

LRFD Facts and Misconceptions:
Opportunities and Challenges for the
Micropile Community

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By

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- Pin Ball Machine Repairman – 1 yr
- Country Club Maintenance Foreman – 5 yrs
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- Father – 32 yrs
- Civil Engineer (Geotechnical Specialist)-37 yrs
- Husband – 41 yrs
- Retired Principal Bridge Eng., Geotechnical National Program Manager FHWA, Washington D.C. (September 2008)
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LRFD Micropile Community Issues/ Topics

- Brief History of AASHTO Specifications and Evolution of LRFD
- LRFD Basics and Advantages and Limitations
- Available LRFD Resources and training (professional and academic institutions)
- Calibration Methods, techniques and limitations

***Current LRFD issues for micropiles: factored loads, load test failure criteria, structural design, maximum factored stresses, process for AASHTO LRFD updates

OTHERS? ***

$$\sum \eta_i \gamma_i Q_i \leq R_r = \phi R_n$$

η_i	=	Load modifier (eta)
γ_i	=	Load factor (gamma)
Q_i	=	Force effect
R_r	=	Factored resistance
ϕ	=	Resistance factor (phi)
R_n	=	Nominal resistance

Webinar References

- Primary References:
 - AASHTO (2010) – 5th Edition
 - Section 10 – Foundations
 - Sections 3 – Loads and Load Factors
 - FHWA (2006) “Soils and Foundations” 2 volumes (1,056 pages; Free download at) www.ncsconsultants.com
 - The micropile design process is discussed in detail in *Micropile Design and Construction* (Sabatini, et al., 2005). List of info sources provided at end

Legend:

AASHTO: American Association of State Highway and Transportation Officials

FHWA: Federal Highway Administration

AASHTO - Section 10 Outline

Article	Topic	Webinar #
10.1	Scope	
10.2	Definitions	
10.3	Notation	
✓ 10.4	Soil Properties and Materials	3
✓ 10.5	Limit States and Resistance Factors	5, 6, 7, 8, 9, 10, 11
10.6	Spread Footings	4
10.7	Driven Piles	5
10.8	Drilled Shafts	6
✓ 10.9	Micropiles	7
✓	Refer to Section 3 for Loads and Load Factors	1-2

Micropile Foundations

Topic	Slides
General (Section 3, Section 10.4, 10.9.1)	6 – 28
10.5 Limit States and Resistance Factors	29 – 33
10.9.2 Service Limit State	34 – 40
10.9.3 Strength Limit State	41 – 73
10.9.4 Extreme Event Limit State	74 – 77
10.9.5 Corrosion and Deterioration	78 – 81

The sequence of Article 10.9 in AASHTO

AASHTO Table

3.4.1-1		<i>DC</i> <i>DD</i> <i>DW</i> <i>EH</i> <i>EV</i> <i>ES</i> <i>EL</i> <i>PS</i> <i>CR</i> <i>SH</i>	<i>LL</i> <i>IM</i> <i>CE</i> <i>BR</i> <i>PL</i> <i>LS</i>	<i>WA</i>	<i>WS</i>	<i>WL</i>	<i>FR</i>	<i>TU</i>	<i>TG</i>	<i>SE</i>	Use One of These at a Time			
Load Combination Limit State											<i>EQ</i>	<i>IC</i>	<i>CT</i>	<i>CV</i>
STRENGTH LIMIT	I	γ_p	1.75	1.00	—	—	1.00	0.50/1.20	γ_{TG}	γ_{SE}	—	—	—	—
	II	γ_p	1.35	1.00	—	—	1.00	0.50/1.20	γ_{TG}	γ_{SE}	—	—	—	—
	III	γ_p	—	1.00	1.40	—	1.00	0.50/1.20	γ_{TG}	γ_{SE}	—	—	—	—
	IV	γ_p	—	1.00	—	—	1.00	0.50/1.20	—	—	—	—	—	—
	V	γ_p	1.35	1.00	0.40	1.0	1.00	0.50/1.20	γ_{TG}	γ_{SE}	—	—	—	—
EXTREME EVENT	I	γ_p	γ_{EQ}	1.00	—	—	1.00	—	—	—	1.00	—	—	—
	II	γ_p	0.50	1.00	—	—	1.00	—	—	—	—	1.00	1.00	1.00
SERVICE LIMIT	I	1.00	1.00	1.00	0.30	1.0	1.00	1.00/1.20	γ_{TG}	γ_{SE}	—	—	—	—
	II	1.00	1.30	1.00	—	—	1.00	1.00/1.20	—	—	—	—	—	—
	III	1.00	0.80	1.00	—	—	1.00	1.00/1.20	γ_{TG}	γ_{SE}	—	—	—	—
	IV	1.00	—	1.00	0.70	—	1.00	1.00/1.20	—	1.0	—	—	—	—
FATIGUE - <i>LL</i>, <i>IM</i> & <i>CE</i> only	I	—	1.50	—	—	—	—	—	—	—	—	—	—	—
	II	—	0.75	—	—	—	—	—	—	—	—	—	—	—

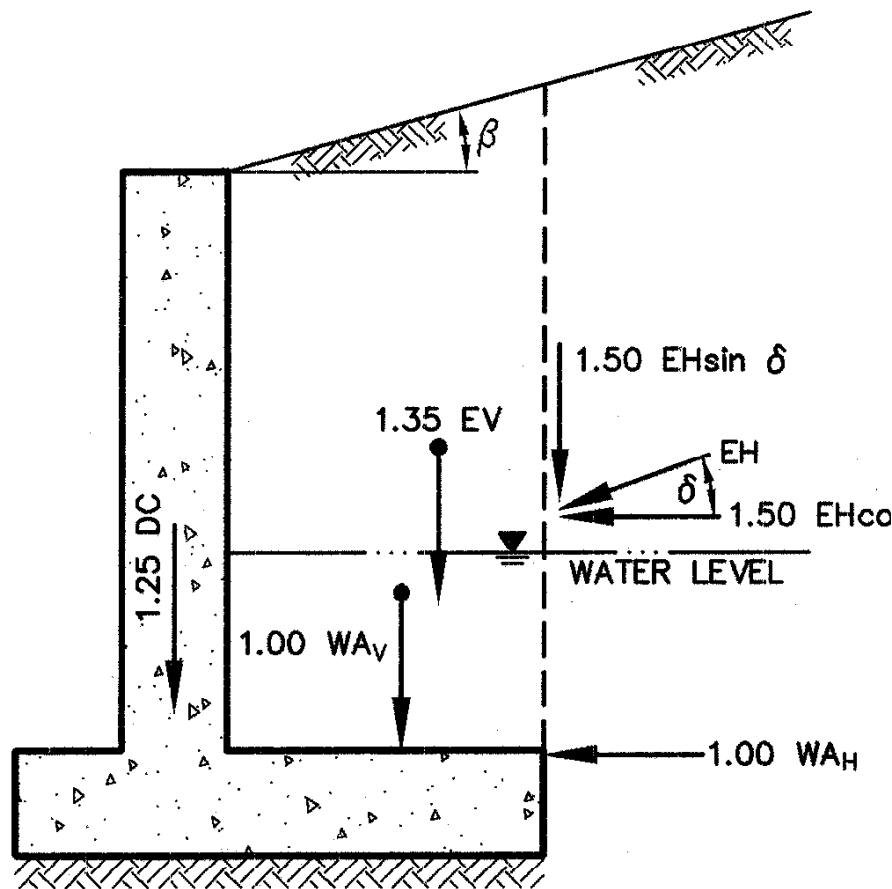
Load Factors for Permanent Loads,

AASHTO Table 3.4.1-2

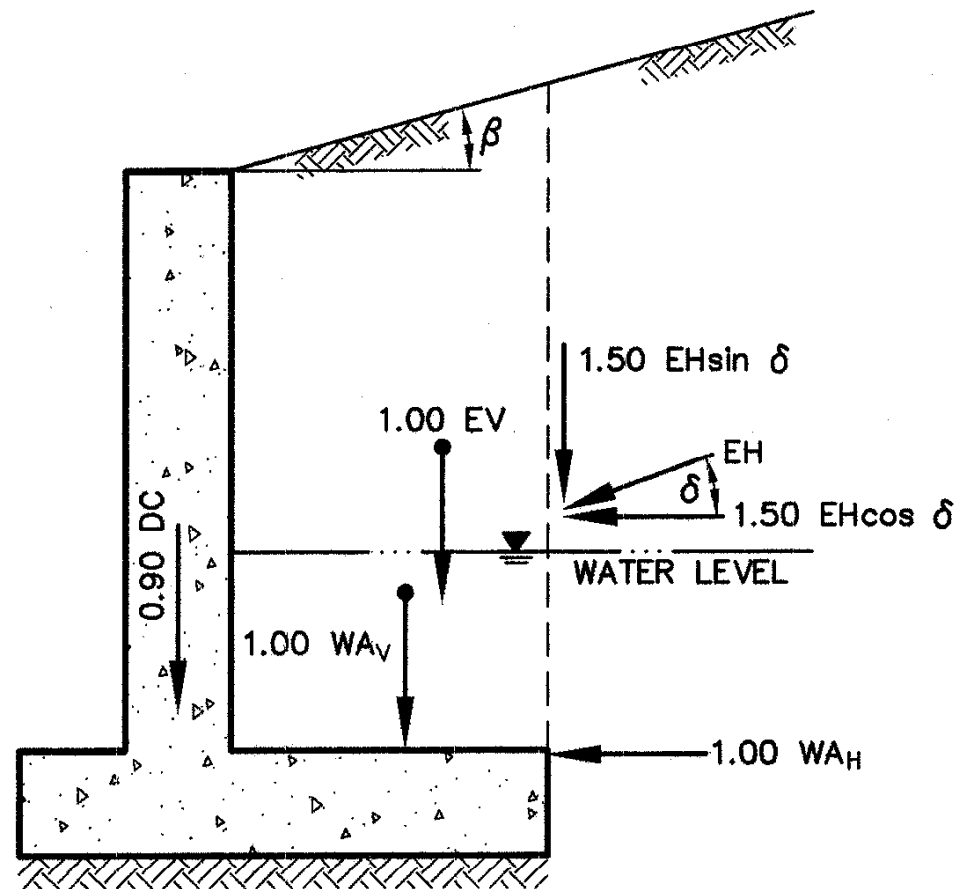
γ_p

Type of Load, Foundation Type, and Method Used to Calculate Downdrag		Load Factor	
		Maximum	Minimum
<i>DC</i> : Component and Attachments ←		1.25	0.90
<i>DC</i> : Strength IV only		1.50	0.90
<i>DD</i> : Downdrag	Piles, α Tomlinson Method ←	1.4	0.25
	Piles, λ Method ←	1.05	0.30
	Drilled shafts, O'Neill and Reese (1999) Method	1.25	0.35
<i>DW</i> : Wearing Surfaces and Utilities ←		1.50	0.65
<i>EH</i> : Horizontal Earth Pressure ←			
• Active		1.50	0.90
• At-Rest		1.35	0.90
• <i>AEP</i> for anchored walls		1.35	N/A
<i>EL</i> : Locked-in Construction Stresses		1.00	1.00
<i>EV</i> : Vertical Earth Pressure			
• Overall Stability ←		1.00	N/A
• Retaining Walls and Abutments ←		1.35	1.00
• Rigid Buried Structure		1.30	0.90
• Rigid Frames		1.35	0.90
• Flexible Buried Structures other than Metal Box Culverts		1.95	0.90
• Flexible Metal Box Culverts and Structural Plate Culverts with Deep Corrugations		1.50	0.90
<i>ES</i> : Earth Surcharge ←		1.50	0.75

Figure C11.5.5-1, 2—Typical Application of Load Factors



Bearing



Sliding and Eccentricity

AASHTO Section 10.4 Soil and Rock Properties

- 4.1 Informational Needs
- 4.2 Subsurface Exploration
- 4.3 Laboratory Tests
- 4.4 In-situ Tests
- 4.5 Geophysical Tests
- 4.6 Selection of Design Properties



Table 10.5.5.2.5-1 Geotechnical Resistance Factors of Axially Loaded Micropiles

Limit State	Method/ Ground Condition	Resistance Factor
Compression Resistance of Single Micropile, ϕ_{stat}	Side Resistance (Bond Resistance): Presumptive Values	0.55 ⁽¹⁾
	Tip Resistance on Rock O'Neill and Reese (1999)	0.50
	Side Resistance and Tip Resistance Load Test	Values in Table 10.5.5.2.3-1, but no greater than 0.70
Block Failure, ϕ_{bl}	Clay	0.60
Uplift Resistance of Single Micropile, ϕ_{up}	Presumptive Values	0.55 ⁽¹⁾
	Tension Load Test	Values in Table 10.5.5.2.3-1, but no greater than 0.70
Group Uplift Resistance, ϕ_{g}	Sand & Clay	0.50

Apply to presumptive grout-to-ground bond values for preliminary design only in Article C10.9.3.5.2.

Table 10.5.5.2.5-2
Structural Resistance Factors for Axially Loaded
Micropiles

Section / Loading Condition		Resistance Factor
Pile Cased Length	Tension, ϕ_{TC}	0.80
	Compression, ϕ_{CC}	0.75
Pile Uncased Length	Tension, ϕ_{TU}	0.80
	Compression, ϕ_{CU}	0.75

10.7.3.13 Pile Structural Resistance

Concrete (5.5.4.2.1)

Axial Comp. = 0.75

Flexure = 0.9

Shear = 0.9

Steel (6.5.4.2)

Axial = 0.5-0.6

Combined

Axial = 0.7-0.8

Flexure = 1.0

Shear = 1.0



Steel

Article 6.9.4.1 for noncomposite piles and

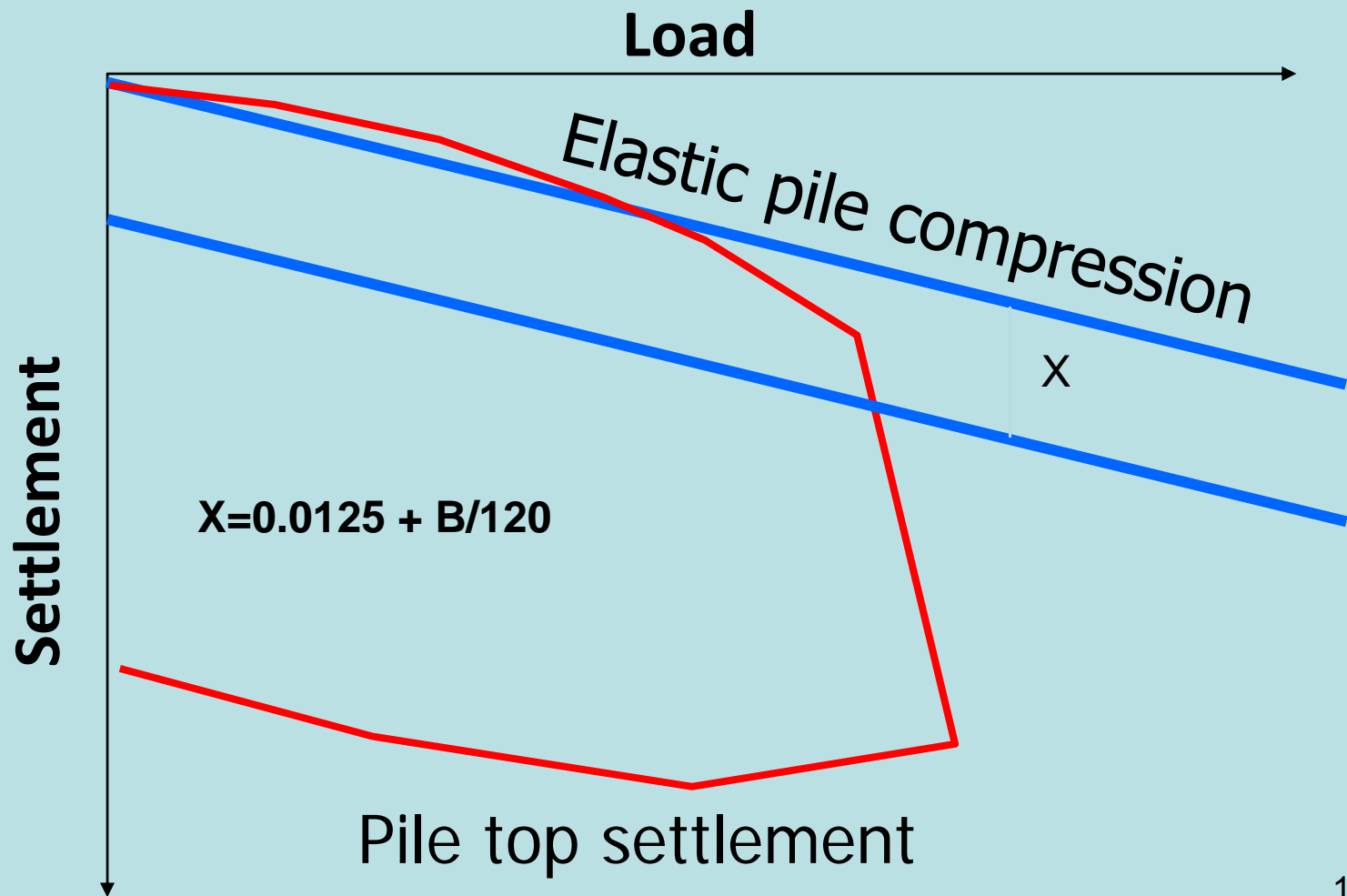
Article 6.9.5.1 for composite piles

Concrete

Articles 5.7.4.3 and 4.5.3.2

Potential for buckling should be as in Article 10.7.3.12.

Static Load Test: Failure Definition



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\$630 Million in Highway Transportation R&D



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***SINCE THE 1500's THE
NAME and FAMILY
DIMAGGIO HAS
REPRESENTED THE
VERY BEST IN COFFEE,
BASEBALL AND
GEOENGINEERING AND
GEO-CONSTRUCTION
EXCELLENCE!***



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THANK YOU!

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