



## **CONSTRUCTION SPECIFICATION FOR DEEP FOUNDATIONS**

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<b>903.01</b>	<b>SCOPE</b>
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This specification covers the requirements for the supply and installation of deep foundation units.

#### **903.01.01 Specification Significance and Use**

This specification is written as a provincial-oriented specification. Provincial-oriented specifications are developed to reflect the administration, testing, and payment policies, procedures, and practices of the Ontario Ministry of Transportation.

Use of this specification or any other specification shall be according to the Contract Documents.

## **903.01.02 Appendices Significance and Use**

Appendices are not for use in provincial contracts as they are developed for municipal use, and then, only when invoked by the Owner.

Appendices are developed for the Owner's use only.

Inclusion of an appendix as part of the Contract Documents is solely at the discretion of the Owner. Appendices are not a mandatory part of this specification and only become part of the Contract Documents as the Owner invokes them.

Invoking a particular appendix does not obligate an Owner to use all available appendices. Only invoked appendices form part of the Contract Documents.

The decision to use any appendix is determined by an Owner after considering their contract requirements and their administrative, payment, and testing procedures, policies, and practices. Depending on these considerations, an Owner may not wish to invoke some or any of the available appendices.

## **903.02 REFERENCES**

When the Contract Documents indicate that provincial-oriented specifications are to be used and there is a provincial-oriented specification of the same number as those listed below, references within this specification to an OPSS shall be deemed to mean OPSS.PROV, unless use of a municipal-oriented specification is specified in the Contract Documents. When there is not a corresponding provincial-oriented specification, the references below shall be considered to be to the OPSS listed, unless use of a municipal-oriented specification is specified in the Contract Documents.

This specification refers to the following specifications, standards, or publications:

### **Ontario Provincial Standard Specifications, Construction**

OPSS 904	Concrete Structures
OPSS 905	Steel Reinforcement for Concrete
OPSS 909	Prestressed Concrete - Precast members
OPSS 911	Coating Structural Steel Systems

### **Ontario Provincial Standard Specifications, Material**

OPSS 1302	Water
OPSS 1350	Concrete - Materials and Production
OPSS 1440	Steel Reinforcement for Concrete

### **CSA Standards**

G40.20-04/G40.21-04 (R2009)	General Requirements for Rolled or Welded Structural Quality Steel/Structural Quality Steel
CAN3-056-1962(R2006)	Round Timber Piles
O80 Series-08	Wood Preservation
W47.1-03 (R2008)	Certification of Companies for Fusion Welding of Steel
W48-06	Filler Materials and Allied Materials for Shielded Metal Arc Welding
W59-03(R2008)	Welded Steel Construction (Metal Arc Welding)
W178.1-08	Certification of Welding Inspection Organizations
W178.2-08	Certification of Welding Inspectors

## Canadian General Standards Board (CGSB)

48.9712-2006 Non-destructive Testing, Qualification and Certification of Personnel

## ASTM International

A 252-98(2007) Welded and Seamless Steel Pipe Piles  
A 328/A 328M-07 Steel Sheet Piling  
D 1143/ D 1143M-07 Standard Test Methods for Deep Foundations Under Static Axial Compressive Load  
D 3689-07 Standard Test Methods for Deep Foundations Under Static Axial Tensile Load  
D 3966-07 Standard Test Method for Deep Foundations Under Lateral Loads

## American Petroleum Institute (API)

API 13A Drilling Fluid Materials, 17<sup>th</sup> Edition, 10.00.08  
RP 13B-1 Standard Procedure for Field Testing Water Based Drilling Fluids, 4<sup>th</sup> Edition,

## Steel Structures Painting Council (SSPC)

SP10/NACE No.2-Jan. 1, 2001 Near-White Blast Cleaning

## International Organization for Standardization/International Electrotechnical Commission (ISO/IEC)

17025 General Requirements for the Competence of the Testing and Calibration Laboratories

### 903.03

### DEFINITIONS

For the purpose of this specification, the following definitions apply:

**Anvil** means the component of a diesel hammer that acts as an impact block for the ram

**Bedrock** means a natural solid bed of the hard, stable, cemented part of the earth's crust, igneous, metamorphic, or sedimentary in origin that may or may not be weathered.

**Caisson Pile** means a cast in place deep foundation unit with or without an enclosing liner formed by placing concrete in a bored or excavated hole.

**Cap Block** means a material placed on top of the helmet to cushion the blow of the hammer and to attenuate the peak impact energy without causing excessive loss of the impact energy.

**Casing** means open ended enclosing cylindrical steel tubing or pipe permanently installed in the ground. Casings are structurally required and can be used to stabilize and excavated hole.

**Certificate of Conformance** means a document issued by the Quality Verification Engineer confirming that the specified components of the Work are in general conformance with the requirements of the Contract Documents.

**Deep Foundation Unit** means a structural member, driven or otherwise, installed in the ground to transfer the loads from a structure to soil or rock and derives supporting resistance from the surrounding soil or rock or from the soil or rock strata below its tip or a combination of both.

**Displacement Caisson Pile** means a pile formed in the ground by driving a casing or liner with a concrete plug or an expendable metal plate attached to it and replacing the displaced soil with unreinforced or reinforced concrete.

**Driven Pile** means one of the following pile types: steel H, tube, or sheet piles; wooden pile; or precast reinforced concrete pile that has been installed by means of a pile driver.

**Driving Shoe** means reinforcement attached to the bottom of the pile and designed to protect the pile during driving or to penetrate into a hard stratum.

**Driving to a Set** means driving the pile to the requirement that satisfies pile driving criteria correlated to a required pile resistance.

**Engineer** means a professional engineer licensed by the Professional Engineers Ontario to practice in the Province of Ontario.

**Follower** means a removable extension that transmits the hammer blows to the head of the pile.

**Helmet** means a formed steel cap that fits over the top of a pile head to retain in position a resilient cap block.

**Jetting** means the use of a jet of water at high pressure directed into the ground below the pile tip to assist its penetration

**Liner** means open ended enclosing steel tubing or pipe temporarily installed in the ground to facilitate the construction of caisson piles

**Pile** means a relatively slender structural element that is installed, wholly or partly in the ground by driving, drilling, auguring, jetting, or other means.

**Pile Cap** means a footing or some other structural component used to transfer the load to the piles as well as maintaining them in position.

**Pile Cushion** means a pad of resilient material placed between the helmet and the top of a precast reinforced concrete or wooden pile to minimize damage to the head during driving.

**Pile Group** means the piles supporting a pile cap.

**Pumped Concrete** means a method of transporting concrete through hose or pipe by means of positive and continuous pressure.

**Quality Verification Engineer (QVE)** means an Engineer retained by the Contractor qualified to provide the services specified in the Contract Documents.

**Ram** means the moving or driving part of an air, steam, diesel, or drop pile hammer that delivers an impact blow to an anvil and to the pile.

**Retapping** means verifying that the specified resistance previously attained has been sustained by imparting appropriate hammer energy to the pile and monitoring pile penetration.

**Rock Points** means a specially designed steel tip fitted to piles to enable them to be driven into hard, sound sloped bedrock.

**Sheet Pile** means a pile that is designed to interlock with adjacent piles and form a continuous wall for the purpose of resisting mainly lateral forces and to reduce seepage.

**Slurry** means a drilling fluid, consisting of water mixed with one or more of various solids or polymers, used to maintain the stability of the side walls and bottom of an excavation.

**Tremie** means a hopper with a vertical pipe used for placing concrete under water. The foot of the pipe is always submerged in concrete except during commencement of concreting and the upper level of the concrete in the pipe is always above water level.

**903.04 DESIGN AND SUBMISSION REQUIREMENTS**

**903.04.01 Design Requirements**

**903.04.01.01 Concrete**

The Contractor is responsible for providing plastic concrete with suitable characteristics for installation. The concrete shall be flow able, non-segregating concrete that does not exhibit rapid slump loss.

**903.04.02 Submission Requirements**

**903.04.02.01 General**

All submissions shall bear the seal and signature of an Engineer experienced in the field of deep foundations.

When welded field splices are used, welding procedures according to the Canadian Welding Bureau shall be submitted to the Contract Administrator.

**903.04.02.02 Preconstruction Survey**

A condition survey of property and structures that may be affected by the work shall be submitted to the Contract Administrator prior to commencing the work. The survey shall include the locations and conditions of adjacent properties; buildings; underground structures; Utility services; and structures, such as walls abutting the site.

**903.04.02.03 Materials**

**903.04.02.03.01 Mill Certificates**

One copy of the mill certificates, indicating that the steel meets the requirements for the appropriate standards for H-piles, tube piles, casings, and sheet piles shall be submitted to the Contract Administrator at the time of delivery.

Where mill test certificates originate from a mill outside Canada or the United States of America, the information on the mill certificates shall be verified by testing by a Canadian laboratory. The laboratory shall be certified by an organization accredited by the Standards Council of Canada to comply to comply with the requirements of ISO/IEC 17025 for the specific tests or type of tests required by the material standard specified on the mill test certificate. The mill test certificates shall be stamped with the name of the Canadian testing laboratory and appropriate wording stating that the material conforms to the specified material requirements. The stamp shall include the appropriate material specification number, the date (i.e., yyyy-mm-dd), and the signature of an authorized officer of the Canadian testing laboratory.

**903.04.02.03.02 Concrete**

A suitable, site-specific concrete mix design that meets the requirements of the hardened concrete shall be submitted to the Contract Administrator 14 Days prior to construction, for information purposes only.

**903.04.02.03.03 Slurry**

The following shall be submitted to the Contract Administrator 14 Days prior to construction, for information purposes only:

- a) The type, source, and physical and chemical properties of the bentonite or polymer.
- b) The source of water.
- c) Method of mixing slurry.
- d) The water solids ratio and the mass and volumes of the constituent parts, including any chemical admixtures or physical treatment employed to produce slurry with the required physical properties.
- e) Details of procedure to be used for monitoring the quality of the slurry.
- f) A test report showing the properties of the slurry and certifying that the slurry meets the requirements of API RP 13B-1.
- g) Method of disposal of the slurry.

**903.04.02.04                      Installation**

**903.04.02.04.01                  Driven Piles**

The following shall be submitted to the Contract Administrator as least 14 Days prior to construction, for information purposes only:

- a) A schedule of work identifying time and sequence of activities.
- b) Type of equipment, anvil, helmet, and hammer details, including the hammer energy assumed by the Contractor, stated potential energy (rated energy) of the hammer, operating efficiency, and weight of ram.
- c) Working Drawings of precast concrete piles showing the pile dimensions, concrete strength, tendon arrangement, working stresses and arrangement of steel reinforcement, schedules, elongation calculations, method and sequence of casting, complete specifications and details of the prestressing steel, and lift anchors and lifting point locations.
- d) The method of maintaining the steel reinforcement cages in position, when steel reinforcement cages are used in tube piles.
- e) Procedure for monitoring pile installation.
- f) Details of the method of attaching proprietary driving shoes.
- g) When load testing is specified in the Contract Documents, details of the full-scale test, including site preparation and the details of the load application, components, equipment, testing apparatus, and method of monitoring.
- h) Information pertinent to establishing the resistance of a pile when the wave equation analysis method is used.

**903.04.02.04.02                  Caisson Piles**

The following shall be submitted to the Contract Administrator at least 14 Days prior to construction, for information purposes only:

- a) A schedule of work identifying time and sequence of activities.
- b) Detailed procedures for caisson excavation in overburden and rock.

- c) Detailed procedures for casing and liner installation and for the withdrawal of the liner.
- d) Detailed procedures for slurry displacement method of excavation, including disposal of slurry upon completion.
- e) Detailed procedures for tremie concrete, including the size of tremie delivery pipe.
- f) Detailed procedure for placing concrete in the dry.
- g) Method of maintaining the steel reinforcement cages in position in the caisson.
- h) Details of filling the annular void around a casing.
- i) Details of procedure to be used for monitoring installation.
- j) When load testing is specified in the Contract Documents, details of the full-scale test, including site preparation, details of the load application, components, equipment, testing apparatus, and method of monitoring.

**903.04.02.04.02.01 Milestone Inspections**

The Quality Verification Engineer shall witness the following interim inspections of the work for caisson piles:

- a) Excavation
- b) Steel reinforcement installation
- c) Placing of concrete

A copy of the written permission to proceed shall be submitted to the Contract Administrator prior to commencement of the next operation.

**903.04.02.04.03 Displacement Caisson Piles**

The following shall be submitted to the Contract Administrator as least 14 Days prior to construction, for information purposes only:

- a) A schedule of work identifying time and sequence of activities.
- b) Type of equipment, anvil, helmet, and hammer details, including the hammer energy assumed by the Contractor, stated potential energy (rated energy) of the hammer, operating efficiency, maximum stroke or drop, and weight of the ram.
- c) Details of procedures used for installation of displacement caisson piles, including detailed procedures for liner installation and withdrawal.
- d) Method of maintaining the steel reinforcement cages in position in the pile.
- e) Details of procedure to be used for monitoring pile installation.
- f) When load testing is specified in the Contract Documents, details of the full-scale test, including site preparation, and the details of the load application, components, equipment, testing apparatus, and method of monitoring.

#### **903.04.02.04.04 Steel Reinforcement Cages**

Working Drawings showing the fabrication details of the steel reinforcement cages, including the lifting points and lifting lugs, shall be submitted to the Contract Administrator at least 14 days prior to fabrication, for information purposes only.

#### **903.04.02.05 Qualifications**

Copies of the Canadian Welding Bureau's certification of the Independent Testing Company, the Non-destructive Testing Technician, and the Welding Inspector shall be submitted to the Contract Administrator at least 5 Days prior to the commencement of any non-destructive testing, for information purposes only.

#### **903.04.02.06 Review of Splice Test Results and Permission to Proceed**

Upon completion of the testing of the splices, the Quality Verification Engineer shall review all test results to verify that all the welds were done according to the welding procedures and Contract Documents and issue the Contractor written permission to proceed with the work.

### **903.05 MATERIALS**

#### **903.05.01 Wooden Piles**

Wooden piles shall be according to CAN3-056 and shall be clean and peeled. Treated piles shall be pressure treated with creosote according to CAN/CSA-080.

Wooden piles shall be provided with collars sufficiently strong to prevent splitting of the head of the wooden pile during driving.

#### **903.05.02 Steel Piles**

##### **903.05.02.01 H-Piles**

Steel H-piles shall be according to CAN/CSA G40.20/G40.21, Grade 350 W.

##### **903.05.02.02 Tube Piles**

Steel tube piles shall be according to ASTM A 252, minimum Grade 2.

##### **903.05.02.03 Sheet Piles**

Steel sheet piles shall be according to ASTM A 328M.

##### **903.05.02.04 Straightness Tolerance for Steel Piles, Casings, and Liners**

Steel piles, casings, and liners shall conform to a straightness tolerance of 1.5 mm maximum per metre of length.

Steel sheet piles shall be sufficiently straight to prevent binding in the interlock during driving.

##### **903.05.03 Driving Shoes and Rock Points**

Rock points and driving shoes shall be as specified in the Contract Documents.

Driving shoes shall transfer the driving stresses to the pile over the full cross-sectional area of the pile.



Where precast concrete piles are driven into dense or hard material, a steel driving shoe cast into the concrete shall be provided.

Where wooden piles are driven into dense material, a steel plate driving shoe shall be provided to prevent damage to the bottom of the pile.

#### **903.05.04 Casing for Caissons**

Casings shall be according to ASTM A 252, Grade 2. If welded, they shall be welded by the electric arc method according to CSA W59.

The casing wall thickness specified is the minimum that shall be supplied. The wall thickness shall be increased as required to ensure the casing is not damaged during handling and installation.

#### **903.05.05 Steel Reinforcement**

Steel reinforcement shall be according to OPSS 1440.

#### **903.05.06 Concrete**

##### **903.05.06.01 General**

Concrete shall be according to OPSS 1350.

##### **903.05.06.02 Tube Piles**

Concrete shall have a slump of 150 to 180 mm.

##### **903.05.06.03 Caisson Piles**

Concrete shall have a slump of 150 to 180 mm. When approved by the Contract Administrator in writing, admixtures may be used. Where the liner is to be withdrawn, sufficient retarder shall be added to prevent arching of concrete during liner withdrawal and to prevent setting of concrete until after the liner is withdrawn.

#### **903.05.07 Precast Concrete Piles**

The production of precast reinforced concrete piles shall be according to OPSS 904, OPSS 905, and OPSS 909.

Steel reinforcement shall be placed such that direct loading during the ram stroke shall not occur.

Lifting anchors shall be at least 25 mm clear from reinforcement or prestressing steel in the pile.

Concrete in precast reinforced concrete piles shall be according to OPSS 1350 and have a nominal minimum 28-Day compressive strength of 45 MPa.

Concrete for precast reinforced concrete piles shall be cured according to OPSS 904.

Concrete for precast reinforced concrete piles shall be placed in smooth mortar-tight forms that are supported to prevent excessive deformation or settlement during placing or curing.

Unformed surfaces shall be finished smooth.

When removed from the form, the pile shall present true, smooth, even surfaces free from honeycombs and voids. The pile shall be straight so that a line stretched from butt to tip on any face shall not be more than 25 mm from the face of the pile at any point.

Each precast reinforced concrete pile shall have the date of manufacture (i.e., yyyy-mm-dd) inscribed on it.

**903.05.08                    Slurry**

**903.05.08.01                Solids**

Bentonite and polymers shall be according to API Spec 13A.

**903.05.08.02                Water**

Water shall be according to OPSS 1302.

**903.05.08.03                Slurry Composition**

The slurry shall consist of a stable colloidal suspension of pulverized solids or polymers thoroughly mixed with water. The density, viscosity, sand content, and pH of the slurry being used during excavation shall be according to API RP 13B-1.

**903.06                        EQUIPMENT**

**903.06.01                    Hammers**

Hammers shall be capable of installing the piles, casings, and liners to the depth or resistance specified in the Contract Documents, without damage to the portions that are not cut off.

The hammer used to chisel the rock point into the rock shall be capable of delivering a controlled blow in 10% increments ranging in energy from zero to the maximum hammer energy.

For precast reinforced concrete piles, the heaviest hammer practicable shall be employed and the stroke limited so as not to damage the piles. When choosing the size of the hammer, consideration shall be given to whether the pile is to be driven to a resistance or to a given depth.

**903.06.02                    Helmets and Striker Plates**

The head of steel piles shall be protected by a striker plate or a helmet. Helmets shall have adequate and suitable cushioning material. Helmets and striker plates shall distribute the blow of the hammer evenly throughout the cross-section of the pile head.

**903.06.03                    Leads**

Pile driver leads shall be built to afford freedom of movement for the hammer and shall be held in position at the top and bottom by guys, stiff braces, or other approved means to ensure support of the pile, casing, or liner while it is being driven. Swinging leads shall not be permitted.

Batter piles, casings, or liners shall be driven with leads aligned parallel to the axis of the pile, casing, or liner. The leads shall be equipped with a fixed, rigid, adjustable kicker.

**903.06.04                    Followers**

When use of followers are specified in the Contract Documents, followers shall be of type, size, shape, length, and weight as to permit driving the pile, casing, or liner at the location and to the required depth or ultimate resistance specified in the Contract Documents. The follower shall be provided with a socket or hood carefully fitted to the top of the pile, casing, or liner to minimize loss of energy and to prevent damage to the pile, casing, or liner, and shall have sufficient rigidity to prevent "whip" during driving.

When followers are permitted, an identical follower shall be used when the set is being determined.

**903.07 CONSTRUCTION**

**903.07.01 Transporting, Storing, and Handling Piles, Casings, Liners, and Reinforcing Steel Reinforcement Cages**

**903.07.01.01 General**

Piles, casings, liners, and steel reinforcement shall be transported, stored, and handled in such a manner that damage is prevented and the strength of the components is not affected by deterioration or deformation.

Components shall be lifted and placed using appropriate lifting equipment, temporary bracing, guys, or stiffening devices so that the components are at no time overloaded, unstable, or unsafe.

Material shall be supported to prevent unequal settlement when stacked.

**903.07.01.02 Wooden Piles**

Canthooks, dogs, pile pulls, or use of other lifting methods that might damage the integrity of the pressure treated surface shall not be used. Cuts or breaks in the surface of treated piling shall be given three brush coats of hot creosote oil. Bolt holes shall be treated with three applications of hot creosote oil applied with a bolt hole treater.

**903.07.01.03 Handling Holes in Steel Piles**

Unless otherwise approved by the Contract Administrator, holes shall only be made in the portion of the pile to be cut off or in the portion of the pile to be encased in concrete.

When other holes are approved to be cut in a pile they shall be covered by splice plates placed on both sides of the section. The thickness and the mechanical properties of the plate material shall be at least equivalent to the pile material.

**903.07.01.04 Precast Reinforced Concrete Piles**

Precast concrete piles shall be handled only from the designated lifting points.

When lifting or transporting precast reinforced concrete piles lift anchors, slings, or other approved means shall be used. Care shall be taken when lifting and transporting to avoid any overstressing of the pile or cracking of the concrete.

Precast reinforced concrete piles shall be so handled to avoid breaking or chipping their edges.

Lift anchors shall be removed and the holes filled with a non-shrink grout or epoxy installed according to the manufacturer's recommendations.

**903.07.01.05 Caisson Casings and Liners**

Casings and liners shall be handled and stored in such a manner to avoid damage or distortion to them. The casings and liners shall be maintained circular within  $\pm 2\%$  of the casing or liner diameter.

**903.07.02 Driven Piles**

### **903.07.02.01 Pile Driving Requirements and Restrictions**

Piles shall not be driven until embankment work or excavation work has been completed to the underside of the footing. When driving of the piles is completed, all material between the piles shall be removed to the correct elevation and any holes or voids created shall be filled to the correct elevation with compacted material approved by the Contract Administrator.

Piles shall be installed at the locations specified in the Contract Documents and to the set or depth specified without being damaged. Damage to the pile, casing, or liner during driving shall be prevented by limiting the drop or energy and number of blows of the hammer. The hammer, helmet, cap block, striker plate, and pile shall be coaxial and shall sit squarely upon each other.

A shorter stroke shall be used and proper precaution shall be taken when there is a danger of damaging or over driving the piles, casing, or liners under conditions such as:

- a) In the early stages of driving a long pile where a hard layer near the ground surface has to be penetrated.
- b) Where there is very soft material of a considerable depth and a large penetration is achieved at each hammer blow.
- c) Where it is anticipated the pile shall meet refusal on rock or other impenetrable soil.
- d) When piles are driven onto sloping bedrock.

Damage to adjacent structures, Utilities, and fresh concrete shall be prevented during pile installation. Piles shall not be driven within a radius of 8 m of concrete that has been in place for less than 72 hours. Piles shall not be driven within a radius of 15 m of concrete that has been in place for less than 72 hours without the approval of the Contract Administrator.

The tops of all piles shall be either square to the longitudinal axis of the pile or horizontal as indicated in the Contract Documents.

Piles shall not be forced into their proper position by the use of excessive manipulation. Pile damage due to excessive driving shall be avoided.

### **903.07.02.02 Driving Shoes and Rock Points**

Driving shoes and rock points shall be installed in locations specified in the Contract Documents.

Driving shoes shall be welded in accordance with the Contract Documents.

When driving shoes are specified in the Contract Documents, the Titus H bearing pile point or APF Hard Bite, standard model, may be substituted for the driving shoes.

When Oslo points are specified in the Contract Documents, the Titus H bearing pile point or APF, rock injector model, may be substituted for the pile points.

Where proprietary driving shoes are used, they shall be welded or otherwise attached to the driven piles according to the manufacturer's specifications.

### **903.07.02.03 Splicing**

#### **903.07.02.03.01 General**

Any damaged material shall be cut-off prior to splicing.

**903.07.02.03.02          Wooden Piles**

Wooden piles shall not be spliced.

**903.07.02.03.03          H-Piles, Tube Piles, and Sheet Piles**

Welding shall be according to CSA W59 and shall be done by a qualified welder employed by a firm certified according to CSA W47.1, Division 1 or Division 2.1.

Steel H-piles and steel tube piles may be spliced providing the pieces being spliced are not less than 3 m long. Splices in marine structures shall be located below the low water level, unless otherwise encased in concrete.

Sheet piles shall not be spliced without approval by the Contract Administrator.

**903.07.02.03.04          Precast Reinforced Concrete Piles**

Precast reinforced concrete piles shall only be spliced when specified in the Contract Documents and the splices shall only be made with approved mechanical splicing devices.

**903.07.02.04              Concrete in Steel Tube Piles**

Concrete in steel tube piles shall be placed according to OPSS 904.

**903.07.02.05              Cutting Off Piles**

**903.07.02.05.01          General**

Driven piles shall be cut to the elevation as specified in the Contract Documents.

The length of pile supplied shall be sufficient to ensure there is no damaged material below the cut off. Damaged material at the pile head shall be cut off.

Piles shall not be cut off until retapping, re-driving, and specified load testing are complete.

**903.07.02.05.02          Wooden Piles**

Where wooden piles are broomed, splintered, or otherwise damaged below the cut-off elevation, the pile shall be considered defective and shall be replaced.

**903.07.02.06              Protective Coating for Steel H and Steel Tube Piles**

Exposed steel H and steel tube piles shall have a coal tar epoxy protective coating applied from an elevation 600 mm below the low water level or finished ground surface up to the top of the exposed steel.

The steel surfaces shall be cleaned according to SSPC-SP10 prior to application of a coal tar epoxy system that shall be according to OPSS 911.

**903.07.02.07              Monitoring Driven Piles**

**903.07.02.07.01          General**

The driving of piles shall be carefully monitored and controlled and pile driving records produced for each pile. The QVE or an individual under the direct supervision of the QVE shall verify the work.

Piles shall not be overdriven. When driving to a specified ultimate resistance, driving to a set or driving to bedrock, the piles shall be driven to the anticipated tip elevation. The Contract Administrator shall be notified if

the piles do not reach set at the anticipated tip elevation, .

In soils where there is a possibility of piles moving upward due to ground heave, elevations of completed pile tops shall be measured at intervals while nearby piles are being installed. The readings shall be recorded and submitted to the Contract Administrator as the work proceeds.

#### **903.07.02.07.02      Driving to a Specified Elevation**

Piles shall be driven to an elevation specified in the Contract Documents. Driving piles to other elevations shall only be done when approved in writing by the Contract Administrator.

#### **903.07.02.07.03      Driving to a Specified Ultimate Resistance**

##### **903.07.02.07.03.01      General**

The Quality Verification Engineer shall establish the reference set used to determine ultimate resistance and measure and record the set for individual pile acceptance.

The set and rebound measurements shall be obtained by the Quality Verification Engineer. The Quality Verification Engineer shall determine the measured ultimate resistance and verify that the design ultimate resistance has been achieved.

##### **903.07.02.07.03.02      Driving to a Set**

The founding elevation shall be established by driving to a set determined in accordance with the dynamic formula specified in the Contract Documents or by the application of the wave equation analysis procedure that verifies the pile resistance. This set shall be established on the first pile of every ten piles driven in a pile group.

The other piles shall be controlled by the pile penetration rate in blows per millimetre that correlates to the set.

When new conditions, such as change in hammer size, change in pile size, or change in soil material occur, new sets shall be determined.

##### **903.07.02.07.03.03      Driving to Bedrock**

When driving piles to bedrock, the pile shall be adequately seated on bedrock without damaging the pile.

Where rock points are used, the rock points shall penetrate into the rock. Piles driven using rock points shall be driven to ensure adequate seating on the bedrock without damaging the pile.

Driving of piles on sloping bedrock shall be stopped when initial contact is made with the bedrock. The bedrock elevation shall be recorded. Driving shall then continue, commencing with energy of 10% of the maximum energy of the hammer. The pile shall be driven in sets of 20 blows at this energy until no penetration is observed. Twenty additional blows shall be applied, and, if no penetration is observed, the energy shall be increased by an additional 10% and the above procedure repeated.

Driving shall continue with these stepped increases in energy and with the same series of blows as described above, until the pile has been seated on the bedrock.

If unrealistic excessive penetration per blow is observed, driving shall be stopped and this excessive penetration immediately reported to the Contract Administrator.

The Quality Verification Engineer shall determine when the hammer energy can be increased and when the driving is complete for each pile.

**903.07.02.07.04            Wave Equation Analysis**

When requested by the Contract Administrator, all equipment, material, and personnel shall be supplied to conduct the wave equation analysis procedure. The Quality Verification Engineer shall review the results of the analysis.

**903.07.02.07.05            Hammer Performance**

When requested by the Contract Administrator, the hammer performance using the pile driving analyzer or other approved equivalent shall be verified in the presence of the Contract Administrator. Hammer performance shall be verified to ensure that the actual potential energy (rated energy) is not less than 90% of the stated potential energy. All instrumentation, access, and assistance for the testing and monitoring as directed by the Contract Administrator shall be provided.

**903.07.02.07.06            Retapping Tests on Piles**

In each pile group, 10% of the piles rounded up to the next whole number, but no fewer than two piles, shall be retapped no sooner than 24 hours after installation of the individual pile to confirm that the ultimate axial resistance has been sustained.

Retapping of piles driven to bedrock is not required.

**903.07.02.07.07            Retapping and Redriving Piles**

When the retapping tests indicate that the ultimate axial resistance has not been achieved on any one pile, all piles in the group shall be retapped.

Where the retapping reveals that the ultimate axial resistance of the piles has not been achieved, the piles that have not achieved the ultimate axial resistance shall be redriven to the specified resistance.

Where piles have risen, the piles shall be redriven to the original depth.

**903.07.02.08                Jetting**

Jetting shall be carried out in such a manner that the resistance of the piles already in place and the safety of adjacent structures shall not be impaired. Jetting shall be stopped at least 1 m above the final expected pile-tip elevation and at least 1 m above the tip elevation of any piles previously driven within 2 m of the jet. Where piles are to be end bearing on rock, jetting may be carried to the rock surface.

The driving and jetting of precast reinforced concrete piles shall not be carried out simultaneously.

**903.07.03                    Caisson Piles**

**903.07.03.01                General**

Caissons shall be constructed as specified in the Contract Documents.

The final bearing elevation shall be as specified in the Contract Documents or as determined by the Contract Administrator. When permanent casings are not specified, the caisson shall be constructed in a drilled hole with or without the use of a temporary liner or slurry as determined by the Contractor.

**903.07.03.02                Excavation**

**903.07.03.02.01            General**

Sidewall stability shall be maintained throughout the excavation and concrete placement operation. Soil

cave-in into the excavation hole shall be prevented.

The bottom of the excavation shall be cleaned before the start of concrete placement.

Excavation methods shall be such that the sides and bottom of the hole are straight and free of loose material that might prevent intimate contact of the concrete with undisturbed soil or bedrock.

Except when founded on sloping rock, the caisson bottom shall be level. On sloping rock, the caisson bottom may be stepped, with each step not greater than  $\frac{1}{4}$  the diameter of the bearing area.

#### **903.07.03.02.02 Casings**

When an auger is used to excavate for a casing, the diameter of the auger shall be no greater than the outside diameter of the casing.

#### **903.07.03.02.03 Liners**

The diameter of the excavation for the installation of liners shall not exceed the diameter of the liner by more than 150 mm.

#### **903.07.03.02.04 Slurry Method**

The level of slurry in the excavation shall be sufficient to prevent the intrusion of water and to maintain a stable wall with no cave-in, sloughing, or basal heave.

Slurry shall be tested as specified in API RP 13B-1 All test equipment required for the tests shall be provided. A slurry sampler capable of obtaining samples at any depth within the caisson hole shall be available at all times.

At least 1 set of tests shall be completed every 4 hours during the slurry operation. Samples shall be taken from the mud tank and from within the caisson at a depth within 300 mm of the bottom.

#### **903.07.03.03 Inspection of the Excavation**

The bottom of excavations shall be visually inspected.

#### **903.07.03.04 Dewatering**

Where dewatering is required, a dewatering scheme shall be employed in such a manner as to prevent any disturbance to the base founding material. The dewatering shall not create subsidence or cause ground loss that may adversely affect the work or adjacent structures.

#### **903.07.03.05 Backfilling Liners Left in Place**

The annular space between a liner permanently left in place and shaft excavation shall be filled with concrete or fluid grout.

#### **903.07.03.06 Steel Reinforcement**

Steel reinforcement steel shall be installed according to OPSS 905. Steel reinforcement cages shall be checked to ensure conformance to the Working Drawings prior to installation and during placement of concrete.

The steel reinforcement cage shall be fabricated in one piece.

Welding of steel reinforcement and use of splices shall not be done unless specified in the Contract



Documents.

The steel reinforcement shall not be displaced or distorted during the construction of the caisson.

**903.07.03.07 Concrete**

**903.07.03.07.01 General**

Concrete shall be placed in the caisson according to OPSS 904 and as specified herein. Concrete shall be placed immediately following interim inspection of the caisson hole by the Quality Verification Engineer.

The reinforcement shall not be displaced or distorted during the construction of the caisson.

Arching of concrete during casing withdrawal shall be prevented.

**903.07.03.07.02 Concrete Placed in the Dry**

The concrete may be placed free fall provided the fall is vertically down the centre of the opening and transverse ties, spacers or other objects do not impede the free fall. In the event of interference with the concrete free fall, an elephant trunk or other means shall be used to prevent concrete segregation.

Concrete shall be placed in a continuous operation from the bottom to the top of the caisson or, where columns are cast integral with the caisson, to the elevation of the bottom of the column steel reinforcement cage. The concrete shall be vibrated for the last 1.5 m of the pour.

**903.07.03.07.03 Concrete Placed Under Water or Under Slurry**

Tremie or pumped concrete shall be carried out in one continuous operation. The tremie or pumping operation shall be a continuous flow of concrete that prevents the inflow of water or slurry.

Where tremie concrete is to be placed in a caisson under water, the Contractor shall maintain an adequate head of water within the excavations to prevent the inflow of water through the base or walls of the caisson as the concrete is being placed.

Where tremie is placed under slurry, the caisson shall be filled with concrete entirely by tremie and the method of deposition shall not be changed part way up the caisson.

When concrete placement is not started within 6 hours of acceptance of the excavation, the excavation shall be redrilled, cleaned, and the slurry tested before concrete placement commences.

**903.07.03.07.04 Withdrawal of Liners**

Arching of concrete during withdrawal of the liner shall be prevented.

During withdrawal, the bottom of the liner shall have a minimum embedment into the concrete being placed and a sufficient head of concrete shall be maintained above the bottom of the liner at all times to prevent intrusion of soil and water into the hole.

During withdrawal, upward or downward movement of the steel reinforcement shall be monitored. Upward or downward movement shall be restricted to 150 mm.

A theoretical concrete level shall be calculated based on the quantity of concrete placed and the caisson dimensions, and this theoretical level shall be compared to the actual level of concrete in the caisson to provide a check for possible separation of shaft concrete during liner withdrawal.

#### **903.07.03.07.05            Founding Elevation**

The final founding elevation shall be as specified in the Contract Documents or an elevation approved in writing by the Contract Administrator. When casings are not specified in the Contract Documents, the caisson shall be constructed in a drilled hole with or without the use of a liner or slurry as determined by the Contractor.

Except when founded on sloping unweathered bedrock, the caisson bottom shall be level. On sloping unweathered bedrock, the caisson bottom may be stepped, with each step not greater than one quarter the diameter of bearing area.

The bearing area of the caisson pile shall be approved by the Quality Verification Engineer prior to placing concrete.

#### **903.07.04                    Displacement Caisson Piles**

Work shall be carried out in accordance with the displacement caisson pile suppliers' installation procedures. A permanent liner shall be used when specified in the Contract Documents.

The sequence of installation shall be such as to prevent damage to any recently completed piles.

The pile shall not be founded above or below the specified pile tip elevation without approval in writing from the Contract Administrator.

The QVE or an individual under the direct supervision of the QVE shall verify the installation of displacement caisson piles.

#### **903.07.05                    Tolerances**

##### **903.07.05.01                Driven Piles**

- a) Cut-off elevation  $\pm$  25 mm.
- b) Deviation from vertical not more than 1H:50V, except in the case of a pile cap or footing supporting only a single row of piles the deviation shall not be more than 1H:75V in the direction of the span.
- c) The deviation from the specified inclination for battered piles shall not exceed 1H:25V.
- d) The centre of the pile at the junction with the pile cap shall be within 150 mm measured horizontally of that specified except in the case of a pile cap or footing supported on a single row of piles the deviation shall not be more than 75 mm measured horizontally in the direction of the span.

##### **903.07.05.02                Caissons and Displacement Caisson Piles**

- a) Cut-off elevation  $\pm$  25 mm.
- b) Horizontal location at cut-off not more than 5% of shaft diameter or 75 mm, whichever is less.
- c) Vertical alignment not more than 2% of the caisson length from vertical for vertical caissons, or 2% of the caisson length from the specified inclination for battered caissons.

#### **903.07.06                    Load Test**

When a load test is specified in the Contract Documents, the testing shall be according to ASTM D 1143M for piles under vertical static load, ASTM D 3689 for piles under tensile load, and ASTM D 3966 for piles under lateral loads. The Quality Verification Engineer shall witness the pile load test. All records and results of the

pile load test attached with the Certificate of Conformance shall be submitted to the Contract Administrator.

All necessary personnel, equipment, and material to make adjustments during the tests shall be provided and at least one skilled worker shall be present for the complete duration of each test. This worker shall have demonstrated experience in load testing of piles.

The following shall be provided for the duration of all testing:

- a) A level dry working area at the test location
- b) An adequate enclosure sufficient to provide complete protection from adverse weather conditions
- c) All temporary work required to obtain access to the site for the personnel, equipment, and materials.

Upon completion of the tests, the site shall be cleared and restored to the satisfaction of the Contract Administrator. Piles that are not part of the finished work shall be cut off 1.2 m below ground level or 0.6 m below stream bed level. Any resulting void shall be backfilled with suitable fill material.

### **903.07.07 Repair of Welds**

Any section of weld that does not meet the requirements of the Contract Documents shall be removed and rewelded.

### **903.07.08 Quality Control**

#### **903.07.08.01 Inspection and Testing of Welds**

##### **903.07.08.01.01 Qualifications of Companies and Individuals**

An independent testing company with no corporate affiliation with the Contractor shall be employed to carry out the non-destructive testing of welds. The independent testing company shall be certified by the Canadian Welding Bureau to the requirements of CSA W178.1 for bridge structures by radiographic or ultrasonic test methods.

Testing shall be done by a non-destructive testing technician employed by an independent testing company. The non-destructive testing technician shall have documented evidence of training and professional knowledge, skill, and experience in non-destructive testing of structural steel welds and material and have a valid certificate showing qualification to a Level II or III according to CAN/CGSB-48.9712 and the Canadian Welding Bureau for the non-destructive testing specified.

Visual inspections shall be performed by a welding inspector employed by an independent testing company. The welding inspector shall have documented evidence of training, professional knowledge, skill and experience in the visual inspection of structural steel welds and material, and have a valid certificate showing qualification to Level II or III according to CSA W178.2.

##### **903.07.08.01.02 Visual Inspection of Welds**

A representative sample of not less than 30% of the welds, as determined by the Quality Verification Engineer, shall be visually inspected for conformance to the requirements of CSA W59, the Contract Documents, and the Working Drawings.

##### **903.07.08.01.03 Non-Destructive Testing of Welds**

Radiographic or ultrasonic testing shall be carried out using procedures according to CSA W59.

Ultrasonic or radiographic testing shall be carried out on the entire length of selected splice welds chosen at

random by the Quality Verification Engineer or the Welding Inspector assigned to carry out visual inspection.

Selection shall be based on the following criteria:

- a) For pile groups other than at integral abutments, 10% of the splice welds, rounded to the next highest number, but no fewer than two.
- b) For pile groups at integral abutments, 10% of the splice welds, rounded to the next highest number, but no fewer than two of when the welds are below 6 m of the pile cut-off elevation.
- c) For pile groups at integral abutments, all splice welds within 6 m of the pile cut-off elevation.

#### **903.07.08.01.04          Repaired Welds**

All welds that have been repaired shall be visually inspected and shall undergo non-destructive testing.

#### **903.07.08.02          Non-Destructive Test Reports and Visual Inspection Reports**

Within 7 Days from completion of the inspection and testing, two copies of all inspection and testing reports shall be submitted to the Contract Administrator, for information purposes only.

#### **903.07.08.03          Certificate of Conformance**

A completed Certificate of Conformance shall be submitted to the Contract Administrator upon completion of the deep foundation work. The Certificate of Conformance shall be sealed and signed by the Quality Verification Engineer and shall state that the deep foundation work has been carried out in general conformance with the Contract Documents and Working Drawings. The Certificate of Conformance shall also certify that the interim milestone inspections have been completed as specified.

When the specified horizontal tolerances are not achieved, the process for "Non-Conforming Work by the Contractor" as specified elsewhere in the Contract Documents shall be followed unless the pile discrepancies are minor and do not require a detailed design evaluation.

For these minor cases, a proposal for an amendment to the Contract Documents stating that the pile discrepancies are minor and do not require detailed design evaluation shall be submitted to the Contract Administrator for acceptance.

The proposal shall be signed by an Engineer and shall be accompanied by a drawing containing the following information:

- a) Specified pile locations;
- b) Actual pile locations; and
- c) Proposed adjustments to the footing and reinforcement.

### **903.09                  MEASUREMENT FOR PAYMENT**

#### **903.09.01              Actual Measurement**

#### **903.09.01.01          H-Piles, Tube Piles, Wooden Piles, and Precast Reinforced Concrete Piles**

Measurement of piles shall be by length in metres of the piling left in place after cut-off.

**903.09.01.02 Sheet Piles**

Measurement of sheet piles shall be by area in square metres based on the driving lines specified and the length of piling left in place after cut-off.

**903.09.01.03 Driving Shoes**

For measurement purposes, a count shall be made of the number of drive shoes used.

**903.09.01.04 Rock Points**

For measurement purposes, a count shall be made of the number of rock points used.

**903.09.01.05 Caissons and Displacement Caisson Piles**

Measurement of caissons and displacement caisson piles shall be by length in metres of the depth along the centreline between the approved bearing surface at the bottom and the specified elevation at the top.

**903.09.01.06 Retapping Piles**

For measurement purposes, a count shall made of the number of piles retapped above and beyond the minimum number described in the Retapping Tests on Piles clause.

Piles retapped as part of the minimum number required for the retapping tests described in the Retapping Tests on Piles clause shall not be measured for payment.

**903.09.02 Plan Quantity Measurement**

When measurement is by Plan Quantity, such measurement shall be based on the units shown in the clauses under Actual Measurement.

**903.10 BASIS FOR PAYMENT**

**903.10.01 Supply Equipment for Installing Driven Piles - Item  
Supply Equipment for Installing Caisson Piles - Item  
Supply Equipment for Installing Displacement Caisson Piles - Item**

Payment at the Contract price for the above tender items shall be full compensation for all labour, Equipment, and Material required to do the work.

For payment purposes, 50% of the work under this item is completed when the satisfactory performance of the equipment has been demonstrated to the Contract Administrator by the installation of 1% of piles. The remaining 50% shall be paid on the satisfactory completion of the installation of piles.

When the hammer performance is requested to be verified, such verification shall be completed at no extra cost to the owner when the energy delivered is less than 90% of the stated potential energy (rated energy) specified in the submission.

When the energy is equal to or greater than 90% of the stated potential energy stated in the required submission, the cost verifying the hammer performance shall be administered as a Change in the Work.

**903.10.02 H-Piles - Item  
Tube Piles - Item  
Precast Concrete Piles - Item  
Wood Piles - Item  
Displacement Caisson Piles - Item**

**Caisson Piles - Item**  
**Driving Shoes - Item**  
**Rock Points - Item**  
**Sheet Piles - Item**  
**Load Test - Item**

Payment at the Contract price for the above tender items shall be full compensation for all labour, Equipment, and Material to do the work.

Payment for re-driving piles shall be at the Contract price for the applicable tender item above.

When the Contractor substitutes driving shoes or Oslo points with Titus H bearing pile points, the cost of such substitutions shall be at no extra cost to the Owner.

**903.10.03                      Retapping Piles - Item**

Payment at the Contract price for the above tender item shall be full compensation for all labour, Equipment, and Material to do the work.

Retapping the minimum specified number of piles for retapping tests shall include all labour, Equipment, and Material to do the work and shall be included in the Contract price for the appropriate pile tender item.

Where additional retapping is required, payment shall be made based on the ratio of the number of piles retapped in a pile group above the minimum requirement, up to the total number of piles in that pile group, times the tender price for retapping all piles for that pile group.

**Appendix 903-A, April 2016**  
FOR USE WHILE DESIGNING MUNICIPAL CONTRACTS

**Note:** This is a non-mandatory Commentary Appendix intended to provide information to a designer, during the design stage of a contract, on the use of the OPS specification in a municipal contract. This appendix does not form part of the standard specification. Actions and considerations discussed in this appendix are for information purposes only and do not supersede an Owner's design decisions and methodology.

**Designer Action/Considerations**

No information provided here.

**Related Ontario Provincial Standard Drawings**

No information provided here.

