have your parents take you. So, the most congested road is actually Cumberland at school pickup time. And I love all the other improvements. I'm just feeling like, as someone said, the concerns of the actual residents who have to live there and drive there – there's an enormous amount of families with small children in that area. I'm concerned those things aren't being given the weight - or they don't appear to have been here to be given the weight, it may just be a matter of appearance, but...

Audience member

You're not alone in that.

Speaker 23

I'm just hearing a lot of non-answers about why we can't have basic safety or slow down our roads or...? That's literally, I don't think that's wild. I would love to have updated nicely. Love infrastructure. I actually am the weirdo who loves roundabouts. I think that's great. Why can't we have speed bumps? The community, I'd love to know now that we can request a stop sign. So that's very good to know. If I'm understanding correctly - just one last question because I heard a couple different versions of this. The crosswalks that - the three crosswalks are just crosswalks to the side? They're not – flashing lights?

Speaker 1

A rectangular rapid flashing beacon crosswalk. Two of them will be at a controlled intersection.

Speaker 23

Controlled meaning...

Speaker 1

To me, two will be either, well, right now the proposal is a roundabout, which we're looking into Kelerber, that would be a controlled intersection. And the roundabout at the ramp is also - that is also going to be a controlled intersection. Hamilton and the indices represented with the crossings is a mid-block crossing, which means it is not a controlled intersection. You do have a warning sign, but it is not controlled as in a pedestrian signal. That's what we basically call a hawk, or full stops, okay?

Speaker 23

Okay. So yes, that is my concern, because no third grader, walking to school, is going to walk, you know, half a mile in the wrong direction to find the proper.... I mean, I don't make it and I'm a pretty big rule-follower. [Inaudible]

Speaker 1

Thank you, Sarah. Andrew Lane.

Speaker 24

I'm Andrew Lane, [REDACTED] So, I actually just bought a house in Ravenna. I didn't know it existed. I think it's the best neighborhood in this county. It's incredible. But I'm very – sorry, I didn't mean to let the secret out. That this project was actually happening. Infrastructure is so important and specifically, I hesitate to even bring it up, but especially with the chip factory though, we have a lot of business coming. It's going to bring out the other businesses. We've got a lot of employees that are going to come to the area. We're already 6000 units short. If West Lafayette is going to grow, it's probably going to grow north. Right. And those access points, you know, Salisbury, you know, all these major North and South roads, they're all going to get more traffic. I mean, so what's the better thing to do? Build out the infrastructure now or wait till we build more houses and then? Too late. So, I'm very thankful for this, specifically with Ravenna neighborhood being... Overlook Drive being right across from Hamilton, that is a four way stop, basically. Or not a four... It's a four-way intersection, yeah. And I know me. I pull out and I go left all the time and I got to pull out, almost like into the, you know, half a slowdown lane just to be able to see, so I could see. This would be a very large improvement, but you know even a roundabout there, you know it's four ways and it just keeps traffic moving. It would slow traffic down because people would have to take another turn. If you've been in the Indianapolis area, I'm trying to remember if it's 109th or 160 goes east to West and it's nothing but roundabouts. You never stop. It's super efficient. I like it, so that's a possibility as well and with the drainage. Thank you for bringing it up. Living on Ravenna, you know, having the ravine in my backyard definitely worrying about, you know, erosion and stuff like that. So thank you. I'm very

happy about this proposal. I do believe that the intersection at Cumberland and Soldiers Home is a little dangerous, being the stop sign. It doesn't seem to have traffic back up as bad as, you know, the ramp, because pick up and drop off times. If you're on Social Zone Rd. you're not getting anywhere, pick up and drop off. The Montessori School is incredibly, incredibly, you know, highly traveled. It's a great resource in the community. We love it and we just want to make sure that everyone's safe and happy. And now that I think about it, the intersection or the roundabout at the rink. Does the Montessori School have an exit on that? Or is it going to be a turn right after the ramp or right after the roundabout? Because I think it's going to be a turn into the Montessori school right after the roundabout. I think that's going to cause a lot of backup and safety concerns there.

Audience

Yeah, that's true.

Speaker 24

But again, I'm a big supporter of this. I think this is a great idea and I think also being a motorcycle rider, stopping at that stop sign, or trying to turn to go on the ramp or whatever. I'm staring in my, you know, my mirrors, waiting to see if that truck coming up behind me is going to slow down. So, I am all for roundabouts. Whenever and wherever. Thank you.

Speaker 1

Thank you, Andrew.

Speaker 25

Eric.

Speaker 13

What you're talking, is that, like at the celery bog? What they have? There, I know you don't know it, but.

Speaker 19

She's testing you at the control stop. It's the flashing light.

Speaker 14

Yeah, I don't know.

Speaker 4

I don't know if it's exactly the same as that it would depend on the [inaudible].

Speaker 9

Thank you.

Speaker 1

So, the access to the Montessori School is not directly into the [inaudible]. And if you're asking about the rapid reflective of what you're speaking, it is not a stop sign. It is - you were telling me the warning that the person is crossing the road. So, it's a warning. It is not a control stop. That would be, again, off the definite signal. OK. So that is all the people who had signed up to speak. If you would like to speak, you may come up and give your name and address.

Speaker 25

I want to make a comment.

Speaker 1

And if I if I missed you, I'm sorry.

Speaker 25

There is another sign in sheet that I -

Speaker 1

OK. So, if you could just come up please.

Speaker 25

So just really quickly, I live in Elkhart and at Soldiers Home. For this right here, there's actually two entry points for the school, so there's a toddler school and the actual two buildings for the other school. And there's also an elementary school down the road, too. And then there's also Cumberland. So, have you guys interacted with the schools at all yet in this whole process?

Speaker 1

Ah, the school was at the previous meeting, yes.

Speaker 25

And I also wanted to point out, I was epidemiologist and so my expertise is data and so the data collection process kind of concerns me since it was during COVID. The busiest time is going to be when produced back in session and when all those apartments are getting to and from class and work. And then you also have when we're trying to drop off our kids in the morning. And then that bus route too. So, you're putting it a roundabout right where we're trying to enter. And like today, I was behind a bus. And I had to wait for the bus to turn into the school or to get to the point to be able to turn into that school. So, it's a very

complicated process and I hope you're doing this data collection in the peak times of year. And then are you taking an average? Is that an average of the data that you provided?

Speaker 1

We do want to do that again.

Speaker 16

What?

Speaker 1

We will answer the informal question. Mike, could you give your name as well?

Speaker 25

Let's make it leave - and I'm going to provide some more feedback through e-mail, but these are the things that I kind of wanted to provide. So, parents are actually avoiding this area. Like to play, to drop off their kids. So, you're not even getting a good picture, too, of that data because they're not there and they're telling me that they're going down the road to make the crossing. They won't cross right there because it's too dangerous. And they're also going through the apartment complexes instead of using those sidewalks, and they need a buffer for both sides. And so for the families and parents on the other side of the road, they're just going to be getting a sidewalk.

Speaker 1

So to travel one side and the sidewalk.

Speaker 25

Right, OK. Because a lot of the parents are walking on that other side currently. That's how they're doing it right now. And then the other question. I will provide more feedback and comments.

Speaker 1

Thank you.

Speaker 26

OK, Morgan. So, my comment now is as somebody who lives on TR, so just not too far from here. My first question is if you guys are still in the planning phase and you're not for sure like moving forward, why are you requiring relocating utilities already?

Speaker 1

So those utilities have been relocated as part of the [inaudible].

Speaker 25

Sorry.

Speaker 5

Well, but the city and your firm has reached out to our business there to relocate utilities.

Speaker 1

To coordinate with the utilities.

Speaker 26

We've been requested to relocate utilities on Soldiers Home Road. So if we're not for sure moving forward, our business tax plan, we would be putting the effort in to get our utilities relocated. And then my second... it's not a question, just a comment. I think that it's crazy the engineering firm is \$1.8 million and there's only \$850,000 allocated for the acquisition of the land. So, we're saying that engineering companies' time is worth more than everybody's lifelong.

Speaker 27

My name is Leanne Strigon. I've lived off Soldiers Home Road my entire life. My mom's lived here for over 50 years. We remember University Farms when I used to cut through it to go to Cumberland because it goes up farm. And Warren, we used to play there. I have some things I wanted to mention. They didn't mention the specific road design and things. A lot of people have talked about speeding. The speeding is a real issue. When I go the speed limit, people pass me even in their passing. I looked at the January 18th fact sheet and information and it talked about the different places that that middle lane can be used for people to pass, you know, buses, public buses, if there's not a pull through, it can be used as a turn way. It can be used to go around. But it's also used just passing like - That's true. I'm concerned that there's three different uses for that middle lane, and you can have people getting hit. Plus you can have people passing in that lane even though they're not supposed to from when they made narrower to slow down the traffic. They're making it wider. I don't understand that. If that's not the goal.

You can say the speed limit is 30, but I thought 30.... When I go through, the police aren't there. They don't enforce it. It's been a problem for years. People complained for years. My neighbors have been staking out twice in the last five years from crashes. My dad, before he passed away, put bushes up, mounted dirt and another row of bushes to keep people from crashing into our house. There's not going to be any of that. I know there's going to be a six foot perp that I see people jump concrete dividers before, so my concern is if people are going faster, they're not paying attention around those curves. A lot of people, that's their front yard. It's not a big deal. Unfortunately, in our case, our house is... the side of the house

parallel to [inaudible] so, there's no road. So, you have our side of our house with our family room and then our backyard. And on the side with the trails, I don't understand why you have a trail and then you have a foot and then the property line. I mean, literally, you have people standing on the property on the sidewalk, looking through our fence. That's just weird. They should, the sidewalks, should not be a foot from the property line. That's too close. I mean, I'm not saying has to be 5 feet, but the original at the first meeting, I think it was, may have been five I can't remember, but it was more than 1 foot. 1 foot is too narrow. The other thing is they increased... they narrowed that to 1 foot because they increased the green space off the trail from 5 to 9 feet. Because you have the utility poles and then you have the trees and you have the stoplight or you have the street lights.

If you have utilities in your yard and trees and power lines, you know they cut those back. Having your trees and power lines on the same side in a 9-foot area is way too narrow. That's just not good planning. You can't put power lines and trees together. There's not enough space for all of them. They're getting topped off or cut down on the number. Plus, there's no place to put leaves. You rake them in the street and hers are going by the little blowback in your yard? So I think the tree - I love the idea of trees and big trees, but that's just not the right place for them. Near power lines and off Soldiers Home Road, because there's no place to rake them. I don't know where to put them.

The other thing is the stop sign at Cumberland. There is no way school kids are going to walk down to Hamilton. And then you turn and then walk back to Cumberland. The stop signs throughout University Farms, they have, like, no traffic there and they get stop signs. So, if there could be a stop sign throughout University Farms and - it sounds like there's a four-way stop of stop signs. I don't understand - other than we don't want cars to have to stop - why they can't be at Cumberland. And it is dangerous; school kids do need to get across there. And it doesn't make any sense. There really needs to be one for safety's sake. There's needed to be one there for a long time. You go down Salisbury, there's all these stop signs, there's all these stop lights. I mean, there's one at Covington, there's one at Cumberland, there's one at Keller. People don't go that way because they have to keep stopping at subway. They're going to come down here because you can go from, what is it? 500 North or something all the way into this roundabout without. And they speed. Which is why they crash sometimes.

Plus, some places have as well here, are as those flashing lights that say, you know, you're going too fast. That can be pretty - easily enough. It's just designed. They also have speed bumps in parts of Lafayette. If you look, they also have roundabouts. There's one place where it's even a city street and they have a roundabout, which I thought was kind of weird, but I understand the purpose. They're trying to get people to slow down. So. Those are just some of my thoughts. I think they need to, like I said, I'm concerned about traffic. I'm concerned about trucks. I don't care how big the truck is, I can, I mean, they're updating the fire department, and I think it's great for improving their ventilation and everything I'm

concerned about. Obviously, they need a decontamination place, which is cool. They're putting it in there. But I'm concerned about everybody else that doesn't have one of those at their house. I don't care how big the truck is, I care what's on the truck. I don't want hazardous material going through a neighborhood. So, it's not short-sighted. It's what people want. Yeah, I think that's everything. Thank you so much.

Speaker 28

Hi, can you hear me?

Speaker 9

Yes, yes.

Speaker 28

My name is Sandra Kelly and I'm a fairly new resident of West Lafayette. Husband grew up here and convinced us to come back here when he retired and he spoke about the same kind of place that you're speaking of. He didn't speak about the fact that it was a town that had a lot of restaurants so high rises and heavy industry in your neighborhood. He spoke about community. He spoke about a place, and we found that place on Soldiers Home Road and I know a lot of you did too. And I think it's really important that we keep that place not only in our hearts, but in our lives. I think as a retired teacher, it's imperative that we look at safety for children, that we reduce the speed limit to the real 30 miles an hour, not people going 50 and passing in a third lane. It's important we have three schools that access from that room and there is right now 2-3, if you count Caldera roundabout crosswalks. I drove Yager today and I drove Salisbury today. Salisbury has - between Sagamore and Calgar, there's four stop lights, there's five crosswalks, Gator has seven crosswalks. And it has a roundabout and a stoplight and a stop sign. And if they can have it and keep their sense of place in the community, why can't we?

Speaker 8

Thank you.

Speaker 29

Hi, my name is Joy Garton Krieger. I live at [REDACTED] at the corner of [REDACTED] [REDACTED]. We are near the detour, and we learned a lot of things with the Happy Hollow project relative to the tours as well. As with so many others, I want to tell you I'm a proud West Lafayette resident and we've lived at our little corner for 28 years. I also look at Soldiers Home and we traveled there many times. My daughter... 13 years at West Lafayette: Kindergarten through 12th grade. We value our schools. We value the neighborhoods around us. We're all walking those trails. We're all a community. And I just want us to remember that what happens to a neighbor is also happening to us and that's

the case with Wabash Shores neighborhood. And if we could also learn a little bit from the detours of a Happy Hollow project which lasted a while. As we all know, [they] were well worth the wait of land. But if we could just be aware that no one is going to follow Navajo, it's just not going to happen. They're going to go straight down and be confused by the various streets in Wabash Shores neighborhood. We had semi-trucks going down Pawnee to the South. Even though there were signs that said no semi. During these tours, tours and so, if the city could anticipate what we've learned from those other projects, that would be a great help. And also, just know, although we're not living on Soldiers Home, you are our neighbors and we value you highly and we feel your pain and your anxieties, and we're here to support you as neighbors.

Speaker 1

Are there any additional questions if people want to make comments?

Speaker 10

Is this slide show available anywhere specifically?

Speaker 1

I believe it is to be on the website.

Speaker 25

Sorry, I want to ask one more question. Is there a way to incorporate safety features into the budget? Is that where you guys are open for feedback?

Speaker 1

So, there's many elements associated with traffic calming. That being considered, when you're placing them in one, by themselves, are traffic measures. But we're getting you presented that as items and we will be looking into accordingly. OK. So, with that, OK, yes, Linda.

Speaker 24

How do we get responses? I mean, we don't always follow the website for everything, so how would we get those responses? So, once it's finalized, is someone going to notify us? And how do we find out? How do we know this? Then how's the information disseminated?

Speaker 1

So. So yes.

Speaker 24

So, we know when to check. The – whether - we don't know what your timelines are.

Speaker 1

So right now, the timeline is August 26th. For comments.

Speaker 13

Right, to be submitted.

Speaker 1

To be submitted. So, I would say then, be checking after that.

Speaker 26

Well, that's pretty big.

Speaker 1

Well, it is made, but there are also a lot of comments in it and decisions have to be made and the decision is not to be taken lightly, so we don't actually have any date as to when that will be done.

Speaker 8

Are you signed up for e-mail?

Speaker 24

I came to the January meeting, so I should be, but I didn't get notified of this meeting. So.

Speaker 8

On. Yeah, but.

Speaker 15

I don't know.

Speaker 4

We can we probably have somebody's e-mail.

Speaker 1

Have you signed up? Whether or not U.S. mail or e-mail. Are there any updates that would be an update?

Speaker 13

I did get the e-mail on this one. I'm on the list, like, our e-mail but...

Speaker 1

So.

Speaker 4

We can certainly send notices out that way, but we send out, like, update notices about road closures and things like that. You can chat afterwards 16 business.

Speaker 8

Where does?

Speaker 1

So again, also make sure you signed up, so if you signed up and you check that one of those boxes you will be on that foundation as part of the process.

Speaker 8

Alright.

Speaker 1

Yes, Sir.

Speaker 15

Just how are you reaching people who are not as it's meeting? Like I don't have time to go to a monthly traffic meeting and all that stuff.

Speaker 1

So, the documents and this will be part of the environmental document. Also, City Hall will be at our office and will be on the line. We did a legal notice in the paper of this. We also have presented this up to others so, we're presenting information out as best we can.

Speaker 15

Yeah, I know. I just want to thank you. I know it's so frustrating, I just work with communications, you will communicate every which way and people are like I've heard about it, but this - so many people are not checking the city website every day. But I just kept hearing from people like through this, I'm sure there are people who.

Speaker 14

Live on this number still. Don't know this what's going on.

Speaker 15

So, I was just curious if there was like.

Speaker 7

We just found out like.

Speaker 1

So, I would also say that all of you, as neighbors, neighborhoods and stuff like that, we didn't get the word out as well. We want the word to go out, we want.

Speaker 8

Once.

Speaker 1

To have the public. To understand know about this project.

Speaker 8

Is the environmental impact report online?

Speaker 1

Yes, we are male, male online. I think it probably is right.

Speaker 24

Address.

Speaker 1

And it's also. Again, the countries back there on the table.

Speaker 4

Is that posted through the item file?

Speaker 9

Is your PowerPoint online.

Speaker 8

Yeah.

Speaker 1

So, that ends the formal presentation period. Can do that as well. Thank you so much for coming.

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**Soldiers Home Road & Sagamore Parkway ramp.**

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**From** Joseph Krause

**Date** Fri 8/1/2025 3:32 PM

**To** Mike Peterson <MPeterson@vsengineering.com>

Hello M Peterson,

I was happy to see that Soldiers Home Road between Hamilton and Sagamore Parkway is going to be rebuilt, widened, and have a wider shared-use pedestrian/cyclist paved surface.

Also, being a firm believer in the safety and lower maintenance cost of roundabouts, I am glad to see that a roundabout is going to be placed on the north side of Sagamore Parkway and Soldiers Home Road.

However, I am concerned that with the smoother flowing southbound traffic on Soldiers Home Road and the incoming ramp traffic -also some of it destined to cross the Sagamore Parkway bridge heading for Happy Hollow Road- that this traffic will have to STOP at a stop sign on the South Side of the bridge, That is because of Happy Hollow traffic heading for the Sagamore Parkway northward to access the southward ramp down to the Sagamore Parkway heading south across the Wabash River.. Also traffic on the incoming ramp on the south side of Sagamore Parkway(Happy Hollow side) typically is still moving at a rather high speed. It seems to me that a solution on the south side of Sagamore Parkway **is another Roundabout.** (no stops on either side of the Sagamore Parkway bridge.

My solution:

1. **Planned roundabout** where Soldiers Home Road intersects with Sagamore Parkway ramps.
2. So far an **unplanned (?) roundabout** where Happy Hollow Road intersects with Sagamore Parkway ramps.

Joe Krause, former City Councilor and former member of CityBus Board of Directors

--  
Joe Krause,

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**SHR - Resident call**

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**From** Danielle Houston <dhouston@westlafayette.in.gov>

**Date** Thu 7/31/2025 10:34 AM

**To** Mike Peterson <MPeterson@vsengineering.com>

Good morning Mike,

We had a call this morning from a resident regarding the SHR project. She would like to know how much of her property will be affected by the project and if someone is able to come out and physically show her the area affected. Below is her information.

Cynthia Hartman

Thank you,

**Dani Houston**

Engineering Business Manager

Margerum City Hall

222 N Chauncey Ave

West Lafayette, IN 47906

765-807-8980

TTY 711

<https://www.westlafayette.in.gov/>



**WEST  
LAFAYETTE**  
HOME of PURDUE



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**Soldiers Home Road and the Sagamore Parkway Access Ramp Project**

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**From** Rick Morrissey

**Date** Fri 8/1/2025 11:28 AM

**To** Mike Peterson <MPeterson@vsengineering.com>

Dear Michael,

Thank you for making yourself available for early feedback on the subject project.

I am a resident of Castle Ridge Subdivision, a retirement community consisting of condominiums and immediately north of University Crossing Townhomes in West Lafayette. My property address is [REDACTED] and my east side-yard is adjacent to Soldiers Home Road. In the past, I have made police reports on at least 3 occasions due to property damage which stems from the darkness on this side of my property. I have requested support from the Homeowners Association to illuminate this area and was turned down.

At this time, and the purpose of me reaching out to you, is to request your consideration in implementing a dual street lamp at this area to shed lighting in this area. There couldn't be a better time than now since your project is in the planning stages.

Thank you for your time and consideration and I will do my best to either attend the upcoming meeting in person or watch the live streaming.

Best Regards,

Rick Morrissey

Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,

From Sandra Kelly

Date Fri 8/8/2025 5:09 PM

To Mike Peterson <MPeterson@vsengineering.com>

Cc Susan Castle <susanc@metricenv.com>

Thank you for the response. I'm not sure I understand though. Does the current project scope available online include the latest changes, including those requested by residents? Or will the design changes be available in written form at the meeting, or perhaps after the latest meeting? Basically, what I am asking for is what changes have already been made to the scope and design based on the past two meetings with residents? I would like to be able to know this before the third meeting next week.

Sincerely,

Sandra Kelly

On Thu, Aug 7, 2025 at 2:57 PM Mike Peterson <MPeterson@vsengineering.com> wrote:

Good afternoon, Ms. Kelly,

Susan Castle had passed along your reply to her previous e-mail.

Regarding an overview for Phase 2, the current website now includes this - see snip below. Feel free to let us know of any access issues; some browser configurations have been taking users to the older project information.

**Current Project Scope and Design Features**

Clicking on the link below will take you to the current project information.

- [Clicking on the link below will take you to the current project information.](#)
- [Clicking on the link below will take you to the current project information.](#)

Regarding changes being made based on previous public input, responses to this input, including pending design changes and those under consideration, will be shared during the meeting presentation and made available in written form to the public.

Thank you for submitting your comments. Additional comments can be made during the meeting, and in writing thereafter. All comments received by the designated date will be evaluated and responded to in writing within the project's environmental documentation.

*Your Aug. 1st response to Susan:*

*Yes, I am aware of that link, but thanks for sending it. Not sure why there is not an overview for Phase 2, where a number of concerned residents live, myself included. What I want to know is what changes have been made to the original project based on public input. It doesn't seem that anything has changed from*

*the original plan, which leads residents to believe that the input received on the project has been completely ignored. I am anxious to know if there have been any changes made due to resident requests. If there have not been any, I would like to know why.*

*Thank you again,*

*Sandra Kelly*

Best Regards,  
Mike Peterson



**Mike Peterson, P.E.**  
Senior Project Manager

**D:** 765.819.2928

**Email:** [MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)

8 North 3rd St, #302 Lafayette IN 47901

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**From:** Susan Castle <[susanc@metricenv.com](mailto:susanc@metricenv.com)>

**Sent:** Friday, August 1, 2025 8:05 AM

**To:** Sandra Kelly

**Cc:** Mike Peterson <[MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)>

**Subject:** RE: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,

Hi Sandra,

You can view the current plans at the link below:

<https://wlmoves.com/project/reconstruction-widening-of-soldiers-home-road-from-sagamore-parkway-to-kalberer-road/>

Scroll down to the Public Hearing Documents.

Thank you for your interest in this project.



**Susan Castle**

*Senior Project Manager*

*NEPA Compliance*

O 317.608.2730

M 317.379.3649

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**From:** Sandra Kelly

**Sent:** Thursday, July 31, 2025 9:14 AM

**To:** Susan Castle <[susanc@metricenv.com](mailto:susanc@metricenv.com)>

**Subject:** Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,

Thank you for the information. Could you please let me know what changes have been made to the original plans after input from residents? My neighbors and I requested quite a few changes at the previous couple of meetings, and we want to make sure that our concerns have been addressed before we attend the next meeting.

Sincerely,

Sandra Kelly

On Tue, Jul 29, 2025 at 8:45 AM Susan Castle <[susanc@metricenv.com](mailto:susanc@metricenv.com)> wrote:

Good Morning,

You are receiving this e-mail as you attended a previous design input meeting for the above referenced project.

The City of West Lafayette will host a public hearing on August 12, 2025, in the Council Chambers of City Hall, 222 N. Chauncey Avenue, West Lafayette, IN, 47906.

The doors will open at 5:30 pm and the hearing will begin at 6:00 pm.

Please see the attached legal notice for project information and where the released CE Level 2 and preliminary design plans can be viewed.

Thank you very much



**Susan Castle**

*Senior Project Manager*

*NEPA Compliance*

O 317.608.2730

M 317.379.3649

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**Fw: Soldier's Home Road Project**

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**From** Danielle Houston <dhouston@westlafayette.in.gov>  
**Date** Mon 8/4/2025 9:45 AM  
**To** Mike Peterson <MPeterson@vsengineering.com>  
**Cc** Jenny Miller

Mike,

See below for a public comment on SHR.

Thank you,

Dani Houston  
Engineering Business Manager

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**From:** City Council <CityCouncil@westlafayette.in.gov>  
**Sent:** Monday, August 4, 2025 9:41 AM  
**To:** DG-ENG <eng@westlafayette.in.gov>  
**Subject:** FW: Soldier's Home Road Project

Good Morning,

Please see the below email regarding the Soldiers Home Road Reconstruction Project.

Thank you,

**Ashlyn Horn**  
*Deputy Clerk*

Margerum City Hall  
222 N Chauncey Ave  
West Lafayette, IN 47906  
765-775-5148  
TTY 711  
<https://www.westlafayette.in.gov/>



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**From:** Aaron Wasburn  
**Sent:** Saturday, August 2, 2025 11:00 AM  
**To:** City Council <CityCouncil@westlafayette.in.gov>  
**Subject:** Soldier's Home Road Project

**External**

Good morning,

Most of the Soldier's Home Road Project looked good. However I would like to ask that the proposed roundabout NOT be built, and that the city work to remove the existing roundabouts and put the intersections back. They are a real nuisance.

Thanks so much,

Aaron

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## Soldier Home Road Project

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From SEAN sasser

Date Wed 8/27/2025 12:55 AM

To Mike Peterson <MPeterson@vsengineering.com>; mayor@westlafayette.in.gov <mayor@westlafayette.in.gov>

Dear Sir and Mayor,

I am writing to you regarding the upcoming Soldiers Home Road (SHR) improvement project as part of the U.S. Department of Transportation's Public Participation at each step of the process. The city of West Lafayette, Tippecanoe County, and the State of Indiana have a duty to the citizens who reside on SHR and the citizens who utilize SHR to provide a safe roadway. As such, this email seeks to inform you of the dangers of SHR as they currently exist and the dangers posed by the current proposed improvements.

source:

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-7-traffic-calming-programs-and-planning#7.1>

### 1. Speed.

The current posted speed limit on SHR is 30 mph. Many motorists travel at higher rates of speed than the posted limit. This is due to no traffic calming devices, signs, or traffic control signals along the entire length of SHR. The current proposed improvement would increase the road width to approximately 33 feet with no traffic calming devices, as mentioned above. The addition of a third lane would only result in higher speeds, as witnessed on Klabere Road, a similar road that often has motor vehicle traffic at speeds of 45 mph or greater.

### 2. Pedestrians.

The sidewalks on SHR end at Hartman Court and at Hamilton Street and at Prophet Drive, and at Woodfield Street, forcing pedestrians and bicyclists to walk or bike on SHR with motor vehicle traffic. This has been a safety issue for decades and must be adequately addressed. The proposed SHR improvement project provides the City and County with the opportunity to address these decades-old safety issues. The addition of sidewalks and or a multi-use trail that is separate from SHR would address the safety of pedestrians and bicyclists who utilize SHR.

### 3. Pedestrians 2.0.

Currently, there are no guarded crosswalks for pedestrians on SHR. The proposed improvement calls for pedestrians and bicyclists to cross SHR, with a new third lane, and no traffic calming devices near Halmiton Street, Klabere Road, and near Sharon Road, due to the currently proposed multi-use trail switching from one side of SHR to the other side of SHR. Why does the current proposed plan place pedestrians and bicyclists at an increased danger of an accident with a motor vehicle? A safer solution would be to keep the multi-use trail and sidewalk on one side of SHR for its entire length and not force pedestrians and bicyclists to cross SHR.

#### 4. Pedestrians 3.0.

As mentioned in Pedestrians 2.0, there are currently no guarded crosswalks for pedestrians on SHR. The proposed improvement project for SHR is an excellent opportunity to install guarded crosswalks at strategic locations along SHR. I propose guarded crosswalks at Sharon Road, Cumberland Avenue, and at Klabere Road. The addition of guarded crosswalks at these locations would enhance safety for pedestrians and bicyclists when crossing SHR.

Currently, there are no safe crosswalks on SHR and Klabere Road. Pedestrians and bicyclists on SHR who want to access Klabere Road and utilize the sidewalk and multi-use trail that runs parallel to Klabere Road must cross SHR with no guarded crosswalks. A guarded crosswalk would reduce the risk of pedestrians and bicyclists having an accident with a motor vehicle. The addition of a guarded crosswalk at Klabere Road would have the added benefit of increasing the use of the sidewalk and multi-use trail, as well as the goal of having all of the multi-use trails connected.

The "T" intersection at SHR and Cumberland Ave is also another excellent place for a guarded crosswalk. Cumberland Ave is the location of Cumberland Elementary School. The addition of a guarded crosswalk would enhance the safety of parents and school children who must cross SHR to access Cumberland Elementary School. The addition of a guarded crosswalk at Cumberland Ave would have the added benefit of reducing vehicular traffic on Cumberland Ave during drop-off and pick-up times when school is in session. Many parents do not feel their children are safe walking to school due to the lack of a guarded crosswalk at Cumberland Ave, and thus drive their children to school.

The "T" intersection at SHR and the Sagamore Parkway ramp is another place where a guarded crosswalk is needed. The addition of the Sagamore Parkway Trail has increased the number of pedestrians and bicyclists who must cross SHR to access the Sagamore Parkway Trail. In addition, the nearby location of the Montessori School of Greater Lafayette on Sharon Road brings an increase in vehicular traffic due to parents in cars dropping off and picking up children when school is in session.

#### 5. Buses: School and Public.

Currently, there are no safe pullouts for school buses or City Bus on SHR. People, including school-age students who want or must ride the bus, must wait on the side of SHR for the bus for drop-offs and pickups. During the winter, when it is dark, the danger to pedestrians waiting for the bus is increased.

The current proposed SHR improvement project has no provisions for safe pullouts for buses. The City of West Lafayette and Tippecanoe County must communicate and coordinate with City Bus and the Tippecanoe School Corporation to identify the location, number, and other engineering requirements for safe pullouts for buses.

#### 6. Solutions.

There are many solutions that would reduce or eliminate the risks to motorists, pedestrians, and bicyclists who utilize SHR, and the residents who live on or near SHR.

##### 6.1 Solutions: Roundabouts.

The current proposed improvement of SHR calls for a roundabout at the "T" intersection at SHR and the Sagamore Parkway ramp, with a potential second roundabout at Klabere Road. A better placement for a roundabout is at the intersection of Happy Hollow Road and the Sagamore Parkway on/off ramp. The placement of a roundabout at the Happy Hollow Road and the Sagamore Parkway on/off ramp would reduce speeds, improve traffic flow, and not require the eminent domain of private property.

## 6.2 Solutions: Two Lanes.

Many people have noted that many motorists on SHR travel in excess of the posted 30 mph speed limit, and the addition of a third lane would only result in more motorists exceeding the posted speed limit. A simple, economic, and popular solution is to keep SHR to the two lanes that currently exist.

## 6.3 Solutions: Traffic Calming Devices.

Even in its current configuration, speeding is an issue on SHR. The proposed SHR improvement project provides the City of West Lafayette and Tippecanoe County with the opportunity to install speed bumps, aka, speed humps, speed cushions, along SHR. Asphalt speed bumps with a cost of approximately \$2,000 - \$4,000 provide a 24/7 speed-reducing method with no additional costs of a traffic control light. Studies by the U.S.DOT have shown that the installation of a speed bump, as represented by the table below, reduces speeds to between 27 mph and 25 mph. This is within the desired speed of 30 mph, which is the current posted speed limit for SHR.

source:


<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-4-effects-traffic-calming-measures-motor#4.1>

## 6.4 Solutions: Traffic Calming Devices, Median Islands.

In SHR's present configuration, there are no guarded crosswalks for pedestrians and bicyclists who seek to cross from one side of SHR to the other. One potential engineering solution that provides for both a traffic calming device and a guarded crosswalk is the Median Island. The addition of a Median Island at the "T" intersection at SHR and Cumberland Ave, SHR and the Sagamore Parkway ramp, and SHR and Klabere Road would provide both traffic calming effects as well as a guarded crosswalk for pedestrians 24/7. The cost of a median island is approximately \$1,500 - \$10,000, depending on the length and width of the island. The Federal Highway Administration reports a 46% reduction in pedestrian accidents at guarded crosswalks.

source:

[https://web.archive.org/web/20220925005645/https://safety.fhwa.dot.gov/speedmgt/ePrimer\\_module\\_s/module3pt3.cfm#note16](https://web.archive.org/web/20220925005645/https://safety.fhwa.dot.gov/speedmgt/ePrimer_module_s/module3pt3.cfm#note16)

 "Figure 3.18.11. Median Island with Pedestrian Refuge. This figure contains a photograph of a two-lane street. A median island functions as a place for anyone using the crosswalk to wait for oncoming traffic to pass. The right-hand side of the street appears to be a parking lot. A pedestrian crossing sign points at the crosswalk. On the left-hand side of the street there is a small residential area."

Median Island with Pedestrian Refuge

Guarded Cross Walks

<https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>

reference:

<https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>

6.5 Solutions:

Traffic Calming Devices, Traffic Control Lights.

The "T" intersection at SHR and the Sagamore Parkway ramp has been a hot spot for motor vehicle accidents. The SHR improvement project provides the opportunity for the City of West Lafayette and Tippecanoe County to address this issue with the installation of traffic control lights, aka traffic lights. The installation of traffic lights would decrease motor vehicle accidents, vehicle speed, and increase the safety of motorists, pedestrians, and bicyclists. The installation of traffic lights is approximately cost of \$80,000 - \$100,000

## 7.0 Legal Issues

The current proposed SHR improvement plan requires the eminent domain of private property of residents who live along SHR. The eminent domain of private property would reduce the value of the property and homes of the owners who live along SHR. Eminent domain would result in lower tax revenues due to the reduction of property value. Eminent domain will anger the citizens, who are voters, who own the property that has been seized as a result of eminent domain. Another potential issue with eminent domain is the lawsuits that will inevitably result, and the associated legal costs to the City and County to defend themselves in court. The loss of a court hearing by the City and or the County could result in the cancellation of the improvement project.

## 8.0 Equity

The current proposed SHR improvement project has no provisions for traffic calming devices; however, other streets and roads in West Lafayette, which have also been improved, have been provided with traffic calming devices. Salisbury Street between Sagamore Parkway, the same distance as Sagamore Parkway and Kalberer Road of SHR, has three traffic lights. Yeager Road has a traffic light at Sagamore Parkway, a roundabout at Cumberland Ave, and a Stop sign at Kalbere Rd. All of these roads are approximately one mile in length. However, the SHR improvement project currently does not specify any traffic lights, stop signs, or traffic calming devices. Other much shorter streets in West Lafayette have traffic signs and traffic calming devices. Littleton Street, which is only approximately .25 of a mile in length, has three stop signs and two speed humps. The residents who live on or near SHR deserve the same protections as other residents of West Lafayette.

Very Truly Yours,

Sean Sasser

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**Fwd: Soldiers Home Rd Reconstruction Project**

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**From** Jan Scarcelli

**Date** Tue 8/26/2025 1:06 PM

**To** bneild@westlafayette.in.gov <bneild@westlafayette.in.gov>; Mike Peterson <MPeterson@vsengineering.com>

I cannot emphasize enough how stressful this project has become. My home is the place I have lived longest in my 79 years, now I do not know if I will be able to back into my driveway as I do now if this project is completed as currently designed. I do not know if I would be able to sell my property after project is completed, with severely reduced lot size and markedly increased noise with the traffic so much closer and the additional hazard of watching for trail traffic as I enter & exit my own property! Please listen to those who are most impacted by this project.

Please reread my earlier comments as well.

Janet Scarcelli

Sent from my iPhone

Begin forwarded message:

**From:** Janet Scarcelli

**Date:** August 16, 2025 at 1:53:33 PM EDT

**To:** bneild@westlafayette.in.gov, MPeterson@vsengineering.com

**Subject: Soldiers Home Rd Reconstruction Project**

I have lived on Soldiers Home Rd for 32 yrs, investing a good deal of money to hopefully live here safely the rest of my life. As a Master Gardener, same holds true for my yard.

When I attended the first meeting at Cumberland School, I was shocked to hear I might lose up to 33' from the center of the road into my front yard. At this week's meeting, I heard 40'! I am gravely concerned as Duke's poles will now be very near my home when moved, resulting in Duke removing branches from my 75' pin oak tree which totally shades my roof from the west facing afternoon sun exposure. This severe trimming will kill the tree, leaving me with an expensive problem—unreal! My AC costs will also skyrocket. The added noise, loss of privacy (10' trail my front yard), diminished Lot size will really impact my property value, along with the possible contamination of the new plant.

How will I safely exit my driveway—I don't imagine I will get another road access to enable a circular drive. Where will my family park when visiting me? How will fire trucks, ambulances be able to access such a short driveway? There also seems to be little regard for slowing traffic, helping children cross a busy road as they head to schools, and the destruction of so many beautiful trees and landscaping. Unlike Kalberer, this project hits the front of all of our properties, not our backyards.

Although I am in Phase 2, now should be the time to review the needs and opinions of property owners, while changes could be made prior to property acquisition by the city. Please reconsider your approach for the well being of residents. I have no issue with 2 lanes being rebuilt, with the drainage improvements, sidewalk & trail.

Janet Scarcelli

Sent from my iPad

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## Comment on Soldiers Home Road Project

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From Eliza Gellis Date Tue 8/26/2025

4:30 PM

To Mike Peterson <MPeterson@vsengineering.com>

Cc susanc@metricenv.com <susanc@metricenv.com>

Dear Mike,

I am writing as a resident of the Indian Village neighborhood just off Soldiers Home Road to give my comment about the Soldiers Home Road project. **DO NOT PUT IN THREE LANES.** Although I support many of the project's planned improvements, especially for bicyclists, the planned addition of a middle turn lane is not only baffling and absurd -- it's dangerous.

There is absolutely **no** reason to put in a third turn lane for the entire road. It will lead to even more unsafe, reckless driving -- something I witness daily driving on Soldiers Home Road to/from my home on Tamiami Trail. I can certainly see a third lane for the intersection at Kalberer (which really should have a stop sign or roundabout put in anyways as part of this project, but I digress). But there is just no reason to add one to the whole road. There simply aren't enough intersections to make it worthwhile!

And, when you factor in the bike lanes, trails, etc...Where, exactly, is this land going to come from? The people whose properties lie along Soldiers Home Road already have very small front yards as it is. Taking even more land away will make this road even more unsafe by taking dangerously fast traffic and putting it on people's front doorstep.

In particular, semi trucks could cause very unsafe conditions if this third lane were to be added. It would encourage them to use the road illegally, as they frequently do on Happy Hollow, by functionally providing a passing lane. However, with the extremely limited visibility on Soldiers Home Rd. and the high speeds needed for passing, this will undoubtedly lead to an increase in traffic accidents and fatalities.

A third lane is absolutely unacceptable. It doesn't make any sense, and it is profoundly dangerous. We don't need any more large roads with fast traffic cutting through our residential communities. All we're asking for is respect and consideration as the people who actually have to live here, and live with this project.

Sincerely,

**Dr. Eliza Gellis, PhD**  
she/her/hers

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## Comments For 8/12/25 Ublc Hearing

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**From** Steve Bruhn

**Date** Mon 8/25/2025 6:18 PM

**To** Mike Peterson <MPeterson@vsengineering.com>

Notes -

1) There was a comment made that, during construction, traffic would be routed onto Reba Drive. It was brief and I didn't catch how long that would be in effect. I have lived on Reba Drive since the 1980s.

When Cumberland Avenue was updated it was narrowed. There was plenty of width available to leave the lanes as they were but it was trendy to narrow the lanes. Now, the parents picking up and dropping off their kids at the school block the road. Nothing moves going westbound. I have no idea what happens if a fire truck or ambulance needs the road at these times.

If the detour is planning to use Reba to get westbound it's a problem. For some reason City Buses have started going eastbound on Reba. It is noticeable since often times there is less than one car per hour on Reba.

2) There were comments about whether Soldiers Home Road would be a street with lesser traffic or a road with more traffic. I use this every time I go to most places. I am not convinced that it needs to be three lanes. That will speed up traffic and take more land from the front yards of facing properties. Both results had plenty of comments, all negative.

A lot of the commenters about speed probably want all traffic at less than 10 miles per hour. We don't need speed bumps, the ones on Greenbush are a waste of space and bring traffic to close to a dead stop. They just rip up the suspension of someone who doesn't see the sign in time. And make them drop their phone.

Having cars stop for somebody making a left turn slows traffic enough.

3) As more homes are built to the north the need for a better intersection at Soldiers Home and Sagamore will increase. Most times there are one or two cars trying to go north from Sagamore to Soldiers Home. Entirely doable. However there are times where it backs up to seven or so cars and that takes time. More time waiting results in more impatience and more risky driving while the driver tries to get northbound on Soldiers Home.

## Soldier Home Road Project Concern

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**From** David McKinnis

**Date** Mon 8/25/2025 9:53 AM

**To** Mike Peterson <MPeterson@vsengineering.com>

**Cc** Cathy McKinnis <mayor@westlafayette.in.gov> Kathy C.F. Parker <kparker@westlafayette.in.gov>; Erin Easter

Michael:

We attended the recent meeting regarding the city plans for improving Soldiers Home Road. We are disappointed that the project includes removing trees and filling in the ravine at the corner of Cedar Hollow Court. We hate to see all the natural beauty of the woodland ravine destroyed but that seems to be decided.

We request that the plans include re-landscaping the area to restore some of the natural beauty that is being removed by the project. This could be accomplished by adding a landscaped berm or by replacing trees.

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David and Cathy McKinnis

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## Additional questions about the 8/12/25 meeting

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From L S

Date Mon 8/25/2025 11:53 PM

To Mike Peterson <MPeterson@vsengineering.com>

Hello Mr. Peterson,

My mom has the following questions:

- 1) If you like your current mailbox, will you restore it after you are finished with the road? (She spent over \$200 on her mailbox and likes it the way it is.)
- 2) Where will trashcans go? (sidewalk, road, grass . . . )
- 3) Since the easement will be taken, the trees, grass and walkways in the plan are not on homeowner property-correct?
  - 3a) If so who will maintain the trees by the road so that they don't encroach on homeowner yards and be responsible for tree maintenance?
  - 3b) If so who will mow grass and remove snow on both the sidewalk and trail sides on Soldiers Home Rd.
- 4) Areas of Soldiers Home Rd. are residential on both sides with houses close to the street. What is being done to slow down traffic? Lafayette has speed bumps in city streets, flashing signs that notify speeders that they are going too fast and rumble strips. Why aren't any of these things being considered in West Lafayette?
- 5) What is being done to protect residents from hazardous chemicals and materials from future factories in vehicles? Are hazardous materials allowed on Soldiers Home Road? If so, why are there not restrictions and who would be responsible for doing this?
- 6) School kids on the river side of Soldiers Home Road need some way to cross Soldiers Home Road safely either at Myrtle Rd., Linda Lane, Reba Dr. or Cumberland Ave. to be able to walk or ride to the Elementary School since busing is not available. (Kids will not walk a couple blocks out of their way to University Farms.)
- 7) Has a traffic circle or lights been considered at Cumberland Ave. and Soldiers Home Road? (It is often difficult to turn left toward Kalberer, and it isn't going to get any easier with the proposed changes.)
- 8) Instead of trees, have wild flowers or plants been considered? (in 10 years or so the trees will get too big for the space.)
- 9) Could the new road curb height be increased to better protect houses that are now closer to the road from traffic that might veer off the road (6" is just standard and this is a busy road.)?

Thank you,  
Marcia & Liane Strigin

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**WL Moves. Soldiers Home Road. Public Comments - Submittal to Michael Peterson.**

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**From** Kurt & Anne Sommer

**Date** Sun 8/24/2025 6:42 PM

**To** Mike Peterson <MPeterson@vsengineering.com>

 1 attachment (91 KB)

Soldiers Home Road Comments for Michael Peterson 08-24-2025.pdf;

Hello Michael,

I am writing in support of the West Lafayette Soldiers Home Road Project.

Please see the attachment for my suggestions and comments.

Thanks,

Kurt Sommer

Hello Michael,

I am writing in support of the West Lafayette Soldiers Home Road Project.

Please see the following for my suggestions as a 39-year resident of Hamilton Street near Soldiers Home Road. Hopefully, you will find these ideas to be helpful and constructive.

1. Noise. Please take steps to keep traffic noise to a minimum.
  - a. Pavement Type. Pavement type and surface texture are critical to noise, as you know. I support using HMA pavement as shown on the plans due to the inherently quieter nature of that pavement. If you suddenly switch to PCCP, please absolutely require longitudinal grooving and grinding using the Next Generation Concrete Surface (NGCS) pattern that INDOT has used on certain critical projects. NGCS has a significantly better noise profile than standard longitudinal tining.
  - b. Traffic Speed/Calming. Traffic speed also correlates to noise, as you know. I understand from the public hearing that the posted speed limit will be 30 mph. That is reasonable...if the public will observe that limit. Please consider traffic calming measures in this corridor. You certainly know and understand the benefits and opportunities for traffic calming. For example, Cumberland Avenue seems to be a good example that is relatively successful at keeping speeds in check. In contrast, Salisbury Street from Sagamore Parkway to Cumberland, and Yeager Street from Sagamore Parkway to Cumberland, seem to have more speeding and are more like your current design of Soldiers Home Road than Cumberland Avenue.
    - i. I see opportunities for traffic calming (for example, rain gardens) in the spaces between the trail and the planned curb line. While some residents may not want such a feature in front of their home, you have potential options at the apartments, at Westview Circle, and near Overlook Drive.
2. Pedestrian Safety
  - a. Raised Crosswalks.
    - i. I support the raised crosswalk at the Sagamore Parkway roundabout.
    - ii. Please also consider a raised crosswalk at the planned crossing at Hamilton Street. That would improve safety and enhance traffic calming.
  - b. Crosswalk Locations.
    - i. As a frequent walker, I have experienced the safety challenges of pedestrian crossings. Roundabouts bring a unique set of safety

challenges. For example, the crossings and roundabouts on Cumberland Avenue are generally well designed and motorists are considerate of pedestrians. However, when the crosswalk is close to the outbound exit of the roundabout, there is an extremely high inherent danger of rear end collisions within the roundabout when the lead car stops in the roundabout for a pedestrian. The best solution to my knowledge is to move the pedestrian crossing further from the roundabout so that vehicles have room to wait and following vehicles have sufficient sight distance to allow for safe braking.

- ii. There are no planned crosswalks on Soldiers Home Road between Sagamore Parkway and Hamilton Street.
  1. Please look at current and projected pedestrian usage. For example, City Bus has announced that Bus Route 42 (Formerly Route 5) will now have a northern terminus at Myrtle Drive/Westview Circle. If a crosswalk is warranted in this area, a raised crosswalk would enhance safety and provide traffic calming too. Maybe that eliminates the need for the planned crosswalk at Hamilton Street?

### 3. Intersections.

- a. Sagamore Parkway Ramp at Soldiers Home Road. Roundabout. Excellent. That is absolutely the perfect solution at this location.
- b. Cumberland Avenue at Soldiers Home Road. A substantial number of locals turn left from eastbound Cumberland Avenue to northbound Soldiers Home Road. Sight distance to the south is minimally adequate, but certainly uncomfortable.
  - i. A standard roundabout would be ideal. However, I know that space constraints make that unrealistic.
  - ii. Other innovative solutions? I am not an intersection designer, but there may be an opportunity for a more innovative design without resorting to Stop signs on Soldiers Home Road. I could envision maybe a mini-roundabout with a fully mountable rumble-textured central hub that could accommodate the occasional semi-truck while directing passenger vehicles into the designed roundabout pattern.
  - iii. At a minimum, please take positive steps to improve sight distance for vehicles.
- c. Kalberer Road.
  - i. Phase 2. A roundabout is the perfect solution here. Traffic growth is inevitable here.

4. Landscaping and Trees

- a. Trees for shade and traffic calming are great. 10-year-old shade trees that ruin the trail are not great. A five-foot grass strip is insufficient for large trees. For example, damaged trail pavement is already a problem on the trail on Cumberland Avenue. Please seek solutions in conjunction with your landscape architects and “Tree Lafayette.” Considerations: Tree selection. Enlarged size of the locations for trees. Root barriers. Root friendly soil in the tree area. Permeable trail pavement.

5. Maintenance of Traffic during Construction

- a. An obvious headache for residents along Soldiers Home Road.
- b. Please consider realistic detour routes and options for speed and traffic mitigation through the neighborhood streets that will undoubtedly be used. For example, during Phase 2, Hamilton, Sullivan, Jennings, Jasper, and Kalberer will be a likely “GPS” bypass route that will significantly increase the neighborhood traffic.

I understand that there are many complex, interconnected decisions needed to successfully design and build this project. Hopefully, my input will alert you to important considerations that could enhance the final product. I certainly realize that fully implementing everything here is unrealistic. I suspect that a corridor full of raised crosswalks would generate the most negative feedback. But the remaining considerations could be implemented with minimal cost and significant benefit. You have time to do it right!

Thanks,

Kurt Sommer, Hamilton St., West Lafayette.

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## Soldiers Home Project Comments

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**From** Laura M Slusher

**Date** Wed 8/20/2025 7:35 PM

**To** Mike Peterson <MPeterson@vsengineering.com>

**Cc** Engineering@westlafayette.in.gov <Engineering@westlafayette.in.gov>

Good evening,

I wasn't able to attend the public meeting, but wanted to send some comments for consideration. I've reviewed the powerpoint slides and plan overview. My concerns stem from the wide cross section and how that will promote speeding. The design seems old school, in that it seems to favor throughput and access over safety, instead of a safe systems approach that would design a self-enforcing roadway with priority given to the safety of vulnerable road users. Given the residential nature of this road and the pedestrian generators on and nearby it, this is paramount. Grass medians and refuge islands would be favorable over a TWLTL.

It's also concerning the design speed will be 30mph, when that's the current posted speed and I'm told people speed frequently on that road (this is anecdotal, I don't have the data to check that, but suggest you all do).

Lastly, promoting passing in the TWLTL is never a good idea. Bus pullouts are preferred for safety.

In summary, I urge you to

1. Explore other cross sections and lane widths that create a narrowing effect and establish choke points to slow operating speeds;
2. Collect current speed data and raise the design speed to at or above the actual current operating (85th) speeds;
3. Prioritize VRU safety over throughput and access; and
4. Provide bus pullouts.

Thank you for your time,  
Laura Slusher

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## Comments on Soldier's Home Construction Project

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From Jennifer Brand

Date Fri 8/15/2025 9:19 AM

To Mike Peterson <MPeterson@vsengineering.com>

Cc mayor@westlafayette.in.gov <mayor@westlafayette.in.gov>

Thank you so much for the informative meeting on Monday.

- I don't live in the construction area (although having grown up in Ravinamy, visited my parents there for another 40 years and currently using the road, I'm pretty familiar with the road)
- I do live near the intersection of Lindberg and Salisbury

Here are my comments:

- Regarding the detour – I'm concerned about the traffic that will add to Salisbury (regardless of where people enter it – from Kalberer or one of the neighborhood streets as noted in the meeting). That is one busy street during rush hour, and somewhat during WLIS school arrival/dismissal hours. I don't know that there is any better option for the detour, but could you:
  - Do a traffic study with the current volumes, and one with the projected overflow from Soldier's Home, especially at AM & PM rush hour, plus during the afternoon school hours.
  - Implement some modifications to expedite the north/south flow during those times. Maybe modify the timing of the traffic lights? Especially the Payless intersection being so close to Sagamore parkway, could really back up northbound during evening rush hour and farmer's market hours. You are the experts – I'm just brainstorming on the options.
- Traffic calming measures. From the meeting (and my own experience), it was apparent that traffic calming is a huge desire from the residents. In the interest of safety and consideration for the people who are most affected, please make these a priority.
  - Speed humps, flashing crosswalks would both help.
  - I have concerns even about stop signs – people tend to treat them more like yield signs nowadays, if they even slow down. If they're inclined to speed so flagrantly, they won't always respect the sign. But at least it's a deterrent and a good idea where they were requested (e.g. Cumberland?)
  - If there was money in the budget, I'd add a traffic circle at Kalberer and/or Cumberland in lieu of stop signs, as long as it didn't present other issues.
  - Any enforcement help from WLPD or Sheriff (whichever has jurisdiction) would be great – periodically. Intermittent reinforcement can be more effective than continuous reinforcement when the continuous reinforcement stops.

Those are just my thoughts about the calming – whatever the residents suggest is fine with me – they have to live with it. Not only would this help with the safety, I really think that a robust calming plan could mitigate a lot of the concerns and help build support, or at least acceptance, from the residents. Make this a good thing for them, not just something that we're trying to make "not bad".

Thanks for listening !  
Jennifer Brand

## Soldiers Home Project

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**From** Timothee Pourpoint

**Date** Fri 8/15/2025 3:57 PM

**To** Mike Peterson <MPeterson@vsengineering.com>

Dear Mr. Peterson,

My wife and I have lived on Overlook Dr. in West Lafayette for more than 15 years. We attended the public hearing earlier this week for the proposed roadway construction on Soldiers Home Rd. The proposed project would tremendously improve that roadway and we are particularly pleased to see the attention your team placed to have trails and sidewalks all along Soldiers Home Rd. Would it be possible to add a roundabout at the intersection with Cumberland? In our experience, that is a busy intersection that a roundabout would help make much easier to navigate. It would also slow the traffic down at - roughly - the midpoint of Soldiers Home Rd within the full project scope. Would it also be possible to add a couple of speed bumps along Soldiers Home?

Thank you,

Tim & Karen

---

**Fw: Soldiers Home Road project**

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**From** Danielle Houston

**Date** Thu 8/14/2025 2:35 PM

**To** Mike Peterson <MPeterson@vsengineering.com>

Thank you,

Dani Houston  
Engineering Business Manager

---

**From:** WL Clerk <clerk@westlafayette.in.gov>

**Sent:** Thursday, August 14, 2025 2:31 PM

**To:** DG-ENG <eng@westlafayette.in.gov>; Erin Easter <Eeaster@westlafayette.in.gov>

**Subject:** FW: Soldiers Home Road project

---

**From:** momeehan

**Sent:** Thursday, August 14, 2025 1:30 PM

**To:** WL Clerk <clerk@westlafayette.in.gov>

**Subject:** Soldiers Home Road project

**External**

To whom it may concern:

I have a few comments and questions regarding this road project. I agree this road for cars and cyclists does need improvements. I do know most cyclists turn off Soldiers Home Road onto Kalberer so the stretch the city is looking at is more critical for vehicles and pedestrians. Speeding is definitely an issue that has to be addressed on the city's stretch of road.

With a 2027-30 time line to do this project, I see that falls into the same timeline as the proposed semiconductor fab, Parkview Hospital and the large Carmel housing development being built. Considering all the additional construction going on in that general area, how is this issue of all the construction truck traffic being addressed?

What roads and streets not directly part of these projects are going to be affected? That whole area is residential and residential streets are not made for that heavy truck use. We know because our neighborhood was the "go through" route for the trucks for the elementary remodel and the big one - Cumberland Avenue rehab. Those trucks are so destructive to neighborhood streets. I have seen a considerable increase this summer of dump trucks traveling on Sagamore Parkway, cutting onto Yeager Road past Walt's. This is before PRF does its thing; so I can only imagine what the future holds for neighbors living in this area(District 5).

When are the county roads that we were told would be upgraded and used for the proposed fab truck transport going to be done? Is this after the city road project is built in 2030 or BEFORE the proposed PRF projects are started? The fab is supposed to be up and running before 2030.

Who is coordinating all these road projects? The city and county are both deeply connected in this WL city administration's decision to put the "crown Jewel of PRF" smack in the middle of residential areas. County residents have had little say in this WL city plan, and the county people who live there are getting the brunt of the construction, overcrowding schools, etc.

The county has not been very vocal about its role in this fab proposal which includes heavy use of its rural roads. Does the county have federal funding, too to upgrade those roads to go out past the county schools, Harrison and connect to 65? If this isn't in the budget for the county, what happens then with truck traffic?

Is this proposed round a bout on Soldiers Home and Happy Hollow supposed to accommodate truck traffic off Sagamore to get to the fab? Truck drivers don't always read signs and will go the way they want to cut down time.

Then, what happens when INDOT begins irrigating and upgrade of Sagamore Parkway from NightHawk to Yeager? This project is in the works and can easily overlap these other road projects.

The proposed route shown for the detour during the Soldiers Home project is definitely not protecting Barberry Heights from all the racing through of cars to avoid the backed up traffic. We already deal with that because of the intersection at Sagamore Parkway and Salisbury - one of the heaviest traffic intersections around.

There are a lot of questions cropping up because this project is connected to so many others going on in the same area about the same time. Also, a "Tree City" town this is designated is in crisis as the recent administration sees nothing wrong with cutting down mature trees to make their street projects. Neighbors losing their front yards to the degree this plan shows is questionable.

Please listen to the citizens.  
Thank you for any consideration.

Maureen Meehan

[Sent from the all new AOL app for iOS](#)

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**Fw: Soldiers Home project**

---

**From** Danielle Houston <dhouston@westlafayette.in.gov>

**Date** Tue 8/12/2025 1:15 PM

**To** Mike Peterson <MPeterson@vsengineering.com>

Thank you,

Dani Houston  
Engineering Business Manager

---

**From:** WL Clerk <clerk@westlafayette.in.gov>

**Sent:** Tuesday, August 12, 2025 1:04 PM

**To:** DG-ENG <eng@westlafayette.in.gov>

**Cc:** Erin Easter <Eeaster@westlafayette.in.gov>

**Subject:** FW: Soldiers Home project

-----Original Message-----

**From:** Tracy Trice

**Sent:** Tuesday, August 12, 2025 12:49 PM

**To:** WL Clerk <clerk@westlafayette.in.gov>

**Subject:** Soldiers Home project

External

Hello!

The proposed plans for Soldiers Home Road are far too unnecessary. Sidewalks would be great and a stop light at Sagamore parkway.

People already exceed the speed limit on that road.

Our precious city is going to suffer with SK Hynix coming. Why spend money on Soldier's Home when we will probably need it to repair Hynix disasters?

Tracy Trice

Sent from my iPhone

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## Reaction to Public Hearing on Soldiers Home Project

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From Joseph Krause

Date Tue 8/12/2025 11:41 PM

To Mike Peterson <MPeterson@vsengineering.com>

Hello again,

I did attend the public hearing but was disappointed at the comments of most of the speakers this evening.

However, I do believe that the question about safe pedestrian crossings needs further examination.

1. I understand there will be three designated pedestrian crossings of Soldiers Home Road. **One is already at the extreme south end of the project where the Sagamore Parkway ramps intersect with Soldiers Home Road.** I know that all the existing roundabouts in West Lafayette do have marked pedestrian crosswalks. And, as I recall, the Sagamore Parkway/Soldiers Home Road pedestrian crossing has buttons which turn on the orange flashing lights.

2. The two other planned crossings are at **Hamilton/Soldiers Home intersection** and one is planned (potentially) at the **Kalberer/Soldiers Home Road intersection.** Are either of those crossings going to be signed and protected with pedestrian-operated buttons and orange flashing lights?

3. Reminder that there are signaled pedestrian crossings on Salisbury near Leslie St; also near West Lafayette Intermediate School (near Wheeler); at intersection of Grant and Salisbury; intersection of Lindbergh and Salisbury; intersection of Navajo and Salisbury; intersection of Sagamore Parkway and Salisbury,, intersection at south entrance of PayLess and Salisbury; intersection of Cumberland and Salisbury; entrance into Cumberland Park; and finally at intersection of Kalberer and Salisbury.

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4. My other concern was not addressed because it is slightly SOUTH of the Soldiers Road intersection with the Sagamore Parkway ramps.

As I wrote in an earlier email, I think there may need to be a roundabout where the Sagamore Parkway Ramps (south side) join into Happy Hollow Road. Currently the south bound traffic leaving Soldiers Home Road comes to a STOP sign. Traffic exiting from Sagamore Parkway is usually still moving at rather high speed --and northbound Happy Hollow traffic may or may not head for the Sagamore Parkway

ramp which loops back south to Sagamore Parkway leading to the Wabash River crossing. Both lanes are moving at high speed.

I once had a conversation with former mayor John Dennis, who-by-the-way was sort of a traffic planning expert with the Lafayette Police Force-- asking him why there was **rumored** to be a "roundabout at the intersection of Lindbergh and Salisbury. Mayor Dennis said, that "Roundabouts are too efficient in moving traffic" What he really meant about that, and I understood that the north and south traffic would move rather easily through the Lindbergh/Salisbury intersection and then pile up at the Navajo/Salisbury light and probably also southward at the Salisbury/Grant intersection. So, if a roundabout is efficient in moving traffic from the north side Sagamore Parkway ramps, won't that cause a pile-up of traffic headed for Happy Hollow Road? (southside of Sagamore Parkway.?

Joe Krause

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Joe Krause,

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**Fw: Soldiers Home Rd**

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**From** Danielle Houston <dhouston@westlafayette.in.gov>  
**Date** Tue 8/12/2025 11:05 AM  
**To** Mike Peterson <MPeterson@vsengineering.com>

Thank you,

Dani Houston  
Engineering Business Manager

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**From:** City Council <CityCouncil@westlafayette.in.gov>  
**Sent:** Tuesday, August 12, 2025 11:00 AM  
**To:** Colin Lee <clee@westlafayette.in.gov>; David Sanders <dsanders@westlafayette.in.gov>; Iris Bellisario <ibellisario@westlafayette.in.gov>; James S. Blanco <jblanco@westlafayette.in.gov>; Kathy C.F. Parker <kparker@westlafayette.in.gov>; Larry Leverenz <lleverenz@westlafayette.in.gov>; Nick Schenkel <nschenkel@westlafayette.in.gov>; Stacey Burr <sburr@westlafayette.in.gov>  
**Cc:** Danielle Houston <dhouston@westlafayette.in.gov>  
**Subject:** FW: Soldiers Home Rd

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**From:** Jan Applegate  
**Sent:** Tuesday, August 12, 2025 10:55 AM  
**To:** City Council <CityCouncil@westlafayette.in.gov>  
**Subject:** Soldiers Home Rd

**External**

I live 5 houses from WL city so what you do affects me. 😊

Questions about Soldiers Home Rd

1. How will you control the speed? I hope it's not with speed bumps like Greenbush St in Lafayette.
2. Will people be allowed to park on the street
3. Will there be a round about where Happy Hollow meets Soldiers Home?
4. Will the road be constructed to carry the weight of the trailer trucks coming from Hynix? Can Kalberer and Yeager carry that weight?

Not about Soldiers Home Rd.

The other two hospitals in town are on

4 lane roads. Why are you allowing a hospital on a 2 lane road in a residential area?

Do we need three hospitals?

How will they staff three hospitals when they had to close an urgent care for lack of staff?

Thank you for your time

Jan Applegate

**Fw: Soldiers Home question - Hartman/Cumberland**

**From** Danielle Houston <dhouston@westlafayette.in.gov>  
**Date** Tue 8/12/2025 11:56 AM  
**To** Mike Peterson <MPeterson@vsengineering.com>

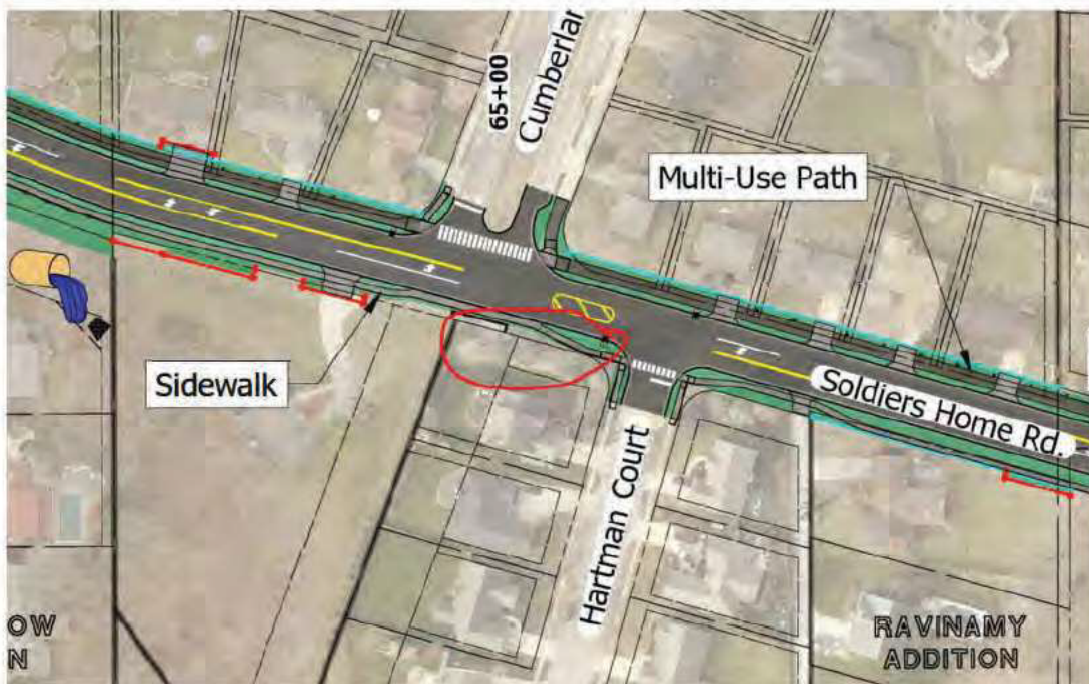
Thank you,

Dani Houston  
Engineering Business Manager

**From:** Ian Pytlarz  
**Sent:** Tuesday, August 12, 2025 11:33 AM  
**To:** Engineering <engineering@westlafayette.in.gov>  
**Subject:** Soldiers Home question - Hartman/Cumberland

**External**

Hello! I've included a screenshot of the part of my property I want to be sure about. It looks like you won't be touching anything on the treeline. I just chopped down two of those trees (they were diseased) and am planning on putting in new trees next spring. Should I bear anything in mind when doing this? Will I potentially get in the way or intrude on the space depending on what I choose to put there?



---

**Fw: Soldiers Home Road Reconstruction**

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**From** Danielle Houston <dhouston@westlafayette.in.gov>  
**Date** Tue 8/12/2025 3:34 PM  
**To** Mike Peterson <MPeterson@vsengineering.com>

Thank you,

Dani Houston  
Engineering Business Manager

---

**From:** WL Clerk <clerk@westlafayette.in.gov>  
**Sent:** Tuesday, August 12, 2025 3:23 PM  
**To:** DG-ENG <eng@westlafayette.in.gov>; Erin Easter <Eeaster@westlafayette.in.gov>  
**Subject:** FW: Soldiers Home Road Reconstruction

**From:** Ben Grovak  
**Sent:** Tuesday, August 12, 2025 3:08 PM  
**To:** WL Clerk <clerk@westlafayette.in.gov>  
**Subject:** Soldiers Home Road Reconstruction

**External**

I have never been so excited to hear about a proposed roundabout, this project looks amazing. I wait at the stop sign at Soldier's Home and Sagamore everyday after work. I routinely want to bang my head against the steering wheel waiting behind that mile long line of cars. The sidewalks are also long overdue. I lived on Soldiers Home from the ages of 12-18, I would constantly have cars speeding by as I walked my dog and my Mother prayed I didn't hit. This is a great use of resources.

Bernard Grovak  
West Lafayette Resident

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**Fw: Roadway Changes Ahead: Share Your Voice**

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**From** Annalisa Mosca

**Date** Mon 8/11/2025 4:23 AM

**To** Mike Peterson <MPeterson@vsengineering.com>; Neighbors United

I would like to remain anonymous as "resident" in any comments, replies or reports.

Hello

When Salisbury from Sagamore to Kalberer was "beautified" in a similar manner, traffic lanes became fewer and narrower creating congestion at the site of the traffic light that was installed at the height of Payless Supermarket. In addition, the wide pedestrian bike lane on the sidewalk, is not being used / preferred by pedestrians and bikers as the city imagines so that it is always basically empty - every time one drives by on Salisbury there are at most 1-5 people walking or biking on the widened sidewalk. Some bikers, including the longtime resident on a sitting bike, still use the road and not the widened sidewalk/bike lane.

For the Soldiers home to Kalberer and beyond project, will this outcome be the similar? Namely during the August 12 meeting, which hopefully will be taped for those who cannot attend, the following should be addressed:

- will the widening of the sidewalks cause the narrowing and/or reduction of current driving lanes (which are already narrow as is) thus having the foreseeable permanent effect of creating more congestion?\*
- in creating the center turning lane (I imagine as it is now on Salisbury) will the current two lanes be made narrow, thus creating foreseeable permanent more congestion?\*
- during construction, where will residents exit Sagamore to access Kalberer? Will the exist be completely closed? Thus, will that current traffic congest the subsequent intersections?
- during construction, what will be alternatives for residents of the area to avoid both Soldiers Home and Salisbury in order to avoid the current and foreseeable congestion?

\*the above first two bullets, are based on the previously provided example of Salisbury, visible to the naked eye of anyone driving on Salisbury.

Best

Dr.XXXXXXX

Current city resident of the area

----- Forwarded Message -----

**From:** City of West Lafayette <westlafayette@public.govdelivery.com>

**To:**

**Sent:** Sunday, August 10, 2025 at 03:31:15 PM GMT+2

**Subject:** Roadway Changes Ahead: Share Your Voice

August 10, 2025

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 Public Hearing

## Soldiers Home Road and Sagamore Parkway Access Ramp Project

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Dear West Lafayette Residents,

The City of West Lafayette strives to remain transparent and open with all residents, business owners, and stakeholders.

This digital letter serves as a second notice, following our initial communication sent on August 1, regarding an important upcoming public discussion. In alignment with our commitment to open communication and community involvement, community members are invited to participate in a discussion about proposed changes to Soldiers Home Road and the Sagamore Parkway access ramp.

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### Who Should Attend

The City of West Lafayette invites all residents, property owners, and interested community members to participate in the discussion about the planned changes to Soldiers Home Road and the Sagamore Parkway access ramp. This discussion will also include nearby roads.

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### What's Being Discussed

The public meeting will present **preliminary design plans** for the Soldiers Home Road and Sagamore Parkway Access Ramp Project. Planned improvements include:

- Widening sidewalks
- Constructing a new shared-use path
- Reconstructing driving lanes
- Upgrading drainage systems
- Improving lighting
- Adding ADA-accessible curb ramps

Community input is valued, and everyone is encouraged to take part in this important discussion about improvements that will benefit the entire community.

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### When

- **Date:** Tuesday, August 12, 2025

- **Doors Open:** 5:30 p.m.
  - **Hearing Begins:** 6:00 p.m.
- 

## Where and How to Participate

- **Location:** Margerum City Hall: Council Chambers  
222 N. Chauncey Avenue  
West Lafayette, IN 47906
  - **Livestream:** Available on the City's [website](#) for those who cannot attend in person.
- 

## Why This Matters

Soldiers Home Road currently experiences above-average traffic crashes, congestion, poor drainage, and limited pedestrian access. Project highlights include:

- A redesigned Soldiers Home Road with center turn lanes and safer intersections
  - A new roundabout at Sagamore Parkway for smoother traffic flow
  - A 10-foot-wide pedestrian and bike trail (west side) and sidewalk upgrades (east side)
  - Improved drainage to reduce flooding and protect nearby homes
  - ADA-accessible ramps, new lighting, and clearer signage
- 

## Additional Notes

This federally funded project will require the temporary closure of a section of Soldiers Home Road in phases, with a signed detour. Access to homes and businesses will be maintained throughout construction.

We're committed to keeping you informed and involved in decisions that impact our City. Your input is important as we work to make West Lafayette safer, more connected, and accessible for everyone.

**Project updates:** <https://wlmoves.com/projects/project-updates/soldiers-home-road-updates/>.

**Submit comments:** During the hearing or in writing to Michael Peterson at VS Engineering via email: [MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)

**Public hearing questions:** Contact the City of West Lafayette Engineering Department at [engineering@westlafayette.in.gov](mailto:engineering@westlafayette.in.gov).

Thank you for your engagement and for helping to shape the future of our community.

Sincerely,  
The City of West Lafayette Communications Team



**Communications Department**  
222 N Chauncey Ave | West Lafayette, IN 47906 | 765.807.8990 | [westlafayette.in.gov](http://westlafayette.in.gov)



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This email was sent to ammosca@yahoo.com using govDelivery Communications Cloud on behalf of: City of West Lafayette  
• 222 N. Chauncey Ave • West Lafayette, IN 47906



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## Questions for 8/12/25 meeting

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From L S

Date Sun 8/10/2025 10:11 PM

To Mike Peterson <MPeterson@vsengineering.com>

Good evening Mr. Peterson and WL,

I have a few questions that I was wondering if you could answer at the meeting:

On page 1 of the legal notice sent to us, it mentions that "Soldiers Home Road experiences high traffic congestion, significant vehicle crashes .....".

A) speeding is a significant factor in accidents. From the new traffic circle at the Soldiers Home Road to Kalberer there is a 1.1 mile stretch with no stop signs, traffic lights or traffic circles.

From the new traffic circle at the Soldiers Home Road and continuing straight on N 75 E you have to go straight to E 500 N for the first stop sign. People drive 2.7 miles (1.1 in town or bordering town through residential neighborhoods) before there is anything to stop them other than residents pulling in and out of their driveways. The first stop sign in town is at the bridge and Happy Hollow Rd. or at Sagamore Parkway W. Maybe stop signs or lights like on Salisbury would help slow down traffic? If it keeps getting worse, we won't be able to get out of our streets and driveways. Some neighborhoods must exit on Soldiers Home Road there is no other way out of their neighborhoods or driveways. I like the idea of a traffic circle at Kalberer. It is a start. More is needed.

**Question 1: Since speeding is shown to cause accidents, and the whole stretch is not straight with long term visibility, shouldn't something be done to stop the speeding? Is this being addressed at all?**

B) The updated diagram has trees and powerlines in 9 feet of space with one foot on the other side of the sideway.

**Question 2 & 3 & 4 regarding trees on the side with the sidewalk and powerlines:** The power company regularly trims/cuts trees too close to power lines. **Has this been discussed with the power company?** (The lines are not that high and both the power lines and trees will be within about 5 feet according to the diagram.)

**\* Wouldn't it be better to not put trees on the side of the road with power lines and other cables?**

**\* Also, when the trees mature and leaves need to be raked, won't the vehicle traffic just blow the leaves back in our yards?**

**Question 5 & 6:** Also, as the road gets closer to homes and vehicles go faster, **\* What improvements will protect homes close to the road from crashes? (Maybe taller curbs or barrers?).** Someone goes off the road by my home there is a good chance they will hit the house, which is why years ago my dad put 2 rows of bushes and extra dirt along the Soldiers Home side of our property. If we replant the bushes as is, they will be feet from our house. (My neighbor has had to replace her front fence twice due to cars going through the drainage

ditch and hitting her fence, but thankfully her house is back from the road.) **How close will the nearest home be to the project line? (Since specifics haven't been shared with homeowners.)**

**Question 7 regarding the greenspace off the sidewalk:** I am against having the green area off the sidewalk be only 1 foot from my backyard. I have kids and grandkids. I don't want people standing on the sidewalk and looking through my bushes/fence to our backyard. It makes me feel uncomfortable. **\* It is not safe for homeowners to have the public walking within 1 foot of their property line. Have you thought of moving the sidewalk to where the trees are and remove the trees?**

**Question 8, 9, 10:**

**\* What will be traveling on the roads that will require a decontamination center to be added to the WL fire station?**

**\* Also, since many of us that live off Soldiers Home Road or near the fire station are not residents of WL, what is being done to protect us? Where will we go for decontamination? Why is this needed now?**

**\* Can hazardous materials be banned from Soldiers Home Road and roads in West Lafayette?**

It doesn't feel like you are being completely honest with homeowners since there has been many changes from the first meeting. I hope you are planning to present and review all the information in the shared documents at the meeting and discuss why many points were not discussed at earlier meetings. Safety and speeding have repeatedly been brought up by homeowners. I think these remain our top concerns moving forward.

**Question 11 & 12 detours:** During construction phase 2 Cumberland Ave is listed as a detour route (Jan. 14 Fact sheet), but it is only one lane and traffic stops during school pickup. **\*What other options are there?**

**\*Also, the green detour line stops at Road 75 East/Soldiers Home Road and Cumberland and Soldiers Home Road. Will there be another meeting to discuss the second phase?**

**Question 13:** At Yeager and Montgomery there are crosswalks to cross Yeager at bus stops and signage indicating a cross walk is there. **\*Will these be put into school areas and bus stop areas on Soldiers Home Rd?**

**Question 14:** Can you explain what the middle lane is for? Is it a turn lane or a passing lane or a lane to use to back out of your driveway? (I've seen it referred to as both in the comment/response section of the Jan 18 Fact Sheet.) **If used for all 3 purposes, wouldn't that be dangerous with people trying to turn and pass and/or backout into the same lane?**

Thank you for discussing and addressing these concerns on the 12th,  
Liane Strigin

---

**Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,**

---

**From** Mike Peterson <MPeterson@vsengineering.com>

**Date** Fri 8/15/2025 5:56 PM

**To** Sandra Kelly Susan Castle Sean Sasser

**Cc**

Sandra,

Thank you for these additional comments. The project team values these as part of the City's on-going efforts to provide the best possible improvements.



**Mike Peterson, P.E.**  
*Senior Project Manager*

**D:** 765.819.2928

**Email:** MPeterson@vsengineering.com  
8 North 3rd St, #302 Lafayette IN 47901

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**From:** Sandra Kelly

**Sent:** Tuesday, August 12, 2025 4:09 PM

**To:** Mike Peterson <MPeterson@vsengineering.com>; Susan Castle <susanc@metricenv.com>

**Cc:** Sean Sasser

**Subject:** Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,

Thank you. My neighbors and I are looking forward to seeing you tonight and are glad you are looking into some of our concerns.

We did notice that your response does not address the issue of additional traffic calming and pedestrian safety along Soldiers Home Road. Considering that some of the published data show that Soldiers Home Road has some of the highest crash rates in the county, we can hardly imagine that having more traffic moving more quickly will increase safety, particularly as the current plans show only a roundabout and two crosswalks being considered for the entire project.

In contrast, the other north south arterials in West Lafayette show greater engineering concern for safety. Between Sagamore and Kalbererer, Salisbury has four stop lights and five pedestrian crossings. From Sagamore to Kalberer on Yeager there is a stop light, a roundabout, a stop sign, and seven crosswalks. Some of the crosswalks on Sagamore and Yeager provide safety for people using the bus that need to cross the street to get on a bus or get home from the bus. The #5 City Bus has six stops going north on Soldiers Home Road between Sagamore and Kalberer and there are four stops going south. Are the people using these bus stops expected to just run out into traffic and hope for the best when crossing the road? Each bus stop should have a marked crossing. There are two Montessori Schools on the road also. The children need safe passage across the road too. Could these be combined with crossings for bus riders?

My neighbors and I are not sure why our local road is being given less consideration than previous engineering projects unless the road is being streamlined and speeded up to provide access for delivery trucks and other vehicles including those that dispose of hazardous waste from the planned SK hynix plant on Kalberer Road. There is already a designated highway along River Road that provides traffic flow at speed for people in cars just wanting to utilize a north south route through West Lafayette. According to our neighborhood engineering consultant, the road reconstruction plans as they stand do not show a road that is strong enough even for the bus traffic currently using the road.

I would also like to know if the environmental consultants are considering the noise levels along the road. Since we moved here five years ago, we are hearing a lot more road noise, and once the trees and bushes along the road are cut down and traffic moved closer to our homes, it will get worse. Neighbors along Soldiers Home Road report that they are already unable to enjoy sitting in their yards in spite of putting in water fountains and trying to drown the road noise out with music.

Please consider the neighbors who live here as you plan for our future in West Lafayette.

Sincerely,

Sandra Kelly

On Tue, Aug 12, 2025 at 1:28 PM Mike Peterson <[MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)> wrote:

Ms. Kelly,

The current project scope available online represents the "preferred alternative" and shows basic associated impacts for environmental evaluation. It does not reflect all proposed anticipated changes resulting from public input received to date. Input gathered from this evening's formal Public Hearing will be evaluated and used as the basis for all changes. Responses will be available in written form a few weeks after the end of the August 26th comment deadline.

Several of the previously received resident comments are anticipated to become part of the design, though they are not necessarily reflected in the current plans. Also, several are still being carefully evaluated (refer to the previous Responses to Comments that indicate this). In any case, we are not currently in a position to regard anticipated changes as "final" since we are still in the comment-gathering stage, where newly received comments may well impact the design. Items to be shared in the Hearing include roundabout evaluation, addressing erosion concerns at outfalls, measures to limit trucks, and mailbox selection provisions, among others.

Thank you.



**Mike Peterson, P.E.**  
Senior Project Manager

D: 765.819.2928  
Email: [MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)  
8 North 3rd St, #302 Lafayette IN 47901



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**From:** Sandra Kelly [REDACTED]  
**Sent:** Friday, August 8, 2025 5:01 PM  
**To:** Mike Peterson <[MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)>  
**Cc:** Susan Castle <[susanc@metricenv.com](mailto:susanc@metricenv.com)>  
**Subject:** Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafyette,

Thank you for the response. I'm not sure I understand though. Does the current project scope available online include the latest changes, including those requested by residents? Or will the design changes be available in written form at the meeting, or perhaps after the latest meeting? Basically, what I am asking for is what changes have already been made to the scope and design based on the past two meetings with residents? I would like to be able to know this before the third meeting next week.

Sincerely,  
  
Sandra Kelly

On Thu, Aug 7, 2025 at 2:57 PM Mike Peterson <[MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)> wrote:  
Good afternoon, Ms. Kelly,

Susan Castle had passed along your reply to her previous e-mail.

Regarding an overview for Phase 2, the current website now includes this - see snip below. Feel free to let us know of any access issues; some browser configurations have been taking users to the older project information.

**Current Project Scope and Design Features**

The project will reconstruct Soldiers Home Road in two phases:

- Phase I: Sagamore Parkway to Hamilton Street.
- Phase II: Hamilton Street to Kalsbier Road.

[View Overview Phase I Map](#) | [View Overview Phase II Map](#)

Regarding changes being made based on previous public input, responses to this input, including pending design changes and those under consideration, will be shared during the meeting presentation and made available in written form to the public.

Thank you for submitting your comments. Additional comments can be made during the meeting, and in writing thereafter. All comments received by the designated date will be evaluated and responded to in writing within the project's environmental documentation.

*Your Aug. 1st response to Susan:*

*Yes, I am aware of that link, but thanks for sending it. Not sure why there is not an overview for Phase 2, where a number of concerned residents live, myself included. What I want to know is what changes have been made to the original project based on public input. It doesn't seem that anything has changed from the original plan, which leads residents to believe that the input received on the project has been completely ignored. I am anxious to know if there have been any changes made due to resident requests. If there have not been any, I would like to know why.*

*Thank you again,*

*Sandra Kelly*

Best Regards,  
Mike Peterson



**Mike Peterson, P.E.**  
Senior Project Manager

**D:** 765.819.2928

**Email:** [MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)

8 North 3rd St, #302 Lafayette IN 47901

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**From:** Susan Castle <[susanc@metricenv.com](mailto:susanc@metricenv.com)>

**Sent:** Friday, August 1, 2025 8:05 AM

**To:** Sandra Kelly [REDACTED] >

**Cc:** Mike Peterson <[MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)>

**Subject:** RE: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,

Hi Sandra,

You can view the current plans at the link below:

<https://wlmoves.com/project/reconstruction-widening-of-soldiers-home-road-from-sagamore-parkway-to-kalberer-road/>

Scroll down to the Public Hearing Documents.

Thank you for your interest in this project.



**Susan Castle**

*Senior Project Manager*

*NEPA Compliance*

O 317.608.2730

M 317.379.3649

6958 Hillside Court

Indianapolis, IN 46250

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---

**From:** Sandra Kelly [REDACTED] >

**Sent:** Thursday, July 31, 2025 9:14 AM

**To:** Susan Castle <[susanc@metricenv.com](mailto:susanc@metricenv.com)>

**Subject:** Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,

Thank you for the information. Could you please let me know what changes have been made to the original plans after input from residents? My neighbors and I requested quite a few changes at the previous couple of meetings, and we want to make sure that our concerns have been addressed before we attend the next meeting.

Sincerely,

Sandra Kelly

On Tue, Jul 29, 2025 at 8:45 AM Susan Castle <[susanc@metricenv.com](mailto:susanc@metricenv.com)> wrote:

Good Morning,

You are receiving this e-mail as you attended a previous design input meeting for the above referenced project.

The City of West Lafayette will host a public hearing on August 12, 2025, in the Council Chambers of City Hall, 222 N. Chauncey Avenue, West Lafayette, IN, 47906.

The doors will open at 5:30 pm and the hearing will begin at 6:00 pm.

Please see the attached legal notice for project information and where the released CE Level 2 and preliminary design plans can be viewed.

Thank you very much



**Susan Castle**

*Senior Project Manager*

*NEPA Compliance*

O 317.608.2730

M 317.379.3649

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**Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,**

---

**From** Mike Peterson <MPeterson@vsengineering.com>

**Date** Fri 8/15/2025 5:56 PM

**To** Sandra Kelly [REDACTED]; Susan Castle <susanc@metricenv.com>

**Cc** Sean Sasser [REDACTED]

Sandra,

Thank you for these additional comments. The project team values these as part of the City's on-going efforts to provide the best possible improvements.



**Mike Peterson, P.E.**  
*Senior Project Manager*

**D:** 765.819.2928

**Email:** MPeterson@vsengineering.com  
8 North 3rd St, #302 Lafayette IN 47901

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**From:** Sandra Kelly [REDACTED] >

**Sent:** Tuesday, August 12, 2025 4:09 PM

**To:** Mike Peterson <MPeterson@vsengineering.com>; Susan Castle <susanc@metricenv.com>

**Cc:** Sean Sasser [REDACTED]

**Subject:** Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,

Thank you. My neighbors and I are looking forward to seeing you tonight and are glad you are looking into some of our concerns.

We did notice that your response does not address the issue of additional traffic calming and pedestrian safety along Soldiers Home Road. Considering that some of the published data show that Soldiers Home Road has some of the highest crash rates in the county, we can hardly imagine that having more traffic moving more quickly will increase safety, particularly as the current plans show only a roundabout and two crosswalks being considered for the entire project.

In contrast, the other north south arterials in West Lafayette show greater engineering concern for safety. Between Sagamore and Kalbererer, Salisbury has four stop lights and five pedestrian crossings. From Sagamore to Kalberer on Yeager there is a stop light, a roundabout, a stop sign, and seven crosswalks. Some of the crosswalks on Sagamore and Yeager provide safety for people using the bus that need to cross the street to get on a bus or get home from the bus. The #5 City Bus has six stops going north on Soldiers Home Road between Sagamore and Kalberer and there are four stops going south. Are the people using these bus stops expected to just run out into traffic and hope for the best when crossing the road? Each bus stop should have a marked crossing. There are two Montessori Schools on the road also. The children need safe passage across the road too. Could these be combined with crossings for bus riders?

My neighbors and I are not sure why our local road is being given less consideration than previous engineering projects unless the road is being streamlined and speeded up to provide access for delivery trucks and other vehicles including those that dispose of hazardous waste from the planned SK hynix plant on Kalberer Road. There is already a designated highway along River Road that provides traffic flow at speed for people in cars just wanting to utilize a north south route through West Lafayette. According to our neighborhood engineering consultant, the road reconstruction plans as they stand do not show a road that is strong enough even for the bus traffic currently using the road.

I would also like to know if the environmental consultants are considering the noise levels along the road. Since we moved here five years ago, we are hearing a lot more road noise, and once the trees and bushes along the road are cut down and traffic moved closer to our homes, it will get worse. Neighbors along Soldiers Home Road report that they are already unable to enjoy sitting in their yards in spite of putting in water fountains and trying to drown the road noise out with music.

Please consider the neighbors who live here as you plan for our future in West Lafayette.

Sincerely,

Sandra Kelly

On Tue, Aug 12, 2025 at 1:28 PM Mike Peterson <[MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)> wrote:

Ms. Kelly,

The current project scope available online represents the "preferred alternative" and shows basic associated impacts for environmental evaluation. It does not reflect all proposed anticipated changes resulting from public input received to date. Input gathered from this evening's formal Public Hearing will be evaluated and used as the basis for all changes. Responses will be available in written form a few weeks after the end of the August 26th comment deadline.

Several of the previously received resident comments are anticipated to become part of the design, though they are not necessarily reflected in the current plans. Also, several are still being carefully evaluated (refer to the previous Responses to Comments that indicate this). In any case, we are not currently in a position to regard anticipated changes as "final" since we are still in the comment-gathering stage, where newly received comments may well impact the design. Items to be shared in the Hearing include roundabout evaluation, addressing erosion concerns at outfalls, measures to limit trucks, and mailbox selection provisions, among others.

Thank you.



**Mike Peterson, P.E.**  
Senior Project Manager

D: 765.819.2928  
Email: [MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)  
8 North 3rd St, #302 Lafayette IN 47901



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**From:** Sandra Kelly [redacted] <[redacted]@[redacted].m>  
**Sent:** Friday, August 8, 2025 5:01 PM  
**To:** Mike Peterson <[MPeterson@vsengineering.com](mailto:MPeterson@vsengineering.com)>  
**Cc:** Susan Castle <[susanc@metricenv.com](mailto:susanc@metricenv.com)>  
**Subject:** Re: Des. No. 1401291 Soldiers Home Road and Sagamore Parkway Ramps, Road Reconstruction, W. Lafayette,

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**Current Project Scope and Design Features**

