

Clark Selected to Build New Transbay Tower



SAN FRANCISCO - Boston Properties and Hines have selected Clark Construction along with joint venture partner Hathaway Dinwiddie Construction Company (Clark/Hathaway) to lead construction activities for the Transbay Tower at 101 1st Street. The 61-story Class-A office tower will be the tallest building in the western United States at 1,070 feet, rising above the adjacent Transbay Transit Center in downtown San Francisco. When complete, Transbay Tower will surpass New York City's Chrysler Building as the seventh tallest building in the country.

Clark/Hathaway commenced construction activities earlier this month with below-grade work. Transbay Tower will be built on rock by way of cast-in-place foundations extending down approximately 265 feet. The initial phase of below-grade work includes excavation, shoring, and foundations necessary to support a three-level below-grade parking structure.

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Clark Selected to Build New Transbay Tower continued

At the ground level, it will connect with the Transit Center's rooftop park and provide an open public space.

A uniform steel and glass curtain wall system will wrap the tower's structural steel framing, which surrounds a concrete core. A dramatic crown of glass, metal mullions, and partially-open metal screen will sit on top of the tower.

The Transbay Tower project is designed, at a minimum, to achieve LEED[®] Gold certification and will feature an underfloor 100 percent outdoor air distribution system, high-performance glazing, and integrated sun shades to reduce energy consumption.

Pelli Clarke Pelli Architects and Kendall/Heaton Associates are leading the design team. Additional project partners include Magnusson Klemencic Associates, Seattle, structural engineer; WSP Flak + Kurtz, New York, MEP engineer; BKF, Oakland, civil engineer; ARUP, San Francisco, geotechnical consultant; and PWP Landscape Architecture, Berkeley, Calif., landscape architect.



When complete, Transbay Tower will be the tallest project Clark has ever built. Here's a look at how it stacks up next to some of the company's other high-rise structures across the country.

Jefferson 14W Adds Vibrancy to Bustling Neighborhood

WASHINGTON, D.C. - Located at the corner of 14th and W streets in northwest Washington, D.C., Jefferson 14W is one of the most unique mixed-use properties to debut in the metropolitan area. Delivered by Clark for developers Jefferson Apartment Group and Perseus Realty under a \$54 million contract, Jefferson 14W adds 231 luxury apartments, 11,500 square feet of retail, and a new 45,000 square-foot YMCA to the city's bustling 14th Street corridor.

The 300,000 square-foot building's masonry façade is accented with punched windows; elegant terraces line the higher floors. Overlooking the intersection of 14th and W streets, the structure's sixth-floor clerestory window with architecturally-exposed stainless steel distinguishes the property. All apartment units feature high-end finishes, including Caesarstone quartz countertops, espresso cabinets, stainless steel appliances, front loading washer/dryers, and upgraded modern fixtures.

As part of the scope, Clark demolished and rebuilt the historic YMCA Anthony Bowen. Originally founded in 1853, the facility was the first YMCA to accept and serve African-American members. The new facility is one of the premier YMCAs in the country and features a fitness area large enough for 100 pieces of cardiovascular and strength equipment, exercise studios for yoga and spinning classes, a heated six-lane indoor pool, steam and sauna rooms, a rooftop terrace, two-story rock climbing wall, and a demonstration kitchen.

The YMCA restoration is just one way the 14W project is preserving the



neighborhood's rich history. The project incorporates five historic townhouse façades into the residential structure. A fully-restored carriage house also stands in the corner of the project site. To refurbish and protect the townhouses, the Clark team strengthened their existing foundations and replaced portions of the floor and roof system. Much of the existing brick façade was preserved and restored. The original building materials were removed, professionally restored, and reinstalled to maintain the original aesthetic integrity. The restored townhouses are now integrated into the apartment building's community room, several upgraded units, and retail spaces.

The carriage house required major structural reinforcement, complete roof replacement, and significant façade repairs. The restored structure is currently unoccupied, but will be integral to 14W's second construction phase and will eventually contain new YMCA fitness space.

Davis Carter Scott, McLean, Va., and De Space Designs, Washington, D.C., are the project architects. Additional project partners include Tadjer-Cohen-Edelson Associates, Silver Spring, Md., structural engineer; GHT, Arlington, Va., MEP engineer; and VIKA, McLean, Va., civil engineer.

Work Is Underway On Fort Bliss Replacement Hospital

FORT BLISS, TEXAS – Clark/McCarthy Healthcare Partners II, a joint venture of Clark Construction Group, LLC, and McCarthy Building Companies Inc., was recently awarded a \$648 million contract by the U.S. Army Corps of Engineers, Fort Worth District to build the Fort Bliss Replacement Hospital in El Paso.

Notice to proceed was issued in late May and the project is expected to be complete in 2016. The 1.1 million square-foot healthcare campus will replace the existing William Beaumont Army Medical Center. The project will consist of a seven-story hospital, two clinic buildings, an administrative building, clinical investigation building with biosafety level three laboratories, and central utility plant. In addition to these campus structures, Clark/ McCarthy also will construct two access control points and install surface parking. The 630,000 square-foot replacement

hospital building will be comprised of a

moment-resistant steel frame structure with a SidePlate[®] connection system and a concrete and metal deck composite floor. These systems also will be used in constructing the clinic facilities and will help the buildings withstand the effects of seismic activity. The structures also will feature natural stone and metal façade panels combined with a terracotta rain screen system.

The Fort Bliss healthcare campus is designed to achieve LEED Silver certification, and the hospital and clinic buildings are designed to achieve LEED for Healthcare certification. The project team will incorporate sustainable elements into the campus, including water-efficient landscaping, wateruse-reduction fixtures, and other energyefficient features. Each of the new buildings' curtain wall systems will be equipped with integral sunshade devices.

HDR, Inc., of Alexandria, Va., is the project architect.

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BETHESDA, Md. - Clark has started construction on 7770 Norfolk, a 17-story residential and retail building in downtown Bethesda for a joint venture partnership including The JBG Companies, ROSS Development & Investment, and CIM Group. Clark's construction contract is \$55 million.

The post-tensioned concrete tower will feature 244 apartment units, approximately 6,000 squarefeet of ground level retail, four levels of below-grade parking, and a resort-style pool deck and lounge on the rooftop. The building will be wrapped in a glass window wall system with metal panels, shadow boxes, and glass railings. At the building's periphery, the team will add 5,000 square feet of hardscaping and landscaping.

7770 Norfolk is designed to achieve LEED Silver certification.

Clark began construction this summer by demolishing the existing structures and will subsequently commence relocating overhead utilities below ground and providing support to surrounding structures. The project is scheduled to be complete in the summer of 2015.

The design team includes The Preston Partnership, Washington, D.C., architect of record; FX Fowle, Washington, D.C., design architect; and Cecconi Simone, Inc., Toronto, interior designer. Additional project partners include Tadjer-Cohen-Edelson, Silver Spring, Md., structural engineer; Summit Engineers, Inc., Arlington, Va., MEP engineers; and VIKA Maryland, LLC, Germantown, Md., civil engineer.



Atkinson Aids WSDOT's Recovery Efforts Following Skagit River Bridge Collapse

n the night of May 23, 2013, a portion of the I-5 Skagit River Bridge in Mount Vernon, Wash., collapsed after it was struck by a truck carrying an oversized load. Though there were no serious injuries, the fallen bridge claimed three vehicles, disrupted the daily traffic pattern of 71,000 drivers, and cut off a primary freight corridor between the Pacific Northwest and Canada, located 50 miles north. The Washington State Department of Transportation (WSDOT) began planning recovery and replacement efforts almost immediately and, with help from Atkinson, re-opened the span to traffic less than four weeks later.

The morning after the incident, WSDOT selected Atkinson to perform the emergency bridge replacement work. Though the permanent bridge replacement solution had not been identified, Atkinson had the resources, expertise, and experienced personnel to keep the repair project on track while these critical decisions were made. The company was selected, in part, because of its strong relationship with WSDOT and reputation for delivering some of the agency's most challenging design-build projects. Within 24 hours, the Atkinson team loaded barges with all of the equipment they might need for the project, including an 150-ton mobile crawler crane and two longreach excavators, and mobilized more than 75 craftsmen to the site.

Aerial view of Skagit River Bridge, Mount Vernon, Wash. (Photo courtesy of WSDOT)

> Working in close collaboration with WSDOT and the National Transportation Safety Board (NTSB), Atkinson began demolition and excavation work on May 27, less than 60 hours after the collapse. After recovering submerged vehicles and select bridge members for the NTSB's investigation, the team demolished portions of the bridge superstructure. The following day, the first pieces of the replacement span - a modular structure shipped across the country by Acrow Corporation of America - arrived. The state chose to erect two temporary spans, one northbound and one southbound, in order to quickly re-open the roadway while a permanent solution was designed and constructed.

The project team retrofitted the existing bridge piers

and built small pedestals to connect with the new structure. At 240,000 pounds, the modular bridge spans were too heavy to be placed by crane. The team orchestrated two cantilever girder launches to push the bridge segments out across the Skagit River. Existing overhead trusses prevented the team from launching the spans in line; instead, the segments were launched off-center of their final location and rolled into place by hand using come-alongs and Hilman Rollers.

With the temporary bridge spans in place, Atkinson paved and striped the roadway. The temporary structure re-opened on June 19 - less than four weeks after the collapse. The replacement bridge was in place through Labor Day weekend when I-5 closed to switch over to the new, permanent bridge crossing.

"It was good to have a contractor with the resources and expertise to pull off an emergency effort of this magnitude."

Jay Drye, Acting Assistant Regional Administrator, WSDOT NWR - Mt. Baker Area









Expanded and Renovated Hyatt Regency McCormick Place Opens in Chicago

CHICAGO - The Hyatt Regency McCormick Place cut the ribbon on its new 13-story hotel tower earlier this year. The design-build effort, led by Clark Construction, added 462 guest rooms to the hotel, which adjoins the city's McCormick Place Convention Center. In addition to the expansion, the CBG Hotel Design Builders team renovated the existing hotel property, including all 800 guest rooms, the restaurant, bar, convenience store, boardrooms, meeting rooms, and junior ballroom. The design-build team, which also includes general contractor Bulley & Andrews LLC and architect of record Goettsch, doubled the size of the hotel's lobby and installed a new glass entrance canopy to accommodate the property's increased capacity.

The new tower includes curtain wall, precast and cast-in-place concrete, and a structural steel roof with a 30-foot cantilever. On the east and west façades, glass-and-steel segments, known as the "wedges," provide panoramic views of the Chicago skyline and Lake Michigan and serve as a prominent lighting feature at night. The tower is anchored to the hotel's existing five-level parking garage by a series of 70-foot-long, 25-ton structural steel trusses.

CBG Hotel Design Builders completed the project in less than 18 months and with no impact to the hotel's day-to-day operations. During construction, the hotel maintained normal business and convention activities, including hosting guests of the 2012 NATO Summit, the National Restaurant Association's annual trade show, and the Chicago Auto Show, the largest of its kind in the nation.

The hotel expansion was designed and built to meet LEED Gold standards and

the tower's green roof system is visible from the upper floors of the existing hotel. Old Veteran Construction, Inc., —assisted the construction team with general contracting and construction management services. The design architect is tvsdesign and Arcadis US is the owner's consultant. Additional project partners include Primera Engineers, Ltd., MEP engineer; Anderson Miller, Ltd., interior designer; and Magnusson Klemencic Associates, structural engineer. McKissack and McKissack Midwest, Inc., is providing quality assurance and quality control oversight. All project partners are based in Chicago.



CHCF Stockton Design-Build Effort Delivers on Tight Schedule

STOCKTON, Calif. - In just 24 months, a Clark/McCarthy joint venture team designed, built, and turned over the 1.3 million square-foot, \$540 million California Health Care Facility (CHCF) Stockton, an intermediate-level medical and mental health campus for patient inmates within the state's prison system. California Department of Corrections and Rehabilitation personnel began moving in this spring; all patients will be on site by December 31, 2013.

The fast-track project was awarded to Clark/McCarthy in August 2011 with

mandated completion by August 13, 2013, with no conditions for weatherrelated extensions. Through extensive schedule planning, innovations in virtual modeling, and self-performed concrete work, the team turned over the project on July 10.



The CHCF Stockton campus includes 32 individual buildings comprised of structural steel, precast, and cast-inplace concrete that provide full healthcare services for 1,772 patient inmates, as well as a shared facilities building, administrative building, and a kitchen capable of preparing 10,000 meals each week. Completing the project to meet all expectations required diligent construction. In 2012 alone, the CHCF Stockton team put in place \$400 million of work. At peak construction, the team averaged \$3 million of work in place each day.

Before breaking ground in January 2012, the team held an intensive pullscheduling workshop to map the completion of every building on the campus. The project's master schedule was developed from this workshop and every morning, every foreman on site reported their team's progress against the schedule.

Clark/McCarthy self-performed 70,000 cubic yards of cast-in-place concrete work in under six months and cast and erected the buildings' precast concrete envelope (1,400 panels) in just four months. This strategy gave the team greater control over the demanding schedule. The team further expedited construction with a slab-on-grade, structural steel and prefabricated steel cell TrussWall[™] design solution to quickly get the buildings under roof and watertight, allowing follow-on trades to perform more efficiently.

HDR, Inc., of Dallas, Sacramento, and Pasadena, Calif., led the design team, which also included HGA, Sacramento, and Crosby Group, San Mateo, Calif.

Virtual Model Yields Real Benefits at CHCF Stockton

Meeting CHCF Stockton's schedule requirements called for the Clark/McCarthy team to be just as diligent on-line as they were on site. The team's robust virtual design and construction efforts were vital to establishing and achieving all construction milestones, satisfying all licensing requirements, and meeting the client's need for a Computerized Maintenance Management System (CMMS).



CHCF Stockton's virtual design and construction efforts were concentrated in two dedicated trailers. The project's BIM team was anchored by three full-time Clark/McCarthy employees who were joined by a detailer from every subcontractor on site. At peak construction, eight individuals worked full time in each trailer. The team balanced up to six live models simultaneously. Collaborating on a shared drive, however, meant that all work was done in parallel, nothing was linear. The team coordinated models for 14 different building types and the project site in just eight months.

The BIM team tied the construction schedule to the finished models. While the three-dimensional digital time-lapse made a great visual at client meetings, its real value was connecting front-line craftsmen to the project's overall progress. The Clark/ McCarthy team held animation reviews with each trade's foreman to match their progress with scheduled activities; the foremen reported their crews' efforts in the field. If there was any variance, the schedule would automatically adjust and update. As the project neared completion, the



Clark Facility Solutions Assists Clients with Transition and Maintenance Needs

Clark Construction Group has established a new business entity to assist clients as they move into and manage their facilities. Clark Facility Solutions (CFS) specializes in initial outfitting and transition (IO&T) and facility operation and maintenance (O&M) and will pursue work with government and institutional clients for which Clark is currently building or has built in the past.

Clark Facility Solutions' IO&T service offerings include assisting clients with specifying equipment, coordinating its procurement and placement in the facility, installing and commissioning the equipment, and helping the client transition its staff to the new equipment. The company's O&M services include mechanical, electrical, fire protection, vertical transportation, and low voltage systems operation and routine maintenance services, as well as maintenance of landscaping, cleaning, and trash removal, when required. In addition to the O&M services, CFS also will provide construction management services, when required, for any projects at these facilities.

Clark Facility Solutions recently signed its first O&M service contract. Working with the General Services Administration, CFS will operate and maintain the U.S. Department of Homeland Security (DHS) campus located at the St. Elizabeths West Campus in Southeast Washington, D.C. As part of this contract, CFS is responsible for the operations and maintenance of more than 25 structures (2.6 million square feet of space) across the 180acre campus, including the new U.S. Coast Guard Headquarters and the DHS National Operations Center, both of which were constructed by Clark. Operations and maintenance work began this May following the successful turnover of these facilities. The three-year, performance-based contract includes all preventative maintenance, repairs, and tenant service calls for the buildings on campus, as well as move-in support for more than 5,000 government employees.



models continued to pay dividends. Unlike some other inspection and licensing entities, the California Department of Public Health (CDPH)

does not conduct pre-completion facility checks. The agency conducts its inspections at the end of a project and can recommend any changes prior to licensing a healthcare facility. Given CHCF Stockton's compressed schedule and mandatory turnover dates, even the simplest request

could have wide-ranging consequences. To mitigate any last-minute surprises, Clark/McCarthy brought BIM models to the CDPH in Sonoma County. The project team led CDPH officials on a virtual tour of the facility, which allowed the agency to give preliminary feedback on the locations of certain services and systems. Clark/McCarthy took these recommendations back to the site and incorporated them without any delay to the overall schedule.

The client required the joint venture to prepare a computerized maintenance management system to guide the facility's ongoing operations and mainte-



nance. Clark/McCarthy's solution, based on an SAS off-site server model, utilized the Construction Operations Building Information Exchange (COBie) standard for data collection, and bar coded and catalogued more than 50,000 pieces of equipment and products - from the HVAC system to spare parts. The final CMMS includes installation and contact information for each piece of equipment. The system's maintenance module will prompt the client when certain items need to be replaced, updated, or maintained, as well as track asset values, resource schedules, and space utilization.

U.S. Coast Guard Headquarter (Photo by Hoachlander Davis F



Virtual Walk-Through Gives NAVFAC a Look at Finished Facility Before Construction Begins

In August, a Clark project team anxiously watched as several members of the Naval Facilities Engineering Command (NAV-FAC) toured the new P123 Bachelor Quarters at Naval Station Norfolk. The NAVFAC group, which included representatives from its Mid-Atlantic headquarters, project construction and design personnel, and Base Command, found several issues to discuss around the property. Were there too many seats in the courtyard? Are gray-tinted windows optimal for the facility? Are the fixtures and furnishings right for the layout of the bedrooms? It was a scene common to every construction site, but this time, there were no physical structures around.

Following the tour, NAVFAC made some design and construction recommendations. Their feedback didn't require any re-work and it wasn't part of the punchlist process. Construction of the P123 Bachelors Quarters at Naval Station Norfolk, a 225-unit, market-style residence, has only just begun. The site tour was virtual, held in a hotel ballroom about 10 miles from where the piles for the project's foundation were being driven. Clark's project team, in conjunction with the company's Research & Development group, turned the ballroom into a mobile BIM CAVE and led NAVFAC on an immersive three-dimensional walkthrough of their future facility.

With assistance from architect LS3P, vendor Mechdyne, Clark took the project's three-dimensional Revit model into Unity, a video game engine. The graphics were brought to life using three largescreen projectors, 3-D glasses, and a to-scale avatar. The virtual walk-through was scheduled in conjunction with the team's design review meeting, which gave NAVFAC and Naval Station Norfolk Base Command a preview of what lay ahead, helping them to make informed decisions.

Through the 3-D glasses, the tour began at the building's front façade and followed the avatar inside. When the group reached the courtyard, Base Command personnel noted the excess number of chairs - an observation that would not have been made until after the building was complete. As the tour progressed toward the building's two-story lobby, the NAVFAC team assessed the position of the exterior shade sails and settled on blue - not gray - tinted windows. Inside the building, the group toured two different residential units and evaluated each one's layout and functionality.

NAVFAC officials found value in the virtual exercise. "People can interpret drawings differently," said Tom MacDon-

ald, NAVFAC's Regional Housing Project Manager, "so it was Base Command [who will manage the completed facility] that benefited the most from the walkthrough. It was almost like giving them the keys at the beginning of the project. If there's an issue, they can see it and have knowledge of it." For example, Base Command personnel didn't just notice an excess of chairs in the courtyard, they also noticed that none were bolted down, a potential hazard during hurricane season. Base Command personnel also were eager to see how the unit's doors and drawers affected movement through the residences.

The immersive virtual walk-through is a new facet of Clark's virtual design and construction services. The threedimensional experience brings a project to life for clients and end users before ground is ever broken - leading to a more efficient construction process and a more functional finished product.



Electronic Safety Audits Have Short- and Long-Term Benefits

Tablets and handheld computers have beover the past few years. Our project managers and field supervisors have relied on the devices' portability and connectivity to improve many facets of the construction process, from quality control to punchlist. A new company initiative uses the devices to enhance our safety effort - on both a day-to-day and global level.

Clark's safety program requires each field supervisor to perform a documented safety audit every week. These audits have traditionally been conducted with paper checklists and forms, which are taken back to the field office, compiled, and reported to the necessary subcontractors. But now, the company's safety personnel are combining Latista field management software and tablets into a powerful electronic safety auditing program.

The initiative is currently in place on all Western Region projects. Clark's field supervisors now walk the site with iPads in hand, electronically documenting their safety inspections. The technology allows team members to attach digital photos to the report for clearer identification and communication of any potential hazards. Each documented item is also tagged with a responsible party who can then address the issue, log into the software program,

and close it out themselves. While electronic safety auditing can have an immediate impact on job sites, the process will have a lasting effect on the company's overall safety performance. Examining data aggregated from multiple projects' safety audits can reveal trends

in construction activities or workforce behavior. With this data, project teams and the Safety Department can adjust on-site requirements and procedures to reduce

potential hazards and keep our project sites safe

Early adapters are working to tweak

safety audits. The electronic safety audit process will expand to more Clark job sites later this year.

and optimize the Latista software for

9:25 AM Close Safety Issue #50 (new) HOJ Building Safety Standard Issues / Equipment: Condition. Damaged rigging. SF I Safety Standard Issues / Equipment Condition ZOS Atta 1 of 1 attachments are shown to S 23_08_13 09_24_23 S 23_08_13 09_25_30.jpg 3 Con ents History (10)

document and report safety issues on the job easily share their findings with subcontractors 0 24 Ø (?) LATISTA

Four Clark Projects Earn ABC's Excellence in Construction Awards

Four Clark projects were recently honored by the Associated Builders & Contractors (ABC) of Metropolitan Washington with Excellence in Construction Awards. The U.S. Coast Guard Headquarters, Arent Fox Tenant Fit Out, McDermott Will & Emery LLP, and Accenture received recognition for their exceptional construction and outstanding craftsmanship. Clark's project teams ac-

cepted the honors during ABC's annual awards dinner in September.

Completed under a design-build contract, the U.S. Coast Guard Headquarters is a 1.2 million square-foot, 11-level office building located on the west campus of the former St. Elizabeths Hospital in southwest Washington, D.C. The project features an 800,000 squarefoot, 1,973-space parking garage, and



a central utility plant. Under a separate contract, Clark also delivered the Department of Homeland Security's National Operations Center-a mission critical space located within the U.S. Coast Guard Headquarters campus. The 450,000 square feet of green roofs installed at the office building and garage are a key feature of the project, which anticipates earning LEED Gold certification.

Located at 1000 Connecticut Avenue, NW, the 235,000 square-foot Arent Fox Tenant Fit Out is the definition of high-end design and construction. Home to one of D.C.'s most prominent law firms, the tailor-made space features a 150-seat auditorium, custom-designed water feature, curved drywall, multi-story open glass staircases, and egg-shaped pantries. Despite a tight nine-month construction timeline and unforeseen design changes, Clark delivered the state-of-theart office on schedule.

Located at 500 North Capitol Street, the McDermott Will & Emery project consisted of six levels of tenant construction, including a cafe and a partial roof terrace. Built to meet LEED Gold standards for energy efficiency and environmental sustainability, the space features natural light, Energy Star-rated equipment and appliances, new furniture with recycled components, and locally-sourced building materials.

Accenture's workplace, located on

three floors of the LEED Gold certified 800 North Glebe office building, was designed to accommodate a modern work environment where employees at every level of the organization feel connected. Individual offices are managed by a realtime scheduling system, accessible from any computer or a touchscreen outside each room.

Clark Debuts New Website

Clark's projects haven't been the only thing under construction lately - so has our website! We invite you to take the new site for a spin. Log on to clarkconstruction.com to meet our executive leadership team, learn about life at Clark, or take a tour of our robust portfolio of work.



Mud Run is Good Clean Fun at Camp Pendleton

Cleanliness is the hallmark of a successful job site. But even the most successful project teams like to get a little dirty from time to time. This summer, 183 members of the Naval Replacement Hospital at Camp Pendleton team, including subcontractor partners, owner's representatives, and their friends and family, got together to play in the mud...for a good cause.

Over three consecutive weekends 36 teams from the project laced up their sneakers for The World Famous Mud Run at Camp Pendleton. The notoriously grueling - and muddy - 10K obstacle race benefits the Armed Services YMCA.

Despite their clean reputation, some Clark/McCarthy teams thrived in the mire. Team "Fab 5" took first place in the Female Division, beating the next-closest competitors by eight minutes. Team "Mud End of the Stick" placed seventh in the Male Division and, in the highly-competitive Coed Division, "The Mighty Mustangs" placed in the top 20 out of 180 total entries.

The Mud Run was a dirty good time but, more importantly, Clark/McCarthy raised over \$8,000 for the Armed Services YMCA.

Donations Surge Following Devastating Tornado

In the wake of the tornado that struck Moore, Okla., earlier this year, Clark's Corporate Communications team held a supplies drive to benefit the area's devastated residents. Over a three-week period in June, the team coordinated with jobsites and departments, as well as employees from Clark Logistics, Shirley Contracting, and Clark Enterprises, to collect



toiletries, healthy snacks, baby care items, and other basic essential to benefit two local organizations - St. Vincent de Paul and City Rescue Mission – providing much-needed assistance to the tornado victims.

Overwhelmed by the outpouring of support, Corporate Communications received more than 50 boxes of goods, including 1,800 diapers, over 400 pairs of socks, 350 tubes of toothpaste, hundreds of bars of soap, and count-

Clark Logistics Sends Care Package to a Special Soldier

Earlier this summer, Clark Logistics employees sent much-needed items to a special soldier and his squadron. Thomas Dennison, son of Clark Logistics' Master Mechanic Ray Dennison, has been serving in Afghanistan for several months. After Ray's colleagues learned of Thomas' deployment, they wanted to show their appreciation for his service to his country.

After raising funds around the office, several employees purchased items specifically for Thomas and his unit. The care packages contained sunscreen, razors, magazines, wet wipes, and Life Savers candy - Thomas' favorite.

less bottles of shampoo, conditioner, and hand sanitizer. The donations were shipped to Oklahoma and distributed to those recovering from this tragedy.

In addition to donating items, Clark Logistics was integral to coordinating shipping efforts. Access America Transport, Inc., of Chattanooga, Tenn., donated their services to deliver the goods from Washington, D.C., to Oklahoma at no cost.

Rolling a Strike for Junior Achievement

In July, Mid-Atlantic Region employees took to the lanes with several local subcontractors to support Junior Achievement of Greater Washington. The friendly, yet highly-competitive, bowling event raised more than \$25,000 for the nonprofit organization, making it an overwhelming success.

Junior Achievement focuses on youth from kindergarten through 12th grade, and aims to prepare them for life after high school by giving them the skills they will need to enter the workforce and contribute to the global marketplace.

Annual Golf Tournament Supports MS Research

The third annual Betty's Builders MS Golf Tournament attracted 88 golfers and raised \$63,400 for the National Multiple Sclerosis Society (NMSS). Named in honor of Betty Brusco, wife of Clark Vice President Sam Brusco, the tournament raises awareness and money for the NMSS, which funds research and provides support for the millions of people living with multiple sclerosis. Betty - who also lends her name to Clark's MS walk team - has been living with MS for several years. The annual event was held in Temecula, Calif.



Bicycles Against Poverty Provides Ugandans with Needed Transportation

In 2008, Bucknell University student Dick Muyambi applied for a grant. His idea - to provide low-cost bicycles to rural Ugandans to improve access to basic services - was not selected for a grant. Undeterred by the initial rejection, Muyambi, now an office engineer with Clark Civil, has since seen his dorm-room brainstorm blossom into a registered non-profit organization dedicated to assisting low-income individuals in Africa. In fact, over the last several years, Muyambi has received grants from the Clinton Global Initiative, Dosomething, and Projects for Peace. To date, Bicycles Against Poverty has distributed close to 700 bicycles to low-income entrepreneurs, predominantly rural farmers.

In Uganda, where Muyambi was born, and throughout Africa, a durable bicycle provides reliable transportation to critical resources, including health clinics, schools, and clean water sources. For farmers, the bicycles are also a means to travel to other far-away farms or to markets to sell their goods.

Bicycles Against Poverty purchases Ugandan-made Roadmaster Cycles and other brands sold by Ugandan distributors. The organization subsidizes the cost to the beneficiaries. Bicycle recipients then pay the organization back, between two and four dollars a month, for a period up to 18 months to cover the \$100 durable bike. The monthly repayment represents about 50 to 75 percent of the cost of the bicycle. When distributing these bicycles, Bicycles Against Poverty gives more than just transportation. Before each distribution the organization provides two seminars - one on the basics of bicycle repair, the other on credit and savings management. These workshops prepare the beneficiaries for long term success.

Though his continued work on the Silver Line Phase 2 project fills his days, most of Muyambi's free time is devoted to Bicycles Against Poverty. His vision and efforts are supported by a full-time executive director - Molly Burke, fellow Bucknell graduate volunteers, and field staff in Gulu, Uganda.

For more information about Bicycles Against Poverty, visit www.bicyclesagainstpoverty.org.





Cara Lanigan Promoted to Vice President

Clark Construction is pleased to announce that **Cara Lanigan** has been promoted to Vice President.

After working as an intern in 1999, Ms. Lanigan was hired as an office engineer in 2001 on the Tampa Bay Ground Water Treatment Plant

project. Throughout her career, she has been responsible for numerous projects in the Southern Region, including the U.S. Penitentiary Coleman 2 in central Florida, the Temporary Unit of Action Facility in El Paso, Texas, and the LCDR Vincent Otis Tolbert Joint Intelligence Operations Center at MacDill Air Force Base in Tampa.

As Project Executive, Ms. Lanigan was part of the San Antonio Military Medical Center leadership team. Currently, she is responsible for design efforts on the P123 Bachelor Quarters Homeport Ashore design-build project at Naval Station Norfolk and the \$648 million Fort Bliss Replacement Hospital in El Paso, Texas.

Ms. Lanigan holds bachelor's degrees in political science and civil engineering from Northeastern University and earned a juris doctor with honors from the Stetson University College of Law. She is currently a member of the company's National Healthcare Group.



Joe Pustis Promoted to Vice President

Clark Construction is pleased to announce that **Joe Pustis** has been promoted to Vice President.

Mr. Pustis joined Clark in 1996 as an estimator in the Corporate Estimating Department. In this role,

he worked with Clark's offices across the country preparing estimates and bids on projects including the Henry B. Gonzalez Convention Center Expansion in San Antonio, Midway Airport in Chicago, the South Terminal Expansion at Seattle-Tacoma International Airport, and numerous projects in California. During his time with Corporate Estimating, Mr. Pustis was promoted to senior estimator and, later, chief estimator.

After providing preconstruction support for the Walter Reed National Military Medical Center in Bethesda, Md., Mr. Pustis joined the project team as the estimating manager. He worked with the executive team to budget and purchase the \$860 million project, in addition to estimating several other projects on the National Naval Medical Center campus.

Most recently, Mr. Pustis served as a chief estimator in the Mid-Atlantic Region, guiding the region's four estimating teams on successful pursuits including the Inova Fairfax Women's Hospital & Children's Hospital, and Dulles Metrorail Silver Line, Phase II.

Prior to joining Clark, Mr. Pustis spent a number of years with a concrete contractor, working in the field and then as an estimator.

Mr. Pustis has a bachelor's degree in architectural engineering with a construction management option from Penn State University.



Ryan McKenzie Promoted to Vice President

Clark Construction is pleased to announce that **Ryan McKenzie** has been promoted to Vice President. Mr. McKenzie joined Clark as

an office engineer in 2001 on the Gallaudet University Academic

Center project. The following year, he relocated to the Western Region and joined the Manchester Grand Hyatt team in San Diego. Mr. McKenzie was promoted to project manager following the St. John's Health Center project and, in that role, managed construction at the Newport Beach Marriott and several components of LA Live!

As a Project Executive, Mr. McKenzie was responsible for the 242-bed Tom and Billie Long Patient Care Tower at John Muir Medical Center, Walnut Creek and, since 2011, has led Clark's team on the \$440 million Highland Hospital Acute Tower Replacement project in Alameda County, Calif. Mr. McKenzie has recently relocated to the Mid-Atlantic Region and joined the Inova Fairfax Women's Hospital and Children's Hospital project team.

Mr. McKenzie has bachelor's degrees in business management and marketing from Salisbury University. He is a Safety Trained Supervisor, active member of the American Society of Health Engineers, and has a Designated Design-Build Professional certification.



Tom Vitale Promoted to Vice President

Shirley Contracting is pleased to announce that **Tom Vitale** has been promoted to Vice President. In his new position, Mr. Vitale will continue to focus his efforts on the operations of Shirley and Metro Earthworks, as

well as manage the company's underground utility operations. Mr. Vitale joined Shirley in 2010 after owning an under-

ground utility company for 25 years. He has successfully helped manage the Utility Division, Yard and Shop Operations, and field operations for the companies. Over the past three years, he has worked on projects throughout the metropolitan area, including I-66/Route 29 Linton Hall Road Improvements, Atlantic Boulevard, NCE West North Loop Road, Main Post I & II, and Intercounty Connector, Contracts C and D/E. Currently Mr. Vitale is planning the early stages of civil and utility work for Dulles Metrorail Silver Line, Phase II.

Mr. Vitale has a bachelor of science degree from the University of Maryland. He is a member of the Public Works Contractors Association and is a past president, director, and executive member of the organization.

WE'RE ON TWITTER!

Clark recently surpassed the 5,000 follower mark on our corporate

Twitter account. Thank you to all of our faithful tweeps for your continued support. For up-to-theminute news and information on Clark's projects and people, follow us on Twitter: @ClarkBuilds

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