

ORINATION FORM

Proposed Revisions to the Specifications

(Please provide all information - incomplete forms will be returned)

Date:

Office:

Originator:

Specification Section:

Telephone:

Article/Subarticle:

email:

Will the proposed revision require changes to:

Publication	Yes	No	Office Staff Contacted
Standard Plans Index			
Traffic Engineering Manual			
FDOT Design Manual			
Construction Project Administration Manual			
Basis of Estimate/Pay Items			
Structures Design Guidelines			
Approved Product List			
Materials Manual			

Will this revision necessitate any of the following:

Design Bulletin

Construction Bulletin

Estimates Bulletin

Materials Bulletin

Are all references to external publications current?

Yes

No

If not, what references need to be updated? (Please include changes in the redline document.)

Why does the existing language need to be changed?

Summary of the changes:

Are these changes applicable to all Department jobs?

Yes

No

If not, what are the restrictions?

Contact the State Specifications Office for assistance in completing this form.

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MIKE DEW
SECRETARY

MEMORANDUM

DATE: November 15, 2018

TO: Specification Review Distribution List

FROM: Dan Hurtado, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **4550503DB Structures Foundations.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Larry Jones of the State Structures Design Office to modify the language.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or online at <http://www2.dot.state.fl.us/ProgramManagement/Development/IndustryReview.aspx> . Comments received after **December 13, 2018**, may not be considered. Your input is encouraged.

DH/dt
Attachment

STRUCTURES FOUNDATIONS.

(REV ~~9-28-18~~11-5-18)

SUBARTICLE 455-5.3 is deleted and the following substituted:

455-5.3 Pile Hammers: All equipment is subject to satisfactory field performance during and without dynamic testing. Use a variable energy hammer to drive concrete piles. Hammers will be rated based on the theoretical energy of the ram at impact. Supply driving equipment which provides the required resistance at a blow count ranging from 3 blows per inch (36 blows per foot) to 10 blows per inch (120 blows per foot) at the end of initial drive, unless approved otherwise by the Engineer after satisfactory field trial. Ensure the hammer is capable of driving to a resistance equal to at least 2.0 times the factored design load plus the scour and down drag resistance shown in the Contract Documents, without overstressing the piling in compression or tension and without reaching or exceeding 20 blows per inch. When the Engineer determines the stroke height or bounce chamber pressure readings do not adequately determine the energy of the hammer, provide and maintain a device to measure the velocity of the ram at impact. Determine the actual hammer energy in the field so that it is consistent with the hammer energy used for each bearing capacity determination. When requested, submit to the Engineer all technical specifications and operating instructions related to hammer equipment.

SUBARTICLE 455-5.3.3 is deleted and the following substituted:

455-5.3.3 Hydraulic: Variable energy hydraulic hammers shall have at least three hydraulic control settings that provide for predictable energy or equivalent ram stroke. The shortest stroke shall be a maximum of 2 feet for the driving of concrete piles. The remaining strokes shall include full stroke and approximately halfway between minimum and maximum stroke.

Supply hammer instrumentation with electronic read out, and control unit that allows the inspector and Engineer to monitor, and the operator to read and adjust the hammer energy or equivalent ram stroke. When pressure measuring equipment is required to determine hammer energy, calibrate the pressure measuring equipment before use.

SUBARTICLE 455-5.4.2 is deleted and the following substituted:

455-5.4.2 Pile Cushion: Provide a pile cushion that is adequate to protect the pile from being overstressed in compression and tension during driving. Use a pile cushion sized so that it will fully fill the lateral dimensions of the pile helmet minus one inch but does not cover any void or hole extending through the top of the pile. Determine the thickness based upon the hammer-pile-soil system. For driving concrete piles, use a pile cushion made from pine plywood or oak lumber. Alternative materials may be used with the approval of the Engineer. Obtain the Engineer's approval for all pile cushions. Do not use materials previously soaked, saturated or treated with oil. Maintain pile cushions in good condition and replace them when charred, splintered, excessively compressed, or otherwise deteriorated to the point it will not protect the pile against overstressing in tension or compression. Protect cushions from the weather, and keep

them dry. Do not soak the cushions in any liquid. Provide a new cushion for each pile unless approved otherwise by the Engineer after satisfactory field trial during dynamic testing.

During dynamic load tests, replace the pile cushion when any of the pile stress measurements exceed the maximum allowed pile stress determined by 455-5.12.2. When driving a pile without dynamic testing, Rreplace the pile cushion, ~~if during the driving of any pile, when~~ the cushion is either compressed more than one-half the original thickness, begins to burn, or as directed by the Engineer after field performance. ~~Provide a new cushion for each pile unless approved otherwise by the Engineer after satisfactory field trial.~~

Reuse pile cushions in good condition to perform all set-checks and redrives. Use the same cushion to perform the set-check or redrive as was used during the initial driving, unless this cushion is unacceptable due to deterioration, in which case use a similar cushion.

SUBARTICLE 455-8.1 is deleted and the following substituted:

455-8.1 Description: Furnish, splice, drive, and cut off structural steel shapes to form bearing piles. Include in this work the preparation of a smooth and square pile top meeting the requirements of ASTM A252 or API 5L prior to driving, installation of structural steel bracing by bolting or welding, construction of splices and the filling of pipe piles with the specified materials specified in 455-8.9.

SUBARTICLE 455-5.9 is deleted and the following substituted:

455-5.9 Penetration Requirements: Measure the penetration of piles from the elevation of natural ground, the deepest scour elevation shown in the ~~Pil~~anse Data Table, or the bottom of excavation, whichever is lower. When the Contract Documents show a minimum pile tip elevation, drive the tip of the pile to this minimum elevation. The Engineer will accept the bearing of a pile only if the Contractor achieves the required bearing when the tip of the pile is at or below the specified minimum tip elevation and below the bottom of the preformed or predrilled pile hole.

When the Plans do not show a minimum tip elevation, ensure that the penetration is at least 10 feet into firm bearing material or at least 20 feet into soft material unless otherwise permitted by the Engineer. ~~If a scour elevation is shown in the Plans, achieve this penetration below the scour elevation.~~ The Engineer may accept a penetration between 15 feet and 20 feet when there is an accumulation of five consecutive feet or more of firm bearing material. Firm bearing material is any material offering a driving resistance greater than or equal to 30 tons per square foot of gross pile area as determined by the Dynamic Load Testing (455-5.12.4). Soft material is any material offering less than these resistances. The gross pile area is the actual pile tip cross-sectional area for solid concrete piles, the product of the width and depth for H piles, and the area within the outside perimeter for pipe piles and voided concrete piles.

Do not drive piles beyond practical refusal. To meet the requirements in this Subarticle, provide penetration aids, such as jetting or preformed pile holes, when piles cannot be driven to the required penetration without reaching practical refusal.

SUBARTICLE 455-5.14 is deleted and the following substituted:

455-5.14 Dynamic Load Tests: Take dynamic measurements during the driving of piles designated in the Plans. Provide all personnel, materials and equipment for dynamic testing. For concrete piles, install instruments prior to driving and monitor all blows delivered to the pile. For steel production piles, the Engineer may accept instrumented set checks or redrives. Perform dynamic load tests to evaluate the following:

1. Suitability of the driving equipment, including hammer, capblock, pile cushion, and any proposed follower.
2. Pile capacity.
3. Pile stresses.
4. Energy transfer to pile.
5. Distribution of soil resistance.
6. Soil variables including quake and damping.
7. Hammer-pile-soil system for Wave Equation analyses.
8. Pile installation problems.
9. Verify the bearing stratum is of sufficient thickness to prevent punching shear failure.

Either install internal gauges in the piles in accordance with Standard Plans, Index 455-003, or attach instruments (strain transducers to measure force and accelerometers to measure acceleration) with bolts to the pile for dynamic ~~load~~ testing.

Monitor the stresses in the piles with the dynamic test equipment during driving to ensure the maximum allowed stresses are not exceeded. If necessary, add additional cushioning, replace the cushions, or reduce the hammer stroke to maintain stresses below the maximum allowable. If dynamic test equipment measurements indicate non-axial driving, immediately realign the driving system. If the cushion is compressed to the point that a change in alignment of the hammer will not correct the problem, add cushioning or change the cushion.

Drive the pile to the required penetration and resistance.

Do not use a cold diesel hammer for a set-check. Generally, warm up the hammer by driving another pile or applying at least 20 blows to a previously driven pile or to timber mats placed on the ground.

SUBARTICLE 455-16.3 is deleted and the following substituted:

455-16.3 Support, Alignment, and Tolerance: Tie and support the reinforcing steel in the shaft so that the reinforcing steel will remain within allowable tolerances as specified in 455-20 and Section 415.

Use centering devices consisting of wheels or other approved noncorrosive spacing devices within 3 feet of the bottom, within 6 feet of the top, and intervals not exceeding 10 feet along the shaft to ensure concentric spacing for the entire length of the cage. When a casing with an inside diameter (I.D.) larger than the required shaft diameter is used, provide, within the portion of the oversized casing, centering devices specially dimensioned to ensure the casing and the cage are concentric. Do not use block or wire type spacers. Ensure no metallic elements will be within the concrete cover space. Use a minimum of one spacer per 30 inches of

circumference of cage with a minimum of four at each level. Provide spacers at the bottom of the drilled shaft reinforcing cage as required to maintain the proper position of the cage.

Check the elevation of the top of the steel cage before and after placing the concrete. If the cage is not within the specified tolerances, correct, and submit a revised DSIP to the Engineer for approval. Do not construct additional shafts until receiving approval from the Engineer.

SUBARTICLE 455-16.4 is deleted and the following substituted:

455-16.4 Nondestructive Integrity Testing Access Tubes: Install access tubes full length in all drilled shafts from the tip of shaft to a point high enough above top of shaft to allow Thermal Integrity Testing for Drilled Shafts (TITDS) and Cross-Hole Sonic Logging (CSL) testing, but not less than 30 inches above the top of the drilled shaft, ground surface or water surface, whichever is higher. Equally space tubes around circumference of drilled shaft. Securely tie access tubes to the inside of the reinforcing cage and align tubes to be parallel to the vertical axis of the center of the cage. Access tubes from the top of the reinforcing cage to the tip of the shaft shall be NPS 1-1/2 Schedule 40 black iron or black steel (not galvanized) pipe. Access tubes above the top of the reinforcing cage may be the same black iron or black steel pipe or Schedule 40 PVC pipe. Ensure that the access tubes are free from loose rust, scale, dirt, paint, oil and other foreign material. Couple tubes as required with threaded couplers, such that inside of tube remains flush. Seal the bottom and top of the tubes with threaded caps. The tubes, joints and bottom caps shall be watertight. Seal the top of the tubes with lubricated, threaded caps sufficient to prevent the intrusion of foreign materials. Stiffen the cage sufficiently to prevent damage or misalignment of access tubes during the lifting and installation of the cage. Exercise care in removing the caps from the top of the tubes after installation so as not to apply excess torque, hammering or other stress which could break the bond between the tubes and the concrete.

Provide the following number (rounded up to the next whole number of tubes) and configuration of ~~cross-hole sonic logging~~ access tubes in each drilled shaft based on the diameter of the shaft.

Shaft Diameter	Number of Tubes Required	Configuration around the inside of Circular Reinforcing Cage
36 to 48 inches	4	90 degrees apart
Greater than 48 inches	1 tube per foot of Shaft Diameter	360 degrees divided by the Number of Tubes

Insert simulated or mock probes in each access tube prior to concreting to ensure the serviceability of the tube. Fill access tubes with clean potable water and recap prior to concreting. Repair or replace any leaking, misaligned or unserviceable tubes as in a manner acceptable to the Engineer prior to concreting.

For drilled shaft foundations requiring anchor bolts, verify access tubes will not interfere with anchor bolt installation before excavating the shaft. When access tube locations conflict with anchor bolt locations, move the access tube location plus or minus 2 inches along the inner circumference of the reinforcing cage.

For drilled shafts supporting sign, signal, lighting and ITS structures, if the shaft cleaning operations result in excavating below the required tip elevation, the access tubes do not need to be extended. If the reinforcing steel cage is suspended in place from the top rather than resting on the bottom of the excavation, clearly mark the top of shaft location on each tube.

When called for in the Contract Documents, provide embedded thermal wires and equipment to allow TITDS in accordance with ASTM D7949 Method B.