



**Date:** October 18, 2018  
**Time:** 2:30 – 4:00 p.m.  
**Meeting:** Environmental Justice Working Group Meeting #2  
**Location:** Indianapolis Urban League

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*\*Complete attendee list begins on page 6.*

### **1. Welcome and Introductions**

Kia Gillette from HNTB thanked the Environmental Justice (EJ) Working Group for their participation. She said the scope of the project changed due to feedback from the community and there is a stronger focus on safety. She stated the preliminary preferred alternative to be discussed in more detail during the meeting does not have added through lanes, is in the existing right-of-way, and has minimal walls.

### **2. EJ Review**

Erin Pipkin from the North Split public involvement team gave an overview of the EJ Working Group.

### **3. Current Public Involvement Activities**

Erin Pipkin talked through the current public involvement activities taking place, including the Alternative Screening Report, public comment period, meetings to date and upcoming Environmental Assessment. Updates from the first meeting include:

- Adding two new members (10 were invited)
- Building the database of Working Group members, locations to promote the project and additional resources that serve EJ populations

### **4. Targeted EJ Outreach**

Erin Pipkin discussed the team's environmental justice outreach efforts to promote the Alternatives Screening Report and open house:

- A Spanish-language version of the open house flier was created and an interpreter was available at the open house
- A copy of the Screening Report was placed at Central Library
- We emailed open house fliers to the EJ database (100+ individuals or organizations)
- Delivered fliers to 50 locations such as grocery stores, libraries and churches

### Questions (Q) and Answers (A):

**Q: Have fliers been sent out and social media been utilized for outreach?**

A: Fliers for the public open house were placed or handed out at approximately 50 locations (many of which were suggested at our first meeting). Fliers were in both English and Spanish. There are North Split Facebook and Twitter accounts. There hasn't been a lot of activity on social media, but as soon as we published the Alternatives Screening Report we received comments. A few social posts have been boosted and we've promoted on Next Door.

**Q: Will there be outreach elements with a video?**

A: Our open house presentation was recorded and is available on Channel 16 throughout the comment period and linked via our social media accounts. [Erin shared the open house presentation and the video link with the EJ Working Group on October 19.]

### 5. Alternatives Screening Report Presentation

Kia Gillette from HTNB discussed the problems with the North Split interchange and the process for identifying environmental resources and gathering input. High-level points included:

#### Problems

- The North Split interchange was constructed in the 1960s and 1970s, the pavement is past its life expectancy.
- The interchange is constantly in need of maintenance and repairs due to its condition.
- Bridge conditions are getting worse and there are 11 bridges with a service life of less than five years and 16 bridges with a service life of 5-10 years.
- The North Split interchange has crash rates higher than other Indiana urban interstates.
- Fatalities are almost two times higher, injuries are almost three times higher, and property damage crashes are more than two times higher in the North Split interchange.
- There are four top crash locations within the North Split interchange:
  - #1 Pennsylvania Ramp Weave Section
  - #2 Delaware Ramp Weave Section
  - #3 I-65/I-70 Merge/Lane Drop
  - #4 I-70 Curve/Merge
- Highest number of crashes occur on the west leg of the interchange in weaving areas at the Pennsylvania Street exit and Delaware Street entrance ramps.

#### Purpose and Need/Resources/Public Involvement

- The purpose and need of the North Split project is to correct deteriorated bridge and pavement conditions, improve safety, and improve interchange operations to reduce congestion.
- The North Split project area is surrounded by environmental resources such as historic districts, a park, the Monon Greenway, the Cultural Trail, and the CSX Railroad.
- INDOT and the project team have spent numerous hours meeting and talking with the public at public meetings, community and neighborhood group meetings, advisory committees, and through social media, email and phone calls.

- INDOT has listened to public input and significantly changed the scope of the North Split project – the preliminary preferred alternative does not include added through lanes or large retaining walls.

### **Alternatives**

Seth Schickel with HNTB walked through the alternatives from the Alternative Screening Report. High level points included:

- Three alternatives considered low/cost or minimal and have been eliminated because they did not meet the purpose and need:
  - #1 No-build
  - #2 Transportation System Management
  - #3 Bridge and Pavement Replacement in Kind
- One alternative was eliminated due to impacts:
  - #5 Full Interchange Reconstruction
- Alternative 4 includes three options that address the purpose and need with trade-offs between access and level of impacts.
  - 4a - Pennsylvania and Delaware ramps closed
  - 4b - Pennsylvania and Delaware ramps open with all current access
  - 4c - Selected ramp access restrictions

Alternative 4c improves safety, removes the worst bottlenecks, does not add through lanes, is more compact, is within the existing right-of-way, has minimal walls, and meets the project purpose and need. It has been identified by INDOT as the preliminary preferred alternative, subject to public and agency feedback.

## **6. Questions (Q) and Answers (A)**

**Q: Who engaged HNTB to do this project?**

A: INDOT.

**Q: Currently, when I-65 and I-70 come together you also have access to Ohio and Fletcher, will that still be the case?**

A: You will still be able to access the Ohio through Fletcher exits (called Collector-Distributor exits) from I-70 westbound and from the Delaware on-ramp to I-65. Only I-65 southbound traffic cannot access Ohio/Fletcher.

**Q: Will there be anything to address traffic entering the highway at Keystone making those crosses?**

A: Traffic entering I-70 at Keystone (or before) will still have access to I-65, I-70 and the Collector-Distributor exits. The exit layout will be slightly different, but there are still several options.

If you get on at Delaware, you cannot immediately get on I-65 from that entrance. You can take the Collector-Distributor ramp and merge onto I-65 south.

**Q: If you're coming from I-65 north traveling south, where are people getting off if there is no Ohio/Michigan access? Does your study include impacts on West Street and Meridian Street?**

A: It's likely people will get off on West or Meridian Streets. We used the MPO traffic model in these initial studies. However, additional studies will take place during the Environmental Assessment process.

**Q: How does this set us up for the future? What is the life-span of this alternative?**

A: The current infrastructure was not built to last as long as what we use now. Today we have much better technology. INDOT looks at 20 years into the future to anticipate traffic.

**Q: How do these alternatives impact the entire interstate system?**

A: All alternatives are flexible for future solutions. The System-Level Analysis looked at the entire downtown interstate system to see what kind of things could happen in the future and figure out how we can build the North Split. We must address the problems in the North Split interchange now. The system-level solution is a much larger project in terms of footprint. We're starting with the North Split due to the safety issues. The interchange must be above grade.

Bridges have a different timeline. A new bridge can last over 50 years but will require regular maintenance over its life to get to this age.

**Q: Was there consideration of eliminating I-65 entirely?**

A: The System-Level Analysis looked at examples in other cities that have decommissioned a highway. None of these examples had the same amount of traffic volumes. It was challenging to use other examples because their traffic volumes are not as large as ours. The System-Level Analysis is available on the project website.

**Q: When you're doing your analysis, I'm afraid you're not taking into consideration plans for IU Health, IUPUI and 16 Tech. They're planning to put thousands of cars on 10<sup>th</sup> Street and MLK.**

**It's important to make sure that growth is incorporated. We need to pay attention to the impacts on 10<sup>th</sup> Street and Indiana Ave.**

A: Our traffic modeling is based on the Indy MPO model. The MPO model includes population and employment estimates to generate traffic volumes.

**Q: The GM plant will probably access via Harding. On the north side, they will use White River and MLK. Will there be impacts to city streets?**

A: There may be some impacts to city streets.

**Q: That impact on us is not getting the same consideration. Part of this is because we have these projects that have not been considered yet.**

A: Thank you for bringing these projects to our attention. We met with IU Health and 16 Tech and will investigate further.

**Q: There is no systematic review for new developments. The old Coca-Cola plant will have 1,100 parking spaces. There is a lack of systematic review at the city level. The Purple Line will be at Meridian. I don't know if these traffic studies have been compared.**

A: Our studies do incorporate proposed bus line developments, but do not include other specific planned developments.

**Q: What are the opportunities for mitigation?**

A: We will look at mitigation in our next phase. Now that we have a preferred alternative, we will look at how we can avoid significant impacts and continue to engage the public.

**Q: With regard to eliminating bottlenecks, how do we know changes in traffic will be worked into assumptions, so we don't create more bottlenecks?**

A: This will be outlined in the Interstate Access Document. This FHWA-approved document is created to ensure interstate conditions don't get worse. We did enough traffic analysis to estimate how 4c will perform from a traffic perspective.

We will analyze local roads and adjacent interchanges for vehicle traffic as well. This doesn't include walking or biking traffic.

**Q: Will you look at trees during the Environmental Assessment? Can Keep Indianapolis Beautiful (KIB) re-plant? There is also a concern that new trees won't match trees that are 20 years old.**

A: Yes, we are considering the impacts to existing landscape. We've had several conversations with KIB and they will be involved throughout the project. There are also opportunities for public art installations.

We will definitely look at ways to replace trees.

**Q: Can you share a little bit about the ARUP study that may impact planning?**

A: We are aware of the study and will review it when it is published. The Rethink Coalition started out in opposition to the project. We've taken some of their key principles into consideration. From our understanding, the ARUP study by Rethink will analyze economic impacts based on changing land use.

Our plan has been to incorporate findings that could benefit this project. The Indy Chamber has been very involved.

## 7. Conclude

*The meeting concluded at 4:00 p.m.*

**Attendees:**

<b>Project Team</b>	
Dave Cleveland	Corradino
Kia Gillette	HNTB
Ali Hernandez	Borshoff
Brandon Miller	INDOT
Laura Morales	HNTB
Erin Pipkin	Compass Outreach Solutions
Seth Schickel	HNTB
Sam Wiser	TSW
<b>Environmental Justice Working Group Members</b>	
Orion Bell	CICOA Aging and In-Home Solutions
Paula Brooks	Random Place Neighborhood
Moira Carlstedt	Indianapolis Neighborhood Housing Partnership
David Greene	Indianapolis' Concerned Clergy/Purpose of Life Ministries
Ashley Haynes	Keep Indianapolis Beautiful
Bryan Luellen	IndyGo
Mandla Moyo	AARP Indiana
Alison Redenz	Health by Design
Philip Roth	Central Indiana Regional Transportation Authority
Carlton Waterhouse	IUPUI
Mo McReynolds	Mayors Neighborhood Advocate

Others who were invited, but could not attend:

<b>Environmental Justice Working Group Members</b>	
Zach Adamson	City-County Council
Melissa Benton	John H. Boner Community Center
David Bethuram	Catholic Charities- Indianapolis Office

Ildefonso Carbajal	La Ola Latino Americano
Lori Casson	Dayspring Center
Satchuel Cole	Near Eastside Community Organization
Marlene Dotson	The Indiana Latino Institute
Carl Ellison	Indiana Minority Health Coalition
Margaret Frericks	Improving Kids' Environment (IKE)
Greg Garrett	Mayor's Neighborhood Advocate (Area #7)
Burns Gutzwiller	Windsor Park Neighborhood Association
Kathy Hahn Keiner	Gleaners Food Bank of Indiana
Liliana Hamnik	La Voz de Indiana
Andrew Hart	The Oaks Academy
Cynthia Hooks	Kennedy-King Neighborhood
Olubunmi Ijose	Mayor's Neighborhood Advocate (Area #8)
Kristen LaEace	Indiana Association of Area Agencies on Aging
Jon Laramore	Immigrants and Language Rights Center (Indiana Legal Services Inc.)
Ike McCoy	Mayor's Neighborhood Advocate (Area 10)
Felix Medina	Vedia Global
Christian Mosburg	Willard Park of Holy Cross- Westminster Civic Alliance
Cal Nelson	Wheeler Mission
Vop Osili	City-County Council
Chrissy Petersen	Westminster Neighborhood Services
Todd Poindexter	Salvation Army Rent and Utility Assistance
Reverend Tom Polak	Metropolitan Baptist Center
Christopher Purnell	Neighborhood Christian Legal Clinic
Jacob Sipe	Low Income Home Energy Assistance Program (Indiana Housing and Community Development Authority)
Kristian Stricklen	Indianapolis Public Schools (IPS)
Kiko Suarez	United Way of Central Indiana

Cynthia Taylor	Community Action of Greater Indianapolis
Jennifer Vigran	Second Helpings
Alice Watson	Black Expo
Teresa Wessel	Horizon House
Terrence White	Community Action of Greater Indianapolis
Kevin Whited	IndyCog

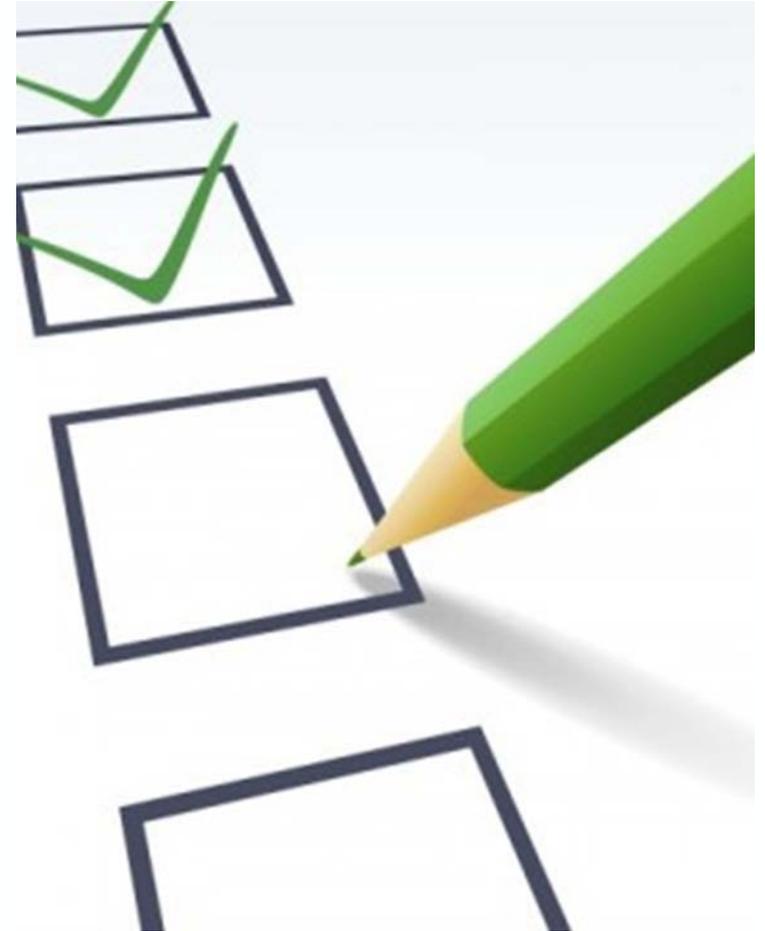


I-65/I-70 North Split Project  
Environmental Justice  
Working Group Meeting #2  
October 18, 2018



# Agenda

- Welcome and introductions
- Environmental Justice (EJ) Review
- Current Public Involvement
- Targeted EJ Outreach
- Alternatives Screening Report
- Questions and Answers





# Environmental Justice

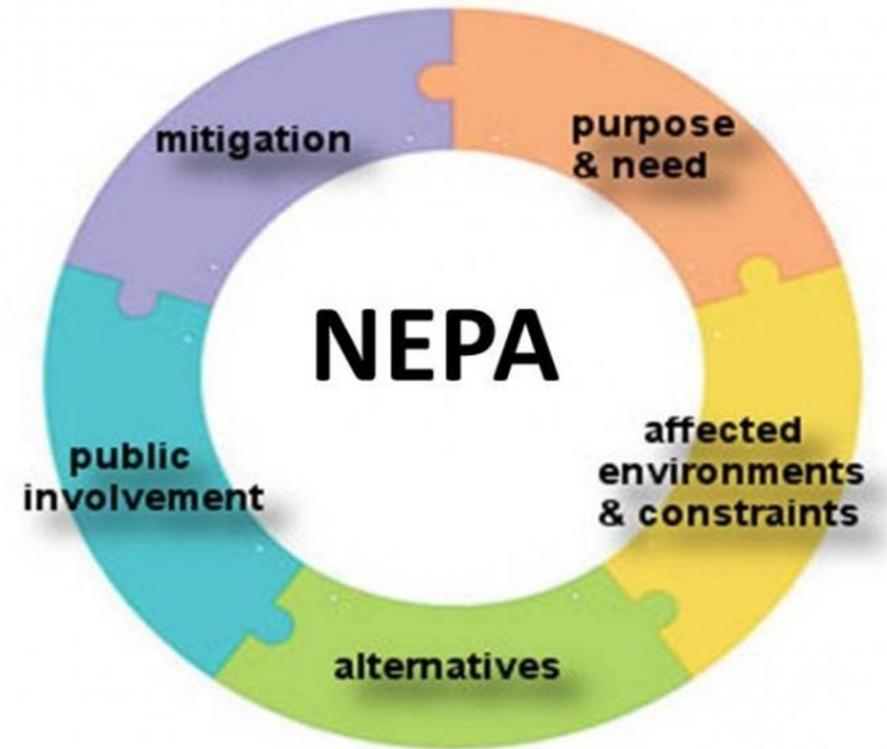
# Environmental Justice

- Environmental Justice (EJ) is:
  - Fair treatment and meaningful involvement of all people regardless of race or income
  - Identifying and addressing disproportionately high and adverse effects on minority or low-income populations
  - Equitable distribution of benefits and burdens of the project



# EJ and the NEPA Process

- Identify existing minority and low-income populations
- Engage EJ communities through public involvement
- Identify benefits and burdens
- Propose measures to avoid, minimize or mitigate adverse effects



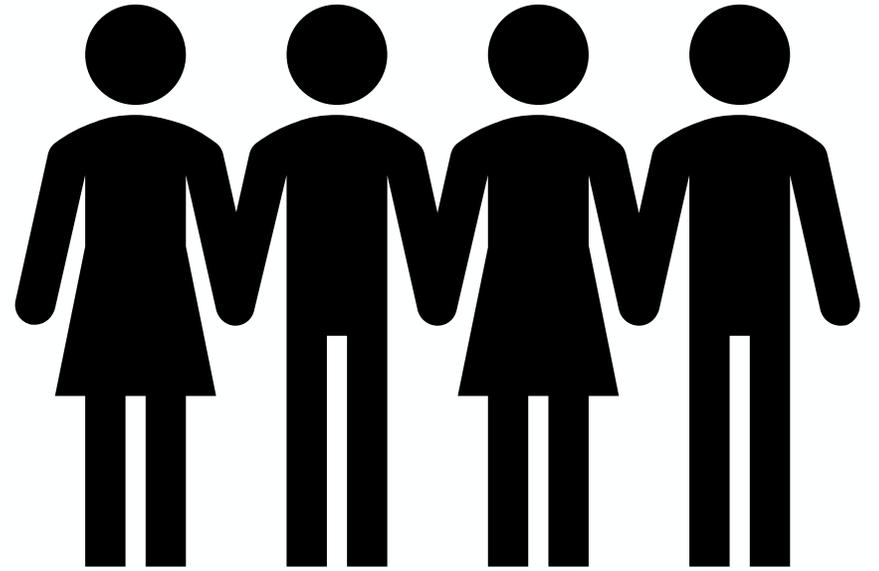
# Current Public Involvement Activities

- Alternatives Screening Report Released – 9/28
- Rethink Coalition Meeting – 10/9
- CAC Meeting – 10/9
- Public Open House – 10/10
- Indianapolis Historic Preservation Commission Meeting – 10/15
- Section 106 Consulting Parties Meeting – 10/17
- Emergency Management Services Meeting – 10/18
- Environmental Justice Working Group Meeting – 10/18

# EJ Outreach Plan

## Six primary strategies for EJ outreach:

- Maintaining an EJ Working Group, including new members who are recommended by the EJ Working Group
  - Invited 10 additional organizations/members
  - Invitation accepted by Orion Bell, CICOA and Teresa Wessel, Horizon House
- Seeking out, building and maintaining a comprehensive database of mail and email contact information of EJ stakeholders and advocacy groups
  - 58 Working Group members
  - 40+ locations
  - 30 additional resources serving EJ populations



# EJ Outreach Plan

## Six primary strategies for EJ outreach:

- Partnering with groups that serve EJ populations to disseminate information regarding the project
  - Sent open house fliers to the EJ database
  - Delivered fliers to 50 locations
- Electronic surveys (pending discussion with EJ Working Group) to residents within EJ block groups adjacent to the project footprint and possibly along proposed MOT routes
  - Target is early 2019



## OPEN HOUSE

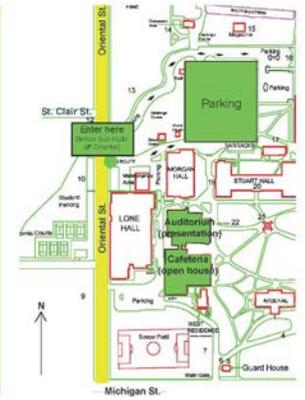
This public open house will present the findings of the Alternatives Screening Report.

**When:** Wednesday, Oct. 10, 2018  
5:30 to 7:30 p.m.

**Where:** Arsenal Tech High School  
1500 E. Michigan Street  
Indianapolis, IN 46202

**Format:** 5:30 to 7:30 p.m. - Open house in the cafeteria (Moon Hall)  
6:30 p.m. - Presentation in the auditorium (Anderson Hall)

Please park in the North Bus parking lot



[\(317\) 749-0309](tel:(317)749-0309) [#NorthSplit](https://twitter.com/NorthSplit) [@NorthSplit](https://facebook.com/NorthSplit) [info@NorthSplit.com](mailto:info@NorthSplit.com)

[www.northsplit.com](http://www.northsplit.com)

# EJ Outreach Plan

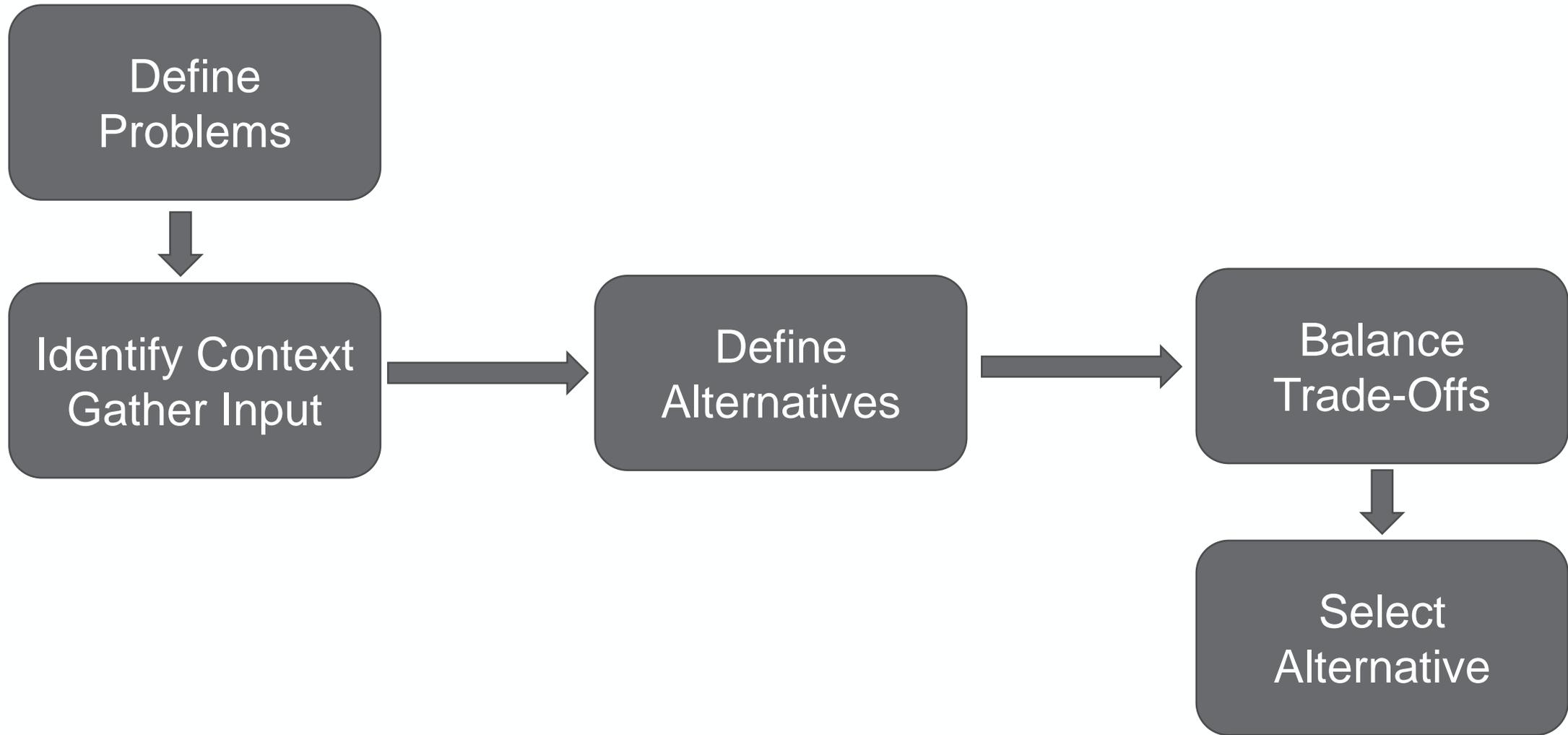
## Six primary strategies for EJ outreach:

- Holding at least five special meetings to collect feedback from EJ populations
  - Held/attended 7 neighborhood meetings in census block groups with elevated low-income or minority populations
- Ensuring public meetings are held in locations that are accessible and available via public transit; and ensuring project materials are available in Spanish
  - Arsenal Tech met all of these qualifications
  - Spanish flier was developed and a Spanish interpreter was at the public meeting

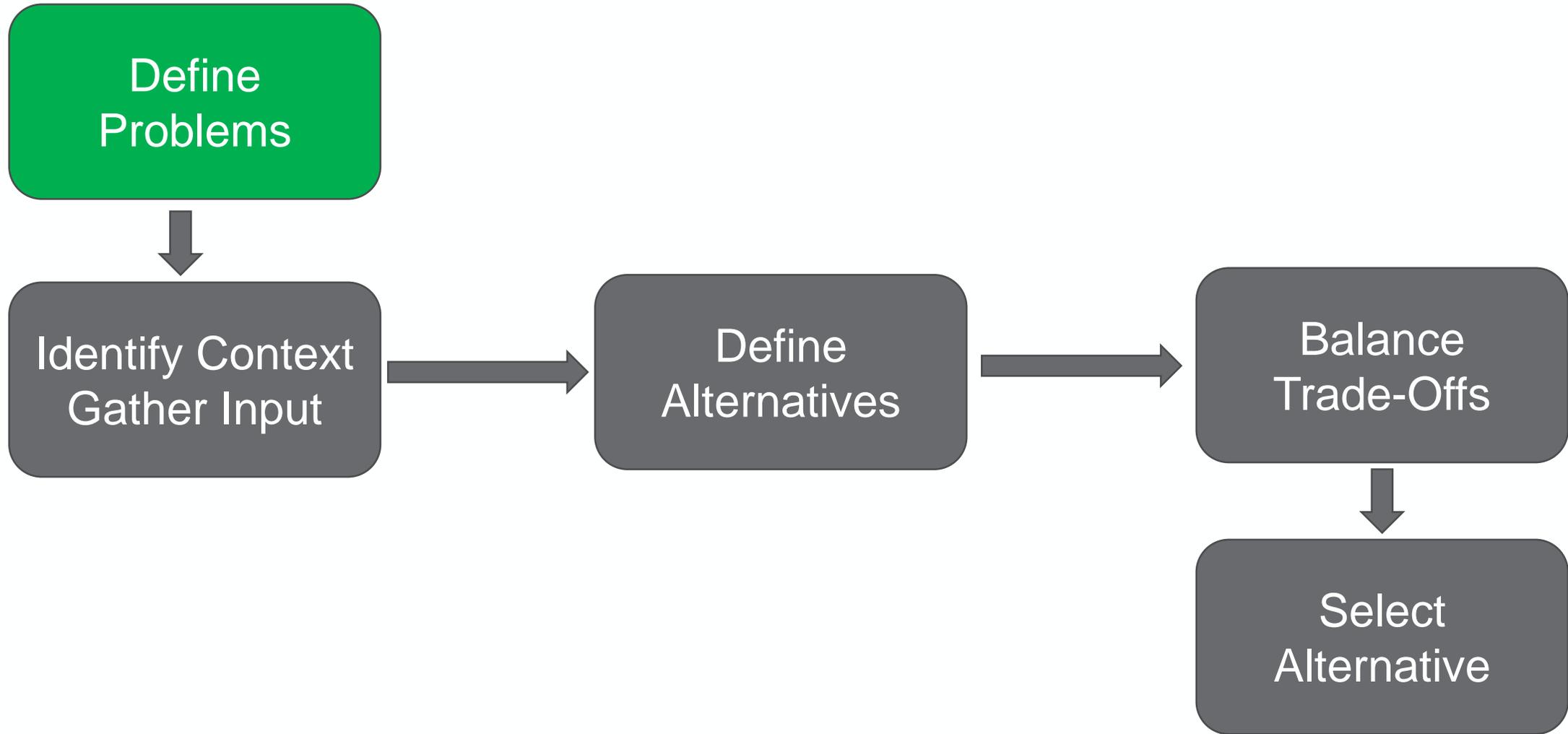


# Alternatives Screening Report

# Alternatives Development Process



# Alternatives Development Process



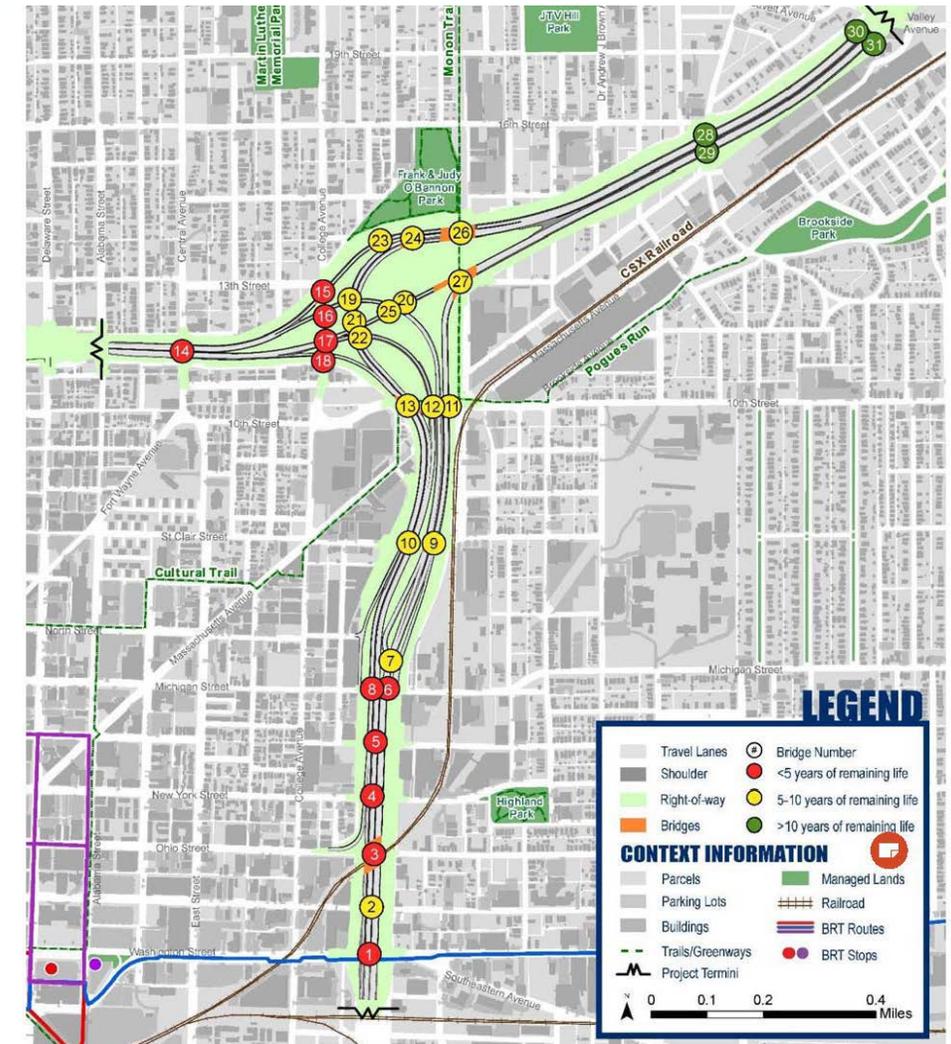
# Define Problems – Road and Bridge Conditions

Correct deteriorated pavement and bridge conditions.

- Constructed in the 1960s and 1970s, the pavement is past its life expectancy
- Repairing pavement cracks and potholes leads to frequent lane closures
- Bridge conditions are poor and getting worse:

 Under 5 years of life (11 bridges)

 5 - 10 years of life (16 bridges)



# Define Problems – Safety

## High Crash Rates

- Over 1,600 crashes from 2012 to 2016
  - Rear-end Crashes – due to congestion and stopped traffic
  - Sideswipe Crashes – due to congestion and weaving movements
- Higher than Indiana urban interstate rates

NORTH SPLIT 5-YEAR (2012-2016) CRASH RATE  
COMPARED TO INDOT URBAN INTERSTATE RATES

**1.8X**  
HIGHER



FATALITIES

**2.8X**  
HIGHER

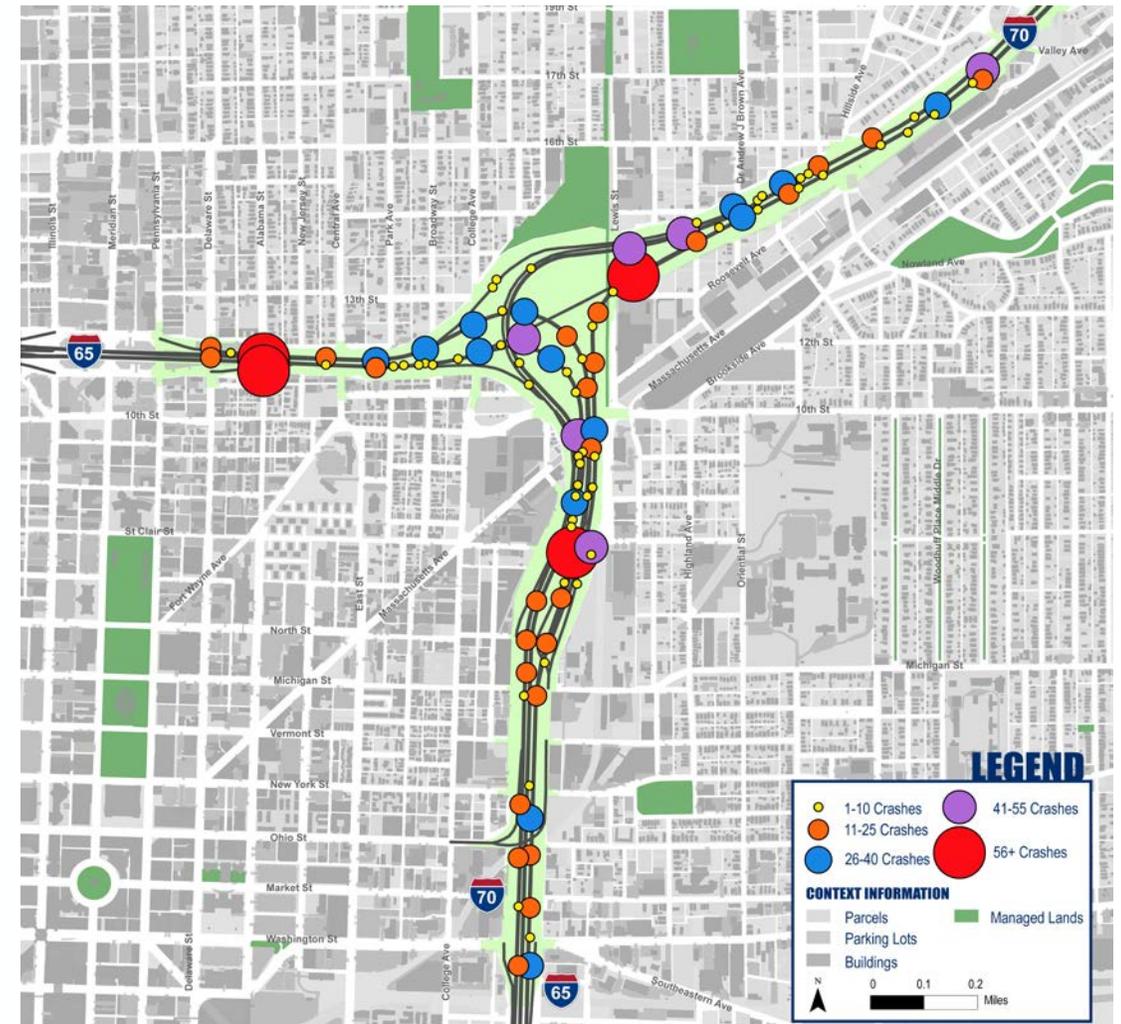


PERSONS INJURED

**2.3X**  
HIGHER

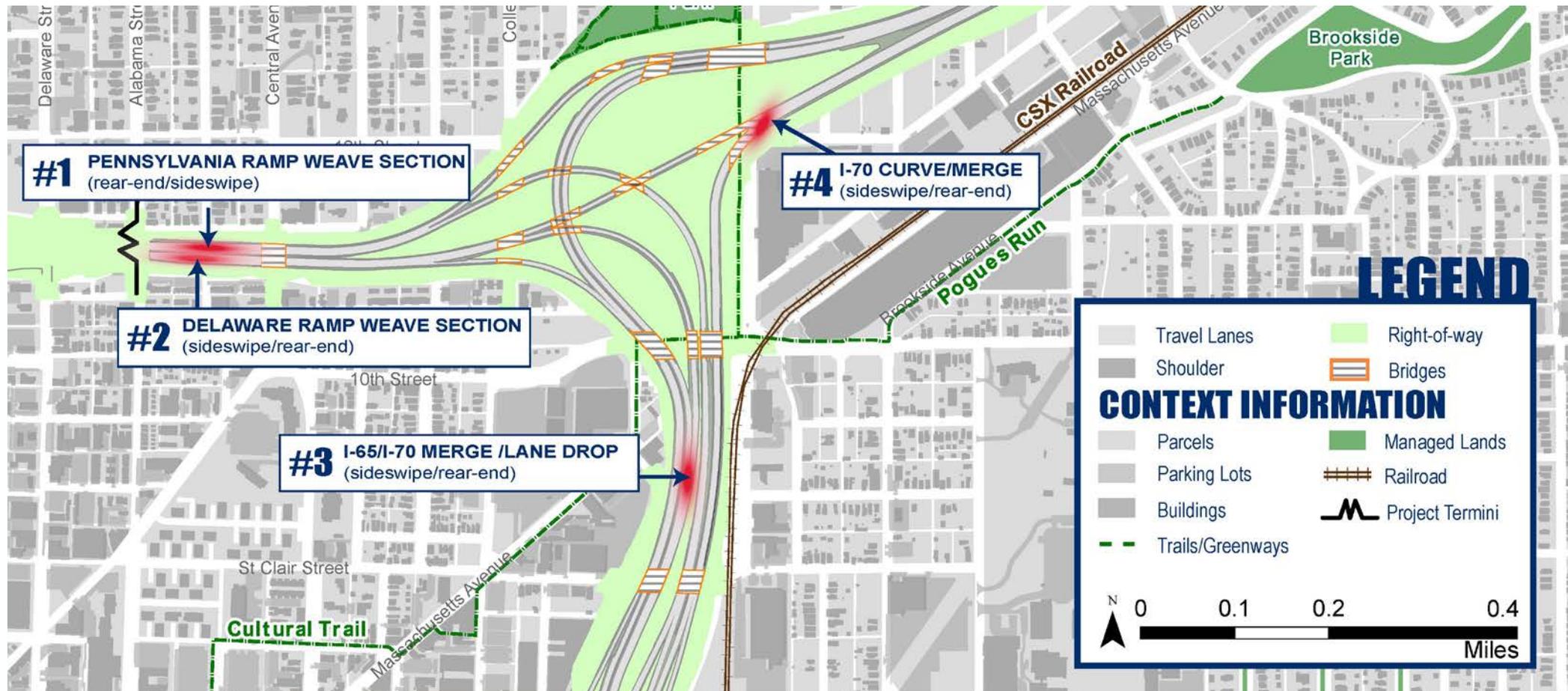


PROPERTY DAMAGE



# Define Problems – Safety

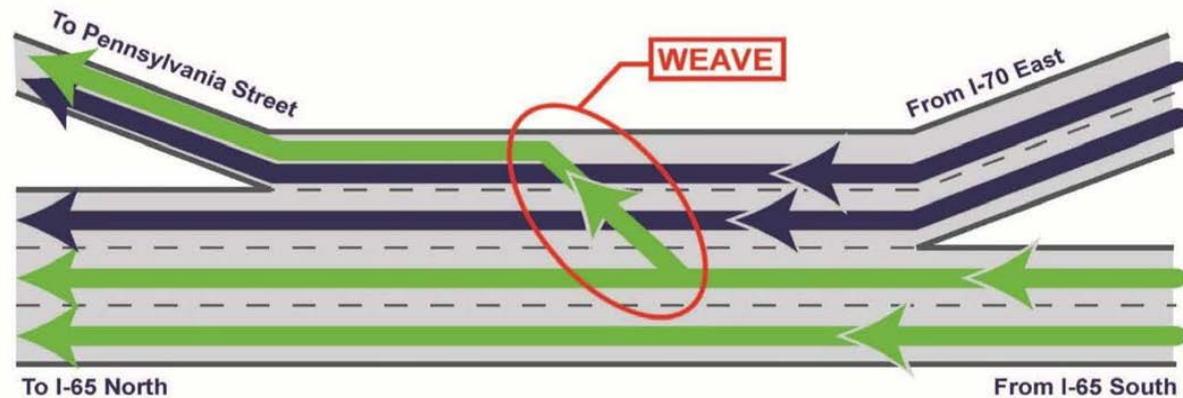
## Top 4 Crash Locations



# Define Problems – Weaving Areas

- Highest number of crashes are on west leg of the interchange, in weaving areas:

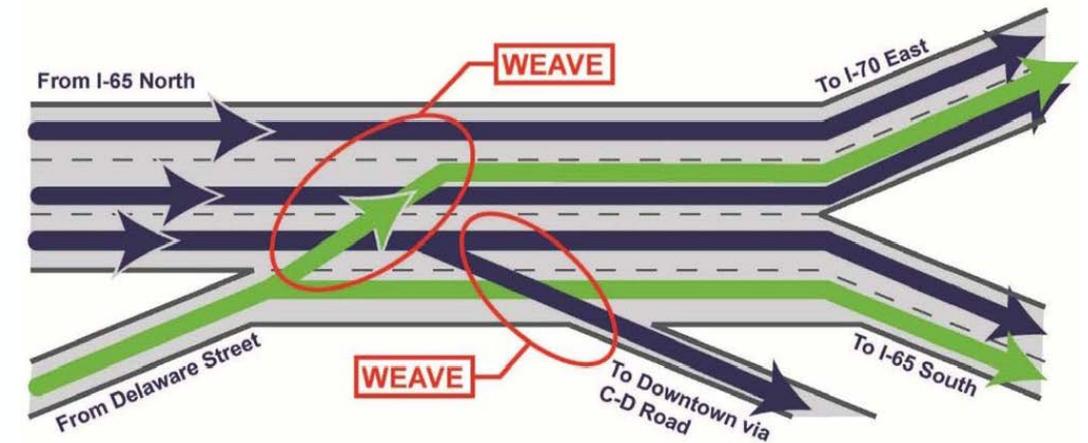
## Pennsylvania Street Exit Ramp



Most frequent crash type:

- Rear-end, followed by sideswipe

## Delaware Street Entrance Ramp

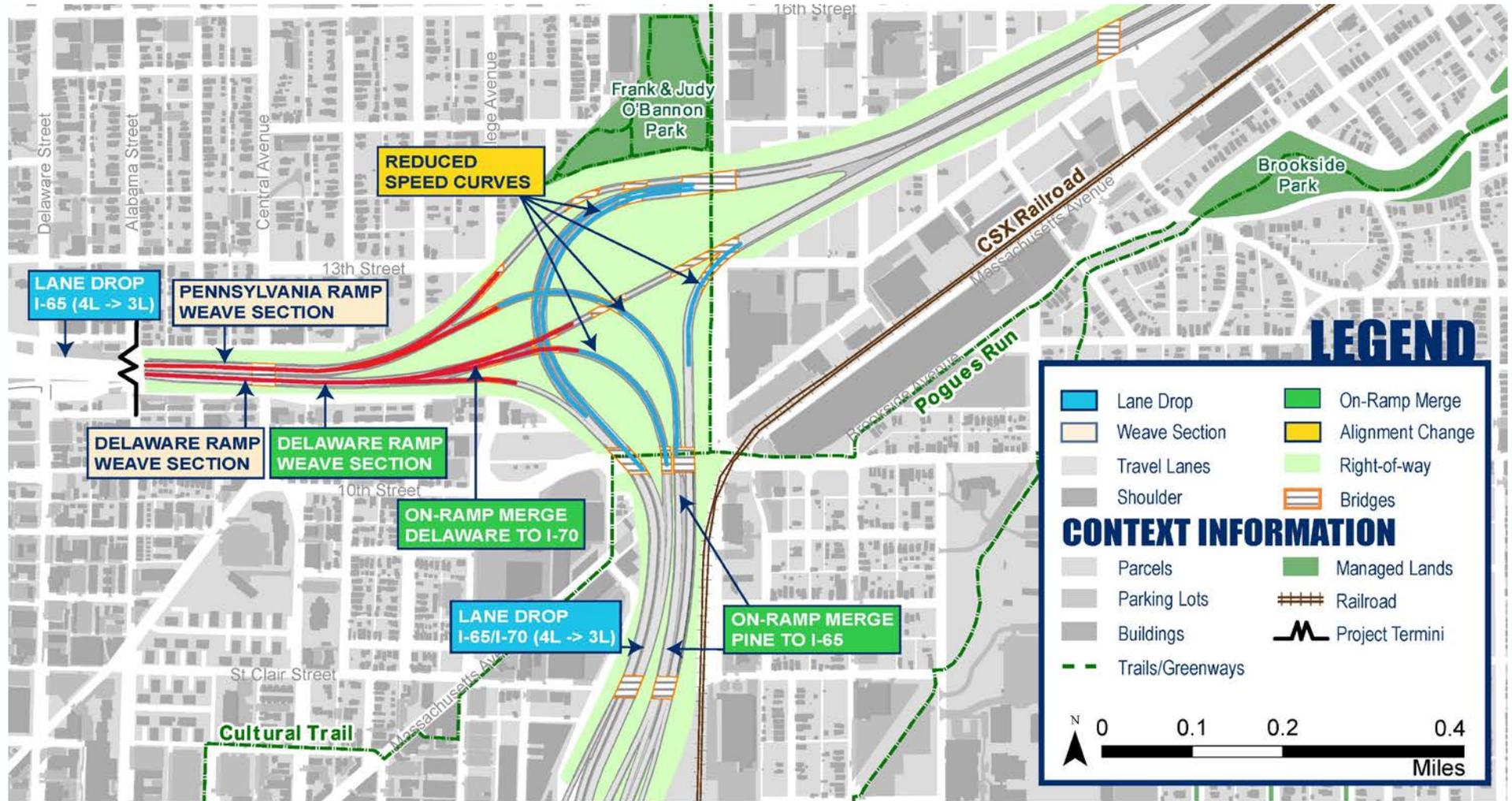


Most frequent crash type:

- Sideswipe, followed by rear-end

# Define Problems - Operations

## North Split Bottlenecks



# Purpose and Need – Performance Measures

Project Need	Performance Measures
<b>Correct Deteriorated Bridge Conditions</b>	- Address deficient structural condition
<b>Correct Deteriorated Pavement Conditions</b>	- Address deficient pavement condition
<b>Improve Safety</b>	Alternative must address weaves on the west leg of the North Split: <ol style="list-style-type: none"><li>1. Eliminate Meridian/Pennsylvania Street exit ramp weave</li><li>2. Eliminate Meridian/Delaware Street entrance ramp weave</li></ol> Alternative should include improvements at the following two crash locations: <ol style="list-style-type: none"><li>3. Improve conditions at I-65 southbound/I-70 westbound merge point</li><li>4. Improve curvature on I-70 northbound to I-70 eastbound</li></ol>
<b>Improve Interchange Operations and Reduce Congestion</b>	- Improve Interstate level of service over no-build condition - Eliminate “big weave” on I-65/I-70 south of North Split

Define Problems



Identify Context Gather Input



Define Alternatives



Balance Trade-Offs

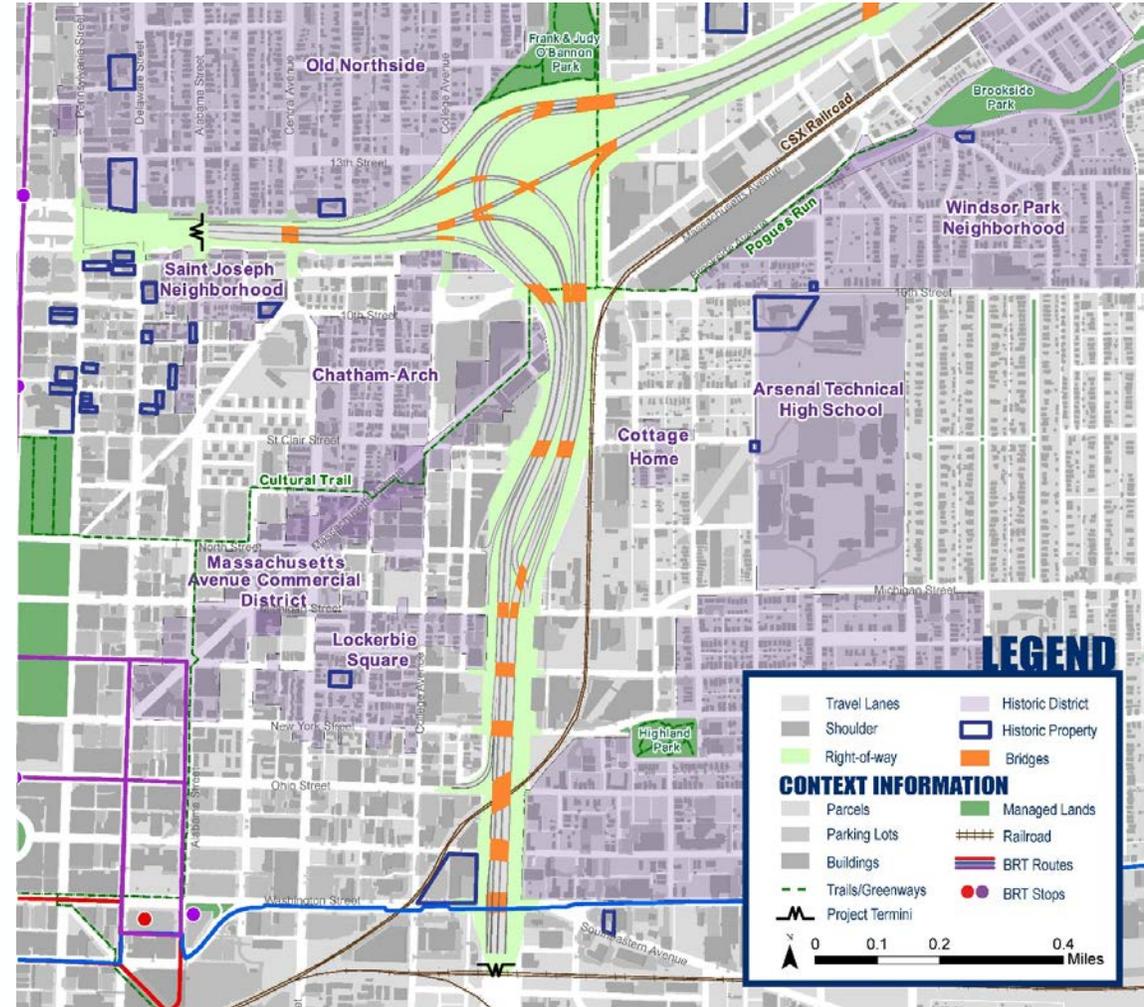


Select Alternative

# Environmental Resources

## North Split Project Area Environmental Resources

- Historic Districts
- Park Property
- Monon Greenway
- Cultural Trail
- CSX Railroad



# Public and Agency Input

Public meetings, community groups, advisory committees, social media - ongoing

## Indianapolis Mayor Joe Hogsett - June 2018

- Make necessary bridge repairs to address valid safety concerns, but keep the interstate within the existing road bed
- Strike an appropriate balance between the needs of downtown residents and suburban commuters

## Indianapolis Chamber of Commerce/Rethink Coalition - July 2018

- No above-grade walls in legs outside the North Split interchange;
- No expansion of the number of above-grade through lanes



Define Problems



Identify Context  
Gather Input



Define Alternatives



Balance Trade-Offs



Select Alternative

# Eliminated Alternatives – Low Cost / Minimal

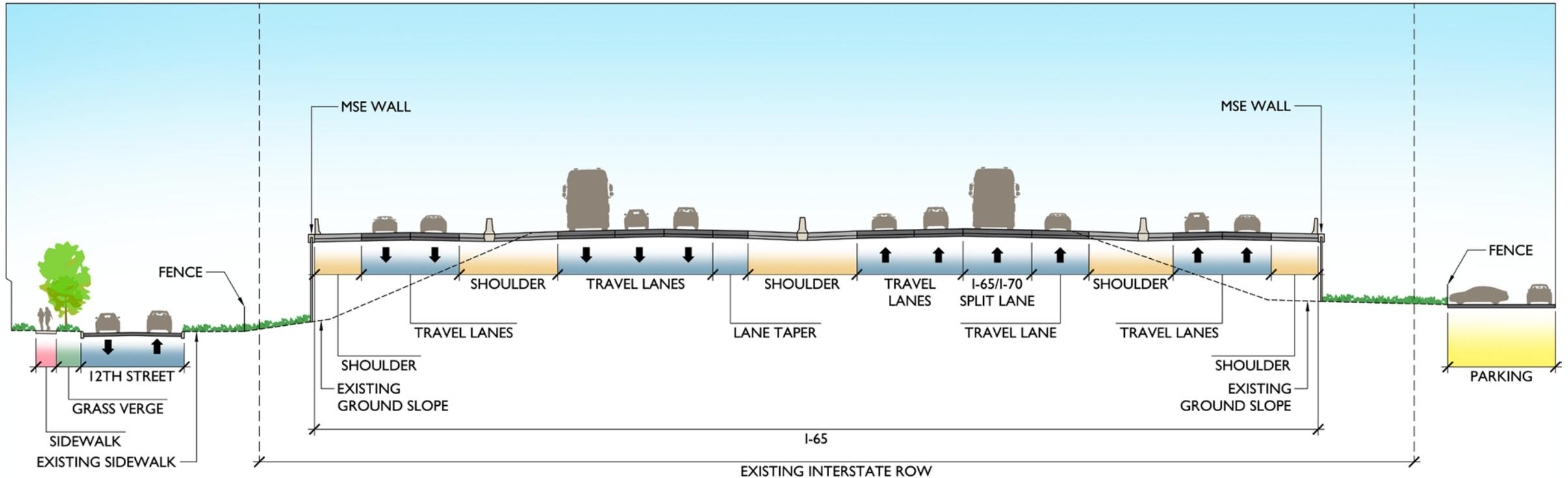
- 1. No Build** – Leave the interchange as it is, with no replacement of pavement and bridges, and no safety or operational improvements
- 2. Transportation System Management (TSM)** – Policy, strategy, and technology improvements, including traffic demand reduction or diversion
- 3. Bridge and Pavement Replacement In-Kind** – Rehab or replace bridges and pavement at their current locations

*Alternatives 1-3 Eliminated -- they do not meet project purpose and need.*



# Eliminated Alternative – Added Through Lanes

## 5. Full Interchange Reconstruction – *Eliminated due to added through lanes and large retaining walls near right-of-way lines*



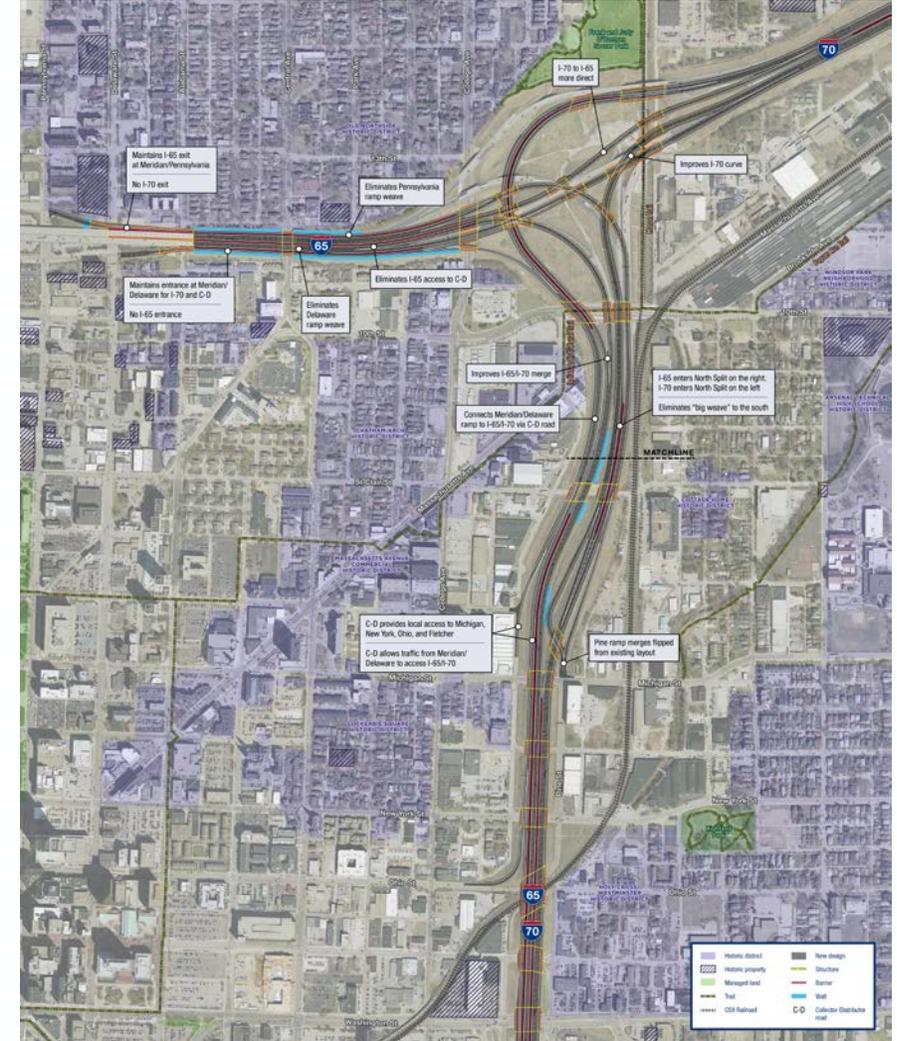
# Alternative 4 – Options a, b, and c

## 4. Efficient Interchange Reconstruction

Reconfigure interchange with no added through lanes

Three options to meet purpose and need by:

- Replacing pavement and bridges
- Addressing major safety problems
- Eliminating bottlenecks and improving level of service



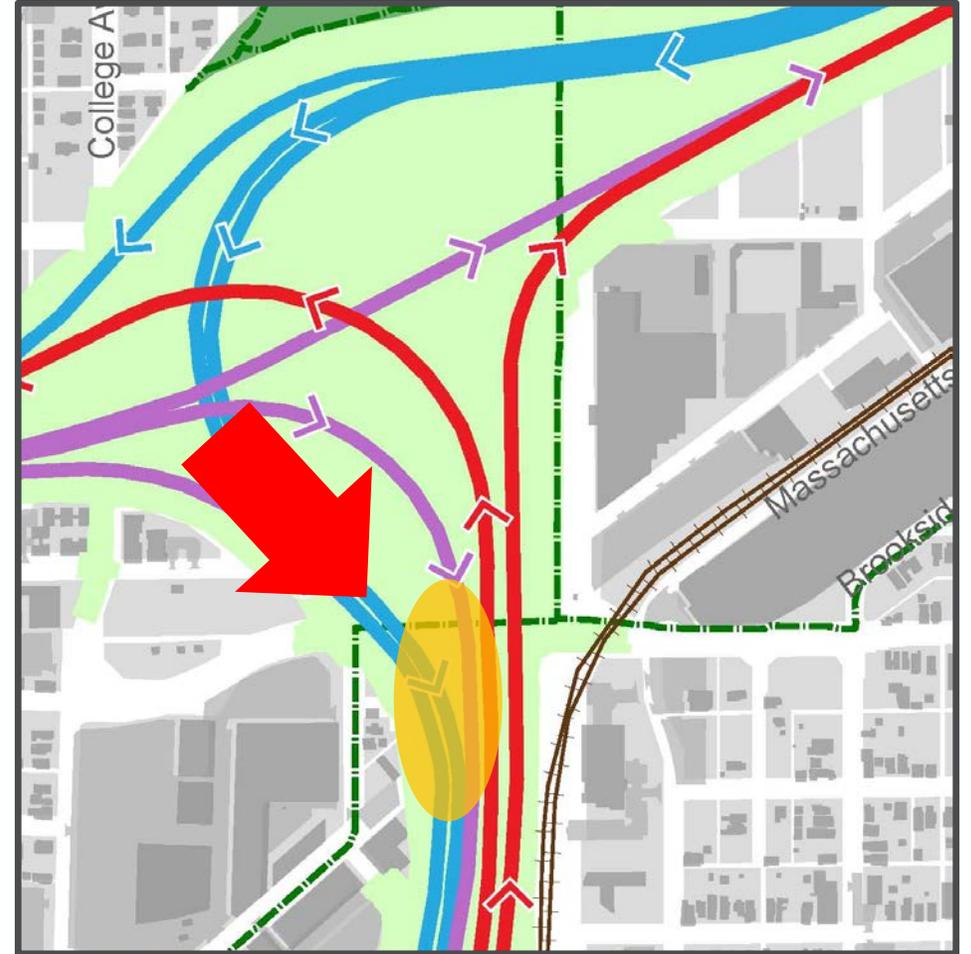
# Alternative 4 – Common Features of Options

## Common Features

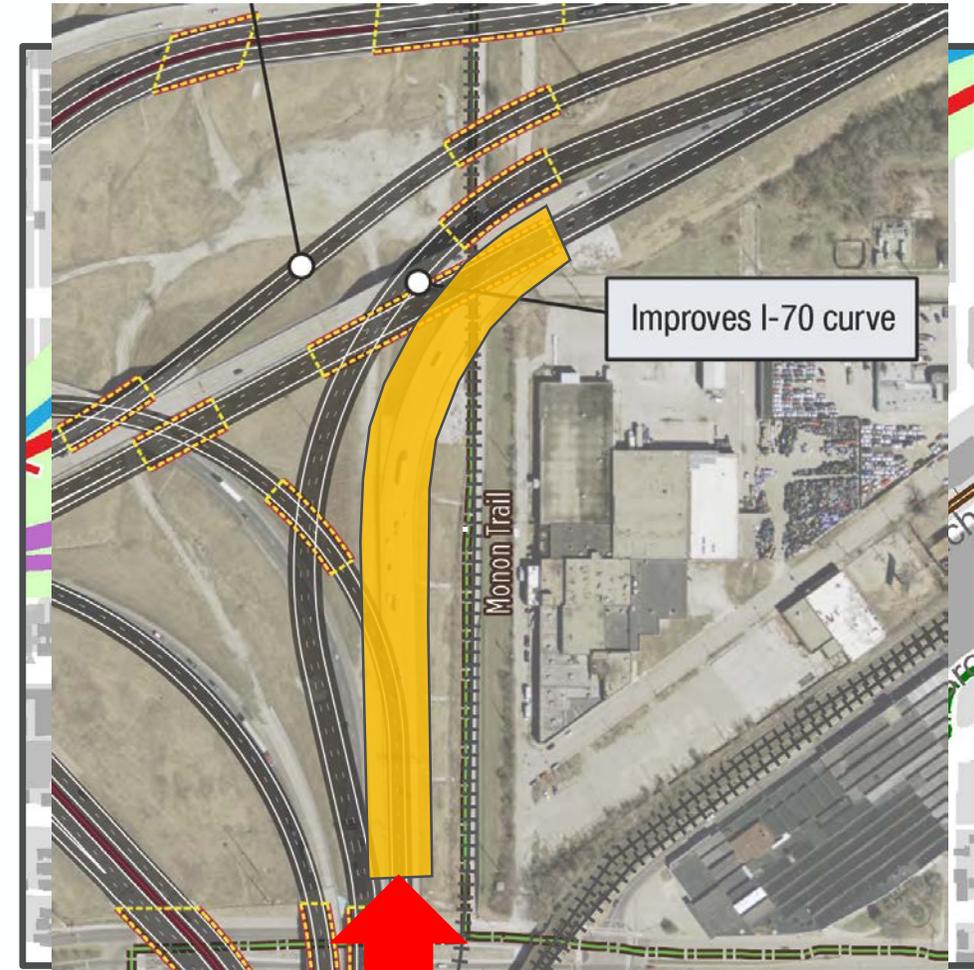
- Smaller footprint and modernized design features
- Increase safety at top four crash locations
  - Two weaves, the merge and the curve
- Improve bottlenecks
- Eliminate “big weave” on I-65/I-70
- Opportunities to improve aesthetics and connectivity



# Alternative 4 – Improve I-65 / I-70 Merge



# Alternative 4 – Improve I-70 Curve



# Alternative 4 Options

## Where do the options differ?

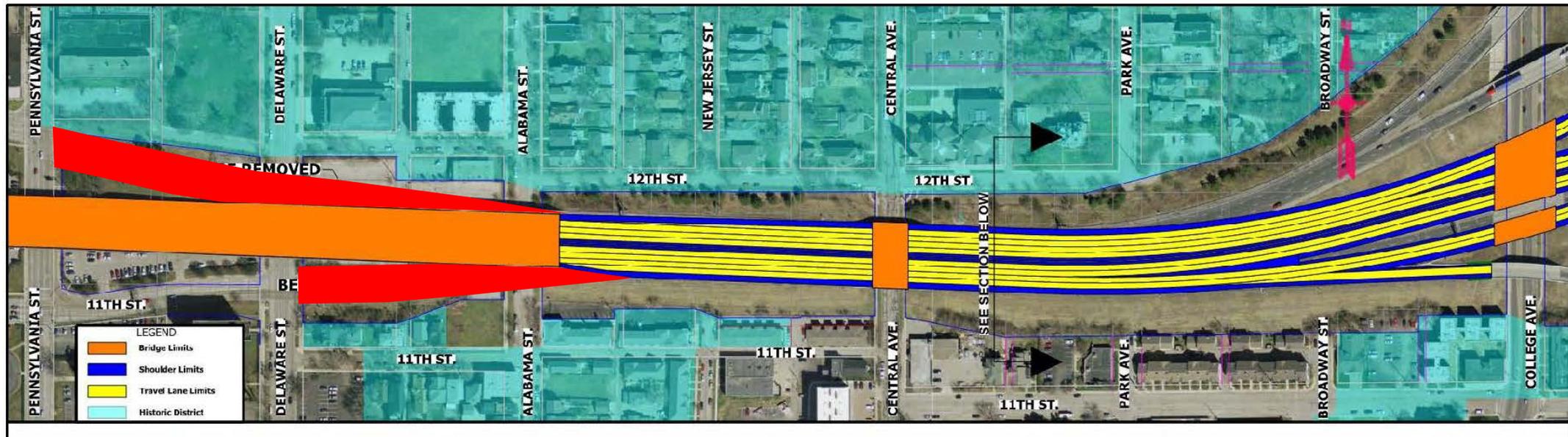
- West leg of interchange differs
- East and south legs same

## Three ways to eliminate weaves on the west leg



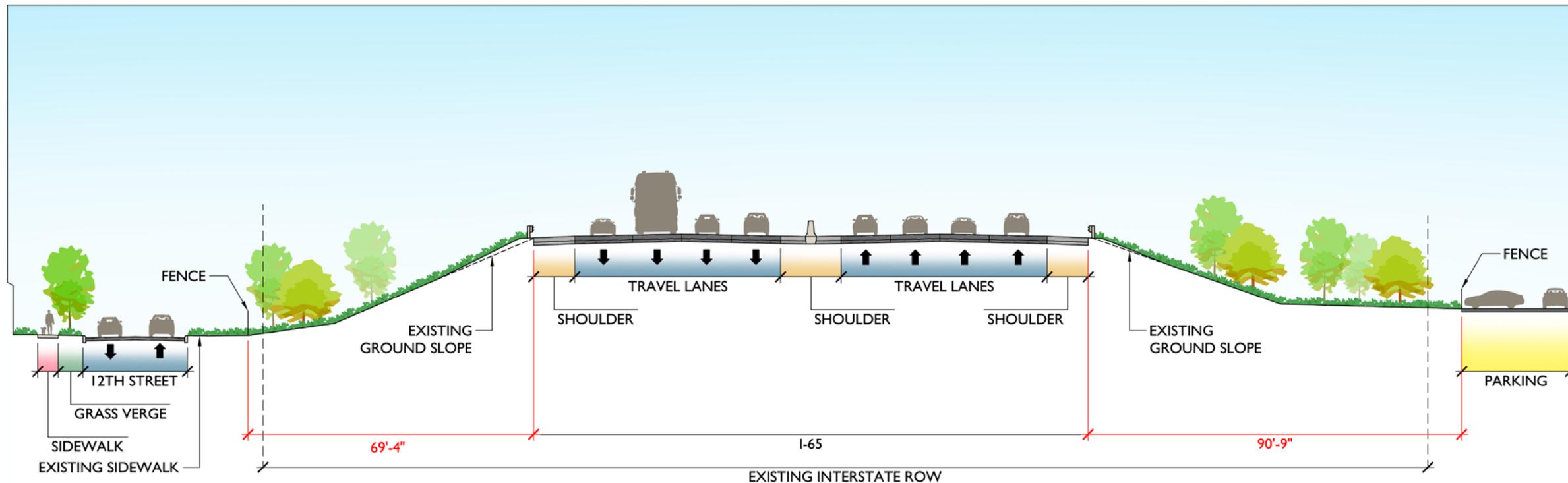
# Alt. 4a: Pennsylvania and Delaware Ramps Closed

- West Leg of North Split
  - Eliminate existing weaving movements
  - Close Pennsylvania Street exit ramp and Delaware Street entrance ramp
  - Minimal pavement widening and no retaining walls



# Alt. 4a: Pennsylvania and Delaware Ramps Closed

## I-65 Cross Section View near Central Avenue (looking east)



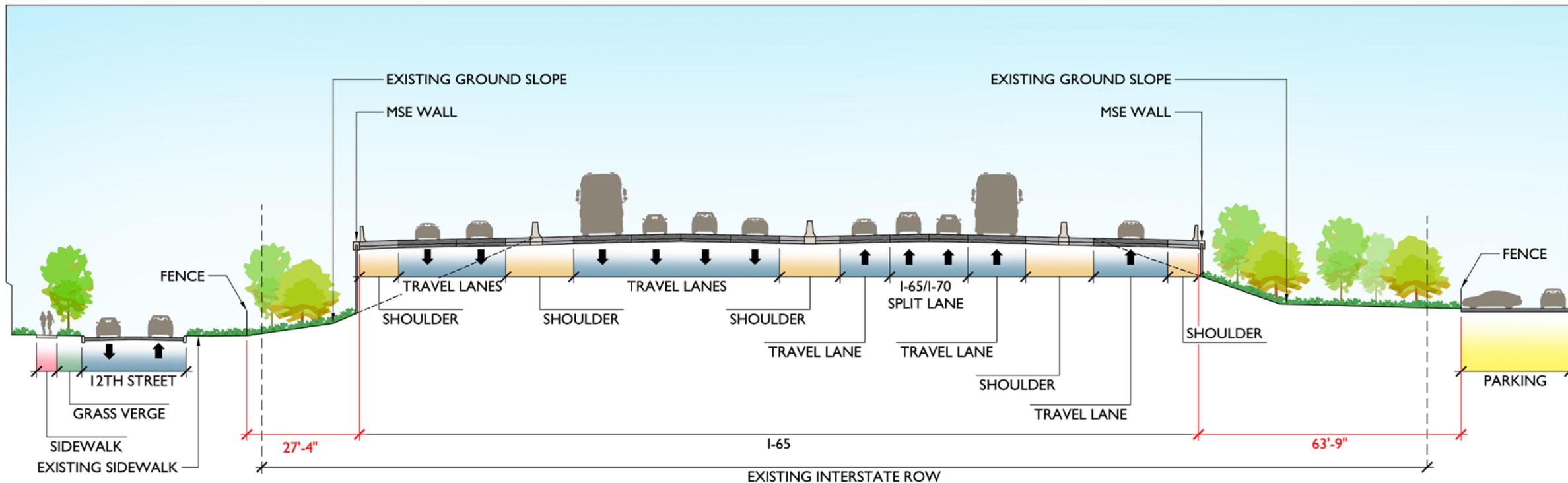
# Alt. 4b: Pennsylvania and Delaware Ramps Open

- West Leg of North Split
  - Eliminate existing weaving movements
  - Maintain full access at Pennsylvania Street exit ramp and Delaware Street entrance ramp
  - Install retaining walls up to 18 feet high north and up to 33 feet high south



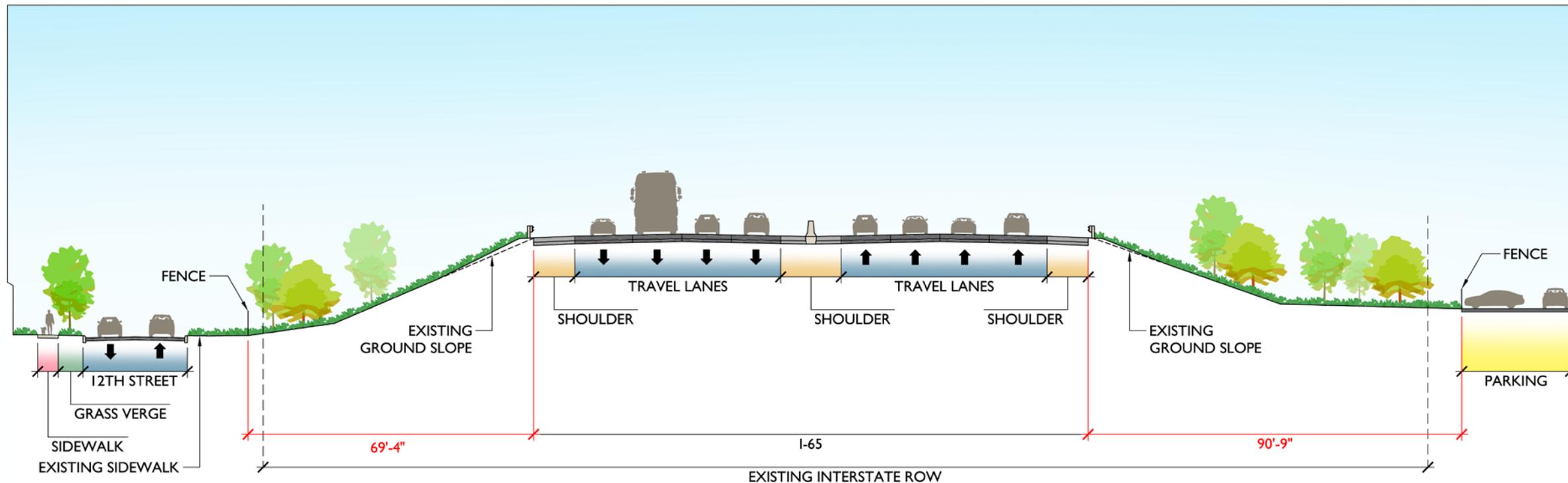
# Alt. 4b: Pennsylvania and Delaware Ramps Open

## I-65 Cross Section View near Central Avenue (looking east)



# Alt. 4a: Pennsylvania and Delaware Ramps Closed

## I-65 Cross Section View near Central Avenue (looking east)



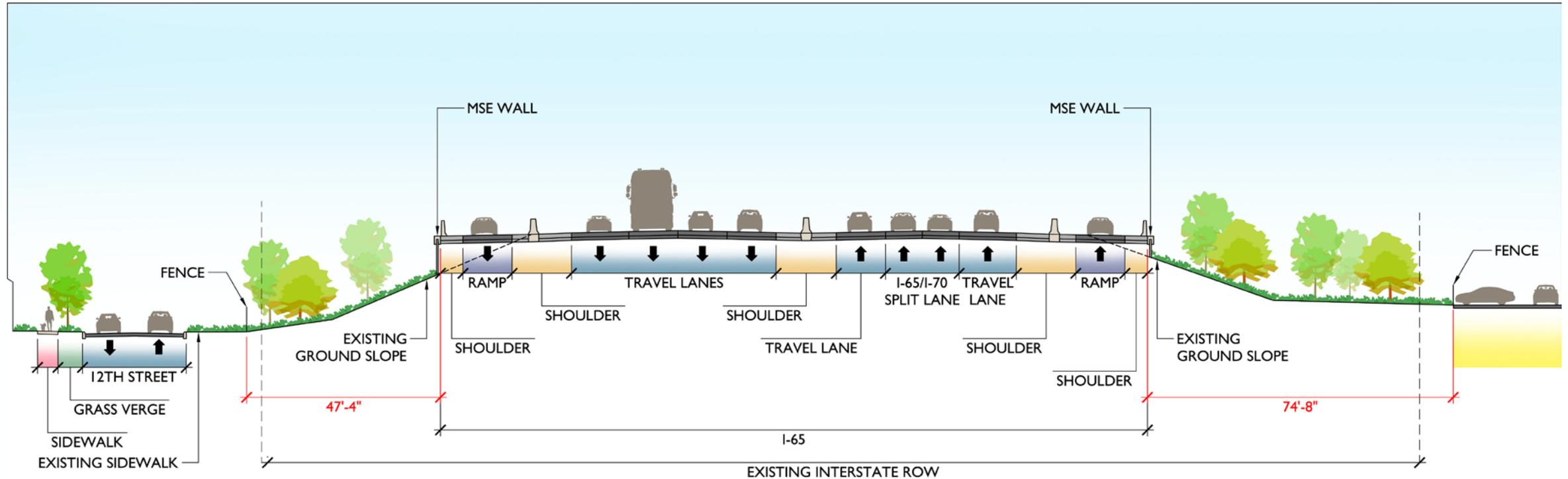
# Alt. 4c: Selected Ramp Access Restrictions

- West Leg of North Split
  - Eliminate existing weaving movements
  - Maintain Pennsylvania Street exit ramp and Delaware Street entrance ramp, except:
    - Eliminate I-70 exit to Pennsylvania Street
    - Eliminate I-65 exit to ramps serving Michigan and Ohio Streets
  - Install retaining walls up to 11 feet high north and 7 feet high south



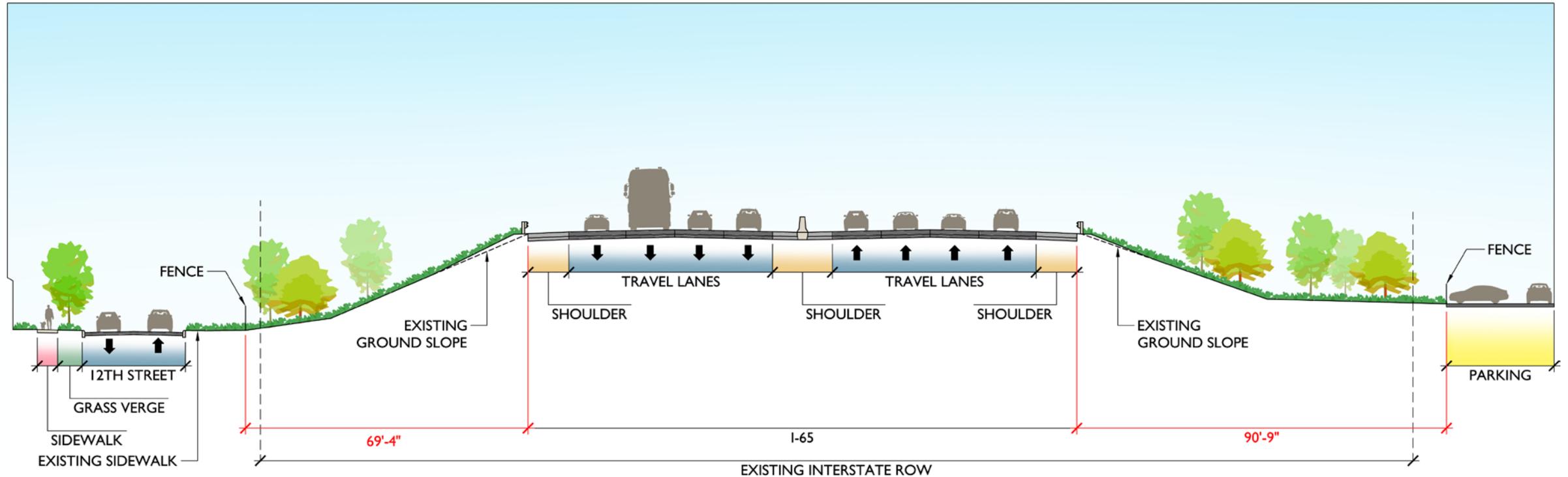
# Alt. 4c: Selected Ramp Access Restrictions

## I-65 Cross Section View near Central Avenue (looking east)



# Alt. 4a: Pennsylvania and Delaware Ramps Closed

## I-65 Cross Section View near Central Avenue (looking east)



Define Problems



Identify Context  
Gather Input



Define Alternatives



Balance Trade-Offs



Select Alternative

# Trade-Offs: Alternative 4 Options and Alternative 5

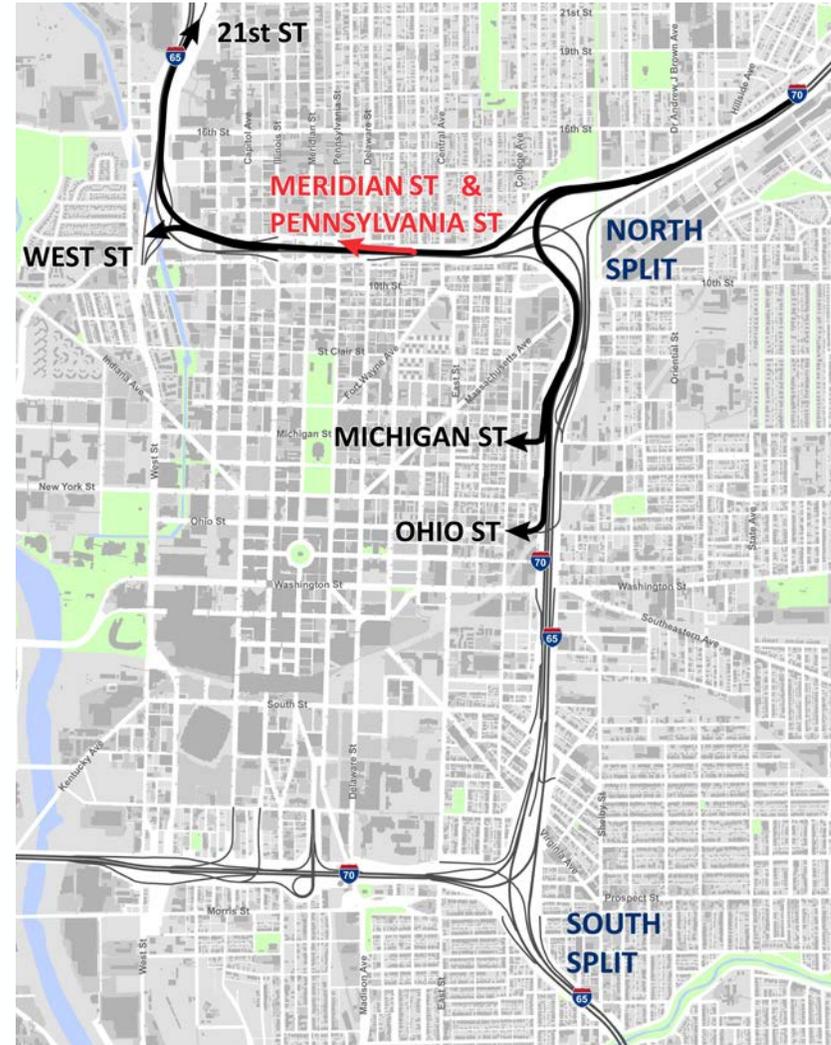
Alternative	To Pennsylvania Street Ramp		From Delaware Street Ramp		To Ohio/Michigan Ramps (via C-D Road*)		Approximate Maximums Wall Height (distance from R/W line)		Added Through Lanes	Estimated Cost
	I-65	I-70	I-65	I-70	I-65	I-70	North of West Leg	South of West Leg		
Alternative 4a: All Ramps Closed	✘	✘	✘	✘	✓	✓	None	None	No	\$215 M to \$265 M
Alternative 4b: All Ramps Open	✓	✓	✓	✓	✓	✓	18 feet (27 feet)	33 feet (64 feet)	No	\$270 M to \$330 M
Alternative 4c: Selected Ramps Closed	✓	✘	✓	✓	✘	✓	11 feet (47 feet)	7 feet/ (75 feet)	No	\$225 M to \$275 M
Alternative 5: All Ramps Open + added Through Lanes	✓	✓	✓	✓	✓	✓	30 feet (17 feet)	37 feet (32 feet)	Yes	\$305 M to \$370 M

# Trade-Offs: Alternative 4c Exits

From  
I-65 SB



From  
I-70 WB



Define Problems



Identify Context  
Gather Input



Define Alternatives



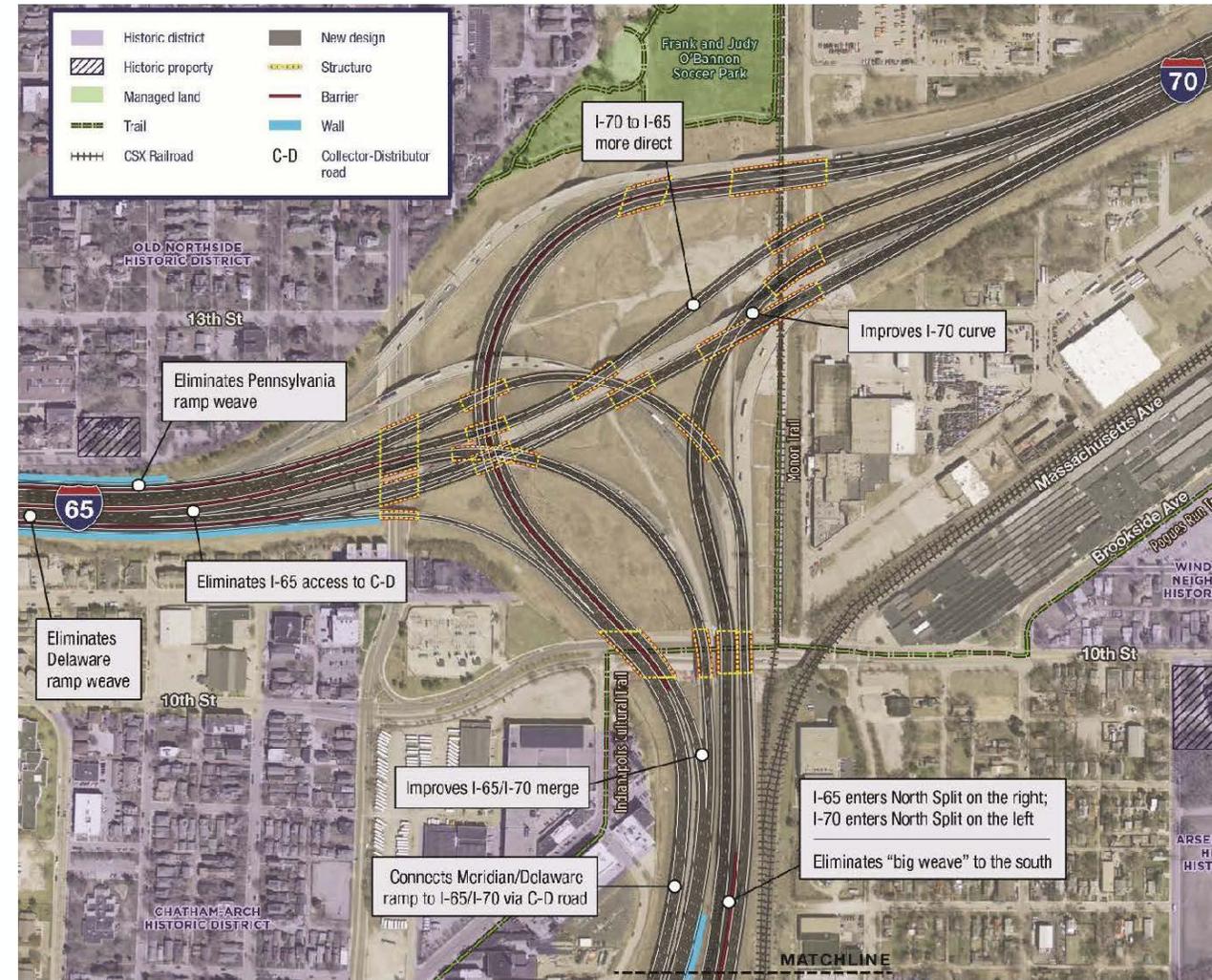
Balance Trade-Offs



Select Alternative

# Alternative 4c: Preliminary Preferred Alternative

- Improves safety at the most hazardous locations
- Removes the worst bottlenecks
- Does not add through lanes
- More compact interchange
- Within existing right-of-way
- Minimizes exterior retaining walls on west leg
- Avoids exterior retaining walls on the east and south legs
- Meets project purpose and need



# Next Steps

- Gather feedback on preliminary preferred alternative through October 29
- Refine preliminary preferred alternative
- Analyze effects to historic properties
- Determine mitigation measures for effects to historic properties
- Continue public involvement and feedback
- Publish EA in early 2020





# Questions and Feedback

Alternatives Screening Report Available:

[www.northsplit.com/alternatives-screening-report](http://www.northsplit.com/alternatives-screening-report)

Submit Comments: [info@northsplit.com](mailto:info@northsplit.com)

Comments due October 29, 2018

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