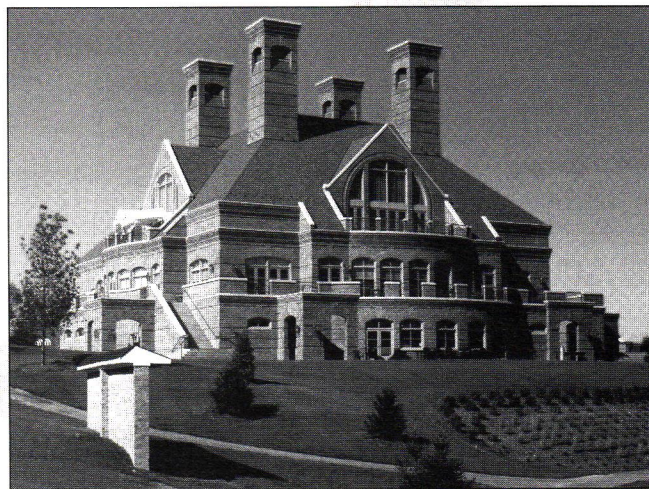


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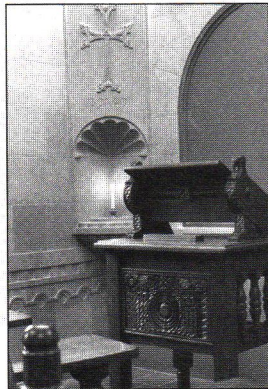
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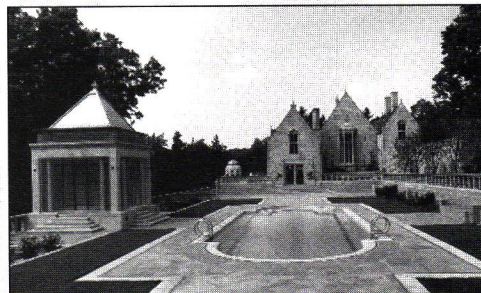


The Armenian room located on the third floor of the Cathedral of Learning at the University of Pittsburgh is the 22nd nationality room to be established at the university. The stone arched room copies the masonry techniques of church and monastery builders of the 11th century. This magnificent classroom was designed by Torkom Khrimiam who emigrated from Armenia in 1978.

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"Elm Court", a 9-acre private estate located north of Pittsburgh, involves unique additions and renovations. For example, the pool above is heated and has an ozone purification system. The deep blue water is surrounded by a granite surface edged in limestone. The pool is lined with hand made ceramic tile. On the left is a pool house sitting area. To the right is the "Fish Slide" built to hold two antique Indian carved marble panels giving the appearance of two carved fish swimming in the current of the fountain.

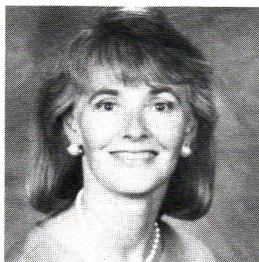
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G E N E R A L C O N T R A C T O R S B U I L D I N G S U C C E S S

A Case For Being Present and Accounted For

by Cheryl R. Towers, Editor



"The people we often think are the most irrelevant are often the ones that come back to bite us."

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On the cover: Construction at Conair World Headquarters. Photo by Nicholas Traub.

The challenge of a more-or-less monthly magazine

is to be able to think several months ahead and not trip up by referencing something in the present that's a dead give away of the time lag in production. It's rather like the challenge of taping a television or radio show to be aired later. I still shudder at the rabid ire I aroused in a television director one fine morning while taping a show to be aired late at night. "Good morning" was *not* the proper response to "Hello, and welcome to our show!"

This month's deadline coincided with the deaths of Princess Diana and Mother Theresa. While not the usual stuff of *Columns*, no one seemed to want to talk about traffic calming, construction management or even haunted houses as our deadline approached. It was difficult not to weave some pithy reference into all sorts of seemingly unrelated topics. While these references reflected unfortunate passings, they are ancient history if not out and out irrelevant in journalistic terms by the time they cross your desks.

Irrelevance seems to be in the air these days. The (mostly) guys inside the Beltway may not feel irrelevant, but a lot of us act as though they are. The County Commissioners - or at least the minority Commissioner of the moment - certainly feels that way. Dilbert's fans - and they are legion - fight irrelevance at every step.

A couple of thoughts about irrelevance. The people we often think are the most irrelevant are often the ones that

come back to bite us. Witness some of the folks inside that Beltway who make mischief even as they make promises of (fill in your favorite cause). Or the changing parade of Commissioners. The revolving door of politics and political appointments teaches us to take no one for granted, and to count no one out.

And what if we feel *we* are irrelevant? Many of us do — just witness low voter turnout and the few number of people who serve on public and civic boards. Most of us don't even bother to try to have input because we think it's not worth the effort. Or, we're just so overwhelmed by life that we don't want to make an investment outside of our immediate jobs and homes. As a card carrying member of the "sandwich" generation, I can relate to that.

The cost of complicity in accepting irrelevance is high. We lose our dignity and our voices, and our fellow citizens lose our talents.

So this is a call to arms of sorts. Make yourself relevant. Get in the face of policymakers, the media and the public. Architects, as we've noted repeatedly, are problem solvers and have unique skills to bring to meeting the big challenges of society. You may not know everything there is to know about an issue, but you've got the ability to find out the facts and the nuances, and to be articulate in making your case for a cause. Be relevant, or be square. It sure as heck beats the alternatives. ☞



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AIA Pittsburgh serves 12 Western Pennsylvania counties as the local component of the American Institute of Architects and the Pennsylvania Society of Architects. The objective of AIA Pittsburgh is to improve, for society, the quality of the built environment by further raising the standards of architectural education, training and practice; fostering design excellence; and promoting the value of architectural services to the public. AIA membership is open to all registered architects, architectural interns, and a limited number of professionals in supporting fields.

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Columns is printed on recycled paper.

This Bud's Not For You

by Anne Swager, Executive Director

I hate to get out of bed in the morning

But this AM, the name "Bud Shuster" coupled with the acronym "BESTEA" brought me abruptly to the world of the awake much faster than I wanted. I heard a report on NPR, 20 minutes after I should have gotten up, that gave me food for thought for this month's brain dump. Now, I have to back up for a moment and explain that despite Congressman Shuster's obvious longevity in Pennsylvania politics, it wasn't until about four years ago that I began to understand just who he was. Up until that point, my comings and goings had been pretty much limited to the Pennsylvania turnpike and the interstates. The fuss over the Congressman's pork barrel projects eluded me. Now as an aficionado of out of the way Pennsylvania places, I have driven on enough four lane superhighways, 25 miles long or less, that lead absolutely nowhere to understand the concept of the "Bud Shuster Commemorative Highway".

This has given me a new found admiration for the Congressman Shuster's of the world. After all, like most of the rest of you I can't get money for the things I think I really need much less enough to just toss at 4 lane highways that go no place. So, the mention of his name is always enough for me to perk up my antennae and this morning, I was not disappointed.

NPR's spin was that the Congressman, in his capacity as the ranking Republican on, and therefore, chairman, of the House Transportation Committee, had a bigger and better version of ISTEA. "BESTEA" would give everybody, including the western states who are supposedly slighted under ISTEA, more money for roads and bridges. Chairman Shuster says there's more money available and passing his bill is the way to get it. According to NPR, how seriously the Congress considers this proposed bill is a measure of how serious they are about the balanced budget initiative. This is probably because the Congressman proposes realigning 4.3 cents of every revenue dollar from deficit reduction to funding new transportation projects.

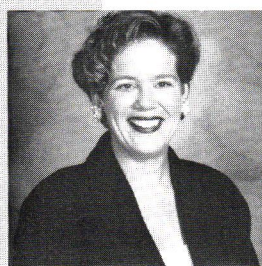
On the face of it, more dollars for roads always sounds good until you see where they are built and how they often destroy the fabric of our neighborhoods or rural areas. With

all due respect to Congressman Shuster, he gave me a perfect opportunity to blast him and to introduce the speaker for our Design Awards Program on November 17.

The Honorable Earl Blumenauer, Congressman from Portland, Oregon has accepted our offer to come to Pittsburgh and talk about some of his recent initiatives and the role good design must play in the future of our communities. By a grand fluke of coincidence, he is a strong supporter for the renewal of ISTEA — the original version, before Chairman Shuster began to monkey with it. To translate the rhetoric of the original bill, which passed largely because of the AIA's efforts, this is the kind of initiative that pushes PennDOT to consider bike lanes on highways and bridges and alternative modes of transportation like trains, and allows the public to say they don't want a four lane highway as their Main Street.

Congressman Blumenauer is a community kind of guy. He is the author of the Post Office Community Partnership Act. This bill acknowledges that the Postal Service is not always a responsible member of their local communities and he is not referring to the inordinate number of shoot-em-ups that seem to occur in postal facilities. Rather, he wants to require the Postal Service to abide by local zoning and building laws and to allow the citizens of small communities the opportunity to offer reasonable alternatives to the closing of their town's post office, particularly tough if you live on an island. Additionally, the good Congressman is the Honorary Chair of Rail-Volution '97. This annual conference focuses on building livable, sustainable communities on transit nodes.

Congressman Blumenauer is well respected and is considered a "comer" in beltway circles. We expect him to help us attract local policy makers so they too can hear about the importance of community fabric while we show them this year's award winning projects and the architect's role in planning. I hope you will attend as well. Please bring your local politicians so that someone else can tell them that good planning should precede development. Raise a glass with your colleagues in the celebration of good design and feel assured that not every politician is feeding at the pork barrel. 🍷



"Raise a glass with your colleagues in the celebration of good design and feel assured that not every politician is feeding at the pork barrel."

"Of ghoulies and ghosties and long-leggity beasties and things that go bump in the night!"

Haunted Houses, Possessed Clients and Other Instances of the Occult

The results are in, and we are...disappointed. We sent out a fax query to no avail, and calls to a number of local architects, especially those who specialize in renovations, were a bust. If the spirits are haunting member projects, members aren't admitting to it. Neither are you admitting to any possessed clients. We frequently heard the words "weird" and "off the wall" with a "squirrely" here and there, but no instances of outright possession.

And what led us to explore this subject in the first place? Besides the fact that this is the October issue, Pittsburgh buildings abound with ghost stories and it sounded like fun to see if there were any contemporary instances of the occult encountered by our members. Historical stories range from the upper crust — Andrew Carnegie haunting his former residence (now part of Chatham College) and Mrs. Frick continuing to wander through her home at Clayton — to the institutional (the Dormont Public Library,

the University of Pittsburgh Cathedral of Learning, the Troy Hill Fire Company, to name a few).

While we didn't turn up anything that involved today's architects, we pass along words of caution. It all seems to come down to rust. Author and ghost researcher Charles J. Adams III, whose introduction graces Beth Trapani's *Ghost Stories of Pittsburgh and Allegheny County*, notes that, "If there is any one common thread which runs through nearly every story I have ever investigated, it is that the 'ghostly' activity nearly always coincides with recent or active renovations within the afflicted 'haunted house'." He goes on to add that "there are those far more schooled in the sciences than I who believe that the 'host' of this leftover energy from a human life could well be rust." In other words, disturb the rust, release the spirit. (*All you renovators and restorers: Beware!*)

PITTSBURGH'S LANDMARK ARCHITECTURE

THE HISTORIC BUILDINGS OF PITTSBURGH AND ALLEGHENY COUNTY

Walter C. Kidney

Published by the Pittsburgh History & Landmarks Foundation

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LETTER TO THE EDITOR



Dear Ms. Towers:

I am writing to correct an oversight that I made when submitting the *Paradise Pool* project at *Nemacolin Woodlands Resort* that appeared in your July issue. Our firm collaborated with Amy Storrs of *Zahradnik Storrs and Associates* on many parts of this project, including the swim-up bar featured in your article. In fact, Ms. Storrs not only designed the glass mosaic pattern on the bar, she was very active in the preparation and installation of the tile.

Ms. Storrs was a valuable team member of this project, as she was in many projects at the resort, and deserves much credit for making the *Paradise Pool* sparkle.

Sincerely,
Kenneth Doyno, AIA
Principal, Rothschild Architects PC

SPARKLEchitecture

AIA Pittsburgh's front window needs you! We are planning on being the best Sparkle Site this holiday season but won't be unless you help!



We will feature a tree festooned with architecturally themed holiday decorations in our front window. We will also display a limited number of original design holiday cards in the window. Like the tree ornaments, the cards should be original designs by architects or by an architectural firm.

Decorations and cards for all winter holidays are welcome, including Christmas, Chanukah, Kwanza and the Winter Solstice.

For more information and to participate, call Gloria Forouzan at the Chapter office, 471-9548.

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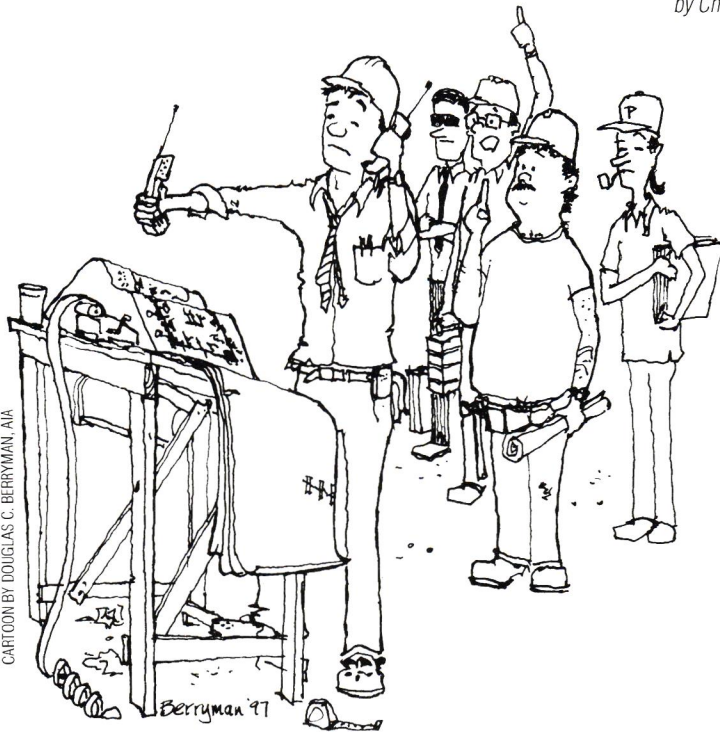
- Heart of Cultural District, 808 Penn Avenue, offers river view. 12' ceilings, loft, massive beams 2000 square feet per floor. Three floors available, keyed elevator building.
- Pleasant Hills, 91 Terence Drive, off Curry Hollow. 3000 square feet, stone floor entry, atrium reception, multi-level. Full kitchen, paneled executive office equipped with bar, bathroom with shower. Free parking.

CONTACT: Jerry Gobbi, 221-4947.

Construction Management and Project Delivery Update

What is it? Who does it? Who needs it? What's driving the market?

by Cheryl R. Towers



CARTOON BY DOUGLAS C. BERRYMAN, AIA

Who oversees these projects from concept to completion? Traditionally, an owner hired an architect to design a project and, under separate contract, a general contractor to execute construction. Design-bid-build was the model process.

Construction management as a stand alone entity is a relatively new concept and adds another option to the notion of project delivery. The original concept of construction management was to eliminate the potentially confrontational relationship among those involved in project delivery - architects, engineers, contractors and owners. The CM was envisioned as a pure advisor with no vested interest in either the design or building of a project. The CM could provide detailed analysis and pricing of construction components during the design phase, and other project management services often not provided by architectural firms, as well as take the burden of complex management off the shoulders of owners.

This relatively straightforward notion quickly became complicated. While material purchasing, subcontracts and supervision are typically the responsibility of the contractor, construction management, is a task specifically defined as one role of architects and engineers in their professional licensing regulations. But, since construction management is itself not regulated in most states including Pennsylvania, anyone can advertise as a construction manager. And therein lies the problem: construction management treads on what has historically been the turf of architects and engineers, and in turn, puts owners potentially at risk from relying on the services of those not qualified to perform them.

The Pennsylvania Society of Architects, the Pennsylvania Society of Professional Engineers and the Consulting Engineering Council attempted to address this by agreeing upon joint language governing construction management and by requesting that the definition be included in any

Consider some scenarios:

- A \$100 million project needs to be fast tracked. The architect of choice doesn't have the capability of handling complex construction scheduling and estimating. Numerous subcontractors and consultants will need to be involved. The client is a government agency.
- A school board decides to build a new elementary school. A local architect and contractor will be used, both of whom have built schools in the past. But the project must be designed and constructed by a specific date.
- A small residential development is planned by a private developer. Financing is private and the developer wants a guaranteed maximum price.



PHOTO BY NICHOLAS TRAUB

John Port, Field Superintendant for DiCicco Contracting at Conair World Headquarters site in Emsworth, PA. ARCHITECT: WTW Architects.

rewrite of the licensure laws by the licensure board. The following language was adopted by PSA in 1994, as well as by the PSPE and CEC boards:

"Construction Management is the practice of planning, managing and coordinating a construction or development project for which the construction requires plans and/or specifications prepared by a licensed architect or a licensed engineer, and where the services performed are intended to serve the economic investment of all entities through the control of time, cost and quality. Construction Management services may be provided, whether it be through an outside firm or an owner's staff, only by utilizing a licensed architect or a professional engineer in responsible charge. This does not preclude the performance of construction phase activities by persons normally engaged in construction work provided, however, such activities do not supersede or otherwise limit architects' or engineers' decisions and/or responsibilities."

Unfortunately, both the Independent Regulatory Review Commission and the House Professional Licensure Committee determined that the language exceeded the authority granted the Board under the law. Several construction groups also objected to including the definition in the regulations. Lela Shultz, PSA executive director, states that,

"Construction managers, general contractors, architects and professional engineers need to sit down and agree upon developing a free-standing law defining construction management that everyone can live with." She intends to request the authority from the PSA board to convene a joint meeting for this purpose this fall. As she goes on to note, "the public has little protection without the adoption of regulatory language." To date, only the architects have attempted to have the definition included in their regulations because the Architects Board was in the process of rewriting their regulations.

The AIA California Council has gone further in defining types of construction management, differentiating among CM's as advisors, agents carrying the powers of the owner, and constructors. In fact, AIACC has prepared an excellent *Handbook on Project Delivery* available from their office in Sacramento (916/448-9082).

Obviously, there wouldn't be all this fuss if something wasn't driving a market for construction management. That "something" is typically downsizing and tight budgets, especially in the public arena. According to Stuart Binstock, Vice President for Federal Affairs at AIA, the federal government alone spends about \$50 billion dollars annually on construction. He notes that "with the exception of the

"Not only were there fees involved with higher profit margins (in providing construction management services), but projects typically were completed 25% faster. In this way, higher paid architects could move onto the next job more quickly and the firm could take on more work." —

ROBERT C. MUTCHLER,
FAIA



PHOTO BY NICHOLAS TRAUB

Army Corps of Engineers, few agencies still do their own construction management. The General Services Administration in particular uses CM's extensively." Add to this construction at the state and local level, and a huge market is evident.

Again according to Binstock, "The Construction Management Association of America is pressing for a system of certification. While AIA is certainly supportive of the selection of CMs on the basis of qualifications, we aren't necessarily supportive of separate certification since architects are already qualified to perform construction management services." He adds that architects must make certain that they have the expertise to truly perform these services, or they run the risk of losing their own credibility. Construction management when well done is an opportunity for architects to turn what are viewed as traditional weaknesses of the profession — meeting time and budget deadlines — into strengths.

Christopher Widener, AIA, chairs the PIA Construction Management Committee and his Springfield, OH firm began to offer construction management services in recent years. He sees mostly mid-sized firms (6 - 20 architects) entering this area. "Firms with five or fewer architects just can't set anyone's time aside to devote to this, and the larger firms (over 20 architects) seem reluctant either because they have concerns about liability or are afraid of

offending contractors and others who are also offering construction management services."

Widener's experience belies both concerns which he is hearing from large firms. His liability premiums actually dropped after his firm began offering construction management services. "We reasoned that by being on site every day, we were in better shape to derail problems at the start and support our case if claims were made against us. The insurance company took a look at the boxes of documents and drawings stacked up in the office that we wouldn't accumulate just for architectural services and agreed."

He also says that the firm has built relationships with other architectural firms and contractors unlike anything they had when they only provided design services. As a result, he feels that "serving as a CM has been extremely profitable for us and I really don't understand why more firms don't move in this direction." He also notes that his firm set up a construction management firm to handle these services separately from their architectural services.

Robert C. Mutchler, FAIA has been a CM since 1980. His architectural practice in Fargo, North Dakota operated on a very small margin, and he looked for other services he could offer. He soon discovered that CM could be very profitable. As he states, "Not only were there fees involved

with higher profit margins, but projects typically were completed 25% faster. In this way, higher paid architects could move onto the next job more quickly and the firm could take on more work." He also reports an almost 53% increase in income by moving into construction management (see Income Analysis Chart). Mutchler, retired now, still consults with architects interested in moving into construction management. He is also the author of the forthcoming *Construction Management Handbook* to be published by AIA in late 1997.

It seems fairly obvious that some projects can benefit from construction management, especially when the project is fast tracked, very large and complicated with many sub-contractors and/or the client is a government agency. But not every project needs construction management. As David Vater, AIA commented, "For many smaller projects, what owners often want is a clerk of the works - someone on site who only represents the owner's interests. That's not construction management."

The owner should also not be confused into thinking that construction management will result automatically in a guaranteed maximum price. Deepak Wadhvani, AIA observes that "The guaranteed maximum price often comes with so many qualifications that the document is almost meaningless. An owner thinks the CM is sharing or assuming part of the risk, but exclusions can negate that." And that leaves the architect typically in a position of defending the integrity of the design in difficult circumstances.

Clearly there are many factors involved in the realm of project delivery. Overall, though, CM is the fastest growing area for architects and one more and more will be entering, especially as they realize the income potential. For more information on construction management and professional development opportunities, contact the AIA Construction Management Professional Interest Area, Christopher Widener, AIA, chair (937/325-9991). AIA also has standard construction management contracts available. Call AIA Pittsburgh at 471-9548. ■

Architectural Income Analysis Chart

\$2.5 Million Clinic Office Building, 10-11 Months Construction Time

	PROJECT DELIVERY METHODS							
	CONVENTIONAL		DESIGN/BUILD		ARCHITECT/CM		ARCHITECT/CM-DESIGN/BUILD*	
Gross Income	Arch. 7% x \$2.5 million	\$175,000	Arch. 7% x \$2.5 million	\$175,000	Arch. 7% x \$2.5 million	\$175,000	Arch. 7% x \$2.5 million	\$175,000
					CM 5% x \$2.5 million	\$125,000	CM 5% x \$2.5 million	\$125,000
							D/B 5-8% x \$2.5 million	\$162,500
	Reimbursable expenses	\$ 10,000	Reimbursable expenses	\$ 10,000	Reimbursable expenses	\$ 15,000	Reimbursable expenses	\$ 17,500
Gross Total Income		<u>\$185,000</u>		<u>\$185,000</u>		<u>\$315,000</u>		<u>\$480,000</u>
Net Income	Arch. 10% x \$185,000	\$ 18,500	Arch. 10% x \$185,000	\$ 18,500	Arch. 20% x \$192,500	\$ 38,000	Arch. 20% x \$192,500	\$ 38,500
					CM 50% x \$125,000	\$ 62,500	CM 50% x \$125,000	\$ 62,500
							D/B 95% x \$162,500	\$154,000
Net Income (profit) Totals		<u>\$18,500</u>		<u>\$18,500</u>		<u>\$100,500</u>		<u>\$255,000</u>
% of Construction (profit divided by \$2.5 million)		0.74%		0.74%		4.02%		10.20%
Net income divided by Gross Income		10%		10%		31.90%		52.10%

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Chapter Members Chair National Committees

Three chapter members embody the Chapter's pro-active stance.

"Pennsylvania seems to be taking a leadership role of national significance with two current PIA chairs and four vice-chairs hailing from the Pittsburgh and Philadelphia chapters. Just how significant this leadership is becomes clear when you realize the PIAs are the vanguard of the Institute's effort to redefine the profession."

— RAJ BARR-KUMAR, FAIA,
RIBA, AIA NATIONAL
PRESIDENT

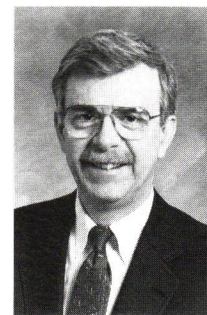
Chairing a national Professional Interest Area Committee is an honor and a great deal of work, as past chairs can attest. In fact, it is unusual for even the largest of chapters to have more than one member at a time so honored. Currently, we can boast of three members leading national committees. According to AIA National President Raj Barr-Kumar, FAIA, RIBA "Pennsylvania seems to be taking a leadership role of national significance with two current PIA chairs and four vice-chairs hailing from the Pittsburgh and Philadelphia chapters. Just how significant this leadership is becomes clear when you realize the PIAs are the vanguard of the Institute's effort to redefine the profession. I hope other AIA chapters look to this exceptional commitment as an example of what it takes to help architects enlarge our role as the facilitator/integrator of the knowledge required to serve today's client."

Raymond L. Gindroz, AIA is the 1997 vice chair of the PIA Design Committee and will take over as chair in 1998. The Committee's program will continue to study the role of Architecture in the City and its relationship to broader cultural and physical contexts utilizing the theme of "Cross Sections in Time and Space". In addition, the Committee will visit and study buildings and public spaces during two Forums and an International Design Conference in Paris and Versailles. New outreach for the committee includes meeting summaries published in *Places Journal*, and distribution to members not attending. Ray received his B.Arch. and M. Arch. in Urban Design from CMU and is a Fulbright Grant recipient. He is co-founder of UDA Architects and serves as Managing Principal. In addition to his architectural and urban design work, Ray is internationally known through his writing, teaching and participation in exhibitions. (Contact David Roccosalva, Director, PIA Design Committee at 202/626-7418).

Stephen L. Quick, AIA is the 1997 vice chair of the PIA Regional and Urban Design Committee, and he, too, will

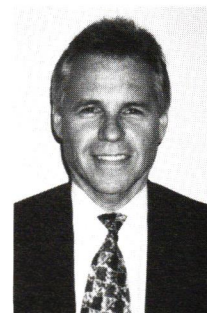
take over as chair in 1998. The Committee's mission is to improve the quality of the regional and urban environment by promoting, through its members and public education, excellence in design, especially through supporting and promoting the AIA's Livable Communities, Regional/Urban Design Assistance Teams, Surface Transportation, and Disaster Assistance agendas. Under Steve's leadership and beginning in 1998, the Committee will begin documenting case studies of urban and regional design to provide the profession with a sound knowledge base. Case studies will fall into three areas: issues, projects, and professional practices. The Committee's 1998 Forum on Designed Communities will result in the first series of issue case studies. Steve holds a B. Architecture from the University of California at Berkeley and a M. Architecture in Urban Design from Cornell University. He has over twenty-five years of experience as an architect and planner and is a senior associate at Perkins Eastman Architects PC. (Contact PIA Information at 202/626-7482).

Robert K. Tench, AIA is the 1997 chair of the Committee on Specifications and Building Technology, the second time he has held the position. The Committee's mission is to inform and improve its membership through the dissemination of information on new technologies, and to improve existing technologies in the documentation of design solutions. They will sponsor several product retreats in 1998, including one devoted to glass in February, door hardware in April and architectural casework in the fall. Bob has been with Burt Hill Kosar Rittleman and Associates for approximately ten years. Prior to that, he practiced architecture elsewhere for ten years after a career as a contractor. He received his B.S. in architecture from the University of Cincinnati. Contact the Specifications and Building Technology Professional Interest Area at 202/626-7531. 🏠



Raymond L. Gindroz, AIA

PHOTO © STANLEY FRANZOS



Stephen L. Quick, AIA



Robert K. Tench, AIA

PHOTO BY RON BENNETT STUDIO

Traffic Calming

by Walter M. Kulash

Traffic engineers and planners advance ideas to slow motorists on our streets.

"When the streets are abandoned to the automobile, the signal to the driver is that no one cares about the neighborhood and that speeding and cutting-through are permitted. When kids are playing and homes are kept nicely, then drivers think twice about speeding through the neighborhood." — WALTER KULASH

Traffic calming measures are street design or regulatory features that cause motorists to drive more slowly, and therefore with a greater degree of attentiveness. Alternatively traffic calming measures may induce a driver to select another route for travel. According to Hank Dittmar, Executive Director of the Surface Transportation Policy Project, "For several decades, street design has been seen as an exercise in maximizing the throughput of vehicles through urban and suburban areas, with the emphasis being on increased speed and decreased interference from adjacent neighborhoods.

"The results are that streets have become ugly, alienating and dangerous places to be — places where we fear or dislike to walk."

Yet, as Dittmar goes on to point out and as the experience of every urban planner shows, people like and want walkable cities and towns. He even notes that tourists pay to visit "City Walk" as part of the Universal Studios tour.

The application of traffic calming measures, already widespread in Europe and Australia, is now proceeding rapidly in the United States and Canada. As a result of our work around the country, we have devised a standard terminology for traffic calming measures, and sorted them into "families" of categories for ease of understanding and application.

Narrowing the Street

Narrowing a street reduces its "design speed", at which most drivers are comfortable. The continuous narrowing of the street, therefore, is highly effective in reducing speed over a long distance of street. Spot reductions in speed are also highly effective, usually around 400-500 feet.

A low cost method of street narrowing is to stripe roadway lanes to a maximum width of nine to eleven feet. Where roads are wider than 24 feet, this has the added benefit of providing space for bicycle lanes on each side of the roadway.

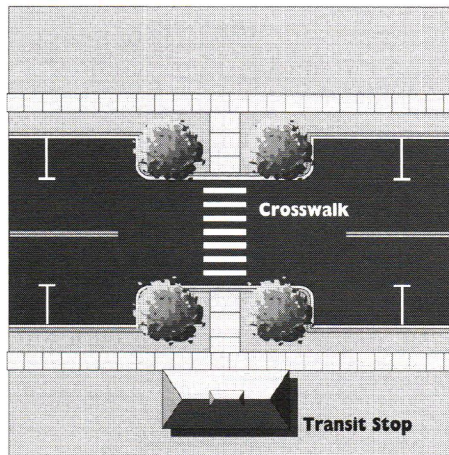


Roundabout in West Palm Beach, Florida.

Another low cost way to narrow the street is to allow parking on one or both sides of the roadway. The parking can be staggered to create a weaving path on the roadway, further informing drivers that caution should be used in this neighborhood.

A more ambitious approach to narrowing the road is to remove existing curb and gutter and rebuild the street with a smaller pavement width. This provides more room on

PHOTOS AND ILLUSTRATIONS COURTESY OF GLATTING JACKSON KERCHER ANGLIN LOPEZ RINEHART EXCEPT WHERE NOTED



Bulbout, midblock

the planting strip for landscaping, sidewalks, and streetscape furniture. A smaller version of this is the pedestrian bulbout at either midblock or intersection locations. Bulbouts provide room for a wide variety of activities, such as street cafes and sidewalk merchandising. Pedestrian crossing distances are greatly reduced at these points.

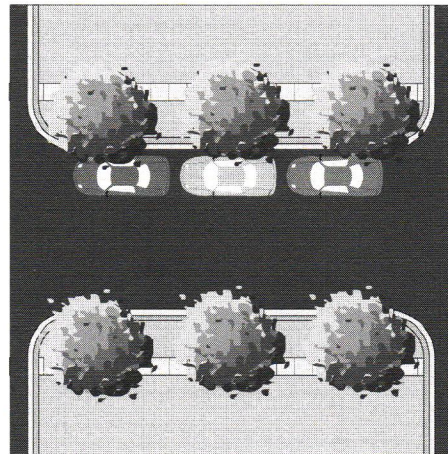
Gateways appear to narrow the street, and also serve as highly visible entryways into neighborhoods. Gateway features can also double as transit waiting areas.

Deflecting the Vehicle Path

Horizontal deflectors require drivers to negotiate turns and curves that they would not ordinarily meet. This combination of factors raises the level of the motorists' attention to the task of driving, and reduces the design speed of the road for several hundred feet in either direction.

Angled slow points, sometimes called chicanes, are curbed or other physical barriers to a straight path on a roadway. Trees can be planted in the slow point to restrict the driver's vision down the street, creating the feeling of a "closed" street.

A modified intersection has channelization devices to steer the driver through a preset path. The path should deflect any vehicles moving straight through the intersection, as well as provide clear delineation of the path turning vehicles should take. Any diverters should be mountable in the event that a car goes over them. This type of modification is most appropriate for a three-way intersection, as



On street parking, one side

the turning movements in a four-way intersection are too complicated to try to deflect all movements simultaneously.

Knockdowns or bulbouts at intersections limit the pavement width at an intersection sufficiently to require motorists to alter their path. Pedestrian crossings are shorter, and therefore easier and safer. Vehicles are diverted or knocked-down from their previous traveled lane width.

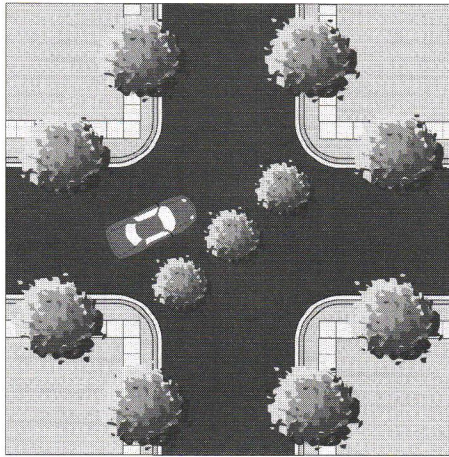
The roundabout and its less sophisticated variation, the traffic circle, deflect cars out of their straight-line path as they travel through an intersection. With landscaping included, a roundabout also breaks up the uninterrupted sight lines and thereby reduces design speed.

Roundabouts are a high-performance traffic control device, having a higher traffic capacity than do STOP signs or signals. The roundabout also reduces crashes in number and in severity, compared to STOP signs or signals.

Roundabouts may not be appropriate in areas with numerous pedestrians. The roundabout slows cars down, but usually does not stop them, relying on gap acceptance to meter the flow. Pedestrian movement across the intersection should take place a good distance back from the circle so that the pedestrian can be seen by cars coming from both directions.

Sharing the Pavement

Reducing the pavement width on a street to a single lane at selected points requires drivers to slow down and interact with drivers approaching from the opposite direction.



Diagonal road closure

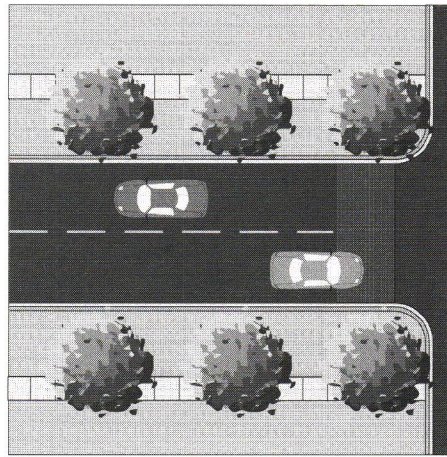
Through eye contact, gestures and vehicle maneuvers, drivers establish which one of them will take or yield the right of way through the single lane segment.

The mid-block single lane yield point reduces the street width to a single lane for a short section at some point between intersections. A variety of designs are possible for the remaining single lane of traffic: it can be centered in the existing street, offset to one side or the other of the street, or aligned in a curve from one side of the street to the other.

Landscaping at mid-block yield points can screen the view along the street, not only for drivers but also for pedestrians and residents of the street. This blocking of the view reduces vehicle speeds for several hundred feet to either side of the yield point. Further, the blocking of the view can screen out unappealing views, such as nearby cross streets and buildings along them.

At the intersection yield point, the street is narrowed through an intersection or some of its approaches. The intersection yield point allows only a single vehicle at a time to negotiate the intersection. Approaching drivers interact with each other, and reach an understanding on taking or yielding the right-of-way through the intersection.

On many streets, allowing on-street parking will create a series of single-lane yield points wherever parked cars are present. This "informal" single-lane yield point occurs when the street width is narrow enough to prevent simultaneous passing of two moving vehicles past a parked vehicle. For



Textured Pavement

streets of up to about 26 feet in width, a parked vehicle on one side will create, for most drivers, a single-lane yield point. For streets up to about 30 feet in width, parked vehicles on both sides will create a single-lane yield point in the remaining unused street width.

Rerouting the Driver

Some traffic calming devices reduce cut-through traffic by causing the driver to take another route entirely. In some instances, this is done by making through traffic impossible, usually through turn restrictions and forced diversions. More frequently, rerouting of through traffic is accomplished by making a through trip so inconvenient that cut-through drivers are discouraged from using the route, and return to arterial streets for their travel.

A diagonal road closure forces turns to be made at certain points, eliminating some (or even all) direct routes through a neighborhood. This can be effective with cut-through traffic. Access to homes is still maintained from more than one direction, allowing the local roadway network to continue to carry local traffic. A diagonal road closure can be a continuous strip connecting corners with landscape maintained by the city or by adjacent property owners. It can also consist of several barriers (bollards, circular planters) that allow pedestrian, bicycle and moped access through the barrier. This provides an incentive to use bicycles for travel as they do not have the same constraints to movement as do automobiles.

Forced turn barriers can also be used to change the route

PHOTO COURTESY WESTERN PENNSYLVANIA CONSERVANCY

**Steuben Street & Middletown Road**

through a neighborhood. These allow vehicular traffic on a through street to remain unchanged, and at the same time force traffic from the side street to the through street. Partial road closures physically block one direction of a two-way street. For instance, one could drive through an intersection away from a community, but could not return by that same route.

One-way streets are also a means of traffic calming. However, careful attention must be paid to the physical design of the streets so that there will not be a higher tendency to speed on the one-way streets. This can readily occur if a two-lane/two-way street is converted into a two-lane/one-way street.

Changing the Pavement Surface

A sure way of slowing cars down is to put some humps and bumps in their path. This vertical deflection from the path is unsettling to the driver and can be very effective.

Speed humps or speed tables can be used as a vertical deflector. A speed hump is usually a thin strip of asphalt about six inches wide and two to four inches high. A speed table is a speed hump that elevates both the front and rear wheels of a car. A speed table is usually at least eight feet wide. Speed humps and tables can be made for automobiles without affecting an adjacent bicycle lane. Speed tables can also be used as pedestrian crossings that are at sidewalk grade. One disadvantage of speed humps is that often drivers will accelerate quickly away from them, caus-

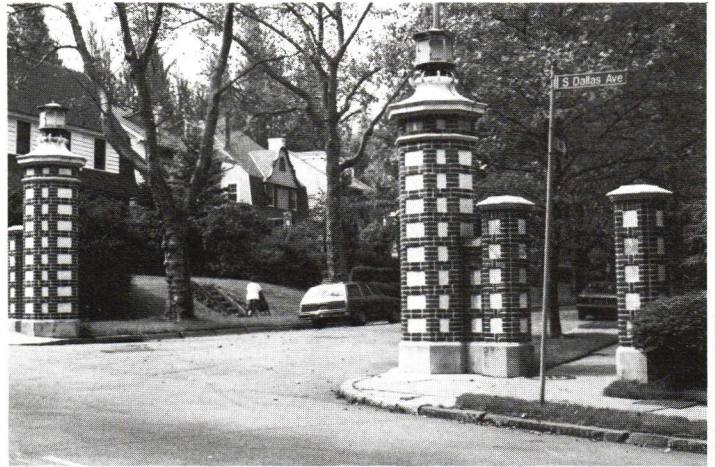


PHOTO BY CHERYL TOWERS

Kinsman Road, Squirrel Hill

ing noise problems for those adjacent to the hump. Rumble strips, a variant of the speed hump, are typically used leading up to stop signs. These, too, can be noisy.

Textured pavement such as brick streets are also an effective traffic calming device. The advantages of a brick street are that it is esthetically pleasing and it calms traffic better as it ages, as tree roots "push-up" bricks and as the surface wears out. However, textured pavement can be loud and costs significantly more than asphalt roadways.

Raised intersections slow cars down throughout an entire intersection. This provides an extra level of safety for pedestrians crossing at an intersection. This improvement may be most appropriate in commercial areas where the traffic volumes are high. Textured pavement can also be a part of this improvement.

Traffic Control Devices

Traditionally, traffic control devices have been used to influence the traffic in neighborhoods. Often, these devices were used in place of design solutions that provide appropriate cues to drivers as they use the street. Traffic control devices are appropriate in certain situations and are recognizable by all drivers. These devices control traffic through regulation, and include traffic signals, STOP signs, and turning movement restrictions.

Signalization is a common means of regulating traffic flow through neighborhood. The Manual on Uniform Traffic

Control Devices, one of traffic engineers' reference tools, identifies certain criteria that a new signal installation must meet. The vast majority of neighborhood streets do not warrant signals because they are typically low volume roadways. Traffic signals can be used in peak periods, and operate on "flash" mode at other times when signal control is not warranted.

STOP signs also are common on neighborhood streets. Two-way STOP signs give priority to a through street while forcing the side street to wait until a large enough gap in traffic is available. Four-way STOP signs eliminate priority and slow all traffic down at an intersection.

Turning movement restrictions are an inexpensive and flexible approach to preventing access through neighborhoods on local streets. Frequently, turning movement restrictions are specified for the morning and/or afternoon peak hours, with full access permitted at all other times.

Intensified Enforcement

Increasing the presence of neighbors on the street (of their own volition, of course) is paramount to reclaiming the streets for all people, not just those who happen to be driving through. There are several means of doing this.

Radar speed monitoring can be a high-tech way to slow down traffic and to involve the community. A neighborhood could borrow an old traffic radar gun (and a display board, if available) from the police department, and set up their own patrol stand. Drivers would see a resident clocking their speed, and the display board would provide the clocked speed to the driver, along with the speed limit and the amount the driver is over. (Any pertinent information about fines may be appropriate as well). If a neighborhood "party" develops out of this, it will reduce the effectiveness of the radar gun, but the desired result (slower cars and driver awareness of the problem) will be achieved.

Traditional enforcement is also an option. This would involve police officers giving tickets to speeders and other traffic offenders. Traditional enforcement can be costly and can detain police officers from investigating other crimes.

Signing can help inform motorists about the need to stay calm and to provide a sense of identity to a neighborhood. The signs can be as plain or as fancy as the city desires.

Finally, neighborhood activity also slows people down. When the streets are abandoned to the automobile, the signal to the driver is that no one cares about the neighborhood and that speeding and cutting-through are permitted. When kids are playing and homes are kept nicely, then drivers think twice about speeding through the neighborhood.

Four Steps to plan a traffic calming program in a community

1. Establish your project area. Most neighborhoods that are interested in sponsoring traffic calming are already an established area of some sort - a traditional neighborhood, a subdivision, or a well-recognized district. The traffic calming sponsor—neighborhood association or group of interested residents—should clearly define the area to be included in the proposed traffic calming program. An area of 10 to 20 blocks is a good working size.

2. Identify traffic problems. A simple statement of these problems, agreed upon by the involved neighbors, is an important step in obtaining governmental support. Collecting individuals' comments, and adding photographs of problem locations is helpful in reaching neighborhood consensus and in expediting a project through your municipality.

3. Make a first pass at a program of solutions. Using the "menu" of traffic calming actions described previously, develop the neighborhood "wish list" of devices and locations. The unique situation of each neighborhood should be the most important factor in selecting a mix of traffic calming action.

4. Meet with appropriate municipal officials to present the problem and the proposed solution. It is helpful to bring them into the process early, especially if they live in the area. Once the municipality or DOT have expressed an interest in assisting, they will help refine the project, prepare cost estimates and develop a schedule for implementing the individual actions in the traffic calming program. ■

Walter Kulash is a principal in the firm of Glatting Jackson Kercher Anglin Lopez Rinehart in Orlando, Florida and a noted authority and consultant on issues related to traffic calming.

From the Firms

► **Perkins Eastman Architects PC** was retained to complete a master plan for Baptist Homes of Western Pennsylvania, a retirement community located in Mt. Lebanon. This existing retirement community will be assessing the match between its current facilities and its mission.

WTW Architects reports the firm has been selected to design the renovation of the Youngsville Elementary School and a 42,000 square foot addition which will become the new Youngsville Middle School. Part of the project calls for creating shared facilities to be used by both elementary and middle school students. Construction costs are estimated at approximately \$6 million and construction is expected to begin in early spring 1998. D & L Inc. of Pittsburgh is the project's construction program manager.

Baker Buildings, a unit of Michael Baker Corporation has been awarded a \$25.7 million contract for renovation of the Brandywine Building at E.I. DuPont's corporate headquarters complex in Wilmington, DE. Baker Mellon Stuart will provide management of the design-build preconstruction process as well as administration of the construction project through a construction management agreement with DuPont. **Baker and Associates** will be responsible for all aspects of the planning and design of the total renovation project.

Business Briefs

► **Eichleay Engineers Inc.** announced the formation of Eichleay Automation, a Division of Eichleay Engineers Inc. Joining Eichleay Engineers Inc. as Vice President and General Manager of Eichleay Automation is Charles A. Tooeh. Also joining Eichleay Automation as Director of Operations is Robert E. See.

LLI Technologies Design Group announced that Michael C. Bosco joined the firm as Project Architect and that Regis Etzel and James D. White have joined the engineering staff.

Perkins Eastman Architects, PC announced the promotion of David Hance to Associate and that **Mike Eversmeyer, AIA** has joined the firm as Project Architect. Mike was most recently the Historic Preservation Planner on the staff of the Department of City Planning, City of Pittsburgh. Other recent staff additions include Mark O'Matz and Isabelle Noraz.

R. E. Crawford Company/RECCO Corporation announced the appointment of Heidi White to National Director of Business Development and Marketing.

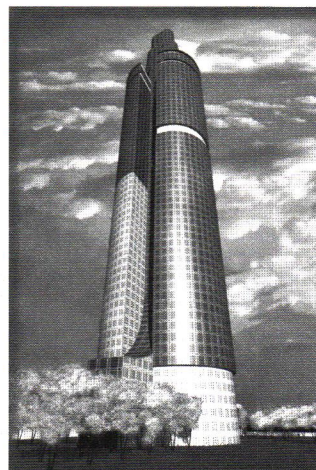
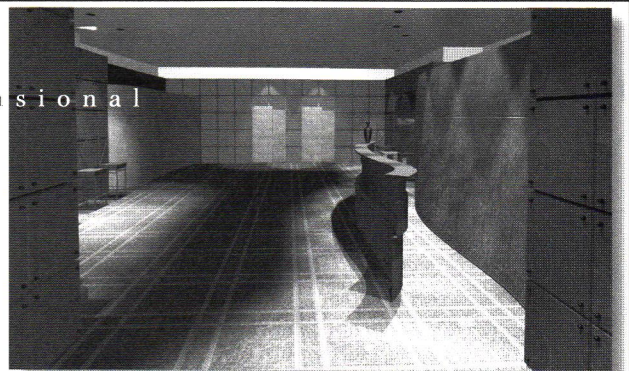
Call for Entries

► The London/UK Chapter of the American Institute of Architects calls for entries to the **Fourth Annual Excellence in Design Awards**. The awards program recognizes and honors excellence in architectural design anywhere in the world done by UK-based architects or by architects throughout the world for the UK. The submission deadline is November 7, 1997. For further information, contact Karen Cook by fax at 00-44-171-497-1175, by e-mail at Kcook@KPF.co.uk or by mail at Kohn Pedersen Fox, 13 Langley Street, London WC2H 9JG.

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AIA ACTIVITIES

Through October 16

Bob Bowden Water Color Exhibit.
Reception September 18, 5-8p.m.

October 3, Friday

Communications Committee Meeting.
noon at the Chapter office, 471-9548.

October 8, Wednesday

Professional Development Committee Meeting. noon at the Chapter office, Carl Freedman, AIA, 462-9300.

October 10, Friday

Committee on the Environment. noon at the Chapter office, Gary Moshier, AIA, 231-1500.

October 14, Tuesday

AIA Pittsburgh Board Meeting
5 p.m. at the Chapter office. All members are welcome, 471-9548.

October 16, Thursday

Urban Design Committee Meeting. noon at the Chapter office, Arch Pelley, AIA, 456-0900.

October 29, Wednesday

AIA-MBA Committee Meeting. 6 p.m. at Building Industry Center, 922-3912 for information.

UPCOMING

November 17, Monday

AIA Pittsburgh Design Awards. Reception at 6:00 p.m., awards presentation at 7 p.m. Information on page 26.

AROUND TOWN

October 8, Wednesday

Interested in the **History of Landscape Architecture, Planning, Urban Land Use and Horticulture?** A informal association of like minded souls is forming! Our first meeting will be at Rodef Shalom Synagogue in Shadyside at 7 p.m., Barry Hannegan, 683-3658.

October 14, Tuesday

Pittsburgh Chapter Construction Specifications Institute at the Wyndham Garden Hotel, David Raves, Esq., AIA, Plowman, Spiegel & Lewis and John Sieminski, Esq., Wayman, Irvin & McAuley will speak on legal perspectives of

1 C A L E N D A R

parties involved in the construction process, including a review of shop drawing procedure, construction observation by design professionals, recent developments regarding design professional liability for OSHA violations, and the mechanics of performance and payment bonds. Dinner 6:30, cost \$20 by reservation, call Sheila Cartiff at 823-5063. Program 7:30.

October 19, Sunday

Rudy Brothers Art Glass Tour sponsored by Pittsburgh History & Landmarks Foundation. \$10 PHLF members; \$20

October 16, Thursday

Green Construction: A Symposium on Construction Management. Registration \$195. Call 363-3112 for more information.

October 24, & November 21

Historic Religious Properties Seminar sponsored by Pittsburgh History & Landmarks Foundation. \$25 per session. Call Mary Lu Denny at 471-5808 for information and reservations.

OUT OF TOWN

November 6-9, Thurs.-Sun.

Environmental and Economic Balance: The 21st Century Outlook in Miami, Florida. The millennium rapidly approaches. Are you prepared? Join us as we examine how to cope with growing population and consumption in ways that are environmentally and economically smart. Our discussions of green solutions will encompass Human Habitat: Housing and Sustainability; Building Performance and Design; Indoor Ecology; Energy, Human Health and Productivity; Materials and Recycling; Regional and Urban Design; Planning and Land Use. For conference information, call the AIA PIA Information Line at 800/242-3837.

Acoustics is a Plural Noun

by Christopher Brooks

Acoustical problems have driven many an architect and building owner mad. Clarification and the role of noise may help arrive at better solutions.

Acoustics *is* the science of sound; the acoustics of this room *are* terrible. Which is it? Is "acoustics" a singular, or a plural noun? When we discuss acoustics as a body of knowledge, it is one thing: singular. But when we discuss the acoustics of a room, the noun is plural. And this makes sense since, as the drawing below illustrates, when we listen to sound in a room we hear several things:

- sound that emanates directly from the source;
- sound from that source after it has reflected off the inner boundaries of the room;
- noise.

Though we may not be aware of noise, it is perhaps the most important determinant of the acoustics of a room.

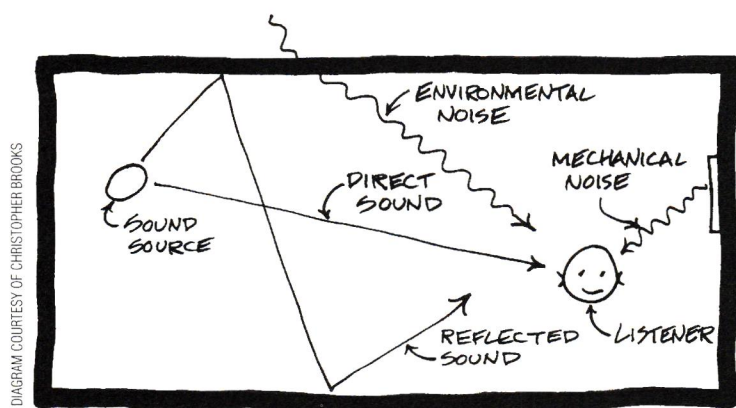


DIAGRAM COURTESY OF CHRISTOPHER BROOKS

From the way acoustics is discussed at times, one would think that it was not only singular, but some unchangeable attribute of the portion of the earth on which a building sits: the result of some malign alignment of mystical forces.

In fact, a room can have excellent acoustics for music, but be unsuitable for speech. It may be perfect for chamber music, yet overpowered by an orchestra. It may be excellent but for a noisy HVAC system which masks this excellence. There are several symphony halls in this country

which are quite good, and could be acoustically wonderful but for the fact that they are simply too large.

It is tempting to reduce something as multifaceted as acoustics to a simple concept, a single number: reverberation time. Now, reverberation time is as useful a concept as it is misleading. For one thing, to properly define the reverberation of a space, one needs a spectrum of numbers, since the reverberance of a room is a function of frequency. Nor does sound decay in a straight line, as reverberation time implies, it decays as a result of myriad reflections—far too complicated for a single number.

Further evidence of the plural nature of acoustics is the fact that a hall must often serve several conflicting functions. Halls designed intentionally to serve multiple functions are called multipurpose halls, but really all halls are multipurpose halls. Many serve several conflicting purposes at once. This is a fundamental challenge in church design. The organist wants a reverberation time of one week, minimum; the sound system guy wants the dry acoustics of a recording studio; and the decorating committee wants a living room. They are all talking about the same space, but radically different functions. What is the acoustician to recommend in this case? Compromise? Not a chance! But this is a subject for another article.

Thus acoustics are not the result of mysterious and unknown forces, nor is acoustics the art of finding some platonic ideal reverberation time. Great acoustics result from getting many aspects of design just right. Fortunately, acoustics is a plural noun; acoustical excellence can manifest itself in many—though not all—forms.

Christopher Brooks is the owner and principal consultant for Orpheus Acoustics. He can be reached at: (717) 291-9123 or orpheus@lancaster.net 🏠

"Though we may not be aware of noise, it is perhaps the most important determinant of the acoustics of a room."

— CHRISTOPHER BROOKS

Masonry Camp by Sara Walbridge

A different kind of summer vacation builds mutual respect between student architects and masonry apprentices

"They care so much about what they do. It inspires me even more."

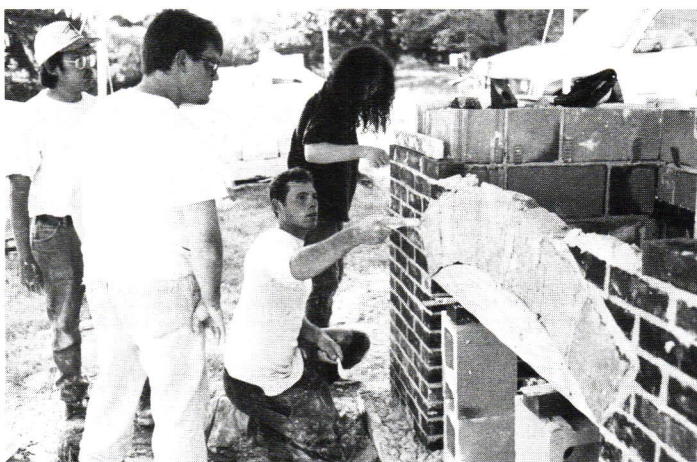
—KRISTEN TAYLOR,
UNIVERSITY OF NEW
MEXICO ARCHITECTURE
STUDENT.

A special kind of summer camp on a remote island in Maine is promoting better buildings. At the International Masonry Institute's (IMI) fifth annual Masonry Camp on Swans Island in June, an innovative program is closing the growing gap between building designers and the people who make those designs a reality by teaching each discipline respect for the other. The basic strategy is deceptively simple: let them experience each other's job and expose them to the beauty of masonry.

For the week-long experience, 20 promising apprentices and architectural graduate students or interns are hand-picked for their potential as tomorrow's leaders. Many of them won local design or apprentice competitions to win a slot. Camp participants also included an expert staff of IMI trainers, architects and engineers, plus three eminent architects to inspire, guide and judge the campers' work.

When they arrive, campers are assigned to design/build teams with equal numbers of both professions, and given a design challenge. This year's was a 16-unit affordable housing community with loadbearing masonry.

For the first few days, part of the time is spent in the design studio, where the emphasis is on giving apprentices hands-on experience of the design profession. The rest of the time is spent giving all campers hands-on familiarity with the trowel trades: brick and block, terrazzo, tile, stone, plastering and ornamental plastering, restoration, and pointing/cleaning/caulking. The craft familiarization sessions are a big hit, even with some BAC apprentices who have not experienced other crafts. And the sessions eloquently demonstrate the value of union-trained masons. "They care so much about what they do," says University of New Mexico architecture student Kristen Taylor. "It inspires me even more."



Apprentices and young architects build one element of their design with the designers doing most of the work.

Apprentices, for their part, were delighted to experience the architect's craft and to prove to the designers how much pride and professionalism they put into their jobs. According to David Donkin, an apprentice bricklayer from Pittsburgh, "I'm mentally exhausted and physically exhausted. It was great."

The camp drew praise from Hugh Newell Jacobsen, FAIA and William Rawn, FAIA. Rawn commented, "the most impressive thing...was the interaction between the craftworker and the designer."

In one short week, the camp session is over, but the effects are long lasting. Campers from previous years say the experience is still vivid in their memories, and a lasting influence in their professional lives today.

For more information on Masonry Camp, contact IMI at 202/783-3908. 🏠

CONTRACTORS' DIRECTORY

A LISTING OF AREA CONTRACTORS AND THEIR PROFESSIONAL SERVICES. To include your firm in this directory, call Tom Lavelle at 882-3410.

■ AIC, INC.

128 Hanover Street, Carnegie, PA 15106
PHONE: 276-7577 FAX: 276-7578
CONTACT: Robert A. Ardolino
*Commercial / Construction management
General / Interior / Renovations*

■ BRIDGES

1300 Brighton Road, Pittsburgh, PA 15233
PHONE: 321-5400 FAX: 321-9823
CONTACT: Paul R. Bridges
*Commercial / Construction management
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Renovations*

■ J. R. BUNN, INC.*

717 Millers Run Road, McDonald, PA 15057
PHONE: 221-7144 FAX: 257-4456
CONTACT: Jim Bunn
*Commercial / Construction management
Industrial / General*

■ BURCHICK CONSTRUCTION CO., INC.*

500 Lowries Run Road, Pittsburgh, PA 15237
PHONE: 369-9700 FAX: 369-9991
CONTACT: Joseph E. Burchick
*Commercial / Construction management
General / Industrial / Interior / Renovations*

■ BURNS & SCALO ROOFING CO., INC.

400 Bursca Drive, Suite 402, Bridgeville, PA 15017
PHONE: 221-6300 FAX: 221-6262
CONTACT: Jack F. Scalo, President
*Commercial / Industrial / Residential
Roofing sheetmetal / Architectural panels*

■ F.J. BUSSE CO., INC.*

P.O. Box 8540
Pittsburgh, PA 15220
PHONE: 921-1231 FAX: 921-9861
CONTACT: John Paul Busse
*Commercial / Construction management
Exterior / General / Industrial / Interior
Renovations*

■ CMI GENERAL CONTRACTORS, INC.

9800 McKnight Road, Pittsburgh, PA 15237
PHONE: 369-9220 FAX: 369-9223
CONTACT: M. Raymond Hildreth
*Commercial / Construction management
Exterior / General / Industrial / Interior
Renovations*

■ CRUMP INCORPORATED*

21 Yost Blvd., Suite 502, Pittsburgh, PA 15221
PHONE: 829-5100 FAX: 829-5107
CONTACT: Scott H. Wardle
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Renovations*

■ DiCICCO CONTRACTING CORPORATION*

1009 Beaver Grade Road, Suite 200
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PHONE: 262-3540 FAX: 269-6699
CONTACT: Samuel E. DiCicco
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■ DICK CORPORATION*

P.O. Box 10896, Pittsburgh, PA 15236
PHONE: 384-1320 FAX: 384-1215
CONTACT: John R. Bonassi
*Commercial / Construction management
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Renovations*

■ P.J. DICK INCORPORATED

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PHONE: 462-9300 FAX: 462-2588
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Renovations / Institutional*

■ FLYNN CONSTRUCTION, INC.

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CONTACT: Thomas O'Connor
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Exterior / General / Interior / Renovations*

■ GENERAL INDUSTRIES

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PHONE: 483-1600 FAX: 483-0990
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CONTACT: David A. Harchuck
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Renovations*

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PHONE: 327-2225 FAX: 733-5993
CONTACT: Jeffrey D. Ferris
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Residential*

■ MORGAN P. KRONK, CONSTRUCTION CONSULTANT, INC.

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PHONE: 787-0720 FAX: 787-0730
CONTACT: Morgan Kronk
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Residential / Valve engineering / Cost
estimating*

■ KUSEVICH CONTRACTING, INC.

P.O. Box 95042,
Pittsburgh, PA 15223
PHONE: 782-2112 FAX: 782-0271
CONTACT: George Kusevich, Jr.
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Renovations / Institutional*

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PHONE: 935-8800 FAX: 935-6510
CONTACT: Thomas A. Landau
*Commercial / Construction management
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■ MARCO CONTRACTORS, INC.

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Warrendale, PA 15086
PHONE: 935-8160 FAX: 935-8159
CONTACT: Martin R. Smith
*Commercial / General Contractors
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PHONE: 828-5500 FAX: 828-6488
CONTACT: Angelo Martini, Sr.
*Commercial / Construction management
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Renovations*

■ MISTICK CONSTRUCTION

1300 Brighton Road, Pittsburgh, PA 15233
PHONE: 322-1121 FAX: 322-9336
CONTACT: Robert Mistick
*Commercial / Construction management
Exterior / General / Interior / Renovations
Residential*

■ MOSITES CONSTRUCTION COMPANY*

4839 Campbells Run Road, Pittsburgh, PA 15205
PHONE: 923-2255 FAX: 788-1169
CONTACT: M. Dean Mosites
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Interior / Renovations*

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3 Glass Street, Carnegie, PA 15106
PHONE: 276-0010 FAX: 276-8123
CONTACT: Janet Torriero
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Renovations*

■ PDG ENVIRONMENTAL, INC.

102 Technology Drive, Export, PA 15632
PHONE: 325-1449 FAX: 327-3717
CONTACT: Shawn P. Regan
Asbestos abatement contractor

■ RECCO CORPORATION

1046 Pittsburgh Street, Springdale, PA 15144
PHONE: 274-2000 FAX: 274-2001
CONTACT: Lew Thomas
*Commercial / Construction management
Exterior / General / Industrial / Interior
Renovations / Residential*

■ REPAL CONSTRUCTION CO., INC.

2400 Ardmore Blvd., Suite 400,
Pittsburgh, PA 15221
PHONE: 271-3700 FAX: 271-3866
CONTACT: Bill Palmer, Jr.
*Commercial / Construction management
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Renovations / Residential*

■ TEDCO CONSTRUCTION CORPORATION*

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PHONE: 276-8080 FAX: 276-6804
CONTACT: Beth Cheberenchick
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■ JOSEPH VACCARELLO, JR., INC.*

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Carnegie, PA 15106
PHONE: 276-2755 FAX: 276-7985
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■ VOLPATT CONSTRUCTION CORPORATION*

250 Curry Hollow Road, Pittsburgh, PA 15236
PHONE: 653-5454 FAX: 653-5755
CONTACT: Raymond A. Volpatt
*Commercial / Construction management
General / Industrial / Interior / Renovations*

■ WJG CONTRACTING, INC.

P.O. Box 4286, Pittsburgh, PA 15203-0286
PHONE: 381-7098 FAX: 381-7698
CONTACT: William J. Gormley, Jr.
*Commercial / Construction management
Exterior / General / Interior / Renovations*

Susan Traub, AIA staff member

From time to time, we feature a member of the Chapter's staff so you can get to know those who work for you.



Family: married, husband Don, exhibit designer, son Andrew, 25, of Kansas City, MO, son Nicholas, 21, photography student, PSU

Years in practice: until I get it right

School/education: BA U of Nebraska, MA U. of Missouri, both in Anthropology

First job after graduation: Missouri State Archaeologist

Project you're proudest of: my two sons

Most embarrassing project/moment: has been expunged from memory

Building you'd like to tear down: my neighbor's garage

If you hadn't been working for architects, what would you have been? wealthy

If someone made a movie of your life, who would play you? John Candy

If you could live anywhere in the world, where? Sedona, Arizona

What's the best part of your job? The Placement Service, a license to meddle in other people's lives!

What would you change about your job? I love my job, I love my job, I love my job...

What have you always wanted to tell your boss? Delegate

What have you always wanted to tell your members? Anne Swager has hired capable people

What's the most annoying thing architects do? procrastinate

Advice to young architects: stay in touch with real people

The one thing you wish they'd teach in school is: the business of architecture

Favorite interior: my home

Favorite building: wherever there are friends

Favorite city: Sedona, AZ

Favorite architect: whoever signs my paycheck

Favorite architecture book: "The Little House"

Most architecturally appealing restaurant in Pittsburgh: the Grand Concourse

Best gift to give an architect: a portfolio of *The Best Works of Mike Brady*

Wish list for Pittsburgh/Downtown: people living downtown, it's beginning to happen!

What's the next big architectural trend?: treating architecture as a business

Someday I'd like to: break even

I want to be remembered for: being honest with myself and the people I deal with

People would be surprised to know that: I am a nationally certified legal secretary, 15 yrs.

The secret to my success is: a mystery to me

I work for the AIA because: Anne is a great judge of talent

ENGINEERS' DIRECTORY

A LISTING OF AREA ENGINEERS AND THEIR PROFESSIONAL SERVICES. To include your firm in this directory, call Tom Lavelle at 882-3410.

■ ACKENHEIL ENGINEERS, INC. (WBE Cert.)

1000 Banksville Road, Pittsburgh, PA 15216

PHONE: 531-7111 FAX: 531-4334

CONTACT: Gary L. Van Balen, P.E.

*Testing & Inspection / Civil / Construction
Consulting / Environmental / Geotechnical*

■ ALMES & ASSOCIATES, INC.

Four Triangle Drive, Suite 200

Export, PA 15632

PHONE: 327-5200 FAX: 327-5280

CONTACT: Blaise E. Genes

*Testing & Inspection / Blasting Vibrations
Civil / Consulting / Construction
Environmental / Geotechnical / Structural
Transportation*

■ ASTORINO BRANCH ENGINEERS, INC.

227 Fort Pitt Boulevard, Pittsburgh, PA 15222

PHONE: 765-1700 FAX: 471-5726

CONTACT: Patrick I. Branch, P.E.

*Civil / Consulting / Electrical
Environmental / Mechanical / Structural*

■ BURT HILL KOSAR RITTELMANN ASSOCIATES

400 Morgan Center, Butler, PA 16001

PHONE: 285-4761 FAX: 285-6815

CONTACT: David R. Linamen, P.E.

Electrical / Mechanical

■ CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

601 Holiday Drive, Foster Plaza 3

Pittsburgh, PA 15220

PHONE: 921-3402 FAX: 921-1815

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Consulting / Environmental / Geotechnical*

■ CLAITMAN ENGINEERING ASSOC., INC.

1340 Old Freeport Road, Pittsburgh, PA 15238

PHONE: 963-6700 FAX: 963-7217

CONTACT: Robert Rosenthal

Consulting / Mechanical

■ CONWAY ENGINEERING

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Pittsburgh, PA 15222

PHONE: 765-0988 FAX: 765-2530

CONTACT: Bob Conway

Consulting / Structural

■ DODSON ENGINEERING, INC.

420 One Chatham Center, Pittsburgh, PA 15219

PHONE: 261-6515 FAX: 261-6527

CONTACT: Herbert J. Brankley, P.E.

Consulting / Mechanical

■ ELWOOD S. TOWER CORPORATION

8150 Perry Highway, Suite 319,

Pittsburgh, PA 15237

PHONE: 369-7777 FAX: 364-8115

CONTACT: David E. Tower

*Consulting / Electrical / Mechanical
Telecommunications*

■ ENGINEERING MECHANICS, INC.

4636 Campbells Run Road, Pittsburgh, PA 15205

PHONE: 923-1950 FAX: 787-5891

CONTACT: Daniel Grieco, Jr., P.E.

*Testing & Inspection / Geotechnical
Consulting / Environmental
Blasting Vibrations*

■ FIRSCHING, RUSBARKY AND WOLF ENGINEERING, INC.

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PHONE: 271-5090 FAX: 271-5193

CONTACT: Daniel J. Wolf / David D. Rusbarsky

Consulting / Mechanical

■ P. L. FRANK, INC.

5850 Ellsworth Avenue, Suite 301

Pittsburgh, PA 15232

PHONE: 361-7707 FAX: 362-3062

CONTACT: Philip Frank, P.E.

*Testing & Inspection / Construction
Consulting / Environmental / Mechanical*

■ THE GATEWAY ENGINEERS, INC.

1011 Alcon Street, Pittsburgh, PA 15220

Pittsburgh, PA 15239

PHONE: 921-4030 FAX: 921-9960

CONTACT: Ruthann L. Omer, P.E., President

Civil

■ GIPSON ENGINEERING

122 Kerr Road, P.O. Box 14359

Pittsburgh, PA 15239

PHONE: 339-2911 FAX: 339-8814

CONTACT: Stephen R. Gipson, P.E.

*Consulting / Electrical / Mechanical
Structural*

■ HORNFECK ENGINEERING, INC.

1020 North Canal Street, Pittsburgh, PA 15215

PHONE: 781-1500 FAX: 781-5593

CONTACT: Richard W. Petrie, P.E.

*Consulting / Electrical / Instrumentation
Lighting / Telecommunications*

■ L. ROBERT KIMBALL & ASSOCIATES

415 Moon Clinton Road

Moon Township, PA 15108

PHONE: 262-5400 FAX: 262-3036

CONTACT: Thomas L. Blank, CIH, CSP

*Asbestos Management / Environmental
Site Assessments / Indoor Air Quality
Lead Based Paint Management
Radon Testing-Mitigation
Industrial Hygiene-Safety*

■ LLI TECHNOLOGIES DESIGN GROUP

806 Penn Avenue, Pittsburgh, PA 15222

PHONE: 338-0700 FAX: 338-0701

CONTACT: Charles P. Haynes

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Mechanical / Telecommunications
Structural*

■ LENNON, SMITH, SOULERET ENGINEERING

1836 Broadhead Road

Aliquippa, PA 15001-4301

PHONE: 378-3000 FAX: 375-6950

CONTACT: Daniel S. Gilligan

Civil / Consulting / Environmental

■ PETER F. LOFTUS DIVISION

Eichleay Engineers Inc., 6585 Penn Avenue

Pittsburgh, PA 15206-4407

PHONE: 365-3457 FAX: 365-3304

CONTACT: Samuel C. Lyon

*Civil / Consulting / Electrical
Mechanical / Structural
Telecommunications*

■ CARL J. LONG & ASSOCIATES

One Gateway Center, 5 West, Pittsburgh, PA 15222

PHONE: 471-9100 FAX: 471-5468

CONTACT: John Wilhelm

Electrical / Telecommunications

■ MAZZA ENGINEERING ASSOCIATES, INC

236 Center Grange Road, Aliquippa, PA 15001

PHONE: 728-8110 FAX: 728-8559

CONTACT: Jacqueline K. Mazza

*Civil / Consulting / Mechanical / Structural
Transportation*

■ MEUCCI ENGINEERING, INC.

409 Elk Avenue, Carnegie PA 15106

PHONE: 276-8844 FAX: 276-2960

CONTACT: James B. Fath, P.E.

Consulting / Electrical / Mechanical

■ MURRAY ASSOCIATES, INC.

413 Penn Avenue, Turtle Creek, PA 15145

PHONE: 823-2020 FAX: 824-7302

CONTACT: Paul J. Messineo, Jr.

*Structural / Civil / Geotechnical
Environmental / Testing & Inspection
Construction*

■ POLYTECH, INC.

Two Gateway Center, Suite 620

Pittsburgh, PA 15222

PHONE: 355-2096 FAX: 355-2376

CONTACT: Michael C. Moore

*Civil / Consulting / Electrical
Environmental / Mechanical / Structural
Transportation*

■ PSI

850 Poplar Street, Pittsburgh, PA 15220

PHONE: 922-4000 ext. 220 FAX: 922-4043

CONTACT: Jeff Macedonia

*Testing & Inspection / Civil / Construction
Consulting / Environmental / Geotechnical*

■ RCF ENGINEERS, INC.

Fourth Floor, 209 Sandusky Street

Pittsburgh, PA 15212

PHONE: 231-5500 FAX: 231-6427

CONTACT: Mark S. Wolfgang, P.E., President

*Testing & Inspection / Consulting
Electrical / Environmental / Mechanical
Telecommunications*

■ SAI CONSULTING ENGINEERS, INC.

300 Sixth Avenue, Pittsburgh, PA 15222-2571

PHONE: 392-8750 FAX: 392-8785

CONTACT: Walter S. Krasneski, Jr.

*Testing & Inspection / Civil / Consulting
Structural / Transportation*

■ SE TECHNOLOGIES, INC.

98 Vanadium Road, Bridgeville, PA 15017

PHONE: 221-1100 FAX: 257-6103

CONTACT: Frank Gentile

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■ STRUCTURAL ENGINEERING CORP.

Centre City Tower, Suite 1200

650 Smithfield Street

Pittsburgh, PA 15222

PHONE: 338-9000 FAX: 338-0051

CONTACT: Dennis A. Roth, P.E.

Structural

■ TRANS ASSOCIATES ENGINEERING CONSULTANTS, INC.

2419 Baldwick Road

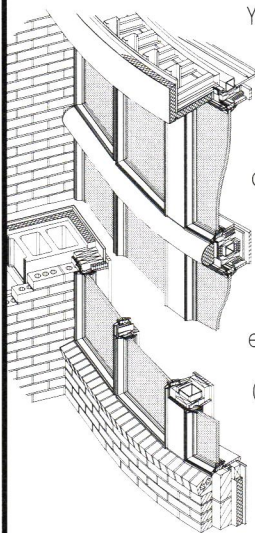
Pittsburgh, PA 15205

PHONE: 937-8070 FAX: 937-8071

CONTACT: Sandra Sabo

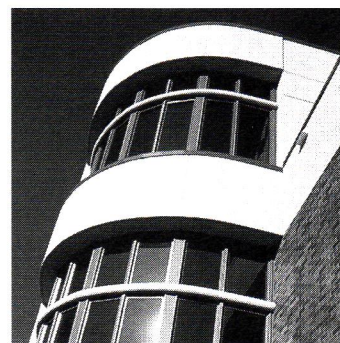
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THE MASTER BUILDERS ASSOCIATION OF WESTERN PENNSYLVANIA (MBA)

MBA and PSA Advocate Design/Build

The Master Builders Association (MBA) and the Pennsylvania Society of Architects (PSA) recently testified before the PA House Professional Licensure Committee in support of HB1271, Design/Build, a project delivery system allowing one entity to sign a single contract accepting full responsibility for both design and construction services for a project.

Design/Build is the fastest-growing project delivery method in the construction industry, representing over one-third of all work. The MBA is proud to partner with PSA on this vital issue, to ensure that Pennsylvania remains competitive in this ever-changing market.

Call Executive Director Jack Ramage at 412-922-3912 for more information on this issue.

PITTSBURGH
CHAPTER OF



GENERAL SERVICES DIRECTORY

A LISTING OF AREA BUSINESSES AND THEIR PROFESSIONAL SERVICES. To include your firm in this directory, call Tom Lavelle at 882-3410.

ARCHITECTURAL WOODWORK

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500 Scotti Drive, Bridgeville, PA 15017

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CONTACT: Monty Gibson

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CONTACT: Art Hawk or John Gibbon

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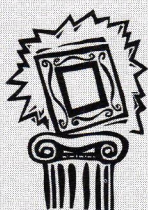
With the new General Services Directory,

you can list your business by specialty in *Columns*. List your firm under the heading of your choice.

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- HVAC
- Electrical Service
- Design
- Roofing
- Signage
- Windows and Doors
- Brick Waterproofing
- Interior Design
- CADD Services
- Lumber
- Data
- Flooring
- Carpeting
- Tile
- Plumbing

Call Tom Lavelle at 412-882-3410 for details on how you can reach the right audience with our new directory!

1997 Design Awards



MONDAY, NOVEMBER 17 AT THE BYHAM THEATER

Please join us for a sip of bubbly starting at 6 p.m., an exhibit of the winning projects and the awards' presentation. Keynote Speaker Congressman Earl Blumenauer of Portland, Oregon will speak at 7 p.m. COST: \$5 for students and \$20 for all others.

NAME _____

PHONE _____

NUMBER OF TICKETS @ \$5 _____ @ \$20 _____

TOTAL _____

☐ MASTERCARD # _____

☐ VISA # _____

☐ CHECK ENCLOSED _____

MAIL/FAX THIS FORM TO: AIA Pittsburgh, 211 Ninth Street, Pittsburgh, PA 15222 FAX: 471-9501

Upcoming Issues

NOVEMBER: **Design Awards**

DECEMBER: **The Year in Review**

Guidelines for Submissions:

We're eager to hear from you with story ideas and articles. Before completing an article, please contact Gloria Forouzan at AIA (471-9548) or fax her a brief outline or description (471-9501). Final articles must be accompanied by photos and/or sketches; identify the subject and the project architect and contractor (if appropriate).

Once an article is accepted, submit a hardcopy and a copy of it on a disk, along with any illustrations. We prefer a MAC format (Clarisworks or Microsoft Word v. 3.0 or 4.0) or Word for Windows. Copy should also be emailed to the editor at cyberjyber@aol.com. *We reserve the right to accept or reject all submissions and to edit all accepted submissions.*



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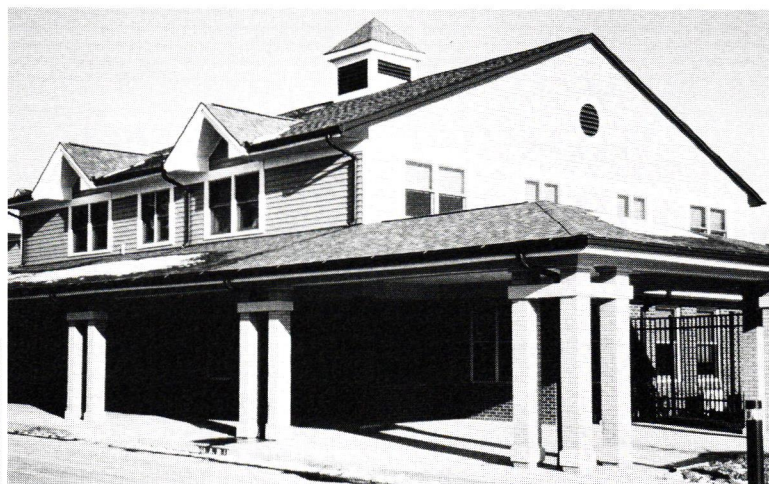
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EQUAL OPPORTUNITY EMPLOYERS

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Architects:
Lorenzi Dodds & Gunnill, Inc.

General Contractor:
Jendoco Construction



Atrium I Nursing, Research and Rehabilitation Center

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- Nevillewood Private Residences (several)
- Southpointe Country Club
- Chestnut Ridge Condominiums
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