

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

**PRICE ADJUSTMENT FOR ASPHALT MATERIALS**

**1.0 DESCRIPTION**

This is the method of price adjustment for asphalt materials (regardless of the type) used on the project.

This specification applies when 06-01-06-Required Contract Provision Price Adjustment for Asphalt Material, latest revision, is a part of the contract, and the Contractor accepts that provision.

**NOTE:** If items of work listed in **subsection 2.0a** are bid as alternates on the project, the price adjustment does not apply to those bid items for the conditions shown in **TABLE 1**.

<b>TABLE 1: ALTERNATE BIDDING EXEMPT CONDITIONS</b>
HMA bid vs. PCCP
HMA Base bid vs. Cement Treated Base
HMA Base bid vs. Roller Compacted Concrete

**2.0 METHOD OF PRICE ADJUSTMENT**

**a. Items of Work Included.**

The items of work subject to price adjustment are:

HMA Base (*)(**)(***)	Ton
HMA Surface (*)(**)(***)	Ton
HMA Overlay	Ton
HMA Pavement (#) (##)	Square Yard
HMA Pavement (#) Shoulder	Square Yard
Asphalt Cement (^)	Ton
HMA-Commercial Grade (Class +)	Ton
HMA-Commercial Grade (Class +) (Patching)	Ton
Cutback Asphalt	Ton

\*Mix Designation

\*\*Grade of Asphalt Cement

\*\*\*Shoulder

# Thickness

##Type of surface course asphalt mixture

^Type and Grade

+A or B

**b. Price Adjustment.** The Engineer will establish an Asphalt Material Index (AMI) each month. The AMI for each month is the arithmetic average of the Asphalt Cement “Selling Prices” for the “Midwest/Mid-Continent Market” – “Missouri/Kansas/Oklahoma” – “Kansas City area” and “Tulsa, Oklahoma/Southern Kansas” as listed in the “ASPHALT WEEKLY MONITOR®” published by “Poten and Partners” ([www.poten.com](http://www.poten.com)) for the first week of that month. The first week of the month is defined as the week in which the first day (excluding Saturdays, Sundays and holidays) of the month is included. Information regarding the computation of the AMI is available from the Bureau of Construction and Maintenance, Topeka, Kansas.

The AMI is established on PG 64-22, and will be applied for all grades of Asphalt Cement (AC). The AMI for the month the Contract is let becomes the Starting Asphalt Index (SAI) for the duration of the Contract.

The difference (plus or minus) between the SAI and AMI (to the nearest \$1.00 per ton) is the Monthly Asphalt Index Adjustment Factor (MAIAF). The MAIAF established for each month is applied to applicable work completed during that month. The MAIAF will only be applied when the increase or decrease differs \$10.00 or more from the SAI.

The asphalt binder quantities will be determined on a lot basis. The lots will be the same lots used for the air voids payment adjustment.

(1) QC/QA asphalt. For projects in which QC/QA specifications are used and the plant is only supplying material to 1 KDOT project, or tied KDOT projects, supply KDOT with the daily asphalt binder tank stab values. Use this value minus any waste to determine the quantity of virgin binder used for the project.

If the Engineer chooses to use the ignition oven burn-off values to determine the virgin asphalt binder in the mix, then KDOT's Verification (QA) test(s) and the Contractor's Quality Control (QC) tests will be averaged.

The Percent of Virgin Asphalt Binder added to the Mix ( $P_{bv}$ ) is determined by subtracting the Percent of Asphalt Binder in the Reclaimed Asphalt Pavement (RAP) ( $P_{br}$ ) and Recycled Asphalt Shingles (RAS) ( $P_{br}$ ) from the Percent of Asphalt Binder in the Mix ( $P_b$ ) as calculated from the ignition oven test (KT-57).

The Contractor's  $P_{bv}$  values from the quality control tests are averaged for the lot. This value and the average of KDOT's  $P_{bv}$  value(s) obtained for the lot are averaged on an equal basis. Multiply this average  $P_{bv}$  value for the lot by the tons of HMA in the lot ( $T_m$ ) to determine the amount of asphalt binder in the lot ( $T_b$ ).

These values are totaled for the pay period ( $\Sigma T_b$ ) and multiplied by the MAIAF for the month the material was placed to determine the Asphalt Binder Cost Adjustment for the pay period.

(2) Commercial Grade Asphalt. In the case of Commercial Grade Plant Mix, the  $P_{bv}$  will be determined by one of the following 3 methods as directed by the Engineer with input from the Contractor during the preconstruction meeting.

(a) The District Materials Lab will determine  $P_{bv}$  by obtaining the mix using KT-25 and performing KT-57 on the mix every 3,000 tons or weekly, whichever comes first. The results of the test will determine the virgin binder content of the mix for that period of time and be used to calculate the quantity of asphalt for the purpose of applying the asphalt price adjustment.

(b) The virgin binder content in the current mix design less 0.2% will be used to calculate the quantity of asphalt in the HMA.

(c) If the plant is only supplying material to 1 KDOT project, or tied KDOT projects, supply KDOT with the daily asphalt binder tank stab values. Use this value minus any waste to determine the quantity of virgin binder used for the project.

(3) Marshall mixes. For Marshall mixes, the Asphalt Cement quantity in tons used will be multiplied by the MAIAF for the month the material was used to determine the Asphalt Binder Cost Adjustment for the pay period.

(4) Cutback Asphalt. Payment will be made at 80% of the calculated quantity in tons used multiplied by the MAIAF for the month the material was used to determine the Asphalt Binder Cost Adjustment for the pay period.

The Engineer will make adjustment payments (or deductions) for the applicable work completed, using the bid item "Asphalt Price Adjustment". If the working days or calendar completion date expire, payments (or deductions) will continue to be applied, but the maximum MAIAF for the rest of the project is the MAIAF for the month the working days or calendar completion date expired.