

PILEDRIVER

THE OFFICIAL PUBLICATION OF THE PILE DRIVING CONTRACTORS ASSOCIATION



| Q4 2011 VOL. 8, No. 4

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PDCA Member Profiles:

- ▼ **Pacific Pile & Marine**
- ▼ **Cape Romain Contractors**





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Find out more about this project on page 61

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The Times... They Are A-changin' or Change Redux? Or Déjà Vu All Over Again?

By Herbert "Buck" Darling

I stand to get in trouble with this one. In the immortal words of Jerry Sullivan, columnist for the *Buffalo News* newspaper, "I column as I see 'em".

With this message, it is not my intent to fall back on previous subject matter because I couldn't think of anything else. I firmly believe that there are very few ideas or imaginings that can't stand a healthy re-visitation at one point or another. The change at hand is a different kind of change than I was talking about before. Previously, I was thinking along the lines of personal change, how it happens to various people, and the various ways of either embracing it, or having it roll you over. The timing for this re-visitation on change, however, couldn't be better to my way of thinking. The economy is looking to be in the tank again. Some of us have barely made it through the first recession, and, unfortunately, some have not made it at all. Now there is talk of a second recession. Unemployment is still high, jobs are scarce, business is poor in our industry for many of us, and the general public is wondering who to hang for all of it, and who to support for the "cure".

Well, "The times... they are a-changin'". This Bob Dylan quote was popular and "right on" back in the early seventies when he wrote that song and named an album after it. Back then it was political unrest mostly at the college-student

level over a very unpopular Viet Nam war going on. Student protest swept the nation. Anti-establishment fervor was popular as evidenced by protests on college campuses across the nation, some of which led to injury and death.

Fast forward to the current era.

Instead of protests over war, some time ago the Tea Party movement began fomenting an anti-government/business friendly sentiment by gathering at rallies. At the start, little notice was taken. Slowly, bit by bit, the snowball started rolling down the hill picking up speed as well as mass. In accordance with Newton's laws, an equal and opposite force has recently taken shape in the form of protests currently under way on Wall Street against corporate greed and cronyism. Like the Tea Party at the start, these forces are expanding in form and content. What started on Wall Street is now taking place in major cities across the country. What started at the grass roots level has now been joined by organized labor. These events may very well cause business people large and small (remembering that small businesses account for the largest contribution to the national wealth) to get caught up with either the Tea Party, the Wall Street gang, or perhaps with another upstart group yet to be formed. The collision between the two snowballs has yet to occur. It will be very interesting to see where things go from here.

Very obviously, massive changes are going to be undertaken to the tax codes, at the federal, state, and local level. Changes will be seen in the way our economy operates in the future and in how our businesses choose to operate under what will no doubt be enactment of new labor law provisions. A few examples are in order starting with the economy and taxes.

I wish I could tell you what I thought was going to happen here. Truthfully, I am not sure anyone can predict at this moment. I would be ready for just about anything though. One thing for sure, I would be ready to pay more taxes, and thought should be given right now as to how you will fund that eventuality come tax time. This of course is supposing that there will be a profit on which to pay taxes. Even if there are no profits on which to pay taxes and you can claim a refund, we can probably look forward to the closing of loopholes in terms of deductions and tax favored investments, thus increasing gross taxable income. After all, not only does the government need money from existing sources, they are going to have to come up with more sources as well. This is one of the things the Wall Street protests are aimed at.

“ One goal must be the unfettered exchange of ideas, free of bloviating and histrionics. ”

PRESIDENT'S MESSAGE

On the labor front, there are a couple of things that are in the works that have the possibility of forcing major change for our businesses. Organized labor has been in favor of the Employee Free Choice Act, otherwise known as a "card check" system, in order to make it easier to organize an establishment by collecting signature cards from employees. This would eliminate private ballots as a means of election as under the current laws. Only a simple majority signing in favor would be needed to start the collective bargaining process. Should the card check campaign be successful, the owner would then have 120 days to reach agreement, otherwise a Federal Mediator will be brought in. According to the U. S. Chamber of Commerce, this Mediator, once impasse is reached, could then impose a two-year agreement without the Employer or Employees being able to hold a vote. To date this act has not been able to garner sufficient support to enact it, but it still remains in the works and could be brought up for a vote yet again at any time.

A second major change likely to affect your business on the labor front is the NLRB decision that requires all employees, with few exceptions, to put up a new poster that outlines your employees' right to organize. This requirement takes place as of January 31, 2012, having been extended once due to confusion as to who must post it. In all fairness, the poster outlines the fact that employees do NOT have to form or recognize a union. This is unfortunately a done deal and you will need to comply by the above date. You can find this new poster by searching "new NLRB labor posting" in order to see how this change might affect your business.

I would encourage all employers to perform further research on these topics so as to be able to reach an informed decision on how you will be affected, and perhaps learn of steps you can take to influence the outcome. We must all be aware of and make plans for other changes, as surely there will be much conversation on the above topics and many more new ones as time goes on.

In the final analysis, no matter which of the proverbial snowballs personally picks you up on its way down the hill: Tea Party or Wall Street, Republican or Democrat, Conservative or Liberal, at the very least a conversation has been started. Somehow we have to get off dead center to solve the woes of the country. I fervently hope that both sides can maintain a civil discourse on the way to cure what is ailing the country at this time. The last thing we need is further division of the great people that make up the U. S. of A. Change is coming. On that subject there is no debate. Don't sit this one out waiting for others to do it for you. "Have a take, and don't suck", in the words of sports talk show host Jim Rome.

So, how much trouble am I in? My only intent in this column was to inform, and to make people aware of what is happening now, and what I see coming in the future. Please do get involved no matter your beliefs. One goal must be the unfettered exchange of ideas, free of bloviating and histrionics. Free of anger, divisiveness, and senseless bullying. We all know where that can lead, and it is not a good place. ▼

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Wrap-up to Another Successful Year!

The PDCA is committed to bringing greater value to its members in 2012

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

The PDCA is proud to present the final edition of *PileDriver* magazine for 2011. I hope you have enjoyed reading the feature articles, learning more about our member companies and their projects, and hearing from your President, Buck Darling.

PileDriver magazine continues to improve each year and 2011 was no exception. Under the direction and leadership of Pollyanna Cunningham, Chair, PDCA Communications Committee, all of the committee members have worked very hard to bring you the most up-to-date articles and information surrounding the driven pile and deep foundations industry. Thanks to Don Surrency (Cox), Dan Winters (Foster) and Patricia Barnes (Bayshore), *PileDriver* has been able to provide consistent articles on timber, steel and concrete; and Ryan Malony (Foley & Lardner) has kept you abreast of legal issues that impact your business on a daily basis. As an international organization, it was only fitting that the PDCA added an "International" section to *PileDriver*, and I want to

thank the companies and individuals who contributed to this section, making its annual debut a success.

To our valued advertisers, the PDCA is grateful to you for supporting *PileDriver* throughout 2011. As the distribution of *PileDriver* magazine increases, you should know your company's information, products and services are reaching approximately

17,500 readers who are responsible for making purchasing decisions every day.

The PDCA would also like to thank Jeff Lester, Sean Davis, Stone Wallace and Myles O'Reilly and the great team at Lester Publications for another successful year of publishing *PileDriver* magazine. I know they will be working hard to produce an exceptional product for the PDCA in 2012.

In the PDCA E-Letter, there is a section titled, "Members On the Move", which acts as a member's in-house "Press Release" promoting your accomplishments. I want to take a moment to shine the "Members On the Move" spotlight on the PDCA. Recently, the PDCA moved its office from Suite 215 to Suite 6 – same building (second floor to the ground level). As a result of this move, we have doubled our space, which was necessary to accommodate the PDCA's newest employee, Elizabeth Hall, while providing much needed additional space.

Elizabeth is the new Director of Educational Programs and Events and will serve as a facilitator and coordinator of all existing and future PDCA educational programs, while handling educational/event logistics. She will be responsible for identifying educational opportunities, matched with the needs of the PDCA membership, including contractor, associate and engineering affiliate member categories. She will coordinate program identification and development on an independent basis, in conjunction with the PDCA Education Committee, PDCA Staff, or through cooperative liaisons with outside organizations/businesses.

If you get a chance, call Elizabeth at 888-311-7322 or email her at elizabeth@piledrivers.org and introduce yourself.

As we conclude 2011 and begin 2012, one thing that starts all over again is your continued commitment to membership in the PDCA. The PDCA recognizes that in this economy, everyone has to make difficult decisions on where to spend hard-earned dollars. When considering your membership in the PDCA, consider this – the PDCA began in 1995 – 16 years ago this past October 2011. The PDCA began as a result of a few forward-thinking, entrepreneurial visionaries who saw an opportunity for competitors to come

“ The PDCA recognizes that in this economy, everyone has to make difficult decisions on where to spend hard-earned dollars. ”

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together for information, advocacy, research and statistics, standard-setting, and networking.

I recently attended a forum in Phoenix with your President, Buck Darling, to discuss the potential formation of a GeoProfessionals Foundation. During that meeting, Michael McMillian, Academy of GeoProfessional, told a story he had heard about a group who planted a tree knowing full well that those who planted the tree would not reap the benefits of the shade it would eventually provide, but by their very act, would be providing shade for future generations. That small group of men who started the PDCA in October 1995 knew full well that they may not reap the benefits of what they started, but by their actions, they knew that those who came after them would be the benefactors of their dedication and hard work – and they knew what they were doing was right. By renewing your 2012 membership in the PDCA, you not only enjoy the “shade” provided by those that came before you, but you also provide the “shade” for the generations who will follow you. I believe that is a worthwhile legacy!

Through the dedicated efforts of your Board of Directors, Committees and staff, the PDCA is committed to bringing greater value to its members in 2012. In order to do this and to continue to promote your business and industry, the PDCA needs your support in 2012. Please give serious consideration where you spend your hard earned dollars, and make your decision the Pile Driving Contractors Association. ▼

PDCA Updates

We have moved and expanded our office – we are now located at 1857 Wells Rd. Ste. 6 Orange Park, FL 32073

We have hired a new Director of Education and Events – Elizabeth Hall, elizabeth@piledrivers.org

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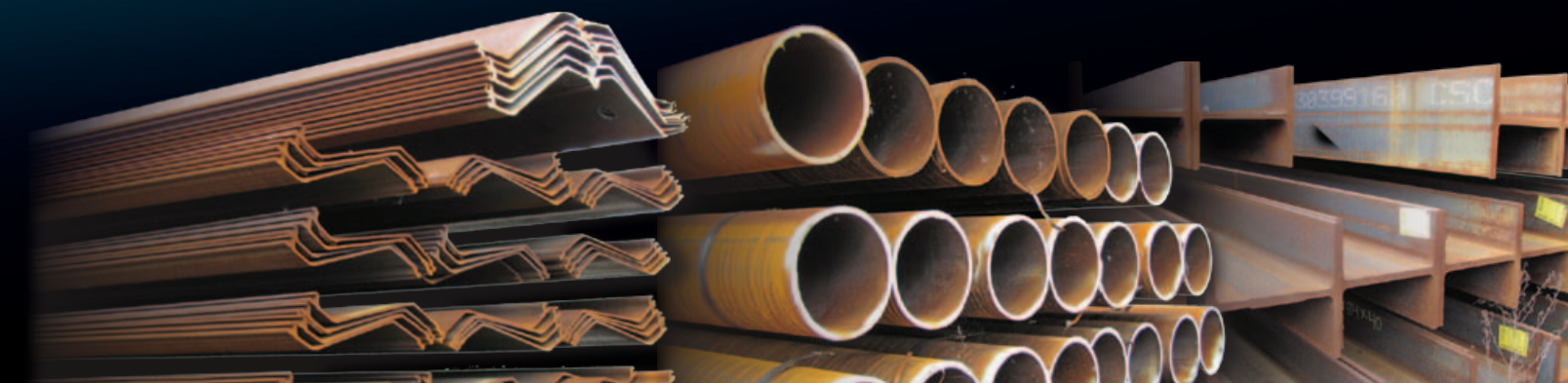
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The Pile Driving Contractors Association
"A Driven Pile is a Tested Pile"

JOIN
NOW

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.

The PDCA also sells *Driven Pile Foundations*,



“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.



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
- 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 | |

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 | | |

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 | |

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 | |

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 | | | | | | |

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: _____

Please complete this application and mail to:
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2011 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!

Contractor Members

Hayward Baker, Inc.

Kevin Lewis
208 Little Santee Road
Colfax, NC 27235
Phone: 336-668-0884
Fax: 336-668-3259
www.haywardbaker.com
kclewis@haywardbaker.com

Mid-Gulf Foundations, LLC

Tom Howard
7989 Pecue Lane, Suite 5E
Baton Rouge, LA 70884
USA
Phone: 225-752-0404
Fax: 225-752-0404
thoward@midgulfflc.com

Miller Bros. Construction

Randall Zeisloft
PO Box 70
Archbold, OH 43502
USA
Phone: 419-445-8110
Fax: 419-445-8212
www.millerbrosconst.com
randyzeisloft@MBCHoldings.com

Shimmick Construction Company, Inc.

Scott Laumann
8201 Edgewater Drive, Suite 202
Oakland, CA 94621
USA
Phone: 510-777-5000
Fax: 510-777-5099
www.shimmick.com
slaumann@shimmick.com

Trevcon Construction Co., Inc

Ronald Treveloni
30 Church St.
Liberty Corner, NJ 07938
Phone: 908-580-0200
Fax: 908-580-0880
rtreveloni@trevcon.com

Associate Members

American Equipment & Fabricating Corp.

Joe Gelardi
100 Water Street
East Providence, RI 02914
USA
Phone: 401-438-2626
Fax: 401-437-0764
www.american-equipment.com
j.gelardi@american-equipment.com

Colfax Treating Company, LLC

Hollis Ervin
74 Wadley Street
Pineville, LA 71360
USA
Phone: 318-561-6012
Fax: 318-445-9144
www.royomartin.com

Decks & Docks Lumber CO., Inc.

Beth Price
1281 Court Street
Clearwater, FL 33756
USA
Phone: 727-466-9663
Fax: 727-442-8999
www.deck-docks.com
bprice@decks-docks.com

Independence Tube Corporation

Jim O'Shea
6226 West 74th Street
Chicago, IL 60638
Phone: 708-496-0380
Fax: 708-563-1950
www.independencetube.com
joshea@independencetube.com

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USA
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Phil Stanhope
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jshiffler@wheco.com

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Chad Underwood
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Hudson, WI 54016
Phone: 612-751-8648
Fax: 952-884-0491
www.engineeringpartners.net
cunderwood@engineeringpartners.net

eTrac Engineering, LLC

Greg Gibson
637 Lindaro Street, Suite 100
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USA
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www.etracengineering.com
greg@etracengineering.com

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Kevin McManus
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Nelson, New Zealand 7010
New Zealand
Phone: 64-27-201-7793
k.mcmanus@xtra.co.nz

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USA
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Registration Form

Section I: Company Information:

Contractor		Supplier		Manufacturer		Engineer		Other:	
Company Name:									
Address:						Suite:			
City:					State:			Zip:	
Phone:					Website:				

Section II: Registration Information:

Name:		Email:	
Name:		Email:	
Name:		Email:	
Name:		Email:	

Section III: PDCA Member Conference/Co-operating Organizations Choice:

Registration Type	Indicate # of Registrations		Amount	Total:
Early Bird -1st Registration		x	\$675.00	
Early Bird – Additional Attendees		x	\$625.00	
After Early Bird		x	\$725.00	
On-Site Registration		x	\$875.00	

Section IV: NON-PDCA Member Conference Choice:

Registration Type	Indicate # of Registrations		Amount	Total:
Early Bird -1 st Registration		x	\$775.00	
Early Bird – Additional Attendees		x	\$750.00	
After Early Bird		x	\$825.00	
On-Site Registration		x	\$875.00	

Section V: All Others Conference Choice:

Registration Type	Indicate # of Registrations		Amount	Total:
Companion's Program		x	\$375.00	
Children (under the age of 21)		x	\$75.00	
FHWA & State DOT Employees		x	\$500.00	
Students – (Must identify attending college or university)		x	\$250.00	
One Day Pass – Thursday or Friday (may attend all events for that specific day)		x	\$450.00	
			Total:	\$

Companion's Name:	
Companion's Name:	

Registration Form

Section VI: Exhibitor Registration:

Registration Type	Indicate # of Registrations		Amount	Total:
Exhibitors who attended the 2011 Conference		x	\$900.00	
Early Bird –Exhibitors		x	\$1000.00	
PDCA Member Exhibitors		x	\$1200.00	
NON-PDCA Member Exhibitors		x	\$1600.00	
Exhibitor Representative:		Email:		
Exhibitor Representative:		Email:		
PDCA will be conducting raffle drawings during all Breaks and Receptions. There will be a limit of 36 items, one of which will be raffled off during the Annual Dinner. - Please indicate the item you would like to have raffled off. Attendees must register for the drawings with exhibitors and be present to win.				

Section VII: Golf Registration:

Player's Name		Rental Clubs Y/N	Right Hand	Left Hand
Golfer 1:				
Golfer 2:				
Golfer 3:				
Golfer 4:				
Number of Club Rentals		X	\$65.00	\$
Number of Player's		X	\$115.00	\$
			Total:	\$

Section VIII: Hot Air Balloon Ride:

Rider 1:				
Rider 2:				
Rider 3:				
Rider 4:				
Number of Rider's		x	\$175.00	\$
			Total:	\$

Registration Form

Section IX: Sponsorship:

Sponsorship	Number Available	Please Check Box	Amount	Total
Platinum Sponsor	Unlimited		\$2500.00	
Opening Ceremony	2		\$2,000.00	
Name Badges	1		\$2,000.00	
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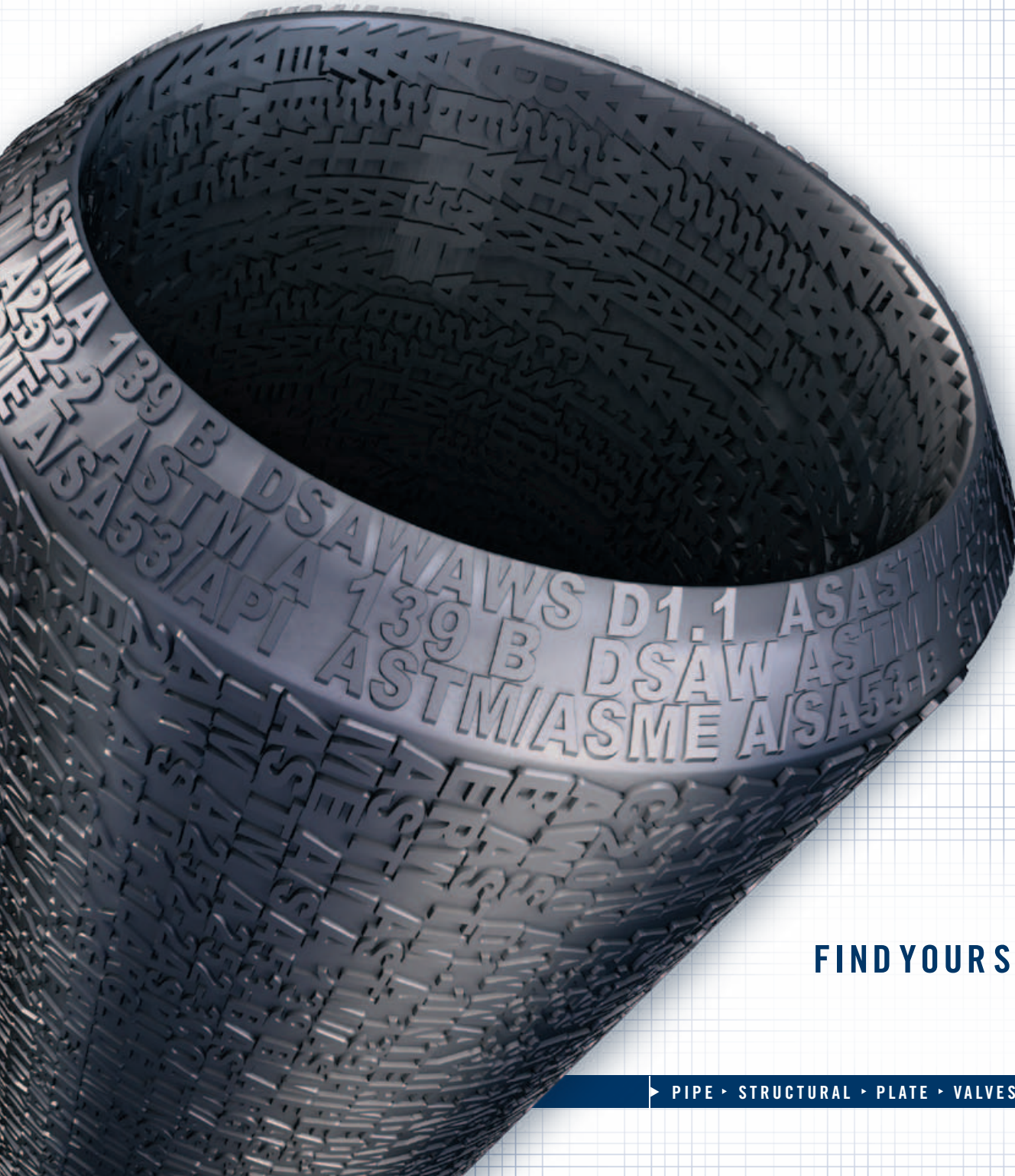


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Pacific Pile & Marine

'Solutions contractor' grows through safety, quality and innovation

By Kustaa Mansfield

Pacific Pile & Marine, LP (PPM) has achieved tremendous success serving the pile foundation and marine construction markets. Over the past few years, PPM has performed projects throughout the Pacific Northwest, Montana, Alaska, Canada and Mexico.

In today's market, owners are soliciting projects of increased size and complexity. As a contractor, it requires you to be able to do a lot more and do it all well. PPM's appetite for projects involving increasingly demanding logistical controls has helped the organization evolve into a solutions-based firm. With offices in Washington and Alaska, PPM is driven by a desire to maintain its reputation for producing extraordinary results in the face of real-time obstacles.

The name, Pacific Pile & Marine, may suggest they are a commodity contractor, but rest assured they are anything but. As evidenced by their design-build portfolio, PPM has the in-house design and engineering capability to perform a wide range of services. PPM likes to think of itself as a turn-key, "Solutions Contractor". In other words, Pacific Pile and Marine is in the business of delivering more than projects; they're in the business of delivering solutions and have helped solve some of the more sophisticated construction problems across the Pacific Northwest.

Currently, PPM is performing a project on a reservoir in Cougar, WA where the lay down area is approximately seven

miles from the point of construction. The project calls for the installation of a permanent trestle and involves drilling rock anchors in 150 feet of water and driving 36-inch pile 250 feet through as much as 60 feet of overburden.

As a highly experienced pile driving firm, PPM is especially notable for large-diameter pile driving techniques. Two recent examples include the Ebey Slough Bridge Replacement and SR 99 S. Holgate to S. King Street – Alaskan Way Viaduct



SR 992

MEMBER PROFILE - CONTRACTOR

Replacement Project.

The Ebey Slough Bridge Replacement Project served to replace an existing two-lane bridge with a four-lane, fixed-span, steel bridge. PPM provided installation of driven pile foundations for bridge abutments and bridge piers located in the slough. Driven piles consisted of 4-foot diameter and 6-foot diameter open-ended steel piles driven to depths of up to 250 feet. A state-of-the-art noise attenuation system was implemented to provide protection to the aquatic life during impact pile driving in the slough.

The SR 99 S. Holgate to S. King Street – Alaskan Way Viaduct Replacement Project called for PPM to furnish, splice and drive 60-inch diameter, 36-inch diameter, 20-inch diameter and 16-inch diameter steel piling for a temporary bridge to the West of the Seattle Viaduct. The temporary bridge is intended to serve as a bypass to allow demolition and removal of existing viaduct. In addition to piling considerations, the

project required careful planning and coordination due to space limitations and multiple contractors occupying the same site to perform adjacent activities.

While safety is without a doubt the foremost core value of the organization, PPM attributes a great deal of their success to delivering quality, innovative services as well. The philosophy of PPM is built around a dedication to safety, quality and innovation. These key concepts permeate everything they do. They are very logistically strong; they see a challenge and feel compelled to find a solution. In that sense, they seem to gravitate towards projects a lot of other contractors may shy away from.

Consistently delivering value to clients through a culture dedicated to safety is a cornerstone of their firm. This simple principle has helped guide PPM through the economical downturn ensuring they maintain both their relationships and reputation. They are proud of their consistent ability to find cost-effective solutions for their clients. Since the com-



Ebey Slough Bridge Replacement



SR 99 Pile Splice

Safety first

As a growing and reputable company, Pacific Pile & Marine (PPM) values safety on and off the job. It's a core value that is part of everything the company does.

And PPM has been recognized for its outstanding safety record.

Representatives from Seabright Insurance Company presented Pacific Pile & Marine with its first safety award in 2009 for an outstanding safety record for the previous year.

In 2010, the insurance company again presented Pacific Pile & Marine with the award for exceptional safety.

"How our company is viewed by our clients is largely driven by our commitment to delivering quality projects as safely and efficiently as possible." – Kustaa Mansfield

The philosophy of PPM is built around a dedication to safety, quality and innovation. We recognized the importance of environmental stewardship and continually seek low-impact alternatives. Conducting operations in a safe, environmentally responsible manner is a top priority of PPM, leaders in the industry.



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MEMBER PROFILE - CONTRACTOR

pany's first day in business, their highly motivated and skilled employees have shared this goal and continue to deliver the highest degree of value to their clients as safely, efficiently and environmentally soundly as possible.

PPM's on-going commitment to employee and public safety along with environmental stewardship is based on an

organizational culture established by the leadership of PPM's management team. Through environmental and public leadership, they endeavor to deliver lasting value to the stakeholders they serve. ▼

Photos courtesy of Pacific Pile & Marine

Core competencies

Logistically difficult construction

Pacific Pile & Marine specializes in projects that require complicated logistics, seasonal restrictions, environmental constraints and long lead time materials.

The company workforce has been working in the Alaska market for more than a decade under challenging conditions on projects requiring specialized skillsets.

These types of projects require a dedication to pre-planning, a full understanding of the environment, excellent control of scheduling and logistical support. The company has been able to successfully deliver these projects – on time, and on budget.

Heavy civil and marine construction

Pacific Pile & Marine brings with it over 30 years marine construction experience and continues to diligently develop those services with every project. Leveraging a solid base of resources, PPM's workforce has completed many heavy civil construction projects throughout the Pacific Northwest, Montana and Alaska. PPM has the capacity and knowledge

set to deliver quality marine-based infrastructure throughout North America.

Foundation construction

Pacific Pile & Marine has the equipment and expertise to perform a wide range of land and marine-based foundation services. These include:

- and and water-based pile driving of steel, concrete and timber piles
- work trestle construction
- rock anchors, pile-socketing and large diameter shaft drilling
- sheet pile cofferdam construction
- cast-in-place concrete

Design-build construction

Pacific Pile & Marine is experienced in alternative methods of contract delivery such as design-build.

PPM's alternate delivery portfolio includes the design-build contract to design and construct the Carl E. Moses Small Boat harbor in Dutch Harbor, Alaska.

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Cape Romain Contractors specializes in marine construction and heavy highway bridge services. Cape Romain has a long history of providing these services to clientele in the southeast including the South Carolina, North Carolina, and Georgia Departments of Transportation, the US Army Corps of Engineers, the US Navy, the US Coast Guard, the South Carolina, North Carolina, and Georgia Ports Authorities, many Water Authorities and County Administrations, and countless private owners and associations.

“ I’m not a big believer in luck, my stance on that is that the harder you work, the luckier you get. ”

During Cape Romain’s 65-year history, it has never failed to deliver on a contract. The company began as a small land development company in 1946, through its relationship with the Cape Romain National Wildlife Refuge, located just north of Charleston, SC.

The company evolved into coastal construction, and today maintains its specialization in marine-related efforts. Still a closely-held and family-owned business, the company has grown to more than 120 full-time employees and a bonding capacity in excess of 50-million dollars. The services Cape Romain Contractors offers include pier construction, bridge construction, pile driving, subaqueous pipelines and crossings, outfall and intake structures, heavy concrete demolition and rehabilitation, diving operations, marine towing, coffer dams and temporary sheeting, bulkheads and retaining walls, bucket dredging, marine salvage, and lock and dam rehabilitation.

The company was founded in 1946 by Andrew “Binks” DuPre, and James H. DuPre, as “Cape Romain Land Development and Engineering Company”, the first concern of its kind in the United States – a company specializing in the building of dikes and water control developments, and also providing complete biological, topographical and ecological services in the development of fish and duck habitats, and conserving all kinds of wildlife. The pair later split, with James DuPre forming his own utility-construction company and Binks DuPre continuing on with the leadership of Cape Romain. The company succeeded throughout the decades to follow, creating more of an emphasis on construction. Following the death of Binks DuPre in 1979, the company was taken over by Bink’s son, Anthony “Tin” DuPre, who

(Continued on page 44)

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Photo on canvas.



Rhodens Island Bridge.

grew up in the business. Tin DuPre not only maintained the good reputation that the company enjoyed, but actually grew the company even further, earning a reputation as one of the regions most ethical, hard-working and dependable companies. Today, the company is headed up by Anthony T. "Sonny" DuPre, who is serving as a third-generation owner. Sonny often reflects "What I owe to my fathers and grandfather's hard work, loyalty and commitment to turning out quality work is immeasurable." Together with Horry Parker and Andrew DuPre, who are both Vice Presidents of the company, the owners of the company have in excess of 75 years of

experience in the industry.

There are many long-term project managers, superintendents and key personnel working at Cape Romain. This speaks volumes about the true partnership that exists between all levels of employees at Cape Romain. Combined, there are easily hundreds of years of first-hand experience with marine and heavy coastal construction.

Headquartered near Charleston, SC, Cape Romain Contractors is perfectly located to perform its specialized construction all along the Southeast coast. However, the company has also worked extensively in inland counties of

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SC, Georgia, and NC, installing diffusers, intakes and performing work on many inland rivers, lakes and reservoirs. The size of the corporation guarantees personal service, while at the same time offering services comparable or better than many of the larger contractors in the Southeast. All major equipment is owned including cranes (30 ton to 250 ton), crane trestles, barges, tugs, pile hammers and more. Equipment operators are all certified and highly qualified, and there is a full-time Safety Director at Cape Romain.

There are engineers on staff at Cape Romain, as the company has branched out into design-build projects, along with the latest survey technology, scheduling and AutoCAD software, and modern equipment. "Given our experience and wide-ranging expertise, we can take a project from its conceptual stage right thru to the cutting of the ribbon, that's what I enjoy most about my job," Sonny DuPre says. "It's anything but a factory setting here, you are challenged each and every day and forced to really be creative in solving problems."

Noteworthy projects completed by Cape Romain range from the construction of the Sullivans Island Lighthouse, to the marine salvage of the "Karanasa" & "Scarlett O'Hara" in the 1960's and 70's, to the recent construction of the Main St. Connector, a multi-mile bridge and road project across the ICWW in Myrtle Beach.

Given Cape Romain's long history and established reputation, there has been a lot to reflect upon and learn from,



Photo on canvas.

and most importantly, a solid foundation on which to move forward. Despite today's tough economic climate, the future looks bright. A new 6200sf office complex was just recently completed, and a strong team of committed individuals has the Cape Romain team embracing the future. Mr. DuPre concludes: "I'm not a big believer in luck, my stance on that is that the harder you work, the luckier you get." ▼

Photos courtesy of Cape Romain Contractors



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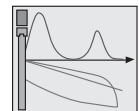
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After 30 years working in his family's pile driving contracting business, Steve Whitty found himself at a crossroads in 1995 when it was decided to shut down the family operations. During that 30 years, with a three-year interruption with service in the Coast Guard, he had seen it all, from the bottom to the top, in an operation that started as a local sub-contracting business in the New Orleans area, concentrating first on residential and small commercial projects; to later pursuing larger high rise, commercial and industrial projects. Along with the growth of the company to becoming a major regional, land-based contractor with projects from south Texas to Florida and on to the Carolinas, so did his experience and responsibilities grow, covering the managing of all operations and piling projects in excess of \$5 million simultaneously in several states. Projects for industry and government, refinery foundations, high rise foundations, and highway piling projects; jobs using timber, steel, precast concrete, sheeting and even a few innovative materials were all undertaken.

Although there were offers of employment and backing to start a new contracting operation when the family business closed, Steve Whitty decided he was tired of contracting. During this time, while engaged in the liquidation of the family business' assets, there were numerous inquiries from contractors and others about equipment matters, techniques the company developed to efficiently drive piles and how and

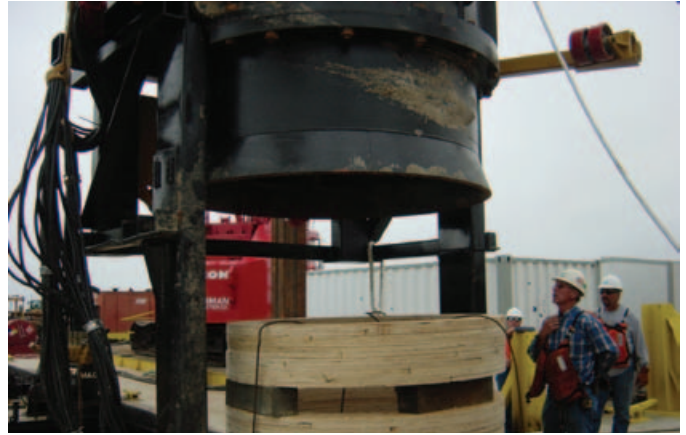
where to find supplies and specialty items used in pile driving. After a short while this evolved into the spark of what to do next and in late summer of '95, Specialty Piling Systems was born to "provide an independent source for pile driving equipment, accessories and supplies, and consulting services for contractors, owners and designers".

Initially Specialty Piling Systems was engaged in some equipment valuation for a bank relative to contractor financing and sourcing of pile driving equipment (hammers and lead systems). Because of the numerous contacts developed over the years through construction industry organizations, Steve was getting calls from contractors outside of the Southeast Louisiana area and also from suppliers and manufacturers of pile driving equipment and supplies with encouragement to sell their related products to potential customers.

Early on, a "rebranding" of a popular line of hammer cushions allowed the company to offer a product to the customers. Shortly thereafter, he was encouraged to act as an "authorized sales agent" for a line of pile accessories, including pile splices for "H", pipe and precast piles. It was not long before there were inquiries about how to properly make plywood pile cushions for precast prestressed concrete piles. This quickly evolved into the company becoming a supplier of pile cushions. As a result, hammer and pile cushion sales has become an important component of the company's activities. With the



San Mateo Special Follower



Rigolets Bridge – 66 Inch Test Pile 046

prior experience, and some study and experimentation, some minor and some major changes in pile cushions have allowed Specialty Piling Systems to become the “go to” source for the cushion requirements. The company now ships cushions nationwide and on occasion, overseas.

One area of particular pride is the development of techniques for making better cylinder pile cushions. This became evident on a bridge project on San Francisco Bay several years ago where the contractor was having problems with locally made cushions. The unusual features of the cushion requirements were that they had to accommodate 20 rebar extending

from the end of the piles and through the cushion but offset from the centerline on the “wall” of the donut shaped cushions. They also had to be more durable and last throughout the tough driving of the complete pile. The locally supplied cushions had to be changed out one or two times during the driving of each pile. Additionally, the contractor was concerned about “suppliers east of the Rockies” but when the Specialty Piling Systems provided some samples, they tried the cushions. The new design allowed the contractor to drive a whole pile and to set the next pile in the template before having to change the cushion, a real timesaver when working from a barge. As a result Specialty Piling Systems was able to supply the balance of the project and help get a lagging project back ahead of schedule, with a recommendation and credit given in an article in PileDriver magazine.

Today, in addition to cushion sales, the company expands its efforts in the sourcing and brokerage of specialized pile driving equipment, putting buyers and sellers together for complete rig packages, or the individual pieces; all the way from the mats to the head machinery on the leads. It also supplies drill systems (specializing in wet rotary systems); pile accessories (splices, points and uplift connectors), consulting for value engineering, project execution analysis, equipment applications, and equipment valuation for financing purposes. The company is an authorized sales agent for several major manufacturers including Penn State Fabricators (Hammer Cushions), DFP Foundation Products (Pile Accessories), Blue Demon (Drill Bits) and, GEFCO/King Oil Tools (Drill Swivels). The company also is able to work with most major manufacturers and dealers of cranes, pile hammers and related

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equipment; providing a contractor's perspective to the situation at hand and the best solution for each particular project.

Involvement in PDCA has further helped the company's growth and provided many new and valuable contacts. Steve was involved early on in PDCA's development and has served as committee chair on several committees and as a board member. He currently serves on the Communications Committee. Specialty Piling Systems was a charter member of both national PDCA and the Gulf Coast Chapter of PDCA and, is an active participant in the chapter. ▼

Photos courtesy of Specialty Piling Systems, Inc.



Rigolets Bridge – 66 Inch Test Pile O11



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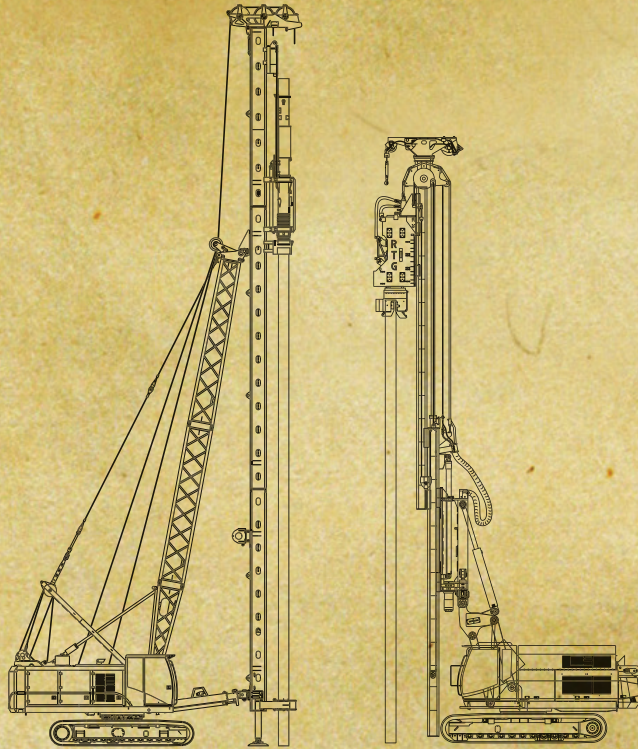
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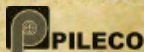


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Rendering of the Indian Inlet River Bridge in Rehoboth Beach, Delaware. S&ME was the geotechnical engineer on the design-build team, lead by Skanska.



Location of S&ME's 25 offices.

S&ME, Inc.

Engineering Integrity

If you are within earshot of a Pile Driving Contractor's Association (PDCA) member, "a driven pile is a tested pile" is a saying you are likely to hear. Since our humble beginnings in 1973, when seven employees were crammed inside what was previously a small auto repair garage in Raleigh, North Carolina, S&ME, Inc. has been testing those driven piles.

Who We Are

S&ME opened in 1973 with seven employees in one very small office in Raleigh, with barely enough space for a tiny cramped office and lab. The building had previously served as a small auto repair garage. A second floor was later added, but its only access was an outdoor metal staircase. The second floor was roughly 30 by 10 feet with six or seven people using it as office space, though people getting in or out of chairs sometimes collided with the drafting table. The company's first name was Soil & Material Engineers. That was changed to S&ME in 1986 – the original name no longer covering the expanding service lines – and many clients already used to calling us S&ME anyhow.

By 1987, branches were located in Ohio, Tennessee, Georgia, Florida, South Carolina and North Carolina. We had acquired or started up a geographic information systems firm, a firm specializing in large well installation, a hazardous waste clean-up contractor, and a manufacturer of petroleum product recovery systems (with some of these subsidiaries opening more offices in the Southeast, Midwest and Northeast as time moved on). Westinghouse came calling in 1987, lured mainly by the hazardous waste cleanup contractor, and purchased S&ME, operating it as a wholly owned subsidiary. At the time of the purchase, S&ME had 950

employees. In 1989 our name was changed to Westinghouse Environmental and Geotechnical Services, and we had over 2,000 employees in 35 offices in 27 cities from coast to coast.

In 1990, as markets changed, Westinghouse lost interest in its former S&ME operations and began looking for ways to exit the Geoenvironmental business. In 1992, former S&ME employees contributed \$2.3 million to repurchase some of the original S&ME assets, thus earning the confidence of a major bank and acquiring from that bank a major loan. The day after the March 1992 close of the sale, 11 former Westinghouse branches in North Carolina, South Carolina, Georgia and Tennessee reopened as S&ME with 300 employees. The remaining operations were either sold to others or closed.

After a first year of struggle for survival, rapid growth began anew, with expansion and accreditation of new lab facilities. In 1998, the 25th anniversary, the company employed 470 in 13 branches and was on the brink of much greater growth. Today, with the acquisition of the former Qore Property Sciences (2010) and Ohio-based BBCM (October 2011), we now operate 27 offices employing a total of nearly 1,100 employees in Alabama, Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, Virginia and Ohio. We now place 97th on ENR magazine's Top 500 Design Firm Rankings (based on the revenue of those firms reporting).

Our mission is to safely deliver excellent client service through responsiveness and technical excellence; provide fulfilling careers and professional satisfaction to our employees; and achieve financial success that provides growth and rewards for our employees and shareholders.



Above: Construction of a new ferry terminal for Bald Head Island in eastern North Carolina. S&ME provided site characterization services, foundation recommendations, dynamic pile testing and construction support.

Left: SCDOT design-build project through the ACE Basin in the South Carolina Lowcountry. PDCA member Cape Romain Contracting is driving 18-in. square PSC piles for a bridge bent. S&ME provided site characterization, geotechnical engineering recommendations and dynamic pile testing.

Our expertise includes:

- Geotechnical engineering
- Environmental engineering
- Construction materials engineering, testing and quality control
- Natural and cultural resources
- Occupational health and safety
- Water resources and solid waste engineering

This range of expertise, whether from archeological or wetland studies to metals or coatings, allows us to serve a project from its infancy to completion. Dedication to client service through professionalism and appropriate technical solutions has been a hallmark of S&ME's success.

S&ME and the Driven Pile Industry

About 60 percent of our services consist of geotechnical, materials, and construction engineering. Because many of our projects' needs involve geology well-suited to driven piles, we frequently provide services for driven piles. We may perform a geotechnical site characterization, axial and lateral pile analyses, develop foundation testing programs, perform driveability analyses, monitor pile installation, perform pile testing (e.g., static, high-strain dynamic or low-strain dynamic), or all of the above. We also have substantial experience with instrumentation (for monitoring both soil and water, and structural response) and vibration monitoring.

Since our inception in 1973, S&ME has performed traditional static load testing but we recognize the benefits of instrumentation and design-phase testing and have developed and implemented numerous comprehensive foundation testing pro-

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grams. Instrumentation is commonly installed within foundation elements prior to static load testing to provide load transfer and displacement measurements within the various bearing strata. We also frequently install instrumentation in the surrounding soil to measure displacements and pore pressure changes.

We have been intimately involved with low-strain and high-strain dynamic testing since 1989. Our low-strain testing experience began with the testing of hundreds of prestressed concrete piles at marinas in Charleston, SC after Hurricane Hugo. In 1990, S&ME began offering in-house high-strain dynamic pile testing services with the purchase of our first PDA. S&ME now maintains three Pile Driving Analyzers, and performs tests on timber, steel, fiber-reinforced, and prestressed concrete piles as small as AW drilling rods to as large as 54-in. diameter cylinders. We have eight trained and experienced engineers available to perform dynamic pile testing.

We recognize the importance of training and continuing education in the relative complex field of foundation testing and consequently, our operators routinely receive training by experts in the field of deep foundation testing. We believe that an understanding of the fundamental aspects of the test method as well as the geotechnical principals of foundation design is a vital part of successful testing. Consequently, all of our operators are professionals (i.e., having at least a BSc in Engineering and an EIT or PE registration) who regularly participate in geotechnical and materials engineering projects in addition to their foundation testing duties.

Project Spotlight

A recent project that illustrates many of S&ME's driven pile capabilities is the Indian River Inlet Bridge in Delaware. S&ME was the geotechnical engineer for the winning design-build team (lead by Skanska) on this Delaware DOT project. We performed the design-phase site characterization and worked closely with the structural engineer (AECOM) to develop the foundation design, which ultimately consisted of 36-in. square prestressed concrete piles. The design process included design-phase index pile testing, which led to the incorporation of a tapered section on the 36-in. PSC piles. The project also included static testing of instrumented piles, monitoring of soil displacement during excavation and pile driving via inclinometers, vibration monitoring, low-strain pile integrity testing, and extensive high-strain dynamic testing of test piles, production piles, and falsework piles.

Sustainability is an important engineering issue in today's environment and we recently were involved with a pile project that demonstrated the green aspects of driven piles. S&ME engineers used a combination of geotechnical exploration, Pile Integrity Testing, and research to evaluate a 90-year old pile foundation system's capacity to support new streetscape sidewalks. Research of available information from the time of the original viaduct construction led us to conclude the foundations for a 1919 project were likely Raymond Step-Taper reinforced concrete piles. An article published in the January, 1921 edition of *Municipal and County Engineering* confirmed that Raymond had installed 327 piles with casing tip diameters ranging from 6 to 10 inches tapering up to a diameter of 14 to 18 inches at the

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Above: Prestressed concrete piles being driven by PDCA member Cape Romain Contracting for a new dock at the James Island Yacht Club in Charleston, SC. S&ME provided geotechnical engineering services, including dynamic pile testing.

Left: Test pile driving at the Indian Inlet River Bridge in Rehoboth Beach, Delaware. S&ME was the geotechnical engineer on the design-build team, lead by Skanska.

top with a mandrel attached to a 2000-lb steam hammer during a six week period. The existing cast-in-steel shell pile foundations, which were located in catacombs beneath sidewalks, were an innovative method when constructed in 1919, and have proven to be a sustainable design, still useable in 2010. These techniques, allowing foundations to be “recycled” instead of replaced provided a savings of \$1 million to the owner.

Support for PDCA and the Deep Foundation Industry

S&ME has been a strong supporter of the PDCA. Greg Canivan has served on the board of the PDCA of South Carolina since 2006. Greg Canivan and Billy Camp have helped organize four highly successful Driven Pile Seminars on behalf of the PDCA of SC. Billy Camp is an active member of the PDCA Technical Committee and he has helped organize two joint PDCA/DFI Driven Pile Seminars (Baltimore in 2010 and Chicago in 2011). Of particular note, more than 60 S&ME engineers attended the 2010 DICEP Seminar, which was held in Charleston, SC.

S&ME Driven Pile Publications

The geotechnical engineering community benefits greatly from engineers that share their experiences in the technical literature. S&ME’s engineers recognize the importance of technical publications and have published numerous papers related to driven piles. A sampling of papers is as follows:

- Forbes, H. F. and Camp, W. M. (in-press), “Settlement and Vibration Monitoring for Transmission Line Foundation Installation: A Case History”, *Proceedings of DFI Annual Conference*, October 2011, Boston, MA
- Camp, W.M., Pearson, J. B., and




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Vibrating wire strain gages (weldable mounts on an steel stinger and an embedment mount tied to a prestressing strand) installed in a PSC pile prior to concrete placement.

Siegel, T.C. (2010), "Construction-Induced Vibrations and Green Concrete: Literature Review and Case History," *Proceedings of DFI Annual Conference*, October 2010, Hollywood, CA

- Murrell, K. L., Canivan, G. J., and Camp, W. M. (2008). "High and Low Strain Testing of Bouncing Piles", *33rd Annual and 11th International Conference*, Deep Foundations Institute, New York, NY
- Camp, W.M., III (2004) "Drilled and Driven Foundation Behavior in a Calcareous Clay", *GeoSupport 2004*, Orlando, FL, ASCE GSP 124

- Canivan, Gregory and Camp, William. (2002) "Three Case Histories Comparing Impact and Vibratory Driven Pile Resistances In Marl," *Deep Foundations Institute 27th Annual Conference – The Time Factor in Design and Construction of Deep Foundations*, San Diego, CA, October, 2002
- Camp, William and Parmar, Harpal (1999). "Characterization of Pile Capacity with Time in the Cooper Marl: A Study of the Applicability of a Past Approach to Predict Long-Term Pile Capacity" Presented at the 78th Annual Meeting of the Transportation Research Board, Washington, DC
- Hussein, Mohammed and Camp, William. "Dynamic and Static Tests on Driven and Cast-in-Place Piles," *International Conference on Design and Construction of Deep Foundations*, FHWA, Orlando, FL, December, 1994
- Camp, William M., Wright, William B., and Hussein, Mohamad (1993). "The Effect of Overburden on Pile Capacity in a Calcareous Marl", *Proceedings of the Deep Foundations Institute (DFI) 18th Annual Member's Conference* held in Pittsburgh, Pennsylvania
- Camp, William and Hussein, Mohammed. (1991). "Pile Integrity Testing to Determine Storm Induced Damage," *Transportation Research Board 70th Annual Meeting*. ▼

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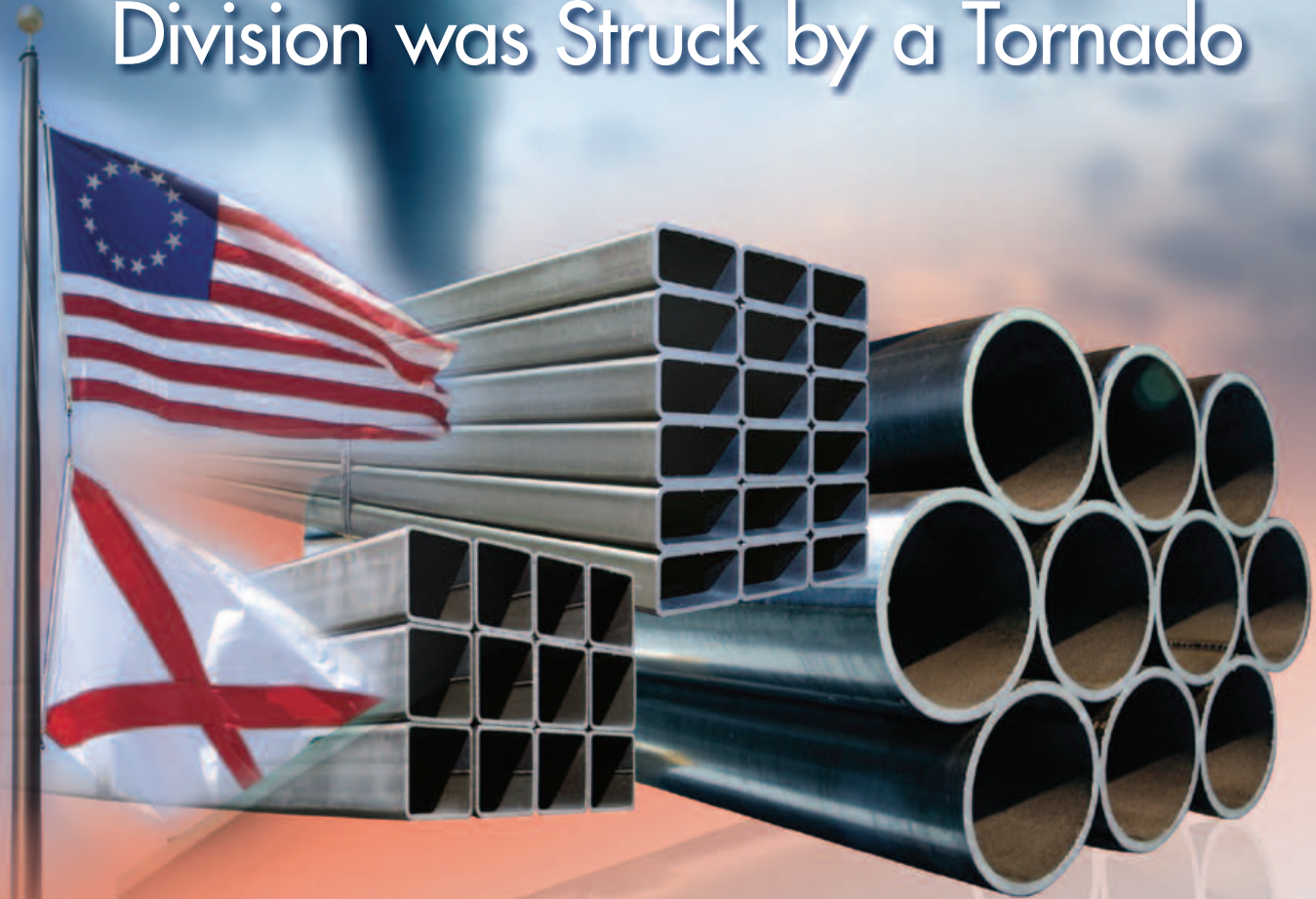


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Route 80

Willow Avenue Undercrossing

By Tracy Coughlin, PE, LEED AP of Foundation Constructors, Inc.

Project Background

This 4.7 mile-long California Department of Transportation (Caltrans) project widens Route 80 in the eastbound direction, adding a high-occupancy vehicle (HOV) lane between the Route 4 interchange and the Carquinez Bridge. This completes the HOV system between the San Francisco – Oakland Bay Bridge and the Carquinez Bridge. The project included the widening of the eastbound Willow Avenue Undercrossing, construction of a new eastbound Willow Avenue off-ramp structure, realignment of on- and off-ramps at Route 4, Willow Avenue, Cummings Skyway, and Crockett Avenue interchanges and construction of three new retaining walls at the Route 4 and Willow Avenue interchanges. Ghilotti Brothers of San Rafael, California and RM Harris Co., Inc. of Martinez, California were selected as the General Contractor and Bridge Contractor, respectively.

Foundation Constructors, Inc. (FCI) was awarded the pile driving contract for the project, with a scope of work consisting of driving 197 concrete and steel piles for a retaining wall, bridge abutment and bridge bents at the Willow Avenue Undercrossing along Route 80. The pile driving schedule was a tight 125 days and the contract amount for this work was \$1,301,000.

Piling

167 – 14 inch square class 'X' precast prestressed (PCPS) concrete piles, varying in length from 42 to 69 feet

20 – 14 inch diameter class 'R' pipe piles, 95 feet in length

6 – 60 inch diameter pipe piles, varying in length from 75 to 108 feet

4 – 72 inch diameter permanent CIDH casings

PCPS concrete piles were supplied by Old Castle Precast of Stockton, California. Steel piles were supplied by Skyline Steel of Rancho Cordova, California and Spartan Steel of Fallbrook, California.

FCI utilized a 4100 Manitowoc crawler crane, swinging leads and a D36 hammer to install the 14 inch PCPS and 14 inch diameter pipe piles. The 60 inch and 72 inch diameter pipes were started with a vibro but primarily driven with a D138 hammer.

Project Challenges

The hammer recommended by the WEAP analysis results in the contract documents for the 60 inch pipe pile and 72 inch diameter CIDH casing did not drive the piles to penetrate the sand layer to a depth required to achieve the desired lateral resistance. It was quickly changed out to a D138 hammer for these piles. However, the D138 damaged both the 60 inch and 72 inch diameter pipes in the ground. FCI quickly developed fixes, preventing any delays. The damaged section of the 60 inch diameter pipe for the CISS piles was cut-off and removed and a 20 inch rock socket was added below the damaged section to achieve the required lateral capacity. The damaged section of the 72 inch diameter CIDH casing was removed and had no impact on the future construction of the pile or its intended capacity.

Driving piles in sloping sandstone presented significant challenges, requiring rapid adaptation and modification of piles on site. FCI adapted pile lengths in accordance with pile indicator results, resulting in pile cut-offs on site. Due to cut-offs sometimes in excess of the allowable 10 feet for this project, the bottoms of the piles were cut off.

Tight access on the project site presented numerous challenges. Mobilization of equipment was required at night to avoid disruption to traffic. Storage and off-loading of PCPS concrete pile was required to be completed from the shoulder of the freeway above, which involved a reach of approximately 20 feet.

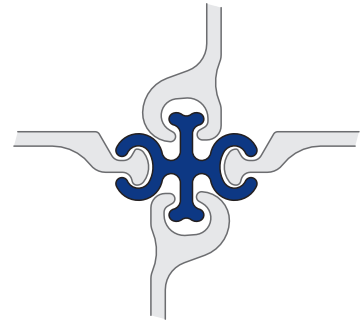
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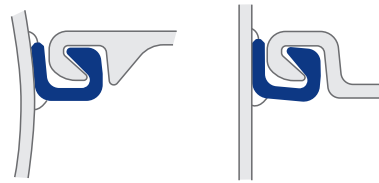


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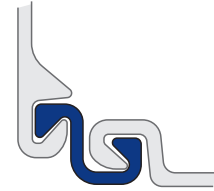


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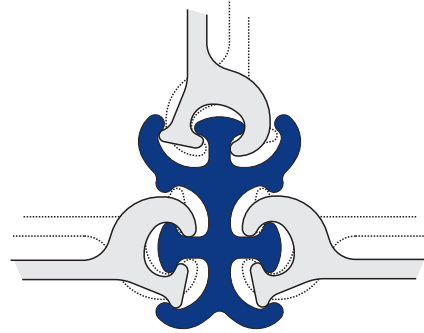


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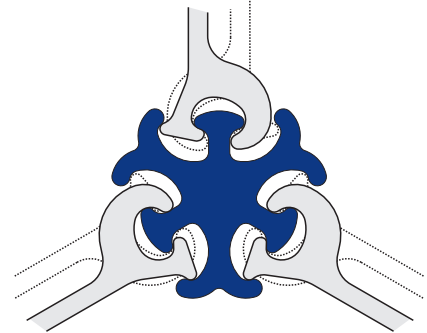


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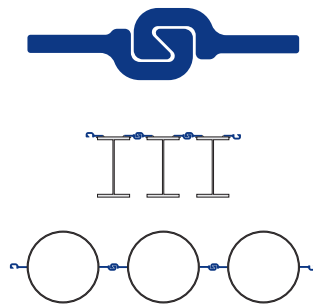


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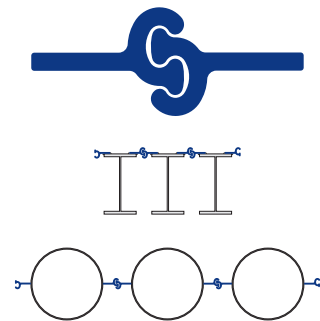


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An additional challenge was the splicing of the 14 inch diameter pipe piles in the field, necessary to achieve the 1:3 batter to a length of 95 feet.

Innovative Techniques and Management

Unique and innovative construction techniques and equipment utilization provided a tremendous benefit to the project. As a cost savings measure, lifting lugs were not used to lift the piles. Foundation Constructors was able to lift piles on the project quickly and more cost effectively using a nylon strap, eliminating the need for installation and removal of lifting lugs.

The decision to use a larger, higher tiered 4100 Manitowoc crawler crane allowed for increased versatility, enabling FCI to complete all work with one rig. FCI had the capabilities to quickly re-rig equipment and change operations quickly to maintain schedule despite changes. In addition to boosting productivity, this Tier 3 diesel engine on the rig decreased emissions, mitigating the environmental impact of the project.

Innovative project management was essential to overcome construction problems. Foundation Constructors collaborated closely with Caltrans, RM Harris, and Ghilotti, facilitating quick problem resolution. FCI quickly adapted to unforeseen challenges and developed changes to construction sequencing and methods to keep the project on schedule. Project Manager Brandon Watson noted, "We (FCI) worked closely with Caltrans and RM Harris to quickly make decisions and keep schedule." An example of this was the quick development an acceptable repair for the 60 inch diameter permanent casing of the CISS piles damaged in driving. FCI developed an innovative solution involving cut-off and removal of the damaged

section of the pipe and drilling an approximately 20 foot rock socket below.

Tight schedule, limited access, and unforeseen challenges made management and collaboration a necessity for the project to remain on schedule. FCI coordinated with Caltrans daily for approval of piles that were not driven to design tip elevation. FCI also planned traffic control and developed critical lift plans for all pile driving operations, to ensure safety of workers and the public on the adjacent freeway.

Project Completion

Pile driving work commenced on April 2 and was completed by August 23, 2010. The project was completed in November 2010. Foundation Constructors, Inc. completed pile driving on this project with no delays to schedule despite significant challenges. Project Superintendent John Honaker commends the FCI crews on the project, "Our crews did a remarkable job changing operations and pile driving equipment, keeping schedule for this project." ▼

Photos courtesy of Foundation Constructors, Inc.



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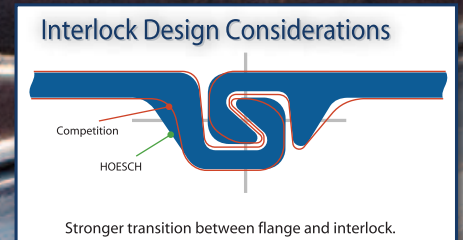


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By Gloria Taylor

When chemicals need to be contained or different bodies of water prevented from contaminating each other, sealants are the most valuable ally contractors can have aside from the sheet piling itself.

Recent advances in water-resistant material engineering have led to revolutionary sealants that are leak resistant under high pressure and easy and cost-effective to apply. The sealants prevent hydraulic penetration and costly corrosion in sheet piling interlocks and can be used on a variety of sheet piling types: vinyl, steel, aluminum and composite.

Three of the most common sealants are manufactured by DE Neef Construction Chemicals, Prime Resins and Adecco Sealants, according to Beth Price, manager of Charleston, South Carolina's Decks & Docks, a distributor of marine construction materials.

"They all have the same objective of creating a barrier between walls," she says.

"Engineers usually specify a sealant when they are trying to keep something from leaching into something else. For

example, there may be a chemical in the ground that needs to be contained from getting into a clean water source. An engineer would specify putting a cut-off wall in place to divide the contaminated side from the clean side. Since the sheet pile doesn't create a solid barrier, one would need to add sealant into the interlocks of the sheet pile."

One of the great benefits of many commercial sealants is their sheer versatility.

"You can use the sealants on vinyl, fiber reinforced polymers, steel, and other types of sheet piling," she says.

"There are a couple jobs in Florida that have utilized sealants with vinyl sheet piling. One specific job was on the west coast of Florida. It consisted of vinyl sheet piling and Adecco sealant. The reason for this application was to create a wall that would contain contaminated water from getting into the fresh water sources."

Another Florida project that utilized sealant was a superfund site in the northwest region, added Price. "This job consisted of fibre reinforced polymer sheets and DE Neef sealant. The reason for this project was to contain a highly reactive chemical, which was found in certain areas of the ground, from spreading."

A superfund site, she explains, is a site that once contained chemicals or currently contains chemicals. Price cited phosphorous as one example, saying the agent could potentially be harmful to people.

"So, basically what they try to do is contain it from spreading and getting into clean water sources or close to people's houses or schools."

“ You can use the sealants on vinyl, fiber reinforced polymers, steel, and other types of sheet piling ”

(Continued on page 67)

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In a situation where companies try to contain the chemicals, engineers may use a slurry wall (concrete mixture) or sheet pile and resin.

Other sealant applications consist of keeping one side of water from getting to the other side, such as in a weir application. Here, the cut-off wall application is the most common because they are usually utilized to create a barrier.

Price said one dilemma faced by users is they must rely on manufacturer claims for their sealants' performance, because "to the best of our knowledge, there has been little confirmed testing as to actual results. The long term results have not been confirmed, as additional testing would have to be done over an extreme period of time," she explained.

The biggest question the company gets from engineers and consumers is about how well the product works, she said. It's a question the distributor cannot answer independently because any testing that has been done has been done by the manufacturer, she cautions.

"We can't dig it out to know whether it's working once it's in place, and because we don't know what it is doing down there, we have to basically trust that it is doing what the manufacturer says it will do."

Nevertheless, sealants have been used in many high-profile projects of varying sizes.

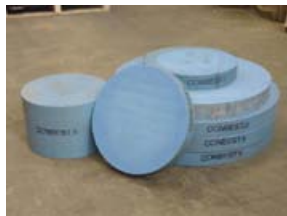
She advises potential users to talk to prior users about their experiences with the sealants for some on-the-job comment based on construction experience. ▼

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Dispute Resolution Options: The Pros and Cons

By Amber L. Rumancik, Foley & Lardner LLP (arumancik@foley.com)

There is the construction project that does not involve some sort of dispute, whether it be over payment, the materials used, the method of construction, who caused a delay, or a host of other possibilities. Oftentimes, these disputes cannot be resolved as part of the normal contract claims or change order process, and will need to proceed to the next level, most commonly through litigation, arbitration, or mediation. It is important for a contractor to understand the pros and cons of each of these different dispute resolution options in order to be in the best position to negotiate the terms of the dispute resolution procedures as part of the contract negotiation process.

Litigation

The traditional method for dispute resolution is litigation. Litigation contemplates a lawsuit in court and the dispute is ultimately decided by a judge or jury. Litigation can take place either in federal or state court. Depending on which forum a lawsuit is brought determines the formality and length of the matter. Even though litigation is the most common method, there are several pros and cons to consider in deciding whether litigation is the best option.

Pros of Litigation:

Full Discovery: Litigation allows for "discovery," which permits the parties to obtain documents from the other parties to the lawsuit, and even from others not involved in the suit, as well as to take depositions and statements of the other parties and neutral witnesses in advance of the trial. Full discovery allows a contractor to evaluate the strength of his case versus the strength of his adversary's case.

Claims against Third-Parties: Litigation is the only method of dispute resolution that allows a contractor to pursue claims against entities with which it does not have a contract. For example, in litigation, a subcontractor can sue the owner, developer, or design professional, with whom it did not contract.

Ability to Appeal: If a contractor is not satisfied with the end result and feels that an error has occurred, the contractor has the ability to appeal the decision.

Cons of Litigation:

Time and Expense: Of the three options, litigation is the most time consuming. The discovery process discussed above can take months, and even years to complete. As a result, complex construction cases may take at least 18 months if not longer to resolve through trial. With time comes expense. Therefore, litigation is often viewed as the most expensive dispute resolution option. Some examples of litigation fees and costs include attorney's fees, expert witness fees, court costs, and deposition fees.

Non-Expert Decision Maker: In litigation, the decision maker, whether a jury or a judge, is not an expert in construction. In fact, if it is a jury trial, the decision is in the hands of a group of people who almost certainly have no experience or background in construction.

Privacy: Since most court proceedings and records are open to the public, there is no guarantee of privacy in litigation.

Arbitration

Arbitration refers to a process where an arbitrator or a panel of arbitrators decides the dispute between the parties. The result is generally final with little or no ability to appeal. Therefore, once the arbitrator decides the dispute, the parties cannot go to court and litigate it again or have it decided by another arbitrator. Arbitration is a voluntary alternative to litigation. A contractor cannot force its adversary to participate in arbitration unless they have agreed to arbitration by contract. Where parties to a contract agree to arbitrate any differences, the courts will enforce it as long as it is incorporated into the contract and its

(Continued on page 75)

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wording is sufficient to cover the issues in dispute.

Today, many standard construction contracts contain arbitration clauses. In fact, both the American Institute of Architects (AIA) and the Association of General Contractors (AGC) form contract documents contain mandatory arbitration provisions. Therefore, it is important to understand the pros and cons of arbitration before deciding whether to agree to an arbitration provision in a contract or attempt to negotiate the terms to make it voluntary.

Pros of Arbitration:

Time and Expense: Arbitration is traditionally viewed as a faster, less expensive alternative to resolving disputes. While this can be true, there are no guarantees. Arbitration, depending on the arbitrator and the agency administering the arbitration, can move slowly. There will be attorney's fees incurred for the arbitration, just as in a lawsuit. Although legal counsel is not required in an arbitration, attending without counsel can produce unfavorable results, particularly given the limited scope of appeal. In addition, the filing fees associated with arbitration can be very expensive. For example, the standard AAA Arbitration filing fee for a case involving a dispute between \$500,000 to \$1,000,000 is \$8,200, plus a \$3,250 final fee.¹

Expertise: The parties to an arbitration can select an arbitrator with specific knowledge of and experience in construction, a knowledge base that judges and jurors will typically lack.

Flexibility: Unlike trials, which must be scheduled on an overbooked court calendar, arbitration hearings can usually be scheduled around the availability of the parties.

Privacy: Arbitration proceedings are private rather than public.

Cons of Arbitration:

Limited Discovery: There may be limited discovery rights in arbitration depending on terms of the arbitration provision.

Decision is Final: There is virtually no ability to appeal an arbitration award. An arbitration award may be changed or vacated only under very limited circumstances. Since the procedure of an arbitration is informal and based in large part on the parties' contract, problems with procedure do not constitute grounds for changing the award.

Dispute Can Only Involve Parties to the Contract: Because the arbitration process is the result of an agreement between the parties to a contract, other entities who may be involved in the dispute, such as owners, design professionals, and the like, cannot be compelled to participate in the arbitration as they can in litigation unless they are also parties to a contract with a related arbitration provision.

A Court Must Enforce the Arbitration Award: Winning an arbitration award may not immediately end

the dispute. An arbitration award must be converted as a court judgment, which can then be used to collect payment from the losing party.

Mediation

Mediation, in contrast to litigation and arbitration, does not decide the merits of a dispute. Rather, mediation is a formal settlement conference where a mediator works as an intermediary between the parties in an effort to get the parties to reach a settlement. The mediator does not have the ability to force the parties to settle. Mediation is an increasingly popular form of alternative dispute resolution. Many courts will require the parties to mediate the dispute before allowing it to proceed to trial. In addition, the standard AIA contract documents requires the parties to mediate their dispute prior to arbitration.

Pros of Mediation:

Time and Expense: Mediation is relatively inexpensive, especially when compared to litigation. Although effective mediators charge a premium hourly rate for their services, most mediations occur over a one or two day period so the time and expense are much more contained than litigation or arbitration.

Control of the Outcome: Rather than a judge, jury, or arbitrator deciding the dispute, parties to mediation have complete control of how the dispute is settled. As a result, mediated settlements can allow for creative solutions.

Expertise: Mediators are specially trained to facilitate discussions and allow disputing parties to work out their differences. Further, the parties to mediation can select a mediator



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with specific knowledge of and experience in construction, a knowledge base that judges and jurors will typically lack.

Confidential: Mediation is completely confidential. This allows the parties to openly discuss issues without the possibility of public exposure.

Cons of Mediation:


Discovery: If mediation occurs prior to litigation or arbitration, the parties may not have had the opportunity to learn all of the relevant facts and will have had no opportunity for formal discovery. The parties limited knowledge of the facts at that early stage may inhibit the ability to reach a resolution. Alternatively, if mediation occurs later in the litigation, after discovery has been completed, the parties will be more fully informed about each side's case, but will have lost a significant cost savings by having to spend the time and money to go through discovery.

Potential Lack of Finality: Mediation is a non-binding process; therefore, if the dispute is not resolved in mediation, the parties may still have to resort to litigation or arbitration.

Conclusion

Contractors should consider all of the factors, both pro and con, when negotiating the dispute resolution provisions of a contract. It is not likely that a contractor will be able to completely rewrite the dispute resolution provisions of a contract, but a contractor may have the ability to shape the process of dispute resolution. Because mediation is relatively inexpensive, it is advisable to include mandatory pre-suit or pre-arbitration mediation provisions in your contract. Disputes can often be resolved in a pre-suit mediation and save the parties significant costs and fees that would otherwise be incurred in litigation or arbitration. ▼

1. American Arbitration Association, Construction Industry Arbitration Rules, <http://www.adr.org/si.asp?id=6425>



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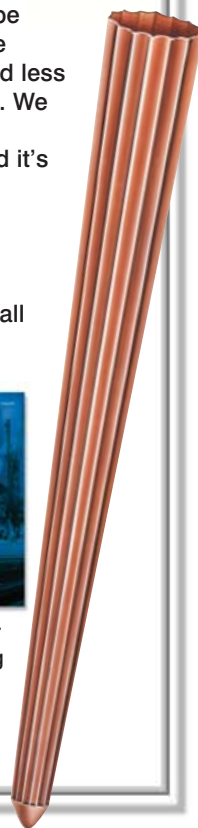
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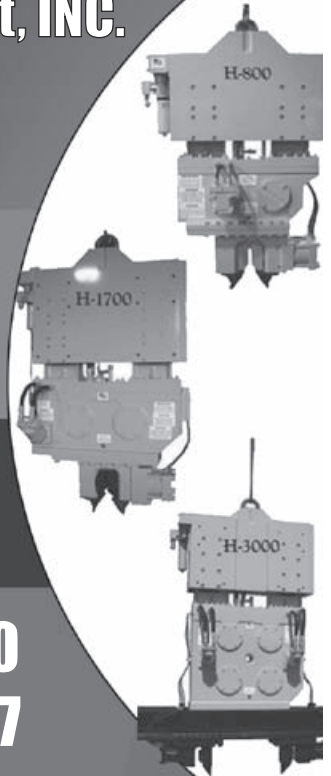
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17,000 Tons of Sheet Piling for Panama Canal Expansion

By L.B. Foster and Gerdau

L.B. Foster Company supplied 17,000 tons of sheet piling to the Panama Canal Authority (ACP) for use in the construction of the new Panama Canal Expansion. The sheet piling was manufactured by L.B. Foster's strategic piling partner, Gerdau, for use in the excavation of the Pacific Access Channel and the construction of the Borinquen Dam. These will be integral parts of the Panama Canal Expansion and provide navigational access to the Gaillard Cut via the new Pacific Post-Panama Locks.

Gerdau manufactured PS 31 flat steel sheets in lengths of 56 ft. to 69 ft. and PZC™ 26 Z-type sheet piling in 49 ft. lengths for the project. The innovative PZC sheet piling was domestically rolled to be wider, lighter and stronger than typical Z piling. The PZC design maximizes production, minimizes the amount of required steel and increases strength per pound. Gerdau's patented PZC sheet pile also provides a superior ball and socket interlock to encourage construction efficiency. A total of 10,679 steel sheets were produced at Gerdau's facilities in Petersburg, Virginia and Midlothian, Texas for this historic project.

L.B. Foster's piling staff developed the logistics plan for this unique project and supervised each step of the delivery process to make certain the material was professionally staged on site and on time. L.B. Foster also provided technical consulting regarding the fabricated connectors and detailed storage schematics for the material laydown area. The storage area's specifications required adherence to the site's load carrying capacity and environmental requirements. "As with other deliveries to international locations, the sophisticated logistics required for the shipment of 17,000 tons of piling from mid-state Virginia and Texas to the middle of Panama are considerable," noted David Maedgen, Gerdau Piling Sales Manager.

"ACP acted independently of the contractor in this purchase to minimize costs and pre-stage the material for the PAC-4 construction contract," said Jim Wiehage, Houston/

International Sales Manager for the Construction Products Group within L.B. Foster Company. Gerdau and L.B. Foster teamed to assure the piling moved expeditiously by rail and truck to US ports, by ship to an Atlantic terminal near Colon, Panama and then by trucks to the jobsite. The shipment required special logistical considerations that included 161 rail cars, four ocean-going vessels, 880 truckloads, customs approval and environmental concerns with regard to stacking timbers.

The sheets were shipped to the Industrial Terminal at the Port of Houston and transferred by Gulf Stream Marine from rail cars and trucks to the vessels. Intermarine provided ocean freight service from Houston, Texas to Colon. Upon arrival at the Manzanillo International Terminal (MIT) the steel sheets were loaded onto stretch truck trailers for shipment to the final laydown area near the construction site. UP Cargo, Inc, Transporte Illa, S.A, Transporte GAVISA and Panama Landbridge Corporation provided truck transport from MIT to the ACP storage location near the Pedro Miguel Locks. Ingenieria Continental, S.A. (ICONSA) offloaded and stacked the material at the staging site so that all lengths could be accessed depending on the contractor's specifications.

The Joint Venture of Richard Goettle, Inc. and ICONSA were selected as the pile driving contractor by the PAC-4 Consortium because of their extensive experience in cellular cofferdam construction and Panama Canal contracting. The construction company produced nine cofferdams on land using a template consisting of a stick-built steel frame. The risk of encountering artificial obstructions buried along the alignment of the land cofferdams was mitigated by pre-excavation to several meters below ground level. This preventive measure paid off, as a significant quantity of artifacts such as rail, railway accessories and other construction debris dating from the construction of the Panama Canal 100 years ago were dug out.

(Continued on page 81)

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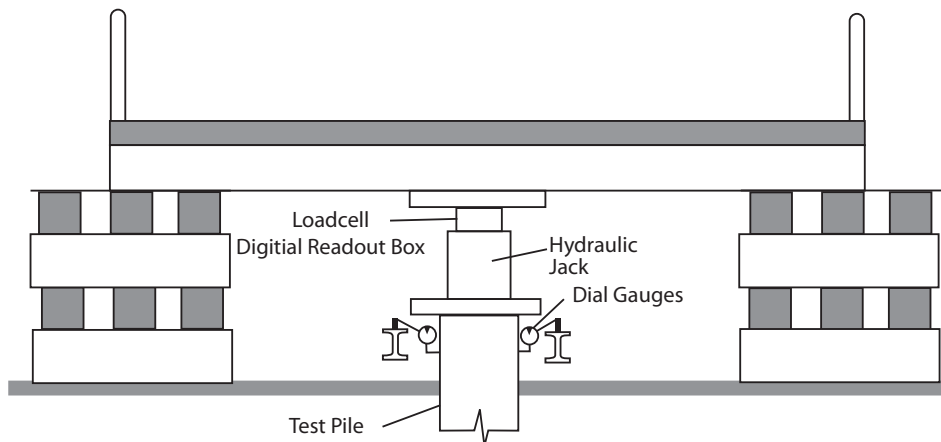
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They also constructed forty-nine cofferdams on water using floating templates spudded onto location. The sheet piling in cells were installed in three stages: First, the sheets were driven using hydraulic vibratory hammers to penetrate the overburden; then hydraulic impact hammers were used to drive the sheets to refusal at the energy and blow count specified in the contract. The piling in the land cells achieved the refusal criteria before reaching the tip elevation requirements. A change order was then issued to drive the sheets with a larger, single-action diesel hammer to a new energy and blow count criteria to achieve greater penetration. The owner required complete pile installation records. A total of 9,647 sheets were driven to refusal with blow counts and cutoff lengths recorded.

"Everyone gave 100% plus to make this project an example of what can be achieved when all parties and personnel work as a team," said Alvaro Chong, Follow-up & Control Team/(IAPC) Project Administration Division, Department of Engineering and Program Management/Panama Canal Authority. The canal project will allow ultra-large intermodal ships traveling from Asia to continue by sea to the US East Coast, rather than unloading containers on the West Coast and continuing freight by rail or truck across the United States. These larger vessels will have 2.5 times the cargo capacity of the current container ship that navigates the canal. The wider and deeper channel will also require expansion of US ports to accommodate the larger intermodal ships.

"L.B. Foster was proud to join with Gerda and ACP to supply construction

materials for such a monumental effort and to participate together in this historic project," said Don Foster, Senior Vice President of L.B. Foster's Construction Products Group. "Port owners, designers and contractors can also rely on L.B. Foster and Gerda for our piling solutions, such as combi-wall and OPEN CELL® structures, to modernize ports to accommodate the new traffic made possible by the Panama Canal expansion," continued Foster. ▼

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