

I-69 Major Moves 2020 Expansion Project Technical Provisions Sections 6.3 and 9.5 are amended as follows:

6.3 Roadside Safety

1. The backslope of ditches shall be 3:1 to existing ground. The backslope may be steepened to 2:1, however, the use of 2:1 backslope shall be restricted to those locations where 3:1 backslopes cannot be met within the existing R/W.
2. If clear zone requirements cannot be met, guardrail may be used. The maximum slope in front of guardrail shall be 10:1. The top of guardrail height at the face of the rail shall be 30 inches. Outside slopes behind guardrail shall be 3:1 to a flat bottom ditch. The minimum width of flat bottom ditches shall be 4 feet. The backslope of ditches shall be 3:1 to existing ground. The foreslope and backslope behind guardrail may be steepened to 2:1, however, the use of 2:1 slopes shall be restricted to those locations where 3:1 backslopes cannot be met within the existing R/W. Foreslopes steeper than 3:1 shall be armored with riprap.
3. Median barrier in accordance with Chapter 49 shall be required for median width of 50 feet or less.
4. In areas where re-grading of the outside slope is due only to resurfacing, improvement of the existing slope to meet the above criteria shall not be required. A Level 2 Design Exception has been approved to cover these instances. Along resurfaced pavement, the outside slope shall be 3:1 maximum.
5. All existing guardrail, guardrail transitions, guardrail end treatment and impact attenuators along mainline I-69, Campus Parkway and Southeastern Parkway shall be replaced except those installed in contracts IR-34001 and IR-34166 if the adjacent pavement elevation is not changed.
6. One stage 1 spare parts package and one stage 2 spare parts package shall be supplied for each type of guardrail end treatment installed. The spare parts packages shall be in accordance with the replacement parts list shown in INDOT Recurring Plan Detail 601-R-237d, current edition. One stage 1 spare parts packages and one stage 2 spare parts packages shall be supplied for each type of impact attenuator being installed. The spare parts packages shall be in accordance with the replacement parts list shown in INDOT Recurring Plan

Detail 601-R-497d, current edition. The spare parts packages shall be delivered to the following address:

INDOT Maintenance Unit
7400 S State Rd 13, Pendleton, IN 46064
Contact Jeffrey Brooks
317-467-3484
JBROOKS@indot.IN.gov

9.5 Noise Barriers

~~Noise barriers shall be Type III~~ in accordance with the recurring special provisions with the exception that it shall be designed in accordance with 6th Edition AASHTO LRFD Bridge Design Specifications and subsequent interim specifications. ~~Substitution with Type I or Type II barriers requires written approval from IFA.~~

- a. Noise barriers 01, 10 and 12 as shown in the NEPA Documents shall be designed and constructed at the locations and heights shown in report. Any changes to the noise barrier location shall require the Design-Build Contractor to revise the existing noise analysis. The revised noise analysis shall be submitted to IFA and FHWA for approval.
- b. Noise barriers shall not be located in the floodway of Sand Creek.
- c. The geotechnical evaluation required to design and construct the sound barrier shall be the responsibility of the Design-Build Contractor.
- d. Signing details for the sound barriers shall be the responsibility of the Design-Build Contractor.
- e. Noise Barrier Fire Hydrant Access Doors in accordance with Section 9.6 shall be placed in sound walls wherever fire hydrants are located within 400 feet of the edge of shoulder of I-69. The locations of doors include but not limited to the locations noted in the following table:

Approximate Station	Street Name
362+00 "A"	Standing Tree Way
367+70 "A"	Cross Roads Lane
369+80 "A"	Landmark Trail
373+50 "A"	Clark Drive
379+00 "A"	Blue Springs Lane
382+20 "A"	Blue Sky Drive
506+00 "A"	Loyalty Drive
508+40 "A"	Heroic Way
513-20 "A"	Republic Drive
519+60 "A"	All American Rd