

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

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From: Susan Castle <susanc@metricenv.com>

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

To: Sandra Kelly [REDACTED] >

Cc: Mike Peterson <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

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From: Sandra Kelly [REDACTED] >

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

To: Susan Castle <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> 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

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To: development@westlafayette.in.gov

Re: Public comment - Proposed Soldiers Home Road reconstruction

While the City of West Lafayette turns into one large construction site, continuing in the next couple of years with the construction of multiple higher-rise housing in the Village area and the coming 100+ acre SK hynix industrial site and factory, along with two or more proposed new hospital facilities, while at the same time witnessing construction of a \$71 million dollar new public safety center, we now learn the main corridor to the historic Indiana State Soldiers Home and Cemetery may also be completely 'reconstructed'.

Purportedly, the primary goal of the reconstruction is: *"...to improve efficiency and preserve capacity while also improving safety, security, accessibility, and sustainability for all users of the road."* The work is to be completed over two years in two phases, the first Phase beginning in April 2028, which will supposedly last one year, followed then by Phase 2 in April 2029, for an additional year.

This minor thoroughfare leading to the Indiana Soldiers, Home and Veterans Cemetery and the many dozens of homes, a nursing home and the day care schools along the route will therefore suffer obstruction and lack of access throughout an estimated minimum of two years, and perhaps even more, much like the new roundabout and reconstruction at Sagamore Parkway, Morehouse and Kalberer roads, which now spreads north on Morehouse.

Admittedly, long road closures between Sagamore Parkway and Kalberer Road will force detour for many tens of thousands of vehicle trips (and consume many thousands of extra gallons of fuel with exhaust) during that two years which would otherwise easily continue to use that 1.1 mile section of Soldiers Home Road. Instead, travelers will be forced into the adjoining residential neighborhoods, with impatient motorists choosing their own fastest detour and thus endangering safety while multiplying traffic overload, some past Cumberland School, and all likely onto already more congested and overburdened thoroughfares. As we all know, during some days traffic at a few intersections is already backed up to Louisville. Such long-term detours and rerouting can almost guarantee collisions, property damage and personal injury ... or worse.

The proposed reconstruction is admittedly going to destroy hundreds of lovely old trees and plantings in the front yards of long-established homes along this historic route which will never be replaced during our lifetimes, either due to cost or more likely by reason of lack of remaining space between road and residence. Even trees not in the right of way but which overhang the right of way or have long roots will suffer removal or slow death. Lacking these established buffers, homes will be more exposed to the twenty-four hour noise, and maybe trespass, associated with the many cars, city buses, trucks of all size, and even people, as they pass each day. In far too many cases, with addition of a 12' center two-way left turn lane, plus a 10' proposed trail and 5' sidewalk to accommodate the several passersby, also with curbs and gutters and the addition of the 5' landscaped buffers, many homeowners will see their established front yard almost cease to exist, or at least shrink, possibly along with the resale value of their homes which will then front on a busy thoroughfare..

The plan also suggests two roundabouts; one at Sagamore Parkway and one at Kalberer Road, and while on one hand, the alleged purpose of the reconstruction is to improve efficiency and reduce congestion, the roundabouts are being installed to 'slow traffic' (and will create congestion). Many of us have experienced substantial congestion at roundabouts here and elsewhere, as they've become more common. And where we now just slow and turn west onto Sagamore Parkway or exit Sagamore Parkway and turn north onto Soldiers Home Road, with virtually no delay or congestion at any time of day, we will be forced to slow, or more likely come to a complete stop, before entering any such roundabout.

In my 62 years of using Soldiers Home Road, currently traveling on it perhaps six or eight times per day, I am unaware of one single vehicle or other accident of any type, or even evidence of such. With exception of traffic pausing for school buses, I have never seen congestion of any consequence. Traffic will always continue to back up each weekday for stopped school buses, regardless of road size.

With some complaints about vehicles exceeding the speed limit or the safety of others using the road, the city nonetheless proposes to improve efficiency of the road in such a way which will only invite more traffic for both passenger and commercial vehicles, and faster speeds, all resulting in less safety for contiguous properties, their owners and residents, and for others on or about the road. In its current condition, that environment suggests reduced speeds with traffic lanes which meander through a quiet residential tree-lined greenway with appropriate setback for the homes. Likewise, the older road's surface is currently guaranteed to chip teeth at higher speeds, Soldiers Home Road remains a safe and practical minor thoroughfare for all, just as it is. We are reminded of the old saying: "If it ain't broke, don't fix it. "

We all understand that planners and engineers are paid handsome salaries "to do something". Unfortunately, this is not "something" which needs to be done, for many reasons.

In addition to the new West Lafayette public safety center which has an initial estimated cost of \$71 million and which is likely going to cost taxpayers closer to \$90 million with overruns and interest on bonds during a 10 year amortization, as yet we have no cost estimates as to the tens of millions of dollars which the huge SK hynix factory, the two hospitals recently announced and the many large residential facilities, all now being welcomed for construction, are going to cost the taxpayers of West Lafayette just to upgrade or to construct new facilities to collect and accommodate the tens of millions of gallons of additional surface water from rooftops and the impervious surfaces of new driveways and parking lots in an average 1" rain. In addition, there will be huge costs to deal with the as yet unquantified burden of additional raw sewage and chemical laden waters from these new facilities which will all need to be environmentally processed and treated in compliance with current and perhaps more strict future codes and regulations, before discharge into the Wabash River and its fragile ecosystem. With little mention, there will also be additional cost to taxpayers for police and fire protection and related city administrative costs, and with ongoing maintenance of current and future infrastructure related to any new industry or businesses located within the city.

Even with federal money, taxpayers are to provide a local funding match for reconstruction of Soldiers Home Road; moreover, the taxpayers will then continue to experience ongoing yearly costs associated with maintaining this reconstructed road with its new lighted pathways and required care and mowing of the plantings and buffer strips in front of adjoining homes.

In closing, as a casual observer of many elections, I would venture that administrative decisions made during the past several years will become important issues for taxpayers and voters in the next city election.

My opinions and comment.

"/s/ John M. Burgett"

COMMENT FORM

Soldiers Home Road and Sagamore Parkway Access Ramp
West Lafayette, Tippecanoe County, Indiana
Lead Des. No. 1401291 and 2201253

Should you have comments regarding this project, please give this form to project team members as you leave the meeting, or send by U.S. mail or e-mail by August 26, 2025 as provided in the Project Information Packet.

Date: 8 - 12 - 25

Name (please print): DIANE DUNLAP

Organization (if Applicable):

Mailing Address (with zip code): [REDACTED]

Phone Number: [REDACTED]

E-mail: [REDACTED]

Project Comments

Replace existing Lafayette city bus stop on the southeast corner of Soldiers Home Road and Overlook Drive with a 6' x 12' bus shelter on concrete pad.

Sender Name	Reference	Detailed Summary of the Comments	Comment	Response
Joseph Krause	E01	Supports rebuilding/widening Soldiers Home Rd and adding a wider shared-use path, supports a roundabout on the north side at Sagamore Pkwy. Expresses concern about traffic operations on the south side of the Sagamore bridge and proposes an additional roundabout at Happy Hollow Rd & Sagamore Pkwy ramps so traffic does not have to stop. Lists a two-roundabout solution: the planned one at Soldiers Home Rd/Sagamore ramps and an additional one at Happy Hollow Rd/Sagamore ramps.	Can a roundabout be designed at Happy Hollow Road/Soldiers Home Road/Sagamore Parkway?	A roundabout at this location is outside the scope of the current project, but funding for a roundabout here is being evaluated by the City in order to improve traffic flow, safety, and reduce speeds.
Cynthia Hartman	E02	Relays a resident inquiry for the SHR project, resident (Cynthia Hartman, [REDACTED]) wants to understand how much of her property will be affected and requests an on-site visit to show the affected area.	1. How much of their property will be affected by the project? 2. Can someone come out and physically show the area affected?	1. The current Public Hearing plans show the anticipated extent of proposed or temporary right-of-way needed along each property. 5-feet of right-of-way will be needed for the entire length of the property adjacent to Soldiers Home Road. An additional 5-feet of temporary right-of-way will be required for 54-feet along Soldiers Home Road for grading purposes. 2. The location of the proposed right-of-way acquisition will be staked as part of the acquisition process. At that time representatives will meet with each property owner on-site to go over the project and their property.
Rick Morrissey	E03	Resident adjacent to Soldiers Home Rd reports prior property damage due to darkness and requests installation of a dual street lamp to illuminate the area, HOA had declined previous request.	Can dual street lamp illumination be provided at near the property address for [REDACTED]	Street lighting is to be installed at each roadway intersection. Additionally, light bollards are to be installed every 30-feet along the multi-use path, which is located along the right-of-way adjacent to [REDACTED]
Sandra Kelly	E04	Requests clarification on whether the online scope includes latest changes, asks for list of changes made based on prior resident input before the next meeting.	1. Does the current online scope include the latest changes? 2. What changes have already been made based on past meetings?	1. The Public Hearing plans are current. 2. Answers to the more common comments from the previous public meetings are documented in the Design Hearing presentation.
Aaron Wasburn	E05	Supports most of the project but asks that the proposed roundabout not be built and requests removal of existing roundabouts, restoring standard intersections, calls roundabouts a nuisance.	Can the proposed roundabout not be built?	The roundabout is being proposed to meet the needs of current and projected traffic volumes, improve safety by reducing the number and severity of crashes, and reduce vehicle speeds. These design elements would not be met to the same Level of Serviceability (LOS) as a traditional signalized intersection.
Sean Sasser	E06	Comprehensive comments citing USDOT sources: argues current speeding issues would worsen with a third lane, advocates continuous sidewalks/multi-use trail on one side to avoid unsafe crossings, proposes guarded crosswalks at Sharon Rd, Cumberland Ave, and Kalberer Rd, requests bus pullouts, suggests a roundabout at Happy Hollow Rd & Sagamore Pkwy instead, recommends keeping two lanes with traffic calming (speed humps, median islands), and discusses costs, signals, eminent domain, and equity considerations.	1. Why does the current proposed plan place pedestrians and bicyclists at increased danger by forcing crossings of Soldiers Home Road? 2. Suggests having the multi-use trail be continuous on only one side of the road. 3. Suggests including bus pull-outs. 4. Suggests a roundabout at Happy Hollow Road & Sagamore Parkway's access ramp. 5. Recommends keeping two lanes with traffic calming devices. 6. Concerned about eminent domain. 7. Concerned about equity where this project does not get the same quality as others, such as traffic signals/stop signs, lights, and traffic calming solution.	1. A multi-use trail is proposed along one side of the road with a sidewalk along the other. Both are separated from the roadway by a barrier curb and 5 ft grass strip. Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. A crosswalk has been added at Cumberland Avenue, and one is anticipated to be constructed at Kalberer as part of Phase 2. Roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Ave. will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. Existing bus stop locations at University Park and Montessori School will be replaced. 2. The multi-use trail will be adjusted to be relocated and continuous on just one side of the road. 3. Bus pull-out feasibility will be discussed further with CityBus in terms of the needed space required. Given the restriction of existing and proposed right-of-way, bus pull-out locations at this time are not anticipated to be included because they are unable to fit within the corridor limits. 4. A roundabout at Happy Hollow Road and Sagamore Parkway is outside of the project limits and scope. 5. The center Two-Way Left Turn Lane (TWLTL) is being added to reduce the witnessed high level of rear-end collisions along the corridor. These collisions are a reflection of increased traffic and the density, over 50 per mile, of driveways and street approaches along Soldiers Home Road. It is not a lane for passing other motorists nor for backing out of driveways. 6. A summary of the right-of-way acquisition process will proceed as follows. A real estate appraiser will visit the property to evaluate and determine their opinion of fair market value of the real estate needed for the project. The landowner will be invited by the appraiser to discuss unique or hidden features of the property. Subsequently, a "review appraiser" (an independent, third party real estate appraiser) will study and review the initial report to ensure that all applicable appraisal standards and requirements are met. Any damages or benefits will be reflected in the just compensation amount. Once the agency (City) approves the compensation offer, negotiations to purchase your property will occur with a written offer being delivered to you; you will then have 30 days to consider and accept. When an agreement is made, you will be asked to sign the agreement consenting to the acquisition of the property. If you reject the offer and a negotiated agreement can not be reached, the agency will initiate condemnation proceedings (via eminent domain). 7. This project will include a roundabout at the highest traversed intersection, which exceeds a traditional signalized or stop condition intersection in regard to their Level of Service (LOS). The project also includes street lighting at all intersection, along with bollards for lighting the trail itself. Traffic calming solutions included with the project are; the roundabout, the raised intersection at Cumberland Avenue, and all pedestrian crossings which will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons.
Janet Scarcelli	E07	Long-time resident concerned about losing 33-40 ft of frontage, potential relocation of utility poles threatening a mature oak tree and increasing AC costs, loss of privacy with 10-ft trail, property value and contamination concerns, emergency access and parking constraints, need for child crossings and traffic calming, opposition to tree removal and extensive front-yard impacts. Expresses high stress about the project, fears inability to back out of driveway, reduced property value from smaller lot and increased noise, and added hazard from trail traffic when entering/exiting property, asks officials to listen and review prior comments.	1. How will I safely exit my driveway? 2. Where will my family park when visiting me? 3. How will fire trucks and ambulances access such a short driveway? 4. Concerned utility relocation will damage/kill their trees. Additionally concerned the removal of the trees in their front yard will impact their privacy.	1. We have verified that vehicles can safely back out of their driveway with the proposed distance of view from the driveway to oncoming traffic along Soldiers Home Road in order to access the travel lane, giving enough time and space for oncoming traffic to stop as needed. 2. Homes along Soldier's Home Road will be able to have vehicles parked in their driveways up to the extents of the road right-of-way. Parking on the street will not be permitted. 3. Emergency vehicles will still be able to access driveways. If necessary, emergency vehicles can park on the roadway. 4. Tree clearing within the temporary and permanent public right-of-way will be required in specific locations for utility relocation efforts and for visibility purposes such as for vehicles backing out of their driveways to be able to oncoming vehicles along Soldiers Home Road and pedestrians along the multi-use trail and sidewalk. At the address for Janet Scarcelli, [REDACTED] no trees are required or planned to be removed.

Sender Name	Reference	Detailed Summary of the Comments	Comment	Response
Dr. Eliza Gellis	E08	Supports bicycle improvements but strongly opposes adding a continuous center turn lane, calling it dangerous and unnecessary, suggests considering a treatment only at Kalberer (e.g., stop sign or roundabout), cites limited front-yard space and safety risks from faster traffic and potential semi-truck passing.	1. Where, exactly, is the land for the added lane going to come from? 2. Strongly opposes the TWLTL.	1. For Phase 1, the area where the roadway exists already is predominantly the same area where the proposed roadway is going. The roadway itself will be striped with narrower travel lanes to allow for an extra lane. There will be the additional space required for the proposed trail, and sidewalk is reflected by the right-of-way shown on the plan. For Phase 2, the additional land required for the turn lane, trail, and sidewalk is reflected by the right-of-way shown on the plans; this right-of-way is the minimum required to accommodate these features. The project minimizes impacts to front yards. The right-of-way acquisition process provides for compensation for incurred losses due to the additional right-of-way. 2. The center Two-Way Left Turn Lane (TWLTL) is being added to reduce the witnessed high level of rearend collisions along the corridor. These collisions are a reflection of increased traffic and the density, over 50 per mile, of driveways and street approaches along Soldiers Home Road. It is not a lane for passing other motorists nor for backing out of driveways.
Steve Bruhn	E09	Notes detour talk about routing traffic onto Reba Dr and raises concerns due to existing congestion from school pick-up, questions need for three lanes (would speed traffic and take more front-yard space), opposes speed bumps, notes occasional backups for northbound movement at Sagamore → Soldiers Home and the need for intersection improvements as area grows.	1. How long would the detour onto Reba Drive be in effect? 2. Questions the need for the 3 lanes (TWLTL)? 3. Opposes speed bumps.	1. The anticipated duration for the detour phase at Reba Drive to be in effect could be 1 to 3 months long. 2. The center Two-Way Left Turn Lane (TWLTL) is being added to reduce the witnessed high level of rearend collisions along the corridor. These collisions are a reflection of increased traffic and the density, over 50 per mile, of driveways and street approaches along Soldiers Home Road. It is not a lane for passing other motorists nor for backing out of driveways. 3. Cumberland Avenue will be a raised intersection to facilitate slower speeds. This differs from a speed bump where is a raised table has a gradual grade adjustment to a plateaued surface, which will go through the entire intersection, while a speed bump has a much more drastic change in grade and elevation which is causes more disturbance when traversed through quickly rather than a raised table.
David McKinnis	E10	Opposes removing trees and filling the ravine near Cedar Hollow Ct, requests re-landscaping (e.g., landscaped berm or replacement trees) to restore natural beauty.	Can a landscaping berm or area be included in the plans at the woodland ravine?	The project will limit impacts to trees and landscaping to that which is necessary to construct the project. The ravine at Cedar Hollow Court adjacent to Soldiers Home Road will require changes to address continuing erosion that threatens the adjacent property here; trees in this area will be preserved where possible. The City will provide supplemental tree planting at the appropriate locations.
Liane & Marcia Strigin	E11	Compiles nine detailed questions on mailbox restoration, trashcan placement, right-of-way maintenance responsibilities (trees/grass/snow), traffic calming and speed control, hazardous materials routing and restrictions, safe crossings for schoolchildren near Myrtle/Linda/Reba/Cumberland, intersection control at Cumberland (roundabout or signal), use of wildflowers instead of trees, and increasing curb height for protection.	1) If you like your current mailbox, will you restore it after construction? 2) Where will trashcans go (sidewalk, road, grass)? 3) Since the easement will be taken, will trees/grass/walkways be off homeowner property?, 3a) If so, who will maintain/trim trees by the road?, 3b) If so, who will mow grass and remove snow on sidewalk and trail? 4) What will be done to slow traffic (speed bumps, flashing signs, rumble strips)? Why aren't these considered? 5) Are hazardous materials allowed on Soldiers Home Rd? If so, why are there not restrictions and who enforces them? 6) How will school kids safely cross Soldiers Home Rd near Myrtle/Linda/Reba/Cumberland? 7) Has a traffic circle or signals been considered at Cumberland & Soldiers Home? 8) Could wildflowers/plants be used instead of trees? 9) Could the curb height be increased (above "6") to better protect nearby houses?	1. The mailboxes shall be removed temporarily without being damaged and given to the homeowners until impactful construction activities are complete and the contractor will reacquire the mailboxes and reinstall them. During construction temporary mailboxes will be provided. 2. Contractor will be responsible with coordinating trash service to impacted properties. 3. Current City practice is for the homeowner to maintain the park strip/buffer strip and the sidewalk for mowing and snow shoveling. The City Parks Dept will remove snow from the trail. 4. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 5. State Code (Title 9-20-1-3 subsection C) states that, with exceptions, local authorities can prohibit the operation of commercial vehicles or impose limitations on their weight, size, or use on highways under their jurisdiction via ordinance, provided appropriate signs are posted. This state code applies to Soldiers Home Road as it is not a designated designated truck route for trucks over 26,000 pounds (semi-trucks). If hazardous materials are being shipped not in semi-trailer trucks, there are no regulations to prevent this along Soldiers Home Road. 6. A multi-use trail is proposed along one side of the road with a sidewalk along the other. Both are separated from the roadway by a barrier curb and 5 ft grass strip. Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. A crosswalk has been added at Cumberland Avenue, and one is anticipated to be constructed at Kalberer as part of Phase 2. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 7. A roundabout at Cumberland Avenue was analyzed and was determined not to be warranted based off on analysis conducted to determine the future level of service (LOS), which is the delay of traffic at an intersection, which met or exceeded the minimum required level of service. A raised table is part of the design at the Cumberland Avenue intersection, which will help keep traffic speeds at the roadway's design speeds, allowing for turning left from Cumberland Avenue to be more feasible. 8. Wildflowers nor trees are not part of the project. As part of this project, all disturbed areas of the project are planned to be seeded or sodded. Subsequent to the project, the City anticipates a separate initiative to add trees and other plantings to the road corridor. 9. Increased curb height would increase cost and construction complexity with minimal to no benefit.

Sender Name	Reference	Detailed Summary of the Comments	Comment	Response
Kurt & Anne Sommer	E12	Supports project, attachment details suggestions on noise (prefer HMA, if PCCP then NGCS texture), traffic calming (e.g., rain gardens), pedestrian safety (raised crosswalks incl. at Hamilton, set crosswalks back from roundabout exits, consider crosswalk near Myrtle/Westview given CityBus Route 42), intersection ideas (roundabout at Sagamore ramps, innovative solution or mini-roundabout and improved sight distance at Cumberland, roundabout at Kalberer in Phase 2), tree/landscape design to avoid root damage (coordinate with Tree Lafayette), and construction MOT with realistic detours and neighborhood speed mitigation.	<ol style="list-style-type: none"> 1. Consider using HMA instead of PCCP for noise reduction, or at least NGCS texture if PCCP is used. 2. Consider including a raised pedestrian crosswalk at the Hamilton Road intersection. 3. A new bus stop will be added at Myrtle Drive/Westview Circle. Would this warrant a crosswalk? 4. Maybe eliminate the crosswalk at Hamilton in place of the one at Myrtle Drive/Westview Circle? 5. Raised tables for pedestrian crosswalks be included? 6. Can rain gardens be included to help with traffic calming? 7. Can a roundabout be feasible at Cumberland Avenue to help facilitate left turning movements from Cumberland? 8. How will tree and landscaping vegetation be addressed? 9. Construct MOT detours with realistic detours and neighborhood speed mitigation? 	<ol style="list-style-type: none"> 1. HMA is currently the designed pavement for the project. If PCCP is to be used, longitudinal joints are the current standard practice pattern per INDOT's design manual, which is used to help with noise reduction. 2. A raised crosswalk was considered, however, it was decided to be incorporated at the Cumberland Avenue intersection as part of the raised table. A crossing at Hamilton will still be included with the appropriate signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 3. 4. & 5. A crosswalk would not be warranted if a new bus stop is to be added at the intersection. Pedestrian crosswalks do not have warrants to be in any specific location, they are included for ease of reversibility for pedestrians. A multi-use trail is proposed along one side of the road with a sidewalk along the other. Both are separated from the roadway by a barrier curb and 5 ft grass strip. Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. A crosswalk has been added at Cumberland Avenue, which will be located on the raised table intersection, and one is anticipated to be constructed at Kalberer as part of Phase 2. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 6. There is not enough space between drive approaches and street intersection to where rain gardens can be implemented between the two travel lanes where the current Two-Way-Left-Turn-lane is currently being proposed. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 7. A roundabout at Cumberland Avenue was analyzed and was determined not to be warranted based off on analysis conducted to determine the future level of service (LOS), which is the delay of traffic at an intersection, which met or exceeded the minimum required level of service. A raised table is part of the design at the Cumberland Avenue intersection, which will help keep traffic speeds at the roadway's design speeds, allowing for turning left from Cumberland Avenue to be more feasible. 8. Any landscaping or vegetation that is located within the proposed right-of-way will be removed and the property owner will be reimbursed for that loss. Wildflowers nor trees are not part of the project. As part of this project, all disturbed areas of the project are planned to be seeded or sodded. Subsequent to the project, the City anticipates a separate initiative to add trees and other plantings to the road corridor. 9. It is anticipated for most non-local motorists, that they will use the full detour route, or other major roadways. For local motorists, there are no restrictions as to which roads they will use to navigate around the project. It is possible for local law enforcement to help implemented local speed limits if motorists are not abiding to local traffic speeds.
Laura M. Slusher	E13	After reviewing slides/plan overview, expresses concern that a wide cross-section promotes speeding and reflects an outdated, throughput-focused design, urges a Safe System approach prioritizing vulnerable road users, favors grass medians/refuge islands over a TWLTL, questions setting design speed at 30 mph given frequent speeding, recommends narrower sections/chokepoints, collecting speed data and designing to 85th percentile, prioritizing VRU safety, and adding bus pullouts.	<ol style="list-style-type: none"> 1. Will the widened roadway cross section promote speeding? 2. Can the design speed be raised? 3. Can pedestrian safety be prioritized over the throughput and access? 4. Can bus pullouts be provided? 	<ol style="list-style-type: none"> 1. The striping of the travel lanes will be narrower than the existing travel lane widths which help promote slower speeds. Along side with narrowing of the travel lanes, traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All pedestrian crossings will also include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 2. Increasing the road's speed will not promote safety for motorists or pedestrian with the proposed geometrics of the roadway, superelevation, curve length and radii, and lane widths. 3. The pedestrian's safety for crossing the road is considered just as much as its accessibility. A multi-use trail is proposed along one side of the road with a sidewalk along the other. Both are separated from the roadway by a barrier curb and 5 ft grass strip. Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. A crosswalk has been added at Cumberland Avenue, and one is anticipated to be constructed at Kalberer as part of Phase 2. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 4. Bus stop locations are currently being evaluated in coordination with CityBus.
Jennifer Brand	E14	Thanks for meeting, concerned the detour will add traffic to Salisbury near Lindberg, especially during rush hours and school times, suggests traffic studies comparing current vs. overflow volumes and potential timing optimizations at key signals (e.g., near Payless), emphasizes priority on traffic calming (speed humps, flashing crosswalks), potential roundabouts at Kalberer and/or Cumberland, and periodic enforcement to build community support.	<ol style="list-style-type: none"> 1. Could you conduct traffic studies with current and projected detour volumes? 2. Maybe modify the timing of traffic signals to expedite north/south flow? 3. Can a stop sign be added at Cumberland? 4. Could a traffic circle be added at Kalberer and/or Cumberland? 5. Can law enforcement help periodically with moderating proper traffic speeds and stopping at signs along SHR? 6. Can there be more traffic calming measures, such as speed humps or flashing crosswalks? 	<ol style="list-style-type: none"> 1. Detour traffic during construction will be monitored by the City personnel and adjustments to traffic signals will occur as deemed appropriate. 2. Signal timing adjustments along Salisbury Street during the construction detour period will be coordinated with City traffic officials. 3. A warrant analysis was conducted for the Cumberland Avenue intersection. Based on the criteria set out in the Indiana Manual on Uniform Traffic Control Devices, the intersection does not currently warrant a 3-Way stop or traffic signal. To help motorists navigate at the intersection, a raised table is part of the design at the Cumberland Avenue intersection, which will help keep traffic speeds at the roadway's design speeds, allowing for turning movements from Cumberland Avenue to be more feasible. 4. A roundabout design was analyzed at the Cumberland Avenue intersection and was determined to be required based off the existing and projected Level of Service (LOS) for the intersection, which is the delay of traffic at an intersection, which met or exceeded the minimum required level of service. A raised table will be included at the intersection to help facilitate traffic patterns by moderating the speed for Soldiers Home Road's vehicles. A roundabout at Kalberer Road and Soldiers Home Road intersection is anticipated as part of the design for Phase 2 of the project to improve traffic flow, safety, and reduce speeds. 5. Law enforcement will be available during construction for Maintenance of Traffic purposes. City officials will be monitoring construction activities and will take appropriate actions as necessary. 6. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons.

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Timothée (Tim) Pourpoint	E15	Long-time Overlook Dr resident who attended the public hearing, supports the overall project and the inclusion of trails/sidewalks, requests adding a roundabout at Cumberland Ave to improve operations and slow traffic, also requests adding a couple of speed bumps along Soldiers Home Rd.	<ol style="list-style-type: none"> 1. Would it be possible to add a roundabout at the intersection with Cumberland? 2. Would it also be possible to add a couple of speed bumps along Soldiers Home? 	<ol style="list-style-type: none"> 1, 2. A roundabout design was analyzed at the Cumberland Avenue intersection and was determined to be required based off the existing and projected Level of Service (LOS) for the intersection, which is the delay of traffic at an intersection, which met or exceeded the minimum required level of service. 2. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons.
Maureen Meehan	E16	Supports improvements but raises concerns about speeding and heavy construction truck traffic overlapping with multiple projects (SK Hynix, Parkview Hospital, Carmel housing). Questions coordination among city/county/INDOT, timing of county road upgrades for truck routes, detour impacts on neighborhoods (e.g., Barberry Heights), tree removal, and eminent domain impacts.	<ol style="list-style-type: none"> 1. How will construction truck traffic be managed across concurrent projects? 2. Which non-project roads will be affected by heavy trucks? 3. When will county roads be upgraded for fab truck transport (before or after SHR)? 4. Who is coordinating all these road projects? 5. Does the county have funding to upgrade rural roads to connect to I-65? 6. Is the proposed roundabout at Soldiers Home & Happy Hollow designed for truck traffic? 7. How will INDOT's upgrading Sagamore Parkway from Nighthawk to Yeager work overlap affect this area? 8. Is the detour protecting Barberry Heights from cut-through traffic? 	<ol style="list-style-type: none"> 1. Truck traffic and detoured traffic during construction of Soldiers Home Road and nearby developments will be coordinated among City and County officials and other stakeholders a part of project development as the 2028 construction date approaches. 2. Traffic patterns on streets outside of the Maintenance of Traffic detour are outside the scope limitations of the project. 3. Question is out of scope design for the project, thank you for your comment. 4. Coordination for the project is between the City of West Lafayette, Tippecanoe County, INDOT, and VS Engineering. 5. Question is out of scope design for the project, thank you for your comment. 6. The RAB is designed to accommodate buses, the largest City firetruck, and the occasional semi tractor/trailers that may traverse this route for local deliveries. 7. Question is out of scope design for the project, thank you for your comment. 8. The proposed through traffic detour route protects Barberry Heights by utilizing Sagamore Parkway, Salisbury Street, and Cumberland Avenue. Additional correspondence with the City is to be included with the discussion of adjusting traffic signal timing to help with the anticipated increase in traffic patterns during construction.
Tracy Trice	E17	States the plans are unnecessary, prefers sidewalks and a stop light at Sagamore, notes current speeding, expresses concern about SK Hynix impacts and funding priorities.	<ol style="list-style-type: none"> 1. Why spend money on Soldiers Home Road when funds may be needed to repair potential SK Hynix impacts? 2. Could a stop light be added at Sagamore Parkway? 	<ol style="list-style-type: none"> 1. The purpose of the project is to reduce crashes due to the above average crash rate and less-than-desirable Level of Service (LOS) for the roadway and attain an LOS rating of at least a C. In addition, the project will address the noncontiguous segments of sidewalks, and lack of connectivity, and will improve drainage. 2. The roundabout is being proposed to meet the needs of current and projected traffic volumes, improve safety by reducing the number and severity of crashes, and reduce vehicle speeds. These design elements would not be met to the same Level of Serviceability (LOS) as a traditional signalized intersection.
Joseph Krause	E18	Follows up after the public hearing, reviews planned pedestrian crossings (roundabout at Sagamore, Hamilton, and potential at Kalberer) and asks about flashing beacon protection. Reiterates concern about traffic operations south of Sagamore and suggests a roundabout at Happy Hollow Rd & Sagamore ramps to avoid backups.	<ol style="list-style-type: none"> 1. Will the Hamilton and potential Kalberer crossings be signed and include pedestrian-activated flashing lights? 2. Should there be a roundabout at the Happy Hollow Rd & Sagamore Pkwy ramps? 	<ol style="list-style-type: none"> 1. All pedestrian crossing will include proper signage and pedestrian activated rectangular rapid flashing beacons, along with the proper pavement markings. 2. A roundabout at this location is outside the scope of the current project, but funding for a roundabout here is being evaluated by the City in order to improve traffic flow, safety, and reduce speeds.
Jan Applegate	E19	Raises questions about speed control, on-street parking, a roundabout at Happy Hollow, and whether the roadway will handle heavy trailer trucks from SK Hynix, also questions siting/need for a new hospital on a 2-lane road.	<ol style="list-style-type: none"> 1. How will speed be controlled (not speed bumps like Greenbush)? 2. Will on-street parking be allowed? 3. Will there be a roundabout where Happy Hollow meets Soldiers Home? 4. Will the road be constructed to carry heavy trailer trucks from SK Hynix, and can Kalberer/Yeager carry that weight? 5. Why allow a hospital on a 2-lane road and can staffing needs be met? 	<ol style="list-style-type: none"> 1. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 2. On street parking will not be allowed for Soldiers Home Road. 3. A roundabout at the Happy Hollow/Sagamore Parkway access ramp location is outside the scope of the current project, but funding for a roundabout here is being evaluated by the City in order to improve traffic flow, safety, and reduce speeds. 4. The pavement will be designed for projected traffic for the year 2028, which includes 9% trucks. The road is not a designated truck route. The Yeager Road pavement concern is outside the scope of this project. 5. Question outside of scope design for the project, thank you for your comment.
Ian Pytlarz	E20	Asks if new trees planned along his tree line will conflict with project limits, seeks guidance on what to plant to avoid intruding into project space.	<ol style="list-style-type: none"> 1. Will plantings along my tree line intrude on the project space? 2. What should I bear in mind when selecting and planting new trees? 	<ol style="list-style-type: none"> 1. At this time, there is no proposed right-of-way acquisition to occur at your property. Any trees/plants that you place should be within your property and should be safe from the construction limits. Keep in mind the plant's roots and overhang could be impacted as they grow and encroach in the public right-of-way. 2. We do not recommend installing any new landscaping or tree plantings until after the project is completed. At that time, we recommend consulting with a landscape specialists to determine the best plantings and locations for your property.
Ben (Bernard) Grovak	E21	Supports project, excited for a roundabout at Soldiers Home & Sagamore to reduce long stop-sign queues, notes sidewalks are overdue and speeding experienced as a former resident.	Excited to hear of the roundabout. Is annoyed by the stop sign at Sagamore Parkway and Soldiers Home Road.	Thank you for your comment.

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Anonymous	E22	Requests anonymity, asks whether sidewalk widening and a center turn lane will narrow existing driving lanes and increase congestion, referencing Salisbury Street, asks about detours/exits to access Kalberer during construction and alternate routes, requests meeting recording for those unable to attend.	<ol style="list-style-type: none"> 1. Will sidewalk widening reduce/narrow driving lanes and cause congestion? 2. Will creating a center turn lane narrow existing lanes and increase congestion? 3. During construction, how will residents exit Sagamore to access Kalberer—will the exit be completely closed? 4. What alternatives exist to avoid SHR and Salisbury during construction? 5. Will the meeting be recorded/available? 	<ol style="list-style-type: none"> 1. Widened pedestrian infrastructure will not effect the roadway's congestion. The roundabouts and TWLTL are being proposed to meet the needs of current and projected traffic, improve safety, and reduce speeds. 2. The Two-Way-Left-Turn-Lane (TWLTL) will consume a needed width of the existing travel lane reducing the travel lane to 11-feet, which in turn will help moderate traffic speed to the design speed of the roadway, helping congestion problems along the roadway's corridor. 3. For through traffic from Sagamore to Kalberer, motorists are to use the recommended detour route from Sagamore Parkway, to Salisbury Street, to Cumberland Avenue. For local traffic, the exit from Sagamore Parkway will be closed temporarily during Phase A and Phase B of the Maintenance of Traffic (Maintenance of Traffic) for the project. 4. North River Road and Yeager Road are two alternative north-south routes for avoiding both Soldiers Home Road and Salisbury Street, but they detour traffic significantly further than Salisbury Street. 5. The video recording of the August 12 Public Hearing is available on the internet at https://westlafayette.granicus.com/player/clip/1736?view_id=1&redirect=true
Liane Strigin	E23	Submits 14 questions for the 8/12/25 meeting regarding speeding countermeasures, tree/powerline conflicts, home protection (curbs/barriers), proximity of project line to homes, sidewalk placement/greenspace privacy, hazardous materials and decontamination, detour options for Phase 2, school/bus stop crosswalks, and intended function of the center lane.	<ol style="list-style-type: none"> 1. Will speeding be addressed along the corridor (stops/lights)? 2. Has tree placement near powerlines been coordinated with the utility? 3. Should trees be omitted on utility side? 4. Will leaves blow into yards? 5. What will protect homes close to the road (taller curbs/barriers)? 6. How close will the nearest home be to project line? 7. Can sidewalk be relocated to preserve privacy from greenspace at property edge? 8. What hazardous materials necessitate a decontamination center? 9. How are non-WL residents protected? 10. Can hazmat be banned on SHR? 11. What are detour options beyond Cumberland for Phase 2? 12. Will there be another meeting? 13. Will crosswalks be installed at school/bus stop areas on SHR? 14. What is the middle lane intended for (turning vs passing vs backing)? 	<ol style="list-style-type: none"> 1. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 2, 3, 4. The City will provide supplemental tree planting at the appropriate locations. 5. The roadway design consists of the City's standard 6-inch curb and gutter to help prevent motorists from veering off the road. The 6-inch curb is able to convey water, prevent traffic runoffs, and facilitate pedestrian crossings more efficiently. 6. The home with the worst case closest distance to the project is anticipated to be 27-feet from the back of curb. The roadway itself is being widened by approximately 4-feet from the edge of existing pavement. 7. A landscaped buffer strip between the sidewalk and curb is to be maintained throughout the project length wherever possible for enhanced pedestrian safety and for use by utilities. 8, 9, 10. Question outside of scope design for the project, thank you for your comment. 11. Since the detour along Cumberland Avenue applies to Phase 2 and is not part of this project. It is anticipated for through traffic that the detour option for Phase 2 will utilize Cumberland Avenue, Salisbury Street/County Farm Road, CR 500 N, & CR 75 E. Local traffic is anticipated to have access still through the project maintenance of traffic phasing. 12. The project website lists the proposed meetings for Phase 2 of Soldiers Home Road. 13. Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. A crosswalk has been added at Cumberland Avenue, and one is anticipated to be constructed at Kalberer as part of Phase 2. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. A multi-use trail is proposed along one side of the road with a sidewalk along the other to connect all the crosswalks. Both the trail and sidewalk are separated from the roadway by a barrier curb and 5 ft grass strip. Correspondence with CityBus is ongoing regarding current and future bus stop locations. 14. The purpose of the Two-Way Left Turn Lane (TWLTL) is to provide a dedicated lane in the center of a roadway for vehicles in both directions to make left turns into and out of driveways or side streets. The center Two-Way Left Turn Lane (TWLTL) is being added to reduce the witnessed high level of rearend collisions along the corridor. These collisions are a reflection of increased traffic and the density, over 50 per mile, of driveways and street approaches along Soldiers Home Road. It is not a lane for passing other motorists nor for backing out of driveways.
Sandra Kelly	E24	Before the 8/12 meeting, highlights lack of traffic calming/pedestrian safety in current scope, compares SHR to Salisbury/Yeager with multiple stoplights/crosswalks, notes CityBus Route 5 stops on SHR and asks about safe crossings, raises noise concerns and truck limitations. Requesting to know what changes have been made after prior resident input to ensure concerns were addressed before attending the next meeting.	<ol style="list-style-type: none"> 1. Are people using bus stops expected to cross without marked crossings? 2. Can each bus stop have a marked crossing? 3. Are environmental noise levels being considered? 4. Will measures be included to limit trucks? 5. What design changes have already been made to the scope and design from the previous public meetings from the residents? 	<ol style="list-style-type: none"> 1, 2. Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. Pedestrians are expected to use the nearest marked pedestrian crosswalk in order to get to their destination rather than crossing the street at unmarked locations. A crosswalk has been added at Cumberland Avenue, and one is anticipated to be constructed at Kalberer as part of Phase 2. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. A multi-use trail is proposed along one side of the road with a sidewalk along the other to connect all the crosswalks. Both the trail and sidewalk are separated from the roadway by a barrier curb and 5 ft grass strip. Correspondence with CityBus is ongoing regarding current and future bus stop locations. 3. A formal noise analysis is not being conducted as part of the project. Noise levels are not expected to increase due to the project. 4. State Code (Title 9-20-1-3 subsection C) states that, with exceptions, local authorities can prohibit the operation of commercial vehicles or impose limitations on their weight, size, or use on highways under their jurisdiction via ordinance, provided appropriate signs are posted. This state code applies to Soldiers Home Road as it is not a designated designated truck route for trucks over 26,000 pounds (semi-trucks). 5. Answers to the more common comments from the previous public meetings are documented in the Design Hearing presentation. Additionally, the plans are current on the City's project website: https://wlmoves.com/projects/project-updates/soldiers-home-road-updates/

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Sandra Kelly	E25	Correspondence with the Mayor: supports sidewalks/trails and drainage improvements, opposes center turn lane due to speeding/driveway access issues and tree loss, requests more crosswalks (CityBus and schools), suggests stop sign/signal at Cumberland, supports traffic calming (speed humps/tables) and second roundabout at Kalberer, urges broader resident outreach and early engagement, notes truck traffic despite no-truck route. Initial note to Mayor expressing concern that resident input has not resulted in plan changes, cites communication and transparency issues and stress from SK Hynix, mentions notification gaps for affected property owners.	1. Community does not disagree with the trail. Mentions a 10-foot trail is standard but questions if the trail could be narrower? 2. Agrees with the better storm network and management with new inlets. 3. Agrees with the reduction of the travel lane widths from 12-feet to 11-feet to help maintain the posted speed limit. 4. Hates the idea of the TWLTL. Concerned people will use it as a passing lane. Adding of the 3rd lane will take from the length of homeowner's driveways. 5. The community has issues with safe pedestrian crossings. Wants more locations available, especially at bus stops. 6. Requests additional traffic calming methods, more than just a roundabout.	1. Thank you for your comment. As you mentioned, a 10-foot trail is standard for trail width and is the preferred width for a multi-use path for pedestrians. 2. Thank you for your comment. 3. Thank you for your comment. 4. The center Two-Way Left Turn Lane (TWLTL) is being added to reduce the witnessed high level of rear-end collisions along the corridor. These collisions are a reflection of increased traffic and the density, over 50 per mile, of driveways and street approaches along Soldiers Home Road. It is not a lane for passing other motorists nor for backing out of driveways. At intersections, this lane becomes an exclusive left turn lane. 5. Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. A crosswalk has been added at Cumberland Avenue, and one is anticipated to be constructed at Kalberer as part of Phase 2. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. A multi-use trail is proposed along one side of the road with a sidewalk along the other to connect all the crosswalks. Both the trail and sidewalk are separated from the roadway by a barrier curb and 5 ft grass strip. Correspondence with CityBus is ongoing regarding current and future bus stop locations. 6. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons.
John Burgett	E26	Brings up concern about traversability for locals, especially trying to navigate to the Veterans Cemetery, nursery home and schools. Concerned about the safety of the detour as motorists will try to speed along the detour passed schools. Worried that their home will lose its privacy. Worried the roundabout will not be more efficient than the existing intersection at Sagmore Parkway. Talks about the extra maintenance required to mow the bufferstrip.	1. Brings up concern about reversibility for locals, especially trying to navigate to the Veterans Cemetery, nursery home and schools. Concerned about the safety of the detour as motorists will try to speed along the detour passed schools. Worried that their home will lose its privacy. 2. Worried the roundabout will not be more efficient than the existing intersection at Sagamore Parkway. Talks about the extra maintenance required to mow the buffer strip.	1. During construction, local traffic will be able to navigate through Soldiers Home Road to their houses, nursery home, and schools. Through traffic will be detoured along the proposed detour routes for each phase. 2. The roundabout is being proposed to meet the needs of current and projected traffic volumes, improve safety by reducing the number and severity of crashes, and reduce vehicle speeds. These design elements would not be met to the same Level of Serviceability (LOS) as a traditional signalized intersection.
Diane Dunlap	M01	Replace existing Lafayette city bus stop on the southeast corner of Soldiers Home Road and Overlook Drive with a 6' x 12' bus shelter on concrete pad.	Include bus stop with concrete pad and shelter in design.	The bus stop concrete pad at the southeast corner of Soldiers Home Road and Overlook Drive will be replaced in-kind. Correspondence with CityBus is ongoing regarding current and future bus stop locations as well.
Morgan Hines	S5	Represented a large apartment complex affected by the project. Expressed deep concern about the loss of green space, increased heat island effect, and disruption to semi-truck access for deliveries. Highlighted the lack of communication from planners and requested ongoing updates and mitigation strategies.	Requested mitigation plans and ongoing communication.	Project updates will be posted on the City's project website: https://wimoves.com/projects/project-updates/soldiers-home-road-updates/ The approved Environmental Document will incorporate all comments and responses, including proposed design changes resulting from the Public Hearing. This document will be made available to the public via the City's website and by notifying those that signed up for e-mail notifications. An additional public information meeting is currently anticipated to be held in 2027.
Clay Coulson	S6	Echoed Speaker 5's concerns, emphasizing the operational impact on residents and businesses. Criticized the lack of transparency and requested documentation. Expressed frustration with the planning process and its potential financial consequences.	1. Do you have documentation you can provide? 2. What is going to be the financial impact on the owners?	1. Project updates will be posted on the City's project website: https://wimoves.com/projects/project-updates/soldiers-home-road-updates/ The approved Environmental Document will incorporate all comments and responses, including proposed design changes resulting from the Public Hearing. This document will be made available to the public via the City's website and by notifying those that signed up for e-mail notifications. An additional public information meeting is currently anticipated to be held in 2027. 2. Home owners will be compensated for land that is acquired temporarily or permanently for the project.
Don Collier	S7	Raised concerns about road widening leading to increased speeding and truck traffic. Questioned whether the road would become a major industrial route. Urged planners to consider enforcement and traffic calming.	Will this become a truck route to SK Hynix?	State Code (Title 9-20-1-3 subsection C) states that, with exceptions, local authorities can prohibit the operation of commercial vehicles or impose limitations on their weight, size, or use on highways under their jurisdiction via ordinance, provided appropriate signs are posted. This state code applies to Soldiers Home Road as it is not a designed designated truck route for trucks over 26,000 pounds (semi-trucks).
Unknown	S8	Asked for clarification on the current width of the road. Expressed concern about how the expansion would affect property boundaries and pedestrian safety.	What is the current width of the road?	For Phase 1, the existing road width varies from 24-feet to 45-feet from edge of pavement to edge of pavement along the length of the Phase 1, where the proposed roadway width is consistently 34-feet. For Phase 2, the existing roadway width is 25-feet, where the proposed roadway width is consistently 34-feet.
Unknown	S9	Asked about crash data, crosswalk placement, level of service metrics, and asphalt thickness. Challenged the rationale behind certain design choices and requested data transparency.	1. Are you considering adding more crosswalks? 2. 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 make the right changes? 3. What criteria are the level of service assessment at the second ramp intersection currently based on? 4. Can you explain why we're getting where you're putting down only 2.5 inch of hot mix asphalt? 5. Is that going to be there across the University crossing and the anticipated traffic increase?	1. Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. A crosswalk has been added at Cumberland Avenue, and one is anticipated to be constructed at Kalberer as part of Phase 2. 2. From the crash data, 8 crashes were recorded at the intersection of Sagamore Parkway and Soldiers Home Road. 6 crashes occurred near University Crossing. 8 crashes occurred along other intersection along Soldiers Home Road. 4 crashes occurred along Soldiers Home Road not within intersections. The crash records for the project can be found within the Engineer's Assessment Report. Additionally, crash records along Soldiers Home Road can be requested by the local Sheriff's office. 3. The criteria for intersection Level of Service (LOS) is based on the amount of delay, grading the amount of delay from levels A to F. A < 10 sec, B 10-20 sec, C 20-35 sec, D 35-55 sec, E 55-85 sec, F > 85 sec. The criteria for roadway corridor Level of Service is based on density of vehicle flow and is also graded from A to F with A being Free Flow and F being stop and go traffic. 4. The HMA pavement shown on the plans for the roadway is not 2.5 inches in thickness but rather 12 inches, placed on 14 inches of chemical soil modification. 5. The pavement design is based on the latest traffic projections by the County; if projections change prior to construction, the pavement design will be reviewed in light of the new data.

Sender Name	Reference	Detailed Summary of the Comments	Comment	Response
John Burgett	S10	Asked about submission procedures for feedback, maintenance of buffer strips, and semi-truck access. Expressed concern about long-term upkeep and coordination with utility providers.	1. Who's going to mow the buffer strips? 2. No-truck route, what about Amazon and UPS and FedEx and the big trucks that deliver stuff to homes all the time regularly?	1. Current City practice is for the homeowner to maintain the park strip/buffer strip and the sidewalk for mowing and snow shoveling. 2. State Code (Title 9-20-1-3 subsection C) states that, with exceptions, local authorities can prohibit the operation of commercial vehicles or impose limitations on their weight, size, or use on highways under their jurisdiction via ordinance, provided appropriate signs are posted. This state code applies to Soldiers Home Road as it is not a designated designated truck route for trucks over 26,000 pounds (semi-trucks). Delivery trucks and other trucks serving neighborhood properties are permitted to operate on Soldiers Home Road.
Jim Ellis	S11	Shared personal frustrations with previous road projects in the area. Questioned the accuracy of congestion claims and expressed doubt about the project timeline.	Wants to be notified about the project more and engaged with in the future.	Project updates will be posted on the City's project website: https://wlmoves.com/projects/project-updates/soldiers-home-road-updates/ The approved Environmental Document will incorporate all comments and responses, including proposed design changes resulting from the Public Hearing. This document will be made available to the public via the City's website and by notifying those that signed up for e-mail notifications. An additional public information meeting is currently anticipated to be held in 2027.
Deborah Ellis	S13	Talked about environmental health, emissions, and truck traffic. Cited statistics and called for vehicle emissions testing in the county. Urged planners to prioritize public health and safety.	1. Adopt Indiana Code, Title 9-20-1-3 subsection C? 2. Who's going to use these roads? 3. Why not require vehicle emissions testing in Tippecanoe County?	1. State Code (Title 9-20-1-3 subsection C) states that, with exceptions, local authorities can prohibit the operation of commercial vehicles or impose limitations on their weight, size, or use on highways under their jurisdiction via ordinance, provided appropriate signs are posted. This state code applies to Soldiers Home Road as it is not a designated designated truck route for trucks over 26,000 pounds (semi-trucks). Delivery trucks and other trucks serving neighborhood properties are permitted to operate on Soldiers Home Road. 2. Local residents will be utilizing these roads. 3. Question outside of scope design for the project, thank you for your comment.
Sean Sasser	S14	Opposed the three-lane design and criticized the lack of traffic calming measures. Called for hazard mitigation and better community engagement.	Why no traffic calming devices?	There are traffic calming devices and designs that are within the project. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons.
Susie Chang	S15	Advocated for child safety and stricter truck restrictions. Cited legal codes and emphasized the need for enforcement near schools.	Adopt Indiana Code, Title 9-20-1-3 subsection C?	State Code (Title 9-20-1-3 subsection C) states that, with exceptions, local authorities can prohibit the operation of commercial vehicles or impose limitations on their weight, size, or use on highways under their jurisdiction via ordinance, provided appropriate signs are posted. This state code applies to Soldiers Home Road as it is not a designated designated truck route for trucks over 26,000 pounds (semi-trucks).
Kristin Patton	S16	Expressed distrust in city planning and suggested the project was driven by industrial interests. Questioned the broader traffic strategy and transparency.	Is this part of a bigger traffic plan tied to industry?	Responses for this environmental document is specifically for the proposed Soldiers Home Road project and is not related to other projects that are in the area.
Dwayne Dunlap	S17	Suggested practical improvements like speed reduction, bus shelters, and drainage upgrades. Focused on Overlook Drive and pedestrian safety.	1. Can some kind of speed reduction technology be incorporated into the plan? 2. What's the plan to improve drainage at Overlook? 3. Can a bus shelter be put in at the intersection of Overlook and Soldiers Home Road?	1. Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. 2. At the Overlook Drive outfall, the ongoing design seeks to reduce the potential for erosion by implementing measures that limit the quantity and velocity of the discharge. 3. A bus shelter can be included at this location if CityBus concurs that they will provide bus transit to this location. Bus stop locations are currently being evaluated in coordination with CityBus.
Alex Pierce	S18	Talked about "stroads" and argued for preserving street character. Presented speed data and challenged the design philosophy.	Is speed or access more important for this road?	Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. The roadway's design utilizes the Indiana Design Manual (IDM) and AASHTO's Green Book to incorporate a safe and efficient roadway design that balances traffic flow with speed-related safety concerns.
Aaron Lane	S19	Supported walkability and called for stop signs and traffic calming. Criticized the lack of a stoplight at Cumberland Avenue.	Why no stoplight at Cumberland?	A signal warrant analysis was conducted for this intersection. Based on the criteria set out in the Indiana Manual on Uniform Traffic Control Devices, the intersection does not currently warrant a traffic signal.
Jameson Braun	S20	Raised concerns about parking and privacy near rental properties. Worried about increased traffic and visibility into homes.	1. Will parking be restricted near homes? 2. Will traffic and visibility into homes increase?	1. Homes along Soldier's Home Road will be able to have vehicles parked in their driveways up to the extents of the road right-of-way. 2. Soldiers Home Road's Traffic is projected to increase from an average of 6,691 vehicles per day (2022 counts) to 7,558 vehicles per day in 2048 per the study forecast report conducted by INDOT's Office of Traffic Statistics Technical Planning Support and Programming Division using a year growth percentage of 0.24% (which is less than the average approximately 0.6%) as it is applied as a linear growth. Impacts associated with loss of trees, fences, or other visual barriers associated with the project will be addressed in person during the land acquisition process.
Jason Anderson	S21	Critiqued the detour route and asked about coordination with CenterPoint Energy. Emphasized pedestrian access and utility planning.	1. Has CenterPoint Energy been consulted? 2. Stop light at Cumberland? 3. Will the pedestrian access at the Sagamore Parkway access ramp be closed?	1. Yes. Utility coordination is part of the project and is actively ongoing. 2. A traffic signal and sign warrant analysis was conducted for this intersection. The Indiana Manual on Uniform Traffic Control Devices specifies 8 traffic control signal warrants that are examined, which are: the 8-hour vehicular volume, 4-hour vehicular volume, peak hour, pedestrian volume, school crossing, coordination signal system, crash experience, and roadway network. Through warrant analysis, the intersection does not currently warrant a traffic signal or 3-way stop sign. 3. The trail will be temporarily detoured at the intersection of Soldiers Home Road and Sagamore Parkway's access ramp.

Sender Name	Reference	Detailed Summary of the Comments	Comment	Response
Linda Viper	S22	Requested better communication and clarity on stormwater management and property setbacks. Advocated for resident notification and transparency.	1. Can we be notified about stormwater and property impacts? 2. Is it possible the industry will request a permit? 3. Can the truck routes be changed in the future?	1. Property impacts and stormwater improvements are reflected on the Public Hearing Plans. Updates to the plans will be posted on the City's project website. 2. Question outside of scope design for the project, thank you for your comment. 3. Soldiers Home Road is not a truck route and is not proposed to be in the future. State Code (Title 9-20-1-3 subsection C) states that, with exceptions, local authorities can prohibit the operation of commercial vehicles or impose limitations on their weight, size, or use on highways under their jurisdiction via ordinance, provided appropriate signs are posted. This state code applies to Soldiers Home Road as it is not a designed designated truck route for trucks over 26,000 pounds (semi-trucks). Delivery trucks and other trucks serving neighborhood properties are permitted to operate on Soldiers Home Road.
Sarah Room	S23	Shared concerns about speeding and child safety. Called for flashing crosswalks and stronger enforcement.	Will the crosswalks have flashing lights?	Traffic speed control is to be addressed along Soldiers Home Road by including the roundabout located at Sagamore Parkway and the roundabout that is anticipated in Phase 2 at Kalberer Road. The roundabouts are controlled intersections, facilitate slower speeds, and have median islands for pedestrian refuge at crossings. Cumberland Avenue will be a raised intersection to facilitate slower speeds. All pedestrian crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons.
Andrew Lane	S24	Supported the project and praised roundabout design. Raised concerns about traffic backups at the Montessori entrance and drainage issues.	1. Is there an exit on the roundabout for Montessori, or turn right after the ramp or roundabout? 2. Will the Montessori entrance cause backups?	1. Montessori school has its own drive approach after the roundabout, as shown on the plans during the public hearing. exit and a lane to exit turning right from the school. 2. Plan to have further coordination with school to discuss their traffic patterns.
Eric (last name not stated)	S25	Questioned the timing of traffic data collection and its relevance to school access. Advocated for pedestrian safety and accurate analysis.	1. Have you guys interacted with the schools at all yet in this whole process? 2. Was traffic data collected during peak times? 3. Are taking averages, and is that what you provided?	1. There has been coordination with the schools. This coordination will continue 2. Both all day and peak hour traffic counts were taken. 3. Took counts for multiple hours and took the highest total over an hour in the morning and evening.
Morgan (last name not stated)	S26	Criticized the decision to relocate utilities before project approval. Questioned budget priorities and planning logic.	Why relocate utilities if project isn't confirmed?	Utility relocation efforts are currently in the planning stages. No physical utility relocations associated with the project improvements are being performed until 2027 following the acquisition of additional right-of-way. Rare exceptions may include cases involving privately owned facilities that need to plan their relocations in advance of the relocation of utilities along the roadway.
Leanne Strigon	S27	Opposed middle lane usage and sidewalk placement. Criticized lack of stop signs and questioned design logic.	Why no stop sign at Cumberland?	A traffic signal and sign warrant analysis was conducted for this intersection. The Indiana Manual on Uniform Traffic Control Devices specifies 8 traffic control signal warrants that are examined, which are; the 8-hour vehicular volume, 4-hour vehicular volume, peak hour, pedestrian volume, school crossing, coordination signal system, crash experience, and roadway network. Through warrant analysis, the intersection does not currently warrant a traffic signal or 3-way stop sign.
Sandra Kelly	S28	Emphasized community values and child safety. Compared the road to others in the area and advocated for preserving neighborhood character. Tone was heartfelt and community-driven.	Wants to increase pedestrian crossings and increase safety of crossing by including stop lights.	Soldiers Home Road pedestrian crossings will be at the intersections of Sagamore Parkway and Hamilton Street as presented during the Public Hearing. A crosswalk has been added at Cumberland Avenue, and one is anticipated to be constructed at Kalberer as part of Phase 2. All crossings will include signing, marking, and pedestrian actuated rectangular rapid flashing beacons. A multi-use trail is proposed along one side of the road with a sidewalk along the other to connect all the crosswalks. Both the trail and sidewalk are separated from the roadway by a barrier curb and 5 ft grass strip.
Joy Garton Krieger	S29	Wants to remind the community that what happens to a neighbor is happening to them. Discussed that they hope the City will have learned from previous project's detour.	Hopes that the City can improve upon how detoured traffic is handled during construction from past projects.	Thank you for your comment.
Unknown	S30	Is the slideshow to be provided anywhere?	Is the slideshow to be provided anywhere?	The video recording of the August 12 Public Hearing is available on the internet at https://westlafayette.granicus.com/player/clip/1736?view_id=1&redirect=true
Unknown	S31	Is there a way to incorporate more safety features into the budget?	Is there a way to incorporate more safety features into the budget?	There are limitations to what extent of safety features can be incorporated based of the funding balance that is available. If the additional safety features' cost can fit into the project's budget, then it is feasible to be included.
Linda Viper	S32	How would the public be notified and be able to receive the public responses?	1. How would the public be notified of when the public responses are available 2. How would the public be able to view the public responses?	1. Personnel who is listed on the project list will be notified and receive an email or mail per their designated preference when they recorded their information on the project personnel list. 2. The public will be able to view the public responses through the City's website: https://wlmoves.com/projects/project-updates/soldiers-home-road-updates/
Sarah Room	S33	How are people being reached are not at this meeting?	How are people being reached are not at this meeting?	Documents are to be part of the environmental document, also available at City Hall, also at VS Engineering's Lafayette office, and on the City's website: https://wlmoves.com/projects/project-updates/soldiers-home-road-updates/ . There was a legal notice within the newspaper. Additionally, Survey Notice Letters have mailed to all residents adjacent to the project limits.

APPENDIX H: Air Quality

Table 4: Funded Local Projects: Fiscal Years 2026 through 2030, continued

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of West Lafayette						
6. Cumberland Avenue, Phase 4						P.M.: Reliability
US 52 to ½ mi west of Sagamore Pkwy	PE		0	400,000	400,000	2026
Road Reconstruction from Two to Four	RW	STBG, HSIP,	0	550,000	550,000	2027
Travel Lanes	CN	TA, PR & L13	0	5,500,000	5,500,000	2028
2050 MTP: page 42		<i>Total Cost (includes prior to FY 2026)</i>			6,450,000	
7. Soldiers Home Road						P.M.: Reliability
Des # 1401291, Phase 1	PE	STBG, HSIP,				
Sagamore Pkwy to Hamilton St	RW	TA, CR, PR &	712,536	178,134	890,670	2026
Reconstruction to Urban Cross Section,	CN	L5, 16	7,380,000	1,845,000	9,225,000	2028
Sidewalk & Trail, Improved Drainage, Improved Lighting						
Des # 2201253, Phase 1	PE	STBG, HSIP,				
Westbound Ramp Intersection	RW	CR & L16				
Roundabout Conversion	CN		828,480	207,120	1,035,600	2028
Des #2201256, Phase 2	PE	STBG, HSIP,				
Hamilton St to Kalberer Rd	RW	TA, CR, PR &	560,000	140,000	700,000	2028
Reconstruction to Urban Cross Section,	CN	L1	6,889,640	1,722,410	8,612,050	2030
Sidewalk/Trail, Improved Drainage, Improved Lighting						
Phase 3	PE	STBG, HSIP,	1,070,923	267,731	1,338,654	2029
Kalberer Road to New CR 425N		TA, CR, PR &				
Reconstruction to Urban Cross Section		L16				
2050 MTP: page 42		<i>Total Cost (includes prior to FY 2026)</i>			24,208,959	
8. McCormick Road						P.M.: Reliability
Cherry Lane to Lindberg Road	PE		0	500,000	500,000	2026
Reconstruction to Urban Cross Section,	RW	L13				
Sidewalk/Trail, Improved Drainage	CN		0	6,000,000	6,000,000	2027
2050 MTP: page 40		<i>Total Cost (includes prior to FY 2026)</i>			6,500,000	
9. Wood Street						P.M.: Reliability
River Road to South Street	PE		0	500,000	500,000	2026
Reconstruction to Urban Cross Section,	RW	L13				
Sidewalk/Trail, Improved Drainage	CN		0	4,000,000	4,000,000	2027
2050 MTP: page 40		<i>Total Cost (includes prior to FY 2026)</i>			4,500,000	
10. New CR 425N						P.M.: Reliability
Salisbury to Soldiers Home Road	PE		0	2,000,000	2,000,000	2026
New Road Construction, Urban Cross	RW	L13				
Section, Sidewalk/Trail, Lighting	CN		0	11,000,000	11,000,000	2027
2050 MTP: page 48		<i>Total Cost (includes prior to FY 2026)</i>			13,000,000	
11. Northwestern Avenue						P.M.: Reliability
Wiggins to Cherry Lane	PE		0	700,000	700,000	2029
Reconstruction, Improved Drainage,	RW	L13				
Sidewalks/Trails, Street Lighting	CN		0	13,000,000	13,000,000	2030
2050 MTP: page 42		<i>Total Cost (includes prior to FY 2026)</i>			13,700,000	

**Federal Transit
Administration**
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253



**U.S. Department
of Transportation**

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

August 28, 2025

Ms. Lyndsay Quist
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2026-2030 STIP Approval and Associated Federal Planning Finding

Dear Ms. Quist:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2026-2030 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated June 6, 2025.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2026-2030 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective action identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2026-2030 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2026-2030 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective action outlined in the FPF. This approval is effective August 22, 2025, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Anthony Greep of the FTA Region 5 Office at (312) 353-2866, or by email at anthony.greep@dot.gov.

Sincerely,
**KELLEY
BROOKINS**
Kelley Brookins
Regional Administrator
FTA Region V

Digitally signed by
KELLEY BROOKINS
Date: 2025.08.27
08:09:52 -05'00'

Sincerely,

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

Digitally signed by
CHRISTOPHER J HALL
Date: 2025.08.28
10:04:48 -05'00'



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 6, 2025

Mr. Christopher J Hall, Interim Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hall /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2026-2029 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP's will be included in the FY 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2026-2030
• APCTC TIP FY2026-2030	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2026-2030
• BMCMPPO TIP FY2026-2030	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2026-2030
• CAMPO TIP FY2026-2030	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2026-2030
• DMMPC TIP FY2026-2030	
Evansville Metropolitan Planning Organization (EMPO)	FY 2026-2030
• EMPO TIP FY2026-2030	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2026-2029
• IMPO TIP FY2026-2029	
• IMPO Project Listing FY2026-2029	

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Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2026-2030
• KHCGCC TIP FY2026-2030	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2025-2028
• KIPDA TIP FY2025-2028	
Michiana Area Council of Governments (MACOG)	FY 2026-2030
• MACOG TIP FY2026-2030	
Madison County Council of Governments (MCCOG)	FY 2026-2030
• MCCOG TIP FY2026-2030	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2026-2030
• NIRCC TIP FY2026-2030	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2026-2030
• NIRPC TIP FY2026-2030	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2026-2029
• OKI TIP FY2026-2029	
Terre Haute Area Metropolitan Planning Organization (THAMPO) TIP	FY 2026-2030
• THAMPO TIP FY2026-2029	

We greatly appreciate FHWA/FTA support in the development of the STIP 2026-2029 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,



Lyndsay Quist, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Anthony Greep, FTA
Bill Wheeler, FTA
Kelley Brookins, FTA
Matt Kane, FTA
Susan Weber, FTA
Erica Tait, FHWA
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Lyndsay Quist, INDOT
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Kathy Eaton-McKalip, INDOT
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April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Ryan Pennington, INDOT
Michael McNeil, INDOT

APPENDIX I: Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800028	1800028	Tippecanoe	Tippecanoe County Fairgrounds
1800101	1800101	Tippecanoe	Wabash River Park - McAllister Park
1800101.2	1800101.2	Tippecanoe	South Tipp Park
1800115	1800115	Tippecanoe	Wabash River Golf Course - McAllister Park
1800121	1800121	Tippecanoe	Tapawingo Park
1800155	1800155	Tippecanoe	Happy Hollow Park
1800256	1800256	Tippecanoe	Tommy Johnston Park
1800275	1800275	Tippecanoe	Tippecanoe Battlefield Park
1800279	1800279	Tippecanoe	Hanna Park
1800345	1800345	Tippecanoe	McCaw Park
1800345.2	1800345.2	Tippecanoe	Munger Park
1800494	1800494	Tippecanoe	Celery Bog Nature Area
1800506	1800506	Tippecanoe	Celery Bog Nature Area
1800515	1800515	Tippecanoe	Celery Bog Nature Area
1800517	1800517	Tippecanoe	Celery Bog Nature Area
1800532	1800532	Tippecanoe	Prophetstown State Park
1800532.1	1800532.1	Tippecanoe	Prophetstown State Park
1800532.2	1800532.2	Tippecanoe	Prophetstown State Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Excerpt



Engineer's Assessment Report

Roadway Reconstruction: Soldiers Home Road

Contract No. R-37911 & R-45210 Des. No. 1401291, 2210253, 2201256

Prepared for: The City of West Lafayette

By: VS Engineering, Inc.

January 30, 2023



**WEST
LAFAYETTE**
HOME of PURDUE



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ENGINEER'S ASSESSMENT REPORT

Roadway Reconstruction: Soldiers Home Road
From Sagamore Parkway Access Ramp to Kalberer Road
Contract No.: R-37911
Des. No.: 1401291, 2201253, 2201256

I. PURPOSE OF REPORT

This Engineer's Report documents the engineering assessment phase and outlines the proposal (scope-of-work) for the reconstruction of an Urban Arterial, Soldiers Home Road. This report contains relevant background data and provides conclusions and recommendations to guide ongoing environmental, right-of-way, and succeeding design phases.

II. PROJECT LOCATION

The proposed reconstruction of Soldiers Home Road is located from Sagamore Parkway Access Ramp to Kalberer Road at latitude 40° 27' 11.19" N and longitude 86° 54' 11.18" W in sections 5 and 8, Township 23 North, Range 4 West, Wabash Township, Tippecanoe County, Indiana.

The project location is shown in Appendices A-1 and A-3.

III. PROJECT NEED AND PURPOSE

The need and purpose of the project is to improve safety, traffic flow, drainage, and roadway conditions of Soldiers Home Road. Improvements for this project will include constructing a roundabout at Sagamore Parkway Access Ramp, 10 feet pedestrian shared use path to connect the northern and southern trails of West Lafayette together, incorporating a two-way left turn lane (TWLTL) through the length of the project. Curb and gutter will replace the roadside ditches to help provide proper drainage to the proposed storm network. Lighting will be implemented along the trail and at intersections.

In accordance to the Indiana Design Manual (IDM), Chapter 46, Section 46-5.0, the implication of utilizing a TWLTL is warranted through this corridor. From the existing site conditions of Soldiers Home Road, the average amount of drives per mile exceeds 50, with a substantial amount of the drives requiring mid-block left turns, and the current AADT being above 5,000 VPD and projection of the AADT increasing. A TWLTL meeting all the warranted requirements according to the IDM, will improve the current roadway's condition.

IV. EXISTING FACILITY

The existing conditions are depicted on the ground level photographs on Appendix A-6.

Soldiers Home Road consists of two 12 feet asphalt-paved travel lanes with bike and turn lanes. The roadway's posted speed limit is 30 mph. There is a concrete passing blister on the east side located at the north end at Kalberer Road. Curb ramps, sidewalks, curb, roadway lighting, residential and commercial drives exist within project limits.

The existing right-of-way along Soldiers Home Road varies throughout the project length. The existing right-of-way varies from 60 feet to 80 feet. In portions of the project, right-of-way does not exist and the property lines go to the center of the roadway.

The terrain along the corridor is generally level, with the exception along the east side of Soldiers Home Road where the topography drops into ravines leading to the Wabash River. These changes in elevation occur just outside of the anticipated project limits.



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 Des. No.: 1401291, 2201253, 2201256

Soldiers Home Road has two major horizontal curves, with one minor curve, along the horizontal alignment. Along the two major curves, the roadway is superelevated, the remaining typical section of the roadway is crowned. The roadway's typical section from Sagamore Parkway's access ramp to Hamilton Street/Overlook Drive varies with two travel lanes averaging at 12 feet widths with curb and gutter, along with sidewalk varying on both sides, and bike lanes varying for north and south bound. Turn lanes exist periodically for street intersections. From Hamilton Street/Overlook Drive north to Kalberer Road, the roadway's typical section is primarily two travel lanes with widths of 12 feet. Existing storm drainage infrastructure exists along the roadway from the Sagamore Parkway Access Ramp up to just north of Hamilton Street/Overlook Drive. All storm water runoff from adjacent lots and on the street flow to the curb and gutters and is collected into the storm inlets along the curb by sheet flow. These inlets connect to the storm network which outfalls directly to the Wabash River just east of the project. North of Hamilton Street/Overlook Drive to Prophet Drive, the water sheds from adjacent lots and off the street into the roadside ditches, located on both sides of the roadway. The western ditch crosses Soldiers Home Road 750 feet north of Hamilton Street, which outlets to the Wabash River. From Prophet Drive north, the storm water runoff along the west side of the road is predominantly collected via the roadside ditches, which drains and connects to the storm network on the west side of Soldiers Home Road, just south of Kalberer Road. This storm network then outfalls into the Wabash River to the east.

No wetlands have been identified within the project limit's anticipated corridor for the proposed improvements.

Land use consists primarily of residential properties with occasional commercial and institutional properties. The commercial and institutional properties consist of; Montessori School of Greater Lafayette, University Crossing Apartments & Townhomes, Castleridge Planned Development, Heritage Healthcare, Emmanuel Bible Church and Seventh Day Adventist Church.

V. TRAFFIC DATA, LEVEL OF SERVICE, AND CRASH DATA

Traffic forecast data is based on a 2019 traffic counts provided by the Indiana Department of Transportation. The per year growth used for this traffic forecast is 0.51% and is applied as a linear growth. The traffic volumes are presented below.

Roadway	2022 AADT	2028 AADT	2048 AADT	2048 DHV	Directional Distribution
Soldiers Home Road	6,691 vpd	6,891 vpd	7,558 vpd	836 (11.05%)	47.6% (NB)

Level of service at listed intersections are based on the traffic counts mentioned above and provided by INDOT. The level of service for listed intersections are presented below.

Roadway	LOS (AM)	LOS (PM)
Sagamore Parkway Access Ramp	D	E
Cumberland Avenue	B	B
Kalberer Road	B	C



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Crash data is based on data collected from 2019 through 2021 by Indiana Department of Transportation. A total of 28 reported crashes occurred along the Soldiers Home Road proposed project limits. A total of 20 recorded crashes occurred along Soldiers Home Road north of the Sagamore Parkway North Access Ramps. A total of 8 recorded crashes occurred along the Sagamore Parkway North Access Ramps at Sagamore Parkway. A breakdown of the type and number of collisions are presented below.

Roadway	Type and Number of Collisions							
	Left Turn	Rear End	Sideswipe	Backing	Other	Ran Off Road	Right Angle	Right Turn
Soldiers Home Road	2	6	1	3	1	4	2	1
Sagamore Parkway North Access Ramps	1	6	1	-	-	-	-	-

VI. IDENTIFICATION OF PROPOSAL (ALTERNATIVES AND RECOMMENDATIONS)

The purpose of the project is to improve the safety of the roadway along the existing alignment. The scope of work is considered to be a 4R Urban Arterial. Design of the project shall follow the Indiana Design Manual (IDM) and the City of West Lafayette Standards.

The scope of work consists of the reconstruction of Soldiers Home Road beginning at the Sagamore Parkway overpass at the northern bridge joint continuing north to approximately 250 feet north of Kalberer Road intersection. The roadway proposed typical section can be seen in Appendix A-7.

Alternatives considered for Soldiers Home Road are stated below.

Alternate A: Do Nothing

This alternate would allow the existing roadway and structures to remain in place with no improvements, which will result in not being able to achieve the purpose or need of the project. The construction cost of this alternate would be \$0.00. No further consideration will be given.

Alternate B: Roadway Reconstruction

This alternate would improve the existing roadway conditions and structures. No additional right-of-way would be required. The construction cost of this alternate would be approximately \$11,700,000.00. The construction cost includes a contingency and a 5% inflation rate from the date of estimate to the construction year of the project. This alternative does not meet the purpose or need of the project. Therefore, no further consideration will be given.

Alternate C: Roadway Reconstruction with Two-Way-Left-Turn-Lane (TWLTL)

This alternate would improve the existing roadway conditions, roadway safety, and structures. Also, this alternative would require additional right-of-way. The construction cost of this alternate would be \$14,700,000.00. The construction cost includes a contingency and a 5% inflation rate from the date of estimate to the construction year of the project. This alternative does not fully address the purpose or need of the project. Therefore, no further consideration will be given.



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Alternate D: Roadway Reconstruction with Two-Way-Left-Turn-Lane (TWLTL) and Roundabout

This alternate would improve the existing roadway conditions, roadway safety, and structures. Also, this alternative would require additional right-of-way and require rerouting of Sagamore Parkway Trail at Sagamore Parkway Access Ramp and Soldiers Home Road intersection with the construction of a roundabout. The construction cost of this alternate would be \$15,700,000.00. The construction cost includes a contingency and a 5% inflation rate from the date of estimate to the construction year of the project. This alternative fully addresses the purpose and need of the project.

The recommended alternate is Alternate D. This alternate provides a more efficient and safer roadway with the construction of a roundabout at Sagamore Parkway Access Ramp and two-way-left-turn-lane for the length of the project. This alternate meets the purpose and need of the project and is the preferred alternate of the City of West Lafayette.

VII. DESIGN CRITERIA

The geometric design criteria for Soldiers Home Road will be based on Figure 53-7 (Urban Arterial, 4R Non-Freeway). The provided elements are listed below; elements not meeting the design criteria are indicated in bold:

Soldiers Home Road	
Design Standard:	4R (Non-Freeway), Figure 53-7
Functional Classification:	Urban Arterial
Design Classification:	Intermediate
Design Speed:	30 mph (Posted)
Rural/Urban:	Urban
Terrain:	Level
Level of Service:	C (D Minimum)
Access Control:	None
Travel Lane Width:	12 feet (11 feet Minimum)
Travel Lane Cross Slope:	2%
Auxiliary Lane Width:	12 feet (11 feet Minimum)
TWLTL Width:	16 feet (14 feet Minimum)
Paved Shoulder Width:	8 feet (2 feet Minimum)
Paved Shoulder Slope:	4%
Curb Offset:	2 feet
Sidewalk Width:	5 feet (With 5 feet Buffer)
Vertical Clearance:	17.5 feet
Superelevation Rate:	6% Maximum
Minimum Radius for $e_{Max} = (6\%)$:	250 feet
Horizontal Alignment:	IDM Chapter 43-4.0 Criteria
Vertical Alignment:	IDM Chapter 44-3.0 Criteria
Stopping Sight Distance:	200 feet
Intersection Sight Distance:	330 feet (Passenger Car)
Maximum Grade:	8% (0.3% Minimum)
Side Slopes:	4:1 Foreslope, 3:1 Backslope

The proposed two-way-left-turn-lane width is 12 feet, which meets the requirements of AASHTO Greenbook 7.3.3.2.



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The proposed two-way-left-turn-lane width is 12 feet, which meets the requirements of AASHTO Greenbook 7.3.3.2.

VIII. MAINTENANCE OF TRAFFIC

It is not feasible to reconstruct Soldiers Home Roadway while maintaining traffic on it. A temporary runaround is not practical or cost-effective due to the current surrounding infrastructure and limited right-of-way. Therefore, a detour will be utilized for the road reconstruction. Maintenance of traffic will be completed in 2 phases under closure to thru traffic. Phase 1 will be closed from Sagamore Parkway to north of Hamilton Street. The routes used for the detour for phase 1 will be Navajo Street, Salisbury Street, and Kalberer Road. Phase 2 will be closed from north of Hamilton Street to north of Kalberer Road. The routes used for the detour for phase 2 will be Cumberland Avenue, Salisbury Street (County Farm Road), County Road 500, and County Road 75. The official detour length will be approximately 2.2 miles (phase 1) and 4.7 miles (phase 2). The detour routes are presented in Appendix A-10.

IX. COST ESTIMATE

Estimated 2028 costs are as follows:

Project Element	Project Element Cost
Construction Cost (CN)	\$15,150,000.00
Right-of-Way Engineering (RW)	\$261,000.00
Preliminary Engineering (PE)	\$890,000.00
Construction Engineering (CE)	\$204,000.00
Total	\$16,505,000.00

The cost estimate breakdown for the Construction Cost can be seen Appendix A-8. This cost estimate includes a construction contingency, as well as, a 5% inflation rate from the date on the estimate to the letting date of January 12, of 2028.

X. ENVIRONMENTAL ISSUES

A Categorical Exclusion (CE) environmental document, Section 106 service, Waters Determination, a Red Flag Investigation covering limits of 0.5 miles near the project limits, bat habitat study, and waterway permits required shall be performed for this site.

There are no archaeological or above ground resources previously documented in the project vicinity considered eligible for the National Registry for purposes of Section 106. However, the project is adjacent to a property eligible for the National Register so full Section 106 will be required.

The following permits apply to this project:

- Section 401 Water Quality Certification authorization by IDEM
- Section 404 Regional General Permit of the Clean Water Act authorization by the USACE
- Construction Stormwater General Permit authorization by IDEM

Approval by the Tippecanoe County Drainage Board will be obtained.



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XI. SURVEY REQUIREMENTS

Soldiers Home Road

Beginning 50 feet south of the on-ramp to Sagamore Parkway, survey north along Soldiers Home Road 6,425 feet to a point 500 feet north of Kalberer Road. The width of the survey will be 45 feet on each side of the centerline of Soldiers Home Road.

Kalberer Road

Beginning at the centerline of Soldiers Home Road, survey west 900 feet to the centerline of Jasper Street; the width of survey will be 45 feet on each side of the centerline. Additional survey will be provided at the intersection with Soldiers Home Road for the proposed intersection improvement.

S-Lines

The following S-Lines presented below are included within this survey proposal. This will include 200 feet along each street from the centerline of Soldiers Home Road and the width of survey being 30 feet on each side of the centerline of each S-Line.

S-Lines	
1.	Sharon Road
2.	Myrtle Drive
3.	Westview Circle
4.	Linda Lane
5.	Cedar Hollow Court
6.	Reba Drive
7.	Cumberland Avenue
8.	Hartman Court
9.	Overlook Drive
10.	Hamilton Street
11.	Indian Rock Drive
12.	Prophet Drive
13.	Tamiami Trail
14.	Woodfield Street

XII. RIGHT-OF-WAY IMPACT

There are approximately 70 parcels land acquisition will be required from. 3.09 acres of permanent right-of-way will need to be acquired. Of which, 0.73 acres will be reacquisition right-of-way. An estimated 0.25 acres of temporary right-of-way will need to be acquired, with more pending on drive way design tie-ins. Of the total proposed right-of-way to be acquired, 2.39 acres is located on residential property, while the other 0.70 acres comes from commercial/institutional properties. There is no agricultural nor industrial properties adjacent to this project.

The permanent right-of-way along Soldiers Home Road will extend to a typical swath of 75 feet, 40 feet offset from centerline of the road on the side the trail is located on, and 35 feet offset from centerline of the road on the side the sidewalk is located on.



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acquired at an approximate 5-ft buffer beyond the trail and/or sidewalk to provide space for these facilities to relocate.

XIII. UTILITY IMPACT

Several utilities are present along Soldiers Home Road roads, including overhead electric and cable, buried telephone and other communication lines, gas mains and its facility, sewers, and water mains. Most of these aerial utilities will require relocation due to conflicts with the proposed construction. Continued design will help determine the impacted utilities below ground. Indiana 811 Utility Design Inquiry Tickets have been taken for the length of the project and can be seen in Appendix A-9. The known utility companies with facilities within the project are listed below:

Known Utility Companies	
CenterPoint Energy (North)	Indiana American Water
City of West Lafayette (Sewer, Storm, Signal, Light)	Indiana Dataline Corp. (Tipmont)
Comcast Cable	Metro Fibernet, LLC
Duke Energy	Tipmont REMC (Fiber)
Frontier	Zayo Bandwidth

CenterPoint Energy has a gas regulator at the intersection of Cumberland Avenue and Soldiers Home Road, on the east side of the intersection, in addition to gas mains along Soldiers Home Road corridor. Duke Energy contains distribution lines at Cumberland Avenue, as well as various locations along the east and west side of Soldiers Home Road. Indiana American Water Company has facilities which alternate from the Sagamore Parkway access ramp along the east and west side of Soldiers Home up to Cumberland Avenue, and only the east side continuing north to Kalberer Road. Frontier has existing communication poles along the west side of Soldiers Home Road’s corridor. For aerial facilities that are anticipated to be within direct conflict, right-of-way shall be acquired at an approximate 5-ft buffer beyond the trail and/or sidewalk to provide space for these facilities to relocate.

XIV. RELATED PROJECTS

A related project in the area is the construction of a roundabout at the south (eastbound Old US 52) ramps, located on the south side of Sagamore Parkway. This project is expected to constructed prior and will not require coordination with the projects (Des. Nos. 1401291, 2201253 & 2201256) on Soldiers Home Road.



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Roadway Reconstruction: Soldiers Home Road
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XV. CONCURRENCE

Concur. 
Ben Anderson
Public Works Director of West Lafayette

2/3/2023
Date





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Kent Abernathy, Commissioner

June 13, 2025

RE: Logical Termini/Independent Utility Memo
Roadway Reconstruction Project
Soldiers Home Road from Sagamore Parkway to Hamilton Street
Lead Des. No. 1401291 and 2201253
City of West Lafayette, Tippecanoe County, Indiana

Introduction

The City of West Lafayette, with partial funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT) propose to proceed with a roadway reconstruction project along Soldiers Home Road (Des Nos. 1401291 and 2201253) from the Sagamore Parkway access ramp to approximately 850 feet (ft.) north of Hamilton Street. Project location graphics are attached to this document.

Project Background

The proposed roadway reconstruction project along Soldiers Home Road was initially developed with two construction phases under one contract: Phase 1 (Lead Des. No. 1401291 and 2201253) and Phase 2 (Des. No. 2201256) beginning at the Sagamore Parkway access ramp and extending to Kalberer Road for a total distance of approximately 1.2 miles. The proposed improvements within Phase 1 of the project consist of a single-lane roundabout at Soldiers Home Road and the Sagamore Parkway access ramp and the reconstruction of Soldiers Home Road to provide two 11 ft. travel lanes and a 12 ft. two-way left-turn lane (TWLTL). In addition, a 10 ft. multi-use pedestrian path is proposed for the west side of Soldiers Home Road and a 5 ft. sidewalk on the east side. A stairwell was also proposed on the east side of the roundabout to connect the Sagamore Parkway Trail to Soldiers Home Road. The stairwell has since been eliminated from Phase I. The improvements within Phase 2 would extend the reconstruction of Soldiers Home Road (same as Phase 1) terminating with the construction of a single-lane roundabout at the intersection of Soldiers Home Road and Kalberer Road.

Although these projects were originally bundled into one construction contract and are in proximity to one another, the City of West Lafayette desires to separate Phase 1 and Phase 2 and develop the required environmental documentation for Phase 1 (Lead Des. No. 1401291 and 2201253) only. The project is being separated due to the extended construction timeline and undetermined funding procurement for Phase 2. The current project will only include the scope of work proposed within Phase 1.

Project Location

The project is located on the east side of the City of West Lafayette in Tippecanoe County, Indiana. Specifically, the project is located in Sections 5 and 8, Township 23 North, Range 4 West as illustrated on the Lafayette West, Indiana, USGS Topographic Quadrangle.

Existing Conditions

Soldiers Home Road is classified as an urban arterial roadway and the roadway cross-section from the Sagamore Parkway access ramp to Hamilton Street provides one 12 ft. travel lane in each direction bordered by curb and gutter. There are noncontiguous sidewalks along both sides of the roadway in addition to bike lanes that vary along both northbound and southbound Soldiers Home Road. The posted speed limit is 30 mph. Land use in the project area consists primarily of residential single-family homes and apartment complexes.

Project Purpose and Need

The need for this project is based on the current congested traffic flow, noncontinuous pedestrian facilities, and poor drainage conditions along Soldiers Home Road and Sagamore Parkway Access Ramps.

Crash data collected from 2019 through 2021 documented eight crashes on the Sagamore Parkway Access Ramps, just west of Soldiers Home Road, and twenty crashes along Soldiers Home Road from the Sagamore Parkway Access Ramps northward to Kalberer Road, approximately 0.40 mile north of the end of this project (Appendix I-5 to I-6).

The intersection of Soldiers Home Road and the Sagamore Parkway access ramp has less-than-desirable traffic mobility (Level of Service (LOS)), indicating the existing roadway is not adequately serving the current traffic volumes or future predicted traffic volumes.

LOS is a term used to qualitatively describe the operating conditions of a transportation facility (traffic mobility). It is based on factors such as speed, travel time, mobility and delays. There are six criteria to determine LOS and each level is assigned a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F the worst operating conditions. The traffic data analyzed for this project demonstrates the section of Soldiers Home Road at the Sagamore Parkway access ramp operates at a LOS of E. Traffic forecast data projects the growth of traffic to increase 0.51% per year. Based upon criteria from the Indiana Design Manual, an urban arterial roadway should meet a LOS rating of at least C.

In addition, there are noncontinuous segments of sidewalks along Soldiers Home Road that do not provide sufficient pedestrian connectivity and insufficient roadside drainage ditches causing standing water along Soldiers Home Road.

The purpose of the project is to reduce crashes due to the higher-than-expected crash rate and less-than-desirable LOS for the roadway and attain an LOS rating of at least a C. In addition, the project will address the noncontiguous segments of sidewalks, lack of connectivity, and improve drainage.

Phase 1 (Lead Des. Nos. 1401291 and 2201253) project limits will begin at the Sagamore Parkway access ramp and terminate approximately 550 ft. north of Hamilton Street. The project improvements extending to 550 ft. north of Hamilton Street only include drainage connections. The total project length is approximately 0.78 mile including incidental construction and drainage connections. The drainage connections consist of storm drainage pipes, manholes and inlets. The drainage system north of Hamilton Street is needed to provide gravity flow of stormwater conveyed by the proposed roadway south of Hamilton Street to a suitable discharge location, stemming from the existing topography. The design plans are provided as an attachment to this document.

Lead Des. No. 1401291 will include the following scope of work:

- Construction of a 10 ft. wide pedestrian shared-use path along the west side of Soldiers Home Rd. with a five ft. wide landscaped buffer separating the pedestrian path from the roadway.
- Removal and replacement of five ft. wide sidewalks on the east side of Soldiers Home Rd.
- Reconstruction of the roadway involving one 11 ft. wide travel lane in each direction and one 12 ft. wide two-way left turn lane (TWLTL).
- Relocation of portions of the watermain.
- Replacement of existing ditches and construction of new curb and gutter and storm drains along Soldiers Home Rd. and at the intersections of Sharon Road, Westview Circle / Myrtle Drive, Linda Lane, Reba Drive, Cedar Hollow Court, Cumberland Avenue, Overlook Drive / Hamilton Street.
- Installation of new streetlights along both sides of the roadway.
- Installation of bollard lights along the western pedestrian path
- Installation of pavement markings and signage.
- Installation of Americans with Disabilities Act (ADA) compliant ramps.
- Incidental construction within this portion of the project area will include pavement tie-in, minor grading on both sides of the roadway, at the existing ravine, east of the roadway, and clearing trees along the east side of the roadway.

Des. No. 2201253 will include the intersection of Soldiers Home Rd. and the Sagamore Pkwy access ramp. This portion of the preferred alternative will include the following:

- Construction of a 120 ft. diameter roundabout with 18 ft. wide circulating lanes bordered by concrete curb and gutter, storm drains and a 14 ft. wide concrete truck apron.
- Construction of a 10 ft. wide pedestrian shared-use path along the north and east sides of the roundabout with a five ft. wide landscaped buffer separating the pedestrian path from the roundabout.
- Construction of raised splitter islands, on each leg of the roundabout, between the entry and exit travel lanes.
- Installation of ADA compliant ramps.
- Installation of one flashing pedestrian beacon light.
- Installation of a concrete retaining wall with a metal safety hand railing
- Installation of new streetlights between the travel lanes and pedestrian path.
- Installation of pavement markings and signage.

Phase 1 will require approximately 1.45 acres of additional permanent right-of-way and approximately 0.17 acre of temporary right-of-way. Soldiers Home Road will be closed during construction and a detour will be necessary.

Logical Termini and Independent Utility

The FHWA regulations present three criteria of logical termini in 23 CFR 771.111(f) for consideration in NEPA:

- Connect logical termini and ensure they are of sufficient length to address environmental matters on a broad scope
- Have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made); and
- Do not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Phase 1 of the Soldiers Home Road project will meet the purpose and need of the project by addressing the higher-than-expected crash rates, less than desirable LOS and lack of pedestrian amenities along Soldiers Home Road between Sagamore Parkway and Hamilton Street.

This project has independent utility as it demonstrates logical termini; it is not reliant on the construction of other transportation projects to be considered a reasonable expenditure even if no additional transportation improvement projects are constructed and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Reconstruction of the roadway from Sagamore Parkway to Hamilton Street is expected to provide the highest comparative benefit to the corridor as its traffic volume is approximately 30% higher than that for the segment from Hamilton Street to Kalberer Road.

Hamilton Street sees relatively high use compared with most intersecting streets along the project as it serves as the only entrance from Soldiers Home Road to the relatively large University Farms residential subdivision.

Terminating the multi-use pedestrian pathway at Hamilton Street provides multi-modal connectivity to this large residential subdivision; current and future pedestrian use from areas north of Hamilton Street are considered to be less than for areas south of Hamilton Street.

Hamilton Street also is the approximate northern limit of the City's jurisdiction of the roadway; portions to the north are generally outside the city limits and under the jurisdiction of Tippecanoe County.

Reconstruction of the roadway from Sagamore Parkway to Hamilton Street does not create a need for improvement of the segment north of Hamilton Street. The benefits of addressing the higher crash rate and accommodating the greater vehicular and pedestrian traffic volume stand independent of adjacent improvements.

The proposed roadway and pedestrian improvements demonstrate independent utility and will meet the purpose and need of the project independent of other projects that may be considered. The proposed roadway and pedestrian improvements also have logical termini in that the north and south project limits tie into existing conditions and do not restrict future alternatives to improve existing infrastructure.

The proposed pedestrian improvements will logically link to existing pedestrian amenities and assist with connectivity for future, planned pedestrian amenities. The multi-use pedestrian path and sidewalks proposed as part of Des Nos. 1401291 and 2201253 will provide a logical connection to the existing Sagamore Parkway Trail (south terminus of Des No. 2201253) and the existing sidewalk and multi-use pedestrian path located along Cumberland Avenue (near north terminus of Des No. 1401291).

A stairwell was initially proposed on the east side of the roundabout to connect the Sagamore Parkway Trail to Soldiers Home Road. The stairwell has since been eliminated from Phase I; however, the elimination of the staircase will not preclude access to the Sagamore Parkway Trail from Soldiers Home Road. The stairwell was a supplemental non-ADA (Americans with Disabilities Act) compliant alternative to the ADA compliant access route that loops west beneath the Sagamore Parkway access ramp to provide connectivity between the Sagamore Parkway Trail and Soldiers Home Road. Users of the Sagamore Parkway Trail will be able to access the 5 ft. sidewalk proposed along the west side of Soldiers Home Road and then connect to the proposed 10 ft. multi-use pedestrian pathway proposed for the east side of Soldiers Home Road.

The attachments were intentionally removed from this document. Please refer to Appendix B in the CE document.



June 11, 2025

Metric Environmental, LLC
Susan Castle
6958 Hillside Court
Indianapolis, Indiana 46250

Re: Section 4(f) Exception
Des. Nos. 1401291 and 2201253
Roadway Reconstruction Project
Soldiers Home Road from Sagamore Parkway Access Ramp to Hamilton Street
City of West Lafayette, Tippecanoe County, Indiana

Dear Ms. Castle:

The City of West Lafayette, with partial funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT) propose to proceed with a roadway reconstruction project along Soldiers Home Road (Des Nos. 1401291 and 2201253) from the Sagamore Parkway access ramp to approximately 850 feet (ft.) north of Hamilton Street.

The proposed improvements consist of a single-lane roundabout to be constructed at the intersection of Soldiers Home Road and the Sagamore Parkway access ramp in addition to the reconstruction of Soldiers Home Road. The reconstruction of Soldiers Home Road will provide two 11 ft. travel lanes and a 12 ft. two-way left-turn lane. A 10 ft. wide multi-use pedestrian path is proposed for the west side of Soldiers Home Road and a 5 ft. wide sidewalk is proposed for the east side of the roadway. Project limits will begin at the Sagamore Parkway access ramp and terminate approximately 850 ft. north of Hamilton Street. The total project length is approximately 0.70 mile including incidental construction and drainage connections.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The purpose of this correspondence is to document that the Official with Jurisdiction (OWJ) concurs with the proposed improvements, the assessment of impacts to resources under their jurisdiction and measures to minimize harm. The Sagamore Parkway Trail and Cumberland Avenue Trail are afforded protection under Section 4(f) as publicly owned recreational resources under the jurisdiction of the City of West Lafayette, Parks and Recreation Department.

The proposed roundabout will accommodate the existing segment of the Sagamore Parkway Trail and assist with connectivity to the proposed pedestrian improvements along Soldiers Home Road. The proposed 5 ft. wide path will be constructed along the west and north sides of the roundabout and will provide trail users with access from Sagamore Parkway Trail to the sidewalk and multi-use pedestrian



pathway to be constructed along Soldiers Home Road. The project will enable the extension of the Sagamore Parkway Trail northbound along Soldiers Home Road.

The proposed 10 ft. wide multi-use pedestrian path, along the west side of Soldiers Home Road will tie into the existing Cumberland Avenue Trail on the north side of Cumberland Avenue.

Although the proposed construction activities are considered a "use" as defined by Section 4(f) of the U.S. Department of Transportation Act (1966), the use of the Section 4(f) properties falls under the exemption stipulations outlined in 23 CFR 774.13(d). This exemption applies to temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:

- (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
- (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- (5) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

Stipulations 2 and 4 above are included as firm commitments.

Additionally, the following measures to minimize harm will be incorporated into the plans as plan notes and as firm environmental commitments in the environmental document:

- Temporary fencing shall be installed along the construction limits prior to the start of construction to protect the existing Section 4(f) property and the public.
- Temporary pedestrian crossings will be provided to maintain accessibility of the Sagamore Parkway Trail and Cumberland Avenue Trail for the duration of construction of the roundabout and the intersection of Cumberland Avenue at Soldiers Home Road.

Based on the scope of the proposed project and type of work, no permanent restriction of access or incorporation of land from the Sagamore Parkway Trail and Cumberland Avenue Trail into a transportation facility will occur. In signing this letter, the OWJ over the Sagamore Parkway Trail and Cumberland Avenue Trail concurs with the assessment of impacts and measures to minimize harm as it relates to the proposed undertaking.

Respectfully,

A handwritten signature in black ink that reads "Kathryn Lozano". The signature is written in a cursive, flowing style.

Kathryn Lozano, Superintendent