

May 3, 2002

**MEMORANDUM**

**TO:** District Structures Design Engineers  
(Gerard Moliere, Rod Nelson, John Golden, John Daniels, Neil Kenis, Kim Saing, Jose Rodriguez, and Agnes Spielmann)  
District and Central Office Construction Engineers  
(Dan Foss, Henry Haggerty, Steve Benak, Jennifer Olson, Frank O'Dea, Mark Croft, Jim Moulton, Jr., Walt Lange, and Anath Prasad)

**FROM:** William N. Nickas, State Structures Design Engineer  
Greg Xanders, State Construction Engineer

**COPIES:** Secretary Tom Barry, Assistant Secretary Ken Morefield, District Secretaries (David Twiddy, Aage Schroder, Edward Prescott, Rick Chesser, Mike Snyder, Jose Abreu, Ken Hartmann, Jim Ely) Freddie Simmons, Bill Albaugh, Bill Domico, Jack Evans, Bob Nichols, Larry Sessions, Marcus Ansley, Doug Edwards (FHWA), Greg Xanders, Sharon Holmes, Henry Bollmann, Steve Plotkin, Tom Andres, Robert Robertson, Tony Mireles, Duane Brautigam

**SUBJECT:** **Temporary Design Bulletin C02-09 and Construction Memorandum No. 11-02 Dead End Anchor (Bond Item Anchor) Effective 5/3/02**

The Department of Transportation has prohibited the use of dead end anchors for post-tensioning tendons with strand; however, Shop Drawings and/or Change Orders continue to be submitted with the allowance for and use of dead end anchors. Dead end anchors are prohibited for the following reasons:

1. Tendon removal and replacement is impossible.

2. In-place friction test cannot be performed because the load cell cannot be placed on the dead end.
3. The intent of the original design is compromised since the full tendon force does not continue to the end of the anchorage where the force was intended to be applied.
4. Post-tensioning ducts cannot be tested with a torpedo if a dead end anchor is used.
5. Strands cannot be moved back and forth in the ducts to ensure no grout leakage or duct damage has occurred.

From this time forward, all parties are to discontinue the contract specification and shop drawing allowance of dead end anchors and everyone is assigned the responsibility of ensuring that no dead end anchors are utilized on Florida Department of Transportation projects.

WNN:nh