

### General

1. *What will be the speed limit along the Ronald Reagan Parkway in this section?*
  - a. Speed limit will be set at 45 miles per hour.
2. *How high will the bridge be that is crossing over the CSX Railroad?*
  - a. The roadway elevation will be approximately 35 feet above the existing ground at the railroad tracks.
3. *What is being done to minimize impacts to natural resources?*
  - a. An Environmental Assessment was completed and accepted by the Federal Highway Administration on March 7, 2011 as part of the National Environmental Policy Act process. The selection of the preferred alignment was partially based on it resulting in the fewest impacts to natural resources as compared to the other alternatives that were considered. The approved Environmental Assessment is available for review on this website.
4. *Why is the alignment of the Ronald Reagan Parkway located where it is? Why couldn't it be developed further east of CR 900 E?*
  - a. The selection of the preferred alternative for this section of the Ronald Reagan Parkway was based on an evaluation of alternatives that weighed community and environmental impacts of each alternative. The alignment that was selected resulted in fewer residential relocations, required the need for less right-of-way acquisition, and has the fewest impacts to natural resources.

### Multi-use Path

1. *Will the multi-use path continue from it's current terminus at 600 N?*
  - a. Yes. The multi-use path will be incorporated along the extent of the project corridor.
2. *Why is the multi-use path on the east side of the road when many neighborhoods are on the west side of the road?*
  - a. While neighborhoods have been constructed on the west side of the proposed alignment between CR 600 N and CR 700 N since the project has been developed and approved, much of the remaining land on either side of the proposed roadway is currently undeveloped and the future use of this land is unknown. Therefore, it is not possible to determine which side of the roadway would be more convenient for the location of the multi-use path for more residents in the future.

Additionally, a revision of the project plans to place the multi-use path on the other side of the road at this time would necessitate major changes to the approved environmental document as well as the CSX railroad bridge design, leading to a potential multi-year delay in the project.

Access to the multi-use path from the west side of the alignment will be constructed on the south side of CR 700 N and the sidewalks at CR 600 N will also provide additional access for residents.

## Hession Fields/Farms Subdivision

1. *How close will the alignment come to the Hession Fields/Farms subdivision?*
  - a. At the curved section just before the CSX railroad crossing, the edge of the pavement along the Ronald Reagan Parkway will be approximately 85-feet from the edge of the Hession Fields/Farms Neighborhood.
2. *Will noise walls be incorporated into the design of the Ronald Reagan Parkway?*
  - a. In 2018, in accordance with the Federal-Aid Highway Act of 1970 and 23 USC 109(h) and (i) under the FHWA "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (23 CFR 772), a noise analysis was completed for Phase 1a and Phase 1b of the Ronald Reagan Parkway project. The noise analysis was conducted following the Indiana Department of Transportation Traffic Noise Analysis Procedure to determine whether or not noise abatement would be required based on anticipated future traffic noise levels along the Ronald Reagan Parkway. Based on the results of the analysis, noise barriers were not found to be reasonable or feasible for the project. Results of the noise analysis are documented in the Environmental Assessment completed for the project, available for review at this website.
3. *Why was the roadway designed so close to the Hession Fields/Farms subdivision?*
  - a. The design of the Ronald Reagan Parkway in this section was established in the Environmental Assessment that was completed and accepted by the Federal Highway Administration on March 7, 2011. The Hession Fields/Farms subdivision recorded the layout of Section 3B and 3C (sections closest to the roadway) in 2014 and 2015, indicating the subdivision design was set based on the Ronald Reagan Parkway alignment and right-of-way that was proposed in the Environmental Assessment. The project design exhibit, available for review on this website, depicts the arc-shaped section in the northeast corner of the subdivision directly aligning with the right-of-way proposed in the 2011 Environmental Assessment.
4. *Will trees or greenery be included in the section between the Ronald Reagan Parkway and the Hession Fields/Farms Subdivision?*
  - a. Trees and greenery are not included in the design of the project at this location. However, trees currently exist adjacent to this portion of the project area.

# FREQUENTLY ASKED QUESTIONS

RONALD REAGAN PARKWAY  
PHASE 1A AND PHASE 1B



## **North County Road 900 East**

1. *What will happen with CR 900 E along Phase 1a and Phase 1b of the Ronald Reagan Parkway?*

- a. .The CR 900 E crossing at the CSX railroad tracks will be eliminated and the roadway will have a cul-de-sac on either side of the tracks CR 900 E will remain in place for the rest of the project.

**For Additional Information please see the Public Involvement Website**

<https://www.structurepointpublic.com/ronaldreagan>