Fatal Crash Review Team

Report for July 15, 2025

Indianapolis, Indiana

Meeting Minutes

Jill Palmer (DPW)	Present
Captain Frederick Ilnicki (IMPD)	Present
Logan Lane (DMD)	Present
Theodore S Grain (Citizen Member)	Absent
Damon Richards (Citizen Member)	Present
Benjamin Morrical (Legal Counsel)	Present
LeAndre Level (Public)	Present
Dave Allender (Public)	Present
Jason Bowers (Public)	Present
Michelle Dunn (Public)	Present
Taylor Cash	Present
Alexandria Palmer	Present

On Tuesday, July 15, 2025, at 2:00 PM, the meeting of the Indianapolis Fatal Crash Review Team was called to order.

Jill Palmer asked if there were any old business to attend to. Seeing none, Jill called down any new business. The Minutes and Report for the previous May 20th, 2025, Fatal Crash Review Team meeting were presented to the Team Members. It was asked of team members if there was any further discussion. Seeing none, Damon Richards moved to adopt these Minutes and Report; this was seconded by Frederick Ilnicki. The Minutes and Report for May 20th, 2025, were adopted with all members voting "Yes."

Jill Palmer then called down the completed Road Safety Audit (RSA) at 86th Street and Traders Point entrance. It was asked of team members if there was any further discussion. Seeing none, Damon Richards moved to adopt the 86th Street and Traders Point entrance RSA; this was seconded by Frederick Ilnicki. The 86th Street and Traders Point entrance RSA was adopted with all members voting "Yes."

LeAndre Level is the new Administrator of Vision Zero for the City of Indianapolis DPW. LeAndre introduced himself to the FCRT and explained his role. He then provided some updates on the Vision Zero initiative and the City-County ordinance. LeAndre then asked for the FCRT to review the Vision Zero plan and provide feedback on how the FCRT process can be improved. Lastly, the group was encouraged to provide any comments on the plan and to share ideas or concerns.

The fatal crashes to be reviewed for the period of March and April of 2025 were called down and presented to Team members. Each crash was discussed at length, the results of which are provided below.

Following the review of crashes, Jill Palmer asked for any further business from Team members. Jason Bowers informed the group that the intersection selected for the next Incapacitating Injury analysis will be Shelby Street and Raymond Street. That RSA will take place in August 2025, including a field check scheduled for Thursday, August 14th, 2025, and the report will be incorporated into the meeting notes to be adopted at the September 2025 FCRT meeting.

Jill Palmer then asked for any further business from Team members. Seeing none, it was asked if there was a motion to adjourn. This motion was made by Logan Lane, seconded by Damon Richards, and passed by all present members.

Signed,

Jason Bowers

Jason Bowers
Transportation Safety Engineer
Secretary – Fatal Crash Review Team

(1)– Master Record Number: 904683849

Date	March 10, 2025
Time	5:58 PM
Location/Nearest Intersection	EAST THOMPSON ROAD & CAMDEN STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Speeding (X2).
Circumstances	On Monday, March 10, 2025, at 17:58, IMPD officer responded to a crash on E. Thompson Rd. at the intersection of Camden St. and the road surface was dry. V1, red Ducati, going straight. V2, white Chevrolet Malibu, turning left. V3, red Ford Focus, going straight. D2 statement was taken by IMPD officer. Officer asked D2 what street he was driving on, D2 stated he could not remember. Officer asked D2 in what direction he was driving, D2 stated he could not remember. Officer asked D2 if he stopped at the stop sign, and D2 stated yes, he stopped at the stop sign. Officer asked D2 when he first saw the motorcycle, D2 stated it happened so fast that the first time he saw the motorcycle was when it crashed with his car. D3 stated to

	another officer that he was going WB on E. Thompson Rd. and he observed a body sliding across the road in front of him. D3 stated that he then felt that he had struck this body and felt that the body was underneath his car. D3 stated that he came to a stop and observed the body underneath his car. Supplement done on 5/5/2025 to add Toxicology results for all drivers (JAG)
Recommendation	None.

(2)– Master Record Number: 904690471

Date	March 18, 2025
Time	5:10 PM
Location/Nearest Intersection	NORTH KEYSTONE AVENUE, 275' SOUTH OF EAST 32ND STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – UPS Delivery Truck
High Rate of Speed?	Yes (driving reckless)
Does motorist have prior serious driving offenses?	D1 = Driving Suspended (7); Speeding (3); Failure to obey traffic signal; No license. D2 = Speeding (2); Disregard stop sign; Unsafe lane movement; No valid license.
Circumstances	On Tuesday, March 18, 2025, at 17:10, IMPD officer responded to a crash on N Keystone Ave., 275' S of the intersection with E 32nd St. and the road surface was dry. V1, cream\ivory Harley-Davidson FXDL / Dyna Low Rider, going straight. V2, brown Freightliner Mt 45g front gasoline engine walk-in van chassis, turning left. Investigation shows V1 was NB in the inside lane of N Keystone Ave. V2 was NB in the outside lane of N Keystone Ave. A vehicle in front of V2 was slowing down. V2 was slowing down for the vehicle. After two vehicles passed that were going SB, V2 made a hard left turn like he might was doing a U-turn or was turning into a driveway from the outside lane. When V2 went into the inside lane, V1 struck V2 in the front driver side quarter panel. D1 was thrown into the side of quarter panel of V2. After striking V2, V1 and D1 then slid in a northwest direction and went off the road on the W side of N Keystone Ave. on to the sidewalk through the grass and came to rest in the driveway of 3140 N Keystone Ave. V2 continued into a northwest direction and came to rest in in the SB lanes. D1 was pronounced deceased at the scene. D2 stated my memory of this incident is far from perfectly clear. But to the best of my ability to remember, I was driving NB in the east lane of Keystone Ave. just N of 30th St. when I perceived a black car in front of me begin to slow down in the middle of the lane. There is nowhere to turn out of that lane, and it's surprised me. I began to slow down and turned on my left turn signal and cleared my left mirror with the intention of moving to the left. The next thing I can clearly remember, is running across the road towards a man

	with motorcycle laying on top of him. I do not remember clearly the collision or even parking my truck. I remember pulling the motorcycle off his legs and wanting to do something. But I remember thinking clearly that I do not have any medical training and that I don't know what to do and that I'm afraid to move somebody who may be grievously hurt. I walked around him into either a grassy area or a driveway and knelt down with my face to the ground and prayed. I hardly remember anything else until emergency vehicles started showing up. Witness 1 stated that V1 and another motorcycle was driving reckless while going NB on N Keystone Ave. They were splitting vehicles by going around them on each side. Witness 2 stated V2 was making an U-turn. Witness 3 stated he was riding with V1 in the inside lane when V2 turned left in front of them from the right. V1 struck V2 in the side, while he went into the SB lanes to miss V2. Witness 4 has video of the crash. IMPD Case Number IP250023087 was assigned to this crash. The supplement was done to add the BAC and Toxicology results. ERS 05/06/2025
Recommendation	None.

(3)- Master Record Number: 904693739

Date	March 26, 2025
Time	6:49 PM
Location/Nearest Intersection	RAYMOND STREET, 1,620’ EAST OF SHERMAN DRIVE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Pickup Truck
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Speeding (3); Failure to fasten seatbelt (3); OWI (2); Driving while suspended; No valid license. D2 = Unconfirmed
Circumstances	On Wednesday, March 26, 2025, at 18:49, officers responded to a crash on Raymond St. 1,620’ E of Sherman Dr. and the road surface was dry. V1, gray Honda Cbr1000, going straight. V2, black Toyota Tacoma, going straight. D1 was unable to give statement. D2 stated through translator to officer: D2 stated he was driving on the left lane WB on Raymond St.; the motorcycle struck the rear end of his vehicle. D2 stated he felt a hard impact and saw the motorcycle flying across his vehicle, and when he looked back, he saw the body of the person thrown back from the impact. Witnesses stated the motorcycle turned from Emerson Ave. going WB on E Raymond St. and just took off flying estimated speed 90mph or so. Witnesses stated the motorcycle was weaving in and out of traffic when it struck V2 in the rear then slid WB in roadway. Investigation showed V1 traveling WB at a high rate of speed when it struck V2 who was traveling WB Raymond St. in the left lane. After impact with V2 the motorcycle and

	driver slid WB with the motorcyclist striking the guard rail then coming to rest several feet west. The motorcycle continued WB catching fire and coming to rest about 200' west of D1. Pictures, measurements, drone footage and statements were taken at the scene. D2 submitted to a routine blood draw. Also see case IP250025756. Supplement - alc/tox updated 06-17-25 aw
Recommendation	None.

(4)– Master Record Number: 904702101

Date	April 6, 2025
Time	8:54 AM
Location/Nearest Intersection	NORTH DEARBORN STREET & ROOSEVELT AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = None. D2 = Expired plate; Driving suspended; Speeding; Traffic signal ordinance violation; Occupant no seatbelt.
Circumstances	On 04/05/25 at approximately 8:54 am, officers responded to Roosevelt Ave. and N Dearborn St. Indianapolis, IN on a report of a personal injury collision. Officers located two vehicles with two drivers with both transported one in critical condition. Scene was then held for further investigation with a legal blood draw commenced, with D2's injuries classified as Serious Bodily Injury. Roadway Conditions: Standing water observed in roadway with heavy rainstorms present. Driver Statements: Both D1 and D2 were transported prior to investigator arrival. D1 provided a statement later stating that she was NB on Dearborn St. utilizing GPS directions when she had struck V2. Due to nature of injuries D2 was not interviewed. Analysis: The following is based upon the physical evidence and may or may not conform to driver and witness statements. Scene examination suggested a right-angle impact upon V2 by V1. V1 then redirecting V2 into a utility pole. V2's pathway (Roosevelt Ave.) was seen without a stop sign denoting right-of-way. Crash Mechanics: On scene officers commenced a crash investigation including measurements and photographs and a legal blood draw was commenced to D1. Results to blood draw are pending. Preliminary investigation on scene suggested a NB travel of V1 on N Dearborn St. into the B post of V2 (on Roosevelt Ave.) with redirection of V2 into a utility pole, a stop sign for Northbound Dearborn St. was seen installed providing Roosevelt Ave. right-of-way at the intersection. It was determined that both V1 and V2 could not be downloaded for ACM data for further analysis of the collision. To determine causation, further analysis was required. IMPD officer a

	practicing and Certified Crash Reconstructionist commenced a crush analysis of the 2004 Nissan Sentra and 2009 Hyundai Elantra by measuring the vehicles exteriors post-crash at Auto Return 325 S Post Rd Indianapolis, IN on 04/10/25. The officer compared the crush measurements with known speeds computed from similar angles (90-degree angles) which were verified speeds from a recent ACM download. The officer was unable to determine an official speed on either vehicle, but utilizing the data concluded V2's impact upon the left side to be approximately 23 mph with redirection of V2 into the pole at 53 mph. The officer then took these estimates into colinear equation software which when computed suggested V2's approach to the collision at approximately 45 mph. The officer also understood the variances from the data he was using specifically the ACM verified information was from a newer vehicle and the vehicle in question was a 2004 Nissan Sentra with significant frame rust seen which would likely affect the condition of the vehicles ability to absorb and redirect energy from the collision. From this data, the officer concluded that the speed of approaching V2 to be likely as reasonable considering solely the roadway speed limit and concluded that V1 likely stopped or significantly slowed down in a likely attempt to yield to the oncoming traffic. The officer did also note that both vehicles are silver in color, and with the heavy downpour rain, overcast skies and diminished visibility conditions it is very probable that D1 and D2's perception of one another was affected by the visibility and their reactions were affected by the pavement conditions of the standing water. Supplement created to update D2 succumbed to his injuries on 4-16-2025.
Recommendation	1.) Install posted speed limit signs (R2-1) along Roosevelt Ave. 2.) Install supplemental Cross Traffic Does Not Stop plaques (W4-4P) on the posts of existing Dearborn St. stop signs. 3.) Address the standing water issue (need to inspect). 4.) If this roadway is reconstructed, narrow the pavement width (road diet) and consider a roundabout for this intersection.

(5)– Master Record Number: 904701304

Date	April 10, 2025
Time	4:59 PM
Location/Nearest Intersection	1700 EAST TROY AVENUE, 60’ EAST OF TINDALL STREET
Vulnerable Road User?	Yes – Pedalcyclist
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = It appears D1 has multiple repeat offenses prior including Driving while suspended; Speeding; Failure to obey traffic signal; Failure to stop / yield; Failure to stop injury accident; No seatbelt; Occupant no seatbelt. Pedalcyclist = Several driving suspended / no license.

Circumstances	On Thursday, April 10, 2025, at 16:59, IMPD officer responded to a crash on 1700 E Troy Ave., 60' E of Tindall St. and the road surface was dry. V1, black Victory Touring, going straight. D1 stated that he was traveling EB on Troy Ave. and that the bicyclist came out from behind a vehicle traveling the opposite direction. The bicyclist crossed in front of him and stopped in his lane. V1 struck the bicyclist causing the bicyclist and bike to end up on the S side of Troy Ave. The bicyclist was transported to Eskenazi Hospital in critical condition but was pronounced deceased shortly after arrival. D1 was taken to the hospital in stable condition. He suffered facial injuries requiring stitches as well as fractured knees and wrists. Photographs and measurements were taken. V1 was towed to 1300 Mickley by Zores. The bicycle was taken to the property room annex. Supplement for policy number for V1. T6788 4-17-2025
Recommendation	None.

(6)– Master Record Number: 904707082

Date	April 13, 2025
Time	7:57 PM
Location/Nearest Intersection	ALLISONVILLE ROAD, 175' NORTH OF EAST 75TH STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes (Aggressive)
Does motorist have prior serious driving offenses?	D1 = Juvenile with Learner's Permit. Citations were issued for this crash but redacted.
Circumstances	On Sunday, April 13, 2025, at 19:57, officers responded to a crash on Allisonville Rd. 175' S of E 75th St. and the road surface was dry. V1, white Chevrolet Captiva Sport, going straight. V2, red Buick Lucerne, slowing or stopped in traffic. V3, black Harley Davidson Flhr Road King, slowing or stopped in traffic. V4, white Honda Civic, slowing or stopped in traffic. Investigation showed Vehicles 2, 3, and 4, were stopped in traffic NB on Allisonville Rd. at E 75th St. V1 was also NB on Allisonville Rd. V1 struck the rear of V2 which was shoved forward into the rear of V3, that caused the rear passenger of V3 to be ejected from the bike and then he was ran over by V2. D3 was also ejected. The back then slid into the rear of V4. Fire and medics were able to get the vehicle off the rear passenger of Unit3 and transport him to St. Vincent Hospital. D1 stated he did not see traffic was stopped as he approached causing him to rear end V2. Drivers 2, 3, and 4 all stated they were stopped at the red-light facing NB when the crash occurred. Also see case IP250031222. Pictures and measurements were taken at the scene. Coroner notified that Cesar Griner had succumbed on 4/20/25 to injuries sustained in the crash. DA

Recommendation	Install a Traffic Signal Ahead warning sign (W3-3) for the S leg of the intersection to alert NB vehicles. DPW is in the process of installing video camera detection / updated equipment which will help with the congestion at this intersection.

(7) – Master Record Number: 904709964

Date	April 26, 2025
Time	2:30 PM
Location/Nearest Intersection	NORTH SHERMAN DRIVE, 50' SOUTH OF ROOSEVELT AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes (Aggressive)
Does motorist have prior serious driving offenses?	D1 = Speeding (3); Driving suspended; (4); Invalid license.
Circumstances	On Saturday, April 26, 2025, at about 2:30 pm, IMPD officers responded to the railroad tracks near Massachusetts Ave. and N. Sherman Dr. on a report of a crash involving a train and an SUV. Upon arrival, officers learned a red 2019 Jeep Cherokee had been driving SB on Sherman Dr. approaching the railroad crossing N of Massachusetts Ave. Due to a train consisting of three engines traveling E on the railroad tracks, the crossing lights were activated, and the crossing gate was lowered, to alert drivers on Sherman Dr. of the approaching train. V1 did not stop and not only went around stopped traffic but drove around the crossing gate attempting to cross the railroad tracks. Continuing SB, D1 drove into the path of the train which struck the passenger side of V1, pushing it over 250' east along the tracks. After stopping about 1/4-mile W of the impact point, the Engineer and Conductor remained on the train. D1 suffered a severe head injury as well as broken bones and was transported by ambulance to I.U. Methodist Hospital in critical condition. The injuries to D1 were determined to be grave and he was pronounced deceased on April 28, 2025 at 2:50 pm.
Recommendation	None.

(8) – Master Record Number: 904709580

Date	April 26, 2025
Time	11:13 PM
Location/Nearest Intersection	NORTH SHADELAND AVENUE & WEST 30TH STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes (Aggressive)

Does motorist have prior serious driving offenses?	D1 = Speeding (3); No license; Driving suspended; No left turn violation; Occupant no seatbelt; NTOR violation; Failure to use turn signal. D2 = None.
Circumstances	On Saturday, April 26, 2025, at 23:13, IMPD officer responded to a crash on N Shadeland Ave. at the intersection of W 30th St. and the road surface was dry. V1, white Honda Accord, going straight. V2, gray Audi Q7, turning left. D2 said he was turning EB onto 30th St. from SB Shadeland Ave. D2 said he had the green turn arrow. Passenger 1 (V2) said they had the green turn arrow when D2 made the turn. V1 was NB on Shadeland Ave. when it failed to stop for the red light. D1 was pronounced deceased at the hospital. A passenger in V1 suffered non-incapacitating facial lacerations. D2 complained of pain in his right knee but refused medical attention at the scene. Both vehicles were towed to Zores towing by Zores towing.
Recommendation	A Road Safety Audit (RSA) was completed for this intersection in 2023 which contains a list of countermeasures. Note: An UNFUNDED DPW design project is underway to reconstruct the pavement and improve the traffic signals.

(9)– Master Record Number: 904709800

Date	April 27, 2025
Time	11:35 PM
Location/Nearest Intersection	NORTH POST ROAD & SHENANDOAH DRIVE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = None.
Circumstances	On Sunday, April 27, 2025, at 23:35, IMPD officer responded to a crash on N Post Rd. and the road surface was dry. V1, tan Chevrolet Equinox, going straight. V2, silver\aluminum Kia Sorento, parked (unattended). V1 was NB on Post Rd. when an unknown event caused it to run off the W side of the road. V1 ran over the curb before vaulting over a driveway. V1 came down and vaulted over a second driveway where it struck V2, a parked-unattended vehicle. V1 appeared to strike V2 as it was airborne. V2 came down in a second time and vaulted over a second driveway. V1 appeared to rollover before coming to rest. Passenger 1 appeared to be ejected before the rollover event. D1 appeared to be ejected during the rollover event. D1 was pronounced deceased at the scene. Passenger 1 was transported to a hospital in serious condition but was later upgraded to stable condition. D1's remains were removed by the Marion County Coroner. Zores Towing towed Unit 1 to Zores Towing.
Recommendation	None.

SUMMARY

Total Number of Crashes Reviewed: 9

Total Cases with Recommendations or Follow-Up Action: 2 (22%)

Proportion of Crashes due to Disregarding Regulatory Condition: 5 (56%)

Proportion of Crashes Involving Vulnerable Road User: 1 (11%)

Proportion of Crashes Identified as Hit & Run: 0 (0%)

Proportion of Crashes Involving SUV or Truck: 6 (67%)

Proportion of Crashes Identified as High Rate of Speed: 6 (67%)

Proportion of Crashes Involving Prior Serious Traffic Offender: 6 (67%)

Bicyclist Fatalities: 1 (11%)

Pedestrian Fatalities: 0 (0%)

Other (ex. riders of motorcycles, micro-mobility devices): 5

ROAD SAFETY AUDIT

Indianapolis Department of Public Works (DPW) - Engineering

RSA NUMBER: 2025 #8

STUDY LOCATION: W 86th St. & Traders Point Entrance

DATE: 7/11/2025

REVIEWER

Name: Jason Bowers **Phone:** (317) 327-4000

Email: Jason.Bowers@indy.gov **Agency:** Indy DPW - Traffic

LOCATION DESCRIPTION/STUDY OVERVIEW

The Indianapolis City-County Council Ordinance PROP 24-022 requires the Fatal Crash Review Team (established under a prior ordinance) to review serious bodily injury crashes in addition to fatal crashes. For this purpose, an ongoing review of crash data for Marion County is being performed on a bimonthly basis. Fatal and incapacitating injury crashes reported to ARIES during the period of January-February 2025 have been analyzed and the intersection of **W 86th St. & Traders Point Entrance** was identified as the highest crash location within this 2-month period. The team met to discuss current deficiencies at this existing intersection. A list of countermeasures has been developed to address the deficiencies that were identified. The results are below.

Lat & Long: 39.910736, -86.263623

This intersection is located in northwest Marion County.

See attached Site Location Map, Page 3.

PRELIMINARY COST ESTIMATE

Activity	NEAR-TERM	LONG-TERM	CAPITAL IMP. (Future)
P/E	$ 15,000.00	$ 46,000.00	$ -
CONSTRUCTION	$ 95,000.00	$ 306,000.00	$ -
CONSTRUCTION ENG.	$ 10,000.00	$ 31,000.00	$ -
R/W	$ -	$ -	$ -
REIMB. UTILITIES	$ -	$ -	$ -
TOTAL	$ 120,000.00	$ 383,000.00	$ -

TRAFFIC OPERATIONS

Mobility/Congestion Performance:	AADT Year	Major Road	Minor Road	AADT Source
	2024	30,136	-	Replica & TCDS

Safety Performance / Crash Analysis:	Fatal	Incapacitating	Non-Inc / Possible	PDO
	0	2	3	15

RoadHAT 4D Results I_{CF} = **1.36** I_{CC} = **1.01**

Note: RoadHAT does not have a T-intersection indicator for local intersections. Therefore, multiple RoadHAT analyses were performed and the results were averaged.

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EXISTING CONDITIONS

Within the study area, W 86th Street is a Principal Arterial and a Tier 3 Freight Corridor (IMPO). The roadway is not part of the National Highway System (NHS). Traders Point Entrance within the study area, is a Local Road. At this signalized T-intersection, W 86th Street forms the west and east legs, while Traders Point Entrance forms the north leg. The existing intersection is not skewed.

The WB approach of W 86th Street includes four through lanes, and one dedicated right turn lane that extends through the intersection leading to the I-465 on ramp. The EB approach of W 86th Street include two dedicated left turn lanes and three through lanes. The SB approach of Traders Point Entrance includes two dedicated left turn lanes and one dedicated right turn lane. The posted speed limit along W 86th Street is 40 mph, and the speed limit along Traders Point Entrance is not posted. W 86th Street has partially controlled access, while Traders Point Entrance has uncontrolled access.

NOTES FROM FIELD CHECK

A site visit was held on Tuesday, June 17, 2025, at 1:00 pm. The purpose of the site visit was to observe existing conditions, collect notes and photographs, and discuss proposed improvements with attendees. The following were present: Det. Jason Thalheimer (IMPD), Logan Lane (Indy DMD), Jill Palmer and Jason Bowers (Indy DPW).

During the field check on 6/17/2025, the following observations were made:

• 13 of the total crashes at this intersection in the past 3-year study period were left turns / right angles (65%). 73 crashes (45%) were due to failure to yield the right-of-way / disregard signal.

• Detective Thalheimer suggested reconfiguration of the traffic signal phasing from lead left for the EB dual left turn to a lag left. DPW will further investigate.

• Detective Thalheimer also stated that while waiting to turn from W 86th St., vehicles were disregarding the signal. Many vehicles were also disregarding the posted speed limit.

• The existing traffic signals at this intersection do not meet current design standards and need signal visibility improvements.

• Capacity analysis is needed for this intersection which was originally designed to handle higher volumes generated by the shopping plaza. With the evolution of online shopping, the traffic volumes have diminished.

• The yellow change intervals and red clearance intervals were checked against the existing signal timings. The current minimum yellow change intervals for EB & WB are met. The current red clearance intervals are not met.

• A right-turn only lane currently exists for WB 86th St. to access the shopping plaza. It appears the right-turn only lane was originally constructed in 1998, before the shopping plaza existed. In approximately 2007, WB 86th St. was widened to 5 lanes west of the intersection. This created a continuation of the right-turn only lane through the intersection. A right-turn only sign is hanging from the span wire, along with a supplemental sign near side. This lane is signalized with a 5-section traffic signal head that provides a right-turn arrow for WB to NB within the signal phase. While the existing signs and signal head indicate this is a right-turn only lane, vehicles are not prevented from continuing straight in the outside (right-turn only) lane through the intersection.

• Existing traffic signals on 86th St. provide 2 signal heads for the 3 EB through lanes and 4 signal heads for the 5 WB through lanes. Per MUTCD Part 4, Table 4D-1 (Approaches with Posted, Statutory, or 85th-Percentile Speed of 45 mph or Higher) for an approach with 3 through lanes, the minimum number of overhead-mounted primary through signal faces is 2. For an approach with 4 or more through lanes, the minimum number of overhead-mounted primary through signal faces is 3. In addition to the primary signal faces, one or more supplemental pole-mounted or overhead signal faces should be considered to provide added visibility for approaching traffic that is traveling behind large vehicles. All signal faces should have backplates.

• Sidewalks exist along both the north and south sides of 86th St. as well as the east side of Traders Point entrance. ADA ramps exist in the NW and NE quads. However, pedestrian signals and cross walk markings are not present.

During the field check, a pedestrian was observed crossing from the south side to the north side of 86th St. (N: Retail / commercial on both sides of 86th St.)

• The speed limit along EB 86th St. is posted 45 mph. Based on field observation, a posted speed limit sign is not currently present for WB 86th St.

• The existing No U-turn sign for WB is small and the sign face is worn & difficult to read.

• Existing longitudinal markings are in good condition as of June 2025. Transverse markings including directional arrows are completely worn away.

• The existing concrete pavement has potholes that need to be filled.

• IndyGo bus Route 37 (Whitestown Connector) travels this intersection with a stop 1,000’ N of the intersection.

RECOMMENDED COUNTERMEASURES (NEAR-TERM)

Based on the data summarized herein, and the current conditions at the study location, the following Near-Term improvements are recommended:

• If capacity analysis results warrant, adjust existing traffic signal phasing to accommodate current traffic patterns.

➡ Investigate changing existing EB dual left turn lanes to lag phase instead of lead phase to improve safety.

• Request IMPD traffic division to run radar every other month or so. Vehicles including trucks need to be reminded to obey the posted speed limit. Photo Enforcement may be helpful in the future when the law allows.

• Adjust the red clearance intervals for EB & WB from existing 1.0 second to a minimum of 1.3 seconds per calculation.

• Refresh transverse markings on all approaches including stop bars and directional arrows. Paint a continental crosswalk on the north leg.

➡ Use black background for stop bars to enhance visibility on the existing concrete pavement.
All longitudinal and transverse markings for this intersection need to be refreshed periodically in the future.

• Replace the existing No U-turn sign for WB with a new No U-Turn Symbol sign (R3-4) that is larger and more visible.

• Install a 45-mph posted Speed Limit sign (R2-1) on WB 86th St. in advance of the intersection.

• Fill existing potholes in the pavement so motorists do not need to swerve to avoid them.

Note: Work orders have been submitted to address the Near-Term items listed above.

RECOMMENDED COUNTERMEASURES (LONG-TERM)

Based on the data summarized herein, and the current conditions at the study location, the following Long-Term improvements are recommended:

Note: A concrete pavement rehabilitation project (ST-21-104) is currently programmed for 86th St. Coordination with the design team (Cody Santangelo, DPW PM) may allow for these Long-Term recommended improvements to be incorporated into ST-21-104.

• Perform a traffic signal modernization to upgrade the traffic signals to current design standards. Include signal visibility improvements, such as black backplates with retroreflective strips and new LED signal bulbs.

• While the minimum number of signal faces required by the MUTCD is met, additional supplemental pole-mounted or overhead signal faces would provide added visibility for approaching traffic that is traveling behind large vehicles. TCDS indicates that trucks are 9% of the AADT.

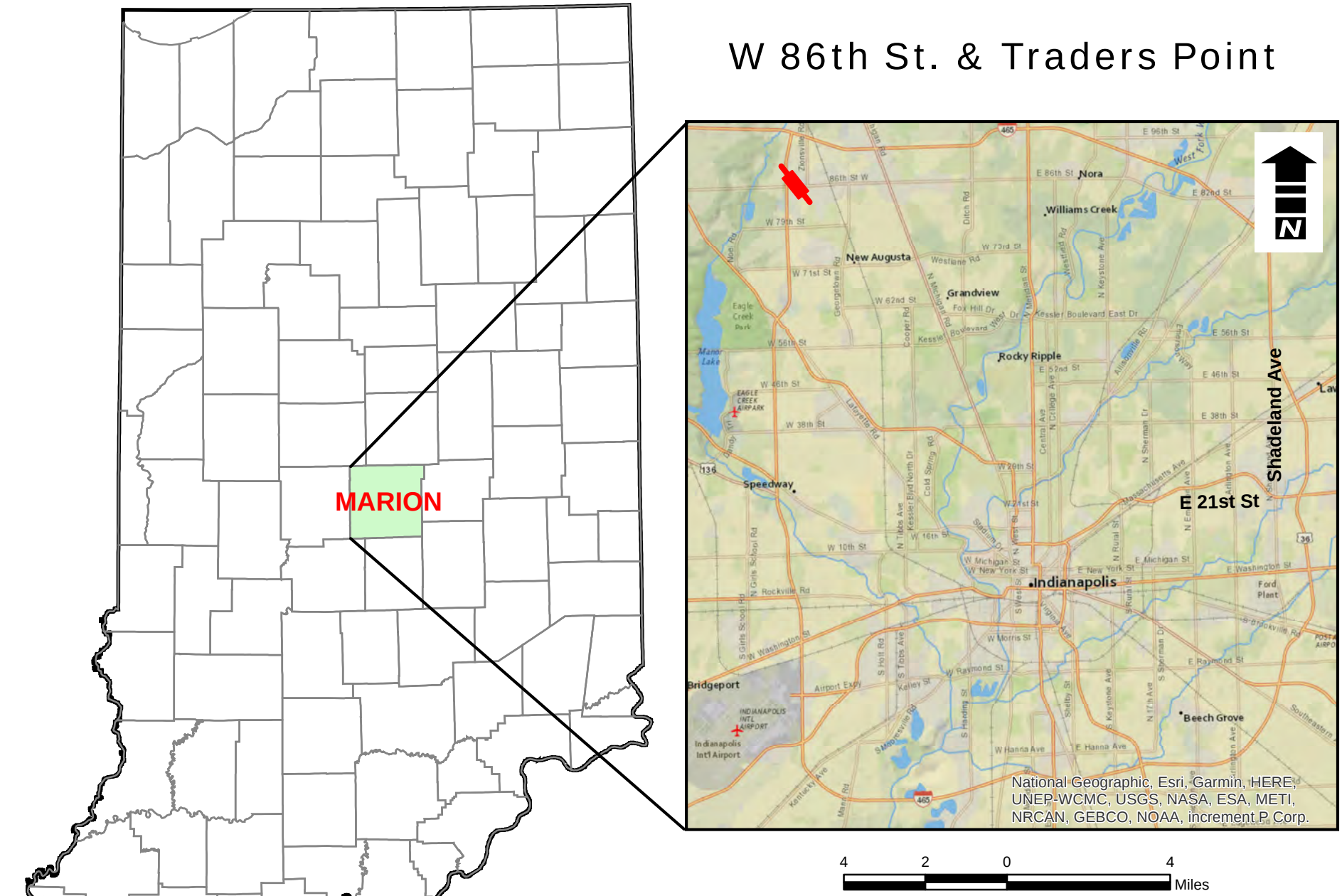
• During the design phase, survey existing ADA ramps for compliance with current ADA standards. Replace outdated ADAs with new ramps that meet current ADA standards.

• Install new ADA ramps on the south side of the intersection to match up with the ADA ramps in the NW and NE quads.

➡ Paint continental crosswalks on the east and west legs of 86th St.

• Install pedestrian hardware for this intersection including pedestrian signal heads and Accessible Pedestrian Signals (APS) push buttons.

W 86th St. & Traders Point



SITE LOCATION MAP

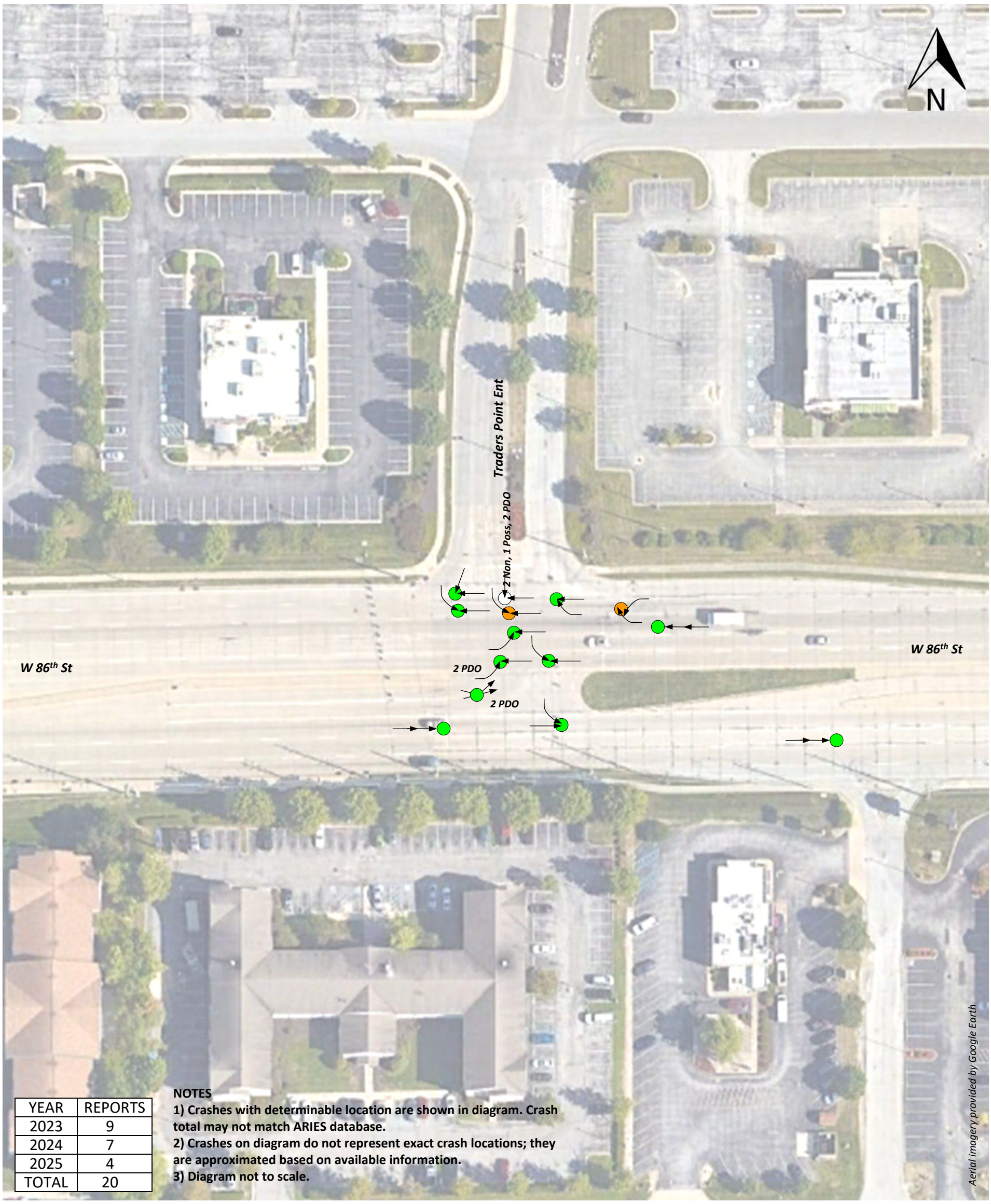
DIAGRAM OF COLLISION REPORTS

W 86th St. & Traders Point Entrance

Study Period 1/1/2023 to 5/31/2025 Location: 8

District: Greenfield County: Marion City/Town: Indianapolis

Analyst: JB QC: JP Date: 4/2/25



YEAR	REPORTS
2023	9
2024	7
2025	4
TOTAL	20

NOTES

1) Crashes with determinable location are shown in diagram. Crash total may not match ARIES database.

2) Crashes on diagram do not represent exact crash locations; they are approximated based on available information.

3) Diagram not to scale.

Object Symbols

- MOVING VEHICLE
- TURNING VEHICLE
- BACKING VEHICLE
- OUT OF CONTROL
- PARKED VEHICLE
- PEDESTRIAN
- BICYCLE
- A — ANIMAL
- D — DEBRIS IN ROADWAY
- DR — DRIVEWAY CRASH
- FATAL CRASH
- INJURY CRASH – INCAPACITATING
- INJURY CRASH – NON-INCAPACITATING
- PDO CRASH
- MULTIPLE
- SIGNALIZED INTERSECTION
- # — FIXED OBJECT (See table for # codes)

Collision Symbols

- REAR END
- HEAD ON
- OTHER
- SIDESWIPE – SAME
- SIDESWIPE – OPPOSITE
- RIGHT ANGLE
- LEFT/RIGHT TURN
- RAN OFF ROAD

Fixed Object Codes

01 – BRIDGE or OVERPASS
02 – BUILDING
03 – CULVERT or DITCH
04 – CURB
05 – GUARDRAIL or BARRIER
06 – EMBANKMENT
07 – FENCE
08 – TRAFFIC POLE
09 – UTILITY POLE
10 – SIGN
11 – TREE / SHRUB
12 – CONTRUCTION BARRIER
13 – CRASH ATTENUATOR
88 – OTHER
99 - UNKNOWN

ARIES Summary
W 86th St & Traders Point

2023 to 2025	
Total # of Crashes	**20**

INJURY STATUS		
FATAL	**0**	
INCAPACITATING	2	
NON-INCAPACITATING / POSSIBLE / REFUSED	3	
PDO	15	75%

PERSON TYPE	
DRIVER	20
OTHER – EXPLAIN IN NARRATIVE	0
PEDESTRIAN	0

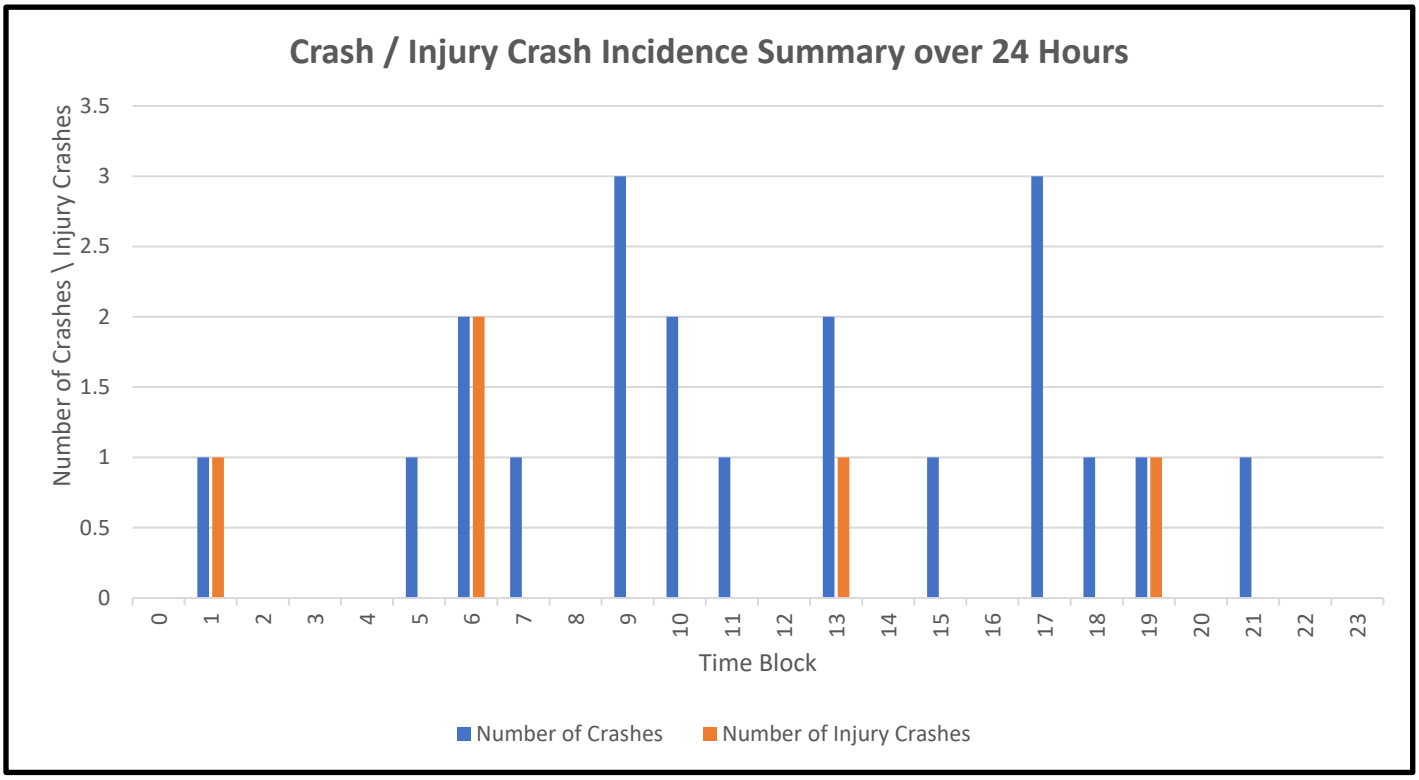
LIGHT CONDITION		
DARK (LIGHTED)	0	
DARK (NOT LIGHTED)	3	
DAWN/DUSK	2	
DAYLIGHT	15	75%

WEATHER CONDITION		
CLEAR	16	80%
CLOUDY	0	
FOG/SMOKE/SMOG	1	
RAIN	3	
SNOW	0	

SURFACE CONDITION		
DRY	15	75%
SNOW/SLUSH	1	
WET	4	

PRIMARY FACTOR		
BRAKE FAILURE OR DEFECTIVE	1	
CELL PHONE USAGE	1	
DISREGARD SIGNAL/REG SIGN	4	
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	1	
FAILURE TO YIELD RIGHT OF WAY	5	25%
FOLLOWING TOO CLOSELY	2	
IMPROPER TURNING	1	
LEFT OF CENTER	1	
UNSAFE LANE MOVEMENT	4	

MANNER OF COLLISION		
LEFT TURN	6	
LEFT/RIGHT TURN	1	
OTHER - EXPLAIN IN NARRATIVE	1	
REAR END	3	
RIGHT ANGLE	6	30%
RIGHT TURN	1	
SAME DIRECTION SIDESWIPE	2	
LEFT TURN + RIGHT ANGLE	**12**	60%

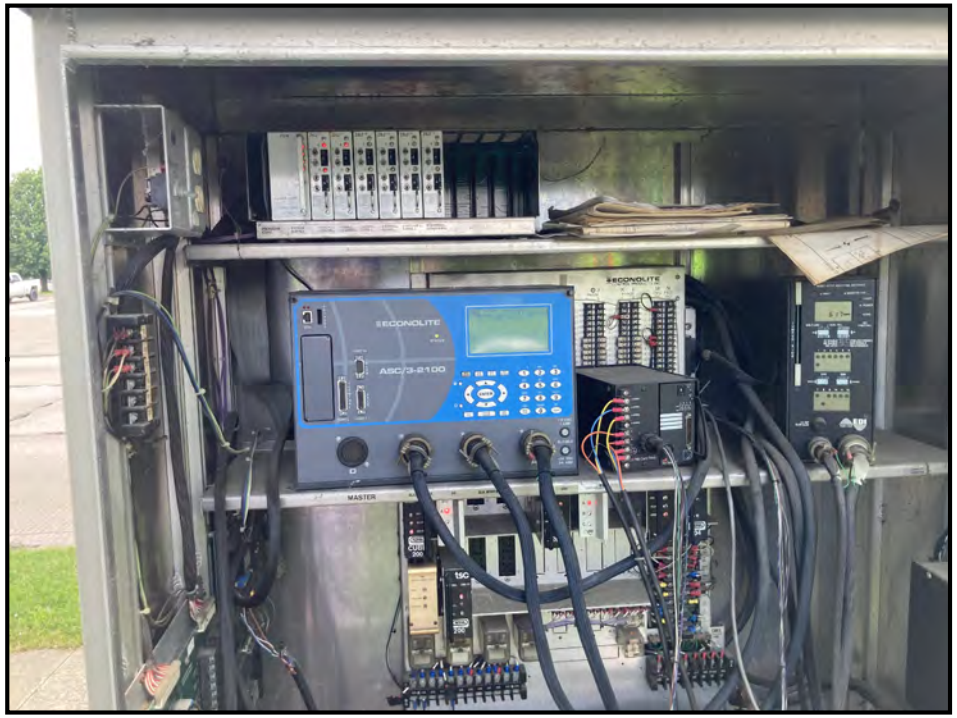


Pedestrian crossing south to north (no crosswalks or ped signals).

Looking north across the east leg from the south side of 86th St

Looking northwest from south of the intersection

Looking north from south of the intersection



Traffic signal controller cabinet (southeast corner)

Looking northeast from south of the intersection

Looking west from the east leg

Looking south across the east leg from the north side of 86th St

Existing pavement condition of the eastbound lanes

Looking southwest from northeast

Looking south across the west leg from the north side of 86th St

Looking east from the northwest quadrant

LONG-TERM COST ESTIMATE

Description	Qty	Unit	Unit Price	Total Amount
Construction Engineering	1	LS	$ 3,592.23	$ 3,592.23
Mobilization and Demobilization	1	LS	$ 21,553.38	$ 21,553.38
Clearing Right of Way	1	LS	$ 9,579.28	$ 9,579.28
Storm Water Quality Management Budget	5000	DOL	$ 1.00	$ 5,000.00
Full Depth PCCP Patching	50	SYS	$ 350.00	$ 17,500.00
Curb Ramp, Concrete	30	SYS	$ 250.00	$ 7,500.00
Sidewalk, Concrete	30	SYS	$ 90.00	$ 2,700.00
Detectable Warning Surfaces	10	SYS	$ 350.00	$ 3,500.00
Maintaining Traffic	1	LS	$ 30,000.00	$ 30,000.00
Pedestrian Signal Head, Countdown, 19 IN	6	EA	$ 1,400.00	$ 8,400.00
Pedestrian Push Button, APS	6	EA	$ 1,400.00	$ 8,400.00
Modern ATMS	1	LS	$ 15,000.00	$ 15,000.00
Video Dtetection	1	LS	$ 35,000.00	$ 35,000.00
Controller Cabinet	1	EA	$ 10,000.00	$ 10,000.00
Controller Cabinet Foundation	1	EA	$ 5,000.00	$ 5,000.00
Striping and Signage	1	LS	$ 5,000.00	$ 5,000.00
Traffic Signal Head, Retrofit	11	EA	$ 900.00	$ 9,900.00
Supplemental Signals	2	EA	$ 15,000.00	$ 30,000.00
				$ -
				$ -

Variables:			
		SUBTOTAL	$227,624.89
Contengency (%)	15%	*CONTINGENCY OF 15%*	$34,143.73
Preliminary Engineering (%)	15%	*CONSTRUCTION TOTAL*	$261,768.62
Construction Inspection (%)	10%	*INFLATION OF 5.25% FOR 3 YEARS*	$43,430.94
Current Year	2025	*FORECASTED CONSTRUCTION TOTAL*	$305,199.56
Fiscal Year	2028	*PRELIMINARY ENGINEERING 15%*	$45,779.93
Inflation (%)	5.25%	*CONSTRUCTION INSPECTION 10%*	$30,519.96

Engineer's Stamp and Signature

PROJECT COSTS	FISCAL YEAR 2028
P/E	$ 46,000.00
CONSTRUCTION	$ 306,000.00
CONSTRUCTION ENG.	$ 31,000.00
R/W	$ -
REIMB. UTILITIES	$ -
TOTAL	$ 383,000.00

Attachments

Crash Narratives – Incapacitating (Total = 2)

904669234 – 2/13/25 at 6:00 AM
DAWN/DUSK CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – On Thursday, February 13, 2025, at 6:00 AM, IMPD officer responded to a crash on 86th St. at the intersection of Traders Point Entrance and the road surface was dry. V1, white Nissan Sentra, going straight. V2, gray Dodge Grand Caravan, turning left. V1 was driving WB on 86th St. approaching the light at 86th St. and the entrance intersection to Traders Point. V2 was stopped at the red-light facing SB at the same intersection. V1 came through the intersection while V2 was trying to merge onto 86th St. going the opposite direction as V1. V1 then collided with V2. V1 stated there was a large truck blocking his view and he could not have seen V2 coming. V1 said he had the green light. V2 stated her light just turned into a green arrow so she proceeded forward and was struck in the middle of the intersection by V1 after her light had been green for a second or 2. Witness who was on scene stated that the light going WB had just turned red when V1 entered the intersection and struck V2 who had the green arrow. Both vehicles were towed to Auto Return. D2 was transported by Pike Medic 63 to Methodist hospital for her injuries.

904676078 – 2/24/25 at 6:20 AM
DAWN/DUSK CLEAR DRY UNSAFE LANE MOVEMENT LEFT/RIGHT TURN

INC – On Monday, February 24, 2025, at 6:20 AM, IMPD officer responded to a crash on 86th St. at the intersection of Traders Point Entrance and the road surface was dry. V1, tan Toyota Rav4, changing lanes. V2, brown Chevrolet Malibu, going straight. V1 and V2 were both driving WB on 86th St. V1 was in the middle lane and V2 was in the lane next to them with the turn lane to the right of both vehicles. V1 attempted to turn right and go into the Traders Point entrance. V2 continued straight. V2 then struck V1 in the rear. D1 said they were turning right to go into the Traders Point Entrance to go to Panera. D1 did not see V2 when V2 hit them. D2 said they were driving straight when V1 merged into their lane, cutting them off, and causing the accident. Both drivers were transported to Saint Vincent Hospital. No vehicles towed.

RoadHAT 4D

Index of Crash Frequency and Cost - Form F1

Settings: Indiana local settings	Version: Version 4.1	
Location	86th St & Traders Point	
GIS		
Post		
Analyst	JB	
Date	6/3/2025	

INPUT	
Road Facility Type	City Arterial Intersection One AADT
Busiest Road AADT (veh/day)	30136
Crossing Road Principal Arterial Indicator (1 if present, 0 otherwise)	0
Crossing Road Minor Arterial Indicator (1 if present, 0 otherwise)	0
Crossing Road Major Collector Indicator (1 if present, 0 otherwise)	0
Crossing Road Minor Collector Indicator (1 if present, 0 otherwise)	0
First Year with Crash Data (yyyy)	2023
Last Year with Crash Data (yyyy)	2025
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	2
Non-Incapacitating and Possible Injury Crashes	3
Property Damage Only Crashes	15
Route or Road Type	City Arterial Intersection One AADT
Average Crash Costs ($)	
Fatal and Incapacitating Injury Crashes	1840100
Non-Incapacitating and Possible Injury Crashes	393200
Property Damage Only Crashes	40200
Crash Cost Year (yyyy)	2017
OUTPUT	
Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	0.099
Non-Incapacitating and Possible Injury Crashes	0.24
Property Damage Only Crashes	1.09
All Crashes	1.44
Index of Crash Frequency	**2.52**
Index of Crash Cost	**1.49**

RoadHAT 4D

Index of Crash Frequency and Cost - Form F1

Settings: Indiana local settings	Version: Version 4.1	
Location	86th St & Traders Point	
GIS		
Post		
Analyst	JB	
Date	6/3/2025	

Comments: Ran as a City Arterial Intersection w/ 1 AADT. Note this is a T.

July 1, 2025

Meeting Minutes
W. 86th Street & Traders Point Entrance
Road Safety Audit (RSA)

PROP 24-022 of the City-County Ordinance requires the Fatal Crash Review Team (FCRT) to review serious bodily injury crashes in addition to fatal crashes. The FCRT review is performed on a bi-monthly basis. Based on the incidence of fatal and incapacitating injury crashes reported during the period of January-February 2025, as reported to ARIES, the W. 86th Street intersection with Traders Point Entrance is identified as a high crash location. A site visit was held on Tuesday, June 17, 2025, at 1:00 pm. The purpose of the site visit was to observe existing conditions, collect notes and photographs, and discuss proposed improvements with attendees.

Attendees:
Det. Jason Thalheimer (IMPD)
Logan Lane (Indy DMD)
Jill Palmer (Indy DPW)
Jason Bowers (Indy DPW)

Intersection Basics

W 86th Street and the Traders Point Entrance form a T-intersection which is signalized. The westbound approach of W 86th Street includes four through lanes, and one dedicated right-turn lane that extends through the intersection leading to the I-465 on ramp. The eastbound approach of W 86th Street include two dedicated left-turn lanes and three through lanes. The southbound approach of Traders Point Entrance includes two dedicated left-turn lanes and one dedicated right-turn lane. Westbound there are four existing signal heads. Three of the signal heads are 3-section, while one is a 5-section doghouse. Eastbound there are four existing signal heads. Two are 3-section head with dedicated left turn arrows and loops in the pavement, while the other two are 3-section green ball. Southbound there are two existing 3-section signal heads with dedicated left-turn arrows and loops in the pavement, along with a 5-section doghouse.

Existing drainage is closed with inlets in the curb and gutter. Sidewalk exists along both sides of W 86th Street and along the west side of Traders Point Entrance. ADA ramps exist on the north side for crossing east/west. Pedestrian hardware does not currently exist. Significant overhead utilities exist along the south side of W 86th Street. City owned streetlights do not exist at the intersection, however parking lots and local businesses provide ambient lighting. Existing land use at this intersection is primarily commercial / retail. The posted speed limit on W. 86th Street is 45 mph. The speed limit on Traders Point Entrance is not posted.

Crash History (ARIES Jan 1, 2022 – Dec 31, 2024)

- 20 crashes/3 years
- 0 Fatal
- 2 Incapacitating Injury
- 3 Non-Incapacitating Injury / Possible
- 15 Property Damage Only (PDO)

Output from HAT 4.1:
RoadHAT under Local Settings does not have a T-intersection indicator. RoadHAT under State settings does have the T-intersection indicator. Therefore, RoadHAT analysis was performed multiple ways including:

- City Arterial Intersection (Local)
- City Arterial Intersection w/ One AADT (Local)
- City Arterial Intersection w/ no AADT (Local)
- City Arterial T-Intersection (State)

The range of results are as follows:

	City Arterial Intersection (Local)	City Arterial Intersection w/ One AADT (Local)	City Arterial Intersection w/ no AADT (Local)	City Arterial T-Intersection (State)
I_{CF} =	0.58	2.52	2.48	-0.15
I_{CC} =	0.72	1.49	1.65	0.16

Average I_{CF} = 1.36; Average I_{CC} = 1.01

Observations and Preliminary Identified Problems

1. 13 of the total crashes at this intersection in the past 3-year study period were left turns / right angles (65%). 73 crashes (45%) were due to failure to yield the right-of-way / disregard signal.

2. Detective Thalheimer suggested reconfiguration of the traffic signal phasing from lead left for the EB dual left turn to a lag left. DPW will further investigate.

3. Detective Thalheimer also stated that while waiting to turn from W 86th St., vehicles were disregarding the signal. Many vehicles were also disregarding the posted speed limit.

4. The existing traffic signals at this intersection do not meet current design standards and need signal visibility improvements.

5. Capacity analysis is needed for this intersection which was originally designed to handle higher volumes generated by the shopping plaza. With the evolution of online shopping, the traffic volumes have diminished.

6. The yellow change intervals and red clearance intervals were checked against the existing signal timings. The current minimum yellow change intervals for EB & WB are met. The current red clearance intervals for EB & WB are <u>not</u> met.

7. A right-turn only lane currently exists for WB 86th St. to access the shopping plaza. It appears the right-turn only lane was originally constructed in 1998, before the shopping plaza existed. In approximately 2007, WB 86th St. was widened to 5 lanes west of the intersection. This created a continuation of the right-turn only lane through the intersection. This right-turn lane is signed with a right-turn only sign hanging from the span wire, along with a supplemental sign near side. This lane is signalized with a 5-section traffic signal head that provides a right-turn arrow for WB to NB within the signal phase. While the existing signs and signal head indicate this is a right-turn only lane, vehicles are not prevented from continuing straight in the outside (right-turn only) lane through the intersection.

8. Existing traffic signals on 86th St. provide 2 signal heads for the 3 EB through lanes and 4 signal heads for the 5 WB through lanes. Per MUTCD Part 4, Table 4D-1 (Approaches with Posted, Statutory, or 85th-Percentile Speed of 45 mph or Higher) for an approach with 3 through lanes, the minimum number of overhead-mounted primary through signal faces is 2. For an approach with 4 or more through lanes, the minimum number of overhead-mounted primary through signal faces is 3. In addition to the primary signal faces, one or more supplemental pole-mounted or overhead signal faces should be considered to provide added visibility for approaching traffic that is traveling behind large vehicles. All signal faces should have backplates.

9. Sidewalks exist along both the north and south sides of 86th St. as well as the east side of Traders Point entrance. ADA ramps exist in the NW and NE quads. However, pedestrian signals and cross walk markings are not present.
    a. During the field check, a pedestrian was observed crossing from the south side to the north side of 86th St. (N: Retail / commercial on both sides of 86th St.)

10. The speed limit along EB 86th St. is posted 45 mph. Based on field observation, a posted speed limit sign is not currently present for WB 86th St.

11. The existing No U-turn sign for WB is small and the sign face is worn & difficult to read.

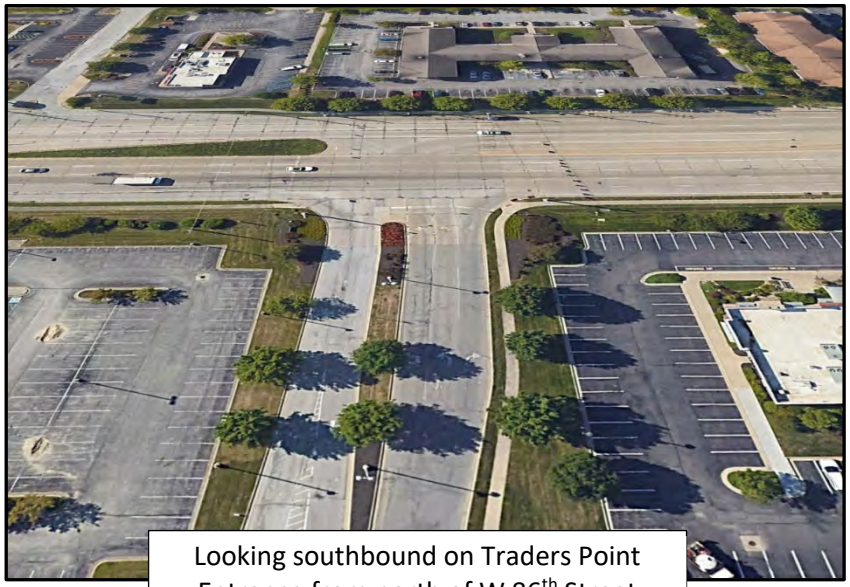
12. Existing longitudinal markings are in good condition as of June 2025. Transverse markings including directional arrows are completely worn away.

13. The existing concrete pavement has potholes that need to be filled.

14. IndyGo bus Route 37 (Whitestown Connector) travels WB on 86th St. and turns right at this intersection into the Traders Point shopping area. There is a bus stop adjacent to the Michaels store, approx. 1,000’ north of the intersection.

Looking eastbound on W 86th Street from west of Traders Point Entrance

Looking westbound on W 86th Street from east of Traders Point Entrance



Looking southbound on Traders Point Entrance from north of W 86th Street

Note: Photos via Google Earth 3D

Preliminary Recommendations

Near-Term

- If capacity analysis results warrant, adjust the existing traffic signal phasing to accommodate the current traffic patterns.
    - Investigate changing the existing EB dual left turn lanes to a lag phase instead of a lead phase to improve safety.
- Request IMPD traffic division to run radar every other month or so. Vehicles including trucks need to be reminded to obey the posted speed limit. Photo Enforcement may be helpful in the future when the law allows.
- Adjust the red clearance intervals for EB & WB from existing 1.0 second to a minimum of 1.3 seconds per calculations.
- Refresh transverse markings on all approaches including stop bars and directional arrows. Paint a continental crosswalk on the north leg.
    - Use black background for stop bars to enhance visibility on the existing concrete pavement.
    - All longitudinal and transverse markings for this intersection need to be refreshed periodically in the future.
- Replace the existing No U-turn sign for WB with a new No U-Turn Symbol sign (R3-4) that is larger and more visible.
- Install a 45-mph posted Speed Limit sign (R2-1) on WB 86th St. in advance of the intersection.
- Fill existing potholes in the pavement so motorists do not need to swerve to avoid them.

Note: Work orders have been submitted to address the Near-Term items listed above.

Long-Term

Note: A concrete pavement rehabilitation project (ST-21-104) is currently programmed for 86th St. Coordination with the design team (Cody Santangelo, DPW PM) may allow for these Long-Term recommended improvements to be incorporated into ST-21-104.

- Perform a traffic signal modernization to upgrade the traffic signals to current design standards. Include signal visibility improvements, such as black backplates with retroreflective strips and new LED signal bulbs.
- While the minimum number of signal faces required by the MUTCD is met, additional supplemental pole-mounted or overhead signal faces would provide added visibility for approaching traffic that is traveling behind large vehicles. TCDS indicates that trucks are 9% of the AADT.
- During the design phase, survey existing ADA ramps for compliance with current ADA standards. Replace outdated ADAs with new ramps that meet current ADA standards.

- Install new ADA ramps on the south side of the intersection to match up with the ADA ramps in the NW and NE quads.
    - Paint continental crosswalks on the east and west legs of 86th St.
- Install pedestrian hardware for this intersection including pedestrian signal heads and Accessible Pedestrian Signals (APS) push buttons.

If you have any questions or require additional information, please contact me.

Sincerely,

Jason Bowers
Transportation Safety Engineer
Department of Public Works – Engineering
200 E. Washington St., Suite 1401
Indianapolis, IN 46225

P: (317) 327-4000
E: Jason.Bowers@Indy.gov

cc: File