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Q1 2011 VOL. 8, NO. 1

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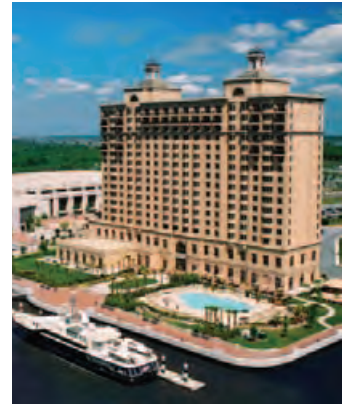
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EDITOR'S NOTE:

An article by the President of Pile Dynamics, Garland Likins, appeared in the Q2 issue of *PILEDRIVER* (*The 2010 AASHTO LRFD Resistance Factors*, pp 43-51). Unfortunately, there was a typo on Table 2: 2010 resistance factors (R. F.), factored loads for the example case, on p. 49. The Number of Piles required when the Determination method is Dynamic formula (Gates) is 35, not .5. We apologize for this error.



On the Cover: Aerial East Bound and Existing Pier Caps for the 1-80 Widening over the Meander Reservoir by The Great Lakes Construction Co. (submitted by Jeremy Levenson and Randy Radel, GLC)



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The conservatism of 2010 served us well as it is evolving into confidence for 2011

By Don Dolly

Thinking back on 2010 it seems that certain temperance was present throughout the year. As if we held our breath waiting for the next report of bad news. Even Christmas and New Year's celebrations were somewhat restrained as if in reverence to the troubled economy. No one wanted to get too excited about economic recovery even when the fourth quarter closed proving economic growth slightly higher than anticipated. Even when existing home prices rose and foreclosures fell only conservative acknowledgement was manifest. But, the conservatism of 2010 served us well as it is evolving into confidence for 2011.

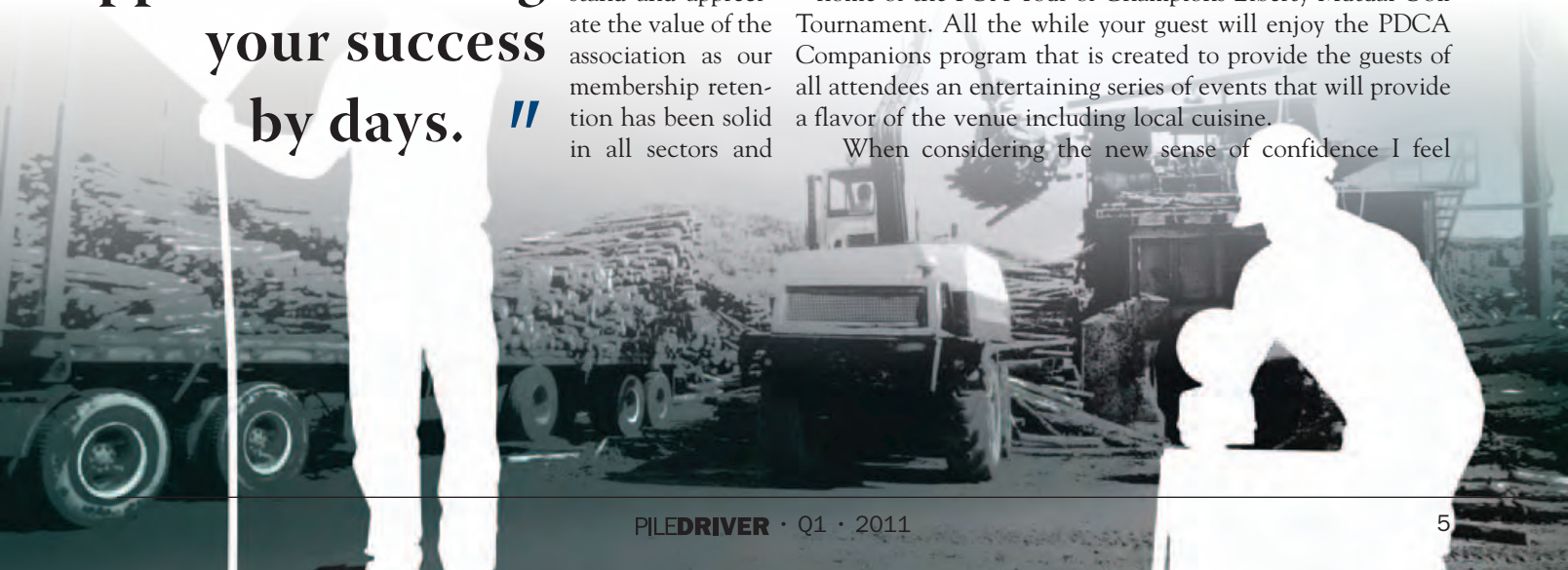
Conservatism in 2010 was apparent as companies reevaluated spending and reduced budgets. I am proud to say that the pile driving contractors, engineering firms, and vendors that are the PDCA understand and appreciate the value of the association as our membership retention has been solid in all sectors and

we have welcomed new members. Participation and commitment by the members of PDCA have strengthened the pile driving industry throughout 2010.

Our DICEP program, held last November in South Carolina, was well attended. Over one hundred and sixty attendees gained the benefit of a program created to demonstrate the value in driven pile design. PDCA continues to present relevant and significant programs to benefit the driven pile industry. In just a few days PDCA will present its program "Deep Foundation Dynamic Testing and Analysis Workshop and Proficiency Test", which will be held at the Royal Sonesta Hotel in New Orleans, Louisiana. This workshop is comprehensive yet suitable for attendees of all levels in the pile driving industry. Upcoming is the PDCA's 15th Annual International Conference and Expo to be held in Savannah, Georgia at the Westin Harbor Golf Resort and Spa. This year's conference will provide wide-ranging educational opportunities selected for the driven pile industry in a truly stunning setting. Aside from the educational programs, our exhibitors will provide the latest updates on equipment and services that can help your business be even more successful. And, you will be sure to enjoy our annual golf tournament, which will be held at The Club at Savannah Harbor – home of the PGA Tour of Champions Liberty Mutual Golf Tournament. All the while your guest will enjoy the PDCA Companions program that is created to provide the guests of all attendees an entertaining series of events that will provide a flavor of the venue including local cuisine.

When considering the new sense of confidence I feel

" Every employee going home without injury – is the real objective as opposed to rating your success by days. "



PRESIDENT'S MESSAGE

toward the future of our industry my thoughts go to pile driving safety. With that said, I would like to discuss a topic that all pile driving contractors deal with, but few rationalize and that is the difference between complying with the OSHA code and providing a safe workplace. The two are not always paired and you can certainly have one without the other. In a recent address I stated that "With the use of a comprehensive Injury and Illness Prevention Plan and a continuous effort to develop safety culture, a construction contractor can reasonably control the actions of employees and the condition of its equipment", and I believe that to be true. However, I have observed that pile driving operations that establish zero tolerance mandates with regard to code compliance and safety incidents many times inadvertently achieve the opposite.

Safety goals and compliance mandates are appropriate and necessary, but without an underlying safety culture they are doomed to fail. A job site can be entirely compliant with the safety code, and yet a crewperson breaks their finger setting a choker. In that case the employer complied with the code, but failed to provide a safe workplace. It is common for a company safety policy to be viewed as a mechanism for assigning blame and diffusing responsibility to employees. In some instances crewpersons believe that safety mandates are merely burdening individuals solely for the profit of the contractor without any true regard for their personal safety. Those are some examples of safety culture issues that must be overcome to truly provide a safe workplace.

Safety incentives associated with safety records such as days without lost time accidents is another slippery slope.

Many times record based incentive programs encourage non-reporting of near-miss accidents and/or first-aid incidents. It is statistically proven that a ratio exists between near-miss and/or first-aid incidents to more serious accidents. My point is that safety records are important to secure lower insurance premiums, qualify for bidding thresholds, and rally morale, but may not have a direct relationship to the existence of a safe workplace. My experience has been that safety incentive programs that reward for participation as opposed to safety records result in a wholly embraced program. In participation based programs crewpersons are rewarded for active involvement in preparing Job Hazard Analysis reports, developing training methods for specialty work, implementation of protocol in the event of an incident.

Developing a safety culture where management, supervision, and field forces work together to achieve a common goal – every employee going home without injury – is the real objective as opposed to rating your success by days. Understandably, the standard measure of "days without" is most likely here to stay; however, don't let a good record compromise what you have worked so hard to achieve. I suggest you evaluate your success by giving your employees an opportunity to participate in developing your company's safety culture without negative consequences for non-participation and an incentive for active participation; then factor the percentage of participants. You may be surprised at the result.

Thank you for supporting the driven pile industry. Best wishes for good pile driving, and I look forward to seeing you in Savannah. ▼



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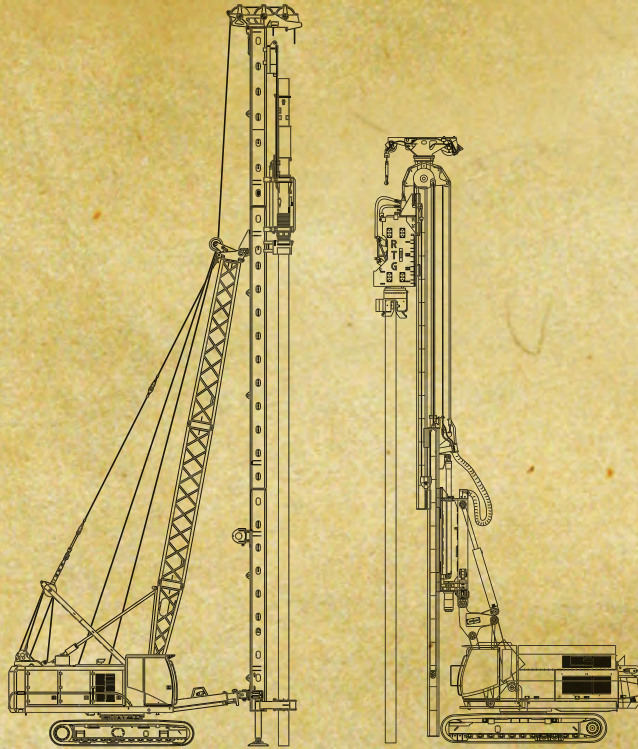
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As we move from 2010 to 2011, it is important that the PDCA recognize key individuals that helped make 2010 so exceptional.

By Stevan A. Hall, Executive Director, Pile Driving Contractors Association

As we proceed into 2011, I hope we can all be optimistic about this New Year and hopeful of its possibilities. The beginning of 2011 is also a good time to pause and reflect on 2010. Did we accomplish all that was expected of us; did we reach our personal and business goals; and can we use the answers to these questions to make a greater impact in 2011, and if so, how?

As Executive Director, it is incumbent upon me and the PDCA Executive Committee to analyze 2010 and identify areas where we excelled and brought true value to our members; and just as importantly, to identify areas where we fell short of your expectations and our objectives. The answers to these questions will help forge the goals for PDCA in 2011.

In order to accomplish this, the PDCA Executive Committee met in Coeur d'Alene, ID for its second annual retreat this past January. During the retreat, the Executive Committee reviewed the PDCA Strategic Plan, covering each component of the plan to determine its continued relevance to the future of the PDCA. Some items have been accomplished since the plan was put into place two full years ago, some items were updated to be consistent with the evolving goals and objectives of the PDCA and some new items were added. Revisions to the Strategic Plan will be presented to the PDCA Board of Directors for implementation.

As we move from 2010 to 2011, it is important that the PDCA recognize key individuals that helped make 2010 so exceptional. President Don Dolly has done a tremendous job as your association President. Don's vision and tenacity has resulted in a growing PDCA. In 2010, your association saw a 10% rise in overall Contractor growth and a 9% rise in Associate members. This is exceptional in today's association

market. I am glad to know that Don will continue to serve and provide his leadership and vision through the PDCA annual conference in Savannah, GA this April. At that time, Buck Darling, with H. F. Darling, Inc. (Williamsville, NY), will take the helm. Buck will remain a continued asset to the Executive Committee and Board; and a strong leader as your association President.

The Executive Committee and Board of Directors were instrumental in carrying out their leadership roles and responsibilities with integrity and determination. They navigated the PDCA through a tough year, while keeping the PDCA a strong and ever-present force in the deep foundation and earth retention environment.

Additional thanks goes to the committees and Chairs, including the Dale Biggers, Boh Brothers – Technical, Mike Elliott, Pile Equipment – Market Development, Buck Darling, H. F. Darling – Environmental, Pollyanna Cunningham, International Construction Equipment – Communications, Mohamad Hussein, GRL Engineers – Educations and John Linscott, H.B. Fleming – Finance. All Committees were instrumental in moving the PDCA agenda forward by ensuring visibility, marketability, access to resource and technical information, and a greater market share for the driven pile industry. They are all to be congratulated on their efforts and commitment to making the PDCA a better organization.

In 2011, PDCA wants to continue providing existing as well as expanded services and benefits that create value to you and your business as a result of your membership investment. The PDCA also wants to continue growing in 2011, just as we did in 2010 with over 140 Contractors, 120 Associates, 100 Engineering Affiliates. Association growth, vis-a-vis mem-

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bership growth will come in two forms: Member renewals and Membership development. If existing members renew in 2011, we sustain our membership levels and with each new member, we grow by one. PDCA is seeing renewals come in on a consistent basis and believes our retention in 2011 will be significant, which can be attributed to the commitment by existing PDCA members to promote their business and industry and recognition of the value of their PDCA membership.

Membership development is everyone's responsibility. The Membership Development and Member Retention Committee, which consists of the entire Board of Directors, is committed to growing the association, but it takes more than a Board to make it happen. As a PDCA member, your commitment to recruiting a new member in 2011 will make a significant difference in the annual and long-term success of your association. Imagine the strength and influence your association would have with twice its current membership base, not to mention the additional service and benefits PDCA could provide its members with that kind of revenue stream.

Finally, I hope you will give serious consideration to joining your fellow PDCA members, spouses and guests at the 15th Annual International Conference and Expo 2011, scheduled from April 26-28, 2011, in Savannah, GA. The PDCA has put together a tremendous program, including presentations during the General Session, Exhibitor and Sponsor opportunities, social and networking programs, an exciting Companion's Program, and a first time Opening Ceremony with featured guest and keynote speaker, David Limbaugh. Don't miss this opportunity to learn more about your industry, get together once again with old friends, meet new friends, kick back and relax, and see just how far your PDCA has come and where we are going.

I hope your 2011 is everything you hope for – and I hope part of what you wish for is a stronger, more visible, more effective association. With your commitment, together we can accomplish a lot. ▼



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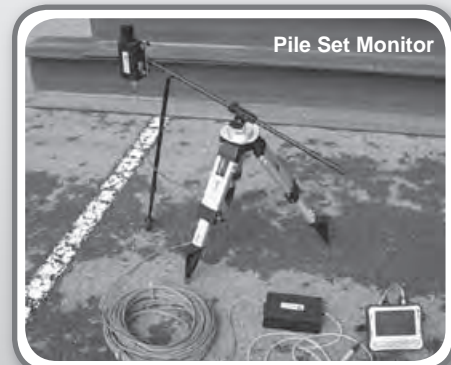
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In Memoriam



Wayne Vynorius was born in Newburyport, Ma in 1951. He was a lifelong resident of West Newbury, MA and third generation to live there. During his residency he was very involved in town politics and even ran for selectman but lost because he was too honest. He attended the unofficial town meetings every morning at 5:00 am at the Food Mart with his fellow townies. Never missing


a beat, he always knew everything that was going on in town, often before officials. He graduated high school in 1969 and married his high school sweetheart MaryLou Smith in 1971. They had two children, a son and a daughter. Wayne was blessed with four grandsons and a step-grandson. He said that he needed a few more to make a complete Piledriving Crew. His passion for heavy equipment, mechanics and getting dirty lives on in them.

Wayne started working for Hub Foundation the summer of 1969. He continued working for RA Francoeur Piledriving,

Inc. as a journeyman. By the time he was in his late 20's he was a foreman running a crew. At the same time Wayne bought his first Mack truck, which he named "ShortStuff" after his daughter, and created Vynorius Trucking. He spent the next 30 years working and running operations for Francoeur. In April of 2004 he was given the opportunity to purchase R.A Francoeur and The Vynorius Companies were established. Wayne brought along his son Bill; his daughter Tracy; his brother Bob; Mike Barth (who became VP of Vynorius Prestress, Inc); Jeff Nardone, an operator; and Joe Savulonis, who was once his Foreman. Many of the crew that Wayne ran still works with the company till this day.

Wayne also loved flying as a Private Pilot and traveling. He spent time in Germany visiting friends and skiing the Alps of Austria with his wife MaryLou. He loved football and never missed a Patriots game, often attending games and tailgating with his son Bill and good friend Jim. Wayne also rescued three miniature donkeys (Tommie, Bert & Ernie); they were a joy in his life!

He was one of a kind: a handshake meant more than a contract. He meant what he said and said what he meant. He touched many lives; he will never be forgotten and missed dearly. His shoes will never be filled! ▼



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- **The Long Island Railroad Bridge Replacement** was a project where MANDAL PIPE supplied 144 pieces of 70' long 20" diameter steel pipe for bridge replacements during construction to upgrade what is known as the busiest commuter railroad in North America. The piling was supplied weekly to assist construction performed only on weekends due to the heavy weekday commuter traffic.
- **The Port of Houston Expansion** was a project for which MANDAL PIPE supplied 19,000' of 48" and 5,000' of 36" totaling 125 truckloads of Spiralweld pipe in 50' lengths to support the large steel caissons in the building of the heavy foundations needed to support the new dock cranes used to unload the shipping vessels. MANDAL PIPE took pride that the pipe was delivered on time and within the specification required by the design engineer.
- **The West Bay Bridge Widening Project** provided challenges due to severe and unforeseen jobsite conditions. Critical to the Hurricane evacuation plans for the Panama City/Fort Walton Beach areas, the construction completion date was in jeopardy until MANDAL PIPE quickly delivered the 40,000' of steel pipe by utilizing over 175 truckloads and recovering the original lost time.

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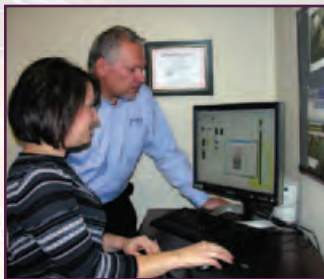
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MEMBERSHIP BENEFITS

General Membership Information

We are the premier association for pile-driving contractors

The PDCA was founded in 1995 to promote the use of driven-pile solutions in all cases where they are effective. We strive to build and maintain working relationships among end users, manufacturers, government agencies, educational institutions, engineers and others involved in the design, installation and quality control of the driven pile.

We are dedicated to advancing the driven pile

As the only organization solely dedicated to pile-driving contractors, we know that you understand the superiority of the driven pile in most applications. We are the only association addressing the intrusion of non-driven solutions that take away business from the driven-pile contractor. The PDCA understands that to survive in today's competitive marketplace, a pile-driving contractor must strive to stay abreast of the latest trends and technologies in the industry. That is why we maintain close ties with the world's leading suppliers to the industry. It's why we provide a broad range of educational programs for university professors, practicing engineers and contractors. And, it's why more and more contractors, engineers and suppliers are realizing that the PDCA significantly increases their value in the marketplace.

We are a direct link to decision makers

Major manufacturers take an active role supporting the PDCA. At our conferences, we bring together the world's

leading design manufacturers and technical application experts to assist you in advancing the driven pile as a superior product.

The PDCA works closely with the technical community to format design codes and installation practices. We offer seminars throughout the country for engineers and educators on the capabilities and advantages of the driven pile. We also work with agencies, such as the Federal Highway Administration and state DOTs, which develop specifications for highway building and other infrastructure projects that use driven piles.

We offer timely, valuable services

The PDCA improves your company's bottom line, as well as your stature in the construction industry, through a variety of programs and services:

Job referrals

We are the only organization that provides contractor referrals to end users of driven piles. You tell us where you will drive piles and we will refer you to end users. We also provide referrals to our supplier and technical members.

Peer-to-peer opportunities

With more than 120 contractor members, the PDCA offers many networking opportunities. Whether at our Annual Conference, DICEP conference, our regional seminars, or by just picking up the phone, you'll develop long-lasting professional relationships and friendships in the industry.

Annual membership directory

As a member, you'll receive PDCA's annual membership directory of our contractor, supplier and technical members. Your company is listed along with the piling solutions you employ and states in which you work. This directory is provided throughout the year to construction users on a complimentary basis.

Educational conferences and meetings

The PDCA offers cutting-edge education for contractors, engineers, geotechs and anyone else interested in the driven pile and its applications at two major conferences annually. Members receive discounts on exhibit and registration fees.

- The Annual Conference, held in early Spring since 1997, is a nationally recognized conference that brings together leading contractors, technical experts and suppliers to the piling industry.
- The Design and Installation of Cost-Efficient Driven Piles Conference (DICEP), held each September since 2000, is a nationally recognized conference that brings together geotechnical and design engineers, college professors and contractors to discuss the latest trends in understanding, analyzing and controlling piling costs.

Industry development

The PDCA continually strives to expand market share for the driven pile. The PDCA sponsors the Professors' Driven Pile Institute, held at Utah State University in Logan, Utah. Up to 25 professors from major engineering schools are invited to participate in an intensive, weeklong program that presents them with the latest concepts in driven-pile design, installation and quality control. Some of the leading faculty in the deep foundation field have attended the institute to date. The program supplies the educators with the tools and knowledge to be able to teach their students about the advantages of the driven pile. It promises to have a long-term impact on market share for the driven pile.

Publications and reference materials

As a PDCA member, you will receive our quarterly publication, *PileDriver*, which presents articles on issues and trends of interest to our industry. As a member, you'll receive discounts on advertising in the magazine.

PDCA also offers the *Installation Specifications for Driven Pile-PDCA Specification 103-07* as a CD to all new members at no charge.



“Through its programs and services, PDCA has presented our company with numerous opportunities to continue our business success. It is certainly a cornerstone for growth in a very competitive business.”

D.R. JORDAN, PRESIDENT AND CEO,
JORDAN PILE DRIVING, INC.



The PDCA also sells *Driven Pile Foundations, Volume I&II*, an FHWA manual on the design and construction of driven piles.

Connect worldwide at www.piledrivers.org

The PDCA's newly redesigned website at www.piledrivers.org lets you research the latest trends in the industry and find direct links to manufacturers, suppliers, engineers and others. PDCA members receive a free listing in our member search area, which is being used by an increasing number of end users to find pile driving contractors and services. Our forums area makes it easy for you to connect with others to discuss issues and problems.

Leadership opportunities

Membership in the PDCA provides opportunities for recognition and leadership. Positions are available on the PDCA board of directors and various committees that impact the industry. The PDCA recognizes noteworthy contributions to the industry with our Driven Pile Project of the Year Award, giving opportunities for high profile recognition.

Membership is available to you

There is strength in numbers and we at the PDCA need to count your company when telling government agencies, engineers and suppliers that we are interested in keeping your business viable and in growing market share for the driven pile. We need your ideas and efforts in working together toward a common goal: the use of driven-pile solutions. You can contribute your expertise and assist the Association in developing:

- A greater focus on safety.
- The quality of driven pile products.
- The formatting of codes and specifications for the driven pile.
- Support for a program to help educate students in the use of driven piles.

Join today. Be part of a growing and vibrant organization that will play a key role in the future of deep foundations. Support your industry by completing the membership application in this issue. You will immediately begin to enjoy benefits of membership. ▼



Step 1: Company Information

Company Name: _____

Contact Name: _____

Address: _____

Phone: _____ Fax: _____

City / State / Zip: _____

Company Home Page: _____ E-mail: _____

Step 2: Select Membership Type

Important! Read carefully! The PDCA Bylaws define member classifications and qualifications. Dues are established by the PDCA Board of Directors and shown in () for each type.

- Contractor Member** – General or Specialty contractor who commonly installs driven piles for foundations and earth retention systems.
 - Contractor I Member Company – Annual volume > \$ 2 million (\$850.00)
 - Contractor II Member Company – Annual volume < \$ 2 million (\$425.00)
- Associate Member** – Firms engaged in the manufacture and/or supply of equipment, materials, or services to the pile driving industry.
 - Associate I Member Company – Annual volume > \$ 2 million (\$850.00)
 - Associate II Member Company – Annual volume < \$ 2 million (\$425.00)
 - Local Associate Member Company (\$100.00)
Small Associate Company desiring membership in a single local chapter, who only serves that local market, and whose interest is to support the local chapter. Membership must be approved by PDCA Executive Committee.
- Engineering Affiliate** – Any Engineering company, firm, corporation, or individual (Structural, Geotechnical, Civil, etc) involved in the design, consulting, testing or other engineering aspect associated with driven piles, deep foundations or earth retention systems.
 - Engineering Affiliate – 1-5 offices (\$100 per office)
Listing up to 5 Individuals per office at no additional charge
 - Engineering Affiliate – 6-11 offices (\$90.00 per office)
Listing up to 5 Individuals per office at no additional charge
 - Engineering Affiliate – 12+ offices (\$80.00 per office)
Listing up to 5 Individuals per office at no additional charge
- Technical Affiliate** – Any individual employed full-time by a university or college and teaching Undergraduate or Graduate courses in engineering; or an individual employed full-time by the US Government.
 - Individual teaching Undergraduate or Graduate Courses (\$100.00)
 - Government Employee (\$100.00)
- Individual Member** – (\$50.00)
An individual employed full-time by a university or college and teaching Undergraduate or Graduate courses in engineering; or an individual employed full-time by the government. This is a non-voting membership category.
- Retired Industry Member** – (\$50.00)
Individual who has reached retirement age, left active employment, and wishes to remain a member. This is a non-voting membership category.
- Student Member** – (\$20.00)
Full time students studying towards a bachelor, master or doctorate degree in a regular university program. This is a non-voting membership category.
- Affiliate Labor Organization Member** – (\$100.00)
Concerned with pile driving for the purpose of gathering and sharing information. This is a non-voting membership category. Must be approved by the PDCA Executive Committee.

Step 3: Member Information

(complete only the category for which you are applying)

A. Contractor Members – check all services that your company provides:

- | | | |
|--|--|---------------------------------------|
| <input type="checkbox"/> Bridge Buildings | <input type="checkbox"/> Docks and Wharves | <input type="checkbox"/> Marine |
| <input type="checkbox"/> Bulkheads | <input type="checkbox"/> Earth Retention | <input type="checkbox"/> Pile Driving |
| <input type="checkbox"/> Deep Dynamic Compaction | <input type="checkbox"/> General Contracting | <input type="checkbox"/> Other |
| <input type="checkbox"/> Deep Excavation | <input type="checkbox"/> Highway and Heavy Civil | <input type="text"/> |

B. Associate and Engineering Affiliates Members – check all products and/or services that your company provides:

Accessories

- | | | |
|--|--|--|
| <input type="checkbox"/> Cutter Heads and Drill Bits | <input type="checkbox"/> Hoses and Fittings | <input type="checkbox"/> Pile Points and Splicer's |
| <input type="checkbox"/> Dock and Marine Supplies | <input type="checkbox"/> Lubricants and Grease | <input type="checkbox"/> Rigging Supplies |
| <input type="checkbox"/> Hammer Cushions | <input type="checkbox"/> Pile Cushions | <input type="checkbox"/> Other |
| <input type="checkbox"/> Safety Equipment | | <input type="text"/> |

Materials

- | | | |
|---|--|--|
| <input type="checkbox"/> Aluminum Sheet Piles | <input type="checkbox"/> Composite Piles | <input type="checkbox"/> Steel Sheet Piles |
| <input type="checkbox"/> Coatings and Chemicals | <input type="checkbox"/> H-Piles | <input type="checkbox"/> Structural Steel |
| <input type="checkbox"/> Concrete Piles | <input type="checkbox"/> Steel Pipe Piles | <input type="checkbox"/> Other |
| <input type="checkbox"/> Synthetic Material Piles | <input type="checkbox"/> Timber Piles/Treated Lumber | <input type="text"/> |

Equipment

- | | | |
|--|---|---|
| <input type="checkbox"/> Air Compressors and Pumps | <input type="checkbox"/> Drive Caps and Inserts | <input type="checkbox"/> Leads and Spotters |
| <input type="checkbox"/> Cranes | <input type="checkbox"/> Hammers | <input type="checkbox"/> Marine Equipment |
| <input type="checkbox"/> Drill Equipment | <input type="checkbox"/> Hydraulic Power Packs | <input type="checkbox"/> Specialized Rigs and Equipment |

Services

- | | | |
|--|--|---|
| <input type="checkbox"/> Consulting | <input type="checkbox"/> Geotechnical | <input type="checkbox"/> Testing |
| <input type="checkbox"/> Design | <input type="checkbox"/> Marine Drayage | <input type="checkbox"/> Trucking |
| <input type="checkbox"/> Freight Brokerage | <input type="checkbox"/> Surveying | <input type="checkbox"/> Vibration Monitoring |
| <input type="checkbox"/> Analysis | <input type="checkbox"/> Civil and Design | <input type="checkbox"/> Other |
| <input type="checkbox"/> Materials Testing | <input type="checkbox"/> Pile Driving Monitoring | <input type="text"/> |

General

- | | |
|---------------------------------|--------------------------------|
| <input type="checkbox"/> Rental | <input type="checkbox"/> Sales |
|---------------------------------|--------------------------------|

Step 4: Geographic Areas Where Services and Products Are Available

(All applicants check all that apply)

- | | | | | | | | | |
|-------------------------------------|----------------------------------|--------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------|---------------------------------|
| <input type="checkbox"/> All States | <input type="checkbox"/> AK | <input type="checkbox"/> AL | <input type="checkbox"/> AR | <input type="checkbox"/> AZ | <input type="checkbox"/> CA | <input type="checkbox"/> CO | <input type="checkbox"/> CT | <input type="checkbox"/> DC |
| <input type="checkbox"/> DE | <input type="checkbox"/> FL | <input type="checkbox"/> GA | <input type="checkbox"/> HI | <input type="checkbox"/> IA | <input type="checkbox"/> ID | <input type="checkbox"/> IL | <input type="checkbox"/> IN | <input type="checkbox"/> KS |
| <input type="checkbox"/> KY | <input type="checkbox"/> LA | <input type="checkbox"/> MA | <input type="checkbox"/> MD | <input type="checkbox"/> ME | <input type="checkbox"/> MI | <input type="checkbox"/> MN | <input type="checkbox"/> MO | <input type="checkbox"/> MS |
| <input type="checkbox"/> MT | <input type="checkbox"/> NC | <input type="checkbox"/> ND | <input type="checkbox"/> NE | <input type="checkbox"/> NH | <input type="checkbox"/> NJ | <input type="checkbox"/> NM | <input type="checkbox"/> NV | <input type="checkbox"/> NY |
| <input type="checkbox"/> OH | <input type="checkbox"/> OK | <input type="checkbox"/> OR | <input type="checkbox"/> PA | <input type="checkbox"/> RI | <input type="checkbox"/> SC | <input type="checkbox"/> SD | <input type="checkbox"/> TN | <input type="checkbox"/> TX |
| <input type="checkbox"/> UT | <input type="checkbox"/> VA | <input type="checkbox"/> VT | <input type="checkbox"/> WA | <input type="checkbox"/> WI | <input type="checkbox"/> WV | <input type="checkbox"/> WY | <input type="checkbox"/> Canada | <input type="checkbox"/> Mexico |
| <input type="checkbox"/> Europe | <input type="checkbox"/> Germany | <input type="checkbox"/> Other | <input type="text"/> | | | | | |

Step 5: Method of Payment

I am providing payment in the amount of: _____

I am making payment in full by: Check Visa MasterCard American Express

Card Number: _____ Expiration Date: _____

Name on Card: _____ CVV Code: _____

Statement Billing Address: _____

Signature: _____

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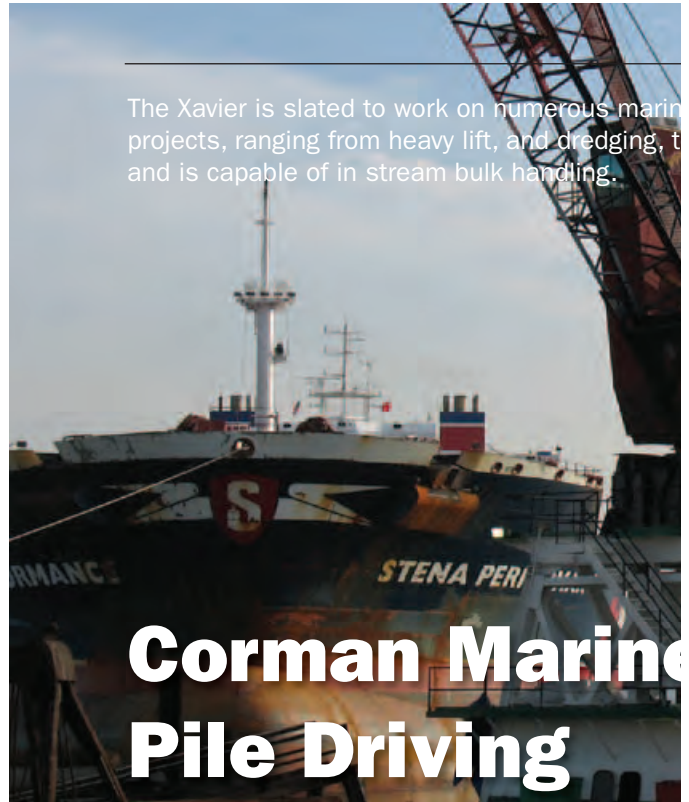
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2010 New PDCA Members

The following is a list of all members who have joined the PDCA in the last quarter. The association welcomes everyone on the list!

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Fax: 407-436-4423
www.blueironllc.com
mcarter@blueironllc.com

Coastal Bridge Company

Devon Overall
4825 Jamestown Avenue
Baton Rouge, LA 70808
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Fax: 225-766-0423
www.coastalbridge.com
overall@coastalbridge.com

F. Miller Construction, LLC

Mark Korkowski
825 Ryan Street
Lake Charles, LA 70616
Phone: 337-721-7517
Fax: 337-433-2678
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mkorkowski@fmillerconstruction.com

Falco Construction Corp.

K.K. Ramamurthy
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Brooklyn, NY 11234
Phone: 718-241-2100
Fax: 718-968-1919
Kay@falcoconstruction.com

HC MATCON, Inc.

Martin Halliwell
4-122 Earl Thompson Road
AYR, Ontario N0B 1E0
Canada
Phone: 519-623-6454
Fax: 519-623-6061
www.hcgroup.ca
martinh@hcgroup.ca

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Suite A
Aiea, HI 96701
Phone: 808-487-3664
Fax: 808-487-3660

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www.macroenterprisesltd.com
smorris@optonline.net

Marine Contracting

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Fax: 757-363-9647
fordpile@earthlink.com

Mason Construction

David Hudson
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Beaumont, TX 77707
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Fax: 409-842-4586
www.masonconstruction.net
dhudson@masonconstruction.net

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Canada
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www.pacificpile.com
carrieh@pacificpile.com

RHTC, Inc.

Jeff Hairston
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West Monroe, LA 71292
Phone: 318-330-9000
Fax: 318-330-9014
www.rhtcinc.com
jeffh@rhtcinc.com

Shimmick Construction Company

Scott Laumann
8201 Edgewater Drive
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www.shimmick.com
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sales@specialtypipe.com

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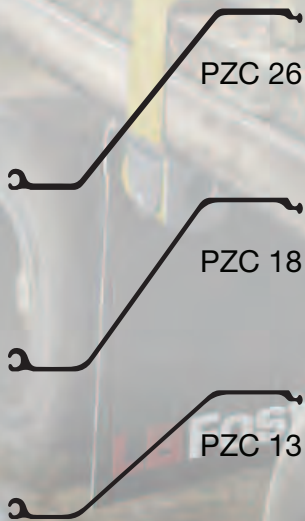
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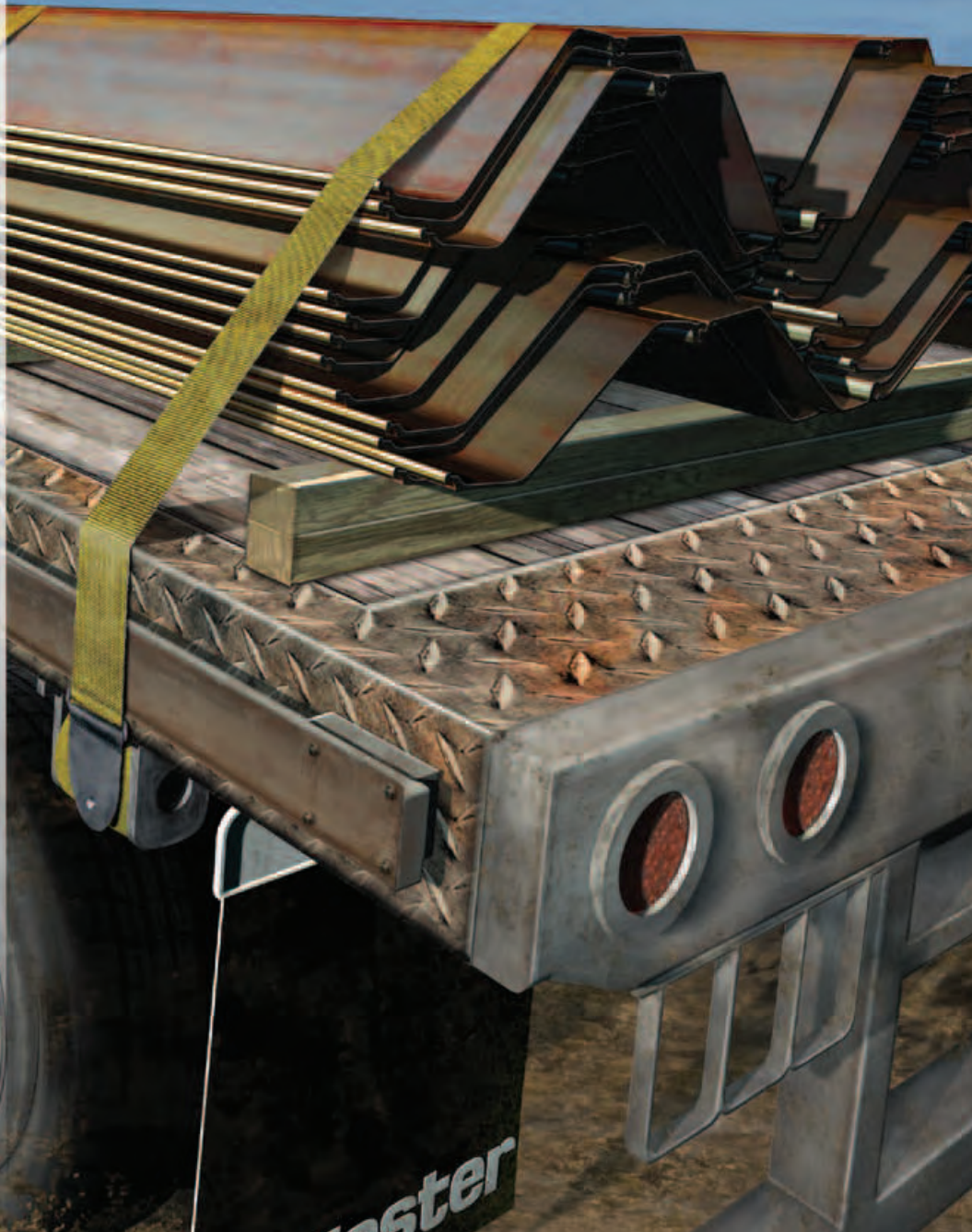
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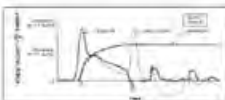


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PDCA

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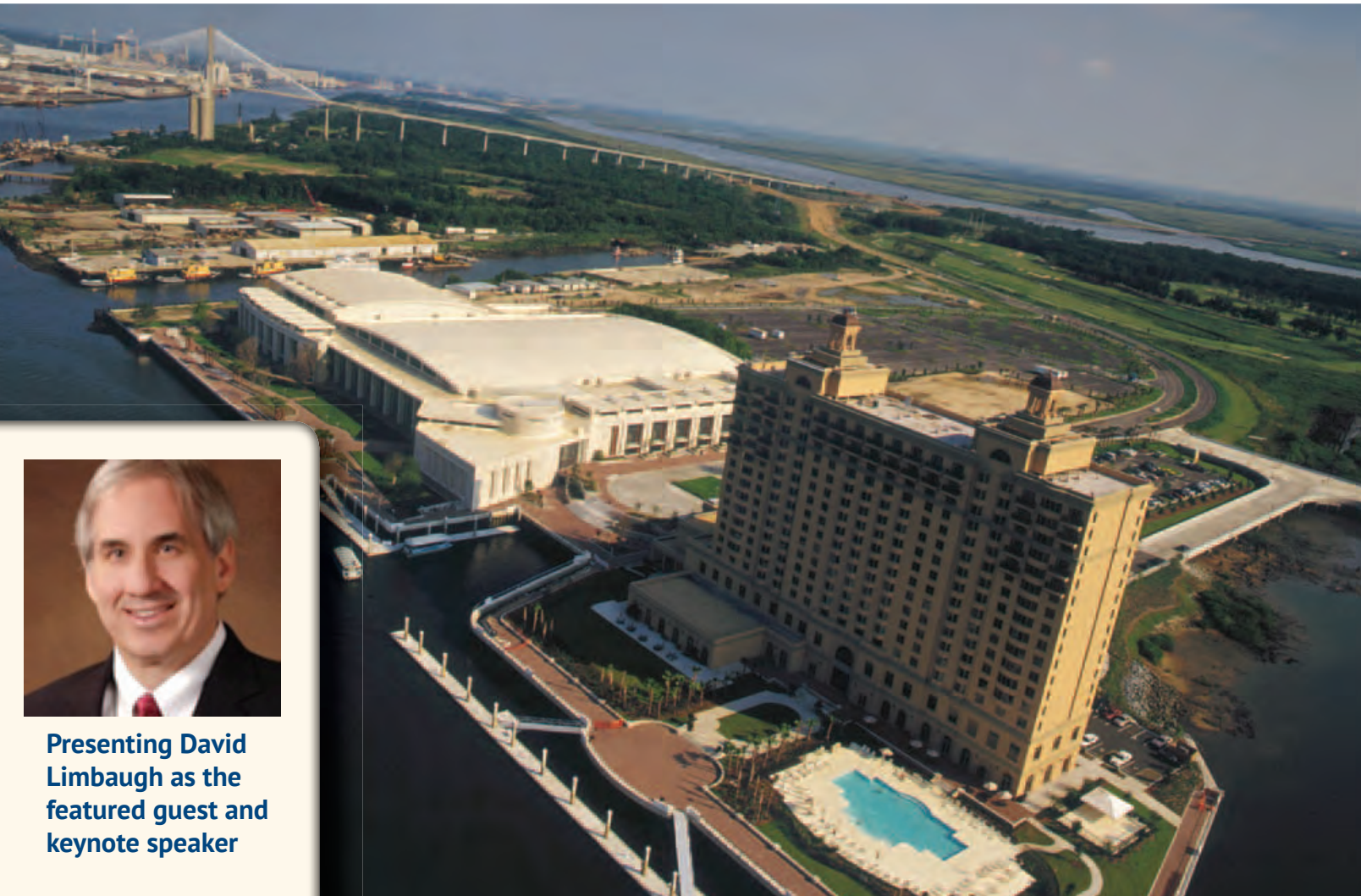
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At The Westin Savannah Harbor Golf Resort and Spa &
The Savannah International Trade and Convention Center

April 26 - 28, 2011



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Limbaugh as the
featured guest and
keynote speaker





Don Dolly
President



As President of the Pile Driving Contractors Association, it is my honor to invite you to attend and participate in the PDCA's 15th Annual International Conference and Expo 2011. I encourage all of you to make plans to attend this special event.

The PDCA annual conference continues to improve each year, and I can tell you 2011 is going to be one of the best. The PDCA has selected The Westin Savannah Harbor Golf Resort and Spa and the Savannah International Trade and Convention Center in historic Savannah, Georgia as this year's conference site. Located on the banks of the Savannah River, these magnificent facilities offers world-class state-of-the-art amenities with Old South charm and unsurpassed catering and convention support. Everything Savannah has to offer has been meticulously incorporated into every aspect of this conference.

The PDCA Committees and staff have worked hard to prepare a great program, which includes topical and relevant educational sessions and ample social and networking venues, including an impressive lineup of industry speakers, a preconference "mini" seminar, a golf tournament at The Club at Savannah Harbor, an exciting and fun-filled Companion's Program, receptions, dinners, and dancing. For the first time, the PDCA will include an Opening Ceremony

to get things kicked off right. The Opening Ceremony will feature guest and keynote speaker, David Limbaugh. As a political commentator, author and attorney, I am sure David's presentation will be passionate and thought provoking.

I want to encourage our Associate members to join me in Savannah as Exhibitors. As an exhibitor, you will have the opportunity to network with industry leaders, including owners, project managers, CEO's, COO's, CFO's, and others who are responsible for making bottom-line decisions on projects, budgets, materials, supplies, equipment and services.

Also, I ask that all of our members consider becoming an event sponsor. I cannot think of a better way to market your company to the pile driving industry than to select an event to sponsor at this year's annual conference.

Come out and support your industry and your Association by attending the PDCA 15th Annual International Conference and Expo 2011. I look forward to seeing you in Savannah!

Sincerely,

Don Dolly

Keynote Speaker



David Limbaugh
Featured Guest
and Keynote
Speaker



The PDCA is proud to present David Limbaugh as the Featured Guest and Keynote Speaker at the PDCA 15th Annual International Conference and Expo 2011 Opening Ceremony.

Don't miss this PDCA First Time Special Event – Opening Ceremony, 9:00 a.m., Wednesday, April 27!

David is a native of Cape Girardeau, MO, where he attended Southeast Missouri State University and graduated cum laude with a political degree from University of Missouri. David received his law degree from the University of Missouri Law School in 1978, and was on the Missouri Law Review. He also served in the National Guard from 1972 to 1978.

Being a political commentator, the PDCA expects David to have a unique perspective on issues facing Congress and the White House following the mid-term elections and ongoing economic recovery efforts.

The Hotel and Convention Center

The Westin Savannah Harbor Golf Resort and Spa
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The Club at Savannah Harbor

Renew your perspective at the re-imagined Westin Savannah Harbor Golf Resort and Spa. The Westin Savannah Harbor Golf Resort and Spa is located on Hutchinson Island overlooking the Savannah River in beautiful Savannah, GA. The Westin just completed a \$10-million renovation with all new guest rooms, meeting rooms, and public spaces. The Westin features state-of-the-art amenities with Old South charm. You are invited to relax at the world-renowned Heavenly Spa by Westin, recharge with a round of golf on the 18-hole PGA golf course, or renew friendships at the tranquil riverside oasis. Access to the Savannah's River Street and landmark Historic District is just 90 seconds away on the complementary water ferry.





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- Reservation deadline for the Special Conference Rate – April 1, 2011
- Individuals are responsible for making their own reservations
- To book reservations in Continental U.S. and Canada, call **1-800-228-3000**
- To book, modify or cancel a reservation online, place the following link on your browser:
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The Savannah International Trade and Convention Center

With spectacular views of Savannah and its ever changing riverscape, the Savannah International Trade & Convention Center, like the proud and elegant city it represents, blends the best of the Old South with the new to offer a unique and memorable venue for a successful PDCA 15th Annual International Conference and Expo 2011.

The superbly functional, architecturally stunning 330,000 sq. ft gleaming waterfront complex on the historic Savannah River is adjacent to the Westin Savannah Harbor Golf Resort & Spa, so access to meetings in either location are easily accomplished.

The Savannah International Trade and Convention Center will be the site for all General Sessions and the Exhibit Hall. It will also host many of the PDCA Social Events.



The Savannah International Trade & Convention Center

Anyone requiring special needs of any kind should contact the PDCA office toll-free at 1-888-311-PDCA (7322).

Tuesday, April 26

1. PDA "Mini" Refresher Workshop and Exam
2. Executive Committee Meeting
3. 4th Annual Golf Luncheon and Outing
4. Opening Reception – Exhibit Hall, Savannah International Trade and Convention Center
5. Silent Auction Begins
6. Board of Directors, Past Presidents, Committee Chairs and Spouses Dinner

Wednesday, April 27

1. Opening Ceremony with featured guest and keynote speaker David Limbaugh
2. Companion's Program – Savannah River Street and The Olde Pink House Luncheon
3. General Session – Presentations
4. PDCA Annual Business and Awards Luncheon
5. Committee Meetings – Environmental, Technical, Market Development
6. Evening Social – Exhibit Hall, Savannah International Trade and Convention Center

Thursday, April 28

1. Continental Breakfast – Exhibit Hall, Savannah International Trade and Convention Center
2. PDCA Committee Meetings – Education, Communications, Safety
3. Companion's Program Breakfast
4. General Session – Presentations and Industry Panel Open Forum
5. Exhibit Hall Luncheon
6. Companion's Program Luncheon – On the Lawn, The Westin Savannah Harbor
7. Board of Director's Meeting
8. Silent Auction Ends
9. Annual Reception, Dinner and Dance



SPECIAL SESSION: PDA Refresher Workshop and Exam

The PDCA will offer a PDA Refresher Workshop and PDA Exam during the annual conference. Both the PDA Refresher Workshop and PDA Exam will be offered on Tuesday, April 26, 2011, at the Savannah International Trade and Convention Center, adjacent to the Westin. The PDA Refresher Workshop will be from 8:00 AM – 9:30 AM and the PDA Exam will be held from 9:45 AM – 11:00 AM. Participants can sign up for just the PDA Workshop, just the PDA Exam, or both the Workshop and Exam.

Cost: PDA Refresher Workshop: \$150.00, PDA Exam: \$200.00

General Sessions:

LRFD and Driven Piles

Naresh Samtani, P.E., Ph.D. – NCS Consultants

The Load and Resistance Factor Design (LRFD) methodology is currently mandated by FHWA and AASHTO. It has a significant impact on the membership interests of PDCA. The presentation will first cover the basics of LRFD. The meaning of load and resistance factors with respect to the concept of factor of safety in allowable stress design will be explained. This will be followed by discussions on impact of LRFD on driven piles from design as well as construction viewpoint. Suggestions for efficient designs and future refinements will be provided.

Pile Driving Technologies – HF, VM and Ring Vibratory Hammers

Wolfgang Herzog, Liebherr – Nenzing

Detailed explanation of high frequency, variable moment vibratory hammers, with an explanation on how they work and some advantages. Presentation will present the differences between standard vibratory hammers vs. high frequency, variable moment hammers. A detailed explanation of a Ring Vibratory Hammer, the advantages and disadvantages, favorable and unfavorable soil conditions, and which applications are suitable and those that are not.

Development of Pile Driving Criteria from Test Pile Data

Dan Brown / Robert Thompson, Dan Brown and Associates

Presentation on a synthesis study for the National Cooperative Highway Research Program on the development of pile driving criteria from test pile data. This synthesis includes a survey of all state DOT's to summarize their approach to the use of and interpretation of test pile measurements in order to develop criteria for acceptance of production pile installation. The information from this survey provides a state-of-the-practice view of DOT agency practices. Useful practices are identified from in-depth interviews from selected agencies. The panel directing the study includes DOT representatives from Florida, New York, California, Washington, and Nebraska. Significant variations in practice are identified related to geographical and geological conditions, as well as dominant pile types used and the project size.

Nanaimo Cruise Ship Facility and SPIN FIN Pile Case Study

Todd Nottingham, P.E., PND Engineers, Inc.

Case study of the engineering and construction of a 350' floating dock for The Nanaimo Port Authority using SPIN FIN pile systems for mooring and berthing dolphins for the cruise berth. Presentation will include discussions on soil conditions, uplift forces, environmental impacts and load-deflection.

Crane and Derrick Rules and Regulations

Scott Knight, Link-Belt Construction Equipment Co.

The presentation will include discussions on the new Crane and Derrick Negotiated Rulemaking Advisory Committee's Rules and Regulations and how they apply to cranes and derricks, including dedicated pile driving rigs.

Evaluation of the Originally Published, Meyerhof Empirical Correlations of Shaft Friction and End Bearing Capacity for Driven Piles Using Dynamic Test Data

Karl A. Higgins, III, P.E. ECS Mid-Atlantic, LLC

This article presents the author's opinions on calculating pile capacities in clays and sands, group capacities and pile settlement. A portion of the article presents correlations of shaft friction and end bearing to the Standard Penetration Test (SPT) N-value. Subsurface exploration via the Standard Penetration Test is the most widely used exploration tool in the United States, so correlations of pile capacity to N-value are significant to the practice of geotechnical engineering. Meyerhof's SPT-N correlations are relatively simple calculations compared to other pile capacity computation methods presented in the article or found in other text books (such as the a-method, b-method, Nordlund, Vesic, Meyerhof's semi-empirical, others) and therefore are popular amongst practicing geotechnical engineers.

Making Driven Concrete Piles More Competitive: Utilizing Soil Set-Up Capacity and Optimizing Structural Pile Capacity

John C. Ryan, PhD, PE, Ryan Structural Engineers

The importance of optimizing pile structural capacity and accurately predicting soil/pile capacity in areas where significant soil set-up occurs is presented in the context of a pile driving exhibition in Chalmette, Louisiana. Common analytical methods for predicting pile capacity are evaluated based on accuracy. Available methods of initial subsurface investigation are discussed which may provide for more efficient driven pile design and installation.

Q Bridge – I-95 Over New Haven Harbor, CT Case History

Theodore von Rosenvinge IV, P.E.

Joseph Kidd, P.E., GeoDesign, Inc.

This presentation will discuss the overall results of the design phase pile load testing program, show how the results were used including incorporation of end bearing into the design of the friction piles, the type of piles installed, results of construction phase driving and confirmatory load testing (static and dynamic). Of particular interest will be pile set-up, as significant data from restrikes will be presented and shown how it was used to the project and owner's advantage.

Changed Conditions Claim On A Driven Pile Project – A Roadmap for Success

Ryan Maloney, Jeff Blease, Ed Baxa, Foley & Lardner

This presentation will provide a brief overview of the changed conditions doctrine applicable to most state and federal projects and then discuss the more common issues that arise when pursuing contractor claims for additional compensation. The presentation will provide practical insight to provide a roadmap for a successful claim and cover such topics as the typical notice requirements, the implications of the various False Claims Acts, the impact of the recent *Maropakis* decision in the Federal Circuit and the impact of the recent California Supreme Court decision in *Great American*. The presentation will provide the practical insight every contractor needs when faced with a potential claim.

I-10 Escambia Bay Bridge Replacement Project Using Large Displacement Piles – Lessons Learned

Ross McGillivray, Ardaman & Associates

The bridge replacement project for I-10 over Escambia Bay in 2005-2006 presented unique challenges that included driving very large displacement piles in highly variable soil conditions and with pile hammers that had very different operating characteristics at the same nominal driving energy. Static analyses conducted for the project resulted in estimates of pile lengths that were dependent on pile setup. High pile rebound resulted in difficult driving, issues with pile stresses, and problems in achieving pile capacity. The different pile hammers had to have very different driving criteria. A combination of static load tests and dynamic pile testing were used to establish driving criteria and to establish pile capacity after driving. The lessons learned from this project are applicable to interpretation of static analyses of pile capacity for initial design, evaluation of pile driving equipment, and development of driving procedures for large piles in deep sedimentary soil profiles.

Tuesday, April 26

- 7:00 AM Registration –
PDA Mini Refresher Course and Exam
(Additional Cost)
- 8:00 AM PDA Mini Refresher Course and Exam
- 8:30 AM Executive Committee Meeting
- 11:00 AM PDCA 4th Annual Golf Luncheon and Outing
(Pre Registration Required)
- 4:00 PM Registration Opens
- 6:00 PM Conference Opening Reception

Silent Auction Begins
- 7:30 PM Board of Directors, Past Presidents,
Committee Chairs and Spouses Dinner
with special guest David Limbaugh



Wednesday, April 27

- 8:00 AM Opening Ceremony Breakfast
- 9:00 AM Opening Ceremony
Invocation, Presentation of
Colors, Pledge of Allegiance

Welcome – Don Dolly, PDCA President

Keynote Speaker: David Limbaugh
- 10:30 AM Companion's Program – Self-Guided
Tour, Savannah River Street

General Session – Presentations
10:30 AM – **LRFD and Driven Pile**

11:30 AM – **Pile Driving Technologies –
HF, VM and Ring Vibratory Hammers**
- 12:00 PM Companion's Program Luncheon
– The Olde Pink House
- 12:15 PM PDCA Annual Business and Awards Luncheon
- 2:00 PM Companion's Program – Savannah
River Boat Sightseeing Cruise

General Session – Presentations
2:00 PM – **Development of Pile Driving
Criteria from Test Pile Data**

3:00 PM – **Nanaimo Cruise Ship Facility
and SPIN FIN Pile Case Study**
- 4:00 PM PDCA Committee Meetings – Technical,
Environmental, Market Development
- 6:00 PM Evening Social – Exhibit Hall, Savannah
International Trade and Convention Center

Thursday, April 28

7:30 AM Continental Breakfast – Exhibit Hall, Savannah International Trade and Convention Center

8:00 AM PDCA Committee Meetings – Education, Communications, Safety

8:30 AM Companion’s Program Continental Breakfast

9:00 AM General Session – Presentations

9:00 AM – **Crane and Derrick Rules and Regulations**

10:00 AM – **Evaluation of the Originally Published, Meyerhof Empirical Correlations of Shaft Friction and End Bearing Capacity for Driven Piles Using Dynamic Test Data**

10:35 AM – **Making Driven Concrete Piles More Competitive: Utilizing Soil Set-Up Capacity and Optimizing Structural Pile Capacity**

11:10 AM – **Q Bridge – I-95 Over New haven Harbor, CT Case History**

12:00 PM Exhibit Hall Luncheon

Companion’s Program – Luncheon on the Lawn – The Westin

1:30 PM General Session – Presentations

1:30 PM – **Changed Conditions Claim On A Driven Pile Project – A Roadmap for Success**

2:30 PM – **I-10 Escambia Bay Bridge Replacement Project Using Large Displacement Piles – Lessons Learned**

4:00 PM Exhibit Hall Networking

4:00 PM PDCA Board of Directors Meeting

6:30 PM Annual Reception

7:30 PM Silent Auction Ends

Annual Dinner and Dance

8:30 PM Silent Auction Winners Announced

Dance and Social



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YourOneStopFoundationShop

The PDCA will provide opportunities for 51 exhibitors to display information about their company, products, services and materials at the conference. Exhibitor Fees* include one 10' wide booth. Each booth will have an 8' high back wall and 3' high side walls with cloth drapery. Booth side-walls extend out 8' on each side. Booths also include one 6' x 2' skirted table, two chairs, wastebasket, and company ID sign.

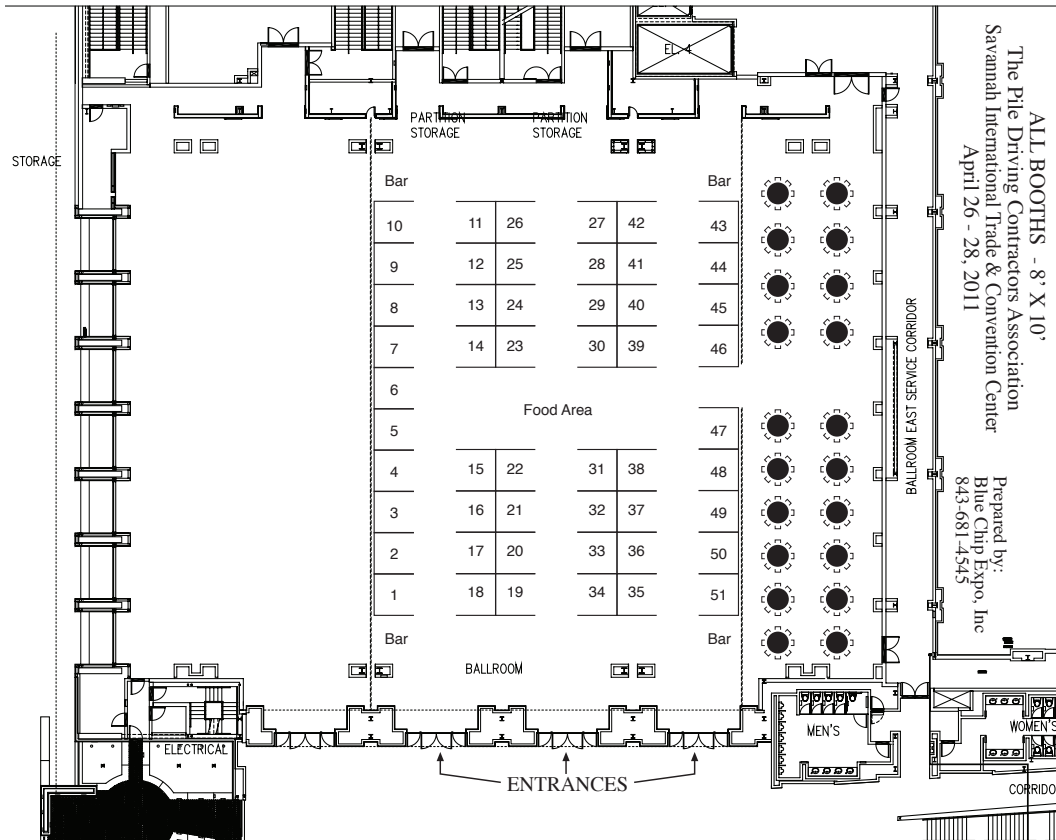
Along with the exhibits, the Exhibit Hall will be the site of the Opening Reception, Evening Social Reception, Continental Breakfasts, Exhibit Hall Luncheon and breaks. The Exhibit Hall is located next to the General Session Rooms in the Savannah International Trade and Convention Center, providing for easy access and a constant flow of traffic between the General Sessions and Exhibitors.

The PDCA will also host a "Visit All the Exhibitors" contest, designed to encourage all conference participants to visit each Exhibitor's booth at the conference. Those who complete this challenge will be entered into a contest. There will be a 1st, 2nd and 3rd place winner who will receive a Visa gift card valued at \$500, \$300 and \$200, respectively. Drawings will be held during the PDCA Annual Reception, Dinner and Dance on Thursday evening, April 28, 2011.

Booth Fees: PDCA Members: \$1200.00*
Non Members: \$1600.00

*PDCA members who attended and exhibited at the 2010 Annual Conference will receive a 25% discount on the 2011 Annual Conference Booth Fee. Discount is taken on the Registration Form attached to this brochure.

Booth selection can only be made by the exhibitor once the company completes and submits a Registration Form and payment to the PDCA. Exhibitors will receive one full conference registration with the reservation of a booth.



Companion's Program

The PDCA will host another exciting Companion's Program with special activities throughout the conference. This PDCA tradition brings spouse and guests together once again to renew old friendships and create new ones. This year's program will feature:

Tuesday, April 26

- All Companions and guests are welcomed to play in the PDCA 4th Annual Golf Luncheon and Tournament.
- Exhibit Hall Opening Reception.

Wednesday, April 27

- Opening Ceremony Breakfast.
- Opening Ceremony with featured guest and keynote speaker, David Limbaugh.
- Take the Water Ferry (located on the docks between the Westin Hotel and Conference Center) to Savannah's Historic River Street. The River Street tour is an on your own tour, so relax while visiting your preferred shops and scenic sights.
- The Olde Pink House Restaurant – Walk a few short blocks from River Street to the Olde Pink House Restaurant, a beloved local treasure and Savannah's only 18th Century Mansion. The Olde Pink House is the ultimate setting for world-renowned elegant Southern cuisine.
- Savannah River Boat Tour – Relax and enjoy this 1-hour riverboat tour of Savannah on a replica paddlewheeler. Relive a bygone era on a paddlewheeler, while listening to the captain's intriguing tales and historic facts as you travel up and down the Savannah River.
- Exhibit Hall Reception.

Thursday, April 28

- Companion's Program Breakfast.
- Victorian Lady – Ms. Ardis Wood, the "Victorian Lady" dressed in period attire, will present an entertaining program called "Ladies of Savannah." Her presentation will "have all ya'll entertained", while educating you on the ladies of the old south.
- Spa Appointments throughout the morning and afternoon.
- Luncheon – On The Lawn at The Westin – outside the Harbor Riverscape Room on the banks of the Savannah River.
- Annual Reception, Dinner and Dance – Join the entire group in the Westin Grand Ballroom for a fun-filled evening, including the reception, dinner and dance.



The Club at Savannah Harbor

The PDCA invites everyone to join us on Tuesday, April 26, 2011, at The Club at Savannah Harbor for the PDCA 4th Annual Golf Tournament beginning with a luncheon at 11:00 AM, followed by a shotgun start at 12:00 Noon. Nestled among the low-lands and marshes of Savannah, The Club at Savannah Harbor is home of the PGA TOUR's Champions Tour Liberty Mutual Legends of Golf tournament, which will be played two weeks prior to our arrival in Savannah. The Club was rated the #3 "Courses You Can Play in the State of Georgia" by *GolfWeek Magazine*, Host of the 2010 Georgia PGA State Open Championship, received a 4-star rating for "Highly Recommended Places to Play" by *Golf Digest* and "Top 100 of America's Golf Courses" by *Conde Nast Traveler*. The Club is an 18-hole Robert Cupp/Sam Snead Championship Golf Course managed by Troon Golf.

Golf Tournament Details

Cost: \$220.00 per player. You do not need to be in a foursome to enter. Singles welcomed.

Format: Four-person handicap Captain's Choice (scramble). Maximum allowable handicap – 26.

Includes: Transportation to the course, 18 holes of golf, golf cart featuring UPLINK GPS, unlimited practice balls, grill lunch, complimentary beverages and snacks on the course during play, tournament gift.

Teams and Awards: Awards will be presented during the PDCA Business and Awards Luncheon on Wednesday, April 27, 2011.

Rental Clubs: The Club offers Callaway Diablo woods and X-22 irons, golf bag and 6 new Callaway golf balls with your rental fee. Rental Fee is \$65.00, including tax. Players must indicate right or left hand and pay for rental clubs on the Registration Form.

Dress Code: Appropriate golf attire required. Collared shirts required. Shorts must be Bermuda length, no T-shirts, tank tops, cutoff, sweat pants, bathing suits, athletic shorts or denim permitted. The Club at Savannah Harbor is a soft-spike only facility.

Silent Auction

The PDCA will conduct our first Silent Auction during the conference. The auction items will be located in the Exhibit Hall for reviewing and placing bids. The highest bidder for each item will be announced at the Annual Dinner on Thursday, April 28, 2011. Anyone interested in contributing to the auction should contact the PDCA office at 1-888-311-PDCA (7322).

Sponsorship Opportunities

The tradition of featuring PDCA conference sponsors in a highly visible, consistent and professional manner throughout the conference will be continued with emphasis in 2011.

Companies sponsoring an event will automatically receive a free sponsorship at the PDCA 4th Annual Golf Tournament. Your company logo will be displayed on the golf cart's GPS screen and rotated with the other sponsors throughout tournament play.

Opening Ceremony – \$3,000 (only 3 available)

Major Conference Sponsor, including sponsorship of Opening Ceremony breakfast with featured guest and keynote speaker, David Limbaugh and color guard. Sponsorship includes one conference registration, dinner at the Board of Directors, Past Presidents, Committee Chairs and Spouses dinner with David Limbaugh, breakfast at the head table with David Limbaugh during the Opening Ceremony, and highly recognizable promotion of your company throughout the conference.

Platinum – \$2,200

Major Conference Sponsor, including one conference registration and highly recognizable promotion of your company throughout the conference.

Annual Reception and Dinner – \$2,000

Sponsorship includes light hors d'oeuvres during the reception, open bar throughout the evening, and dinner.

Companion's Program – \$2,000

Sponsorship includes one free Companion's Program registration fee and sponsors the Companion's breakfast each morning, lunch at The Olde Pink House, the River Cruise, Victorian Lady entertainment program, spa treatments and access to all other conference programs.

Annual Dinner Dance Band – \$2,000

The band will entertain everyone for two hours with their energetic style and your favorite songs during the Annual Dinner on Thursday, April 28.

Name Badges – \$2,000 **SOLD**

Your company name and logo printed on every conference name badge.

Business and Awards Luncheon – \$1,500

Sponsorship includes the buffet lunch, Project of the Year Awards, Committee Chair Awards, Outgoing President's and Retiring Board Awards, and the Presidential Award for Distinguished Service Award.

Opening Reception – \$1,500

Sponsors the Opening Reception in the Exhibit Hall, which includes heavy hors d'oeuvres, all evening open bar, and serving stations.

Guest Room Key Cards – \$1,200 **SOLD**

Your company name and logo printed on every room key.

Continental Breakfasts and Breaks – \$1,200

Sponsors all expanded Continental Breakfasts and breaks.



Registration Information

Early Bird Registration deadline is Friday, April 7, 2011

Conference Registration – Early Bird <i>PDCA Members</i>	\$675.00
Additional PDCA Member – Same Company	\$625.00
Conference Registration – After Early Bird <i>PDCA Members</i>	\$725.00
Conference Registration <i>FHWA and State DOT Employees Only</i>	\$500.00
Conference Registration – Early Bird <i>All Others</i>	\$775.00
Additional – Same Company	\$750.00
Conference Registration – After Early Bird <i>All Others</i>	\$825.00
On-Site Registration	\$875.00
Companion’s Program – Early Bird	\$375.00
Companion’s Program – After Early Bird	\$425.00
Students Enrolled in Engineering Programs <i>Must identify attending college or university</i>	\$250.00
Children (under the age of 21)	\$75.00
Exhibitors – Early Bird <i>Only Exhibitors who attended the 2010 Annual Conference</i>	\$900.00
Exhibitors <i>PDCA Members</i>	\$1200.00
Exhibitors <i>All Others</i>	\$1600.00
Golf Tournament <i>Thursday, April 26, 2011</i>	\$220.00

Registration forms must be completely filled out and submitted with a check or credit card information to the Pile Driving Contractors Association before registration can be considered finalized. Receipts are only sent upon request via email to Elizabeth@piledrivers.org.

Submit completed Registration Form and payment information to:

PDCA
1857 Wells Road,
Suite 215
Orange Park, FL 32073

Payment by credit card can also be submitted as follows:

Fax to the PDCA office: 904-215-2977

Scan and email to the PDCA office:

Elizabeth@piledrivers.org

Please Note:

Please print clearly or type all information on the Registration Form. If submitting credit card information, all information must be filled out clearly and completely for the PDCA to process your registration. Incomplete information will delay registration.

All inquires should be addressed to the PDCA office via phone toll-free at 888-311-PDCA (7322) or via email to Elizabeth@piledrivers.org.



Registration Form

Section I: Company Information				
Company Name:				
Address:				Suite:
City:		State:		Zip:
Email:		Phone:		
Section II: Registration Information				
Name:		Name:		
Name:		Name:		
	Indicate # of Registrations			TOTAL
Early Bird – Conference Registration – PDCA Member		×	\$675	
Early Bird – Same Company – PDCA Member		×	\$625	
After Early Bird – Conference Registration – PDCA Member		×	\$725	
Conference Registration – FHWA and State DOT Employees Only		×	\$500	
Early Bird – Conference Registration – All Others		×	\$775	
Early Bird – Additional – Same Company – All Others		×	\$750	
Conference Registration – After Early Bird – All Others		×	\$825	
On-Site Registration		×	\$875	
Early Bird – Companion's Program		×	\$375	
After Early Bird – Companion's Program		×	\$425	
Students Enrolled in Engineering Programs (Must identify attending college or university)		×	\$250	
Children (under the age of 21)		×	\$75	
TOTAL:				
Section III: Exhibitor Information (includes one Full Conference Registration per Booth)				
	Indicate # of Registrations			TOTAL
Exhibitors – Early Bird (Only Exhibitors who attended the 2010 Annual Conference)		×	\$900	
Exhibitors – PDCA Members		×	\$1200	
Exhibitors – All Others		×	\$1600	
TOTAL:				
Exhibitor Company Name:				
Exhibitor Representative:				
Section IV: Golf Registration				
Player 1:		Player 2:		
Player 3:		Player 4:		
Player's Handicap:	Player 1:	Player 2:	Player 3:	Player 4:
Rental Clubs:	RH Set(s) ____ x \$65	LH Set(s) ____ x \$65	Total Club Rental Fee: \$	
Number of Players x \$220 = \$		TOTAL (Including Players and Clubs) = \$		

Registration Form

Section V: Sponsors			
	Place X by your choice of sponsorship(s)		TOTAL
Opening Ceremony (only 3 available)		\$3,000	
Platinum		\$2,200	
Annual Reception and Dinner		\$2,000	
Companion's Program		\$2,000	
Annual Dinner Dance Band		\$2,000	
Name Badges		\$2,000	
Business and Awards Luncheon		\$1,500	
Opening Reception		\$1,500	
Guest Room Key Cards		\$1,200	
Continental Breakfasts and Breaks		\$1,200	
TOTAL:			
Section VI: Payment Information			
Payment Method:	<input type="checkbox"/> Check (Enclosed)	<input type="checkbox"/> Visa	<input type="checkbox"/> MasterCard <input type="checkbox"/> AmEx
Credit Card Account #:			CVV#
Exp. Date:	Cardholder's Name:		
Statement Billing Address:			
City:		State:	Zip:
Signature:			

No Refunds after April 12, 2011

GRAND TOTAL FROM ALL SECTIONS:

(Amount of check or charge to credit card)

\$

Return the completed Registration Form and payment to:

PDCA
1857 Wells Rd.
Suite 215
Orange Park, FL 32073

Registrations with credit card information may be faxed to the PDCA at 904-215-2977; or scanned and emailed to Elizabeth@piledrivers.org.



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PDCA 2011 “PROJECT OF THE YEAR” AWARD CALL FOR ENTRIES

The PDCA is proud to announce the 2011 “Project of the Year” award competition.

The PDCA is dedicated to acknowledging the hard work, ingenuity and commitment that goes into each project where driven piles are used in a deep foundation or earth retention system or utilized to solve foundation problems. The Project of the Year Award is a PDCA tradition, honoring excellence in driven pile projects completed by PDCA members in good standing.

Through the “Project of the Year” award, the PDCA has the distinguished opportunity to continue its long-standing and consistent commitment to recognize those PDCA members who demonstrate excellence in the practice of providing solutions, services and products to the needs of the deep foundation and earth retention environment.

Project entries must feature projects completed in 2010. Project entries will be awarded in two entry categories and three dollar volume categories. The two entry categories are distinguished by either “Land-based” or “Marine-based” projects. The dollar volume categories are “Less than \$500,000.00, \$500,000.00 - \$2 Million, and Greater than \$2 Million. Price ranges are based solely on the dollar volume of the piling contract associated with the project.

Entry forms are available for downloading on the PDCA website, www.piledrivers.org or you can use the form provided in this edition of *PileDriver* magazine on page 51.

The PDCA is asking each member to consider submitting a project worthy of this prestigious PDCA award. The **2011 Project of the Year Award** entry deadline is:

Friday, March 11, 2011

Winning entries will be announced during the 2011 PDCA Annual Conference and Expo, The Westin, Savannah, GA during the PDCA Business and Awards Luncheon on Wednesday, April 27, 2011. PDCA will **NOT** reveal the winning entries prior to the luncheon.

Winning entries will be featured in the 2011 *PileDriver* magazines and on the PDCA website. Winning entries will also be asked to present a PowerPoint presentation on your project at the 16th Annual International Conference and Expo 2012.

PDCA looks forward to receiving your entries – **GOOD LUCK!**



2011 PROJECT OF THE YEAR Awards

Putting Excellence to the Test!

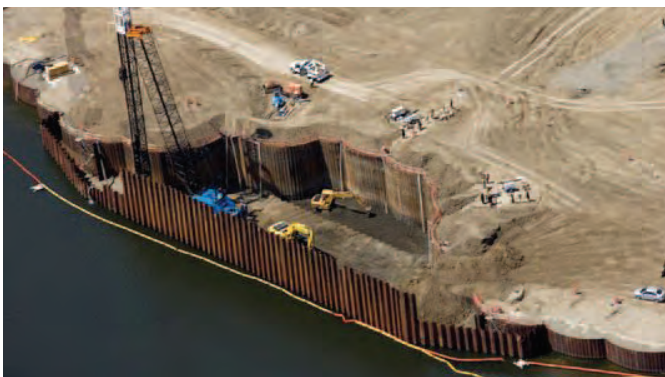
Send your entry to the PDCA in time to be received by **March 11, 2011**. No extensions will be granted. Winning entries will be announced at the PDCA 2011 Annual Conference and Expo Awards Luncheon, April 27, 2011, Savannah, GA. PDCA will **NOT** reveal the winning entries prior to the luncheon!

Sophistication of the presentation is not part of the judging, but completeness in addressing each of the criteria outlined in this form is essential.

General Requirements

The competition is open to all PDCA member projects completed from January 2010 through December 2010. Entries must be submitted by or with the permission of the principals or officers of the firm.

Awards will be presented to projects based solely on the **dollar volume of the piling contract** associated with the project. Entry categories include **Land-Based** and **Marine-Based** projects. Each category is divided into the following contract dollar volumes: Less than \$500,000, \$500,000 - \$2 Million, and greater than \$2 Million.



Every Entry Must Include

1. Complete Entry Form. Please use original form or download and print one from the PDCA web site, www.piledrivers.org.
2. Entry fee of \$50.00 per entry must accompany entry form.
3. A Project Narrative with an emphasis on technical difficulty and risk describing the project and WHY the project should receive a Project of the Year Award. The Project Narrative should also include HOW the entry meets each of the following criteria:
 - Meeting the challenge of a difficult job
 - Innovation in construction techniques, equipment and/or materials
 - Unique application of piles or design considerations
 - Construction problems and solutions
 - Cost saving measures such as value engineering, innovative project management or design changes from other deep foundation or earth retention systems to driven piles
 - Management or mitigation of environmental considerations
4. All entries must be assembled in a three-ring binder.
5. Submittals should also include an electronic copy of your full entry on either a CD or flash drive and submitted with your binder.
6. Entries should include color photos. Photos should highlight the construction process and finished product, including special techniques or unique conditions.
7. Entries may also include letters of recommendation or accommodation, media coverage, or other supplemental material.

2011 PROJECT OF THE YEAR Awards

ENTRY FORM

Project Submitted: Land Marine

Project Value: Less than \$500,000 \$500,000 - \$2 Million Greater than \$2,000,000

Company Name: _____

Chief Executive Officer: _____

Entry Submitted by: _____

Company Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

Email: _____

Project Title: _____

Project Owner: _____

Contract Amount (Pile Driving Contract Only): \$ _____

Project Start Date: _____ Completion Date: _____

Payment Information: Check (Enclosed) Visa MC AMEX

Card Number: _____ Exp. Date: _____ CVV: _____

Billing Statement Address: _____

City: _____ State: _____ Zip: _____

Cardholder's Name: _____

Signature: _____

**Submit this form, Project Summary, narrative and payment information to:
PDCA, Project of the Year Award, PO Box 66208, Orange Park, FL 32065.
Entries must reach the PDCA no later than March 11, 2011.**

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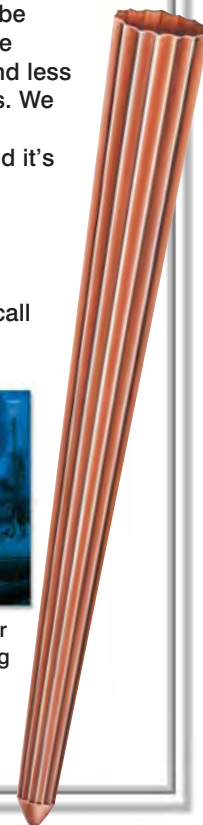
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Hal Jones Contractor, Inc. Over 200 Years of Collective Experience in Heavy Construction

By Garrett Harrison

In 1997 Hal Jones Contractor, Inc. (HJC) was founded by Hal Jones, Jr. and six other experienced construction managers with over 200 years of collective experience in heavy construction. This group of men met on the bank of the St Johns River at a vacant piece of property with a notepad and an idea of forming a company from within that would harness the dedication, work ethic and values that were important in achieving a successful and stable business.

From the original meeting in 1997, that vacant piece of property is now home to their 4-acre equipment and support yard located in Jacksonville, Florida, for the convenience of transportation of materials and equipment by land or water to various job sites.

For approximately ten years HJC worked out of temporary construction offices rather than an office building in order to build their staff, equipment, and business relationships. HJC management knew the importance of these things in order for the business to be a long term success.

This strategy was successful. In 2006, HJC acquired an office site across from their support yard and built a long awaited and appreciated office building. Their corporate office is located at 720 Talleyrand Avenue. HJC currently has approximately 100 employees which are comprised of an experienced

work force of superintendents, foremen, equipment operators and heavy construction workers. HJC maintains a complete fleet of crawler cranes from 50 ton capacity to 275 tons, along with a fleet of barges up to 150' long and 55' wide, various pile driving hammers and other equipment that is available to perform their required work.

In the 13 years that they have been in business HJC has established a wide range of clientele and has performed work for Florida and Georgia Department of Transportation, Jacksonville Port Authority, Canaveral Port Authority, Georgia Port Authority, City of Jacksonville, CSXT, Florida East Coast Railway, Jacksonville Transportation Authority, Jacksonville Electric Authority, US Navy, US Coast Guard, US Corps of Engineers and several private developers. They have earned a reputation of completing quality projects on or ahead of time schedules, as is evident by repeat customers.

HJC projects incorporate a "hands on" management approach by all of their personnel. This insures a personal contact with the owner representative to keep them informed of progress on the project.

HJC projects range in size and cost. No job is too small or too large. HJC has completed various projects from a few thousand dollars that took hours to complete to over eighty



I-95 and St. Augustine Road Overpass



Heckscher Drive (Zoo Parkway)

Photo by Florida Aerial Services, Inc.

million dollars that took several years to complete, and all size projects in between. HJC is flexible and excels in various types of marine and pile driving projects. These various types of work include, but are not limited to, fender systems, sheet pile bulkheads, foundation piling, bridges, pedestrian overpasses, demolition, power pole installation, piers, marinas, and concrete foundations.

HJC is prequalified to work on projects which include the following Florida Department of Transportation approved work classes: Bridges, Major Bridge-Bridges of Conventional Construction which are over a water opening, Girders, Major Bridge-Steel Truss Construction, and Minor Bridges.

Some of HJC's work experience includes:

- Conservation-Corbett 500 KV Line in Florida Everglades: Project was to assist Southeast Power with relocation and/or replacement of ten 500 KV structures on the Corbett-Conservation transmission line in Broward County, Florida.
- Trout River Bridge Replacement at I-95, in Jacksonville, Florida for the Florida Department of Transportation: The work consisted of replacement of a 2,400 feet long bridge with widening of overpass bridges. Piles consisted of 54" prestress precast cylinder pile up to 140 feet in length and setting of Type V prestress beams up to 140 feet long. Removal of the existing bridge and removal and replacement of existing fender system at the Trout River Bridge was also included. Site work included over 63,000 square yards of concrete pavement, three miles of multi-lane asphalt and base work. Due to the heavy traffic flow on I-95, multi-phasing for maintenance of traffic was critical to insure continuous traffic flow.

- Heckscher Drive (Zoo Parkway), Phase II, Drummond Point to August Drive - Jacksonville Transportation Authority, Jacksonville, Florida: The work consists of widening and reconstruction of two miles of roadway to a four-lane urban section with curbs and gutters, bike lanes and a sidewalk, and replacement of two existing bridges over Broward River and Dunn Creek with four bridges. This work also includes placement of drainage structures and construction of pond and wetland mitigation sites, and lighting.
- Keystone Coal Terminal, Jacksonville, Florida: Project consists of approximately 1000 feet of bulkhead. The bulkhead is made up of 65' X 48" pipe pile along with PZC-26 sheet pile. The tie-back system contains tie rods of 100 feet long X 2-1/2" diameter along with PZC-26 sheet pile. Encasing the bulkhead is a 7' wide X 14' deep concrete cap with reinforcing. The bulkhead was designed for 1000 PSF loads with a minus 42 feet water depth.
- I-95 and St. Augustine Road Overpass in Jacksonville, Florida for Florida Department of Transportation: This job was a twin span bridge over I-95 which included main span towers plus many aesthetic features. Prestress beams crossing over I-95 were 78" Florida bulb tees 155 feet long. Concrete piling, 24" square were driven for the bridge and architectural precast tower structures. Demolition of existing twin bridges over traffic was included. Retaining walls and tie-backs at both ends of bridges were installed. This is a "signature" bridge entering Jacksonville from the south. ▼

Photos courtesy of: Garrett Harrison, except where noted.



US 95 Sandpoint North and South (Sand Creek Byway) Sandpoint, Idaho

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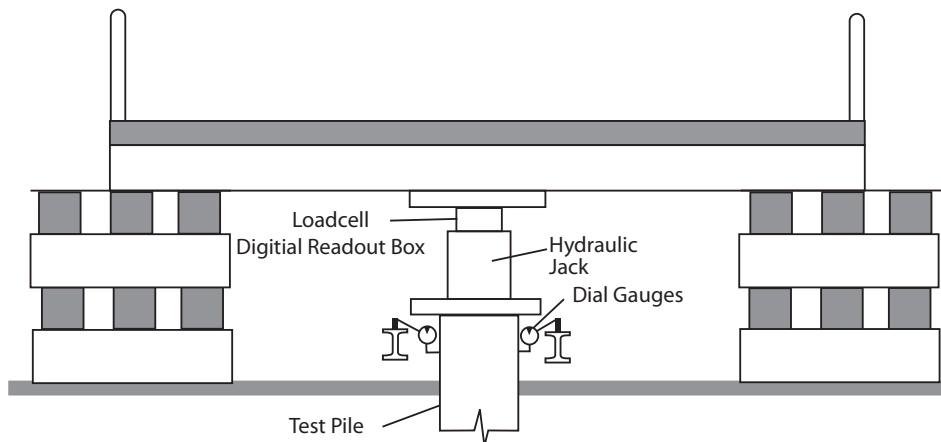
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Corman Marine Construction's Pile Driving

DRIVES PROJECTS HOME

By Marty Corcoran

Whether on land or water, clients rely heavily on efficient pile driving for stability, durability and structure for their projects. Corman Marine Construction makes it happen by assigning highly-skilled professionals, self-performing a majority of the work, and using the latest pile driving equipment to “drive the project home.”

Company History

Founded in 1921, Martin G. Imbach Co., a private marine construction firm in Baltimore, Maryland, was purchased and incorporated in 1944 by the McGeady family. During that time, most work evolved around Baltimore Harbor for heavy-hitter clients, such as US Army Corps of Engineers, Maryland Port Administration, Exxon, US Coast Guard, Dupont, and Bethlehem Steel.

After satisfying local customers for over 80 years, Martin G. Imbach, Co. was acquired by CG Enterprises, who owns Corman Construction, Inc., a heavy civil contractor in Maryland specializing in bridge, highway and utility construction. They shook hands in 2002 and the name was changed to Corman Imbach Marine. Although a transformation was taking place, the amount of dedication and commitment to their craft remained the same.

To keep up with the fast pace of today's world, in 2009 CG Enterprises, Corman Construction, and Corman Imbach Marine, launched a rebranding campaign which produced new logos, a new outlook and a new name for Corman Imbach: Corman Marine Construction.

Today, the Corman Marine Construction evolution delivers nearly a century of knowledge and expertise to public and private clients. From Wilmington, Delaware to Norfolk, Virginia, they specialize in pile driving, piers, bulkheads, marine structures, foundations, shoreline protection, erosion

control, industrial terminals, petro/chemical, emergency services, living shoreline and marina construction.

Management

For over 36 years, Marty Corcoran developed top-notch hands-on management experience in marine construction along the waters of New York to Louisiana and the Caribbean. This caught the attention of Corman Marine and they hired him in 2008 as General Manager. Equipped with this breadth of experience, Marty strategizes to adhere to project cost and planning management, is the executive liaison between the Owner and Corman Marine, and provides timely decisions to ensure successful project completion.

Initially starting his career with Martin G. Imbach Co., Chief Engineer Xavier McGeady, PE, AIA has been in the industry for 44 years playing a pivotal role in over 1,600 marine and heavy construction projects throughout the Mid-Atlantic region. Besides overseeing and implementing all technical aspects of a project, Xavier provides engineering support for pile driving operations.

After serving as Project Manager for Corman Construction for over 10 years, Rusty Erdman was presented the Business Development Manager role for Corman Marine in 2008, where he tracks project development, performs outreach to develop new business and maintains client relationships.

Safety

Corman Marine is committed to the highest standards of safety. Our rigorous training programs and dedication to “Best in Class” safety standards has resulted in a .71 Experience Modification Rating (EMR) on all projects, one of the lowest in the industry.

The organization maintains a Safety Department under



Installing sheet piles at Canton Crossing in Baltimore, Maryland.

John Lanigan, CHST, OHST, Corporate Safety Director, who has 40 years experience as a construction worker, teacher, trainer and safety manager. With safety as his mission, John spends a lot of time visiting jobsites overseeing employee and subcontractor program compliance and currently serves as PDCA's 2010 Safety Committee Chair.

To keep the company abreast of changes in procedures and equipment, John coordinates and provides safety training, which includes discussions around pile driving risks. As John states, "We evaluate risks inherent in every activity performed down to the level of every crew. Providing a safe work environment is every employee's responsibility, every subcontractor's duty, and Corman Marine's top priority."

Pile Driving Experience

Corman Marine's portfolio includes driving various types and sizes of piles, including concrete, pipe, H-pile, timber, composite, and steel sheeting for commercial, industrial, land development and government projects.

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One of Corman Marine's signature projects, the Annapolis City Dock, is a focal point of Annapolis tourism and quintessential to local businesses. A major overhaul took place in 1970, and in 1981 the harbor was widened and bulkhead replaced. In recent years, it once again began to struggle with debilitating infrastructure.

Corman Marine accepted the challenge to deliver a restored city dock on time, on budget and on a compressed six-month schedule. This consisted of driving 960 LF PZ steel sheeting, 97 HP and 15,000 LF timber piles and working in a confined area.

To complete the project successfully, Corman Marine had up to 12 crews working two shifts, seven days a week in the dead of winter. In the end, all the hard work and dedication paid off as the Annapolis City Dock was opened ahead of schedule.

Latest Pile Driving Endeavor

Corman Construction's recently-awarded Lincoln Memorial Reflecting Pool rehabilitation project will put Corman Marine's pile driving expertise to the test as the contract calls for driving 2,700 timber piles in the heart of the National Mall in Washington, DC. Robert Breighner, Sr., Corman Marine's pile driving foreman who has been with the company for over 25 years, welcomes the challenge: "Our pile driving efforts are a contribution to restoring a national, historical attraction for visitors to enjoy."

Driving pipe piles at Harbor Point in Baltimore, Maryland.



Corman Marine Forges Ahead

With dismal news dominating the media the last few years forcing many companies to rethink strategies, cut back resources and brace for what lies ahead, Corman Marine is adding to its equipment fleet and investing in its personnel.

The company recently purchased "Xavier", a Manitowoc Model 4600, Series 3, 240-ton capacity, pedestal mounted crane, on a 50 x 165 foot barge, with a 4-point mooring system, and 24" x 75' long spuds.

Corman Marine also added two tugboats to its current fleet. The "Julia B" is a 60' x 20' twin engine, 1150 HP push boat and "Artie" is a 26' x 14' twin engine, 900 HP, shallow draft push boat.

Having this equipment onboard will increase Corman Marine's capacity to serve clients more efficiently and carve a path to a successful future. ▼

Photos courtesy of Marty Corcoran

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Background: Installing sheet piles for a 40 foot deep excavation.
Foreground: Static compression pile load test setup for foundation bearing piles.

American Deep Foundation and Shoring, Inc.

Slow and steady approach to success pays off for pile driving company

By Heather Hudson

Building a business from the ground up is a lot like driving a pile. You've got to make sure you've got the right equipment, the right people to do the job and the guts to drive it forward like there's no tomorrow.

It can be tough to strike the right balance between calculated risk and blind ambition, but the management of American Deep Foundation and Shoring Incorporated (ADF) has made it work for them.

In fact, operations manager Jon Beck credits their focus on sustaining the business in the long-term with their ability

to avoid the pitfalls found in a booming economy that recently went bust.

"There were a couple of years around 2005-06 when there was a lot of work but we never allowed ourselves to get out of control. We were pulling people to build our crews but we were care-

ful never to take on more work than we could perform and maintain the quality that we assure our clients. We've always taken a more conservative approach and we don't overload ourselves or our crews. But that hasn't kept us from doing some very large jobs for demanding clients such as The Southern Company."

Based in Georgia, ADF's slow and steady approach can be traced back to its origins in 1996 when president David Johnson and his roommate began installing light capacity pin piles with jackhammers. Reluctant to put all his eggs in one basket, Johnson kept his night job as a bartender at Red Lobster until he could be sure this business was going somewhere.

Things took a turn when the duo landed a job at Georgia South East Regional Medical Center in Brunswick, Georgia, installing 1,279 three-ton capacity steel pin piles. After bringing in an additional, experienced friend, the crew of three installed every last one of those piles themselves.

In time, ADF bought its first crane, a two drum Link Belt LS98. But ever the frugal businessperson, Johnson rented the crane to other companies in order to make the payments until he was able to keep it busy on his own. It wasn't until he drove a rented truck from Atlanta to Canada to buy three hammers: a Delmag D-5, an MKT #7 and a MKT #2 that Johnson felt he was truly in the pile driving business.

A couple of business partners felt the same way. In 1999, vice-president Patrick Ecklund, Johnson's cousin and an estimator/project manager for a pile installation contractor, added his talents to the business. Two years later, Beck, Johnson's uncle, brought his 25 years in the pile driving business to the team.

"At that point, we really started to grow and started to also get into auger cast piles, which gave us a broader spectrum of jobs to bid on and helped us expand," said Beck.

Beck also owns half of Geotechnical Foundation Systems in Winter Park, Florida. Business partner Harry Sommer's

(Continued on page 67.)

" We've got titles but we don't feel like we need to live by them. "

ADF OPERATIONS MANAGER JON BECK

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crew does both driven and auger piles and the two companies often share crews and expertise.

In 2003, ADF built a new office building in Statham, Georgia with a shop large enough to accommodate their crawler cranes and that offers four acres of storage space.

Todd Saint, a third-generation pile contractor with 33 years of experience in pile driving, has recently joined the team. He's been pushing west as the ADF regional manager, acquiring and managing work in the mid- and south-west from his office outside of Kansas City.

"We have gone as far north as Virginia, but we would go further north if we got a job there. We'll go across Kentucky and Tennessee and we've been as far west as Nebraska and El Paso, Texas. Having Todd join us has been a plus so we can cover a larger geographical area," said Beck.

Today, ADF owns seven pile driving rigs and has amassed extensive experience installing driven, augered and micro piles. They also install excavation bracing and shoring on a design/construct basis.

Beck says moving into other pile types has allowed ADF to keep crews busy when steel pile prices were high and the driven pile work was slim. However, given the opportunity, most of the company's crews would choose a driven pile project any day. "There's just something about having several days' worth of material on the ground and knowing that when the hammer hits its last blow, the pile will be accepted."

From all the splicing and cutting in the karstic limestone of Tennessee and North Georgia and Alabama, to the relative consistency of driving piles in the piedmont and coastal plains, ADF has worked hard to earn its reputation as a knowledgeable company that works closely with clients to ensure piles are installed on time and in accordance with contract documents and industry standards.

One other thing that gives ADF an advantage over a lot of other medium-sized companies is the fluid nature of its management. Beck says he joins Johnson and Ecklund for lunch every day and, though they each have distinct



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Sheet piles and interior bracing for rail unloading (left) and conveyor tunnel (right).

roles, they are essentially interchangeable because of the constant communication.

“We’ve got titles but we don’t feel like we need to live by them. I’m the old guy with an MBA and a thousand tricks of the trade to share. Patrick [Ecklund] is in charge of estimating and is our technical guru. David [Johnson] is the construction manager. He’s the one who talks to the guys every night and gives them their pep talks.”

With experience like that and a fleet of heavy machinery at the ready for any job big or small, the slow and steady business approach looks like it might win the race after all. ▼

Photos courtesy of Jon Beck, ADF Operations Manager




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Certification: The Easy Way or the Right Way?

Edgen Murray's Response

By Jeff Bikshom

There is an increasing requirement throughout the global construction sector for steel materials to be traceable. Like any task, there is an easy way to approach this requirement – and there is a right way. As the need to demonstrate traceability becomes more common, it is important for procurement teams to understand the risks involved in choosing the easy path over the right one. Fortunately, with an understanding of what to ask for, the right path is not hard at all.

What's in a certification?

When a builder is working with specifications that require traceable materials, invariably, there is a wide range of suppliers who promise that they can meet the project specifications with materials they have in stock by providing a “Letter of Certification” to satisfy the traceability requirement. The certification usually consists of documentation that the supplier has sent a representative sampling of the material to a third party tester to “certify”.

The sample may pass muster and both the supplier and customer may consider the “bases covered”. The material is accompanied by a “Letter of Certification” and the requirement is satisfied. Or is it?

What is the difference between Certified and Traceable?

Accepting a letter of certification to meet a traceability requirement can be risky for both constructors and owners. When only a representative sample of steel is tested from the lot – the buyer is not protected from purchasing a batch of material that may contain faulty or bad weld seams, base metal inclusions, have tolerance issues and other defects for which the material may have been previously rejected. There is one way to ensure that every piece of material purchased is indeed traceable. The key to traceability is a heat number applied by the manufacturer – and every piece of prime steel carries one.

When steel is produced, an identifying number, called a heat number, is assigned to the product of one melting in that furnace. Often times the first digit is the furnace number, the second is the year the heat was melted and the last three or four digits show which specific melting it was. For example, a heat number of 20234 might mean that the material was melted in the 234th melting of 2010 in furnace #2.

The steel mill or manufacturer is the only qualified source who can prepare a certified mill test report – often referred to as CMTR, MTR, or Mill Certs, which verify that the material produced is of a certain grade. The MTR includes the chemical composition of the steel and physical properties including ten-

(continued on page 73)

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sile strength, yield strength, elongation, hardness, weld testing, ultrasonic inspections and other test results required to meet the specification. In order to verify all of the above, a test specimen from the batch is poured and mechanically inspected or destructively tested. In most cases the values included in an MTR can only be verified by actually destroying some part of the material on hand or by inspection reports generated during the manufacturing process.

The MTR includes a reference of specific heat numbers included in that report. PMI, or Positive Material Identification is the process of cross-referencing the heat numbers of materials on hand back to the MTRs to verify the pour or melt and successful testing warranting the material will meet specification.

Having material with heat numbers guarantees that a buyer can fully trace any given piece of steel back to its source and ensure that material is truly "certified". The certificate is the MTR. When a supplier cannot provide heat numbers and offer PMI, there is no assurance that the material will perform as intended or meet specific project specification requirements.

When a requirement calls for material to be melted and manufactured in the United States, again, the heat number is really the only way to verify that requirement. Third party testing can tell the buyer the physical and chemical properties of the material, but not the point of origin.

As building codes and construction requirements evolve, including practices and procedures for LEED (Leadership in Environmental Engineering and Design) certified construction, the need for fully traceable materials is becoming the norm rather than the exception. Developers and constructors need supply partners who understand how to put packages together for the new generation of construction requirements efficiently, but without cutting corners that could have impact on structural stability, capital cost, and, most importantly, safety of the installation.

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Made in: USA
Sales order: 556120

Heat No.	C	Mn	P	S	Si	Al	Cu	Cb	Mo	Ni	Cr	V	Ti	B	N
A23905	0.290	0.420	0.012	0.003	0.040	0.033	0.040	0.000	0.005	0.010	0.030	0.003			

Bundle No: M900336805 1
Yield: 059059 Psi
Tensile: 069220 Psi
Elon. 2in: 43 %
Certification: CE
ASTM A252-98 GR 3

Material Note:
Sales Or. Note:

Material: 18.000x500x60(0'0")(1x1)A252Z
Material No: R18000000000-A252
Purchase Order: 103580
Cust. Material #: CONTRACT #100028-2
Made in: USA
Sales order: 556120

Heat No.	C	Mn	P	S	Si	Al	Cu	Cb	Mo	Ni	Cr	V	Ti	B	N
A23905	0.290	0.420	0.012	0.003	0.040	0.033	0.040	0.000	0.005	0.010	0.030	0.003			

Bundle No: M900336805 1
Yield: 059059 Psi
Tensile: 069220 Psi
Elon. 2in: 43 %
Certification: CE
ASTM A252-98 GR 3

Material Note:
Sales Or. Note:

Material: 17.750x500x35(0'0")(1x1)9VLA2633
Material No: R177500003500-9EV
Purchase Order: 91853
Made in: USA
Melted in: USA
Sales order: 486974

Heat No.	C	Mn	P	S	Si	Al	Cu	Cb	Mo	Ni	Cr	V	Ti	B	N
Y06837	0.210	0.790	0.010	0.012	0.011	0.041	0.020	0.001	0.001	0.010	0.030	0.001	0.001	0.000	0.000

Bundle No: M900270240 1
PCs: 061890 Psi
Tensile: 073430 Psi
Elon. 2in: 35 %
Certification: CE
ASTM A252-98 GR 3

Material Note:
Sales Or. Note:

Authorized by Quality Assurance:
The results reported on this report represent the actual attributes of the material furnished and indicate full compliance with all applicable specification and contract requirements.

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Edgen Murray MTR Sample Sheet

high performance steel products, Edgen Murray provides a unique combination of application knowledge and total project management experience. When the manufacturing and engineering requirements are complex and demanding, Edgen Murray has the resources, materials, and expertise coupled with our globally positioned strategic locations to fulfill any of your material supply chain needs. Through strong vendor relationships, a global stocking and distribution network, and outstanding service, we work to deliver the materials you need when you need them.

Edgen Murray's Civil Construction segment specializes in large-scale installations, timely delivery and service beyond distribution – always providing products that meet full certification and traceability requirements. Some recent project experience includes the following:

Inner Harbor Navigation Canal Surge Barrier (IHNC)

In March of 2009, the New Orleans Army Corp of Engineers awarded Edgen Murray a contract to supply



materials for the Inner Harbor Navigation Canal Surge Barrier (IHNC). The order included 1,280 pieces of API 5L - X52 Domestic Steel Pipe cut to length with chamfered ends, and weld beads applied around the pipe every three inches.

With our company's roots in Baton Rouge, Louisiana, the opportunity to participate in the Army Corp's effort to provide a 100-year level risk reduction for southeast Louisiana in 2011 through its Hurricane and Storm Damage Risk Reduction System (HSDRRS) was especially meaningful. Completed in April of 2010, this project for the Lake Borgne Surge Barrier was the largest design-build civil works project in Corps history.

Other Projects

Edgen Murray's Civil Construction team continues to assist our customers in project success including supply to:

- ASTM A252-3 Coated pipe piles 70' – 120' for foundation structures to a new Mooring station and dock house in Sewaren, NJ

- The Strandherd-Armstrong Bridge and Hamilton Pedestrian Bridge in Ontario Canada
- Municipalities requiring Coated and Lined steel water pipe for projects as far south as Key West, FL
- Multi-million dollar lock and dam heavy wall piling projects in the Midwest
- Large diameter foundation piles for pier expansion projects in California meeting critical deliveries and exact specification requirements.

Edgen Murray takes pride in offering service beyond delivery with a focus on procurement of the highest quality materials available. For us, fully certified and traceable steel is not only the right way, it's the only way.

To learn more about Edgen Murray, go to www.edgenmurray.com. ▼

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Photo courtesy of Jenny Bass

ESSVE TECH

By Jenny Bass

The first time people see the name of our company, they usually look at it quizzically and say something like “s-ive tech” or “excessive tech”. Once I explain that it’s pronounced like the letters “S-V”, the next question is almost invariably, “Where did that come from?” It was derived from the phrase “Excellence in Swedish Engineering”. The first “E” is for excellence, the “SV” stands for Sweden since it is spelled Sverige in its native language, and the final “E” of course stands for engineering. The extra S was added to aid in pronunciation.

History

Essve Tech started manufacturing corrugated steel tubing approximately 30 years ago as a subsidiary of Balkan Piling Systems, a Swedish based company. Those who have been in the piling industry for a long time might recognize the name, but Balkan Piling pulled out of the US market many years ago. Upon their exit, two individuals procured the equipment and the name and founded Essve Tech as a stand alone company. For many years it operated primarily as a post-tensioning duct manufacturer supplying bonded, multi-strand post-tensioned bridge projects. It sold a small amount into the precast concrete piling market, but the volume at that time was limited.

In 1992 one partner, Robert Christiansen, assumed sole ownership of the business and moved it to its current location in Alpharetta, GA. He continued to run the business until 2004, when he decided it was time to retire. Robert started looking for a buyer for the company and that’s when I met

him. Impressed by the high-quality product and reputation for service that Robert had built, I knew this was a golden opportunity to own a company that actually lived up to the lofty values some businesses only talk about. I officially purchased the company on November 30th, 2004 and set about to grow the business. Seeing the excellent advantage the use of our product in precast concrete piles had over the alternatives, it was no surprise that most of the growth we enjoyed over the next several years was in the piling market. Within three years of taking over the business, our revenues had almost tripled.

Corrugated Steel Tubing

Essve Tech manufactures corrugated steel tubing in diameters ranging from 1 ½” to 6”. It is constructed from 26 gauge, galvanized steel slit into 2” wide coils. The steel is fed into a set of rollers where the corrugation is gradually imprinted into the steel and then directed around a brass ring where it is wound into a pipe. Once the pipe reaches the desired length, it is cut off and sent to a crate for packaging. All of our material is shipped out of our facility in Atlanta, GA.

Our tubing is cast into the top of precast concrete piles so that once they arrive on the jobsite, the holes that will hold the dowel rods are already formed. The pile, with our tubes cast in the top, is driven and then dowel rods are dropped into the holes created by our tubes. The rods extend up into the pile cap thus forming the connection. Grout is poured into our tubes to hold the rods in place. The presence of our tubes in the pile when it arrives on site eliminates the need for drilling

MEMBER PROFILE - CONTRACTOR

the holes once the pile is driven, which saves time, labor, equipment and money.

When I meet someone who has never worked with our product, a couple of questions usually arise. People want to know if the tubes will withstand the impact of the hammers as the pile is driven. The answer is yes. During the casting process, the tubes end up recessed slightly in the top of the pile, so the impact from the hammer is not a problem. In areas where pile depth is not always known, I am frequently questioned about what happens when the pile has to be cut off. When this is a possibility, it's common practice to cast the pile with tubes longer than the desired length, so that even if the pile is cut, there is still at least the specified length left. And, since in many cases grout may be used with our tubes rather than epoxy, the additional costs associated with a longer tube length is minimal.

Projects

We are proud to have been involved in so many piling projects all over the US, Canada and the Caribbean. Some of the projects in which we've most recently par-

ticipated include the Skidaway Narrows Bridge in Savannah, GA; the Federal Law Enforcement Training Center in Charleston, SC; and the Yankee Lake Wastewater Treatment Facility in Tampa, FL. We've also recently shipped pipe for the Petrotrin Gasoline Optimization Program Utilities and Offset Project in Trinidad.

Although piling is a primary market for us, the nature of our product makes it suitable for many end uses. Some of our larger pipe goes into bonded, multi strand post-tensioning projects. Other applications include jail cells, bridge girders, parking garages, oil platforms, precast walls and even fences. Our product has participated in research projects at both the University of Notre Dame and the University of Florida.

Observations on the Industry

When I took over Essve Tech, I had no prior experience in the piling market so I was a bit of an outsider. Once I had a chance to get my bearings and really grasp what was going on, I was struck by the solid work ethic that exists in this industry. There is a culture of doing

things right versus doing whatever has to be done to make a dollar, and I've found this has even held true in this down economy when work is sometimes scarce. I was also very impressed the willingness with which everyone shared the knowledge he/she had gained over so many years in the industry. There is a collective wisdom inside the society of pile driving that is commensurate with the heavy responsibility we all bear to erect structures that are safe, durable, and functional for the communities in which we live. We at Essve Tech strive to live up to the high standard of doing business that the players in this industry have established by manufacturing our product with the same focus on quality, while also providing service and delivery in an expedient manner.

With everything that our market has been through in the past two years, I think we all feel a little worn out, but I take comfort in the fact that Essve Tech operates in an industry where the people are knowledgeable, the business practices are sound, and good common sense reigns. ▼

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