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In October 2012, Hurricane Sandy hit Liberty Island, home to the Statue of Liberty. The 12-acre island was no match for Sandy. All of the docks, promenade and ancillary structures around the island were heavily damaged. EIC Associates, Inc. was contracted in April 2013 to replace the 7,000 sq. ft. service dock on Liberty Island – and they only had a few weeks to get it all done. Read the project spotlight, starting on page 112.

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Cover photo: Courtesy of EIC Associates, Inc.  
TOC top photo: Courtesy of Russell Marine LLC



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# PILEDRIVER

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## Count on PDCA

By Mike Justason, President, Pile Driving Contractors Association

**A**s we enter the second half of 2014, I am happy to report that PDCA has achieved an admirable 95-plus percent membership renewal. This is a testament to the strength of our educational programs, our increased industry presence and our active committees. I offer my sincere thanks and congratulations to all our returning PDCA member companies.

### Relying on PDCA

If you are reading this message, then it is probably a safe assumption that you are a PDCA member... and if you are, then I would like to present you with a question: Have you ever been involved with a piling project where you've been frustrated by the lack of knowledge on the part of an owner, designer, inspector, general contractor or even another piling sub-contractor? I think we all have! Well, there is something you can do as a PDCA member to help minimize these types of project frustrations – encourage others to join PDCA! There is no better way to learn about our industry than attending our fantastic events. Our programs move throughout the United States and Canada, and our instructors and speakers are the top industry experts.

This past month, PDCA partnered with the Vancouver Geotechnical Society to host a one-day educational program for pile driving inspectors. This course is a great example of just one of the ways PDCA is

helping to make piling projects run smoothly. Would you prefer to have an inspector who's been through our training course or one who has not? Our instructors for this course were Mr. Bill Marczewsky, current PDCA treasurer, and Mr. Pat Hannigan, long-time PDCA director. We can all benefit from the experience of other members, but especially from experienced practitioners like these two gentlemen.

Becoming a member of a local PDCA chapter is another great way to get involved in our organization. There are seven local chapters: South Carolina, Mid-Atlantic, Northeast, Gulf Coast, Pacific Coast, Florida and Texas. Chapter events provide an excellent opportunity to network within your geographical area. Chapter events range from evening social events to full-day technical seminars, and just like our PDCA national events, these local events have a good mix of engineers, equipment and material suppliers, owners and contractors. So get out there and meet them!

### R&D connections

There is a new topic that I would like to bring to your attention as PDCA members. We often talk about member benefits, and these benefits are numerous; however, there is a new PDCA initiative that could be of *significant* benefit to member companies: help with your company R&D. The idea is that PDCA will connect your company to

(continued on page 6)





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a university professor to help you complete your R&D projects. R&D is what keeps our products, services and materials ahead of the competition, but in our day-to-day business it can be difficult to find the time and money to explore our ideas. Together with a university partner (who has time and money – yes, money!), your next big technological breakthrough might be just around the corner. Please contact PDCA if you have a research project that you need help with; we are building a network of university contacts and I'm sure we can find a match for you.

**IFCEE 2015**

Another topic that deserves mention is the BIG industry event planned for next March: the International Foundation Congress & Equipment Expo (IFCEE) 2015 in San Antonio, Texas. This event will replace PDCA's annual conference for 2015, so I would like to encourage all members to attend. IFCEE is a cooperative venture between the Association of Drilled Shaft Contractors, the Geo-Institute of the American Society of Civil Engineers, the

**Have you ever been involved with a piling project where you've been frustrated by the lack of knowledge on the part of an owner, designer, inspector, general contractor or even another piling sub-contractor?**

Deep Foundations Institute and PDCA. Preparations for this event are well underway. Early exhibitor registration (both indoor and outdoor) is already ahead of original expectations, so if you plan to exhibit at this event I encourage you to register soon! I don't want any PDCA members to be left without a spot. I would also encourage you to have a look at the short-courses offered prior to this event. These courses are a great opportunity for both new and experienced people to learn from the experts. A number of short-course instructors are well-known PDCA members so you can be sure the content and the instruction will be top-notch.

**Thank you**

On a personal note, I just wanted to say thank you to everyone who wished me well during my recent unexpected stay in the hospital. The number of PDCA members who took the time to send an email or a card humbled me – it was greatly appreciated.

Lastly, I just want to leave you with the reminder: The next time you are presented with a challenge on a piling project, look around – are the other companies involved in the project PDCA members? If not, encourage them to become fellow members. It is your opportunity to help make our association and industry better. ▼



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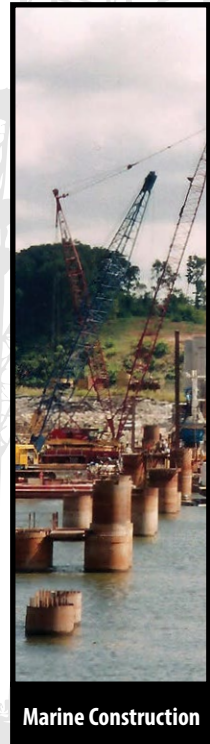
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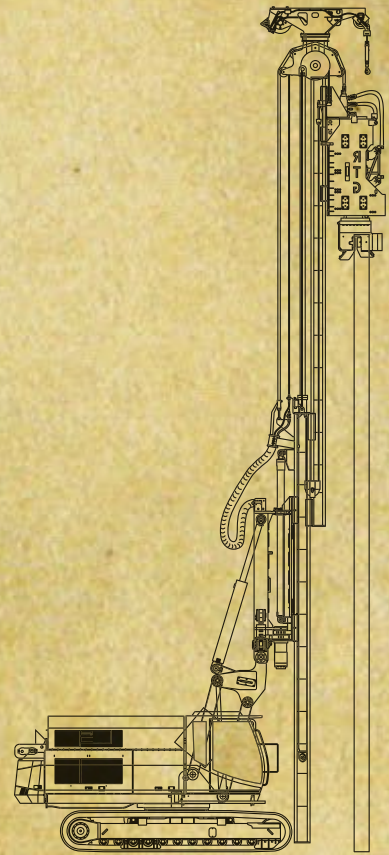
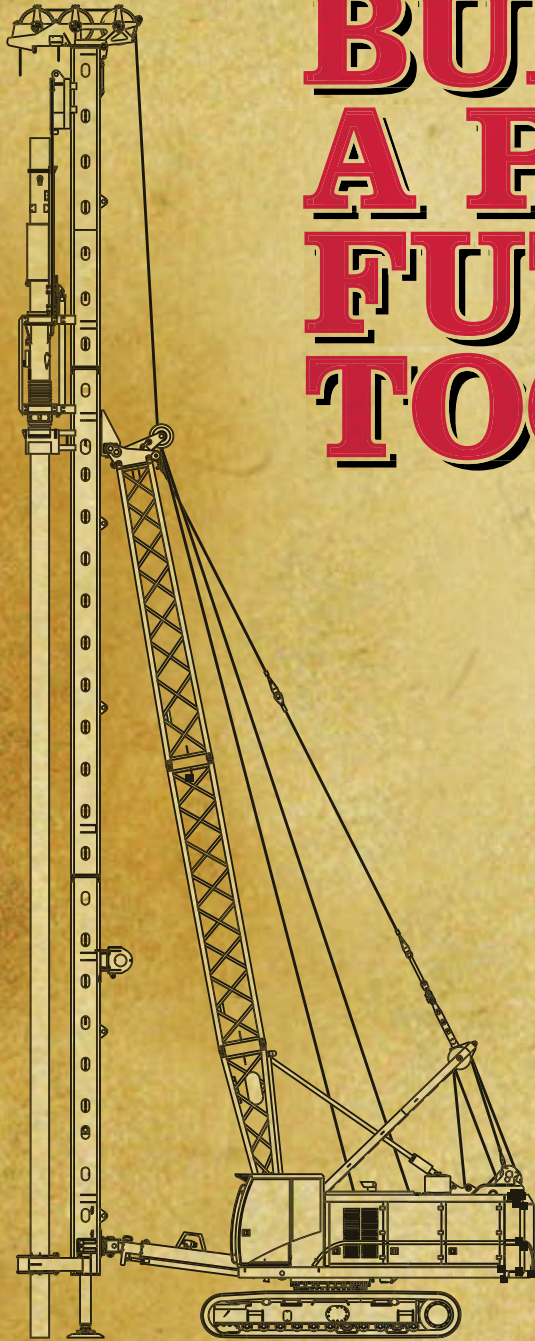
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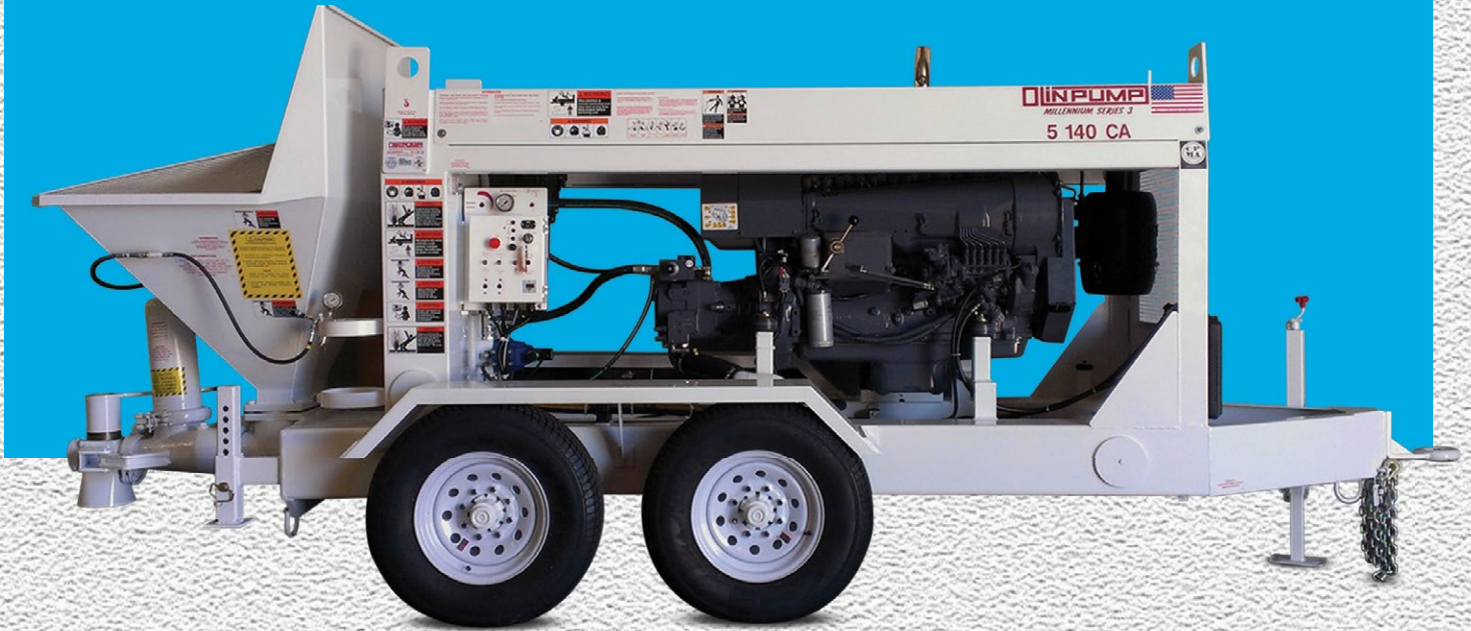
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# Do You Know Your PDCA?

**Becoming familiar with the ways that PDCA can help your business can get you a better return on your investment**



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

**D**o you know what PDCA does? It's a simple question, right? But how many really know how to answer this question – comprehensively identifying all of the benefits and services provided not only to our members, but the extended and positive impact we have on the foundation industry as a whole?

During my years working in association management, I have had the opportunity to learn a lot about companies who belong to associations. One observation I've made is that individuals seek a level of participation that is comfortable for them, which is understandable given the various resources you have at your disposal to dedicate to the association and your own personal comfort level. However, the lack of understanding or knowledge of the benefits and/or services afforded to you as a PDCA member can result in missed opportunities that are only available through your PDCA membership, as well as an incomplete understanding of what PDCA does on your behalf from an industry advancement standpoint.

When we invest money into something, whether it is PDCA, stocks or mutual funds, education, employees or our business,

we expect a certain return on that investment – short-term, long-term or both. ROI – it's a term we are all familiar with and something that should be considered every time we hand a dollar to someone else. The more we know about the investment, the greater our chances of utilizing 100 percent of the opportunities afforded through that investment and the greater the opportunity to make a positive impact from the return. Your membership in PDCA is no different.

## What does PDCA really do for you?

So, let's talk about your opportunities as a member of PDCA and what PDCA does. For those of you reading this who are not members of PDCA, perhaps you will now consider membership as a way of accessing all the services and benefits, while supporting an association whose mission is to “promote driven piles and provide exceptional support and services to our members.”

## Information

An important part of what PDCA does for its members is providing access to information. Our magazine, *PileDriver*,



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seeks articles from a variety of sources on a multitude of topics, including recent advancements in technology, equipment, safety, legal precedence, contract/business law, insurance and more. What if you read an article about axial or lateral load tests, negative skin friction (downdrag), soil/pile set up or load testing instrumentation that you could use to make the case for driven pile instead of an alternate foundation system, or that provided a more cost-efficient approach to the owner's project? What is your ROI if you are successful?

It also serves to invest your efforts into getting your company in the magazine. Project Spotlights in *PileDriver* are not just a way to advertise a member company's project (although they do a good job of that), but they provide the reader with inside information about ways in which challenges can be overcome, how environmental issues have been mitigated, how the use of unconventional or different approaches can be successfully applied to your project, how the selection of alternative materials or equipment may give you a competitive edge or when proven engineering gives you alternatives to project consulting, design or construction.

Over 3,000 copies of *PileDriver* are issued to subscribers quarterly. I have indicated in the past that the trade publishing industry calculates that approximately 3.5 individuals read each copy of the magazine. So, if we conservatively estimate each copy of *PileDriver* is read by three people (just to make the math easy), that's 9,000 people who know more about your company and its capabilities than they did before the issue hit their desk.

The same logic applies with the Member Profile articles and Member News in *PileDriver*. Do you want 9,000 readers to know more about your company's capabilities, or tell the industry about events that are happening within your company?

All PDCA members can participate in these programs just by calling the PDCA office and telling us you want to be scheduled for an upcoming edition. How much does it cost for a PDCA member to participate in any or all of these benefits vs. the going rate for a PR firm – nothing, \$0.00. It's a free benefit of PDCA membership – how's that for ROI potential?

### Education

Over the past three to four years, PDCA has greatly expanded its education portfolio of course offerings.

PDCA's **Design and Installation of Cost-Efficient Piles (DICEP)** conference has always been an engineering-focused program and continues to be so today, but it also presents relevant and topical information to everyone in the pile driving industry. How many are attending and learning more about driven piles through this exclusive PDCA conference? On average over the past three years, 110 attend this conference each year.

**Load Resistance Factor Design (LRFD)** has been presented to the engineering community, DOT and counties four times in the past three years. The design platform is now required for use by designers using federal funding and is growing in acceptance in all civil engineering and heavy construction industries.

PDCA continues to present the **Pile Driving Inspectors course**, most recently this past June in Vancouver, B.C., Canada.

PDCA presented the **Pile Load Testing Options course** again in August, which provided detailed information on the various pile load-testing methods, including static, rapid and dynamic load testing. Additionally, Van Komurka, a PDCA member from Wagner Komurka Geotechnical Group (Cedarburg, Wis.),



**So, if we conservatively estimate each copy of *PileDriver* is read by three people (just to make the math easy), that's 9,000 people that know more about your company and its capabilities than they did before the issue hit their desk.**

presented a comprehensive overview of pile load testing – why to load test, methods and types, as well as how a properly designed load test can provide substantial economic benefits.

In September 2014, PDCA and the Connecticut Department of Transportation will offer a one-day seminar titled **Design and Construction of Steel Sheet Piling Structures**. This course will be presented by Richard Hartman, Ph.D., P.E. from Hartman Engineering. He will cover topics ranging from design concepts to practical field problems as well as recent product advancements in the design and manufacturing of steel sheet piling.

As of this writing, PDCA – in cooperation with Pile Dynamics, Inc. – has provided Certificate of Proficiency to over 235 individuals in North and South America and almost 200 worldwide through the **Dynamic Measurement and Analysis Proficiency test**. The testing program is conducted in conjunction with a one-day seminar on Deep Foundation Integrity Testing and Wave Equation Analysis and a two-day High Strain Dynamic Foundation Testing workshop.

PDCA continues to partner on the educational front with associations such as GeoInstitute of ASCE and G-I Branches and Sections, the Structural Engineers Association, Deep Foundations Institute and the managing groups from the International Foundation Congress and Equipment Expo (IFCEE), which will be held at the J.W. Marriott San Antonio Hill Country in San Antonio, Texas in March 2015.

In 2015, PDCA will present the eighth biennial **Professors' Driven Pile Institute (PDPI)** at Utah State University in Logan,

Utah. Over 170 professors, who teach foundation engineering at colleges and universities across the nation, have attended this weeklong intensive program about driven piles. This translates into over 24,000 current and future engineers who have been exposed to driven piles as an exceptional choice for their foundation designs. This program has often been referred to as one of the most important programs PDCA does for our industry and members – a standard by which all “teach-the-teacher” programs are judged and one of the best ways to ensure progress and strength in our industry for the coming years.

### **Networking opportunities**

What else does PDCA do for its members? It brings the greatest resource of this industry together – people!

There are many ways to network with your peers as a member of PDCA. During our annual conference, members are given the opportunity to network over a three-day period, learn about new technologies, material, equipment, services and more. But you don't just have the opportunity to learn about new things, make new friends/clients, and listen to topical and relevant presentations by industry experts; you have the opportunity to do business. Yes, invest in the annual conference and potentially come away with a job. I have had plenty of members tell me they got jobs simply by attending the conference.

You don't have to be an exhibitor or attendee to take advantage of the networking potential available to you as a PDCA member. Got a question? Use the “Ask PDCA” function on the





## PDCA supports the formation of chapters and it might be easier than you think – ever thought about starting a PDCA chapter in your area?

PDCA's website ([piledrivers.org](http://piledrivers.org)) and get responses from the experts. PDCA is an international association and help is available from worldwide sources. No one is worried about revealing a "local" competitive advantage if someone from the East Coast asks a question and someone from the West Coast answers it (or Canada, Brazil, Ecuador, Finland, Germany, Ireland, the Netherlands, New Zealand, Puerto Rico, Shanghai, the United Kingdom or Venezuela!).

And if someone is looking for you (or a company like yours), they can find your company, contact information and what you do through the "Find Members" section of the PDCA website or the annual membership directory.

### Get involved: PDCA committees

Have you joined a PDCA committee? PDCA has several committees and all are established to accomplish different objectives. You or any employee from your company can get involved in any committee – Education, Technical, Communications, Membership, Market Development, Safety/Environmental, Research and Scholarships. You don't have to be an expert, just someone willing to contribute, learn and participate. Committee members have three advantages: one, they can learn from other committee members; two, they can share information they have and teach others on the committee; and three, there are ample opportunities to network.

### Get involved: PDCA chapters

Have you joined a local chapter? PDCA has seven to serve you – Northeast, Mid-Atlantic, South Carolina, Florida, Gulf Coast, Texas and Pacific Coast. None in your area? PDCA supports the formation of chapters and it might be easier than you think – ever thought about starting a PDCA chapter in your area? Contact us in the national office and we will help you start the ball rolling.

### Working with public agencies

PDCA develops relationships with public agencies that have a direct impact on your business. Over the years, I have seen PDCA work with the Federal Highway Administration (FHWA) in a positive way, offering the resources of PDCA in support of federal initiatives. PDCA worked diligently with AASHTO to review, revise and have approved the design and installation specifications for driven pile. The PDCA Technical Committee is currently working on revisions to the IBC code, Chapter 18: Soils and Foundations and will present 107 changes to the International Code Council (ICC) for consideration. This enormous undertaking has been supported with additional input provided by other industry organizations and experts, giving this effort considerable credence when presented to the ICC. Whether or not you work in the federal or state environment, this work by PDCA and its members will impact your business – some more immediately than others, but all will eventually be impacted by the public agency relationships fostered by PDCA and work that the association has done at this level.

### Knowing PDCA and helping us grow

You know PDCA does a lot, but now hopefully you know a little more about what your association does. However, let's not stop here. Have you ever wondered what PDCA can do for you and swept it aside, saying, "They don't do that"? Are you sure? Sometimes PDCA doesn't do things that we should be or could be doing. If you think of something PDCA can do for you, contact us. I guarantee we will not sweep it aside. If at all possible, we will accommodate your every need and do it with enthusiasm because that's why we are here and that's what PDCA does.

PDCA exists to benefit you and your company – please help us do that! ▼

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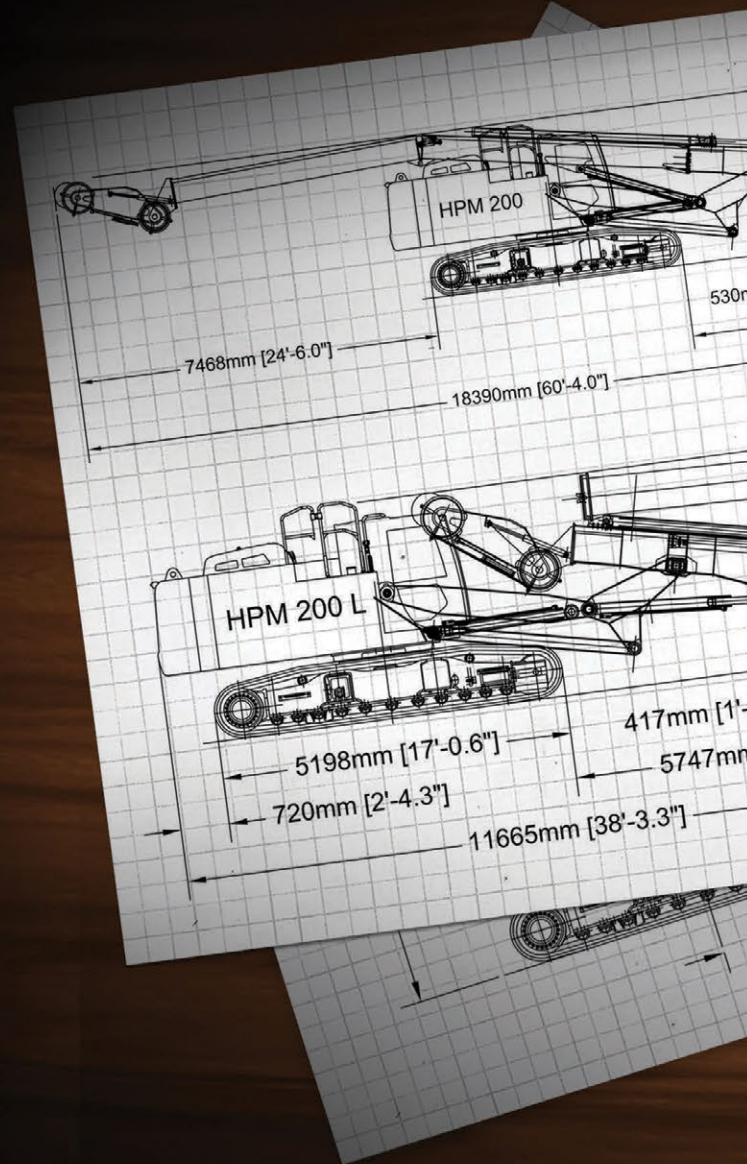



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Manufacturer and Supplier of Foundation Equipment

# BUILDING A FOUNDATION OF STRENGTH



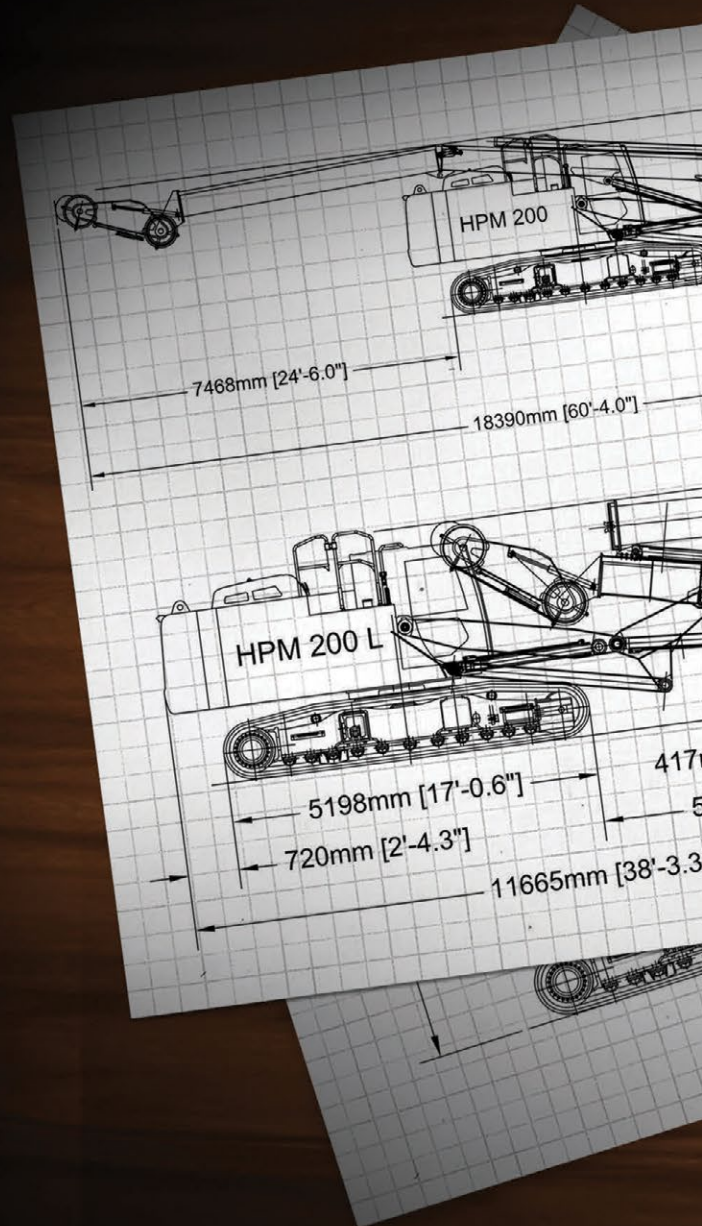
**Giuseppe Cartechini**

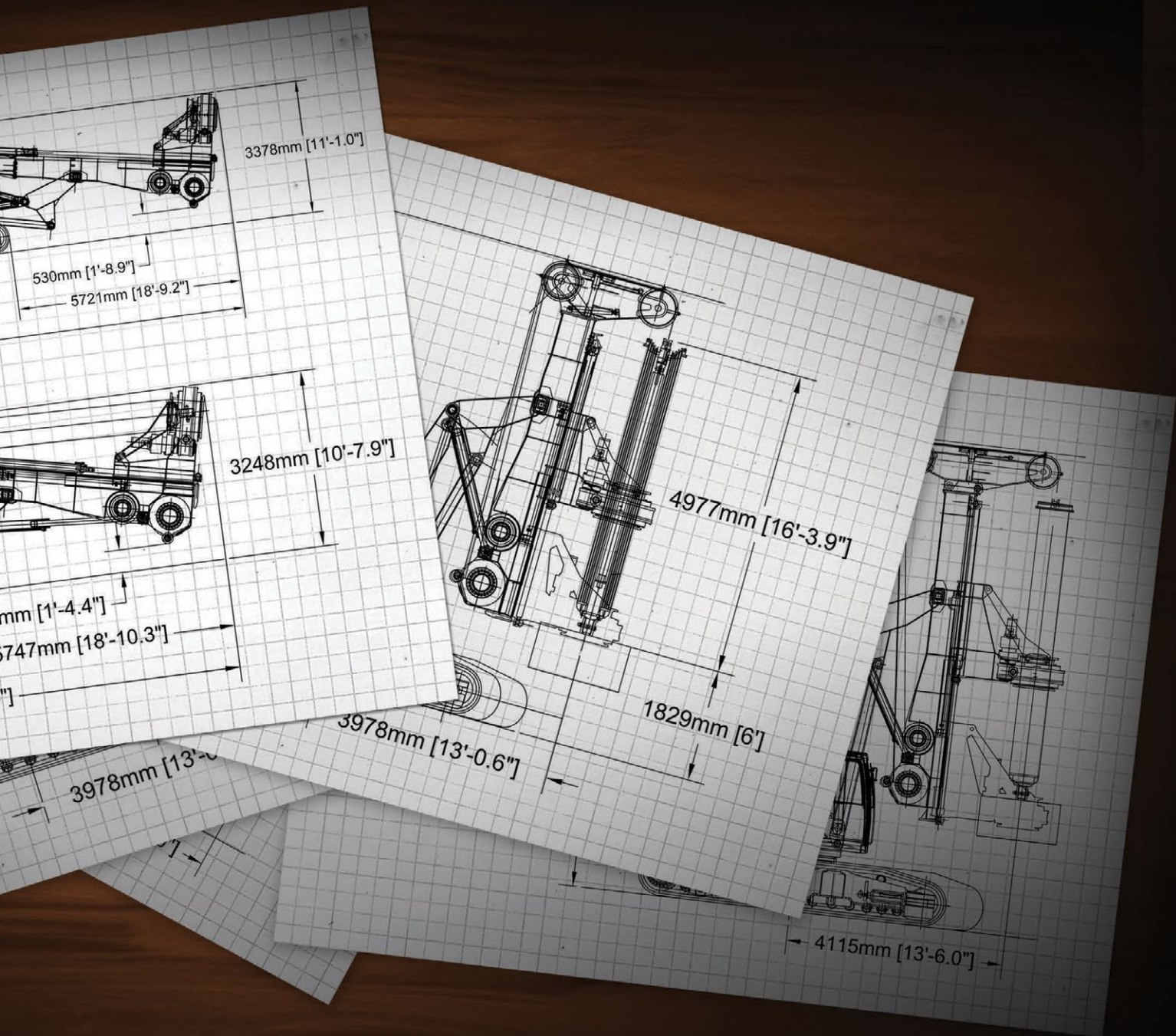
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# REIGN SUPREME



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# STR

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**Discover how the Sonic Side Grip and STR can transform your business. Call us today to find out more about ordering your product.**



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# REIGN SUPREME



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## STR

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Be the most versatile player on the worksite with the new Self-Contained Track Rig (STR). While other machines in its class can perform only one function without the ability to switch tools, the STR tops them all by easily converting from the Impact driver to the Vibro driver to the drill tool when installing small piles for solar or other applications. One machine with the flexibility of three tools right at your fingertips makes you the MVP of any worksite.

**Discover how the Sonic Side Grip and STR can transform your business. Call us today to find out more about ordering your product.**



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# 2014-15 PDCA Officers, Directors, Committee Chairs & Members

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# Load Cells

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**Safety and Environmental Committee Chair Open**

**Members:** Bo Collier, Dave Coleman, Dermot Fallon, Erich Kramer, Joe Klaas, Kevin Shannon, Matt Houston, Mike Moran, Stephen Heilker, Buck Darling, Eric Hendriksen, Mark Miller, Michael Morgano, Warren Waite, Rusty Signor

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**Market Development Committee**

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**Members:** Anna Sellountou, Casey Jones, Dave Chapman, Eric Hendriksen, Randy Dietel, Mike Kelly, Andrew Verity, Garland Likins, Marvin Phillips, Gerald Verbeek, Van Komurka, Billy Camp, Mike Justason, Michael Wysocky, Don Robertson ▼



# MEMBERSHIP BENEFITS

## The Pile Driving Contractors Association & You

### **Governance, Board of Directors, Committees and Chapters** **PDCA Governance, Committees and Chapters**

The PDCA's direction, growth and success is a direct result of an involved membership. The association is directed by a dedicated Executive Committee and Board of Directors, who establish PDCA's short and long-term goals and objectives through a comprehensive Strategic Plan. The Strategic Plan is reviewed and revised each year by the Executive Committee and Board of Directors during the Annual Tactical Meeting.

Implementation of the Strategic Plan Focus and Strategies is a team effort between the Board of Directors, Committees and staff.

### **Governance**

**Executive Committee:** The Executive Committee consists of the Association's Officers, including the President, Vice President, Secretary, Treasurer and Immediate Past President. The Executive Director serves on the Executive Committee in an Ex-Officio, non-voting capacity.

**Board of Directors:** The Board of Directors consists of the Association's Officers and nine elected member Directors. Directors can be Contractor, Associate and Engineering Affiliate members.

### **Committees**

PDCA Committees include the following, as well as the function they perform:

**Education:** Responsible for the development of all educational programs, including annual conference general sessions, seminars and workshops. Responsible for development and maintenance of relations with educational institutions. Responsible for promoting driven pile research and technical papers and the presentation of such information at appropriate venues.

**Technical:** Responsible for technical information and applications impacting the driven pile and deep foundations industry. Responsible for developing and maintaining relations with public and private entities involved in issues impacting driven pile or deep foundations. Responsible for developing and maintaining PDCA-produced design and installation specification documents.

**Communications:** Responsible for establishing editorial guidelines, acquisition, assembly and review of all editorial content of *PileDriver* magazine, annual directory and calendar. Responsible for the functionality of the PDCA website and distribution of the PDCA E-Letter.

**Membership:** Responsible for membership development and member retention and issues impacting the continued growth of the association.

**Market Development:** Responsible for promoting the different pile types and monitoring trends in the market. Responsible for site selection of the annual conference sites, assembly of social programs for the annual conference and promotion of conferences.

**Safety and Environmental:** Responsible for the dissemination of information relevant to safe work practices and for monitoring and reviewing regulations and legislation impacting the driven pile industry. Responsible for monitoring environmental issues related to the driven pile industry.

**PDCA Chapters:** Responsible for providing an exchange of information between chapters and national PDCA. Designed to enhance opportunities to create growth, strength and collaboration in advancing PDCA at the chapter and national levels.

PDCA members are encouraged to participate on one or more committees. Participation is voluntary, but committee members are encouraged to participate on a consistent basis.

Those members desiring to serve the

association at the Executive Committee and/or Board of Director levels are offered the opportunity as existing members rotate off.

### **PDCA Chapters**

The PDCA encourages the formation of local PDCA Chapters. Local chapters provide regional representation and advocacy for the driven pile industry and those companies doing business within the chapter's jurisdiction.

Chapters also provide an opportunity for its members to network through business meetings, educational programs and social activities.

Current PDCA Chapters include Northeast, Mid-Atlantic, South Carolina, Florida, Gulf Coast, Pacific Coast and Texas.

### **Education and Networking**

#### **PDCA Education: Conferences, Seminars and Workshops**

The PDCA offers relevant, topical and cutting-edge educational programs throughout the year.

**Annual Conference:** The PDCA Annual Conference is held each year, generally in April. This internationally-recognized conference provides a forum for experts from industry, private business, government and academia to discuss key trends and issues within the driven pile industry with those who rely on information and technology to improve their business.

**Design and Installation of Cost-Efficient Piles (DICEP):** Held each fall since 2000, this exclusive PDCA program presents modern approaches to maximize Efficiency, Effectiveness and Economy (E<sub>3</sub>) of driven piles through a series of engineering focused presentations. DICEP is designed primarily for geotechnical, structural and civil engineers, but presents rel-

evant information for contractors and other firms or individuals who support, conduct business or are associated with the deep foundations, earth retention and/or the driven pile industry.

**Professors' Driven Pile Institute (PDPI):** This intensive week-long program is designed to instruct engineering educators in all aspects of driven pile installation, design and quality control. This program blends practical, real world construction knowledge with academics. The PDPI has been attended by more than 150 university and college representatives who teach driven pile applications in an academic environment. The program is held at Utah State University every other year and is funded 100 percent by the PDCA and its members.

**Deep Foundation Dynamic Testing and Analysis:** The PDCA, in collaboration with Pile Dynamics, Inc. conducts several Deep Foundation Dynamic Testing and Analysis seminars and workshops annually. Each seminar or workshop generally includes information on deep foundation integrity testing, wave equation analysis, high strain dynamic foundation testing. This course is designed primarily for individuals involved in the design, construction and specification of deep foundations; as well as foundation testing professionals, professors and students already familiar with the basic concepts of deep foundation dynamic testing and analysis.

The PDCA also provides the Dynamic Measurement and Analysis Proficiency Test designed to reflect the user's level of knowledge and ability, which is then indicated in a "Certificate of Proficiency." Individuals who qualify to support dynamic measurement and analysis testing are listed on the PDCA website as a reference for end-users.

**Pile Driving Inspectors Course:** This one-day course is designed for those who inspect pile-driving operations during construction of foundations and major structures. The course presents information on the inspector's role, hammers and installation equipment, pile types, contractor's submittal and review process, establishing PD criteria, record-keeping and monitoring and common problems. This program is supplemented by state DOT personnel and their local practices in the state in which the program is offered.

**Pile Load Testing Options:** This one-

day course discusses the benefits of a well thought out, quality load test program to provide an overall economic advantage and provide data to maximize the efficiency and effectiveness of a pile load test schedule. The seminar concludes with presentations by manufacturers of the various dynamic and static pile load testing options available in today's industry.

**Driven Pile Load Resistant Factor Design (LRFD) Design and Construction Workshop:** The application of the Load Resistant Factor Design (LRFD) platform is now required for use by bridge and structure designers using federal funding. This policy requirement applies to all surface transportation features including bridges, tunnels, earth retaining structures and miscellaneous ancillary structural features. The goal of this workshop is to improve and enhance the competitiveness of driven piles by communicating and demonstrating the correct and appropriate application of the current (5<sup>th</sup> Edition) AASHTO LRFD design and construction specifications for structural and geotechnical limit states.

**Joint seminars and cooperative support:** PDCA works with other organizations such as the Edmonton Geotechnical Society, the Calgary Geotechnical Society, the GeoInstitute of American Society of Civil Engineers, DFI and ADSC.

### Communications, Business Networking and Client Development

**Communications**  
**PileDriver Magazine:** Produced on a quarterly basis and distributed to over 3,000 subscribers, *PileDriver* provides current industry trends, information about upcoming events, the latest in technology, case histories and legal topics relevant to the pile driving industry. The magazine also features PDCA member profiles and project spotlights. *PileDriver* has become the premier publication for the deep foundation industry. PDCA encourages article submissions, always at no cost to the author.

**www.piledrivers.org:** The PDCA website is an expansive resource to anyone seeking information about the PDCA, PDCA members or the pile driving industry in general. The site includes information on the benefits of driven pile, membership, advertising, leadership and commit-

tees, chapters, events, publications, gallery, reference links, news and the PDCA Store. Visitors to the site can search for member companies or services and products by State or Region; visitors can also download data on Noise and Vibration and the PDCA Installation Specification for Driven Pile (PDCA Specification 103-07 – Private Work).

**E-Letter:** The PDCA distributes an electronic newsletter on a monthly basis. The E-Letter is designed to keep you up-to-date on all PDCA upcoming activities and events. It also includes a "Members On the Move" section that reports "press release" type information on PDCA member companies.

**Membership Directory:** Produced annually, the Membership Directory provides a listing of all PDCA member companies, including the company name, main and optional employee contacts, address, phone, fax, email, website and a description of work performed by the company. Companies can also elect to have their logos included with their company information.

**Calendar:** Produced annually and distributed in November with pages from December to December, the calendar lists all upcoming PDCA activities that have been scheduled at the time of printing.

### Business Networking and Client Development

Membership in the PDCA offers numerous opportunities to conduct business networking and client development at every conference, educational program, committee meeting and social function with individuals who share a common interest – pile driving and the pile driving industry. Networking opportunities exist not only between PDCA member-to-member, but also relationships developed between PDCA and public agencies, such as FHWA, AASHTO, Corps of Engineers and State DOTs. The PDCA also maintains liaisons with other industry associations, working with them on issues of mutual concern.

Whether it is member-to-member or member-to-guest, through conferences, educational programs or committee participation, the opportunity to develop new client relationships is ever-present. The chance to strengthen relationships with old clients or just re-connect with old friends is also part of the PDCA experience. ▼



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# THE PILE DRIVING CONTRACTORS ASSOCIATION 2014 MEMBERSHIP APPLICATION



## Step 1: Company Information

Company Name: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State / Province: \_\_\_\_\_

Zip / Postal Code: \_\_\_\_\_ Country: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Company Website: \_\_\_\_\_ Contact Email: \_\_\_\_\_

## Step 2: Select Membership Type - Check the box that corresponds to your "Membership Type".

**Contractor Member** – General or Specialty contractor who commonly installs driven piles for foundations and earth retentions 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 PDCA members or the pile driving industry in general.

- 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 Company desiring membership in a single local chapter. A firm that only serves the chapter's geographical area and whose interest is to support the local chapter. Membership must be approved by the PDCA Executive Committee

**Engineering Affiliate** – Any Engineering company or individual (Structural, Geotechnical, Civil, etc.) involved in the design, consulting, or other engineering aspect associated with driven piles, deep foundations or earth retention systems.

- Engineering Affiliate – 1-5 Offices or an Individual** **\$100.00**  
Engineering Affiliates may list up to 5 individuals per office at no additional charge.
- Engineering Affiliate – 6-11 Offices** **\$90.00**  
Engineering Affiliates may list up to 5 individuals per office at no additional charge.
- Engineering Affiliate – 12+ Offices** **\$80.00**  
Engineering Affiliates may list up to 5 individuals per office at no additional charge.

**Individual Member** – **\$50.00**

Any individual employed full-time by an university or college and teaching Undergraduate or Graduate courses in engineering; or an individual employed full-time by a Government entity.

**Retired Industry Member** – **\$50.00**

Any retired individual who has left active employment and wishes to remain a member. This is a non-voting membership category.

**Student Member** – **\$20.00**

Full-time student enrolled in a Bachelor, Master or Doctoral degree program in construction or engineering at an university or college.

**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: Membership Options

- Professors' Driven Pile Institute Contribution** – **\$200.00**  
Through the PDPI (Professors' Driven Pile Institute), the PDCA provides the nation's leading engineering professors with the expertise to teach engineering students about driven pile advantages. Without question, this program is the standard by which all "teach the teacher" programs are judged and is the best way to ensure the continued progress and strength of our industry for the coming years. The PDCA funds virtually all expenses for the professors, which means a program such as the PDPI is expensive to conduct, but worth every dollar invested. This is a WIN/WIN program. 100% of your contribution goes to help fund this important industry program.
- Optional Employee/Office: Associate & Contractor Members Only (Per Office/Employee Listing)** – **\$100.00**  
All optional employees/offices receive all of the benefits and services provided to the main contact, including a listing in the annual directory and website.
- Premium Upgrade** – **\$225.00**  
Your Company Logo and Website linked from your PDCA website Company Profile listing.
- Company Logo on Website Profile** – **\$25.00**

**Step 4: Member Information** – (Check only the services/products under the Membership type for which you are applying.)

**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"/> List Other Services: |
| <input type="checkbox"/> Deep Excavation         | <input type="checkbox"/> Highway and Heavy Civil | <input type="text"/>                          |

**Associate Members** – check all products and/or services that your company provides:

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Air Compressors & Pumps       | <input type="checkbox"/> Hydraulic Power Packs      | <input type="checkbox"/> Piles, Synthetic Material |
| <input type="checkbox"/> Coatings & Chemicals          | <input type="checkbox"/> Leads & Spotters           | <input type="checkbox"/> Piles, Timber             |
| <input type="checkbox"/> Consulting                    | <input type="checkbox"/> Lubricants & Grease        | <input type="checkbox"/> Rigging Supplies          |
| <input type="checkbox"/> Cushions, Hammer              | <input type="checkbox"/> Marine Drayage             | <input type="checkbox"/> Safety Equipment          |
| <input type="checkbox"/> Cushions, Pile                | <input type="checkbox"/> Marine Equipment           | <input type="checkbox"/> Sheet Piles, Aluminum     |
| <input type="checkbox"/> Cutter Heads & Drill Bits     | <input type="checkbox"/> Materials Testing          | <input type="checkbox"/> Sheet Piles, Steel        |
| <input type="checkbox"/> Design                        | <input type="checkbox"/> Other Structural Materials | <input type="checkbox"/> Sheet Piles, Vinyl        |
| <input type="checkbox"/> Dock & Marine Supplies        | <input type="checkbox"/> Pile Hammers               | <input type="checkbox"/> Structural Steel          |
| <input type="checkbox"/> Drilling Equipment & Supplies | <input type="checkbox"/> Pile Monitoring            | <input type="checkbox"/> Surveying                 |
| <input type="checkbox"/> Drive Caps & Inserts          | <input type="checkbox"/> Pile Points & Splices      | <input type="checkbox"/> Testing                   |
| <input type="checkbox"/> Equipment Rental              | <input type="checkbox"/> Piles, Composite           | <input type="checkbox"/> Trucking                  |
| <input type="checkbox"/> Equipment Sales               | <input type="checkbox"/> Piles, Concrete            | <input type="checkbox"/> Vibration Monitoring      |
| <input type="checkbox"/> Freight Brokerage             | <input type="checkbox"/> Piles, Steel H List        | <input type="checkbox"/> Other Services:           |
| <input type="checkbox"/> Hoses & Fittings              | <input type="checkbox"/> Piles, Steel Pipe          | <input type="text"/>                               |

**Engineering Affiliate** – check all products and/or services that your company provides:

- |                                     |                                       |   |
|-------------------------------------|---------------------------------------|---|
| <input type="checkbox"/> Analysis   | <input type="checkbox"/> Geotechnical | <input type="checkbox"/> List Other Services: |
| <input type="checkbox"/> Civil      | <input type="checkbox"/> Surveys      | <input type="text"/>                          |
| <input type="checkbox"/> Consulting | <input type="checkbox"/> Structural   | <input type="text"/>                          |

**Step 5: Geographic Areas Where Services and Products Are Available** – (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"/> South America | <input type="checkbox"/> Europe | <input type="checkbox"/> Asia | <input type="checkbox"/> Other | <input type="text"/>        |                             |                             |                                 |                                 |

**Step 6: Payment**

Membership Type	\$ _____
PDPI Contribution	\$ _____
Optional Employee/Office	\$ _____
Membership Upgrades	\$ _____
<b>TOTAL:</b>	<b>\$ _____</b>

**Type of Payment**

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

Card Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Name on Card: \_\_\_\_\_ CVV Code: \_\_\_\_\_

Statement Billing Address: \_\_\_\_\_

Signature: \_\_\_\_\_

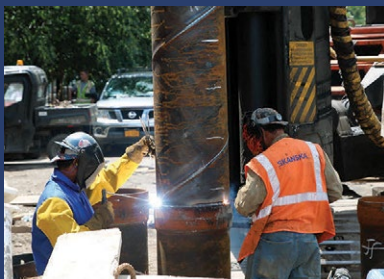
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# Did *You* Know?

## What is the progress so far on the revisions to IBC Chapter 18?

**The PDCA Technical Committee continues to identify changes to propose**

**W**hether out front and visible or quietly working behind the scenes, the PDCA effort to promote and defend the driven pile industry remains constant.

As an example . . .

PDCA's Technical Committee often undertakes the task of reviewing and revising specifications and codes impacting the driven pile industry. When the committee was informed that the IBC Chapter 18: Soils and Foundations was up for review and the code council would be considering revisions in 2015, the Technical Committee began an extensive review of that section of the code. Almost immediately, PDCA began soliciting other industry professionals who are experienced experts in their field for the purpose of collaborating with the committee on proposing improvements/revisions to the current code. Currently, there are 53 individuals serving on the committee, which is chaired by Dale Biggers (Boh Bros., New Orleans, La.). Additional representation on the committee from industry organizations includes members

from the GeoInstitute of the ASCE, DFI, ADSC, ASCE and ASFE.

The PDCA Technical Committee and all involved participate in audio and web conference meetings approximately twice each month. Occasionally, ad hoc committees have been formed for undertaking specific sections of the code that seem to be particularly difficult to address, or that reside in unusual or unique areas of the industry. The recommendations of the ad hoc committees are always referred back to the main committee for final approval. The discussions have been very professional as the committee works through the revisions, some being controversial. However, the broad mix of specialties – pile driving, drilled shafts, helical piles, augercast, micropiles and input from both structural and geotechnical engineers – lends itself well to proposing the best solutions to the revisions. The members are also represented by a broad geographical area, including Washington, California, Utah, Wisconsin, Louisiana, New York, Connecticut, South Carolina, Illinois, Texas and more.

PDCA is now scheduled to submit suggestions and justifications for each change to the International Code Committee in January of 2016. The original due date was January 2015, but the foundation section was recently moved to a different rotation by the Council, hence the later date for submitting the information.

In spite of the unfortunate postponing of the due date, the committee has decided to keep up the momentum and finish all revisions and justifications in 2014. On May 29, 2014, the committee finished Section 1810: Soils and Foundations. The committee has made all changes and written outlines to address justifications for each. Now the committee will proceed with the task of writing the formal submittals of reasons or justifications for each change to 1810, of which there are 107 changes contained within the 31 pages of the code. All proposed revisions must be accompanied by a valid justification to be considered by the Council. While there is no formal project schedule for this undertaking, the committee's goal is to finish by September 2014. ▼

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# New PDCA Members

The following is a complete list of all members who have recently joined PDCA or who have added company employees or offices through the contractor or associate employee membership option listing\*. The association welcomes everyone on the list!

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Fax: 504-821-0714  
www.bohbros.com

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Fred Fuchs  
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Anthony Jacob  
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www.bo-mac.com

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\* For more information on the employee membership option listing, contact PDCA.

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Frank Rausche  
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www.grlengineers.com

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www.gza.com

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Gregory Stelmack

Phone: 561-841-0103  
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# The **ONLY** Sheet-Pile-Driver **M**anufacturer in Bauma 2013 whose products were **STRONG** and **TECHNICAL** enough to complete **ALL** sheet-pile applications until 42 ft. (14m) class.

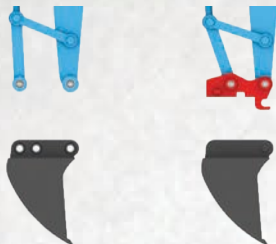
**ONLY** RaMeC has vibrators with “**linear bearing**”, “**centric hit**”, lubrication and cooling of the gearboxes and **100 %** control system to operate the piles very, very **straight**.

**ONLY** RaMeC has a hammer capable to hit **UP** = to extract **stuck** piles.

**ONLY** RaMeC breaker/hammer can hit PDA – **hits** infoundation **PIPE** applications.



RaMeC Side-Grip Vibrator



In 2 minutes with help of the quick coupler -> the operator has RaMeC **UP/DOWN** –hammer (one hammer, but 3 functions:

1. Breaker
2. Sheet-Pile driver/extractor
3. Foundation Pipe driver/extractor



Driving into hard silt or extracting the pile

**IF** RaMeC **Side-Grip Vibrator** cannot complete the job in **silt**, hard **clay** or **extract piles** which have been in the ground for 2-4 months and **stuck** in the ground, in 2 minutes the operator with RaMeC **UP/DOWN** -hammer can finish the job (**read** our job-report, how we “beat **500Kw** piling rig.., or how one man can drives over **2 times** more than a **piling rig** at a lower cost).

**IN ADDITION NO** headroom needed, driving at any angle: even horizontal, pipes/ H-beams/plastic piles, foundation piles, final /PDA-hits, **NO bearing heating**. RaMeC is **NOT** damaging the piles/pipes, **NO** pile wall falling problem to right, **all** piles very straight, and extremely low ground vibration.

**All** these benefits because of “**linear bearing**” and “**centric hit**”.

**RaMeC specialty:** Trench application – 2 men, 1 excavator + quick-hitch + bucket + RaMeC and 18-36 ft. long trench installed in a **day**.

1-2 men and 3000 feet/1000m of Sheet-Pile per day is not a **DREAM ANYMORE**

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# INTERNATIONAL FOUNDATIONS CONGRESS & EQUIPMENT EXPO

## January 2014

- Exhibit Booth Sales Begin
- Sponsorship Sales Open

## October 2014

- Attendee Registration Begins

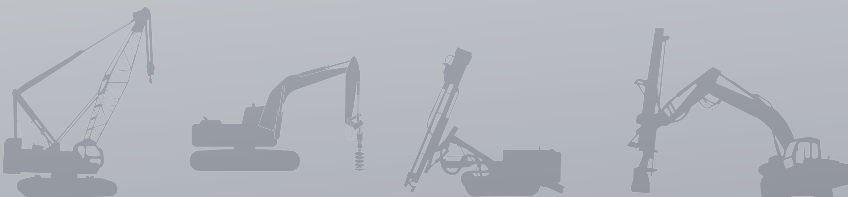


- Networking with Industry Leaders
- Presentations of Reviewed Technical Papers
- Panel Discussions
- Indoor and Outdoor Exhibits
- Short Courses
- Committee Meetings

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**San Antonio, Texas**



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# PDCA Member News



## ▼ GRL ENGINEERS OPENS A NEW OFFICE IN SEATTLE



GRL Engineers has announced the opening of a branch office in Seattle, Wash.

“We are opening this office to better serve the needs of our growing client base in

Washington, Oregon, Idaho and Western Canada,” said Pat Hannigan, president of GRL.

Marty Bixler, one of GRL’s most senior and accomplished testing engineers, will manage the new location. Marty has been with the Florida office of GRL for almost 20 years. As is the case for all other GRL offices, the Washington office will provide PDA services on driven or drilled foundations, integrity testing by low strain, thermal profiling and CSL methods, wave equation analysis, SPT hammer and Becker drill calibration and other specialty services and analyses.

Marty may be contacted at [mbixler@grlengineers.com](mailto:mbixler@grlengineers.com) or 425-381-9690. For more information on GRL testing and analyses, visit [www.grlengineers.com](http://www.grlengineers.com).



Photo courtesy of GRL Engineers

Marty Bixler has been named manager of GRL Engineer’s newest office in Seattle, Wash.

## ▼ SKYLINE STEEL LOOKS INTO EUROPEAN-STYLE STEEL SHEET PILE BRIDGE ABUTMENTS



In many cases, abutment configurations for short span bridges in the U.S. feature a single row of driven H-piles followed by Z-section steel sheet piling to address scour protection. In

North America, it is a common conservative assumption to neglect any axial load contribution from the steel sheet piles in the abutment design. In contrast, it has become common practice in many

European countries to consider the vertical load capacity contribution from steel sheet pile elements and, in some cases, this contribution has been significant enough to replace the bearing piles entirely. Based on the reported successful experiences in Europe, as well as a few completed bridge projects in the U.S., there appears to be a strong potential for safely considering the axial load bearing contribution from steel sheet pile abutments. Given the past success of steel sheet pile bridge abutments, the North Carolina Department of Transportation (NCDOT) has decided to further investigate this concept.

Skyline Steel has been working closely with UNC Charlotte and NCDOT compiling successful sheet pile bridge abutment case histories to learn more about the potential savings in both construction time and overall cost. In addition, there is a need to better understand how the sheet piles interact with different types of soil when vertically loaded to provide design guidance. This study is funded through a research grant to UNC Charlotte (PIs Drs. Miguel Pando, Matt Whelan and Vincent Ogunro).

Phase 1 of the testing for this research project is scheduled to begin this summer and involves full-scale, axial load testing of instrumented sheet pile walls tested in a controlled environment. Phase 2 will include field-testing at a NCDOT bridge project during construction. The results of this study will be available to all once completed.

For more information about this ongoing research project, please contact Dr. Miguel Pando ([mpando@unc.edu](mailto:mpando@unc.edu)) or Doug Ford with Skyline Steel ([doug.ford@skylinesteel.com](mailto:doug.ford@skylinesteel.com)).

Dr. Pando will be a featured guest speaker at PDCA’s 15th Annual Design and Installation of Cost-Efficient Piles (DICEP) conference, which will be held in Salt Lake City, Utah on Thursday, October 9, 2014. Dr. Pando’s presentation, titled “Bearing Capacity of Steel Sheet Pile,” will include up-to-date findings of the UNC Charlotte research project.

## ▼ FORMER PDCA PRESIDENT’S DAUGHTER IS ONE OF THE NEWEST SURFACE WARFARE OFFICERS

PDCA Past President, Buck Darling, and his wife, Inger, are the proud parents of a United States Naval Academy graduate. Lindsey Louise Darling graduated from the Naval Academy in Annapolis, Md. this past May. Ensign Darling is now one of the Navy’s newest Surface Warfare Officers.

The accompanying picture shows Lindsey holding her Commission, on the left side of the binder and her diploma, a

Bachelor of Science on the right. In the right background are cousin Kylie Mansfield and sister Kristin Darling, who is wearing the discarded hat of another former midshipman after the hat toss.

PDCA wants to congratulate Lindsey on her graduation and wishes her the best as she enters her Naval career. We would like to offer a big thanks to Lindsey and the entire Darling family for your contribution to the freedoms and safety of our country.



Lindsey Darling holding her Commission and Diploma

I trust you will continue to benefit from your use of PDI systems and services in the future, under George's leadership, as much and even more than you have in the past. Please do not hesitate to contact either George or myself whenever the need may arise.

▼ 2014 INDIVIDUAL AWARD OF EXCELLENCE

**Michael T. Gruber wins the Florida First Coast ABC Chapter's 2014 Individual Award of Excellence for Subcontractor Marketing Professional**



Michael T. Gruber (PDCA member, Ellis & Associates – Jacksonville Fla.) received the ABC Individual Award of Excellence in the Subcontractor Marketing Professional category at the Florida First Coast ABC Chapter's 2014 Excellence in Construction Awards. The black-tie event was held on Friday, July 11, 2014 at the Omni Jacksonville Hotel.

"No one is more deserving of this Award of Excellence than Mike Gruber," said Greg A. Edmonds, P.E., president of Ellis & Associates, Inc. (E&A), who nominated Gruber for this prestigious award.

Gruber has worked for E&A for over 33 years. He started with E&A in 1981 as a field and lab technician and from 1996 to 2002 he served as the laboratory manager and chief engineering technician. In 2002, he transitioned into the marketing side of the business when he became a business development associate. Gruber advanced to director of sales in 2010 and currently serves that role within the company. Gruber has excelled in his marketing role by developing professional relationships with clients and prospects and maintaining the highest level of customer satisfaction. He is dedicated to the industry and to maintaining these relationships through participation in several A/E/C trade and professional organizations along with teaming efforts on project pursuits.

**About E&A**

E&A specializes in geotechnical engineering, construction materials engineering, testing and inspection, environmental engineering, construction engineering and inspection and special inspection services. Founded in Jacksonville, Fla. and chartered as a professional engineering firm in 1970, E&A has remained strong and committed to providing responsive, high quality service to clients. For 44 years, E&A has provided service to northern Florida and southern Georgia with their corporate office and laboratory in Jacksonville and branch office in Brunswick, Ga. E&A is a Federal Small Business Enterprise (SBE) with the SBA, a certified SBE with the FDOT and a proud member of PDCA for over nine years. ▼

▼ GARLAND LIKINS PASSES THE TORCH

**A message from Garland**

I started my career in testing of deep foundations as part of my graduate schoolwork in May 1971, and in 1978 was promoted to president of Pile Dynamics, Inc. (PDI). During that time, there have been many significant technological advances, and hence many revisions to the Pile Driving Analyzer® equipment and CAPWAP® methods developed by PDI. Along the way, PDI has added several other testing products to assist in the evaluation of deep foundations, and these include most notably the Pile Integrity Tester for low strain evaluations of concrete shafts, the Cross-Hole Analyzer (CHAMP), the Pile Installation Recorder for monitoring installation of augered piles and, most recently, the exciting Thermal Integrity Profiler to investigate the entire cross section of drilled shafts (bored piles), augered piles, micropiles, jet grouting and soil nails.

After 36 years in my capacity as president, I have decided it is time to pass the torch on to the next generation of leadership. For several years in advance of this transition, I have sequentially delegated more tasks to George Piscalko, who has always performed well in these assignments and, in fact, has been effectively running the entire operation for the last couple years. Therefore, effective July 1, 2014, George is now officially the president of PDI.

I still remain as an active principal partner in the company and, therefore, for the foreseeable future, the plan is for me to continue assisting in product development and customer support. Helping customers with their unusual projects or difficult tasks is something I have always enjoyed. So I hope to still be in regular communication with you as your needs may arise.

# Remembering Louise McCormick Geiger

## The life of the woman known as Moma



**N**ora Louise McCormick Geiger, 86, of Charleston, S.C. passed away on May 27, 2014. Better known as “Moma” to those who knew and loved her, she was the president of Pile Drivers, Inc., a company she co-founded with her late husband, George. Pile Drivers, Inc. is a longtime member of PDCA and the PDCA of South Carolina Chapter. Moma rarely, if ever, missed a chapter dinner meeting and always encouraged her company family to be involved and participate.

Born and raised in Nichols, S.C., she and George started their company in 1972 with \$700. Moma and George worked together and sacrificed to make the business a success. She always said, “When the hammer is hitting the pile, it always sounds like a cash register.”

Outside of work, Moma was a great cook and loved fishing, crabbing, baking and decorating cakes for loved ones, flower arranging, taking cruises and trips with her family and sharing fruits and vegetables with special people, which gained her another nickname – the “Fairy Garden Mother.”

Moma was a special southern lady that brought a smile to everyone’s face and always let the people around her know how special they were to her. Doing one of the things she loved most, Moma was on trip with her family just 12 days before her passing.

Moma is survived by her daughter, Kay, who worked side-by-side with her at Pile Drivers, Inc.; daughter Bernice; grandson Torry; granddaughter Ashley; and her sister Frances and brother Malcolm, both of Nichols, S.C.

Moma is now on the best journey of her life. We are all lucky and grateful to have had her as part of our lives. She made this world a better place.

Memorials may be made to:

The American Heart Association of South Carolina  
Memorial and Tributes Processing Center  
4217 Park Pace Court  
Glen Allen, VA 23060

And/or donations payable to:

Roper St. Francis Foundation  
Fifth Floor Cancer Center Atrium  
125 Doughty Street  
Charleston, SC 29403

PDCA would like to offer our sincerest condolences to Moma’s friends, family and Pile Drivers, Inc. ▼

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“When the hammer is hitting  
the pile, it always sounds like  
a cash register.”

– Louise “Moma” McCormick Geiger



WHAT DO THE LINCOLN MEMORIAL  
AND THE MID-ATLANTIC REGIONAL  
SPACEPORT AT WALLOPS ISLAND, VA  
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# PDCA Chapter News



Keep up-to-date about what's going on with your local PDCA chapter. For information about how to get active in PDCA chapters, contact the national office at 888-311-PDCA (7322), or be in touch with any chapter representative.

## ▼ PDCA OF SOUTH CAROLINA CHAPTER

The PDCA of South Carolina conducted its second quarterly meeting at the Town and Country Inn in Charleston on June 3. The featured speaker was William Doar III, a field geologist with the South Carolina Department of Natural Resources. Will provided an overview of the geology of the South Carolina Coastal Plain. He explained how geologic forces and changing ocean levels have combined to create the subsurface conditions found in South Carolina today and why they vary depending upon location. He also discussed ancient faults below South Carolina and how they contribute to seismic activity in the state today. A highlight of the evening was the announcement that Cape Romain Contractors had been awarded the 2014 Members' Choice Project of the Year Award for the SCDOT SC-171 over Folly Creek and Folly River Value Engineering for Pile-Supported Embankment (*PileDriver* Q2 2014, page 66). Mr. Sonny DuPre, president of Cape Romain Contractors, was on hand to receive the award.



The South Carolina Chapter's next scheduled meeting will be Tuesday, September 9, 2014.

The South Carolina Chapter's next regularly scheduled meeting will be Tuesday, June 3, 2014. The program for the meeting is yet to be determined.



Sonny DuPre, president of Cape Romain Contractors, accepts the 2014 Members' Choice Project of the Year Award

## ▼ PDCA OF THE GULF COAST CHAPTER

The Gulf Coast Chapter hosted their second quarterly meeting on Thursday, May 29 at Messina's Restaurant in Kenner, La. The featured speaker was Gerry McShane of PilePro, who provided an overview of combi-wall design. He explained how the use of different PilePro connectors combined with various diameters and wall thicknesses of steel pipe can increase the structural capacity of a retaining wall with a more efficient strength to weight ratio than traditional approaches.



The Gulf Coast Chapter's next meeting will be Thursday, August 21, 2014.



From left to right: Sonny DuPre, Greg Canivan and Heath Forbes



Gerry McShane of PilePro spoke at the Gulf Coast Chapter's quarterly dinner meeting on May 29

## ▼ PDCA OF THE PACIFIC COAST CHAPTER

On Saturday, May 31, Foundation Constructors hosted its 14th Annual Horseshoe Tournament and barbeque in its yard in Oakley, Calif. Foundation Constructors would like to thank everyone who made it out to the tournament and helped to make it a success. This event included eight horseshoe pits, music, BBQ by Gary Perlichek (VP/safety director), BBQ catered by Take 5 and children's activities (games, crafts and water play). Along with all the food and games, Foundation Constructors was also privileged to have Operation Creekside at the event to collect donations for the troops overseas. The tournament raised \$1,080 and many other donations for Operation Creekside.



This event has grown over the years and would not be possible without all the support.

The sponsors for the 2014 tournament:

1. Berkeley Concrete Pumping
2. Hartill Heavy Haul
3. Reeve Trucking
4. PC&N Construction
5. Kie-Con
6. Pio's Trucking
7. Level Construction
8. Bigge Crane and Rigging



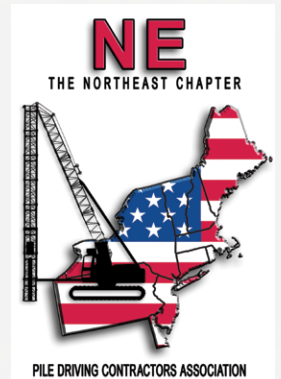
The first place team at Foundation Constructors' 14th Annual Horseshoe Tournament



Everyone had a great day at the tournament, which raised \$1,080 for Operation Creekside

## ▼ PDCA OF THE NORTHEAST CHAPTER

The Northeast Chapter held a meet and greet for Philadelphia area contractors on Wednesday, May 28. The meeting was held in the Wardroom of the Battleship New Jersey, which is now a floating museum moored on the Delaware River in Camden, N.J. It was a great opportunity for the Philadelphia area contractors to attend a chapter meeting, get to know some of the other chapter members and tour America's most decorated battleship.



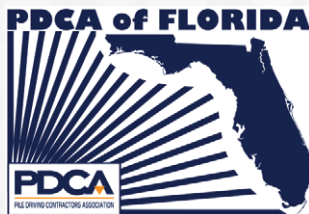
The Northeast Chapter held a meet and greet in the Wardroom of the Battleship New Jersey, America's most decorated battleship



## ▼ PDCA OF FLORIDA CHAPTER

The Florida Chapter conducted a meeting on May 20 at the Sheraton Fort Lauderdale Airport & Cruise Port Hotel in Dania, Fla. Traditionally, meetings have been held on a rotating basis in Jacksonville, Orlando and Tampa. This was the chapter's first meeting in the southern end of the state. The featured speaker was Mr. Mohamad Hussein of GRL Engineers, Inc. The title of his presentation was "Considerations for the Rational Interpretation and Practical Application of Pile Testing Results." The presentation highlighted how good test data and proper analysis of that data can lead to a better understanding of pile performance, better installation criteria and a more efficient and cost-effective driven pile foundation.

The Florida Chapter's next meeting will be Thursday, September 18 at the Best Western Bay Harbor Hotel in Tampa, Fla.



From left to right: Tim Dittmeier, Mohamad Hussein and Van Hogan

## ▼ PDCA OF THE MID-ATLANTIC CHAPTER

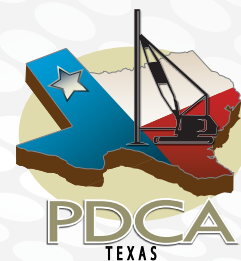
The Mid-Atlantic Chapter conducted a meeting on Thursday, July 17 at the Renaissance Portsmouth-Norfolk Waterfront Hotel, in Portsmouth, Va. The meeting began with an evening reception followed by dinner. The featured guest speaker was George Bosmajion from McLean Contracting Company. Mr. Bosmajion updated the PDCA members and guests on several of McLean's recent pile driving projects.



## ▼ PDCA OF TEXAS CHAPTER

The PDCA Texas Chapter held their second quarterly meeting on Thursday, June 26 at One Park Place in Houston, Texas. The meeting was hosted by Bo-Mac Contractors and supper was sponsored by L.B. Foster Co. The featured speaker for the evening was Anna Sellountou, Ph.D., P.E., senior engineer with Pile Dynamics, Inc. Anna provided a presentation on the capabilities of Wave Equation Analysis to analyze the effects of soils, hammer selection, hammer components and pile types on capacity, drivability and driving time. Any number of combinations can be modeled to improve design and installation efficiency. Anna also discussed the use of the Pile Driving Analyzer and CAPWAP analysis to measure driving energy, driving stresses, bearing capacity and capacity distribution to better model the pile-soil-hammer combination.

The chapter is currently encouraging the Texas Department of Transportation to specify driven piles more frequently, organizing driven pile educational seminars for university professors and students, promoting and facilitating driven pile test demonstrations, providing driven pile seminars for local structural and geotechnical engineers, providing current updates on driven pile specifications to engineers and architects and education regarding the actual noise and vibration caused by pile driving. ▼



From left to right: Randy Dietel, Anna Sellountou and Rusty Signor



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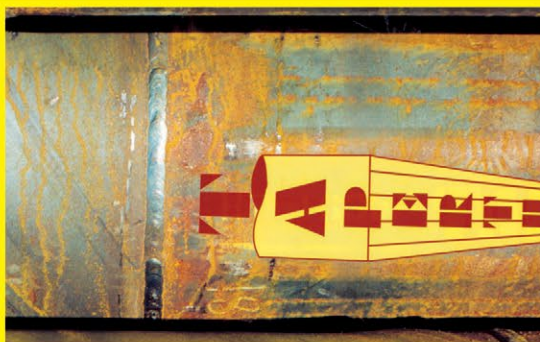
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# Professors' Driven Pile Institute

# 2015

**Fundraising has begun and PDCA needs your help to reach our goal. Help make a difference in our industry!**

**P** DCA is proud to announce the 8th Biennial PDCA Professors' Driven Pile Institute (PDPI), to be held in June 2015 at Utah State University in Logan, Utah.

Through the PDPI, PDCA has provided the nation's leading engineering professors from more than 100 different colleges and universities with the opportunity to learn all about driven piles – from the basic to the complex and from the classroom to the field. Since the first PDPI program in 2002, the professors – all teaching undergraduate or graduate courses in foundation engineering – have exposed approximately 24,000 engineering students to the word of driven piles and their advantages as a foundation system.

Without question, this program is the standard by which all “teach-the-teacher” programs are judged and is the best way to ensure the continued progress and strength of our industry for the coming years.

## PDCA advances driven piles

A key component in increasing the visibility and marketability of driven piles is to educate those that will ultimately specify the foundations for any given project.

Professors have the opportunity to influence young engineering students before they enter their profession and design their first project. The PDPI provides the professors who teach

these students with the knowledge, experience and material to effectively inform these future industry leaders as to the advantages of driven piles as a preferred foundation solution.

## The course

- ♦ Approximately 170 of the nation's leading engineering professors have completed this intensive, five-day training program
- ♦ PDCA pays the entire cost for each professor to attend the course, excluding their transportation costs to and from Utah State University – a cost of about \$1,800 to \$2,000 per professor to PDCA
- ♦ Professors learn about driven pile design, installation, quality control and assurance, economics and advancements in driven pile technology, as well as become more familiar with PDCA's role in the industry
- ♦ Professors gain the ability to teach their engineering students about the value of driven piles through knowledge, skill and material, along with the ability to relate to an actual pile driving field operation
- ♦ The end result: a new generation of engineers specifying driven piles as the preferred method for deep foundations and earth retention systems



Desert Deep Foundations' crane onsite at Utah State University for the PDPI program



The 2013 class of professors after completing the PDPI program

### How you can help

PDCA funds virtually all expenses for the professors, which means a program like the PDPI is expensive to conduct, but worth every dollar invested. This program is truly a win-win situation for the association and the pile driving community as a whole.

PDCA is seeking the following sponsorship levels to help reach our goal of \$50,000:

#### Platinum – \$10,000

- A platinum sponsor will be identified as the sponsoring company for two professors, with major name and logo recognition throughout the program. The company will also be identified in *PileDriver* magazine and PDCA e-Letters, as well as have the company logo featured on PDCA's website through PDPI 2015. The company logo will appear on all instruction material, and the company will receive a plaque acknowledging the sponsorship and paid PDCA membership in 2015.

#### Gold – \$5,000

- A gold sponsor will be identified as the sponsoring company for one professor, with major name and logo recognition throughout the program. The company will also be identified in *PileDriver* magazine and PDCA e-Letters, as well as have

the company logo featured on PDCA's website through PDPI 2015. The company logo will appear on all instruction material, and the company will receive a plaque acknowledging the sponsorship.

#### Silver – \$2,500

- A silver sponsor will receive name and logo recognition throughout the program, as well as be identified in *PileDriver* magazine and PDCA e-Letters. The company logo will appear on all instruction material, and the company will receive a plaque acknowledging the sponsorship.

#### Bronze – \$1,250

- A bronze sponsor will receive name and logo recognition throughout the program, as well as be identified in *PileDriver* magazine and PDCA e-Letters. The company will receive a certificate acknowledging the sponsorship.

#### Nickel – \$500

- The company will be identified in *PileDriver* magazine and PDCA e-Letters as a sponsor of the program.

#### Member – \$100 ▼



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The professors were able to witness field work; ICE supplied a hammer to give the professors a first-hand look

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# Pile Load Testing Options Course

## Come to California on August 21!

Thursday, August 21, 2014  
Sacramento, Calif.

### Course description

PDCA will present this one-day course on Thursday, August 21 in Sacramento, Calif.

The course is designed to provide detailed information on the various pile load testing methods, including static, rapid and dynamic load testing. Additional presentations will feature a comprehensive overview of pile load testing, including why to load test, different methods and types and how a properly designed load test can provide substantial economic benefits.

The course will conclude with a panel discussion, including all speakers and questions from the audience.

### Who should attend?

Geotechnical, structural and civil engineers, contractors, engineering design consultants, suppliers of hammers and piles, as well as anyone responsible or involved in pile load test decisions should make attending this conference a priority.

### Learning objectives

- Gain familiarity with various types of pile load testing options and the functionality of each
- Gain ability to select the most appropriate pile load test for your design/project
- Learn how a well-designed load test program can achieve cost savings while providing greater overall efficiency and effectiveness in the final pile design

### Presentation topics and presenters

August 21, 2014

7:30 A.M. – 8:30 A.M.: Registration

8:30 A.M. – 3:00 P.M.: Classroom presentations

### Class schedule

8:30 A.M. – 10:00 A.M.

Driven Pile Test Programs – Paying Off with More than just Information

Speaker: Van E. Komurka, P.E., D.GE, F.ASCE, Wagner Komurka Geotechnical Group, Inc.

Driven pile test programs are often performed for a number of reasons, may include several components and can yield a variety of results. Often, testing is performed to obtain information pertinent to design and/or construction, and as such is requisite to good engineering practice.

However, since testing carries an obvious, quantifiable up-front cost (of which all interested parties seem painfully aware), potential cost-saving aspects of testing are perhaps overlooked. This presentation will present a number of load testing options and their applications; project aspects which can determine which testing option(s) may be appropriate and why; and considerations for properly designing, implementing and interpreting a test program. The cost-effectiveness (i.e., value-added and/or cost savings) potential of the testing options and their applications will be emphasized.





Sacramento, Calif.

10:15 A.M. – 11:00 A.M.

#### Rapid Load Testing

Speaker: Byrl Williams, Foundation Constructors, Inc.

The presentation will go over the process of performing a rapid load test, including the equipment used and the amount of load that will be applied to the pile. There will be an explanation of why and when this test procedure provides accurate results. The advantages and disadvantages of this test procedure will be discussed. Finally, the presentation will discuss when this particular test may be the best option for load testing your job.

11:00 A.M. – 12:00 P.M.

#### Dynamic Load Testing

Speaker: Brent Robinson, P.E., GRL Engineers, Inc.

Examples, applications, advantages and limitations of dynamic load testing will be discussed in this presentation. External or embedded transducers are used to measure force and velocity during an impact from the pile driving hammer or other drop weight. These signals versus time can be used in conjunction with signal matching software to estimate static load versus displacement curves, as well as the shaft resistance distribution with depth and end bearing.

1:00 P.M. – 2:15 P.M.

#### How Can Load Testing Pay Off?

Speaker: Van E. Komurka, P.E., D.GE, F.ASCE, Wagner Komurka Geotechnical Group, Inc.

This presentation will cover important data acquired from load testing, such as safety/resistance factors, permissible material stress and soil/pile set-up.

2:15 P.M. – 2:30 P.M.

#### Wrap-up

Speaker: Van E. Komurka, P.E., D.GE, F.ASCE, Wagner Komurka Geotechnical Group, Inc.

2:30 P.M. – 3:00 P.M.

#### Panel Discussion – Q&A

Speakers: Van E. Komurka, Byrl Williams, Brent Robinson

Questions from the audience will be answered and discussed until the conclusion of the program.

#### Hotel reservations

##### Hyatt Regency Sacramento

1209 L Street  
Sacramento, CA 95814  
888-421-1442

Attendees are responsible for making their own hotel reservations. PDCA has secured a special group rate of \$179.00 per night for single or double room. Reservations may be made calling the number above and requesting the "Pile Driving Contractors Association Room Block."

Please be sure to make reservations by August 5, 2014 in order to receive the group rate. If you require travel assistance, please contact PDCA travel coordinator, Lorraine Engelman, with Blue Ribbon Travel at 718-767-5455 or lorraine@travelblueribbon.com. ▼

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# Pile Load Testing Options Course

August 21, 2014 – Sacramento, CA

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Last Name: \_\_\_\_\_

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## Registration:

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- Individual Registration - \$185.00
- Additional Registrations - \$165.00/per person same company

## Non-Members

- Individual Registration - \$230.00
- Additional Registrations - \$215.00/per person same company
- Student/Professor Registration - \$50.00
- Government Registration - \$125.00

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- Luncheon - \$175.00
- Breakfast and Morning - \$125.00

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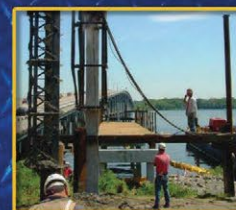
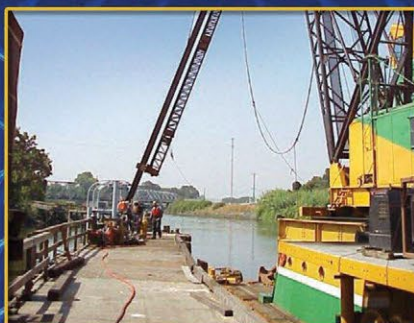
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# PDCA and Pile Dynamics, Inc.

*Partner Up*

## Presenting the Seminar on Deep Foundation Integrity Testing and Wave Equation Analysis and High Strain Dynamic Foundation Testing Workshop

### Seminar on Deep Foundation Integrity Testing and Wave Equation Analysis

September 17, 2014

### High Strain Dynamic Foundation Testing Workshop

September 18 & 19, 2014

at the

PDI Headquarters  
30725 Aurora Road  
Cleveland, OH 44139  
Phone: 216-831-6131

### Seminar on Deep Foundation Integrity Testing and Wave Equation Analysis

September 17, 2014

Who should attend:

Geotechnical, structural and construction engineers, as well as owners, contractors and other professionals involved in the design, construction and specification of deep foundations.

- This seminar is suitable for those new to the field of foundation testing and analysis, and includes an overview of non-destructive testing methods (integrity and load testing) and their applications
- This seminar is suitable for those specifying the testing to gain basic understanding for assessing the results presented in reports
- This seminar is suitable for those needing an understanding of wave equation analysis methods
- Those attending the workshop that follows this seminar are strongly encouraged to attend this review of wave equation background materials



## Learning objectives:

At the end of the seminar, attendees will be able to:

- Select an appropriate method of integrity assessment of deep foundations for a particular application
- Review reports of integrity and dynamic load testing of deep foundations conducted by others
- Run a basic wave equation analysis of pile driving

**Program schedule (subject to change)**

- 8:00 A.M.: Registration  
 8:30 A.M.: Wave Mechanics – Basics  
 9:30 A.M.: Non-destructive testing – High and Low Strain  
 10:15 A.M.: Break  
 10:15 A.M.: Non-destructive testing – Crosshole Sonic Logging  
 11:00 A.M.: Thermal Integrity Profiling  
 12:00 P.M.: Lunch  
 1:00 P.M.: Wave Equation Background  
 2:00 P.M.: Wave Equation Workshop: Bearing Graph, Inspector's Chart  
 3:00 P.M.: Break  
 3:15 P.M.: Wave Equation Workshop: Bearing Graph, Inspector's Chart – continued  
 4:00 P.M.: Wave Equation Workshop: Driveability  
 5:00 P.M.: Adjourn

During the Wave Equation Workshop, attendees may either observe the lecture or optionally follow the examples along on their laptops. This optional use of the attendee's computer requires having a license of the GRLWEAP 2010 software installed on that computer. Prepaid registrants can request a temporary license from

PDI by contacting [stheodore@pile.com](mailto:stheodore@pile.com).

A Certificate of Participation documenting the number of hours of instruction (PDH) will be provided. Check with your engineering board of registration for their continuing education requirements.

**High Strain Dynamic Foundation Testing Workshop – Part 1**

September 18, 2014

## Who should attend:

- Users of the Pile Driving Analyzer® (PDA) system and CAPWAP® software interested in sharpening their skills
- Engineers, foundation testing professionals, students and professors already familiar with the basic concepts of deep foundation dynamic testing and analysis
- Professionals who desire to have a basic understanding of the dynamic test results being presented to them
- Those interested in taking the **Dynamic Measurement and Analysis Proficiency Test\***

## Learning objectives:

At the end of this two-day workshop, attendees will be able to:

- Operate the PDA in a manner conducive to acquiring good quality data
- Assess pile bearing capacity, pile driving stresses, hammer performance and pile integrity by various methods
- Avoid pitfalls when analyzing PDA data with the CAPWAP software
- Interpret PDA testing and CAPWAP software results

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- Describe the soil-model used in CAPWAP
- Prepare the input for CAPWAP
- Review options for CAPWAP analysis and output
- Calculate bearing capacity and its distribution for driven piles from impact records

### Program schedule (subject to change)

- 8:00 A.M.: Registration  
 8:30 A.M.: Wave Mechanics for PDA testers  
 10:30 A.M.: Break  
 10:45 A.M.: PDA Testing – Proper Practices  
 12:30 P.M.: Lunch  
 1:30 P.M.: PDA Testing – Proper Practices (cont.)  
 2:00 P.M.: PDA Data Quality – Examples  
 2:30 P.M.: Dynamic Testing of Drilled Shafts and Augered Cast-in-place Piles  
 3:15 P.M.: Break  
 3:30 P.M.: PDA Workshop: Integrity, Stresses, Energy  
 4:30 P.M.: PDA Workshop: Capacity Calculation  
 5:00 P.M.: Adjourn

### High Strain Dynamic Foundation Testing Workshop – Part 2

September 19, 2014

### Program schedule (subject to change)

- 8:30 A.M.: SiteLink® – Remote Testing with Demo  
 9:00 A.M.: CAPWAP software Background, iCAP®  
 10:30 A.M.: Break  
 10:45 A.M.: CAPWAP Workshop: Basic Examples  
 12:00 P.M.: Lunch  
 1:00 P.M.: CAPWAP Workshop: Advanced Examples  
 3:15 P.M.: Break  
 3:30 P.M.: **Dynamic Measurement and Analysis Proficiency Test\***  
 5:00 P.M.: Adjourn

A Certificate of Participation documenting the number of hours of instruction (PDH) will be provided. Check with your engineering board of registration for their continuing education requirements.

\* At the end of the High Strain Dynamic Testing Workshop, participants may take a multiple choice **Dynamic Measurement and Analysis Proficiency Test** which will take less than one and a half hours to complete. The test will cover the theory of Wave Mechanics, Case Method (PDA) equations, data quality assessment, data interpretation and basic CAPWAP analysis. The test is designed for those with experience in using the Pile Driving Analyzer system and CAPWAP to perform high strain dynamic foundation tests. The best preparation for the test is work experience following an initial PDA training. The workshop will refresh the participant's theoretical background and be a reminder of some important points.

Those taking the test are advised to study "Appendix A" and "Helpful Hints" of the PDA manual, review some of the example data provided with the PDA and read the CAPWAP background material. These materials are supplied with PDA purchases.

Those without access to the manuals and examples should please contact [jfox@pile.com](mailto:jfox@pile.com) in advance of the test date. For

more information about the proficiency test, visit the website: [www.pdaproficiencytest.com](http://www.pdaproficiencytest.com).

A Certificate of Proficiency in High Strain Dynamic Pile Testing will be awarded to those who pass the test. The Level indicated on the Certificate is dependent on the score achieved on the test. Those who do not pass the test will receive full credit of test registration fee to be applied towards retaking the test at the next opportunity.

### Workshop and seminar lecturers

**Frank Rausche** is a principal of Pile Dynamics, Inc. He has been involved in the research and development of dynamic testing and analysis methods since the mid-1960s, first as a researcher at Case Western Reserve University, where he derived the case method equations for dynamic pile testing and developed the CAPWAP and GRLWEAP software programs, and later as a consultant.

**Garland Likins, P.E.** is the former president of PDI and a principal of GRL. During his 40 years since participating in the original dynamic pile testing research at Case Western Reserve University, he has directed the development and improvement of multiple testing systems for deep foundations. He has numerous published papers, is active in several code and professional societies and is a frequent lecturer.

**Brent Robinson, P.E.** is a partner in PDI and GRL. He oversees civil engineering and research and development activities and trains users on PDI equipment. Since joining GRL in 1999, he has performed measurement and analysis for foundation projects around the world. Brent is a Ph.D. candidate at North Carolina State University, chair of the Geotechnical Committee of the Cleveland Section of the American Society of Civil Engineers and the recipient of the TRB Best Paper Award in Soil Mechanics in 2010.

**Ryan Allin, P.E.** is a senior engineer and partner at GRL and PDI. He has a B.S. in civil engineering from Cleveland State University and has achieved Expert level on the PDCA/PDI Dynamic Measurement and Analysis Proficiency Test. After several years performing the entire range of services offered by GRL throughout the United States and in international offshore projects, Ryan is currently responsible for all GRL's educational programs for foundation testing professionals. In that capacity he has lectured on numerous seminars, webinars and workshops on foundation testing and has co-authored papers on the subject. Ryan is a member of the American Society of Civil Engineers and a registered professional engineer in Ohio, Pennsylvania, West Virginia, Delaware and Kentucky.

### Hotel reservations

Attendees must make their own hotel reservations before September 1. There is a special group rate of USD\$119 plus tax, which includes breakfast, hotel transportation, evening manager's reception and wireless high-speed Internet.

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Pile Driving Contractors Association  
 P.O. Box 66208  
 Orange Park, FL 32065  
 Fax: 904-215-2977  
 Jessica@piledrivers.org

**Early Bird Deadline – August 15, 2014**

REFUNDS – 50% PRIOR TO Thursday August 22, 2014 – NO REFUNDS AFTER August 22, 2014

*\*If you are not able to attend after the refund deadline PDCA can apply your registration to a future course*

For more information contact Jessica Fasanella from PDCA: 888-311-7322 Jessica@piledrivers.org

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Amount: Program total \$ \_\_\_\_\_  
 Discount (if applicable) subtract \$ \_\_\_\_\_

**TOTAL PAYMENT DUE PDCA \$ \_\_\_\_\_**

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*(includes, course notes, AM/PM breaks and lunch)*

- Seminar on Deep Foundation Integrity Testing and Wave Equation Analysis - **\$250.00**
- High Strain Dynamic Foundation Testing Workshop - **\$500.00**
- Dynamic Measurement and Analysis Proficiency Test (No Discounts) - **\$200.00**

*\*If you do not pass the test you are allowed one (1) retake of the test at no additional charge at the next course*

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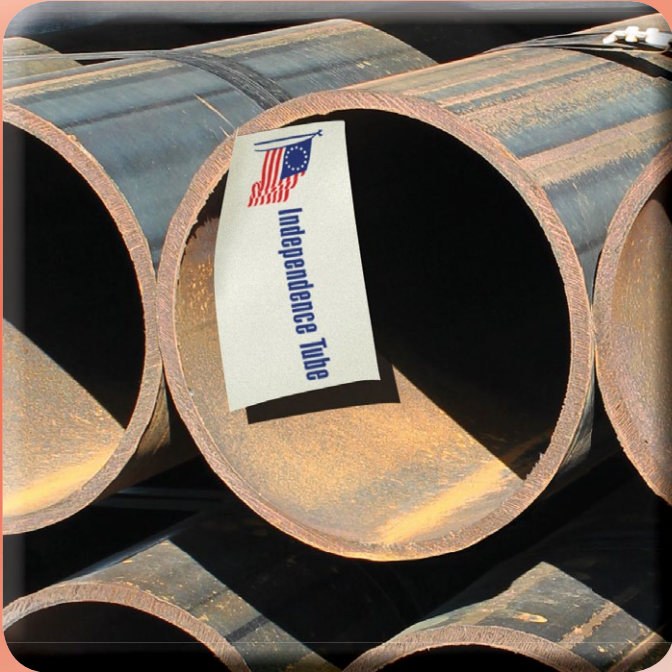
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# 15<sup>TH</sup> ANNUAL Design and Installation of Cost-Efficient Piles The E<sup>3</sup> Conference

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## Modern Approaches to Maximize Driven Pile Efficiency, Effectiveness and Economy - E<sup>3</sup>

Thursday, October 9, 2014  
Salt Lake City, Utah

### Who Should Attend?

The PDCA 15th Annual Design and Installation of Cost-Efficient Piles (DICEP) conference is designed for geotechnical, structural and civil engineers; contractors and other firms or individuals who support, conduct business or are associated with the deep foundations, earth retention and/or the driven pile industries. Licensed P.E.s will earn six Professional Development Hours by attending this conference.

### What Will You Learn and Experience?

Participants will learn varying approaches to maximize the Efficiency, Effectiveness and Economics (E<sup>3</sup>) of design and installation of driven piles. The conference will accomplish this through a series of presentations by industry experts, including pile driving projects, current industry research, cofferdam and pile design, driving criteria, hammer efficiency and effective geotechnical reporting.



# DICEP Supporting Organizations



U.S. Department of Transportation  
**Federal Highway Administration**

## Exhibitors

All presentations and functions will be held in the same area as the Exhibit Hall to maximize exhibitor traffic. Exhibitor's space will be announced at a later date when the hotel is confirmed. **Exhibitor fee is \$350.00 for one person and \$125.00 for each additional person.** Exhibitor registration includes exhibit space and full conference registration for one person. There is a discounted registration rate for additional attendees from the same company. Fill out the Exhibitor Registration portion of the conference Registration Form to reserve your space. Exhibit Spaces will be sold on a first-registered and paid-in-full basis.

## Exhibitor Visits, Networking and Social Schedule

7:30 A.M. - 8:30 A.M. Registration Opens, Exhibitor Hall Opens, Continental Breakfast  
8:30 A.M. - 4:30 P.M. Classroom Presentations  
10:00 A.M. - 10:25 A.M. Mid-Morning Break - Exhibit Hall  
12:00 P.M. - 1:15 P.M. Buffet Luncheon and Exhibitor Visits  
2:50 P.M. - 3:20 P.M. Afternoon Break - Exhibit Hall

## Hotel Information

Sheraton Salt Lake City  
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Salt Lake City, Utah 84101  
888-627-8152 or 801-401-2000

If you need travel or room reservation assistance, contact PDCA Travel Agent, Lorraine Engel-man, Blue Ribbon Travel at 718-767-5455 or [lorraine@travelblueribbon.com](mailto:lorraine@travelblueribbon.com).

## Presentation Information

### UDOT Driven Pile Practice

Kris Peterson, Utah Department of Transportation

### Site Characterization

Joe Caliendo, Utah State University

### Establishment of Driving Criteria

Bill Marczewski, P.E., BSM Engineering, Inc.

### Hammer Energy

Michael Justason, McMaster University

### Taper Piles

Alex Filotti, Underpinning and Foundation Skanska

### Good and Bad Designs for Cofferdams

Dick Hartman, Hartman Engineering, Inc.

### Bearing Capacity of Steel Sheet Pile

Miguel Pando, The University of North Carolina - Charlotte

### Logan City Wastewater – Smithfield Station, a PDCA Project of the Year Award

Brian Garrett / Eric Hendriksen, Desert Deep Foundations, LLC

## Pile Driving Contractors Association

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Complete & Return to: PDCA, P.O. Box 66208, Orange Park, FL 32065; or fax to 904-215-2977; or scan & email to [jessica@piledrivers.org](mailto:jessica@piledrivers.org). Please type or print clearly. Please fill in all relevant information – PDCA will not process incomplete Registration Forms. If necessary photocopy this form or download additional forms from the PDCA website, [www.piledrivers.org](http://www.piledrivers.org).

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#### Non-Members

- Individual Registration - \$335.00  
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 **Federal and State Agency Employees, Military**  
 (ID present at conference) - \$145.00  
 **Students enrolled in Engineering Programs**  
 (ID present at conference) - \$75.00

#### Exhibitor Registration

- Includes Exhibit Space and one (1) Full Conference Registration - \$350.00  
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# BLUE Piling Technology

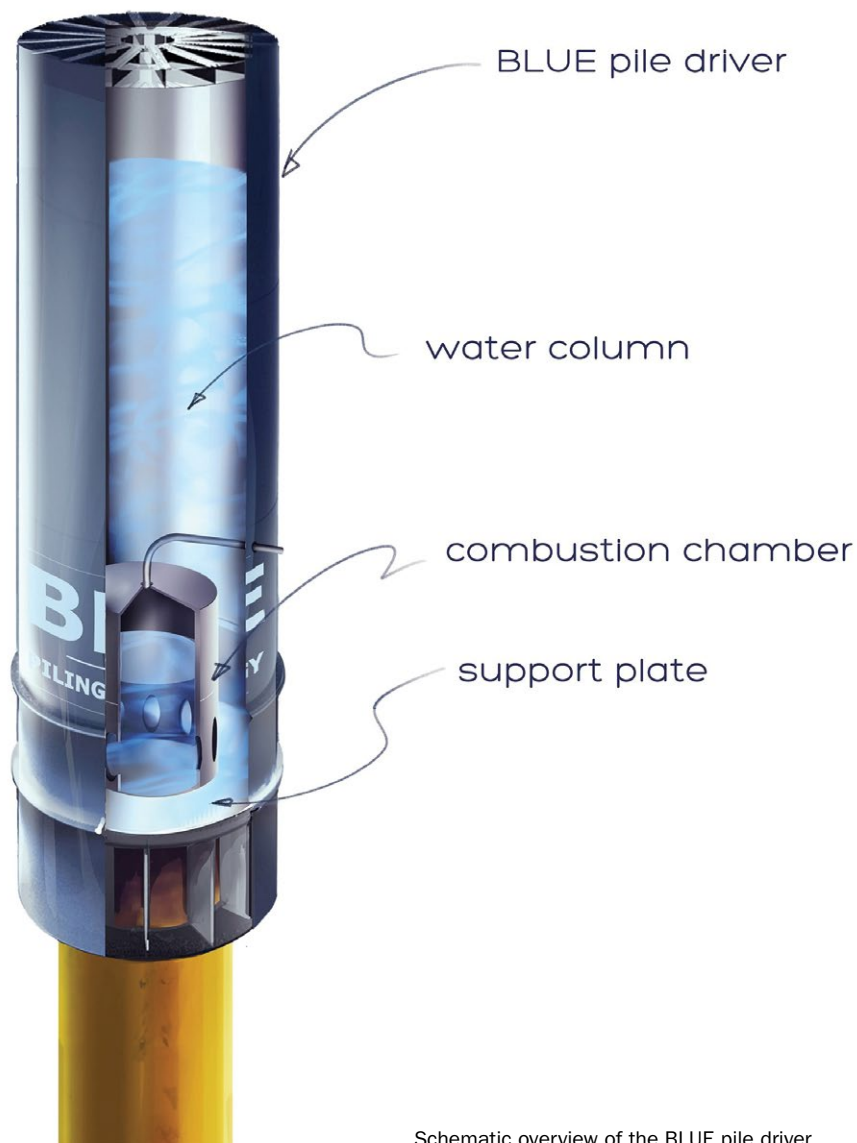
**The future of offshore piling: bigger, deeper, quieter**

*By Judy Penz Sheluk*



Near-shore tests in August 2013

Images courtesy of Fiseruca BV



Schematic overview of the BLUE pile driver

In Europe, offshore wind turbines have become an accepted technology for producing energy. Although offshore wind is not yet used in Canada and the U.S., America's first offshore wind farm, Cape Wind in Nantucket Sound, Mass., is planned for 2014.

Offshore wind turbines are typically mounted on monopile foundations, large steel tubes with a diameter of four to seven metres and around 50 metres long, which are then hammered into the soil with large

hydraulic hammers. While effective, this installation technology has some significant drawbacks. Because the turbines tend to get bigger and are installed in ever-deeper water, the monopiles need to get bigger, which in turn demands the ram and anvil to be bigger and heavier. Global production capacity for exceptionally large parts such as these is limited and the prices are high.

The use of conventional hydraulic hammers, which create a high peak force within a short time span, also poses significant eco-

**Instead of a steel ram, BLUE Piling Technology uses a large water column inside a steel tube.**

**“Because the mass of the water column is much larger than a conventional steel ram, the force pulse of BLUE Piling Technology is much longer. This results in more soil penetration per blow and lower noise emissions.”**

– Jasper Winkes, M.Sc., Founder, Fistuca BV



logical concerns with regards to marine life. As a result, their use has been restricted in many countries, although the type of legislation varies per country. In Germany, for example, there is a strict norm that must be met, while in The Netherlands, there are seasonal restrictions, permitting pile driving only half of the year. In general, the current trend in Europe is legislation getting stricter.

Worldwide, most countries have general legislation on the protection of wildlife. In Canada, there is the Species at Risk Act, where the mitigation measures to be applied are defined per project in the permit by the legislator, usually after an ecological impact study.

Triggered by the problems encountered with conventional offshore pile driving technology, Jasper Winkes, M.Sc., and his busi-

ness partner, Bart Genuit, M.Sc., were determined to invent a better way. The two men form the management team of Fistuca BV, a young company based in The Netherlands. The company was founded in 2008 by Winkes as a spin-off from the faculty of Mechanical Engineering at the Eindhoven University of Technology (TU/e) and is developing innovative solutions for the foundation industry. Genuit, a graduate from TU/e in 2011, has been with the company since its inception.

Both men bring their own unique perspective and expertise to the business. Winkes' specialties include combustion, mechanical design, creative thinking and managing technical innovations; Genuit's focus includes dynamic modeling, control design, software engineering and data analysis.

### Understanding BLUE Piling Technology

In 2011, under the direction of Winkes and Genuit, Fistuca BV invented BLUE Piling Technology (patented), a revolutionary new technology aimed at reducing both the costs and emitted noise of piling offshore foundations.

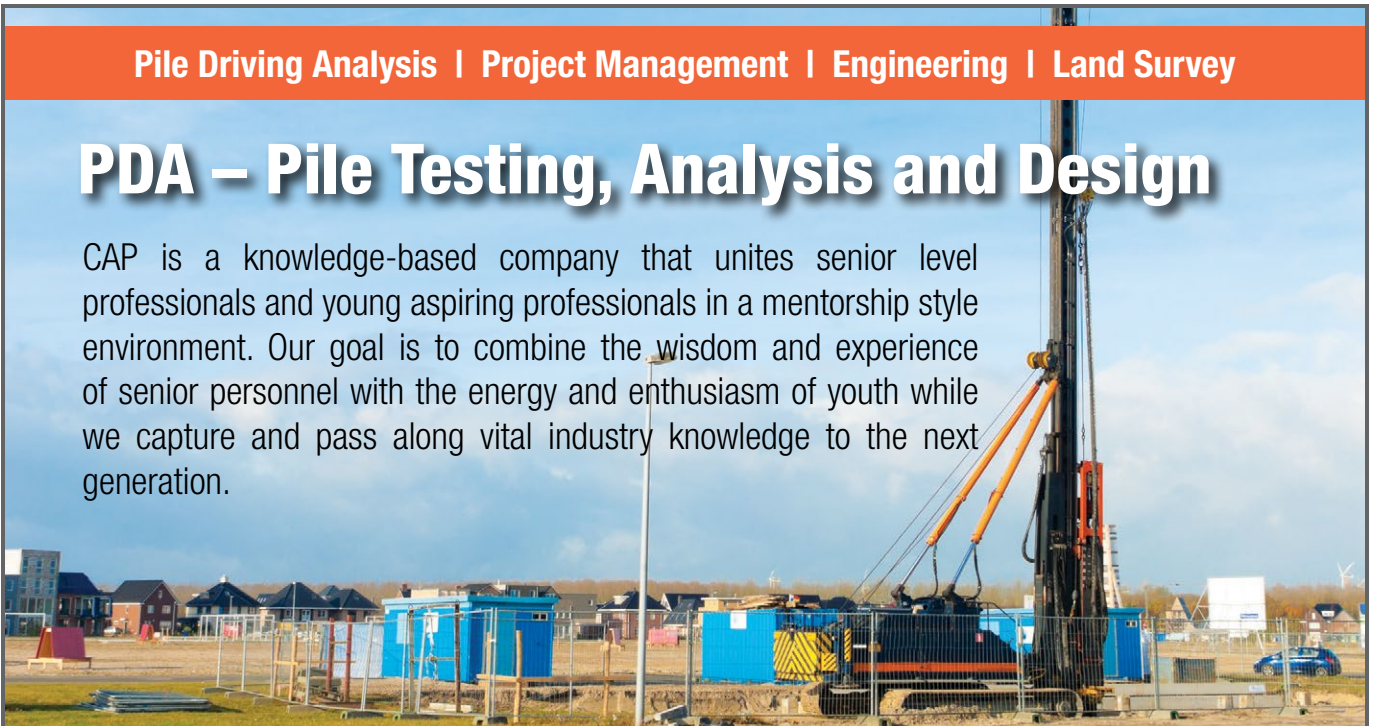
“Hydraulic hammers make use of a steel ram, which is dropped onto an anvil resting on the pile, creating a force impulse that drives the pile,” said Winkes. “To reduce the underwater noise, complicated measures need to be taken to lower it to acceptable levels for sea life, significantly increasing the costs of installation. That cost is naturally passed on to the end user, making it an expensive process.”

Instead of a steel ram, BLUE Piling

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A 2.2-metre BLUE prototype driving a 2.2-metre pile during near-shore tests in August

Technology uses a large water column inside a steel tube. This water column is supported by a horizontal steel plate, and on this plate, a combustion chamber is placed. A gas mixture is injected into the combustion chamber and then ignited. The rapid combustion of the gasses creates an increase in pressure, since the high mass of the water keeps the gasses from expanding freely.

“The pressure increase pushes the water upwards and simultaneously drives the pile downwards into the soil,” explained Winkes. “When the water falls down again on the support plate, it creates a second force pulse, driving the pile even deeper. This cycle is repeated until the pile reaches its desired depth. Because the mass of the water column is much larger than a conventional steel ram, the force pulse of BLUE Piling Technology is much longer. This results in more soil penetration per blow and lower noise emissions.”

BLUE Piling Technology can be applied

in multiple ways; it can be used for jacket piles as well as (XL) monopiles, allowing for more silent, cost-effective and faster installation of piles. Even concrete piles are considered a serious option. Moreover, BLUE Piling Technology is well scalable, so there are virtually no limits to the amount of energy and force that can be delivered.

“In August 2013, a consortium of Fistuca BV, Van Oord and TNO performed a series of successful tests at a shipyard of Van Oord in Zuilichem, The Netherlands,” said Winkes. “The tests were done next to the river Waal, where two piles were driven from the quayside into the riverbed. These tests gave us more insight into the pile driving properties and underwater noise emissions of the technology.”

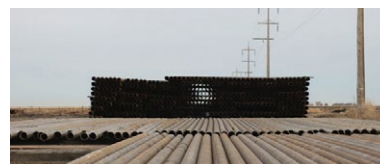
During the tests in Zuilichem, one open-ended pile of 2.2-metre diameter and one closed-ended pile of 0.7-metre diameter

Continued on page 70



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## First [test] results indicate a significant sound reduction of over 25 decibels.

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were driven, while the driving parameters and underwater noise emissions were measured.

The pile driving analysis was performed using the Profound PDA/DLT-system, consisting of two sets of combined strain and acceleration sensors. The water pressure in the column near the bottom of the support plate was measured using pressure transducers. Acoustic measurements were performed using hydrophones. First results indicate a significant sound reduction of over 25 deci-

bels, which means that BLUE Piling will most likely comply with even the strictest regulations offshore. In this case, expensive noise mitigation measures would no longer be required.

The tests were financially supported by a grant from the Top consortium for Knowledge and Innovation Offshore Wind (TKI-WoZ) of the Dutch government. This grant will be used for further development of the technology in a two-year joint project of

Fistuca BV, Van Oord OWP and TNO. In the coming months, Fistuca BV will further develop and test this technology to bring it onto the market in 2015.

For more information, including a video of the test results, visit [www.fistuca.com](http://www.fistuca.com). ▼

*Editor's note: This article originally appeared in the Quarter 1 2014 edition of Piling Canada magazine. Access issues of the magazine at [www.pilingcanada.ca](http://www.pilingcanada.ca).*



The result of near-shore tests in August 2013; two piles (one 2.2 metres and one 0.7 metres in diameter) driven using BLUE Piling Technology

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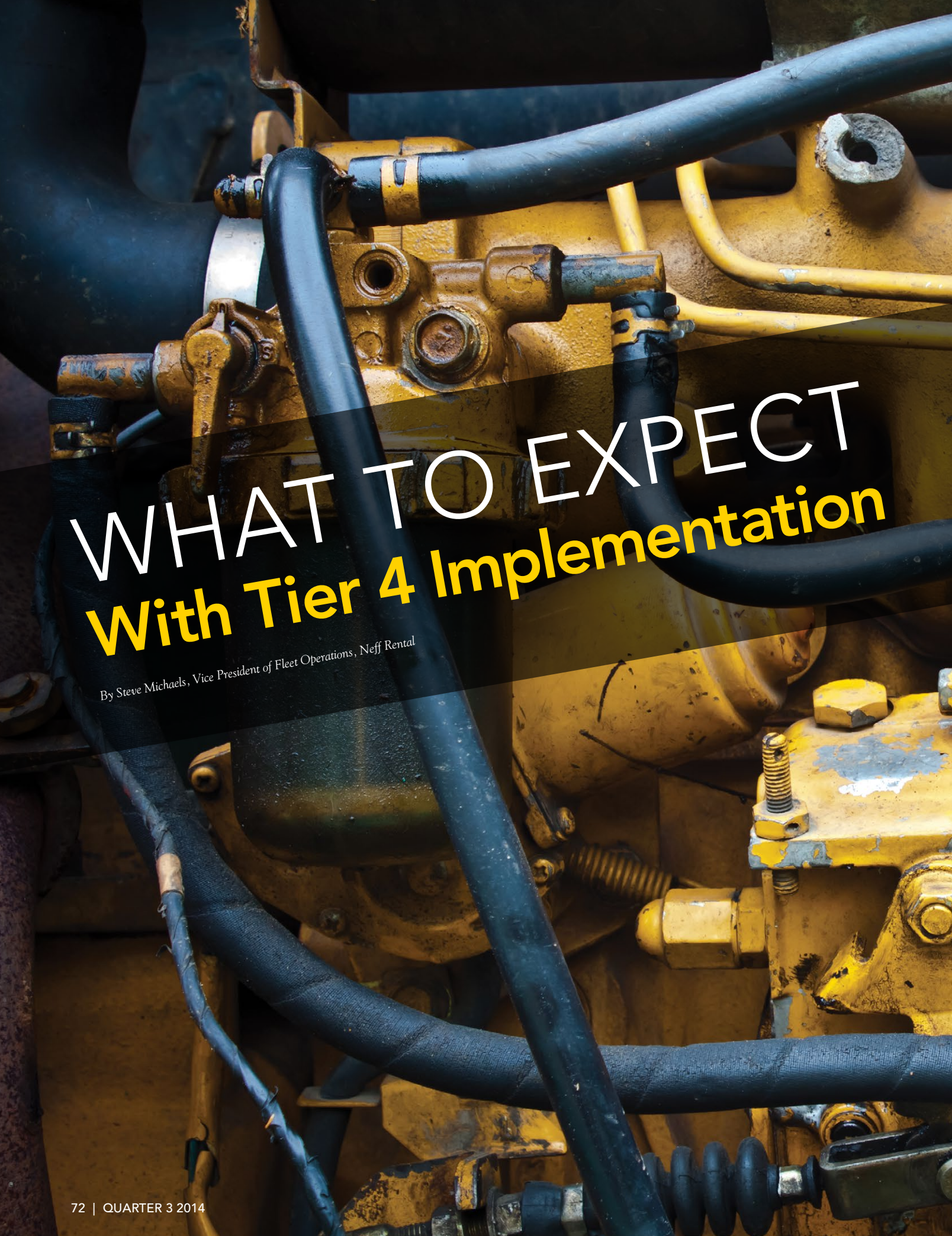
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# WHAT TO EXPECT With Tier 4 Implementation

By Steve Michaels, Vice President of Fleet Operations, Neff Rental



**W**ith the transition to the final Tier 4 engines in the last few years comes new opportunity for equipment rental companies. Over the past few years, we have seen vast improvements in the way diesel powered equipment engines are built. Today, the construction industry has entered a whole new area: green construction. With specific regulations and guidelines that need to be met, the Tier 4i and final Tier 4 engines allow both business and consumer to bid for projects in the “green” space where Environmental Protection Agency (EPA) emission certification is a requirement. This article will highlight the changes and shift in financial implications that will be seen over the next year, and the benefits of the Tier 4 engines.

Tier 4 engines were introduced in 2012, starting with the addition of a wide array of products that offer the latest technology to get the job done quickly and safely, while adhering to emission requirements and utilizing the latest technology from major manufacturers.

Over the past several years, rental companies have stayed on top of industry trends by educating and partnering with federal and state governments. The final Tier 4 engines have 60 percent reduction in emissions compared Tier 4i (Interim) overall. The emission output from 25 Tier 4 engines will be equivalent to one Tier 1 diesel engine from 1996.

Contractors will see an increase in the cost of Tier 4 equipment, as they have over the last few years with the evolution of the product. The 10 to 25 percent increase comes from the engine design, build, installation and government requirements that have financial impact on the units. There will also be increased main-

Continued on page 75

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**By purchasing less equipment  
and renting more, contractors  
may better direct their dollars to  
do what they do best – manage  
and complete their jobs.**



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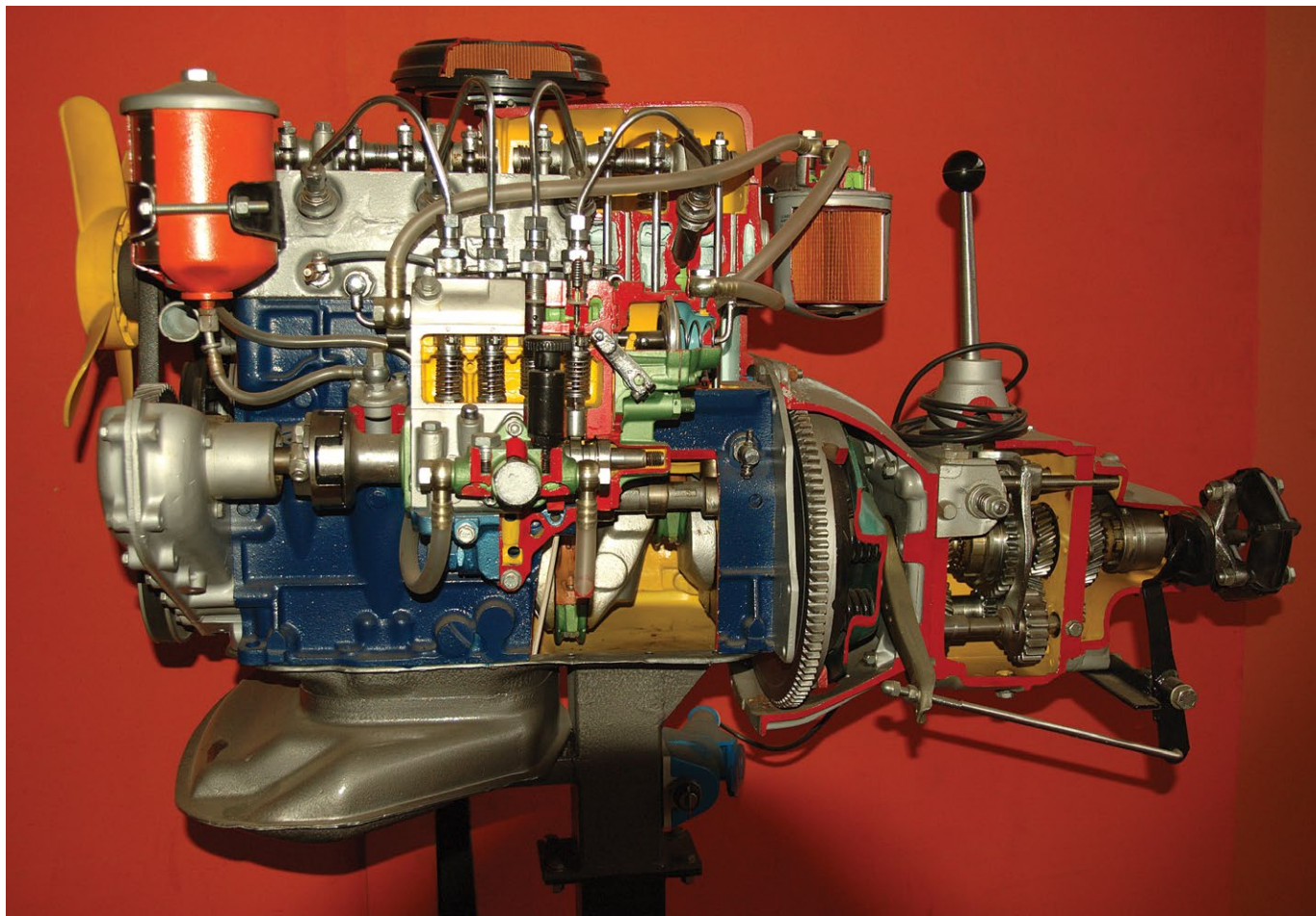
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Luc Viatour

## When considering new equipment it is always best to know the project requirements before renting or purchasing.

tenance costs as special fluids, filters and servicing is required for proper maintenance.

When considering new equipment, it is always best to know the project requirements before renting or purchasing. Always take into consideration the project scope as they may require final Tier 4 diesel engines, which provide a clean running, efficient machine. Best practices before operating is to familiarize oneself and staff with the product and the final Tier 4 exhaust after treatment system onboard, and how to operate the unit correctly so that projects stay on schedule. Training packages are provided to ensure that every mechanic, driver and any other key personnel are properly trained and prepared to operate (and maintain) this new technology.

If equipment costs are on the rise, where do contractors see a break? Although fuel costs are not on the decline for certain, many Tier 4 engines on units with 75hp and greater diesel engines use one to four percent less fuel compared to IT4 in certain applications. This engine design with the addition of an SCR catalyst utilizes

Diesel Exhaust Fluid (DEF), which costs less than fuel, decreasing the overall costs related to consumed fluids. This becomes a benefit to purchasing the new Tier 4 engines, as fuel costs can consume a

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The Environmental Protection Agency building in Washington D.C.

large portion of a project’s budget. Also, by renting instead of buying, contractors minimize their cash outlay and capital requirement, as they only pay for the time needed to complete their project which means these additional costs are only fractional, since usage is minimized when renting compared to purchasing commitments.

Many contractors may take into consideration the resale value of the equipment pre-Tier 4. This has been a common question and challenge due to the fact that in many cases, resale equipment is shipped outside of the U.S. where EPA regulations are not yet required. What happens to equipment that has Tier 4i engines?

Major manufacturers are working on kits to restore these engines back to Tier 3 so that they can be shipped outside of the U.S., and won’t dramatically affect resale value and cost. All newly produced units inside the U.S. are required by the EPA to be Tier 4, which adds greater cost to engines that have to be reprogrammed back to Tier 4i and below and shipped out of the country.

The future of construction equipment, cost and implementation of the new and final Tier 4 engines come at great cost. However, meeting the new EPA regulations and standards allows contractors to bid for “green” projects by purchasing or renting the Tier 4 units.

Over the course of the year, more and more equipment will be purchased meeting the requirements by the EPA. Remember to take into consideration when purchasing these products a construction project’s guidelines, measurement of units and budget; the Tier 4 engines will cost more, but will save on production time and efficiency, allowing contractors to bid for more projects.

Rental continues to grow at a record pace as more and more contractors are minimizing their capital budgets. By purchasing less equipment and renting more, contractors may better direct their dollars to do what they do best – manage and complete their jobs. Rental companies can provide all the equipment and expertise needed with the latest technology and delivery to the site with the assurance that the job is 100 percent compliant. ▼



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# MOBILE CRANE CABS

## Getting crane safety started in the cab

*Submitted by Crane Tech*

An organized and well-kept operator's cab may be an indication of the professionalism of the crane operator. Over the last 30 years, Crane Tech has seen many operator cabs that remain clean, organized and well kept. This generally indicates an operator who cares for their crane. More often than not, clean and organized cabs belong to the most professional operators – those who aim to bring the highest degree of professionalism to their job. When we find an operator's cab with accumulated dirt, tools, waste, newspapers and other non-related reading materials, we frequently find an unprofessional attitude. An unkempt cab can cause interference and distractions. An operator who does not care for the crane may lead to not caring for the job tasks required. When was the last time the operator cabs of your equipment were inspected? Supervisors and crane owners should inspect their operator cabs to observe their condition.

According to §OSHA Regulation 29 CFR 1910.180(i)(3)(ii), “Tools, oil cans, waste, extra fuses, and other necessary articles shall be stored in the tool box, and shall not be permitted to lie loose in or about the cab.”

OSHA also refers to clothing and personal belongings being stored and not to interfere with access or operation. It is the operator's responsibility to ensure the cab is maintained, organized, clean and uncluttered.

The operator's cab is designed to protect against weather. Modern cranes have electronic systems, such as load moment indicators, rated capacity indicators, rated capacity limiters and more, which must be protected. See that doors are closed at night or during wet weather. The cab must also provide the operator with a clear and unrestricted view of the load, the boom tip and the surrounding job site. Visibility to either side is provided to give the operator





Andrest/Shutterstock

**When was the last time the operator cabs of your equipment were inspected? Supervisors and crane owners should inspect their operator cabs to observe their condition.**



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180-degree or greater vision to the site. Cab windows shall be constructed with safety glass or equivalent and they must remain crack-free and clean at all times. A crack in a window can produce a blinding effect when sunlight or other forms of light refract off the crack. Windows that open provide ventilation and must be properly secured to prevent accidental closure. Windshield wipers are typically provided for the front and overhead windows. Wipers must effectively clear the window so vision is not obstructed, and wiper blades must be replaced regularly.

The cab door must be restrained from opening and closing accidentally and be lockable to prevent unauthorized entry when left unattended. The door adjacent to the operator shall open outward (swinging doors) or if sliding, slide rearward to open.

A leading cause of injuries to equipment operators is falling from the equipment.

Maintaining a "Three Point Contact" can help prevent falls while entering or exiting the cab. The three-point contact rule requires that two feet and one hand, or two hands and one foot, remain in contact at all times. Handholds and steps shall be provided as needed, and they shall be securely



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fastened. The operator should not attempt to carry loose items while entering or exiting the cab. Have someone pass items up after entering the cab, or place items in the cab prior to entering. A small satchel can often hold needed items and be small enough to store out of the way.

Have you ever sat in an uncomfortable seat for three to four hours at a time? Remember those “pins and needles” in your backside? Don’t underestimate the need for a comfortable crane operator seat. Some operators spend an entire shift in the seat, so they should be reasonably comfortable. A headrest is helpful when loads are handled at high boom angles.

Ensure that all mirrors are properly in place, clean and adjustable. Mirrors provide the required view to the rear of the operator. Additional mirrors may include those for viewing hoist drum(s), or outriggers in their extended and/or retracted position (see ASME B30.5-3.1.3(m)).

Make sure all cab systems and accessories remain in proper operating condition. Air conditioners, heaters and other cab comforts may seem like non-essentials, but operators need to be sharp. And, don’t forget to check on the cleanliness of the crane cabs. A clean cab translates to a more professional attitude. ▼

*This article was originally published in Tech Tips, a periodic newsletter from Crane Tech. Reprinted with permission.*

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# PDCA Safety and Environmental Committee Update

By Van Hogan, PDCA

Earlier this year, the PDCA Safety and Environmental Committee completed work on their initial objective, the Toolbox Safety Review booklets. These booklets provide safety tips on numerous topics of interest to pile drivers everywhere. These booklets were designed for use in the field and make a handy reference for any pile driving crew. Booklets were sent to all chapters for distribution and also made available at PDCA's annual conference. Some copies are still available. Please contact your local chapter president or the PDCA office if you would like to obtain a few copies for your crews.

A review of available safety regulations indicates that rules applicable to pile driving work are often outdated as well as scattered over numerous sections of those documents. To help rem-

edy this situation, provide a more accessible format and assist contractors in developing comprehensive safety plans for pile driving work, the PDCA Safety and Environmental Committee has undertaken the development of a safety standard for pile drivers. The committee will use a combination of existing regulations, previous committee research work and practical experience to develop the new standard. The committee will be seeking input from all PDCA members to incorporate into this new standard. If you have plans and procedures that have proved successful and allowed you to work more safely, please consider contributing information to the Safety and Environmental Committee so that pile drivers everywhere can benefit for years to come. ▼



**If you have plans and procedures that have proved successful and allowed you to work more safely, please consider contributing information to the Safety and Environmental Committee so that pile drivers everywhere can benefit for years to come.**



FUNDAMENTAL  
VALUES,  
PHENOMENAL  
GROWTH



Photos courtesy of Russell Marine LLC

## At Russell Marine LLC, it's all about meeting clients' goals and expectations

By Judy Penz Sheluk

Founded in 2010, Russell Marine LLC is an inland marine construction company located in Channelview, Texas, with a 10-acre marine yard and 700-foot frontage on the Houston ship channel. The company founder, Russell Inserra, has a past entrepreneurial history with other successful marine ventures. Day-to-day operations fall under the management of Bob Andrews, vice president and general manager, and Frank Thielen, vice president/operations. Their business knowledge and skill level has proven invaluable to the immediate success of Russell Marine.

Initially, Russell Marine focused on the marine construction market along the Texas Gulf coast, with an emphasis on serving both public and private clients.

“The goal was to contract marine projects utilizing a highly competitive price structure, complete the projects with an emphasis on the highest quality of work, while keeping safety as the number one priority,” said Inserra. “As a company, we continue to strive to deliver this combination, knowing that it is only possible by working intimately with clients and understanding both their goals and expectations.”

Continued on page 87

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**“Membership in  
PDCA allows for  
interaction amongst  
our competitors  
and vendors.”**

– Bob Andrews,  
Vice President and General  
Manager, Russell Marine

At Russell Marine, work specific to the pile driving industry includes the construction, maintenance and repair of marine and rail transportation facilities and bridge construction

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Russell Marine prides itself on the age of its fleet, with all of the floating equipment having been built since 2010

The strategy has worked. In a short time, Russell Marine has demonstrated strong fundamental values, consistently growing and expanding its asset base during difficult economic times and completing contracts with an aggregate value of over \$100

million. Work specific to the pile driving industry includes the construction, maintenance and repair of marine and rail transportation facilities, and bridge construction. While the company's primary market continues to be the Gulf Coast, Russell Marine has

recently expanded from South Texas to the Eastern Seaboard, having recently completed a project in New York State.

"We currently have the capability to perform projects which require crane barge capacities from 100 tons to 250 tons," said



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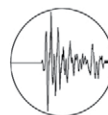
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With the level of experience of the management and operational personnel, combined with the equipment assets available, Russell Marine is equipped to perform any type of marine construction project

Thielen. "This capacity enables us to complete waterfront construction projects ranging from dock and pier construction, monopile and breasting structure installations, sheet pile installations, loading arm maintenance and mechanical dredging of barge and ship docks and many other services. With the level of experience of the management and operational personnel, combined with the equipment assets available, Russell Marine is equipped to perform any type of marine construction project."

Equipment used in Russell Marine's piling activities includes 18 crawler cranes with capacity up to 300 tons, 10 barges and seven tugboats and a large inventory of diesel and vibratory pile hammers. The company prides itself on the age of its fleet, with all of the floating equipment having been built since 2010.

Russell Marine also recognizes the importance of membership in PDCA.

"The piling industry is a very close-knit industry, especially the marine piling segment," said Andrews. "Membership in PDCA allows for interaction amongst our competitors and vendors. Chapter meetings are invaluable for networking. It's nice to get a chance to interact with others in our industry face to face."

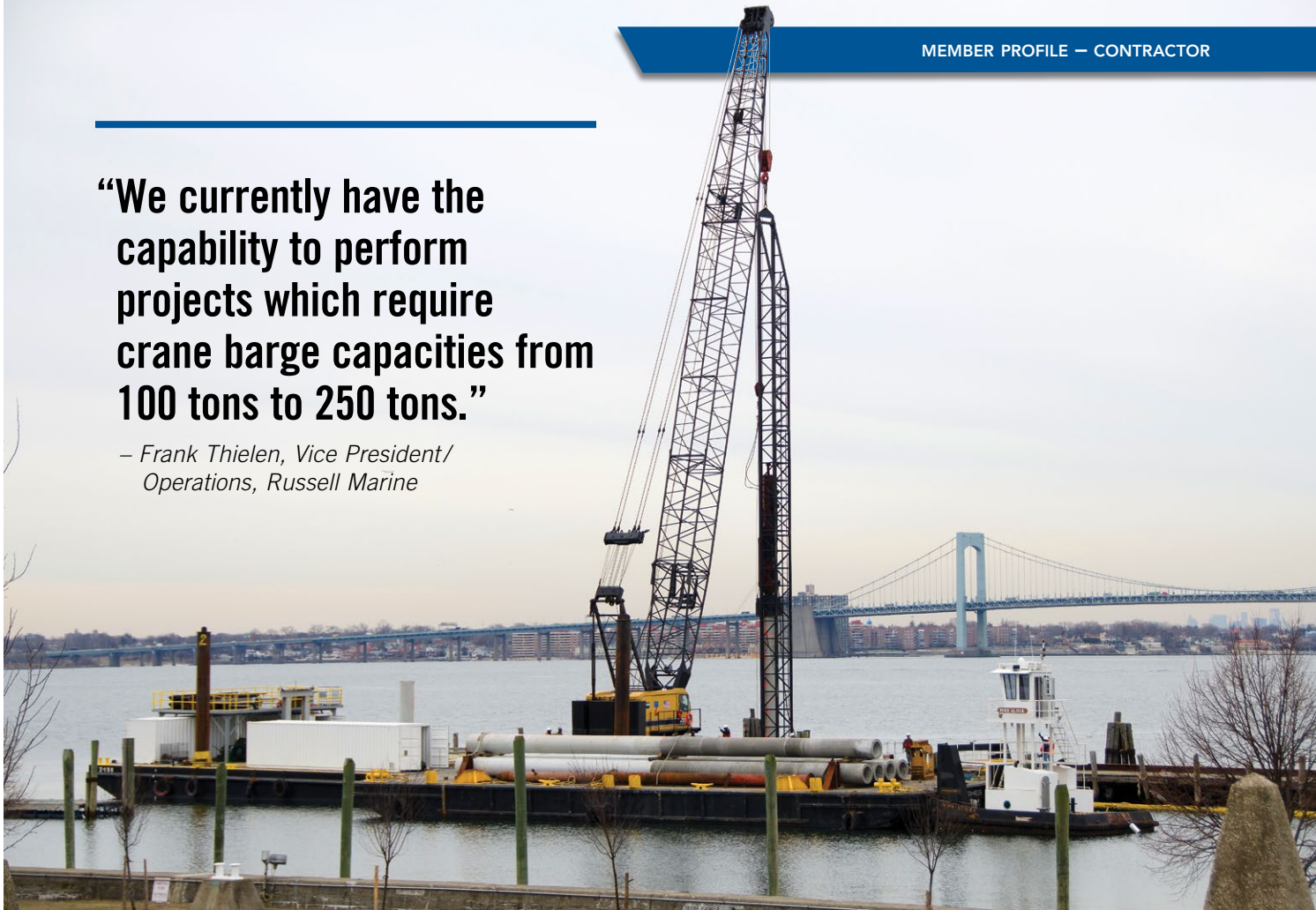
#### **Significant projects**

Russell Marine recently completed a ship dock for a private owner in the Corpus Christi area with a design/build contract in excess of \$26 million.

"The project consists of demolition of existing SSP bulkhead, dry excavation of 50,000cy and hydraulic dredging of 306,000cy," said Greg Harner, senior project manager. "The project also included 1,285 lf of steel sheet pile/combiwall wall, and a 60 by 90-foot pre-stressed concrete pile supported cast-in-place concrete loading plat-

**“We currently have the capability to perform projects which require crane barge capacities from 100 tons to 250 tons.”**

— Frank Thielen, Vice President/  
Operations, Russell Marine



form. The project design was fast tracked in order to complete the dock in time to meet the owner's aggressive shipping schedule.”

The \$12-million project that brought Russell Marine from Texas to New York was a 600-foot concrete pier at the U.S. Merchant Marine Academy, replacing a condemned timber pier along at the academy waterfront.

“It required 36-inch prestressed concrete cylinder piles for the pier foundation, and polymeric piles for pier fendering and wave protection,” said Tim Linden, senior project manager. “The subsurface conditions and geology of the area proved to be particularly challenging, but by working closely with the owner and engineer, we were able to modify the foundation and not impact the final completion schedule.”

What's next for Russell Marine?

“We plan to continue to grow our customer base in the Gulf Coast area, and continue to pursue projects along the Eastern Seaboard and in the Caribbean Basin,” said Andrews. “We are utilizing our unique corporate structure and equipment assets in the ever changing landscape of the marine construction industry.” ▼

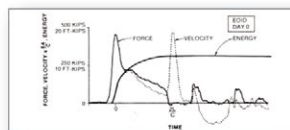


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*By Ray McMaster, P.E., Dissen & Juhn Company*

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Driving foundation piles for a timber vehicular bridge in Talbot County, Md.



The key to successful second-generation businesses is not in the mere fact that the business was family-run for two generations. Like most successful enterprises, key tenets for success are staying ahead of the market, embracing change and being purposely versatile. For Dissen & Juhn Company of Stevensville, Md., those tenets are the foundation that led the company from one generation to the next and from western New York to its current home on the Eastern shore of Maryland.

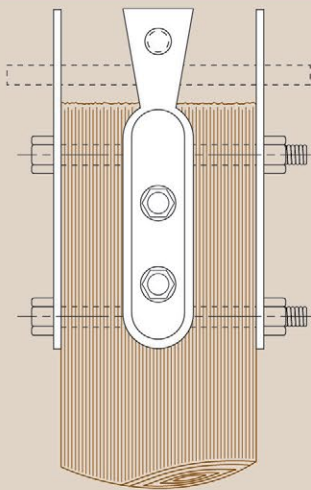
#### Company history

Dissen & Juhn was founded in March 1973 by Gilbert Dissen, Jr. and Martin Juhn. Gil Dissen had 15 years of experience in heavy marine construction in New England and Canada with large international firms working as superintendent and project manager. Dissen and Juhn initially acquired the equipment of a small local marine firm in upstate New York and served the areas of Lake Ontario, the St. Lawrence River and the New York State Barge Canal.

In the beginning, the company did smaller public works projects with heavy duty features, such as cofferdams for pipeline work, effluent outfalls for small communities along these waterways, both onshore and offshore pile driving for pump stations and small

**Over the past 41 years, the Dissen & Juhn Company has completed more than 1,000 marine construction projects for public and private customers.**

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bridges. As time went by, private marina work became more and more of the business.

As EPA sewage projects started to fade in the late 1970s and early '80s, and dealing with a short working season for water work due to the ice and cold of upstate New York, the growing company had to diversify. The question was whether to go into a new, more weather friendly field, or take the company's expertise to a more weather friendly area. The decision was to set up a second operation in the upper Chesapeake Bay area.

The early work in Maryland was almost exclusively public work for either state or federal agencies doing shore erosion or bulk-head jobs, plus the small community sewer outfalls and subaqueous pipeline projects supported by the EPA.

Over time, the customer base adjusted and counties and small communities became the primary source of business. Private marinas started to either expand or refurbish, which seemed to fit with both the company's experience and equipment configuration.

In 1998, Dissen bought out his partner. Then, in 2003, his sons took over. This new management quickly decided that with the New York market shrinking and the Maryland market expanding, the company should focus on Maryland. The New York operation was closed and the company's office was relocated to Stevensville in 2005.

## Over time, the customer base adjusted and counties and small communities became the primary source of business.

### Summary of qualifications

Over the past 41 years, the Dissen & Juhn Company has completed more than 1,000 marine construction projects for public and private customers throughout the Chesapeake and Delaware Bays and their tributaries, as well as on Lake Ontario and New York's inland waterway.

Dissen & Juhn's strengths and unique qualifications include:

- A highly trained and experienced team of construction professionals, which include heavy equipment operators, carpenters, pile drivers and engineers. Its current workforce boasts an average length of employment of 13 years.
- Extraordinary project engagement from top down and bottom up. As a second generation, family-owned business, the owners of the firm are personally involved in each project. Its management team includes multiple engineering disciplines and onsite managers, supervisors and foremen have extensive experience in all facets of marine construction.
- On-staff engineers to address design, construction, use and maintenance issues.
- The firm owns all of its own primary heavy construction equipment, including cranes, excavators, barges and work boats.
- A solid financial base with ample bonding capacity and open lines of credit, as well as full insurances, including General Liability, Inland Marine, Hull, P&I, E&O, Builders Risk, Pollution and Workers Compensation.

Chief among Disсен & Juhn Company's equipment are workboats, barges, winches, cranes, excavators, loaders, forklifts and pile driving equipment.



Disсен & Juhn Company crew drives a test pile at the Cambridge Municipal

#### Markets served

Disсен & Juhn Company serves the Mid-Atlantic market with particular emphasis on the Chesapeake and Delaware Bays, the Potomac River and northern Virginia.

In addition to pile driving and dredging, principle markets for the firm include:

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### Honors and awards

Dissen & Juhn has received numerous accolades over the years. Recent awards include:

- Associated Builders & Contractors, Chesapeake Shores Chapter “Excellence in Construction” Awards for 2012 (Town of Perryville Pier and Floating Dock), 2009 (Bohemia Bay Yacht Harbour Bulkhead), 2008 (Marina Expansion & Reconstruction of the Cambridge, MD Municipal Marina) and 2007 (Timber Bridge at MacPhail Woods)
- United States Navy, Naval Facilities Engineering Command “Certificate of Appreciation in recognition of Exemplary Performance contract (West Basin Marina Repair and Expansion; July 21, 2003)

### Equipment

Dissen & Juhn Company owns an inventory of heavy construction equipment, giving the firm unique flexibility to take on a wide range of projects. Chief among its equipment are workboats, barges, winches, cranes, excavators, loaders, forklifts and pile driving equipment. The equipment inventory includes:

- Five spud barges up to 120 feet long
- Five mechanical cranes up to 60 tons capacity (American and Link Belt)
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By Ryan Fisher





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In 2013, RSC Bio Solutions acquired a majority ownership interest in Terresolve Technologies, Ltd., a leading manufacturer of readily biodegradable hydraulic fluids, functional fluids and lubricants for both marine and land applications. Terresolve brought with it a stellar, 17-year track record and an extensive lubricant product portfolio. Besides its EnviroLogic® branded technology, RSC Bio Solutions is also the exclusive North American licensee of SAFECARE®, an innovative line of cleaners, degreasers and solvents for industrial markets. The company also distributes GreenSorb®, an easy-to-use, non-leaching, natural absorbent. These partnerships allow RSC Bio Solutions to provide complementary

solutions to more customers, while streamlining both the ordering and servicing process.

The science behind its products may be complex, but RSC Bio Solutions was founded on a simple idea: work and world can coexist. But at the same time, there are still jobs to do. So even with lubricants, cleaners and absorbents, companies have to do more than well; they have to do better. That means ensuring the safety of employees and the general population cannot come with performance compromises. It means ensuring that waterways and aquatic life are not harmed. It means no drop-off in productivity. And all of that is possible, while keeping up with regulatory changes and requirements.

With the current regulatory changes stemming from 2013 Environmental Protection Agency (EPA) Vessel General Permit (VGP), RSC Bio Solutions is uniquely positioned to provide a wide range of compliant, environmentally acceptable lubricants

Continued on page 99

# Experience the Progress.



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**The Group**

(EALs) for pile driving contractors, foundation drillers and marine construction companies. The regulations surrounding the VGP requirements can be confusing, but they don't have to be. The EPA, under the 2013 VGP, now requires that all vessels over 79 feet use an EAL in all oil-to-water interfaces unless technically infeasible. It is expected that most vessels seeking coverage under this permit will be greater than 79 feet in length; however, vessels less than 79 feet are also eligible for permit coverage under this permit or those vessels may seek coverage under EPA's small Vessel General Permit (sVGP), as available and appropriate.

Additional regulation for pile driving contractors includes the Clean Water Act (CWA) of 1972, which is the principal federal statute protecting navigable waters and adjoining shorelines from pollution. Since its enactment, the CWA has formed the foundation for regulations detailing specific requirements for pollution prevention and response measures. Section 311 of the CWA addresses pollution from oil and hazardous substance releases, providing EPA and the U.S. Coast Guard with the authority to establish a program for preventing, preparing for and responding

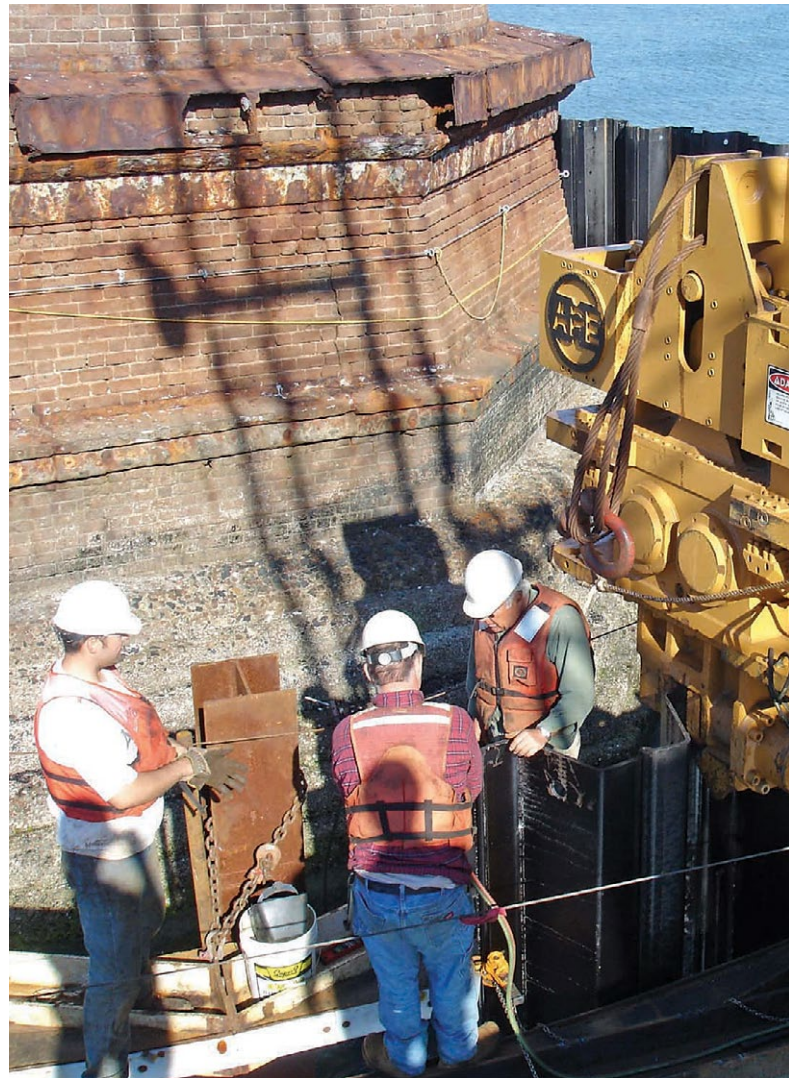
## The science behind its products may be complex but RSC Bio Solutions was founded on a simple idea: work and world can coexist.

to oil spills that occur in navigable waters of the United States. EPA implements provisions of the CWA through a variety of regulations, including the National Contingency Plan and the Oil Pollution Prevention regulations.

Under the legal authority of the CWA, the Discharge of Oil regulation, more commonly known as the "sheen rule," provides the framework for determining whether an oil spill to inland and coastal waters and/or their adjoining shorelines should be reported to the federal government. In particular, the regulation requires the person in charge of a facility or vessel responsible for discharging oil that may be "harmful to the public health or welfare" to report the spill to the federal government. The regulation also establishes the criteria for determining whether an oil spill may be harmful to public health or welfare, triggering the reporting requirements. The criteria are:

- Discharges that cause a sheen or discoloration on the surface of a body of water;
- Discharges that violate applicable water quality standards; and
- Discharges that cause a sludge or emulsion to be deposited beneath the surface of the water or on adjoining shorelines.

Discharges of petroleum-based lubricants meet these reporting requirements. In some cases, discharges of EALs do



American Piledriving Equipment (APE) is a frequent customer and relies on RSC Bio Solutions' products for various applications



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## When spills occur, pile driving contractors need to be sure they won't be open to significant fines and remediation costs, and the products available from RSC Bio Solutions reduce those risks.



not require the same response as petroleum-based lubricants, and fines and remediation costs are often significantly reduced for operators using EALs. When spills occur, pile driving contractors need to be sure they won't be open to significant fines and remediation costs, and the products available from RSC Bio Solutions reduce those risks. At the same time, the company's products also provide similar or better performance than petroleum-based lubricants.

For example, the EnviroLogic® 146 hydraulic fluid is a readily biodegradable and bio-based ISO 46 grade hydraulic oil that is uniquely suited for pile driving applications. Additionally, EnviroLogic® 3046 is a high performance, readily biodegradable synthetic ISO 46 grade hydraulic fluid intended for severe service, extreme high temperature (250°F), low temperature (-40°F) and high pressure (5,000+ psi) applications and when a long fluid life is needed. In addition to directly replacing petroleum oil-based hydraulic fluids of the same viscosity, these products have reduced environmental impact in the event of a leak or spill, as they are readily biodegradable and non-sheening. Important for many pile

driving contractors is that the EnviroLogic 146 and EnviroLogic 3046 are certified as EPA EALs.

RSC Bio Solutions' SAFECARE® series of cleaners is designed for marine construction applications where performance and safety are of equal importance. These powerful, industrial cleaners, degreasers and solvents are readily biodegradable EALs and VGP compliant. They are safe to use, store and dispose of. Plus, depending on the task, these hardworking, concentrated products can be used full strength or diluted. The uniquely engineered products are effective for use in rig washing, deck washing, parts washer cleaner, concrete and floor cleaning and general equipment cleaning.

By incorporating the proven products from RSC Bio Solutions, pile driving contractors can reduce risks without reducing performance. That means easier cleanups, lower fines, a healthier environment and a job done right. RSC Bio Solutions' commitment to their customers ensures that pile driving contractors will have access to solutions they need for problems they don't. ▼

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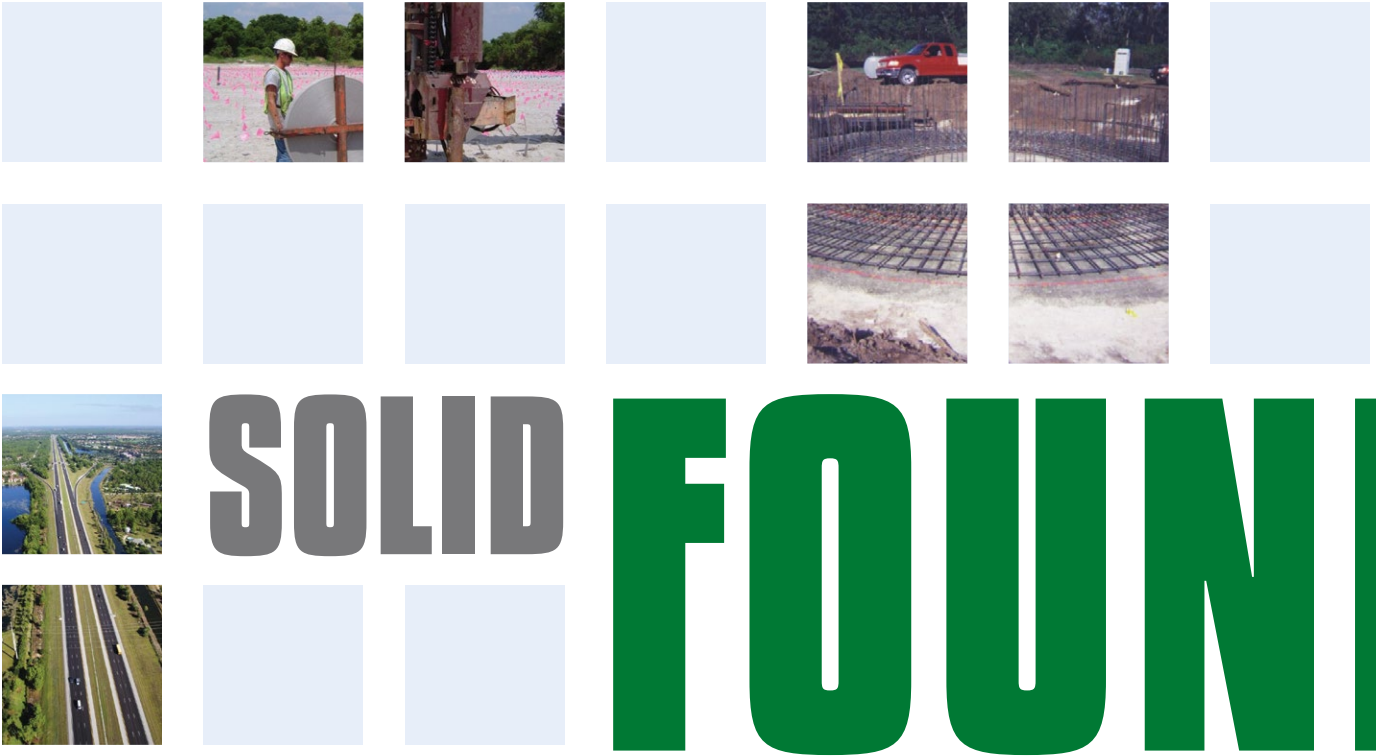


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Madrid Engineering Group, Inc. (MEG) is one of central Florida's premiere geotechnical and materials engineering companies. MEG was founded in 1992 and specializes in geotechnical engineering for structure foundations, earthen structures, subsurface construction and providing a variety of other engineering, environmental and geologic services. The purpose of our firm has remained unchanged since its inception: to provide high quality consulting and design engineering and construction support services to our clients throughout Florida and beyond.

With more than 7,000 successfully completed projects, a multi-disciplined staff, field equipment for explorations and testing, certified laboratories (FDOT, CMEC, and AASHTO R18 compliant), MEG has the expertise, experience and technical capabilities to solve problems brilliantly. Our clients come from many circles of society, ranging from homeowners and small business to industrial giants and major engineering and environmental



Geotechnical drilling being performed at Choctawhatchee Bay

All photos courtesy of Madrid Engineering Group



consultants. Numerous insurance companies, municipalities and governmental agencies also contract directly with us or through general consultants such as engineers or architects. We provide engineering and inspection support for the construction industry. Contractors find that our practical, no-nonsense recommendations provide immediate solutions and benefits to their day-to-day, hands-on production.

MEG has extensive experience in the design and implementation of a wide range of field investigation programs, from the rehabilitation of existing dam structures to retrofitting onsite unstable soils. MEG has the necessary capabilities to perform deep exploration borings even when the study site has been deemed to have difficult access. We have also developed state-of-the-art design parameters and construction recommendations for conventional and non-conventional foundation designs. All geotechnical engineering analysis and design is supported by our in-house soils laboratory, construction materials laboratory and geotechnical drilling fleet. Our geotechnical and geologic/hydrogeological services include but are not limited to: geologic hazards investigations, shallow and deep foundation design and analysis, dams/embankment design and evaluation – seepage and stability

analysis, design/evaluation of landfills and construction support, mined land reclamation assessment and development, retaining wall design, seasonal high groundwater table estimations, settlement monitoring, sheet piling and seawall tieback system design and evaluation, site improvement and subsurface stabilization, slope stability and landslide analysis, vibration monitoring and analysis, ground improvement methods including geo-foam applications and commercial property assessments.

Our structural engineering staff has provided technical expertise for clients in residential, commercial, industrial, institutional, municipal and transportation markets. We also strive to maintain a holistic approach to civil engineering. Many projects may require not only a structural input (focus on elements above ground) but also a geotechnical input (focus on elements below ground) regarding subsurface soil conditions and their impact on the structure of interest. Our structural team works hand-in-hand with our in-house geotechnical engineers and geologists in order to provide high quality and sound civil engineering service.

MEG has been involved as a specialty subcontractor for the Florida Department of Transportation (FDOT) for nearly 20 years and our staff has an even broader variety of FDOT experi-





Madrid Engineering Group's complex, located in Florida

ence. MEG has the technical staff for FDOT CEI-related work activities, including the CTQP certifications required to perform testing and inspection activities associated with roadway and bridge construction and project administration. Additional construction services include but are not limited to: drilled shaft inspection, soil compaction, concrete inspection, utility inspection, pile driving monitoring, wave equation analysis for the prediction (WEAP) of pile performance, dynamic testing (EDC), stabilization monitoring and asphalt coring.

MEG has in-house environmental capabilities and our staff has worked on numerous environmental projects. MEG is exper-

rienced in environmental permitting, environmental site assessments (Phase I, II and III), initial remedial actions and action plans, monitor well installation, contamination assessments and lake restoration analysis and disposal design.

Developing innovative new ways to solve geotechnical and environmental problems is one of our greatest strengths. MEG has developed PhosphoCrete™, a proprietary method to chemically stabilize soft clays including waste phosphatic clay (often called "slimes"). We have also researched and developed a patented system, PhosFilter™, which is an engineered filter media designed to reduce phosphorus and other pollutant concentrations in sur-



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face waters and stormwater runoff.

We are also pleased to state that MEG is a FDOT certified Disadvantaged Business Enterprise (DBE) engineering firm, qualified under the Unified Certification Program (UCP) to work on any federally funded transportation project (USDOT, FAA, FTA, and FHWA).

MEG is a place where you find not only experienced professionals but also people who care about and give back to their respective communities. There are simply a huge number of community events that MEG has supported both financially and through donation of personal time and materials. We have also

consistently welcomed middle to high school aged students during summer for mentorship with our staff and frequently enjoy the company and thirst for knowledge of career shadow day visitors. We routinely have people that volunteer in programs such as Math Counts and as Science Fair judges, both of which are state level educational competition programs that emphasize STEM: science, technology, engineering and mathematics. We have hired and inspired young people to pursue a career in engineering and technology, so we are creating a legacy that will last for decades.

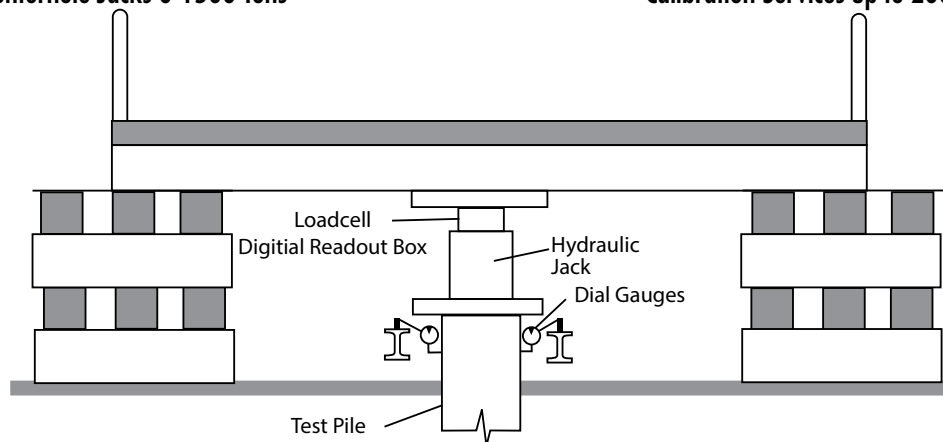
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# THE WORLD'S **ONE-STOP** FOUNDATION SHOP

ICE® celebrates 40 years of business



The guests and employees who attended the event for ICE®'s milestone



Submitted by Pollyanna Cunningham, ICE® – International Construction Equipment

On May 30, 2014, International Construction Equipment (ICE®) celebrated its 40th anniversary at its headquarters in Matthews, N.C. Invitations for this special event were sent to local ICE® customers in North Carolina and South Carolina, local political figures and other industry guests. The event included a full day of food, tours, guest speakers, hammer testing and demonstrations and conversation.

The event began with a presentation on the history of pile driving by William Spatz, a 32-year veteran of ICE®. The recently-retired Spatz spoke about the early use of driven piles by the Roman empire to how the industry, its equipment and technology has advanced to be a widely used, worldwide method of providing foundations and earth retention to the construction industry today.

Following this informative presentation, the

attendees were divided into two groups of 25 for the facility tour.

The tour's first stop was in the machine and fabrication shops where ICE® cuts, taps and lays out parts, which are later welded and assembled. The tour continued to the welding shop, where 16 welders were working to create gear cases, suppressor housings, power unit shells and more. It was an impressive sight to see how many team members ICE® has working on their products.

The tour moved to the multiple assembly areas where 12 separate ICE® teams direct final assembly of the power units, vibratory hammers, clamps and top drive augers. The tour was a surprising, but much appreciated, experience, since many in the group had no idea ICE® was building so much of its own equipment at the headquarters in Matthews, N.C., as opposed to being brokered to an overseas third-party entity.

The tour moved to the repair department where the service team was cleaning a unit purchased by a customer more than 20





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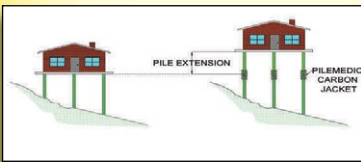
PileMedic® is a uniquely engineered FRP (Fiber Reinforced Polymer) product developed by Professor Mo Ehsani following 25 years of research and development. It is the fastest and most economical system for repairing and strengthening underwater piles, utility poles, columns and bridge piling with little disruption to traffic.

The PileMedic® system has a wide range of applications and works equally well on all materials including concrete, steel and timber. Fast installation and elimination of divers result in major cost savings. QuakeWrap® FRP fabrics are also ideal for repairing corrosion-damaged beams and slabs in piers.

PileMedic® has also been listed in the US&R FOG manual by the US Army Corps of Engineers and FEMA as a product for use in performing emergency repairs to piles and columns damaged in a disaster.



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Testing ICE® 44B

years ago. It was impressive to see the amount of care and attention the ICE® service team gives to maintaining older equipment, so the customer is confident in his equipment and knows it results in minimal downtime. The ICE® service team handles many other functions besides clean-up service in order to keep its customers operational.

The tour ended in the load and testing yard where the ICE® team showed the touring group a 44B vibratory hammer and a diesel hammer startup. Both of these demonstrations were exciting, especially to those that had never seen a vibratory hammer.

"We simply wanted everyone to see what we build, so they can see how safely these machines operate and the important role they play in the industry and to our customers," said ICE®'s service specialist, Reggie Randolph. The day ended with ICE® employees and customers enjoying cold beverages and music under an 80-foot long tent.

The ICE® team took great pride in showing the attendees what goes into crafting ICE® equipment.

"The sense of pride our team showed during the event was outstanding," said Mike Mitten, ICE® manufacturing manager. "ICE® would like to provide these special events more often, so our manufacturing team can continue to get to know who they are making these green machines for... It is always nice to put a face with a machine."

**Supporting the economy**

"The purpose behind the 40-year celebration was really two-fold," explained ICE®'s director of marketing and IT communications,

*Continued on page 110*



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ICE® headquarters, located in Matthews, N.C.



The third generation of ICE® team members enjoy the event for the company's 40th anniversary



The guests and employees who attended the event for ICE®'s milestone

**“The sense of pride our team showed during the event was outstanding. ICE® would like to provide these special events more often, so our manufacturing team can continue to get to know who they are making these green machines for... It is always nice to put a face with a machine.”**

*– Mike Mitten, Manufacturing Manager, ICE®*

Pollyanna Cunningham. “First, we really wanted to share this special time with our local client base, allowing them to get to know us and become more familiar with our operation. The assurance that we are in North Carolina and still manufacturing after 40 years is important for many to see.

“The second purpose was to get local, state and federal representation to recognize us as a vital part of the North Carolina and U.S. economies. Plain and simple, just get to know ICE®.”

However, the benefit of this tour was so much greater for all pile driving suppliers, not just ICE®.

“We wanted these political groups to understand what the industry uses and that not only ICE®, but also other manufacturers, produce this equipment right here in the U.S.,” said Cunningham.

Since the conclusion of the 40th year event, ICE® has had three requests from representatives for additional tours and to host roundtables with the company's team members.

“I think the event accomplished a lot – it created awareness and pride all at one time,” said Cunningham.

ICE® strives to build stronger relationships with pile suppliers, competitors and other industry businesses to help foster awareness that equipment manufacturers in the U.S. are providing quality products and service for the pile driving industry.

As part of that initiative, ICE® is involved in the “I Make America” campaign, and has been its “Pillar of the Industry” recipient in the AEM “I Make America” campaign for the past four years. ICE® continues to support the efforts of PDCA to get the word out that “A Driven Pile . . . Is A Tested Pile!”

ICE® is a family owned and operated organization. As the “World's One-Stop Foundation Shop,” ICE® is a leading U.S. manufacturer and an international distributor of vibratory drivers and extractors, diesel hammers, hydraulic hammers, excavator-mounted rotary heads and hammers, large and small-bore drill tooling (including EDME Kelly Bars), limited access drills, Comacchio drills and other deep foundation equipment. They handle both sales and rental agreements for all of their innovative products in order to boost your efficiency and make you more competitive in today's market. ▼





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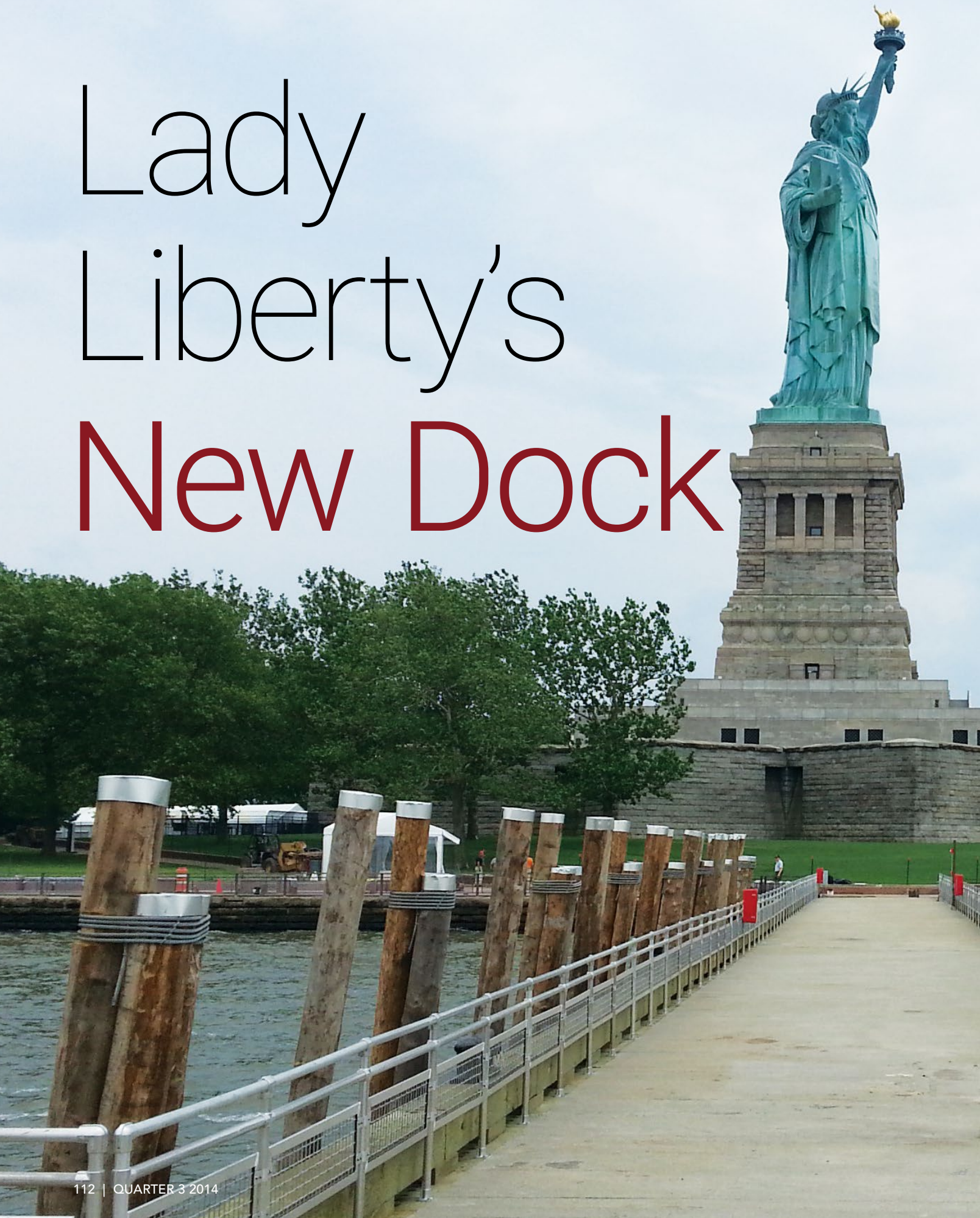
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# Lady Liberty's New Dock



# EIC Associates gets the job done under the wire

By Heather Hudson

Every company has had one of “those” jobs. The one with the impossibly short time frame. The one that requires materials from far-flung corners of the earth. The one that’s so high profile that it could make or break your reputation. The one that is riddled with challenge after unthinkable challenge.

The marine division of EIC Associates Inc., a heavy construction firm based in Springfield, N.J., thrives on these kinds of jobs.

Case in point: while other companies balked at replacing the service dock on Liberty Island in seven short weeks, EIC dug in.

In fact, it was a job that seemed tailor made for outrageously ambitious, professional adrenalin-seekers Ray Sciahetano, vice president of EIC’s marine division, and Andre S. Ameer, project engineer.

“Everybody was apprehensive on even committing to a price on it. The difficulty of the job in relation to the time frame and the materials required to construct the project scared people,” said Sciahetano. “But it’s the Statue of Liberty. It would look great on our company resume... it’s one of those jobs that, if you can make it happen, proves you can do just about anything.”

## The backstory

In October 2012, Hurricane Sandy raged onto the shores of the U.S. northeast coast. Liberty Island, home to the Statue of Liberty, was hit hard. The 12-acre island is normally protected from extreme weather by the New York Harbor, but it was no match for Sandy. All of the docks, promenade and ancillary structures around the island were heavily damaged.

EIC was contracted in April 2013 to replace the 7,000 sq. ft. service dock on Liberty Island by constructing a new 250-foot by 20-foot pier stem and 80-foot by 25-foot T-platform and fender system.

The catch? It needed to be ready for the grand re-opening of the island on July 4, 2013.

The project was comprised of removing more than 200 existing timber piles from the previous service dock and building a new service dock pier, including installing 193 fiberglass piles with concrete fill, greenheart timber framing and treated timber decking.

The project also included the installation of a temporary docking location for Statue Cruises. This consisted of re-purposing and re-conditioning a 300-foot by 40-foot car float to accom-



The completed dock, finished in time for July 4, 2013 events

modate 150-foot and 120-foot Tourist Cruise Boats carrying approximately 3,500 visitors per hour.

### Challenge 1 – Timing

“The schedule of this job was so intense, it made us stay so focused on the end game that we didn’t have time to even worry about it not working out,” said Sciahetano.

“We worked in stages. Simultaneously, we had rigs doing pile driving and pouring concrete while pile caps were going in and stringers and girders, cross-bracing and decking were all happening.”

Crews would greedily snatch up the material that was shipped each day and worked frantically until it ran out. “At one point we had one end [of the dock] 100 percent complete while we were still driving piles at the other end.”

Sciahetano says staging this way built momentum and synergy. Working seven days a week, 14 hours a day, with a maximum of five crews got the job done.

### Challenge 2 – Materials

Only greenheart timber from the wilds of South America would do for the framing and decking. However, it typically takes eight to 14 weeks’ lead time.


“We pounded the pavement, made every call we could to every supplier we could. At one point, we were even looking to rent a cargo ship and get the materials ourselves,” said Sciahetano.

In the end, one of their suppliers found overstock from a competitor.

“You have to make it happen, whatever it takes,” said Ameer.

Other materials included composite piles filled with concrete as an alternative to traditional piles in order to increase longevity of the materials. Lee Composites supplied Creative Pultrusions’ SUPERPILE FRP pipe piles to EIC to serve as bearing piles for the renovated service dock.

Using the pultrusion process and a polyurethane resin system, Creative Pultrusions produced 198 FRP pipe piles, each 48 feet long, 12 inches wide and a half-inch thick and fitted with



“The schedule of this job was so intense, it made us stay so focused on the end game that we didn’t have time to even worry about it not working out.”

– Ray Sciahetano, Vice President, Marine Division, EIC Associates Inc.

a steel pointed driving head to help drive them into the ground while keeping soil out of the inside of the pile so it could later be filled with concrete. An ICE I-8v2 diesel hammer was used to install the pipes.

“We were apprehensive about the original design of the piling, which called for a 0.375-inch wall that would be able to withstand impacting and installation without getting damaged or shattering. We proposed half-inch pile and 12-inch diameter that was structurally sufficient to stand on its own even without concrete fill,” said Sciahetano.

“It was a smaller pile but we were more confident that the thicker pile wall would be more durable and it was accepted. It was our first time driving fiberglass piles and they went in perfectly.”

During production, they used a steel falsework frame template for installing the pile grid managed a production of 12 to 18 piles/shift.

### Challenge 3 – Work on water

Let’s not forget that Liberty Island is actually an island. This meant everything had to be completely marine-based. EIC couldn’t store

*Continued on page 117*

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equipment or materials on it and it was inaccessible except by boat.

“Everything was on barges. Our office trailer was on a barge the entire time. And getting anything to the site meant everything came by water,” said Ameer.

Even the concrete trucks used to fill the piles had to be brought over by barge.

“The trucks were driven from the concrete plant in Red Hook, Brooklyn to a marine facility in Staten Island that had a bulkhead that would drive directly onto a barge.”

With only 90 minutes before the concrete would cure, they had to add chemicals to slow the process. Just getting from the plant to the site took two hours. It was critical to get the timing down perfectly.

#### Challenge 4 – The bubble curtain

Another aspect of the bid that had people concerned was the need for a bubble curtain.

Designed to protect the fish in the area from the noise generated by the hammer impact below water level, the bubble curtain divides the water into two sections, greatly reducing the sound waves.

The bubble curtain is a set of steel rings with tiny holes drilled into the top. It’s hooked up to a large air compressor and sends three individual rings of air bubbles. The use of this device was required due to the endangered Atlantic sturgeon in the area, which were migrating at the time.

“Bubble curtain systems are extremely expensive and not a lot of suppliers have them... we wound up putting together a

design ourselves. We had [professional engineering group] Dawn Underground confirm the design and run the engineering calculations. We submitted it to the client, it was approved and it worked out,” said Sciahetano.

#### Challenge 5 – Moving the canopy on the visitor dock

One of the trickiest components of the job was solving the quandary of how to move a 140-foot by 40-foot copper roof that topped a wood frame pavilion structure on the Visitor Dock. A simple crane pick up wouldn’t work. At 80 tons, this was one structure that was at a high risk of being damaged, yet new piles and a brand new pier needed to be built underneath.

“Nobody could figure out how it was going to get lifted and put back the same way in any kind of economical manner,” said Ameer. “Everybody was coming to the same conclusion: either drill holes in it or dismantle it. And nobody wanted to take that risk.

“After brainstorming with our project superintendent at the time, I did some research on house moving and found SJ Hauck right here in Egg Harbor, N.J. They had been busy picking up people’s houses on the beach and moving them after Hurricane Sandy. Between all of us, we came up with a concept.”

Hydraulic jacks were placed under the steel frame structure, which was constructed around the canopy posts. The jacks lifted the entire structure up while a crane connected to the structure was used like a winch to move the canopy in 10-foot increments to greatly reduce the risk of damage.

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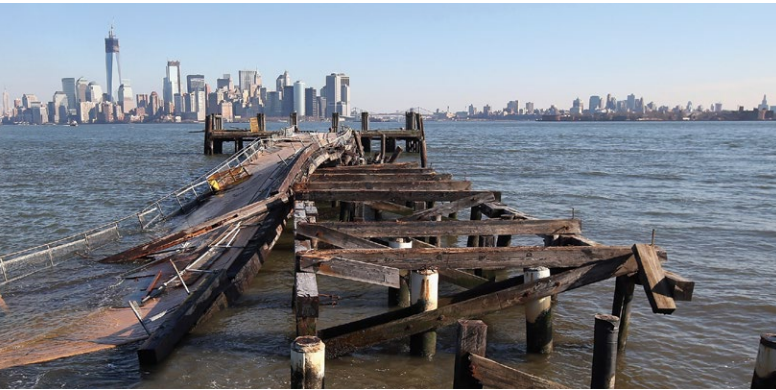


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Damage after Hurricane Sandy



Progress during the project

“We built a steel framework out over the water, jacked it up, put it on rollers, rolled it out to the falsework over the water, set it down and sat it there until we had driven the new piles and constructed a new pier. Then we jacked it up, rolled it right back and set it down.”

**A job well done**

When July 4, 2013 dawned, the Statue of Liberty was ready to receive visitors. While EIC continued to work on the ferry docking station, the hard part was finished.

The secret to the success, according to Sciahetano, lies in confidence, extreme hard work and great relationships both with suppliers from all corners of the industry and the client’s representatives.

ICE provided rented hammers, Evergreen Forrest Products supplied the greenheart timber, Miller’s Launch, Henry Marine and Ken’s Marine the tugboats and ramp barge, WG Moore many of the timber fender piles and M. Fine Lumber the decking.

Sciahetano heaps praise upon all of their partners, operators and dockbuilders for joining EIC in going above and beyond to do the job well.

“Nothing [on this project] came easy, but in the end everybody came through for us in a phenomenal way. We are so appreciative of the work they did.” ▼



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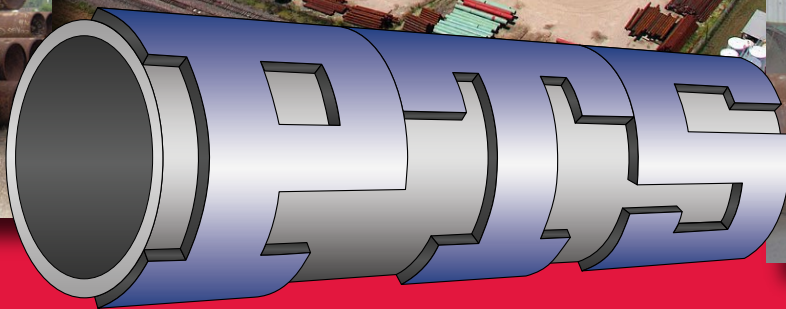
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# DRESSED FOR THE

## PDCA members work together to develop coating for a Maine bridge

By Gene Anderson, Lane Enterprises

The Maine Department of Transportation (DOT) decided it was time to replace the Martin's Point Bridge connecting Portland with Falmouth on U.S. Route #1. The bridge was originally constructed in 1943 and showing its age, needing another set of repairs or replacement.

The project went out to bid and Vanasse Hagen Brustin, Inc. (VHB) won the design phase with CPM Construction of Freeport, Maine being the design/builder of the \$23.5-million project.

As the owner of the bridge, Maine DOT held local advisory committee meetings to get a design that would be cost-effective, easy on the eyes and blend into the surrounding environment. The new bridge would be built alongside the existing span and would use concrete to accent a simple, smooth and consistent form. The existing bridge is 1,400 feet long from curb to curb with 46 spans. It is 44 feet wide with one lane of traffic in each direction and a six-foot wide sidewalk.

Maine DOT decided to use straight seam pipe with a Fusion Bond Epoxy (FBE) coating. This started discussions with CPM, Trinity Products, Lane Enterprises and 3M. Jeff Ware (Trinity's sales/project manager) convinced Maine DOT that he would supply a spiral welded pipe and Trinity would grind the welds so that they would be flush with the pipe. The next step was to get the FBE coating approved. Jake Hall (a field engineer with CPM) got R.J. Labrador (3M Coatings) and Gary Hinkelman (Lane Enterprises, Inc. – Technical Coatings Division) involved with Maine DOT.

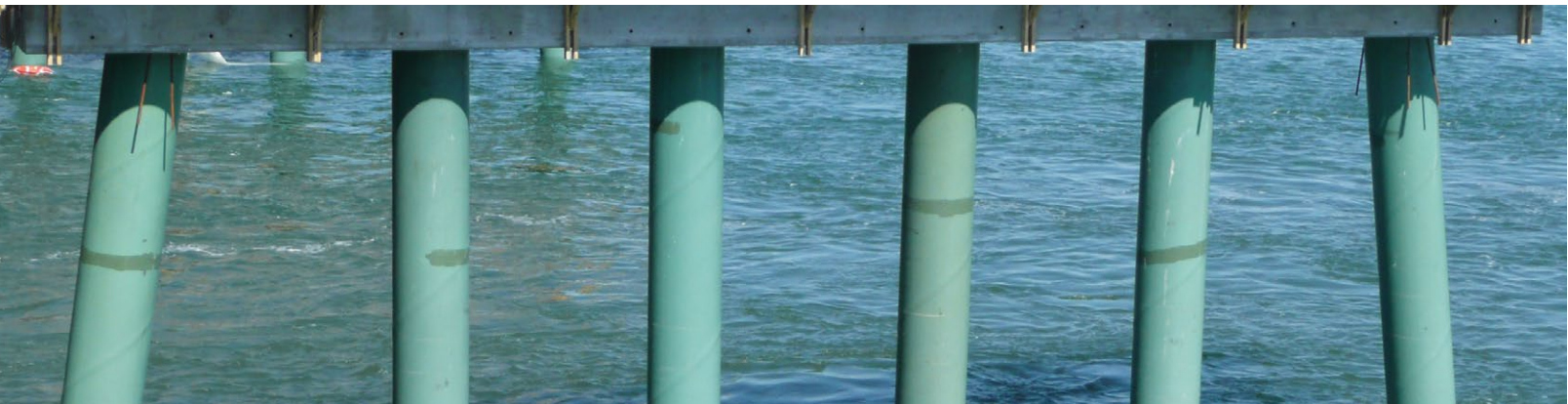
"This was our first obstacle. We could not find a current specification on the Maine website," said Ware. "I had five or six conference calls with R.J. and various other 3M chemists until we had something that would meet the Maine requirements. These calls and discussions were key to the success of the project. Mr. Labrador



# WEATHER



Piling being prepped for field splice welding on the Martin's Point Bridge. Pile supplied by Trinity/3M/Lane.



Driven SBE coated piling with the touch-up applied over the Presumpscot River

coordinated all of the 3M information with me. The DOT was pleased with what they saw and heard.”

After weeks of discussion and updates to the coating specification, the 3M product (Scotchkote 6233) was approved.

The project consisted of 50 piles that were between 30 and 55 feet long. They were 24” by 0.750” and 30” by 0.750”, and A252 grade 3, modified to 55 KSI yield. Conical points were also attached to ends of the pipe. The welds were ground and points attached at the Trinity Products facility in O’Fallon, Mo. When all grinding and welding was completed, Trinity shipped the pipe to the Lane coating facility in Carlisle, Pa.

Hinkelman scheduled the coating of the pipe over a three-week period so as not to interrupt his other projects. The Lane

*Continued on page 125*

**“These may have been some of the best welds we have ever seen. Trinity should be applauded for the job they did.”**

*– Todd Strohm, Vice President and Plant Manager,  
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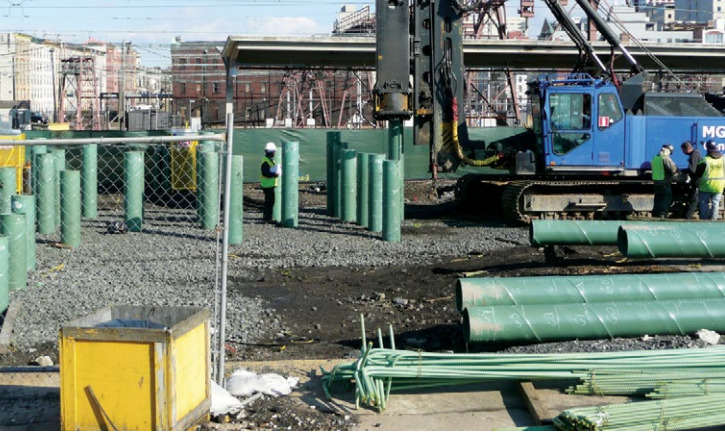
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Martin's Point Bridge nearing completion. A few of the 10 piers are shown.

coating line is a conveyORIZED line with blast capabilities and the ability to handle up to 120-foot lengths with a total weight capacity of 18 tons. The pipe was "hung" on the conveyor and transported through the blast machine where it received an SSPC-10 near white blast profile. It then entered the pre-heat ovens where it was in the oven for 20 minutes at a temperature of 425°F. This preheat helped achieve the film thickness of 15 to 25 mils of coating. This was applied via electro-static handguns on the next step of the process. After coating, the pipe went into a cure oven set at 425°F to 475°F for 30 minutes. Lane quality control tested the pipe (hammer impact, solvent rub test, film thickness) after a cooling period.

"These may have been some of the best welds we have ever seen. Trinity should be applauded for the job they did," said Todd Strohm, vice president and plant manager at Lane Enterprises.

"We coated 50 pipe piles in a three-week window and saw a very high quality product," added Hinkelman. "The project went

smoothly. We also sent touch up paint with each shipment."

Once onsite, CPM started driving the pipe in December 2012.

"Obviously, driving piles in the winter in Maine from a barge off the coast presented some challenges," said Hall. CPM had other issues – some sensitive marine life in the area required noise monitoring from April to November.

The next issue was at Abutment 2. The area featured pre-sumpscot clay. Before the Abutment 2 piles could be driven, the embankment area had to be constructed in specific stages. Wick drains were installed to proper consolidation of the clay to ensure there was no risk of lateral squeeze in the soil. Pizomentors, inclinometers and settlement platforms were installed to monitor soil conditions while the embankment was constructed. After soil consolidation of 95 percent, the Abutment 2 piles were driven.


The piles were driven 110 to 150 feet deep. Piles were spliced every 40 to 55 feet. Dynamic load testing was performed on one straight pile at every pier and one battered pile for each 24-foot and 30-foot pile. Thirty-foot pile was used on piers one to five and the abutment, while 24 foot pipe was used on piers six through nine. After splicing, a tent was constructed to heat up the pipe and a crew was employed to complete the field touch-up. Driving was completed in September 2013.

The bridge opened in the spring of 2014. The teamwork between the three PDCA members and CPM exemplifies the benefits to being members of the association. Lane Enterprises met Trinity Products at the PDCA conference in Albuquerque, N.M. in 2012. The working relationship has become a true team, with 3M supplying the coatings, Trinity the pipe and Lane performing the coating process on the various jobs these three companies have been involved in together. ▼

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# CONTINGENT PAYMENT CLAUSES

## Do they mean what they say?



By C. Ryan Maloney, Foley & Lardner LLP

**A**ssume you are a subcontractor working on a project to build a high-rise condominium tower. You've properly performed your work and have submitted monthly pay applications that have been accepted by the contractor and the owner. However, the owner has recently encountered financial difficulties. Because of this, the owner has not paid the contractor on its last two pay applications, which also include your last two pay applications seeking payment for several hundred thousand dollars of completed work. You've demanded payment from the contractor, but the contractor has refused to pay you, stating that it has no obligation to pay under the subcontract until it is first paid by the owner.

Is the contractor correct, or does the contractor ultimately have to pay for the completed work under the subcontract regardless of any issue with payment from the owner? Conversely, if you're the contractor, do you have an obligation to pay the subcontractor even though you have not received payment from the owner? In short, who bears the risk of the owner's nonpayment, the contractor or the subcontractor?

The answer to this question can vary greatly depending on the specific language of the subcontract and the jurisdiction where the project is located. This is because most subcontracts have some form of contingent payment clause, which is a contractual provision that makes payment contingent on the happening of some event, usually payment of the contractor by the owner, and different states have different laws regarding the enforceability of contingent payment clauses. This article is intended to provide an overview of the key issues involved in recognizing and understanding how contingent payment clauses work, how they will be interpreted and whether they will be enforced as written. Of course, due to the vastly different circumstances that can arise on a particular project and the nuances of the law in various jurisdictions, this article should not be relied upon as legal advice and an attorney experienced in construction law should be consulted for specific legal advice regarding specific contingent payment clause issues and questions.





# Invoice

## Pay-when-paid v. pay-if-paid

There are two types of contingent payment clauses, pay-when-paid clauses and pay-if-paid clauses. While sometimes these terms are used interchangeably, the two types of clauses have very different legal effects. Pay-when-paid clauses link the timing of the contractor's obligation to make payment to the subcontractor to the time when payment is made to the contractor by the owner. However, they do not relieve the contractor of the contractual obligation to ultimately pay the subcontractor. Instead, under pay-when-paid clauses, the contractor is ultimately required to pay the subcontractor within a "reasonable time" of the subcontractor's completion of its work even if the contractor does not ever receive payment from the owner. What constitutes such a "reasonable time" is not clear-cut and can vary greatly depending on the specific factual circumstances of the project and the law of the jurisdiction where the project is located.

The second type of contingent payment clauses are pay-if-paid clauses, which actually serve to make the contractor's obliga-

tion to pay the subcontractor at all contingent on the contractor first receiving payment from the owner. In other words, pay-if-paid clauses actually function to shift the risk of the owner's nonpayment from the contractor to the subcontractor, so that if the owner never pays the contractor, the contractor has no legal obligation to pay the subcontractor.

## Enforceability of contingent payment clauses

In large part because the contractor is the party with a direct contractual relationship with the owner, and is therefore generally seen as being in a better position to assess the risk of nonpayment by the owner than subcontractors, many jurisdictions either significantly restrict the enforceability of pay-if-paid clauses, or make them unenforceable all together. For example, in many of the states that allow pay-if-paid clauses to be enforced as written, the courts require that the pay-if-paid clause clearly and unambiguously state the intent to shift the risk of nonpayment by the owner to the subcontractor to be enforceable, with any ambiguity in the

clause being construed against the contractor.

In Florida, for instance, the courts will generally only enforce a pay-if-paid clause as written if it uses words expressly making payment from the owner a “condition” or a “condition precedent” to the contractor’s obligation to pay the subcontractor, or if it expressly states the contractor’s payment obligation is “contingent” upon the contractor receiving payment from the owner.<sup>1</sup> Without language clearly and unequivocally expressing the intent to shift the risk of owner nonpayment to the subcontractor, Florida courts will construe the clause as simply creating any obligation for the contractor to pay the subcontractor within a reasonable time of the subcontractor’s work, i.e. as a pay-when-paid clause.

For example, one Florida court ruled that a clause providing that payment would be made by the contractor only “after receipt of payment by the owner” did not sufficiently make clear that the contractor’s payment obligation was contingent on payment from the owner.<sup>2</sup> For that reason, the court construed the clause as only fixing a reasonable time for payment after the subcontractor’s performance, and not as relieving the contractor of the obligation to pay the subcontractor.

Other jurisdictions that allow pay-if-paid clauses to be enforced often have similar requirements for express and unequivocal language that must make clear that the parties intended to shift the risk of the owner’s nonpayment from the contractor to the subcontractor. These include Louisiana,<sup>3</sup> Georgia<sup>4</sup> and Michigan,<sup>5</sup> among others. Without such clear and unambiguous language, the pay-if-paid clause will not be enforceable or will be construed as having the effect of a pay-when-paid clause under which the contractor still has the obligation to pay the subcon-


tractor within a reasonable time notwithstanding the owner’s nonpayment.

Some jurisdictions go even further, making pay-if-paid clauses unenforceable altogether. For example, North Carolina has a statute that expressly provides that “Payment by the owner to a contractor is not a condition precedent to payment to a subcontractor ... and an agreement to the contrary is unenforceable.”<sup>6</sup> Other states, such as South Carolina<sup>7</sup> and Delaware<sup>8</sup> have similar express statutory prohibitions on pay-if-paid clauses. In other states, such as California<sup>9</sup> and Nevada,<sup>10</sup> for example, the courts have construed statutes the bar the waiver of lien rights as also prohibiting the enforcement of pay-if-paid provisions due to the indirect impairment of a subcontractor’s lien rights caused by a pay-if-paid provision.


**Conclusion**

As can be seen, the answer to the question of whether a contingent payment clause means what it says is highly dependent on the specific language used in the subcontract and the law of the jurisdiction where the project is located. Since enforceable pay-if-paid clauses shift the risk of owner nonpayment to the subcontractor, it is important for subcontractors to be aware of these types of provisions in subcontracts and understand the legal issues related to enforceability. Subcontractors should consider consulting an experienced construction law attorney in order to understand the law regarding whether pay-if-paid provisions are enforceable and in what circumstances so that subcontractors are in the best position to try to avoid having the risk of nonpayment by the owner

*Continued on page 131*



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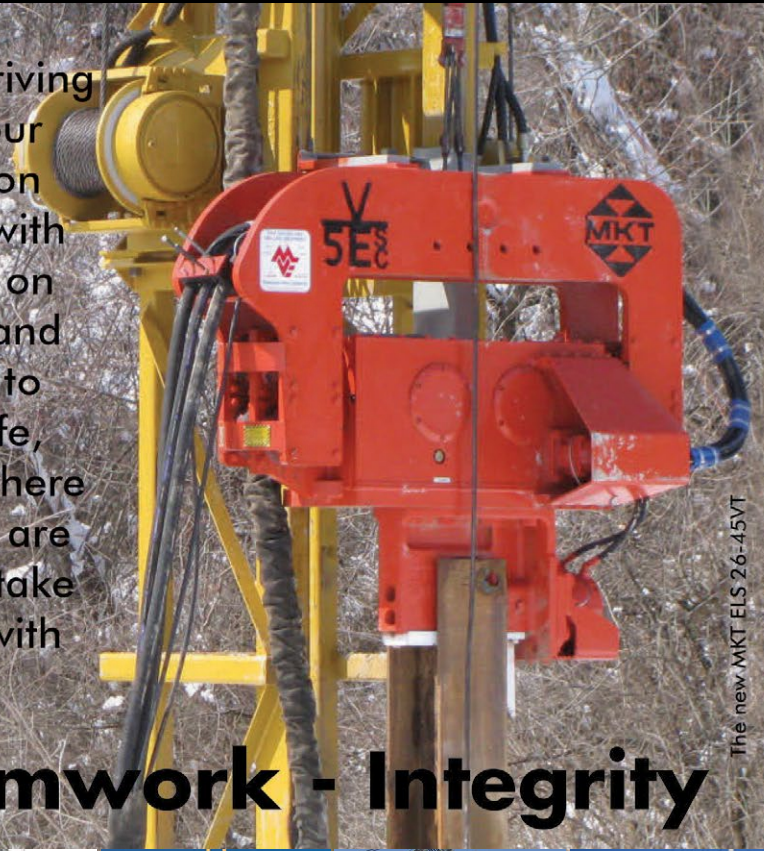
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## Who bears the risk of the owner's nonpayment, the contractor or the subcontractor?

shifted to them via an enforceable pay-if-paid clause. If an enforceable pay-if-paid clause cannot be avoided, subcontractors need to make sure that they take steps to ensure that an enforceable pay-if-paid provision is also flowed down to their contracts with their subcontractors and suppliers.

Similarly, contractors that intend on including an enforceable pay-if-paid provision in their subcontracts need to clearly understand whether pay-if-paid clauses are enforceable in the relevant jurisdiction of the project, and if so, the specific legal requirements to ensure the clause will actually be enforced as written by a court if necessary. They should also consider consulting an experienced construction law attorney to understand whether and what types of contingent payment provisions are enforceable in the relevant jurisdiction of the project, and the necessary language to include meeting any requirements for enforceability. ▼

*C. Ryan Maloney is a partner in Foley & Lardner LLP's construction practice and is board certified in construction law by the Florida Bar. He may be reached at [cmaloney@foley.com](mailto:cmaloney@foley.com) or (904) 633-4713.*

### References

1. See e.g., *DEC Electric, Inc. v. Raphael Constr. Corp.*, 538 So. 2d 963, 964-65 (Fla. 4th DCA 1989) (aff'd by *DEC Electric, Inc. v. Raphael Constr. Corp.*, 558 So. 2d 427 (Fla. 1990) ("In most cases which have found that the language of the payment provisions created condition precedents, the term 'condition' or 'contingency' was explicitly used."))
2. *G.E.L. Recycling, Inc. v. Atlantic Environmental, Inc.*, 821 So. 2d 431, 432-33 (Fla. 5th DCA 2002).
3. See *Imagine Constr. v. Centex Landis Constr. Co.*, 707 So. 2d 500 (La. App. 4 Cir. 1998) (holding that provision providing that "actual receipt of full payment from Owner shall be a condition precedent" to right of subcontractor to seek payment constituted enforceable pay-if-paid clause).
4. See *St. Paul Fire & Marine Ins. Co. v. Ga. Interstate Elec. Co.*, 187 Ga. App. 579, 580 (Ga. Ct. App. 1988) ("A provision in a contract may make payment by the owner a condition pre-

cedent to a subcontractor's right to payment if the contract between the general contractor and the subcontractor should contain an express condition clearly showing that to be the intention of the parties.").

5. See *Christman Co. v. Anthony S. Brown Dev. Co.*, 210 Mich. App. 416, 419 (Mich. Ct. App. 1995) (holding that subcontract provision providing that receipt of payment by the owner was a "condition precedent to payments to the subcontractor" created an enforceable pay-if-paid clause).
6. N.C. Gen. Stat. § 22C-2.
7. See S.C. Code Ann. § 29-6-230.
8. See 6 Del. C. § 3507(e).
9. *Wm. R. Clarke Corp. v. Safeco Ins. Co.*, 15 Cal. 4th 882, 896-897 (Cal. 1997) (holding that general contractor's liability to a subcontractor for work performed may not be made contingent on the owner's payment to the general contractor because it would unlawfully inhibit subcontractor's mechanic's lien rights).
10. *Lehrer McGovern Bovis, Inc. v. Bullock Insulation, Inc.*, 124 Nev. 1102, 1117-1118 (Nev. 2008) ("Because a pay-if-paid provision limits a subcontractor's ability to be paid for work already performed, such a provision impairs the subcontractor's statutory right to place a mechanic's lien on the construction project ... Therefore, we conclude that pay-if-paid provisions are unenforceable because they violate public policy.")



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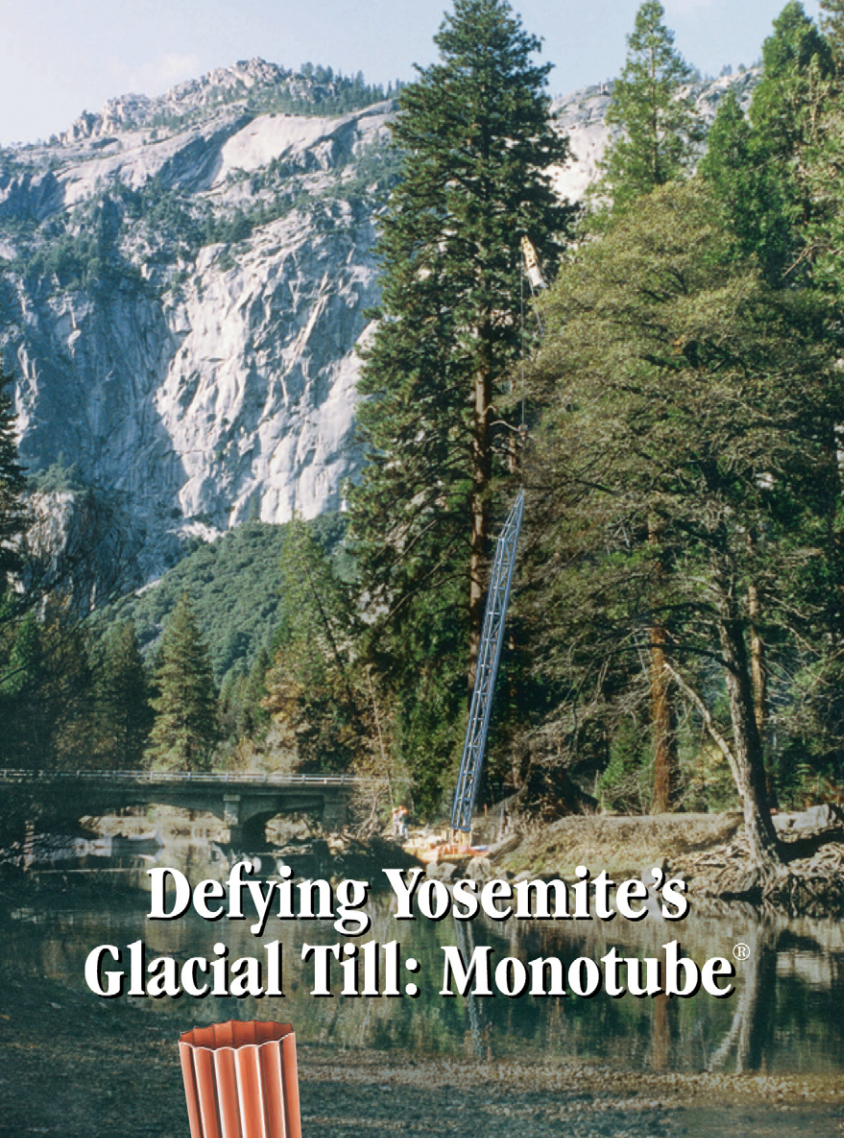
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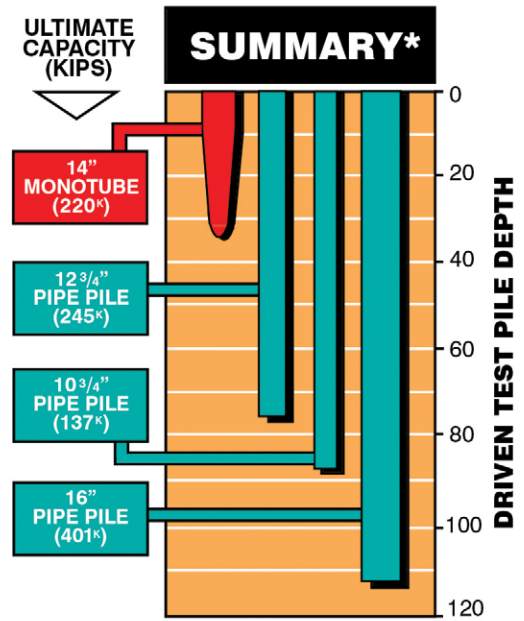
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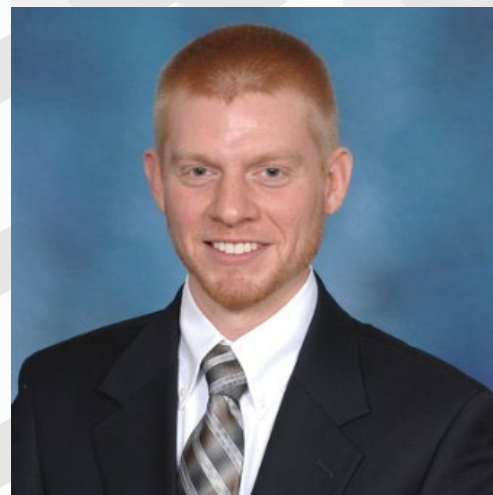


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# The Best of Both Worlds

## Aaron Klingshirn describes the joy of being part of a design/build contractor

By Aaron M. Klingshirn



**B**orn and raised in a suburb 20 minutes west of Cleveland, Ohio, I attended a relatively small high school with a graduating class just over 140 students. After graduation, I attended the University of Cincinnati (UC) in the fall of 2006 as a civil and environmental engineering major. My decision to attend UC over other schools lies with the co-operative education (co-op) program. The idea of alternating quarters of school and work in one's respective field is a cornerstone for future success. My first two co-op quarters were with the Georgia Department of Transportation (GDOT). During my two three-month stints in Georgia, I was placed on a \$219-million, 14-mile-long Interstate-85 widening project near Newnan, Ga. I wouldn't say that I enjoyed testing concrete all day, but looking back, it's all great career experience.

I enjoyed my time working with GDOT, but I didn't feel that highway construction management or highway engineering was the right fit for me, so I decided that for my next co-op position I would make a change in civil engineering concentrations. I have always had an interest for geology, so the logical choice was a geotechnical focus. I landed my next co-op position with Richard Goettle, Inc. in Cincinnati, Ohio in January 2009. My first project with Goettle was a driven soldier pile, wood lagging retention system in northern Kentucky. This was one of the coldest winters of my life, but after working in the field I fell in love with the industry.

I consider myself fortunate to have spent my time during co-op with Goettle for the remainder of my time at UC. I was able to travel to a few different places around the United States, the most memorable being Goettle's New Orleans, La. office. With only two of us in the office, we stayed busy bidding post-Katrina

pile driving work, and were eventually awarded two projects.

The first project we were awarded was an eight-mile section of the Chalmette Levee T-wall. This particular project is supported by 6,000 H-piles, with a sheet pile cutoff wall running down the center. All 6,000 piles were 14-inch sections, ranging from 130 to 152 feet in length. We drove a total of 880,000 linear feet of pile throughout the project duration. The second project was the Inner Harbor Navigational Channel (IHNC) Seabrook Floodgate cofferdam. This floodgate is a crucial part of the New Orleans flood protection system. It is the only surge barrier between Lake Pontchartrain and the IHNC. In order to install the swing gates for the surge barrier, we had to install a cellular cofferdam consisting of three each 38-foot and 11 each 62-foot diameter PS-31 sheet pile cells. Every cell consisted of 80-foot long sheet piles. Working with Goettle on these projects furthered my interest and passion for geotechnical engineering.

Once my co-op quarters were complete, I continued to work for Goettle part-time throughout my senior year. It was at this time I was inspired by Dr. Mark T. Bowers, my geotechnical professor at UC, to pursue graduate school for civil engineering with a focus in geotechnical engineering. Originally, I planned to attend UC for graduate school while continuing to work for Goettle part-time. However, after speaking with Dr. Bowers about alternate school options I decided to attend Virginia Polytechnic Institute and State University (Virginia Tech) in the fall. This decision was made quite rashly, however. Point blank, I asked Dr. Bowers, "If you were in my shoes, where would you go to graduate school?" He responded, "If Dr. Mike Duncan and Dr. Jim Mitchell are still at Virginia Tech, I would go there and not give it another thought." I immediately took Dr. Bowers' advice and moved to Blacksburg,

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Va. in August 2011. In fact, both Dr. Duncan and Dr. Mitchell still play a large role with the Virginia Tech geotechnical graduate and doctoral programs. Both gentlemen are Terzaghi Award winners and continue to be quite influential among the geotechnical community.

The year and a half I spent at Virginia Tech proved to be valuable for my career. I am thankful to have been given the opportunity to study under such great professors. It was nice to be one of the few students in the program who had real experience in the field, and that all the hard work I had put in working for Goettle was really paying off. I was able to relate to the construction aspect of the topics presented in and out of the classroom. One extracurricular project was assisting a fellow student, Andy Kost, in the construction of a full scale Geosynthetic Reinforced Soil (GRS) bridge abutment experiment. The experiment was to observe the durability and performance of a GRS abutment when the foundation is undermined by erosive action. I was also privi-

leged enough to attend ASCE's Geo-Congress in Oakland, Calif. that year in order to network and build important relationships with colleagues in and out of my program.

I returned to Goettle immediately after graduate school in January 2013 and began my career designing everything from axially loaded driven piles to sheet pile cofferdams to earth retention systems. I enjoy working for a design/build contractor because I get the best of both worlds. I get out in the field quite frequently running pile load tests, stressing anchors or simply observing one of my designs being constructed. In this sense, I find my current position extremely rewarding.

My first experience with PDCA was at the 18th Annual International Conference & Expo in St. Louis, Mo. It is so refreshing to see such a great group of close-knit people who thrive on the growth and prosperity of our industry. I look forward to learning from and integrating with the great colleagues I have met thus far and will meet in the future through PDCA. ▼

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