**NOTICE**

This is a standard special provision that revises CDOT’s *Standard Specifications for Road and Bridge Construction*. It has gone through a formal review and approval process and has been issued by CDOT’s Construction Engineering Services Branch with formal instructions regarding its use on CDOT Construction Projects. It is to be used as written without change. Do not use modified versions of this special provision on CDOT Construction Projects, and do not use this special provision on CDOT projects in a manner other than specified in the instructions unless such use is first approved by CDOT’s Standards and Specifications Unit. The instructions for use on CDOT construction projects appear below.

Other agencies that use the *Standard Specifications for Road and Bridge Construction* to administer construction projects may use this special provision as appropriate and at their own risk.

**Instructions for use on CDOT construction projects:**

Use this standard special provision on all projects.

###### Section 502 of the Standard Specifications is hereby revised for this project as follows:

###### In the 8th paragraph in Subsection 502.09 (b), revise as follows:

Once the dynamic monitoring is complete, the Contractor's Engineer conducting the PDA shall run Case Pile Wave Analysis Program (CAPWAP) analyses and shall provide the final driving criteria the same day of the test to the Engineer. Production piles driven prior to receipt of the final driving criteria shall be done at the Contractor's risk. Final driving criteria for additional structures shall be provided within two business days of the test or when multiple test piles are dynamically tested the same day. A detailed report electronically sealed by the Contractor's Engineer conducting the PDA shall include the pile driving criteria with the PDA and CAPWAP results and shall be submitted to the Engineer for acceptance within two business days after the dynamic monitoring.