



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-CM
Indianapolis, Indiana 46204


www.in.gov/indot

Eric Holcomb, Governor
Joe McGuinness, Commissioner

January 28, 2021

CONSTRUCTION MEMORANDUM 21-02

TO: District Deputy Commissioners
District Construction Directors
District Technical Services Directors
District Area Engineers, Project Engineers/Supervisors
District Project Management Directors, Project Management Director
District Traffic Engineers, District Testing Engineers
District LPA Coordinators, Field Engineers, Division of Materials and Tests

FROM: 
Gregory G. Pankow, Chief Engineer of Construction
Division of Construction Management and District Support

SUBJECT: IRI Implementation for CY 2021

SUPERSEDES: Construction Memorandum 20-02

The Department continues to utilize IRI for smoothness on a pilot basis using a Unique Special Provision. Information for the implementation of IRI can be found on the Department's website (<https://www.in.gov/indot/div/construction.htm>). This information includes guidance for project personnel for data analysis, guidance for handling areas of localized roughness (ALR), payment adjustment spreadsheets, and certified inertial profilers & operators.

Requests to incorporate the Unique Special Provision into a contract may be allowed on a restricted basis and must be pre-approved by the State Construction Engineer. A no cost change order will need to be prepared to cover this change if added to an active contract.

Project personnel may approve requests by Contractors to use a certified inertial profiler to collect smoothness data in profilograph mode on an HMA intermediate or surface course. No change order will be required for these requests, but the PE/S should notify their Construction Management Field Engineer when this is done on a surface course so that the integrity of our statewide QA program performed by our Research Division for inertial profilers can be maintained. These requests change the method of collecting the smoothness data and the way in which analysis is completed; the Department's website provides an IRI Field Guide for Profilograph Simulation when this option is selected. Smoothness correction and smoothness pay adjustments remain in accordance with the contract documents for profilograph. The requirements of ITM 917 should be reviewed and followed when high speed inertial profiler operator and equipment arrive onsite to verify the accuracy and reliability of the equipment.

Any questions should be directed to your Construction Management Field Engineer.

GGP/jjn/ndp