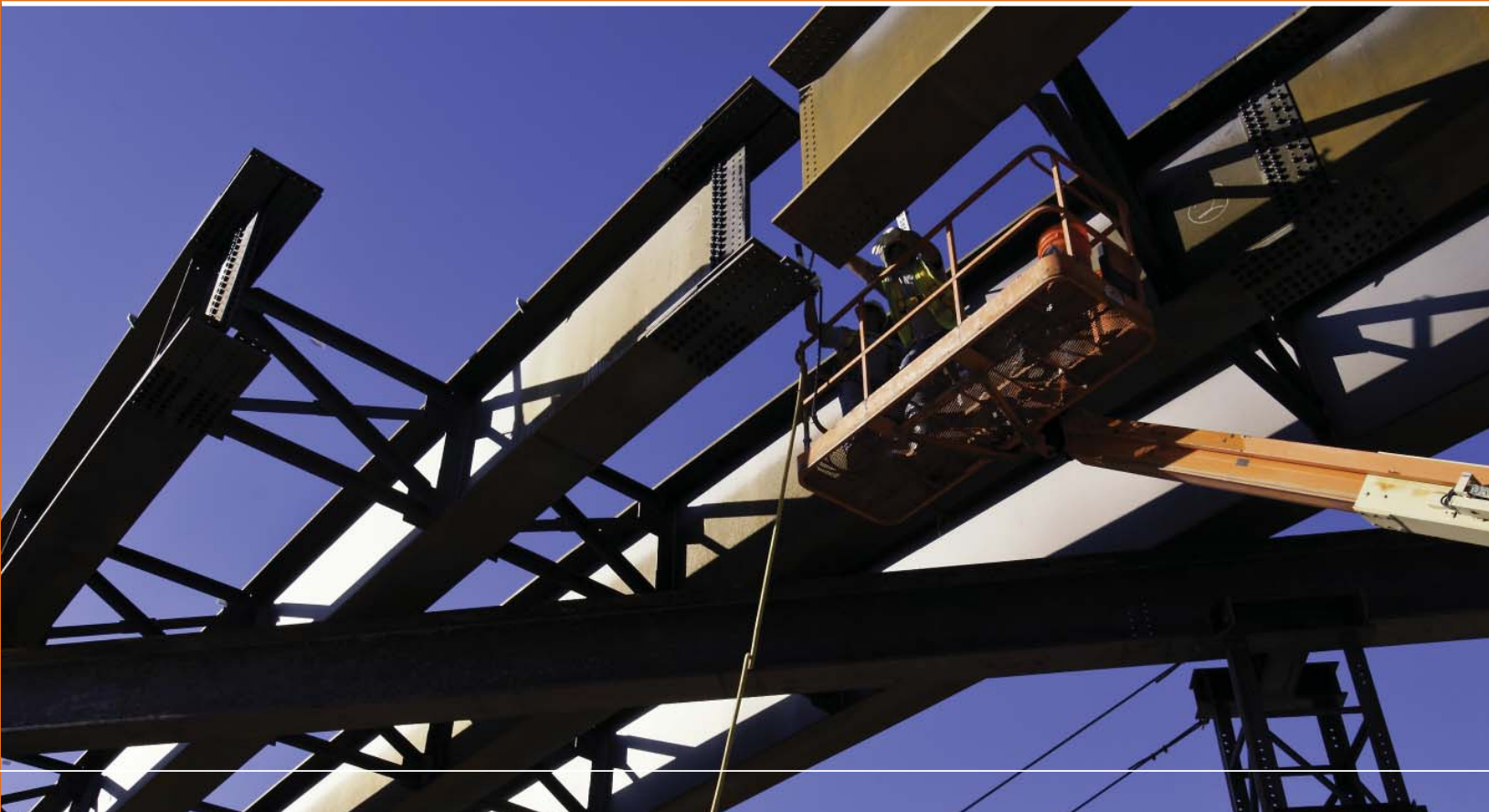
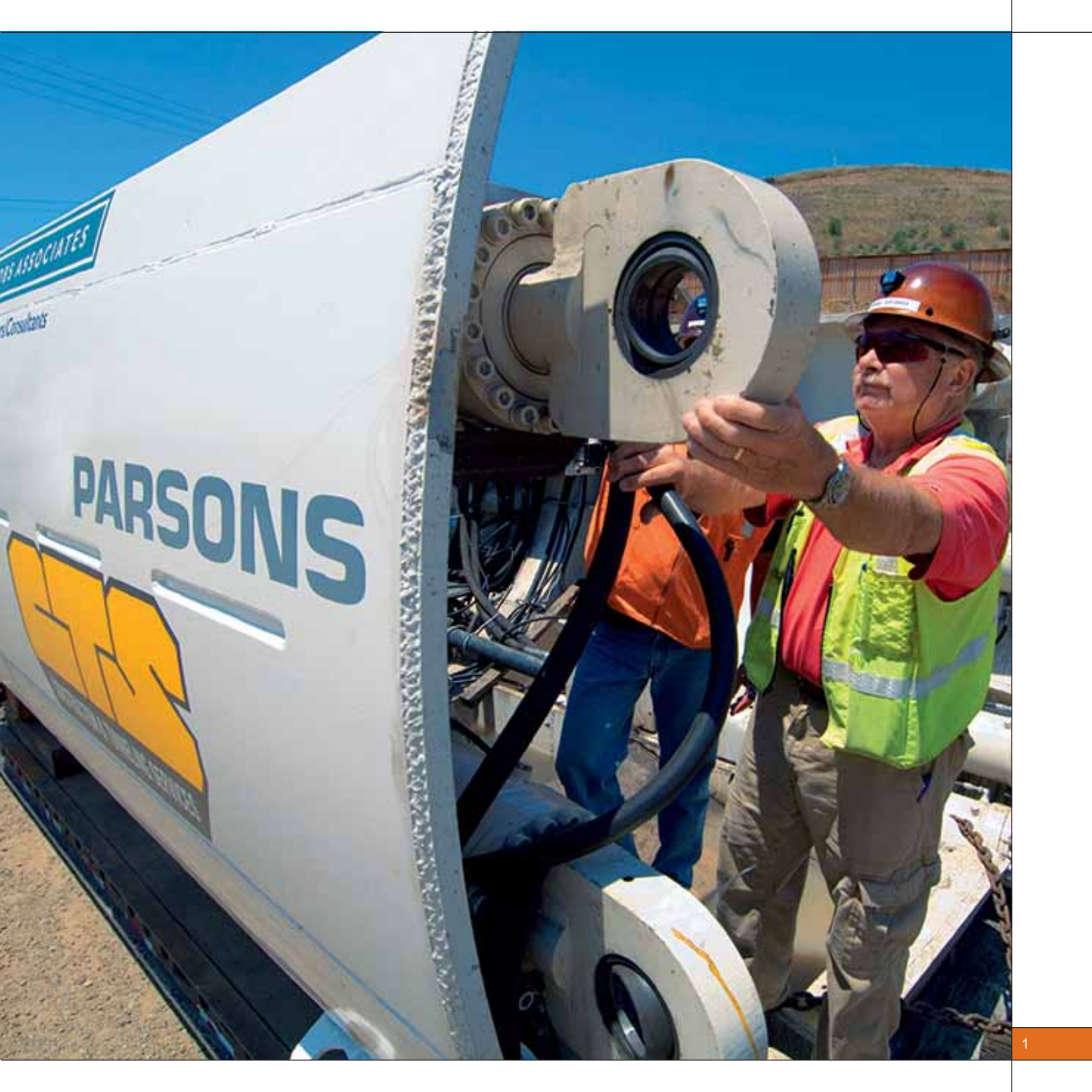


**PARSONS**

Parsons Construction  
People and power to  
move the world.



# Building on a Reputation for Excellence









Parsons' construction capabilities complement our engineering and design experience, which means that we can offer our customers the security of seamless communication between design and construction. In today's rapidly evolving alternative project delivery market, Parsons offers extraordinary value by housing everything our clients look for — financial strength; bonding capacity; and design, construction engineering, and construction services — under one roof. We have completed more than 80 alternative delivery projects, worth more than \$27 billion, and the numbers continue to grow. Parsons' customers can expect state-of-the-art service through innovative technology packages such as PAR-LINK™ and PARBID™, and our companywide certification under the

International Organization for Standardization 9001 means that our projects meet the most stringent quality and safety standards. We have a long history in construction, but recently Parsons has re-committed to growing our heavy civil construction business and augmented our estimating and construction engineering capabilities. We have a reputation throughout the engineering and construction industry for answering the toughest challenges and for delivering award-winning projects, but Parsons will never be content to rest on that reputation — we are committed to building on it.



## SAND CREEK BYWAY

DELIVERY METHOD  
Design-Bid-Build

CUSTOMER  
Idaho Transportation Department

PROGRAM VALUE  
\$112 million

LOCATION  
Sandpoint, Idaho

### PROJECT HIGHLIGHTS

Parsons was the prime contractor for this 2.1-mile byway that was constructed near downtown Sandpoint, spanning Sand Creek. Work included shoreline extensions involving dredging and sheet pile walls, four steel girder bridge structures, one pedestrian bridge, 35 mechanically stabilized earth walls totaling 375,000 square feet, pedestrian and bike paths, interchange modifications, two cut-and-cover pedestrian tunnels, and a railroad embankment for future rail expansion. The Sand Creek Byway was constructed adjacent to a BNSF railway, which carries an average of 80 trains every 24 hours. Ensuring worker, public, and train safety were essential requirements, as were ensuring uninterrupted rail traffic and preventing settlement of the railway's right-of-way. The project has been recognized with several awards, including a National Recognition Award from the American Council of Engineering Companies.



Photo by Jerry Luther at Lutherworks



## COVANTA ENERGY SYSTEMS H-POWER FACILITY EXPANSION

### DELIVERY METHOD

Design-Build and Firm Fixed Price

### CUSTOMER

Covanta Honolulu Resource Recovery Venture, Inc.

### PROGRAM VALUE

### LOCATION

- \$300 million (3rd boiler DB project)
- \$167 million (Parsons' contract)
- \$25 million (baghouse facility)
- \$6 million (sludge DB contract)

### PROJECT HIGHLIGHTS

Parsons served as general contractor on Covanta Energy's Honolulu Resource Recovery Facility (HPOWER) Expansion for Third Boiler Addition project, which included a third boiler, a new air quality control system, a 32-megawatt steam turbine generator, and associated ancillary work and equipment. Parsons self-performed the construction work, employing a sizable, highly specialized craft/staff labor force using Parsons' equipment. Parsons also completed a \$25 million baghouse installation project and was the client's contractor of choice for virtually all major plant outage work.



## CALGARY AIRPORT RUNWAY DEVELOPMENT

### DELIVERY METHOD

Construction Management At-Risk

### CUSTOMER

Calgary Airport Authority/City of Calgary

### PROGRAM VALUE

### LOCATION

CAD \$470 million (Runway)

Calgary, Alberta, Canada

CAD \$140 million (Tunnel)

### PROJECT HIGHLIGHTS

Parsons, in a joint venture, is providing construction management services for a new 14,000-foot runway, associated taxiways, and an aircraft parking apron. In a separate contract to the City of Calgary, the JV team also completed the Airport Trail Tunnel, which is a 620-meter tunnel that runs under the new runway and extends Airport Trail. The tunnel portion of the project includes tunnel excavation, underground utilities, tunnel structure, life-safety systems, and roadworks. The purpose of the project is to accommodate superjumbo jets and significantly improve the airport's capacity and range of services for users.



## HOUSTON METRO SOLUTIONS

### DELIVERY METHOD

Design-Build-Operate-Maintain

### CUSTOMER

Houston Metropolitan  
Transit Authority (METRO)

### PROGRAM VALUE

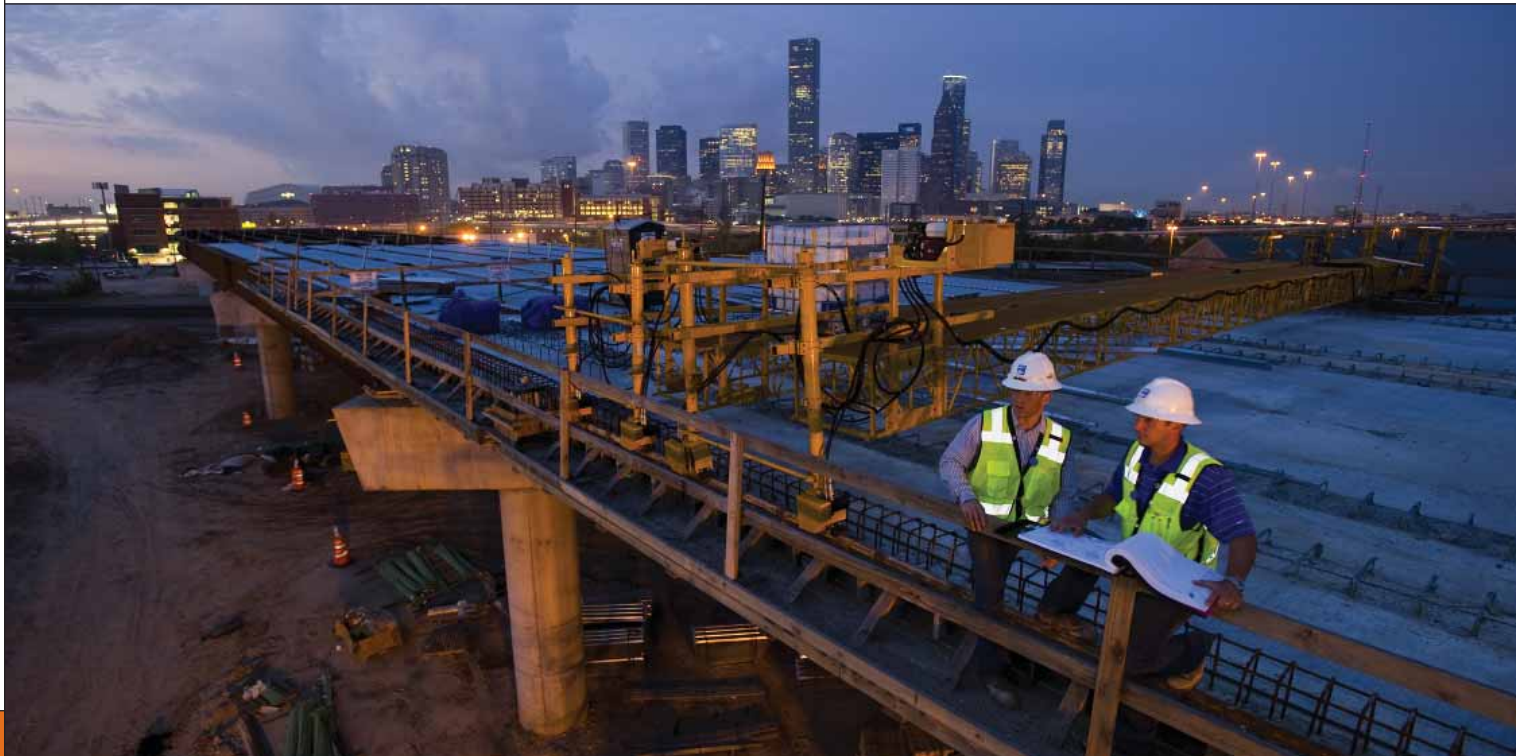
\$1.2 billion

### LOCATION

Houston, Texas

### PROJECT HIGHLIGHTS

As the facility provider and managing partner of the design-build joint venture, Parsons is responsible for designing, building, operating, and maintaining the Houston METRO light rail extension project, which is part of the Houston METRO Solutions comprehensive plan, a collective effort between METRO's regional transportation partners and mobility experts from across the nation. The expanded light rail system will include three new corridors, totaling approximately 15 miles of double-track light rail transit (LRT), 23 stations, storage and inspection facilities, system safety and operational upgrades to the existing 7.5-mile LRT system, 76 new light rail vehicles, a new operations control center, and major renovations to the existing operations control center to allow it to operate as a backup. Community outreach and small business participation has been an integral part of the construction program. Through mid-2013, more than \$272 million had been paid to 589 local, small business enterprises.







## SR 532 CORRIDOR IMPROVEMENTS

### DELIVERY METHOD

Design-Build

### CUSTOMER

Washington State Department of Transportation (WSDOT)

### PROGRAM VALUE

\$54 million

### LOCATION

Stanwood and Camano  
Island, Washington

### PROJECT HIGHLIGHTS

Parsons led the construction and design of a 10-mile stretch of SR 532 for WSDOT. This design-build project included the Camano Gateway Bridge, a new four-span, 400-foot-long bridge built with precast concrete girders and a cast-in-place concrete deck. Parsons' winning concept consisted of a 190-foot main span that allowed the bridge to clear the river's natural banks, reducing the project's cost, improving the river's hydraulics, and greatly reducing environmental impacts. This main span is one of the longest precast, prestressed girder spans in the Pacific Northwest. The project has received many awards, including the American Council of Engineering Companies (ACEC) Northwest Region 2011 Project of the Year and the ACEC 2012 Gold Award.



## WEST BASIN MUNICIPAL WATER DISTRICT EDWARD C. LITTLE WATER RECYCLING FACILITY PHASE V EXPANSION

### DELIVERY METHOD

Design-Build

### CUSTOMER

West Basin Municipal Water District

### PROGRAM VALUE

\$63 million

### LOCATION

El Segundo, California

### PROJECT HIGHLIGHTS

Parsons was the design-builder for the plant's \$63 million Phase V expansion, designing and constructing the expansion of the existing Edward C. Little Water Recycling Facility. The scope included ozone pretreatment, microfiltration and reverse osmosis facilities, irrigation water facilities, and various solids-handling facilities to improve water quality and plant efficiency. Work included installing a new feed pipeline for reverse osmosis; upgrading power supply and distribution facilities; expanding existing solids handling systems; constructing an ozone pretreatment system; adding reverse osmosis trains, microfiltration, and ultraviolet irradiation; expanding the chemical facility; and expanding the Title 22 treatment system.

U.S. DEPARTMENT OF ENERGY  
SAVANNAH RIVER SITE

## SALT WASTE PROCESSING FACILITY (SWPF)

DELIVERY METHOD

Design-Build

CUSTOMER

U.S. Department of Energy

PROJECT VALUE

\$1.7 billion

LOCATION

Aiken, South Carolina

### PROJECT HIGHLIGHTS

Parsons is responsible for the complete technology development and implementation of the SWPF project. In January 2004, the Department of Energy selected Parsons as the Phase II contractor to complete the SWPF project. Parsons is self-performing approximately 80 percent of the construction effort on this first-of-its-kind facility, and the same team of construction professionals responsible for this self-performance is managing the subcontractors performing the balance of the work. Work includes 45,000 cubic yards of concrete formwork, placement, and finishing; 5,000 tons of reinforcing steel; and, 2,000 tons of structural steel (rigging, erection, and alignment). In 2013, the Department of Energy awarded the SWPF construction site the Voluntary Protection Program (VPP) merit status for excellence in safety and health.







## MIAMI INTERNATIONAL AIRPORT AUTOMATED PEOPLE MOVER

### DELIVERY METHOD

Design-Build-Operate-Maintain

### CUSTOMER

Miami-Dade Aviation Department

### PROGRAM VALUE

\$259 million

### LOCATION

Miami, Florida

### PROJECT HIGHLIGHTS

Parsons led the construction joint venture for this project, known as the MIA Mover, under a design-build-operate-maintain contract. The MIA Mover, the airport's first LEED-certified project, opened to the public in 2011, on time and under budget. The MIA Mover runs on a 1.27-mile elevated guideway between two stations, one existing and one new. The project has received numerous awards, including the 2013 *Engineering News-Record* Best of the Best Award for project safety, the 2013 *Engineering News-Record* Global Best Projects Award of Merit – Rail Category and the 2012 *Engineering News-Record* Best Projects Best Transportation Project.



## JOHN JAMES AUDUBON BRIDGE

### DELIVERY METHOD

Design-Build

### CUSTOMER

Louisiana Department of Transportation and Development

### PROGRAM VALUE

\$359 million

### LOCATION

St. Francisville, Louisiana

### PROJECT HIGHLIGHTS

The John James Audubon Bridge spans the Mississippi River and is the longest cable-stayed structure in the United States and Canada, with a span of 1,583 feet. As a construction joint venture partner and lead engineer for the project, Parsons was responsible for the design of the river crossing, 12 miles of approach roadways, and seven other bridges. Parsons personnel provided supervision for the deck erection. The bridge's 100-year design life is supported by several sustainable design and construction features, including corrosion-protection elements that will reduce future maintenance costs. The project was awarded the Design-Build Institute of America 2012 Design Excellence Award.

## MIAMI INTERNATIONAL AIRPORT

NORTH AND SOUTH TERMINALS

DELIVERY METHOD

North Terminal – General Manager Contractor At-Risk  
South Terminal – At-Risk Construction Management

CUSTOMER

Miami-Dade County Aviation Department

PROGRAM VALUE

North Terminal – \$1.1 billion  
South Terminal – \$843 million

LOCATION

Miami, Florida

### PROJECT HIGHLIGHTS

As general management contractor at-risk for the North Terminal Development Program, Parsons constructed a four-story, 1-mile-long terminal that significantly reduces the airport's carbon footprint, provides more than 115,000 local jobs, and contributes more than \$6.5 billion annually to South Florida's economy. To enhance its service, the airport also embarked on a capital improvement program that included a new 1.7 million-square-foot South Terminal, for which Parsons was responsible for at-risk construction management. The new North Terminal has 50 dual gates to support both international and domestic passengers, a 400,000-square-foot Federal Inspection Services area, and a people mover capable of transporting 9,000 passengers per hour. The South Terminal program included a new 14-gate, 360,000-square-foot Concourse J; modifications to the existing Concourse H; and enhanced baggage handling and security screening facilities. Furthermore, all work on the South Terminal program's Concourse H was set aside for local small businesses. *Engineering News-Record* awarded the North Terminal with the 2013 Global Best Project award in the airports/ports category.







## CALIFORNIA HIGH-SPEED RAIL, CONTRACT CP1

### DELIVERY METHOD

Design-Build

### CUSTOMER

California High-Speed Rail Authority

### PROGRAM VALUE

\$985 million

### LOCATION

Madera to Fresno, California

### PROJECT HIGHLIGHTS

Parsons is a member of the construction joint venture and the lead designer for this first 29-mile section of the California High-Speed Rail project, connecting the Madera and Fresno stations. The project includes the design and construction of overhead and underpass grade separations, rail alignment design, rail viaduct structures, embankments, cut sections, and a tunnel. The system is able to accommodate trains up to 200 miles per hour, is expected to have a total of 24 stations, and will connect to local transportation, providing inexpensive, fast, convenient service between California's major metropolitan areas.



## LOMPOC REGIONAL WASTEWATER RECLAMATION PLANT UPGRADE

### DELIVERY METHOD

Design-Bid-Build

### CUSTOMER

City of Lompoc

### PROGRAM VALUE

\$94 million

### LOCATION

Lompoc, California

### PROJECT HIGHLIGHTS

Parsons was the general contractor, self-performing 78 percent of the work to upgrade the existing Lompoc Regional Wastewater Reclamation Plant. The upgrade increased the plant's capacity from 5 to 15 million gallons per day; provided an improved system of safe, reliable transport and treatment of the community's wastewater; and allowed the plant to meet new, stricter discharge requirements. The work included all site excavation; sheet pile shoring; concrete placing and forming for on-site piping, from 25-millimeter copper to 762-millimeter high-density polyethylene; the fabrication/installation of all aboveground process piping; and the grading and preparation of the site for asphalt paving and landscaping. The project was recognized with the 2008 Occupational Excellence Achievement Award by the National Safety Council.





# Results You Can Trust

Today's projects require a firm that offers the flexibility to deliver results in a demanding marketplace. With Parsons Construction, we have the ability to design and construct technically challenging and complex projects. We offer our partners and clients experience in all aspects of alternative and traditional delivery, combined with the quality that Parsons is known for. Choosing a firm to deliver your project is a big decision. Choose a name you trust. Choose Parsons.

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