



# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

May 17, 2017

## CONSTRUCTION MEMORANDUM 17-10

TO: District Deputy Commissioners  
District Construction Directors  
District Technical Services Directors  
District Area Engineers  
District Project Management Director  
Project Management Director  
District Traffic Engineers  
District Testing Engineers  
District LPA Coordinators  
Project Engineers/Supervisors  
Field Engineers  
Office of Material Management

FROM: John Leckie, Director   
Division of Construction Management and District Support

SUBJECT: **Coarse Graded Aggregate #43 stone and Woven Geotextile Fabric**

EFFECTIVE: **IMMEDIATELY**

INDOT recently modified its full-depth HMA pavement designs replacing the Open-Grade 19mm drainage layer with #43 stone on a woven geotextile fabric separator layer. This new section was designed to be used under both HMA and Concrete Pavement sections.

Industry has expressed many concerns over a number of constructability and material issues with this change, which were stated to negatively impact project quality, cost, schedule and safety.

Based on recent conversations between INDOT, APAI and IMAA, INDOT will consider replacing the #43's with typically 3" of asphalt stabilized permeable aggregate base using Performance Grade (PG-64) on typically 4" of Compacted Aggregate, No. 53 Base (Non-Erodible), as an acceptable alternative on a case by case basis, depending upon specific project conditions, for contracts that have been awarded that specify #43 stone on woven geotextile.

The PE/S will need to submit the Contractor's request to make a change to the District Pavement Engineer for review and approval.

Since this request is coming from APAI and IMAA and its representative contractors, INDOT deems this to be a substitution and not a mandate. Due to the nature of the concerns, INDOT assumes that the costs for the #43 stone, woven geotextile, necessary placement, compaction and HMA laydown were taken into consideration with the bid on those projects that an alternative substitution is being requested. Therefore, INDOT assumes that this substitution will be cost neutral. However, justification for any cost differential from what was bid for the substituted materials and methods shall be submitted with documentation to the Engineer for further consideration.

If no documentation is submitted for additional cost justification, a "No Cost" change order will need to be prepared to make the change in the section. If acceptable justification is submitted and approved for the change, then a change order will need to be prepared to cover the cost and the change in section.

Also, the acceptable alternative noted above is for an interim period only. Other long term solutions will be investigated and developed in the future.

Any questions or comments should be directed to the Division of Construction Management through your District's Field Engineer.

JHL/GGP/TGN