

SUPERSTRUCTURE

Record-Breaking Elevated Pedestrian Walkway Hoisted Into Place

at Seattle-Tacoma International Airport



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FROM THE CEO

THESE ARE UNPARALLELED TIMES. As we adjust to a new way of life in the wake of the COVID-19 pandemic, I have been blessed with the opportunity to witness a renewed resolve, perseverance, thoughtfulness, leadership, and generosity of spirit – all outstanding qualities that define the Clark team.

I applaud everyone for their response to these difficult times. As you will discover in this issue, the work we do every day is more critical than ever. The relationships we build with our clients, trade contractors, and communities continue to strengthen, even as we communicate from a distance.

As we navigate these challenges, we are continuing to operate safely. Our teams have embraced social distancing, face coverings, and an increased focus on hand and tool washing. We are maintaining operations on our projects, which are essential to the wellbeing of our trade contractors, and our communities, and we are supporting state and federal agencies as they respond to COVID-19.

I'm so pleased to see the incredible outpouring of support to our local communities. Whether teams are making masks, donating blood, assisting with meal packing, or supporting small businesses, the spirit of giving back has never felt stronger than in this moment when it is needed most.

Here at Clark, we are focusing on the things we can control. We are staying in close communication with our clients and trade contractors, we are adopting new and evolving health practices, and we are continuing to operate safely. Clark is no stranger to unique challenges. We have built our reputation on how we prepare, tackle, and overcome them. Today is no different, and we will be stronger than ever for it.

Stay safe and be well.

ROBERT D. MOSER, JR.
PRESIDENT AND CEO

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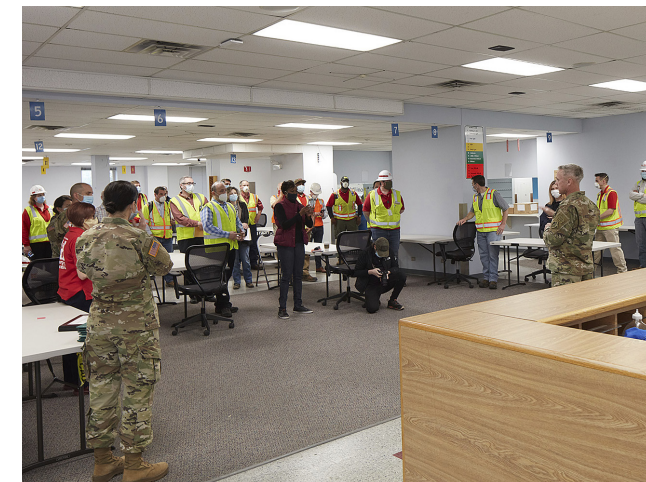
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Colossal Elevated Pedestrian Walkway Hoisted Into Place After Years of Planning at Seattle-Tacoma International Airport

The expansive steel structure, which measures 780 feet long and has 85 feet of vertical clearance – enough room for a Boeing 747 to travel underneath – is a signature element of the airport's new International Arrivals Facility.



Clark Races Against the Clock to Deliver COVID-19 Care Facility

Working for the U.S. Army Corps of Engineers and alongside architect Perkins and Will, Clark safely delivered 585 surge medical beds at the MetroSouth Alternate Care Facility in just 26 days.

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Using four strand jacks anchored to each end span connection, erection crews hoisted the 3-million-pound center span of the pedestrian walkway to its final position 85 feet above the taxi lane at the Seattle-Tacoma International Airport.

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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. Our new work this quarter includes:

RESIDENTIAL

The Ripley II

Construction of a 26-story building with 403 apartments, rooftop amenity space, ground-level retail, and above-grade parking

Location: Silver Spring, Maryland

Company: Clark Construction Group

Client: Washington Property Company

Architect: Design Collective

Completion: Winter 2022

OFFICE

1770 Crystal Drive Tenant Improvements

Interior fit-out of 14 floors of office and amenity space as well as a second-floor lobby, communications center, and market

Location: Arlington, Virginia

Company: Clark Construction Group

Architect: Interior Architects

Completion: 2020

MASS TRANSIT

Riverside Heavy Maintenance Building

Construction of a maintenance building to service Maryland Area Regional Commuter trains

Location: Baltimore, Maryland

Company: Clark Civil

Client: Maryland Department of Transportation and the Maryland Transit Administration

Engineer: STV

Completion: Summer 2022

Seattle Center Monorail Electrical Room Upgrades

Upgrades to the Seattle Center Monorail's electrical room and electrical, HVAC, and emergency system upgrades at two stations

Location: Seattle, Washington

Company: C3M Power Systems

Client: City of Seattle

Engineer: Elcon Associates

Completion: Spring 2021

TRANSMISSION & DISTRIBUTION

Takoma and Harvard Substations

Construction of two, 230kV gas-insulated substations and associated upgrades

Location: Takoma, Maryland and Washington, DC

Company: Clark Civil

Client: Pepco

Completion: 2022 and 2023



TUNNELS & MINES

Courthouse Commons Tunnel

Construction of a 330-foot-long tunnel between the county jail and state courthouse

Location: San Diego, California

Company: Atkinson Construction

Client: Holland Partner Group, County of San Diego

Engineer: McMillen-Jacob Associates

Completion: Winter 2022

WATER & WASTEWATER

Noman M. Cole, Jr., Pollution Control Plant Solids Processing Rehabilitation Phase III

Improvements to the solids processing systems, including storage and dewatering, scum concentrators, ash collection, and odor control

Location: Lorton, Virginia

Company: Clark Civil

Client: Fairfax County Department of Public Works and Environmental Services

Engineer: Jacobs/CH2M

Completion: Summer 2024

Parkway Water Resources Recovery Facility North Substation Replacement

Demolition, earthwork, cast-in-place concrete, and installation of site utilities and mechanical processes for a replacement substation

Location: Laurel, Maryland

Company: Clark Civil

Client: Washington Suburban Sanitary Commission

Engineer: Helios Electric and Jacobs Engineering

Completion: Winter 2021

ROADWAYS & BRIDGES

Skiffes Creek Connector

Construction of a two-lane roadway, two bridges, and connecting intersections

Location: James City County, Virginia

Company: Shirley Contracting Company

Client: Virginia Department of Transportation

Engineer: Dewberry Engineers

Completion: Fall 2022

Route 210 Lane Additions and Base Line Improvements

Improvements to six miles of the 210 Freeway, including construction of an additional lane in both directions and widening 21 bridges

Location: San Bernadino, California

Company: Atkinson Construction

Client: San Bernadino Country Transportation Authority

Engineer: AECOM

Completion: 2023

HEALTHCARE

University of Washington Behavioral Health Teaching Facility

Construction of a 210,000-square-foot facility to provide training to behavioral health specialists, as well as clinical inpatient and outpatient care

Location: Seattle, Washington

Company: Clark/Abbott, A Joint Venture

Client: University of Washington

Completion: Summer 2023



Rendering courtesy of Design Collective



Rendering courtesy of HDR

Clark to Expand Walter Reed National Military Medical Center

Naval Facilities Engineering Command Washington has chosen Clark Construction to complete the P-114 Medical Center Addition and Alteration (MCAA) project at the world's largest joint-services military medical center, Walter Reed National Military Medical Center in Bethesda, Maryland.

Clark completed the original Walter Reed National Military Medical Center (WRNMMC), which accommodated the relocation of Walter Reed Army Medical Center to the National Naval Medical Center campus, in 2001 (read more in *The Way We Were* on page 22).

In order to enhance the patient experience and the clinical and training environment, Clark will demolish six buildings to make way

for a new 575,000-square-foot medical facility for inpatient and outpatient care that will be known as Building C.

The upgraded facility will house an array of enhanced medical services, including a centralized women's health center, a repositioned Wounded Warrior clinic, and family-centered medical and surgical inpatient suites. Additionally, the expansion will include administrative, training, and research space to ensure the U.S. military's flagship hospital remains at the forefront of medical innovation.

WRNMMC currently provides care to more than one million military beneficiaries annually. To allow the hospital to remain fully operational during construction, the project

will be completed in four phases. During phase 1, Clark will demolish three existing buildings and will construct the south half of Building C in their place. Once hospital operations occupy the new south half of Building C, Clark will commence phase 2, demolishing the remaining buildings and constructing the north half of Building C. Phases 3 and 4, which involve the renovation of two existing structures adjacent to Building C, will occur simultaneously with phase 2.

HDR is the project architect and engineer. The project is targeting LEED Silver Certification and it is slated for completion in 2026. ■

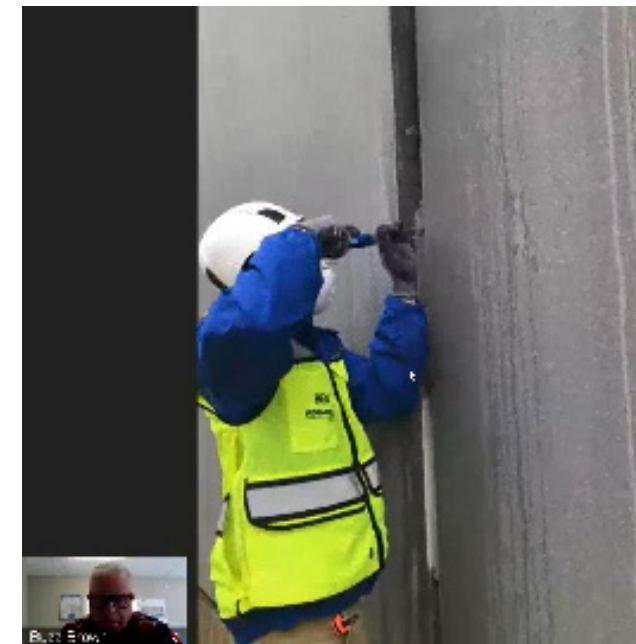


Photo by: Alekssey Kondratyev

Above: At the Howard County Circuit Courthouse project, the team is installing the structure's precast and punch window façade. Left: The team recently live-streamed a joint sealant pull test to accommodate virtual participation from key stakeholders.

Remote Jobsite Inspections and Check-Ins Keep Work Moving Forward

When face-to-face inspections were no longer feasible due to social distancing requirements, Clark's project teams adapted with technology solutions to communicate jobsite conditions with remote stakeholders and maintain productivity.

At the Howard County Circuit Courthouse project in Columbia, Maryland, the team recently began installing the structure's precast and punch window façade. As part of their quality assurance protocols, the team had to perform a joint sealant pull test in order to ensure proper adhesion of the sealant to the building's façade. In the midst of the COVID-19 pandemic, the team needed to find a solution that would allow for key stakeholder participation during testing while minimizing the number of participants onsite.

In order to limit the number of in-person attendees, the team made accommodations for remote attendance through the use of virtual meeting capabilities. On site, Clark Engineer Will Smith live-streamed the test with in-person participation from the caulking trade representative, manufacturer testing representative, and building envelope commissioning agent. Representatives from HOK, the project's architect, along with the County's independent inspector, an independent building expert,

and consultants all participated virtually. The virtual meeting was also recorded so that any team members who were unable to attend the meeting could view the test later. In the future, the team plans to use this same approach to host a remote discussion of a façade mockup.

As clients and local inspection authorities began limiting visits to project sites, Clark implemented this virtual capability on projects throughout the country. However, transitioning from on-site meetings to a remote format is not without challenges. The size and layout of jobsites sometimes results in spots with

"Having the ability to capture the questions and input of stakeholders regardless of their physical location keeps us all on the same page moving forward."

Tyler Bishop, Project Manager, Clark Construction

poor connectivity. To address this, Clark's IT professionals deployed a cellular repeater solution that enhances cellular coverage in areas where a connection is interrupted. The device fits into a rugged case and consists of both receiving and transmitting antennas mounted on tripods, as well as a powered repeater. The receiving antenna is placed in an area where strong cellular coverage is available

and is connected to the repeater. The broadcast antenna can easily be relocated as the inspection progresses through different areas of the building, providing uninterrupted service and facilitating seamless virtual meetings.

As projects across the country have transitioned to virtual meetings, many have noted increased efficiency and flexibility for project teams. Remote attendees value the time saved traveling to and from the project, and the ability to review a recording of the meeting afterward ensures information is available to all stakeholders, regardless of their ability to attend the live

meeting. After implementing remote capabilities for sample installation review meetings on his project, Clark Project Manager Tyler Bishop thinks the meeting format could be around for the long haul. "Even when remote meetings are no longer necessary, having the ability to capture the questions and input of stakeholders regardless of their physical location keeps us all on the same page moving forward." ■

RECORD-BREAKING ELEVATED PEDESTRIAN WALKWAY

TAKES SHAPE AT SEATTLE-TACOMA INTERNATIONAL AIRPORT

THE LANDSCAPE AT SEATTLE-TACOMA INTERNATIONAL AIRPORT (SEA) is forever changed following the erection of a new elevated pedestrian walkway at the south end of the airport earlier this year. The expansive steel structure, which measures 780 feet long and has 85 feet of vertical clearance – enough room for wide-body aircraft, such as a Boeing 747, to travel underneath – is a signature element of the airport’s new International Arrivals Facility (IAF). Clark is leading design-build efforts on the \$968-million capital project, which is among the largest and most complex ever undertaken at the airport. Toward the end of January, Clark, working in close collaboration with the Port of Seattle and other key stakeholders, successfully completed a critical milestone in the construction of the project: hoisting the center section of the pedestrian walkway into place. The highly complex feat of engineering required years of thoughtful planning and coordination to execute safely.

One of the walkway’s three primary structural components, the center span measures 320 feet long and weighs more than 3 million pounds. Clark elected to prefabricate this section of the walkway at an airport cargo area three miles north of the IAF to improve work area safety and minimize the impact to ongoing airport operations. This approach enabled the team to streamline fabrication efforts and provided them with the ability to identify and troubleshoot potential challenges “off-site.” It also allowed them to perform sensitive operations, such as the installation of the walkway’s stay cables, in a controlled environment.

Once prefabrication work was complete, Clark utilized self-propelled modular transport devices (SPMTs) to move the colossal structure into place. Operated by global heavy transport expert Mammoet, the specially designed hydraulic trailers can move in any direction and feature axles that telescope independently of one another to help evenly distribute weight and keep loads flat. “We knew that any major movement to the steel assembly could result in stress to the structure,” said Clark project executive Brad McDermott. “We needed a transport solution for the walkway’s center span that provided a safe, stable ride from beginning to end. The SPMTs helped us achieve that goal.”



As airplanes took off and landed nearby, the IAF project team guided the walkway’s 320-foot-long center span down SEA’s center runway utilizing four self-propelled modular transport devices.

Traveling at walking speed, and with a caravan of escorts, the team navigated the circuitous three-mile route from the cargo area down the airport’s center runway to the IAF. The three-and-a-half-hour operation took place during periods of heavy rain and as airplanes taxied, landed, and took off on nearby runways.

Hoisting the 3-million-pound center span into place was another technically complex maneuver that demanded meticulous execution. Using four strand jacks anchored to each end span connection, they hoisted the walkway to its final position 85 feet above the airport’s taxi lane. The strand jacks provided the steady strength needed to move the massive structure upward and gave the team greater control over the lift.

With engineering tolerances between the center and side spans as small as one inch, it was imperative to understand how the three major sections of the walkway would come together before they were connected on site. “As a cable structure, the walkway’s side spans moved significantly as they took the load of the center section,” remarked Jacob McCann, a principal with structural engineering firm KPFF. “We used a nonlinear analysis to calculate the structural deflection based on Clark’s construction sequence.” Projecting a deflection of 7 3/4 inches, KPFF adjusted the walkway’s side spans to account for the weight of the center section once the structure was fully loaded.

“We knew we had to get this right the first time,” recounted McDermott. “We spent an extensive amount of time working hand-in-hand with the Port’s construction and operations teams, our engineering and trade contractors, third party experts, and our own virtual design and construction and field engineering teams to carefully examine every detail of the operation.” Part of that effort involved engaging world-renowned structural engineer Allyn Kilsheimer of KCE Structural Engineers to validate the team’s technical approach. The team also leveraged cutting-edge survey technology to fully understand existing conditions on site, including laser scanning the walkway’s center and end span connections, and airport’s center runway. Ultimately, their precise planning and execution of work resulted

Using four strand jacks anchored to each end span connection, crews hoisted the 3-million-pound center span to its final position 85 feet above the airport’s taxi lane.



To minimize impact to ongoing airport operations while also streamlining production, the center span of the walkway was prefabricated at an airport cargo area three miles north of the IAF.

in a fit-up within 3/8 of an inch. “It was amazing to watch it rise into place and fit perfectly – within a fraction of an inch,” noted McCann.

“This was a highly technical operation magnified by the fact that we are performing the work on an active airport campus,” said Brian Ahern, Clark vice president and project director for the IAF. “Our primary objective was to ensure that we executed the work according to our plan and did so safely, with minimal impact to airport operations. It took everyone working together to ensure we hit the mark.”

“This was a true team effort,” added Port of Seattle Chief Operating Officer David Soike. “Complex operations like the elevated pedestrian walkway move and lift aren’t made possible through the efforts of one individual; they are the product of great teams. The level of commitment and collaboration exhibited by the entire IAF project team on this operation was really second to none.”

Now fully supported, SEA’s iconic walkway serves as a link between the airport’s South Satellite and the new International Arrivals Facility. It is the world’s longest pedestrian bridge over an active airport taxi lane, eclipsing London’s Gatwick Airport’s Pier 6 Connector by 120 feet. Clark and project contractor The Erection Company are continuing welding operations on the walkway and have begun exterior cladding work.

“We’re helping bring to life a one-of-a-kind structure that will improve the passenger experience and serve as a welcome symbol for international travelers visiting and returning to the Pacific Northwest for decades to come,” said Ahern, reflecting on the team’s efforts. ■



CLARK SUPPORTS COVID-19 RESPONSE IN CHICAGOLAND

26 days. 624 hours. 37,440 minutes. No matter the unit of measure, sometimes that span of time can feel like an eternity. Other times, it can feel like a mere blip. During the month of April, the Clark Chicago team raced against the clock to deliver 585 surge medical beds in support of the country's response to COVID-19 in just 26 days. Working for the U.S. Army Corps of Engineers and alongside architect Perkins and Will, Clark safely delivered the MetroSouth Alternate Care Facility on budget – and four days early.

The MetroSouth Medical Center served the Blue Island community for more than a century before closing its doors in the fall of 2019. Clark led a design-build team in revitalizing the dormant facility into a fully operational alternate care facility (ACF), converting numerous spaces, such as the emergency department, labor and delivery, and ICU, as well hospital office space, into patient bed areas. Crews also retrofit existing patient rooms with negative pressure units to meet air change and infection control requirements, and reactivated the medical gas systems to support patients who require ventilators. The scope also included ensuring that all 26 essential hospital systems, such as air distribution, telecommunications, nurse call, emergency power, life safety, and electrical and water service were inspected, repaired or replaced, and fully operational.

“Clark is honored to serve our community in such a meaningful way during these unprecedented times,” noted David Trolan, division president and chief executive officer of Clark’s Northern division. “Delivering this project within the 26-day window required a full commitment from every team member involved. We are grateful to our project partners for their heartfelt dedication to meeting the mission. This is a testament to what is possible when our industry comes together and rolls up its sleeves to support the community.”

Just twelve hours after being awarded the project, nearly three dozen Clark personnel, along

“The collaboration on site has been like nothing I have seen in 26 years of military service...This project brought out the best of humanity at all levels and has shown what we can get done when we put our minds to it.”

*Colonel Aaron W. Reisinger
U.S. Army Corps of Engineers, Chicago District*

with design partners and more than 200 craftworkers, raced to meet the project’s ambitious timeline. While the challenges of a hyper-aggressive schedule and complex scope were further magnified by efforts to maintain stringent safety protocols during the pandemic, Clark delivered the project on April 21, four days ahead of schedule.

“The collaboration on site has been like nothing I have seen in 26 years of military service. From day one, everyone brought their A-team, everyone brought an attitude focused on delivering the outcome, and really focused on delivering the mission,” said Colonel Aaron W. Reisinger, U.S. Army Corps of Engineers, Chicago District. “Everyone worked hand-in-hand to overcome challenges and problems that otherwise would have taken weeks, if not months to solve. This project brought out the best of humanity at all levels and has shown what we can get done when we put our minds to it.” ■



Above: Clark worked with the U.S. Army Corps of Engineers, architect Perkins and Will, and more than 200 craftworkers to meet the project’s ambitious timeline.

Opposite page: Nearly three dozen Clark Chicago personnel delivered the facility on budget – and four days early.

LENDING A HELPING HAND

Clark’s teams across the country have found meaningful ways to support our country’s response to COVID-19. In the Mid-Atlantic, Clark assisted Unity Health Care in standing up temporary screening facilities at five of their locations across Washington, DC. The screening facilities allow Unity to test patients for COVID-19 symptoms before they enter their clinics.



Our teams have also provided more than 2,000 meals – and counting – to healthcare workers on the front lines as a small gesture of gratitude for their dedication and selflessness:

- The Metropolitan Park, Phases 6/7/8 Park project team is donating 330 meals [one for each structural pile currently being installed at the site] from local restaurants to healthcare workers at the Virginia Hospital Center.
- The team building the North Torrey Pines Living and Learning Neighborhood at UC San Diego delivered boxed lunches from a local deli to healthcare workers at the university hospital.
- Mid-Atlantic teams provided meals to frontline staff at MedStar Georgetown University Hospital, Inova Hospital, University of Maryland Prince George’s Hospital Center, and University of Maryland Medical Center Midtown Campus.
- In the Los Angeles area, Clark delivered boxed meals to staff at Cedars-Sinai Medical Center.
- Members of the Clark team throughout Northern California delivered nearly 600 meals to frontline staff at UC Davis Medical Center in Sacramento and Clovis Community Medical Center in Fresno.





Each spring, more than 100 crabapple trees, similar to the one pictured here, at the Central Records Complex will flower and produce fruit.

VIRGINIA DESIGN-BUILD HONORS LOCAL TRADITION WITH SUSTAINABLE DESIGN

Apple orchards serve a functional and aesthetic purpose at the Central Records Complex

Located in Winchester, Virginia, the Central Records Complex, which Clark delivered to the U.S. General Services Administration (GSA) earlier this year, lies in the heart of the Shenandoah Valley. A 256,000-square-foot design-build project, the landscaping of this state-of-the-art records and technology facility is purposefully designed to celebrate the region's rich apple history. With plentiful apple orchards that serve a functional and aesthetic purpose, the Central Records Complex honors local tradition with a sustainable design.

Known colloquially as "the apple basket of America" since the 1700s, Winchester is one of the largest apple exporters in the United States and the largest

producing region of apples in Virginia. It is also known for the Shenandoah Apple Blossom Festival, an annual 10-day festival held each spring to celebrate the blooming apple trees.

"To celebrate the history of the Shenandoah Valley, and to pay homage to Winchester's annual Apple Blossom Festival, we planted over 100 crabapple trees in orchard rows at the site," said Bill Blanski, vice president at HGA and lead designer on the Central Records Complex project. "The apple orchards move east to west through the site, and will create a memorable, picturesque image when they reach full bloom."

In an early pursuit presentation, Blanski brought an apple to the meeting. Setting it on the table in front of the GSA team, he

explained how the Clark design-build team would weave the local history and apple culture of Winchester into the design of the Central Records Complex.

Indigenous to Virginia, the crabapple tree has a rich local history. (One variant, the Hewes Virginia Crabapple, was even grown by both George Washington and Thomas Jefferson during the 18th century.) With over 100 trees throughout the site, the team needed to be sure that caring for the trees – and namely, harvesting apples – did not become an overwhelming burden to the ground maintenance operation at the Central Records Complex. To solve this challenge, the team chose a specific species that keeps its fruit on branches throughout the year. The trees offer an additional element of sustainability to the site by creating a new and plentiful food source for birds.

From conception, a sustainable facility was one of the major project goals for the Central Records Complex. In addition to seeking LEED Gold certification, the facility is also designed to achieve Sustainable Sites Initiative (SITES) Silver certification through its landscaping. A complement to the U.S. Green Building Council's LEED green building rating system, the overarching goals of SITES include fostering resiliency, mitigating climate change, and enhancing human wellbeing. ■

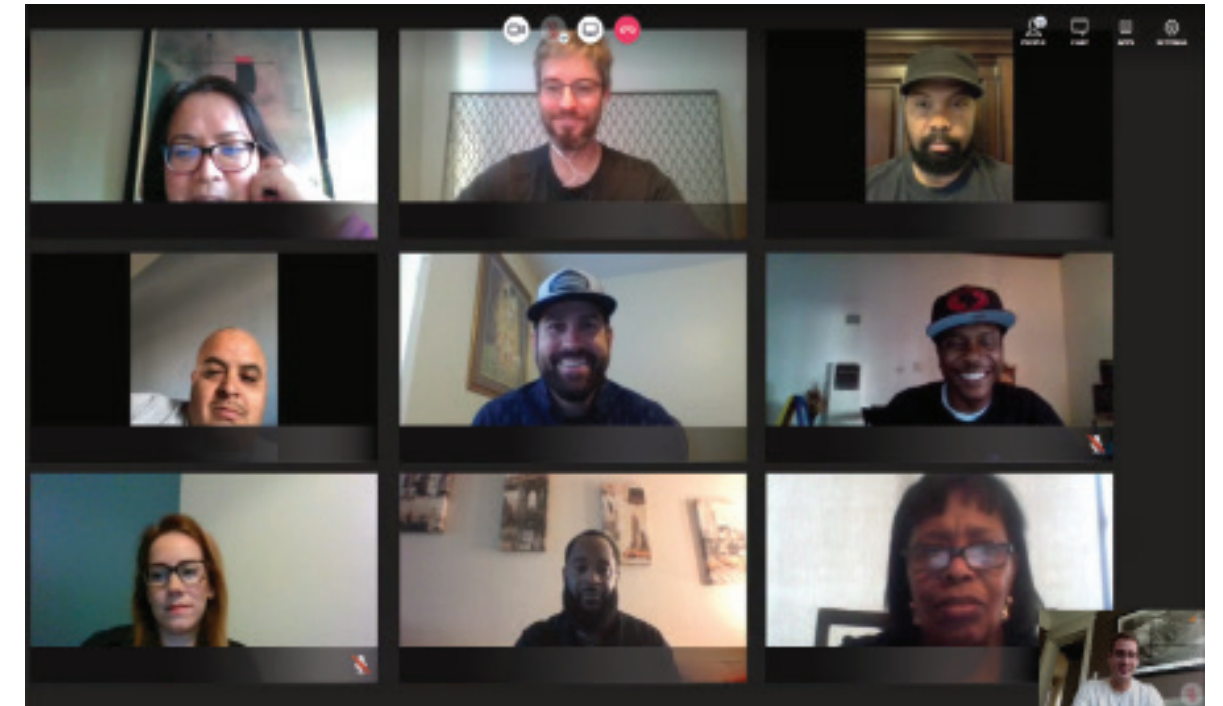
STRATEGIC PARTNERSHIP PROGRAM GOES VIRTUAL

Distance learning keeps students engaged and safe during stay-at-home orders

In response to the COVID-19 pandemic, companies and schools across the country have adopted online solutions to meet the needs of their constituents. For Clark Construction's Strategic Partnership Program (SPP), the situation is no different. Clark's executive MBA-style program provides training and development opportunities for small minority-, women-, and veteran-owned firms in the construction, engineering, and architecture industry. Under normal circumstances, SPP participants meet weekly for three-hour, in-person seminars. In early March, that all changed.

From San Francisco to Washington, DC, and throughout the nation, stay-at-home orders made it impossible to continue classes in person. With many programs nearing completion and students moving on to their final capstone project, Strategic Partnership Program leaders knew they needed a plan to keep the program moving forward and keep students connected and engaged in the safest manner possible.

"From day one, we've committed to providing a meaningful and engaging classroom experience for our SPP students," said Wes Stith, a vice president at Clark who helped found the program. "Although circumstances have changed, our commitment to the success of the students hasn't. Each small business participant has invested a significant amount of time and energy into the program – and



into their professional development. We wanted to find a way for all students to complete this journey and regain some sense of normalcy with weekly classes." Administrators of active SPP cohorts in Seattle, San Francisco, Orange County, Los Angeles, and Washington, DC worked quickly, distributing a survey to gauge students' ability – and desire – to continue the program virtually. The response was overwhelmingly positive.

"Having the regularly scheduled classes resume is refreshing and helps us forget about the current pandemic," said Oscar Perez-Forero of Montez Group, Inc., a student in the San Francisco class. "Our cohort has grown together as a community and moving the program to a virtual setting allows us to continue to build relationships with each other and with Clark."

Though Clark leaders initially considered suspending classes, hoping to begin again in person in



late spring, the group ultimately determined a distance learning solution would provide the best avenue for students to complete their coursework and graduate from the program.

Strategic Partnership Program classes resumed via video conference in April and plans to address how participants will present their capstone projects in a virtual classroom setting are underway. Clark is also exploring how to leverage distance learning platforms for future SPP classes. ■

Top: The San Francisco SPP class has resumed regularly scheduled courses using distance learning solutions.

Bottom: The virtual experience replaces the in-person instruction normally offered, like this session held in Bethesda, Maryland, in February.



Applications for the 2020/2021 Strategic Partnership Program will be accepted through June 30. Interested firms can visit clarkconstruction.com/spp to apply.



Rendering courtesy of Atelier Peter Zumthor and SOM

Structural Demolition Underway for Landmark Project in Los Angeles

For more than five decades, the Los Angeles County Museum of Art (LACMA) has stewarded art from all eras and cultures. As an important cultural center not only in Los Angeles but also in all of Southern California, LACMA is committed to its mission of serving the public through art by expanding and upgrading its collections.

LACMA has undertaken five expansion projects over the years to house the treasures entrusted to the museum in state-of-the-art facilities. But this time, the museum is planning a more ambitious transformation, one that will elevate the museum as a global destination. After extensive project development, Clark officially began construction of the LACMA Building for the Permanent Collection in early April with the structural demolition of the Leo S. Bing Center, one of four buildings to be replaced by the new building.

Along with three other buildings that make up the LACMA campus, these aging, deteriorating structures had many serious structural issues and problems with plumbing, sewage, and lack of methane and seismic mitigation. After the County of Los Angeles and LACMA's Board of Trustees determined that the cost to do even minimal repairs was too prohibitive, the stage was set for the re-imagining of a museum that truly speaks to the heart and soul of the city.

Designed by the Pritzker Prize-winning architect Peter Zumthor, the LACMA Building for the Permanent Collection will replace those four buildings with one 347,500-square-foot structure, representing a bold new vision for how art museums can connect and engage with visitors. An expansive space that will straddle Los Angeles's famed Wilshire Boulevard, the Building for

the Permanent Collection will feature 110,000 square feet of gallery space in a single level to display and present art in a non-hierarchical, egalitarian way. According to LACMA, this horizontal design "avoids giving more prominence to any specific culture, tradition, or era." Elevating the structure will also allow space for 3.5 acres of new urban park space with sculpture gardens. LACMA's iconic "Urban Light" and "Levitated Mass" installations, as well as the Broad Contemporary Art Museum, Resnick Pavilion, and the Pavilion for Japanese Art, will remain untouched.

As part of the new building, Clark will construct a new theater, education spaces, three restaurants, a museum shop, multi-purpose event spaces, and ancillary and back-of-house facilities. The LACMA Building for the Permanent Collection is slated to open to the public in 2024. ■

Two Projects Delivered Early to Albion Residential, with a Third Underway

In the last three years, Clark has built two Albion Residential projects in the suburbs of Chicago – with construction on a third project currently underway. Founded in 2016, Chicago-based Albion acquires, develops, and operates luxury rental apartment communities across the Midwest. For their ground-up development projects, Albion concentrates on sites located in dynamic urban neighborhoods with strong employment opportunity and chic entertainment scenes.

Even before breaking ground in 2018 on Albion Oak Park – Clark's first project with the developer – the Clark team sought to develop an acute understanding of Albion's business objectives and distinct priorities. By developing solutions tailored to Albion's unique needs and drawing on decades of experience working with the nation's leading developers, Clark has delivered value, certainty, and superior results for Albion, helping transform their visions and ideas into long-lasting assets.

It is a relationship that has strengthened considerably over time – and it all began with the placement of a familiar blue sign. "We had been looking at contractors for months without much luck," said Darrell Williams, vice president of construction at Albion Residential. "I was sitting in my office one afternoon, watching a high-rise being built outside. I saw the blue Clark sign from my window, and when I realized we hadn't



Photo by VHT Studios

"We knew there were a lot of contractors in Chicago that could build our buildings," said Williams. "But we wanted someone that not only had the capability – but was also compatible with us. We wanted a general contractor that was developer-friendly and could understand our vision."

With Clark, Albion found a trusted advisor

"We wanted someone that not only had the capability – but was also compatible with us. We wanted a general contractor that was developer-friendly and could understand our vision."

Darrell Williams, Vice President of Construction, Albion Residential

talked to Clark yet, I picked up the phone and made the call."

Since that phone call, Clark delivered Albion Oak Park, the first branded development for Albion, seven weeks early in November 2019, and Albion Evanston two weeks early in February 2020. Today, Clark is building Albion Highland Park – a 161-unit development that broke ground in the fall of 2019 and is scheduled to complete in mid-2021.

that understood their business objectives and priorities, remained committed to finishing on schedule and on budget, and delivered exceptional experiences and results – all while keeping safety at the forefront of every decision.

"I've been really happy with our relationship with Clark," said Jason Koehn, president of Albion Residential. "It's nice to be with a large organization that has a great team from start to finish. Clark has always listened to us, and it's clear they care about us as a client." ■

OAK PARK DELIVERED SEVEN WEEKS EARLY

The Clark team recognized the potential for schedule savings early in construction when the building's consolidated concrete core system was delivered faster than anticipated. Understanding that an early project completion would mean that Albion would be able to sign new tenants sooner – and begin generating revenue earlier – the Clark team sought ways to capitalize on the early delivery of the concrete core system.

Thanks to early and detailed planning, the team was well-prepared to begin work on the building's window wall façade early. With the project proceeding faster than planned, Clark completed mock-up work early and worked to ensure that follow-on trades were prepared and able to start ahead of schedule.

"We committed to an early delivery at the start of summer, so that Albion could begin lease-up and get residents in the building as quickly as possible," said Matt Erskine, Clark's senior project manager on the job. "We finished within budget and seven weeks early – and that commitment to an early finish was important to us. We did everything in our power to finish strong."

Milestones

This quarter, our project teams across the country reached some exciting milestones:

UNDERWAY

Lincoln Park at Long Beach Civic Center

In February, work started on the revitalization of historic Lincoln Park at the Long Beach Civic Center. When complete, the park will feature multi-purpose event lawns, a dog park, a skate park, a sports field, and a café. Lincoln Park is the final piece of the 22-acre Civic Center development. The \$523-million project encompasses a new City Hall and Bob Foster Civic Chambers, a new headquarters facility for the Port of Long Beach, and a new Billie Jean King Main Library – all of which were successfully delivered by Clark in June 2019.

New Single Terminal at Kansas City International Airport

In April, the Clark | Weitz | Clarkson team began structural steel erection at the New Single Terminal at Kansas City International Airport (KCI). The 1.1 million-square-foot terminal will feature 39 gates, with the ability to accommodate future expansion up to 50 gates. The project also includes a 6,300-space parking garage, central utility plant, and landside and airside improvements.

110 North Wacker

The 110 North Wacker project team recently installed the final piece of curtain wall on the tower portion of the 57-story riverfront skyscraper in Chicago. The building's façade, which is comprised of 8,669 curtain wall units, features two different fin systems. Once complete, this state-of-the-art building will offer 1.5 million square feet of trophy-class office space along the Chicago River.



Metropolitan Park, Phases 6/7/8

The Metropolitan Park project team recently began construction on Amazon's Arlington, Virginia, headquarters. The project comprises two LEED Platinum office buildings totaling nearly 2.1 million square feet, as well as 1 million square feet of below-grade parking. Once complete, the new urban campus will feature 65,000 square feet of street-level retail, 1.1 acres of new public open space, and more than a half mile of protected bike lanes.

TOPPING OUT

San Francisco Police Department Traffic Company and Forensic Services Division Facility

The Clark team recently topped out the San Francisco Police Department Traffic Company and Forensic Services Division Facility. The three-story, 90,000-square-foot facility is being built to remain operational through a major earthquake. The project is part of San Francisco's continuing efforts to improve disaster readiness and will further strengthen the city's emergency response capabilities.

Howard County Circuit Courthouse

In January, the Clark team hoisted the final steel beam at the Howard County Circuit Courthouse project to bring the 238,000-square-foot facility to full height. The new courthouse, which will replace the current 175-year-old building in Columbia, Maryland, will include space for the State's Attorney, Sheriff, local Bar Association, Maryland Public Defender, and Clerk of Courts, as well as office space and courtrooms for six judges, a jury assembly area, cafeteria, fitness center, and parking garage.

North Torrey Pines Living and Learning Neighborhood at UCSD

At the University of California San Diego (UC San Diego), the Clark team recently topped out the seventh and final structure at the North Torrey Pines Living and Learning Neighborhood. Located on a 10-acre site, the neighborhood will provide housing for 2,000 students and will feature parking, retail space, a craft center, dining hall, and market. The complex will also feature two academic buildings, one for social sciences and one for arts and humanities.

Nashville Yards Parcel 4

In April, Clark/Bell, a Joint Venture, placed the highest steel beam on top of the 25-story office tower that will serve as Amazon's "Operations Center of Excellence." The office building is part of Nashville Yards, a multi-phase, 16-acre mixed-use development project that will feature office, retail, residential and entertainment space.



SUBSTANTIAL COMPLETION

Academic Building Replacement at UC Hastings

The Clark team recently delivered the new academic building to University of California Hastings College of the Law (UC Hastings) in San Francisco's historic Civic Tenderloin District. The new 58,000-square-foot facility features classrooms, offices, legal clinics, and a conference center, as well as indoor and outdoor student life spaces.

E330 Downtown Bellevue Tunnel

The Atkinson team recently delivered the underground light rail tunnel portion of the E330 Downtown Bellevue Tunnel project. This project is one of multiple projects that will complete Sound Transit's East Link Light Rail Extension from downtown Seattle to Redmond, Washington.

Central Records Complex

The Clark team recently delivered a 256,000-square-foot Central Records Complex in Winchester, Virginia, to the U.S. General Services Administration. The state-of-the-art facility includes automated storage and retrieval systems to access records quickly and efficiently.

Dwight D. Eisenhower Memorial

In March, Clark delivered the Dwight D. Eisenhower Memorial project in Washington, DC. The project, which commemorates Eisenhower's contributions to the nation, transformed a four-acre site on Independence Avenue into a green space housing the first national presidential memorial of the 21st century.

45 L Street

In February, the 45 L Street team delivered the third and final phase of Trammell Crow Company's Sentinel Square development in Washington, DC's NoMa neighborhood. The 728,000-square-foot facility, which will serve as the Federal Communications Commission's headquarters, features office space, common amenity areas, a penthouse, and three levels of below-grade parking.

4040 Wilson Boulevard

In February, the Clark team reached substantial completion on 4040 Wilson Boulevard, a 22-story, mixed-use building in Arlington, Virginia. The first ten stories feature retail and office space, including a new headquarters for AvalonBay Communities and a VIDA Fitness center, while the top twelve stories are comprised of apartment units.

Atlanta Water Supply Program Phase 1

In April, the Atkinson/Technique joint venture team delivered the first phase of the Atlanta Water Supply Program to the city's Watershed Department. The team constructed a water conveyance and storage tunnel system connecting the Chattahoochee River, the Hemphill Water Treatment Plant, and the former Bellwood Quarry, which has been transformed into a 2.4-billion-gallon reservoir. The project increases Atlanta's reserve water supply from three to thirty days.

Sequoia Building at Clovis Community Medical Center

Clark recently delivered the new Sequoia Building at Clovis Community Medical Center in Clovis, California. The 60,000-square-foot facility features a replacement dialysis center, retail pharmacy, training areas, hospital administrative space, and employee gym. Clark is also currently constructing a new 144-bed patient tower at Clovis Community Medical Center – Clark's fifth project for the health system.



Photo by: Aleksey Kondratyev

Clark Gives Back During Second Annual Nationwide Week of Service

As part of Clark's second annual Week of Service in honor of Martin Luther King, Jr. Day, team members from across the country volunteered more than 2,700 hours in their local communities, exceeding last year's total by 200 hours. Here are some of the ways our teams across the country made a difference:

- Revegetating, removing invasive plants, and mulching at Pigeon Point Park in Seattle, Washington, with the Nature Consortium.
- Sorting and organizing donations for deserving children with Priority Center in Anaheim, California.
- Sorting and loading boxes of food for distribution to needy families in Kansas City, Missouri.
- Removing invasive plants and revegetating in the Back Bay neighborhood with Project Grow in Newport Beach, California.
- Serving meals to Chicago's hungry and homeless citizens with Catholic Charities.

- Sorting donations and packing meals at the Capital Area Food Bank for vulnerable Washington, DC families.
- Inventorying and distributing donated food, clothes, and toys with Volunteer for America in Bethesda, Maryland.



- Sorting and packaging food and household donations for distribution in Texas with the San Antonio Food Bank and El Pasoan's Fighting Hunger.
- Partnering with the Illumination Foundation to run after-school activities for children in Orange County, California. ■

- Sorting and organizing donations at the Clock Tower Thrift Shop in Falls Church, Virginia.
- Partnering with City Year in Chicago, Illinois, to transform Robert Nathaniel Dett Elementary School by painting walls and performing small construction projects.
- Partnering with Junior Achievement in Silver Spring, Maryland, to teach middle school students about finance and budgeting.



Clark participates in the annual ASC Student Competition by mentoring teams and serving as competition judges.

A Tradition of Mentoring Through the Annual ASC Student Competition

Kelvin Vasquez was ready for the presentation, or so he thought. A University of Southern California sophomore back in 2014, it was his first time participating at the prestigious Associated Schools of Construction (ASC) Regional Student Competition in Sparks, Nevada. The ASC competition is the tournament for the brightest construction management and civil engineering students from Hawaii, the West Coast, and Rocky Mountain states.

Kelvin and his team practiced three months for this moment, defending their thesis in front of seasoned construction professionals. A few minutes into the interview, a question was asked of him that his team didn't anticipate. He kept his cool and thought back to all those practice sessions. Buoyed by caffeine and a sudden surge of adrenaline, Kelvin was able to articulate a response, contributing to the team placing second in the Heavy Civil category.

Earlier this year, Kelvin returned to Sparks. This time as a judge – and a project manager

at Clark. 53 universities participated in the 2020 competition, with 207 teams vying for top spots. Major engineering firms and general contractors like Clark are heavily involved, generating the problem scenarios for students to solve.

Students have 18 hours to develop sweeping solutions that may include some or all of these components: contract structure, schedule, estimate, safety plan, site logistics, and guaranteed maximum price (GMP). As the competition's midnight deadline approaches, it's not unusual to see students sprinting through the halls, submission in hand.

But submitting is just half of the battle. While judges convene to review entries, students now have to prepare for the 30-minute interview, usually rehearsing into the early morning hours.

A TRADITION OF MENTORING

Senior Project Manager Wendy Bohn has been an ASC coach for the team from San Diego State University (SDSU) for the last four years. "We start weekly

training sessions in September and go through December. We have two-hour sessions that typically start at 6:00 a.m.," Wendy explains. "We do three mock problems throughout the fall semester where students spend a day putting together their project plan before presenting it to us," she adds. The coaches also hold one-on-one sessions as the competition date nears. It's a commitment that she and fellow Clark coaches Trevor Gerard, Patrick Sanford, and Jose Mugerza balance with the daily demands of their work. Yet Wendy looks forward to ASC season. An SDSU alumni and former ASC competitor, she confesses, "I love working with students and teaching them about construction."

This is also the reason why Project Executive Fred Case keeps coming back to Nevada. Considered a permanent fixture at the event, Fred has been involved with ASC for more than 20 years. "I've seen the competition grow from a fairly small regional event to one of great size, sophistication, and national

importance. To my knowledge, there is no other student competition of this magnitude in our industry. It provides an unparalleled opportunity for student learning, industry and academia interaction, and career development. Even for judges, despite the crazy hours, it is profoundly satisfying to be a part of the growth and progress of our students and their futures."

THE FUTURE IS HERE

For construction and engineering firms, the competition is the epicenter of campus recruiting. Once the contest is over, it's the companies' turn to compete – this time for talent. The competition, while not as intense, is still fierce, with 170 companies vying for top candidates. According to Jeanette Castro, a campus recruiter at Clark, the event yields four full-time hires and four summer associates on average.

Clark also boasts a robust roster of ASC Student Competition alumni. Like Kelvin Vasquez, Juan Perez will soon be one of them. He competed at ASC this year and was mentored by Wendy, Trevor, and Jose, and will be joining Clark full-time after he graduates this year. "I chose Clark over other prospective employers because of their relationship with SDSU, past projects completed, and feedback from SDSU alumni," said Juan. "Last year, three of my fellow classmates accepted offers with Clark. I saw their enthusiasm for the company, and I knew that I wanted to be part of that same culture." ■

PROJECTS FROM COAST TO COAST RECEIVE INDUSTRY HONORS

Clark projects across the country have recently received awards from a number of industry associations:

AGC BUILD AMERICA AWARDS

The Associated General Contractors of America (AGC) Build America Awards honor AGC members who build the nation's most impressive projects ranging across the building, highway and transportation, utility infrastructure, and federal and heavy divisions.

Chase Center

Best New Building or Renovation Project Over \$126 Million

CSX Virginia Avenue Tunnel Reconstruction

Best Design-Build Civil Project

Long Beach Civic Center

Best Design-Build Building Project

AGC OF CALIFORNIA CONSTRUCTOR AWARDS

The AGC of California's Constructor Awards recognize members' achievements for their skill, unique undertakings and ability to address the most difficult challenges contractors encounter.

Pacific Visions at the Aquarium of the Pacific

Project Under \$30 Million

SDBJ COMMERCIAL REAL ESTATE AWARDS

The San Diego Business Journal (SDBJ) Commercial Real Estate Awards showcases the biggest, best, and most notable commercial real estate projects in the area.

Legacy International Center

Best Hospitality Project of the Year

BUILT BY WOMEN PROGRAM

The Beverly Willis Architecture Foundation's Built by Women program recognizes the significant work of women architects, landscape architects, designers, engineers, contractors, and developers.

Long Beach Civic Center

Long Beach Civic Center - which was delivered by a design-build team comprised of 50% women - was recognized by the Beverly Willis Architecture Foundation's Built by Women program. The project also received an AGC Build America Award in the Best Design-Build Building Project category.



Photo by: Matt Fukushima

C3M ANNOUNCES OFFICER PROMOTIONS

C3M is pleased to announce three officer promotions that will help the company build on their success over the past five years and prepare for the future.

Chuck Hinton and Chuck Tomasco have both been promoted to senior vice president, and together will be responsible for leading the company's operations nationally. Hinton and Tomasco were part of the founding leadership team for C3M Power Systems, which launched as a subsidiary of Clark in 2014.

Chuck Hinton led many of C3M's early projects that developed the company into one of the largest and most well-respected electrical contractors in the Washington, DC area. He is a recognized industry leader with

more than 20 years of experience, including complex projects for the Washington Metropolitan Area Transit Authority (WMATA) and other municipalities nationwide.

Chuck Tomasco has overseen the successful delivery of projects across the country, including the Cincinnati Streetcar and the Personal Rapid Transit System at West Virginia University, helping to establish C3M as a nationally recognized industry leader over the past five years. Prior to the formation of C3M, he worked for an electrical construction contractor and played an integral role in the construction of many Clark projects throughout the Mid-Atlantic.

Additionally, Kevin Kilfeather has been promoted to vice president. Kevin joined C3M

Power Systems as part of its founding team in 2014 as a senior project manager on the WMATA Orange and Blue Line and K-Line Rehabilitation projects. Throughout his tenure he has played a key role on several transit projects across the country including the I-395 Express Lanes, Oklahoma City Streetcar, and numerous WMATA projects, and has helped grow C3M's portfolio of traction power and intelligent transportation systems markets. As vice president, Kevin will oversee the Port Authority of Allegheny County Trip Stop Replacement project in Pennsylvania and the Los Angeles Metro Division 20 Traction Power Substation project in California. ■



CHUCK HINTON



CHUCK TOMASCO



KEVIN KILFEATHER

NEWLY PROMOTED VICE PRESIDENTS ANNOUNCED



PAT ABRAMS joined Clark in 1988 as a field support engineer on Bethesda Place One. In 2000, he was promoted to superintendent and led projects such as the Arlington Gateway

office building, Hyatt Regency Chesapeake Bay, and 505 Ninth Street. Pat was promoted to construction executive in 2007 and has been primarily focused on residential projects throughout the Washington, DC area, including North Bethesda Market, Sedona and Slate, and 750 North Glebe. As vice president, Pat will continue to lead field operations through completion at 750 North Glebe before transitioning to other high-profile residential projects in the Mid-Atlantic.



DAVID BARRITT-FLATT began his career with Clark as an engineer in 2005 working on projects in the Washington, DC area including the National Law Enforcement

Museum and Howard Hughes Medical Institute Expansion. After gaining experience in legal and strategic planning departments, he was promoted to director in 2016 and led Clark's Research and Development team. Beginning in 2017, David co-lead the Strategy, Research, and Development team. As vice president, David will lead the client service team, working with all project stakeholders to deliver exceptional experiences and results on Clark projects.



RYAN HAWORTH joined Clark Concrete in 2005 as a field engineer and completed several jobs throughout the Mid-Atlantic. He relocated to California in 2009 to

join the Atkinson team to help lead efforts on Phase 1A of the San Ysidro Land Port of Entry, the I-405/I-605 West County Connector, and the BART A-Line Aerial Structures Retrofit project. In 2013, Ryan relocated to Clark's San Francisco office. As a project executive, he played an integral role in the successful delivery of Salesforce Tower and Park Tower. As vice president, Ryan will help enhance project development efforts in the Bay Area.



ARASH PARHAM joined Clark Foundations as an engineer in 2005 on the Dulles East/West Automated People Mover project. After working on several excavation support

systems for projects throughout the Mid-Atlantic, he transitioned to Clark Civil to work on major infrastructure projects including the Intercountry Connector Contract C and the Virginia Avenue Tunnel Reconstruction project. He was promoted to director of Clark Foundations in 2017 and since then has led efforts on several Mid-Atlantic projects. As vice president, Arash will continue to lead operations for Clark Foundations, including the acquisition and execution of work.



GREG RUHL joined Clark as an engineer in 2000 on the Eastern Shore State Hospital project in Cambridge, Maryland, and went on to support the delivery of a variety of

projects including Fairfax Square South, 1700 Duke Street, and 1101 First Street. He went on to lead the delivery of several mixed-use projects including Residences at The Avenue and City Market at O in Washington, DC, and the Confluence in Denver, Colorado. As vice president, Greg will work with the company's national project development team to optimize project planning and deploy best practices for design management, budgeting, planning, and purchasing.



ALBERT VALDIVIA entered the industry in 1999 as a carpenter. While working on a Clark project in San Diego, he was inspired to go back to college to earn his degree in construction. Albert joined

Clark in 2007 as a project manager and worked on projects throughout Southern California such as Pacific Beacon and the Naval Consolidated Brig Miramar Joint Regional Correctional Facility. Albert was promoted to project executive in 2016 while overseeing the San Ysidro Land Port of Entry Phase 3 project. He is now leading project development for the Otay Mesa Land Port of Entry and the Mission Valley Site Development and Multi-Use Stadium projects at San Diego State University.

EDGEMOOR PROMOTES GIBSON TO VICE PRESIDENT



Edgemoor Infrastructure and Real Estate is pleased to announce that Donald Gibson has been promoted to vice president.

Donald joined Clark in 2008 as a senior project manager on DoD/BRAC 133 at Mark Center. He then went on to lead design and planning activities on the U.S. Coast Guard Headquarters before joining Edgemoor Infrastructure & Real Estate in 2011. Donald was promoted to director in 2012 and has been involved in many of

Edgemoor's successful public-private partnership projects, including the University of Kansas Central District Development and the Howard County Circuit Courthouse, which is currently under construction. As vice president, Donald will pursue new public-private partnership (PPP) opportunities, manage project development activities, and support contract negotiation, transaction structuring, and project financing. ■

CLARK PROMOTES SEVEN SENIOR EXECUTIVES



GREG COLEVAS
DIVISION PRESIDENT & CEO, REGIONAL DIVISION

Throughout his more than thirty-year tenure, Greg has played a critical role in the successful growth and

development of projects in the Mid-Atlantic region. Greg led the delivery of projects across the Washington, DC area including the Walter E. Washington Convention Center, Nationals Park, FedEx Field, Walter Reed National Military Medical Center, and the National Museum of African American History and Culture. In 2016, Greg transitioned to lead the successful growth and expansion of Clark's Regional Division. As division president and chief executive officer, Greg will continue to provide executive guidance for the division and its portfolio of projects in Florida, Texas, Atlanta, and Missouri.



MARK EAMES
SENIOR VICE PRESIDENT

Mark joined the company in 1993 as an estimator in the Mid-Atlantic and then transitioned to a project manager role on the

Gannett/USA Today Headquarters. In 2000, he moved to the Northeast to manage preconstruction activities on the Boston Convention Center and Manulife Financial US Operations Headquarters. In 2003, Mark transferred to Chicago and has managed project development efforts on projects like McCormick Place West Hall, Nashville Music City Center, 150 North Riverside, and Nashville Yards. As senior vice president, Mark will continue to lead the Northern region's pursuit of new opportunities and work with project development teams to enhance the region's capabilities.



JAY GRAUBERGER
EXECUTIVE VICE PRESIDENT, CORPORATE AFFAIRS

Since joining Clark in 2005 as vice president, Jay has helped launch a number of initiatives that have strengthened the company's relationships with clients and other stakeholders. In 2010, Jay was promoted to senior vice president and began working with teams to develop pursuit strategies for target projects. In recent years he has focused on developing our in-house partnering, project governance, and team alignment capabilities. As executive vice president of corporate affairs, Jay will continue to be responsible for building relationships with Clark's key stakeholders through various client service and partnering initiatives. He will also oversee government and community relations programs and provide leadership for Clark's Strategic Partnership Program, which supports small business development across the country.



CARA LANIGAN
SENIOR VICE PRESIDENT

Cara began her career with Clark more than twenty years ago on the Parc Somerset project in Chevy Chase, Maryland. She later relocated to Florida and went on to deliver a number of projects throughout the southeastern United States including U.S. Penitentiary Coleman 2 and LCDR Vincent Otis Tolbert Joint Intelligence Center at MacDill Air Force Base. She was promoted to vice president in 2013 while leading the team building the Fort Bliss Replacement Hospital – the 1.1 million-square-foot healthcare facility recently delivered to the U.S. Army Corps of Engineers in El Paso, Texas. As senior vice president, Cara will work with the company's national project delivery teams to deploy best practices, optimize resource planning and staffing, and develop engagement and development initiatives.



KRIS MANNING
SENIOR VICE PRESIDENT

Kris joined Clark more than two decades ago as an engineer in Clark Foundations. Early in his career he worked on numerous projects in the Mid-Atlantic region including Chevy Chase Bank Headquarters, Lincoln Square, and Yale Steam Laundry. He was promoted to vice president in 2008 while

leading Clark Concrete, where he oversaw the delivery of several of the division's signature projects in the Washington, DC area. In 2012, he relocated to California where he led the newly formed Clark Civil West division before working with the Atkinson team completing the SR-91 Corridor Improvement project. Today, Kris leads Clark's corporate safety vision. As senior vice president he will continue to be responsible for planning safety into all aspects of the business, elevating the safety climate on projects nationwide, and providing a deeper level of safety education to our employees.



BARBARA WAGNER,
EXECUTIVE VICE PRESIDENT, NATIONAL HEALTHCARE SECTOR

For more than three decades at Clark, Barbara has played an instrumental role in delivering a range of projects across the country. Since relocating to California in 2002, she has worked on many healthcare and hospital projects including Camp Pendleton Naval Hospital, Ventura County Medical Center, Highland Hospital, Clovis Community Medical Center, New Stanford Hospital, and Cedars-Sinai Marina del Rey Hospital. As executive vice president, national healthcare, Barbara will continue to identify and pursue opportunities in the healthcare market and partner with company leadership to position Clark as a trusted advisor to major health systems and hospitals across the country.



MIKE WOLSKI
SENIOR VICE PRESIDENT

Mike joined Clark in 2000 as an engineer on 1875 K Street and went on to support the delivery of several projects in the Washington, DC area including 575 Seventh Street and Square 54. He later transitioned to Clark Concrete where he oversaw the division's business operations as well as the delivery of numerous projects in the Mid-Atlantic region. In 2016 Mike joined the Mid-Atlantic purchasing group and was promoted to vice president. As senior vice president, Mike will continue to provide executive leadership for purchasing efforts in the Mid-Atlantic region and will also work with project development leadership to enhance our capabilities and deploy best practices.

THE WAY WE WERE



IN 2011, Clark led the design-build effort to accommodate the relocation of Walter Reed Army Medical Center to the National Naval Medical Center campus in Maryland under the Defense Department's Base Realignment and Closure (BRAC) program. The \$850-million project included 725,000 square feet of new construction and more than 450,000 square feet of renovations. Work was completed above, below, or immediately adjacent to ongoing hospital functions without impacting medical operations.

Going beyond the Navy's mandate to achieve U.S. Green Building Council LEED Silver status on the job, the project team voluntarily delivered Gold certification for the project. This was an impressive feat for a state-of-the-art medical facility that operates around the clock and uses high-energy medical equipment. Heating, ventilation, and cooling systems incorporate cutting-edge technology which reduces energy consumption by 28 percent, and instead of recirculation, building occupants enjoy 100 percent outside air.

The Medical Center was named 2011 Project of the Year - New Construction by the U.S. Green Building Council National Capital Region Chapter. ■



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Photo by: Aleksey Kondratyev

