

**Memorandum**

**Date**:         September 11, 2025

**To**:             All Holders of Standard Special Provisions

**From**:        Bill Cornelius, Standards and Specifications Unit Manager

**Subject**:    Issuance of seven new Standard Special Provisions.

Effective this date, September 11, 2025, the Standards and Specs unit has issued seven new SSPs.  Each is dated September 11, 2025.  They are briefly described in the table below.  Please see all of the attachments for further information.

This standard special provision will become mandatory in projects advertised on or after October 1, 2025.  You may use these standard special provisions in projects advertised before this date.

|  | New Standard Special Provisions | Changes | # of pgs | To be used on |
| --- | --- | --- | --- | --- |
| 1 | Revision of Section 106 Buy America (BA), and Build America and Buy America (BABA) requirements – Projects with $500,000 or more in Federal-Aid Highway Funding | An update to the manufactured products section of our Buy America specifications is necessary to comply with the recent elimination of the 1983 Manufactured Products Waiver. This revision will require an additional certification statement be provided by the manufacturer of a manufactured product, that the final assembly of the manufactured product occurred in the United States. This is in addition to a certification statement that any iron/steel used in the manufactured product is Buy America compliant. Additionally, language was added that requires the certification be provided before the manufactured product is installed or paid for. | 1 | All projects with $500K or more in federal-aid highway funding, with a construction phase federal funding obligation date on or after October 1, 2025. |
| 2 | Revision of Section 106 Buy America and Build America Buy America requirements – No Federal-Aid or Projects with less than $500,000 in Federal-Aid Highway Funding | A modification to the existing standard special provision related to Buy America  requirements for those projects with less than $500K in federal-aid highway. With the incorporation of the prior Buy America into the 2025 Standard Specifications book, which included the definitions section, definitions in the Standard Special are no longer needed as they are duplicated. The attached standard special provision deletes the definitions portion. | 1 | All projects  with less than $500K in federal-aid highway funding or no federal-aid highway funding. |
| 3 | Revision of Section 206 Shoring | The changes are the result of safety and construction concerns from Bridge and Regional Resident Engineers. Here is a summary of the changes proposed to 206 regarding shoring.  **Old:** Soil nail proof testing was limited to one for any wall, no matter height, length, or soil condition.  **New:** The Engineer has many roles, and the shoring test frequency should be per the design requirements, not at the Engineer’s discretion. Proof and verification testing will be in line with documented construction manuals and specifications.  **Old:** Material testing (grout and soil) was not required or needed to be reported to CDOT.  **New:** Material testing will be reported to CDOT to document proper construction of shoring.  **Old:** Listed three reference manuals for design.  **New:** Added AASHTO Guide Design Specification for Bridge and Temporary Works  **Old:** Shoring not included in the four listed design references, the Contractor did not have to specify how the wall was designed.  **New:** The Contractor must provide design review to the Engineer for acceptance if not using one of the 4 listed references.  **Old:** Department will pay for any proof or verification testing per the Engineer.  **New:** The Engineer has many roles, and the shoring performance test frequency should be per the design requirements, not at the Engineer’s discretion. Proof and verification testing will be in line with documented construction manuals and specifications. Any additional performance testing beyond the design requirements at the request of the Engineer shall be paid by CDOT, if it passes; the Contractor if it fails. | 3 | All projects with Shoring |
| 4, 5 | Revision of Sections 401 and 412, SafetyEdgeSM | We are converting the current D-614-1 Safety Edge for Pavement into an M-Standard with some minor updates.  The specification will be updated to be consistent with and reference the new M-Standard. | 1 each | All projects with concrete or asphalt paving. |
| 6 | Revision of Section 509 Steel Structures | Clarification to use AWS D1.1 for Hollow Structural Sections used on pedestrian bridges. | 1 | All projects with Hollow Structural Sections. |
| 7 | Revision of Section601 Structural Concrete | Clarification of when field air can be added. | 1 | All projects with Structural Concrete. |

For those of you who keep a record of Standard Special Provisions, please include these provisions. For your convenience, the current SSP Index, all provisions, and their Issuance letters are attached.  You can also find these in our [2025 Construction Specifications](https://www.codot.gov/business/designsupport/cdot-construction-specifications/2025-construction-specifications) website, and on the [Recently Issued Special Provisions](https://www.codot.gov/business/designsupport/cdot-construction-specifications/2023-construction-specifications/recently-issued-special-provisions) webpage.

If you have any questions or comments, please contact this office.



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