VOL. 43, NO.1 | SPRING 2025

SUPERSTRUCTURE

MISSION COMPLETE

A Monumental Transformation at the National Air and Space Museum

INSIDE THIS ISSUE

CLARK CONSTRUCTION

IN THIS ISSUE

Without question, the impacts of the projects we deliver are far-reaching. Whether it's an awe-inspiring museum, a more seamless airport experience, or simply a faster route home, we are delivering assets and infrastructure that make life better.

Our projects are designed to leave a lasting impact. Yet we strive for the exact opposite while construction is underway – to execute work in a way that barely makes a ripple. This issue highlights the extraordinary planning, skill, and precision required to inconspicuously perform our scopes of work.

We recently achieved milestones on several major projects across the country that are noteworthy because of their quiet impact, including:

- A complete transformation of the Smithsonian Institution's National Air and Space Museum in Washington, DC while it continued to welcome more than 3 million visitors annually;
- The deactivation of Terminal B at George Bush Intercontinental Airport in Houston in a single overnight shift, ensuring a seamless experience for the next day's travelers as we work to deliver an expanded central processor facility in 2026; and
- Over a single weekend shutdown, the installation of 10 massive girders across Interstate 495 in Northern Virginia to support new express lanes.

For each project, months of planning with clients, regulatory agencies, and trade contractors ensured every detail was choreographed in exacting detail to minimize public disruption, prioritize safety, and stay on schedule. The smooth execution highlights the power of preparation. We hope you enjoy reading about how we made it happen.

ROBERT D. MOSER JR.
CEO

ON THE COVER

The new "Destination Moon" exhibition at the Smithsonian Institution's National Air and Space Museum showcases Neil Armstrong's Apollo 11 space suit and Command Module Columbia.

Photo by: Brad Feinknopf

LEFT: During Shirley's Big Beam Weekend, crews installed 10 girders, each spanning the length of a football field and weighing up to 80 tons, which will support a new express lane ramp in Northern Virginia. Learn more about these efforts on page 10.

SUPERSTRUCTURE
VOL. 43, NO. 1 | SPRING 2025

For more information, to be added to the mailing list, or to update your mailing address, contact Lauren Zampella, lauren.zampella@clarkconstruction.com

CLARK CONSTRUCTION

SUPERSTRUCTURE

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FEATURES

Photo by: Brad Feinknopf

Photo by: Kip Dawkins

Photo by: Alexander Rubalcava

DEPARTMENTS

Safety in Action: Crane and Hoisting Operations at the WMATA Northern Bus Garage Project

Photo by Bernstein Associates Photographers

Standby crews in aerial lifts splice the beams into bolted connection points once they are set into place.

The successful installation of 13 girders at the Washington Metropolitan Area Transportation Authority (WMATA) Northern Bus Garage Reconstruction project exemplifies how precise planning and coordination led to the safe and successful execution of a crane and hoist operation.

Originally built in 1906 as a streetcar storage facility, the reconstruction is transforming the historic landmark into a 10,000-ton steel-frame facility to support WMATA's first zero-emission bus fleet. **As part of this scope, 13 massive girders – each measuring 100 feet long and weighing up to 92,000 pounds – were recently hoisted by crane into place to form a structural component of the frame.**

As Clark's Critical 8 framework flags cranes and hoisting as an element of work with elevated risk, the team deployed a specific action plan to ensure a safe execution:

- **Planning Ahead:** From start to finish, Clark established preventative safety and quality assurance measures. During initial meetings, the team made specialized plans for the weight and measurements of the rigging to account for the girders' size – including review with a third-party engineer.
- **Navigating the City:** Before the girders arrived on site, Clark worked extensively with city officials and steel manufacturer Owen Steel to plan their delivery and safe navigation through Washington, DC. Given the girders' size, each one was delivered separately and then bolted and welded together on site.
- **Lifting the Beams:** Any miscalculated movement could cause the load to move out of balance, putting both safety and production at risk. Each girder was placed vertically on dunnage platforms, while the team attached chain binders to secure the beam in its vertical position and ensure proper balance.
- **Conducting Inspections:** Prior to lifting, the project team performed a final inspection of the lifting and hoisting equipment for any hazardous deficiencies and to confirm proper capacities and configurations.
- **Communicating Effectively:** Close coordination between Clark and steel erector Williams Steel Erection was essential. For efficiency and clarity, a single line of communication between the crane operator and foreman was crucial for the operator to make the proper movements and avoid endangering crews both on and off the ground.
- **Securing the Girders:** Once each girder approached the frame, standby crews in a set of aerial lifts on either side of the beam secured the beam to the bolted connection points. The lifts were a critical factor in assuring the safety of team members handling the girders, as the flexibility of the aerial lifts enabled them to efficiently secure the beams without the risk of being in their flight path.

The seamless girder installation at the Northern Bus Garage was the culmination of 16 months of planning and extensive coordination between Clark and project partners. The project team's meticulous attention to detail served to ensure the safety of all crew members, at every stage of this complex installation. ■

New Contracts

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

HEALTHCARE

Zuckerburg San Francisco General Hospital Building 2 Chiller Replacement
Upgrade of central utility plant systems, including chilled water components, boilers, and an absorption chiller.
Location: San Francisco, California
Company: Clark Construction
Client: San Francisco Department of Public Works (SFDPW)
Designers: SFDPW and KMD Architects
Completion: Summer 2026

RAIL & MASS TRANSIT

Frederick Douglass Tunnel Program – Southern Approach
Construction of an ADA-accessible West Baltimore MARC Station, the southern approach from south of the station and extending north to the new Frederick Douglass Tunnel south portal, and several bridge replacements.
Location: Baltimore, Maryland
Company: Clark/Stacy & Witbeck, a Joint Venture
Client: Amtrak
Architects: WSP and Parsons
Completion: Fall 2034

Ivy City Trainset Maintenance Facilities
Construction of a new 125,000-square-foot maintenance facility, industrial waste processing facility, and extensive rail infrastructure upgrades.
Location: Washington, DC
Companies: Clark Civil, C3M Power Systems, Clark Foundations, and Clark Water
Client: Amtrak
Engineer: STV
Completion: Spring 2030

RESIDENTIAL

Arlington Heights Gateway Phase 1
Construction of a 515,000-square-foot mixed-use residential building with 301 units plus retail and amenity space.
Location: Arlington Heights, Illinois
Company: Clark Construction
Client: Bradford Allen Arlington Heights Development
Architect: Thomas Roszak Architecture
Completion: Spring 2026

Rendering courtesy of E4H Environments for Health Architecture

EDUCATION

Mary Washington Healthcare Conference Center
Construction of a 39,000-square-foot conference and education center with medical training and flexible conference spaces, classrooms, simulation areas, and offices.
Location: Fredericksburg, Virginia
Company: Clark Construction
Client: Mary Washington Hospital
Architect: E4H Environments for Health Architecture
Completion: Summer 2026

SCIENCE

Project Mushroom Tenant Improvements
Tenant fit-out of a 50,000-square-foot pharmacy, including pharmaceutical warehousing, compounding, retail, and office spaces, a clean room, and a call center.
Location: Sparrows Point, Maryland
Company: Clark Construction
Client: Tradepoint Atlantic
Architect: Powers Brown Architecture
Completion: Spring 2026

GOVERNMENT

Airman Training Complex
Construction of a 245,000-square-foot, five-story training facility with dormitories and administrative spaces at Joint Base San Antonio-Lackland.
Location: San Antonio, Texas
Company: Clark Construction
Client: US Army Corps of Engineers
Architect: Merrick & Company
Completion: Summer 2028

Fort Leavenworth Child Development Center
Construction of a 37,000-square-foot preschool center with 24 activity rooms, three playgrounds, and a 146-space parking lot.
Location: Fort Leavenworth, Kansas
Company: Clark Construction
Client: US Army Corps of Engineers (USACE)
Architect: USACE
Completion: Summer 2026

Rendering courtesy of Thomas Roszak Architecture

MISSION COMPLETE

Taking Small Steps and Giant Leaps at the National Air and Space Museum

Photo by: Brad Feinknopf

Photo by: Brad Feinknopf

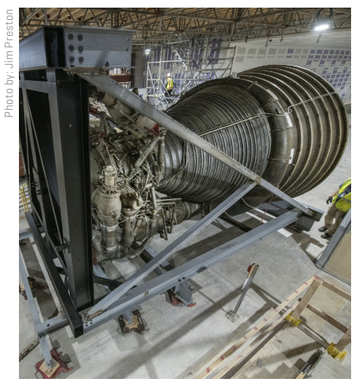


Photo by: Jim Preston

Top: Crews completely replaced the building's façade, including windows, skylights, and a new stone-clad curtainwall system.

Middle and Bottom: The F-1 engine, hanging from the ceiling, was used in the Saturn V rocket that launched the Apollo 11 mission to the moon in 1969. Weighing 18,000 pounds, the engine's relocation required careful planning and execution by crews.

Since 1976, the Smithsonian Institution's National Air and Space Museum has chronicled humanity's journey into the skies. With more than 350 million visitors coming to see historical artifacts like the Wright Brothers' 1903 Flyer and the Apollo 11 command module, time and use took their toll, and plans for revitalization took flight.

Starting in 2018, a multiyear, comprehensive renovation led by the construction manager at-risk team of Clark/Smoot/Consigli, a Joint Venture, encompassed a full replacement of the building's exterior envelope, along with extensive interior upgrades.

MINIMIZING DISRUPTION

Among the Smithsonian's top priorities was limiting the closure of the world's second-most-visited museum. The project team refined the original zone-by-zone renovation plan into a two-phase approach. **Half of the building remained open to visitors while the other side was closed off, ultimately saving 11 months on the schedule.**

This approach also simplified logistics for moving the largest artifacts in and out of the building. By reworking the separation doors and avoiding the tunnels needed for the zone-by-zone plan, large artifacts such as the V-2 rocket, Boeing 247D, and 1916 Voisin Type 8 bomber plane could be relocated safely while minimizing disruption and maintaining dust control.

TRANSFORMATION FROM THE OUTSIDE IN

The façade and roof replacements were vital components of the project scope, and keeping the building watertight was one of the revitalization's most important and complex missions. Crews erected a temporary roof enclosure supported by 135-foot steel trusses over the building's skylights to prevent water penetration while removing and replacing the skylights and gutter system. A 4,000-square-foot plywood "dance floor" was installed directly underneath the skylights and 30 feet above the ground, allowing the skylight and exhibit finish work to progress concurrently.

The façade's stone was another update from the original design. Plans originally called for replacing the original 1.25-inch-thick Tennessee pink marble in-kind. However, the price was straining the budget, and long-term serviceability of the material remained in question. Working with Rugo Stone, the project team identified a similarly hued 2-inch-thick Colonial Rose granite. After demonstrating the material alongside the building's glass and skylights in a life-size façade mockup in York, Pennsylvania, the Commission of Fine Arts approved the granite.

Adapting the existing structure to tolerate the weight of the new exterior stone and modern code requirements required significant structural reinforcement to be completed before interior work could begin. After demolishing the existing façade, the project and design teams modified the design plan to account for additional reinforcement locations and expanded structural supports for the new stone-clad curtainwall system.

PROTECTING HISTORY

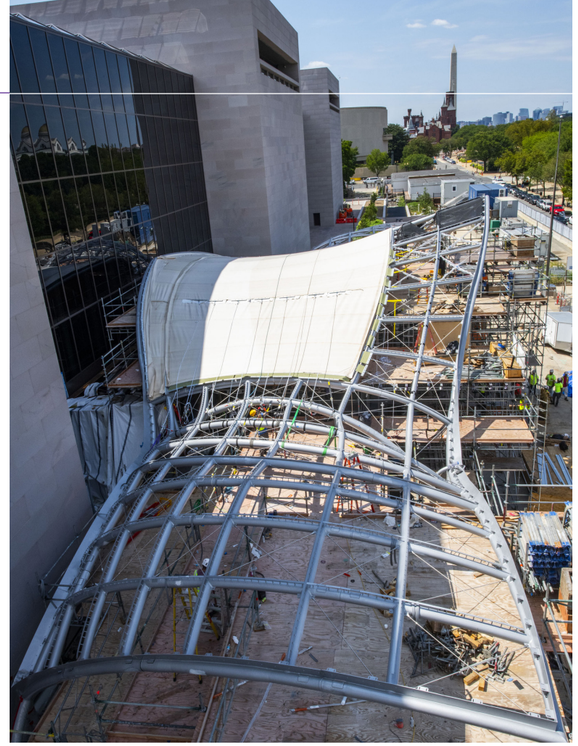
Protecting the priceless collections was paramount throughout construction. In the America by Air exhibit, airplanes were lowered in specific sequences for careful disassembly. Crews cataloged every screw and bolt in 300-to-400-page submittals for each artifact. This meticulous care ensured all pieces were accounted for when the planes were reassembled and reinstalled in the same sequence.

A major artifact relocation effort came together for the massive 18,000-pound F-1 rocket engine. Transferring the engine from one end of the museum to the other and hoisting it to hang in a new vertical position, teams considered the travel path extensively to ensure the floors could withstand the extreme load. The engine's support frame was modified during transfer to distribute weight adequately before being turned to its final vertical position where it hangs today.

CLIMATE CONTROLS

Specific temperature and humidity conditions required 24/7 monitoring for artifact preservation and visitor comfort. A complex, temporary HVAC system was designed and installed with 16 commercial air handlers and over a mile of mechanical piping. As the new system taps into the same existing ductwork as the temporary system, timing was critical to maintaining temperature controls as crews simultaneously swapped the systems in and out.

In addition, the new permanent system required larger mechanical units – which required larger mechanical rooms – to serve the renovated spaces. To accommodate, the team worked with Clark Foundations to perform underpinning and needle beam supports.



This lowered the existing footings, thereby lowering all the mechanical rooms and successfully expanding the available floor-to-ceiling space.

CHANGING THE LANDSCAPE

Perhaps the most iconic feature of the new design is the museum's new north entrance. Crowned by the addition of an abstract tensile roof canopy mimicking drawings of Leonardo da Vinci's flying machines, the structure effectively changes the landscape of the National Mall.

The complex canopy was designed by Quinn Evans and engineered by Roschmann Group. In a multinational effort, the structure's steel was sourced throughout Europe, shaped in Poland, and rolled and pre-assembled in Hungary before being shipped to Washington, DC.

Working as one team, Clark/Smoot/Consigli successfully navigated a highly complex renovation of one of the world's most popular museums, delivering an experience that millions of visitors will enjoy for generations to come. ■

Above: Topped with a tensile roof canopy mimicking Leonardo da Vinci's designs of early flying machines, the museum's new entrance vestibule improves security and accessibility while also providing added protection to the artifacts.

Below: In the "America by Air" gallery, historical aircraft were sequentially lowered and disassembled, with each component cataloged in 300–400 page documents.

Photos by: Jim Preston

No Place Like Home:

CLARK SHAPES THE PLACES WE LIVE FROM COAST TO COAST

Whether it's downtown, on campus, or just outside the city, Clark is delivering connected communities that seamlessly integrate residential, retail, and commercial space. Our recently completed residential projects add thousands of places for people to call home throughout the country.

PRIMA AT PASEO SOUTH GULCH

Prima at Paseo South Gulch, designed by Earl Swensson Associates, is a 19-story, 406,000-square-foot mixed-use tower featuring 278 luxury residential units, 8,900 square feet of ground-floor retail, 20,000 square feet of office space, a fourth-floor amenities deck, and six levels of parking.

UCSD PEPPER CANYON WEST LIVING AND LEARNING NEIGHBORHOOD

Clark led a progressive design-build team with Perkins & Will to deliver the Pepper Canyon West Living and Learning Neighborhood, providing housing for 1,300 transfer and upper-division students at the University of California, San Diego (UCSD). Spanning seven acres, the project features two high-rise towers along with two low-rise buildings. The apartments include six to eight bedrooms each with shared living, dining, and kitchen areas. Designed for LEED Gold certification, the project incorporates myriad sustainability practices, including all-electric systems, natural ventilation, and daylighting.

The ambitious construction plan delivered 580,000 square feet with nearly 200 apartment units within a 26-month schedule. To maximize efficiency and production, the team optimized unit stacking to reduce unusable space and minimize MEP shafts, saving 100,000 square feet of space. Collaborating early in the design phase led to standardizing four-bathroom and two-kitchen configurations, allowing prefabrication of over 800 bathrooms and 190 kitchens. **Prefabrication of bathrooms, kitchens, and exterior wall assemblies reduced costs while maintaining quality standards and meeting the aggressive schedule.** The façade design was mirrored across both high-rise buildings to improve fabrication efficiency and incorporate vertical sun shading, which both reduced cost and achieved the energy model's shading requirements.

Top and Middle: Prima at Paseo South Gulch is a 19-story, 406,000-square-foot mixed-use tower featuring 278 luxury residential units.

Photos by: Jeremiah Hull

Bottom: Spanning seven acres and providing housing for 1,300 students, UCSD Pepper Canyon West Living and Learning Neighborhood was delivered in just 26 months.

Photo by: Anton Grassl

THE WESTERLY

Located blocks from The Wharf, Washington DC's popular Southwest waterfront destination center, The Westerly is Hoffman & Associates' latest mixed-use and mixed-income residential development. Designed by Torti Gallas + Partners , the 449-unit development includes 20,000 square feet of indoor and outdoor amenities and 29,000 square feet of neighborhood-serving retail space. The building's distinctive façade is shaped by angular balconies that echo the flow of wind and water, inspiring the building's name.

Substantial affordable housing contributions were made through the delivery of The Westerly. With 136 of 450 units designated as affordable, the development truly serves the needs of its community. With its highly desirable location, dynamic design, and elevated finishes, **The Westerly successfully delivers high-quality housing at below-market rates.** The ground-level retail space, which includes a family-operated restaurant, public charter school, and cultural space – is also tailored to the community.

Photo courtesy of Torti+Gallas

The Westerly is a 420,000-square-foot mixed-use development, with thirty percent of its 449 units dedicated to affordable housing.

The 39-story Skymark sits on a podium with ground-floor retail and features a fifth-floor shared amenity space with a communal kitchen and bar.

Photos by: Quentin Penn-Hollar

SKYMARK AT RESTON TOWN CENTER

Rising 39 stories in Reston, Virginia, Skymark at Reston Town Center, designed by SCB, is the tallest residential tower in the Washington, DC region. The new mixed-use development by BXP, which sits on top of a podium containing ground-floor retail, features 464 apartments, 44 loft-style units, and 80,000 square feet of office space. The property also includes townhomes with frontage along a new public park and garage parking for 630 vehicles. A shared amenity space spans the fifth floor and features a communal kitchen, co-working space with conference rooms, a dynamic sports bar, a fitness center, and an outdoor pool deck and terrace. The project is part of the next phase of the transit-oriented development that expands Reston Town Center in Fairfax County, Virginia.

The construction of Skymark presented several unique structural and logistical complexities due to its height. Large "mega columns" at the perimeter of the floor plate and large shear walls at the core of the floor plate had to be poured monolithically, meaning the entire floor and shear walls were poured in one pour each. Detailed planning with the concrete supplier ensured the local plant could meet the needs of the large pours. Due to significant wind loading on the tall structure, large, custom-welded steel "link beams," constructed of four-inch thick steel plates, were coordinated with rebar in advance of the concrete pours and beam fabrication. These massive steel beams, measuring up to 8 feet high and 13 feet long, were embedded inside the concrete shear walls.

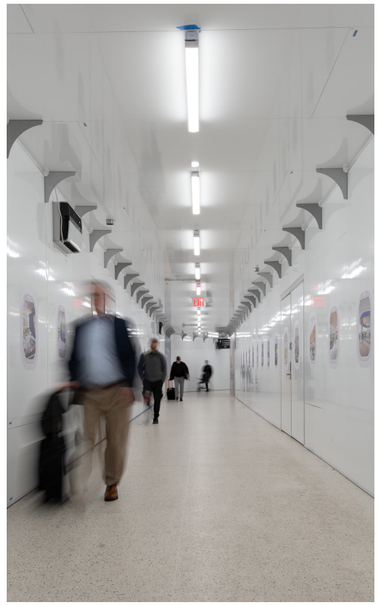
With particular care paid to interior finishes and craftsmanship, and the management of phased inspections and turnovers to facilitate building occupancy, Clark's teams are delivering stunning spaces that maximize speed to market for residential developments. ■

Photo courtesy of Aero Photo

Left: Clark is expanding IAH's Terminal B by 250,000 square feet, including a new ticket hall, security screening area, and baggage handling system.

Below: A new pedestrian tunnel takes travelers safely through the jobsite from the SkyWay train to the Terminal B South corridors.

Photo by: Alexander Rubalcava



PREPARING FOR TAKE-OFF AT IAH:

Deactivating United's Terminal B Central Processor

Clark's expertise in delivering exceptional aviation work is taking form at the George Bush Intercontinental Airport (IAH) Terminal B Transformation project for United Airlines in Houston as they expand the 525,000-square-foot central processor.

In January, Clark successfully deactivated the existing 250,000-square-foot Terminal B processor through a meticulously planned overnight operation. **This transition involved a year of substantial preparation to ensure a seamless experience for the airport's travelers and staff.**

Prior to deactivation, the team executed 13 enabling projects to relocate existing Terminal B tenants and operations throughout the airport campus. Among the most complex projects: relocating the Houston Police Department's Airport-IAH Division to a new 25-trailer compound; repositioning the 40-year-old underground Subway train controllers; and building a new production kitchen for airport food vendor SSP America to service ten restaurants and three first-class lounges. These efforts were completed without any disruption to airport safety, food service, or train operations.

The deactivation was completed in a single overnight shift, with all services resuming as planned the following morning. Clear wayfinding signage, shuttles, and extensive communication, including updated ride-sharing apps and the United app to reflect new instructions and locations, smoothed the journey for passengers, airline crews, and staff.

Travelers are now directed to Terminal C for ticketing, security, and gate arrivals. A newly constructed pedestrian tunnel allows passengers to safely navigate through the center of the jobsite from the above-ground SkyWay train station.

The success of the enabling work and transition of airport services marks a critical milestone on the path to delivering an exceptional new processor to United in 2026. ■

Crews changed the wayfinding signage overnight during the Terminal B deactivation.

The girders measure 11 feet tall with the longest spanning 295 feet and the heaviest pieces erected weighing over 80 tons.

Shirley's BIG BEAM Weekend

In late January, crews worked 54 consecutive hours over a single weekend to install 10 girders, each measuring close to the length of a football field, across Interstate 495 in Virginia. This work is part of the comprehensive I-495 Express Lanes Northern Extension (495 NEXT) project, which aims to alleviate congestion and enhance safety for one of the nation's busiest highways through a two-and-a-half-mile extension of the express lanes from the Dulles Corridor to the George Washington Memorial Parkway.

Aptly titled, "Big Beam Weekend" by the project team, the installation – which supports a new express lane ramp – required a complete shutdown of the interstate's northbound lanes in Tysons, Virginia. Shirley Contracting Company, alongside Transurban, Lane Construction, Virginia Department of Transportation, and High Steel Structures, began careful coordination 18 months prior to the complex girder erection.

Fabricated and erected by High Steel Structures, each spliced girder measures 11 feet high by up to 295 feet long and weighs up to 80 tons. On Friday night of the Big Beam Weekend, the girders were staged and lifted across the interstate's northbound lanes. Crews then utilized a customized lifting rig to splice the girders mid-air. Once the girders were placed into final position, crews worked diligently to secure the supportive lateral cross frames that stabilized the beams in preparation for pouring the concrete deck.

Crews work to splice the massive beams, requiring 600 bolts per girder.

To watch the Big Beam Weekend video, scan the QR code.

Site conditions contributed to complex work zone logistics. Because the work was occurring directly over an existing bridge, the heavy beams and cranes could not be staged in line with the new overpass without jeopardizing the bridge's integrity. Instead, the two cranes and accompanying staging equipment were positioned further back from the operation to protect the bridge, creating a longer path of travel for the beams' installation.

Throughout the non-stop work, communication was paramount to the weekend's success, with project leaders meeting hourly to assess progression and account for any necessary adjustments in the schedule. Despite navigating time and spatial constraints, crews safely and efficiently completed the installation with two-and-a-half hours to spare on Sunday night. "It didn't matter your role, responsibility, or title, we were all here as a unit, with a common goal – success," says Michael Trabucco, vice president of Shirley Contracting.

The conclusion of the Big Beam Weekend not only marks a significant step forward for the 495 NEXT project, but also serves as a testament to the team's resilience and determination. The new express lanes are expected to be operational by the end of 2025, with the overall project completion slated for 2026. ■

"It didn't matter your role, responsibility, or title, we were all here as a unit, with a common goal – success."

Michael Trabucco, Vice President, Shirley Contracting

Week of Service 2025:

Building Stronger Communities

During our 7th annual Week of Service in January, our team members nationwide came together to demonstrate how our collective efforts make a difference in our local communities.

Our commitment to giving back extends beyond Clark as we invited clients, trade partners, and stakeholders to join us in community service activities. From assembling care packages to preparing meals, our teams donated their time, talent, and resources to build stronger, more resilient communities.

PARTNERS FOR PARKS

Clark and Atkinson team members in the Pacific Northwest worked with trade partners VECA Electric & Technologies, UMC, and Highland Civil on the H-Barn Restoration project, removing hundreds of pounds of debris from two 100-year-old barns in Fort Steilacoom Park in Lakewood, Washington, as part of an ongoing effort to revitalize the historic site.

VETERANS VILLAGE OF SAN DIEGO

The San Diego team helped revive the Veterans Village of San Diego's Victory Garden, which provides fresh fruits, vegetables, and herbs used to prepare the nutritious meals served on campus.

LOST DOG AND CAT RESCUE FOUNDATION

In McLean, Virginia, teams scrubbed roofing panels at Lost Dog and Cat Rescue Foundation in preparation for painting, cleaned and stacked animal crates, sorted food and treats, and walked dogs.

LOS ANGELES BOYS AND GIRLS CLUB AND YMCA

More than 150 Clark and S2N team members met at the University of Southern California Galen Center to assemble over 500 care packages with essentials for the YMCA of Metropolitan Los Angeles and the Los Angeles Boys and Girls Club, aiding wildfire-affected residents.

MARTHA'S TABLE

Carta's team volunteered at Martha's Table in Washington, DC, packaging 150 bags of produce and providing 280 community members fruits and vegetables.

SAN ANTONIO FOOD BANK

The Clark team sorted nearly 5,900 pounds of food and packed 216 boxes for the San Antonio Food Bank, providing 4,670 meals for those in need. ■

WEEK OF SERVICE 2025
NATIONWIDE IMPACT

1,120+
Clark participants

200+
Acts of service

2,950+
Volunteer hours

43
Cities

14
States and the District of Columbia

Dr. Leonard Greenhalgh's Enduring Impact on Clark's Strategic Partnership Program

For 19 years, Dr. Leonard Greenhalgh, Ph.D. (center) has led SPP orientation classes as a keynote speaker. Here, he joins small business owners in kicking off the 2019-2020 Kansas City class.

Greenhalgh's expertise helps Clark empower small businesses

For nearly two decades, Clark's Strategic Partnership Program (SPP) has **been strengthened by the support of Dr. Leonard Greenhalgh, Ph.D., one of the nation's foremost authorities on small business empowerment.** As a professor emeritus of management at Dartmouth College's Tuck School of Business, Dr. Greenhalgh is a recognized leader in entrepreneurship, supply chain strengthening, and small business growth strategies. **His passion for equipping small businesses with the tools to succeed through real-world application of management best practices has fueled the growth and success of thousands of small businesses nationwide.**

Dr. Greenhalgh discovered Clark's commitment to developing a capacity-building program for small firms during a chance encounter with Wes Stith, Clark's executive overseeing trade partner development and purchasing, at an industry conference in 2005. That initial discussion laid the foundation for Greenhalgh's 19-year involvement in SPP.

As SPP took shape, Greenhalgh provided input on the program's curriculum, ensuring Clark could achieve its key objective of increasing the number of capable trade partners and suppliers that could support future construction opportunities. Since then, he has played an instrumental role in helping Clark launch new cohorts with an energizing orientation session centered around eight key challenges that can impede small business growth, including lack of strategic direction, poor cash flow management, and inefficient processes.

Dr. Greenhalgh urges participants to assess their leadership acumen, identify growth opportunities, and prioritize long-term strategy over daily operations. "Small businesses face unique obstacles when scaling sustainably. Clark is preparing today's entrepreneurs to think bigger and grow stronger, which benefits them in the short term and strengthens the community in the long run," explains Greenhalgh.

"Since we founded SPP in 2006, Clark has expanded the program to nine new markets. Dr. Greenhalgh has played a key role in that effort, helping us set the stage for each new cohort by delivering a thought-provoking orientation that challenges participants to think strategically about their growth," notes Stith. "From day one, he's been a champion for our efforts to build the capacity of small firms in our industry, which helps spur the local economy and creates jobs and positive role models in the communities where we build. Leonard's partnership has been invaluable in helping us drive that mission forward." ■

"From day one, he's been a champion for our efforts to build the capacity of small firms in our industry, which helps spur the local economy and creates jobs and positive role models in the communities where we build."

Wes Stith, Senior Vice President, Clark Construction

Milestones

Our project teams across the country recently reached some exciting milestones:

UNDERWAY

TideLock
Alexandria, Virginia
In February, Clark and Whitaker Investment Corporation celebrated topping out the mixed-use, office-to-residential conversion project, which features a 67-unit condo building, a 167-unit apartment building, 6,500 square feet of retail space, and 5,000 square feet of arts space.

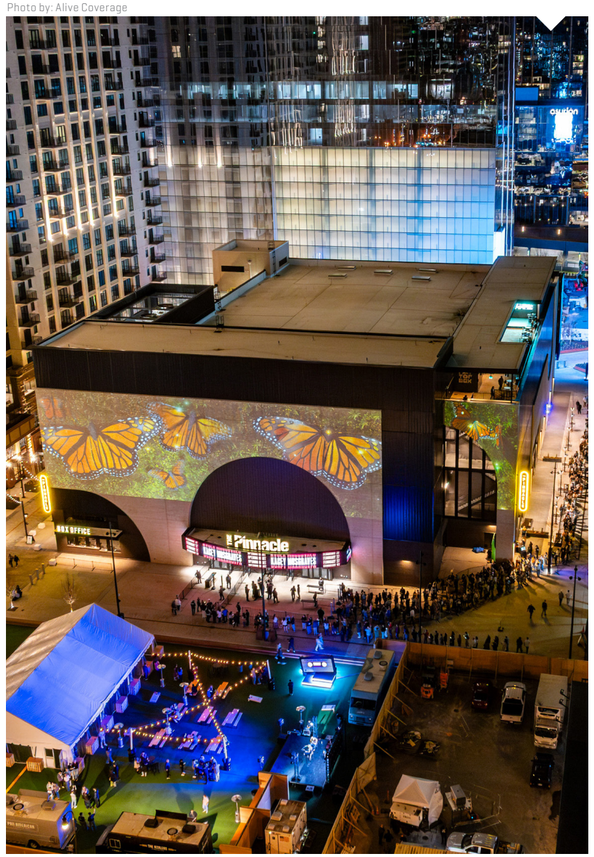
USC Bloom Football Performance Center
Los Angeles, California
In March, Clark and representatives from the University of Southern California (USC) topped out the Bloom Football Performance Center, which includes a locker room, recovery space, areas for nutrition and training, team auditorium, and meeting rooms to support student-athletes.

UVA Darden School of Business Student Housing
Charlottesville, Virginia
Clark celebrated the groundbreaking of the University of Virginia (UVA) Darden School of Business Student Housing project last fall. The facility will add 350 new beds across two buildings totaling 245,000 square feet. The scope also includes roadwork and upgrades to central utility infrastructure.

Queensbridge Collective Residential Tower
Charlotte, North Carolina
Clark, Woodfield Development, and Riverside Investment and Development celebrated topping out the 42-story residential building in February. The team worked over 500,000 hours to reach the completion of this 409-unit structure, which will feature a fitness center, rooftop pool, entertainment areas, private terrace, and a publicly accessible rooftop bar.

Photo by: J.B. Fitts

Photo by: Alive Coverage



COMPLETED

Straits Row Apartments
Chicago, Illinois
In February, the Clark team delivered the 18-story residential tower with 358 bedrooms, including studio, one-, and two-bedroom apartments, two amenity floors, outdoor pool and grills, fitness room, and resident lounges.

Pinnacle Financial Office Fit-Out
Nashville, Tennessee
In March, the Clark/Bell joint venture team finished the Pinnacle Financial interior fit-out. The 37-story building features one million square feet of office, retail, and amenity space in the Nashville Yards development.

The Pinnacle at Nashville Yards
Nashville, Tennessee
The Clark/Bell joint venture team delivered The Pinnacle music venue in the Nashville Yards development in February. The 88,000-square-foot venue holds 4,500 fans and features a horseshoe balcony, VIP seating, and advanced production capabilities.

Berkeley Lab BioEPIC
San Francisco, California
Clark and Lawrence Berkeley National Laboratory officials celebrated the delivery of the cutting-edge, 71,000-square-foot Biological and Environmental Program Integration Center (BioEPIC) with a garland-cutting ceremony. The facility features wet and dry laboratories, a rooftop greenhouse, and conference and collaboration spaces with state-of-the-art technology, including a cryo-electron microscopy facility and controlled ecosystems.

Southwest Airlines BWI New Tech Ops Hangar East
Baltimore, Maryland
In March, the Clark team reached substantial completion after successfully completing the foam discharge test at the Southwest Airlines BWI New Tech Ops Hangar East. The 129,000-square-foot facility can accommodate three commercial airplanes inside and eight outside, and includes a fire pump building and a 300,000-gallon water storage tank.

Photo by: Thor Swift / Berkeley Lab

GMU Fuse at Mason Square
Arlington, Virginia
In February, the Clark team successfully completed the 345,000-square-foot innovation hub at George Mason University (GMU). The Fuse at Mason Square includes 24 specialty labs, open and private offices, classrooms, event space, and retail areas. The building houses graduate-level education and interdisciplinary research across a range of programs.

Photo by: Ron Aira

CLARK PROJECTS RECEIVE INDUSTRY HONORS NATIONWIDE

Photo by: Brian Robbins

Several industry organizations have recently recognized Clark projects nationwide with awards:

ABC EXCELLENCE IN CONSTRUCTION AWARDS

The Excellence in Construction Awards celebrate the nation's most outstanding projects built by Associated Builders and Contractors (ABC) members.

New Australian Embassy
Best Project, Institutional

AGC BUILD AMERICA AWARD

The Build America Awards honor members of the Associated General Contractors (AGC) who build the nation's most impressive construction projects.

Kansas City International Airport New Single Terminal
Design-Build Building, $100 million or more

Hartsfield-Jackson Atlanta International Airport Plane Train Tunnel West Extension
Design-Build Civil

Photo by: Quentin Penn-Hollar

AGC OF DC WASHINGTON CONTRACTOR AWARDS

The Associated General Contractors (AGC) of DC Washington Contractor Awards recognize the District of Columbia metropolitan region's outstanding projects and contractors.

Metropolitan Park
Office/Retail, over $100 million

Hampden House
Clark Foundations, Specialty Contracting, $1-$15 million

Virginia Railway Express Lifecycle Overhaul and Upgrade Facility
Clark Civil, Heavy/Industrial, $31-$50 million

SETH RANDALL NAMED A TOP 25 NEWSMAKER OF 2024 BY ENR

Seth Randall, regional safety director at Clark Construction, was named by Engineering News-Record (ENR) as one of 2024's Top 25 Newsmakers. This honors his commitment to advancing worker safety through Clark's innovative use of helmets featuring integrated four-point chinstraps.

In 2017, Seth spearheaded the implementation of these helmets, ultimately leading to Clark being the first general contractor to implement this type of enhanced head protection requirement among its trade contractors on all projects nationwide. Seth's dedication has transformed industry safety protocols, paving the way for OSHA's 2024 helmet mandate for federal employees. His efforts improved safety at Clark and for our trade partners, who are now required to adopt the same helmet standard. Seth's recognition as a Top Newsmaker underscores his commitment to creating safer work environments. ■

CLARK ANNOUNCES COMPANY OFFICER PROMOTIONS

Clark Construction is pleased to announce the promotions of the following team members:

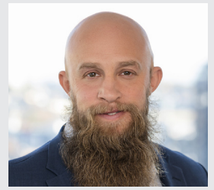
Jonathan Aceto
Vice President, Clark Water

Ben Brandt
Vice President, Shirley

Charlie Breeden
Vice President, Clark Civil

Jeff Diguette
Vice President, Engineering

Mark Goodwin
Senior Vice President, Central Group



Beau Jackson
Vice President, Capital Group

Robert Klein
Vice President, Human Resources

Todd McQuinn
Vice President, Clark Civil

Derek Stevens
Vice President, Capital Group

Jesse Wallace
Vice President, Shirley

Travis Williams
Vice President, Clark Technologies

Erin Young
Vice President, Central Group

BUILDERS AT HEART WITH Don Ramsey

Don Ramsey is a senior field engineer II and constructability reviewer with Clark Construction working on the Dominion Square project in Tysons, Virginia.

In the Builders at Heart series, we highlight the passions and backgrounds of the Clark team that allow us to tackle challenges head-on, solve complex problems, and build what matters.

We recently sat down with Don Ramsey, a senior field engineer, to learn about his 54-year career with Clark and his love for engineering.

Tell us about your background.
I grew up in Washington, DC. During the summer months while in high school, I worked as a rodman for a land surveyor. After graduating, I briefly worked as a laborer with a friend's father. Through that connection, I met Dick Caruso, the lead superintendent on the West L'Enfant Plaza project with the George Hyman Construction Company (now Clark), who hired me. Since 1970, I've worked in many different roles on approximately 50 projects – some for a short time, others spanning several years.

What led you to pursue a career in the construction industry? Did any early experiences influence your career path?
My father told me, "If you can't draw it, you probably can't build it." That advice, combined with my love for math, influenced my decision to join the industry. Early in my career, a colleague taught me to visualize what the drawings conveyed – an invaluable lesson I've carried throughout my career.

"I fell in love with the building industry on my first job, and I love what I do, so why stop?"

What are you most proud of, either personally or professionally?
I'm incredibly proud of my 54-year career with Clark, raising a family of four children, and my volunteer work. I currently serve as a volunteer project leader for the C&O Canal Trust and participate in the Prince George's County Christmas in April program as a home previewer, house captain, and fundraiser. I was also involved with the DC Building Industry Association (DCBIA) for about 10 years.

What do you like most about working at Clark?
I enjoy challenges, especially ones that come with drawing reviews.

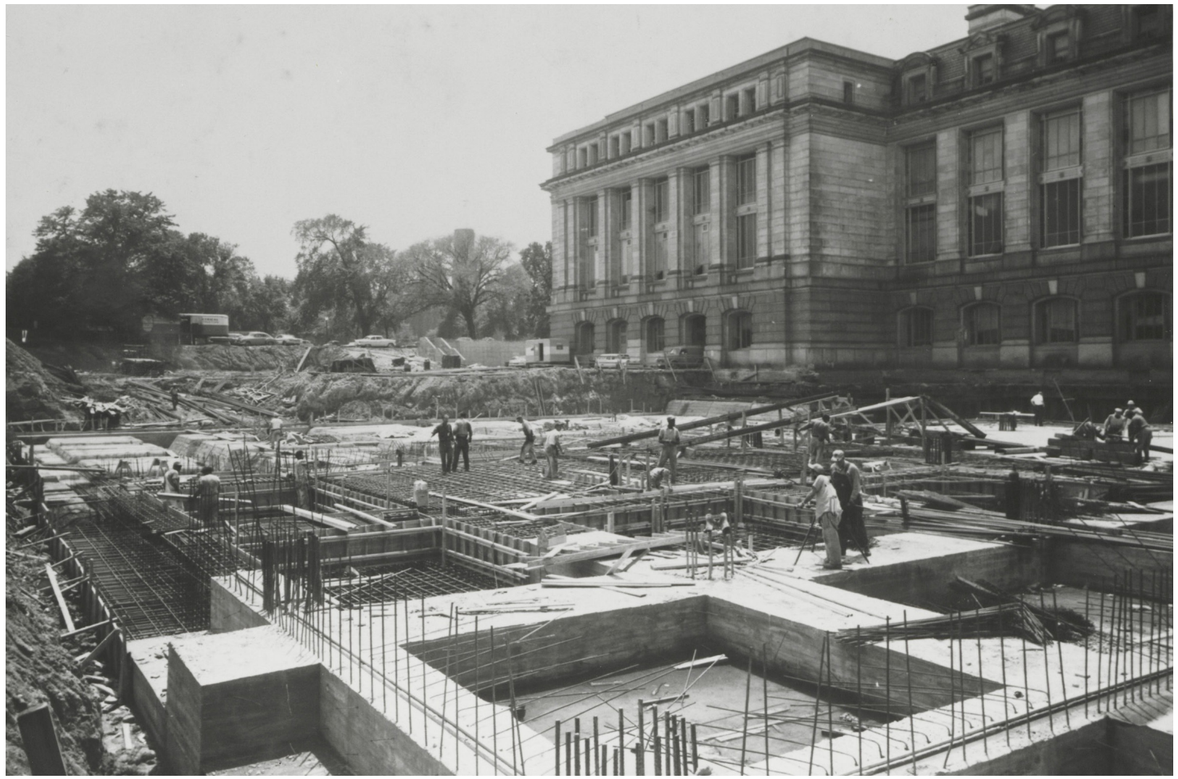
I also enjoy working alongside the talented Clark teammates and leaders. Some of my favorite memories are from the company picnics, which grew from roughly 60 employees when I first started to more than 1,000 employees in more recent years.

What are your favorite projects you've worked on at Clark?
It's hard to pick just one! My first job at L'Enfant Plaza, where I fell in love with construction, will always be special. The James Madison Memorial Building of the Library of Congress, Robert Trent Jones Golf Clubhouse, FBI Washington Metropolitan Field Office, National Institute of Standards and Technology Advanced Measurement Laboratory, US Institute of Peace, and ECB2 at Fort Meade all tie for first place, with a number of others coming in at a close second. ■

To read more profiles of the individuals who make up the diverse Clark team, scan the QR code.

Don spends much of his free time supporting local volunteer organizations, including The Smithsonian Environmental Research Center in Edgewater, Maryland, where he's participated in several archaeological digs.

FROM THE CLARKIVES

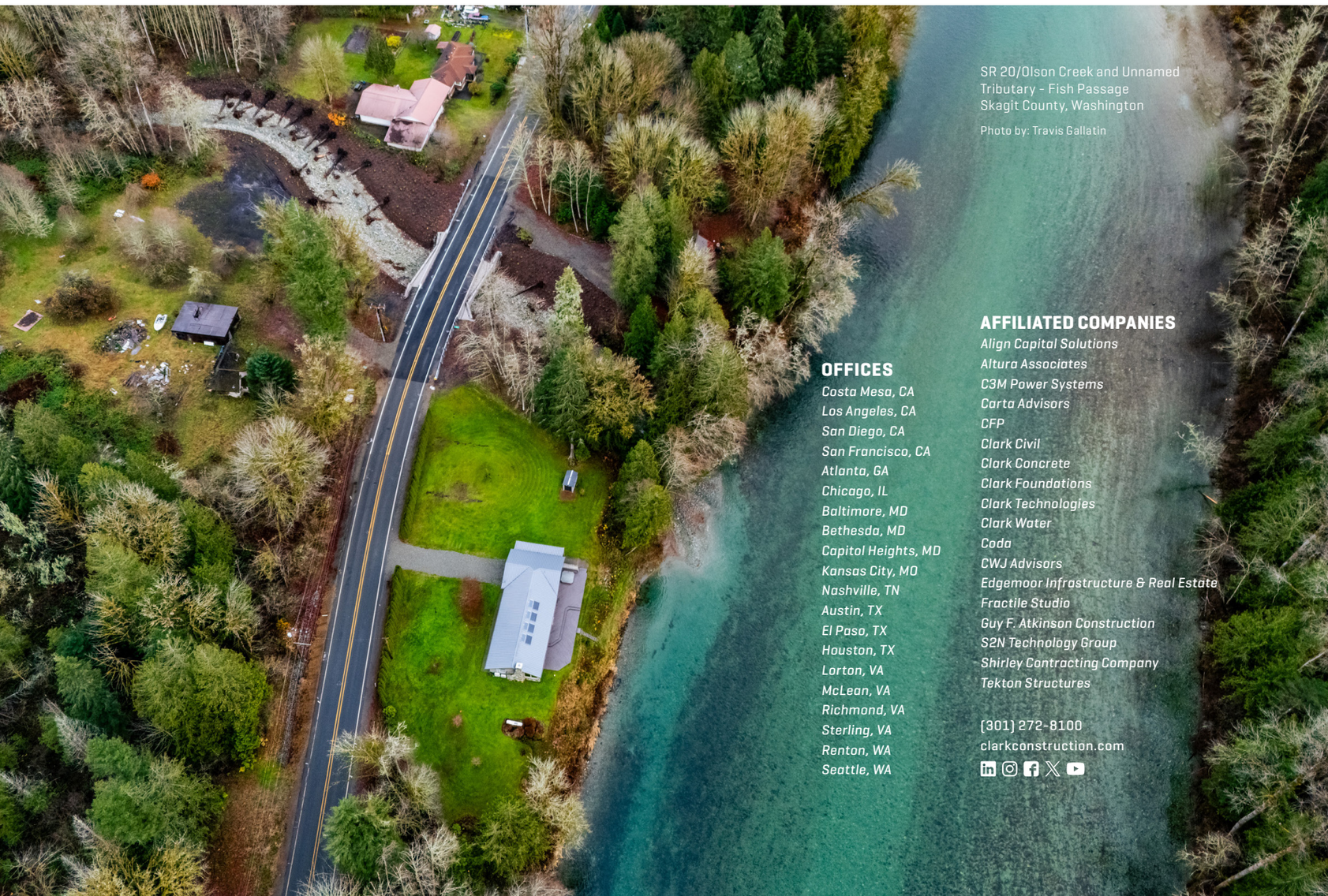


IN 1961, CLARK BEGAN CONSTRUCTION ON THE EAST AND WEST WINGS of the Smithsonian National Museum of Natural History in Washington, DC.

The Clark team helped this global landmark expand to accommodate its growing collections and staff. Working with the architectural firm Mills, Petticord and Mills, Clark constructed each wing with six floors, plus basement and ground floors before delivering the expanded museum in 1964.

More than 50 years later, the east and west wings continue to support the world's most popular natural history museum, and Clark continues its historic tradition of shaping our nation's cultural institutions.

Clark Construction Group, LLC
7900 Westpark Drive, Suite T300
McLean, VA 22102



SR 20/Olson Creek and Unnamed Tributary - Fish Passage
Skagit County, Washington

Photo by: Travis Gallatin

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(301) 272-8100
clarkconstruction.com