VOL. 33, NO. 3 | FALL 2015

SUPERSTRUCTURE

United States Courthouse

Floats Over Downtown Los Angeles

INSIDE THIS ISSUE

CLARK CONSTRUCTION

A BETTER WAY TO BE CIVIL

WE BUILT OUR NAME BY BUILDING UP. From office buildings and museums dotting Washington, D.C., to the skyscrapers that punctuate landscapes in Chicago and San Francisco, many of our most notable projects are vertical. But looking up only tells part of our story.

While we built our name by delivering hospitals, stadiums, and all manner of vertical structures, our civil portfolio is rapidly expanding: Atkinson, Shirley, and Clark Civil teams performed more than $1 billion of work on roadway, aviation, mass transit, and wastewater projects across the country last year. Our teams continue to fortify our nation's infrastructure through new work secured at Sea-Tac Airport in Seattle and for CSX in Washington, D.C.

As our capacity to deliver civil infrastructure grows, we are taking a critical look at how we perform that work. We are proud to be on the leading edge of safety and sustainability among general building contractors, and hold ourselves to that same standard in the civil sector. Atkinson has developed a strong safety culture across its entire company by taking a behavioral approach that is designed to engage employees at all levels. Exploring their safety program reveals some effective strategies that raise the bar for civil safety and how craftsmen approach their work.

Sustainability isn't often associated with civil construction, but it should be. A sustainable approach to infrastructure is one of the American Society of Civil Engineer's three key solutions to the nation's infrastructure problems; and it will do more than just benefit the environment. Considering the full impact and life cycle of an infrastructure project strengthens resiliency and can improve ongoing maintenance. Envision, a new rating system, provides detailed guidance for building sustainable infrastructure. Internally, our civil and sustainability teams are working together to incorporate Envision's standards and philosophies into our planning, design, and construction processes.

We may have built our name by building up, but we continue to strengthen our reputation by building safely and sustainably. And, as you'll see in this issue of Superstructure, we take the same approach to all of our projects — vertical, horizontal, and even underground.

SUPERSTRUCTURE

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CLARK CONSTRUCTION

SUPERSTRUCTURE

VOL. 33, NO. 3 | FALL 2015

FEATURES

DEPARTMENTS

ON THE COVER

Clark's Los Angeles U.S. Courthouse team recently completed the "let down" of the building, revealing a "floating cube" effect.

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Rendering courtesy of the Port of Seattle

The new International Arrivals Facility at Sea-Tac will increase the airport's capacity to accommodate international travel.

Clark Tapped to Lead Transportation Infrastructure Improvements Across the Country

Sea-Tac International Arrivals Facility

Clark is returning to Seattle-Tacoma International Airport (Sea-Tac) ten years after completing the airport's South Terminal Expansion. The Port of Seattle recently awarded the company a $420 million design-build contract for a 350,000 square foot International Arrivals Facility (IAF).

Clark will lead the design-build team in delivering the three-story, IAF on the east side of Sea-Tac's concourse A. The scope of work also includes an elevated sterile corridor to serve international passengers, and an iconic bridge that will span approximately 900 linear feet over an active taxiway from the new IAF to the south satellite. To minimize impact to airport operations and expedite installation, the bridge will be prefabricated offsite. When complete, the bridge will offer views of Mount Rainer and the Olympic Mountains.

Sea-Tac is the fastest growing of the top 20 U.S. airports and was the 13th busiest in 2014. By building a new International Arrivals Facility, the Port of Seattle Commission is striving to increase its capacity to accommodate international travel growth, improve its processing of arriving international travelers and their baggage, and provide a world-class traveler experience that makes Sea-Tac a preferred West Coast hub.

The project is being designed to achieved LEED® Silver certification.

Substantial completion is expected in early 2019.

Atkinson Construction will play a key role in the bridge construction. Skidmore, Owings & Merrill, San Francisco/New York and The Miller Hull Partnership, Seattle, are leading the design team. Additional project partners include ARUP, Seattle/Los Angeles, MEP engineer; KPFF, Seattle, structural engineer; MKA, Seattle, civil engineer; and Schlaich Bergerman Partners, Berlin, Germany/New York, bridge designer.

Virginia Avenue Tunnel Reconstruction

Clark and joint venture partner Parsons Transportation Group have been awarded a design-build contract by CSX Transportation for the Virginia Avenue Tunnel Reconstruction Project in Southeast Washington, D.C.

Originally constructed more than 110 years ago, the Virginia Avenue Tunnel is a critical pathway for freight trains traveling through Washington, D.C. and along the I-95 rail corridor. A single-track tunnel that can only accommodate one single-stack train at a time, it is a frequent chokepoint for rail traffic. Clark/Parsons will design and construct a new tunnel system under Virginia Avenue, between 2nd Street and 12th Street, SE. The team will fully reconstruct the tunnel, install a second track, and increase the clearance of the tunnel to make room for double-stack intermodal container trains. Clark/Parsons will complete all work with no interruption to train operations.

The team will approach the project in two phases. First, they will demolish portions of the tunnel's south wall and roof to accommodate the new south tunnel. The team will then construct a secant pile wall system adjacent to the remaining section of the south wall to act as a support of excavation system, as well as the dividing wall between the new tracks for a portion of the reconstructed tunnel. During this first phase, the team also will construct a new 4,100-foot, cut-and-cover south tunnel, in a trench up to 50 feet deep, adjacent to the existing active tunnel. At the end of phase one, train traffic will be diverted to the new south tunnel. The team also will permanently relocate numerous utilities, including water, sewer, gas, electric, and communications.

During phase two, Clark/Parsons will demolish the remaining sections of the existing tunnel's roof and south wall and construct the new 4,100-foot, cut-and-cover north tunnel. The team will also fully restore traffic to Virginia Avenue on a modified alignment that returns it closer to the historic L'Enfant Plan.

During construction, the team will erect six temporary bridges to maintain vehicular and pedestrian traffic across the site.

Clark Foundations, Clark Concrete, C3M Power Systems, and Metro Earthworks will play an integral role in the project.

Construction began earlier this year and substantial completion is scheduled for 2018. ■

New Contracts

Across the country, and in a variety of markets, Clark Construction Group and our subsidiaries have recently been selected to deliver a number of new projects. This quarter, our new work includes:

RESIDENTIAL

The Blairs, Block F1
Construction of a residential building with three wings: a 14-story tower, a 7-story wing, and a 5-story wing
Location: Silver Spring, MD
Company: Clark Construction Group
Client: The Tower Companies
Architect: Design Collective
Contract Amount: $73 million
Completion: Summer 2017

Rendering courtesy of Design Collective

Rendering courtesy of HOK

CORRECTIONAL

East County Detention Center
Construction of a 500,000 square-foot facility to replace the existing Riverside county jail
Location: Indio, CA
Company: Clark Construction Group
Client: County of Riverside Economic Development Agency
Architect: HOK
Contract Amount: $274 million
Completion: Summer 2018

Rendering courtesy of ZGF Architects, LLP

EDUCATION

Washington State University Digital Classroom Building
Design and construction of an 83,000 square-foot academic building with a 250-seat learning hall
Location: Pullman, WA
Company: Clark Construction Group
Client: Washington State University
Architect: ZGF Architects, LLP
Contract Amount: $43 million
Completion: Summer 2017

Bowles Hall Renovation
Renovations, including seismic upgrades, to a 57,000 square-foot student dormitory
Location: Berkeley, CA
Company: Clark Construction Group
Client: Education Realty Trust and the Bowles Hall Foundation
Architect: Pyatok Architects, Inc.
Contract Amount: $26 million
Completion: Summer 2016

HIGHWAY

Route 7 and Route 659 Interchange
Construction of a new single-point urban interchange and road widening
Location: Leesburg, VA
Company: Shirley Contracting Company
Client: Loudoun County, VA
Engineer: Dewberry Consultants, LLC
Contract Amount: $48 million
Completion: Summer 2018

HOSPITALITY

220 South Union Street
Construction of a 120-key hotel, the first project in The Alexandria Waterfront Redevelopment Plan
Location: Alexandria, VA
Company: Clark Construction Group
Client: Carr City Centers
Architect: Rust Orling Architecture
Contract Amount: $23 million
Completion: Spring 2017

Rendering courtesy of Rust Orling Architecture

MIXED USE

3218 North Clark Street
Construction of a nine-story building with 90 apartments and 35,000 square feet of retail space
Location: Chicago, IL
Company: Clark Construction Group
Client: BlitzLake Partners
Architect: Hirsch Associates, LLC
Contract Amount: $27 million
Completion: Fall 2016

Square 50
Demolition of existing fire station and construction of a nine-story residential building with new fire station at street level
Location: Washington, D.C.
Company: Clark Construction Group
Client: EastBanc, Inc.
Architect: WDG Architecture
Contract Amount: $32 million
Completion: Winter 2016

700 Penn
Construction of two residential buildings and an office building near Washington, D.C.'s Eastern Market
Location: Washington, D.C.
Company: Clark Construction Group
Client: EastBanc, Inc.
Architects: Esocoff & Associates
Contract Amount: $116 million
Completion: Summer 2017

Rendering courtesy of M-1 Rail

MASS TRANSIT

M-1 Rail Streetcar Overhead Catenary Systems
Completion of the overhead catenary system and traction power feeders for the M-1 rail project, a 3.3-mile circulating streetcar
Location: Detroit, MI
Company: C3M Power Systems
Client: Stacy and Witbeck
Architect: URS
Contract Amount: $4 million
Completion: Winter 2017

PARKING STRUCTURE

Fort Meade East Campus Parking Structure
Construction of a nine-story, 1,400-space parking structure
Location: Fort Meade, MD
Company: Clark Construction Group
Client: United States Army Corps of Engineers — Baltimore District
Architect: Jacobs
Contract Amount: $40 million
Completion: Summer 2017

Rendering courtesy of Esocoff & Associates

TECHNOLOGY SYSTEMS

Museum of the Bible Technology Systems Implementation
Installation and implementation services for multiple technology systems including voice, data, security, and access control
Location: Washington, D.C.
Company: S2N Technology Group
Client: Museum of the Bible, Inc.
Architects: SmithGroup JJR, The PRD Group, C&G Partners, BRC Imagination Arts
Contract Amount: $10 million
Completion: Summer 2017

Rendering courtesy of Museum of the Bible

At Atkinson, Safety Begins with Engagement

Heavy civil construction has a unique set of safety requirements and considerations. To develop a strong safety culture among its personnel, Atkinson is taking a behavioral approach to managing safety, engaging employees, and raising the discourse about safety on site. As the level of engagement rises, Atkinson has found, sites become safer for workers, visitors, and the surrounding community.

Atkinson's New Employee Orientation includes a comprehensive safety review. The orientation is supplemented by a web-based safety program with more than 30 modules to ensure consistent communication of safety expectations across the company. The orientation also introduces new employees to 'Speak Up, Listen Up,' an initiative that ensures everyone has an equal voice when it comes to issues specific to safety. Speak Up, Listen Up is more than a procedure; it is foundational to Atkinson's safety culture and is recognized as a core value. The initiative has fostered an open dialogue about safety on jobsites, and has set the precedent that if any employee speaks up about safety, everyone is expected to listen. ■

Think through the tasks
Recognize the hazards
Assess the risks
Control all hazards
Keep safety first in all tasks

THE TRACK PROCESS

On-site, Atkinson measures and evaluates safety less with statistics and more by qualitative methods: how engaged workers are, the quality of safety conversations, and how non-project team members are apprised of safety procedures.

A significant catalyst of Atkinson's on-site safety culture is the TRACK process, which is completed by every crew, every shift, every day. In some cases, a TRACK may be developed more than once in a shift, if the tasks to be performed change throughout the day.

TRACK ensures that all work on site is thoroughly planned and that all employees are equally engaged in high-quality conversations that positively influence the Atkinson safety culture. Supervisors are trained on how to evaluate and measure TRACK effectiveness by asking open-ended questions, listening for the right conversations, and identifying unique opportunities to recognize employees for their proactive engagement.

The overarching goal of the TRACK process goes beyond simply planning all work. The process is set up such that every member of every work crew is equally versed in any task's planning and safety procedures. This ensures that each employee has an awareness of what all other employees are planning and committed to do for the shift. If something changes, each employee is empowered and expected to speak up and draw attention to the "change." This shared responsibility is particularly valuable when visitors are on site. Atkinson spends a lot of time focusing on the safety of visitors, defined as anyone not present for the TRACK conversations at the beginning of shift. Through TRACK, any member of the crew can approach a visitor — whether it is a project manager or a corporate executive — and brief them on the TRACK form to include current work activities, potential risks, and specific safety measures. All visitors sign the TRACK acknowledging their briefing.

Through the TRACK process and other safety initiatives, Atkinson has increased workers' personal engagement in the company's safety culture. Currently, Atkinson is exploring the potential to use a web-based interface to maximize potential value.

These measures have positively affected behaviors and engagement on site and continue to strengthen the company's safety culture. ■

L.A.'S FLOATING CUBE
IS NO MAGIC TRICK

A MASSIVE CUBE THAT SEEMINGLY FLOATS over downtown Los Angeles is no Hollywood magic, but rather an engineering marvel brought to life by a design-build team that includes Clark, Skidmore, Owings & Merrill (SOM), and Herrick Steel. A signature design element of the new U.S. Courthouse in Los Angeles, the cube was "let down" off its temporary supports earlier this year, creating the floating effect.

Project architect and engineer, SOM, conceived the cube and devised a design that hung the building's 35-foot cantilevered structure from columns supported by a unique truss system nine floors above grade.

The courthouse's initial design concept included a truss scheme that incorporated parallel top and bottom chords. Not only did this concept require typical floors to be elevated as much as 3 ½ inches along the perimeter bays, but it also meant the building would have to be jacked at the roof level to remove the temporary shoring columns.

Following further review of the early drawings and constructability, the design-build team sought an alternative system to achieve the design intent. After producing several iterative models, the team developed a truss scheme inspired by the concentric properties of a wagon wheel. This approach allowed the courthouse to be raised from the basement, as opposed to the roof, to free the shoring columns.

In order for the elastic properties to unfold with their final design, SOM calculated the projected elasticity for each column on every floor, which ranged from ½ inch at the roof level to 1 ⅜ inch at the building's second floor. On paper, these calculations seemed trivial, but in reality, achieving these results was critical.

Herrick Steel fabricated the steel structure and developed plans to temporarily shore the building's second floor, where it cantilevered out 35 feet. The team installed 24, 42-inch-diameter steel columns, each taller than 50 feet. These columns held the structure in place for 11 months: nine months to erect the steel and an additional two to weld the truss connections that support the hanging structure.

When the connections were secure, the team used a series of hydraulic jacks to raise the building just enough to remove temporary shims ¾ of an inch at a time. After two days, the building was free and its design tolerances were verified. Within a week, all 24 temporary shoring columns were removed and the gleaming steel cube appeared to float above the ground below.

With the courthouse's "let down" in the rear-view mirror, the design-build team is focused on installing the building's 220,000 square-foot serrated curtain wall façade.

The Los Angeles U.S. Courthouse project is scheduled to be complete next summer. ■

Far right: Herrick Steel temporarily shored the second floor, where the courthouse cantilevers out 35 feet. Herrick installed 24, 42-inch-diameter steel columns to support the perimeter structure during the erection phase.

Near right: To remove temporary shoring, Herrick employed a series of hydraulic jacks to raise the building just enough to remove temporary shims ¾ of an inch at a time.

VIRTUAL CONCRETE MANAGEMENT GROUP INCREASES JOBSITE QUALITY AND EFFICIENCY

Clark Concrete, the company's in-house cast-in-place concrete contractor, helps provide our clients with greater schedule, cost, and quality certainty. The group has established itself as one of the Mid-Atlantic Region's premier concrete companies, known for completing highly complex and challenging projects. Clark Concrete's new Virtual Concrete Management (VCM) Group furthers Clark's mission to maximize value for clients by combining state-of-the-art building methods with world-class technical acumen to standardize job processes, identify conflicts before they impact the project site, and create efficiencies in the field.

The VCM Group is a central point of coordination for all concrete project teams. The group develops three-dimensional models of Clark Concrete's work. These virtual models enable the team to perform sequence analysis, spearhead coordination with other trades, translate model information into data points for engineering layout, reconcile contract documents with drawings, and enhance communication among all project stakeholders.

One of the group's greatest areas of focus is improving communication between designers and craftsmen to maximize jobsite efficiency. The VCM Group ensures that design intent is clear and that crews fully understand what needs to be constructed before work begins, eliminating delays in the field. With the assistance of virtual modeling, the group resolves issues months in advance of work taking place, allowing Clark Concrete's field supervision to focus on delivering a higher quality product more efficiently.

Coordinating reinforcing steel requirements is another VCM Group service. Incorrectly detailed rebar is one of the leading causes of schedule delays or quality issues through the structural phase of a project. The VCM Group reviews all rebar shop submittals and evaluates them against the virtual model. Any discrepancies or comments are noted and returned to the shop before fabrication. As a central resource for all Clark Concrete projects, the VCM Group shares the responsibility of rebar coordination with project teams, which allows them more time to concentrate on other facets of the job. When the rebar arrives on site, the VCM Group joins the team to perform quality control inspections and verify placement.

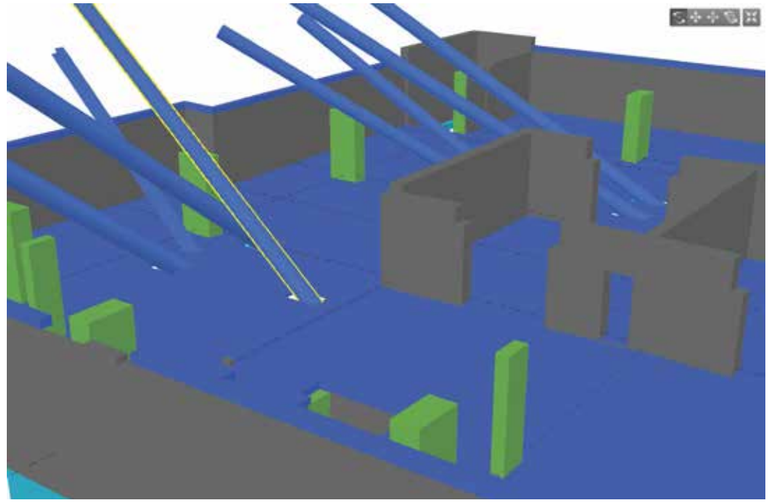
Over the past few months, the VCM Group has been instrumental in assisting Clark Concrete's most complex projects be successful. At the National Museum of African American History and Culture, the team prepared three-dimensional alternative rebar proposals for easier presentations to the client. The Glenstone II team, which is utilizing Clark Concrete's first comprehensive virtual model, does not start a single pour without a full team sign off on designs from the project's virtual model.

Clark Concrete's Virtual Construction Management Group has seamlessly integrated with Clark's overall virtual design and construction efforts, both in the office and in the field. As the group grows, they are investigating new ways to leverage technology to make the concrete placement process more efficient, including tying their models to budgets and schedules and designing custom formwork templates with three-dimensional printers. ■

VCM IN ACTION: CEB TOWER AT CENTRAL PLACE

The 31-story CEB Tower at Central Place in Rosslyn, VA, was the first project to benefit from the VCM Group's full range of capabilities. Working approximately two months ahead of the planned start of work, the team began evaluating the building's virtual model at the foundation and meticulously worked their way up, ultimately identifying several potential conflicts and MEP/structure clashes. Discovering these issues is not uncommon on a jobsite, but finding them in advance of field work commencing provided a significant schedule and quality advantage. With the VCM Group's help, Clark Concrete submitted more than 80 potential conflicts, many of which were clarified in meetings with the design team. The project team collaborated on solutions to others to balance constructability and design intent.

The VCM Group's coordination efforts helped resolve a majority of conflicts and issues weeks before field operations commenced. Clark Concrete's workforce has been efficiently placing concrete since the first pour. The group's 46,070 cubic yard scope of work is expected to be complete next summer.



ENVISION CREDIT CATEGORIES AT A GLANCE:

QUALITY OF LIFE
+ *PURPOSE*
+ *WELLBEING*
+ *COMMUNITY*

LEADERSHIP
+ *COLLABORATION*
+ *MANAGEMENT*
+ *PLANNING*

RESOURCE ALLOCATION
+ *MATERIALS*
+ *ENERGY*
+ *WATER*

NATURAL WORLD
+ *SITING*
+ *LAND AND WATER*
+ *BIODIVERSITY*

CLIMATE AND RISK
+ *EMISSIONS*
+ *RESILIENCE*

SMART SUSTAINABLE SOLUTIONS FOR CIVIL INFRASTRUCTURE

The Envision™ Rating System evaluates sustainable approaches to civil infrastructure

By Fulya Kocak

Over the past decade, a majority of the progress made in sustainable building was in the vertical market. Industry organizations and municipalities developed certification programs and regulations that recognized and governed office buildings, schools, healthcare facilities, and even neighborhoods. While the nation's roads, railways, bridges, and water treatment facilities compose a significant portion of the built environment, these key pieces of civil infrastructure continue to be constructed without the same attention to sustainability.

In its 2013 Report Card, which provides a comprehensive assessment of current conditions and needs, the American Society of Civil Engineers gave America's infrastructure a D+ and estimated an investment of $3.6 trillion to improve conditions to a B by 2020. The deteriorating state of our infrastructure systems has been evident in the increasing numbers of bridge collapses, water main breaks, and power outages across the country. America's infrastructure demands more attention and there is a great need and opportunity to implement sustainability into this market.

The Envison Rating System is a new tool used to evaluate sustainable, holistic approaches to roads, bridges, pipelines, water treatment plants, and other civil infrastructure. Similar in purpose to the USGBC's LEED Rating System, Envision was developed in a collaboration between the Zofnass Program for Sustainable Infrastructure at the Harvard University Graduate School of Design and the Institute for Sustainable Infrastructure (ISI). The ISI also offers the ENV SP credential for civil construction professionals and maintains a list of Envision Qualified Companies.

Infrastructure projects frequently require collaboration among multiple agencies and stakeholders, each with a unique set of schedules, agendas, budgets, and sources of funding. Envision acknowledges this and rewards teams that integrate and align goals as a means to maintain a focus on maximizing a project's sustainable performance. Projects seeking Envision certification may earn a total of 60 credits in five categories: quality of life, leadership, resource allocation, natural world, and climate and risk. Credits are earned based on five levels of achievement, ranging from performance that is above regulatory requirements (improved) to the highest level of effort (restorative).

Project teams can fulfill requirements similar to LEED, including reducing heat island effect and diverting waste from landfills, and also for infrastructure-specific items such as preparing for long-term adaptability, preserving fresh water availability, and avoiding building on steep slopes. Envision's quality of life category gives teams the unique opportunity to earn credits for improving community mobility, developing local skills, and minimizing noise, vibration, and light pollution. Envision projects can earn one of four recognition levels: bronze, silver, gold, and platinum.

The Envision Rating System's tools are free for teams interested in maximizing their project's sustainability. For a fee, projects seeking formal Envision recognition are verified through ISI's independent third-party verification program. The ISI verifiers are qualified experts contracted to review Envision project assessments. These experts also mentor ENV SPs during the project assessment to help the project team achieve their sustainability goal.

As one of the nation's leading civil contractors, Clark is an Envision Qualified Company and has a number of ENV SPs on project teams across the country. For more information about the Envision Rating System and sustainable infrastructure, contact Clark's Director of Sustainability, Fulya Kocak at **fulya.kocak@clarkconstruction.com.** ■

Horizon Group founder Al Kashani (left) and partner Sadie Rucker (right)

CLARK & HORIZON RAISING THE BAR IN HOUSTON

Clark/Horizon is committed to identifying and training Houston-area small businesses

Even by small business standards, Horizon Group started small. Founded in 1995 by Al Kashani, the Houston-based general contractor's first job was a bathroom renovation. The project's total value: $575. But, as Al notes, "Every job is important. You are only as good as your last job." Horizon's performance on their first job earned them additional work from the same client and soon, their project values had jumped from three figures to seven.

A few years later, Sadie Rucker, Al's former colleague at the University of Houston, joined Al as a partner of Horizon. The two worked out of an apartment above Al's garage, sharing a single table, chair, phone, and computer. In the first year, Horizon, a certified HUB/MBE/WBE business, grew its revenue to $3 million. But Al and Sadie knew that if their company was to grow larger, they'd have to leave the garage and have more than one superintendent on the payroll.

With a new office and a growing number of employees, Horizon pursued and performed work in Houston's higher education market. Al and Sadie gradually increased their firms capabilities, branching into real estate development and, as bonding capacity grew, took on construction-manager-at-risk and design-build projects. Around this time, Horizon and Clark began a dialogue about potential work opportunities; then the two companies found themselves working together in an unusual place: the classroom.

Both companies supported Houston Community College's Building and Contracting Leadership Program. Horizon and Clark employees helped develop and deliver program curriculum; Horizon even enrolled interns into the program for added training. As the two companies learned more about each other — inside the classroom and out — a mutual admiration grew. Both companies understand the importance of small businesses to the local economy and share a corporate culture of client service and a safety-first focus; this alignment would prove to benefit both companies, as well as greater Harris County.

Following the program, Horizon expanded its portfolio to include a variety of municipal projects for the county, the City of Houston, and local airports, increasing its annual revenue to over $40 million. The firm has earned several accolades for its work in the area, including a "Minority Contractor of the Year" award from the Houston MBDA Business Center. The firm also was named one of the "Top 25 Prime Contractors for Diversity" by local publication Subcontractors USA. As Clark looked to grow its presence in Houston, Horizon emerged as a natural partner.

A joint venture of Clark and Horizon will break ground on the $80 million Harris County Joint Processing Center this fall. This project, which will consolidate city and county inmate processing activities, represents a milestone project for Harris County. Though not contractually obligated to have small/HUB business participation, Clark/Horizon understands the importance of identifying and developing these companies. The joint venture is making a good faith effort to acquire small/HUBS business participation and has set its own goal of 15 percent.

Working as a fully-integrated team, Clark/Horizon is committed to identifying and training Houston-area businesses to increase their capacity and win work on the Joint Processing Center and additional local work. As Horizon can attest, for a small business, even the tiniest contract can be a step in the right direction. ■

BUILDING BLITZ BRINGS FOUR NEW HOUSES IN FIVE DAYS

Clark teams are used to delivering on fast-track schedules, but they are typically measured in months, not days. But, when San Diego Habitat for Humanity staged a Building Blitz this summer to erect four homes — from the ground up — in just five days, a team of Clark's San Diego-area employees accepted the challenge.

Local subcontractors and Habitat for Humanity donated all the materials to construct a complete home, while Clark volunteers, along with other general contractors, donated their time and craftsmanship to construct the four, 1,300 square-foot homes for underprivileged residents of El Cajon, CA. A comparable home would typically take six months to construct. The new homeowners also volunteered with Habitat for Humanity and will contribute 33 percent of their income to the mortgage. ■

Senior Project Manager Matt Gerard presented the Clark-sponsored home to the Ali Family, who were overwhelmed with gratitude.

SAMARITAN INNS HONORS MR. CLARK'S MEMORY

This summer, Samaritan Inns re-named one of its facilities to honor A. James Clark. Mr. Clark's wife, Alice, and daughter, Courtney Clark Pastrick, were in attendance and accepted a dedication plaque in Mr. Clark's honor.

Samaritan Inns provides structured housing and recovery services for homeless or at-risk individuals battling drug and alcohol addictions. When Samaritan Inns began in 1985, Mr. Clark helped purchase and renovate their first transitional home in Washington, D.C. Since then, the organization has renovated eight abandoned houses and buildings across the D.C. area and has assisted more than 12,000 men and women as part of its unique Recovery Continuum.

The ceremony also introduced the new Samaritan Inns' Women with Children Program. This initiative allows women who struggle with addiction to receive care while keeping custody of their children. The women and children in this program will be housed in the Clark Inn, which was recently renovated by the company for this purpose. ■

ATKINSON POWER HOLDS BACKPACK DRIVE

Located near Atkinson Power's Mesa, AZ, office, the David Crockett Elementary School serves students of several homeless shelters and temporary housing units. The student population frequently lacks basic school necessities. Before the 2015-2016 academic year began, Atkinson Power personnel organized a supply and backpack donation for students in need. The team rallied to stuff 28 backpacks with school supplies and other student necessities, which they delivered to the school. ■

MAKING A HOME ACCESSIBLE IN CHICAGO

When a fellow runner's ALS diagnosis prevented him from leaving his own home without assistance, let alone run, Superintendent Kyle DeLuna rallied his colleagues for support. He partnered with his fellow Chicago-area employees and subcontractors to remodel the home to make it more accessible.

The team of volunteers remodeled the shower to make it wheelchair accessible and installed a donated vertical platform lift — and added new electrical outlets to operate it. The team also replaced stairs and a deck in the back of the house. The new deck was designed to accommodate a wheelchair and to provide direct access to the new vertical platform. ■

RESTORING A PIECE OF MINING HISTORY

Originally sunk in 1902, the 2,000-foot-deep Mizpah Shaft in Tonopah, NV, is part of a historic mining park and award-winning museum. After more than a century, its original wood timber supports were rotten and the mine was rapidly deteriorating. As one of the few firms in the country with the experience to complete a delicate restoration, Atkinson Underground employees jumped at the chance to preserve a piece of their industry's history.

The use of timber supports in mine shafts has long since been replaced with more conventional and safer methods, but the park wanted to preserve the mine's history. Having experience with this type of building method, Atkinson employees Randy McFatridge and Gabe McClain were able to replace the timber and backfill the shaft with concrete to support the load. Randy and Gabe replaced 40 feet of timber, 30 feet below the surface. In addition to restoring the mine, Atkinson funded most of the project so that this piece of mining history could be preserved for future generations to experience. ■

PROJECTS HONORED FOR SUSTAINABILITY

U.S. GREEN BUILDING COUNCIL
NATIONAL CAPITAL REGION AWARDS OF EXCELLENCE

Three Constitution Square
Project of the Year
Core and Shell

CityCenterDC
Project of the Year
Neighborhood Development

LOS ANGELES BUSINESS COUNCIL
L.A. ARCHITECTURAL AWARDS

Hall of Justice
City of Los Angeles Green Building Award

ATKINSON UNDERGROUND NAMED CARGILL'S PARTNER OF THE YEAR

Atkinson Underground has been named Cargill's Business Partner of the Year. The Cargill Deicing Technology business unit of Cargill, Incorporated, recognized Atkinson for outstanding service and support to their business. As a result of Atkinson's efforts on their salt mining operations at Avery Island, LA, and Cleveland, OH, Cargill was able to fulfill their mission of "saving lives, enhancing commerce, and reducing their environmental impact". ■

FORT BLISS REPLACEMENT HOSPITAL HITS STRUCTURAL MILESTONE

This summer, the Clark/McCarthy joint venture team building the Fort Bliss Replacement Hospital honored their workforce for successfully reaching not one, not two, but three structural top outs. June's employee appreciation event came after the team completed structural work on the project's central utility plant, east clinic building, and west clinic building. The 1.1 million square-foot hospital campus is scheduled for completion in 2017. ■

UTEP STUDENTS LEARN FROM FORT BLISS TEAM

The Clark/McCarthy team is taking classroom learning to the next level at the University of Texas at El Paso. For the past two years, team members building the Fort Bliss Replacement Hospital have pulled double duty as college educators. With the help of Dr. Austin Marshall, Clark Vice President Cara Lanigan turned the project team's daily operations into a unique course in UTEP's College of Engineering.

"Special Topics: Construction Company Operations" is a three-credit course open to undergraduate and graduate students interested in a career in construction. The course was designed to provide students with practical knowledge on the management, supervision, quality control, and safety elements of construction management. In addition to classroom learning, the students visited the Fort Bliss jobsite multiple times, getting a first-hand look at steel erection, concrete, MEP, and finish trades.

This is the second semester the team has taught the course. Clark/McCarthy has hired an intern from the class at the conclusion of each semester. In addition, project subcontractors have assisted in the course and hired multiple UTEP students following their participation. ■

Vice President Cara Lanigan (far left) guides students on a tour of the Fort Bliss jobsite.

CLARK ANNOUNCES OFFICER PROMOTIONS

Brett Earnest
Vice President
Western Region

Brett was integral to re-establishing Clark's presence in the Pacific Northwest and helped secure more than $600 million of work in the region over the past nine months, including projects at Seattle-Tacoma International Airport and Washington State University. Previously, Brett led preconstruction efforts and pursued mission critical work in Northern California.

Andy Fuhrmann
Vice President
Mid-Atlantic Region

Since joining the company in 1994, Andy has been responsible for the successful completion of a number of significant Washington, D.C.-area projects, including City Market at O and multiple phases of Constitution Square. He is currently one of Clark's leaders in residential construction.

KRIS MANNING NAMED TO MASS TRANSIT'S "TOP 40 UNDER 40"

Vice President Kris Manning was named one of Mass Transit magazine's "Top 40 Under 40" in its September/October issue. This annual honor recognizes outstanding young individuals in the public transit industry. The publication evaluates candidates based on their contributions, leadership, capacity for innovation, and impact in transit.

Kris leads Clark's civil operations in the Western U.S. and led our efforts to deliver the Anaheim Regional Transportation Intermodal Center in 2014. ■

THE WHARF PROJECT "BOTTOMS OUT"

Sixteen months after breaking ground, The Wharf project team finished digging in July, "bottoming out" the 19-acre site after excavating 300,000 cubic yards of soil. To complete the excavation, the team built a 2,000-foot-long bulkhead parallel to the edge of the Potomac River to keep out the 800,000 tons of water flowing through the river.

Clark Foundations drove more than 2,000 piles, sometimes 30 per day, to support the excavation.

The team marked the milestone with an on-site event featuring Washington, D.C. Mayor Muriel Bowser, City Councilmember Charles Allen, and Congresswoman Eleanor Holmes Norton. ■

THE WAY WE WERE

Before the Dirksen Senate Office Building, the Smithsonian museums, and well before any of the K Street office buildings, Clark was a Washington, D.C., civil contractor. In our early days, the company performed excavation work in the city and leased government mules to assist in road grading work. One of Hyman's first big opportunities was a 1909 contract to grade M Street — for 35 cents per cubic yard.

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