

ORINATION FORM

Proposed Revisions to the Specifications

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

Date: Specification Section:

Originator: Articles/Subarticles:

Telephone:

email:

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

Roadway Design staff contacted (name):

Structures Design staff contacted (name):

Will the proposed revision involve PPM changes? Yes No

Roadway Design staff contacted (name):

Will the proposed revision involve CPAM changes? Yes No

Construction staff contacted (name):

Will the proposed revision involve Pay Item changes? Yes No

Estimates staff contacted (name):

Will the proposed revision involve SDG changes? Yes No

Structures staff contacted (name):

Will the proposed revision involve APL changes? Yes No

Product Evaluation staff contacted (name):

Will the proposed revision involve Material Manual changes? Yes No

State Materials Office staff contacted (name):

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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JIM BOXOLD
SECRETARY

MEMORANDUM

DATE: November 15, 2016
TO: Specification Review Distribution List
FROM: Dan Hurtado, P.E., State Specifications Engineer
SUBJECT: Proposed Specification: **4550100 Structures Foundations.**

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

This change was proposed by Juan Castellanos of the State Construction Office to update 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, 2016**, may not be considered. Your input is encouraged.

DH/dt
Attachment

STRUCTURES FOUNDATIONS.
(REV 10-31-16)

ARTICLE 455-1 is deleted and the following substituted:

455-1 General Requirement.

The Contractor may examine available soil samples and/or rock cores obtained during the soil boring operations at the appropriate District Materials Office.

455-1.1 Monitor Existing Structures: Monitor existing structures in accordance with Section 108.

455-1.2 Excavation: Complete all excavation of the foundations prior to installing piles or shafts unless otherwise authorized by the Engineer. After completing pile/shaft installation, remove all loose and displaced materials from around the piles/shafts, leaving a clean, solid surface. Compact the soil surface on which concrete is to be placed or which will support the forming system for the concrete to support the load of the plastic concrete without settling or causing the concrete to crack, or as shown in the Contract Documents. ~~The Engineer will not require the Contractor to compact for excavations made below water for seals or when the footing or cap or forming system (including supports) does not rest on the ground surface.~~

455-1.2.1 Abutment (End Bent) Fill: Place and compact the fill before installing end-bent piling/shafts, except when:

- ~~1.~~ driving specified test piling in end bents or;
- ~~2.~~ the Plans show uncased piles through proprietary retaining wall fills.

When installing piles/shafts or casing prior to placing fill, take necessary precautions to prevent displacement of piles/shafts during placing and compacting fill materials within 15 feet of the piles/shafts or casing. Reference and check the position of the piles/shafts or casing at three approximately equal intervals during construction of the embankment.

Place embankment material in 6 inch loose lifts in the 15 foot area around the piles/shafts or casing. Compact embankment material within the 15 foot area adjacent to the piles/shafts or casing to the required density with compaction equipment weighing less than 1,000 pounds. When installing piles/shafts prior to the completion of the surrounding fills, do not cap them until placing the fills as near to final grade as possible, leaving only the necessary working room for construction of the caps.

~~Provide~~ When shown in the Plans, provide permanent casings installed prior to placement of the fill, for all drilled shafts through mechanically stabilized fills (for example, behind proprietary retaining walls) for shafts installed after fill placement. Install temporary casings through the completed conventional fill when permanent casings are not required.

Provide permanent casings, if required, before the fill is placed extending a sufficient distance into the existing ground to provide stability to the casings during construction of the abutment fill.

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~~Submit the designs to the Engineer for ~~his~~their 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~~ **Ensure** that there are no mounds of stone, shell, or ~~other authorized~~ **unapproved** backfill material left after placement and grading. Assist the Engineer as required to 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. 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.

455-1.4 Vibrations on Freshly Placed Concrete (Drilled Shafts and Piers): Ensure that freshly placed concrete is not subjected to ~~vibrations~~ **peak particle velocities** greater than 1.5 inches per second from ~~pile driving and/or drilled shaft casing installation~~ **vibration** sources located within ~~the greater dimension of three shaft diameters (measured from the perimeter of the shaft closest to the vibration source)~~ or 30 feet (from the nearest outside edge of freshly placed concrete to the vibration source) until that concrete has attained its final set as defined by ASTM C403 except as required to remove temporary casings before the drilled shaft elapsed time has expired.

SUBARTICLES 455-2.1 through 455-2.4 are 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 submit reports of the test results to the Engineer except when the Contract Documents show that the Department will supply a Geotechnical Engineer to provide these services.

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.

Allow up to four weeks after the last load test for the analysis of the load test data and to provide all the estimated production tip elevations. If the Contractor is willing to construct production foundation elements in areas designated by the Engineer, tip elevations will be determined in these areas beginning seven days after the receipt of the load test data which represents the designated area.

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.

Load test piles/shafts in the order directed by the Engineer. ~~The Department will furnish certain load test equipment and/or personnel when shown in the Plans. Inspect all equipment to be furnished by the Department at least 30 days prior to use, and notify the Engineer of any equipment that is not in satisfactory operating condition. The Department will consider any necessary repairs ordered by the Engineer to place the equipment in satisfactory~~

~~operating condition as Unforeseeable Work. Provide the remainder of the equipment and personnel needed to conduct the load tests.~~ Unless shown otherwise in the Contract Documents, provide all equipment, materials, labor, and technical 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.

Include in the bid the cost of transporting load test equipment and instrumentation supplied by the Department from their storage location to the job site and back. Handle these items with care. The Contractor is responsible for the safe return of these items. After completion of the static load tests, return all Department furnished equipment in satisfactory operating condition. Repair all damage to the test equipment furnished by the Department to the satisfaction of the Engineer. Clean all areas of rust on structural steel items, and recoat those areas in accordance with Section 560. Return all load test equipment supplied by the Department within 30 days after completing the load tests.

The Contractor is responsible for the equipment from the time it leaves its storage area until the time it is returned. During this time, insure the equipment against loss or damage for the replacement cost thereof (the greater of \$150,000 or the amount shown in the Plans) or for the full insurable value if replacement cost insurance is not available.

Notify the Engineer at the preconstruction conference, or no later than 30 days before beginning test pile installation, of the proposed testing schedule so that items supplied by the Department may be reserved. Notify the Department at least ten working days before pick-up or return of the equipment. During pick-up, the Department will complete a checklist of all equipment placed in the Contractor's possession. The Department will later use this checklist to verify that the Contractor has returned all equipment. Provide personnel and equipment to load or unload the equipment at the Department's storage location. Provide lifting tongs or nylon slings to handle Department owned test girders. Do not perform cutting, welding, or drilling on Department owned girders, jacks, load cells, or other equipment.

455-2.2 Loading Apparatus: Provide an apparatus for applying the vertical loads as described in one of the following:

1. As shown and described in the Contract Documents.
2. As supplied by the Contractor, one of the following devices designed to accommodate a load at least 20% higher than ~~that~~the test load shown in the ~~Contract Documents~~Plans or described herein for test loads:

- a. Load Applied by Hydraulic Jack Acting Against Weighted Box or Platform: Construct a test box or test platform, resting on a suitable support, over the pile, and load it with ~~earth, sand, concrete, pig iron, or other suitable~~ material with a total weight greater than the anticipated maximum test load. Locate supports for the weighted box or platform at least 6 feet or three pile/shaft diameters, whichever is greater, measured from the edge of the pile or shaft to the edge of the supports. Insert a hydraulic jack with pressure gauge between the test pile or shaft and the underside of the reaction beam, and apply the load to the pile or shaft by operating the jack between the reaction beam and the top of the pile or shaft.

- b. Load Applied to the Test Pile or Shaft by Hydraulic Jack Acting Against Anchored Reaction Member: Construct reaction member anchorages as far from the test

piles/shafts as practical, but in no case closer than the greater of 3 pile/shaft diameters or 6 feet from the edge of the test pile/shaft. Attach a girder(s) of sufficient strength to act as a reaction beam to the upper ends of the anchor piles or shafts. Insert a hydraulic jack with pressure gauges between the head of the test pile/shaft and the underside of the reaction beam, and apply the test load to the pile/shaft by operating the jack between the reaction beam and the pile/shaft head.

If using drilled shafts with bells as reaction member anchorages, locate the top of the bell of any reaction shaft anchorage at least three shaft diameters below the bottom of the test shaft.

c. Combination Devices: The Contractor may use a combination of devices (a) and (b), as described above, to apply the test load to the pile or shaft.

d. Other systems proposed by the Contractor and approved by the Engineer: When necessary, provide horizontal supports for loading the pile/shaft, and space them so that the ratio of the unsupported length to the minimum radius of gyration of the pile does not exceed 120 for steel piles, and the unsupported length to the least cross-section dimension does not exceed 20 for concrete piles or drilled shafts. Ensure that horizontal supports provide full support without restraining the vertical movement of the pile in any way.

When required by the Contract Documents, apply a horizontal load to the shaft either separately or in conjunction with the vertical load. Apply the load to the test shaft by hydraulic jacks, jacking against Contractor provided reaction devices. After receiving the Engineer's approval of the proposed method of load application, apply the horizontal load in increments, and relieve it in decrements as required by the Contract Documents.

455-2.2.1 Modified Quick Test:

1. Loading Procedure: Apply vertical loads concentric with the longitudinal axis of the tested pile/shaft to accurately determine and control the load acting on the pile/shaft at any time. Place the load on the pile/shaft continuously, in increments equal to approximately 5% of the maximum test load specified until approaching the failure load, as indicated by the measuring apparatus and/or instruments. Then, apply increments of approximately 2.5% until the pile/shaft "plunges" or attains the limiting load. The Engineer may elect to stop the loading increments when he determines the Contractor has met the failure criteria or when a settlement equal to 10% of the pile/shaft width or diameter is reached. Apply each load increment immediately after taking and verifying the complete set of readings from all gauges and instruments. Apply each increment of load within the minimum length of time practical, and immediately take the readings. Complete the addition of a load increment and the completion of the readings within 5 to 15 minutes. The Engineer may elect to hold the maximum applied load up to one hour.

Remove the load in decrements of about 10% of the maximum test load. Remove each decrement of load within the minimum length of time practical, and immediately take the readings. Complete the removal of a load decrement and the taking of the readings within 5 to 15 minutes. The Engineer may also require up to two reloading cycles with five loading increments and three unloading decrements. Record the final recovery of the pile/shaft until movement is essentially complete for a period up to one hour after the last unload interval.

2. Failure Criteria and Nominal Resistance: Use the criteria described herein to establish the failure load. The failure load is defined as the load that causes a pile/shaft top deflection equal to the calculated elastic compression plus 0.15 inches plus 1/120 of the pile/shaft minimum width or the diameter in inches for piles/shafts 24 inches or less in width,

and equal to the calculated elastic compression plus 1/30 of the pile/shaft minimum width or diameter for piles/shafts greater than 24 inches in width. Consider the nominal resistance of any pile/shaft so tested as either the maximum applied load or the failure load, whichever is smaller.

455-2.3 Measuring Apparatus: Provide an apparatus for measuring movement of the test piles/shafts that consists of all of the following devices:

1. Wire Line and Scale: Stretch a wire as directed by the Engineer between two supports located at a distance at least:
 - a. 10 feet from the center of the test pile but not less than 3.5 times the pile diameter or width.
 - b. 12 feet from the centerline of the shaft to be tested but not less than three shaft diameters.

Locate the wire supports as far as practical from reaction beam anchorages. At over-water test sites, the Contractor may attach the wire line as directed by the Engineer to the sides of the service platform. Mount the wire with a pulley on one support and a weight at the end of the wire to provide constant tension on the wire. Ensure that the wire passes across the face of a scale mounted on a mirror attached to the test pile/shaft so that readings can be made directly from the scale. Use the scale readings as a check on an average of the dial readings. When measuring both horizontal and vertical movement, mount separate wires to indicate each movement, horizontal or vertical. Measure horizontal movements from two reference wires set normal to each other in a horizontal.

2. Wooden Reference Beams and Dial Gauges: Attach wooden reference beams as detailed in the Plans or approved by the Engineer to independent supports. For piles, install the greater of 3.5 times the pile diameter or width or 10 feet from the centerline of the test pile. For drilled shafts, install at the greater of three shaft diameters or 12 feet from the centerline of the shaft to be tested. Locate the reference beam supports as far as practical from reaction beam anchorages. For over-water test sites, the Contractor may attach the reference beams as directed by the Engineer between two diagonal platform supports. Attach dial gauges, with their stems resting either on the top of the pile/shaft or on lugs or similar reference points on the pile/shaft, to the fixed beams to record the movement of the pile/shaft head. Ensure that the area on the pile/shaft or lug on which the stem bears is a smooth surface which will not cause irregularities in the dial readings.

~~For piles, the minimum acceptable method for measuring vertical movement is two dial gauges, each with 0.001 inch divisions and with 2 inch minimum travel, placed at 180 degrees or at the diagonal corners of the pile.~~

~~For shafts, ensure that three dial gauges, each with 0.001 inch divisions and with 2 inch minimum travel, placed at 120 degree intervals around the shaft, are the minimum acceptable method for measuring vertical movement. Ensure that~~

Provide a minimum of four dial gauges, each with 0.001 inch divisions and with 2 inch minimum travel, placed at 90 degree intervals ~~are the minimum required~~ for measuring vertical or horizontal movement.

3. Survey Level: As a check on the dial gauges, determine the elevation of a point near the top of the test pile/shaft (on plan datum) by survey level at each load and unload interval during the load test. Unless approved otherwise by the Engineer, level survey precision is 0.001 foot. Alternately, the surveyor may read an engineer's 50 scale attached near the pile/shaft head. Determine the first elevation before applying the first load increment; make intermediate readings immediately before a load increment or an unload decrement, and after the final unload

decrement that completely removes the load. Make a final reading at the time of the last recovery reading or as directed by the Engineer.

For over-water test sites, when shown in the Plans or directed by the Engineer, the Contractor shall drive an H pile through a 36 inch casing to provide a stable support for the level and to protect it against wave action interfering with level measurements. Provide a suitable movable jig for the surveyor to stand. Use a jig that has a minimum of three legs, has a work platform providing at least 4 feet width of work area around the casing, and is approved by the Engineer before use. The described work platform may be supported by the protective casing when approved by the Engineer.

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, when provided in the Contract Documents, 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.

When requested by the Engineer, provide assistance during installation of any instrumentation supplied by the Department. 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 redrives ordered by the Engineer.

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. Provide assistance during installation of instrumentation supplied by the Department, including help to string, place, and tie the instrumentation and any assistance needed in moving or repositioning the cage to facilitate installation. Place the rebar cage in one segment complete with its instrumentation. The Engineer may require multiple lift points and/or a suitable "stiffleg" (length of H pile or other suitable section) to get the cage in a vertical position without causing damage to the instrumentation. Successfully demonstrate the lifting and handling procedures before the installing 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, 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 unless approved otherwise. Recalibrate the jack after completing load testing if so directed by the Engineer. Ensure that the accuracy of the gauge is within 5% of the true load.

Provide an adequate load cell approved 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, submit~~Submit a certificate from ~~a reputable~~an independent testing laboratory showing a calibration of readings for all stages of loading and unloading for load cells furnished by the Contractor; ~~and obtain the approval of the Engineer before beginning load testing.~~ Ensure that the accuracy of the load cell is within 1% of the true load.

~~If the Department supplies the Contractor with the jack and/or load cell, have the equipment calibrated and include the cost in the cost for static load test.~~

3. Telltales: When shown in the Contract Documents, ~~provide~~install telltales that consist of an unstressed steel rod placed, ~~with appropriate clearance and~~ greased for reducing friction and corrosion, with appropriate clearance inside a constant-diameter pipe that rests on a flat plate attached to the end of the pipe at the point of interest shown in the ~~Plans.~~Contract Documents. 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 Engineer to measure the movement of the telltale with respect to the top of the pile/shaft.

4. Embedded Strain Gauges: When shown in the Contract Documents, ~~provide~~install 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 Engineer. Use strain gauges that are waterproof and have suitable shielded cable that is unspliced within the shaft.

SUBARTICLES 455-2.9 and 455-2.10 are deleted and the following substituted:

455-2.9 Disposition of Loading Material: ~~After completing all load tests, clean, remove all rust and debris from Department equipment, repaint all areas having damage to the paint in accordance with Section 560, and return all load test equipment supplied by the Department to its designated storage area. Repair any structural damage to Department owned equipment to the satisfaction of the Engineer. Notify the Department at least ten working days in advance so that arrangements can be made to unload the equipment.~~ Remove all equipment and materials, which remains the Contractor's property, from the site. Clean up and restore the site to the satisfaction of the Engineer.

455-2.10 Disposition of Tested Piles/Shafts: After completing testing, cut off the tested piles/shafts, which are not to be incorporated into the final structure, and any reaction piles/shafts at an elevation 24 inches below the finished ground surface. or as shown in the Plans. Take ownership of the cut-offs and provide areas for their disposal.

ARTICLES 455-5 and 455-6 are deleted and the following substituted:

455-5 General Requirements.

455-5.1 Site Preparation:

~~455-5.1.1~~ **455-5.1.1 Predrilling of Pile Holes:** Predrilled pile holes are either starter holes to the depth described in this ~~section~~Subarticle or holes drilled through embankment/fill material down to the natural ground surface at no additional cost to the Department. When using low displacement steel piling such as structural shapes, drive them through the compacted fill without the necessity of drilling holes through the fill except when the requirements for predrilling are shown in the Plans. When using concrete or other high displacement piles, drill pile holes through fill, new or existing, to at least the elevation of the natural ground surface. Use the range of drill diameters listed below for square concrete piles.

12 inch square piles	15 to 17 inches
14 inch square piles	18 to 20 inches
18 inch square piles	22 to 26 inches
20 inch square piles	24 to 29 inches

24 inch square piles	30 to 34 inches
30 inch square piles	36 to 43 inches

_____ For other pile sizes, use the diameter of the drills shown in the Plans or approved by the Engineer. Accurately drill the pile holes with the hole centered over the Plan location of the piling. Maintain the location and vertical alignment within the tolerances allowed for the piling.

_____ For predrilled holes required through rock or other hard (i.e. debris, obstructions, etc.) materials that may damage the pile during installation, predrill hole diameters approximately 2 inches larger than the largest dimension across the pile cross-section. Fill the annular space around the piles as described in 455-5.910.1 with clean A-3 sand or sand meeting the requirements of 902-3.3.

_____ In the setting of permanent and test piling, the Contractor may initially predrill holes to a depth up to 10 feet or 20% of the pile length whichever is greater, ~~except that, where~~unless otherwise shown in the Plans. Where installing piles in compacted fill, predrill the holes to the elevation of the natural ground surface. With prior written authorization from the Engineer, the Contractor may predrill holes to greater depths to minimize the effects of vibrations on existing structures adjacent to the work and/or for other reasons the Contractor proposes. ~~Perform such work the Engineer allows but does not require at no expense to the Department. When the Engineer requires such work, the Department will pay for such work as Preformed Pile Holes as described in 455-5.9.~~

_____ **455-5.1.2 Underwater Driving:** Underwater driving is defined as any driving through water which is above the pile head at the time of driving.

_____ When conducting underwater driving, provide a diver equipped with voice communications to aid in placing the hammer back on the pile for required cushion changes or for subsequent re-driving, to attach or recover instrumentation the Engineer is using, to inspect the condition of the pile, or for other assistance as required.

_____ Select one of the following methods for underwater driving:

_____ 1. Accomplish underwater driving using conventional driving equipment and piling longer than authorized so that the piling will extend above the water surface during final driving. When choosing this option, furnish a pile hammer that satisfies the requirements of this Section for use with the longer pile.

_____ 2. Accomplish underwater driving using an underwater hammer that meets the requirements of this Section and is approved by the Engineer. When choosing this option, provide at least one pile longer than authorized at each pile group, extending above the water surface at final driving. At each group location, drive the longer pile first. The Engineer will evaluate the adequacy of the underwater driving system. The Engineer may use the pile tip elevation of the longer pile that the Contractor has driven and the Engineer has accepted, to evaluate the acceptability of the piles driven with the underwater hammer.

_____ 3. Accomplish underwater driving using conventional driving equipment with a suitable approved pile follower. When choosing this option, provide at least one pile longer than required at each pile group, extending above the water surface at final driving. At each group location, drive the full length pile first without using the follower. The Engineer will evaluate the adequacy of the follower used for underwater driving. The Engineer may choose to perform a dynamic load test on the first pile the Contractor drives with the follower in each group. The Engineer may use the pile tip elevation of the longer pile, that the

Contractor has driven and the Engineer has accepted, to evaluate the acceptability of the piles driven with the follower.

____ Prior to use, submit details of the follower for the Engineer's evaluation and approval along with the information required in 455-9.10. Include the weight, cross-section details, stiffness, type of materials, and dimensions of the follower.

455-5.23 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 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.

455-5.23.1 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 to the Engineer. The Engineer will not accept final bearing on piles the Contractor drives with air/steam hammers unless the Contractor operates the hammers within 10% of the manufacturer's rated speed in blows per minute, unless otherwise authorized by the Engineer.

455-5.23.2 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.

~~Submit to the Engineer a chart from the hammer manufacturer equating stroke and blows per minute for the open end diesel hammer to be used. Also provide~~

Provide and maintain in working order for the Engineer's use 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 the Engineer can easily read it. Also, submit to the Engineer 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.

455-5.23.3 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.

455-5.23.4 Vibratory: Vibratory hammers of sufficient capacity (force and amplitude) may be used to drive steel sheet piles and, with approval of the Engineer, to drive steel bearing piles a sufficient distance to get the impact hammer on the pile (to stick the pile). The Engineer 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~~vibratory hammers to install concrete piles, or to install support or reaction piles for a load test.

455-5.34 Cushions and Pile Helmet:

455-5.34.1 Capblock: Provide a capblock (also called the hammer cushion) as recommended by the hammer manufacturer. Use commercially manufactured capblocks constructed of durable manmade materials with uniform known properties. Do not use wood chips, wood blocks, rope, or other material which permit excessive loss of hammer energy. Do not use capblocks constructed of asbestos materials. Obtain the Engineer's approval for all proposed capblock materials and proposed thickness for use. Maintain capblocks in good condition, and ~~change~~replace them when charred, melted, or otherwise significantly deteriorated. The Engineer will inspect the capblock before driving begins and weekly or at appropriate intervals determined by the Engineer based on field trial. Replace or repair any ~~hammer cushion~~capblock which loses more than 25% of its original thickness, in accordance with the manufacturer's instructions, before permitting further driving.

455-5.34.2 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 ~~change~~replace them when charred, splintered, excessively compressed, or otherwise deteriorated to the point it will not protect the pile against overstressing in tension ~~and~~or compression. Protect cushions from the weather, and keep them dry. Do not soak the cushions in any liquid. Replace the pile cushion, if during the driving of any pile, the cushion is either compressed more than one-half the original thickness ~~or~~, 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.

455-5.34.3 Pile Helmet: Provide a pile helmet suitable for the type and size of piling being driven. Use a pile helmet deep enough to adequately contain the required thickness of pile cushion and to assist in maintaining pile-hammer alignment. Use a pile helmet that fits loosely over the pile head and is at least 1 inch larger than the pile dimensions. Use a pile helmet designed so that it will not restrain the pile from rotating.

455-5.45 Leads: Provide pile leads constructed in a manner which offers freedom of movement to the hammer and that have the strength and rigidity to hold the hammer and pile in the correct position and alignment during driving. When using followers, use leads that are long enough and suitable to maintain position and alignment of the hammer, follower, and pile throughout driving.

455-5.56 Followers: ~~Use followers only for underwater driving.~~ Obtain the Engineer's approval for the type of follower, when used, and the method of connection to the leads and pile. Use followers constructed of steel with an adequate cross-section to withstand driving stresses. When driving concrete piles, ensure that the cross-sectional area of the follower is at least 18% of the cross-sectional area of the pile. When driving steel piles, ensure that the cross-sectional area of the follower is greater than or equal to the cross-sectional area of the pile. Provide a pile helmet at the lower end of the follower sized according to the requirements of 455-5.34.3. Use followers constructed that maintain the alignment of the pile, follower, and hammer and still allow the pile to be driven within the allowable tolerances. Use followers designed with guides adapted to the leads that maintain the hammer, follower, and the piles in alignment.

Use information from ~~driving full length piles described in 455-5.1.2 compared to driving piles with the follower and/or~~ dynamic load tests described in 455-5.13-14 to evaluate the adequacy of the follower and to establish the blow count criteria when using the follower.

455-5.67 Templates and Ground Elevations: Provide a fixed template, adequate to maintain the pile in proper position and alignment during driving with swinging leads or with semi-fixed leads. Where practical, place the template so that the pile can be driven to cut-off elevation before removing the template. Ensure that templates do not restrict the vertical movement of the pile.

Supply a stable reference close to the pile, which is satisfactory in the opinion of the Engineer, for determination of the pile penetration. At the time of driving piles, furnish the Engineer with elevations of the original ground and template at each pile or pile group location. Note the highest and lowest elevation at each required location and the ground elevation at all piles.

455-5.78 Water Jets: Use jet pumps, supply lines, and jet pipes that provide adequate pressure and volume of water to freely erode the soil. Do not perform jetting without prior approval by the Engineer or unless allowed by the Plans.

Do not perform jetting in the embankment or for end bents. Where conditions warrant, with approval by the Engineer, perform jetting on the holes first, place the pile therein, then drive the pile to secure the last few feet of penetration. Only use one jet for prejetting or jetting through piles constructed with a center jet-hole. Use two jets when using external jets. When jetting and driving, position the jets slightly behind the advancing pile tip (approximately 3 feet or as approved by the Engineer). When using water jets in the driving, determine the pile bearing only from the results of driving after withdrawing the jets, except where using jets to continuously eliminate soil resistance through the scour zone, ensure that they remain in place as directed by the Engineer and operating during pile bearing determination. Where practical, perform jetting on all piles in a pile group before driving begins. When large pile groups or pile

spacing and batter make this impractical, or when the Plans specify a jet-drive sequence, set check a sufficient number of previously driven piles in a pile group to confirm their capacity after completing all jetting.

455-5.89 Penetration Requirements: Measure the penetration of piles from the elevation of natural ground, scour elevation shown in the Plans, or the bottom of excavation, whichever is lower. When the Contract Documents show a minimum pile tip elevation ~~or a minimum depth of penetration~~, drive the tip of the pile to this minimum elevation ~~or this minimum penetration depth. In all such cases, the~~. 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 ~~or depth of penetration~~ and below the bottom of the preformed or predrilled pile hole.

When the Plans do not show a minimum ~~depth of penetration, scour elevation, or minimum~~ tip elevation, ensure that the ~~required~~ 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 ~~these penetrations~~ 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 (455-5.44 ~~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.

If the Contractor encounters unforeseeable, isolated obstructions that the Contractor cannot practically penetrate by driving, jetting, or preformed pile holes, and the Contractor must remove the pile to obtain the required pile penetration, the Department will pay the costs for such removal as Unforeseeable Work.

455-5.910 Preformed Pile Holes:

455-5.910.1 Description: Preformed pile holes serve as a penetration aid when all other pile installation methods fail to produce the desired penetration and when authorized by the Engineer to minimize the effects of vibrations on adjacent structures. Preformed pile holes are necessary when the presence of rock or strong strata of soils will not permit the installation of piles to the desired penetration by driving or a combination of jetting and driving, when determined necessary by the Engineer, or when authorized by the Engineer to minimize the effects of vibrations on adjacent existing structures. The Engineer may require preformed holes for any type of pile. Drive all piles installed in preformed pile holes to determine that the bearing requirements have been met.

For preformed holes which are required through material that caves during driving to the extent that the preformed hole does not serve its intended purpose, case the hole from the surface through caving material. After installing the pile to the bottom of the casing, remove the casings unless shown otherwise in the Plans. Determine bearing of the pile after removing the casing unless shown otherwise in the Plans. Fill all voids between the pile and soil remaining after driving through preformed holes with clean A-3 sand or sand meeting the requirements of 902-3.3, after the pile has achieved the required minimum tip elevation, unless

grouting of preformed pile holes is shown in the Plans. If pile driving is interrupted during sand placement, drive the pile at least 20 additional blows after filling all of the voids between the pile and soil with sand at no additional ~~compensation~~cost to the Department.

455-5.910.2 Provisions for Use of Preformed Pile Holes: The Department generally anticipates the necessity for preformed pile holes and includes directions in the Contract Documents. The Department will pay for preformed pile holes when the Contractor establishes that the required results cannot be obtained when driving the load bearing piles with specified driving equipment, or if jetting is allowed, while jetting the piles and then driving or while jetting the piles during driving.

455-5.910.3 Conditions Under Which Payment Will Be Made: The Department will make payment for preformed pile holes shown in the Plans, required by the Engineer or where the Contractor demonstrates that such work is necessary to achieve the required penetration ~~of~~without overstressing the pile. The Department considers, but does not limit to, the following conditions as reasons for preformed pile holes:

1. Inability to drive piles to the required penetration with driving and jetting equipment.
2. To penetrate a hard layer or layers of rock or strong stratum that the Engineer considers not sufficiently thick to support the structure.
3. To obtain greater penetration into dense (strong) material and into dense material containing holes, cavities or unstable soft layers.
4. To obtain penetration into a stratum in which it is desired to found the structure.
5. To minimize the effects of vibrations or heave on adjacent existing structures.
6. To minimize the effects of ground heave on adjacent piles.

455-5.910.4 Construction Methods: Construct preformed pile holes by drilling, or driving and withdrawing a suitable punch or chisel at the locations of the piles. Construct a hole that is equal to or slightly greater than the largest pile dimension for the entire length of the hole and of sufficient depth to obtain the required penetration. Carefully form the preformed hole by using a drill or punch guided by a template or other suitable device, and do not exceed the minimum dimensions necessary to achieve the required penetration of the pile. When the Plans call for grouting the preformed pile holes, provide ~~the~~a minimum ~~dimension of the~~dimension of the pile hole ~~that is~~dimension 2 inches larger than the largest pile dimension. Construct the holes at the Plan position of the pile and the tolerances in location, and ensure the hole is straight and that the batter is the same as specified for the pile. Loose material may remain in the preformed pile hole if the conditions in ~~455-5.910.3-1~~455-5.910.3-1 are satisfied.

455-5.910.5 Grouting of Pile Holes: ~~GROUT~~Clean and grout preformed pile holes for bearing piles, when the Plans require grouting after driving. ~~Clean the preformed pile holes, and fill them with cement grout as shown in the Plans.~~ Use grout that meets the requirements of 455-40 to 455-42 and has a minimum compressive strength of 3,000 psi at 28 days or as specified in the Plans. Prepare cylinders and perform QC testing in accordance with 455-43. LOT size and verification will be in accordance with 455-43. Pump the grout through three or more grout pipes initially placed at the bottom of the preformed hole. The Contractor may raise the grout pipes when necessary to prevent clogging and to complete the grouting operations. Maintain the grout pipes below the surface of the previously placed grout. Continue grouting until the grout reaches the ground surface all around the pile. Provide divers to monitor grouting

operations when the water depth is such that it is impractical to monitor from the ground surface. When grouting is shown in the Plans, include the cost in the price for piles. In the event that the Engineer determines the Contractor must grout and the required grouting is not shown in the Plans, the Department will pay for the grouting work as Unforeseeable Work.

455-5.1011 Bearing Requirements:

455-5.1011.1 General: Drive piles to provide the bearing required for carrying the loads shown in the Plans. For all types of bearing piles, consider the driving resistance as determined by the methods described herein sufficient for carrying the specified loads as the minimum bearing which is accepted for any type of piles. Determine pile bearing using the method described herein or as shown in the Plans.

For foundations requiring 100% dynamic testing of production piles, the Engineer may accept a driven pile when the pile has achieved minimum penetration and the minimum required bearing ~~obtained~~ for 6 inches of consecutive driving, or when the minimum penetration is achieved, driving has reached practical refusal in firm material and the bearing capacity is obtained in all the refusal blows.

For foundations not requiring 100% dynamic testing of production piles, the Engineer may accept a driven pile when the pile has achieved minimum penetration, the blow count is generally the same or increasing and the minimum required bearing capacity obtained for 24 inches of consecutive driving. At ~~his~~the discretion, of the Engineer ~~may also accept a~~, the driven pile may be accepted when the minimum penetration is achieved and driving has reached practical refusal in firm material.

The Engineer may modify the scour resistance shown in the Plans if the dynamic load test is used to determine the actual soil resistance through the scour zone. Also, the Engineer may make modifications in scour resistance when the Contractor proposes drilling and/or jetting to reduce the soil resistance in the scour zone.

455-5.1011.2 Bearing Criteria: For foundations requiring 100% dynamic testing, the Engineer will determine the bearing of all piles using the data received from dynamic load testing equipment utilizing internally or externally mounted sensors according to the methods described in 455-5.1112.1.

For foundations not requiring 100% dynamic testing, the Engineer will determine the number of blows required to provide the required bearing according to the methods described herein. Determine the pile bearing by computing the penetration per blow with less than 1/4 inches rebound averaged through 12 inches ~~each~~ of penetration. When it is considered necessary by the Engineer, determine the average penetration per blow by averaging the penetration per blow through the last 10 to 20 blows of the hammer.

455-5.1011.3 Practical Refusal: Practical refusal is defined as 20 blows per inch or less than one inch penetration, with the hammer operating at the highest setting determined by the Engineer and less than 1/4 inches rebound per blow. Stop driving as soon as the Engineer determines that the pile has reached practical refusal.

455-5.1011.4 Set-checks and Pile Redrive:

1. Set-checks: In the event that the Contractor has driven the pile to approximately 12 inches above cut-off without reaching the required resistance, the Engineer may require the Contractor to interrupt driving to perform a set-check. Provide an engineer's level or other suitable equipment for elevation determinations to determine accurate pile penetration during the set-checks. In the event the results of the initial set-checks are not

satisfactory, the Engineer may direct additional set-checks. The Engineer may accept the pile as driven when a set-check shows that the Contractor has achieved the minimum required pile bearing and has met all other requirements of this Section.

2. **Pile Redrive:** Pile redrive consists of redriving the pile after the following working day from initial driving to determine time effects, to reestablish pile capacity due to pile heave, or for other reasons determined by the Engineer. Redrive piles as directed by the Engineer.

3. **Uninstrumented Set-Checks and Uninstrumented Pile Redrive:** The Engineer may consider the pile to have sufficient bearing resistance when the specified set-check criteria is met through the last 10 to 20 blows of the hammer at the specified minimum stroke and the total penetration is less than six inches with less than 1/4 inches rebound per blow. When the total penetration ~~during a set-check or redrive~~ is greater than six inches or pile rebound exceeds 1/4 inches per blow, the Engineer may consider the pile to have sufficient bearing resistance when the specified blow count criteria is achieved in accordance with 455-5.1011.1.

4. **Instrumented Set-Checks and Instrumented Pile Redrive:** When considered necessary by the Engineer, dynamic load tests using at least 6 hammer blows will determine whether the pile bearing is sufficient. The Engineer may consider the pile to have sufficient bearing resistance when dynamic measurements demonstrate the static pile resistance ~~when at least one hammer blow~~ exceeds the required pile resistance for at least one hammer blow and the average static pile resistance during the next five hammer blows exceeds 95% of the required pile resistance. If the pile is advanced farther, the static pile resistance during all subsequent blows must exceed 90% of the required pile resistance.

455-5.1011.5 Pile Heave: Pile heave is the upward movement of a pile from its originally driven elevation. Drive the piles in an approved sequence to minimize the effects of heave and lateral displacement of the ground. Monitor piles previously driven in a pile group for possible heave during the driving of the remaining piles. When required by the Engineer, take elevation measurements to determine the magnitude of the movement of piles and the ground surface resulting from the driving process. Redrive all piles that have heaved 1/4 inches or more unless the Engineer determines that the heave is not detrimental to pile capacity. The Department will pay for all work in conjunction with redriving piles due to pile heave under the pile redrive item.

455-5.1011.6 Piles with Insufficient Bearing: In the case that the Engineer determines that the safe bearing capacity of any pile is less than the required bearing capacity, the Contractor may splice the pile and continue driving or may extract the pile and drive a pile of greater length, or, if so ordered by the Engineer, drive additional piles ~~until reducing the required bearing per pile to the determined bearing capacity of the piles already driven.~~

455-5.1112 Methods to Determine Pile Capacity:

455-5.1112.1 General: Dynamic load tests using ~~internal gauges or~~ an externally mounted instrument system and signal matching analyses or internal gauges ~~will be used to~~ determine pile capacity for all structures or projects unless otherwise shown on the Plans. When necessary, the Engineer may require static load tests to confirm pile capacities. When the Contract Documents do not include items for static load tests, the Engineer will consider all required static load testing Unforeseeable Work. Notify the Engineer two working days prior to placement of piles within the template and at least one working day prior to driving piles. Do not drive piles without the presence of the Engineer.

If the internally mounted system fails to communicate properly with the receiving system, allow the Engineer sufficient time to mobilize back-up equipment for performing dynamic load testing.

455-5.1112.2 Wave Equation:

1. ~~General:~~ Use Wave Equation Analysis for Piles (WEAP) programs to evaluate the suitability of the proposed driving system (including the hammer, follower, capblock and pile cushions) as well as to estimate the driving resistance, in blows per 12 inches or blows per inch, to achieve the pile bearing requirements and to evaluate pile driving stresses.

~~The Engineer may modify the scour resistance shown in the Plans if the dynamic load test is used to determine the actual soil resistance through the scour zone. Also, the Engineer may make modifications in scour resistance when the Contractor proposes drilling and/or jetting to reduce the soil resistance in the scour zone.~~

Use Wave Equation Analyses to show the hammer meets the requirements described in 455-5.2-3 and maximum allowed pile stresses are not exceeded.

2. Required Equipment For Driving: Hammer approval is ~~solely based on satisfactory field trial including dynamic load test results and Wave Equation Analysis. Supply a hammer system that meets the requirements described in the specifications based on the above analysis. Obtain approval from the Engineer for the pile driving system~~ based on satisfactory field performance.

~~including dynamic load test results.~~ In the event piles require different hammer sizes, the Contractor may elect to drive with more than one size hammer or with a variable energy hammer, provided the hammer is properly sized and cushioned, will not damage the pile, and will develop the required resistance.

3. Maximum Allowed Pile Stresses:

a. General: The maximum allowed driving stresses for concrete, steel, and timber piles are given below. In the event ~~Wave Equation analyses~~ dynamic load tests show that the hammer will overstress the pile, modify the driving system or method of operation as required to prevent overstressing the pile. In such cases provide additional cushioning, reduce the stroke, or make other appropriate agreed upon changes. ~~For penetration of weak soils by concrete piles, use thick cushions and/or reduced stroke to control tension stresses during driving.~~

b. Prestressed Concrete Piles: Use the ~~wave equation to evaluate the proposed pile cushioning. Use the~~ following equations to determine the maximum allowed pile stresses ~~as predicted by the wave equation, and measured during driving when driving prestressed concrete piling:~~

$$s_{apc} = 0.7 f'_c - 0.75 f_{pe} \quad (1)$$

$$s_{apt} = 6.5 (f'_c)^{0.5} + 1.05 f_{pe} \quad (2a) \text{ for piles less than 50 feet long}$$

$$s_{apt} = 3.25 (f'_c)^{0.5} + 1.05 f_{pe} \quad (2b) \text{ for piles 50 feet long and greater}$$

$$s_{apt} = 500 \quad (2c) \text{ within 20 feet of a mechanical splice}$$

where:

s_{apc} = maximum allowed pile compressive stress, psi

s_{apt} = maximum allowed pile tensile stress, psi

f'_c = specified minimum compressive strength of concrete, psi

f_{pe} = effective prestress (after all losses) at the time of driving, psi, taken as 0.8 times the initial prestress force ($f_{pe} = 0$ for dowel spliced piles).

c. Steel Piles: Ensure the maximum pile compression and tensile stresses ~~as predicted by the Wave Equation, and/or~~ measured during driving are no greater than 0.9 times the yield strength ($0.9 f_y$) of the steel.

d. Timber Piles: Ensure the maximum pile compression and tensile stresses ~~as predicted by the wave equation, and/or~~ measured during driving are no greater than 3.6 ksi for Southern Pine and Pacific Coast Douglas Fir and 0.9 of the ultimate parallel to the grain strength for piles of other wood.

455-5.1112.3 Temporary Piles: Submit for the Engineers review, an analysis signed and sealed by a Specialty Engineer which establishes the pile lengths for temporary piles; ~~and submit.~~ **Submit** for the Engineers approval, a Wave Equation analysis signed and sealed by a Specialty Engineer which establishes the driving criteria for temporary piles at least five working days prior to driving temporary production piles. The required driving resistance is equal to the sum of the factored design load plus the scour and down drag resistances shown in the Plans, divided by the appropriate resistance factor or the nominal bearing resistance shown in the Plans, whichever is higher.

The maximum resistance factor is 0.45 when only wave equation analysis is performed. However, a larger resistance factor may be applicable when additional testing is provided by the Specialty Engineer in accordance with Section 3.5.6 of Volume 1 of the FDOT Structures Manual.

455-5.1112.4 Dynamic Load Tests: Dynamic load testing consists of estimating pile capacity by the analysis of electronic data collected from blows of the hammer during driving of an instrumented pile **in accordance with 455-5.134.**

455-5.1112.5 Static Load Tests: Static load testing consists of applying a static load to the pile to determine its capacity. Use The Modified Quick Test Procedure in accordance with 455-2.2.1.

455-5.1112.6 Fender Pile Installation: For piles used in fender systems, regardless of type or size of pile, either drive them full length or jet the piles to within 2 feet of cutoff and drive to cutoff elevation to seat the pile. The Engineer will not require a specific driving resistance unless noted in the Plans. Use methods and equipment for installation that do not damage the piles. If the method or equipment used causes damage to the pile, modify the methods or equipment at no expense to the Department.

455-5.1112.7 Structures Without Test Piles: For structures without ~~test piles or~~ 100% dynamic testing **or test piles**, the Engineer will dynamically test the first pile(s) in each bent or pier at locations shown in the Plans to determine the blow count criteria for the remaining piles. When locations are not shown in the Plans, allow for dynamic load tests at 5% of the piles at each bent or pier (rounded up to the next whole number). If the Engineer requires additional dynamic load tests for comparison purposes, the Contractor will be paid for an additional dynamic load test as authorized by the Engineer in accordance with 455-11.5.

Allow the Engineer one working day after driving the dynamic load tested piles ~~for the Engineer~~ to complete the signal matching analyses and determine the driving criteria for

the subsequent piles in the bent or pier.

455-5.1213 Test Piles:

455-5.1213.1 Description: General: All test piles will have dynamic load tests.

Drive piles of the same cross-section and type as the permanent piles shown in the Plans, in order to determine any or all of the following:

1. ~~the~~ installation criteria for the piles.
2. ~~the~~ nature of the soil.
3. ~~the~~ lengths of permanent piles required for the work.
4. ~~the~~ driving resistance characteristics of the various soil strata.
5. ~~the~~ amount of work necessary to obtain minimum required pile penetration.
6. ~~the~~ ability of the driving system to do the work.
7. ~~the~~ need for point protection.

Because test piles are exploratory in nature, drive them harder (within the limits of practical refusal), deeper, and to a greater bearing resistance than required for the permanent piling. Except for test piles which are to be statically or Statnamically load tested, drive test piles their full length or to practical refusal. Splice test piles which have been driven their full length ~~and have developed only minimal~~ without achieving the required bearing, and proceed with further driving unless otherwise directed by the Engineer.

As a minimum, unless otherwise directed by the Engineer, do not cease driving of test piles until obtaining the required bearing capacity continuously, where the blow count is increasing, for 10 feet unless reaching practical refusal first. ~~For Drive~~ test piles which are to be statically or Statnamically load tested, ~~ignore this minimum and drive these piles~~ as anticipated for the production piles.

When test piles attain practical refusal prior to attaining minimum penetration, perform all work necessary to attain minimum penetration and the required bearing. Where practical, use water jets to break the pile loose for further driving. Where jetting is impractical, extract the pile and install a preformed pile hole through which driving will continue. The Department will consider the work of extracting the pile to be Unforeseeable Work.

When driving test piles other than low displacement steel test piles, have preforming equipment available at the site and water jets as specified in 455-5.78 when jetting is allowed, ready for use, before the test pile driving begins.

The Engineer may elect to interrupt pile driving up to four times on each test pile, two times for up to two hours and two additional times during the next working day of initial driving to determine time effects during the driving of test piles.

~~Install instruments on test piles when dynamic load tests are included in the Plans or when directed by the Engineer.~~

455-5.1213.2 Location of Test Piles: Drive all test piles in the position of permanent piles at the designated locations. Ensure that all test piles designated to be statically load tested are plumb. In the event that all the piles are battered at a static load test site, the Engineer will designate an out-of-position location for driving a plumb pile for the static load test.

455-5.1213.3 Equipment for Driving: Use the same hammer and equipment for driving test piles as for driving the permanent piles. Also use the same equipment to redrive piles.

455-5.1314 Dynamic Load Tests: The Engineer will take dynamic measurements during the driving of piles designated in the Plans or authorized by the Engineer. ~~Install~~ For concrete piles, install instruments prior to driving and assist the Engineer in monitoring all blows delivered to the pile. ~~All test piles will have dynamic load tests.~~ For steel production piles, the Engineer may accept instrumented set-checks or redrives. The Engineer will perform dynamic load tests to evaluate any or all of the following:

1. ~~Evaluate suitability~~ Suitability of ~~the~~ Contractor's driving equipment, including hammer, capblock, pile cushion, and any proposed follower.
2. ~~Determine pile~~ Pile capacity.
3. ~~Determine pile~~ Pile stresses.
4. ~~Determine energy~~ Energy transfer to pile.
5. ~~Determine distribution~~ Distribution of soil resistance.
6. ~~Evaluate soil~~ Soil variables including quake and damping.
7. ~~Evaluate hammer~~ Hammer-pile-soil system for Wave Equation analyses.
8. ~~Evaluate pile~~ Pile installation problems.
9. Other.

Either install internal gauges in the piles in accordance with Design Standards, Index No. 20602 or attach instruments (strain transducers to measure force and accelerometers to measure acceleration) with bolts to the pile for dynamic load testing.

Make each pile to be dynamically tested with externally attached instruments available to drill holes for attaching instrumentation and for wave speed measurements. Support the pile with timber blocks placed at appropriate intervals. Ensure that the pile is in a horizontal position and does not contact adjacent piles. Provide a sufficient clear distance at the sides of the pile for drilling the holes. The Engineer will furnish the equipment, materials, and labor necessary for drilling holes and taking the wave speed measurements. If the Engineer directs dynamic load testing, instrumented set-checks or instrumented redrives, provide the Engineer safe access to the top of the piles for drilling the attachment holes. After placing the leads provide the Engineer ~~reasonable means of~~ safe access to the piles to attach the instruments and for removal of the instruments after completing the pile driving.

The Engineer will monitor the stresses in the piles with the dynamic test equipment during driving to ensure the Contractor does not exceed the maximum allowed stresses. 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 as directed by the Engineer.

Drive the pile to the required penetration and resistance or as directed by the Engineer. ~~Dynamic load testing of a pile may average up to two hours longer than for driving an uninstrumented pile.~~

When directed by the Engineer, perform instrumented set-checks or redrives. Do not use a cold diesel hammer for a set-check or redrive unless in the opinion of the Engineer it is impractical to do otherwise. 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.

~~For steel production piles, the Engineer may accept instrumented set-checks or redrives for the purpose of meeting the requirements for 100% dynamic testing.~~

455-5.1415 Pile Lengths:

455-5.1415.1 Test Pile Length: Provide the length of test piles shown in the Plans or as directed by the Engineer.

455-5.1415.2 Production Pile Length:

455-5.1415.2.1 Structures With Test Piles: When test pile lengths are shown in the Plans, the production pile lengths are based on information available during design and are approximate ~~only~~. The Engineer will determine final pile lengths in the field which may vary significantly from the lengths or quantities shown in the Plans.

455-5.1415.2.2 Structures Without Test Piles: Authorized lengths are provided as Production Pile Order Lengths in the Pile Data Table in the Structure Plans. Use these lengths for furnishing the permanent piling for the structure.

455-5.1415.3 Authorized Pile Lengths: The authorized pile lengths are the lengths determined by the Engineer based on all information available before the driving of the permanent piles, including, but not limited to, information gained from the driving of test piles, dynamic load testing, static load testing, supplemental soil testing, etc. When authorized by the Department, soil freeze information obtained during set checks and pile redrives may be used to determine authorized pile lengths for sites with extreme soil conditions. The Contractor may elect to provide piling with lengths longer than authorized to suit his method of installation or schedule. When the Contractor elects to provide longer than authorized pile lengths, the Department will pay for the furnished length as either the originally authorized length or the length between cut-off elevation and the final accepted pile tip elevation, whichever is the longer length.

Within five working days after driving all the test piles, completing all load tests, completing all redrives, and receiving all test reports, the Engineer will ~~submit the Contractor~~ provide an itemized list of authorized pile lengths. Use these lengths for furnishing the permanent piling for the structure. If the Contractor is willing to start ~~his~~ the pile driving operations in zones consisting of at least four test piles designated by the Engineer, and if the Contractor so requests in writing at the beginning of the test pile program, the Department will ~~submit~~ provide pile lengths for these designated phases within five working days after driving all the test piles, completing all load tests, completing all redrives, and receiving all test reports for those designated zones. The Engineer will ~~submit~~ provide the driving criteria for piles within three working days of furnishing pile lengths.

On multiple phase projects, the Engineer will not ~~submit~~ provide pile lengths on subsequent phases until completing the piling on initial phases.

455-5.1516 Allowable Driving Tolerances:

455-5.1516.1 General: Meet the tolerances described in this Subarticle ~~to~~ for the piles that are free standing without lateral restraint (after the template is removed). After the piles are driven, do not move the piles laterally to force them to be within the specified tolerances. ~~The Contractor may, except to~~ move battered piles ~~laterally~~ to overcome the dead load deflections caused by the pile's weight. When this is necessary, submit calculations signed and sealed by a Specialty Engineer ~~to the Engineer~~ that verify the amount of dead load deflection prior to moving any piles.

455-5.1516.2 Position: Ensure that the final position of the pile head at cut-off elevation is no more than 3 inches laterally in the X or Y coordinate from the Plan position indicated in the Plans.

455-5.1516.3 Axial Alignment: Ensure that the axial alignment of the driven piles does not deviate by more than 1/4 inches per foot from the vertical or batter line indicated in the Plans.

455-5.1516.4 Elevation: Ensure that the final elevation of the pile head is no more than 1-1/2 inches above, or more than 4 inches below, the elevation shown in the Plans, however in no case shall the pile be embedded less than 8 inches into the cap or footing.

For fender piles, cut off piles at the elevation shown in the Plans to a tolerance of plus 0.0 inches to minus 2.0 inches using sawing or other means as approved by the Engineer to provide a smooth level cut.

455-5.1516.5 Deviation From Above Tolerances: When the Contractor has failed to meet the above tolerances, the Contractor may propose a redesign to incorporate out of tolerance piles into pile caps or footings, at no expense to the Department. Ensure the Contractor's Engineer of Record performs any redesign and signs and seals the redesign drawings and computations. Do not begin any proposed construction until the redesign has been reviewed for acceptability and approved by the Engineer.

455-5.1617 Disposition of Pile Cut-offs, Test Piles, and Load Test Materials:

455-5.176.1 Pile Cut-offs:

1. Steel Piling: Unless shown otherwise in the Plans, the Department will retain ownership of cut-off sections, or portions of cut-off sections, and unused piling 20 feet long or longer that are not damaged. Deliver them to the Department's nearest maintenance yard. Ensure that sections of piles delivered to the maintenance yard are straight and undamaged. Cut off the damaged portions prior to delivery. Take ownership of cut-off sections less than 20 feet long. Remove them from the job, and dispose of them.

2. Other Pile Types: Upon completion of all work under the Contract in connection with piling, unless shown otherwise in the Plan, take ownership of any unused cut-off lengths remaining, and remove them from the right-of-way. Provide areas for their disposal.

455-5.167.2 Test Piles: Where so directed by the Plans or the Engineer, cut off, or build-up as necessary, test piles, and leave them in place as permanent piles. Extract and replace test piles driven in permanent position and found not suitable for use due to actions of the Contractor at no expense to the Department. Pull, or cut off at an elevation 2 feet below the ground surface or bottom of proposed excavation, test piles driven out of permanent position, and dispose of the removed portion of the test pile.

When test piles are required to be driven in permanent pile positions, the Contractor may elect to drive the test pile out of position, with the approval of the Engineer, provided that a replacement pile is furnished and driven by the Contractor at no expense to the Department in the position that was to be occupied by the test pile. Under this option, the Department will pay for the test pile in the same manner as if it were in permanent position.

Unless otherwise directed in the Plans or by the Engineer, retain ownership of test piles that are pulled or cut off and provide areas for their disposal.

455-6 Timber Piling.

455-6.1 Description: Drive timber piles ~~constructed of round timber~~ of the kind and dimensions specified in the Plans at the locations and to the elevations shown in the Plans, or as directed by the Engineer.

455-6.2 Materials: Meet the timber piling requirements of Section 953. Treat the piles according to the applicable provisions of Section 955. Treat all cuts and drilled holes in accordance with 470-3.

455-6.3 Preparation for Driving:

455-6.3.1 Caps: Protect the heads of timber piles during driving, using a cap of approved type, that will distribute the hammer blow over the entire cross-section of the pile. When necessary cut the head of the pile square before beginning pile driving.

455-6.3.2 Collars: Provide collars or bands to protect piles against splitting and brooming at no expense to the Department.

455-6.3.3 Shoes: Provide piles shod with metal shoes, of a design satisfactory to the Engineer, at no expense to the Department. Shape pile tips to receive the shoe and install according to the manufacturer's directions.

455-6.4 Storage and Handling: Store and handle piles in the manner necessary to avoid damage to the piling. Take special care to avoid breaking the surface of treated piles. Do not use cant dogs, hooks, or pike ~~holes~~poles when handling and storing the piling.

455-6.5 Cutting Off: Saw off the tops of all timber piles at the elevation indicated in the Plans. Saw off piles which support timber caps to the exact plane of the superimposed structure so that they exactly fit ~~it~~. Withdraw and replace broken, split, or misplaced piles.

455-6.6 Build-ups: The Engineer will not permit splices or build-ups for timber piles. Extract piles driven below Plan elevation and drive a longer pile.

455-6.7 Pile Heads:

455-6.7.1 Piles with Timber Caps: On piles wider than the timber caps, dress off ~~to a slope of 45 degrees~~ the part of the pile head projecting beyond the sides of the cap ~~to a slope of 45 degrees~~. Coat the cut surface with the required preservative ~~over which~~and then place a sheet of copper, ~~of~~with a weight of 10 ounces per square foot or greater, meeting the requirements of ASTM B370. Provide a cover measuring at least 4 inches more in each dimension greater than the diameter of the pile. Bend the cover down over the pile and fasten the edges with large head copper nails or three wraps of No. 12 copper wire.

455-6.7.2 Fender and Bulkhead Piles: ~~First paint~~Paint the heads of fender piles and of bulkhead piles with preservative and then cover with copper as provided above for piles supporting timber caps.

SUBARTICLES 455-7.1 through 455-7.5 are deleted and the following substituted:

455-7.1 Description: Provide prestressed concrete piles that are manufactured, cured, and driven in accordance with the ~~requirements of the~~ Contract Documents. Provide piles full length without splices when transported by barge or the pile length is less than or equal to 120 feet. When piles are transported by truck and the pile length exceeds 120 feet but is less than the maximum length for a three point pick-up according to Design Standards, Index No. 20600, and splicing is desired, provide minimal splices. Include the cost of the splices in the cost of the pile.

455-7.2 Manufacture: Fabricate piles in accordance with Section 450. When internal gauges will be used for dynamic load testing, supply and install in square prestressed concrete piles in accordance with Design Standards, Index No. 20602. Ensure the internal gauges are installed by personnel approved by the manufacturer.

455-7.3 Storage and Handling:

455-7.3.1 Time of Driving Piles: Drive prestressed concrete piles at any time after the concrete has been cured in accordance with Section 450, and the concrete compressive strength is equal to or greater than the specified 28 day compressive strength.

455-7.3.2 Storage: Support piles on adequate dunnage both in the prestress yard and at the job site in accordance with the locations shown in the [Standard Indexes Design Standards](#) to minimize undue bending stresses or creating a sweep or camber in the pile.

455-7.3.3 Handling: Handle and store piles in the manner necessary to eliminate the danger of fracture by impact or of undue bending stresses in handling or transporting the piles from the forms and into the leads. In general, lift concrete piles by means of a suitable bridge or slings attached to the pile at the locations shown in the [Standard Indexes Design Standards](#). Construct slings used to handle piles of a fabric material or braided wire rope constructed of six or more wire ropes which will not mar the corners or the surface finish of the piles. Do not use chains to handle piles. During transport, support concrete piles at the lifting locations shown in the [Standard Indexes Design Standards](#) or fully support them throughout 80% or more of their length. In handling piles for use in salty or brackish water, exercise special care to avoid damaging the surface and corners of the pile. If an alternate transportation support arrangement is desired, submit calculations, signed and sealed by the Specialty Engineer, for approval by the Engineer prior to transporting the pile. Calculations must show that the pile can be transported without exceeding the bending moments calculated using the support locations shown in the Plans.

455-7.4 Cracked Piles: The Engineer will reject any pile that becomes cracked in handling to the point that a transverse or longitudinal crack extends through the pile, shows failure of the concrete as indicated by spalling of concrete on the main body of the pile adjacent to the crack, or which in the opinion of the Engineer will not withstand driving stresses. The Engineer will not reject any pile for the occasional minor surface hairline cracking caused by shrinkage ~~or tensile stress in the concrete from handling~~.

Do not drive piling with irreparable damage, which is defined as any cracks that extend through the pile cross-sectional area that are, or will be, below ground or water level at the end of driving. ~~Such cracks are normally evidenced by emitting concrete dust during their opening and closing with each hammer blow.~~ Remove and replace broken piles or piles cracked to the extent described above at no expense to the Department. The Engineer will accept cracks less than 0.005 inches which do not extend through the pile. Using approved methods, cut off and splice or build-up to cut-off elevation piles with cracks greater than 0.005 inches at the pile head or above ground or water level, and piles with cracks above ground or water level which extend through the cross-sectional area of the pile. The Engineer, ~~at his discretion,~~ may require correction of pile damage or pile cracks by cutting down the concrete to the plane of sound concrete below the crack and rebuilding it to cut-off elevation, or the Engineer may reject the pile. Extract and replace rejected piles that cannot be repaired, at no expense to the Department.

Take appropriate steps to prevent the occurrence of cracking, whether due to handling ~~or driving.~~ ~~When cracking occurs during driving, take immediate steps to prevent additional cracking by using thicker cushions or reducing the ram stroke length. Revise handling and transporting equipment and procedures as necessary to prevent cracking during handling and transportation.~~ transporting or driving.

455-7.5 Preparation for Transportation: Cut ~~any strands protruding beyond the ends of the pile~~ flush with the surface of the concrete using an abrasive cutting blade before transporting the piles from the casting yard.

Cut and patch the metal lifting devices in accordance with 450-9.2.1.

SUBARTICLE 455-10.2 is deleted and the following substituted

455-10.2 Acceptance of Equipment and Procedures: All equipment and procedures are subject to satisfactory field performance. Make any required changes that may result from unsatisfactory field performance. The Engineer will give final acceptance after the Contractor makes necessary modifications. Do not make any changes in the driving system after acceptance without authorization of the Engineer. A hammer repaired on site or removed from the site and returned is considered to have its performance altered (efficiency increased or decreased), which is considered a change in the driving system and is subject to a dynamic load test in accordance with 455-5.~~13~~14 at no additional compensation.

SUBARTICLE 455-11.2.2 is deleted and the following substituted

455-11.2.2 Furnished Length: The furnished length of precast concrete piles will be considered as the overall length from head to tip. Final pay length will be based on the casting length as authorized in accordance with 455-5.~~14~~15.3 subject to provisions of 455-11.2.3 through 455-11.2.8, 455-11.8, 455-11.9 and 455-11.12.

SUBARTICLE 455-11.2.7 is deleted and the following substituted

455-11.2.7 Replacing Piles: In the event a pile is broken or otherwise damaged by the Contractor to the extent that the damage is irreparable, in the opinion of the Engineer, the Contractor shall extract and replace the pile at no additional expense to the Department. In the event that a pile is mislocated by the Contractor, the Contractor shall extract and replace the pile at no expense to the Department except when a design change proposed by the Contractor is approved by the Department as provided in 455-5.~~15~~16.5.

In the event that a pile is driven below cut-off without obtaining the required bearing, and the Engineer elects to have the pile pulled and a longer pile substituted, it will be paid for as Unforeseeable Work. In the event a pile is damaged or mislocated, and the damage or mislocation is determined to be the Department's responsibility, the Engineer may elect to have the pile extracted, and it will be paid for as Unforeseeable Work. If the extracted pile is undamaged and driven elsewhere the pile will be paid for at 30% of the Contract unit price for Piling. When the Department determines that it is responsible for damaged or mislocated pile, and a replacement pile is required, compensation will be made under the item for piling, for both the original pile and replacement pile.

The Contractor may substitute a longer pile in lieu of splicing and building-up a pile. In this event, the Contractor will be paid for the original authorized length of the pile, plus any additional length furnished by the Contractor up to the authorized length of the build-up, as piling. The Contractor will be paid 30 feet of piling as full compensation for extracting the original pile.

SUBARTICLE 455-11.5 is deleted and the following substituted

455-11.5 Dynamic Load Tests: Payment will be based on the number of dynamic load tests shown in the Plans, authorized by the Engineer, or required in 455-5.14~~2~~.7, completed and accepted in accordance with the Contract Documents. No separate payment will be made for dynamic load tests used to evaluate the Contractor's driving equipment. This will generally be done on the first test pile or production pile driven on a project with each combination of proposed hammer and pile size and/or a separate pile to evaluate any proposed followers, or piles driven to evaluate proposed changes in the driving system. No payment will be made for dynamic load tests used to evaluate the integrity of a pre-planned epoxy-bonded dowel splice. Include all costs associated with dynamically testing production piles with epoxy-bonded dowel splices under Pay Item No. 455-34. No payment will be made for dynamic load tests on test piles.

For structures with 100% dynamic testing, the cost of supplying and installing internal gauges or attaching external gauges to each pile for dynamic load tests is included in the cost of the pile and no separate payment will be made.

For structures without 100% dynamic testing, the cost of supplying and installing internal gauges or attaching external gauges to each production pile for dynamic load testing prior to initial driving, authorized by the Engineer, will be 20 feet of additional pile. No payment will be made for attaching dynamic testing equipment for set-checks or redrives.

SUBARTICLE 455-11.12 is deleted and the following substituted

455-11.12 Preformed Pile Holes: The quantity added to the payment for piling will be 30% of the length of completed preformed pile holes from existing ground or the bottom of any required excavation, whichever is lower, to the bottom of preformed hole acceptably provided, complete for the installation of the bearing piles, regardless of the type of pile (test pile or production pile) installed therein. Only those holes authorized to be paid for, as provided in 455-5.9~~10~~.3, will be included in the measurement for payment. The Engineer will authorize payment for preformed pile holes only when the pile has been placed in proper position and has achieved the required penetration.

SUBARTICLE 455-12.3 is deleted and the following substituted

455-12.3 Steel Piling: Price and payment will be full compensation for all labor, equipment, and materials required for furnishing and installing steel piling, including welding and painting as specified and the cost of predrilling pile holes described in 455-5.1.~~4~~. The cost of any sand or concrete fill and reinforcing steel in pipe piles will be included in the price for steel piling.

Bracing and other metal parts attached to or forming a part of piling or bracing and not otherwise classified, will be measured and paid for as provided in Section 460.

ARTICLE 455-20 is deleted and the following substituted

455-20 Construction Tolerances.

Meet the following construction tolerances for drilled shafts:

1. Ensure that the top of the drilled shaft is no more than 3 inches laterally in the X or Y coordinate from the position indicated in the Plans.
2. Ensure that the vertical alignment of the shaft excavation does not vary from the alignment shown in the Plans by more than 1/4 inches per foot of depth.
3. After placing all the concrete, ensure that the top of the reinforcing steel cage is no more than 6 inches above and no more than 3 inches below plan position.
4. Ensure that the reinforcing cage is concentric with the shaft within a tolerance of 1-1/2 inches. Ensure that concrete cover is a minimum of 4-1/2 inches unless shown otherwise in the Plans.
5. All casing diameters shown in the Plans refer to I.D. (inside diameter) dimensions. However, the Contractor may use casing with an outside diameter equal to the specified shaft diameter if the extra length described in 455-15.7 is provided. In this case, ensure that the I.D. of the casing is not less than the specified shaft diameter less 1 inch. When approved, the Contractor may elect to provide a casing larger in diameter than shown in the Plans to facilitate meeting this requirement. ~~When casing is not used,~~ **E**-ensure that the minimum diameter of the drilled shaft is 1 inch less than the specified shaft diameter. When conditions are such that a series of telescoping casings are used, provide the casing sized to maintain the minimum shaft diameters listed above.
6. Ensure that the top elevation of the drilled shaft concrete has a tolerance of plus 1 inch and minus 3 inches from the top of shaft elevation shown in the Plans.
7. The dimensions of casings are subject to American Petroleum Institute tolerances applicable to regular steel pipe.
8. Use excavation equipment and methods designed so that the completed shaft excavation will have a flat bottom. Ensure that the cutting edges of excavation equipment are normal to the vertical axis of the equipment within a tolerance of plus or minus 3/8 inches per foot of diameter.