
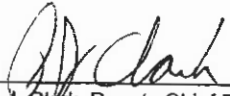


To: MODIFIED BY EI 00-005 EFFECTIVE 7/6/00 SUPERSEDED ^{BY} <i>EB 00-066</i> EFFECTIVE <i>10/23/00</i>		<i>New York State</i> <i>Department of</i> <i>Transportation</i> ENGINEERING INSTRUCTION	EI 99-027
Title: STANDARD SPECIFICATION SECTION 698 - PRICE ADJUSTMENTS, SELECTING AND ESTIMATING PAY ITEMS			
Distribution: <input type="checkbox"/> Manufacturers (18) <input type="checkbox"/> Surveyors (33) <input checked="" type="checkbox"/> Main Office (30) <input checked="" type="checkbox"/> Consultants (34) <input type="checkbox"/> Local Govt. (31) <input type="checkbox"/> Contractors(39) <input checked="" type="checkbox"/> Regions/Agencies (32) <input type="checkbox"/> ()		Approved:  P. J. Clark, Deputy Chief Engineer, Design <u>8/16/99</u> Date	

SUPERSEDED ISSUANCES

This Engineering Instruction (EI) supersedes EI 83-19 entitled Fuel and Asphalt Price Adjustment Special Specifications.

PURPOSE

The purpose of this EI is to transmit the attached guidance for selecting and estimating the price adjustments provided in Section 698 of the Standard Specifications. The attached guidance is essentially the same as that issued with EI 83-19, and may be filed along with this EI in Chapter 21 of the Highway Design Manual after page 21-40.

BACKGROUND

The special specifications transmitted with EI 83-19 were disapproved with the issuance of the 1990 Standard Specifications. Additionally, the special notes issued with EI 83-19 are no longer appropriate because they used U.S. Customary units. DQAB developed metric versions of these special notes which they place in the proposal when a price adjustment item is in the Engineer's Estimate.

EFFECTIVE DATE

This EI is effective immediately.

CONTACT

Questions regarding this issuance should be addressed to Norman Schips of the Design Quality Assurance Bureau. He may be reached at 518-485-8611.

CONTRACT PLANS, SPECIFICATIONS, AND ESTIMATE

21.3.8.6 698 - Price Adjustments

Items 1 and 2 below provide guidance regarding when to specify price adjustments, and item 3 provides guidance regarding estimating price adjustments. Whenever a price adjustment is specified in the Engineer's Estimate, DQAB will enter the Index Price and add the special note associated with the price adjustment to the proposal. The Main Office is responsible for updating the index prices. If the Average Posted Prices should change by \$4.00 or more for asphalt or \$0.04 or more for fuel between the time the proposals are printed and three weeks prior to letting, amendments will be initiated by DQAB to update the Index Prices.

1. Asphalt Price Adjustment. To determine when to specify the Asphalt Price Adjustment pay item, compute the total metric tonnage of all asphalt concrete items. For bituminous stabilized courses, and optional shoulders, an equivalent metric tonnage should be calculated. To determine an equivalent metric tonnage, 1 m³ of bituminous stabilized course is equivalent to 1.19 t of asphalt concrete (i.e., 1 m³ of bituminous stabilized course requires approximately the same amount of asphalt cement as 1.19 t of asphalt concrete), and 1 m² of optional shoulder is equivalent to 0.18 t of asphalt concrete. If the total metric tonnage (i.e., the total metric tonnage of asphalt concrete items, bituminous stabilized course, and optional shoulder) is 1800 t or more, the asphalt price adjustment item should be provided in the Engineer's Estimate.
2. Fuel Price Adjustment. To determine when to specify the Fuel Price Adjustment pay item, compute the total fuel in the contract using contract quantities of eligible items and their fuel usage factors found in Figure 1 entitled "Fuel Price Adjustment". This figure is an illustration of the special note added to the proposal by DQAB. If the total fuel is 76 000 L or more, the item should be provided in the Engineer's Estimate.
3. Estimating Asphalt Price Adjustment, and Fuel Price Adjustment. When specified, a fixed lump sum of \$100.00 is to be used in the estimate for the Asphalt Price Adjustment pay item, and the Fuel Price Adjustment pay item.

To distribute quantities in multi-share projects containing the asphalt price adjustment pay item, the most asphalt intensive share should be identified. The quantity 1% should then be entered in all other shares, even those containing no asphalt. The remaining percentage should then be entered in the most asphalt intensive share. For example, in a five share project, the quantity 96% should be entered in the most asphalt intensive share, and one percent should be entered in each of the remaining four shares.

The same procedure should be used to distribute the fuel price adjustment pay item.

CONTRACT PLANS, SPECIFICATIONS, AND ESTIMATE

Figure 1 - Fuel Price Adjustment.

FUEL PRICE ADJUSTMENT

The Fuel Index Price which shall apply to this contract shall be \$_____ per liter.

The table below lists eligible items used in computing the Fuel Price Adjustment.

ITEMS ELIGIBLE FOR FUEL ADJUSTMENT

Item Number*	Description	Fuel Usage Factor
203.01M, .05M, .06M, .07M, .08M, .20M, and .21M	Excavation & Embankment	2.23 l/m ³
203.02M	Excavation	1.73 l/m ³
203.03M	Embankment	0.50 l/m ³
206.01M & 206.02M	Special Excavation	2.48 l/m ³
302.01M	Bituminous Stabilized Course	6.93 l/m ³
303.01M	Optional Flexible Shoulder	1.81 l/m ²
ALL 304M ITEMS	Subbase Course	4.70 l/m ³
ALL 403M ITEMS & 608.02M	Asphalt Concrete	10.3 l/t**
502.04M, 502.05M, 502.06M, 503.0101M & 503.02M	Cement Concrete Pavement	4.95 l/m ³
555.0105M, 555.05M & 555.06M	Conc for Strs, Cl. A, F & G	4.95 l/m ³
557.13M	Class D Concrete	0.24 l/m ²
557.07M, 557.22M	Structural Slab	0.49 l/m ²
557.01M, 557.05M, 557.20M	Structural Slab	0.98 l/m ²

* The above items, modified by prefixes and/or suffixes shall be eligible for fuel price adjustment if their pay units are identical to the unmodified items.

** t= metric ton=1000kg