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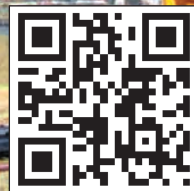
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LIEBHERR:

A company with humble family beginnings is now one of the biggest names in heavy construction machinery. Find out more, beginning on page 57.

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Bringing in the New Guy

By Rusty Signor, President, Pile Driving Contractors Association

PDCA has a tradition of the incoming President letting everyone know a little bit of their background. I thought it would be more interesting to tell about my construction company's history rather than my college life, so here it goes.

My first residential foundation piling project was in the late-1980s. We were driving piles on a dock next to an expensive waterfront subdivision on Lake Austin in Texas. The house was planning to use drilled piers for its foundation. The drilling was in progress when the Property Owner's Association shut the job down, as the dump trucks hauling off the alluvial spoils (I say the geotechnical term is "baby poop") were squirting the mess out of the cracks in their tailgates. This was before the city had an environmental department, so you can only imagine the mess that was made. The builder asked if we could have our crane come ashore and

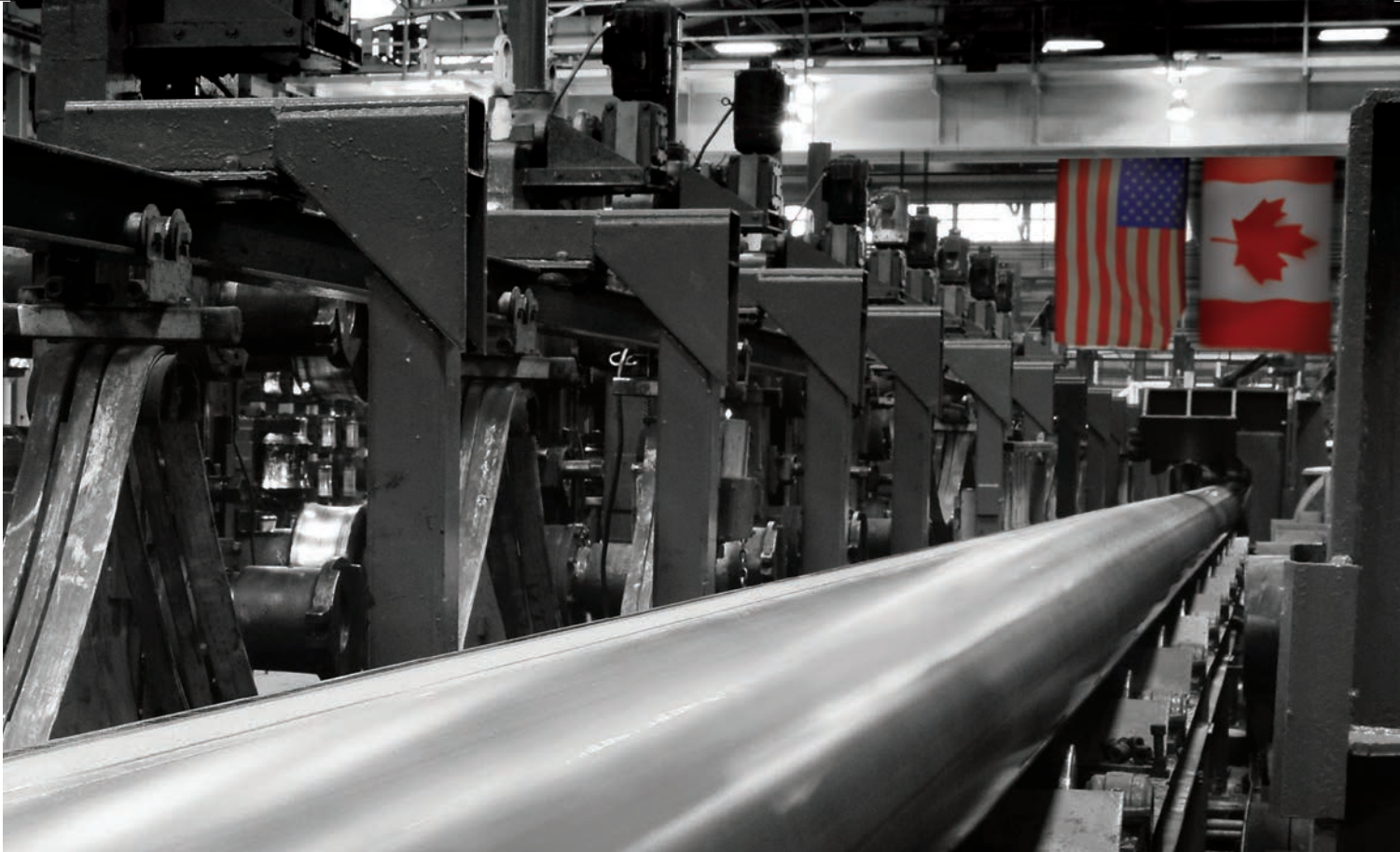
drive pilings on land. I told him as long as he didn't tell the crane it was going to drive piles on land, it was fine – a little sarcasm for an old contracting friend. So we came ashore and drove piles on that home, and then, later, the majority of homes in that subdivision.

This was a nice niche for our company to add to home construction, recreational facilities, water parks and marine construction. For over a decade, we only had a piling job every few months. These piling jobs were strictly on the edge of Lake Austin and were designed by a couple of engineers who had driven pile experience from the Gulf Coast. None of the geotechs ever specified piles, and the vast majority of engineers would never include driven piles in their plans unless they were specifically included in the geotechnical report (which some engineers honored as biblical, or that's how they justified making no suggestions on value engineering).

(continued on page 4)



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We bumped along (I guess I should say "pounded" along) for over a decade, relying on what I now call "road kill". Then I joined PDCA! I really wish I could remember what prompted me to join, but I can't. Yet, I can definitely say that it didn't leave us where it found us.

During one of the first annual conferences I attended, I heard a seminar on pile testing by Dr. George Goble. He put on a very conservative static load (pile of concrete road barricades) in the Denver area. After giving all the engineers a copy of the soil report, he gave a sort-of analysis test. The result was amazing. All but one was 80 percent wrong and that one missed by 20 percent. I asked myself, would I like to have any of these engineers design my foundation?

When I returned to Texas, I put on a static load test with resistance piles and a jacking system conducted by some engineers I found by the Texas coast, approximately three hours away. The design engineer said that the frictional piles could only hold eight kips and the refusal piles 12 kips, so he had designed the piles four-foot on center. Well, the frictional piles delivered 32 kips and the refusal piles were

not budging at 120 kips. The jacking system was only rated to 120 kips, and since we only had a maximum load of 29 kips, we finished off the test without driving three hours away to get a bigger jack.

The foundation design piles were moved to 15 feet on center and, thus, saved the owner over \$80,000. This was the last test for foundation that I paid for when I realized who pocketed all the money. Fortunately, for my pocket, all the test piles were contrived into reversing stairway landing, so I could at least charge for these.

That finally got things going for our company. We started having dynamic tests for projects and always invited engineers to come and watch. Finally, we actually got piles on a soil report as a recommended option. We have it framed in our office. By the way, now the owners pay for their test-

ing with all the money they save.

I am very fortunate and blessed to have my son Clayton, who is excited and passionate about the pile driving business. We started to have "Lunch and Learns" about piles with around three-dozen engineering firms several years ago. Then, he went back to get his second Master's in geotechnical engineering. Now we are in the second round of our "Lunch and Learns", telling about his test results in expansive clay, which he did for his Master's thesis. Now we have continuous piling projects all around central Texas.

During my term as President, I want to convey to contractors to not waste as long a time as I did waiting for "road kill". Reach out to engineers, students, D.O.T.s and contracting organizations to let them know the benefits of the driven pile. ▼

I want to convey to contractors to not waste as long a time as I did waiting for "road kill"



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Full Speed Ahead

A look at what's coming up in the near future for PDCA, its members and the pile driving industry

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

PDCA 17th Annual International Conference and Expo 2013

The Quarter 2 2013 edition of *PileDriver* magazine will include a lot of familiar sections, like Member Profiles, Project Spotlights, Features, Legal articles and more. However, given the timely arrival of this issue at the PDCA 17th Annual International Conference and Expo 2013, PDCA has included a lot of information about the event to help those in attendance find their way around and get a more in-depth view of what is happening in Orlando and how to take advantage of all the opportunities we're offering.

I want to thank all of the PDCA members and our conference guests for attending this year's annual event. Between all of the registered attendees, exhibitors and sponsors, PDCA expects this conference to be one that you will not only find rewarding from a business and professional development perspective, but also from a social and networking standpoint. If you have read the conference brochure or the individual registrant's conference packet presented at the time of registration, you know there will be some very interesting and relevant general session presentations about your industry, including the future of pile driving at federal and state levels, exciting and innovative projects – both completed (case histories) and those scheduled for the very near future – as well as new technologies and materials, safety in pile driving, legal issues surrounding your business and more.

For those of you who could not attend this year's conference, I am sure the reasons are justified – workload, economics, being short-staffed, etc. However, if you missed this year's conference out of indifference, then I believe you have missed an unmatched opportunity to learn new ways to be productive, safe and business-savvy and to meet new peers or perhaps clients, potentially strengthening your company's position in the industry. I hope you will reconsider your attendance for 2014.

PDCA would like to inform everyone about a change in the General Session agenda. Roger Lenneberg, "Creating a Culture of Dispute Resolution," has cancelled his appearance. So, as a replacement, PDCA offered the opening to Van Komurka of Wagner Komurka Geotechnical Group. PDCA is pleased to announce that Van has accepted our offer and will be making his presentation on Saturday, April 27, from 1:30 p.m. to 1:55 p.m. in the General Session Ballroom. As of this writing, Van has not yet announced his presentation topic, but given his geotechnical knowledge of the industry, his consistent participation as an instructor at the PDCA

Professors' Driven Pile Institute, years of serving on the PDCA Technical Committee and the numerous PDCA conferences and seminars in which he has already presented, I am sure you will find his presentation very interesting and informative.

The PDCA Exhibit Hall is full – not a booth remains. I want to thank our exhibitors for their support and participation. More importantly, I encourage everyone to go by and visit with each exhibitor at their booth.

As Dave Chapman stated in his President's Address in the conference brochure regarding exhibitors (vendors), ". . . it is a chance to see what is new in the world of pile driving. Last year, I had a project that required driving in difficult conditions. (Pile driving contractors) have all had these project problems and like mine, they always create a dilemma. I spoke to several of the equipment vendors in the Exhibit Hall about my project, got several possible solutions to my problem and, as a result, found a way to do the work more effectively and efficiently than what was originally planned. The representatives for the vendors are people that have a great deal of knowledge about not just their products, but also about the industry in general. You would be surprised how much you can learn from the vendors just from a short 10-minute conversation. If you have a question about a job back home, talk to these guys and you will come away with a viable solution, as I did."

You will have ample opportunity to thank the exhibitors and sponsors that have supported this year's conference. Please take that opportunity and the time to say, "Thanks! Thanks for being here and thanks for your support and participation as a member of PDCA." This association would not be the same without them. And don't forget to join exhibitors at their booths for their company raffles!

Project of the Year Awards program

Look for the 2013 entries to the Project of the Year Awards program as "Project Spotlight" articles in upcoming issues of *PileDriver* magazine. All of the entries were exceptional examples of our industry and what we are capable of doing as contractors, suppliers and engineers.

Find out who won the prestigious "Project of the Year" awards during the annual conference's Business and Awards luncheon on Friday, April 26 at noon. Don't forget to vote for the "Member's Choice" project award. Voting will take place directly across from the conference Registration Booth.

PDCA wants to acknowledge the Project of the Year Award sponsor for their generous financial contributions.

BAUER-Pileco, ICE® – International Construction Equipment and Pile Equipment, Inc.: if not for their generous support, you would not see the new and outstanding presentation that will be unveiled at the awards ceremony, highlighting all of the entries and culminating with the winning entries – don't miss this one!

Professors' Driven Pile Institute

In June 2013, PDCA will conduct its seventh biennial Professors' Driven Pile Institute (PDPI) at Utah State University. This year's PDPI will see professors come from all over – including (as best as I can recall) our first professor from an international country – China. Generally, PDCA only accepts 25 professor "students"; however, this year we have 26 professors signed up to the program, making it one of PDCA's largest classes. The PDPI is a long-term and very important part of what PDCA does for the industry. Since the first PDPI in 2002, PDCA has taught a significant number of professors more about teaching their engineering students about the driven pile than any other organization. How significant is this? If one professor who attended the PDPI course teaches 20 students about the driven pile in a foundation course once a year, then approximately 10,500 students have entered the engineering profession knowing more about the driven pile because of PDCA and the PDPI course. If the professors are teaching both undergraduates and grad students (based on professors' bios, many teach multiple courses), the number jumps to over 21,000 students.

Since 2007, PDCA has received overwhelming financial support and participation by PDCA members making voluntary contributions to the PDPI through their annual membership dues renewal. Since the inception of the voluntary contribution program, PDCA has raised approximately \$16K in 2009, \$22K in 2010, \$15K in 2011, \$18K in 2012 and so far in 2013, we have collected \$4,300. These contributions sustain the PDPI program and its continuation. PDCA covers the expenses of each student from the time they arrive at USU until they leave. The price of each program is approximately \$45K. PDCA rolled out a formal PDPI fundraising campaign to raise money for the PDPI in 2007. Contributions by PDCA members were again overwhelming. In 2013, PDCA will once again initiate a formal PDPI fundraising campaign. I hope all members will give generously when you receive the campaign brochure later this year.

PDCA wants to thank the program host, USU, as well as the instructors who teach the program, Campbell Scientific for the field studies, PDI for the dynamic load testing and all of the others who make this program the standard by which all other teach-the-teacher programs are judged.

Above all, PDCA wants to thank Eric Hendriksen of Desert Deep Foundations for his return to USU to drive the closed-ended pipe pile and ICE® – International Construction Equipment for providing the diesel hammer.

New PDCA staff

Finally, for those attending the conference, be sure to introduce yourself to the new PDCA staff: Jessica Fasanella, Administrative Assistant and Carolyn Wasdin, Director of Programs and Events. Both of these ladies work tirelessly every day to provide you with the best service possible and to bring you a quality, well-run conference. ▼

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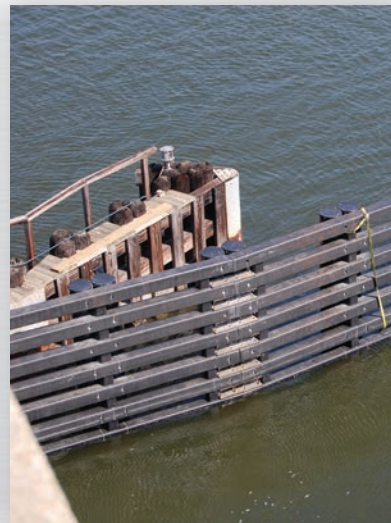
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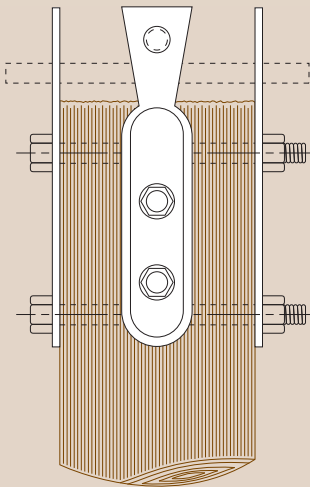
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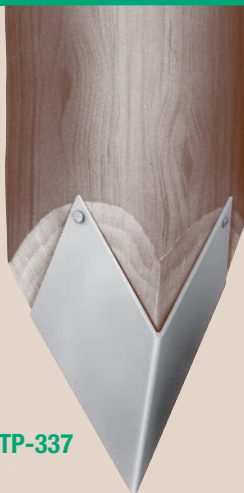
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Bill Marczewski, Buck Darling, Dave Chapman, Randy Dietel, Wayne Waters, Van Hogan, Tom Davis (Advisor), Tom Hallquest (Advisor)

Market Development Committee Chair:
Phil Wright
130 Satellite Boulevard
Northeast, Suite A
Suwanee, GA 30024
Phone: 678-714-6730
Fax: 678-714-5950

Market Development Committee Members:
Dan Winters, Mike Elliott, Scott Whitaker, TC Heller, Dean Abbondanza, Rusty Signor, Steve Macon

Membership Development Committee Chair:
John King
4530 Highway 162
Hollywood, SC 29449
Phone: 843-763-7736

Membership Development Committee Members:
Van Hogan, Mark Weisz, Trey Ford, Randy Dietel, Harry Robbins

Technical Committee Chair:
Dale Biggers
P.O. Drawer 53266
New Orleans, LA 70153
Phone: 504-821-2400
Fax: 504-821-0714

Technical Committee Members:
Anna Sellountou, Billy Camp, Casey Jones, Dave Chapman, Eric Hendriksen, Garland Likins, Gerald Verbeek, Marvin Phillips, Mike Kelly, Randy Dietel, Van Komurka, Andrew Verity, Mike Justason



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: Responsible for the dissemination of information relevant to safe work practices. Responsible for monitoring and reviewing regulations and legislation impacting the driven pile industry.

Environmental: Responsible for environmental issues related to pile driving, including, but not limited to, noise, vibration, biofuels, brownfield sites and marine life.

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 and Pacific Coast. As of 2012, Texas is organizing a state chapter.

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



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Efficiency, Effectiveness and Economy (E₃) of driven piles through a series of engineering focused presentations. DICEP is designed primarily for geotechnical, structural and civil engineers, but presents relevant 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 Testing and Analysis Seminar and Workshops: 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 (GRLWEAP), high strain dynamic foundation testing (PDA and CAPWAP). This course is designed primarily for individuals involved in the design, construction and specification of deep foundations; as well as PDA and CAPWAP users, 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.

Dynamic and Static Pile Load Test 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 (5th 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, the magazine provides current industry trends, the latest in technology, case histories and legal topics relevant to the pile driving industry. *PileDriver* also features member "Company Profiles" and company completed projects through "Project Spotlights". The PDCA encourages article submissions and is 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 (new and renewals), advertising, leadership and committees, 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 2013 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 | \$ _____ |
| TOTAL: | \$ _____ |

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: _____

Please complete this application and mail to:
PDCA – 1857 Wells Road - Suite 6, Orange Park, Florida 32073 or Fax to: 904-215-2977



Did *You* Know?

Is there an industry standard for allowing a crane's running block inside a lead while operating a diesel hammer on a batter pile?

To answer this question, it is first necessary to understand what occurs during the driving of piles with diesel hammers inside "U-shaped" leads:

1. The hammer is guided by an open frame system with cross bracing in the lead system.
2. Initiation of the firing sequence on diesel hammers is performed by engaging a mechanism on the back of the diesel hammer into the ram and lifting the ram with the mechanism. As the mechanism must release its attachment to the ram in order for the ram to fall and begin the injection and firing of diesel fuel, the device is normally referred to as a "trip mechanism."
3. Safe/proper operation of a diesel pile hammer is for the crane operator to manipulate the position of the trip mechanism during the process of driving piles. The design of diesel hammers is based on the trip mechanism not being at the top or bottom of the frame during hammer operation.

Because of the difficulty of handling pile hammers on batters, most diesel hammers driving batter piles can be equipped with a hydraulic cylinder and external hydraulic power unit to lift and release the ram. This lessens the difficulty of handling the diesel pile hammer and maintaining the required batter angle during operation.

As the crane must be secured to the pile hammer during the driving process and the nature of pile driving dictates constant movement of the hammer (in response to pile movement and resistance), positioning a crane block, especially while on a batter, inside the leads is not recommended. The block will have a tendency to contact the structural members of the lead system as the load on the handling line varies.

It is recommended that diesel hammers be equipped with hydraulic start/trip mechanisms for batter applications. The greater the batter and the heavier the ram for the particular diesel hammer, the more critical that recommendation becomes.

It is also recommended that a handling sling (with no over-haul ball) connect the diesel hammer to the crane's load block for all operations. The length of the sling is based on keeping the crane's load block out of the lead's framework.

PDCA member companies with significant experience driving batters as severe as 12-on-12 with both diesel and hydraulic hammers have been reported. Complete lead systems that address the complications of handling line direction while on batters for swinging leads and a variety of fixed leads are available through PDCA associate member companies. ▼



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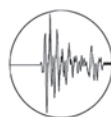
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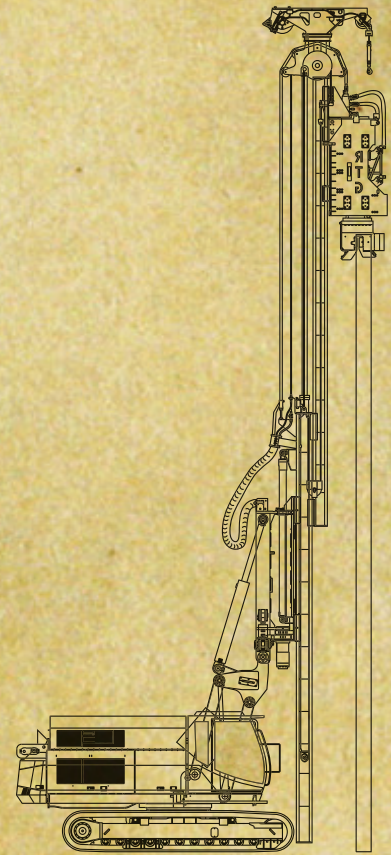
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PROVEN EXPERTISE

ECA is consistently represented on nearly every major and high profile project across the US and Canada, and in a variety of capacities. Our success stems from the diversity of our product lines, our best-in-class service and our specialized knowledge to adapt equipment to a variety of projects.

This knowledge and demonstrated success has placed our employees and equipment in crucial roles when and where they are needed the most. Like the widening projects on the Pennsylvania and New Jersey Turnpikes, Ground Zero, levee restoration in the Gulf after Hurricane Katrina, and the post-collapse replacement of the Mississippi River Bridge in Minneapolis. Stadiums? We have had our equipment on basically every major stadium built east of the Mississippi. Environmentally sensitive projects? We have solved customer problems where local emission standards have exceeded Federal EPA standards or where the use of biodegradable and synthetic oils are required.

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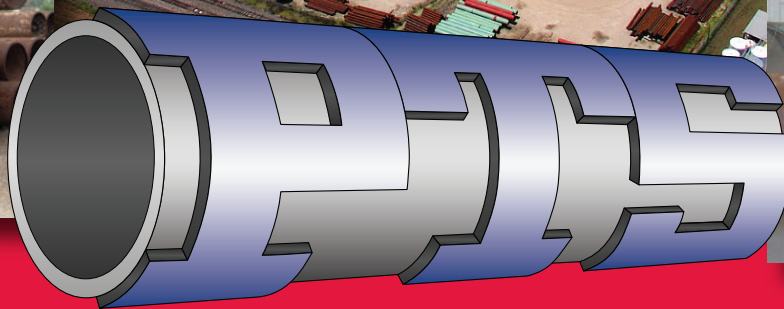
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New PDCA Members



The following is a complete list of all members who have recently joined PDCA. The association welcomes everyone on the list!

Contractors

Agra Foundations, LTD
Derek Harris
101-12391 Horseshoe Way
Richmond, BC V7A 4X6
Canada
Phone: 604-270-1115
Fax: 604-270-1056
www.agra.com

American Pile and Foundation LLC
Eugene J. Merlino
One Commerce Street
Somerville, NJ 08876
Phone: 908-534-7430
Fax: 908-534-7431
www.americanpilellc.com

CEPCO Foundations, LLC
Zachary Collier
4863 Coastal Drive Southeast
Southport, NC 28465
Phone: 910-619-1725
Fax: 910-363-4257

Chris-Hill Construction, LLC
Craig Christenbury
4749 Pleasant Run Road
Memphis, TN 38113
Phone: 901-767-6312
Fax: 901-767-1323
www.chrishillconstruction.com

Desert Deep Foundations, LLC
Eric Hendriksen
393 South 2650 West
Salt Lake City, UT 84104
Phone: 801-381-5088
Fax: 801-282-0099
www.desertdeepfoundations.com

Facchina Construction Company, Inc.
Gary Fry
102 Centennial Street, Suite 201
La Plata, MD 20646
Phone: 703-495-8111
Fax: 703-495-8121
www.facchina.com

Group Contractors, LLC
Kevin Gourgues
15055 Jefferson Highway
Baton Rouge, LA 70817
Phone: 225-752-2500
Fax: 225-752-2552
www.groupcontractors.com

Hayward Baker, Inc.
Gilberto Limon
208 Little Santee Road
Colfax, NC 27235
Phone: 336-668-0884
Fax: 336-668-3259
www.haywardbaker.com

IMCO General Construction, Inc.
Kathryn Blair
2116 Buchanan Loop
Ferndale, WA 98248
Phone: 360-671-3936

Kokosing Construction Company
Mike Schmeltzer
958 North Huron Street
Cheboygan, MI 49721
Phone: 231-627-5633
Fax: 231-627-2646
www.kokosing.biz

Macro Enterprises, Ltd.
Brian Morris
25 East Chestnut Street
Massapequa, NY 11758
Phone: 516-799-3434
Fax: 516-799-3845
www.macroenterprisesltd.com

Manson Construction Company
Mark Openshaw
4309 Pablo Oaks Court
Jacksonville, FL 32224
Phone: 904-821-0211
Fax: 904-992-0811
www.mansonconstruction.com

McLean Contracting Company
George Bosjmajian
6700 McLean Way
Glen Burnie, MD 21060
Phone: 410-553-1676
Fax: 410-766-3860
www.mcleancont.com

Clayton Jenson
100 Republic Road
Chesapeake, VA 23324
Phone: 757-543-1676
Fax: 757-543-1670

Power Engineering Construction Company
Mike David
1501 Viking Street, Suite 200
Alameda, CA 94501
Phone: 510-337-3800
www.power-engineering.net

Power Lift Foundation Repair, Inc.
Bill McCown
304 Progress Street
Sherman, TX 75092
Phone: 903-893-2393
Fax: 903-893-2672
www.plfrinc.com

Richard Goettle, Inc.
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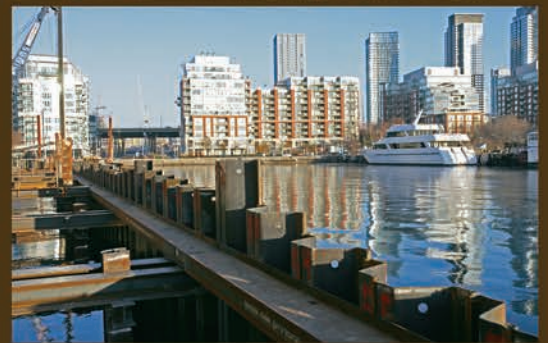
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Organizational changes at Atlas Tube/ JMC Steel Group

As a part of our efforts to continue to improve our organizational effectiveness, we are reorganizing JMC's commercial and operation groups into distinct business units, organized by product lines.

Consequently, I am very pleased to announce Tom Muth as the new President of our Atlas HSS and Piling Business. Tom will have full management responsibility for the commercial and operations teams along with profit and loss responsibility.

Tom is a 21-year industry veteran. Prior to assuming this position, Tom was Vice President of Sales and Marketing for Atlas Tube.

The business unit structure will enable faster, more entrepreneurial decision-making, ensure greater ownership and accountability for financial results and eliminate organizational layers to move closer to our customers and deliver a better service model.

We sincerely appreciate your past support and hope you find this new structure to be better aligned in servicing your future needs.

Submitted by David W. Seeger, President, JMC Steel Group

Pile Dynamics and GRL Engineers – LEED® certification for building

The building that houses the headquarters of Pile Dynamics, Inc. (PDI) and GRL Engineers, Inc. (GRL) in Solon, Ohio is now LEED® Certified. The LEED program, established by the U.S. Green Building Council (USGBC) and verified by the Green Building Certification Institute (GBCI), is the U.S.' preeminent program for the design, construction and operation of high performance green buildings. PDI and GRL are proud to be housed in the first – and, so far, only – certified LEED Green Building in the New Construction and Major Renovations category in the City of Solon.

The building achieved LEED certification for the efficient use of energy, lighting and water and also for incorporating a variety of other sustainable strategies. "Most of all, we are proud that we could preserve valuable resources by adaptively reusing an existing building," said Yolita Rausche, who served as LEED Project Administrator for the renovation. The original building housed a packaged nuts plant; renovation was accomplished with minimal construction material waste and reusing 96 percent of the existing structure.

"The green building movement offers an unprecedented opportunity to respond to the most important challenges of

our time, including global climate change, dependence on non-sustainable and expensive sources of energy and threats to human health," said Rick Fedrizzi, President, CEO & Founding Chair, USGBC. "The work of innovative building projects such as the PDI and GRL headquarters is a fundamental driving force in the green building movement."

A Certification Ceremony conducted by Michele Kilroy, LEED AP, Executive Director of the Northeast Ohio Chapter of the USGBC, took place on January 29. Present at the ceremony were, among others, Solon Mayor Susan Drucker and United States Congressman David Joyce, who presented PDI and GRL with a Certificate of Congressional Recognition and Achievement. State Senator Thomas F. Patton and Ohio Representative Marlene Anielski could not attend the ceremony but also acknowledged its significance with tributes to the companies and the renovation team.

"PDI is honored to be part of a movement towards greater building efficiency, which, according to USGBC, has the potential to reduce the future U.S. demand for energy and generate 2.5 million jobs," said Garland Likins, PDI president.

PDI manufactures electronic instruments to evaluate the quality and control the execution of deep foundations that support bridges, stadiums, high-rises, wind towers, residential buildings and other structures. Its products are not only extensively used in the U.S., but are exported to the four corners of the globe. For more information, visit www.pile.com/pdi.

GRL provides deep foundation testing and analysis services throughout the U.S., the Caribbean, Central America and South America. For more information, visit www.GRLengineers.com.

New leadership at Emeca / SPE USA – announcing a new Chief of Operations

Michael Jahnigan, owner of Emeca / SPE USA, is happy to announce new leadership at his factory in Delaware. Effective February 15, 2013, Frankie Abralind will serve as the new Chief of Operations of the company, taking over the responsibility for day-to-day operations, strategic planning and management. The factory, which man-



Frankie Abralind, Chief of Operations, Emeca / SPE USA

ufactures the fastest, most reliable pile splice for precast concrete piling for deep foundations, operates in historic Laurel, Del.

Frankie Abralind joined the company in mid-2012 as Director of Marketing. A graduate of Cornell University, Frankie received his MBA from the University of Maryland's Smith School of Business. His previous work includes experience in the biofuels and industrial compost industries.

Supporting Frankie in management of the factory are Kraig Ames, Production Manager, and John (J.D.) Rhodes, Vice President, Sales. The team also welcomes Steve Remy to the position of Office Manager.



Hammer & Steel new sales facility

In an effort to meet the growing needs of the market for piling and pile driving equipment in the northeastern U.S., Hammer & Steel has announced the opening of its new sales facility in Sparta, N.J. This will be the eighth office in the U.S. that the company, which is one of the largest suppliers of piling and pile driving equipment in North America, will operate.

Hammer & Steel offers a diverse lineup of equipment, including pile driving equipment, drilling equipment, drill rig tooling, drill rigs, excavator mounted attachments, piling rigs, monitoring equipment, accessories, used pile driving equipment and steel piling products.

“By adding an office in the northeast, we are expanding our ability to serve our clients nationwide,” said Bob Laurence, Vice President at Hammer & Steel. “The new office enables us to deliver even more exceptional service to the northeastern area. Our staff analyzes the details of every project’s requirements to match the correct equipment to a job and having a sales office in the northeast will give us a greater ability to understand the elements of supplying jobs in that area with pile driving equipment.”

Headquartered in St. Louis, Mo., Hammer & Steel sells, rents and services a full line of piling, pile driving and drilling equipment through its locations in California, Florida, Kansas, Maryland, Minnesota, Missouri, New Jersey and Texas.



Introducing the Instantel® Micromate™ Vibration and Overpressure Monitor

Instantel’s Micromate™, a low-cost 4-channel unit, is designed to monitor and transmit event data with one triaxial geophone and one air overpressure microphone. The Micromate has been designed to withstand the construction, mining and geotechnical environments. The rugged design includes a high-impact protective boot, fully sealed top panel and non-corrosive, impact-resistant connectors. Micromate is easy-to-use with a touch-screen interface including intuitive menus, color display and an associated keypad.

The real-time operating system provides uninterrupted event monitoring ensuring zero dead time between events. The flexible



sample rates, from 1,024 to 4,096, offer programmable record times from one second to 30 minutes dependent on the selected record mode, and the expansive memory offers a capacity for over 1,000 one-second events at a sample rate of 1,024 S/s. USB communications allow high speed data transfer of recorded events and uploading of setup configurations. Important features like Auto Call Home™ remote monitoring and an enhanced Histogram Combo™ recording mode are also included.

For more information, visit www.instantel.com, email sales@instantel.com or phone 613-592-4642



Minimate Pro4 and Minimate Pro6 Class 1 Sound Level Microphone

The new Instantel Series IV Sound Level Microphone can perform unattended monitoring of noise, such as building activities, construction, traffic and mining operations. It is now possible to combine noise and vibration monitoring on the same unit, making the Minimate Pro4 or Minimate Pro6 a cost-effective and flexible monitor for these applications. The microphone ships with a microphone stand and windscreen.

The Sound Level Microphone has been designed to meet the requirements for IEC Class 1, which includes A and C weighted specifications. It has a measuring range from 30 to 140 dB with a fast or slow response.

It is also capable of recording the unfiltered response in one of two ranges, +/- 25 Pa or +/- 100 Pa. The record mode can be set to Manual trigger, Waveform (records up to 9,000 seconds once a preset trigger level has been exceeded), Histogram (with intervals from two seconds to one hour) or Histogram-Combo (Compliance mode only, this combines histogram and waveform monitoring at the same time).

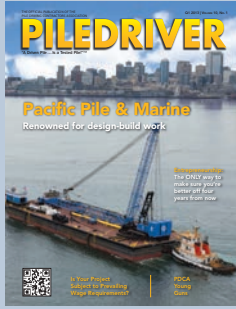
For more information, contact your Instantel account or dealer representative:

Ron Mask (ron.mask@instantel.com) or
Eric Gagne (eric.gagne@instantel.com)
613-592-4642
sales@instantel.com
www.instantel.com



CORRECTIONS

In the Quarter 1 2013 edition of *PileDriver*, the byline of the article "Is Your Project Subject to Prevailing Wage Requirements" read Ryan C. Maloney of Foley & Lardner. The article was actually written by Jonathan Oliff of Foley & Lardner. *PileDriver* regrets the error.



In the Quarter 1 2013 edition of *PileDriver*, Figures 9 and 10 in the article "A Case History of Analysis of Pile Response," written by Bengt H. Fellenius and Pierre A. Goudreault of UniSoft Geotechnical Solutions Ltd., were missing key numbers and text on each graph. *PileDriver* regrets the error.

To view a complete version of the article that contains this information in Figures 9 and 10, please view the updated digital edition of *PileDriver*, starting on page 91, at <http://bit.ly/15QORBJ>

In the 2012-2013 PDCA Membership Directory, the contact for Reeve Trucking Company, Inc. reads Doug Ottis. Please update your directories to note that Doug's last name is spelled Ollis. His full contact information is as follows:



Doug Ollis
 P.O. Box 5126
 Stockton, CA 95205
 Phone: 209-948-4061
www.reevetrucking.com

Please update your 2012-2013 PDCA Membership Directory to reflect Robert Thompson, P.E. as the main contact for Dan Brown & Associates – PC. The corrected contact information for Robert is as follows:

Robert Thompson, P.E.
 2400 Old Creek Road
 Montgomery, AL 36117
 Phone: 334-239-3135
rthompson@danbrownandassociates.com

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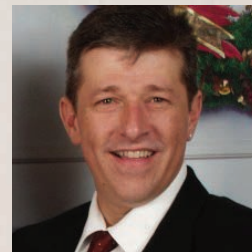
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PDCA and the Industry Lose a Friend

We regret to inform of the passing of David A. Yingling



David Alan Yingling, 45-years-young and resident of Auburn, Wash., passed away on January 10, 2013 at his residence due to complications from cancer. David was born in Vancouver, Wash. on June 24, 1967, the son of Donald Raymond Yingling and Cheryl Lou Turner. David attended South Albany High School and graduated in 1985.

David and his soul-mate Lindsey Jo Joy, recently celebrated the birth of his only son on March 27, 2012. David's career was spent in Kent, Wash., working for American Pile Driving Equipment Inc. and serving as the company's vice president. David was preceded in death by his mother, Cheryl Lou Weekes and is survived by his soul-mate,

Lindsey Jo Joy; his father, Donald Raymond Yingling; his sisters, Teresa Buonocore and Christina Baze; his three children, Megan Ashley Yingling (23), Kelsey Noel Wolfinger (21) and David Alan Yingling Jr. (1); his grandson, Renton Jamie Hazard (5) and all those who loved him.

A memorial service was held on Tuesday, January 15, 12:00 P.M., at LifeWay Church, 5015 Southwest Dash Point Road, Federal Way.

A memorial fund has been set up for David Jr. Please send contributions to American Piledriving Equipment Inc., P.O. Box 88730 Seattle, WA. Please make checks payable to David A. Yingling Jr. ▼



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PDCA Chapter News



▼ PDCA OF THE GULF COAST CHAPTER



On Thursday, February 28, the PDCA of the Gulf Coast Chapter hosted its first quarterly 2013 dinner meeting at Messina's Restaurant. Frank Rausche, Pile Dynamics, Inc., who had just finished

a three-day Deep Foundation Dynamic Testing and Analysis course for PDCA in New Orleans, was the guest speaker.

Carol Friedland, a professor at Louisiana State University, provided an update on the joint research project, titled "An Integrated Computational and Experimental Study of Driven Pile Set-Up in Soft Clays." The research is supported by the Louisiana Board of Regents Industrial Ties Research Subprogram and industrial partners Boh Bros. and Cajun Deep Foundations.

Precast concrete piles are being donated by Atlantic Metrocast, Baton Rouge.

The Industry Advisory Committee consists of representatives from Morphy Makofsky, Inc., Engensus, Boh Bros. and Cajun Deep Foundations.

Geotechnical engineering and testing is provided by Eustis Engineering Services, LLC and the Louisiana Transportation Research Center (LTRC).

The following is the project's one-year schedule: Initial Site Characterization (complete), Pile Design (initial design complete), Pile Instrumentation Plan (initial plan complete, procurement in process), Meeting with the Industry Advisory Committee (scheduled for mid/late-March 2013), Pile Installation (scheduled for May 2013) and Numerical Analyses (Underway).

The Chapter will host its annual Crawfish Boil at Frennier Landing on April 18, 2013. This event will be followed by the chapter's second, third and fourth quarter dinner meetings on May 30, August 8 and November 14, respectively.

President

Devon Overall, P.E., of Coastal Bridge Company, LLC
225-766-0244

▼ PDCA OF THE MID-ATLANTIC CHAPTER



The PDCA of the Mid-Atlantic Chapter held its first quarterly dinner meeting on February 21, 2013 at the West End Grill. The meeting was very well attended. The chapter also had great support from its sponsors, which included the following companies:

Platinum Sponsors:

Cianbro, Geoquip, Lally Pipe

Gold Sponsors:

ICE® – International Construction Equipment,
ECA – Equipment Corp. of America, Indusco, Clark Foundations, Alban Tractor, Herbert F. Darling, Inc.

Marty Corcoran, Chapter President (and new national Director) presented the opening remarks, followed by a national PDCA update by Stevan A. Hall, Executive Director of PDCA.

The Chapter organized several committees during this meeting. The committees are open to any PDCA chapter member and participation is encouraged. The following committees were organized at the dinner meeting:

Meeting/Events Committee – Chair, Jill Kennedy

Committee Members – Rich Northfield, Bobby Fitchett, Ray McMaster, Vic Garza

The meetings/events committee will plan Chapter Meetings, plan local meet and greets (Norfolk, Richmond, Harrisburg, northern Virginia), plan fundraisers/get-togethers (crab feast, golf outing, bull roast), identify meeting locations and arrange dinner meeting speakers.

Membership Committee – Chair, Rich Northfield

Committee Members – Rusty Erdman, Mike Jahnigan, Chris Lowe, Dan Brown

The membership committee will recruit new members, keep an updated list of current members, new geographical area recruiting and maintain support of existing members.

Advertising Committee – Chair – Need Volunteer

Committee Members – Need Volunteers

The advertising committee will advertise and promote chapter meetings and events, upgrade the chapter newsletter and help promote national events.

President

Marty Corcoran of Corman Marine Construction, Inc.
410-424-1870

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 below.

▼ PDCA OF THE NORTHEAST CHAPTER

The PDCA of the Northeast Chapter held their first quarterly chapter dinner meeting on Wednesday, February 20. The dinner meeting was a phenomenal success, with an attendance of 70 people. Guest speaker Jerry DiMaggio gave an informative presentation on "What the Driven Pile Contractor Needs to Know," which focused on regaining market share for pile drivers. Contractors were given new insight into what they might want to look at to become more competitive in obtaining additional jobs. All in attendance came away with a little more knowledge on what needs to be looked at when bidding and or commencing with any job.

The Northeast Chapter plans on holding its next meeting in Newark, N.J. in May 2013. Watch for more information by clicking on the "Chapters – Northeast" link on the PDCA website, www.piledrivers.org or contact Judy Pomo or Matt Scerbak at apf@associatedpile.com, or call 800-526-9047 for more details.

Co-Chairs

Herbert Engler of Penn State Fabricators
718-786-8814

Craig Olson of TRC Companies, Inc.
856-273-1224



▼ PDCA OF THE PACIFIC COAST CHAPTER

Please add the following events to your calendars for the PDCA of the Pacific Coast Chapter.

- The PDCA of the Pacific Coast will hold its annual Turkey Shoot Sporting Clays Tournament at Bird's Landing on April 12, 2013.
- The chapter's "Day at the Races" will be held at Golden Gate Field in Berkley, Calif., on October 25.
- Their annual luncheon will be back at Hotel Mac, Point Richmond, Calif., on December 6, 2013.



President

Dermot Fallon of Foundation Constructors, Inc.
925-754-6633

▼ PDCA OF TEXAS CHAPTER

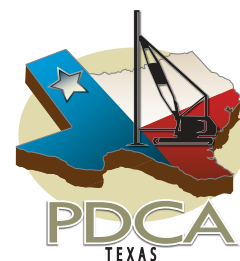
For more information about joining the Texas Chapter, please contact one of the representatives below:

James Buttles
713-899-7593
jbuttles@lbfoster.com

Randy Dietel
409-945-3459
randy@pilinginc.com

Robert Nunmaker
281-992-4000
rnunmaker@skylinesteel.com

Rusty Signor
512-264-8300
rusty@txpile.com



▼ PDCA OF FLORIDA CHAPTER

The PDCA of Florida has worked with national on some events at the PDCA 17th Annual International Conference and Expo 2013. The Chapter will host the margarita station during the conference's Annual Reception/Dinner/Entertainment event on Saturday night, April 27.



President

Mike Carter of Blue Iron, Inc.
407-427-7051





17th Annual International Conference & Expo 2013

**Omni Orlando Resort
at ChampionsGate
in Orlando, Fla.**

We've made it to the PDCA 17th Annual International Conference & Expo 2013, hosted by the Omni Orlando Resort at ChampionsGate in beautiful Orlando, Fla. We are excited for this year's program and looking forward to seeing old colleagues and friends as well as meeting all those who may be new to the event.

Be sure to attend the general sessions and stop by the booths of all of our exhibitors. Their presence and support of PDCA is invaluable.

We hope to see everyone at all planned events and are excited to debut the new format for the Project of the Year Awards. Good luck to all those who have entries, and look for Project Spotlights featuring the winners in upcoming issues of *PileDriver*.

Above all, have fun, learn lots and welcome to the Conference & Expo!

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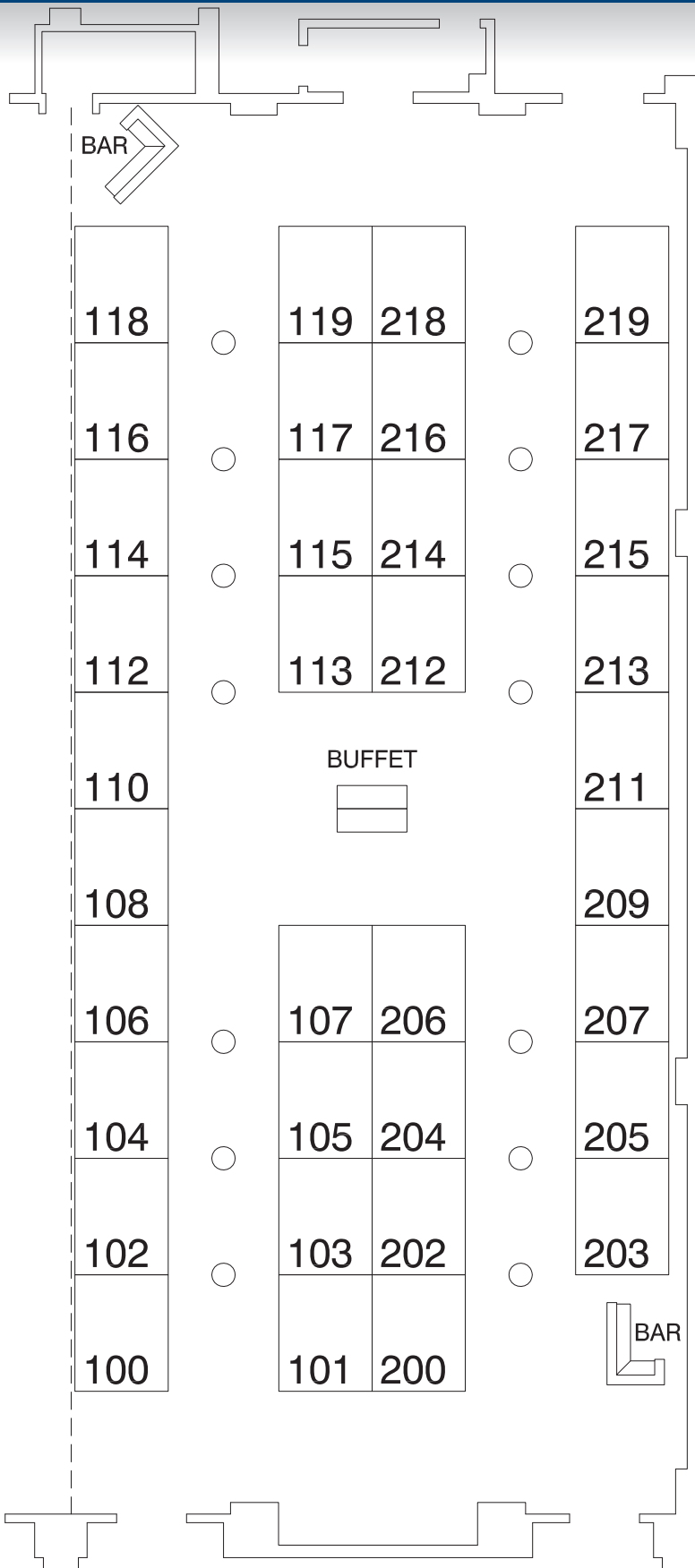
17th Annual International Conference & Expo 2013

Exhibitors and Floor Plan

Plan your schedule to be able to visit each and every one of our exhibitors!

Exhibitor Booths and Companies

Booth	Company
100	Dieseko Group, B.V.
101	Seaboard Steel Corporation
102	BAUER-Pileco
103	Atlas Tube
104	Creative Pultrusions, Inc.
105	Lodge Lumber
106	Trinity Products, Inc.
107	Piling Products, Inc.
108	Liebherr Nenzing Crane Company
110	Pile Dynamics, Inc.
112	Hammer & Steel
113	Skyline Steel
114	Instantel
115	Birmingham Foundation Solutions
116	Applied Foundation Testing
117	Independence Tube Corp.
118	Link-Belt Construction Equipment Co.
119	Emeca
200	American Hose Company
202	Aggregate Technologies
203	ICE® – International Construction Equipment
204	Monotube Pile Corporation
205	Foundation Technologies, Inc.
206	L.B. Foster Company
207	PND Engineers
209	Hefei Ziking Steel Pipe, Inc.
211	Cox Industries
212	JD Fields & Company, Inc.
213	Interpipe Inc.
214	Giken America Corporation
215	Sunbelt Rentals
216	Corpac Steel Products
217	Pile Hammer Equipment
218	APE® – American Piledriving Equipment
219	Consolidated Pipe and Supply



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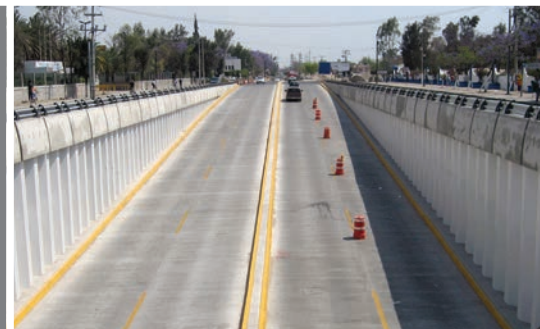
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Mark Your **Schedules**

PDCA will keep you busy with several special events planned for the Conference & Expo – don't miss 'em!

Inaugural PDCA Scholarship Fund Golf Tournament and Luncheon

This PDCA Golf Tournament and Luncheon will be the first to raise money for the newly formed PDCA Scholarship Fund. The fund is intended to provide scholarship dollars to candidates who are enrolled in university, college or technical programs in construction, construction management, engineering or other programs related to pile driving. 100 percent of the proceeds will be used for scholarship awards.

The National Golf Course, designed by Greg Norman, challenges golfers with its traditional Florida golf-resort style. The lush 18 holes wind through 200 acres of secluded woodlands, wetlands and former orange groves. Gently sweeping fairways, 80 sculpted bunkers, greens maintained in tour condition, clever doglegs and a few scenic water hazards make this course a player's delight.

Tournament details

The inaugural PDCA Scholarship Fund Golf Tournament and Luncheon will take place on Thursday, April 25, 2013. Check-in, driving range and putting course will begin at 10:00 a.m. The luncheon will be held in the Champions Hall at the Omni Orlando Resort at the ChampionsGate Golf Course Clubhouse beginning at 11:00 a.m. On-site registration will be held at the clubhouse, also beginning at 11:00 a.m., on a space-available basis only. The tournament will begin with carts departing the clubhouse at 12:00 p.m.

The tournament format will be a four-person team "shamble." Each player will hit from the tee. The team will select the best tee shot and each player will play their own ball from that spot until holed. No handicaps are needed for this PDCA tournament.

Opening Ceremony and Entertaining Keynote Speaker, Keith Matheny

The Opening Ceremony has become the traditional way of starting off the annual conference. 2013 at the Omni will be no different, with a welcome introduction by outgoing PDCA President, Dave Chapman, followed by the presentation of the U.S. and Florida flags by the Color Guard Unit, breakfast and concluding with entertaining keynote speaker, Keith Matheny.

Welcome, Keith Matheny!

Keith Matheny is a mentalist and motivating entertainer. He is one of the most engaging and delightful speakers you will ever listen to or see on stage!

"Mind Over Magic" is a fascinating presentation that will take you to the edge of the impossible. This high-energy show combines audience participation, good-natured humor and motivational words that are guaranteed to refresh and inspire. From the moment he takes the stage, Matheny will captivate, amuse, inform and inspire you.

Over the past decade, he has toured nationally with a unique brand of motivation that combines audience participation with fun demonstrations of the power and ability of the mind. His messages are geared toward helping people improve self-esteem, gain confidence in their abilities and achieve results far beyond the norm. You will be amazed to watch Matheny meet with hundreds of people during the opening ceremony breakfast and then remember their names during his program. Sound impossible? Matheny will even explain how you can do it and how easy it can be. His program is ideal for those who are looking to drive up sales, manage change and raise their level of performance.

PROJECT OF THE YEAR AWARDS SPONSORS

PDCA would like to thank the "Project of the Year Awards" sponsors. They include the following companies:



BAUER-Pileco is a leading global provider of foundation equipment and support to the foundation construction industry. BAUER-Pileco has offices and a dealer network with locations throughout the United States. Recognized for its technological advances and innovation, BAUER-Pileco represents BAUER Maschinen across North and Central America.



ICE® is the largest manufacturer of pile driving and drilling equipment in North America and has the largest rental fleet in the industry. The company has a global distribution network with one of the most advanced and complete lines of deep foundation equipment available. Deep foundation equipment is their only business.



Pile Equipment Inc. is a leading company in the southeastern United States specializing in rental and sales of vibratory pile driver extractors, diesel pile driving hammers, hydraulic augers, pile hammer leads and a variety of foundation installation equipment and accessories.

Photographer: Olegii Glushchenko / Pictos.com



PDCA Business and Awards Luncheon

This traditional PDCA event will recognize several individuals who have distinguished themselves throughout 2012. Awards include the “Presidential Award for Distinguished Service,” “Professional Engineers Service Award,” and “Committee Chair of the Year Award.” This program will also allow PDCA President Dave Chapman to say “Goodbye!” and introduce Rusty Signor as the incoming President. It will also be an opportunity to meet the 2013-2014 PDCA Board of Directors.

Project of the Year Awards

The final portion of this program will be the “Project of the Year” awards. This year, PDCA produced a special presentation depicting all of the project entries. We hope you will enjoy this new format. At the conclusion, the winning entries will be announced.

Don’t forget, prior to the Business and Awards Luncheon, stop by the “Project of the Year” display table, located directly across from the Registration Booths and vote for your “Member’s Choice” award.

General Business Meeting

PDCA is introducing the first “General Business Meeting” designed to gather all PDCA members for an exchange of information between the Board of Director’s Executive Committee, members and staff. The audience will hear reports from the President, Executive Director and Treasurer on topics such as highlights from the association’s Strategic Plan, financial report and new programs.

However, the Executive Committee also wants to hear from

the PDCA membership. This is an opportunity to provide feedback to the leadership of the association – the Executive Committee and Board of Directors – about the services and benefits of being a PDCA member. It is an opportunity to tell PDCA what it is about this association that you like, what you don’t like and offer suggestions on change, new programs and, maybe most importantly, tell us what PDCA can do to help you be more successful.

Don’t miss this important PDCA forum on Saturday morning.

Annual Reception, Dinner and Entertainment

Calling all you Parrot Heads, frequenters of “Sloppy Joe’s”, any free-thinkers, Mouseketeers and flip-flop wearers! Ask not for whom the bell tolls, it tolls for thee! That’s right – the PDCA bell is ringing and calling everyone to the Annual Reception and Dinner.

If you enjoy a very casual evening with good friends, good food, thirst-quenching libations (like margaritas) and a good band with great songs, then you need to plan on attending this laid-back, fun and entertaining conference event. The evening will begin with a hosted bar and light hors d’oeuvres, while listening to the sound of Caribbean steel drums. The dinner will be served in traditional PDCA buffet style, with several choices for your entrée coupled with all the fixings and dessert.

Finally, sit back and relax or dance to the sounds of Jimmy Stowe & The Stowaways – “Party in Paradise.” This six-piece band is one of south Florida’s top performers. Jimmy Stowe and his back-up band “The Stowaways” are simply the best tropical pop band in the southeast. Frequent appearances with Margaritaville’s own Jimmy Buffett have established their national notoriety, as well. With a reputation for great music and versatility, this paradise-party band promises to provide an enjoyable and engaging evening of music, fun and entertainment.

Dress for men is shorts, tropical shirts (Tommy Bahama style), flip flops, sunglasses and a straw hat. Dress for ladies is comfortable, tropical attire including flip flops, sunglasses and a beach hat. Colorful leis will be provided by PDCA. ▼



Annual Conference & Expo Sponsors

Thank you to all who supported the event!

The Pile Driving Contractors Association would like to thank the following Sponsors whose generous contributions have helped make the PDCA 17th Annual International Conference & Expo 2013 such a tremendous success.

Platinum

- APE® – American Piledriving Equipment
- Cox Industries



Project of the Year Awards

- BAUER-Pileco
- ICE® – International Construction Equipment
- Pile Equipment Inc.



Name Badge Lanyards

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Guest Room Key Cards

- Hydraulic Power Systems, Inc.

Opening and Evening Receptions

- BAUER-Pileco



Annual Reception & Dinner

- Lester Publications, LLC

Inaugural PDCA Scholarship Fund Golf Tournament

- Consolidated Pipe and Supply
- Herbert F. Darling, Inc.



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- Link-Belt Construction Equipment
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Professors' Driven Pile Institute (PDPI)

Teaching the teacher – a PDCA institution

The Pile Driving Contractors Association is proud to announce the seventh biennial Professors' Driven Pile Institute (PDPI) at Utah State University in Logan, Utah, from June 23-28, 2013.

The Professors' Driven Pile Institute started in 2002 with the support of Utah State University and Joe Caliendo, Professor, Department of Civil and Environmental Engineering. The second PDPI was held in 2003, and has been held every other year in the odd numbered years since then.

This year will be PDCA's seventh program and Joe will be back with us again, helping to assemble the only teach-the-teacher pile driving educational program available to professors in the world. 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.

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The program is a weeklong, no-nonsense training program with classroom instruction, computer lab workshops and field exercises. The program begins with classroom lectures, which consist of the following:

- ✦ Driven Pile Design
- ✦ Wave Mechanics
- ✦ Geotechnical Considerations
- ✦ Pile Types
- ✦ Special Design Considerations
- ✦ LRFD Considerations for Driven Pile Design
- ✦ Driven Pile Construction Considerations
- ✦ Axial and Lateral Static Load Testing
- ✦ Design Parameters from Load Testing
- ✦ Pile Driving Equipment
- ✦ Wave Equation Apps
- ✦ Wave Equation Modeling
- ✦ Driven vs. Drilled Deep Foundations
- ✦ Dynamic Measurements
- ✦ CAPWAP Background and Examples
- ✦ Negative Skin Friction
- ✦ Site Characterizations
- ✦ Economics of Driven Pile Foundations

When the class convenes in the computer lab, they will work on GRLWEAP 2010 and FB-PIER computer programs with soil and structure modeling.

Field exercises consist of driving closed end pipe pile with dynamic testing using a PDA, restrike for existing setup, load tests with the field load frame, including axial and lateral static load tests, SPT energy measurements and CPT demonstrations.

The PDPI has accepted applications from professors who are currently or will be

teaching graduate or undergraduate foundation courses in engineering programs. The seventh PDPI registration is already closed. PDCA generally limits the class size to 25 in order to create a productive and positive learning environment, while maximizing the "students" overall experience. However, this year's program has 26 professors, making it one of PDCA's largest classes.

Students come from all over the U.S., including colleges and universities such as University of California, CalPoly, University of Central Florida, University of Texas and Texas A&M, Northern Arizona and Arizona State, Wayne State University, Brigham Young, University of New Hampshire, University of New Orleans, New Mexico State, Penn State, Rensselaer Polytechnic Institute and Oklahoma State, just to name a few.

PDCA Chapters can sponsor professors for \$1,000, which is about half the cost of the actual program expense. This year, PDCA would like to thank the PDCA of the Gulf Coast for sponsoring Professor Malay Ghose Hajra from the University of New Orleans. This is the second time the Gulf Coast Chapter has sponsored a professor.

Chapters interested in sponsoring a professor should call the PDCA office at 888-311-PDCA (7322).

PDCA would also like to thank all of the companies that chose to make a PDPI contribution by selecting the voluntary line item contribution on your annual membership dues renewal invoice this year. Your contributions make this important PDCA event possible. ▼

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R. Kremer & Son, a marine construction contracting firm in New Jersey, was at “Ground Zero” when Hurricane Sandy hit. Now, it’s at the centre of the state’s massive rebuilding effort.

After the SUPERSTORM

By Mark Halsall

Hurricane Sandy was a monster by the time it closed in on the northeastern United States on Oct. 29, 2012—not just a Category 1 storm, but the biggest Atlantic hurricane by area in recorded history.

Befitting its massive size, the super-storm was hugely destructive, ravaging communities where it made landfall just north-east of Atlantic City, N.J., and causing a broad swath of damage in the U.S. from Maine to Florida. Hurricane Sandy stands as the second costliest storm in American history—surpassed only by Hurricane Katrina.

Erich Kremer, a marine construction contractor based in Brick, N.J., was right in the thick of it.

“We’re basically ground zero here,” said Kremer, one of the owners of R. Kremer & Son Marine Contractors, LLC. Kremer himself was trapped in his home by floodwaters for close to a day when Hurricane Sandy hit. So were a lot of others nearby.

“My guys were actually rescuing people from the rooftops with front-end loaders,” he said. “We were very involved in rescue and cleanup for the first month after the storm.”

Kremer’s company wasn’t spared from the destructive force of Hurricane Sandy, either.

“Our office was destroyed. Our warehouse—the roof was ripped right off of it,” said Kremer. The damage also included company barges that washed ashore and became buried under the rubble at a nearby marina.

“I had to bring a bulldozer and two front-end loaders just to get through the marina—there was so much [debris] from all the houses [that] washed off their foundations,” he says. “It took us a day to find our barges under the debris.”

Kremer says the business had been looking for a new office prior to the disaster, so after Hurricane Sandy, “a building and warehouse that was a great fit for our business became available. The timing was perfect for us to buy it.”

Heavy construction boom

Now that they’ve settled into their new digs, Kremer says it’s a matter of keeping up with the all the new work that’s flooding in. One of the consequences of Hurricane Sandy has been a boom in heavy construction, particularly in the marine sector.

“It’s absolutely insane the amount of pile driving that we have now. Marina restoration—anything that involves the marine construction industry—is on fire,” said



Taken in Avon-By-The-Sea, a municipal boardwalk replacement as a result of Superstorm Sandy

Kremer, adding he’s boosted his crew up to 30 to keep up with demand.

“I usually run five heavy construction crews, and now I’m running nine or ten,” he said. “We have a lot of work, but we can handle it.”

R. Kremer & Son just landed a \$2-million contract to rebuild a local municipal marina and park.

“It consists of about 1,500 feet of floating concrete docks, supported with steel piling,” said Kremer. “It’s a really nice set-up, a nice landmark in our town, and we were really excited to get it.

“We do a lot of marina rebuilding. We’ll come in to an old marina, and we’ll

do all the docks and bulkheading. I always work hard to get marina jobs because I like to rebuild from start to finish,” he added.

Kremer adds another reason marina work is so popular at R. Kremer & Son is that “we’re all avid boaters and fishermen, so when we drive past something [that has been rebuilt], we want it to look good.”

Company projects also include boardwalk reconstruction.

“Just about every boardwalk on the Jersey Shore was destroyed, so all these governments and municipalities are working really hard to get boardwalks done. We’re in the middle of that,” said Kremer.

Kremer believes versatility is also key to his company’s success.

“We do any heavy marine work—piers, pile driving, dredging, sheeting, barge work, towing, salvage—anything marine,” he said. “We range from \$10,000 projects to \$3-million projects. ... We’re pretty diversified.”

Kremer considers pile driving to be the “bread and butter” of his business. Much of his work involves driving timber, steel and concrete piles, as well as steel and composite sheeting.

The crews at R. Kremer & Son are well equipped for these jobs. Kremer estimates “millions” have been invested in equipment, which include diesel hammers, cranes, barges, excavators, front-end loaders, dump trucks, backhoes and pickup trucks.

A family affair

As the name implies, R. Kremer & Son is a family operation, run by Richard Kremer, Erich Kremer, his wife, Michele, and his brother-in-law, Shaun McCafferty. Kremer’s dad, Richard, started the company in 1984.



Lord House Lifeguard Station, Ortle Beach, N.J.

“We’re basically ground zero here. My guys were actually rescuing people from the rooftops with front-end loaders. We were very involved in rescue and cleanup for the first month after the storm.”

—Erich Kremer, Co-Owner, R. Kremer & Son Marine Contractors

According to Kremer, things have come a long way since then. “My dad started with a small crew, just him and a helper doing backyard bulkhead [work]. Everything was done by hand, not much machinery,” he said. “Now we have a full-scale marine business.”

Kremer says despite the company’s growth and expansion into heavy marine construction, no one at R. Kremer & Son is about to forget their beginnings.

“That’s where we came from, doing the backyard work,” he explained. “We never gave up that aspect of the business because it’s always been good to us.

“We’re well-known in this area, and we’re determined to keep up the reputation that my father started,” said Kremer, who has fond memories of visiting his dad’s jobsites when he was just a boy.

“I was actually hands-on when I was ten years old,” he said. “I was always interested in what my dad did. From day one, I had an interest in this, and I ran with it.”

Many years have passed since then, but Kremer still likes to keep things hands-on. While the bulk of his work is bidding and supervising crews, Kremer says he’s certainly not adverse to “jumping in an excavator or driving piling with a crane—whatever I have to do.” ▼



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All in the FAMILY

What started as a humble family business has grown into the Liebherr empire

By Heather Hudson

If you're in the pile driving business, you know the Liebherr name.

Emblazoned across their innovative line of mobile, construction and crawler cranes, deep foundation machines, mining equipment and numerous other heavy construction products, Liebherr has become synonymous with quality.

Behind that distinctive name is a family business that has grown from humble beginnings to one of the world's leading manufacturers of construction machinery.



The Liebherr LRB 255 on site and in operation in Quebec, Canada



The Liebherr LRH 100, the company's newest pure piling rig that was first presented at BAUMA 2010



Established by Hans Liebherr in 1949 in Kirchdorf, a small southern German town, the business truly took off with the success of his first mobile, easy-to-assemble and affordable tower crane. However, “took off” might be an understatement. Kirchdorf is now one of 40 manufacturing sites of the Liebherr Group and has an annual output of some 2,800 wheeled excavators and a workforce of more than 1,500.

And that’s just the tip of the Liebherr iceberg. Today, the Liebherr Group comprises more than 130 companies in every continent of the world and employs a workforce of about 38,000 people.

Over the years, Liebherr passed the torch to his children, h.c. Isolde Liebherr and her brother h.c. Willi Liebherr. Just last year, members of a third generation came on board to manage individual divisions and help set the company’s course for the future.

Spotlight on LWN

North Americans may be most familiar with a division based in Nenzing, Austria, which manufactures a broad range of heavy equipment that’s well used in North America.

Hans Liebherr bought the production site for Liebherr-Werk Nenzing (LWN) in 1976 to make ship and offshore cranes. In 1979, duty cycle crawler cranes became the first construction machinery to be produced there.

In 1999, the company began develop-

LIEBHERR

The Group

ment work on a new series of combined piling and drilling rigs (LRB). Striving to provide “everything from a single source,” the company was keen to add machines for various special deep foundation tasks to their product range. Currently, the LRB series consists of three types: LRB 125, LRB 155 and LRB 255.

As a result of this innovation and mass manufacturing, the plant site in Nenzing now employs almost 1,700 people and has a total area of more than 254,000 square metres with eight workshop buildings and two administrative buildings. In 2012, LWN alone achieved a turnover of 951 million euros.

For the international construction machinery market, LWN provides lift cranes, universal duty cycle crawler cranes as well as piling and drilling rigs. The Nenzing plant also coordinates production sites in Sunderland (UK) and Rostock (DE) as well as fully owned sales and service organizations in Hong Kong (CHN), Hamburg (DE), Amersfoort (NL), Niederhergheim (F), Mumbai (IND), Istanbul (TK) and Baku (AZ). In addition, employees from Nenzing are represented in more than 30 mixed sales companies throughout the world.

North American connection

Liebherr products saved huge amounts of time and created a number of efficiencies during deep foundation work on the site of an iron ore mine in Quebec just this past autumn. The mine is operated by the U.S.-based firm Cliffs Natural Resources and is situated in Pointe-Noire in the bay of Sept-Îles.

Project specs

The core of the project was constructing a multi-user dock capable of accommodating larger ore-carriers of more than 200,000-ton capacity in the future. In the first phase, the jetty facilities had to be reinforced to withstand heavier loads. Ten casings with a diameter of 640 mm were vibrated down to be embedded in the rocky layer of the seabed.

The maximum depth was 42 meters with the seabed lying approximately 20 meters below sea level. The ground consists of about 20 meters of clay followed by black granite, which had to be penetrated another two meters.

The LRB 255’s powerful engine was able to complete one pile within four to six hours, saving the company a significant

amount of time. Previously, up to three days were required for the same work.

Challenges on the job

- Demanding work for man and technology: The extensive active times of more than two hours without a break were especially taxing.
- Restricted space: The positioning of the piling and drilling rig on a jetty was tricky. Since space was at a premium, it proved to be particularly challenging to find enough room for the swing movement. Also, in order to avoid the tracks of the ship loader crane, the LRB 255 had to be put on a wooden platform. A crane was used to bring the platform into the correct position and move it in the desired direction depending on the requirement.
- Preparation times: The rig had to be completely assembled and disassembled several times because the piles were spread over the entire jetty facility. This was the only way to move the machine below the ship loaders. Preparation time was significant, but was reduced to a minimum due to the high mobility of the LRB 255.

In the end, the Liebherr rig was able to complete the job successfully within the scheduled period of time and within budget.

Secrets to success

Innovation and technology have always been two key factors for the success of LWN, particularly in the crane sector. In 2012, LWN won the State Prize Clean Technology Austria award for its innovative hydraulic drive system, Pactronic®. Originally developed for Liebherr mobile harbor cranes, the drive is now also adapted for construction machinery. It is the first hydraulic hybrid drive for cranes to achieve increased handling performance with reduced fuel consumption.

Future plans

Liebherr has identified the trend in recent years toward construction-site, application and process consultation and incorporated it into its own strategy. For example, in the deep foundation area, they publish a compendium on process technology and equipment selection. In a short time, it has become a standard work of reference in the industry.

Always on the cutting-edge of technology, Liebherr developed a line of ITM

Innovation and technology have always been two key factors for the success of LWN, particularly in the crane sector

products, including LiDAT, a data transmission and positioning system for Liebherr machines and machines of other manufacturers. LiDAT provides information on the location and operation of your machines, allowing for efficient management, optimal operation scheduling and remote supervision. One of the crowning products is the

Crane Planner – a 3-D lift-planning tool for LR cranes.

For now, one thing is clear: those in the industry can count on Liebherr Group to be constantly innovating to provide solutions for just about any situation. ▼

Photos courtesy of Liebherr-Werk Nenzing GmbH



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Liebherr LRH 100 driving a concrete pile

Upperline Equipment Co.

By Judy Penz Sheluk

When Thomas Diano graduated from college in 2005 with a degree in insurance and risk management, he fully expected to develop a lifelong career in that field. By July of that year, he'd started employment at a New Orleans brokerage. Everything changed in August 2005, thanks to Hurricane Katrina.

"Let's just say it wasn't a great time to enter the insurance business," said Diano. "I knew I'd have to make a change, so I

took a job with a wholesale building supply company. It wasn't my dream job, but it was a way to earn a living."

Serendipity intervened. At about the same time, Thomas' father, Tom Diano, was approached by Liebherr-Nenzing to become a manufacturer's representative with an exclusive territory of Louisiana, Mississippi, the Florida Panhandle, Alabama and Tennessee. Located in Nenzing, Austria and with U.S. operation headquarters in Houston, Tex., Liebherr manufactures hydraulic crawler lift cranes, crawler duty cycle, specialty foundation machines, harbor mobile, pedestal and offshore cranes.

"I'd been working for a crane dealer for about 30 years," said Tom Diano. "The idea of being my own boss, yet operating with the full administrative support of an exceptional organization like Liebherr behind me was too good to pass up. Liebherr cranes are built for specific applications and requirements, which

allows me, as their representative, to ensure that the machinery my customers purchase meets all of their specific job requirements. For example, Liebherr offers a wide range of basic machines which can be customized for piling and foundation tasks."

It wasn't long before Tom had added another product line: Shuttlelift, a manufacturer of rubber tired mobile gantry cranes offering wide range of industrial material handling capabilities. With an expanding customer base, and plenty of travel, it was time to add a sales representative.

"My father approached me with the opportunity to join him in 2007," said Thomas. "I job-shadowed him for about four months – traveling with him, learning the product lines – before going out on my own. With 30-plus years in the industry, there isn't much my dad doesn't know, and he's been a wonderful mentor, allowing me to build off his knowledge and introducing me to his many contacts. We're lucky,



Liebherr LRV 125XL driving a wooden pile

"Growing the business gradually and with forethought, while ensuring complete customer satisfaction – these are responsibilities neither of us takes lightly."

– THOMAS DIANO, UPPERLINE EQUIPMENT CO.

as well, because we've got a great relationship, although it probably helps that we're often heading out in different directions. Of course, we consult on many aspects of the business. Growing the business gradually and with forethought, while ensuring complete customer satisfaction – these are responsibilities neither of us takes lightly."

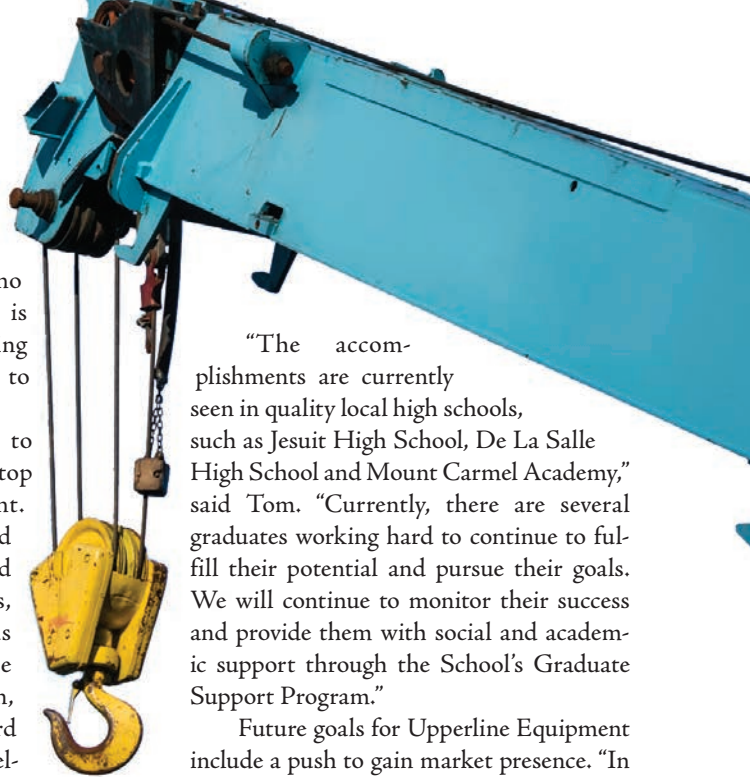
Customer service

With a diverse client mix, a relatively large territory and the addition of two new lines, Barge Master (a developer and producer of wave compensated platforms for the marine and offshore/near shore construction industry) and Amphibex (an amphibious self-contained and multipurpose machine designed and built to address environmental, dredging and construction needs), some businesses might have a tendency to forget about their clients when things go wrong. Not Upperline.

"The one thing every piece of equipment has in common, regardless of what it is or who made it, is that it will break down eventually," said a representative from Boh Bros. Construction Co., LLC, a pioneer in piledriving on the Gulf Coast.

"What separates the wheat from the chaff is the way a manufacturer's representative will deal with the issue. I've dealt with Tom Diano for several years, and he is always attentive and willing to do whatever it takes to solve the problem."

Tom's willingness to solve problems doesn't stop at Upperline Equipment. He's also on the Board of the Good Shepherd School in New Orleans, La. Opened in 2001 as part of the vision of the late Fr. Harry Tompson, S.J., the Good Shepherd School provides an excellent education, paid for by benefactors, in a safe and nurturing environment to at-risk, underserved children in New Orleans. In addition, each year, Thomas serves on the School's charity golf tournament, a major fundraiser for the School.



"The accomplishments are currently seen in quality local high schools, such as Jesuit High School, De La Salle High School and Mount Carmel Academy," said Tom. "Currently, there are several graduates working hard to continue to fulfill their potential and pursue their goals. We will continue to monitor their success and provide them with social and academic support through the School's Graduate Support Program."

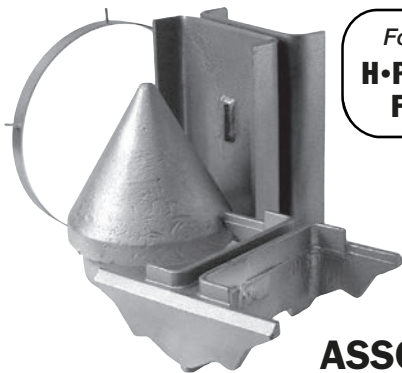
Future goals for Upperline Equipment include a push to gain market presence. "In our business, it's not about getting an order every day," said Thomas. "You have to have patience. But belonging to an Association like PDCA, which offers resources and networking opportunity, makes it a little bit easier."

For more information, call 504-269-8882 or visit www.upperlineequipment.com. ▼

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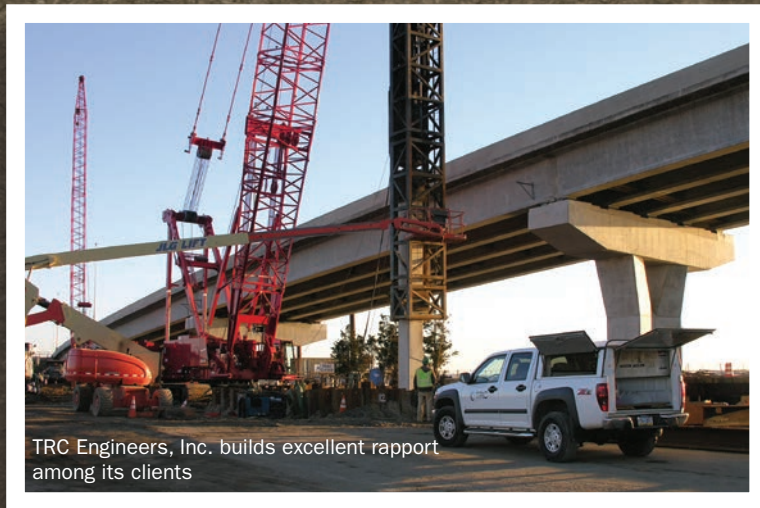
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DRIVING



TRC Engineers, Inc.
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happy



TRC Engineers, Inc. builds excellent rapport among its clients

By Craig Olson

Like the old adage, “measure twice, cut once,” knowing what you’re about to encounter below the ground’s surface helps eliminate errors, saves time and mitigates risk. Advances in technology are a wonder to behold, but they are only as good as the people who employ them. In fact, in untrained, inexperienced hands, they can not only be useless but, more importantly, counter-productive.

With that in mind, the best upfront investment is the choice of reliable talent. TRC Engineers, Inc. (TRC)’s experienced geotech-

nical and geological professionals provide their clients with a “window to the underground” that is built upon a proactive approach to project planning and design. TRC has a deep bench populated with geotechnical and geologic experts, many of who possess advanced degrees in the geotechnical field, together with 24+ field-engineering technicians who oversee the execution of in-field activities. Their experts analyze the physical and structural properties of soil and rock, then formulate common sense action plans for a successful build within those materials.

With 20 years of test methodology and test plan development experience behind them, coupled with more than 40 years of comprehensive geotechnical engineering experience, TRC staff can quickly interpret a project’s needs, then implement a realistic Pile Dynamic Analysis (PDA) test sequence that fully meets those requirements. TRC is a certified user of the Pile Dynamic Analyzer® (PAK model) and has passed the Foundation QA Institute’s Dynamic High Strain Testing Exam. PDA technicians at TRC continue to engage in regu-



SUCCESS

lar professional development that furthers their knowledge into the latest pile driving advances, and they routinely collaborate so that all can benefit from the latest data trends and geotechnical advancements in PDA testing.

Experience + technology = success

Born out of a passion to provide high technology solutions, TRC provides specialty foundation tests that deliver accurate, reliable results. TRC takes great pride in the fact that their PDA services start well before the arrival of their technicians on the jobsite. At the forefront of this effort is a thorough review of each customer's needs that is conducted via a user-friendly online data-gathering system that promotes successful project execution. Such preplanning efforts, in combination with TRC's extensive on-site operational experience, serve to ensure that projects advance efficiently and in a timely, well-coordinated manner.

Once deployed in the field, TRC staff will quickly obtain the pile driving profile as a function of the depth penetrated versus the blow count. Experienced engineers will then compile a summary of measured stresses, hammer efficiency and pile capacity. A final review of the measured pile parameters versus the predicted Wave

TRC remains at the client's side throughout the project to not only ensure the proper implementation of plans and specifications, but also provide expert insight toward the mitigation of production problems

Equation Analysis of Piles (WEAP) values is then performed for the client's field team so that fast and reliable pile driving correlations can be determined in 'real-time.'

After all field test data is obtained, the information is modeled by TRC in CAPWAP to produce a comprehensive drive and measured stress summary that ensures pile integrity. Additionally, TRC offers a preconstruction WEAP to satisfy a project's pile-driving needs. Through application of the WEAP analysis program, TRC staff members are able to provide guidance and sound geotechnical predictions regarding the 'drivability' of the pile/hammer/soil system. They also provide predictions of pile static compressive capacity using the DRIVEN program and lateral pile capacity using the L-Pile program.

TRC remains at the client's side throughout the project to not only ensure

the proper implementation of plans and specifications, but also provide expert insight toward the mitigation of production problems. During a recent PDA project, test data revealed that a pile hammer energy issue had arisen while driving pipe piling to support a temporary trestle structure using an open-end diesel hammer. A careful review of the PDA data showed a steadily decreasing hammer energy transfer ratio between the first and fourth (last) pile. TRC showed the contractor that measured energy transferred into the first pile was approximately 45 percent, and that it steadily decreased to approximately 18 percent on the fourth (last) pile. The piling superintendent was subsequently informed that several reasons could be the cause for such a steady decline of hammer energy, among them being worn piston rings, an improperly functioning fuel pump or clogged fuel injectors.

The collaborative spirit and breadth of expertise that can be leveraged from across the company makes TRC that much more valuable to their clients

PDA testing

The contractor stopped the pile driving and investigated. Upon inspection of the disassembled fuel injectors, it was discovered that three of the four injectors were 75 percent clogged and one was completely clogged. With that type of real-time info, corrections were made and the work proceeded without serious interruption to the schedule.

Put to the test

Exhibiting the efficiency with which TRC's staff operates, the firm's Mount Laurel, N.J. office recently completed simultaneous PDA tests of deep foundations at three different locations in the Northeast. Using the PDA Model PAX by Pile Dynamics, coupled with wireless internet access, TRC conducted the PDA testing from a single project site location despite far-flung field locations in northern New Jersey, southern New Jersey and northeast Pennsylvania. Since each contractor's pile-driving schedule was equally important, TRC was challenged with devising a comprehensive PDA test plan that included the right equipment and personnel to meet the demanding schedule.

TRC's Technical Services Director, Craig H. Olson, established a command post equipped with cutting-edge equipment

at the southern New Jersey project location and positioned team members at the other two sites. The command location was chosen because of the unique PDA testing requirements of the southern New Jersey project site and the fact that that it enabled TRC to address driving issues in real time.

At the start of each PDA test, TRC began collecting data wirelessly from the two other sites using the PDA remote mode of operation. The PDA software allowed project participants to communicate with each other using a chat window throughout the duration of testing. All PDA test data was then analyzed from the command center in real time as impact blows occurred, which allowed each project site to continue on schedule.

Not their first rodeo

A pioneer in groundbreaking scientific and engineering developments since the 1960s, TRC is a national engineering, consulting and construction management firm providing integrated services primarily to the energy, environmental and infrastructure markets through a nationwide network of 2,500 personnel working in 90 offices throughout the U.S. For the past 40+ years, TRC's Mount Laurel office has established a highly successful track record

of providing comprehensive geotechnical engineering services to a broad range of clients while implementing complex projects from initial concept to delivery and operation. Such services include test borings (employing track-, skid-, ATV-, barge- and truck-mounted rigs) and associated geotechnical laboratory services, subsurface investigations, foundation design and construction inspection services.

The collaborative spirit and breadth of expertise that can be leveraged from across the company makes TRC that much more valuable to their clients. In pursuit of that value on behalf of their client, TRC's geotechnical office in California recently contacted their geotechnical colleagues in the Mount Laurel office regarding the possible foundation depth of some drilled shafts that supported an existing apartment complex in northern California. The

Photos courtesy of TRC Engineers, Inc.



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investigation was needed as part of a planned building expansion at the apartment complex. By leveraging the New Jersey team's extensive experience with deep foundation testing options, it was determined that pile integrity testing be performed at as many shafts where access was possible. Testing by a local firm in California was successfully completed in a few weeks, which in turn saved the client the extra expense of more costly test pit evaluations.

Good vibrations

Complementing the firm's comprehensive monitoring and testing capabilities, TRC additionally offers its clients with vibration monitoring services that will allow a project to move forward with added confidence when impacted by the nearby use of blasting, pile driving, demolition or construction equipment. Their proactive monitoring plans satisfy the U.S. Bureau of Mines Report of Investigation 8507 criteria and provide real-time monitoring output via InstanTel® seismographs. Furthermore, they can communicate with a project's adjacent property owners on behalf of their clients to help them understand perceptible vibration levels as compared to typical damage threshold levels. Pre- and post-construction inspection services are provided to serve as a baseline project status for candidate structures.

The benefits of having access to both PDA and vibration monitoring services was recently recognized when TRC energy experts performed the design and delivery services for a transformer substation in northern New Jersey, which required the performance of PDA testing and vibration monitoring for the foundation system's driven piles. Since both of these specialty tests could be performed by TRC, the client chose to assign TRC as the service provider. The vibration monitoring was particularly critical as it was needed



TRC also offers vibration monitoring to its clients

to detect possible harmful vibrations that might cause the adjacent control-room switch to trip and cause unacceptable erratic power outages to nearby businesses. TRC measured the vibrations caused by the pile driving activities and provided a real-time evaluation of all measured peak particle velocities for comparison to the suggested vibration threshold limit for the control house equipment. Overall, the client realized a higher return on the project investment by entrusting TRC with the testing and monitoring and subsequently preventing the feared adverse effects.

TRC's proven and innovative investigative techniques to determine subsurface complexities have resulted in their ability to consistently save time, mitigate risk and help to eliminate errors on behalf of their clients. Their objective of attracting repeat business through high performance has proven highly effective and rewarding, and is one that is expected to fuel the firm's continued success and growth into the foreseeable future.

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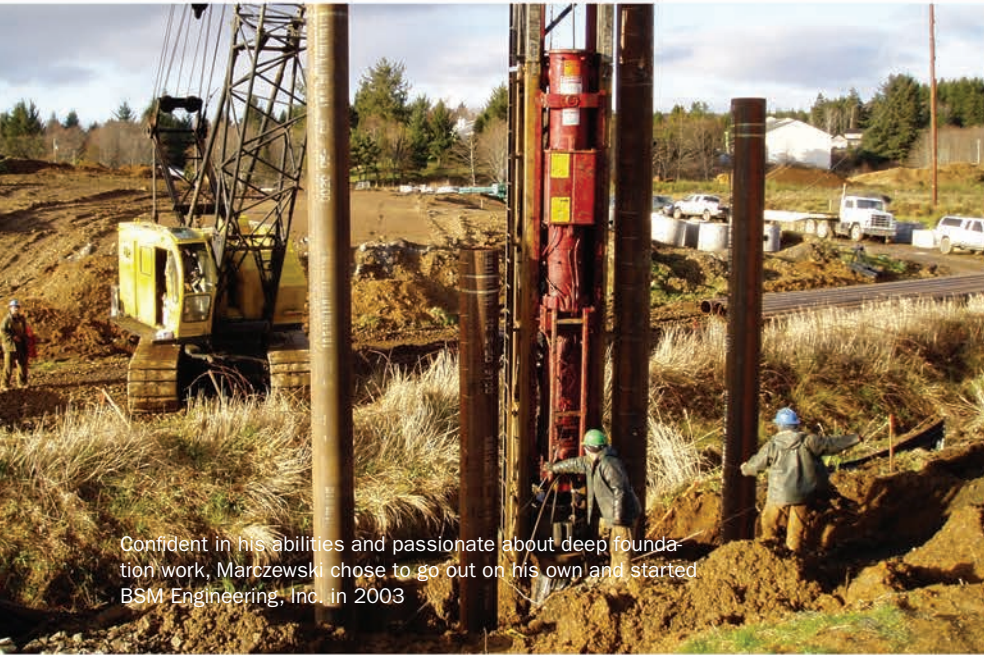
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A SOLID

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Confident in his abilities and passionate about deep foundation work, Marczewski chose to go out on his own and started BSM Engineering, Inc. in 2003



BSM Engineering on a batter pile job

The key to meeting both project quality and budget goals is broad-based knowledge and hard data. This belief has guided Bill Marczewski, P.E., Principal & Founder of BSM Engineering, in a career that has come full circle from pile driving contractor to custom commercial construction and back to a full focus on high performance pile driving for port, harbor, railroad and other structures. Now celebrating 10 years at the helm of a respected heavy civil/waterfront marine engineering firm specializing in deep foundation projects, Marczewski knows he has found his true calling.

Based in Astoria, Ore., where the Columbia River meets the Pacific Ocean, BSM Engineering is a multi-disciplinary engineering consulting firm that has built a strong reputation for dynamic pile design, analysis and installation, as well as extensive knowledge of seismic engineering.

Since 2003, BSM Engineering has handled nearly 600 projects in the Northwest and around the world, 90 percent of which have involved deep foundation work. Marczewski has personally designed and directed over 150 of these projects,

including at least 50 in deep water.

"I would characterize us as geo-structural engineers," explained Marczewski, "using our broad knowledge of civil engineering disciplines to support and develop waterfront marine facilities for industrial, commercial, municipal and recreational uses."

Born and raised in southern California, Marczewski moved with his family to southwestern Washington during middle school. After graduating from Ilwaco High School, he served with U.S. Army light infantry units, where he gained his exceptional "candor" work ethic and had the opportunity to travel around most of the continental U.S., Central America and several East Asian countries. It was this experience that sparked his interest in structural engineering in addition to providing valuable early insight into the global business opportunities he would eventually encounter.

In 1994, Marczewski was hired by a heavy bridge contractor in Vancouver, Wash., specializing in deep foundation driven pile installations, including three major sections of the Tri-Met Transportation Authority/Light Rail Project. He worked as an estimator for several years while earning

his engineering degree from Washington State University, where he met his future wife, Deborah, as well as Dr. Harold C. Sorensen, the first of two people he credits with making a profound impact on his professional progress and philosophy.

"Dr. Sorensen is a legendary professor of structural engineering at Washington State University and I was fortunate to learn many of my course topics under his instruction," said Marczewski, who believes Sorensen's emphasis on the importance of multi-disciplinary knowledge over narrow specialization has been affirmed countless times throughout his career.

With an engineering degree in hand, Marczewski headed for the Rocky Mountains to cut his teeth as a structural engineer and occasional construction manager on large custom building projects that included elaborate private residences, schools, mountain resorts and luxury high rises in Jackson, Wyo. and Denver, Colo. Despite the architectural grandeur of these projects, however, Marczewski found himself longing for the unique challenges of deep foundation piling work, particularly in the marine environment.

FOUNDATION

Bill Marczewski followed a path that led him to start BSM Engineering, Inc.



BSM Engineering doing marine PDA testing



PDA testing dramatically improved the quality of BSM Engineering's deep foundation design work and assist with preliminary design concepts

Returning to the foundation

Following his professional passion back to the West Coast, Marczewski went to work for an Astoria-based engineering firm as a traveling problem-solver, making site visits to troubleshoot issues and see difficult installations through to successful completion. After just two years, however, the firm closed its Oregon branch office and Marczewski was faced with a sink-or-swim decision.

Confident in his abilities and recognizing an opportunity in Astoria, Marczewski chose to go out on his own and started BSM Engineering, Inc. in 2003. It was then that he met his second important mentor.

"In the early days of business in 2003, I took it upon myself to call and visit Mr. Dennis Bjork, former President of Bergerson Construction Company, and the rest is history," said Marczewski. "Dennis is a man of great honor and we became friends, in a very professional way, and I believe he trusted the work I performed for him."

Although Bergerson Construction and Marczewski's former employer rarely engaged each other in business, Marczewski was able to earn a majority of the company's marine engineering business and got valuable experi-

ence doing what he wanted to do most.

"For the next seven years I built our company an experience roster second to none in the business through project opportunities afforded to BSM Engineering by Mr. Bjork," Marczewski attested. "I will always attribute a portion of our success at BSM Engineering to the successful relationship I was able to build with Dennis over the years."

"Pile Installation Efficiency"

In 2006, during a dock project at the Port of Peninsula, a perfect example of a challenge-turned-opportunity occurred that changed the course of the company for good. Piles were not going into the ground the way the engineer had expected, which in itself was not necessarily uncommon. What was uncommon, however, was the way Marczewski decided to respond.

He called the number on a brochure he received from a Cleveland, Ohio-based firm selling a piece of equipment called a Pile Driving Analyzer® (PDA), a tool designed to perform detailed dynamic stress analysis on a pile in real-time. After intensive training, he bought one of the units and put it to the test on a 2,500-foot railroad bridge.

"Every building is supported in some way by the soil. The industry was trivializing that through over-specialization, but if you don't have a foundation you can trust, you don't have anything."

— BILL MARCZEWSKI, P.E.,
PRINCIPAL & FOUNDER, BSM
ENGINEERING, INC.



After successfully analyzing an unheard-of 30 percent of the piles, Marczewski realized the PDA had the power to eliminate several elusive variables at the root of almost all problems encountered during pile driving jobs, such as hammer efficiency and soil resistance. The implications for reducing costs and ensuring safety were immense. The technology to perform dynamic measurements during pile driving has proved to be the crucial “missing link” in the process.

“The PDA provided the full range of tools BSM Engineering needed to complement our design and QA/QC tool kit in order to confirm the level of confidence needed to apply superstructure loading to structural pile foundations,” said Marczewski. “As a result of the experience we have developed using these resources, we have been able to dramatically improve the quality of our deep foundation design work and assist with preliminary design concepts that have been cost driven during the current recession with little room for cost overruns.”

Having performed nearly 200 PDA tests to date, BSM Engineering has developed a very high level of confidence associated with their design load predictions and verifiable installed conditions. Thanks

to these capabilities, they have enjoyed smooth, trouble-free projects associated with pile installation.

Marczewski has named this process of data-driven decision making “Pile Installation Efficiency” because, as he states, “we now know exactly where the bottom line is with our deep foundation predictions. When you can bring this type of value to a client during a ‘lull’ economy and still sell a job, you know you are doing something right!”

Driving forward

Marczewski is optimistic about the future of his company and the industry, and excited about being given the opportunity to serve PDCA as its Treasurer for 2013-14. As a member of the Board of Directors actively involved in the PDCA’s Membership and Technical Code committees, Marczewski is committed to making positive contributions to the ongoing success of the industry.

Since 2004, Marczewski has also served on the Marine Foundations Committee of the Deep Foundations Institute (DFI), of which BSM Engineering is a Corporate Member. He is a Charter Member of the Structural Engineering Institute (SEI), a



PDA testing

Photo courtesy of BSM Engineering, Inc.

community within the American Society of Civil Engineers (ASCE) that publishes the major design standard referenced by the International Building Code (IBC), ASCE-7 “Minimum Design Loads for Buildings and Other Structures.”

Above all, Marczewski feels that the advancements in pile driving technology and practices have confirmed the ideals instilled in him by Dr. Sorensen at WSU.

“Every building is supported in some way by the soil,” he said. “The industry was trivializing that through over-specialization, but if you don’t have a foundation you can trust, you don’t have anything.” ▼

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The project underway

Overhauling CAPE MAY

The long-overdue pier gets renovated at last

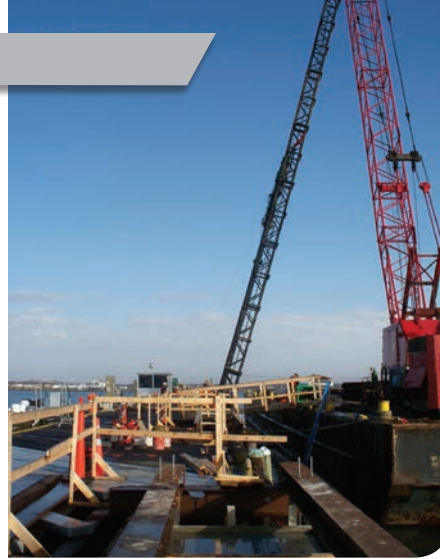
The first permanent Coast Guard air station ever commissioned was in Cape May, N.J. in 1926. Cape May was intimately involved with military aviation. Over half a century ago, pilots of the first marine aeronautic company were trained at Cape May. During the remainder of the first World War, Navy seaplanes and a lone submarine patrolled along the new Jersey Coast from this site.

Decommissioned on April 28, 1988, Cape May now serves as a U.S. Coast Guard training center. Pier 3 of Cape May, which was built in 1942 during World War 2, is one of the two remaining piers; the base, which at one point had four piers, has decreased to two piers as fewer ships now come in and out of the harbor.

The first piers were structured and built to last about 50 years and repairs have been long overdue. Marine worms, mollusks and crustaceans have been boring into the wood and feasting their way through the wooden piles that support Pier 3. After 20 years of needing repairs, Cape May has gone through a vital renovation and is now as good as new.



Workers on the jobsite at Cape May



Working on the Cape May pier

The first piers were structured and built to last about 50 years and repairs have been long overdue. Marine worms, mollusks and crustaceans have been boring into the wood and feasting their way through the wooden piles (...)

It required careful preparation to handle 100-inch battered pile and elaborate flase work; the well thought-out plans assisted in the proper installation of the pile. Since the work was done near open water, maintaining and carefully monitoring proper installation while ensuring a safe working environment were some of the major challenges for the workforce.

Bonheim managed the division overseeing the Pier 3 project, which began in October 2011. Arthur R. Henry, Inc. was

the company awarded the piling of this project. Using an ICE® I-30 hammer, the team members of Arthur R. Henry drove twenty-eight 16-inch-diameter with half-inch wall battered pipe piles. Embedded at a diagonal angle, they were the most critical to the renovation because they provided the primary horizontal support for the cutter's mooring loads. They absorb the force from the cutters when they are blown by the wind and tidal currents, keeping the cutters from breaking free from the pier. About one-

tenth of the pier's total piles are battered piles, and they are being replaced with new steel piles.

The \$2.28-million project improved the stability and infrastructure of the pier and allows it to stand up better to the high winds – up to 50 mph. With the two cutters, the pier can safely support conditions of tropical storm winds, which reach around 70 mph. The project was successfully completed in June of 2012. ▼


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New Jersey Turnpike Authority

Project:

Contract A600.102D – Installation of Variable Message Signs at New and Existing Locations on the Turnpike and Parkway

Location:

Structure N1.10 HWE

Driving piles in challenging conditions

Structure N1.10 HWE is an overhead Variable Message Sign (VMS) that spans over an existing bridge on the Newark Bay Extension of the New Jersey Turnpike. The elevated structure with a 30-foot tall pedestal required a pile-supported foundation.

The footings were to be constructed from a fenced-in worksite beneath the existing bridge. There was approximately 18 feet of overhead clearance to the bottom of the existing bridge girders and each footing was partially located beneath the structure. Each footing required installation of temporary sheeting to excavate to bottom of footing elevation. PZC 13 sheet pile with internal walers was designed as the temporary sheeting system.

An alternate method of driving the sheet pile was required to allow for the 18-foot maximum length sheet pile, which was required by design. PKF-Mark III, Inc. (PKF) worked with ICE® to determine a method which would allow for driving the sheets beneath the existing bridge. It was determined that an ICE® 6E excava-

tor mounted vibratory hammer would be the most cost-effective solution. The ICE® 6E was mounted on a Komatsu PC 300 excavator. In order to drive the sheets to a depth that would allow the 6E to drive from the top of the sheet, PKF welded steel plates onto the sides of the pairs of sheet pile to start driving until enough overhead clearance was obtained, as shown in Figure 1. This simple method worked extremely well and allowed PKF to install the sheeting using standard equipment available from ICE®, as opposed to purchasing custom equipment. Once excavation was complete, PKF drove the HP12x74 pile to bedrock with an ICE® I-30 diesel impact hammer.

The worksite posed a challenge, as there were multiple buried and overhead utilities to contend with in addition to the lack of workspace and existing overhead structure. ICE® not only supplied the equipment, but also assisted in the planning stages and helped PKF to analyze available options. The project was successfully completed in June of 2012. ▼



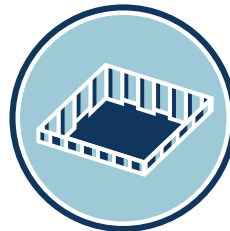
Figure 1: Sheet pile driving with ICE® 6e in low overhead situation



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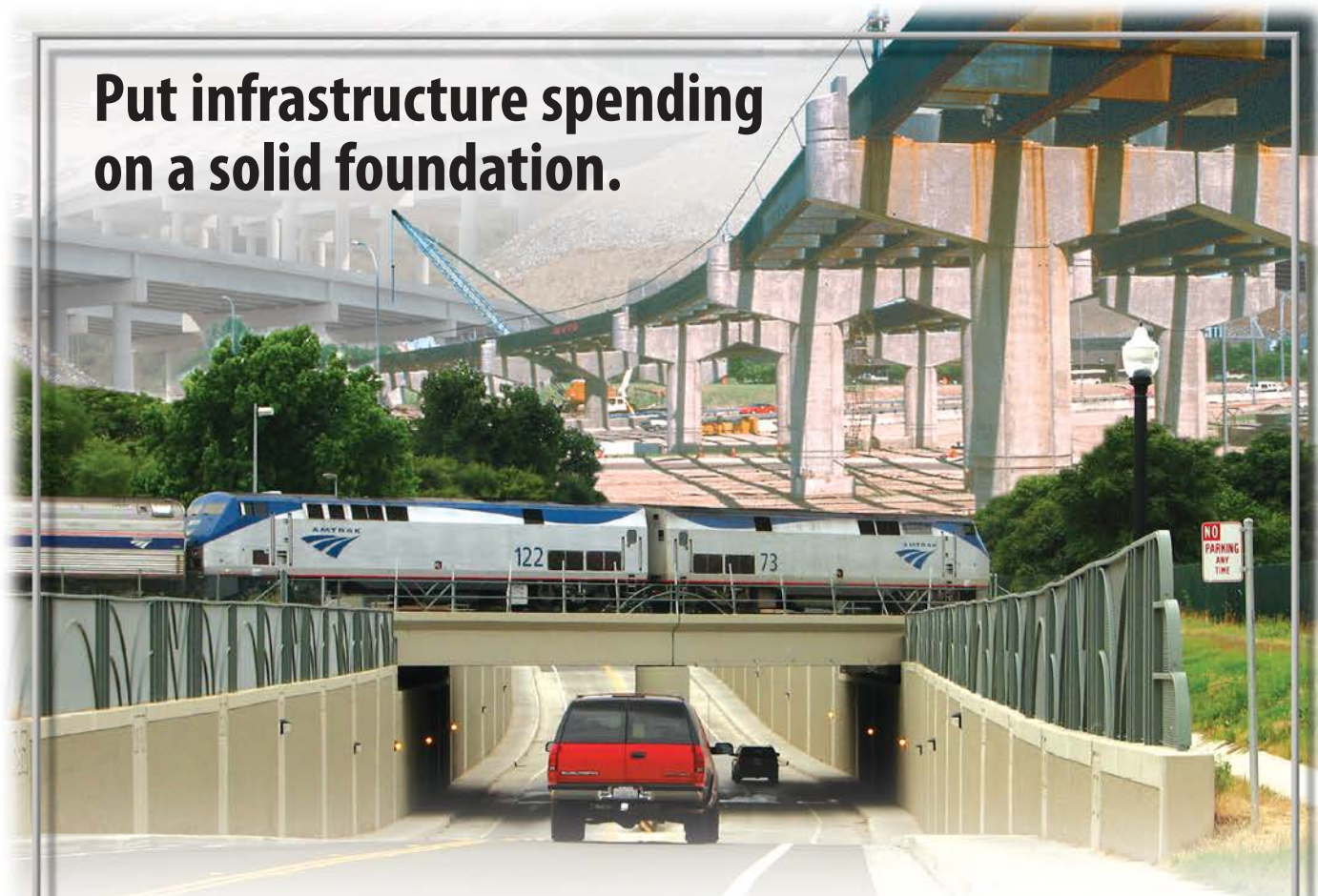
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The Memphis Pyramid

A new approach to the magnificent structure in Memphis, Tenn.

The Pyramid in Memphis has been the primary indoor sports arena for western Tennessee and has been the focal point of the city's skyline since 1991. Memphis and Bass Pro Shops have put together a 55-year lease agreement, which will bring in a number of stores, restaurants, offices and other attractions.

The future site of the 220,000-square-foot Memphis Bass Pro Shops retail supercenter sits along the banks of the Mississippi River; this entire area of Tennessee is on the New Madrid fault line, which is larger than the San Andreas fault line in California, extending 120 miles southward across the area of Charleston, Mo., Cairo, Ill., Marked Tree, Ark. and Ohio. It crosses five state lines, cuts across the Mississippi River in three places and cuts the Ohio River in two. The Ohio River can sometimes fluctuate up and down 50 feet at a time, which can create problems; special procedures must be in place when putting the foundation for any new construction.

Acting as general contractors, the part-

nership of Graycor Construction Company and Montgomery Martin will head the project with GSB Architects and Insight Design positioned in the architectural role. Chris Hill Construction of Memphis is the chosen foundation contractor and is using a single-acting diesel hammer to install a "combi-wall." The combi-wall was designed to retain the foundation's integrity, should any seismic activity be encountered. The system consists of three 14-inch by 73-inch H-beams combined with two AZ19-700 double sheet piles between the beams. The entire wall is embedded approximately 75 feet into the ground and is about 13 feet wide. The total number of fins (combi-wall sections) will be 46. These fins are only located on the west side of the pyramid footprint, which, in the event of an earthquake, is the weak direction that the structure will shift.

The entire project is on a riverbank that is normally approximately 30 feet above the level of the Mississippi River. If any sizeable earthquake activity occurs, the shaking and moving soil might begin to liq-

uefy, which could induce what is known as "lateral spreading" – in essence, a mudslide. By properly placing and installing the combi-walls, any liquefaction and/or lateral spreading should be minimal.

The Pyramid will be revamped from its original sports complex to a retail supercenter. Not only will people enjoy shopping, but they will also have many new entertainment options as well. Patrons will be able to enjoy activities such as bungee jumping, zip lining over a re-created Delta Cypress Swamp, archery and a shooting range. Natural elements will be included as a live bird aviary will be installed, as well as a 950,000-gallon waterway with lakes, rivers and waterfalls, all stocked with freshwater fish and live alligators. The main attraction will be a 16-lane underwater-themed bowling alley.

The Memphis Bass Pro Shops will also be contributing a portion of its profits to Ducks Unlimited waterfowl museum. The project is scheduled to be completed in spring of 2014. ▼

Progress on the Memphis Pyramid is underway



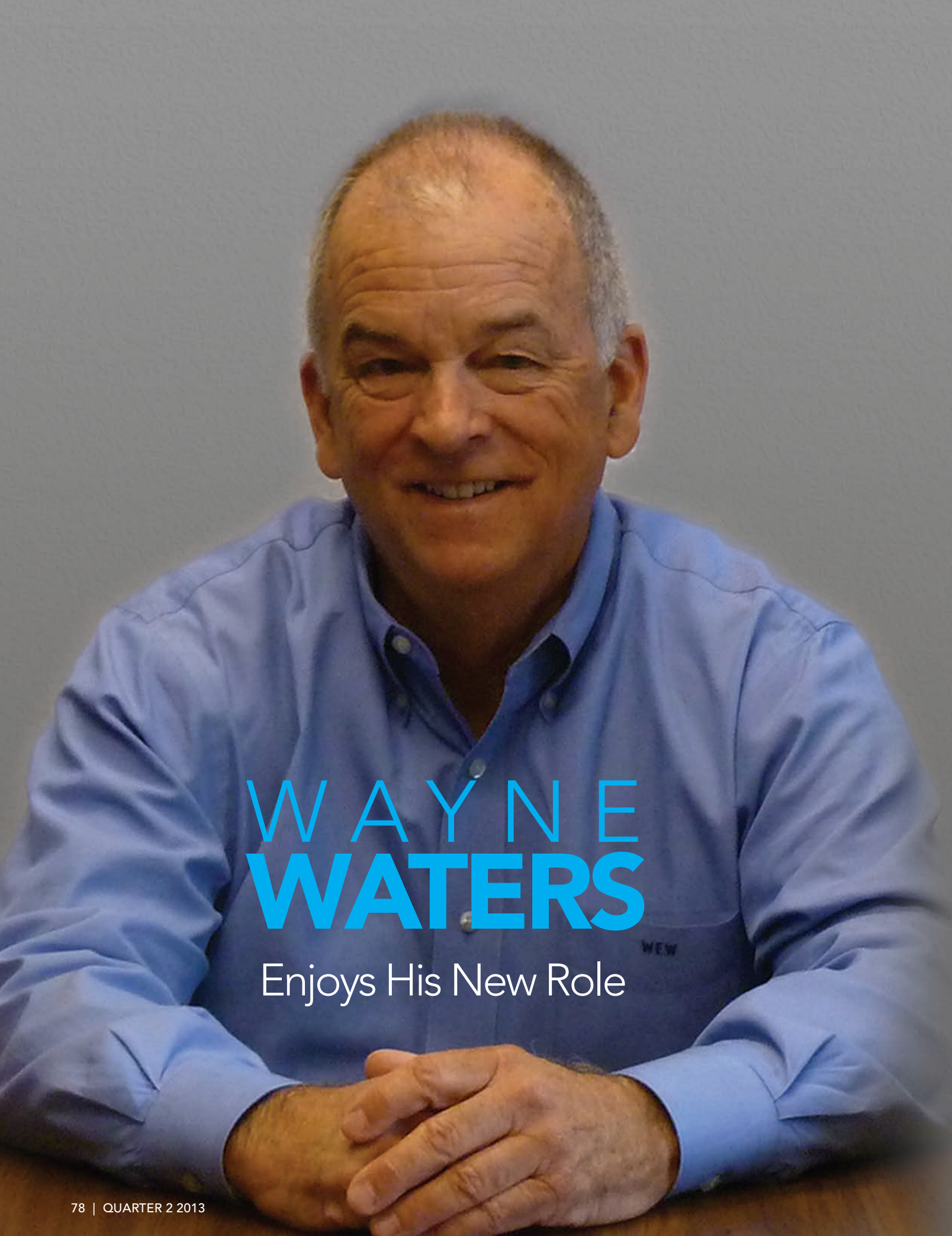
Chris Hill Construction, the foundation contractor, is using a single-acting diesel hammer to install a combi-wall



By properly placing and installing the combi-walls, any liquefaction and/or lateral spreading of soil should be minimal



The system consists of three 14-inch by 73-inch H-beams combined with two AZ19-700 double sheet piles between the beams



WAYNE WATERS

Enjoys His New Role

At the helm of Ed Waters & Sons Contracting Co. for many years, Wayne Waters is enjoying his new role within the company

By Lisa Kopochinski

There's no doubt that Wayne Waters chose the right career. As senior consultant for Ed Waters & Sons Contracting Co., construction is in his blood.

"My infatuation with machinery, cranes and pile driving started a long time ago," Waters, 65, said. "I actually remember that as a nine-year-old child, my dad would work on Saturdays and my mom would pack his lunch. She would pack one for me and I'd go with my dad to work as if I was actually going to operate the crane."

His father, Ed Waters, was a crane operator for many years who formed Ed Waters Construction in Jacksonville, Fla. in 1964, before incorporating to become Ed Waters & Sons Contracting Co. in 1969 when Wayne graduated from college.

Armed with a mathematics degree from Jacksonville University—"I wanted an engineering degree, but it was not offered at that time so I read engineering books on the side"—Waters started doing fieldwork and was soon running crews as a superintendent. From there, he moved into the office for several years and started bidding jobs before venturing into project management.

History

Ed Waters & Sons Contracting Co. has prided itself on being a general contracting firm that specializes in pile foundations, steel sheet pile structures and marine construction. Covering projects in Florida, Georgia and South Carolina, the company has completed numerous diverse projects such as steel sheet pile bulkheads and wharves (both straight wall and cellular construction), concrete sheet pile bulkheads, subaqueous outfall structures, bridges, fender systems and various repairs to all types of waterfront structures. In its more than four decades in business, the company has installed driven pile foundations utilizing a variety of materials and temporary steel sheet pile cofferdams. Its extensive experience includes a variety of site conditions ranging from oceanfront to marsh to industrial settings to waterways and more

with a varied client list that includes agencies of federal, state and local governments, industry and commercial interests.

The company has moved twice since 1969 – once in 1980 to a larger site in Jacksonville and then five years ago to St. Augustine. At present, the firm employs 16 staff.

"My dad gave me an opportunity and let me make a lot of mistakes," recalled Waters. "He didn't sit around and tell me what I did wrong; he let me experience it. He stopped me from making large financial mistakes, but let me take my lumps and bumps along the way."

Waters became company president in the late 1980s when his father decided to retire.

"A working retirement," he said. "My dad still had an office and was always there to lend a listening ear until he passed away in 1998."

Since 2004, Ed Waters & Sons Contracting Co. has been involved in a number of noteworthy pier projects. One was as design-builder of the Jacksonville Beach Pier—a major project for Jacksonville. Then in 2010, the company completed the Navarre Beach pier—the longest ocean fishing pier in Florida and on the entire Gulf Coast at length of 1,540 feet.

Many changes

After 43 years in the construction industry, Waters says he has seen a great deal of change, with the biggest one being safety requirements.

"I go back and look at pictures and see workers wearing aluminum hard hats

and even tennis shoes. OSHA was formed in the early 1970s and there was a lot of opposition. All of sudden we had a safety cop out there telling us what to do. But as I look at the role OSHA plays now, it's much more helpful to contractors and to business. Today we have worker vests, steel-toed shoes and eyes and ear protection. I have to think that without looking at statistics, OSHA is very helpful from the standpoint of worker safety."

While safety regulations have definitely improved over four decades, Waters says there's no question that it is more difficult today to start a business.

"There's a lot more rules and regulations now and it takes a lot more capital to get in. The equipment is bigger, better, stronger and faster, so it takes a little bit less labor to do things that used to be more labor intensive."

Still, when asked if he would do anything different if he could have a do over, he doesn't hesitate.

"When you have this compulsion and interest at age eight with equipment, what else would I want to do? I would not change a thing."

He especially enjoys the fact that after 40 years, no two projects have ever been the same.

"When you go underground, you never know what you are going to get and how something is going to respond to a particular piece of equipment or material. It's never boring or redundant."

He also loves the fact that the com-

"There's a lot more rules and regulations now and it takes a lot more capital to get in. The equipment is bigger, better, stronger and faster, so it takes a little bit less labor to do things that used to be more labor intensive."

– Wayne Waters, Senior Consultant, Ed Waters & Sons Contracting Co.



Wayne Waters (center) with Ashley Waters Whitman and Eric Prendergast. The portrait is of company founder Ed Waters.

Photo courtesy of Wayne Waters

PDCA involvement

Waters is still very much involved in PDCA, which he joined right from the start when the association was formed. A former president in 2004, he remains on the finance committee and says his main role now is to keep the company involved and to encourage Eric and Ashley to stay involved and join committees.

He says the main benefit of PDCA membership has been networking first and foremost.

“You get to network with people from all over the country. You seldom have a problem in this business where you haven’t found someone who hasn’t seen it before. People are very open in sharing information.”

When not involved with his company, he loves hunting and boating. But his biggest joy comes from his grandchildren. He has three grandkids between his two daughters. (His other daughter, April Allen, is a teacher in Athens, Ga.).

“I’m reaping big rewards from having these grandkids,” he laughed. “You can take them and spoil them and then send them home. Grandchildren are God’s gift for having kids.” ▼

pany is now third generation. His daughter, Ashley Whitman, has been with the company for 10 years and is controller and vice president. Waters decided to step down from president last year and take more time with his wife, Paula, who passed away last fall. Eric Prendergast is president of the company, while Waters is senior consultant.

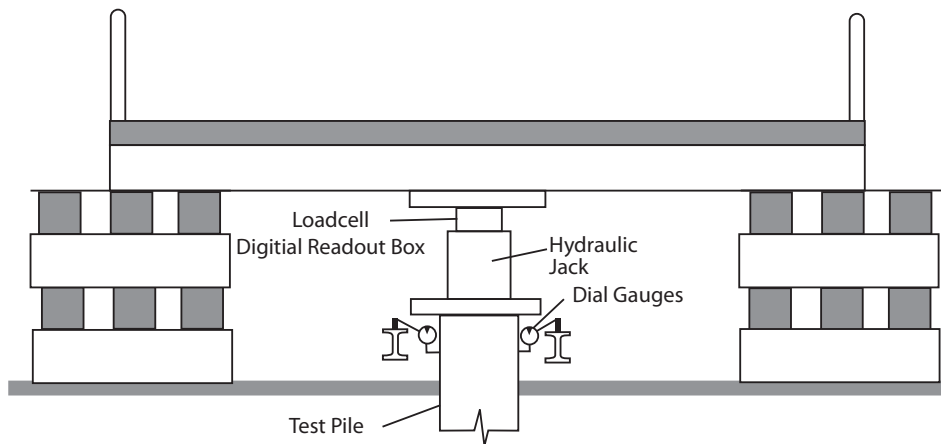
“They couldn’t come up with a title for

me,” he laughed, “I said they could call me anything they wanted. I wanted to get to a position where I felt like I didn’t have to be here. It’s still my first love and I contribute a lot of time to it. Eric and Ashley also come up with a lot of questions so I think they still need me. They ask when I’m coming back every time I go.”

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“The Man, the Myth, the Legend”

Bill Spatz retires after over 30 years in the industry



Spatz celebrating at his retirement party

For over 31 years, Bill Spatz has represented the products and services of ICE® – International Construction Equipment, Inc. (ICE®). Located at the ICE® Gulf Coast Branch, he has been the go-to person for all inquiries about ICE® equipment, pile driving applications and custom equipment requests.

In 1973, Bill Spatz took the leap from law enforcement to the heavy construction equipment industry. He started as the Purchasing Agent and Inventory Manager of equipment, parts and supplies at CONMACO, a Belle Chasse, La. manufacturer, distributor and repair facility for heavy construction equipment. He quickly moved his way up within that company to regional and multi-state Territory Sales Representative, where he spent the next couple of years managing rental and sales of heavy equipment, including pile driving equipment along with equipment suited for offshore marine contractors specializing in construction for the oil industry. He became the Branch Manager in Houston, Texas, responsible for the marketing of all company products and staff, with emphasis on products for offshore marine contractors. He moved on to Mississippi Valley Equipment Co. in the late-1970s, performing the same duties and getting noticed.

It wasn't long before he was recognized by the industry for his success, hard work, dedication and talent in training.

In 1980, he was hired by ICE® as Branch Manager for the inception of the Gulf Coast area including Louisiana, Mississippi and Alabama. His responsibilities included locating the business, setting up a facility, hiring personnel and training staff in sales, rentals and application of equipment, repairs and proper handling of ICE® equipment and necessary handling of equipment used for operation of the business. In 1989, he relocated to the ICE® corporate office and manufacturing facilities

(continued on page 83)

Many of you know Bill Spatz for his talent in teaching “everything you need to know about leads” and his hammer training courses



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to serve as Purchasing Agent; there, he also managed equipment, parts and supplies, inventory control and staff required to run those functions. In 1992, he was the National Service Manager with responsibility for all service personnel company-wide, as well as the staff at the home office involved in manufacturing of ICE® equipment and products.

Spatz reflected, "I established a training program for all ICE® service personnel and traveled throughout the country conducting service training seminars for our personnel and selected customer service staff."

Many of you know Bill Spatz for his talent in teaching "everything you need to know about leads" and his hammer training courses.

In 1997, he was re-assigned at ICE® to the position of Assistant Product Manager for driven pile products, where he established a program for conducting training seminars for ICE® sales personnel, as well as provided training to customers in the application of driven pile products for various projects.

In 1998, he was promoted to Product Manager for driven pile products and served in that position until 2001, when he headed back to his origin to be the Regional Manager for the Gulf Coast area.

In his three decades of pile driving experience, Spatz has been classified in the state of Louisiana as an expert witness on pile driving equipment and has participated in product development and design meetings on numerous occasions in his various capacities at ICE®. He has helped significantly with the design,



Christian Cunningham, Bill Spatz and Dick Morris at Spatz's retirement party

Photo courtesy of ICE®

function and application of all types of equipment used for the installation and extraction of piles in the industry.

He has grown with our industry and the industry has definitely grown with him.

The team at ICE® congratulates Bill Spatz and wishes him a very happy retirement, though this is far from goodbye as he plans to remain active in the industry through various avenues of education during his retirement years. ▼

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Some may say there is no feeling like winning your first bid, but I disagree. I find with each project – whether it is small or big, rental or sale – I get a “piling high”



Sarah Honeyman,
Sales Associate,
Piling Products, a
Division of Roll Form
Group (U.S.), Inc.

A Lady in a **Man's World**

Sarah Honeyman of Piling Products, a Division of Roll Form Group (U.S.), Inc. explains her unexpected journey to sheet piling

By Sarah Honeyman

This southern woman was born and raised in Jacksonville, Fla. Growing up, my desire was to be an elementary school teacher. I attended and graduated from the University of North Florida with a Bachelor in Education. The funny thing about life is once I graduated in 2009, I realized that being an elementary school teacher was not something I could be passionate about for the rest of my life. At that point, I started my new career quest.

In January of 2010, I began employment at Piling Products, a Division of Roll Form Group (U.S.), Inc. as a sales associate selling and renting steel sheet piling. This seems like a very abnormal career path for someone who had planned on being a teacher. New to the world of construction and steel, I gained

product knowledge from mentors, contractors and engineers. Those who “shaped” me have a combined sheet piling work experience of over 80 years. Sandra Richardson, who owned and ran Piling Products for 25 years and has been well known in the piling industry for three decades, took me under her wing. I believe my best learning experiences were obtained by visiting different projects. I soaked up all the knowledge these individuals were so willing to provide. It seems weird to find that many of these individuals have such a great passion for driving steel sheet piling, but they absolutely do! Contractors expect (as they should) for their sales associate to know their product and offer choices and options to fulfill their requirements in the most cost-effective way. As a sales associate for a company which both

It is essential all that customers receive an “old school” customer service feeling, which seems to have faded from our society



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manufactures and rents steel sheet piling, I understand the multiple sections Roll Form Group produces as well as other sheet piling options available to contractors. It is very important to me that I put our customers' needs first. It is essential all that customers receive an “old school” customer service feeling, which seems to have faded from our society.

Within the past three years, I have worked on projects from Orlando, Fla., Trinity, Texas and up to Miller's Point, Ohio. The beauty of working on multiple projects with different requirements is that no two projects are the same. Each project is like a puzzle that needs to be solved, and I look forward to each and every challenge. Some may say there is no feeling like winning your first bid, but I disagree. I find with each project – whether it is small or big, rental or sale – I get a “piling high”. There is something exciting about supplying material for a project that would not be possible without the use of interlocking sheet piling. Of course there are projects that prove to be more difficult than others. I am sure I will turn pre-maturely gray on many of those. But after those challenging projects are completed, I remember them and reflect on how much I have learned.

I currently work out of the Green Cove Springs, Fla. location, which houses our sales staff, engineers and one of our rental yards. While working here, I have the benefit of direct involvement with our engineers and our yard manager in order to create value-added work to our product line for various projects. I have also had the pleasure of counting piling during the summer for inventory, which I can say is a very hot job! (Pun intended!)

My goal as your sales representative, whether you rent or purchase on a regular basis or never purchase anything, is to be honest, dependable and work hard for you. I want our customers to be happy with the interactions they have with me, our company and with our products. Although I am a lady in a man's world, I have been told that I “work like a man.” Let me know what you need for a project and I will do my best to make it happen.

Sheet piling is something I never saw in my future, but now I don't see a future without it.

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**From Mother Nature's wrath arises hope for
Northeasterners as reconstruction efforts begin**



These rebuilding efforts bring a glimmer of positivity from the disastrous effects as individuals who have suffered job loss in recent economic times may be able to take advantage of new jobs brought to the region for recovery efforts



AFTER SUPERSTORM SANDY

Hurricane Sandy's aftermath will result in new restoration and upgrade projects as the Northeast U.S. recovers from loss and damage. Many projects are on the horizon to help rebuild residences, businesses and public service infrastructure in New York, New Jersey and other states affected by the superstorm. These rebuilding efforts bring a glimmer of positivity from the disastrous effects as individuals who have suffered job loss in recent economic times may be able to take advantage of new jobs brought to the region for recovery efforts, while at the same time upgrading and preparing the region's infrastructure for future disaster resilience.

Public infrastructure

Transit operations in New Jersey and New York serve roughly 40 percent of all transit riders in the country. Roads, bridges, trains and tunnels suffered severe damage from Sandy's aftermath. Underground equipment, some of it decades old, was destroyed. Recovery will be underway for years to come following the initial stages of draining the water and inspecting, cleaning and repairing all of the electrical components that are crucial for safety. In addition to major repairs, certain areas have an immediate need for major renovation or need to be completely rebuilt, requiring more time and investment than the public system was prepared for.

Sandy-damaged Cross Harbor Facility restoration

When Superstorm Sandy came through the Northeast, the Cross Harbor Facility in Jersey City, N.J. suffered damage, causing the need to rebuild the structures. The Cross Harbor Facility is for loading service trains onto barges, then sailing them across the river to Brooklyn, N.Y. The facility also receives service trains from Brooklyn.

This is the Port Authority of New York and New Jersey's only crossing for the service trains below Albany, N.Y. Without this harbor, the trains would have to go north to cross the Hudson in Albany before going south to Brooklyn, extending transport time significantly.

Railroad Construction Company Inc. is in charge of the repair of the loading facility with a plan to remove a damaged bridge and build a new one in record time. Restoration of the facility includes a floating ramp-bridge for driving the trains onto the barges.

Sandy-damaged Jersey Shore Destination Route 35 rebuild

Route 35, which serves as the primary north-south route along the Jersey Shore peninsula from Point Pleasant Beach to the entrance of Island Beach State Park, also suffered severe damage during Hurricane Sandy. Restoration requires immediate attention so residents and visitors can resume normal travel in Ocean County.

Sandy-damaged Belmar Boardwalk: the race to complete renovations in time for the 2013 tourist season

Belmar, N.J., located on the eastern portion of Monmouth County, is one of Jersey Shore's most popular boardwalks. The boardwalk



is on an expedited schedule to be renovated after Hurricane Sandy's destruction, with plans to reopen in time for summer 2013 tourists.

Belmar is one of over 40 communities that attract visitors to the Jersey Shore beaches each year.

Belmar boardwalk was the first major restoration project to get started. However, other Jersey shore destination towns are moving forward with renovation plans as well. Seaside Heights is currently accepting bids for its boardwalk and Spring Lake plans to start rebuilding its boardwalk in the near future.

Read about the Superstorm Sandy reconstruction efforts in more detail in the Quarter 3 edition of *PileDriver* magazine, out in August 2013. ▼

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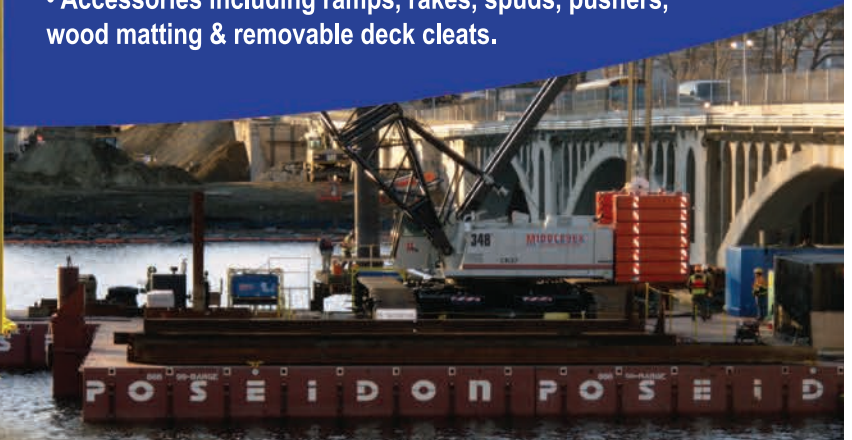


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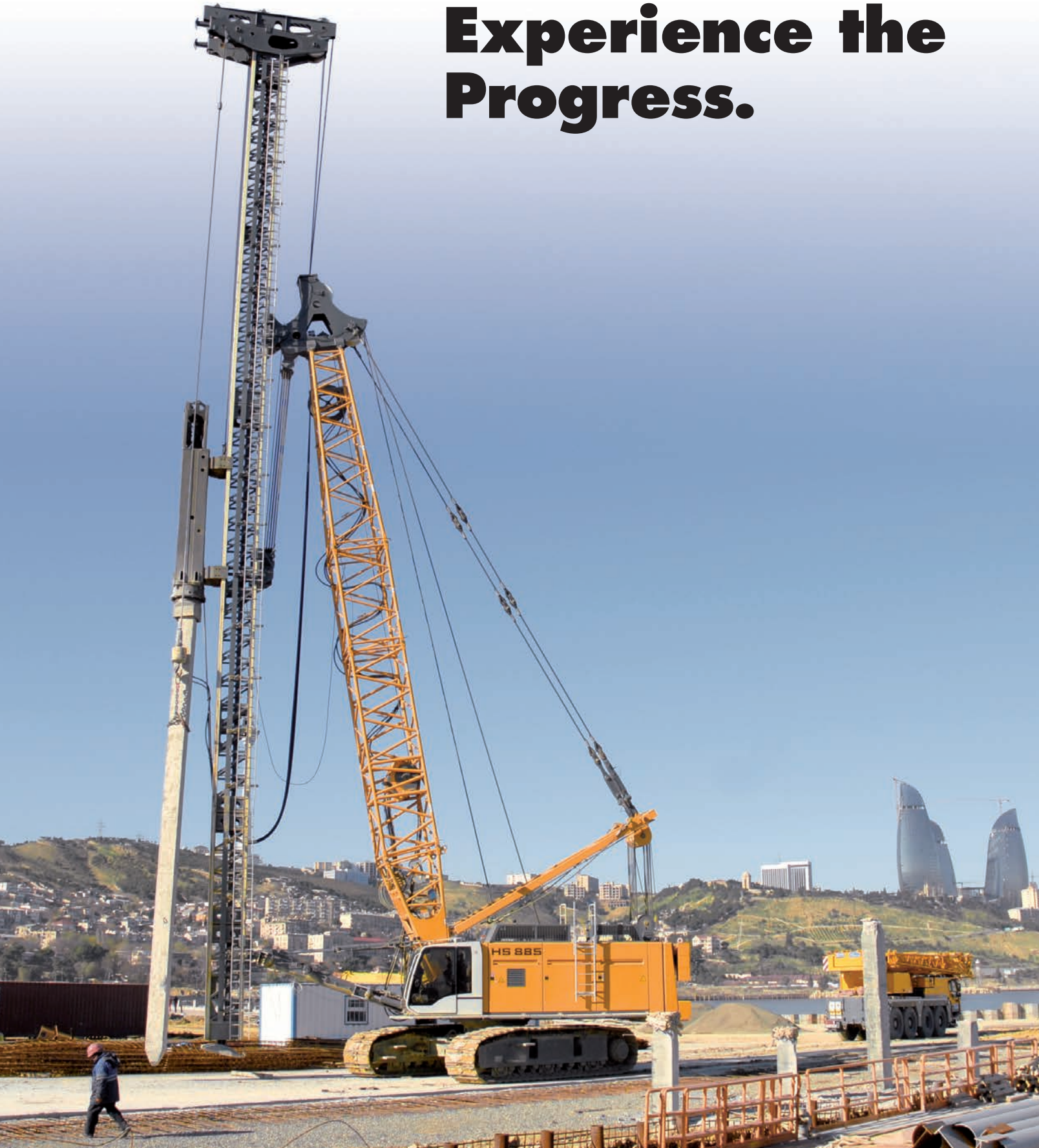
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Orion Marine Paints a Mosaic Piling LANDSCAPE

Contractor works with supplier JD Fields to service client

By Dean Abbondanza, JD Fields Construction Products

As one of the Tampa Port Authority's anchor tenants, Mosaic Company is the largest producer of potash and phosphate crop nutrients for the United States, Canada and over 40 other countries. From mining and processing to warehousing and distribution, they are a vertically integrated organization that provides product and support to the global agricultural industry. In the early-fourth quarter of 2012, Mosaic Company tendered a bid for their marine storage facility expansion at Port of Tampa. The marine scope encompassed over nine hundred 14-inch concrete foundation piles, with a very unique steel pile geostructure.

Design considerations

The new port facility will serve as a loading terminal for Mosaic. In addition to the marine dock structure, nine adjoining storage bins were engineered using the combination of steel sheet piles with a higher modulus king pile combi-wall system. Under operational and service conditions, the differential loading height between the bins could vary from a few feet to more than fifty, thereby creating potential extreme cantilevered stress zones within the bin walls. The bending and deflection calculations were well into the high modulus range. As the walls sloped down, the load diagram followed, allowing the designer to incorporate a lighter Z-pile section for weight efficiency.

Although the original plans specified another manufacturer's pile systems, JD Fields worked with the owner's agent to revise the bid documents to a generic material property specification table, rather than limiting the bid process to one material provider. This proved to be beneficial, enabling Orion and JD Fields to offer the

client, Mosaic, the most cost-effective material solution without compromise to design integrity.

JD Fields delivers a one-two punch

The SP-1 & SP-2 wall sections were supplied with Hoesch 1807 intermediate Z-sheets, more than exceeding the specified properties for the lower modulus cross section. The new-and-improved Hoesch Z's are 700 millimeters wide with the Larssen interlock connection. For the K-SP zones, the Peine PSp 1000 King Pile solution with PZi 610 intermediate panels performed in the higher modulus bin wall section. The Peine system has a center locking bar between the intermediate panels. This offers

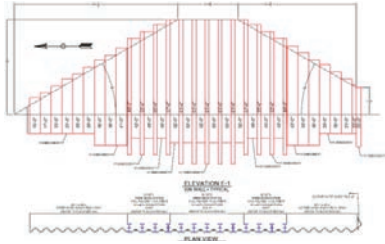
increased driving stability and component rigidity compared to competing options. Both JD Fields' pile solutions were integrated into the unique geostructural wall design, where more than 70 percent of the piles remain above ground in operational service. The steel material totaled more than 1,350 tons on the project, and the wall configuration presented challenges to both installer, Orion, and supplier, JD Fields. Multiple piles varying in length, and transition connections between king pile and sheet pile systems could have easily posed problems, if not for

the coordination from mill rolling, layout and fabrication detail through shipping, staging and driving. While under contract, JD Fields' technical team assisted the client and contractor in evaluating alternate system options and identified potential structural connection issues prior to fabrication, demonstrating that attention to the small details goes a long way in a successful installation.

"JD Fields was a great supplier to work with. We saved time with the ease of installation of their sheet pile systems and their

"JD Fields was a great supplier to work with. We saved time with the ease of installation of their sheet pile systems and their customer service went above and beyond expectations."

— KATIE MARSH, P.E., PROJECT MANAGER,
ORION MARINE GROUP



A look at the plans for the project

customer service went above and beyond expectations,” said Katie Marsh, P.E., the project manager at Orion Marine Group in Tampa, Fla.

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A Miller Act OVERVIEW

By C. Ryan Maloney, Foley & Lardner LLP

Unlike with private construction projects, there are no construction lien rights that can be asserted to secure payment when projects involve the federal government. Instead, there is a federal statutory scheme, commonly known as the Miller Act¹, which requires a general contractor contracting with a federal governmental entity² for a construction project in excess of \$100,000, to obtain a payment bond³ from a surety acceptable to the contracting officer awarding the contract. The purpose of the Miller Act payment bond is to replace the security that would otherwise be available via construction

lien rights against the property on non-government projects. This article is intended to provide a brief overview of some of the key issues for potential claimants on a Miller Act payment bond. However, due to the vastly different factual circumstances that can arise on a particular project and the various nuances in 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 legal advice specifically applicable to any particular Miller Act payment bond claim.

(continued on page 101)



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Who is covered under a Miller Act payment bond?

Under the Miller Act, only: (1) subcontractors; (2) sub-subcontractors and (3) materialmen or laborers that are in contractual privity with a subcontractor or the prime contractor may make a claim against a Miller Act bond⁴. In other words, Miller Act bond protection only goes down to the third tier, and persons and parties dealing with sub-subcontractors and more remote “subcontractors” are not permitted to claim on a Miller Act bond.

Further, even a party at the third tier is not entitled to claim on a Miller Act bond if they are in contractual privity with a “materialman,” rather than a “subcontractor”⁵. Thus, the determination of whether the middle party is a “materialman” or a “subcontractor” is important, with the courts applying a substantive and functional test, rather than relying on labels. The courts have generally defined a “subcontractor” as “one who performs for and takes from the prime contractor a specific part of the labor or material requirements of the original contract, thus excluding laborers and materialmen”⁶. In other words, a party is not a “subcontractor” if there is no material delegation of the job, which the prime contractor was obligated to perform under the prime contract⁷. Thus, for example, a third-tier materialman who supplies a second-tier materialman could not claim on the Miller Act bond, but a third-tier materialman would have bond rights if it supplied a subcontractor.

However, there are some exceptions. First, an assignee of a claimant’s contractual right to payment may recover on a Miller Act bond. For example, in one case, a surety was able to seek recovery on a Miller Act payment bond by assignment from the original claimant⁸. Of course, the assignee has no greater right



Under the Miller Act, only: (1) subcontractors; (2) sub-subcontractors and (3) materialmen or laborers that are in contractual privity with a subcontractor or the prime contractor may make a claim against a Miller Act bond

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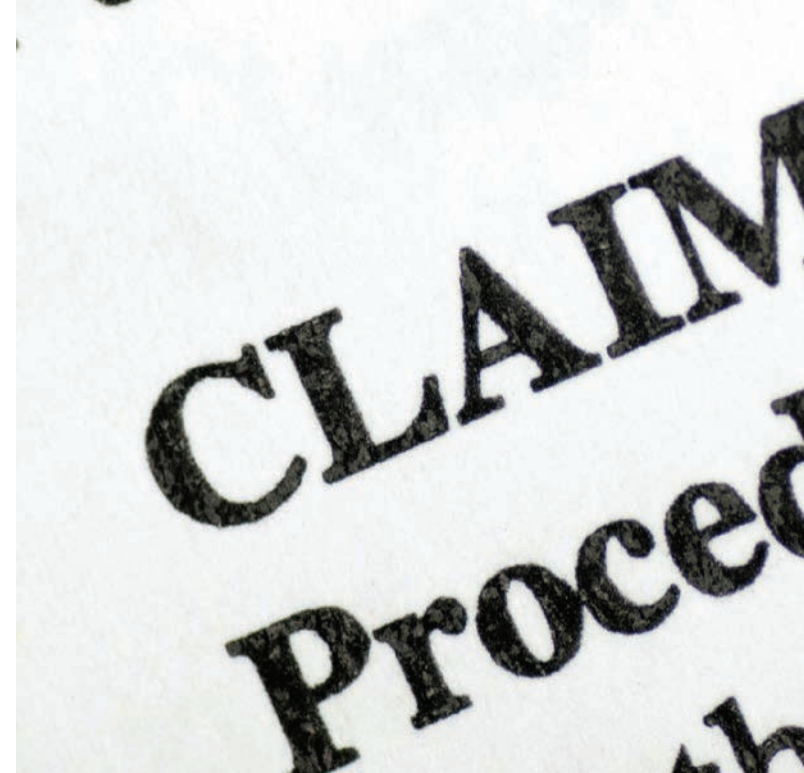
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to payment on the Miller Act bond than would the original party who assigned the claim⁹. Second, in certain circumstances, contractual privity can arise from the relationships and dealings of the parties. For example, in one case, a materialman was found to be in privity with a subcontractor, and could therefore bring a claim under the Miller Act, where it negotiated the price of the contract, shipped materials directly to the jobsite and was named as a co-payee on joint checks¹⁰.



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Notice requirements

If the claimant is not in direct contractual privity with the general contractor, then the claimant must provide written notice to the contractor within 90 days from the date on which the claimant performed the last of the labor or furnished or supplied the last of the material for which the claim is made¹¹. The notice must (a) be in writing; (b) state with substantial accuracy the monetary amount claimed; (c) name the party to or for whom the labor or material was furnished and (d) be delivered by means that provides written verification of delivery to the contractor at any place the contractor maintains an office or conducts business¹². The



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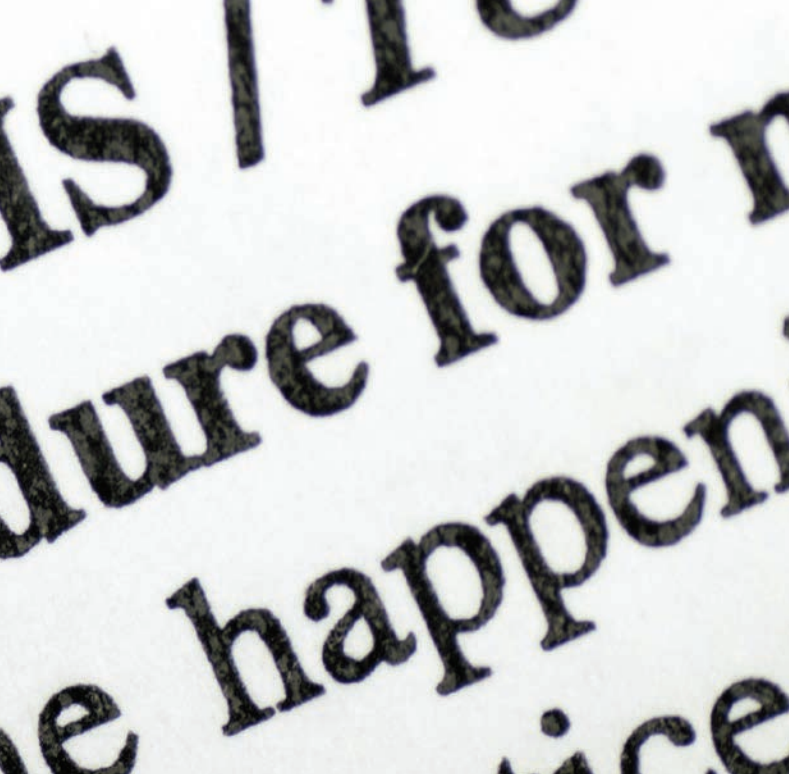
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The purpose of the notice requirement is to make the general contractor aware of claims from sub-subcontractors or materialmen, of which the general contractor might otherwise be unaware

Photo by vicky_81/Pharos.com



purpose of the notice requirement is to make the general contractor aware of claims from sub-subcontractors or materialmen, of which the general contractor might otherwise be unaware. The notice requirement is not imposed on those contracting directly with the general contractor because the general contractor should presumably be aware of the amounts claimed to be owed by such entities.

Failure of a claimant not in privity with the general contractor to timely give the notice within 90 days of the last furnishing of labor or materials generally constitutes an absolute bar on the claimant's ability to look to the Miller Act payment bond¹³. The majority of courts have held that repair or warranty work does not operate to extend the 90-day period for notice under the Miller Act¹⁴. Thus, it is critical for those claimants required to give the notice to calendar to ensure they timely provide to the general contractor the notice within 90 days after the claimant's last furnishing of labor or materials for the project.

Requirements for an action to recover on the Miller Act payment bond

A claimant must bring a civil lawsuit against the Miller Act payment bond surety in the United States District Court located in the district in which the contract was to be performed and executed, regardless of the amount in controversy¹⁵. The bond surety must be named as a defendant, and the action must be brought "in the name of the United States for the use of the person bringing the action"¹⁶.

As far as timing, all claimants, whether or not in privity with the general contractor, must wait 90 days after the claimant last furnished labor or material to the project before they can pursue a civil action against a Miller Act payment bond¹⁷. An action brought prior to the expiration of this time period will be deemed premature. However, importantly, a civil action to recover on a Miller Act payment bond "must be brought no later than one year after the day on which the last of the labor was performed or material was supplied by the person bringing the action"¹⁸. Thus, as a practical matter, the claimant has

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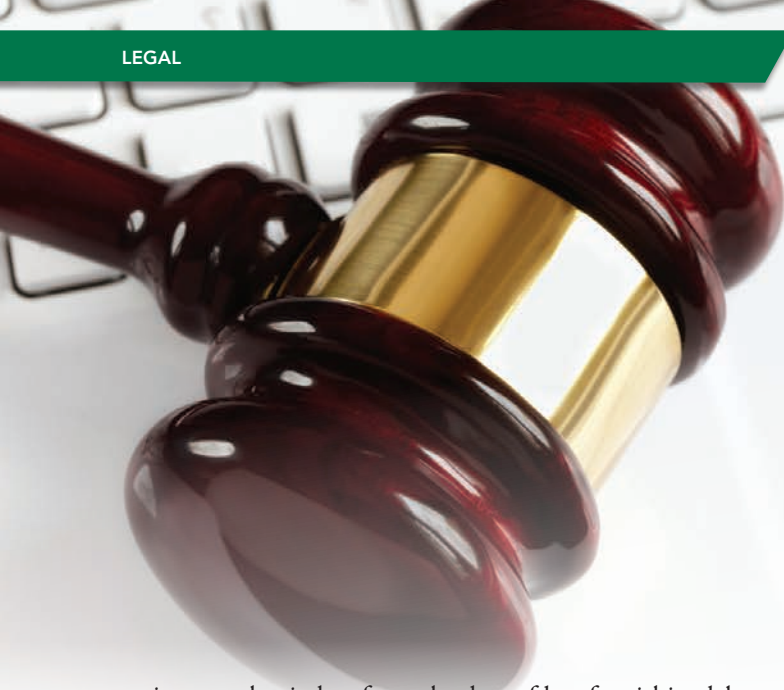
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Conclusion

The federal Miller Act's requirement for payment bonds on federal projects can be a key protection for entities working on federal construction projects. However, it is vital for potential claimants to know and understand whether they may have rights to claim against the bond, and if so, to comply with the various notice and timing requirements under the Miller Act. For this reason, potential claimants should seek the advice of an experienced construction law attorney to assist in the prosecution of any Miller Act payment bond claim. ▼

References

- ¹ 40 U.S.C. §§ 3131-3134 (2012).
- ² Most states have similar laws, often referred to as Little Miller Acts, which similarly require bonds on construction projects with the state. While similar, these Little Miller Acts, often have different requirements than the federal Miller Act and are beyond this scope of this article.
- ³ The Miller Act also requires the general contractor to provide a performance bond on such projects.
- ⁴ *J.W. Bateson Co., Inc. v. United States ex rel. Bd. of Trustees of the Nat'l Automatic Sprinkler Indus. Pension Fund*, 434 U.S. 586 (1978).
- ⁵ *Clifford F. MacEvoy Co. v. United States for Use and Benefit of Calvin Tomkins Co.*, 322 U.S. 102 (1944).
- ⁶ See e.g., *Clifford F. MacEvoy Co.*, 322 U.S. 102.
- ⁷ *United States for Use of Bryant v. Lembke Constr. Co.*, 370 F.2d 293 (10th Cir. 1966).
- ⁸ *United States for Use and Benefit of Balboa Ins. Co. v. Algernon Blair, Inc.*, 795 F.2d 404 (5th Cir. (1986).
- ⁹ *Peninsula State Bank v. Thompson-Copeland, Inc.*, 346 F.2d 58 (5th Cir. 1965).
- ¹⁰ See *United States for the Use and Benefit of Light and Power Utilities Corp. v. L.B. Samford, Inc.*, 423 F.2d 1028 (5th Cir. 1970).
- ¹¹ 40 U.S.C. § 3133(b)(2).
- ¹² *Id.*
- ¹³ See *Pepper Burn's Insulation, Inc. v. Artco Corp.*, 970 F.2d 1340 (4th Cir. 1992).
- ¹⁴ See e.g., *Austin v. Western Elec. Co.*, 337 F.2d 568 (9th Cir. 1964).
- ¹⁵ 40 U.S.C. § 3133(b)(1)(3)(B).
- ¹⁶ 40 U.S.C. § 3133(b)(1)(3)(A).
- ¹⁷ 40 U.S.C. § 3133(b)(2).
- ¹⁸ 40 U.S.C. § 3133(b)(4).
- ¹⁹ See *United States for the Use and Benefit of Material Service Div. of General Dynamics Corp. v. Home Indem. Co.*, 489 F.2d 1004 (7th Cir. 1973).

a nine-month window from the date of last furnishing labor or materials to file suit. Failure to file suit within the one-year period following last furnishing of labor or materials is a complete bar to a Miller Act payment bond claim, regardless of the merits of the claim¹⁹. Accordingly, meeting this deadline is critical to the ability of any claimant to successfully assert a claim against a Miller Act payment bond.

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Effective Early Management of Legal Risks for the Pile Driving Contractor

How to stay out of court by early, pro-active risk management systems

By Mark J. Rice, Esq., McNeil, Silveira, Rice & Wiley



When a pile driving contractor bids a large project, it feels as if “betting the company.” The contract, financial and safety risks are potentially high. And, the contract forms, work procedures, insurance and business relationships only provide so much comfort if something really goes wrong. Whether a differing site condition that triples the shifts and costs without a change order agreed to, a specification that does not work, a tough owner or prime contractor, project delays, a catastrophic injury or crane accident or utility obstruction, it seems the pile driving contractor is at the bottom of the food chain. Since it drove the pile, it must be the pile driver’s fault – at least, it so often seems the contract documents and insur-

ance requirements have the pile driving subcontractor absorbing *all the project design risk*.

And yet, in this or any economy, with key prime contractor relationships, there is little realistic opportunity to turn down a business opportunity to bid a risky job.

Pile drivers are known for an esprit de corps and camaraderie, a can-do, “never give up” attitude that reminds one of the Navy Team 6 that took out Osama Bin Laden. There is no failure permitted. We will “get r’ done” as the famous comedian, Larry the Cable Guy, is fond of saying. He

[...] By engaging in a dialogue, you are setting your project expectations about payment, safety, project quality control and risk management

was a pile driver in another life, for sure.

So, what can the pile driver do to get the work and not get burned?

This is an opening article of some simple touchstones, as you enter into a new business relationship, or continue with an existing one, and are considering bidding work, closing out to signing the subcontract, considering a letter of intent to front load delivery of materials before the subcontract is finalized, minimize risk of vibration damage litigation or accidents and, towards the end of the project, clean up change order requests and get paid on them and your retention without having to bring in the lawyer or going to court. Here are a few points to consider.

Have a system in place for reviewing the project specifications before you bid

In the "old days," before so much bidding was done online and plans available in AutoCad, prime contractors would send out select sections of the project plans and specifications for the pile driver to bid from. The pile driver, having a short turnaround, felt confident it did not need to read the rest of the project documents.

While that was reasonable then, it's impossible now, given the shift to digital availability of bid documents. Now, prime contractors rely on subcontractors to decide what applies to their scope of work. I have a recent example, where the excavation specification section contained access requirements for a marine dock construction that, for environmental reasons, precluded construction of a temporary trestle for the pile driving crane to work from. The pile driver did not realize that access had that limit and bid, anticipating using a trestle, only to learn the hard way later. This was an electronic bid setting. So, the take away is have a checklist, present it to the prime, get the full specifications and do not assume all the project requirements affecting pile driving are in the piling specifications 2300 and general conditions alone. Pass out highlighters and Post-its® and have a bid team review to crosscheck. Have someone summarize the key specifications into a cut-and-paste. And make sure your project superintendent and foreman have that onsite and in their handheld personal digital device. Too often, the onsite folks do not have the game plan from the bid team seared in their mind

and on their wrist guard, like an NFL quarterback does so he knows what plays to call. Use those techniques, and have your team on the same page at all times.

Know who you are dealing with – the Prime Contractor and the Owner. THINK LIKE A LENDER – YOU ARE ONE.

Construction is a business populated by "can-do" folks who have deep and deserved pride in what they build. That is certainly true of heavy contractors who build our nation's infrastructure, its bridges, roads, skyscrapers, dams and airports, and make sure they do not collapse from earthquakes, structural failures, hurricanes or



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even terrorist attacks. There is a deep and intuitive sense of teamwork on a successful project, that like the great Kevin Costner movie, *Field of Dreams*, “If you build it, they will pay.” But let’s remember that was just a movie, and you are in the real world of shrinking bank accounts, fewer projects, broker state and local governments and a growing pile of defunct or near-comatose contractors without capital or cash flow and who underbid to stay alive. They may not want to pay you; they may not be able to even if they want to.

This is where a bit of old-fashioned Tony Soprano-underwriting comes in. I say “Tony Soprano” since as he walked his neighborhood, he knew daily where everyone was at financially and personally. His credit check might be having lunch in your restaurant and seeing if you were busy. Not that much different than the former Federal Reserve Chairman Alan Greenspan would do; by looking at trucking in Des Moines or imports of high-tech goods, he could predict the direction of the economy months in advance. Pay attention to your gut, and follow up.

Some ideas to think like a lender: check out the finances and litigation history of the prime contractor and owner – even someone you have worked with for years, as they can go belly-up, too, and leave you stranded and unpaid. To do so, firstly get on an online database to check litigation activity, unpaid tax liens and judgments. I use merlindata.com, and there are others. Secondly, check the license board website for suspensions, changes in license bond sureties and the like. Get the payment bond upfront, and check out its quality – AAA or B grade makes a difference, and tells you if the prime has had trouble. Find out their workers’ compensation modification rate and whether you can expect a loose or tight ship onsite in terms of safety – be fore-armed. Do not guess. You are lending capital – your capital, via blood, sweat, tears, toil and payroll, into their job, in hopes of a return of capital and some profit back in the end. You are betting the company that the prime and owner are square shooters, but also a gang that can shoot straight. Meet them in person, and be sure to use a pre-job checklist for all critical information about who the players are, the owner, property address and Tax Assessor’s Parcel Number (APN), surety name and number, bond copy and the like. Make sure

Construction is a business populated by “can-do” folks who have deep and deserved pride in what they build

your controller and accounting staff build a bridge of rapport from the get-go with the general contractor’s staff, such as how they like your paperwork done so you can get paid. Use your accounting staff as an early warning system – often they will know from an off-the-cuff comment from a peer staff at the prime’s office that things are not good in River City. Listen. Do not ignore. Be quick to put a “scarlet letter” in red on the billing file, and make it a “watch list” file, just like banks do with troubled credit relationships. Manage it.

Have a bid form reviewed by your attorney, your insurance broker and your bid team to include key terms and exclusions to set your expectations

It is easy to get cynical as a subcontractor, facing “the battle of the forms.” You use a tried-and-true bid form, get the job by

pricing it thin – praying that the job goes perfectly and you do not lose your shirt – and then you get it, only to have shoved under your nose a telephone book-thick subcontract that requires you to save the world, insure everyone and agree to wait until 2025 to get paid. It is no fair. It begs the question, why even bother negotiating select exclusions, like limiting scope of indemnity and insurance, exclusion of vibration risk damage, getting retention paid on acceptance of piling and not the end of the project two years later, exclusion of utility location and protection, access terms, number of mobilizations or extra moves, traffic control, consent in writing to the project schedule or language that “in cases of conflict or ambiguity our bid form controls”?

The simple answer is that by engaging in a dialogue, you are setting your project expectations about payment, safe-

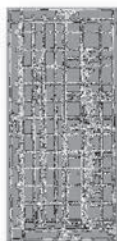
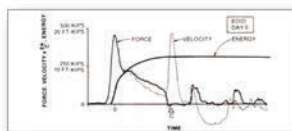


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ty, project quality control and risk management. Some prime contractors may refuse to yield, for whatever reason, and you make a business decision to proceed or withdraw from contracting. If you proceed, you now know you are dealing with a prime that is intractable, and plan accordingly. During the project, paper your onsite expectations in terms of "Dig Alert" ("Call USA") calls, utility obstructions, design risks, payment, and the like. And, in the event of a blow-up on an issue, you can remind the prime of the negotiation – not for "I told you so" bragging rights, but to underscore that these are issues you see as their responsibility in terms of project management.

Often, for pile driving clients, we develop a taut negotiating language that says, "we will pay for what we break, but we do not want to pay for what you break." That, "we will control our risk, we expect you to control your risk and not ask us to absorb your QC. Deal?" Folks on the phone will "man up" to this, even if later, in some lawyer's office, efforts will be made to forget it, and have all risk flow downstream to the pile driver. A good paper trail of the "college try" effort to make the terms "fair and balanced" never hurts, and it often works wonders in closeout negotiations, inter-insurance adjustments, claims and disputes. The concept is to be armed with good arguments and willing to walk from too much risk, and know where that is, and if you buy off on extra risk, then treat the job like a NASA launch – with great care.

Utility location – "Dig Alert" or "Call USA" statutes – the big "gotcha"

Most states have a "Dig Alert" or "Call USA" statute that places onto the "excavator" to call the Underground Service Alert (USA) dispatch center and timely identify that there will be excavation, so a technician can mark the utilities with flags or paint, and the contractor can pothole to verify location. So often, this is done wrong. When done wrong, its invariably your fault, or so the utility, whose \$3-million fiber optic cable was ruptured by your pile along with the 300 businesses who found a class action attorney to sue you, will imply. Many utilities refuse to acknowledge that delegating the "Call USA" call to the prime contractor by practice or subcontract delegation ("prime con-

tractor shall call in utility tickets, and protect and indemnify subcontractor from all utility interference, damage, and claims") is adequate; they want you to call in as the "excavator". And, piling is often deemed "boring" and the "Call USA" form the dispatcher fills out has a box to check "yes" or "no" for "boring". If boring is not checked, and potholing is not done and not agreed with the utility to be done, you could be strictly liable to the utility. I have listened to tape recordings of the intake conversations between the contractor and "Call USA" and they sound like the old Abbott and Costello comedy routine "Whose on First" – impossible to make sense out of.

Fix this. Train your staff, study the applicable statutes, identify high value utilities and risks, and make this a diamond-cutting, measure-three-times-cut-once operation. There is no margin for error – especially with a live gas line or electrical cable, where a mistake means death. Make it your business to be safe here.

"Safety first" mentality – Lift plans, and eliminate field improvisation

Pile crews may be very experienced, along with operators, and I have seen instances where seasoned and confident senior crew leaders make a mistake. Rather than focus on the crane load chart, the operator and foreman looked at the track treads, figuring that the crane would not quickly tip until the treads got light. Guess again: the crane cartwheeled into the water with the operator jumping to safety and the equipment insurance company paid out \$500,000. It would have been worse had there been an injury to the crew or others. The injuries can be catastrophic and life changing, and the increased cost of insurance impact the bottom line for years. Do not let that be you. Have plans for all major lift plans, and ensure your team knows not to improvise. Be sure the cranes are maintained, records in good shape and a "safety first" mentality in place.

Safety is often a function of training, doing the same thing the right way each time, not veering from an agreed plan, stopping when unexpected things are presented and "buffer" and "recovery" space. More time and more space usually means more "near misses" and fewer unforgiving mistakes. It's a bit like fishing at an

(continued on page 112)

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Safety is often a function of training, doing the same thing the right way each time, not veering from an agreed plan, stopping when unexpected things are presented and having “buffer” and “recovery” space.

overbooked fishing derby – someone is bound to get a hook in the ear. Insist that the prime and owner give you the space and time you need to work safely. Stand your ground.

Schedule, design and soils risk, submittals and keeping project chemistry positive

It is often said that a contract is something you look to when the parties no longer get along. While certainly true, know the claims, change order, notice and schedule terms of the contract documents as you go into the project. Be wary of submittal specifications that make it sound as if the pile fabricator is the pile designer. Beware of specifications that try to shift differing site condition risks to the contractor, and insulate the owner from owner-controlled design risks. Most of all, be proactive – professional, yet proactive. Note and comment if the schedule has slipped and why, and react and respond. Cut-offs, depth, WEAP, set-up, be in a dialogue with the engineer and gain his or her respect that your team is more than “ours is to do and die, and not to wonder why.” Go nicely toe-to-toe with engineers that are all about protecting themselves from risk and not willing to tell the owner that overdriving is costly and not what the bid documents contemplated.

The email is useful to communicate; yet, it is often resorted to when folks are “done talking.” It is anti-communication. If you sense that toxicity taking hold, pick up the phone and ask for a team meeting the way folks used to. Have an agenda and use the beginning and end of the meeting to team build, and avoid accusatory language, contempt or innuendo. You are all in the same business. Most of all, bring in experts early to help convince project engineers as peers how to do it better, and turn the dialogue technical and away from the personal. It will get you the next job, and probably save you on this one.

Okay, time to get paid

It often seems like root canal surgery is easier than getting paid those disputed change orders, retention and your progress payments amidst swirling project controversy, or even disputes unrelated to your scope of work. The prolonged recession, insolvent public agencies and undercapitalized prime contractors all make it worse. Raw nerves can be high, and getting paid can be a nightmare if not prepared with a game plan. One, be sure you have complied with the preliminary notices to perfect your lien, stop notice and bond rights. Two, manage your billings tightly – call the day after due if not received – every time – be the nicely squeaky wheel, so they know they will get

your call on day 31 after invoicing. Three, stay on it and on it and on it, until you get paid. Finally, involve your legal counsel in designing a collection system and strategy to preserve your rights and your business relationships. Make all your charitable contributions voluntary ones – no free work due to failed follow-up, losing lien rights, not reading the contract or fear of making waves. Make waves. ▼

About the Author

Mark J. Rice is a practicing attorney representing pile driving contractors for over 25 years on all facets of their business, from collections, claims, differing site conditions and specification claims, delay claims, crane accident



resolution, insurance, bid and contract forms, and corporate advising. Rice is a member of the California Associated General Contractors Legal Advisory Committee, and a member of trade associations serving the deep foundation and pile driving industries. Rice is a frequent lecturer on liens, stop notices, Miller Act and other bond claims, and construction management and project delivery. He can be reached at markjrice@msrwlaw.com.

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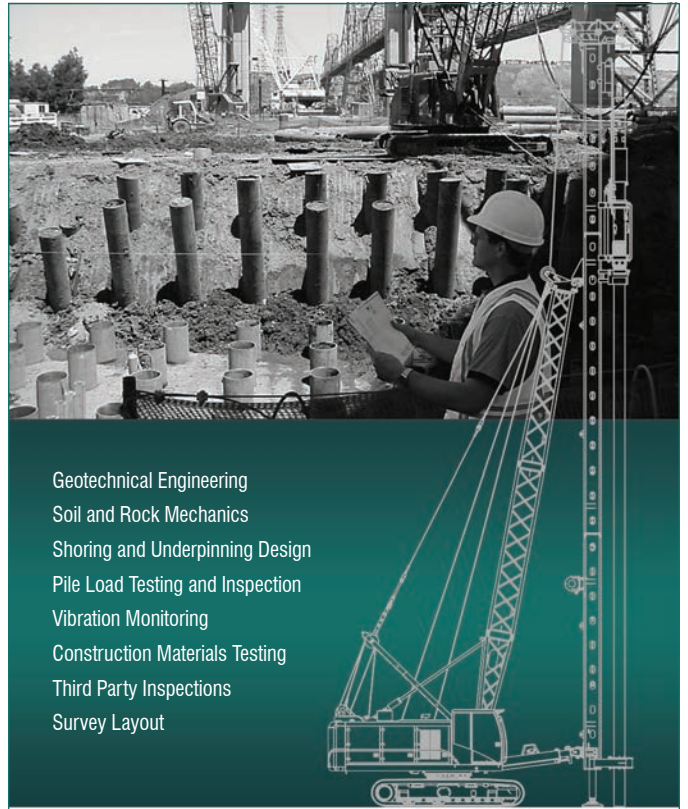
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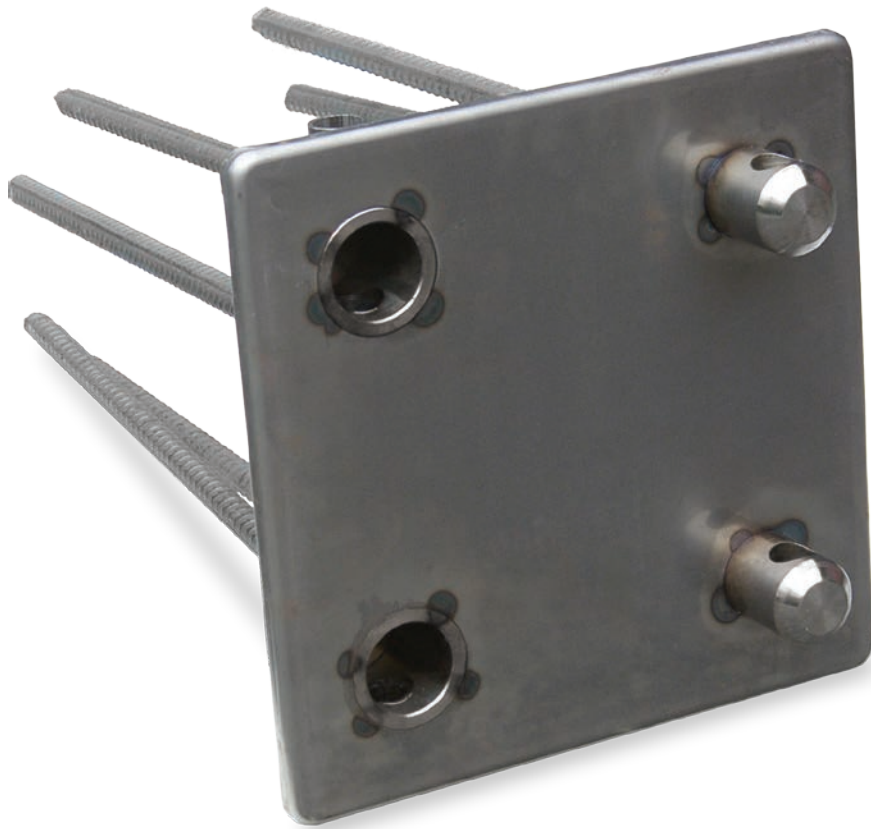


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The Future of the Pile Driving Industry



Become More Profitable on Government Jobs

By Steven Walsh, Benefits Professional, Fringe Consulting

The construction industry can be volatile and this has been especially true over the past several years. With private construction faltering, many contractors have turned to public works projects, such as those funded by the American Recovery and Reinvestment Act. While these jobs are no doubt a welcome lifeline, the laws and regulations attached to taxpayer-funded projects can be overwhelming for even the most experienced contractor. Shortly after the ARRA was signed into law, President Obama issued an Executive Order mandating that all projects receiving ARRA funding – regardless of the value of the contract – comply with the Davis-Bacon Act. (The Davis-Bacon Act applies to all other federally funded projects with a value of at least \$2,000.)

(continued on page 117)

Contractors who understand how prevailing wage laws work can significantly reduce their payroll burden on public works projects

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What is the Davis-Bacon Act?

The Davis-Bacon Act, passed in 1931, requires payment of locally “prevailing wages” including the “anticipated cost of prevailing benefits.” This is generally expressed as a per-hour wage and per-hour cash equivalent value of benefits, and is often based on a union scale. Prevailing wages are set by the U.S. Department of Labor and are included in the bid specifications of covered contracts.

In addition to this federal law, 32 states have their own prevailing wage legislation. Under some state laws, prevailing wage rates apply to all public construction contracts regardless of the estimated price of the project. Failure to classify workers correctly and pay them the correct wage for work performed can result in serious consequences – even debarment from work on future government contracts. It is critical that contractors take

advantage of all resources available to help them understand and comply with these laws.

How can the Davis-Bacon Act help my business?

Contractors who understand how prevailing wage laws work can significantly reduce their payroll burden on public works projects. When the fringe portion of the prevailing wage is used as intended, to provide “bona fide” benefits for hourly workers, these dollars are taken off the payroll and are therefore exempt from payroll taxes such as FICA, FUTA and SUTA as well as workers’ compensation and general liability in most states. Examples of benefits that might be included in a bona fide benefit plan are retirement plans and medical, dental, vision, disability and life insurance.

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Using fringe dollars this way creates advantages for both employer and employee on several levels:

- In general, contractors save between 25 and 30 cents on each dollar used to provide benefits
- Employees have savings for retirement, health insurance for themselves and their families and additional benefits as selected by the employer
- Employees with a 401(k) program have lower taxable income
- The fact that hourly workers are contributing to a retirement plan reduces the company's tax burden, and can significantly increase the ability of owners and key employees to contribute to the company 401(k) program
- If your work is seasonal in nature, you can set up a bona fide sub plan, which allows the laborer to draw fringe dollars during slow times without offsetting unemployment dollars

Bona fide benefits

When working in competitive fields like public construction, your success many times depends on how efficiently your company can control large cost centers. When you consider the benefits that must meet and exceed your employees' needs, it's critical that you consider all plan options to help hold down these increasing costs. Working with an advisor that understands your business and the complexities of prevailing wage work can mean the difference

Rather than attempting to navigate these laws alone, contractors should seek out and partner with a benefits plan provider with experience in this complex niche

between failure and success. Working with a national coverage offering that has been favorably negotiated with the carriers to produce below market prices is attainable in today's market.

Hour banking

For employers who choose to offer health insurance as part of their bona fide benefits program, hour banking can address many challenges related to accounting and administration. In general terms, hour banking is a means for employees to "bank" excess hours worked during busy times, then draw from that bank to extend

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medical coverage during times when they may not have worked enough hours to qualify for coverage. When using an experienced benefits provider, hour banking enables employers to know exactly how much per hour benefits will cost. This results in more accurate bids and prevents the potential for overpayment of premium.

Compliance is crucial

Concurrent with the passage of the ARRA, President Obama announced that measures would be taken to ensure transparency and accountability for taxpayer monies used for these projects and programs. As a result, the U.S. Department of Labor has significantly increased the number of investigators on its staff, and its budget for enforcement has grown as well. Many prevailing wage experts agree that getting audited is no longer a question of “if” but “when”.

Working with a benefits partner that has experience with bona fide benefits plans that comply with both state and federal laws can greatly help contractors working on government projects. For example, providers should be able to assist contractors by compiling records requested for an audit and/or contacting government officials on the contractors’ behalf to clarify issues and questions.

Conclusion

Public works projects can offer dependable income for contractors, but any project using taxpayer dollars comes with laws and regulations attached, such as the Davis-Bacon Act and state prevailing wage laws. Rather than attempting to navigate these laws alone, contractors should seek out and partner with a benefits plan provider with experience in this complex niche. Letting your benefits partner take care of your prevailing wage plan will let you focus on building your business. ▼

About the author

Steven Walsh is a benefits professional at Fringe Consulting in Quincy, Mass., where he assists contractors throughout the country with prevailing wage benefit plans. He can be reached at 781-740-0064 or steven@prevailingwageguide.com.

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