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Welcome to a very exciting issue of Construction Today® magazine. As the fall air moves into the mid-Atlantic, contractors and tradesmen are working feverishly to wrap up projects and button up buildings for the long winter.

Our industry faces several challenges ahead. The union construction industry's highest priority must be maintaining a competitive advantage over other contractors and ensuring that our contractors maintain and deliver the highest standards of quality and craftsmanship.

With high unemployment, staggering unfunded liability in pension funds and a limited group of owners willing to take the leap of starting new projects, contractors face an uncertain future. Architects, owners, unions, material suppliers and contractors all face the headlight of the oncoming train. All are asking the question of how to navigate this challenge.

Like the auto industry, the construction industry has some soul searching to do. Wages, work-rules, benefits, and jurisdiction are all stressing an already stressed market. Construction owners are insisting on efficiency, social responsibility, equitable documents, tight schedules, high standards and a competitive global cost structure.

The industry is at a fork in the road. Do we go left or right, forward or back? The answer is *ahead*, not just looking at the horizon but also at the ground, re-adjusting for every step. Look at new markets, public and private, and be open to work outside of your comfort zone. That said, I know that the construction is an industry of managing great risk. But there are opportunities, don't overlook them and say, "that's not what we do."

What our contractors do, is do, and we know we do it best.

All that said, the future is bright for those who can see that this will pass, but it will be radically changed when people begin to build again. The goal is to ensure that the members of the GBCA continue to build this region as we have for over 200 years. This is a challenge, this is competition, and there are real implications for those who hold on naively to the past and refuse to rethink the future.

Stay focused on being the best contractor, not the best naysayer.

Ok, let's look inside and see what we have done and what we are capable of. The 2009 Construction Excellence Awards program is the largest this Association has ever held. These projects are judged not on the aesthetics and design, but on the merit of the project and the harmony of the construction team. Some projects may seem simple, but they showcase the excellent participation between the architect contractor and the owner. It is this collaboration that the GBCA awards program bestows the highest honors.

Enjoy!

ConstructionTODAY

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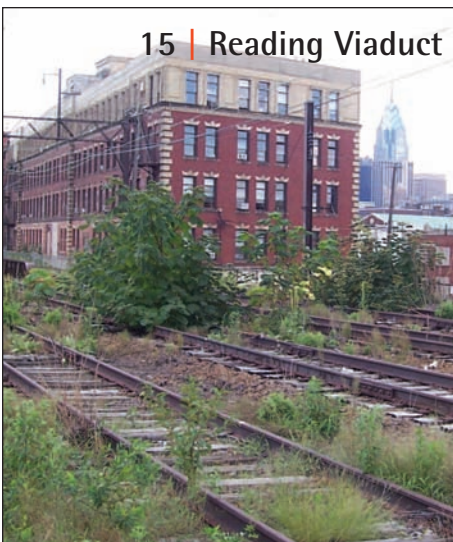
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T.N. WARD COMPANY



T.N. WARD COMPANY specializes in construction for not-for-profit clients. They are currently underway with The Salvation Army Ray and Joan Kroc Corps Community Center in Philadelphia, a two story steel framed, 130,000 SF state-of-the-art community center set on a 12 acre site. In addition to the generous gift by Joan Kroc, the Salvation Army has received grants and donations from the city, state and individuals. Designed by MGA Partners and PZS Architects, the project features a worship and performing arts center, community room, daycare, classrooms, interior and exterior gathering spaces, café, gymnasium, leisure pool, competition pool, multi-purpose exercise rooms, two level fitness center, social services, community farm and athletic fields. T.N. Ward Company is proud to be the Construction Manager for this very exciting project that will transform its neighborhood when complete in 2010. To learn more about this project email Campaign@SalvationArmyKrocCenter.org.

Founded in 1918, T.N. Ward Company has been involved in all types of construction including healthcare, multi-family housing, industrial, entertainment and higher education. Their considerable success in working with many types of not-for-profit clients as well as federal, state and city funding agencies led to their award of The Salvation Army Kroc Center.

With a commitment to diversity, T.N. Ward's not-for-profit experience includes housing for seniors, healthcare projects, schools and universities. To find out more about T.N. Ward's capabilities, go to www.tnward.com.



Renderings Courtesy of MGA Partners



ending the Paper Chase

Herb Brownett, CCIFP

Philadelphia Construction Leaders Are Changing Payment Practices

WHILE THE CONSTRUCTION INDUSTRY is widely accepting cutting edge operations technology like BIM, the critical Billing and Payment activity largely remains mired in archaic nineteenth century processes. These paper based processes consume staff resources, create risk and slow down payments. Ending this "Paper Chase" with the use of the Textura Payment Management System was the topic of a recent General Building Contractors Association (GBCA) sponsored forum of construction owners, general contractors and subcontractors.

The Textura Payment Management System is web based software as a service (SaaS) that facilitates collaborative processing of construction billings and payments. Textura's process sends an email to all participants to initiate the monthly draw. Subcontractors can click on links within the email to view their schedule of values. They enter requested payment amounts and electronically sign the requests. Properly completed, AIA 702/703's and/or custom documents, as well as a properly completed lien release, are emailed to the general contractor for review. Upon approval, the system automatically generates the general contractor's pay application. The owner, lender, or architect can electronically review the application online if they are on the system, or the application can be printed and mailed. The system will then

allow the General Contractor to disburse funds when it is ready, with subcontractors usually having available funds in their accounts within 24 hours. The system also tracks document compliance (signed subcontract, insurance certificated, bonds, etc.) with automatic reminders to subcontractors and payment holds for non-compliance. The system integrates with most of the commonly used accounting systems in the construction industry.

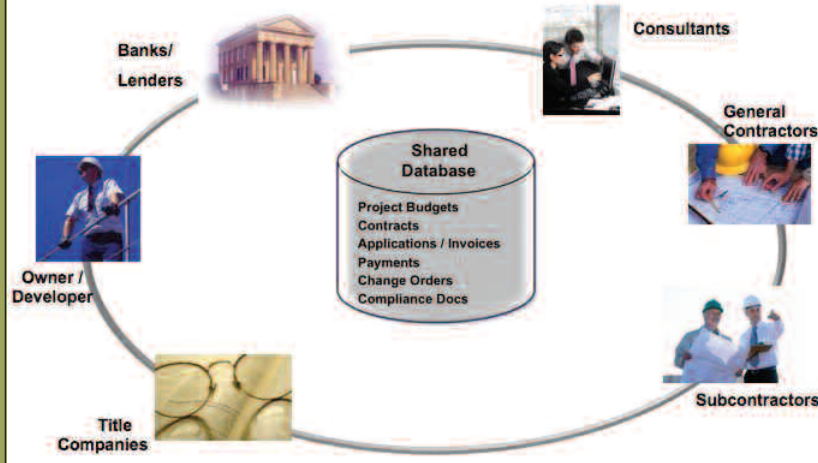
Subcontractor Benefits

Subcontractors benefit from ease of billing, the knowledge that documents are properly prepared and electronic payments are deposited directly to their bank account. Subcontractors are challenged by General Contractors to use a variety of forms and maintain accurate billing history, even though invoices are changed without their knowledge or consent. Nino Morello of National Glass and Metal, states: "With Textura our people have time to run the business rather than preparing documents and chasing payments. We typically get paid sooner on our Textura projects."

General Contractors Benefits

General Contractors recognize that the risk of lien exposure is greater now than ever. Textura assures receipt of a properly executed lien waiver from first tier subcontractors

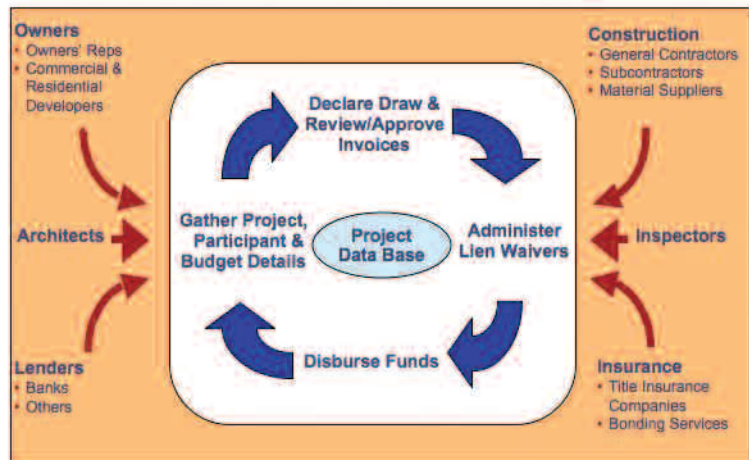
Textura utilizes proven advanced Internet technology to join together some or all of the participants involved in the project payment process.



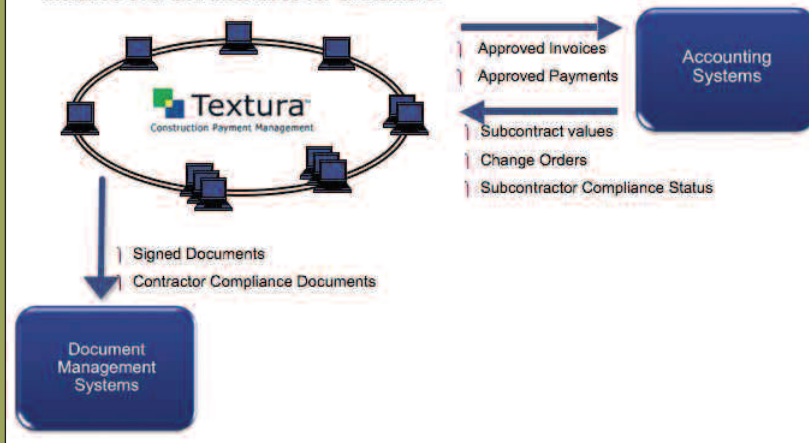
The Textura Payment Management System is web based software as a service (SaaS) that processes construction billing and payments.

Simplifying the Construction Payment Process

Construction Payment Process



Textura enhances the value of your Accounting, and Document Management systems by interfacing real-time, financially accurate data. Textura has built and installed over 250 interfaces for customers.



Textura facilitates properly executed lien waivers from first tier subcontractors and can be used to collect second tier releases.

and can be used to collect second tier releases. Stan Edelstein of Jacoby Donner pointed out that "the risk of paying for something twice became very real with the 2007 changes to the Pennsylvania lien laws. Because of that, it is critical that a prime contractor make sure it has releases from second-tier subcontractors and suppliers." Textura can be used to do that.

General Contractors however also realize significant efficiency from the system. Industry cost studies show that on a typical construction project, thirty to forty hours per month is spent by general contractors on manual paper activities that can be eliminated with Textura. Roger Ball of Shoemaker Construction said "We started using Textura to reduce lien risk, but are also enjoying significant efficiency."

The importance of general contractor's assuring subcontractor document compliance was reinforced by Mike Mitchell of The Graham Company. "Due to the current economic conditions, more subcontractors are going to be problematic. When things like signed subcontracts and proper additional insured status fall through the cracks, it affects the credibility of the general contractor and their insurance agent in the eyes of insurance company underwriters."

"We started using Textura to reduce lien risk, but are also enjoying significant efficiency." – Shoemaker Construction

Owner Benefits

Construction owners also suffer from the inefficiencies of paper processes, as the documents roll up to their level. Errors and inconsistencies in subcontractor billings that general contractors may miss must be checked for and corrected, slowing down the payments to all participants. They also recognize that ultimately they have the lien risk. As a result, the University of Pennsylvania Health systems (UPHS) is considering requiring general contractors to use the system on all projects above a certain size. Joe Palombit, UPHS Project Manager says "Textura is simple to use, the real time information is valuable and the assurance of doc-

ument compliance is very important from the owner perspective."

A Win-Win for all Parties

The general consensus at the recent GBCA Forum was that when people are able to focus on business issues and not paper chasing, contractual risks are averted and money flows on schedule, everybody wins!■

Herbert W. Brownnett, CCIFP, has been a construction financial professional for more than 30 years. Brownnett is a past National Chairman of the Construction Financial Management Association (CFMA) and a frequent seminar presenter and author on subjects regarding construction financial management.

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the industry is going Green

Valerie Cofield

But are MBE and WBE firms being left behind?

I STARTED MY RESEARCH FOR THIS ARTICLE by going on the internet to find any articles, studies or commentary that addressed the challenges and opportunities for minority and women-owned business in a construction industry that is increasingly focused on sustainable "green" construction ... it was remarkably silent. This was particularly disturbing, as a keystone of the Administration's Recovery Plan is the move towards a green economy and green jobs. But what does this really mean for MBE and WBE firms in the construction industry, how poised are these firms to meet the challenges of a green construction industry?

Increasingly owners, architects, and developers are talking green. They want sustainable buildings, green projects and there is a big push for LEED® certification on construction projects. So, construction professionals are pursuing LEED® Accreditation or Green Advantage® training...but will this push leave MBE and WBE firms behind? The answer is yes, if they are not prepared to invest in the necessary training for their project personnel; understand the

requirements associated with sustainable construction and adapt their business models to it; identify new business partners; and understand the long-term risk and liabilities of this re-emerging industry. The push for green construction is not new, but the means and methods are, the materials and resources are, and the overall response to sustainable construction is... everyone is doing it and everyone wants to say their building is the model for sustainable construction.

As with their competitors, MBEs and WBEs will need to educate their staff and suppliers in the area of green construction. This will mean a commitment of time and resources to seminars and workshops on green construction. It will mean having a clear understanding of the bid documents to ensure that scope is covered and that suppliers/vendors are providing materials in accordance to project specifications. The proper training will protect MBEs and WBEs when submitting bids. A clear understanding the bid documents and ensuring that all scope is covered; missed scope equals loss dollars.

In some instances it will mean doing businesses with new suppliers/vendors who specialize in green building materials. MBE and WBE firms are often challenged in their vendor/supplier relationships due to limited access to lines of credit, the use of different vendors/suppliers means that firms will need to be creative in establishing these new credit accounts. These firms will need to negotiate special contract terms with the construction manager, general contractor and/or owner to guarantee material/supply purchases, joint check agreements, install only contracts with the Construction Manager, General Contractor or owner supplying the materials. It's critical that the strategy be established during contract negotiations to avoid problems down the road once the project begins.

Firms must make sure they understand the risks and liabilities associated with green construction. New materials and methods can result in long-term liabilities. Firms must be prepared to ask, if there are penalties for not using the proper products? Or what about product failure? Is the sub responsible for a project not receiving

the sought after certification or designation as a sustainable building? Does the project require additional or special insurance coverages? Asking the right ques-

MBE and WBE firms must
educate themselves
in green construction --
especially in understanding
green bid documents
to make sure all
scope is covered

tions, reviewing scope closely, and proper training will help mitigate the risk associated with green construction.

The current economic climate offers an opportunity for MBEs and WBEs to incorporate green "sustainable" construction into their long-term business strategies. Seminars and workshops on green construction, green jobs, and best practices in

sustainability are being offered more and more. Green Advantage® Contractor Training is offered to superintendents, estimators, project managers, field personnel, and even material suppliers. This type of training along with training in the areas of the LEED submittal process, will allow MBE and WBE firms to become more competitive in sustainable construction.

Mastery of sustainable construction is not impossible it simply requires commitment and preparation. MBE and WBE firms must be prepared to invest in the resources necessary to take advantage of the opportunities presented by the green-ing construction industry, at the same time looking realistically at the risks. Sustainable construction is here for the foreseeable future, and MBEs and WBEs must be poised to turn this trend into real "green."■



Valarie Cofield's has worked in the area of diversity and inclusion programming small business programming for the last 20 years. She has work for employers and clients from Washington, DC to Newark, NJ, including the City of Philadelphia, the Metropolitan Washington Airports Authority, Parsons Brinckerhoff, Thelen Reid & Priest LLP, Westfield Concession Management, and Contract Compliance, Inc. Valarie is currently the Diversity and Community Manager at INTECH Construction, Inc. Valarie is known as a creative thinker with a reputation for identifying unique strategies for achieving project goals, facilitating business partnerships, assisting in contract negotiations, developing strategic plans, and serving as a liaison between industry and government.



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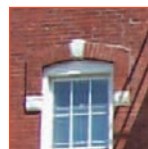
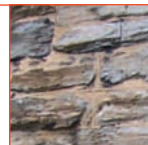
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the Reading Viaduct

Thomas J. Walsh

Can it be the next “High Line”?

A DECADE AGO, THE CITY WAS OFFERED at least \$2 million to take over ownership and control of the big, three-story railroad bed, which suddenly seems like a hot commodity. Its future is in debate among residents and community leaders in Chinatown and neighborhoods north of Vine Street.

Lost in all the recent talk about the Reading Viaduct – the elevated, abandoned railroad bed that slices through the city from Vine Street northeast to Fairmount Avenue – is that if things had gone a certain way a decade ago, the City of Philadelphia would already own the property.

What's more, Reading International Inc., the California-based movie theater and real estate company that is the ancestor of the Reading Railroad, wanted to give the city between \$2 million and \$3 million to take the property off its hands, say veteran economic development professionals who were with the city Commerce Department at the time.

“The reason why nothing's been developed is it is owned by the Reading company still,” said Andy Toy, who was the city's first brownfields coordinator and worked at Commerce for 15 years, handling real estate transactions, zoning issues and sheriff's sales. “It's a liability for them.”

“They did have a deal, though,” Toy said during a conversation about ongoing debates between parties that want to turn the Viaduct into Philadelphia's version of New York's successful High Line, and those who would rather tear it down. He was referring to a time during the second Rendell mayoral administration, before Toy left Commerce for another job.

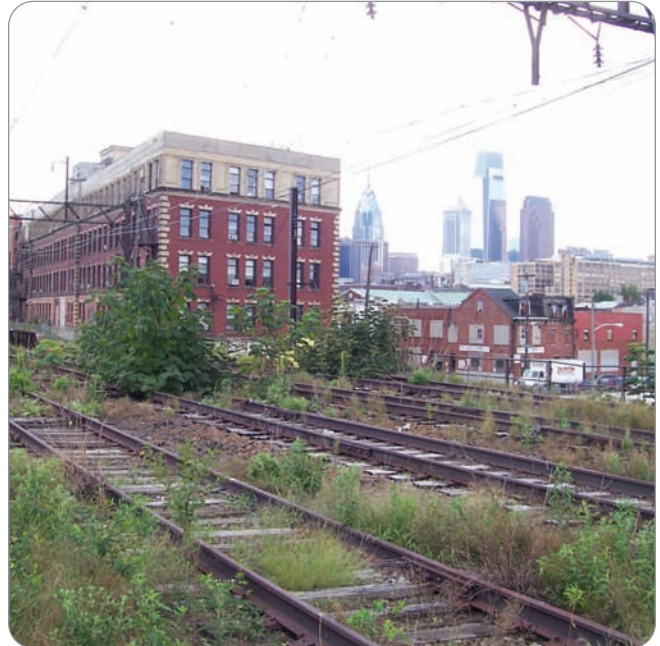
“They were going to give us money to take it,” Toy said. “It got stalled because there were concerns about releasing the Reading company from liability, which is ridiculous. If we had done our [environmental] study right, we would've realized there would be no big surprises.”

Toy now believes in a compromise plan that would remove a large part of the Viaduct and leave a portion to be made into an elevated park. He said that at the time, he wanted to take control of it because the city already had – indeed, still has – partial liability. In a long ago agreement, liability for the railroad's safety, environmental remediation and demolition was split between Reading, the city and SEPTA. Reading still maintained the majority of the liability – about 60 percent, Toy's said.



South view from Green Street. The viaduct runs ten blocks through Callowhill and Chinatown North neighborhoods, from Vine Street to Fairmount Avenue

Northeast view at Ridge Avenue and Noble Street. Built in the 1890's the viaduct is a combination of embankment sections, bridged by steel structures and arched masonry bridges.



Near intersections of spurs at Callowhill.

Viaduct wall at 11th between Vine and Callowhill. A good hard look at the viaduct tells you one undeniable truth: it is abandoned.



"We were really getting close. It was another opportunity lost for the city," he said. "Today it would be a different story."

"The deal was to indemnify them as well," said Stephen Mullin, a senior vice president and principal at Econsult Corp., who ran the city Commerce Department at the time. "The city and [the Philadelphia Industrial Development Corp., or PIDC] ... we ended up saying it was way too risky ... Of course, my view of it is that the city has liability anyway."

'A lot to it'

Calls to Reading officials seeking comment were not returned.

"The only way to get that property into use was to take control of it," said Toy, but the city's Law Department backed away. "It was over \$2 million they were going to pay us. Of course, the cost of the cleanup would be much more than that."

Toy and Mullin also both said that demolition costs would be considerable. "Besides, the city's job shouldn't be in land speculation," Mullin added. "It wasn't like the city had any money to tear it down or clean it up."

Toy said the idea was to get as much up-front money from Reading as possible, and then commence dismantling the Viaduct piece-by-piece, selling off and redeveloping parcels as they did so.

From planning studies he took part in for the Philadelphia Chinatown Development Corp. about five years ago, he estimates the total cost of cleanup and demolition would be about \$9 million – significantly less than the \$36 million that advocates for a converted park now maintain would be the price tag.

"It might be more now, and might be less," Toy said. "It depends on the cost of steel, because there's some salvage value too. There's a lot to it."

"That was a huge uncertainty," said Craig Shelter, who was a senior executive with PIDC at the time. "Nobody knew quite what to do with that. And it's always been a question mark since the Convention Center was done."

(The city acquired and demolished part of the Viaduct, from the north side of Vine Street to the converted Reading Terminal Headhouse at 12th and Market streets, when the Convention Center was built.)

On Reading's current position, "the more they think there's an opportunity and the more they think there's an interest," the more they'll likely charge for it, Toy said.

"The question right now is if there is serious interest on the city's part," said Toy. "I would guess the answer is no, because the city has no resources."

That said, "some crazy developer" could come along and negotiate a sweetheart deal,

he added, but said that could actually be worse – at least Reading is a large, publicly traded entity that is accountable for the Viaduct's safekeeping, while it is dormant.

As it happens, Reading's offer was very likely on the table for just a short time. When Mayor John Street took office, a feasibility study was started to look at building a new stadium for the Phillies nearby, Schelter said. Such a study, publicized as

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much as it was, would have immediately increased the value of the Viaduct.

"When Street wanted to see whether a stadium could be built at 12th and Vine, one of the things that would have had to happen was to acquire a portion of the Viaduct," Schelter said. "Things never got that far."

High Line = high bar

Meanwhile, the highly touted, highly publicized High Line in Manhattan's Chelsea neighborhood has already served two big roles for Philadelphia's own version of a possible elevated park in the sky.

First, one of its original advocates, Joshua David, co-founder of the nonprofit Friends of the High Line in New York, was invited to Philadelphia in December 2003 by the Pennsylvania Horticultural Society.

"Joshua spoke [here] and completely inspired us," said Sarah McEneaney, co-founder of Philadelphia's Reading Viaduct Project. "We ... invited neighbors and everybody we could think of, and started talking it up. We talked a lot with Joshua in the beginning."

Second, with the High Line's completion earlier this year and subsequent chorus of

enthusiastic approval, it "has really lit a fire under everyone, and made a lot of people see what ours could be – when maybe they couldn't before," said McEneaney, an artist and founding member of the Callowhill Neighborhood Association, where she has lived for 30 years.

The highly touted,
highly publicized High
Line in Manhattan's Chelsea
neighborhood has already
served two big roles
for Philadelphia's own
version of a possible
elevated park in the sky.

The Viaduct is about a mile in total length. Though it is somewhat invisible to the casual visitor amid a general feel of industrial

decay throughout the neighborhood, it feels like an enormous presence on top. And once you've started to pay attention, one notices that it dominates the landscape.

McEneaney and her partners on the Reading Viaduct Project have met with a whole host of city and state officials, along with the Rails to Trails Conservancy, a national group. The Philadelphia Water Department has been in recent contact, she said, regarding the possible use of federal stimulus money for "green infrastructure" projects.

"They are interested because it is essentially a giant green roof already," McEneaney said. "And they are interested in doing a more up-to-date environmental study."

McEneaney said she's also given recent tours of the Viaduct to high-level, local economic development executives, including Paul Levy, executive director of the Center City District and the Central Philadelphia Development Corp.

"They were very specific, talking about acquiring it from Reading, and that this should be a public-private partnership," she said of Levy and those who came with him to meet with her. "All along, we thought that was the way we were going to go with

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this. It doesn't have to cost \$150 million, like the High Line. One thing good is that Reading has always said they want to get rid of it all at once – not piecemeal."

"I think it's a thing that's really worth exploring," said Alan Greenberger, executive director of the City Planning Commission. "Not just because the High Line in New York is cool. ... I think in general, we're in agreement that it's a great asset that should be taken advantage of. The only objection we hear is that its continued existence makes redevelopment tough on a number of sites, because of the complicated geometry – it cuts against Ridge Avenue [and] makes a lot of oddball sites."

The Chinatown Viaduct plan(s)

Voices opposing the retention of the Viaduct were raised during the creation of the Chinatown Neighborhood Plan, published in December 2004 by the Philadelphia Chinatown Development Corp., with help from the Delaware Valley Regional Planning Commission and the design firm Kise, Straw & Kolodner.

Other stakeholder groups included Asian Americans United and McEneaney's Callowhill Neighborhood Association.

Greg Heller had been a planning and design analyst for the DVRPC and recently moved on to a position at the Enterprise Center (where Toy works) as managing director for economic growth and community revitalization. He wrote recently in the "Urban Direction" blog that the Chinatown Neighborhood Plan "describes a community that has slowly been hemmed in to the south, encouraged to look north for future expansion."

He said the Viaduct is only a piece of the plan, but "clearly an important piece of the Chinatown puzzle."

"Some in the Chinatown community see the land under the viaduct as dark, dirty and unsafe," Heller wrote. "At the same time, some see it as prime real estate for the public sector to gain control, demolish the Viaduct, and redevelop the land as much needed affordable housing. Some also see the Viaduct's diagonal northern spur as a hindrance to positive growth, creating a swath of small, triangular parcels that cut through the neighborhood."

The plan itself acknowledges the rift, but a compromise that includes "selective demolition" could have legs. "The quarter-

mile, masonry-supported spur west to Broad Street would be retained and transformed into a park," Heller explained. "The northern spur would be retained for about 0.2 miles, up to Ridge Avenue, where it would ramp down to the surface and

"With the High Line's chorus of enthusiastic approval, it has 'lit a fire under everyone, and made a lot of people see what ours could be.'"

-Sarah McEneaney

connect with a planned new 'town square' park, surrounded by mixed-use development. In this compromise solution, the remaining 0.4 miles of the northern spur of

the viaduct would be demolished. This compromise would allow Chinatown to develop its own 'dramatic downtown overlook' or 'sky park' while also clearing some land for redevelopment."

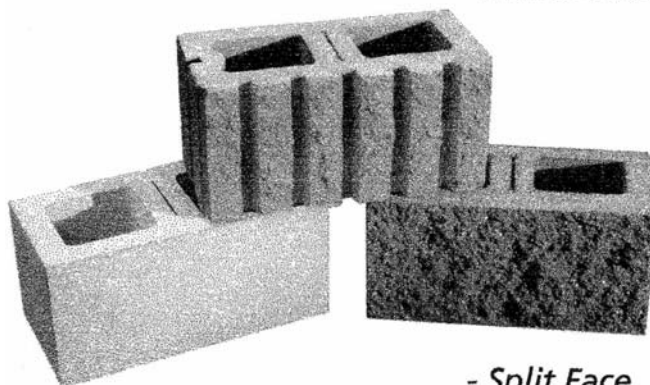
In this scenario, the remaining part of the Viaduct would form a sort of cursive (and appropriate) "V" shape, with the main line cut off near tiny Noble Street, between 10th and 11th – four blocks south of Spring Garden Street.

McEneaney doesn't buy the argument that small, irregularly shaped parcels formed by the Viaduct would hinder development. On the contrary, she and other proponents of a park say it would attract investment, just as the High Line is doing in Chelsea. She is disheartened by residents who can't see her vision of the Viaduct as a "less fancy" and larger version of the New York High Line.

"I just can't understand it, and feel like I'm never going to understand it," McEneaney said of those who wish to tear it down – or even those who espouse the compromise plan. "I wish they would come around. The argument just doesn't make sense."

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Toy defers to McEneaney's knowledge of the Callowhill neighborhood and her long standing stature as a resident, but said, "It is so difficult in Philadelphia to develop affordable housing. You can't get land for decent numbers, and here's an opportunity to do that. As [the Chinatown Development Corp.], it takes us five or seven years to develop a project, because getting site control is so difficult."

In the areas north of Vine Street, where Chinatown seeks to expand into, property values are much less expensive than south of Vine, he said.

"Over time, the neighborhood has gotten squeezed and squeezed," Toy said, referring to large municipal projects such as the Gallery, the Vine Street Expressway and the Pennsylvania Convention Center, among others. "The benefit of a park is pretty obvious when you think of the pretty pictures, but the value that Chinatown adds is enormous to Philadelphia, and extending it up to Spring Garden along 10th Street, it's a homerun for the city."

As for the two sides battling over the Viaduct, "We really did come to a middle

ground and a compromise," Toy said. "Until we come to an agreement on it, nothing will get done."

"You've got this sort of odd thing flying through space," Greenberger said "How do you take advantage of it? In the [new] Market East plan, we've talked about want-

"We haven't found
a champion yet.
This project needs
a powerful champion."

ing to drag it back across Vine Street, and sort of land it in that zone behind the Convention Center, so that the benefits of the thing accrue to that as well. It is the kind of zone that nobody knows quite what to do with."

Terry Gillen, Mayor Michael Nutter's senior economic development advisor and

executive director of the city's Redevelopment Authority, said recently that she has not studied the Viaduct, and that no related projects are on the RDA's radar.

Banking on rails

The Viaduct's owner, Reading Entertainment, is now a movie theater company with operations in the United States, Australia and New Zealand. It is part of Reading International, a real estate firm that is the successor to the Reading Railroad. Most of Reading's properties were conveyed to government-owned Conrail in 1976.

On the Reading International Web site, within a list of its properties around the world, the company says it also owns "various miscellaneous land holdings related to our historic railroad activities, comprising approximately 318 acres." Of that land, most of it "is located in rural areas of Delaware and Pennsylvania, and is only of speculative value."

The Viaduct's future holds nothing but



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question marks. Currently, though, owing to the success of the High Line on Manhattan's meatpacking district, there seems to be momentum in favor of saving it.

"It's very exciting that everyone is coming together on this," McEneaney said. "Everything is sort of on hold for now, but the recession won't last forever."

Aside from the High Line, advocates for a beautified Viaduct point to Paris, where La Promenade Plantée is another high-profile success story of a former rail line that's been re-used and embedded into the fabric of a vibrant city.

In Chicago, efforts are underway to refurbish the three-mile Bloomingdale line, which is already in use as a bicycle path. Other big cities, such as Atlanta, have similar proposals pending.

Boots on the ground

A good hard look at the Viaduct, though, from below at street level, and above on the rail bed itself, tells you one undeniable truth: it is utterly abandoned. Ill-kept, filthy spaces beneath the Viaduct are laced with patched-up fencing and razor wire, darkening large portions of many blocks in broad daylight. Prostitutes and small-time drug dealers were not hard to spot on at least two underpass blocks on a recent mid-week day at about 1 p.m.

Topside, kindling-dry wooden ties and rusted, twisted rails are clotted with weed trees as high as six feet in spots. Broken bottles and vials and ancient railway detritus is everywhere underfoot. A platform and abandoned station house on the north side of Spring Garden Street still provides shelter for an undetermined number of homeless people. Iron safety railings are gone, or damaged irreparably, in spots. Warped, rotted-out wooden walkways, only partially secured by decades-old nails, are literally death traps.

Just looking at the Viaduct on Google Maps is enough to get one excited about its possibilities. If you visit the High Line, like we did recently, you get even more giddy.

But a couple of hours of intense scrutiny of the Viaduct makes it clear that it shares very little in common with the High Line, even if nothing had yet been done to the New York property.

"Maybe the High Line in Chelsea makes sense – it's a straight line and doesn't take

out development opportunities," said Toy. "The Reading Viaduct is curvilinear" and runs through several neighborhoods.

"To me, there's very little comparison," Schelter said. "The whole scale is very different. Plus, the overall paucity of residential [housing] makes it not at all similar."

The High Line is a truly elevated structure, resting on steel girders that allow the eye to grasp the streetscape beyond and between it. It's a sort of propped-up thoroughway in the sky. The Reading Viaduct, on the other hand, is an enormous earthen presence, creating valleys, tunnels and grime-besotted urban caves.

It meanders along two spurs and is much, much larger than the High Line, especially in the amount of infrastructure to negotiate. It is more like a long, low mountain than a traditional urban, elevated train platform.

McEneaney was speaking about her own Reading Viaduct Project when she said the railway, now more than a century old, needs a savior – an individual or well-funded, determined group – but no matter what the desired outcome, she could have been speaking for the entire city, including the residents of the neighborhoods most directly affected.

"We haven't found a champion yet," she said. "This project needs a powerful champion."■

Thomas J. Walsh is a regular contributor to PlanPhilly.com, where this article originally appeared. He writes for various business news Web sites, newspapers and magazines around the country, and serves as a writer and consultant for several regional economic development agencies and non-profit groups. He can be reached at thomaswalsh1@gmail.com or through www.ThomasJWalsh.info.

- ON THE WEB -

Reading Viaduct Project: www.readingviaduct.org

Philadelphia Chinatown Development Corp.:
www.chinatown-pcdc.org

Reading International: www.readingrdi.com

The High Line: www.thehighline.org

La Promenade Plantée: www.promenade-plantee.org

Rails-to-Trails Conservancy: www.railstotrails.org

PlanPhilly ("Discussion of the future of Chinatown North," July 23, 2009): <http://www.planphilly.com/node/9435>

University City Review ("Philadelphia's possible 'hanging gardens,' August 5, 2009):
<http://www.planphilly.com/node/9564>

New York Times ("For High Line Visitors, Park Is a Railway Out of Manhattan," July 21, 2009):
<http://www.nytimes.com/2009/07/22/nyregion/22highline.html>

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<http://www.philly.com/inquirer/currents/54227192.html>



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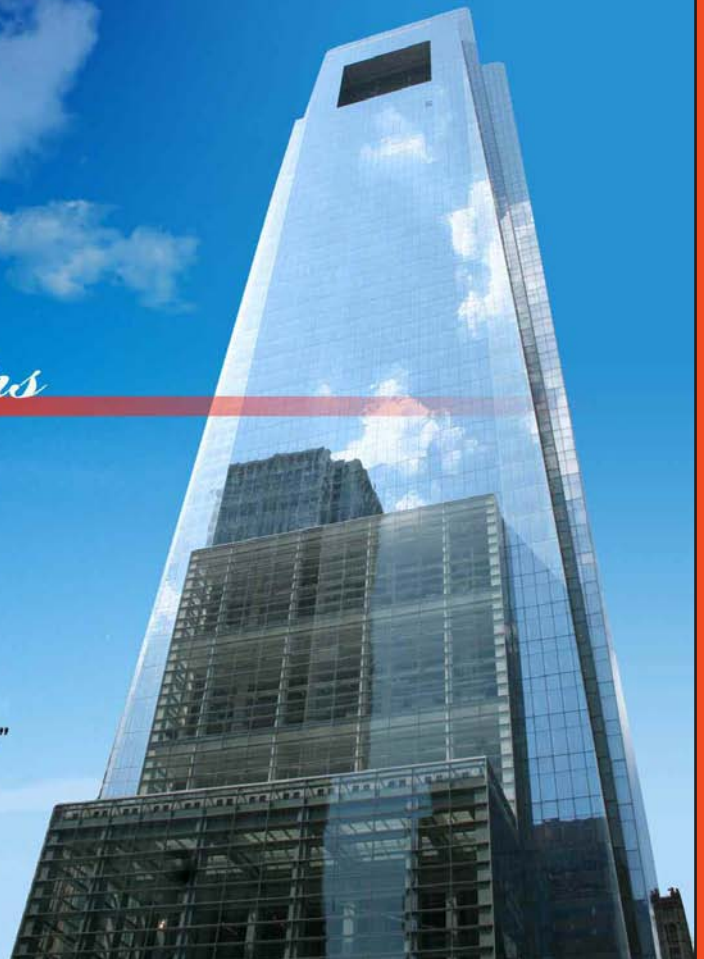
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The General Building Contractors Association (GBCA) is proud to announce the results of the 2009 Construction Excellence Awards.

The Construction Excellence Awards is the premier construction awards program recognizing excellence in construction, safety, and diversity. The program has always been dedicated to creating a greater awareness throughout the region of the quality workmanship produced by union contractors.

On October 27, 2009 hundreds of the region's most influential construction firms, architects, engineers and building owners were in the same place, at the same time, to recognize excellence in construction. This event brought together GBCEA members who serve over six million people in Pennsylvania, New Jersey, Delaware and Maryland.

The vast array of projects entered into the awards program this year shows that our members are ready. They have been stepping up to the challenges of the changing economy and have been succeeding. Over this difficult time they have analyzed the market to identify viable construction opportunities. They have adapted their way of thinking, their skills and their technologies. And in doing so, they continue to achieve.

Each of the projects that fill the following pages were built by outstanding companies. They demonstrate the tremendous coordination between contractors, suppliers, architects and trades people. These projects were built by educated and experienced professionals who care about what they build.

It is also important to highlight the commitment of this year's judges. The 2009 judges made their difficult decisions on criteria such as innovation in technique and materials, meeting challenges, design requirements, and owner satisfaction. Each year the Construction Excellence Awards judges that the monumental task of selecting the "best of the best," and the GBCEA is grateful for their dedication to this difficult task.



BEST COMMERCIAL PROJECT OVER \$15 MILLION

SAP, Inc. Headquarters Expansion

Contractor: Gilbane Building Co.

Primary Architect: FXFOWLE

Owner: SAP, Inc.



BEST COMMERCIAL PROJECT UNDER \$15 MILLION

Chima Brazilian Steakhouse

Contractor: Turner Construction Co.

Primary Architect: DAS Architects

Owner: Chima Brazilian Steakhouse

OTHER OUTSTANDING ACHIEVEMENTS BEST COMMERCIAL PROJECT OVER \$15 MILLION



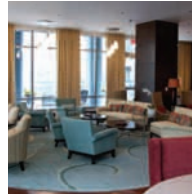
The Radian

Contractor: INTECH Construction, Inc.

Primary Architect: Erdy McHenry

Architecture, LLC

Owner: University Partners

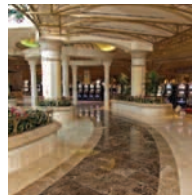


The Residences at The Ritz-Carlton, Philadelphia

Contractor: L.F. Driscoll Co.

Primary Architect: Handel Architects

Owner: AGC Partners LP



Dover Downs Hotel and Casino Expansion

Contractor: T.N. Ward Co.

Primary Architect: Friedmutter Group

Owner: Dover Downs Inc.,

Dover International Speedway, Inc.



INFRASTRUCTURE/TRANSPORTATION

SEPTA El/63rd Street Station

Contractor: D.M. Sabia & Co., Inc.

Primary Architect: AECOM

Owner: SEPTA



BEST INDUSTRIAL/INSTITUTIONAL PROJECT UNDER \$15 MILLION

Cathedral Kitchen

Contractor: Clemens Construction, Co., Inc.

Primary Architect: DAS Architects

Owner: Cathedral Soup Kitchen, Inc.



BEST HISTORIC PRESERVATION PROJECT

Franklin and Jordan Hall Renovation and Exterior Restoration

Contractor: C. Erickson & Sons, Inc.

Primary Architect: E. Verner Johnson & Associates

Owner: Franklin Institute

OTHER OUTSTANDING ACHIEVEMENTS BEST INDUSTRIAL/INSTITUTIONAL PROJECT UNDER \$15 MILLION



Episcopal Academy Electrical Distribution and Site Lighting

Contractor: Charles H. MacDonald
Electric Inc.

Primary Architect: FX Bonnes
Associates Inc.

Owner: Episcopal Academy



duPont Hospital for Children NICU/CICU Expansion

Contractor: Shoemaker
Construction Co.

Primary Architect: Array Healthcare
Facilities Solutions

Owner: A.I. duPont Hospital/Nemours

OTHER OUTSTANDING ACHIEVEMENTS BEST HISTORIC PRESERVATION PROJECT



Old City Mercantile

Contractor: Clemens Construction
Co., Inc.

Primary Architect: BLT Architects

Owner: BRP Development Corp.



Batsto Manson Restoration

Contractor: Haverstick-Borthwick Co.

Primary Architect: Holt Morgan Russell

Owner: State of New Jersey



Restoration of Entrance Portal

Contractor: Unkefer Brothers
Construction Co.

Primary Architect: UJMN Architects +
Designers

Owner: Benlo LLC



BEST INDUSTRIAL/INSTITUTIONAL PROJECT OVER \$15 MILLION

Dorrance H. Hamilton Building
 Contractor: P. Agnes
 Primary Architect: Burt Hill
 Owner: Thomas Jefferson University

WINNER 1

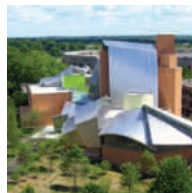


BEST INDUSTRIAL/INSTITUTIONAL PROJECT OVER \$15 MILLION

Jesuit Residence/School Building Addition and Renovation
 Contractor: James J. Clearkin, Inc.
 Primary Architect: Casaccio Architects
 Owner: Saint Joseph's Preparatory School

WINNER 2

OTHER OUTSTANDING ACHIEVEMENTS BEST INDUSTRIAL/INSTITUTIONAL PROJECT OVER \$15 MILLION



Peter B. Lewis Library

Contractor: Barr & Barr, Inc.
 Primary Architect: Gehry Partners, LLP
 Owner: Princeton University



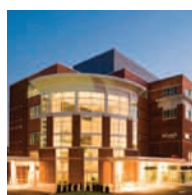
AtlantiCare Oncology Center

Contractor: P. Agnes
 Primary Architect: EwingCole
 Owner: AtlantiCare Health Systems



Driscoll Hall

Contractor: Torcon, Inc.
 Primary Architect: RCG Inc., Associates
 Owner: Villanova University



Critical Care Addition

Contractor: Turner Construction Co.
 Primary Architect: The Ritchie Organization
 Owner: St. Luke's Hospital & Health Network



Perelman Center for Advanced Medicine

Contractor: L.F. Driscoll Co.
 Primary Architects: Perkins Eastman and Rafael Viñoly Architects
 Owner: University of Pennsylvania Health System



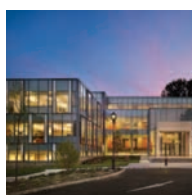
Temple University, Fox School of Business, Alter Hall

Contractor: L.F. Driscoll Co.
 Primary Architects: Michael Graves and Associates and Burt Hill
 Owner: Temple University



Dickinson School of Law

Contractor: Gilbane Building Co.
 Primary Architect: Polshek Partnership
 Owner: Pennsylvania State University



The Haverford School/Upper School and Administration Building

Contractor: INTECH Construction, Inc.
 Primary Architect: MGA Partners, Architects
 Owner: The Haverford School



EXCELLENCE IN CRAFTSMANSHIP

Whitman College

Contractor: Torcon Inc.

Primary Architects: Einhorn Yaffee Prescott Architects & Engineering P.C., Porphyrios Associates

Owner: Princeton University



BEST ADAPTIVE RE-USE PROJECT

Museum and Conference Center

Contractor: J.S. Cornell & Son Inc.

Primary Architect: SaylorGregg Architects

Owner: Chemical Heritage Foundation

OTHER OUTSTANDING ACHIEVEMENTS EXCELLENCE IN CRAFTSMANSHIP



2400 Chestnut

Contractor: Bittenbender

Construction, LP

Primary Architect: Brett Webber Architects, PC

Owner: 2400 Chestnut Associates

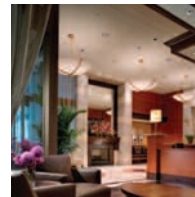


Old City Mercantile

Contractor: Clemens Construction Co., Inc.

Primary Architect: BLT Architects

Owner: BRP Development Corp.



Symphony House

Contractor: INTECH Construction, Inc.

Primary Architect: BLT Architects

Owner: Symphony House Associates



Chestnut Hill Academy

Science and Technology Center

Contractor: Turner Construction Co.

Primary Architect: Lilley.Dadagian Architects

Owner: Chestnut Hill Academy

OTHER OUTSTANDING ACHIEVEMENTS BEST ADAPTIVE RE-USE PROJECT



801 Market Street Renovation

Contractor: Shoemaker Construction Co.

Primary Architects: BLT Architects,

D2 Solutions, John Milner Associates,

DCM Architecture & Engineering

Owner: Pennsylvania Real Estate Investment Trust (PREIT)



GREEN BUILDING

Friends Center Renovation

Contractor: Clemens Construction Co., Inc.

Primary Architect: UJMN Architects & Designers

Owner: Friends Center Corporation



BEST SPECIALTY CONTRACTOR

The Winter Garden Atrium at the Comcast Center Scaffolds

Contractor: Superior Scaffold Services

Primary Architect: Robert A.M. Stern

Owner: Liberty Property Trust

OTHER OUTSTANDING ACHIEVEMENTS GREEN BUILDING



SAP, Inc. Headquarters Expansion

Contractor: Gilbane Building Co.

Primary Architect: FXFOWLE

Owner: SAP, Inc.



McClelland Hall

Contractor: Haverstick-Borthwick Co.

Primary Architect: Voith &

Mactavish LLC

Owner: Drew University



The Haverford School/Upper School and Administration Building

Contractor: INTECH Construction, Inc.

Primary Architect: MGA Partners, Architects

Owner: The Haverford School



The Atlantic City New Office Building

Contractor: T.N. Ward Co.

Primary Architect: spg3

Owner: Vineland Construction Company

OTHER OUTSTANDING ACHIEVEMENTS BEST SPECIALTY CONTRACTOR



Commodore Barry Elementary School

Contractor: Keystone Contractors, Inc.

Primary Architect: Barney Ross Architects

Owner: School District of Philadelphia



Pennsylvania Convention Center Expansion Project/Demolition Contract 2

Contractor: Geppert Bros., Inc.

Primary Architect: Hill International

Owner: Redevelopment Authority of the City of Philadelphia



Parc Rittenhouse Renovation Scaffolds

Contractor: Superior Scaffold Services, Inc.

HONORABLE MENTIONS 13TH ANNUAL CONSTRUCTION EXCELLENCE AWARDS

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BEST COMMERCIAL PROJECT OVER \$15 MILLION

Cherry Hill Mall Redevelopment

Contractor: Torcon Inc.

Primary Architect: JPRA Architects

Owner: Pennsylvania Real Estate Investment Trust (PREIT)



BEST INDUSTRIAL/INSTITUTIONAL PROJECT OVER \$15 MILLION

The Episcopal Academy New Campus

Contractor: INTECH Construction, Inc.

Primary Architects: RMJM, Gund Partnership, Bohlin Cywinski Jackson, Venturi, Scott Brown and Associates

Owner: The Episcopal Academy



BEST INDUSTRIAL/INSTITUTIONAL PROJECT UNDER \$15 MILLION

Chestnut Hill Academy Science and Technology Center

Contractor: Turner Construction Co.

Primary Architect: Lilley.Dadagian Architects

Owner: Chestnut Hill Academy



BEST ADAPTIVE RE-USE

AIA Center for Architecture

Contractor: Clemens Construction Co., Inc.

Primary Architect: KlingStubbins

Owner: AIA Center for Architecture



BEST SPECIALTY CONTRACTOR

The Residences at The Ritz-Carlton, Philadelphia

Contractor: B. Pietrini & Sons

Primary Architect: Handel Associates

Owner: AGC Partners



GREEN BUILDING

PECO Energy Green Roof

Contractor: C. Erickson & Sons, Inc.

Primary Architect: Re:Vision Architecture and Roofscapes, Inc.

Owner: PECO Energy

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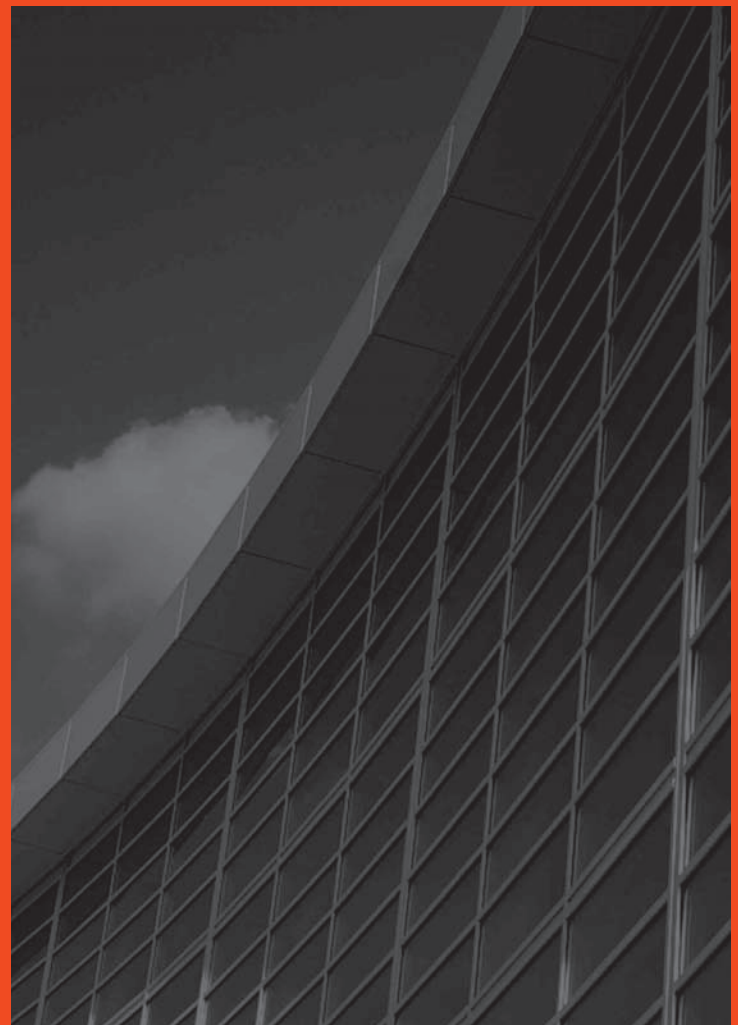
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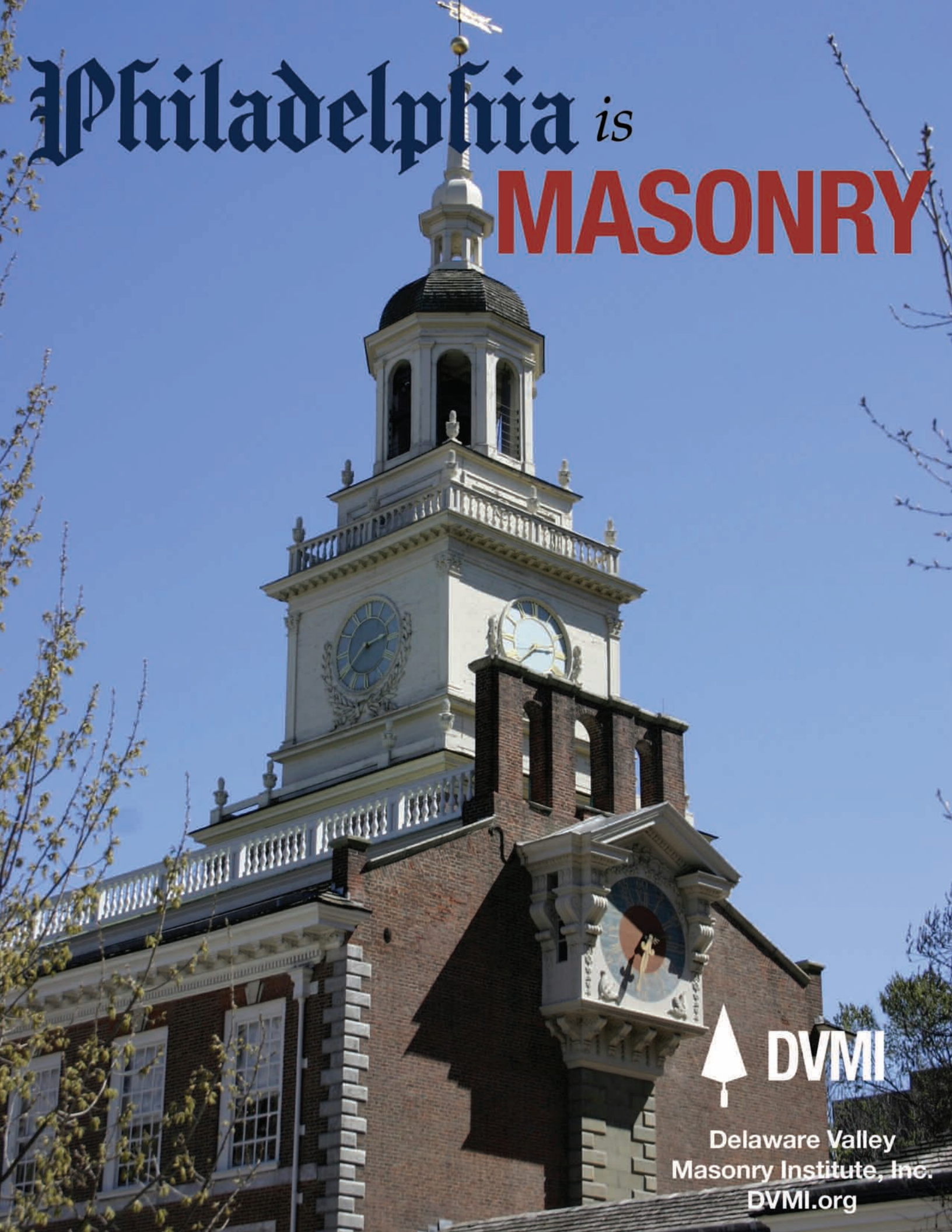


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Government Update

From the PA Capitol

Budget Details

In early October Governor Ed Rendell signed the key pieces of legislation necessary to end the nation's longest budget stalemate of 101 days.

A ominous \$3 billion plus budget deficit placed tremendous strain on lawmakers as they battled for eight months to determine how to close this gap without a "broad-based" tax increase. Ultimately they agreed to steep cuts in programs across state agencies coupled with one time revenue enhancements and several tax changes expected to bring in more than \$1 billion.

Most significantly, Pennsylvania's business community was disappointed that the 2009-10 budget agreement includes slowing down the phase-out of the Capital Stock and Franchise Tax (CSFT). This roll-back is estimated to bring in more than \$900 million in this fiscal year and the

next. The General Assembly hopes to reinstitute the phase-out when the economy stabilizes so that the tax will be completely eliminated in 2014.

While having a much smaller impact than the continued phase-out of CSFT, the budget agreement does increase the weighting of the sales factor from 70 percent to 83 percent for 2008-09 and to 90 percent for tax years beginning after December 31, 2009. So in taxable year 2009, the Corporate Net Income tax to provide that business income shall be apportioned to the Commonwealth in taxable year 2009 by an 8.5% property factor, 8.5% payroll factor and 83% sales factor. In taxable years 2010 and thereafter, it is changed to a 5% property factor, 5% payroll factor and 90% sales factor.

In addition, the tax bill passed with the budget calls for net operating loss deductions to be equal to the greater of 15% of the taxable income or \$3,000,000 for 2009 and to be equal the greater of 20% of the taxable income or \$3,000,000 for 2010 and thereafter.

From the City

Façade Maintenance and Inspection Legislation

By Jim Kenney
Philadelphia Councilman-At-Large

Philadelphia's skyline is comprised of hundreds of buildings varying in age, material, and height. Below, pedestrians, bicyclists, and motorists continuously travel the streets and sidewalks with little thought about what's above. The reality is, however, that building facades need to be adequately maintained and repaired to ensure public safety. While many building owners comply with proper maintenance,

there are also a number of examples of buildings that have been neglected and potentially pose a significant threat to public safety.

Many peer cities throughout the country, namely Chicago, Boston, and New York, already require exterior maintenance and façade inspections to ensure that their buildings are safe for those working and living inside and those passing by outside. When City Council reconvened on September 17th, I introduced legislation cosponsored by Councilman Frank DiCicco that would add Philadelphia to this list of cities and require that all buildings over a certain height, or classified as a high rise building by the building code, be inspected on a five-year cycle.

My legislation mirrors New York City's Local Law 11, and would require that the inspection be completed by a registered architect or professional structural engineer licensed in the Commonwealth of Pennsylvania. Furthermore, the legislation stipulates that scaffolding or another observation platform should be used to ensure a thorough inspection. Following the inspection, a report must be completed that deems the property "safe," "safe with a repair and maintenance program," or "unsafe." The inspection report will be required to be kept on file by the building owner.

If an "unsafe" condition exists, the building owner would be required to abate the immediate danger within twelve hours of receiving the report by using appropriate measures such as safety netting. Subsequently, the owner would have ten days to begin work to correct the



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Many peer cities
throughout the country
already require exterior
maintenance and facade
inspections.

problem. An extension for repair could be granted by the Department of Licenses and Inspection if temporary safety measures have been taken and if the property owner has entered into a contract for the repairs.

If the inspector finds that the building is "safe with a repair and maintenance program," the property owner would be required to perform maintenance in the timeframe recommended by the professional overseeing the inspection.

Recent, local incidences where facades have fallen into the public right-of-way only exemplify the need for this type of legislation in Philadelphia. Both age and weather can contribute to deteriorating facades, which make it necessary to conduct these inspections to ensure public safety. Furthermore, in a city of notable buildings, this regulation will help protect

historic properties and preserve Philadelphia's architectural heritage.

By working with all interested parties, I hope to collect valuable input to make this legislation the best it can be for Philadelphia. Through this process, I am confident that the legislation will be thorough, fair, and above all, provide another level of public safety for the residents and visitors of Philadelphia. This City's remarkable infrastructure is part of our identity and we should take pride in ensuring that our buildings are both safe and secure.

A public hearing on Bill No. 090568 took place on October 27, 2009.



Jim Kenney, Councilman-at-Large

Philadelphia Water Department Introduces Green City, Clean Waters Plan

The Philadelphia Water Department's (PWD) vision behind the Green City, Clean Waters Plan is to unite the City of Philadelphia with its water environment,

Green City, Clean Waters
is designed to create
“greened acres”—managing
the first inch of runoff from
one impervious acre by
using multiple sources.

creating a green legacy for future generations while incorporating a balance between ecology, economics and equity. The \$1.6 billion Green City, Clean Waters Plan includes strong commitments to:

Green Stormwater Infrastructure, Stream Corridor Restoration and Preservation and Wet Weather Treatment Plant Upgrades.

The new system, which must be approved by the EPA, would use green roofs, rain gardens and barrels, porous pavement, and other tools to “deal with rainwater where it lands” instead of building tunnels and plants to divert and treat it. The primary goal: to keep aging sewage pipes from sending waste into the Schuylkill and Delaware rivers, smaller waterways, and occasionally even homes. But a nice side benefit? A greener, cleaner cityscape.

Find out how this will impact construction by accessing the Green City, Clean Waters Plan at www.gbca.com.

City of Philadelphia Receives \$14.1 M in Energy Efficiency and Conservation Recovery Funding

The City of Philadelphia will receive \$14.1 million in funding through the U.S. Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG). These funds will be invested over the next 12-18 months in reducing energy use and



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costs, community development, and furthering the City's sustainability priorities.

"With our sustainability framework firmly in place, a new sustainability director at the helm, and with unprecedented investment flowing to the city through the Recovery Act, we are well on our way towards achieving many of the goals outlined in Greenworks Philadelphia," said Mayor Nutter.

The Energy Efficiency and Conservation

Block Grant Program, funded for the first time through the American Recovery and Reinvestment Act of 2009, provides grant funding to state and local governments to assist them in improving energy efficiency and reducing energy use and fossil fuel emissions. Philadelphia's formula allocation of \$14.1 million will be combined with other funding to support a number of priorities, including:

- Creating a revolving loan program


which will give businesses and non-profits access to affordable capital to make energy efficiency improvements. They can use the savings that they achieve from the improvements to repay the low-interest loan. Grants will also be provided for the commercialization of innovative technologies, helping businesses that are on the cutting edge bring their products to market.

- Improving municipal buildings through energy audits and building retrofits.

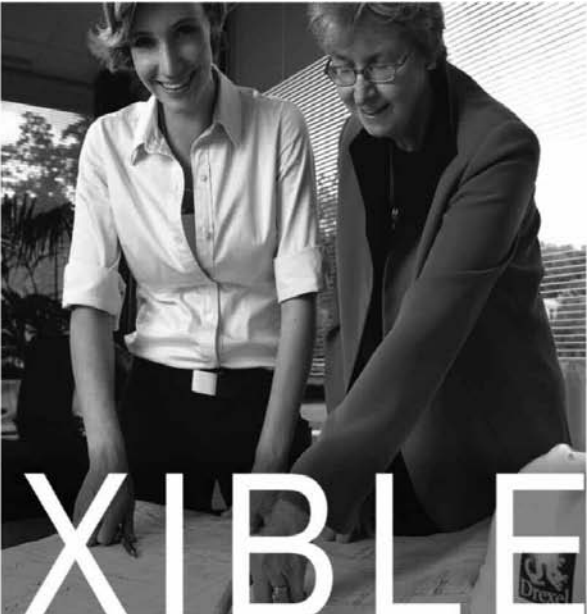
The Energy Efficiency and Conservation Block Grant Program will provide \$14.1 million in funding to improve energy efficiency throughout Philadelphia.

- Replacing 85,000 traffic lights with new, low energy LED lights.
- Expanding the incentive-based recycling program citywide through a partnership with RecycleBank. The City anticipates that the program will increase the percentage of waste diverted to recycling by 5-10%, which would result in an additional 30-60,000 tons being diverted from trash to recycling each year, generating huge savings in avoided landfill fees.
- Expanding the City's use of Big Belly solar-powered trash compactors and on-street recycling units.

"This program is an exciting new funding stream from the federal government. The investments that we have identified will set Philadelphia on a path to a low energy, low cost, innovative future," said Katherine Gajewski, Director of Sustainability. ■



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Greener on the Other side: Risk Mitigation in GREEN Building

Jeff Myung, LEED AP
Franz Wagner, P.E.

THEY SAY IT'S ALWAYS GREENER ON THE other side, but green-built and LEED certified projects can have you seeing red if owners and contractors do not take precautions to mitigate risk. While many executives in the construction industry initially perceived green building as a fad just a few short years ago, it is undeniably with us for good.

Green building offers project stakeholders the allure of increased profitability, but to achieve optimum return on their investment, building-owners and contractors need to mitigate the inherent risks associated with sustainable building. The first step to mitigating your risk is to understand how the risks emanating from green building differ from those emanating from traditional building. From pollution and environmental risks associated with brown-field developments to the unique safety considerations surrounding vegetative roofs and the use of untested green materials, it is evident that green-built and LEED certified projects are fraught with risks to owners, contractors and design professionals alike, but careful attention to your

insurance and safety programs can put you on the greener side.

Risk Management in Site Selection

To obtain maximum Site Sustainability LEED credits, project owners often seek out locations that have been declared Brownfield sites and also sites with consideration to proximity to mass transportation, population density, and accommodations for electric vehicles and bicyclists.

The development of brownfields (abandoned or underused industrial and commercial facilities available for re-use) may be complicated by real or perceived environmental contamination. The land is often contaminated by low concentrations of hazardous compounds such as lead, PCB's, mercury and asbestos. Additionally, such sites often pose unique pollution exposures created by working near subways, railroads, and waterways. Because site selection is a key component in LEED certification, owners and developers need to evaluate the numerous insurance products available in the current marketplace to address envi-



Brownfields are often contaminated by low concentrations of hazardous compounds such as lead, PCBs, mercury, hydrocarbons and asbestos. Because site selection is a key component in LEED certification, owners and developers need to address the environmental liabilities that can arise.

When constructing a vegetative roof, the lack of exposed concrete and steel on the rooftop creates new challenges in providing construction workers with fall-arrest anchor points, as well as falling-object protection for those below.



Builders Risk Policies do not automatically cover some of the unique aspects of a LEED project, such as a green roof, so keeping your broker informed on the design will result in a more comprehensive insurance program to address LEED-specific exposures.



environmental liabilities arising from these projects constructed on remediated properties. Various forms of coverage can be pursued to insure against existing and unknown pollution conditions as well as pollution conditions arising out of the construction work being performed. Each of these insurance products deserves consideration depending on the specifics of the work and the selected project site.

Loss Control in Construction Phase

The stringent LEED credit system offers designers and contractors the guidance they need to produce a sustainable facility, but with those credits also come safety concerns that must be addressed in order to avoid costly insurance claims. The following outlines three (3) loss control considerations that you should discuss with your insurance broker and safety consultant. By informing them of the green design elements planned for your project, your safety consultant can provide adequate training and equipment and your broker can enhance your policies with the necessary coverage.

Material Reuse

LEED credits are offered for reuse of building materials, which often require some of the materials to be abated of lead paint in the case of reusing steel beams or exposed wooden beams, or stripped of hazardous compounds such as mercury in the case of reused electrical devices.

Vegetative Roofing

Vegetative roofs are an ideal way to maximize LEED credits for reducing heat island effects, utilizing maximum green space, and capturing and reusing rain water. However, vegetative roofs also present a unique condition for worker-fall protection during construction. The lack of exposed concrete and steel on a roof top create new challenges in providing construction workers with fall-arrest anchor points, as well as falling-object protection for those below.

Indoor Air Quality Control

During the final phases of construction and just prior to occupancy, the U.S. Green



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Building Council (USGBC) places minimum expectations for continuous air exchanges. This challenge creates new demands of ventilation during final construction activities, such as painting, drywall and plastering, floor and carpet installation, and waterproofing. While such activities many not have posed concern under traditional building conditions, the progressive LEED requirements for ventilation may now present you with a new series of occupational health concerns.

Insurance Program

Brokers who understand the risks associated with LEED Construction are better equipped to structure the insurance policies for these projects. As one example, Builders Risk Policies do not automatically cover some of the unique aspects of a LEED Project, such as the loss of earnings from an inability to achieve energy credits or sell off surplus energy due to a loss, or the additional soft costs associated with rebuilding to LEED Standards. Keeping your broker informed on the extent of these projects will result in a more comprehensive insurance program to address these LEED-specific exposures. ■

About the Authors:



Franz K. Wagner, P.E. (pictured) joined The Graham Company in 1994 and holds a Bachelor of Science Degree in Mechanical Engineering from the United States Naval Academy and is a licensed Professional Engineer in the State's of Pennsylvania and New Hampshire.

Jeff Myung, LEED AP (not pictured) joined The Graham Company in 2007 and is the Graham Company Safety and Health Consultant for the New England region. During 2007 & 2008 Jeff was part of the project teams for seven buildings on the Harvard University campus, of which two were designed for LEED certification.

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CONSTRUCTION UNEMPLOYMENT RISES TO 17.1% AS ANOTHER 64,000 CONSTRUCTION WORKERS LAID OFF IN SEPTEMBER

One out of Every Five Construction Jobs Lost Nationally since December 2007, Nonresidential Construction Accounted for 80% of Construction Jobs Lost Last Month

The national unemployment rate for the construction industry rose to 17.1% as another 64,000 construction workers lost their jobs in September, according to an analysis of new employment data released in early October. With 80% of layoffs occurring in nonresidential construction, Ken Simonson, chief economist for the Associated General Contractors of America (AGC), said the decline in nonresidential construction has eclipsed housing's problems.

"The housing industry may be stabilizing, but the broader construction crisis is only getting worse," Simonson said. "While the stimulus is helping slow the decline, it's clearly far from enough to reverse sweeping industry-wide layoffs on its own."

Simonson said the new September employment data assembled by the Bureau of Labor Statistics showed 50,800 layoffs in the nonresidential construction sector this September, while there were 13,300 fewer workers in the residential construction sector during the same period. He added that over the last year, 649,800 nonresidential construction workers were laid off while 443,000 residential workers lost their jobs.

In addition, since December 2007, residential and nonresidential construction employment shrank by 1.5 million. In other words, one out of every five people working in construction in 2007 has lost their jobs.

In response the AGC is calling for a series of tax credits, incentives and deductions designed to boost demand for private-sector construction activity that represents the bulk of the construction market. The plan also calls for programmatic new investments in infrastructure and policy revisions designed to jump start needed work on highways and transit systems, water systems, federal building and new sources of renewable energy.

DESIGN ON THE DELAWARE

The General Building Contractors Association (GBCA) once again partnered with the American Institute of Architects (AIA) on the seventh annual Design on the Delaware (DOD). DOD is a regional conference and trade show examining the issues and opportunities of the building environment. The first two days featured continuing education sessions covering LEED to preservation, keynote speakers, and the trade show. The conference's third day consisted of tours of sites in Philadelphia.

The event is a collaborative effort of 25 professional organizations representing over 10,000 design and building professionals in Pennsylvania, New Jersey, and Delaware. All seminars, keynote presentations and tours offered AIA Continuing Education Learning Units. AICP Continuing Education Credits and other professional association continuing education credits were offered where applicable.

AGC SEEKS RELIEF FOR TROUBLED MULTIEmployer PENSION PLANS

As the funded status of multiemployer pension plans continues to suffer the effects of the current economic crisis and as more plans enter critical status, the Associated General Contractors of America (AGC) has been working with a broad-based, labor-management coalition led by the National Coordinating Committee on Multiemployer Pension Plans (NCCMP) to develop and promote legislative solutions to the current crisis and put in place reforms to protect the interests of the plans, beneficiaries, and contributing employers in the future. To evaluate legislative proposals and to share information and advice, AGC has also reconvened its Multiemployer Task Force, which has been meeting via conference call over the past several months. AGC staff have also held separate meetings with other construction contractor associations within the coalition. Through all of these efforts, AGC is working to monitor and evaluate developments and to advocate for AGC-member interests.

LEGISLATIVE FIXES

The coalition considered a large number of ideas for legislative fixes and eventually settled on a multifaceted proposal aimed both at providing relief to plans that are challenged but deemed solvent in the long run and at assisting plans whose solvency is threatened. The coalition has been educating members of Congress and their staff about multiemployer pensions and discussing the proposal with them since late May, with the intent of laying the groundwork needed to fight what was expected to be an uphill battle on Capitol Hill. On June 24, the House Education and Labor Committee approved a bill that contains "placeholders" for addressing more comprehensive relief for single-employer and multiemployer defined benefit pension plans at a later date. Specifically, the placeholder with regard to multiemployer plan relief would extend the amortization periods for a multiemployer plan by five years.

FUNDING PROPOSALS

Later in the summer, Congressman Earl Pomeroy (D-ND)—a member of the House Ways and Means Committee—released a "discussion draft" of various funding proposals designed to help defined benefit plans. The draft's multiemployer pension relief provisions include the bulk of the "asks" in the coalition proposal, including the following: (1) allow solvent plans to elect to fund recent losses over a 30-year period; (2) strengthen existing amortization extension provisions; (3) extend the Rehabilitation Period and the Funding Improvement Period by five years; (4) ease adoption of Rehabilitation Plan or Funding Improvement Plan as the Default Schedule; (5) facilitate the merger of multiemployer pension funds through the creation of multiemployer pension "alliances;" and (6) update the level of Pension Benefit Guaranty Corporation guarantees for insolvent plans. Congressman Pomeroy is expected to introduce his legislation with bipartisan support in October. The Senate is also working on drafting legislation, or it may take up the House bill after House passage. AGC hopes to see passage of a Senate bill by the end of the year, though it is too early to predict its contents.

WORKING FOR YOU

AGC will continue to work with NCCMP and other interested parties to enact meaningful multiemployer pension reform in Congress, as well as to begin discussions on long-term reforms to the multiemployer pensions in hopes of finding a more sustainable system.

For more information contact Denise Gold, AGC at goldd@agc.org.

CELEBRATING OUR INNER ATHLETE: TOURING DREXEL'S ATHLETIC CENTER

On October 8, 2009 the General Building Contractors Association's Young Constructors Committee (YCC) and Turner Construction Co. co-sponsored a tour of Drexel University's Daskalakis Athletic Center expansion. The tour offered an opportunity for attendees to visit an active construction site.



YCC Chair Rocky Fizzano celebrates his birthday on the tour.

Facts At-a-Glance:

82,500 SF addition to the existing Daskalakis Athletic Center
30' climbing wall
2 squash courts with stadium seating
All conduit within poured concrete floors
Designed to achieve 3 Green Globes, the international equivalent to LEED® Certification

The YCC would like to thank Turner Construction Co. for arranging the tour.

YCC tours are offered quarterly and allow access to the city's most interesting construction projects, as well as a networking social hour following the tour.

For more information on attending a future tour, or for more information on the YCC committee, contact Lisa Godlewski at (215) 568-7015 or communication@gbca.com.

AGC'S CALLS FOR ENTRIES TO THE 2009 NATIONAL AGC SAFETY AWARDS (NASA)

The National AGC Safety Awards (NASA) program has been an ongoing effort since 1991 to offer AGC members an opportunity to evaluate their safety record. NASA compares an AGC member's safety record with other AGC members according to the member size and construction type. Additionally, NASA provides a great opportunity for contractor members who have excellent safety records to compete for nationally recognized awards.

Eligibility: AGC contractor members must have participated in the National AGC Safety Awards Program for three consecutive years in order to be eligible for an award. This means a member must have participated in the program for the years 2007, 2008 and 2009 in order to be eligible to receive an award in 2010.

How to Enter: A Chapter must submit an entry on behalf of the AGC member company. Chapter entries must be submitted electronically, and each Chapter will be e-mailed the electronic entry form on December 11, 2009.

Please contact Lisa Godlewski at (215) 568-7015 or communication@gbca.com for more information or if your firm is interested in participating.

GBCA WELCOMES THE DISNEY INSTITUTE TO PHILADELPHIA

On September 29th at Villanova School of Business, The Disney Keys to Excellence program offered an opportunity to learn best business practices from Disney Insiders. Organizations from across the nation learned proven philosophies and implemented effective processes to reap the rewards of improvements in leadership, management, and service and brand loyalty.

\$27,000 RAISED FOR CHILDREN'S HOSPITAL OF PHILADELPHIA AT FALL GOLF OUTING SPONSORED BY THE GBCA ASSOCIATE MEMBER EXECUTIVE COMMITTEE

A total of \$ 27,000 was raised for the benefit of the Children's Hospital of Philadelphia on September 21, 2009 at the Fall Golf Outing sponsored by the General Building Contractors Association (GBCA) Associate Member Executive Committee. Not only was this a day for mingling with fellow contractors, it was an opportunity to show support for CHOP, one of Philadelphia's most noteworthy institutions.

The GBCA would like to thank Chairman, Rolf Tragbar of M. Schnoll & Sons, Inc., for his continued efforts in making this event a success. The GBCA offers additional thanks to Ted Moore, Sr., from Elohim Cleaning Contractors, Terry Webb of Eureka Metal & Glass Service, Inc. and Fran Pietrini of B. Pietrini & Sons, for their generous donations at the event.

Congratulations to these winners:

Winning Foursome: Craig Tragbar,
Jay Rebock, Bill Messner,
Gloria Tragbar

Straightest Drive: Meg Moss

Closest to the Pin: Scott DeJoseph,
Jim Dixon, Chris Mason,
Matt Lang

GBCA FIRMS TOP *BUSINESS JOURNAL'S* FAMILY-OWNED BUSINESS LIST

Several General Building Contractors Association (GBCA) firms were ranked among the largest family-owned businesses by the Philadelphia Business Journal.

Congratulations to these successful family-owned businesses operating both locally and globally:

Gilbane Building Company (Ranked 9th)

P. Agnes Inc. (Ranked 10th)

Daniel J. Keating Co. (Ranked 16th)

Perryman Building & Construction Services (Ranked 25th)

Source: *Philadelphia Business Journal* - August 28-Sept 3, 2009

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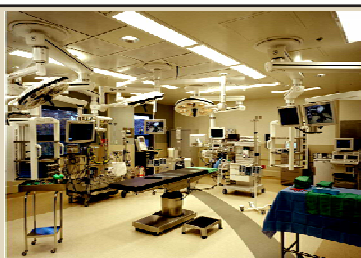
AmQuip Crane Rental, LLC has implemented a complete Safety, Risk & Claims Management department that has led the way in protecting AmQuip's employees. These programs include: Supervisor Training in Accident Reduction Techniques (START), Drug and Alcohol Testing, Safety Measurements & Metrics, Incentive Programs, and Employee Training.

AmQuip recently announced its achievement of Platinum Designation by Harvard Contractor Safety Assessment Program. In the assessment performed by ConstructSecure, Inc., that measures both historical performance and forward-looking factors within a company's safety program, AmQuip scored in excess of 95% demonstrating outstanding performance. AmQuip's multistate experience reflects an Experience Modification Rating of .762 (1.0 is considered average). These results and accomplishments show Amquip's commitment to safety and to its people.

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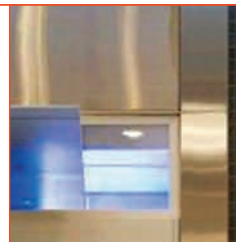
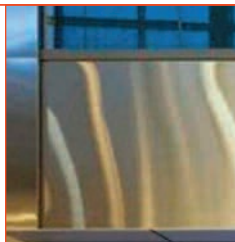
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