

4550517DB STRUCTURES FOUNDATIONS
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

Randy Cropp
randycropp@me.com

Comment: (10-23-13)

For the 1 millionth time please provide the reason as to why they want to change to the specification. Has there been a problem? If so where and who?

We continuously see specifications written and no real explanation as to why they want to change. The industry cannot correct problems if they do not know they exist and how they came about.

If you have had a problem with a contractor please provide a copy of the deficiency letter and when the pile installation plan was pulled. If you cannot provide this it just tells me that no problem exists.

I am back on the rampage of the verification checks done on piles. I recently heard that a consultant wanted a production pile verified for capacity that had 10 blows in one inch (practicable refusal) with a 9.7' stroke on a D-46 hammer, requirement was around 84 blows per foot (7 blows per inch). In addition to that the contractor had performed his own verification-PDA check on this pile.

I think we should continue to waste the tax-payer money in the fleecing of America in order to put money in the geotechnical consultants pockets. OVER-INSPECTION.....it is a wonderful thing.

Response:

Keith Waugh
kwaugh@lewarecc.com

Comment: (11-4-13) I don't agree with the need for inspection by a certified pile inspector for jetting, predrilling, and preforming. Set-up generally takes more time than driving, and at \$50-60 per hour for inspection we are throwing money away if the inspector has to stand around and wait for each pile to be set. Knowing the template elevation and reading the marks on the pile makes the tip prior to driving obvious. I also don't see the need to submit driving logs daily. We are required to submit a foundation certification for the entire foundation unit within one week of completion. Daily submittal does no good.

Response:

Keith Waugh
kwaugh@lewarecc.com

Comment: (11-7-13) I don't agree with the need for inspection by a certified pile inspector for jetting, predrilling, and preforming. Knowing the template elevation and reading the marks on the pile makes the tip prior to driving obvious. Driving should be witnessed, but preliminary

work that is easily verified doesn't deserve the attention of certified technicians. Submittal of driving logs daily is unnecessary. Submittal of foundation certification for the entire foundation unit within one week of completion, are already required.

Response:

Sean Kelley
386-961-7747
sean.kelly@dot.state.fl.us

Comment: (11-8-13)

We recommend adding "handling" to the proposed revisions in 455-5.17 based on current issues in construction. The updated 455-5.17 would read as:

455-5.17 Recording: Inspect and record all the pile *installation activities, including but not limited to handling, jetting, predrilling, preforming and driving* ~~driving information~~ on the Department's Pile Driving Record form. Keep a pile driving log for each pile installed whether it is, or is not, instrumented. Within one working day after completing the installation of a pile, submit the Pile Driving Record to the Engineer.

Response: I agree. Change made.

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Bob Burleson

Comment: (11-8-13)

I think this goes back to the old argument – Why are the specs for pile driving on DB projects so much different than a conventional project? Same people, same equipment, same inspectors but different specs. Makes no sense.

Response:
