KANSAS DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION TO THE
STANDARD SPECIFICATIONS, EDITION 2007

PRICE ADJUSTMENT FOR FUEL

1.0 DESCRIPTION

This is the method of price adjustment for fuel (regardless of the type of fuel) used on various items of work involved in the construction of the Project.

This specification applies when 10-00-00-Required Contract Provision Price Adjustment for Fuel, latest revision, is a part of the contract, and the Contractor accepts that provision.

2.0 METHOD OF PRICE ADJUSTMENT FOR FUEL

a. Items of Work Included. The items of work subject to price adjustment for fuel are those selected by the Contractor on 10-00-00, latest revision. The Fuel Use Factors for those items are shown in **TABLE 1**.

b. Price Adjustment.

- The Engineer will make fuel adjustment payments (or deductions) for the applicable work completed, except no payments are made for work that is completed after the expiration of the working days or calendar completion date. Deductions for fuel adjustment are made regardless of whether or not the working days or calendar completion date has expired.
- The Contractor will begin work on the Project as soon as possible (check with the District Engineer before the letting to obtain the anticipated starting date) and pursue the work in an expeditious manner. Do not move off the Project without the written permission of the Engineer. If the Contractor moves off the Project without the written permission of the Engineer, the Engineer will discontinue the payments for fuel price adjustment for the remainder of the contract. Deductions for fuel adjustment are made regardless of whether or not the payments for fuel price adjustments are discontinued.
- The Engineer will establish a Monthly Fuel Index (MFI) on the first day (excluding Saturdays, Sundays, and holidays) of each month. The Engineer will base the MFI on the Rack Average given for NO2-ULS Fuel, St. Louis, reported by AXXIS Petroleum, Inc., Axxis Price Service. The MFI for the month the contract is let becomes the Starting Fuel Index (SFI) for the duration of the contract. Information regarding the computation of the MFI is available from the Bureau of Construction and Maintenance, Topeka, Kansas.
- The difference (plus <u>or</u> minus) between the SFI and MFI (to the nearest $0.05 per gallon) is the Monthly Fuel Index Adjustment Factor (MFIAF). The MFIAF established on the first day (excluding Saturdays, Sundays, and holidays) of each month is applied to applicable work completed during that month.
- The Fuel Use Factor (FUF) for the various items of work is in **TABLE 1**.

TABLE 1: FUEL USE FACTOR ITEMS OF WORK		
ITEM OF WORK	**FUEL USE FACTOR PER UNIT (U.S. Customary units and metric)**	
Common Excavation	0.25 gals. per cubic yard	0.33 gal. per cubic meter
Common Excavation (Contractor-Furnished)	0.25 gals. per cubic yard	0.33 gal. per cubic meter
Rock Excavation	0.33 gals. per cubic yard	0.43 gal. per cubic meter
Rock Excavation (Non-Durable Shale)	0.33 gals. per cubic yard	0.43 gal. per cubic meter
Unclassified Excavation	0.29 gals. per cubic yard	0.38 gal. per cubic meter
Embankment	0.30 gals. per cubic yard	0.39 gal. per cubic meter
Embankment (Contractor-Furnished)	0.30 gals. per cubic yard	0.39 gal. per cubic meter
Concrete Placement: 3 inches*	0.30 gals. per square yard	0.36 gal. per square meter
Concrete Placement: 3 ½ inches*	0.33 gals. per square yard	0.39 gal. per square meter
Concrete Placement: 4 inches*	0.36 gals. per square yard	0.43 gal. per square meter
Concrete Placement: 4 ½ inches*	0.39 gals. per square yard	0.46 gal. per square meter
Concrete Placement: 5 inches*	0.42 gals. per square yard	0.50 gal. per square meter
Concrete Placement: 5 ½ inches*	0.45 gals. per square yard	0.53 gal. per square meter
Concrete Placement: 6 inches*	0.48 gals. per square yard	0.57 gal. per square meter
Bonded Concrete Pavement (3 inches)*	0.30 gals. per square yard	0.36 gal. per square meter
Bonded Concrete Pavement (3 ½ inches)*	0.33 gals. per square yard	0.39 gal. per square meter
Bonded Concrete Pavement (4 inches)*	0.36 gals. per square yard	0.43 gal. per square meter
Bonded Concrete Pavement (4 ½ inches)*	0.39 gals. per square yard	0.46 gal. per square meter
Bonded Concrete Pavement (5 inches)*	0.42 gals. per square yard	0.50 gal. per square meter
Bonded Concrete Pavement (5 ½ inches)*	0.45 gals. per square yard	0.53 gal. per square meter
Bonded Concrete Pavement (6 inches)*	0.48 gals. per square yard	0.57 gal. per square meter
Concrete Pavement: 8 inches	0.60 gals. per square yard	0.72 gal. per square meter
Concrete Pavement: 8 ½ inches	0.63 gals. per square yard	0.76 gal. per square meter
Concrete Pavement: 9 inches	0.66 gals. per square yard	0.79 gal. per square meter
Concrete Pavement: 9 ½ inches	0.69 gals. per square yard	0.82 gal. per square meter
Concrete Pavement: 10 inches	0.72 gals. per square yard	0.86 gal. per square meter
Concrete Pavement: 10 ½ inches	0.75 gals. per square yard	0.89 gal. per square meter
Concrete Pavement: 11 inches	0.78 gals. per square yard	0.93 gal. per square meter
Concrete Pavement: 11 ½ inches	0.81 gals. per square yard	0.96 gal. per square meter
Concrete Pavement: 12 inches	0.83 gals. per square yard	0.99 gal. per square meter
Concrete Pavement: 12 ½ inches	0.86 gals. per square yard	1.02 gal per square meter
Concrete Pavement: 13 inches	0.89 gals. per square yard	1.06 gal. per square meter
Concrete Pavement: 13 ½ inches	0.92 gals. per square yard	1.10 gal. per square meter
Concrete Pavement: 14 inches	0.95 gals. per square yard	1.14 gal. per square meter
Concrete Pavement: 14 ½ inches	0.98 gals. per square yard	1.17 gal. per square meter
Cold Recycled Asphalt Material	10.20 gals. per station	334.65 gals. per kilometer
Surface Recycled Asphalt Construction**	2.40 gals. per ton	2.65 gals. per megagram
HMA – Construction***	2.40 gals. per ton	2.65 gals. per megagram
HMA - (Commercial Grade)	2.40 gals. per ton	2.65 gals. per megagram

*For Bonded Concrete Pavement. When both items are in contract, only pay on Concrete Placement bid item.
** Calculate theoretical tons (mg) of asphalt.
*** **NOTE**: If Asphalt Treated Base or Asphalt Treated Base-Commercial Grade (Class A) are bid as alternates on the project, the price adjustment does not apply to those bid items.

- The fuel adjustment payment (or deduction) is computed each pay period in this way:

  Fuel Adjustment (in dollars) = FUF x MFIAF x Units of Work on the Pay Estimate

- The Engineer will make adjustment payments (or deductions) for the applicable work completed, using the bid item "Fuel Adjustment".