



Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Construction Memorandum

To: District Construction Engineers

From: Matthew R. Strizich, P.E.
Materials Engineer

Date: June 7, 2007

Subject: International Roughness Index (IRI) Testing

This Construction Memo redefines the process for determining pre-paving IRI values and ensuring the proper category is included in the contract. This memo replaces the previous process defined in Paul Jagoda's Construction Memo dated March 12, 2004.

To provide uniformity, use the following guidelines for the use of the pre-paving IRI. Please reference the Special Provision for Ride Specification for Flexible Pavement in your project's contract documents.

- The initial IRI data used to determine the project classification for the letting needs to be gathered prior to letting the contract. The prebid measurement should be done by the District Lab, as close to the project letting date as possible. Pavement Management's network results may be used if the District is unable to do the testing.
- District personnel will identify the Category of each project on the District Project Estimate Questionnaire sent out by the Contract Plans Bureau.
- IRI data used to determine the project classification and to be used to determine the pay adjustment factors should be measured within eight (8) months of the contract letting date. It is preferable to do this testing as close to the letting date as possible. This testing should be done by the District Lab, although the Pavement Analysis Section of the Materials Bureau can also do it.
- Under normal circumstances, a new prepaving IRI measurement should not be made once the project has been let. A check of the original measurement may be made in the following circumstances:
 1. If the original measurement was made more than twelve (12) months prior to the scheduled start of paving and a remeasurement is requested by the contractor.
 2. If the contractor requests a remeasurement and the Engineering Project Manager believes there is a possibility the classification of the project may have changed from the classification in the contract. IRI measurements do not degrade significantly in a year, so EPM's should remember this should only be done in unique circumstances.
- A pre-paving IRI should never be run when the condition of the roadway is affected by frost in any way.
- If a different Project Classification results from the pre-paving IRI measured after the project letting, a change order must be written to reflect the new project classification.

For additional information, please contact your District's Construction Engineering Services Reviewer or Matt Strizich.

MS/ms

CC:

EPMs
Kevin Christensen, PE
Mary Padmos
Jon Watson, PE

District Office Engineers
FHWA Operations Engineers
Area Lab Supervisors
District Materials Supervisors

CES Bureau
Loran Frazier, PE
Scott Barnes, PE
Lisa Durbin, PE

Suzy Price
District Administrators
DESS'