



THE PORT
OF LOS ANGELES
Executive Director's
Report to the

Board of Harbor Commissioners

DATE: APRIL 11, 2012

FROM: CONSTRUCTION AND MAINTENANCE

SUBJECT: RESOLUTION NO. _____ - AWARD OF CONTRACT NO. 39628 TO AMERICAN PILEDIVING EQUIPMENT, INC. FOR THE PURCHASE OF A HYDRAULIC IMPACT HAMMER AND VIBRATORY DRIVER/EXTRACTOR

SUMMARY:

The Construction and Maintenance Division (C&M) requests approval of Contract No. 39628 with American Pilediving Equipment, Inc. of Kent, WA for the purchase of a hydraulic impact hammer and vibratory driver/extractor in the amount of \$585,184, including sales tax and delivery charges. This equipment will replace an 83 year-old pile driving hammer. The replacement of the City of Los Angeles Harbor Department's (Harbor Department) current pile driving hammer was planned and is funded in the fiscal year 2011-12 capital equipment budget.

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners (Board):

1. Approve Contract No. 39628 with American Pilediving Equipment, Inc. in the amount of \$585,184 and authorize said expenditures;
2. Authorize the Executive Director to execute and Board Secretary to attest to Contract No. 39628; and
3. Adopt Resolution No. _____ .

DISCUSSION:

Background – The Harbor Department has been driving timber wharf piles since its founding in 1907. In 1929, it purchased a pile driving hammer. That hammer is still in use today. While it still functions as a hammer, spare parts are no longer readily available. This means that all parts have to be individually fabricated by C&M staff in its machine shop. In addition, the current equipment can only drive timber piles; extraction must be done using a complex and antiquated workaround.

The most common method of removing a timber pile includes rigging a pile with a sling and applying the lifting force of a large derrick crane attached to a barge causing a list at an angle of up to four degrees. The pile driver workers must then wait until the tension breaks or removes the pile. If the pile breaks, divers must go underwater to cut

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the pile stub at the mud line. Occasionally, this process results in pile fragments being dispersed in an uncontrollable manner. It is a very manual and old-fashioned method of extraction, and has an increased risk of injury to the pile driver workers.

New Equipment - The proposed contract replaces and enhances an integral tool in the Harbor Department's marine construction and maintenance program. The new equipment will help maintain the Harbor Department's more than 17,000 timber piles, wharves, channel slopes, and sea walls. It will provide modern equipment to both drive and extract various types of piles including timber, concrete, steel sheet, pipe, and H-beam piles.

There are three components to the new pile driving equipment. The first is the hydraulic power unit that will provide the pressure needed to run the new tools. It will run on non-toxic, biodegradable, vegetable hydraulic oil.

The second primary component is the hydraulic impact hammer. This 7,600 pound tool clamps on to the pile with a special configuration to provide a low center of gravity to keep the hammer balanced on top of the pile. This will greatly enhance C&M's ability to drive timber, concrete, steel sheet, pipe, and H-beam piles.

The third component is the vibratory driver/extractor. Instead of a sling, this specialized clamp attaches to the pile and vibrates the pile to an extent that removes the pile in a controlled action. When driving a pile, the tool allows for the pile to be placed more accurately and at a more secure depth.

In total, this new vibratory hammer and driver/extractor system will increase the number of piles the C&M pile driving operation can install/extract per day – from four to as many as six or seven (depending on location and other factors). Apart from higher productivity, it will also increase the precision of pile placement, increase the safety of the pile driver workers, better control the hammering of piles into place, reduce the forces transmitted to the derrick crane, and expand the capabilities of pile driving to include land-based operations from primarily marine-based today. This will allow for more piles to be driven near existing structures.

The new equipment will have a five year or 5,000-hour extended warranty and will meet all South Coast Air Quality Management District emissions standards.

Selection Process – The Contracts and Purchasing Division released a Request for Bids (RFB) on February 16, 2012, to solicit bids for a hydraulic hammer and driver/extractor. RFB No. F-783 was posted on the City's Business Assistance Virtual Network (www.labavn.org) and the Port of Los Angeles website (www.portoflosangeles.org). Bids were also mailed to three vendors known to specialize in pile driving equipment including American Equipment and Fabricating Corp.,

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American Pilediving Equipment, and International Construction Equipment. One vendor, American Pilediving Equipment, submitted a responsive bid, which is the subject matter of this report and recommendation (Transmittal 2). A second vendor, International Construction Equipment, did not submit a responsive bid, and indicated that an in-house software installation had prevented them from responding. A third vendor, American Equipment and Fabricating, chose not to bid. Staff is recommending approval by the Board of a contract with American Pilediving Equipment, Inc., the sole, responsive bidder (Transmittal 1).

ENVIRONMENTAL ASSESSMENT:

The proposed action is approval of a contract with American Pilediving Equipment, Inc. for the purchase of a hydraulic impact hammer and vibratory driver/extractor to replace the 83 year-old pile driving hammer currently used by the Harbor Department. As an activity involving the installation of new equipment as required for safety and environmental control, the Director of Environmental Management has determined that the proposed action is exempt from CEQA in accordance with Article III Class 3(4) of the City of Los Angeles CEQA Guidelines.

ECONOMIC BENEFITS:

This Board action will have no direct employment impact for the five-county region since the company is located outside the region.

FINANCIAL IMPACT:

The purchase of the hydraulic hammer and vibratory driver/excavator, including tax and shipping charges, will cost the Harbor Department a total of \$585,184. Total ongoing maintenance costs associated with the new equipment is expected to be approximately \$5,000 per year, including warranty provisions. This is an increase in operations and maintenance costs from the existing hammer of approximately \$1,000 per year due to an additional piece of equipment to be maintained.

The current pile driving hammer will be saved for use in emergency situations and will continue to be maintained at an annual cost of \$200-\$500.

Funding in the amount of \$585,184 is available in the Fiscal Year 2011-12 C&M Capital Equipment Budget Account No. 13240, Center No. 0510, and Program No. 000 to purchase the hydraulic hammer and vibratory driver/excavator. The total is comprised of \$500,000 budgeted for the new hydraulic hammer and vibratory driver/extractor and \$85,184 in contingency funding.

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CITY ATTORNEY:

The Office of the City Attorney has reviewed and approved the contract as to form and legality.

TRANSMITTALS:

1. Contract No. 39268
2. Recap of Bid No. F-783

FIS Approval: KR (initials)

CA Approval: jm (initials)



JIM MORGAN
Director of Port Construction and Maintenance



JOHN M. HOLMES
Deputy Executive Director

APPROVED:


 GERALDINE KNATZ, Ph.D.
Executive Director

Author: D. Young

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