



Civil & Environmental Engineering

**LOAD AND RESISTANCE FACTOR DESIGN (LRFD) RESISTANCE
FACTORS FOR TIP GROUTED DRILLED SHAFTS**

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DRAFT FINAL REPORT

BY

Principal Investigators:

Gray Mullins, Ph.D., P.E.

Manjriker Gunaratne, Ph.D., P.E.

with

Anhar Sarsour- Doctoral Student

and

Sarah Mobley, Ph.D., P.E.



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The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of Florida Department of Transportation.

APPROXIMATE CONVERSIONS TO SI UNITS

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
LENGTH				
in	inches	25.4	millimeters	mm
ft	feet	0.305	meters	m
yd	yards	0.914	meters	m
mi	miles	1.61	kilometers	km

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
AREA				
in²	square inches	645.2	square millimeters	mm ²
ft²	square feet	0.093	square meters	m ²
yd²	square yard	0.836	square meters	m ²
ac	acres	0.405	hectares	ha
mi²	square miles	2.59	square kilometers	km ²

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
VOLUME				
fl oz	fluid ounces	29.57	milliliters	mL
gal	gallons	3.785	liters	L
ft³	cubic feet	0.028	cubic meters	m ³
yd³	cubic yards	0.765	cubic meters	m ³
NOTE: volumes greater than 1000 L shall be shown in m ³				

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
MASS				
oz	ounces	28.35	grams	g
lb	pounds	0.454	kilograms	kg
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
TEMPERATURE (exact degrees)				
°F	Fahrenheit	5 (F-32)/9 or (F-32)/1.8	Celsius	°C

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
ILLUMINATION				
fc	foot-candles	10.76	lux	lx
fL	foot-Lamberts	3.426	candela/m ²	cd/m ²

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
FORCE and PRESSURE or STRESS				
lbf	poundforce	4.45	newtons	N
lbf/in ²	poundforce per square inch	6.89	kilopascals	kPa
kip	kilopound	4.45	kilonewtons	kN

1.1.1 APPROXIMATE CONVERSIONS TO SI UNITS

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
LENGTH				
mm	millimeters	0.039	inches	in
m	meters	3.28	feet	ft
m	meters	1.09	yards	yd
km	kilometers	0.621	miles	mi

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
AREA				
mm ²	square millimeters	0.0016	square inches	in ²
m ²	square meters	10.764	square feet	ft ²
m ²	square meters	1.195	square yards	yd ²
ha	hectares	2.47	acres	ac
km ²	square kilometers	0.386	square miles	mi ²

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
VOLUME				
mL	milliliters	0.034	fluid ounces	fl oz
L	liters	0.264	gallons	gal
m³	cubic meters	35.314	cubic feet	ft ³
m³	cubic meters	1.307	cubic yards	yd ³

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
MASS				
g	grams	0.035	ounces	oz
kg	kilograms	2.202	pounds	lb
Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2000 lb)	T

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
TEMPERATURE (exact degrees)				
°C	Celsius	1.8C+32	Fahrenheit	°F

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
ILLUMINATION				
lx	lux	0.0929	foot-candles	fc
cd/m²	candela/m ²	0.2919	foot-Lamberts	fl

SYMBOL	WHEN YOU KNOW	MULTIPLY BY	TO FIND	SYMBOL
FORCE and PRESSURE or STRESS				
N	newtons	0.225	poundforce	lbf
kPa	kilopascals	0.145	poundforce per square inch	lbf/in ²
kN	kilonewtons	0.225	kilopound	kip

*SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380.

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<p>Pressure grouting beneath the tip of drilled shafts, also known as postgrouting, has been used for more than fifty years throughout the world and has shown to be an effective means to enhance both the usable and ultimate end bearing resistance. In short, postgrouting is a form of compaction grouting beneath the shaft tip (performed after concrete has cured) that can improve the soil strength and increase the axial shaft stiffness.</p> <p>Until 2006, there was no published design methodology and hence the anticipated performance was speculated to be a function of injected grout volume, shaft uplift and/or the achieved grout pressure. Research leading up to a 2006 design method funded by the Florida Department of Transportation (FDOT) found the grout pressure applied to the soils beneath the shaft tip to be the key most closely linked to the resulting end bearing. However, the research did not recommend safety factors or LRFD resistance factors for use in design. In fact, 13 years after the new design method and after hundreds of projects employing its use domestically and worldwide there were no published resistance factors for post grouted end bearing resistance of drilled shafts. The objective of this study was to establish LRFD resistance factors for post grouted end bearing scenarios.</p> <p>As with all resistance factor calibration studies, the measured load test response was compared to the predicted capacity. The predicted capacity method was restricted to the 2006 design method and the FDOT adapted from the 2006 method. The pressure applied at the time of grouting was scrutinized for all 31 shafts and three values of grout pressure were identified: the highest field recorded pressure, which could have been the by-product of a blocked grout line; the office-calculated design pressure based on boring log information; and the truly applied, termed <i>effective</i>, pressure which was verified by reviewing the simultaneous performance/trends of increasing grout volume, pressure and shaft uplift. Bias values (the measured to predicted capacity ratios) were determined for each pressure level of each shaft and at all displacements underwhich the shaft was load tested.</p> <p>Resistance factors were found to be higher for effective pressure bias values and lowest for office-calculated design pressure. Further, both the 2006 and FDOT design methods resulted in the same resistance factor (0.65) for toe displacements up to 1% of the shaft diameter, D. The findings further recommend adoption of strict field quality control measures to support the use of the computed resistance factor.</p>			
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Executive Summary

Pressure grouting beneath the tip of drilled shafts, also known as postgrouting, has been used for more than fifty years throughout the world and has shown to be an effective means to enhance both the usable and ultimate end bearing resistance. In short, postgrouting is a form of compaction grouting beneath the shaft tip (performed after concrete has cured) that can improve the soil strength and increase the axial shaft stiffness. Until 2006, there was no published design methodology and hence the anticipated performance was speculated to be a function of injected grout volume, shaft uplift and/or the achieved grout pressure. Research leading up to a 2006 design method funded by the Florida Department of Transportation (FDOT) found the grout pressure applied to the soils beneath the shaft tip to be the key parameter most closely linked to the resulting end bearing. However, the research did not recommend safety factors or LRFD resistance factors for use in design. In fact, 13 years after the new design method and after hundreds of projects employing its use domestically and worldwide there were no published resistance factors for post grouted end bearing resistance of drilled shafts.

Today, FDOT restricts the use of shaft end bearing in sands and as such no resistance factors are provided in FDOT design manuals. However, end bearing is permitted if postgrouting is employed and an adaptation of 2006 design method is provided. Even then, when post grouting is used there is no resistance factor for design computations and a load test is usually required from which the load test specific resistance factor is used. The objective of this study was to establish LRFD resistance factors for post grouted end bearing scenarios. To this end, a database of 31 test shaft was established into which the shaft diameter, length, boring logs, grouting logs and load test reports were compiled.

As with all resistance factor calibration/determination studies, the measured load test response was compared to the predicted capacity. The predicted capacity methods were restricted to the 2006 design method and the FDOT adapted from the 2006 method. The predicted capacity methods were restricted to the 2006 design method on which the FDOT method is founded. This design method is dependent on two factors: (1) the amount of end bearing displacement and (2) the grout pressure imparted to the end bearing strata. Where no grout pressure is applied, the end bearing responds as a convention ungrouted shaft. So, the pressure applied at the time of grouting was scrutinized for all 31 shafts and three values of grout pressure were identified: the highest field recorded pressure, which could have been the by-product of a blocked grout line; the office-calculated design pressure based on boring log information; and the truly applied, termed effective, pressure which was verified by reviewing the simultaneous performance/trends of increasing grout volume, pressure and shaft uplift. Bias values (the measured to predicted capacity ratio) were determined for each pressure level of each shaft and at all displacements under which the shaft was load tested.

Resistance factors were found to be higher for *effective* pressure bias values and lowest for office-calculated design pressure. Further, both the 2006 and FDOT design methods resulted in the same resistance factor (0.65) for toe displacements up to 1% of the shaft diameter, D . The findings further recommend adoption of strict field quality control measures to support the use of the computed resistance factor.

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Chapter One: Introduction

A drilled shaft is a cast-in-place deep foundation element often chosen over other foundation options due to its ability to withstand large axial and lateral loading. The axial capacity of a drilled shaft is the result of a combination of side shear and end bearing, but design guidelines vary throughout the industry and can often be conflicting. Some agencies exclude the use of side shear depending completely on the end bearing; others design based solely on side shear and disregard end bearing. Both rationales are defensible especially given the regional variability of the existing soil strata. In reality, both end bearing and side shear always contribute to the overall shaft capacity where the contributing load carrying components depend on shear strain for side shear resistance and toe displacement for end bearing. The issue then becomes one of developing both the side shear and the end bearing simultaneously.

The controlling mechanisms for the development of side shear and end bearing capacity require significantly different displacements. Shafts tipped in competent/hard material require only small displacements to mobilize the socket side shear or end bearing. In such cases, soft or loose overburden soil layers never experience the magnitude of displacement (shear strain) needed to produce meaningful capacity. When tipped in less competent materials or constructed in uniform soils over the entire length, the side shear contributes to the overall capacity, but end bearing movement may not be sufficient to mobilize a significant portion of the ultimate end bearing. Further, the ultimate end bearing value is often small in loose materials. So strain incompatibility between side shear and end bearing has the most effect on the ability for a given component (side shear or end bearing) to participate in the load carrying resistance.

The Florida Department of Transportation (FDOT) restricts the use of shaft end bearing when tipped in sands such that no end bearing can be used unless verified by load testing. However, if the soils beneath the tip of the shaft are injected with high pressure grout, known as postgrouting, then the FDOT-prescribed end bearing design equations can be used. To date, postgrouted shafts used for FDOT structures have been accompanied by some form of load testing, and the resistance factor associated with the load test method was then applied. In the event that postgrouted shafts are used without a load test, the present design specifications have no prescriptive resistance factor for those conditions. In fact, there are no published resistance factors for postgrouted shafts anywhere in the U.S. or abroad. Setting resistance factors for postgrouted end bearing capacity forms the basis for this study.

1.1 Overview

Pressure grouting beneath the tip of drilled shafts, also known as postgrouting, has been used for more than fifty years throughout the world and has shown to be an effective means to enhance both the usable and ultimate end bearing resistance. In short, postgrouting is a form of compaction grouting beneath the shaft tip (performed after concrete has cured) that can improve the soil strength and increase the axial shaft stiffness. Until 2006, there was no published design methodology and hence the anticipated performance was speculated to be a function of injected

grout volume, shaft uplift and/or the achieved grout pressure. Research leading up to the new design methods (Mullins et al., 2000, 2001, 2004, 2006, 2008; Mullins and O'Neill, 2003; Mullins and Dapp, 2002; Mullins, 2015) found the grout pressure applied to the soils beneath the shaft tip to be the key parameter.

Prediction of the achievable grout pressure (and the grouted end bearing) hinges on the available side shear to resist the fluid grout pressing upward on the shaft tip area. Three assumptions accompany this approach: (1) the fluid grout distributes across the entire tip area, (2) side shear can be estimated with reasonable confidence, and (3) the end bearing strata can withstand the “design” grout pressure. To this end, field quality control measures were adopted in an effort to: ensure grout distribution in the form of a minimum grout volume criterion; show side shear was not exceeded via a maximum uplift threshold; and verify the design pressure is sustained for a minimum amount of time. To date, however, designers have not been required to impose any form of safety factor on the predicted grout pressure which are dependent on side shear values; rather, upper limits on grout pressure have only been based on equipment capabilities (i.e. 1000-1600psi) or contractor suggested upper limits based on experience (less than 800psi). This oversight has led to numerous cases where the design pressure could not be achieved due to excessive shaft uplift (side shear failure) or excessive grout volume (end bearing soil failure). Application of reliability-based resistance factors applied to side shear and/or end bearing can mitigate these problems which are usually only unveiled during production shaft construction and grouting.

In cases where the design grout pressure is not achieved, the current state of practice has accepted the use of stage grouting as a catch-all fix or reset of any grouting criterion that has not been satisfied. This second attempt to achieve the grout pressure in effect produces a drastically smaller, fluid grout bulb beneath the shaft and therefore cannot produce the same force or soil modification effectiveness. This can also violate the assumption that the entire tip of the shaft is in contact with grout. However, some postgrouting design approaches are based on multi-stage grouting practices which result in lower end bearing predictions. Conversely, single stage grouting methods produce higher end bearing capacity for a given grout pressure. This suggests that the construction practice must adhere to the design method used, and that a unique resistance factor should be applied to the various design methods based the bias factor associated with each approach. This speaks to one primary goal of this study.

Postgrouting inherently increases the confidence in the as-built shaft performance. If grout is truly distributed over the entire shaft tip, then the associated bi-directional forces test both the side shear and mobilized end bearing. Current FDOT design guidelines for post grouted shafts in sand incorporate a displacement dependent end bearing strength which cannot exceed the applied grout pressure. So, at the time of grouting the design capacity is essentially fully tested which suggests a near 1.0 resistance factor could be appropriate. However, even then, there is still reserve capacity in both side shear and end bearing where the proofed uplift side shear is less than downward loading and the true ultimate end bearing continues to increase with additional displacement. In clay or rock, grouted capacity design approaches are not explicitly stated but generally exhibit the same limits. Assessing how soil type affects grouting performance and confidence is similarly important.

Finally, the motivation for postgrouting has primarily been to increase capacity which in turn reduces shaft size and foundation costs. Increased reliability afforded by grouting has not yet been considered in design; therefore, an increase in the resistance factors could also reduce overall expense by reducing the required ultimate capacity. Equally important, the improved soil structure and the size of grout bulb are in essence constructed elements and therefore inspection in the form of quality assurance and control must be robust. Detailed field practices that verify or disprove the design assumptions must be employed and will be discussed herein. Use of such methods provide basis for increased reliability that if omitted would constitute rationale for lower resistance factors. Determination of resistance factors for the various aspects of postgrouted shaft design and construction is the primary objective of this study.

1.2 Organization of Report

This study entailed four tasks in the process of defining resistance factors for postgrouted end bearing capacity of drilled shafts including a literature search, collection of data sources, analysis of data, and development of recommendations. These steps are outlined in the ensuing chapters: Chapter two provides a background on postgrouting design and construction methods. Chapter three consists of a detailed summary of the collected data. Chapter four details the procedure used to process and evaluate the collect data. Finally, the conclusions drawn from the study are summarized in Chapter five, recommendations are provided based on the findings.

Chapter Two: Literature Review

In the early nineteen sixties the process of pressure grouting beneath shaft tips was first used to improve end bearing (Bolognesi and Moretto, 1973). In the ensuing 60 years, numerous grout distribution systems were developed and tested but the basic approach remained the same. Despite the almost certain presence of in-house proprietary design methods throughout the world, it took forty years for the first rational design approach to be published (Mullins et al, 2006).

Pressure grouting is a form of compaction that densifies the soil and is therefore most effective in granular, free draining soils capable of structurally reorienting in the short timeframe of the grouting process (i.e. less than 1hr). The term post grouting comes from the fact that the pressure grouting is performed after/post construction. Pressure grouting should not be confused with permeation grouting. Permeation grouting uses highly-mobile, thin fluid grouts to flow through while filling in and around the soil particles to cement the materials together. Designing capacity from the two methods is completely different as pressure grouting relies on the applied pressure and the area over which it is applied. Permeation grouting relies on the strength of the cementing fluid and the size of the bulb that is formed. The bulb size is then used as an increased end bearing area where conventional end bearing computations can be applied. However, prediction of the bulb size from permeation grouting and the resulting end bearing area is difficult and not the subject of this study.

In general, dense sands provide relatively good end bearing without grouting and therefore improvements from post grouting are modest. The same material at a lower relative density will achieve a higher percent improvement for a similar magnitude of grout pressure. Where dense sands may show only 40% capacity increase as a result of post grouting, loose sands can show 800-900% increase (Mullins et al, 2004). Although it is never the intent to allow poor construction practices and needlessly leave debris or soils loosened by the drilling, these conditions can be restored to an improved higher relative density than that which originally existed through the use of post grouting.

2.1 Grout Delivery Systems

Grout delivery systems vary in concept but all must provide a means to place grout in the locations/areas slated for improvement. These systems can be categorized as sleeve ports (tube-a-manchette, *French*), flat jacks, or stem ports. For drilled shaft end bearing applications, sleeve ports are tubing circuits that allow grout to flow into and out of the target grouting area in a continuous looped tube. Orifices are drilled in the tubing at the desired grouting locations and covered with a rubber sleeve to keep debris from clogging the orifices during concreting. Figure 2.1 shows three example sleeve ports systems used around the world (Bittner, et al. 2007 and Mullins, et al. 2001). In the United States, sleeve port systems commonly use a separation plate to isolate the shaft concrete from the grouting zone which also minimizes soil disturbance from tremie placed concrete rushing into the excavation.



Figure 2.1 Sleeve port systems used in China (left), Taiwan (center), south Florida (right).

Flat jack assemblies also form circuits via grout delivery tubes that go to and from the grouting area; however, at the grouting site, the grout is free to distribute across the base of a flat plate establishing a predefined initial pressurized area much like a hydraulic jack (hence the name flat jack). Generally, flat jacks have the ability to introduce grout beneath the plate via a plurality of tubes around the circumference of the plate. Grout flow out of all tubes demonstrates proper grout distribution. Figure 2.2 shows example flat jack assemblies (Mullins and O'Neill, 2003; Mullins et al., 2001).



Figure 2.1 Flat jacks used in West Palm, FL (top left), Houston, TX (top right), Taipei, Taiwan (bot left), and Tampa, FL (bot right).

Flat jacks are further classified as closed or open systems. Open systems, the most common, simply provide a separation membrane (rubber or light gauge sheet metal) or a protected cavity that keeps concrete from bonding to the underside of the plate and maintains the

predefined grouting area. At the time of grouting, the membrane expands and may burst allowing the grout to directly contact the soil. Closed systems provide a highly expansive bladder that prevents grout migration. The system shown in Figure 2.2 (bottom right) is a double plate closed system that would eventually become an open system after 4in of lower plate travel. The others shown are considered open systems. Both sleeve port and flat jack systems benefit from a gravel pack below the grout delivery system to aid in lateral grout distribution across the shaft tip.

Stem ports are usually used as a remedial response to unexpected loss in side shear or end bearing for any number of scenarios. This approach is essentially the same as compaction grouting to stabilize sink holes (or similar); but for shafts, it may involve coring the shaft to the base to provide a conduit for grout. If multiple stem ports are used, a circuit beneath the shaft can be established. However, no predefined pathway or loading area can be guaranteed. Only one stem port is often used due to the difficulty of coring accurately the full length of the shaft.

Further details of post grouting systems can be found elsewhere (Gouvenot and Gabiax 1975; Sliwinski and Flemming 1984; Bruce 1986; Dapp 2002; Mullins, et al. 2000, 2001, 2004; Bittner, 2007).

2.1.1 Design Considerations

The most simplistic and conservative design approach for post grouted shaft tips is to limit the end bearing to the applied grout pressure. This in essence is a proof load test of both the end bearing material and the side shear required to achieve that load. Like bi-directional load tests, the full proof load is twice the side shear or end bearing load (Eqn 2.1).

$$Proof\ Load = 2(grout\ pressure)(tip\ area) \quad (2.1)$$

Longer shafts with smaller end bearing areas and higher unit side shear resistance can withstand higher grout pressures. Conversely, shorter shafts with larger diameters and lower unit side shear withstand less grout pressure (Eqn 2.2).

$$maximum\ grout\ pressure = \frac{(unit\ side\ shear)(length)(circumference)}{tip\ area} \quad (2.2)$$

For sand, the upper pressure limit (aside from side shear control, Eqn 2.2) can be estimated from cavity expansion theory and can exceed 1000psi (Vesic, 1967). However, even when shafts are tipped in sand, layers of weaker clayey soils within the influence zone of the grout bulb (2-3D below tip) can cause end bearing / punching failures and thereby stop the increase in grout pressure.

More practically, grout pressure is limited to equipment capabilities (1000-1600psi), side shear capacity, and the grout working life (e.g. pressure that can be achieved while grout is still fluid). Figure 2.3 demonstrates the maximum grout pressure possible for various values of side shear as a function of length (L) and diameter (D). It also shows published grout pressures for various projects worldwide and indicates that the average mobilized side shear for these projects was less than 1tsf at the time of grouting. Note the highest pressure recorded by these case studies was approximately 870 psi.

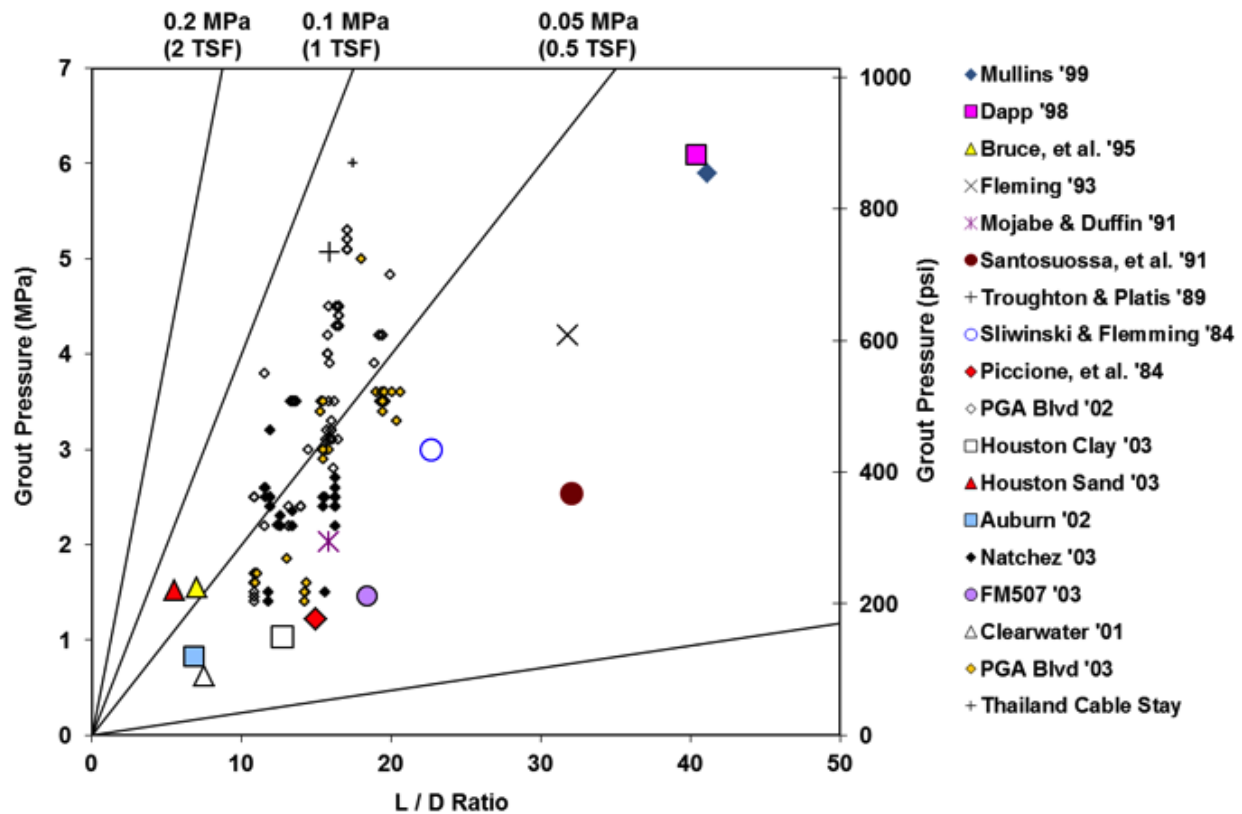


Figure 2.2 Grout pressure vs. L/D ratio for published grouting studies (Mullins and Winters, 2004).

For clayey materials, the achieved grout pressure is a good indication of usable end bearing. For sands, cemented soils and rock, far more capacity can be demonstrated. Focusing on sands, the ability to develop more capacity than just the applied grout pressure stems from the understanding that (1) while the ultimate end bearing capacity is typically taken at a displacement equivalent to 5% of the shaft diameter, smaller allowable displacements restrict the usable capacity, and (2) sands continue to gain capacity at larger displacements up to as much as 15% of the shaft diameter (Bruce, 1986). At such large displacements, however, structural deformations are excessive and the side shear resistance can degrade. Post grouting simply precompresses the end bearing soils making higher capacities available at lower displacements. In fact, when postgrouting is employed, the grouted end bearing capacity at small/allowable displacements is often higher than the ungrouted capacity at ultimate capacity (or a larger 5%D displacement).

The post grouted end bearing design method developed by Mullins et al. (2006) combined the achievable grout pressure with the predicted ungrouted end bearing capacity to predict the end bearing capacity at a selected displacement (Eqns 2.3 and 2.4). The usable end bearing capacity is therein defined by the tip capacity multiplier, TCM, multiplied by the ungrouted end bearing capacity. The ungrouted capacity is taken from Reese and O'Neill to be $0.6(N)$ in units of tsf (1999) where N is the standard penetration blow count. However, where Reese and O'Neill provide an upper limit on end bearing to 40tsf (AASHTO, 2013), the Mullins et al. (2006) method did not intend to limit the ungrouted capacity when using that approach (Eqn 2.3); Reese and

O'Neill had applied this limit on the basis that no data had been collected to higher levels when preparing their relationship.

$$q_{\text{grouted}} = (TCM)(q_{\text{ungouted}}) \quad (2.3)$$

where

$$TCM = 0.713(GPI)(\%D^{0.364}) + \frac{\%D}{0.4(\%D)+3.0} \quad (2.4)$$

and

GPI = grout pressure / ungouted end bearing capacity (dimensionless)

$\%D$ = tolerable displacement / shaft diameter, in percent (dimensionless)

The 2006 design procedure was described for a given shaft diameter and embedment length, and involved the following steps follows:

1. Calculate the ungouted end bearing capacity at 5%D displacement, $q_{p \text{ Ultimate}}$.
2. Calculate the ultimate side shear resistance, F_s , for the total length of embedded shaft.
3. Divide the ultimate side shear resistance by the cross sectional area, A , of the shaft to determine the maximum anticipated grout pressure, GP_{max}

$$GP_{\text{max}} = F_s / A$$

4. Calculate the grout pressure index, GPI , as the ratio of the maximum anticipated grout pressure (Step 3) to the ungouted unit tip resistance (Step 1)

$$GPI = GP_{\text{max}} / q_{p \text{ Ultimate}}$$

5. Establish the maximum design displacement as the ratio of the shaft diameter, $\%D$.
6. Determine the tip capacity multiplier, TCM , given the grout pressure index (Step 4) and the permissible displacement (Step 5) using Eqn. 2.4
7. Estimate the grouted unit tip resistance as the product of the tip capacity multiplier (Step 6) and the ultimate ungouted end bearing capacity (Step 1)

$$q_{\text{grouted}} = (TCM)(q_{p \text{ Ultimate}})$$

For example, a 0.91 m (3 ft) diameter drilled shaft with an ultimate side shear resistance of 1,780 kN (200 t) will have a grouted end bearing capacity of 3.97 MPa (41.8 tsf). This is with a permissible shaft displacement of 25 mm (1 in.) and an ungouted end bearing capacity of 1.71 MPa (18 tsf) again using Eqn. 2.4 and where $N=30$.

Dapp and Brown (2010) later modified the TCM component of equation 2.3 to fit the response of load tests performed to predict the site-specific end bearing and effectiveness of the grouting methods used for that project (Eqn 2.5).

$$TCM = 0.713(GPI)(\%D^{0.2}) + \frac{\%D}{4.0(\%D)+6.0} \quad (2.5)$$

Close review of Dapp and Brown's work revealed that multi-stage grouting was used on that site as the design grout pressure could not be achieved in a single stage. Both design methods use the same basic computations for side shear determination and the associated grout pressure (side shear capacity / tip area). This supports the premise that multi-stage grouting and single stage grouting do not provide the same level of improvement. Therefore, field practices to use or not use multi-stage grouting should not be decided by the contractor, but rather established at the design phase.

The inability to achieve the target design grout pressure is a strong indication that reliability based resistance factors should be applied. In all cases, the grouting process should demonstrate that the anticipated physical phenomena are actually occurring (i.e. grout pressure is loading the entire tip area). To this end, a grout monitoring / quality control program should be carefully established.

2.2 Grouting Effectiveness

Criteria for effective grouting are site and design dependent but all must consider monitoring and recording the grout pressure, grout volume and shaft uplift as a means of quality assurance and quality control.

2.2.1 Pressure.

Design approaches, such as those suggested by equations 2.4 and 2.5 set a minimum grout pressure from which an anticipated end bearing is computed. Field monitoring must verify that this pressure is achieved for a minimum sustained time (e.g. > 2min). If the grouting proceeds as expected, grout pressure should increase with additional volume in response to straining the end bearing soils. Increases in pressure without an associated increase in grout volume can be caused by grout system blockages and are an indication of ineffective grouting. Commonly, a minimum net grout volume criterion must be met by the time the design pressure is achieved as a means to demonstrate the grouted area is sufficient.

2.2.2 Net Volume

A minimum net grout volume criterion is assigned on the basis of a required quantity of grout needed to cover the tip area with an estimated amount of end bearing soil movement. Where the total grout volume includes that volume required to fill the grout system as well as that volume pumped thereafter, the net volume only considers that grout that actively improves the soil (after filling the system lines, etc.). A quick estimate of minimum net grout volume can be accomplished by multiplying the tip area by 5% of the shaft diameter (D). This makes the simplistic assumption that a disk of grout will form below the shaft as if the soil beneath the shaft tip had displaced that distance during a load test to ultimate end bearing. This value tends to underestimate the actual volume but serves as a reasonable starting point. In reality, the minimum net grout volume threshold is best set by an initial grout test which incorporates the compressibility of the soil on site (stiffer soils require less volume and vice versa); but minimum volume criteria tend to over simplify the system and quality assurance considerations.

Increases in volume without an increase in pressure can indicate no additional side shear or end bearing resistance is available or the grout is piping/migrating to an unknown location. Shaft uplift measurements can be used to differentiate between side shear and end bearing failures. Failure to achieve grout pressure as volume increases can be catastrophic to the design whereby remediation to the design will be required and construction will be delayed.

2.2.3 Uplift.

Shaft uplift measurements are perhaps the most telling indicator of grouting performance and are a direct indication of applied force. As many designs are balanced where the grout pressure and end bearing improvement are limited to available side shear, it is reasonable to expect the side shear strain and uplift to be appreciable at the point where the design grout pressure is achieved. In these cases, uplift will be proportional to the grout pressure and should be expected if grouting is performed correctly.

Maximum permissible uplift should be set such that no degradation to the side shear resistance results. Uplift values of 0.5 to 1.0%D are reasonable starting values but site specific soil response may vary and more appropriate values can be obtained from load tests or in some cases a demonstration grout test.

Uplift measurements can also be used to identify or rule out side shear control when excessive grout volume is taken. If the shaft does not continue to uplift with additional volume and also without increases in pressure, the end bearing has been exceeded or grout is piping/migrating elsewhere (no positive benefit). Conversely, persistent uplift with increasing volume and without additional grout pressure indicates side shear failure.

2.2.4 Toe Strain.

Instrumenting grout tests with strain gages provides a means to demonstrate whether or not grout is distributed across the full tip area. When grout is uniformly distributed, strain in the shaft tip should be reasonably uniform. The magnitude of observed strain is often a point of contention where the grouted area of the tip and the mobilized unit side shear have offsetting effects. Using estimated unit side shear values (f_s) for the length of the shaft segment between the toe elevation and the elevation of the strain gages (L_{seg}), the force at the strain gages is expected to be less than the force applied to the tip via the grouted area. During grouting, the average gage level strain (ϵ) can be estimated using equation 2.6.

$$\epsilon_{gage\ level} = \frac{PA_{grout} - \pi D L_{seg} f_s}{A_{shaft} E_{comp}} \quad (2.6)$$

It becomes apparent that a smaller than expected strain value can be caused by a smaller than expected grout area or a larger than expected unit side shear value. This is based on reliable values of shaft area (A_{shaft}), composite shaft modulus (E_{comp}), shaft diameter, gage level elevation, and an accurate measurement of grout pressure (P). In any event, change in strain should be proportional to change in grout pressure to ensure lines have not become blocked. Furthermore, strains should be uniform to verify the entire tip area is experiencing grout improvements.

2.3 Quality Assurance and Control

The contradictory results of the individual performance measures can lead to inadvertent acceptance of ineffectively grouted shafts. As a result, a performance review is recommended wherein the three field measurements are plotted in tri-axis graphs to show the actual grouted outcome and to confirm proper grouting has been achieved (Figure 2.4).

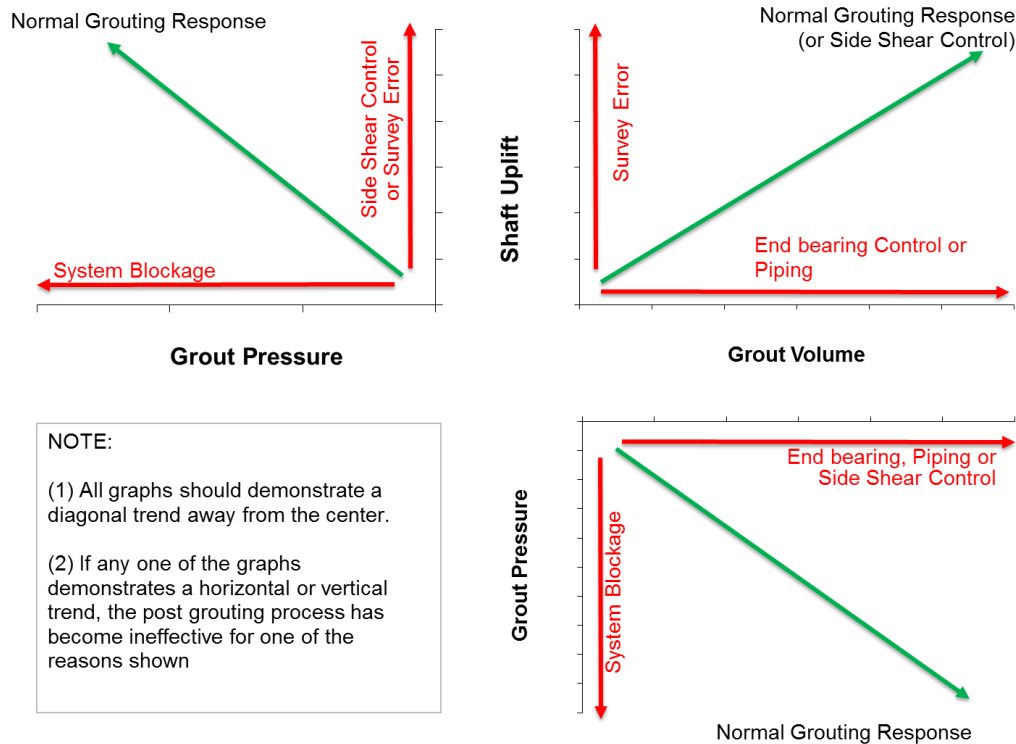


Figure 2.3 Quality assurance plots for post grouting drilled shafts (Winters, 2014).

In short, all graphs should demonstrate a diagonal trend away from the center. If any one of the graphs demonstrates a horizontal or vertical trend and it is confirmed by a second graph, the post grouting process has become ineffective for one of the reasons shown. Figures 2.5-2.7 show examples of effective grouting, end bearing failure, and grout system blockage which all would have been missed without using proper quality control/assurance methods as each individual criterion was satisfied. The dashed red lines denote the individual grouting criterion required for each project. Only figure 2.5 shows all criterion were met “effectively.”

For the proposed study, it is imperative that all data collected be pre-processed using the tri-axis plots to identify the grout pressure at which the grouting process was still effective instead of automatically taking the highest pressure recorded in the field logs. However, statistical evaluation of the same data where no quality control method (QA/QC) was used provides rationale for developing different resistance factors for cases where QA/QC is not employed (e.g. resistance factors for QA/QC and for no QA/QC).

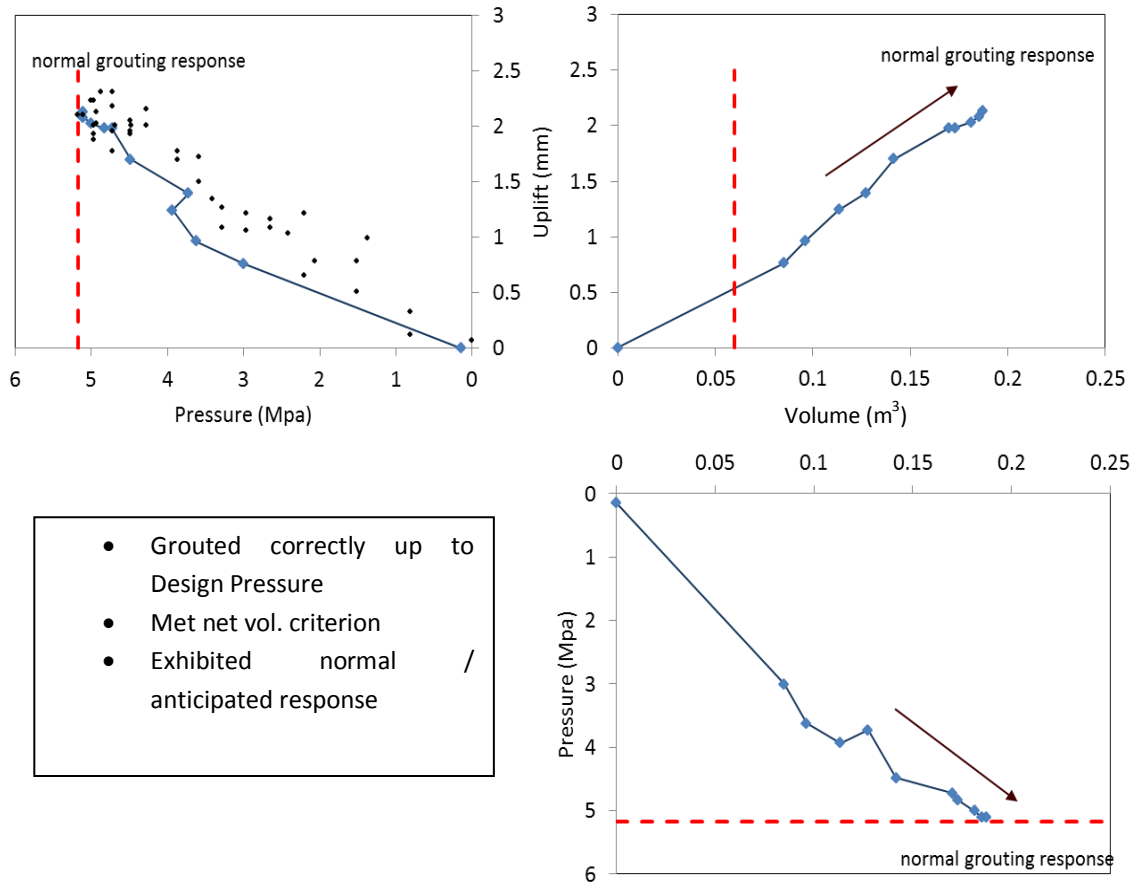


Figure 2.4 Proper grout performance shown from effectiveness plots.

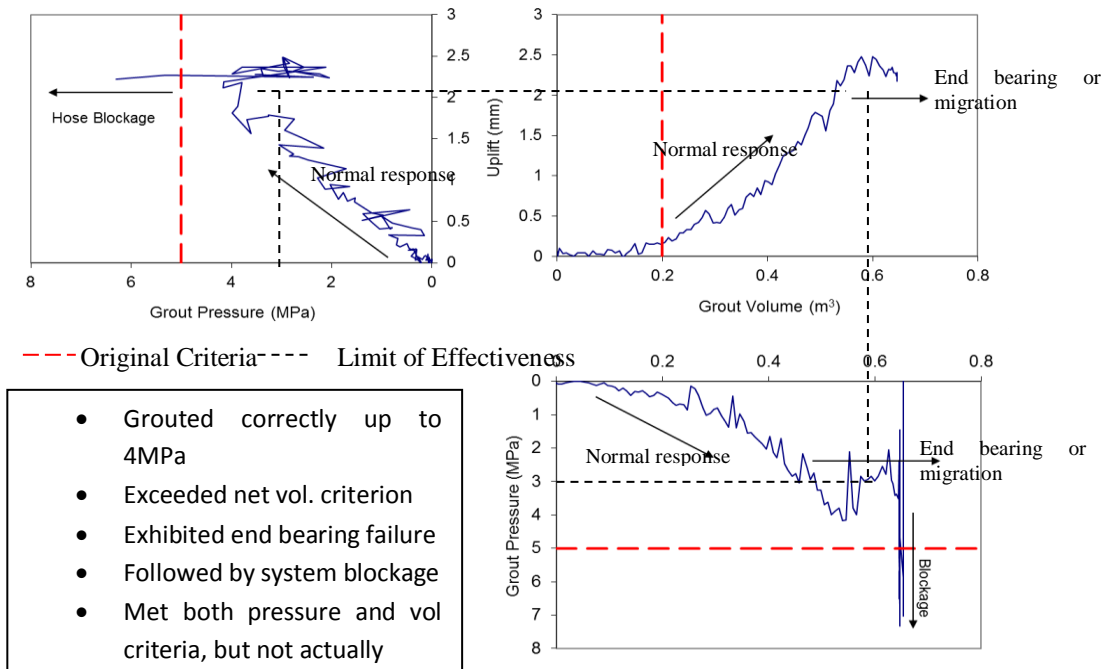


Figure 2.5 End bearing control followed by grout system blockage which masked ineffective grouting; true grout pressure 60% the design pressure; effectiveness plots detected the problem.

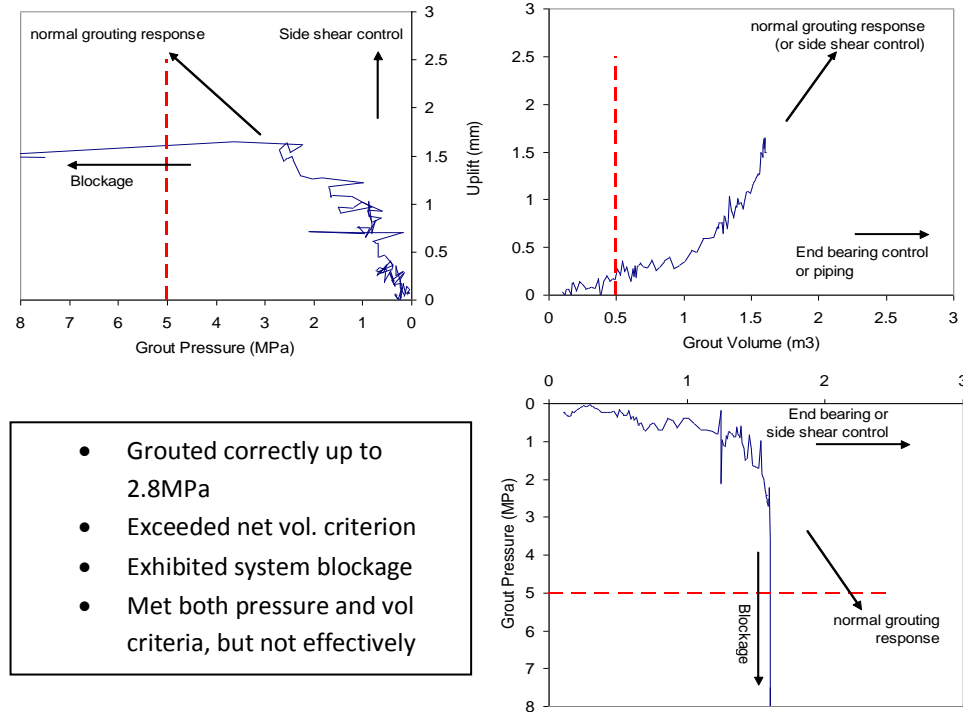


Figure 2.6 Grout distribution system blockage caused design pressure criterion to be artificially achieved; true grout pressure was half the design pressure; effectiveness plots detected the problem.

2.4 Derivation of Resistance Factors

LRFD – based evaluation of strength limit states (FHWA, 1998, AASHTO, 2007) can be summarized in Eqn. (7a)

$$\phi R_n \geq \eta \sum \gamma_i Q_i \quad (2.7a)$$

where

- R_n = nominal resistance
- Q_i = load effect
- ϕ = resistance factor
- γ_i = load factors
- η = load modifier

Load factors account for the uncertainties in magnitude and direction of loads, location of application of loads and combinations of loads. On the other hand, resistance factors can be made to incorporate variability of soil properties, reliability of predictive equations, quality control of construction, extent of soil exploration and even the consequences of failure.

For the combination of dead load and live load and a load modifier of 1.0, Eqn. (2.7a) can be rewritten as

$$\phi_R R_n > \Sigma \gamma_D Q_D + \gamma_L Q_L \quad (2.7b)$$

The procedure used for the selection of load and resistance factors is known as the calibration of LRFD. Two methods are popularly adopted to select the resistance and load factors (FHWA, 1998): calibration by matching the results of previously acceptable allowable stress designs (ASD) or use of reliability theory.

The measured resistance R_m can be expressed in terms of the predicted (nominal) resistance, R_n as:

$$R_m = \lambda_R R_n \quad (2.8)$$

where λ_R represents the bias factor for resistance.

2.5 Statistics of Resistance Bias Factors

The bias factors are random variables that include the net effect of various sources of error such as the tendency of a particular method (e.g. method of computing the skin friction capacity) to under-predict foundation resistance, energy losses in the equipment in obtaining SPT blow counts, and soil borings in strata not being representative of the site, etc. For n number of sources of error with individual factors affecting the strength of resistance prediction procedure, the mean (average) bias factor can be expressed in terms of the *means* of each individual bias factor as follows:

$$\lambda_R = \bar{\lambda}_1 \bar{\lambda}_2 \dots \bar{\lambda}_n \quad (2.9)$$

COV_i of any bias factor, λ_i , can be determined based on its mean and the standard deviation based on the following expressions:

$$COV (\lambda_i) = \frac{\sigma_i}{\mu_i} \quad (2.10a)$$

where

$$\mu_i = \frac{\sum_{j=1}^m \lambda_{i,j}}{m} \quad (2.10b)$$

and

$$\sigma_i = \frac{\sum_{j=1}^m (\lambda_{i,j} - \mu_i)^2}{m - 1} \quad (2.10c)$$

where

m = number of observations of the λ_i factor.

Then, based on the principles of statistics, the coefficient of variation (COV) of λ_R is given by

$$COV_R^2 = COV_1^2 + COV_2^2 + \dots + COV_n^2 \quad (2.11)$$

Alternatively, COV_R^2 can also be determined directly by combined λ_R estimates obtained from an l number of individual load test data (measured resistance R_m) and the corresponding predictions (nominal resistance R_n) using equation 2.8 and the following expressions:

$$\bar{\lambda}_R = \frac{\sum_{k=1}^l \lambda_{R,k}}{l} \quad (2.12a)$$

$$s_{\lambda_R} = \frac{\sum_{k=1}^l (\lambda_{R,k} - \bar{\lambda}_R)^2}{l - 1} \quad (2.12b)$$

$$COV(\lambda_R) = \frac{s_{\lambda_R}}{\bar{\lambda}_R} \quad (2.12c)$$

2.6 Statistics of Load Factors

Similarly for the measured load, one can write:

$$Q_m = \lambda_{QD} Q_D + \lambda_{QL} Q_L \quad (2.13)$$

where the load bias factor includes various uncertainties associated with dead and live loads.

2.7 Determination of the Design Reliability

Due to the above mentioned uncertainties in the soil parameters used in the resistance computation and the uncertainties in the axial load applied on a drilled shaft, the resistance and the load can be modeled by random variables Q and R respectively,

Then the reliability of the design can be expressed as

$$Reliability = Re = Probability [\phi_R R_n > (\gamma_D Q_D + \gamma_L Q_L)] \quad (2.14a)$$

or

$$Re = P_r [\phi_R R_n - (\gamma_D Q_D + \gamma_L Q_L) > 0] \quad (2.14b)$$

2.7.1 Reliability Index

Typically, as an alternative to a target probability measure expressed in equation 2.14b, a corresponding target reliability index (β_T) yielding the above probability from an appropriate probability density function (F), associated with the random variation of the resistance (R) and load effect (Q) (or the quantity ($R-Q$)), is used to express the reliability (Re) of the design. Then, the reliability of the design would be

$$Re = F(\beta_T) \quad (2.14c)$$

A common probability distribution used for expressing F is the lognormal distributions of R and Q . Then, based on the probability theory and the central limit theorem, the resistance factor can be derived as

$$\phi_R = \frac{\lambda_R [\gamma_D Q_D + \gamma_L Q_L] \sqrt{\frac{(1 + COV_{QD}^2 + COV_{QL}^2)}{(1 + COV_R^2)}}}{Q_m \exp\{\beta_T \sqrt{\ln[(1 + COV_{QD}^2 + COV_{QL}^2)(1 + COV_R^2)]}\}} \quad (2.15a)$$

$$\text{where } Q_m = \lambda_{QD} Q_D + \lambda_{QL} Q_L \quad (2.15b)$$

and β_T = the target reliability index.

2.8 Determination of ϕ_R

Inspection of equations 2.15a and 2.15b shows that the resistance factor can be computed based on an assumed dead load to live load ratio (Q_D / Q_L). Such ratios of 2.0 or 3.0 are commonly used in LRFD computations. AASHTO (2007) recommended statistics for the load factors are $\lambda_{QL} = 1.15$, $COV_{QL} = 0.18$ and $\lambda_{QD} = 1.08$, $COV_{QD} = 0.13$. Furthermore, it is assumed that $\gamma_L = 1.75$ and $\gamma_D = 1.25$ also from AASHTO.

As stated in section 2.5, λ_R and COV_R^2 are needed for manipulation of equations 2.15a and 2.15b and can be obtained from a combination of either equations 2.9 and 2.11 or a combination of 2.12a and 2.12c.

2.9 Frequency of Tests

The Florida Department of Transportation establishes the threshold of load tests required for a given site that would support the use of the higher 0.75 resistance factor. This factor is based on a PD&E study where regions of the project are broken into representative areas. This provides a convenient alternative to AASHTO-recommended testing frequency based on Paikowski (2004).

Table 2.1 gives the AASHTO relationships between resistance factor, site variability and the number of static load tests performed. While table 2.1 is primarily established for driven piles, when used for drilled shafts an upper limit on the resistance factor of 0.7 is imposed. This table

implies that most projects qualify for a 0.7 resistance factor with one static load test and all projects qualify with two tests.

Schmertmann and Hayes (1997) cite a case study in Los Angeles, California where 27 shafts were constructed with a toe level O-cell to reduce uncertainty and the safety factor from 2 to 1.5. While static testing to such high frequency is uncommon (relative to AASHTO recorded values), building with post grouted shafts approaches that level of confidence. However, post grouting is still a construction process which has associated uncertainties.

Table 2.1. Resistance factor expressed as function of site variability and number of load tests (reproduced from AASHTO, 2015).

Number of Static Load Tests per Site	Resistance Factor		
	Site Variability		
	Low	Medium	High
1	0.80	0.70	0.55
2	0.90	0.75	0.65
3	0.90	0.85	0.75
≥4	0.90	0.90	0.80

The number of test records needed to obtain λ_R for each class in Table 2.1 can be estimated using equation 2.16.

$$n \geq \left(\frac{z^* \sigma}{MOE} \right) \quad (2.16)$$

where,

Z^* = Z value from the standard normal distribution corresponding to the desired confidence level (e.g. $Z^* = 1.645$ for 90% confidence)

σ = population standard deviation of λ_R which can be estimated from the corresponding sample standard deviation in Eqn. (12b), using a *preliminary* computation based on the DSTG database prepared by the investigators.

MOE = desired margin of error allowed for λ_R

2.10 Studies Focused on Determining Foundation Resistance Factors

2.10.1 Development of LRFD Procedures for Bridge Pile Foundations in Iowa

The motivation of this study was a FHWA-issued policy requiring all new bridges designed after 2007 be designed according to the LRFD approach. As a response to the policy, many states (Illinois, Wisconsin, and Florida) have made an effort to collect load test data and create a regionally calibrated database for the design and construction of driven piles. The

implementation of a calibrated database insures design consistency and reliability in the construction of bridge foundations.

In Iowa, the policy was implemented in four different phases labeled Volume 1 through IV. Volume I (Roling et al., 2010) focused on collecting reliable and usable static and dynamic pile load test data from different regions in Iowa and developing a user friendly, quality assured, electronic database (PILOT). Once the data was collected, it was separated into different fields (Contractor, Location, and Project No. etc.) and entered into different columns in excel. Even though PILOT included a large number of data, it did not have enough data to represent all the different soil profiles found in Iowa.

The second phase of the study concentrated on gathering information to fill all the gaps found during the previous volume. Volume II (Ng et al., 2010) included conducting ten (10) full scale driven pile field tests in different regions in Iowa. The field testing included site characterization using subsurface investigation (SPT and CPT), laboratory tests, installation of push-in pressure cells, strain gauges and use of PDA. Once testing was complete, all results were plotted, reviewed and added to the PILOT created in Volume I.

Volume III (AbdelSalam et al., 2012) focused on developing LRFD factors for static and dynamic pile analysis based on the existing PILOT database. Resistance factors were computed following the AASHTO LRFD framework and the results were compared with the old ASD method. The outcome from this research was used in the fourth and final volume which was to be the database to be used by Iowa DOT.

The final phase of the research incorporated the results from Volume III along with specifications in the AASHTO LRFD bridge design specifications (2010). In Volume IV (Green et al., 2012), a new LRFD method for driven pile foundations in Iowa with considerations to design specifications was developed. The outcomes of the in-depth study enabled Iowa DOT to fulfill the FHWA requirement.

2.10.2 Evaluation of Pile Load Tests for Use in Missouri LRFD Guidelines

As a response to AASHTO's adoption of the LRFD method for all federally funded bridges, the Missouri Department of Transportation (MoDOT) performed three driven pile load tests in two different regions with relatively firm ground. The first selected region was in the southeastern lowlands (Sikeston and Poplar Bluff) and included two load tests. The second location was in the northern glaciated plains regions (Chillicothe) and had one load test.

The initial portion of the study (Luna, R., 2014) consisted of installing, load testing and plotting results of all the static and dynamic load tests performed. For quality assurance purposes, all driven piles were installed by the same contractor and in accordance to industry and MoDOT standards. The second phase of the research (Stuckmeyer et al., 2014) incorporated the load test results to develop LRFD factors. Once data was available, pile resistance capacity were calculated using the Davisson method as specified by AASHTO and values were used to determine LRFD resistance factors. It was concluded that the piles installed could have been smaller because the measured resistance was greater than the calculated resistance.

2.10.3 FDOT Calibration of Pile Resistance Factors

Similar to the Iowa and Missouri studies, the Florida Department of Transportation has undertaken several projects to evaluate and assign resistance factors for piles driven with various methods of computer monitoring (i.e. PDA and EDC). Both pile driving analyzers (PDA) and embedded data collectors (EDC) are methods of monitoring driving effectiveness through measurements of strain (converted to force) and acceleration (converted to velocity and displacement). Differences in the instrumentation schemes make it possible to predict pile capacity using alternate methods. Hence, the resistance factor determination was not based on soil properties from lab tests and predicted capacity but rather was based on the relative capacity of two measurement/pile capacity prediction methods compared to conventional static capacity.

Gunaratne et al. (2019) evaluated the bias from 27 test piles which extended the previous studies by McVay and Wasmann (2015) and McVay et al (2013) which dealt with 11 test piles. The Gunaratne et al. study concluded with resistance factors from various methods of determination other than equation 2.15a (FOSM) which included the alternate FOSM (AFOSM) and Monte Carlo (MC) simulations. In general, 5 or 6 difference cases were evaluated from which different resistance factors were established. Factors considered to influence the resistance factor were: the method of measuring and predicting capacity from measurements, the time lapse between dynamic driving measurements and the static load test, end of drive vs. restrike measurements and predictions and the method of determining the resistance factor (FOSM, AFOSM, and MC). AFOSM and MC values were generally similar.

Each of the cited studies provided a framework for which this study could follow in the assessment of resistance factor for post grouted end bearing prediction.

2.11 Further Considerations

Side shear determination using alpha or beta methods (FHWA, 1999; AASHTO, 2010) assumes downward loading. Studies have shown that uplift shear capacity can be between 0.66 and 0.74 times that of the downward resistance (O'Neill, 2001; Fellenius, 2002; Mayne, 2002). These variations come as a result of decreased vertical effective stress and hence horizontal soil pressures when a shaft is pulled in tension. This is reflected in code assigned resistance factors being 25 percent less in uplift (e.g. 0.6 downward, 0.45 uplift for sands, FDOT, 2017; 0.55 downward, 0.45 upward, AASHTO 2015). Postgrouted applications are equally affected by these conditions, yet no present code restrictions or recommendations are in place.

Where AASHTO permits the use of end bearing in sands and has assigned resistance factors accordingly (Table 2.2), FDOT does not provide analogous values. Rather, the Soils and Foundations Handbook (p. 91) states:

Resistance factors and associated design methods for geotechnical resistance of drilled shafts are in SDG Table 3.6.3-1 [Table 2.3]. It is implicitly shown in the table that the resistance factors for drilled shafts tipped in sand or clay are based on side shear design methods only (i.e. FHWA alpha method in clay and FHWA beta method in sand).

However, it further states for post grouted shafts:

*In sand, drilled shafts with pressure grouted tips should be considered. Pressure grouted tips are most effective in loose to medium dense sands. Guidance for the design of drilled shafts with pressure grouted tips may be found in Appendix D and in Reference 9.**

*The design example provided in Appendix D follows from Mullins, et al. (2006) excepting an upper limit is placed on the end bearing not to exceed the design grout pressure. For all practical purposes, this limit only engages in designs with higher permissible displacements.

No reference to end bearing resistance factors for grouted shafts in sand is provided and this absence in part, was the motivation for this study.

Table 2.2 AASHTO resistance factors for drilled shafts (reproduced from AASHTO, 2015).

Method/Soil/Condition			Resistance Factor
Nominal Axial Compressive Resistance of Single-Drilled Shafts	Side resistance in Clay	alpha method (O'Neill and Reese, 1999)	0.45
	Tip resistance in clay	Total Stress (O'Neill and Reese, 1999)	0.40
	Side resistance in sand	beta method (O'Neill and Reese, 1999)	0.55
	Tip resistance in sand	O'Neill and Reese (1999)	0.50
	Side resistance in IGMs	O'Neill and Reese (1999)	0.60
	Tip resistance in IGMs	O'Neill and Reese (1999)	0.55
	Side resistance in rock	Horvath and Kenney (1979) O'Neill and Reese (1999)	0.55
	Side resistance in rock	Carter and Kulhawy (1988)	0.50
Uplift Resistance of Single-Drilled Shafts	Tip resistance in rock	Canadian Geotechnical Society (1985) Pressuremeter Method (CGS, 1985) O'Neill and Reese (1999)	0.50
	Block Failure	Clay	0.55
	Clay	alpha method (O'Neill and Reese, 1999)	0.35
	Sand	beta method (O'Neill and Reese, 1999)	0.45
Group Uplift Resistance	Rock	Horvath and Kenney (1979) Carter and Kulhawy (1988)	0.40
	Sand and clay		0.45
Horizontal Geotechnical Resistance of Single Shaft or Shaft Group	All Materials		1.0
Static Load Test (compression)	All Materials		Values in AASHTO Table 10.5.5.2.3-2 [Table 2.1] but no greater than 0.70
Static Load Test (uplift)	All Materials		0.60

Table 2.3. FDOT resistance factors (reproduced from FDOT, 2017)

Loading	Design Method	Construction QC Method	Resistance Factor	
			Redundant	Non-redundant
Compression	For soil: FHWA alpha or beta method	Specifications	0.6	0.5
	For rock socket: McVay's method neglecting end bearing	Specifications	0.6	0.5
	For rock socket: McVay's method including 1/3 end bearing	Specifications	0.55	0.45
	For rock socket: McVay's method	Statnamic Load Testing	0.7	0.6
	For rock socket: McVay's method	Static Load Testing	0.75	0.65
Uplift	For clay: FHWA alpha method	Specifications	0.35	0.25
	For sand: FHWA beta method	Specifications	0.45	0.35
	For rock socket: McVay's method	Specifications	0.5	0.4
Lateral	FBPIER	Specifications Or Lateral Load Test	1.00	0.9

2.12 Chapter Summary

While post grouting shaft tips has great potential to improve shaft capacity and reduce costs, it can be problematic to implement effectively while ensuring the intended outcome is obtained. Therein, the grout pressure is expected to cover the entire base area as was demonstrated in the numerous instrumented case studies used to develop the design relationships. Today, routine grouting procedures monitor grout pressure, grout volume and survey shaft uplift whereby each parameter must achieve or stay below a given threshold (e.g. $\text{pressure} > \text{threshold}_p$; $\text{volume} > \text{threshold}_v$; $\text{uplift} < \text{threshold}_u$). However, abiding by these thresholds does not in itself define effectiveness. It is therefore conceivable to meet all criteria and yet not grout the end bearing soils with total effectiveness, up to expectations.

It will be shown that in the assignment of LRFD resistance factors to post grouted shafts, the use of quality control/assurance standards (or lack thereof) should also be introduced to ensure the statistics used to establish resistance factors are meaningful. This study scrutinized a wide range of data set types from different grout delivery systems and design methods to ensure the data incorporated into the analysis meets this standard of care. This means that grouting case studies / projects were ranked on the basis of data type, quality, and completeness; and, that resistance factors were assigned based on the level of verification testing and quality assurance provided.

Chapter Three: Geotechnical Design Data Collection

Data was obtained from 35 projects wherein post grouting was administered. Of these 35 sites, 17 were found to contain sufficient information to warrant inclusion in this study. A summary of those 17 applicable projects is contained herein. Particular notes on the information pertaining to load testing, pressure grouting, soil classification, and strain gages are listed below each project description. A project location map is given in Figure 3.1. The project list is as follows:

1. Royal Park Bridge in West Palm Beach, Florida.
2. PGA Boulevard in Palm Beach Gardens, Florida.
3. Broadway Bridge Viaduct Improvements in Council Bluffs, Iowa.
4. Gerald Desmond Bridge in Long Beach, California.
5. Huey P. Long Bridge, New Orleans, Louisiana.
6. University of Houston, Houston, Texas.
7. Natchez Trace Parkway Bridge, Natchez, Mississippi.
8. Clearwater Sites I and II, Clearwater, Florida.
9. Flagler Memorial Bridge, West Palm Beach, Florida.
10. West Palm Beach Airport, West Palm Beach, Florida.
11. Plant Daniel, Escatawpa, Mississippi.
12. SR 80 Southern Blvd Bridge, West Palm Beach, Florida.
13. Overland Bridge Widening, Jacksonville, Florida.
14. Carolina Bays Parkway, Myrtle Beach, South Carolina.
15. Gilmerton Bridge Replacement, Chesapeake, Virginia.
16. Peninsula Condominium, Jacksonville, Florida.
17. West Rail Bypass, Brownsville, Texas.



Figure 3.1 Project location map

3.1 Royal Park Bridge West Palm Beach, Florida

This study was conducted at Royal Park Bridge in West Palm Beach, Florida. The bridge crosses the Intracoastal Waterway, and connects Royal Palm Way to Highway 704. The project was part of a bridge construction program wherein a temporary bridge was constructed for use during the replacement of the existing bridge. Drilled shafts were constructed and load tested through large openings that were cut from the existing bridge deck and installed into a soil strata consisting of mostly sandy-cemented sands and coquina (Mullins et al, 2001). Two post grouted shafts (LT-2 and LT-3) were installed on the Royal Bridge site in West Palm Beach, Florida. LT-2 and LT-3 were both 4-ft in diameter and planned to be 114.2-ft long; LT-2 was later shortened to 87.4 feet due to shaft LT-3 having a capacity that exceeded the load limit of the load testing device. During pressure grouting and load testing processes, strain gauges, shaft displacement and pressure were monitored using computerized data acquisition. The geotechnical consultant on the site was Professional Services Industries (PSI), drilled shafts were installed and grouted by Coastal Caisson Corp, load testing was performed by Applied Foundation Testing (AFT) and all grouting apparatus and data reporting was performed by the University of South Florida (USF).

Load Test

Load testing was performed using a 30MN Statnamic device. Load test shafts (LT-2 and LT-3) were tested before and after the post grouting process was performed.

Pressure Grouting

Graphs and logs for grout pressure, uplift and volume were obtained from the project load test report. All data was digitized for this analysis.

Soil Classification

Boring logs for the two test shaft locations were performed to a depth of 100-ft. Shafts were tipped in sand and cemented/partially cemented coquina sand.

Strain Gage

Five levels of strain gages were used for verification of the design side shear values. Data from toe level strain gages were available to assess the effectiveness/uniformity of the grout bulb beneath the toe.

3.2 PGA Boulevard, Florida

The study was conducted as part of the PGA Boulevard Grade Separation Construction Project in West Palm Beach, Florida and consisted of intersection improvements with Alt A1A. Improvements included three bridge structures, PGA Blvd Alt A1A, A1A southwest ramp to interstate I-95 and Alt A1A southwest ramp over FEC Railway. The originally submitted foundation on the site was designed per LRFD approach on 24-inch driven piles using a resistance factor of 0.65 and factored loads ranging from 135 to 220 tons. A total of one hundred and eight 36-inch in diameter drilled shafts replaced 234, 24 inch driven piles. The new design used a

higher resistance factor (0.75) and factored loads (195 to 490 tons). The testing program included the installation of two 3-ft in diameter, 60-ft long shafts (LT-1 and LT-2) tipped in shelly sand. LT-1 was an ungrouted control shaft and LT-2 was post grouted.

Load Test

A total of two load tests were performed on the site. One load test on post grouted shaft (LT-2) and one test on the control shaft (LT-1). Results from both tests are accessible.

Pressure Grouting

Grout pressure, uplift and volume data for LT-2 is available.

Soil Classification

Drilled shaft LT-1 corresponds to Boring B-1 and LT-2 corresponds to Boring PGAB-1. Generally, the site consisted of very loose to medium dense sand in the upper 30 feet of the boring and medium to very dense sand in the bottom 50 feet of the boring (Mullins et al, 2004). At the time of construction, the ground water table was at a depth of about 8 feet.

Strain Gage

Three levels of strain gages were used for verification of the design side shear values. Data from toe level strain gages are available to assess the effectiveness/uniformity of the grout bulb beneath the toe.

3.3 Broadway Bridge Viaduct Improvements, Council Bluffs, Iowa.

The Broadway Bridge was constructed in 1955 and is located between 8th and 16th streets in Council Bluffs, Iowa. The bridge cross section consists of two 26-foot roadways, a 4-foot raised median, and a 6-foot sidewalk on the north side of the bridge. The superstructure consists of a reinforced concrete deck on continuous steel rolled I-beams. The substructure include three-column reinforced concrete bents supported by driven piles, and cellular reinforced concrete abutments. The bridge is a critical east-west arterial with a traffic volume of approximately 34,600 vehicles per day which is considered to be at its maximum capacity. A study was performed to assess the use of post grouted shafts for pier foundation improvements. (CH2MHILL, 2007)

Load Test

One load test was performed for TS-4 and data was digitized for analysis.

Pressure Grouting

Grout pressure, uplift and volume data for shaft TS-4 is accessible.

Soil Classification

Soil geology in the area consist of loess, alluvium and glacial till underlain by shale and limestone bedrock.

Strain Gage

Strain gages were used for verification of the design side shear values. Data from four toe level strain gages are available.

3.4 Gerald Desmond Bridge, Long Beach, California

The Gerald Desmond Bridge is an access point to Long Beach Port, California. The existing bridge is four lanes with no emergency / storage lanes and is being replaced to carry a six lane roadway with emergency lanes on each side, a pedestrian/bike path and observation deck along the south side of the bridge. The design also included an approximately 200 foot clearance to allow ship entry to the port. To maintain traffic flow, the new bridge was constructed alongside the existing bridge. The new bridge is founded on drilled shafts with post grouted tips. All shaft construction is currently completed.

Load Test

Data from two static load tests were made available and digitized for further analysis.

Pressure Grouting

Graphs and logs for grout pressure and volume are available for TP-2 and TS-3C.

Soil Classification

SPT and CPT testing was performed throughout the project. On site geology consisted of silty/fine grained sand followed by dense sand to termination depth.

Strain gage

Six segments of strain gages were used for verification of the design side shear values. Data from toe level strain gages are available to assess the effectiveness/uniformity of the grout bulb beneath the toe.

3.5 Huey P. Long Bridge, Mississippi River, New Orleans, Louisiana

The Huey P. Long Bridge in New Orleans is part of US Hwy 90 over the Mississippi River. The bridge has two lanes in each direction and is one of the three Mississippi river crossings in New Orleans. The project scope was to retrofit the existing piers at the crossings to widen the deck for additional traffic lanes. The foundation included the construction of a new pier on post grouted shafts. A total of 13 drilled shafts, 9 feet in diameter and 184 feet in length, were constructed under the existing bridge.

Load Test

Only one post grouted shaft was tested and the test was performed before grouting. The data for the load test is available.

Pressure Grouting

One shaft was grouted on this project. Pressure, uplift and volume graphs for the grouting process are available.

Soil Classification

Borings for this project consisted of clay, silty sand and sand. One soil boring is available for the locations of the post grouted shaft.

Strain Gage

Seven segments of strain gages were used for verification of the design side shear values. Data from four toe level strain gages are available for further analysis.

3.6 University of Houston, Houston, Texas.

The study was conducted in collaboration between the University of South Florida (USF) and the University of Houston (UH) along with A.H Beck Foundation Co., Inc., Applied Foundation Testing, Inc. and Fugro South, Inc. (Mullins and O'Neill, 2003). The purpose of the study was to test the effectiveness of the post grouting method in drilled shafts and to evaluate shaft capacity using load test. Four piles were installed on the University of Houston campus. Soils in the area were mostly overconsolidated clays and fine silty and clayey sand and water was found at depths ranging from 8 to 15 feet. Two shafts were tipped in clay and two tipped in sand. One of each pair was post grouted. The post grouted shaft tipped in sand will be the only shaft used for this study; shaft is 48-inch in diameter and 22-feet in depth.

Load Test

Only one post grouted shaft was tested and the test was performed after grouting. The data for the load test is available.

Pressure Grouting

One shaft was grouted on this project. Pressure, uplift and volume graphs for the grouting process are available.

Soil Classification

Soils in the area were mostly overconsolidated clays and fine silty and clayey sand and water was found at depths ranging from 8 to 15 feet. One soil boring is available for the locations of the post grouted shaft.

Strain Gage

Three segments of strain gages were used for verification of the design side shear values. Data from four toe level strain gages are available for further analysis.

3.7 Natchez Trace Parkway Bridge, Natchez, Mississippi.

The construction was performed as part of the Natchez Trace Parkway Bridge over Catherine Creek and Melvin Bayou in Natchez, Mississippi. The team of Wilbur Smith

Associates and Hill Brother, Inc. were selected by the Eastern Federal Lands Highway Division of the Federal Highway Administration (FHWA) to design and build the project. The project includes the construction of the final 4.3 mile segment of the Natchez Trace Parkway in which seven new bridge structures were required to complete the highway construction; one of which was a 1700 foot long bridge crossing Catherine Creek and Melvin Bayou. Post grouted shafts were 6 foot in diameter and 75 feet in length.

Load Test

Only one post grouted shaft was tested and the test was performed after grouting. The data for the load test is available.

Pressure Grouting

One shaft was grouted on this project. Pressure, displacement and volume graphs for the grouting process are available.

Soil Classification

One soil boring is available for the location of the post grouted shaft. Boring consisted of stiff clay followed by dense sand.

Strain Gage

Four levels of strain gages were used for verification of the design side shear values. Data from three toe level strain gages are available for further analysis.

3.8 Clearwater Sites I and II, Clearwater, Florida.

Clearwater Site I consisted of four post grouted drilled shafts (FJ-1, FJ-2, SP-1 and SP-2) and Clearwater Site II consisted of two drilled shafts (FJ-1 and SP-1). Shafts for both sites were installed in the Coastal Caisson Corporations equipment yard in Clearwater, Florida. All shafts were 2-ft in diameter and 15-feet in length; soils on the site consisted of sand and clay.

Load Test

Six post grouted shafts were tested and the tests were performed after grouting. The data for the load tests is available.

Pressure Grouting

Six shafts were grouted on this project. Pressure and displacement graphs for the grouting process are available. Volume data was not available.

Soil Classification

One soil boring is available for each one of the locations of the post grouted shafts. Site 1 consisted of sand and clay while Site 2 was all sand. All shafts were tipped in sand.

Strain Gage

One toe level of strain gauges was installed for side shear analysis and the data from two toe level gages are available for further analysis.

3.9 Flagler Memorial Bridge, West Palm Beach, Florida.

The Flagler Memorial Bridge Replacement Project is located in West Palm Beach, Florida. Some of the shafts were constructed in limestone material and those shafts derived capacity from side shear. However, many areas of the bridge consist of sandy material and in those cases, resistance was derived by a combination of side shear and post grouted end bearing. Generally, soil conditions of the post grouted shafts consisted of 2 feet of organic soils followed by limestone fragments and sand to termination depth. The shafts were 60-inches in diameter and 100-feet in length.

Load Test

Only one post grouted shaft was tested and data is available.

Pressure Grouting

One shaft was grouted on this project. Pressure, uplift and volume graphs for the grouting process are available.

Soil Classification

One soil boring is available for the locations of the post grouted shaft. Generally, soil conditions consisted of 2 feet of organic soils followed by limestone fragments and sand to termination depth.

Strain Gage

Eight levels of strain gages were installed for side shear evaluation. Data for four toe-level strain gauges results are available to further assess the effectiveness/uniformity of the grout bulb beneath the toe.

3.10 Security Checkpoint building concourse “C” West Palm Beach Airport, West Palm Beach, Florida.

The Security Checkpoint building concourse “C” project is located at the West Palm Beach Airport in West Palm beach, Florida. One 48-inch in diameter post grouted shaft was embedded at a length of 52 feet. The shaft was installed on August 31st, 2004 and was postgrouted 10 days after and load tested 16 days after construction. The shaft was constructed at a production location AA.7-50 using a temporary casing method and water as drilling fluid.

Load Test

Only one post grouted shaft was tested and the test was performed after grouting. The data for the load test is available.

Pressure Grouting

One shaft was grouted on this project. Pressure, uplift and volume graphs for the grouting process are available.

Soil Classification

Subsurface conditions for the post grouted shaft consisted of all sand.

Strain Gage

Three levels of strain gauges were tested for side shear; data for four toe-level strain gauges are available for further analysis.

3.11 Plant Daniel, Escatawpa, Mississippi.

Plant Daniel Scrubber Foundation is located in Escatawpa, Mississippi. The project consisted of three post grouted drilled shafts (501, 528 and 530) with similar geometry.

Load Test

All three post grouted shafts were tested and the test was performed before grouting. The data for the load tests is available.

Pressure Grouting

One shaft was grouted on this project. Pressure and volume graphs for the grouting process are available.

Soil Classification

One soil boring is available for each drilled shaft location. Generally, soil conditions consisted of 20 feet of soft to medium stiff clays and silts underlain by medium dense to very dense sands.

Strain Gage

Four levels of strain gauges were tested for side shear; data for four toe-level strain gauges are available for further analysis.

3.12 SR 80 Southern Blvd Bridge, West Palm Beach, Florida.

The State Road 80 Southern Blvd Bridge project included two spans over the Atlantic Intracoastal Waterway and the Lake Worth Lagoon connecting SR 80 in the city of West Palm Beach to the town of Palm Beach in Palm Beach County. The new main bridge was designed to be a movable bridge while the second bridge was a fixed-span bridge over a narrow section of open water along the eastern shore of the lagoon. Drilled shafts for the main bridge in piers 2 through 11 utilize pressure grouted tips.

Load Test

Three post grouted shafts were tested and the tests were performed after grouting. The data for the load tests is available.

Pressure Grouting

Three shafts were grouted on this project. Pressure, displacement and volume graphs for the grouting process are available.

Soil Classification

One soil boring is available for each of the locations of the post grouted shaft.

Strain Gage

Six segments with strain gages were installed for side shear testing and results are available to further assess the effectiveness/uniformity of the grout bulb beneath the toe.

3.13 Overland Bridge Widening, Jacksonville, Florida.

The I-95 Overland Bridge project included the reconstruction of I-95 in downtown Jacksonville, Florida. Project location map is shown in Figure 3.13. The construction included 14 new bridges and 3 bridge widenings. The I-95 over Palm Ave/San Marco Blvd/ St. Johns River was constructed on a foundation of 16 post grouted shafts with three (3) of those shafts subjected to Statnamic load testing. Shafts range from 60 to 72-inches in diameter and were 72 to 96-feet in length.

Load Test

Three post grouted shafts were tested and the tests were performed after grouting. The data for the load tests is available.

Pressure Grouting

Three shafts were grouted on this project. Pressure, displacement and volume graphs for the grouting process are available.

Soil Classification

Generally, soil conditions consist of 13 feet of loose to medium dense sand followed by weathered limestone then a layer of clayey sand with shell and limestone fragments until termination depth.

Strain Gage

Ten levels with strain gages were installed to evaluate shaft side shear. Results for four toe-level strain gauges are available to further assess the effectiveness/uniformity of the grout bulb beneath the toe.

3.14 Carolina Bays Parkway, Myrtle Beach, South Carolina.

This project was located at SC 544 Carolina Bays Parkway in Myrtle Beach, South Carolina. The shaft had a planned diameter of 54 inches and was constructed using 56 inch diameter permanent casing in the upper 12.4 feet. The actual constructed tip elevation was -42.15 feet with the top of shaft at elevation +24 which resulted in an as-built length of 66.15 feet. Post grouting was performed four days after shaft construction and left to cure for three days before the Statnamic load test was performed.

Load Test

Only one post grouted shaft was tested and the test was performed after grouting. The data for the load test is available.

Pressure Grouting

One shaft was grouted on this project. Pressure, displacement and volume graphs for the grouting process are available.

Soil Classification

One soil boring consisting of sand, clay and silty sand is available for the location of the post grouted shaft.

Strain Gage

Four levels of strain gages were used for verification of the design side shear values. Data from toe level strain gages are available to assess the effectiveness/uniformity of the grout bulb beneath the toe.

3.15 Gilmerton Bridge Replacement, Chesapeake, Virginia.

Post grouting was performed on Pier 9 at the Gilmerton Bridge Replacement project in Chesapeake, Virginia. The purpose of the project was to provide a new lift span bridge over the southern branch of the Elizabeth River to replace the existing double-leaf bascule bridge that was constructed in 1938. The new bridge is 1908 feet long with a vertical clearance of 35 feet in the closed position and up to 135 feet when the lift span is opened. The project is to be constructed in stages on the existing Military Highway alignment and will provide a bridge width of 85 feet to accommodate future widening of Military Highway from four to six lanes. Post grouted drilled shafts installed were 12-foot in diameter and approximately 112.5 feet long.

Load Test

Only one post grouted shaft was tested and the test was performed after grouting. The data for the load test is available.

Pressure Grouting

One shaft was grouted on this project. Pressure, displacement and volume graphs for the grouting process are available.

Soil Classification

Soil profiles consisted of 40-feet of alluvial sands followed by Yorktown formation which extended to the termination depth.

Strain Gage

Ten levels with strain gages were installed to evaluate shaft side shear. Results for four toe-level strain gauges are available to further assess the effectiveness/uniformity of the grout bulb beneath the toe

3.16 Peninsula Condominium, Jacksonville, Florida.

The post grouted drilled shafts was installed in the Peninsula Condominium in Jacksonville, Florida. The drilled shaft is 36-inch in diameter and 60-feet in length and was tested using the Statnamic load testing technique.

Load Test

Only one post grouted shaft was tested and the test was performed after grouting. The data for the load test is available.

Pressure Grouting

One shaft was grouted on this project. Pressure, displacement and volume graphs for the grouting process are available.

Soil Classification

Soil strata on the site consists of approximately 20-feet of sand followed by 10-feet of limestone and marl to termination depth. A boring is available for each post grouted shaft location.

Strain Gage

Three strain gauge segments were used for side shear calculations; four toe-level strain gauges are available to further analyze the shaft.

3.17 West Rail Bypass, Brownsville, Texas.

Testing was performed on the drilled shaft located on the bent 41 at West Rail Bypass project in Brownsville, Texas. Bent 41 is supported by two 8-foot diameter drilled shafts that have been base grouted; both shafts are 8-feet in diameter and 115 feet in length. The bridge designer for this project was HNTB and the general contractor was McCarthy Building

Companies, Inc. and foundation construction was performed by Weber-Balke Foundation Company.

Load Test

Two post grouted shafts were tested and the tests were performed after grouting. The data for the load tests is available.

Pressure Grouting

Two shafts were grouted on this project. Pressure, displacement and volume graphs for the grouting process are available.

Soil Classification

Borings for this project were drilled to 165 feet below ground which was around +30 feet elevation; geotechnical subsurface profiles consisted of 67 feet of clay followed by silty sand and sandy silt to a depth of approximately 107 feet and finally sand was found to extend to the boring termination depth of 165 feet.

Strain Gage

Four strain gauge segments were used for side shear calculations; three toe-level strain gauges are available to further analyze the shaft.

Chapter Four: Data Processing and Analysis

All collected data was digitized and re-plotted to confirm conformance with reported values. The premise of the analysis revolved around proper or improper assignment of the applied grout pressure to the design method. Artificially high field values affect the predicted load and provide a false sense of field performance. Design graphs are the result of the calculated grouted and ungrouted capacity that can be obtained based on the soil profiles. Boring log data was used to compute side resistance, anticipated grout pressure and grouted capacity using the USF method and the FDOT method described in Chapter 2. Load test versus displacement graphs were obtained directly from load test reports and are used to obtain the measured shaft capacity data used in plotting bias curves.

4.1 Data Plots

In analyzing the grouting and load test data, several types of plots were employed: tri-axis grouting plots, comparative load test plots, bias vs displacement plots and typical design plots.

4.1.1 Tri-axis Plots

Tri-axis plots represent the three quality control or quality assurance (QA/QC) thresholds used for grouted shafts. In order to validate the grouting process, all field grouting data was analyzed and graphs correlating pressure vs displacement, pressure vs volume and volume vs displacements were plotted. These were used to determine the true effective grout pressure and the peak field recorded pressure which is often caused by blockage and different from the effective pressure. Data from each site was scrutinized for possible errors or conditions by which grouting became ineffective as indicated by the red arrows in Figure 4.1 (replotted for convenience from Chapter 2).

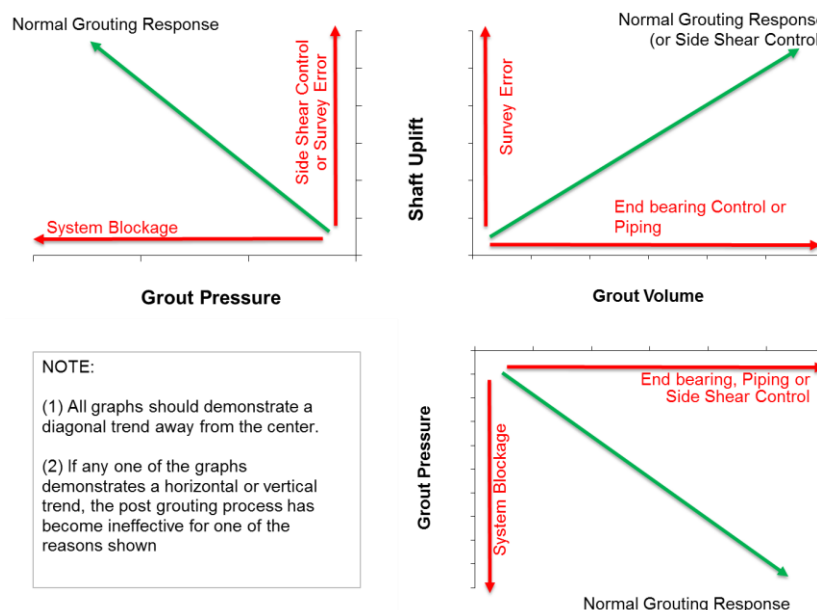


Figure 4.1 Concept tri-axis grouting effectiveness plots.

4.1.2 Design and Bias Curves

Load test (measured) data was compared to each of three prediction methods to compute the associated bias (measured/predicted) values. Prediction methods varied largely on the basis of the grout pressure which was either calculated / designer selected, or measured in the field. Field measured values were further delineated by quality of the scrutiny used (use or no use of tri-axis plots). Once all the above graphs were provided, criteria for bias design curves were established as follows:

- Effective Pressure – verified grout pressure achieved in the field (obtained from tri-axis plots). This is considered to be the most reliable.
- Maximum Field Pressure – maximum grout pressure obtained in the field. This is often not reliable but is presently used for contractual acceptance of satisfactory grouting.
- Maximum Calculated Pressure – Side shear predicted resistance is used to determine maximum grout pressure that can be withstood; determined from soil profiles (calculated from soil boring information using the highest possible / ultimate side shear predictions).

For the FDOT method, any computed end bearing capacity that exceeded the side shear predicted grout pressure was capped to equal the predicted grout pressure. Further, both the USF and FDOT end bearing capacity predictions were computed using each one of the pressure criteria above. Predicted and measured capacities were then plotted against toe displacement and the bias between the two values was found and plotted on the same graph. Finally, data was summarized and bias tables created for displacements of 0.3, 1, 2, 3, 4, and 5%D where D is the shaft diameter. Statistical analyses were performed to obtain a resistance factor versus the reliability index for each of the conditions mentioned above.

4.2 Analysis

To date thirty-one shafts populate the database for this analysis. The data comes from seventeen sites discussed in Chapter 3 and analyzed below. Each shaft was given a data set identification number. Those numbers can be found in Table 4.1. Each data set includes a summary of project circumstances, a plot of the design curves, a tri-axis plot and the predicted load vs displacement response for both grouted and ungrouted scenarios where the grout pressure used in the predictions was changed for the three pressure selection methods: (1) Effective pressure, (2) Maximum field pressure, and (3) Maximum calculated pressure. Additionally, the bias (measured/predicted) is plotted vs displacement as a function of shaft diameter (in percent) for all three prediction methods.

Table 4.1 Data set shaft ID summary

Project	Data Set #	Shaft ID	Shaft Diameter (ft)	Shaft Length (ft)
Royal Park Bridge	1	LT-2	4	114.2
Royal Park Bridge	2	LT-3	4	87.4
PGA	3	LT-2	3	60
Iowa	4	TS-4	5	70
Gerald Desmond	5	TP-2	6	156
Gerald Desmond	6	TS-3C	8.2	187
Huey P Long	7	TS-1	9	184
TXDOT	8	S-2	4	22
Natchez	9	S-1	6	75
Clearwater Site I	10	FJ-1	2	15
Clearwater Site I	11	FJ-2	2	15
Clearwater Site I	12	SP-1	2	15
Clearwater Site I	13	SP-2	2	15
Clearwater Site II	14	FJ-1	2	15
Clearwater Site II	15	SP-1	2	15
Flagler	16	S-1	5	100
WPB Airport	17	S-1	4	52
Plant Daniel	18	501	5	-
Plant Daniel	19	528	5	-
Plant Daniel	20	530	5	-
Southern 80 SR	21	S-1	4	-
Southern 80 SR	22	S-2	4	-
Southern 80 SR	23	S-3	5.2	-
Overland	24	S-1	6	72
Overland	25	S-2	6	72
Overland	26	S-3	6	72
Carolina Bay	27	S-1	4.66	66.15
Gilmerton	28	S-1	12	112.5
Peninsula	29	S-1	3	60
West Rail	30	41E	8	115
West Rail	31	41W	8	115

4.2.1 Data Set 1 Royal Park Bridge (RPB) LT-2

No design pressure was noted in the grouting and load testing report but figure 4.2 gives the design curves which provides a maximum design grout pressure for the test shaft length.

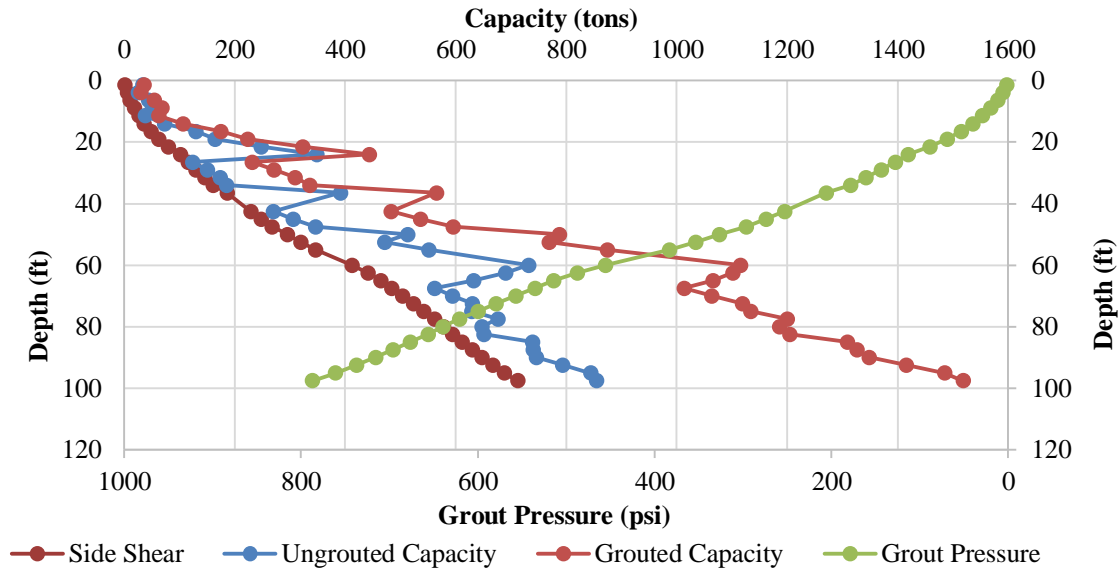


Figure 4.2 Data set 1 design curves

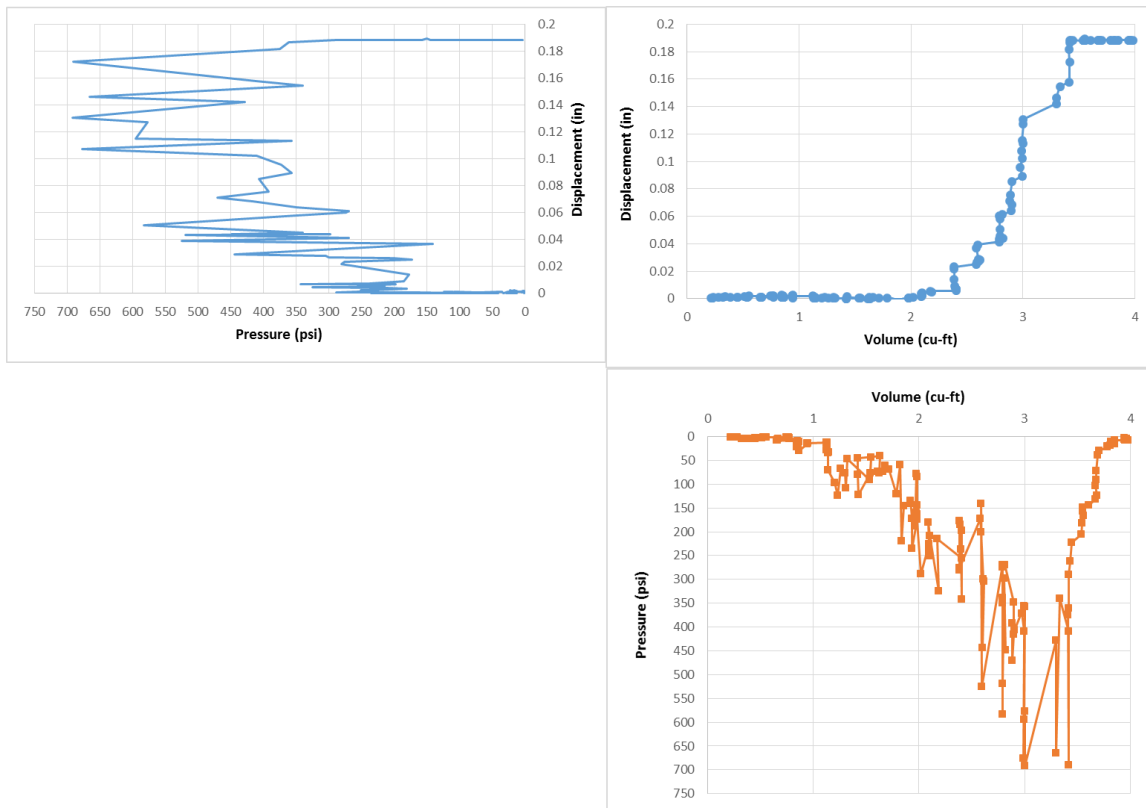


Figure 4.3 Data set 1 grout tri-axis plots.

As noted in Figure 4.1, horizontal data lines in volume vs. pressure graph indicate an end bearing failure or grout loss to a surrounding void or cavern. This should be supported with a similar horizontal line in the volume vs. displacement graph. In this case, the horizontal lines occur at near zero pressure making the volume data suspicious although after the grouting event. Similarly unusual, is the increase in displacement as pressure decreases noted in the pressure vs. displacement graph. No explanations for the anomalous end of grouting conditions are presented, but this would be usually attributed to survey or reference beam disturbance. The max effective pressure was taken at 400 psi; peak measured pressure was 700 psi. Design pressure was 787psi.

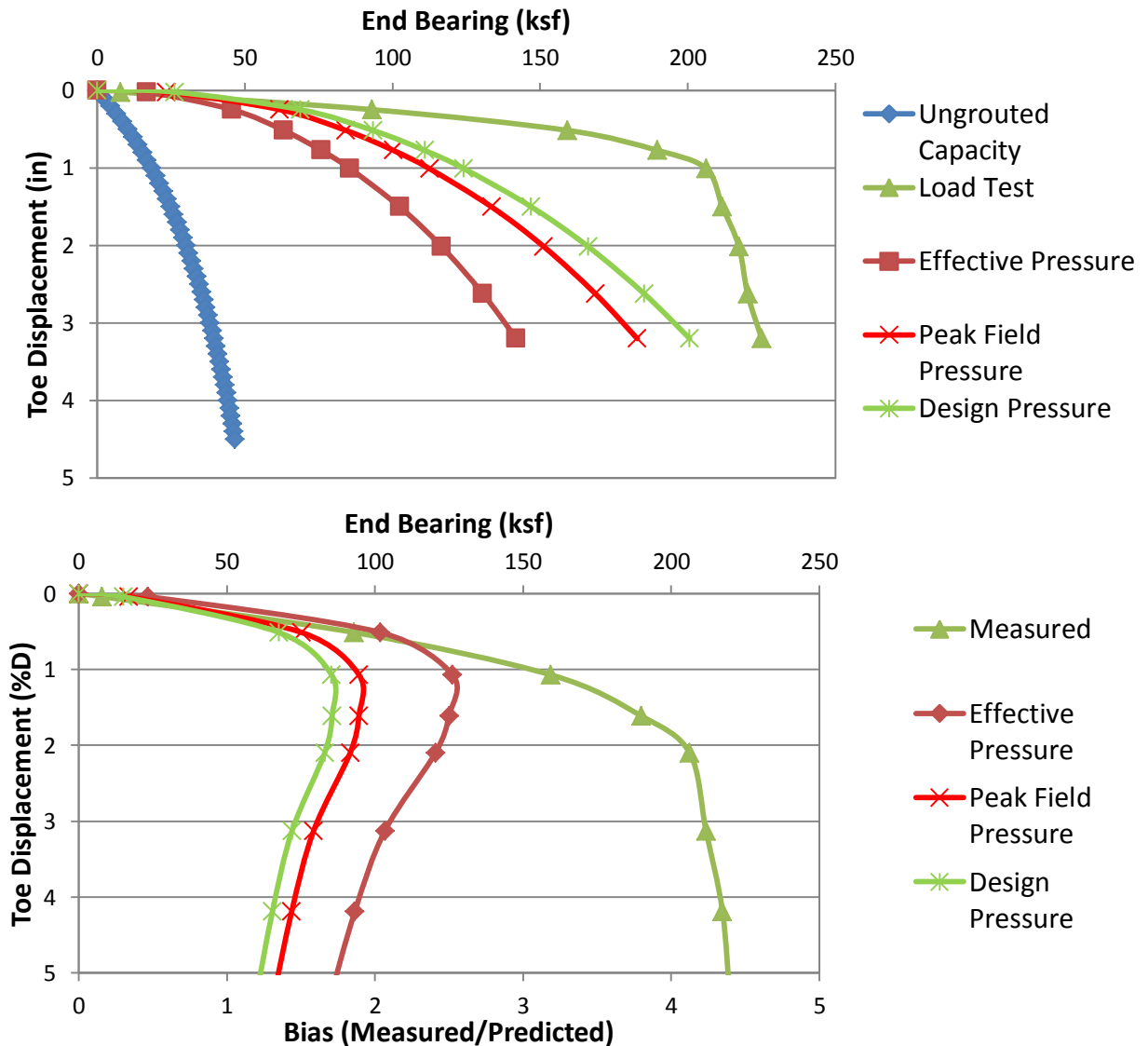


Figure 4.4 Data set 1 predicted/design and load test response (top); bias vs disp (bottom)

4.2.2 Data Set 2 Royal Park Bridge (RPB) LT-3

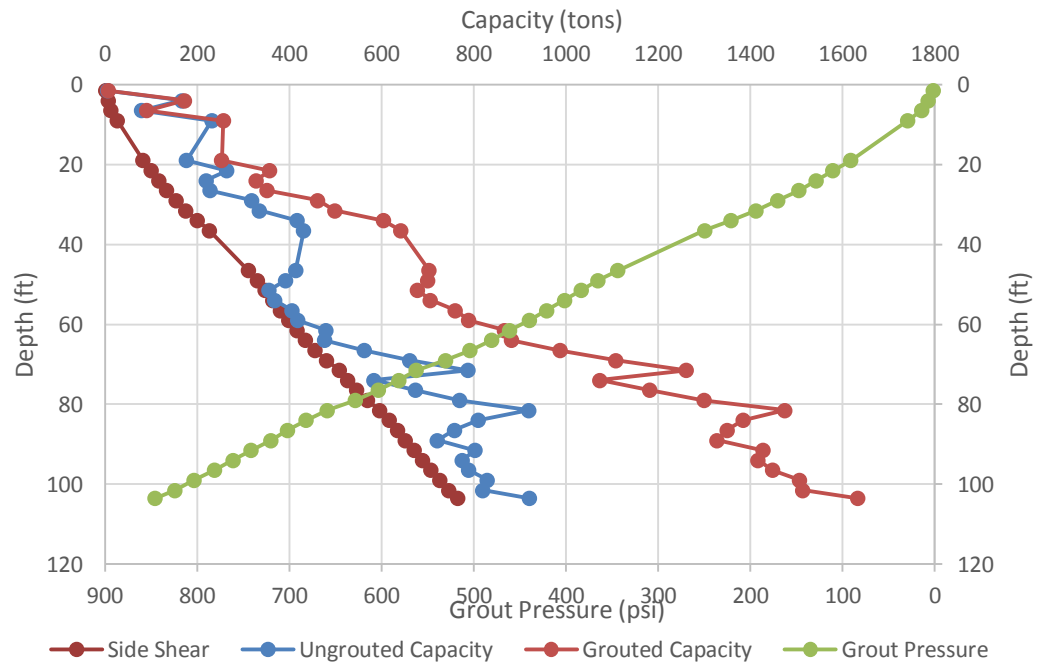


Figure 4.5 Data set 2 design curves

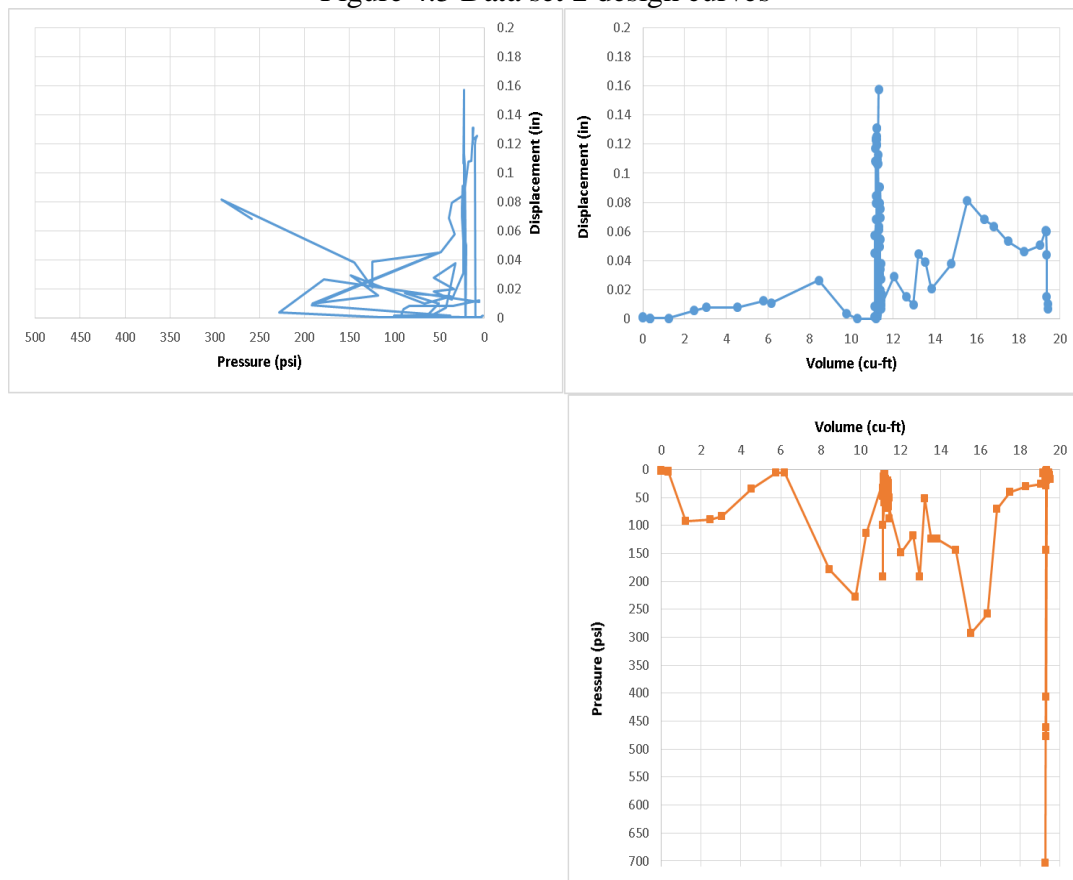


Figure 4.6 Data set 2 grout tri-axis plots.

As outlined in Figure 4.1, vertical data lines in displacement indicate a survey error if supported by similar features in both the volume vs. displacement and pressure vs. displacement graphs. This data set supports that type of error. At approximately 11.3 cuft the disp data original jumped 0.16-in without a commensurate increase in volume. These graphs have been replotted with an assumed displacement offset to account for this error. The maximum effective pressure was taken at 300psi as at that point an increase in volume accompanied the increase in pressure. The peak recorded pressure was taken at 700psi which occurred at the point where a vertical line in the data is observed in the pressure vs. volume graph. Again, as noted in Figure 4.1, this indicates an error in grouting which is common for a blocked grouting line.

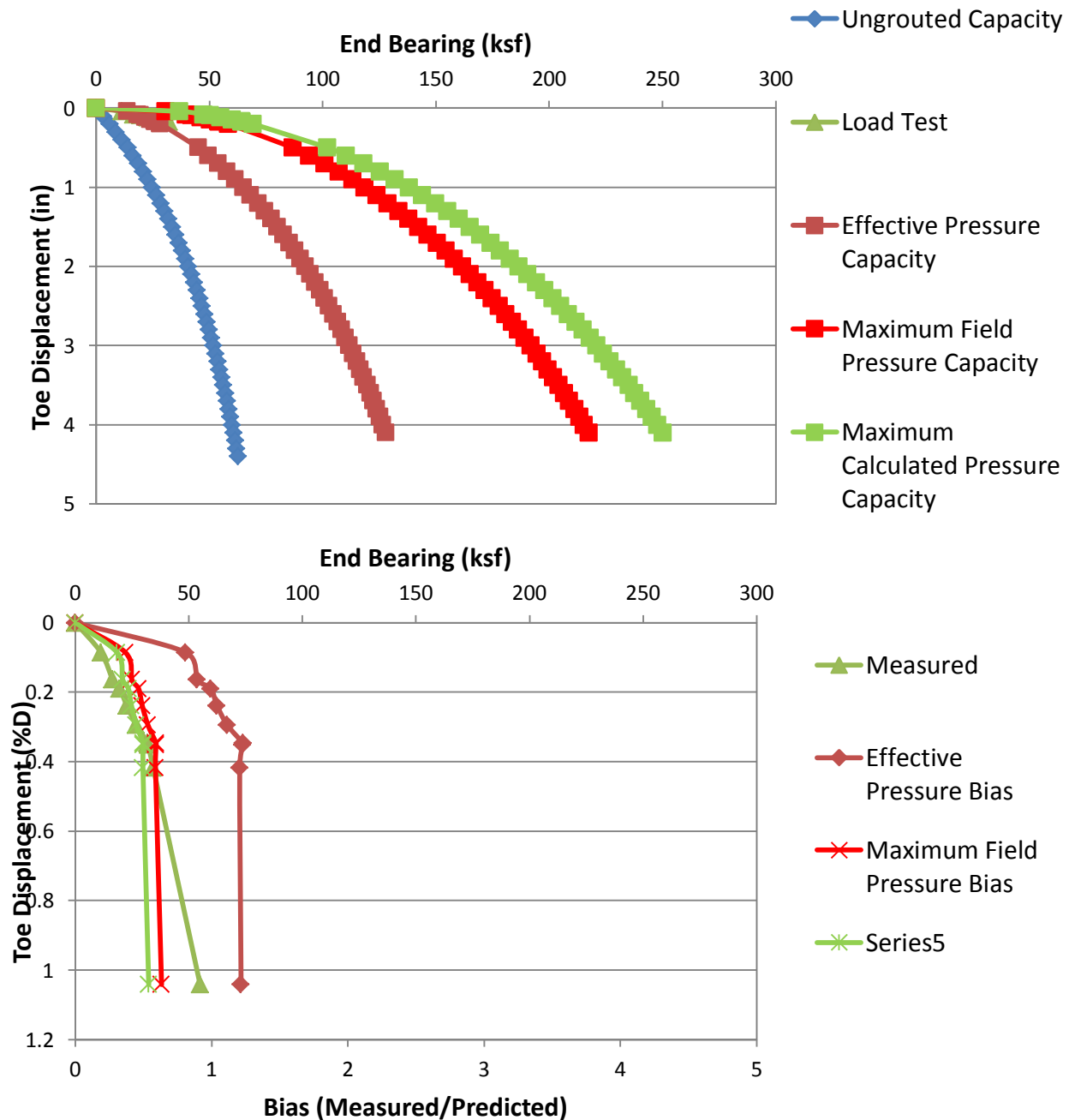


Figure 4.7 Data set 2 predicted/design and load test response (top); bias vs disp (bottom)

4.2.3 Data Set 3 PGA Boulevard- LT-2

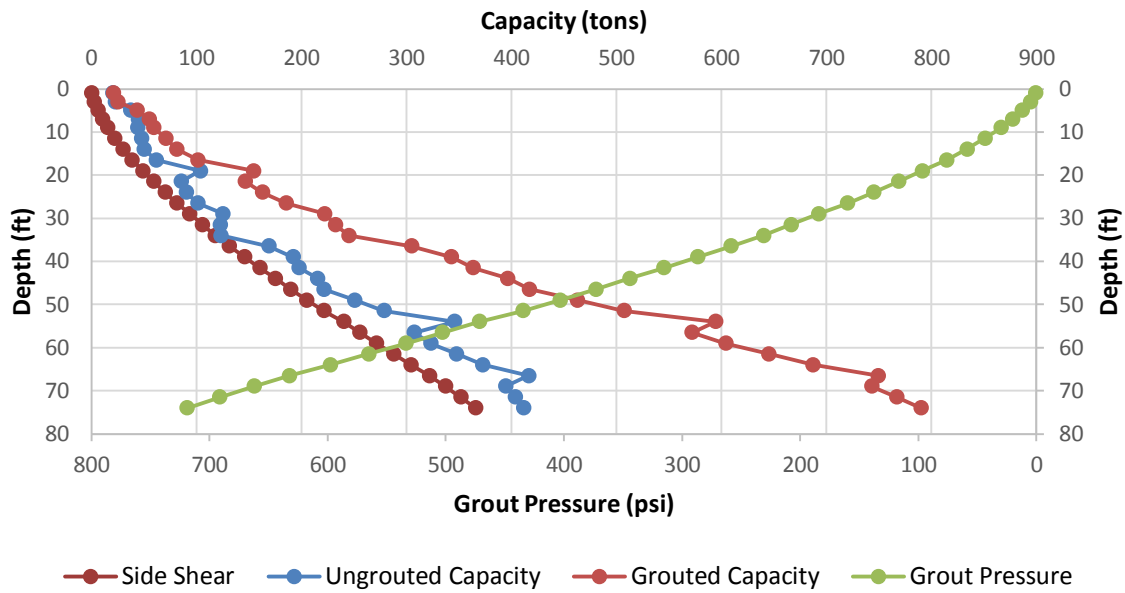


Figure 4.8– Data set 3 design curves

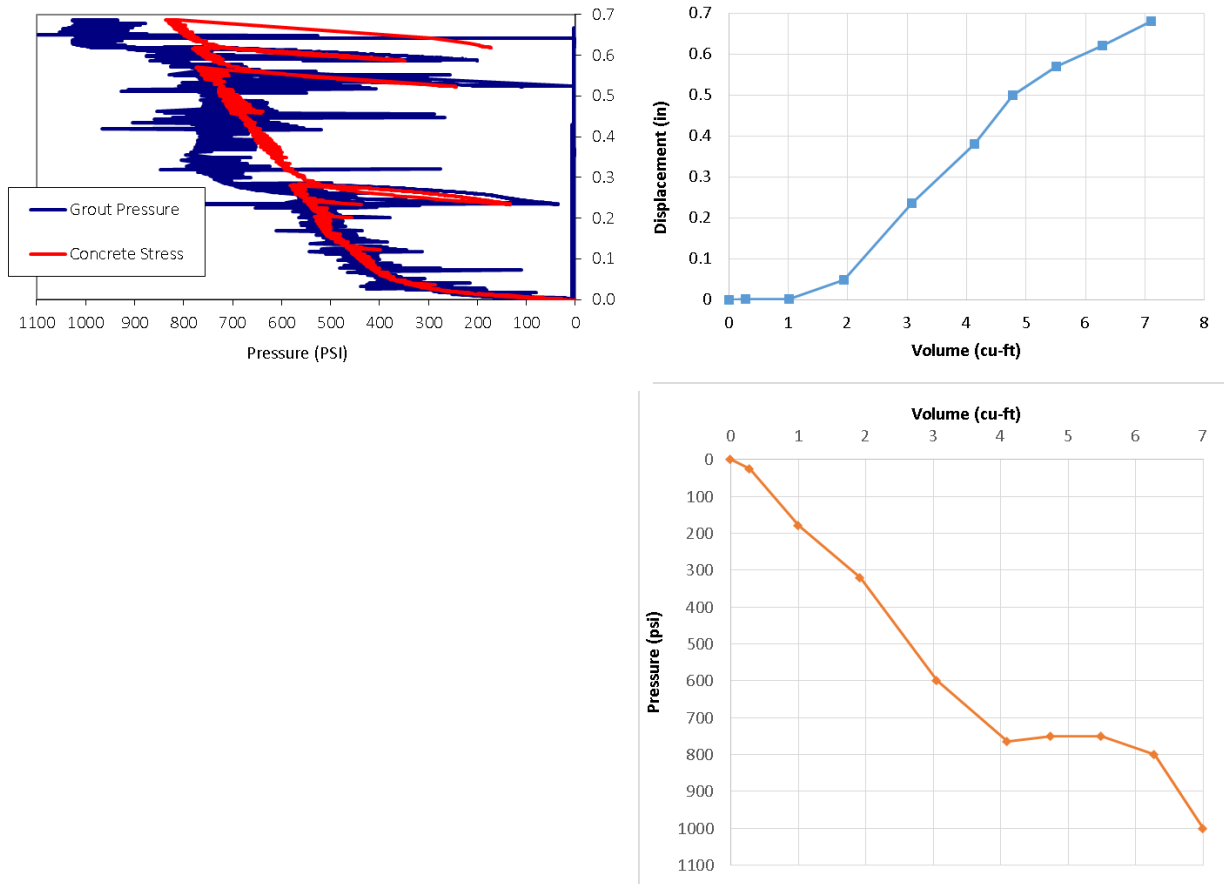


Figure 4.9 Data set 3 grout tri-axis plots.

Figure 4.9 shows the tri-axis grouting quality assurance plots for shaft LT-2 and where no grouting / data collections errors occurred. This conclusion is based on the additional information offered by toe level strain gages used to delineate side shear from end bearing during the load test. During grouting, however, concrete stress at the toe correlated well to grout pressure up to 600psi. The effective pressure was taken at 750 where a flat pressure/volume response corresponded to a vertical press/disp response. Peak pressure was 1097psi. Grouting was terminated from a ruptured grout line but well above the anticipated side shear predicted pressure of 719 psi.

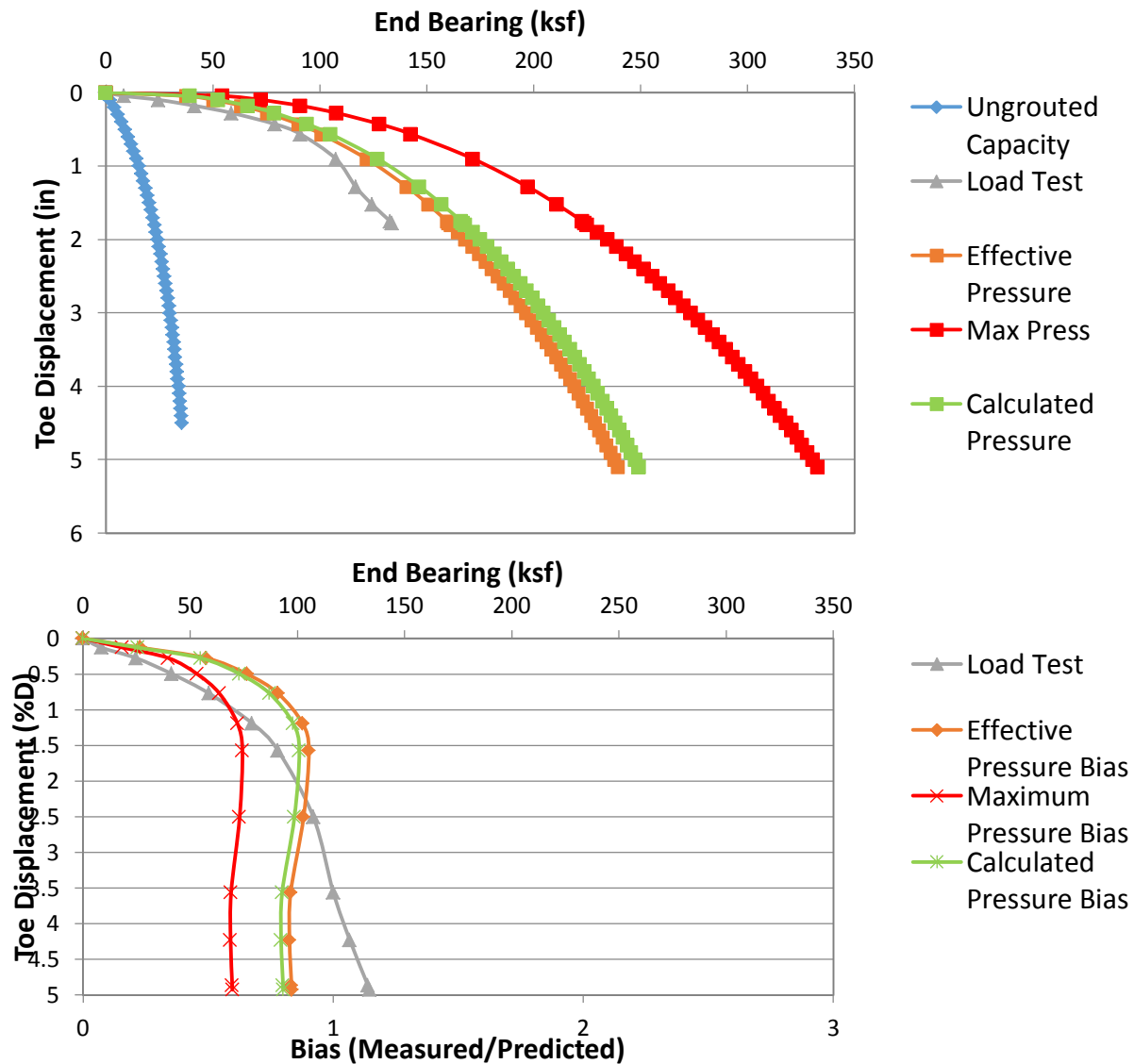


Figure 4.10 Data set 3 predicted/design and load test response (top); bias vs disp (bottom)

4.2.4 Data Set 4 Iowa Broadway Bridge Viaduct Improvements – TS-4

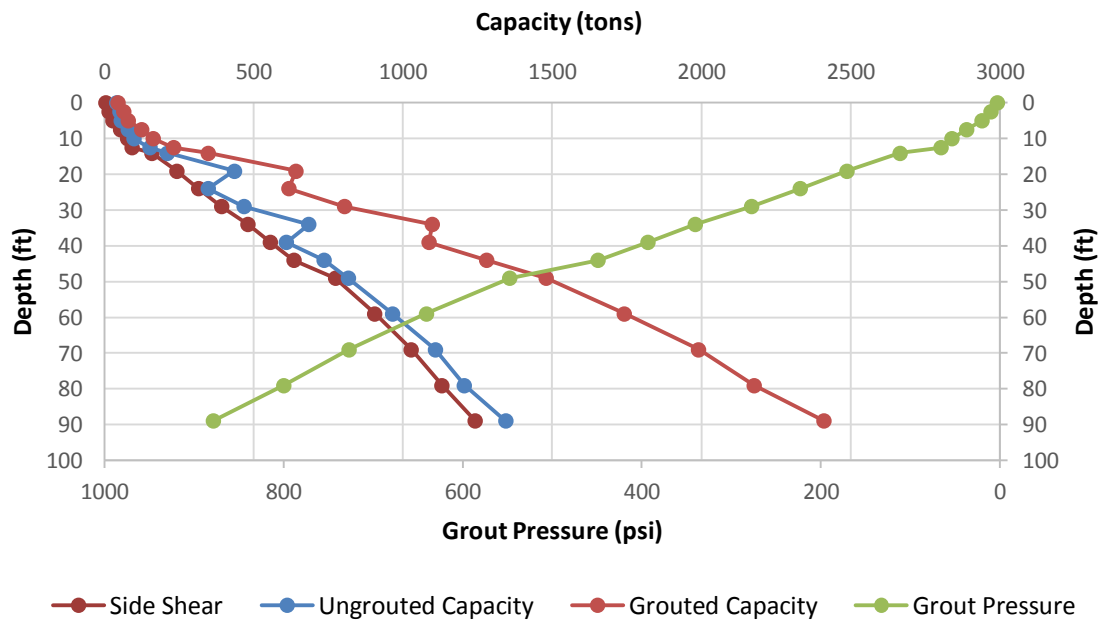


Figure 4.11 Data set 4 design curves

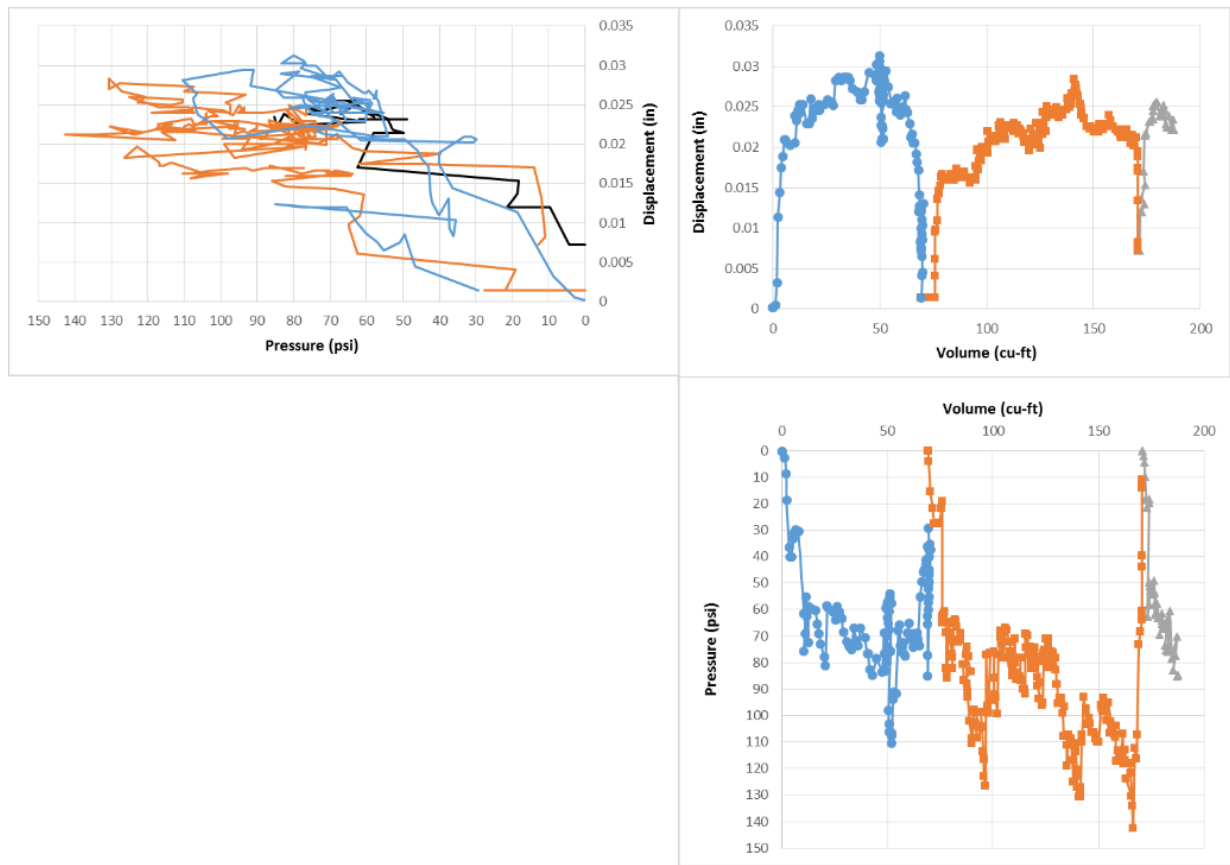


Figure 4.12 Data set 4 grout tri-axis plots.

Figure 4.12 shows the tri-axis effectiveness plots for data set 4. Grouting was performed in three stages. The first stage shows an end bearing / piping grouting failure where both the press/vol and press / disp show a horizontal trend. Cycle 2 shows the same response after a slight increase in grout pressure. Cycle 3 shows no effective grouting as both the highest pressure and uplift were not achieved from the previous cycle. Recall, uplift is the best measure of global force application as the shaft is responding to toe load. For cycle 3 the same level of uplift was not achieved. The effective grout pressure was taken from the first cycle (80psi) as the second cycle did not align with the press/vol of the previous cycle, hence the grout bulb was smaller than the original and eventually demonstrated end bearing/ piping grouting phenomenon. Max pressure of 142psi was selected for the statistical evaluation used in this study.

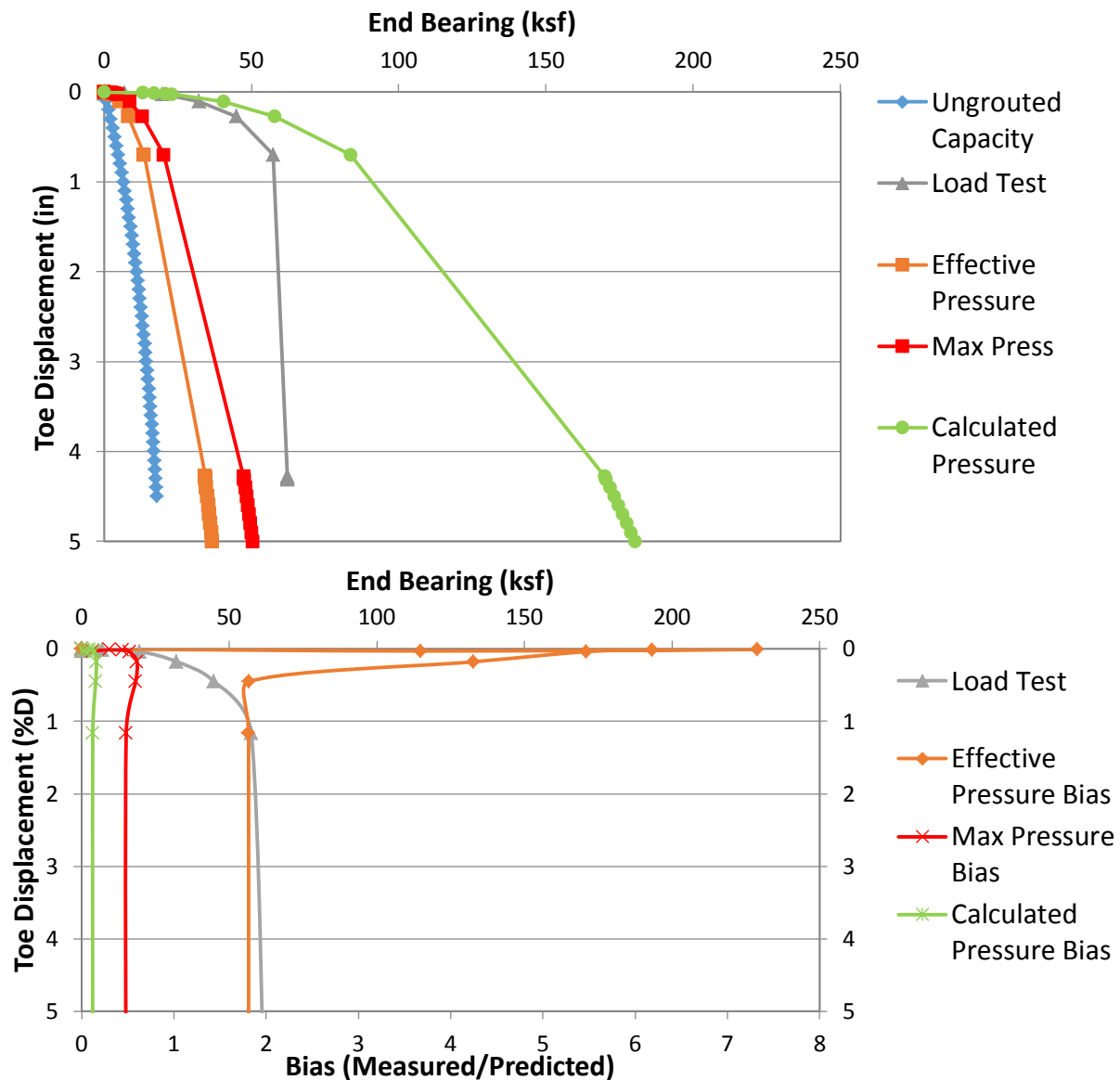


Figure 4.13 Data set 4 predicted/design and load test response (top); bias vs disp (bottom)

4.2.5 Data Set 5, Gerald Desmond Bridge- TP-2

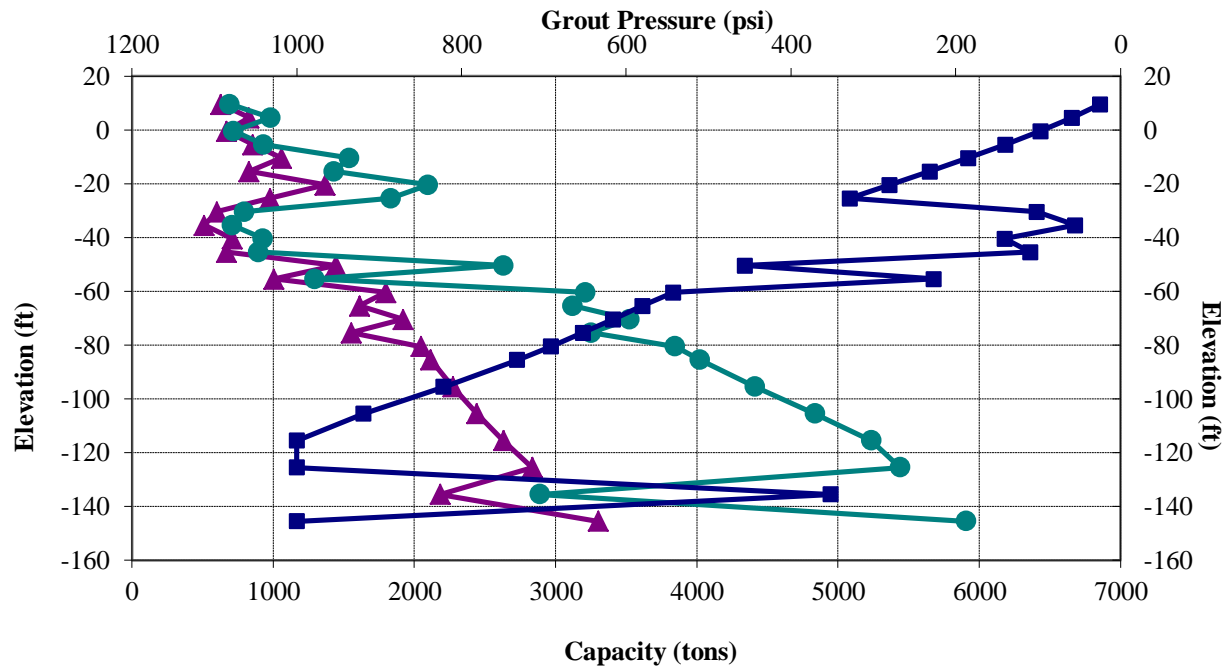


Figure 4.14 Data set 5 design curves

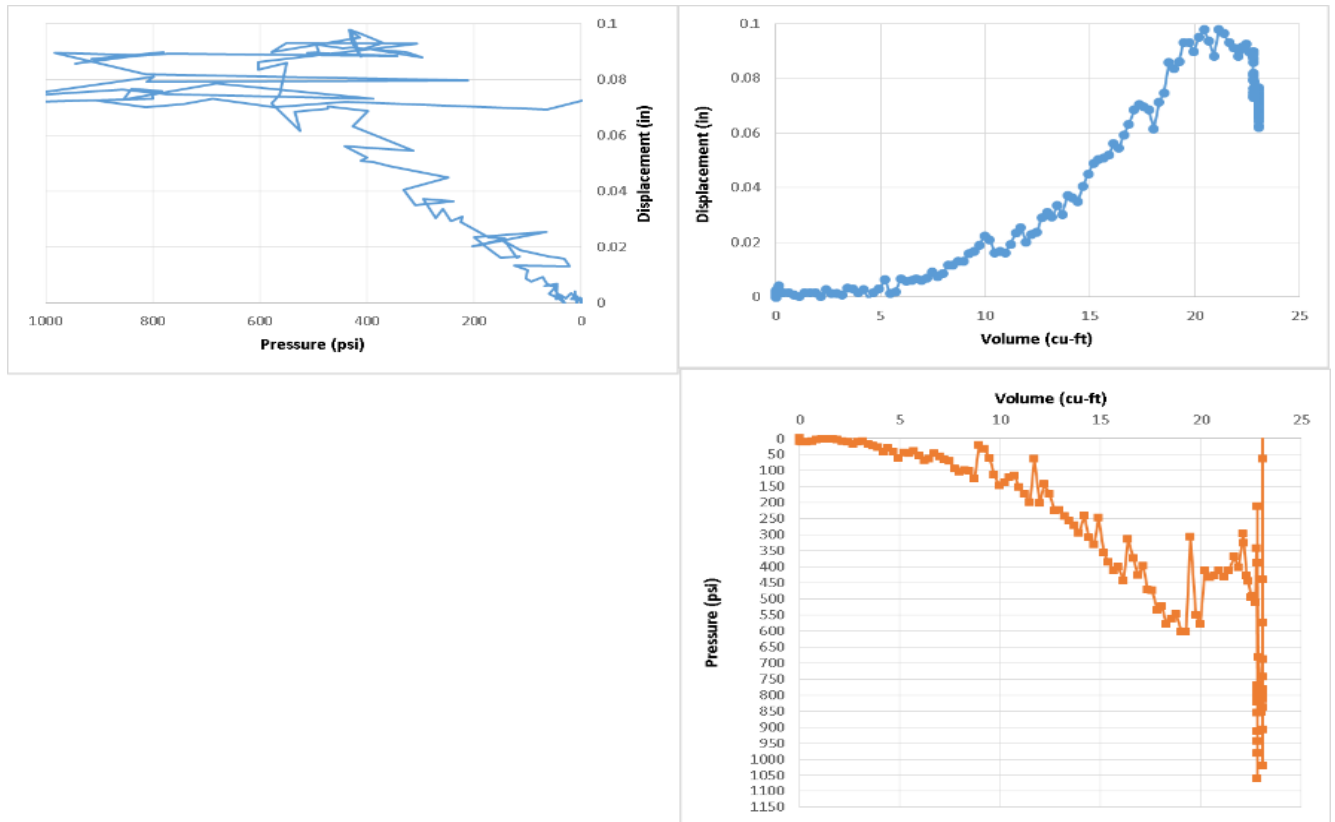


Figure 4.15- Data set 5 grout tri-axis plots.

Figure 4.15 shows the tri-axis plots for data set 5 and indicates two issues only visible when using the effectiveness plots. Both the pressure vs. volume and volume vs. displacement show horizontal trends supporting end bearing failure or piping at around 600psi. Both the pressure vs. volume and pressure vs. uplift show spikes in pressure without an associated uplift or volume increase which indicates a grout line blockage at the end of grouting. Effective pressure could be argued to be either 600 or 450psi. The 600 psi value was legitimately achieved during effective grouting, but was unable to maintain that pressure with additional volume which suggests a change in soil structure beneath the shaft tip. The ensuing 400 psi value was sustainable up to the point where the grout line became blocked and spiked a maximum field recorded pressure of 1060 psi. Effective pressure was taken at 400 psi. Based on shaft length, tip area and soil strength the maximum calculated grout pressure was 1000 psi.

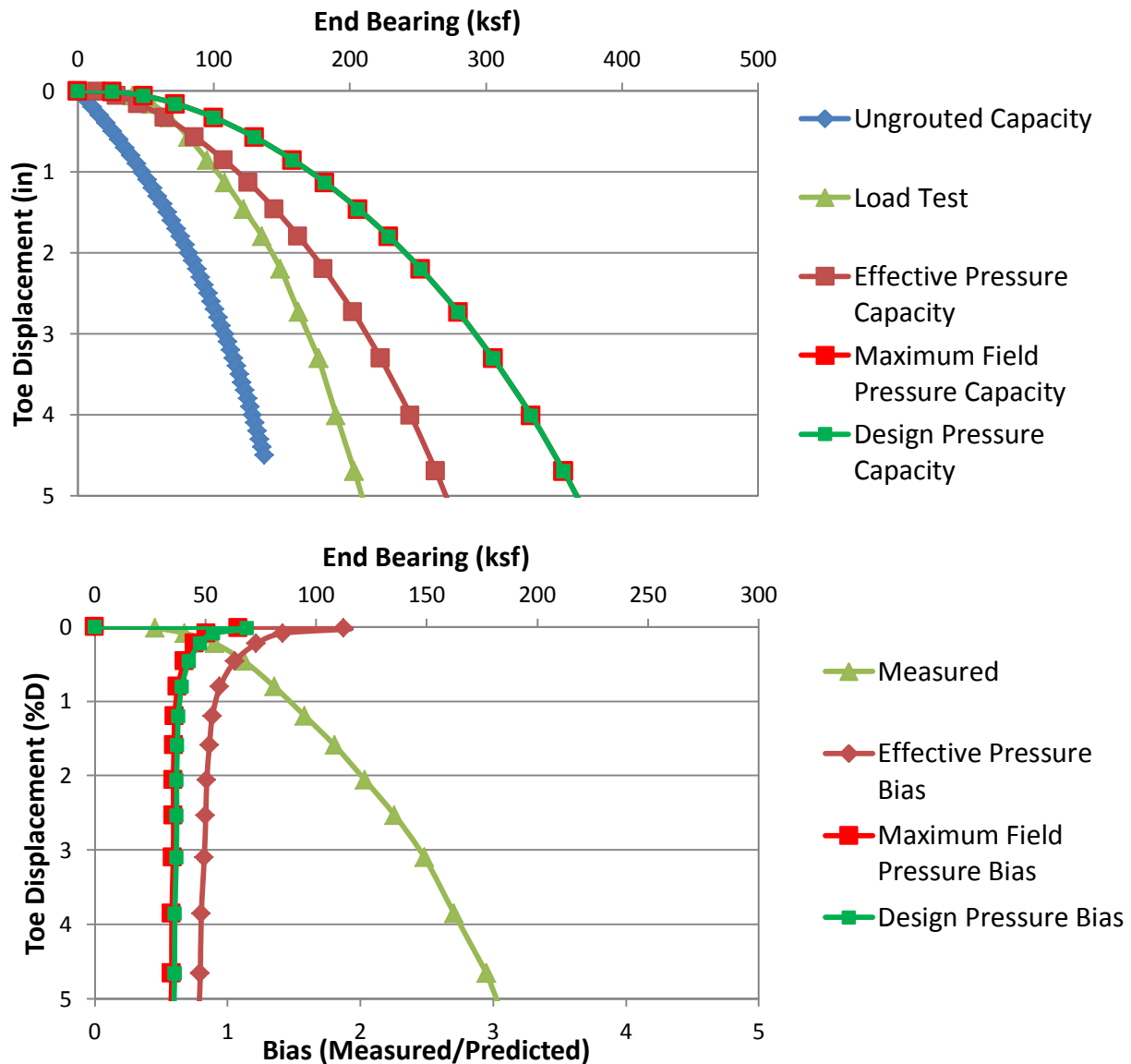


Figure 4.16 Data set 5 predicted/design and load test response (top); bias vs disp (bottom)

4.2.6 Data Set 6, Gerald Desmond Bridge- TS-3C

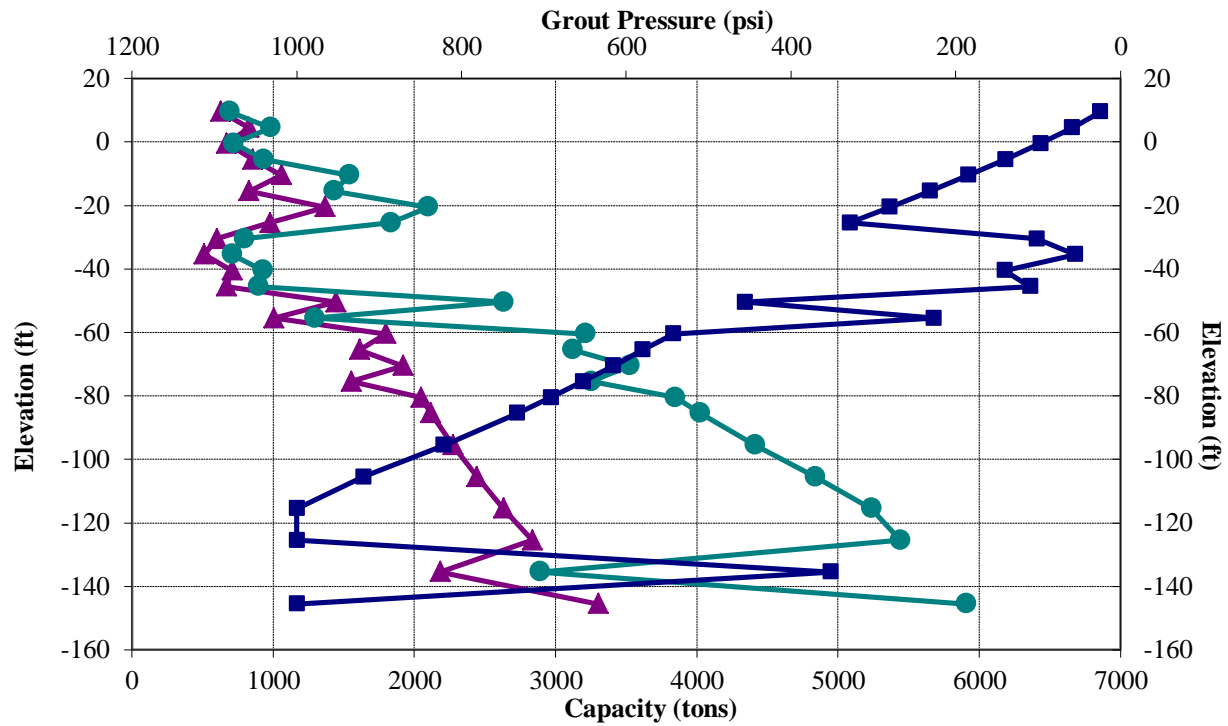


Figure 4.17 Data set 6 design curves

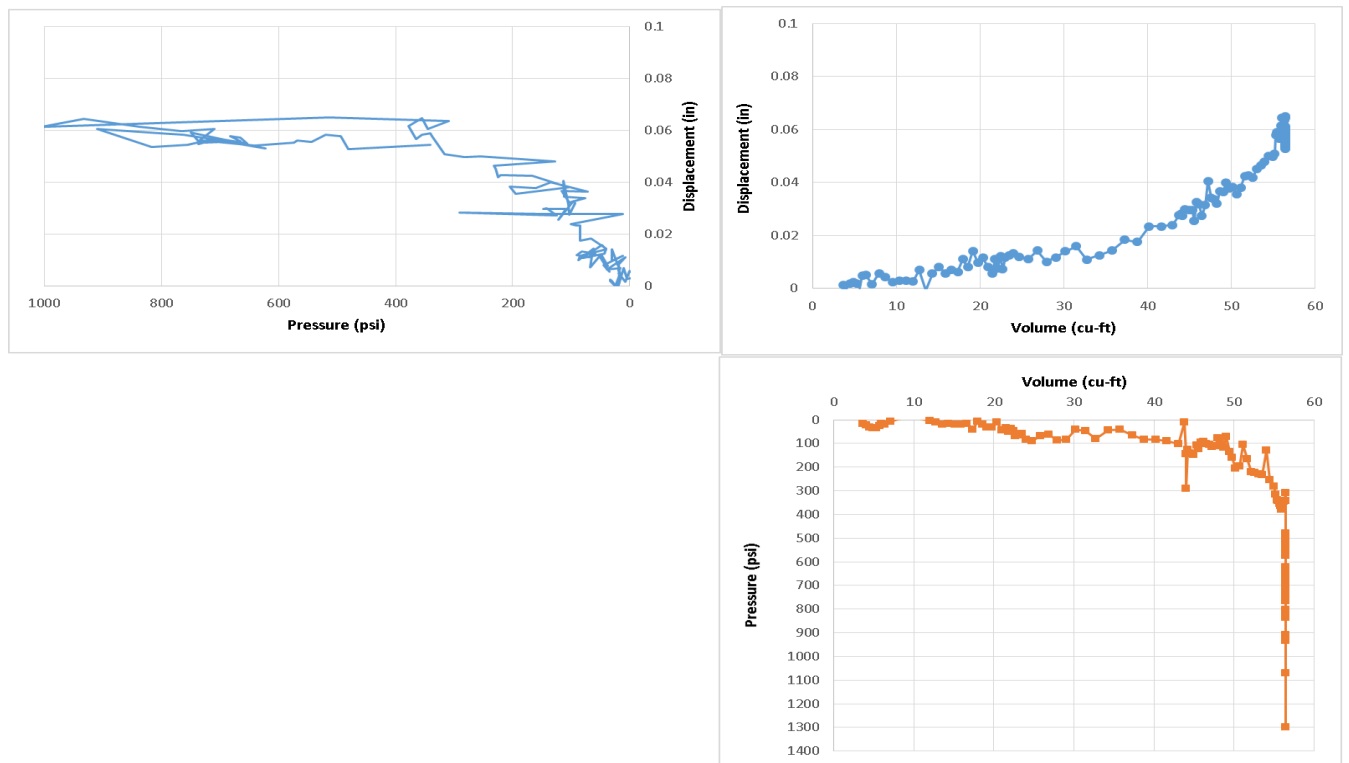


Figure 4.18 Data set 6 grout tri-axis plots.

Figure 4.18 shows the tri-axis plots for data set 6. Again, using the Figure 4.1 criteria for effective / ineffective grouting, the vertical pressure spike in the pressure vs. volume graph coupled with the horizontal pressure spike in the pressure vs. displacement plot confirm grouting became ineffective due to system blockage. The effective pressure was 350 psi and maximum field recorded pressure was 1300 psi.

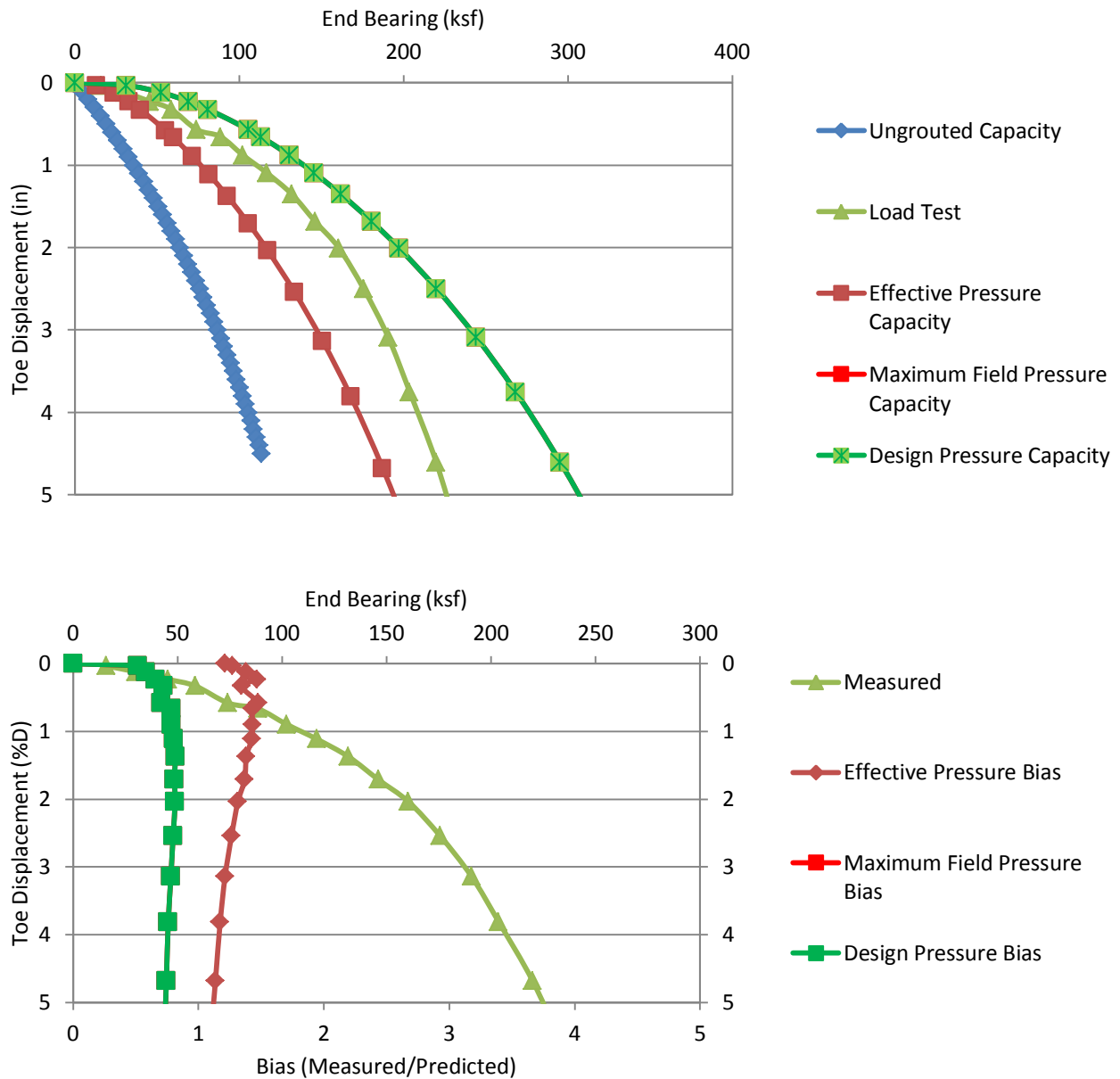


Figure 4.19 Data set 6 predicted/design and load test response (top); bias vs disp (bottom)

4.2.7 Data set 7 Huey P. Long Bridge

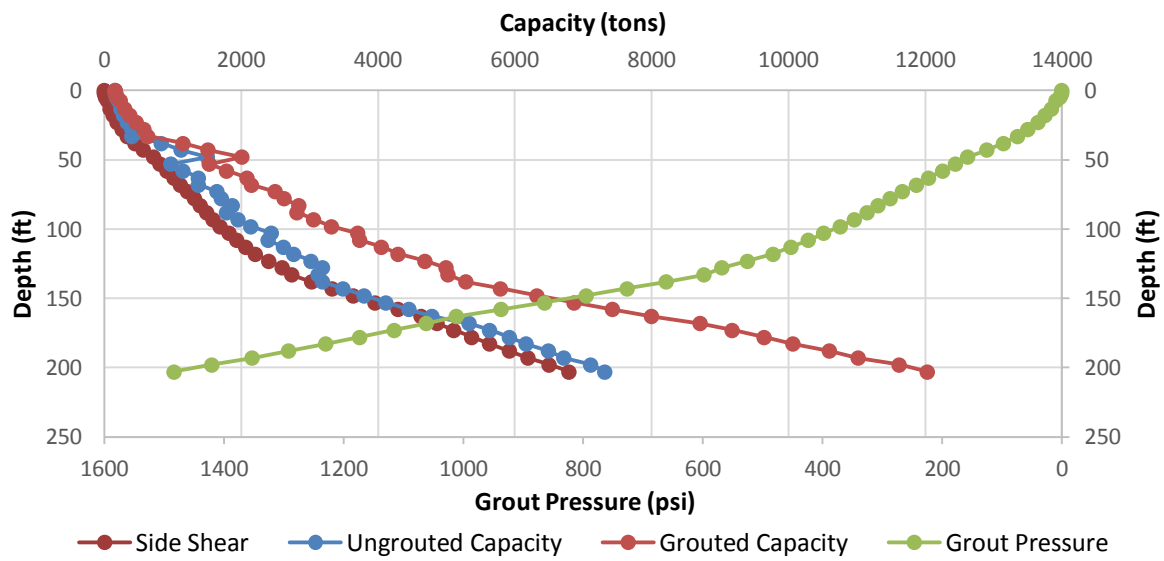


Figure 4.20 Data set 7 design curves.

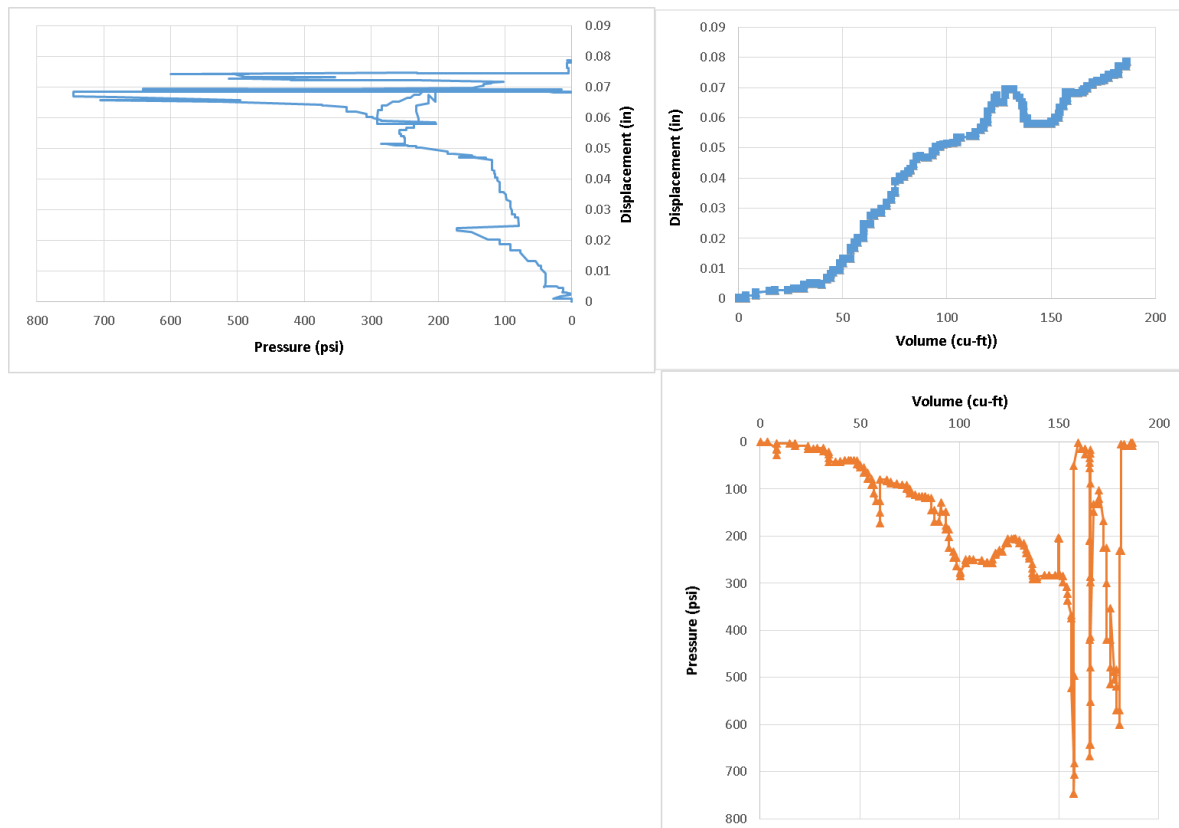


Figure 4.21 Data set 7 grout tri-axis plots.

Figure 4.21 shows the tri-axis plots for the data set 7 grouting program. Again, using the Figure 4.1 criteria for ineffective grouting, the vertical pressure spike in the pressure vs. volume graph coupled with the horizontal pressure spike in the pressure vs. volume plot confirm grouting became ineffective at pressure levels above 300 psi. Additionally, there is a peculiar increase in displacement and volume with near zero pressure which should not be considered to be valid; increases in volume beyond the 300psi time frame are likely due to the volume used to clear the line or change grouting lines. Peak field recorded pressure was 750 psi. Side shear restricted design pressure was 276 psi. The 184ft shaft length provided for up to 1230 psi of calculated grout pressure (beyond practical limits usually imposed by equipment).

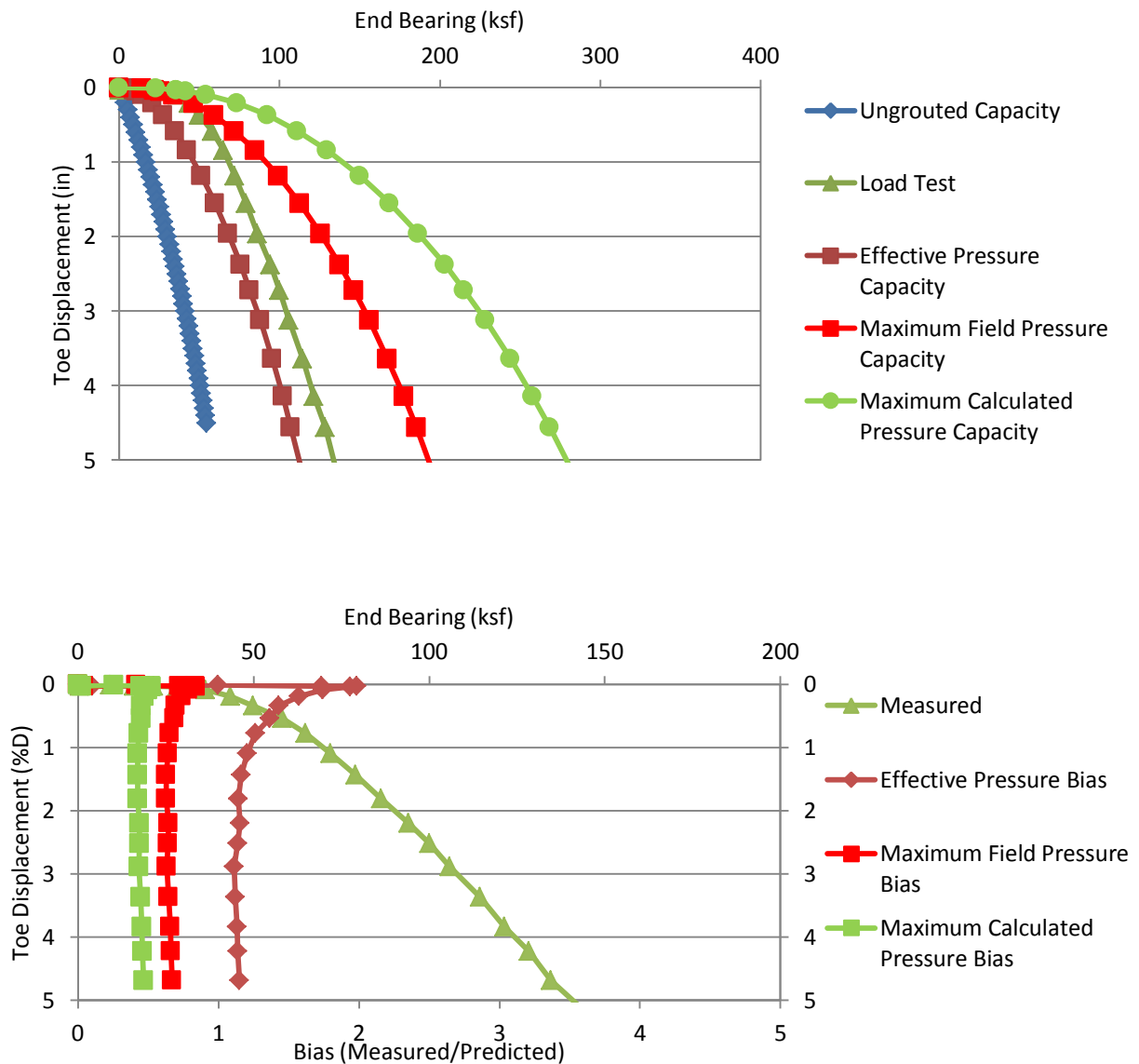


Figure 4.22 Data set 7 predicted/design and load test response (top); bias vs disp (bottom).

4.2.8 Data Set 8 The University of Houston (UH)- S-2

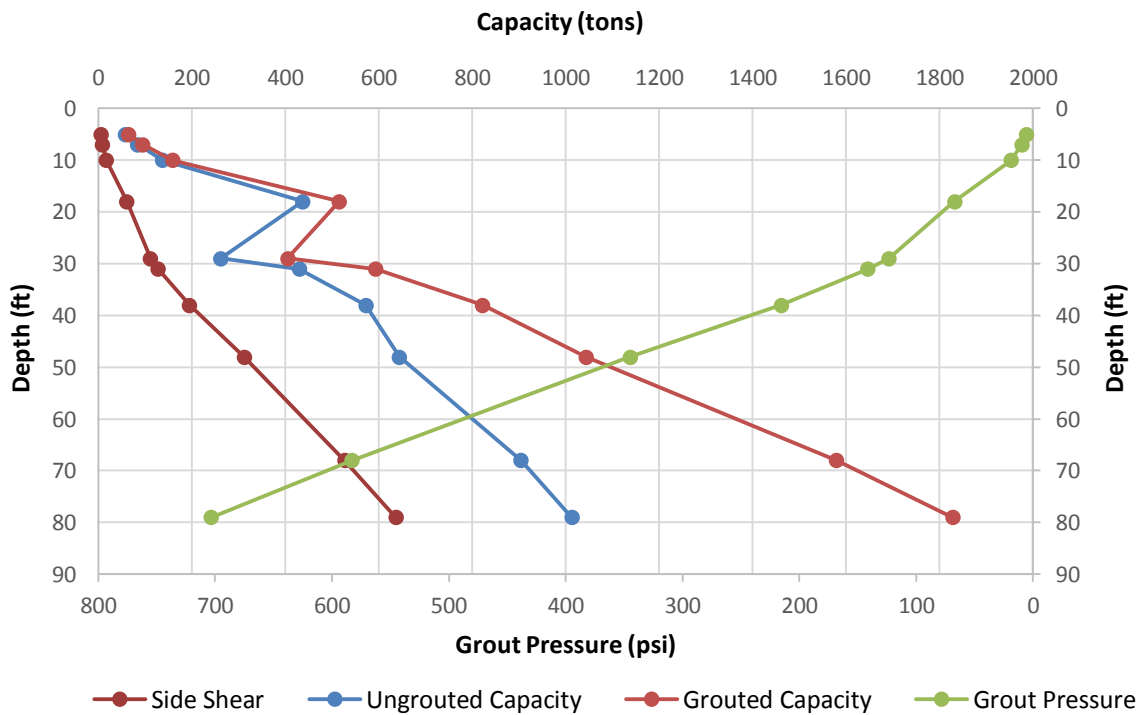


Figure 4.23 Data set 8 design curve based on 1 in displacement.

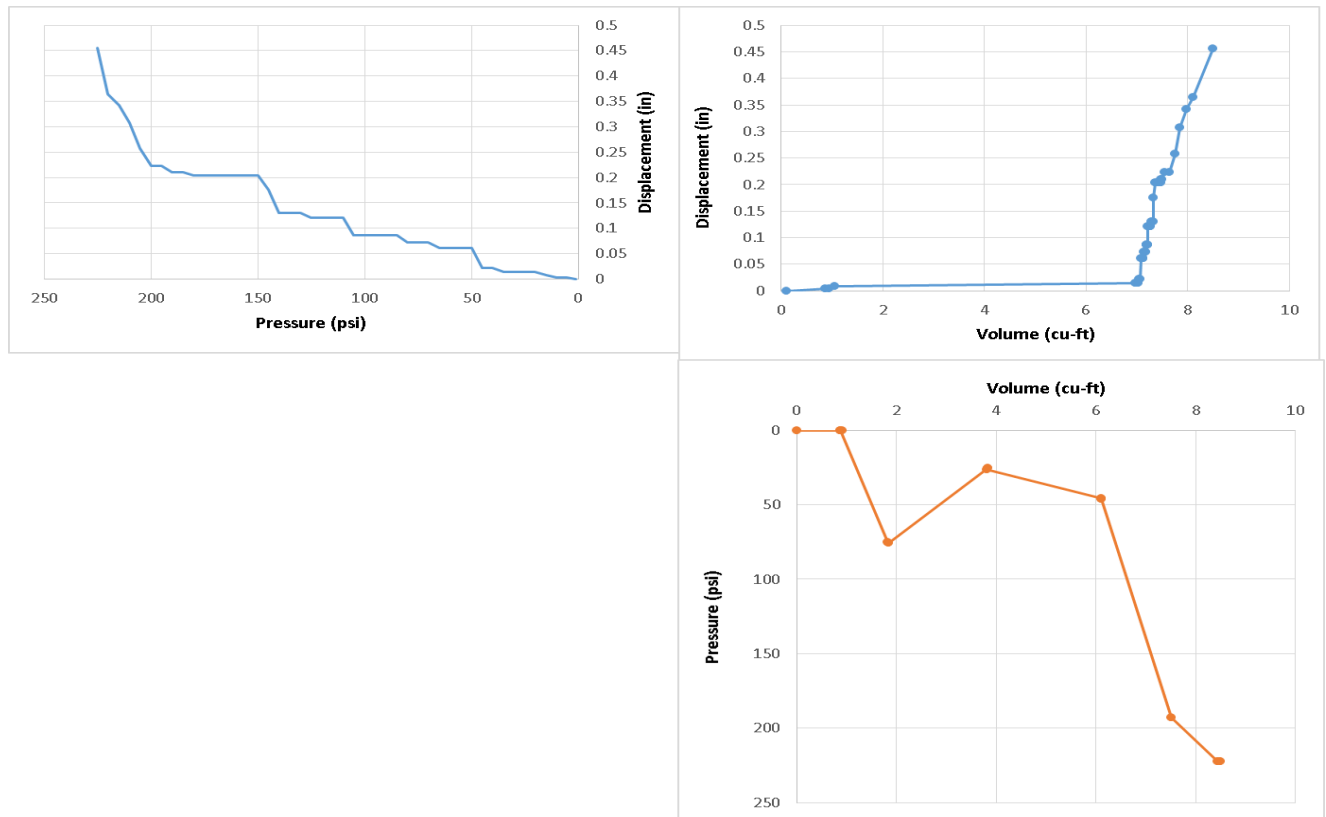


Figure 4.24 Data set 8 grout tri-axis plots.

Figure 4.24 shows the tri-axis grouting quality assurance plots for data set 8 and where no grouting or data collections errors can be seen. As noted in Figure 4.1, vertical data lines in volume vs. displacement graph indicates a side shear failure which is supported with a vertical line in the pressure vs. displacement graph. The max effective pressure can be taken at 225psi based solely on the negative effects on side shear. For end bearing computations, 230psi could be legitimately selected as the effective pressure for the anticipated end bearing and for the peak pressure. Design pressure was 95psi.

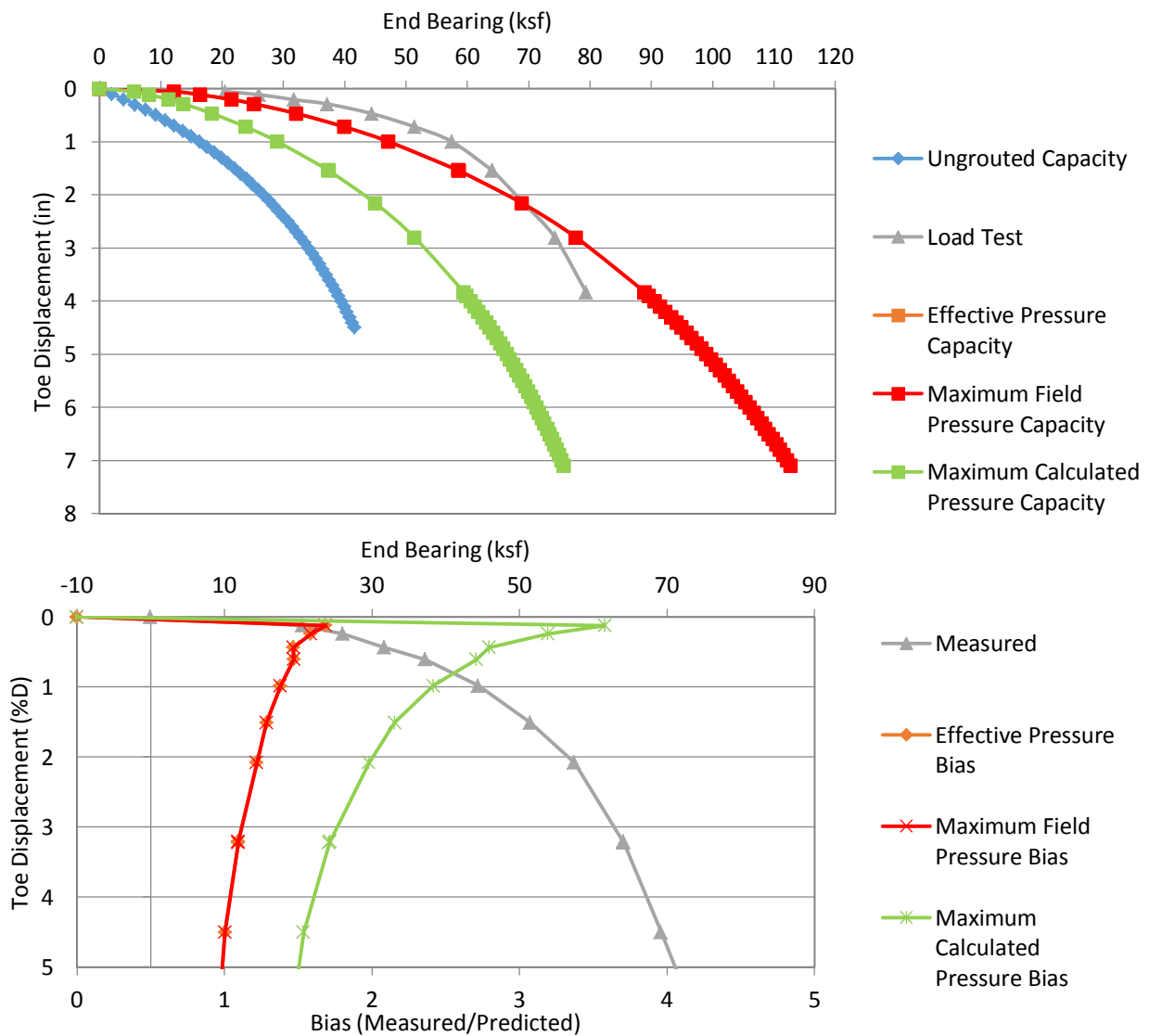


Figure 4.25 Data set 8 predicted/design and load test response (top); bias vs disp (bottom)

4.2.9 Data Set 9 Natchez Trace Parkway Bridge- S-1

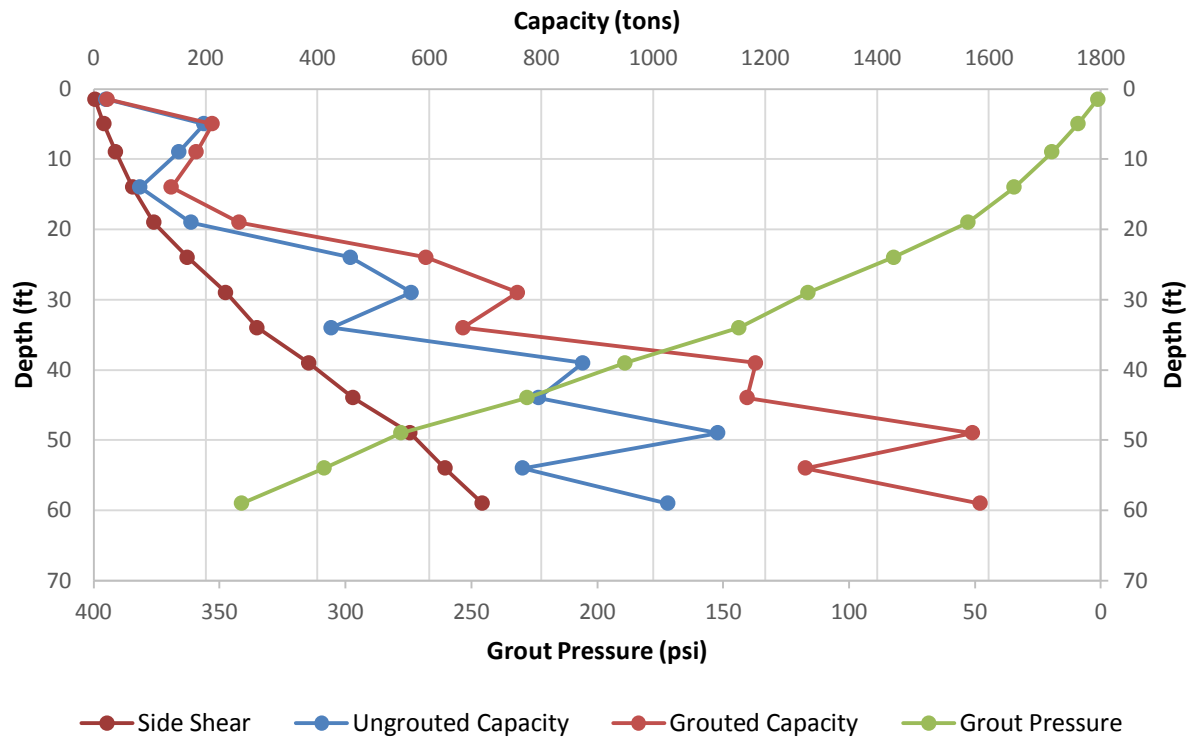


Figure 4.26 Data set 9 design curves

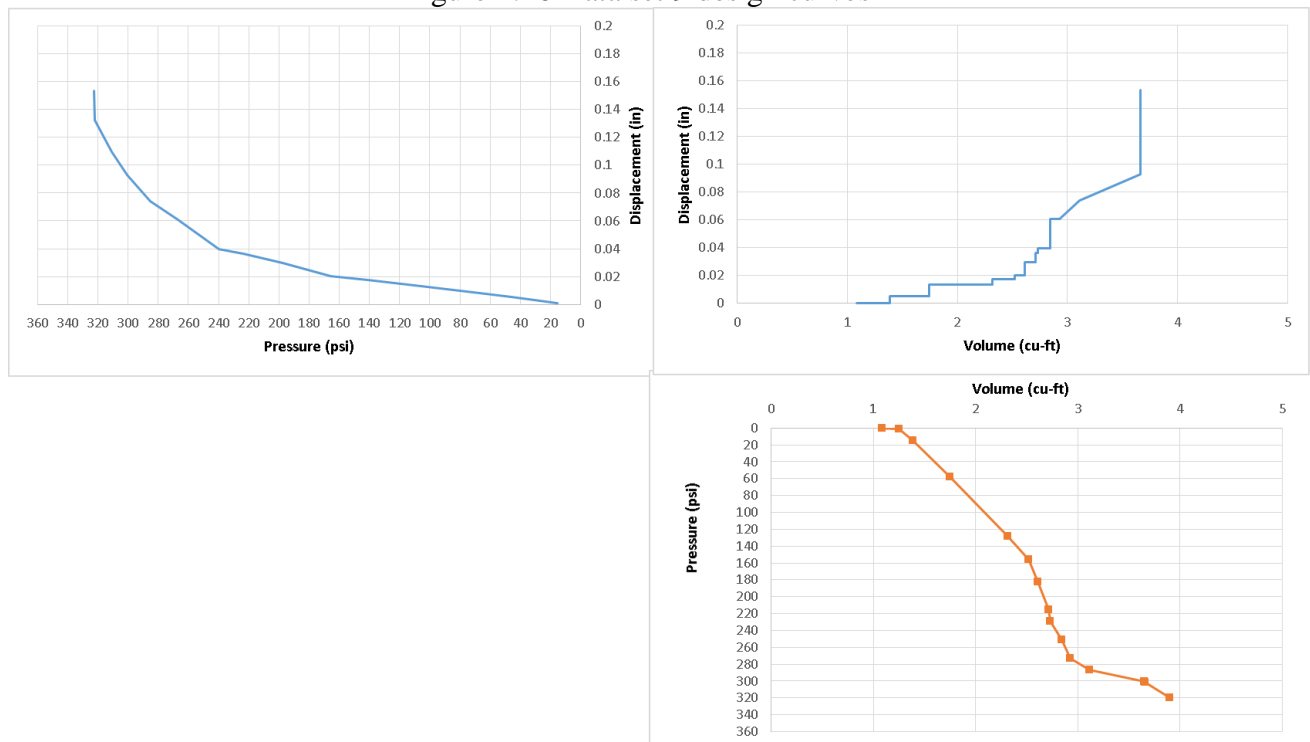


Figure 4.27 Data set 9 grout tri-axis plots.

Figure 4.27 shows the grouting quality assurance plots for data set 9. As noted in Figure 4.1, the vertical line in the press/disp graph at the end of grouting indicates near or full side shear failure, however, the press/vol graph showed no additional volume increase but with increasing displacement. This physical impossibility denotes an error in survey/disp data. The pressure/vol relationship was unaffected by the displacement error and the max effective pressure can be taken at approximately 320 psi which was also the peak measured pressure.

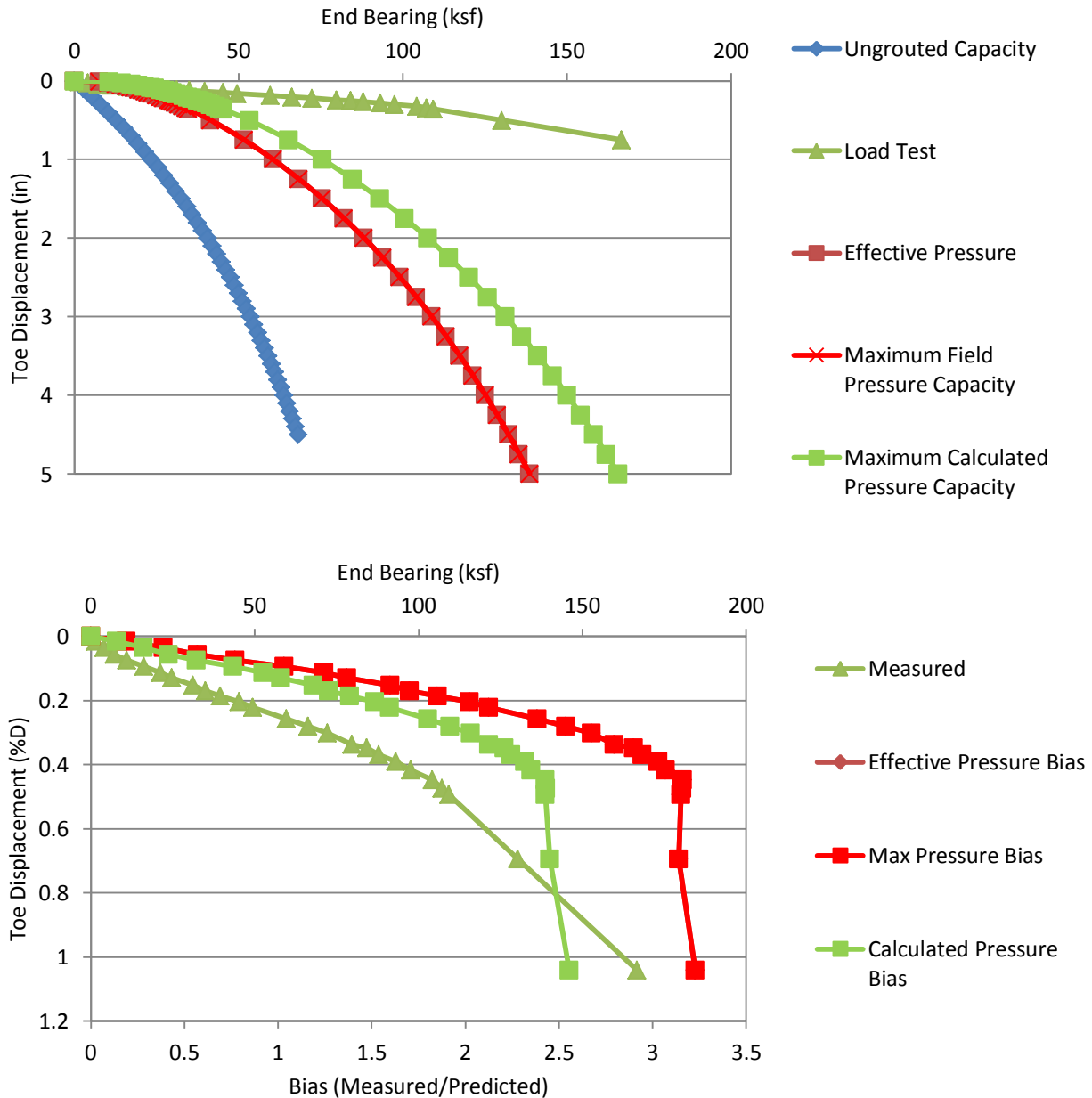


Figure 4.28 Data set 9 predicted/design and load test response (top); bias vs disp (bottom)

4.2.10 Data Set 10 Clearwater Site I – FJ-1

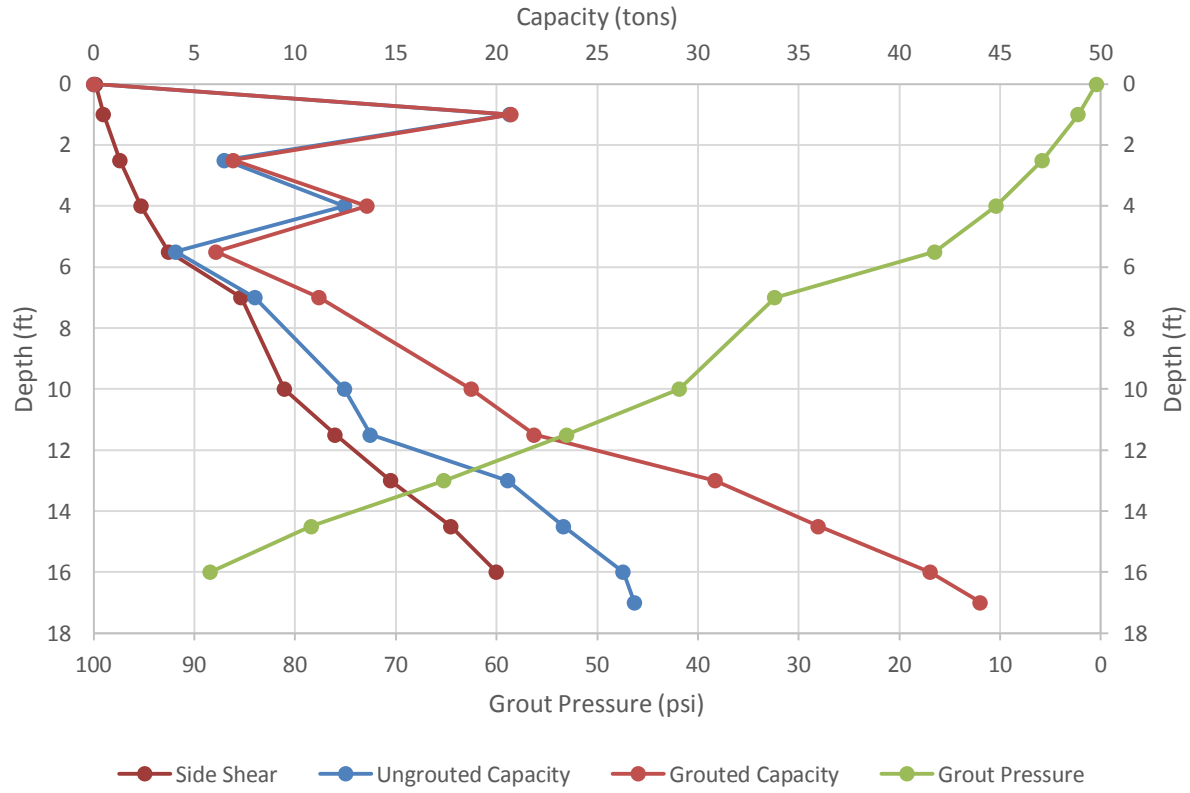


Figure 4.29 Data set 10 design curves.

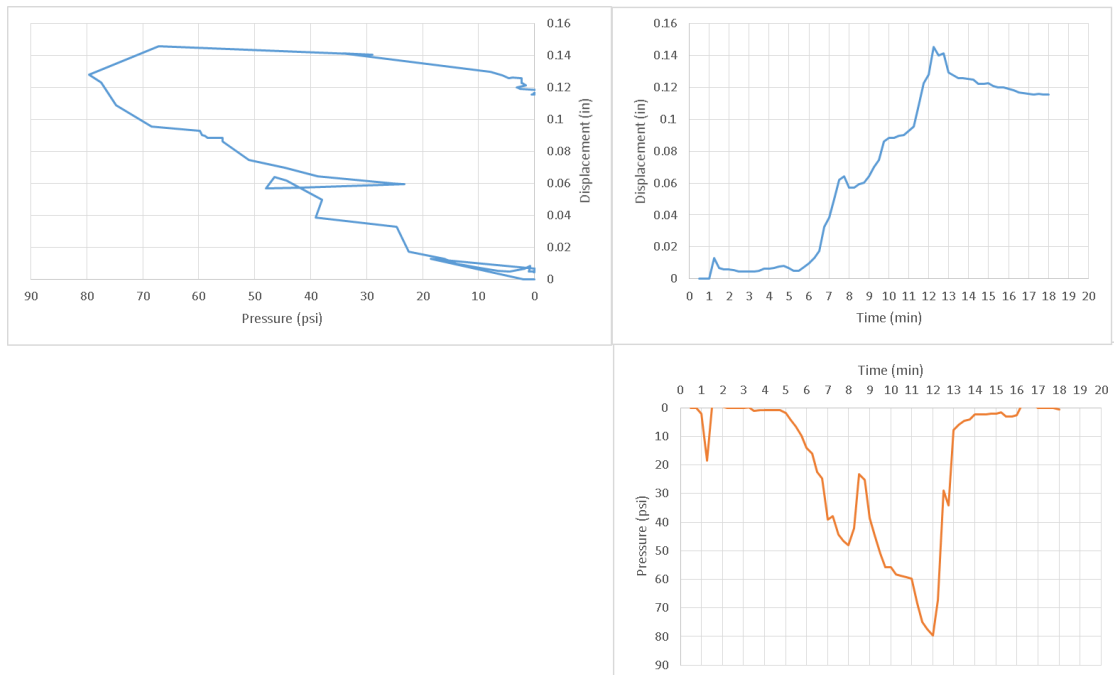


Figure 4.30 Data set 10 pressure vs displacement plots

Figure 4.30 shows the grouting quality assurance plots for data set 10. Incremental volume measurements were not taken, so time was used in lieu of volume. The progressive uplift with increasing pressure made this data usable. Effective pressure was selected from both pressure curves. The max effective pressure can be taken at 80 psi. Peak pressure was also 80psi. Anticipated design pressure was 88.42 psi.

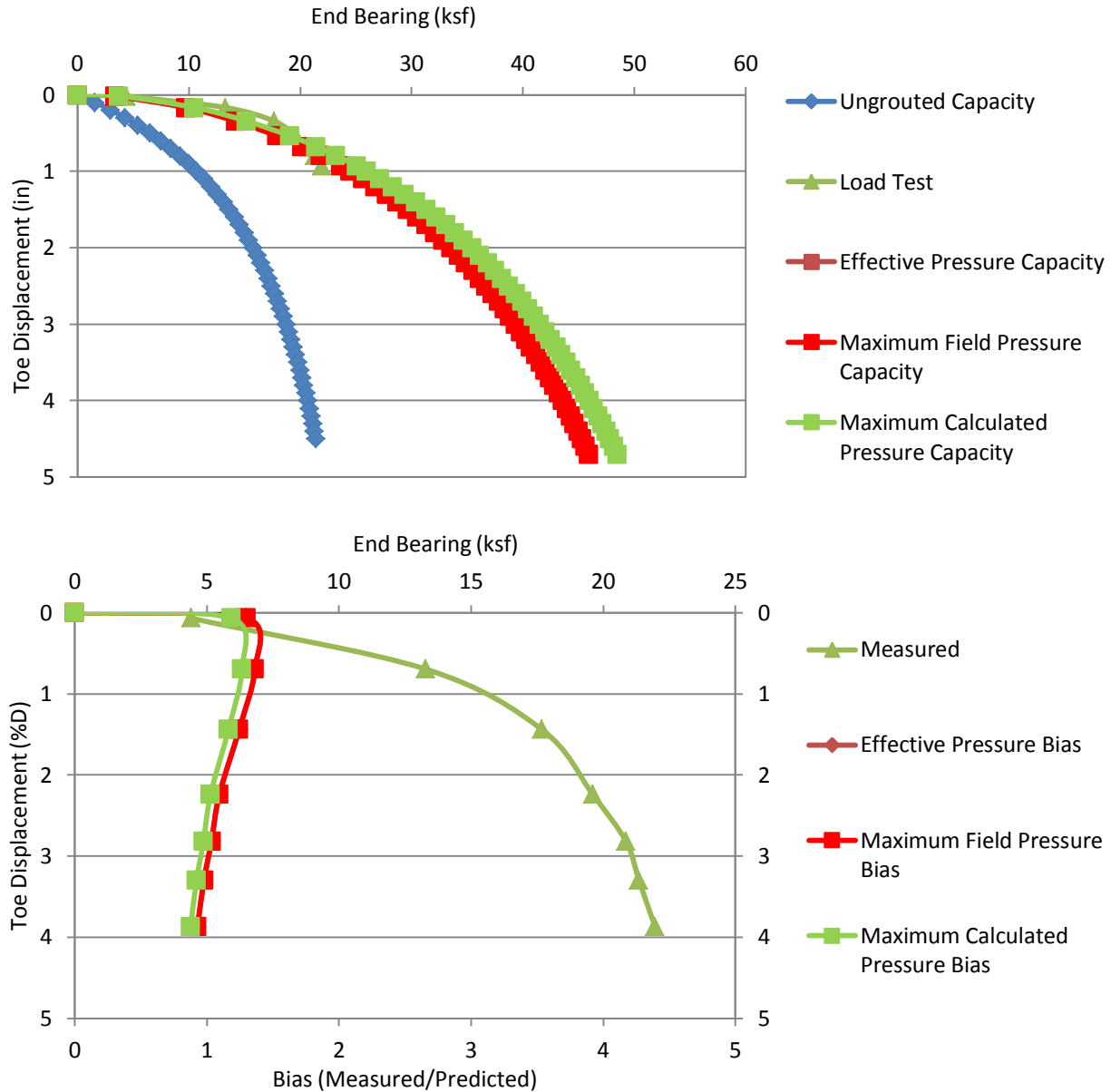


Figure 4.31 Data set 10 predicted/design and load test response (top); bias vs disp (bottom)

4.2.11 Data Set 11 Clearwater Site I – FJ-2

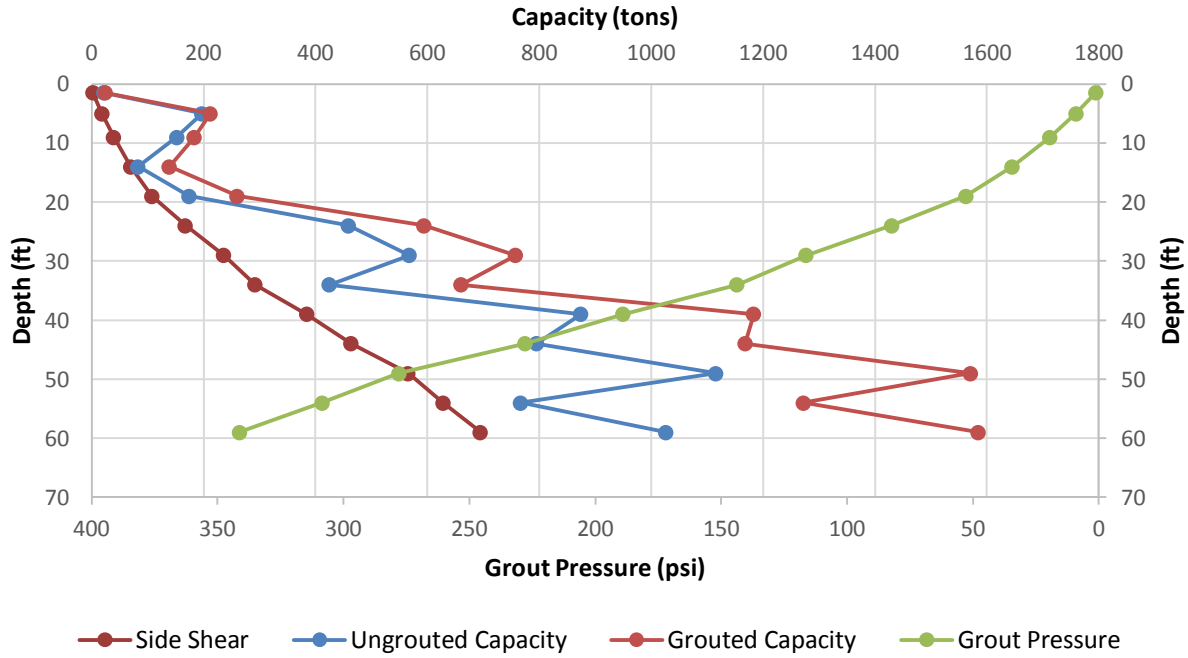


Figure 4.32 Data set 11 design curves.

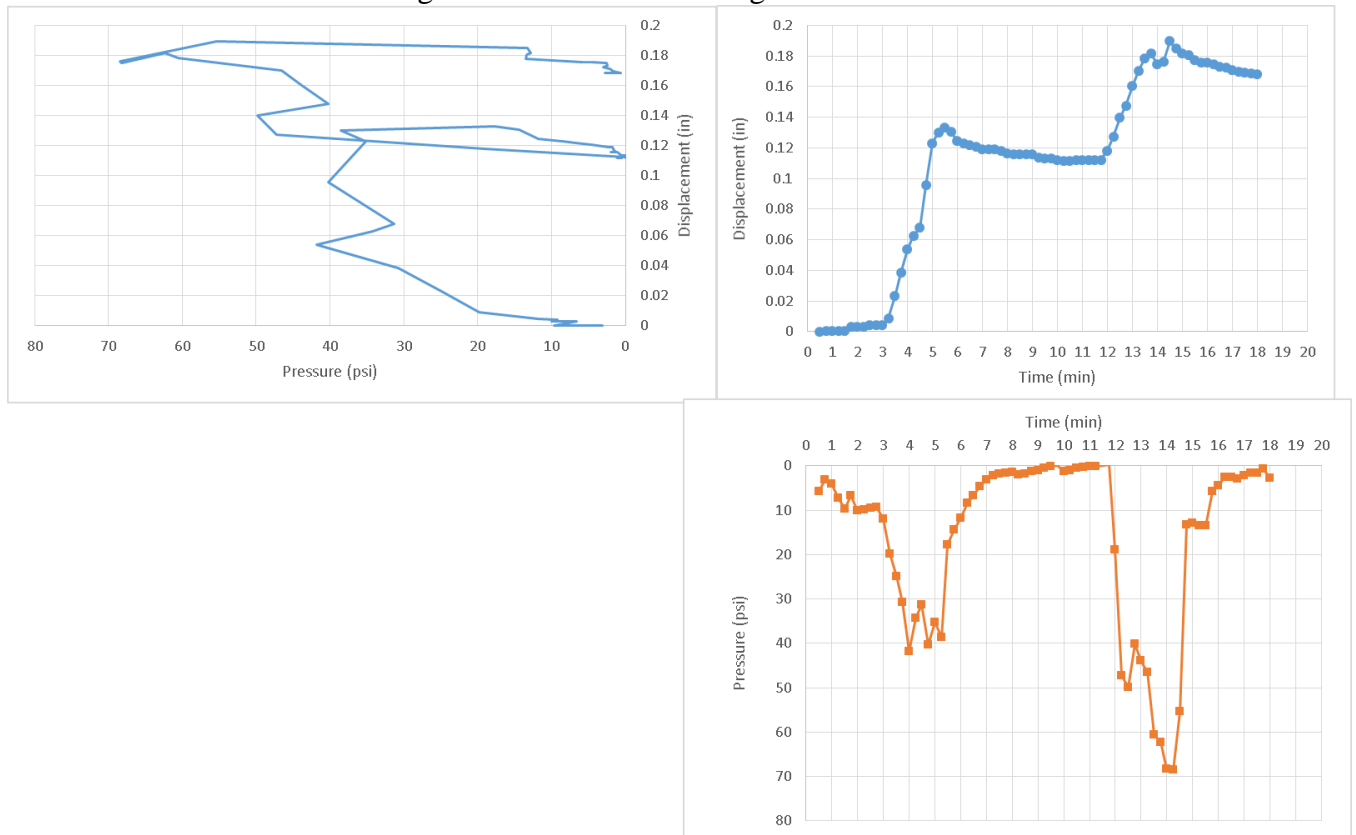


Figure 4.33 Data set 11 pressure vs displacement plots

Pressure was again confirmed by both pressure curves. The maximum effective pressure can be taken at 70 psi. Peak pressure was 70psi. Peak anticipated design pressure was 35 psi.

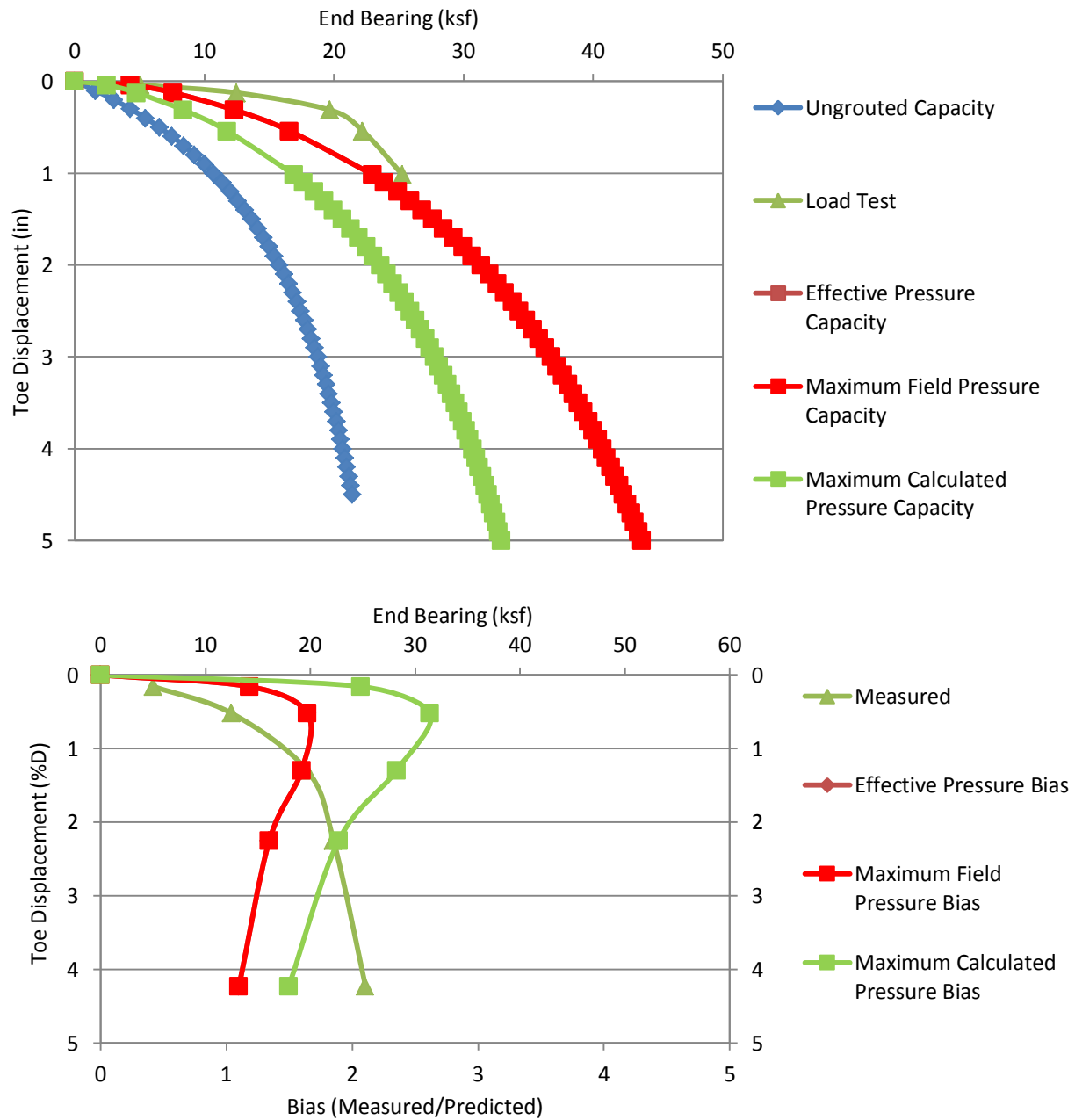


Figure 4.34 Data set 11 predicted/design and load test response (top); bias vs disp (bottom)

4.2.12 Data Set 12 Clearwater Site I, SP-1

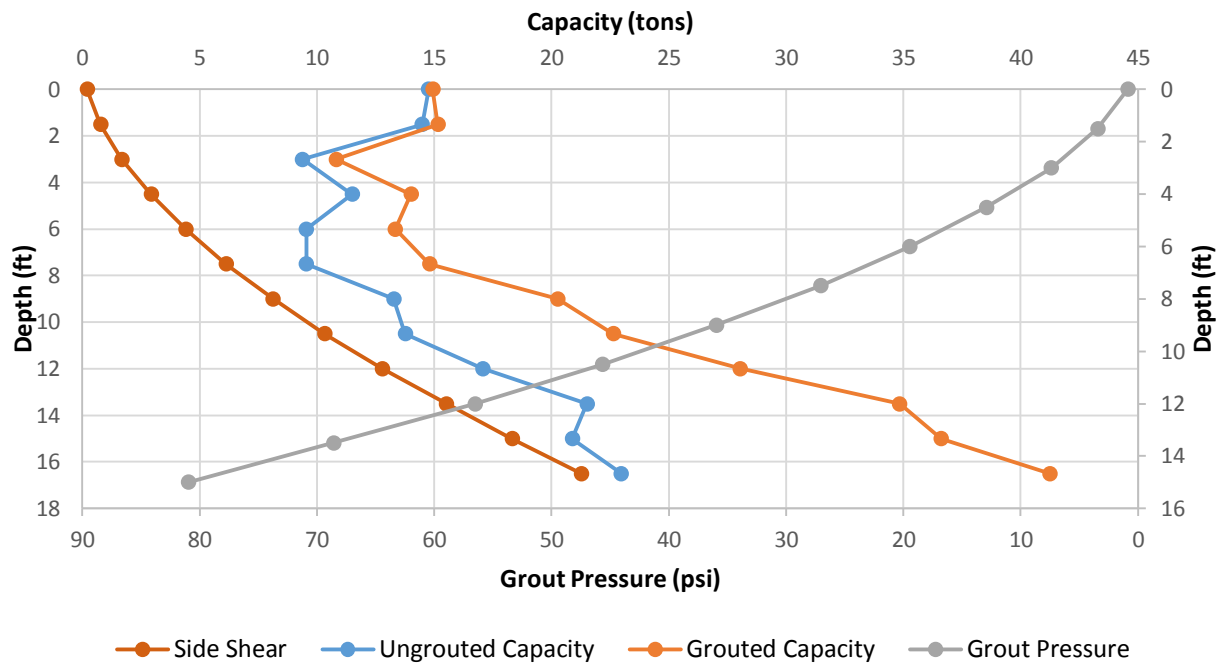


Figure 4.35 Data set 12 design curves

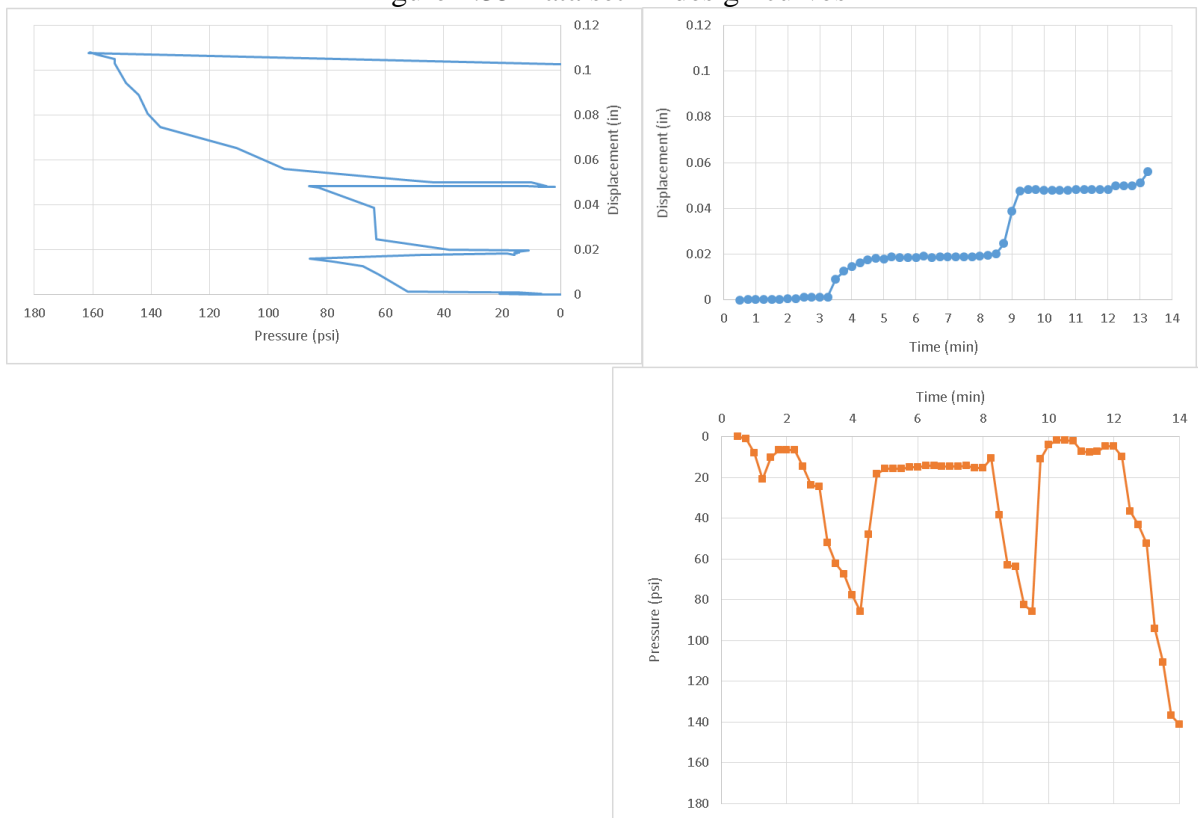


Figure 4.36 Data set 12 pressure vs displacement plots

Pressure was selected based on both pressure graphs. The maximum effective pressure was taken at 151 psi. Peak pressure was 162 psi. Peak anticipated design pressure was 68 psi.

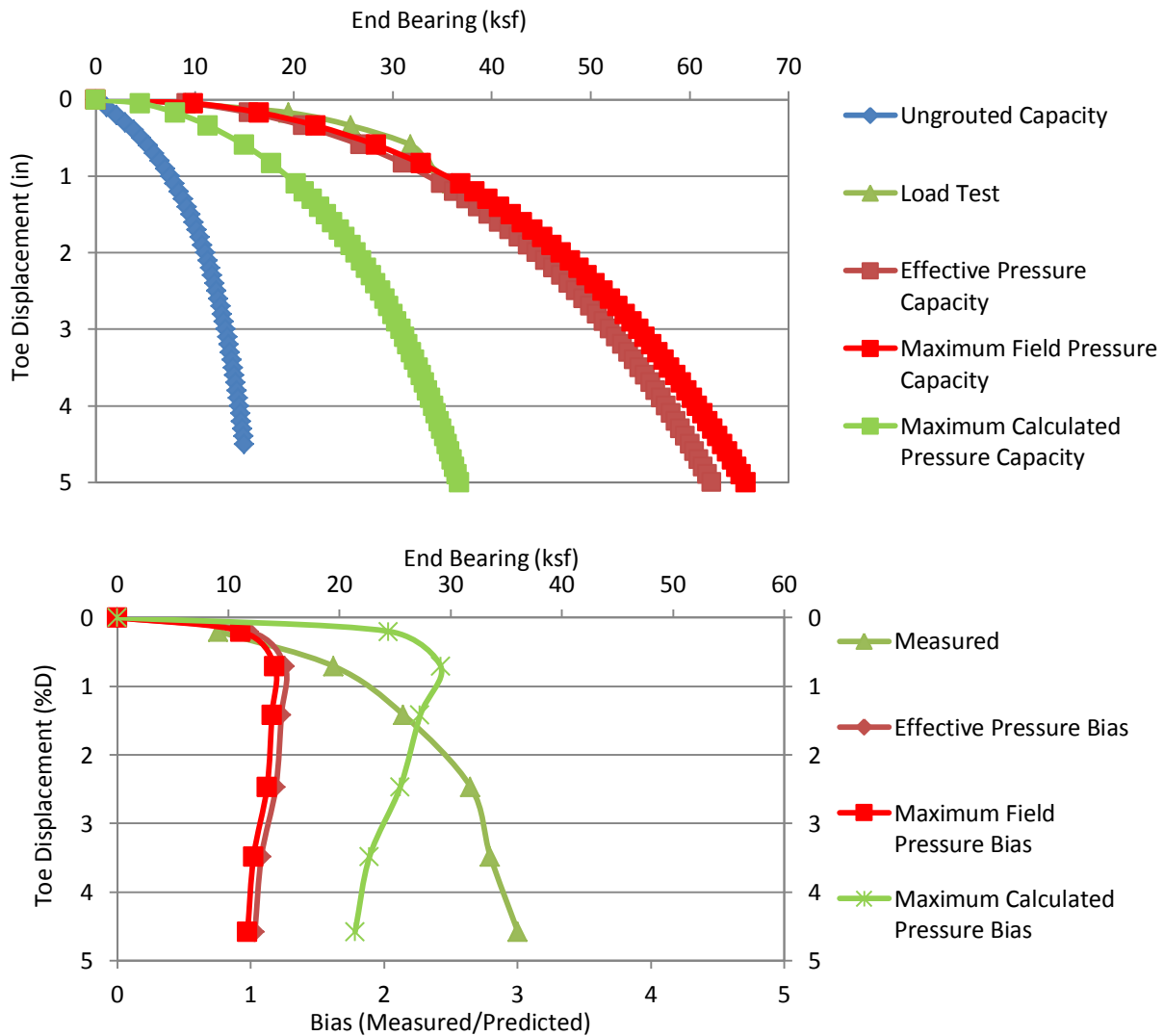


Figure 4.37 Data set 12 predicted/design and load test response (top); bias vs disp (bottom)

4.2.13 Data Set 13 Clearwater Site I, SP-2

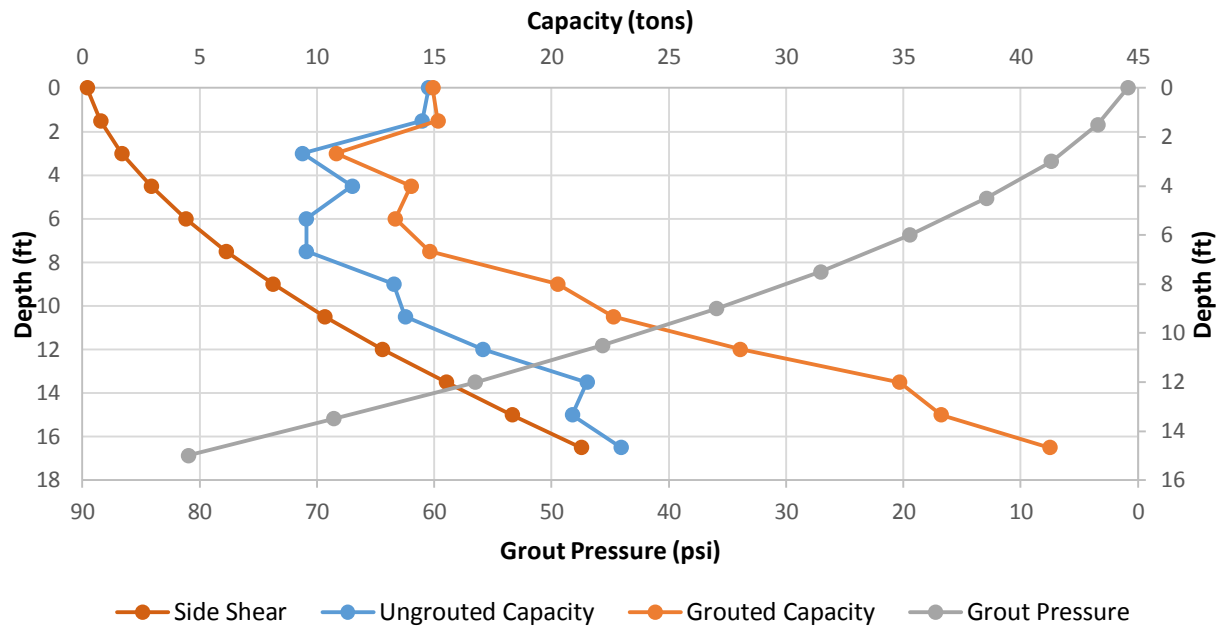


Figure 4.38 Data set 13 design curves

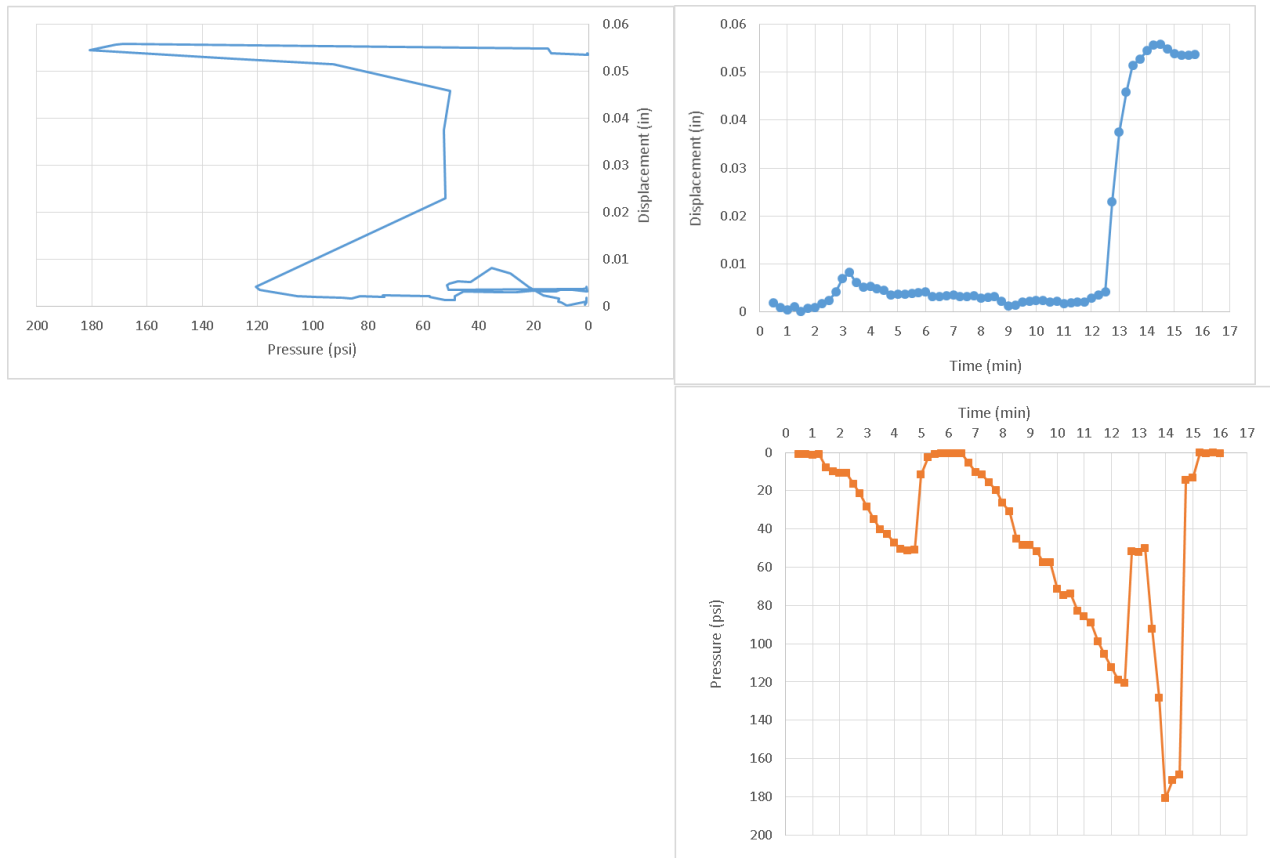


Figure 4.39 Data set 13 pressure vs displacement plots

Again incremental volume measurements were not available. The SP designation of this shaft indicates it was a sleeve port and which had two circuits. A vertical line in the pressure/disp graph denotes a disturbance of the reference frame but which did not degrade the usability of the data. The max effective pressure can be taken at 170 psi. Peak pressure was 180psi. Peak anticipated design pressure was 68 psi.

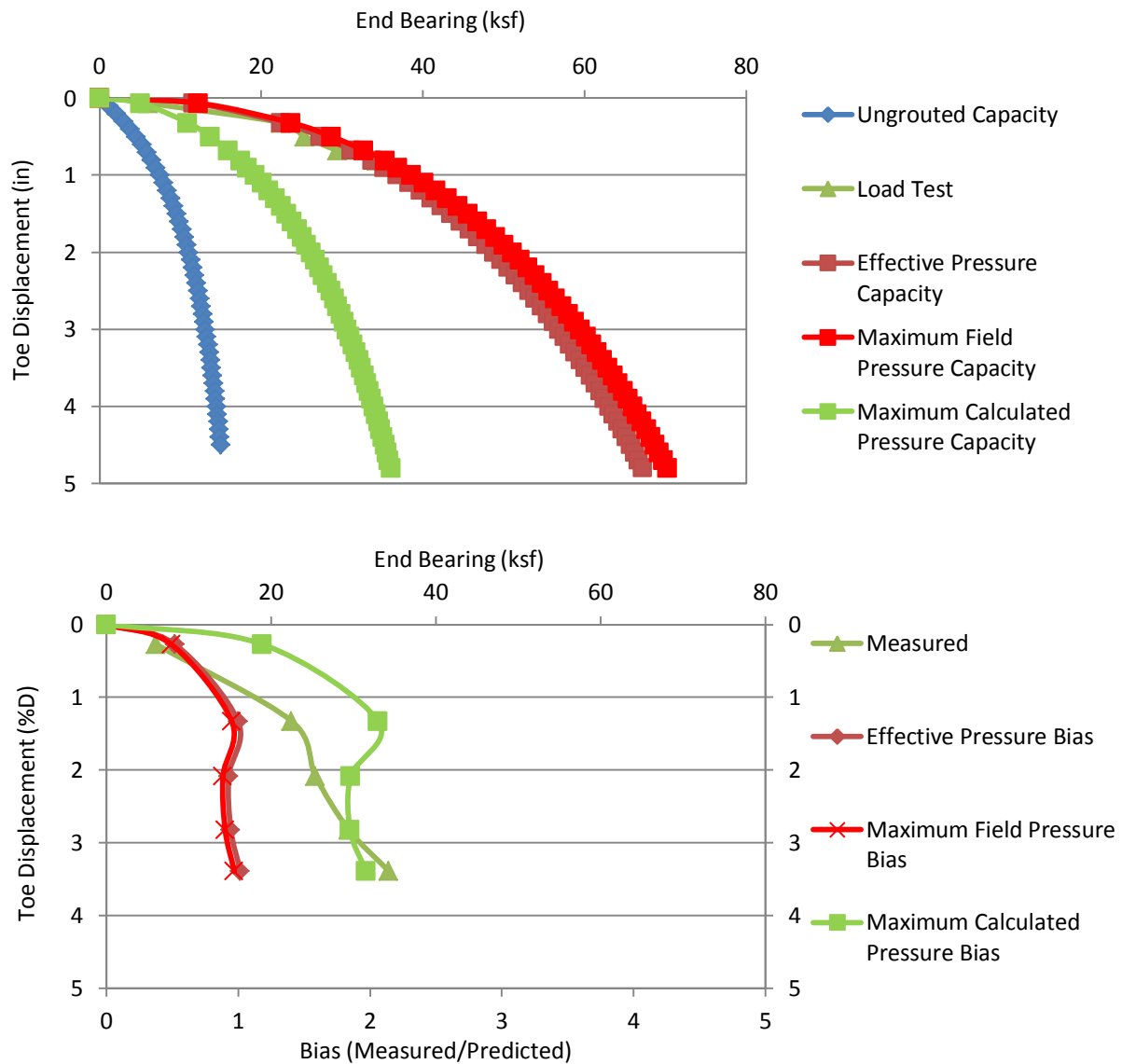


Figure 4.40 Data set 13 predicted/design and load test response (top); bias vs disp (bottom)

4.2.14 Data Set 14 Clearwater Site II, FJ-1

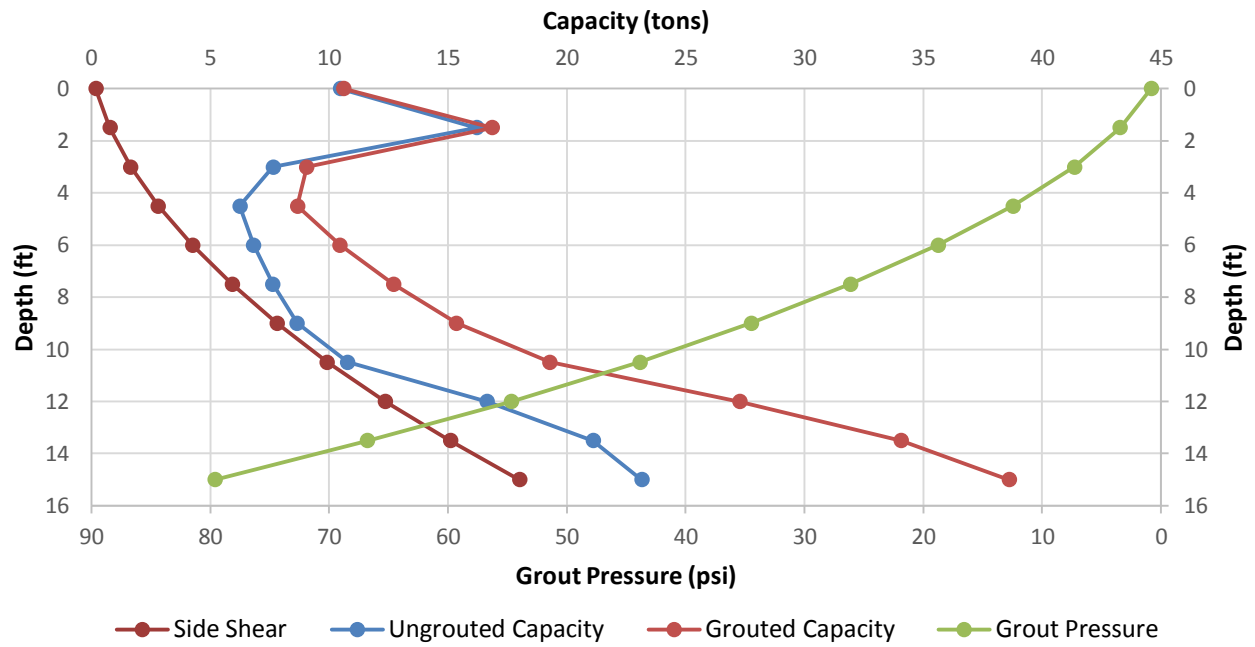


Figure 4.41 Data set 14 design curves

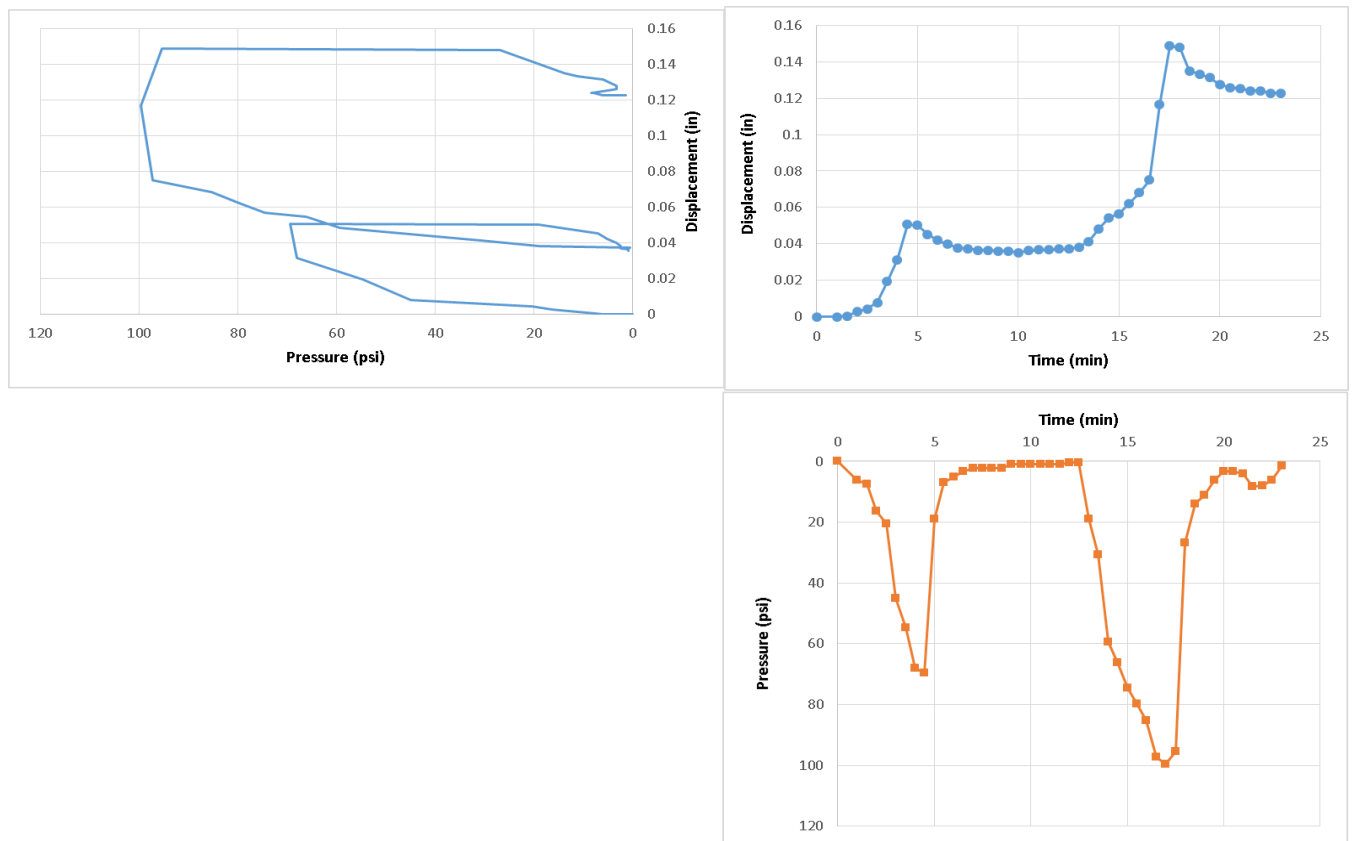


Figure 4.42 Data set 14 pressure vs. displacement plots

Figure 4.42 shows the grouting quality assurance plots for data set 14. Pressure was selected based on both pressure graphs. The max effective and peak pressure can be taken at 100psi. This shaft exhibited side shear control where no further grout pressure could be applied. Peak anticipated design pressure was 79.6 psi.

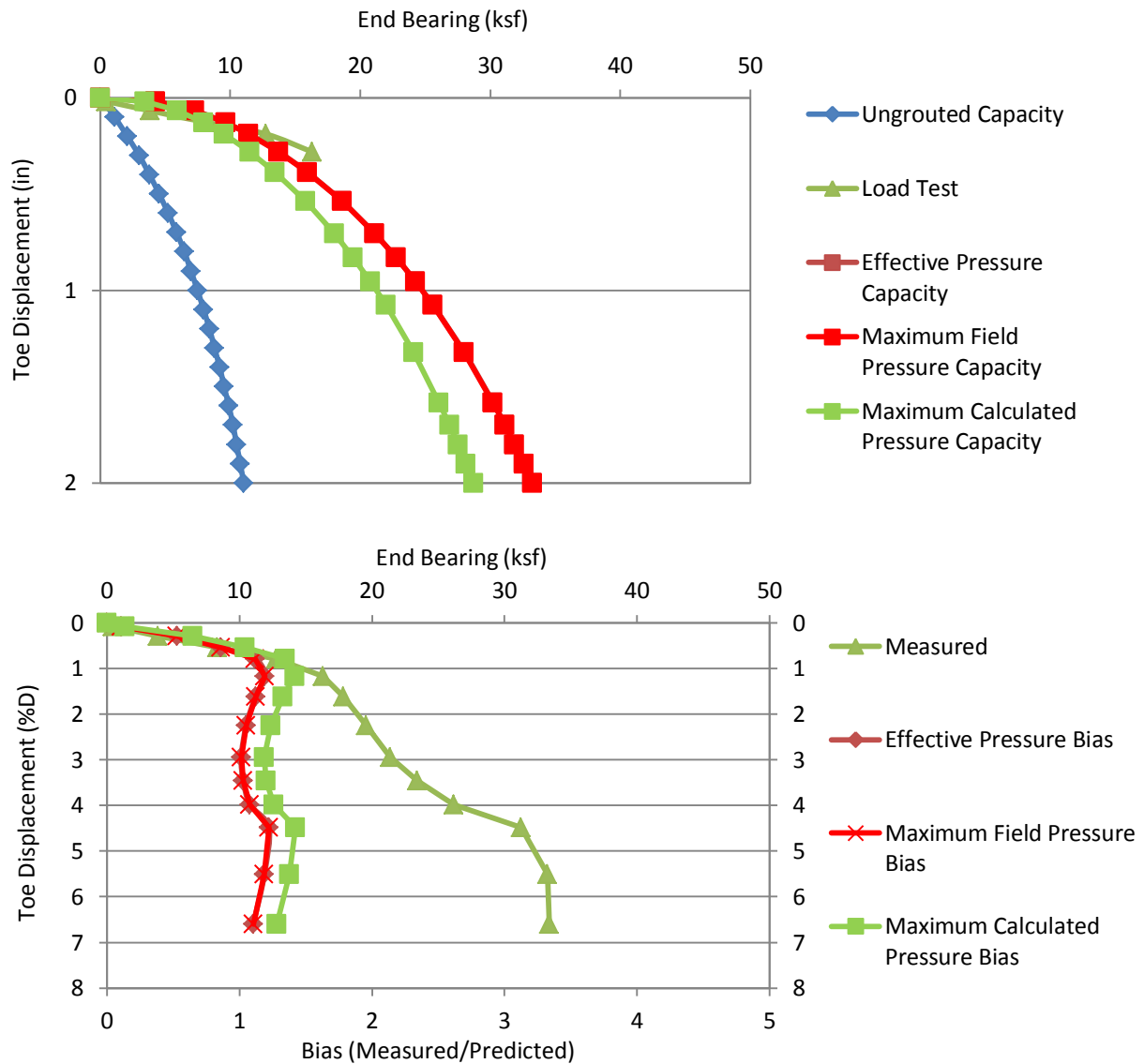


Figure 4.43 Data set 14 predicted/design and load test response (top); bias vs disp (bottom)

4.2.15 Data set 15 Clearwater Site II SP-1

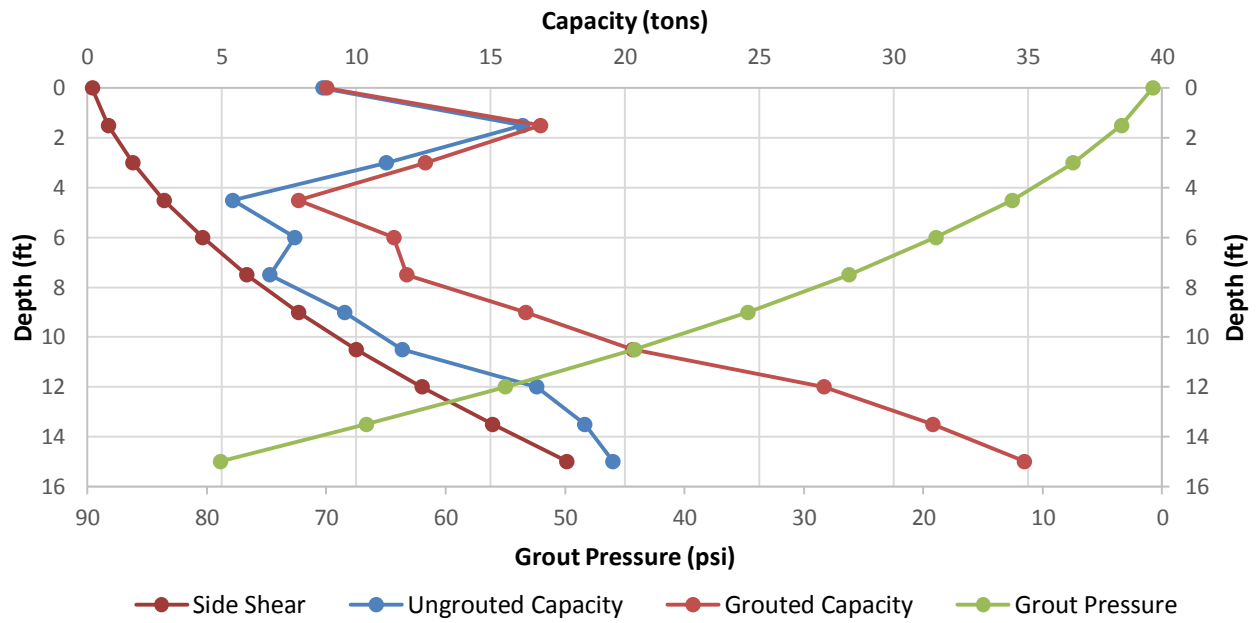


Figure 4.44 Data set 15 design curves

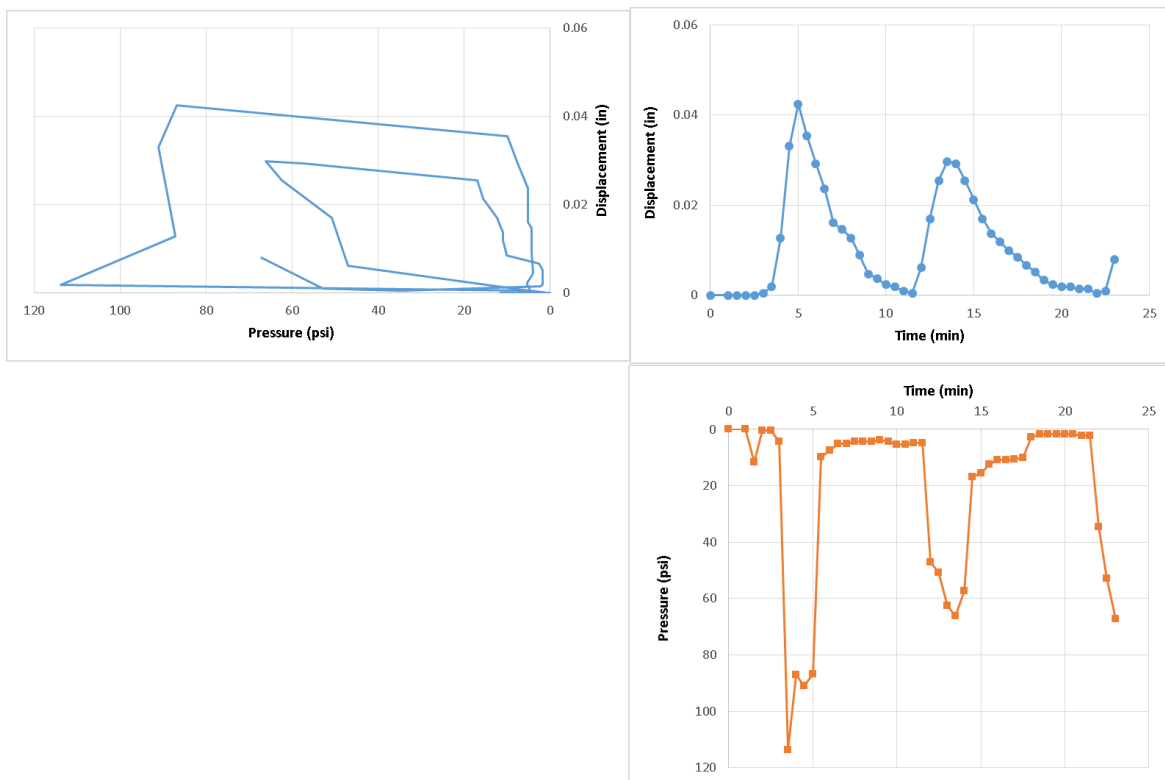


Figure 4.45 Pressure vs. displacement plots for data set 15

Figure 4.45 shows the grouting quality assurance plots for data set 15. For this site, SP again refers to sleeve port and where two different grout delivery circuits were used. This is clearly noted by the two rises and falls in the grout pressure corresponding to the two circuits grouted sequentially. Effective pressure was selected based on the time versus pressure and displacement graphs where the displacement was maximum (not pressure) which is a global indication of applied force. The max effective pressure can be taken at 90 psi. Peak pressure was 114psi. The second circuit did not achieve the same pressure level.

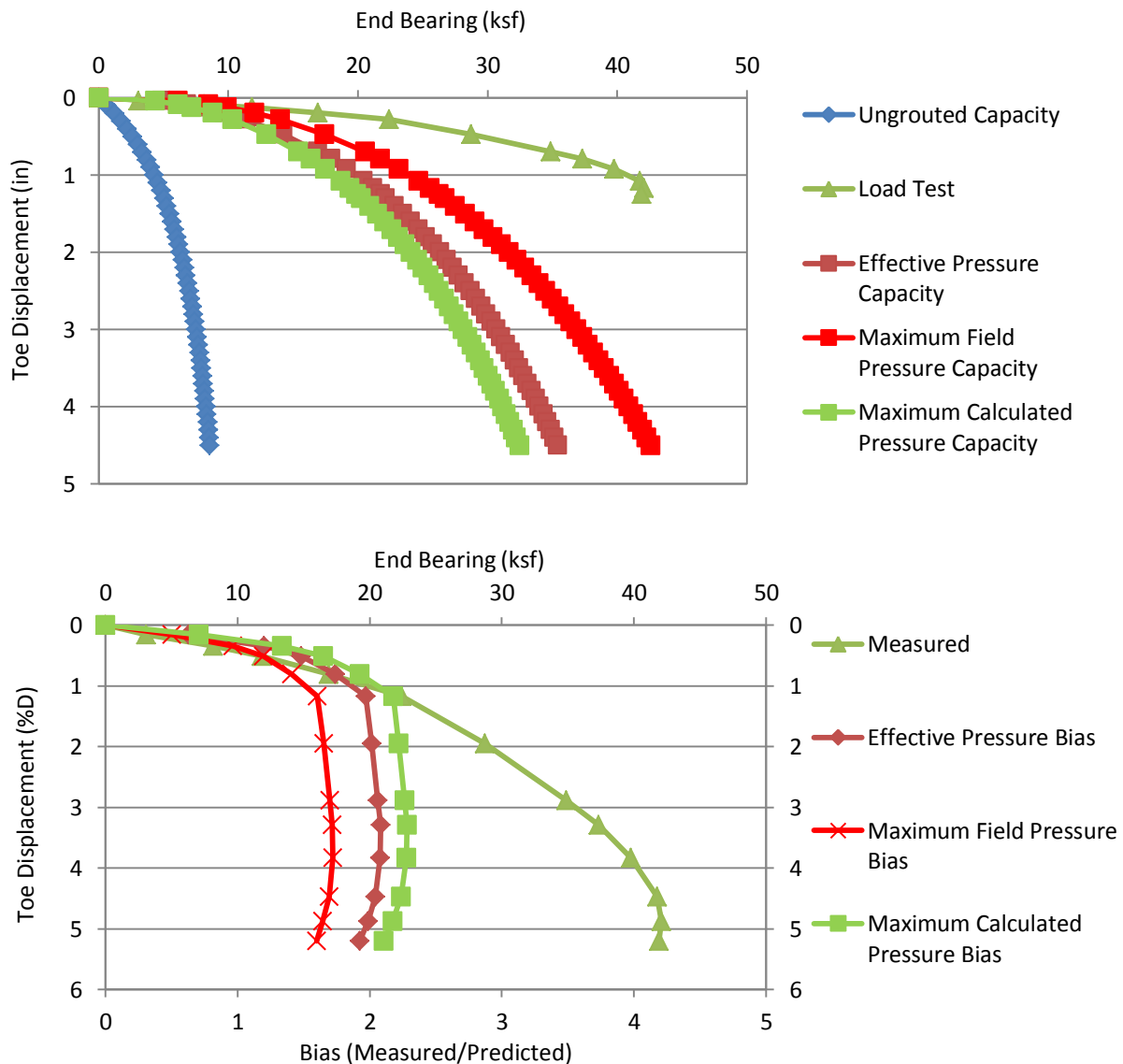


Figure 4.46 Data set 15 predicted/design and load test response (top); bias vs disp (bottom)

4.2.16 Data Set 16 Flagler Memorial Bridge, S-1

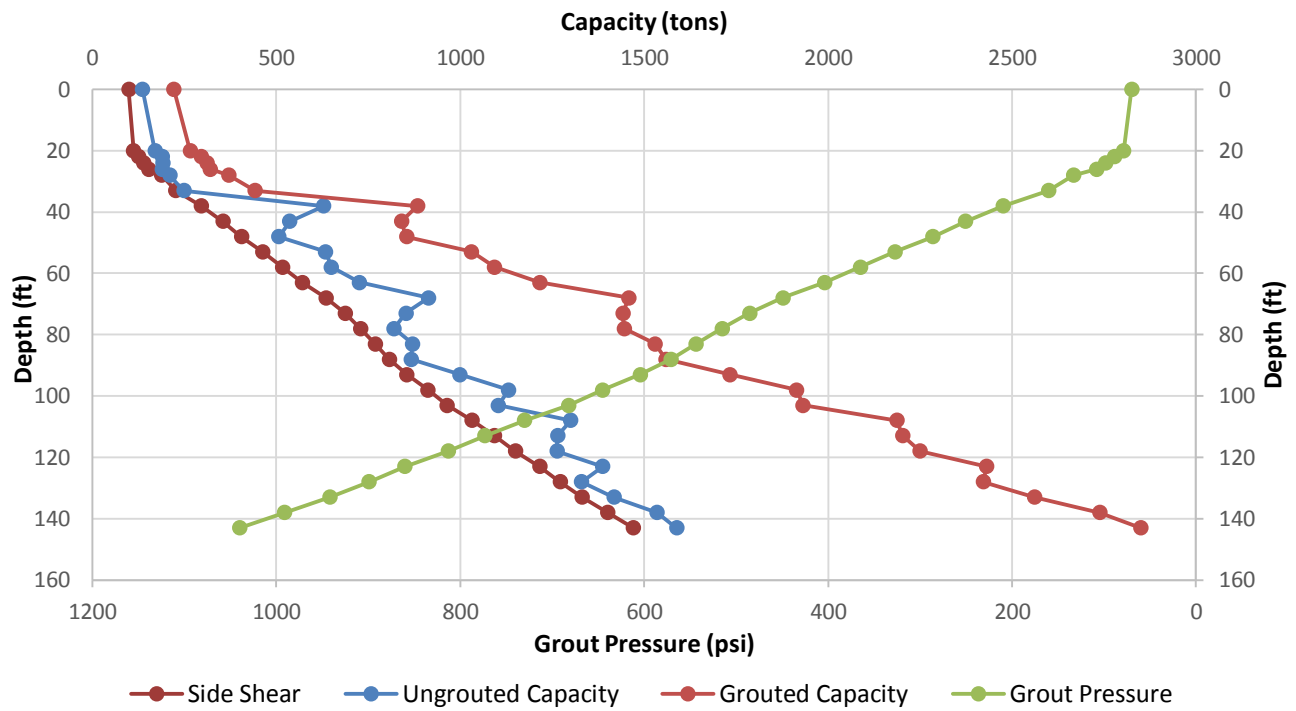


Figure 4.47 Data set 16 design curves

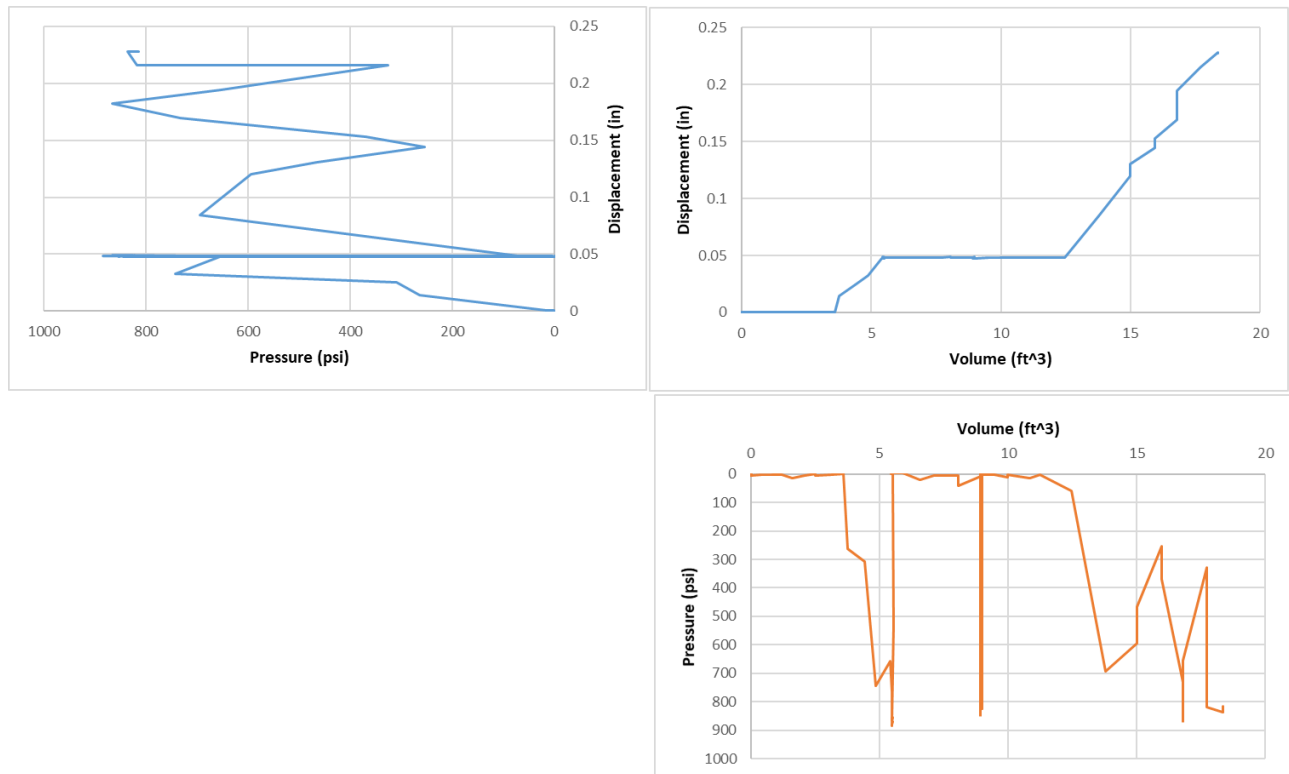


Figure 4.48 Data set 16 grout tri-axis plots.

Figure 4.48 shows the tri-axis plots for the Flagler Memorial Bridge shaft and indicate two issues only visible when using the effectiveness plots. Grouting was performed through 3 sleeve port circuits below a steel plate. The first circuit ended with line blockage, the second circuit took no grout and showed line blockage, the third circuit continued the work of the first circuit with the same effective pressure of 700 psi. The maximum field recorded pressure was 880psi. Large volumes without accompanied increases in volume or uplift indicate pumping to fill lines or expel old grout. Approximate 10 cu ft of the grout volume shown did not participate in active grouting. The maximum anticipated design pressure was 645 psi.

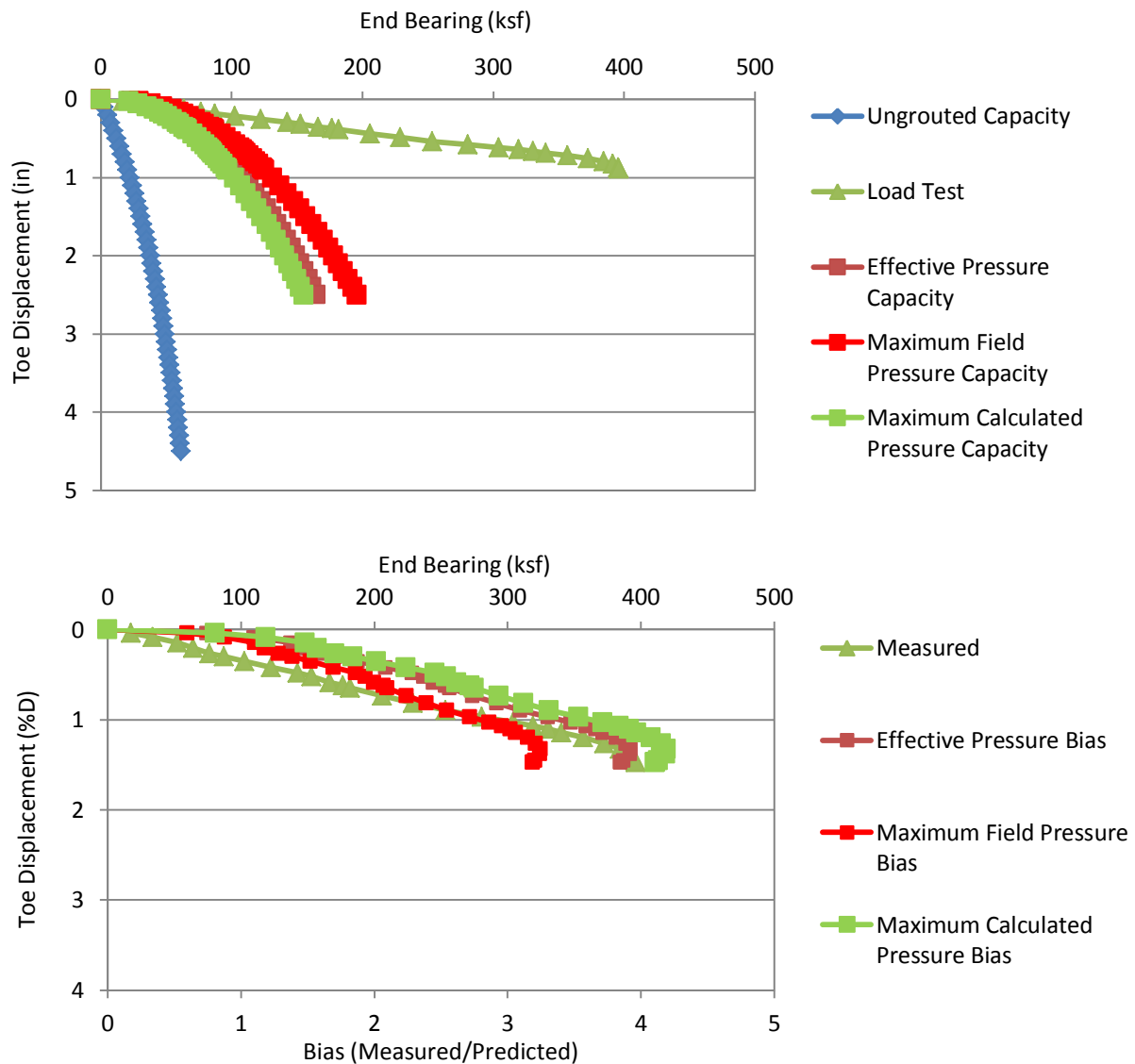


Figure 4.49 Data set 16 predicted/design and load test response (top); bias vs disp (bottom)

4.2.17 Data Set 17 Security Checkpoint building concourse “C”, S-1

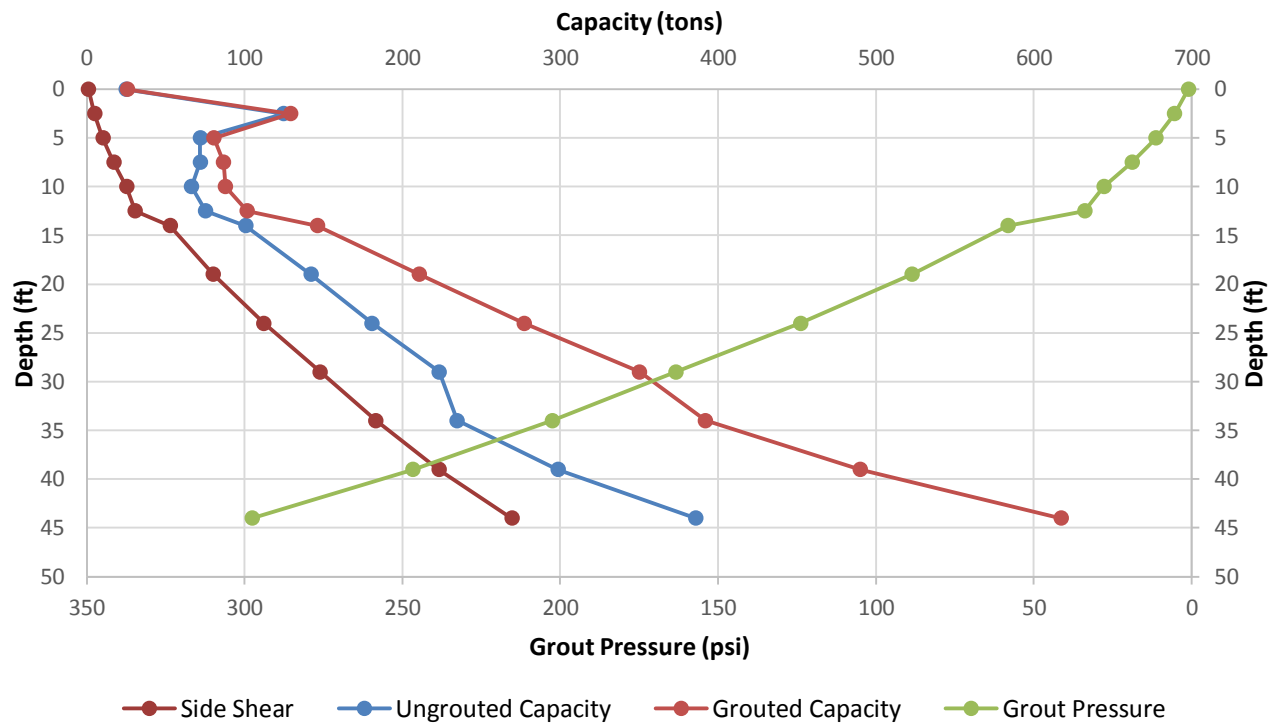


Figure 4.50 Data set 17 design curves.

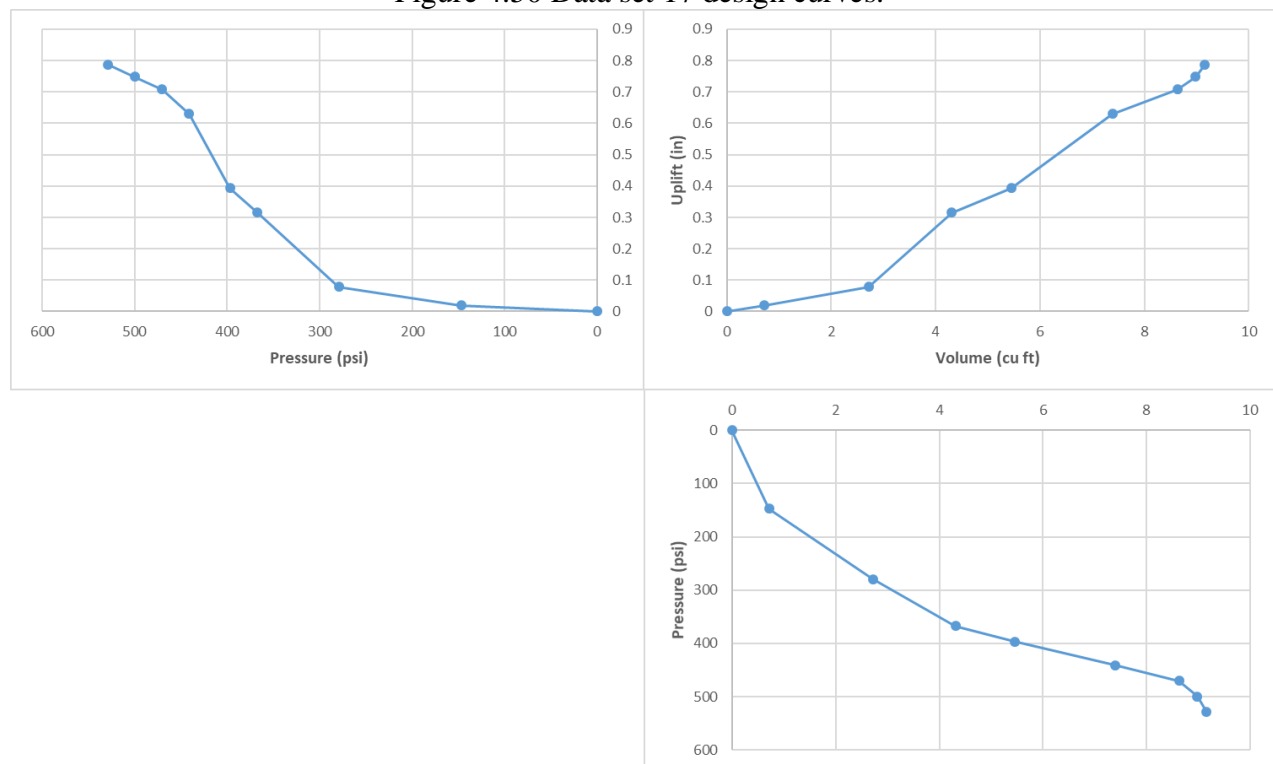


Figure 4.51 Data set 17 grout tri-axis plots.

Figure 4.51 shows the tri-axis plots for data set 17. Both the pressure vs. volume and volume vs. displacement showed a trend away from effective grouting in the form of a restriction but not full blockage. Effective grouting used was observed up to 470psi; maximum field recorded pressure was 529psi. Maximum anticipated design pressure was approximately 375 psi extrapolated from a shorter than shaft length boring.

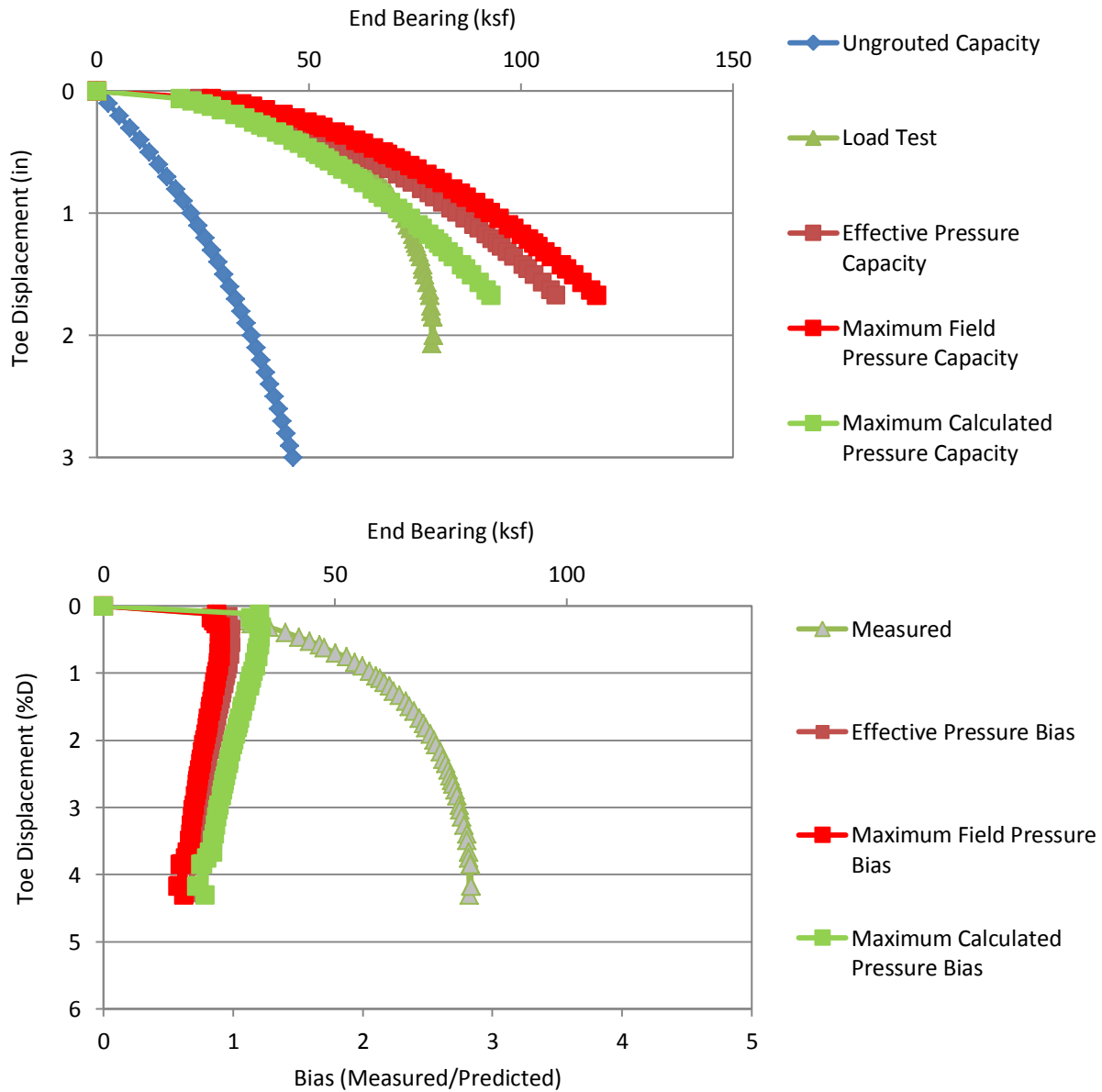


Figure 4.52 Data set 17 predicted/design and load test response (top); bias vs disp (bottom)

4.2.18 Data Set 18 Plant Daniel - 501

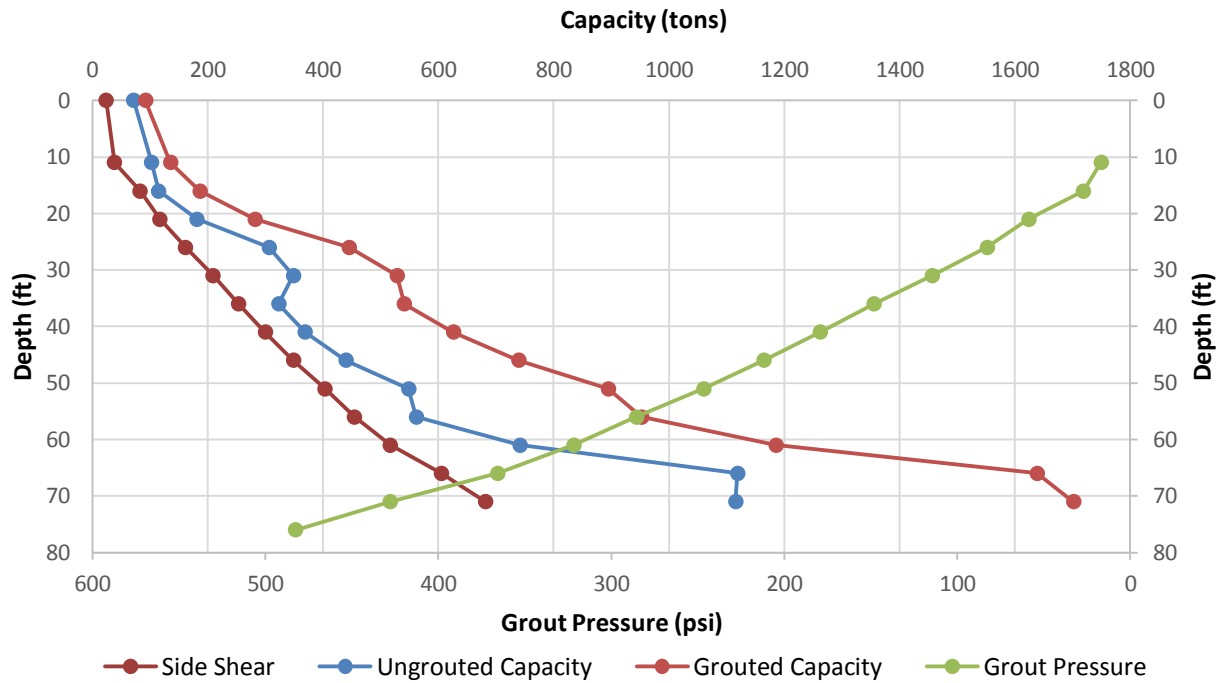


Figure 4.53 Data set 18 design curves

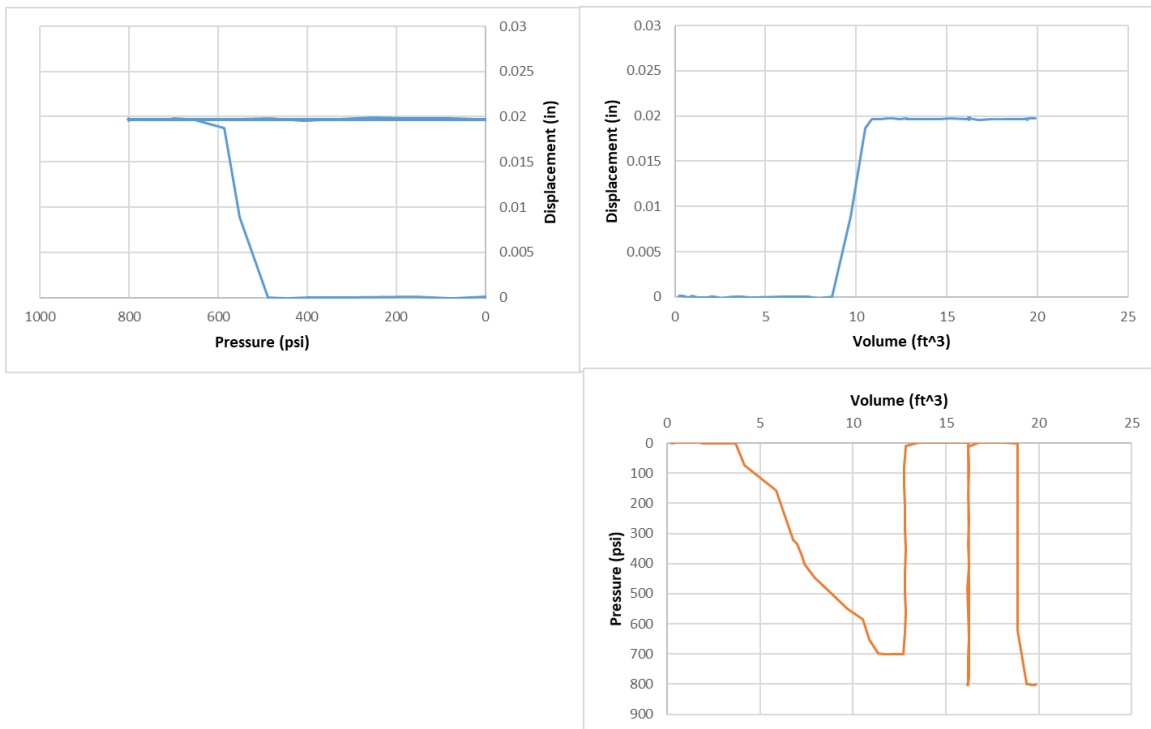


Figure 4.54 Data set 18 grout tri-axis plots.

Figure 4.54 shows the tri-axis plots for data set 18 and indicates two issues only visible when using the effectiveness plots. Both the pressure vs. volume and volume vs. displacement show horizontal trends supporting end bearing failure or piping. Also, both the pressure vs. volume and pressure vs. uplift show spikes in pressure without an associated uplift or increase in volume which indicates a grout line blockage. Effective pressure was determined to be 700 psi which was sustainable up to the point where the grout line became blocked and spiked a maximum field recorded pressure of 800psi.

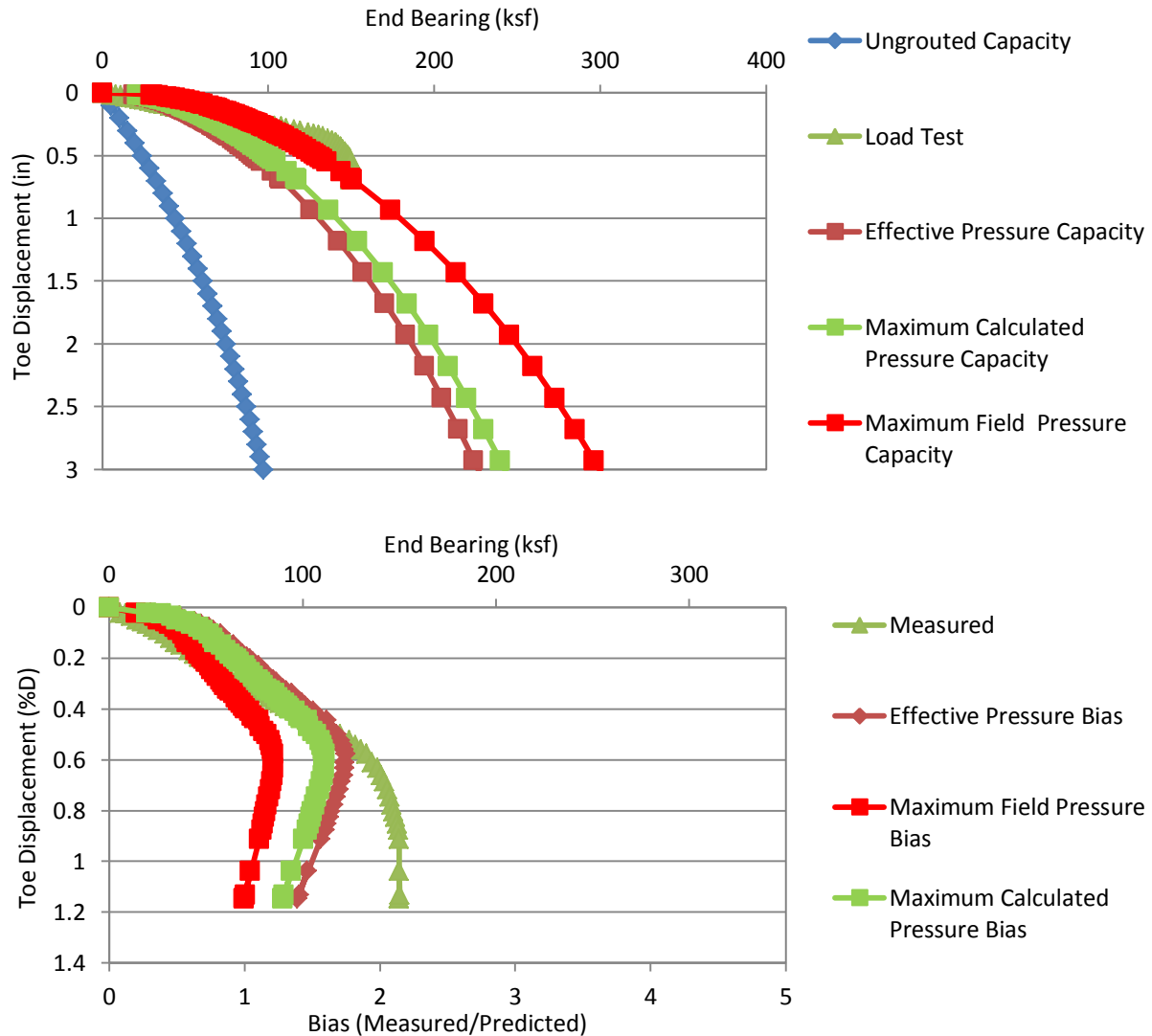


Figure 4.55 Data set 18 predicted/design and load test response (top); bias vs disp (bottom)

4.2.19 Data Set 19 Plant Daniel - 528

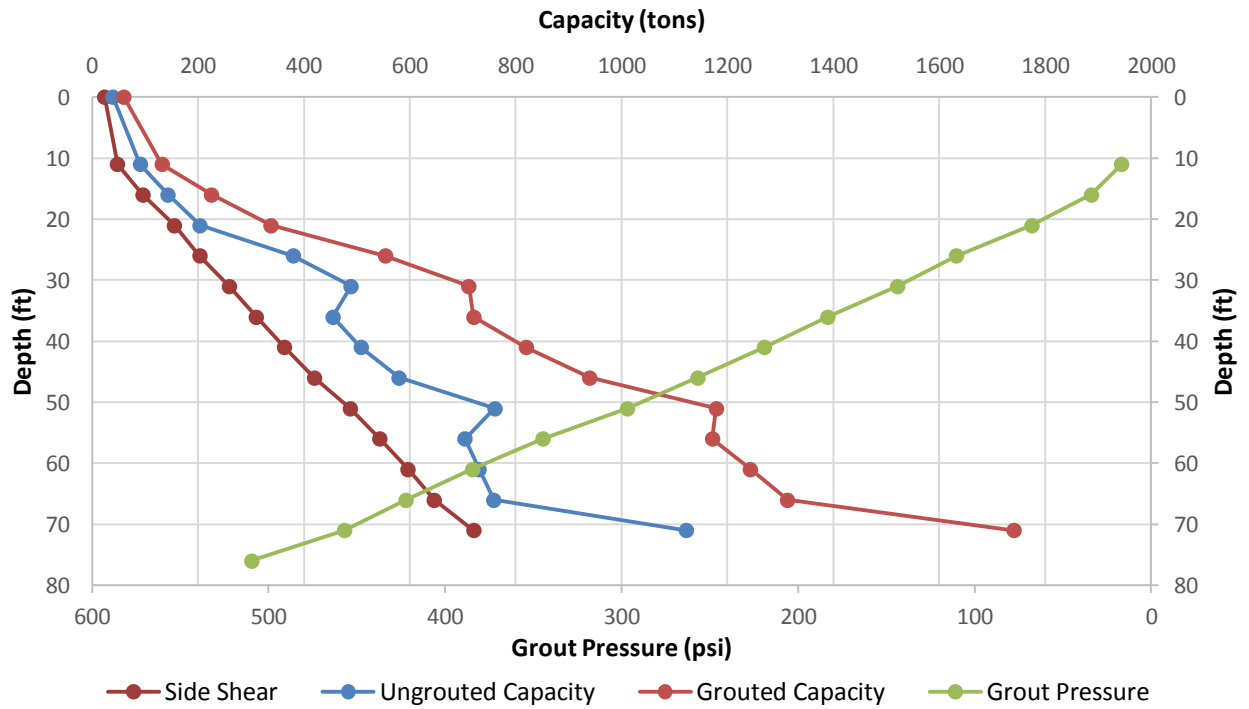


Figure 4.56 Data set 19 design curves

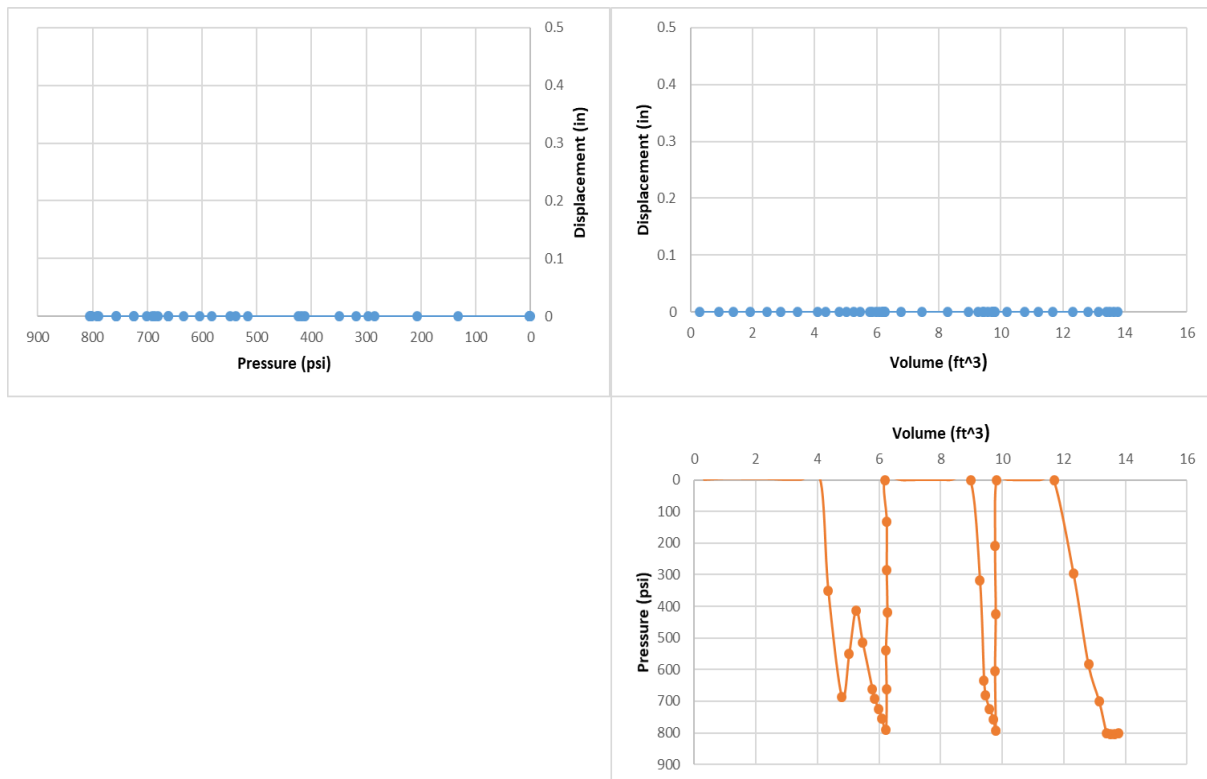


Figure 4.57 Data set 19 Plant Daniel shaft 528 volume vs pressure plot.

Figure 4.57 shows the grouting quality assurance plots for data set 19. Effective pressure was selected based on the volume versus pressure graphs where the effective pressure was taken as 700psi and peak pressure was 800psi. However, with no displacement/uplift during grouting it is likely the displacement measuring system was not working. While this can be caused by an excessively unbalanced amount of side shear (long shaft), the anticipated/calculated pressure was well in line with the measured levels. An alternate explanation would indicate the small amount of grout volume did not cover the base of the shaft and therefore produced a small uplift force.

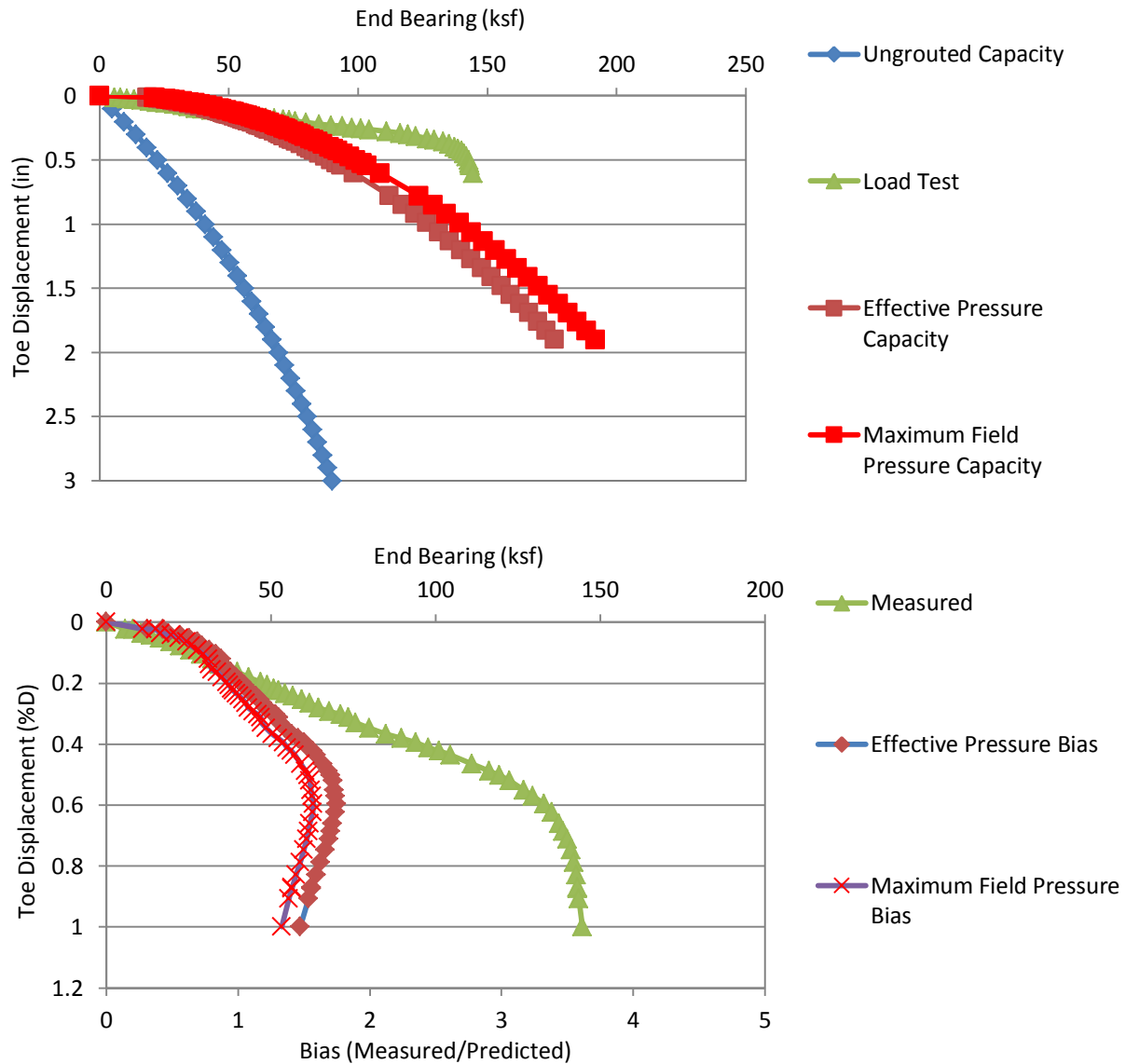


Figure 4.58 Data set 19 predicted/design and load test response (top); bias vs disp (bottom)

4.2.20 Data Set 20 Plant Daniel – 530

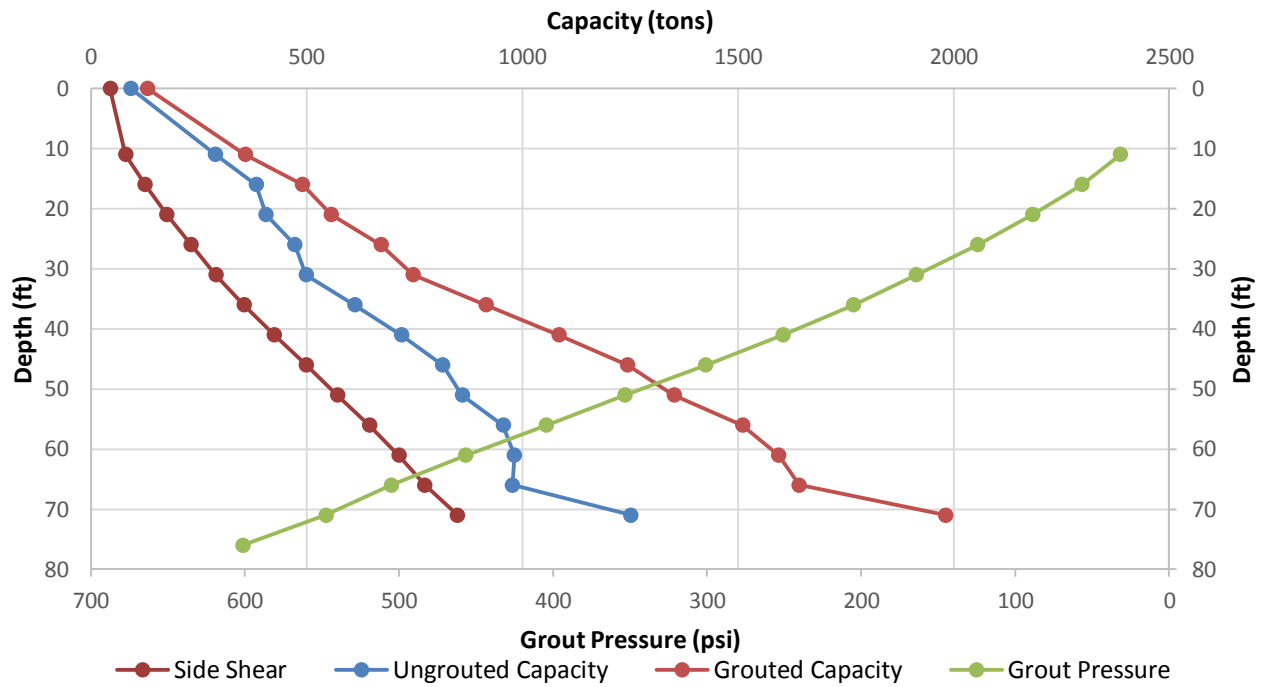


Figure 4.59 Data set 20 design curves

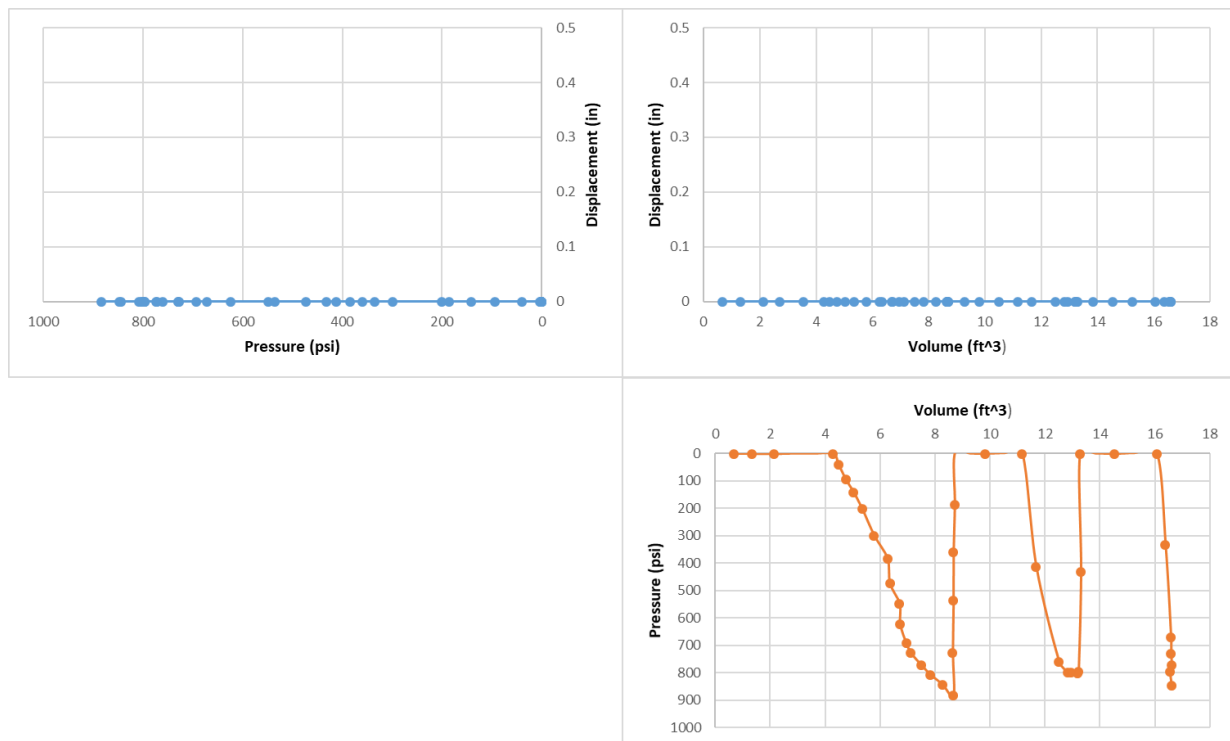


Figure 4.60 Data set 20 volume vs pressure plot.

Figure 4.56 shows the grouting quality assurance plots for data set 20; Effective pressure was selected based on the volume versus pressure graphs where the effective pressure was taken as 800psi and peak pressure was 900psi. The same discussion offered for data set 19 applies here.

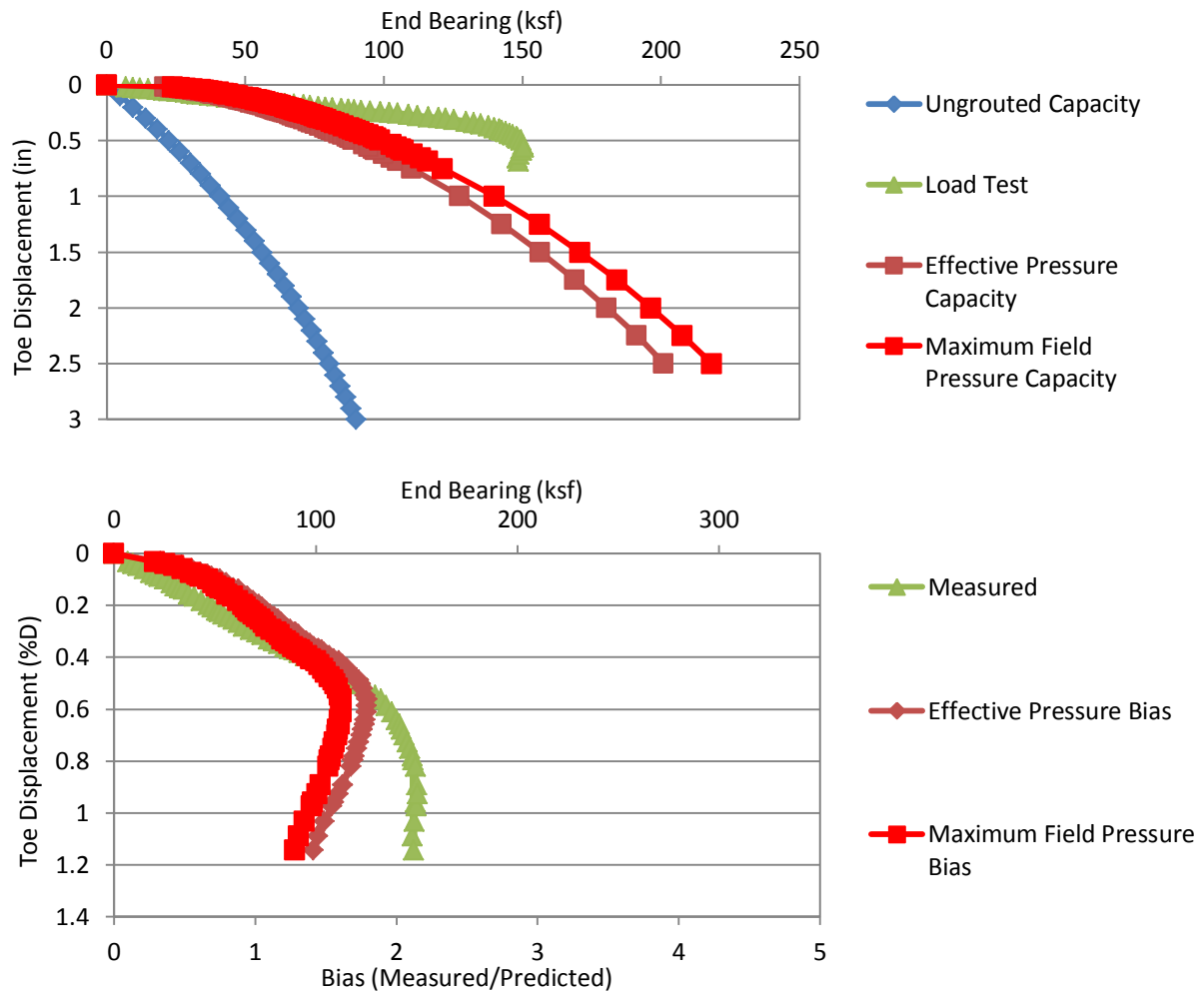


Figure 4.61 Data set 20 predicted/design and load test response (top); bias vs disp (bottom)

4.2.21 Data Set 21 SR 80 Southern Blvd Bridge, S-1

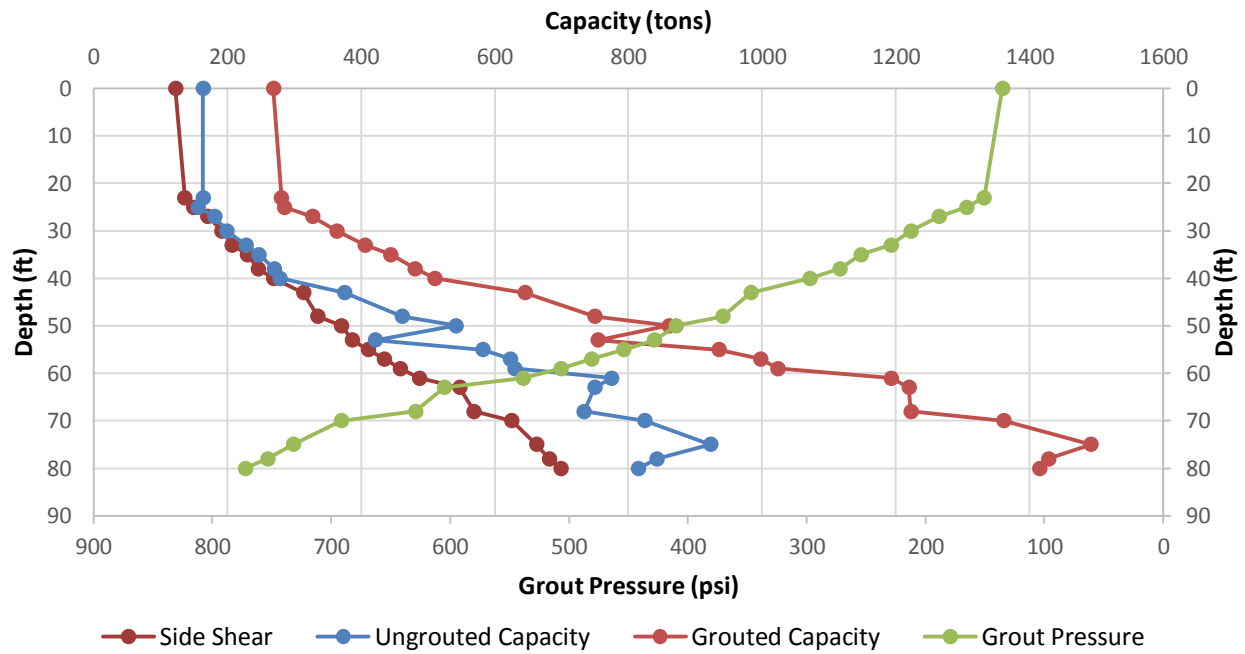


Figure 4.61 Data set 21 design curves.

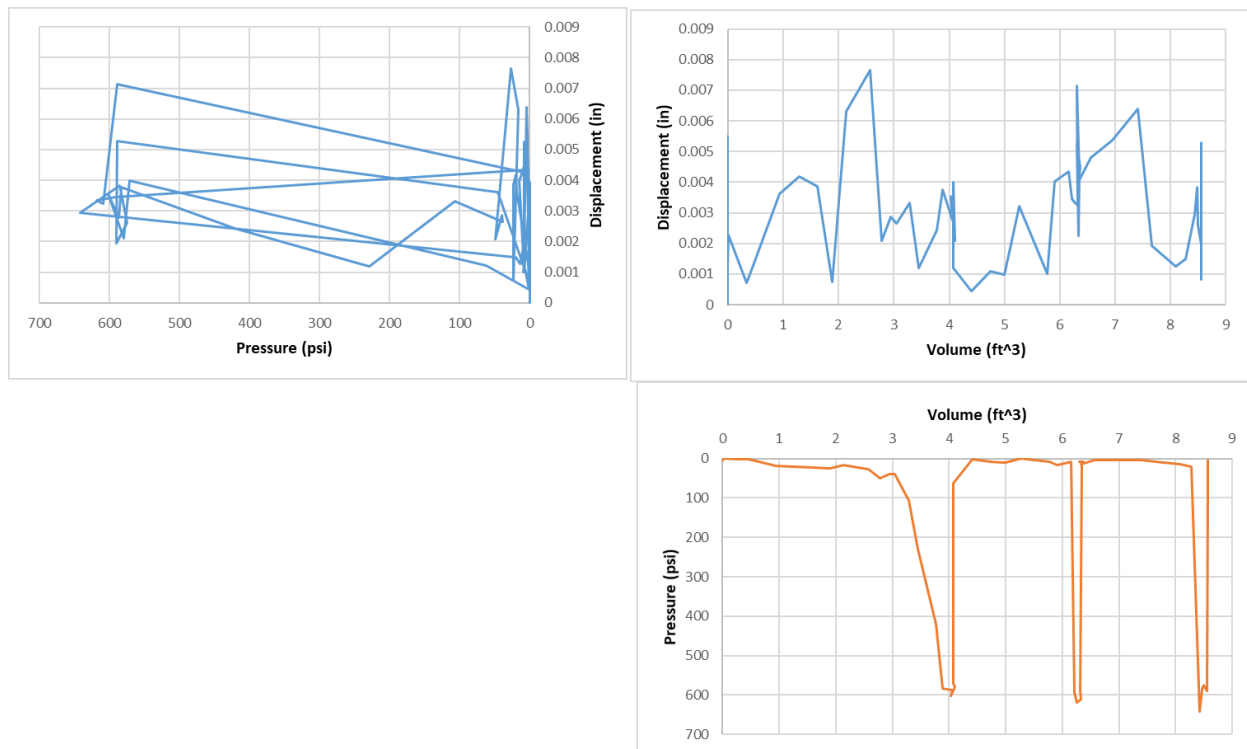


Figure 4.62 Data set 21 grout tri-axis plots.

Figure 4.62 shows the tri-axis plots for data set 21 and indicates two issues only visible when using the effectiveness plots. Pressure vs. displacements and volume vs. displacement show the effects of very small displacements that appear to be registering the noise in the displacement measurements caused by electrical sensitivity or reference system movement. Low volume quantities from what appear to be 3 grouting circuits indicate poor grout distribution and most likely a small uplift force (also noted by small displacements). Effective pressure was taken as 590psi while the maximum pressure was recorded as 640 psi. The load test data supports very competent material that with such small amounts of grout would have performed well without grouting.

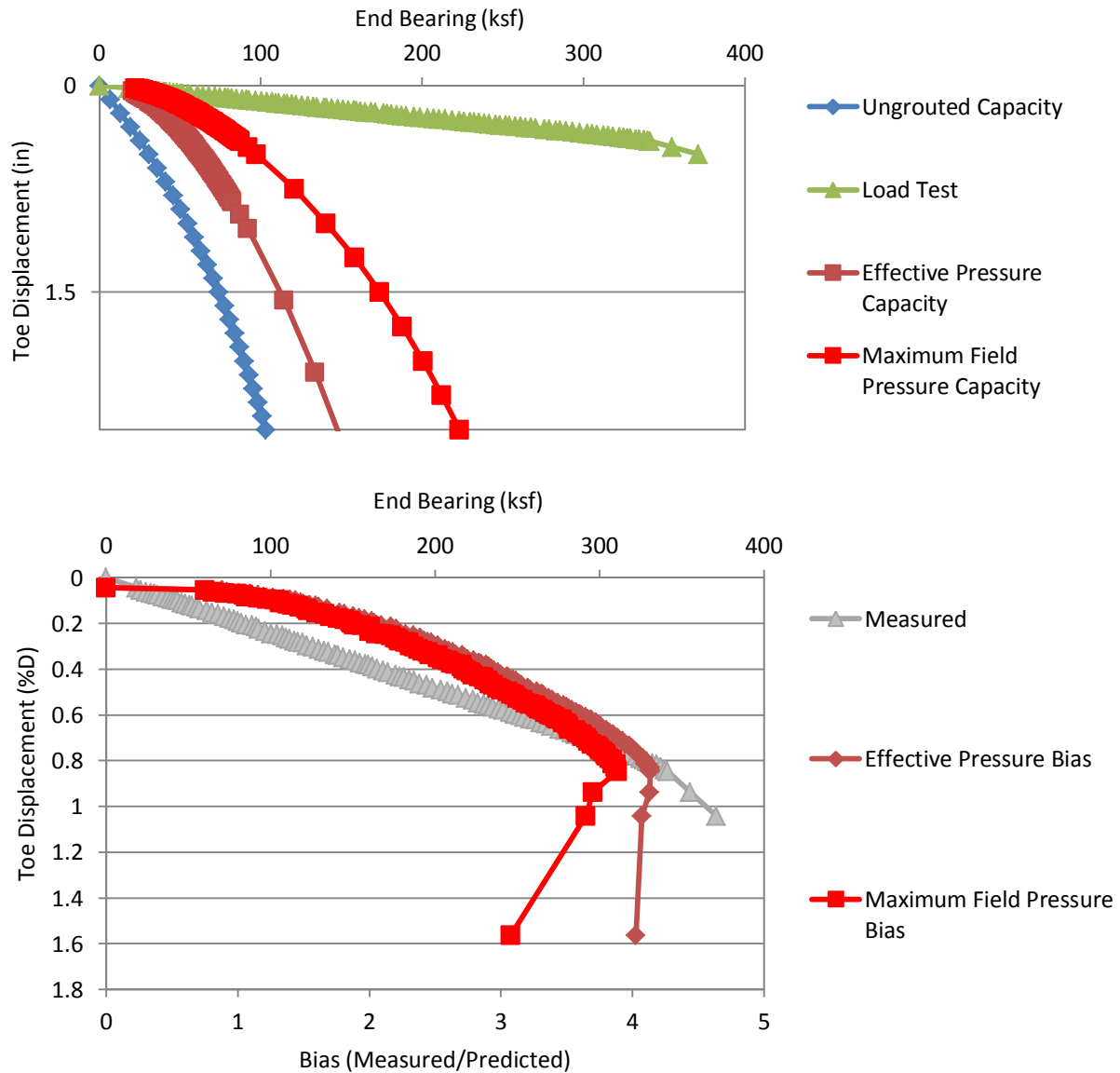


Figure 4.63 Data set 21 predicted/design and load test response (top); bias vs disp (bottom)

4.2.22 Data Set 22 SR 80 Southern Blvd Bridge, S-2

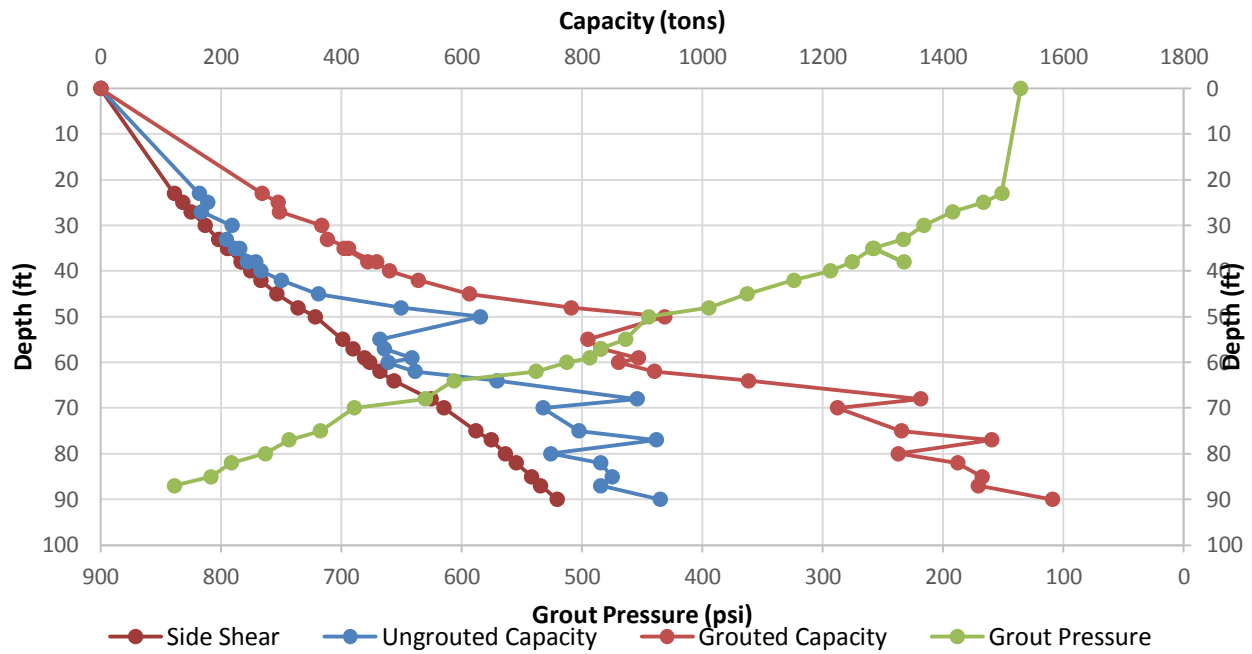


Figure 4.64 Data set 22 design curves

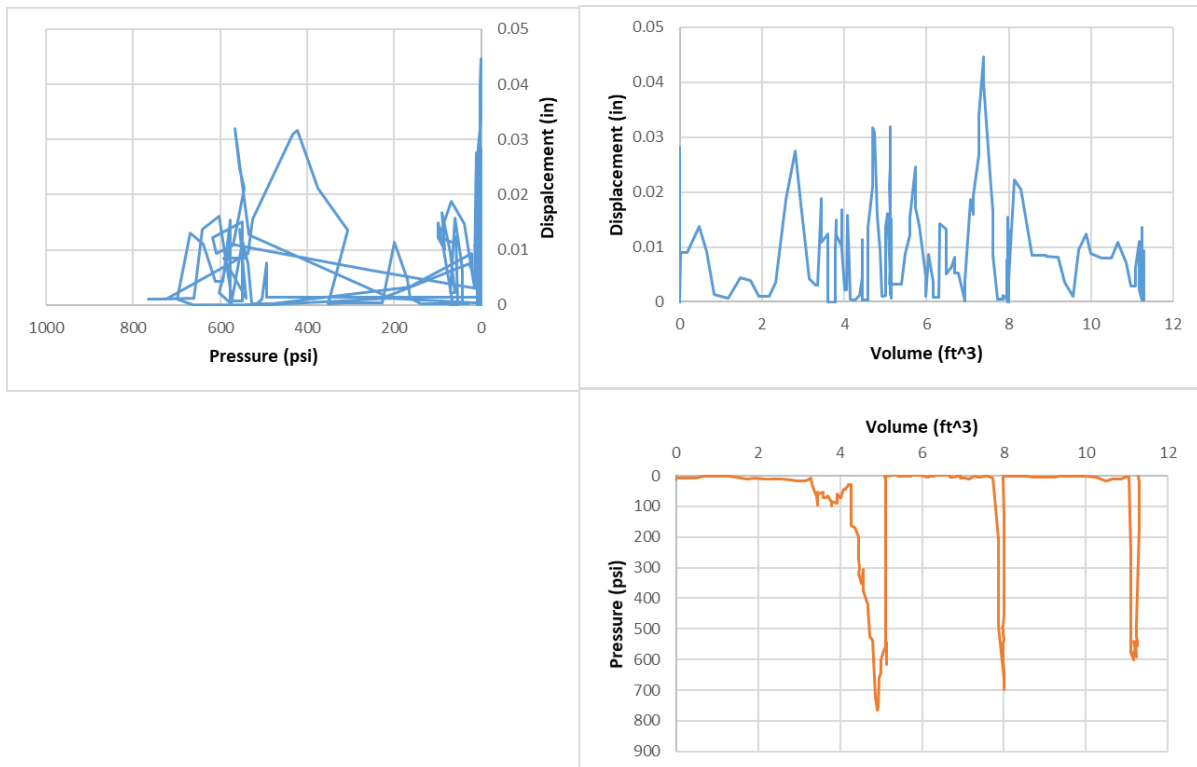


Figure 4.65 Data set 22 grout tri-axis plots.

Figure 4.65 shows the tri-axis plots for data set 22 and indicates the same issues as data set 21 (same comments). Effective pressure was taken as 600psi while the maximum pressure was recorded as 765 psi. Statistically the data has been retained despite the poor grouting effectiveness.

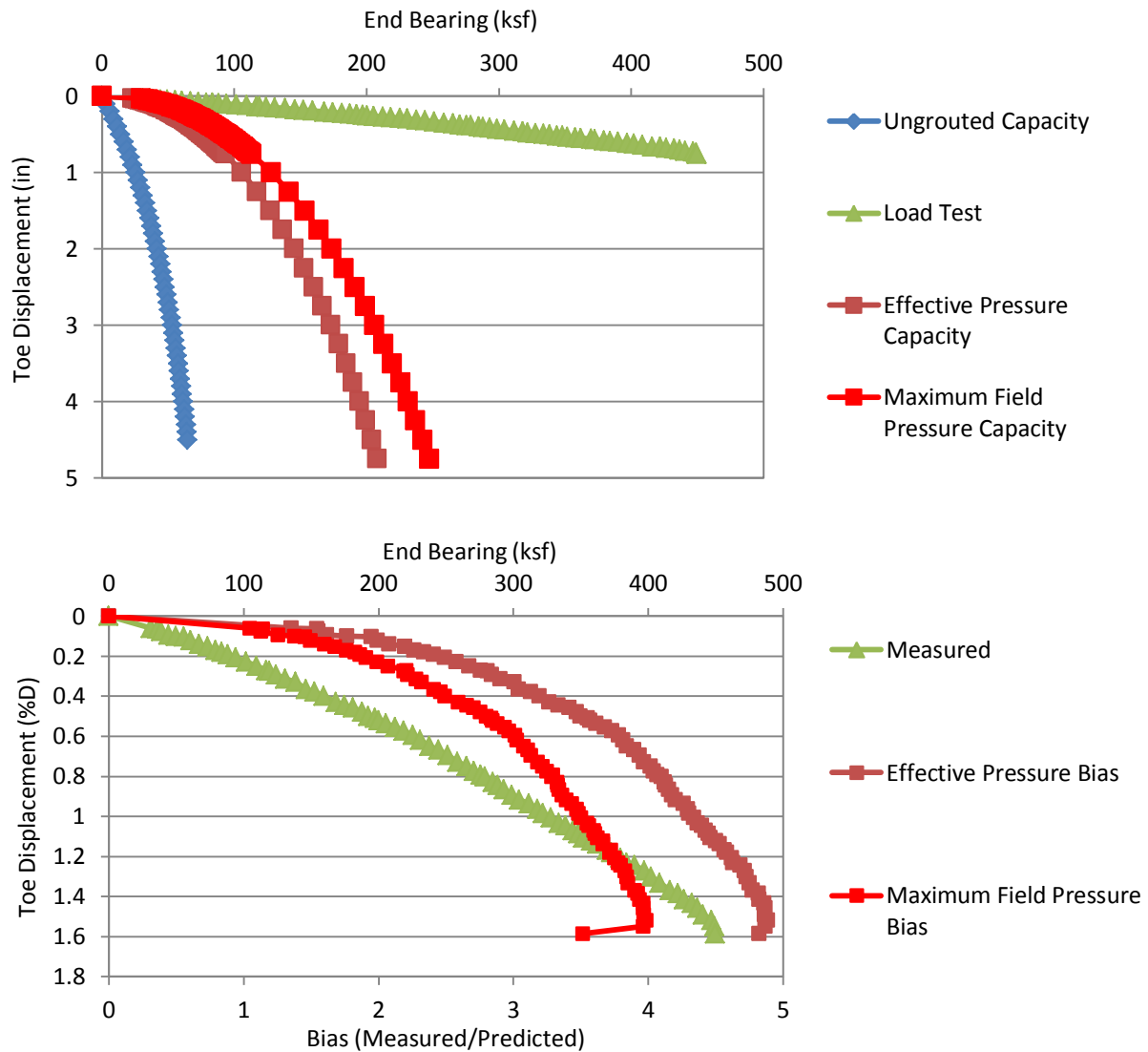


Figure 4.66 Data set 22 predicted/design and load test response (top); bias vs disp (bottom)

4.2.23 Data Set 23 SR 80 Southern Blvd Bridge, S-3

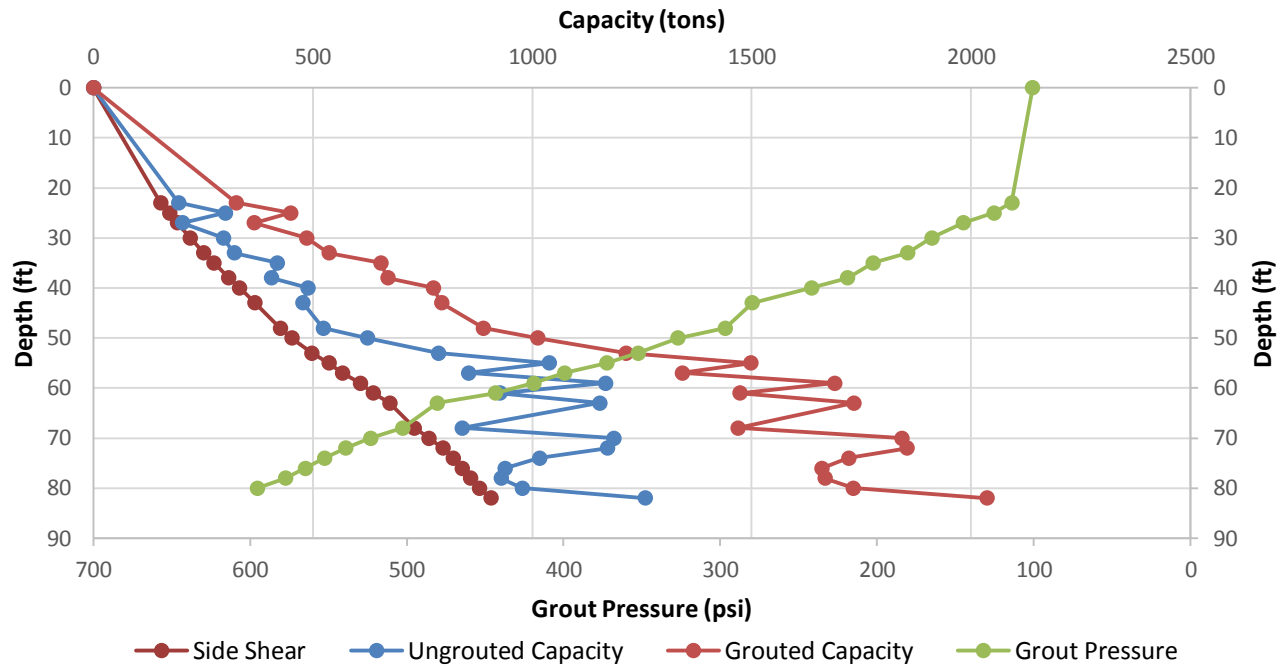


Figure 4.68 Data set 23 design curves

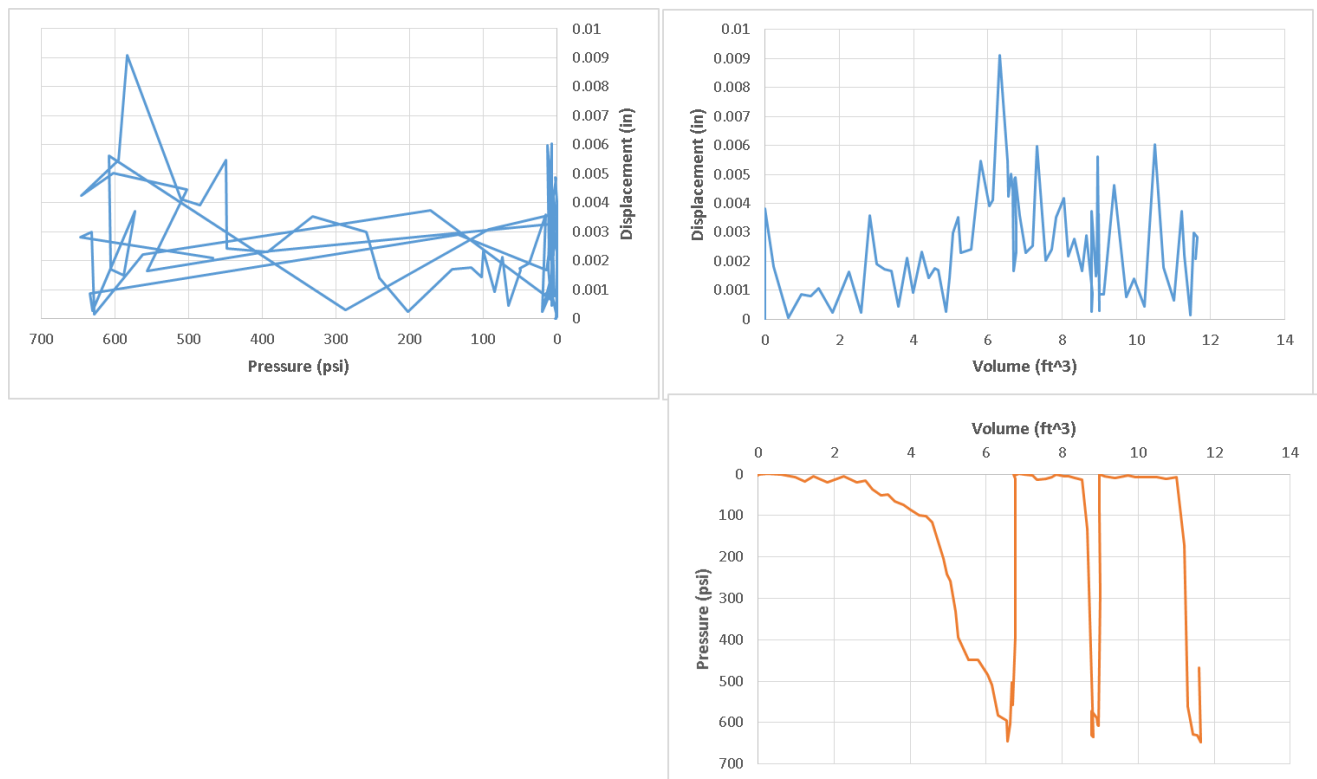


Figure 4.69 Data set 23 grout tri-axis plots.

Figure 4.69 shows the tri-axis plots for data set 23. Three circuits again are noted, the first of which produced a normal response up to 590psi and approximately 6.7 cuft of grout. The second two circuits had no effect. Horizontal lines in the pressure vs. volume plot show the volume used to fill the next circuit and did not contribute to the net volume. Effective pressure was taken as 590psi while the maximum pressure was recorded as 647 psi. Like the other shafts grouted at this site, the grouting process aided only in proofing the end bearing, not improving it.

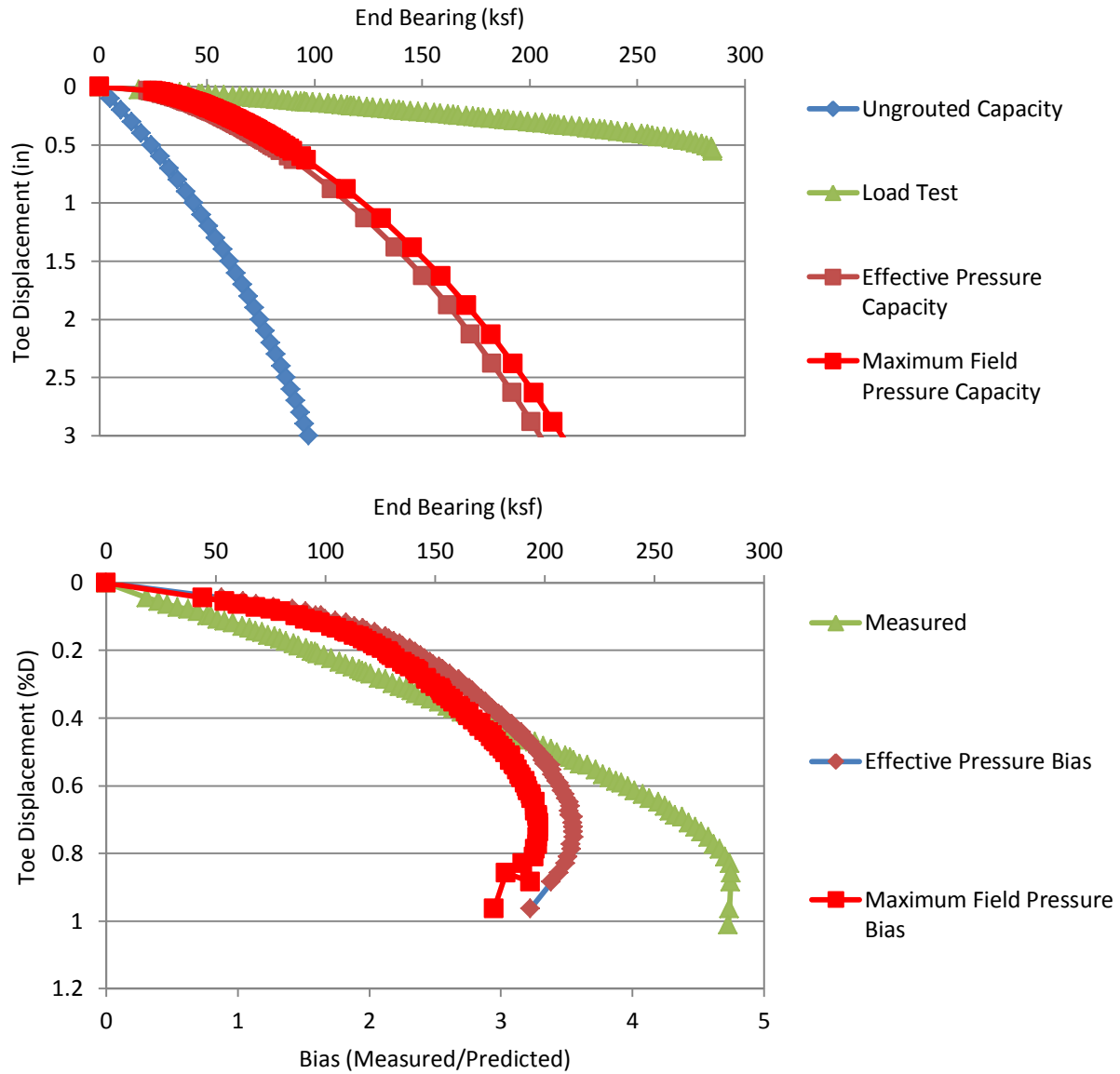


Figure 4.70 Data set 23 predicted/design and load test response (top); bias vs disp (bottom)

4.2.24 Data Set 24 Overland Bridge Widening, S-1

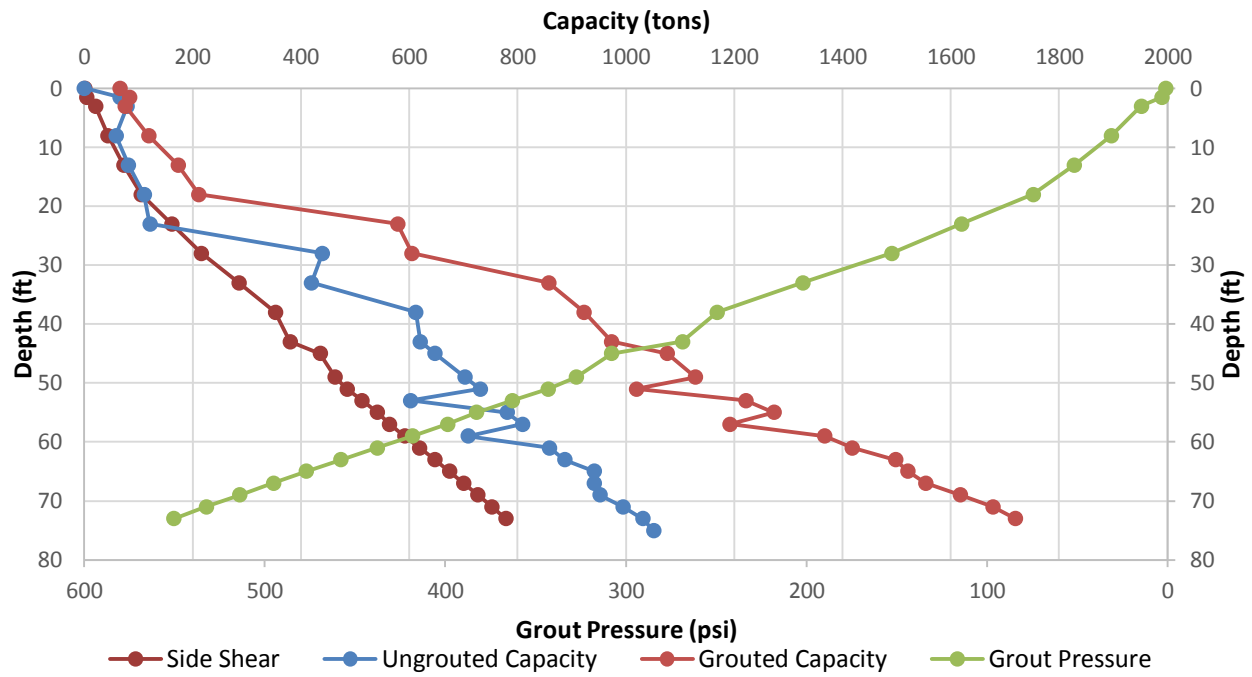


Figure 4.71 Data set 24 design curves

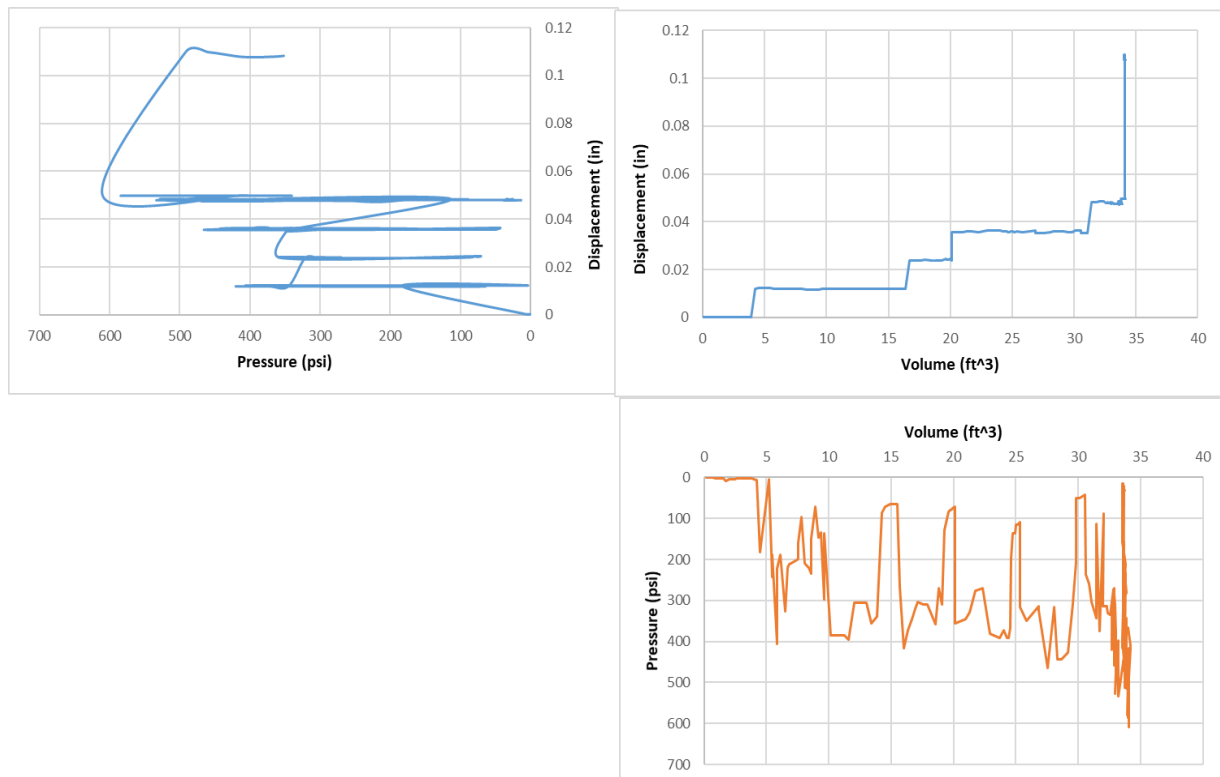


Figure 4.72 Data set 24 tri-axis plots.

Figure 4.72 shows the tri-axis plots for data set 24. Displacement measurements were coarse relative to the overall amount of displacement with a minimum sensitivity of approximately 0.012 in. This makes the effectiveness difficult to assess, but pressure vs. volume shows a generally increasing pressure with volume; pressure drops in that plot suggest reorientation of soil from the compaction grouting effects or migration into nearby voids. Grouting appears to have ended with line blockage (press/vol plot). The sudden increase in displacement at the end of grouting with a reduction in grout pressure and no increase in volume suggests a displacement error. Effective pressure was taken as 400 psi while maximum pressure was 609psi. The anticipated maximum design pressure was 541 psi.

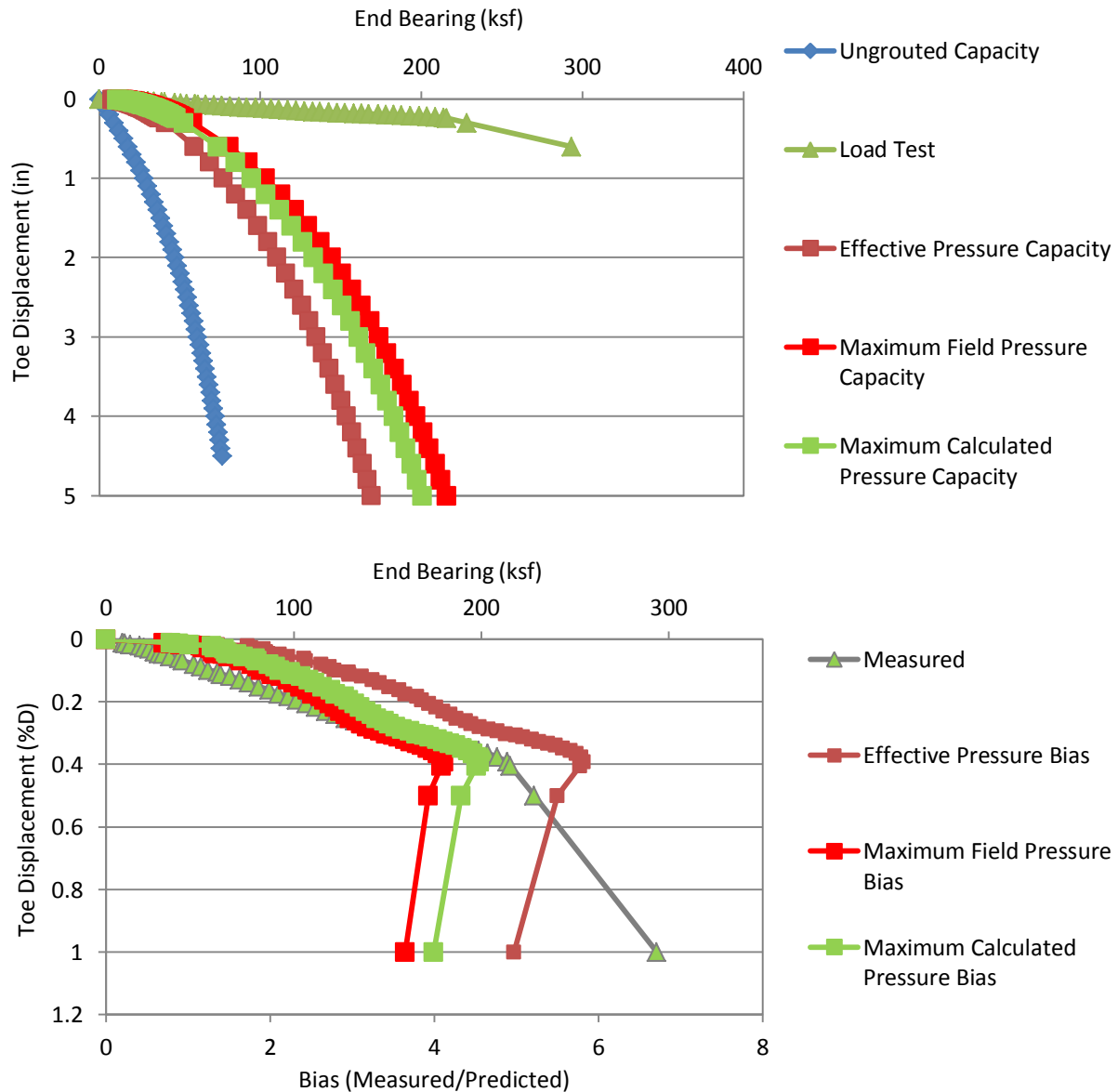


Figure 4.73 Data set 24 predicted/design and load test response (top); bias vs disp (bottom)

4.2.25 Data Set 25 Overland Bridge Widening, S-2

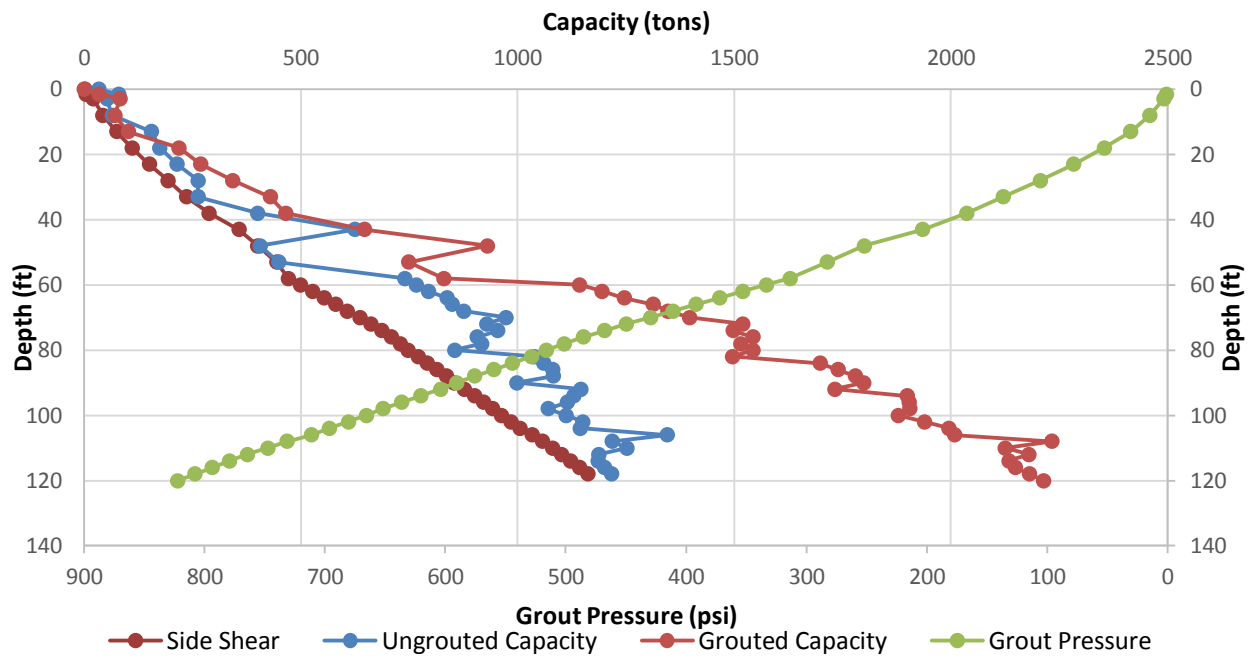


Figure 4.74 Data set 25 design curves.

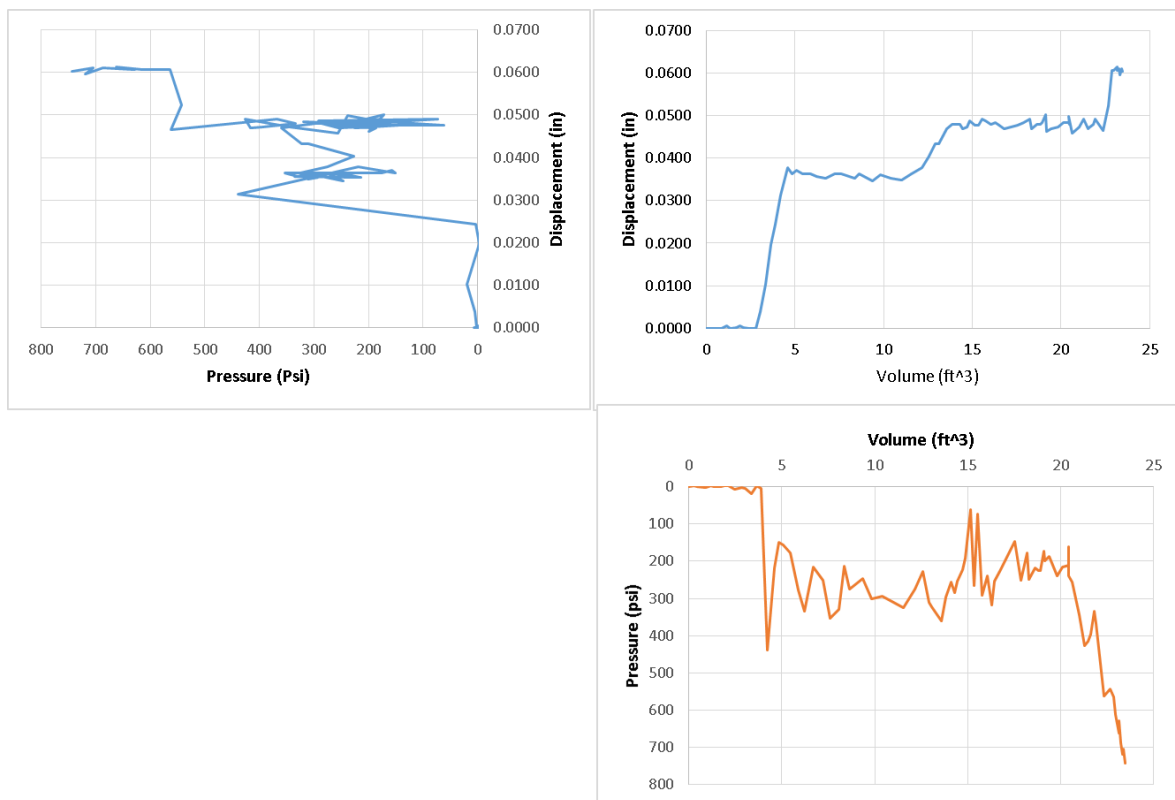


Figure 4.75 Data set 25 tri-axis plots.

Figure 4.75 shows the grouting quality assurance plots for data set 25. Several issues become clear upon reviewing the triaxis plots: the initial jump in displacement without pressure (disp error); the horizontal nature of the pressure vs. volume plot indicates and end bearing failure or migration but nearing the end of the grouting the increase in pressure with volume is not supported by uplift; uplift data is already questionable but the near vertical pressure vs. volume response at the end of grouting with the horizontal pressure vs. displacement suggests progressive closing of the grouting lines (eminent blockage). Effective pressure was taken as 300psi while the maximum pressure was recorded as 743psi.

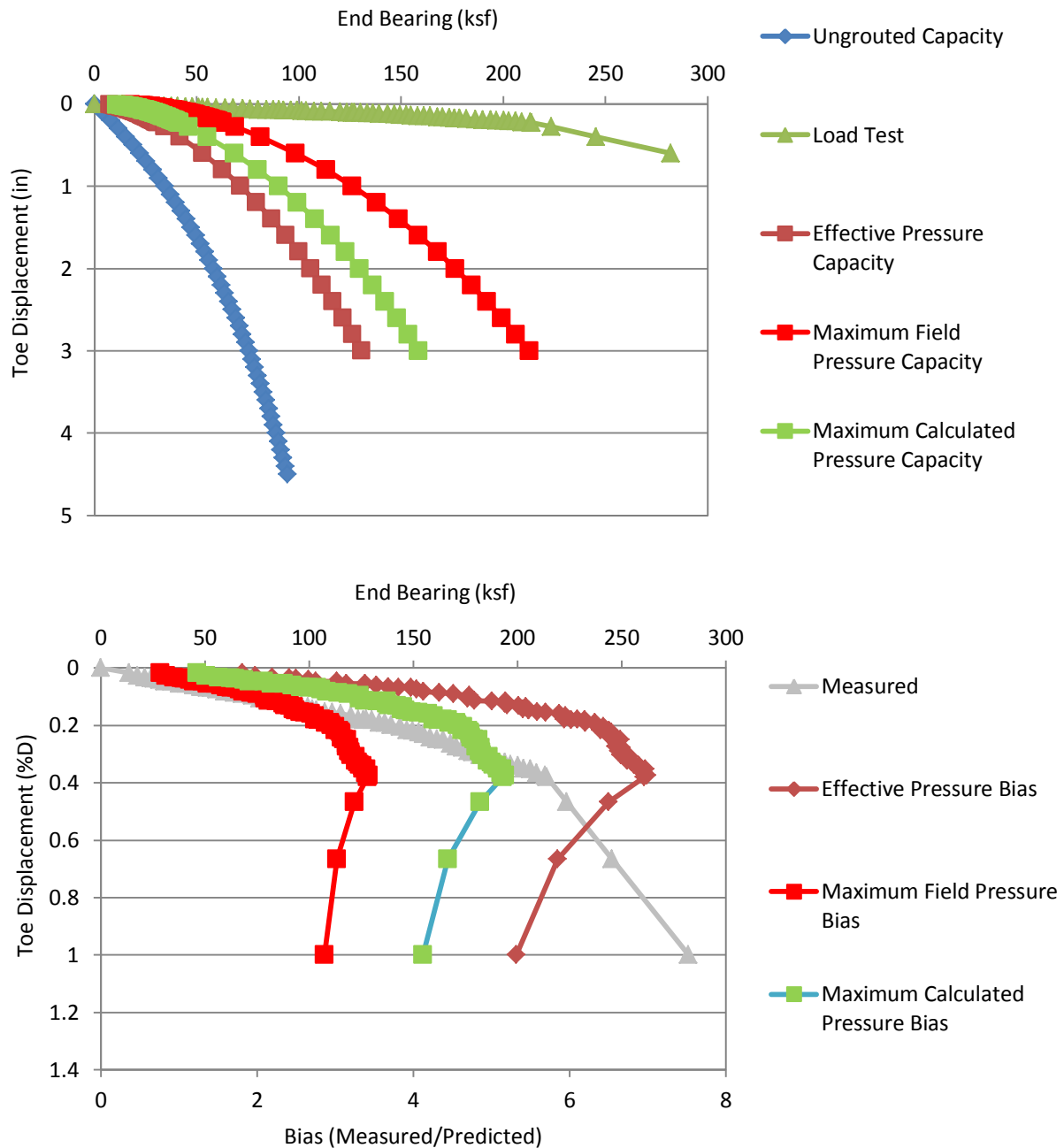


Figure 4.76 Data set 25 predicted/design and load test response (top); bias vs disp (bottom)

4.2.26 Data Set 26 Overland Bridge Widening, S-3

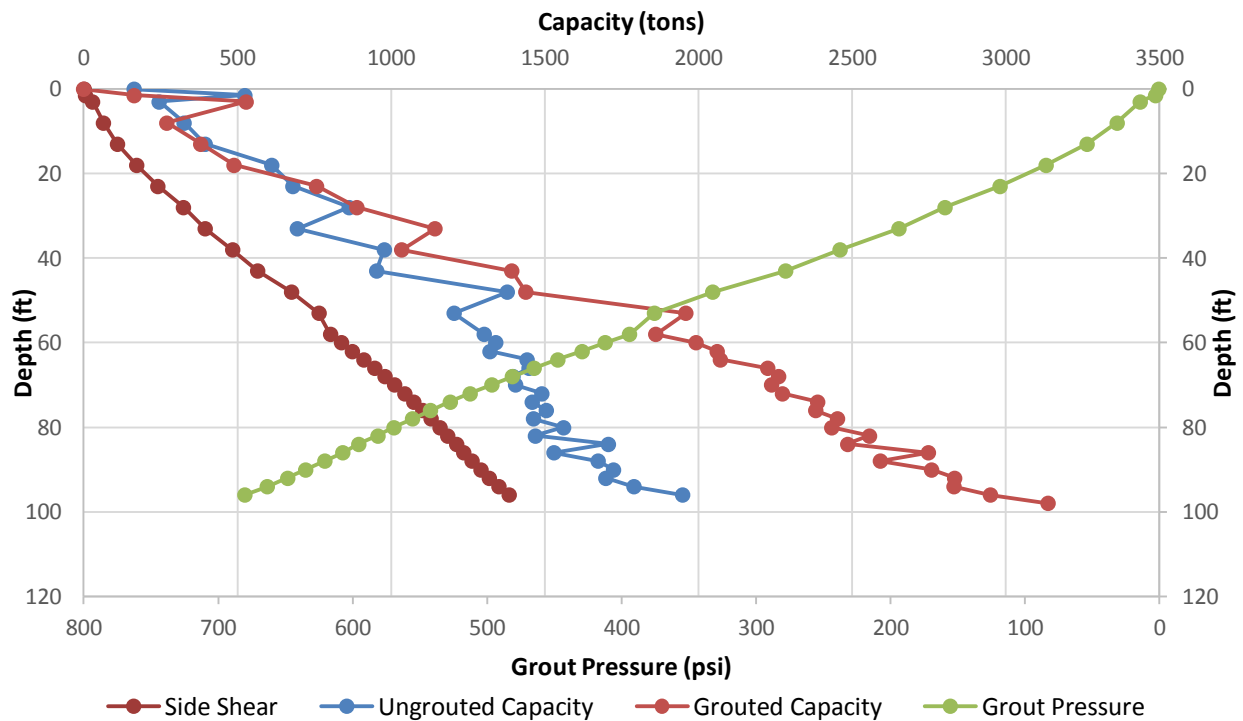


Figure 4.77 Data set 26 design curves.

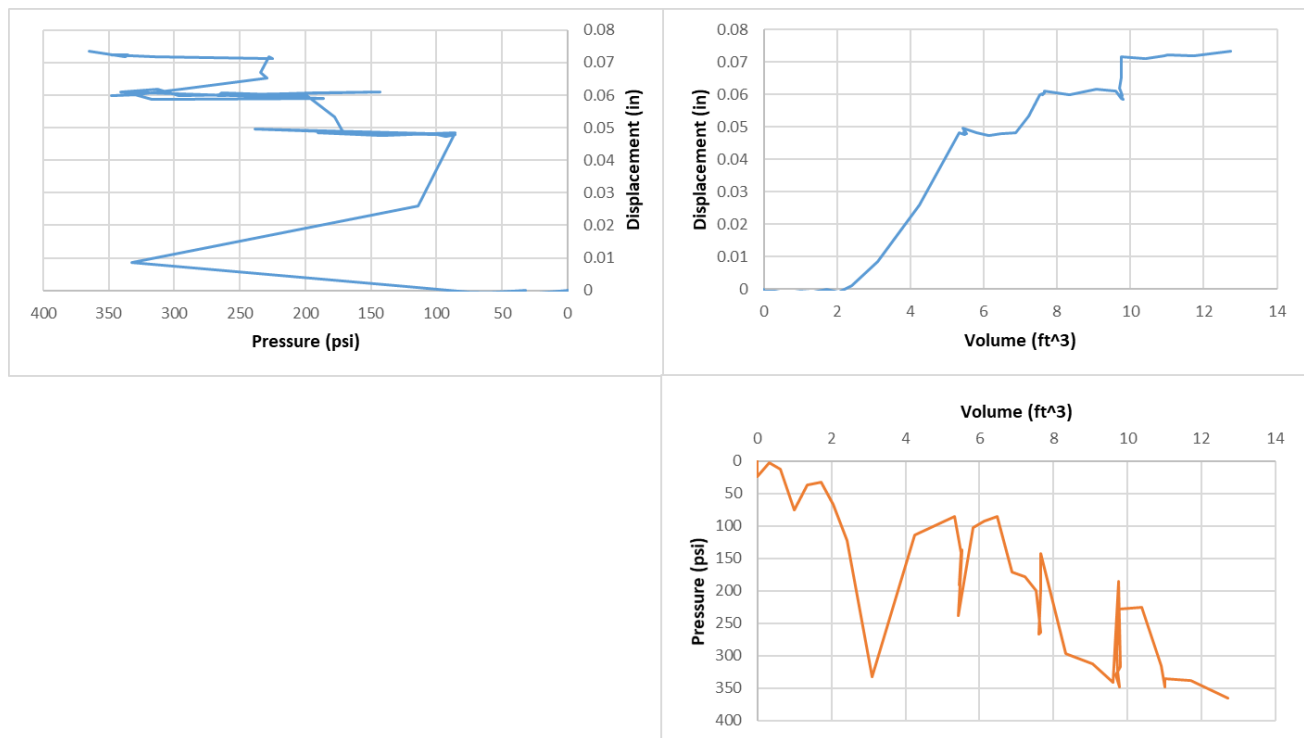


Figure 4.78 Data set 26 tri-axis plot.

Figure 4.78 shows the grouting quality assurance plots for data set 26. Uplift displacement from 0.01 to 0.05 with decreasing pressure indicates grout was not fully distributed across the

base area. This not an error in measurements but rather a transference of high pressure on a small area to lower pressure on a larger area while still increasing uplift force. The pressure spikes in both the pressure vs displacement and pressure vs volume suggest momentary line blockage which miraculously cleared. Grouting appears to have remained mostly effective throughout. Effective pressure was taken as 345psi while the maximum pressure was recorded as 365psi. The maximum anticipated design pressure was 513 psi.

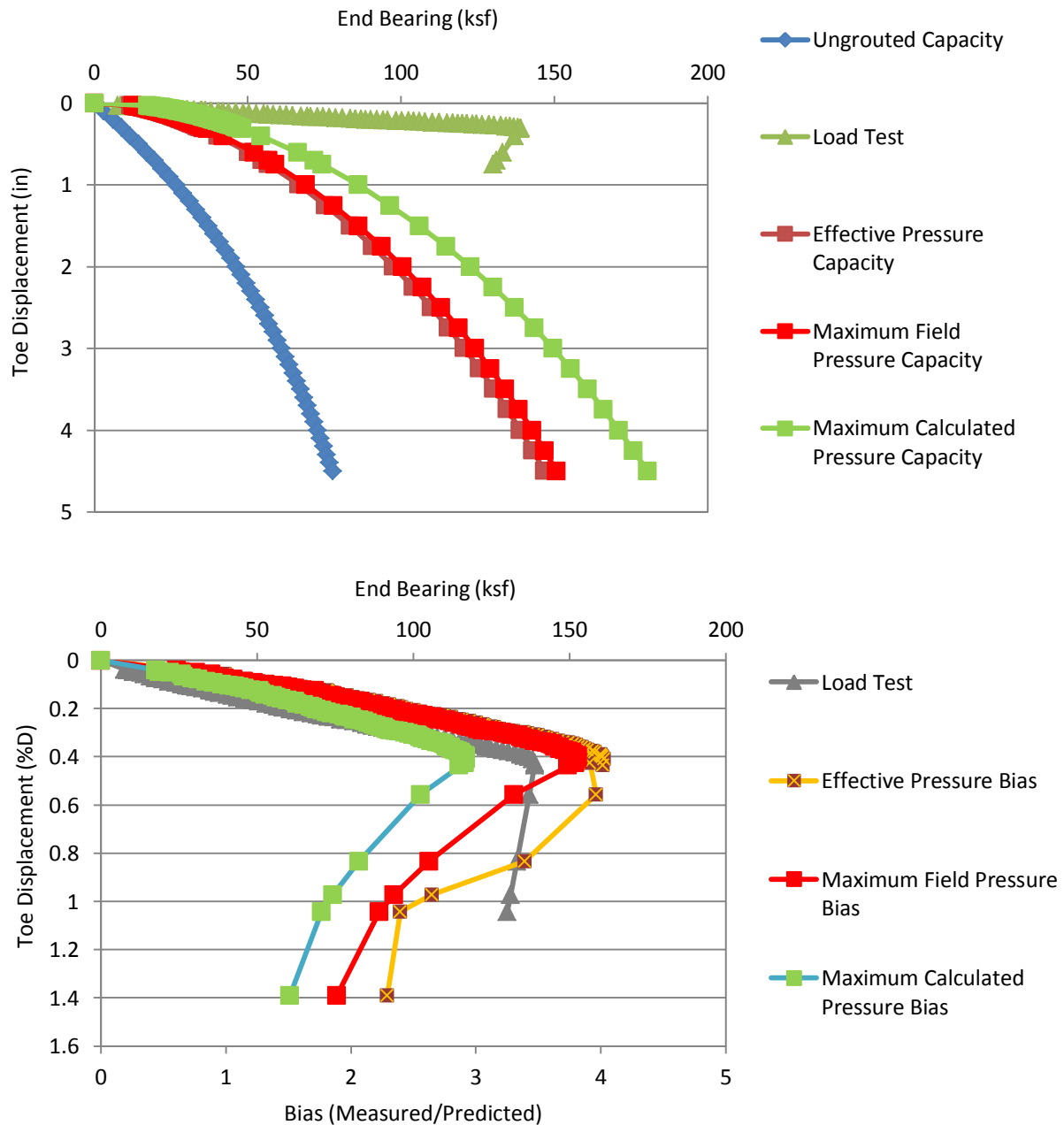


Figure 4.79 Data set 26 predicted/design and load test response (top); bias vs disp (bottom).

4.2.27 Data Set 27 Carolina Bays Parkway, S-1

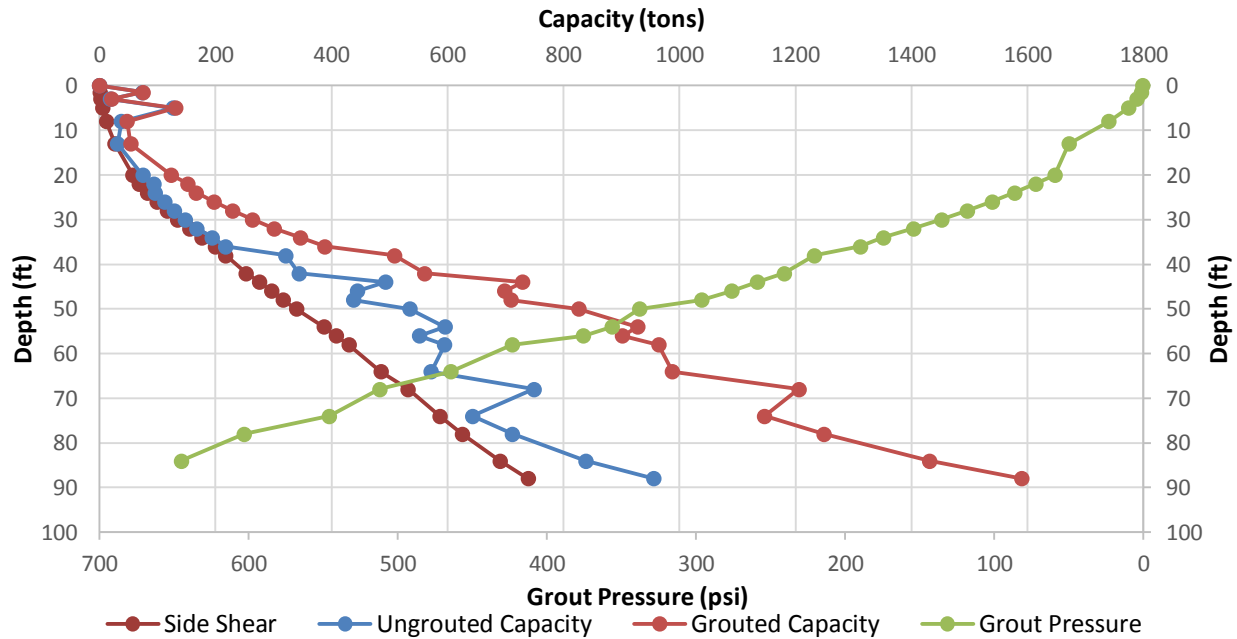


Figure 4.80 Data set 27 design curves.

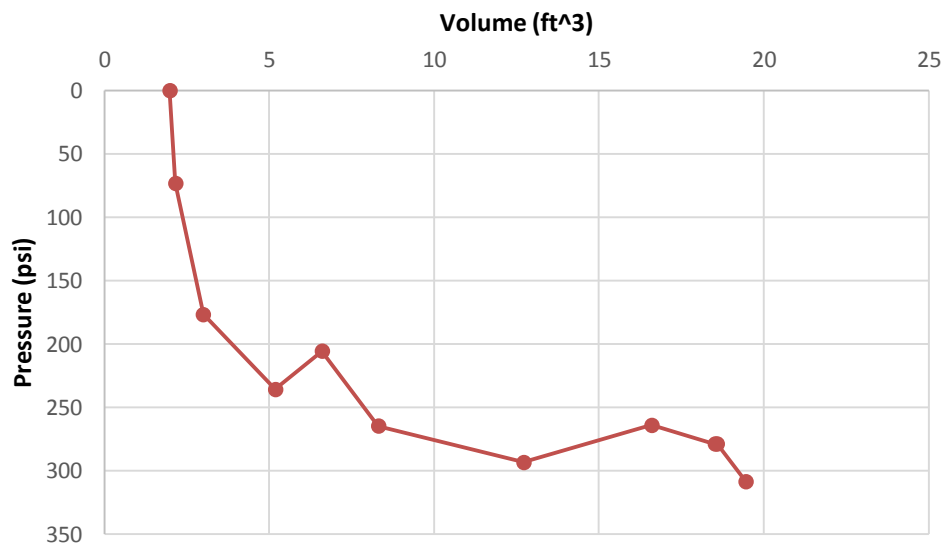


Figure 4.81 Data set 27 volume vs pressure plot.

No displacement data was available for data set 27, but the pressure vs. volume plot showed proper shape. Figure 4.81 shows the pressure versus volume graph for data set 27 where effective pressure was determined to be 293psi and the maximum pressure was 308psi. Without displacement data the horizontal trend at approximately 300 psi cannot be explained. The maximum anticipated design pressure was 488 psi.

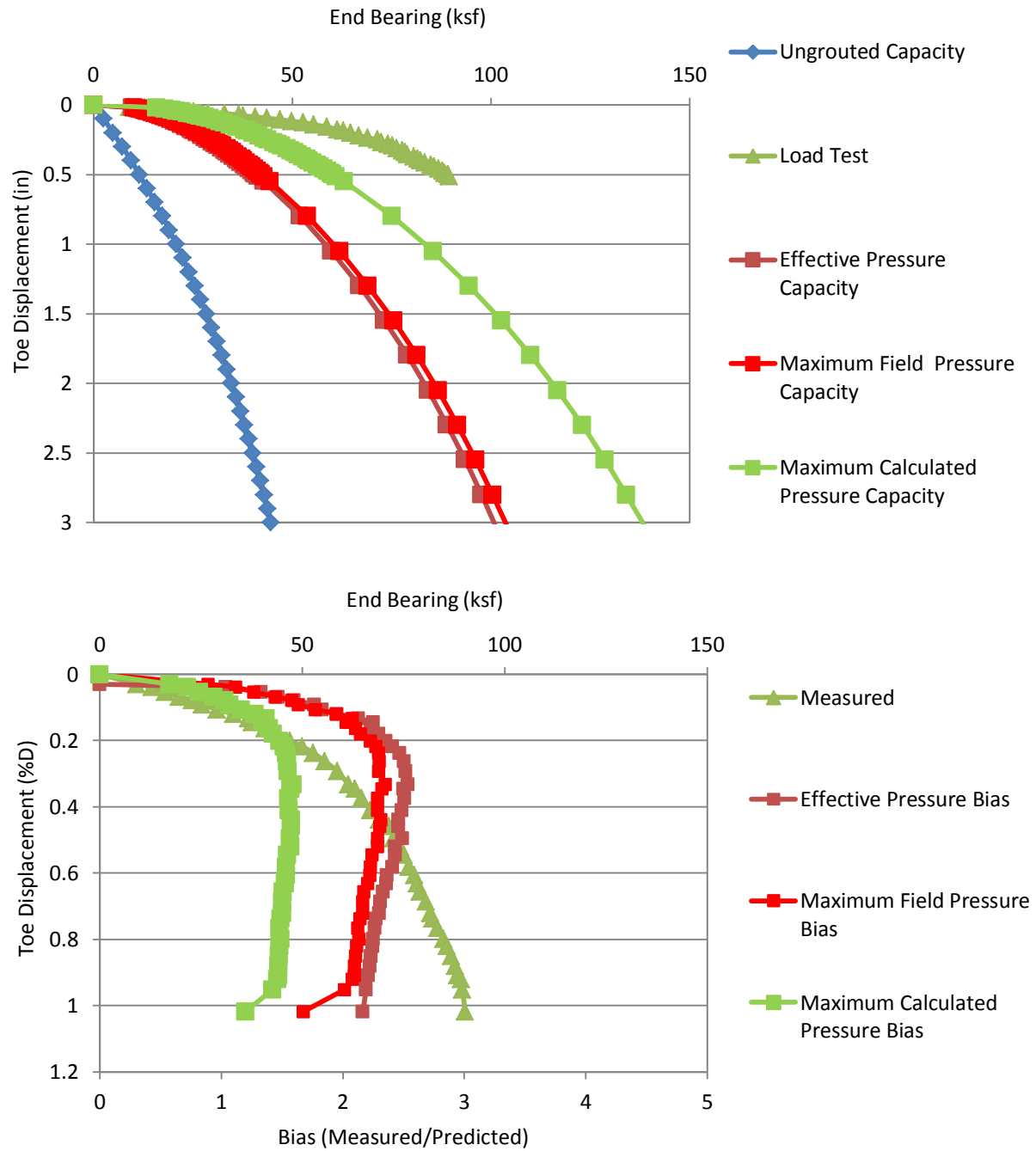


Figure 4.82 Data set 27 predicted/design and load test response (top); bias vs disp (bottom).

4.2.28 Data Set 28 Gilmerton Bridge Replacement, S-1

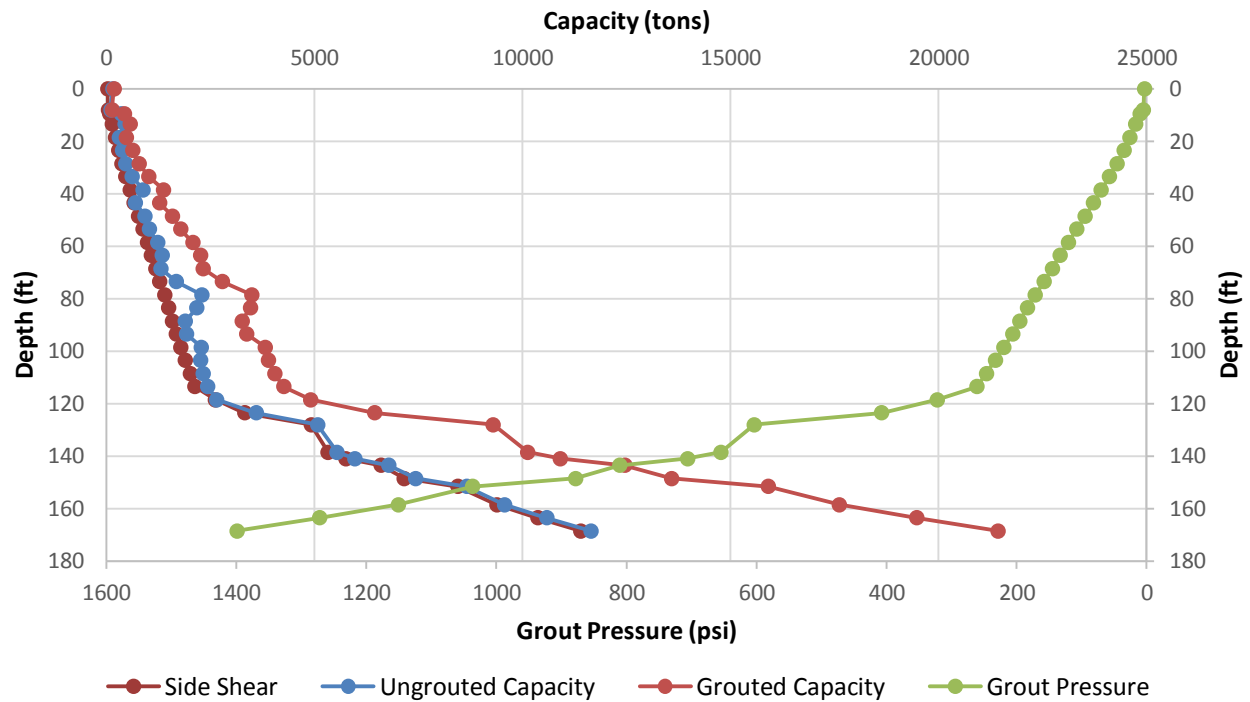


Figure 4.83 Data set 28 design curves.

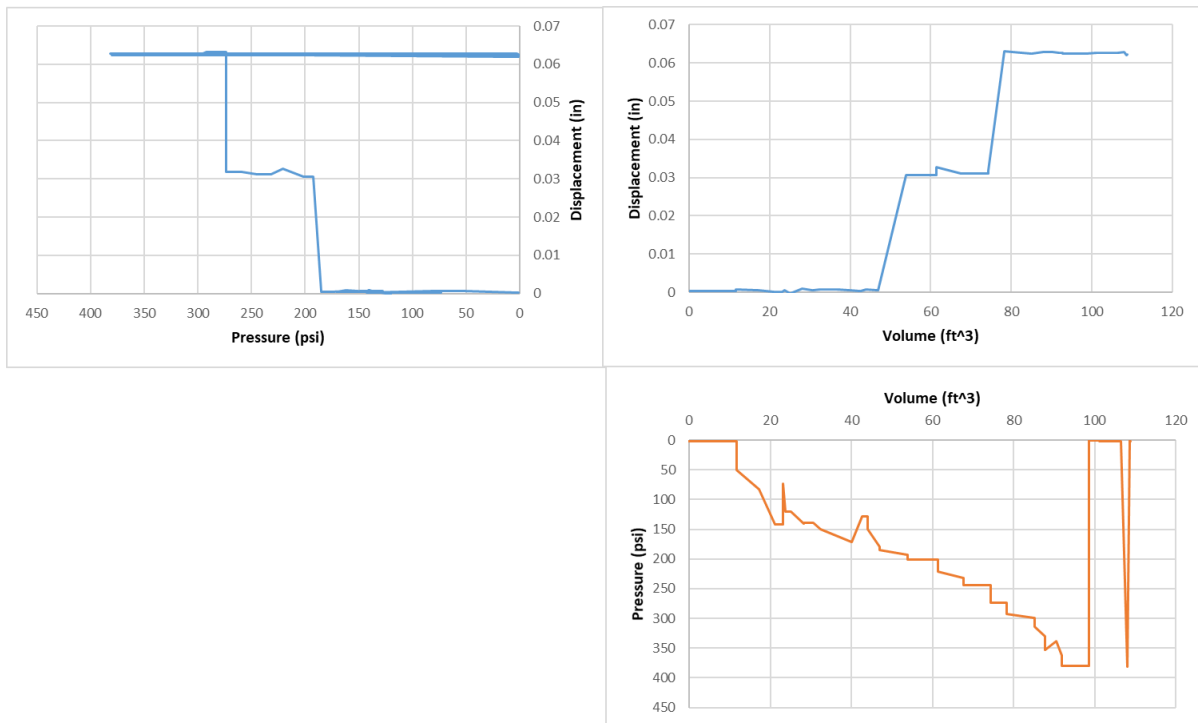


Figure 4.84 Data set 28 grout tri-axis plots.

Figure 4.84 shows the tri-axis plots for data set 28. Similar to data set 27, the normal pressure vs volume response makes this data usable despite the small and irregular uplift

displacement response. A second circuit may have been used or a second attempt to grout the same circuit is shown as a spike in pressure in both the pressure vs. volume and pressure vs. displacement plots. Effective and maximum pressures were taken to be 380psi. Maximum anticipated design pressure was 260 psi.

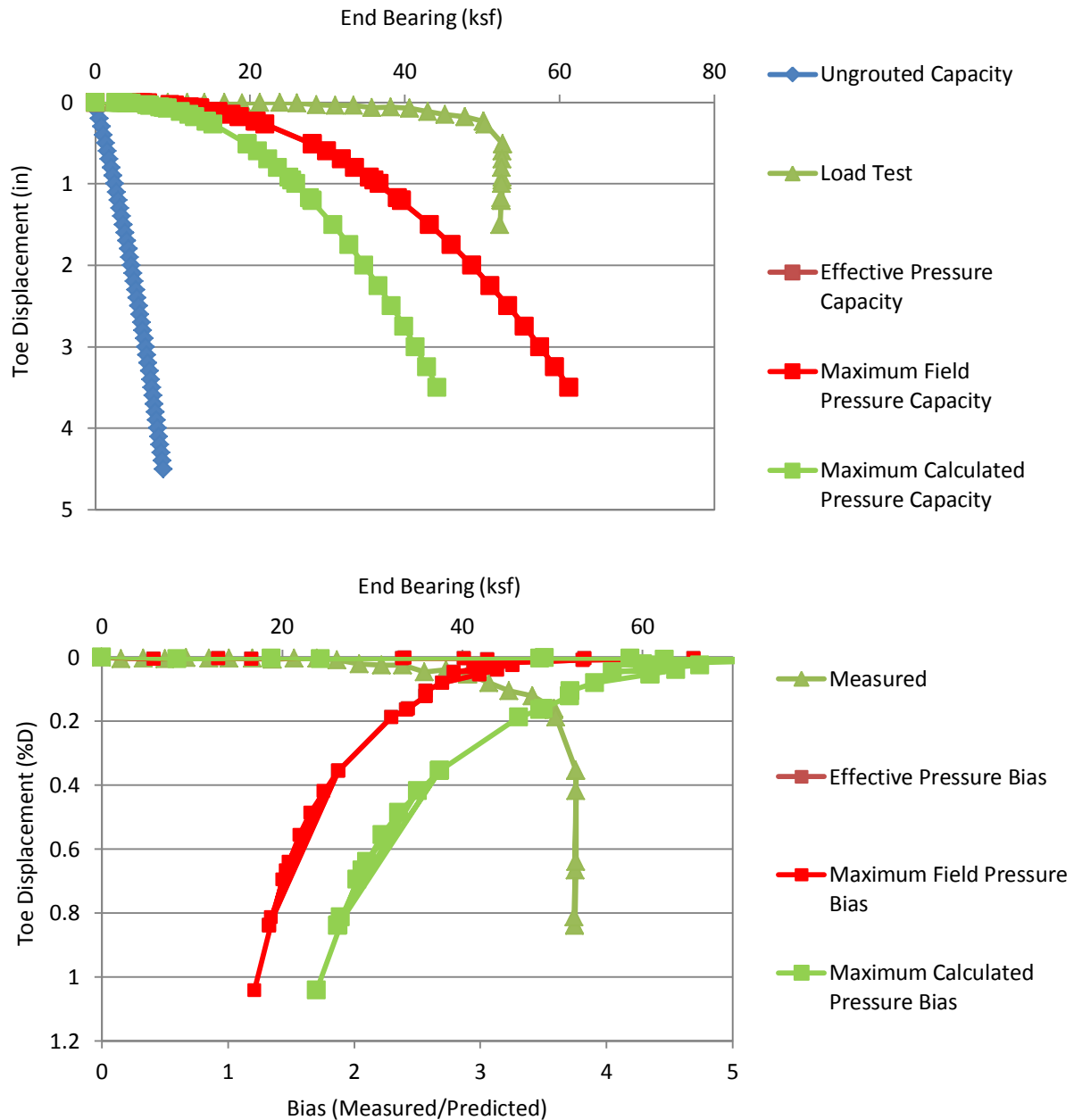


Figure 4.85 Data set 28 predicted/design and load test response (top); bias vs disp (bottom)

4.2.29 Data Set 29 Peninsula Condominium

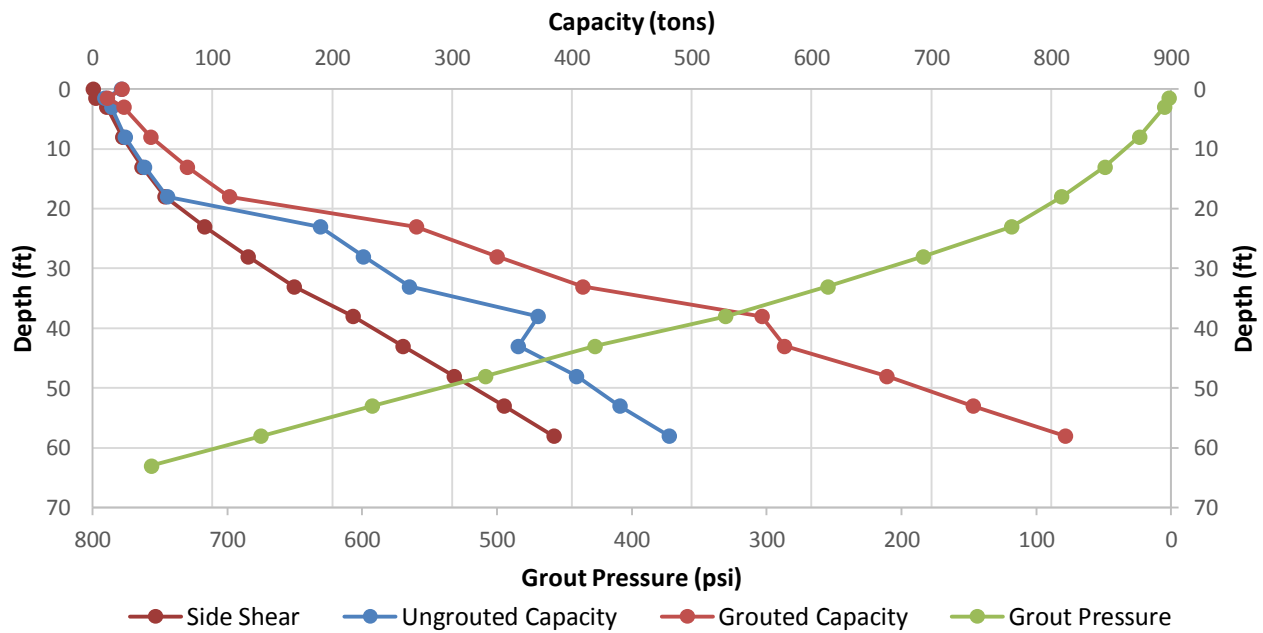


Figure 4.86 Data set 29 design curves.

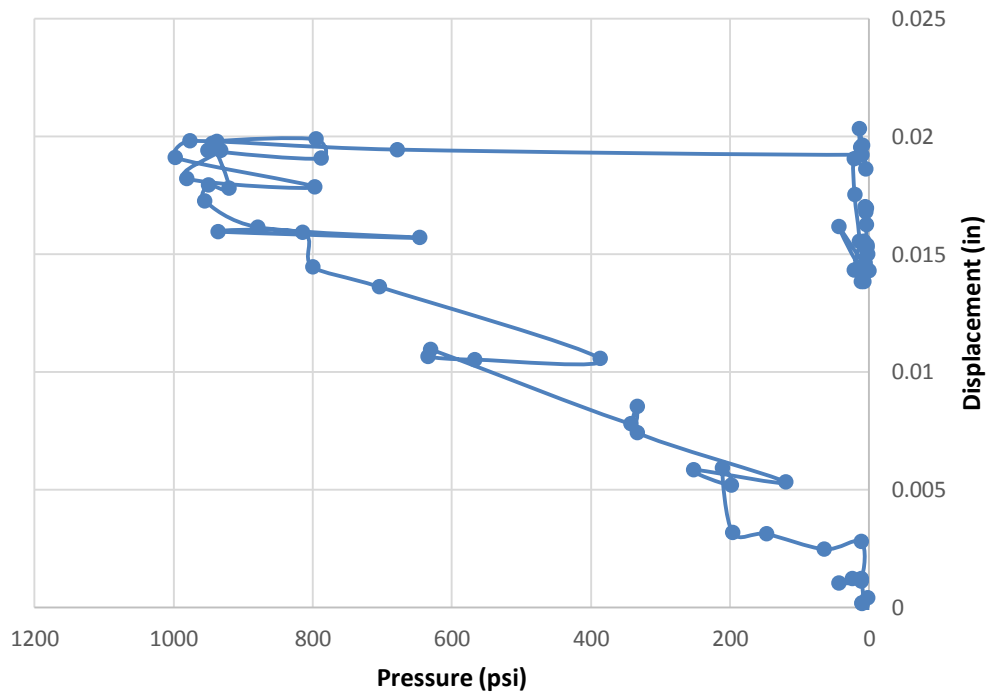


Figure 4.87 Data set 29 pressure vs disp plot.

No volume data was available for this site, but the pressure vs. displacement plot appears to be normal. Figure 4.87 shows the pressure versus displacement graph. Had irregularities in this plot been present, the lack of volume data would make it impossible to troubleshoot. Maximum

pressure was 997psi while effective pressure was taken as 935psi. The maximum anticipated design pressure approximately 710 psi.

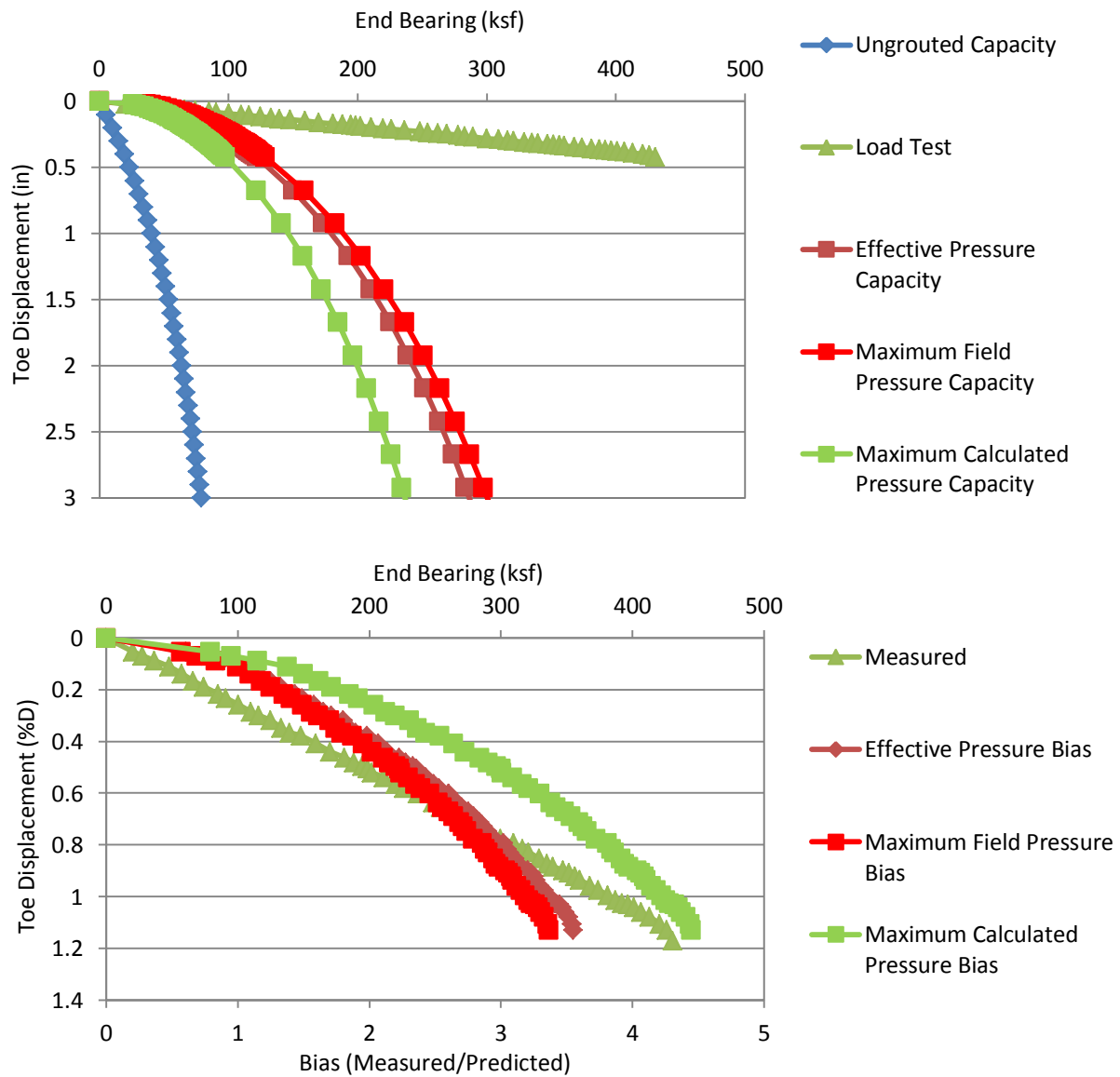


Figure 4.88 Data set 29 predicted/design and load test response (top); bias vs disp (bottom)

4.2.30 Data Set 30 West Rail Bypass, 41E

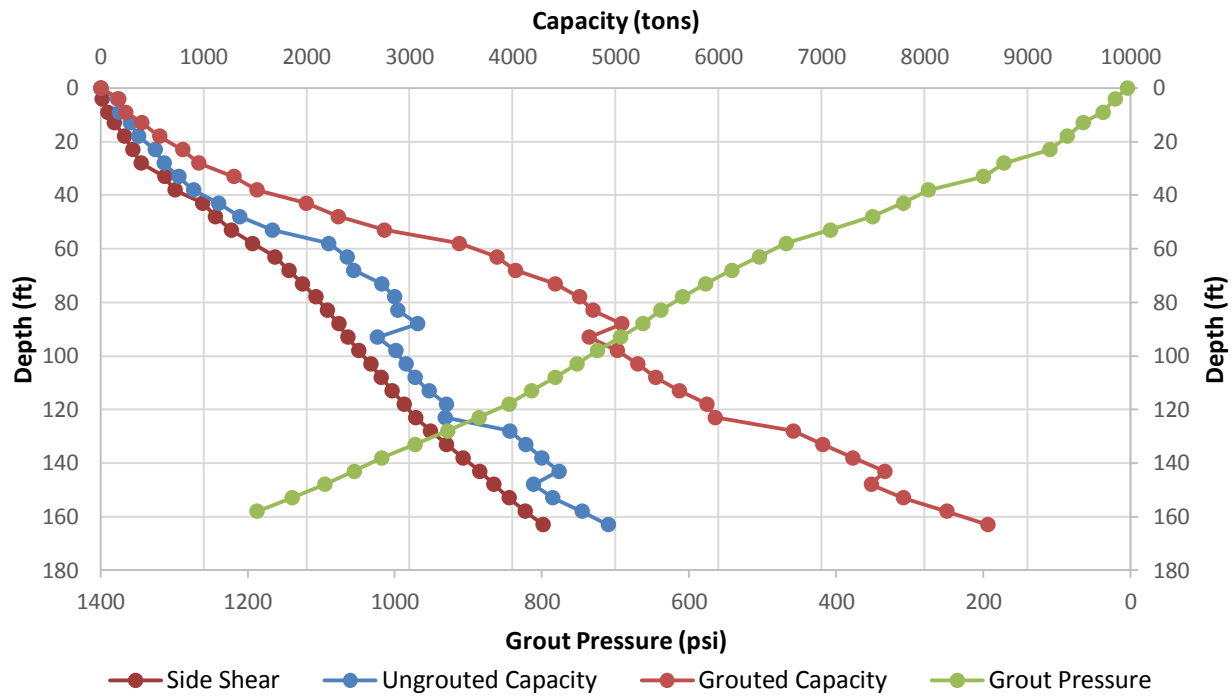


Figure 4.89 Data set 30 design curves

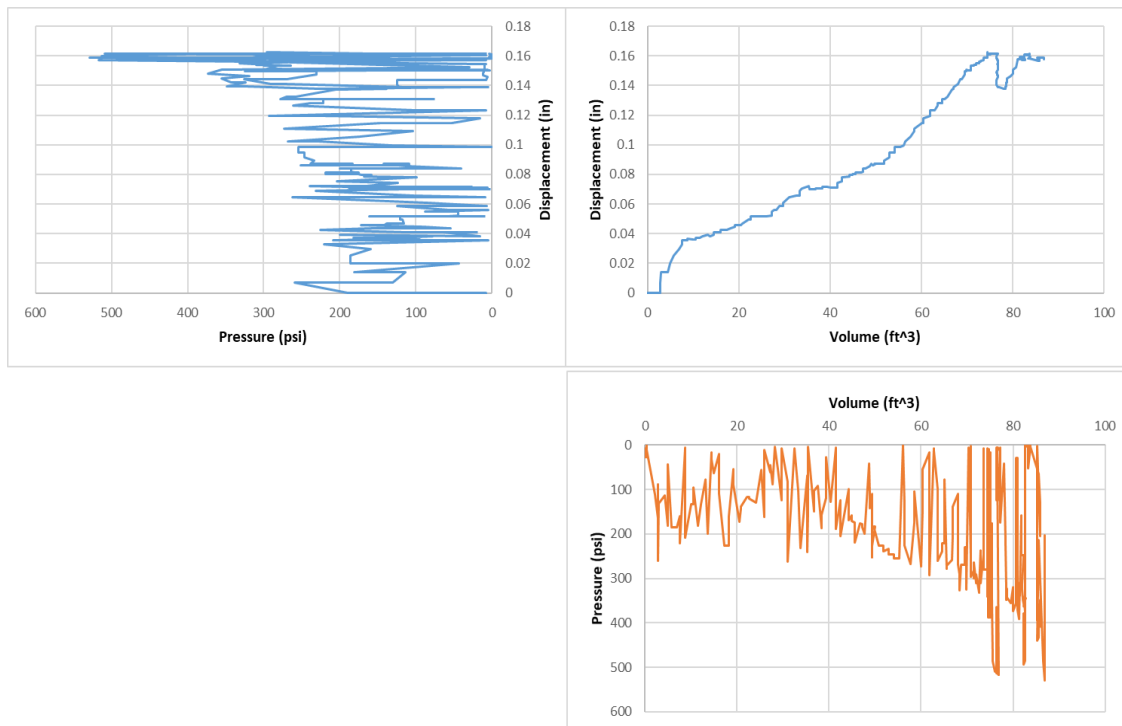


Figure 4.90 Data set 30 grout tri-axis plots.

Figure 4.90 shows the tri-axis plots for data set 30. Both the pressure vs. volume and volume vs. displacement graphs show horizontal trends supporting end bearing failure or piping. Also, both the pressure vs. volume and pressure vs. uplift graphs show spikes in pressure without an associated uplift or volume increase which indicates a grout line blockage at the end of the grouting process. Effective pressure could be argued to be 400 or 150psi. The 400 psi value was legitimately achieved during effective grouting, but was unable to maintain that pressure with additional volume which suggests a change in soil structure beneath the shaft tip. Just prior to line blockage 300 psi was being sustained. This value was used as the effective pressure. The maximum field recorded pressure was 530psi.

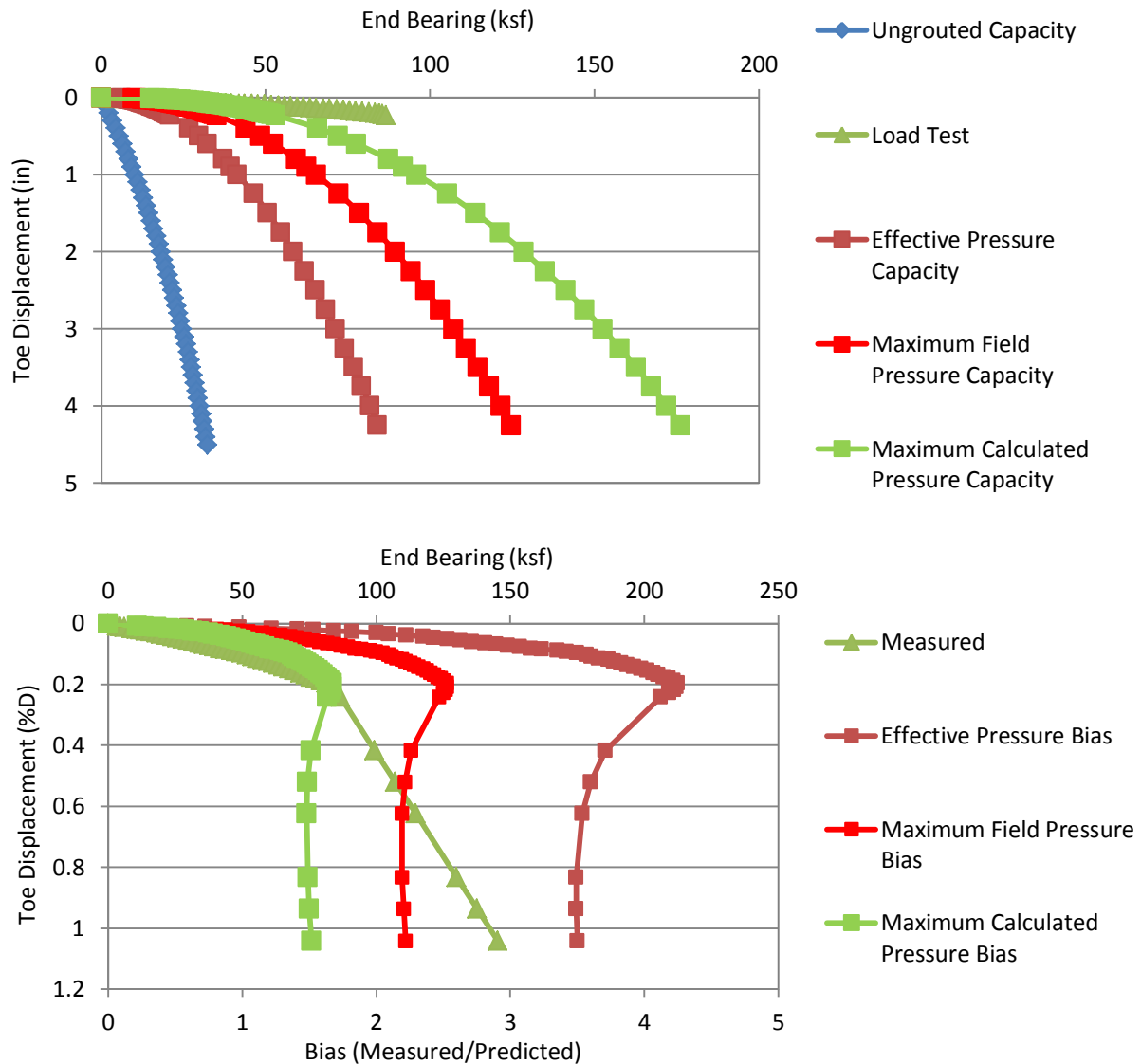


Figure 4.91 Data set 30 predicted/design and load test response (top); bias vs disp (bottom)

4.2.31 Data Set 31 West Rail Bypass, 41W

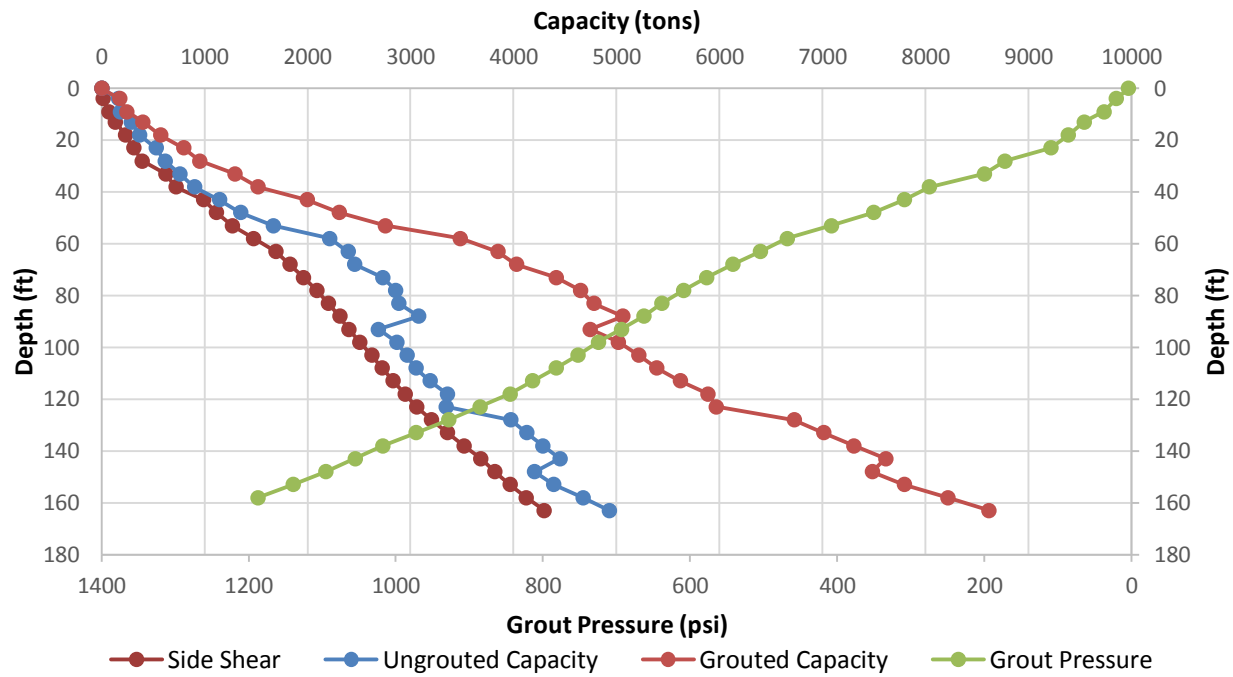


Figure 4.92 Data set 31 design curves.

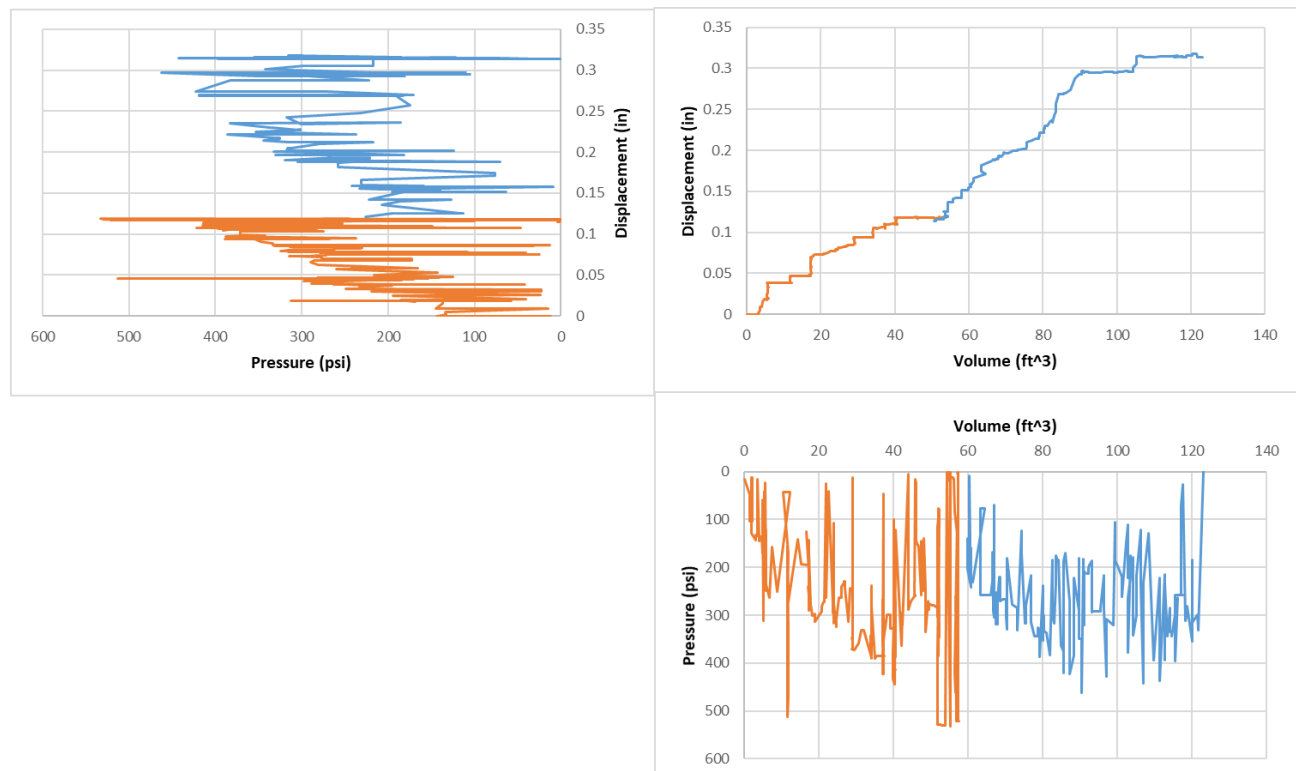


Figure 4.93 Data set 31 grout tri-axis plot.

Figure 4.93 shows the tri-axis plots for data set 31. Grouting on this shaft was performed in 2 stages; stage 1 shown in orange and stage 2 in blue. Both the pressure vs volume and volume vs. displacement graphs show horizontal trends supporting end bearing failure or piping / migration. Also, both the pressure vs. volume and pressure vs. uplift graphs show spikes in pressure without an associated uplift or volume increase which indicates a grout line blockage at the end of stage 1. Stage 2 had no meaningful effect on the resulting pressure even though it did cause uplift. Effective pressure could be taken as 380psi but with reduction thereafter, 300psi was chosen. The maximum field recorded pressure was 513psi.

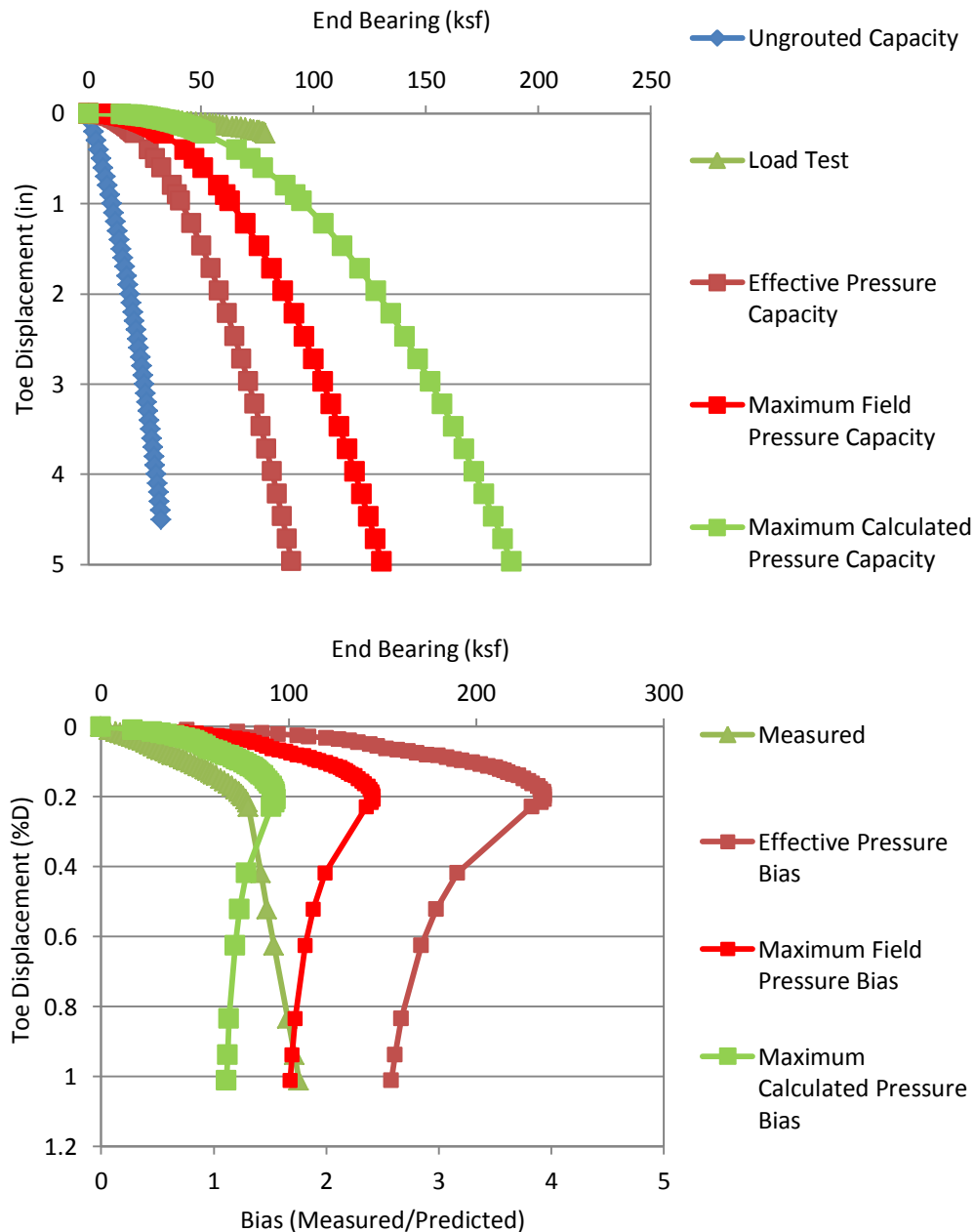


Figure 4.94 Data set 31 Predicted/design and load test response (top); bias vs disp (bottom)

4.3 Bias Factors

The bias was computed using the measured load, and predicted capacity of the 31 subject shafts at each of 7 different displacements. Therein capacity both measured and predicted is not simply one number but rather a function of shaft displacement. Displacement values were selected on the basis of a function of shaft diameter percentage which normalizes all shaft sizes to a common variable. These values were selected as 0.3, 1, 2, 3, 4, and 5%D. As some designers arbitrarily assume 1 inch to be an acceptable service limit, 1 inch has also been included for each case, but note this is not a truly comparable value when considering the percentage of shaft diameter. Tables 4.2-4.4 summarize the bias values for three grout pressures: effective, maximum field and maximum calculated / design, respectively.

Table 4.2 Shaft bias versus percent displacement for effective pressure.

Data Set	Project	Shaft ID	BIAS						
			1 inch	0.30%	1%	2%	3%	4%	5%
1	Royal Park Bridge	LT-2	2.500	1.324	2.461	2.427	2.109	1.901	1.751
2		LT-3	1.216	1.122	1.216	-	-	-	-
3	PGA	LT-2	0.882	0.510	0.833	0.893	0.858	0.827	-
4	Iowa	TS-4	4.250	5.868	4.531	3.909	3.500	3.091	2.682
5	Gerald Desmond	TP-2	0.886	1.167	0.915	0.846	0.826	0.801	0.789
6		TS-3C	1.431	1.440	1.432	1.370	1.276	1.204	1.161
7	Huey P. Long	TS-1	1.526	1.888	1.439	1.256	1.204	1.194	1.210
8	TXDOT	S-2	1.220	1.551	1.378	1.229	1.117	1.039	0.986
9	Nachez	S-1	2.385	2.640	-	-	-	-	-
10	Clearwater Site I	FJ-1	0.928	1.324	1.314	1.139	1.013	-	-
11		FJ-2	1.341	1.365	1.615	1.408	1.249	1.128	-
12		SP-1	1.080	1.042	1.246	1.207	1.132	1.057	-
13		SP-2	1.016	0.531	0.849	0.935	0.966	-	-
14	Clearwater Site II	FJ-1	1.079	0.412	1.336	1.077	1.010	1.081	1.204
15		SP-1	2.080	1.072	1.861	2.017	2.067	2.070	1.963
16		S-1	3.847	1.698	3.387	-	-	-	-
17	Flagler	S-1	0.846	0.990	0.964	0.855	0.760	0.685	-
18	WPB Airport Plant Daniel	501	1.403	1.242	1.498	-	-	-	-
19		528	1.470	1.277	1.470	-	-	-	-
20		530	1.590	1.277	1.518	-	-	-	-
21		S-1	4.024	2.570	4.024	-	-	-	-
22	Southern 80 SR	S-2	4.822	2.866	4.329	-	-	-	-
23		S-3		2.700	3.137	-	-	-	-
24		S-1	4.968	4.851	4.968	-	-	-	-
25		S-2	5.318	6.661	5.318	-	-	-	-
26	Overland	S-3	2.290	3.428	2.290	-	-	-	-
27		S-1	2.106	2.529	2.106	-	-	-	-
28		S-1	1.873	2.012	1.210	-	-	-	-
29		S-1	3.533	1.712	3.368	-	-	-	-
30	Carolina Bay	S-1	1.873	2.012	1.210	-	-	-	-
31	Gilmerton	S-1	3.533	1.712	3.368	-	-	-	-
	Peninsula	S-1	4.248	3.501	3.501	-	-	-	-
	WestRail	41E	3.829	3.499	2.580	-	-	-	-
		41W							
Avg			2.33	2.13	2.27	1.47	1.36	1.34	1.47
STD Dev			1.43	1.50	1.33	0.83	0.74	0.69	0.62
CoV			0.61	0.71	0.59	0.57	0.54	0.51	0.42

Table 4.3 Shaft bias versus percent displacement for maximum field pressure.

Data Set	Project	Shaft ID	BIAS						
			1 inch	0.30%	1%	2%	3%	4%	5%
1	Royal Park Bridge	LT-2	1.892	0.975	1.843	1.845	1.616	1.464	1.354
2		LT-3	0.632	0.536	0.632	-	-	-	-
3	PGA	LT-2	0.626	0.353	0.584	0.632	0.610	0.591	-
4	Iowa	TS-4	2.838	3.619	2.981	2.624	2.369	2.113	1.858
5	Gerald Desmond	TP-2	0.602	0.730	0.614	0.593	0.591	0.580	0.576
6		TS-3C	0.783	0.704	0.792	0.814	0.785	0.756	0.738
7	Huey P. Long	TS-1	0.766	0.873	0.738	0.687	0.680	0.688	0.706
8	TXDOT	S-2	1.220	1.551	1.378	1.229	1.117	1.039	0.986
9	Nachez	S-1	2.385	2.640	-	-	-	-	-
10	Clearwater Site I	FJ-1	0.928	1.324	1.314	1.139	1.013	-	-
11		FJ-2	1.341	1.365	1.615	1.408	1.249	1.128	-
12		SP-1	1.022	0.976	1.172	1.139	1.070	1.000	-
13		SP-2	0.970	0.503	0.807	0.891	0.922	-	-
14	Clearwater Site II	FJ-1	1.079	0.412	1.336	1.077	1.010	1.081	1.204
15		SP-1	1.719	0.860	1.511	1.653	1.703	1.712	1.627
16	Flagler	S-1	3.188	1.377	2.790	-	-	-	-
17	WPB Airport	S-1	0.774	0.891	0.876	0.782	0.698	0.630	-
18	Plant Daniel	501	1.003	0.844	1.065	-	-	-	-
19		528	1.331	1.140	1.331	-	-	-	-
20		530	1.438	1.140	1.374	-	-	-	-
21	Southern 80 SR	S-1	3.809	2.406	3.809	-	-	-	-
22		S-2	3.969	2.299	3.535	-	-	-	-
23		S-3		2.506	2.945	-	-	-	-
24	Overland	S-1	3.644	3.398	3.644	-	-	-	-
25		S-2	2.863	3.201	2.863	-	-	-	-
26		S-3	2.209	3.280	2.209	-	-	-	-
27	Carolina Bay	S-1	2.032	2.427	2.032	-	-	-	-
28	Gilmerton	S-1	1.873	2.012	1.210	-	-	-	-
29	Peninsula	S-1	3.347	1.614	3.190	-	-	-	-
30	WestRail	41E	2.527	2.219	2.219	-	-	-	-
31		41W	2.358	2.174	1.679	-	-	-	-
Avg			1.84	1.62	1.80	1.18	1.10	1.07	1.13
STD Dev			1.04	0.96	0.99	0.56	0.50	0.48	0.46
CoV			0.57	0.59	0.55	0.48	0.45	0.45	0.41

Table 4.4 Shaft bias versus percent displacement for maximum calculated design pressure.

Data Set	Project	Shaft ID	BIAS						
			1 inch	0.30%	1%	2%	3%	4%	5%
1	Royal Park Bridge	LT-2	1.711	0.874	1.661	1.671	1.467	1.331	1.232
2		LT-3	0.538	0.451	0.538	-	-	-	-
3	PGA	LT-2	0.845	0.487	0.797	0.856	0.822	0.794	-
4		TS-4	0.687	0.786	0.707	0.642	0.588	0.535	0.481
5	Gerald Desmond	TP-2	0.628	0.767	0.641	0.617	0.614	0.602	0.597
6		TS-3C	0.783	0.704	0.792	0.814	0.785	0.756	0.738
7	Huey P. Long	TS-1	0.500	0.555	0.486	0.463	0.465	0.474	0.489
8		S-2	1.980	3.074	2.407	2.005	1.763	1.607	1.504
9	Nachez	S-1	1.799	1.985	-	-	-	-	-
10		FJ-1	0.876	1.215	1.223	1.068	0.954	-	-
11	Clearwater Site I	FJ-2	1.892	2.286	2.453	2.012	1.741	1.541	-
12		SP-1	1.892	2.110	2.362	2.188	2.000	1.840	-
13	Clearwater Site II	SP-2	1.968	1.207	1.788	1.876	1.886	-	-
14		FJ-1	1.258	0.511	1.600	1.272	1.183	1.260	1.400
15	Flagler	SP-1	2.279	1.195	2.059	2.221	2.269	2.268	2.148
16		S-1	4.106	1.829	3.624	-	-	-	-
17	WPB Airport	S-1	0.995	1.207	1.150	1.006	0.888	0.797	-
18		501	1.290	1.126	1.376	-	-	-	-
19	Plant Daniel	528	5.460	8.118	5.460	-	-	-	-
20		530	6.079	8.118	5.708	-	-	-	-
21	Southern 80 SR	S-1	12.075	12.931	12.075	-	-	-	-
22		S-2	22.032	28.192	23.706	-	-	-	-
23	Overland	S-3		13.721	9.585	-	-	-	-
24		S-1	3.990	3.765	3.990	-	-	-	-
25	Carolina Bay	S-2	4.121	4.876	4.121	-	-	-	-
26		S-3	1.751	2.487	1.751	-	-	-	-
27	Gilmerton	S-1	1.432	1.631	1.432	-	-	-	-
28		S-1	2.677	2.884	1.702	-	-	-	-
29	Peninsula	S-1	4.419	2.195	4.228	-	-	-	-
30		41E	1.669	1.515	1.515	-	-	-	-
31	WestRail	41W	1.514	1.403	1.114	-	-	-	-
		Avg	3.11	3.68	3.40	1.34	1.24	1.15	1.07
		STD Dev	4.27	5.66	4.65	0.64	0.60	0.58	0.60
		CoV	1.37	1.54	1.37	0.48	0.48	0.50	0.56

Figures 4.95 - 4.97 show the resistance factor computed using equation 2.15a for the same three pressures (effective, maximum field, and maximum calculated respectively) all as a function of the reliability index varying from 1 to 4.

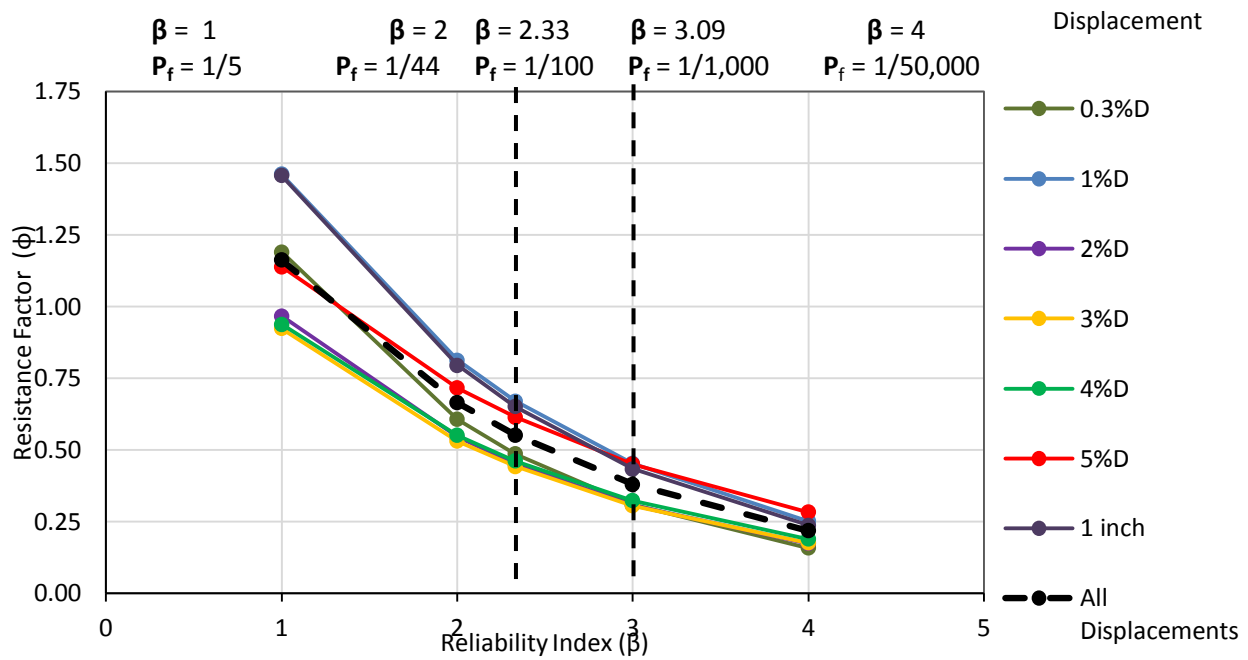


Figure 4.95 Resistance factor vs target reliability graph for effective pressure.

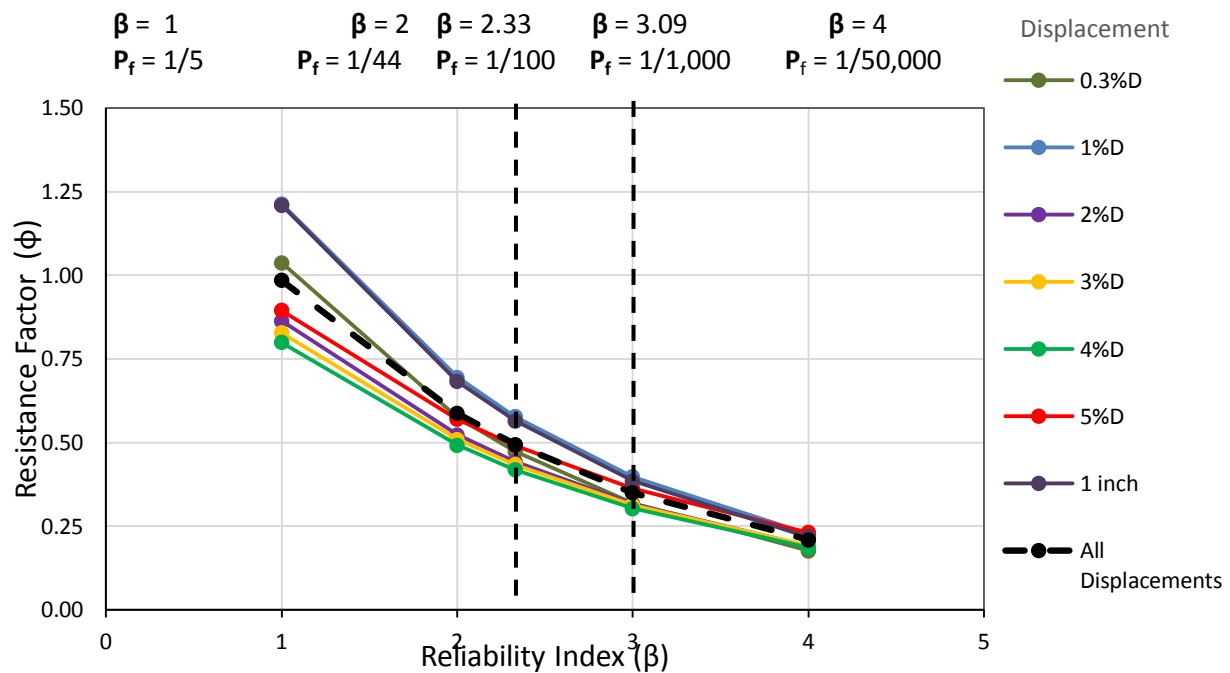


Figure 4.96 Resistance factor vs target reliability graph for maximum field pressure.

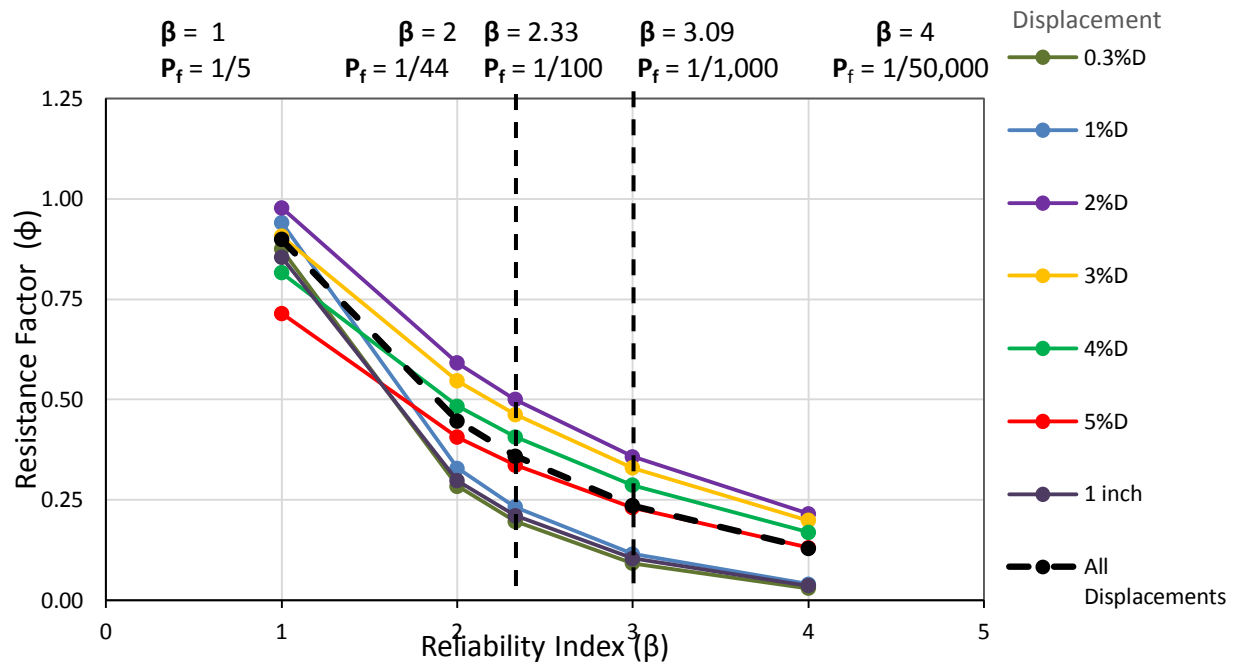


Figure 4.97 Resistance factor vs target reliability graph for maximum calculated pressure.

4.4 Bias Factors FDOT Method

Bias factors have also been calculated using the FDOT method which puts a cap on the end bearing at the design grout pressure determined from side shear computations. However, if demonstrated in the field to be higher then the same effective grouting considerations must be introduced (effective vs max pressure). The resulting bias values have been tabulated below. The bias plots for each data set can be found in appendix C.

Tables 4.5-4.7 summarize the bias values for three design pressures: effective, maximum field and maximum calculated respectively.

Table 4.5 Shaft bias versus percent displacement for effective pressure using an end bearing cap.

Data Set	Project	Shaft ID	BIAS						
			1 inch	0.30%	1%	2%	3%	4%	5%
1	Royal Park Bridge	LT-2	2.636	1.324	2.461	2.818	2.932	3.005	3.045
2		LT-3	1.271	1.122	1.271	-	-	-	-
3	PGA	LT-2	0.995	0.510	0.833	0.945	1.035	1.128	-
4	Iowa	TS-4	4.987	5.868	5.098	5.045	5.114	5.183	5.253
5	Gerald Desmond	TP-2	1.100	1.167	1.019	1.392	1.697	1.910	2.101
6		TS-3C	1.775	1.440	1.895	2.758	3.249	3.597	3.896
7	Huey P. Long	TS-1	1.526	1.888	1.624	2.086	2.497	2.880	3.263
8	TXDOT	S-2	1.735	1.551	1.387	1.710	1.897	2.030	2.147
9	Nachez	S-1	2.385	2.640	-	-	-	-	-
10	Clearwater Site I	FJ-1	1.907	1.324	1.433	1.651	1.827	-	-
11		FJ-2	2.204	1.365	1.835	2.139	2.318	2.471	-
12		SP-1	1.544	1.042	1.246	1.358	1.505	1.597	-
13		SP-2	1.401	0.531	0.849	1.032	1.265	-	-
14	Clearwater Site II	FJ-1	1.817	0.412	1.336	1.312	1.497	1.824	2.239
15		SP-1	3.068	1.072	1.861	2.242	2.744	3.109	3.240
16	Flagler	S-1	3.930	1.698	3.387	-	-	-	-
17	WPB Airport	S-1	1.061	0.990	0.964	1.056	1.136	1.167	-
18	Plant Daniel	501	1.489	1.242	1.534	-	-	-	-
19		528	1.470	1.277	1.470	-	-	-	-
20		530	1.590	1.277	1.537	-	-	-	-
21	Southern 80 SR	S-1	4.368	2.570	4.368	-	-	-	-
22		S-2	5.205	2.866	4.329	-	-	-	-
23		S-3		2.700	3.338	-	-	-	-
24	Overland	S-1	5.094	4.851	5.094	-	-	-	-
25		S-2	6.529	6.661	6.529	-	-	-	-
26		S-3	2.619	3.428	2.619	-	-	-	-
27	Carolina Bay	S-1	2.138	2.529	2.138	-	-	-	-
28	Gilmerton	S-1	1.873	2.012	1.210	-	-	-	-
29	Peninsula	S-1	3.533	1.712	3.368	-	-	-	-
30	WestRail	41E	4.248	3.501	3.501	-	-	-	-
31		41W	3.829	3.499	2.580	-	-	-	-
Avg			2.64	2.13	2.40	1.97	2.19	2.49	3.15
STD Dev			1.49	1.50	1.48	1.07	1.09	1.15	1.07
CoV			0.56	0.71	0.61	0.55	0.50	0.46	0.34

Table 4.6 Shaft bias versus percent displacement for maximum field pressure using end bearing cap.

Data Set	Project	Shaft ID	BIAS						
			1 inch	0.30%	1%	2%	3%	4%	5%
1	Royal Park Bridge	LT-2	1.892	0.975	1.843	2.015	2.094	2.146	2.175
2		LT-3	0.632	0.536	0.632	-	-	-	-
3	PGA	LT-2	0.680	0.353	0.584	0.657	0.708	0.771	-
4	Iowa	TS-4	2.838	3.619	2.981	2.867	2.901	2.935	2.970
5	Gerald Desmond	TP-2	0.622	0.730	0.624	0.788	0.960	1.081	1.189
6		TS-3C	0.783	0.704	0.796	1.103	1.300	1.439	1.559
7	Huey P. Long	TS-1	0.766	0.873	0.738	0.834	0.999	1.152	1.305
8	TXDOT	S-2	1.735	1.551	1.387	1.710	1.897	2.030	2.147
9	Nachez	S-1	2.385	2.640	-	-	-	-	-
10	Clearwater Site I	FJ-1	1.907	1.324	1.433	1.651	1.827	-	-
11		FJ-2	2.204	1.365	1.835	2.139	2.318	2.471	-
12		SP-1	1.439	0.976	1.172	1.272	1.403	1.489	-
13		SP-2	1.323	0.503	0.807	0.975	1.194	-	-
14	Clearwater Site II	FJ-1	1.817	0.412	1.336	1.312	1.497	1.824	2.239
15		SP-1	2.422	0.860	1.511	1.770	2.166	2.454	2.558
16	Flagler	S-1	3.188	1.377	2.790	-	-	-	-
17	WPB Airport	S-1	0.943	0.891	0.876	0.938	1.009	1.036	-
18	Plant Daniel	501	1.003	0.844	1.065	-	-	-	-
19		528	1.331	1.140	1.331	-	-	-	-
20		530	1.438	1.140	1.374	-	-	-	-
21	Southern 80 SR	S-1	4.027	2.406	4.027	-	-	-	-
22		S-2	5.205	2.866	4.329	-	-	-	-
23		S-3		2.506	3.044	-	-	-	-
24	Overland	S-1	3.644	3.398	3.644	-	-	-	-
25		S-2	2.863	3.201	2.863	-	-	-	-
26		S-3	2.475	3.280	2.475	-	-	-	-
27	Carolina Bay	S-1	2.034	2.427	2.034	-	-	-	-
28	Gilmerton	S-1	1.873	2.012	1.210	-	-	-	-
29	Peninsula	S-1	3.347	1.614	3.190	-	-	-	-
30	WestRail	41E	2.527	2.219	2.219	-	-	-	-
31		41W	2.358	2.174	1.679	-	-	-	-
Avg			2.06	1.64	1.86	1.43	1.59	1.74	2.02
STD Dev			1.10	0.98	1.06	0.63	0.63	0.68	0.62
CoV			0.53	0.60	0.57	0.44	0.39	0.39	0.31

Table 4.7 Shaft bias versus percent displacement for maximum calculated pressure using end bearing cap.

Data Set	Project	Shaft ID	BIAS						
			1 inch	0.30%	1%	2%	3%	4%	5%
1	Royal Park Bridge	LT-2	1.711	0.874	1.661	1.798	1.863	1.909	1.935
2		LT-3	0.538	0.451	0.538	-	-	-	-
3	PGA	LT-2	0.949	0.487	0.797	0.903	0.987	1.075	-
4	Iowa	TS-4	0.687	0.786	0.707	0.674	0.659	0.643	0.628
5	Gerald Desmond	TP-2	0.660	0.767	0.657	0.835	1.018	1.146	1.261
6		TS-3C	0.783	0.704	0.796	1.103	1.300	1.439	1.559
7	Huey P. Long	TS-1	0.500	0.555	0.486	0.509	0.609	0.702	0.796
8	TXDOT	S-2	4.200	3.074	3.263	4.139	4.592	4.915	5.198
9	Nachez	S-1	1.799	1.985	-	-	-	-	-
10	Clearwater Site I	FJ-1	1.725	1.215	1.315	1.494	1.653	-	-
11		FJ-2	4.407	2.286	3.416	4.277	4.637	4.942	-
12		SP-1	3.398	2.110	2.500	2.946	3.313	3.516	-
13		SP-2	3.502	1.213	1.950	2.558	3.162	-	-
14	Clearwater Site II	FJ-1	2.282	0.511	1.600	1.648	1.880	2.291	2.812
15		SP-1	3.452	1.195	2.059	2.522	3.087	3.497	3.646
16	Flagler	S-1	4.265	1.829	3.624	-	-	-	-
17	WPB Airport	S-1	1.330	1.207	1.150	1.323	1.424	1.462	-
18	Plant Daniel	501	1.325	1.126	1.392	-	-	-	-
19		528	-	-	-	-	-	-	-
20		530	-	-	-	-	-	-	-
21	Southern 80 SR	S-1	-	-	-	-	-	-	-
22		S-2	-	-	-	-	-	-	-
23		S-3	-	-	-	-	-	-	-
24	Overland	S-1	3.990	3.765	3.990	-	-	-	-
25		S-2	4.352	4.876	4.352	-	-	-	-
26		S-3	1.761	2.487	1.761	-	-	-	-
27	Carolina Bay	S-1	1.432	1.631	1.432	-	-	-	-
28	Gilmerton	S-1	2.677	2.884	1.702	-	-	-	-
29	Peninsula	S-1	4.419	2.195	4.228	-	-	-	-
30	WestRail	41E	1.669	1.515	1.515	-	-	-	-
31		41W	1.514	1.403	1.114	-	-	-	-
Avg			2.28	1.66	1.92	1.91	2.16	2.29	2.23
STD Dev			1.39	1.09	1.21	1.22	1.37	1.55	1.57
CoV			0.61	0.66	0.63	0.64	0.63	0.68	0.70

Figures 4.98 - 4.100 show the resistance factor computed using equation 2.15a for the same three pressures (effective, maximum field, and maximum calculated respectively) all as a function of the reliability index varying from 1 to 4.

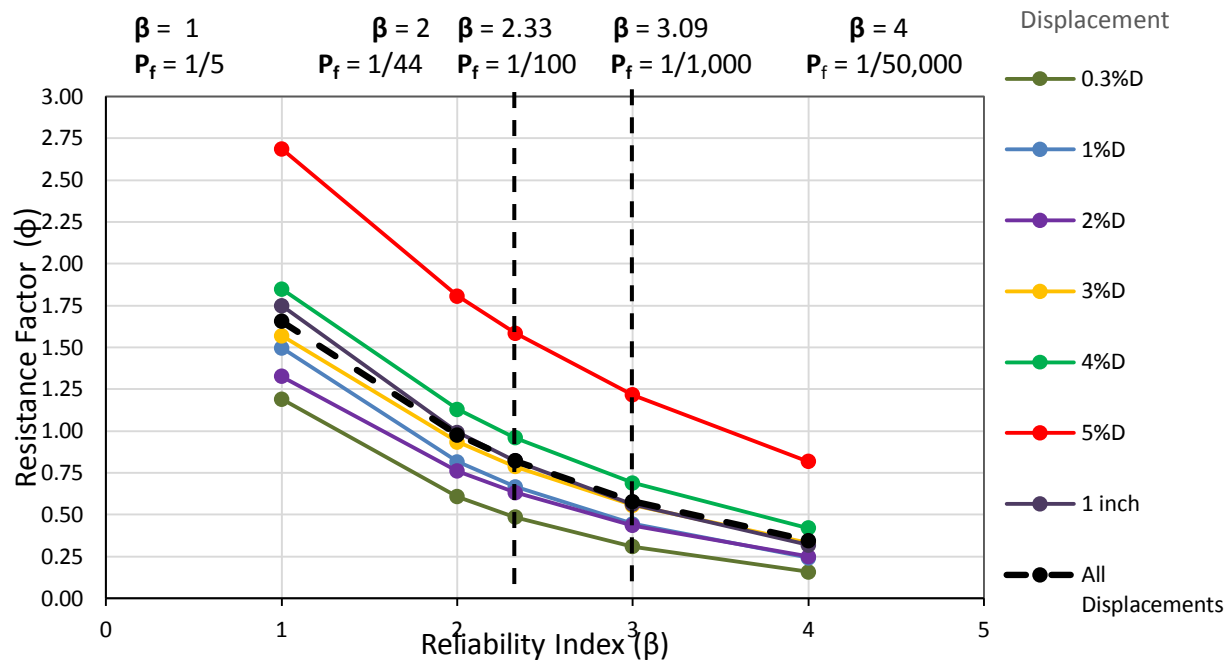


Figure 4.98 Resistance factor vs reliability graph for effective pressure using end bearing cap.

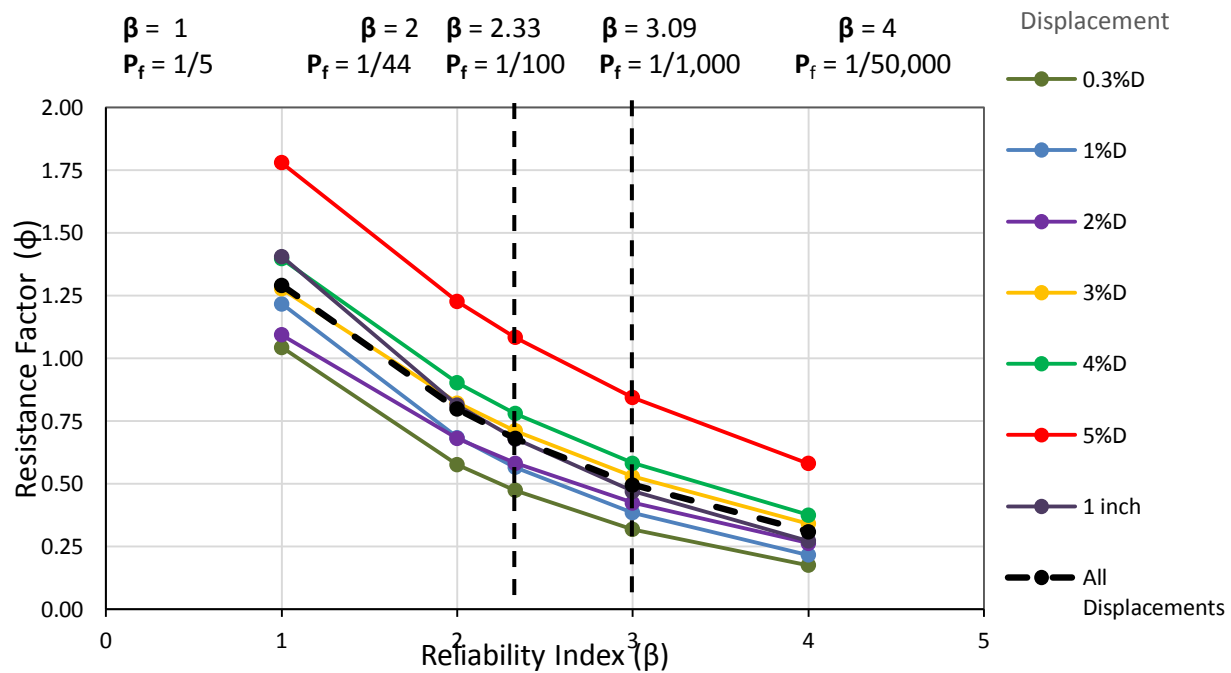


Figure 4.99 Resistance factor vs reliability graph for maximum field pressure using end bearing cap.

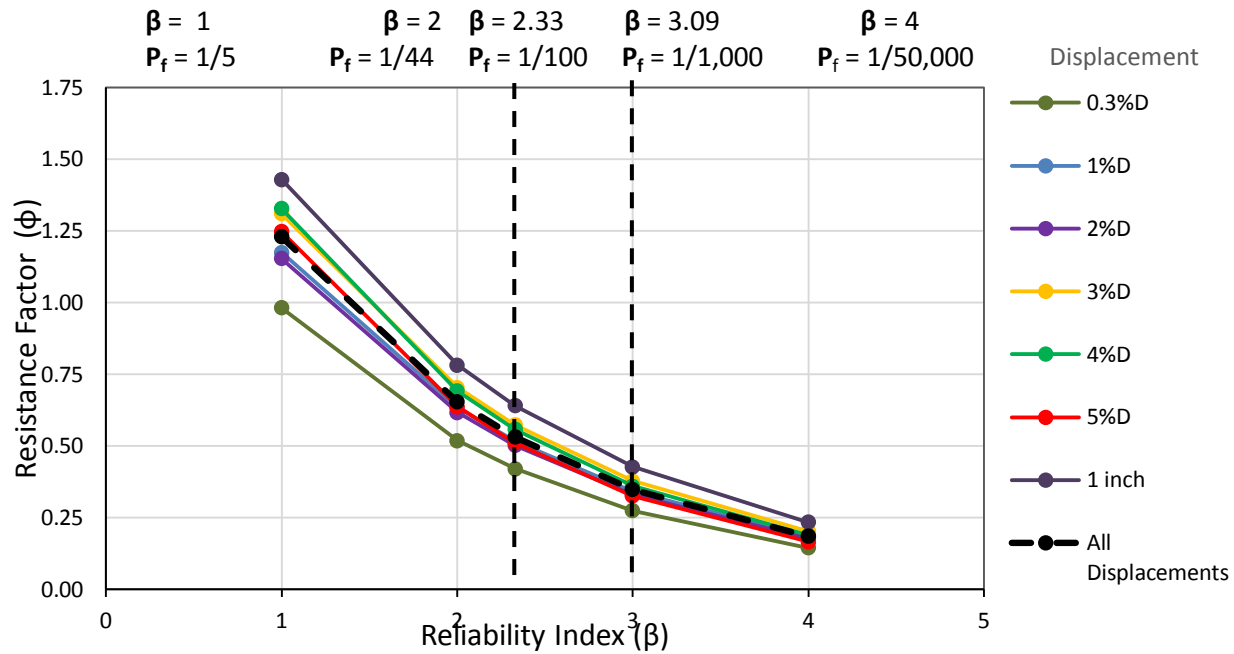


Figure 4.100 Resistance factor vs target reliability graph for maximum calculated pressure using an end bearing cap.

4.5 Chapter Summary

In this chapter the information gathered from 31 data sets was presented. All data was shown in tri-axis plot format with each plot analyzed for grouting anomalies. Bias factors were calculated and tabulated for three pressure conditions for both end bearing capped (FDOT method) and uncapped (2006 method) scenarios and the respective resistance factors were presented over the usable range of reliability indices.

Chapter Five: Discussion and Conclusions

5.1 Overview

Post grouting is the process of injecting high-pressure grout beneath or beside a deep foundation element to improve the load carrying capacity. While used for precast and cast-in-place piles, this study focused only on cast-in-place drilled shafts and even more specifically, only on end bearing improvements. As the name implies, “post” grouting is performed post construction, after the element has been cast / constructed and has achieved necessary strength to structurally withstand the high-pressure grout. A significant benefit is realized to reduce the strain incompatibility between mobilized side shear and end bearing. Therein, a conventional shaft end bearing requires 10 times the amount of displacement to mobilize the same percentage of side shear / friction (i.e. 0.5%D for side shear vs 5%D for end bearing). While it is tempting to view post grouting as a measure to increase quality, it should be more appropriately deemed a construction process that is vulnerable to the same construction-type problems. Hence, the quality of the grouting process can be and should monitored and inspected.

This study introduced quality control and assurance protocols that, if observed, benefit both the contractor and owner to better understand how well or effectively the grouting is being performed or how well it was performed. The simple act of plotting real-time tri-axis plots (discussed in Chapter 2 and 4) helps to identify if the grouting process has become ineffective or that it is well on its way to successful completion. Further, the pressure at which the system becomes ineffective was shown to be more closely linked to predicted end bearing. So, criteria for acceptance should not only incorporate thresholds for pressure (min), volume (min) or uplift (min or max), but also should demonstrate the inextricable connections between these measurements. When performed correctly, increasing the volume of grout pumped to the bottom of the shaft should be accompanied by a steadily increasing pressure and uplift.

Thirty-one post grouted and load tested shafts from eighteen sites were examined for grouting quality, grouting parameters, and load response and compared to predictions using two closely linked design methods: the 2006 method proposed by Mullins et al. and an adaptation of that method described by the FDOT Design Guidelines which caps the end bearing to be no higher than the applied grout pressure. In both methods, the design predictions hinge on imparting the anticipated grout pressure to the entire shaft tip. And, if the design pressure cannot be achieved in the field, a lesser capacity should be expected. Therefore, at the design phase, side shear resistance is estimated from which the anticipated grout pressure is computed, and the reliability of the pressure values (or measurements) in predicting end bearing (via equations) then comes into play. The primary objective of this study was to determine the magnitude of LRFD resistance factors to be used in concert with post grouted end bearing design methods.

5.2 Reliability Index Selection

One of the most important parameters when calculating resistance factors is the target reliability which is controlled by the reliability index (β). The chosen value reflects the acceptable failure ratio which is chosen based on the philosophy of the owner balancing risk and safety; higher values are associated with safer designs (lower failure ratio). In some cases, the failure of one element leads to the failure of the entire structure (fracture critical elements) while in others, multiple load paths (high redundancy) prevent global failure through reliance on the group performance. Therefore, when selecting β values, redundancy, frequency of testing, and quality controls/inspection must be addressed. Typically, β values used for foundations range from 2.33 (driven piles) to 3.00 (little or no testing) which as shown in Figure 5.1 correspond to failure probabilities of 1/100 and approximately 1/1000, respectively.

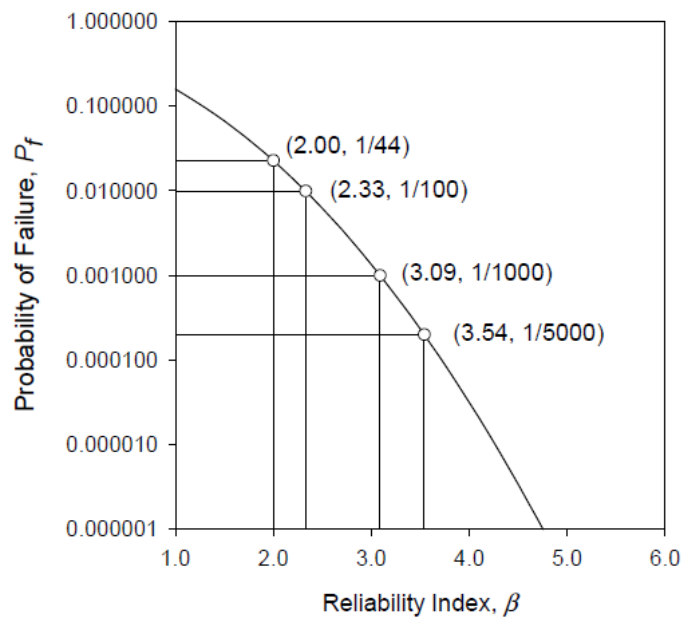


Figure 5.1 Reliability index vs probability of failure (Allen, 2005).

In this study, resistance factors were calculated and plotted for a range of reliability index values from 1 to 4 corresponding to failure ratios of 1 in 5 to 1 in 50,000 (Figure 5.1). Basically, using a β of 1 is too risky while choosing a β of 4 is perhaps too conservative and will incur excessive costs. However, typical values for concrete or steel structural applications use a reliability index of 3.5 (1 in 4146 failure ratio). For redundant foundation applications, values of 2.33 have been justified by both experience and with the notion that exceeding the design capacity often does not cause failure but rather capacity can increase with more displacement (which is not always true). For non-redundant applications consideration for a higher reliability index (3.0) is justified.

Presently there is debate as to what is an acceptable amount of end bearing displacement when computing strength limit resistances. O'Neill (1988), for instance, presented the now widely used equation for shaft end bearing in sand. He noted an estimated 5%D displacement would be experienced at the point at which 100% of the computed capacity was mobilized and that additional capacity could be expected up to 10-12%D displacements. Bruce (1986) estimated shafts in sand could undergo up to 15%D displacement where more capacity would be

progressively mobilized. To this end, O'Neill also provided a tip capacity reduction factor (a normalized end bearing relationship shown later in Figure 5.4) intended to match the project-specific allowable displacement with the anticipated end bearing. Today, all too often, designers simply sum the maximum equation-predicted capacities from side shear and end bearing without consideration of the strain compatibility or incompatibility. This is not tolerated in steel design where excessive displacements from a yielding section (not ultimate breaking strength) is considered ultimate capacity for gross cross-sectional area computations and where ultimate strength is restricted only to connections. This too could present problems when considering to what degree of settlement a post grouted shaft should be permitted to undergo without the expectation of unforeseen performance problems.

The act of grouting pre-mobilizes the end bearing soils in some cases to very high levels. Considering that the grout compresses the soil up to and beyond the amounts to which O'Neill and Bruce postulated as upper levels, it may then be prudent to reduce the amount of tolerable settlement in design. Figure 5.2 presents the magnitude of end bearing movement (from the study data) using a simplistic assumption that the volume of grout forms a disk with thickness (in %D) and with the cross-sectional area of the shaft. In reality, cavity expansion theory should be employed which will lessen the magnitude of the grout bulb thickness, but the data suggests the soil moved anywhere from 1 to 200% of the shaft diameter. The very low volumes were probably insufficient to impart meaningful improvement (or the soil did not need improving) and the very high volumes most likely migrated a portion of the grout volume away from the shaft. Nevertheless, with an average of 49%D one must suspect the 10-15%D upper limit has been exceeded. Therefore, one aspect of the study was to determine the resistance factor associated with various amounts of displacement as both the end bearing prediction and load test capacity are dependent on displacement.

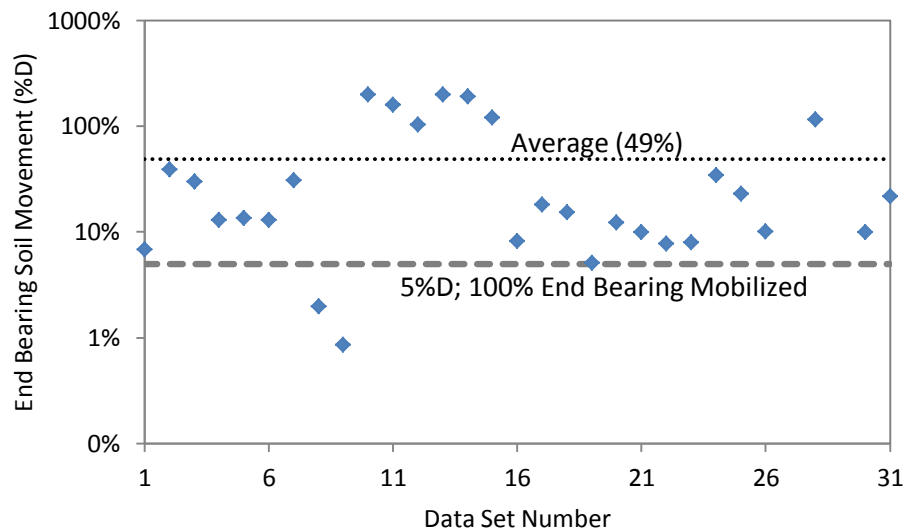


Figure 5.2 End bearing movement from grouting.

While computation of resistance factors was completed for displacement values ranging from 0.3 to 5%D (Chapter 4), Tables 5.1 and 5.2 highlight the resistance factors for 1%D which is similar to the upper limit for side shear (0.5 – 1%D) and for all displacements. Table 5.1 provides resistance factor values for the 2006 design method without an upper bearing capacity limit and

Table 5.2 provides values for the FDOT method that caps the computed end bearing to the computed grout pressure. In both cases, a higher resistance factor is assigned to cases with controlled grout pressure verification.

Table 5.1 Bias criteria vs resistance factor summary for 1%D and all displacements.

Bias Criteria	Resistance Factor, Phi (ϕ)		Resistance Factor, Phi (ϕ)	
	1% Displacement		All Displacements	
	$\beta = 2.33$	$\beta = 3.00$	$\beta = 2.33$	$\beta = 3.00$
Effective pressure (tri-axis plots)	0.67	0.45	0.55	0.38
Maximum field pressure	0.58	0.40	0.49	0.35
Boring log-calculated pressure	0.23	0.12	0.36	0.24

Table 5.2 Bias criteria vs resistance factor summary using a grout pressure end bearing cap (FDOT method).

Bias Criteria	Resistance Factor, Phi (ϕ)		Resistance Factor, Phi (ϕ)	
	1% Displacement		All Displacements	
	$\beta = 2.33$	$\beta = 3.00$	$\beta = 2.33$	$\beta = 3.00$
Effective pressure (tri-axis plots)	0.67	0.44	0.82	0.58
Maximum field pressure	0.57	0.38	0.68	0.50
Boring log-calculated pressure	0.52	0.34	0.53	0.35

Several observations can be made when reviewing the computed resistance factors:

1. In all cases verification of effective pressure resulted in higher resistance factors confirming a closer agreement between actual and the anticipated performance. This was followed by the maximum field recorded pressure values and a much poorer correlation between boring log predicted pressure to actual.
2. All 31 data sets exhibited at least 0.3%D displacement, but only 8 achieved 5%D (Chapter 4 bias tables). Therefore, when considering the *all displacements* category the data is populated more heavily with smaller displacements (31-0.3%; 30-1.0%, 14-2%; 14-3%; 12-4%; and 8-5%). However, 0.3%D was not included when determining the *all displacements* resistance factor.
3. By limiting the design end bearing to the computed grout pressure, the FDOT method produces progressively higher bias values at higher and higher displacements as the increasing load test data separates from the prediction method (Figure 5.3). This results in progressively higher resistance factor values at larger displacements. This skews the *all displacements* values as a result.
4. The 1%D values for both methods are essentially the same given lower predicted capacity is developed at small displacements and the FDOT limit is not yet active.
5. The relationship between the boring predicted pressure and that applied in the field is poorest resulting in the lowest resistance factors in all categories. Table 5.4 shows the ratios for the various grout pressure values and the CoV values which in part support this

finding. The average effective (actual measured) to design pressure ratio while close to 1.0 has the highest variability (CoV = 0.67).

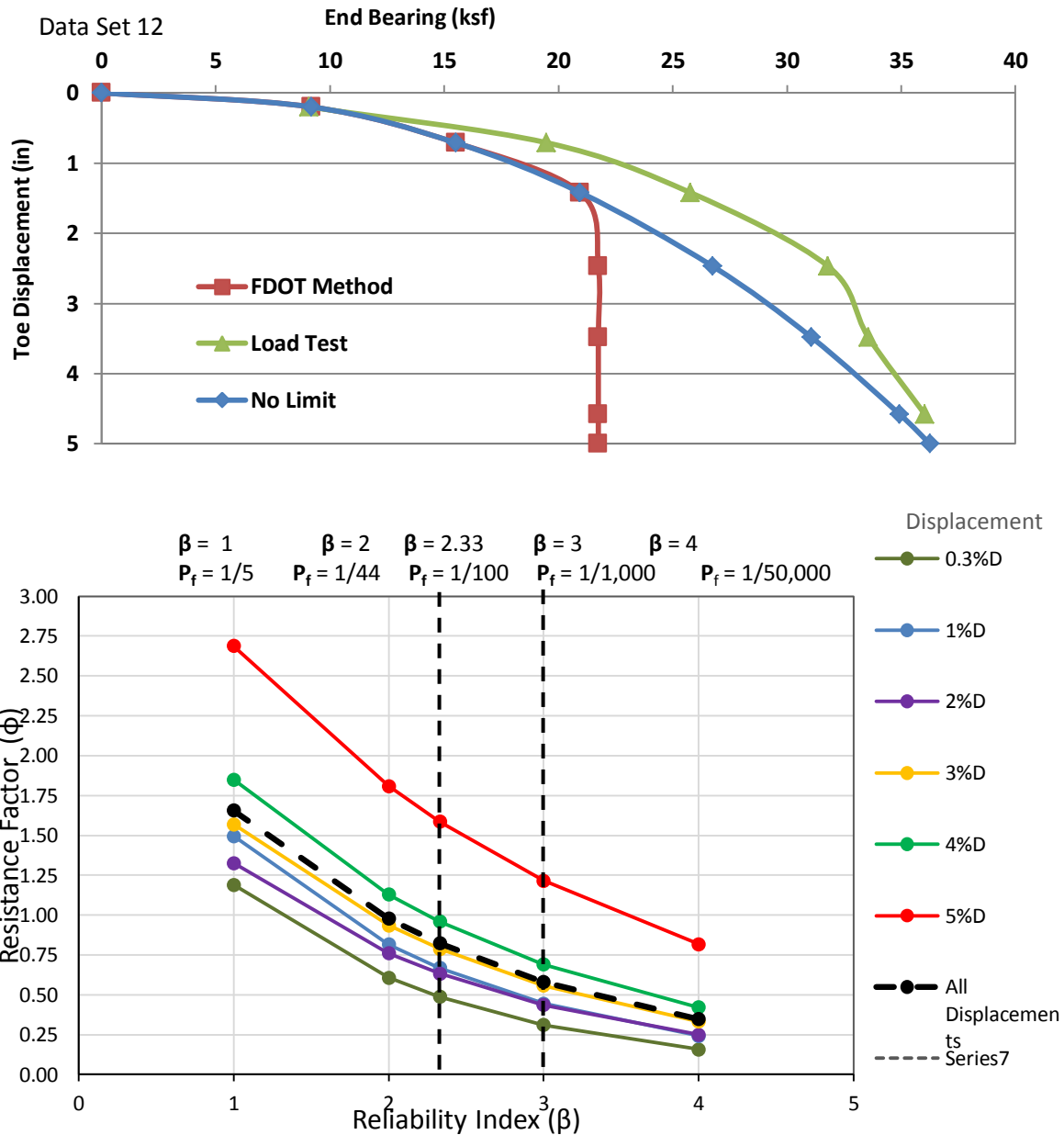


Figure 5.3 Effect of pressure limit on bias and resistance factors.

Table 5.3 Summary of grout pressures and grout pressure ratios.

Data Set	Project	Shaft ID	Effective	Peak	Design	Eff/Des	Eff/Peak	Peak/Des
1	Royal Park Bridge	LT-2	500	700	787	0.64	0.71	0.89
2		LT-3	300	700	846	0.35	0.43	0.83
3	PGA	LT-2	750	1097	787	0.95	0.68	1.39
4	Iowa	TS-4	80	142	726	0.11	0.56	0.20
5	Gerald Desmond	TP-2	600	1060	1000	0.60	0.57	1.06
6		TS-3C	400	1000	1000	0.40	0.40	1.00
7	Huey P. Long	TS-1	300	750	1230	0.24	0.40	0.61
8	TXDOT	S-2	230	230	95	2.42	1.00	2.42
9	Nachez	S-1	320	320	450	0.71	1.00	0.71
10	Clearwater Site I	FJ-1	80	80	88	0.90	1.00	0.90
11		FJ-2	70	70	35	2.00	1.00	2.00
12		SP-1	151	162	69	2.20	0.93	2.36
13		SP-2	170	180	68	2.50	0.94	2.65
14	Clearwater Site II	FJ-1	100	100	80	1.26	1.00	1.26
15		SP-1	90	114	80	1.13	0.79	1.43
16	Flagler	S-1	700	880	645	1.09	0.80	1.36
17	WPB Airport	S-1	470	529	375	1.25	0.89	1.41
18	Plant Daniel	501	700	1097	787	0.89	0.64	1.39
19		528	700	800	-	-	0.88	-
20		530	700	800	-	-	0.88	-
21	Southern 80 SR	S-1	590	640	-	-	0.92	-
22		S-2	600	765	-	-	0.78	-
23		S-3	590	647	-	-	0.91	-
24	Overland	S-1	400	609	541	0.74	0.66	1.13
25		S-2	300	743	450	0.67	0.40	1.65
26		S-3	345	365	513	0.67	0.95	0.71
27	Carolina Bay	S-1	293	308	488	0.60	0.95	0.63
28	Gilmerton	S-1	380	380	260	1.46	1.00	1.46
29	Peninsula	S-1	935	997	710	1.32	0.94	1.40
30	WestRail	41E	300	530	822	0.36	0.57	0.64
31		41W	300	513	822	0.36	0.58	0.62
average						0.99	0.78	1.24
stdev						0.66	0.21	0.61
CoV						0.67	0.26	0.49

5.3 Design Equation Refinement

The design equation published by Mullins et al (2006) was based on the linear relationship between the grout pressure index (GPI) and the tip capacity multiplier (TCM) and the non-linear relationship between displacement expressed as the percent of shaft diameters (%D) and TCM. This was determined by computing the TCM and GPI at different points along the load test curves

from nine test shafts from five different sites and expressed as a three-dimensional plot (Figure 5.4).

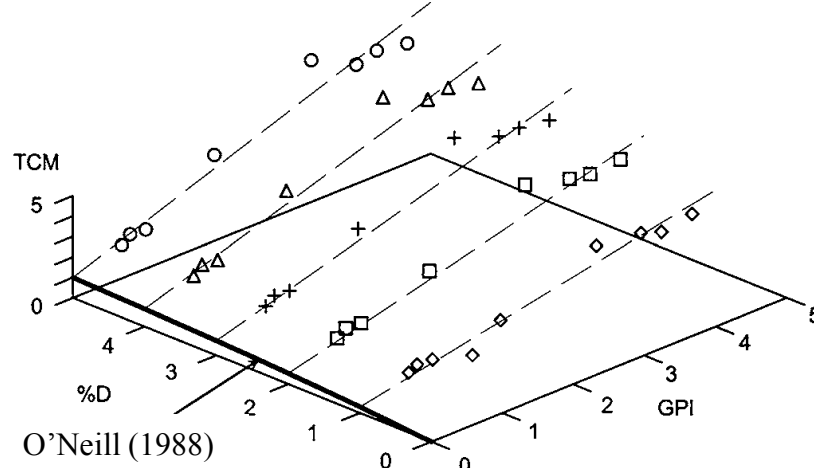


Figure 5.4 TCM defined by linear and non-linear relationships between GPI and %D, respectively (Mullins et al. 2006).

The design equation that resulted from these regressions (Eqn 2.4) was developed by determining the slope of each linear relationship and then by defining a relationship between slope of each line and the respective %D. The slope of each line in that publication was expressed as a fitted power function with R^2 of 0.97 (Figure 5.5). This is the same equation as the present FDOT method. The zero-GPI intercepts when plotted versus %D replicated O'Neill's (1988) equation for the normalized load transfer in end bearing also shown in AASHTO (2016) and Figure 5.6. Hence, at zero grout pressure the design equation resulted in an end bearing TCM that was the same as an ungrouted shaft.

Simply, TCM is a linear equation ($mx+b$) where x is the grout pressure index (GPI) and where m and b are dependent on %D. Equation 5.1 reorders Eqn 2.4 to show this more clearly. Table 5.3 shows the values of the slope and intercept for each of the lines shown in Figure 5.2.

%D	1	2	3	4	5
m	0.6944	0.9846	1.1149	1.1923	1.2575
b	0.29	0.53	0.71	0.87	1

$$TCM = 0.713(\%D^{0.364})(GPI) + \frac{\%D}{0.4(\%D)+3.0} \quad (5.1)$$

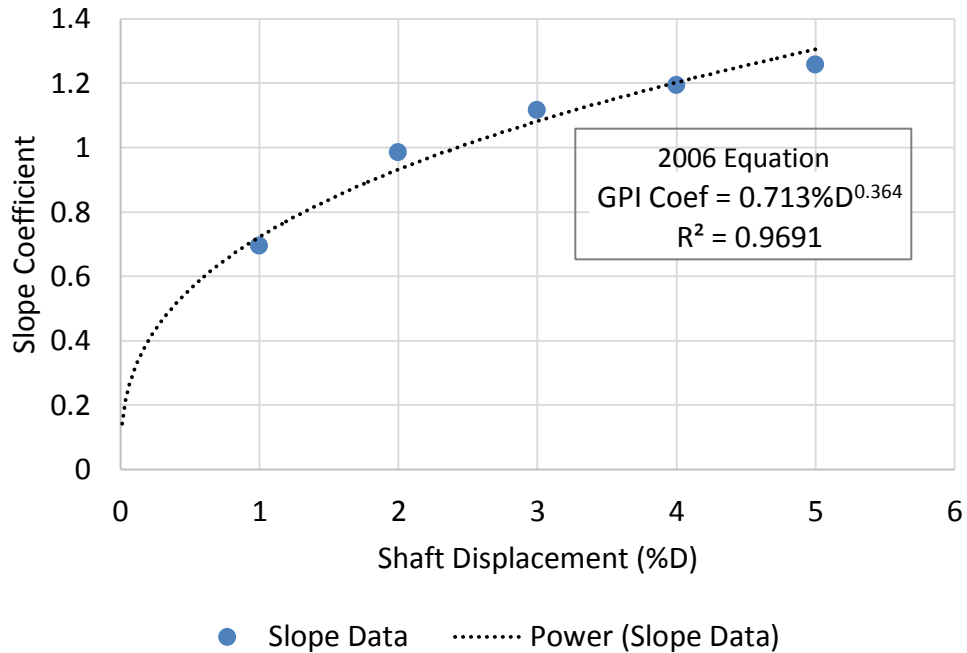


Figure 5.5 Original and refined GPI coefficient determination approaches.

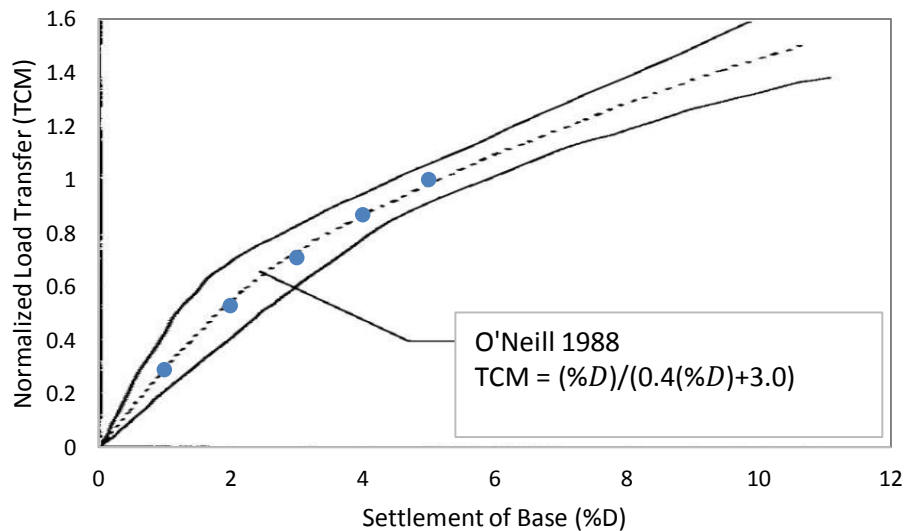


Figure 5.6 TCM intercepts (Table 5.1) match O'Neill design graph (adapted from AASHTO 2016 and O'Neill 1988).

The collection of more data sets compels the re-evaluation of the original design equation. Using the additional data sets, the same procedure outlined above was replicated to produce a new GPI vs %D relationship which then collectively becomes the GPI coefficient (Figure 5.7). The original intercept values were left the same again as the ungrouted shaft databased used by O'Neill is well accepted. The updated design equation is shown in Equation 5.2.

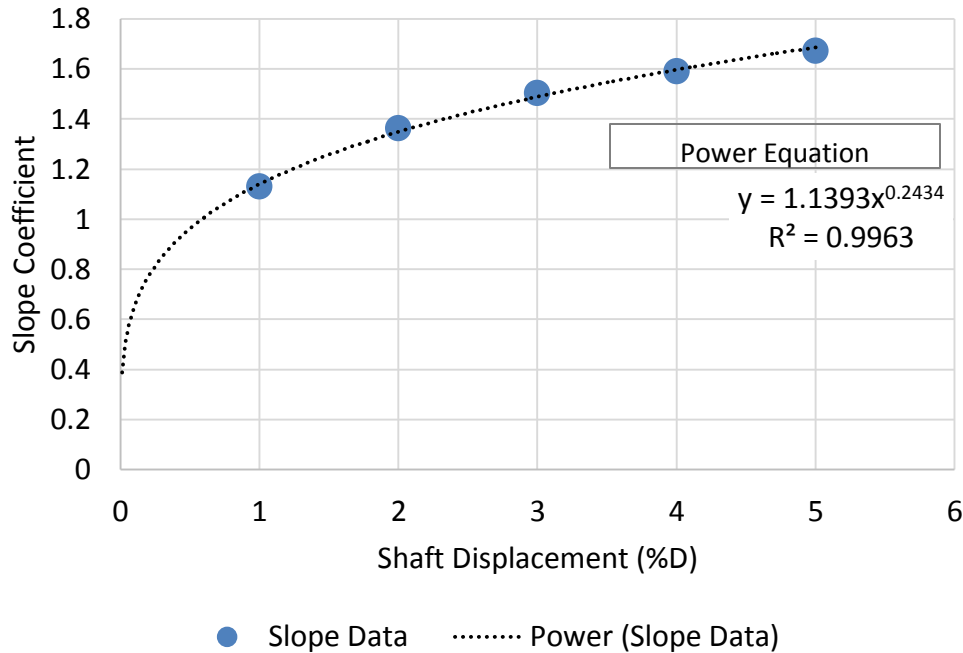


Figure 5.7 Updated equation using additional data sets.

$$TCM = 1.14(\%D^{0.243})(GPI) + \frac{\%D}{0.4(\%D)+3.0} \quad 5.2$$

At smaller displacements ($\leq 1\%D$) the updated equation gives higher capacity where the coefficient increased from 0.713 to 1.14. However, at larger displacements the smaller exponent gives lower capacity. In all, the average bias reduced. Table 5.5 shows the resistance factors that result from the updated equation for only the effective pressure bias where no grout pressure limit was applied just to show the effect of the update.

Table 5.4 Resistance factors using updated equation.

Bias Criteria	Resistance Factor, Phi (ϕ)		Resistance Factor, Phi (ϕ)	
	1% Displacement		All Displacements	
	$\beta = 2.33$	$\beta = 3.00$	$\beta = 2.33$	$\beta = 3.00$
Effective pressure (tri-axis plots)	0.45	0.30	0.42	0.29

The average bias (1.29) is improved (closer to 1.0) for the 31-shaft database which implies the updated equation better predicts (on average) the end bearing capacity; the CoV (0.59) did not improve markedly making the newer expression no better than the original equation. The higher bias stemming from the original design equation (1.74) coupled with a similar CoV value (0.62) results in a higher resistance factor. Technically, using the original equation with the higher resistance factor or use of the updated equation with the lower resistance factor result in the same probability of failure (and design capacity). Therefore, it is recommended no change be made to the existing equation and the resistance factors computed Table 5.1 or 5.2 are appropriately safe.

5.4 Recommendations

Ultimate capacity of driven piles is predicted on the basis of the Davisson method which either caps both end bearing and side shear dependent on the elastic shortening of the pile head (displacement based) or by assigning 100% side shear along with only one-third of the ultimate predicted capacity. In both cases, there is an attempt to match the side shear and end bearing capacities that develop simultaneously at the same displacement (strain compatible). For shafts, worldwide, there is a continued practice of assigning ultimate capacity under the strength limit state umbrella which unwittingly allows indefensible mismatches in the actual shaft performance from side shear and end bearing for a given displacement. Where post grouting minimizes this incompatibility, it is unwise (and perhaps unsafe) to assume more capacity from end bearing that stems from displacements that allow the side shear to go into a reduced residual state.

The rationale for limiting the computed end bearing to the computed grout pressure (FDOT method) is somewhat simplistic paralleling some of the original design philosophies of the 1970s when no rational design procedure had been developed. With both methods somewhat based on toe displacement, a more reasonable restriction is to limit the end bearing capacity to smaller displacements that align with known maximum side shear movement or 1%D. When considering the computed resistance factors for limited and unlimited approaches, there is no difference in resistance factor ($\phi = 0.67$ rounded down to the nearest 0.05 use 0.65) at strain compatible displacements (1%D). This should be qualified to only be used for redundant shaft / foundation configurations as a reliability index of 2.33 was used therein. For non-redundant shaft foundations that are post grouted a significantly reduced resistance factor should be applied ($\phi = 0.45$).

The conservatism associated with the grout pressure limited end bearing prediction method (FDOT method) at larger displacement (Table 5.2 *all displacements*) resulted in an unusually high resistance factor (0.82) when compared to other FDOT or AASHTO design methods when not employing a load test (Chapter 2). The original design method (Table 5.1) resulted in a lower and more reasonable resistance factor (0.55) again when compared to other design methods. However, allowing larger displacements defeats the strain compatibility restrictions/compliance discussed above and is not recommended.

Finally, the underlying premise of the study was that strict monitoring of grout pressure, grout volume and shaft uplift and the simultaneous evaluation of tri-axis plots provides the necessary insight and justification to declare how well or effectively the grouting has been performed. The design pressure must be verified via inspection records and the inspector-determined effective grout pressure should meet or exceed the design pressure in order to use the 0.65 resistance factor. Peak field-measured grout pressure was found to 28% higher than the verified effective pressure; office-calculated grout pressure was 24% higher than the effective pressure. This resulted in lower resistance factors when ignoring field effectiveness and an even lower resistance factor with no verification / inspection.

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APPENDIX A – SOIL INFORMATION

<div> <div>Boring Number:</div> <div>LT-2</div> </div> <div> <div>Ground Surface Elevation:</div> <div>-10.50</div> <div>ft</div> </div> <div> <div>Water Table Elevation:</div> <div>0.00</div> <div>ft</div> </div>						
Elevation (ft)	Depth (ft)	SPT-N	Soil Type	Rock Coring Information		
				qu (psi)	qs (psi)	Recovery %
-12.00	1.50	8	3			
-14.50	4.00	5	3			
-17.00	6.50	8	3			
-19.50	9.00	8	3			
-22.00	11.50	3	3			
-24.50	14.00	9	3			
-27.00	16.50	20	3			
-29.50	19.00	25	3			
-32.00	21.50	41	3			
-34.50	24.00	60	3			
-37.00	26.50	2	3			
-39.50	29.00	5	3			
-42.00	31.50	7	3			
-44.50	34.00	6	3			
-47.00	36.50	50	3			
-53.00	42.50	10	3			
-55.50	45.00	14	3			
-58.00	47.50	19	3			
-60.50	50.00	53	3			
-63.00	52.50	37	3			
-65.50	55.00	50	3			
-70.50	60.00	78	3			
-73.00	62.50	61	3			
-75.50	65.00	41	3			
-78.00	67.50	19	3			
-80.50	70.00	22	3			
-83.00	72.50	26	3			
-85.50	75.00	21	3			
-88.00	77.50	28	3			
-90.50	80.00	17	3			
-93.00	82.50	14	3			
-95.50	85.00	31	3			
-98.00	87.50	27	3			
-100.50	90.00	24	3			
-103.00	92.50	31	3			
-105.50	95.00	38	3			
-108.00	97.50	35	3			

Figure A.1 Data set 1 soil information

<div> <div>Boring Number:</div> <div>LT-3</div> </div> <div> <div>Ground Surface Elevation:</div> <div>-3.51</div> <div>m</div> </div> <div> <div>Water Table Elevation:</div> <div>0.00</div> <div>m</div> </div>						
Elevation (m)	Depth (m)	SPT-N	Soil Type	Rock Coring Information		
				qu (kPa)	qs (kPa)	Recovery %
-3.96	0.46	0	3			
-4.72	1.22	39	3			
-5.49	1.98	16	3			
-6.25	2.74	50	3			
-9.30	5.79	23	3			
-10.06	6.55	40	3			
-10.82	7.32	25	3			
-11.58	8.08	23	3			
-12.34	8.84	40	3			
-13.11	9.60	39	3			
-13.87	10.36	53	3			
-14.63	11.13	50	3			
-17.68	14.17	25	3			
-18.44	14.94	15	3			
-19.20	15.70	2	3			
-19.96	16.46	0	3			
-20.73	17.22	6	3			
-21.49	17.98	5	3			
-22.25	18.75	15	3			
-23.01	19.51	10	3			
-23.77	20.27	26	3			
-24.54	21.03	44	3			
-25.30	21.79	68	3			
-26.06	22.56	14	3			
-26.82	23.32	31	3			
-27.58	24.08	49	3			
-28.35	24.84	79	3			
-29.11	25.60	47	3			
-29.87	26.37	30	3			
-30.63	27.13	17	3			
-31.39	27.89	32	3			
-32.16	28.65	21	3			
-32.92	29.41	20	3			
-33.68	30.18	25	3			
-34.44	30.94	18	3			
-35.05	31.55	38	3			

Figure A.2 Data set 2 soil informati

PGA Blvd, Palm Beach: Boring PGAB-1					
		Top of Boring (ft) =		13.123	
F.Y.L. :	3	(m)	=	9.84251969 (ft.)	
		Water Table Elev. (ft.) =		8.530	
F.Y.L. :	1.6	(m)	=	5.24934383 (ft.)	
Elevation		Depth	SPT	Soil Type	Section Length
(ft)	(m)	(ft.)	N	(USCS)	(ft.)
12.12	3.70	1.00	7	SP	2.00
10.12	3.09	3.00	7	SP	2.00
8.12	2.48	5.00	11	SP	2.00
6.12	1.87	7.00	12	SP	2.00
4.12	1.26	9.00	10	SP	2.25
1.62	0.49	11.50	9	SP	2.50
-0.88	-0.27	14.00	7	SP	2.50
-3.38	-1.03	16.50	8	SP	2.50
-5.88	-1.79	19.00	19	SP	2.50
-8.38	-2.55	21.50	9	SP	2.50
-10.88	-3.32	24.00	7	SP	2.50
-13.38	-4.08	26.50	7	SP	2.50
-15.88	-4.84	29.00	11	SP	2.50
-18.38	-5.60	31.50	6	SP	2.50
-20.88	-6.36	34.00	2	SP	2.50
-23.38	-7.13	36.50	13	SP	2.50
-25.88	-7.89	39.00	16	SP	2.50
-28.38	-8.65	41.50	13	SP	2.50
-30.88	-9.41	44.00	14	SP	2.50
-33.38	-10.17	46.50	11	SP	2.50
-35.88	-10.94	49.00	16	SP	2.50
-38.38	-11.70	51.50	20	SP	2.50
-40.88	-12.46	54.00	37	SP	2.50
-43.38	-13.22	56.50	18	SP	2.50
-45.88	-13.98	59.00	18	SP	2.50
-48.38	-14.75	61.50	21	SP	2.50
-50.88	-15.51	64.00	24	SP	2.50
-53.38	-16.27	66.50	33	SP	2.50
-55.88	-17.03	69.00	20	SP	2.50
-58.38	-17.79	71.50	18	SP	2.50
-60.88	-18.56	74.00	16	SP	2.50

Figure A.3 Data set 3 soil information

LOG OF BORING NO. TS-4										Page 1 of 2
CLIENT Longfellow Drilling Inc.										
SITE Council Bluffs, IA					PROJECT Broadway Viaduct					
GRAPHIC LOG	DESCRIPTION	DEPTH, ft	USCS SYMBOL	SAMPLES				TESTS		
				NUMBER	TYPE	RECOVERY, in.	SPT - N ⁶⁰ BLOWS / ft	WATER CONTENT, %	DRY UNIT WT, pcf	UNCONFINED STRENGTH, psf
	(FILL) LEAN CLAY with sand, trace root hairs Grayish brown	0			HS					
		5		1	SS	13	7			
		10		2	SS	10	7			
		15		3	SS	14	5			
		18.5		4	SS	18	5			
		20		5	SS	20	4			
		23.5		6	SS	10	11			
		25		7	SS	18	10			
		30		8	SS	20	36			
		35		9	SS	15	6			
		40		10	SS	15	14			
	45		11	SS	18	38				
	50									
	55									

Continued Next Page

The stratification lines represent the approximate boundary lines between soil and rock types. In-situ, the transition may be gradual.

*Calibrated Hand Penetrometer
**CME Automatic Hammer

WATER LEVEL OBSERVATIONS, ft		BORING STARTED 3-26-10	
WL 20	WD	BORING COMPLETED 3-26-10	
WL		RIG 96	FOREMAN J.M.
WL		APPROVED DAM	JOB # 05105037

Terracon

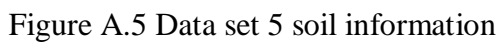
Figure A.4a Data set 4 soil information

LOG OF BORING NO. TS-4										Page 2 of 2	
CLIENT Longfellow Drilling Inc.											
SITE Council Bluffs, IA					PROJECT Broadway Viaduct						
GRAPHIC LOG	DESCRIPTION	DEPTH, ft.	USCS SYMBOL	SAMPLES				TESTS			
				NUMBER	TYPE	RECOVERY, in.	SPT - N ** BLOWS / ft.	WATER CONTENT, %	DRY UNIT WT pcf	UNCONFINED STRENGTH, psf	
	<u>FINE TO COARSE SAND</u> with silt and gray lean clay Brown, medium dense Trace gray fat clay layer, trace gravel at about 63.5 feet Trace lignite, trace sandy clay, trace gravel below about 68.5 feet	60		HS							
			SP 12	SS	18	10					
				HS							
		65	SP 13	SS	18	19					
				HS							
		70	SP 14	SS	18	8					
				HS							
		75	SP 15	SS	14	11					
				HS							
		80	SP 16	SS	18	15					
		HS									
85	SP 17	SS	15	14							
		HS									
90	SP 18	SS	15	19							
BOTTOM OF BORING		90									

The stratification lines represent the approximate boundary lines between soil and rock types: in-situ, the transition may be gradual.
*Calibrated Hand Penetrometer
**CME Automatic Hammer

WATER LEVEL OBSERVATIONS, ft				Terracon		BORING STARTED 3-26-10	
WL	20	WD				BORING COMPLETED 3-26-10	
WL						RIG 96 FOREMAN JM	
WL						APPROVED DAM JOB # 05105037	

Figure A.4b Data set 4 soil information



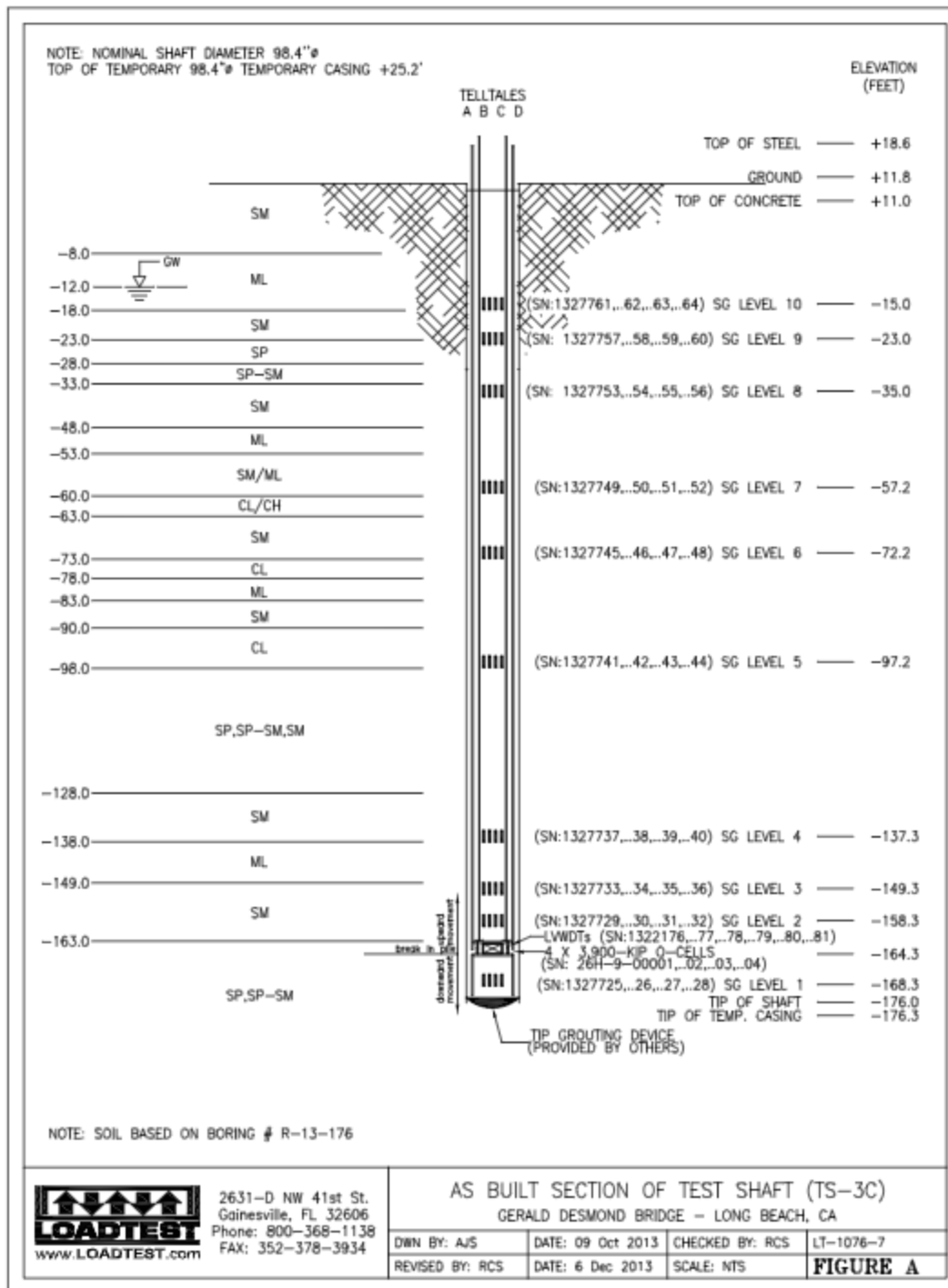


Figure A.6 Data set 6 soil information

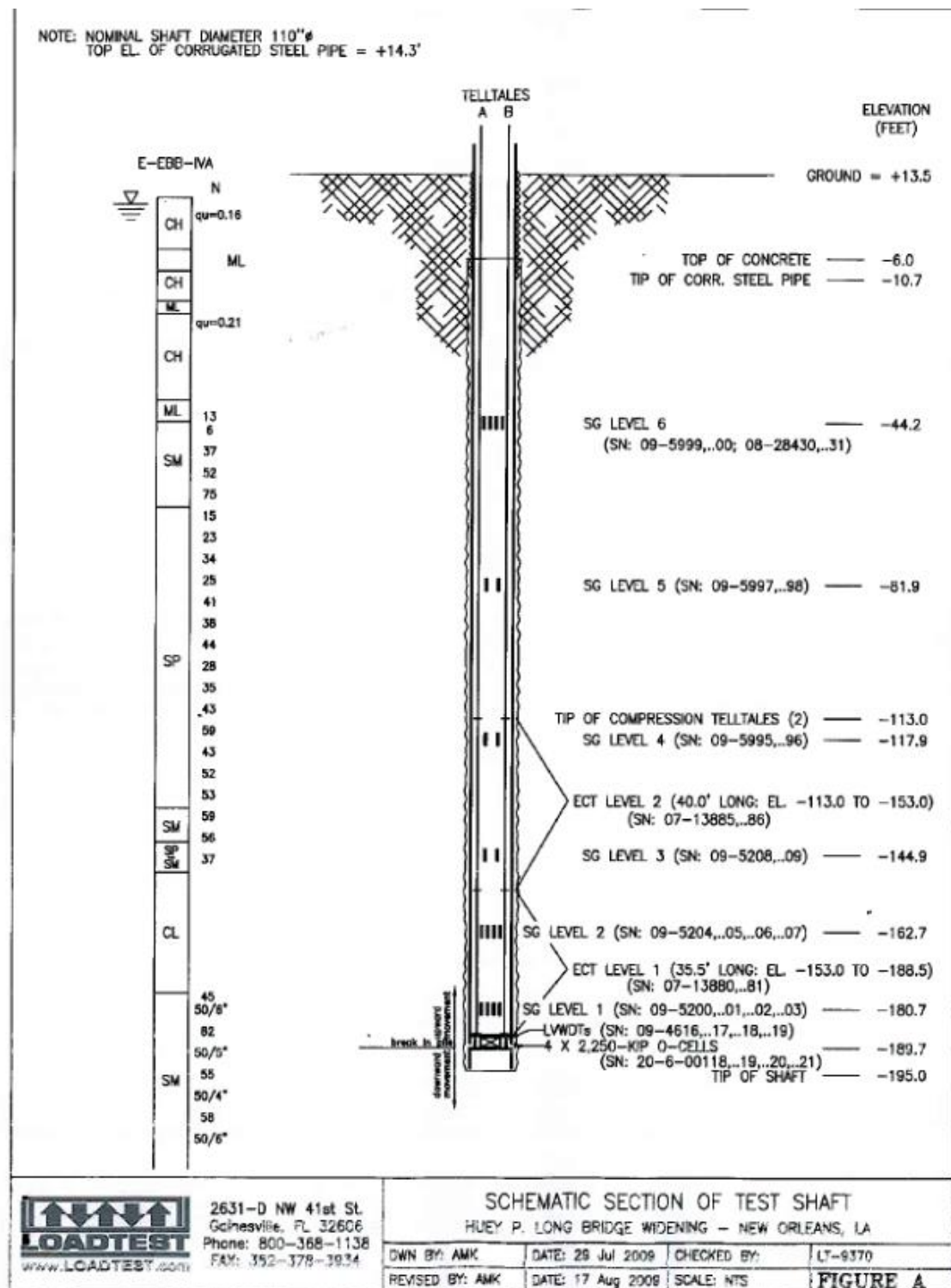


Figure A.7 Data set 7 soil information

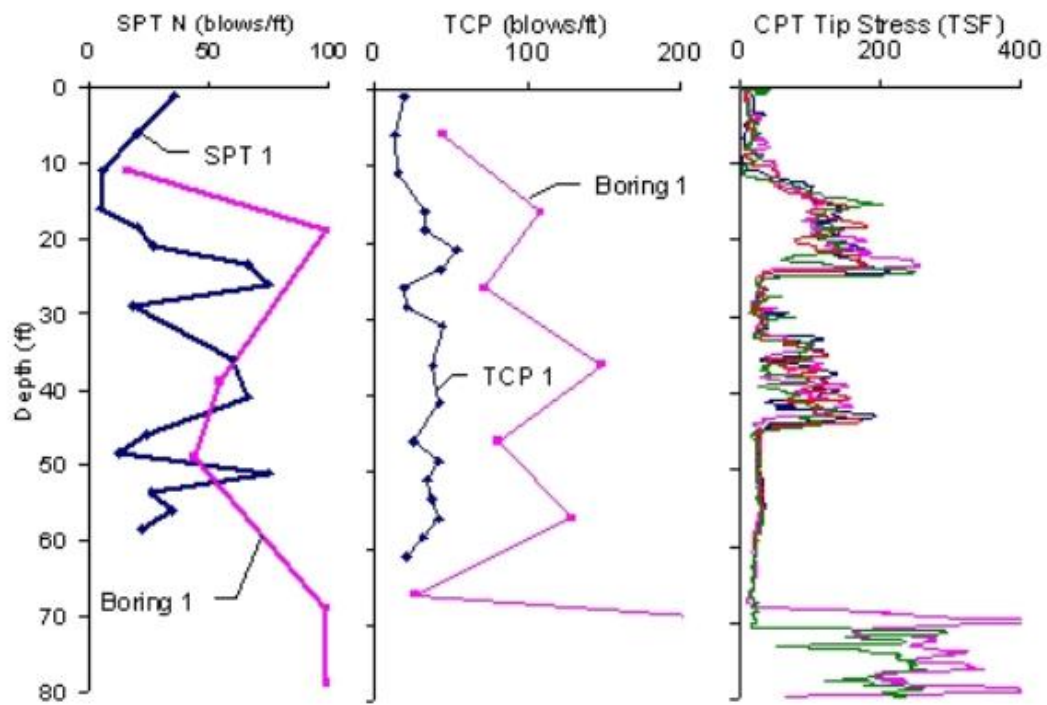


Figure A.8 Data set 8 soil information

Project Name:	Nachez						
Project Location:	Nachez, MS						
Geo Engineer:	Wilbur Smith						
Boring No:	B-1						
Pile Length (ft):	75						
Pile Diameter (ft)	6						
Elevation (NAD)	98.1						
Water Table Depth (ft)	0						
Effective Grout pressure (psi)	120						
q grouted	99.60						
%D	1.3889						
TCM (ungouted)	0.3906						

Elevation (ft)	Depth, Z (ft)	Z avr (ft)	Δ Z (ft)	Δ A (ft ²)	N	Soil Classification from SPT	Soil Type
98.1	0						
96.6	1.5	3.25	1.5	28.274	3	Silt	2
93.1	5	7.0	3.5	65.973	27	Silt	2
89.1	9	11.5	4	75.398	17	Sand	3
84.1	14	16.5	5	94.248	2	Silt	2
79.1	19	21.5	5	94.248	10	Sand	3
74.1	24.0	26.5	5	94.248	44	Sand	3
69.1	29	31.5	5	94.248	50	Sand	3
64.1	34	36.5	5	94.248	20	Sand	3
59.1	39	41.5	5	94.248	74	Sand	3
54.1	44	46.5	5	94.248	50	Sand	3
49.1	49	51.5	5	94.248	83	Sand	3
44.1	54	56.5	5	94.248	21	Sand	3
39.1	59	59.5	5	94.248	50	Sand	3

Figure A.9 Data set 9 soil information

Project Name: Clearwater
 Project Location: Clearwater, FL
 Geo Engineer: S1-FJ1
 Boring No: CPT FJ1
 Pile Length (ft): 15
 Pile Diameter (ft) 2
 Elevation (NAD) 0
 Water Table Depth (ft) 0
 Effective Grout pressure (psi) 20 2.88 ksf
 q grouted 43.90
 perm disp (in) 1
 %D 4.1667
 TCM (ungrouted) 0.8929

Elevation (ft)	Depth, Z (ft)	Z avr (ft)	Δ Z (ft)	Δ A (ft²)	Qc (tsf)	Qc (bar)	FR(%)	N	Soil Classification from SPT
0	0								
-0.25	0.25	0.375	0.25	1.5708	0.0022	0.0022	0.1462	0.0147	SAND
-0.5	0.5	0.6	0.25	1.5708	0.0069	0.0066	0.318	0.0208	SAND
-0.75	0.75	0.9	0.25	1.5708	0.025	0.024	0.3891	0.0617	SAND
-1	1	1.1	0.25	1.5708	0.1109	0.1065	0.5095	0.209	SAND
-1.25	1.25	1.4	0.25	1.5708	0.1411	0.1354	0.7794	0.1738	SAND
-1.5	1.5	1.6	0.25	1.5708	0.168	0.1612	0.752	0.2144	SAND
-1.75	2	1.9	0.25	1.5708	0.1534	0.1473	0.6248	0.2357	SAND
-2	2	2.1	0.25	1.5708	0.1366	0.1311	0.6475	0.2025	SAND
-2.25	2	2.4	0.25	1.5708	0.1116	0.1072	0.8185	0.1309	SAND
-2.5	3	2.6	0.25	1.5708	0.0636	0.061	1.2623	0.0483	CLAY
-2.75	2.75	2.9	0.25	1.5708	0.0347	0.0333	1.1354	0.0293	CLAY
-3	3	3.1	0.25	1.5708	0.0122	0.0117	0.9331	0.0126	SAND
-3.25	3.25	3.4	0.25	1.5708	0.0463	0.0445	0.6079	0.0731	SAND
-3.5	3.5	3.6	0.25	1.5708	0.0685	0.0658	0.5803	0.1133	SAND
-3.75	3.75	3.9	0.25	1.5708	0.0547	0.0525	0.9245	0.0568	SAND
-4	4	4.1	0.25	1.5708	0.0434	0.0417	1.641	0.0254	CLAY
-4.25	4.25	4.4	0.25	1.5708	0.0321	0.0308	1.0689	0.0288	CLAY
-4.5	4.5	4.6	0.25	1.5708	0.0231	0.0222	0.7452	0.0298	SAND
-4.75	4.75	4.9	0.25	1.5708	0.0231	0.0222	0.4448	0.0499	SAND
-5	5	5.1	0.25	1.5708	0.0203	0.0195	0.3905	0.05	SAND
-5.25	5.25	5.4	0.25	1.5708	0.0282	0.027	0.3905	0.0693	SAND
-5.5	5.5	5.6	0.25	1.5708	0.0798	0.0766	0.4336	0.1766	SAND
-5.75	5.75	5.9	0.25	1.5708	0.0908	0.0872	0.4336	0.201	SAND
-6	6	6.1	0.25	1.5708	0.0978	0.0938	0.4293	0.2186	SAND
-6.25	6.25	6.4	0.25	1.5708	0.0991	0.0952	0.5504	0.1729	SAND
-6.5	6.5	6.6	0.25	1.5708	0.095	0.0912	0.5504	0.1657	SAND
-6.75	6.75	6.9	0.25	1.5708	0.0837	0.0803	0.6445	0.1246	SAND
-7	7	7.1	0.25	1.5708	0.074	0.071	0.3944	0.18	SAND
-7.25	7.25	7.4	0.25	1.5708	0.0522	0.0501	0.2173	0.2306	SAND
-7.5	7.5	7.6	0.25	1.5708	0.0424	0.0407	0.0908	0.4485	SAND
-7.75	7.75	7.9	0.25	1.5708	0.0295	0.0283	0.0109	2.5946	SAND
-8	8	8.1	0.25	1.5708	0.0295	0.0283	0.0109	2.5946	SAND
-8.25	8.25	8.4	0.25	1.5708	0.0221	0.0212	0.0078	2.7163	SAND
-8.5	8.5	8.6	0.25	1.5708	0.0221	0.0212	0.0078	2.7163	SAND
-8.75	8.75	8.9	0.25	1.5708	0.0221	0.0212	0.0228	0.9293	SAND
-9	9	9.1	0.25	1.5708	0.0171	0.0165	0.0983	0.1674	SAND
-9.25	9.25	9.4	0.25	1.5708	0.0181	0.0174	0.0537	0.3239	SAND

Figure A10a Data set 10 soil information

Project Name: Clearwater
 Project Location: Clearwater, FL
 Geo Engineer: S1-FJ1
 Boring No: CPT FJ1
 Pile Length (ft): 15
 Pile Diameter (ft) 2
 Elevation (NAD) 0
 Water Table Depth (ft) 0
 Effective Grout pressure (psi) 20 2.88 ksf
 q grouted 43.90
 perm disp (in) 1
 %D 4.1667
 TCM (ungrouted) 0.8929

Elevation (ft)	Depth, Z (ft)	Z avr (ft)	Δ Z (ft)	Δ A (ft ²)	Qc (tsf)	Qc (bar)	FR(%)	N	Soil Classification from SPT
-9.5	9.5	9.6	0.25	1.5708	0.0195	0.0187	0.0537	0.3491	SAND
-9.75	9.75	9.9	0.25	1.5708	0.0281	0.027	0.0537	0.502	SAND
-10	10	10.1	0.25	1.5708	0.0335	0.0322	0.0379	0.8485	SAND
-10.25	10.25	10.4	0.25	1.5708	0.0432	0.0414	0.0379	1.0935	SAND
-10.5	10.5	10.6	0.25	1.5708	0.0432	0.0414	0.0379	1.0935	SAND
-10.75	10.75	10.9	0.25	1.5708	0.0457	0.0439	0.917	0.0479	SAND
-11	11	11.1	0.25	1.5708	0.0457	0.0439	0.917	0.0479	SAND
-11.25	11.25	11.4	0.25	1.5708	0.0457	0.0439	0.0012	36.584	SAND
-11.5	11.5	11.6	0.25	1.5708	0.0457	0.0439	0.0012	36.584	SAND
-11.75	11.75	11.9	0.25	1.5708	0.0266	0.0255	1.6748	0.0152	CLAY
-12	12	12.1	0.25	1.5708	0.0266	0.0255	1.6748	0.0152	CLAY
-12.25	12.25	12.4	0.25	1.5708	0.0207	0.0199	1.6748	0.0119	CLAY
-12.5	12.5	12.6	0.25	1.5708	0.0156	0.015	0.0591	0.2531	SAND
-12.75	12.75	12.9	0.25	1.5708	0.0156	0.015	1.6766	0.0089	CLAY
-13	13	13.1	0.25	1.5708	0.0257	0.0247	1.6766	0.0147	CLAY
-13.25	13.25	13.4	0.25	1.5708	0.0257	0.0247	0.0239	1.0327	SAND
-13.5	13.5	13.6	0.25	1.5708	0.0181	0.0174	0.0239	0.7262	SAND
-13.75	13.75	13.9	0.25	1.5708	0.0181	0.0174	0.1417	0.1225	SAND
-14	14	14.1	0.25	1.5708	0.0194	0.0187	0.1417	0.1316	SAND
-14.25	14.25	14.4	0.25	1.5708	0.0207	0.0199	0.3616	0.0551	SAND
-14.5	14.5	14.6	0.25	1.5708	0.0207	0.0199	0.5316	0.0375	SAND
-14.75	14.75	14.9	0.25	1.5708	0.0213	0.0204	0.3785	0.054	SAND
-15	15	15.1	0.25	1.5708	0.0329	0.0316	0.3785	0.0835	SAND
-15.25	15.25	15.4	0.25	1.5708	0.0329	0.0316	0.2758	0.1146	SAND
-15.5	15.5	15.6	0.25	1.5708	0.0454	0.0435	0.569	0.0765	SAND
-15.75	15.75	15.9	0.25	1.5708	0.0421	0.0404	0.6153	0.0657	SAND
-16	16	16.1	0.25	1.5708	0.029	0.0279	0.5876	0.0474	SAND
-16.25	16.25	16.4	0.25	1.5708	0.0233	0.0223	0.9567	0.0234	SAND
-16.5	16.5	16.6	0.25	1.5708	0.0151	0.0145	0.7306	0.0199	SAND
-16.75	16.75	16.9	0.25	1.5708	0.0071	0.0068	0.7306	0.0093	SAND
-17	17	17.1	0.25	1.5708	0.0107	0.0103	0.0408	0.2527	SAND
-17.25	17.25	17.4	0.25	1.5708	0.009	0.0087	0.0799	0.1084	SAND
-17.5	17.5	17.6	0.25	1.5708	0.0104	0.01	0.0799	0.1252	SAND
-17.75	17.75	17.9	0.25	1.5708	0.0119	0.0114	0.0799	0.1429	SAND
-18	18	18.1	0.25	1.5708	0.0029	0.0028	0.0799	0.0345	SAND
-18.25	18.25	18.4	0.25	1.5708	0.0029	0.0028	0.0425	0.0648	SAND
-18.5	18.5	18.6	0.25	1.5708	0.0026	0.0025	0.0425	0.0594	SAND
-18.75	18.75	18.9	0.25	1.5708	0.0026	0.0025	0.036	0.0701	SAND
-19	19	19.1	0.25	1.5708	0.0014	0.0013	0.036	0.0373	SAND
-19.25	19.25	19.4	0.25	1.5708	0.0014	0.0013	0.1808	0.0074	SAND
-19.5	19.5	19.6	0.25	1.5708	0.0014	0.0013	0.5229	0.0026	SAND
-19.75	19.75	19.9	0.25	1.5708	0.0014	0.0013	0.2239	0.006	SAND
-20	20	20.1	0.25	1.5708	0.0014	0.0013	0.2239	0.006	SAND

Figure A.10b Data set 10 soil information

Project Name: Clearwater
 Project Location: Clearwater, FL
 Geo Engineer: SI-F12
 Boring No: CPT F12
 Pile Length (ft): 15
 Pile Diameter (ft): 2
 Elevation (NAVD): 0
 Water Table Depth (ft): 0
 Effective Grout pressure (psf) 15 2.16 ksf
 q grouted 2.03
 perm disp (in) 1
 %O 4.1667
 TCM (ungrouted) 0.8925

Elevation [ft]	Depth, Z (ft)	Z avr (ft)	Δ Z (ft)	Δ A (ft ²)	Qc (tsf)	Qc (bar)	FR(%)	N	Soil Classification from SPT
0	0								
-0.25	0.25	0.375	0.25	1.5708	0.0285	0.013622	0.0769	0.1771	SAND
-0.5	0.50	0.6	0.25	1.5708	0.0285	0.013622	0.2852	0.0478	SAND
-0.75	0.75	0.9	0.25	1.5708	0.0599	0.028662	0.3486	0.0822	SAND
-1	1.00	1.1	0.25	1.5708	0.1145	0.05483	0.2942	0.1864	SAND
-1.25	1.25	1.4	0.25	1.5708	0.2967	0.142047	0.2534	0.5606	SAND
-1.5	1.50	1.6	0.25	1.5708	0.3017	0.144465	0.362	0.3991	SAND
-1.75	1.75	1.9	0.25	1.5708	0.2006	0.096027	0.5658	0.1697	SAND
-2	2.00	2.1	0.25	1.5708	0.1575	0.075414	0.5159	0.1462	SAND
-2.25	2.25	2.4	0.25	1.5708	0.1446	0.069237	0.7196	0.0962	SAND
-2.5	2.50	2.6	0.25	1.5708	0.0976	0.046709	0.6607	0.0707	SAND
-2.75	2.75	2.9	0.25	1.5708	0.1278	0.061188	0.4026	0.152	SAND
-3	3.00	3.1	0.25	1.5708	0.0499	0.023907	0.7204	0.0332	SAND
-3.25	3.25	3.4	0.25	1.5708	0.0758	0.036271	0.6108	0.0594	SAND
-3.5	3.50	3.6	0.25	1.5708	0.0433	0.020747	0.4568	0.0454	SAND
-3.75	3.75	3.9	0.25	1.5708	0.0498	0.023845	0.2485	0.094	SAND
-4	4.00	4.1	0.25	1.5708	0.061	0.024429	0.1352	0.1807	SAND
-4.25	4.25	4.4	0.25	1.5708	0.061	0.024429	0.1533	0.1593	SAND
-4.5	4.50	4.6	0.25	1.5708	0.0324	0.015495	0.108	0.1435	SAND
-4.75	4.75	4.9	0.25	1.5708	0.0276	0.013206	0.1804	0.0732	SAND
-5	5.00	5.1	0.25	1.5708	0.0324	0.015519	0.0491	0.3164	SAND
-5.25	5.25	5.4	0.25	1.5708	0.0212	0.010127	0.0491	0.2065	SAND
-5.5	5.50	5.6	0.25	1.5708	0.0189	0.009054	0.0491	0.1846	SAND
-5.75	5.75	5.9	0.25	1.5708	0.0215	0.010295	0.0444	0.2319	SAND
-6	6.00	6.1	0.25	1.5708	0.0188	0.009021	0.1349	0.0669	SAND
-6.25	6.25	6.4	0.25	1.5708	0.0632	0.030266	0.3024	0.1001	SAND
-6.5	6.50	6.6	0.25	1.5708	0.0731	0.034983	0.3034	0.1157	SAND
-6.75	6.75	6.9	0.25	1.5708	0.0811	0.038837	0.3069	0.1266	SAND
-7	7.00	7.1	0.25	1.5708	0.0895	0.042864	0.3023	0.1418	SAND
-7.25	7.25	7.4	0.25	1.5708	0.0895	0.042864	0.5677	0.0755	SAND
-7.5	7.50	7.6	0.25	1.5708	0.0915	0.043822	0.5677	0.0772	SAND
-7.75	7.75	7.9	0.25	1.5708	0.0774	0.03707	0.3701	0.1002	SAND
-8	8.00	8.1	0.25	1.5708	0.0565	0.027049	0.5014	0.0539	SAND
-8.25	8.25	8.4	0.25	1.5708	0.0529	0.025334	0.5466	0.0463	SAND
-8.5	8.50	8.6	0.25	1.5708	0.0529	0.025334	0.4379	0.0579	SAND
-8.75	8.75	8.9	0.25	1.5708	0.0529	0.025334	0.1888	0.1342	SAND
-9	9.00	9.1	0.25	1.5708	0.0245	0.011722	0.0846	0.1385	SAND
-9.25	9.25	9.4	0.25	1.5708	0.0245	0.011722	0.0209	0.5608	SAND
-9.5	9.50	9.6	0.25	1.5708	0.022	0.010544	0.0209	0.5045	SAND
-9.75	9.75	9.9	0.25	1.5708	0.0423	0.020254	0.0209	0.9691	SAND
-10	10.00	10.1	0.25	1.5708	0.0635	0.030391	0.0211	1.441	SAND
-10.25	10.25	10.4	0.25	1.5708	0.0218	0.010438	0.0256	0.4085	SAND
-10.5	10.50	10.6	0.25	1.5708	0.0253	0.012119	0.0256	0.4743	SAND
-10.75	10.75	10.9	0.25	1.5708	0.0395	0.018933	0.0256	0.741	SAND
-11	11.00	11.1	0.25	1.5708	0.029	0.013876	0.0256	0.5431	SAND
-11.25	11.25	11.4	0.25	1.5708	0.029	0.0139	0.0256	0.544	SAND
-11.5	11.50	11.6	0.25	1.5708	0.029	0.0139	0.0256	0.544	SAND
-11.75	11.75	11.9	0.25	1.5708	0.029	0.0139	0.0117	1.186	SAND
-12	12.00	12.1	0.25	1.5708	0.031	0.014824	0.3332	0.0445	SAND
-12.25	12.25	12.4	0.25	1.5708	0.0253	0.01205	0.2517	0.048	SAND
-12.5	12.50	12.6	0.25	1.5708	0.0203	0.00973	-0.007	-1.495	SAND
-12.75	12.75	12.9	0.25	1.5708	0.0257	0.012301	0.0071	1.7399	SAND
-13	13.00	13.1	0.25	1.5708	0.0294	0.014096	-0.016	-0.902	SAND
-13.25	13.25	13.4	0.25	1.5708	0.0294	0.014096	0.0296	0.4759	SAND
-13.5	13.50	13.6	0.25	1.5708	0.0282	0.013522	-0.029	-0.462	SAND
-13.75	13.75	13.9	0.25	1.5708	0.0273	0.013048	-0.029	-0.445	SAND
-14	14.00	14.1	0.25	1.5708	0.025	0.011947	-0.029	-0.408	SAND
-14.25	14.25	14.4	0.25	1.5708	0.0342	0.016352	-0.029	-0.558	SAND
-14.5	14.50	14.6	0.25	1.5708	0.022	0.010524	-0.016	-0.663	SAND
-14.75	14.75	14.9	0.25	1.5708	0.022	0.010524	-0.02	-0.515	SAND
-15	15.00	15.1	0.25	1.5708	0.0301	0.014422	0.287	0.0502	SAND
-15.25	15.25	15.4	0.25	1.5708	0.0289	0.01288	-0.003	-3.836	SAND
-15.5	15.50	15.6	0.25	1.5708	0.0226	0.010817	0.0247	0.4377	SAND
-15.75	15.75	15.9	0.25	1.5708	0.0255	0.012215	-0.002	-4.906	SAND
-16	16.00	16.1	0.25	1.5708	0.042	0.020101	0.079	0.2545	SAND

Figure A.11 Data set 11 soil information

Project Name:	Clearwater								
Project Location:	Clearwater, FL								
Geo Engineer:	S1-SP1								
Boring No:	CPT SP1								
Elevation (ft)	Depth, Z (ft)	Z avr (ft)	Δ Z (ft)	Δ A (ft ²)	Qc (tsf)	Qc (bar)	FR(%)	N	Soil Classification from SPT
0	0								
-0.75	0.75	0.875	0.75	4.712	0.035	0.017	0.34	0.049	SAND
-1	1.00	1.1	0.25	1.571	0.079	0.038	0.338	0.112	SAND
-1.25	1.25	1.4	0.25	1.571	0.085	0.041	0.658	0.062	SAND
-1.5	1.50	1.6	0.25	1.571	0.144	0.069	0.54	0.128	SAND
-1.75	1.75	1.9	0.25	1.571	0.209	0.1	0.54	0.185	SAND
-2	2.00	2.1	0.25	1.571	0.242	0.116	0.329	0.353	SAND
-2.25	2.25	2.4	0.25	1.571	0.122	0.058	0.258	0.227	SAND
-2.5	2.50	2.6	0.25	1.571	0.099	0.048	0.67	0.071	SAND
-2.75	2.75	2.9	0.25	1.571	0.121	0.058	0.529	0.109	SAND
-3	3.00	3.1	0.25	1.571	0.151	0.072	0.536	0.135	SAND
-3.25	3.25	3.4	0.25	1.571	0.149	0.071	0.465	0.153	SAND
-3.5	3.50	3.6	0.25	1.571	0.094	0.045	0.465	0.096	SAND
-3.75	3.75	3.9	0.25	1.571	0.064	0.031	0.465	0.066	SAND
-4	4.00	4.1	0.25	1.571	0.037	0.018	0.447	0.039	SAND
-4.25	4.25	4.4	0.25	1.571	0.022	0.011	0.445	0.024	SAND
-4.5	4.50	4.6	0.25	1.571	0.034	0.016	0.143	0.115	SAND
-4.75	4.75	4.9	0.25	1.571	0.07	0.034	0.208	0.161	SAND
-5	5.00	5.1	0.25	1.571	0.07	0.034	0.208	0.161	SAND
-5.25	5.25	5.4	0.25	1.571	0.082	0.039	0.343	0.115	SAND
-5.5	5.50	5.6	0.25	1.571	0.089	0.043	0.343	0.125	SAND
-5.75	5.75	5.9	0.25	1.571	0.089	0.043	0.385	0.111	SAND
-6	6.00	6.1	0.25	1.571	0.071	0.034	0.385	0.088	SAND
-6.25	6.25	6.4	0.25	1.571	0.071	0.034	0.425	0.08	SAND
-6.5	6.50	6.6	0.25	1.571	0.053	0.025	0.469	0.054	SAND
-6.75	6.75	6.9	0.25	1.571	0.032	0.015	0.606	0.025	SAND
-7	7.00	7.1	0.25	1.571	0.032	0.015	0.441	0.034	SAND
-7.25	7.25	7.4	0.25	1.571	0.032	0.015	0.161	0.094	SAND
-7.5	7.50	7.6	0.25	1.571	0.032	0.015	0.02	0.756	SAND
-7.75	7.75	7.9	0.25	1.571	0.032	0.015	0.02	0.756	SAND
-8	8.00	8.1	0.25	1.571	0.018	0.008	0.02	0.421	SAND
-8.25	8.25	8.4	0.25	1.571	0.03	0.014	0.383	0.037	SAND
-8.5	8.50	8.6	0.25	1.571	0.042	0.02	0.013	1.598	SAND
-8.75	8.75	8.9	0.25	1.571	0.029	0.014	0.102	0.134	SAND
-9	9.00	9.1	0.25	1.571	0.029	0.014	0.04	0.346	SAND
-9.25	9.25	9.4	0.25	1.571	0.029	0.014	0.576	0.024	SAND
-9.5	9.50	9.6	0.25	1.571	0.046	0.022	0.071	0.311	SAND
-9.75	9.75	9.9	0.25	1.571	0.046	0.022	0.575	0.039	SAND
-10	10.00	10.1	0.25	1.571	0.035	0.017	0.575	0.029	SAND
-10.25	10.25	10.4	0.25	1.571	0.035	0.017	0.006	2.767	SAND
-10.5	10.50	10.6	0.25	1.571	0.035	0.017	0.006	2.767	SAND
-10.75	10.75	10.9	0.25	1.571	0.035	0.017	0.083	0.201	SAND
-11	11.00	11.1	0.25	1.571	0.035	0.017	0.416	0.04	SAND
-11.25	11.25	11.4	0.25	1.571	0.035	0.017	0.015	1.085	SAND
-11.5	11.50	11.6	0.25	1.571	0.041	0.02	0.015	1.275	SAND
-11.75	11.75	11.9	0.25	1.571	0.013	0.006	0.118	0.054	SAND
-12	12.00	12.1	0.25	1.571	0.049	0.023	0.118	0.199	SAND
-12.25	12.25	12.4	0.25	1.571	0.069	0.033	0.048	0.689	SAND
-12.5	12.50	12.6	0.25	1.571	0.069	0.033	0.158	0.209	SAND
-12.75	12.75	12.9	0.25	1.571	0.059	0.028	0.108	0.259	SAND
-13	13.00	13.1	0.25	1.571	0.044	0.021	0.108	0.196	SAND
-13.25	13.25	13.4	0.25	1.571	0.044	0.021	0.035	0.607	SAND
-13.5	13.50	13.6	0.25	1.571	0.041	0.019	0.035	0.556	SAND
-13.75	13.75	13.9	0.25	1.571	0.041	0.019	0.099	0.197	SAND
-14	14.00	14.1	0.25	1.571	0.041	0.019	0.099	0.197	SAND
-14.25	14.25	14.4	0.25	1.571	0.038	0.018	0.099	0.186	SAND
-14.5	14.50	14.6	0.25	1.571	0.04	0.019	0.045	0.422	SAND
-14.75	14.75	14.9	0.25	1.571	0.029	0.014	0.045	0.311	SAND
-15	15.00	15.1	0.25	1.571	0.026	0.012	0.157	0.078	SAND
-15.25	15.25	15.4	0.25	1.571	0.026	0.012	0.498	0.025	SAND
-15.5	15.50	15.6	0.25	1.571	0.035	0.017	0.659	0.025	SAND
-15.75	15.75	15.9	0.25	1.571	0.026	0.012	0.748	0.016	SAND
-16	16.00	16.1	0.25	1.571	0.026	0.012	0.839	0.015	SAND
-16.25	16.25	16.4	0.25	1.571	0.021	0.01	0.839	0.012	SAND

Figure A.12 Data set 12 soil information

Project Name: Clearwater									
Project Location: Clearwater, FL									
Geo Engineer: S1-SP2									
Boring No: CPT SP2									
Elevation (ft)	Depth, Z (ft)	Z avr (ft)	Δ Z (ft)	Δ A (ft ²)	Qc (tsf)	Qc (bar)	FR(%)	N	Soil Classification from SPT
0	0								
-0.5	0.50	0.625	0.5	3.142	0.045	0.022	0.099	0.218	SAND
-0.75	0.75	0.9	0.25	1.571	0.116	0.055	0.467	0.119	SAND
-1	1.00	1.1	0.25	1.571	0.216	0.103	0.467	0.221	SAND
-1.25	1.25	1.4	0.25	1.571	0.203	0.097	0.43	0.226	SAND
-1.5	1.50	1.6	0.25	1.571	0.254	0.122	0.297	0.409	SAND
-1.75	1.75	1.9	0.25	1.571	0.254	0.122	0.297	0.409	SAND
-2	2.00	2.1	0.25	1.571	0.248	0.119	0.454	0.262	SAND
-2.25	2.25	2.4	0.25	1.571	0.243	0.116	0.454	0.256	SAND
-2.5	2.50	2.6	0.25	1.571	0.235	0.113	0.454	0.248	SAND
-2.75	2.75	2.9	0.25	1.571	0.258	0.124	0.361	0.342	SAND
-3	3.00	3.1	0.25	1.571	0.121	0.058	0.431	0.134	SAND
-3.25	3.25	3.4	0.25	1.571	0.218	0.104	0.382	0.273	SAND
-3.5	3.50	3.6	0.25	1.571	0.271	0.13	0.442	0.294	SAND
-3.75	3.75	3.9	0.25	1.571	0.161	0.077	0.436	0.177	SAND
-4	4.00	4.1	0.25	1.571	0.112	0.054	0.656	0.082	SAND
-4.25	4.25	4.4	0.25	1.571	0.086	0.041	0.793	0.052	SAND
-4.5	4.50	4.6	0.25	1.571	0.096	0.046	0.64	0.072	SAND
-4.75	4.75	4.9	0.25	1.571	0.096	0.046	0.371	0.124	SAND
-5	5.00	5.1	0.25	1.571	0.11	0.053	0.256	0.206	SAND
-5.25	5.25	5.4	0.25	1.571	0.11	0.053	0.501	0.105	SAND
-5.5	5.50	5.6	0.25	1.571	0.034	0.016	0.374	0.043	SAND
-5.75	5.75	5.9	0.25	1.571	0.121	0.058	0.374	0.155	SAND
-6	6.00	6.1	0.25	1.571	0.113	0.054	0.415	0.13	SAND
-6.25	6.25	6.4	0.25	1.571	0.09	0.043	0.415	0.104	SAND
-6.5	6.50	6.6	0.25	1.571	0.09	0.043	0.437	0.099	SAND
-6.75	6.75	6.9	0.25	1.571	0.074	0.035	0.458	0.077	SAND
-7	7.00	7.1	0.25	1.571	0.055	0.026	0.497	0.053	SAND
-7.25	7.25	7.4	0.25	1.571	0.055	0.026	0.325	0.081	SAND
-7.5	7.50	7.6	0.25	1.571	0.033	0.016	0.075	0.21	SAND
-7.75	7.75	7.9	0.25	1.571	0.033	0.016	0.039	0.408	SAND
-8	8.00	8.1	0.25	1.571	0.033	0.016	0.039	0.408	SAND
-8.25	8.25	8.4	0.25	1.571	0.025	0.012	0.039	0.315	SAND
-8.5	8.50	8.6	0.25	1.571	0.025	0.012	0.042	0.289	SAND
-8.75	8.75	8.9	0.25	1.571	0.025	0.012	0.042	0.289	SAND
-9	9.00	9.1	0.25	1.571	0.056	0.027	0.042	0.633	SAND
-9.25	9.25	9.4	0.25	1.571	0.056	0.027	0.012	2.162	SAND
-9.5	9.50	9.6	0.25	1.571	0.056	0.027	0.012	2.162	SAND
-9.75	9.75	9.9	0.25	1.571	0.056	0.027	0.012	2.162	SAND
-10	10.00	10.1	0.25	1.571	0.056	0.027	0.012	2.162	SAND
-10.25	10.25	10.4	0.25	1.571	0.037	0.018	0.012	1.428	SAND
-10.5	10.50	10.6	0.25	1.571	0.037	0.018	0.052	0.337	SAND
-10.75	10.75	10.9	0.25	1.571	0.037	0.018	0.052	0.337	SAND
-11	11.00	11.1	0.25	1.571	0.043	0.02	0.052	0.391	SAND
-11.25	11.25	11.4	0.25	1.571	0.043	0.02	0.052	0.391	SAND
-11.5	11.50	11.6	0.25	1.571	0.043	0.02	0.037	0.552	SAND
-11.75	11.75	11.9	0.25	1.571	0.056	0.027	0.037	0.722	SAND
-12	12.00	12.1	0.25	1.571	0.056	0.027	0.037	0.722	SAND
-12.25	12.25	12.4	0.25	1.571	0.056	0.027	0.038	0.712	SAND
-12.5	12.50	12.6	0.25	1.571	0.037	0.018	0.038	0.476	SAND
-12.75	12.75	12.9	0.25	1.571	0.046	0.022	0.038	0.59	SAND
-13	13.00	13.1	0.25	1.571	0.046	0.022	0.064	0.347	SAND
-13.25	13.25	13.4	0.25	1.571	0.046	0.022	0.085	0.26	SAND
-13.5	13.50	13.6	0.25	1.571	0.061	0.029	0.085	0.342	SAND
-13.75	13.75	13.9	0.25	1.571	0.061	0.029	0.085	0.342	SAND
-14	14.00	14.1	0.25	1.571	0.045	0.022	0.07	0.31	SAND
-14.25	14.25	14.4	0.25	1.571	0.045	0.022	0.09	0.24	SAND
-14.5	14.50	14.6	0.25	1.571	0.075	0.036	0.09	0.4	SAND
-14.75	14.75	14.9	0.25	1.571	0.098	0.047	0.189	0.248	SAND
-15	15.00	15.1	0.25	1.571	0.09	0.043	0.189	0.227	SAND
-15.25	15.25	15.4	0.25	1.571	0.072	0.034	0.189	0.182	SAND
-15.5	15.50	15.6	0.25	1.571	0.06	0.029	0.189	0.151	SAND
-15.75	15.75	15.9	0.25	1.571	0.06	0.029	0.189	0.151	SAND
-16	16.00	16.1	0.25	1.571	0.06	0.029	0.189	0.151	SAND
-16.25	16.25	16.4	0.25	1.571	0.06	0.029	0.061	0.469	SAND

Figure A.13 Data set 13 soil information

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FIELD BORING LOG

FORD 675-019-13
MATERIALS - 1095

Page 1 of Page 2

Project: <u>USF</u>		Type: <u>POST GRANT</u>		Boring #: <u>B-3</u>	Director: _____	Type Soil penetrometer: <u>CME 75</u>
Bridge #: <u>N/A</u>		Station #: <u>N/A</u>		Other: <u>N/A</u>	County: <u>Pinellas</u>	U.O.T.#: <u>23867</u>
ELEVATION BASED ON: <u>KEVIN MARK</u>					Township: <u>South</u>	Range: <u>East</u>
Description: <u>SET for Post Grant research</u>					Water Table Elevation: _____	
Drilled By: <u>Ramona J. Sturge</u>		Lagged By: <u>PR. Langston</u>			Type Hammer: <u>Auto</u>	
Date/Time Started: <u>6/26/00 1:15</u>		Date/Time Completed: <u>6/26/00 2:45</u>			Boring (ft) (m): _____	
Water Table Measured Station: <u>N/A</u>		Other: <u>N/A</u>			Monitor GMR: <u>N/A</u>	
Water Table Depth: _____						

DEPTH (feet)		SPT BLows	MATERIAL DESCRIPTION	SAMPLES			REMARKS
FROM	TO			NO.	IN	W	
0.0							NO ground sample taken due to rocks, trash
1.5				1			
1.5		8	med brn Sand 7/8 sil				
		5	med med dense				
	3.0	7	dry (F.H.)	2	13 1/2	75	
3.0		5	brn Sand w/salts				STRATA CHANGE @ 3.0'
		8	med dense wet				
	4.5	10		3	15 1/2	75	
4.5		3	med brn Sand, loose				STRATA CHANGE @ 4.5'
		3	wet				
	6.0	4		4	18 1/2	75	
6.0		2	med brn fine Sand				STRATA CHANGE @ 6.0'
		2	loose, wet				
	7.5	2		5	18	100	
7.5		1	SAME				
		1					
	9.0	2		6	9	50	
9.0		1	med brn Sand				STRATA CHANGE @ 9.0'
		1	very loose, wet				
	10.5	1		7	18 1/2	75	(1st blow pushed tube 12")
		0	SAME				
	12.0	1		8	7	50	(weight of hammer pushed tube 12")
12.0		1	SAME				
		1					
	13.5	1		9	18	100	
13.5		0	med brn Sand 7/8 sil				STRATA CHANGE @ 13.5'
		2	loose, wet				
	15.0	3		10	18 1/2	75	

Figure A.14a Data set 14 soil information

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FIELD BORING LOG

FORM STD-206-12
MATERIALS - 11/91

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Project No. <u>USF</u>		PT. No. <u>Post Grout</u>		Boring No. <u>B-3</u>		Section No. <u>N/A</u>		Depth <u>N/A</u>	
SAMPLE		SPT BLOWS	MATERIAL DESCRIPTION	SAMPLES			REMARKS		
FROM	TO			NO.	In.	%			
15.0		3	Gray coarse Sand				STRENGTH CHANGE @ 15.0'		
		3	loose, wet						
	16.5	4		11	13 1/4	75	STRENGTH CHANGE @ 16.5'		
16.5		2	Gray coarse Sand						
		3	7/8 silt, loose, wet				Termination @ 18.0'		
	18.0	3		12	13	100			

Figure A.14b Data set 14 soil information

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FIELD BORING LOG

FORM 625-02-13
MATERIALS-1895

Page 1 of Page 2

Project No. 113F Station Post Locust Boring No. B-4 Iteration: _____ Type Equipment 6" P.C.T.
 Bridge No. N/A Section No. N/A Offset N/A County Pinellas D.O.T. # 23667
 ELEVATION BASED ON BENCH MARK _____ Township South Range East Section _____
 Description SOI for Post Locust research Water Table Elevation _____ Type Hammer _____
 Drilled By Donna Stueck Logged By Deborah Boring type Standard Penetration Test (SPT)
 Date/Time Started 5/1/00 Date/Time Completed 5/1/00 Water Table Depth _____
 Water Table Elevation Station N/A Offset N/A Monitor GSY N/A

FROM	TO	SPT BLOWS	MATERIAL DESCRIPTION	SAMPLES			REMARKS
				NO.	IN.	%	
0.0							no ground sample taken due to rocks & trash
	1.5			1			
1.5		5	Dark brown sand, T/Silt				
		5	iron med. coarse,				
	3.0	5	moist	2	18	100	
3.0		4					
		7	NO RECOVERY				
	4.5	11		3	0	0	
4.5		7	Dark Sand in pockets				STRATA CHANGE @ 4.5'
		5	med. coarse, moist				
	6.0	6		4	4 1/2	25	
6.0		2	same (very loose)				
		1					
	7.5	2		5	13 1/2	75	
7.5		4	NO RECOVERY				
		3					
	9.0	1		6	0	0	
9.0		4	med. brown sand				(weight of hammer pushed tube 12")
		4	very loose, wet				
	10.5	1		7	18	100	
10.5		1	SAME				(weight of hammer pushed tube 6")
	12.0	1		8	18	100	
12.0		4	gray sand T/Silt				(weight of hammer pushed tube 12")
		4	very loose, wet				
	13.5	2		9	13 1/2	75	STRATA CHANGE @ 12.5'
13.5		2	gray sand, loose				in spoon
		2	wet				(weight of rod pushed spoon 6")
	15.0	3		10	13 1/2	75	STRATA CHANGE @ 13.5'

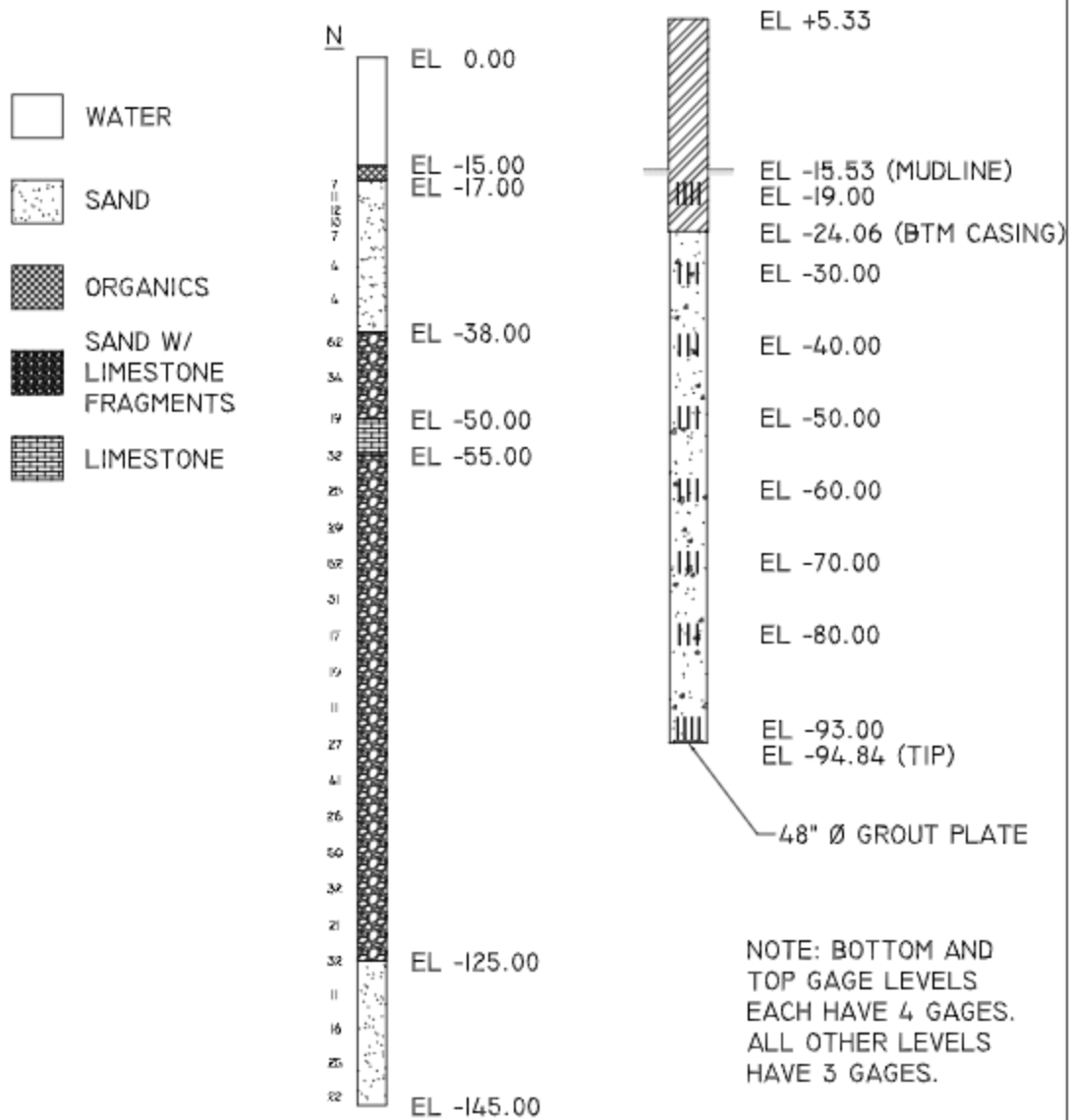
Figure A.15a Data set 15 soil information

FORM 476-ENR-13
MATERIALS - 1095

Page 2 of Page 2

Figure A.15b Data set 15 soil information

TEST SHAFT 2 SCHEMATIC DRAWING INSTRUMENTATION LAYOUT



APPLIED FOUNDATION TESTING, INC.

FLAGLER MEMORIAL BRIDGE

FigureA.16 Data set 16 soil information

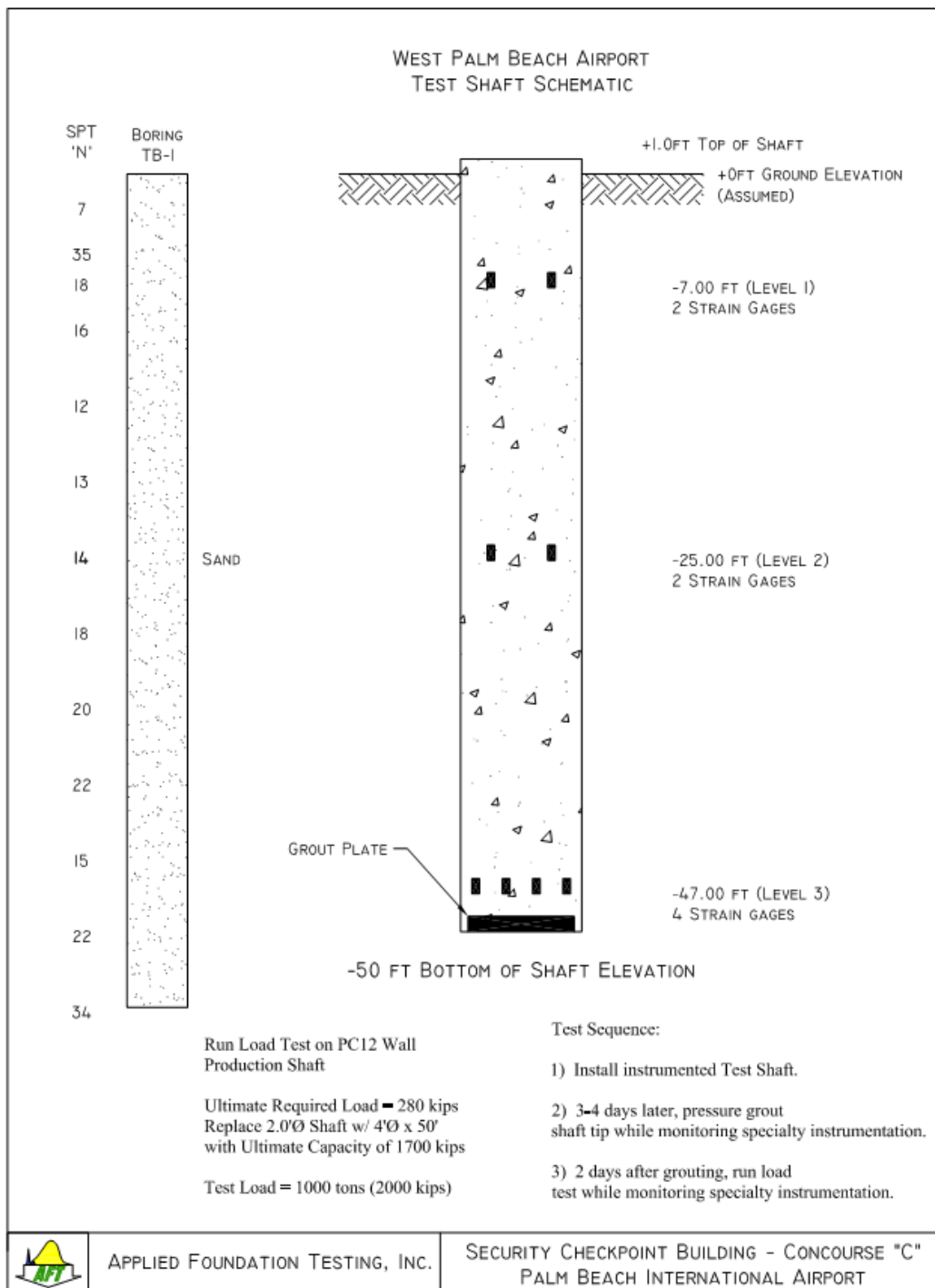


Figure A.17 Data set 17 soil information

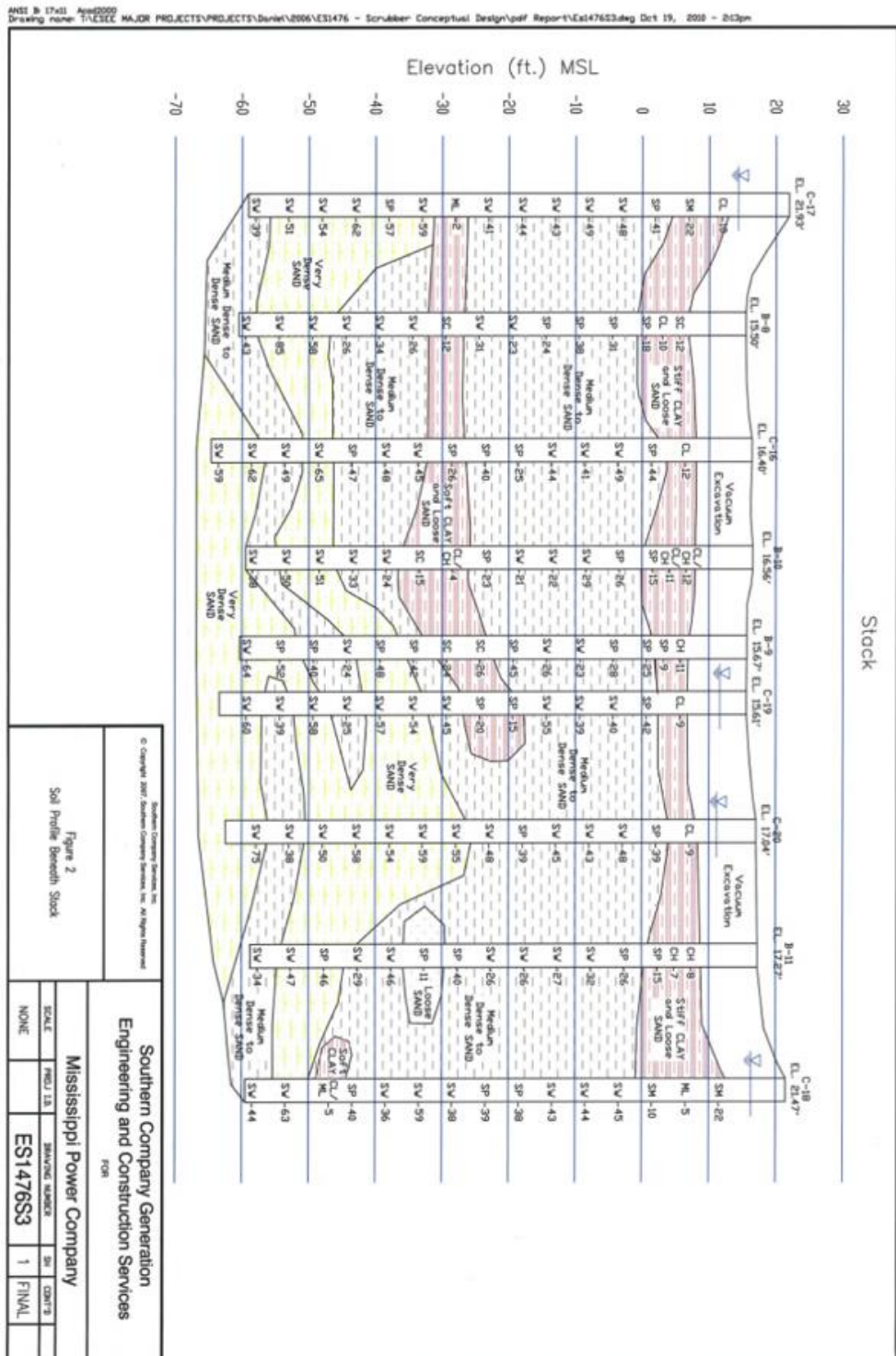


Figure A.18 Data set 18 soil information

145

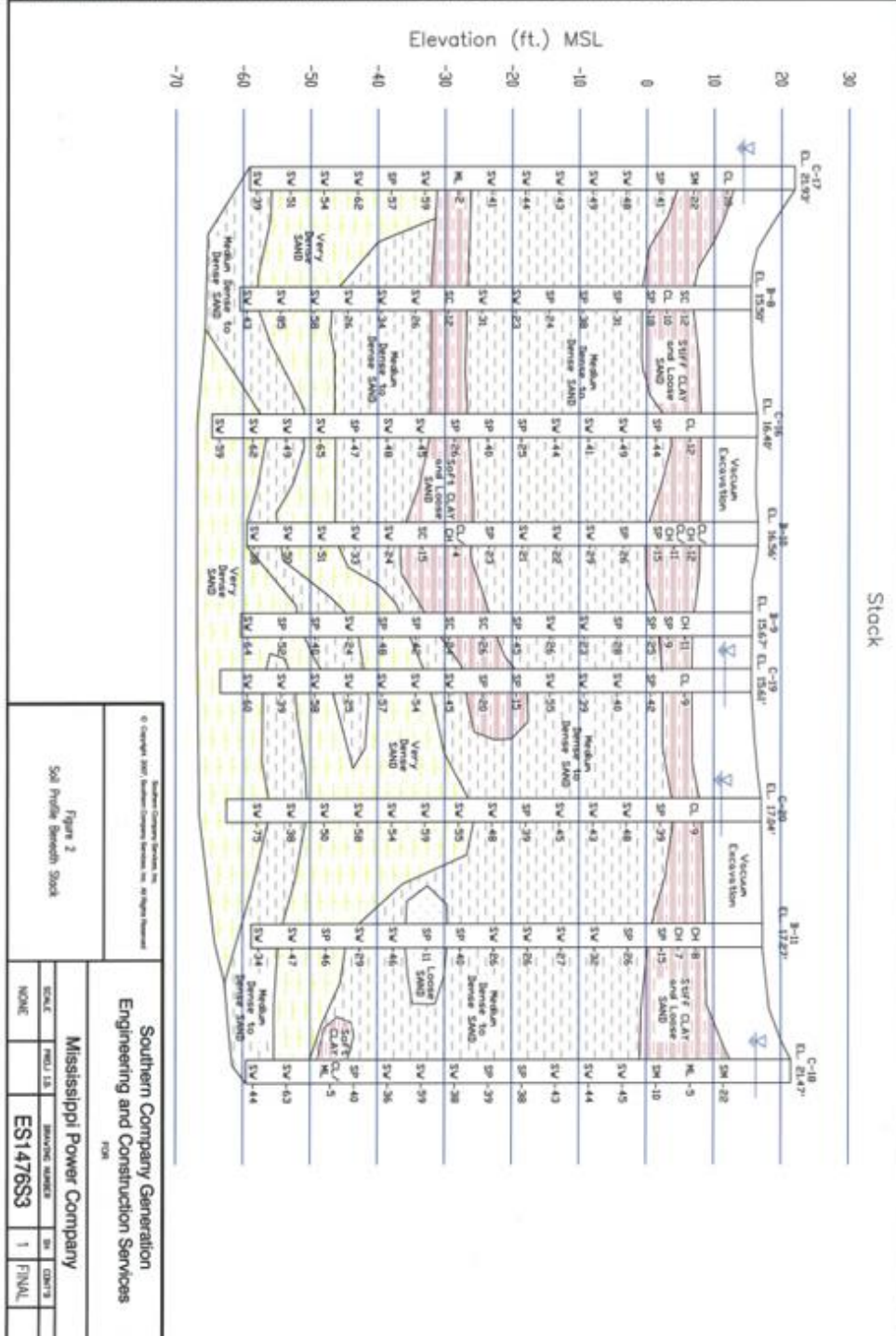


Figure A.20 Data set 20 soil information

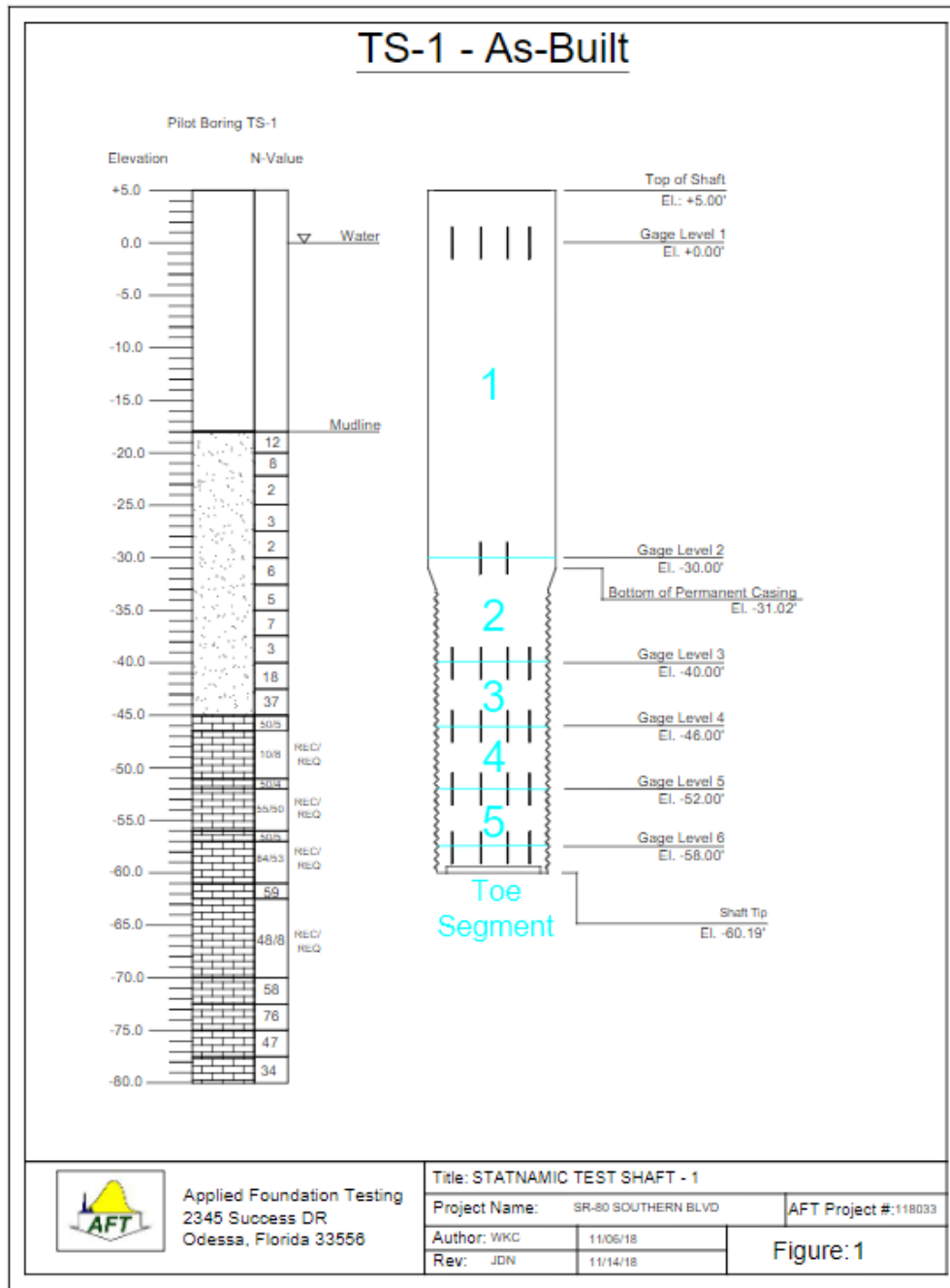
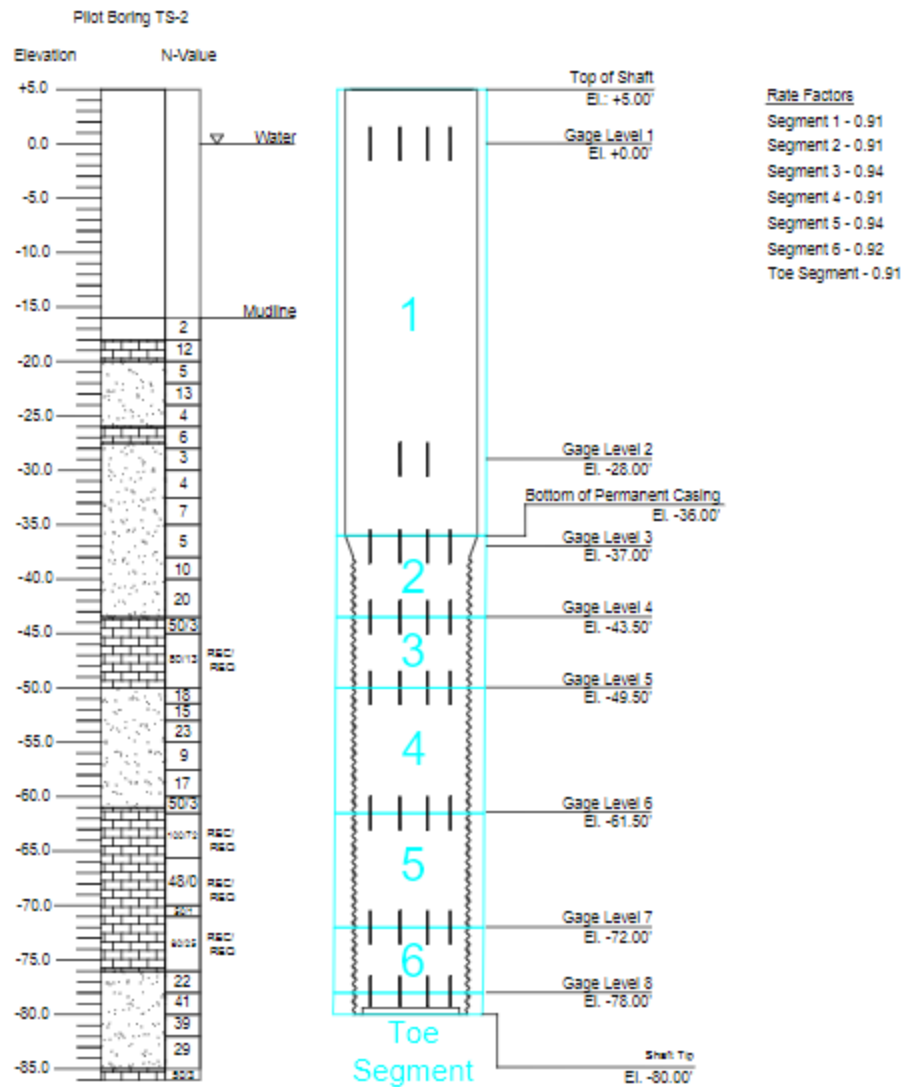


Figure A.21 Data set 21 soil information

TS-2 - As-Built



Applied Foundation Testing
2345 Success DR
Odessa, Florida 33556

Title: STATNAMIC TEST SHAFT - 2

Project Name: SR-80 SOUTHERN BLVD

AFT Project #: 118033

Author: JMT

10/30/2018

Rev:

Figure: 1

Figure A.22 Data set 22 soil information

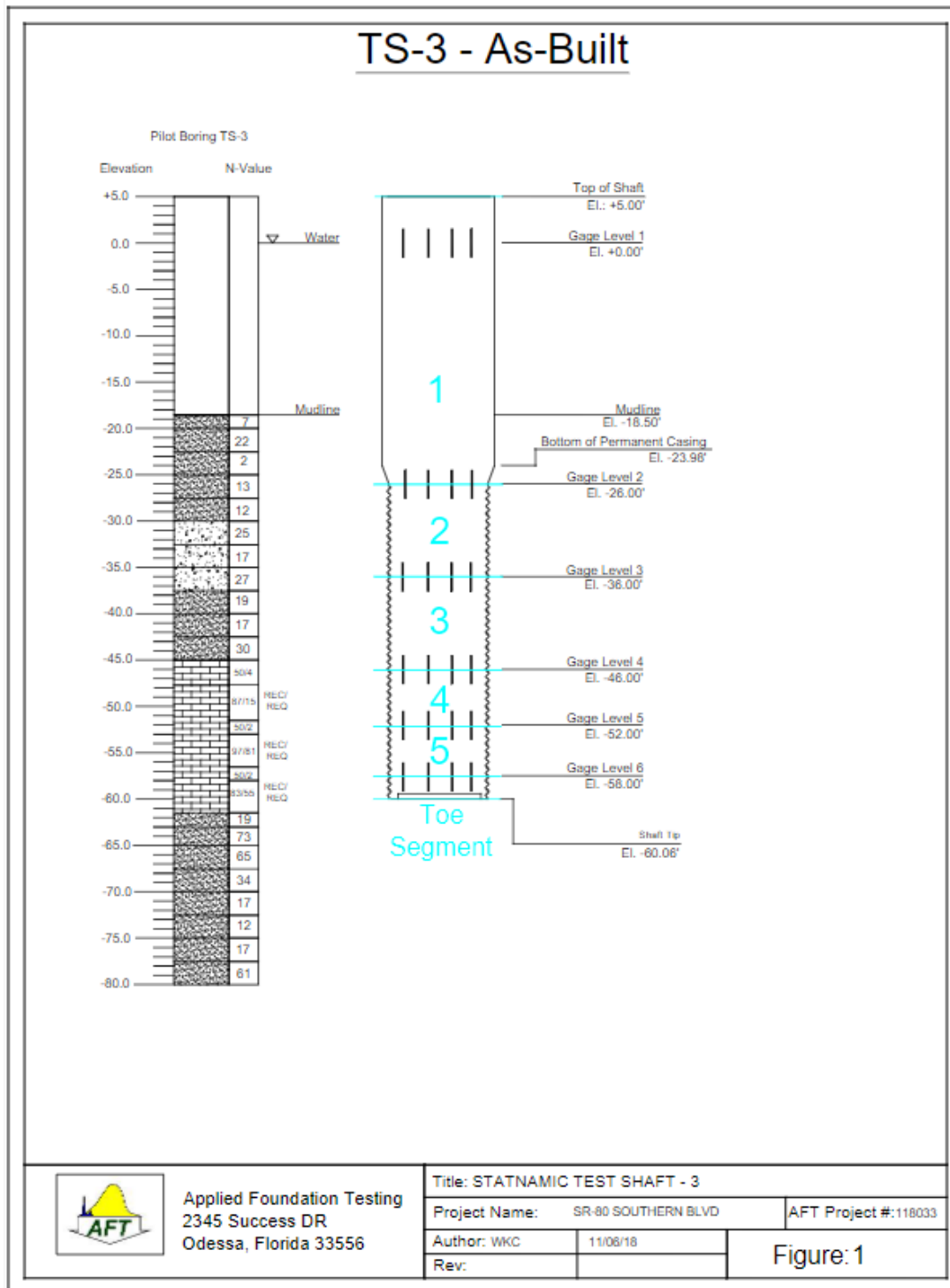


Figure A.23 Data set 23 soil information

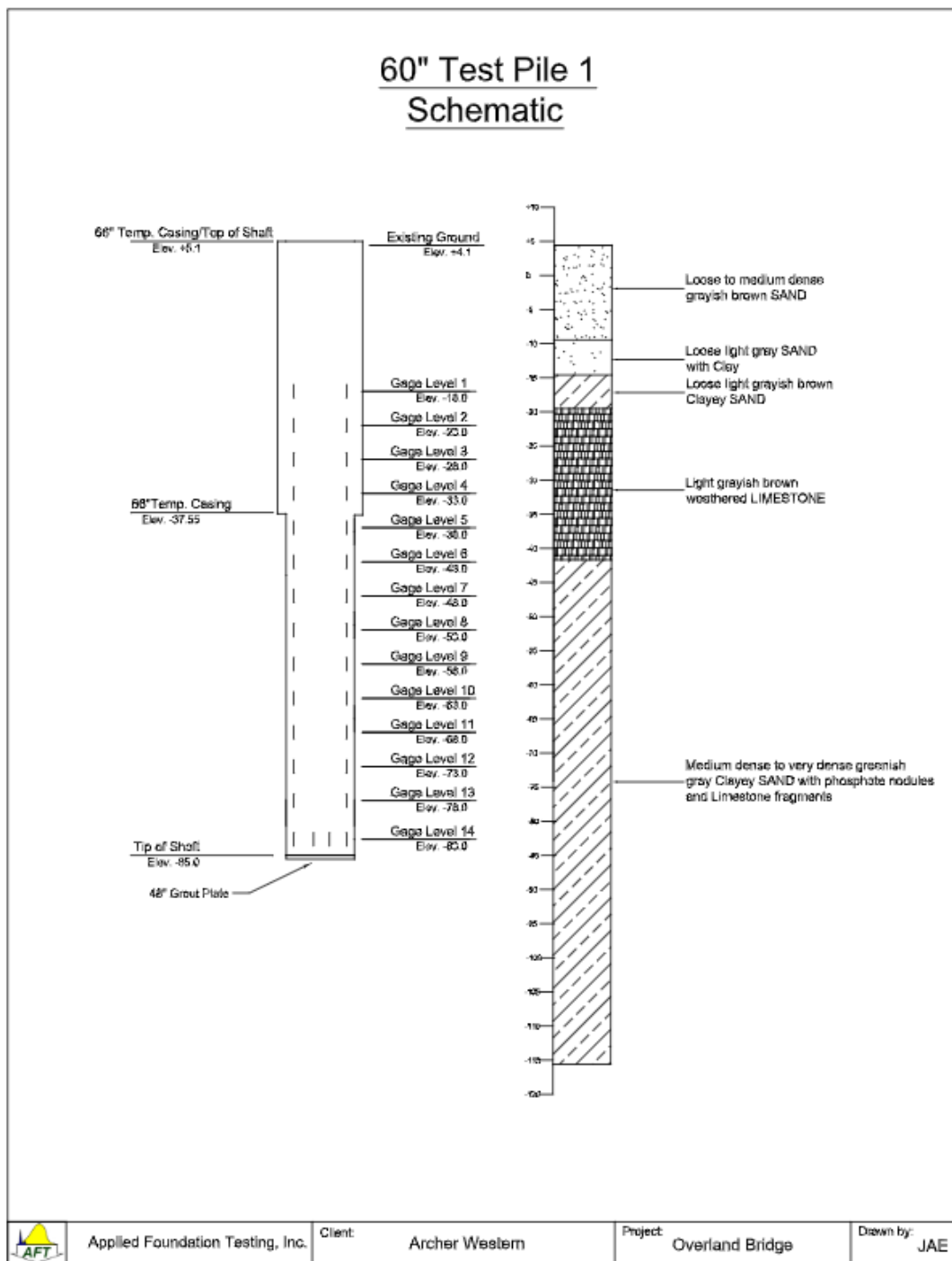


Figure A.24 Data set 24 soil information

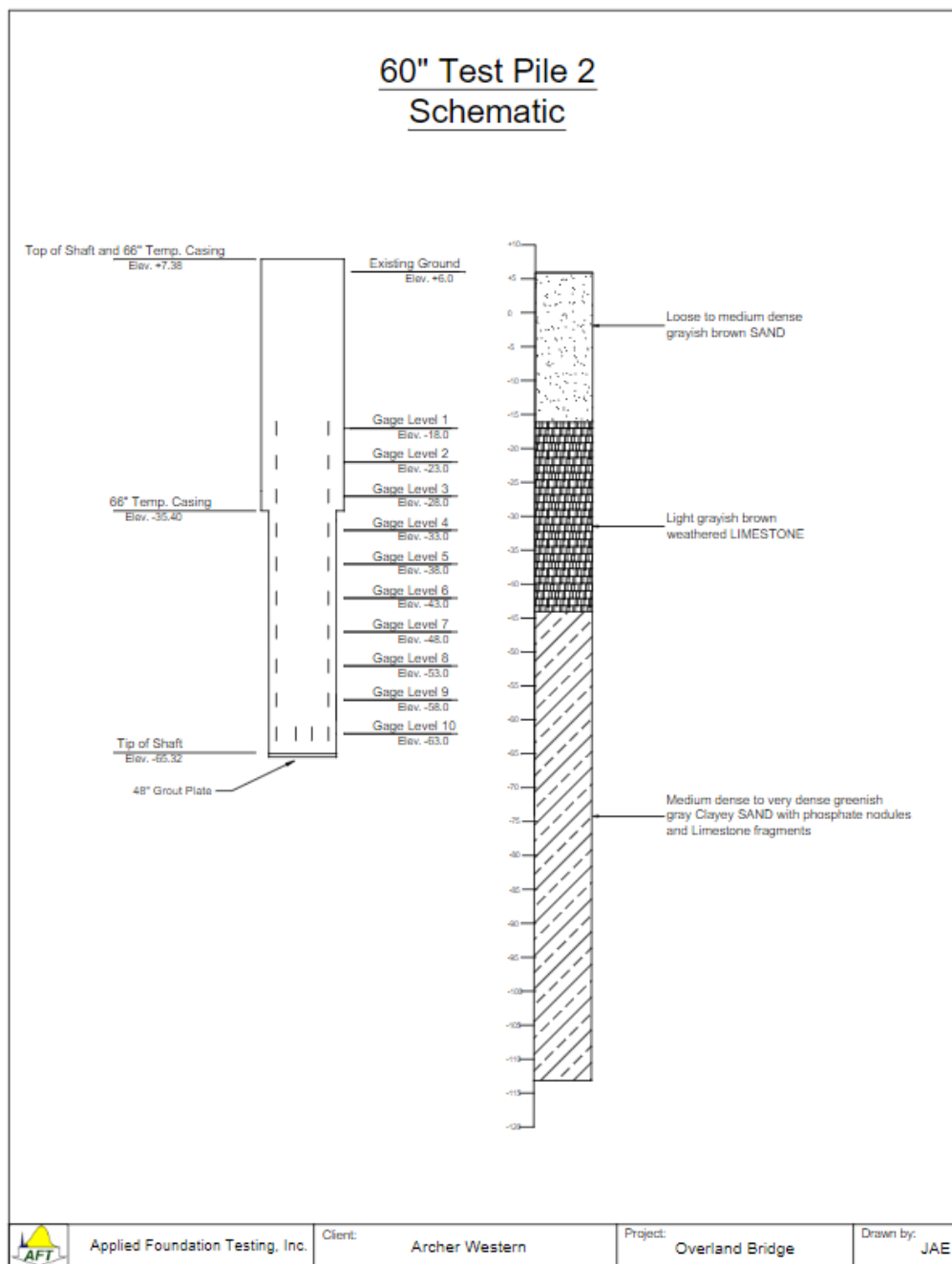
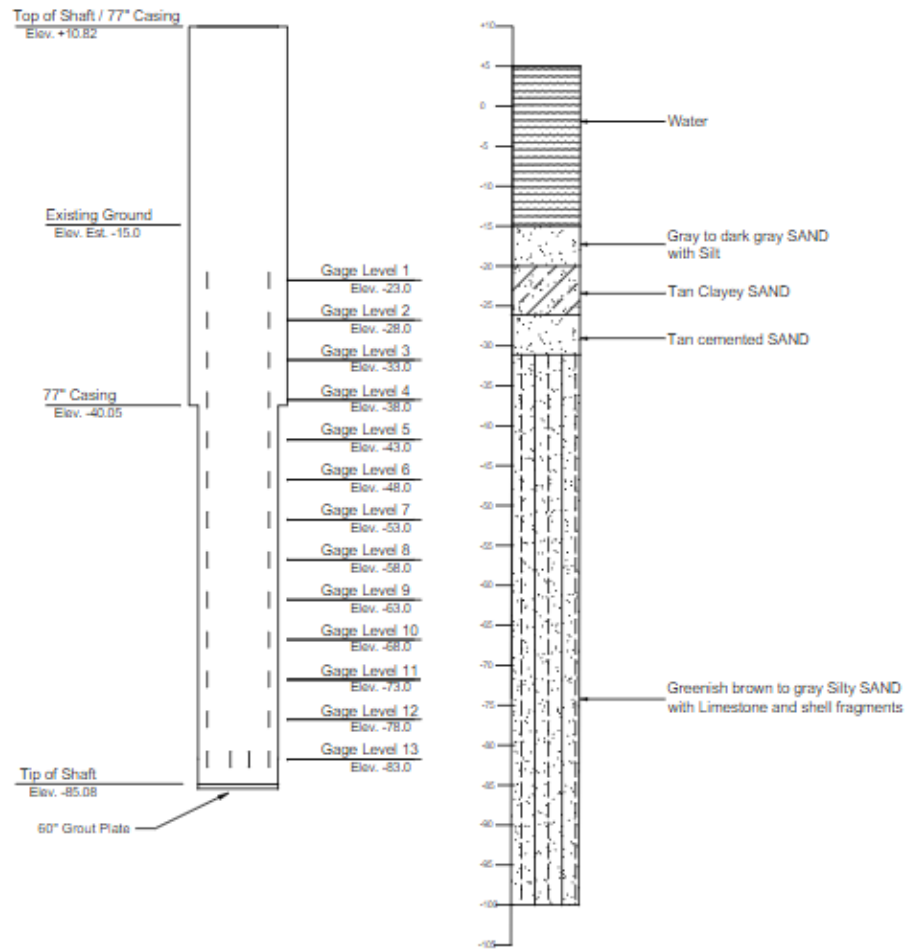


Figure A.25 Data set 25 soil information

72" Test Pile 3 Schematic



Applied Foundation Testing, Inc.

Client:

Archer Western

Project:

Overland Bridge

Drawn by:

JAE

Figure A.26 Data set 26 soil information

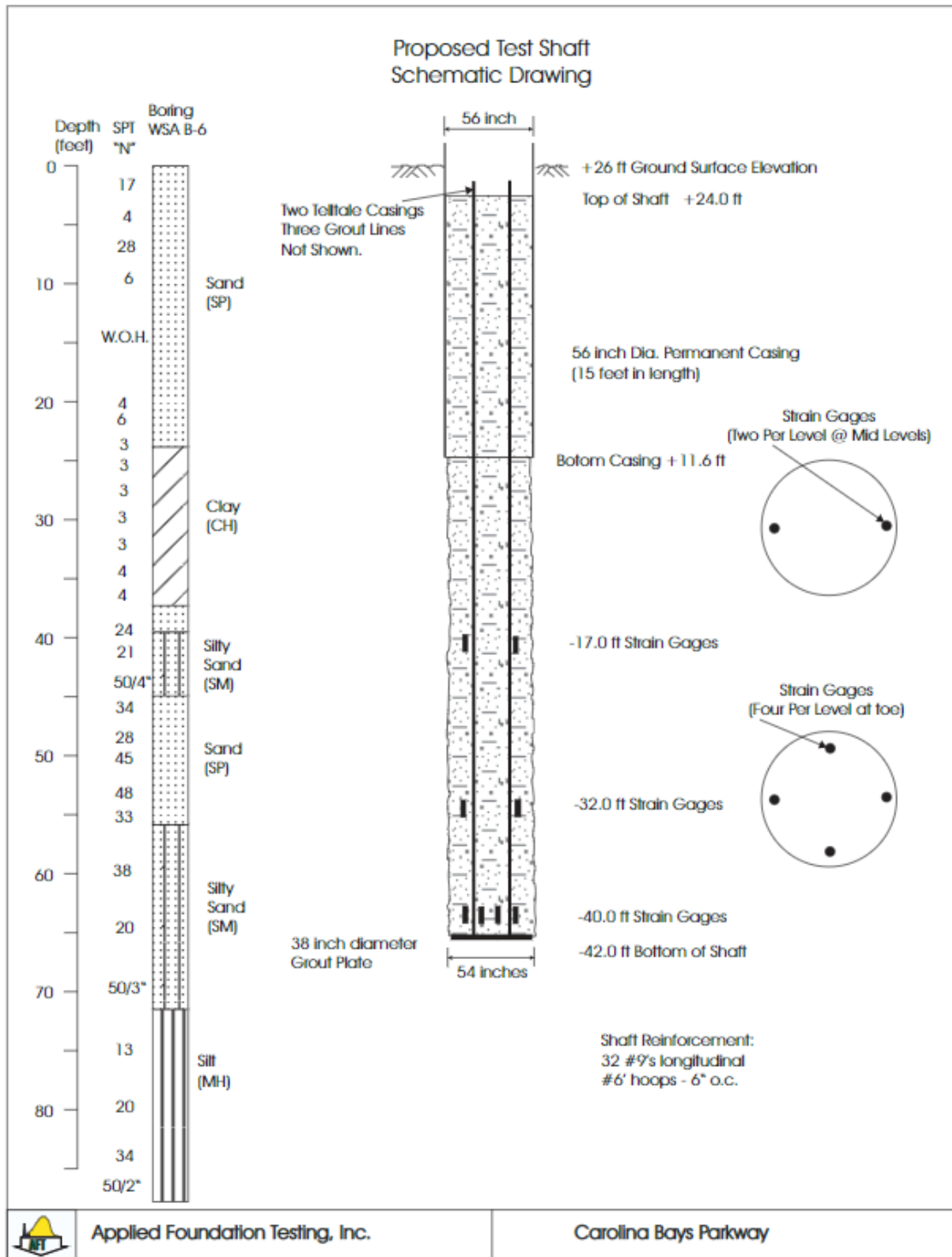


Figure A.27 Data set 27 Soil information


		PROJECT #: 20400-2-1213 LOCATION: Chesapeake, Virginia STRUCTURE:		MS-3 PAGE 1 OF 4		
		STATION: 32+25 EASTING: 3926359.7 SURFACE ELEVATION: -22.0 ft		OFFSET: 44 ft. N NORTHING: 168405.6		
FIELD DATA						
DEPTH (ft)	ELEVATION (ft)	STANDARD PENETRATION TEST HAMMER BLOW	SAMPLE LOCATION % SOIL RECOVERY	SAMPLE LENGTH % CORE RECOVERY	ROCK % ROCK % SOIL % SAND % SILT % CLAY % OTHER	LAB DATA
DESCRIPTION OF STRATA						
0.0 / -22.0 Black, organic SILT, some sand, wet. [ALLUVIUM] OH						
3.0 / -25.0 Green-gray, fine to coarse SAND, some silt, wet. [ALLUVIUM] SP						
9.0 / -31.0 Fine to very fine, green-gray, poorly graded fine to medium SAND, trace silt. [ALLUVIUM] SP-SM						
13.5 / -35.5 15 / 16.5 18.5 / 20 23.5 / 25 26.5 / 30 33.5 / 36 36.5 / 42.2						
REMARKS: Upper 10 feet of soil is extracted for Total Organic Carbon (TOC) testing. Sample from 126-128 feet to MDT Materials Section.						
PAGE 1 OF 4 MS-3						

Figure A.28a Data set 28 soil information


										PROJECT #: 20400-2-1213 LOCATION: Chesapeake, Virginia STRUCTURE:		MS-3 PAGE 2 OF 4	
STATION: 32+25 EASTING: 3926359.7 SURFACE ELEVATION: -22.0 ft										OFFSET: 44 ft. N NORTHING: 168405.6			
FIELD DATA										LAB DATA			
DEPTH (ft)	ELEVATION (ft)	SOIL			ROCK			SPT	STRAITS	LIQUID LIMIT	PLASTICITY INDEX	MOISTURE CONTENT (%)	
		STANDARD PENETRATION TEST (blows/ft)	% MOISTURE	SAMPLE LOGS	% MOISTURE	ROCK QUALITY DESIGNATION	STRAITS						
42	-40	3	5	100									
44	-42	3	5	100									
46	-44	3	5	100									
48	-46	3	5	100									
50	-48	3	5	100									
52	-50	3	5	100									
54	-52	3	5	100									
56	-54	3	5	100									
58	-56	3	5	100									
60	-58	3	5	100									
62	-60	3	5	100									
64	-62	3	5	100									
66	-64	3	5	100									
68	-66	3	5	100									
70	-68	3	5	100									
72	-70	3	5	100									
74	-72	3	5	100									
76	-74	3	5	100									
78	-76	3	5	100									
80	-78	3	5	100									
REMARKS: Upper 10 feet of soil is collected for Total Organic Carbon (TOC) testing. Sample from 125-128 feet to WOT Materials Section.										PAGE 2 OF 4 MS-3			

Figure A.28b Data set 28 soil information

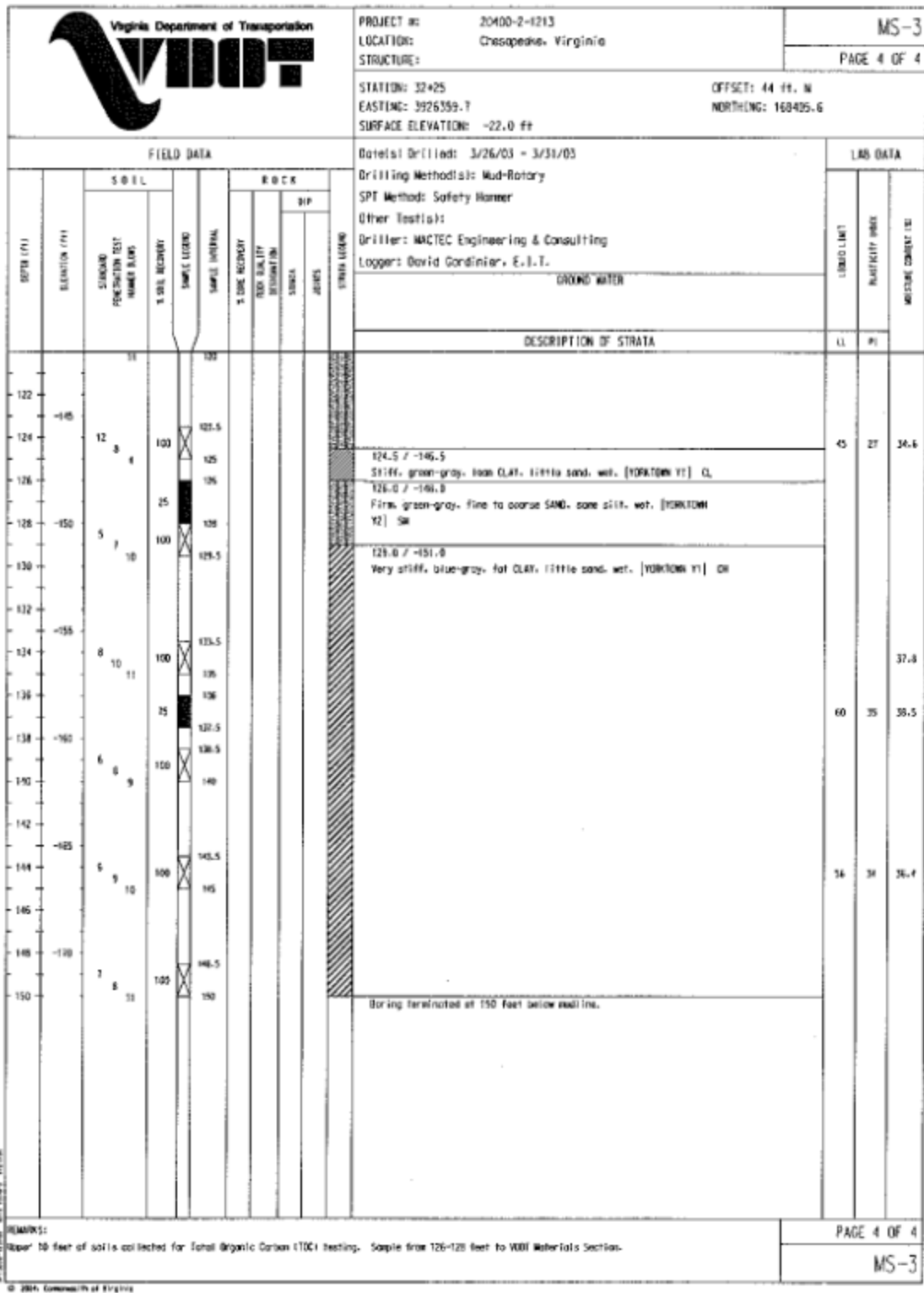


Figure A.28d Data set 28 soil information

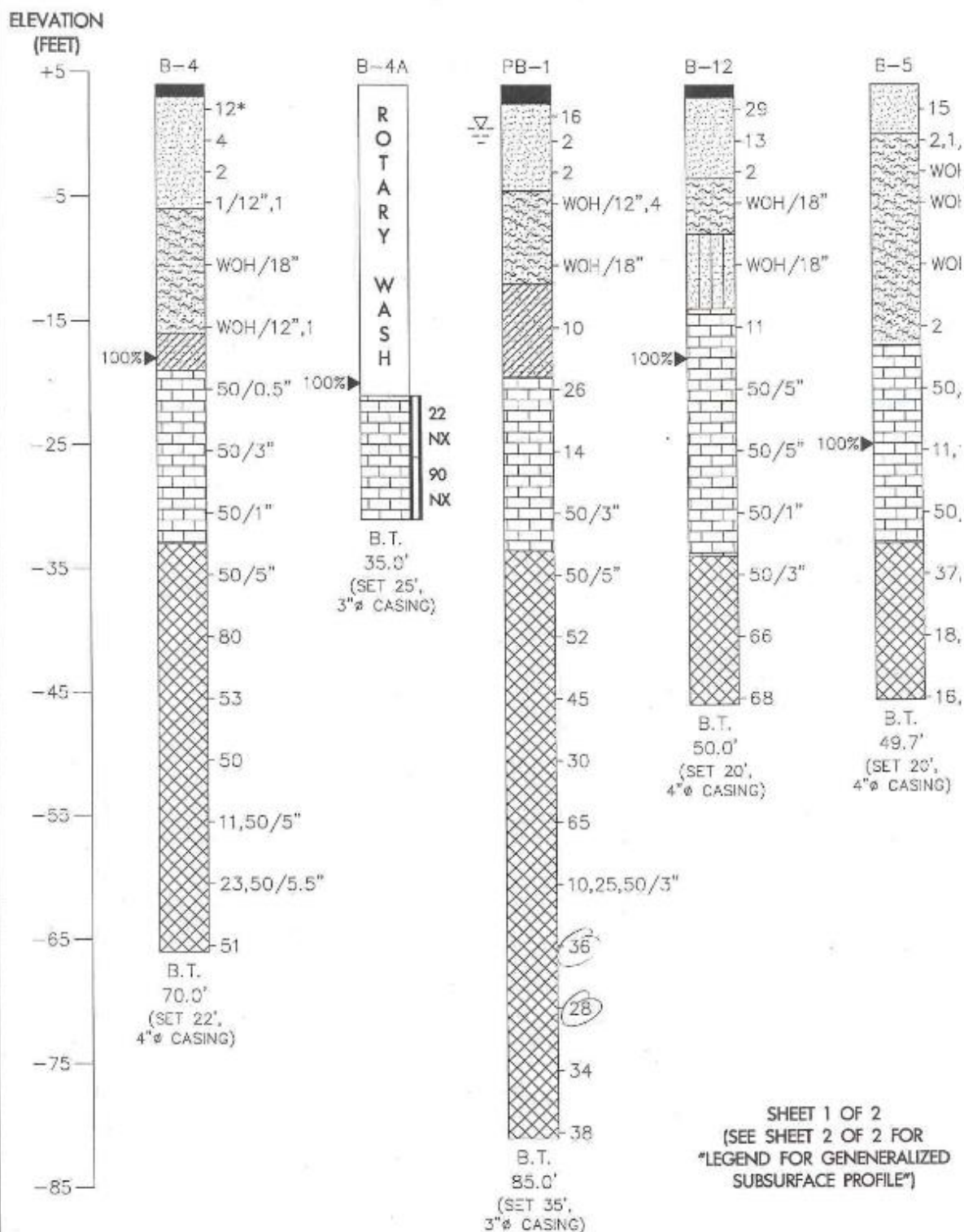


Figure A.29a Data set 29 soil information

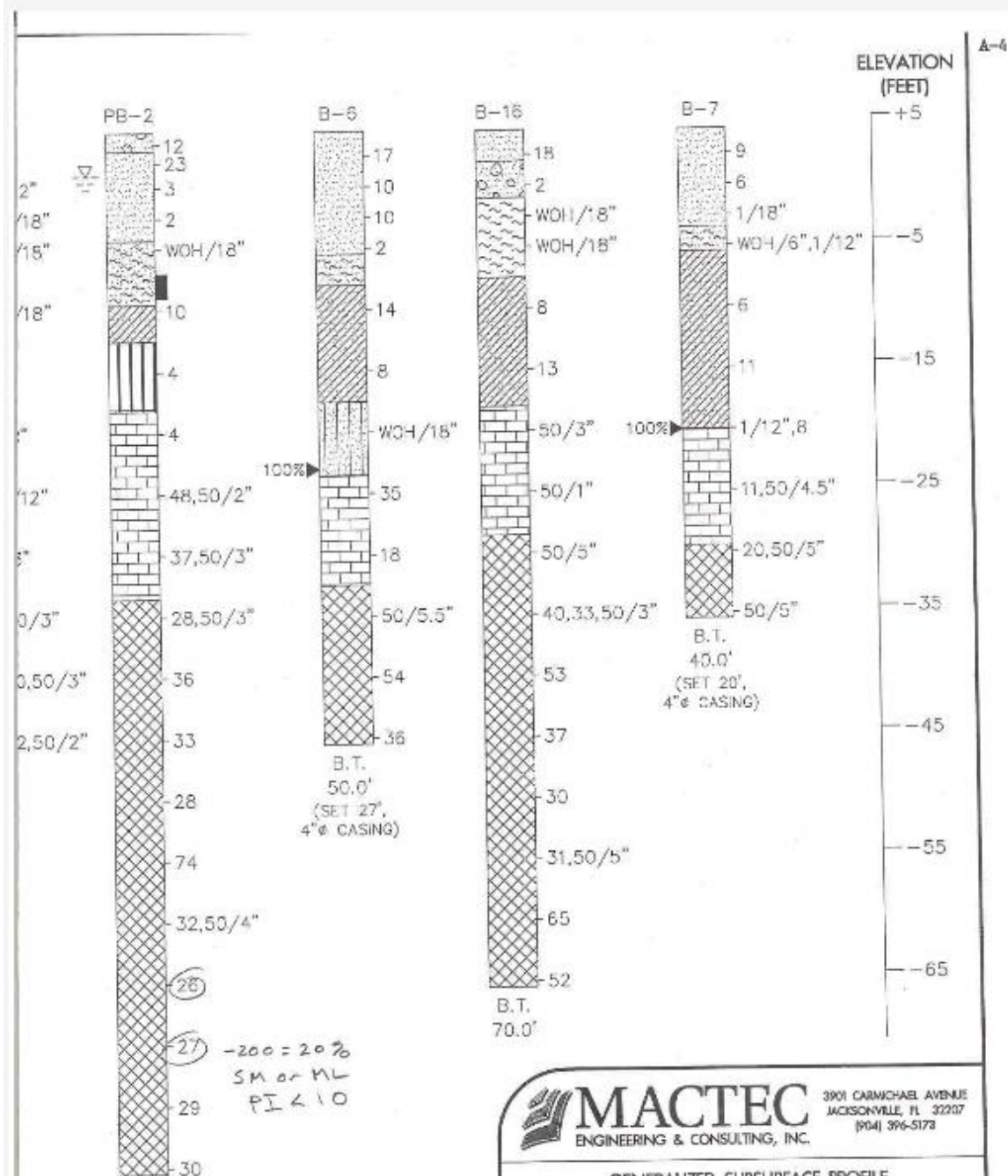


Figure A.29b Data set 29 soil information

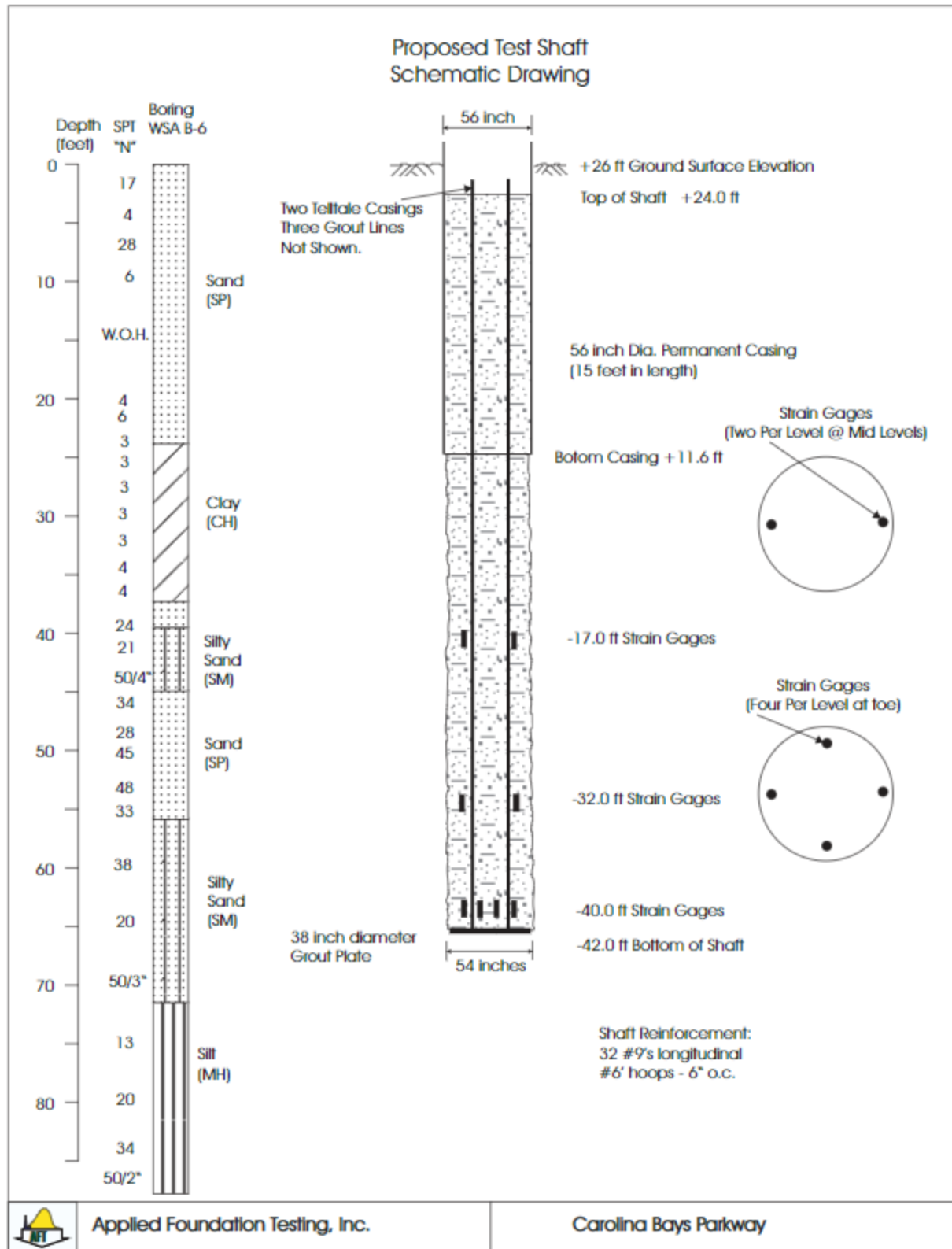


Figure A.30 Data set 30 soil information

APPENDIX B – LOAD TEST RESULTS

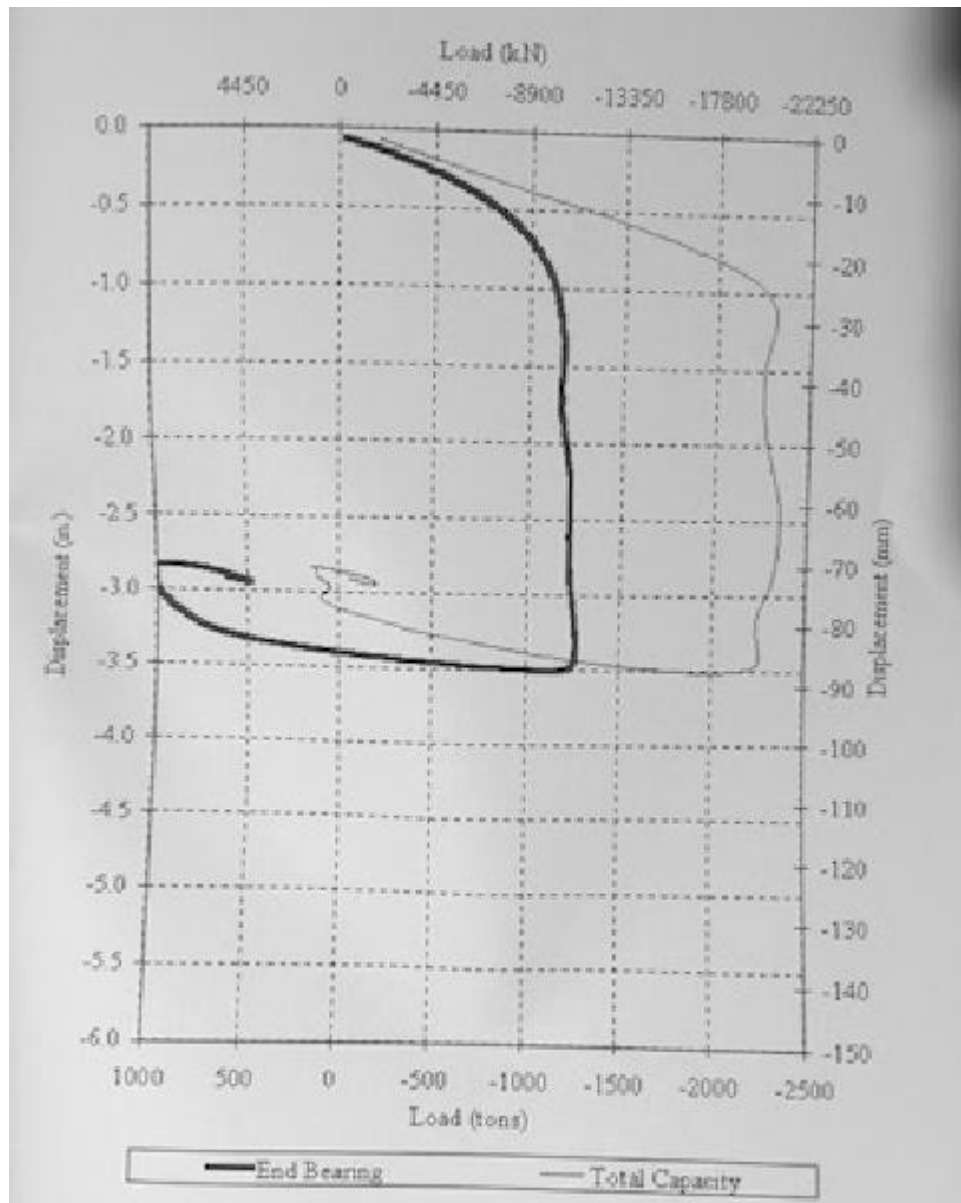


Figure B.1 Data set 1 load test results

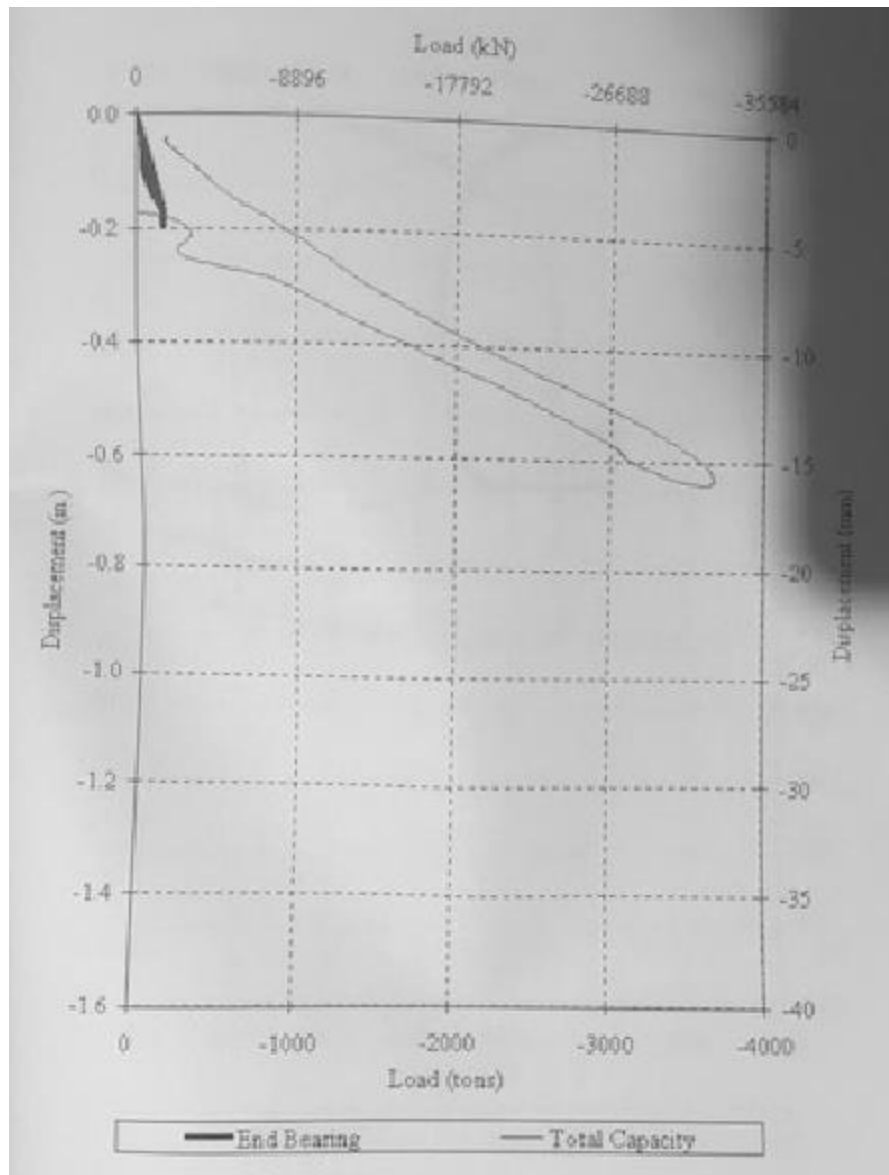


Figure B.2 Data set 2 load test results

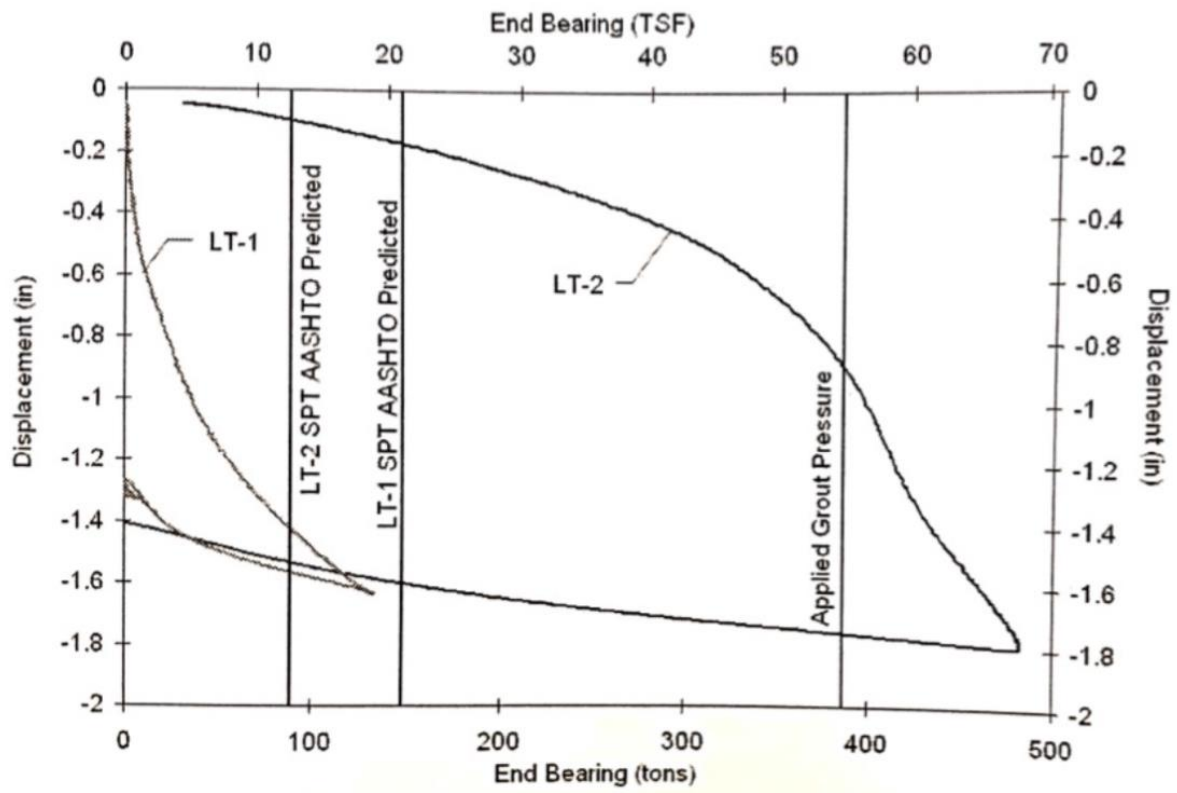


Figure B.3 Data set 3 load test results



Osterberg Cell Load vs. Displacement Plots

Broadway Viaduct - Council Bluffs, IA - TS 4

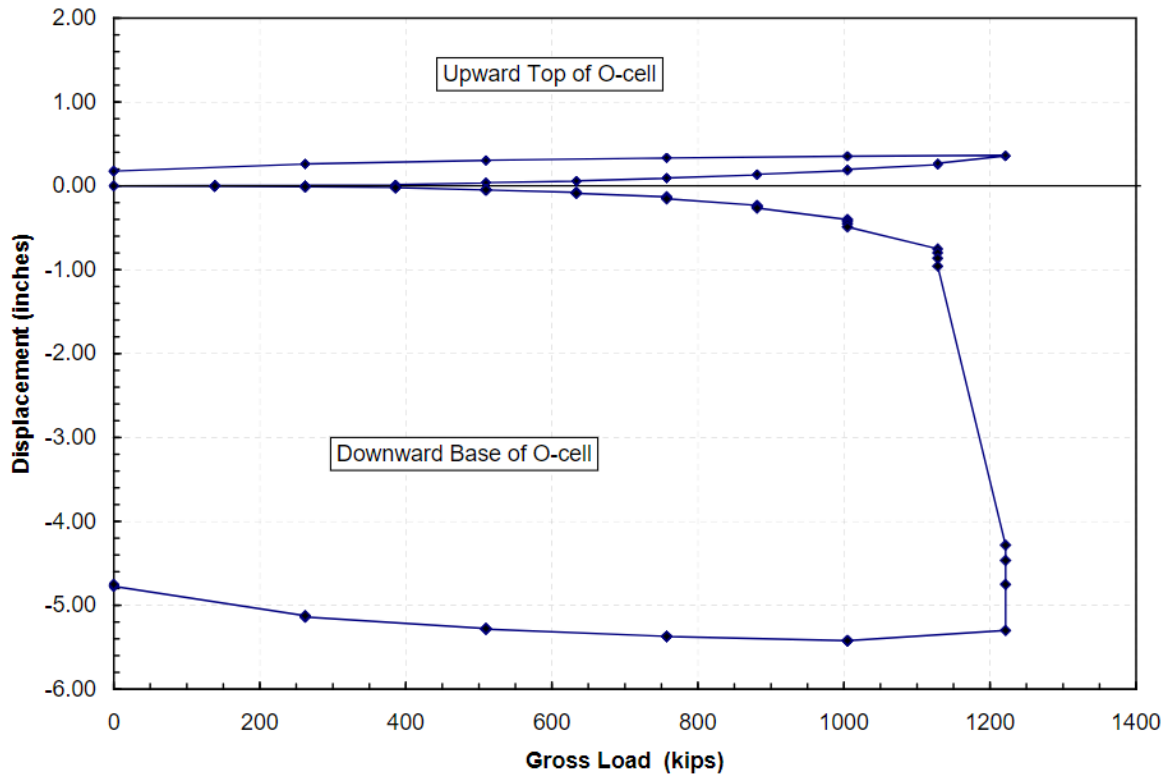


Figure B.4 Data set 4 load test results



Osterberg Cell Load-Displacement

TS-2B - Gerald Desmond Bridge - Long Beach, CA

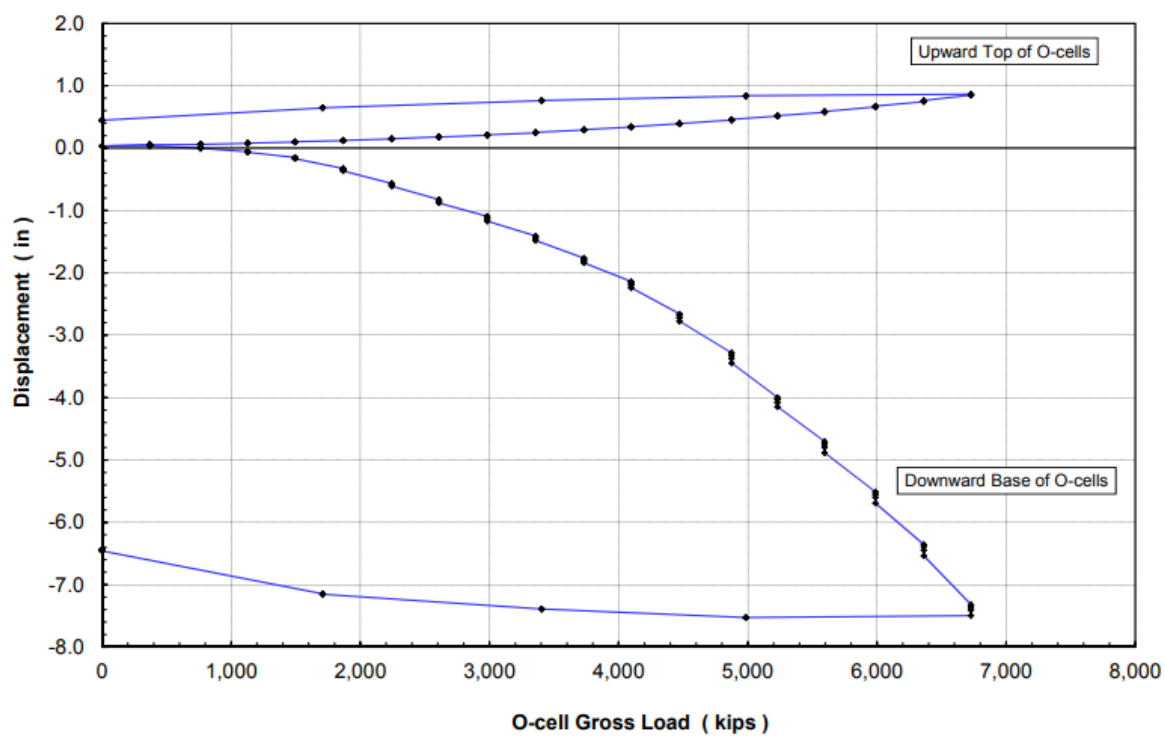


Figure B.5 Data set 5 load test results



Osterberg Cell Load-Displacement

TS-3C - Gerald Desmond Bridge - Long Beach, CA

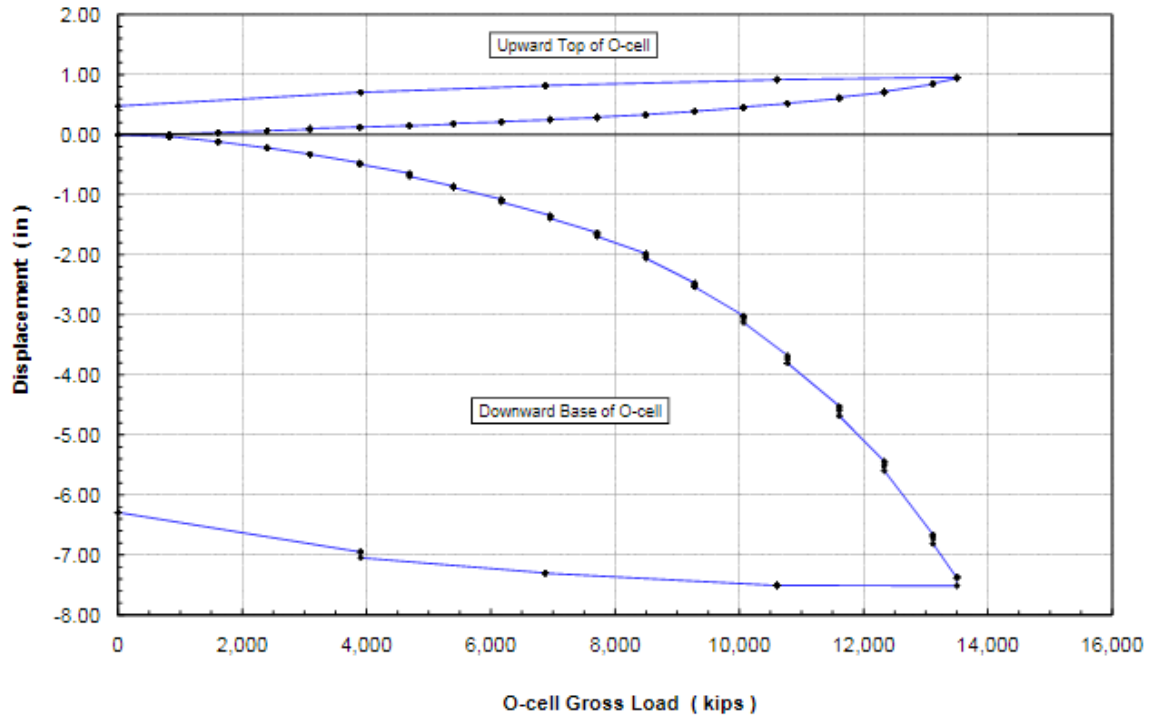


Figure B.6 Data set 6 load test results

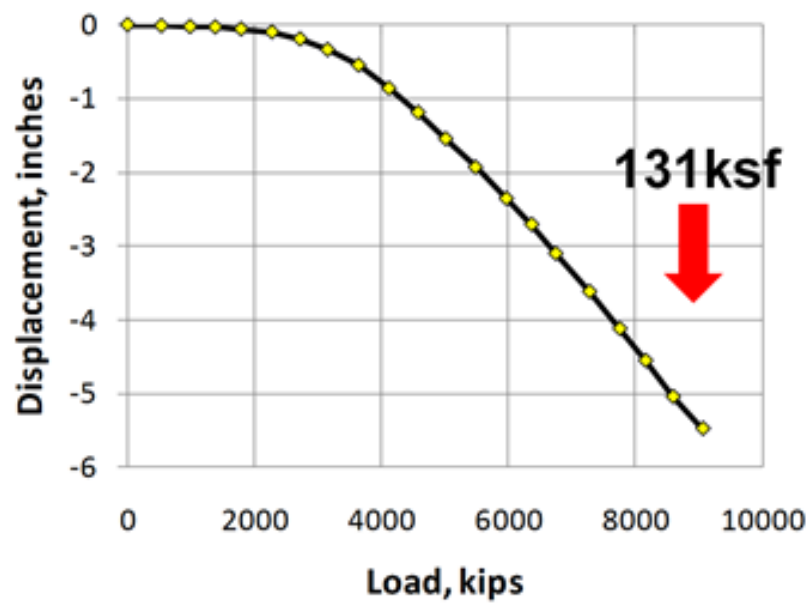


Figure B.7 Data set 7 load test results

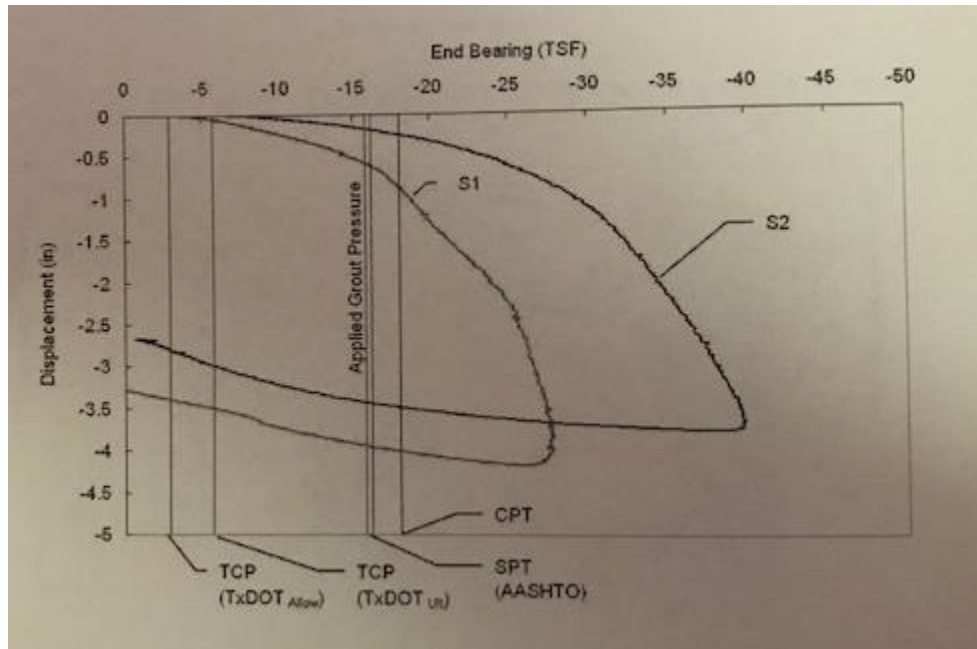


Figure B.8 Data set 8 load test results

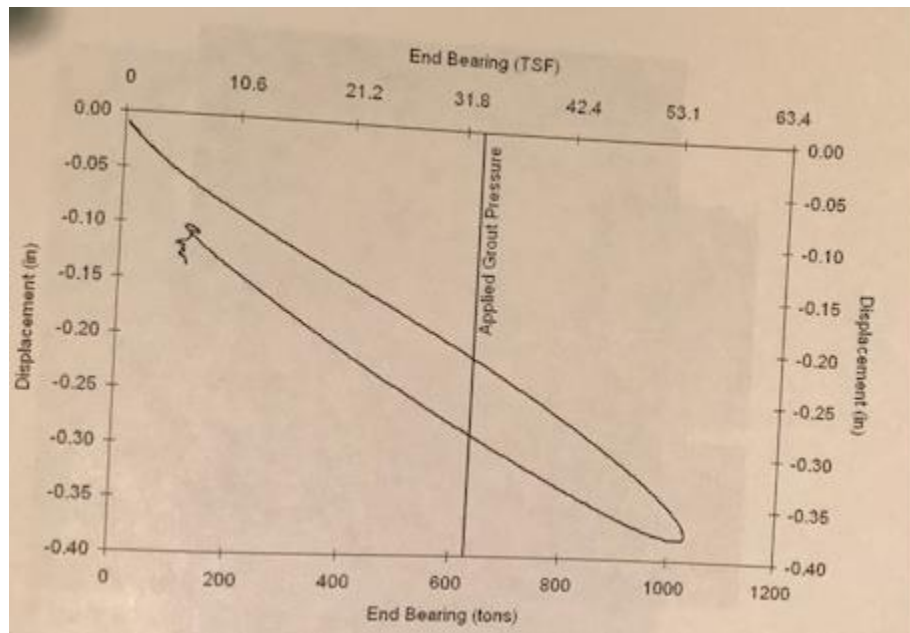


Figure B.9 Data set 9 load test results

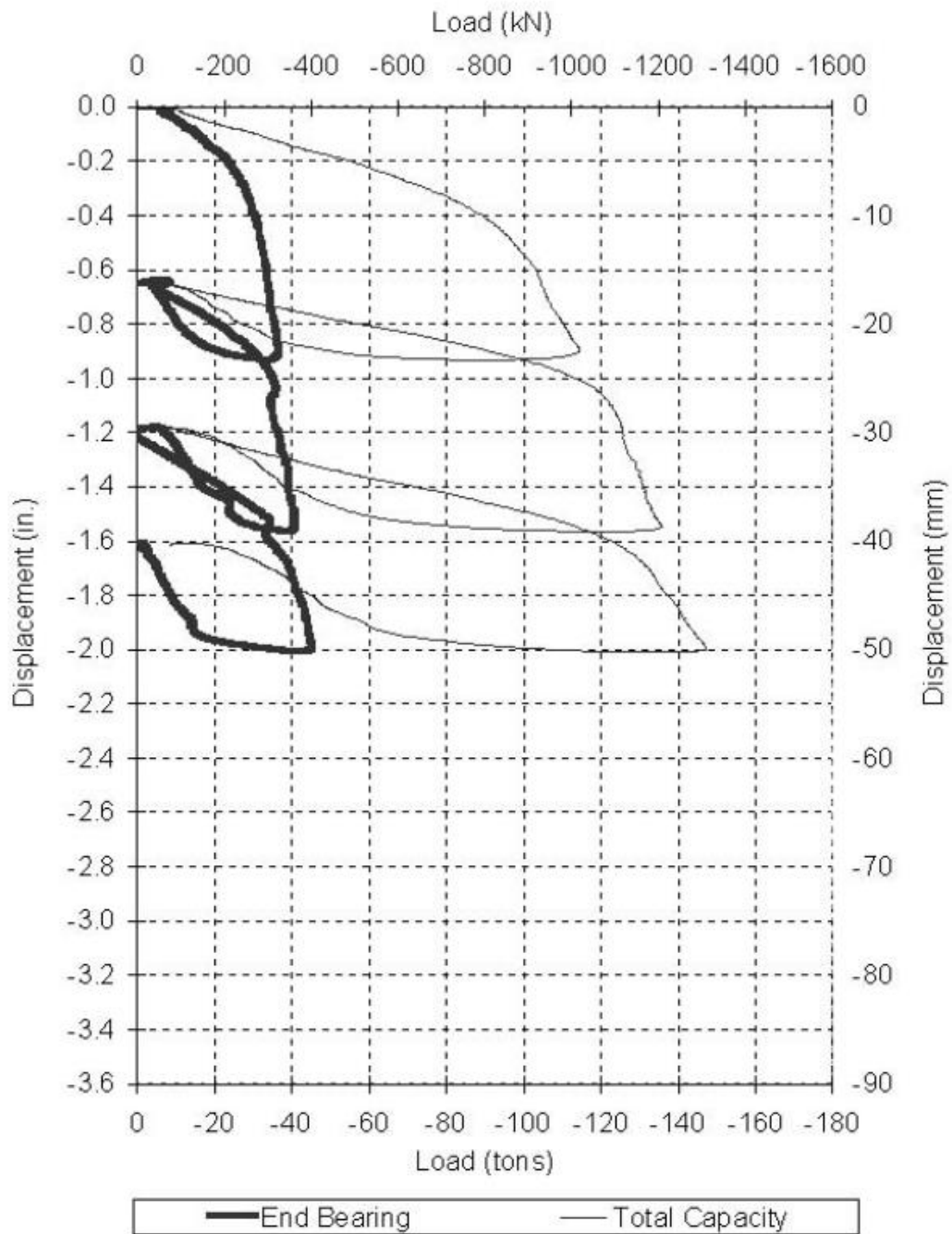


Figure C-2. Site I Flat-Jack I load vs. displacement.

Figure B.10 Data set 10 load test results

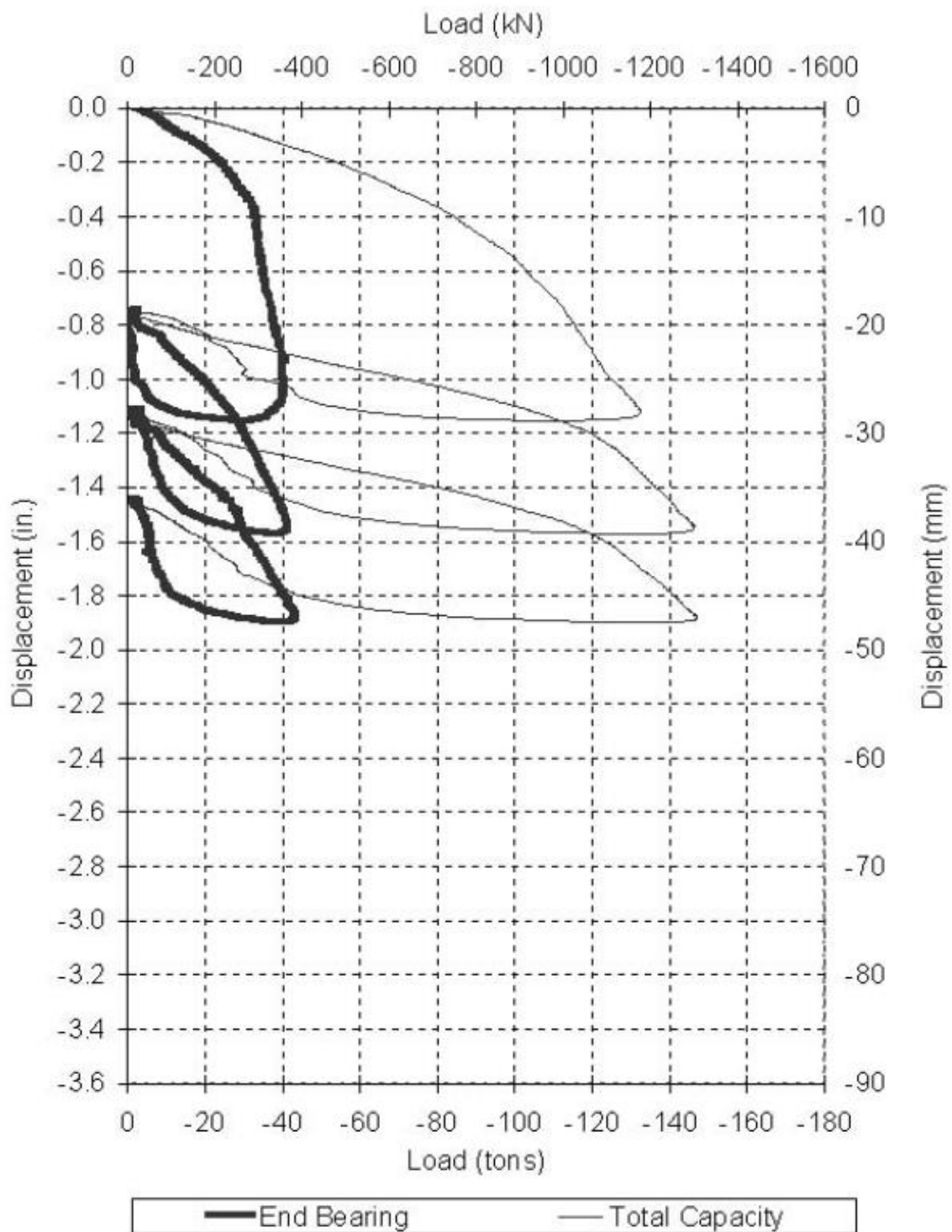


Figure B.11 Data set 11 load test results

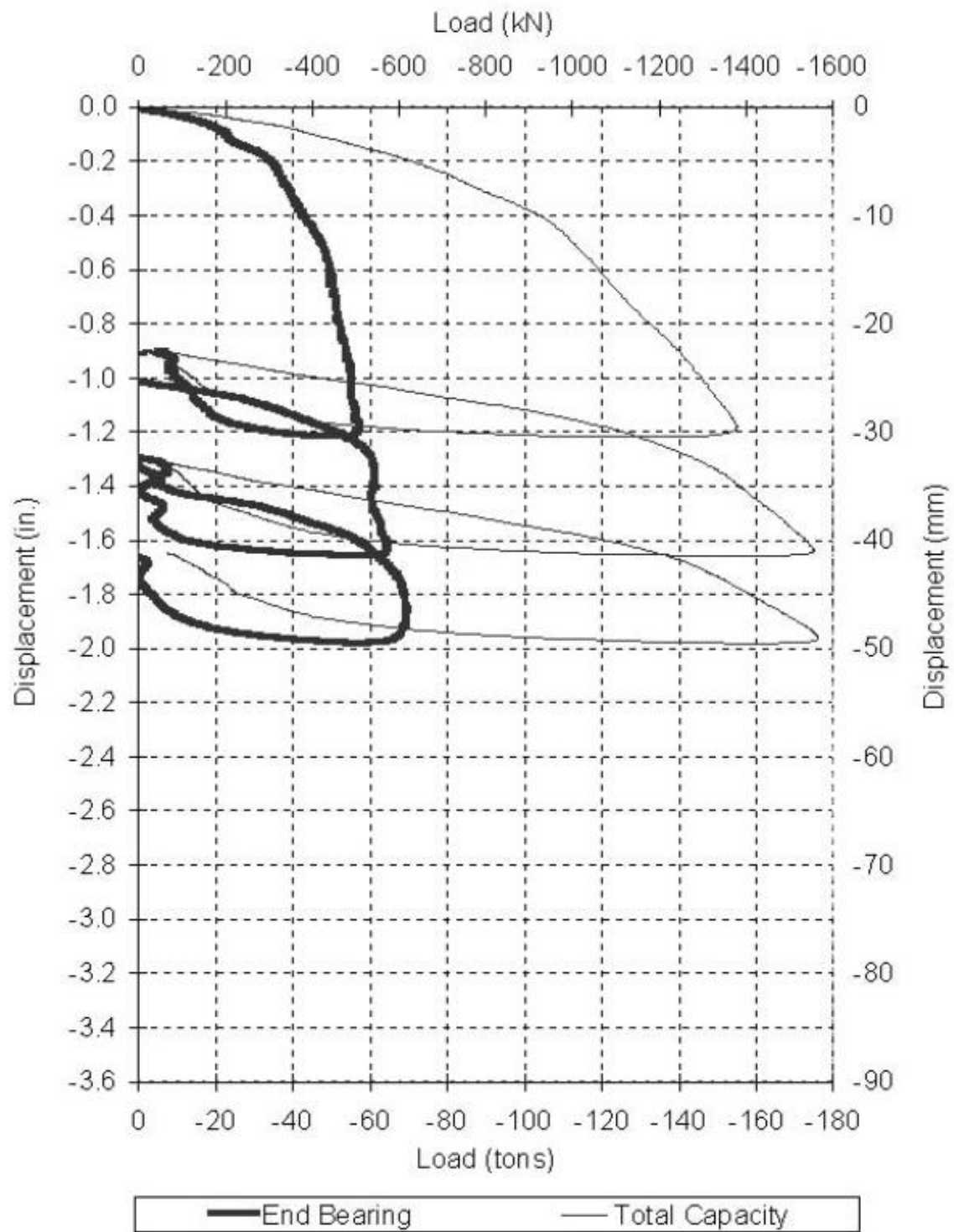


Figure B.12 Data set 12 load test results

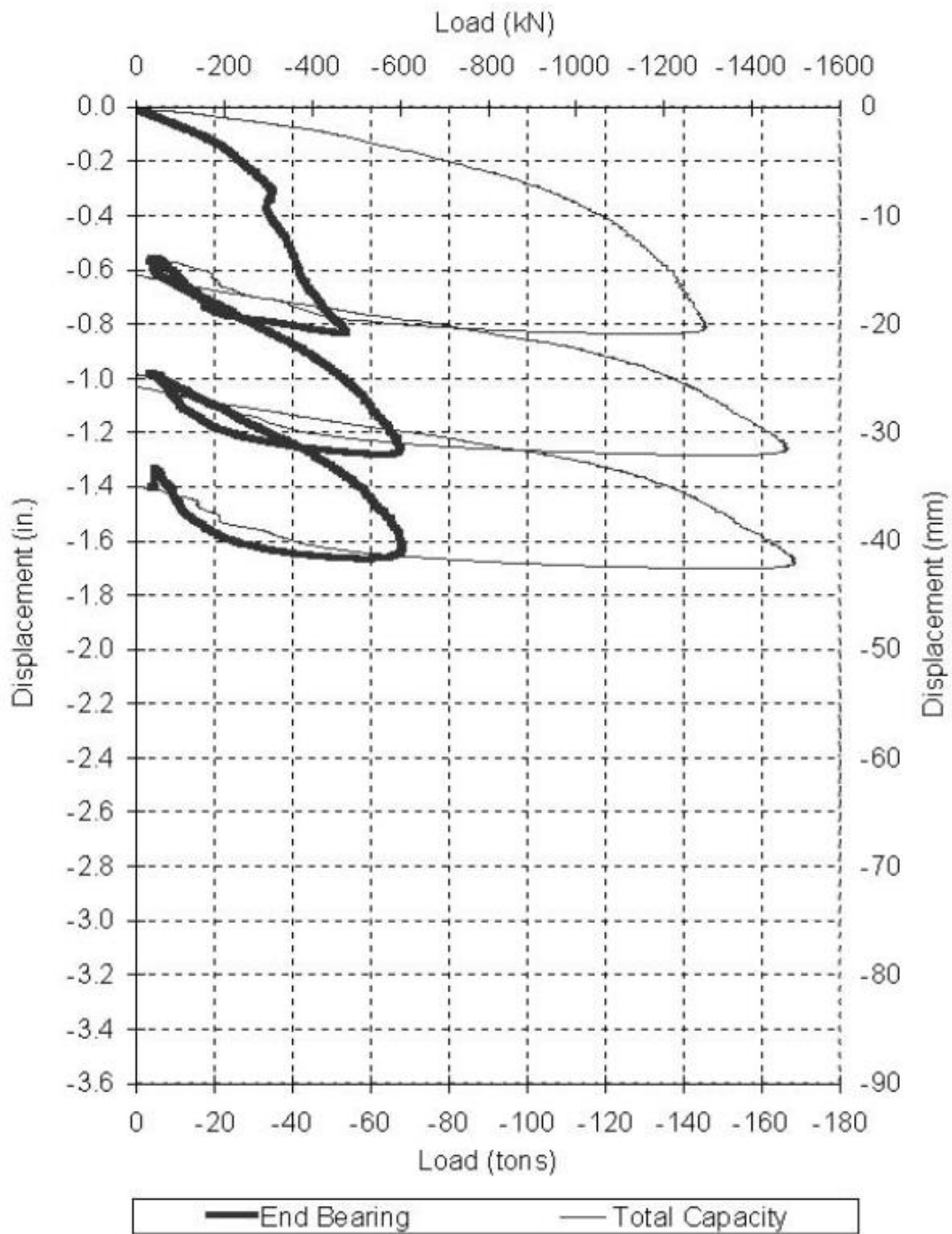
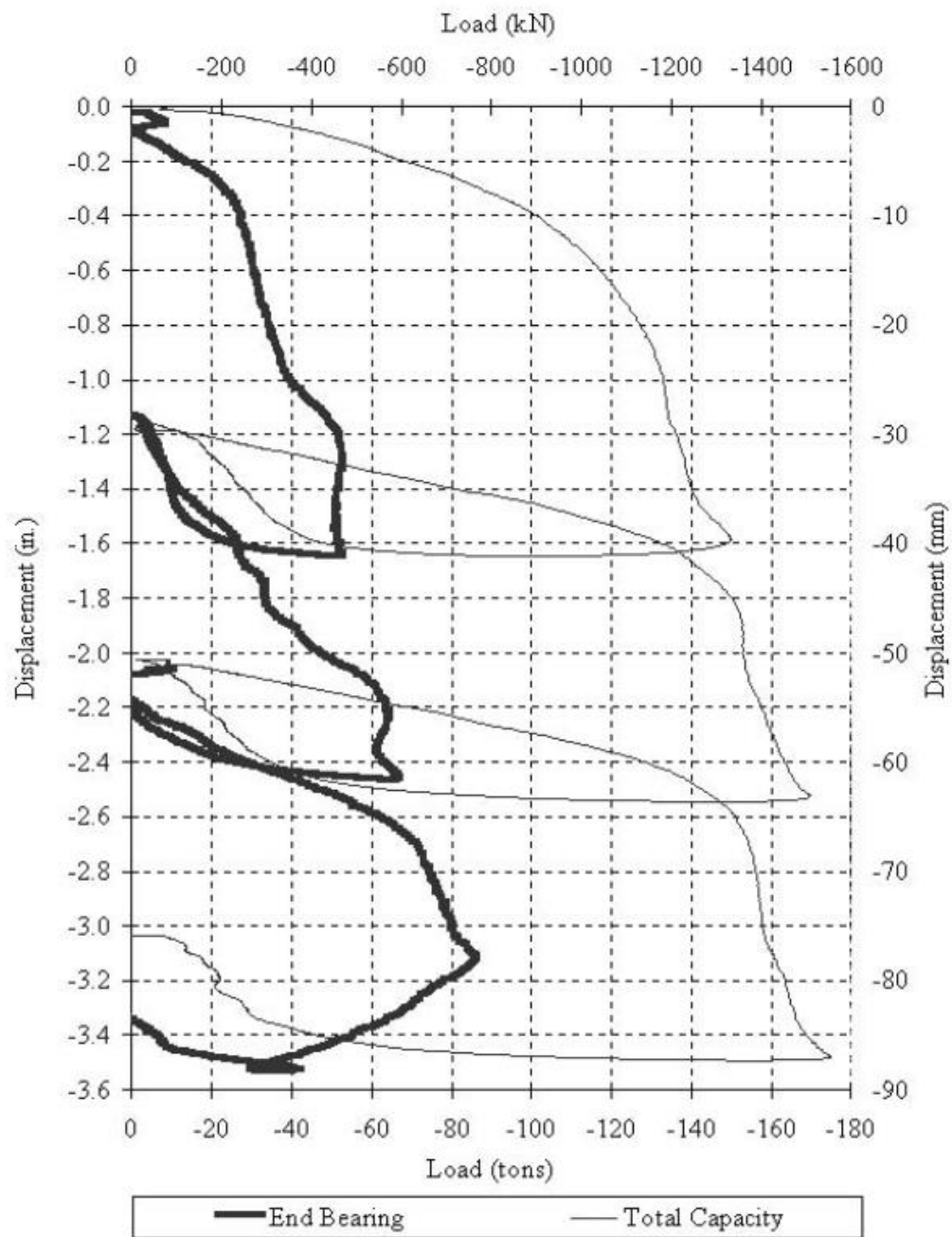


Figure B.13 Data set 13 load test results



FigureB.14 Data set 14 load test results

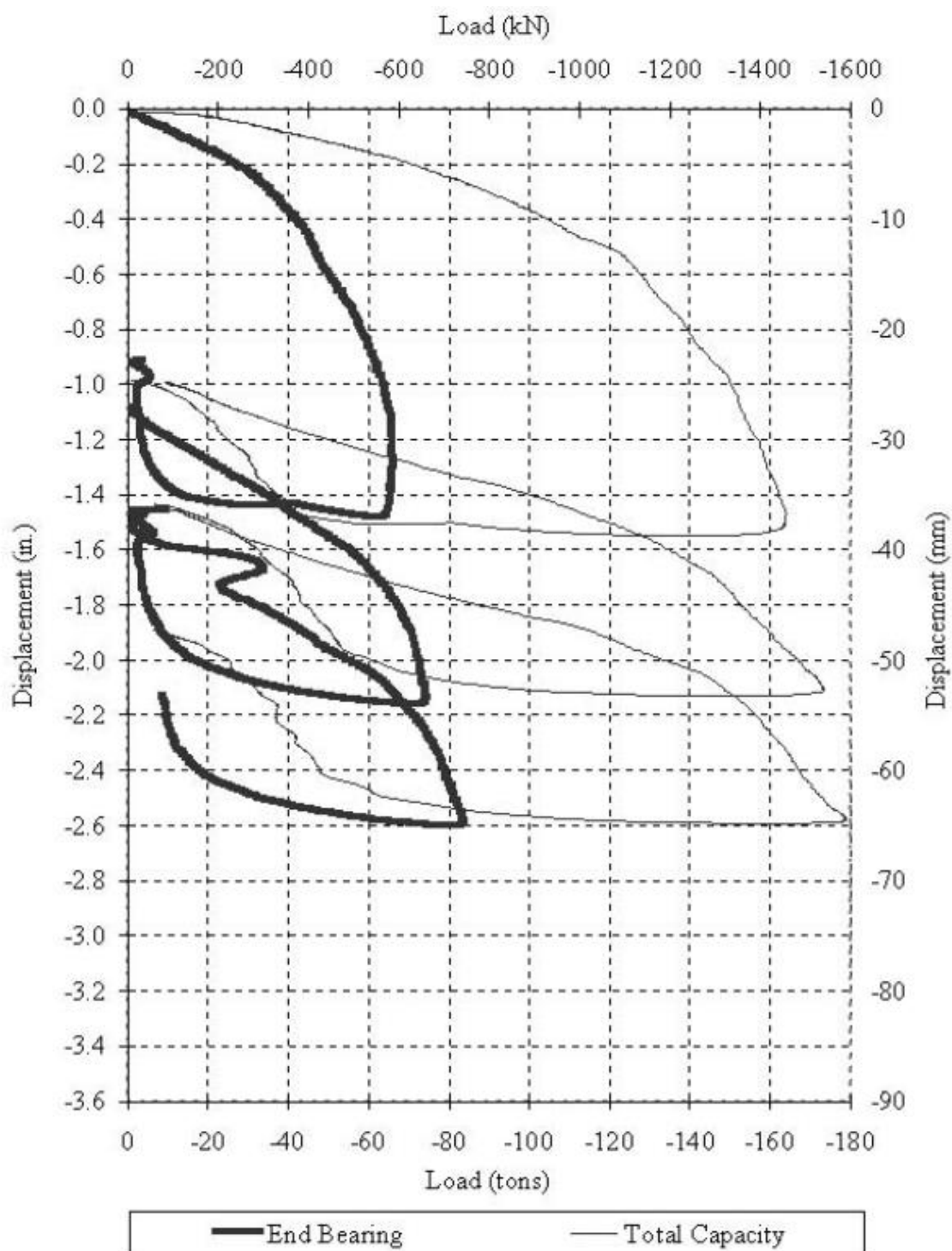
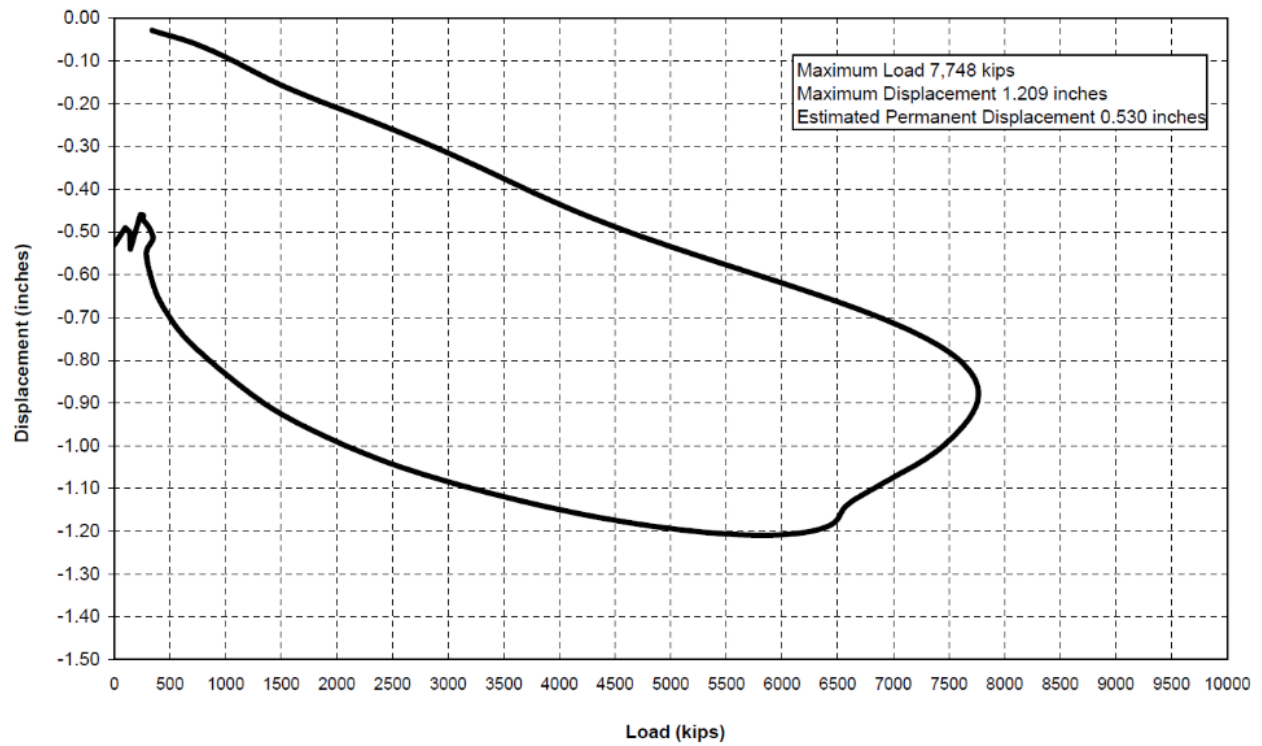


Figure B.15 Data set 15 load test results

Load vs. Displacement from Statnamic Test
Segmental Unloading Point (SUP) w/REF
TS-2, Flagler Memorial Bridge, Palm Beach Co., Florida



FigureB.16 Data set 16 load test results

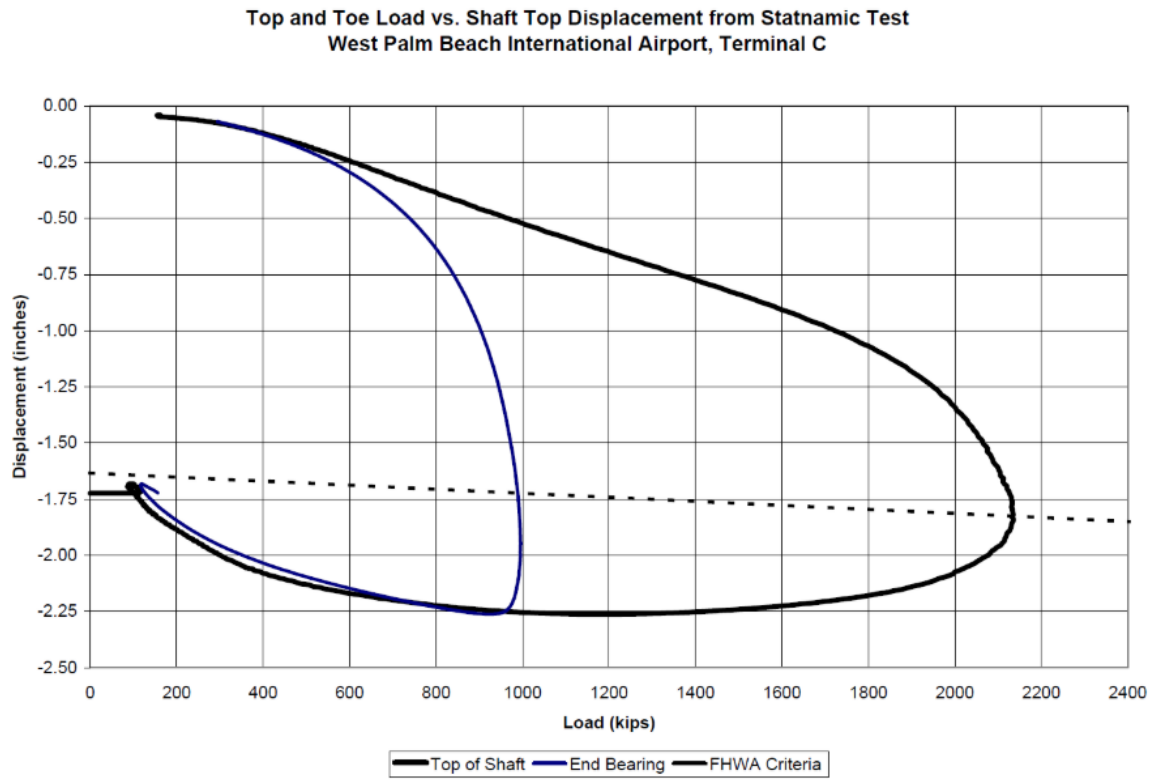


Figure B.17 Data set 17 load test results

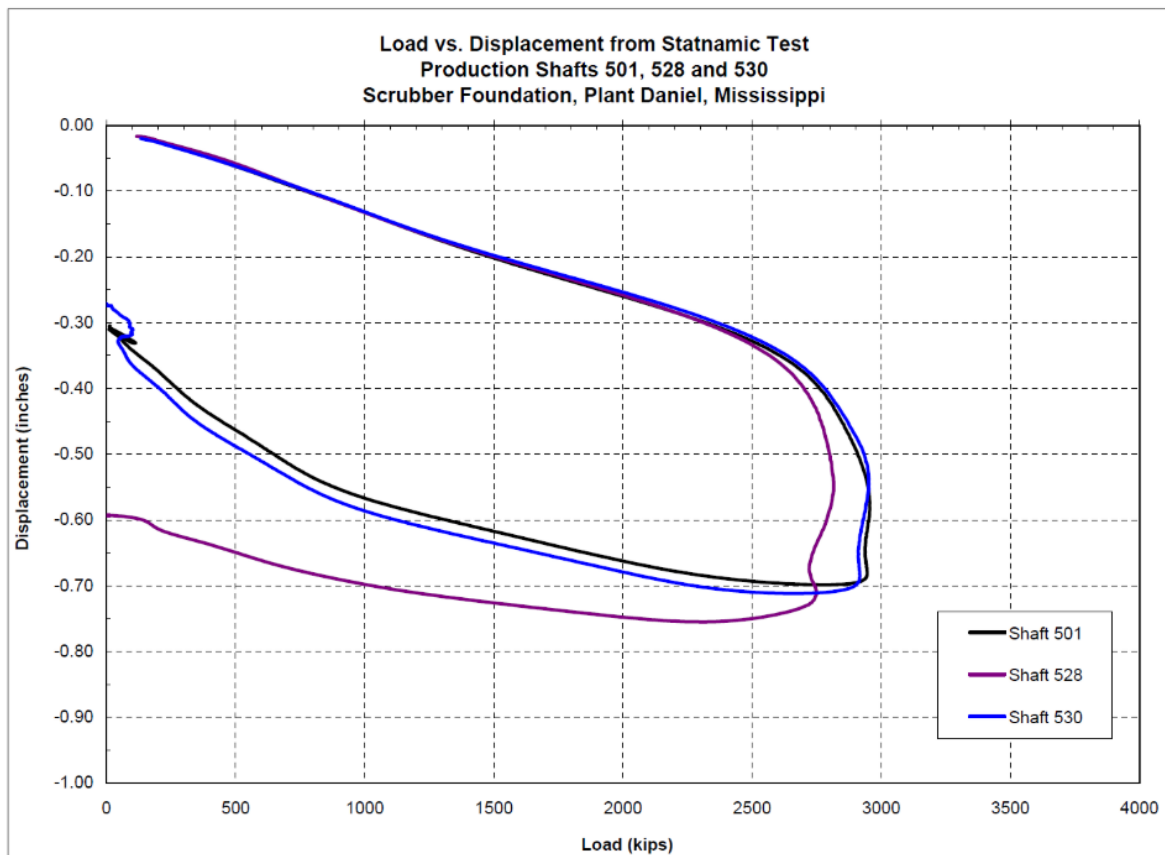


Figure B.18 Data set 18 load test results

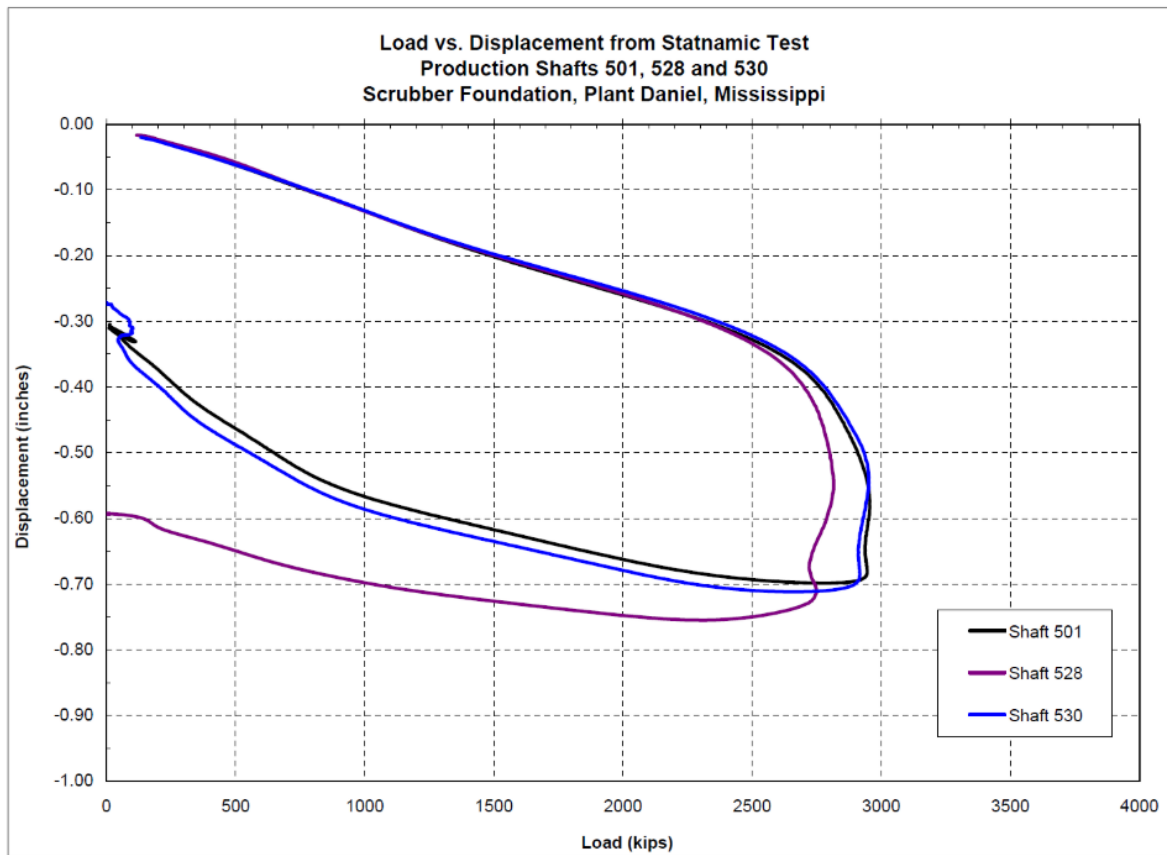


Figure B.19 Data set 19 load test results

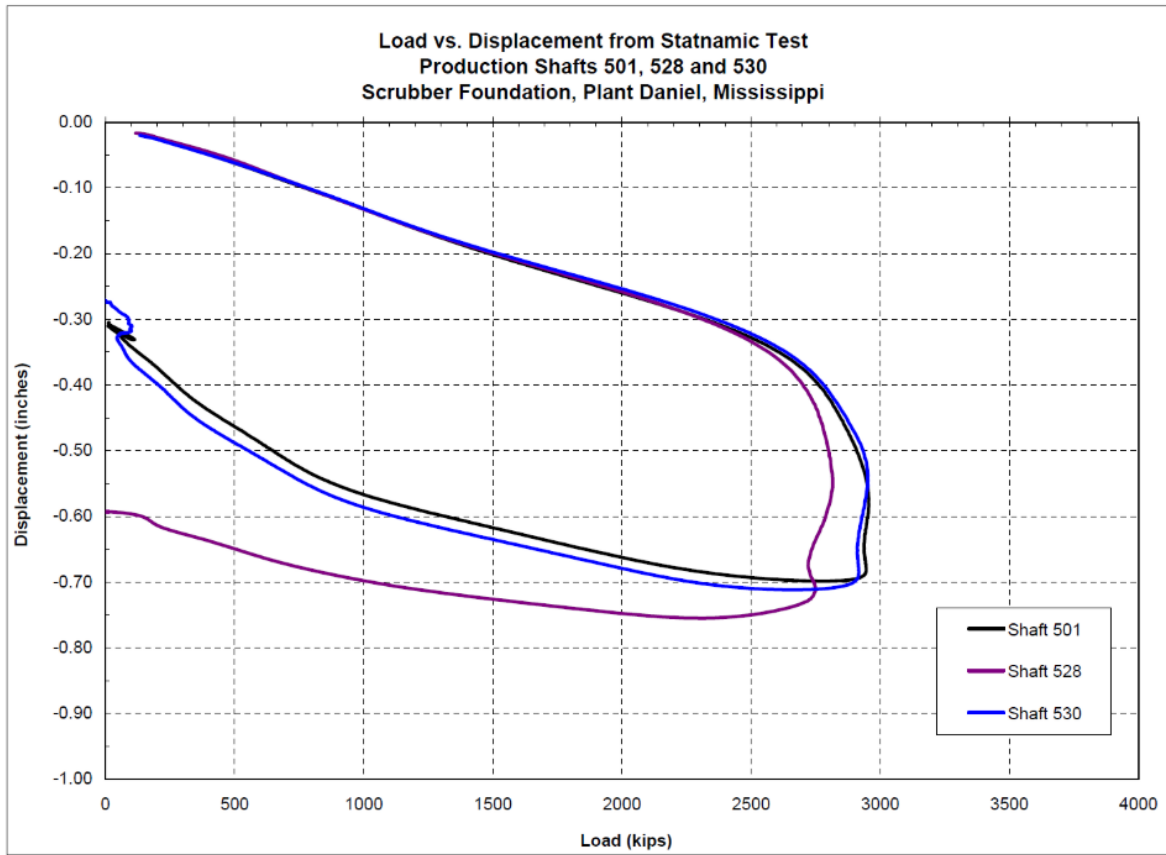


Figure B.20 Data set 20 load test results

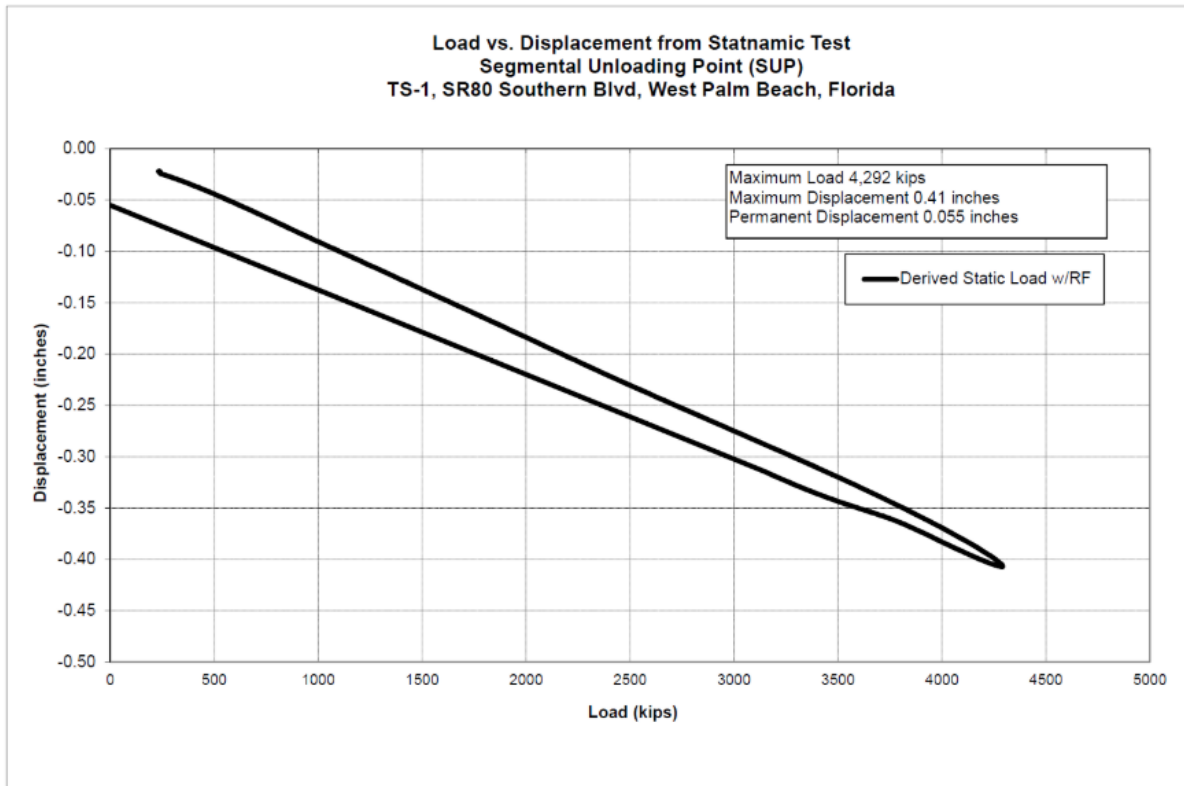


Figure B.21 Data set 21 load test results

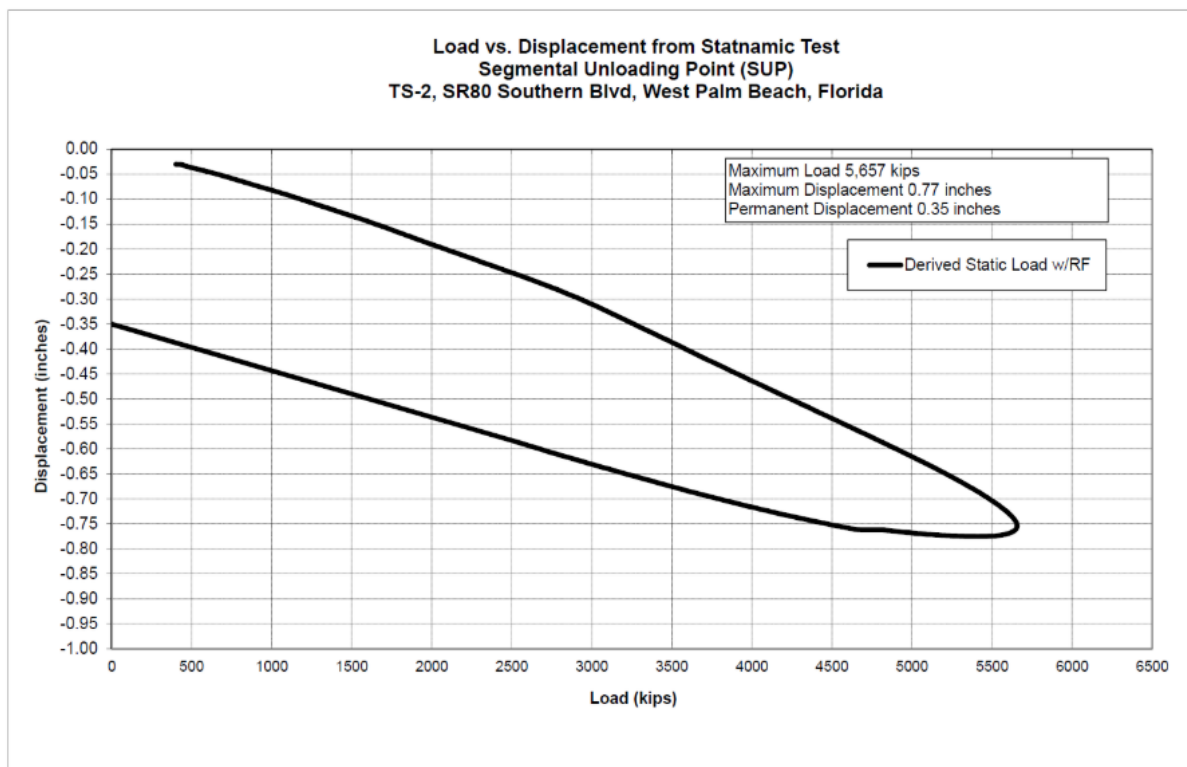


Figure B.22 Data set 22 load test results

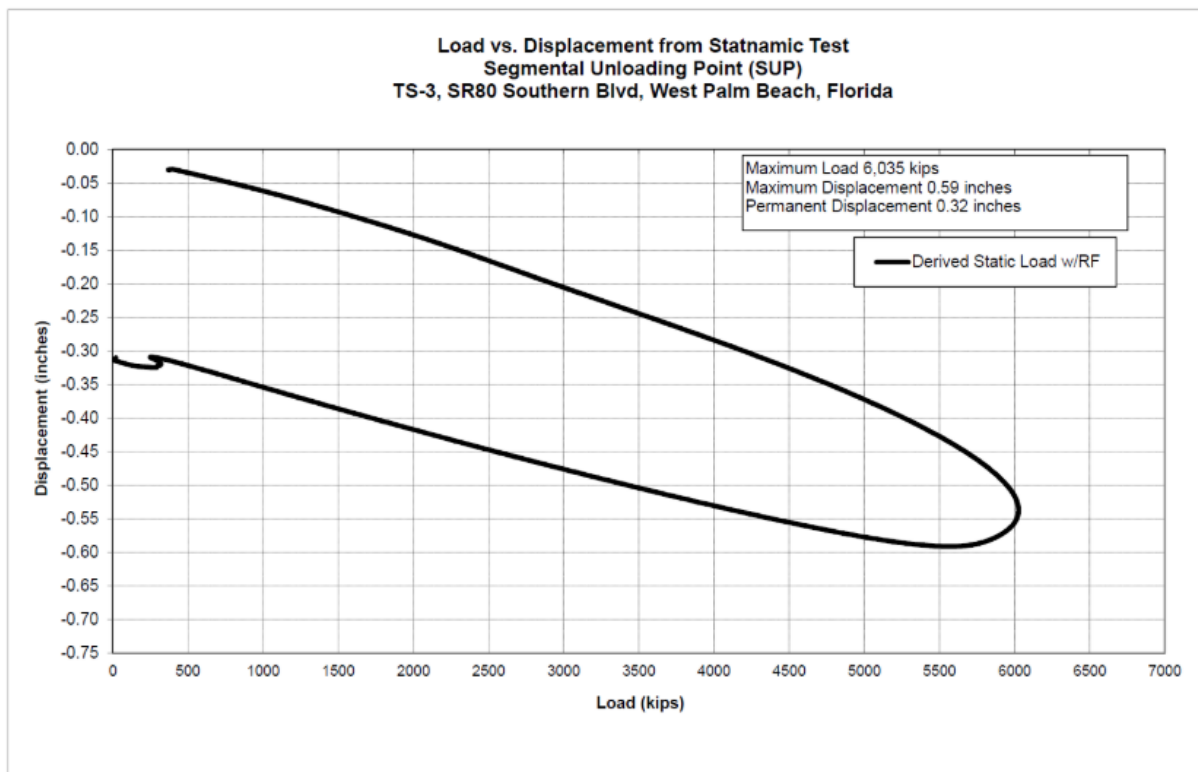


Figure B.23 Data set 23 load test results

Load vs. Displacement from Statnamic Test
TS-1
I-95 Overland Bridge, Jacksonville, Florida

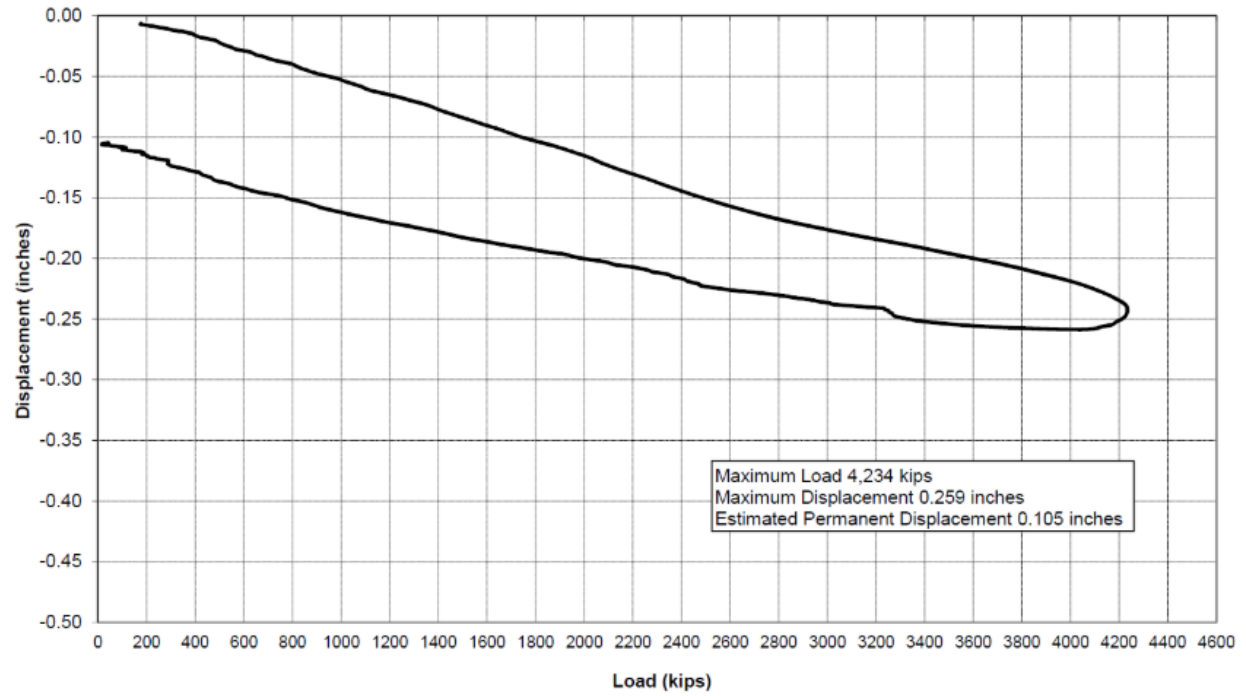


Figure B.24 Data set 24 load test results

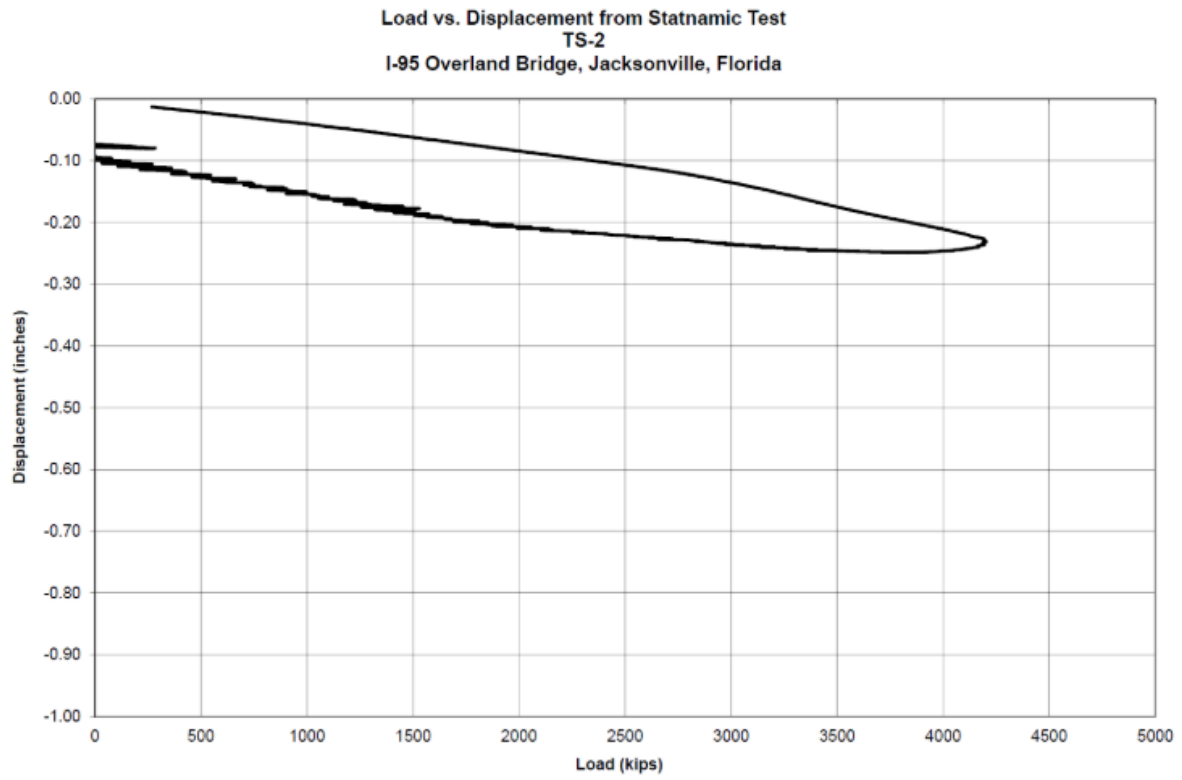


Figure B.25 Data set 25 load test results

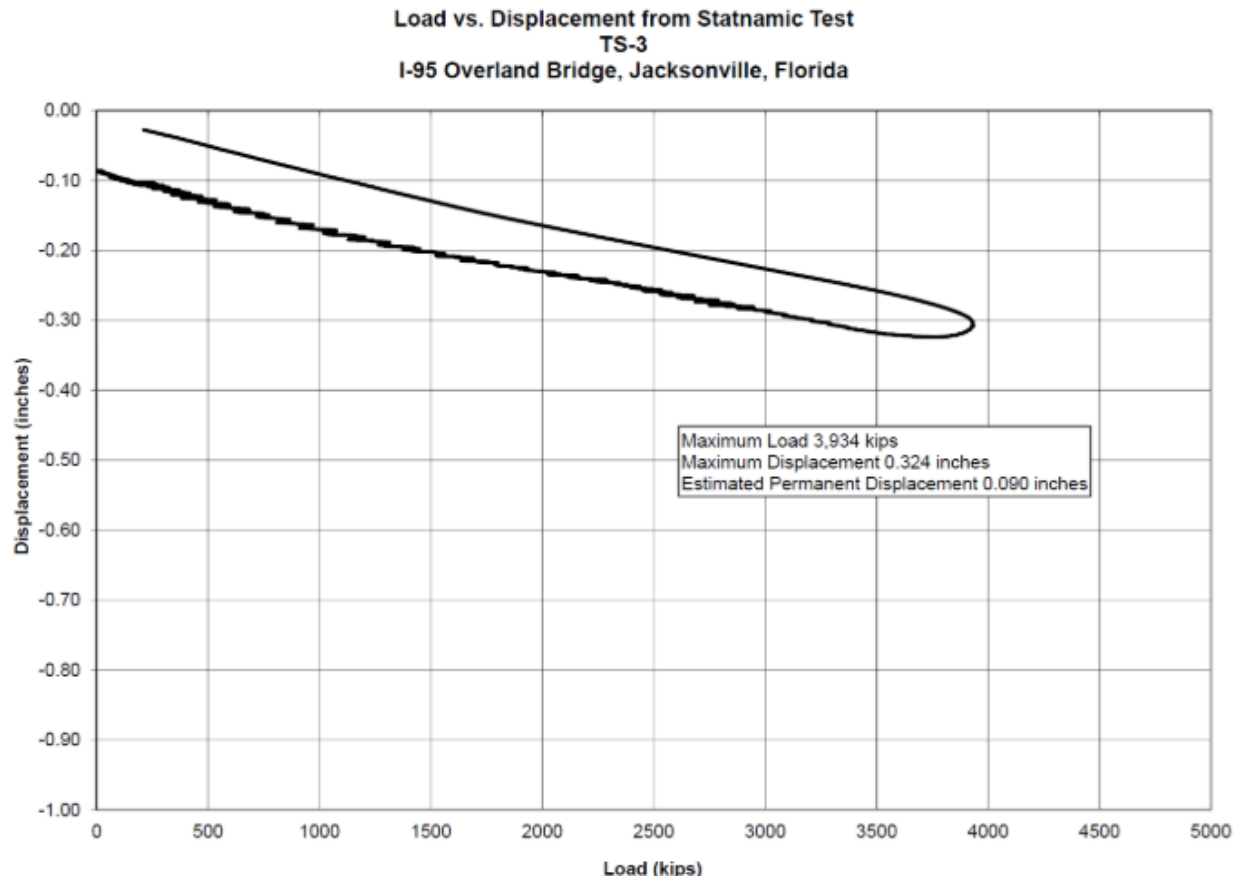


Figure B.26 Data set 26 load test results

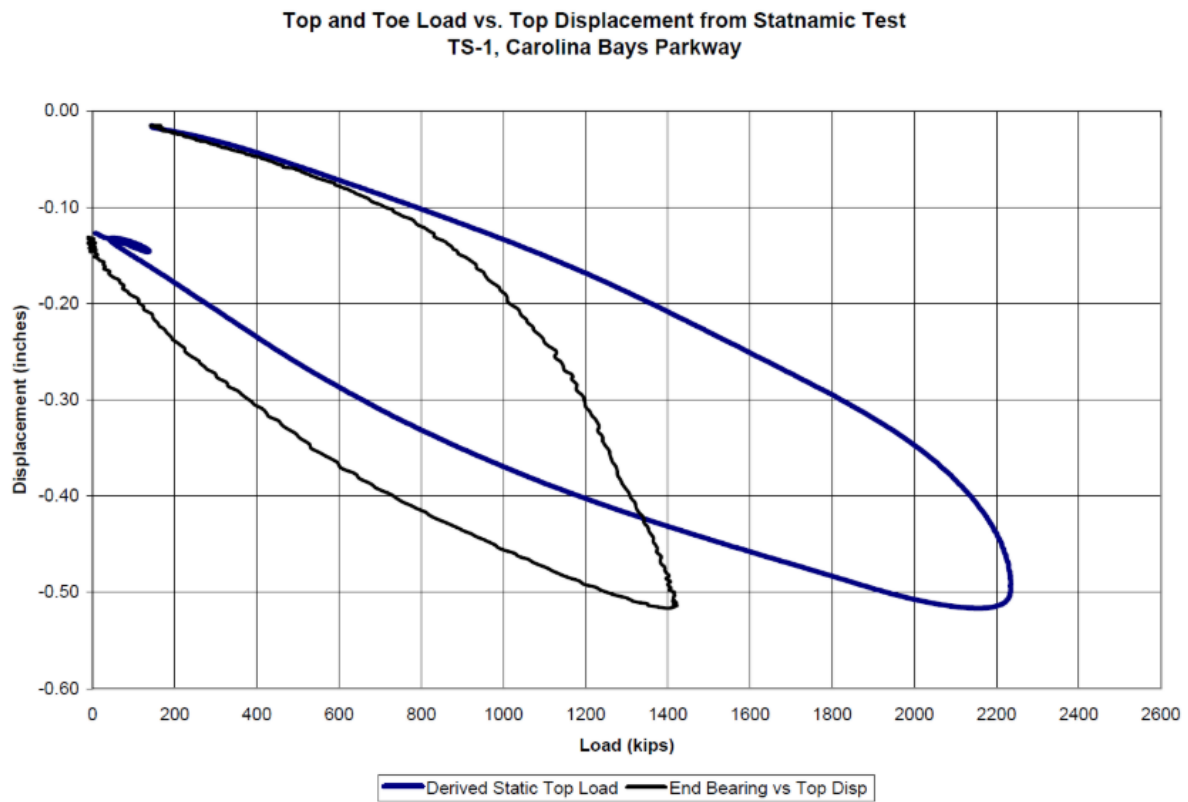


Figure B.27 Data set 27 Load test results



Osterberg Cell Load vs. Displacement Plots

Gilmerton Bridge - Chesapeake, VA - Pier 9 SW R

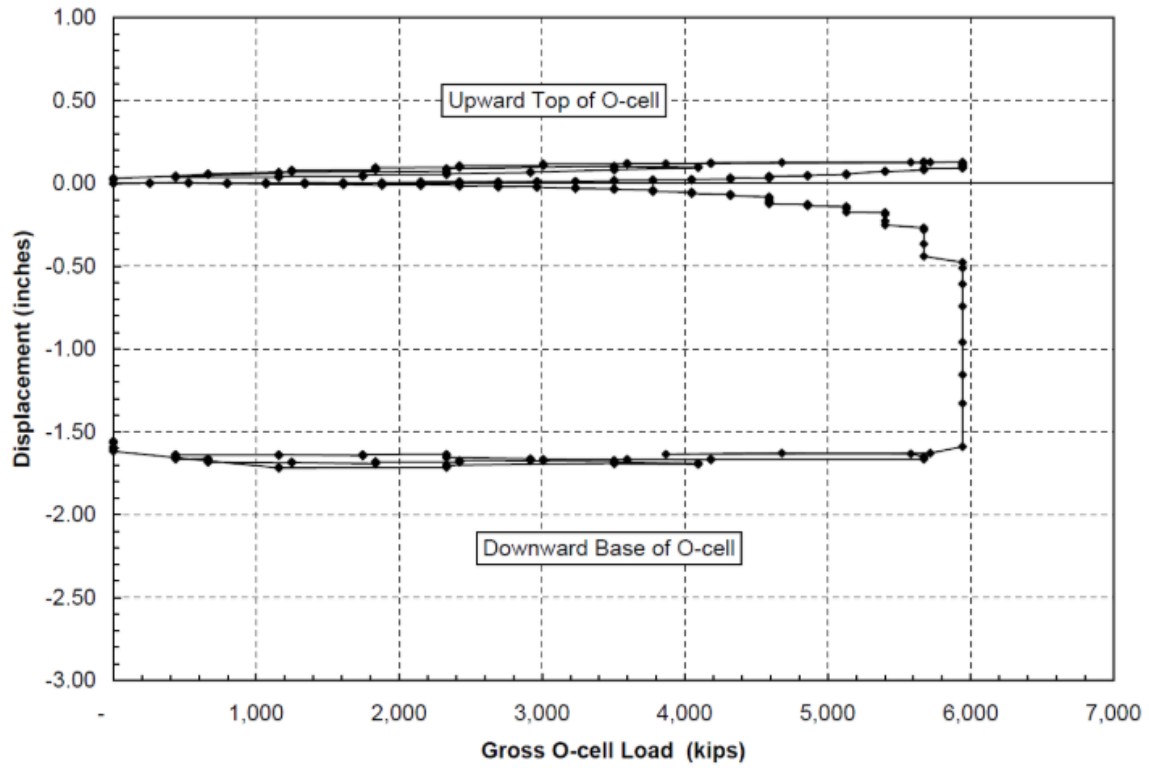


Figure B.28 Data set 28 load test results

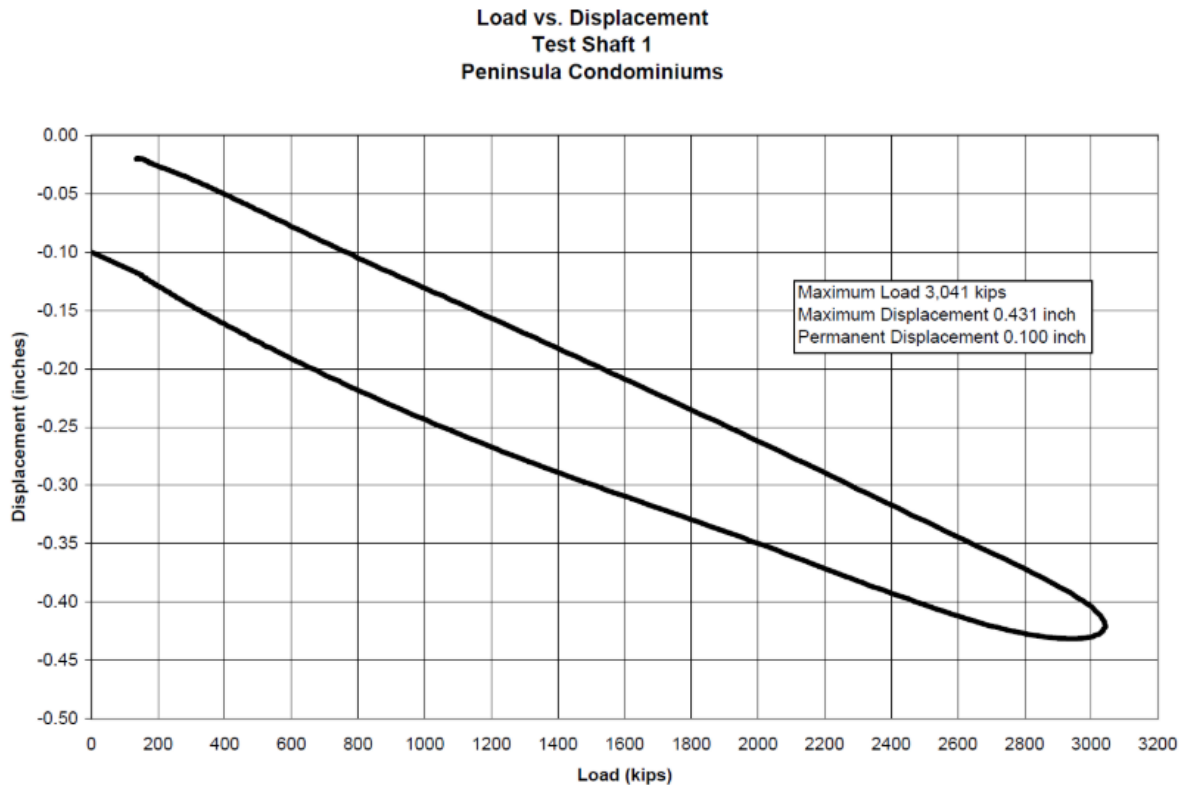


Figure B.29 Data set 29 load test results

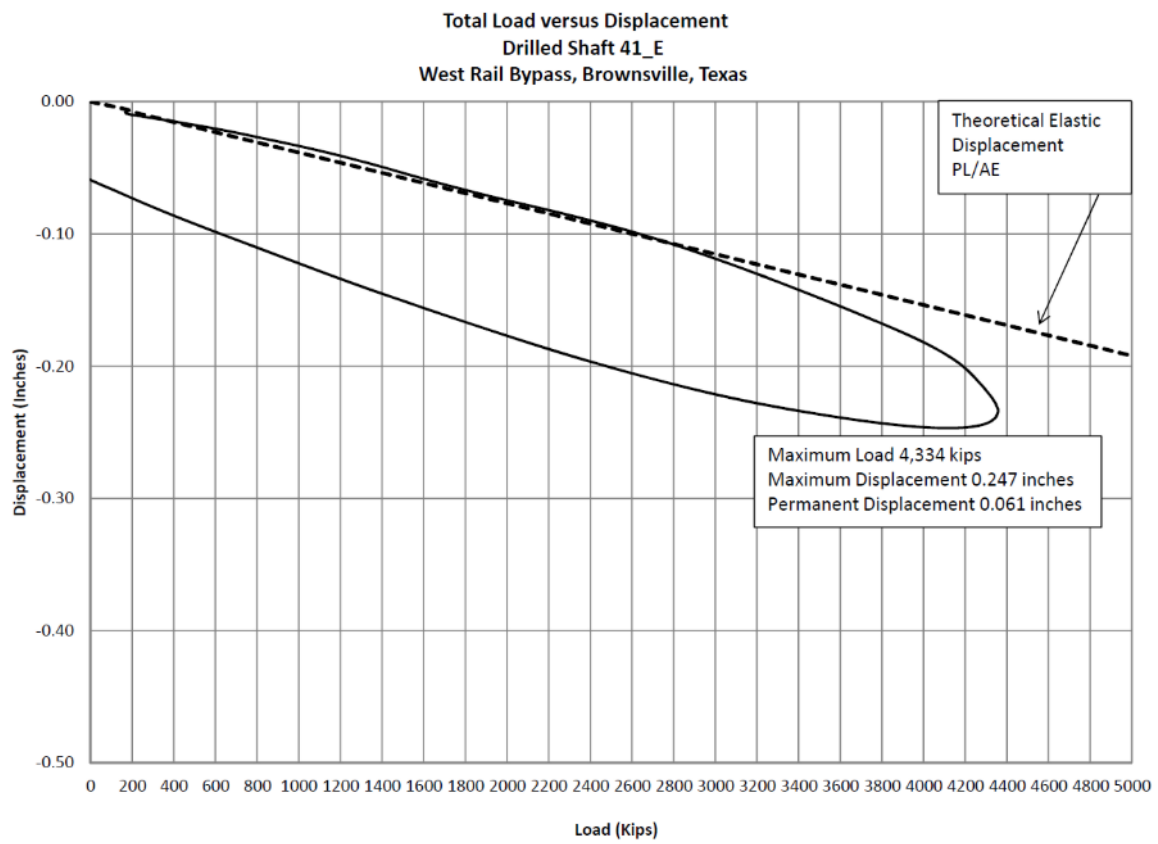


Figure B.30 Data set 30 load test results

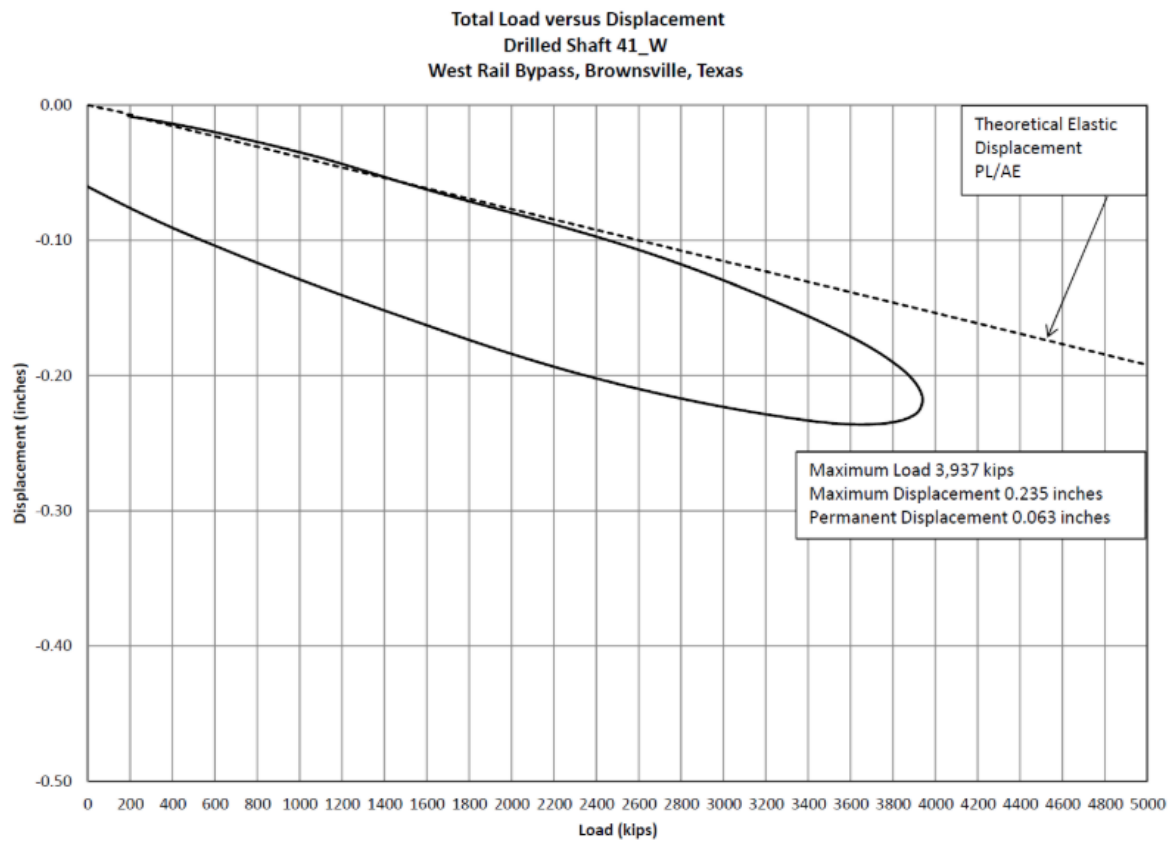


Figure B.31 Data set 31 load test results

APPENDIX C FDOT METHOD BIAS FACTOR PLOTS

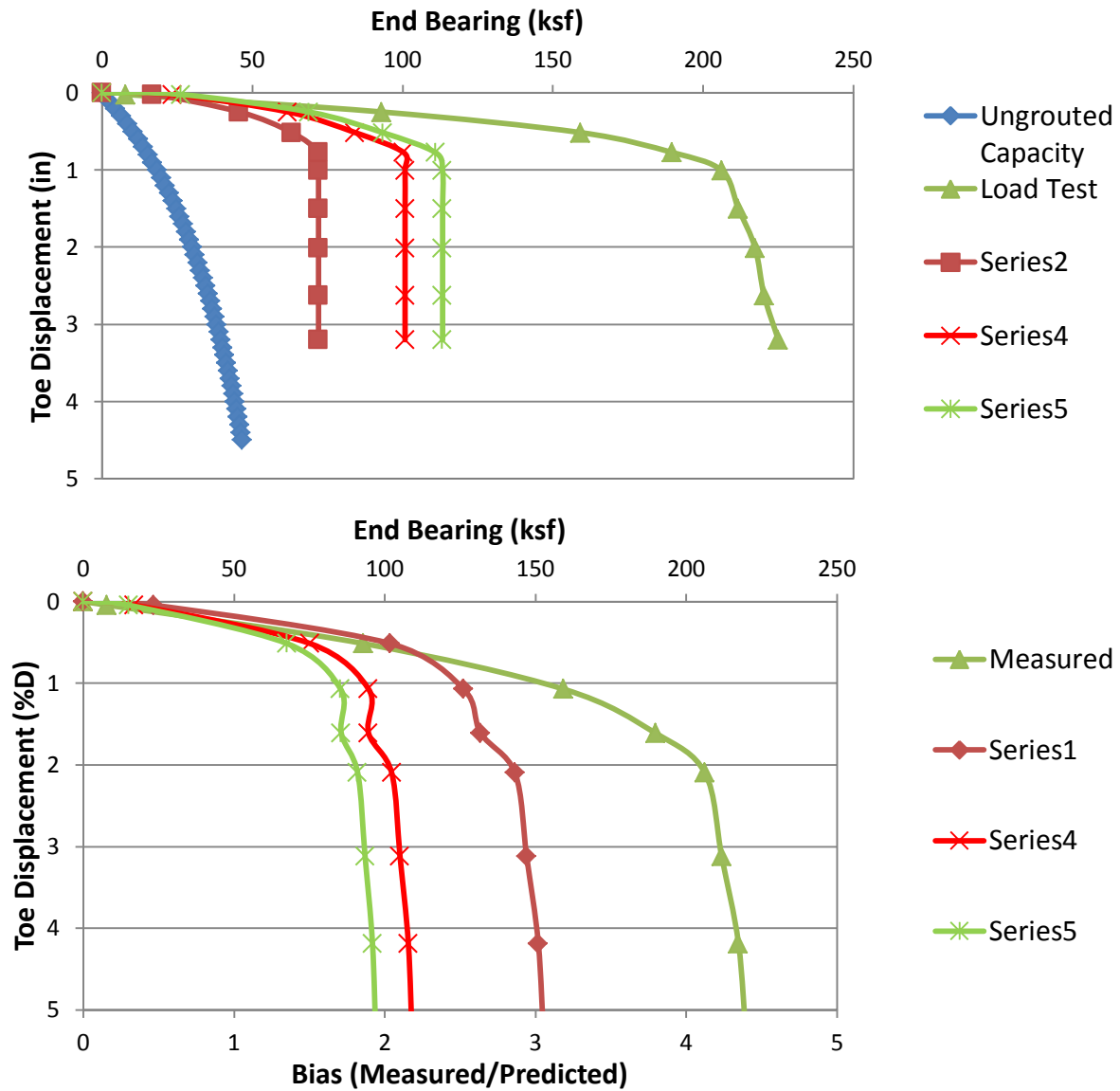


Figure C.1 Data set 1 predicted/design and load test response (top); bias vs disp (bottom).

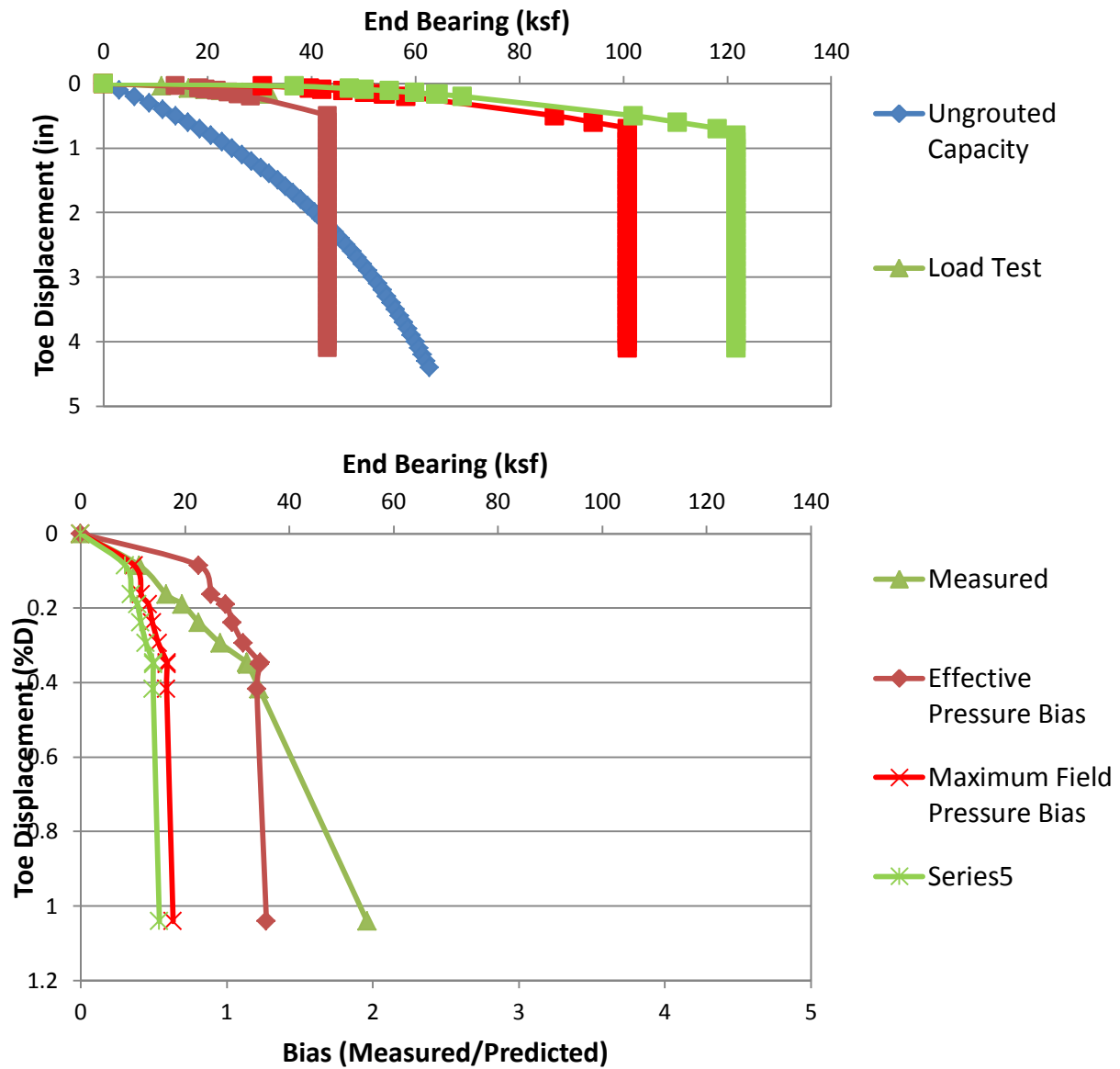


Figure C.2 Data set 2 predicted/design and load test response (top); bias vs disp (bottom)

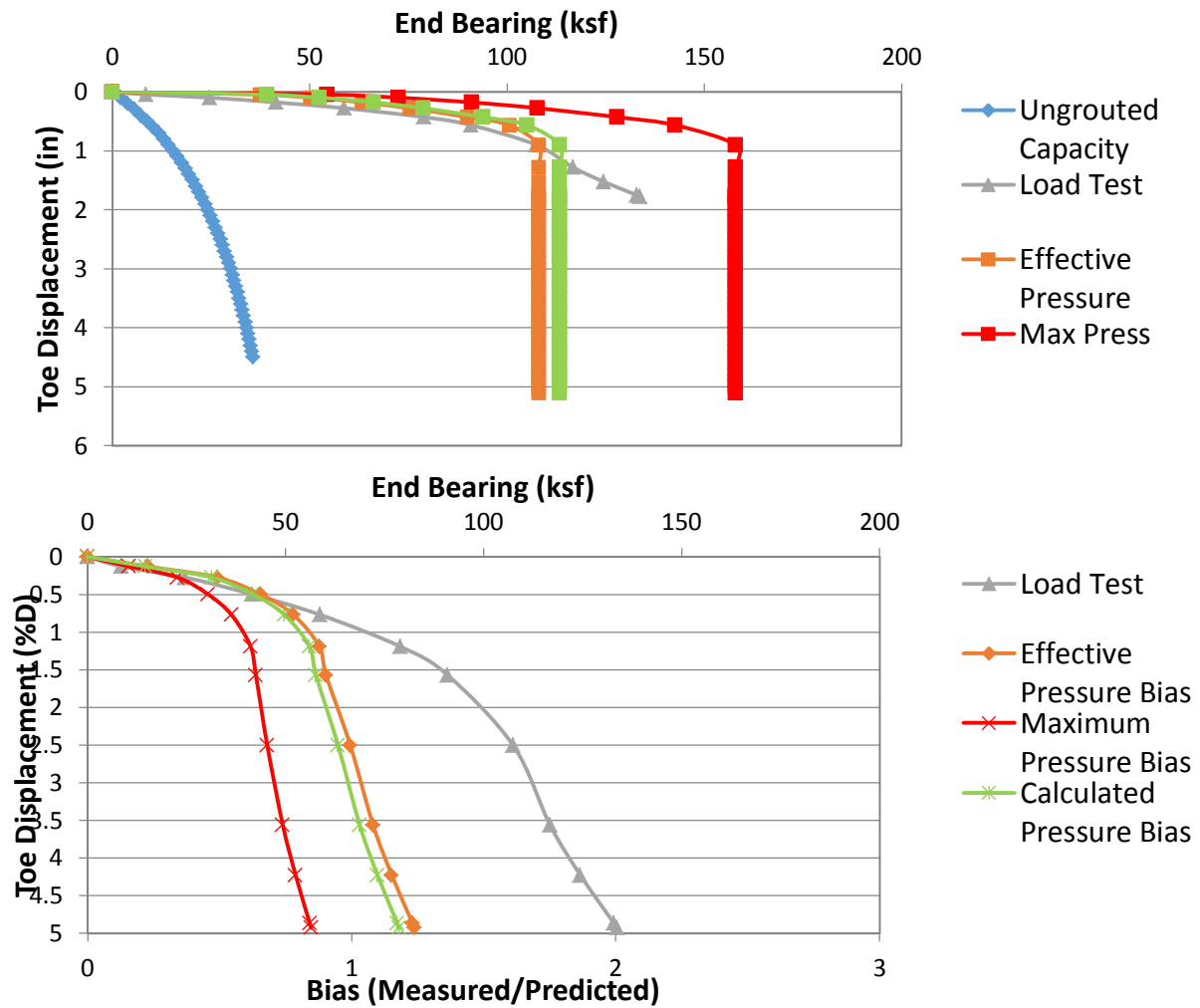


Figure C.3 Data set 3 predicted/design and load test response (top); bias vs disp (bottom)

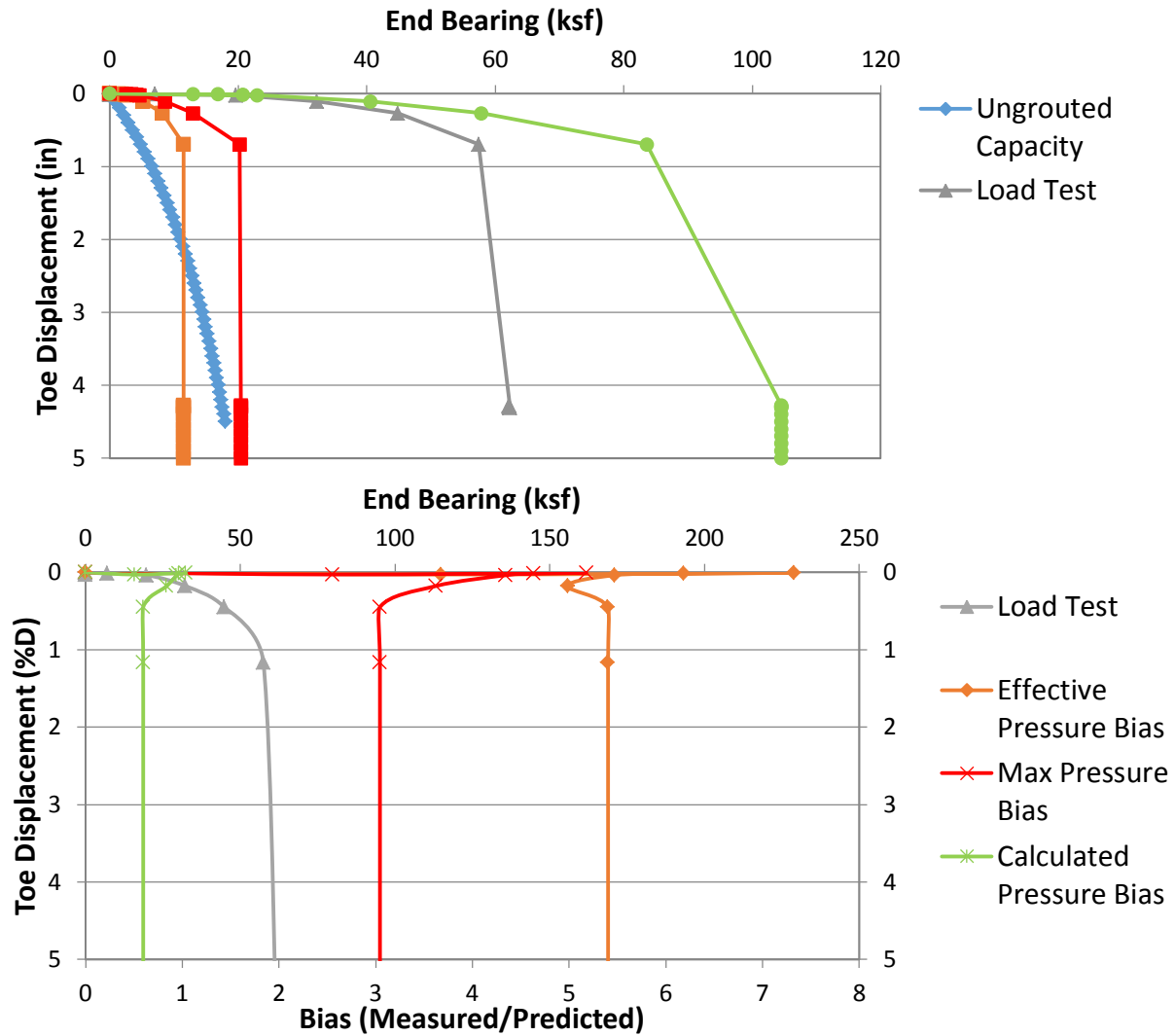


Figure C.4 Data set 4 predicted/design and load test response (top); bias vs disp (bottom)

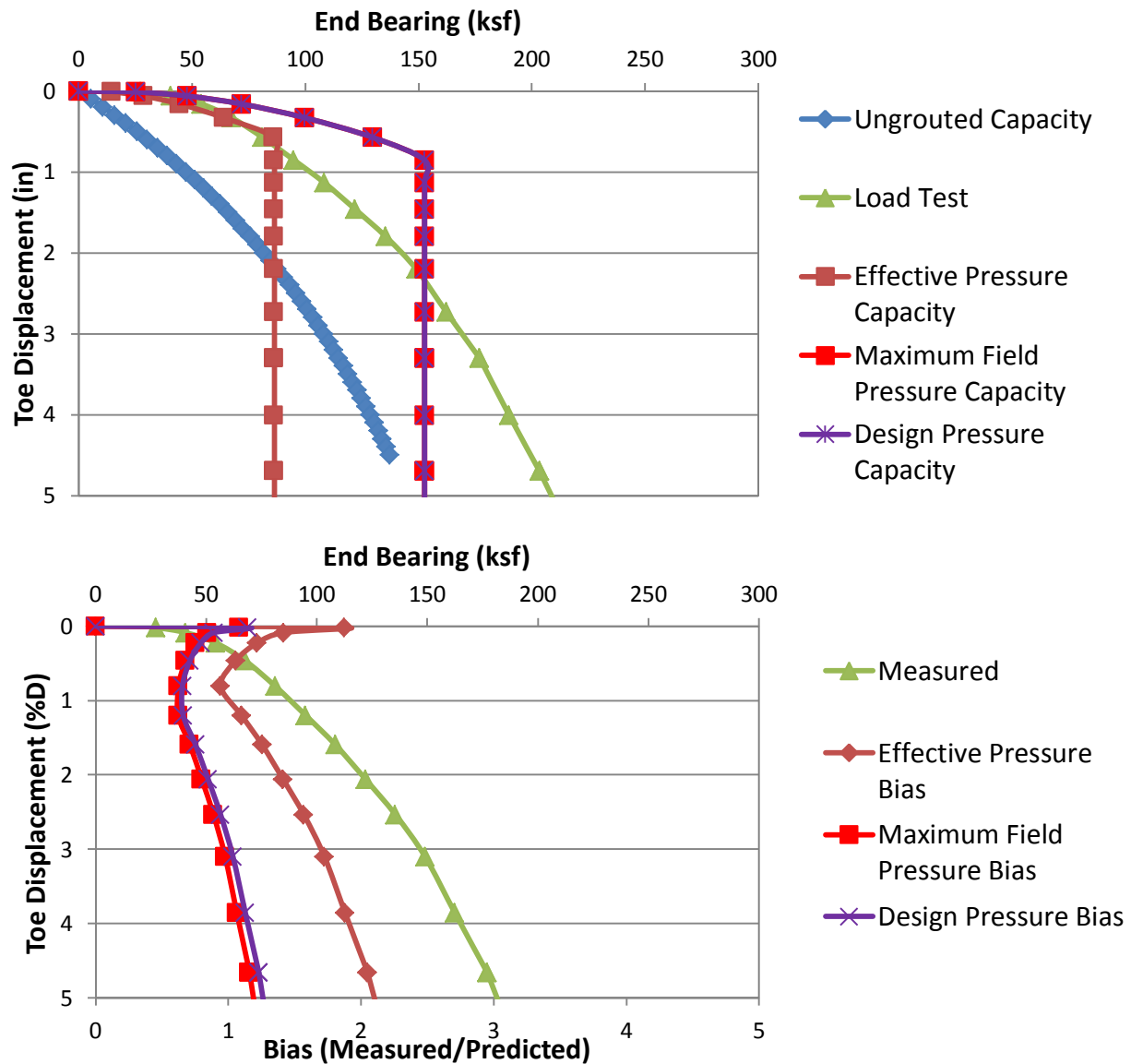


Figure C.5 Data set 5 Predicted/design and load test response (top); bias vs disp (bottom)

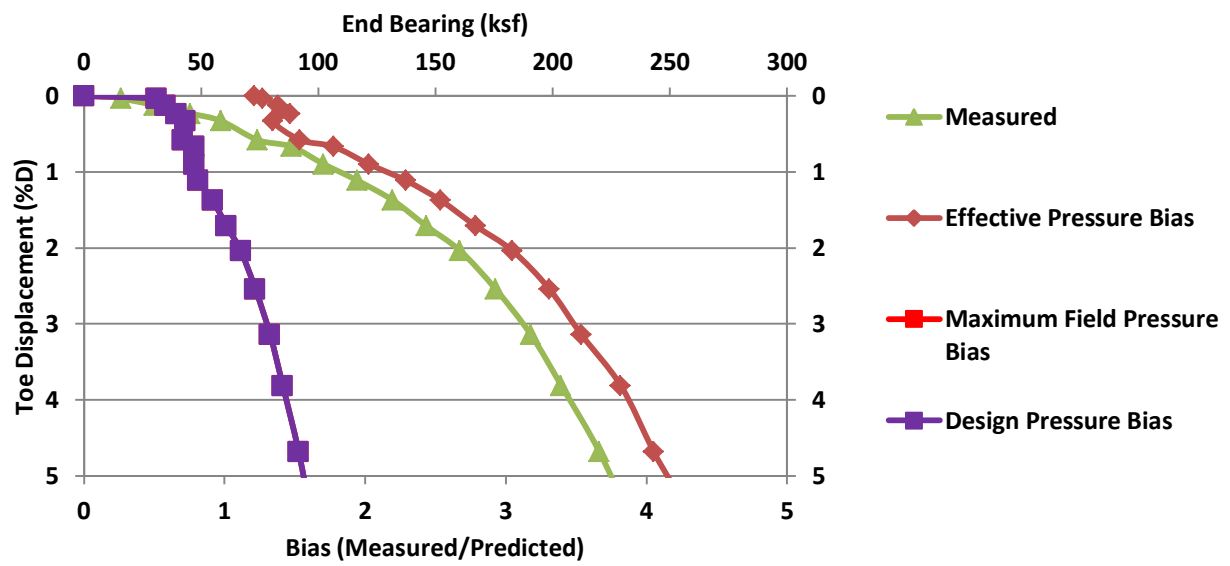
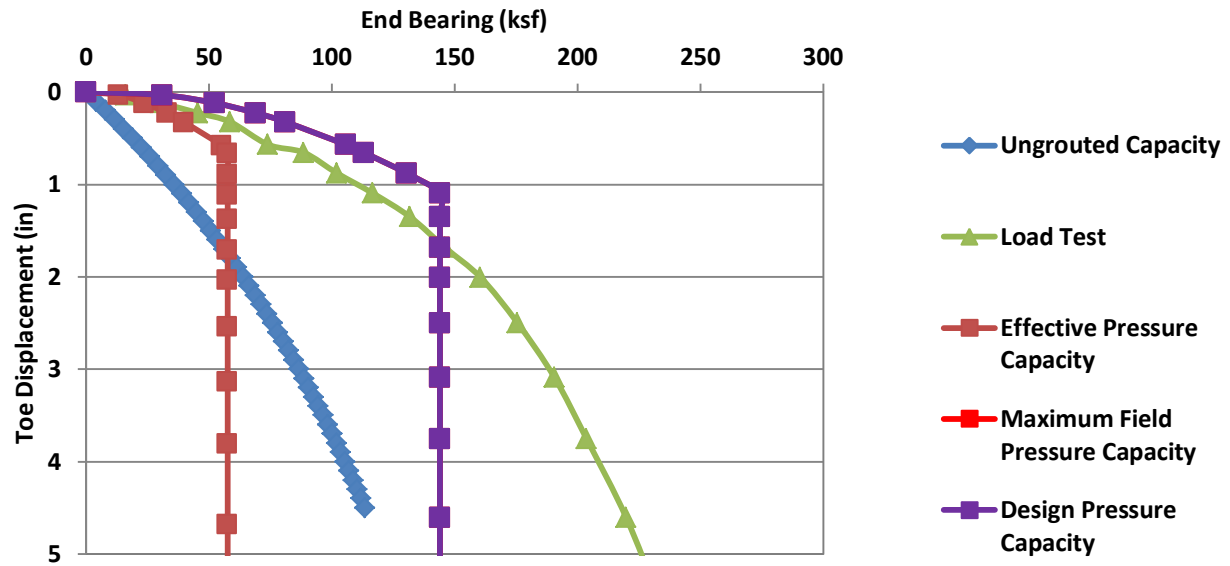


Figure C.6 Data set 6 predicted/design and load test response (top); bias vs disp (bottom)

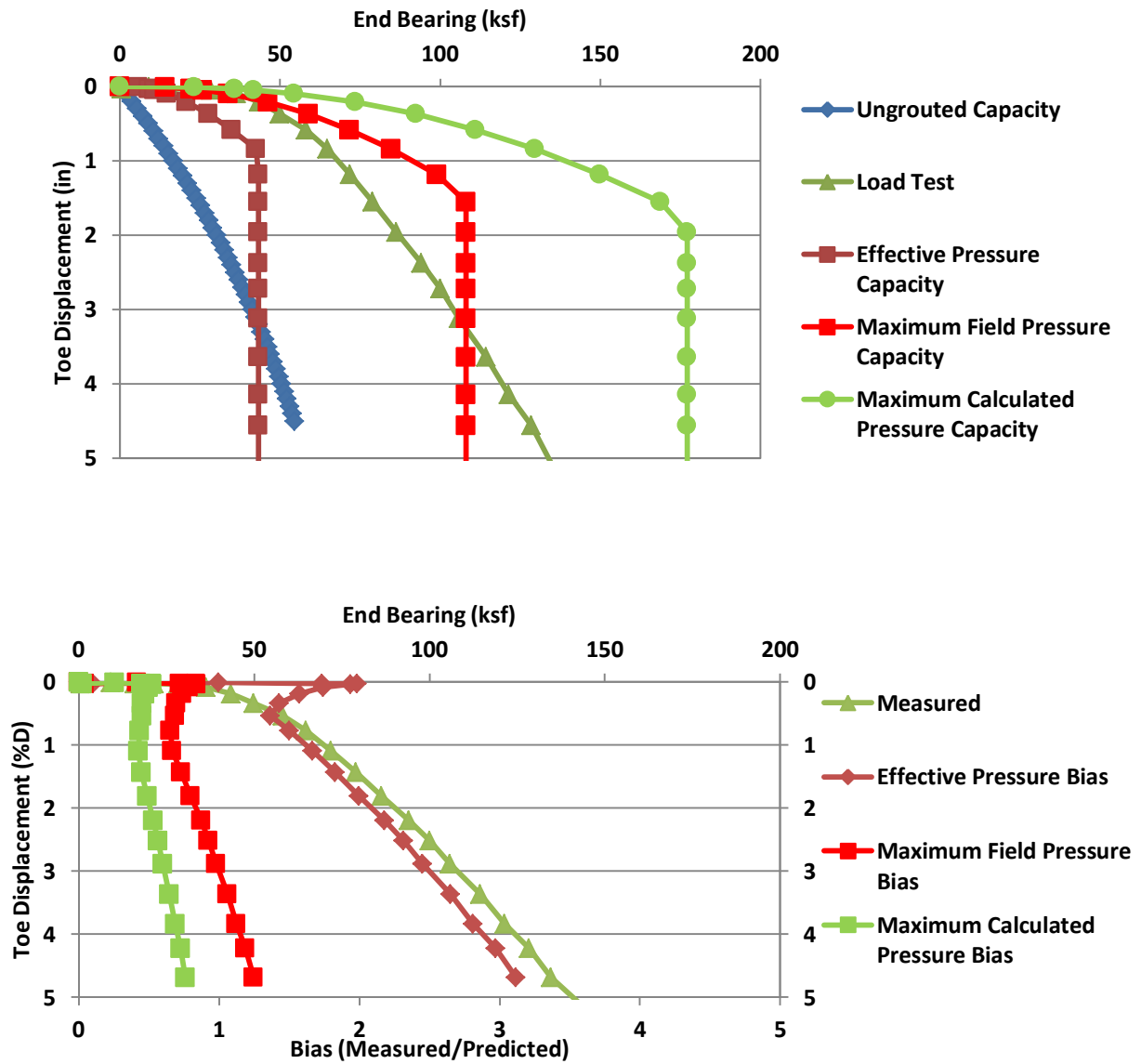


Figure C.7 Data set 7 predicted/design and load test response (top); bias vs disp (bottom)

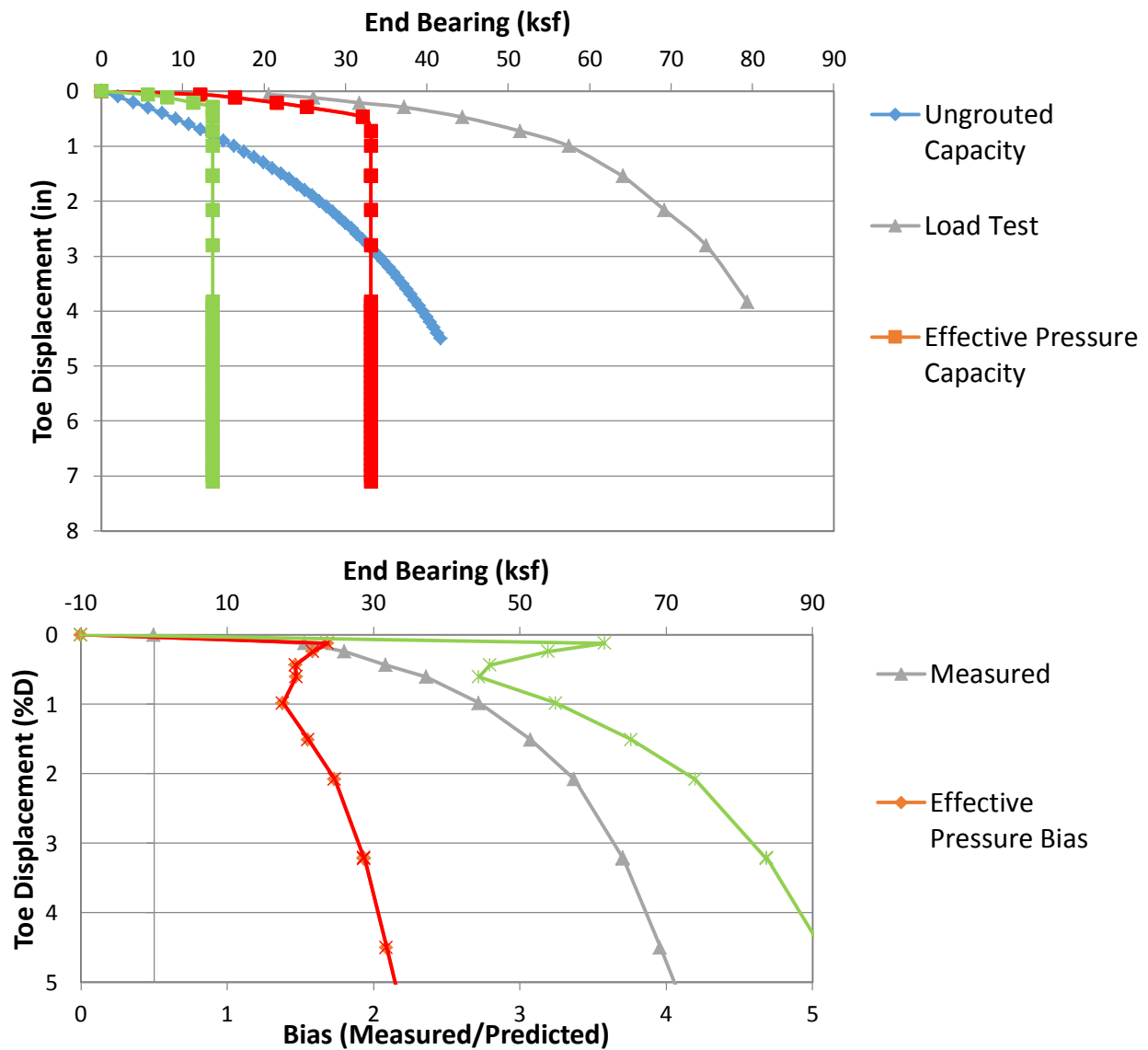


Figure C.8 Data set 8 predicted/design and load test response (top); bias vs disp (bottom)

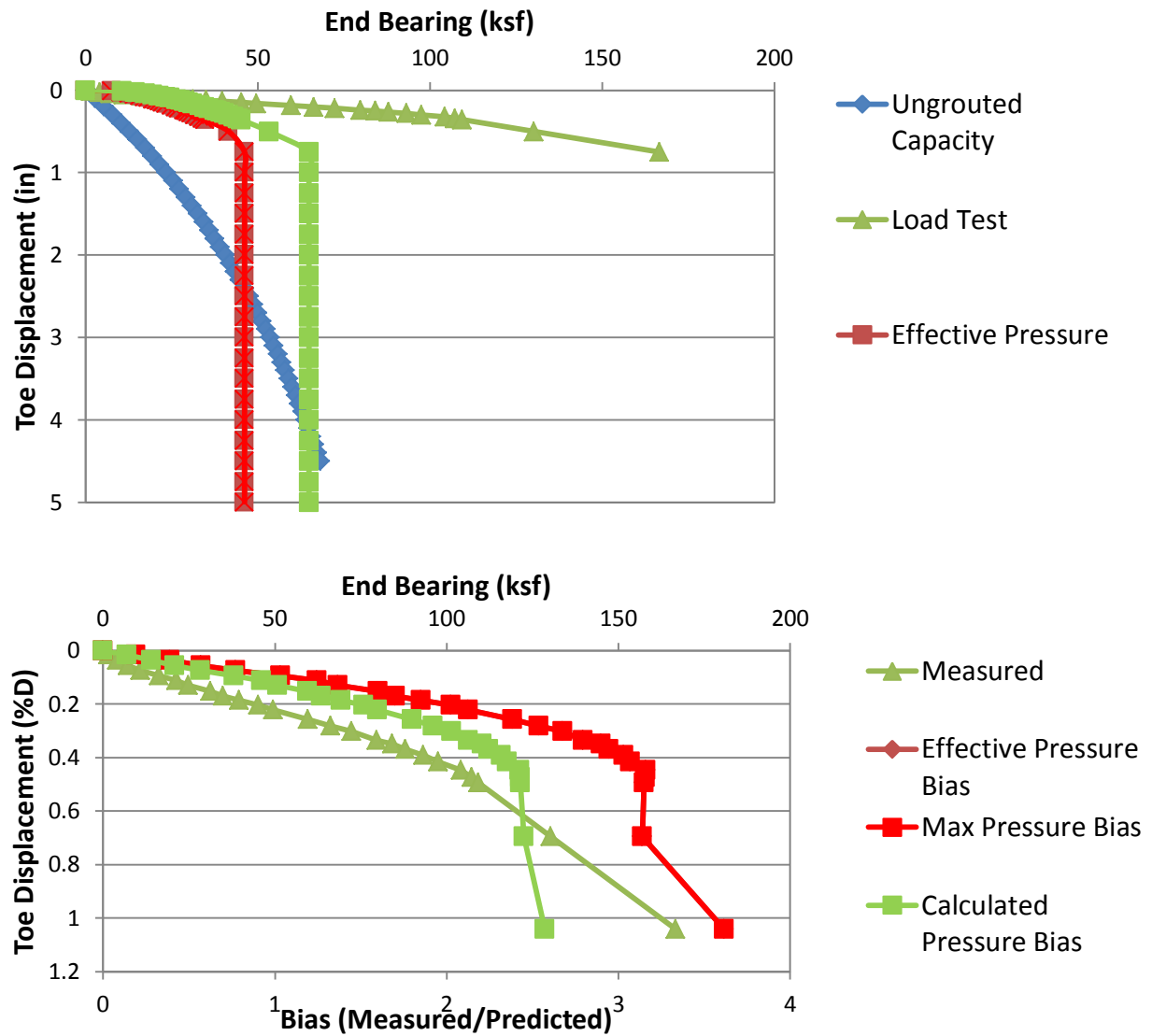


Figure C.9 Data set 9 predicted/design and load test response (top); bias vs disp (bottom)

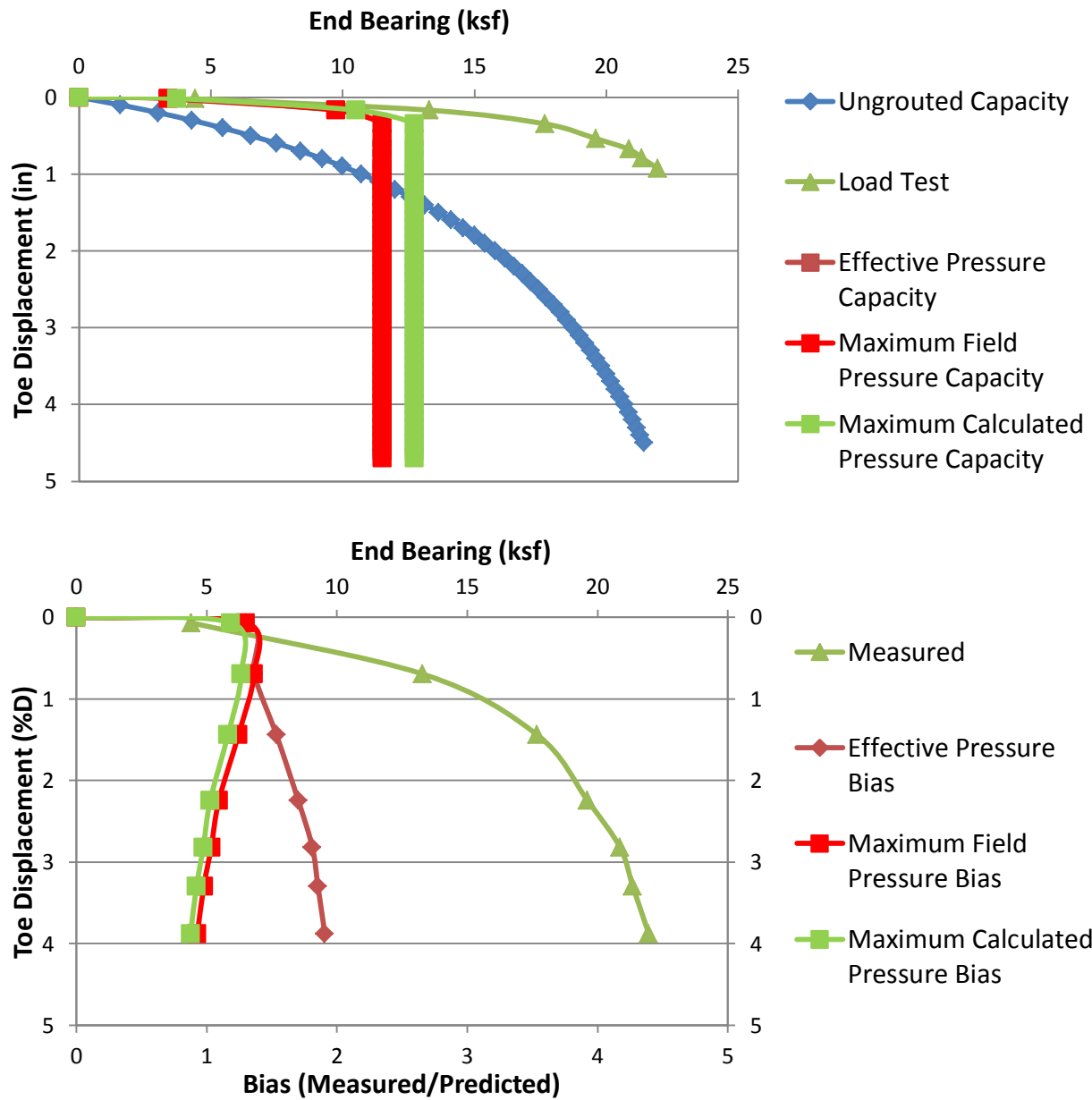


Figure C.10 Data set 10 predicted/design and load test response (top); bias vs disp (bottom)

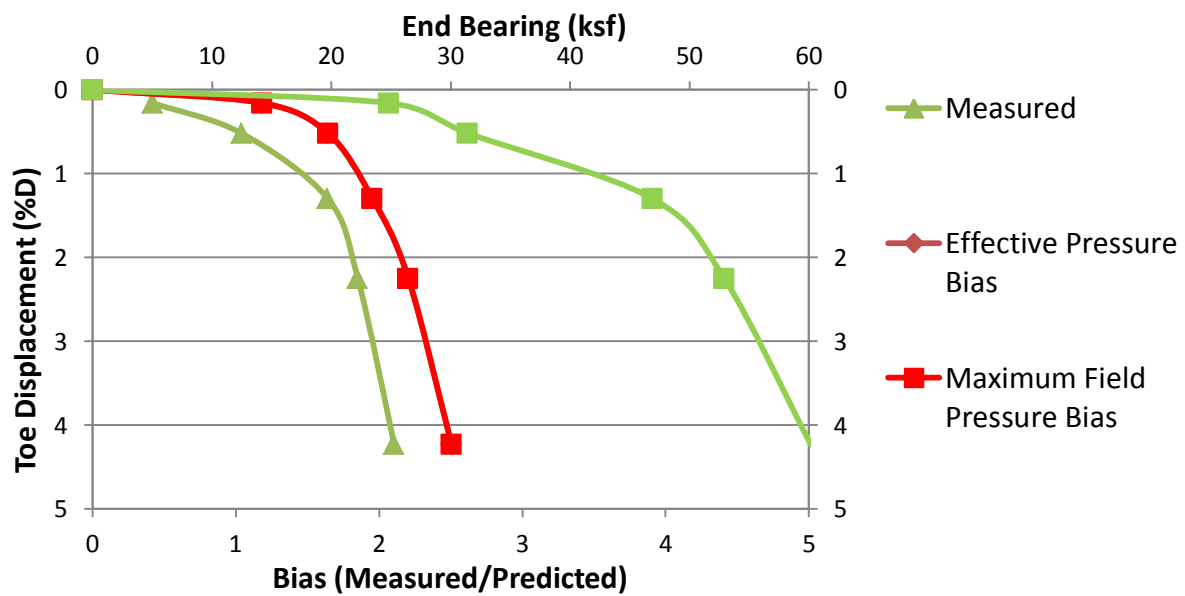
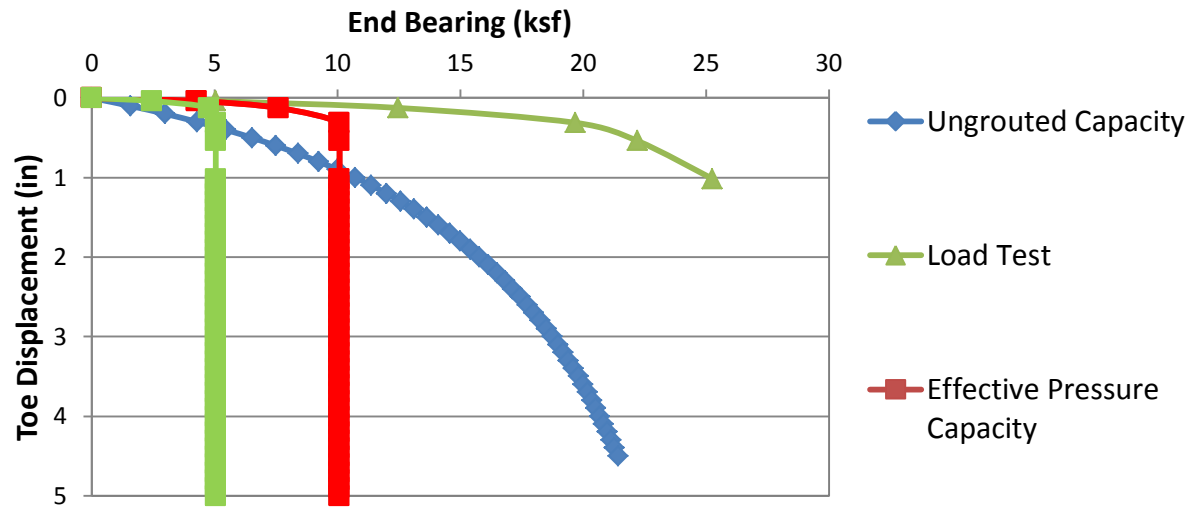


Figure C.11 Data set 11 predicted/design and load test response (top); bias vs disp (bottom)

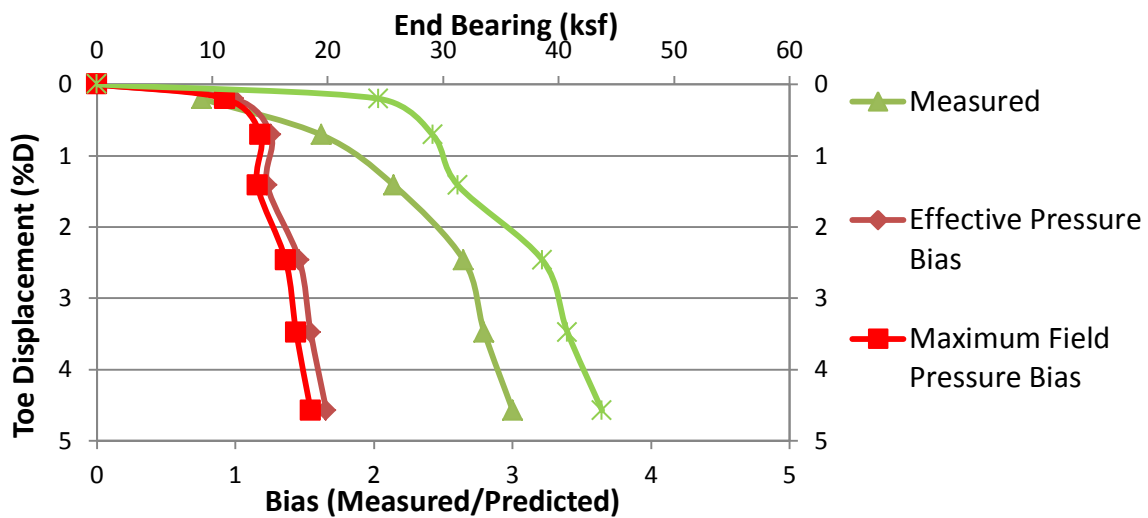
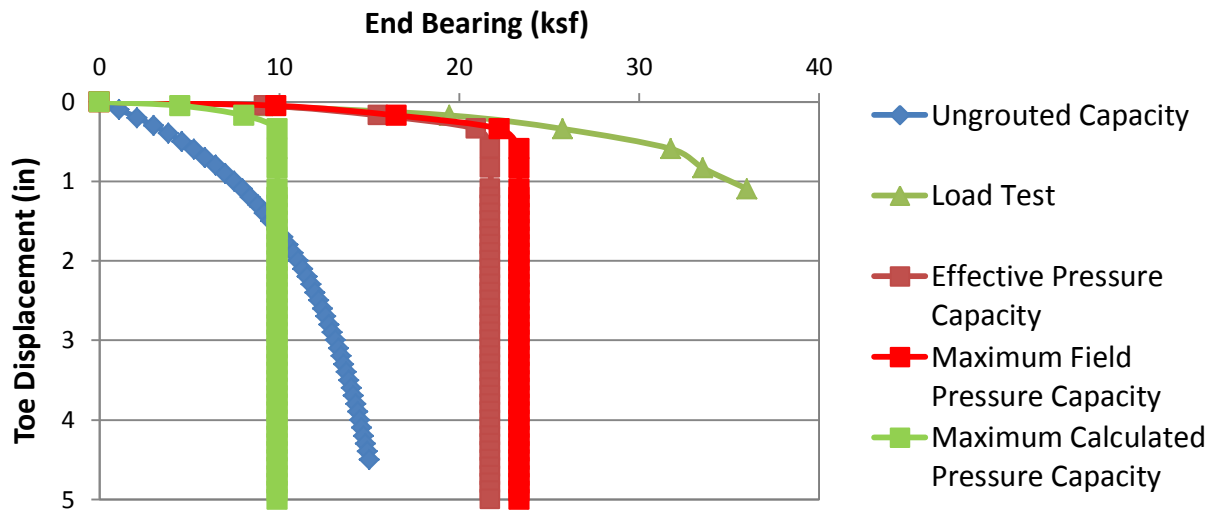


Figure C.12 Data set 12 predicted/design and load test response (top); bias vs disp (bottom)

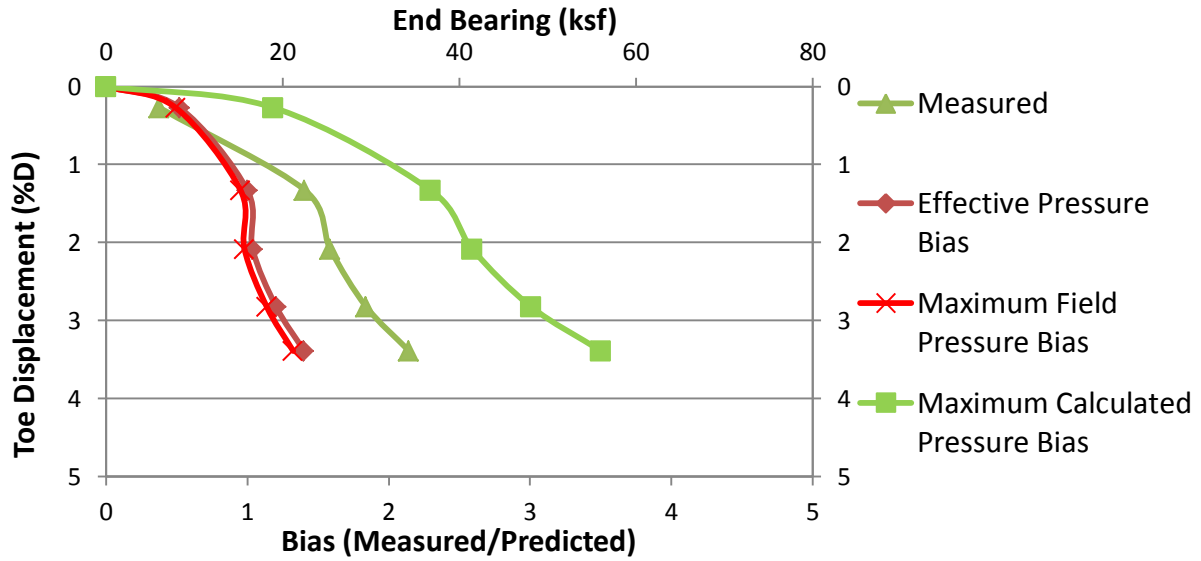
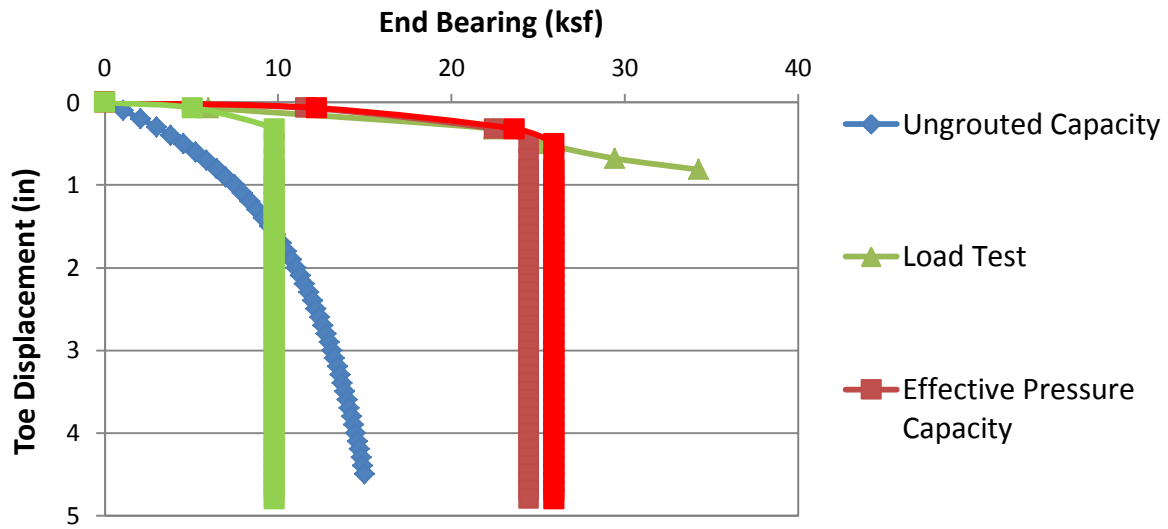
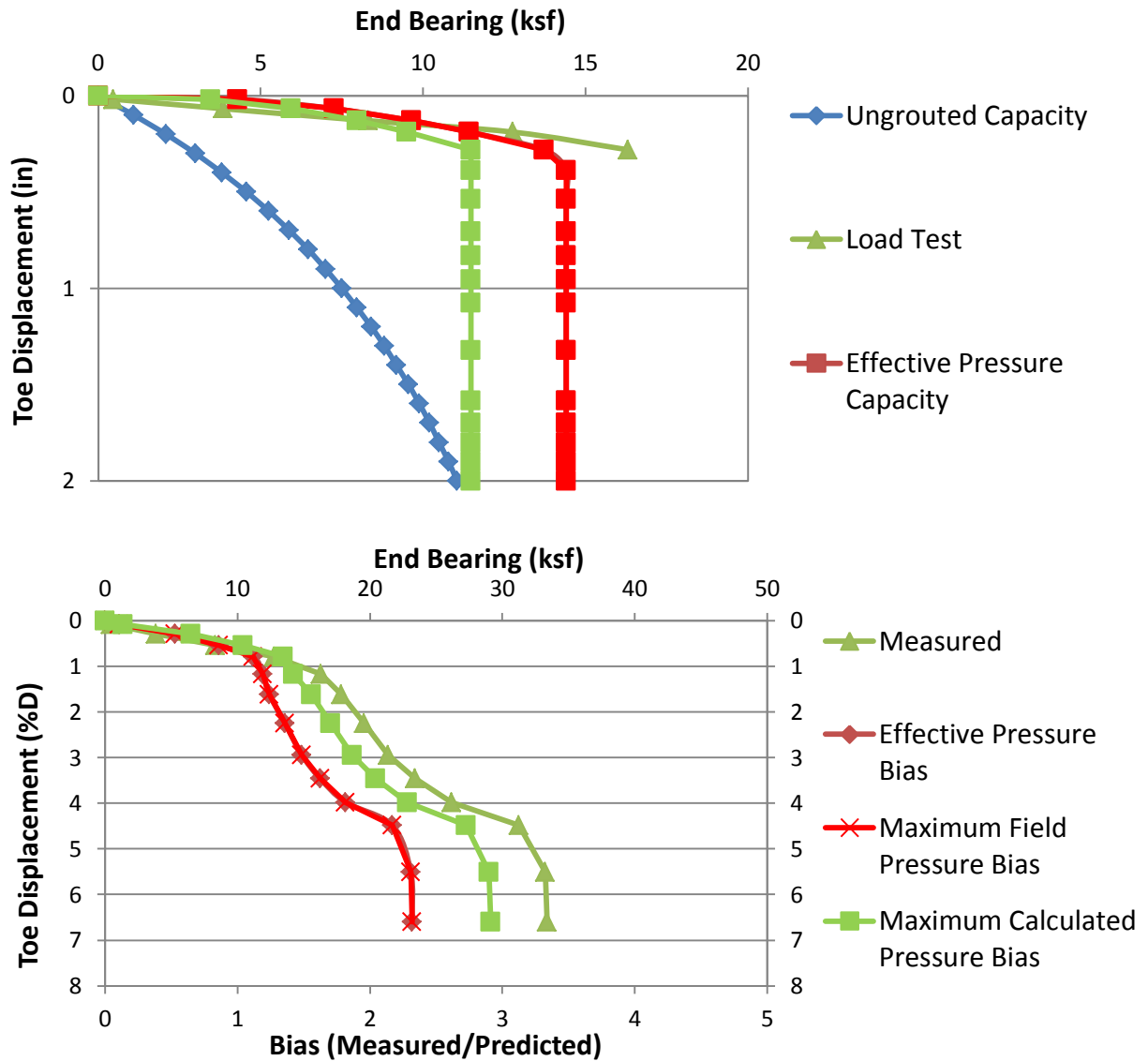


Figure C.13 Data set 13 predicted/design and load test response (top); bias vs disp (bottom)



FigureC.14 Data set 14 predicted/design and load test response (top); bias vs disp (bottom)

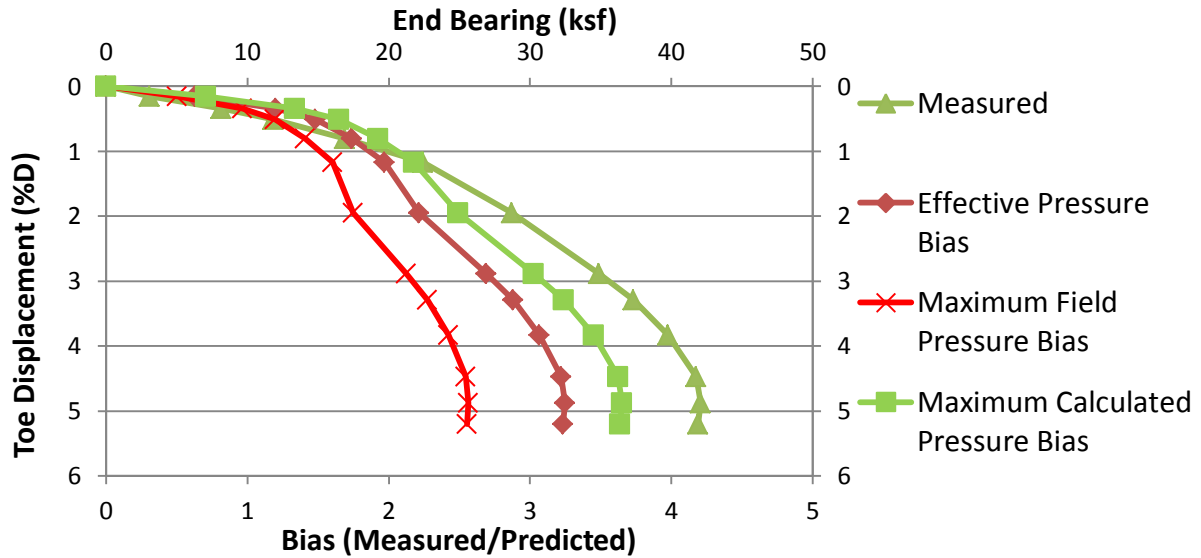
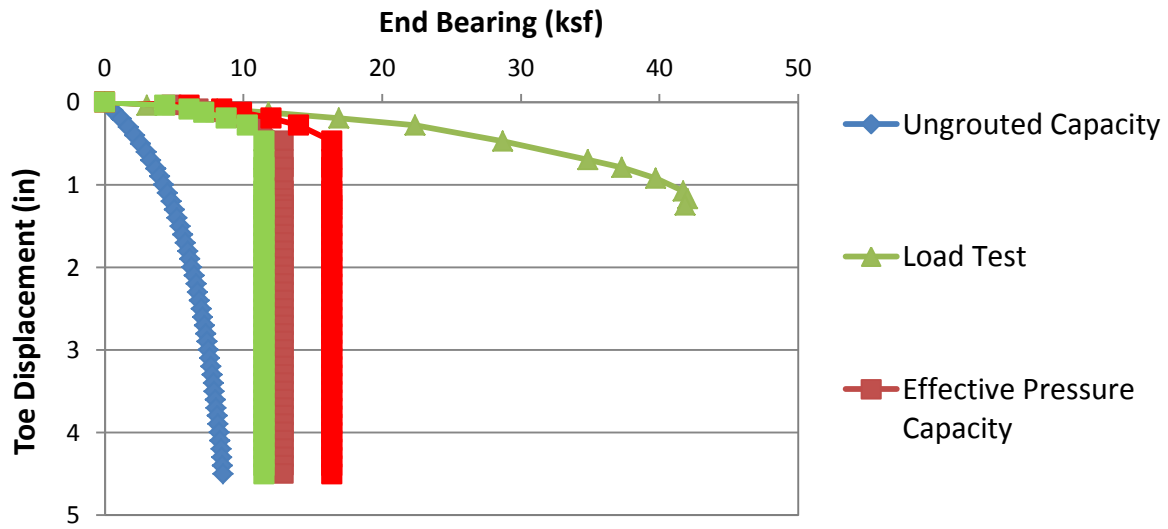
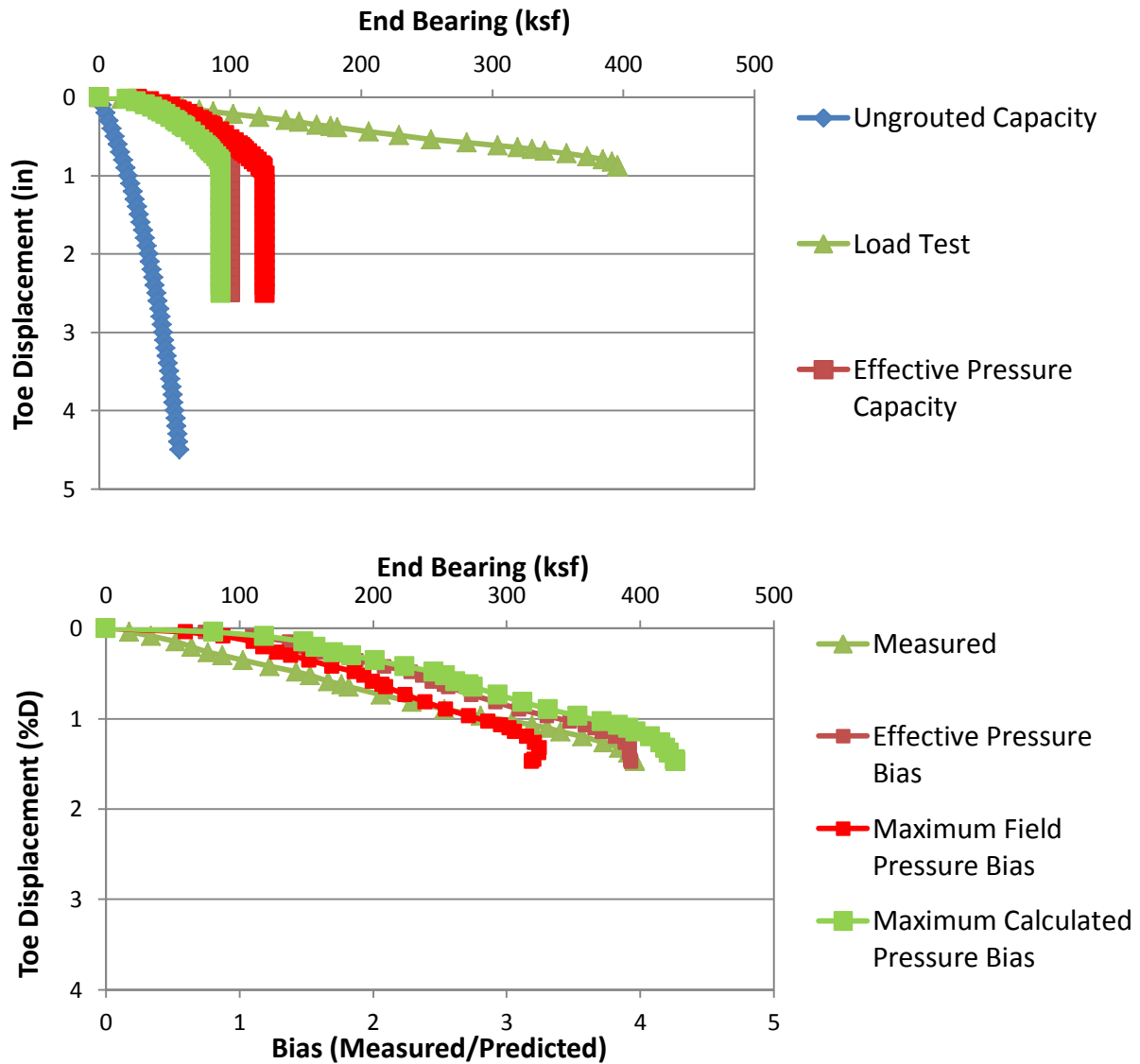


Figure C.15 Data set 15 predicted/design and load test response (top); bias vs disp (bottom)



FigureC.16 Data set 16 predicted/design and load test response (top); bias vs disp (bottom)

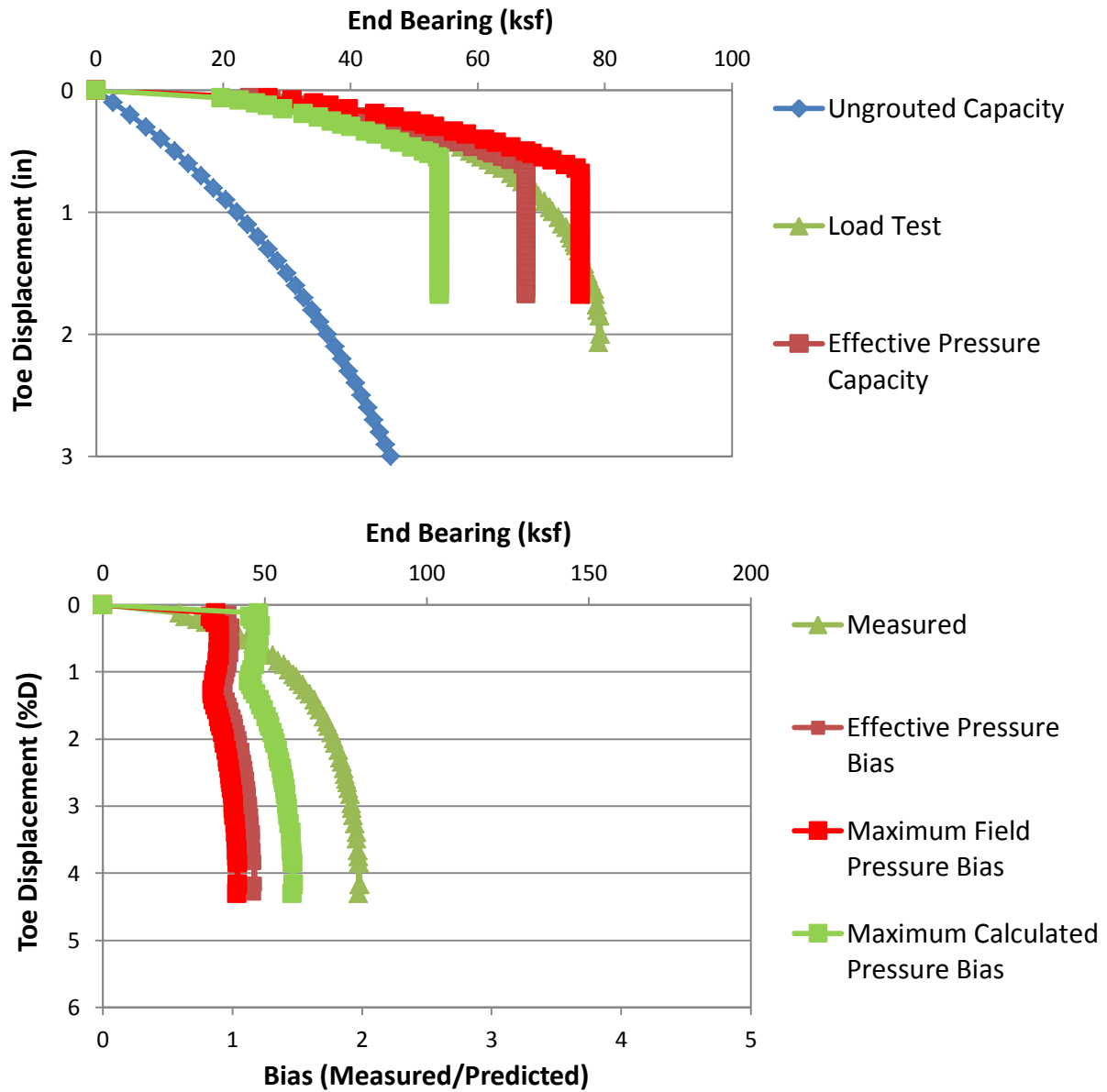


Figure C.17 Data set 17 predicted/design and load test response (top); bias vs disp (bottom)

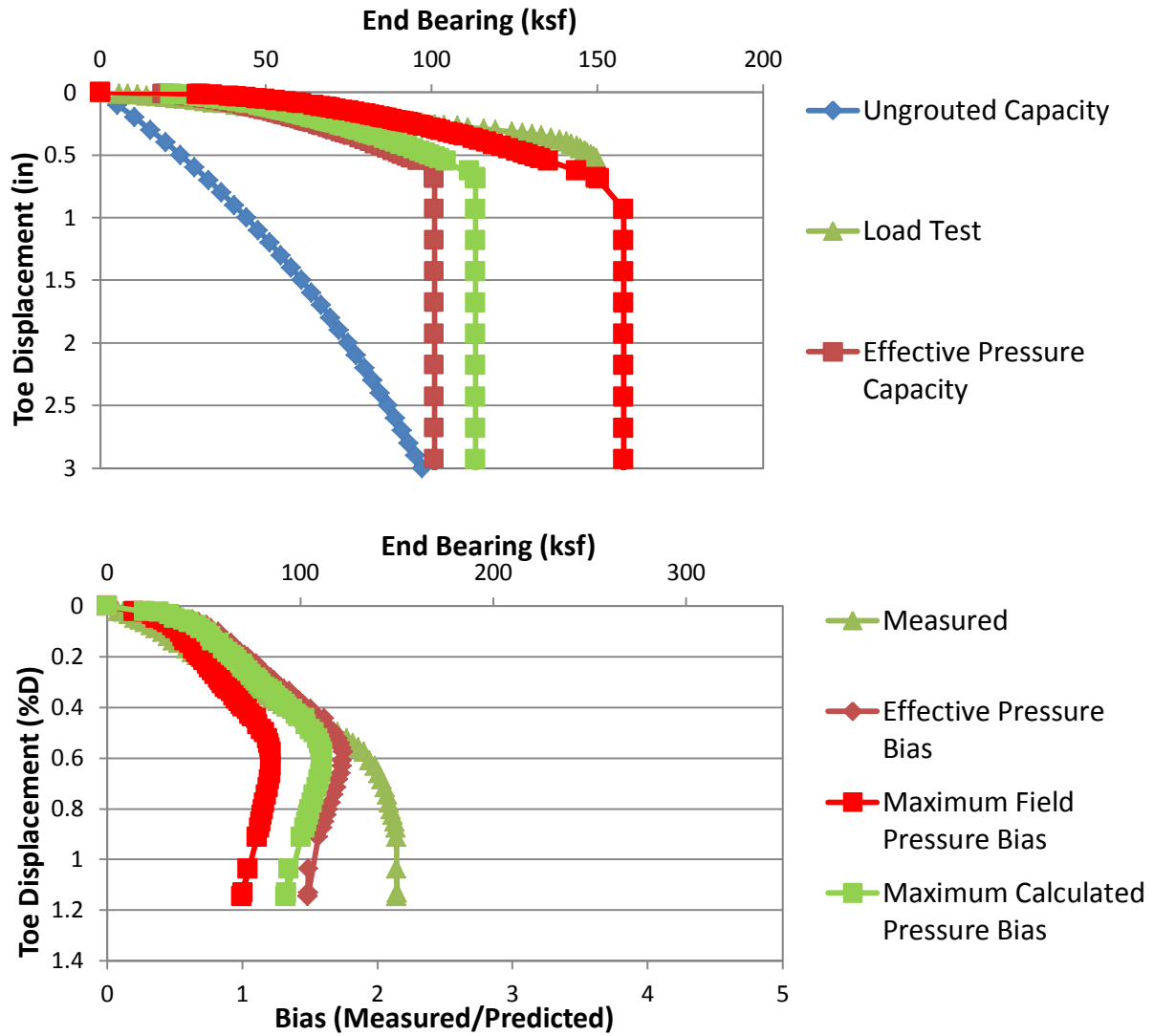


Figure C.18 Data set 18 predicted/design and load test response (top); bias vs disp (bottom)

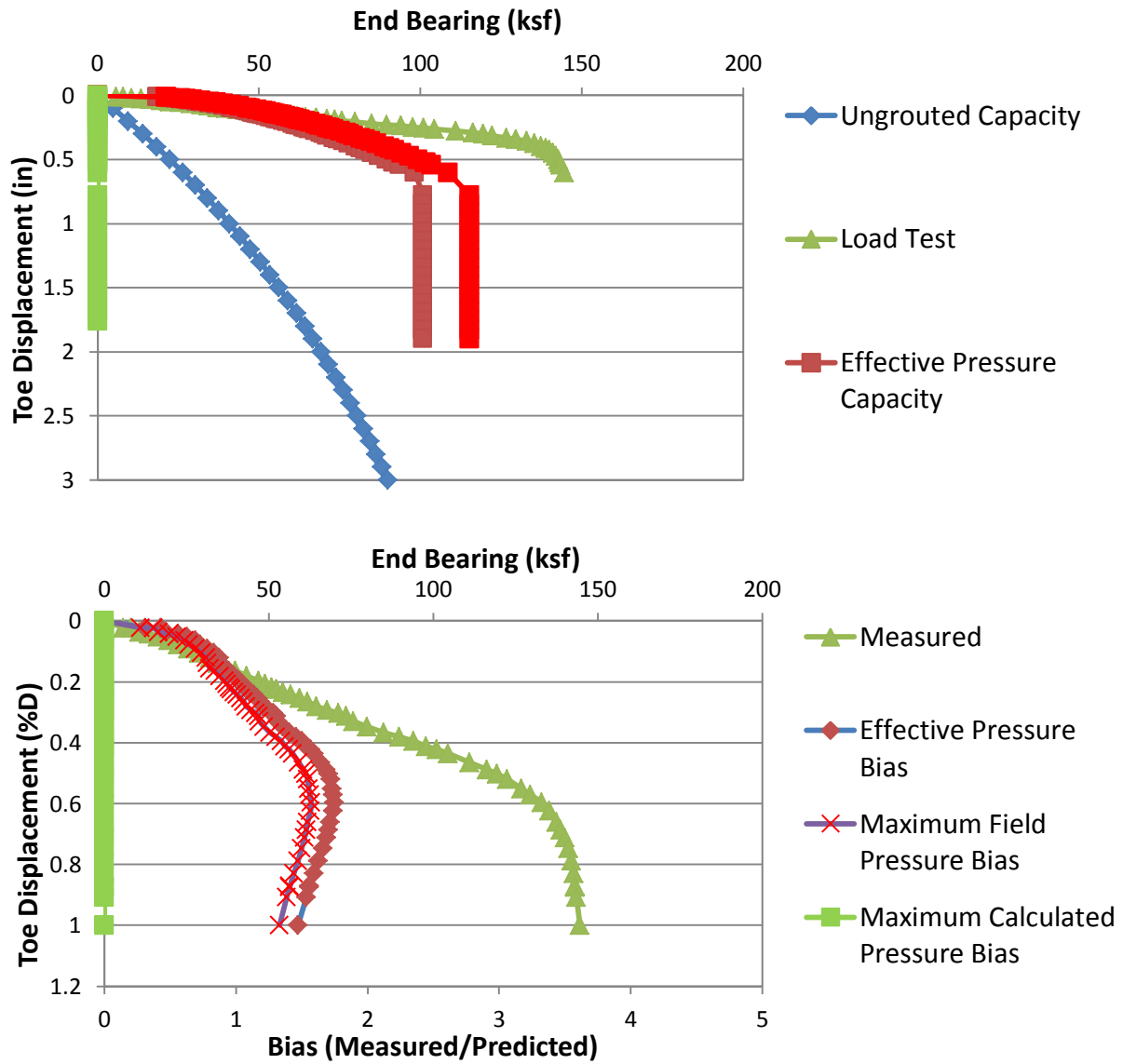


Figure C.19 Data set 19 predicted/design and load test response (top); bias vs disp (bottom)

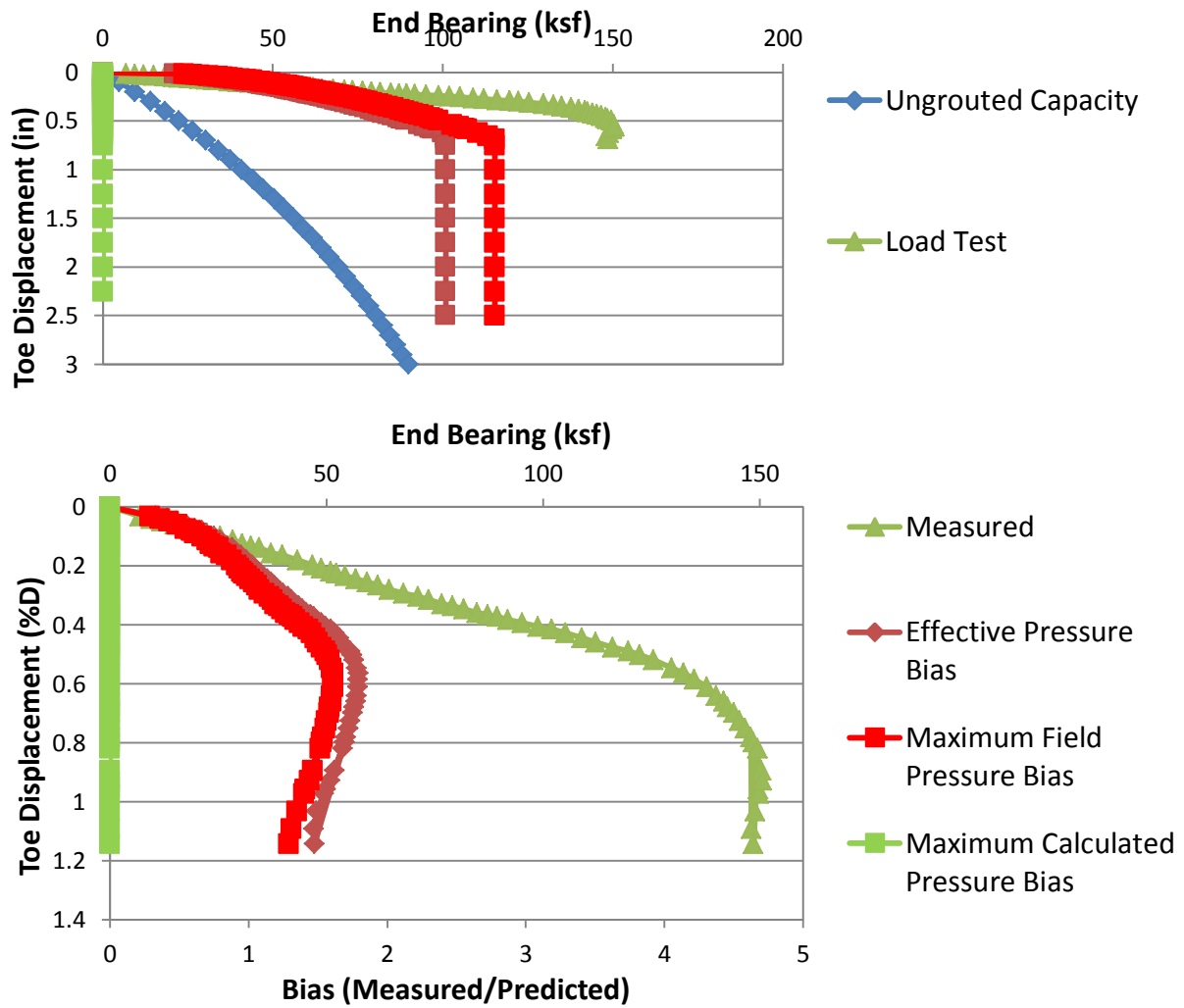


Figure C.20 Data set 20 predicted/design and load test response (top); bias vs disp (bottom)

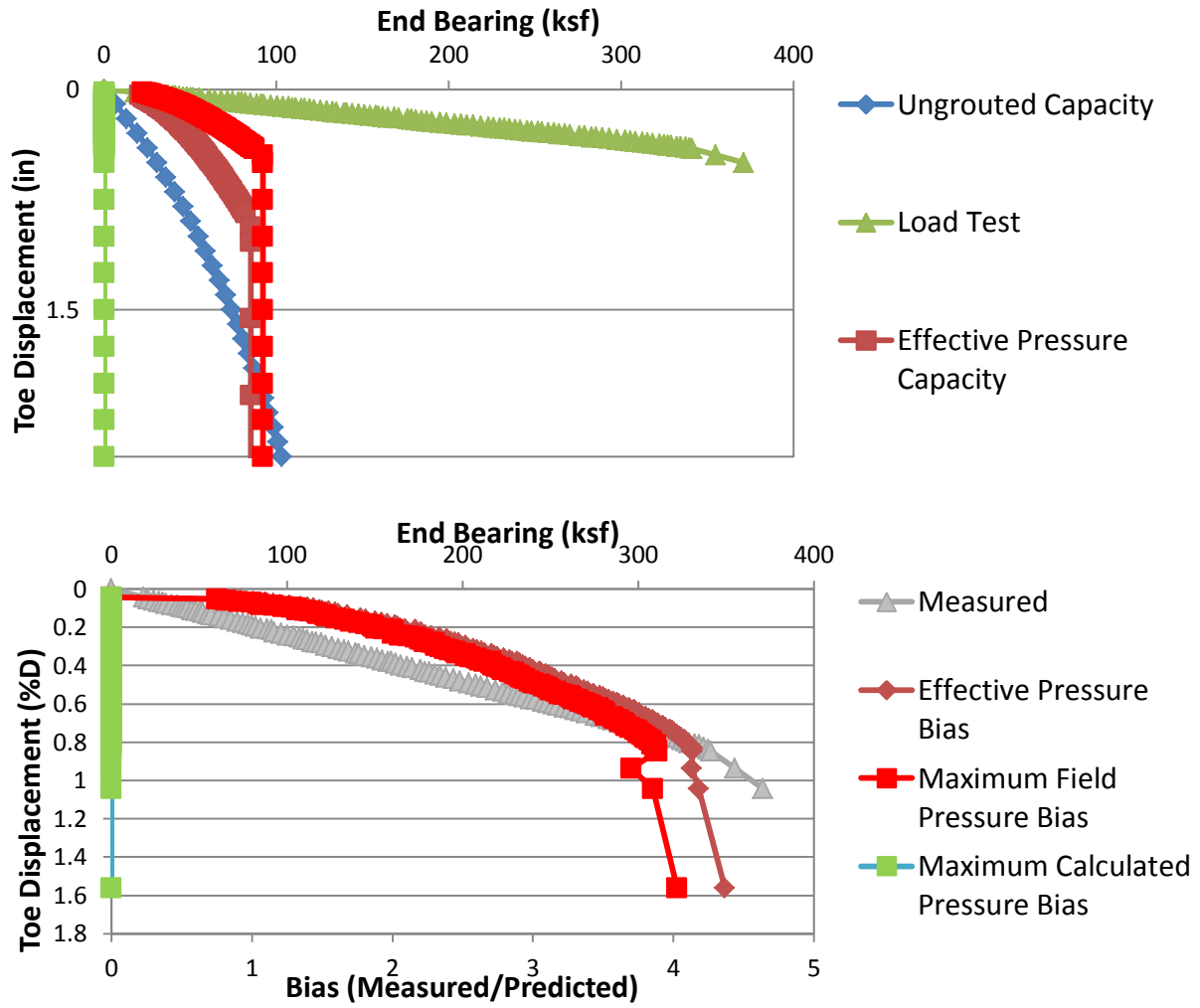


Figure C.21 Data set 21 predicted/design and load test response (top); bias vs disp (bottom)

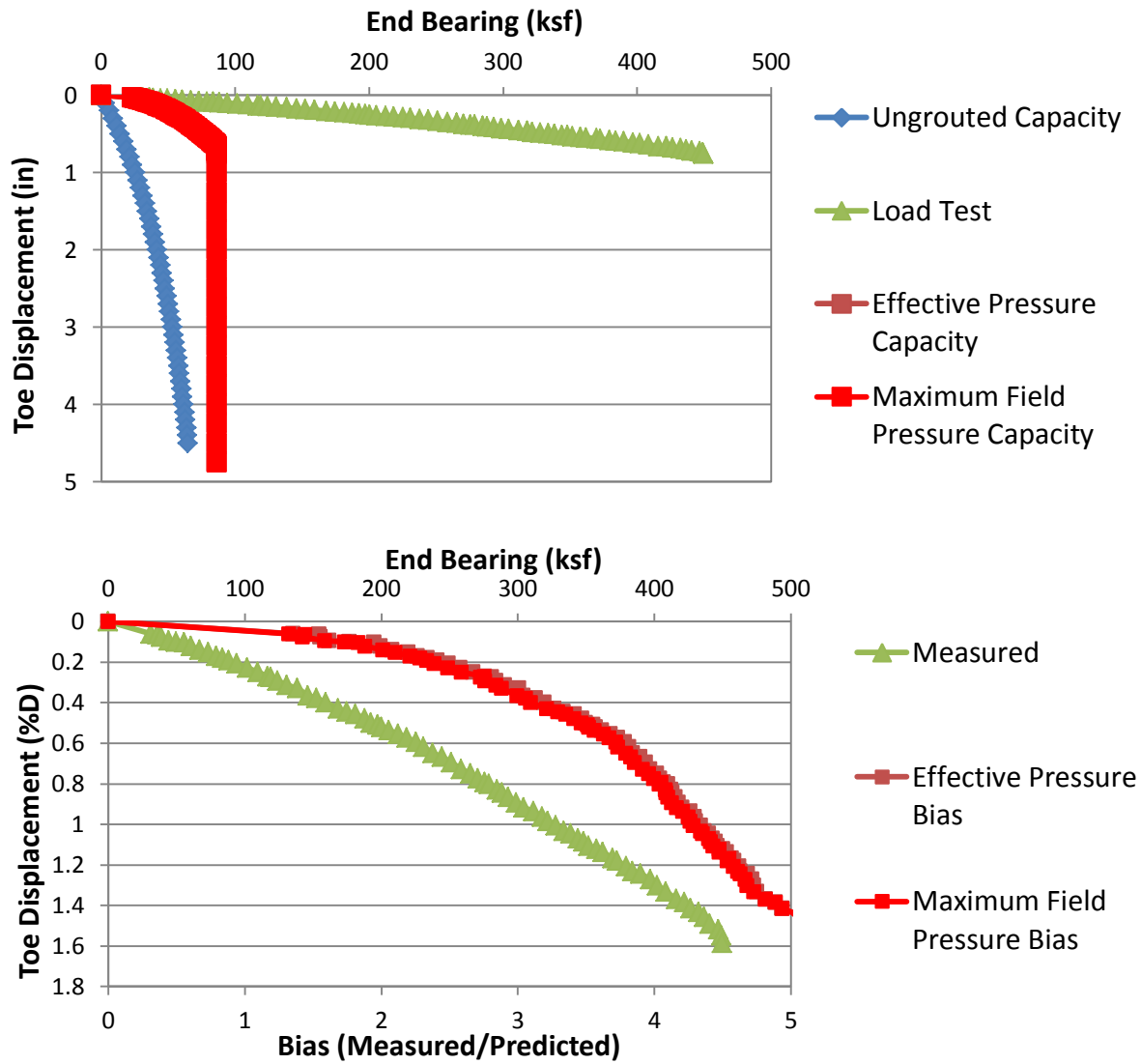


Figure C.22 Data set 22 Predicted/design and load test response (top); bias vs disp (bottom)

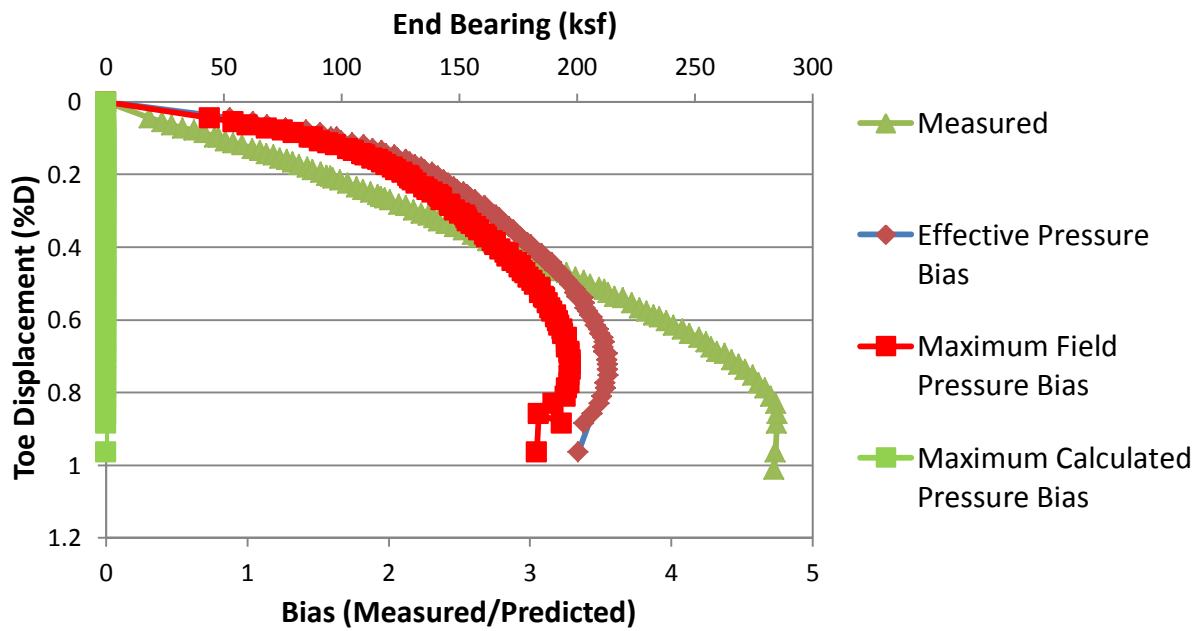
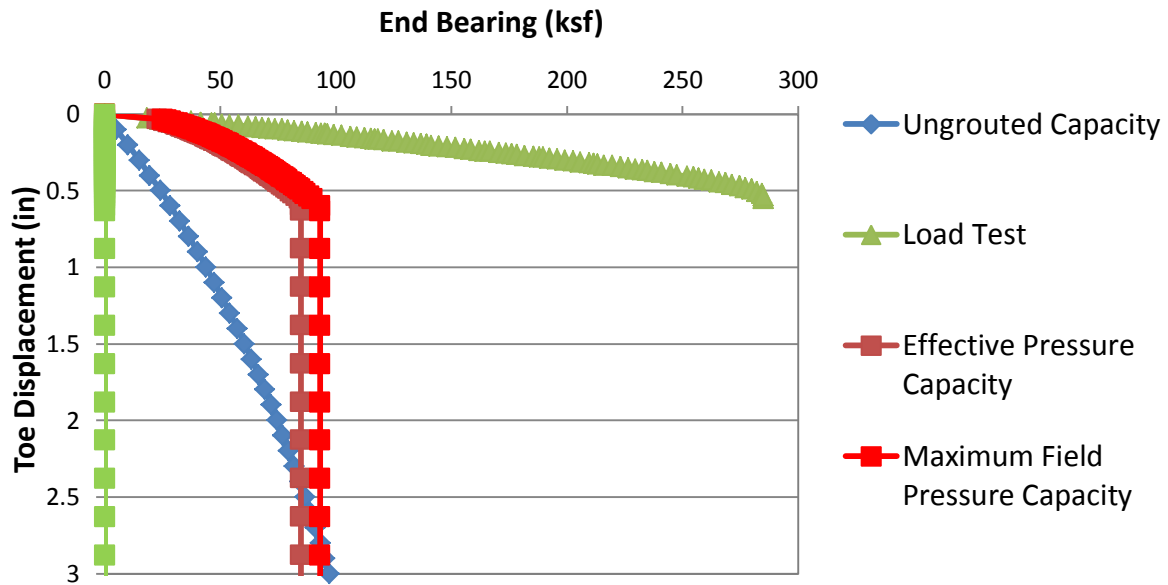


Figure C.23 Data set 23 predicted/design and load test response (top); bias vs disp (bottom)

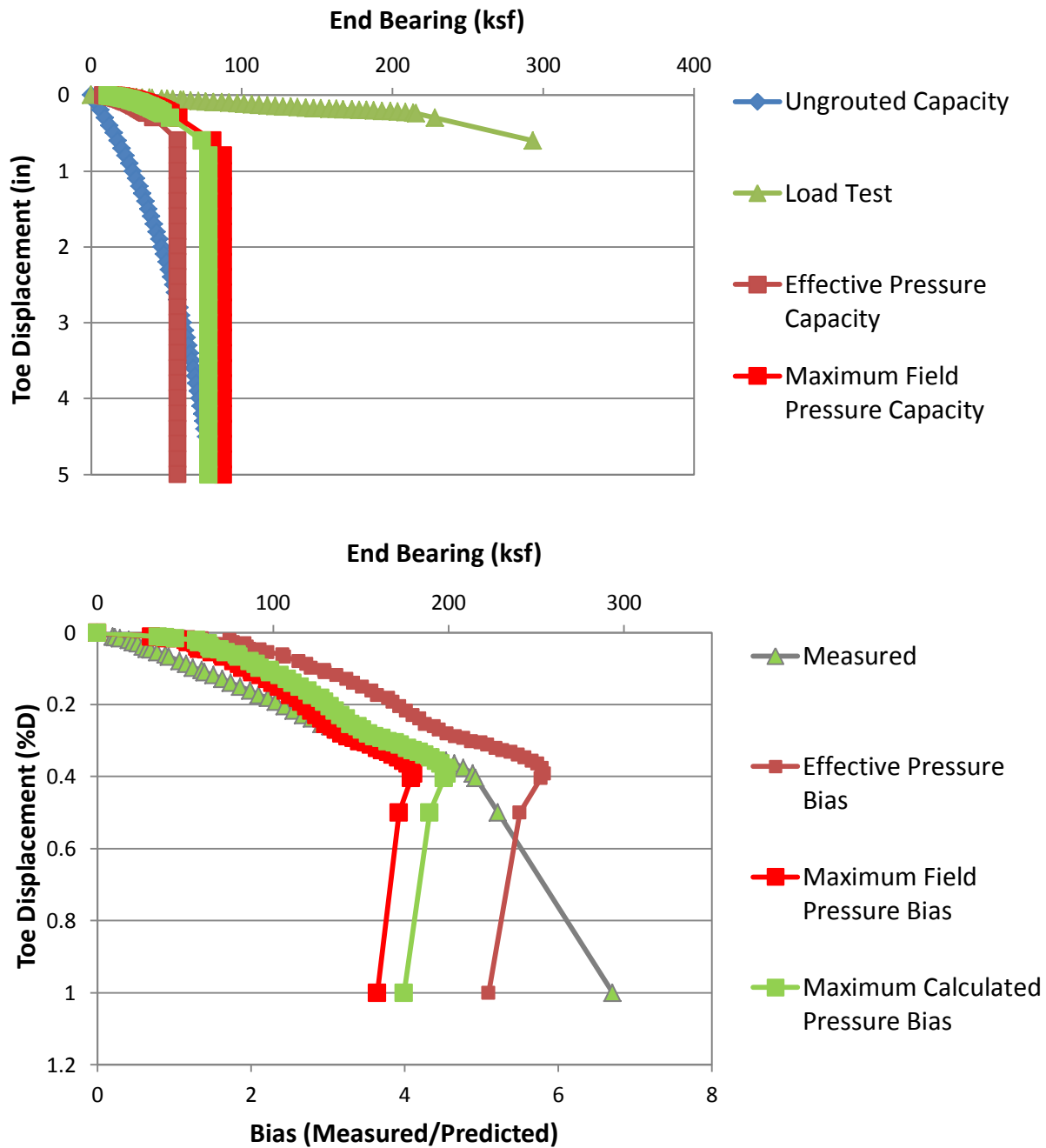


Figure C.24 Data set 24 predicted/design and load test response (top); bias vs disp (bottom)

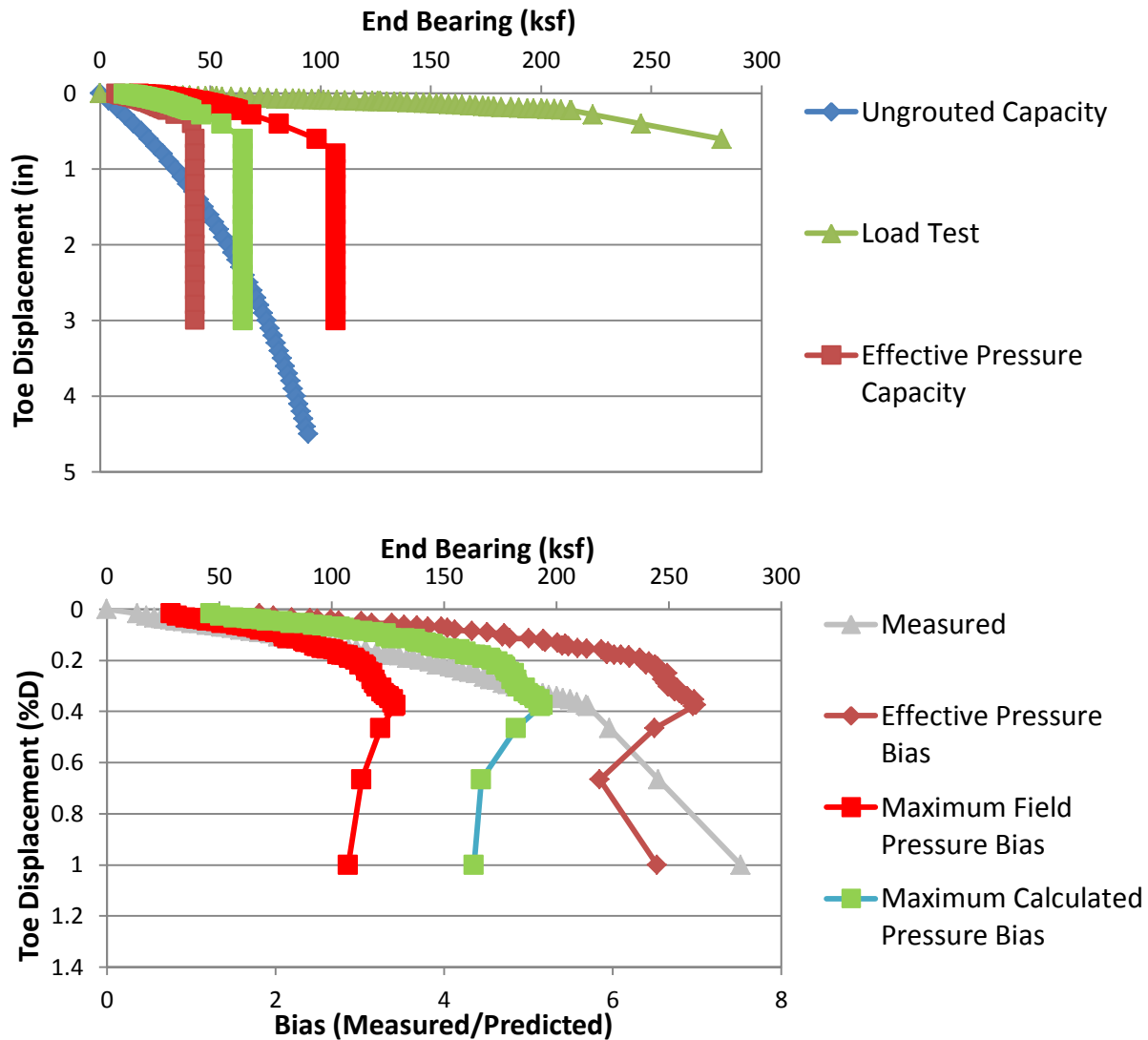


Figure C.25 Data set 25 predicted/design and load test response (top); bias vs disp (bottom)

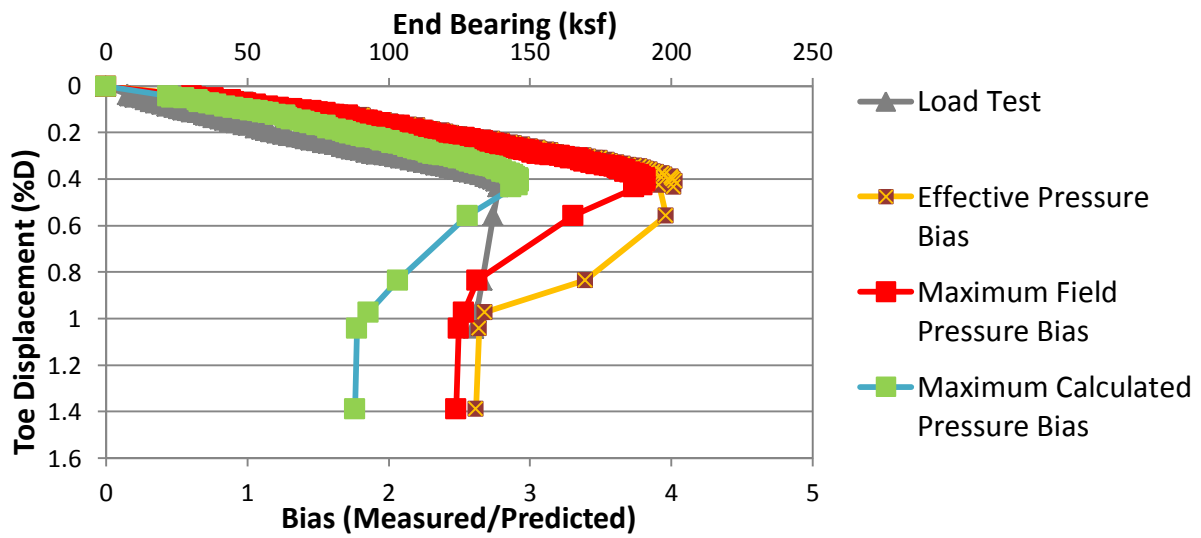
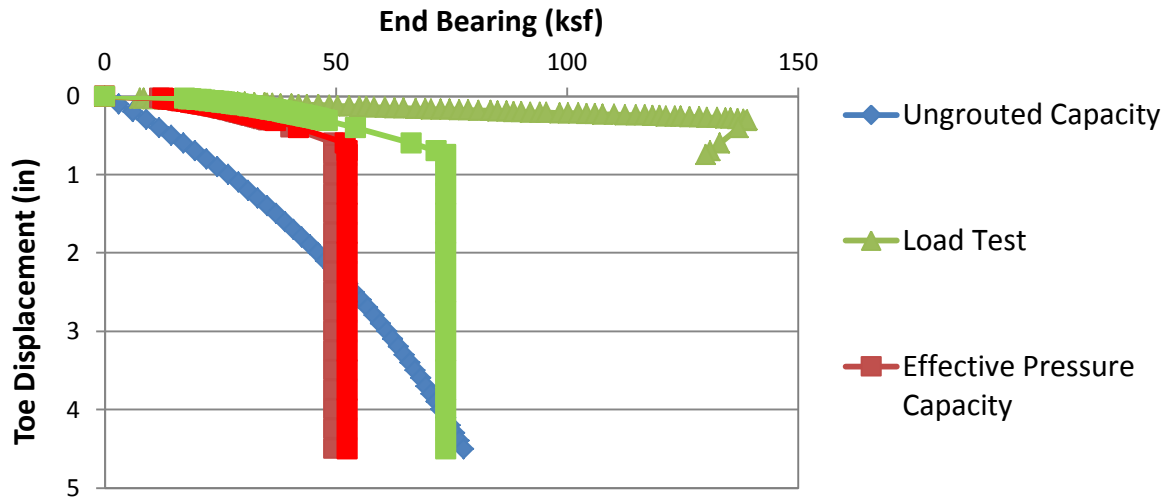


Figure C.26 Data set 26 predicted/design and load test response (top); bias vs disp (bottom)

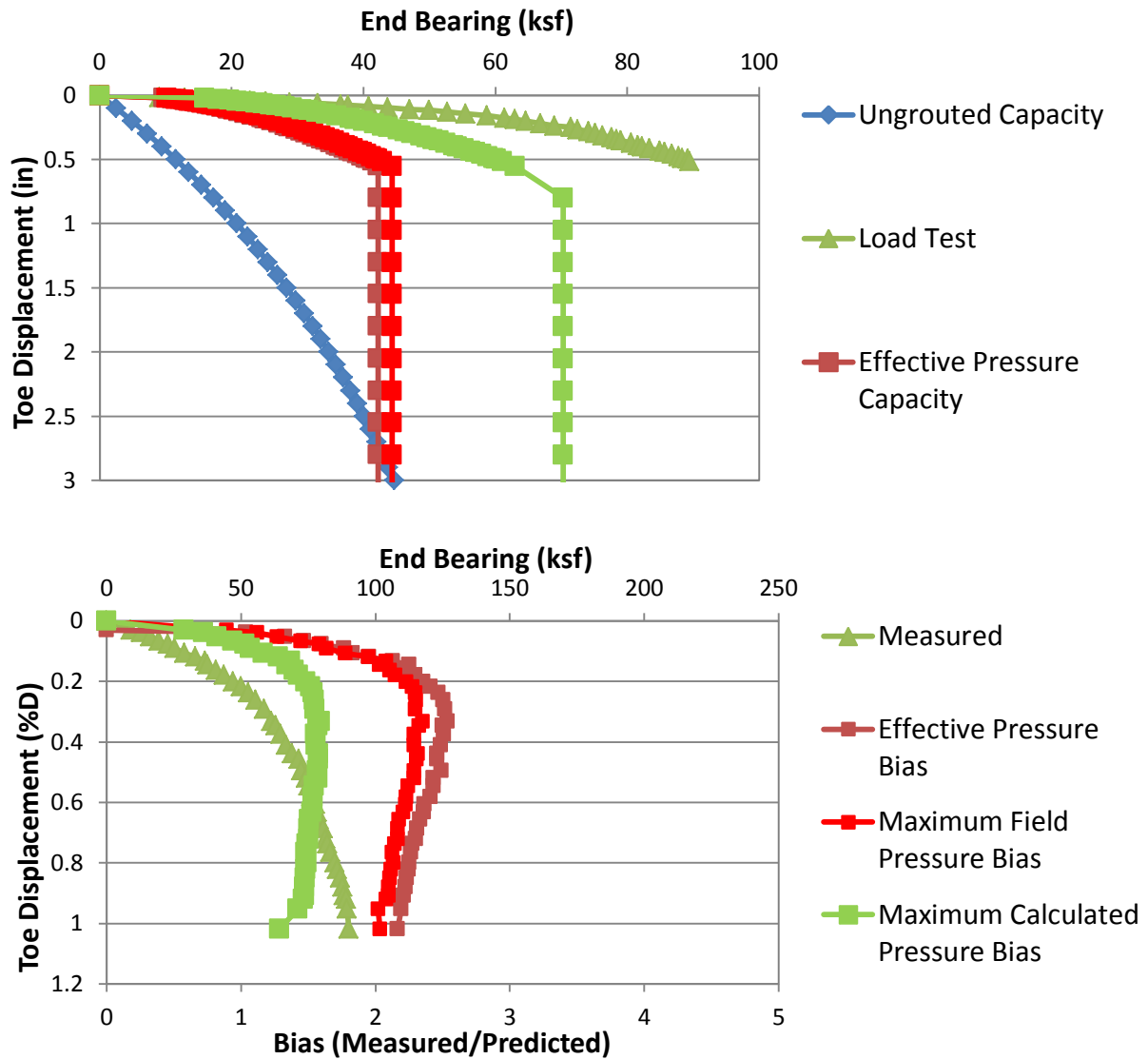


Figure C.27 Data set 27 Predicted/design and load test response (top); bias vs disp (bottom)

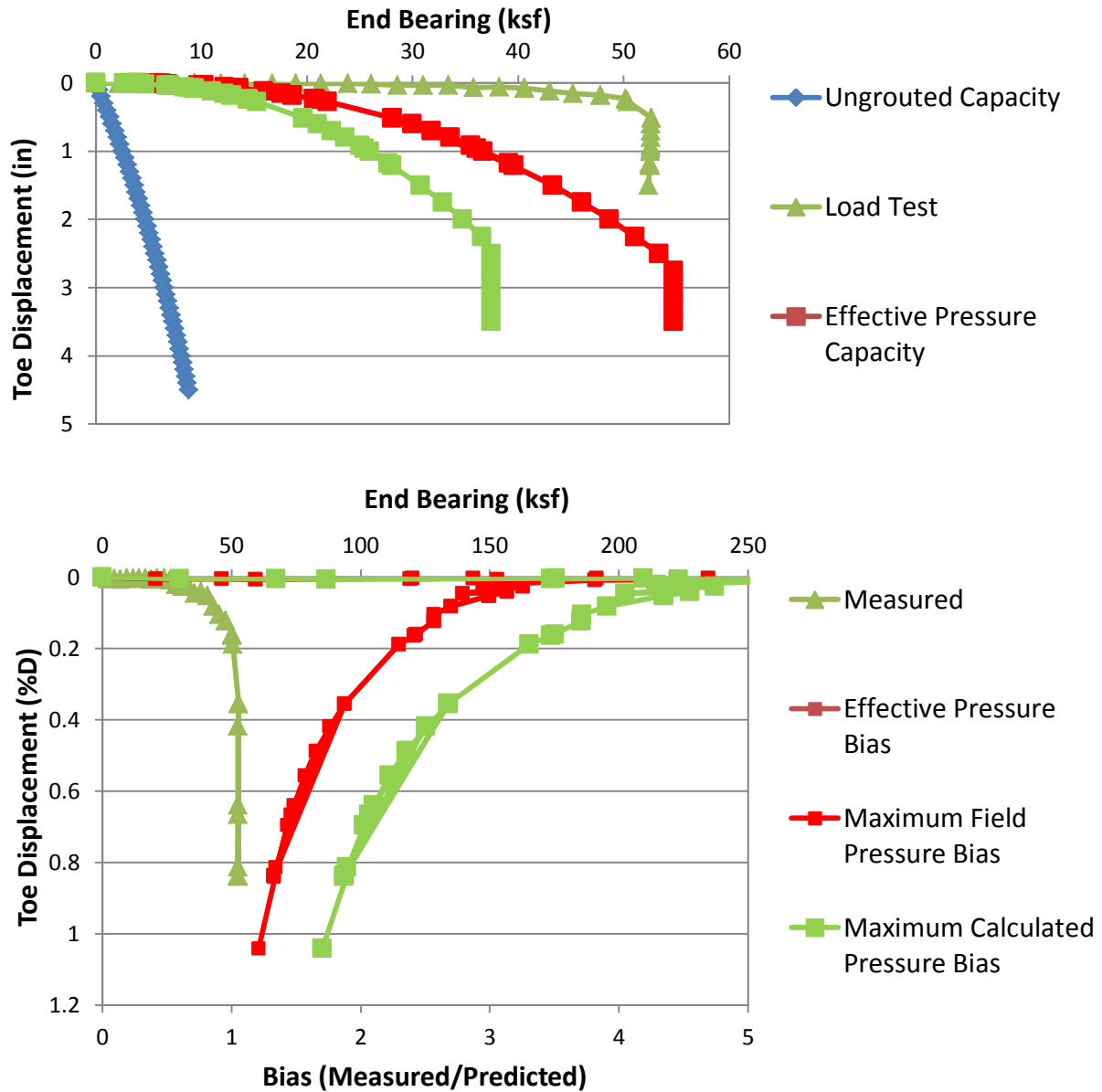


Figure C.28 Data set 28 predicted/design and load test response (top); bias vs disp (bottom)

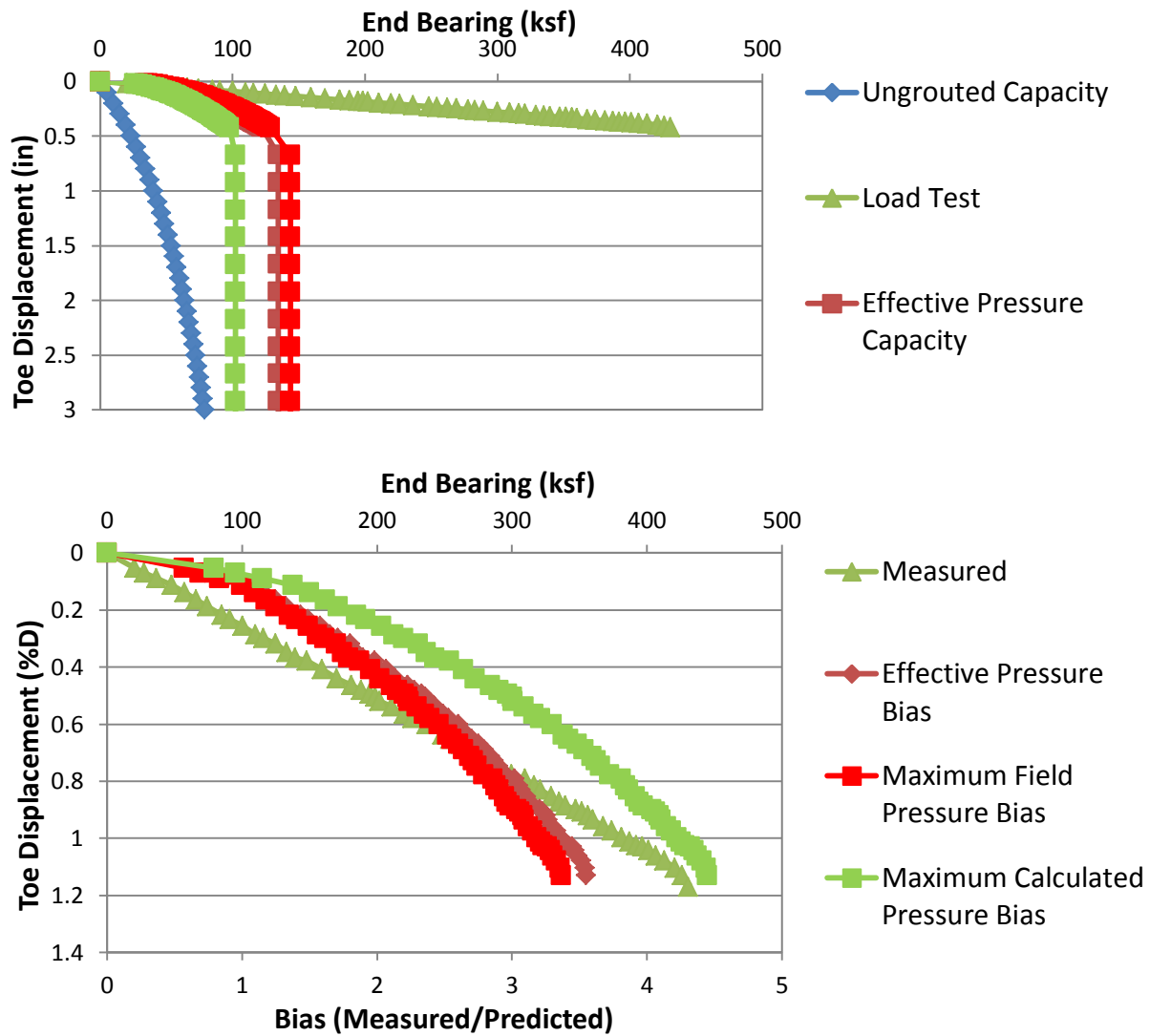


Figure C.29 Data set 29 predicted/design and load test response (top); bias vs disp (bottom)

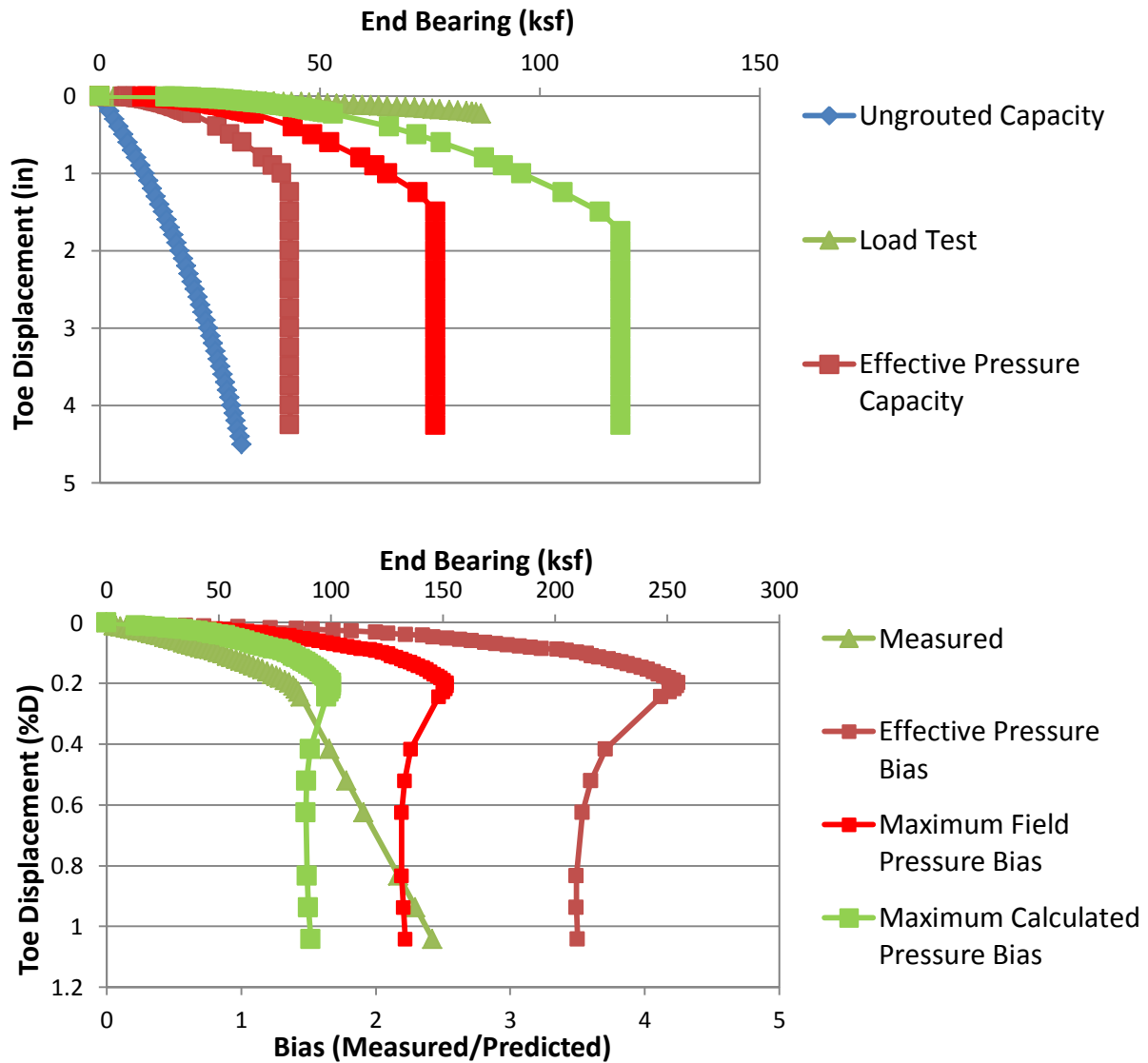


Figure C.30 Data set 30Predicted/design and load test response (top); bias vs disp (bottom)

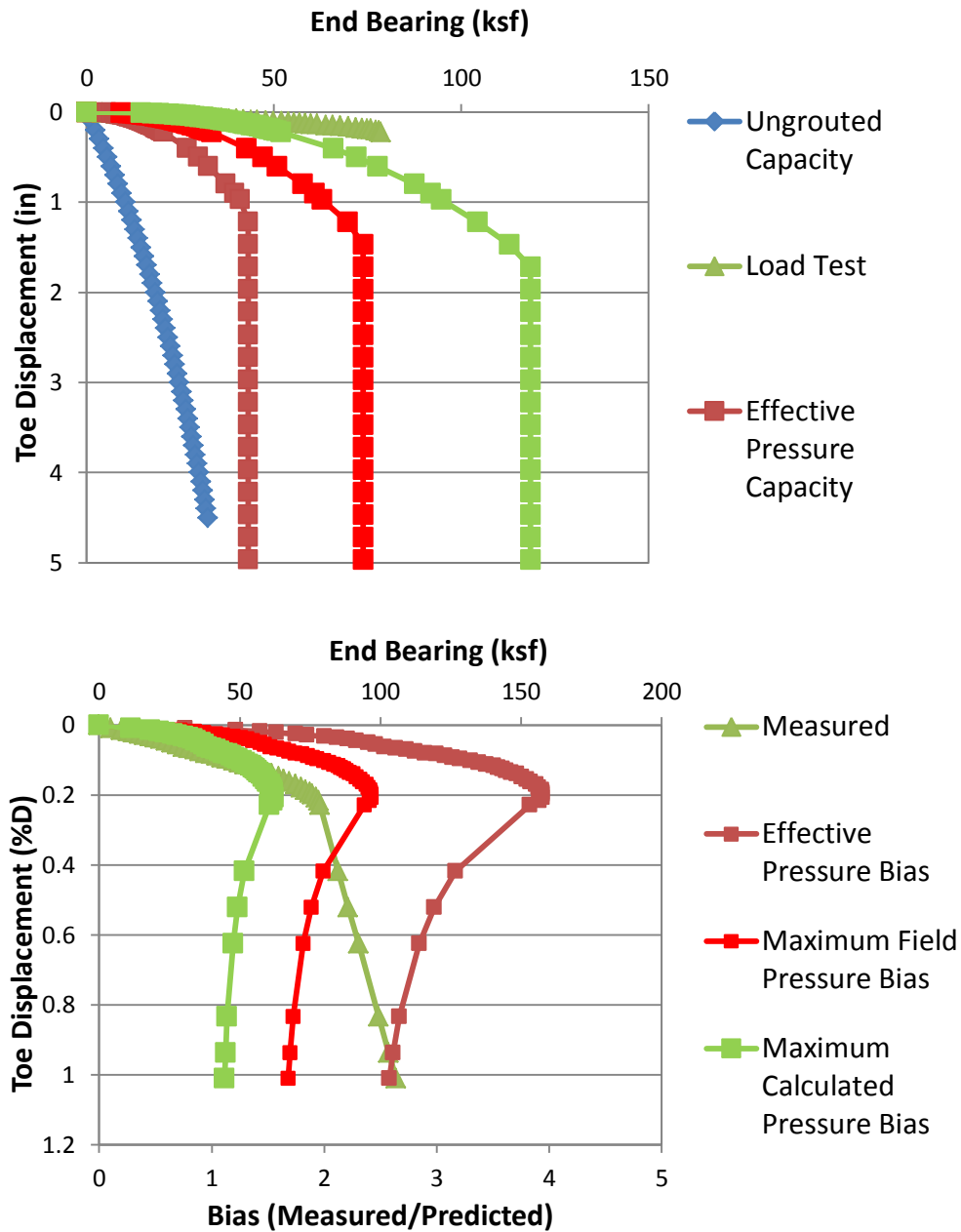


Figure C.31 Data set 31 Predicted/design and load test response (top); bias vs disp (bottom)