

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

subject: New Bridge Design Standard
Practice

m e m o r a n d u m

date: February 3, 2009

to: Mr. Michael W. Lonergan
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from: Julie F. Georges
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Described below are proposed New Bridge Design Standard Practices which addresses the following concerns:

Pile Order Lengths and Test Piles

The current practice of generating pile order lists after driving test piles has significantly impacted the construction schedule of numerous projects. Delays associated with this practice can be severe when the pile type selected has limited availability and/or when the project's environmental permit includes seasonal work restrictions. In many cases, the test pile results do not lead to an order length which is significantly different than the original estimated pile lengths.

Proposed new practice:

Pile order lengths for end bearing piles on bedrock should be provided on the design plans when there is confidence in the subsurface profile. Test piles are still typically required to establish pile order lengths and pile capacity for friction piles. If pile driving records and pile load test data are available for a site (e.g. a bridge widening where the same pile type is proposed), specifying the pile order length on the design plans may be considered.

Readily available pile types should be used whenever possible; especially if the order length can not be established until after test piles are driven.

Section 5 of the *Bridge Design Manual*, Chapter 6 of the *Geotechnical Engineering Manual* and Section 7.02 of the *Standard Specifications* will be revised accordingly.

Maximum Design Pile Load

The current practice for displaying the controlling maximum axial design pile load was developed for a working stress design approach and is not consistent with the LRFD Bridge Design Specification. LRFD designs have different resistance factors applied to the geotechnical ultimate pile capacity based on the limit state being evaluated and the level of construction control being applied. Additional guidance is required to insure the proper value is being used to determine the required capacity of a pile.

Proposed new practice:

The controlling maximum axial pile load will be determined and displayed for each limit state. The geotechnical and structural designer will evaluate each limit state and determine an ultimate pile capacity for each substructure. The ultimate pile capacity is defined as the factored axial pile load divided by the resistance factor plus scour and downdrag resistances. The ultimate pile capacity is the value used for load testing and for sizing pile driving equipment. The contract drawings shall include a table that shows the ultimate pile capacity value for each substructure.

Section 5 of the *Bridge Design Manual*, Chapter 6 of the *Geotechnical Engineering Manual* and Section 7.02 of the *Standard Specifications* will be revised accordingly.

APPROVED BY: *Michael W. Lonergan*
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DATE: 2/4/09

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FEB 06 2009

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