Progressive Project Delivery
Paves the Way for Increased Freight Rail Capacity on the East Coast

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PLANNING IS INTEGRAL TO EVERY ASPECT OF BUSINESS—from the way we innovate, to our pursuit of new work, to ensuring safety on the jobsite. Planning strengthens our operations, it improves the quality of our work, and it allows us to provide greater certainty for our clients. Careful and thoughtful planning helps to ensure that we can not only achieve our own goals, but also help our clients achieve their goals.

As a corporation, we utilize strategic planning to identify emerging opportunities, set priorities and goals, focus human and financial resources, assess and adjust our direction in response to our changing environment, and ultimately chart a course for continued growth.

On our jobsites, planning is a fundamental component of our work. Crafted long before we ever step foot on site, our project plans serve as a playbook for how we will build the job. From the sequencing of field operations, to the delivery of materials, to the safe execution of work, our comprehensive planning has enabled them to swiftly overcome numerous obstacles and safely and successfully deliver the first phase of the project a month ahead of the contract schedule. Combined with other innovative solutions, such as our use of the dynamic scheduling software Primavera P6, the Clark team is committed to maintaining their safety success and producing impressive outcomes.

A clear and concise plan results in stronger execution and higher quality.

Clark under a progressive design-build contract, allowing our team to play a crucial role during the project’s initial planning stages. As detailed in our feature story, the team’s early and comprehensive planning has enabled them to realize sustained growth and success. That’s our plan, and we’re sticking to it.

Substantial Infrastructure Overhaul Modernizing America’s Rail System

When complete, CSX’s double-stack rail corridor will increase the flow of goods from the nation’s East Coast ports to markets across the country.

Holistic Safety Approach Leads to Success

Our Southern and Southwest region teams’ steadfast commitment to safety is evidenced in their safety performance.
Clark Construction Group has been selected to build a new high-rise tower for Weston Urban and KDC in San Antonio, TX. The modern 440,000 square-foot, 23-story office structure, known as “Frost Tower,” will include 20,000 square feet of retail space on the ground floor and a six-and-a-half level parking garage.

Featuring a sloped curtain wall system with integrated LED lighting, Frost Tower will ascend as San Antonio’s first office high-rise in nearly three decades, serving to bring the city skyline into the 21st century. Each floor of the twisting geometric structure will have a unique footprint. The building will culminate in a curtain wall “crown” at the roof, supported by structural steel.

Located at a critical point in the city, the site sits on a convergence of downtown investments from the public and private sector, and will link the adjacent San Pedro Creek Project to an existing pocket park, as well as Houston Street and the streetscape beyond. To connect the building and the surrounding landscape, the tower’s ground-level retail space will evoke the impression of a glass pavilion in a park.

The project is designed to achieve LEED® Silver certification. Construction of Frost Tower is underway. The project is scheduled for completion in 2019. Pelli Clarke Pelli and Kendall/Heaton are the project architects.

The Aquarium of the Pacific is exploring new waters with Clark Construction. The Long Beach-based aquarium has awarded the company a $28 million contract for its Pacific Visions wing, a 29,000 square-foot, two-story addition—the institution’s first major expansion project.

Inside the new wing, Clark will construct a state-of-the-art immersive theater with seating effects and a 30-foot-high, 180-degree digital screen over a tilted floor stage. Using innovative technology, galleries, and the immersive theater to share its stories, Pacific Visions will transform the aquarium and take our understanding of aquatic life to new depths.

Clad in a biomorphic specialty glass system, the theater will visually flow with the existing aquarium while serving as a standout feature. The innovative façade will consist of translucent etched glass to echo the movement and depth of its neighboring ocean namesake. Pacific Visions is designed to achieve a rating of Two Green Globes through the Green Building Institute. Focused on conservation, environmentally friendly materials, local sourcing, and greenhouse gas minimization, the building and infrastructure will be a contemporary vision of sustainable design.

The Aquarium of the Pacific, which attracts more than 1.6 million visitors each year, will remain open to visitors during construction. Clark’s team will coordinate closely with aquarium authorities to ensure minimal impact to active operations.

The Pacific Visions expansion is scheduled for completion in fall 2018, with the wing opening to the public in early 2019. EHDD is the project architect.
NEW WORK

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 Highlands
Construction of a 315,000 square-foot, 12-story residential building with 317 apartment units and two levels of below-grade parking
Location: Washington, DC
Company: Clark Construction Group
Client: Level 2 Development, Federal Capital Partners, and DFI Realty
Architect: Eric Colbert & Associates
Design Architect: Handel Architects and Johnson Fair
Completion: September 2018

The Yards: Parcel O
Construction of a 467,000 square-foot, 12-level condominium building, two apartment towers, a residential community comprised of one below-grade retail space, below-grade condominium building, two apartment towers, and a communal plaza
Location: Washington, DC
Company: Clark Construction Group
Client: Level 2 Development, Federal Capital Partners, and CEI Realty
Architect: Eric Colbert & Associates
Contract Amount: $64 million
Completion: April 2019

AVIATION

Terminal Two Modernization Program at Fort Lauderdale-Hollywood International Airport
Renovation and construction of an active terminal with new MEP systems, interior finishes, and a new curvilinear barrel roof
Location: Tampa, FL
Company: Clark Construction Group
Client: Delta Air Lines, Inc. and Broward County Aviation Department
Architect: Gresham, Smith and Partners
Design Architect: Handel Architects and Johnson Fair
Completion: September 2018

HIGHWAY

Route 606/1-95 Overpass
Replacements and Improvements
Construction of a new I-95 overpass on Route 606, including required tie-ins and ramps, and widening Route 606 to four lanes
Location: Spotsylvania County, VA
Company: Shirley Contracting
Client: Virginia Department of Transportation
Engineer: Dewberry Consultants
Architect: Grisham, Smith and Partners
Contract Amount: $65 million
Delivery Method: Design-Build
Completion: July 2020

TECHNOLOGY INFRASTRUCTURE

Building Technology Installation at Inova Dwight and Martha Schar Cancer Institute
Installation of voice and data infrastructure, security, audiovisual, and nurse call systems at the Inova Dwight and Martha Schar Cancer Institute
Location: Falls Church, VA
Company: S2N Technology Group
Client: Inova Health System
Contract Amount: $4 million
Completion: May 2018

GOVERNMENT

Burke Warehouse and Animal Care & Control Facility
Renaissance of Burke Warehouse and 1428 Byron Street, the latter of which will become an animal care and control facility
Location: San Francisco, CA
Company: Clark Construction Group
Client: San Francisco Department of Public Works
Contract Amount: $155 million
Completion: November 2019

CIVIL

CB6 Canal Lift Locks Rehabilitation
Rehabilitation of and repairs to lift locks, lock gates, and historical foundation on the Georgetown portion of the CB6 Canal
Location: Washington, DC
Company: Clark Civil
Client: National Park Service
Designer: Pack and Pack
Contract Amount: $6 million
Completion: May 2018

HEALTHCARE

Inova Center for Personal Health
New Student Residence Hall
Construction of a 171,000 square-foot residence hall of 850 students with dining and communal amenity spaces
Location: San Diego, CA
Company: Clark Construction Group
Client: San Diego State University
Architect: AC Martin
Contract Amount: $110 million
Delivery Method: Design-Build
Completion: Summer 2019

KEVIN SCHHTTCLUCK / CLARK CONSTRUCTION

EDUCATION

San Diego State University
Campus Infrastructure
Infrastructure upgrade to increase chilled water plant capacity in support of the new Inova Center for Personal Health
Location: Falls Church, VA
Company: Clark Construction Group
Client: Inova Health System
Architect: Wilmot Barz, Inc.
Contract Amount: $115 million
Completion: December 2017

MASS TRANSIT

MAPS 3 Modern Streetcar Mainline Power Systems
Installation of overhead catenary systems, signaling systems, and six prefabricated traction-power substations
Location: Oklahoma City, OK
Company: C3M Power Systems
Client: City of Oklahoma City
Architect: Jacobs Engineering Group
Contract Amount: $13 million
Completion Date: Fall 2018

East Lake, Milwaukee, and Illinois Substation Upgrades
Upgrading and rehabilitation of substations and traction-power substations
Location: Chicago, IL
Company: Clark Construction Group
Client: Chicago Transit Authority
Architect: TY Lin International
Contract Amount: $645 million
Completion Date: January 2020

MAPS 3 Modern Streetcar Upgrade of six tie-breaker stations on the MAPS 3 Modern Streetcar
Location: OKC, IA, and DC
Company: C3M Power Systems
Client: Missouri Valley Transit Authority
Contract Amount: $5 million
Completion: March 2018

Tie Breaker Station Upgrades on Orange and Blue Lines
Upgrade of six tie-breaker stations on the WMATA Orange and Blue Lines
Location: MD, VA, & Washington, DC
Company: C3M Power Systems
Client: Washington Metropolitan Area Transit Authority
Contract Amount: $5 million
Completion: March 2018

SUPERSTRUCTURE
In both form and function, Bowie State University’s new Center for Natural Sciences, Mathematics, and Nursing embodies the progressive academic culture that the school strives to provide its students. Upon completion, the new facility will provide state-of-the-art classrooms, research areas, and computer labs, as well as a greenhouse and three-story atrium.

While great thought has gone into the design, function, and flexibility of the building’s interior spaces in an effort to provide an optimal atmosphere for students, the structure’s dynamic curtain wall system is equally notable for its contribution to the learning environment. Clark’s team recently completed installation of the 25,000 square-foot SageGlass, an innovative glazing system that blocks sunlight on hot days to dramatically reduce energy consumption in the building.

Utilizing electrochromic coatings of ceramic material and low voltage charges, the reactive glass responds to sunlight to change tint and control light levels and heat entering the building. As exterior light brightens, the glass gradually tints darker. Exterior light sensors track the location of the sun to prevent glare within the building. The state-of-the-art system also tints on-demand, allowing faculty to customize solar control in each classroom.

Eliminating the need for blinds or shades in the building, the glass system also allows for a learning environment with a strong connection to the outdoors. “We strongly believe that a daylight, comfortable classroom is essential for maximizing student potential,” said Alan McLenaghan, CEO of SageGlass. Upon the completion of this university focal point, students will be able to study and grow in a space which matches and inspires their own creativity and innovation.

Clark worked in concert with SageGlass, United Architectural Metals, Tidewater Glazing, and PerLectric to install this complex curtain wall. Throughout the manufacturing process, the project team conducted thorough testing to ensure the glass system was wired correctly. In January, they maneuvered materials through the small site successfully to erect the skin system.

Clark reached substantial completion on the Center for Natural Sciences, Mathematics, and Nursing on March 15. The new facility will open for classes this summer.

**Innovative Glazing System Supports University’s Strategic Objectives**

**Los Angeles Federal Courthouse Team is Focused on Energy Performance**

The General Services Administration’s (GSA) state-of-the-art Los Angeles Federal Courthouse opened for business last fall. While the new facility is now fully occupied by tenants and visitors alike, Clark’s project team continues to ensure the building is functioning as designed and meeting its ambitious 35 Kbtu/4’yr energy use intensity (EUI) target.

During the project’s design phase, the GSA challenged Clark and design-build partner SOM to come up with ideas to reduce the building’s energy outcome from the originally proposed criteria of 47 Kbtu/4’yr to just 35 Kbtu/4’yr. While ambitious, the team embraced the challenge. Coining the initiative the “Drive to 35,” they set out to deliver a facility that would serve as a model of sustainability.

Through a highly collaborative effort that involved Clark, SOM, MEP engineer Syska Hennessy Group, and major MEP subcontractors, the company provided system improvements and cost effective ideas to lower the building’s EUI. Higher efficiency mechanical equipment, plug load control, increased temperature ranges in designated spaces, and radiant heating and cooling at the main lobby are among the solutions the team implemented to help the GSA achieve its energy goal. To ensure that all team members were vested in the outcome of “Drive to 35,” major stakeholders are sharing in the risk of payment for this work by tying the goal into contractually-guaranteed performance terms.

The project team, including facility manager Clark Facility Solutions, is now validating building performance through a year-long Measurement and Verification (M&V) period in order to ensure that the courthouse is meeting its energy use goals. Since substantial completion, each of the building systems has been monitored for energy consumption and output through the Building Automation System. So far, Clark’s team has found that not only is the Federal Courthouse meeting its energy requirement, but it is also tracking under the target energy use ceiling.

Clark is pursuing LEED® Platinum certification for the courthouse, which was recently awarded the Sustainability Gold Award by the LA Business Journal’s Commercial Real Estate Awards. The architectural marvel’s sustainable design emphasizes energy-efficient daylight exposure to benefit the building occupant experience. The building’s transparent panels in north- and south-facing pleats minimize solar thermal gain and reduce central plant load by nine percent. The design places major spaces, like courthouses and jury deliberation rooms, at the building perimeter to optimize daylight exposure. In addition, each floor is organized around an open central volume to deliver daylight into the heart of the building, along with strategically placed reflectors. The result is a modern, dynamic, and luminous civic center in the heart of downtown Los Angeles.
HOLISTIC SAFETY APPROACH LEADS TO SUCCESS THROUGHOUT THE COUNTRY

B Ulidng a culture of safety requires leadership, comprehensive planning, teamwork, and a genuine concern for the well-being of every member of the team. According to Regional Safety Director Gene Bowles, it is this kind of holistic approach that leads to safety excellence. In Clark’s Southern and Southwest regions, territories for which Gene is responsible for safety, employees are demonstrating a steadfast commitment to these tenets and it is evidenced in their safety performance.

This winter, the regions collectively celebrated working more than 3.5 million hours without a lost-time incident. Rather than resting on their laurels, the area’s project leaders are focused on what it takes to improve Clark’s safety culture.

“Creating a strong safety culture—one that resonates with the entire team—starts at the top. “The individuals I work with are passionate about safety and foster an injury-free environment by leading by example,” Bowles said. “They mentor their teams and hold them accountable for their safety and the safety of others,” Bowles noted. “Fostering safety leadership is a primary goal for Superintendent Chris Smith, who is currently leading field operations at University of Kansas’ Academic Integrated Science Facility. “It is my passion,” states Smith. “I am accountable for the safety of everyone on my jobsite, but more importantly, I am responsible for mentoring my team, providing valuable training, and ensuring that we use all available resources to build this project safely.”

“When it comes to safety, personal accountability also is paramount,” Smith noted. “I’ve witnessed a growing commitment from employees across the board. They take proactive measures to get the training they need to be successful and safe. Furthermore, they are finding opportunities to mentor one another on tough subjects,” says Bowles. In addition to corporate training, Chris and other superintendents in the region work to provide project- and trade-specific training that coincides with the different phases of work on the job site. The more relevant the training is to the work at hand, the stronger the result.

“Where there is a genuine concern for each member of the team, you also see greater levels of trust and camaraderie among the crew; this correlates to improved productivity and quality of work.”

Scott Lawson, Vice President

While leadership, accountability, and planning are imperative to safety success, fostering an environment of caring is equally important. At the Miami Beach Convention Center Renovation jobite, Vice President Scott Lawson and his team focus on setting the tone for a strong, positive, and caring safety culture from the moment new workers step on site. “We don’t allow new team members to start work until we’ve shared our safety expectations with them, including the importance of looking out for one another on the jobsite,” said Lawson. “Where there is a genuine concern for each member of the team, you also see greater levels of trust and camaraderie among the crew; this correlates to improved productivity and quality of work.”

“We believe that all incidents are preventable, and focus on creating a culture where everyone is concerned for their own safety and the safety of others. But that’s not enough, you must have a plan in place to continue that culture of caring, even when an injury occurs,” states Bowles. Smith and other field leaders are focused on providing the resources and support needed to help injured individuals make a full recovery. This includes ensuring they receive proper care for even minor injuries, such as strains, sprains, and abrasions, before they turn into major issues that could prohibit them from earning a living. “If a worker needs assistance, I am going to be right by their side ensuring they receive proper care,” states Smith. “A culture of caring means looking out for one another, but also means creating an environment where workers know they can report injuries, receive the necessary medical attention, and get back to work and the things they love most.”

Clark’s safety program challenges all project stakeholders to be accountable, plan their work, and take safety personally. In the South and Southwest regions, and on our projects throughout the country, this holistic approach to safety has become a framework for success.
PROGRESSIVE PROJECT DELIVERY

Paves the Way for Increased Freight Rail Capacity on East Coast

When CSX looked to make significant upgrades to its freight rail infrastructure in the Midwest and Mid-Atlantic, the firm knew it would take innovative means, progressive methods, and assistance from skilled engineering, design, and construction partners to get the job done.
As the nation’s third largest freight rail carrier, CSX is actively aware of the impact rail operations have, and can potentially have, on the country’s competitive advantage in the global marketplace. Their network, which encompasses nearly 21,000 miles of track in 23 states, the District of Columbia and parts of Canada, serves some of the largest population centers in the nation, and is responsible for transporting millions of carloads of freight throughout the eastern United States each year. In 2008, the rail transportation giant embarked on an ambitious infrastructure improvement program—the National Gateway Initiative—to enhance the efficiency and reliability of intermodal rail traffic along its eastern seaboard routes and to critical Midwest markets. The $850 million public-private partnership, which was made possible by a combination of federal, state and CSX funds, includes raising the clearances of 63 bridges and tunnels in six states and the District of Columbia to make way for double-stack intermodal containers, as it also includes new or improved intermodal terminals along the way. Phase 1 of the two-part program was completed in 2013. Phase 2, which includes work on some of America’s oldest rail tunnels, as well as numerous clearance improvement projects throughout Maryland, Virginia, West Virginia and Washington, DC, will culminate next year. When complete, this substantial infrastructure investment will modernize America’s transportation system, create a double-stack rail corridor between many major Mid-Atlantic ports and the greater Midwest, and take CSX one step closer to realizing their ambitious master mission: creating the “CSX of Tomorrow.”

One of the most critical facets of Phase 2 of the program is the Virginia Avenue Tunnel Rehabilitation. Located in the heart of the nation’s capital, the more-than-a-century-old tunnel is a critical route for freight trains traveling through Washington, DC, to points north and south, as well as for freight traffic from eastern seaports to the Midwest. The original single-track tunnel could only accommodate one single-track train at a time and was a frequent choke point for rail traffic traveling through the Mid-Atlantic region. Expanding the tunnel’s capacity and clearance will significantly improve the flow of freight rail traffic and make numerous East Coast ports more competitive. As CSX set out to alleviate this long-time bottleneck, it turned to a progressive delivery method; and to the Clark/Parsons design-build team to lead the charge. With a high-complexity scope, the $420 million project, which includes reconstruction of the 3,800-foot tunnel that runs beneath Virginia Avenue, SE, from 2nd to 14th streets, is one of the most sensitive civil engineering projects currently underway in the country.

Under a progressive design-build procurement, CSX involved Clark and joint venture design partner, Parsons, during the earliest stages of project development: the NEPA permitting process. Boarding Clark/Parsons during the early planning phase helped to ensure that CSX had the most effective design and construction solutions; it also made certain that work could commence as soon as possible following CSX’s receipt of the Federal Highway Administration’s record of decision. This approach established a culture of collaboration among key stakeholders early on, and built a foundation of transparency and trust that helped the team successfully achieve delivery of the first tunnel one month early, despite many challenges along the way.

Since fall 2011, Clark/Parsons has worked hand-in-hand with CSX to move the project forward, providing critical technical support during the rigorous NEPA and permitting processes, as well as preconstruction services, estimating, and support for field investigations and traffic studies, all before detailed final engineering and construction commenced. Construction operations for Phase 1 of the project began in May 2015, within six months of the record of decision. Since that time, the team has operated with surgical precision to perform the work, which included construction of a 4,100-foot, side-in, side-out tunnel structure south of the existing masonry tunnel, all while freight train operations continued through the existing tunnel on the job site. From the project’s outset, the team has focused on working collaboratively to plan, problem-solve, successfully execute the work, and maintain the schedule, all while minimizing the impact of construction operations on nearby residents and businesses. The team’s cooperative mindset has helped them identify opportunities to adjust the schedule to move the project forward more effectively.

In December 2016, the project team celebrated a major milestone of Phase 1—a month ahead of schedule—allowing the first of two new CSX tunnel to open for business and a major double-stack rail corridor to travel through the District of Columbia, and locations in Virginia, West Virginia, and Maryland, for the first time.

Located in the heart of Washington, DC, the 3,800-foot Virginia Avenue Tunnel runs from 2nd to 14th Streets. Its restoration is one of the most sensitive civil engineering projects underway in the country. Why Progressive Design-Build? Clark Senior Vice President and Virginia Avenue Tunnel project Director Phil Sheridan sits down with CSX’s Chuck Gullason, Chief Project Engineer on the project, to discuss the recent reconstruction of this mid-19th century railroad tunnel, and build on the project’s successful and efficient design and construction processes, as well as preconstruction services, estimating, and support for field investigations and traffic studies, all before detailed final engineering and construction commenced. Construction operations for Phase 1 of the project began in May 2015, within six months of the record of decision. Since that time, the team has operated with surgical precision to perform the work, which included construction of a 4,100-foot, side-in, side-out tunnel structure south of the existing masonry tunnel, all while freight train operations continued through the existing tunnel on the job site. From the project’s outset, the team has focused on working collaboratively to plan, problem-solve, successfully execute the work, and maintain the schedule, all while minimizing the impact of construction operations on nearby residents and businesses. The team’s cooperative mindset has helped them identify opportunities to adjust the schedule to move the project forward more effectively.

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NEW HORIZON STEEL
BUILDING THE FUTURE OF CHICAGO

While iron work was a family affair, Corey Smith never imagined he’d find himself working in the industry. Corey’s grandfather was one of the first African American blacksmiths in the South, and traveled through Mississippi, Alabama, and Georgia in the 1930s performing non-union work. Corey’s father had aspirations to follow in his father’s footsteps, but a handicap prevented him from fulfilling his dream. Instead, he focused on the next generation, encouraging Corey to continue the “family business,” but Corey had no desire to carry on that tradition, at least not then.

Now President and owner of New Horizon Steel (NHS)—a minority-owned steel and metal deck erection company headquartered in Chicago—Corey has a new perspective on life in the steel business. While the native Chicagoan did not take the most traditional path into the industry, he found his stride and is living out his dream of becoming an entrepreneur and making an impact in the Windy City.

“I wanted to be a businessman, not an ironworker,” recalls Smith of his early career aspirations. “So I opened my own barber salon in the South Side of Chicago.” Corey learned the trade as a owner, so he decided to take a leap.

With no construction industry experience and a family at home, the steel business wasn’t even on Corey’s radar. That all changed in 2009 when several of Corey’s mentors encouraged him to consider getting involved in infrastructure work, which, with the economy in a slump, proved to be steady work, and in great need in Chicago. This advice was echoed by Corey’s grandfather and father, so he decided to take a leap.

With no construction industry experience to speak of, Corey knew he had his work cut out for him. He first tried joining the Ironworkers Union, but a temporary freeze on union memberships prevented him from moving forward, so, in 2010, he took a different route and founded New Horizon Steel. Eager to learn the business, Corey soaked up as much of his grandfather’s knowledge as possible, and enrolled in classes to learn as much of the industry as he could.

By 2013, he learned of a large hotel renovation and expansion project near the McCormick Place Convention Center, a job Clark was leading as general contractor. He quickly arranged a meeting with Stan Hendricks at Clark’s office.

“I showed up at the office and was instantly overwhelmed,” he recalls. “Clark is a big league player, the kind of contractor I dream of becoming.”

Today, the barber shop seems like a distant memory. Corey’s days are spent managing a team of nearly 30 craftsmen and identifying future opportunities. His latest project, a $7 million contract to perform precast work and installation at O’Hare Airport, is nearly 100 times larger than his first opportunity just five years ago—a testament to Corey’s tenacity and commitment to excellence.

In a spectacular show that included a cast of dancing construction workers and heavy equipment, GSW Arena LLC kicked off construction at the Chase Center. Members of the Clark team joined representatives from the Golden State Warriors, GSW Arena LLC, and San Francisco city officials for the groundbreaking affair. When complete, the world-class sports and entertainment complex will be the home to the former NBA Champions and serve as an entertainment venue for the city.

“We have been looking forward to this day since we first had the vision of building a privately financed state-of-the-art sports and entertainment complex in San Francisco, and are excited for what this will bring to the city of San Francisco and the entire Bay Area community,” said Golden State Warriors President and Chief Operating Officer Rick Welts.

The Chase Center, which is scheduled to open for the start of the 2019-20 NBA season, will feature an 18,000-seat arena, two office buildings, 100,000 square feet of mixed-use retail space, and underground parking. The complex will sit on an 18-acre site in San Francisco’s Mission Bay neighborhood, of which more than three acres will be dedicated to plazas, green space, and other public gathering areas.

Clark is working in a joint venture with Mortenson Construction to deliver the arena, office and retail spaces. With the groundbreaking festivities behind them, the joint venture team has mobilized and begun support of excavation on site.
This quarter, our project teams across the country reached some exciting building milestones.

**UNDERWAY**

**East Link Light Rail E-330 Downtown Bellevue Tunnel**
Atkinson commenced tunneling work on the East Link Light Rail E-330 Downtown Bellevue Tunnel, Phase 1 project. When complete, the project will extend Seattle's light rail service from 112th Avenue and Main Street to Bellevue City Hall, and the Transit Center. Atkinson is utilizing the sequential excavation method, or SEM, to excavate the 2,000-foot-long tunnel.

**San Ysidro Land Port of Entry, Phase 3 Project**
The San Ysidro Land Port of Entry, Phase 3 project team has started excavation and shoring on the project’s vehicle and pedestrian tunnels. The newest phase of the land port expansion will widen southbound Interstate 5 from 5 to 10 lanes, add 10 new inspection booths, and a 562-car employee parking structure.

**CSX Virginia Avenue Tunnel Reconstruction**
Clark, in a joint venture with Parsons, has completed the first phase of work on the CSX Virginia Avenue Tunnel Reconstruction project more than a month ahead of the contract schedule. The joint venture team is leading design and construction efforts to expand the more-than-a-century-old, 3,809-foot-long, single-track tunnel to accommodate double-stack intermodal container trains. The completion of Phase 1 opens the door to the first of two new tunnel structures.

**TOPPING OUT**

**Pike and Rose Block 7**
Our project team celebrated topping out of Block 7 in January. The 20-story, 300,000 square-foot, mixed-use building, located in Rockville, MD, is the newest component of the Pike and Rose development. When complete, the structure will feature a 9-story hotel with 10 stories of luxury apartments above, as well as retail space on the ground level.

**BART Hayward Maintenance Complex**
In just six months, Clark’s project team has topped out the 135,000 square-foot Component Repair Shop. A portion of the larger Hayward Maintenance Complex project, the steel structure will serve as a component, electro-mechanical, and electrical repair and testing facility for the Bay Area Rapid Transit system (BART). It features 32,000 square feet of administrative space. As part of the project scope, Clark also is renovating an existing service and inspection shop.

**COMPLETE**

**Hillsborough County Public Safety Operations Complex**
Hillsborough County officials in Tampa, FL, joined Clark to celebrate the grand opening of Hillsborough Public Safety Operations Complex in late February. Clark constructed the 85,000 square-foot building, which houses Fire Rescue’s command staff and features a new high-tech Emergency Operations Center, and is built to withstand category five storm events.

**Central Place Residential**
Continuing to shape the Arlington, VA, skyline, Clark has reached substantial completion of the 31-story, 377-unit residential tower at Central Place. The new residences include Italian-finished cabinets, stone countertops, stainless steel appliances, and upgraded fixtures. Building residents will be able to enjoy a host of amenities, including a fitness center, and a roof-top terrace on the sixth floor with an outdoor pool and cabanas. The building is anchored by 30,000 square feet of ground level retail and a 17,000 square-foot public plaza. Central Place Residential is one of two buildings in the 1 million square-foot development being constructed by Clark.

**Randolph Mine Decline Rehabilitation**
Atkinson Underground has completed rehabilitation on the Randolph Mine Decline in Kansas City, MO. The project team installed a number of measures designed to maintain safety within the active limestone mine, including 950 structural steel arch supports, steel and concrete intersection structures, and concrete and cementitious backfill to provide support of the loose ground above.

**The Pearl**
Less than a year after topping out, The Pearl, a luxury residential building featuring 5- and 7-story wings, as well as a 10-story tower, has opened to tenants. Located in Silver Spring, MD, the 284-unit facility features a rooftop pool, fitness centers, interior and exterior water features, common areas with televisions and fireplaces, and a dog park.
Employees Spread Holiday Cheer from Coast to Coast

Throughout the holiday season, employees across the country embraced the spirit of giving to make a positive impact on local communities.

On the West Coast, the San Diego State University Engineering and Interdisciplinary Sciences project team worked with the Community Christian Service Agency in San Diego to distribute food and gifts to deserving families. Teams at both the Highland Hospital and the New Stanford Hospital projects provided gifts to local children, ensuring they had a holiday to remember.

In the Southern Region, employees partnered with two Tampa-based organizations, Metropolitan Ministries and the Children’s Home Network, to distribute food and gifts to deserving individuals throughout the community.

Numerous project teams throughout the Mid-Atlantic Region, as well as employees in the Bethesda office, brightened the holidays for many children in the area by partnering with local organizations to provide gifts. The St. Matthew’s Redevelopment project team lent a hand at the St. Matthew’s Lutheran Church’s annual Christmas tree giveaway in Washington, DC.

Employees in the Northern Region teamed up with Jonnie’s Angels to distribute gift bags filled with gloves, hats, scarves, and more, to homeless individuals in downtown Chicago. North of Chicago, our team at the Naval Station Great Lakes project made holiday care packages for sailors aboard the USS Makin Island.

At Clark, giving back to the communities in which we live and work is one of our most cherished values. This past holiday season, we carried on a long-standing tradition of giving back through Clark’s annual Holiday Contribution Program. Through the program, the company donates $100 on behalf of each employee to the non-profit organization of his or her choice.

Over the past 16 years, Clark has donated more than $1.8 million to both local and international charities through our Holiday Contribution Program. In 2016, we made donations to 797 unique organizations across 22 states and five countries.
Vice President Mark Padien Joins Clark Concrete

Clark is pleased to welcome Vice President Mark Padien to Clark Concrete. Mark brings over 30 years of heavy civil construction management experience to the division. Mark joined Atkinson Construction in 2006 and has assumed roles of increasing responsibility throughout his tenure. He successfully led construction operations on some of Atkinson’s key road and mass transit projects in California, including the L-10 Freeway Widening, West County Connector, Sunset Avenue Grade Separation, and the Bay Area Rapid Transit (BART) Earthquake Safety project, among others. Most recently, Mark provided critical support to Clark Civil on the BART Hayward Maintenance Complex. Prior to joining the company, Mark served as a Company Commander in the U.S. Army.

Mark’s heavy civil construction experience, and background leading self-perform teams, make him a valuable addition to the Clark Concrete leadership team.

BRIAN CUMMINGS NAMED PROJECT MANAGER OF THE YEAR

At the American Subcontractor’s Association of Metro Washington’s 50th Annual Subby Awards Gala, Brian Cummings, Senior Project Manager on the Museum of the Bible project in Washington, D.C., was named Project Manager of the Year. Clark Construction also was honored at the event as General Contractor of the Year and Outstanding Design/Build General Contractor.

VANDERBILT ENGINEERING AND SCIENCES BUILDING WINS AWARDS OF EXCELLENCE

The Vanderbilt University’s Engineering and Sciences Building earned multiple honors from Associated General Contractors (AGC) of Middle Tennessee. The state-of-the-art academic and research facility earned the Award of Excellence for New Construction under $90 million, while Clark and joint venture partner The Parent Company were awarded General Contractor of the Year for their work on the project.

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CHICAGO CELEBRATES THIRD SUCCESSFUL STRATEGIC PARTNERSHIP PROGRAM

Our Chicago office recently celebrated the completion of their third Strategic Partnership Program. This year’s program included 22 owners and executives from local, small, minority, woman-, and veteran-owned businesses. This year’s program graduates were lauded at a luncheon attended by city officials, Clark leaders, and past program graduates.

In addition to the Chicago program, Clark offers the Strategic Partnership Program in several markets across the country. The next Chicago program launches in fall 2017.

From freight rail modernization projects to light rail extensions, Clark and its subsidiaries have a long history of strengthening our nation’s transit infrastructure to help keep America moving. Our work in the industry dates back 90 years to when Atkinson Construction delivered their first rail project for the New York Central Railroad Company. The $17 million undertaking was a massive effort that involved modernizing the Hudson River Connecting Railroad, including work on a 1-mile-long bridge 135 feet above water, and 135 miles of track, as well as the construction of a classification yard and 62-steel engine terminal. Today, we are proud to count rail giants CSX, BNSF, and Amtrak, and local transit authorities WMATA, MWAA, Sound Transit, BART, and DART, among others, as clients. With more than $2 billion in active transit projects, including the Dulles Metrorail Silver Line Phase 2, Virginia Avenue Tunnel Rehabilitation, and East Link Extension, a deep bench of transit professionals, and a rich history of delivering some of the most complex infrastructure projects in the nation, we are poised to have an even greater impact on the transit industry over the next 90 years.