

13.2.2 Design-Build Projects

Design-Build projects **will not receive a fuel adjustment but will receive a bituminous adjustment if the contract has an **original** contract time of more than 365 calendar days and 15,000 tons [15,000 metric tons*] of asphalt concrete or on contracts with more than 50,000 tons (50,000 metric tons) of asphalt concrete. The Department will adjust the bid unit price for bituminous material to reflect increases or decreases in the Asphalt Price Index (API) of bituminous material from that in effect during the month in which bids were received.**

13.2.3 Conventional Projects

Conventional projects will receive a fuel adjustment if the contract has an **original** contract time of more than 100 calendar days and a bituminous adjustment if the contract has an **original** contract time of more than 365 days or more than 5000 tons [5000 metric tons*] of asphalt concrete. The Department will make price adjustments on each applicable monthly/progress estimate to reflect increases or decreases in the price of gasoline and diesel from those in effect during the month in which bids were received. The Department will adjust the bid unit price for bituminous material to reflect increases or decreases in the Asphalt Price Index (API) of bituminous material from that in effect during the month in which bids were received.

***Note: Refer to your Specific Contract due to changes in the metric tonnage requirement for a bituminous adjustment.**

13.3 FUEL ADJUSTMENTS (Conventional Projects Only)

In general, fuel adjustments are calculated by multiplying pay item quantity changes by fuel use factors to determine the quantity of fuel used to produce the various pay items handled on each estimate during the job. The resulting monthly fuel use quantities are then multiplied by net escalating factors based on the monthly price change of fuels. This produces the cumulative fuel adjustment dollar amounts shown on each estimate. The following paragraphs contain a detailed explanation of the process and the district final estimate reviewer's responsibilities in checking these fuel adjustments.

1 *The District Final Estimates Office (DFEO) shall ensure a fuel adjustment is*
2 *required based on **Article 9-2 of the Specifications**. The DFEO shall review*
3 *the following on the fuel and bituminous materials excel spreadsheet. **

4 ****Note: Refer to Chapter 6 of the Preparation and Documentation***
5 ***Manual for an example of the excel spreadsheet.***

6 (A) *Original contract amount plus any additional contract amount is*
7 *correct.*

8 (B) *Correct price index is used on the contract information sheet based on*
9 *the month the project was bid.*

10 (C) *Gallons (liters) for gasoline and diesel provided on the Estimated Fuel*
11 *Requirement Sheet located in the contract is the correct amount*
12 *entered on the contract information sheet.*

13 (D) *Price index for each consecutive monthly/progress estimate is correct.*

14 (E) *Monthly/progress estimate amount earned is correct for each*
15 *consecutive estimate.*

16 (F) *Total gallons (liters) adjusted do not exceed the gallons (liters) shown*
17 *on the Estimated Fuel Requirement sheet in the Contract.*

18 (G) *Ensure that a fuel adjustment is entered every month* on the*
19 *spreadsheet even though the average price index is less than ± 5*
20 *percent.*

21 **Note: This will maintain the appropriate accumulation of gallons on*
22 *the spreadsheet*

23 **13.4 Bituminous Adjustments Lump Sum Projects:**

24 *The District Final Estimates Office shall ensure a bituminous adjustment is*
25 *required based on **Article 9.2 of the specifications** and review the*
26 *following:*

27 (A) *Contractor's Certified Invoice showing tons (metric tons) placed and*
28 *gallons (liters) used in the asphalt concrete was received for each*
29 *month a bituminous adjustment was made.*

1 (B) *Bituminous Materials Spreadsheet*

2
3 (1) *Correct asphalt price index for the types of bituminous material*
4 *is used on the contract information sheet based on the month*
5 *the project was bid.*

6 (2) *Asphalt price index for each consecutive monthly/progress*
7 *estimate is correct.*

8 (3) *Total tons (metric tons) for each consecutive monthly/progress*
9 *estimate is correct.*

10 (4) *Additional gallons (liters) for each consecutive*
11 *monthly/progress estimate is correct.*

12 (5) *Gallons (liters) for emulsified and cutback asphalt cement for*
13 *each consecutive monthly/progress estimate is correct.*

14 **13.5 Bituminous Adjustments Design-Build Projects:**

15 *The District Final Estimates Office shall ensure a bituminous adjustment is*
16 *required based on **Article 9.2 of the Design-Build Specification Package***
17 *and review the following:*

18 (A) *A Contractor's Certified Invoice showing tons (metric tons) placed and*
19 *gallons (liters) used in the asphalt concrete was received for each*
20 *month a bituminous adjustment was made.*

21 (B) *Bituminous Materials Spreadsheet*

22 (1) *Correct asphalt price index for the types of bituminous material*
23 *is used on the contract information sheet based on the month*
24 *the project was bid.*

25 (2) *Asphalt price index for each consecutive monthly/progress*
26 *estimate is correct.*

27 (3) *Total tons (metric tons) for each consecutive monthly/progress*
28 *estimate is correct.*

29 (4) *Additional gallons (liters) for each consecutive*

1 *monthly/progress estimate is correct.*

2 (5) *Gallons (liters) for emulsified and cutback asphalt cement for*
3 *each consecutive monthly/progress estimate is correct.*

4 **13.6 Bituminous Adjustment Conventional Projects**

5 6 **13.6.1 Bituminous Materials Excel Spreadsheet**

7 (A) *Correct asphalt price index for the types of bituminous material is*
8 *used on the contract information sheet based on the month the*
9 *project was bid.*

10 (B) *Asphalt price index for each consecutive monthly/progress estimate is*
11 *correct.*

12 (C) *Total tons (metric tons) for each consecutive monthly/progress*
13 *estimate is correct.*

14 (D) *Additional gallons (liters)* for each consecutive monthly/progress*
15 *estimate i correct.*

16 ****Note: An example of additional gallons (liters) is asphalt rubber***
17 ***binder interlayer***

18 (E) *Gallons (liters) for emulsified and cutback asphalt cement for each*
19 *consecutive monthly/progress estimate is correct.*

20 ~~(A) Index Adjustment basis: Payment adjustments will be made on~~
21 ~~gasoline, diesel fuel or natural gas, in accordance with **Standard**~~
22 ~~**Specifications Article 9-2**, when the price index, for these materials,~~
23 ~~shown on the Bituminous Material Gasoline and Diesel Fuels and~~
24 ~~Natural Gas Price Index Letter (See Figure No. 13-1) in the contract~~
25 ~~increases or decreases in excess of 5%. These adjustments are~~
26 ~~made automatically and in accordance with the following criteria~~
27 ~~(except for natural gas):~~

28 ~~(Note: Check Special Provisions for any changes relating to Natural Gas).~~

29 ~~(1) The theoretical quantity of gallons/liters of gasoline or diesel~~
30 ~~fuel used in producing the various pay items eligible for a fuel~~

1 adjustment on an estimate is calculated by the Contract
2 Reporting System (CRS) main frame computer program when
3 an estimate is processed by CRS. For a given estimate, the
4 exact number of gallons/liters of gasoline and diesel are
5 calculated by multiplying each increase/decrease in an eligible
6 pay item quantity, (shown on the previous estimate) by that
7 pay item's corresponding standard fuel use factors for gasoline
8 and diesel. The results for gasoline and diesel are then
9 summed separately for each estimate. These standard fuel
10 use factors are the gasoline and diesel conversion factors
11 shown for each applicable pay item on the Estimated Fuel
12 Requirements page of the contract. Note these factors for
13 affected pay items may also be found in the Fuel Factors
14 Tables (See Figure Nos. 13-2 & 13-3).

15 Note: An escalation factor of 0.0001 is generated by the
16 computer for natural gas on metric projects, however this
17 figure is not to be used. Material dried by natural gas having
18 metric units will use the diesel factor.

19 (2) If natural gas is used for drying aggregates, the quantity of
20 natural gas therms used, must be calculated manually for each
21 estimate at the conclusion of the contract. An example of
22 these calculations is shown in Appendix I of this manual.

23 (3) The net escalating factor is that difference between the index
24 for month bid and the index for month used which exceeds
25 5%. Fortunately the reviewer will not have to calculate this
26 factor as it is calculated by the CRS program and printed on
27 each estimate processed by CRS. This net escalating factor
28 can be a positive or a negative number. These factors can
29 also be found from a table generated by the FECHART main
30 frame computer program of the State Final Estimates Office.
31 The column headings of the FECHART table cover the
32 following; gasoline price increases in \$/gal or \$/liter under the
33 heading GAS, diesel fuel price increases in \$/gal or \$/liter
34 under the heading DSL, natural gas price increases in \$/therm
35 under the heading NG, asphalt cement price increases in \$/gal
36 or \$/liter under the heading AC, cut-back asphalt price
37 increases in \$/gal or \$/liter under the heading CB and finally
38 asphalt emulsion price increase in \$/gal or \$/liter under the

1 heading EA.

2 Note: although you do not have to calculate each factor you
3 must still check the factors shown on each monthly estimate
4 against the factors shown in the FECHART table.

5 To check a factor in the FECHART table the reviewer must
6 understand it's organization. The FECHART table has two
7 sections. (See Figure Nos. 13-4 & 13-4a). The first section is
8 3 columns used to determine the month of contract letting.
9 These 3 columns show the first and last contract number let in
10 each month for the last eight (8) years. Since the contracts
11 have been let sequentially, the letting month for any contract is
12 the month beside the range of contract numbers which the
13 specific contract falls into. The second section is organized by
14 letting month. There is a separate table for each letting month
15 of the last eight (8) years starting with the oldest month. Each
16 table shows the letting month at the top, along with the range
17 of contract numbers let during that month. Below this are the
18 column headings for subsequent month, gasoline, diesel,
19 natural gas, asphalt cement, cut-back asphalt and emulsified
20 asphalt. Escalation factors for all months subsequent to the
21 letting month are shown in chronological order in the columns
22 beneath these headings. Thus to check the August 1998
23 escalation factor on gasoline for contract number 20050, the
24 reviewer first determines this contract was let February 1998
25 from the first section. Then finding the February 1998 table
26 the reviewer must read down the left most column to August
27 1998, then across to the 0.0641 value in the gasoline (GAS)
28 column.

29 Should the factors shown on the computer generated monthly
30 estimates differ from those shown in the FECHART table then
31 you must call your Final Estimates Area Engineer at SFEO to
32 determine which factor to use and make any resulting
33 corrections.

34 To get an up to date copy of the FECHART program table you
35 must have access to the Department's mainframe TSO
36 program and access to one of the Department's mainframe
37 printers;

1 shall be summarized separately. The grand total dollars are
2 divided by the grand total quantity for each fuel type and a job
3 total average index is calculated for each fuel type as shown in
4 detail in Appendix I of this manual.

5 (7) ~~Note these calculations shall be checked by a reviewer other~~
6 ~~than the DFEO staff member who authored them. The total~~
7 ~~gallons or therms of the various fuel types used along with the~~
8 ~~job total average index weighted escalation factors for~~
9 ~~gasoline, diesel and natural gas fuel for both federal and non-~~
10 ~~federal portions shall be reflected on the final estimate by the~~
11 ~~DFEO. This is done by coding the summarized total gallon or~~
12 ~~therm quantities and average index for each fuel type as the~~
13 ~~total quantity to date and unit price respectively on a card type~~
14 ~~5. This card type 5 is then input into CRS to introduce this into~~
15 ~~the final estimate. Note this process is shown in detail in the~~
16 ~~appendix of this manual.~~

17 (8) ~~The special pay item numbers for fuel adjustments are as~~
18 ~~follows:~~

- 19 (a) ~~9-2997 Gasoline~~
20 ~~(3)9-2998 Diesel Fuel~~
21 ~~(4)9-2999 Natural Gas~~

22 **13.2.2 Effect of Rail Shipments**

23 The normal fuel factors are derived based on the assumption that diesel fuel
24 is considered the normal fuel used for trucking materials to the project.
25 Should the Contractor: 1) exercise option A on the Common Carrier Freight
26 Rate Option Form And Rate Affidavit (Contracts Administration Form 375-
27 020-31, OGC 10/95) (See Figure No. 13-5) in the contract (which indicates
28 their intention of shipping by rail any of the applicable materials listed in
29 **Standard Specification Article 9-4**); and 2) actually ship by rail; then the
30 standard diesel factor for the particular pay items containing those materials
31 will require modification. The reviewer shall reduce the standard diesel
32 factor by the appropriate haul factor for that pay item. The appropriate haul
33 factor for those pay items effected is found in the haul of aggregate to plant
34 column on the Factor Tables shown in Appendix I.

35 **13.2.3 Effect of Lump Sum Items**

1 ~~Fuel Adjustments for Lump Sum items must be manually calculated and~~
2 ~~summarized on the final estimate. This is due to secondary units which are~~
3 ~~indirectly involved but have not been programmed in CRS, such as Clearing~~
4 ~~and Grubbing – Acres. An example of this process is shown in detail in the~~
5 ~~Appendix 1 of this manual.~~

6 **~~13.2.4 Effect of Supplemental Agreements (SAs) (as related to Fuel Adjustments)~~**

7 ~~When a new item is added by SA there shall be no fuel adjustment for this~~
8 ~~item. When the quantity for an existing item is changed by SA and the item~~
9 ~~has a fuel factor, the fuel adjustment shall still apply unless otherwise stated~~
10 ~~in the SA.~~

11 **~~13.2.5 Effect of Optional Base Items (as related to Fuel Adjustments)~~**

12 ~~There are 15 base groups (or a total of 330+ individual types including non-~~
13 ~~asphaltic and asphaltic) from which the designer may select. Usually the~~
14 ~~designer narrows the options from 3 to 5 from which the Contractor selects~~
15 ~~one. The particular option is identified by the last three characters of a 9~~
16 ~~digit item number (such as 285-707-247). The first four digits (285-7) merely~~
17 ~~indicate the optional base pay item. The next two digits (07) indicate the~~
18 ~~base group number (01) thru (15). The last 3 digits (247) indicate the item~~
19 ~~description for the particular option the Contractor selects. For contracts,~~
20 ~~where the optional base pay item number shows 6 characters only, fuel~~
21 ~~factors for the base group averages were produced in CRS. Without~~
22 ~~exception these factors have to be replaced manually with corrected factors.~~
23 ~~This is true because the last 3 digits of the pay item number were truncated~~
24 ~~(or suppressed) when transferring from Contract Administration System~~
25 ~~(CAS) to CRS. An example of this process is shown in detail in the~~
26 ~~Appendix I of this manual.~~

27 **~~13.2.6 Adjustment After Contract Expiration~~**

28 ~~Adjustments after the expiration of the last allowable contract day are limited~~
29 ~~to the increase or decrease dictated by the index in effect on that day.~~
30 ~~When a late time extension is allowed for any reason, the last allowable~~
31 ~~contract day must be reestablished and the adjustments shall be~~
32 ~~recalculated to reflect the index in effect at the end of the time extensions.~~
33 ~~When liquidated damages are forgiven as part of a claim settlement, the~~
34 ~~index will not be adjusted unless specifically called for in the SA.~~

13.3 BITUMINOUS MATERIALS PRICE INDEX ADJUSTMENTS

(A) — Index Adjustments Basis: Payment adjustments will be made on bituminous materials, (Asphalt Cements, Cutbacks and Emulsions) in accordance with **Standard Specifications Article 9-2**, when the price index for bituminous materials as developed by the Department increases or decreases in excess of 5%.

(1) — Asphalt Adjustments for items added by SAs: When a new asphalt pay item is added by SA there shall be no asphalt adjustment applied for this item, unless these adjustments are specifically called for in the SA. When the quantity of an existing asphalt pay item is changed by SA, then the bituminous adjustment is applied.

(2) — Optional Base Bituminous Adjustments: In general there will be no bituminous adjustment on an optional base pay item in accordance with **Standard Specification Article 285-9**. Note that contracts that have optional base items, where all options allowed under the contract are asphaltic base, frequently call for a bituminous adjustment in the special provisions of the specific contract. The reviewer shall check the Special Provisions of the contract for this special circumstance which may provide for a bituminous adjustment where all options are asphaltic bases. At this time, bituminous adjustments for asphaltic bases are being done on the final estimate.

13.3.1 Criteria for making the Computations

These adjustments are made automatically and in accordance with the following criteria.

(A) — The unit of measure for pay items using Cut-Back Asphalt (CB) and Emulsified Asphalt (EA) is gallons. Therefore; the quantity of gallons of (CB) and (EA) used are simply the change in the pay item quantity. The adjustment is calculated automatically by the CRS program which multiplies the gallons used by the appropriate escalation factor from the FECHART table as described below.

The quantity of gallons of Asphaltic Cement (AC), used in producing the various asphaltic concrete pay items eligible for a bituminous material price index adjustment on an estimate is calculated by the

Contract Reporting System (CRS) main frame computer program when an estimate is processed by CRS. The gallons calculated on the CRS estimate program generated output sheets are based on two unit conversion factors and the design percent of asphalt cement by weight for virgin asphaltic concrete mixes shown in the 1996 & 1999 editions of the **Standard Specifications Subarticle 331-6.4**. The two conversion factors are 8.58 lb/gal (1.028 kg/l) &; either 100 lb/{sy*in} (47.120 kg/{sm*mm}) or; 2000 lb/ton (1000 kg/metric ton) for square yard (square meter) or english tonnage (metric tonnage) pay items respectively. Note: Gallons in the CRS program are calculated using the percentages shown below:

<u>Mix Type</u>	<u>% Used</u>
S-I, S-II, S-III, ABC-3	6.0
FC-2	6.3
Type II, III, SAHM, ABC-1, ABC-2	6.5
FC-3	6.0
Superpave	6.5

Note: Any change from the design percents stated in **Standard Specifications Subarticle 331-6.4** must be corrected manually and entered on the final estimate. This will require a proportional correction to the gallons/liters shown on the progress estimates. This is usually accomplished on a summary sheet such as those shown in Appendix I of this manual. The net dollar effect of these changes will have to be summed to a single dollar amount. This dollar amount divided by the total gallons/liters of AC used gives the job average index which is to be rounded to four (4) decimal places. The job average index and the total gallons/liters of AC used are then added to the final estimate manually by updating pay item number 300-1-991 on the final estimate. This update is usually accomplished with a 5 card from the FESUBMIT program running under the department's TSO mainframe program.

NOTE: When reclaimed asphalt pavement (RAP) is used, the theoretical gallons /liters of asphalt cement used must be reduced to reflect only the quantity of new liquid added to the mix. The total gallons used and the job average index must then be manually corrected as described above. (See Figure Nos. 13-6 & 13-7).

1 (B) — An escalating factor is that difference between the index for month bid
2 and the index for month used which exceeds the 5% or 10% limit in
3 effect for a particular contract. (This factor is calculated by the CRS
4 program and printed on each estimate processed by CRS). An
5 escalating factor can be a positive or a negative number. These
6 factors can also be found from a table generated by the FECHART
7 main frame computer program of the SFEO. The column headings of
8 the FECHART table cover the following, gasoline price
9 increases/decreases in \$/gal or \$/liter under the heading GAS, diesel
10 fuel price increases/decreases in \$/gal or \$/liter under the heading
11 DSL, natural gas price increases/decreases in \$/therm under the
12 heading NG, asphalt cement price increases/decreases in \$/gal or
13 \$/liter under the heading AC, cut-back asphalt price
14 increases/decreases in \$/gal or \$/liter under the heading CB and
15 finally asphalt emulsion price increase/decrease in \$/gal or \$/liter
16 under the heading EA. Note, although you do not have to calculate
17 each factor you must still check the factors shown on each monthly
18 estimate against the factors shown in the FECHART table. Should
19 the factors shown on the computer generated monthly estimates differ
20 from those shown in the FECHART table then you must call your
21 Final Estimates Area Engineer at the SFEO to determine which factor
22 to use and make any resulting corrections.

23 (C) — The dollar amount for each monthly adjustment is determined by
24 multiplying the quantity as derived in (A) above by the escalation
25 factor as explained in (B) above.

26 (D) — The total adjustment for each of the asphalt cements cutbacks and
27 emulsions will be the accumulation of the monthly gallons or liters
28 with weighted average escalation factors for both federal and non-
29 federal. The totals are reflected on the final estimate.

30 (E) — Special items for bituminous adjustment areas are:

- 31 (1)300-1-991 — Asphalt Cement
- 32 (2)300-1-992 — Cut-Back Asphalts
- 33 (3)300-1-993 — Emulsified Asphalts

34 ~~13.4 FREIGHT RATE ADJUSTMENTS (FRA's)~~

35 The DFEO is responsible for calculating the freight weight quantities shipped and

1 freight rate differences for the covered pay items (be sure to consider whether the
2 rate was quoted in english or metric tons). The DFEO must also show the result of
3 the calculations for both positive and negative rate changes for each freight rate
4 protected material claimed in the Contractor's option list. Finally, the DFEO must
5 also prepare a summary of the calculations showing the adjustment amount for
6 each freight rate protected pay item and the total freight rate adjustment (FRA) for
7 the contract. Railroad freight rate adjustments shall be made in accordance with
8 **Standard Specifications Article 9-4** as follows:

9 (A) — Checking Prerequisites from the Contractor:

- 10 (1) — Option A must be selected in the contract.
- 11 (2) — Only certain construction materials may be claimed, as applicable.
12 (see **Standard Specifications Article 9-4**)
- 13 (3) — Affidavits supported by signed quotations from an authorized freight
14 agent with the rate effective on date of bid for a single origin and
15 destination for each of the applicable materials are required.
- 16 (4) — Changes in origin or destinations must be documented and supported
17 with affidavits and quotations.
- 18 (5) — Original receipted freight bills (or legible copies thereof) with a
19 tabulation covering the applicable materials are required from the
20 Contractor.
- 21 (6) — Should the Contractor's claim be based on changed origins and/or
22 destinations then the rates prevailing at the time of actual shipments
23 for the original origins and destinations must be certified by an
24 authorized freight agent as well. The Department will then use the
25 rate or rates which will be most favorable for FDOT.

26 — (B) — Computing the Adjustment

- 27 (1) — Determine the theoretical weight of the applicable materials required
28 for the final contract pay quantities in accordance with the **Standard**
29 **Specification Article 9-4**. For fine and coarse aggregates in
30 Asphaltic Mixtures or Portland Cement Concrete, determine these
31 weights from design mixes.

- 1 (2) — Compare the actual weights of the applicable materials used in the
2 Contractor's claim to the theoretical requirements and determine the
3 smaller weight.
- 4 (3) — The smaller weight for each applicable material is to be multiplied by
5 the smaller rate change for increases or larger rate change for
6 decreases, and summarized.
- 7 (4) — When the total quantities actually shipped exceed the theoretical
8 quantities required, the Department will calculate the adjustment on
9 the assumption that the theoretical weight was shipped first when
10 rates are increasing and last when rates are decreasing in
11 accordance with **Subarticle 9-4.5 of the Standard Specifications**.
- 12 (5) — The amount of the contract adjustment shall be limited to 90% of the
13 freight cost increase or decrease in excess of the first \$1,000 of
14 freight cost increase or decrease on the contract. If the amount of the
15 freight cost increase or decrease is \$1,000 or less no adjustment will
16 be made.
- 17 (6) — For a detailed freight rate adjustment example
18 (See Figure No-s. 13-5 thru 13-9 and 13-10 through 13-10d).
- 19 (C) — Entering FRA Amount on the Final Estimate
- 20 Using the FESUBMIT program, the FRA amount is entered into department's
21 main frame computer CRS program for generating final estimates as a single
22 line of code on the CRS programs Six Card coding line. This Six Card
23 coding line is placed just after the Five Card pay item coding lines and
24 submitted with the batch code job which will generate a final estimate. When
25 the batch code job has run successfully, the FRA amount will be added to
26 the final estimate and it will be shown on the last of final estimate. The FRA
27 amount does not appear in the Computation Book for the contract. Entering
28 the FRA amount into the CRS program for the Final Estimate is done by
29 coding the following information on the CRS programs Six Card coding line:
- 30 (1) — Starting in card column 1 (CC.1), code the financial project number.
- 31 (2) — In CC.12, the card type CC., the number 6 is precoded to indicate a
32 Six Card.

- 1 (3) ~~In CC.13, the purpose CC., code the letter F to indicate a final~~
2 ~~estimate.~~
- 3 (4) ~~In CC.s 14 and 15 the Est ID CC.s, code the next successive estimate~~
4 ~~number greater than the most recent previous monthly or progress~~
5 ~~estimate. In CC. 16 place an asterisks once the tentative final~~
6 ~~estimate has been run.~~
- 7 (5) ~~Right justified in CC.s 17 to 26, the FRA Amount CC.s, code the~~
8 ~~amount of the FRA rounded to the closest penny. It is mandatory to~~
9 ~~pad the unused spaces in CC.s 17 to 26 with leading zeros. This~~
10 ~~padding is necessary because the code will not run unless some~~
11 ~~value is placed in each of these CC.s.~~
- 12 (6) ~~The amount for the adjustment must exceed \$1,000 to be payable.~~
13 ~~Note: Any amount entered in the Freight Rate Adjustment field on the~~
14 ~~CRS type 6 card will generate a negative adjustment on the estimate~~
15 ~~since all fields are assumed by CRS to be negative. In order to~~
16 ~~generate a positive adjustment one of the special characters shown~~
17 ~~below should be entered in lieu of the last digit in the Freight Rate~~
18 ~~Adjustment field.~~

19 ~~TO GENERATE A NEGATIVE NUMBER~~
20 ~~IF THE VALUE IN CC. 24 IS: ----- REPLACE IT WITH~~

21	0 _____ }
22	1 _____ J
23	2 _____ K
24	3 _____ L
25	4 _____ M
26	5 _____ N
27	6 _____ O
28	7 _____ P
29	8 _____ Q
30	9 _____ R

31 ~~**13.5 LIST OF FIGURES FOLLOWING THIS CHAPTER**~~

- 32 ~~Figure No. 13-1 Price Index Letter From Contract Example~~
33 ~~Figure No. 13-2 Fuel Factor Table (English) Example~~
34 ~~Figure No. 13-3 Fuel Factor Table (Metric) Example~~

1	Figure No. 13-4	Index Difference Printout (English) Example
2	Figure No. 13-4a	Index Difference Printout (Metric) Example
3	Figure No. 13-5	Freight Rate Option Form Example
4	Figure No. 13-6	Job Mix Formula Example
5	Figure No. 13-7	Design Mix Data Sheet Example
6	Figure No. 13-8	Job Mix Formula Example
7	Figure No. 13-9	Design Mix Data Sheet Example
8	Figure No. 13-10	Freight Rate Adjustment Example
9	Figure No. 13-10a	Freight Rate Adjustment Example
10	Figure No. 13-10b	Freight Rate Adjustment Example
11	Figure No. 13-10c	Freight Rate Adjustment Example
12	Figure No. 13-10d	Freight Rate Adjustment Example