ORIGINATION FORM
Proposed Revisions to the Specifications

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

Date: 10-6-2015

Specification Section: SP 455 DB

Originator: Juan Castellanos

Articles/Subarticles: 455-1.3, 455-2.1, 455-2.4, 455-2.8, 455-5.2, 455-5.18, 455-7.7.2, 455-7.8, 455-15.1.2, 455-15.1.3, 455-15.4, 455-17.6.1.3,

Telephone: 850-414-4276

email: juan.castellanos@dot.state.fl.us

Will the proposed revision involve Design Standard Index changes? Yes ○ No ●

Roadway Design staff contacted (name): Paul Hiers

Structures Design staff contacted (name): Steve Nolan and Larry Jones

Will the proposed revision involve PPM changes? Yes ○ No ●

Roadway Design staff contacted (name): Paul Hiers

Will the proposed revision involve CPAM changes? Yes ○ No ●

Construction staff contacted (name): Juan Castellanos

Will the proposed revision involve Pay Item changes? Yes ○ No ●

Estimates staff contacted (name): Melissa Hollis

Will the proposed revision involve SDG changes? Yes ○ No ●

Structures staff contacted (name): Charles Boyd and Larry Jones

Will the proposed revision involve APL changes? Yes ○ No ○

Product Evaluation staff contacted (name): Katen Byram

Will the proposed revision involve Material Manual changes? Yes ○ No ○

State Materials Office staff contacted (name): David Horhota

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.)

None

Why does the existing language need to be changed?

1. To correct language that currently does not address properly instrumentation of dowel splices in piles. 2. To correct language in the drilled shaft specifications to address properly casing requirements. 3. To adjust the language to use electronic submittals instead of written and hard copied material

Summary of the changes:

55-7.7.2 and 455-7.8: Language changes to ensure that unplanned and planned dowel splices are instrumented during driving. 455-15.13: Language changes to ensure that the limitation of the temporary casing diameter being maximum 24" larger than the

Are these changes applicable to all Department jobs? Yes ○ No ●

If not, what are the restrictions?

This specification is for Design Build Projects

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

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JIM BOXOLD
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M E M O R A N D U M

DATE: October 26, 2015

TO: Specification Review Distribution List

FROM: Daniel Scheer, P.E., State Specifications Engineer

SUBJECT: Proposed Specification: **4550103DB Structures Foundations.**

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

These changes are proposed by Juan Castellanos of the State Construction Office to modify the language to ensure the following: unplanned and planned dowel splices are instrumented during driving; the limitation that temporary casing diameter cannot be 24" greater than the diameter of the reinforcing steel cage applies to both bridges and miscellaneous structures; and, temporary casing is to be removed after concrete is placed for the dry method. Revisions were also made to require all documentation to be submitted by electronic means.

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 **November 21, 2015,** may not be considered. Your input is encouraged.

DS/dt
Attachment

STRUCTURES FOUNDATIONS.
(REV 10-~~16~~19-15)

SUBARTICLE 455-1.3 is deleted and the following substituted:

455-1.3 Cofferdams: Construct cofferdams as detailed in the Plans. When cofferdams are not detailed in the Plans, employ a qualified Specialty Engineer to design cofferdams, and to sign and seal the plans and specification requirements. Send the designs to the Engineer for his records before beginning construction.

Provide a qualified diver and a safety diver to inspect the conditions of the foundation enclosure or cofferdam when the Contract Documents require a seal for construction. Equip these divers with suitable voice communications, and have them inspect the foundation enclosure and cofferdam periphery including each sheeting indentation and around each piling or drilled shaft to ensure that no layers of mud or other undesirable materials were left above the bottom of seal elevation during the excavation process. Also have the divers check to make sure the surfaces of the piles or drilled shafts are sufficiently clean to allow bond of the concrete down to the minimum bottom of seal elevation. When required, ensure that there are no mounds of stone, shell, or other authorized backfill material left after placement and grading. Ensure that the seal is placed as specified and evaluate the adequacy of the foundation soils or rock. Correct any deficiencies found by the divers. Upon completion of inspection by the divers, the Department may also elect to inspect the work before authorizing the Contractor to proceed with subsequent construction operations. ~~Furnish the Engineer~~Submit a written report by the divers to the Engineer indicating the results of their underwater inspection before requesting authorization to place the seal concrete.

SUBARTICLE 455-2.1 is deleted and the following substituted:

455-2.1 General: Employ a professional testing laboratory, or Specialty Engineer with prior load test experience on at least three projects, to conduct the load test in compliance with these Specifications, to record all data, and to ~~furnish~~submit signed and sealed reports of the test results to the Engineer.

Perform the load test by applying a load up to the load required in the Contract Documents or to the failure load, whichever occurs first.

Do not apply test loads to piles sooner than 48 hours (or the time interval shown in the Plans) after driving of the test pile or reaction piles, whichever occurs last.

Do not begin static load testing of drilled shafts until the concrete has attained a compressive strength of 3,400 psi. The Contractor may use high early strength concrete to obtain this strength at an earlier time to prevent testing delays.

Provide all equipment, materials, labor, and personnel required to conduct the load tests, including determination of anchor reaction member depths. In this case, provide a loading apparatus designed to accommodate the maximum load plus an adequate safety factor.

While performing the load test, provide safety equipment, and employ safety procedures consistent with the latest approved practices for this work. Include with these safety procedures, adequate support for the load test plates and jack to prevent them from falling in the event of a release of load due to hydraulic failure, test pile/shaft failure, or any other cause.

SUBARTICLE 455-2.4 is deleted and the following substituted:

455-2.4 Load Test Instrumentation:

1. General: The intent of the load test instrumentation is to measure the test load on top of the pile/shaft and its distribution between side friction and end bearing to provide evaluation of the preliminary design calculations and settlement estimates and to provide information for final pile/shaft length design. Ensure that the instrumentation is as described in the Contract Documents.

Supply 110 V, 60 Hz, 30 A of AC electric power in accordance with the National Electric Code (NEC) to each test pile/shaft site during the installation of the instrumentation, during the load testing, and during any instrumented set-checks/redrives.

Place all of the internal instrumentation on the rebar cage before installation in the test shaft. Construct the rebar cage at least two days before it is required for construction of the test shaft. Successfully demonstrate the lifting and handling procedures before installing the instrumentation. Place the instrumented rebar cage in one segment without causing damage to the instrumentation.

2. Hydraulic Jack and Load Cell: Provide hydraulic jack(s) of adequate size to deliver the required test load to the pile/shaft unless shown otherwise in the Plans. Before load testing begins, ~~furnish~~submit a certificate from a reputable testing laboratory showing a calibration of gauge readings for all stages of jack loading and unloading for jacks provided. Ensure that the jack has been calibrated within the preceding six months. Ensure that the accuracy of the gauge is within 5% of the true load.

Provide an adequate load cell accepted by the Engineer that has been calibrated within the preceding six months. Provide an approved electrical readout device for the load cell. Before beginning load testing, ~~furnish~~submit a certificate from a reputable testing laboratory showing a calibration of readings for all stages of loading and unloading for load cells furnished by the Contractor. Ensure that the accuracy of the load cell is within 1% of the true load.

3. Telltales: When shown in the Contract Documents, provide telltales that consist of an unstressed steel rod placed, with appropriate clearance and greased for reducing friction and corrosion, inside a constant-diameter pipe that rests on a flat plate attached to the end of the pipe at a point of interest shown in the Plans. Construct telltales in accordance with details shown in the Contract Documents. Install dial gauges reading to 0.001 inch with 1 inch minimum travel as directed by the Specialty Engineer to measure the movement of the telltale with respect to the top of the pile/shaft.

4. Embedded Strain Gauges: Provide strain gauges which shall be placed in the test shaft to measure the distribution of the load. Ensure that the type, number, and location of the strain gauges are as shown in the Plans or as directed by the Geotechnical Foundation Design Engineer of Record (GFDEOR). Use strain gauges that are waterproof and have suitable shielded cable that is unspliced within the shaft. In drilled shafts provide sufficient instrumentation to determine side friction components in segments no longer than 5 feet and the end bearing component.

5. Caliper: Provide a caliper tool or system to measure accurately and continuously the shape of test shafts prior to placing concrete.

SUBARTICLE 455-2.8 is deleted and the following substituted:

455-2.8 Required Reports: Submit a static load test report signed and sealed by the Specialty Engineer to the Engineer for review and acceptance, at least three working days, excluding weekends and Department observed holidays, prior to beginning production pile/shaft construction. Include in the report of the load test the following information:

1. A tabulation of the time of, and the amount of, the load and settlement readings, and the load and recovery readings taken during the loading and unloading of the pile/shaft.
2. A graphic representation of the test results, during loading and unloading of pile/shaft top movement as measured by the average of the dial gauge readings, from wireline readings and from level readings.
3. A graphic representation of the test results, when using telltales, showing pile/shaft compression and pile/shaft tip movement.
4. The estimated failure and safe loads according to the criteria described herein.
5. The derived side friction component for each pile/shaft segment, and end bearing component. Include all pertinent test data, analysis and charts used to determine these values.
6. Remarks concerning any unusual occurrences during the loading of the pile/shaft.
7. The names of those making the required observations of the results of the load test, the weather conditions prevailing during the load test, and the effect of weather conditions on the load test.
8. All supporting data including jack and load cell calibrations and certificates and other equipment requiring calibration.
9. All data taken during the load test together with instrument calibration certifications. In addition, ~~provide~~submit a report showing an analysis of the results of axial load and lateral load tests in which soil resistance along and against the pile/shaft is reported as a function of deflection.
10. For drilled shafts, include all cross-hole sonic logging results, gamma-gamma density logging results, the results of other integrity tests, caliper measurements data and the pilot holes reports of core borings. Attach this report to the final authorized tip elevations letter in accordance with 455-15.6.
11. For piles, include pile driving records, and dynamic testing data and analysis.
12. Submit a signed & sealed letter to the Department confirming the design assumptions were verified by the load tests before proceeding with production foundation construction.

SUBARTICLE 455-5.2 is deleted and the following substituted:

455-5.2 Pile Hammers: All equipment is subject to satisfactory field performance. 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 proven acceptable 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 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, ~~furnish~~submit to the Engineer all technical specifications and operating instructions related to hammer equipment.

455-5.2.1 Air/steam: Variable energy air/steam hammers shall be capable of providing at least two ram stroke lengths. The short ram stroke length shall be approximately half of the full stroke for hammers with strokes up to 4 feet and no more than 2 feet for hammers with maximum strokes lengths over 4 feet. Operate and maintain air/steam hammers within the manufacturer's specified ranges. Use a plant and equipment for steam and air hammers with sufficient capacity to maintain, under working conditions, the hammer, volume and pressure specified by the manufacturer. Equip the plant and equipment with accurate pressure gauges which are easily accessible. Drive piles with air/steam hammers operating within 10% of the manufacturer's rated speed in blows per minute.

455-5.2.2 Diesel: Variable energy diesel hammers shall have at least three fuel settings that will produce reduced strokes. Operate and maintain diesel hammers within the manufacturer's specified ranges. Determine the rated energy of diesel hammers using measured ram stroke length multiplied by the weight of the ram for open end hammers and by methods recommended by the manufacturer for closed end hammers.

Provide and maintain in working order an approved device to automatically determine and display ram stroke for open-end diesel hammers.

Equip closed-end (double acting) diesel hammers with a bounce chamber pressure gauge, in good working order, mounted near ground level so it can be easily read. Also, ~~provide the~~submit to the Engineer ~~with~~ a chart, calibrated to actual hammer performance within 30 days prior to initial use, equating bounce chamber pressure to either equivalent energy or stroke for the closed-end diesel hammer to be used.

455-5.2.3 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 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.

455-5.2.4 Vibratory: Vibratory hammers of sufficient capacity (force and amplitude) may be used to drive steel sheet piles and, with acceptance of the Engineer, to drive steel bearing piles a sufficient distance to get the impact hammer on the pile (to stick the pile). The Geotechnical Foundation Design Engineer of Record will determine the allowable depth of driving using the vibratory hammer based on site conditions. However, in all cases, use a power impact hammer for the last 15 feet or more of the final driving of steel bearing piles for bearing determinations after all piles in the bent/pier have been driven with a vibratory hammer. Do not

use vibrating hammers to install concrete piles, or to install support or reaction piles for a load test.

SUBARTICLE 455-5.18 is deleted and the following substituted:

455-5.18 Foundation Certification Packages: Submit ~~two copies of a certification~~certification packages of pile foundations to the Engineer prior to Pile Verification Testing. A separate Foundation Certification Package must be submitted for each foundation unit. A foundation unit is defined as all the piles within one bent or pier for a specific bridge for each phase of construction. Each Foundation Certification Package shall contain an original certification letter signed and sealed by the GFDEOR certifying the piles have the required axial capacity including compression and uplift, lateral stability, pile integrity, and settlement will not affect the functionality of the structure. The package shall also include ~~clearly legible copies of~~ all pile driving logs, ~~clearly legible,~~ EDC records, all supplemental dynamic testing raw data and analyses for the foundation unit, and the signed and sealed evaluation performed to address out of tolerance piles in accordance with 455-5.15.5. The certification shall not be contingent on any future testing or approval by Engineer. ~~The Engineer will accept both electronic and paper submittals of the certification packages provided the certification letter is signed and sealed in accordance with Chapter 61G15-23, Florida Administrative Code.~~

SUBARTICLE 455-7.7.2 is deleted and the following substituted:

455-7.7.2 Extensions to be Driven or Those 21 feet or Longer: Construct extensions to be driven or extensions 21 feet or longer in length in accordance with the details shown in the Plans and in a manner including the requirements, sequences, and procedures outlined below:

1. Cast a splice section in accordance with Section 450 with the dowel steel in the correct position and alignment.
2. Drill dowel holes using an approved steel template that will position and align the drill bit during drilling. Drill holes a minimum of 2 inches deeper than the length of the dowel to be inserted.
3. Clean the drilled dowel holes by inserting a high pressure air hose to the bottom of the hole and blowing the hole clean from the bottom upward. Eliminate any oil, dust, water, and other deleterious materials from the holes and the concrete surfaces to be joined.
4. Place forms around joints between the pile sections.
5. Mix the adhesive components in accordance with the manufacturer's directions. Do not mix sand or any other filler material with the epoxy components unless it is prepackaged by the manufacturer for this specific purpose. Use adhesives meeting the requirements of Section 926 for Type B Epoxy Compounds.
6. After ensuring that all concrete surfaces are dry, fill the dowel holes with the adhesive material.
7. Insert the dowels of the spliced section into the adhesive filled holes of the bottom section and position the spliced section so that the axes of the two sections are in concentric alignment and the ends of the abutting sections are spaced 1/2 inches apart. The Contractor may use small steel spacers of the required thickness provided they have 3 inches or

more of cover after completing the splice. Fill the space between the abutting sections completely with the adhesive.

8. Secure the spliced sections in alignment until the adhesive is cured in accordance with the manufacturer's directions for the time appropriate with the prevailing ambient temperatures. Do not utilize the crane to secure the pile extension during the adhesive cure time. Utilize alignment braces to maintain the proper pile alignment during the epoxy cure time.

9. After curing is completed, remove alignment braces and forms and clean and dress the spliced area to match the pile dimensions.

When splices need to be driven perform dynamic instrumentation during the driving of the spliced pile to monitor and control the stresses and to verify the splicing integrity. Replace any damaged pile splices in accordance with 455-11.2.7. Provide the Engineer 48 hours advance notification prior to driving spliced piles.

SUBARTICLE 455-7.8 is deleted and the following substituted:

455-7.8 Pre-Planned Splices: Splices shall be made by the doweled splice method contained in the Standard Indexes or may be made using proprietary splices which are listed on the Department's Approved Product List (APL). Splice test piles in the same manner as the production piles. Include in the pile installation plan, the chosen method of splicing and the approximate locations of the splice. Generally, place the splice at approximately the midpoint between the estimated pile tip and the ground surface, considering scour if applicable. Stagger the splice location between adjacent piles by a minimum of 10 feet. Obtain the Engineer's approval prior to constructing any pile sections. Construct piles which are to be spliced using the doweled splice with preformed dowel holes in the bottom section and embedded dowels in the upper section.

~~When electing to use dowel splices, perform a dynamic load test on each dowel spliced pile to verify the splicing integrity at the end of driving. Replace any damaged pile splices in accordance with 455-11.2.7. Provide the Engineer 48 hours advance notification prior to driving piles with epoxy-bonded dowel splices.~~

. Mechanical pile splices shall be capable of developing the following capacities in the pile section unless shown otherwise in the Plans and capable of being installed without damage to the pile or splice:

1. Compressive strength = (Pile Cross sectional area) x (28 day concrete strength)

2. Tensile Strength = (Pile Cross sectional area) x 900 psi

Pile Size (inches)	Bending Strength (kip-feet)
18	245
20	325
24	600
30	950

SUBARTICLE 455-15.1.2 is deleted and the following substituted:

455-15.1.2 Drilled Shaft Installation Plan (DSIP): At the preconstruction conference or at least 15 days prior to constructing the first drilled shaft, submit a Drilled Shaft Installation Plan (DSIP) for review and acceptance by the Engineer. The DSIP will be used to govern all drilled shaft construction activities. In the event that deviations from the DSIP are observed, the Engineer may perform Independent Verification Testing/Review of the Contractor's equipment, procedures and personnel at any time during production drilled shaft construction. If, as determined by the Engineer, drilled shaft construction equipment, procedures or personnel is deemed inadequate to consistently provide drilled shafts meeting the contract requirements, the Contractor's DSIP may be withdrawn pending corrective actions. All drilled shaft construction activities shall then cease and not restart until corrective actions have been taken and the DSIP has been re-accepted.

Include in the DSIP the following details:

1. Name and experience record of drilled shaft superintendent or foreman in responsible charge of drilled shaft operations. Ensure the drilled shaft superintendent or foreman in responsible charge of the drilled shaft operations has the experience requirements of 105-8.13 installing drilled shafts of the size and depth shown in the Plans using the following methods:

a. Mineral slurry,
b. Casings up to the length shown in the Plans,
c. Shaft drilling operations on water under conditions as shown in the Plans.

2. List and size of proposed equipment, including cranes, drills, augers, bailing buckets, final cleaning equipment, desanding equipment, slurry pumps, core sampling equipment, tremies or concrete pumps, casings, etc.

3. Details of sequence of construction operations and sequence of shaft construction in bents or shaft groups.

4. Details of shaft excavation methods.

5. Details of slurry, including proposed methods to mix, circulate, desand, test methods, and proposed testing laboratory to document test results.

6. Details of proposed methods to clean shaft after initial excavation.

7. Details of shaft reinforcement, including methods to ensure centering/required cover, cage integrity during placement, placement procedures, cage support, and tie downs.

8. Details of concrete placement, including elapsed concrete placement times and proposed operational procedures for concrete tremie or pump, including initial placement, raising during placement, and overfilling of the shaft concrete. ~~Provide~~Include provisions to ensure proper final shaft cutoff elevation.

9. Details of casing removal when removal is required, including minimum concrete head in casing during removal.

10. Required submittals, including shop drawing and concrete design mixes.

11. Details of any required load tests, including equipment and procedures, and recent calibrations for any jacks or load cells.

12. Proposed Cross-Hole Sonic Logging (CSL) Specialty Engineer to perform, log, analyze, and report the test results.

13. Methods and equipment proposed to prevent displacement of casing and/or shafts during placement and compaction of fill.

14. Provide the make and model of the shaft inspection device, if applicable, and procedures for visual inspection.

15. Details of environmental control procedures used to prevent loss of slurry or concrete into waterways or other protected areas.

16. Proposed schedule for test shaft installation, load tests and production shaft installation.

17. For drilled shafts for sign, signal, lighting and ITS structures constructed using polymer slurry, identify the polymer slurry meeting the requirements of 455-15.8.2, the pH and viscosity ranges recommended by the manufacturer for the materials to be excavated and a description of the mixing method to be used. Submit the Material Safety Data Sheets (MSDS) for the product, and certifications that the polymer slurry and components meet the requirements of 455-15.8.2. Submit the contact information for the manufacturer's representative available for immediate contact during shaft construction and the representative's schedule of availability.

18. Methods to identify and remediate drilled shaft deficiencies.

19. Names of the CTQP qualified inspectors assigned to inspect the drilled shaft installation.

20. The name and contact information for the single representative of the Contractor, independent of field operations personnel, to resolve to the Engineer's satisfaction, conflicts in the drilled shaft installation procedures. This person shall be available within two hour's notice, and shall have the authority to refer issues to higher levels (corporate, if needed).

21. Procedure for grouting CSL access tubes.

22. A letter from the GFDEOR certifying concurrence with the DSIP.

SUBARTICLE 455-15.1.3 is deleted and the following substituted:

455-15.1.3 General Methods & Equipment: Perform the excavations required for the shafts, through whatever materials encountered, to the dimensions and elevations shown in the Contract Documents, using methods and equipment suitable for the intended purpose and the materials encountered. Provide drilling tools with a diameter not smaller than the shaft diameter required in the Plans minus 1 inch. Provide equipment capable of constructing shafts supporting bridges to a depth equal to the deepest shaft shown in the Plans plus 15 foot or plus three times the shaft diameter, whichever is greater, except when the Plans require equipment capable of constructing shafts to a deeper depth. Provide equipment capable of constructing shafts supporting sign, signal, lighting and ITS structures to a depth equal to the deepest shaft shown in the Plans plus 5 feet.

Construct drilled shafts according to the Contract Documents using generally either the dry method, wet method, casing method, or permanent casing method as necessary to produce sound, durable concrete foundation shafts free of defects. Use the permanent casing method only when required by the Plans. When the Plans describe a particular

method of construction, use this method. When the Plans do not describe a particular method, propose a method on the basis of its suitability to the site conditions and submit it for acceptance by the Engineer.

Set a suitable temporary removable surface casing from at least 1 foot above the ground surface to at least 1-1/2 shaft diameters below the ground surface to prevent caving of the surface soils and to aid in maintaining shaft position and alignment. Do not use a temporary casing greater than the diameter of the reinforcing steel cage, plus 24 inches. Fill the oversized temporary casing with drilled shaft concrete at no additional expense to the Department. Withdraw the surface casing after concrete placement.

For drilled shafts installed to support sign, signal, lighting and ITS structures, provide temporary surface casings from at least 1 foot above the ground surface to at least 5 feet below the ground surface. ~~Do not use a temporary casing greater than the diameter of the reinforcing steel cage, plus 24 inches. Fill the oversized temporary casing with drilled shaft concrete at no additional expense to the Department~~. For sign, signal, lighting and ITS structures foundations located within permanent sidewalks or within 5 feet of curb sections, provide temporary surface casings from no lower than the top of sidewalk to at least 5 feet below the ground surface.

For drilled shafts installed to support sign, signal, lighting and ITS structures, fill the excavation with premixed mineral slurry meeting the requirements of 455-15.8.1 or polymer slurry meeting the requirements of 455-15.8.2 before the drill advances to the bottom of the temporary casing. Do not attempt to excavate the shaft using plain water or natural slurry. Do not attempt to excavate the shaft using dry construction method unless specifically indicated in the Plans.

SUBARTICLE 455-15.4 is deleted and the following substituted:

455-15.4 Temporary Casing Construction Method: Use the temporary casing method at all sites where it is inappropriate to use the dry or wet construction methods without the use of temporary casings other than surface casings. In this method, the casing is advanced prior to excavation and withdrawn after concrete placement. When a formation is reached that is nearly impervious, seal in the nearly impervious formation. Proceed with drilling as with the wet method to the projected depth. Proceed with the placement of the concrete as with the dry method ~~except withdraw the casing after placing the concrete~~. In the event seepage conditions prevent use of the dry method, complete the excavation and concrete placement using wet methods.

Where drilling through materials having a tendency to cave, advance the excavation by drilling in a mineral slurry. In the event that a caving layer or layers are encountered that cannot be controlled by slurry, install temporary removable casing through such caving layer or layers. The Engineer may require overreaming to the outside diameter of the casing. Take whatever steps are required to prevent caving during shaft excavation including installation of deeper casings. If electing to remove a casing and replace it with a longer casing through caving soils, backfill the excavation. The Contractor may use soil previously excavated or soil from the site to backfill the excavation. The Contractor may use other acceptable methods which will control the size of the excavation and protect the integrity of the foundation soils to excavate through caving layers.

Before withdrawing the casing, ensure that the level of fresh concrete is at such a level that the fluid trapped behind the casing is displaced upward. As the casing is withdrawn, maintain the level of concrete within the casing so that fluid trapped behind the casing is displaced upward out of the shaft excavation without mixing with or displacing the shaft concrete.

The Contractor may use the casing method, when accepted by the Engineer, to construct shafts through weak caving soils that do not contribute significant shaft shear resistance. In this case, place a temporary casing through the weak caving soils before beginning excavation. Conduct excavation using the dry construction method where appropriate for site conditions and the wet construction method where the dry construction method is not appropriate. Withdraw the temporary casing during the concreting operations unless the Engineer accepts otherwise.

SUBARTICLE 455-17.6.1.3 is deleted and the following substituted:

455-17.6.1.3 Required Reports: ~~Present~~Submit a report to the Engineer that includes the CSL testing and analysis results~~ to the Engineer in a report~~. Include CSL logs with analyses of first pulse arrival time (FAT) versus depth and pulse energy/amplitude versus depth. Present a CSL log for each tube pair tested with any defect zones identified on the logs and discussed in the test report as appropriate. When offset measurements are required, perform 3-D tomographic analysis using all offset data, and include color coded 3-D tomographic images in the report.

SUBARTICLE 455-17.6.1.5 is deleted and the following substituted:

455-17.6.1.5 Coring and/or Repair of Drilled Shafts: If a drilled shaft is unacceptable based on the CSL tests and tomographic analyses, or problems observed during drilled shaft construction, core the shaft to allow further evaluation and repair, or replace the shaft. If coring to allow further evaluation of the shaft and repair is chosen, one or more core samples shall be taken from each unacceptable shaft for full depth of the shaft or to the depth directed by the GFDEOR. The GFDEOR shall determine, with concurrence of the Engineer, the number, location, and diameter of the cores based on the results of 3-D tomographic analysis of offset and horizontal CSL data to intersect the worst anomalies found during testing. Keep an accurate log of cores. Properly mark and place the cores in a crate showing the shaft depth at each interval of core recovery. ~~Transport~~Deliver the cores and submit~~, along with five copies of~~ the coring log to the Engineer. Perform strength testing by an AASHTO certified lab on portions of the cores that exhibit questionable concrete as determined by the GFDEOR. If the drilled shaft offset CSL testing, 3-D tomographic analyses and coring indicate the shaft is defective, propose remedial measures for approval by the Engineer. Such improvement may consist of, but is not limited to correcting defective portions of the shaft, providing straddle shafts to compensate for capacity loss, or providing a replacement shaft. Repair all detected defects and conduct post repair integrity testing using horizontal and offset CSL testing and 3-D tomographic imaging as described in this Section. Engage a Specialty Engineer to perform gamma-gamma density logging to verify the integrity of the shaft outside the reinforcing cage in the same locations offset CSL data was/is required. Submit all results to the Engineer within five days of test

completion for acceptance. Perform all work described in this Section at no additional cost to the Department, and with no increase in contract time.

SUBARTICLE 455-22.2 is deleted and the following substituted:

455-22.2 Foundation Certification Packages: Submit ~~two copies of a~~ certification packages of drilled shaft foundations to the Engineer prior to Verification Testing. Each Foundation Certification Package shall include a letter signed and sealed by the GFDEOR certifying the drilled shafts have the required axial capacity, torsional capacity, uplift capacity, overturning and lateral stability, integrity deficiencies have been corrected, and settlements will not affect the functionality of the structure. Include ~~clearly legible copies of~~ all shaft excavation and concreting logs, ~~clearly legible,~~ video~~-tape~~s of visual shaft bottom inspections, all CSL reports and electronic data, gamma-gamma testing reports, slurry test data, supplemental testing data, analyses for the foundation unit and the concrete strength test results of the lots sampled. The certification shall not be contingent on any future testing or approval by the Engineer. Submit a separate Foundation Certification Package for each foundation unit. A foundation unit is defined as all the shafts within one bent or pier for a specific bridge for each phase of construction. For sign, signal, lighting and ITS structures, a foundation unit is defined as all the shafts within one intersection/interchange, for each phase of an intersection/interchange or all the shafts included in the structure.

SUBARTICLE 455-26.1 is deleted and the following substituted:

455-26.1 Foundation Certification Packages

Submit ~~two copies of~~ a letter signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Engineer certifying each spread footing has the required axial, lateral and torsional capacity, overturning stability and integrity; and settlement will not affect the functionality of the structure. A separate Foundation Certification Package must be submitted for each foundation unit. A foundation unit is defined as a spread footing. Spread footings must be certified and the certification accepted before continuing with the construction of any structural element above the foundation unit. Correct all integrity problems and non-compliance issues prior to submitting the certification packages. The certification shall not be contingent on any future testing or approval by the Engineer.

Within one working day, excluding weekends and Department observed holidays, after receipt of the Foundation Certification Package, the Engineer will examine the records and determine the acceptability of the shallow foundation.

ARTICLE 455-51 is deleted and the following substituted:

455-51 Foundation Certification Packages

Submit ~~two copies of~~ a letter signed and sealed by the Geotechnical Foundation Design Engineer of Record to the Engineer certifying each foundation unit has the required axial capacity, lateral stability and integrity, and settlements will not affect the functionality of the structure. A separate Foundation Certification Package must be submitted for each foundation

unit. The foundation unit is defined as a group of piles per wall segment or per full wall. Every auger cast pile must be certified and the certification accepted before continuing with the construction of any structural element over the foundation unit. Each Foundation Certification Package shall include ~~clearly legible copies of~~ all auger cast pile logs, ~~clearly legible,~~ the Department spreadsheet properly completed for every auger cast pile and the grout strength test results of the lots sampled. Correct all integrity problems and non compliance issues prior to submitting the certification packages. The certification shall not be contingent on any future testing or approval by the Engineer. Within three working days, excluding weekends and Department observed holidays, after receipt of the Foundation Certification Package, the Engineer will examine the records and determine the acceptability of the auger cast piles. The Engineer will reject any certification package that is incomplete or indicates non compliance with the specifications without the issue being corrected to the satisfaction of the Engineer.

If any auger cast pile is found to be deficient, correct the deficiency (i.e. repair or replace the auger cast pile) and/or modify the design to compensate for the deficiency. In case of disagreement of test results, the Engineer's results will be final and used for determination of acceptance.